

CHAPTER 4

FUTURE LAND USE PLAN AND DEVELOPMENT POLICIES

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SECTION 4.1

INTRODUCTION

Westwood has begun to experience development pressure as its demographics change and redevelopment activity spreads from neighboring jurisdictions. Additional pressures include the expansion of the KU Medical Center to the north of Westwood, and the City's fiscal need to attract new retail development and businesses. However, without the ability to expand its geographic boundaries, Westwood must find both creative and responsible ways to facilitate future growth and redevelopment by balancing the mix of land uses.

Currently, Westwood's land uses are fairly low density and low intensity. For example, commercially-zoned land represents only about 13% of the City's total land area and single family neighborhoods represent about 60% of the area. The average single-family lot size is about 9,250 sq. ft. which equates to a residential density citywide of about 4.72 dwelling units per acre. This ranges from smaller lots that are about 4,300 sq. ft. in size, to a few lots over a half-acre in size.

The land use goals and objectives contained in this element of the Plan aim to preserve and enhance Westwood's strong residential fabric while providing a more diverse mix of land uses to help catalyze investment, development and redevelopment in the City.

SECTION 4.2

FUTURE CHARACTERFRAMEWORK PLAN MAP

~~A future character~~The Comprehensive Plan is a general guide to assist local civic and government leaders, business interests, and citizens to make informed decisions on development, efficient use of land, and anticipated changes to developed areas of Westwood. The Plan is a fluid document, capable of adapting to changing conditions in the community.

~~The future character plan is a fluid document, capable of adapting to changing conditions in the community. The future character plan,~~Framework Plan Map was established to effectively guide future development in a way that will accomplish Westwood's Vision and Plan Themes. When used in concert with the goals and policies outlined in this document, the Comprehensive Plan forms the basis for most all development and redevelopment decisions. ~~The Future Character Plan Map is established as a framework to effectively guide future development in a way that will accomplish Westwood's Master Plan Vision Statement and Plan Themes. It is an important tool to frame some of the fiscal issues facing local taxpayers and reveals a commitment to the future, based on public input and community values.~~ A community achieves its goals through leadership, vision and determination.

A key to future success lies in understanding and respecting the physical elements and business partnerships that promote the character and well-being of the community. Some examples that are worth preserving and protecting are:

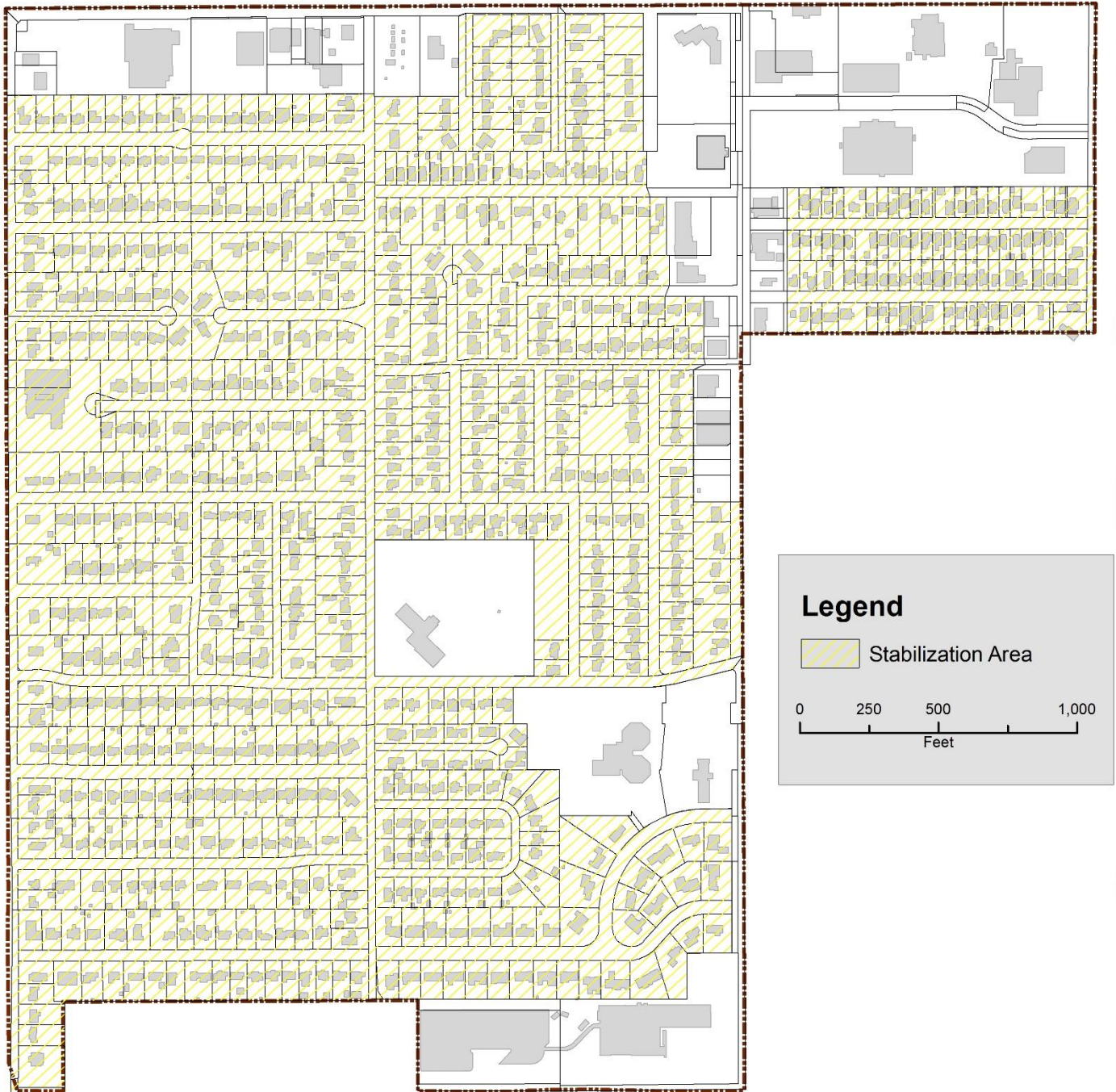
- Well-maintained, unique detached single-family homes in stable neighborhoods.
- Pedestrian-friendly street design with mature trees lining the streets.
- Significant business partners, such as the University of Kansas Hospital Authority, Midwest Transplant Network, and Woodside Health & Tennis Club.
- Park and open space with a variety of amenities.

The City can guide the type, location, and character of any proposed redevelopment projects. As land use and redevelopment decisions are made in the years ahead, the impact of developments on community character must be taken into consideration.

Stabilization Policy Area

These are areas in Westwood where the current residential character is maintained and enhanced and the land use is not anticipated to change. Policies identified within The Plan look to foster active neighborhood environments, maintain and improve residential properties and streets.

Figure 4.1: Stabilization Area Map



City of Westwood - Framework Plan Map

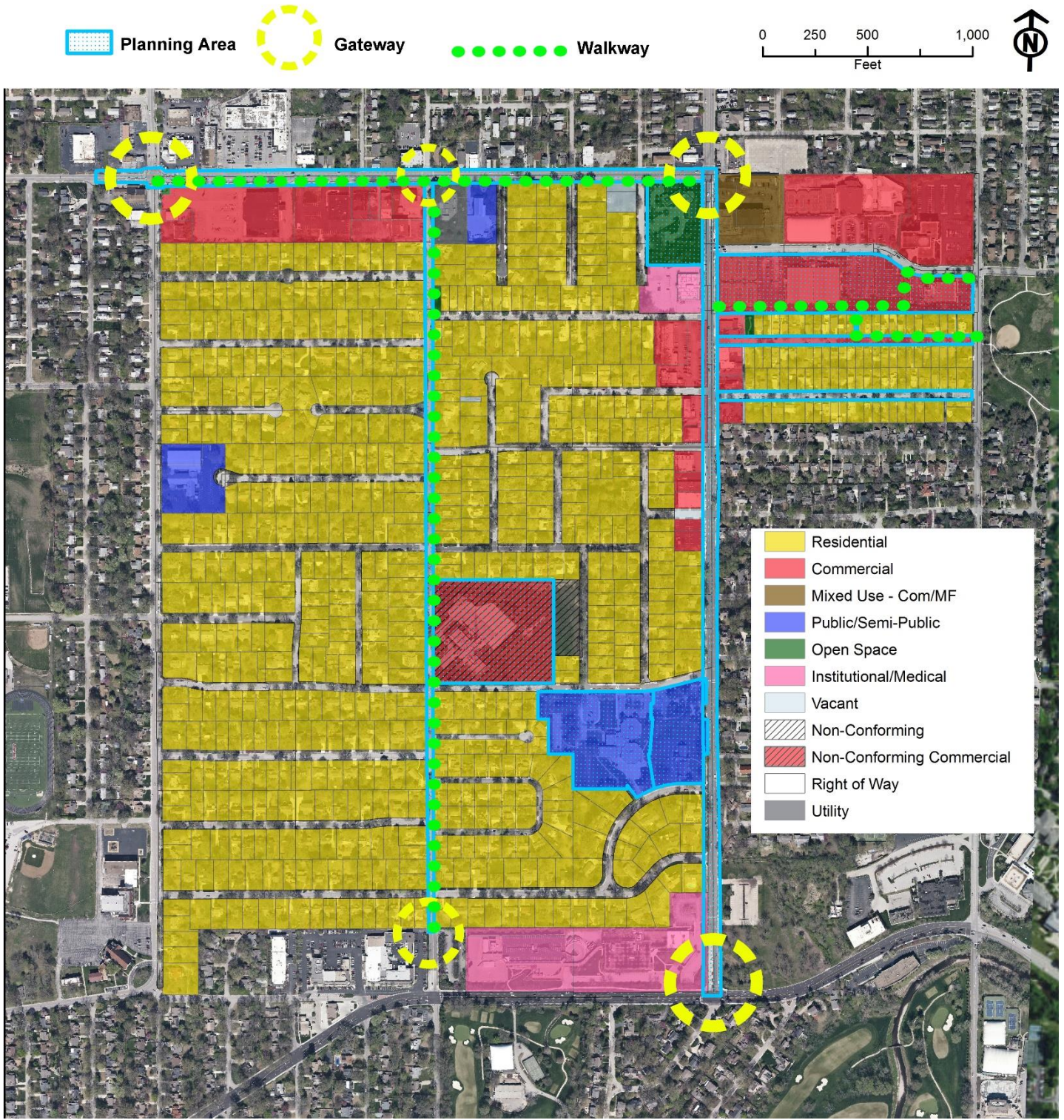


Figure 4.2 Framework Plan Map 1

SECTION 4.3

~~SECTION 4.2~~

GENERAL LAND USE CONSIDERATIONS

The following outlines general land use considerations for residential and commercial areas of the community.

Residential Land Use

It is important to consider the built environment when reviewing proposed building and redevelopment projects. A community that examines the scale, size, and function of residential areas enables people to connect with their neighbors and community.

Existing residential areas in Westwood, Kansas





Single-family ~~detach~~detached homes is the predominant residential housing type in Westwood, and will continue to be in the future. Other than the apartment units in the Woodside Village mixed-use development, no other housing type other than detached single-family homes exist in the community.

Existing single-family lots should continue to be well-maintained. Residential rebuilds and additions should comply within the current lot configuration of the community. Any redevelopment or infill projects need to respect the character of the surrounding homes and provide an orderly transition from adjacent homes to other land uses.

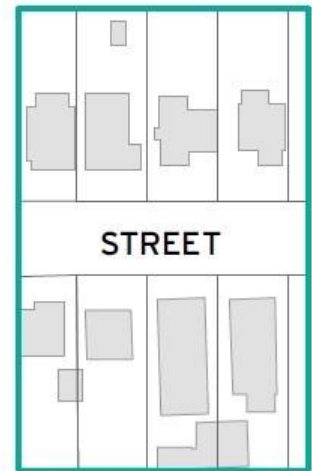
Residential Development Concepts

Allowing different home types and configurations of residences other than only detached single-family homes will provide opportunities for people of all life-cycle stages to reside in the community. Future residential redevelopments projects could incorporate an arrangements of single-family residential housing other than detached single-family homes, recognizing that demographic and market trends of today may not be the same in the future. This will also provide opportunities to incorporate either public or private open green space areas into redevelopment project areas.

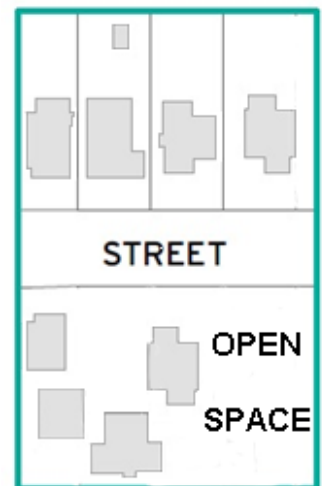
An option that moves away from the traditional single-family detached home development pattern with larger individual yards, and instead moves towards more compact development patterns with common open space area are residential townhomes, patio homes, or other clustered single-family detached housing developments concepts.

Westwood will continue adhere to a fundamental sound city planning concept, where housing is primarily located in the middle of a community. Higher traffic volume arterial streets, higher density residential developments, and commercial areas are located on the perimeter of the community, where local and collector streets connect residents to areas businesses, shopping areas and schools. It is important to assert that any future residential redevelopment projects compliment the surrounding homes and reflect the scale of the existing structures on the adjacent properties.

~~Existing single family lots should continue to be well maintained. Residential rebuilds and additions should comply within the current lot configuration of the community. Any redevelopment or infill projects need to respect the character of the surrounding homes and provide an orderly transition from adjacent homes to other land uses.~~



Single Family Detached



Patio Home / Cluster SF



Example: Prairie Village, Kansas

Redeveloped Housing



Example: Westwood, Kansas

Typical Character Housing

Some ~~of the~~ Planning Areas in Westwood, primarily those located near ~~by~~ or adjacent to a collector or an arterial street, may take on a more urban character as ~~it redevelops~~ they redevelop. Existing amenities and future enhancements may attract a different type of resident to Westwood who want to live in a more urban

and modern residential environment. The aesthetic can include different types, styles, and configurations of housing, as opposed to the traditional detached single-family residential homes that are predominant in the community today.



Example: Kansas City, Missouri — Example: Westwood, Kansas
Kirkwood Circle Townhome — Upper East Westwood



Townhomes

Commercial Land Use

The commercial land use sites illustrated on the [Future Character Framework Plan](#) Map include existing retail developments and sites presently classified as commercial. The primary commercial corridors in the community are 47th Street and Rainbow Boulevard. There is potential for increased commercial development opportunities along those two corridors.

The Plan includes a set of commercial development policies to guide decision-making for commercial and mixed-use development requests. Rainbow Boulevard and 47th Street are the principal commercial corridors in Westwood. Commercial signage, [architectural architecture](#), and site design should present a positive community image. City officials should carefully evaluate development proposals to consider both the short-term as well as long-term contribution to the community, including tax base and marketability of Westwood.

Existing commercial areas in Westwood, Kansas



Outside of the area near 47th Street and Rainbow Boulevard, commercial developments should maintain a neighborhood character including any homes converted to businesses (boutiques), or new construction that respects the surrounding residential neighborhood. The scale of the buildings should be low, generally no more than two-stories, and have parking areas sited and designed that are sensitive to the needs of the adjacent residential areas.



Example: Westwood Hills, Kansas
Westwood Hills Shops

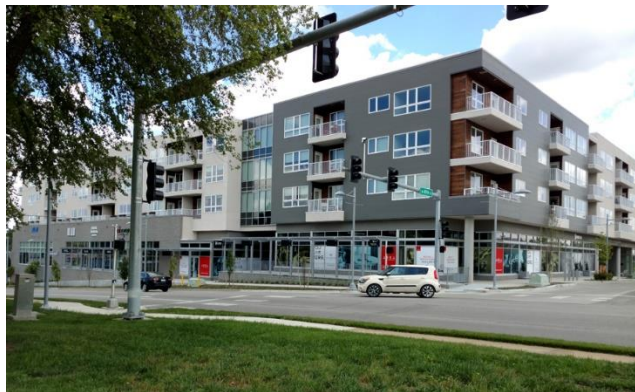


Example: Louisburg, Kansas
Home Converted to Business

The Planning Area adjacent to and near the 47th Street and Rainbow Boulevard intersection is the location in the community for establishing a distinctive urban mixed-use activity area with a town center characteristic. The scale of the buildings and redevelopment projects should maintain a pedestrian-friendly design, but at a scale and development pattern of greater than two stories in height. The character of the developments in these areas looks more modern or contemporary than other areas of the community.



Example: Leawood, Kansas
Mission Farms



Example: Lawrence Westwood, Kansas
9th Street and New Hampshire Rainbow Blvd.

Gatways

Gateways are major entry points into the Westwood community. Efforts should be taken at these locations to provide unique and unified signage, landscaping and/or streetscape improvements to welcome travelers to the community. These are areas which may see dramatic changes in use in the future due to the current infrastructure design and/or under-utilization of property. Most of these areas are based along Rainbow Blvd and 47th Street, Westwood's "Front Door," and focus on improving the City's image by defining gateways into the City.

Walkways

To encourage active living by design, there is a need to further enhance additional pedestrian and bicycle facilities within the City. This effort will promote livability, quality-of-life, a stronger sense of place, sustainability and healthy lifestyles. Doing so will facilitate a walkable environment to promote community interaction, as people are more likely to talk with neighbors and shop at local stores when they are on foot.

SECTION 4.4

LAND USE POLICIES

Westwood is a community built on the quality and character of our walkable single-family areas, schools, parks and commercial retail edges. Land use policies are intended to guide land use decision-making in conjunction with the future land use map. The Planning Commission and Governing Body should adhere to these policies when considering changes in zoning or community redevelopment projects.

RESIDENTIAL AREA POLICIES

- 1.1. Protect the character and quality of established residential areas, particularly areas with single-family homes, from the intrusion of incompatible land uses and excessive through traffic.
- 1.2. Consider various housing options and choices.
- 1.3. Encourage reinvestment in property.
- 1.4. Protect property values and encourage homeowner investment by enforcing housing and property maintenance codes.
- 1.5. Rebuild or restore deteriorated streets.
- 1.6. Improve storm drainage systems.
- 1.7. Improve the vehicular and pedestrian connection of residential streets between each other and with retail commercial areas and parks.
- 1.8. Promote the installation of pedestrian-scale lighting with capital street projects to enhance community character.
- 1.9. Bury overhead utilities and incorporate sidewalks, bike paths and public landscaped areas in capital street projects when feasible.
- 1.10. Support infill development or redevelopment that is compatible with surrounding properties.
- 1.11. Encourage new residential housing construction to be consistent with existing community character.
- 1.12. Encourage pedestrian-friendly residential development/redevelopment, which includes sidewalks on both sides of the street (when feasible), planting trees, and orienting housing towards the street.
- 1.13. Facilitate redevelopments to occur with careful attention to site design and neighborhood compatibility. This includes site design factors of overall density and size of the project, building size and scale, transition areas, screening, open space, lighting, traffic, and on-site parking.
- 1.14. Encourage the use of durable, natural building materials and high-quality architectural finishes.
- 1.15. Support home-based businesses that are compatible with the residential character of the neighborhood.
- 1.16. Promote the development of housing that will grow attendance at Westwood View Elementary School.

COMMERCIAL DEVELOPMENT POLICIES

- 2.1. Cluster new commercial development into focus areas or nodes, subject to the following criteria:
 - Use architecture that is in scale and harmony with nearby structures.
 - Provide a desirable transition with the streetscape and provide for adequate plantings, safe pedestrian movement, and parking areas.
 - Contain landscape plantings that enhance the architectural features or provide shade, buffering or screening.
 - Enhance the building design and adjoining landscape with exterior lighting, as needed. Restrain lighting and building fixtures to avoid excessive brightness.
 - Scale and proportion all signage appropriately in their design and visual relationship to buildings and surroundings. Design signage as an integral architectural element of the building and site.
- 2.2. Design commercial developments to include internal connections between building sites and/or parking lots to maintain access control.
- 2.3. Install landscaping on the perimeter, and landscaping islands in the interior of a parking lot to screen and soften the negative impact of parking lots.
- 2.4. Incorporate smartly designed transitions with landscaping and screening when commercial development is located adjacent to residential or incompatible uses.
- 2.5. Prohibit isolated commercial rezoning in established residential developments.
- 2.6. Encourage the upkeep, beautifying and revitalization of existing commercial buildings and signage.
- 2.7. Protect property values and encourage property investment by enforcing property maintenance codes.
- 2.8. Pursue public/private partnerships that encourage the highest and best use of the City's assets along commercial corridors and/or City gateways.

PARKS, OPEN SPACE, AND RECREATION POLICIES

- 3.1. Plan for safe pedestrian and bicycle connections within the community to schools and parks including connections to regional parks.
- 3.2. Support a wide selection of public recreational facilities, community spaces, and programs to meet the interests and needs of all ages, incomes, and abilities.
- 3.3. Encourage the shared use of any green space, open utility corridor areas, or exterior facilities.
- 3.4. Create a welcoming community image and develop a gateway improvements program/project to enhance City gateway signage in a consistent and coherent fashion.

INTERGOVERNMENTAL POLICIES

- 4.1. Consider the impact of other communities' plans and policies, and in turn how Westwood's plans and policies impact other area communities.
- 4.2. Work with Johnson County, Wyandotte County, the Shawnee Mission School District, KU Med, Water One and other utility stakeholders in collaborative relationships on issues such as economic development, road improvements, transit, and park and stormwater improvements.



STORMWATER MANAGEMENT POLICIES

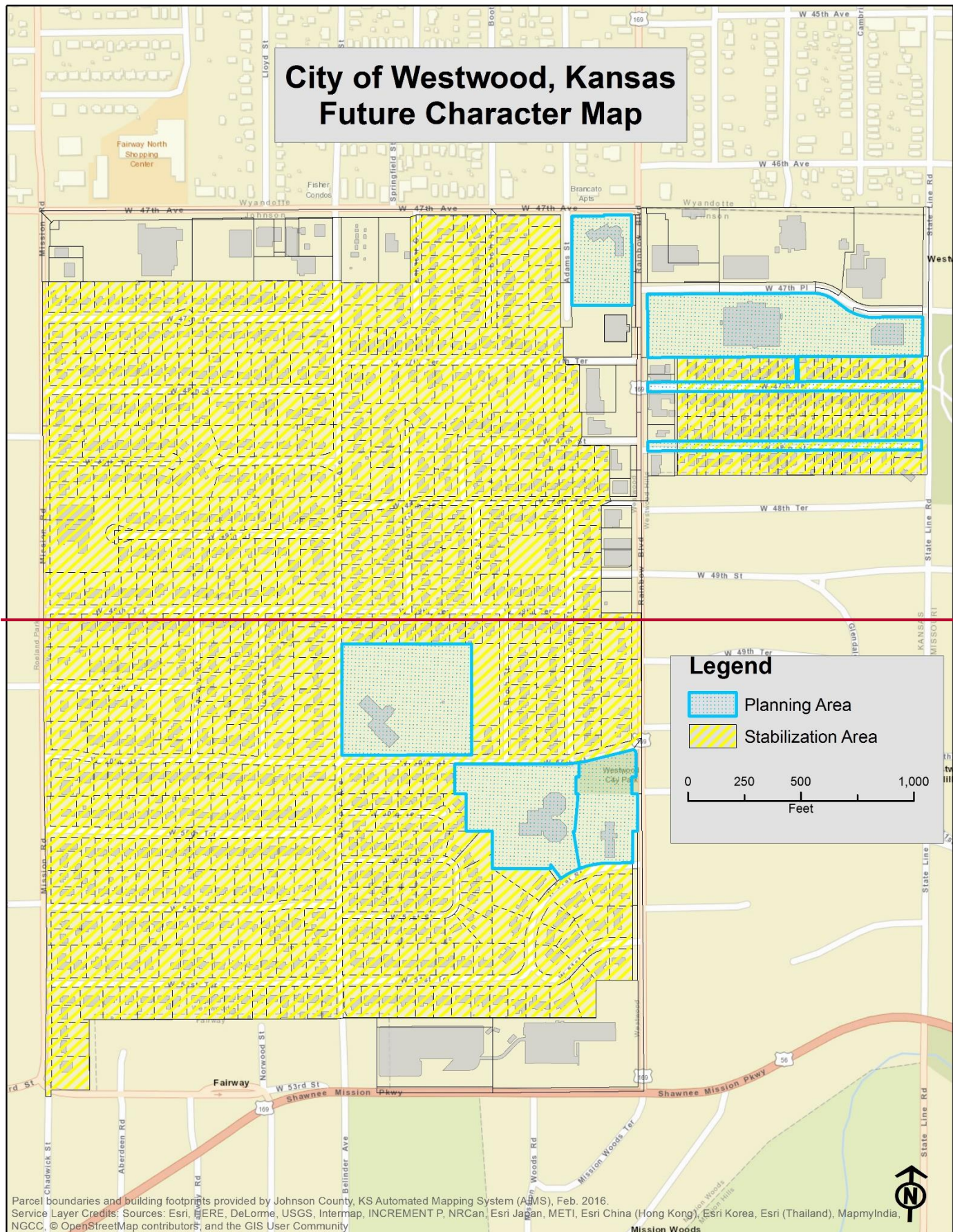
- 5.1. Promote resources and best management practices (e.g., rain gardens, detention basins, native landscaping) for businesses and residents to help reduce localized flooding on their property, and also improving water quality.
- 5.2. Meet regulatory standards for stormwater management.

LOCAL TRANSPORTATION POLICIES

- 6.1. Maintain a network of streets that effectively serve all residents.
- 6.2. Provide reasonable ingress and egress from developments, adequate emergency access, and minimized adverse impacts on the function of adjacent collector and thoroughfare roadways.
- 6.3. Provide for pedestrian mobility by building and maintaining sidewalks.
- 6.4. Integrate bicycle and pedestrian projects, where appropriate, into the street network.
- 6.5. Coordinate with area businesses and organizations to install bicycle and pedestrian amenities, such as a bike share program.
- 6.6. Accommodate transit service and transit amenities to better serve Westwood residents and those who come to Westwood for employment or services.
- 6.7. Regulate on-street parking that accommodates service by emergency vehicles, encourages safe travel of vehicles, and is pedestrian-friendly.

ECONOMIC DEVELOPMENT POLICIES

- 7.1. Coordinate economic development strategies with the capital improvement strategies, ensuring that necessary infrastructure is developed to support economic development.
- 7.2. Maintain economic incentives policy that is directly related to the economic development goals of the community.



SECTION 4.5

FUTURE LAND USE PLANNING AREAS

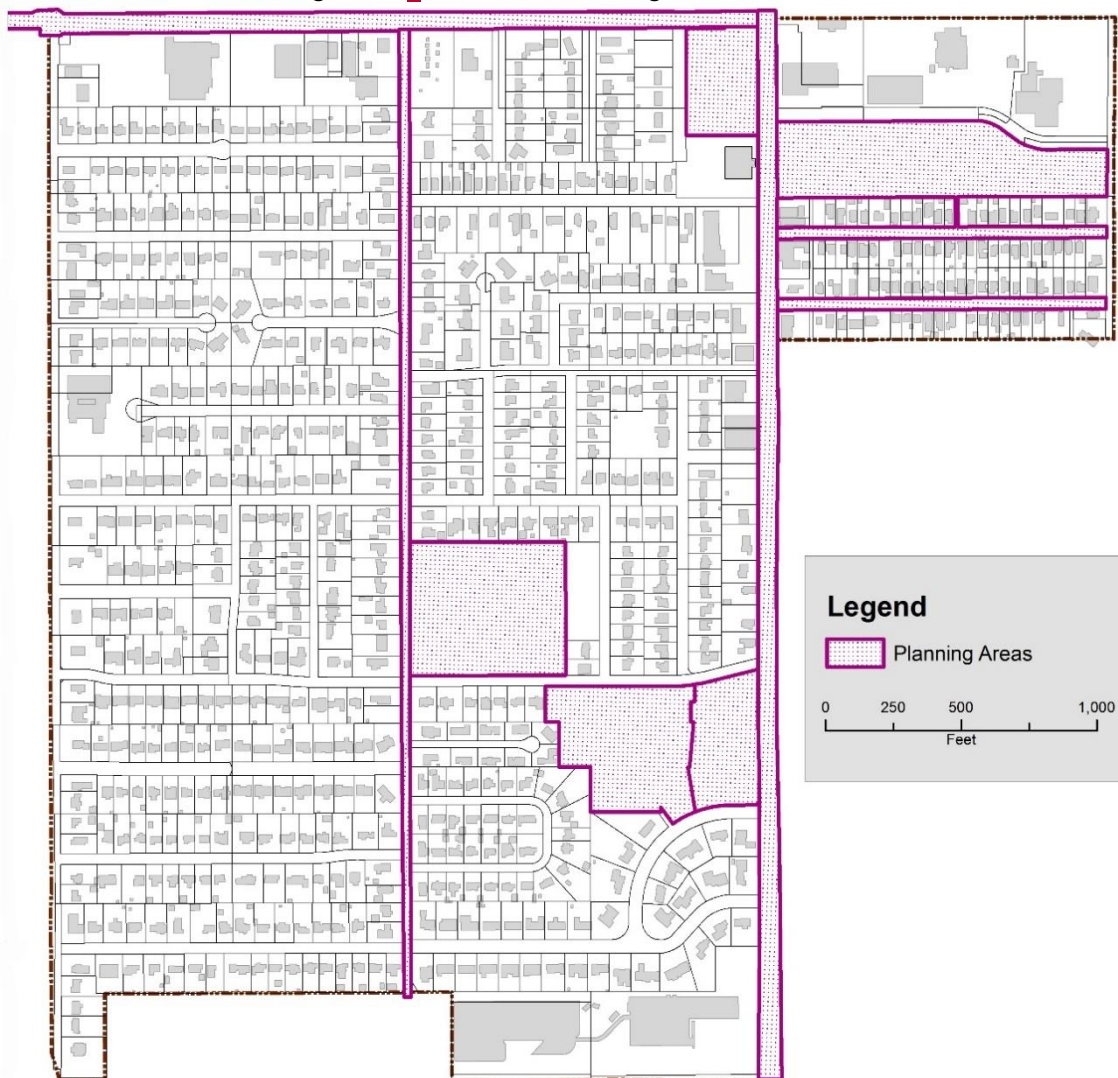
The following pages outline several areas with considerable opportunity for varying land use or arrangements of public spaces. More evaluation and analysis is needed to determine the feasibility of the options outlined.

The reality of whether or not changes can occur depends on many factors, some outside of the control of the City of Westwood. If one piece falls into place, others may follow. Ultimately, the City is only responsible for the land it currently owns and therefore must strive to apply the planning principles outlined in this plan to those properties. Private developers will have a responsibility to demonstrate to the Planning Commission and Governing Body, as well as the citizens of Westwood, that their development proposal achieves the planning principles expressed in this plan. The City also plays an important role in communicating the principles and desires of the community.

The Planning Areas, displayed in Figure 4.43 and described on the following pages, include:

- Desired outcomes identified by the steering committee
- Corresponding land use policies
- Corresponding strategies outlined in the Strategic Plan ~~(see the Appendices – page 1)~~

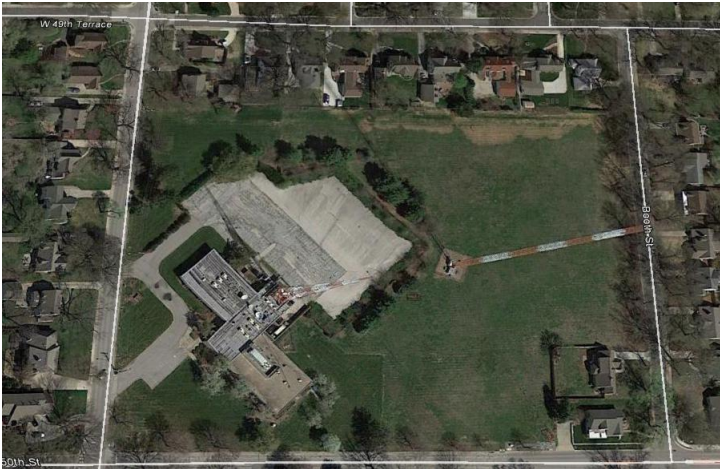
Figure 4.43: Westwood Planning Areas



ENTERCOM PROPERTY

THE PRESENT

Located in the center of the community is a property formerly occupied by Entercom Radio. Because of its location, this site located at 50th Street and Belinder Avenue in the center of the community, is an area with great importance ~~to the community.~~ The development of a new school facility at this site aligns with many of the goals and objectives of this Comprehensive Plan.



The Shawnee Mission School District staff has indicated an intent to build a new school on the property to replace the existing Westwood View Elementary School as part of a FY 2018 or later bond issuance.

A study conducted by an Urban Land Institute (ULI) Technical Advisory Panel in May of 2015 provided two different site design concepts for this site, including the development of a new school as well as alternative housing arrangements with shared green spaces.

The Shawnee Mission School District purchased 6.5 acres of the property in March 2016.

A private individual acquired the five (5) platted lots located on the west side of Booth Street separately from the School District. The two radio towers are slated to be removed from the subject site by May of 2018.

THE POSSIBILITIES

City and School District officials have discussed the City acquiring ~~a first right of refusal for an option to purchase~~ both the Entercom site and/or the existing Westwood View Elementary School site if the school district ever chooses to sell either of these properties. This would put the City of Westwood in a better position of controlling the ultimate redevelopment of either property.

If a new school is built, it should be compatible to the style, architecture, and character of the adjacent neighborhood, while adhering to site constraints and maximizing open green space opportunities.

Potential uses for this site include:

- New elementary school facility
- Park and open green space
- Civic uses
- Residential property for single-family homes





RELATED FUTURE LAND USE

POLICIES

- Protect character of established neighborhoods (1.1)
- Consider various housing options and choices (1.2)
- Improve storm drainage systems (1.6)
- Pedestrian-scale lighting (1.8)
- Support infill development that is compatible with surrounding properties (1.910)
- Support wide selection of recreational facilities and programs for residents (3.2)
- Encourage shared use of green space (3.3)
- Consider other area plans & policies (4.1)
- Reduce localized flooding with on-site stormwater improvements (5.1)

RELATED STRATEGIES

- Participate in school district decision processes; lobby for inclusion of school in the community
- Identify targeted areas where different styles of housing stock is allowed.
- Communicate with developers to discuss market demands for new housing.
- Develop a strategy to implement updates to Joe D. Dennis Park and potentially adjacent properties.

DESIRED OUTCOMES

- Protect and minimize impacts to adjacent residential property.
- Offer indoor and/or outdoor community activity/gathering spaces.
- Attract and keep residents.
- ~~Increased~~Retain and grow property values.

WESTWOOD VIEW ELEMENTARY

THE PRESENT

This 50-year old elementary school, located at 2511 W. 50th Street, is a significant element in the Westwood community, providing education for children in Westwood and in the nearby communities of Fairway, Mission Hills, Mission Woods, and Westwood Hills. Over the years, this school has been “on the chopping block” due to declining attendance, although representatives from the school district have indicated that this school will remain open.



The district recognized the need for repairs and updates to the facility, and several renovation projects were completed at this facility in 2016.

The future for this school’s structure is currently undetermined due to the recent purchase of the former Entercom site by the School District. The School District could choose to keep the existing school facility and make additional updates to the building.

It is highly ~~importance~~important that the elementary school remain in Westwood, either at this site or the former Entercom site.

THE POSSIBILITIES

The City of Westwood is ~~pursuing~~pursuing with the School District an agreement that if a new Westwood View school facility were built at the Entercom site, the City would have the option to purchase the ~~site~~old Westwood View Elementary School property. Several opportunities have been identified for this site. Combined with the adjacent Joe D. Dennis Park and 5050 Rainbow ~~site~~property, this area has a ~~lot~~lots of potential for redevelopment, including additional single-family homes and a ~~large~~larger park space, among other options. It’s important to note that the decision to move or not to move the school is in the hands of the School District.

This subject property was also studied by an Urban Land Institute (ULI) Technical Advisory Panel in May of 2015. The different alternatives outline from this study included expanding Dennis Park with open green space areas, utilizing the site in conjunction with the adjacent 5050 Rainbow property to allow the construction of a new school to the east of the existing elementary school, or a new housing development.

Potential uses for this site include:

- New ~~or replacement~~ elementary school facility
- Park and open green space
- Civic uses
- Residential property for single-family homes

RELATED FUTURE LAND USE

POLICIES

- Protect character of established neighborhoods (1.1)
- Provide housing options (1.2)
- Pedestrian-scale lighting (1.8)
- Support infill development that is compatible with surrounding properties (1.910)
- Safe bicycle and pedestrian connections (3.1)
- Support wide selection of recreational facilities and programs for residents (3.2)
- Encourage shared use of green space (3.3)
- Consider other area plans & policies (4.1)
- Reduce localized flooding with on-site stormwater improvements (5.1)
- Bicycle and pedestrian facilities (6.65)

RELATED STRATEGIES

- Determine what projects, programs and improvements need to be financed and identify funding mechanisms.
- ~~Develop economic development policy.~~
- Build relationships with parties who have development plans and potential developments.
- Develop a strategy to implement updates to Joe D. Dennis Park and potentially adjacent properties.
- Conduct feasibility analysis or request for proposals to determine the need and location of community buildings.

DESIRED OUTCOMES

- Protect and minimize impacts to adjacent residential property.
- Offer indoor and/or outdoor community activity/gathering spaces.
- Attract and keep residents.
- Retain and grow property values.

5050 RAINBOW

THE PRESENT

In Spring 2014, the City of Westwood purchased the former Westwood Christian Church property. This 2-acre site is located directly off of Rainbow Boulevard and adjacent to the existing Joe D. Dennis Park and Westwood View Elementary properties. The property still includes the former church structure, which is approximately 8,200 square feet in size.



This subject property was also studied by an Urban Land Institute (ULI) Technical Advisory Panel in May of 2015. The different alternatives outline from this study included expanding Dennis Park with open green space areas, utilizing the site in conjunction with the adjacent Westwood View school property to allow the construction of a new school to the east of the existing elementary school building.

This property was also evaluated in 2013 and 2014 by Indigo Design, and Design, a professional park planning firm. Different configurations for expanding Dennis park amenities and incorporating different configurations of the existing building into various site design options was examined.

THE POSSIBILITIES

Possibilities for this site have maximum impact when combined with potential opportunities for the Westwood View Elementary school site, discussed previously. The surrounding land uses (park and residential) would conflict with most commercial development, but there is an opportunity for mixed-use and/or civic use development along Rainbow Boulevard.

The possibilities for this site include:

- Park and open space. Joe D. Dennis Park can be expanded onto this site which would allow for additional park features and recreational opportunities in the community.
- A low-intensity development could include some retail services to nearby residents and businesses along with residential uses. There is also an opportunity to include a civic use as part of any redevelopment of this location.



RELATED FUTURE LAND USE

POLICIES

- Improve vehicular and pedestrian connections (1.7)
- Pedestrian-scale lighting (1.8)
- Cluster new development into focus areas or nodes (2.1)
- Safe bicycle and pedestrian connections (3.1)
- Support wide selection of recreational facilities and programs for residents (3.2)
- Reduce localized flooding with on-site stormwater improvements (5.1)
- Bicycle and pedestrian facilities (6.6)

RELATED STRATEGIES

- Develop signage and monumentation along major roadways to welcome people.
- Convene volunteer arts committee to incorporate public art in high profile areas of the community.
- Expand activities associated with Joe D. Dennis Park.
- Build relationships with parties who have development plans and potential developments.
- Develop a strategy to implement updates to Joe D. Dennis Park and potentially adjacent properties.
- Conduct feasibility analysis or request for proposals to determine the need and location of community buildings.

DESIRED OUTCOMES

- Offer indoor and/or outdoor community activity/gathering spaces.
- Support local/small business development.
- Attract and keep residents.
- Retain and grow property values.

WESTWOOD CITY HALL

THE PRESENT

Westwood City Hall is located on a 2.4-acre parcel on the corner of 47th Street and Rainbow Boulevard. This building is situated at a major intersection in the community as well as the region.



Built in 1991, the Westwood City Hall building is the primary civic building in the community, and is used not only for day-to-day city business, but also for community events and meetings. Given the age of the building, several expensive maintenance projects to the building and parking lot ~~is~~are needed soon if City Hall is to remain in its current function and configuration for the long term.

The southern extent of the City Hall property is currently maintained as a passive open green space area.

Located south of and adjacent to the City Hall property is the former Hudson Oil building, currently owned and

utilized by the University of Kansas Hospital Authority.

THE POSSIBILITIES

Given the ~~near-by~~nearby development activity and its relationship to other activity and employment areas in the region, the corner site where City Hall currently resides has a high potential for future development or redevelopment. Depending on the many factors listed previously, there is an opportunity for a mixed-use development that may or may not include City Hall function.

A future improvements to the site could also include space for a farmers market or other civic gathering space while keeping the current City Hall building in place. Conversely, City Hall could move to a new site in the community altogether to open up the opportunity to sell or lease the existing City Hall property.

Potential uses for this site include:

- New City Hall mixed-use development. City Hall would act as an anchor to the new development.
- Mixed-use development. Development could include housing and retail businesses and services that compliment other businesses in the community further diversifying the community's tax base. City Hall would be relocated in this scenario.
- A Farmer's Market to complement adjacent development with the current City Hall building remaining in place.





RELATED FUTURE LAND USE

POLICIES

- Protect character of established neighborhoods (1.1)
- Pedestrian-scale lighting (1.8)
- Support infill development that is compatible with surrounding properties (1.910)
- Cluster new commercial development (2.1)
- Design developments to include internal connections to maintain access control (2.2)
- Soften negative impacts of parking lots (2.3)
- Smartly designed transitions adjacent to residential or incompatible uses (2.4)
- ~~Reduce localized flooding~~ Enhance City Gateway with ~~on-site stormwater~~ improvements (5.1)3.4)

RELATED STRATEGIES

- Develop design standards for public infrastructure in commercial corridors.
- Develop economic development policy.
- Engage with commercial and non-profit land owners about the status of these properties.
- Participate in Northeast Johnson County Chamber and 47th Street Overlay Committee activities.
- Build relationships with parties who have development plans and potential developments.
- Conduct feasibility analysis or request for proposals to determine the need and location of community buildings.

DESIRED OUTCOMES

- Diversify the tax base.
- Offer more commercial business or mixed-use opportunities.

47TH STREET

THE PRESENT

47th Street is a shared road with Kansas City, Kansas. The Kansas City side has several regional restaurant attractions, including Joe's KC and Taco Republic, which both generate traffic and parking issues. The average daily traffic count along 47th Street is 10,000 vehicles. Also, there are some left-hand turn issues from 47th Street south onto Mission Road.

The 47th Street and Mission Road Committee formed several decades ago to better coordinate implementation efforts along this corridor. This group is a multi-jurisdictional advisory body with members appointed from the cities of Westwood, Roeland Park, and Unified Government of KCK-Wyandotte County.



The committee assists with the implementation of the 47th & Mission Road Corridor Concept Plan (2000) and the 47th Street Redevelopment Study (2007). The Concept Plan document was adopted as a supplement ~~or alternative~~ to Westwood's Comprehensive Plan in July of 2000 with the approval of Ordinance 915.

Unified Government of Kansas City, Kansas recently approved the Rosedale Master Plan for the neighborhood area located north of 47th Street, west of Rainbow Boulevard. That Master plan includes various recommendations for this corridor.

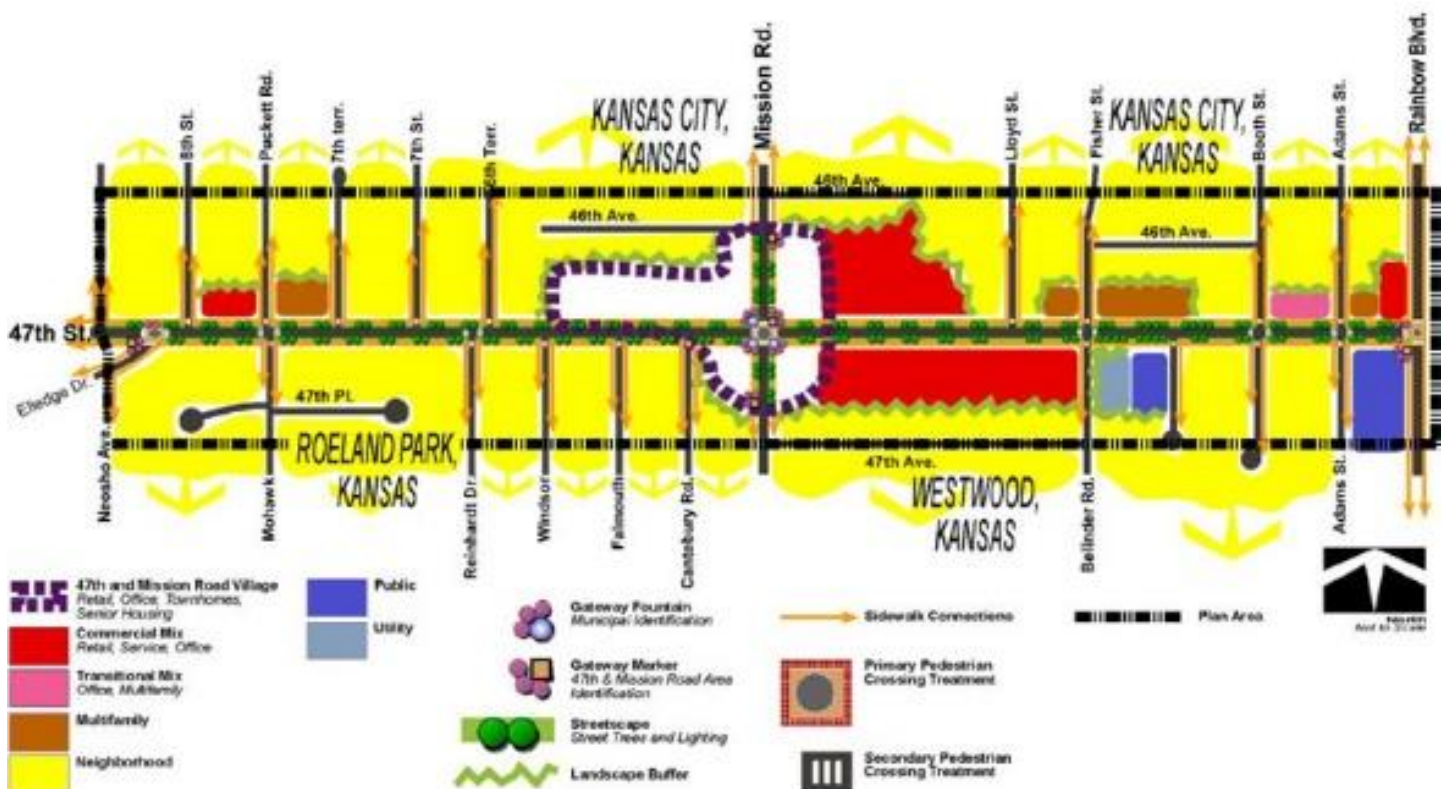


Figure 4.4 47th & Mission Rd Overlay Plan



THE POSSIBILITIES

- **Road diet/lane reduction.** This type of roadway improvement can alleviate traffic flow issues and provide room for parking and/or bicycle improvements. The lane reduction would reduce the number of travel lanes from 4 to 2, and would add a center turn lane to alleviate left-hand turning issues at Mission Road. This recommendation concurs with the recently completed Rosedale Master Plan.
- **Parking improvements.** Parallel parking could be slated for the north side of 47th Street based on the recommendations in the Rosedale Master Plan.
- **Bike lanes.** Designated bicycle lanes could be incorporated into the future design of 47th Street.
- **Protected pedestrian crossings.** Provide safe crossing connections at 47th Street and Belinder Ave. Because Belinder is one of the only north/south routes coming to and from Westwood, pavement markings and signage could be added to increase safety and awareness of multi-modal users at this intersection.
- **Upgrade existing transit stops.** Transit stops along 47th Street can be upgraded to include a shelter to provide added amenities for transit users and those who are interested in using transit.
- **Nodal development.** Nodal development type is preferred for this road as opposed to linear strip commercial development. If properties along 47th Street are to redevelop, the more intensive commercial land uses should be targeted for the properties near 47th Street and Rainbow Blvd, and 47th Street and Mission Road. Lower scale and intensity commercial and residential land uses is appropriate for the properties along the balance of this corridor, away from the two primary intersections.

RELATED FUTURE LAND USE

POLICIES

- Improve vehicular and pedestrian connections (1.7)
- Pedestrian-scale lighting (1.8)
- Support infill development that is compatible with surrounding properties (1.910)
- Cluster new commercial development (2.1)
- Smartly designed transitions adjacent to residential or incompatible uses (2.4)
- Revitalize existing buildings and signage (2.6)
- Enhance City Gateway with improvements (3.4)
- Intergovernmental and agency cooperation (4.2)
- Integrate bicycle and pedestrian projects into street network (6.4)
- Bicycle and pedestrian facilities (6.65)
- Coordinate economic development and infrastructure strategies (7.1)

RELATED STRATEGIES

- Develop design standards for public infrastructure in commercial corridors that reflect quality development.
- Work with other organizations to assess and identify development strategies that link Westwood to the metropolitan/regional economy.
- Enhance partnerships with commercial and non-profit land owners about the status of their properties.
- Research programs and grant opportunities for businesses to fund exterior enhancements and energy efficiency upgrades.
- Participate in Northeast Johnson County Chamber and 47th Street Overlay Committee activities.

DESIRED OUTCOMES

- Enhance community character.
- Support local/small business development.
- Diversify the tax base.
- Attract and keep residents.

RAINBOW BOULEVARD

THE PRESENT

Rainbow Boulevard is a thoroughfare that connects to I-35 on the north and Shawnee Mission Parkway on the south. Significant employment centers located along this road include KU Medical Center. It is also State Highway 169 under the jurisdiction of the Kansas Department of Transportation (KDOT).

The Rosedale Master Plan contemplates on-street bicycle facilities on portions of Rainbow Boulevard. With the approximately 15,000 ADT traffic counts and with a number of large commercial vehicles using the Rainbow corridor, considerations for bicyclist safety is essential in evaluating on-street facilities.



An alternative location for north/south bicycle facilities is to evaluate corridors parallel to Rainbow that have less traffic, such as Belinder Avenue.

Commercial development on this road is primarily clustered near the 47th & Rainbow intersection in the northern portion of Rainbow Blvd in Westwood. About half of the businesses have parking located in front with other businesses with parking areas in the rear.

THE POSSIBILITIES

- Rainbow Boulevard is the community's key gateway and as such, focused monuments and signage should be applied along this corridor. Monuments could include stone installments that are reflective of the existing community character.
- As the road network is repaired, the lighting could be converted to pedestrian-level street lighting. This also allows for the installation of new banner signs that can identify when someone enters the Westwood community.
- Commercial development along this corridor should focus in key areas or nodes. At this time, commercial development south of 49th Street is discouraged, except for the potential development scenarios previously discussed on the 5050 Rainbow site.



- Crosswalks should be placed across Rainbow, connecting areas to the east to Joe D. Dennis Park and Westwood View Elementary. The crosswalks can receive a unique treatment, such as painted pavement or raised surface to accentuate the feature to those traveling on the roadway.

RELATED FUTURE LAND USE

POLICIES

- Protect character of established neighborhoods (1.1)
- Improve vehicular and pedestrian connections (1.7)
- Pedestrian-scale lighting (1.8)
- Cluster new commercial development (2.1)
- Design developments to include internal connections to maintain access control (2.2)
- Revitalize existing buildings and signage (2.6)
- Enhance City Gateway with improvements (3.4)
- Pedestrian safety (6.3)
- Integrate bicycle and pedestrian projects into street network (6.4)
- Bicycle and pedestrian facilities (6.65)
- Coordinate economic development and infrastructure strategies (7.1)

RELATED STRATEGIES

- Develop design standards for public infrastructure in commercial corridors.
- Develop signage and monumentation along major roadways to welcome people.
- Work with other organizations to assess and identify development strategies that link Westwood to the metropolitan/regional economy.
- Engage with commercial and non-profit land owners to be informed about the status of these properties.
- Repair broken sidewalks and connect gaps throughout the community.

DESIRED OUTCOMES

- Diversify tax base.
- Support local/small business development.
- Offer more commercial business or mixed-use opportunities.

UPPER EAST WESTWOOD

THE PRESENT

This residential area of Westwood is located east of Rainbow Boulevard, south of and adjacent to the southern phase of the proposed Woodside Village development project. This area is also adjacent to State Line Road and Kansas City, Missouri to the east, and Westwood Hills to the south. The properties in this area are some of the older, more diverse, and unique homes in the community. This area was annexed into the city in July of 1960 with the approval of Ordinance 294, eleven years after the incorporation of the City of Westwood.



The dedicated rights-of-way of 47th Terrace and 48th Street is only approximately 42.5 feet. The platted lot sizes are generally only 40 feet wide and 110 feet in length, with short front yard setbacks.

Many of the homes in this area have no or only a one-car garage, lending to a pattern of on-street parking for most vehicles.

Navigating these two roads can be difficult for automobiles and pedestrians due to the narrow right-of-way and topographic changes along these narrow streets. Sidewalks are ~~only intermittent and~~ mostly non-

existent, and on-street parking makes it difficult for cars to travel safely in two directions when cars are parked on the streets.

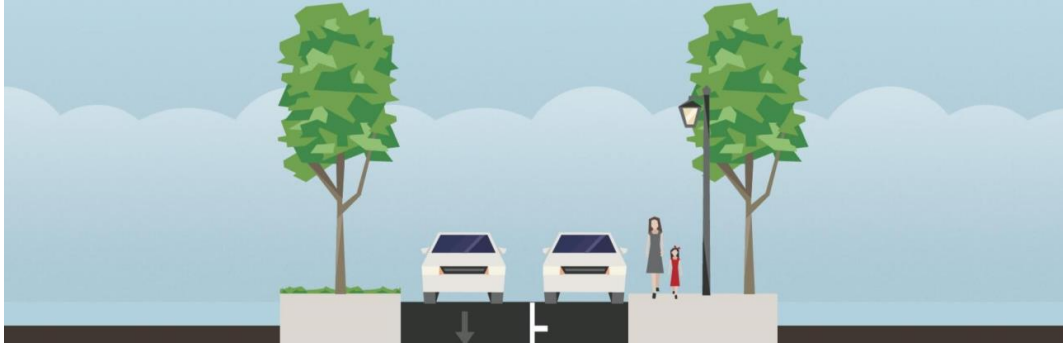
The approved plan for the southern phase of the Woodside Village project proposes to incorporate an improved linear green space area with walkways within a 50-foot wide gas line easement, which runs from Rainbow Boulevard to State Line road adjacent to the property located on the north side of 47th Terrace.

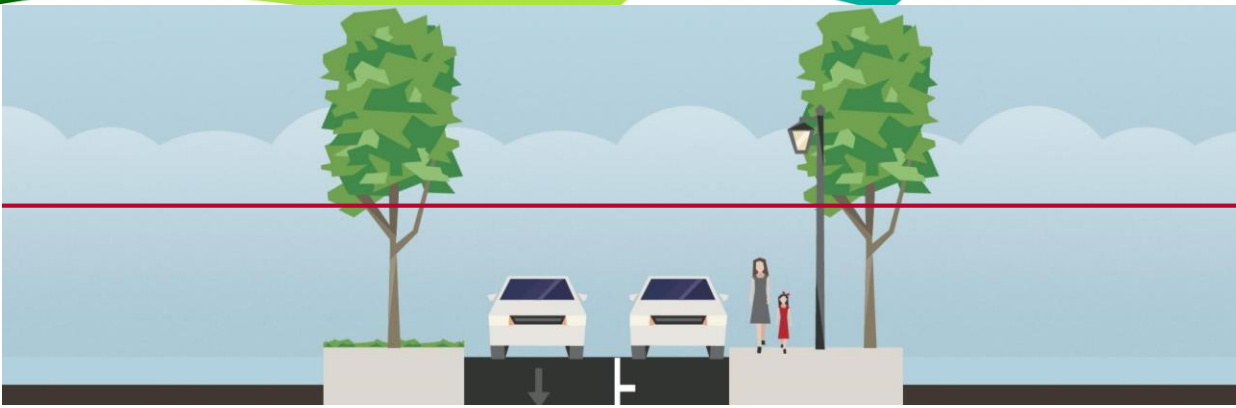
With the steep topography next to State Line Road, connecting this proposed pedestrian walkway to Woodside Park may need to be incorporated either along 47th Place and/or along 47th Terrace utilizing a mid-block 15-foot wide platted alleyway that is dedicated between the properties located at 2016 W. 47th Terrace and 2022 W. 47th Terrace.



THE POSSIBILITIES

- The streets should be evaluated to determine the preferred configuration of future roadway improvements. Options include installing vertical curbs on both sides of the road and sidewalks adjacent to the road on one side. Future street construction could also incorporate types of traffic calming improvements.
- Sidewalks could focus on one side of the street, adjacent to the on-street parking.





RELATED FUTURE LAND USE

POLICIES

- Protect the character and quality of established residential areas (1.1)
- Encourage reinvestment in property (1.23)
- Protect property values - property maintenance enforcement (1.4)
- Restore neighborhood streets (1.65)
- Improve vehicular and pedestrian connections (1.7)
- Pedestrian-scale lighting (1.8)
- Support infill development that is compatible with surrounding properties (1.10)
- Facilitate good site design (1.13)
- Safe pedestrian connections to parks and schools (3.1)
- Shared use of green space and utility corridors (3.3)
- Maintain a network of streets that serves all residents (6.1)
- Regulate on-street parking (6.7)

RELATED STRATEGIES

- Establish a residential rehabilitation financing or grant program to assist with declining properties.
- ~~Identify targeted areas where different housing stock is allowed/ incentivized.~~
- Explore use of neighborhood revitalization act.
- ~~Strategically purchase properties when owners voluntarily sell in order to assemble lots for redevelopment.~~
- Repair broken sidewalks and connect gaps throughout the community.
- Conduct traffic analysis to determine strategies to allow for on-street parking and reduced speeds.

DESIRED OUTCOMES

- Attract and keep residents.
- Retain and grow property values.
- Protect and minimize impacts to residential property.
- Improved connectivity to area parks

BELINDER AVENUE

THE PRESENT

Belinder Avenue is a residential corridor that runs through the middle of the Westwood community from Shawnee Mission Parkway across 47th Street north into Kansas City, Kansas.



The road contains monument features in the form of rock retaining walls at many intersections. The eastern side of the road contains overhead electrical utility lines.

Sidewalks are directly adjacent to the western side of the road without any buffer.

Belinder borders the former Entercom property site, which is expected to redevelop during the planning horizon.

THE POSSIBILITIES

- Focused bicycle and pedestrian improvements are along this corridor, because this road traverses the entire community from north to south and has lower traffic volumes than other north-south through streets. The potential development of a new school at the Entercom site is another opportunity for focused bicycle and pedestrian improvements.
- Since the road is primarily residential, no amenity features such as benches may be desired to maximize privacy to surrounding properties.
- Pedestrian-level street lighting should be incorporated.
- Protect and maintain stone retaining walls that currently exist along this corridor as they add to the character of the community.
- The installation of sidewalks on both sides of the street maximizes the pedestrian improvements. The application of share-the-road bicycle signage and pavement paint can raise awareness of bicycles in the area.
- Burying the existing utilities on the eastern side of the road would allow more room for sidewalks and help make this corridor more aesthetically pleasing.
- Improvements would involve a significant investment in the community as right-of-way acquisition would be needed for the eastern side of the road.





RELATED FUTURE LAND USE

POLICIES

- Rebuild or restore deteriorated streets (1.5)
- ~~Restore neighborhood infrastructure (1.6)~~
- Improve vehicular and pedestrian connections (1.7)
- Pedestrian-scale lighting (1.8)
- Protect character of established neighborhoods (1.910)
- Safe bicycle and pedestrian connections (3.1)
- Enhance City Gateway with improvements (3.4)
- Consider other area plans and policies (4.1)
- Maintain a network of streets that serves all residents (6.1)
- Pedestrian safety (6.3)
- Safe bicycle and pedestrian circulation (6.4)

RELATED STRATEGIES

- Install pedestrian-scale lighting as capital improvement projects are made.
- Work with electrical company to bury overhead utilities on a case by case basis when feasible.
- Conduct feasibility analysis or study to determine if Belinder Avenue could include targeted bicycle and pedestrian pathways.
- Repair broken sidewalks and connect gaps throughout the community.
- Review existing parking policy and determine if revisions are necessary, including the addition of shared parking.

DESIRED OUTCOMES

- Attract and keep residents.
- Retain and grow property values.

