

ACTIVE LIVING KC

**Active Living &
Healthy Eating
Development Code
Review**

*City of Kansas City
Missouri*



Funding for this project was provided in part by the Health Care Foundation of Greater Kansas City.





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Executive Summary

Active Living KC is an initiative of the City of Kansas City, Missouri that encourages healthy lifestyles by putting regular physical activity back into our daily routines and encouraging healthy eating.

Active Living KC reviewed the City's new Zoning and Development Code (effective January 1, 2011 located within Chapter 88 of the Code of Ordinances) to determine the compatibility of the code with the creation of areas that support physical activity and healthy eating. The new code consolidates all land development regulations into a single document and contains new and modified regulations. Active Living KC staff reviewed the code with support from the Energy Efficiency and Conservation Block Grant (EECBG) Committee, the City's Planning and Development Department, and consultants.



Factors Considered

Support for active living and healthy eating within the code were considered during the review. Such items included:

- Walkability/bikeability
- Crime and safety
- Schools
- Neighborhood/area scale considerations
- Food access
- Other miscellaneous items

Best Practices in the New Code

The review shows that the newly adopted Zoning and Development Code supports active living and healthy eating by providing regulations for:

- Bicycle parking
- Incentives for bicycle amenities
- Parkland dedication for all subdivisions
- Open space developments and conservation developments
- Parking ratios
- Zoning overlays and special districts
- Urban agriculture
- Livable streets
- Allowances for increased densities
- Required connections to abutting properties
- Street tree planting and maintenance

Priority Recommendations

Changes to the new Zoning and Development Code and other, city policy documents are recommended in an effort to provide additional support for active living and healthy eating throughout the city. Modifications are recommended for five key areas:

- Connectivity and pedestrian access
- Additional support for urban agriculture
- Incentives
- Site plan review
- Area planning

Moving forward, policy makers can take practical steps to encourage active living and healthy eating through policies they create and approve. Example actions could include:

- Improving connectivity within the city for walking and biking.
- Updating the Urban Agriculture section of the development code to further facilitate growing food in Kansas City.
- Identifying incentives to encourage active living environments and healthy food access and determining the barriers to developments that would support the same.
- Building active living and healthy eating into site plan review.
- Incorporating Crime Prevention through Environmental Design principles and Livable Streets concepts into area plans.



When city decision-makers begin to create policies that require the built environment to encourage active living, they will not only create vibrant, livable spaces; they will impact the health and lifespan of city residents and contribute to the economic vitality of the community as a whole.

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1 Background

- Underserved Communities
- Health Impact
- Physical Activity

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Background

Many factors contribute to how often we walk, bike or play: the distance between home and work, the safety of public spaces and roads for pedestrians and bicyclists, the availability of facilities for physical activity and time spent commuting in cars. The location of parks, public buildings, homes and recreational facilities all provide structure to the built environment. Street layout and zoning guide how these spaces within our community are created.

They also impact access to healthy foods by determining where people can grow and purchase food as well as how they get to those places. Access to physical activity and healthy food determine a person's ability to maintain a healthy lifestyle and weight and have long-term consequences to health.

The built environment is a term that describes the buildings and spaces around us. It includes homes, schools, workplaces, parks, business areas and transportation systems, among others and how they are connected.



Zoning and development codes regulate the use of a particular area of land, such as commercial or residential land uses, development locations, and the form of those developments.¹

A sedentary lifestyle and poor diet lead to chronic disease, rising healthcare costs, and lower quality of life. Zoning and development codes can require development to occur in a way that supports active living and healthy eating or provide the flexibility needed to do so if desired. For instance:

- They can require areas to be developed with connected, contiguous and continuous facilities which encourage walking and biking.
- Likewise, they can lead to unhealthy development by creating unintentional barriers to healthier forms of development like grocery stores or mixed-use areas.

Underserved Communities

People in lower-income communities are more greatly impacted by the built environment than other communities because:

- “[A]ctivity spaces are smaller and they are more constrained by lack of transportation and opportunities for mobility. Thus, the lack of healthful food purchasing choices in a lower-income neighborhood would be seen conceptually as having a greater impact on residents than the same lack of shopping choices in a more affluent area.”²
- Infrastructure barriers can create environments where traffic dangers prevent comfortable and safe physical activity.
- Crime can prevent families from feeling comfortable walking, biking or participating in other forms of outdoor exercise in their neighborhood. “The perception of violence exerts the same weathering effect as violence itself does, because people’s worries are constant and pervasive. Violence or the fear of violence is associated with lower activity levels, especially among females, both children and adults.”³

Code requirements can have a significant impact on communities, the health of community members, and of physical activity residents achieve.



Currently, Jackson County ranks above only six other counties in the state, scoring at 108 of 114 counties in the category of “Physical Environment,” which includes access to recreational space and healthy food.⁴



Health Impact

Research shows a strong correlation between the built environment and a community’s tendency towards being overweight and obese. While individual decision-making has an impact, the environment in which individuals live determines what choices they have.

In an environment where it is unsafe to walk, due to concerns about traffic or personal safety, options for physical activity can be extremely limited. As neighborhoods and communities become more dependent upon the automobile, rates of physical activity have decreased while rates of overweight and obesity have steadily increased. This has led us to the world we live in today, in which children have a shorter expected lifespan than their parents.

The percentages of overweight and obese children and adults – nationally and locally – is increasing at alarming rates. Missouri was ranked as the 12th most obese state in the nation in 2010.⁵ In Kansas City 30.7% of adults and 17% of elementary school students were obese in 2008.⁶

Overweight and obesity rates vary greatly across lines of race, ethnicity, and socio-economic status as well. Minority communities have higher obesity rates than the national average, and low-income families are more likely to be obese or overweight. This issue impacts our entire society, not just a few individuals. Since 1980, obesity rates among children and adolescents nationwide have almost tripled. The increase in obesity rates for adults is just as striking. In 1980, less than 10% of adults in the state were considered obese. This rate passed the 15% mark in 1994, and is now double that at over 30%.

It is crucial that policy makers **seize opportunities to impact how the built environment is designed and constructed in order to reverse the trend of increased obesity and shorter life expectancy.**



“In Missouri, 2009 [Behavioral Risk Factor Surveillance System] (BRFSS) data found that more than a quarter of adults were physically inactive, while in the bi-state metropolitan area 23% of adults had no physical activity in the prior month.”⁶



Walking School Bus and Bicycle Train programs across the country are helping to increase the percentages of children who walk or bike to school.

Physical Activity

The National Household Travel Survey shows a significant drop in walking and biking to school. In 1969, 42% of children ages five to 14 years old walked or biked to school. In 2009, it dropped to 13%.

Physical activity rates have also dropped. “Over the past few decades, a number of social and environmental changes have limited children’s access to safe places where they can walk, bike and play. As a result, children and adolescents are less physically active than they were a generation ago.”⁷

There is still time to change this trend for Kansas City.

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2 Reviewing the Code

- Walkability/Bikeability
- Crime and Safety
- Schools
- Neighborhood/Area Scale Considerations
- Food Access
- Miscellaneous

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Reviewing the Code

Active Living KC’s review of the City’s new Zoning and Development Code (effective January 1, 2011 and located within Chapter 88 of the Code of Ordinances) was conducted after a thorough review of current policy efforts related to zoning and development codes and active living and healthy eating. Review categories were narrowed down after compiling information from related sources and collecting staff input. (See Appendix A for a list of resources). Active Living KC conducted the review with support from the Energy Efficiency Conservation Block Grant (EECBG) Committee, the City’s Planning and Development Department, and consultants in order to:

- Determine if the code is consistent with the goals of the Active Living KC initiative
- Identify support for and barriers to active living and healthy eating within the code associated with:
 - Walkability/bikeability
 - Crime and safety
 - Schools
 - Neighborhood/area scale considerations
 - Food access
 - Terminology within the code
 - Existing city resolutions, such as Livable Streets (Resolution 110069)
 - Zoning overlays within the code
- Recommend appropriate updates to the code and other city policy documents

Walkability and bikeability are key components in creating active living environments within Kansas City, Missouri.



Walkability/Bikeability

Walkability includes creating safe and pleasant environments in which to walk as well as connected and complete sidewalks.

An ideal walking environment provides safe places for pedestrians of all ages and abilities to travel. For example, sidewalks on both sides of the road ensure that children can walk to school safely.

Sidewalks connecting pedestrians through parking lots and to building entrances guarantee that nearby stores and businesses are accessible.

When new subdivisions are built, they should be connected to adjacent neighborhoods and destinations in a direct, continuous, and safe manner.

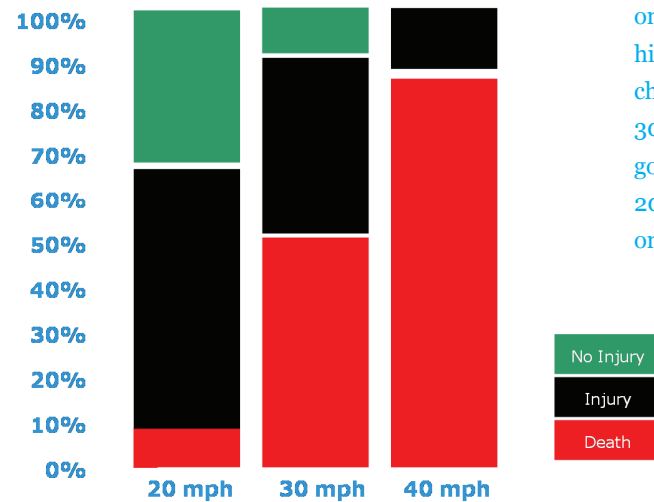
Traffic calming has a positive impact on walkability and bikeability since it reduces potential fatalities if a crash were to occur.

Bikeability is a measure of how friendly an area is to biking.



“At higher speeds, motorists are less likely to see and react to a pedestrian, and are even less likely to be able to stop in time to avoid hitting one.” In fact, “a pedestrian hit at 40 mph has an 85% chance of being killed; at 30 mph, the likelihood goes down to 45%, while at 20 mph, the fatality rate is only 5%.”⁸

Injury and Fatalities based on speed of vehicle



Crime and Safety

Violence and perception of violence reduce the likelihood that people will engage in physical activity in their neighborhoods. According to research by the Prevention Institute, “Violence or the fear of violence is associated with lower activity levels, especially among females, both children and adults. Feeling safe had the largest potential effect on a population’s levels of physical activity.”³

The built environment can have several impacts on personal safety. Environments that encourage people to be outdoors, including gathering spaces, promote “eyes on the street” and can decrease the potential for crime to occur. The theory of Crime Prevention through Environmental Design seeks to design the built environment in a way that reduces the potential for crime.

Alcohol availability also greatly impacts crime in a neighborhood. “Reduced availability of alcohol has been linked to reduced consumption and a reduction in alcohol related problems including both intentional and unintentional injuries. Several studies have shown that alcohol outlet densities are strongly correlated with motor vehicle crashes, violent assault, crime, prostitution, illegal drug sales, and driving while intoxicated.”⁹

In South Los Angeles, a campaign that shut down nearly 200 liquor stores documented an average of 27% reduction in “violent crime/felonies, drug-related felonies or misdemeanors, and vice (e.g., prostitution)” within a four block radius of each liquor store that was closed.⁹



School siting refers to a school’s placement within a neighborhood and determines whether schools are located within already existing neighborhoods, or if they are located farther away (possibly on cheaper land).

Schools

School environments either encourage or discourage children from being physically active. Most importantly, where schools are located in relation to where students live impacts how many students walk or bike to school.

The most frequently reported barrier to walking to school is distance.¹⁰ If a new school site is located several miles from where students live, it is unlikely that they will walk or bike to school. This increases long-term busing costs for the school district and/or requires parents to drive students. It also deters the regular physical activity walking to school brings and is not financially or environmentally sustainable.¹¹

If requirements exist for infrastructure supportive of walking and biking to be incorporated from the beginning, active living environments will be literally built into the areas surrounding schools.



In schools where students live close enough to walk or bike, infrastructure such as sidewalks, marked crosswalks, or traffic controls at intersections allow safe travel by students and encourage walking to school.



Neighborhood/Area Scale Considerations

Individual street-scale amenities increase the safety of walking and biking. Neighborhood scale considerations can increase the appeal, convenience and enjoyment of walking.

It is clear that land use patterns can encourage routine physical activity. Residents of highly walkable neighborhoods report more than twice as many walking trips per week as residents of less walkable neighborhoods (3.1 daily trips vs. 1.4).

Building roads, schools, shopping centers and other places of interest only for convenient access by cars often keeps people from safely walking or biking around town.¹²

The denser an area is, the more likely that someone would reach a destination by walking or biking a reasonable distance. Designating central locations within a neighborhood as public gathering spaces draws people out of their houses to interact with neighbors and a result will be increased social cohesion within an area.

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One way to increase the density of an area while creating spaces for transportation other than automobiles is reducing off-street parking requirements. “Research shows that each time residential density doubles, auto ownership falls by 32 to 40 percent. Higher densities mean that destinations are closer together, and more places can be reached on foot and by bicycle—reducing the need to own a car.”¹³

Density is also closely associated with other factors that influence car ownership, such as the presence of good transit service, the community’s ability to support stores located in neighborhoods, and even the walkability of neighborhood streets.”¹³ While it is important to assure that adequate parking is provided to support businesses and residential areas, higher than necessary off-street parking requirements can lead to huge, empty parking lots that are difficult and inconvenient for pedestrians and bicyclists to navigate.

Since lower-income communities are more greatly impacted by lack of walkability, an important factor in creating active living environments within a city is to ensure a variety of housing options. An area cannot be truly walkable unless the people who work and shop there can afford adequate housing.¹⁴

Finally, people are more likely to be physically active in areas that are aesthetically pleasing locations to walk and bike. Areas that are designed only for automobile traffic are not only unsafe for pedestrians, but are also likely to be unpleasant places to walk.

Transit use and walking increase with density and more integrated land uses. Integrated land use can increase the number and percentage of walking and biking trips.





“A 2009 study by the U.S. Department of Agriculture found that 23.5 million people lack access to a supermarket within a mile of their home.”¹⁵

Food Access

The lack of access to healthy food that exists in many lower income areas, both in urban and rural environments, is an area of growing attention and concern. There are documented differences in the number of supermarkets in higher income and lower income communities. Understandably, there is strong and consistent evidence showing a relationship between access to healthy food and what people eat.

Without nearby access to healthy ingredients, families have a harder time meeting the recommended Dietary Guidelines, such as eating fruits and vegetables. “A multistate study found that people with access to only supermarkets or to supermarkets and grocery stores have the lowest rates of obesity and overweight and those without access to supermarkets have the highest rates.”¹⁵

The evidence is striking. For every additional grocery store in a census tract, the average amount of fruits and vegetables people eat increases by 32 percent for African Americans and 11 percent for whites, according to a multistate study.¹⁵ When access to healthy food is absent, it is often replaced with unhealthy food options such as fast food and convenience stores that lack fresh fruits or vegetables. Limiting unhealthy food from saturating an area while increasing healthy food access provides more opportunities for families to make healthy choices.

Miscellaneous

Several review points did not fall into the above categories, and were grouped together in a miscellaneous category that included the following:

Terminology within the Code: If the development code discusses active living terms, but does not define them, they may not be clear. Creating definitions is a way to call attention to and highlight these important terms.

Incentives: Many cities have created incentives to promote development that is supportive of active living and healthy eating environments. For example, New York City FRESH (Food Retail Expansion to Support Health) Program offers both tax benefits as well as zoning based incentives to encourage the development of stores.¹⁶

Development Review Committee: A development review committee is outlined by the development code. This committee has the potential to ensure that access to healthy foods, the creation of open-space and recreational areas, and the promotion of active living environments are all considered during site plan review.

When site plan review evaluates access to recreational opportunities and healthy foods, the city’s residents will benefit.





Livable Streets: Elements of livable streets include accommodations for all modes of transportation and uses of the street. The city recently passed a Livable Streets resolution (Resolution 110069), expressing support for healthy, active people and a thriving community. It also lists the actions and plans already taken by the city that are consistent with Livable Streets. It is important to determine whether the development code also supports Livable Streets concepts. Those concepts include increased access for all pedestrians, including those with disabilities as well as determining a bicycle level of service for roadways.

Overlay Districts: Many of the overlays in the development code provide the flexibility to create active living environments. However, it is important to note if active living environments will be supported in the minimum requirements of the code at all levels, whether or not an overlay is utilized.

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3 Findings

- Recent Development Code Update – Accomplishments

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Findings



Recent Development Code Update – Accomplishments

The Kansas City, Missouri development code was updated and came into effect on January 1, 2011. The newly adopted code is innovative in many areas, and supports active living and healthy eating environments in several ways:

Bicycle parking requirements 88-420-09

Both short-term and long-term bicycle parking is required. The code also delineates the required design, size and location of both types of parking. Requirements are outlined for multi-unit residential buildings, schools, libraries and universities.

Incentives for bicycle amenities 88-420-15-K

Following national best practices, the code incentivizes bicycle amenities such as enclosed bicycle lockers, employee shower facilities and dressing areas by authorizing a reduction in off-street parking requirements.

Parkland dedication requirements for all subdivisions

The code includes a calculation for subdivision developments that require an amount of space per person to be reserved for park development, and that area must include land that can easily be developed for a play and game area. Alternatively, developers can contribute a fee-in-lieu of the land for future park development by the city Parks and Recreation department.

Kansas City has taken a lead in the region by adopting its current bicycle parking requirements.

Open Space Developments and Conservation Developments 88-410

The code provides options for open space development, which allows smaller lots and other flexible lot and building standards in exchange for the provision of open space. The conservation development allows even greater flexibility in exchange for the provision of a greater amount of common open space.

Parking Ratios 88-420-06, 88-420-04-J

Parking minimums are low. There are special provisions for rapid transit areas, where the requirements are even lower.

Innovative overlays and special districts 88-410, 88-230, 88-250, 88-280

The code provides several overlay options that allow for the flexibility to create active living environments. For example, the open space and conservation developments allow for the creation of denser housing surrounding open space areas. The pedestrian-oriented overlay promotes street-level activity, pedestrian safety and comfort and economic vitality by providing design standards for walkable areas. The special review districts provide tools for dealing with special situations or accomplishing special planning and zoning goals. Master Planned Development Districts support mixed-use development and traditional urban development, and are intended to promote variety in housing types and sizes, social equity, multi-modal transportation systems, open space amenities and low-impact development practices.

Urban Agriculture 88-312-02

In 2010, the City added provisions in the development code for three types of urban agriculture. There have been provisions for crop agriculture since the 1940's.

Urban agriculture responds to the nutritional needs of a community from within that community.





[Livable Streets 88-10-05-H, 88-230, 88-280-01-B, 88-405-01, 88-405-10, 88-440, 88-530-11](#)

Although it is not mentioned by name, the concept of Livable Streets or Complete Streets is apparent throughout the code. Developing subdivisions and other streets for all modes of transportation is listed as a requirement and is a continuous thread through the development code.

[Increased density allowances 88-100 series, Tables 120-2, 130-2, 140-22, 88-820-07, 88-410](#)

Allowances have been made for increased density if a developer chooses to utilize this option. Business and downtown districts allow high density, as well as mixed-use development. There are nominal limits on floor area ratios, but in general very high levels of density are allowed. Additionally, density bonuses and incentives are available in the open space and conservation development areas.

[Required connections to abutting properties 88-405-10-B](#)

The code requires that new subdivisions must connect with dedicated streets in adjacent subdivisions and provide for future extensions of streets into adjacent areas that are likely to be developed in the future.

[Street tree planting & maintenance requirements 88-425-11-A, B & G](#)

Kansas City meets best practices by requiring street trees to be planted every 30 feet. Additionally, a provision of the code requires an inspection of landscaping one year after the final inspection, in order to guarantee that the landscaping has become established. Failure to comply with an approved landscaping plan is subject to penalties and enforcement under 88-615.

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4 Priority Recommendations

- **Connectivity and Pedestrian Access**
- **Support for Urban Agriculture**
- **Incentives for Active Living and Healthy Eating**
- **Site Plan Review**
- **Area Plans**

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Priority Recommendations



Connectivity and Pedestrian Access

Development Code

Ensure and improve connectivity within the city of Kansas City, Missouri by incorporating the following updates into the development code:

Sidewalks in parking lots: 88-420-14E LARGE PARKING AREAS. Sidewalks are required in parking lots with more than 250 spaces. It is recommended to add requirements for lots with less than 250 spaces without being overly prescriptive. Language could be used to require safe pedestrian thoroughfares (by means of raised walkways, varied materials, etc.) instead of requiring sidewalks, and could cover a greater number of situations than just parking lots with more than 250 spaces.

Longer block lengths and pedestrian easements: 88-405-10-B. CONNECTIONS TO ABUTTING PROPERTY. If longer block lengths are approved, the city planning and development director is authorized to require the provision of pedestrian connections and other pedestrian access features. It is recommended that in cases of longer block lengths having been approved, the code requires “the provision of pedestrian access and pedestrian connections” to key destinations, including schools and that an exemption must be requested of the planning and development director. These connections should also serve bicyclists.

Demographics play a role in transportation and pedestrian planning. Children and elderly are more likely to walk for trip purposes.



Cul-de-sacs and pedestrian easements: 88-405-10 C CUL-DE-SACS. Cul-de-sacs cannot exceed 600 feet or with approval can reach 1,320 feet. Pedestrian access easements may be required, but this needs special authorization from the city planning and development director. It is recommended that pedestrian access easements be required within private open space tracts for cul-de-sacs longer than 600 feet, and that an exemption must be requested of the development and planning director. Currently, the city planning and development director is authorized to require the provision of a pedestrian access easement for cul-de-sacs longer than 600 feet, but that is not the default. This change would also support the Trails KC plan in areas where trails exist or are planned. This section is recommended for improvement.

Connecting new development to Trails KC: 88-405-08 TRAILS. This section states, “Refer to Citywide Trails Plan for trail requirements.” It is recommended that this section is developed and expanded, as was originally intended. The results of the NEXUS study will be incorporated into this section. The Bicycle-Pedestrian Coordinator and the city planning and development department will follow up on the development of this section.

Livable Streets: The city passed Resolution 110069 for Livable Streets. It is recommended that “Livable Streets” language be incorporated into the development code when listing all users of streets to reflect the recent resolution that was passed. Additionally, when language is used to describe users of streets and sidewalks, it is recommended to state “pedestrians, including pedestrians with disabilities” to ensure inclusion.



Trails are recognized locally and throughout the country as effective tools to create strong, vibrant communities that offer the quality of life that attracts and retains residents and businesses.



Walking is an essential part of our daily activities, whether it is trips to work, shopping, school, or to play.

Walkability Standards: It is recommended that the city incorporate standards into the development code that support walkability where possible. City Planning and Development is exploring alternatives to the current pedestrian level of service study. One alternative under consideration is to include minimum development standards within the development code based on the Walkability Plan guidelines. This will be incorporated into the annual review process in late summer/early fall. (Pedestrian study in traffic impact study- 88-440-03-D)

Roundabouts are alternatives to conventional traffic control devices.

Public Works Standards

Ensure and improve connectivity within the city of Kansas City, MO to Public Works standards by implementing a series of updates:

Updates to Public Works Department standards to support walking and biking: It is recommended to amend the Public Works engineering standards to support walking and biking, including an incorporation of bicycle and pedestrian Level of Service Standards. This will require funds to hire a consultant to do engineering studies, research best practices in comparable cities in the region, and provide recommendations. It is recommended to make updates as simple as possible, and to require approval by the Director of Public Works (recommended change to 88-590-01 AUTHORITY).

Traffic Calming Guidelines: The city's Traffic Calming Guidelines only include speed humps and traffic circles as ways to calm traffic. It is recommended that the standards be revised to include additional forms of traffic calming and less stringent criteria for the selection of street segments for calming devices to be installed.



Support for Urban Agriculture

Ensure maximum healthy food access for city residents by incorporating the following updates into the development code:

- Delete any prohibition on row crops in front yards.
- For the Community Supported Agriculture category (CSA), allow employees, in addition to interns, apprentices and shareholders, to work on site.
- In section 88-410-06-B Open Space Developments, add a category (f) that includes crop agriculture, animal agriculture and urban agriculture as types of active and/or passive recreation opportunities that can be considered open space.

Healthy food can be grown locally to provide neighborhoods with better access to it.



Incentives for Active Living and Healthy Eating

It is recommended that the city identify incentives to encourage active living environments and healthy food access, like the creation of a “Healthy Corner Store” designation. In addition, city officials should meet with developers and grocery operators to determine the barriers to the types of development that support active living and healthy eating.

[Providing access to healthy foods and recreational opportunities within the environment that residents encounter everyday will improve the health and wellness of Kansas Citians of all ages.](#)



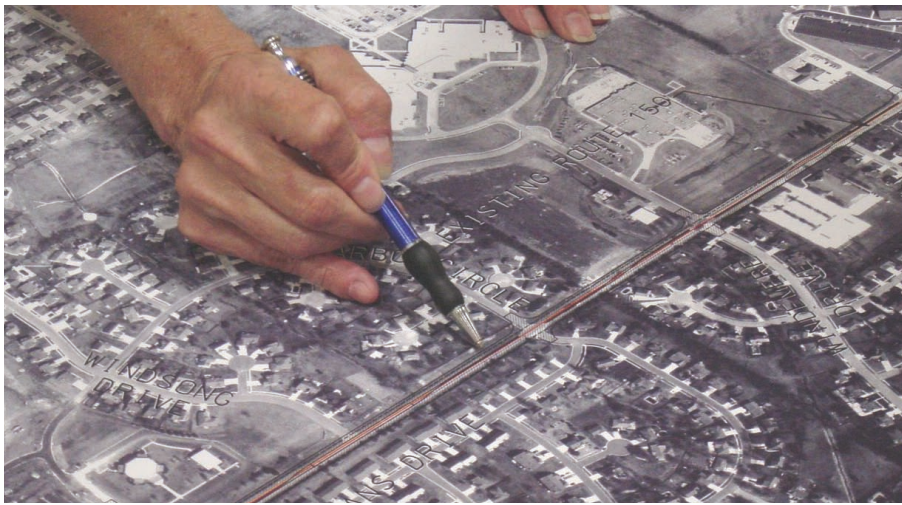
Potentially successful incentives could include:

- Provision of special treatment to “priority projects,” either by relaxing certain zoning requirements or ensuring a predictable, speedy approval process such as:
 - Offering fast-track approval for special use permits, zoning changes, site plan and design review
 - Providing clear information about permitting and other requirements of development processes
 - Designating a city staff person to shepherd the project through the entitlements process¹⁷
- Grants, subsidies, loans
- Tax credits, exemptions, abatements
- Permitting fee reductions and waivers
- Recognition programs that require extra staff time, paid advertising, and rewards¹⁸

Potential funding sources include:

- Federal or state chronic disease prevention grants
- Economic development funds
- Redevelopment funds
- Revenue from taxes and fees
- Local, state, or national private foundation grants
- Private investment ¹⁸
- Federal transportation grants





Active living characteristics, such as safe sidewalks and road crossings connecting homes, parks, schools, stores and other community gathering places should be considered during the site plan review process.

Site Plan Review

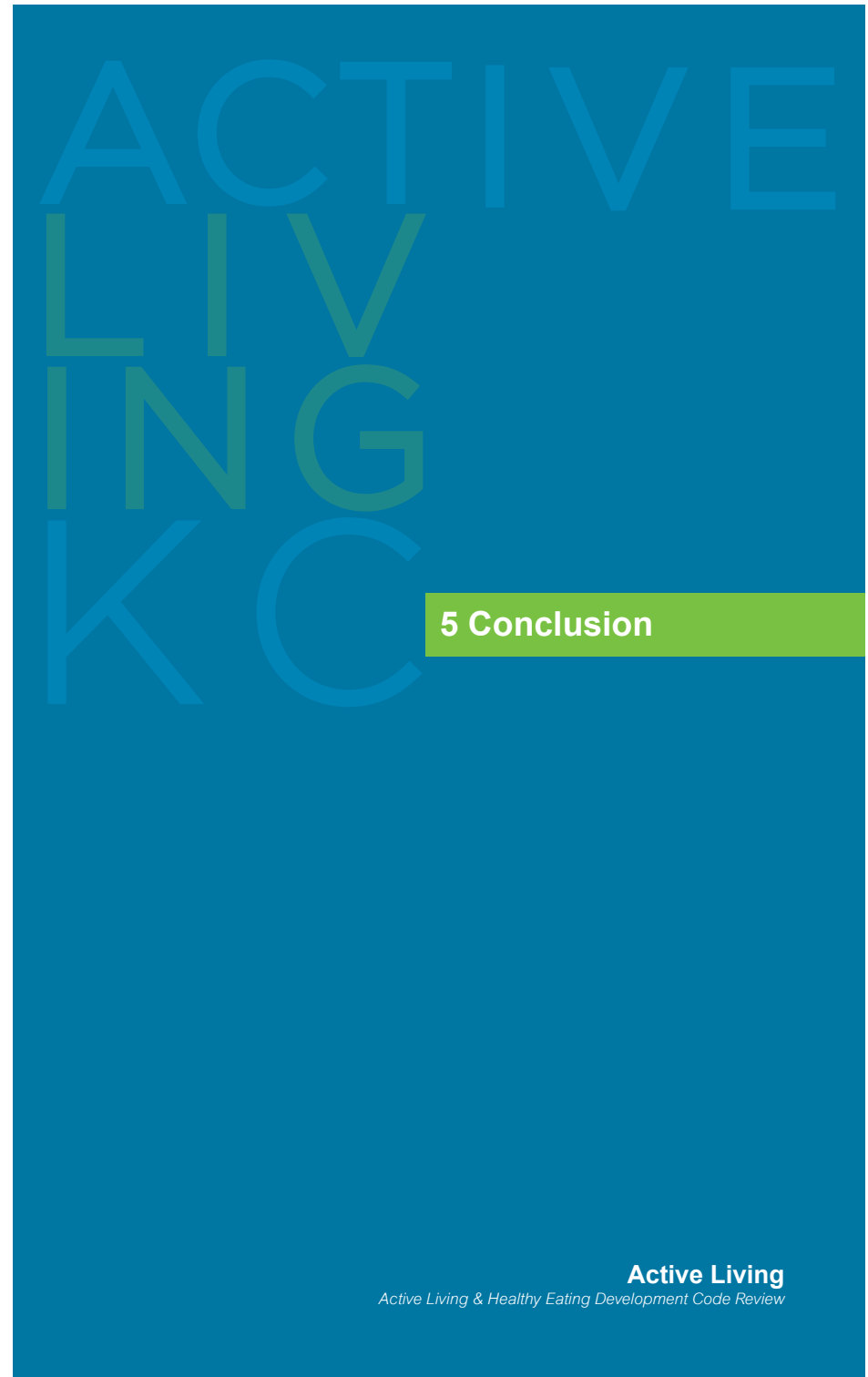
Develop a mechanism for permanently incorporating active living and healthy eating concerns into site plan review. Doing so could involve:

- Introducing a “healthy development” checklist for site plan review and support this process by administrative directive or ordinance.
- Incorporating Health Impact Assessments into the review process for large-scale development projects within the city.
- Working with the Parks and Recreation Department to update the requirements for parkland dedication, private open space or funds in lieu of, and the evaluation of these spaces during plan review.

Area Plans

Incorporate the following into area plans:

- Encourage narrower streets where feasible
- Crime Prevention Through Environmental Design principles
- Livable Streets concepts



5 Conclusion

Conclusion



Increasing environments that support and encourage active living and healthy eating take long-term vision. This vision acknowledges that reducing chronic disease and poor health makes economic sense, and increasing the attractiveness and vibrancy of the city draws new residents and families to enjoy a quality of life that is active and healthy.

By supporting the future development of active living and healthy eating environments and protecting those that already exist, Kansas City will create spaces for residents to enjoy healthy lifestyles and live longer, fuller lives. This review demonstrates practical ways the city can implement changes or maintain already-existing strengths within the development code and other city policies and plans. City leaders, residents and those who fund and construct the city's built environment must all work hand in hand to put our community on the path toward active living and healthy eating. Together, we can create a vibrant, healthy, active and economically vital place to live, work and play.

This review demonstrates practical ways the city can implement changes or maintain already-existing strengths within the development code and other city policies and plans.

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6 Review Charts

- **Walkability/Bikeability**
- **Crime and Safety**
- **Schools**
- **Neighborhood/Area Scale Considerations**
- **Food Access**
- **Miscellaneous**



Active Living Development Code Assessment

Walkability/Bikeability

Sidewalks	Relevant Code Section	Notes	Recommendations
Are sidewalks required with the strongest language?	88-405-10-A TRAFFIC MOVEMENT AND PEDESTRIAN CIRCULATION PRINCIPLES	The code also refers to Standards, Specifications and Design Criteria.	Requirements for sidewalks are determined by Public Works standards. It is not recommended to include them in the development code, since this creates duplicate standards that can become conflicting if updated at different times. It is recommended to update these standards to support walking and biking. It is recommended to make updates as simple as possible, and to require approval only by the Director of Public Works (88-590-01 AUTHORITY).
Are waivers to sidewalk installation limited?	88-405-25 WAIVERS AND MODIFICATIONS OF SUBDIVISION DESIGN/IMPROVEMENT	Waivers are not limited.	It is preferable to retain flexibility by not limiting waivers.
Are sidewalks through parking lots required?	88-420-14E LARGE PARKING AREAS	Sidewalks are only required in lots that are >250 spaces.	This section has the potential to be strengthened without being overly prescriptive. Language could be used to require safe pedestrian thoroughfares (by means of raised walkways, varied materials, etc) instead of requiring sidewalks, and could cover a greater number of situations than just parking lots with more than 250 spaces.
Are sidewalks required from parking lots to building entrances?	88-110-05-C-6 BUILDING-TYPE SPECIFIC STANDARDS	This is for multi-unit housing and buildings specifically.	No recommended changes at this time.
Are sidewalks on both sides of the street required?	N/A	The code also refers to Standards, Specifications and Design Criteria	Requirements for sidewalks are determined by Public Works standards. It is not recommended to include them in the development code, since this creates duplicate standards that can become conflicting if updated at different times.
Does the code require pedestrian connections between developments and adjacent developments and public facilities/local destinations?	88-405-06 BLOCKS 88-405-10-B. CONNECTIONS TO ABUTTING PROPERTY	The City does not require developers to create pedestrian connections off site of the land they are developing. They must, however create sidewalks within their development and these sidewalks and pedestrian easements should be created even in the case of a street stub. Connections are not always required, but the city planning and development director is "authorized to require the provision of pedestrian access and pedestrian connections" to key destinations including schools, shopping areas and community facilities.	It is recommended that in cases of longer block lengths having been approved, the code require the provision of pedestrian access and pedestrian connections" to key destinations, including schools and that an exemption must be requested of the development and planning director.
Are trees between the street and sidewalks encouraged to offer added protection from traffic?	88-425-05 PERIMETER LANDSCAPING OF VEHICULAR USE AREAS 88-425-05B ADJACENT TO STREETS	Trees between the street and sidewalk are encouraged.	No recommended changes at this time.

Protection from the Elements	Relevant Code Section	Notes	Recommendations
Are pedestrian protection (awnings, etc) required?	88-820-12 Features Allowed to Encroach in Required Setbacks	Awnings are not required, but they are allowed to encroach in required front, side and back setbacks.	The code provides the flexibility to use awnings. No changes are recommended at this time.
Are planter strips or median tree plantings that offer canopy street trees encouraged (each 15-30 feet recommended)?	88-425-03-C Tree Planting Requirements 88-425-10-G Existing Trees and Vegetation	Yes, one tree is required for each 30 ft frontage. The protection of older trees is also incentivized.	Follows best practices. No changes are recommended.
Are there adequate provisions required for proper care and maintenance of canopy trees and/or planter strips?	88-425-11-B MAINTENANCE	Yes, there are provisions for proper care and maintenance.	Follows best practices. No changes are recommended.

Street Crossings	Relevant Code Section	Notes	Recommendations
Street design standards determine the width of streets- is there a way for the development code to encourage/require smaller street width that would then translate to street design changes?	N/A	The code does not currently determine the width of streets. Street design standards do, and the Major Street Plan has created new standards for streets and provides more flexibility in types of streets and their width.	It is recommended to review the Major Street Plan to ensure that it allows narrower street widths. It is also recommended to review engineering standards to ensure that they allow narrower street widths for residential streets.
Are islands encouraged for four lane roads?	N/A	This is not within the purview of the development code, but covered by Public Works Street Design Standards.	There are no recommendations at this time.
For projects/development on arterial streets, are pedestrian crossing signals and/or mid-block crossing islands required?	N/A	This is not within the purview of the development code, but covered by Public Works Street Design Standards.	There are no recommendations at this time.
Do streets include curb extensions or other treatments to prevent motorists from parking too close to corners and to reduce crossing time?	N/A	This is not within the purview of the development code, but covered by Public Works Street Design Standards.	There are no recommendations at this time.

Directness	Relevant Code Section	Notes	Recommendations
Is land use required to be configured around a walkable block size (1/4 mile perimeter)?	88-405-06 A and B BLOCKS	Maximum block lengths are 600 ft for denser subdivisions, and 1200 ft for less dense subdivisions. The city planning and development director "may increase the length if physical constraints make shorter block lengths undesirable or impractical." This would lead to a block perimeter of approximately half a mile to one mile, which is well above a ¼ mile perimeter.	It is difficult to require this type of standard for all areas. Sometimes these standards would lead to unnecessary destruction of the natural terrain. In the previous subdivision regulations, 600 feet was the minimum block length, whereas now it is the maximum for denser subdivisions. It is recommended that at some point in the future the maximum block length be further reduced.

Bike/ped Infrastructure (See also sidewalks and street crossing)		Relevant Code Section	Notes	Recommendations
Are amenities for bike parking required?	88-420-09 BICYCLE PARKING		The code requires the provision of both short- and long-term bicycle parking.	This is a best practice and is a great accomplishment for the city. No changes are recommended.
Are other bike amenities required?	88-420-15-K SPECIAL PROVISIONS FOR BICYCLISTS		The city planning and development director may authorize up to a 15% reduction in the number of required off-street parking spaces for developments or uses that make special provisions to accommodate bicyclists. Examples of eligible accommodations include enclosed bicycle lockers, employee shower facilities, and dressing areas for employees. A reduction in required vehicle parking does not entitle the applicant to a reduction in required bicycle parking.	This is a best practice and is a great accomplishment for the city. No changes are recommended.

Traffic Calming		Relevant Code Section	Notes	Recommendations
Are design elements required/ encouraged to calm traffic such as curb extensions, mini-circles, parking chicanes, roundabouts, medians, raised street crossings, or similar features?	N/A		This is located within the City's Traffic Calming Guidelines, not the development code.	The city's Traffic Calming Guidelines only include speed humps and traffic circles as ways to calm traffic. It is recommended that the standards be revised to include more possible traffic calming mechanisms.

Connectivity		Relevant Code Section	Notes	Recommendations
Are there any restrictions for cul-de-sacs? For example, cul-de-sacs could not be allowed to exceed 250 feet and pedestrian connections between blocks being required.	88-405-10 C CUL-DE-SACS		Cul-de-sacs cannot exceed 600 feet or with approval can reach 1,320 feet. Pedestrian access easements may be required, but this needs special authorization from the city planning and development director.	It is recommended that pedestrian access easements within private open space tracts for cul-de-sacs longer than 600 feet, and that an exemption must be requested of the development and planning director. Currently, the city planning and development director is authorized to require the provision of a pedestrian access easement for cul-de-sacs longer than 600 feet, but that is not the default. This change would also support Trails KC in areas where trails exist or are planned. This is an area recommended for improvement.
Do entrances and exists to multi-plex dwelling projects require multiple access points?	88-110-05-C. BUILDING-TYPE SPECIFIC STANDARDS		There is no mention of this in the code.	It is recommended to insert a general statement about connectivity through multi-plex dwelling projects, allowing flexibility for implementation.

<p>Is current development required to be connected to adjacent developments?</p> <p>If a development is within proximity of important destinations (i.e. banks, post office community centers, and library), is it required to provide direct connections via sidewalks/pathways?</p>	<p>88-405-10-A TRAFFIC MOVEMENT AND PEDESTRIAN CIRCULATION PRINCIPLES</p> <p>88-405-10-B CONNECTIONS TO ABUTTING PROPERTY</p>		<p>88-405-10-A requires that all new subdivisions conform to the major street plan, comprehensive plan, walkability plan or approved area plan. If these plans have not been completed, streets must be designed "to provide efficient movement of pedestrians, bicycles and automobiles within the subdivision and to and from adjacent development." They also must provide "safe and attractive pedestrian routes to nearby commercial centers, ... public/civic, employment and recreational" areas.</p> <p>88-405-10-B requires that "new subdivisions connect with dedicated streets in adjacent subdivisions and provide for future extension of streets into adjacent areas that are likely to be developed in the future."</p> <p>This is also reviewed through the development review committee process. Planners review and recommend connections for each plan on an individual basis.</p>	<p>Not everyone may be aware of what is in the walkability plan, approved area plans, and comprehensive plan in order to comply with this requirement.</p> <p>It is recommended that this language is clarified or strengthened. Referring to this amount of plans is vague and unclear.</p> <p>The language that applies to areas where plans have not been completed is stronger because it directly requires accommodation of pedestrians, bicyclists and automobiles.</p> <p>NOTE: During the next periodic review, this will be revised to remove the wording "in areas for which such plans have not been completed" and will continue to list the stronger language requiring connectivity.</p>
<p>If a development is within proximity of a trail system for walking or biking, is it required that it be connected?</p>	<p>88-405-08 TRAILS</p>		<p>This section states, "Refer to Citywide Trails Plan for trail requirements."</p>	<p>It is recommended that this section is developed and expanded, and the original intention has been to do so. The results of the NEXUS study will be incorporated into this section.</p> <p>NOTE: The Bicycle-Pedestrian Coordinator and the city planning and development department will follow up on the development of this section.</p>

Crime and Safety

Crime Prevention through Environmental Design (CPTED)	Relevant Code Section	Notes	Recommendations
Is a percent of transparent space required on frontage?	88-230-03-B GROUND-FLOOR TRANSPARENCY	The pedestrian-oriented overlay requires 60% transparency on frontage.	CPTED principles are not explicitly mentioned in the development code. However, many of the principles have a positive impact in more than just crime and safety. This is an area for possible improvement. It is recommended to review best practices and coordinate with the current "green" review the city is carrying out.
Are fronts of homes required to be properly placed and have windows watching over schools, parks, streets, trails and other public places?	N/A	This is not mentioned anywhere in the code.	
Are there specifications that public facing fencing be transparent above 4.0 feet?	N/A	Chapter 27 of the City Code states that all fences in all zoning districts may be up to 48" in height. In R districts: 48" max in front yard and side yards on corner lots; 6 ft max on internal side and rear yards.	
Are elements that enhance the feeling of neighborhood security and safety encouraged or required?	N/A	This is not mentioned anywhere in the code.	
Are local streetlights required?	N/A	5203.17 Street Lighting, in Standards, Specifications and Design Criteria	

Social Cohesion	Relevant Code Section	Notes	Recommendations
Are there requirements or incentives for developments that promote interaction among neighbors?	88-110-04-B and 88-410-06-B OPEN SPACE DEVELOPMENT 88-280 MPD, MASTER PLANNED DEVELOPMENT 88-405-12 TRACT ACCESS 88-405-17 PARKLAND DEDICATION 88-405-17-G ADDITIONAL RECREATIONAL RESERVATIONS 88-230 P/O 88-110-05-C-2 COTTAGE HOUSE	The listed sections include requirements and incentives to include a variety of spaces that promote interaction among neighbors.	No recommendations are given at this time.

Alcohol Availability	Relevant Code Section	Notes	Recommendations
Are there proper restrictions that can restrict off-premise alcohol sales outlets (packaged liquor stores), which have been shown to increase crime?	88-331-01-A DAY LABOR EMPLOYMENT AGENCY 88-331-01-A 88-325 Code of Ordinances Chapter 10 : Alcoholic Beverages	There are currently restrictions for packaged liquor stores being within 500 or 1,000 ft respectively of day labor employment agencies and check cashing, title loan or short-term loan establishments. Density requirements are set to be loosened for businesses of 5,000 ft ² or more with at least 70% non-alcohol sales. This is not expected to have the same negative impact of loosening these restrictions across the board, since it will mostly impact grocery stores and medium to large-sized stores.	This is regulated by the liquor ordinance and is not in the purview of the development code or the city planning and development department. Chapter 10 of the Code of Ordinances and the Regulated Industries Division covers alcohol regulation. It is recommended that the density restrictions currently in place be maintained for liquor stores and convenience stores in order to maintain and improve neighborhood quality of life and walkability. Additionally, it is recommended that walkability be one of the review criteria for all licenses during their initial 6 month and any later probationary period.

Schools

	Relevant Code Section	Notes	Recommendations
Is school siting a consideration in the code (locating new schools where children can walk or bike to school)?	N/A	In general, the city has limited jurisdiction over school districts. This can be reviewed during the development review committee, but is not part of the development code.	No recommendations.
If a school is built, are there requirements for intersection visibility and cross walks?	N/A	See above.	No recommendations.

Neighborhood/Area Scale Considerations

Mixed-use	Relevant Code Section	Notes	Recommendations
Is an adequate mix of land uses allowed within all zones (not just zones designated as “mixed-use”)?	88-120 OFFICE, BUSINESS AND COMMERCIAL DISTRICTS 88-130 DOWNTOWN DISTRICTS 88-110-03 USES Table 110-1 88-360 NEIGHBORHOOD SERVING RETAIL	Mixed use is permitted in several districts: Downtown Mixed-Use (DX), Downtown Core (DC), Downtown Residential (DR), Office (O), Neighborhood Business (B1&B2), Community Business (B3), Heavy Commercial (B4) Neighborhood-serving retail is allowed in residential areas by special permit under the stipulation that the structure used was originally created for business use.	Some flexibility has been created by allowing neighborhood-serving retail in residential areas, and by creating mixed-use areas in business, commercial and downtown districts. Since it is not likely that the city is ready for dramatic change in this area, no changes are recommended at this time. At a later date, it is recommended to build opportunities for mixed-use development in other zoning districts.
Is there something comparable to a row house mixed use overlay?	88-205-03-D SPECIAL CHARACTER OVERLAY DISTRICTS	The special character overlay allows the flexibility to create a row house mixed-use overlay.	No recommendations.

Increased density	Relevant Code Section	Notes	Recommendations
Does the code allow high density residential zones to be developed near major streets and in mixed-use nodes?	88-100 series	Based on the code, mixed-use nodes will be located in business or downtown districts, where high density is allowed.	No recommendations.
Does the code perpetuate strip development?	N/A	The code does not perpetuate strip development. However, the zoning may because of the size of areas zoned may restrict commercial development to only strip development in certain areas.	Facilitate re-zoning for zoning areas that perpetuate strip development.
Do any other factors prevent density?	Tables 120-2, 130-2, 140-2 88-820-07 FLOOR AREA RATIO	There are nominal limits on floor area ratio, but in general very high levels of density are allowed.	High density is allowed in Kansas City. Density incentives are under-utilized in Kansas City.
Are density bonuses or incentives available?	88-410 OPEN SPACE DEVELOPMENTS & CONSERVATION DEVELOPMENTS	Density bonuses and incentives are available in the open space and conservation development areas.	No recommendations at this time.

Public space/green space/center of community	Relevant Code Section	Notes	Recommendations
Do open space requirements exist for all developments?	88-410-04-B and C OPEN SPACE DEVELOPMENT and CONSERVATION DEVELOPMENT 88-410-06 OPEN SPACE 88-410-06 OPEN SPACE 88-405-17 PARKLAND DEDICATION 88-405-12 TRACT ACCESS	All developments have open space/parkland dedication requirements or pay fees in lieu of parkland. The code also allows for developments specifically designed for the purpose of open space and conservation, and allow more flexibility to these types of developments.	This follows best practices. No recommendations are given in this area.
Are there standards for the design of open space?	88-410-06 OPEN SPACE 88-405-17-F QUALITY OF DEDICATED PARK SITES	Standards are given for the design of open space and conservation developments and the requirements for quality of dedicated parkland sites are provided as well.	This follows best practices. It is recommended to add community gardens to the list of active and/or passive recreation opportunities that can be considered open space in 88-410-06-B (e).
Are outdoor furniture and outdoor dining allowed by right?	N/A	Outdoor furniture and outdoor dining are not allowed by right. However, in order to apply for a "sidewalk café" businesses pay a fee of \$250 per year and go through a checklist including providing insurance that covers any liability the city would take on due to the outdoor dining occurring in the public right-of-way. This process is simplified for businesses that do not serve alcohol, with more requirements for those that do. In outdoor dining, it is important to ensure adequate space for pedestrians per ADA requirements.	The process and fee for application for outdoor dining facilities are reasonable. These requirements are in place to cover liability concerns and also to ensure that ADA requirements are met.

Support transit	Relevant Code Section	Notes	Recommendations
Does the code allow for Transit Oriented Development?	88-420-04-J. RAPID TRANSIT STOPS 88-420-15-N. TRANSIT ACCESSIBILITY 100 Series BASE ZONING DISTRICTS	The code allows vertical mixed-use, high density and lowered parking minimums near rapid transit stops.	The code is currently very supportive of Transit Oriented Development. No changes are recommended.

Housing for all	Relevant Code Section	Notes	Recommendations
Do minimum lot dimensions allow differently sized homes or cluster housing to preserve open space?	88-410 OPEN SPACE AND CONSERVATION DEVELOPMENT 88-255-01-B SHOAL CREEK 88-280-01-B MPD	Open space and conservation developments provide flexibility with regards to lot dimensions. Master Planned Developments and the Shoal Creek District also provide for similar flexibility.	No recommendations are given at this time.
Does the code encourage a variety of housing choices?	88-110-05-C BUILDING-TYPE SPECIFIC STANDARDS 88-280 MPD, MASTER PLANNED DEVELOPMENT	The types of housing are listed and explained in detail, when in the previous code they were not. Master Planned Development can also lead to a greater variety in housing choices within one area.	No recommendations are given at this time.

Parking	Relevant Code Section	Notes	Recommendations
Are parking minimums strong enough? How about parking maximums?	88-420 PARKING AND LOADING	Parking maximums do not exist. Parking minimums are very low, especially in rapid transit areas.	The trend has been for developments to include far higher than the minimum amount of parking spaces. There is no recommendation for the creation of parking maximums, since this has not proven to be an effective practice.
Does the code utilize best practices to incentivize reduced parking?	88-402-04 EXEMPTIONS, REDUCTIONS AND SPECIAL AREA STANDARDS 88-420-15 ALTERNATIVE COMPLIANCE PARKING PLANS 88-415-05-C STREAM BUFFER ZONE 88-420-04 EFFECT OF VEHICLE PARKING REDUCTION OR EXEMPTION ON BICYCLE PARKING REQUIREMENTS	There are twelve comprehensive exemptions of parking requirements in which parking is reduced or completely eliminated. There are also alternative compliance parking options.	This is an area of strength in the new development code that should be highlighted as an outstanding policy.
Is parking required to be behind buildings?	88-230-03-D PEDESTRIAN-ORIENTED OVERLAY, PARKING	Off-street parking in the pedestrian-oriented overlay must be located behind or beneath the buildings on the street.	No recommendations are given at this time.

Aesthetic/Building form	Relevant Code Section	Notes	Recommendations
The residential zones seek to “maintain the desired physical character of existing and developing neighborhoods.” If a neighborhood has low walkability scores due to low density, lack of mixed-use, and poor pedestrian and bike infrastructure, does this perpetuate continued development in the surrounding areas with similar concerns.	88-110-02 PURPOSE	Not necessarily. Any new development will have to comply with the code, that is now updated and strengthened. The code permits and encourages desired development form, which is more effective than prohibiting the continuance of conventional low density neighborhoods.	See other recommendations listed.
Does the code encourage buildings that are attractive and supportive of life on the street, park, school?	88-220 SR/O 88-230 P/O 88-235 H/O	The Special Review, Historic, and Pedestrian-Oriented Overlays encourage buildings that are attractive and supportive of life on the street. Design standards are generally restricted to overlays.	No recommendations are given at this time.
Are there provisions eliminating garages from “mooning” the street (i.e. required garage setbacks, lot frontage percentage)?	88-425-07 SCREENING OF PARKING GARAGES 88-110-05-C BUILDING-TYPE SPECIFIC STANDARDS	Parking garages are to be concealed. There is also a setback requirement for garages.	No recommendations are given at this time.

Food Access

	Relevant Code Section	Notes	Recommendations
Does the code have any provisions to limit “formula restaurants” or fast food, especially near schools and lower income neighborhoods?	N/A	“Formula restaurants” are not distinguished from other restaurants and are not in any way limited.	This is a progressive measure, and may be considered in the future. No changes are recommended at this time.
Are fast food restaurants recognized as separate use types in any way?	N/A	Drive-through facilities are recognized separately, but for traffic circulation principles only. Drive-throughs are not exclusively located at fast food restaurants. Recognizing a fast food restaurant as a separate use type would not be based on quality or healthiness of food, but on manner of operation. This would likely be counterproductive.	No recommendations given at this time.
Are there any other provisions to limit unhealthy food around schools and in neighborhoods with over-concentration of unhealthy food outlets?	N/A	Zoning cannot regulate market issues. City planning and development may not regulate what types of businesses are in a certain area.	This is not within the purview of the development code, and no recommendations are given at this time.
Does the code encouraging healthy foods in corner stores in any way? For example, some areas use a Healthy Corner Store designation.	N/A	Not at this time.	This is an opportunity for improvement. It is recommended to identify potential incentives for developers who build healthy food stores, grocery stores or set aside land or space for a farmer’s market or community garden.

<p>Does the code support access to grocery stores in all areas?</p>			<p>Grocery stores in all areas are not explicitly supported in the code. Grocery stores may be located in commercially-zoned areas. In general, Kansas City has an abundance of commercially-zoned areas, especially where grocery stores are needed, i.e. "food deserts."</p>	<p>No recommendations are given at this time.</p>
<p>Is there language in the new code that may unintentional discourage urban agriculture?</p>	<p>88-312 AGRICULTURE</p>		<p>There are parts of the urban agriculture code that may unintentionally discourage residents from participating in urban agriculture activities. Additionally, there are parts of the remainder of the code that could further allow urban agriculture activities (88-410-06-B Open Space Developments).</p>	<p>It is recommended that the code be updated to:</p> <ul style="list-style-type: none"> ▪ Delete any prohibition on row crops in front yards. ▪ For a CSA, allow employees, in addition to interns, apprentices and shareholders, to work on site. ▪ In section 88-410-06-B Open Space Developments, add a category (f) that includes crop agriculture, animal agriculture and urban agriculture as types of active and/or passive recreation opportunities that can ▪ Be considered open space.
<p>Does the code support increased access to healthy food by allowing the creation of community gardens and supporting existing ones?</p>	<p>88-312 AGRICULTURE</p>		<p>The code does not acknowledge farmer's markets specifically because it is just called retail. In older codes, specific types of businesses were listed out but now it is left more general as "retail." It is acknowledged but not specified.</p>	<p>No changes are recommended.</p>

Miscellaneous

	Relevant Code Section	Notes	Recommendations
Do the definitions listed in section 88-810 correspond with and include Active Living concepts?	88-810 DEFINITIONS	There are few or no active living concepts listed in the definitions. In order to list a definition, the word must be used one or more times in the code.	The following "active living" terms mentioned in the code and could be added to the definitions list: mixed-use, livable, pedestrian circulation system, multi-modal, walkability, pedestrian-oriented, and transit-oriented
Are incentives created (appropriate credits, waivers and incentives) to create Active Living environments?	88-420-09 BICYCLE PARKING 88-420-15 ALTERNATIVE COMPLIANCE PARKING PLANS	There are several incentives for bike amenities and for reduced parking	Identifying incentives for Active Living environments is an area of opportunity that should be researched further.
Does the code require evaluation during site plan review to include access to healthy foods, safe and well-maintained recreational and open-space opportunities, and promotion of active transportation?	88-605-02-B DEVELOPMENT REVIEW COMMITTEE MEMBERSHIP	The health director is and has been part of the development review committee, which could allow this type of review to occur.	It is recommended to work with the Parks and Recreation Department to update the requirements for funds in lieu of parkland evaluation of these spaces during plan review. It is also recommended to seek an administrative regulation or ordinance involving a "healthy development" checklist for site plan review and/or to incorporate a Health Impact Assessment into the review process for larger-scale development projects.
Are Complete Streets concepts incorporated into the development code?	88-10-05-H 88-230- P/O 88-280-01-B 88-405-01 88-405-10-A, E and F 88-440-01, 88-440-02-C 88-530-11-D	Complete streets concepts are discussed in numerous parts of the code. They are also included in the Major Streets Plan.	Considering that the city has passed a Livable Streets resolution, it is recommended to include language specific to Livable Streets when concepts of complete streets are covered.
If overlays are not utilized, are overall minimum standards in place that require development to support community health through Active Living principles? If not, how could the minimum requirements be strengthened to more effectively do so?	88-420-09 BICYCLE PARKING 88-420 PARKING AND LOADING Tables 120-2, 130-2, 140-2 88-820-07 FLOOR AREA RATIO 88-405-10-B. CONNECTIONS TO ABUTTING PROPERTY	Requirements for bicycle parking, reduced parking ratios, overlays are not used, increase density allowances, and required connections to abutting properties all exist outside the overlays.	No recommendations are given at this time.
Are disability concerns appropriately addressed in the development code?	N/A	Disability concerns with regards to active living are not addressed in the code.	When language is used to describe users of streets and sidewalks, it is recommended to state "pedestrians, including pedestrians with disabilities" to insure inclusion.

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7 Appendix A

- List of Sources of Review Categories

Active Living

Active Living & Healthy Eating Development Code Review

Appendix A

[Spartanburg Area Active Living Assessment](#)

The Lawrence Group Architects of North Carolina, Inc. (2005). Spartanburg Area Active Living Assessment. Davidson, NC: Upstate Forever.

[Healthy Development Checklist](#)

Burden, Dan. Resources. Retrieved September 2010, from Walkable Communities, Inc.: http://www.walkable.org/assets/downloads/healthy_development_checklist.pdf

[Rocky Mountain Land Use Institute](#)

Rocky Mountain Land Use Institute. (2010). Code Framework. Retrieved November 2010, from Sturm College of Law: <http://law.du.edu/index.php/rmlui/rmlui-practice/code-framework/model-code>

[Zoning for a Healthy Baltimore](#)

Thornton, R., Fichtenberg, C., Greiner, A., Feingold, B., Ellen, J., Jennings, J., et al. (August 2010). Zoning for a Healthy Baltimore: A Health Impact Assessment of the TransForm Baltimore Comprehensive Zoning Code Rewrite. Baltimore, MD: Johns Hopkins University Center for Child and Community Health Research.

[New Partnerships for Healthier Neighborhoods: Bringing Public Health and Redevelopment Together](#)

Public Health Law & Policy (PHLP) and the Bay Area Regional Health Inequities Initiative (BARHI). (2010). New Partnerships for Healthier Neighborhoods: Bringing Public Health and Redevelopment Together. Oakland, CA: Public Health Law & Policy (PHLP).

[HEAL Cities Campaign](#)

Healthy Eating Active Living Cities Campaign. (2011). Healthy Zoning Regulations. Retrieved October 2010, from Healthy Eating Active Living Cities Campaign: http://www.healcitiescampaign.org/healthy_zone.html

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³ Cohen, L., Davis, R., Lee, V., & Valdovinos, E. (2010). Addressing the Intersection: Preventing Violence and Promoting Healthy Eating and Active Living. Oakland: Prevention Institute.

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⁷ McMillan, T. E. (2009). Walking and Biking to School, Physical Activity and Health Outcomes. San Diego: Active Living Research.

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⁹ Abuelata, M., Mikkelse, L., Cohen, L., Fernandes, S., Silver, M., Fujie Parks, L., et al. (2004). The Built Environment and Health: Profiles of Neighborhood Transformation. Oakland, CA: Prevention Institute.

¹⁰ The Influence of the Built Environment on Travel Behaviors. (n.d.). Retrieved August 2011, from Safe Routes to School National Partnership: <http://www.saferoutespartnership.org/mediacenter/research/231317>

¹¹ United States Environmental Protection Agency. (2003). Travel and Environmental Implications of School Siting. Washington DC: US Environmental Protection Agency.

¹² Active Living by Design. (2007). Land Use Factsheet. Retrieved August 2011, from Active Living by Design: Increasing Physical Activity and Healthy Eating through Community Design: http://blast.activelivingbydesign.org/fileadmin/template/documents/factsheets/LandUse_Factsheet.pdf

¹³ United States Environmental Protection Agency. (2006). Parking Spaces / Community Places: Finding Balance through Smart Growth Solutions. Washington DC: US Environmental Protection Agency.

¹⁴ Burden, D. Frequently Asked Questions. Retrieved August 2011, from Walkable Communities: www.walkable.org/faqs.html

¹⁵ Treuhaft, S., & Karpyn, A. (2010). The Grocery Gap: Who Has Access to Healthy Food and Why It Matters. New York, NY: PolicyLink.

¹⁶ <http://www.foodsystemsnyc.org/fresh>

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- Development Management Division

Energy Efficiency and Conservation Community Block Grant Committee

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