

2050 GRAIN VALLEY comprehensive plan

RESOLUTION NO.: 2023-02

A RESOLUTION OF THE PLANNING & ZONING COMMISSION OF THE CITY OF GRAIN VALLEY, MISSOURI, ADOPTING THE 2050 COMPREHENSIVE PLAN FOR THE CITY OF GRAIN VALLEY, MISSOURI.

WHEREAS, the City of Grain Valley, Missouri (the "City") is committed to retaining and enhancing the desirability and livability of its community, and has sought to create a vision of the community through the development of a Comprehensive Plan (the "Plan) for the City; and,

WHEREAS, the Planning and Zoning Commission of the City of Grain Valley, Missouri (the "Commission"), is required by Section 89.340 of the Missouri Revised Statutes to "make and adopt a city plan for the physical development of the community;" and,

WHEREAS, the Plan, with accompanying maps, plats, charts, and descriptive and explanatory matter, contains a statement of principles, goals and implementation strategies based on broad public input and shows the Commission's recommendations for the physical development and uses of land; and,

WHEREAS, the Plan further seeks to guide and accomplish the coordinated development of the City which, in accordance with existing and future needs, will best promote the general welfare, as well as efficiency and economy, in the community development process; and,

WHEREAS, on August 9, 2023, the Commission, under authority granted to it by the Missouri Revised Statutes, after a duly called public hearing, and after considering the views of all those who came before it, voted to approve the **2050 Grain Valley Comprehensive Plan** as the official comprehensive plan for the City.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF GRAIN VALLEY, MISSOURI AS FOLLOWS:

SECTION 1. The 2050 Grain Valley Comprehensive Plan is hereby approved, and the Commission hereby orders that the Plan be made available to the public.

SECTION 2. All maps, descriptive matter and other matters in the Plan are intended by the Commission to be a part of the Comprehensive Plan.

SECTION 3. All prior comprehensive plans, portions thereof, updates thereto, or additions thereto, are hereby repealed to the extent they are inconsistent with the Plan.

SECTION 4. The Community Development Director is instructed to:

a) Make available a copy of the Comprehensive Plan in the office of the Jackson County Recorder of Deeds.

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ACKNOWLEDGMENTS

A special thank you to all who participated in creating a vision for the future of Grain Valley.

Board of Aldermen

Mike Todd

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chapter ONE introduction

OVERVIEW

Chapter Overview

Chapter 1 - Introduction provides the foundation for how to navigate and utilize the 2050 Grain Valley Comprehensive Plan. The components of this chapter are listed in Figure 1.1 and include explanations related to the importance of the comprehensive planning process, a summary of the planning timeline, a review of previously adopted planning studies in Grain Valley, a list of guiding principles that help form the goals of the plan.

In addition to those elements, this chapter also describes the KC Communities For All Ages program which this plan aligns many goals and policies towards and the ETC Survey; a statistically valid survey that was administered as a part of the public input process.

Figure 1.1 Introduction Chapter Outline



Why We Plan + How We Use This Plan



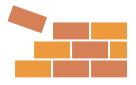
Plan Process + Schedule



Plan Components + Outline



Previous Plan Overview



Guiding Principles



KC Communities For All Ages



ETC Survey

WHY WE PLAN + HOW TO USE THIS PLAN

Comprehensive Plan Purpose

Comprehensive plans guide decisions and policy for growth and development in a community, typically with a long-range outlook of 10 to 20 years. As the name suggests, comprehensive plans cover a wide range of issues including land use, natural resources, public facilities, housing, community character, and infrastructure.

A thorough review of existing conditions, data analysis of the community, and robust public input help comprehensive plans outline recommendations for each topic area. The act of creating a comprehensive plan is a chance to look at where a community is now, where it would like to be in the future, and how to get there collectively.

Previous Comprehensive Plan

Grain Valley completed a comprehensive plan in 2014 after experiencing rapid population growth around 2010. Since 2014, the population has continued to steadily increase, and the potential for growth opportunities led the City to develop an updated Plan that would outline vision, goals, objectives, and polices to guide the City's development and redevelopment in the next 20 years.

Creative Combined Planning Effort

The Grain Valley Parks Master Plan process happened concurrently with the Comprehensive Plan. The City wished to take a creative and innovative approach to developing a comprehensive vision for the City's parks and recreation system. The Parks Master Plan evaluates current conditions of parks, trails, and recreation facilities, along with identifying areas for future park development and open space based on future projections of the City.

How to use this plan

The Grain Valley Comprehensive Plan outlines a vision for the community through the year 2050 and beyond. This plan is designed to be a living document that can be regularly referenced, reviewed, and updated if necessary to keep the information relevant. Each year, the City of Grain Valley should review the implementation recommendations to assess progress and remove tasks that are completed, as well as to highlight areas lacking in resources or energy that need specific attention. Every five years, the Comprehensive Plan can be thoroughly reviewed to identify larger sections of existing conditions that might need modification due to changing circumstances or growth.

Decision-Making Tool

This Comprehensive Plan will also serve as justification for decision-making by City leadership. Due to the extensive analysis and public input process involved with the creation of this Plan, City leaders should be able to ascertain next steps appropriate for the community regarding policy and planning alternatives.

Future Land Use Plan

The Future Land Use Plan in Chapter 2 should be used when making decisions regarding proposed development, annexation, and rezoning requests. It is also common for recommendations in Comprehensive Plans to lead into additional projects or programs in the city. Overall, this document can be a point of reference and guidance for routine functioning of city government in Grain Valley.

WHY WE PLAN + HOW TO USE THIS PLAN

Why A Plan for Grain Valley?

During the Kick-Off Meeting with City leadership, staff, and the Comprehensive Plan Steering Committee (CPSC), there was discussion of an overall brand to associate with the plan. As public input was such a valuable component of the process, it was important for the outward-facing image of the plan to be compelling,

visually appealing, and unique to the community of Grain Valley. The phrase "Planning Outside the Lines" comes from the City's motto of *Life Outside the Lines*, and the colors follow the marketing scheme from the recent rebrand. The logo represents the City's grid pattern and key features.





Figure 1.2 Grain Valley Comprehensive Plan and Parks Master Plan Logos

PLAN PROCESS

Four Phased Approach

The Grain Valley Comprehensive Plan came to fruition over a four-phase period of meetings, public engagement, data and existing conditions analysis, and draft creation and review.

The planning process phases included:

- · Phase 1: Project Kick-Off, Research + Analysis
- Phase 2: Vision, Input + Direction
- · Phase 3: Draft Plan + Evaluation
- · Phase 4: Final Draft Plan + Adoption

PHASE ONE

PROJECT KICK-OFF, RESEARCH + ANALYSIS

> Kick-Off Meeting with Steering Committee

Analysis Review Meeting with Steering Committee

Analysis Review (Joint Workshop with Planning Commission, Park Board, and Board of Aldermen)

PHASE TWO

COMMUNITY + STAKEHOLDER INPUT

Stakeholder Interviews

Interactive Website Launch Community Survey

Public Visioning Workshop

Steering Committee Input Review Meeting

PHASE THREE

DRAFT PLAN + EVALUATION

Draft Review Meetings with Steering Committee

Draft Plan Public Open House

Draft Plan Review (Joint Workshop with Planning Commission, Park Board, and Board of Aldermen)

PHASE FOUR

FINAL DRAFT PLAN + ADOPTION

Planning Commission Public Hearing

Parks + Recreation Board Public Meeting

Board of Aldermen Public Meeting

PLAN SCHEDULE

Timeline

The Grain Valley Comprehensive Plan and Parks Master Plan process was completed over a period of one year beginning in October 2022 with the Kick-Off Meeting. The Phase 2: Community and Stakeholder Input took place from December 2022 through March 2023, and the Plan was drafted from April to July 2023. Figure 1.3 illustrates the timeline of the entire plan in detail.

Grain Valley Comprehensive + Parks Master Plan Schedule

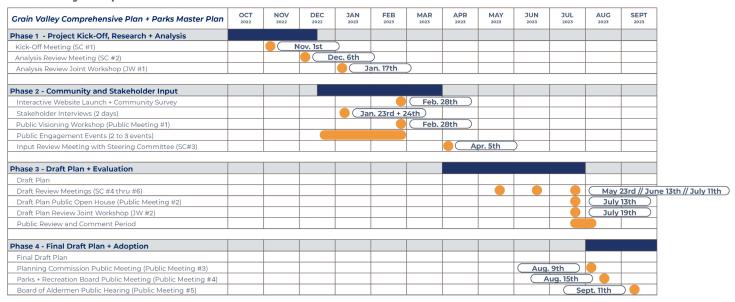


Figure 1.3 Plan Schedule

MAJOR PLAN COMPONENTS

Plan Horizon Year

The Horizon Year of a plan is the last year in the future for which projections and planning proposals end. Comprehensive Plans are long-range by nature, and the Grain Valley Comprehensive Plan looks to the year 2050 as its horizon. This 30-year window allows for future projections to have some degree of predictability while also allowing proposals to be aspirational and farreaching.

While the horizon year for this plan is decades away, the plan should be reviewed annually to ensure that goals, policies, and action items within the Implementation Chapter are being accomplished in a timely manner.

Planning Boundary

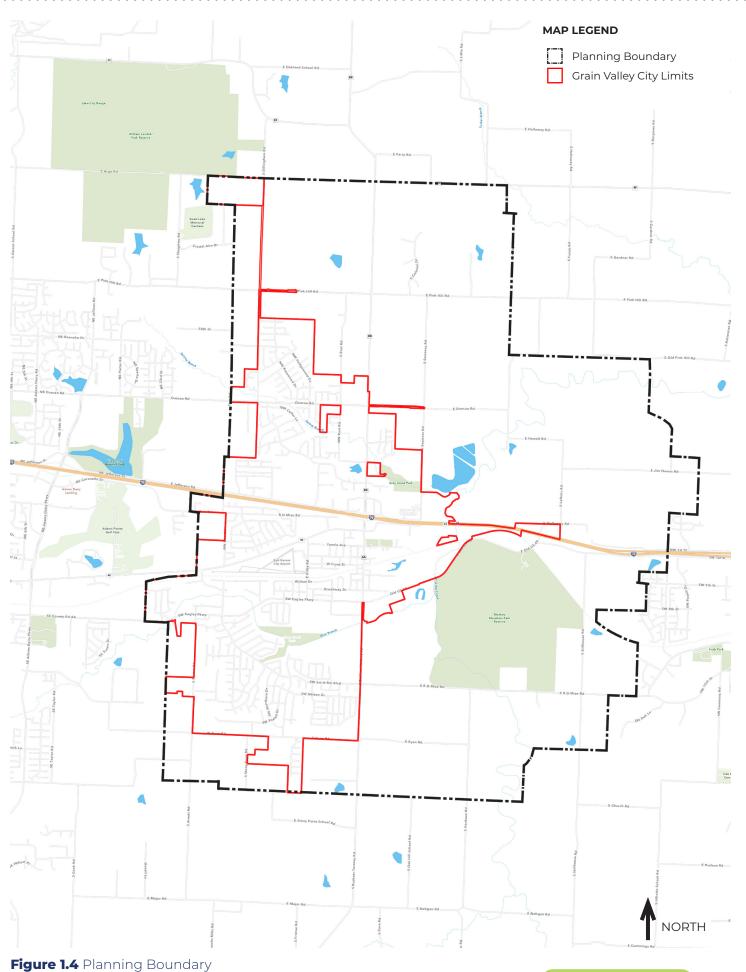
Comprehensive plans typically look beyond the existing boundaries of a city to plan for what comes next. The plan boundary outlined in Figure 1.4 identifies the areas surrounding Grain Valley in which growth is expected within the horizon year or the areas to plan for in order to retain the city borders.

The Grain Valley Comprehensive Plan can be described as approximately:

- · West to the Sewer Service Agreement Boundary
- · North to E Truman Rd
- \cdot East to Outer Belt Rd and the Oak Grove City Limits
- · South to E Major Rd, S Fristoe Rd, & E Nebgen Rd

The planning boundary is likely broader than where Grain Valley may grow or develop to by 2050, but this allows for flexibility in the exact location of different land uses. The boundary is based upon the current sewer agreement with Blue Springs along with the planning boundaries of the nearby communities of Blue Springs and Independence, Missouri.





PLAN OUTLINE

Plan Outline

The Grain Valley Comprehensive Plan outline is shown below. There are seven main chapters with three external appendices.

Introduction

The first chapter describes the Comprehensive Plan's process, scope of the project and corresponding schedule, and guiding principles.

Planning Outside the Lines

The second chapter gets into existing land use analyses, population projections, strategic opportunities, and the Future Land Use Plan.

Planning for Housing, Transportation, Economic Development, and Infrastructure + Utilities

The following sections dive into the recommendations of the Plan regarding housing, transportation, economic development, and infrastructure and utilities.

Implementation

The implementation chapter summarizes all recommended goals, policies, and action items included in the previous chapters. This section helps the City to prioritize resources and time allocation as it works to carry out the vision of the plan.

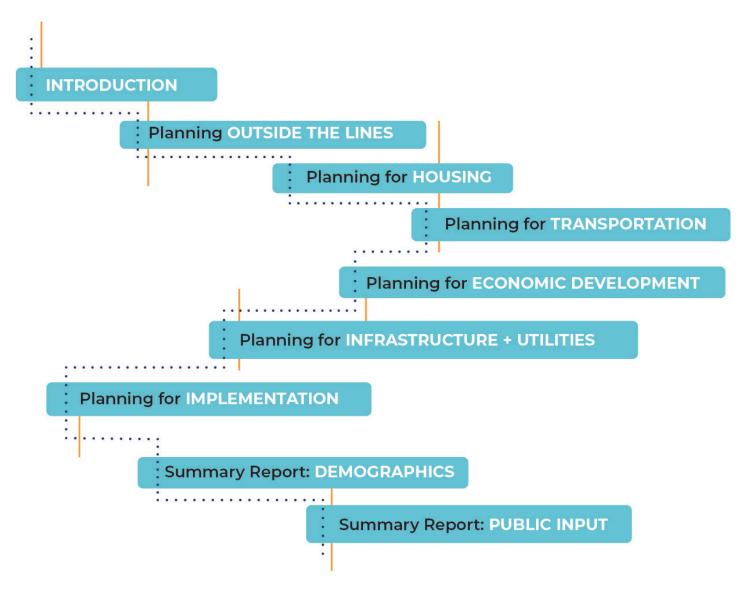


Figure 1.5 Plan Process

PREVIOUS PLANS OVERVIEW

Grain Valley has completed several plans in recent years in various areas.

Capital Improvements Plan

The 2023-2027 Capital Improvements Plan looks at proposals such as parks and trails, downtown revitalization, road extensions, pavement maintenance, and public service vehicle replacement.

Grain Valley Stormwater Management Plan

The Grain Valley Stormwater Management Plan looks at the stormwater system along with the City's five major creeks, and outlines recommendations for public education and outreach, illicit discharge detection and elimination, runoff control, and best management practices (BMPs).

Comprehensive Plan

The City's previous Comprehensive Plan was developed in 2014 when the City became one of the fastest growing suburban communities in Jackson County and the Kansas City Metropolitan Area. City leaders chose to prepare a new comprehensive plan in 2022 to meet the new challenges of this decade. This Plan seeks to build on the goals identified in the 2014 Plan, while applying a new vision and strategies relevant to the conditions of today.

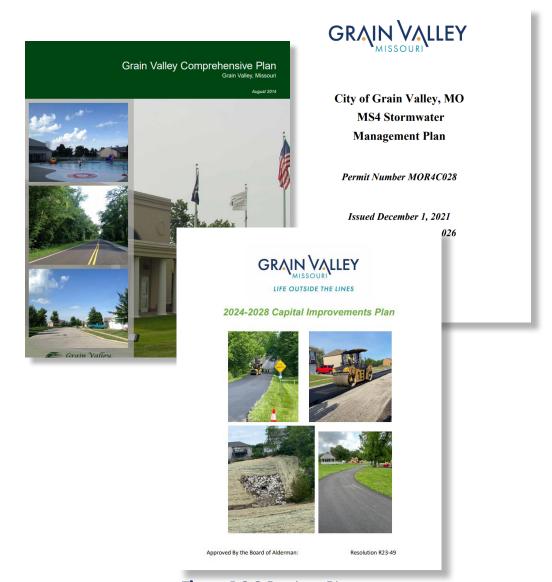


Figure 1.6-8 Previous Plans

GUIDING PRINCIPLES

Guiding Principles

The Comprehensive Plan Steering Committee (CPSC) and planning team developed a set of guiding principles for the Grain Valley Comprehensive Plan. These principles are intentionally broad in order to encompass a wide range of ideas that apply to all the general categories of the plan: housing, transportation, economic development, and infrastructure and utilities.

The principles include:

Connections:

Bridge gaps to connect people and places

Central Core

Establish a vibrant center of the community

Community

Build spaces for interaction and activity

The principles of Connections, Central Core, and Community help to focus the overall planning effort and ensure that the different plan components are cohesive.

Housing

Recommendations for housing in Grain Valley incorporate all three principles, seeking to enhance the community through dwelling units that are accessible for any economic range and feature characteristics that foster connections.

Transportation

The transportation strategies build on existing links and create new connections that detached areas of the community. By improving paths through neighborhoods and increasing mode options to get Downtown, the recommendations strive to nurture a connected community and strengthen the central core of the city.

Economic Development

Strategies for economic development focus on central nodes of activity, such as Downtown and the areas adjacent to I-70, with the intent to encourage more activity and create places for interaction.

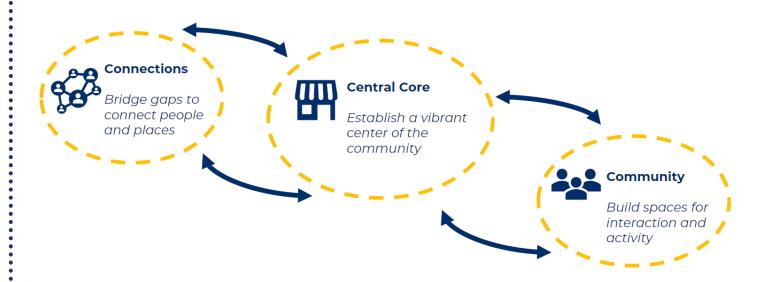


Figure 1.9 Guiding Principles

KC FOR ALL AGES

Overview

KC Communities for All Ages is an initiative through the Mid-America Regional Council (MARC) that helps jurisdictions make choices to meet the needs of the very old, the very young, and everyone in between. This initiative helps raise awareness of how the aging population will impact the region, and offers tools to help meet the needs of older adults. KC Communities for All Ages provides workshops, resources, and information related to the issues of older adults, tools to help address those concerns, and a recognition program that helps shape policies, practices, and infrastructure.





This symbol will be shown throughout the document to denote components that are meeting KC Community For All Ages strategies.

Strategies

The KC Communities for All Ages initiative employs the following strategies which we will include in our recommendations for the Grain Valley Comprehensive Plan and Park Master Plan:

- Engage the experience and expertise of older adults and promote them as a valuable resource
- · Convene community members to determine the opportunities and challenges of an older community
- Facilitate the integration of these opportunities and challenges into all aspects of community life, including design, infrastructure, programs and services, workforce development and community engagement
- Provide technical assistance to communities within the nine-county metropolitan area to support efforts to create and sustain an age-friendly region
- Track regional demographic and environmental trends and adapt to them proactively





ETC SURVEY

Overview

In addition to community engagement through events, meetings, and the interactive website, the ETC Institute administered a statistically-valid survey to residents throughout the community to understand their preferences for enhancements and prioritization of improvements to the community. This survey was mailed to a random sample of households in Grain Valley, with 432 completed surveys returned for tabulation. The overall survey results show a 95% level of confidence.

Participants were asked questions related to transportation, biking, investments, and parks and recreation. The results will be further detailed in the Planning for Housing, Transportation, Economic Development, and Infrastructure + Utilities chapters of the Comprehensive Plan, and in the Parks Master Plan as well. There is a full supplemental report of all ETC Survey findings available as well in Appendix C.

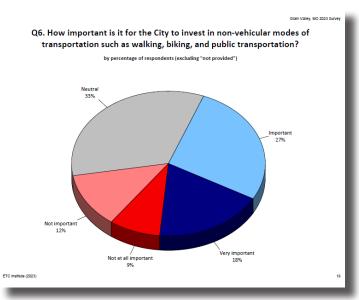
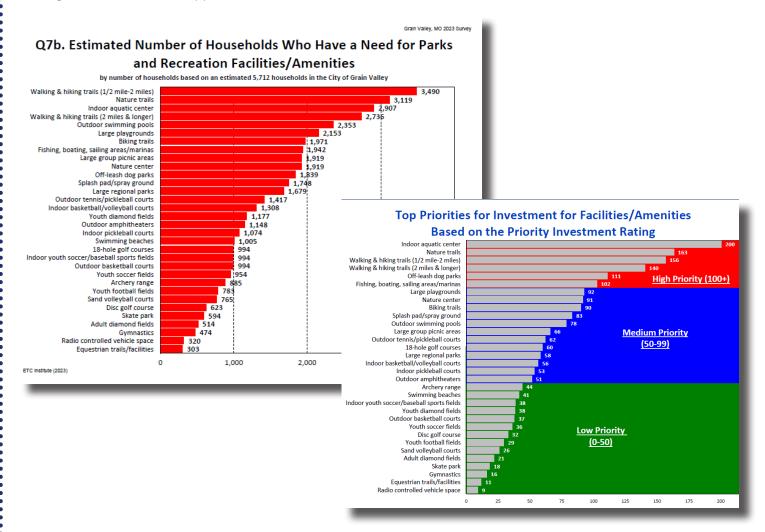


Figure 1.10-12 ETC Survey Question Results



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chapter TWO planning outside the lines

OVFRVIFW

Chapter Overview

Chapter 2 - Planning Outside the Lines refers to the need for Grain Valley to be focused not only within the city limits, but also outside it with an eye towards the future. Grain Valley needs to be intentional in its growth and development strategy. The main component of this chapter is the Future Land Use Plan, which lays out a physical vision for the preferred, ideal future layout in Grain Valley. The Future Land Use Plan was created based on a review of exiting conditions, such as the existing land use, floodplain, key roadway corridors, and the need to strategically diversify the housing stock. Public input on the desired community amenities, housing, and business types was also considered.

Relationship to Guiding Principles

Three main guiding principles were identified for the Grain Valley Comprehensive Plan: connections, central core, and community. Each guiding principle is supported in this chapter.

Connections

The Future Land Use Plan identifies a consistent development pattern for the City to consider that discourages leapfrog development in favor of organic growth that connects residents new and old to all sections of Grain Valley.

Central Core

The Future Land Use Plan lays out a vision for a strong and enhanced Downtown area with defined boundaries and room for added mixed-use and commercial near the Interstate 70 interchange. This centrally located hub of activity will help provide services and entertainment to residents from either side of I-70 as well as the traveling public from the motorway.

Community

The Future Land Use Plan identifies a series of commercial and mixed-use areas throughout the community to provide opportunity areas for interaction, activity, and entertainment. The growth proposed on the Future Land Use Plan builds upon the existing community character while also adding new opportunities for different housing choice.

Figure 2.1 Planning Outside the Lines Chapter Outline



Existing Land Use



Related Public Input



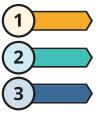
Future Land Use Considerations



Future Land Use Categories



Future Land Use Plan



Goals, Policies, and Action Items

EXISTING LAND USE IN GRAIN VALLEY

Existing Land Use

Commercial + Industrial Land

Currently, Grain Valley's commercial and industrial land is located primarily along major roadways such as Interstate 70, US-40, Main Street, and SW Eagles Parkway. There is potential to fill in development gaps along Main Street and establish a strong commercial core at key intersections. The industrial areas are located away from residential uses, mainly in the periphery of the community.

Public/Semi-Public, Open Space + Parkland

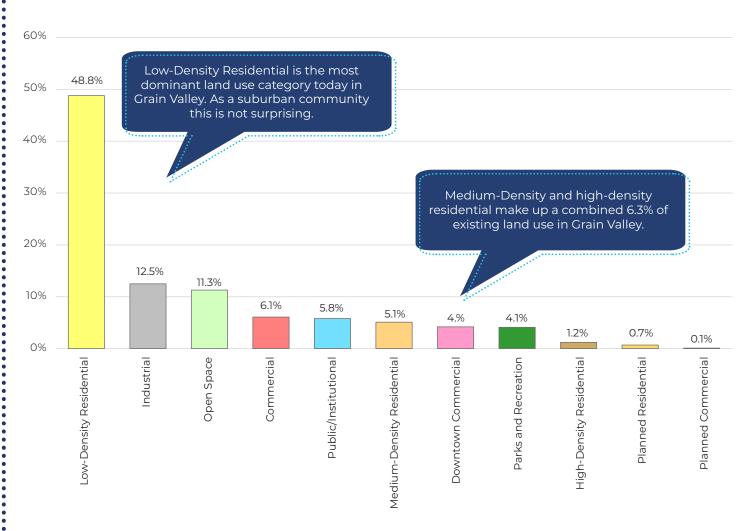
Grain Valley has open space scattered throughout the community along stream paths. Parkland is also scattered throughout the community, providing adequate access to residential areas, primarily on the southern side of the community. Parkland conditions and needs are further discussed in the Parks Master Plan. There is limited public land in Grain Valley today.

Residential Land

Residential land in Grain Valley is dominated by low-density residential, mainly detached single-family residential dwellings. There are some areas with some additional density through duplexes, townhomes, or fourplexes. Very limited high-density residential such as apartments or condominiums.

Figure 2.2 shows the existing land use breakdown by total acres. Nearly half of all Grain Valley land uses are low-density residential. Industrial and open space take up the second and third most common land uses. Around 1% of land use today is planned for a mix of residential or commercial uses. Figure 2.3 shows a map of the existing land uses in Grain Valley.

Figure 2.2 Existing Use Breakdown



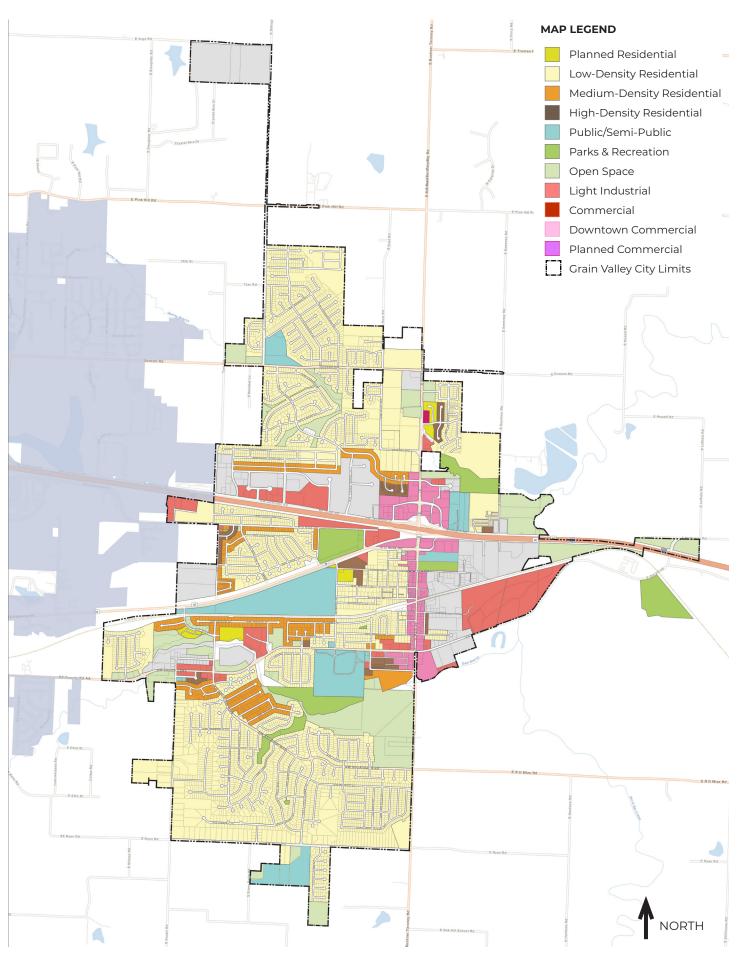


Figure 2.3 Existing Land Use

PUBLIC INPUT ON LAND USE PLANNING

Land Use Related Public Input

While it is difficult to ask people directly about a Future Land Use Plan, several engagement activities completed during the Comprehensive and Park Comprehensive Plans planning process included useful information to guide the Future Land Use process. Several key summary figures are included below and on the following page.

Quality of Life

People view the quality of life in Grain Valley today as high — the Future Land Use Plan should maintain a consistent character to preserve the high quality of life.

Housing Diversity

Different housing types are needed in Grain Valley — while the preference is still for low-density residential or single-family homes, rentals and other housing choices are needed to provide flexibility to residents.

Commercial & Retail Growth

Restaurants, lively downtown/entertainment, and shopping/clothes stores are the most desired commercial amenities — the Future Land Use Plan should identify locations for each of these activities and support a strong Downtown Core.

Growth - Opportunity & Challenge

The biggest challenge and opportunity facing Grain Valley was consistently listed as growth — residents seem to know that growth is coming and want to make sure it's done right - the Future Land Use Plan identifies a vision to make a future Grain Valley that enhances the existing community character.

Figure 2.4 Quality of Life Average Response

How would you rank **quality of life** in Grain Valley from 1 (very low) to 10 (very high)?

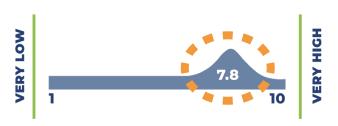


Figure 2.5 Prioritization Responses - Housing

Prioritization: what should Grain Valley focus on?

Housing

- Entry-level single family homes
- Mid-level single family homes
- Executive-level single family homes
- Townhomes/ Rowhouses
- Apartments/
 Condominiums
- Housing Rehabilitation Program

Entry- and mid-level family homes

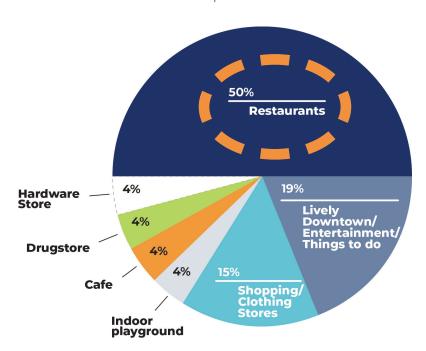
PUBLIC INPUT ON LAND USE PLANNING

Figure 2.6 Prioritization Responses - Commercial & Retail Development

Prioritization: what should Grain Valley focus on?

Commercial & Retail Development

Downtown



Restaurants
Lively downtown/ entertainment/ things
to do
Shopping/clothes stores

Figure 2.7 Biggest Opportunities & Challenges Response Summary

What are the **biggest opportunities** in Grain What are the **biggest challenges** in Grain Valley? Valley? Barriers/ Growth Tax Base Business Mix Park Community Creating common Center South Growth Downtown Restaurants Clean Local Second **Business Barriers / North & South Division** Growth

Growth

PLANNING BOUNDARY & LEGAL BASIS

Planning Boundary

Figure 2.8 shows the planning boundary for the Grain Valley Comprehensive Plan. The boundaries are roughly as follows:

- · West to the Sewer Service Agreement Boundary
- · North to E Truman Rd
- · East to S Kirby Rd and the Oak Grove City Limits
- · South to E Stony Point School Rd and E Oak Hill School Rd

Comprehensive plans typically look beyond the existing boundaries of a city to plan for what comes next. The plan boundary in this Plan identifies the areas surrounding Grain Valley in which the city anticipates growth within the horizon year, or the areas to plan for in order to retain the city borders.

The planning boundary may be larger than where Grain Valley may grow or develop by 2050. However, this can allow for flexibility in the exact location of different land uses. This topic is further explored in the discussion of household demand estimates later in this chapter and in the housing chapter.

Infrastructure Capacity

Infrastructure capacity was considered when laying out the Future Land Use Plan and its planning boundary. Grain Valley has a sewer agreement with Blue Springs that was considered when creating the western edge of the plan boundary. This positive working relationship with neighbors as it relates to infrastructure planning and agreements should continue to be encouraged, including exploring potential partnership opportunities.

Nearby City Planning Boundaries

The planning boundary respects the identified planning boundaries of the nearby cities of Blue Springs and Independence, Missouri.

Legal Basis for Future Land Use Plans

Comprehensive Plans and Future Land Use Plans are authorized in the State of Missouri, under certain sections of Chapter 89 of the Missouri Revised Statutes.

Section 89.340: This section outlines the need for a community to make and adopt a comprehensive plan for the physical development of the municipality. The plan and accompanying maps, charts and descriptive and explanatory matter, should show recommendations for several items including the physical development and uses of land.

Section 89.040: The Missouri Revised Statutes in Section 89.040 require that zoning regulations be based on a comprehensive plan that lessens congestion in streets, enhances safety, promote health and general welfare, and provide adequate light and air, prevent overcrowding of population, preserve features of historical significance, and adequate provision of public services such as roads, parks, and schools.

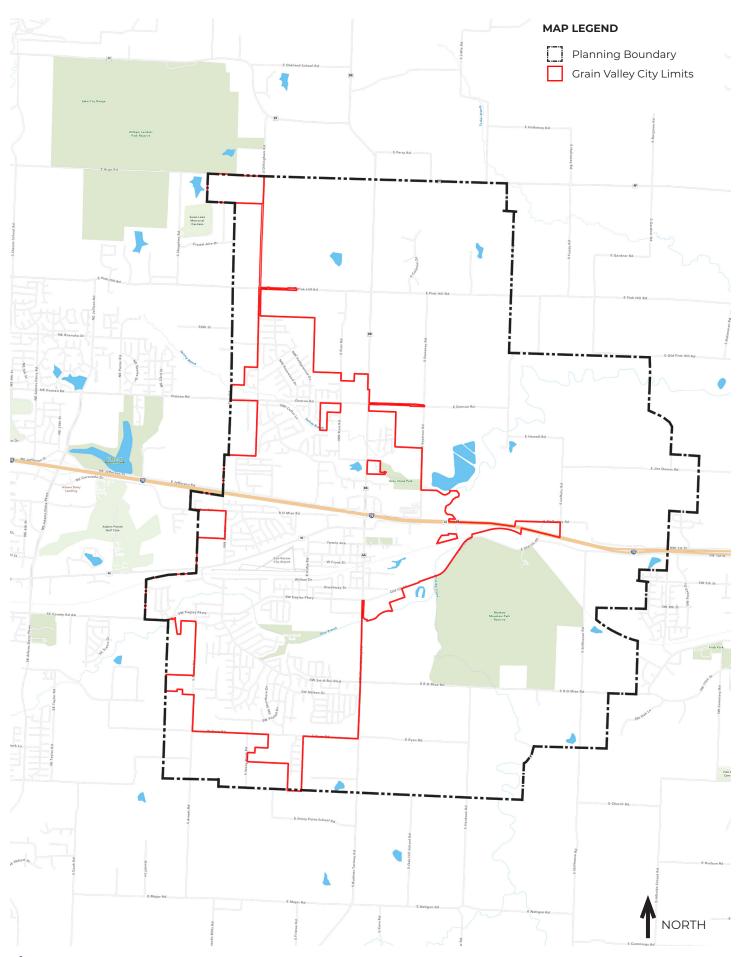


Figure 2.8 Planning Boundary Map

FUTURE LAND USE CONSIDERATIONS

Several key factors impact Grain Valley's Future Land Use Plan. Each is discussed below and shown on the following page.

Floodplain

Grain Valley has a considerable amount of floodplain within the planning boundary as shown in Figure 2.9. The Sni-A-Bar Creek and Blue Branch Creek both contribute to the large swath of floodplain that runs through the eastern edge of the city limits and plan boundary as well as through several in-town neighborhoods. This area of the planning boundary should remain undeveloped and is predominantly shown as Agriculture/Open Space on the Future Land Use Plan.

Interstate 70 and Buckner Tarsney Road

Interstate 70 bisects Grain Valley and the plan boundary creating a natural northern and southern sections of the community. The most intense development areas will logically fall along either side of the interstate corridor. The interstate corridor is the prime location for large-scale commercial and business park development that can take advantage of the accessibility and connectivity provided by the high-speed roadway.

Buckner Tarsney Road is the main north-south arterial roadway that serves Grain Valley today and will connect new development areas to the north and south of the existing city limits. Collectively, these two corridors will contain most of the multi-family, mixed-use and commercial areas proposed for Grain Valley.

Parkland

In addition to the large floodplain, Grain Valley has two large park areas that are key features within or near the planning boundary: Monkey Mountain to the east and the William Landahl Park Reserve to the far north (Figure 2.11). These two areas provide important opportunities for recreation and are attractive community assets for Grain Valley of today and tomorrow.

Rural Subdivisions

The Grain Valley planning boundary outside of the Grain Valley city limits contains many rural subdivisions and agriculture homesteads as shown in Figure 2.12. The large number and varied locations of homes in the planning boundary create obstacles to some of the proposed development. To utilize the planning boundary to the highest and best use possible, some of these single-family homes scattered throughout the northern half of the planning boundary are shown as other land uses in the Future Land Use Plan.







MAPS LEGEND

- Planning Boundary
- Grain Valley City Limits
- 100-Year Floodplain
- IIII Main Roadways
- Parks and Open Space
 - Low-Density Residential

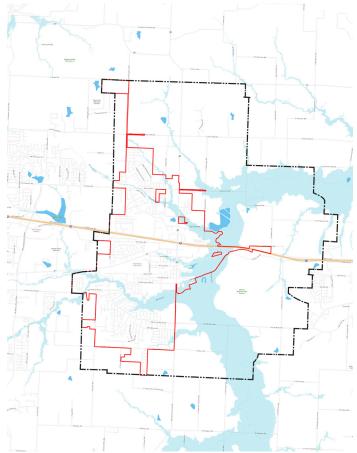


Figure 2.9 100-Year Floodplain Map

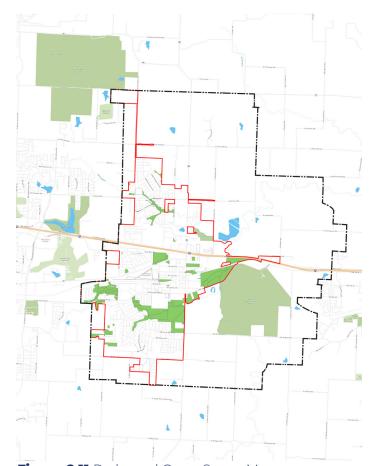


Figure 2.11 Parks and Open Space Map

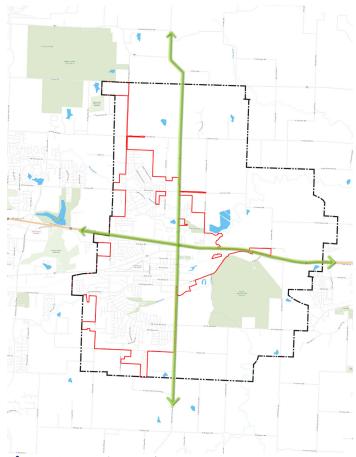


Figure 2.10 Main Roadways Map

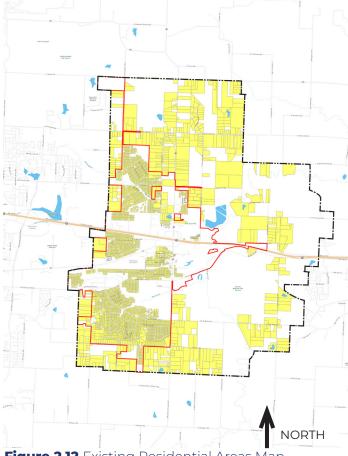


Figure 2.12 Existing Residential Areas Map

POPULATION GROWTH & DEMAND

Population Growth

The Future Land Use Plan is also guided by expected growth in Grain Valley. Figure 2.13 shows the population projections completed for the Grain Valley 2050 Comprehensive Plan. Several population growth scenarios were identified based on past growth and building permit activity. The average estimated population growth by 2050 for Grain Valley was determined to be 42,263 residents. This population projection was used to determine household demand estimates for Grain Valley to ensure the Future Land Use Plan is provides enough land for various household types.

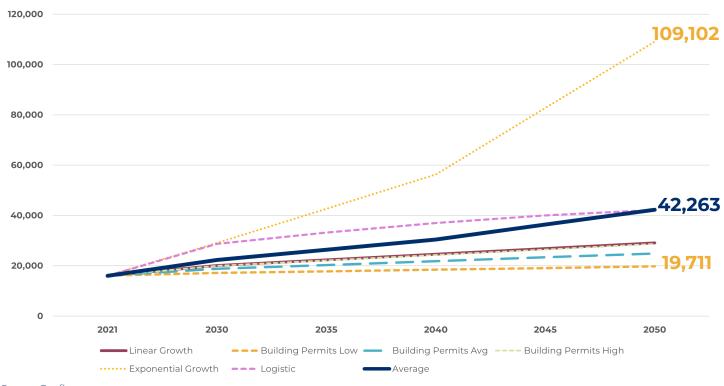
Household Projections

Today, Grain Valley has an estimated population of 16,002 residents. The 2050 average growth rate indicates that there will be 42,263 residents, resulting in the addition of 26,261 residents. The current average household size in Grain Valley is 2.7 persons. Pairing the added population with the current average household size, it is estimated that there will be an additional 9,726 households in Grain Valley by 2050, or 360 units annually.

Table 2.1 Population Projection Estimates Average Growth Scenario

Year	Population	
2021	16,002	
2030	22,264	
2035	26,388	
2040	30,393	
2045	36,392	
2050	42,263	

Figure 2.13 Population Projections 2021-2050



HOUSEHOLD GROWTH & DEMAND

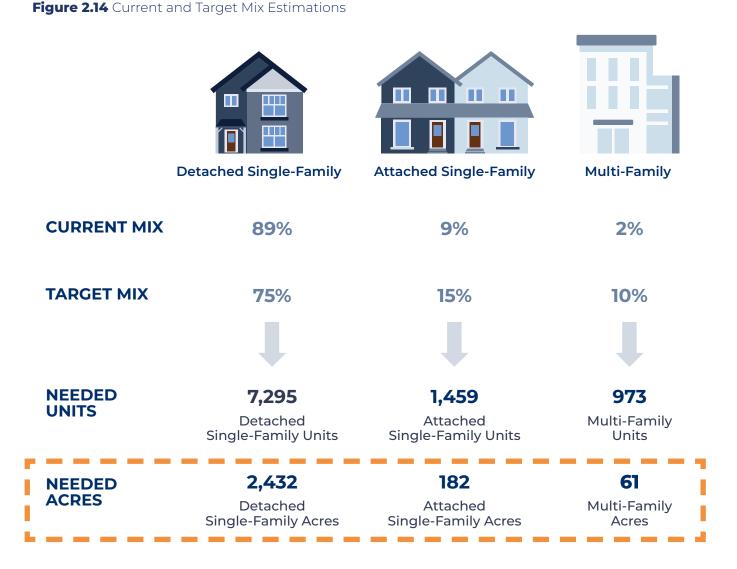
Target Mix

Figure 2.14 below shows the number of household units by type and acres needed to achieve the target housing mix for future developments. The current mix is predominantly comprised of detached, single-family residential uses (89%). The target mix follows public input and community preferences for greater variety and price points in housing options and encourages a greater mix of attached and multi-family dwellings. This is discussed in greater detail in *Chapter 3 Planning for Housing*.

The Future Land Use Plan meets and exceeds these estimates to accommodate the projected population and household growth within the community. More land than is needed is shown to allow for flexibility in the location of different housing types.

Table 2.2 Assumptions Utilized for Acre Estimations

	Detached	Attached	Multi- Family
Dwelling Units Per Acre	3	8	16



There are several future land use categories used in the creation of the Future Land Use Plan. The following pages describe the categories and provide precedent imagery. The land use categories provide a mix of agriculture/parkland, residential land, commercial/industrial land, and mixed-use areas. The list includes:

- · Agriculture/Open Space
- · Low-Density Residential
- · Medium-Density Residential
- · High-Density Residential
- · Downtown Mixed-Use
- · Mixed-Use

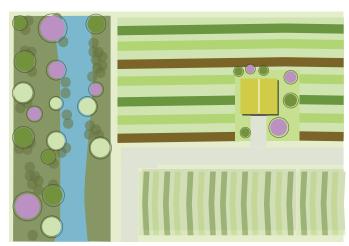
- · Neighborhood Commercial
- · Regional Commercial
- · Business Park
- · Public/Semi-Public
- · Parks and Recreation

Each category has a definition and precedent imagery. Additionally, a simple plan graphic depicting the typical density and layout of each category is also provided.

Agriculture/Open Space

Includes agricultural land, undeveloped land, floodplain, stream corridors, and areas with significant tree cover. Grain Valley and its planning area has existing farmland and areas with significant natural features, including floodplain, wetlands, and areas with steep topography, that limit development. It is expected that this land will remain in this category as the rest of the city continues to grow to ensure safe and sustainable development. Some of the land in this category, outside of the floodplain, may be suitable for future development and the Future Land Use Plan should be amended to accurately reflect these changes.

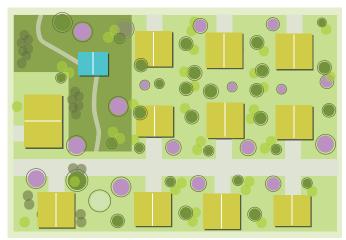




Low-Density Residential

Designed for areas with traditional low-density, single-family with lot sizes ranging from 1 to 6 dwelling units per acre. This land use will be predominantly single-family detached homes with some duplexes and single-family homes with accessory dwelling units. Developments within this category may also include religious, educational, institutional uses, child daycare centers, and public and private recreational areas.

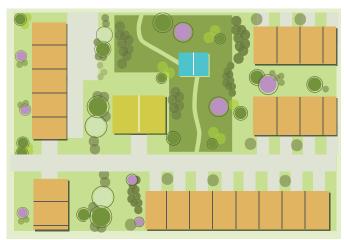




Medium-Density Residential

Includes townhomes, rowhouses, and cottage home developments. Occasionally, single-family detached homes will be included in this land use category. Medium-Density Residential experiences a variety of densities from 7 to 12 dwelling units per acre. Development within this category may also include religious, educational, institutional uses, child daycare centers, and public and private recreational areas. This land use can serve as a transitional land use from low-density residential to more intense uses such as high-density residential and commercial.

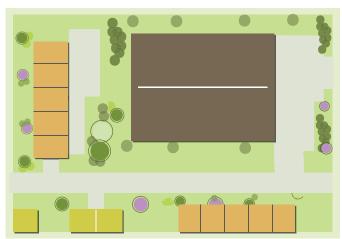




High-Density Residential

Set aside for areas with densities of 12 or more dwelling units per acre. The category will likely see apartments and condominiums as the primary development, with some townhomes or rowhouses where appropriate. This housing type provides alternatives to residents of all ages and life stages. Development within the category may also include religious, educational, institutional uses, manufactured housing developments, child daycare centers, and public and private recreational areas.

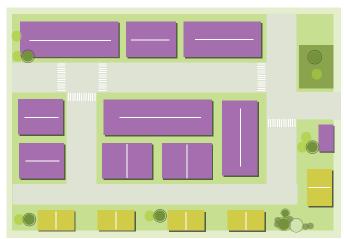




Downtown Mixed-Use

Set aside for mixed-use buildings in and around Main Street/S. Buckner Tarsney Road. The uses should consist of multi-story buildings and be exclusively first-floor retail or restaurant with a limited number of other commercial or office uses to encourage all-day activity. The upper floors of these buildings should be reserved for residential or office uses. Buildings may be three stories in height with shared on and off-street including surface or structured parking and a focus on creating a pedestrian level, walkable environment.

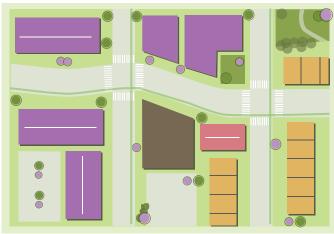




Mixed-Use

Designed for areas to be developed with a pedestrian-friendly mix of housing, office, and retail uses at medium densities in either a multi-story building (vertical mixed-use) or in a cohesive development of separate or attached buildings (horizontal mixed-use). Retail and office uses are generally located on the first floor (street level) with multi-family residential dwelling units located on the upper floors. The number of dwelling units per acre is generally over 12. Buildings should be between 2 to 4 stories in height with shared parking that is either on-street or structure located within, under, or rear to the building. Surface parking may be allowed at the rear of the building.

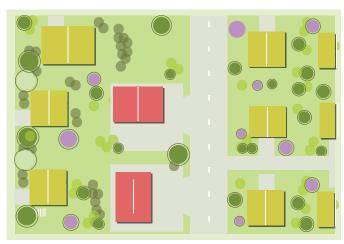




Neighborhood Commercial

Includes combination of small retail, office spaces, and medical uses for readily accessible services to residents and the traveling public. This category is located at major nodes throughout the planning boundary. Typical land uses include daycares, assisted living facilities, small office, convenience stores, small grocery and hardware stores, and other neighborhood-serving uses. Building Design Standards should be included to ensure this type of development does not interfere with the adjacent neighborhood, is built at a suitable scale, and does not unnecessarily increase noise, light, or vehicular pollution. Sites are generally 1 to 10 acres and should accommodate pedestrian and bicycle circulation.

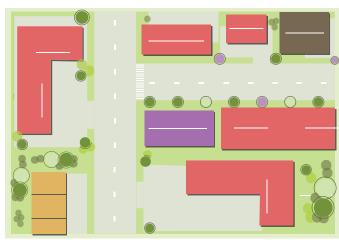




Regional Commercial

Designed for larger scale commercial activity that occurs along and near major roadways and the interstate highway to provide commercial services to local residents and the traveling public. Typical uses include large-box retail, gas stations and convenience stores, car washes, car dealerships, fast food and sit-down restaurants, hotels, banks, and auto repairs stores.

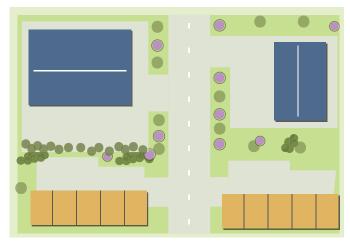




Business Park

Set aside to include office complexes, corporate campuses, warehouse and distribution facilities, and limited light industrial activities such as testing, manufacturing and assembly that does not create smoke, odor, dust vibrations, soot, or other noxious elements. All activities associated with manufacturing, assembling, packaging, etc. are contained within the building.



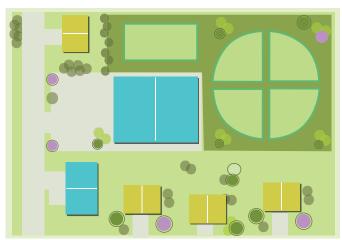


FUTURE LAND USE CATEGORIES

Public/Semi-Public

Includes land owned or operated by a public or semi-public entity. This could include city-owned properties such as city hall, library, or public works storage. It also includes similarly held land from the county. This land use category also covers any land owned by the school district. Lastly, the land uses include airports, colleges/universities, schools, libraries, communication and utility facilities, transit centers, police and fire facilities, cemeteries, post offices, hospitals, government offices and civic centers. This definition does not include parks and recreation land.

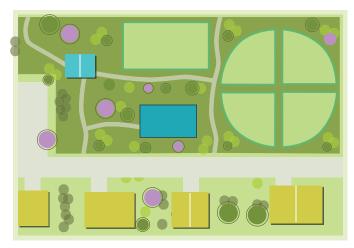




Parks and Recreation

Set aside for public, private, and semi-private recreational land such as parks, trails, golf courses, greenways, and recreational fields.





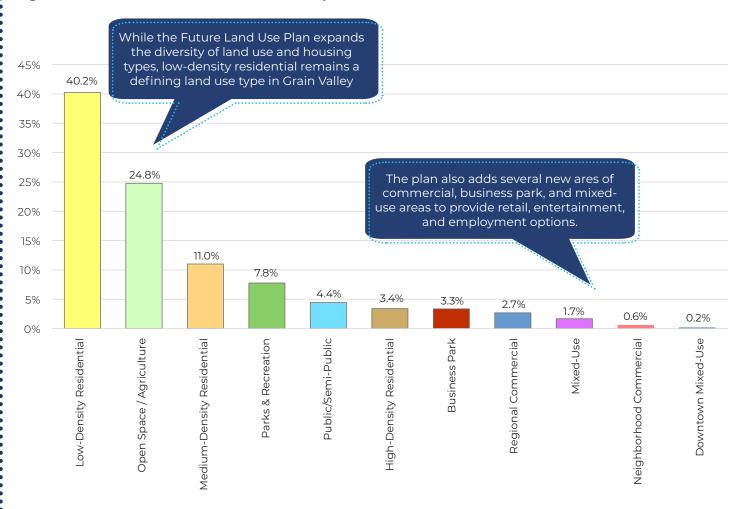
FUTURE LAND USE PLAN

Future Land Use Plan

Future Land Use Plan Breakdown

Figure 2.15 below summarizes the percentage of future land use category by acre for Grain Valley's Future Land Use Plan. Low-Density Residential is the dominant land use type within the plan, this is consistent with the look and feel of Grain Valley today. There are significant areas of Medium-Density Residential, High-Density Residential, and Business Park, which represent an expansion of diversity within the community's land use profile. Several areas of Regional Commercial are shown along the Interstate 70 corridor. Additionally, more diversity in land use is shown through the addition of mixed-use areas scattered throughout the community, much of which is found along the Buckner Tarsney corridor. The Future Land Use Plan is shown in Figure 2.16 on the following page.

Figure 2.15 Future Land Use Full Breakdown by Total Acres



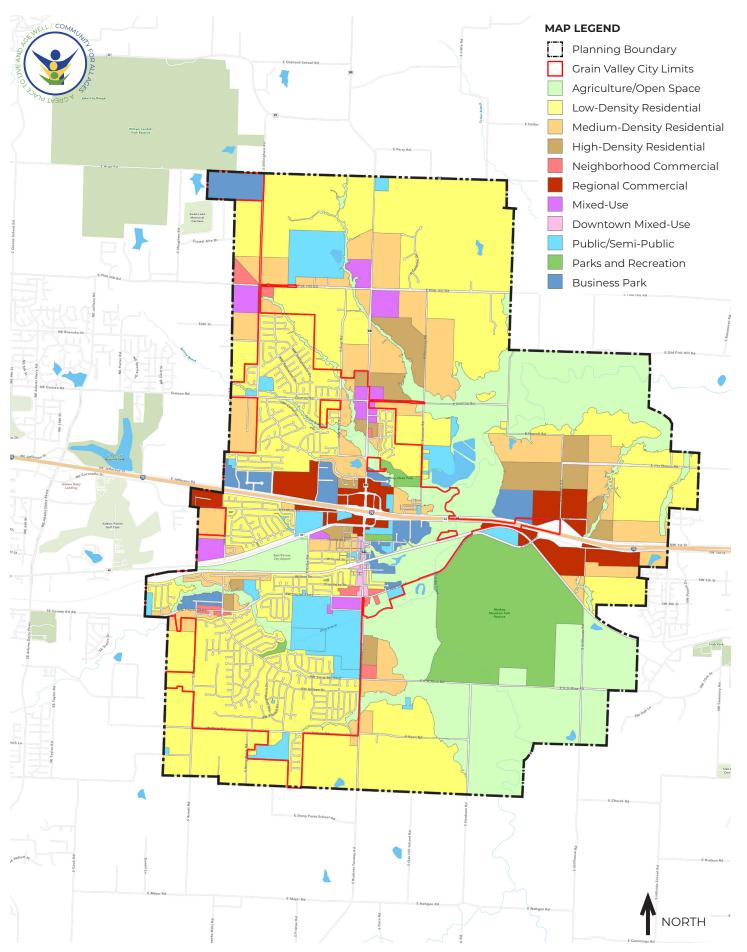


Figure 2.16 Future Land Use Map

ANNEXATION AREAS

Priority Annexation Areas

An annexation priority map has been prepared to identify short- and long-term plans for annexation into Grain Valley city limits. Figure 2.17 highlights the two main priority areas.

Priority 1 - Interstate Annexation

The highest priority annexation area for Grain Valley is the remaining non-floodplain land north of Interstate 70 to the east of the existing city limits. This prime interstate frontage land is ripe for development. The future land use plan identifies a mix of regional commercial and medium- and high-density residential in the proposed annexation area. Additionally, a new interchange is proposed for the area near Stillhouse Road to help provide access and activate this development area.

Priority 2 - Northern Buckner-Tarsney Extension

Buckner-Tarsney Road runs north-south through the entire length of the Grain Valley planning boundary. The Buckner Tarsney Road corridor north of the existing city limits is a natural progression of city development. The area offers easy access to the Prairie Branch Elementary School and the William Landahl Park Preserve. Within the Future Land Use Plan, a mix of low-, medium-, and high-density residential is shown alongside a node of mixed-use near the intersection of Buckner Tarsney Road and E. Duncan Road.

Annexations are intricate and sensitive topics to both the City and residents outside of the city limits. To help ensure all parties are fairly treated Grain Valley should keep annexation practices consistent and predictable.

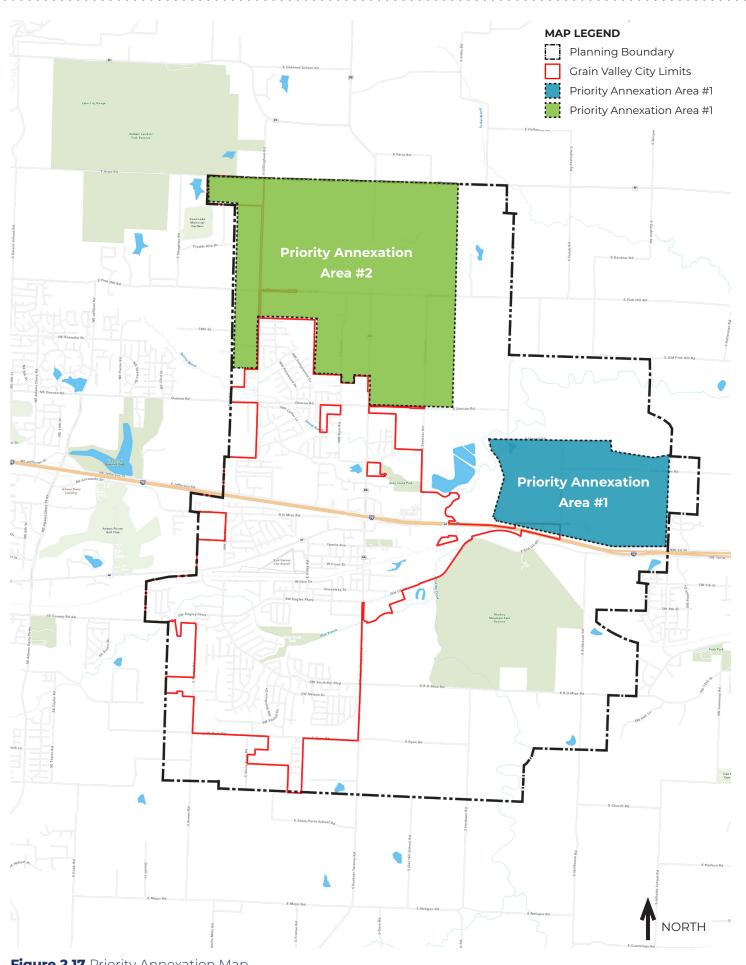


Figure 2.17 Priority Annexation Map

ZONING COMPATIBILITY TABLE

Relationship to Zoning

A Future Land Use Map should be used to help determine the appropriate zoning for property being developed or annexed within the planning boundary. Each Future Land Use category has one or a series of zoning districts that are consistent or partially consistent with the category.

The zoning compatibility table below shows the relationship between the future land use categories and the City of Grain Valley's existing zoning districts. Zoning districts have been listed as either compatible

("C") or partially compatible ("PC") within each of the corresponding land use categories.

The table should be used as the basis for determining the appropriate zoning district(s) for land that is annexed into the City or as a property rezoning is being considered. If the zoning desired for a given property is incompatible with its land use designation, the designation on future land use map should be first amended accordingly. In certain situations, an update or amendment to this matrix may be warranted to address changes in development patterns or revisions to the City's zoning code regulations.

Table 2.3 Zoning Compatibility Table

Land Use and Zoning Compatibility Table												
			Future Land Use Categories									
C Compatible PC Partially Compatible		Open Space / Agriculture	Low-Density Residential	Medium-Density Residential	High-Density Residential	Downtown Mixed-use	Mixed-use	Neighborhood Commercial	Regional Commercial	Business Park	Public/Semi-Public	Parks and Recreation
	A (Agricultural)	С	С	PC	PC						С	С
	R-1 (Single-Family Residential)		С	С	PC							
	R-1A (Single-Family Residential)		С	С	PC							
	R-1B (Single-Family Residential)		С	С	PC							
	R-1C (Single-Family Residential)		С	С	PC							
	R-2 (Duplex Residential)		PC	С	С							
	R-3 (Multi-Family Residential)			PC	С	С	С					
cts	R-4 (Manufactured Home Residential)				С							
Zoning Districts	R-O (Non-Retail Business)					PC	С	С	С	PC	С	
g D	CB (Controlled Business)					С	С	С	С	PC	С	
ı <u>.</u>	C-1 (Central Business)					С	С	С	С	PC		
⁸	C-2 (General Business)								С	С		
	C-3 (Highway Commercial)								С	С		
	R-P (Research Park)									С		
	M-1 (Light Industrial)									С		
	M-2 (Heavy Industrial)											
	I-P (Industrial Park)											
	P (Planned Overlay)	С	С	С	С	С	С	С	С	С	С	С
	PUD	С	С	С	С	С	С	С	С	С	С	С

Goals, Policies, and Action Items

To help implement the Future Land Use Plan and further promote the guiding principles, a series of goals, policies, and action items have been created.

Goal

Goals are objectives or aims which may be broad or specific.

Example: Grain Valley will attract high-quality development for housing, commercial, and business park uses.

Policies

Policies represent on-going principles which the City should adhere to when approving new development or planning future investments.

Example: New development in Grain Valley should adhere to the land uses identified in the Future Land Use Plan.

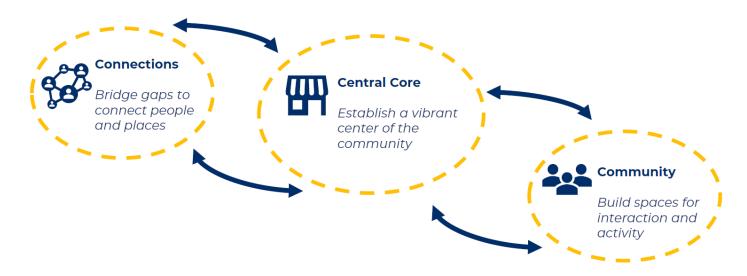
Action Items

Action items are specific steps and activities the City should take.

Example: Update the zoning regulations to allow for smaller minimum lot size.

In Chapter 7 - Planning for Implementation, a series of matrices will be provided that include each chapter's goals, policies, and action items. The guiding principle(s) being supported by each goal, policy, or action item will be highlighted. Additional items such as priority or potential partners will also be added.

Guiding Principles



GOAL 2.1

Promote a balanced mix of land uses that supports growth and development

Policies

- **2.1.1** Preserve sensitive environmental areas such as floodplain, wetlands, areas adjacent to streams, and areas with significant tree cover.
- **2.1.2** Support a variety of residential typologies and densities to achieve the target mix.
- **2.1.3** Continue to locate commercial and business park uses along key corridors.

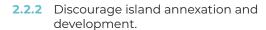
- **2.1.1** Identify necessary infrastructure improvements to support development.
- 2.1.2 Update the zoning and subdivision regulations to support the Future Land Use Plan and any goals, policies, or action items included in the plan.
- 2.1.3 Utilize previous planning efforts in conjunction with the Future Land Use Plan to identify long-range transportation and infrastructure investments.
- **2.1.4** Promote flexibility in zoning to encourage a mix of development.
- 2.1.5 Update the comprehensive plan periodically and perform an annual review to present to the Planning and Zoning Commission and the Board of Aldermen.

GOAL 2.2

Follow best practices for growth and development

Policies

2.2.1 Require all new developments to be fully served by public infrastructure, including paved streets, sidewalks, trails, and municipal water and sewer services.



- 2.2.3 Require buffers between incompatible land uses, such as business park and residential land.
- 2.2.4 Utilize transition zones, as identified in the Future Land Use Plan, to gradually change densities and intensities of uses.
- 2.2.5 Discourage rural subdivisions.
- **2.2.6** Limit the use of culs-de-sacs and dead-end streets to promote thru connections.



2.2.8 Require sidewalks on both sides of the street and identify connections into the trail network.



- 2.2.1 Prioritize high-density residential developments where recommended in the Future Land Use Plan to minimize impact on City-operated infrastructure.
- **2.2.2** Actively pursue infill development opportunities to increase efficiency of land development.
- 2.2.3 Continue to coordinate with neighboring communities to avoid duplication of infrastructure expansion and improvements.
- 2.2.4 Require any proposed development that cannot connect to City infrastructure to provide dry sewer mains, easements, plans, and agreements to connect to services in the future.

GOAL 2.3

Promote quality new development and infill redevelopment to ensure all areas of Grain Valley thrive

Policies

- 2.3.1 Encourage infill development and contiguous growth to help preserve Grain Valley's historic core.
- 2.3.2 Within proposed commercial and mixed-use districts, ensure that zoning designations support, maintain, and encourage walkable, mixed-use infill development.
- 2.3.3 As the community attracts more density in residential or mixed-use developments, ensure greenspace is incorporated to provide community open space and gathering places.
- **2.3.4** Promote infill and housing rehabilitation of existing properties and vacant lots.
- **2.3.5** Consider opportunities for alternative routing and connections through Downtown.
- 2.3.6 Preserve street facing parcels along major streets for commercial and mixed-use development in Downtown to support the viability of in-town retail.

- 2.3.1 Consider creating a flexible package of financial incentives to assist in attracting infill development around key commercial corridors and mixed-use development sites as identified on the Future Land use Plan.
- 2.3.2 Review the zoning code for requirements that may be discouraging new development and redevelopment for infill projects.

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chapter THREE planning for housing

OVFRVIFW

Chapter Overview

Chapter 3: Planning for Housing provides a robust snapshot of existing residential development schemes, household characteristics, and current needs within the community. A summary of related public input helps to identify the public's desires for future development types, aesthetics, and price points.

The population projections completed as part of the planning process assist in forecasting the added number of residents and households to the community by 2050. These estimates help to identify an ideal target mix for residential typologies and ensure the Future Land Use Plan outlines a variety of housing types for current and prospective residents.

The chapter then concludes with goals, policies, and action items to outline next steps to achieve the community's vision.

Relationship to Guiding Principles

Three main guiding principles were identified for the Grain Valley Comprehensive Plan: connections, central core, and community. Each guiding principle is supported in this chapter.

Connections

Much of the public input received during the planning process identified a distinct barrier in connecting the northern residential areas to the southern residential areas. The Future Land Use Plan provides recommendations on how to organically connect these neighborhoods through development practices, densities, sidewalks, and trails.

Central Core

The historic residential area of Grain Valley is located off of Buckner Tarsney Road. These areas are identified as key locations for preservation to maintain the community's historic core.

Community

The Future Land Use Plan recommends areas for a healthy mix of housing types and densities to ensure units are accessible for a wide range of income ranges and household sizes.

Figure 3.1 Planning for Housing Chapter Outline



Existing Conditions and Analysis



Related Public Input



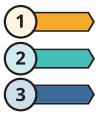
Target Mix and Estimated Need



Proposed Residential Development Nodes



Best Management Practices

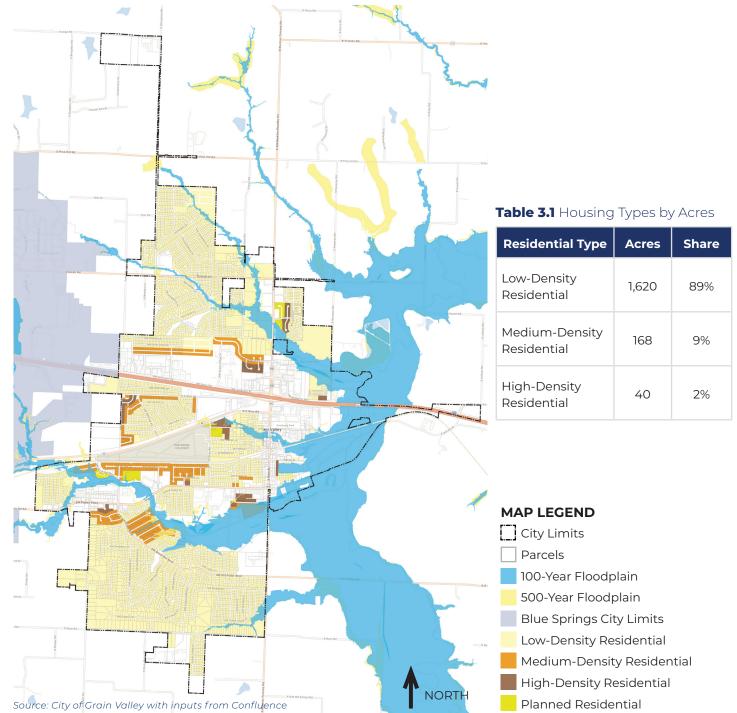


Goals, Policies, and Action Items

Existing Residential Development

Figure 3.2 presents a map that identifies the existing locations for low-, medium-, and high-density residential uses in Grain Valley today. The light yellow represents detached, single-family homes. Orange represents attached homes, typically duplex or townhomes housing types. Brown represents multi-family homes, such as apartments or condos. Gold represents planned residential developments. As shown in the map, Grain Valley is predominantly occupied by low-density housing. Table 3.1 helps to further define the share of housing land uses today.

Figure 3.2 Existing Residential Land Uses

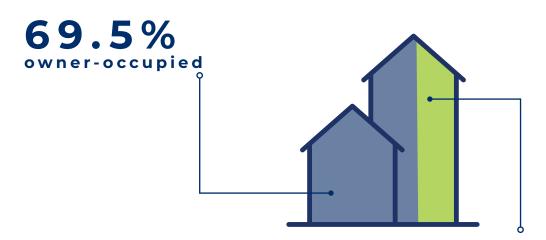


Household Characteristics

There are approximately 5,712 occupied units in Grain Valley today. Further examination of the housing tenure shows that Grain Valley is majority owner-occupied (69.5%) with fewer residents renting (30.5%). This housing tenure mix is slightly more owner-occupied-leaning compared to the national trends of 60% owner-occupied and 40% renter-occupied. U.S. Census ACS 2021 5-year estimates identify an average household size of 2.70 persons. This is higher than the average household size of Jackson County (2.36) and indicates that there are larger, family-centric households in the community.

Figure 3.3 Existing Household Characteristics Summary





30.5% renter-occupied

What does it cost to be a homeowner in Grain Valley?

Owner-Occupied Units

Owner-occupied households are the predominant tenants in Grain Valley's existing housing stock. Of the roughly 3,970 owner-occupied households, 85% of them have a mortgage. The median monthly mortgage cost is approximately \$1,481. For households without a mortgage, they have a significantly lower estimated monthly housing cost of \$579.

\$1,481
median monthly housing costs for units with a mortgage in Grain Valley

\$579
median monthly housing costs for units without a mortgage in Grain Valley

What does it cost to be a renter in Grain Valley?

Renter-Occupied Units

Renter-occupied units account for 30.5% or 1,742 households in Grain Valley's current housing composition. These households have a median gross rent of \$1,146 per month. This is relatively higher than the county median gross rent of \$993 per month. Most households in Grain Valley pay between \$1,000 and \$1,499 per month.

\$1,146
median monthly gross
rent in Grain Valley

\$993
median monthly gross
rent in Jackson County

Source: U.S. Census ACS 2021 5-Year Estimates

Cost-Burdened Analysis

The Department of Housing and Urban Development (HUD) defines cost-burdened as those spending more than 30% of their income on housing expenses, including rent and utilities. This guideline was used as the benchmark to perform a cost-burdened analysis for Grain Valley. Figure 3.4 and 3.5 present the analyses for both owner-occupied and renter-occupied households.

Approximately 18.0% of owner-occupied households are cost-burdened, spending 30% or more on their monthly housing costs. Whereas 30.3% of renter-occupied households are estimated to be cost-burdened. It is important to strive for the lowest possible percentages in these datasets to maximize the number of residents who can obtain affordable housing.

18.0%

owner-occupied cost-burdened households

30.3%

renter-occupied cost-burdened households

Figure 3.4 Owner-Occupied Cost-Burdened Households in Grain Valley

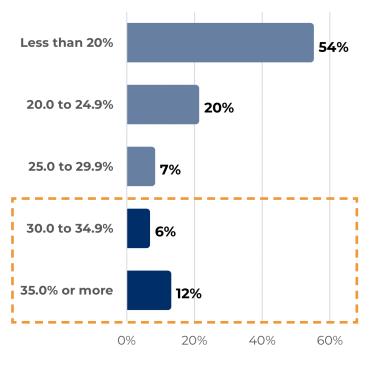
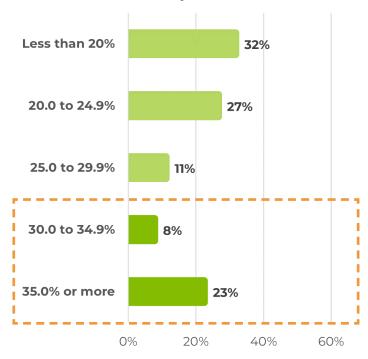


Figure 3.5 Renter-Occupied Cost-Burdened Households in Grain Valley



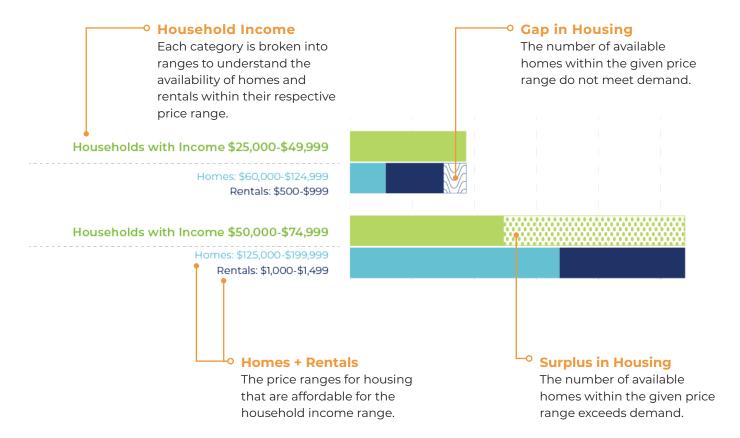
Source: U.S. Census ACS 2021 5-Year Estimates

Housing Attainability

A housing attainability analysis identifies the current gaps and surpluses of homes based on household income and what is affordable in those ranges following HUD's 30% rule. This rule states that to have affordable housing, a household must be spending less than 30% of their income on housing expenses. The graphic below helps to explain how to read the graph in Figure 3.7.

Figure 3.7 presents the results of the attainability analysis with supportive summaries below. The intent of this analysis is to help identify current gaps and surpluses in the housing stock to better understand where demand lies in the community. These results will then be translated into the Future Land Use Plan and goals, policies, and action items.

Figure 3.6 Housing Affordability in Grain Valley



Housing Attainability Summary

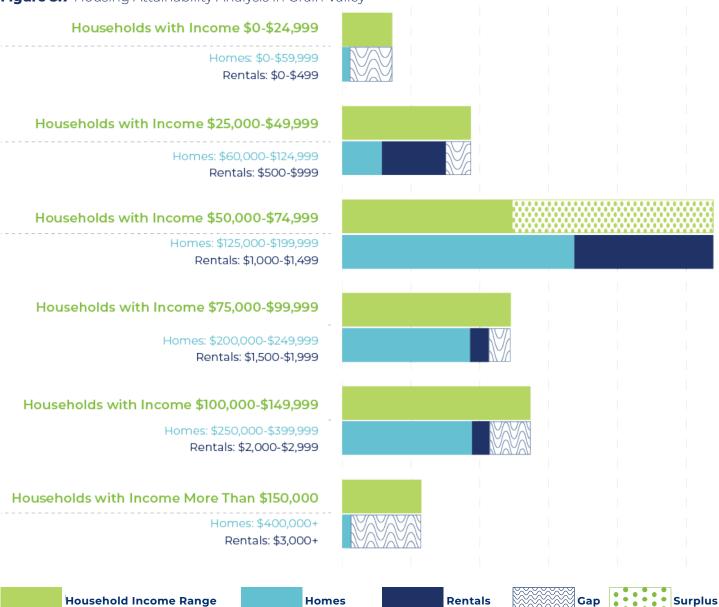
The following bullets help to summarize the findings from above.

- There is a shortage of housing for households earning less than \$50K. This cohort includes low-income households, those on fixed incomes, such as seniors, and others. It is important to include housing options in these ranges to provide affordable housing and allow residents to age in place.
- The only surplus of housing is for units valued \$125K-\$199K and rental that are \$1,000-\$1,499.

This is not atypical given the median home value (\$198,400) and median gross rent (\$1,146) fall within this category. However, due to pressures and lack of availability in other categories, this cohort of housing faces the greatest amount of competition from others.

 There is a significant gap in housing for households earning more than \$75K in Grain Valley. The lack of availability reduces opportunity for moving up in the housing market and may result in stagnant housing mobility or cause residents to move outside of the community to obtain desired housing.

Figure 3.7 Housing Attainability Analysis in Grain Valley



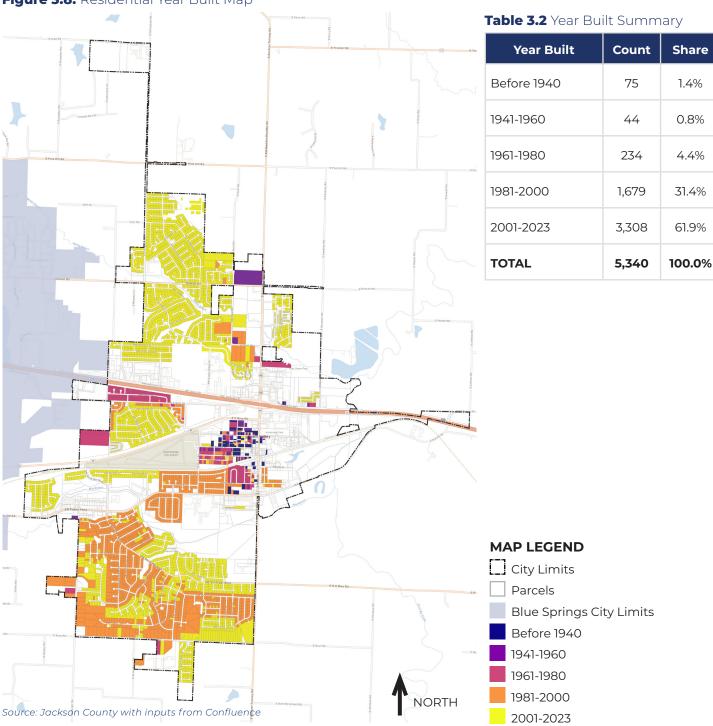
Year Built

Figure 3.8 helps to highlight year built data in Grain Valley for the existing residential stock. The darker the color, the older the home. Some trends become evident from examining the map:

- · Historic homes are concentrated around Downtown.
- Homes developed around Sni-A-Bar Boulevard and Cross Creek Drive were primarily built from the early 1980s to early 2000s.
- Rosewood and Woodbury subdivisions are the most recent development.

Table 3.2 presents a detailed summary of this data.

Figure 3.8. Residential Year Built Map

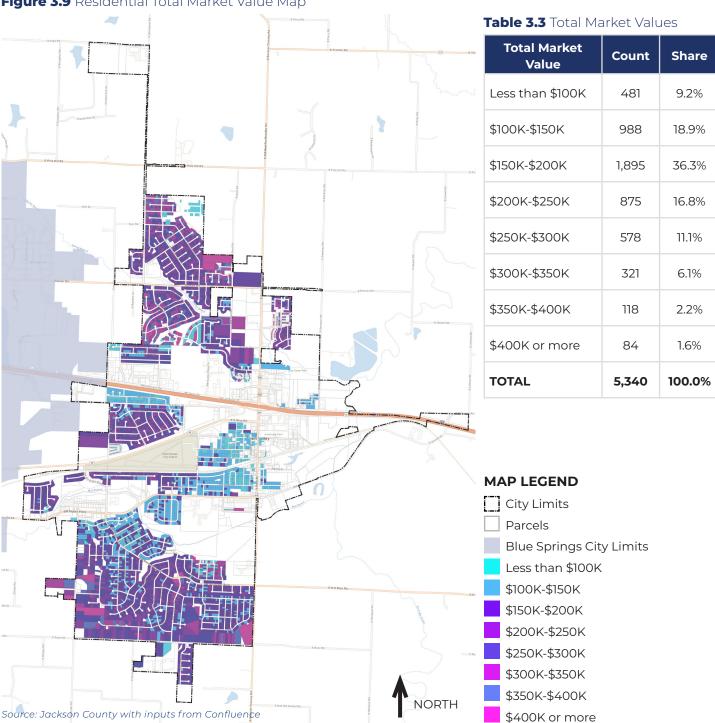


Total Market Value

Jackson County Assessor Data was utilized to complete a parcel-by-parcel analysis of total market value for residential land uses in Grain Valley. Under Missouri law, total market value and appraised value are interchangeable. This data is detailed in Figure 3.8 and

Table 3.3 below. Most homes in Grain Valley have a total appraised value of \$150K-\$250K. The darker the color in Figure 3.9, the higher the value of the home. Higher concentrations of darker parcels align with the locations of the Rosewood and Woodbury subdivisions, which are the newest areas of residential development.

Figure 3.9 Residential Total Market Value Map



PUBLIC INPUT - HOUSING

Community Input

Summary

Through different public engagement avenues, Grain Valley community members shared their opinions on housing needs and priorities. The main concerns to address included:

- · A lack of entry- and mid-level housing types.
- · Affordable options at all sizes and scales.
- · A need for duplex and triplex with prominent garages.
- · A lack of tree coverage in neighborhoods.

Priority Ranking Results



Housing

- Mid-Level Single-Family Homes (4)
- · Entry-Level Single-Family Homes (3)
- · Senior Housing (1)
- · Townhomes or Rowhouses (1)

Figure 3.10 Priority Ranking Results from the Public Workshop

Housing issues and opportunities

Lot sizes - too small?

High cost of housing

Running out of real estate for new housing

Tree coverage in neighborhoods is lacking

Quality of subdivision design

Multi-family development
– positive and negative
(price is still high)

What should Grain Valley focus on? Housing

- Entry-level single family homes
- Mid-level single family homes
- Executive-level single family homes
- Townhomes/Rowhouses
- Apartments/Condominiums
- Housing Rehabilitation Program

Figure 3.11 Steering Committee Meeting #1 Results

Figure 3.12 Prioritization for Housing Stock Improvements

PUBLIC INPUT - HOUSING

Most Preferred - Low-Density Residential

Small lot







Medium Lot



Figure 3.13 Image Voting Results

Most Preferred - Multi-Family Residential

Duplex



Triplex

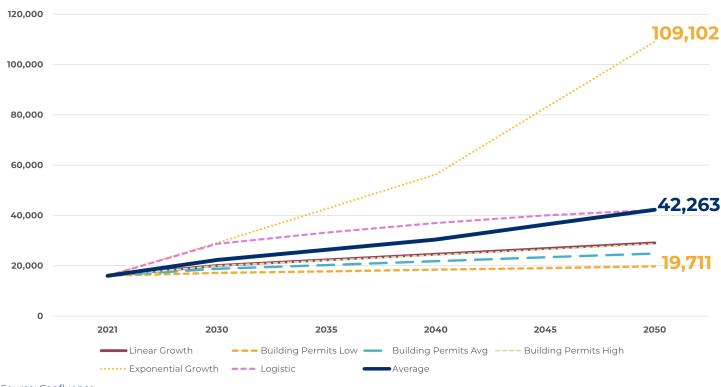


Apartments



TARGET MIX AND ESTIMATED NEED

Figure 3.14 Population Projections 2021-2050



Source: Confluence

Population Projections

Figure 3.14 presents the population projections completed for the Grain Valley 2050 Comprehensive Plan to better prepare for the next three decades of growth. Due to the higher growth rate from 2010 and on, historic population growth was paired with building permit activity to better portray potential growth in the community moving forward. A series of formulas were used to estimate the population by 2050. The estimated average population by 2050 in Grain Valley is 42,263. This average population forms the basis for household and target mix projections throughout the rest of the plan.

Household Projections

Today, Grain Valley has an estimated population of 16,002 residents. The 2050 average growth rate indicates that there will be 42,263 residents, resulting in the addition of 26,261 residents. The current average household size in Grain Valley is 2.7 persons. Pairing the added population with the current average household size, is it estimated that there will be an additional 9,726 households in Grain Valley by 2050, or 360 units annually.

Table 3.4 Population Projection Estimates *Average Growth Scenario*

Year	Population		
2021	16,002		
2030	22,264		
2035	26,388		
2040	30,393		
2045	36,392		
2050	42,263		

TARGET MIX AND ESTIMATED NEED

Figure 3.15 Current and Target Mix Estimations



Target Mix

The estimations shown in Figure 3.15 present the needed units and acres in order to achieve the target mix for future developments. The current mix is predominantly comprised of detached, single-family residential uses (89%). The target mix follows public input and community preferences for greater variety and price points in housing options and encourages a greater mix of attached and multi-family dwellings.

The Future Land Use Plan should meet and/or exceed these estimates to accommodate the projected population and household growth within the community.

Table 3.5 Assumptions Utilized for Acre Estimations

	Detached	Attached	Multi- Family
Dwelling Units Per Acre	3	8	16

PROPOSED RESIDENTIAL LAND USES

Planned Residential Land Uses in the Future Land Use Plan

The map illustrated in Figure 3.16 identifies the proposed locations of residential land uses based on the Future Land Use Plan. There is a great variety in housing presented in the Plan in accordance with the target mix identified by the Steering Committee.

The decision to locate specific types of residential development, such as medium-to-high-density or mixed-use developments, is directly correlated to the adjacent land uses. Where there are greater densities and intensities of commercial users, residential land uses reflect this. In areas that are less developed, and the land is not as supportive to density, rural-to-low and low-to-medium-density residential is likely to be located here.

The images presented to the right highlight the most preferred residential housing types and characteristics from the public input. These should be referenced as developments are proposed in Grain Valley.



Land Use Type	Acres	Share	
Low-Density Residential	4,667.3	74.0%	
Medium-Density Residential	1,275.7	20.0%	
High-Density Residential	393.5	6.0%	
TOTAL	6,336.5	100.0%	











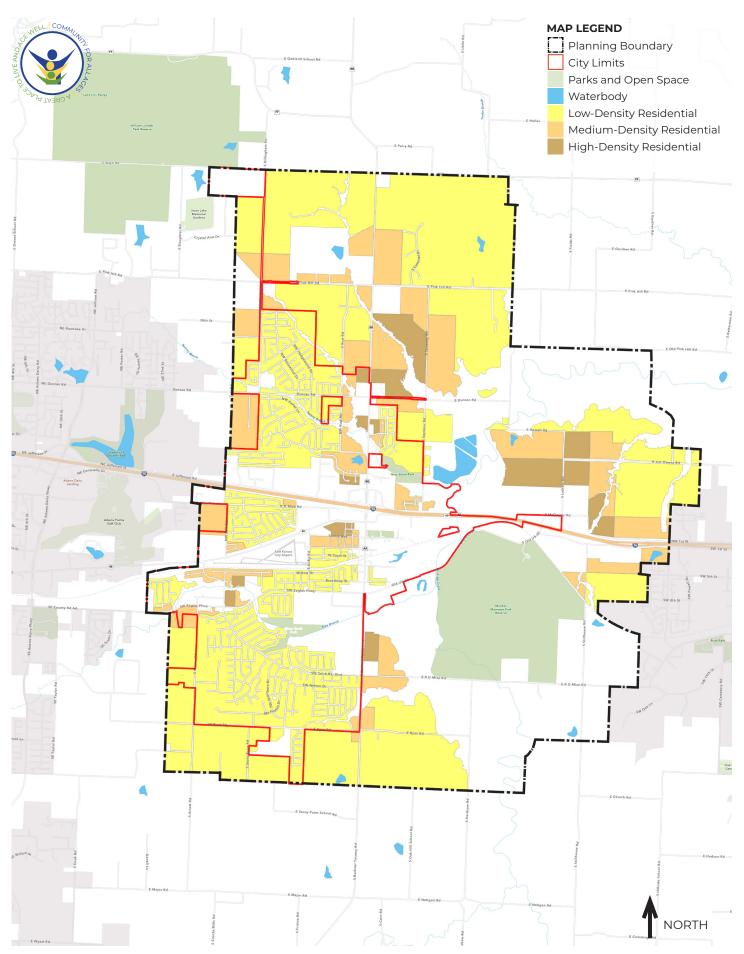


Figure 3.16 Proposed Residential Land Uses

BEST MANAGEMENT PRACTICES

Missing Middle Housing

Much of the preferred multi-family housing from the public input process identified one- or two-story, attached housing to be the most desirable housing types. This can be achieved through a variety of development schemes, especially those following the Missing Middle trends. Missing Middle Housing encompasses everything on the housing spectrum that is not a detached, single-family home or mid-rise complex. Housing types, such as townhomes, cottage courts, tri-plexes, and live-work developments fall under the Missing Middle umbrella.

The Future Land Use Plan and its proposed land use categories take these mid-density development schemes into consideration and are most likely to be supported in the medium-density residential category.









BEST MANAGEMENT PRACTICES

Multi-Family Residential Design Guidelines

Multi-family housing presents several challenges when poorly designed. The inherent density of multi-family development can lead to larger parking lots and open space that is just left over and not part of a cohesive design strategy. Multi-family residential areas should be pleasant, comfortable, and safe. With proper design, siting, and placement, these developments can become an asset to the community and not an eye sore. Recommendations for building material quality and durability in single-family described in the previous section should similarly apply for multi-family.



Matching Setbacks/Scales

The placement of multi-family should consider the existing character of any surrounding residential area. Appropriate height and scale should be used to ensure privacy. For example, setbacks should match nearby residential areas. Larger heights may require more setbacks to not shade or visually dominate the neighborhood. Larger projects should also be broken into groups of structures than one large structure.





Pedestrian Orientation

Multi-family residential should not 'turn its back' on surrounding neighborhoods. Multi-family residential should be designed with ground floor units having individual sidewalk entrances or with a courtyard with one significant pedestrian entrance from the sidewalk/ street. Any individual units with direct access to a public street should include a front yard outdoor space with a small porch or a small yard with a short fence. Higher-Density multi-family units as well as any activity areas associated with the development should be accessible via pedestrian path or walkways from the street.





BEST MANAGEMENT PRACTICES

Multi-Family Residential Design Guidelines

Parking and Driveways

Whenever possible, multi-family units should provide individual closeable garages. If this is not possible, then dispersed small or medium-sized parking lots are acceptable. Large, undivided parking lots should be avoided. Protected bicycle parking should be conveniently located nearby. The driveways to any parking lots should not be overly long and monotonous. Any main entrance for vehicles should be attractive with colored or textured pavement.







Internal Street Design

Larger multi-family developments, such as those with more than 20 units with internal streets, should be designed as if they were public streets with various streetscape elements. This includes sidewalks, planting strips, and street trees.



Aesthetic Value

To enhance the aesthetics of multi-family, steps should be taken to break up large wall masses. For example, balconies, porches, and patios are encouraged for both the practical and aesthetic benefits they provide. Other methods include offset floor setbacks and ensuring there are human scale design elements. Accessory structures should match the style of the site.



Goals, Policies, and Action Items

To help implement the Future Land Use Plan and further promote the guiding principles, a series of goals, policies, and action items have been created.

Goal

Goals are objectives or aims which may be broad or specific.

Example: Grain Valley will attract high-quality development for housing, commercial, and business park uses.

Policies

Policies represent on-going principles which the City should adhere to when approving new development or planning future investments.

Example: New development in Grain Valley should adhere to the land uses identified in the Future Land Use Plan.

Action Items

Action items are specific steps and activities the City should take.

Example: Update the zoning regulations to allow for smaller minimum lot size.

In Chapter 7 - Planning for Implementation, a series of matrices will be provided that include each chapter's goals, policies, and action items. The guiding principle(s) being supported by each goal, policy, or action item will be highlighted. Additional items such as priority or potential partners will also be added.

Guiding Principles



GOAL 3.1

Attract quality residential developments to meet the needs of current and future residents

Policies

- **3.1.1** Follow the Future Land Use Plan for all proposed residential developments.
- 3.1.2 Support move-up housing options within the community to increase housing mobility.



3.1.4 Explore partnerships to incentivize prospective residents to move to Grain Valley.

Action Items

3.1.1 Update the City's website to showcase projected population growth and housing demand.

.....

- **3.1.2** Review and update any zoning districts that are not in alignment with the Future Land Use Plan categories.
- **3.1.3** Conduct a housing windshield survey of the historic residential core to monitor condition and preserve the existing housing stock.

GOAL 3.2

Utilize best management practices (BMPs) to create connected, well-designed neighborhoods

Policies

developments.

- 3.2.1 Promote organic growth and limit leapfrog development.
- Limit culs-de-sac to allow for greater thru connection in the roadway network.



- **3.2.4** Utilize code enforcement to maintain quality and clean neighborhoods in Grain Valley.
- 3.2.5 Promote pedestrian-focused design in residential blocks via appropriate street widths, short block lengths, and planting strips large enough to accommodate street trees.
- **3.2.6** Development within the floodplain should be discouraged and any development that does occur within the floodplain that must comply with the City's floodplain regulations.
- Preserve and expand the tree canopy.



- Require greenscaping and/or trees in all new residential developments.
- Require sidewalks on both sides of the street to improve walkability and connectivity to nearby amenities and schools.

Action Items

3.2.1 Adopt a tree preservation ordinance.



3.2.2 Update the City's tree planting standards to better specify species, quantity, and caliper of trees throughout the community.





Create a plan to have an interconnected network of sidewalks and trails to optimize mobility between neighborhoods and the greater regional area.

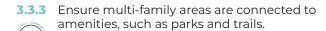


GOAL 3.3

Support a variety of densities for residential development

Policies

- 3.3.1 Allow for medium- and high-density developments based on the locations identified in the Future Land Use Plan.
- **3.3.2** Support and encourage multi-family developments to achieve the target mix.





affordability component.

3.3.5 Discourage the location of manufactured housing in or near the floodplain.

- **3.3.1** Review and update the zoning code as needed to ensure it is supportive of the desired densities and typologies.
- 3.3.2 Establish a long-term plan to adopt a Rental Housing Inspection Program to ensure the quality of rentals remain high and renters are able to obtain safe and quality housing.

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chapter **FOUR**planning for transportation

OVERVIEW

Chapter Overview

Chapter 4: Planning for Transportation overviews the Grain Valley transportation network, which includes infrastructure from historic beginnings to growing developments. Many of the features that provide opportunities for the Grain Valley community – quality schools and parks, interstate access, and a rural-urban balance – also present challenges for multi-modal transportation connectivity. Chapter 4: Planning for Transportation outlines existing transportation conditions, multi-modal plans to meet current mobility needs as well as potential growth, and policies to guide the overall vision.

Relationship to Guiding Principles

Three main guiding principles were identified for the Grain Valley Comprehensive Plan: connections, central core, and community. Each guiding principle is supported in this chapter.

Connections

Safe and efficient transportation must be integrated with land use to ensure high-quality, coordinated development. The Future Streets Plan identifies the long-term vision for street typology that is consistent with the growth patterns outlined in the Future Land Use Plan.

Central Core

The Future Land Use Plan identifies a central hub of activity in the downtown area. To maintain and enable future growth in the central core, the transportation network utilizes the existing I-70 interchange and Buckner Tarsney Road (Main Street) as the spine of the transportation network, but adds other enhanced north-south and east-west connectivity to provide an arterial loop around the community.

Community

Connecting communities also requires planning for multiple modes of transportation including bicyclists, pedestrians, and transit users, as well as movement of people and goods by truck and rail. **The Future Streets Plan** and **Active Transportation Plan** emphasize the concept of Complete Streets to develop context-sensitive improvements that enable safe travel and access for users of all ages and abilities regardless of their mode of transportation.

Figure 4.1 Planning for Transportation Outline



Related Public Input



Existing Conditions and Analysis



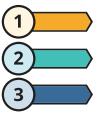
Future Streets Plan



Active Transportation Plan



Strategic Opportunities



Goals, Policies, and Action Items

RELATED PUBLIC INPUT

Public Input Related to Transportation

Grain Valley community members shared feedback related to transportation needs through a variety of engagement opportunities. The priorities which emerged through these conversations and activities included pedestrian accessibility through an expanded sidewalk network, marked crossings, more multi-use trails and shared-use paths, more bike lanes, sidewalk seating, and plantings/planters on streets.

Transportation challenges

Traffic patterns

Railroad/airport –
barriers to circulation
and development

Disconnect between
north and south sides
of the city

Interchange is a
focal point for the
entire community

Main Street – railroad
is a chokepoint

Figure 4.2 Steering Committee Meeting #1

Priority Ranking Results Multi-Modal Transportation Expanded Sidewalk Network Bikes Lanes Scooters On-Demand Bus Service

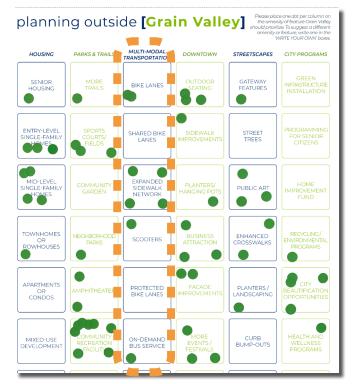


Figure 4.3 Priority Ranking from Public Workshop #1, Feb. 28, 2023

Stakeholder Interview Recommendations



Figure 4.4 Stakeholder Interview Feedback

Budget Ranking

#2 Sidewalks + Pedestrian Safety



Figure 4.5 Budget Ranking from Interactive Website: Sidewalk and Pedestrian Safety #2 out of 7 items

RELATED PUBLIC INPUT

Sidewalks Multi-use trails / shared use paths Bike lanes Crosswalks Roundabouts Public transportation/bus services Speed limit reductions Speed limit increases

Figure 4.6 Priority Ranking from Community Survey on Interactive Website

Street improvements needed

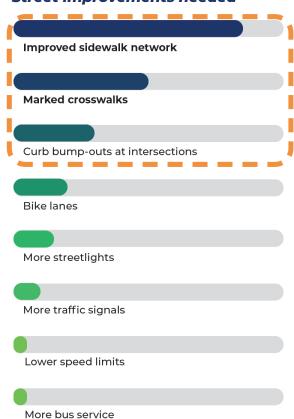


Figure 4.7 Poll from Public Workshop

Most Preferred - Streetscapes



Marked crossing



Decorative crosswalk



Sidewalk seating & planters



Protected sidewalk plantings

Figure 4.8 Image Voting on Interactive Website

EXISTING CONDITIONS

Roadways

Grain Valley is served by a network of roadways with the east-west I-70 corridor and the north-south Buckner Tarsney Road (Main Street) representing the spine of the transportation network. While I-70 is an asset to spur economic development and residential growth, the interstate can also be a barrier to north-south connectivity as it bisects the community. The I-70 and Buckner Tarsney Road (Main Street) interchange is also the only existing interstate access within the city limits and serves over 25,000 vehicles per day. As the primary gateway into Grain Valley, the sole interchange can create a bottleneck in the roadway network.

As a growing community located between Blue Springs to the west and Oak Grove to the east, Grain Valley residents also rely on several other east-west corridors to meet their daily needs. Key roadways include Duncan Road, Highway 40, and Eagles Parkway towards Blue Springs, and Old Highway 40 and R.D. Mize Road towards Oak Grove. Grain Valley will need to coordinate transportation improvements with these neighboring cities as development gradually fills the gaps between the three communities.



Figure 4.9 Interchange at I-70 & Buckner Tarsney Rd

Railroads

While railroads are an important national asset for freight movement and historically spurred growth in small cities, rail corridors can also act as a physical barrier within communities. The Canadian Pacific Kansas City (CPKC) Railroad corridor traverses east-west through Grain Valley. While the corridor is typically a single main line track, a 1.5-mile segment of two tracks is located within the city to provide an additional rail siding. Approximately 5-10 trains currently travel the rail corridor each day, but train volumes are anticipated to grow due to the recent merger of the Canadian Pacific and Kansas City Southern railroads in 2023.

There are three at-grade highway-rail crossings in Grain Valley located at Buckner Tarsney Road (Main Street), Kirby Road, and Sni-A-Bar Drive. There are no grade separated crossings of the railroad within the city limits. Although residents do not currently report significant issues when a train is traveling through the community, travel delay and emergency access concerns may increase in the future due to the lack of available alternate routes.



Figure 4.10 Rail Crossing at Buckner Tarsney Rd

EXISTING CONDITIONS

Bicycle & Pedestrian

The active transportation network in Grain Valley generally includes on-street bicycle facilities, trails, shared-use paths, and sidewalks. These bicycle and pedestrian facilities provide important, non-vehicular ways for residents to travel around the community while also increasing quality of life, physical health, and social interaction in Grain Valley.

Existing trails including the Blue Branch Trail and Butterfly Trail, and shared-use paths along Eagles Parkway, Buckner Tarsney Road, Duncan Road, and Dillingham Road are popular city amenities. Trail extensions are also currently funded along segments of Eagles Parkway and Buckner Tarsney Road. However, many of these existing trails are isolated and may not connect to other trails or sidewalk throughout the city.

On-street bicycle facilities are also currently limited to a 0.5-mile segment of bicycle lanes on Duncan Road. Although not designated bicycle routes, Highway 40, Sni-A-Bar Boulevard, Kirby Road, Cross Creek Drive, and Old Highway 40 towards Monkey Mountain Park are common routes used by bicyclists.



Figure 4.11 Blue Branch Trail

Transit

The Kansas City Area Transportation Authority (KCATA) is the public transportation provider in the Kansas City region via the RideKC bus system. The RideKC network provides a commuter bus route from downtown Kansas City to Blue Springs, but services do not currently extend to Grain Valley. OATS Transit offers a shared-ride, demand response service for eligible residents (seniors, persons with a disability) for trips within the Grain Valley and Blue Springs area.



Figure 4.12 OATS Transit

STREET TYPES

Functional classification is the process by which the roadway network is categorized according to the type of service the roadway provides or is intended to provide. It represents the function of a roadway based on factors such as connectivity, access, traffic volume, and trip type. The functional classification hierarchy includes interstates, freeways/ expressways, principal arterials, minor arterials, major collectors, minor collectors, and local streets.

Interstate

Interstates are designed for high traffic and longdistance travel between major urban areas with a physical barrier between directional travel lanes and no



Freeway/Expressway

Similar to interstates, a freeway or expressway has a physical barrier between directional travel lanes but provides a limited number of at-grade access points.



Photo: Highway 24

Principal Arterial

Principal arterials serve major activity centers in a region with a high degree of connectivity and may limit direct access to adjoining land uses.



Photo: Highway 7

Minor Arterial

Minor arterials provide service for trips of moderate length, serve smaller geographic areas than principal arterials, and offer intra-community connectivity to the greater network.



Photo: Main Street

STREET TYPES

Major Collector

Major collectors serve both land access and traffic circulation by distributing trips to the greater arterial network.





Minor Collector

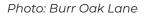
Similar to major collectors, minor collectors provide both land access and traffic circulation but generally operate over shorter distances and lower speeds.





Local

Local streets provide direct access to adjacent land uses and are often designed to discourage through traffic.





FUTURE STREETS PLAN

Overview

The Future Streets Plan, shown in Figure 4.13, represents the future, potential roadway network in Grain Valley as the community matures and grows. Roadway classifications were determined based on alignment with the Future Land Use Plan, coordination with plans in neighboring cities, and consistent use of terminology used at the regional, state, and federal levels. The use of standard terminology also enables the city to be more competitive when seeking transportation funding allocated by the Mid-America Regional Council (MARC), Missouri Department of Transportation (MoDOT), and Federal Highway Administration (FHWA).

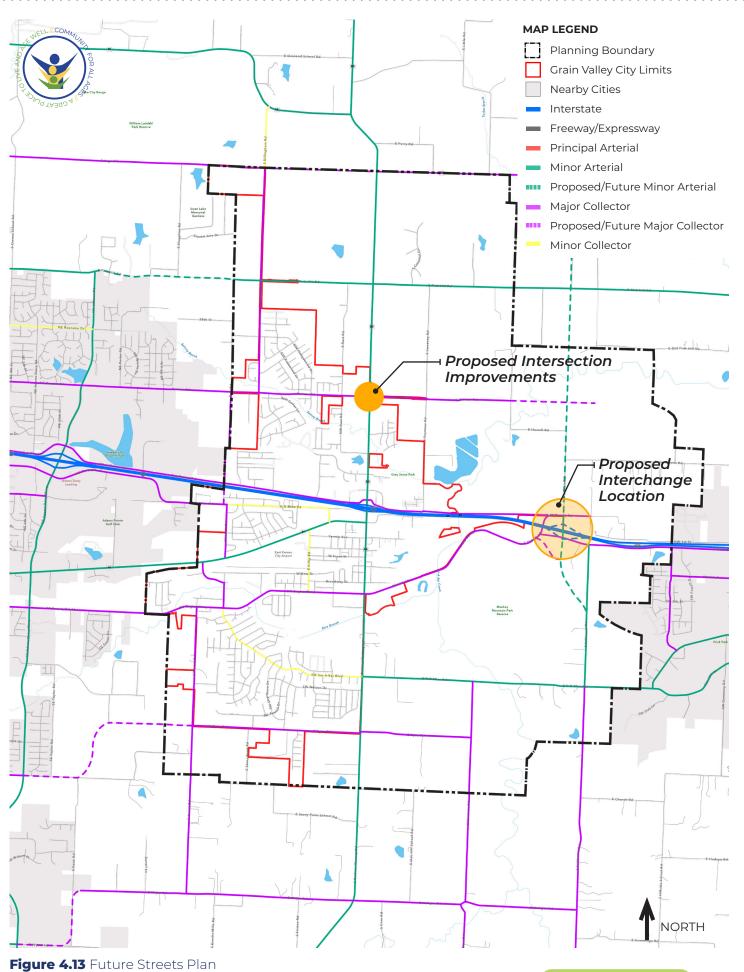
Roadways with lower functional classification tend to provide an environment that is more bicycle and pedestrian friendly due to lower traffic volumes, lower speeds, and shorter crossing distances. While the preferred bicycle and/or pedestrian facility type may vary by roadway, utilizing a Complete Streets approach ensures that transportation corridors are not barriers to multi-modal connectivity in the community.











Overview

An interconnected active transportation network consisting of bicycle and pedestrian facilities allows users of all ages to walk, run, bike, or roll to destinations throughout the community. The Multi-modal Gap Analysis provides a summary of existing bicycle and pedestrian facilities within Grain Valley as well as gaps in the network.

The existing active transportation network within Grain Valley features an array of options for essential travel and recreational activity. More than 40 miles of sidewalks connect neighborhoods and activity centers throughout the city. Additionally, more than five miles of shared-use paths and trails are located throughout Grain Valley. However, remaining gaps in the active transportation network reduce walkability and inhibit access to community destinations. The railroad tracks, interstate, and floodplain will present challenges to connectivity and represent physical barriers to address. Other gaps in the Grain Valley active transportation network primarily exist at intersections. The network can be greatly improved by addressing areas where existing sidewalks almost connect. When sidewalks reach an intersection, marked crosswalks would improve safety and comfort for pedestrians while also increasing visibility for drivers.

Intention of Plan

Based on public input and technical analysis, the Active Transportation Plan connects priority areas including parks, schools, the downtown area, and other civic destinations such as the recreation center and library. Overall, the intention is to provide multi-modal connectivity regardless of facility type (discussed on the following page). Appropriate facility type(s) should be further assessed as each active transportation project advances.

The Active Transportation Plan supports a loop trail network consisting of major trail spines and connections to these spines. Priority areas are further discussed in the Strategic Opportunities section.







Facility Types

To address gaps in the network and continue expanding the active transportation network, the Active Transportation Plan represents the future, potential bicycle and pedestrian facilities in Grain Valley. The active transportation network can be composed of a series of on-road and off-road facility types.

Bicycle Lane

An on-road portion of the roadway designated by striping and signage for the exclusive use of bicyclists.



Shared-Use Path

An off-road paved path that is adjacent to a roadway but separate from vehicle traffic. Shared-use paths are wider than sidewalks (typically 8-10 feet wide) to accommodate both bicyclists and pedestrians.



Shared Lane

An on-road wide travel lane shared with vehicles that may be identified by pavement markings or signage.



Designated Bike Route

An on-road travel lane with directional signage and often accompanied by supporting bicycle route map.



Trail

An off-road paved or unpaved path separate from vehicle traffic. Trails for bicyclists and pedestrians are typically located within greenways, parks, or other non-roadway right-of-way areas.



Sidewalk

An off-road paved path designed for pedestrians only (typically 4-5 feet wide). Sidewalks may have a landscaped buffer or be located adjacent to the curb.



Multi-modal Gap Analysis

An interconnected active transportation network consisting of bicycle and pedestrian facilities allows users of all ages to walk, run, bike, or roll to destinations throughout the community. The Multi-modal Gap Analysis provides a summary of existing bicycle and pedestrian facilities within Grain Valley as well as gaps in the network.

Existing Trail and Sidewalk Network

Grain Valley has a modest sidewalk network, with many residential areas and downtown streets partially covered. However, there are large gaps as well, notably in the residential district north of Route AA and south of Hwy 40 W. Even in residential areas with sidewalks, they often only exist on one side of the street, leaving half the network inaccessible to pedestrians.

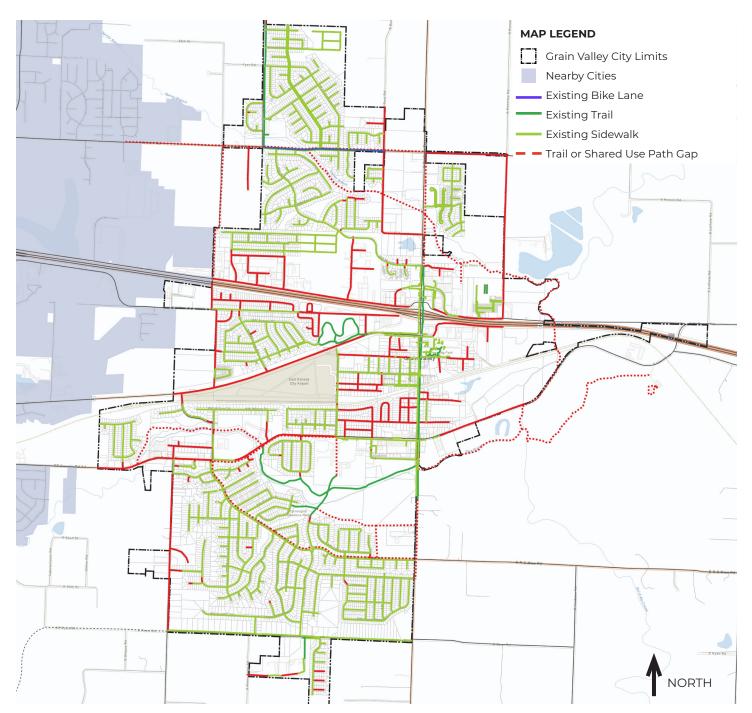


Figure 4.14 Multi-modal Gap Analysis

Key Strategies

There is great potential for sidewalk expansion within Grain Valley. Regions that could see the most benefit from an expanded network include downtown, areas surrounding schools, and residential streets.

Downtown

A complete sidewalk grid Downtown would bring more people to the area, helping local businesses attract customers and providing an incentive to beautify the pedestrian experience through improved façades, sidewalk plantings, and outdoor dining options.

School Connections

Bridging pedestrian gaps between neighborhoods and schools would enable children and parents to safely walk or bike to school, allowing for an active transportation option to improve community health and create more social neighborhood streets.

Gap Fill

Sidewalks would benefit residential areas where they only exist on one side of the street, or where the only transportation mode possible is an automobile.

Connecting the City

Many streets in Grain Valley end in cul-de-sacs, or lack consistent crossings through blocks. Establishing pedestrian paths to connect these divisions would help create a cohesive grid of access to active transportation modes such as pedestrians, bicyclists, wheelchair users, and scooters.









Proposed Sidewalk Network

There is great potential for sidewalk expansion within Grain Valley. Regions that could see the most benefit from an expanded network include downtown, areas surrounding schools, and residential streets.



Figure 4.15 Proposed Sidewalk Network

STRATEGIC OPPORTUNITIES

Key improvement concepts include new roadway connections, corridor upgrades, intersection improvements, and enhanced multi-modal accommodations. Strategic opportunities for the transportation network are summarized in the Strategic Opportunities Map (see page 94)

Arterial Loop Network

Buckner Tarsney Road (Main Street) serves as the central transportation spine of the city and currently provides the only access to and across I-70. As the only major north-south corridor, community growth has increased congestion and safety concerns on Buckner Tarsney Road (Main Street). To relieve the growing bottleneck and provide alternate routes throughout the community, the Future Streets Plan identifies other key corridors to create an arterial loop network throughout the city.

East Corridor

To establish an alternate arterial corridor to the east, the East Corridor concept includes a potential I-70 interchange located midway between existing interchanges in Grain Valley and Oak Grove. A future concept study would further assess potential interchange locations in this area, including the preferred alignment of major roadways such as Lefholz Road, Old Highway 40, and Stillhouse Road to support the new interchange. The East Corridor concept would provide another critical access point to and across I-70 and support Priority Annexation Area #1 as identified in the Future Land Use Plan. Coordination with MoDOT, Oak Grove, and a major property owner in the area would be required.

West Corridor

To establish an alternate arterial corridor the west, the West Corridor concept includes a new north-south corridor located midway between existing interchanges in Grain Valley and Blue Springs. While an I-70 interchange may not be preferred in this area due to existing development constraints, an overpass across I-70 would provide another critical north-south connection for the community. A future concept study would further assess potential bridge locations in this area, including the preferred alignment of major roadways such as Sni-A-Bar Boulevard, Barr Road, and Tyler Road to support the overpass. Consideration should also be given to potential changes to the private East Kansas City Airport and grade separation opportunities of the railroad. The West Corridor concept would provide another critical access point across I-70 and support Priority Annexation Area #2 as identified in the Future Land Use Plan. Coordination with MoDOT and Blue Springs would be required.

Central Corridor

Development of the East Corridor and West Corridor concepts would relieve pressure on Buckner Tarsney Road (Main Street) by providing additional north-south connections in the city with potential grade separations of the railroad. Due to the anticipated congestion relief, additional roadway widening on and property impacts between I-70 and Eagles Parkway could be avoided. This Central Corridor would then continue to preserve and support growth in the downtown area and other existing developed areas as identified in the Future Land Use Plan.

STRATEGIC OPPORTUNITIES

Transportation Corridors

In addition to the concepts outlined in the Arterial Loop Network, other key transportation corridors represent additional strategic opportunities for the city.

Buckner Tarsney Road

Due to floodplain and infrastructure constraints to the south, the majority of growth in the Grain Valley area is anticipated to occur to the north. As development occurs, Buckner Tarsney Road should be improved north of I-70 to meet future, urban multi-modal traffic demands. It is likely that recent improvements from I-70 to Woodbury Road, including curb and gutter and a shared-use path, would be extended to other segments of the corridor. A future traffic study would also assess the preferred intersection configuration at the Buckner Tarsney Road & Duncan Road intersection to address growing operational issues. Coordination with MoDOT would be required.

Duncan Road

As development occurs, Duncan Road should be improved to meet future, urban multi-modal traffic demands. It is likely that recent improvements from Dillingham Road to Rust Road, including curb and gutter, on-street bicycle lanes, and a shared-use path, would be extended to other segments of the corridor. Consideration should also be given to utility coordination on Duncan Road west of Buckner Tarsney Road as transportation improvements are needed. Coordination with Blue Springs is recommended.

Sni-A-Bar Boulevard & Highway 40

The area near Sni-A-Bar Boulevard, Highway 40, and Barr Road is experiencing safety and delay concerns. However, improvement options are currently limited due to the proximity of the private East Kansas City Airport. A future traffic study would assess the preferred intersection configuration in this area to address growing safety issues. Consideration should be given to a roundabout concept that would not impact sight distance and clearance for the airport. Coordination with MoDOT would be required.

Eagles Parkway

Grain Valley has invested in multi-modal improvements to Eagles Parkway between Kirby Road and Buckner Tarsney Road. Future phased improvements including curb and gutter, a shared-use path, and sidewalk would be extended to other segments of the corridor. Consideration should also be given to safe bicycle and pedestrian crossings across Eagles Parkway, including a potential grade separated trail crossing at the Blue Branch Trail. Coordination with Blue Springs is recommended.

Kirby Road

Kirby Road provides one of three existing at-grade crossings of the railroad and is also a popular connection between Butterfly Park and Grain Valley High School. With the expanding Blue Branch Trail network to the south, bicycle and pedestrian connections also continue further south into residential neighborhoods. Future improvements would enhance bicycle and pedestrian connectivity along Kirby Road to connect these key destinations, including a designated pedestrian crossing of the railroad. Coordination with the Canadian Pacific Kansas City (CPKC) Railroad would be required.

STRATEGIC OPPORTUNITIES

Active Transportation

Both the Future Streets Plan and Active Transportation Plan emphasize the concept of Complete Streets to provide multi-modal facilities that enable safe travel and access for all users. In addition to this overall approach to the transportation network, other key areas represent priority active transportation opportunities for the city.

Northern Area

The northern area focuses on the future Swiney Branch Trail as a spine in the trail network. Trails and shared-use paths build off the Swiney Branch Trail spine via corridors such as Buckner Tarsney Road, Duncan Road, and Dillingham Road. Priority destinations supported by the northern trail area include Greystone Park, Prairie Branch Elementary School, the future Grain Valley School campus, and several neighborhoods as well as Priority Annexation Area #2.

Southern Area

The southern area focuses on the existing and growing Blue Branch Trail as a spine in the trail network. Trails and shared-use paths build off the Blue Branch Trail spine via corridors such as Kirby Road, Sni-A-Bar Boulevard, and Cross Creek Drive. Priority destinations supported by the southern trail area include Butterfly Park, Mid-Continent Public Library, Grain Valley High School, Sni-A-Bar Elementary School, Grain Valley South Middle School, Stony Point Elementary, and several neighborhoods.

Eastern Area

The eastern area focuses on future connections towards Monkey Mountain Park, either through eastward expansion of the Blue Branch Trail and/or multi-modal facilities along Old Highway 40. Trails and shared-use paths build off the spine via corridors such as Sni-A-Bar Creek. Priority destinations supported by the eastern trail area include Monkey Mountain Park as well as Priority Annexation Area #1.









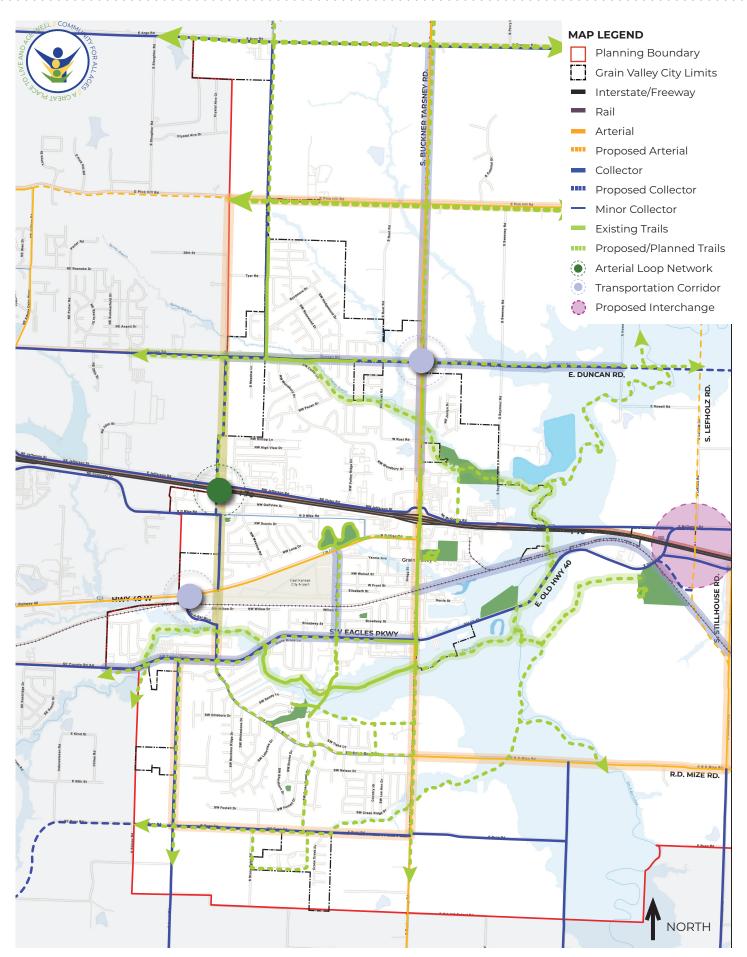


Figure 4.16 Transportation Strategic Opportunities Map

To help implement the **Future Streets Plan and Active Transportation Plan**, and to further promote the guiding principles, a series of goals, policies, and action items has been created.

Goal

Goals are objectives or aims which may be broad or specific.

Example: Grain Valley will attract high-quality development for housing, commercial, and business park uses.

Policies

Policies represent on-going principles by which the City should adhere to when approving new development or planning future investments.

Example: New development in Grain Valley should adhere to the land uses identified in the Future Land Use Plan.

Action Items

Action items are specific steps and activities the City should take.

Example: Update the zoning regulations to allow for smaller minimum lot size.

In Chapter 7 - Planning for Implementation, a series of matrices will be provided that include each chapter's goals, policies, and action items. The guiding principle(s) being supported by each goal, policy, or action item will be highlighted. Additional items such as priority or potential partners will also be added.

Guiding Principles



GOAL 4.1

Maintain existing infrastructure as the city matures and prioritize improvements to address safety & operational needs

Policies

- **4.1.1** Maintain safety and acceptable levels of service on major corridors and intersections.
- **4.1.2** Maintain and repair existing roadways to preserve good condition.
- 4.1.3 Support incremental improvements to address existing ADA accessibility needs through the city.

Action Items

- 4.1.1 Conduct traffic studies to assess crash history, safety risks, delay, and queuing issues in growing areas. Key roadways to monitor include: (a) Buckner Tarsney Road, (b) Duncan Road, and (c) Eagles Parkway. Key intersections to monitor include: (a) Buckner Tarsney Road & Duncan Road, (b) Tyer Road & Duncan Road, (c) Highway 40 & Sni-A-Bar Boulevard, and (d) Highway 40 & Barr Road.
- 4.1.2 Conduct a routine pavement condition assessment to objectively prioritize roadway segments for maintenance. Allocate sufficient funds to an annual street maintenance program as a component of the City's Capital Improvement Program.
- 4.1.3 Develop an ADA Transition Plan to identify access barriers in developed areas and outline a budget and timeline for accessibility improvements.

GOAL 4.2

Expand roadway network to enhance east-west and northsouth connectivity as city grows

.....

Policies

- **4.2.1** Preserve right-of-way for growth based on the Future Streets Plan.
- **4.2.2** Advocate for new corridors to and across I-70 to connect the northern and southern areas of the Grain Valley community.
- **4.2.3** Coordinate utility improvements with transportation projects to ensure efficient use of funding and construction timelines.

Action Items

- **4.2.1** Develop design standards and preferred right-of-way needs for street classifications.
- 4.2.2 Conduct interchange and corridor alignment studies to explore the east corridor concept including Lefholz Road/Old Highway 40/ Stillhouse Road alignments with a new interchange at I-70. Coordinate with MoDOT and neighboring cities to study this major concept.
- 4.2.3 Conduct interchange and corridor alignment studies to explore the west corridor concept including Sni-A-Bar Boulevard/Barr Road/Tyer Road alignments with connectivity across I-70. Coordinate with MoDOT, CPKC, neighboring cities, and the airport to study this major concept.
- 4.2.4 Explore intersection improvements to improve connections, safety, and traffic flows at: (a)

 Duncan Road and Dillingham Road intersection (b) Buckner Tarsney Road and SW Sni-A-Bar Boulevard and (c) SW Eagles Parkway and Kirby Road.



4.2.6 Study options to resolve impacts from trains blocking major street crossings. Work with MoDOT and railroad representatives on timing and funding sources.

GOAL 4.3

Establish an integrated active transportation network for both non-motorized travel and recreational use

Policies

4.3.1 Support active transportation such as walking, biking, and rolling as safe and comfortable modes of transportation throughout the city.



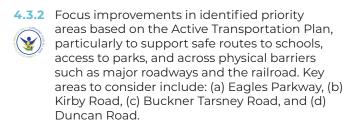


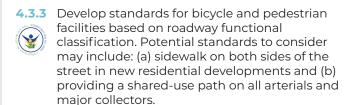
4.3.4 Preserve right-of-way along non-roadway corridors for future trail connections.



Action Items







4.3.4 Utilize the city's natural assets, including greenways and streams, to expand the trail network as identified in Active Transportation Plan. In areas where a vehicular roadway connection is not provided, such as between developments or in areas with multiple culde-sacs, consider providing trail connections to ensure bicycle and pedestrian connectivity between these areas.

GOAL 4.4

Coordinate with local, regional, and state partners to advance transportation improvements

Policies

- **4.4.1** Ensure regional and statewide planning documents outline the City's transportation priorities.
- **4.4.2** Coordinate transportation improvement projects and schedules with neighboring jurisdictions.
- **4.4.3** Seek regional, state, and federal funding opportunities to leverage local funds.
- 4.4.4 Monitor other forms of transportation in the city including transit, railroads, and airports to address and safety and connectivity needs.

Action Items

- 4.4.1 Update the regional functional classification system, maintained by the Mid-America Regional Council (MARC), to ensure consistency with the Future Streets Plan. Continue to routinely submit projects for inclusion in regional and state planning documents to position the city for future funding opportunities.
- 4.4.2 Coordinate with Blue Springs, Oak Grove, Jackson County, and MoDOT to ensure projects support transportation needs within and beyond the Grain Valley city limits. Key areas to monitor for coordination include: (a) I-70 and outer roads, (b) Buckner Tarsney Road, (c) Highway 40, (d) Eagles Parkway, (e) East Corridor concept, and (f) West Corridor concept.
- **4.4.3** Identify eligibility requirements and timelines for cost-share funding opportunities. Maintain a list of potential projects and partnerships for funding applications.
- 4.4.4 Advocate for safety and connectivity needs with other transportation agencies including the Kansas City Area Transportation Authority (KCATA), Canadian Pacific Kansas City (CPKC) Railroad, and the private East Kansas City Airport. Key areas for potential coordination include: (a) extending the rail siding to reduce delays at at-grade crossings, (b) extending commuter bus service or micro-transit service in eastern Jackson County, and (c) relocation of the private airport to support mutually beneficial development needs.

GOAL 4.5

Enhance local identity and sense of place through transportation placemaking

Policies

- **4.5.1** Create a sense of place by highlighting distinct districts, nodes, and corridors within the city.
- **4.5.2** Utilize transportation infrastructure and related amenities to establish a sense of arrival into the Grain Valley community.

Action Items

- **4.5.1** Develop a streetscape plan that incorporates different hardscape treatments, landscaping, and other amenities to support public places.
- **4.5.2** Develop gateway features and wayfinding elements at key entrance points to Grain Valley.

planning for economic development

OVFRVIFW

Chapter Overview

Chapter 5: Planning for Economic Development

outlines strategies, policies, and action items to build on the economic momentum that Grain Valley has experienced over the past several years. Grain Valley is well-positioned to take advantage of its strategic location along Interstate-70 by attracting further development including commercial, residential, and industrial growth. This chapter will identify nodes for future development that seek to take advantage of physical assets in the community while maintaining the small-town characteristics that are cherished by the residents.

This chapter will also discuss the importance of Downtown Grain Valley and different strategies that the city should consider enhancing this district. There are both opportunities and constraints to consider regarding the goal of expanding the Downtown district which this chapter will discuss and offer recommendations to address.

Relationship to Guiding Principles

Three main guiding principles were identified for the Grain Valley Comprehensive Plan: connections, central core, and community. Each guiding principle is supported in this chapter.

Connections

At the core of Grain Valley, Downtown serves as a central hub for retail and services. Main Street's streetscape poses challenges for the pedestrian and Strategic Opportunity Maps in this chapter aim to resolve connections and provide safe movement throughout the area.

Central Core

Identifying strategies and supportive methods for local business retention and growth is integral to maintaining Downtown Grain Valley's presence.

Community

Ensuring that the services and amenities provided fit the community's needs and desires is key to having commercial developments supported and sustained by the local and regional community.

Figure 5.1 Planning for Economic Development Chapter Outline



Related Public Input



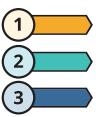
Existing Industries and Services



Nodes for Growth and Development



Downtown Opportunities



Goals, Policies, and Action Items

PUBLIC INPUT - ECONOMIC DEVELOPMENT

Economic Development Related Public Input

Economic development was a common topic during the public engagement process for the Grain Valley Comprehensive Plan. Several key summary figures are included below and on the following page.

Commercial Growth

There is a strong desire by residents for expanded commercial opportunities such as restaurants, chain commercial, or specialty stores. Overall, the public seems to want more amenities and things to do in Grain Valley.

Downtown Improvements

Downtown Grain Valley is another common theme in the input gathered by residents. The unique character and charm of Downtown should be retained while enhancing elements such as streetscapes and facade improvements should take place.

Growth - Opportunity and Challenge

A pervasive theme throughout the public input process was the idea of growth as both an opportunity and a challenge for Grain Valley. Many of the amenities they want to see brought to the community require population or job growth to make viable. The focus should be on thoughtful growth that retains the identity of Grain Valley.

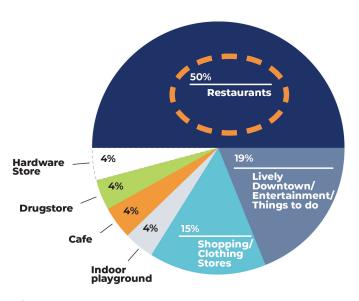


Figure 5.3 Results from Community Survey on Interactive Website - Downtown Improvements

Economic Development Issues & Opportunities

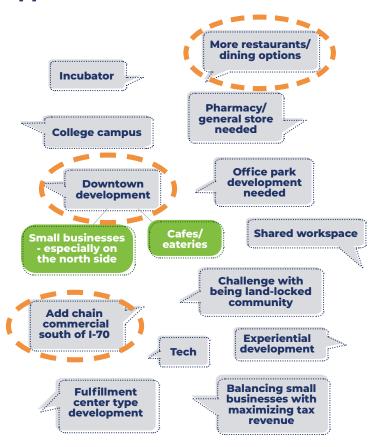


Figure 5.2 Steering Committee Meeting #1

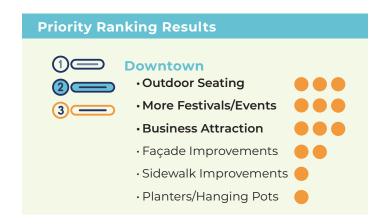


Figure 5.4 Prioritization for Downtown

PUBLIC INPUT - ECONOMIC DEVELOPMENT

What should the City focus on?



Housing & Neighborhoods



Figures 5.5 Results from Community Survey on Interactive Website - City Priorities

Priorities in Grain Valley



Figure 5.6 Results from Community Survey on Interactive Website - City Priorities



Figure 5.7 Stakeholder Interview Feedback



Figure 5.8 Public Workshop Poll

JOBS AND ECONOMY

Total Employment by Industry

As of 2020, the largest industries for jobs located in Grain Valley (shown in dark blue) include Construction (17.5%), Educational Services (16.2%), and Finance and Insurance (13.1%.) The top industries for jobs that Grain Valley residents hold include Health Care and Social Assistance (15.5%), Retail Trade (11.8%), and Manufacturing (9.9%.), shown in light blue.

Many of the top industries for Grain Valley jobs and Grain Valley resident jobs are in different categories which suggests many residents work outside of the community. As a suburban community this is not surprising, but may suggest a mismatch between the type of employment located in Grain Valley and the cost or type of housing available.

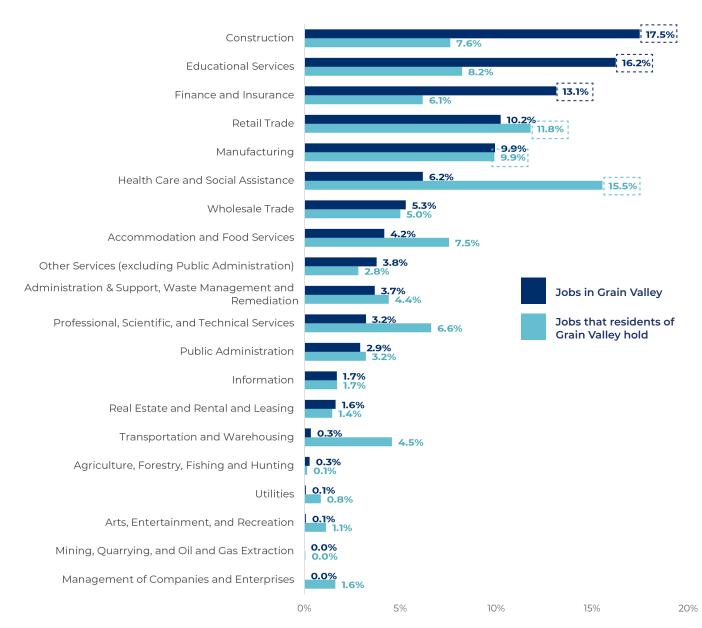


Figure 5.9 Jobs in Grain Valley by NAICS Industry

Source: Esri 2022

EXISTING INDUSTRIES AND SERVICES

Businesses + Employees

Figure 5.10 shows the relationship between the number of businesses in each industry sector compared to the number of employees per industry sector in Grain Valley in 2022. The industries with the highest number of total businesses in Grain Valley are not always the same industries with the most employees, which indicates some firm types provide a larger number of jobs per business location. Examples of this include Wholesale Trade and Educational Services. While Wholesale Trade accounts for only 4.3% of the total number of businesses it accounts

for 17.0% of all jobs in Grain Valley. Likewise, Educational Services represents 2.9% of total businesses and 12.0% of all jobs. Factors such as this can help Grain Valley determine which sort of industries to target for the community using of incentives etc. Wholesale Trade businesses may bring in more total jobs than Professional, Scientific, or Technical industries. While there are other factors to consider getting the most bang for your buck in terms of incentives is one important variable.

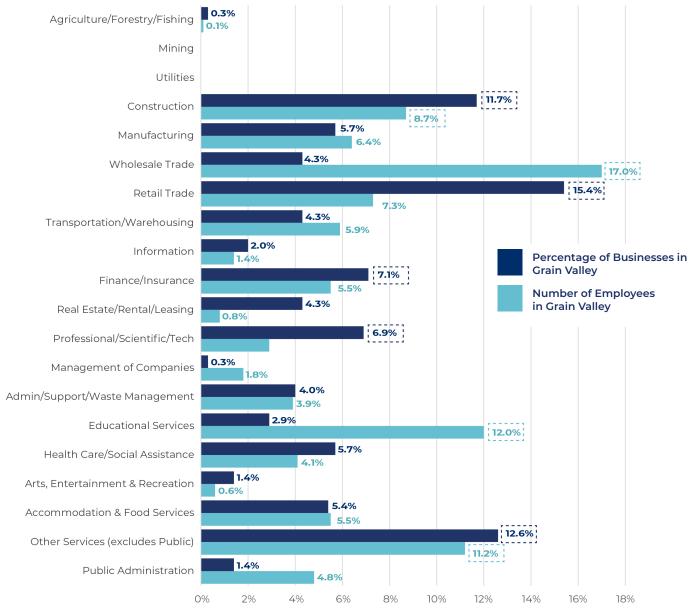


Figure 5.10 Number of Businesses Versus Employees in Grain Valley by NAICS Industry

Source: Esri 2022

GRAIN VALLEY RESIDENT JOBS

Location Quotient

Location quotient (LQ) analysis is a way to evaluate in what industries an area has a competitive advantage or specialization. In short, the analysis compares the share of total jobs in an industry within a smaller geographic area to that of the United States' share as the same industry. An LQ higher than 1.0 indicates a competitive advantage or specialization and a number less than 1.0 indicates the industry may not be as strong in this area. Industries with high location quotients and employment numbers are what define the local economy.

Grain Valley Resident Labor Force Location Quotient Analysis

The LQs for Grain Valley's resident labor force is shown below in Figure 5.11. This shows what industries Grain Valley residents are specialized, which include:

- · Management of Companies (LQ 6.0)
- · Transportation/Warehousing (LQ 1.84)
- · Wholesale Trade (LQ 1.48)
- · Finance/Insurance (LQ 1.42)
- · Utilities (LQ 1.38)

In attracting industries that would appeal to residents, these specializations should be considered.

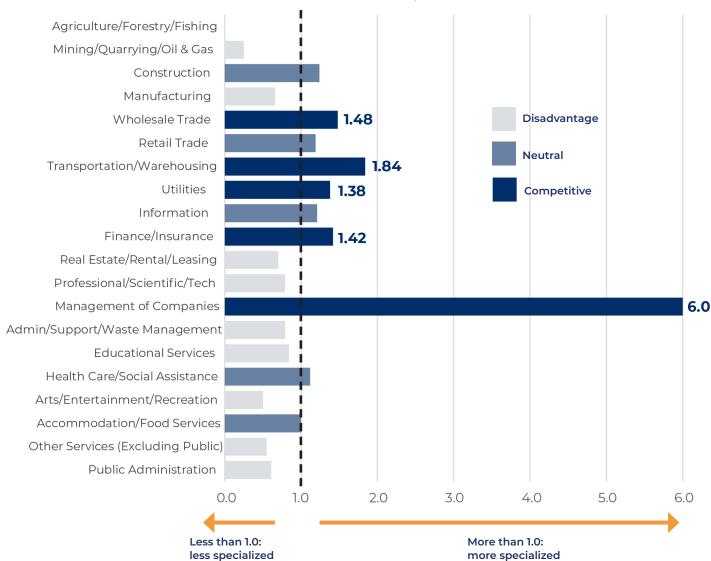


Figure 5.11 Location Quotient for Grain Valley Resident Labor Force, 2022

GRAIN VALLEY BASED JOBS

Grain Valley Based Jobs Location Quotient Analysis

When the LQs for jobs based in Grain Valley are compared to those of Grain Valley resident jobs, some differences and similarities are observed. Similarly, the LQ for Management of Companies is very high (9.0). Wholesale Trade and Transportation/Warehousing also have higher LQs, 4.36 and 2.27, respectively.

Unlike Grain Valley residents, local industries are also competitive or specialized in the following industries:

· Other Services (LQ 1.90)

- · Admin/Support/Waste Management (LQ 1.50)
- · Educational Services (LQ 1.41)
- · Finance/Insurance (LQ 1.38)

These industries represent areas where Grain Valley could easily focus job growth and expansion to build upon the existing jobs and employment base. It can also be used to identify areas for improvement or expansion in key industries that may be desired by residents such as Arts, Entertainment & Recreation or Accommodation & Food Services — to help attract more commercial and amenities.

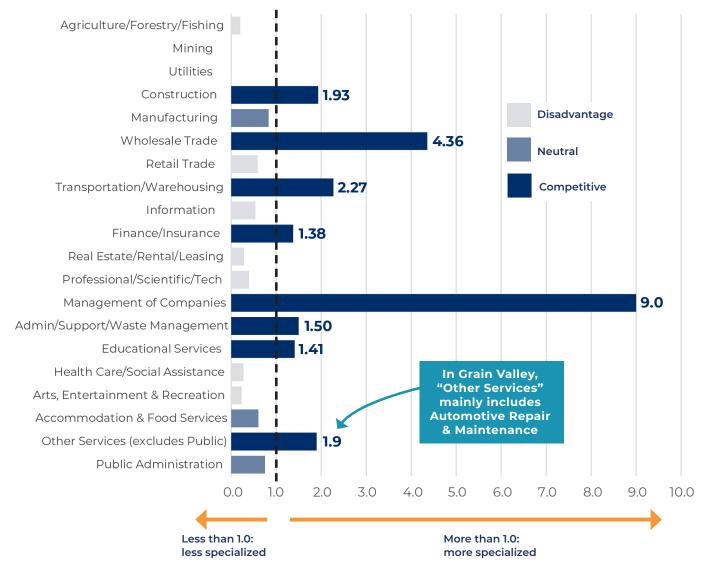


Figure 5.12 Location Quotient for Grain Valley Based Jobs, 2022

Source: Esri 2022

EXISTING CONDITIONS

Commuter Patterns

The latest commuting data for Grain Valley is from 2020. While this is useful for understanding general trends, the total job counts will be different in 2023. It is also possible these numbers were impacted by social distancing occurring in 2020, so their application should be considered with those factors in mind.

In 2020, Grain Valley was estimated to have around 2,500 inflow jobs, meaning jobs within the city that non-

residents of Grain Valley hold. There are around 500 interior jobs — positions in the city held by residents — and close to 7,000 outflow jobs, representing work that residents of Grain Valley have outside of the city.

As shown in Figure 5.14, outflow jobs experienced a large increase between 2005-2015, nearly doubling from 3,330 to 6,995. This is likely due to Grain Valley's population growth exceeding job/employment growth.

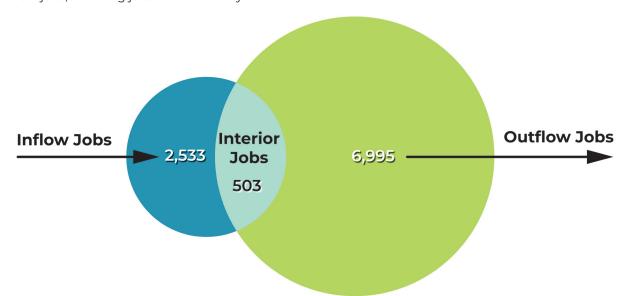


Figure 5.13 Inflow & Outflow of Workers in Grain Valley, 2020

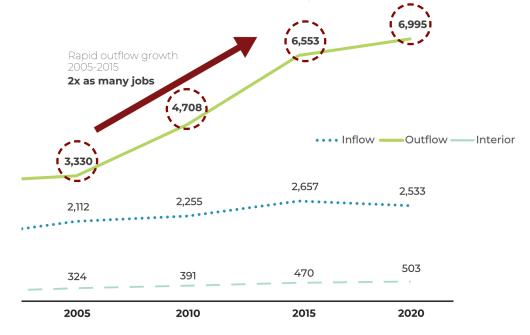


Figure 5.14 Inflow & Outflow of Workers in Grain Valley, 2005-2020

Source: U.S. Census Bureau, Center for Economic Studies, LEHD

EXISTING CONDITIONS

Commuter Patterns

In 2020, over half of the workers who come into Grain Valley for jobs travel less than 10 miles, and primarily live in Grain Valley or commute from Blue Springs, Independence, or Lee's Summit. Only 7% of workers travel from further than 50 miles away.

A third of workers who leave Grain Valley for jobs travel less than 10 miles away, and nearly half travel 10 to 24 miles. The primary locations for jobs that Grain Valley residents hold outside the city include Kansas City (a quarter of outflow jobs), Blue Springs, Independence, and Lee's Summit.

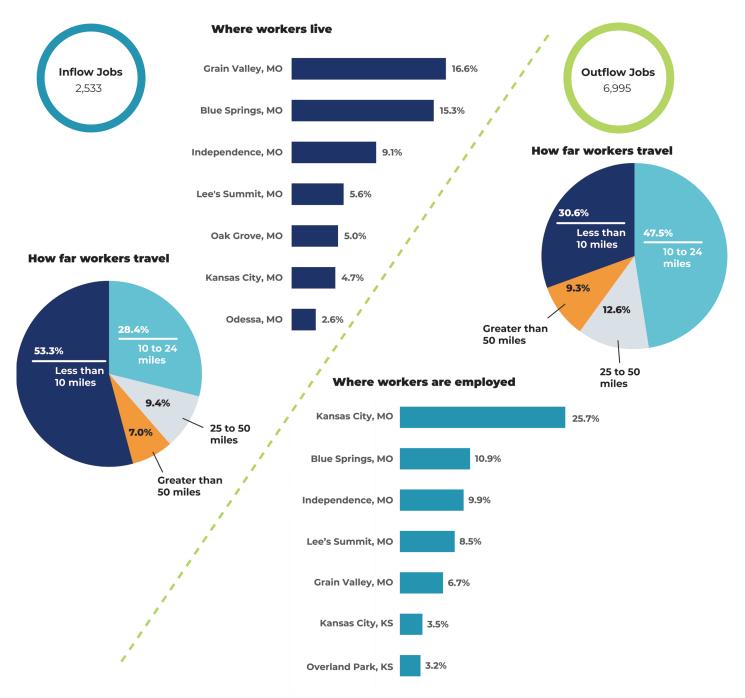


Figure 5.15 Inflow & Outflow Worker Profile, 2020

Source: U.S. Census Bureau, Center for Economic Studies, LEHD

EXISTING INITIATIVES

Existing Resources

Grain Valley is proactive about economic development, with resources easily accessible on the City's website regarding the development process, applications, zoning, and future land use compiled into an a short handbook. The tools contained within this document walk developers through the necessary steps and application requirements for various permits, site plans, rezoning requests, and easements.

Incentives, policies, and procedures are also available for review, providing a transparent path for businesses to follow for prospective developers and businesses to match ideas and plans with corresponding goals of the City. This straightforward process ensures that applicants have equal footing, leading to a more positive experience for any business seeking incentives. The Board of Aldermen holds ultimate authority for approval of granting incentives to applicants.

Incentives

- · Tax Increment Financing (TIF)
- Community Improvement District (CID)
- · Transportation Development District (TDD)

The City of Grain Valley, Missouri

Economic Development Incentives Policies and Procedures

- · Neighborhood Improvement District
- · Chapter 100 Industrial Development
- · Chapter 353 Urban Redevelopment
- · Sales Tax Reimbursement

Figure 5.16 Grain Valley City Website Materials

Building Permits
 Flood Plain Development

Variance Application

. Planning & Zoning - also available for download/print.

Right-of-Way Permit - also available for download/print.
 Sign Permit - also available for download/print.

2023 Development Process Handbook

GRAIN VALLEY

LIFE OUTSIDE THE LINES



FAO

♠ Department Home

EXISTING INITIATIVES

Grain Valley Chamber of Commerce

The Grain Valley Chamber of Commerce, which newly transitioned from the Grain Valley Partnership, serves the community by supporting local businesses and promoting Grain Valley. The Chamber is a member organization of area businesses that provides information about city workforce and demographic information, a member directory of all Grain Valley businesses, an interactive map of available buildings and sites for development, and local and state incentive programs for businesses.

Resources for Prospective Businesses

The Chamber also offers useful information to prospective business owners about life in Grain Valley, including the current labor market, financial institutions and the city government, healthcare options, and housing and education within the community. Prospective businesses can check out a colorful and brief "Business Start-Up Guide" that answers questions related to opening a business in Grain Valley in both a friendly and approachable way. The Guide has helpful advice, necessary items for beginning a business, and financing resources as well.





Business Start-Up Guide



Figure 5.17 Grain Valley Chamber of Commerce

Commercial & Industrial Nodes

Concentrations of commercial development are located primarily along arterial corridors including US-40, Main Street/Buckner Tarsney Road, and SW Eagles Parkway. Industrial areas are mainly concentrated along I-70 due to the high visibility and easy access that the interstate provides.

The images shown on this page are referenced on the map in Figure 5.18. These businesses are a few of the businesses that comprise Grain Valley's commercial and industrial services.









4 | Marketplace 8 Theaters







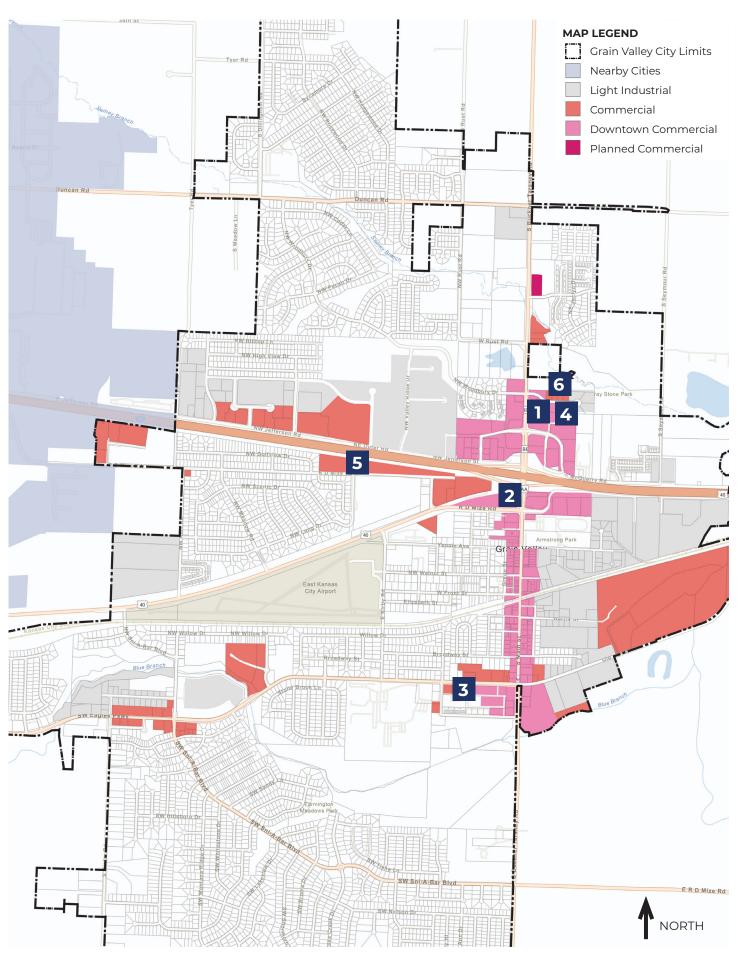


Figure 5.18 Commercial and Industrial Zones

EXISTING CONDITIONS - DOWNTOWN

Downtown Grain Valley

Downtown Grain Valley, located along Buckner Tarsney Road between the railroad tracks and Walnut Street, has a smattering of restaurants, bars, health services, and salons. Some of the favorite local businesses include:

- · Iron Kettle Brewing
- · Scout Coffee
- · Crosetti Health and Wellness
- · Slinger's
- ·The Hair Room
- · Pottery Palace

The architectural style of buildings Downtown, coupled with sidewalks covered by awnings supported with beams, displays a distinctly western U.S. feel, representing a unique identity that could be embraced and embellished with decorative additions, hanging flowers, and other thematic elements.

















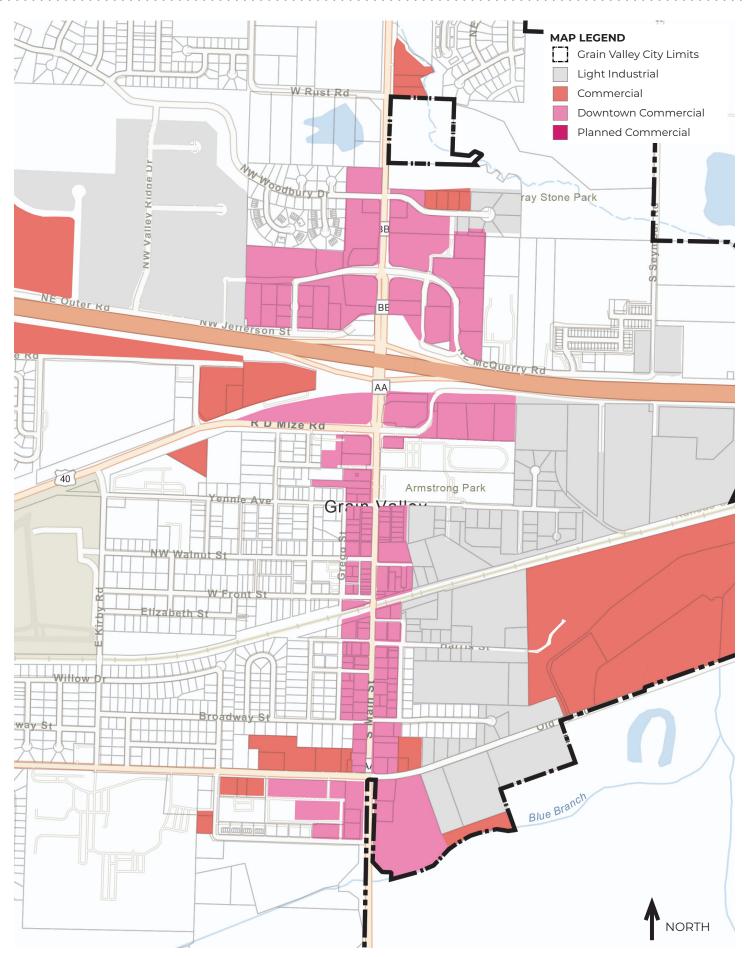


Figure 5.19 Downtown Existing Conditions

DOWNTOWN - STRATEGIC OPPORTUNITIES

Strategic Opportunities - Downtown

Downtown Grain Valley has an authentic downtown identity that should be preserved, enhanced, and encouraged to grow. Some challenges to this expansion include the volume and speed of vehicles on Buckner Tarsney Road/Main Street, creating an environment not conducive to a pleasant pedestrian experience, and the railroad tracks to the south that present a physical barrier to development.

Traffic Alleviation

A bypass diverting truck traffic from Buckner Tarsney Road through R.D. Mize Road and Stillhouse Road would alleviate congestion through Downtown and create quieter, more pleasant conditions for street life within the main stretch.

Streetscaping and Beautification

Figure 5.20 highlights the need for trees and streetscape improvements along Main Street. These enhancements would improve the pedestrian experience and aesthetically enhance the Downtown's street frontage.

Regions for Growth

Given some of the physical barriers, such as the railroad and general built-out nature of Downtown, infill redevelopment and strategic development will be key to enhance economic opportunities. The Downtown Strategic Opportunities Map in Figure 5.20 highlights some of these specific areas. The residential land adjacent to Downtown is likely going to face greater pressures for full-scale block redevelopments to increase densities in such a commercial-focused area. Ensuring these developments preserve Grain Valley's character and preserve the affordable units in this area should be key considerations.

Vacant Lot + Residential Redevelopment

There are several vacant properties and some residences along Main Street. While recognizing that no development would occur without the consent of the property owners, it is important to acknowledge the potential of this location for further urban-oriented commercial development.

Interstate Visibility

An important note about northern expansion of Downtown is that the transition north would gain visibility from I-70, a unique feature among communities along the interstate and a distinctive advantage for business owners in the city.

MAP LEGEND Grain Valley City Limits **Parcels Existing Residential Existing Industrial** Existing Parkland Proposed Downtown Commercial **Proposed Commercial** Proposed Mixed-Use Streetscape Improvements Trees **Underpass Improvements** Neighborhood Preservation + Infill Redevelopment **Public Services** Key Development Parcels Key Intersection Improvements Downtown Extension

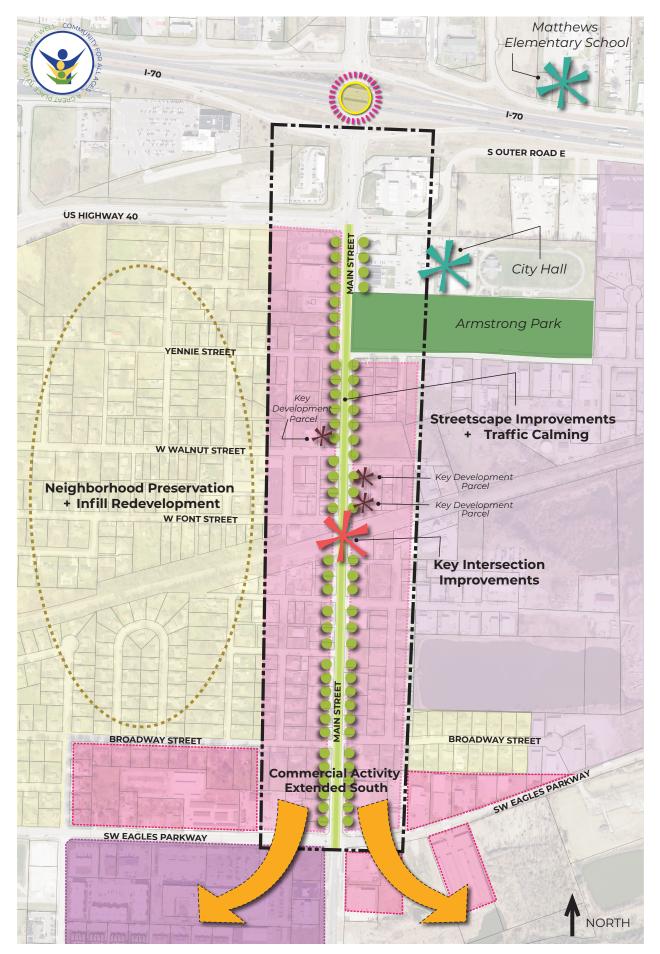


Figure 5.20 Downtown Strategic Opportunities

OVERALL STRATEGIC OPPORTUNITIES

I-70 Industrial + Commercial Expansion

The highway offers a logical place for development, and the industrial zone around I-70 should continue to expand. North of I-70 on Buckner Tarsney Road has seen an increase in commercial development, a trend that should continue with further suburban-oriented developments.

New I-70 Interchange

If the proposed I-70 interchange is constructed, there will be a new opportunity for commercial and industrial expansion to the east. This development would benefit from the access and visibility which I-70 provides but would need to take into account the location of the flood plain as well. The region north of the highway and to the far east of the city would be an especially compelling region for a business park alongside planned residential and commercial development.

Roadway Improvements

The intersection of I-70 and Buckner Tarsney Road is a possible location for roadway improvements that could improve the pedestrian experience while also addressing traffic congestion problems. A study looking into circulation patterns and possible gateway elements for this intersection could provide the justification for underpass improvements such as a large roundabout. The goal of the improvements would be to accomplish three things: address congestion problems, improve the pedestrian experience, and create a new gateway.

Floodplain

While there are many regions for expansion within Grain Valley, the floodplain does pose a constraint on growth as well. However, this also represents an opportunity to focus on higher quality developments in the regions more supportive to growth, such as north of I-70 and to the western regions of the city.

MAP LEGEND Grain Valley City Limits Floodplain Parks Schools Downtown Enhancements Existing Commercial Area Proposed Business Park **Proposed Commercial** Proposed Mixed-Use Future Civic Campus Underpass Improvements/Roundabout **Gateway Opportunity** Improved Trailhead Proposed Trailhead Neighborhood Preservation Zone Conservation Zone

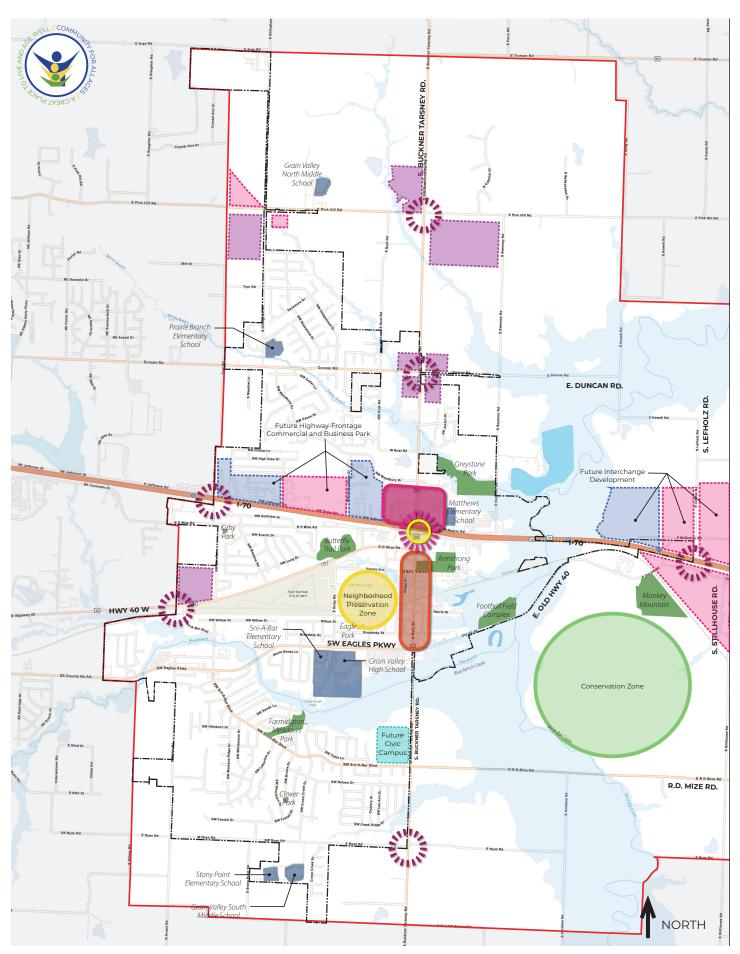


Figure 5.21 Strategic Opportunities in Grain Valley

Goals, Policies, and Action Items

To help implement the Future Land Use Plan and further promote the guiding principles, a series of goals, policies, and action items has been created.

Goal

Goals are objectives or aims which may be broad or specific.

Example: Grain Valley will attract high-quality development for housing, commercial, and business park uses.

Policies

Policies represent on-going principles by which the City should adhere to when approving new development or planning future investments.

Example: New development in Grain Valley should adhere to the land uses identified in the Future Land Use Plan.

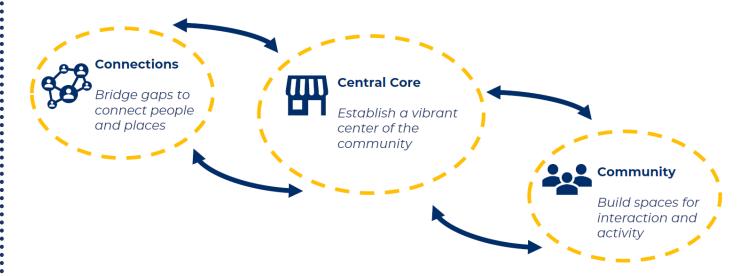
Action Items

Action items are specific steps and activities the City should take.

Example: Update the zoning regulations to allow for smaller minimum lot size.

In Chapter 7 - Planning for Implementation, a series of matrices will be provided that include each chapter's goals, policies, and action items. The guiding principle(s) being supported by each goal, policy, or action item will be highlighted. Additional items such as priority or potential partners will also be added.

Guiding Principles



GOAL 5.1

Enhance Downtown through geographic expansion, street improvements, and business offerings



Policies

- Encourage a more vibrant streetscape through façade improvements, outdoor seating, and sidewalk enhancements to activate Downtown.
- Support business attraction and retention, specifically of restaurants and retail stores.
- Create temporary and permanent spaces for 5.1.3 outdoor community interaction.



- Encourage Downtown expansion northward along Buckner Tarsney Road between Walnut Street and Yennie Street.
- Divert truck traffic around Downtown to lessen large vehicle disturbance through the main stretch, creating a more attractive pedestrian environment.
- Create a Wayfinding and Signage Master Plan for Downtown Grain Valley.

Action Items

- 5.1.1 Work with the Grain Valley Chamber of Commerce to create street beautification programs for local businesses.
- **5.1.2** Create design standards for the area south of Downtown on Buckner Tarsney Road to continue a pleasant pedestrian experience that attracts foot traffic from Downtown.
- **5.1.3** Create a downtown-specific policy guide for prospective businesses that will enhance and contribute to the vitality of Downtown.
- Develop a program to expand outdoor seating opportunities for businesses in Downtown Grain Valley.



- 5.1.5 Collaborate with Grain Valley Parks and Recreation Department to identify areas in Downtown Grain Valley for outdoor community events.
- 5.1.6 Collaborate with property owners along Buckner Tarsney Road between Walnut Street and Yennie Street to discuss the possibility of mixed-use developments.
- 5.1.7 Coordinate efforts with MoDOT to create an alternate route for trucks traveling north-south on Buckner Tarsney Road, possibly utilizing R.D. Mize Road and Stillhouse Road as the bypass.

GOAL 5.2

Encourage industrial growth along key corridors



Policies

- **5.2.1** Support existing businesses and attract prospective businesses along and north of I-70.
- 5.2.2 Pursue development expansion following the Future Land Use Plan, acknowledging opportunities and constraints of the physical features of Grain Valley.
- 5.2.3 Ensure residents and visitors alike have accessible opportunities to reach retail and commercial centers through multiple modes of transportation.

Action Items

.....

- 5.2.1 Continue to collaborate with the Grain Valley Chamber of Commerce to ensure existing and prospective businesses can fully embrace resources and incentives available to them.
- **5.2.2** Coordinate with MoDOT to fulfill construction of the I-70 interchange; a new connection that will provide key opportunities for highway industrial growth.
- 5.2.3 Pursue high-quality development in the north and west regions of the city, while allowing for more flexible, open spaces within the floodplain.
- 5.2.4 Collaborate with Blue Springs, Oak Grove,
 Jackson County, MoDOT, and OATS Transit to
 make sure transportation needs within and
 around Grain Valley are accessible to all and can
 connect people to opportunities.

GOAL 5.3

Expand job opportunities within Grain Valley

Policies

- **5.3.1** Support business growth in key corridors, specifically along I-70 and Downtown.
- **5.3.2** Encourage suburban-type commercial growth along Buckner Tarsney Road, between the railroad and Highway 40.
- 5.3.3 Increase the prominence of the service sector through supporting business attraction in key development nodes.

Action Items

- **5.3.1** Identify target industries to expand and promote the economic vitality of the region.
- **5.3.2** Expand retail offerings that could provide both daily needs and quality jobs for residents.



5.3.3 Actively seek out industries and businesses that would positively complement the existing industry in Grain Valley.

planning for infrastructure + utilities

OVFRVIFW

Chapter Overview

Chapter 6: Planning for Infrastructure and Utilities overviews how the growth and development of a community depends on the availability of utilities and public services, such as water and sewer infrastructure. In Grain Valley, it is crucial to have well-established infrastructure, including water and sewer main lines, especially toward the boundaries of the community, to support the emergence of new neighborhoods. Essential public services like schools, healthcare, and emergency services rely on infrastructure and utilities to ensure these services adequately serve new areas of town. This section provides an overview of Grain Valley's existing infrastructure and services, as well as the potential for expanding these assets to accommodate new developments.

Relationship to Guiding Principles

Three main guiding principles were identified for the Grain Valley Comprehensive Plan: connections, central core, and community. Each guiding principle is supported in this chapter.

Connections

Adequate and efficient infrastructure must be integrated with future land use to ensure high-quality, coordinated development. The *Growth Coordination Plan* identifies long-term improvement areas consistent with the growth patterns outlined in the Future Land Use Plan.

Central Core

Reliable services in the central core are crucial for business operations, quality of life for residents, and long-term sustainability. To maintain and enable future growth in the central core, the *Growth Coordination Plan* highlights opportunities to improve infrastructure.

Community

Connecting communities also requires planning for various infrastructure and utilities. Coordinating with neighboring jurisdictions and private utility providers will ensure Grain Valley community members are well connected to essential services.

Figure 6.1 Planning for Infrastructure + Utilities Chapter Outline



Existing Conditions



Growth Coordination Plan



Goals, Policies, and Action Items

Components of Infrastructure

Figure 6.2 presents the key components to a community's infrastructure system. Infrastructure impacts many day-to-day activities for all residents in a community. Everything from heavy rain to brushing your teeth is accounted for in these necessary city facilities. The primary components to infrastructure include water, sanitary sewer, storm sewer, and private utilities. This chapter will examine the existing conditions of Grain Valley's infrastructure and provide recommendations to ensure the current system is able to meet demand for the projected growth and development in Grain Valley.

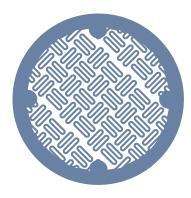
Figure 6.2 Components of Infrastructure

WATER



Water facilities transport and store our water sources throughout the community to all connected households. Water towers, water mains, and treatment centers are often affiliated features to water facilities.

SANITARY SEWER



Sanitary sewers are an underground system that transports sewage from houses to treatment facilities. Following the cleansing process, the treated water is often returned to waterbodies in the area for reuse.





STORM SEWER



Stormwater infrastructure works to remove any excess flow from the built environment, including our roads, to allow for continued use of the space. Often, stormwater detention and retention centers are constructed as both an infrastructure component and recreational facility.



PRIVATE UTILITIES



Private utilities include everything not operated by the City. Utilities such as natural gas, internet or fiber optic, electric, and waste services fall into this category.



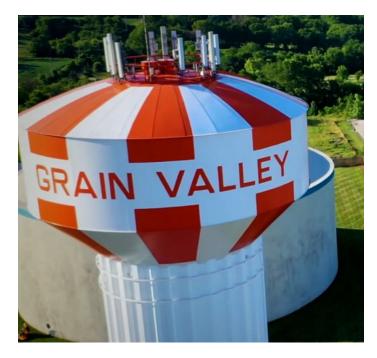
Water

The Grain Valley Water Department coordinates operations with two providers to satisfy water demands. Approximately 60% of the City's water supply comes from the City of Independence and 40% from the Tri-County Water Authority (TCWA). These suppliers extract water from the Missouri River, treat it, and distribute it across various water distribution systems in the area. The City of Independence Water Department serves approximately 250,000 individuals, including residents of Independence and wholesale customers. Their water is primarily derived from the Courtney Bend Water Treatment Plant located in the City of Sugar Creek on the south side of the Missouri River. TCWA supplies water to a significant portion of Grain Valley and Blue Springs, as well as 15 other nearby communities that rely on their water treatment facility. The TCWA facility is located just north of the City of Atherton on the south side of the Missouri River.

Figure 6.3 shows the existing water infrastructure in Grain Valley today by the size of the water main. General practices for modern water systems recommend water mains be no smaller than 8 inches in diameter. The map highlights some specific areas, such as historic Grain Valley and Monkey Mountain, that do not meet this recommendation in red. It should be noted that the City of Grain Valley is scheduled to replace the water mains along Front Street, in historic Grain Valley, in conjunction with a street paving project in 2024. The City should consider additional areas for replacement, especially when it can be paired with other infrastructure upgrades, to increase flow and capacity of the water supply system. Some water mains shown in Figure 6.3 are highlighted in grey due to these areas still being under development.

The City of Grain Valley is scheduled to begin designing an additional water tower in 2023, with construction to begin in 2024. This new water tower will have capacity to hold 1.25 million gallons of water and will be located adjacent to the existing water tower along Tyer Road. Its service area will include everything north of Blue Branch Creek. As part of the permitting process for the Department of Natural Resources, a model of capacity must be conducted to understand serviceability with the addition of the water tower.







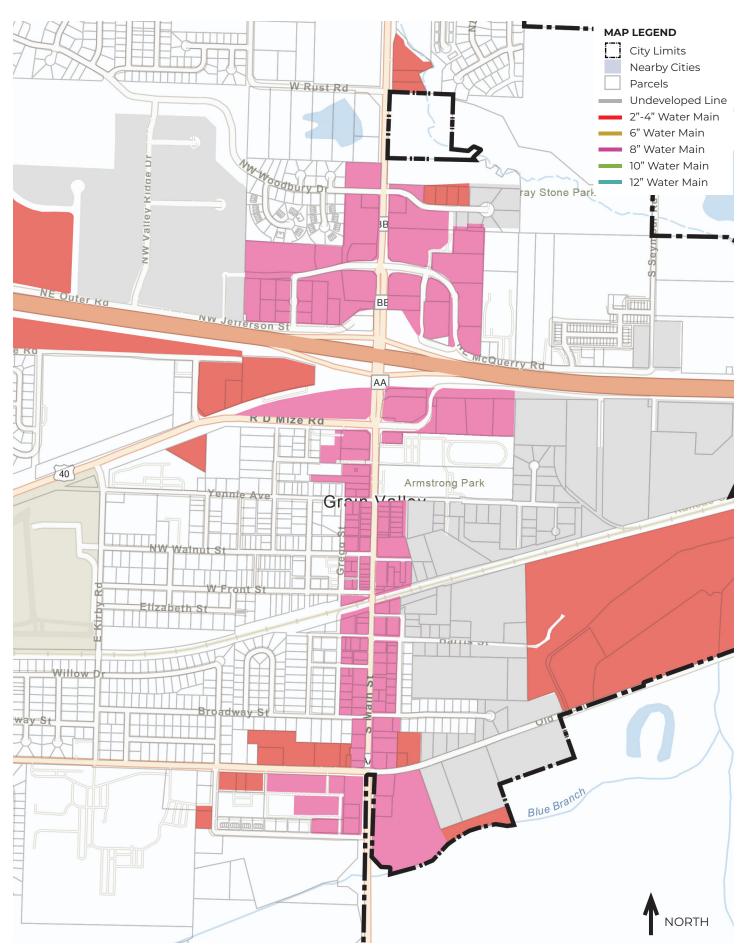


Figure 6.3 Existing Water Mains by Diameter

Sanitary Sewer

Currently, the entire city is adequately served by sanitary sewers to convey wastewater, as shown in Figure 6.4. However, both development and infrastructure expansion to the east is limited by the Sni-A-Bar floodplain. Sanitary sewers are very restricted in this area to reduce adverse environmental impacts. Overcoming technical feasibility hurdles and ensuring the system's long-term reliability and functionality is essential.

When expanding the sanitary sewer system, the City's overall approach to annexation is to wait for the voluntary request of property owners. Engaging the community, including residents and businesses, is crucial to the expansion process by ensuring transparency with growth discussions and minimizing potential conflicts. Expanding the sanitary sewer system requires meticulous planning to determine the optimal, cost-efficient routing and capacity needed to serve the new areas. Assessing the existing infrastructure, identifying potential connection points, and ensuring system expansions integrates smoothly into the overall system will be a critical part of growing into the priority annexation areas identified in Chapter 2.

The City of Grain Valley contracts use of the wastewater treatment plant through the City of Blue Springs. The plant is located north of Grain Valley's city limits; however, is majority owned by the City of Blue Springs. The two cities share capacity within the system to service their respective jurisdictions.

The City of Blue Springs is currently conducting a study to examine the future capacity of the facility and necessary improvements for their own needs. It is likely that with the projected growth for Grain Valley, additional capacity will need to be purchased from Blue Springs to be able to accommodate this. The City of Grain Valley should also consider conducting a study pending the results of the Blue Springs study to determine next steps and potential improvements.

The City of Grain Valley is scheduled to start work on the Northeast Interceptor in 2023 to examine preliminary designs and speak with local landowners, with construction to follow. This project is located north of the wastewater treatment plant and will assist in directing sanitary flows to the treatment facility.







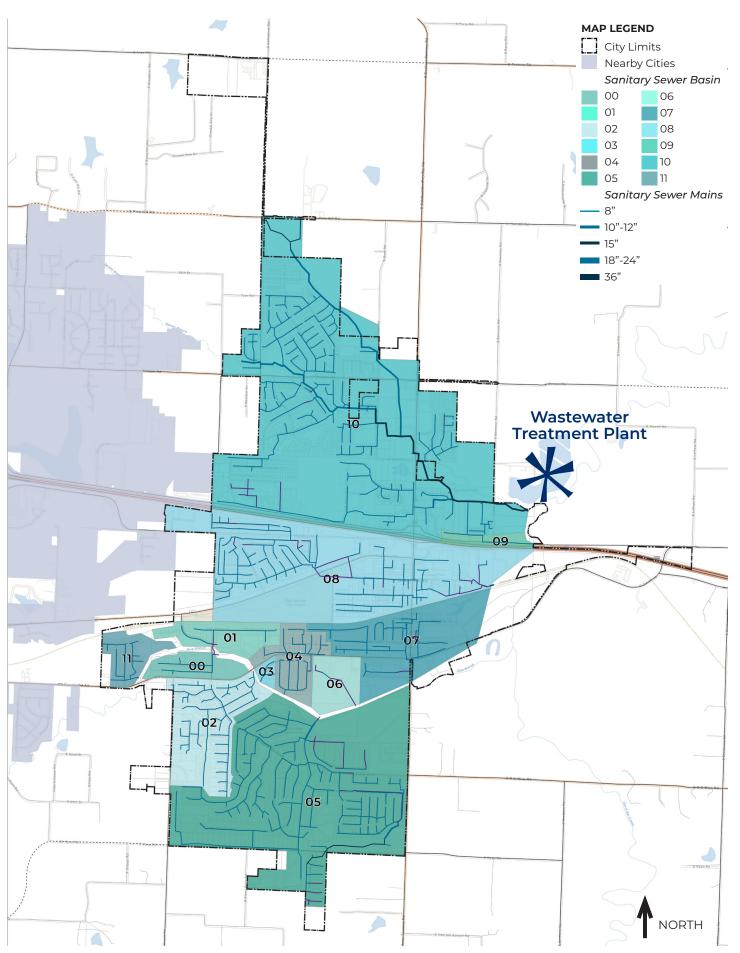


Figure 6.4 Existing Sanitary Sewer Infrastructure in Grain Valley

Storm Sewer

Storm sewers are an integral part of urban infrastructure – helping to prevent flooding, protect property, and maintain the safety and functionality of roadways during rain events. Grain Valley currently has more than 34 miles of storm sewer lines, as shown Figure 6.5.

The only City-owned facilities for stormwater detention/ retention include Butterfly Park's Lake and Farmington Meadows Lake.

As development continues to occur throughout Grain Valley, the City should ensure there is ample stormwater infrastructure and enhance the stormwater systems where necessary. Although there is an extensive storm sewer system in place, significant amounts of the community are serviced by surface drain. In areas of the Future Land Use Plan where there are more intense uses proposed, such as business park or high-density residential, there should be additional consideration for regionalization of stormwater detention facilities.









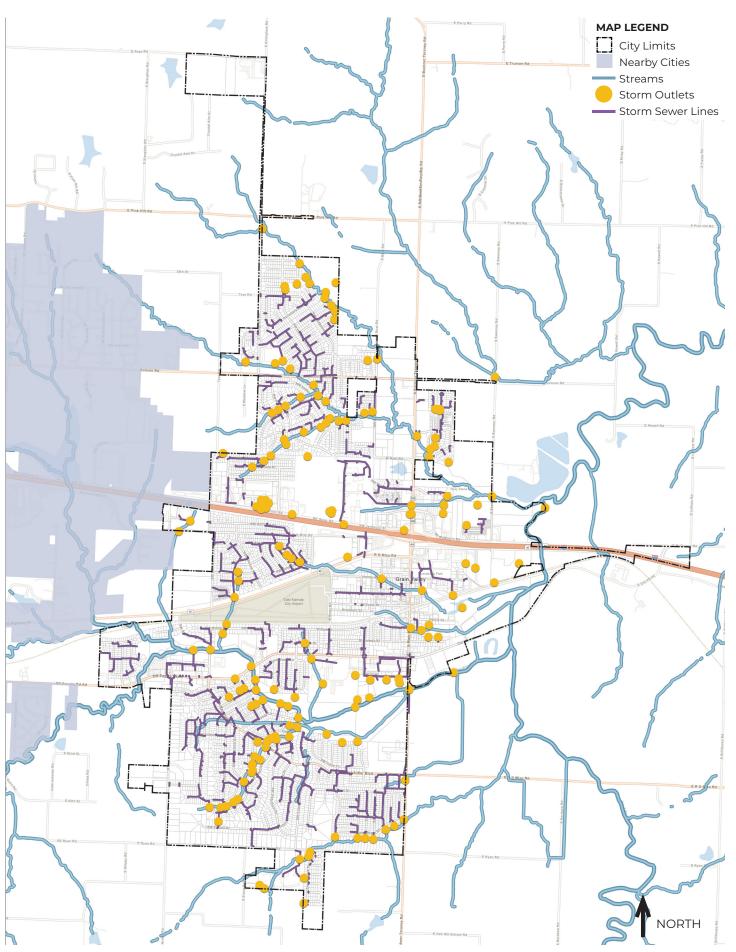


Figure 6.5 Existing Storm Sewer Infrastructure in Grain Valley

Private Utilities

Private utilities play a significant role in serving cities by providing essential services such as electricity (energy), natural gas (Spire), telecommunications (AT&T/SBC/DIRECTV and Comcast/Xfinity), and waste management (AAA Disposal, Lies Trash Service, and GFL Environmental). These privately-owned companies invest in infrastructure, maintain and operate facilities, and deliver services to meet the needs of urban communities. Private utilities often work under regulatory frameworks that govern pricing, service quality, and safety standards to ensure fair and equitable access for customers. Coordinating investments with private utility providers contributes to meeting growing demands for utilities while promoting economic growth and enhancing the quality of life for residents.





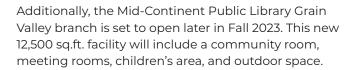






Civic Services in Grain Valley

To further serve the greater Grain Valley community, the City and its respective organizations and departments are taking steps to enhance their facilities. The City's Police Department began construction in March 2023 after voter approval from the community. The department currently shares space with many other City departments in City Hall and this new facility will provide them with the necessary updates and enhancements to maintain quality services.









GROWTH COORDINATION PLAN

Infrastructure and utilities play a crucial role in influencing the development of cities. Well planned and efficiently managed infrastructure, including water supply systems, sanitary sewer, storm sewer, and private utilities, provide the backbone for urban growth. Reliable and accessible utilities such as electricity, natural gas, telecommunications, and waste management enable businesses to thrive, attract investments, and create job opportunities.

The Future Land Use Plan and priority annexation areas identified in Chapter 2 establish priorities for infrastructure and utility improvements. The highest priority annexation area for Grain Valley is the remaining non-floodplain land north of I-70 to the east of the existing city limits. The Future Land Use Plan identifies a mix of regional commercial and medium- and highdensity residential in the proposed annexation area. The second highest priority annexation area for Grain Valley, located north of the existing city limits, is identified in the Future Land Use Plan as a mix of low- to high-density residential, mixed-use, and industrial developments. Access to quality infrastructure and utilities, such as water supply, sanitation, storm sewer, electricity, and telecommunications, will be fundamental to successful city growth.

Water

To accommodate future growth, an additional 2.5 million gallons of water storage will be necessary. The expansion of capacity can occur in stages as funding is available with the phased installation of two water storage tanks, each capable of holding 1.25 million gallons. The location of water storage facilities should be based on a comprehensive evaluation of factors like topography, infrastructure layout, population distribution, and future growth projections. Balancing these considerations ensures efficient water storage and distribution, meeting the water needs of the city while maintaining reliability and sustainability.

Sanitary Sewer

Expansion of the sanitary sewer should be focused to support growth in the priority annexation areas. Grain Valley has already identified two projects to expand the system: Northeast Sewer Interceptor Phase 1 and Southwest Grain Valley Sewer System Expansion. The first project consists of extending sewer service to the area east of Buckner Tarsney Road and north of Duncan Road. The project includes gravity sewer along Seymour

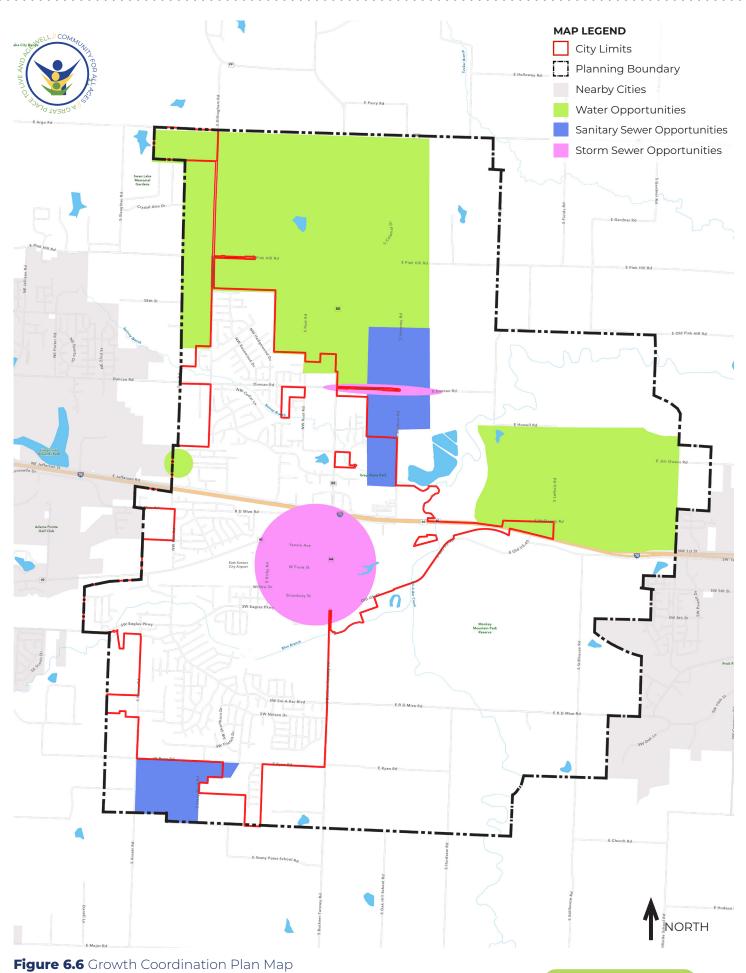
Road and a lift station near the intersection of Duncan Road and Seymour Road. The lift station would be designed to use two pumps initially and provide for a third pump as development occurs. The second project consists of extending the City's sewer system from South Middle School westward to vacant property and support development in the southwest area of the city.

Storm Sewer

As sidewalk and roadway improvements are made throughout the city, stormwater management should be coordinated with transportation improvements. Streets in older neighborhoods, such as west of the downtown area, should be gradually upgraded to modern curb and gutter. For example, Front Street needs sidewalks, which could be coordinated with curb and gutter improvements. For streets in growth areas, hydrology and hydraulic analysis should be conducted to ensure streets are improved to meet growth needs. For example, flooding issues could be addressed across Duncan Road east of Buckner Tarsney Road. In addition to specific project improvements, the City should consider a future study to assess stormwater management needs as wet and dry weather flow gradually increases with development.

Private Utilities

To support critical, but private utility providers in the community, Grain Valley can encourage investment by streamlining the permitting and approval process for private utility projects and explore opportunities for public-private partnerships. For example, to support the growth of remote work, telecommuting, and online business operations, the city should encourage greater high-speed internet access. It facilitates seamless communication, file sharing, and access to cloud-based platforms which enables individuals to work efficiently, collaborate worldwide, and engage in e-commerce activities.



Goals, Policies, and Action Items

To help implement the Growth Coordination Plan and further promote the guiding principles, a series of goals, policies, and action items have been created.

Goal

Goals are objectives or aims which may be broad or specific.

Example: Grain Valley will attract high-quality development for housing, commercial, and business park uses.

Policies

Policies represent on-going principles by which the City should adhere to when approving new development or planning future investments.

Example: New development in Grain Valley should adhere to the land uses identified in the Future Land Use Plan.

Action Items

Action items are specific steps and activities the City should take.

Example: Update the zoning regulations to allow for smaller minimum lot size.

In Chapter 7 - Planning for Implementation, a series of matrices will be provided that include each chapter's goals, policies, and action items. The guiding principle(s) being supported by each goal, policy, or action item will be highlighted. Additional items such as priority or potential partners will also be added.

Guiding Principles



GOAL 6.1

Maintain a high level of service for infrastructure and utilities as the city grows and matures

Policies

- **6.1.1** Perform regular maintenance and inspections to ensure early detection of issues and identify preventative repairs.
- **6.1.2** Replace existing facilities as they become obsolete or fail to meet future service needs.

Action Items

- **6.1.1** Assess and inventory existing facilities and identify maintenance needs.
- **6.1.2** Establish performance standards and implement a monitoring system to track and evaluate the quality, reliability, and efficiency of utility services.

GOAL 6.2

Expand the network of infrastructure and utilities as the city grows in accordance with the Future Land Use Plan

Policies

- **6.2.1** Preserve right-of-way for growth based on future infrastructure needs.
- 6.2.2 Prioritize sustainable infrastructure development, incorporating green technologies, energy efficiency, and resilient design.
- **6.2.3** Coordinate utility improvements with transportation projects to ensure efficient use of funding and construction timelines.
- **6.2.4** Determine appropriate system extensions to support growth in identified growth areas as well as to discourage development in undesirable locations.

Action Items

.....

- **6.2.1** Extend utility services into growth areas identified in the Future Land Use Plan, particularly priority annexation areas.
- **6.2.2** Utilize the City's natural assets, including greenways and streams, to expand green infrastructure.

GOAL 6.3

Utilize community partnerships to maximize return on investment

Policies

- **6.3.1** Encourage public-private partnerships to leverage private sector expertise and resources for utility infrastructure expansion.
- **6.3.2** Partner with public service providers to ensure sustainable development at the regional level.
- **6.3.3** Work with the Mid-America Regional Council (MARC) and surrounding jurisdictions upstream and downstream to address regional water quality.
- **6.3.4** Continue to coordinate with neighboring communities and public service authorities to deliver essential services.

Action Items

6.3.1 Re-assess sanitary sewer agreement with Blue Springs to ensure adequate accommodations for future growth.

chapter SEVEN planning for implementation

OVFRVIEW

Why is implementation important?

The implementation section illustrates the path toward the vision of the Grain Valley Comprehensive Plan through relevant policies and action items that include key partners, further studies or plans needed, and locations for specific initiatives.

Each year, the City of Grain Valley can review the implementation recommendations to evaluate progress, remove tasks that are completed, and bring attention and resources to areas lacking momentum.

Implementation Elements

Goals

Goals are objectives or aims which may be broad or specific.

Policies

Policies represent on-going principles by which the City should adhere to when approving new development or planning future investments.

Action Items

Action items are specific steps and activities the City should take.

Priority Level

Each action has a priority level of low, medium, or high. Higher priority items should take precedence due to time-sensitive tasks, while medium and low priority items could take place over a longer period of time.

Timeframe

Each action item has been assigned a timeframe of either Short-Term (0-4 years), Mid-Term (5-9 years) or Ongoing (10+ years). Many of the ongoing action items represent long-term tasks the City will need to keep up with on a continual basis.

Potential Partners

In order to achieve the identified goals, policies, and action items, partnerships and coordinated efforts will be key. This component presents potential partners for the City to work with for policies and action items.

KC Communities for All Ages

The goals, policies, and action items were evaluated to determine whether they help further the initiatives of the KC for All Ages program. This Mid-America Regional Council program strives to meet the needs of the growing older population in the Kansas City region.

Figure 7.1 Planning for Implementation Outline



Planning Outside the Lines



Planning for Housing



Planning for Transportation



Planning for Economic Development



Planning for Infrastructure & Utilities

IMPLEMENTATION MATRIX

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners		
G1. Goals are objectives or aims which may be broad or specific.						
P 1.1.1	P 1.1.1 Policies represent ongoing principles by which the City should adhere to when approving new development or planning future investments.					
A 1.1.1	Action items are specific steps the City should take.					



KC Communities for All:

Each action is assigned a priority level for implementation based on time sensitivity. These are identified on a scale from low to high with the symbols below.

Priority Level:

Each action is assigned a priority level for implementation based on time sensitivity. These are identified on a scale from low to high with the symbols below.

- Low
- Medium
- ·High

Potential Partners:

Organizations, government bodies, and other entities that will help make a policy or action item possible.

Timeframe:

The length of time anticipated for a given action item to be completed. Below are the symbols for short, mid, long-term, and ongoing.

- · Short-term
- · Mid-term
- Ongoing

IMPLEMENTATION - PLANNING OUTSIDE THE LINES

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners		
Goal 2	.1: Promote a balanced mix of land uses th	nat supports	s growth and	d development		
P 2.1.1	Preserve sensitive environmental areas such as floodpareas with significant tree cover.	olain, wetlands,	areas adjacent to	streams, and		
P 2.1.2	Support a variety of residential typologies and densition	es to achieve th	e target mix.			
P 2.1.3	Continue to locate commercial and business park uses along key corridors.					
A 2.1.1	Identify necessary infrastructure improvements to support development.	Medium	Short-term			
A 2.1.2	Update the zoning and subdivision regulations to support the Future Land Use Plan and any goals, policies, or action items included in the plan.	High	Ongoing			
A 2.1.3	Utilize previous planning efforts in conjunction with the Future Land Use Plan to identify long-range transportation and infrastructure investments.	Medium	Short-term			
A 2.1.4	Promote flexibility in zoning to encourage a mix of development.	Low	Ongoing	Local developers, Grain Valley Chamber of Commerce		
A 2.1.5	Update the comprehensive plan periodically and perform an annual review to present to the Planning and Zoning Commission and the Board of Aldermen.	High	Ongoing			
Goal 2	.2: Follow best practices for growth and d	evelopmen	t.			
P 2.2.1	Require all new developments to be fully served by pusidewalks, trails, and municipal water and sewer services.		ure, including pa	ved streets,		
P 2.2.2	Discourage island annexation development.					
P 2.2.3	Require buffers between incompatible land uses, such	n as business pa	ork and residentia	al land.		
P 2.2.4	Utilize transition zones, as identified in the Future Lan intensities of all uses.	d Use Plan, to g	gradually change	densities and		
P 2.2.5	Discourage rural subdivisions.					
P 2.2.6	Limit the use of culs-de-sac and dead-end streets to p	romote thru co	nnections.			
P 2.2.7	Preserve the right-of-way and easement corridors for	utilities and fut	ure streets.	a a de la companya de		
P 2.2.8	Require sidewalks on both sides of the street and ider	ntify connection	s to the trail net	work.		
A 2.2.1	Prioritize high-density residential developments where recommended in the Future Land Use Plan to minimize impact on City-operated infrastructure.	High	Ongoing	Local developers		
A 2.2.2	Actively pursue infill development opportunities to increase efficiency of land development.	Medium	Ongoing	Local developers		

IMPLEMENTATION - PLANNING OUTSIDE THE LINES

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners	
Goal 2	Goal 2.2: Follow best practices for growth and development.				
A 2.2.3	Continue to coordinate with neighboring communities to avoid duplication of infrastructure expansion and improvements.	Low	Ongoing	Blue Springs, Oak Grove	
A 2.2.4	Require any proposed developments that cannot connect to City infrastructure to provide dry sewer mains, easements, plans, and agreements to connect to services in the future.	High	Ongoing		
	3: Promote quality new development and of Grain Valley thrive	l infill redev	elopment to	ensure all	
P 2.3.1	Encourage infill development and contiguous growth	to help preserv	ve Grain Valley's h	istoric core.	
P 2.3.2	Within proposed commercial and mixed-use districts, maintain, and encourage walkable, mixed-use infill de		ning designation	s support,	
P 2.3.3	As the community attracts more density in residential ensure greenspace is incorporated to provide community			laces.	
P 2.3.4	Promote infill and housing rehabilitation of existing pr	roperties and v	acant lots.		
P 2.3.5	Consider opportunities for alternative routing and con	nections throu	gh Downtown.		
P 2.3.6	Preserve street-facing parcels along major streets for one downtown to support the viability of in-town retail.	commercial and	d mixed-use deve	elopment in	
A 2.3.1	Consider creating a flexible package of financial incentives to assist in attracting infill development around key commercial corridors and mixed-use development sites as identified in the Future Land Use Plan.	Medium	Short-term		
A 2.3.2	Review the zoning code for requirements that may be discouraging new development and redevelopment for infill projects.	Low	Short-term		

IMPLEMENTATION - PLANNING FOR HOUSING

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners	
	.1: Attract quality residential development residents.	ts to meet t	he needs of o	current and	
P 3.1.1	Follow the Future Land Use Plan for all proposed resid	lential developr	nents.		
P 3.1.2	Support move-up housing options within the community to increase housing mobility.				
P 3.1.3	Support alternative residential developments, such as accessory dwelling units (ADUs) and cluster homes to increase housing opportunities in Grain Valley.				
P 3.1.4	Explore partnerships to incentivize prospective reside	nts to move to	Grain Valley.		
A 3.1.1	Update the City's website to showcase projected population growth and housing demand.	Low	Short-term		
A 3.1.2	Review and update any zoning districts that are not in alignment with the Future Land Use Plan categories.	High	Short-term		
A 3.1.3	Conduct a housing windshield survey of the historic residential core to monitor condition and preserve the existing housing stock.	Low	Short-term		
	.2: Utilize best management practices (BN esigned neighborhoods	MPs) to crea	te connected	l,	
P 3.2.1	Promote organic growth and limit leapfrog developm	ent.			
P 3.2.2	Limit culs-de-sac to allow for greater thru connection	in the roadway	network.		
P 3.2.3	Ensure there is ample City-operated infrastructure to	support propos	ed residential de	velopments.	
P 3.2.4	Utilize code enforcement to maintain quality and clea	n neighborhoo	ds in Grain Valley.		
P 3.2.5	Promote pedestrian-focused design in residential block lengths, and planting strips large enough to acc			, short	
P 3.2.6	Development within the floodplain should be discourathe floodplain that must comply with the City's floodp	•	•	does occur within	
P 3.2.7	Preserve and expand the tree canopy.				
P 3.2.8	Require greenscaping and/or trees in all new resident	ial developmen	ts.		
P 3.2.9	Require sidewalks on both sides of the street to impro amenities and schools.	ve walkability a	and connectivity t	o nearby	

IMPLEMENTATION - PLANNING FOR HOUSING

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners		
	Goal 3.2: Utilize best management practices (BMPs) to create connected, well-designed neighborhoods					
A 3.2.1	Adopt a tree preservation ordinance.	High	Short-term	Grain Valley Parks and Recreation?		
A 3.2.2	Update the City's tree planting standards to better specify species, quantity, and caliper of trees throughout the community.	High	Short-term	Grain Valley Parks and Recreation?		
A 3.2.3	Adopt residential design guidelines for multi-family developments.	Low	Mid-term			
A 3.2.4	Create a plan to have an interconnected network of sidewalks and trails to optimize mobility between neighborhoods and the greater regional area.	High	Short-term	MoDOT, Grain Valley Parks and Recreation		
Goal 3.	3: Support a variety of densities for reside	ntial develo	pment			
P 3.3.1	Allow for medium- and high-density developments bas Future Land Use Plan.	ed on the locati	ons identified in t	he		
P 3.3.2	Support and encourage multi-family developments to a	achieve the targ	et mix.			
P 3.3.3	Ensure multi-family areas are connected to amenities, s	such as parks an	d trails.			
P 3.3.4	Maintain high design standards for multifamily develop affordability component.	ments, especia	lly those with an			
P 3.3.5	Discourage the location of manufactured housing in or	near the floodp	lain.			
A 3.3.1	Review and update the zoning code as needed to ensure it is supportive of the desired densities and typologies.	High	Short-term			
A 3.3.2	Establish a long-term plan to adopt a Rental Housing Inspection Program to ensure the quality of rentals remain high and renters are able to obtain safe and quality housing.	High	Mid-term			

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners			
	.1: Maintain existing infrastructure as the decements to address safety and operationa		s and prioriti	ze			
P 4.1.1	Maintain safety and acceptable levels of service on ma	jor corridors an	d intersections.				
P 4.1.2	Maintain and repair existing roadways to preserve good condition.						
P 4.1.3	Support incremental improvements to address existing	Support incremental improvements to address existing ADA accessibility needs through the city.					
A 4.1.1	Conduct traffic studies to assess crash history, safety risks, delay, and queuing issues in growing areas. Key roadways to monitor include: (a) Buckner Tarsney Road, (b) Duncan Road, and (c) Eagles Parkway. Key intersections to monitor include: (a) Buckner Tarsney Road & Duncan Road, (b) Tyer Road & Duncan Road, (c) Highway 40 & Sni-A-Bar Boulevard, and (d) Highway 40 & Barr Road.	High	Mid-term	MoDOT			
A 4.1.2	Conduct a routine pavement condition assessment to objectively prioritize roadway segments for maintenance. Allocate sufficient funds to an annual street maintenance program as a component of the City's Capital Improvement Program.	Medium	Ongoing				
A 4.1.3	Develop an ADA Transition Plan to identify access barriers in developed areas and outline a budget and timeline for accessibility improvements.	Medium	Short-term				
	.2: Expand roadway network to enhance e ctivity as City grows	ast-west ar	nd north-sou	th			
P 4.2.1	Preserve right-of-way for growth based on the Future	Streets Plan.					
P 4.2.2	Advocate for new corridors to and across I-70 to conne Grain Valley community.	ct the northerr	n and southern a	reas of the			
P 4.2.3	Coordinate utility improvements with transportation p construction timelines.	rojects to ensu	re efficient use o	f funding and			
A 4.2.1	Develop design standards and preferred right-of- way needs for street classifications.	Medium	Short-term				
A 4.2.2	Conduct interchange and corridor alignment studies to explore the east corridor concept including Lefholz Road/Old Highway 40/Stillhouse Road alignments with a new interchange at I-70. Coordinate with MoDOT and neighboring cities to study this major concept.	High	Ongoing	MoDOT, Oak Grove			
A 4.2.3	Conduct interchange and corridor alignment studies to explore the west corridor concept including Sni-A-Bar Boulevard/Barr Road/Tyer Road alignments with connectivity across I-70. Coordinate with MoDOT, CPKC, neighboring cities, and the airport to study this major concept.	Low	Long-term	MoDOT, CPKC, neighboring cities (Blue Springs, Oak Grove)			

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners		
	2: Expand roadway network to enhance e ctivity as City grows	ast-west an	d north-sout	h		
A 4.2.4	Explore intersection improvements to improve connections, safety, and traffic flows at: (a) Duncan Road and Dillingham Road intersection (b) Buckner Tarsney Road and SW Sni-A-Bar Boulevard and (c) SW Eagles Parkway and Kirby Road.	Medium	Mid-term	MoDOT		
A 4.2.5	Focus utility improvements in identified growth areas based on the Future Land Use Plan, particularly to support development in priority annexation areas.	Medium	Mid-term			
A 4.2.6	Study options to resolve impacts from trains blocking major street crossings. Work with MoDOT and railroad representatives on timing and funding sources.	Medium	Mid-term			
Goal 4.	4.3: Establish an integrated active transportation network for both					
non-m	otorized travel and recreational use					
P 4.3.1	Support active transportation such as walking, biking, modes of transportation throughout the city.	and rolling as	safe and comfort			
P 4.3.2	Prioritize multi-modal connections to schools, parks, a	nd other comn	nunity destination	ns.		
P 4.3.3	Require new developments and other planned improvand/or pedestrian facilities.	ements to incl	ude appropriate l			
P 4.3.4	Preserve right-of-way along non-roadway corridors for	future trail cor	nnections.			
A 4.3.1	Conduct a robust active transportation assessment to create more detailed plans for on-street bicycle facilities, shared-use paths, trails, and sidewalk. Consider adopting a Complete Streets policy to outline how the city will plan, design, and maintain streets that are safe for user of all ages and abilities.	High	Short-term			
A 4.3.2	Focus improvements in identified priority areas based on the Active Transportation Plan, particularly to support safe routes to schools, access to parks, and across physical barriers such as major roadways and the railroad. Key areas to consider include: (a) Eagles Parkway, (b) Kirby Road, (c) Buckner Tarsney Road, and (d) Duncan Road.	High	Ongoing	MoDOT, CPKC		
A 4.3.3	Develop standards for bicycle and pedestrian facilities based on roadway functional classification. Potential standards to consider may include: (a) sidewalk on both sides of the street in new residential developments and (b) providing a shared-use path on all arterials and major collectors.	Medium	Short-term			
A 4.3.4	Utilize the city's natural assets, including greenways and streams, to expand the trail network as identified in Active Transportation Plan. In areas where a vehicular roadway connection is not provided, such as between developments or in areas with multiple cul-de-sacs, consider providing trail connections to ensure bicycle and pedestrian connectivity between these areas.	Low	Ongoing	Grain Valley Parks and Recreation		

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners	
	4: Coordinate with local, regional, and starements	te partners	to advance t	ransportation	
P 4.4.1	Ensure regional and statewide planning documents of	utline the city's	transportation p	riorities.	
P 4.4.2	Coordinate transportation improvement projects and	schedules with	neighboring juri	sdictions.	
P 4.4.3	Seek regional, state, and federal funding opportunities	s to leverage fu	nds.		
P 4.4.4	Monitor other forms of transportation in the city includes a fety and connectivity needs.	ding transit, rai	Iroads, and airpo	rts to address any	
A 4.4.1	Update the regional functional classification system, maintained by the Mid-America Regional Council (MARC), to ensure consistency with the Future Streets Plan. Continue to routinely submit projects for inclusion in regional and state planning documents to position the City for future funding opportunities.	High	Short-term		
A 4.4.2	Coordinate with Blue Springs, Oak Grove, Jackson County, and MoDOT to ensure projects support transportation needs within and beyond the Grain Valley city limits. Key areas to monitor for coordination include: (a) I-70 and outer roads, (b) Buckner Tarsney Road, (c) Highway 40, (d) Eagles Parkway, (e) East Corridor concept, and (f) West Corridor concept.	Medium	Mid-term	Blue Springs, Oak Grove, Jackson County, and MoDOT	
A 4.4.3	Identify eligibility requirements and timelines for cost-share funding opportunities. Maintain a list of potential projects and partnerships for funding applications.	Medium	Ongoing		
A 4.4.4	Advocate for safety and connectivity needs with other transportation agencies including the Kansas City Area Transportation Authority (KCATA), Canadian Pacific Kansas City (CPKC) Railroad, and the private East Kansas City Airport. Key areas for potential coordination include: (a) extending the rail siding to reduce delays at at-grade crossings, (b) extending commuter bus service or micro-transit service in eastern Jackson County, and (c) relocation of the private airport to support mutually beneficial development needs.	High	Mid-term	KCATA, CPKC, East Kansas City Airport	
Goal 4.5: Enhance local identity and sense of place through transportation placemaking.					
P 4.5.1	Create a sense of place by highlighting distinct district	ts, nodes, and c	orridors within t	ne city.	
P 4.5.2	Utilize transportation infrastructure and related amen Grain Valley community.	ities to establis	h a sense of arriv	al into the	

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners	
	Goal 4.5: Enhance local identity and sense of place through transportation placemaking.				
A 4.5.1	Develop a streetscape plan that incorporates different hardscape treatments, landscaping, and other amenities to support public places.	Low	Mid-term		
A 4.5.2	Develop gateway features and wayfinding elements at key entrance points to Grain Valley.	Low	Short-term		

IMPLEMENTATION - PLANNING FOR ECONOMIC DEVELOPMENT

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners
	: Enhance Downtown through geographi ements, and business offerings	c expansior	n, street	(a)
P 5.1.1	Encourage a more vibrant streetscape through façade sidewalk enhancements to activate Downtown.	e improvements	s, outdoor seating	g, and
P 5.1.2	Support business attraction and retention, specifically	of restaurants	and retail stores.	
P 5.1.3	Create temporary and permanent spaces for outdoor	community inte	eraction.	
P 5.1.4	Encourage Downtown expansion northward along Bu and Yennie Street.	ckner Tarsney I	Road between W	alnut Street
P 5.1.5	Divert truck traffic around Downtown in order to lesse main stretch, creating a more attractive pedestrian en	_	disturbance thro	ough the
P 5.1.6	Create a Wayfinding and Signage Master Plan for Dow	vntown Grain Va	alley.	
A 5.1.1	Work with the Grain Valley Chamber of Commerce to create street beautification programs for local businesses.	Medium	Ongoing	Grain Valley Chamber of Commerce
A 5.1.2	Create design standards for the area south of Downtown on Buckner Tarsney Road to continue a pleasant pedestrian experience that attracts foot traffic from Downtown.	Medium	Short-term	
A 5.1.3	Create a downtown-specific policy guide for prospective businesses that will enhance and contribute to the vitality of Downtown.	Medium	Long-term	Grain Valley Chamber of Commerce
A 5.1.4	Develop a program to expand outdoor seating opportunities for businesses in Downtown Grain Valley.	Medium	Long-term	Grain Valley Chamber of Commerce
A 5.1.5	Collaborate with Grain Valley Parks and Recreation Department to identify areas in Downtown Grain Valley for outdoor community events.	Medium	Long-term	Grain Valley Chamber of Commerce
A 5.1.6	Collaborate with property owners along Buckner Tarsney Road between Walnut Street and Yennie Street to discuss the possibility of mixed-use developments.	Low	Ongoing	Property owners
A 5.1.7	Coordinate efforts with MoDOT to create an alternate route for trucks traveling north-south on Buckner Tarsney Road, possibly utilizing R.D. Mize Road and Stillhouse Road as the bypass.	Medium	Long-term	MoDOT

IMPLEMENTATION - PLANNING FOR ECONOMIC DEVELOPMENT

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners	
Goal 5.2	: Encourage industrial growth along key o	corridors		\text{\ti}\text{\ti}}\\ \tittt{\text{\text{\text{\text{\text{\texi}\text{\text{\text{\text{\text{\texi}\text{\texit{\texit{\text{\texit{\texi}\text{\texit{\text{\texi}\titt{\text{\texi}\titt{\text{\texi{\texi{\texi{\texi{\texi}	
P 5.2.1	Support existing businesses and attract prospective b	usinesses along	g and north of I-7	0.	
P 5.2.2	Pursue development expansion following the Future Land Use Plan, acknowledging opportunities and constraints of the physical features of Grain Valley.				
P 5.2.3	Ensure residents and visitors alike have accessible opposition centers through multiple modes of transportation.	portunities to re	each retail and co	ommercial 🕝	
A 5.2.1	Continue to collaborate with the Grain Valley Chamber of Commerce to ensure existing and prospective businesses can fully embrace resources and incentives available to them.	Medium	Ongoing	Grain Valley Chamber of Commerce	
A 5.2.2	Coordinate with MoDOT to fulfill construction of the I-70 interchange, a new connection that will provide key opportunities for highway industrial growth.	High	Short-term	MoDOT	
A 5.2.3	Pursue high-quality development in the north and west regions of the city, while allowing for more flexible, open spaces within the floodplain.	Medium	Mid-term	Developers, Grain Valley Chamber of Commerce	
A 5.2.4	Collaborate with Blue Springs, Oak Grove, Jackson County, MoDOT, and OATS Transit to make sure transportation needs within and around Grain Valley are accessible to all and can connect people to opportunities.	Medium	Ongoing	Blue Springs, Oak Grove, Jackson County, MoDOT, and OATS Transit	
Goal 5.3	: Expand job opportunities within Grain V	alley			
P 5.3.1	Support business growth in key corridors, specifically	along I-70 and	Downtown.		
P 5.3.2	Encourage suburban-type commercial growth along E and Highway 40.	Buckner Tarsne	y Road, between	the railroad	
P 5.3.3	Increase the prominence of the service sector through development nodes.	supporting bu	ısiness attractior	in key	
A 5.3.1	Identify target industries to expand and promote the economic vitality of the region.	Low	Mid-term	Local developers	
A 5.3.2	Expand retail offerings that could provide both daily needs and quality jobs for residents.	High	Ongoing	Local developers, business owners	
A 5.3.3	Actively seek out industries and businesses that would positively compliment the existing industry in Grain Valley.	Low	Ongoing	Local developers	

IMPLEMENTATION - PLANNING FOR INFRASTRUCTURE & UTILITIES

No.	Goal/Policy/Action Item	Priority Level	Timeframe	Potential Partners	
	I: Maintain a high level of service for infras and matures	structure ar	nd utilities as	the city	
P 6.1.1	Perform regular maintenance and inspections to ensu preventative repairs	re early detecti	on of issues and	dentify	
P 6.1.2	Replace existing facilities as they become obsolete or	fail to meet fut	ure service needs	•	
A 6.1.1	Assess and inventory existing facilities and identify maintenance needs.	High	Short-term		
A 6.1.2	Establish performance standards and implement a monitoring system to track and evaluate the quality, reliability, and efficiency of public utility services.	Low	Mid-term		
	2: Expand the network of infrastructure a ance with the Future Land Use Plan.	nd utilities	as the city gr	ows in	
P 6.2.1	Preserve right-of-way for growth based on future infra	structure need	s.		
P 6.2.2	Prioritize sustainable infrastructure development, inco	orporating gree	n technologies, e	nergy efficiency,	
P 6.2.3	Coordinate utility improvements with transportation property construction timelines.	orojects to ensu	re efficient use o	f funding and	
P 6.2.4	Determine appropriate system extensions to support of discourage development in undesirable locations.	growth in ident	ified growth area	s as well as to	
A 6.2.1	Extend utility services into growth areas identified in the Future Land Use Plan, particularly priority annexation areas.	Medium	Mid-term		
A 6.2.2	Utilize the City's natural assets, including greenways and streams, to expand green infrastructure.	Low	Mid-term		
Goal 6.	3: Utilize community partnerships to max	imize returr	n on investm	ent.	
P 6.3.1	Encourage public-private partnerships to leverage privinfrastructure expansion.	ate sector exp	ertise and resour	ces for utility	
P 6.3.2	Partner with public service providers to ensure sustain	nable developm	ent at the region	al level.	
P 6.3.3	Work with the Mid-America Regional Council (MARC) and surrounding jurisdictions upstream and downstream to address regional water quality.				
P 6.3.4	Continue to coordinate with neighboring communities services.	s and public se	rvice authorities t	o deliver essential	
A 6.3.1	Re-assess sanitary sewer agreement with Blue Springs to ensure adequate accommodations for future growth.	High	Short-term		

