



AGENDA

Raymore Planning and Zoning Commission Regular Meeting
City Hall – 100 Municipal Circle
Tuesday, May 6, 2025
6:00 PM

- 1. Call to Order**
- 2. Roll Call**
- 3. Pledge of Allegiance**
- 4. Personal Appearances**
- 5. Consent Agenda**
 - A. Approval of Minutes from the April 15, 2025 Meeting
- 6. Unfinished Business**
 - A. Case No. 25007: Hibner Acres Lot 1-B Rezoning: C-2 to C-2P (public hearing)
- 7. New Business**
 - A. Raymore Blueprint 2045 - Comprehensive Plan (public hearing)
 - B. Case No. 25012: Madison Valley 5th Final Plat
- 8. City Council Report**
- 9. Staff Report**
- 10. Public Comment**
- 11. Commission Member Comment**
- 12. Adjournment**

Any person requiring special accommodation (i.e., qualified interpreter, large print, hearing assistance) in order to attend this meeting, please notify this office at (816) 331-3324 no later than forty eight (48) hours prior to the scheduled commencement of the meeting.

Hearing aids are available for this meeting for the hearing impaired. Inquire with the City Clerk, who sits immediately left of the podium as one faces the dais.

THE **PLANNING AND ZONING COMMISSION** OF THE CITY OF RAYMORE, MISSOURI, MET IN REGULAR SESSION **TUESDAY, APRIL 15 2025** IN THE COUNCIL ROOM AT RAYMORE CITY HALL, 100 MUNICIPAL CIRCLE, RAYMORE, MISSOURI WITH THE FOLLOWING COMMISSION MEMBERS PRESENT: LOREN SHANKS, JIM PETERMANN, MATTHEW WIGGINS, KELLY FIZER, ERIC SMITH, MARION URQUILLA, AND MAYOR TURNBOW. ABSENT WAS ERIC BOWIE AND AARON HARRISON. ALSO PRESENT WAS DEVELOPMENT SERVICES DIRECTOR DAVID GRESS, CITY PLANNER DAVE MCCUMBER, CITY ATTORNEY JONATHAN ZERR, AND ADMINISTRATIVE ASSISTANT EMILY JORDAN.

1. Call to Order – Chairman Wiggins called the meeting to order at 6:00 p.m.

2. Pledge of Allegiance

3. Roll Call – Roll was taken and Chairman Wiggins declared a quorum present to conduct business.

4. Personal Appearances - None

5. Consent Agenda

a. Approval of Minutes from the March 18, 2025 meeting.

Motion by Commissioner Urquilla, Seconded by Commissioner Smith to approve the Consent Agenda.

Vote on Motion:

Commissioner Bowie	Absent
Commissioner Shanks	Aye
Commissioner Petermann	Aye
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 7-0-0.

6. Unfinished Business - None

7. New Business -

a. Case #25009 - Timber Ridge Final Plat

Sean Siebert, developer for the project, came to the podium to give an overview of the request. Mr. Siebert noted that they would like work to begin on the project in 30 days if the case was approved.

City Planner Dave McCumber gave an overview of the case, including the staff report, existing and surrounding zonings, past planning actions, alignment with the Comprehensive Plan, Staff comments, and findings of fact. Mr. McCumber noted that there will be 35 2-family lots with 2 tracts of common land. The street names listed on the plat are not in compliance with City regulations, so the applicant will resubmit the street names once they have been revised. Johnston Drive was constructed as a GO bond project, and once the connection is made to the new development, sidewalks and street lights will be added by the developer to complete

the project. There will also be storm water improvements made in the development. Staff recommends the Commission accept the proposed findings of fact and forward the case to the City Council with a recommendation of approval.

Commissioner Urquilla asked if the street name revisions are included as a condition of approval.

Development Services Director David Gress confirmed that yes, it is included as a condition.

Motion by Commissioner Urquilla, seconded by Commissioner Fizer to accept the Staff proposed findings of fact and forward Case #25009, Timber Ridge Final Plat, to the City Council with a recommendation of approval, subject to the conditions as presented.

Vote on Motion:

Commissioner Bowie	Absent
Commissioner Shanks	Aye
Commissioner Petermann	Aye
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 7-0-0.

b. Hibner Acres Lot 1-B Rezoning C-2 to C-2P (*public hearing*)

The case was continued until May 6th due to an error at the North Cass Herald, which missed the required publishing date. Because of this, the public notification was published on April 17, 2025, creating the need for the public hearing to be continued to the May 6, 2025 regular meeting of the Planning and Zoning Commission.

Vote on Motion:

Commissioner Bowie	Absent
Commissioner Shanks	Aye
Commissioner Petermann	Aye
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 7-0-0.

8. City Council Report

City Attorney Jonathan Zerr gave an update on the most recent City Council meetings held since the Commission last met.

9. Staff Report

Mr. Gress gave the monthly department report, and noted that Commissioner Petermann will be leaving the Commission and moving. Mr. Gress also commented on the APA Conference in Denver that he, Mr. McCumber, and Commissioner Fizer attended.

10. Public Comment

There were no public comments.

11. Commission Member Comment

Commissioner Shanks thanked Staff, and wished Commissioner Petermann well.

Commissioner Petermann thanked Staff and noted his appreciation for his years of service to the Commission.

Chairman Wiggins thanked Staff, thanked Commissioner Petermann for his service, congratulated the Mayor on reelection, and wished everyone a happy Easter.

Commissioner Fizer wished Commissioner Petermann well, thanked Staff, and commented on her time at the APA conference.

Commissioner Smith thanked Staff and wished Commissioner Petermann well.

Commissioner Urquilla thanked Staff, wished Commissioner Petermann well, and congratulated the Mayor on reelection.

Mayor Turnbow thanked Staff and Commissioner Petermann.

12. Adjournment

Motion by Commissioner Urquilla, Seconded by Commissioner Petermann, to adjourn the April 15, 2025 Planning and Zoning Commission meeting.

Vote on Motion:

Commissioner Bowie	Absent
Commissioner Shanks	Aye
Commissioner Petermann	Aye
Commissioner Harrison	Absent
Commissioner Fizer	Aye
Commissioner Smith	Aye
Commissioner Urquilla	Aye
Mayor Turnbow	Aye
Chairman Wiggins	Aye

Motion passed 7-0-0.

The April 15, 2025 meeting adjourned at 6:20pm.

Respectfully submitted,
Emily Jordan

----- Forwarded message -----

From: **Allen Edmonds** <allen@northcassherald.com>

Date: Wed, Mar 26, 2025 at 10:56 PM

Subject: Re: Publications for Notice of Public Hearings

To: David McCumber <dmccumber@raymore.com>

This Message Is From an External Sender

This message came from outside your organization.

Dave,

I just noticed I inadvertantly ran the RFQ twice, and failed to get the April 15 public hearing notice in. I assume the public hearing notice will be okay to run next week (April 3) instead? Sorry about that!

Allen Edmonds - Editor/Co-Owner - North Cass Herald - [120 Main Street - Belton, MO 64012](#)

[Office: 816-322-2375](#) - Fax: 816-322-2376

April 11, 2025

Re: Publication Error for Public Hearing

Dear Planning & Zoning Commissioners,

Branched Out Gutters is a development project that was originally scheduled for a public hearing with the Commission on April 15, 2025. A Notice of Public Hearing was sent to the North Cass Herald on March 21, 2025, to be published in the March 27th edition of the paper. Staff was notified by the North Cass Herald, as shown in email attachment, that a mistake had been made and the public hearing was not published in time to meet the deadline for publication. While Good Neighbor Meeting notices were mailed out, a meeting was held, and no concerns were made regarding the project, the original Planning & Zoning Meeting was advertised to those surrounding the property owners.

Since a hearing cannot be legally held due to the error with publication, the hearing for Branched Out Gutters should be opened and continued to the May 6, 2025, meeting of the Planning & Zoning Commission. Fortunately, the adjustment to the project schedule does not impact the originally planned date for the City council review.

Please let me know if you have any questions.

Sincerely,



Dave McCumber | Senior Planner

City of Raymore | 100 Municipal Circle

(816) 392.3016 | dmccumber@raymore.com

Branched Out Gutters REZONING "C-2" to "C-2P"

APPLICANT

Property Owner:	Mike Blythe Outbranch Properties, LLC
Engineering/Arch. Firm	Tom Bartosiewicz Site Consulting Engineers, LLC

PROJECT LOCATION

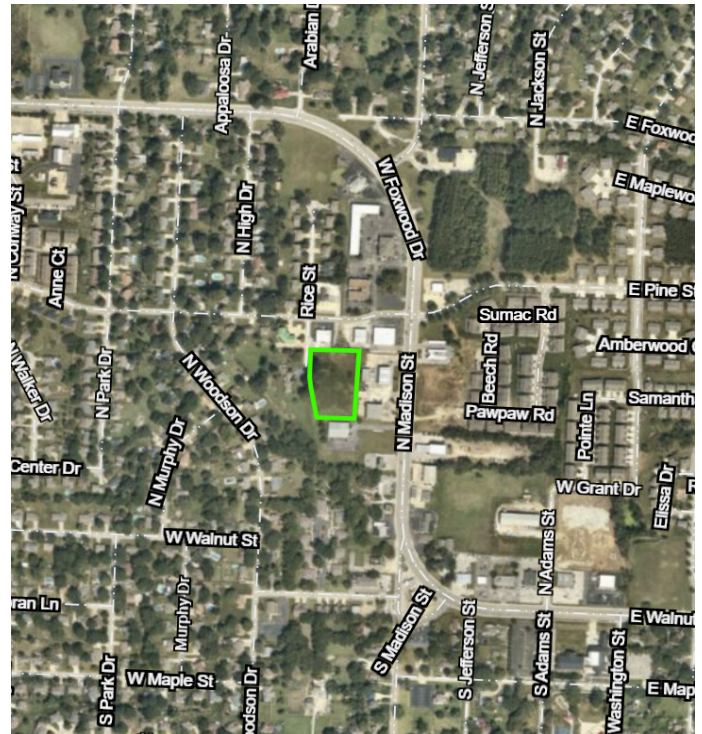
Hibner Acres Lot 1B

REQUESTED ACTION

Rezoning

PROJECT NARRATIVE

An application was filed requesting rezoning from "C-2" General Commercial to "C-2P" General Commercial, Planned, as well as a Concept Plan to convey the general layout and architectural design of the development.



ZONING AND LAND USE SUMMARY

EXISTING ZONING

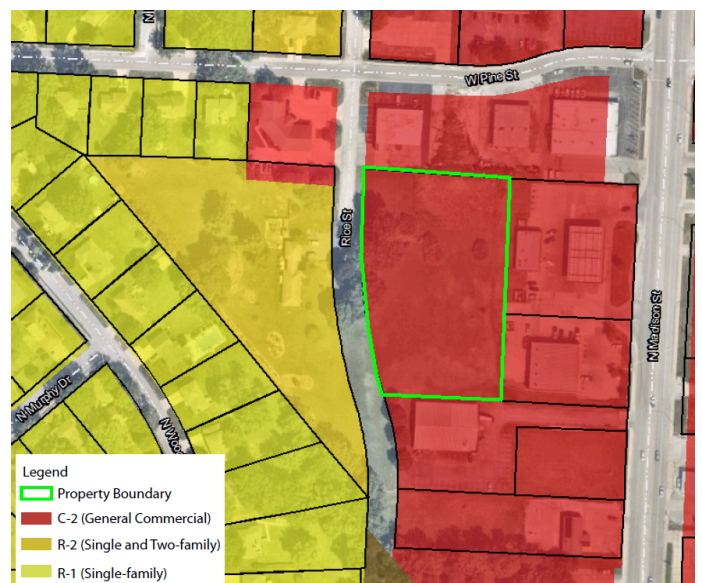
"C-2" General Commercial

PROPOSED ZONING

"C-2P" General Commercial, Planned

SURROUNDING ZONING & LAND USE

- North:** "C-2" General Commercial District - Sport and Recreation Participant
- South:** "C-2" General Commercial District - Retail Sales, Small
- East:** "C-2" General Commercial District - Gas Station & Retail Sales, Small



West: "R-2" Single and Two-Family Residential
District - Dwelling, Single-family Detached

TOTAL LOT SIZE

NUMBER OF LOTS

1.96 Acres
Length North to South: +/-380-ft
Width East to West: +/- 250-ft

1

INFORMATIONAL NOTICES OR MEETINGS

NOTICE	DATE
Good Neighbor Meeting	Mar 26, 2025
Public Hearing Notice	- March 27, 2025 - April 24, 2025

GOOD NEIGHBOR MEETING SUMMARY

A Good Neighbor Meeting was held on Wednesday March 26, 2025. Applicant Mike Blythe, in addition to City Staff Dave McCumber and David Gress attended the meeting. 1 resident attending the meeting, the owner of 234 N Rice St (directly west of the subject property).

The resident was generally in support of the project, and the discussion focused primarily on the screening requirements between the resident's home and the subject property. Staff outlined the requirements for a solid screening wall along the property line, in addition to a landscape buffer on the west side of the wall, on the applicant's property.

The screening requirements discussed at the Good Neighbor meeting have been incorporated into the project MOU as was discussed at the meeting, and will be re-reviewed for full-compliance upon the submission and review of a site plan application.

PAST PLANNING ACTIONS

- On March 9, 2004, the Board of Zoning Adjustment approved a variance from then Section 405 Table D. Area, Bulk, and Height Regulations-Commercial and Industrial,

which required the commercially zoned lot of Hibner Acres to have a minimum of 100-ft of street frontage. The variance allowed for 0-ft of frontage to be required as there were plans to vacate the right-of-way that contained Rice Street along the property's west boundary. Access by way of easement dedication was to be granted on a future replat of the property that allowed access from N Madison Street to the east.

2. On April 6, 2004, the Planning and Zoning Commission voted to recommend approval for a replat of Hibner Acres, which created lot 1B (subject of this Variance Application) and required that no access be allowed to Rice Street if the property remained commercially zoned. Furthermore, the plat dedicated an access easement between the now Casey's General Store and O'Reilly Auto Parts buildings to N Madison Street.
3. On May 4, 2004, The Planning and Zoning Commission voted to recommend approval for a request to vacate a portion of Rice Street, which was forwarded to the City Council and approved on June 14, 2004, by Bill 1733. All but 100-ft of the right-of-way containing Rice Street was vacated along the frontage of Hibner Acres Lot 1B. With the approval of the vacation, the variance granted by the Board of Zoning Adjustment on March 9, 2024 from Section 405 Table D was no longer necessary, however is still active on the property.
4. On February 12, 2025, The Board of Zoning Adjustment voted to approve with conditions a Variance of Use for Hibner Acres, Lot 1B, to allow the Construction Sales and Service land use on the property. The conditions of the approval were as follows:
 - a. *The variance shall permit the Construction Sales and Service land use on Lot 1B of Hibner Acres including the uses permitted in the "C-2" General Commercial District, except:*
 - i. *Adult Business*
 - ii. *Animal Services - Kennel*
 - iii. *Banks and Financial Services*
 - iv. *Daycare*
 - v. *Eating and Drinking Establishment*
 - vi. *Lodging*
 - vii. *Self Storage Facility, Indoor*
 - viii. *Sports and Recreation, Participant - Outdoor*
 - ix. *Vehicle Sales and Service*

- b. *The applicant shall submit an application to rezone Lot 1B of Hibner Acres from "C-2" General Commercial to "C-2P" General Commercial-Planned District for the purposes of establishing specific development standards for the property through the Conceptual Site Plan process.*
- c. *Following approval of the Rezoning and Conceptual Site Plan, an application shall be submitted for a Site Plan that meets the development standards of the UDC including those established by the "C-2P" District Conceptual Site Plan.*
- d. *The rezoning application shall be submitted and approved within 1-year of the decision of the Board of Zoning Adjustment for the variance request. Failing to submit and receive approval of the rezoning application will result in the variance request becoming void.*

STAFF COMMENTS

PLANNING AND ZONING - *The Bulk and Dimensional Standards for the existing and proposed zoning districts are as follows:*

DIMENSIONAL STANDARD	EXISTING ZONING	PROPOSED ZONING
Lot Size	N/A	1.96 +/- acres
Lot Width x Lot Depth	+/- 380-ft X +/- 250-ft	+/- 380-ft X +/- 250-ft
Front-Yard Setback	30-ft	30-ft
Side-Yard Setback	10-ft	10-ft
Side-Yard Setback (exterior)	20-ft	20-ft
Rear-Yard Setback	20-ft	20-ft
Building Height	80-ft	80-ft
Building Coverage	40%	40%

- The applicant thus far has met all conditions prescribed by the Board of Zoning Adjustment as described above.
- Signage within the development shall be consistent in terms of design and in accordance with the Final Site Plan. Design details for signage shall be submitted

during the Final Site Plan review process.

- Outdoor storage of materials, merchandise or debris is prohibited.
- Outdoor storage of vehicles or equipment shall be limited to business licensed at the development.
- Section 415.010(E)(1) Menu of Planned District Design Elements and Amenities requires that newly established "P" (Planned Districts) provide a minimum of three (3) Public Enhancements and Streetscape Features. The menu of enhancements include:
 1. *Public plaza that includes seating areas and is at least three thousand (3,000) square feet in area*
 2. *Public art such as sculptures or fountains*
 3. *Clock tower*
 4. *Bike pathways in addition to required public sidewalks and bike paths in compliance with the City's Transportation Plan and Park Master Plan*
 5. *Bike parking facilities*
 6. *Ornamental parking lot lighting*
 7. *Decorative pavers for pedestrian crosswalks*

Staff believes, given the development's unique location and type, the requirements of this Section 415.010(E)(1) should be waived in exchange for other improvements to the project that would have a more discernable impact on a project of this smaller scale, including an enhanced screening wall along the west property line as shown on the concept plan. The screening wall will also include landscaping on its exterior (west) side to help soften its appearance to the neighboring residential use. In addition to the screening wall enhancement, the applicant has also agreed to no outside storage on the property, which would generally be permitted within the existing zoning district.

Section 415.010(E)(3) gives the Planning and Zoning Commission the authority to waive one (1) or more of the design standards of the "P" district. Staff recommends the Commission consider the exchange of improvements for the required Public Enhancements and Streetscape Features listed above as those enhancements and features will likely not be enjoyed by the general public given the property's location and surrounding developments.

PUBLIC WORKS & ENGINEERING:

- The proposed rezoning complies with the standards of the City of Raymore and The City has the ability to provide city services to this proposed development.

ALIGNMENT WITH COMPREHENSIVE PLAN

The Future Land Use Map associated with the Growth Management Plan does indicate that the property should be used in some sort of commercial capacity and defines the Commercial Land Use as: *Areas most appropriate for retail uses, offices, and most commercial businesses.* The rezoning request to "C-2P" and associated Concept Plan meet the general intent outlined in the Growth Management Plan. It allows the property to be used in some expanded capacities for flex-commercial and office space with associated storage spaces for materials, equipment, etc... while limiting other more intensive commercial or industrial uses.

ECONOMIC DEVELOPMENT IMPACT

The development of this vacant parcel will add to the City's tax base without adding public infrastructure to the City's current system, as it is already served by public utilities and streets. It will add leaseable square footage to the City's portfolio of buildings designed for small business, which is a building type that currently has pent up demand. The product provides a flexible style of space to meet the needs of smaller and newer businesses in the City, including offering storefront commercial space, with flexible options for storage of material goods or equipment.

FINDINGS OF FACT

Under 470.020 (G) (1) the Planning and Zoning Commission and City Council is directed to make findings of fact taking into consideration the following in the deliberation of a zoning map amendment:

1. The character of the surrounding neighborhood, including the existing uses and zoning classification of properties near the subject property

The property is surrounded by "C-2" General Commercial zoning districts to the north, south, and east, while "R-1" and "R-2" Single and Two-Family Residential zoning districts exist to the west. The surrounding land uses correspond to the zoning districts in each direction. Uses range from Retail, Sports and Recreation Participant, Gas Station, and single-family detached

dwelling. The property has largely served as an open space buffer from the residential uses on the west side of Rice Street and more intense commercial uses along N Madison Street, however, if developed appropriately, the site may still serve as an appropriate transition from those more intense commercial uses to the east.

2. The physical character of the area in which the property is located.

The general character of the area that surrounds this property is developed with mostly single story commercial pad sites, strip centers, and single and two-family dwellings. The architecture and site design is expected to fit in with the overall design of its surrounding environs, including building materials, bulk and massing, and roof planes.

3. Consistency with the goals and objectives of the Growth Management Plan and other plans, codes and ordinances of the City of Raymore.

The proposed development is consistent with the goals and objectives of the Growth Management Plan (GMP). The GMP designates this property for commercial land uses, which this rezoning application is proposing. Furthermore, the GMP's Goals, Objectives and Action Steps section includes Economic Opportunity Goals, one of which is to attract new businesses to Raymore. This development would be doing that as the applicant's business, Branched Out Gutters, plans to relocate to Raymore. Moreover, additional tenant space will be provided with the development that includes leaseable space catering to small businesses.

4. Suitability of the subject property for the uses permitted under the existing and proposed zoning districts

The Construction Sales and Service and limited "C-2" General Commercial land uses, which were previously approved by the Board of Zoning Adjustment (see the Conditions of the Zoning Board section above), are included with this rezoning request and associated Concept Plan. Staff believes that because of the unique characteristics of the site it lends itself well to a limited number and types of uses. Additionally, the specific land uses that would be permitted on the property naturally decreases in intensity from the uses on N. Madison to those to the west of the subject property.

5. The trend of development near the subject property, including changes that have taken place in the area since the subject property was placed in its current zoning district

Largely, the area west of N. Madison Street has remained consistent since the property was zoned to "C-2" General Commercial as it has largely been developed for many years.

6. The extent to which the zoning amendment may detrimentally affect nearby property.

Staff believes that the zoning amendment will not have a detriment to nearby properties as the permitted land uses will be more limited than what is currently allowed in the "C-2" General Commercial District designation. The addition of the "P" Planned District overlay onto the existing base zoning provides requirements for additional landscaping, buffering, and building architectural design to support the applicant's project, while limiting land uses and business types that could have an adverse impact on adjacent properties.

7. Whether public facilities (infrastructure) and services will be adequate to serve development allowed by the requested zoning map amendment.

Public infrastructure and services are already in existence in the general area surrounding the property. The applicant will be responsible for all extensions of any public systems to get them to the property, if necessary. Access to N Madison is already provided by way of an access easement between Lots 1A and 1C of Hibner Acres (Casey's & O'Reilly's). There will be no access to the development from Rice Street, as restricted by the recorded subdivision plat.

8. The suitability of the property for the uses to which it has been restricted under the existing zoning regulations.

The property's unique characteristics, such as being a second tier lot off of N Madison Street with limited visibility and access, has provided challenges to it being developed under the standard "C-2" General Commercial District standards. The applicant has requested and received approval of a Variance of Use from the Board of Zoning Adjustment to allow the Construction Sales and Service land use on the property, which will accommodate their business, Branched Out Gutters.

9. The length of time (if any) the property has remained vacant as zoned.

The property has remained vacant since it was originally zoned "C-2" General Commercial in 2004.

10. Whether the proposed zoning map amendment is in the public interest and is not solely in the interests of the applicant.

The amendment to the zoning map is in the public's interest as it will allow the long time vacant property to develop, increasing the tax base for the area without adding to the existing infrastructure system.

11. The gain, if any, to the public health, safety and welfare due to the denial of the application, as compared to the hardship imposed upon the landowner, if any, as a result of denial of the application

A denied application would result in a negative for both the public and landowner. The property remaining vacant would be a missed opportunity for the city to increase return on investment in the public infrastructure systems for this area. Empty lots, especially with a somewhat limited view can become places for illegal activity, such as dumping, as. Lastly, by approving the rezoning and Concept Plan, the property would create new leaseable space for small businesses, which is a building type and size limited in the city.

PROJECT REVIEW SCHEDULE

COUNCIL, COMMISSION OR BOARD	ACTION	DATE
Planning and Zoning Commission	Review & Recommendation	May 6, 2025
City Council	Review & Approval/Denial	1st Reading - May 12, 2025 2nd Reading - June 9, 2025

STAFF RECOMMENDATIONS

Staff has reviewed the Findings of Fact for the case and has determined that each have been met. Furthermore, staff recommends approval of the Planning Application to rezone the subject property from "C-2" (General Commercial District) to "C-2P" (General Commercial, Planned District) and the associated Concept Plan with the following conditions:

1. As approved by the Board of Zoning Adjustment the development is approved for *the Construction Sales and Service land use on Lot 1B of Hibner Acres including the uses permitted in the "C-2" General Commercial District, except:*
 - a. *Adult Business*
 - b. *Animal Services - Kennel*
 - c. *Banks and Financial Services*
 - d. *Daycare*
 - e. *Eating and Drinking Establishment*
 - f. *Lodging*
 - g. *Self Storage Facility, Indoor*

- h. *Sports and Recreation, Participant - Outdoor*
- i. *Vehicle Sales and Service*

Following approval of the Rezoning and Conceptual Site Plan, an application shall be submitted for a Site Plan that meets the development standards of the UDC including those established by the "C-2P" District Conceptual Site Plan.

- 2. In accordance with the "Hibner Acres Lot 1- 5" (BK 18 PG 80) no access to Rice Street shall be permitted for Lot 1B while the property remains zoned as a commercial district.
- 3. Final details of the Screening wall, including landscaping, shown on the Concept Plan shall be submitted with the Final Site Plan for review and approval.
- 4. Outdoor storage of materials, merchandise or debris is prohibited.
- 5. Outdoor storage of vehicles or equipment shall be limited to business licensed at the development.
- 6. A master sign plan detailing design criteria as it pertains to type, size, font, illumination and color shall be submitted, reviewed and approved for the development with the Final Site Plan.

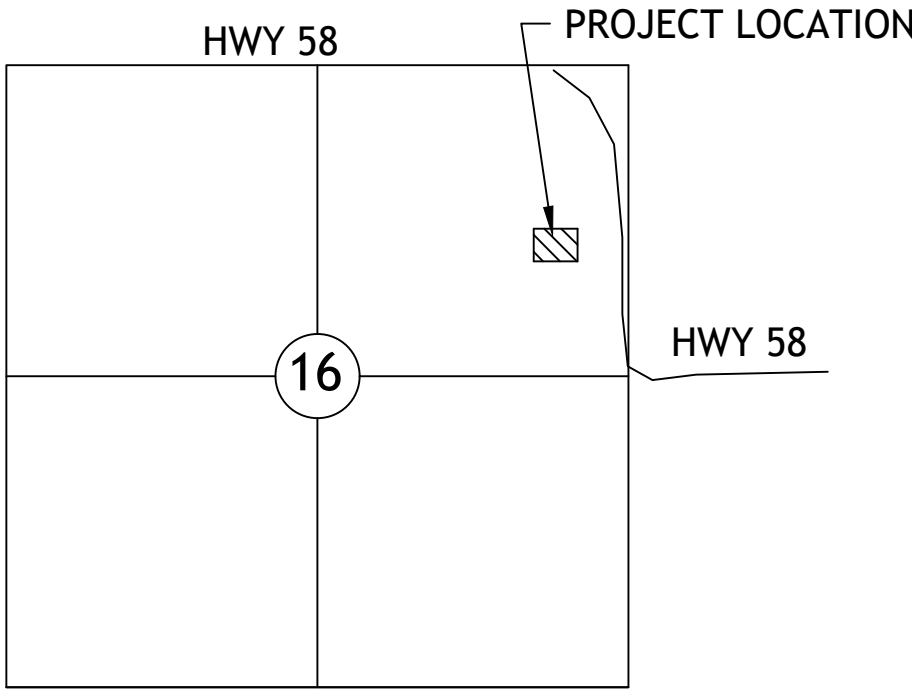
PROJECT ATTACHMENTS

- 1. Concept Plan
- 2. Site Photos
- 3. Memorandum of Understanding

BRANCHED OUT GUTTERS, LLC

A PROPOSED CONCEPT PLAN IN THE CITY OF RAYMORE, CASS COUNTY, MISSOURI

HIBNER ACRES



SECTION MAP
SEC. 15 TW. 46 RNG. 32

INDEX OF SHEETS

1. COVER SHEET
2. SITE PLAN
3. UTILITY PLAN
4. GRADING PLAN
5. EROSION CONTROL PLAN
6. LANDSCAPE PLAN
7. DETAILS
8. DETAILS

DEVELOPER:

BRANCHED OUT GUTTER, LLC
MIKE BLYTHE
12309 S BURR OAK CIRCLE
PECULIAR, MO 64078
816-723-9727

SURVEYOR

HUFFMAN & ASSOCIATES
16112 SLATER AVE
BELTON, MO 64012
(816) 322-4544

ENGINEER

SITE CONSULTING ENGINEERS, LLC
200 MISSOURI ROAD, SUITE 200
LEE'S SUMMIT, MO 64086
(913) 515-7209

ABBREVIATIONS

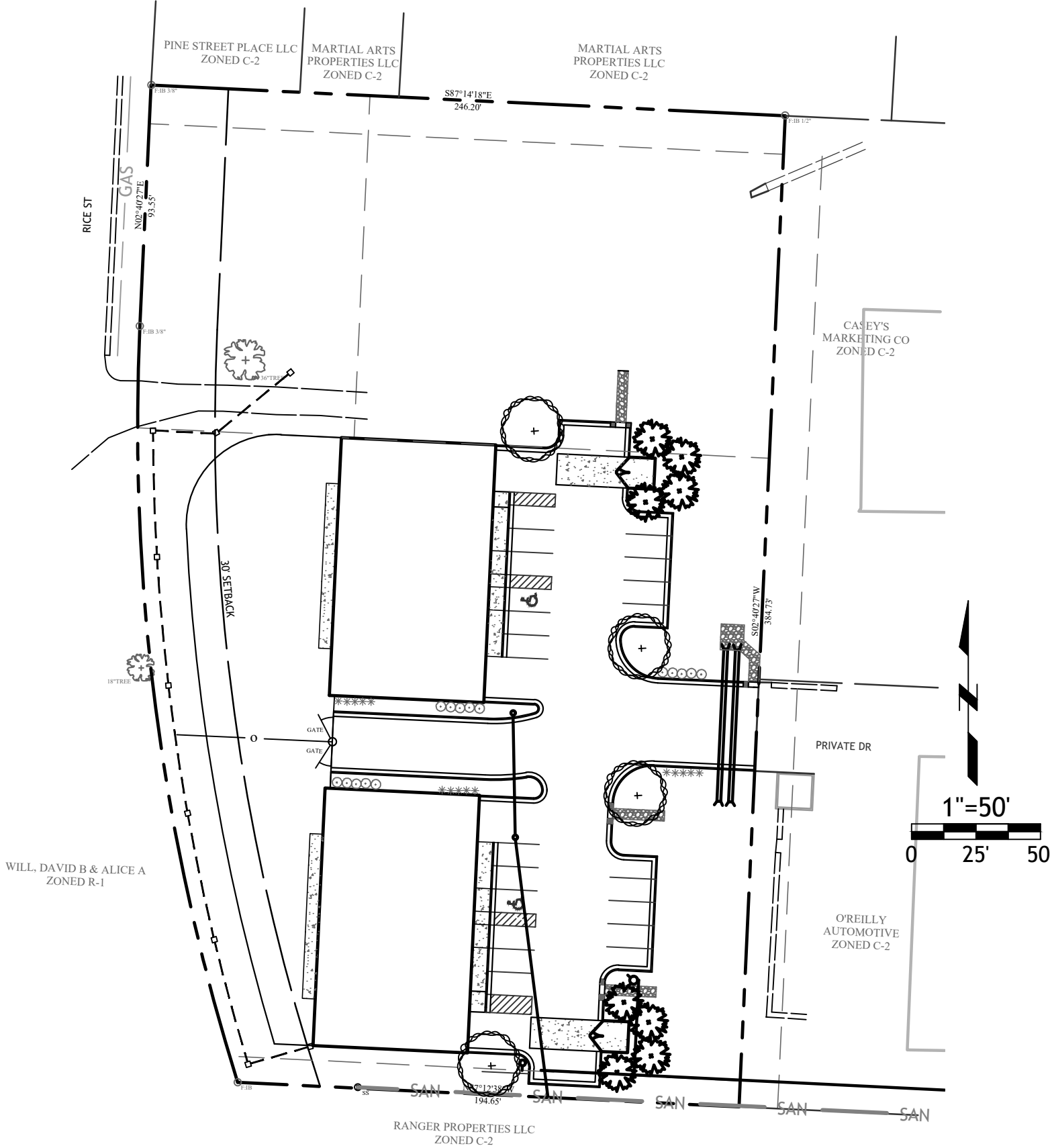
Ac.	= ACRES
BLDG	= BUILDING
BOB	= BOTTOM OF BANK
BOC	= BACK OF CURB
BW	= BOTTOM OF WALL
CB	= CATCH BASIN
C.F.	= CUBIC FEET
CM	= CONCRETE MONUMENT
CMP	= CORRUGATED METAL PIPE
CN	= CURVE NUMBER
CO	= CLEANOUT
DIA, Ø	= DIAMETER
DIP	= DUCTILE IRON PIPE
EG	= EXISTING GRADE
EL, ELEV	= ELEVATION
ESMT	= EASEMENT
EX	= EXISTING
FES	= FLARED END SECTION
FG	= FINISHED GRADE
FF	= FINISHED FLOOR
FL	= FLOW LINE
FM	= FORCE MAIN
FOC	= FACE OF CURB
HDPE	= HIGH DENSITY POLYETHYLENE
INV	= INVERT
IPF	= IRON PIPE FOUND
IPS	= IRON PIPE SET
LAT	= LATERAL
LF	= LINEAR FEET
MAX	= MAXIMUM
MIN	= MINIMUM
MH	= MANHOLE
NTS	= NOT TO SCALE
OC	= ON CENTER
PL	= PROPERTY LINE
PR	= PROPOSED
PVC	= POLY-VINYL CHLORIDE
RCP	= REINFORCED CONCRETE PIPE
R/W	= RIGHT-OF-WAY
SAN.	= SANITARY
SB	= SOIL BORING
S.F.	= SQUARE FEET
SS	= SANITARY SEWER
STA	= STATION
SW	= SIDEWALK
TC	= TOP OF CURB
TE	= TOP OF STRUCTURE ELEVATION
TOB	= TOP OF BANK
TP	= TEST PIT
TYP.	= TYPICAL
TW	= TOP OF WALL
X/S	= CROSS SECTION



UTILITIES INVOLVED

AT&T	816-275-1640
Kansas City Power & Light	816-471-5275
KCPL Business Office	816-221-2323
Southern Star Central Gas	913-310-7615
Comcast	866-771-2281
Spire	816-537-4681
Raymore Engineering Department	816-331-1852
Missouri One Call	1-800-Dig-Rite
Water/Sanitary City of Raymore	816-331-2377

THE PURPOSE OF THESE PLANS IS TO DETAIL THE PROPOSED SITE IMPROVEMENTS NECESSARY TO CONSTRUCT STRIP OFFICE BUILDINGS PARKING AND RELATED IMPROVEMENTS NECESSARY TO CONSTRUCT COMMERCIAL OFFICE BUILDINGS.



OWNER'S CERTIFICATION

I HEREBY CERTIFY THAT I AM THE LEGAL REPRESENTATIVE OWNER OF THE PROPERTY SHOWN ON THIS PLAN, THAT THE PLAN WAS MADE AT MY DIRECTION, THAT I ACKNOWLEDGE THE SAME TO BE MY ACT, AND DESIRE THE PLAN TO BE DEVELOPED IN ACCORDANCE WITH ALL APPLICABLE LAWS AND REGULATIONS.

MIKE BLYTHE DATE

ENGINEER'S CERTIFICATION

I, THOMAS R. BARTOSIEWICZ, P.E. HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL ENGINEER IN THE STATE OF MISSOURI, AND THAT THE INFORMATION SHOWN ON SHEETS 1-7 HAS BEEN PREPARED UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF REPRESENTS GOOD ENGINEERING PRACTICES AS REQUIRED BY THE APPLICABLE LAWS OF THE STATE OF MISSOURI.

THOMAS R. BARTOSIEWICZ, P.E. 2025.04.28 09:46:42 -05'00' DATE:

BASIS OF BEARINGS:

MISSOURI COORDINATE SYSTEM OF 1983 WEST ZONE

SITE DATA

EXISTING ZONING	C-2 GENERAL COMMERCIAL
PROPOSED ZONING	C-2P GENERAL COMMERCIAL PLANNED
TOTAL SITE	89,755sf (2.06ac)
TOTAL BUILDING	12,000sf
TOTAL PAVEMENT	18,443sf
TOTAL GRAVEL	9,389sf
TOTAL OPEN SPACE	49,923sf = 0.56%
PARKING STALLS	22

LEGAL DESCRIPTION:

LOT 1B, HIBNER ACRES, RAYMORE, CASS COUNTY, MISSOURI

NOTES:

ACCESS WAYS WITHIN THIS SITE PLAN ARE TO BE PRIVATE AND ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THESE PLANS.

CONTOUR ELEVATIONS BASED ON NORTH AMERICAN DATUM OF 1983 (NAD83).

LOCATION AND SIZE OF STORMWATER FACILITIES IS EXISTING AS SHOWN.

GENERAL NOTES

1. THE PERIMETER SURVEY AND TOPOGRAPHIC SURVEY SHOWN ON THIS SITE PLAN WAS TAKEN FROM A PERIMETER SURVEY PREPARED BY MIKE HUFFMAN AND SEALED BY MO PLS MIKE HUFFMAN.

2. ACCORDING TO FIRM PANEL 29037C0037F, DATED JANUARY 1, 2013, THE PROPERTY IS LOCATED IN FLOOD ZONE X. "AREA OF MINIMAL FLOOD HAZARD".

3. THE PROPERTY IS ZONED "C-2" PER RAYMORE UNIFIED DEVELOPMENT ORDINANCE.

SETBACKS:
FRONT 30', REAR 20', SIDE 10'
MAXIMUM HEIGHT 80'

4. PUBLIC WATER TO BE PROVIDED BY CITY OF RAYMORE.

5. PUBLIC SANITARY SEWER TO BE PROVIDED BY THE CITY OF RAYMORE.

6. EXISTING UTILITIES SHOWN ARE BASED UPON THE BEST AVAILABLE INFORMATION. PLEASE CALL MO ONE CALL 800-DIG-RITE PRIOR TO ANY EARTH DISTURBING ACTIVITIES

7. ALL PROPOSED LIGHTING WILL BE IN ACCORDANCE WITH SITE LIGHTING PLAN AND THE CITY OF RAYMORE'S UNIFIED DEVELOPMENT CODE.

8. THERE ARE NO KNOWN ENVIRONMENTALLY SENSITIVE LANDS ON-SITE OR WITHIN FIVE-HUNDRED (500) FEET OF THE SITE INCLUDING BUT NOT LIMITED TO WETLANDS, HABITAT AREAS, HILLSIDES, STEEP SLOPES, LAKES, TREED OR FORESTED AREAS, BROWNFIELD SITES AND STREAMS AND STREAM CORRIDORS WHICH COULD BE AFFECTED BY THIS DEVELOPMENT.

9. PER THE REPLAT OF HIBNER ACRES LOTS 1-5 NO ACCESS TO RICE STREET SHALL BE ESTABLISHED SO LONG AS THE PROPERTY REMAINS COMMERCIAL ZONED REFERENCE (BOOK 18 & PAGE 80)

STANDARD LEGEND

	- LOT LINE		- SEWER MANHOLE
	- PROPERTY LINE		- FENCE
			- WATER LINE
			- GAS LINE
	-PLATTED DISTANCE		- SANITARY SEWER LINE
	-MEASURED DISTANCE		- UNDERGROUND TELEPHONE LINE
	- ELECTRIC METER		- GAS LINE
			- OVERHEAD ELECTRIC LINE
	- CLEAN OUT SEWER		
	- ELECTRIC BOX		- TREE AND SIZE
	- TELEPHONE PEDISTAL		
	- AIR CONDITIONER UNIT		- CONCRETE
	- GAS METER		
	- WATER VALVE		- ASPHALT
	- FIRE HYDRANT		
	- WATER METER		- REINFORCED CONCRETE PIPE
	- GUY WIRE		- VITRIFIED CLAY PIPE
	- POWER POLE		- FINISHED FLOOR

NOTES:

1. SANITARY SEWER LOCATION WITH RELATION TO THE WATER MAINS
A. SANITARY SEWER SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED WATER MAINS. THE DISTANCE SHALL BE MEASURED OUTSIDE EDGE TO OUTSIDE EDGE.
B. SANITARY SEWER CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SANITARY SEWER. THIS SHALL BE THE CASE WHERE THE WATER MAIN IS EITHER ABOVE OR BELOW THE SANITARY SEWER. THE CROSSING SHALL BE ARRANGED SO THAT THE SANITARY SEWER JOINTS WILL BE EQUIDISTANCE AND AS FAR AS POSSIBLE FROM THE WATER MAIN JOINTS. WHERE A WATER MAIN CROSSES UNDER A SANITARY SEWER, ADEQUATE STRUCTURAL STRUCTURAL SUPPORT SHALL BE PROVIDED FOR THE SANITARY SEWER TO PREVENT DAMAGE TO THE WATER MAIN.
C. WHEN IT IS IMPOSSIBLE TO OBTAIN PROPER HORIZONTAL AND VERTICAL SEPARATION AS STIPULATED ABOVE, CONCRETE ENCASEMENT SHALL BE REQUIRED TO BE INSTALLED A MINIMUM OF 5 FEET EACH SIDE OF THE CROSSING POINT ON THE LOWEST UTILITY. SEE CONCRETE ENCASEMENT DETAIL.
D. NO WATER PIPE SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SEWER MANHOLE.

2. CONTRACTOR TO FIELD VERIFY ALL EXISTING FEATURES PRIOR TO CONSTRUCTION.

NOTE:
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COVER SHEET

SHEET TITLE:

PROJECT:
BRANCHED OUT GUTTERS, LLC

PREPARED FOR:
BRANCHED OUT GUTTERS, LLC

TAX MAP No.: 04-05-16-100-007-031.001

SEC,TWP,RNG: 16-46-32

COUNTY: CASS

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4-19-25	CITY COMMENTS	TB	
3-19-25	CITY COMMENTS	TB	
DATE	REVISION	CHKD.	
DRAWN BY:	CHECKED BY:	DATE: 12-19-24	SCALE: 1"=50'

*ENGINEERING*SERVICES*

SITE CONSULTING

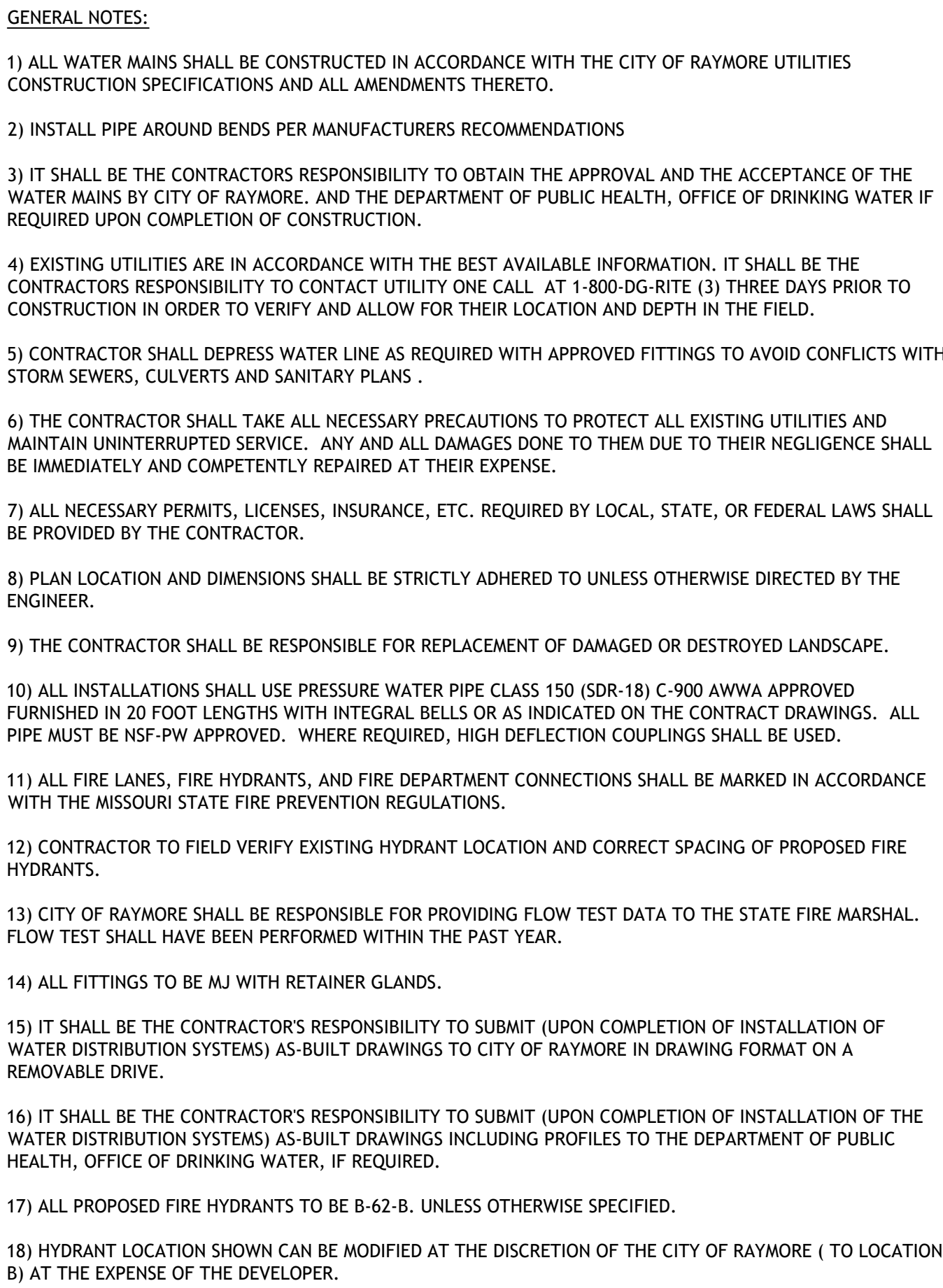
ENGINEERS, LLC

PROFESSIONAL ENGINEERING COMPANY

200 MISSOURI ROAD, SUITE 200, LEE'S SUMMIT, MO 64086
(W) (913) 515-7209 * FAX (916) 760-2379 *
CELL 302-383-2494

"TODAY'S TECHNOLOGY*YESTERDAY'S QUALITY"

PROJECT No.:	SHEET No.: 1
--------------	--------------



1. OWNER/DEVELOPER:
BRANCHED OUT GUTTER, LLC
2309 S BURR OAK CIRCLE
PECULIAR, MO 64078
816-723-9727
2. CIVIL/SITE ENGINEER:
SITE CONSULTING ENGINEERS, LLC
200 MISSOURI ROAD, SUITE 200
LEE'S SUMMIT, MO 64086
(913) 515-7209
3. APPLICANT:
BRANCHED OUT GUTTER, LLC
2309 S BURR OAK CIRCLE
PECULIAR, MO 64078
816-723-9727
4. TAX MAP NUMBER:
04-05-16-100-007-031.001
5. PROJECT NAME:
HIBNER ACRES
6. INTENDED USE:
GENERAL COMMERCIAL USE
7. WATER SUPPLIER:
CITY OF RAYMORE
8. MAX HEIGHT OF BUILDING:
8'
9. BUILDING CONSTRUCTION TYPE:
CONSTRUCTION
10. SPRINKLER SYSTEM:
PER CODE
11. ALL FIRE LANES, FIRE HYDRANTS, AND
FIRE DEPARTMENT CONNECTIONS SHALL
BE MARKED IN ACCORDANCE WITH THE
STATE FIRE PREVENTION REGULATIONS

NOTE:
A LOCK BOX CONTAINING KEYS FOR FIRE DEPARTMENT ACCESS SHALL BE PROVIDED. THE LOCK BOX SHALL BE LISTED OR APPROVED BY THE STATE OR CITY FIRE MARSHAL FOR THE INTENDED USE AND INSTALLED IN SUCH A MANNER THAT THE FIRE DEPARTMENT WILL HAVE ACCESS TO THE BOX. CONTACT THE LOCAL FIRE CHIEF FOR ORDERING INFORMATION AND LOCATION OF BOX ON BUILDING.+

1. SANITARY SEWER PIPE SHALL BE PVC, SDR 26 WITH PUSH ON TYPE JOINTS USING FLEXIBLE ELASTOMERIC SEALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION. FITTINGS SHALL BE OF THE SAME MATERIAL AS THE PIPE IN WHICH THEY ARE INSTALLED OR APPROVED EQUAL.
2. MANHOLES SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C478 WITH O-RING JOINTS CONFORMING TO ASTM C443 AND C361. THE MANHOLES SHALL UTILIZE A-LOCK GASKETS OR EQUAL, CAST INTEGRALLY INTO THE WALL AND LOCATED AS REQUIRED FOR SEWER PIPE CONNECTIONS. MANHOLE STEPS SHALL BE PS-48 POLYPROPYLENE. COAT ALL EXTERIOR MANHOLE SURFACES IN ACCORDANCE WITH TNEEC SYSTEM 46-61 OR EQUAL.
3. PRIOR TO PURCHASE OR INSTALLATION, THE CONTRACTOR SHALL SUBMIT IN A TIMELY MANNER SHOP DRAWINGS OF AT LEAST THE FOLLOWING ITEMS AND SYSTEMS TO THE ENGINEER FOR REVIEW.
 - A. PIPE AND FITTINGS
 - B. MANHOLES, FRAMES AND COVERS (IF REQUIRED)
 - C. DETECTION TAPE
 - D. SEPTIC TANK
4. SELECT BORROW SHALL BE BORROW IN ACCORDANCE WITH MISSOURI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
5. CONCRETE SHALL BE CLASS A PORTLAND CEMENT CONCRETE, CONFORMING TO THE MATERIALS, DESIGN AND CONTROL REQUIREMENTS OF THE MISSOURI STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

1. ALL SEWER MAINS AND APPURTENANCES SHALL BE INSTALLED AND PLACED INTO SERVICE IN CONFORMANCE WITH ASTM D2321. THE MANUFACTURES RECOMMENDATIONS AND THE RECOMMEND STANDARDS FOR SEWAGE WORK, "10 STATE STANDARDS" LATEST EDITION.
2. MAINTAIN MINIMUM 10 FOOT HORIZONTAL AND 18 INCH VERTICAL SEPARATION BETWEEN ALL CONCRETE ENCASEMENT 10 FEET EITHER SIDE OF WATER MAIN.
3. DETECTION AND WARNING TAPE SHALL BE PLACED BETWEEN 18 INCHES AND 24 INCHES ABOVE THE FORCE MAIN WHEN PVC PIPE IS BEING INSTALLED. AT NO TIME SHALL IT BE PLACED AT A DEPTH LESS THAN 6 INCHES. DETECTION AND WARNING TAPE SHALL BE OF THE METALLIC TYPE WITH METAL FOIL RUNNING THE FULL LENGTH AND WIDTHS. FOIL SHALL BE ENHANCED IN A HIGH VISIBILITY, COLOR CODED, INSERT PLASTIC JACKET WITH CONTINUOUS IDENTIFICATION LEGENDS CLEARLY IMPRINTED ON IT. FOR SEWER SYSTEMS THE COLOR SHALL BE "SAFETY PRECAUTION GREEN" WITH THE LEGEND READING "CAUTION BURIED SEWER LINE BELOW".
4. TRENCHES SHALL BE EXCAVATED TO THE NECESSARY WIDTH AND DEPTH AND MUST BE DRY DURING PIPE PLACEMENT AND BACK. BACKFILL SHALL BE THE MATERIAL EXCAVATED.
PROVIDED IT IS OF THE SAME TYPE, HEAVY CLAY, DEBRIS, ETC.. THE BACKFILL IS TO BE HAND TAMPED TO AT LEAST 12 INCHES ABOVE THE TOP OF THE PIPE AND SHALL BE MECHANICALLY TAMPED IN 8 INCH LIFTS TO FINISHED GRADE. EACH LIFT SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR DENSITY.
5. IT IS INTENDED THAT EXCAVATED MATERIAL BE USED FOR BACKFILL. IN THE EVENT REQUIRED COMPACTING CANNOT BE ACHIEVED OR THE MATERIAL IS UNSUITABLE IN OTHER RESPECTS, SLUMPS, TRASH, ECT. THE BACKFILL MATERIAL WILL BE SUITABLY PROVIDED FROM OFF-SITE SOURCES, AT NO ADDITIONAL COST.
6. PAVED AREAS DISTURBED OR DAMAGED DURING CONSTRUCTION SHALL BE REPLACED EQUAL OR BETTER THAN THAT DISTURBED.
7. REPLACE ALL SIGNS, MAIL BOXES, ECT. THAT ARE REMOVED DURING CONSTRUCTION.
8. TRACER WIRE TO BE TWELVE GAUGE MINIMUM SOLID COPPER WITH THERMOPLASTIC INSULATION RECOMMENDED FOR DIRECT BURIAL. WIRE CONNECTORS TO BE 3M DBR, OR APPROVED EQUAL, AND SHALL BE WATERTIGHT TO PROVIDE ELECTRICAL CONTINUITY. TRACER WIRE COLOR SHALL BE BLUE FOR ALL WATER CONSTRUCTION AND GREEN FOR ALL WASTEWATER CONSTRUCTION

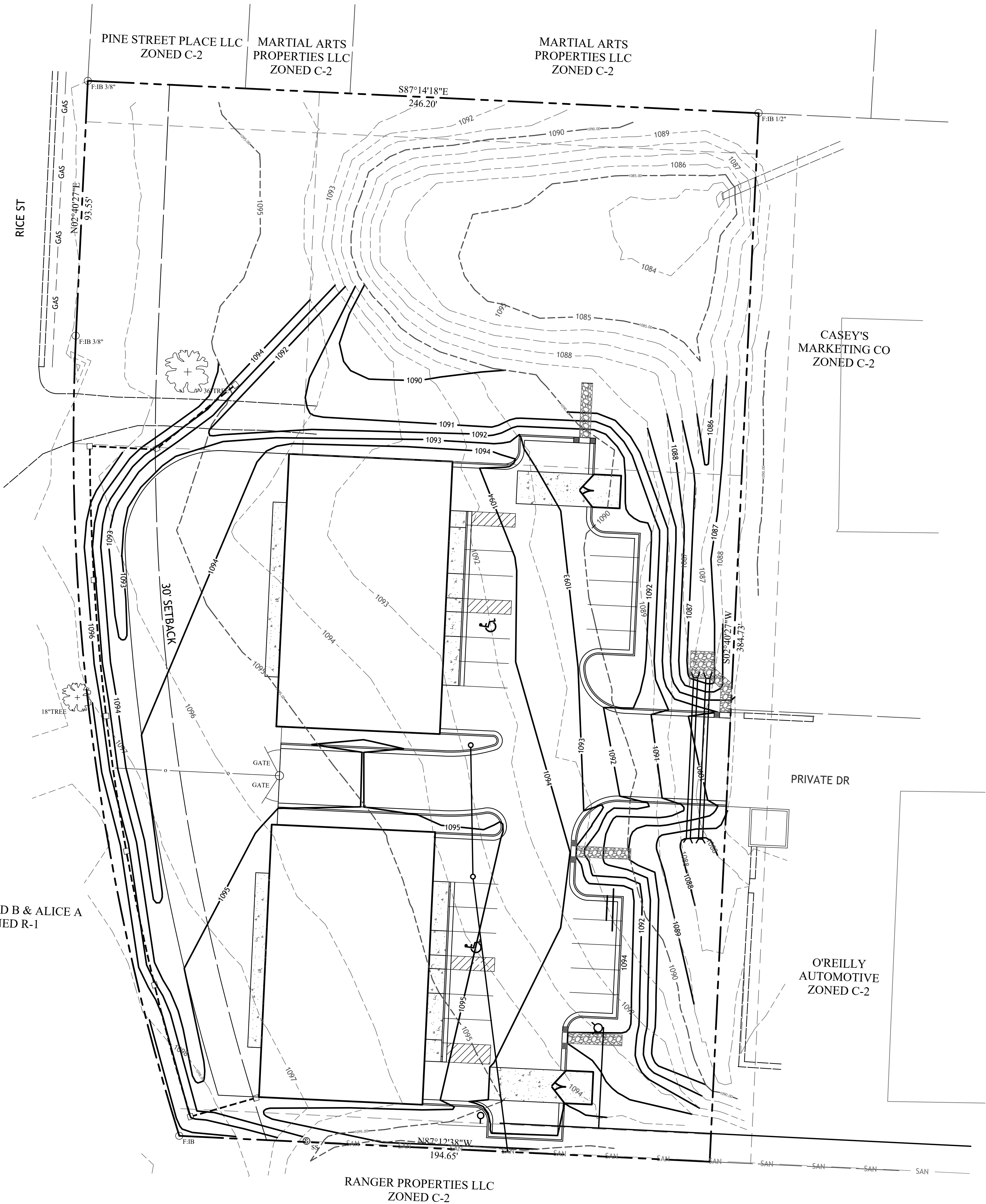
1. GRAVITY SEWERS SHALL BE SUBJECT TO MIRROR-LIGHT TESTING TO DETERMINE THAT THE ALIGNMENT IS STRAIGHT AND TRUE. SEWERS NOT ALLOWING THE PASSAGE OF REFLECTED LIGHT SHALL NOT BE ACCEPTED.
2. ALL SEWERS ABOVE THE GROUNDWATER LINE SHALL BE TESTED BY THE INFILTRATION METHOD. DURING INFILTRATION TESTING THE MAXIMUM INTERNAL PIPE PRESSURE AT THE LOWEST END SHALL NOT BE EXCEED 25 FEET OF WATER. ALL SEWER BELOW THE GROUNDWATER LINE SHALL BE TESTED BY THE INFILTRATION METHOD. THE MAXIMUM ALLOWABLE LEAKAGE THE LOW PRESSURE AIR TEST MAY BE USED AS AN ALTERNATIVE METHOD ACCEPTANCE TEST. THE ENGINEER SHALL DETERMINE ACCEPTANCE CRITERIA FOR ALL TESTS.
3. MANHOLES SHALL BE FREE FROM FOREIGN MATERIALS AND INFILTRATION. THE CONTRACTOR SHALL REPAIR TO THE FULL SATISFACTION OF THE ENGINEER ANY OBSERVED LEAKAGE IN THE MANHOLES.
4. THE CONTRACTOR SHALL GUARANTEE THAT ALL WORKMANSHIP, MATERIALS, AND WORK PERFORMED UNDER THE CONTRACT, SHALL BE IN STRICT ACCORDANCE WITH THE DRAWLING, SPECIFICATION AND OTHER CONTRACT DOCUMENTS. THIS GUARANTEE SHALL BE FOR A PERIOD OF ONE YEAR FROM AND AFTER DATE OF COMPLETION AND ACCEPTANCE OF THE WORK. THE CONTRACTOR SHALL REPAIR, CORRECT OR REPLACE AS REQUIRED, PROMPTLY AND WITHOUT CHARGE, ALL WORK AND MATERIALS THEREOF, WHICH MAY BE FOUND TO BE DEFECTIVE, OR GUARANTEE, OR WHICH IN ANY WAY FAIL TO COMPLY WITH OR FAIL TO BE IN STRICT ACCORDANCE WITH THE TERMS AND PROVISIONS AND REQUIREMENTS OF THE CONTRACT DURING SUCH ONE YEAR PERIOD.

PREPARED FOR:
BRANCHED OUT GUTTERS, LLC
TAX MAP No.: 04-05-16-100-007-031.001
SEC,TWP,RNG: 16-46-32
COUNTY: CASS

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4-19-25	CITY COMMENTS	TB			
3-19-25	CITY COMMENTS	TB			
DATE	REVISION	CHKD.			
DRAWN BY:		CHECKED BY:	DATE: 12-19-24	SCALE:	PROJECT No.: SHEET No.: 3

NOTE:
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VEGETATIVE STABILIZATION WITH TEMPORARY SEEDING:

LIME - APPLY DOLOMITIC LIMESTONE AT THE RATE OF 1 TO 2 TON PER ACRE. APPLY LIMESTONE UNIFORMLY AND INCORPORATE INTO THE TOP 4-6 INCHES OF SOIL.

FERTILIZER - APPLY 10-10-10 FERTILIZER AT THE RATE OF 600 LBS PER ACRE. APPLY FERTILIZER UNIFORMLY AND INCORPORATE INTO THE TOP 4 - 6 INCHES OF SOIL.

SEEDING:

SPECIES	SEEDING RATES (PER ACRE)(LBS/1000 SQ. FT.)	PLANTING DEPTH (INCHES)	SEEDING DATES
RYE	2 - bu. 3.2	1-2	2/1 - 4/30 & 8/15 -11/30

MULCHING - APPLY UNROTTED SMALL GRAIN STRAW AT THE RATE OF 1 - 2 TONS PER ACRE OR 70-90 LBS PER 1000 SQ. FT. SPREAD MULCH UNIFORMLY BY HAND OR MECHANICALLY.

VEGETATIVE STABILIZATION WITH PERMANENT SEEDING

LIME - APPLY DOLOMITIC LIMESTONE AT THE RATE OF 2 TONS PER ACRE. APPLY LIMESTONE UNIFORMLY AND INCORPORATE INTO THE TOP 4-6 INCHES OF SOIL.

FERTILIZER - APPLY 10-10-10 FERTILIZER AT THE RATE OF 1000 LBS PER ACRE. APPLY FERTILIZER UNIFORMLY AND INCORPORATE INTO THE TOP 4-6 INCHES OF SOIL.

SEEDING:

SEEDING MIXTURE (USE CERTIFIED SEED)	SEEDING RATE (LBS/ACRE)(LBS / 1000 SQ. FT.)	SEEDING DATES
KENTUCKY BLUEGRASS (50%)	45	1.0
RED TOP (10%)	9	0.2
RED FESCUE (40%)	36	0.8

MULCHING - APPLY UNROTTED SMALL GRAIN STRAW AT THE RATE OF 1 - 2 TONS PER ACRE, OR 70-90 LBS PER 1000 SQ. FT. SPREAD MULCH UNIFORMLY BY HAND OR MECHANICALLY.

NOTE: SITE PREPARATION, SOIL PREPARATION, MULCH ANCHORING, IRRIGATION, MAINTENANCE AND DUST CONTROL, SHOULD IT BECOME NECESSARY, SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR VEGETATIVE STABILIZATION WITH TEMPORARY AND PERMANENT SEEDING.

LEGEND

- TC TOP OF CURB ELEVATION
- TP TOP OF PAVEMENT ELEVATION
- TG TOP OF GRAVEL
- SW TOP OF SIDEWALK ELEVATION
- FG FINISH GRADE ELEVATION

SHEET TITLE:
GRADING PLAN

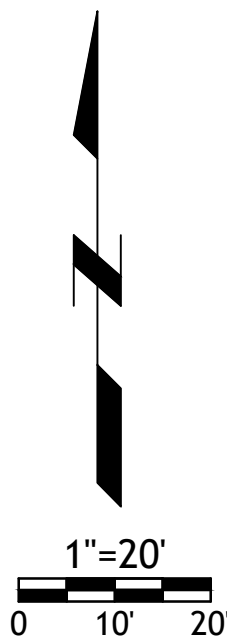
PROJECT:
BRANCHED OUT GUTTERS, LLC

PREPARED FOR:
BRANCHED OUT GUTTERS, LLC

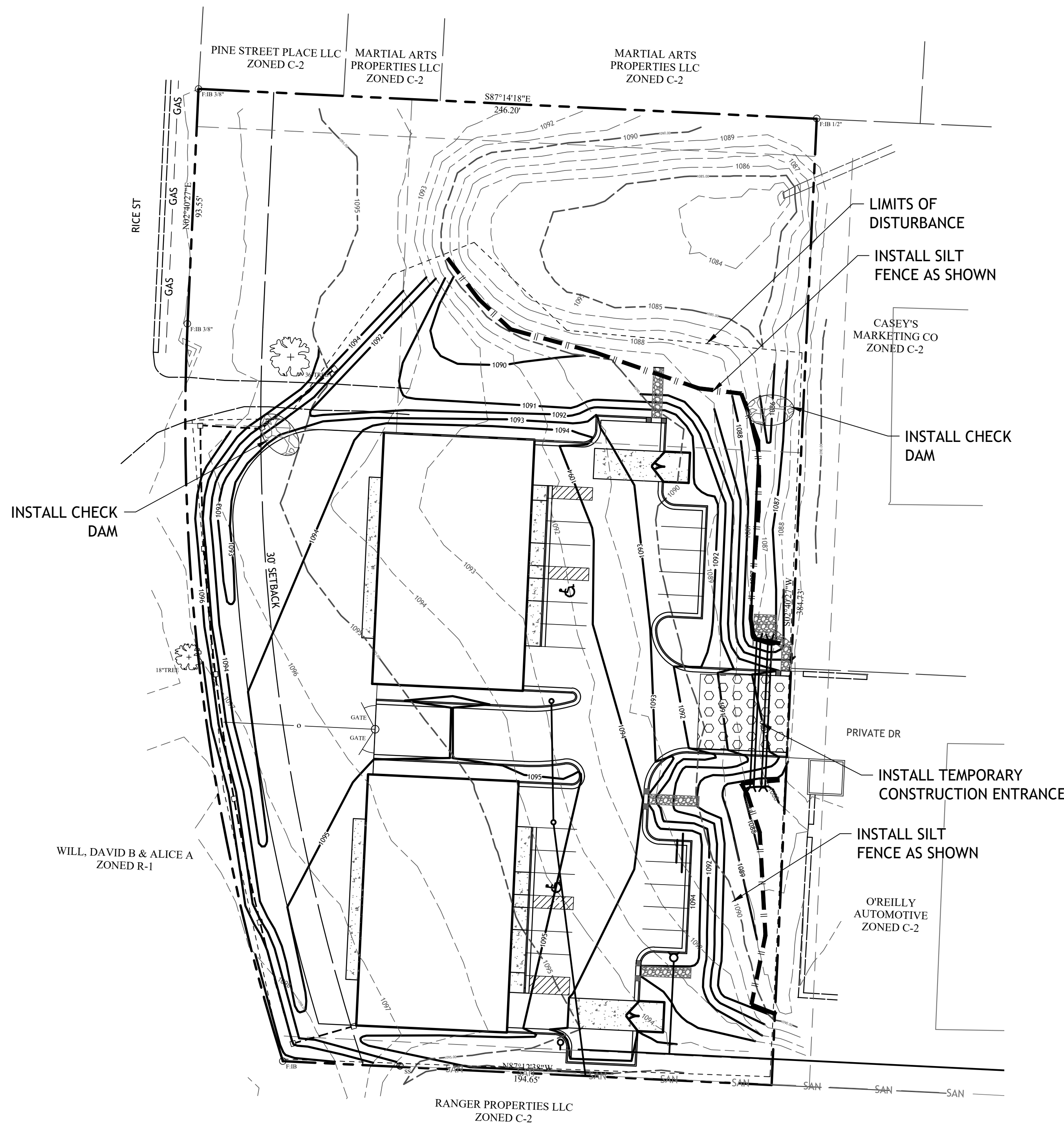
TAX MAP No.: 04-05-16-100-007-031.001

SEC,TWP,RNG: 16-46-32

COUNTY: CASS



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				 SITE CONSULTING —ENGINEERS, LLC—			
				PROFESSIONAL ENGINEERING COMPANY			
				200 MISSOURI ROAD, SUITE 200, LEE'S SUMMIT, MO 64086			
				(W) (913) 515-7209 * FAX (916) 760-2379 *			
				CELL 302-383-2494			
				"TODAY'S TECHNOLOGY*YESTERDAY'S QUALITY"			
DRAWN BY:	CHECKED BY:	DATE: 12-19-24	SCALE:	PROJECT No.:	SHEET No.: 4		



NOTE:
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- EROSION AND SEDIMENT CONTROL NOTES:
1. THE CITY OF RAYMORE MUST BE NOTIFIED IN WRITING FIVE (5) DAYS PRIOR TO COMMENCING WITH CONSTRUCTION TO SCHEDULE A PRE-CONSTRUCTION MEETING. FAILURE TO DO SO CONSTITUTES A VIOLATION OF THE APPROVED SEDIMENT AND STORMWATER MANAGEMENT PLAN.
 2. REVIEW AND APPROVAL OF SEDIMENT AND STORMWATER MANAGEMENT PLAN SHALL NOT RELIEVE THE CONTRACTOR FROM HIS OR HER RESPONSIBILITIES FOR COMPLIANCE WITH THE REQUIREMENTS OF THE SEDIMENT AND STORMWATER REGULATIONS, NOR SHALL IT RELIEVE THE CONTRACTOR FROM ERRORS OR OMISSIONS ON THE APPROVED PLAN.
 3. IF THE APPROVED PLAN NEEDS TO BE MODIFIED, ADDITIONAL SEDIMENT AND STORMWATER CONTROL MEASURES MAY BE REQUIRED AS DEEMED NECESSARY BY THE APPROPRIATE REVIEW AUTHORITY.
 4. THE CITY OF RAYMORE RESERVES THE RIGHT TO ENTER PRIVATE PROPERTY FOR PURPOSES OF PERIODIC SITE INSPECTION.
 5. FOLLOWING SOIL DISTURBANCE OR REDISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN 14 CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER SEDIMENT CONTROLS, TOPSOIL STOCKPILES, AND ALL OTHER DISTURBED OR GRADED AREAS ON THE PROPOSED SITE.
 6. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL COMPLY WITH THE STATE OF MISSOURI & CITY OF RAYMORE EROSION AND SEDIMENT CONTROL REGULATIONS.
 7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN AND REPAIR ALL STORMWATER AND SEDIMENT CONTROL PRACTICES DURING CONSTRUCTION AND UTILITY INSTALLATION.
 8. IT SHALL BE THE OWNER'S RESPONSIBILITY TO MAINTAIN THE PROPERTY DURING THE PLAN REVIEW AND APPROVAL PROCESS. IT SHALL BE THE OWNERS RESPONSIBILITY TO MAINTAIN STORMWATER FACILITY.
 9. APPROVAL OF A SEDIMENT AND STORMWATER PLAN DOES NOT GRANT NOR IMPLY A RIGHT TO DISCHARGE STORMWATER RUNOFF. THE OWNER/DEVELOPER IS RESPONSIBLE FOR ACQUIRING ANY AND ALL AGREEMENTS, EASEMENTS, ETC., NECESSARY TO COMPLY WITH STATE DRAINAGE AND OTHER APPLICABLE LAWS.
 10. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED PERIODICALLY AND AFTER EACH RAINFALL. MAINTENANCE MUST BE PERFORMED AFTER EACH INSPECTION AS NECESSARY. ANY ERODED AREAS SHALL BE STABILIZED AND ANY ACCUMULATED SEDIMENT SHALL BE REMOVED AND DISPOSED OF ACCORDING TO PLAN.
 11. THE EROSION AND SEDIMENT CONTROL OBJECTIVES WILL BE ACHIEVED BY MINIMIZING EXPOSURE TIME OF POTENTIALLY ERODIBLE SOILS TO RUNOFF, AND INSTALLATION OF THE TEMPORARY AND PERMANENT CONSERVATION MEASURES IN PROPER SEQUENCE WITH CONSTRUCTION.
 12. TOPSOIL STOCKPILED ON THE SITE SHALL BE STABILIZED WITH SEED AND MULCH WITHIN 5 CALENDAR DAYS OF PLACEMENT OF THE TOPSOIL. THE TEMPORARY TOPSOIL STOCKPILE SHALL BE USED FOR FINAL GRADING OF SITE ALL REMAINING STOCKPILED MATERIAL, IF APPLICABLE SHALL BE REMOVED FROM THE SITE IN AN APPROVED MANNER.
 13. CONTRACTOR SHALL TAKE CARE NOT TO "TRACK" MUD OFF SITE WITH CONSTRUCTION VEHICLES AND EQUIPMENT.
 14. ALL AREAS NOT STABILIZED BY STONE BASE COARSE OR PAVING ARE TO BE STABILIZED ACCORDING TO THE STABILIZATION SCHEDULE IMMEDIATELY AFTER DESIGN GRADE IS ACHIEVED. HYDRO SEEDING IS RECOMMENDED WHERE SLOPES EXCEED 3:1.
 15. IN THE EVENT EARTHWORK OPERATIONS ARE HALTED FOR THE WINTER MONTHS, BEFORE FINAL GRADING AND SEEDING OF ALL DISTURBED AREAS ARE COMPLETED, THOSE AREAS ARE TO BE STABILIZED PER THE STABILIZATION GUIDELINES OR STABILIZED WITH A MULCH, OR TACKED WITH A CHEMICAL ADHESIVE.
 16. EROSION CONTROL MATTING SHALL BE USED ON ALL SLOPES THAT ARE 3:1 (3 UNITS HORIZONTAL TO 1 UNIT VERTICAL) OR GREATER AND IN AREAS OF CONCENTRATED FLOW WHERE GRADES EXCEED 1% AND IN DISTURBED AREAS WHERE HIGHLY ERODIBLE SOILS ARE PRESENT. EROSION CONTROL BLANKET SHALL BE TYPE S-150 AS MANUFACTURED BY NORTH AMERICAN GREEN OR AN APPROVED EQUIVALENT.
 17. IF DUST CONTROL BECOMES A PROBLEM, METHODS SUCH AS MULCHING, OR SPRINKLING WATER SHALL BE IMPLEMENTED.
 18. ALL FILTER FABRIC TO BE USED UNDER RIP-RAP SHALL BE Mirafi 600K OR APPROVED EQUIVALENT.

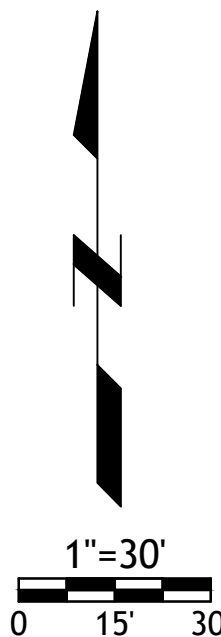
GENERAL SEDIMENT AND STORMWATER NOTES

1. ALL NECESSARY PERMITS, LICENSES, BONDS, INSURANCE POLICIES, ETC. REQUIRED BY LOCAL STATE AND/OR FEDERAL LAWS SHALL BE PROVIDED BY THE CONTRACTOR AT HIS OWN EXPENSE.
2. LIMITS OF SOIL DISTURBANCE IS FOR BUILDING FOUNDATION AND UTILITY SERVICE LINES ONLY AND IS ESTIMATED TO BE APPROXIMATELY 1.44ac.
3. SHOULD QUESTIONS ARISE REGARDING THE MAINTENANCE OF EROSION AND SEDIMENT CONTROL PRACTICES, THE SITE CONTRACTOR SHALL CONTACT THE CONSULTING ENGINEER EXPEDITIOUSLY FOR TECHNICAL ASSISTANCE.
4. THE CONTRACTOR SHALL AT ALL TIMES PROTECT AGAINST SEDIMENT OF DEBRIS LADEN RUNOFF OR WIND FROM LEAVING THE SITE. PERIMETER CONTROLS SHALL BE CHECKED DAILY AND ADJUSTED AND/OR REPAIRED TO FULLY CONTAIN AND CONTROL SEDIMENT FROM LEAVING THE SITE. ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN IT HAS REACHED HALF OF THE EFFECTIVE CAPACITY OF THE CONTROL. IN ADDITION, THE CONTRACTOR MAY NEED TO ADJUST OR ALTER MEASURES IN TIMES OF ADVERSE WEATHER CONDITIONS, OR AS DIRECTED BY THE THE CITY INSPECTOR.
5. ALL PERIMETER CONTROLS FOR EROSION AND SEDIMENT SHALL BE IN PLACE PRIOR TO ANY OTHER LAND DISTURBING ACTIVITIES.
6. A CONCRETE WASHOUT STATION AND STAGING AREA INCLUDING DUMPSTER(S) SHALL BE PROVIDED NEAR THE CONSTRUCTION ENTRANCE IN A LOCATION ACCEPTABLE TO THE CONTRACTOR. THIS LOCATION SHALL BE APPROVED BY THE CITY DURING THE PRE CONSTRUCTION MEETING.

SHEET TITLE:
EROSION CONTROL PLAN

PROJECT:
BRANCHED OUT GUTTERS, LLC

PREPARED FOR:
BRANCHED OUT GUTTERS, LLC
TAX MAP No.: 04-05-16-100-007-031.001
SEC,TWP,RNG: 16-46-32
COUNTY: CASS



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4-19-25	CITY COMMENTS	TB	
3-19-25	CITY COMMENTS	TB	
DATE	REVISION	CHKD.	

ENGINEERING*SERVICES

SITE CONSULTING

—ENGINEERS, LLC—

PROFESSIONAL ENGINEERING COMPANY

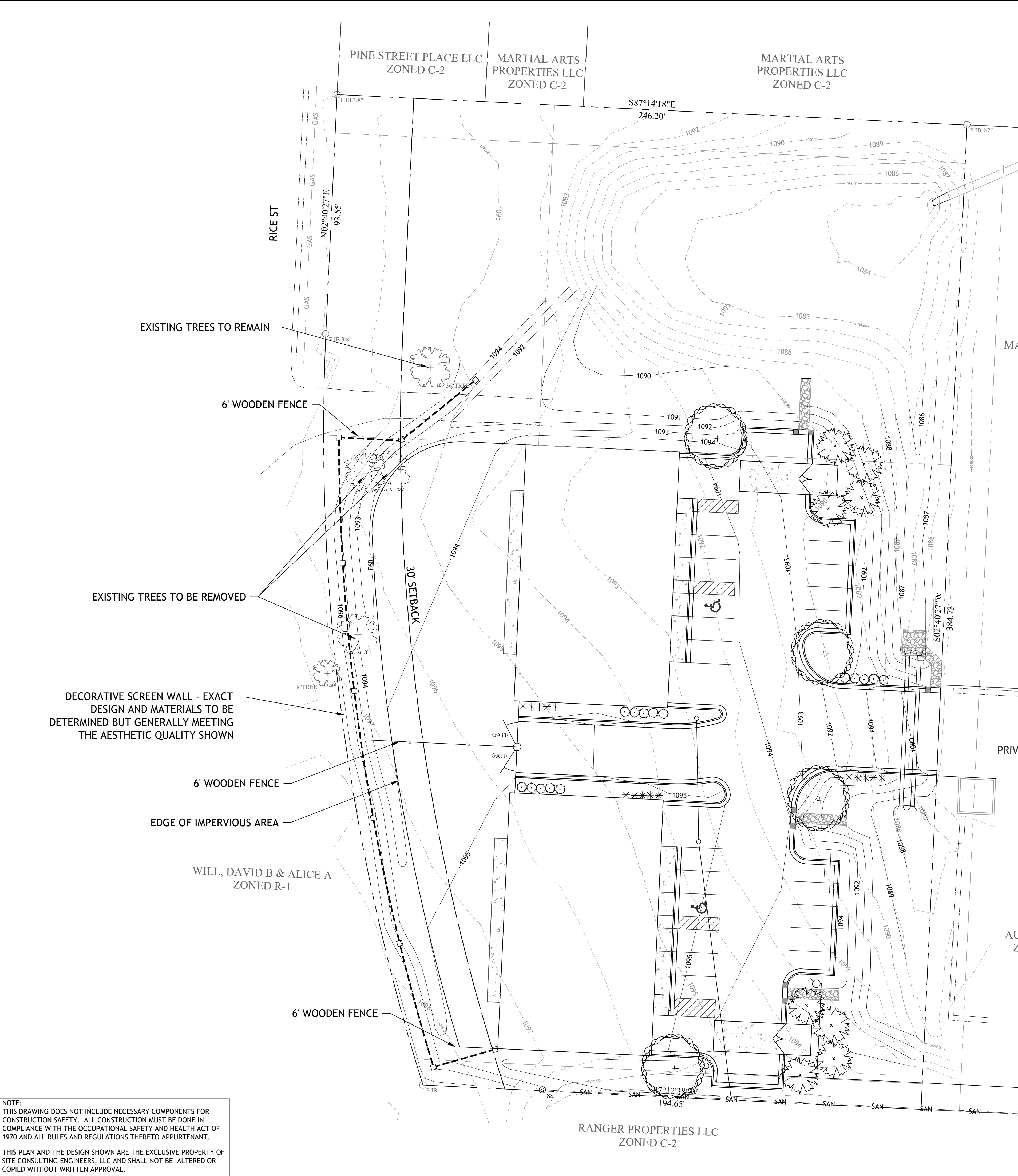
200 MISSOURI ROAD, SUITE 200, LEE'S SUMMIT, MO 64086

(W) (913) 515-7209 • FAX (816) 760-2379 •

CELL 302-383-2494

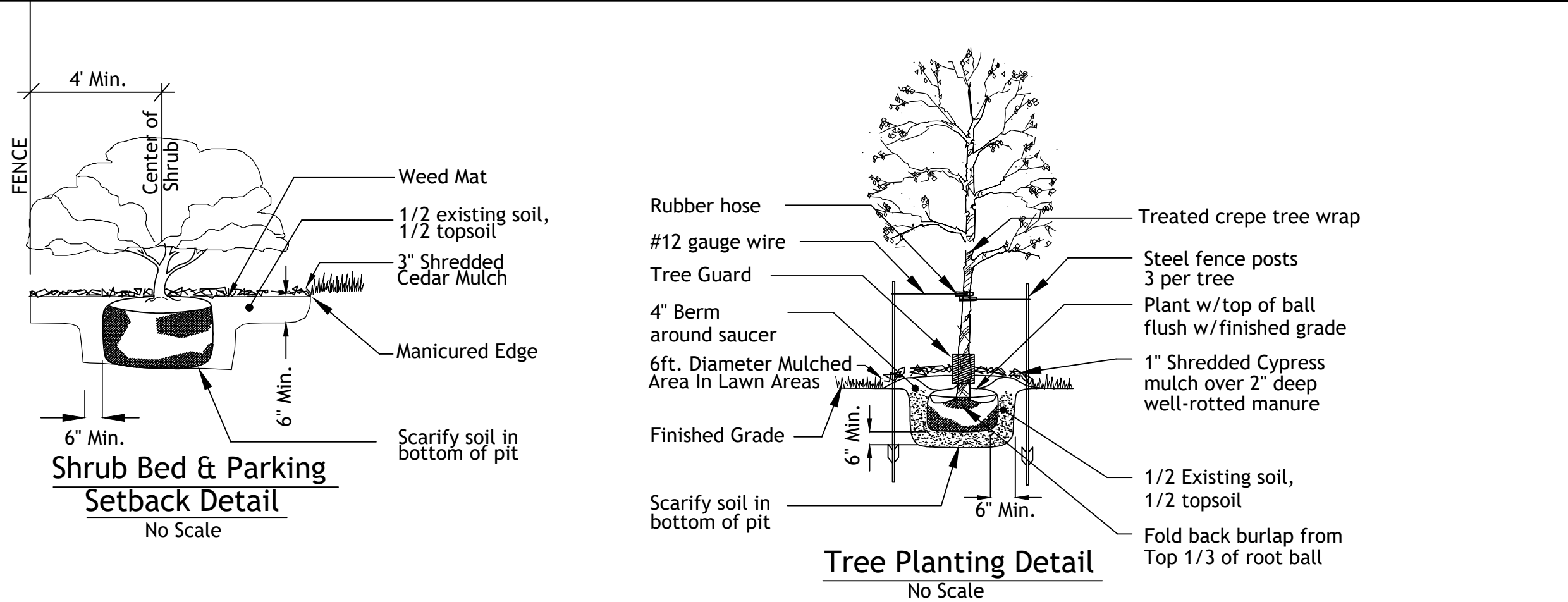
"TODAY'S TECHNOLOGY*YESTERDAY'S QUALITY"

DRAWN BY:	CHECKED BY:	DATE: 12-19-24	SCALE:	PROJECT No.:	SHEET No.: 5
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NOTE:
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LANDSCAPE NOTES
CONTRACTOR REQUIRED TO LOCATE ALL UTILITIES BEFORE INSTALLATION TO BEGIN.

Contractor shall verify all landscape material quantities and shall report any discrepancies to the Landscape Architect prior to installation.

No plant material substitutions are allowed without Landscape Architect or Owners approval.

Contractor shall guarantee all landscape work and plant material for a period of one year from date of acceptance of the work by the Owner. Any plant material which dies during the one year guarantee period shall be replaced by the contractor during normal planting seasons.

Contractor shall be responsible for maintenance of the plants until completion of the job and acceptance by the Owner.

Successful landscape contractor shall be responsible for design that complies with minimum irrigation requirements, and installation of an irrigation system. Irrigation system to be approved by the owner before starting any installation.

All plant material shall be specimen quality stock as determined in the "American Standards For Nursery Stock" published by The American Association of Nurseryman, free of plant diseases and pest, of typical growth of the species and having a healthy, normal root system.

Sizes indicated on the plant list are the minimum, acceptable size. In no case will sizes less than specified be accepted. And be in accordance with the city of Raymore unified development code standards.

All shrub beds within lawn areas to receive a manicured edge.

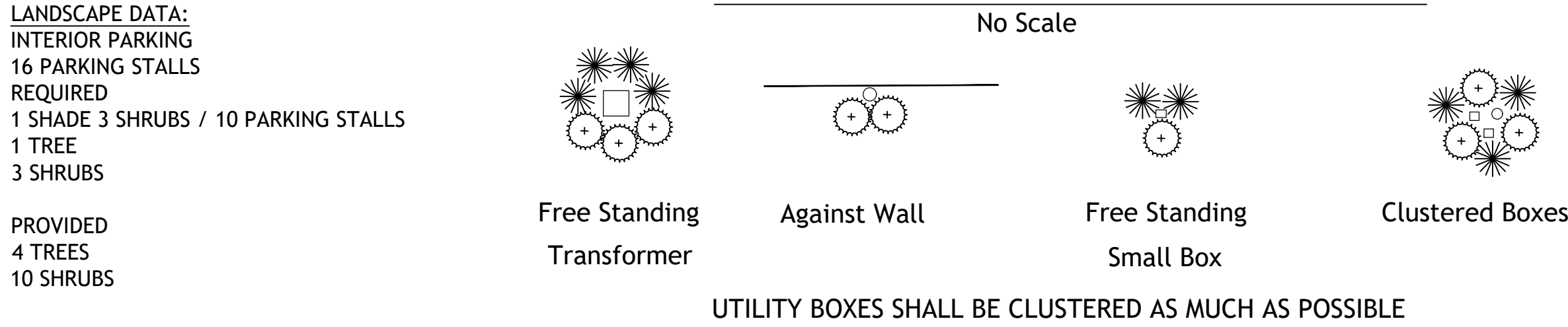
All shrub beds shall be mulched with 3" of shredded cedar mulch.

All sod areas to be fertilized & sodded with a Turf-Type-Tall Fescue seed blend.

All seed areas shall be hydro-seeded with a Turf-Type-Tall Fescue seed blend.

All areas not contained with defined edges of impervious areas to receive permanent grass seeding per these plans until a sod is well established.

Typical Utility Box Screening Details



Shrub List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	15	Seagreen Juniper	Juniperus Chinensis 'Seagreen'	18"-24"sp.	Cont.	4'o.c.
	15	Morning Light Maiden Grass	Miscanthos Sinensis 'Morning Light'	3 gal.	Cont.	4'o.c.

Tree List

Symbol	Quantity	Common Name	Botanical Name	Size	Condition	Spacing
	4	October Glory Maple	Acer Rubrum 'October Glory'	3" cal	BB	As Shown
	8	Canaert Juniper	Juniperus Virginiana 'Canaertii'	6' hgt	BB	As Shown

LANDSCAPE PLAN

PROJECT:
BRANCHED OUT GUTTERS, LLC

PREPARED FOR:
BRANCHED OUT GUTTERS, LLC

TAX MAP No.: 04-05-16-100-007-031.001

SEC,TWP,RNG: 16-46-32

COUNTY: CASS

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4-19-25	CITY COMMENTS	TB
3-19-25	CITY COMMENTS	TB
DATE	REVISION	CHKD.
DRAWN BY:	CHECKED BY:	DATE: 12-19-24

ENGINEERING*SERVICES

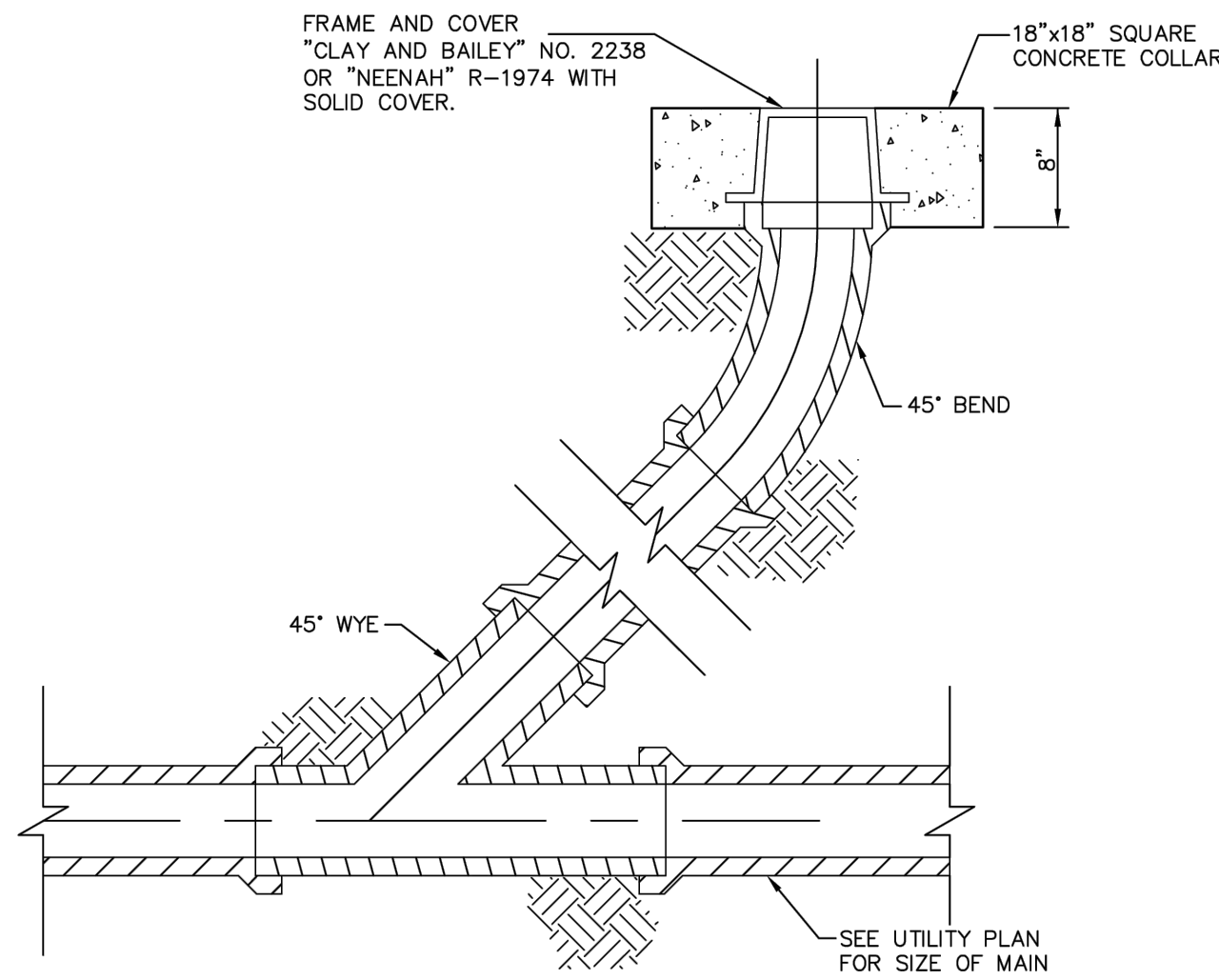
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—ENGINEERS, LLC—

PROFESSIONAL ENGINEERING COMPANY

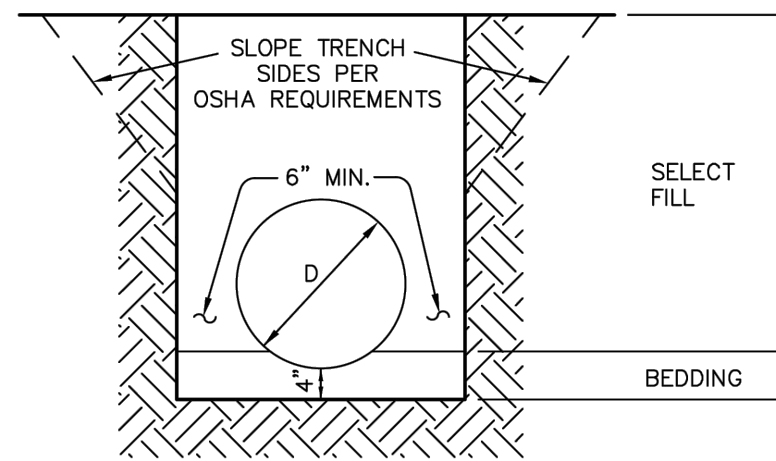
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(W) (913) 515-7209 • FAX (916) 760-2379 •
CELL 302-383-2494

"TODAY'S TECHNOLOGY•YESTERDAY'S QUALITY"

PROJECT No.: SHEET No.: **6**

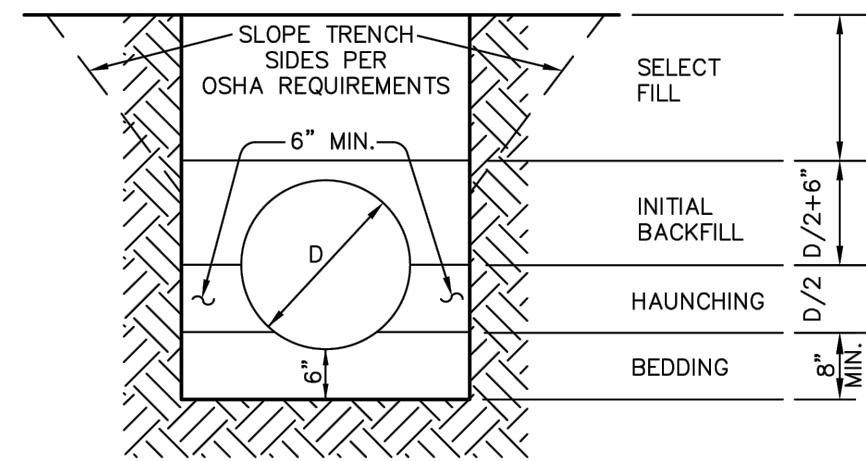


CLEAN-OUT **SS2**



RIGID PIPE: INCLUDES REINFORCED CONCRETE, DUCTILE IRON, & CAST IRON

- BEDDING SHALL BE COMPACTED SAND AND SHALL BE SHAPED TO THE BOTTOM OF THE PIPE.
- SELECT FILL SHALL BE NATIVE MATERIAL FREE OF LARGE ROCKS, DEBRIS, AND ORGANICS (3"+) AND SHALL BE PLACED IN 6" MAX. LOOSE LIFTS AND COMPACTED IN ACCORDANCE WITH SPECIFICATIONS.

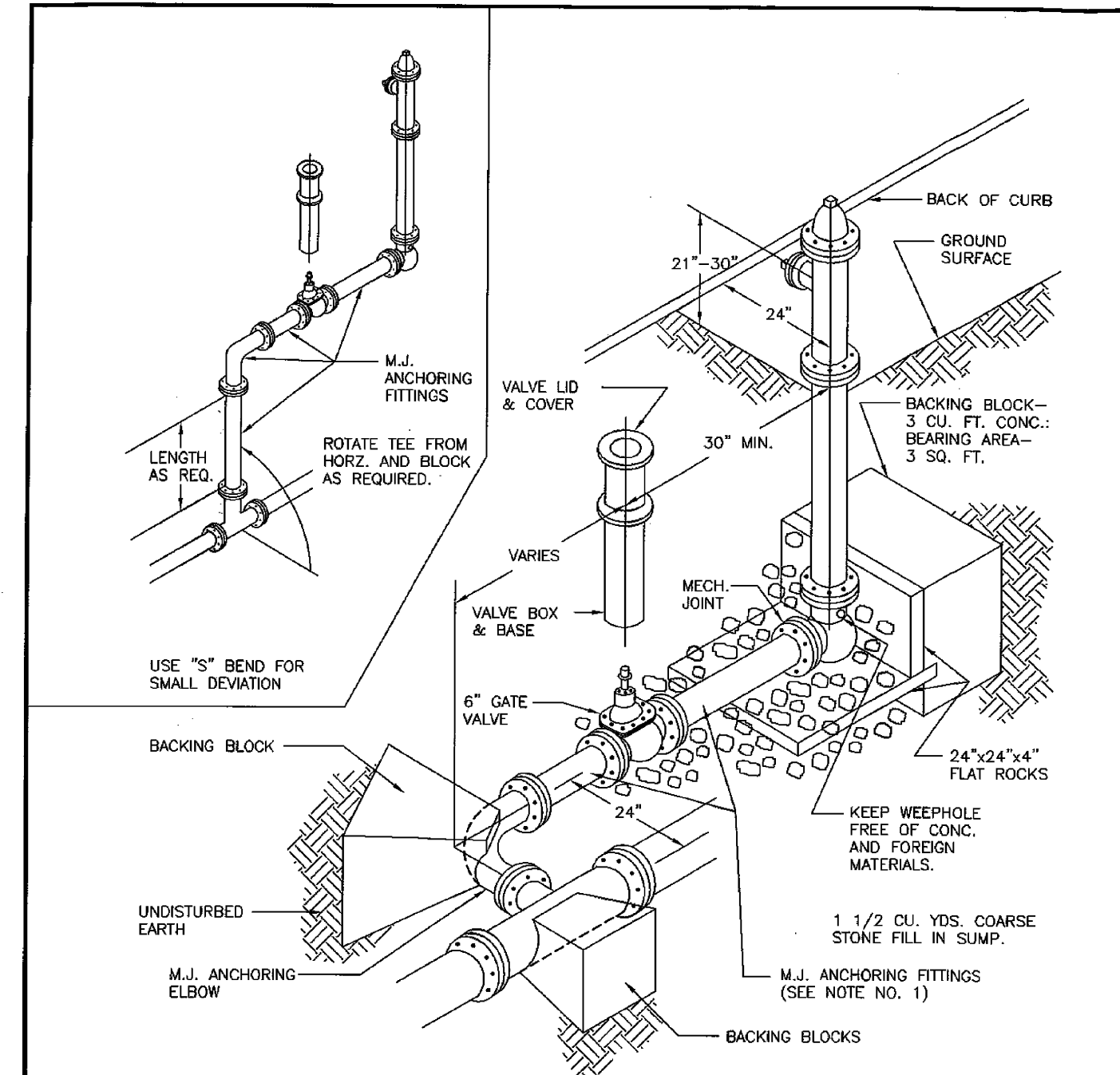


FLEXIBLE PIPE: INCLUDES CORRUGATED METAL PIPE, CORRUGATED POLYETHYLENE PIPE AND/OR POLYVINYL CHLORIDE PIPE.

- BEDDING AND HAUNCHING MATERIAL SHALL BE COMPACTED SAND, UNLESS NOTED OTHERWISE ON PLANS AND SHALL BE SHAPED TO THE BOTTOM OF THE PIPE.
- INITIAL BACKFILL MATERIAL SHALL BE GRANULAR MATERIAL OR SELECT MATERIAL (INCLUDING SAND) COMPACTED IN ACCORDANCE TO SPECIFICATIONS.
- SELECT FILL PLACEMENT AND COMPACTION SAME AS FOR RIGID PIPE.

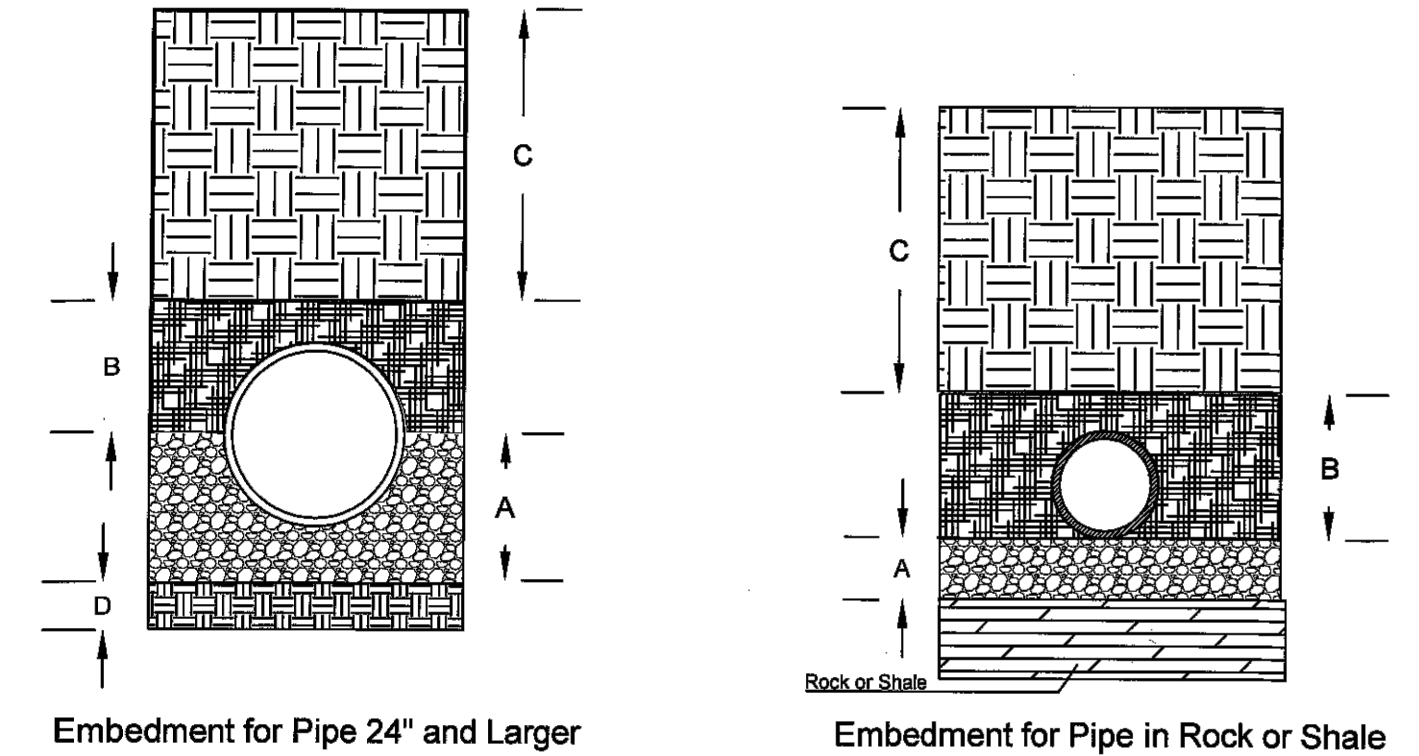
TRENCH AND BEDDING DETAILS **MS1**

TRACER WIRE IS REQUIRED FOR SEWER SERVICE MAINS
TRACER WIRE TO BE TWELVE GAUGE MINIMUM SOLID COPPER WITH THERMOPLASTIC INSULATION RECOMMENDED FOR DIRECT BURIAL.
WIRE CONNECTORS TO BE 3M DBR, OR APPROVED EQUAL, AND SHALL BE WATERTIGHT TO PROVIDE ELECTRICAL CONTINUITY. TRACER WIRE COLOR SHALL BE BLUE FOR ALL WATER CONSTRUCTION AND GREEN FOR ALL WASTEWATER CONSTRUCTION



NOTES:
1. ALL FIRE HYDRANTS SHALL BE INSTALLED USING MEGALUG STYLE FITTINGS.
2. VALVE BOX AND BASE ARE TO BE DUCTILE IRON.
3. ALL HYDRANTS SHALL BE CLOW MEDALLION, KENNEDY "GUARDIAN" or MUELLER "CENTURION".
4. ALL HYDRANTS SHALL BE DELIVERED PAINTED SAFETY YELLOW. FIELD PAINTING IS NOT ACCEPTABLE.

Engineering Department City of Raymore 100 Municipal Circle Raymore, MO 64083 816-331-1852 Fax 816-331-8067		CITY OF RAYMORE	
DRAWN Modified 2013		TYPICAL HYDRANT INSTALLATION WITH 90° BEND (TYPE "A")	
CHECKED	SIZE A	FSOM NO.	DWG NO. Wtr- 1
APPROVED	SCALE NONE	SHEET 1 OF 1	REV



Embedment for Pipe 24" and Larger

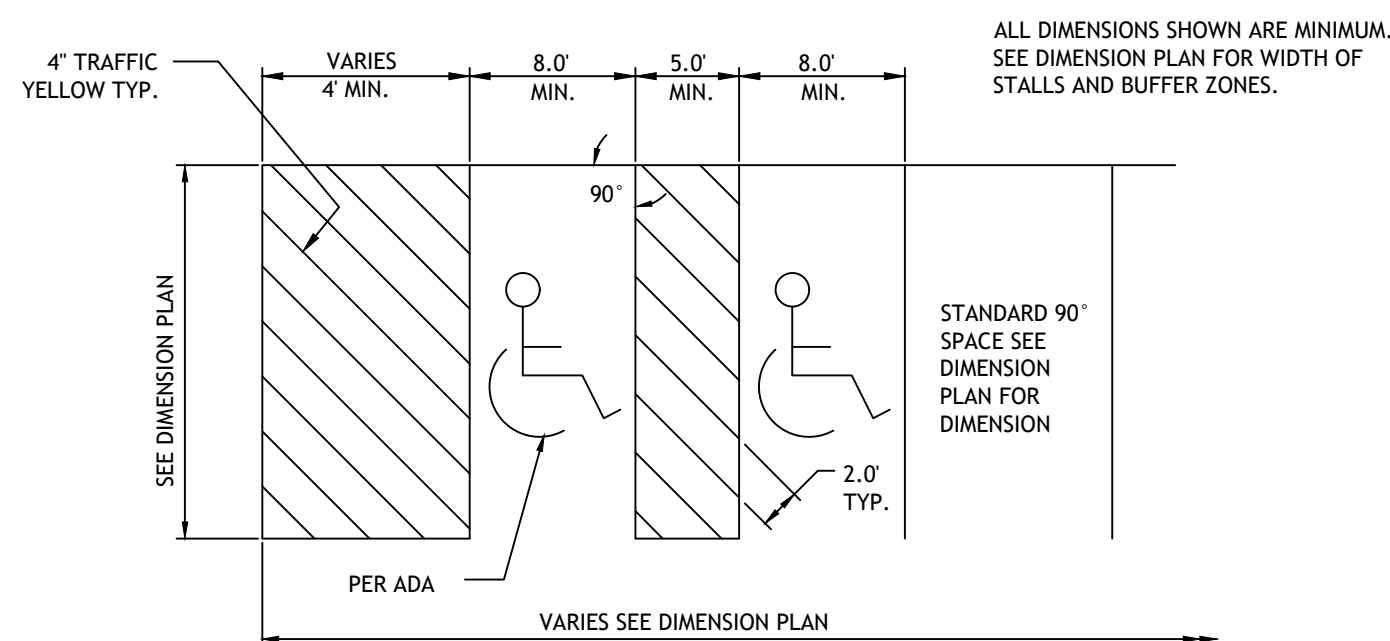
Legend

"A" - 3/8" to 1/2" clean gravel placed to a minimum depth of 4" below bell.
"B" - Loosely compacted backfill, free of rock or shale, placed to a depth covering the pipe by 6".
"C" - Compacted backfill.
"D" - Undisturbed earth

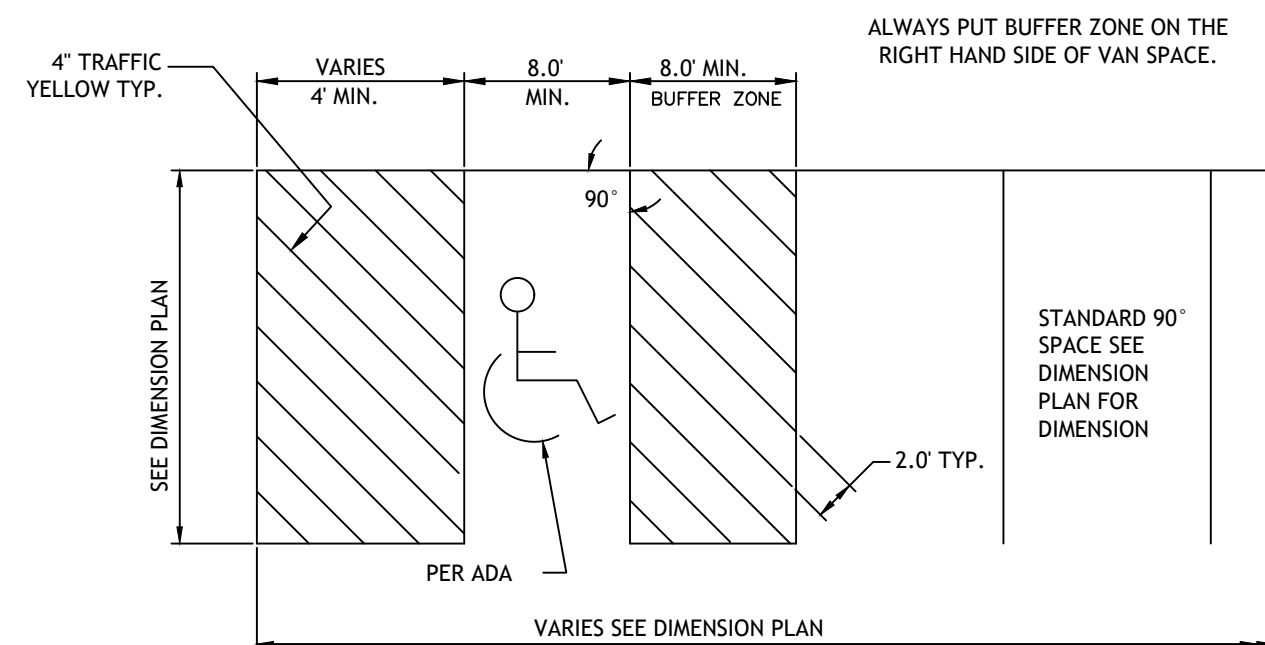
Notes:

- Ductile iron pipe 12" in diameter and larger shall be polywrapped and taped as per spec.
- Rock and shale shall be over-excavated to a depth where gravel can be placed to a depth of 4" below the bell.

Engineering Department City of Raymore 100 Municipal Circle Raymore, MO 64083 816-331-1852 Fax 816-331-8067		CITY OF RAYMORE	
DRAWN Modified 2013		EMBEDMENTS FOR WATER MAINS	
CHECKED	SIZE A	FSOM NO.	DWG NO. Wtr- 6
APPROVED	SCALE NONE	SHEET 1 OF 1	REV



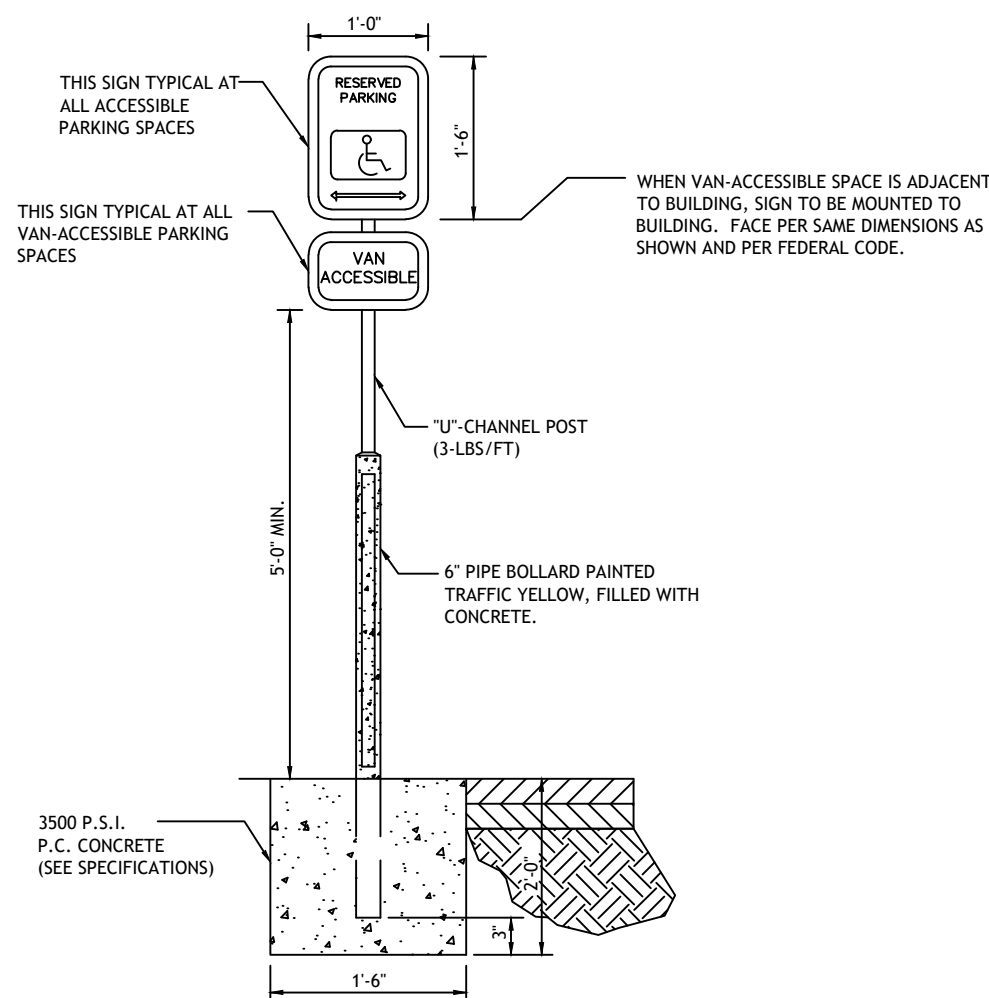
NOTE: PARKING SPACES AND ACCESS ISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 1:50 IN ALL DIRECTIONS



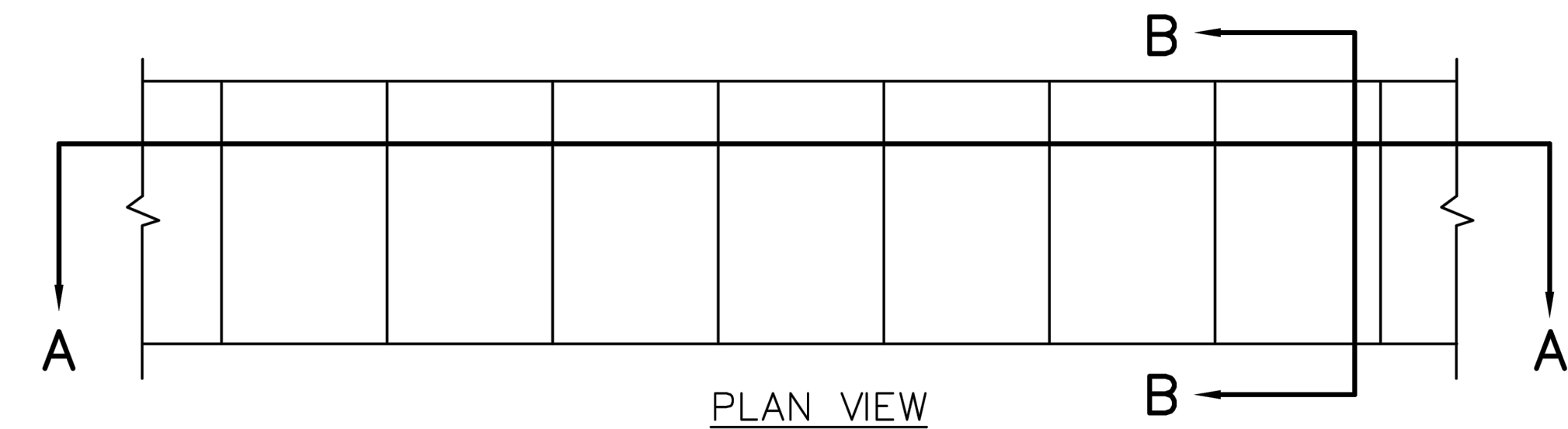
90° ACCESSIBLE & VAN ACCESSIBLE SPACE STRIPING
STRIPED AREA OF HANDICAP SPACE AND THE PARKING SPACE SHALL BE POURED CONCRETE, 4" THICK WITH 8' OF CONCRETE ON PASSENGER SIDE AND REAR OF PARKING SPACE FOR PROPER ACCESSIBILITY (SEE PLANS)

NOTE:
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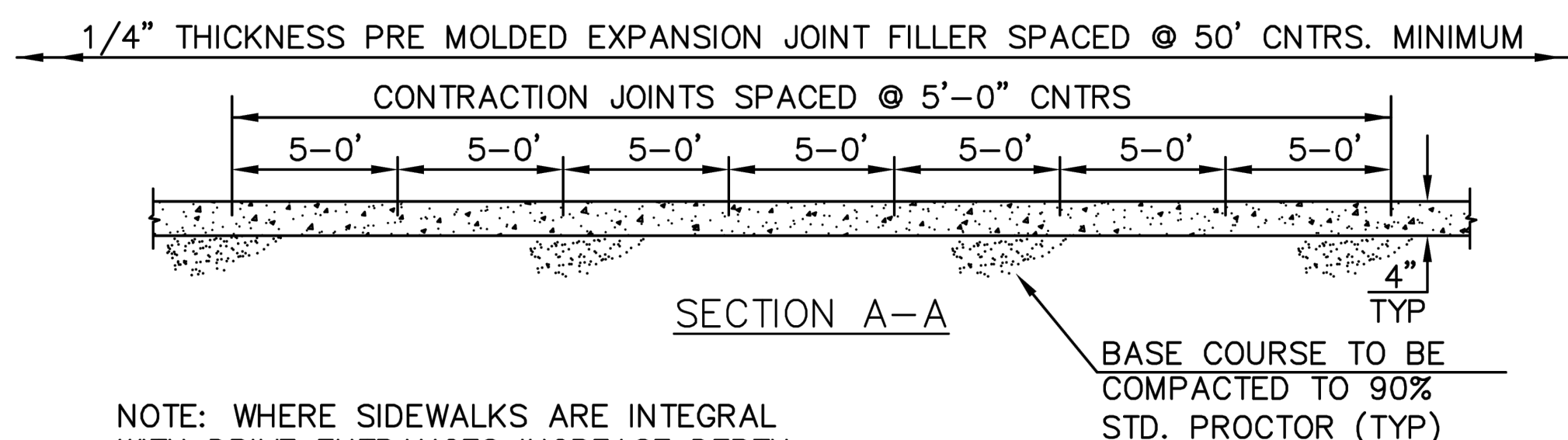
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ACCESSIBLE PARKING SIGN

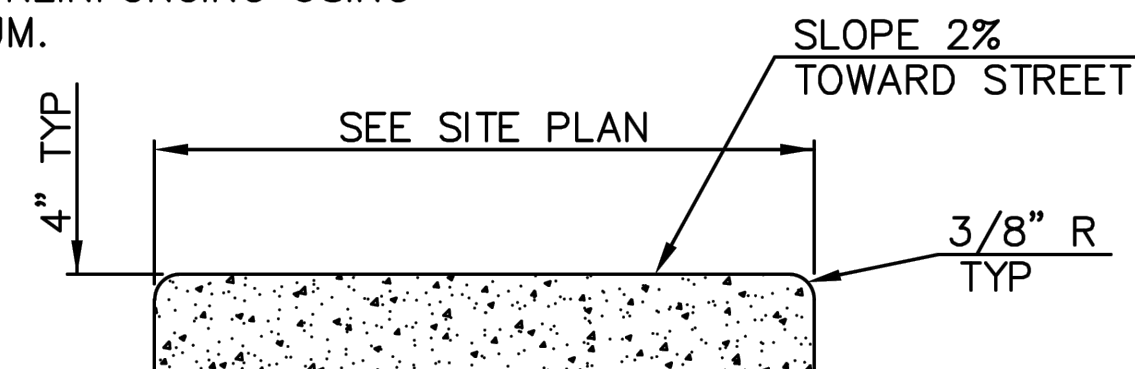


PLAN VIEW



SECTION A-A

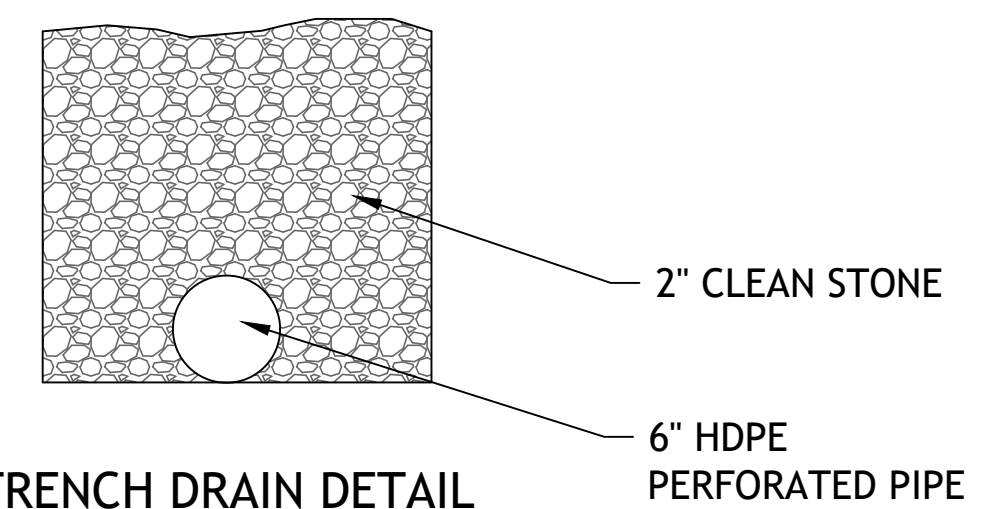
NOTE: WHERE SIDEWALKS ARE INTEGRAL WITH DRIVE ENTRANCES INCREASE DEPTH TO 6" AND PROVIDE REINFORCING USING 6x6 #10 WIRE MINIMUM.



SECTION B-B

CONCRETE SIDEWALK **CW2**

NOTE: CONCRETE SHALL BE CLASS A WITH $f'_c = 3000$ PSI.



TRENCH DRAIN DETAIL

SHEET TITLE: DETAILS

PROJECT:
BRANCHED OUT GUTTERS, LLC

PREPARED FOR:
BRANCHED OUT GUTTERS, LLC

TAX MAP No.: 04-05-16-100-007-031.001
SEC,TWP,RNG: 16-46-32

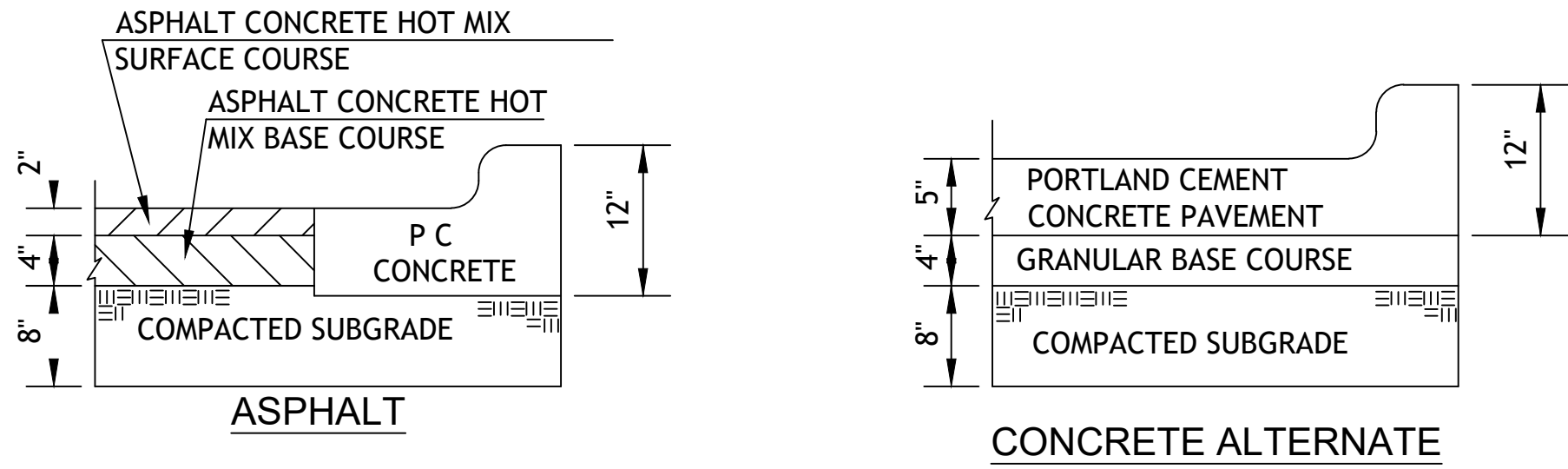
COUNTY: CASS

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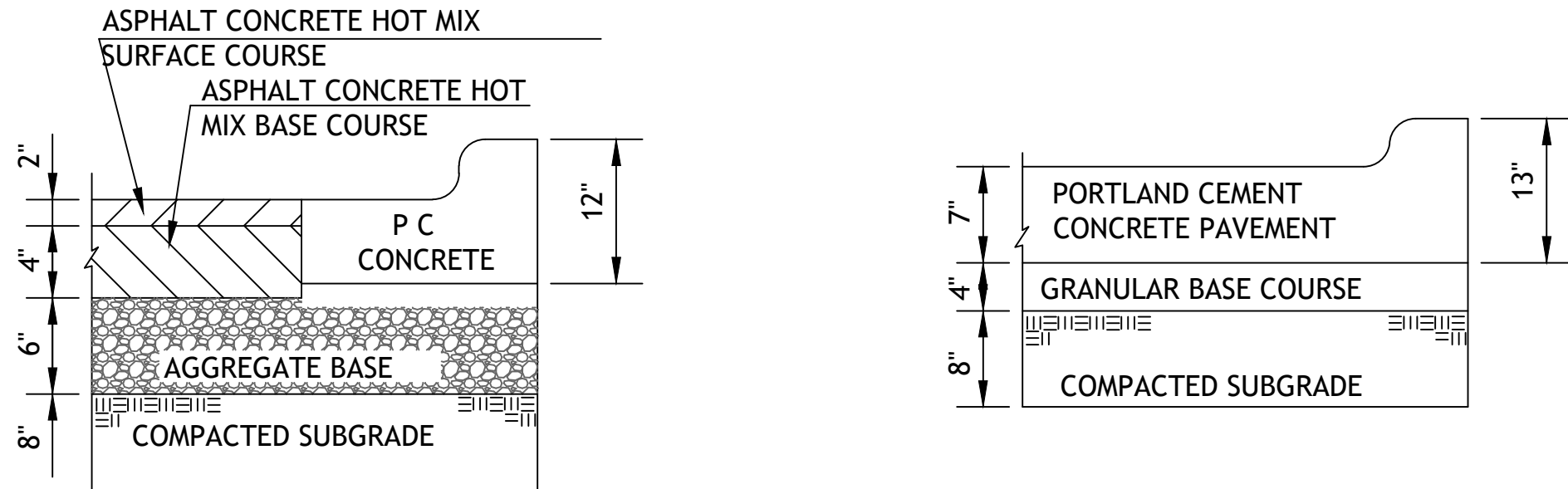
4-19-25	CITY COMMENTS	TB
3-19-25	CITY COMMENTS	TB
DATE	REVISION	CHKD.
DRAWN BY:	CHECKED BY:	DATE: 12-19-24



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PROJECT No.:	SHEET No.: 7



REGULAR DUTY PAVING



HEAVY DUTY ASPHALT

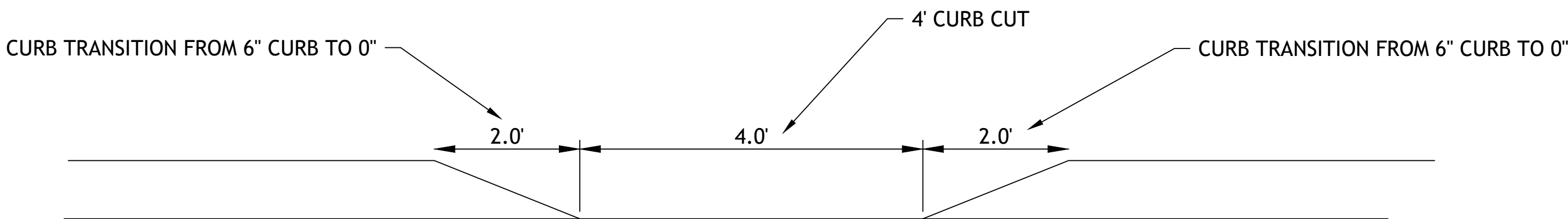
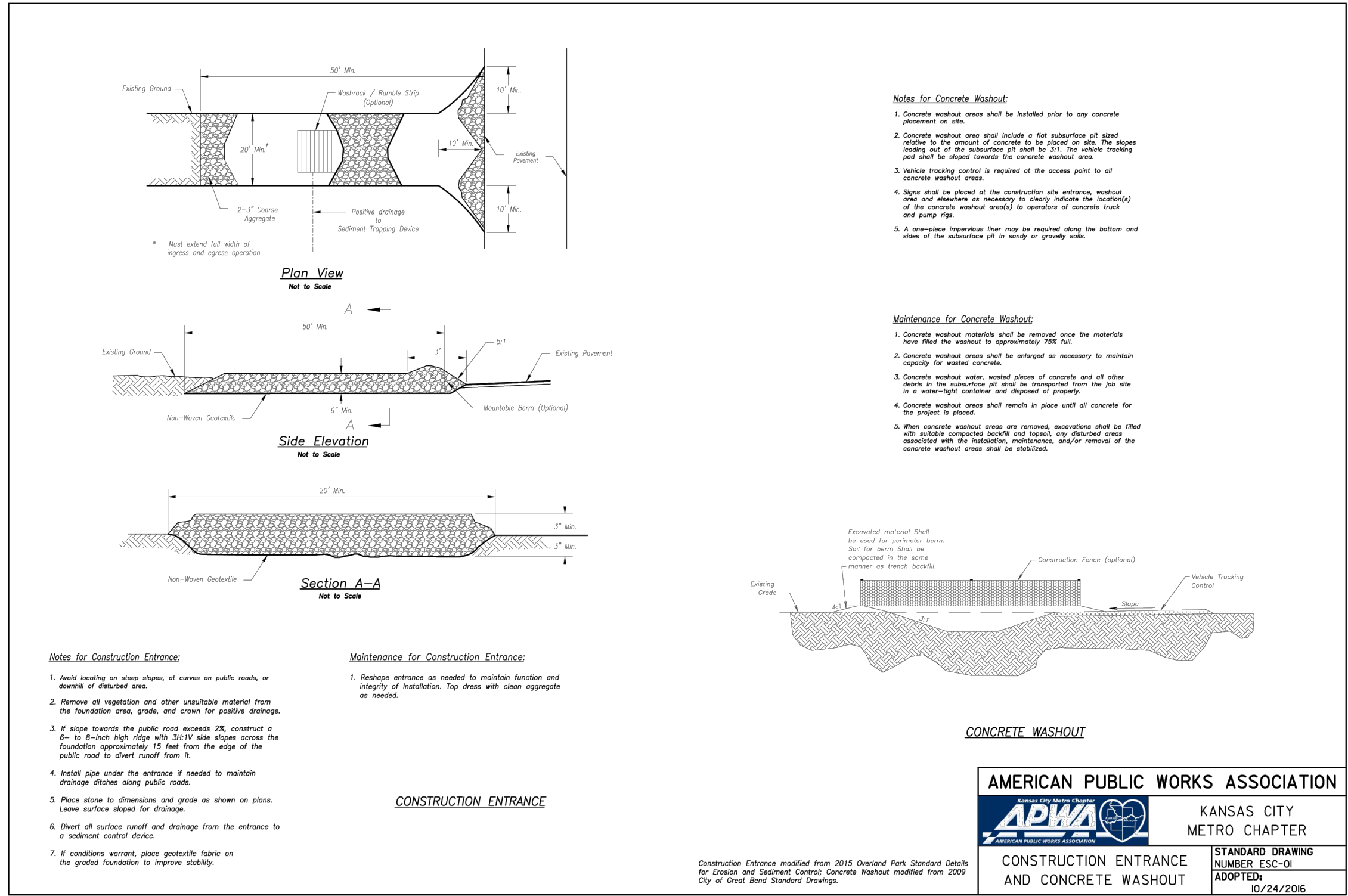
HEAVY DUTY CONCRETE

1. FLEXIBLE PAVEMENT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MISSOURI DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

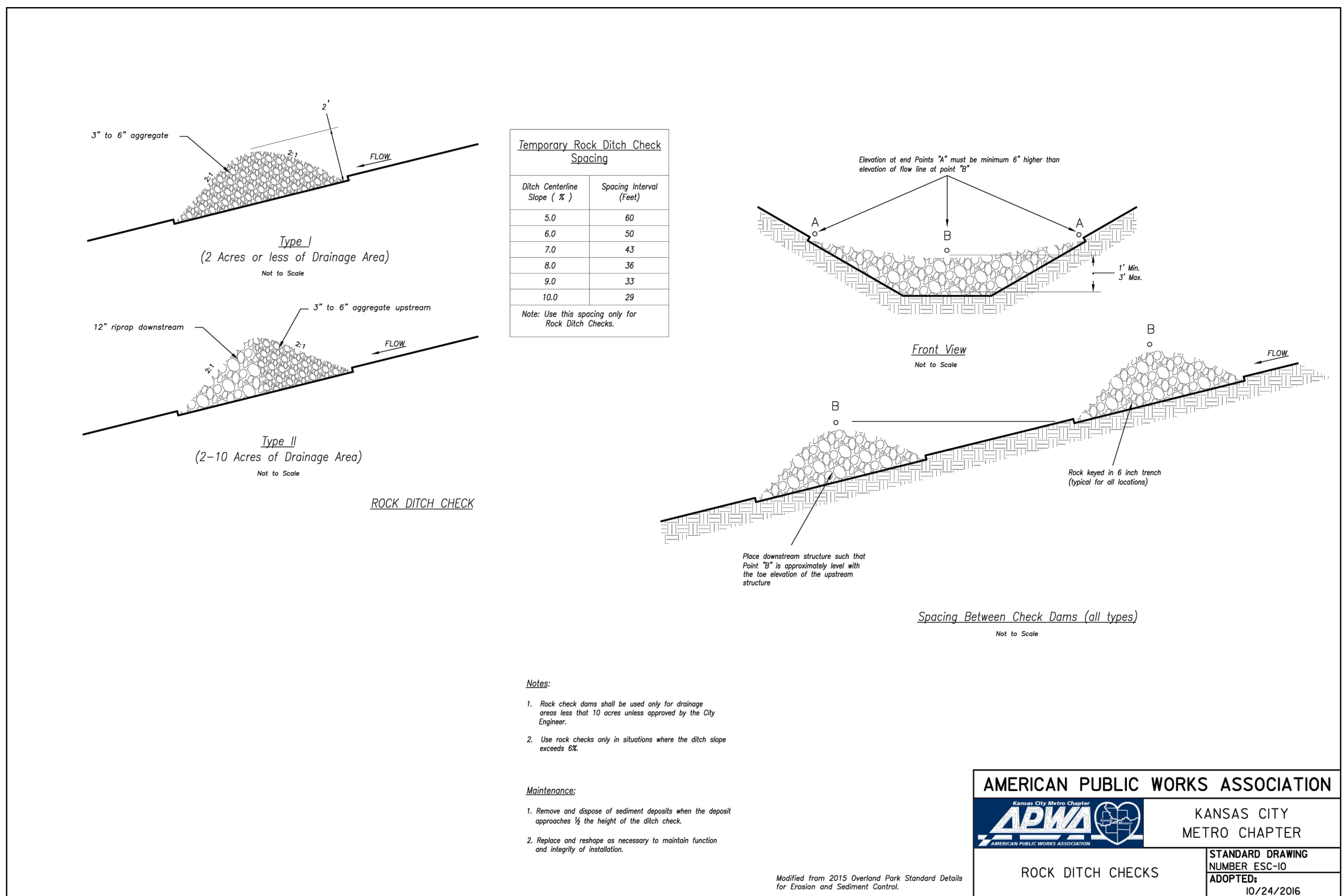
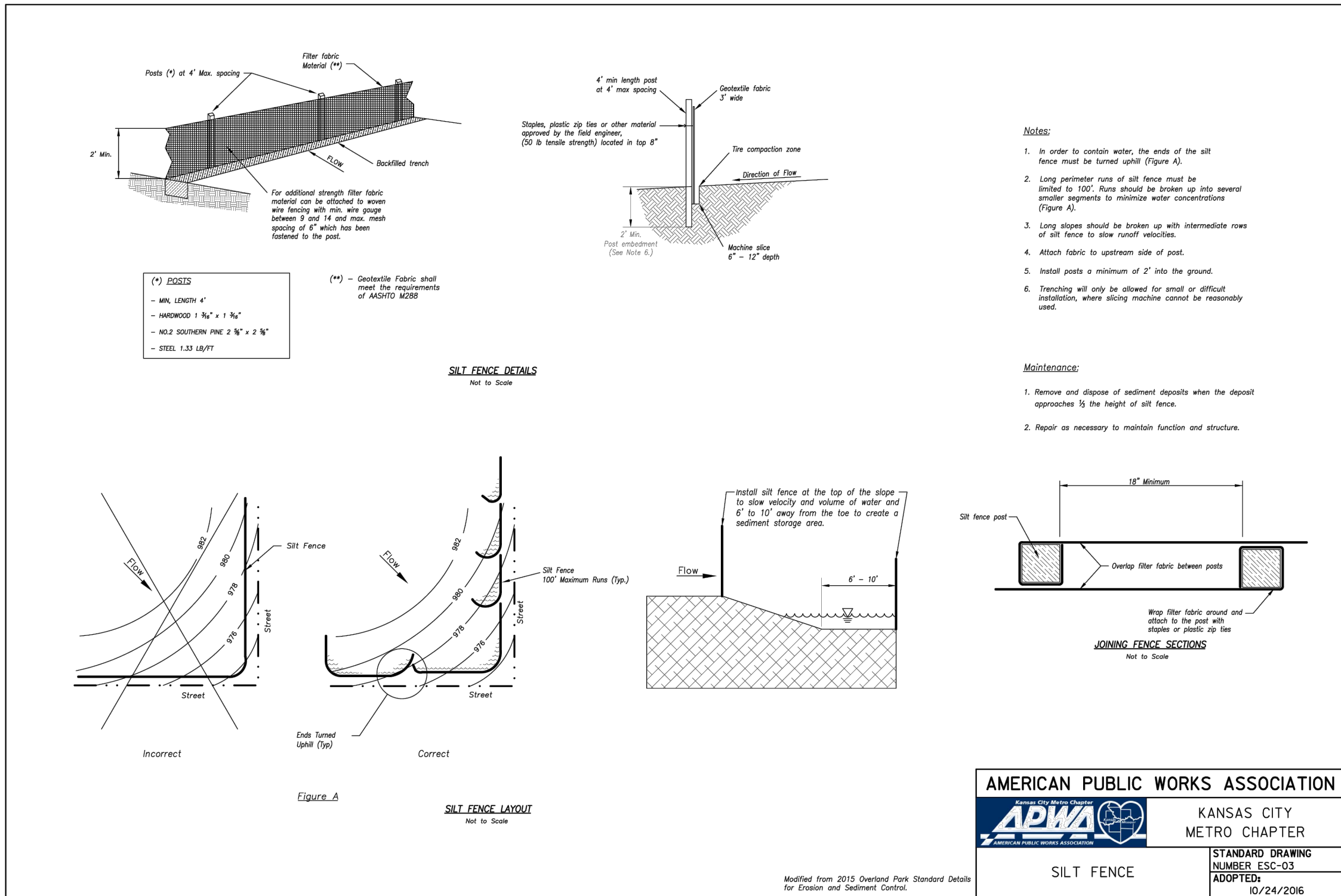
ASPHALT SURFACE COURSE - APWA TYPE 3-01
ASPHALT BASE COURSE - APWA TYPE 1-01
AGG BASE-MODOT TYPE 5

2. PORTLAND CEMENT CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS WITH 6% ENTRAINED AIR $\pm 2\%$ AND SHALL MEET OR EXCEED THE SPECIFICATIONS SET FORTH IN THE LATEST EDITION OF THE KANSAS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

3. HEAVY DUTY CONCRETE IS AN OPTIONAL PAVEMENT FOR DETAIL 041 HEAVY DUTY ASPHALT. WHEN PLANS SPECIFY DETAIL 042 NO ALTERNATES ARE ALLOWED.



CURB CUT DETAIL



SHEET TITLE: DETAILS

PROJECT:
BRANCHED OUT GUTTERS, LLC

PREPARED FOR:
BRANCHED OUT GUTTERS, LLC
TAX MAP No.: 04-05-16-100-007-031.001
SEC,TWP,RNG: 16-46-32
COUNTY: CASS



NOTE:
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DATE	REVISION	CHKD.	
4-19-25	CITY COMMENTS	TB	
3-19-25	CITY COMMENTS	TB	
DRAWN BY:	CHECKED BY:	DATE: 12-19-24	SHEET No.: 8

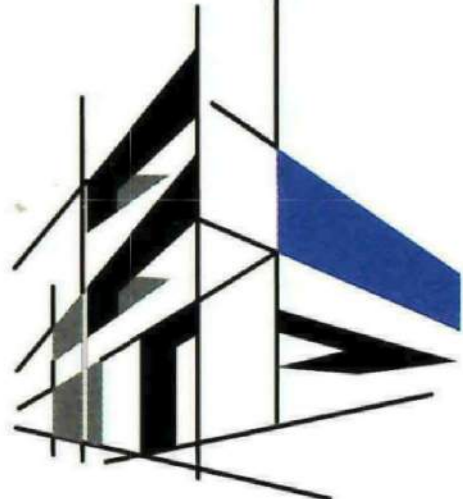
STRUCTURAL



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OVERLAND PARK, KS 66202
S1STRUCTURAL.COM
P: 913.735.7006

ADAM MITCHELL, P.E.
E: MITCHELL@S1STRUCTURAL.COM

MPE



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MICHAEL WELCH, P.E. STEVE BLACKBURN
P: 816.678.3378 P: 816-833-6550
MWELCH@MWECLLC.COM STEVE@AECONSORT.COM

BRANCHED OUT GUTTERS

COMMERCIAL BUILDING



OWNER

BRANCHED OUT GUTTER, LCC.

12309 S. BURR OAK CIR
PECULIAR MO 64078

MIKE BLYTHE
C: 816.723.9727
E: IGUTTERDONEKC@GMAIL.COM



JCA
JOWLER CREEK
ARCHITECTURE
15105 JOWLER CREEK ROAD
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JESSICA ROMAN
PLATTE CITY, MO 64079
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PH: 913.735.7006

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CONSORTIUM
10233 MILLSTONE
DRIVE #4112
LENEXA, KS 66220
816.916.4675

NOT FOR
CONSTRUCTION

BRANCHED OUT GUTTERS

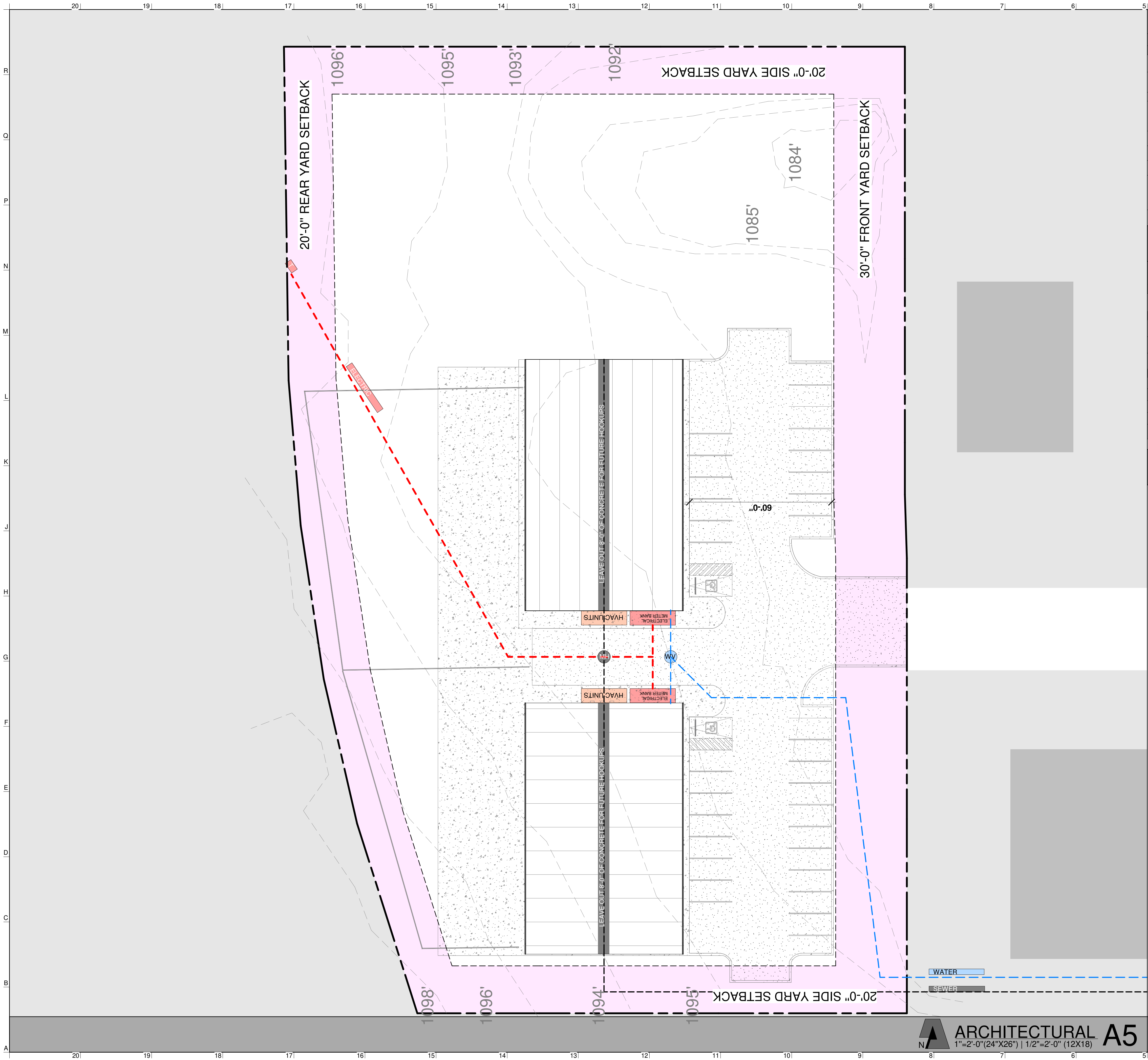
2309 S BURR OAK CIRCLE
PECULIAR MO 64078

NO.	ISSUE/REVISION	DATE
1	PERMIT SET	

COVER

G000

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LOT AND BUILDING STANDARDS	
C-2P GENERAL COMMERCIAL	
REQUIREMENTS:	
PROPOSED ZONING	C- 2P GENERAL COMMERCIAL
PROPOSED LAND USE	CONSTRUCTION SALES AND SERVICES AND PERSONAL AND CONSUMER SERVICE
SETBACKS	FRONT: 30 (EAST PROP. LINE) SIDE : 20 (NORTH & SOUTH PROP. LINES) REAR: 20(WEST PROP. LINE)
MAX. BUILDING HEIGHT	80 FT
MAX. BUILDING COVERAGE	40%
PARKING	TBD
SCREENING	NORTH: TYPE + SOUTH : TYPE + EAST: TYPE+ WEST: TYPE A+
MIN. LANDSCAPING AREA	20%
CITY STANDARDS M1	
NTS	
PARCEL:	
EXISTING LOT:	89,755 SF(2.06AC)
BUILDING COVERAGE (GROUND FLOOR GROSS SF):	
EXISTING:	0 SF
PROPOSED	12,000 SF
TOTAL	12,000 SF
IMPERVIOUS COVERAGE:	
BUILDING	12,000 SQFT
PAVEMENT	23,117 SQFT
TOTAL IMPERVIOUS	35,129 SQFT
TOTAL IMPERVIOUS ALLOWABLE	40%
TOTAL IMPERVIOUS PROPOSED	40%
SQUARE FOOTAGES J1	
NTS	

JCA
JOWLER CREEK
ARCHITECTURE
15105 JOWLER CREEK ROAD
CAMDEN POINT, MO. 64018
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10233 MILLSTONE
DRIVE #4112
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816.916.4675

NOT FOR
CONSTRUCTION

BRANCHED OUT GUTTERS

2309 S BURR OAK CIRCLE
PECULIAR MO 64078

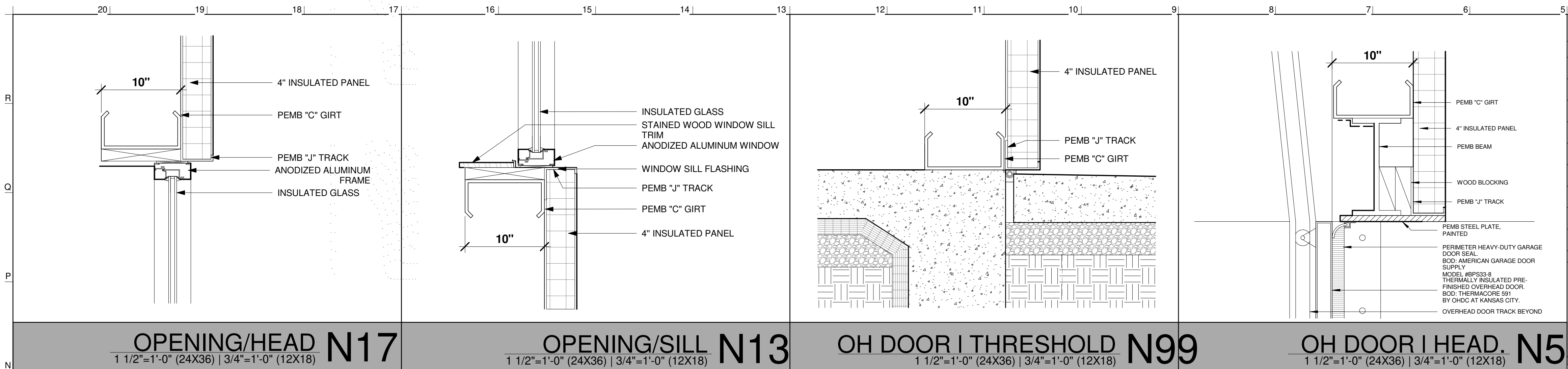
NO. ISSUE/REVISION DATE

1 PERMIT SET

SITE

AS100

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ROOM						
#	NAME	AREA	FLOOR	BASE	WALL	CEILING
100	STORAGE	1595 SF	SEALED CONCRETE	6" RUBBER	P1	OPEN
101	OFFICE	222 SF	LVT PLANK	W1	P1	2X4 LAY IN
102	UTILITY	44 SF	SEALED CONCRETE	6" RUBBER	P1	GYP-P1
103	BATHROOM	43 SF	TILE 12X12	TILE 6X6	TILE 6X6	GYP-P1
200	STORAGE	1617 SF	SEALED CONCRETE	6" RUBBER	P1	OPEN
201	OFFICE	231 SF	LVT PLANK	W1	P1	2X4 LAY IN
202	UTILITY	44 SF	SEALED CONCRETE	6" RUBBER	P1	GYP-P1
203	BATHROOM	47 SF	TILE 12X12	TILE 6X6	TILE 6X6	GYP-P1
300	STORAGE	1576 SF	SEALED CONCRETE	6" RUBBER	P1	OPEN
TOTAL		5418 SF				

DOOR						
#	ROOM	WIDTH	DOOR HEIGHT	THICK	STYLE	HDWR
100A	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100A	AA	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100B	STORAGE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
100C	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100U	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100V		3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
100W		3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
100X		3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
100Y		3' - 0"	7' - 0"	0' - 1 3/4"	ALUMINUM	
100ZZ	STORAGE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
101A	OFFICE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
101B	OFFICE	3' - 0"	7' - 0"	0' - 1 3/4"	ALUMINUM	
102	UTILITY	3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
103	BATHROOM	3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
200A	STORAGE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
200B	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
201A	OFFICE	3' - 0"	7' - 0"	0' - 1 3/4"	ALUMINUM	
201B	OFFICE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	

WINDOW						
TYPE	HEIGHT	WIDTH	COUNT	STYLE	NOTES	
A	6' - 0"	2' - 6"	6			

WINDOW AND DOOR NOTES:
DIMENSIONS REPRESENT DESIGN INTENT, GC TO COORDINATE ROUGH OPENINGS WITH FINAL WINDOW SPECIFICATION. SPECIES, FINISHES AND TINTING PER CLIENT. WINDOWS SHALL MEET THE IECC 2018. REFER TO ECA1

HARDWARE SET: 01 (EXTERIOR ENTRY/GARAGE)
PROVIDE EACH SGL DOOR(S) WITH THE FOLLOWING: SEE DOOR SCHEDULE & PLAN FOR LOCATIONS

QTY	DESCRIPTION	CATALOG NUMBER	FINISH	MFR	NOTES
3 EA	HINGE	PREHUNG MFG	626		
1 EA	SGL CYL DEADBOLT	B60N	626	SCH	
1 EA	PASSAGE SET	F10 LAT	626	SCH	
1 EA	DOOR STOP	63/70 AS REQ'D	F626E	IVE	
1 EA	WEATHERSTRIP/THRESHOLD	PREHUNG MFG			

NOTE: PROVIDE HINGE PIN STOP WHERE REQUIRED

HARDWARE SET: 02 (OFFICE/BATHROOM/UTILITY)
PROVIDE EACH SGL DOOR(S) WITH THE FOLLOWING: SEE DOOR SCHEDULE & PLAN FOR LOCATIONS

QTY	DESCRIPTION	CATALOG NUMBER	FINISH	MFR	NOTES
3 EA	HINGE	PREHUNG MFG	626		
1 EA	PRIVACY LOCK	F40 LAT	626	SCH	
1 EA	DOOR STOP	63/70 AS REQ'D	F626E	IVE	

NOTE: PROVIDE HINGE PIN STOP WHERE REQUIRED



SCHEDULES D1						
NTS						

NO. ISSUE/REVISION DATE		
1	PERMIT SET	

JOWLER CREEK ARCHITECTURE
15105 JOWLER CREEK ROAD
CAMDEN POINT, MO 64018
816.876.6794

ARCOR DESIGNS
JESSICA ROMAN
PLATTE CITY, MO 64079
816.621.5222

STRUCTURAL ENGINEER
S1 STRUCTURAL
7700 SMP #104
OVERLAND PARK, KS 66202
PH: 913.735.7006

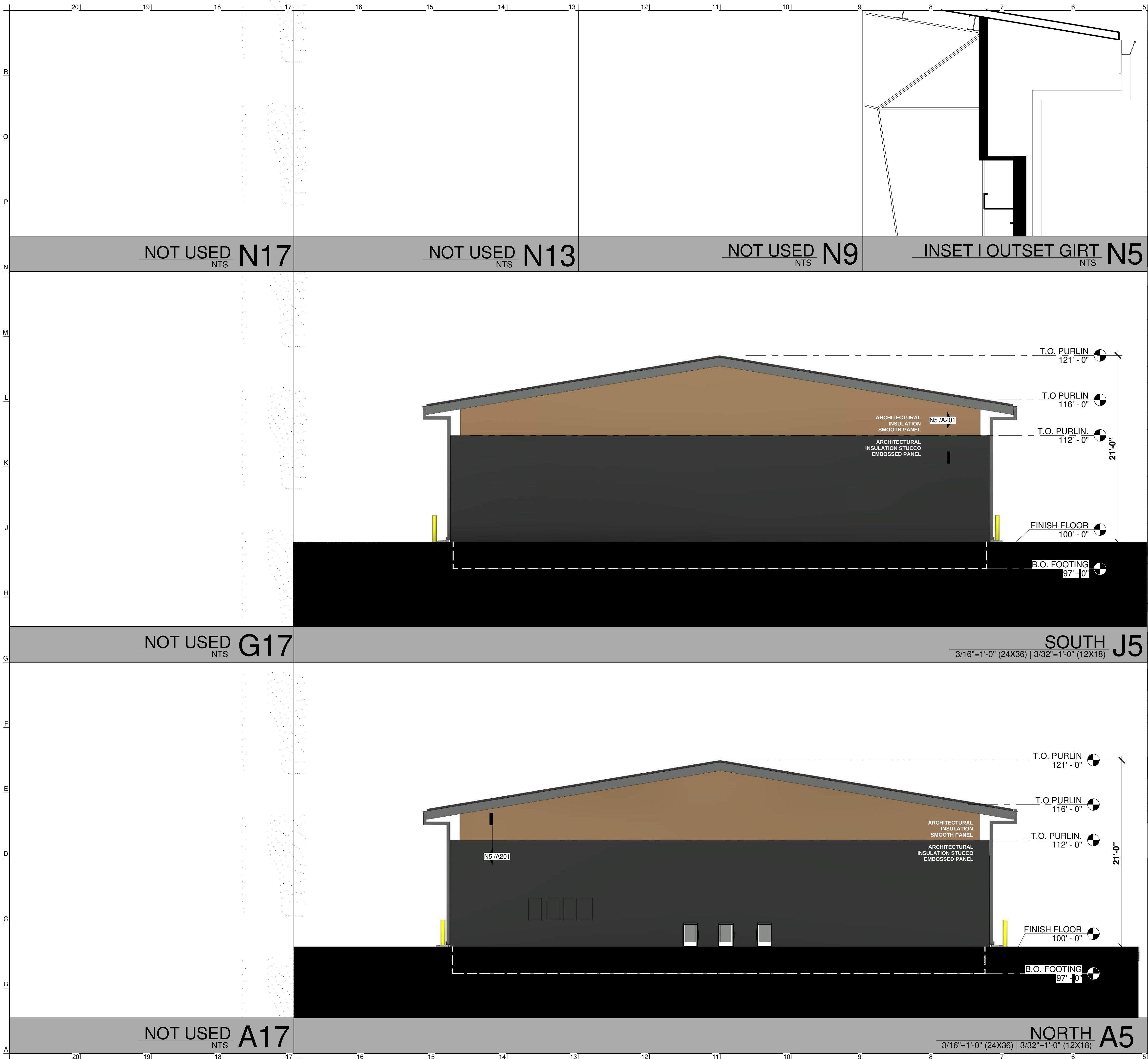
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10233 MILLSTONE DRIVE #4112
LENEXA, KS 66220
816.916.4675

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BRANCHED OUT GUTTERS
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ELEVATIONS
A200

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ROOM						
#	NAME	AREA	FLOOR	BASE	WALL	CEILING
100	STORAGE	1595 SF	SEALED CONCRETE	6" RUBBER	P1	OPEN
101	OFFICE	222 SF	LVT PLANK	W1	P1	2X4 LAY IN
102	UTILITY	44 SF	SEALED CONCRETE	6" RUBBER	P1	GYP-P1
103	BATHROOM	43 SF	TILE 12X12	TILE 6X6	TILE 6X6	GYP-P1
200	STORAGE	1617 SF	SEALED CONCRETE	6" RUBBER	P1	OPEN
201	OFFICE	231 SF	LVT PLANK	W1	P1	2X4 LAY IN
202	UTILITY	44 SF	SEALED CONCRETE	6" RUBBER	P1	GYP-P1
203	BATHROOM	47 SF	TILE 12X12	TILE 6X6	TILE 6X6	GYP-P1
300	STORAGE	1576 SF	SEALED CONCRETE	6" RUBBER	P1	OPEN
TOTAL		5418 SF				

W1= 6" WOOD PAINT OR STAIN P1= PRIMED AND 2 COATS OF PAINT

DOOR						
#	ROOM	WIDTH	DOOR HEIGHT T	THICK	STYLE	HDWR
100A	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100A	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100B	STORAGE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
100C	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100U	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
100V		3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
100W		3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
100X		3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
100Y		3' - 0"	7' - 0"	0' - 1 3/4"	ALUMINUM	
100ZZ	STORAGE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
101A	OFFICE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
101B	OFFICE	3' - 0"	7' - 0"	0' - 1 3/4"	ALUMINUM	
102	UTILITY	3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
103	BATHROOM	3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	
200A	STORAGE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
200B	STORAGE	10' - 0"	10' - 0"	0' - 2"	PREFINISHED SECTIONAL	
201A	OFFICE	3' - 0"	7' - 0"	0' - 1 3/4"	ALUMINUM	
201B	OFFICE	3' - 2"	7' - 0"	0' - 1 1/2"	ALUMINUM	
202	UTILITY	3' - 0"	7' - 0"	0' - 2"	SOLID WOOD	
203	BATHROOM	3' - 0"	7' - 0"	0' - 1 3/4"	SOLID WOOD	

WINDOW				
TYPE	HEIGHT	WIDTH	COUNT	STYLE
A	6' - 0"	2' - 6"	6	

***WINDOW AND DOOR NOTES:**
DIMENSIONS REPRESENT DESIGN INTENT, GC TO COORDINATE ROUGH OPENINGS WITH HARDWARE SET: 02 (OFFICE/BATHROOM/UTILITY) PROVIDE EACH SGL DOOR(S) WITH THE FOLLOWING: SEE DOOR SCEDULE & PLAN FOR LOCATIONS

QTY	DESCRIPTION	CATALOG NUMBER	FINISH	MFR	NOTES
3 EA	HINGE	PREHUNG MFG	626		
1 EA	SGL CYL DEADBOLT	B60N	626	SCH	
1 EA	PASSAGE SET	F10 LAT	626	SCH	
1 EA	DOOR STOP	63/70 AS REQ'D	F626E	IVE	
1 EA	WEATHERSTRIP/ THRESHOLD	PREHUNG MFG			

NOTE: PROVIDE HINGE PIN STOP WHERE REQUIRED

HARDWARE SET: 02 (OFFICE/BATHROOM/UTILITY)				
QTY	DESCRIPTION	CATALOG NUMBER	FINISH	MFR
3 EA	HINGE	PREHUNG MFG	626	
1 EA	PRIVACY LOCK	F40 LAT	626	SCH
1 EA	DOOR STOP	63/70 AS REQ'D	F626E	IVE

NOTE: PROVIDE HINGE PIN STOP WHERE REQUIRED

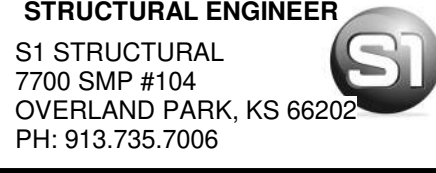
SCHEDULES D1				
NTS				



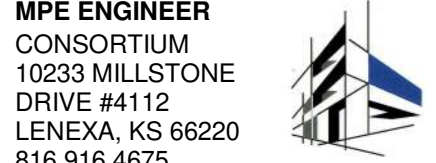
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JESSICA ROMAN
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PECULIAR MO 64078

NO.	ISSUE/REVISION	DATE
1	PERMIT SET	

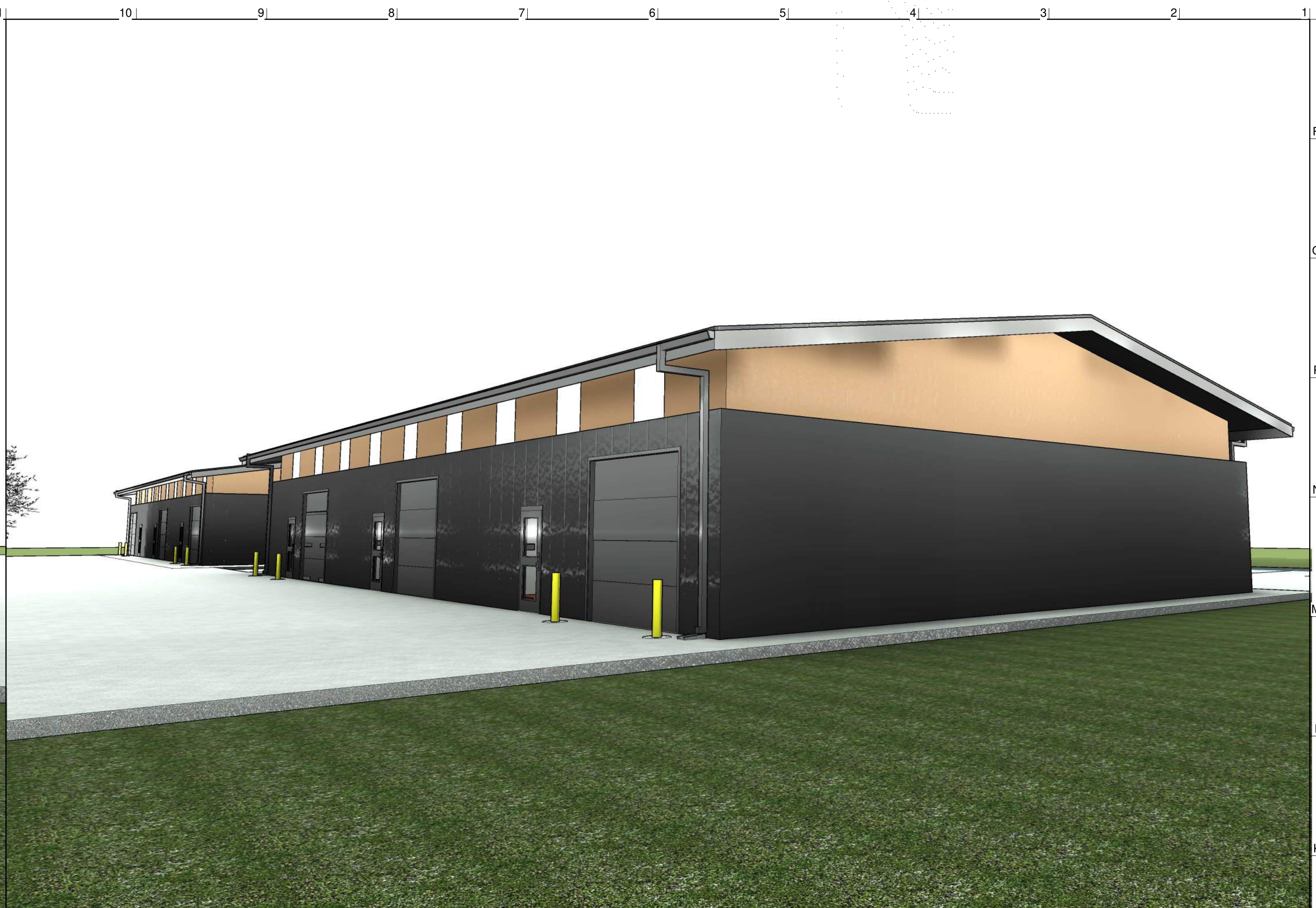
ELEVATIONS

A201

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NORTH WEST J11



SOUTH EAST J1



SOUTH WEST A11



NORTH EAST A1



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CONSTRUCTION

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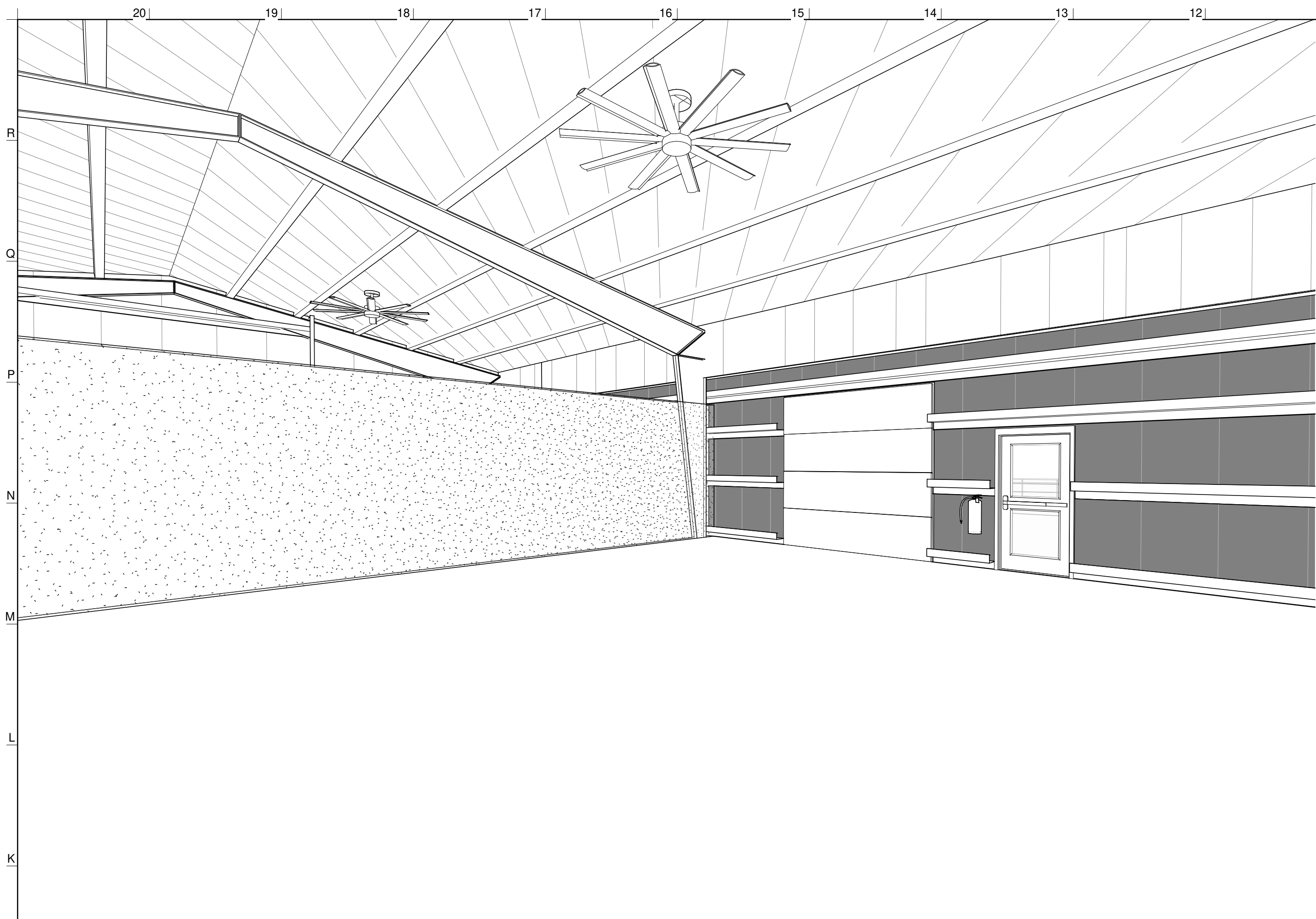
2309 S BURR OAK CIRCLE
PECULIAR MO 64078

NO.	ISSUE/REVISION	DATE
1	PERMIT SET	

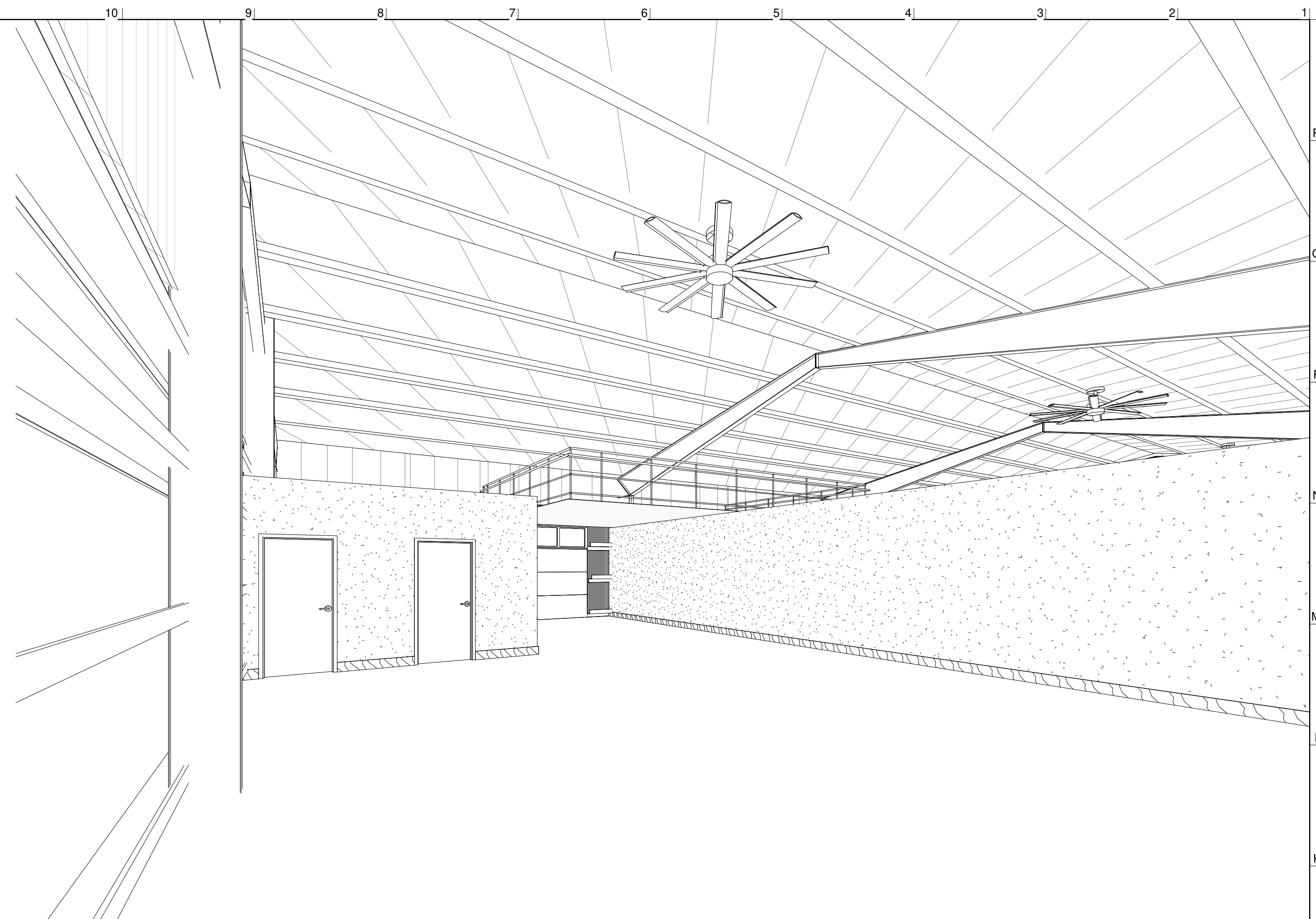
PERSPECTIVES

A900

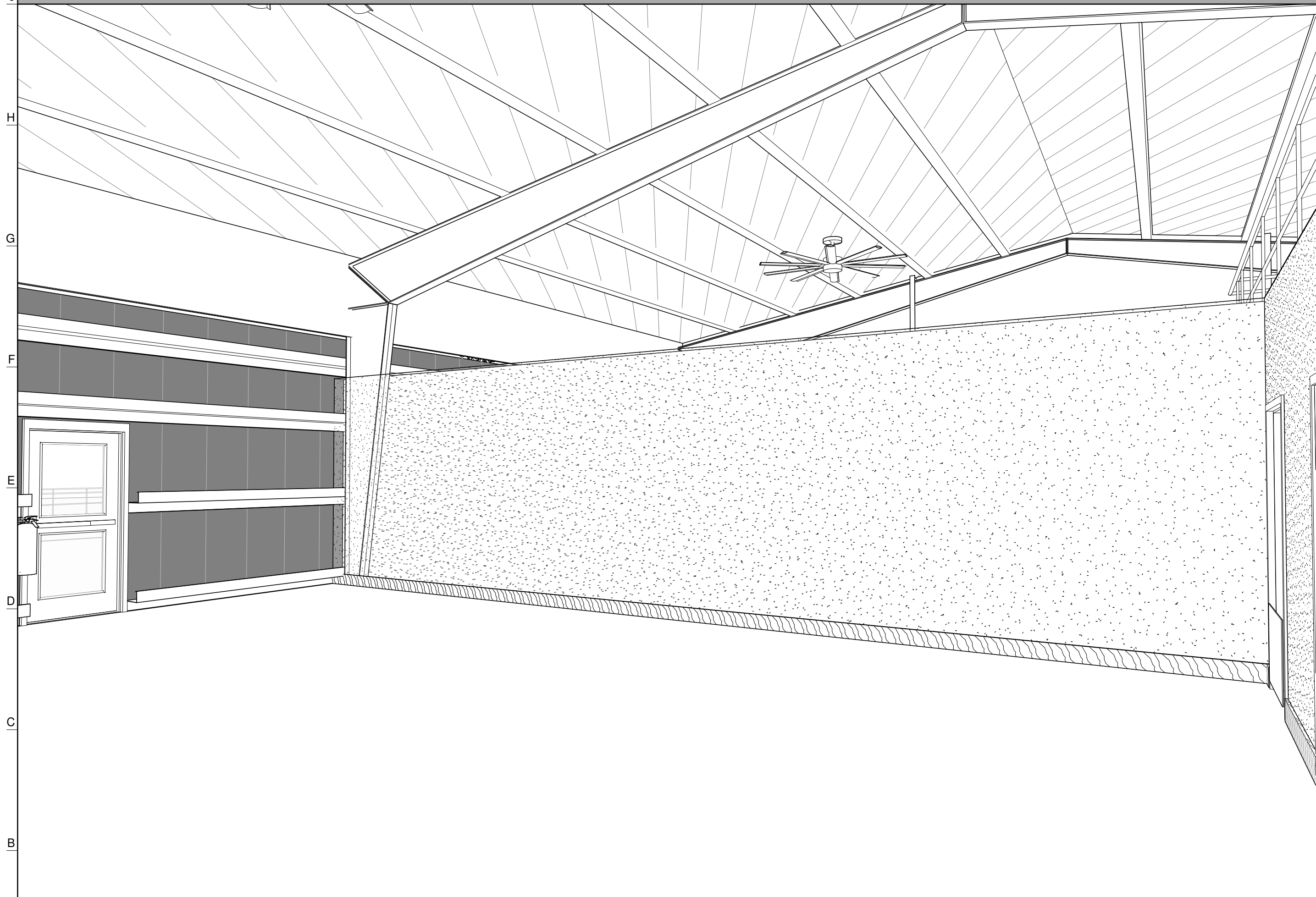
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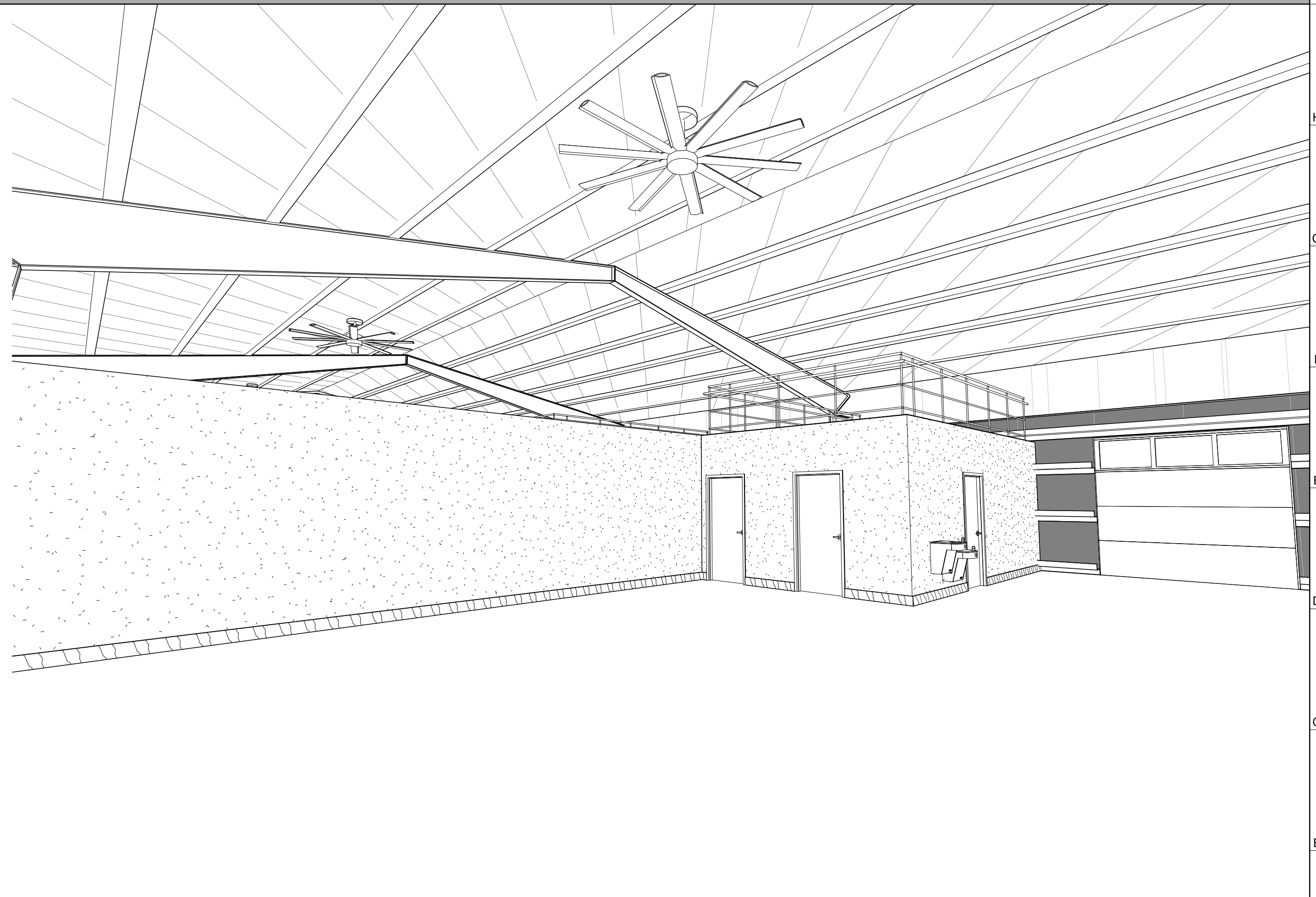
NORTH WEST J11



SOUTH EAST J1



SOUTH WEST A11



NORTH EAST A1

JCA
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ARCHITECTURE
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CONSTRUCTION

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PECULIAR MO 64078

NO.	ISSUE/REVISION	DATE
1	PERMIT SET	

PERSPECTIVES

A901



***Memorandum of Understanding
for
Branched Out Gutters***

Legal Description Contained on Page 2

Between Mike Blythe, Grantor,

and

**City of Raymore, Grantee
100 Municipal Circle
Raymore, MO 64083**

June 9, 2025

MEMORANDUM OF UNDERSTANDING

Branched Out Gutters

THIS MEMORANDUM OF UNDERSTANDING (“MOU”) FOR THE DEVELOPMENT OF THE Branched Out Gutters commercial development is made and entered into this 9th day of June, 2025, by and between Mike Blythe (“Applicant”) also being referred to herein as “Grantors”; and the City of Raymore, Missouri, a Municipal Corporation and Charter City under the laws of the State of Missouri (“City”).

WHEREAS, Applicant seeks to obtain approval from the City for a mixed commercial development to be known as Branched Out Gutters, proposed to be located in the City of Raymore, Cass County, Missouri, and;

WHEREAS, Applicant agrees to assume all development obligations of the City as described in this agreement; and,

WHEREAS, the City desires to ensure that the Applicant will accomplish certain things in order to protect the public's health, safety and welfare.

NOW, THEREFORE, in consideration of the promises and covenants herein set forth, and receipt by the City of fees and costs as stated herein, the parties agree as follows:

GEOGRAPHIC LOCATION:

The provisions of this MOU shall apply to the following described property:

Hibner Acres Lot 1B

CONCEPTUAL DEVELOPMENT PLAN (CDP)

1. Applicant intends to develop the entire property as a multi tenant commercial development in the manner shown on the CDP attached and incorporated herein as Exhibit A.

2. Zoning and Land Use

- a. The zoning for the entire Property shall be “C-2P” General Commercial, Planned District.
- b. Land Use

*Branched Out Gutters
Memorandum of Understanding*

1. As granted by the Board of Zoning Adjustment at their February 12, 2025 regular meeting by way of a use variance, the Construction sales and service land use is permitted, along with all permitted uses in the “C-2” General Commercial zoning district, except:

- i. *Adult Business*
- ii. *Animal Services - Kennel*
- iii. *Banks and Financial Services*
- iv. *Daycare*
- v. *Eating and Drinking Establishment*
- vi. *Lodging*
- vii. *Self Storage Facility, Indoor*
- viii. *Sports and Recreation, Participant - Outdoor*
- ix. *Vehicle Sales and Service*

3. Bulk and Dimensional Standards Table:

The following bulk and dimensional standards are established for each lot in the development:

Minimum Lot Area	1.96 +/- acres
Minimum Lot Width	+/- 380-ft X +/- 250-ft
Minimum Front Yard	30 feet
Minimum Rear Yard	20 feet
Minimum Side Yard	10 feet
Minimum Side Yard, exterior	20 feet
Maximum Building Height	80 feet
Maximum Building Coverage	40%

4. Planned District Design Elements and Amenities

- a. The required Planned District Design Elements and Amenities have been waived by the Planning and Zoning Commission in exchange for the following:

Branched Out Gutters
Memorandum of Understanding

- i. An enhanced screening wall along the west property line as shown on the concept plan.
- ii. Outdoor storage is prohibited.
- iii. A master sign plan shall be submitted with the Final Site Plan to establish design criteria around sign placement, type, size, etc.
- iv. The front corners of each building, which will be seen from N Madison Street, shall include materials that meet the standards of UDC Section 440.010(C) that differ from the rest of the building facades. Changes to the building elevations will be further reviewed and approved with the Final Site Plan.

5. Landscaping & Screening

- a. 20% of the lot area is required to be landscaped.
- b. A landscape island with one (1) shade tree and three (3) shrubs shall be provided per 10 parking spaces.
- c. Landscaping shall be installed around the perimeter of the parking lot.
- d. Type A screening is required along the west property line adjacent to the residentially zoned lot.
- e. Mechanical equipment is required to be screened from public right-of-way.

6. Parking

- a. Off-street Parking shall be provided in accordance with the Concept Plan, which includes 22 spaces for the multiple tenants.

PHASING SCHEDULE

- 1. The development is proposed to be constructed in one (1) phase.

SITE PLAN APPROVAL

This MOU does not constitute final approval, a Final Site Plan will be required to be submitted and approved prior to building permit issuance. The Final Site Plan shall include the following conditions as part of this MOU:

1. Outdoor storage of materials, merchandise or debris is prohibited.
2. Outdoor storage of vehicles or equipment shall be limited to businesses licensed at the development.
3. Final details of the Screening wall, including landscaping, and building elevations shown on the Concept Plan shall be submitted with the Final Site Plan for review and approval.
4. Final building elevations shall be submitted with the Final Site Plan for review and approval. Additional materials in conformance with 440.010(C) will be required for the portions of the building within direct view from N Madison Street.
5. A Stormwater Study shall be submitted for review with the Final Site Plan.
6. A master sign plan detailing design criteria as it pertains to type, size, font, illumination and color shall be submitted, reviewed and approved for the development with the Final Site Plan.

STORMWATER IMPROVEMENTS

The property contains a regional stormwater detention facility in its northeast corner. The project's engineer is studying the existing facility to determine whether it has the capacity to handle the proposed improvements or if it needs to be modified. A stormwater study will be conducted and submitted for review with the Final Site Plan.

SIGNAGE

1. A master signage plan shall be submitted with the site plan application. The Master Signage Plan shall establish consistent and cohesive sign standards for the entire property and include, at a minimum:

- a. Location and Placement: Designated locations for all tenant signage, including wall signs and monument signs.
- b. Size and Scale: Maximum dimensions for tenant signs, ensuring proportionality with building façade and overall site design.
- c. Materials and Colors: Uniform or complementary materials, colors, and finishes that align with the architectural style of the building.
- d. Font and Illumination: Guidelines for acceptable fonts, lighting types (e.g., backlit, halo-lit), and levels of illumination.

SOUTH METROPOLITAN FIRE PROTECTION DISTRICT

1. All requirements of the Fire Code adopted by the South Metropolitan Fire Protection District shall be complied with. A building permit shall be obtained from the Fire District coincidental with any building permit from the City of Raymore.

FEES, BONDS AND INSURANCE

1. The Sub-Divider agrees to pay to the City a one percent (1%) Plan Review Fee and five percent (5%) Construction Inspection Fee based on the contract development costs of all public improvements as shown on approved engineering plans of said subdivision. The City Engineer shall review and determine the reasonableness of all costs, as presented.
2. Per Ordinance #20004, the license (excise) tax for building contractors will be charged at the time of building permits at the applicable rate at the time each building permit application is approved.

GENERAL PROVISIONS

1. The parties agree that execution of this agreement in no way constitutes a waiver of any requirements of applicable City ordinances with which Sub-Divider must comply and does not in any way constitute prior approval of any future proposal for development.
2. The covenants contained herein shall run with the land described in this agreement and shall be binding and inure to the benefit of the parties hereto and their successors or assigns and on any future and subsequent purchasers of the property.

3. This agreement shall constitute the complete agreement between the parties and any modification hereof shall be in writing, subject to the approval of the parties.
4. If, at any time, any part hereof has been breached by Sub-Divider, the City may withhold approval of any or all building permits, or suspend or revoke any issued permits, applied for in the development, until the breach or breaches has or have been cured to the satisfaction of the City.
5. This agreement shall be recorded by the City and its covenants shall run with the land and shall bind the parties, their successors and assigns, in interest and title.
6. Any provision of this agreement which is not enforceable according to law will be severed heretofore and the remaining provisions shall be enforced to the fullest extent permitted by law. The terms of this agreement shall be construed and interpreted according to the laws of the State of Missouri. Venue for any dispute arising from, or interpretation of this agreement shall be in the Circuit Court of Cass County, Missouri.
7. The undersigned represent that they each have the authority and capacity from the respective parties to execute this Agreement. This Agreement shall not be effective until approved by ordinance duly enacted by the City Council of the City of Raymore, Missouri.
8. Whenever in this agreement it shall be required or permitted that notice or demand be given or served by either party to this agreement to or on the other party, such notice or demand shall be delivered personally or mailed by First Class United States mail to the addresses hereinafter set forth. Such notice or demand shall be deemed timely given when delivered personally or when deposited in the mail in accordance with the above.

If to the City, at:

City Manager
100 Municipal Circle
Raymore, MO 64083

If to Outbranch Properties, LLC at:

106 N Evans Ave STE B
Raymore, MO 64083

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first written above.

(SEAL)

THE CITY OF RAYMORE, MISSOURI

*Branched Out Gutters
Memorandum of Understanding*

Jim Feuerborn, City Manager

Attest:

Erica Hill, City Clerk

Sub-Divider – Signature

Printed Name

Sub-Divider – Signature

Printed Name

Subscribed and sworn to me on this
the _____ day of _____ 20____
in the County of _____,
State of _____.

Stamp:

Notary Public: _____ My Commission Expires: _____

Looking SE from NW corner of the lot



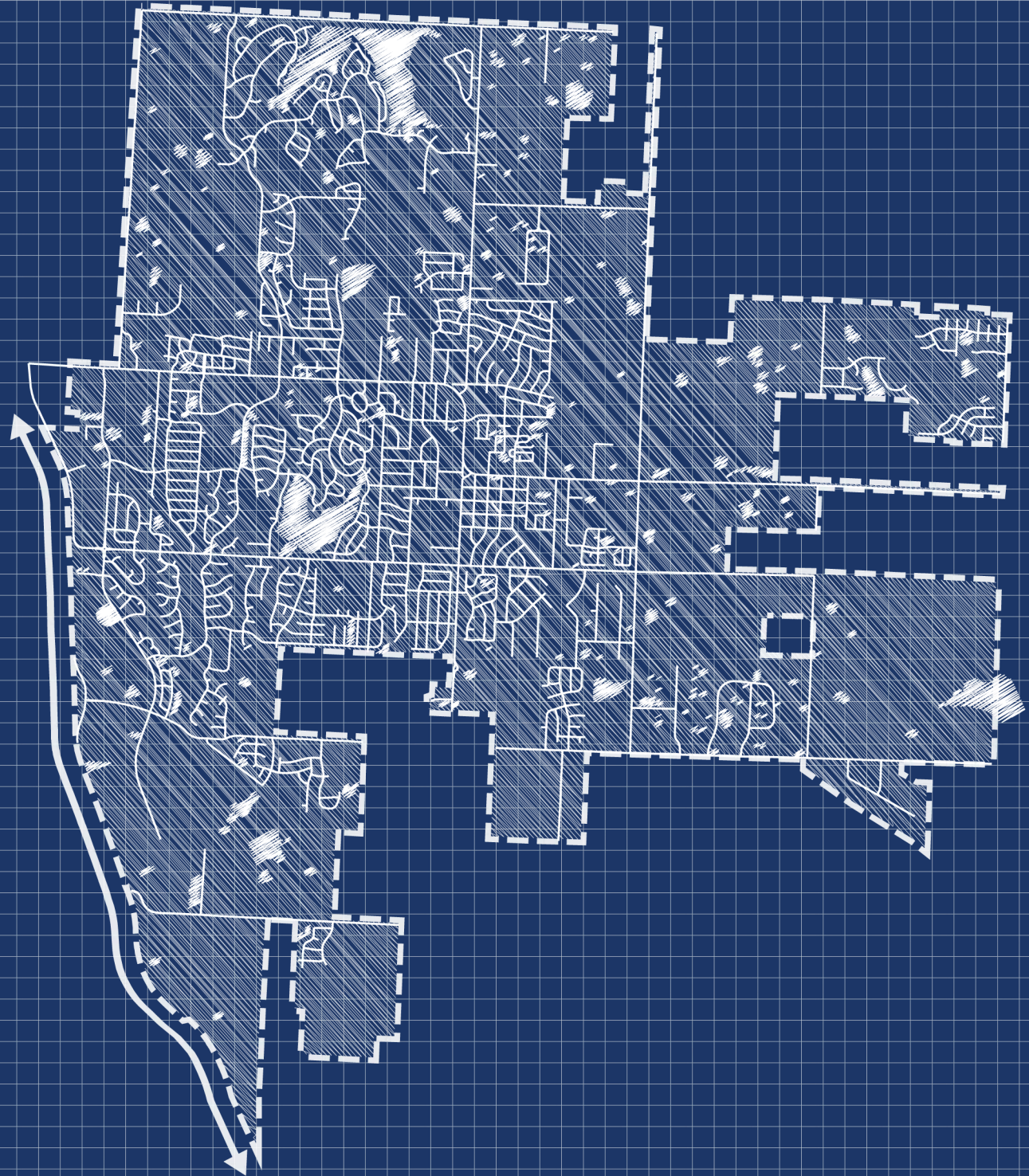
Looking NW from SE corner of the lot



Looking SW from NE corner of the lot



RAYMORE BLUEPRINT 2045



ACKNOWLEDGMENTS

MAYOR AND COUNCIL

Kristofer P. Turnbow, Mayor
Brian Mills and Donald Baker, Ward 1
Tom Circo and Joseph Burke III, Ward 2
Jay Holman and Kevin Barber, Ward 3
Sonja Abdelgawad and Tom Engert, Ward 4

PLANNING AND ZONING COMMISSION

Eric Bowie and Kelly Fizer, Ward 1
Jim Petermann and Mario Urquilla, Ward 2
Matthew Wiggins and Aaron Harrison, Ward 3
Loren Shanks and Eric Smith, Ward 4

PARKS AND RECREATION BOARD

Patrick Kies and Dan Mapes, Ward 1
William Manson and Ken Copper, Ward 2
Josh Collier and Christopher Scott Ward 3
Steve Trautman, Ward 4
Mike Wilson, At-Large

RAYMORE HISTORICAL SOCIETY

John Turner
Nancy Jursch-Turner
Dennis Jeter
Jim Kopetsky
Mildred Messick-Plimmer
Renee Kerckhoff
Pat Gore
Eleanor Kopetsky
Dan Braga
Carl Kent
Drew Brooks

CITY LEADERSHIP

Jim Feuerborn, City Manager
Ryan Murdock, Assistant City Manager
Jim Wilson, Chief of Police
Erica Hill, City Clerk
Melissa Harmer, Communications Director
David Gress, Development Services Director
Jordan Lea, Economic Development Director
Elisa Williams, Finance Director
Shawn Aulgur, Human Resources Director
Jim Mayberry, Integrated Technology Systems Director
Nathan Musteen, Parks and Recreation Director
Trent Salsbury, Public Works Director

COMPREHENSIVE PLAN TEAM

David Gress, Development Services Director
Nathan Musteen, Parks and Recreation Director
Dave McCumber, City Planner
Trent Salsbury, Public Works Director
Jon Woerner, Building Official
Thomas Ehlinger, GIS Coordinator

CONSULTING TEAM

Olsson Studio
Canyon Research Southwest, Inc.
University of Kansas Public Management Center

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05 2 - COMMUNITY PROFILE

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APPENDICES

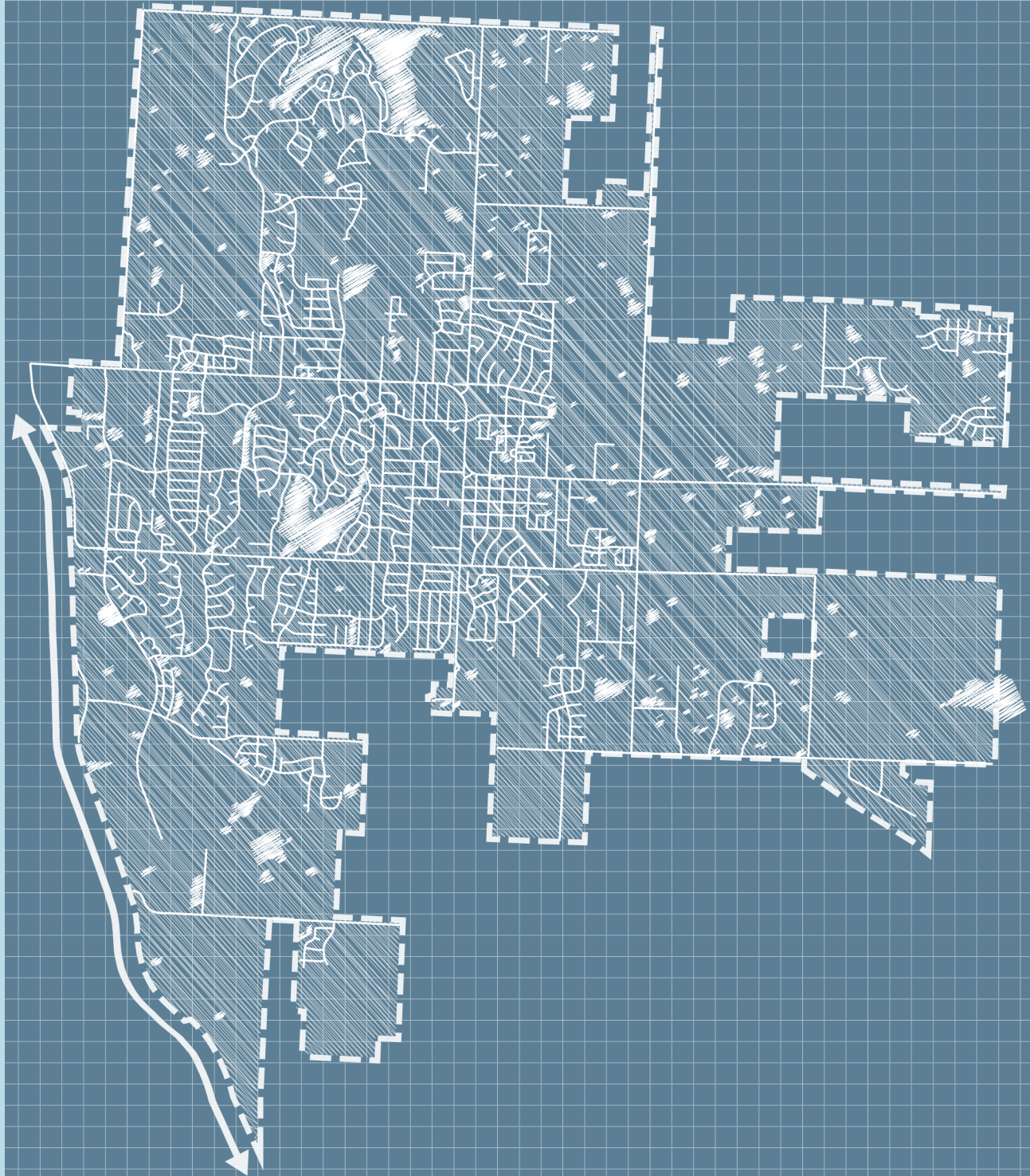
- A - ECONOMIC AND MARKET STUDY
- B - FULL SUMMARY OF PUBLIC ENGAGEMENT EFFORTS

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1

INTRODUCTION

Chapter 1 - Introduction provides the foundation on which the comprehensive plan (Plan) is based. This section sets the scene for the Plan and answers why this planning process and the resulting document is necessary, how this document is used, and what the planning process entailed.



1.1 COMPREHENSIVE PLAN OVERVIEW

A Comprehensive Plan serves as the overarching guide for community and economic development efforts and initiatives, particularly those that impact the physical growth and development of the community for the years ahead. It provides a framework of goals and objectives related to the achievement of the overarching vision of the community.

The comprehensive plan is the legal foundation that legitimizes local development regulations. Ideally, the local comprehensive plan is a primary guide not only for updates to development regulations but also for the creation of capital improvement plans, general obligation bond initiatives, and other significant planned budget expenditures over a multi-year period.

1.2 SIGNIFICANCE OF THE PLAN

Raymore has experienced significant growth over the last several years and based on its geographic location in the Kansas City Metropolitan Area, is poised for sustained growth and development. The Raymore Blueprint 2045 Comprehensive Plan (Plan) provides an opportunity to engage the community at large to listen, learn, educate and collaborate to develop a community-wide blueprint for the future of the community over the next 20 years.

The previous Growth Management Plan and Strategic Plan have provided the City with significant opportunities for growth that were not available during previous planning initiatives. Significant road projects and infrastructure expansions have helped the City increase connectivity within the community. In addition, external projects along the Interstate-49 (I-49), Missouri Route 58 (MO-58), and Missouri Route 291 (MO-291) corridors have improved connectivity outside of the community. Over the past decade, the City has outgrown the applicability of previous plans. This is a result of continued support and implementation of adopted plans, goals and objectives- including significant growth in population, more variety in housing choice, increased commercial development and primary sector jobs, and expansions of our network of park amenities and public trails.

This Plan will serve as the guiding principles in future decision-making related to City policies, projects, programs and initiatives, particularly those that impact land use, development, capital projects, and the overall built environment.

In order to maximize its impact, the Plan must take in consideration all factors that influence the future prosperity of the community, including local conditions and demographics, as well as external influences that may occur as a result of being part of the Greater Kansas City Metropolitan Area.



1.3 COMPREHENSIVE PLAN PROCESS

An effective comprehensive plan must reflect an authentic community-wide vision, created and shared by a broad, diverse array of residents and stakeholders. A unified vision will allow the community to take ownership of the Plan while elected officials, city leadership and staff work to implement action items.

This Plan is the culmination of nearly six years of comprehensive and strategic planning on behalf of City leadership and elected officials. In 2015, community leaders embarked on a series of Community Conversations to gain insight and feedback with the ultimate goals of adopting a new vision for community growth and developing a comprehensive plan to guide growth over the next 20 years. An overview of the Community Conversations series is provided in Chapter 2.3 - Community Engagement to Date.

Internal Support

The structure and framework of this Plan was developed internally by City staff and leadership as a means of creating a realistic, authentic, and impactful vision for the future of Raymore. Rather than inviting in external stakeholders to develop a vision, Raymore residents were provided the opportunities to engage directly with the “boots on the ground” staff members of the City. These staff members will lead efforts to implement action items included in this Plan.

The creation of an authentic and community-oriented vision is crucial to gaining widespread plan support. A unified vision ensures that the Plan remains a living document that can be implemented over the course of the next two decades.

Objectives of This Plan

The culmination of this planning effort is intended to provide the community and its leaders with different ways of thinking about the community as a whole. Through recommendations for specific areas of the City, the Plan will present a new perspective of understanding and implementing the community vision through utilizing a variety of tools, resources, and stakeholder groups. The Plan will act as a guide for strategic and incremental investments that will help carry Raymore throughout the next wave of growth.

RAYMORE BLUEPRINT 2045 OBJECTIVES



GUIDE ALL POLICY, DEVELOPMENT, AND FINANCIAL DECISIONS OF THE CITY



INFLUENCE THE DECISIONS OF ELECTED OFFICIALS AND ACTIONS OF INTERNAL DEPARTMENTS



PROVIDE A FRAMEWORK FOR FUTURE DETAILED AREA PLANS, STRATEGIC PLAN, OR DEPARTMENTAL PLANS



IDENTIFY GOALS AND OBJECTIVES TO MEASURE PROGRESS OF THE PLAN



BE CONTINUALLY REVISITED AND UPDATED TO ENSURE ALIGNMENT WITH COMMUNITY PRIORITIES

1.4 HOW TO USE THE COMPREHENSIVE PLAN

This Plan is intended to be a living document and reference point for the City. As City staff members, elected officials, and community members make decisions for Raymore, this Plan serves as the lens through which they consider the appropriateness of proposed changes. This Plan serves as the road map toward Raymore's determined vision for the future through the development decisions, zoning changes, and community modifications that face the City. Part of the review process for such changes includes ensuring alignment with the comprehensive plan, which works to safeguard the City's established long-term goals through short-term decisions.

Intended Use of This Plan:

- Establish a strategic vision for the future of Raymore;
- Provide policy guidance for elected and appointed officials when making decisions that affect the long-term needs of the community;
- Help guide City staff members' day-to-day decision-making regarding the location, intensity, and design of future development;
- Inform residents, property and business owners, developers, and others interested in Raymore's priorities and expectations for development; and
- Maintain an implementation strategy that helps achieve the community's vision for Raymore.



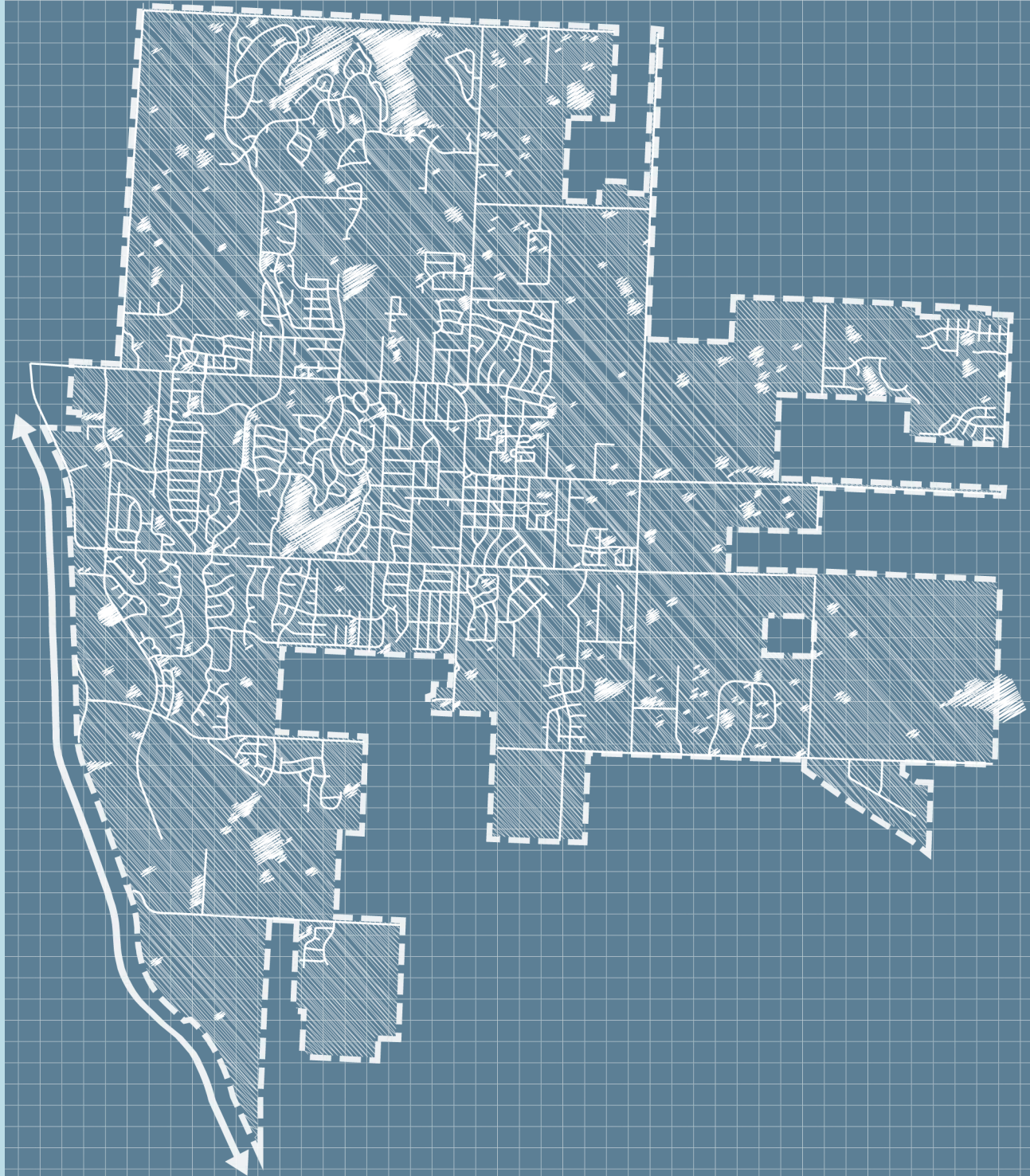
2

COMMUNITY PROFILE

Long-range planning must be founded on an understanding of a community's past and present.

Chapter 2 - Community Profile presents a summary of the analysis of the current state of the City of Raymore. This section acknowledges the importance of well-informed recommendations and strategies that properly respond to existing realities.

Chapter 2 provides an overview of Raymore's history, past planning efforts, place and role within the region, natural and physical characteristics and demographic and economic trends.



2.1 COMMUNITY HISTORY

The Raymore Township was one of the last areas settled in Cass County due to the scarcity of large creeks, rivers and timbered areas. Prior to the Civil War, the township possessed only three inhabitants and it was not until after the war that settlement grew rapidly. The prairie soil was used for farms and ranches, some of which still exist today

Soon after the Civil War, as the Missouri Pacific Railroad was completing its route to Kansas City. Two men from St. Louis began planning a branch line of the railroad to be constructed through northern Cass County which was then prairie land. There were only a few residents because of a lack of readily available water sources and few trees. George Rea, a banker, and Henry Moore, a civil engineer, were to construct the Pleasant Hill and Lawrence Railroad around 1870. On September 7, 1871, they bought 320 acres on the western edge of then Big Creek Township and began to plot the town they were to name Raymore. They also began to build a depot for the town. At the same time, T. B. Hanna, a storekeeper, came from Greenwood to set up the first general merchandise store in the town on land he bought from Rea and Moore. That land would become the corner of Plum and Washington, two blocks from the depot.

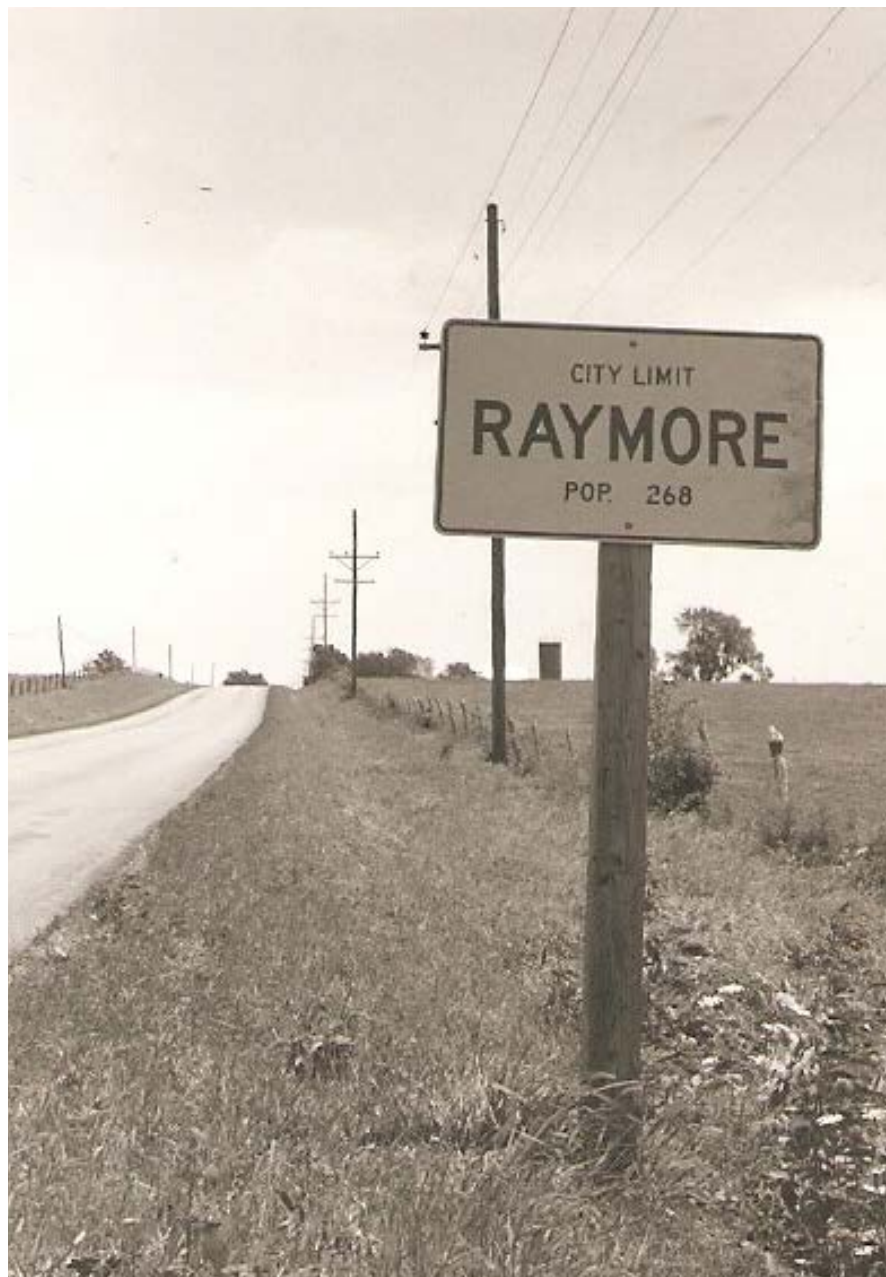
In October 1871, Mr. Rea asked Rev. W.L. Breckenridge, a Presbyterian minister, to hold Sunday services at the depot. On November 12, 1871, the Ebenezer Presbyterian Church of Raymore was established with services continuing at the depot. On February 6, 1872, T. B. Hanna was appointed the postmaster of the Hazen Post Office just north of Raymore at the home Of Dr. Lafayette Gray. On October 7, 1872, the post office was officially named the Raymore Post Office with Hanna as the postmaster. In November 1872, the residents of the area petitioned the Cass County Court to form Raymore Township from the eastern part of Mt. Pleasant Township and the western part of Big Creek Township. Permission from the county court was granted and the township was established. The railroad was completed in July 1872 and Thomas Lee Glandon was hired as station agent for the Raymore and Belton Depots. He served both stations for about 10 years and then was the Raymore station agent for 47 years. The railroad changed hands in 1885 when the line was bought by George Nettleton, who extended service from Raymore to Springfield. This railroad was called the Kansas City, Clinton, and Springfield Line. After another change in ownership the line was discontinued in 1935.

On July 21, 1874, Mr. Rea and Mr. Moore with their partner John Leas filed a plat with Cass County turning over the streets and alleys of the town to the town of Raymore. On March 20, 1877, Raymore was incorporated, and on March 5, 1888, it became a fourth-class city, which was followed by Raymore's first wave of growth, including new residents, homes, churches, a bank, schoolhouse and post office.

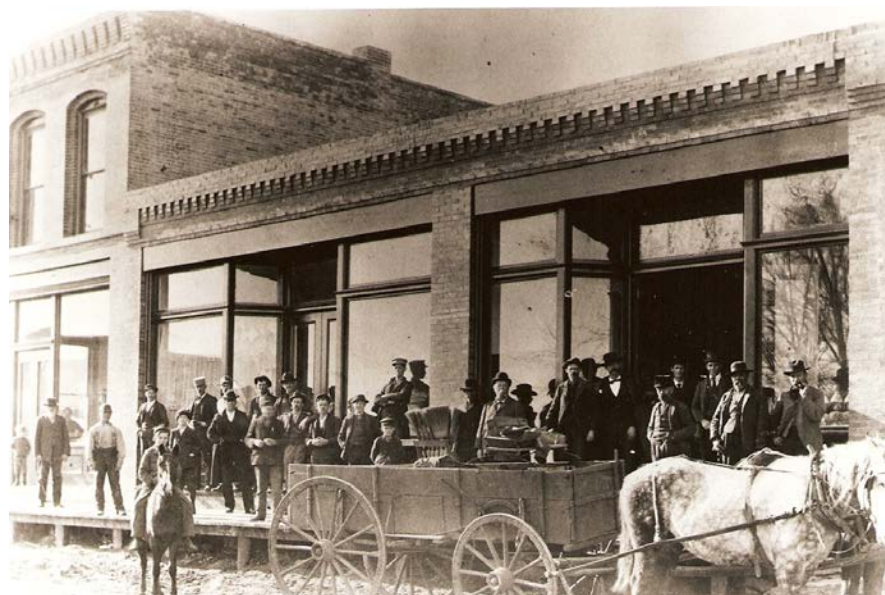
City limits were extended on April 26, 1926, to include the west side of Madison Street just past the school grounds. The town remained an agricultural community for many years with a population under 300. In 1960, the population was still only 268. In 1961, Roy Johnston began building Silver Lake on his property west of town. Citizens voted to build a water system using water from Silver Lake in 1962. By 1970, the population was 587. In the 1970's, several subdivisions were built, including Maplewood, Silver Lake and Bridlecroft. By 1980, the population had grown to 3,154 and it has continued to prosper to become the city it is today.

In 1972, the City adopted its first comprehensive master plan, a six-page document that fueled the growth of the city in terms of residential growth, and expansion of public services and facilities such as schools, parks, land acquisition and infrastructure. Raymore saw its most significant spur in population growth between 1970 and 1980, with new subdivision growth expanding from the core of the City established in the early 60s and 70s. New facilities including the Post Office, former City Hall, school expansions and major infrastructure improvements were all accomplishments of early comprehensive planning within the City of Raymore. Additional comprehensive planning efforts are described in **Chapter 2.2 - Past Planning Efforts.**

Since the 1980's, the City has grown significantly in population as a result of sustained residential development, adding more than 7,500 residential dwelling units across the City. The largest wave of residential growth occurred generally between 1992 and 2007, with an annual average of 270 new residential permits. The 2008 recession caused a temporary downturn in residential and commercial growth, which was followed by a normalization of residential construction activity. Currently, the City experiences an annual average of 150 new residential units.



Raymore City Limit Sign in 1965 - *Courtesy of the Raymore Historical Society*



Washington Street - *Courtesy of the Raymore Historical Society*



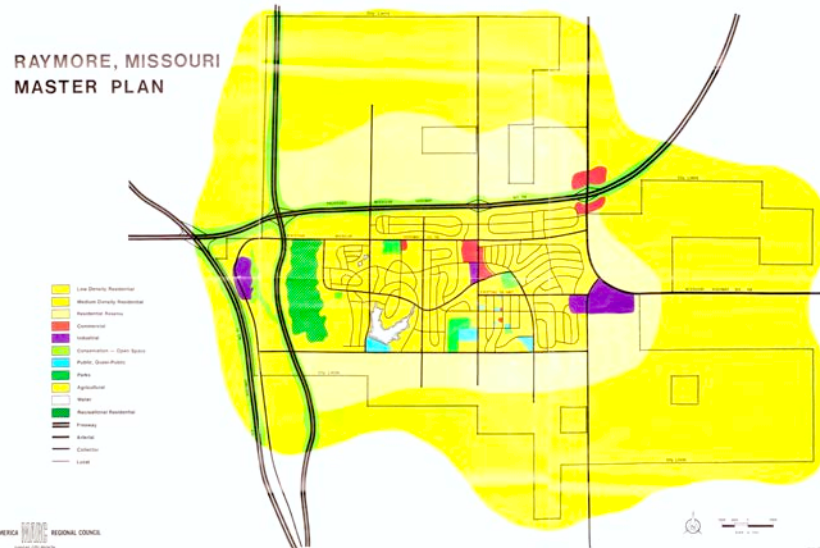
Raymore Depot, 1911 - *Courtesy of the Raymore Historical Society*

2.2 PAST PLANNING EFFORTS

A critical component of any planning process is examining what has already been done. By reviewing the recommendations of recent plans, the work of this Plan is more focused and tailored to the specific needs that have yet to be addressed. The evaluation of other plans also allows for continuity on a broader scale instead of multiple plans for the same general area that have an individualistic approach. Recent planning efforts, documents, and recommendations thus serve as an integral starting point for this Plan. A summary of related plans is provided on the timeline on the following pages.

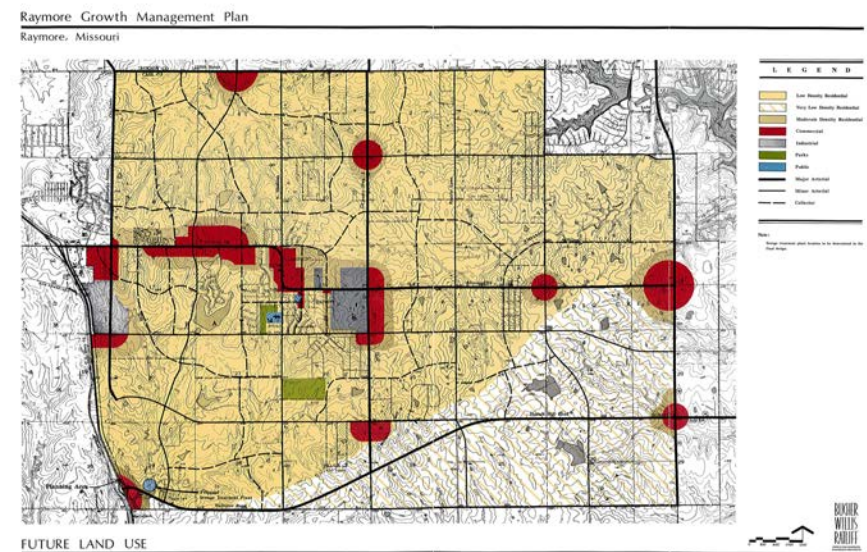
1972

The first comprehensive planning effort of the City provided a future land use map on one side and information related to existing land use, socio-economic trends, and implementation steps on the other side. The master plan contained basic goals and objectives and reference to a five-year Capital Improvement Program. The master plan included accurate population projections up to the year 2000. The plan's projected population for the year 2000 was 11,700 people and the actual recorded population for the year was 11,146. This plan is highly significant as the first major comprehensive plan for the City which situated the City for significant growth, including diversifying land uses, focusing on residential, commercial, industrial uses, in addition to an emphasis on public parks and facilities. The 1972 Plan can be credited for significant residential and neighborhood growth, acquisition of lands to support future school growth, expansions in the parks system, as well as the relocation of former City Hall to the then "Central Business District."



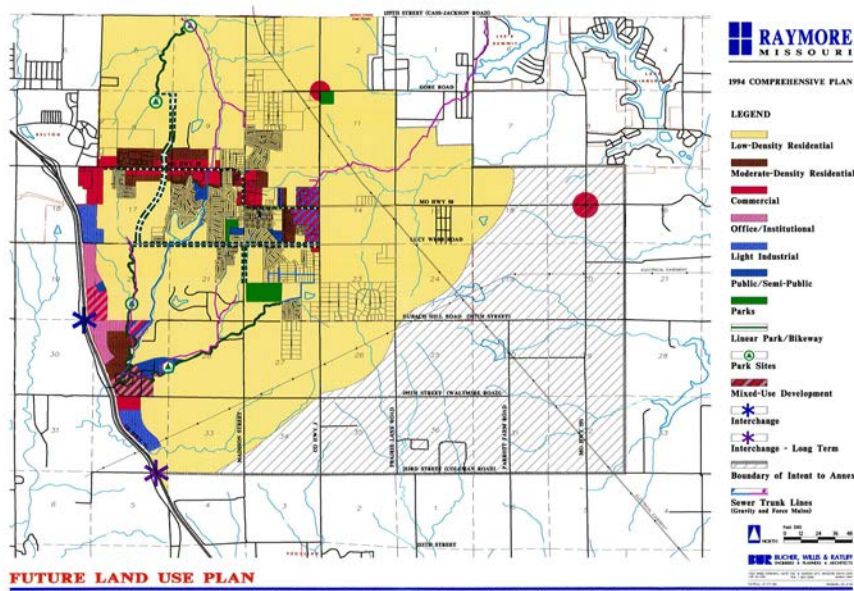
1988

The City adopted a new comprehensive plan, facilitated by joint efforts by the Planning and Zoning Commission, and consultant Bucher, Willis, Ratliff. Unlike the 1972 "Master Plan", This plan was the first truly "comprehensive" plan to provide detailed information on population, existing land use, public facilities, future land use, street plans, and growth strategies, as well as a framework of development goals, objectives and policies and a future land use map.



1995

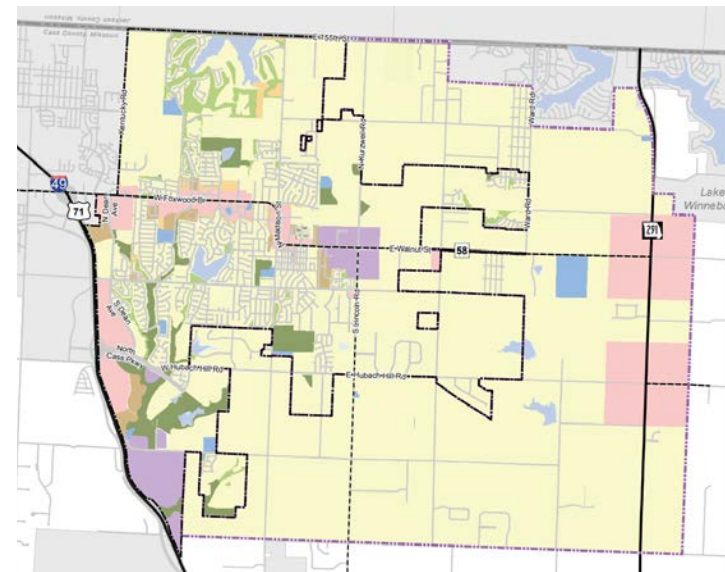
The City completed an update to the 1988 plan with the assistance of Bucher, Willis, Ratliff. This update followed the same format as the 1988 plan. The recorded population in 1995 was 7,851 and the plan included a growth projection up to the year 2010 at 20,017. The major thoroughfare plan that was included did provide significant guidance to the community as the road network was rapidly expanding. The new interchange at MO-71 and the extension of Hubach Hill Road was now being proposed, including a proposed relocation of MO-58 to the new interchange to follow the route of the North Cass Parkway.



2013

In 2011 the Raymore Planning and Zoning Commission (Commission) identified the need to prepare a new Growth Management Plan (GMP) for the City. The existing plan, adopted in 2004, had become outdated and somewhat irrelevant. The City had grown significantly in population since the plan was adopted, and, after the recent housing crisis and economic fall that gripped the nation, the Commission was determined to be prepared for the next wave of growth.

A key component of the new Growth Management Plan was the identification by the Commission of four Key Planning Areas (KPA), which were selected based on resident surveys and public input, including Economic Opportunity; Quality Neighborhoods; Physical Development; and Community Connectivity. The Growth Management Plan was officially adopted by the Planning and Zoning Commission on March 19, 2013.



Special Projects and Area Plans

In addition to previous comprehensive planning efforts, the City has undergone many iterations of various special planning projects that have served as appendices to the current Growth Management Plan (2004), which provide context to the community, in relation to land use patterns and physical growth and development. These plans all serve as reference points that have influenced the growth of Raymore over the years into the community it is today.

PARKS AND RECREATION MASTER PLAN

In 2002, the Parks and Recreation Board adopted the first park master plan. This plan originally written by staff focused on operational goals of the department.

WATER SYSTEM MASTER PLAN

A Water System Master Plan was completed in 2004. A summary of findings states that Raymore's water system has several growth-related challenges in the short- and long-term future, including the negotiation of additional supply from Kansas City Missouri Water Services and the installation of additional storage and transmission mains.

GROWTH MANAGEMENT PLAN

A new Growth Management Plan was adopted by the Planning and Zoning Commission in 2004. The initial future land use plan map adopted included the proposed North Cass Parkway linking MO-71 to MO-291, with a vision of capturing future growth along this corridor.

Due to economic and geographic challenges at the time, including the impending housing crisis of 2007 and resulting economic downturn, population growth slowed, causing City leaders to evaluate many goals that were predicated on significant population growth.

With the completion of annual reviews and updates, the plan has been updated to reflect current desires for the City's growth.

PARKS AND RECREATION MASTER PLAN

Three years after the first park master plan, staff revised the original plan to include departmental standards, land acquisition procedures, a city beautification program, trails linkage system and capital improvement recommendations.

WATERSHED MANAGEMENT PLAN

The intent of the Watershed Management Plan (WMP) is to provide guidance for the City to help preserve the existing hydrologic conditions, enhance riparian habitat and protect water quality for future generations. Plan recommendations stem from two basic goals: runoff quality reduction and water quality protection. The plan also provides stream setback recommendations and a detailed palette of Best Management Practices (BMPs) to be used in a variety of development settings throughout the City, transmission mains.

PARKS AND RECREATION STRATEGIC IMPLEMENTATION PLAN

The Parks and Recreation Strategic Implementation Plan, also called the Parks Master Plan, provides a guidebook for the Raymore Parks and Recreation Department for the next 10 years. This is done through presenting the findings of a completed needs assessment, service analysis and parks inventory and assessment to give context to the plan recommendations. Implementation includes capital funding sources available for each recommendation and additional funding sources where applicable.

WASTEWATER MANAGEMENT PLAN

The purpose of the latest iteration of the Wastewater Management Plan is to address the proposed Middle Big Creek Sewer Expansion Project, Hollyday Farm Development and nearby school project along with the capacity issues of the existing 18-inch diameter Alexander Creek Inceptor. The plan contains detailed recommendations pertaining to each project and recommends upsizing the Alexander Creek Interceptor if the current levels of inflow and infiltration cannot be reduced.

The Wastewater Master Plan is a living document that is directly impacted with each growth decision of the City. The Wastewater Master Plan has not been updated since 2010. Given substantial growth across the various sewer districts and treatment areas, further evaluation should be given as to the need and timing for an update to the City's sewer master plan.

TRANSPORTATION MASTER PLAN

The City originally adopted a Transportation Master Plan in 2006 to assist in the long-term growth planning of the City by establishing the Street Classification Plan/Functional Classification System. The plan was last updated in 2010 as part of an overall update to the Growth Management Plan, and included updates to traffic volume projections, street classifications, typical roadway cross-sections, and general cost-estimates and priorities.

ITS MASTER PLAN

Technology is paramount to providing reliable equipment and integrated workflows to ensure communication within and between the various departments of City Hall, and the City overall. The City's approach Integrated Technology Systems is outlined within the ITS Master Plan, with the intent of providing innovative, contemporary, and accessible technology solutions to facilitate the City of Raymore's mission and vision.

ORIGINAL TOWN NEIGHBORHOOD PLAN

In the Spring of 2008, the Raymore City Council endorsed the commencement of a neighborhood planning process for a neighborhood plan for the Original Town of Raymore, the historic and original neighborhood generally bound by 58 Highway, South Madison Street, Elm Street, and Monroe Street. The older homes, local businesses, and grid street network are unlike any other development in the City, and a comprehensive planning strategy, reliant on public input and inter-departmental collaboration, was developed to evaluate and address the neighborhood's strengths and challenges.

The Plan made recommendations on 5 key areas, including use of the municipal property at Washington and Olive, neighborhood infrastructure (sidewalks, streetlights, and stormwater), neighborhood beautification, land use, and zoning; all collectively aimed at improving the experience of living, working, and playing in the Original Town Neighborhood.

The Plan resulted in the eventual construction of a new sidewalk connectivity network, residential development guidelines, the purchasing of new municipal properties, and the visioning for the development of one of the City's now highly visible parks, TB Hanna Station Park.

WATER SYSTEM MASTER PLAN UPDATE

The City's Water System Master Plan was initially developed in 2004 as a means of addressing many near and short term growth-related challenges of the City, including long-term purchasing of water from our suppliers, water supply and storage, and major transmission lines designed to serve the City through the long-term development of its overall service territory. The plan resulted in the eventual construction of additional storage tank facilities throughout the City, as well as strategic infrastructure investments to support various upsizing and expansion projects to support the growth of the City. Many of the recommendations of the plan have been completed to date, but with continued growth of the City, each zoning and development decision directly impacts the long term operation of the water system. While the City's water service territory is limited with adjacent water districts, further evaluation should be given as to the need and timing for an update to the City's water system master plan

COMMUNITY FOR ALL AGES MASTER PLAN

Adopted in 2016, the Community for All Ages was developed through the City's involvement in MARC's Community for All Ages initiatives. Given the changing demographics of the region as a whole, the CFAA plan looks at the community through an aging lens and provides a framework for creating a community that meets the needs of all residents, regardless of age or ability.

Reimagine Raymore: 2015 Strategic Plan Overview and Background

In the Spring of 2015, the City and City Council initiated a strategic planning process to identify strategic priorities and goals to guide decision-making for the City of Raymore over the next several years. City leaders partnered with the University of Kansas Public Management Center to design and implement a strategic planning initiative to engage citizens in meaningful conversations, produce ideas and identify priorities for the future of Raymore.

This multi-phase process of public engagement involved more than 350 community members and leaders through focus group discussions and City Council work sessions. The community feedback collected during these meetings played a vital role in the creation of the Reimagine Raymore Strategic Plan.

The plan focuses on developing programs, policies and services aimed at enhancing the lives of community members and attracting development, employers and visitors. Plan goals and action steps stem from four main pillars, as described below:

COMMUNITY IDENTITY & CONNECTIONS

The community in which someone chooses to live speaks volumes about both the city and the individual. Even the way a city is designed should be a defined reflection of the community. Raymore has a desire to foster a relationship with all residents based on being a strong community with tangible goals and aspirations while respecting and valuing new ideas from all corners.

- **Goal 1.1:** Develop a compelling community identity and brand.
- **Goal 1.2:** Enhance first impressions of the community.
- **Goal 1.3:** Foster opportunities for all citizens to feel valued and connected within the Raymore community.

SAFE, WELL DESIGNED & BEAUTIFUL PLACES

For residents, their home should be more than just the four walls of a house. Raymore aims to make residents feel welcome, safe and at home no matter where they are in the community.

- **Goal 2.1:** Set the standard for a safe and secure community.
- **Goal 2.2:** Create a physical environment that inspires a sense of pride in public spaces.
- **Goal 2.3:** Improve safety for all modes of travel throughout the community.

ECONOMIC VITALITY

Raymore has outgrown its status as a bedroom community. Residents now desire the kinds of services and amenities that many other communities have, including the ability to both live and work in Raymore. The City aims to foster a sense of pride and purpose when encouraging residents to shop local and recognizes the need to support the retail, restaurant and services available to make that possible.

- **Goal 3.1:** Create a healthy and sustainable economy.
- **Goal 3.2:** Enable Raymore residents to live and work in the community.
- **Goal 3.3:** Cultivate a climate for prosperous business growth and development.

HIGH-PERFORMING ORGANIZATION

To provide high-quality services and amenities to residents, City Staff must have high-quality support and training to ensure they have the tools to do their jobs. The City prioritizes quality customer service and strives to build a positive relationship with all residents who interact with staff members.

- **Goal 4.1:** Provide exceptional service.
- **Goal 4.2:** Develop a high-quality City workforce.
- **Goal 4.3:** Ensure fiscal discipline and good stewardship of public resources.
- **Goal 4.4:** Develop & execute implementation and communication plan for the strategic plan

2018 Strategic Plan Update: What Makes Raymore Home?

Three years following the adoption of the Strategic Plan, the City met again with residents to assess the accomplishments under the plan. The University of Kansas Public Management Center conducted a planning session with the Governing Body and a Community Conversation session to assess satisfaction with the Strategic Plan and identify any new areas of focus, goals or strategies that should be considered for the future. The community, the Mayor and City Council discussed the City's strategic plan, progress made, how they'd like to describe the Raymore of 10 years hence and hopes for the next strategic plan. Reworking the four main pillars was discussed during the Community Conversation, but ultimately the group decided to keep each pillar as-is since they remained relevant to community goals.

These four focus areas established by the pillars laid the groundwork for several significant accomplishments for the City over the last five years, and thus serve to act as the foundation for the future of Raymore as the guiding principles for this Plan. Many of the goals and elements that served as the framework for the Strategic Plan have been carried over into this Plan through lens of a broader vision for growth over the next 20 years.

STRATEGIC PLAN ACTION ITEMS COMPLETED OR IN PROGRESS

New Roads. The City invested more than \$20 million on new road infrastructure projects resulting in increased connectivity between neighborhoods and shopping districts within the community. New east-west connections within the transportation system incrementally eases traffic congestion along the City's main arterial corridors such as MO-58.

- Johnston Drive connection (2016 bond)
- Foxridge Drive connection (2016 bond)
- Overlay Improvements to MO-58 (2015 bond)
- Ward Road (2020 bond)
- Kurzweil Road (2020 bond)
- Sunset Lane and 163rd Street (2020 bond)

Expanded Parks. The community has embraced investments into parks and recreation infrastructure. The Strategic Plan helped guide more and \$11 million in new park enhancements and facility expansions. The City has several new park amenities which have been recognized nationally including regional and national awards for overall design and inclusivity, including the following:

- **Hawk Ridge Park:** Amphitheater, Lake Loop Trail, floating fishing dock, fishing jetty, North Shelter and restrooms.
- **Hawk's Nest Playground:** the largest all-inclusive playground in Cass County.
- **T.B. Hanna Station:** Variety KC's All Inclusive Sprayground and Playground, the Depot, The Rink and the Station House.
- **The Raymore Activity Center**

New Businesses. New business investment and reinvestment flourished under the direction of the Strategic Plan, including new retail services, dining options and employment opportunities. Along with primary employment opportunities, retail and service jobs help grow the City's local economy. The following new businesses have been established since the 2018 Strategic Plan Update:

- Dave's Bike Shop
- Whataburger
- The Source
- Community America Credit Union
- Johnny's Tavern
- Southern Glazer's Wine and Spirits
- NUULY

2.3 COMMUNITY ENGAGEMENT TO DATE

In addition to the community engagement completed as part of the planning process, the City has undertaken significant engagement efforts leading up to creation of this Plan. The section below details the work done to date, which is provided in full in **Appendix B - Full Summary of Public Engagement Efforts**.

Community Conversations

The City hosted Community Conversations in 2016, 2018, 2021, and again in 2022 in preparation for the development of this Plan. Representatives from the University of Kansas Public Management Center (KU PMC) provided technical support to City staff through the engagement of community residents. KU PMC approach leveraged their expertise in local government and strategic facilitation to offer a 21st century comprehensive planning approach to engaging citizens of Raymore in meaningful, community-centric conversations to identify values and priorities for the future growth of Raymore.

Each Community Conversation focused primarily on the physical development of the community, in terms of parks, infrastructure, economic vitality and land use. Facilitators sought feedback on current and future housing needs and priorities, business and commerce recruitment and attraction and the continued development of the City's parks and trails system.

The outcome of the 2022 Community Conversation further supported the feedback that was gathered and implemented as part of previous conversations and the Reimagine Raymore Strategic Planning process, with a sharpened focus on three distinct topics- hometown, business attraction and retention and trails. Raymore citizens continue to desire responsible growth and development that meets the needs of the community, while also preserving the elements of the community that provide a small-town, tight-knit atmosphere. Additionally, residents clearly see a value in the City's previous investments in expanding the parks and trails system and wish to see that expansion continue. Key themes and areas of focus during the community conversation included:

Hometown. While there were a few comments about limiting growth, most participants focused on the desire to keep a hometown feel with a strong sense of community pride. This was emphasized with a desire for diversity in housing from entry level to senior living options; parks and recreation opportunities; and active community engagement.

Business Attraction and Retention. Citizens want to attract and support smaller, locally owned businesses, including skilled trades, restaurants, and health care. In addition, they'd like to have larger manufacturing, distribution, and tech businesses that provide a livable wage.

Trails. Raymore citizens want new and improved bike and pedestrian trails - as part of a comprehensive system near their homes, connected to their sidewalks, with amenities such as benches.

Elements of the Community Conversation were incorporated in the goals and objectives of this Plan and a Summary Report is included in **Appendix B - Full Summary of Community Engagement Efforts**.

Land Use Mapping and Digital Engagement

In order to reach as many stakeholders as possible, particularly during the COVID-19 pandemic, staff developed an interactive engagement tool to solicit targeted feedback on the physical growth of the community. The mapping application provided geographic context to the various growth areas and opportunities within the City and asked participants to identify areas in which the City should focus development efforts. This exercise focused particularly on growth, development and land use patterns.

This exercise also addressed the vision of developing gathering spaces and commercial city centers as a means of realizing a "downtown" area of Raymore, which the community has lacked due to historic growth patterns. Residents were asked to provide insight on the key themes, characteristics and visions for the development of key properties within the community, along with ideas on how major transportation corridors should be used to best facilitate the connections and relationships between these properties.

Questions included:

- What types of development, land uses, and/or businesses would you prefer to see in the identified areas?
- Where could the City best accomplish the development of a "downtown area" or gathering space?
- How should the City go about connecting these activity centers? (Improving sidewalks, adding trails, biking facilities, etc.)
- Where and how should the City look to beautify and improve the appearance of these corridors/activity centers?

The Land Use and Development Framework looks closely at the development opportunities that exist within the large-acreage tracts along the City's major thoroughfares and defines a distinct vision for each based upon their geographic location within the City. Each site presents the opportunity for a master-planned approach to development, as opposed to a "one-off" segmented approach, and could be utilized as a means of accomplishing the vision of the community for a downtown, city-center style development.

The feedback from this exercise, combined with feedback from the Community Conversation were used to formulate the visions associated with the various Activity Centers, which is further supported in **Chapter 4.1: Land Use and Development Framework**.

Community Survey

The City of Raymore conducts a community survey every two years to gather opinions and feedback on City programs and services. The 2021 survey was administered through ETC Institute in the beginning of the year. The goal was to obtain completed surveys from at least 400 residents. During the survey window, a total of 425 residents completed the survey. Findings from this year were utilized to help shape priority areas for this Plan.

Major findings include the following:

- **Quality of Life.** Residents reported high levels of quality of life, specifically with high quality parks, biking and walking trails, and a high value per tax dollar spent.
- **Public Safety.** Residents reported that police protection was of quality and response times for emergency services were reliable.
- **City Services and Amenities.** Residents reported high satisfaction levels with City services and amenities, specifically snow removal from City streets and overall quality of customer service received from City employees.
- **Image of the City.** Residents reported that City buildings, facilities, and parks were of quality and well-maintained.

Areas of improvement that were most often repeated included traffic congestion on major road and maintenance of local neighborhood roads.

A full summary of findings from the 2021 survey is attached in **Appendix B- Full Summary of Community Engagement Efforts**.

City of Raymore Community Survey

Findings Report

...helping organizations make better
decisions since 1982

2021

Submitted to the City of Raymore, Missouri

ETC Institute
725 W. Frontier Lane,
Olathe, Kansas
66061

February 2021



2.4 COMMUNITY OVERVIEW

In addition to the community engagement efforts, a thorough analysis of existing conditions has been completed as part of this planning effort. The following section gives an overview of the current state of Raymore to give a baseline understanding and context to Plan recommendations.

Planning Boundary

The map in **Figure 2.1** shows Raymore's current corporate limits, spanning nearly 17 square miles with a unique mixture of both developed and undeveloped areas. The planning boundaries for this Plan must consider the nuances and complexities that come with serving such a diverse array of geographic areas, including transportation barriers, infrastructure and utility issues. Raymore contains both urban and rural areas in close proximity, which presents both challenges and opportunities regarding future growth and development.

Annexation

In 2018, the City began evaluating the feasibility of annexing land for eastward growth toward MO-291, primarily east along MO-58. While growth has generally been slower and more sporadic moving eastward, parcels of land have been annexed into the City for both development and infrastructure purposes over time.

Figure 2.2 on the following page shows the City's Intent to Annex area, which outlines four major opportunities to expand the geography of Raymore over 8.5 square miles of land. This is a significant change from the previous Growth Management Plan, which included a much more expansive intent to annex area. This is due to the inability to provide quality infrastructure and utilities without major investments that were realized during an annexation study.

FIGURE 2.1

CITY BOUNDARY

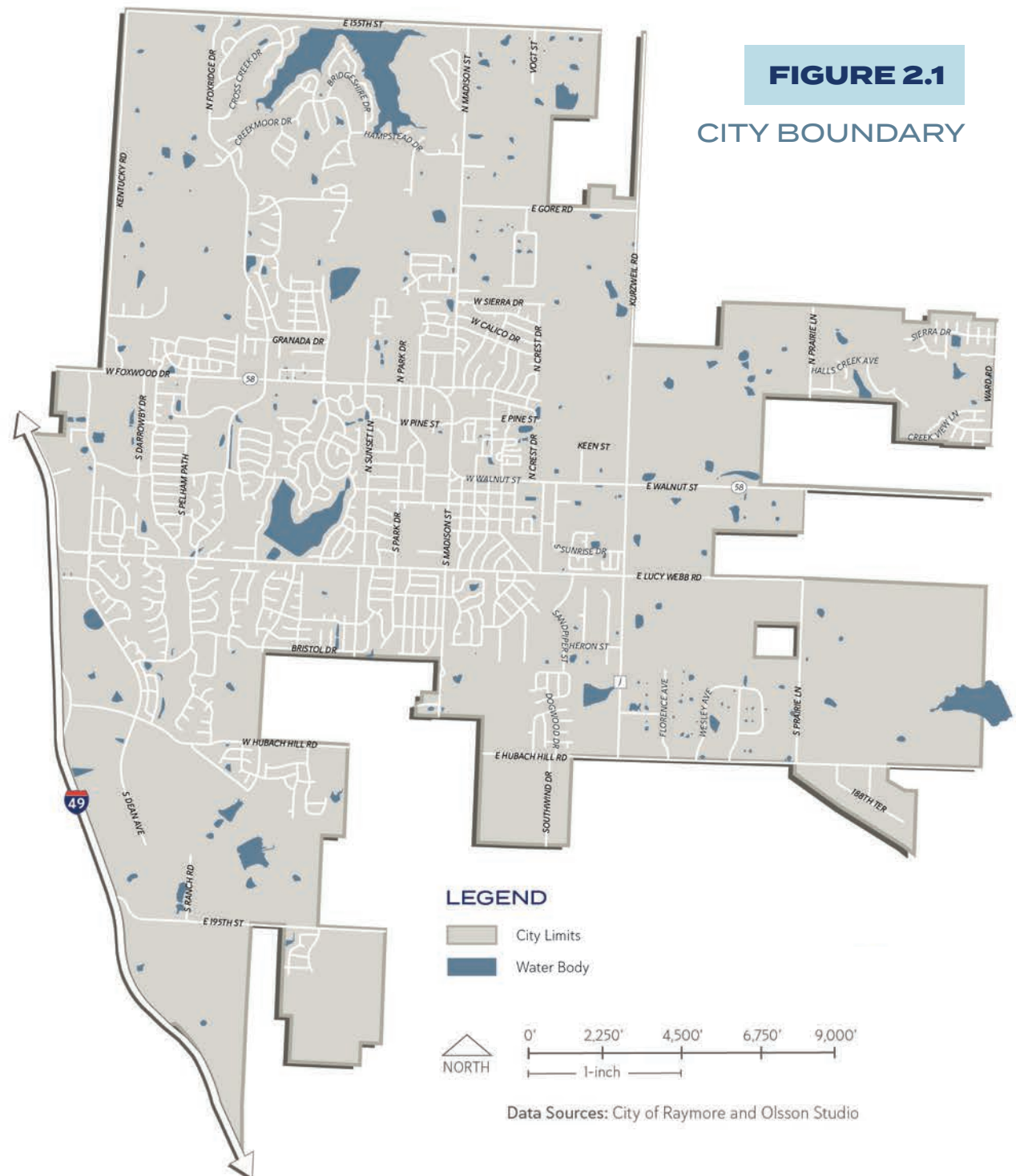


FIGURE 2.2 INTENT TO ANNEX



Data Sources: City of Raymore and Olsson Studio

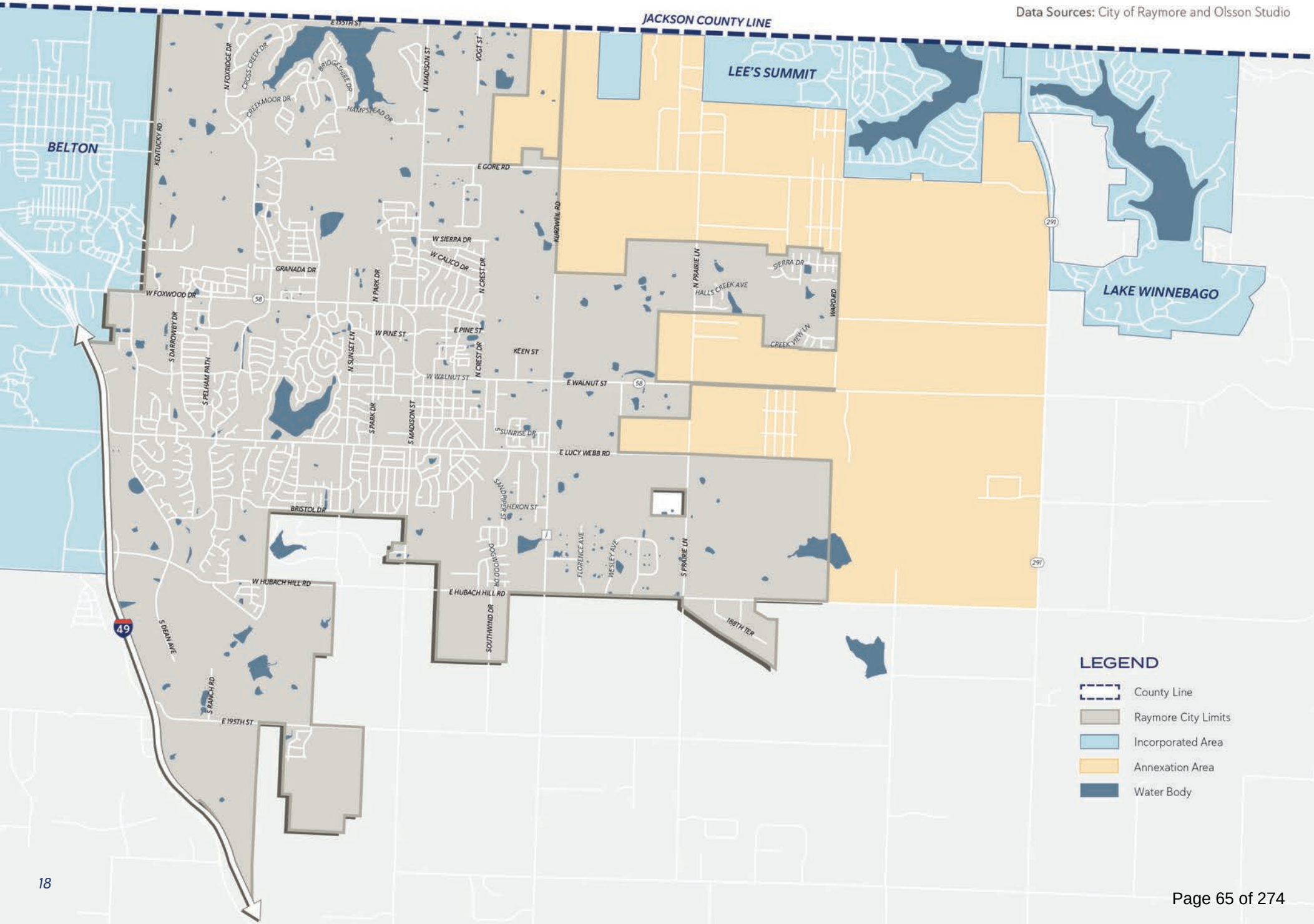


FIGURE 2.3

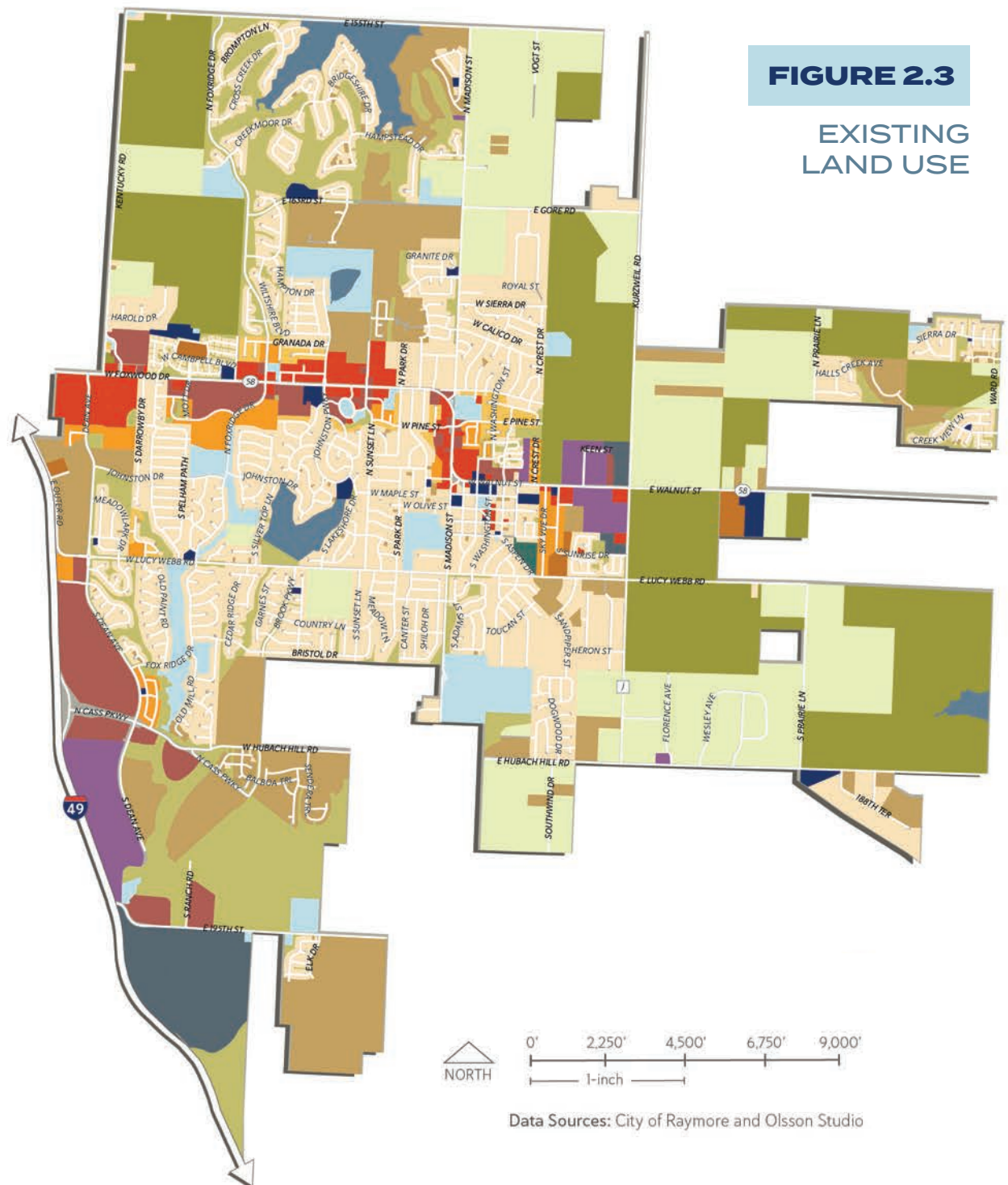
EXISTING LAND USE

Existing Land Use

The existing land use map in **Figure 2.3** categorizes and depicts the type(s) of activities in which land parcels are utilized. Land use categories are described in greater detail on the following page.

EXISTING LAND USES

- Lakes
- Open Space
- Agriculture
- Large Lot Residential
- Single Family Residential
- Duplex
- Multi-Family Residential
- Group Quarters
- Commercial
- Public
- Assembly
- Cemetery
- Industrial
- Right of Way
- Undeveloped Commercial
- Undeveloped Industrial
- Undeveloped Housing



EXISTING LAND USE CATEGORIES

The following land uses shown in **Figure 2.3** are detailed as follows:

- **Agricultural.** Agricultural activities, including livestock or crop production generally constitute an agricultural use, in addition to services associated with those uses. Additionally, low (or rural) density residential single family residential uses can also be commonly found in this category, typically related to other agricultural uses.
- **Residential.** Properties and structures utilized for providing housing for residents and families. Residential properties can be utilized to house both individuals and multiple families, and can be further broken down below:
 - **Low Density Residential.** Single-family residences characterize low density residential land use. This typically takes the form of detached single-family homes within the residential subdivision.
 - **Moderate Density Residential.** Attached single-family buildings characterize moderate density residential land use. This typically takes the form of duplexes, triplexes, and four-plex's, or some combinations thereof. This land use often buffers low-density land use from higher density land uses.
 - **High Density Residential.** Multi-family residential buildings characterize high-density residential land use, and typically take the form of multi-story apartment buildings, or groupings of similar buildings on a singular site. This district is often located close to arterial roadways and can serve as a buffer between lower density residential and commercial districts.
- **Public.** Schools, public buildings and city property characterize public land use, including public service and government buildings (City Hall, Fire Station, Post Office, etc.), in addition to libraries and other community centers.
- **Commercial.** Areas most appropriate for retail uses, offices, and most commercial businesses are designated in this category. Often focused on major arterial roadway, many individual distinct commercial areas exist along the MO-58 corridor, including local and regional shopping centers that include a mixture of commercial uses and business, or smaller, local centers which typically include a mix of retail, commercial, and professional office uses.
- **Business Park.** This category allows for a mix of light manufacturing, mixed commercial, office or light industrial uses within a park-like setting. They are generally located along arterial roadways or along the I-49 corridor within the Raymore Commerce Center Development and intended to promote industry and primary employment activity. Buildings generally appear less industrious or invasive and are more compatible with surrounding development including the use of stone, concrete, or masonry.
- **Industrial.** These areas are intended for manufacturing, warehouses, and service industry businesses. Industrial uses can typically be larger-scale or smaller-scale light industrial buildings constructed of steel, metals, stone, concrete or masonry. These areas are limited within the City.
- **Parks.** These areas identify City parks, including active and passive park areas. Uses include indoor and outdoor recreation, sports facilities, as well as natural areas intended to be used for conservation purposes. Public facilities and recreational parks and trails are the primary uses.
- **Open Space.** These areas identify dedicated open space that is not publicly owned and may or may not be publicly accessible. Examples include common areas within subdivisions, golf courses, lakes, or natural areas.

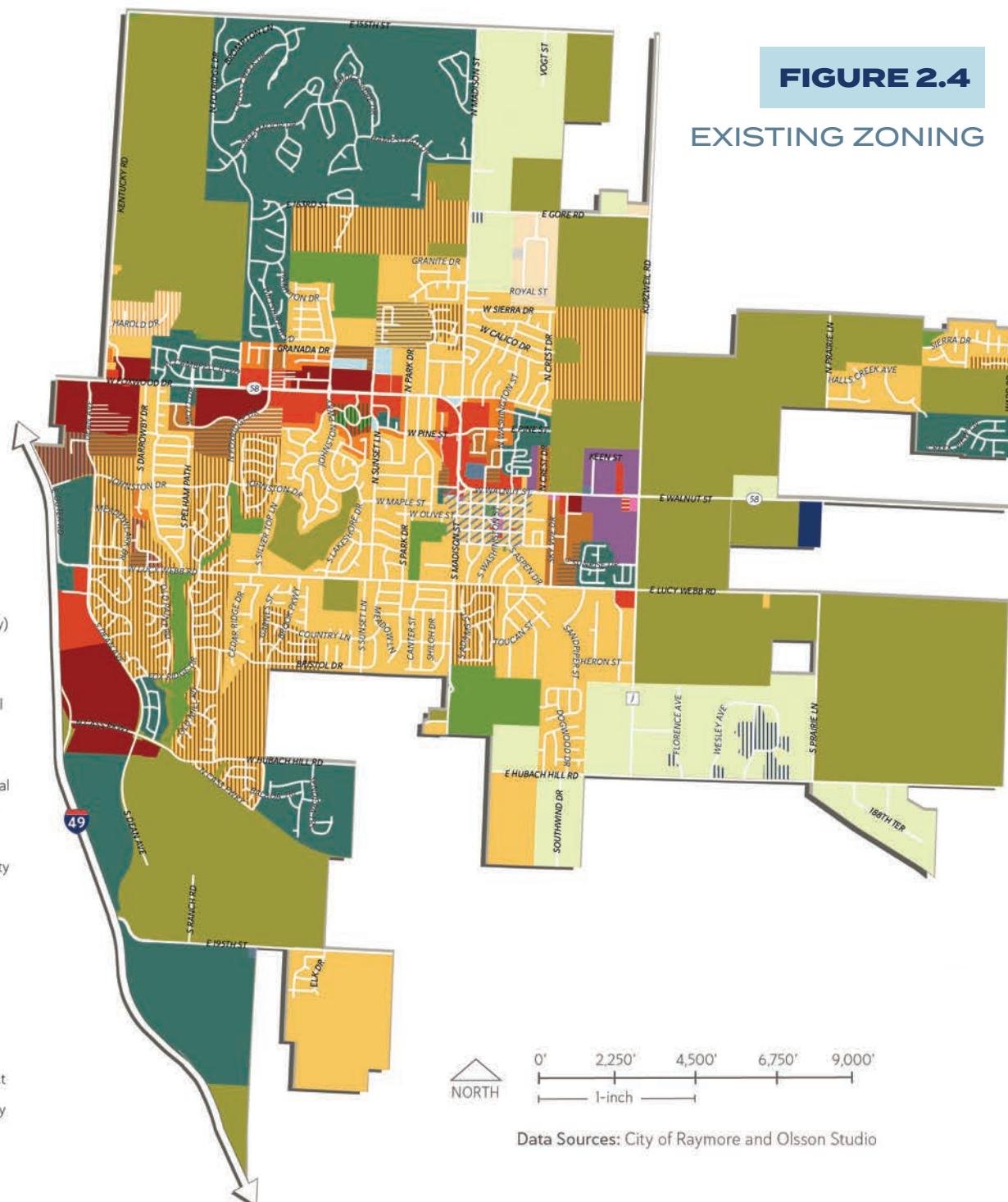
FIGURE 2.4
EXISTING ZONING

Existing Zoning

The existing zoning map in **Figure 2.4** shows the distribution of zoning districts throughout the City as established by the Unified Development Code (UDC). The UDC was initially adopted by the City Council in 2008 and there have been 36 amendments since. Zoning districts are described in greater detail on the following page.

ZONING DISTRICTS

	A Agricultural		R-3B Apartment Community Residential
	PR Parks, Recreation, and Public Use		R-3BP Apartment Community Residential (Planned District Overlay)
	RE Rural Estate (3 Acre)		C-1 Neighborhood Commercial
	REP Rural Estate (Planned District Overlay)		C-2 General Commercial
	RR Rural Residential		C-2P Planned General Commercial
	RRP Rural Residential (Planned District Overlay)		C-3 Regional Commercial
	R-1 Single-Family Residential (8,400 sf)		C-3P Planned Regional Commercial
	R-1P Single-Family Planned Residential (7,700 sf)		CASS-COM Cass County Commercial Zoning
	R-1.5 Single-Family Residential (6,500 sf)		PO Professional Office
	R-2 Single and Two-Family Residential		BP Business Park
	R-2P Single and Two-Family Residential (Planned District Overlay)		M-1 Light Industrial-Commercial
	R-3A Multiple-Family Residential		PUD Planned Unit Development
	R-3AP Multiple-Family Residential (Planned District Overlay)		OT Original Town District
			CCO City Center Overlay District



Data Sources: City of Raymore and Olsson Studio

Existing Zoning Districts

The following list describes the zoning districts shown in **Figure 2.4** and their intended regulatory purposes:

- **A - Agricultural District** encourages and protects agricultural uses near the fringe of urbanized areas with an understanding that future development may be likely as urban development expands.
- **PR - Parks, Recreation and Public Use District** accommodates land uses that offer a variety of active and passive recreational amenities.
- **RE - Rural Estate District** is semi-rural in character and accommodates very low-density residential development on lots equal to or greater than three (3) acres.
- **RR - Rural Residential District** encourages semi-rural residential development with a minimum lot area of one (1) acre.
- **R-1 - Single-Family Residential District** accommodates low-density residential development and limited institutional uses with a minimum lot area of 8,400 sf.
- **R-1.5 - Single-Family Residential District** has a slightly lower lot size for low-density residential development and limited institutional uses with a minimum lot area of 6,500 sf.
- **R-2 - Single and Two-Family Residential District** accommodates single- and two-family residential development and limited institutional uses.
- **R-3A - Multiple-Family Residential District** allows for single-family attached and multi-family residential development and encourages higher density development.
- **R-3B - Apartment Community Residential District** is intended to accommodate multi-family residential development that is planned and developed only on a lot or tract under single ownership or unified control.
- **C-1 - Neighborhood Commercial District** accommodates small-scale commercial development that is compatible with surrounding residential development.
- **C-2 - General Commercial District** is intended for mid-sized retail and commercial businesses along commercial corridors.
- **C-3 - Regional Commercial District** is intended for commercial uses that have potential to generate significant vehicular traffic and is located along major arterial roadways.
- **PO - Professional Office District** accommodates professional office uses in individual buildings.
- **BP - Business Park District** accommodates office, research and development, and limited service and manufacturing uses that are in a campus-like setting.

- **M-1 - Light Industrial-Commercial District** is intended for light manufacturing, warehousing, and wholesale operations.

- **PUD - Planned Unit Development District** is a special purpose district intended to encourage unified design by providing flexibility in site regulations.

Overlay Districts

- **OT - Original Town District** is intended to preserve and enhance the historic character of the Original Town neighborhood.
- **CCO - City Center Overlay District** is intended to develop an identifiable center and promote a centrally located, high-quality civic environment.
- **GCO - Gateway Commercial Overlay District** is intended to provide for quality design and development near interstate highway interchanges in order to create a cohesive and attractive entrance to the City of Raymore. This district is not seen on the map in **Figure 2.4**.

- **Planned Districts** are overlay districts that provide flexibility in the location of buildings, structures, open spaces, and roads. The following planned districts are shown on the map in Figure 2.4:

- **REP - Rural Estate District (Planned District Overlay)**
- **RRP - Rural Residential District (Planned District Overlay)**
- **R-1P - Single-Family Planned Residential District**
- **R-2P - Single and Two-Family Residential District (Planned District Overlay)**
- **R-3AP - Multiple-Family Residential District (Planned District Overlay)**
- **R-3BP - Apartment Community Residential District (Planned District Overlay)**
- **C-2P - Planned General Commercial District**
- **C-3P - Planned Regional Commercial District**

Existing Trails and Connectivity

The map in **Figure 2.5** shows the existing trails in the active transportation network. Currently, the City of Raymore has provided almost 1 mile of trail per 1,000 residents through its network of park trails, right of way trails and private trails, as described below.

Park trails are facilities that are owned and maintained by the Raymore Parks and Recreation Board and Parks and Recreation Department. This includes:

- Greenway trails
- Nature trails
- Hard surface trails within City parks

Right of way trails are trail facilities located along major thoroughfares within the city's rights-of-ways, including concrete and asphalt trails. These trails can also exist along utility easements. Right of way trails include the following:

- Roadside trails
- Shared use paths
- Sidewalk connections

Private trails are trail segments not owned by the City and are maintained by private associations, commercial or residential property owners, and may or may not be open to use by the public. These are approved within the processes for approval by Development Services. Private trails include:

- Private amenity trails
- Private sidewalks and connections

For more information on trails and connectivity, see **Chapter 5 - Parks Master Plan**.



Data Sources: City of Raymore and Olsson Studio



Existing Road Infrastructure

The map in **Figure 2.6** on the following page shows the existing vehicular transportation system as classified by street type. The City of Raymore is positioned between two major regional transportation corridors, I-49, a regional federal highway corridor, and MO-291, a local state highway corridor. These corridors provide immediate access to the greater Kansas City region from the City's extensive local road network.

The Transportation Master Plan was initially adopted in March of 2006 and updated in January of 2010. The street classification map illustrates the ultimate build-out of the street network for the City. Five street classifications have been developed for Raymore, including:

- **Major Arterial.** Roadway that is of regional importance and is intended to serve high volumes of traffic traveling relatively long distances. A major arterial is intended to primarily serve through traffic, and access is controlled.
- **Minor Arterial.** Roadway that is similar in function to major arterials, but operates under lower traffic volumes, serves trips of shorter distances, and provides a higher degree of property access than major arterials.
- **Major Collector.** Roadway that provides for traffic movement between arterials and local streets and carries moderate traffic volumes over moderate distances. Collectors may also provide direct access to abutting properties except individual residences.
- **Minor Collector.** Roadway that is similar in function to a major collector, but carries lower traffic volumes over shorter distances and has a higher degree of property access.
- **Local.** Roadway that is intended to provide access to abutting properties, tends to accommodate lower traffic volumes, serves short trips, and provides connection to collector streets.

The Transportation Master Plan also outlines the major thoroughfares that make up the local transportation network, including major arteries such as MO-58, Dean Avenue, North Cass Parkway and J Highway, as well as smaller collector roads such as Foxridge Drive, Lucy Webb Road and Madison Street. Through the development and implementation of the City's Transportation Master Plan and the Growth Management Plan, the City's primary road network is majorly built out, with major connections already established, or under imminent construction through recent General Obligation Bond projects.

A major focus of this Plan considers the nodes that are created by the intersection of these distinct corridors, and opportunities that can be undertaken to improve traffic flow,

spur economic development, and increase safety. The Plan also considers improvements to existing roadways that could be supported to provide increased opportunities for multimodal transportation options including bike and pedestrian facilities, shared trail connections, and limited transit options.

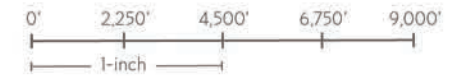
A snapshot of major roadway and corridors is provided below, with additional supporting goals and objectives included in **Section 4.2 - Transportation and Connectivity Framework.**

MAJOR ROAD NETWORK

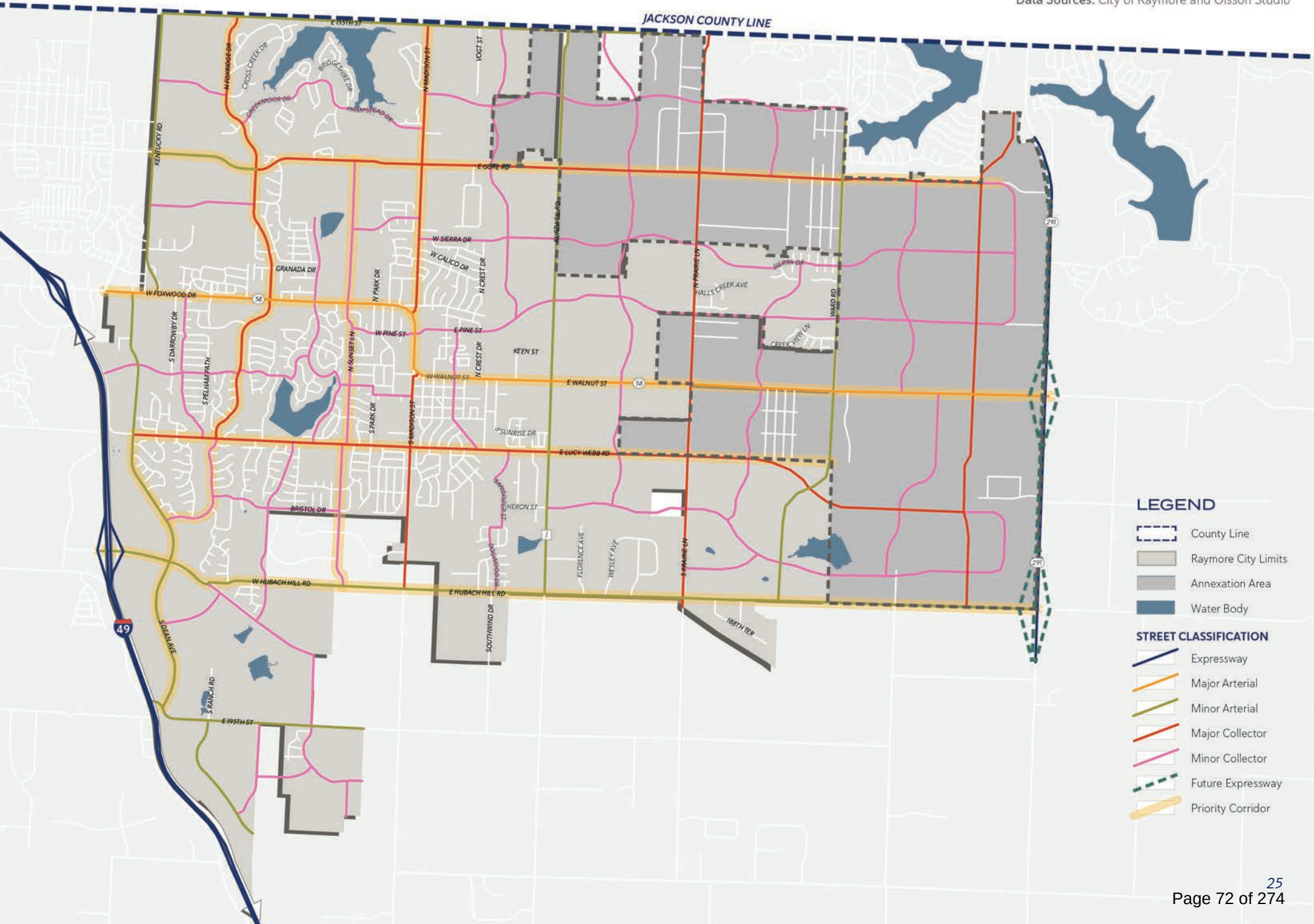
In 2020, the City conducted a comprehensive traffic study between the MO-58, Dean Avenue, and North Cass Parkway corridors. Precluding minor access management improvement, significant capacity exists between the City major roadways to accommodate ongoing and future development. The following corridors are identified as areas of focus for this Plan:

- **MO-58 Highway.** MO-58 is the primary corridor through the community, and provides interconnectivity between I-49, MO-291, and an expansive and well-maintained local street network. Though designated as a state highway, the City maintains control of MO-58 through the City.
- **North Cass Parkway Interchange.** In 2006, the City partnered in the construction of the North Cass Parkway, a secondary access point to the I-49 corridor that created significant future development opportunities for the City. While development around the interchange has lagged, recent investment into primary employment opportunities within the Raymore Commerce Center will have implications on the transportation system, which should be planned with future growth of a retail, shopping, and entertainment destination in mind.
- **Dean Avenue.** Constructed to provide relief from past development pressures, Dean Avenue is a significant north-south corridor between major nodes of the City, including MO-58, Lucy Webb Road, and North Cass Parkway. Dean Avenue serves a variety of traffic needs and is a major gateway into the City's major shopping district, several interconnected neighborhoods, and North Cass Parkway, a future development hub for the City.
- **Lucy Webb Road.** Lucy Webb Road functions as a major connector for the City's various neighborhoods and parks and provides direct connections to other major thoroughfares on the east and west sides of the community.

FIGURE 2.6 EXISTING ROAD INFRASTRUCTURE



Data Sources: City of Raymore and Olsson Studio



Existing Public Utilities and Infrastructure

The balance of urban and rural development with the planning boundaries of Raymore present natural development challenges in extending utility services, including public streets, public water, sanitary sewer, and storm water service. While Raymore corporate limits expand nearly 17 square miles, the provision of various public utilities, namely public water service, is spread across multiple public/private agencies.

Raymore maintains over 350 lane miles of streets, 128 miles of water mains, 216 miles of sanitary and storm sewer, and 280 miles of sidewalks and multi-use paths.

SEWER INFRASTRUCTURE

The map in **Figure 2.7** on the following page shows the existing sewer infrastructure. Sewer treatment within the City is provided in partnership as a municipal utility for the collection of solid waste in the community, and as a regional partnership with Little Blue Valley Sewer District, which provides treatment services for the City's sewer waste.

The City operates a network of gravity and force main systems, which are supplemented by a series of lift-stations that work to keep the sewers flowing.

WATER INFRASTRUCTURE

The map in **Figure 2.8** on the following pages shows the existing water infrastructure network. The geography of Raymore spans three separate public water providers in addition to that of the City, including three Cass County Public Water Supply Districts (PWSD): PWSD No. 3, PWSD No. 6 and PWSD No. 10. Shared services, as they relate to public utilities, present the City opportunities for outward growth with limited impact to individual public utility systems, primarily the provision of public water services.

The service area within the City relative to water utilities is approximately 14.75 square miles, and covers approximately 83 percent of the current geographic area. The overall water service area is substantially developed and served by existing water infrastructure. With the City's substantial growth history, as well as sustained and regular maintenance, Raymore is well positioned to serve future growth and development.

Many of the growth opportunities within the planning boundaries fall outside the jurisdiction of Raymore's water utilities and are served by external agencies. Annexation plans for eastward growth within the Intent to Annex Area includes 8.7 additional square miles of growth, the majority of which is served by external Water Districts. The City should

support the expansion of the water infrastructure through quality development within the municipal service boundary while prioritizing the continued investments in preventive maintenance of the overall system.

Capacity of external agencies shall be considered in growth decisions, though responsibility for construction and maintenance of needed expansions outside the municipal boundaries shall fall solely on the water districts or their customers.

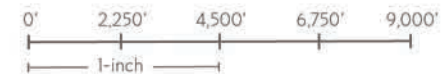
Within the last decade, Raymore has made significant investments into infrastructure projects through Capital Improvement planning and multiple General Obligation Bond issuances, including road, sewer, and park facility expansions, and is well positioned to evaluate several new and significant growth opportunities as part of this Plan.

Some areas within the planning boundary provide challenges in extending and providing utility infrastructure without significant investment by the City or private development but should still be analyzed as part of the plan.

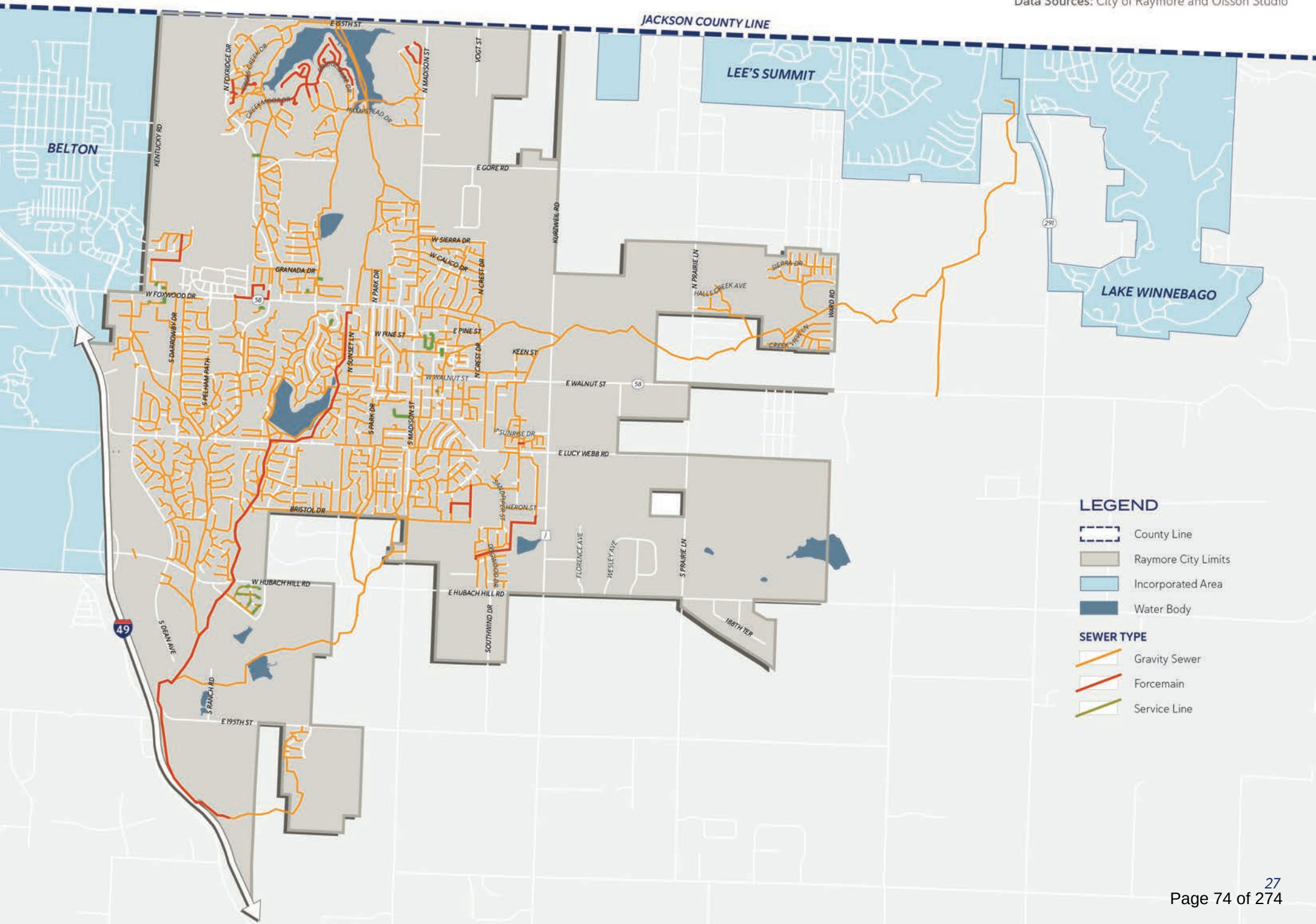


FIGURE 2.7

EXISTING SANITARY SEWER



Data Sources: City of Raymore and Olsson Studio



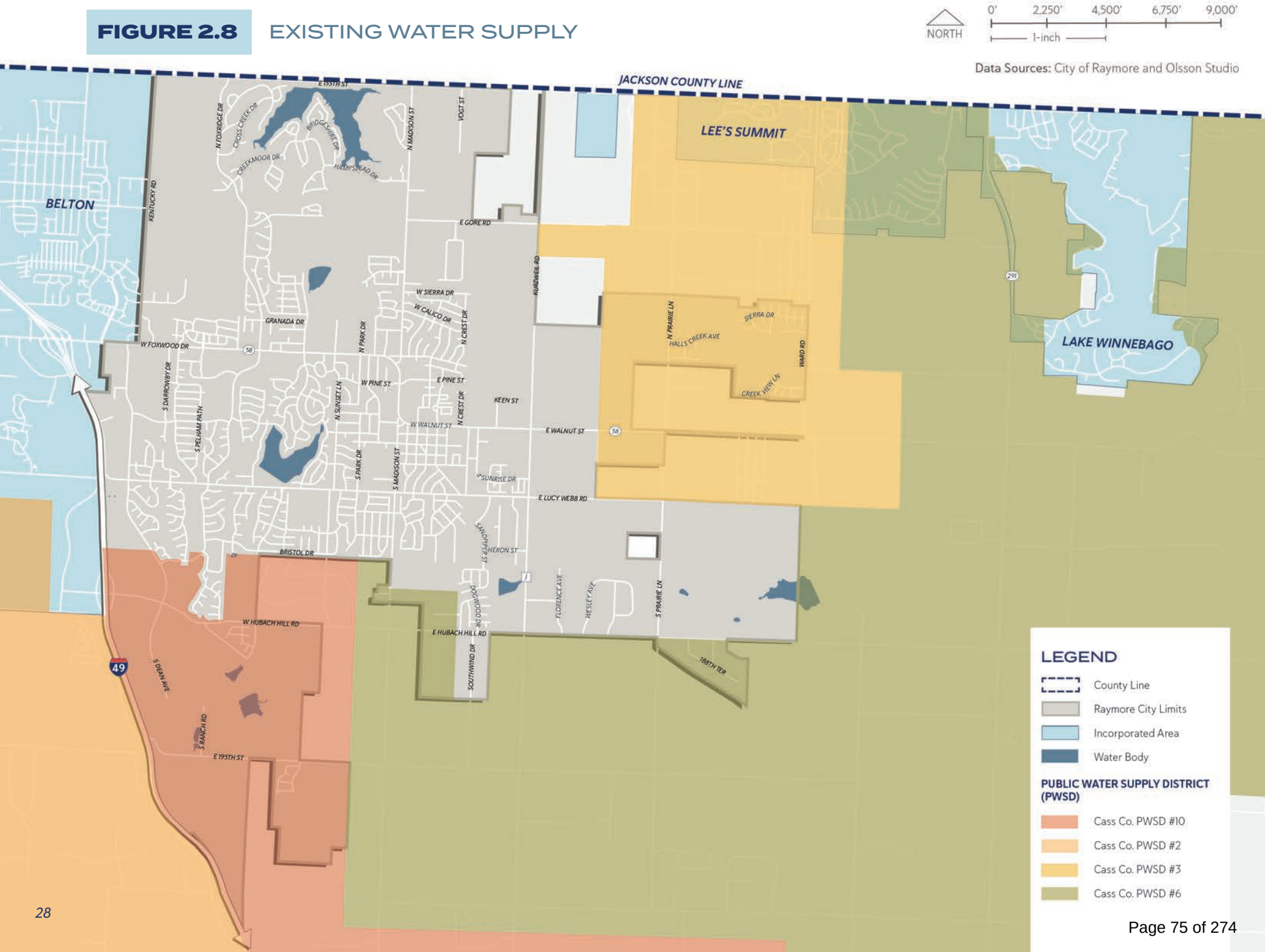
LEGEND

- County Line
- Raymore City Limits
- Incorporated Area
- Water Body

SEWER TYPE

- Gravity Sewer
- Forcemain
- Service Line

FIGURE 2.8 EXISTING WATER SUPPLY



Existing Parks and Recreation Facilities

The map in **Figure 2.9** shows existing parks and recreation facilities, including two future park land properties. A description for each existing facility is provided on the following page.

LEGEND

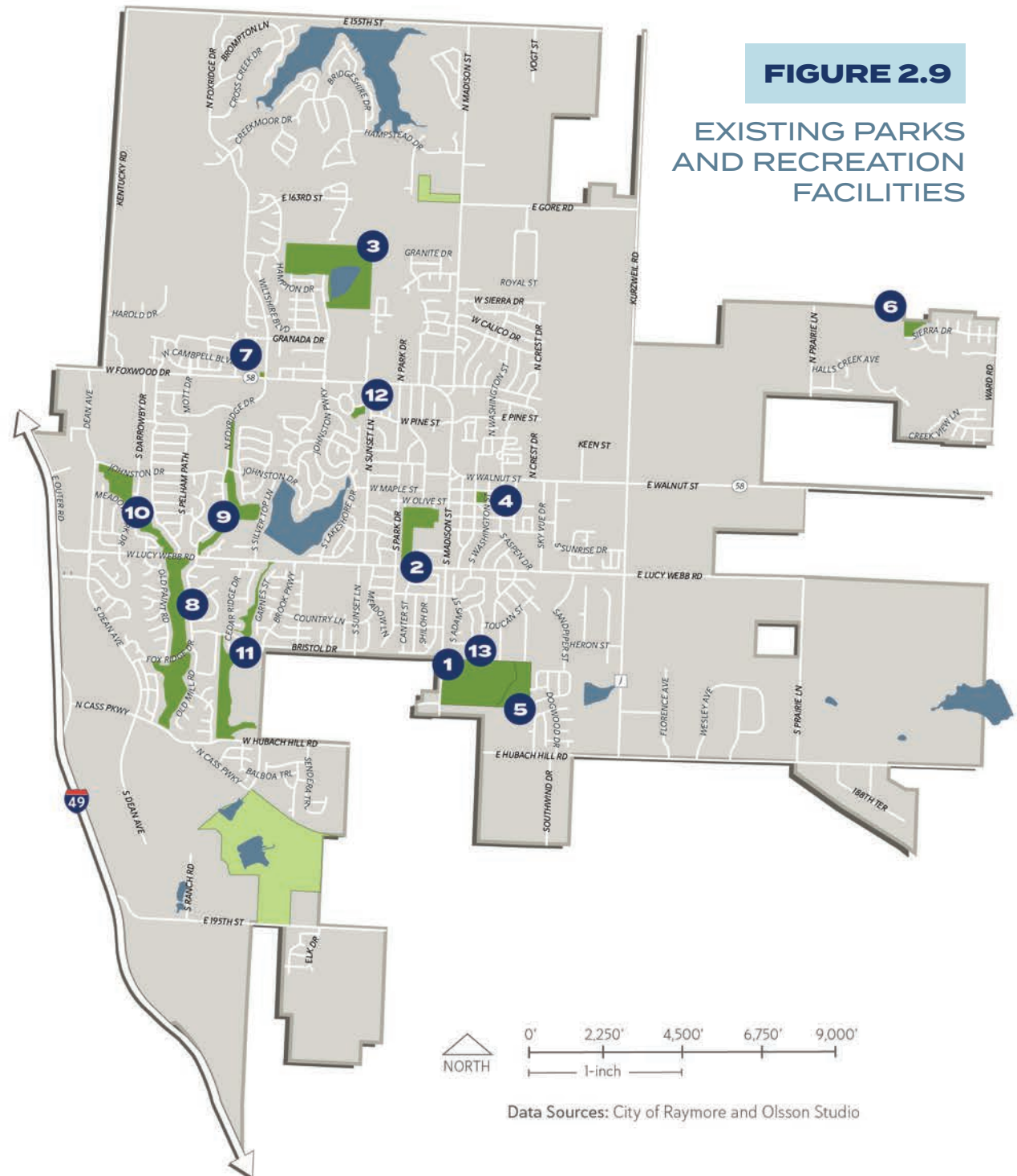
- Water Body
- Existing Parks and Recreation Facilities
- Future Park Land

PARKS AND GREENWAYS

- 1 Recreation Park
- 2 Memorial Park
- 3 Hawk Ridge Park
- 4 T.B. Hanna Station
- 5 Moon Valley Park
- 6 Ward Park
- 7 Eagle Park
- 8 Good Parkway Linear Park
- 9 Eagle Glen Linear Park
- 10 LeMor Greenway
- 11 Brookside Greenway

INDOOR RECREATION FACILITIES

- 12 Centerview
- 13 Raymore Activity Center



Recreation Park. Recreation Park is the second largest and the most active park in the City. With basketball and tennis courts, a disc golf course, baseball, soccer and football fields, approximately 80 percent of the 62-acre park is dedicated to active programmable use. Recreation Park is also home to the Raymore Activity Center. Originally purchased in the 1980's, most development within the park was provided by volunteers throughout the 1990's. In the early 2000's, the Raymore Parks and Recreation Board and the City Council began steady improvements over the next twenty years. Recreation Park is heavily used with little green space or natural areas left.

Memorial Park. Memorial Park is located off Olive Street, behind Raymore Elementary School in the heart of Raymore. The park area encompasses over 20 acres and has a pleasant mix of passive and active space. The park hosts several of Raymore's special events and festivals. Approximately 5 acres of amenities, including a small parking lot, green space and ball fields, are shared between the City and the Raymore Peculiar School District. The City maintains the green space and ball fields in exchange for exclusive use and scheduling. Parking lot maintenance is a shared expense.

Originally purchased in the 1960's, Memorial Park was Raymore's only park for several years. In the mid 2000's, a rehabilitation project gave the park much needed upgrades, including rebuilt ballfield, a new plaza area with a concession stand and restroom facilities. Improvements and upgrades have been steady over the past 10 years to maintain amenities. In 2017, the west side of the park was designated by the Raymore Tree Board as "the Arboretum" in Memorial Park. In 2018, the first historic mural was painted on the concession stand and commissioned by the Raymore Arts Commission.

Hawk Ridge Park. Hawk Ridge Park is 79 acres of rolling hills located in the middle of Raymore on the north side of MO-58. Purchased in 2008, Hawk Ridge Park remains a natural area for fishing and hiking and has been home to our practice soccer complex. Renovations completed August 2019 added several amenities that are accessible to people of all abilities, granting Hawk Ridge Park designation as Missouri's first inclusive park. In 2020, Raymore residents voted to complete an additional \$1.2 million of improvements. Amenities added to the east side include an upgraded entrance with parking near the existing Amphitheater. On the west side, new amenities include soccer fields, parking, a portable restroom structure and an exercise loop trail with a connection to the Hawks Nest Playground, which was recently completed in 2023. Hawks Nest All-Inclusive Playground is a universally designed play space for people of all ages and abilities. The new playground is located near the North Shelter.

T.B. Hanna Station. This 3-acre park in the heart of original town Raymore is home to several community events throughout the year, most notably the Mayor's Tree Lighting. Once the location of Raymore Public Works and Police Department as well as Jaycee Park, the original buildings were demolished in 2008. The property was designated as a future park and was home to the Original Town Farmer's Market until 2020 when the market moved to Municipal Circle. In 2015, a large, covered pavilion was built for community events. The pavilion was named the Depot in honor of the railroad passing through the original Raymore Depot, located near the current park grounds. By 2016, the Parks and Recreation Board had purchased the west side of the City block to complete the 3-acre park and the City Council named the property after T.B. Hanna, one of Raymore's original businessmen and postmasters.

Moon Valley Park. Originally the "East Side" of Recreation Park and long considered an area reserved for local Boys and Girls Scout troops, Moon Valley Park was renamed in 2013. In 2005, the shelter was built to provide a gathering location for overnight campouts for local troops. In the late 2000's, the improvements were expanded in order to open the park to the public. Improvements included the addition of a parking lot, connector trail and playground. During this time, a large fire pit was built as an Eagle Scout Project. The firepit area serves as the discharge location for the annual Spirit of America Fireworks display. In 2014, an 18-hole disc golf course began construction. The new course would put the back 9 holes throughout the wooded area between Recreation Park and Moon Valley Park. In 2016, a new natural play area was added as part of a volunteer project through the local Raymore Lowe's Home Improvement store.

Ward Park. Located on the western end of Sierra Drive in Ward Park Place subdivision, Ward Park received playground equipment and a paved walking trail in 2011.

Eagle Park. Located in the parking lot of Walgreens and the new LEAD Center of the Raymore Peculiar School District at the corner of West Foxwood Drive and Remington Plaza, Eagle Park is an easement to the City to maintain the City's largest flagpole, memorial dedication monument and Eagle Statue monument. A Blue Star Memorial is also located in the easement but maintained by the Sunset Garden Club. In 2022, the City and the School District agreed to share maintenance of the area.

Good Parkway Linear Park. Good Parkway is located between Wood Creek and Stonegate subdivisions. West Lucy Webb Road borders the northern trail head, South Fox Ridge Drive splits the north and south trail segments and North Cass Parkway borders the southern trail head.

Eagle Glen Linear Park. Located in the Eagle Glen Subdivision along the east side of South Foxridge Drive, the Eagle Glen Linear Park features 25.3 acres of green space and natural paths in a monarch butterfly garden area that features native plants, a concrete trail and play equipment. The 0.5-mile concrete trail begins and ends near Lucy Webb on the south and Johnston Drive on the north.

LeMor Greenway. Located in the Timber Creek and LeMor Subdivisions, the 0.8-mile trail connects Dean Avenue and Lucy Webb Road. Built in the late 2000's, this 10-foot-wide concrete trail includes a walking bridge on the LeMor Trail side. Park Staff maintains a courtesy path along the trail.

Brookside Greenway. Located between the Cedar Ridge and Brookside Subdivision, this 0.5-mile trail begins and ends at Lucy Webb Road and Bristol Drive. The 10-foot-wide concrete path was built in the late 2000's. Park Staff maintains a courtesy path along the trail where feasible. Recent improvements include an additional 6.3 acres of City-owned public ground with an asphalt parking lot and trail head.

Centerview. Opening in 2017 as part of the 2016 No Tax Increase General Bond initiative and additional funding from capital funds, Centerview is Raymore's premier rental facility. Located within the City's Municipal Complex, Centerview serves as the Park and Recreation administrative offices and operations. The meeting and conference facilities can hold up to 300 occupants and are used for local elections and other large meetings. Centerview was designed to provide seamless indoor and outdoor spaces that can accommodate any event in any season. The facility is connected to a larger network of trails and connections via the Boardwalk that provides east-west connectivity between several core neighborhoods.

Raymore Activity Center. Officially opening to the public in 2018, the Raymore Activity Center was funded by 2016 No Tax Increase General Bond initiative. The RAC offers a full basketball court, two volleyball courts, an indoor walking/running track, a kitchen for concessions and office space for staff, allowing for recreational activities year-round. The RAC is the headquarters of Raymore Parks and Recreation Summer Day Camp, home to several athletic programs such as the recreational youth basketball and volleyball leagues, adult leagues and rental facility for private sports clubs as well as private events. The 2020 No Tax Increase General Bond initiative made way for the phase 2 expansion of the RAC. The expansion included additional basketball and volleyball courts, two multipurpose rooms for party rentals or programming, staff support areas, pickleball courts and storage. Phase two is scheduled to be completed in 2024.

Future Parkland

Good Ranch Park Land Dedication. This area includes 154 acres of undeveloped land in the southern part of Ward 1 and was originally identified as part of the 1994 Good Ranch Land Use Plan, in addition to Good Parkway and other areas of the Good Ranch. In 2021, City staff and landowners began the process to finalize the location and acreage for the park land dedication. The Parks and Recreation Board and City Council voted to approve the dedication in 2022. This Plan provides goals and actions related to the future development of this area in **Chapter 5 - Parks Master Plan**.

Parkside Park Land Dedication. This area includes approximately 13 acres of land on the northeast side of the Parkside Subdivision at 163rd Street and North Madison Street. This property was dedicated in 2023 as a result of residential and neighborhood expansion. The Parks and Recreation Board have planned this park as a future dog park. Goals and actions related to the future development of this area are provided in **Chapter 5 - Parks Master Plan**.

Existing Natural Features

The following briefly describes the environmental features of Raymore related to floodways and water bodies associated with the natural landscape of the area. These environmental features are illustrated in Figure 2.10.

Major Water Bodies. Within Raymore city limits, there are a handful of small lakes, including Creekmoor Lake, Johnston Lake and Silver Lake. Creekmoor Lake and Silver Lake are surrounded by a residential subdivision. Johnson Lake is located in Hawk Ridge Park and has a walking trail surrounding the perimeter.

Floodplain. Flood risk has been mapped throughout the City through the Federal Emergency Management Agency's (FEMA) National Flood Insurance Program. FEMA typically identifies flood-prone areas through detailed hydrologic and hydraulic modeling and occasionally through approximate methods to assist with planning, management, and risk assessment within watersheds.

A portion of Raymore's land area is considered a Special Flood Hazard Area (SFHA) according to FEMA. SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. Portions of land area on the outskirts of SFHA areas are considered moderate flood hazard areas.

LEGEND

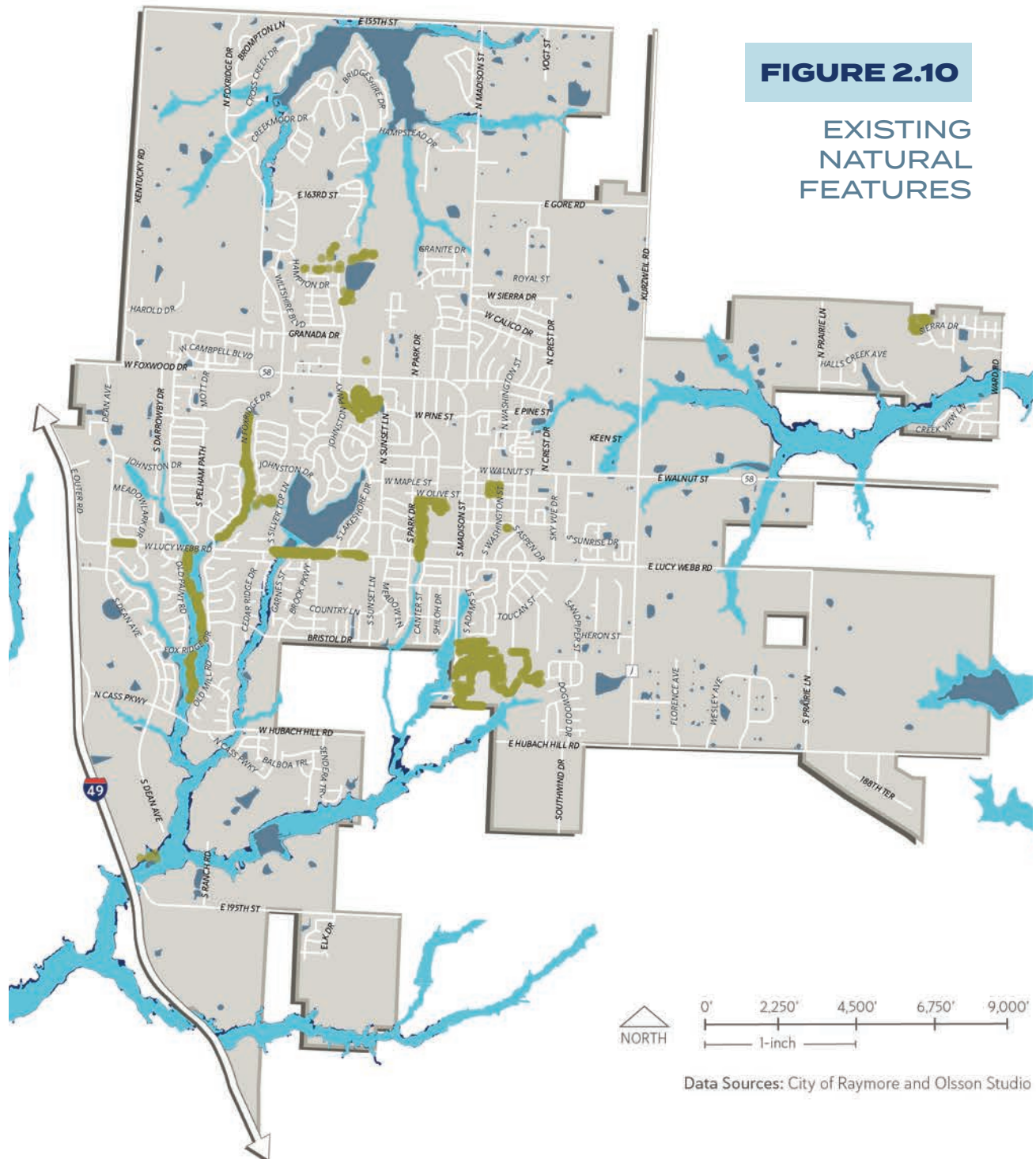
-  Tree
-  Water Body

FLOOD DESIGNATION

-  100-Year (1% Annual Chance) Flood/
Special Flood Hazard Area (SFHA)*
-  500-Year (2% Annual Chance) Flood*

*SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year; includes FEMA Zone A and Zone AE.

*Moderate flood hazard areas are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood; includes FEMA Zone B.



Existing Demographics

This section provides an overview of the existing demographic and market conditions within Raymore. A full Market and Economic report can be found in **Appendix A**.

POPULATION GROWTH

Population growth has a direct impact on the need for housing and retail space. The City of Raymore has experienced significant population growth over the last two decades, prompted by quality schools, safe neighborhoods, reliable infrastructure, and an expansive network of parks, trails, and amenities. Between the year 2000 and 2020, the City population more than doubled in size, adding 11,795 new residents, as illustrated in **Table 2.1**. The population growth over the 20-year timeframe equated to an annualized rate of 3.3 percent, compared to 1.3 percent annually for Cass County and 0.5 percent annually for Missouri. Population growth for Raymore from 2023 through 2045 is estimated to be 10,986 to 12,250 new residents, bringing the 2045 population to 35,193 to 36,467 residents.

Given the historic rates and patterns of the population growth in the City, the Raymore 2045 Plan must consider the implication of continued growth and diversification of the local population. Previous growth, in addition to development and permitting activity would suggest that Raymore is poised to support continued growth and is forecast to experience nearly a 36 percent increase in population in the next two decades.

While the population is ever changing, one thing remains constant – the satisfaction of our residents. The annual resident satisfaction survey conducted by ETC is utilized to gauge resident and community satisfaction.

TABLE 2.1 POPULATION GROWTH TRENDS

YEAR	TOTAL POPULATION	POPULATION INCREASE	% INCREASE
2000 CENSUS	11,146	5,554	99.3%
2010 CENSUS	19,206	8,060	72.3%
2020 CENSUS	22,941	3,735	19.4%
2025 FORECAST	23,631	690	3.0%
2030 FORECAST	25,911	2,280	9.6%
2035 FORECAST	28,413	2,502	9.7%
2040 FORECAST	31,155	2,742	9.7%
2045 FORECAST	35,193	4,038	13.0%

Source: U.S. Census Bureau, 2021

POPULATION BY AGE

Demographic factors are one of the most important factors influencing the behavior of the consumer towards the acquisition of products, whether in terms of the impact of sex on the purchasing decision or the age of the consumer, the level of education and occupation, or consumer income. Age is an important factor in consumer identity and behavior, since consumption patterns, housing needs, and financial situation change significantly throughout an individual's lifetime.

The bar chart in **Figure 2.11** provides a comparison of the Raymore and Missouri population by six primary age groups, including children (0-14 years), adolescent (15-24 years), young adults (25 to 34 years), family/working adults (35-44 years); empty-nesters (45-64 years) and elderly (65+ years). Each age group possesses distinctively different consumption and housing needs, described in greater detail in **Appendix A - Economic and Market Study**.

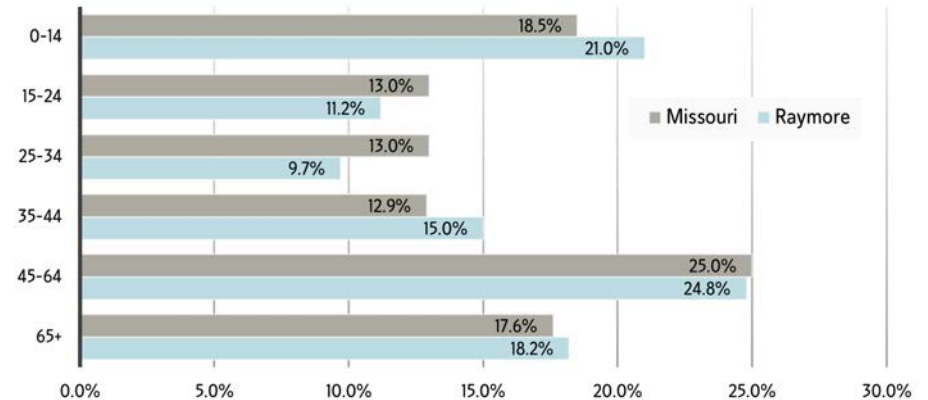
HOUSEHOLD INCOME

Household income levels have a direct impact on retail sales volumes, housing needs, for-sale housing values, and residential rents. A comparison of household income distribution estimates for the City of Raymore and State of Missouri is outlined in the bar chart in **Figure 2.12**.

Raymore's median household income of \$90,362 compares to \$61,043 for Missouri, with a much greater rate of high-income households earning \$100,000 or more and a much lower rate of households earning \$35,000 or less. Raymore's well above average household income levels provide the opportunity to support above average retail sales and rents, housing values, and residential rents. An estimated 10.2 percent of Raymore households earn less than \$25,000 annually, compared to 18.7 percent statewide, suggesting a modest need for affordable and income-based housing.

FIGURE 2.11

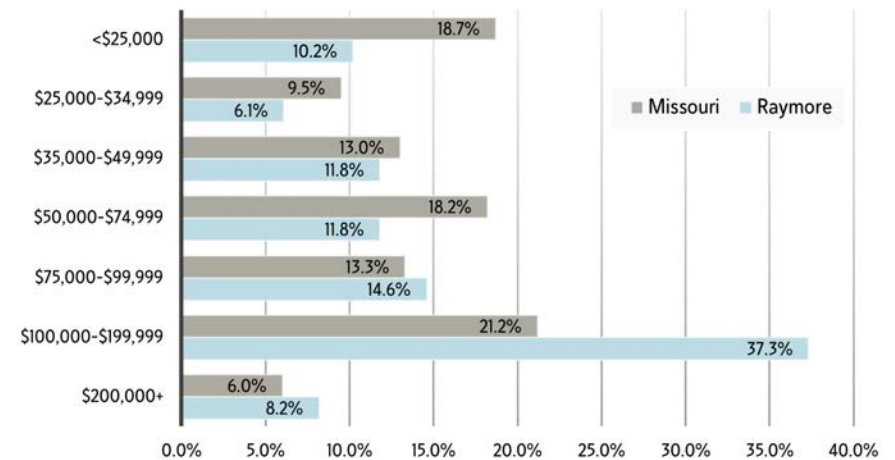
POPULATION BY AGE COMPARISON



Source: U.S. Census Bureau, 2021

FIGURE 2.12

HOUSEHOLD INCOME DISTRIBUTION COMPARISON



Source: U.S. Census Bureau, 2021

HOUSEHOLD FORMATION

Household formation and the mix of household types have a direct impact on the composition of retail sales and housing needs. According to the U.S. Census Bureau, as of 2021 an estimated 8,557 households resided in Raymore with an average household size of 2.63 persons, as shown in **Table 2.2**. Family households accounted for 73.8 percent of all households with 35.7 percent of all households having children present. Married couple families accounted for 60.8 percent of all households, of which 32.6 percent had related children.

TABLE 2.2 COMPARISON OF HOUSEHOLDS BY TYPE

HOUSEHOLD TYPE	CITY OF RAYMORE	STATE OF MISSOURI
TOTAL HOUSEHOLDS	8,557	2,433,819
FAMILY HOUSEHOLDS	73.8%	63.3%
MARRIED COUPLE HOUSEHOLDS	60.8%	47.7%
WITH RELATED CHILDREN	42.0%	36.9%
NONFAMILY HOUSEHOLD	26.2%	36.7%
WITH CHILDREN PRESENT	0.8%	0.9%
HOUSEHOLDER LIVING ALONE	23.9%	30.0%
HOUSEHOLDER LIVING ALONE (65+ YEARS OLD)	12.3%	11.9%
ALL HOUSEHOLDS WITH CHILDREN	35.7%	29.2%
AVERAGE HOUSEHOLD SIZE	2.63	2.46
AVERAGE FAMILY SIZE	3.15	3.07

Source: U.S. Census Bureau, 2021

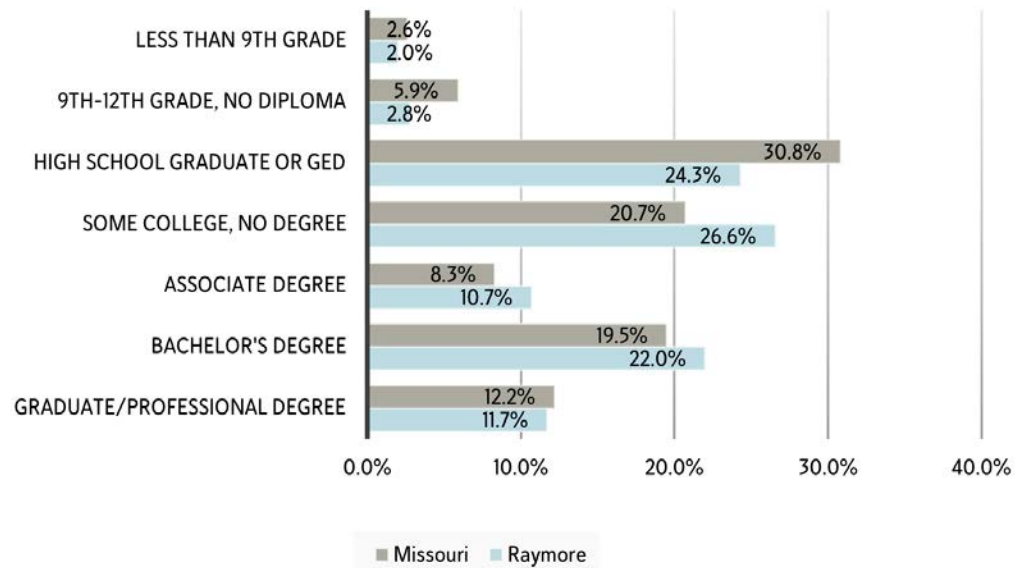
EDUCATIONAL ATTAINMENT

Educational attainment levels of a market area's labor pool are becoming increasingly important in the ability to attract and retain knowledge-based industries as well as the ability to support above average wages. The bar chart in **Figure 2.13** provides a comparison of educational attainment levels between Raymore and State of Missouri as provided by the U.S. Census Bureau.

Raymore's population is more educated than the overall Missouri population with 44.5 percent of residents 25 years of age and older attaining an associate degree or higher compared to 40.0 percent statewide. Conversely, 29.1 percent of Raymore residents attained a high school diploma or less compared to 39.3 percent of the statewide population.

FIGURE 2.13

EDUCATIONAL ATTAINMENT LEVELS



Source: U.S. Census Bureau, 2021

Existing Economic Assets

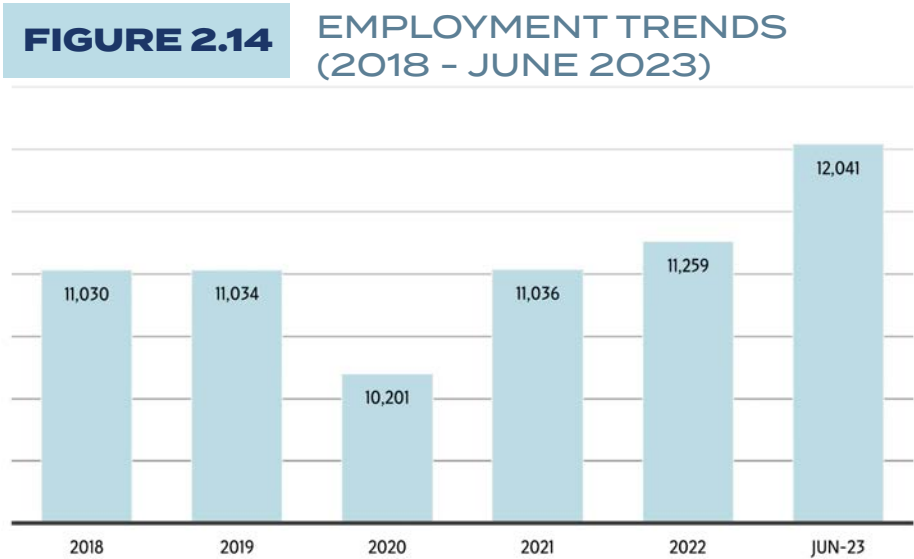
The City of Raymore is no stranger to growth and development. Past City leadership held a proactive approach to providing economic incentives as a means or spurring early economic activity over the past two decades. Given some of the geographic challenges for the community, including lack of highway frontage and competition with adjacent communities, the use of financial incentives was key in attracting growth eastward from Highway 71. Historically, the City has used tools like Tax Increment Financing (TIF), Community Improvement Districts (CIDs) and Transportation Development Districts (TDDs) to assist in commercial development and the construction of needed infrastructure to support the growth, including the Raymore Galleria development, MO-58 Highway, Dean Raymore Market Center and other major commercial developments.

These incentive tools proved effective in attracting major retailers such as Sam’s Club, Lowe’s, Price Chopper and others. Now, two decades later, these incentive tools are nearing the end of their useful life while the City will continue to enjoy the services offered by these community businesses. As part of this Plan, City leadership should consider the implications of the conclusion(s) of economic incentives for these developments and develop policy decision on when, where and how to move forward with the implementation of future economic incentives to support more diverse and sustainable future urban growth.

EMPLOYMENT GAINS

Since gains in employment generally fuel growth in population, income and retail expenditures, job growth is a reliable indicator of general economic conditions and demand for housing and commercial and industrial space. Typically, households prefer to live near work for convenience. Affordable housing costs, reduced commute times, and high quality of life can motivate employees to relocate to the community where their job exists.

According to the Missouri Economic Research & Information Center, coming out of the Great Recession employment in Raymore grew at a modest rate and by 2019 reached 11,034 jobs and an unemployment rate of 2.7 percent. The COVID-19 pandemic reversed the trend in employment growth with the loss of 833 jobs in 2020, pushing the unemployment rate to 7.8 percent. Through June 2023, Raymore added 1,840 jobs (for a total of 12,041 jobs) and the unemployment rate stood at a healthy 2.6 percent. Figure 2.14 illustrates job growth in the City of Raymore from 2018 through June 2023.



Source: U.S. Census Bureau, 2021

EMPLOYMENT BY SECTOR

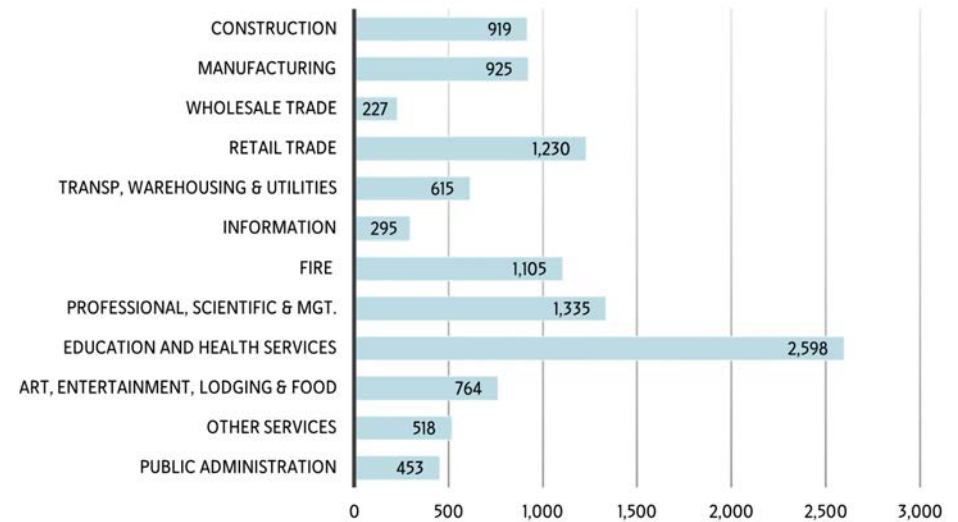
Figure 2.15 shows employment by sector. Raymore's economy is led by the education and healthcare services; professional, scientific and management; retail trade; and finance, insurance and real estate sectors. Raymore's mix of employment generates the need for a wide range of owner-occupied and rental housing types and price points (i.e., sales price and rent).

Given its location and demographics, Raymore is best suited to support continued job growth in such sectors as retail trade; information; finance, insurance and real estate; professional, scientific and management; and education and healthcare services.

Table 2.3 provides a comparison of employment by sector for Raymore versus Missouri. Raymore's high level of office-related employment stems from its population's above average educational attainment rates. Employment sectors that Raymore exceeds statewide norms include construction; information; finance, insurance and real estate; and professional, scientific and management. Employment sectors where Raymore lags the statewide averages include manufacturing; wholesale trade; retail trade; transportation, warehousing and utilities; education and healthcare services; and art, entertainment, lodging and food service.

FIGURE 2.15

EMPLOYMENT BY SECTOR



Source: U.S. Census Bureau, 2021

TABLE 2.3

STATEWIDE COMPARISON OF EMPLOYMENT BY SECTOR

EMPLOYMENT SECTOR	% OF RAYMORE EMPLOYEES	% OF MISSOURI EMPLOYEES
CONSTRUCTION	8.3%	6.4%
MANUFACTURING	8.3%	11.6%
WHOLESALE TRADE	2.0%	2.4%
RETAIL TRADE	11.1%	11.7%
TRANSPORTATION, WAREHOUSING AND UTILITIES	5.5%	5.8%
INFORMATION	2.7%	1.5%
FINANCE, INSURANCE AND REAL ESTATE	10.0%	7.2%
PROFESSIONAL, SCIENTIFIC AND MANAGEMENT	12.0%	10.2%
EDUCATION AND HEALTHCARE SERVICES	23.4%	24.5%
ART, ENTERTAINMENT, LODGING AND FOOD SERVICE	6.9%	8.1%
OTHER SERVICES	4.7%	4.8%
PUBLIC ADMINISTRATION	4.1%	4.1%

Source: U.S. Census Bureau, 2021

MAJOR EMPLOYERS

Raymore welcomed three new major employers with the completion of the Raymore Commerce Center; Nuuly, Southern Glazer’s Wine and Spirits, and Harmar. Long-term, valued major employers operating in Raymore include Walmart, Ray-Pec School District, Foxwood Springs, and Compass Health Network. A full list of the top largest employers in Raymore is provided in **Table 2.4**.

TABLE 2.4 CITY OF RAYMORE’S LARGEST EMPLOYERS

EMPLOYER	PRODUCT/SERVICE	NUMBER OF EMPLOYEES
WALMART	RETAIL	405
RAY-PEC SCHOOL DISTRICT	EDUCATION	336
NUULY	CLOTHING SUBSCRIPTION	300
FOXWOOD SPRINGS	SENIOR LIVING CARE	274
COMPASS HEALTH NETWORK	MEDICAL	218
CONSENTINO’S PRICE CHOPPER	GROCERY STORE	152
SOUTHERN GLAZER’S WINE AND SPIRITS	SPIRITS DISTRIBUTOR	150
SAM’S CLUB	WHOLESALE RETAIL	150
LOWE’S	HOME IMPROVEMENT RETAIL	136
CITY OF RAYMORE	GOVERNMENT	108
SUNRISE NURSING AND MEMORY CARE	MEDICAL	97
HARMAR	MOBILITY PRODUCTS	75

Source: City of Raymore, 2024



2.5 KEY FINDINGS

The following list is a summary of key findings from the community profile.

Housing market is a major asset - Raymore is the place to be!

- Housing construction has had a major impact on the growth of the community over the last decade, and the community is well poised for continued growth. Raymore has historically been viewed as a bedroom community due to the sustained growth in housing. The community is reaching a critical mass where the sustained addition of varied housing types and new residents has become a major asset for attracting new commercial development opportunities.
- The City has invested heavily in the diversification of its housing stock as a means of attracting a diverse mix of residents to the community.
- Citizen satisfaction surveys have shown time and again that residents are happy with the direction of the City.
- Residents voice the need to preserve the hometown feel and sense of pride in the community while balancing needed community growth.

Through reliable and expanding infrastructure, Raymore is well-equipped for growth.

- The City has made substantial investments into the expansion and maintenance of infrastructure, both through new development projects and non-development related investments in the form of GO Bond projects and Capital Improvement Planning.
- Various road expansions, water and sewer upgrades have positioned the City for the next wave of growth opportunities. The expansive network of infrastructure can be used as a tool to support smart growth opportunities that limit the need for substantial strain on infrastructure.

Raymore has a strong asset in their local and regional parks and trails.

- The last decade of sustained growth has afforded the City with a healthy inventory of parkland and open space, in addition to non-development related expansion projects and land acquisition initiatives. The City owns and/or maintains more than 350 acres of parkland, including 2 major regional parks. Community surveys indicate that quality of the City's parks and recreation programs are a draw to the community and should be a major focus of future growth initiatives.
- Citizens continue to desire new and improved bike and pedestrian trails that provide a comprehensive network of connectivity within and between neighborhoods, amenities and destinations. Future plans for expansion of the parks and recreation system include the development of the over 150 acres recently dedicated to the City within the Good Ranch and enhanced trail maintenance programs within the Capital Improvement Programs.

Raymore prioritizes safety.

- Residents value public safety in Raymore. The Police Department and their various divisions have been a key factor in attracting residential growth to the community. ETC Findings continually show that residents see public safety as an asset to the community.
- Residents are engaged with the Police and Animal Control. The various programs that are sponsored by the Police Department continue to grow in support year after year, including Shop with a Cop, Coffee with a Cop, School Resource Officer programs, and Animal Control volunteer efforts and programs.

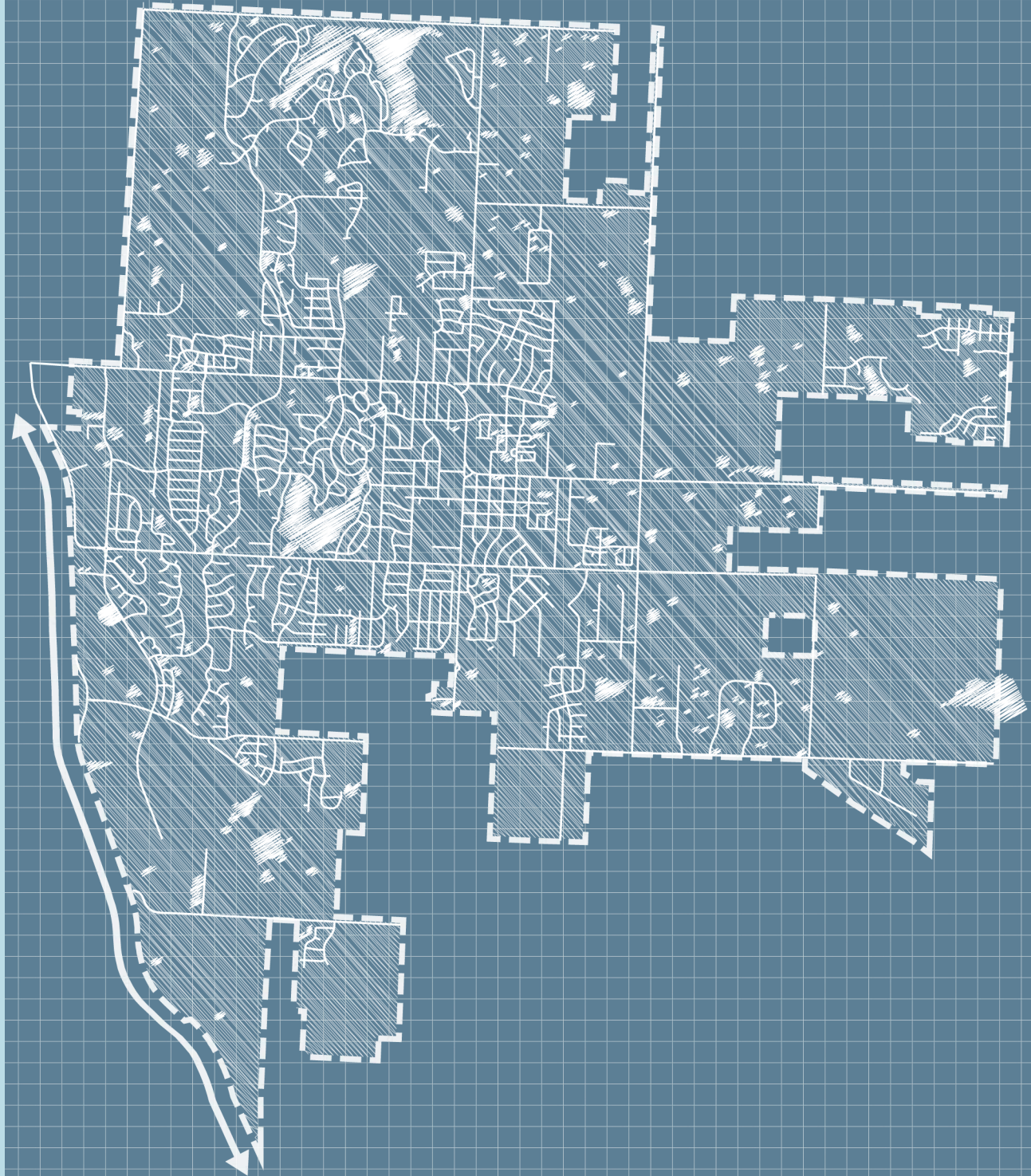
Raymore is a place for business.

- Raymore has experienced significant economic growth through the addition of retail, commercial and primary industrial employers.
- The City's job growth in the industrial sector has grown tremendously with the development of the Raymore Commerce Center and the businesses which have located within it. Raymore continues to increase and diversify its major employers.

3

PLAN PILLARS, GOALS AND STRATEGIES

Chapter 3 provides an overview of the organizing elements of the Plan and how they work together to form a cohesive vision for the future of Raymore. The following plan strategies are described for each of the goals and pillars. Additional recommendation details and visuals are provided in **Chapter 4: Framework Plans**.



3.1 ORGANIZING ELEMENTS OF THE PLAN

This Plan has been structured around a reiteration of the four strategic focus areas of the **2018 Strategic Plan**, or plan pillars. The 12 goals are categorized by each of the four pillars. Each goal contains a set of strategies and action items to accomplish each of the broad goals, as illustrated by the graphic to the right.

To expand and build on the direction and successes of the Strategic Plan, the strategic focus areas have been broadened to capture a wider vision of the values of the community and the desired direction for growth and the various facets and functions of the City required to achieve it, including leadership, administration, planning and development, parks, infrastructure and public safety.

These goals lay a broad foundational framework that embodies the core values of the community, the image the city and its residents wish to convey to the region, and strategic investment and reinvestment opportunities that will help support prosperous economic growth, all delivered through the lens of exceptional customer service through the various departments and leaders within the City.

These four pillars of growth, as seen in **Figure 3.1**, and their individual organizing elements will help guide decision-making and provide for departmental independence to achieve individual goals across the organization, as well as interconnectivity between elements to help move the City forward as a whole.

3.2 THE VISION

By 2045, the City of Raymore will be recognized as a vibrant, connected and inclusive community with exceptional neighborhoods, trails, parks and well-planned infrastructure that supports efficient transportation, access to essential services and recreational amenities that enhance the quality of life for all. The City is known for its ability to cultivate a community where opportunities for prosperity abound, where businesses flourish and where families can thrive. We see a city that embraces technological advancements to improve efficiency, communication, and engagement among residents, businesses and local government.

In pursuit of this vision, we will engage stakeholders, leverage diverse perspectives and embrace continuous improvement. Together, we will shape Raymore into a model community—one that embodies the values of growth, unity, and resilience and serves as a beacon of opportunity and inspiration for all who call it home.

Above all, our vision for Raymore is rooted in resilience. We understand that challenges may arise, but through collaboration, innovation and a shared commitment to progress, we are confident in our ability to overcome obstacles and emerge stronger than ever.

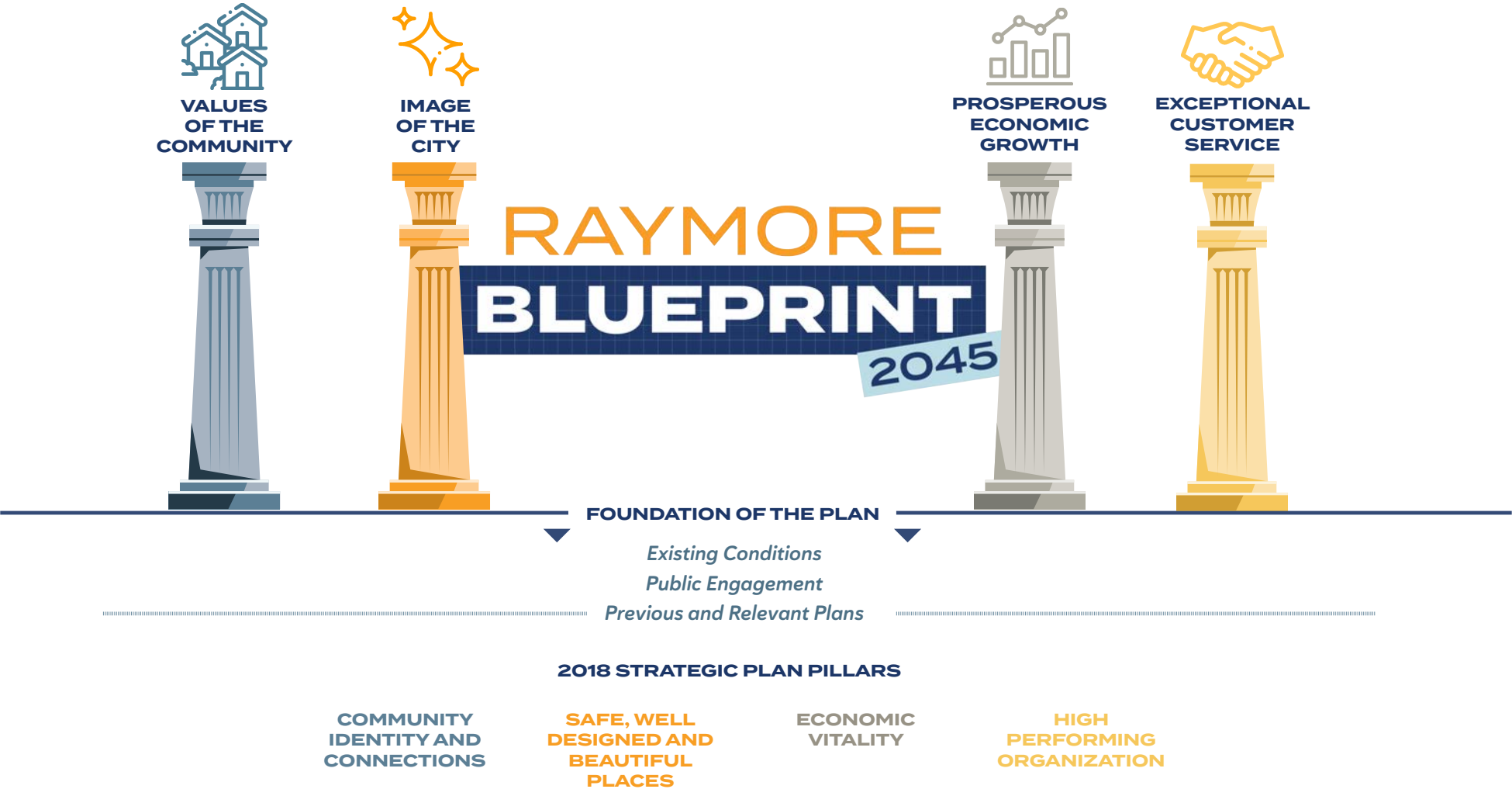
Over the next 20 years, and beyond, the City of Raymore will work to embrace the core values of the community while protecting and enhancing the image of the City, its neighborhoods, businesses, and most importantly its residents. Raymore's city leadership is committed to being exemplary stewards of our public resources, guided by a vision of sustainable growth and prosperity. We prioritize strategic investments and reinvestment opportunities that catalyze economic vitality and enhance quality of life for all residents. Our dedication to exceptional customer service fosters strong relationships with our residents, customers, and community partners, ensuring their needs are met with efficiency, transparency and care. Through forward-thinking governance and collaborative initiatives, we aspire to cultivate a thriving, resilient, and inclusive community where every individual can thrive and contribute to our shared success. As we move forward, we aspire to cultivate a community where opportunities for prosperity abound, where businesses flourish and where families can thrive. We envision safe, welcoming neighborhoods that foster a sense of belonging and pride among residents of all backgrounds and ages.

3.3 PLAN PILLARS

The framework of this Plan is centered around 12 broad actionable goals categorized by pillar that City leadership can focus on over the course of the next 20 years. The goals build on the progress and direction that were set by the Strategic Plan and help to create a long-term framework for strategic growth and change. Each goal is further supported by the inclusion of additional focus areas, strategies, action items and potential policy change that will help the City move the needle on each goal as growth and development continues.

The following pages describe each goal, organized by pillar, and its associated strategies and action items.

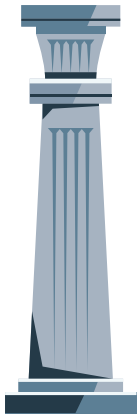
FIGURE 3.1 RAYMORE BLUEPRINT 2045 PLAN PILLARS



3.4 GOALS AND STRATEGIES

The framework of this Plan is centered around 12 broad actionable goals categorized by pillar that City leadership can focus on over the course of the next 20 years. The goals build on the progress and direction that were set by the Strategic Plan and help to create a long-term framework for strategic growth and change. Each goal is further supported by the inclusion of additional focus areas, strategies, action items and potential policy change that will help the City move the needle on each goal as growth and development continues.

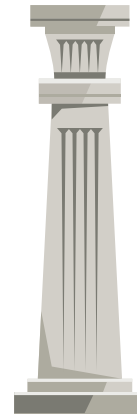
The following pages describe each goal, organized by pillar, and its associated strategies and action items.



GOAL 1: Manage external impressions of the community to position Raymore as a leader in the region.

GOAL 2: Provide opportunities for residents and community members to be engaged in the processes of the City.

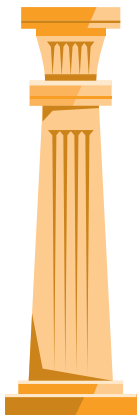
GOAL 3: Ensure public safety through a distinguished, community-oriented Police Department focused on citizen engagement and outreach.



GOAL 8: Grow the tax base with sustainable, well-paying jobs.

GOAL 9: Ensure economic growth is aligned with land use and development goals of the community.

GOAL 10: Promote partnership with regional, state and local organizations to support the development of a highly skilled and competitive workforce.

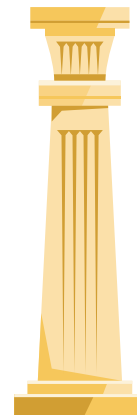


GOAL 4: Focus development efforts in ways that result in cost-effective, balanced, compatible and connected growth.

GOAL 5: Maintain diverse housing choices within strong neighborhoods that connect residents throughout the community.

GOAL 6: Maintain and develop an infrastructure network that is well-connected, reliable and meets the needs of the community, now and into the future.

GOAL 7: Develop and maintain parks and open spaces that are well-connected to the community and invoke a sense of community pride.



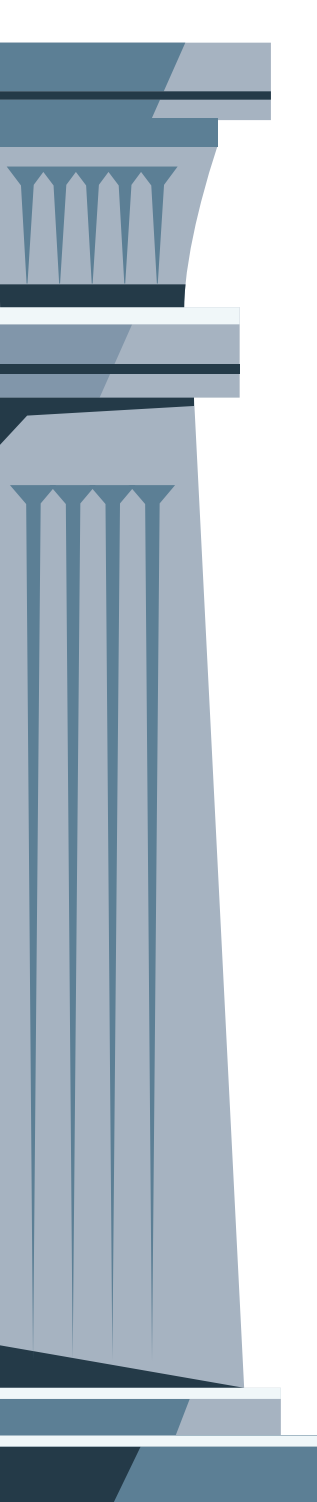
GOAL 11: Enhance city services and maintain public facilities to promote a high quality of life.

GOAL 12: Maintain high-performing, well-trained City Staff members.

VALUES OF THE COMMUNITY

The community in which one chooses to live says volumes about the values that are important to them. The ways in which a City grows should be a direct reflection of the community. As Raymore continues to develop, it is important to focus decisions on the values that are important to the community, namely those that make it easy to call Raymore home. The Values of the Community and the strategies within this section should focus on how to promote Raymore as a community that is livable and vibrant- one that values communication and interaction with its constituents, and one that preserves character, safety and security of the community.





GOAL 1:

Manage external impressions of the community to position Raymore as a leader in the region.

Livability

A livable community is one that supports and implements policies, programs, and services that make it easier for residents of any age or ability to remain active and engaged. Community leaders make decisions with the impacts to all residents in mind and provide accessible opportunities for meaningful participation in the decision-making process. Raymore is a community that has and will continue to see growth and a diversification of populations, particularly as residents age. The elements that make a community livable, including public engagement, housing choices, transportation options and overall health and wellbeing are all influenced by the decision of the City and its elected officials. Considering the implications of policy decisions through the lens of livability will help promote Raymore as a community that is welcoming to all residents, regardless of age or ability.

AARP Livability Index. The Public Policy Institute of the AARP developed the Livability Index as a web-based tool to help cities around the nation measure livability of their community. The tool measures various characteristics, including housing, neighborhoods, transportation, environment, health, engagement and opportunity characteristics. Each category is evaluated against a range of measurable indicators and offers policies and programs that can enhance community livability over time.

The Livability Index report for the City of Raymore showed an overall livability score of 54 out of 100. The tool allows cities to see a side-by-side ranked comparison to other communities around the nation. The highest scoring categories were Opportunity and Engagement, indicating that the City values the experience and input of its community members. The lowest scoring categories were Housing, Transportation and Health. The report recommended various policies and programs that address housing affordability, transportation barriers and healthy active lifestyles among residents.

There is an opportunity to further build connectedness through strategic expansion of community events, and through City support for engagement at the neighborhood and ward level. Senior citizen and intergenerational engagement are important to the community and should be considered when engaging in the future, as the Community Conversations identified future activities for these groups to be a strong focus. Raymore should consider ways to enhance its programming for senior citizens, perhaps through its Parks and Recreation program or through partnerships with the Cass County Library. In terms of intergenerational groups and youth, recommendations include looking into youth programming and other ways to gain input from young residents.

The City of Raymore should make an effort to regularly track changes in livability and overall age-friendliness by using this tool on an annual or bi-annual basis and use the results to set priorities on the implementation of the goals and strategies included in this Plan.

Public Art and Gathering Spaces

Public spaces are a fundamental element of a community and planning for the inclusion of public art help reinforce that values and unique identity of a community and its public spaces. Well-designed public spaces, particularly ones that reinforce the image of the City through public art are often seen as a staple of the community, and see higher rates of utilization by the public. Residents feel that they can connect with the community through the use of art and well-designed public spaces. Focusing efforts on these elements will help position Raymore as a premier location for art, recreation and entertainment.

Since its inception in 2015, the Raymore Arts Commission has worked to bring opportunities to experience art throughout the community with several permanent public artworks, a rotating sculpture program, live concerts, and Summer Scene- a one of a kind annual arts and music show. The Arts Commission has secured two unique murals within the City's parks system and promotes their annual event calendar with their Event Passport program.

Establishing a direct relationship between growth and development and the arts ensures that as the community grows, artful elements are utilized to establish a sense of place and reinforce the values of the community. Raymore has established a process for working alongside the development process to ensure public art is utilized in a way that adds to the overall quality of the development and the community. In 2017, as part of the Strategic Planning process, the City embarked on an initiative to establish a more compelling brand that embraced the values of the community. Shortly after, the original inspiration for Raymore's re-branding effort was unveiled- the Seed Pod sculpture. Located at MO-58 and Dean Avenue as part of the Cadence Commercial development, the seed represents the remembrance of our humble beginnings and roots, the City's growth, prosperity and opportunities in our future.

Embracing the concept of arts in public spaces acts as a means to reflect the values established by the Plan and improve the overall quality and image of the City. The following elements should be considered in future development and placemaking efforts:

- **Art in the Parks.** Provide opportunities for residents and visitors to interact with the arts by locating art installations throughout the parks and trails system. Local and regional initiatives such as the KC Parade of Arts are examples of ways the arts can be utilized to spur interest and tourism locally.
- **Murals.** Murals were the genesis of the Arts in the Parks initiative. In 2018 the Arts Commission commissioned Jacob Duncan to paint a historic mural on a park's facility building in Recreation Park which included several images of significant events and figures. The Commission has funded two other murals throughout the community. Partnerships with local businesses and organizations presents an opportunity to expand the program.
- **Entrance Features.** Strategically locating entrance features, such as the Seedpod, throughout the community provides a prominent identity-feature at the gateways and focal points of the community, including major intersections or mixed developments. These should be used to reflect and enhance the quality of the environment.

Inclusive Recreation

Creating spaces where everyone can experience the happiness of playing with friends, and people of all ages and all abilities are able to play together where physical and social barriers are eliminated reinforces Raymore's vision as a livable and inclusive community. Recreation amenities and programs for all people of all abilities promotes understanding, respect and a true sense of community. When it comes to inclusive amenities, many people think of accessibility as a design standard, or perhaps as a requirement under the Americans with Disabilities Act (ADA), but inclusion is much more than just policies and guidelines. Inclusivity and livability take things a step further and raise the bar for

accessibility to recreational amenities within the community. Inclusion is the foundation of a place where every member of a community feels welcome. Parks and recreation amenities designed for inclusive recreation can change a community by bringing children, parents and caregivers of all abilities together to enjoy the gift of play. In 2016, the Parks and Recreation Department began designing and building amenities that go beyond the minimum, setting the standard for public parks and facilities that people of all abilities can utilize and enjoy.

In 2018, while focusing on compliance with the Americans with Disabilities Act (ADA) and pushing the limits for design through partnerships with the Missouri Department of Conservation and Unlimited Play LLC, Hawk Ridge Park became a national award-winning park that focuses on inclusiveness. Hawk Ridge Park boasts trails, an accessible fishing dock and jetty, restrooms and shelter facilities that provide family units and adult changing stations and the Hawks Nest All-Inclusive Playground.

In 2019, T.B. Hanna Station underwent a major renovation that included the first All-Inclusive Sprayground in the state of Missouri and one of only three parks, at the time, in the entire United States that had both an all-inclusive sprayground and playground in the same park. T.B. Hanna went on to become a national award-winning park and gain national attention for its partnership with Variety Children's Charity of Greater Kansas City.



Roots Sculpture

GOAL 1 STRATEGIES

Promote residents of all ages as a valuable resource for the growth of the community.

- Increase the availability of and awareness of volunteer opportunities among Raymore residents.
- Increase the capacity among City staff and elected officials to meaningfully engage with residents of all ages and abilities.

Promote the social connectivity of Raymore residents across all ages.

- Continue to expand the methods by which information is distributed by the City about community events.
- Facilitate technology training programs and partnerships to allow older adults to remain socially and technologically connected to their family and community.

Embrace decisions and policies that support the concept of Aging in Place.

- Promote the social connectivity of Raymore residents of all ages.
- Develop programs and amenities to meet the diverse needs of the entire community.

Identify long-term sustainable funding sources to support public art within the community.

- Develop a fee-structure for new development that would support public art.
- Require and incorporate artful elements into development projects that request the use of public financial incentives.
- Explore the use of a Percent for Art program to fund public art projects.

Utilize art to enhance the image of the City.

- Support city beautification efforts with murals, fountains, plazas, artwork, etc.
- Enhance and expand the holiday lighting program across City facilities.
- Promote the use of artful features at key focal points within the City.
- Encourage and explore requirements for the incorporation of publicly visible art works in new private development.
- Establish development guidelines that address the construction and maintenance of public art.

Utilize inclusive design in park and recreation capital projects and programs.

- Improve project designs to include elements of inclusive design.
- Focus on providing programs that provide opportunities for all abilities.



Recreation Park Mural

GOAL 2:

Provide opportunities for residents and community members to be engaged in the processes of the City.

Community Involvement and Communications

Communication and engagement are a critical component to the growth of the community. Providing adequate and meaningful opportunities for citizens of all ages to engage in public processes will help promote Raymore as a city that understands and values its residents as a vital resource to the community. Understanding the limitations and barriers of Raymore's diverse population in terms of technology and communication will ensure that the City has strategies in place to effectively communicate with all residents of all ages and abilities. An area of focus of improvement under the community conversations builds on one of the City's strengths – its communications. Residents continue to look for new avenues to stay informed about what is happening and to receive information from and engage with the citizens. New initiatives in this area will continue to build the high level of public trust and support the City's transparency efforts. The goals within this section will help ensure effective communication about events and opportunities to collaborate with the community and to ensure that residents feel connected and engaged in the growth of the community.

GOAL 2 STRATEGIES

Communicate with residents in a way that is intentional and purposeful.

- Provide relevant and up to date information to the public regarding City projects and initiatives.
- Develop communication mechanisms specifically designed to enhance public safety.

Provide opportunities for residents and community members to be engaged in the processes of the City.

- Develop education and outreach programs that inform residents on the functions of city government.
- Regularly seek participation on volunteer boards and commissions.
- Develop a Planning and Zoning 101 course to educate the public on planning and development decisions.
- Continue support for the Citizens Police Academy and other similar programs.
- Identify and implement additional community events that bring together residents and businesses alike.

GOAL 3:

Ensure public safety through a distinguished, community-oriented Police Department focused on citizen engagement and outreach.

Safety and Security

Public safety remains a top priority throughout the consecutive conversations surrounding this Plan. Effective communication is critical in sustaining relationships between law enforcement and the community. The development of new communication mechanisms to enhance public safety was a key recommendation under the Strategic Plan. Since then, the Police Department has continued to enhance their involvement and reach into the community through a host of public safety programs.

Community Programs. Helping to educate the public is an important aspect to fostering a community relationship. The Raymore Police Department works to host a variety of safety programs for the public. These include Neighborhood Watch and Citizen's Academy.

The Neighborhood Watch program is a partnership with a subdivision that acts to unify neighbors and the Police Department in order to prevent crime. The partnership provides the neighborhood with information, resources and motivation. The program helps to build a safer community as it works to get neighbors to know one another and their surroundings. Another aspect to the Neighborhood Watch program is the House Watch Program, which was initiated to give residents piece of mind when they are out of town or will be away for an extended period. Residents can fill out a request form that Police Officers then receive at the start of their shift. Officers then conduct extra patrol of houses identified throughout their shift.

The Raymore Police Department works with several subdivisions to attend Homeowner Association meetings as requested. This provides an opportunity for residents to talk with police about not only issues specific to their neighborhood, but also educate about crime prevention.

The Citizens' Police Academy is an eight-week class that gives residents and those that work in Raymore the opportunity to understand a variety of law enforcement topics as well as offer more in-depth knowledge of the day-to-day operations of a police officer. The topics include federal law as well as state and city code and ordinances. It dives into various patrol tactics as well as records, property and evidence. Investigations and traffic enforcement are also discussed.

School and Youth Partnerships. The Raymore Peculiar School District has an agreement with the City of Raymore that the Police Department provides a School Resource Officer for the school district. The officer works with the school district personnel to provide education on alcohol/drug education and support, anti-bullying/cyber-bullying, community/school safety, safe driving and teen dating violence. The officer is also responsible to maintain a safe environment at the school as well as a problem-solving resource regarding on-campus and school related criminal activity.



School Resource Officer

Raymore Shop with a Cop. Shop with a Cop is an outreach program that allows area children in need of a little extra help for the holidays to go shopping with Raymore police officers as well as facilitate a relationship with local law enforcement. Each child is paired with an officer and given a one-hundred dollar spending allowance at local stores. Funding for the program comes from resident donations, local businesses and community members and the police officers themselves.

Coffee with a Cop. Coffee with a Cop is an annual event that invites residents to enjoy a cup of coffee with a police officer to strengthen relationships through open, casual conversation. Often people only interact with police during a high-stress situation. Coffee with a Cop provides a relaxed environment for conversations.

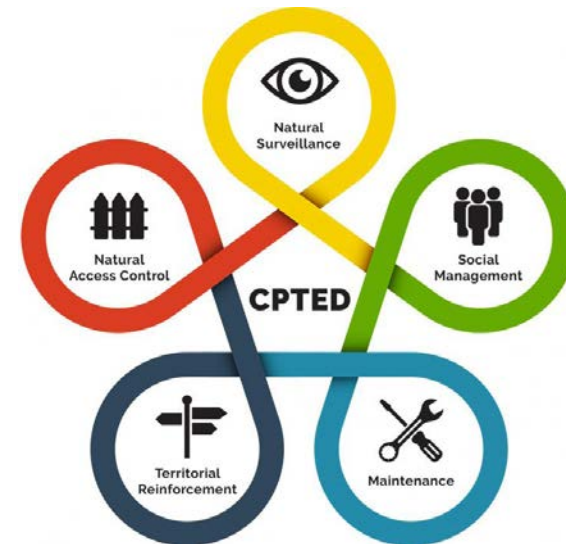
Safety Traffic Enforcement Program (STEP). STEP involves hazardous moving and alcohol enforcement. This is in partnership with and includes reimbursement through the Highway Safety Division of Missouri Department of Public Safety. The goal of the program is to reduce traffic fatalities and injuries with particular emphasis on alcohol and drug impaired driving.

National Drug Take Back. National Drug Take Back is a biannual program partnering with the Drug Enforcement Administration, Raymore Police and the community. The program provides a safe, convenient and responsible means of disposing of prescription drugs while educating the general public on medication abuse awareness and prevention.

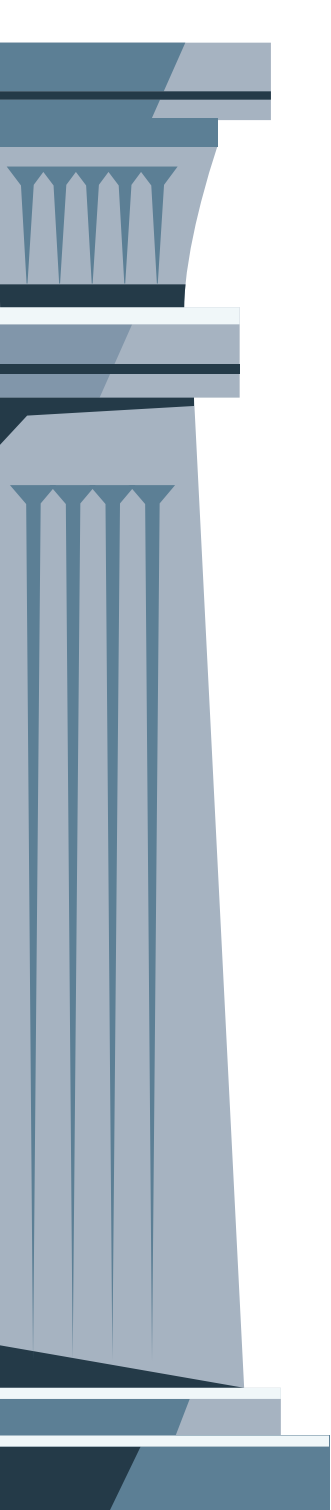
Crime Prevention Through Environmental Design (CPTED). The Police Department offers a wide range of services to the business community of Raymore, including general security awareness training and routine safety checks. Collaborating with the Police Department and embracing the principles of CPTED as the community grows and develops allows community businesses to understand concepts and design features that will innately aid in preventing crime. Features such as street access, building orientation, site lighting and landscaping influence community safety. Utilizing CPTED principles in design can lead to a safer community and more prosperous business development.



Annual Coffee with a Cop Event



Crime Prevention Through Environmental Design (CPTED) Principles



GOAL 3 STRATEGIES

Set the standard for safety in the region.

- Continue high visibility in residential areas, public and business spaces.
- Cultivate more opportunities for outreach - police participation in neighborhood and community events.
- Promote law enforcement educational programs.
- Explore new and different possibilities for interaction in schools and with youth in the community.

Maintain a distinguished and community-oriented Police Department through citizen engagement and outreach.

- Continue community policing efforts, including active involvement in neighborhoods to foster relationships with and among residents.
- Continue community policing efforts, including active involvement in neighborhoods to foster relationships with and among residents.
- Support existing community programming.
- Support the development of additional local and regional partnerships and collaborative initiatives.

Provide support to the local business community.

- Offer routine security awareness and safety training for businesses in the community.
- Educate businesses on effective ways of crime deterrence and suspect identification.
- Develop CPTED checklists for local businesses to enhance safety in the communities business districts.

Support safety initiatives that enhance the safety of the community.

- Expand programs like National Drug Take Back, STEP and others that improve the safety of the community.
- Seek grant opportunities to support new safety initiatives in the community.
- Develop and sustain relationships with businesses, HOAs, community groups to reinforce the safety of the community.
- Develop CTPED checklists for residents, HOA, and community groups to enhance safety in neighborhoods

Enhance and strengthen emergency preparedness response and recovery plans across the organization in collaboration with other community and regional efforts.

- Continue citizen awareness regarding safety and emergency preparedness.
- Prepare adaptable plans and strategies that address community-wide coordination.
- Continue regular public safety/emergency management updates for public education through multiple community outreach efforts.

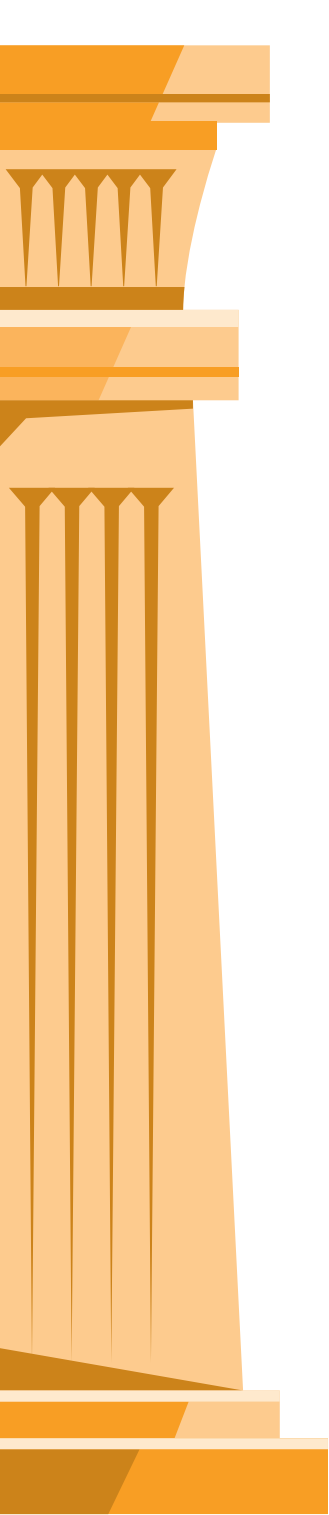
IMAGE OF THE CITY

Intentional, quality development is paramount to the future of the community. Raymore attracts residents with its high-quality neighborhoods, reliable and ever-expanding infrastructure an expansive network of parks and trails. City leadership should continue to prioritize these key elements and demand exceptionally designed and well-thought out development to ensure Raymore remains the safe, well designed, and beautiful place that makes residents feel at home.

Raymore has experienced significant growth pressures over the last decade, which presents a changing balance of urban and rural environments within the community. Plan recommendations continue this balanced approach to development and preservation opportunities by focusing priorities on master planned development, analyzing existing land use and development patterns and projecting strategic growth that will aid in understanding the need for future development across the community.

The Image of the City is the vision the community portrays to those around us and sets the standards of how Raymore is perceived. Balanced land uses, quality and accessible housing choices, reliable and safe infrastructure, well-designed and maintained streets, parks and trails are all elements that lend themselves to the creation of a vibrant, safe, and quality community.





GOAL 4:

Focus development efforts in ways that result in cost-effective, balanced, compatible and connected growth.

Land Use and Development

Raymore's historic growth patterns have allowed the community to establish various development nodes, districts, neighborhoods and other contexts of existing land uses, many of which lay the groundwork for additional growth and development into the future. With a fair balance of both developed and undeveloped land within the corporate limits of the City, Raymore is well positioned to re-evaluate its existing land use patterns, support and attract opportunities for both new development investments and identify unique opportunities for reinvestment and redevelopment.

For the full land use and development framework plan, please see **Chapter 4.1 - Land Use and Development Framework**.

Land Use Principles

Given the direction and feedback from the Community Conversations engagement period and visioning process, the following principles were identified as important to consider as the City evaluates future growth and development opportunities:

Cost Effective Development: Promote development patterns that are cost-effective to maintain without jeopardizing the City's high-quality services.

Raymore is an expansive suburban community with ample room for growth. Approximately 66 percent of the land area within the existing city limits is considered to be developed. More than 45 percent of the land area contained within the existing city limits and the intent to annex area, including more than 7,650 acres of land is considered undeveloped or under-developed (large, unplatted tracts of land containing no existing structures). Promoting development patterns that capitalize on existing infrastructure and limit the need for additional infrastructure investment requires compact, contiguous development and results in a fiscally and environmentally responsible approach to growth.

Balanced Growth: Provide a well-balanced inventory of housing options that meets the needs of current and future generations.

Residents continue to demand more housing choice with respect to housing types, lots size and configuration, and price points. Supporting a variety of housing allows the City to remain a place to call home for both new and existing residents throughout their entire life cycle.

Compatible Growth: Transition land use patterns with compatibility in mind to ensure uses are complementary to the overall character of the community.

Raymore is growing. Ensuring that new growth and development remains compatible with existing land uses helps reserve and elevate the image of the city and the overall quality of life for its residents. Quality design standards, landscaping and screening requirements will help mitigate real or perceived impacts of future growth and development.

Connected and Vibrant Places: Connect people to vibrant, high-quality places with unique character.

A common theme within the various community conversations was the need for development that promoted a downtown, town center environment, either through the development of key undeveloped properties, or redevelopment efforts of older parcels and properties within the City.

Raymore residents have long voiced the community's need for a downtown commercial center that offers gathering spaces, and a mix of commercial retail uses and restaurants. While Raymore lacks a traditional "old" commercial downtown like many other suburban communities, the various large, undeveloped tracts of land throughout the community present unique opportunities to create these types of centers.

GOAL 4 STRATEGIES

Cost Effective Growth

Support a proactive approach to the growth and expansion of the City.

- Develop a strategic annexation plan for the areas included in the Intent to Annex area.
- Ensure new growth can be supported without straining existing municipal services and infrastructure.
- Ensure the City's Zoning Code remains aligned with the adopted plans of the community.
- Incorporate interconnectivity of existing and new developments through streets, sidewalks, trails and other means.
- Adopt development and design criteria, or zoning overlay standards for new development within the appropriate activity centers, or other key locations.

Balanced Growth

Foster an appropriate balance of land uses within the community.

- Conduct regular reviews of the City's Unified Development Code to ensure it addresses current and relevant planning trends.
- Support zoning and development applications that consider a balance of various uses.
- Monitor land use patterns to avoid market saturation of commercial, industrial and residential land uses. Update and manage the Unified Development Code accordingly.

Compatible Growth

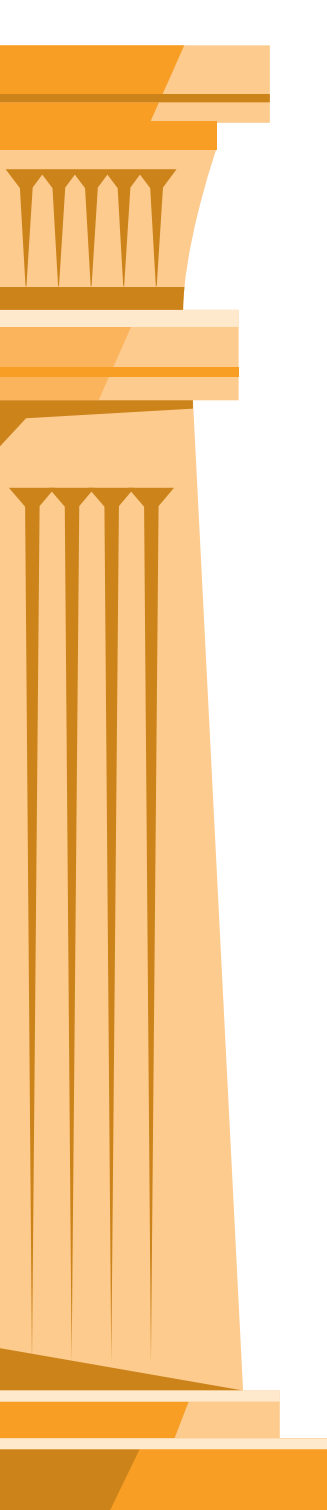
Support new development that is aligned with the priorities of the City.

- Ensure development and land use changes are compatible with existing and adjacent development.
- Review and enhance the requirements for landscaping and screening for new development and redevelopment projects.

Connected and Vibrant Places

Focus development and redevelopment opportunities along the City's major nodes and corridors.

- Support infill and redevelopment projects and proposals that are master-planned and well thought out.
- Develop and implement a corridor redevelopment strategy and/or zoning overlay district for the Central MO-58 "S" Curve.
- Facilitate master planning efforts for the City's major key sites and activity centers.
- Support the development of a downtown, or town center within the community.
- Concentrate multi-family and higher density developments in closer proximity to commercial development, or adjacent to activity centers.



GOAL 5:

Maintain diverse housing choices within strong neighborhoods that connect residents throughout the

Quality Housing

Housing is a basic element that has a tremendous and direct impact on the quality of life within the community. To ensure that Raymore continues to thrive, particularly among a wave of changing demographics and preferences surrounding housing, housing needs of residents can be met by facilitating a housing market that provides a wide range of housing prices and types for both renters and owners. Historically as a bedroom community, policy decisions that will help diversify the City's housing stock and move the needle toward becoming a full-service community should be supported.

A diverse housing stock is one that can serve all residents' needs and lifestyles equitably. Raymore has historically experienced a predominance of detached single-family housing at lower densities, which creates a barrier for newer families that may consider locating in Raymore. Current and future shifts in population and demographics may present a shift in housing preferences among both older and younger individuals. As residents continue to age, there may be an increase in the desire to either downsize or seek alternative housing options. Conversely, as new families look to establish roots in a community for the long-term, lack of quality, affordable, and entry level housing may be a barrier to attracting those families to Raymore.

Quality Housing Principles

Community for All Ages. While the City of Raymore continues to experience an increase in residential construction, future shifts in population and demographics may also present a shift in housing preferences among both older and younger individuals. As residents continue to age, there may be an increase in the desire to either downsize or seek alternative housing options. AARP surveys consistently find that older adults want to stay in their homes and communities for as long as possible. To do that, however, the community must have solutions in place that increase the ease of independent living for aging residents.

Housing Affordability. Overall affordability of housing has a tremendous impact on the ability of a community to grow sustainably. Communities need a balanced inventory of housing options at varying price points to meet the needs of residents of varying incomes from service-oriented employees to higher level executive employees. The Community Conversations indicated that not only do residents want opportunities from a first home to senior living options, but they also understand the importance of workforce housing. Such housing opportunities are critical for teachers, nurses, and police officers to live in the community where they work. When residents with these careers can afford to live near their jobs, the entire community benefits. Traffic congestion lessens due to shorter commute times, neighborhoods are more diverse, and employers can recruit and retain these essential workers which strengthens the local economy.

Housing Choice and Accessibility. During Community Conversations, participants voiced their concerns about the need for different housing options in terms of accessibility, affordability and design. The housing choices that are available should accommodate people with different income levels, household sizes and physical capabilities. Raymore has long been coined as a great place to raise a family, however, a limited housing stock may cause individuals, such as newer and younger families to leave the City in order to seek other housing options. To continue attracting residents to the community, there is a need to maintain an available stock of housing that is attractive and affordable to persons at all stages of life, including young adults looking to find a starter home, new families looking to upgrade, and older adults or empty-nesters who may be looking to downsize.

Housing Variety. The Real Estate Market Analysis prepared for this Plan by Canyon Research Southwest (see **Appendix A**) analyzed past growth trends of the City, including existing housing stock characteristics, permitting activity and population growth in Raymore between 1980 and 2020.

The chart in **Figure 3.2** shows the breakdown of Raymore's current housing unit inventory, which consists of 10,530 dwelling units, including:

7,798 SINGLE-FAMILY UNITS
70.2% OF TOTAL STOCK

500 TWO-FAMILY UNITS
4.8% OF TOTAL STOCK

1,460 MULTI-FAMILY UNITS (4+ PLEXES)
14.0% OF TOTAL STOCK

1,139 APARTMENT UNITS
11.0% OF TOTAL STOCK

Raymore maintains a housing inventory of predominantly detached single-family dwellings, with recent apartment, townhome and duplex projects adding a more diversified mix of housing within the last five years. The balance of owner-occupied to renter-occupied housing units has remained fairly steady at an 80 to 20 percent balance, even with recently completed housing developments.

Housing growth projections developed as part of this Plan indicate that with potential population growth of 11,000 to 12,000 new residents between 2024 and 2045, the City is poised to add an additional 5,178 to 5,697 new housing units to the community. Housing trends indicate that detached single-family dwelling units will remain the dominant housing choice for residents. With respect to other residential development, trends and demand are likely to reduce the need for two-family and multi-family (4+ plex) dwellings in favor of larger scale, full-service apartment communities. As Raymore continues to grow, goals should be set to ensure the variety in both housing type and occupancy type remains balanced and healthy.

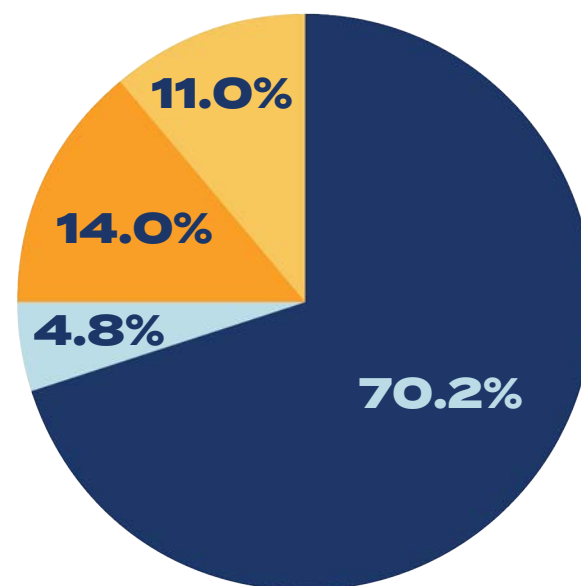
Targeted Housing Growth. With Raymore's existing housing stock, plus additional growth opportunities resulting in additional housing unit demands, residential growth priorities shall be aligned with the following principles to achieve the desired housing targets as set by City leadership:

Promote Homeownership: Monitor the occupancy characteristics of the City's housing stock to ensure a well-balanced mix of owner-occupied and renter-occupied housing units in the City. While rental preferences have changes among generations, providing opportunities for homeownership in the community through "move-up" housing is critical.

Balance Housing Stock: Monitor the balance of varied residential land uses, and housing-type ratios in the City to ensure the City grows its residential housing stock appropriately, and in line with the adopted housing targets of the City.

FIGURE 3.2

CURRENT HOUSING STOCK BY TYPE



Universal Design. Neighborhoods and housing that accommodate individuals with all ranges of abilities and disabilities enables those individuals to remain in their homes and the community throughout their life cycle. The City should continue to embrace the concept of universal design (UD) as a community growth strategy. City leadership has taken great strides to inform and educate the building community about the importance of UD, but trends within the greater context of residential construction has lagged.

In 2021, City leaders sought ways to embrace the UD within the community as a means of promoting the idea within new construction and partnered with local homebuilder Pinnacle Homes of KC on the construction of a UD home. In exchange for a host of UD features, including 36-inch-wide doors for wheelchair mobility, zero entry front door and shower and modified kitchen and bathroom features, the City waived permitting and inspection fees typically associated with new home construction.

As Raymore continues to see new residential construction, embracing the concept of UD beyond the scale of a singular home will help ensure that homes built in the community are equipped to adapt to the needs of the residents, allowing them to age gracefully in their homes. These features that integrate comfort and security often do not cost extra but add value to the residence and save money on home customization later.

“If you let other people around you know that it’s important to you to incorporate universal design, my experience here has been that the **people who can make a difference will come up with ideas you haven’t thought of...** You sort of create that momentum, and now going into other projects we’re all interested in figuring out how we can make this happen with every build.”

– Pinnacle Homes of KC



UD Home Construction

Strong Neighborhoods

The overall image of the City is impacted by the quality of every individual development within. In order for Raymore to position itself with an inventory of quality and accessible housing and provide its residents with the best possible places to live, work, and play, the City must encourage and require developments that improve the character and quality of the area around them.

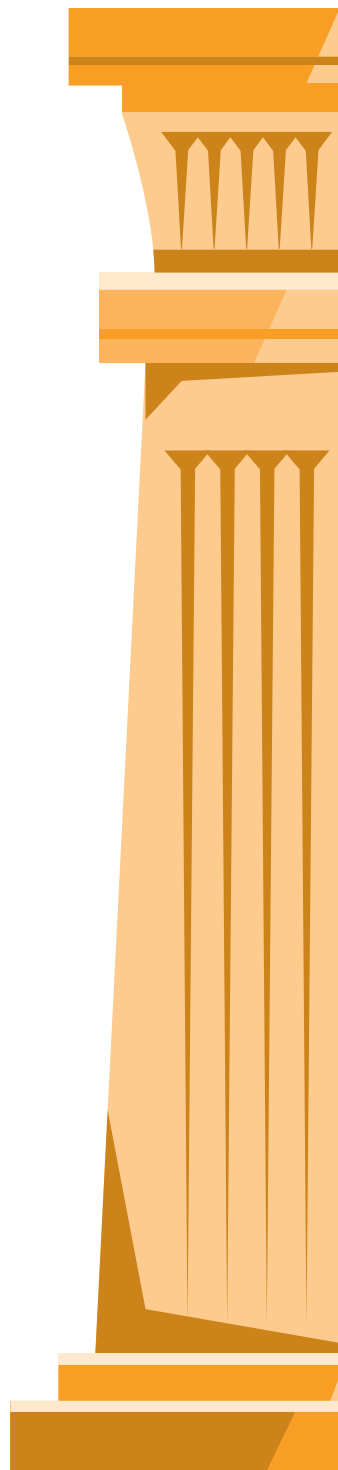
Raymore residents are proud of their neighborhoods, each of which offer a distinct identity. As part of the Community Conversation, residents voiced their desire to see a focus on continued neighborhood developments that are well-integrated with existing infrastructure, parks and trails, and offer a balance of open spaces.

Focusing on the development of strong neighborhoods allows property owners to retain and increase the values of their homes and continue to enjoy a higher quality of life in Raymore.

The recommendations of this section draws from the qualities of the community that have historically made Raymore a great place to live and call home while adding ideas that reflect the current and future needs to encourage the development of high-quality places.

Connected Neighborhoods

Residents continue to desire the development of new neighborhoods that are well-connected to the City's parks and trails system, or investment into infrastructure that improves connectivity of existing neighborhoods. Residential development that is well-connected to the community maximizes the ability to utilize the City's parks and trails system for both recreational and utilitarian purposes, including walking and biking between the various neighborhoods and commercial areas.



GOAL 5 STRATEGIES

Provide high quality, diverse housing options that meet the current and future needs of the community.

- Expand housing options for a broad spectrum of existing and prospective residents.
- Explore programs and strategies that promote universal design and the concept of aging in place.
- Support the development of affordable, entry-level housing without sacrificing housing quality.
- Solidify Raymore as a Community for All Ages by providing support for senior housing, or age-restricted development projects.

Ensure the housing stock within the community remains balanced and sustainable.

- Conduct a housing inventory study to help guide future growth decisions.
- Support additional housing density along the City's major corridors and thoroughfares while managing the impact on surrounding areas.
- Prioritize residential developments that offer a diverse mix of housing types within a singular neighborhood.
- Identify ways of incentivizing housing projects that support the priorities of the community, such as senior housing options and highly walkable developments.
- Establish desired mix of housing types.

Prioritize the development of neighborhoods that are well-integrated with the City's open space, parks, and trails.

- Provide support for residential developments that seek to preserve stream corridors, tree canopies, or other natural features.
- Identify areas of interest for future neighborhood park within the future growth areas of the City.
- Implement the expansion of on-and-off street paths and trails through subdivision development.

Protect and preserve the neighborhood character of the community.

- Support the enforcement of the property maintenance code.
- Develop new tools and approaches to code enforcement that meet the needs of the community.
- Explore the use of zoning overlay districts and special design standards to ensure new development is consistent with the surrounding, where practical.
- Explore the adoption of a rental property registration program to assist in code enforcement matters.
- Conduct an overall neighborhood condition assessment considering housing stock by age, infrastructure conditions and maintenance.

Encourage residential development that utilizes quality and distinct designs, age-friendly features, and or class-a amenities that set Raymore's housing stock apart.

- Explore permitting rebates or discounts to attract age-friendly, universally designed homes.
- Educate the building communities on the benefits of developing in Raymore.

Continue to emphasize proactive code enforcement to reinforce strong, safe and well-maintained neighborhoods.

- Educate property owners and residents on property maintenance requirements. Establish a code enforcement communication initiative.
- Review and update the Property Maintenance Code annually to improve its efficiency.
- Encourage interactions between Code Enforcement personnel and neighborhood groups.

GOAL 6:

Maintain and develop an infrastructure network that is well-connected, reliable and meets the needs of the community, now and into the future.

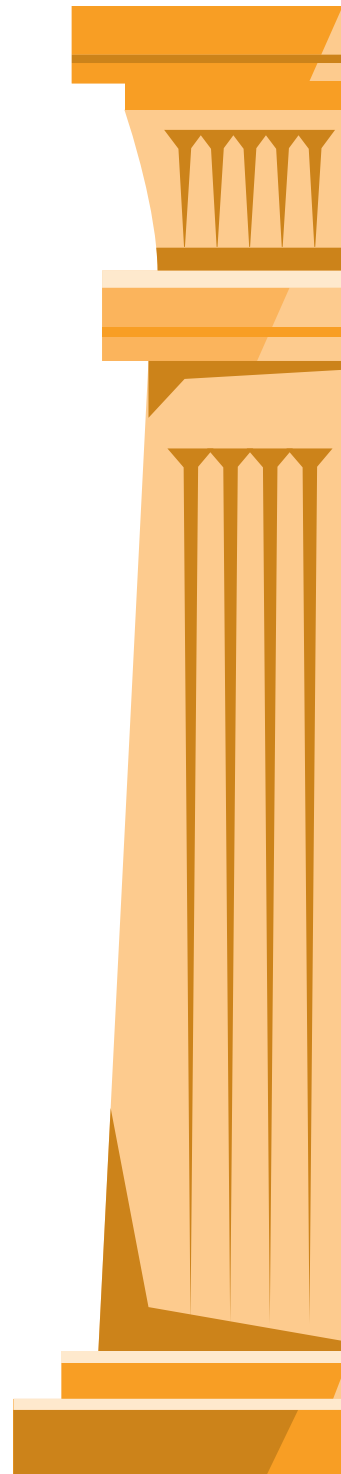
Public Infrastructure

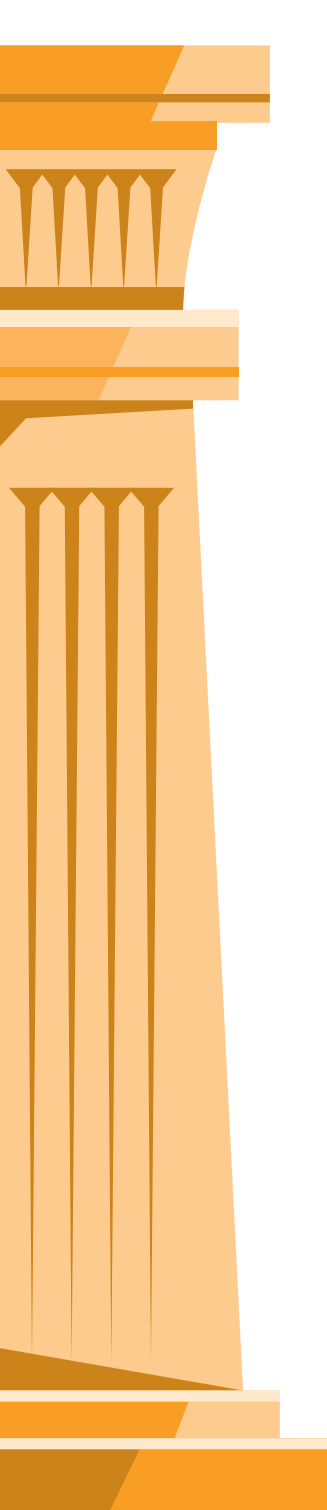
The City of Raymore is well-suited with a relatively new network of public infrastructure in terms of age and condition. Maintaining the delivery of quality public services through this network is a focus of the City moving forward, both for the current and future needs of the community. The balance of both municipal and extraterritorial services, such as Cass County Public Water Supply Districts and sewer treatment facilities, means that substantial consideration must be given to the expansion of the infrastructure network due to growth activity so as not to overburden the existing network or the providers that collectively maintain it.

Maintenance and Operations

While relatively new, Raymore's infrastructure continually needs to be maintained, improved and replaced to ensure quality and reliable service to the community. Infrastructure projects can necessitate significant investment, therefore supporting a proactive approach to infrastructure maintenance and operation helps alleviate future unanticipated issues.

ETC surveys continually find that residents are highly satisfied with infrastructure conditions, including major thoroughfares, curbs, gutters and sidewalks. Since the last comprehensive plan completed by the City, programs including Sidewalk on Undeveloped Lots and Annual Sidewalk Gap along with continued investments into street preservation, resurfacing and reconstruction have positioned Raymore with a high quality network of infrastructure.





Transportation and Connectivity

Enhancing connectivity throughout the City continues to be a priority at the forefront of the community. The City's main transportation corridor, MO-58, was historically a state-owned highway, resulting in less than ideal access patterns. Additionally, the corporate limits of the City do not extend beyond the reach of the I-49 and MO-58 interchange, which is a main entrance into the community. As a result, access and overall connectivity in and out of the community tends to suffer.

Over the past several years, Raymore has made significant investments in infrastructure improvements and critical road connections to ease traffic congestion and provide alternate routes outside of the city limits from core neighborhoods.

Connectivity extends beyond more than just the road network and should also consider multi-modal transportation options such as biking and walking. Prioritizing the interconnectivity of the City's road network with the parks and trails system will ensure that sustainable connections are made throughout the City's core neighborhoods, commercial districts, and activity centers.

For the full transportation and connectivity framework plan, please see **Chapter 4.2 - Transportation and Connectivity Framework**.

Complete and Livable Streets. Locally, many municipalities have adopted Complete Street policies to consider the needs of users of all abilities when making decisions impacting the public right-of-way. Complete Streets support flexible public use, vibrant and connected business districts and neighborhoods and create safe environments for use by all.

Components of complete streets addressed by an effective policy include:

- Wide and accessible sidewalks
- Pedestrian refuge islands
- Curb extensions/bulbs
- ADA facilities
- Bicycle lanes or separated facilities
- Bicycle parking facilities
- Multi-use trails
- Wayfinding and signage
- Street trees

Traffic Calming Measures. Prioritizing pedestrian safety goes hand in hand with understanding the impacts of motor vehicle traffic along the City's major thoroughfares. The risk of death or serious injury to pedestrians increases significantly as vehicular speed increases. Corridors that experience significant vehicular traffic, such as MO-58 and Dean Avenue, also serve as potential pedestrian and active transportation connections, particularly where they intersect with other right-of-way trails or park trails

Efforts to reduce vehicular speed in areas of pedestrian activity, or in close proximity to schools, parks or recreation areas, should be considered along the City's priority corridors described in **Chapter 4.2 - Transportation and Connectivity Framework**, and along key neighborhood streets. Traditional traffic calming measures such as speed humps or speed tables can have inverse impacts on emergency service response times and other routine maintenance operations such as snow plowing.

Alternative methods of traffic calming to explore include:

- Chicanes
- Curb extensions/bulb-outs
- Raised intersections
- Refuge islands
- Roundabouts

GOAL 6 STRATEGIES

Supply and maintain a network of reliable infrastructure that will encourage and meet the needs of the community, now and into the future.

- Evaluate and update water, wastewater and stormwater master plans to reflect priorities within the intent to annex area.
- Evaluate water system needs given current demand, growth and service territory.
- Identify opportunities through development to expand and upgrade the infrastructure network.

Ensure capital planning efforts align with the growth and maintenance needs of the community.

- Continue collaborative efforts to implement capital improvement projects.
- Develop recommendations to City Council, boards and commissions that consider economic development priorities.
- Coordinate infrastructure improvements with other planned utility maintenance or replacement projects.

Utilize GIS technology to develop and maintain infrastructure data that will aid in infrastructure planning and maintenance.

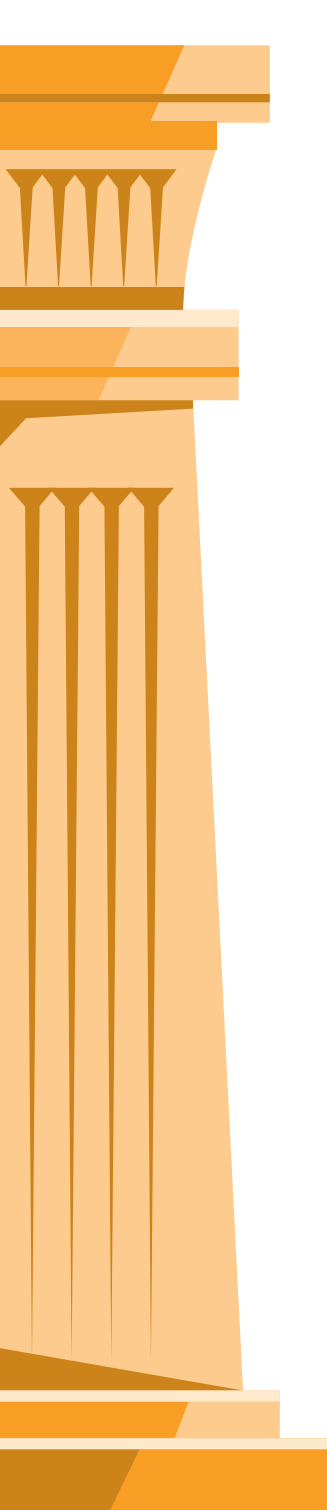
- Inventory and analyze existing conditions and maintenance projects.
- Utilize information from the City's Report a Concern form to identify concentrated areas of concern.
- Identify new technologies to utilize in vehicle fleets to support snow plow operations, street preservation and other routine maintenance.

Make pedestrian safety a high priority throughout the community, particularly on major thoroughfares.

- Continue to improve pedestrian crossings and/or refuge islands along major road corridors.
- Seek grant funding through the Planning for Sustainable Places (PSP) program to enhance pedestrian connectivity and safety along MO-58.
- Evaluate traffic calming methods such as chicanes, curb-extensions/bulbs or roundabouts in areas of high traffic, speed and/or pedestrian traffic.

Re-envision MO-58 as a City destination rather than a thoroughfare.

- Explore opportunities for streetscape enhancements along MO-58, including medians, improved lighting, sidewalk enhancements and other safety improvements.
- Prioritize pedestrian connectivity at key nodes and intersections along MO-58 including marked crossings, paved crosswalks, refuge islands and other safety improvements.
- Develop an access management policy aimed at reducing the number and proximity of commercial driveways along MO-58 and encouraging shared access wherever possible.
- Support land use decisions that reinforce principles of placemaking along MO-58.



GOAL 7:

Develop and maintain parks and open spaces that are well-connected to the community and invoke a sense of community pride.

Parks and Recreation

Parks and recreation programs, services and facilities are key elements that enhance the Raymore's quality of life and sense of place. A thriving community is committed to a healthier and happier place to live and play. By providing access to miles of connected trails, high quality parks, recreational programs, state-of-the art facilities, protection of natural resources and educational opportunities, Raymore Parks and Recreation enriches the quality of life for residents and brings all members of the community together.

For more informationn, please see *Chapter 5 - Parks Master Plan*.

Natural Resources

Natural resources, both locally and regionally, are critical to preserving and enhancing the image of the City. Natural features, such as existing tree canopies and streamway buffers, contribute to a high-quality and balanced built environment if properly preserved. Raymore's continued growth will impact the natural resources it depends on. As a result, the community is presented with opportunities to improve and protect environmental systems to ensure that all people have a healthy, resilient, safe and vibrant city to call home. Valuing and investing in the preservation of the natural environment will help improve overall quality of life.

Raymore's growth and long-term prosperity depends on the health of the natural resources, including air and water quality, wildlife and stream habitats and the overall impacts of the environment and climate change. The City must prioritize growth strategies and programs to ensure it grows and develops without degrading the natural environment around it.

Waste Reduction and Diversion

Solid waste maintenance plays a significant role in reducing pollution and protecting natural resources. On average, the City produces between 650 to 700 tons of solid waste and 50 to 75 tons of recycling per month. Regionally, approximately 2.8 million tons of waste is sent to landfills each year. Efforts the City can undertake to decrease its footprint on regional landfills, either through reduction or diversion of waste or increased recycling programs will position Raymore as a leader in the region.

Programs like lawn waste drop-off for composting support urban and community gardening while reducing the amount of natural debris and waste that would otherwise end up in a landfill. Additionally, programs that are widely available to the public, such as leaf and brush drop-off, storm clean up programs and tree recycling programs allow for natural waste to decompose.

Case Study: Covington, Kentucky

Convington has pioneered new programs that embrace the redirection of natural waste to solid waste landfills. Their Holiday Recycling program allows residents to have their Christmas trees recycled into mulch. The mulch is then used for urban forestry projects, community gardens and neighborhood beautification efforts. Each year, as many as 200 Christmas trees are diverted from surrounding Kentucky landfills. Exploring similar opportunities in Raymore would decrease unnecessary waste being sent to area landfills and provide a landscaping resource to help beautify the community.

GOAL 7 STRATEGIES

Prioritize professional development among Parks and Recreation staff and leadership.

- Maintain a culture of guest service excellence within the organization.
- Act as exceptional stewards of the resources entrusted to Parks and Recreation by residents and visitors of Raymore.
- Recruit and retain qualified employees.
- Prioritize professional development and skill-building opportunities for parks and recreation employees.

Develop and maintain parks and facilities that sustain a diverse variety of recreational opportunities for the enjoyment of all residents.

- Ensure that parks, outdoors spaces and recreation facilities meet the needs and accommodations of all users.
- Establish a Signage Program that connects and improves the visibility, and usability of the City's parks, trails, lakes, public facilities and amenities utilizing traditional signs, modern technology and resources.
- Maintain a Parks Maintenance Plan that meets the needs and expectations of the residents.
- Coordinate with the Arts Commission for inclusion of public art in the parks.

GOAL 7 STRATEGIES

Develop and implement effective recreation programs, events and partnerships that support the use/rental of the City's Parks and Recreation facilities.

- Develop and maintain a Parks and Recreation Business Plan to achieve a structurally balanced budget.
- Provide a variety of instructional, educational and fitness programs meeting the needs of all ages and all abilities.
- Offer a variety of sports programs for youth and adults. Ensuring participation, fun and safety for all participants.
- Provide quality, premier rental spaces for all needs and services.
- Leverage community partnerships and identify new sources of revenue through sponsorships, grants, and contributions.

Develop and maintain a well-connected network of trails that reinforces and enhances access to the City's parks and recreational facilities.

- Prioritize the integration of the trail network into residential and commercial development projects.
- Develop key nodes, connections and loops throughout the trails network.
- Prioritize connections from parks to neighborhoods, schools, community amenities and activity centers.
- Develop a 'loop system' that builds out within the trail network.

Utilize existing trees, natural features and resources to enhance the Parks and Recreation System.

- Achieve Level 1 Arboretum Accreditation through the ArbNet Arboretum Accreditation Program.
- Improve and preserve the existing natural tree canopy through streetscapes, canopy conservation and public parks.
- Value and protect the natural resources and open spaces of the community.

Proactively plan for future growth, expansion and maintenance of the City's Parks and Recreation system.

- Achieve accreditation from the National Recreation and Park Association's Commission for Accreditation of Park and Recreation Agencies (CAPRA).
- Develop a Master Plan for Good Ranch Park.
- Set aside land for trails and future parks prior to development or as part of the subdivision development process.
- Secure a dedicated funding source for future parks and trails maintenance.

Identify programs or services that promote waste reduction or diversion and reduce the City's impact on regional landfills.

- Support local and regional recycling events for hazardous and hard to recycle materials.
- Expand services for bulky item pick-up and disposal.
- Explore opportunities to encourage, improve and expand recycling services in the City, including reduced recycling rates, potential recycling centers and/or drop-off locations
- Evaluate opportunities for yard waste recycling programs, including brush/limb drop off, composting or other resource recovery efforts

Evaluate opportunities to recycle natural resources in the community to increase environmental sustainability.

- Explore programs like "Christmas Tree Recycling" and brush drop-off sites for residents.
- Recycle downed trees, limbs, or old Christmas trees as mulch in City parks or as a resource for residents.

PROSPEROUS ECONOMIC GROWTH

Effective and purposeful economic development is central to the economic vitality of the community and is interconnected with the various elements and objectives of this Plan. The field of economic development has changed drastically since the City's last significant comprehensive planning effort in such a way that successful economic development is intertwined into the other facets of the city, including planning and zoning, public works and infrastructure, education, technical training and workforce development. In today's economic development economy, a balanced presence of these factors is what draws the attention of site-locators, primary and secondary employers, and other opportunities to improve the City's economic vitality.

Raymore is well-positioned to experience significant development opportunities into the future, and the approach to guide that growth shall focus on the support of a thriving and prosperous local economy, effective marketing and communications with the local business community, focused and strategic development that meets the needs of the community, and regional competitiveness that sets Raymore apart from the greater Kansas City Metropolitan Area.

The organizing elements for increasing the economic vitality of the community are central to the four principles of:

- **Thriving and Prosperous Local Economy.** Foster a healthy, sustainable and diverse economic ecosystem where existing businesses are inspired to grow, and new businesses can flourish.
- **Branding and Communication.** Inspire the growth and expansion of the City's local economy by embracing the City's brand, promoting its strengths, and improving its weaknesses.
- **Focused and Strategic Development.** Foster the growth of sustainable jobs within targeted industries & industry sectors, and capitalize on opportunities to provide well-paying, high quality and sustainable jobs for the community and its residents.
- **Regional Competitiveness.** Develop a tailored approach to the use of economic and financial incentives that will support the growth of the community by positioning Raymore as THE place to do business within the Kansas City Metropolitan Area.



GOAL 8:

Grow the tax base with sustainable, well-paying jobs.

Thriving and Prosperous Local Economy

While a desire for small businesses with skilled tradesmen was the dominant priority during the Community Conversations in considering how to promote Raymore's economic vitality, the other themes were, for the most part, virtually tied. This would appear to indicate that Raymore citizens would like an economy that is diversified, both for employees and for patrons.

Local Business Development and Entrepreneurship. Local businesses are paramount to Raymore's growing commercial and business landscape. Economic ecosystems that lack a balance of entrepreneurs and resources to support them creates a fragile local economy. Understanding and meeting the needs of existing businesses and providing avenues for business growth, development and entrepreneurship will help strengthen Raymore's position as a place to do business.

A major priority of the community conversations was the support of local, small businesses within the community. Business attraction should be balanced between larger regional businesses and smaller locally owned businesses. Resources and programs to support local development and entrepreneurship could include supporting incubator-type spaces, shared working spaces, or ongoing training. The City might consider identifying some specific strategies targeted at developing and retaining locally-owned small businesses under this strategic focus area.

Diversified and Vibrant Economic Portfolio. Raymore's economic base lacks significant diversity, in that the retail, government and education sectors make up a disproportionate share of local jobs. While the City has recently opened itself to more opportunities for primary jobs through the Raymore Commerce Center development, a well-balanced economy with diverse employment across multiple industries makes the community more resilient to economic disruption.



Artisan Branding Ribbon Cutting



Elite Fence and Deck Ribbon Cutting

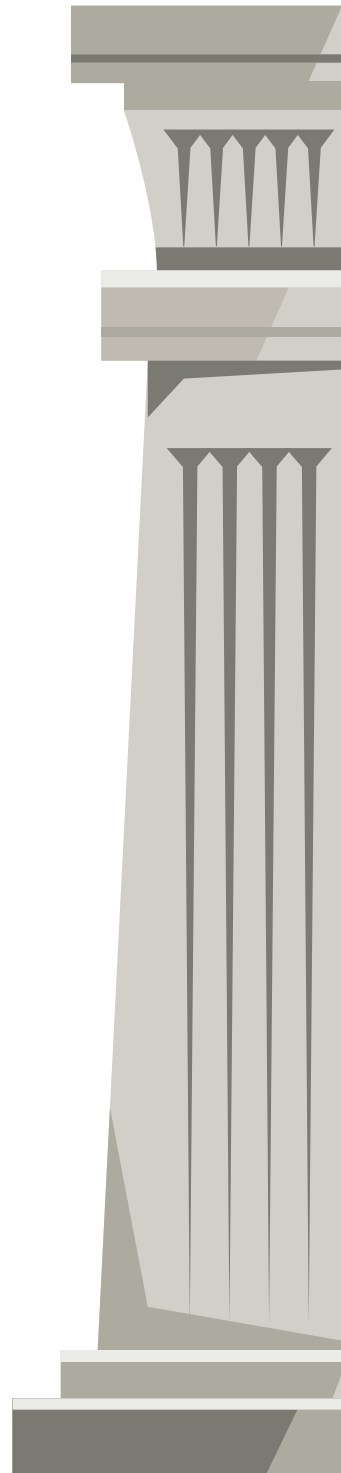
GOAL 8 STRATEGIES

Offer resources to support small businesses, focusing on unique and locally owned businesses.

- Develop a scalable incentive policy that would assist in the growth of businesses that strategically enhance the business landscape / Cultivate and maintain relationships with the community partners and organizations that provide assistance to small businesses and entrepreneurs.
- Target industry co-working and incubator programs to help support local entrepreneurs and startups.
- Identify opportunities to help home-based businesses grow into brick-and-mortar operations.

Utilize economic development strategies, tools and partners to expand the current tax base.

- Connect students, educators and employers through mentorships, internships and other career programs.
- Utilize arts, entertainment and placemaking as tools to inspire new development opportunities and ideas throughout the community.
- Increase retail offerings, including sit-down restaurants, small anchor stores and boutiques, and entertainment options.



GOAL 9:

Ensure economic growth is aligned with land use and development goals of the community.

Branding and Communication

Branding and marketing are critical functions of economic development as they set the stage for how policymakers, entrepreneurs, businesses and industries will perceive the community. Effective communication ensures that the right messages reach the targeted audience. The Economic Development Department will focus on utilizing the brand to inspire the growth and expansion of the local economy by embracing the City's brand, promoting its strengths and improving its weaknesses.

Business Retention and Expansion. Engaging with and assisting the local business community shall be the primary function of the Department. Ensuring that new and existing businesses have the resources and support that they need from the City creates an environment that breeds success and creates opportunities for businesses to flourish.

Business Attraction and Recruitment. Effective business attraction should go hand-in-hand with retention and expansion efforts by leveraging existing assets within the community and identifying strategic opportunities to enhance and diversify the community's economic base.

Focused and Strategic Development

The Kansas City region's location within the country provides several locational advantages, including lower costs of living, centralized location and a highly skilled and educated workforce, all of which provide an environment that helps businesses succeed. Raymore's geographic location within the Kansas City Metro allows the City to capitalize on the regional assets that exist nearby, and the abundance of prime real estate provides significant opportunity for business growth and job creation. Targeting specific industries based on the community's geographic and qualitative assets helps facilitate steady and effective growth of the local economy.

For specific areas of focus for development and redevelopment, please refer to ***Chapter 4.1 - Land Use and Development Framework.***



Nuuly Ribbon Cutting

GOAL 9 STRATEGIES

Leverage the City's "Come Home to More" brand to build awareness of community assets and strengths within the development community.

- Develop a scalable incentive policy that would assist in the growth of businesses that strategically enhance the business landscape.

Engage with high-quality projects and maximize the community's reach in the site-selection process.

- Attract businesses that will provide job opportunities for Raymore residents, including light industry, manufacturing and technology.
- Utilize multiple mediums to maximize the community's reach into the site-selection processes.

Make existing businesses a priority by providing robust support for business retention and expansion.

- Identify opportunities to celebrate business successes publicly, new and existing. Particularly those projects that may have been incentivized.
- Prioritize regular interactions with the community's top employers and provide timely follow-up on identifiable needs or concerns.

Define and implement effective incentive policies that provide opportunities to keep high-performing businesses in Raymore as they grow.

- Identify opportunities for business-to-business growth to support the cohesive growth of the local economy.
- Work with community partners to take a proactive and coordinated approach to responding to development opportunities and inquiries.
- Define and implement effective incentive policies that help attract business opportunities that align with community priorities and values.
- Advocate for business growth by helping new businesses navigate various permitting and review processes.

Identify opportunities to fill retail gaps, and market opportunities to the City's preferred sites.

- Work with local community partners to conduct a targeted industry analysis to focus Raymore's outreach and marketing strategies.

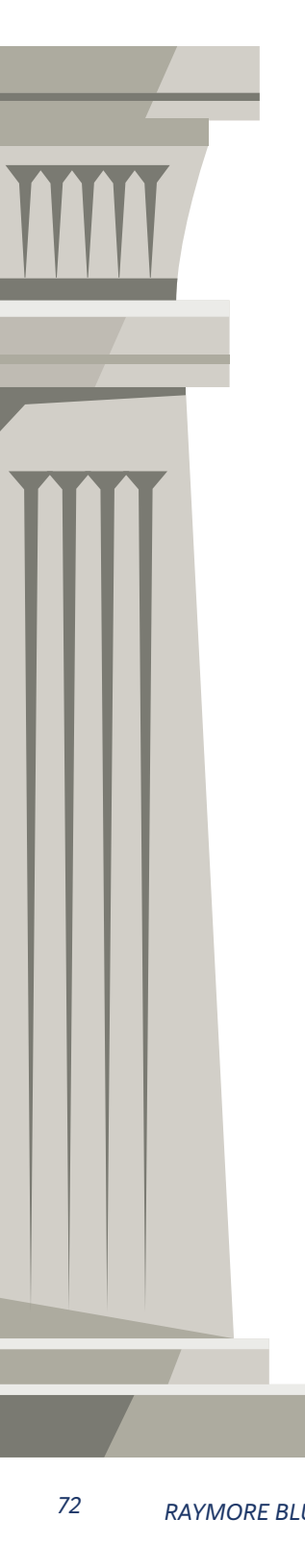
- Conduct a retail market analysis that identifies areas of surplus/leakage, including:
 - Automotive/home repair
 - Healthcare/health services
 - Entertainment and Recreation
 - Restaurant/Dining
 - Grocery retail/wholesale
- Cultivate relationships with site selection consultants communicate the strengths of the community, including:
 - E-commerce
 - Logistics and Distribution
 - Food/Beverage (manufacturing/distribution)
 - Manufacturing
 - Automotive
 - Technology

Focus development and investment along the City's main commercial districts, street corridors, nodes and activity centers that foster a sense of vibrancy and place within the community.

- Support the development of investment and redevelopment plans for aging properties and corridors.
- Create opportunities for mixed-use development that encompasses housing, retail and entertainment.
- Encourage the use of pedestrian and bike facilities, street furniture, and other pedestrian safety features that will encourage multiple modes of transportation to and from the City's commercial areas.

Identify strategic long-range and short-range investment opportunities that will leverage development interest for the City.

- Complete public infrastructure improvements along 58 Highway to improve safety, traffic flow, and connectivity.
- Complete Master Planning Tract 1 of the Good Ranch activity center (see **Chapter 4.1 - Land Use and Development Framework**).
- Seek public/private partnerships around Municipal Circle to support additional development.



GOAL 10:

Promote partnership with regional, state and local organizations to support the development of a highly skilled and competitive workforce.

Regional Competitiveness

Economic and financial incentives can support the growth of the community by positioning Raymore as an ideal place of business within the region. The following sections describe how the use of incentives can support the development of a competitive workforce.

Use and Structure of Economic Incentives. Economic incentives should be appropriately leveraged to attract the types of businesses, industries and developments that align with the values of the community. Effective use of these tools is achieved through both the level and structure in which the City implements the Economic Development Policy. Careful consideration must be given as to when and how to apply these tools to ensure Raymore maintains a competitive advantage as a place to do business without jeopardizing the quality and character of the community. Use of economic incentives should promote development opportunities that align with the goals included in ***Chapter 4.1 -Land Use and Development Framework***.

Workforce Development. Raymore is well-positioned within a highly competitive regional labor market to support economic growth and business development. Fostering an open dialogue with various community partners, both local and regional, will ensure that employers looking to locate in Raymore will have immediate access to a strong, reliable and highly skilled workforce. Additionally, emerging students and prospective employees will have access to gainful employment.

Workforce Development Programming. The Raymore Peculiar (Ray-Pec) School District opened the Learning, Experiences, and Discovery (LEAD) Center in 2022 to provide additional opportunities for students in career-oriented education and real-world learning experience. The 41,000-square foot facility houses the school district's Machining Program and Enterprise and Design Program. Additional programs include electrical studies, carpentry and teacher academy programs. Future education planning includes HVAC, plumbing, automation and robotics.

The growth of the school district's real-world learning provides an opportunity to align other workforce development efforts and job growth strategies. Efforts to attract major employers to the City's commercial and industrial centers should align strengths and skill sets of the local workforce.

GOAL 10 STRATEGIES

Maintain and track the effectiveness of incentive tools and existing incentive Districts within the City.

- Develop clearly defined metrics to guide the use of economic incentives for development projects (e.g., thresholds for investment, wages, job count, etc.)
- Ensure the use of financial incentives align with the growth priorities of the City.

Engage with and support efforts to strengthen existing workforce programming and identify opportunities for new workforce programs and initiatives.

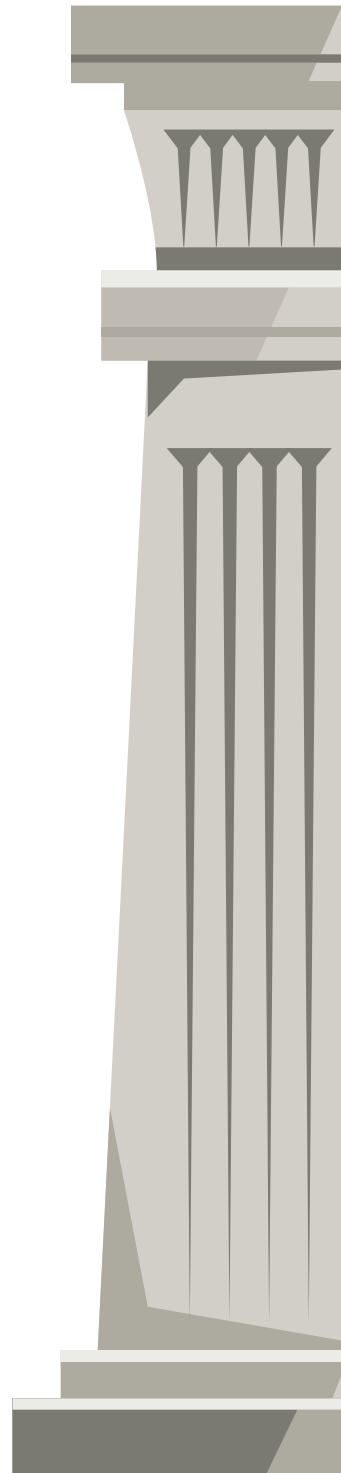
- Connect existing business with existing State and Federal employment and training resources.
- Develop an approach to an incentive policy to promote “people-based” incentives that aligns with current business needs such as job training partnerships, certification programs, hiring assistance, etc.

Explore additional solutions to assist in solving workforce issues.

- Support the development of quality, diverse housing options that meet the needs of our current and future workforce.
- Provide solutions to meet the need for childcare services.

Attract businesses that will provide job opportunities for Raymore residents.

- Engage with projects in light industry, manufacturing and technology sectors.
- Pursue projects and companies that provide livable wages.





EXCEPTIONAL CUSTOMER SERVICE

Raymore residents have come to expect ethical, transparent and quality governance of the City, its elected officials, leadership and staff in the operations of municipal services, both broadly as an organization, and internally from a departmental and staffing perspective. Internal and organizational services are focused on the delivery of exceptional public service, good fiscal stewardship and implementation of various city programs.

To support the vision of the organization, elected officials and leadership strive to deliver programs, policies, and services that enhance the lives of our citizens, employees and visitors through the lens of the following values:

- **Honesty.** We deal openly and honestly with citizens and all others with whom we meet and work.
- **Receptive and Responsive.** We remain receptive to our customers and respond to their needs.
- **Integrity.** We do what we say and we mean what we do. We follow through.
- **Responsibility.** We manage our resources prudently and efficiently.
- **Sense of Community.** We are a community serving one another and promoting family values.
- **Leadership.** It is our responsibility to set direction and plan for the future of our community.
- **Partnership.** We work cooperatively with those who affect the Raymore quality of life.

GOAL 11:

Enhance city services and maintain public facilities to promote a high quality of life.

Public Facilities and Services

Public services are central to the function of local government and allow for a community to grow and prosper in a sustainable direction. From police, water and sewer utilities, permitting and public meetings, the City's public facilities are the focal point of the operations of the community and are paramount to the delivery of many of the basic services residents have come to expect. Public facilities are also often a source of community pride and civic involvement, thus they have a direct influence on the values and image of a city and should create an environment that is conducive to supporting those elements. The ETC surveys conducted for the City continually show the importance of quality public facilities and adequate city services. Facilities must be accessible, inviting, and convenient to the public. High quality facilities also play an integral role in employee recruitment, retention and support the efficient delivery of City services. This section focuses on developing a long-range vision to maintain existing services and plan for future municipal-owned facilities that support the vision and programming needs of the community.

Community Services and Events

Community services and events bring people together. They promote a sense of civic and community pride and offer services, amenities and options for entertainment, making Raymore a great place to call home.

Community events that have been instituted by the City have been well-received, leading residents to look for more opportunities for engagement and community involvement. There are opportunities to further build connections between residents and the community at large through strategic expansion of programs and events.

Events such as the MARC Household Hazardous Waste drop-off, Community Shred and Drug Takeback provide resources to the community and promote responsible waste of hazardous material. Annual gatherings, including Summer Scene, Touch a Truck, Trucktoberfest, Spirit of America Celebration, and the Mayor's Christmas Tree Lighting bring the community together to celebrate what makes Raymore home to them- the community!



Mayor's Christmas Tree Lighting

GOAL 11 STRATEGIES

Provide well-maintained, Class-A public facilities to support the operations of the City.

- Maintain a master-planned approach to public facilities within the City.
- Implement the recommendations of the 2019 Conditions Assessment.

Develop a master plan for the Raymore Justice Center as a catalyst for growth in the City.

- Identify additional development opportunities around the Justice Center for supplemental uses and services.
- Utilize the future Justice Center as a catalyst for development and a focal point of this area/Activity Center.

Sustain and enhance City facilities and services to support a high quality of life.

- Implement processes that allow those who contact the City to receive the information they need on the first try.
- Create new user-friendly phone and online systems.
- Prioritize and implement regular internal customer service training.
- Identify City processes that could benefit from the use of additional technology.

Develop and implement community services and events that provide value to the public.

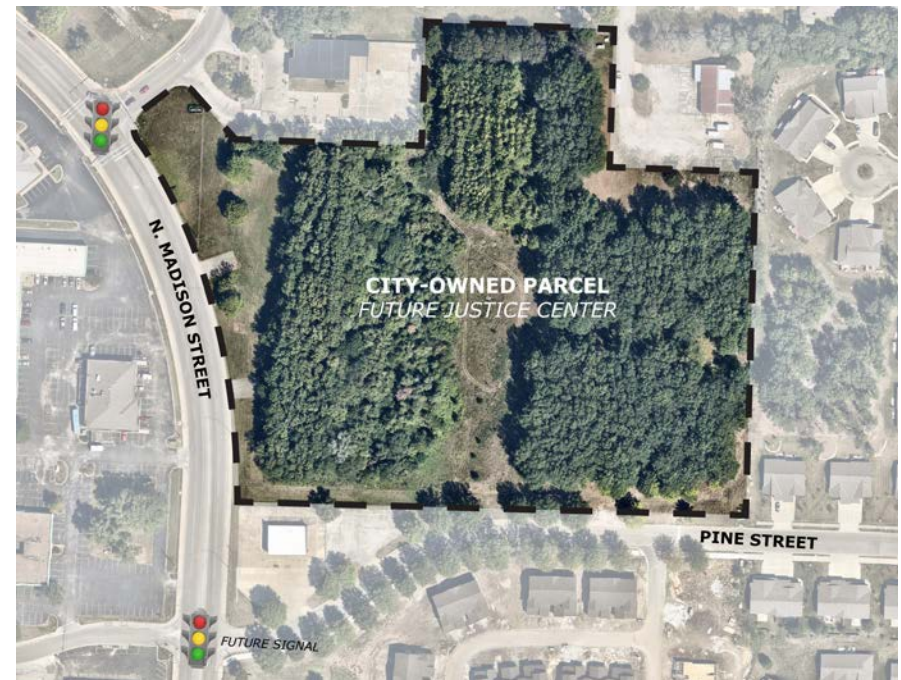
- Expand services and events such as annual shred events, MARC HHW events and stream clean ups.
- Support opportunities for community volunteers to sustain and enhance community events.
- Explore opportunities to develop community programs that reduce the City's environmental impacts such as expanding recycling programs, storm leaf/brush clean up and drop off, and other waste reduction or diversion programs.

Promote and develop signature events and activities that engage the community.

- Expand community events that utilize and showcase the City facilities, including parks and other public spaces.
- Solicit regular feedback from community members regarding satisfaction with community events and make changes where necessary.

Encourage citizen engagement and volunteerism with City events and programs.

- Attract key community stakeholders to participate in community planning and events.
- Provide information to all residents about volunteer and engagement opportunities outside of typical Boards and Commissions.



Future Justice Center Site

GOAL 12:

Maintain high-performing, well-trained City Staff members.

Internal and Organizational Services

Organizational services include oversight and maintenance of the various public facilities and utilities services, including buildings and grounds, water, sewer and solid waste services, police and public safety and parks and recreation.

While internal departments are responsible for the implementation of their own programs and policies, overlapping strategic goals help Raymore set the standard for the region by providing quality municipal services and utilities and ensuring responsible stewardship of the City's fiscal, informational and staffing resources.

City Clerk

The community events that have been instituted by the City have been well-received, leading residents to look for more opportunities for engagement. There is an opportunity to further build connectedness through strategic expansion of community events and through City support for engagement at the neighborhood and ward level.

Licensing and Permitting. The City clerk is responsible for overseeing the business licensing operations of the City, in cooperation with other permitting and development departments.

Records Retention. The City Clerk's office maintains any and all public records of the City, and oversees the record destruction program in accordance with State Statutes and adopted policies.

Integrated Technology Services

The Integrated Technology Systems department provides innovative, contemporary and accessible technology in computing, media, and voice services to facilitate the essential operations of the City. The department oversees the technology and security training for the organization and maintains the digital assets of the City.

Planning, Zoning and Building Inspections

The Development Services Department oversees planning and zoning matters of the City and is heavily involved in the implementation of the Comprehensive Plan through the enforcement of the Unified Development Code. The Building Inspections Division ensures safe and orderly construction of new buildings and development within the City. The Building Inspections Division will work closely with the Engineering Department to plan and implement the goals contained within **Chapter 4.1 - Land Use and Development Framework** and **Chapter 4.2 - Transportation and Connectivity Framework**.

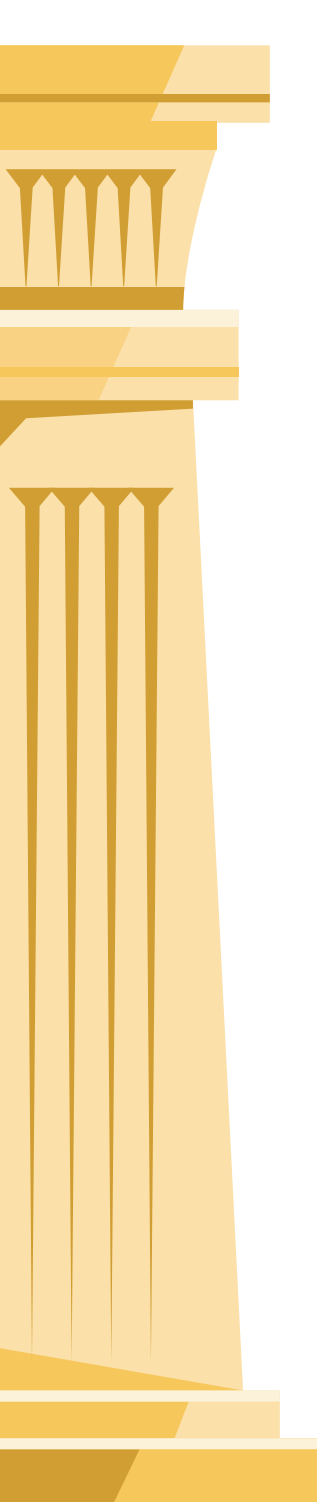
Engineering and Public Works

Engineering is responsible for the management, design, construction, administration and review of all projects containing infrastructure. This includes the water distribution system, the sewer collection system, the street system, the storm drainage system and related facilities. Engineering supports the long-term planning of infrastructure for projected growth, and plan review of newly proposed development. Public Works and Engineering staff will be highly engaged in the implementation of the goals and strategies contained within **Chapter 4.2 - Transportation and Connectivity Framework**.

Geographic Information Systems (GIS)

The GIS division oversees the inventory and management of geospatial data and provides support and direction to all internal departments, customers and residents of the City. Staff develops and maintains innovative programs and applications to assist planning, zoning and engineering projects as well as police, parks and other City departments.

The City's GIS Program has evolved tremendously with the utilization of easy-to-use applications that allow city staff, public officials, residents and other professionals to consume relevant spatial information important to the community.



Finance

The Finance Department manages the day-to-day financial operations of the City including utility billing, purchasing, vendor payment and staff payroll. This department also directs the City's overall financial planning, accounting, budgeting and cash/debt management. The Finance Department is responsible for the administration of the City budget.

Capital Improvement Planning. The Finance Department leads the Capital Improvement Plan (CIP) Committee overseeing projects and funding within the capital project funds. The department provides transparency and oversight to comply with federal, state and local laws to ensure the City is being held accountable when it comes to the use of taxpayer funds. The CIP is a five-year plan that outlines the future capital needs of the City. During the first year of the program, the Capital Budget is adopted as part of the Operating Budget. The CIP guides the development of infrastructure and facilities for the City and serves as a guide toward the efficient and effective provision of public facilities and services.

Budget Oversight and Implementation. Establishing a strong relationship among the goals of this plan is required for the successful implementation of the growth goals and strategies of the City. The Finance Department is the focal point of implementing and supporting the growth of the City and organization, and ensuring a high level of transparency, internal control and safekeeping of assets, investments and the effective collection of City revenues.

Human Resources

Human Resources is organized under the Administration Department and operates as an internal service for all departments and employees. Human Resources administers and oversees all personnel and employee service programs including recruitment, hiring, performance management, employee relations, employee benefit programs, training and development and safety and risk management efforts.

Staffing. In 2021, the City conducted a Staffing Study to seek guidance on staffing needs within the organization to identify management and operational opportunities to maximize existing staff capacity, improve recruitment and development of City staff, and facilitate data tracking and analysis. The Study aligned with the Strategic Plan by focusing on the Parks and Recreation, Public Works and Police Departments.

Staffing wise, the City generally maintains more park acres and lane miles per staff and maintenance worker than other comparable cities in both size and population and has fewer police officers per capita than comparable cities.

The Staffing Study recommended that the City hire at least:

- 13 additional maintenance workers
- 20 sworn police officers over a five-year period.
- Additional parks maintenance workers

The City should identify opportunities within the budgeting process to fund additional positions to meet the needs of the organization. Recruitment efforts should align with the goals and priorities of the community.

Recruitment. The City's staffing structure is diverse among departments, including managerial and administrative roles as well as maintenance, safety and technical support to the City through the Public Works, Parks and Recreation and Police Departments. Recruitment for essential services and positions within the City is critical to ensuring the service levels that residents have come to expect are not jeopardized by growth and development. Understanding the barriers to obtaining qualified workers is necessary to allow the City to sustain and improve the functional services of the City.

In 2021, the City conducted an assessment of their recruitment strategies to better understand the barriers between filling the essential and hard-to-fill positions within the organization, including laborers and maintenance workers between Public Works and Parks and Recreation and officers within the Police Department. The study looked at things such as high-turnover rates and difficulties in finding and keeping skilled and motivated workers and recommended strategies to improve the perception of these critically needed jobs.

Administration. The City is currently represented by outside legal counsel. As workloads increase across the organization so too will the need for legal assistance. Staffing assessments and decisions should consider the implications and benefits of transitioning administrative legal services in-house or increasing representation between departments of the organization.

Municipal Court. The City contracts third party agencies for services with the Municipal Court Department, which oversees and prosecutes violations of the City Ordinances.

Legal Services. The City Attorney serves as the chief legal advisor to the City and works directly with City Administration to assist all internal departments of the organization, including planning and zoning matters and the City Council. The demand for legal services will continue to grow as the city expands and grows its population.

GOAL 12 STRATEGIES

City Clerk

Maintain compliance with City Code requirements for licensing and permitting.

- Seek innovative approaches licensing and permitting to improve ease of access.
- Develop public-facing access to licensed business data.
- Coordinate with other internal departments to create efficiency in licensing, permitting and inspections.

Demonstrate responsible stewardship of public documents and resources.

- Maintain compliance with governmental record management guidelines and practice requirements in accordance with Chapter 109 of the Revised Statutes of the State of Missouri.
- Maintain compliance with Chapter 610, Missouri Sunshine Law, of the Revised Statutes of the State of Missouri for providing transparency in government.

Information Technology Services

Support the implementation of the goals, objectives and policies of the ITS Master Plan.

- Use the plan as a guidebook for decision-making within the department.

Geographic Information Systems (GIS)

Optimize the use of technology and processes to improve services, efficiency and effectiveness.

- Provide opportunities for customer and citizen transactions via online servicing portals.
- Support the creation of an online GIS portal.
- Establish an online portal for electronic plan submittals, reviewing and commenting.

Finance

Ensure fiscal discipline and responsible stewardship of public resources.

- Provide advisory support to the Economic Development Department regarding development projects and initiatives.
- Maintain a transparent and accessible budgeting process.
- Develop and implement long-term funding strategy.

Coordinate and monitor economic development projects and initiatives and their impact on the City budget.

- Maintain accurate information regarding the City's various financial incentive districts.
- Develop and demonstrate a strong relationship between the City Budget, Comprehensive Plan, and the City's Capital Improvement planning.

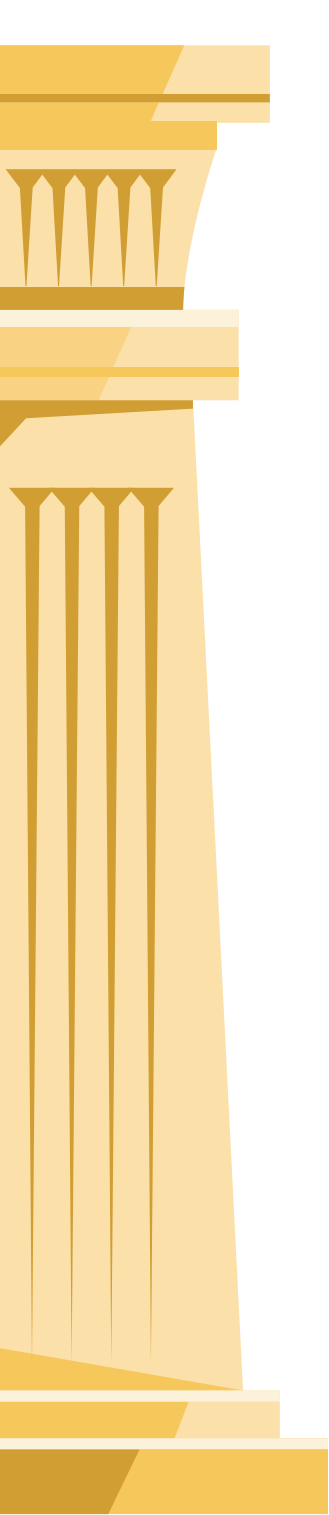
Human Resources

Develop and sustain a high caliber City workforce.

- Develop programs and partnerships to engage with school-aged children in public sector employment opportunities.
- Regularly review the classification and salary range of positions to ensure they remain competitive.
- Continue to invest in the City's existing workforce.
- Provide adequate policy direction to City administration and the governing bodies.

Position the City of Raymore as an employer of choice in the region.

- Provide creative and competitive benefits packages to employees.
- Develop wellness programs and activities for employees.
- Develop innovative approaches to recruitment and retention.
 - Target recruitment efforts on the district needs of the City and its departments.
 - Develop financial and non-financial incentives to encourage employee retention.
- Conduct regular employee surveys.
- Enhance internal communications and employee engagement.



GOAL 12 STRATEGIES CONTINUED...

Municipal Court and Legal Services

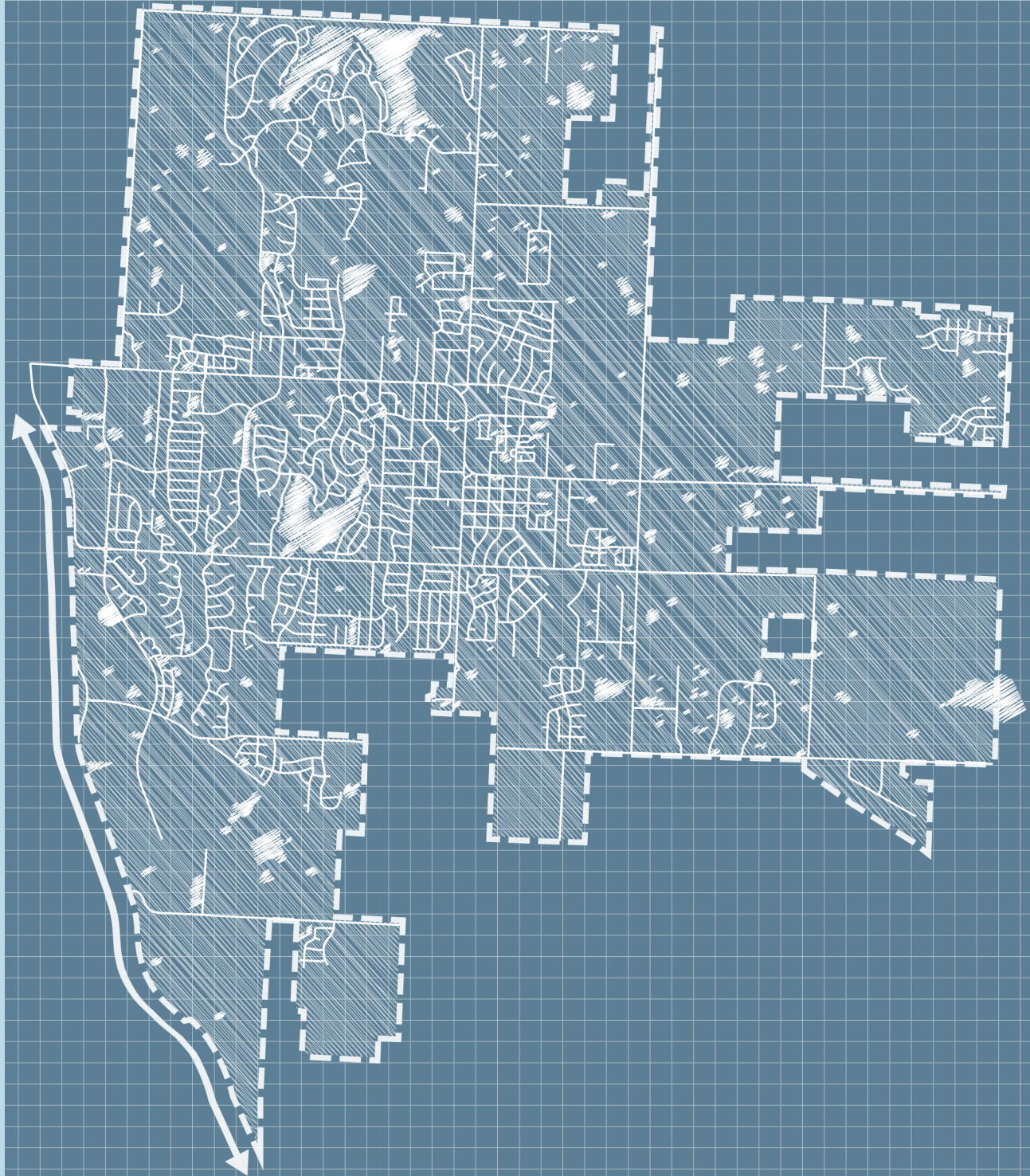
Maintain the City Code with Council approved legislation on a biannual basis.

- Create new procedures to improve upon the organization and efficiency of the Municipal Court.
- Continue to update court policies and procedures as new legislation is implemented.
- Continue research, review and utilization of practical alternative sentencing for appropriate.
- Continue to work with MML (Missouri Municipal League) and MACA (Missouri Association Court Administration) on legislative changes that affect the courts.

4

FRAMEWORK PLANS

The following chapter provides framework plans that illustrate plan recommendations for the following topic areas: land use and development; transportation and connectivity; and parks, open spaces and natural resources.



4.1 LAND USE AND DEVELOPMENT FRAMEWORK

This section provides guidance regarding the location, type, and character of future land uses in Raymore. It is a guide for elected officials, staff members, City leaders, and stakeholders, as well as a commitment to the community of what the future land of Raymore holds from a responsible growth perspective.

Future Land Use

Future land use takes into consideration existing land use patterns and classifications and refines them into sub-categories that can be used to create a finer-detailed vision of development opportunities within the community. Combinations of these varied land uses, and their sub-categorizations, can be utilized to define different place-types that can be achieved within a broader vision.

The map in **Figure 4.1** on the following page shows the distribution of designated future land uses. Each future land use category is described in detail on the following pages. Activity centers are described in greater detail later in this chapter.

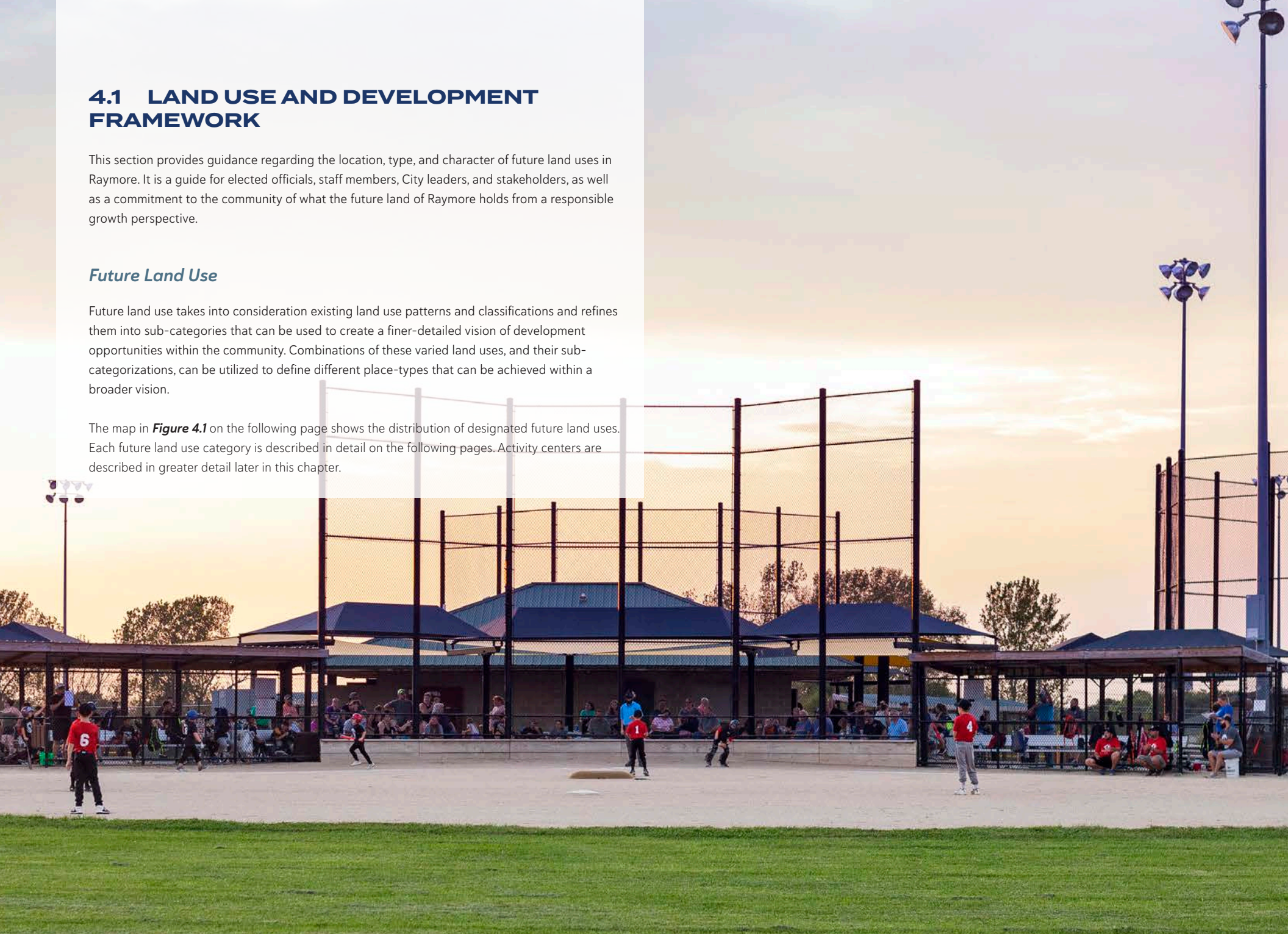
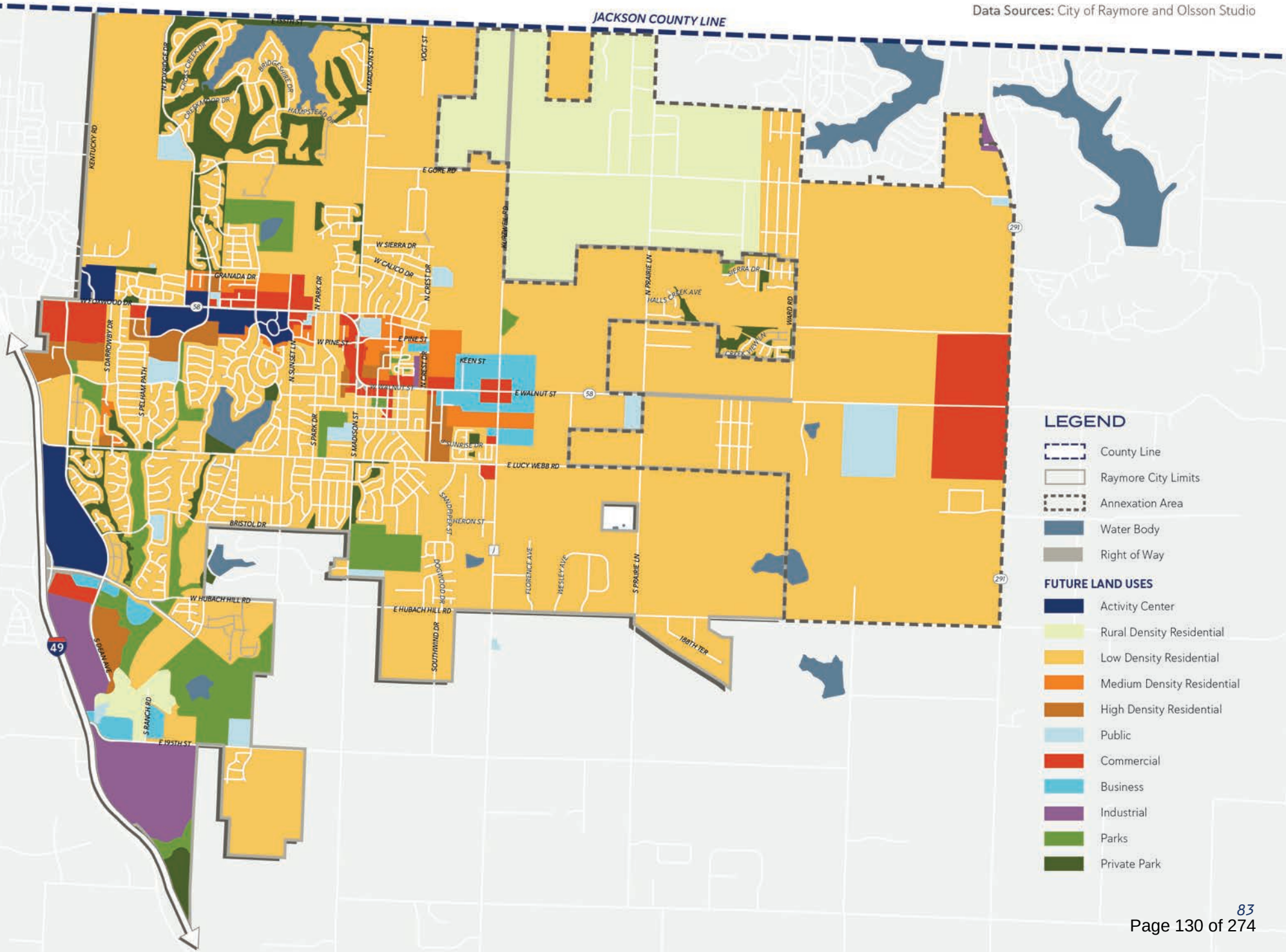


FIGURE 4.1 FUTURE LAND USE FRAMEWORK



Data Sources: City of Raymore and Olsson Studio



RURAL DENSITY RESIDENTIAL

Detached, large-lot single-family development characterizes the rural residential land use. This use is appropriate for areas of the City that lack adequate public utilities to serve development that would be considered Low Density Residential. This would include larger acreage lots typically served by septic systems.



LOW DENSITY RESIDENTIAL

Single-family residences characterize low density residential land use. This typically takes the form of detached single-family homes within a residential subdivision.



MEDIUM DENSITY RESIDENTIAL

Attached single-family buildings characterize moderate density residential land use. This typically takes the form of duplexes, triplexes, four-plexes or some combinations thereof. This land use often buffers low-density land use from higher density land uses. This category may also include detached residential development on smaller lots (4,000 to 8,000 square feet), or cluster developments with lower-than-average parcel sizes.



HIGH DENSITY RESIDENTIAL

Multi-family residential buildings characterize high-density residential land use and typically take the form of multi-story apartment buildings or groupings of similar buildings on a singular site. This district is often located close to arterial roadways and can serve as a buffer between lower density residential and commercial districts.



PUBLIC

Schools, public buildings and City property characterize public land use. These uses are typically associated with the operations of the community as a whole, including schools, government offices, hospitals and community centers.



COMMERCIAL

Areas most appropriate for retail uses, offices and most commercial businesses are designated in this category. Uses may vary from smaller neighborhood commercial style developments to larger scale commercial shopping centers with multiple pad sites, strip center retail spaces, office uses and others.



BUSINESS

This category allows for a mix of commercial and light industrial uses, ideal for concentration along arterial roadways. Business uses provide places for office spaces, mixed businesses/warehousing space and in some cases limited accessory retail uses. Light manufacturing uses may also be appropriate in the context of business park uses in the case of high-quality, mixed master planned developments.



INDUSTRIAL

These areas are intended for manufacturing, warehouses and service industry businesses that provide primary employment opportunities for the City. Uses may vary within larger, industrial-scale buildings which provide flexibility to various types of business operations, which are typically found adjacent to transportation corridors, utilities and infrastructure.



PARKS

This category includes public land areas dedicated to park uses, including neighborhood, community and regional parks, special use areas and various community facilities. Park uses include natural open space, wooded areas, playgrounds, trails, picnic shelters, amphitheaters and sports facilities.



PRIVATE PARKS

These areas identify private dedicated open space, including private neighborhood parks, amenity areas and walking trails that are generally available for use by neighborhood residents. Private parks, in some cases, may be open to the public but built and maintained privately, or provide connectivity to other public parks in the City.



Activity Centers

Raymore residents have long voiced the need for a downtown commercial center that offers gathering spaces, and a mix of commercial retail uses and restaurants. While Raymore lacks a traditional “old” commercial downtown like many other suburban communities, the various large, undeveloped tracts of land within the community present unique opportunities to create these types of centers.

While the majority of these tracts of land are currently zoned to support commercial development, the location, size, topography and other features limit the entirety of the sites from being developed as wholly commercial uses. In today’s economic environment, a mixture of commercial, professional office and residential uses is what developers and commercial users seek in order to make a site function as a true commercial center.

This Plan focuses on these areas of the City as “activity centers,” or sites that could support a variety of uses that may not fit within any single traditional zoning district but rather co-exist within a larger master-planned development.

Activity centers support the principles described by Goal 4, which is to focus development efforts in ways that result in cost-effective, balanced, compatible and connected growth. The sites are connected by the City’s main thoroughfares and priority corridors and benefit from existing infrastructure. Zoning requirements that support or encourage master planned and mixed development support the principles of balanced growth and development.

Focusing on the development of these activity centers and improving their connectivity provides better, more convenient access to goods and services for residents and leads to a more walkable, green and connected built environment.

Raymore is poised to outgrow its historic status as a bedroom community and experience significant residential and commercial growth, transforming the community into a full-service city with a diverse mix of retail, commercial, office, medical and entertainment options. Activity centers support the concept of the “15-minute city” by concentrating various uses within close and convenient proximity, such as retail businesses, entertainment, professional/medical services, offices, residential uses and parks. They are connected by transportation corridors or trails to the various other commercial centers and neighborhoods through the city.

Historically, Raymore’s development patterns along MO-58 have created individual commercial districts with pockets of medium- to high-density residential and other non-commercial land uses, providing a buffer between adjacent lower density neighborhoods. Developing mixed use centers that are well-connected with other neighborhoods, parks and trails within the City is a strategic way to support the growth of a town-center style downtown development that the community would like to see.

The Real Estate Market Analysis prepared by Canyon Research Southwest for this Plan (see **Appendix A**) projects that with the anticipated population growth between 2024 and 2045, the community will grow to sustain between 85 to 95 acres of new commercial, retail and office development, and 75 to 85 acres of mixed housing development, not including detached single family homes in other areas of the city.

The activity centers described in this Plan are shown in **Figure 4.2** on the next page. Combined, they encompass approximately 220 acres of land, which is likely to support the growth needs of the City for the next 20 years. Quality master planning and business attraction efforts should be focused to support the development characteristics and concepts described in this chapter. These concepts should be reflected in the planning review processes of the City, and incorporated where possible into the City’s Unified Development Code. Area plans and/or zoning overlay districts may also be effective in guiding the development of the various areas of the city.

FIGURE 4.2

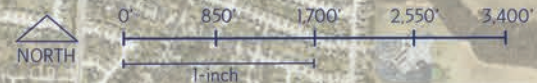
RAYMORE GATEWAY

FOXRIDGE VILLAGE

MUNICIPAL CIRCLE

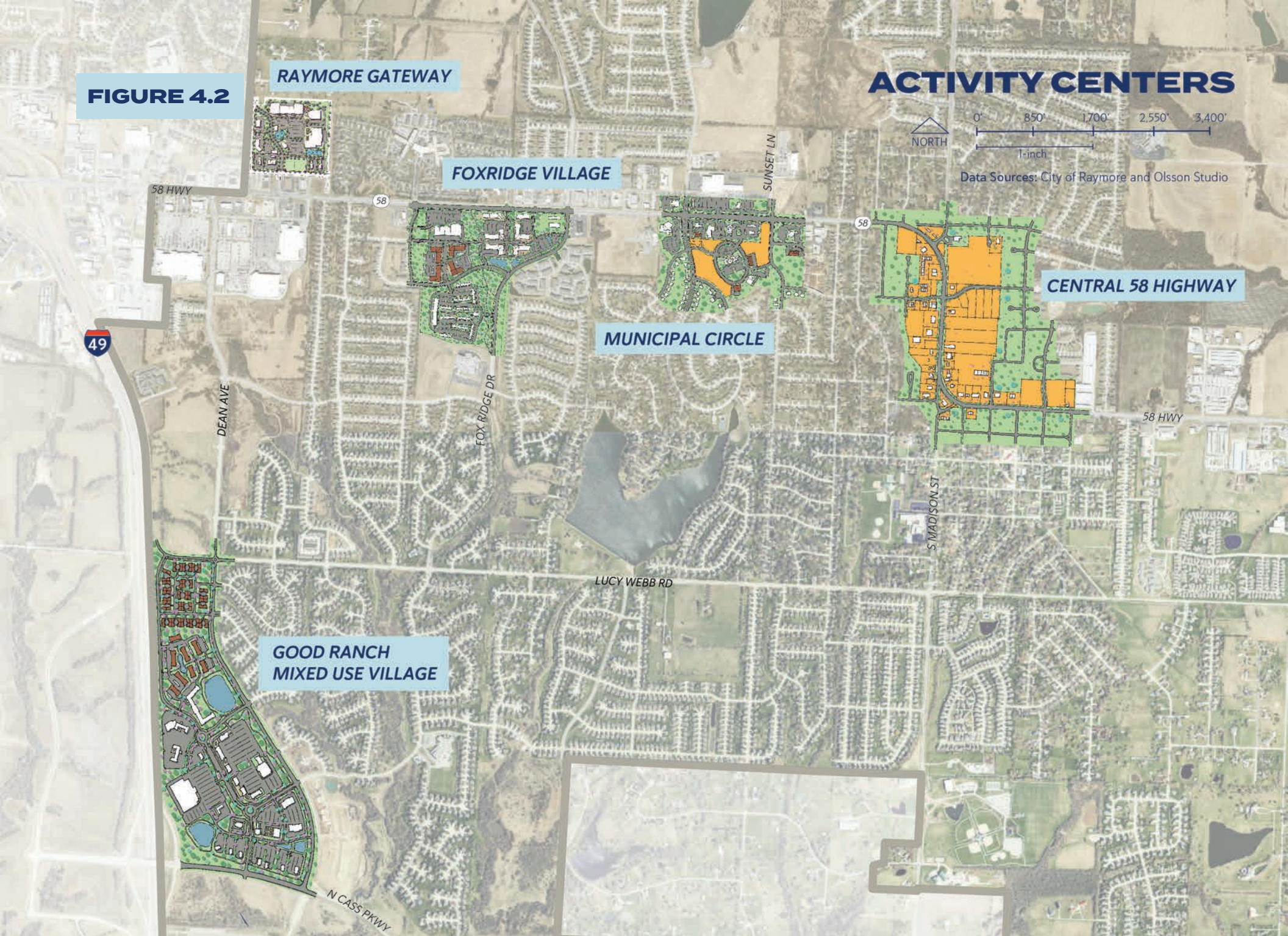
**GOOD RANCH
MIXED USE VILLAGE**

ACTIVITY CENTERS



Data Sources: City of Raymore and Olsson Studio

CENTRAL 58 HIGHWAY



Municipal Circle: Raymore's Civic Hub

Figure 4.3 shows an initial concept for the Municipal Circle activity center. Municipal Circle serves as the governmental center for the City and the location for primarily civic services in the community. This area is generally the true geographic center of the city. The City originally developed this with the intention of it being a downtown center, but the lack of visibility to MO-58 has prevented significant commercial development from occurring. However, professional office type uses remain. In addition to City Hall and Centerview, the City also owns two adjacent lots. The remaining 6 to 7 lots are privately owned.

Attracting development and services which would increase pedestrian and vehicle traffic would be well suited to increase visibility and familiarity with City facilities such as Centerview and City Hall

The existing City Center Overlay zoning district (CCO) provides guidance on design and building uses for future development. Ideal land uses include the following:

- Medium-density residential, such as small-scale apartment units
- Mixed use developments with dwelling units above ground floor commercial
- Civic uses, such as a library or additional government buildings and offices
- Retail, especially local businesses
- Professional offices

FIGURE 4.3 MUNICIPAL CIRCLE

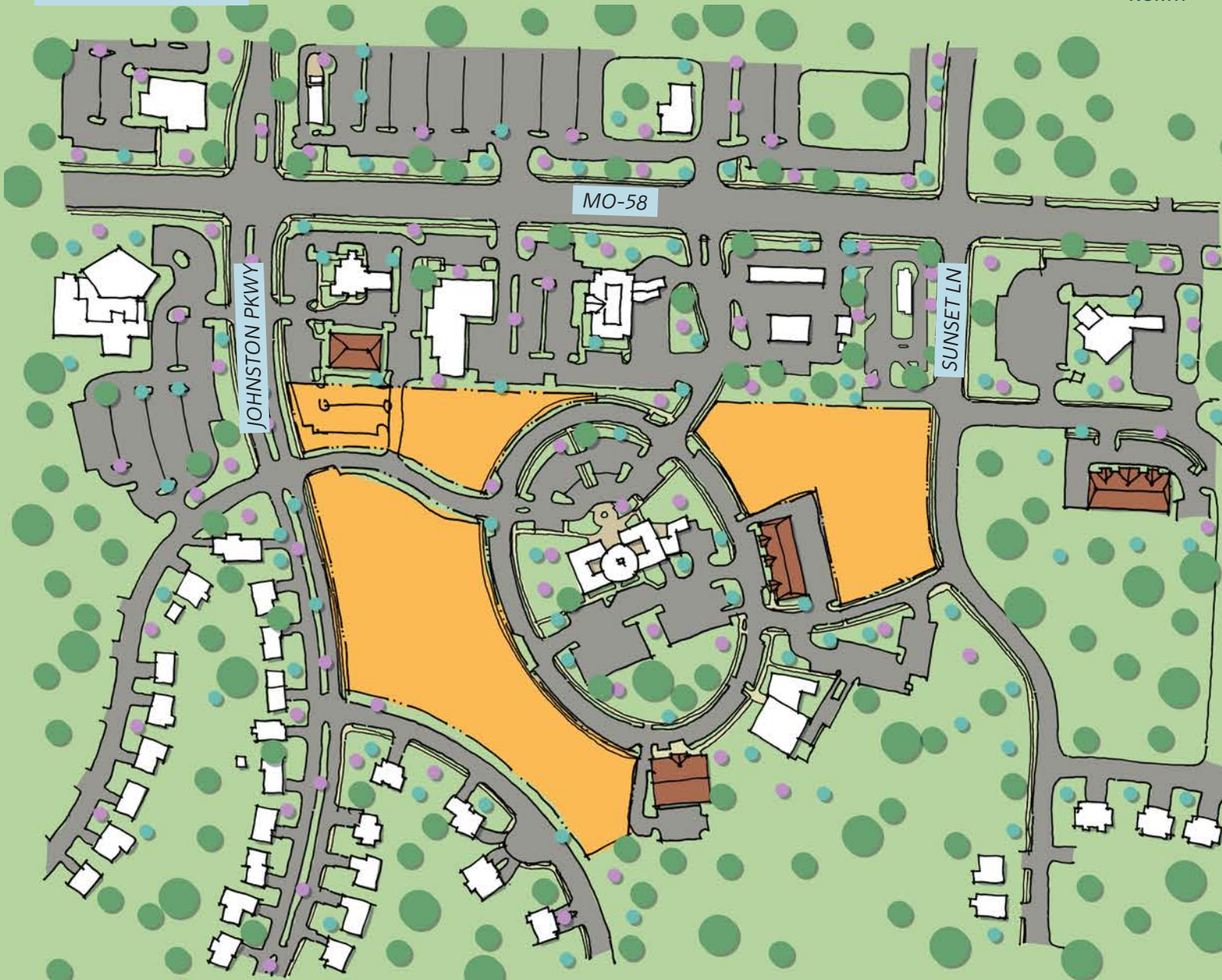




FIGURE 4.4

FOXRIDGE VILLAGE

Foxridge Village: Raymore's City Center

Figure 4.4 shows an initial concept for the Foxridge Village activity center. This area provides three major opportunities for development and commercial growth, including developing two large greenfield sites and redeveloping the existing Willowind Center.

The approximately 40-acre tract of greenfield land presents an excellent development opportunity for a core commercial area along MO-58. Its location between two major signalized MO-58 intersections at Mott Drive and Foxridge Drive makes the area ideal for infill development. The abundance of frontage along MO-58 presents opportunities for mixed retail commercial development, while the depth of the property creates opportunities for higher density residential development to support the adjacent commercial developments. The vision for this area is the creation of a new Town Center. Ideal land uses include high-density residential and mixed use development with dwelling units above ground floor commercial. The intent is for the area to feel like a "downtown center," with a central road providing access to the site and limited off-street parking. Buildings should be constructed close to MO-58 and Foxridge Drive.

Ideal land uses in the redeveloped Willowind Center includes small-scale retail uses, professional offices and restaurants. Existing stream corridors present opportunities to preserve natural buffers between land uses and provide internal trails and connections as amenities.

FIGURE 4.5

RAYMORE GATEWAY

Raymore Gateway: The Front Door Into the Community

Figure 4.5 shows an initial concept for the Raymore Gateway activity center, which acts as the true gateway into the community. With adjacent development projects like the Raymore Market Place providing high-quality building and architectural design, in addition to the incorporation of art pieces and signage like the Raymore Seedpod sculpture, this site presents opportunities to let residents and visitors alike know when they've entered Raymore. With the City's recent investment in Westgate Drive, the site is well-positioned for both new development on the greenfield site to the east, and unique redevelopment opportunities on the west side.

Ideal land uses for this site include the following:

- Commercial center with large-scale retail
- Restaurants
- Entertainment area
- High-density residential along the north and east sides of the property





FIGURE 4.6

THE GOOD RANCH

The Good Ranch: Raymore's Premier Shopping and Entertainment Destination

Figure 4.6 shows an initial concept for tract 1 of the Good Ranch activity center, which provides a prime master planned, mixed use development opportunity and the ability to establish a 'southern gateway' into the community from I-49. With significant single-family residential development surrounding the development, in addition to the Venue of the Good Ranch and the Raymore Commerce Center to the south, the demand for future commercial development will continue to grow.

The site currently lacks significant infrastructure to support development, and so the need for a master planned approach to this property becomes increasingly important. The direct visibility along I-49 makes this site prime for a mix of commercial and entertainment uses, in addition to hotels and professional offices. With approximately 190 acres of land, it is important to strike a balance between commercial and non-commercial uses. Higher density uses will further support the demand and success of commercial retail and entertainment users, but consideration should be given to areas where non-commercial uses would be appropriate, and where truly viable commercial land exists on this large site.

Careful attention should be paid to access points to and from the site along North Cass Parkway and Dean Avenue to avoid conflicts and congestion along these major corridors as development occurs, which further supports the needs for a master planned approach. The master planned approach should focus on adequate internal circulation of the site while minimizing impacts on the external roads and neighborhoods surrounding the site.

The overall vision of the site is a destination center for Raymore, drawing people from the South Kansas City and Cass County Region. Ideal land uses include the following:

- Commercial including retail, restaurants, hotels and entertainment
- High-density residential, including apartments
- Medium-density residential, including townhomes, duplexes and/or assisted living

Central MO-58 Highway Corridor: Raymore's Historic Commercial District

The Central MO-58 Highway corridor area was originally developed as the heart of Raymore. It includes a significant number of smaller individual properties along MO-58/North Madison Street and includes more than 200,000 square feet of existing building space, in addition to various undeveloped greenfield sites. This area is significantly different from other proposed activity centers in that it allows an opportunity to preserve older buildings through thoughtful redevelopment efforts along with commercial infill development opportunities that would complement existing land uses. Recently, the City has experienced significant residential growth around the periphery of this commercial corridor, which continues to drive the demand for additional commercial development.

Careful consideration should be given to the development in this area to preserve the existing "downtown feel" that the older buildings and development patterns provide, rather than creating a new feel as the other activity centers allow. Due to the mixture of older buildings and abundance of smaller individual parcels, the Planning and Zoning Commission should seek to preserve existing commercial zoning and eliminate non-conforming zoning classifications that may detract from the vision for this corridor.

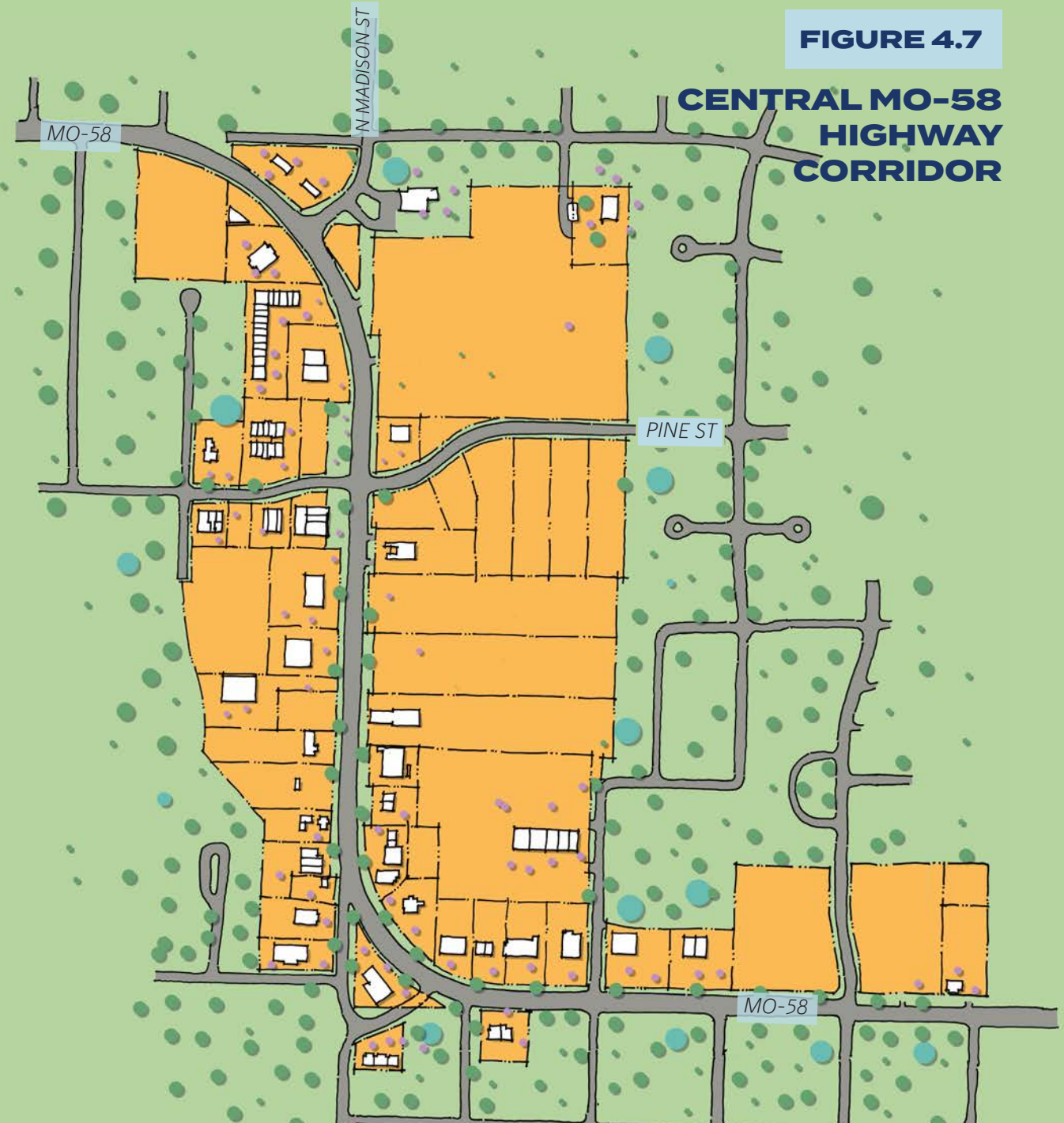
The City recently purchased approximately 10 acres of land north of Pine Street and east of North Madison Street, which will be a future civic building in the coming years. This presents a unique opportunity to create momentum for future development efforts along this corridor.

Ideal land uses for the area include the following:

- Small-scale local retail
- Office space
- Multi-family residential

FIGURE 4.7

CENTRAL MO-58 HIGHWAY CORRIDOR



Activity Center Recommendations

MUNICIPAL CIRCLE

- Leverage the City's ownership of Lots 4 and 5 to promote development.
- Support the standards within the Municipal Center Development Criteria and the City Center Overlay District.
- Prioritize pedestrian connectivity.
- Evaluate parking needs and requirements for new development and consider shared on-street parking.

FOXBRIDGE VILLAGE

- Prioritize regional stormwater detention to preserve stream corridors.
- Focus on pedestrian connectivity and integrate connections to adjacent roads and trails.
- Evaluate an appropriate balance of commercial/retail, office and residential uses given the growth demand projections of the Real Estate Market Analysis (see **Appendix A**).

RAYMORE GATEWAY

- Implement the Gateway Commercial Zoning Overlay District (GCO) standards or similar requirements as part of new development activity.
- Prioritize the reutilization of the "AM Corner" at the northeast corner of MO-58 and Kentucky Road as a key entrance into the community.
- Prioritize good access management principles along MO-58 and Westgate Drive to mitigate additional traffic impacts of new development.

THE GOOD RANCH

- Implement GCO standards or similar requirements as part of new development activity.
- Evaluate a master plan for the site, including appropriate areas for commercial/retail, office and residential uses given the growth demand projections of the Real Estate Market Analysis (see **Appendix A**).
- Prioritize good access management principles along Dean Avenue and North Cass Parkway to mitigate congestion and other impacts as development occurs.

CENTRAL MO-58 HIGHWAY CORRIDOR

- Evaluate development and redevelopment opportunities along the corridor.
- Develop zoning overlay development standards that support walkable and well-designed development activity.
- Utilize the City's future justice center as a focal point and catalyst for additional development along this corridor.
- Evaluate opportunities for commercial development/pad sites as part of the future justice center development.

Community Investment and Reinvestment

While Raymore has and will continue to experience significant new growth and development, resulting in new jobs, housing, residents and overall new activity, the community also has many opportunities to focus redevelopment and reinvestment opportunities. Redevelopment efforts should be prioritized so as to ensure that new development efforts do not allow other areas of the City to suffer disinvestment and deterioration.

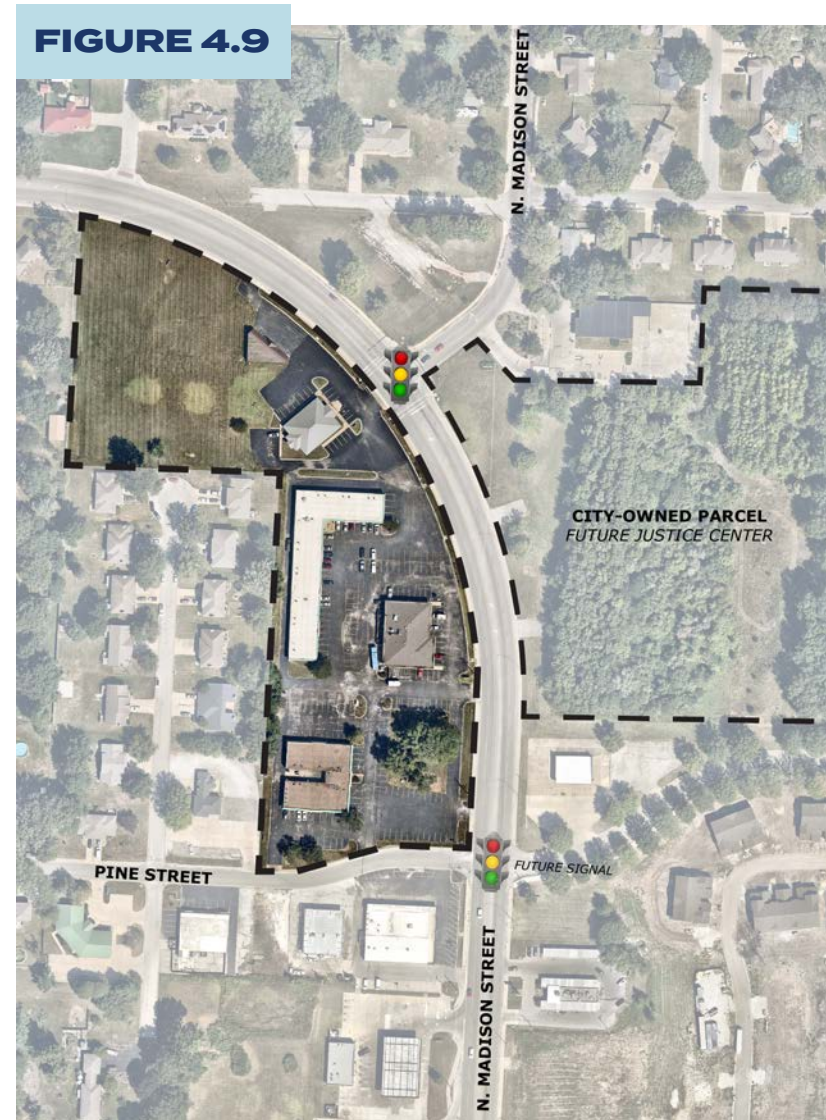
Just as the City's prime development sites are attractive to new development, the existing older areas of the community are well suited for smaller-scale redevelopment to support local economic development efforts. These types of development opportunities are presently compact and contiguous to the City and already served by existing infrastructure, which reduces the demand for additional city services and further supports the goal of cost-effective growth. The priorities for community investment and reinvestment shall align directly with the land use and development goals of the community and should be generally focused within the activity centers and areas of growth. The land use and development elements of this Plan further describe the characteristics that will further support the vision for vibrant and connected growth.

REINVESTMENT OPPORTUNITIES

Willowind Shopping Center. Figure 4.8 below shows Willowind Shopping Center, an aging retail center constructed between the late 1980's and early 1990's. It includes approximately 5,000 square feet of retail space spread across approximately 8.5 acres. The center provides affordable options for newer and smaller businesses to locate in Raymore and establish roots before expanding their operations. Minimal investment or upgrade have taken place since it was initially constructed, except for various tenant improvements. Various opportunities exist for facade and structural improvements that would improve the quality of life and shopping experience in the community and support economic growth. Recent improvements adjacent to the shopping center include the construction of a Community America Credit Union at the southwest corner of the site on a previously undeveloped parcel. Similar redevelopment efforts or reinvestment into the shopping center would be a significant benefit to the community and local economy.



Pine Street Center and Central MO-58 Highway Corridor. This area, shown in Figure 4.9 to the right, includes various redevelopment opportunities within one of the oldest commercial areas of the community. Its location directly along the MO-58 Highway corridor, and within one of the City's major activity centers makes it a prime redevelopment and reinvestment opportunity. The City of Raymore recently purchased 10 acres of land directly adjacent to this area with the intention of developing a Justice Center to better serve the community. Master planning efforts and strategic investment through development or incentive structures shall be taken into consideration to better support the vision.



INVESTMENT OPPORTUNITIES

Good Ranch Mixed Use Village. Good Ranch Mixed Use Village is a prime development opportunity situated at the North Cass Parkway interchange. Significant efforts to better position this site for development have occurred in the last five years, resulting in new job creation, additional traffic and much needed infrastructure. While directly visible from I-49, this area lacks significant infrastructure, such as water and sewer infrastructure and a functional internal road network, which presents a barrier to spurring development without additional financial assistance.

Foxridge Village. Foxridge Village (see **Figure 4.6**) is situated along the MO-58 corridor and surrounded by decades of commercial and residential growth. Directly adjacent to the Willowind shopping center, Lofts at Foxridge, Foxwood Springs and the LEAD Center, among others, this site is well-situated to expand the commercial and mixed use footprints within the community. Traffic and daytime population continue to steadily increase, and as population grows, the demand for centralized and connected services, shops and amenities will inevitably drive interest within this area.

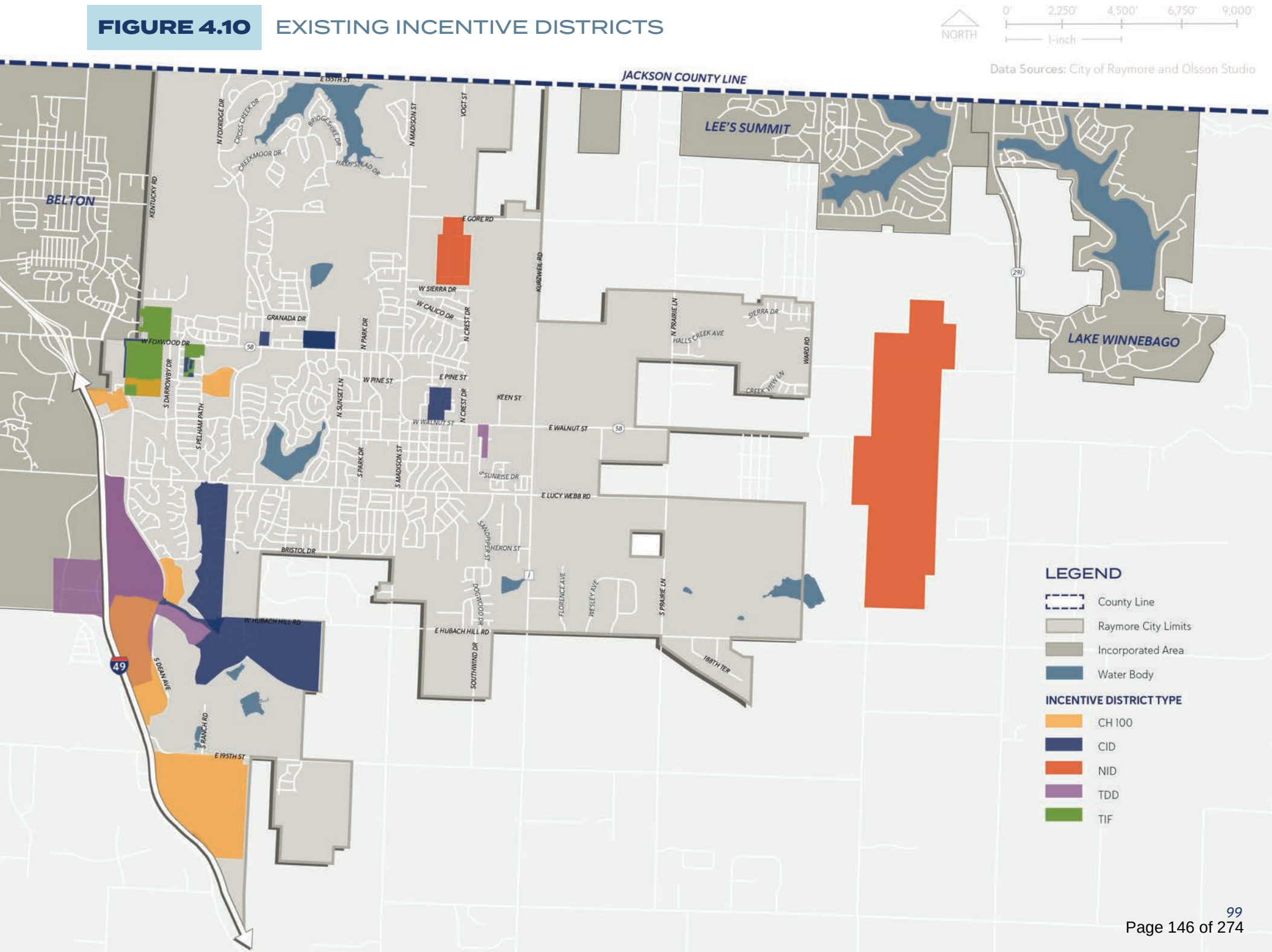
Incentive Districts

Figure 4.10 on the following page shows existing incentive districts. The Economic Development Department, in collaboration with the Finance Department and legal counsel, oversee the implementation of and tracking of the City's various incentive programs and districts, including Tax Increment Financing (TIF) Plans, Chapter 100 projects, Community Improvement Districts (CID) and Transportation Development Districts (TDD). All of which were approved by the City on their own merit as a means of spurring new growth activity within the community. These tools, combined with desirable community demographics, have attracted millions of dollars of investment to the community in the form of commercial and residential construction, new jobs created and annual increases in sales tax activity and revenues.

Many of the incentive tools that were offered during recent growth of the City, including the Raymore Galleria, Foxwood Village Shoppes, and the MO-58 and Dean Avenue TIFs, are approaching their expiration. To remain competitive within the greater Kansas City Region, the City must remain intentional in the use of economic incentives and begin to think about strategic initiatives that will better position Raymore for a new wave of economic growth.

Due to recent state legislation, traditional tools like TIFs are in jeopardy for use in future development projects. While many sites are well-situated to take advantage of traditional tools for the construction of much-needed infrastructure improvements to support commercial growth, approaches to economic development, development costs and other factors have taken away from the effectiveness of traditional TIF development. Rather, the community must identify new and creative approaches spurring new development and generate redevelopment projects that align with the community investment and reinvestment goals of the City.

FIGURE 4.10 EXISTING INCENTIVE DISTRICTS



4.2 TRANSPORTATION AND CONNECTIVITY FRAMEWORK

Relative to the Community Conversations involving infrastructure, residents offered distinct thoughts on how to better improve safety and alternative transportation options within the community. A key theme included improving the connectivity of the various areas of the community, including neighborhoods, shopping districts, and parks by integrating the trails system with the road network, expanding cycling routes and other bike and pedestrian infrastructure and prioritizing maintenance of the overall system. These themes overlapped significantly with the recommendations for the trails system as well. In short, residents desire more transportation options that are well-designed, maintained and connected throughout the community.

The Transportation Master Plan was adopted in 2006 and laid the groundwork for the development and expansion of the City's existing transportation network. Many of the main thoroughfares that were recommended within the master plan have been constructed either through public investment or private development. With the exception of future local roads that will be constructed based on their demand related to development, the City's major transportation network is majorly built out. The focus of transportation within this Plan looks at opportunities to improve the functionality of the existing infrastructure as opposed to identifying new roads to be added.

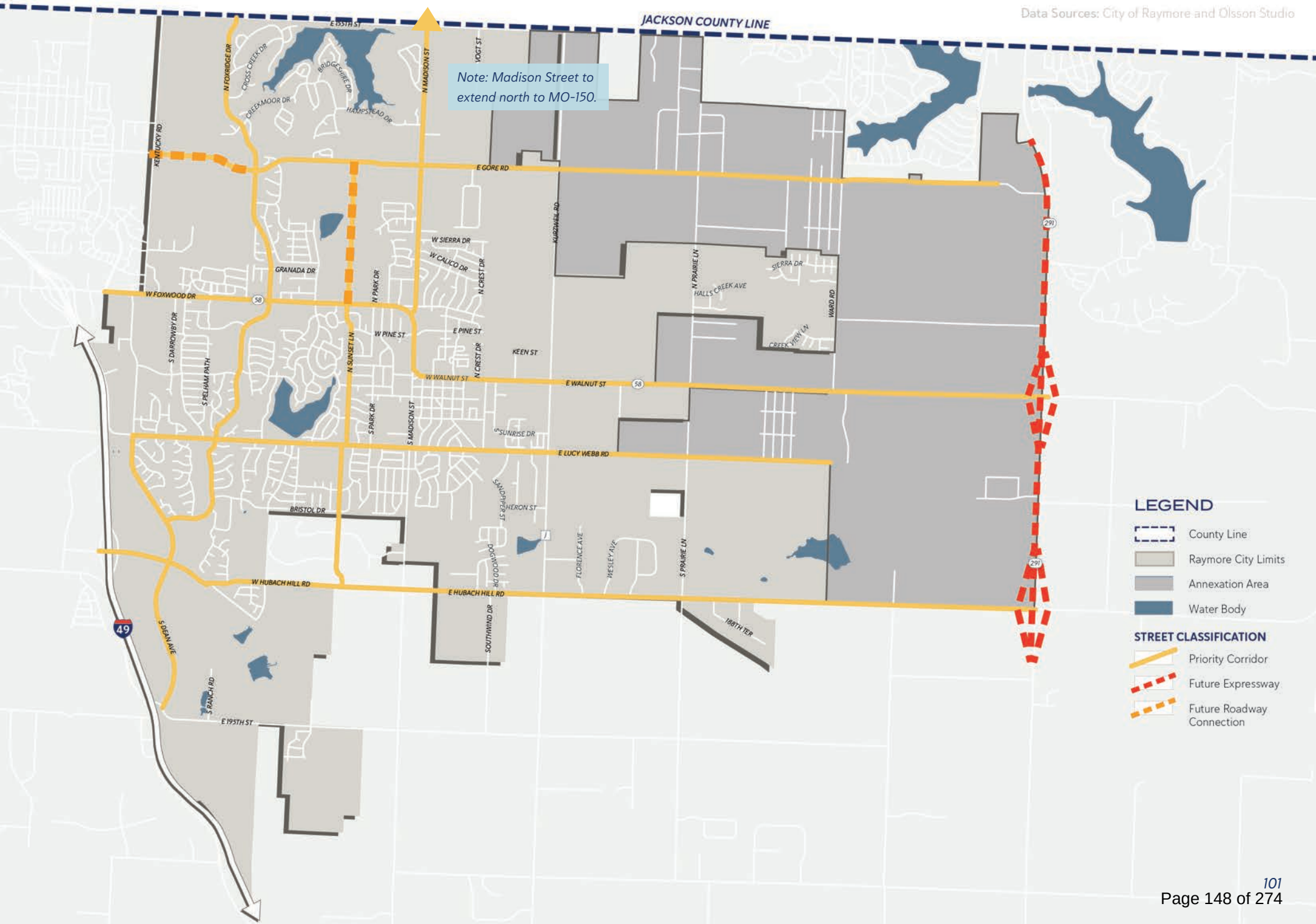
This section looks closely at what the City should consider to improve the safety, appearance and function of these corridors given the implications of existing development and future growth priorities within this plan, and considers how prominent activity centers and neighborhoods can be better connected through major transportation corridors.

Figure 4.11 on the next page shows transportation and connectivity recommendations, which include the extension of Sunset Lane and the construction of a future expressway at the eastern edge of the annexation area. Network expansion and enhancements are described on the following pages.



FIGURE 4.11

TRANSPORTATION AND CONNECTIVITY FRAMEWORK



Future Roadway Connections

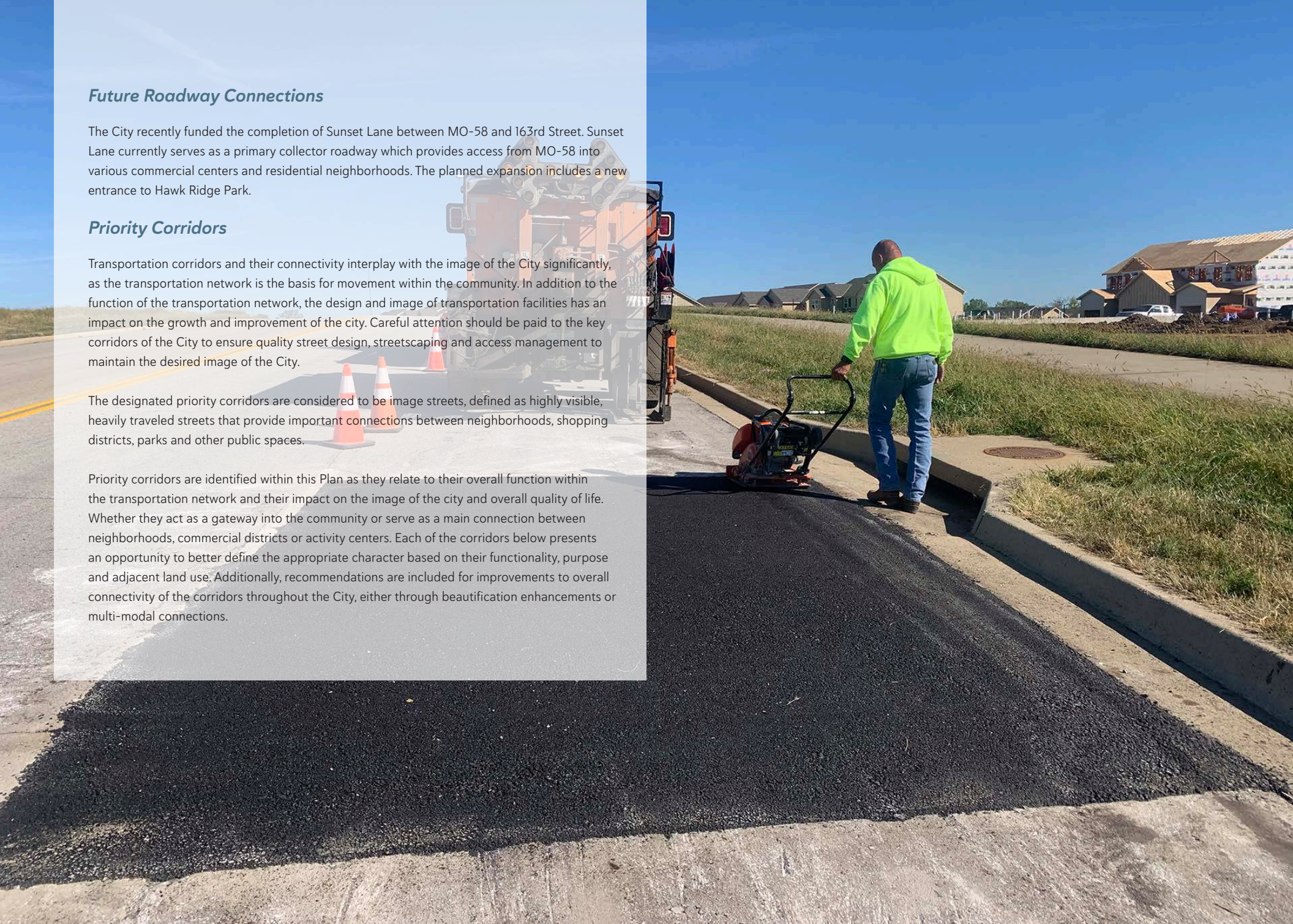
The City recently funded the completion of Sunset Lane between MO-58 and 163rd Street. Sunset Lane currently serves as a primary collector roadway which provides access from MO-58 into various commercial centers and residential neighborhoods. The planned expansion includes a new entrance to Hawk Ridge Park.

Priority Corridors

Transportation corridors and their connectivity interplay with the image of the City significantly, as the transportation network is the basis for movement within the community. In addition to the function of the transportation network, the design and image of transportation facilities has an impact on the growth and improvement of the city. Careful attention should be paid to the key corridors of the City to ensure quality street design, streetscaping and access management to maintain the desired image of the City.

The designated priority corridors are considered to be image streets, defined as highly visible, heavily traveled streets that provide important connections between neighborhoods, shopping districts, parks and other public spaces.

Priority corridors are identified within this Plan as they relate to their overall function within the transportation network and their impact on the image of the city and overall quality of life. Whether they act as a gateway into the community or serve as a main connection between neighborhoods, commercial districts or activity centers. Each of the corridors below presents an opportunity to better define the appropriate character based on their functionality, purpose and adjacent land use. Additionally, recommendations are included for improvements to overall connectivity of the corridors throughout the City, either through beautification enhancements or multi-modal connections.



MO-58 HIGHWAY

MO-58 Highway is the primary corridor through the City of Raymore, providing connectivity to many of the City's shopping districts, parks, neighborhoods and more. Within the context of this plan, it serves to connect many of the activity centers. While the City maintains total control over the majority of MO-58 within City limits, many of the existing development patterns throughout this corridor were heavily influenced by its former classification on the State Highway System, including larger setbacks for existing buildings, inconsistent sidewalk design and connectivity and existing driveway access points that may not conform to current standards.

Ample right-of-way exists through the corridor to reimagine the design and functionality of the corridor through the community. The implementation of quality street design, streetscaping, road diets, and/or capacity improvements create opportunities for making the corridor less of a "cut through" and more of a place within the community.

Recommendations for MO-58 are as follows:

- Enhance landscaping requirements for new development and redevelopment where appropriate.
- Explore options for access management that improves traffic flow and enhances the image of the street.
- Explore road design options along the "S" curve.
- Explore opportunities for improved pedestrian and bicycle facilities, including trails, sidewalk improvements and crosswalks.
- Evaluate a long-term pavement management plan, including street pavement, curbs, sidewalks, landscaped medians, etc.

DEAN AVENUE

Dean Avenue is one of the City's primary north-south arterial roadways, providing a direct connection between MO-58 and North Cass Parkway, which are the two main interchanges along I-49. Dean Avenue provides connections into the gateway shopping districts along MO-58 and acts as a southern gateway into the community from the North Cass Parkway interchange. While the road was constructed with enough capacity to accommodate further growth and development, aesthetic improvements to the corridor as development occurs will help improve the overall image of the city.

Recommendations for Dean Avenue are as follows:

- Explore options for access management along the corridor that aligns with the Westgate Traffic Study.

- Utilize landscape medians where appropriate to improve access management.
- Enhance landscaping requirements along Dean Avenue for future development.

LUCY WEBB ROAD

Lucy Webb Road serves as a primary east-west arterial roadway and provides connections into many of the City's core neighborhoods, parks and trails. Many pedestrian infrastructure improvements have recently been made to this corridor, including the addition of a trail along the south side of the corridor, delineated crosswalks, refuge islands, and crosswalk beacons.

Recommendations for additional improvements to Lucy Webb Road include the following:

- Continue to implement delineated pedestrian crossings at trail locations.
- Develop a trail improvement/rehabilitation plan for the Lucy Webb Road trail.
- Explore options to implement landscaped medians along Lucy Webb Road.
- Explore options to connect Lucy Webb Road to Cambridge Road to improve east/west connectivity.

NORTH CASS PARKWAY

North Cass Parkway serves as the City's southern gateway into the community, providing east-west connectivity from I-49 to the eastern city limits. The corridor accommodates freight access into the Raymore Commerce Center development and will be a crucial access point into the Good Ranch Mixed Use Village activity center and park area. The design and future implementation of any improvements must take into consideration a wide variety of users, including large truck traffic to smaller vehicular traffic as well as some limited pedestrian traffic where appropriate.

Recommendations for North Cass Parkway include the following:

- Identify opportunities to install monumental signage or artwork that welcomes residents to Raymore.
- Enhance landscaping requirements along North Cass Parkway to improve future development aesthetics.
- Prioritize access management to avoid congestion as development progresses.
- Enhance trail connectivity between commercial and residential developments and the future Good Ranch Park.

MADISON STREET

Madison Street, which is bisected by MO-58 to create North and South Madison Street, is another major north-south connector through the City. It provides connectivity to several neighborhoods, including the Original Town of Raymore, and intersects with MO-58 to create the basis of the Central 58 Highway Corridor activity center, a major focus of redevelopment potential for the city (see **Chapter 4.1 - Land Use and Development Framework**).

Recommendations for Madison Street include the following:

- Explore road design improvements that promote the “downtown feel” through the core of the City.
- Improve pedestrian connectivity across North Madison Street.
- Consider additional parking standards that promote “downtown” development along this corridor, including reduced parking, shared parking or rear-loaded parking.
- Explore intersection improvements at Pine Street.
- Prioritize the extension of North Madison Street to connect to MO-150 and provide a northern gateway into Raymore.

SUNSET LANE

Sunset Lane serves as a primary collector roadway which provides access from MO-58 into various commercial centers and residential neighborhoods. The City recently funded the completion of the road between MO-58 and 163rd Street, which not only opens up prime development opportunity within the heart of the community, but also provides for a direct connection into the City’s premier master-planned park, Hawk Ridge Park. The connectivity between various neighborhoods and shopping districts creates an opportunity for the City to improve the connectivity of these areas with the parks and trails system and encourage opportunities for active transportation, as illustrated by the following recommendations:

- Explore options for on-street multi-modal facilities to enhance connections between neighborhoods and shopping districts.
- Improve connectivity between neighborhoods and the parks and recreation facilities, including connections between Memorial Park and Hawk Ridge Park.
- Explore the addition of multi-modal facilities along South Sunset Lane.
- Prioritize trail connectivity between MO-58 and 163rd Street
- Manage street and driveway connections on Sunset Lane between MO-58 and 163rd Street.
- Evaluate street enhancements along the residential areas (MO-58 to Lucy Webb Road) to mitigate traffic impacts in neighborhoods.

FOXTRIDGE DRIVE

Foxridge Drive functions as a key north-south corridor which connects the core of the community along MO-58 to the North Cass Parkway interchange. It serves several key neighborhoods between Creekmoor, Eagle Glen and the Good Ranch. The intersection at MO-58 creates a major commercial node, serving as the focal point of the Foxridge Village activity center and other strategic redevelopment opportunities.

Recommendations for Foxridge Drive include the following:

- Explore opportunities to improve pedestrian connectivity across 58 Highway
- Explore beautification enhancements at the intersection of the 58 Highway and Foxridge Drive corridors.
- Identify areas of interest for art installations or city signage.
- Evaluate street enhancements adjacent to the neighborhoods along Foxridge Drive (south of Johnson Drive) to mitigate traffic impacts in residential areas.

163RD STREET

163rd Street is a major east-west connection that runs between Foxridge Drive and North Madison Street. Unimproved sections of Gore Road connect this corridor to 291 Highway to the east. The road functions majorly as a residential collector roadway from Foxridge Drive to the east, serving many existing and future neighborhoods, and functions as an arterial roadway to the west where it will eventually connect to 163rd Street in Belton and the I-49 corridor.

Recommendations for 163rd Street include the following:

- Obtain the necessary rights-of-way as development occurs to allow for continued improvement of the corridor to the west.
- Continue expansion of the trail to improve pedestrian connectivity within neighborhoods and parks.
- Enhance landscaping buffer requirements for development abutting the corridor.

Street Enhancement Examples

The images on this page are examples of the types of street enhancements referred to in this section. Each street enhancement can serve a variety of purposes, including safety features for pedestrian and vehicular traffic, stormwater management tools and opportunities for landscaping, public art and other aesthetic design elements.

PEDESTRIAN REFUGE ISLAND

Pedestrian refuge islands are useful when adding a crossing at a wide street or at an unsignalized crossing point. The island offers a place for pedestrians to stop and check the other direction of traffic.



Source: National Association of City Transportation Officials

CURB EXTENSIONS

Curb extensions serve a variety of purposes. The narrowed vehicular traffic lanes creating a visual signal to drivers to slow down. When along a sidewalk, the curb extension provides a buffer zone between pedestrian traffic and vehicular traffic. The space created with the extension offers an opportunity for landscaping or pedestrian features such as benches or bicycle racks.



Source: National Association of City Transportation Officials

PINCHPOINT

A pinchpoint is created with curb extensions at a mid-block crossing, serving as a visual signal to slow vehicular traffic at the crossing point. Larger pinchpoints can be ideal areas to add pedestrian features and landscaping.



Source: National Association of City Transportation Officials

STREET TREES

Street trees add more than natural beauty to a street. Similar to a curb extension effect, the trees contribute to a narrowed feeling for drivers and create a visual signal to slow down.



Source: National Association of City Transportation Officials

BIOSWALES

Bioswales are the most effective type of green infrastructure facility. Native vegetation both slows down and cleanses stormwater flow while recharging the underlying groundwater table.



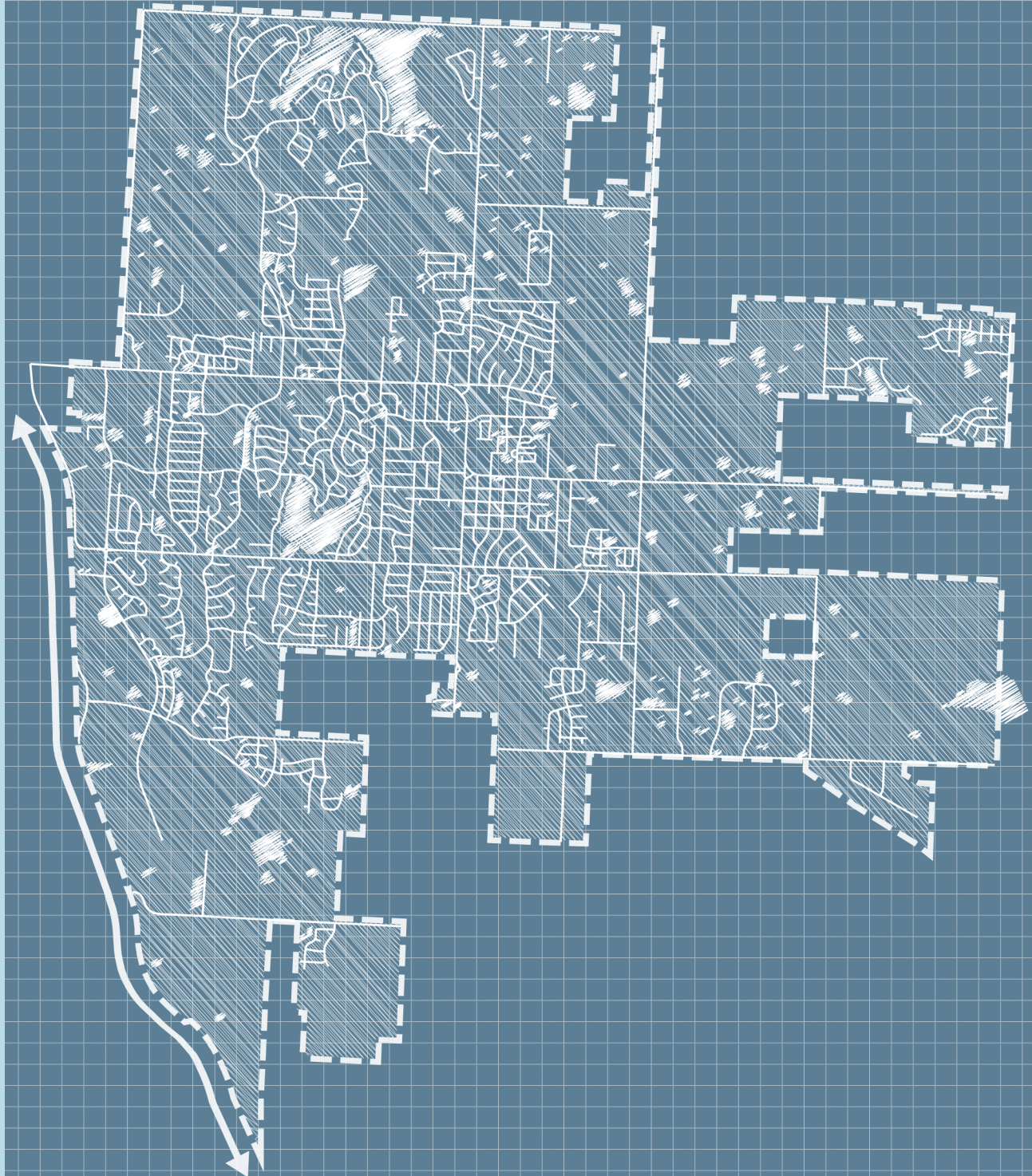
Source: National Association of City Transportation Officials

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PARKS AND RECREATION MASTER PLAN

Parks and recreation play a crucial role in the high level of quality of life enjoyed by Raymore residents. Continued maintenance and expansion of accessible, safe, and exciting amenities begins with analyzing the current state of City facilities to understand where gaps in service exist and what future priorities should be. The Parks and Recreation Master Plan (Master Plan) includes a thorough look at the system and detailed recommendations for the future.



OUR MISSION

THE MISSION OF RAYMORE PARKS AND RECREATION IS TO BE FISCALLY RESPONSIBLE IN MAINTAINING AND EXPANDING LAND, FACILITIES AND PROGRAMS. WE WILL STRIVE TO PROVIDE DIVERSE RECREATION PROGRAMS AND A RANGE OF PARKS AND GREEN SPACE ACCESSIBLE TO ALL CITIZENS OF RAYMORE.



OVERVIEW

Parks and recreation programs, services and facilities are key elements that enhance Raymore's quality of life and sense of place. The Parks and Recreation Department believes in a healthy community and is committed to making Raymore a healthier and happier place to live and play. By providing access to miles of connected trails, high-quality parks, recreational programs, state-of-the art facilities, protection of natural resources and educational opportunities, Raymore Parks and Recreation enriches the quality of life for residents and brings all members of the community together.

The development of this Parks and Recreation Master Plan (Master Plan) was guided by a park properties and facilities inventory along with community engagement opportunities from the 2020 Strategic Plan, 2022 Community Conversations, 2021 Staff Study and the 2021 ETC Survey.

The Vision

The Master Plan has been prepared to provide the City of Raymore a valuable tool that guides the Parks and Recreation Board and department staff in decision making as it relates to issues including facilities, future land acquisition, park development, open space, trails, operations maintenance, recreation programs, service needs and meeting national standards.

Purpose

The purpose of the Master Plan is to be a document that guides the future of the Raymore Parks and Recreation Department independently while existing cohesively with the City of Raymore's Comprehensive Plan. Utilizing an inventory of the entire park system including indoor recreation facilities, special use areas, recreation programs and services, the Master Plan develops an action plan to implement goals, policies and guidelines for future parks, programs and services that enhance the quality of life for all residents of Raymore.

PLAN EXPECTATIONS AND OUTCOMES

This Master Plan is the first step to ensuring that the City of Raymore's Parks and Recreation Department continues to develop and maintain high-quality park and recreation facilities. Recommendations set in this Master Plan include the following expectations and outcomes, which will provide the additional information, data, analysis and programming to advance its future vision:

- Development of a 20-year Capital Improvement Program;
- Analysis of department staffing levels;
- Identification of funding sources and cost estimates;
- Creation of a revised Parks Maintenance Management Plan;
- Creation of a Recreation Program Business Plan; and
- Achievement of National Accreditation from the Commission for Accreditation of Park and Recreation Agencies (CAPRA).

GOALS AND OBJECTIVES



DIRECTION

PROVIDES RECOMMENDATIONS BASED ON COMMUNITY ENGAGEMENT, GREATER WELFARE OF THE CITY, THE OPPORTUNITIES AND DYNAMICS OF THE COMMUNITY AND FINANCIAL INDEPENDENCE



PURPOSE

PROVIDES STRATEGIC GUIDANCE IN DECISION MAKING FOR CURRENT AND FUTURE GENERATIONS



FLEXIBILITY

ALLOWS FOR CHOICES AND CHANGES TO BE MADE OVER TIME WHILE PRESERVING THE VISION OF THE PLAN



CONTINUITY

PRODUCES RESULTS AND OUTCOMES THAT COINCIDE WITH OTHER CITY FUNCTIONS, PLANS AND FUTURE DEVELOPMENTS



ACCREDITATION

ENSURES THE PARKS AND RECREATION DEPARTMENT NOT ONLY MEETS, BUT EXCEEDS THE HIGHEST STANDARDS AS ESTABLISHED BY THE COMMISSION FOR ACCREDITATION OF PARK AND RECREATION AGENCIES

COMMUNITY ENGAGEMENT

Community Engagement Overview

Community involvement is a key component of this Master Plan. The success of the Master Plan requires community engagement and public input.

Raymore City staff provide numerous opportunities for public engagement through multiple venues such as the ETC Surveys and the Raymore Community Conversations. These methods are regularly scheduled every other year so that staff can ensure the direction of the City reflects current desires and needs of our growing community.

The City of Raymore also engages consulting firms for internal audits of our practices and procedures while evaluating our levels of service to meet community needs.

The Parks and Recreation Department and the Parks and Recreation Board utilizes the opportunities for community engagement by developing and implementing capital projects and programs from data collected during the Community Conversations and ETC Surveys.

Both the 2021 ETC Survey and the 2022 Community Conversations are provided in full in **Appendix B: Full Summary of Public Engagement Efforts.**

THE TEAM

The Team

The Raymore Parks and Recreation Department, in conjunction with the Parks and Recreation Board, oversees the acquisition, development and maintenance of various parklands within the city limits. Management of park resources and maintenance of park properties within the city limits are delegated to the Parks Division of the Parks and Recreation Department. In addition, the Department's Recreation/Facilities division is responsible for planning, organizing, and supervising a variety of recreation programs and special events while utilizing multiple facilities for programming and rentals purposes for the benefit of Raymore residents and surrounding communities.

The City of Raymore Parks and Recreation Department is divided up into two divisions; Parks Maintenance and Recreation/Facilities. The organizational charts for the department are presented on the following page in **Figure 5.1.**

STAFFING LEVELS AND NEEDS

According to the 2020 Staffing Study by the Mejorando Group, Raymore is substantially above the national average and comparable cities for acres of park land per 1,000 residents at 12.87 acres and number of athletic fields at 30 fields. Raymore is below the national average for both number of employees per 10,000 residents at 4.9 employees and number of residents per park at 2,826 residents.

As investment continues in amenities located at the parks, the recent addition of Centerview, the Raymore Activity Center, Hawk Ridge Park and T. B. Hanna Station, along with a higher number of visitors to the parks, increasing the number of maintenance workers is necessary to keep up with the demand for services and to ensure the investment in the public facilities is maintained.

The Mejorando Group study recommended the addition of the following key staff positions:

- **Facilities and Events Coordinator.** The addition of a Facilities and Events Coordinator would be a prudent investment to ensure the optimal use of Centerview and the Raymore Activity Center
- **Park Maintenance Workers.** The study recommends adding six park maintenance workers and one full-time horticulturist.
- **Business Development Coordinator.** The Parks and Recreation Department expanded the Recreation Division in January 2024 following the recommendation of the Mejorando Group to add a Facilities and Events Coordinator. With a title change to incorporate overall department revenue opportunities, the Business Development Coordinator position was created to ensure optimal use of Centerview, the Raymore Activity Center and all rental facilities within the department.

Future staffing needs created by expansion of the Raymore Activity Center approved by voters in the 2020 No Tax Increase Bond Issue include the following:

- **Full Time Activity Center Manager**
- **Full Time Customer Service Representative**
- **Administrative Assistant** specifically for Parks and Recreation administration

TRAINING AND SUPPORT

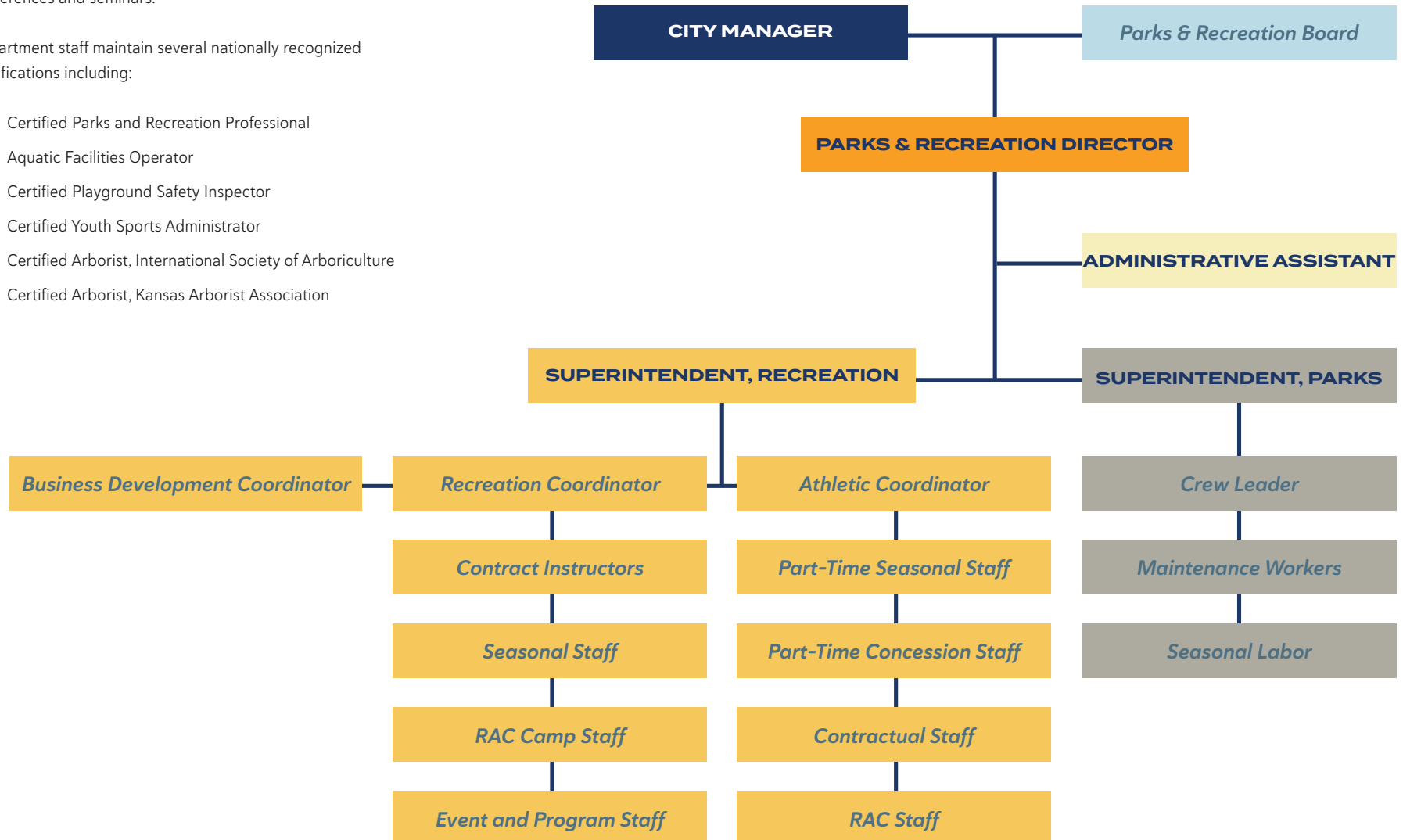
Professional development is an important and valued program for the Parks and Recreation Department. The Parks and Recreation Board along with the City Manager have put significant emphasis on safety training and professional development by ensuring the annual budget provides for all department employees to have access to annual training, a tuition reimbursement program, conferences and seminars.

Department staff maintain several nationally recognized certifications including:

- Certified Parks and Recreation Professional
- Aquatic Facilities Operator
- Certified Playground Safety Inspector
- Certified Youth Sports Administrator
- Certified Arborist, International Society of Arboriculture
- Certified Arborist, Kansas Arborist Association

FIGURE 5.1

RAYMORE PARKS AND RECREATION DEPARTMENT: ORGANIZATIONAL STRUCTURE



PARKS AND FACILITIES INVENTORY

The City maintains over 300 acres of combined parks, trails, greenways and natural areas. An inventory of the park system is provided with each park being categorized into specific park types and ranked by a scale of conditions based on the general physical condition. Additionally, each park and facility has a quick summary, location, size and amenities listing.

Park Classifications

The Raymore park system is categorized by the following classifications, defined based upon the National Recreation and Park Association recommendations and specific uses of the City of Raymore. Each park type may serve only one function or provide a myriad of functions, but collectively, the park system works together to serve the full range of community needs. The classification of a park allows the City to evaluate its needs, its purpose and ultimately the plan guides future use of the property. As this plan is implemented, it may be necessary to adjust a park's classification to fit the intended purpose of the individual park. This is important to provide focus and clarity to the development of each property.

As investment continues in amenities located at the parks, the recent addition of Centerview, the Raymore Activity Center, Hawk Ridge Park and T. B. Hanna Station, along with a higher number of visitors to the parks, increasing the number of maintenance workers is necessary to keep up with the demand for services and to ensure the investment in the public facilities is maintained.

Mini parks are the smallest park classification and provide limited opportunities for active play and passive recreation. Improvements for mini parks may include a small pavilion, picnic area, park benches, perimeter trail, memorial areas, flag poles, landscaped public use areas or small play areas. They are generally less than an acre in size and provide modest recreational amenity to residents within a quarter-mile walking distance. Due to their small size, mini parks may be discouraged in lieu of larger facilities. This Master Plan recommends against pursuing additional mini parks due to the higher maintenance costs and lower recreational value.

Neighborhood parks serve a variety of age groups within a limited area or neighborhood and can be up to 30 acres. The neighborhood park includes areas for active recreation activities such as practice fields, outdoor courts, playgrounds, trails, etc. Passive recreation activities may include walking, viewing, sitting, and picnicking. Facilities are generally unlighted and parking is available.

Community parks are larger in size and serve a broader purpose than neighborhood parks. They range in size from 30 to 99 acres. Their focus is on meeting the recreational needs of several neighborhoods or large sections of the community as well as preserving unique landscapes and open spaces. Community parks may include areas for intense recreation activities such as

competitive sports, swimming, tennis, playgrounds, volleyball, disc golf, trails, group picnic areas, open space and unique landscapes/features, nature areas, ornamental gardens and facilities for cultural activities such as plays and concerts in the park.

Regional parks are large multi-use parks that serve several communities within a particular region. They are 100 acres or larger in size and serve those areas within a one-hour driving distance. The regional park provides both active and passive recreation opportunities, with a wide selection of facilities for all age groups. They may also include areas of nature preservation for activities such as sightseeing, nature study area, wildlife habitat, and conservation.

Special use areas and parks are for specialized or single-purpose recreation activities. The National Recreation and Parks Association (NRPA) defines these parks as historical areas, nature centers, marinas, golf courses, zoos, conservatories, arboretums, arenas, amphitheaters, plazas or community squares. There are no specific standards for size or acreage since each site will vary. Special use parks may carry a double classification and be a location within an established park.

Linear parks and greenways are areas designated for trails, linking the parks and the City trail system together. Typically, these areas are designated flood plains and consist of a transportation system that supports recreational travels such as walking, jogging, biking, in-line skating and hiking. Linear parks may also include active play areas. The NRPA does not stipulate specific standards for linear parks other than they should be sufficient to protect the resource and provide maximum usage.

Future dedicated or undeveloped parkland in the City's inventory has been acquired in a variety of ways. Sometimes, these sites can serve a useful purpose while other times they cannot. It is important that each parcel be periodically evaluated for its usefulness as a valuable asset to the park system and developed accordingly. If there is no possibility of a useful purpose, disposal should be pursued. If the parcel is a future dedicated property, a plan for usage and formal acquisition should be implemented.

Maintenance facilities/private use areas serve the needs of the Department for maintenance facilities, storage use, work areas, etc. Typically, these areas are off limits to the general public, but can provide some recreational benefit depending on the land.

Indoor recreational facilities serve the administrative and recreational programming needs of the Department. All indoor recreational facilities serve the community in some revenue generating capacity including programs, leagues, special events and private rentals. Additionally, indoor recreational facilities serve as public use facilities such as local election venues, emergency operations centers and local government meetings.

Existing Facilities

Figure 5.2 shows existing parks and recreation facilities, each detailed on the inventory in the following section:

PARKS AND GREENWAYS:

1. Recreation Park
2. Memorial Park
3. Hawk Ridge Park
4. T.B. Hanna Station
5. Moon Valley Park
6. Ward Park
7. Eagle Park
8. Good Parkway Linear Park
9. Eagle Glen Linear Park
10. LeMor/Timber Trails Greenway
11. Brookside Greenway

INDOOR RECREATION FACILITIES:

12. Centerview
13. Raymore Activity Center

Scale of Conditions

Facilities are given one of the following ratings based on the conditions described below.

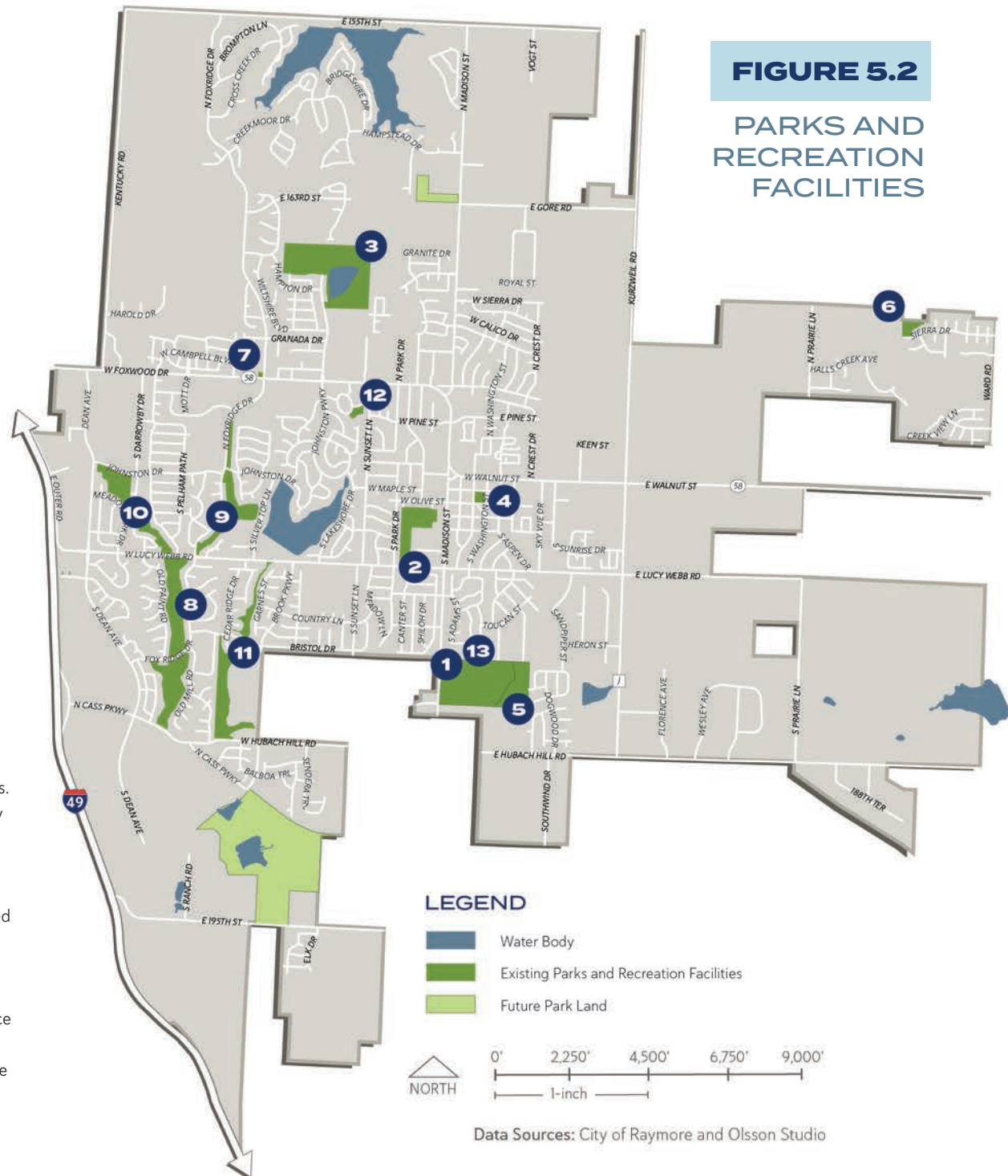
Excellent. Facilities are in excellent condition with little or no maintenance problems noted and do not feature any major design issues that contribute to diminished use or maintenance.

Good. Facilities are in good condition and had minimal maintenance issues. Maintenance issues within the facility appear to be from age and/or heavy use.

Fair. Facilities are in fair condition and have ongoing maintenance problems. Maintenance issues from age and/or heavy use are compounded over time due to deferred maintenance from budget and/or resource limitations.

Poor. Facilities are in poor condition and clearly show ongoing maintenance problems that may result in suspended use for repair/replacement. Maintenance issues from age and/or heavy use are compounded over time due to deferred maintenance from budget and/or resource limitations. Facility may feature major design issues that contribute to diminished use or maintenance (i.e. drainage, structural, utilities, etc.).

FIGURE 5.2
PARKS AND
RECREATION
FACILITIES



RECREATION PARK

LOCATION: 1011 South Madison

CLASSIFICATION: Community Park (includes Special Use Areas)

RATING: Good

SIZE: 62 acres

AMENITIES:

- Raymore Activity Center
- Six-field baseball/softball complex (three adult fields and three youth fields) with large shade structures over the spectator areas
- A 15-acre athletic turf field complex housing soccer and flag football fields
- Skate park
- 18-hole disc golf course (shared with Moon Valley Park)
- The Fort natural play area (shared with Moon Valley Park)
- 2.5 miles of paved trails
- Four parking lots totalling 470 parking spaces
- Two (2) concession stands with restroom facilities
- Flagpole
- Four (4) lighted tennis courts with three (3) pickleball overlay courts
- One (1) lighted basketball court
- Two (2) playgrounds in one large play area
- Optimist Shelter with picnic table seating for 60, electric receptacles, restrooms, and grills
- One (1) pond with a fountain (managed by Missouri Department of Conservation Community Assistance Program for recreational fishing)
- Informational kiosk
- Additional open green space designated for youth sports association practices and drop in play
- Public Wi-Fi

DESCRIPTION

Recreation Park is the second largest and the most active park in the City. With basketball and tennis courts, a disc golf course, baseball, soccer and football fields, approximately 80 percent of the 62-acre park is dedicated to active programmable use. Recreation Park is also home to the Raymore Activity Center. Originally purchased in the 1980's, most development within the park was volunteer provided throughout the 1990's. In the early 2000's, the Raymore Parks and Recreation Board and the City Council began steady improvements over the next twenty years. Recreation Park is heavily used with little green space or natural areas left.



MEMORIAL PARK

LOCATION: 400 Park Lane

CLASSIFICATION: Neighborhood Park (includes Special Use Areas)

RATING: Good

SIZE: 20 acres

AMENITIES:

- Lion's Shelter with picnic table and seating for over 140, including electric receptacles, restrooms and grills
- West Shelter with picnic tables and seating for 60, including electric receptacles, water and grills
- Two (2) tennis courts
- Two (2) horseshoe pits
- One (1) concession stand with restroom facilities
- Four (4) ball fields (two are shared use with Ray-Pec School District)
- Two (2) sand volleyball courts
- Over a mile of paved trails with decorative park lighting
- Two (2) playground areas
- Flagpole
- Retired flag depository
- Small amounts of open green space behind the sand volleyball and surrounding the curved walking trail
- Four (4) parking lots on the north, east and west sides of the park totalling 119 parking spaces (east parking lots are shared with Ray-Pec School District)
- Public Wi-Fi

DESCRIPTION

Memorial Park is located off Olive Street, behind Raymore Elementary School in the heart of Raymore. The park area encompasses over 20 acres and has a pleasant mix of passive and active space. The park hosts several of Raymore's special events and festivals. Memorial Park is adjacent to Raymore Elementary of the Raymore Peculiar School District. Approximately five acres of amenities including a small parking lot, green space and ball fields are shared between the City and the School District. The Department maintains the green space and ball fields in exchange for exclusive use and scheduling. Parking lot maintenance is a shared expense. Originally purchased in the 1960's, Memorial Park was Raymore's only park for several years. In the mid 2000's, a rehabilitation project began giving the park much needed upgrades such as rebuilt ballfields, a new concession stand/restroom facility and plaza area. Improvements and upgrades have been steady over the past 10 years as old amenities outlived their usefulness. In 2017, the west side of the park was designated by the Raymore Tree Board as "the Arboretum" in Memorial Park. In 2018, the first historic mural was painted on the concession stand and commissioned by the Raymore Arts Commission.



HAWK RIDGE PARK

LOCATION: 701 Johnston Parkway

CLASSIFICATION: Community Park (includes Special Use Areas)

RATING: Excellent

SIZE: 79 acres

AMENITIES:

- 12-acre lake with a fountain (managed by Missouri Department of Conservation Community Assistance Program for recreational fishing)
- ADA fishing dock and jetty
- Amphitheater
- 0.75-mile paved walking trail around the lake
- Hawk Ridge North Shelters A & B: picnic table and seating for 20 each, electric receptacles, four shared family restrooms and grills
- Additional restrooms on the south side of the park
- Two (2) paved parking lots with 71 total spaces
- Natural path mountain bike trails
- Practice soccer complex with gravel parking
- Public Wi-Fi at the North Shelter

DESCRIPTION

Hawk Ridge Park is 79 acres of rolling hills located in the middle of Raymore on the north side of 58 highway. Purchased in 2008, Hawk Ridge Park remained a natural area for fishing and hiking and has been home to our practice soccer complex. Renovations completed August 2019 added several amenities that are accessible to people of all abilities, making the park Missouri's first inclusive park. In 2020, Raymore residents voted to complete an additional 1.2 million dollars of improvements including amenities to the west side soccer area and a pedestrian walking trail that connects the soccer fields with the Hawk's Nest Playground. On the east side, a main entrance with parking near the Amphitheater will be added. Additionally, the City will build the Hawk's Nest, a universally designed all-inclusive playground, near the North Shelter.



T.B. HANNA STATION

LOCATION: 214 South Washington Street

CLASSIFICATION: Neighborhood Park (includes Special Use Areas)

RATING: Excellent

SIZE: 3 acres

AMENITIES:

- The Depot pavilion with picnic tables and cafe table seating for 50, electric receptacles and restrooms
- Five (5) picnic areas that include tables and grills
- Flagpole and Memorial Brick location
- Historic post office facility converted into ice rink storage
- Boardwalk platform seating
- All-inclusive playground
- All-inclusive sprayground
- Loop trail
- Accessible stage area for musical performances and the Mayor's Christmas Tree
- Seasonal ice rink
- Concession stand with two heated ADA family restrooms
- 12 paved parking spaces near the Depot
- 36 onstreet paved parking spaces
- Public Wi-Fi

DESCRIPTION

This 3-acre park in the heart of original town Raymore is home to several community events throughout the year, most notably, the Mayor's Tree Lighting. Once the location of Raymore Public Works and Police Department as well as Jaycee Park, the original buildings were demolished in 2008. The property was designated as a future park and was home to the Original Town Farmer's Market until 2020 when the market moved to Municipal Circle. In 2015, the Depot, a large covered pavilion, was built for community events. By 2016, the Parks and Recreation Board had purchased the west side of the city block to complete the 3-acre park and the City Council named the property after T.B. Hanna, one of Raymore's original businessmen and postmasters. The location of the park rests near the original Raymore Depot as the railroad passed through town.

In 2019, park improvements began that included renovating the old Raymore Post Office building into an onsite storage facility replicating the 1800's Raymore Depot, other improvements include permanent restrooms that are heated and open all year, picnic tables, an all-inclusive playground and all-inclusive sprayground as well as a seasonal ice rink open during winter months. T.B. Hanna Station boasts the recognition as the only park in the State of Missouri to have both an all-inclusive sprayground and playground in the same park. In addition, the sprayground, at the time of construction, was only the 2nd of it's kind in the United States. A large donation by Variety KC's Children's Charity of \$135 thousand helped fund the unique play areas for people of all abilities. Although small in size, this little neighborhood park was built for the entire community and surrounding areas.



MOON VALLEY PARK

LOCATION: 500 Chestnut Circle

CLASSIFICATION: Community Park (includes Special Use Areas)

RATING: Good

SIZE: 18.5 acres

AMENITIES:

- Shelter with picnic tables and cafe table seating for 40, electric receptacles, water fountain, grill and restrooms
- Natural walking path
- Playground area
- Large open green space and wooded areas.
- Parking lot with 17 parking spaces.
- Group firepit (special use area)
- Connecting trail to Recreation Park
- The Fort natural play area (shared with Recreation Park)
- 18-hole disc golf course (shared with Recreation Park)

DESCRIPTION

Originally the “east side” of Recreation Park and long considered an area reserved for local Boys and Girls Scout troops, Moon Valley Park was renamed in 2013. In 2005, the shelter was built to provide a gathering location for overnight campouts for local troops. In the late 2000’s, the improvements were expanded and the area was opened up for everyone by including a parking lot, connector trail and playground. During this time, a large fire pit was built as an Eagle Scout Project. The firepit area serves as the discharge location for the annual Spirit of America Fireworks display. In 2014, an 18 hole disc golf course began construction. The new course would put the back 9 holes throughout the wooded area between Recreation Park and Moon Valley Park. In 2016, a new natural play area was added as part of a volunteer project through the local Raymore Lowe’s Home Improvement store.



WARD PARK

LOCATION: 2176 Sierra Drive

CLASSIFICATION: Neighborhood Park

RATING: Good

SIZE: 3.88 acres

AMENITIES:

- 0.25 mile paved walking trail
- Playground area
- Neighborhood pergola and grill
- Large open green space
- Parking lot with seven parking spaces.

DESCRIPTION

Located on the western end of Sierra Drive in Ward Park Place subdivision, Ward Park received playground equipment and a paved walking trail in 2011.



EAGLE PARK

LOCATION: W Foxwood Drive and Remington Plaza

CLASSIFICATION: Mini Park

RATING: Good

SIZE: Easement (corner of parking lot)

AMENITIES:

- Flag pole
- Dedication monument from the Dean Family (circa 1997)
- Dedication "Eagle" monument from Troop 32 (circa 1990)
- Blue Star Memorial Highway plaque & statue from the Sunset Garden Club (circa 2011)
- General landscaping



DESCRIPTION

Located in the parking lot of Walgreens and the new LEAD Center of the Raymore Peculiar School District at the corner of W. Foxwood and Remington Plaza, Eagle Park is an easement to the City to maintain the City's largest flagpole, memorial dedication monument and Eagle Statue monument. A Blue Star Memorial is also located in the easement but maintained by the Sunset Garden Club as well as the general landscaping. In 2022, the City and the School District agreed to share maintenance of the area. Daily maintenance and upkeep of the park will be taken care of by the district while the City will provide flags annually as needed

GOOD PARKWAY LINEAR PARK

LOCATION: Lucy Webb Road and North Cass Parkway

CLASSIFICATION: Linear Park and Greenway

RATING: Fair

SIZE: 48.49 acres

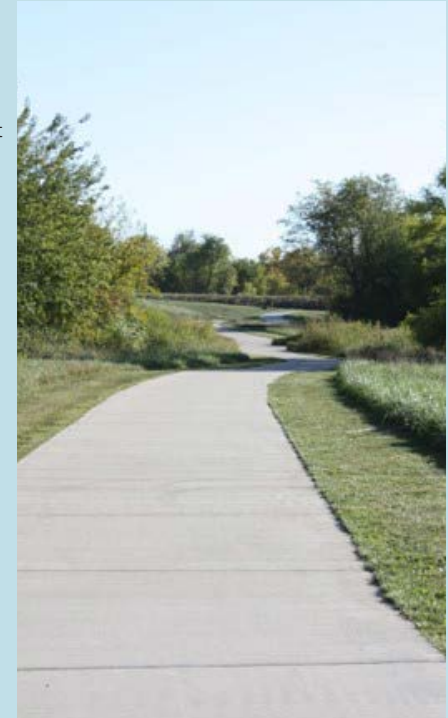
AMENITIES:

North Trail Segment (built in 2003)

- 0.55 mile, eight foot-wide asphalt walking trail
- Walking bridge
- Memorial bench

South Trail Segment (built in 2011)

- 0.44 mile, 10 foot-wide concrete walking trail
- Two (2) park benches



EAGLE GLEN LINEAR PARK

LOCATION: South Foxridge Drive / Eagle Glen Subdivision

CLASSIFICATION: Linear Park and Greenway

RATING: Excellent

SIZE: 25.3 acres

AMENITIES:

- 0.5 mile, 10 foot-wide concrete walking trail
- Three (3) small play areas



LEMOR GREENWAY

LOCATION: Dean Avenue and Lucy Webb Road

CLASSIFICATION: Linear Park and Greenway

RATING: Good

SIZE: 0.8 miles

DESCRIPTION

Located in the Timber Creek and LeMor Subdivisions, the 0.8 mile trail connects Dean Ave. and Lucy Webb Road. Built in the late 2000's, this 10 foot-wide concrete trail includes a walking bridge on the LeMor Trail side. Park Staff mow a courtesy path along the trail.



BROOKSIDE GREENWAY

LOCATION: Lucy Webb Road and Bristol Drive

CLASSIFICATION: Linear Park and Greenway

RATING: Excellent

SIZE: 0.5 miles

DESCRIPTION

Located between the Cedar Ridge and Brookside Subdivision, this 0.5 mile trail begins and ends at Lucy Webb Road and Bristol Drive. There is a 10 foot-wide concrete path built in the late 2000's Park Staff mow a courtesy path along the trail were feasible.

Recent improvements include an additional 6.3 acres of City owned public ground that includes an asphalt parking lot to serve as a trail head. The parking lot will include a water fountain, bench and bike repair station.



HAWK RIDGE PARK AMPHITHEATER

LOCATION: Hawk Ridge Park

CLASSIFICATION: Special Use Area

RATING: Excellent

STATUS: Special Use Permit required; available for private rentals

DESCRIPTION

The Amphitheater at Hawk Ridge Park is located on the eastern side of Johnston Lake. With an integrated lawn seating capacity of up to 1,200, the 120 by 30 foot stage offers easy, no-step access on each side with a gentle sloping ground to concrete. This area of the Hawk Ridge Park is connected to the lake loop trail and the boardwalk that provides access to Johnston Lake.

Scheduled improvements include a new parking lot, an entrance plaza, irrigation and additional trail connectivity connected to an extended Sunset Lane will provide Hawk Ridge Park a designated main entrance creating an event space for community events, concerts and private use rentals.



THE RINK AT T.B. HANNA STATION

LOCATION: T.B. Hanna Station

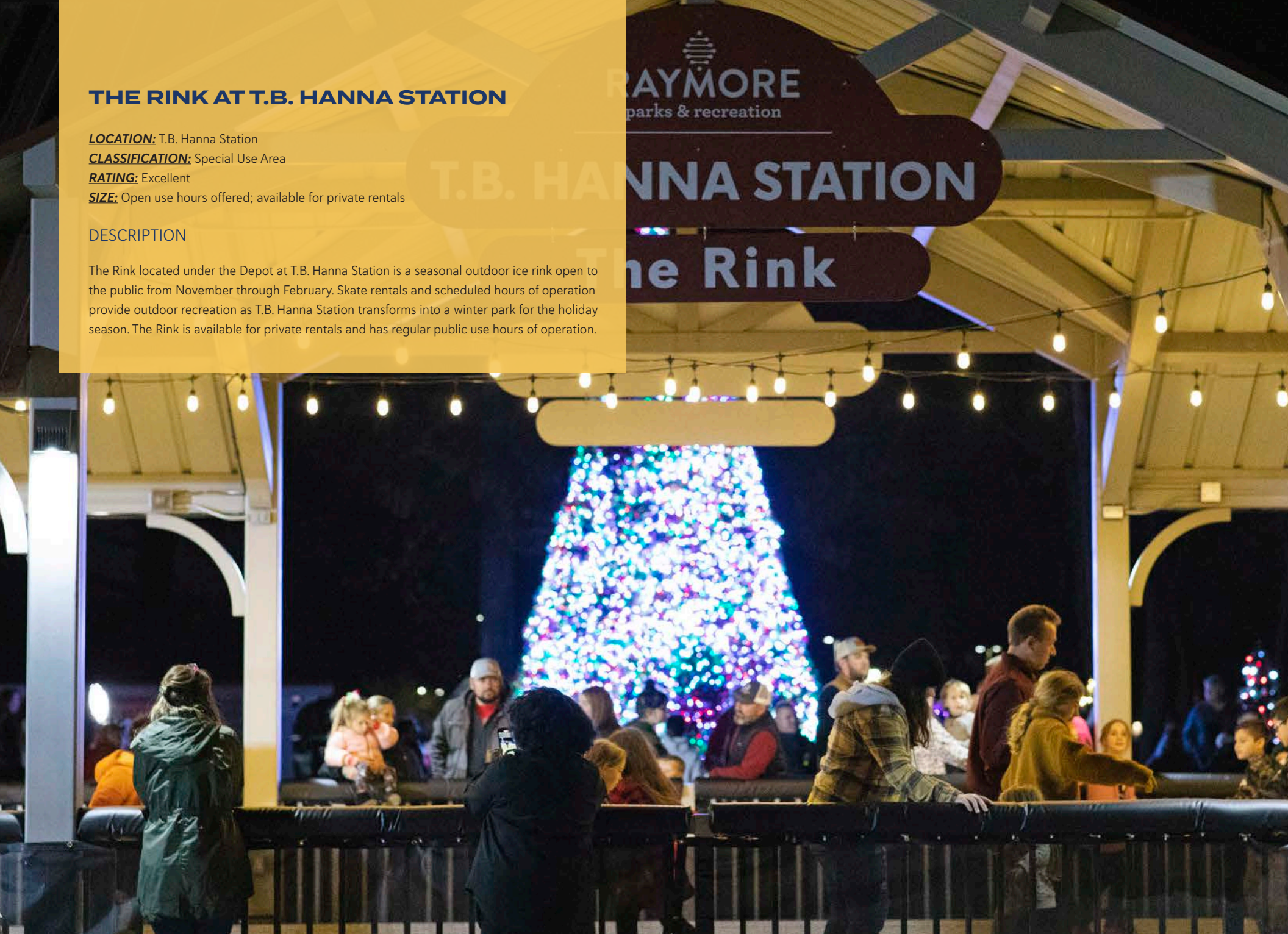
CLASSIFICATION: Special Use Area

RATING: Excellent

SIZE: Open use hours offered; available for private rentals

DESCRIPTION

The Rink located under the Depot at T.B. Hanna Station is a seasonal outdoor ice rink open to the public from November through February. Skate rentals and scheduled hours of operation provide outdoor recreation as T.B. Hanna Station transforms into a winter park for the holiday season. The Rink is available for private rentals and has regular public use hours of operation.



THE ARBORETUM AT MEMORIAL PARK

LOCATION: Memorial Park

CLASSIFICATION: Special Use Area

RATING: Good

STATUS: Free to the public

DESCRIPTION

A recent change in Memorial Park in 2017, the western 10 acres of the park is home to several beautiful mature trees, a meandering asphalt path, wooden walking bridges, access to a parking lot and a trail head near Lucy Webb Road. In 2017, the Park Board and City Council designated this area to be a City Arboretum with the goal of becoming a Level 1 Accredited Arboretum and home to our Legacy Program



THE FIRE PIT AT MOON VALLEY PARK

LOCATION: Moon Valley Park

CLASSIFICATION: Special Use Area

RATING: Good

STATUS: Special Use Permit required

AMENITIES:

- 0.25 mile paved walking trail
- Playground area
- Neighborhood pergola and grill
- Large open green space
- Parking lot with seven parking spaces.

DESCRIPTION

The fire pit located in Moon Valley Park is a special use area located on the southwestern side of the park. The pit was originally built as an Eagle Scout Project for local scout troops to host campouts and flag retirement parties. The area continues to serve in that capacity and is used for community events hosted by the Parks and Recreation Department. The fire pit does not have an accessible path and is considered a primitive camping/use area.



RAYMORE DISC GOLF COURSE

LOCATION: Recreation Park/Moon Valley Park

CLASSIFICATION: Special Use Area

RATING: Good

STATUS: Free to the public

DESCRIPTION

The Raymore Disc Golf Course is an 18-hole championship course located at Recreation Park and Moon Valley Park. Originally designed and built in-house by the Raymore Park Board and Parks and Recreation Staff, the course has proved extremely popular for local and regional players. Improvements to the Recreation Park trail system and the construction of the Raymore Activity Center in 2018 disrupted the flow of the front nine holes. The Parks and Recreation Board funded a capital project in 2023 to update the course and relocate the front nine holes to the east side of Recreation Park. The course is available for open play and to be rented privately for tournaments.



CENTERVIEW

LOCATION: 277 Municipal Circle

CLASSIFICATION: Indoor Recreational Facility

RATING: Excellent

SIZE: 9,400 square feet

DESCRIPTION

Opening in 2017 as part of the 2016 No Tax Increase General Bond initiative and additional funding from capital funds, Centerview is Raymore's premier rental facility. Home of the Parks and Recreation administration offices, local election venue and public meeting support facility, Centerview is as versatile as it is beautiful. Whether you are planning a meeting for a few or organizing a conference for over 300, the unique style and affordability of Centerview makes it the perfect place to host your next event. Centerview was designed to provide seamless indoor and outdoor spaces that can accommodate any event in any season and will make your day truly unforgettable. The catering kitchen and serving area provide ample space to serve your guests and offer dramatic views of the grove and outdoor patio area.

FUTURE PLANS

Expansion of the trail system on Municipal Circle includes a trail connector, boardwalk and adaptive plant classroom in the stormwater detention areas behind Centerview as part of the 2020 No Tax Increase General Bond initiative.



RAYMORE ACTIVITY CENTER

LOCATION: 1011 South Madison

CLASSIFICATION: Indoor Recreational Facility

RATING: Excellent

SIZE: 16,000 square feet

DESCRIPTION

Officially opening to the public in 2018, the Raymore Activity Center was funded by 2016 No Tax Increase General Bond initiative. The RAC offers a full basketball court, two volleyball courts, an indoor walking/running track, a kitchen for concessions and office space for staff, allowing for recreational activities year-round. The RAC is the headquarters of Raymore Parks and Recreation Summer Day Camp, home to several athletic programs such as the recreational youth basketball and volleyball leagues, adult leagues and rental facility for private sports clubs as well as private events.

FUTURE PLANS

Expansion of the RAC was funded as part of the 2020 No Tax Increase General Bond initiative and will include multipurpose rooms, additional gym space, office space and storage



Park and Greenway Recommendations

RECREATION PARK

Immediate Recommendations

- A formal park signage system would be helpful to guide park patrons throughout the park. As the park hosts many regional tournaments and sporting events, many park users are from out of town and unfamiliar with the amenities. Information to include are loop trail distances and wayfinding, disc golf course, rules and regulations, etc. Updated ballfield signs, shelter names and reservation information should also be considered.
- Construction of a small picnic shelter near Recreation Park Pond. The shelter should be close enough to access the parking lots for rentals and/or daily use for those enjoying the pond and fishing.
- Refurbishing the two concession stands, including roofs, general painting and basic electrical and plumbing upgrades.
- Rehabilitation of the Disc Golf Course. Although relatively new in the park system, the disc golf course is one of the more popular amenities and heavily used. Recent construction of the Raymore Activity Center, the Fort Area and newly reconstructed Recreation Park Pond and trail system has hindered the use of the front nine holes. Local enthusiasts have provided a list of improvements and changes to the course that should be evaluated and implemented if feasible. *(CIP Fiscal Year 2023)*.
- Replacement of the yellow drop down bollards with the standardized black powder-coated bollards to be consistent throughout the park system. *(CIP Fiscal Year 2024)*.
- Remove and replace the loop trail system. Built in 2007, the outer loop trail and mini soccer loop trail systems need reconstruction. The trail should be a 10 foot wide concrete trail with drainage solutions for the low water/runoff areas. *(CIP Fiscal Year 2024)*.
- Convert the old skate park location off Magnolia Street into an outdoor pickleball facility including three new courts, fencing, lighting and court waiting area. *(CIP Fiscal Year 2024)*.

Long Range Planning

- The parking lot areas will need to be milled and overlaid. All three parking lots were built in 2008 with the exclusion of the RAC which was built in 2018. In 2017, as part of the 2016 No Tax Increase Bond Issue, a slurry coat and restriping were completed on the three original lots.
- Parking lot islands and stormwater drainage ditch from the basketball court to the Recreation Park Pond should be addressed. Both areas have had native plantings installed and removed over the past 10 years.
- The island vegetation and mulch should be removed and replaced with clean white gravel while maintaining trees and public art. This should match other areas within the park system

such as the gardens at the Depot in T.B, Hanna Station.

- The stormwater drainage ditch should be evaluated and designed to handle large rain events and prevent bank erosion. An aesthetically pleasing solution such as riprap along the banks and checkpoints to slow flow should be considered as the ditch flows along the parking lot in front of the tennis and basketball courts.
- The athletic turf field complex should be converted into additional multi-use ball diamonds. As soccer, flag football and sports such as lacrosse continue to grow, a dedicated sports complex should be considered for future expansion. Once a dedicated park for these sports is established, the current area should be converted into more fields, creating a baseball and softball complex that can host large revenue generating tournaments and recreational leagues.
- Additional parking should be considered for Recreation Park as leagues and tournaments continue to grow.

MEMORIAL PARK

Immediate Recommendations

- A formal park signage system should be added to guide park patrons throughout the park. Signage should include loop trail distances and wayfinding, rules and regulations, shelter names and reservation information.
- Installation of an outdoor basketball court for drop-in play.
- Replacement of the old playground system south of the West Shelter.
- Construction of a small portable toilet shelter/enclosure for the west side area near the playgrounds. The restrooms at Memorial Park are not designed to be open throughout the winter months. Portable toilets are rented during this time and stationed in the parking lot, to provide a more pleasing and useful convenience, these units should be covered.
- Initiate a use agreement with the Ray-Pec School District to share the cost of renovating the backstops of Fields 3 and 4.
- Install outdoor concrete family game amenities such as ping pong tables and bocce ball courts.
- Replace the yellow drop down bollards with the standardized black powder-coated bollards to be consistent throughout the park system. *(CIP Fiscal Year 2024)*.
- Remove and replace the wooden walking bridges along the Arboretum Trail. *(CIP Fiscal Year 2024)*.

Long Range Planning

- The parking lot maintenance will need to be addressed. All lots should be crack sealed, resurfaced and striped. Shared lots with the school district has provided some intermittent maintenance and should be evaluated as needed.
- The tennis courts were rebuilt in 2003 and then resurfaced in 2015. Lifespan of a typical court is 10 to 12 years. The outdoor court facility should be scheduled for reconstruction soon.
- The infields of all four diamonds should be re-leveled and graded with new material as needed.

HAWK RIDGE PARK

Immediate Recommendations

- A formal park signage system should be added to guide park patrons. Signage should include loop trail distances and wayfinding, rules and regulations, shelter names and reservation information.
- Build a sediment forebay at the inlet of Johnston Lake that addresses trash, stormwater filtration and sediment. A forebay is a pool of water in front of a larger body of water that traps sediment and debris in order to keep the lake clean and prevent siltation.
- Create a maintenance drive and boat ramp for Park Maintenance crew and contracted service access.
- Construct a new outdoor basketball court on the west side of the park near the soccer fields (*CIP Fiscal Year 2024*).

Long Range Planning

- The islands in the existing parking lots need to be renovated to include interior curbs.
- Additions on the east side of the park should be addressed with the completion of Sunset Drive from MO-58 to 163rd Street.

T.B. HANNA STATION

Immediate Recommendations

- A formal park signage system to guide park patrons throughout the park. Signage should include rules and regulations, reservation information, special event kiosk information area and transitional signage for the Depot and the Rink.
- Hazardous tree removal and trimming. The large mature trees provide a wonderful and shaded experience, however, several trees need significant trimming and/or removal for the safety of participants on the playground and sprayground.

Long Range Planning

- Special event lighting along the trail. Decorative lamp posts along the trail inside the park that can provide locations for hanging flower pots, event banners and bistro lighting.
- On-street parking along Adams Street, Olive Street and the unfinished Washington Street portion.
- Northwest corner entrance improvements as a main entrance to the park and matching the Southeast corner near the Depot.
- Boardwalk Improvements that include a roof expansion of the Station House extending over the boardwalk, ADA accessible ramp and picnic tables and chairs. This creates a rental area for birthday parties, etc. near the playground.
- Expansion of the park to the west should be considered as property becomes available.

MOON VALLEY PARK

Immediate Recommendations

- A formal park signage system providing visitors of trail routes and amenities located within the park. Program includes: paved and natural trail connections, distances & wayfinding, disc golf course, rules and regulations, etc. Updated park entrance signs, shelter name and reservation information should be considered.
- Replacement of the trail connector path that connects to the new connector bridge built in 2019 (*CIP Fiscal Year 2024*).
- Replacement of the playground rope system including a poured in place play surface.
- Disc Golf Course rehabilitation. Although relatively new in the park system, the disc golf course is one of the more popular amenities and heavily used. Recent construction of the Raymore Activity Center, the Fort Area and newly reconstructed Recreation Park Pond and trail system has hindered the use of the front 9 holes. Local enthusiasts have provided a list of improvements and changes to the course that should be evaluated and implemented if feasible (*CIP Fiscal Year 2024*).
- Removal and replacement of the access culvert near the Fort that allows maintenance equipment to access Moon Valley Park. The current culvert is impassable and dangerous while still accessible by trail users and disc golfers.
- The shelter needs painted including the siding, doors and door frames.

WARD PARK

Immediate Recommendations

- A formal park signage system providing visitors of trail distance, park rules and regulations should be added. Wayfinding signage towards public parking or nearby trail heads should be considered.

Long Range Planning

- Replace the trail to a 10 foot wide concrete trail to meet current specifications.
- Install an outdoor basketball court for drop-in play.

GOOD PARKWAY LINEAR PARK

Immediate Recommendations

- A formal park signage system providing visitors of trail distance, park rules and regulations should be added. Wayfinding signage towards public parking or nearby trail heads should be considered.
- Continued education and signage of the greenway regulations along the creek should coincide with the Stormwater Master Plan.
- Remove and replace the north trail between Lucy Webb and Foxridge Drive. *(CIP Fiscal Year 2024).*
- Redesign the low water crossing in the south segment for easier maintenance and stormwater runoff control. *(CIP Fiscal Year 2024).*

Long Range Planning

- Perform general maintenance and repairs as needed, including trail maintenance, mowing and tree work.

EAGLE GLEN LINEAR PARK

Immediate Recommendations

- A formal park signage system providing visitors of trail distance, park rules and regulations. Wayfinding signage towards public parking or nearby trail heads should be considered.
- Continued education and signage of the greenway regulations along the creek should coincide with the Stormwater Master Plan.

Long Range Planning

- Expansion of the park to include additional acreage and access, improvements to the Native Butterfly Garden area including educational signage, hard surface trails and a bridge to

connect the trail and natural area as well as public parking should be considered.

LEMOR GREENWAY

Immediate Recommendations

- A formal park signage system providing visitors of trail distance, park rules and regulations should be added. Wayfinding signage towards public parking or nearby trail heads should be considered.
- Continued education and signage of the greenway regulations along the creek should coincide with the Stormwater Master Plan.
- Perform general repairs to programmed sections of the trail. *(CIP Fiscal Year 2024).*

BROOKSIDE GREENWAY

Immediate Recommendations

- A formal park signage system providing visitors of trail distance, park rules and regulations should be added. Wayfinding signage towards public parking or nearby trail heads should be considered.
- Continued education and signage of the greenway regulations along the creek should coincide with the Stormwater Master Plan.
- Perform general repairs to programmed sections of the trail. *(CIP Fiscal Year 2024).*

Special Use Area Recommendations

HAWK RIDGE PARK AMPHITHEATER

Immediate Recommendations

- Add concrete ramp access to the stage area.
- Add an access road from the Sunset Extension to the amphitheater for vehicle and truck access.

Long Range Planning

- Perform bank stabilization to Johnston Lake for better lake management and fishing access.
- Create a funding source for ongoing maintenance and improvements to the mountain bike trail.

THE ARBORETUM AT MEMORIAL PARK

Immediate Recommendations

- Add tree identification sign.
- Perform creek and drainage ditch improvements.
- Create a website with online Arboretum educational components.
- Expand the Legacy Program.
- Remove and replace the wooden walking bridges along the Arboretum Trail. (*CIP Fiscal Year 2024*).
-

CURRENT PARK MASTER PLANS

Recommendations for future park and recreation facility redevelopment efforts are illustrated on the following pages with parks master plans. The plans were conceptualized and developed alongside public engagement effort findings and indicated future needs as well as a thorough analysis of existing conditions.

Master plans are provided in **Figures 5.3 - 5.8** for the following facilities:

- Hawk Ridge Park: **Figure 5.3**
- Memorial Park: **Figure 5.4**
- T.B. Hanna Station: **Figure 5.5**
- Recreation Park: **Figure 5.6**
- Ward Park: **Figure 5.7**
- Moon Valley Park: **Figure 5.8**





FIGURE 5.3

HAWK RIDGE PARK

Hawk Ridge Park

Figure 5.3 shows a master-planned concept for Hawk Ridge Park. Currently, the park is 79 acres and includes Johnson Lake and the Amphitheater.

Proposed improvements include a new entrance off of the planned extension of Sunset Lane. The entrance will have a larger parking lot to facilitate additional traffic. Proposed amenities to be added include an expanded trail network and the Hawk Ridge Pavilion and community plaza area.



FIGURE 5.4
MEMORIAL PARK

Memorial Park

Figure 5.4 shows a master plan for Memorial Park. Future recommendations include the addition of permanent restroom facilities near the existing playground in the northern portion of the park and a full court basketball court on the lawn east of the parking lot.

T.B. Hanna Station

Figure 5.5 shows the master planned concept for T.B. Hanna Station. This concept plan includes future expansion of the park on the west side of South Adams Street. Park expansion would include the following amenities:

- Permanent closure of South Adams Street for park expansion
- Station Street Food Truck Park and Farmers Market
- Picnic area
- Cafe lighting throughout the park for evening events
- On-street parking improvements
- Digital entrance signage

FIGURE 5.5

T.B. HANNA STATION

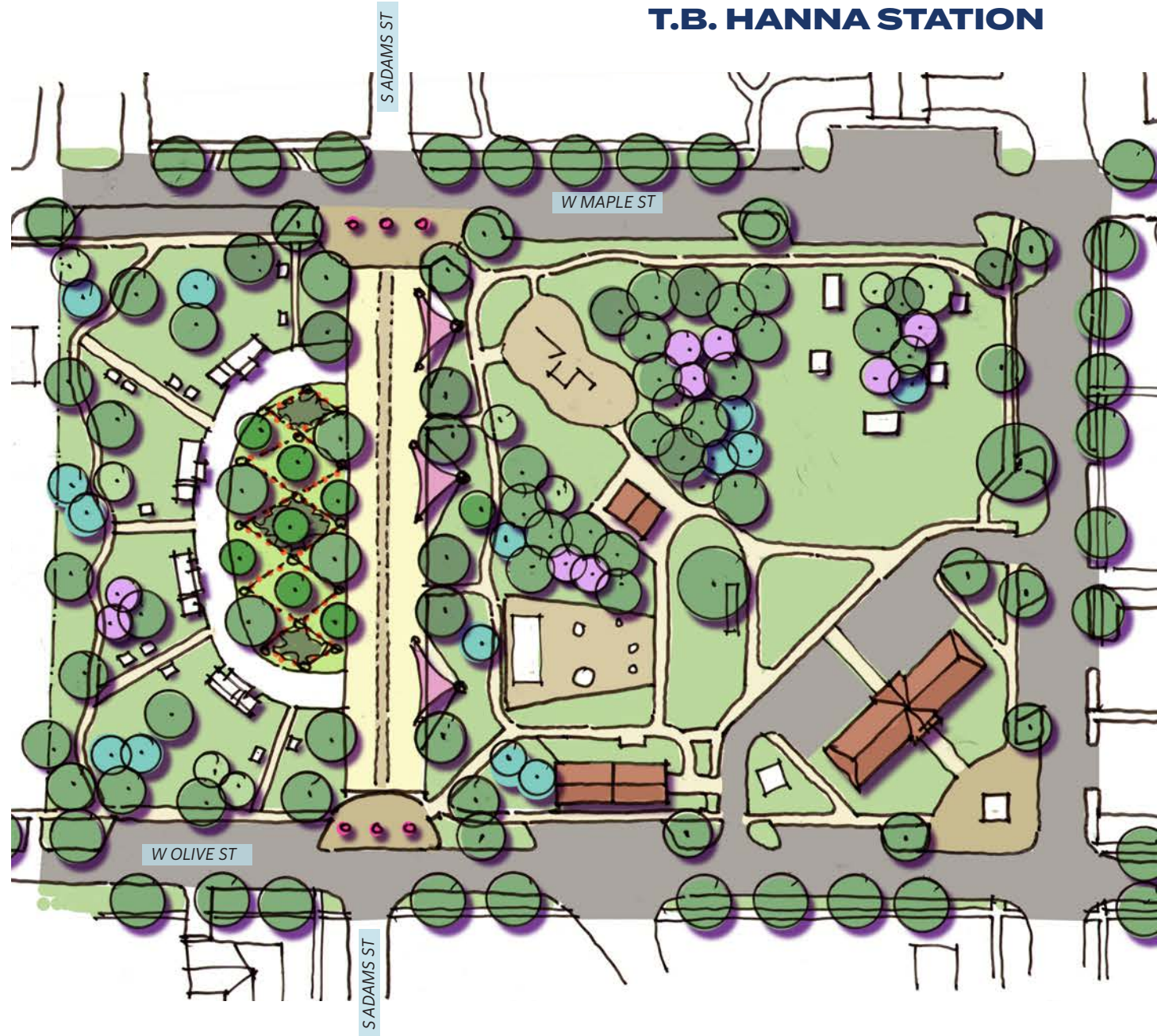
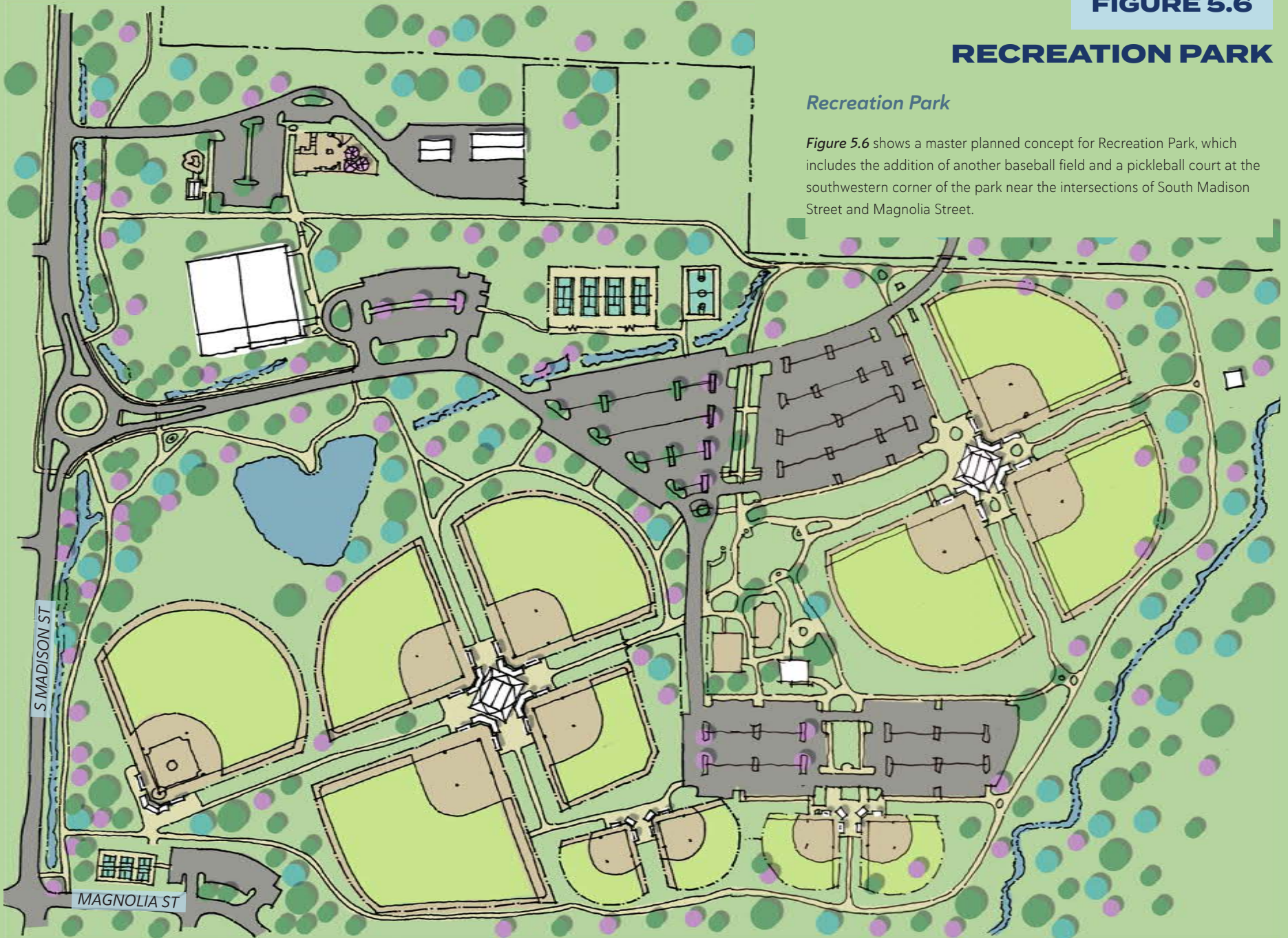


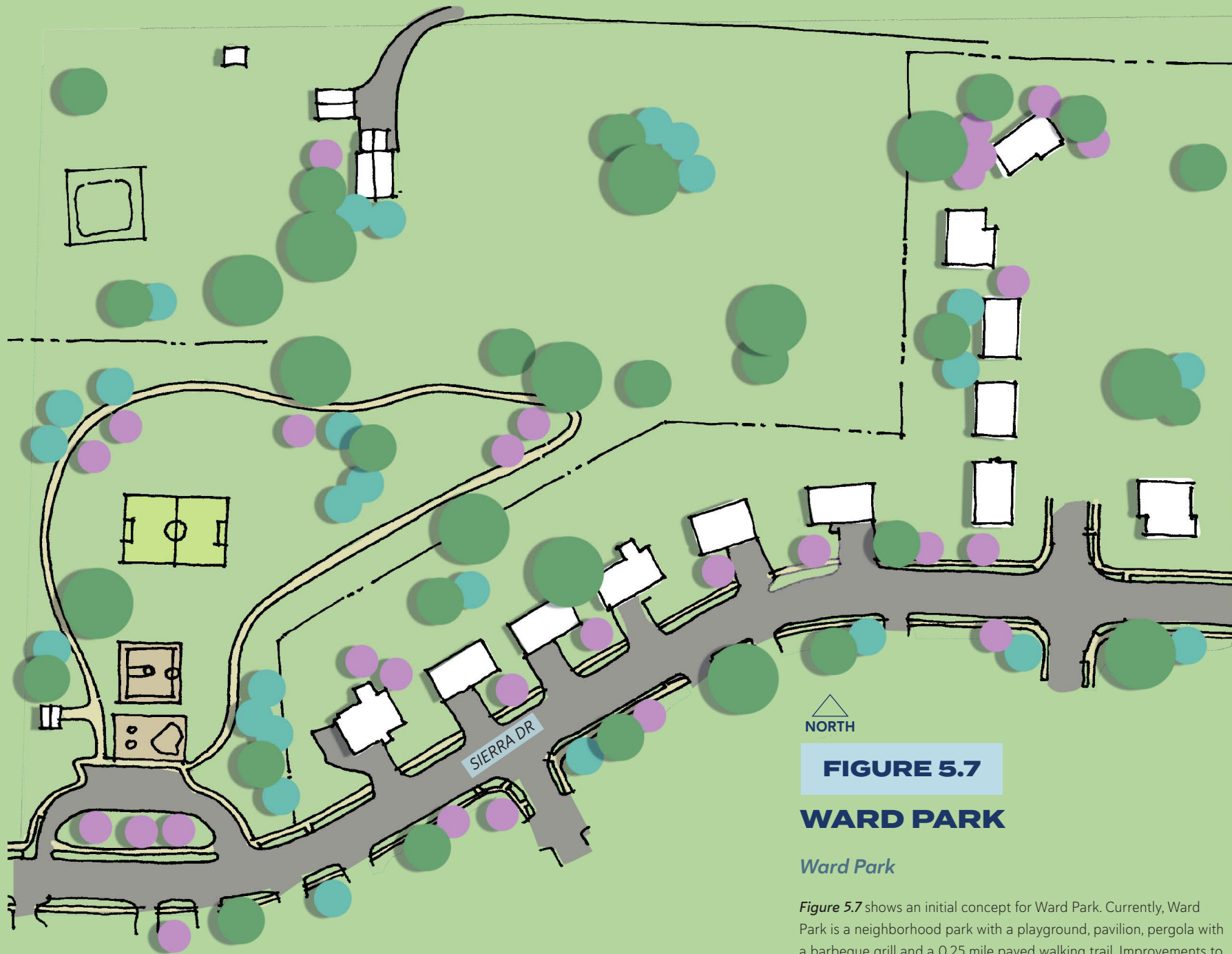
FIGURE 5.6

RECREATION PARK

Recreation Park

Figure 5.6 shows a master planned concept for Recreation Park, which includes the addition of another baseball field and a pickleball court at the southwestern corner of the park near the intersections of South Madison Street and Magnolia Street.





NORTH

FIGURE 5.7 WARD PARK

Ward Park

Figure 5.7 shows an initial concept for Ward Park. Currently, Ward Park is a neighborhood park with a playground, pavilion, pergola with a barbecue grill and a 0.25 mile paved walking trail. Improvements to the park include a half-court basketball court for drop-in play.



FIGURE 5.8

MOON VALLEY PARK

Moon Valley Park

Figure 5.8 shows a master planned concept for Moon Valley Park. Currently, Moon Valley Park is an 18.5 acre park with a shelter, playground, fire pit, and open green space. The park is directly east of Recreation Park and shares amenities with the facility, including an 18-hole disc golf course and the Fort, a natural play area located in the woods in the northeastern corner of the park.

Proposed improvements to the park include a new connector path to Recreation Park, disc golf course rehabilitation, and a replacement of the existing access culvert near the Fort to allow maintenance equipment to access the park.



FUTURE PARKS

Parks and recreational areas link people to the outdoors and provide opportunities for the physical, social, and mental welfare of the community. Like many communities, Raymore recognizes the need by establishing standards to ensure that a certain amount of land is dedicated for parks (i.e., a certain number of acres per a certain amount of development land or per a certain number of estimated people in an area). Addition of parkland has been through the Parkland Dedication program or expansion of existing parks.

Parkland dedication is a local government requirement that mandates the dedication of land for a park and the payment of a fee to be used to acquire land and/or develop park facilities. Within the Unified Development Code, Section 445.040 Park Land Dedication outlines the process of parkland dedication or fee-in-lieu. Table A.1 below identifies current parkland dedication.

TABLE A.1

CURRENT PARKLAND DEDICATION PROPERTIES	SIZE	ACQUISITION YEAR
PARKSIDE DEVELOPMENT	12 ACRES	2023
THE GOOD RANCH	135 ACRES	2027-2029
THE PRAIRIE AT CARROLL FARMS	14 ACRES	UNKNOWN
WHITE TAIL RUN	22 ACRES	UNKNOWN
TIMBER TRAILS	22 ACRES	UNKNOWN

Concept plans are provided for the following future parks:

- Barkside Dog Park (Parkside Development): **Figure 5.9**
- The Ranch (The Good Ranch Development): **Figure 5.10**



FIGURE 5.9

BARKSIDE DOG PARK

Barkside Dog Park

Figure 5.9 shows a master planned concept for Barkside Dog Park. The 12-acre dog park will feature separate fenced areas for small and large dogs surrounded by plenty of open space, trees and rolling hills. Each area will have a double-gated entrance and comfort amenities for both dogs and owners including wash stations, obstacles and walking paths. The two fenced areas will be joined by an entry plaza with a natural grass common area and parking lot. Water, parking lot lighting and portable restrooms under a permanent shelter will be provided in the plaza area. Neighborhood sidewalks and right-of-way trails connect the park to surrounding neighborhoods and Hawk Ridge Park.

The park area is located along the extended 163rd Street connecting to North Madison Street.

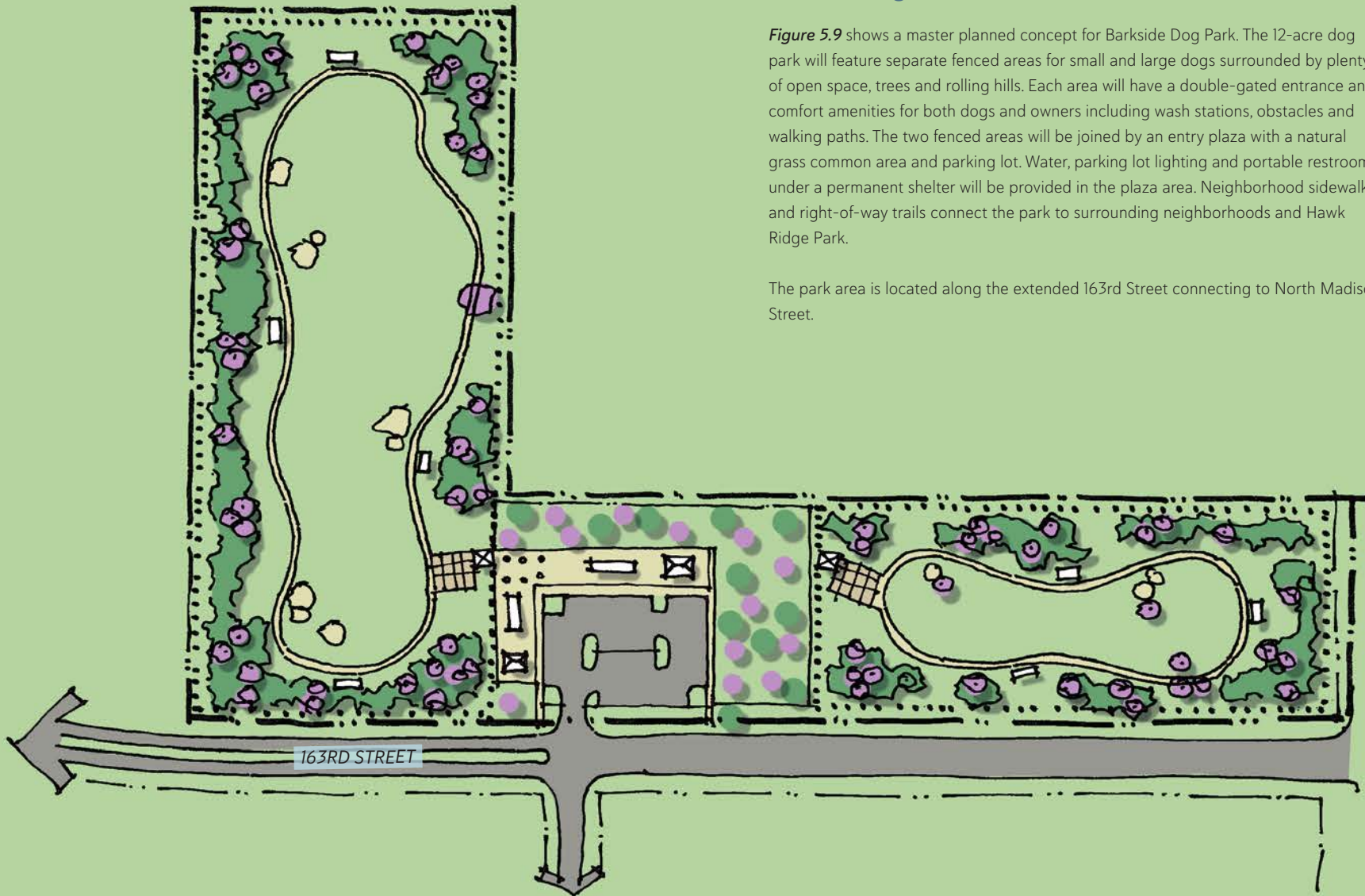




FIGURE 5.10

THE RANCH

The Ranch

In 2022, the City received 154 acres of parkland as part of the Good Ranch Land Use Plan. The site is located at the terminus of North Cass Parkway in the Prairie View Subdivision, adjacent to Bridle Ridge Elementary School on 195th Street. The future park, known as the Ranch, will not only be the largest park in the Raymore park system, it will be located in Ward 1, which is an area of the City that currently lacks parkland.

The park site has four ponds, and an old water reservoir, several acres of dense woods, wetlands and open prairie.

Concept planning for the future development of the Ranch is a focal point of the growth and expansion of the parks and trails system, including a balanced inventory of facilities and amenities, as well as recreation programming opportunities. The master plan in **Figure 5.10** provides guidance for the future development and programming of the 154 acres of the Ranch. The facility descriptions on the following page provide visionary narratives about how the Ranch will serve the community. Priorities and funding will be addressed within the future completion of the master plan.



Main Community Facilities at the Ranch

Athletic Complex/the Arena. This active area will be the home for Raymore's soccer and flag football leagues and will be able to host large tournaments, private field rentals and multiple leagues. This complex will provide lights for evening play. A large covered facility, or "the Arena," will be able to host winter leagues, private rentals and provide a covered space for summer play. The complex will also include an athletic-themed playground that will inspire all ages in a playful and fun area with obstacle skills course challenges.

Ridge to Ranch Trail Plan. The Ridge to Ranch Trail Plan is a network of on-street and off-street trails connecting three major City parks: Hawk Ridge Park- the City's northernmost park addition, Recreation park- the City's most active park, and the Ranch- which will be the City's largest park.

The network should include a mix of trail types, including greenways, off-street trails, paths and sidewalk connections. Subdivision development, when possible, should implement the required trail, sidewalk and path network expansions through subdivision development and expansion.

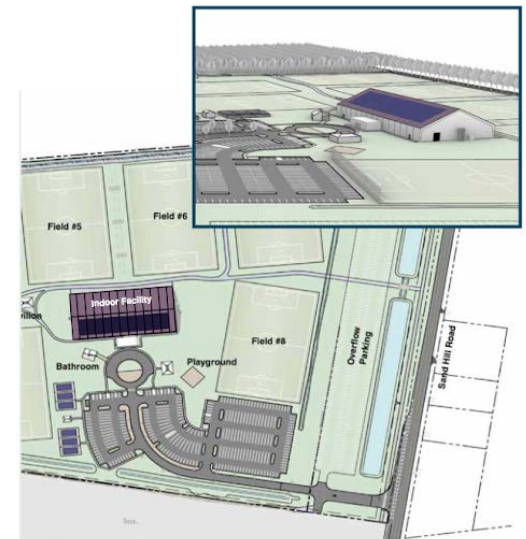
Outdoor Facilities at the Ranch

The Reservoir. The Reservoir will be the perfect place to bring a canoe or kayak to the park and enjoy some outdoor boating and fishing. The Reservoir Rental Company (RRC) will be a boat rental shop open seasonally from Memorial Day to Labor Day with canoes, kayaks, paddles, life jackets and archery gear. Knowledgeable park staff will be available to provide basic instruction and safety guidance. Fishing will be available at the Reservoir or in one of the original four farm ponds through a partnership with the Missouri Department of Conservation.

Archery Range. A desire of the Parks and Recreation Board for two decades, the Ranch archery range will provide a safe, accessible and equitable archery experience for all levels. The range will offer both Olympic and gaming targets at various distances between up to 70 meters. The range will be free to the public and open year-round. Instructional classes, leagues and programs will be available through the Parks and Recreation Department. Equipment will be available to rent at the Reservoir.



Precedent Imagery: The Arena



Initial Plans for the Athletic Complex



Precedent Imagery: The Reservoir



Precedent Imagery: The Reservoir



Precedent Imagery: The Archery Range



Precedent Imagery: The Archery Range

Horseback Riding, Hiking and Biking Trails. Weaving throughout the Ranch will be a trail system consisting of hard surfaces, natural surfaces and raised boardwalks that span the entire 154 acres over wetland areas, natural areas and developed active areas. The trail will connect to the City's overall trail system. A trailhead with a large parking lot, small shelter and trail signage will be dedicated for the horseback and hike/bike trail system. This area will provide a much needed equestrian activity area for general trail riding, lessons and additional mountain bike trails.

Disc Golf Course. The success of the Recreation Park disc golf course has inspired local players and volunteers to design a new tournament course at the Ranch. The Ranch disc golf course anticipates drawing thousands of players and spectators with leagues, tournaments and general play at an all-season course created for fun and tourism.

Kansas City showcases some of the best disc golf courses in the country with close to 30 private and public courses. Expanding the offerings of disc golf in Raymore across two major parks positions Raymore as THE southern tournament and recreational play complex in the metropolitan area.

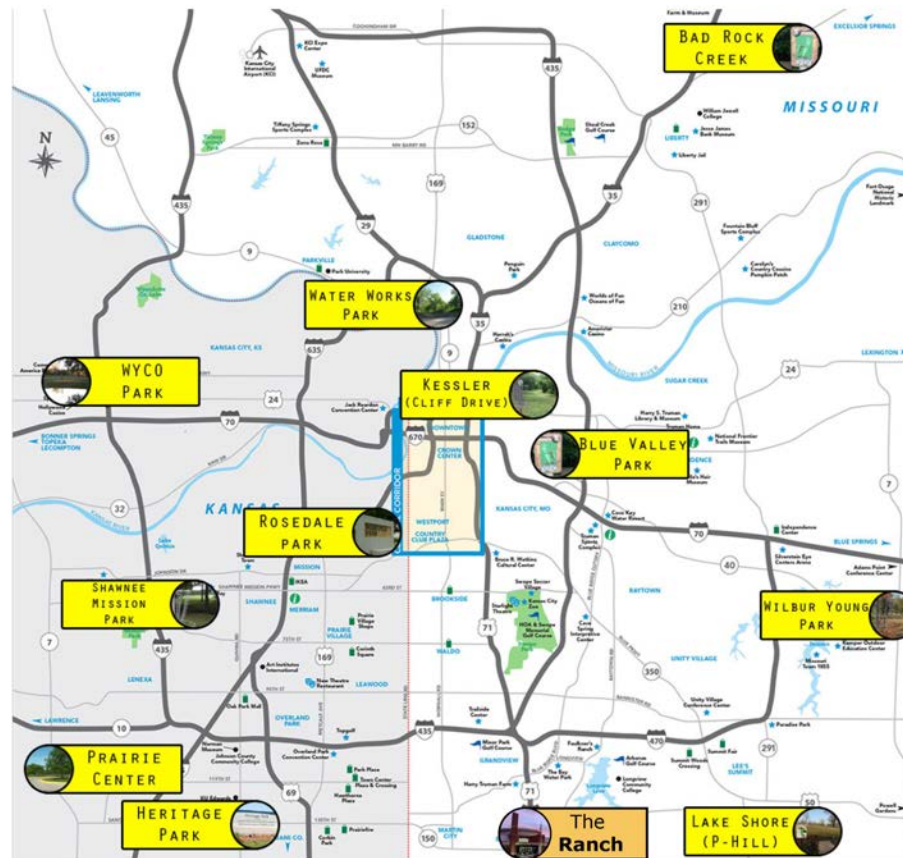
Ranch Bike Park (RBP). RBP will be the southern anchor of the City's elaborate trail system. RBP provides training courses, skill development and fun for all skill levels. This will compliment the Ridge Mountain Bike trails at Hawk Ridge Park. Patrons can ride between the two areas on Raymore's trail system for a fun day exploring all Raymore has to offer.



Precedent Imagery: Horseback Riding Trails



Precedent Imagery: Shared Natural Surface Trail



Map of Disc Golf Courses in the Kansas City Metropolitan Area

TRAILS AND CONNECTIVITY NETWORK

The City of Raymore has developed over 24 miles of trails that provide bicycle and pedestrian connections between homes, schools, churches, commercial areas and parks. The existing system consists of trails within parks, trails along greenways and stream corridors and trails along the existing roadways. In addition to these trail types, there are also on-street bicycle facilities such as the signed bike route on Lucy Webb Road, trailhead facilities in new development areas and residential sidewalks.

The City of Raymore seeks input from residents through the Community Conversations and ETC Surveys conducted every other year. At the conclusion of each assessment process, trails and connectivity remain a top priority. At the conclusion of each community engagement, the residents of Raymore continue to emphasize the value of our trails and bike paths and place a high priority on these amenities for exercise, recreation and pedestrian or bicycle travel. As a result of these engagement processes, the Parks and Recreation Board and City Council have incorporated many capital projects to address these community needs. These projects demonstrate the importance of improving and expanding the trails within the park system and citywide.

The Parks and Recreation Master Plan in conjunction with the City's Growth Management Plan and Transportation Plan reinforce the community's commitment to connectivity and provide a guide as to how trails and connectivity are planned and utilized throughout the Raymore. The trail and connectivity system benefits residents on a daily basis and is an investment in the city's quality of life as Raymore competes with other communities to attract new residents and businesses.

The map in **Figure 5.11** on the following page shows the existing and future active transportation network throughout the City of Raymore, detailed further in the following section.

Network Vision

The City of Raymore wants to create a trail and non-motorized network that will establish safe, continuous corridors throughout the community that encourage outdoor recreation, promote non-motorized transportation, link key locations within Raymore, highlight the natural areas and connect to neighboring cities and regional trail networks.

Through this Master Plan, the goal is to enhance safety, establish continuous routes throughout the City, foster better access to community destinations, and create unique opportunities for active and healthy lifestyles in Raymore.

Network Goals

Trails were a large area of focus throughout recent community engagement efforts, as shown in **Appendix B - Full Summary of Public Engagement Efforts**. The goals for the future trails and connectivity network as follows were developed in alignment with the needs and wants expressed by community members:

- Increase recreation and transportation opportunities;
- Provide accessible, safe routes for pedestrians and bicyclists;
- Pursue connections; and
- Create a physical and interactive navigation system.

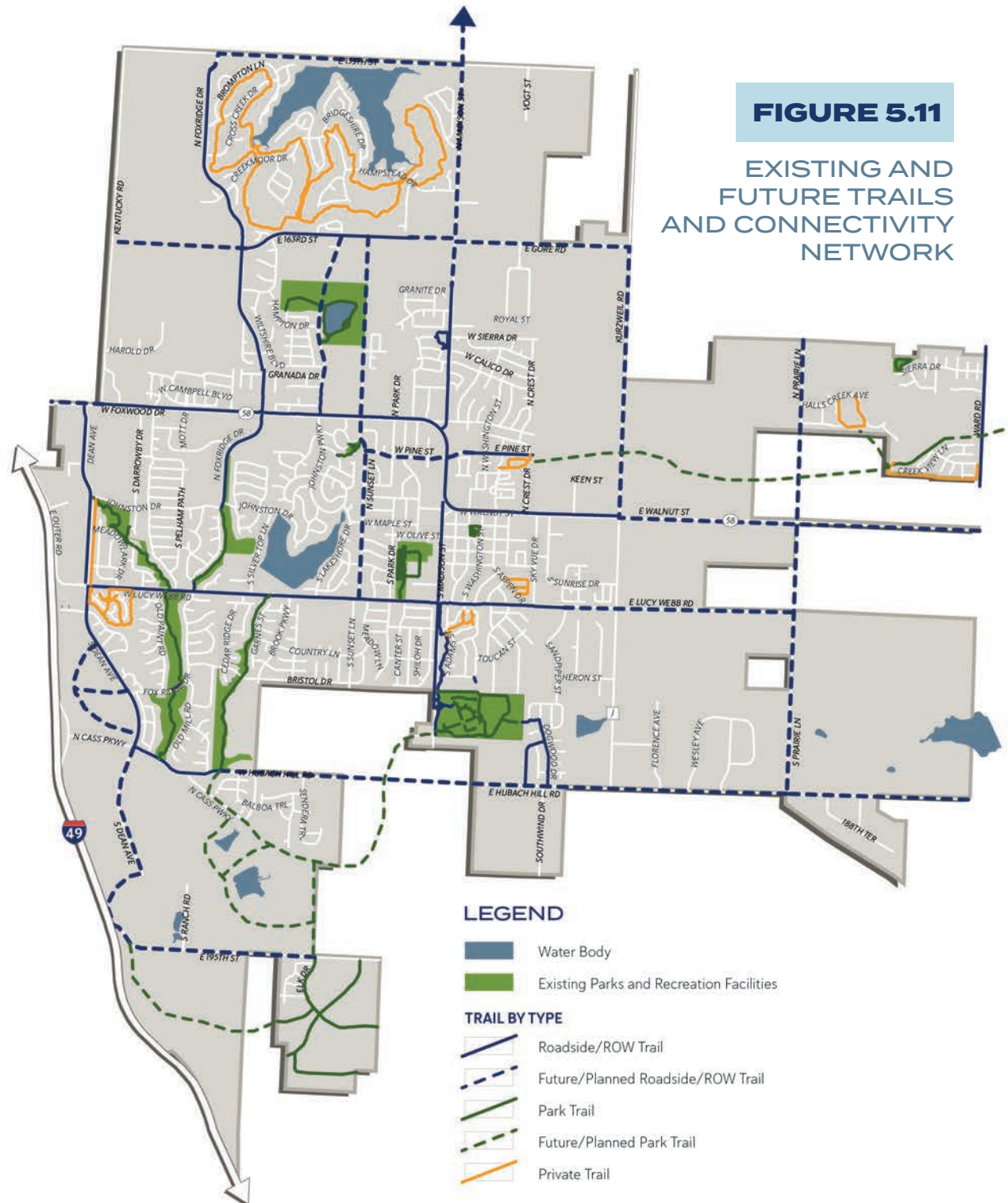
Areas of Focus

To achieve the goals set forth, this Master Plan will approach the trails and connectivity network by focusing on four key areas:

- **Maintaining the network** through aligning Capital Funding efforts with repair and improvement needs for current and future trails;
- **Connecting the City and larger region** through improving trail network access;
- **Expanding the network** through the development of new trails and parkland dedication; and
- **Providing a user-friendly experience** through updated maps, trail signage and technology.

FIGURE 5.11

EXISTING AND FUTURE TRAILS AND CONNECTIVITY NETWORK



Data Sources: City of Raymore and Olsson Studio

TRAILS AND CONNECTIVITY NETWORK DEVELOPMENT SUMMARY

As of June 2022, the City of Raymore's existing trail system includes approximately 24.5 miles of formal trails within the municipal boundaries. This includes hard surface trails within the park system, greenways trails, right of way trails and sidewalks identified by the 2014 Raymore Community Wide Trails Plan.

Park trails originally designed and built prior to 2007 are constructed of asphalt ranging from four- to eight-feet wide. Since that time, the trail design standards were updated to 10 feet in width. Composition of asphalt or concrete remains budget driven, however, concrete is the preferred material.

Between 2014 and 2023, the City began programming trail additions and improvements within the Capital Improvement Plan. During this time, City standards included a base layer of gravel for all asphalt construction of trails to improve the quality and longevity of the trail. Additionally, City staff have focused on incorporating trail heads for public access through the Parkland Dedication Program. Trailheads have been designated in the Brookside Subdivision and included in the Ward Road redesign project of 2022, other trailhead projects are programmed in current development projects and included in their parkland dedication requirements. These trailheads typically include limited parking, a bike repair station, a water bottle filler and a bench for resting.

Natural surface trails are being incorporated into park planning where applicable. Off-road mountain bike and hiking trails at Hawk Ridge Park, mowed paths that meander throughout the Eagle Glen Natural Area and a gravel path through the butterfly garden area at Centerview provide alternatives for pedestrian activity. Additionally, park patrons also utilize the disc golf course at Recreation Park and Moon Valley park to explore the wooded areas while following paths created within the course.

Private development of trails and sidewalks are found throughout the City. Although connected and part of the overall pedestrian experience for residents, these systems are privately owned and maintained. Examples include the Foxridge Drive trail within Creekmoor Subdivision, the Alexander Creek Subdivision trails and the Meadows of the Good Ranch.

Recent Programming Efforts

To emphasize the commitment to a citywide trail and connectivity network, City leaders continue to place a high priority on non-motorized connectivity through budget programs, volunteer programs and policies that ensure the system is maintained annually.

Notable actions taken to boost the development of the trails and connectivity network throughout Raymore include the following efforts:

- **Livable Streets Policy.** In December of 2015, Raymore City Council adopted a Livable Streets Policy to implement design guidelines for transportation projects regarding the safe accommodation of pedestrians, cyclists and motor-vehicles.
- **Undeveloped Lot and Sidewalk Gap Program.** This program provides funding to install sidewalks on streets that do not currently have sidewalks on either side of the street or connect sidewalks on undeveloped lots. Funding is provided through the Capital Improvement Program.
- **Adopt a Spot.** In June of 2021, the Raymore Parks and Recreation Board approved the Adopt a Spot program allowing residents to officially adopt locations throughout the park system. A segment of this program includes trails which allows residents to partner with the Parks and Recreation Department for the care and maintenance of the trail system.
- **Trail Maintenance Program.** In 2023, City Council approved a trail maintenance program to repair or replace aging trail segments throughout the City. Allotted funding for this program is \$150,000 per year over the next 5 years.

Interdepartmental Trails and Connectivity Cooperation

City staff continues to work in conjunction to create a trails and connection plan that coordinates across department resources. Sidewalk requirements within the Unified Development Code for residential and commercial development and the ongoing Sidewalk Gap Program within the Capital Improvement Program creates an extensive pedestrian transportation system. These programs continue to lead the way for connections to community destination points throughout the City. These community destinations include civic facilities, parks, schools, healthcare providers, grocery stores, and other places in the City that provide crucial functions and services for citizens.

TRAIL DESIGN STANDARDS

In order to ensure that Raymore's trail system is developed in a consistent manner and is safe and easy to use, a set of design standards is recommended as part of this Master Plan. Building Raymore's trail system based on design standards for trailheads, sidewalks, bridges, boardwalks, access points, pavement markings, etc. ensures that a high level of quality and overall continuity is maintained throughout the City. These design standards also present an aesthetic or "brand" for the City's trail system, which will become recognizable to its users as a hallmark of excellence. The intent of these standards is not to preclude innovation or uniqueness within the trail system. Rather, these standards and guidelines are intended to provide a framework within which each piece of the trail system can be designed in a manner sensitive to its surrounding context while ensuring that certain aesthetic, safety, comfort and quality features are present across the system.

Types of Standards

There are many different types of standards which apply to the development of bicycle and pedestrian infrastructure. The purpose of developing and adopting standards is to ensure public safety, the coherency of individual facilities and the overall system, and consistency of quality across the system. By definition, a standard is a set of minimum parameters within which each individual facility should be designed. Generally, standards fall within one of two categories:

NATIONAL AND STATE STANDARDS

The primary national and state standards related to bicycle and pedestrian facilities are the American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*, the Americans with Disabilities Act Accessibility Guidelines (ADAAG/TAS) and the American Public Works Association. These standards focus on safety and accessibility for the disabled and should serve as the foundation for the design of any trail facility. Generally, these standards provide guidelines and/or mandated requirements for the geometric (rather than the aesthetic) design of facilities and include requirements for slope, cross slope, vertical clearance and a multitude of other dimensional aspects of trail facilities.

LOCAL STANDARDS

In contrast with the national and state standards, local standards generally focus more on capacity, quality, and aesthetic issues. As an example of a capacity standard, some cities have a standard trail width of eight feet (which allows two adults to comfortably walk side-by-side and a third adult to pass them) while others have a standard of ten feet (which better accommodates two-way bicycle traffic). An example of a quality standard is requiring certain pavement thicknesses and reinforcement patterns in order to ensure adequate structural performance in different conditions. An example of an aesthetic standard is requiring that all bridges be of the same character and include columns clad with a specific type of material.

The City of Raymore follows national standards as published by the American Public Works Association Kansas City Metro Chapter for concrete and asphalt construction.

City of Raymore Design Objectives

The following set of design Objectives have been designated in order to ensure that Raymore's trail system is developed with a high level of safety, quality, and continuity for trail users. These objectives are in addition to mandated national and state standards.

PARK/GREENWAY OR OFF-STREET TRAILS (HARD SURFACE)

- Trails should be ten (10) feet in width and consist of concrete or asphalt pavement.
- The alignment should follow the contours of the land and its natural drainage patterns and should not appear to be carved out of the terrain.
- Trails should be gentle, curvilinear and may include a combination of curving and straight segments. Serpentine or sinuous trail alignments are not desirable and should be limited to instances where tree preservation necessitates such alignments.
- Meanders in trails should appear to have a purpose and should not be haphazard or irregular.
- Trail alignments should be functional and efficient, presenting and preserving the natural terrain and vegetation to the greatest extent possible.
- Intersections should be located at natural focal points and convenient access points.
- Where conditions apply, trails shall align with existing or future crosswalks at streets. These intersections shall incorporate handicap accessible ramps that meet national design criteria.

OFF-STREET/NATURAL TRAILS (SOFT SURFACE)

- Trail material should be permeable while providing a stable surface.
- Trail width should be designated as the project and use dictates.
- Colors should be earth tone to blend with the natural environment and to minimize visual impact.
- Design for wheelchair accessibility wherever possible, with trail widths no less than 48 inches. In cases where a 48 inch wide trail is designed, ensure that adequate wheelchair passing areas are provided.
- While some trails may be designed for a specific use, such as mountain biking, trails should be able to handle multiple uses.

SIDEWALKS

- Pedestrian sidewalks that are incorporated into the trails system are intended to provide pedestrian connections between off-street trail segments where alternative off-street trail alignments are not feasible and along streets which have a high density of pedestrian-oriented land uses.
- Sidewalks are generally not intended for use by cyclists except for young children. Cyclists should use alternative off-street pathways.
- Standardized sidewalk construction should follow guidelines set in the Unified Development Code.

ON-STREET BICYCLE FACILITIES

- On-street bicycle facilities are intended to provide safe, quick and direct travel along corridors with high bicycle demand.
- Facilities should be used to connect discontinuous segments of shared-use trails.
- Facilities should provide extensions along local neighborhood streets and collectors that lead to commercial areas, places of employment, educational facilities, parks and other community facilities.
- The pavement surface should match the roadway surface.
- Utility covers should be adjusted to grade to avoid accidents. Drainage gates should be bicycle safe.
- Facilities should consist of bike lanes or cycle tracks where possible. Shared lanes should be utilized where these other facility types are not possible due to limited right-of-way.
- Bike route signs shall be used on streets with bike routes, shared lanes, bike lanes and cycle tracks as well as on shared-use trails where applicable. Route signs should be located at all intersections where the bike route changes direction.

BRIDGES AND LOW WATER CROSSINGS

- Trail crossings over creeks and drainage ways shall generally be by bridge.
- Bridge design should ensure that the structure is sturdy, safe, vandal-resistant and easily maintained.
- Deck surface shall have good skid resistance.
- Railings should be free of splinters and provide a smooth, clean surface to the touch. Railing design should allow views to creeks for persons of all heights, yet ensure user safety.
- The scale of the bridge should be in keeping with its surroundings.
- The color of the bridge should blend with the natural environment or tie into the color scheme of adjacent development.
- Low water crossings may be used at small stream crossings with the approval of the City Engineer.
- All bridge designs must be approved by the City Engineer.

BOARDWALKS

- Boardwalks used for the purpose of leveling a trail surface, bridging a ditch/culvert/etc. or providing a suspension trail along unlevel terrain shall be equivalent to and meet all specifications and requirements of the Wickcraft Boardwalk product.
- Trail replacement projects or improvement projects should incorporate boardwalks into the design.

TRAIL SIGNING AND TRAFFIC CONTROL

- Crossing features for all roadways include warning signs both for vehicles and trail users. Signage should be highly visible; catching the attention of motorists accustomed to roadway signs may require additional alerting devices such as flashing warning beacons, roadway striping or changes in pavement texture.
- Signing for trail users must include a standard stop sign and pavement marking; these traffic control devices are sometimes combined with other features such as bollards or chicanes in the trail to slow cyclists. Care must be taken not to place too many signs and other traffic control devices at crossings as they tend to overwhelm the user and lose their impact.
- Directional signing may be useful for trail users and motorists alike. For motorists, a sign reading “Bicycle Trail Xing” along with a City of Raymore trail emblem or logo helps both warn motorists and promote use of the trail. For trail users, directional signs and street names at crossings help direct people to their destinations.
- Striping should be used to alert motorists and cyclists and should be accompanied by pavement treatments.
- Trail signage designs and template standards are outlined in the Park Signage Program.

TRAILHEADS AND ACCESS POINTS

- Three types of trailheads shall be categorized within the trail system:
 - A ***Major Trailhead*** should provide at least 10 parking spaces, rest areas, water fountains, trail system information and bicycle repair stations.
 - A ***Minor Trailhead*** should provide trail system information and additional amenities as the site dictates.
 - A ***Natural Trailhead*** should provide trail system information and special use information such as mountain bike rules, leashed animal regulations, etc.
- Trailheads should be accessible by vehicle, transit, pedestrian and bicycle.
- Trailheads may include parking for vehicles and bicycles. Where feasible, a landscape buffer should be placed between the parking area and the trail.
 - Trailheads should contain important trail information to orient users to their location and to the system as a whole.
 - Existing facilities should be utilized whenever possible for use of accessibility and established parking.
 - All connections between the trail and trailhead facilities should be universally accessible and meet all ADA criteria.

TRAILHEAD AMENITIES

- Trailheads shall be identified by trail markers and signage.
- Parking:
 - **Major Trailheads** should provide a minimum of ten (10) parking spaces and at least one (1) handicap space that meets all applicable ADA requirements.
 - **Minor Trailheads** should provide a minimum of five (5) parking spaces and at least one (1) handicap space that meets all applicable ADA requirements.
- Bike racks adhering to park amenity standards or pre-approved by the City shall be provided at each trailhead.
- Bicycle repair stations shall be installed at Major Trailheads.
- One (1) drinking fountain adhering to park amenity standards or pre-approved by the City shall be provided at each trailhead.
- One (1) bench adhering to park amenity standards or pre-approved by the City shall be provided at each trailhead.
- Parking lots and trail intersections shall be lighted to a minimum of 1/2 footcandle with appropriate commercial light fixtures and no spillover to adjacent property where feasible. Use of adjacent street lights are permissible with approval from the Parks and Recreation Director and City Engineer.
- Trails that terminate at trailheads shall receive landscape traffic control measures for buffering and guiding the direction of pedestrian and bicycle traffic.
- In locations that provide adequate space for trees and landscaping, trailheads shall provide at least one (1) canopy tree as approved by the Unified Development Code or the Parks and Recreation Department.
- Bollards shall be used to differentiate the trail from vehicular access. The standardized removable bollard shall be used.

TRAILS AND CONNECTIVITY NETWORK INVENTORY

Significant investment has been made recently in the construction of new sidewalks and trails. This investment should be continued to create interconnectivity between residential neighborhoods, recreational facilities and commercial areas.

Currently, the City of Raymore provides approximately one (1) mile of trail per 1,000 residents through a robust active transportation network consisting of park trails, right of way trails and private trails.

An inventory of the existing trail network is provided on the following pages.

The Arboretum and Loop Trail at Memorial Park

DESCRIPTION

Figure 5.12 shows the Memorial Park trail network, which includes a 0.50 mile loop trail and a 0.82 mile hard surface path through the Arboretum. The 0.12 mile South Lucy Webb connector trail and the loop trail were constructed in 2018 and consist of 10 foot asphalt hard surface walkways. The Arboretum trail is a five foot wide asphalt trail originally constructed in the 1980's and recently crack sealed and resurfaced in 2018. The Memorial Park Trail system provides connectivity within the active transportation network by connecting to the Lucy Webb Trail to the south and the West Olive Street sidewalk at the Arboretum parking lot.

In 2024, Raymore City Council approved authorizing special obligation bonds for the reconstruction and replacement of park trails in Memorial and Recreation Parks. The project includes the removal and replacement of the Arboretum Trail and wooden walking bridges and replacing the older yellow drop down bollards with the standardized black powder-coated bollards consistent throughout the park system.


NORTH
FIGURE 5.12
MEMORIAL PARK
TRAILS



Recreation Park Trails

DESCRIPTION

The Recreation Park trail system shown in **Figure 5.13** consists of 2.75 miles of 10 foot wide hard surfaced trails. Trail materials are a mix of asphalt, concrete and a pre-manufactured boardwalk system. Separated into four loop trails, the Recreation Park system provides a variety of exploration options and interactions with other park amenities. Several pedestrian and parking lot connections make accessing the trails easy from anywhere in the park. Loop segment names and distances include: The “Big Loop” at 1.25 miles, the “Soccer Loop” at 0.70 miles, the “Boardwalk Loop” at 0.55 miles and the “Field 4 Loop” at 0.25 miles. The Recreation Park trail system provides connectivity within the city-wide trail system through the South Madison Street Trail, sidewalk connection with the Shadowood Subdivision and direct connection to Moon Valley subdivision through Moon Valley Park.

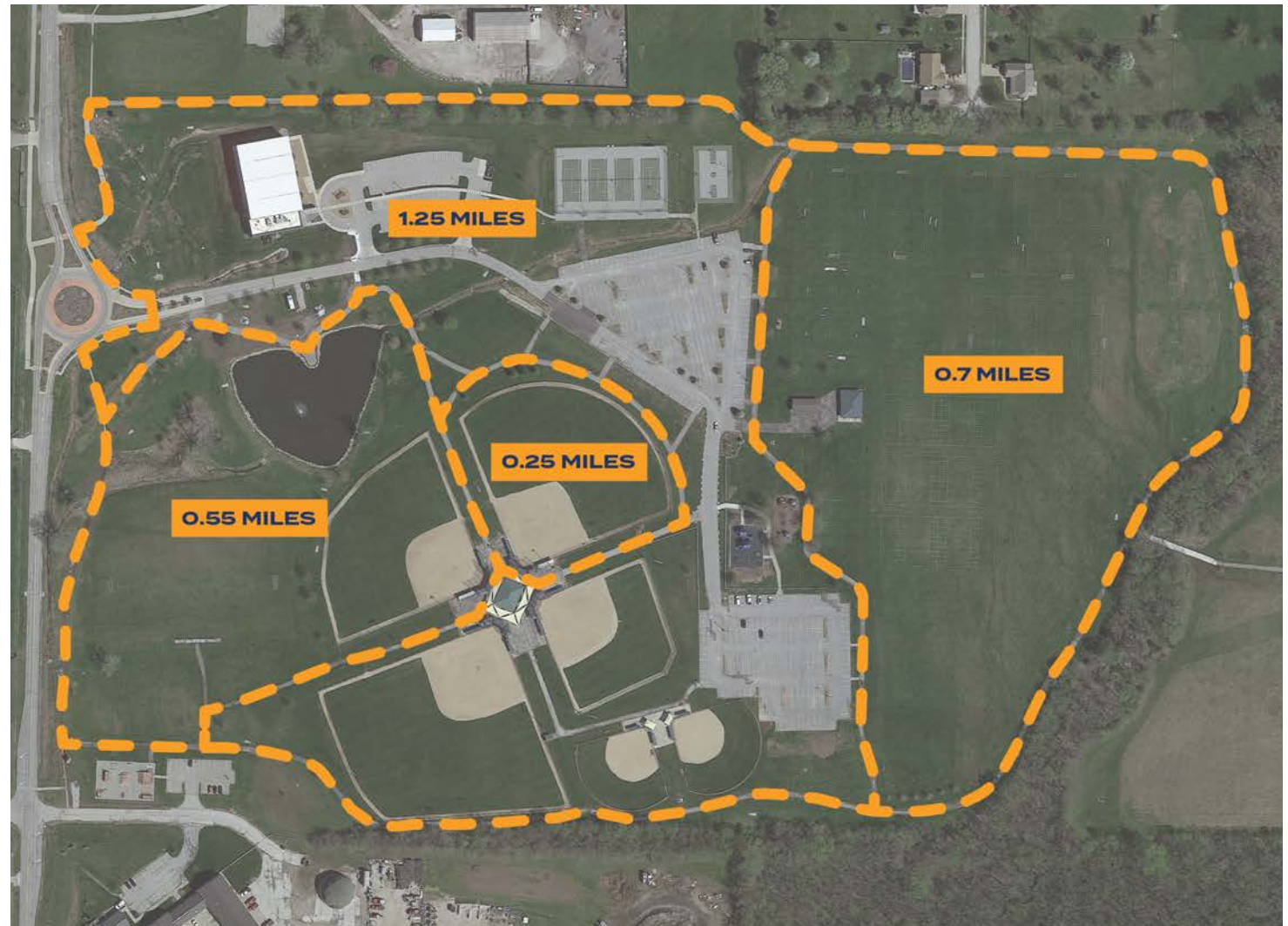
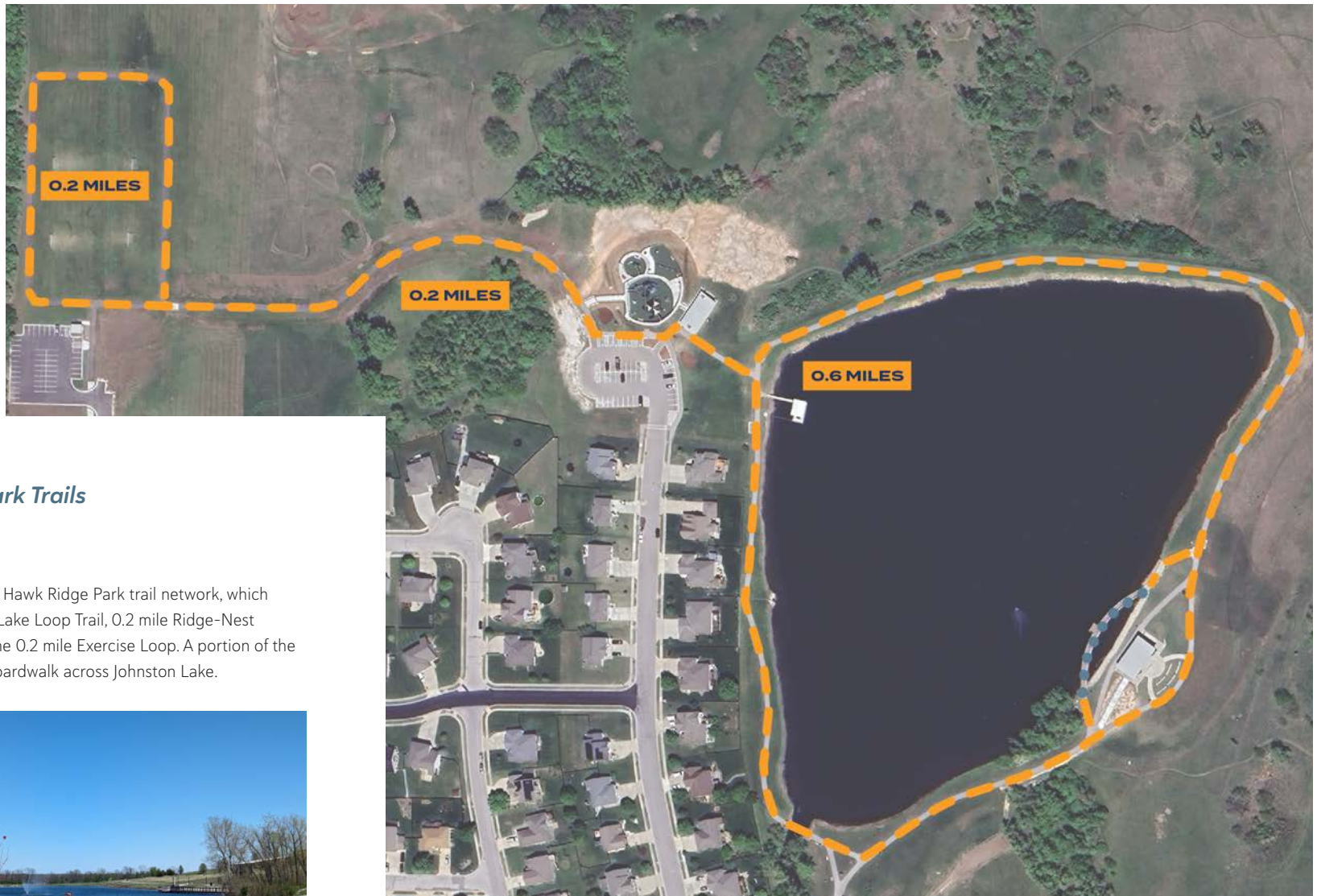


FIGURE 5.13

RECREATION PARK
TRAILS



Hawk Ridge Park Trails

DESCRIPTION

Figure 5.14 shows the Hawk Ridge Park trail network, which includes the 0.6 mile Lake Loop Trail, 0.2 mile Ridge-Nest Connector Trail and the 0.2 mile Exercise Loop. A portion of the Lake Loop Trail is a boardwalk across Johnston Lake.



FIGURE 5.14

HAWK RIDGE PARK
TRAILS

Ward Park Trails

DESCRIPTION

Figure 5.15 shows the Ward Park Exercise Loop Trail, which is approximately 0.25 miles long.



FIGURE 5.15

WARD PARK TRAILS

Good Parkway Linear Park Trail

DESCRIPTION

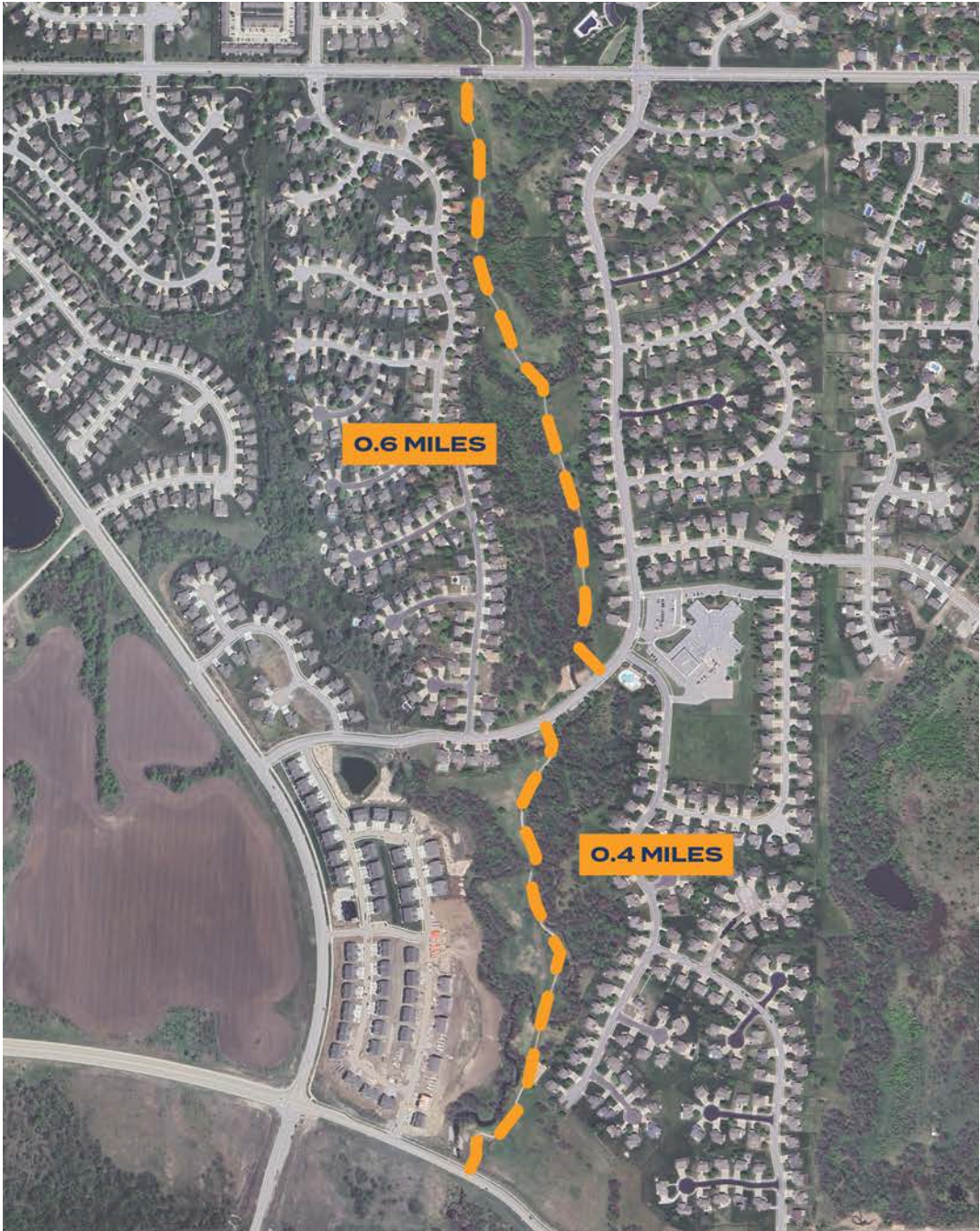
Figure 5.16 shows the trail through Good Parkway Linear Park. The park is split into a northern and southern portion. The entire trail is about a mile long, with the north portion totalling 0.6 miles and the southern 0.4 miles.




NORTH

FIGURE 5.16

GOOD PARKWAY
LINEAR PARK TRAILS



Eagle Glen Linear Park Trail

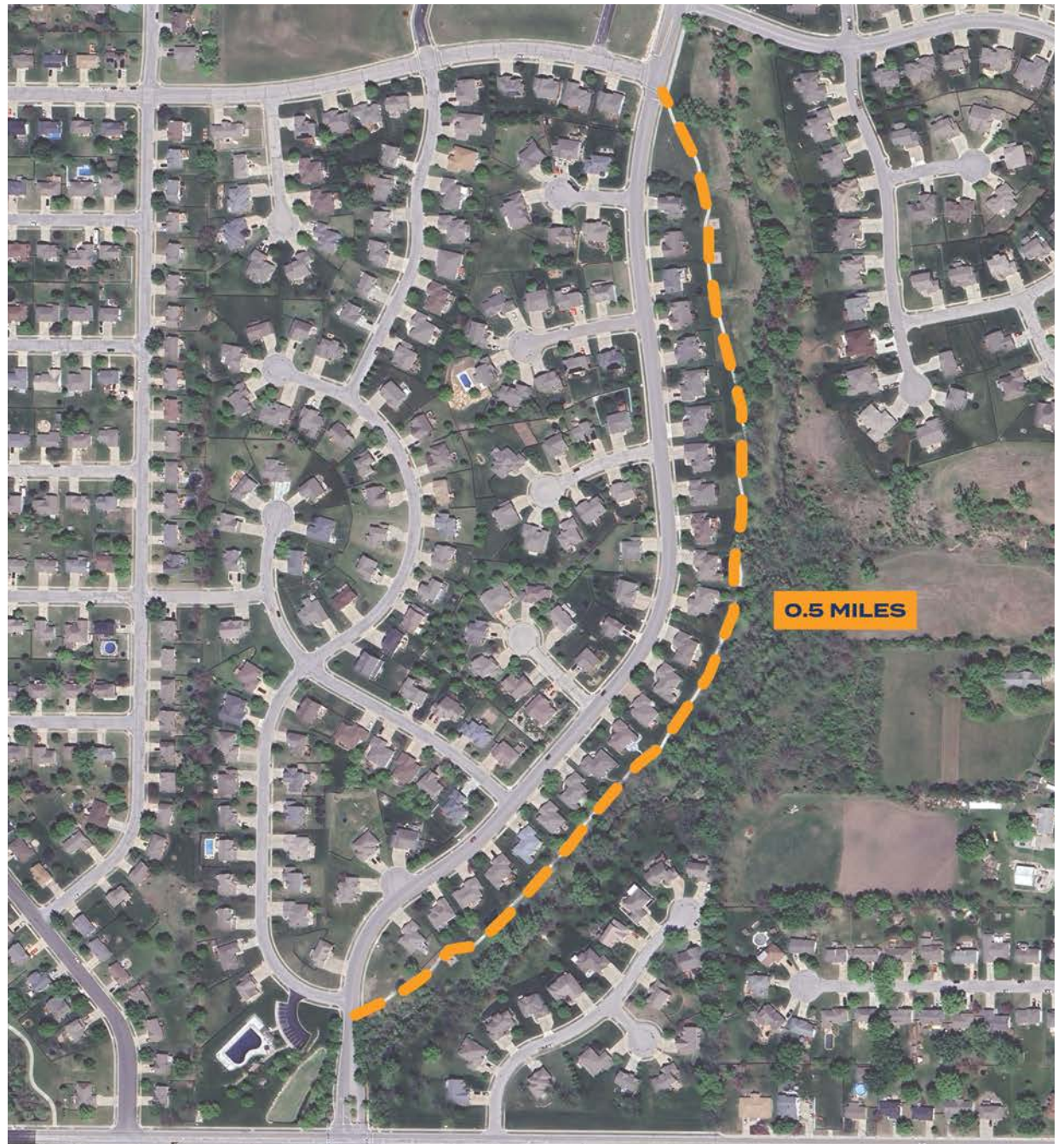
DESCRIPTION

The 0.5 mile trail through Eagle Glen Linear Park is shown in *Figure 5.17*.



FIGURE 5.17

**EAGLE GLEN LINEAR
PARK TRAIL**



LeMor Greenway Trail

DESCRIPTION

Figure 5.18 shows the LeMor Greenway Trail, which has a total length of approximately 0.8 miles.



FIGURE 5.18

LEMOR GREENWAY
TRAIL

Brookside Greenway Trail

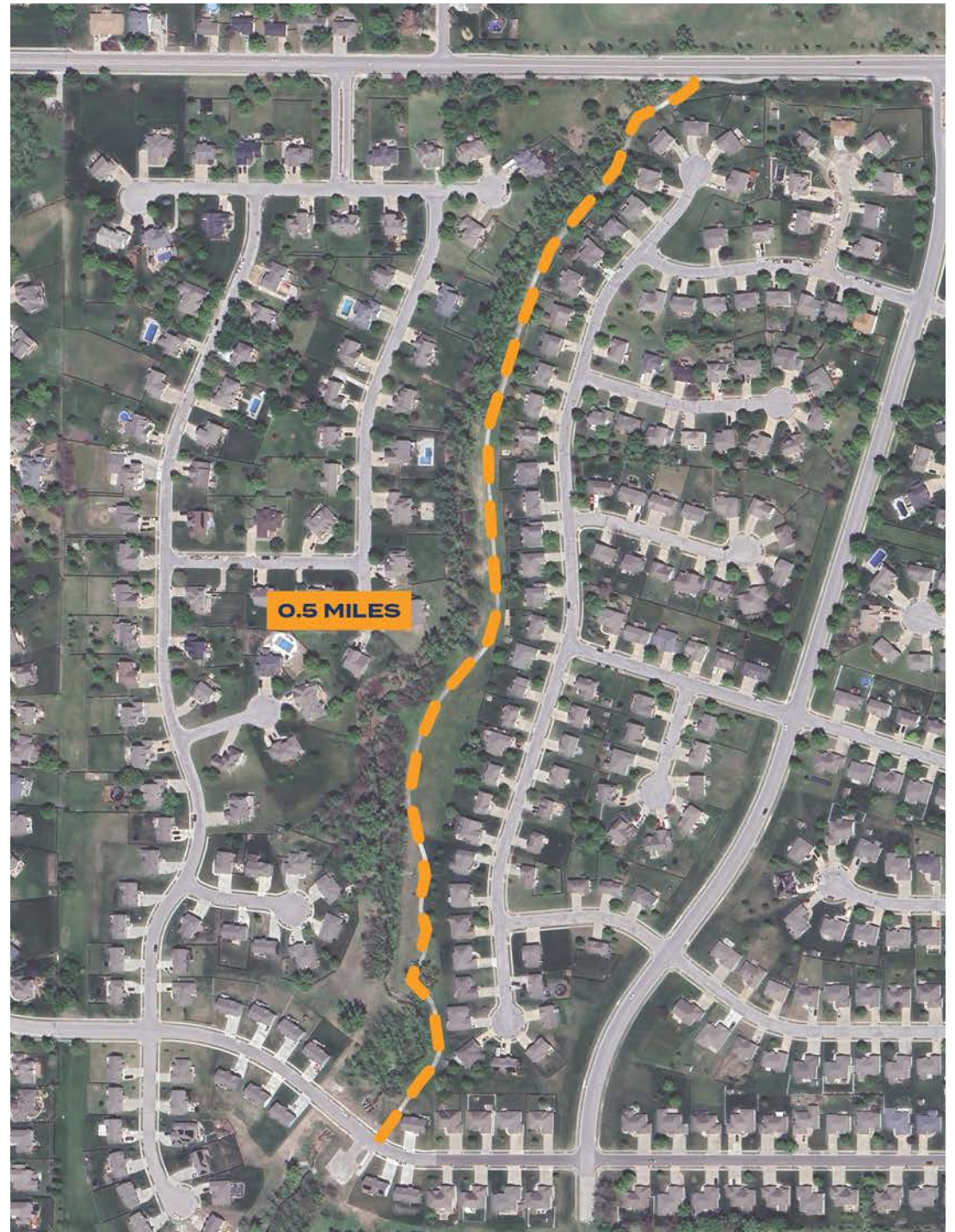
DESCRIPTION

The Brookside Greenway Trail shown in **Figure 5.19** has a total length of approximately 0.5 miles.



FIGURE 5.19

BROOKSIDE
GREENWAY TRAIL



Trails and Connectivity Network Recommendations

OVERALL NETWORK

Immediate Recommendations

- **Expand trails through utility corridors.** Sharing a trail corridor with public utilities is not only an efficient use of space, it also has the potential to defray the costs associated with trail development and expansion by cutting down land acquisition costs, among many other advantages. The City maintains significant water and sewer infrastructure corridors that span major portions of the community. Expanding trails through these corridors improves connectivity of the system and activates otherwise unusable land. Additionally, these trail corridors improve access to the City's infrastructure.
- **Complete the Alexander Creek Interceptor Trail Extension.** The Alexander Creek interceptor sewer was initially installed to serve additional growth toward the eastern boundaries of the City, including the Ray-Pec East Middle School campus. Planning for the future extension of the trail corridor along existing easements and generally flat topography will help to connect existing trail infrastructure to the future growth area of the City. This corridor would connect existing neighborhoods east, including Alexander Creek, Knoll Creek, Ward Park and Chateau Place.

MEMORIAL PARK TRAIL NETWORK

Immediate Recommendations

- Incorporate a formal park signage system that includes loop trail distances and wayfinding.
- Replace the yellow drop down bollards with the standardized black powder-coated bollards to be consistent throughout the park system.

Long Range Planning

- Additional bottle fillers and pet fountains should be included in future improvement projects.
- Two additional dog waste bags should be installed.

RECREATION PARK TRAIL NETWORK

Immediate Recommendations

- Incorporate a formal park signage system that includes loop trail distances and wayfinding.
- Replace the yellow drop down bollards with the standardized black powder-coated bollards to be consistent throughout the park system.

- Remove and replace the loop trail system built prior to 2018, including the outer loop trail and mini soccer loop trail systems with a 10-foot wide concrete trail with drainage solutions for the low water/runoff areas.

Long Range Planning

- Consideration should be given within the Capital Improvement Plan to incorporate outdoor fitness equipment throughout the trail system. This type of amenity is an ideal fit for Recreation Park.
- Additional bottle fillers and pet fountains should be included in future improvement projects.

PARKS AND RECREATION IMPLEMENTATION GOALS

Achieve CAPRA Accreditation. Achieve accreditation from the National Recreation and Park Association's Commission for Accreditation of Park and Recreation Agencies (CAPRA). CAPRA is an operational management system that delivers quality assurance and improvements to accredited park and recreation departments throughout the country. The multi-step accreditation process engages and trains staff, ultimately ensuring that the department is operating under best practices when accreditation is granted. Accreditation must be renewed every five years.

Achieve Arboretum Accreditation. Achieve Level 1 Arboretum Accreditation through the ArbNet Arboretum Accreditation Program. Accreditation advances the planting, study and conservation of trees and enables collaboration with other recognized arboreta around the world. Communities that gain accreditation are recognized for achieving specified levels of professional practice. The distinction sets communities apart for their commitment to environmental stewardship.

Park Signage Program. Establish a Signage Program that connects and improves the visibility and usability of the City's parks, trails, lakes, public facilities and amenities with traditional signs and modern technology.

Park Maintenance Management Plan. Update the Park Maintenance plan to include new facilities and parks, priority areas, staffing and resources.

Trails Navigational Mapping System. Create an interactive map utilizing GIS and QR Coding systems to enhance trail usability throughout the system.

Recreation Division Business Plan. Develop a strategic action plan that can ensure long-term success and financial sustainability for the City's parks, recreation programs and open spaces. The plan should incorporate Parks and Recreation facilities, rental spaces and revenue generating amenities.

Capital Improvement Plan. Update the current project list to forecast a 20-year Capital Improvement Program that includes future park improvements, maintenance of current facilities and amenities, long range planning, general cost estimations and community needs. The program should include needs and prioritization, debt service payments and funding strategies.

Employee Development Program. Implement a system that provides guidance on employee expectations and professional development. The program should include part-time and season staffing incentives to encourage employees to return in following seasons. The program should include a Departmental Succession Plan that outlines the roles and responsibilities should a key team member of the department leave or be unable to complete their duties.

Legacy Program. Update the Legacy program to include new park areas, opportunities and pricing structure.

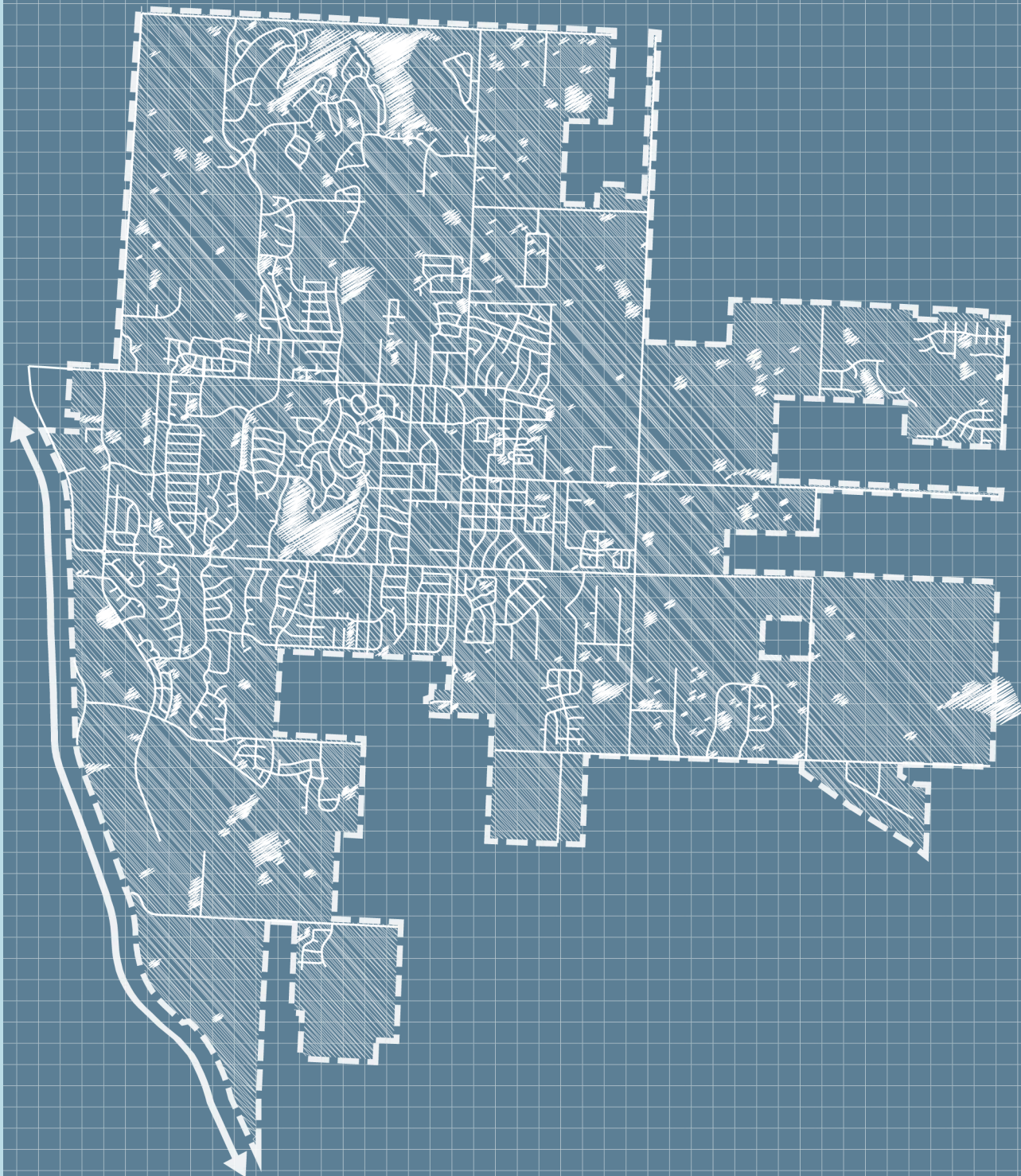


6

IMPLEMENTATION

Chapter 6 ties together all the goals, strategies, and framework sections into a streamlined implementation plan. This chapter sets forth specific actions that various departments, bodies and organizations should take to advance the Plan. The implementation plan supports existing planning efforts while providing additional direction for citywide programs, planning and initiatives and helps integrate Raymore Blueprint 2045 into daily decision making.

Although planning is a fluid and continuous process, adoption of this Plan begins a long and collaborative journey of implementing the recommendations and holding a promise to the community to do what has been stated. The Plan provides a road map for the future of Raymore that has been vetted by the community, City staff and leadership. The implementation plan demonstrates how to put the Plan into action.



MOVING FORWARD WITH PURPOSE: PLAN IMPLEMENTATION

Comprehensive Plan Maintenance and Monitoring

Raymore's positive growth was not realized overnight. Years of careful planning, strategic investment, and public servant leadership have carried Raymore forward since its inception. From its original roots as a railroad town to today's position as a Class-A community, Raymore has always strived to innovate and better meet the needs of the community while staying nimble amidst ever-changing environments.

The broad goals and objectives of this Plan serves as a guide for the City into the future. However, individual priorities of the City and community may change from year to year, based upon elected officials, fiscal conditions, or other external factors. To that end, to support the implementation of the overarching vision set by this Plan, the elected officials and City leadership shall continue to utilize a strategic plan approach to ensure meaningful, intentional and impactful action. It is highly recommended that the elected officials of the City, and its appointed boards and commissions, regularly utilize this plan as a guide for strategic goal planning, project planning and development and organizational growth, and review it annually to ensure progress.

How to Use the Implementation Plan

The implementation plan utilizes several matrices to clearly lay out the next steps that will move the Plan forward. Each matrix includes specific actions and their tasks. Every action is analyzed by identifying its participants, time frame for completion and investment. The purpose of providing this level of detail is to ensure each action is viewed through the lens of political, economic and community reality, but also properly weighed against the widespread benefits. The definitions of each analysis topic are provided as follows.

ACTION

Describes the program, process, or plan that advances the intended action to complete or strategy to implement.

TIME FRAME

While some actions should be started immediately and/or continued over time to continue building the Plan's momentum, other actions should be planned for and implemented later in the Plan's lifespan.

Immediately (0-1 year): To be completed or started within the first year of Plan adoption. These actions directly advance other actions and/or address critical issues.

Short -Term (1-5 years): To be completed or started within the first five years of Plan adoption.

Mid-Term (5-10 years): To be completed or started five or more years after Plan adoption.

Long-Term (10+ years): To be completed or started 10 years after Plan adoption.

Ongoing: These actions are ongoing efforts either already underway or to be integrated into day-to-day staff responsibilities.

INVESTMENT

The resources necessary to see a task through include staff time, collaborations or partnerships, existing funding streams, the securement of new funding mechanisms, outside support or some combination thereof.

City Staff Time: City staff and leadership play an important role in the implementation process and many of the actions will rely primarily on this group. Even if City staff are not listed as the primary resource, their involvement in initiation and/or coordination of the necessary parties will play a critical role.

Partnership: Many actions cannot be completed by City staff alone and will require additional support. Collaborating with organizations that have additional capacity and/or political influence to advance the implementation of the Plan may be necessary. Entities could include the Mid-America Regional Council (MARC), Cass County, Raymore Chamber of Commerce, Missouri Department of Transportation (MODOT) and others.

Outside Support/Funding: Some actions will require support or funding outside of existing City funding streams and/or staff capacity. This could include procuring grants to fund special projects

PARTICIPANTS

The implementation of the Plan is a collaborative effort and one that extends beyond City staff members (although their involvement is critical to leading or initiating many actions.) City leadership also plays a role in each action to educate and advocate for community members. This element of the implementation plan identifies roles and responsibilities in advancing the described action, including both the owner/lead of the action as well as those who play a supporting role.

Participants are indicated in this chapter with acronyms according to the legend below:

Internal Participants

- A - Administration
- DS - Development Services
- PW - Public Works
- FN - Finance
- PR - Parks and Recreation
- ED - Economic Development
- CE - Code Enforcement
- COM - Communications
- PD - Police Department
- ITS - Information Technology Services
- HR - Human Resources
- GIS - Geographic Information Systems
- EM - Emergency Management
- E - Engineering

Boards, Commissions, & Council

- PRB - Parks & Recreation Board
- PZ - Planning and Zoning Commission
- CC - City Council
- AC - Arts Commission

Community Partners

- SMFD - South Metro Fire District
- RPSD - Ray-Pec School District
- CH - Chamber of Commerce
- HS - Historical Society
- MARC - Mid America Regional Council
- KCADC - Kansas City Area Development Council



6.1 VALUES OF THE COMMUNITY IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT- TERM	MID-TERM	LONG-TERM	ONGOING
6.1.1: Communicate the Comprehensive Plan Ongoing communication about the Comprehensive Plan and its goals, recommendations and implementation progress is critical to maintaining momentum and excitement. City leadership, staff and the Raymore community should be kept informed about the Plan and the status of its implementation. The Plan should be posted to the City's website and updates or news related to the Plan should be posted on City social media accounts.	Lead: COM Support: DS, A	City staff time					X
6.1.2: Support Aging in Place Expand the Unified Development Code to support residential facilities that provide transitional and long-term care options for seniors, including senior apartment communities, assisted living, nursing homes, memory care and other advanced services. Facilitate technology training programs and partnerships to allow older adults to remain socially and technologically connected to their family and community. Utilize the AARP Livability Index on an annual or bi-annual basis to regularly track livability and overall age-friendliness within the community.	Lead: DS Support: PZ, CC, MARC	City staff time; Partnership; Outside support/funding		X			
6.1.3: Increase Public Art and Monumentation Support and promote the arts through events and both temporary and permanent installations. Integrate public art throughout the City with special emphasis in activity centers and gathering spaces. Develop a fee structure for new development to support public art and require artful elements into development projects that request the use of public financial incentives. Explore opportunities to obtain grant funding through the Missouri Arts Council for projects and programming.	Lead: AC Support: COM, PW, DS, PR	City staff time; Outside support/funding		X			



6.1 VALUES OF THE COMMUNITY IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.1.4: Create and Maintain a Development Review Guide Create and maintain a Development Review Guide as a resource for citizens, developers, consultants and City staff. A Development Review Guide would provide clarity on the development review process within the City of Raymore. Development review exists to ensure each new development or redevelopment aligns with the community vision for the future, as reflected in this Plan. The guide should address land use, zoning, transportation, traffic, utilities, environmental factors, neighborhood/community fit and appropriateness. Additionally, the guide should include development guidelines that address the construction and maintenance of public art and best practices on utilizing inclusive design elements.	Lead: DS Support: PW, ED, PR	City staff time	X				
6.1.5: Increase Community Programming Develop additional public education, outreach programs and events for all ages that inform residents on the functions of city government, including planning and zoning and public safety. Regularly seek participation on volunteer boards and commissions. Identify and implement additional community events that bring together residents and businesses alike.	Lead: COM Support: DS, PD, EM, PW	City staff time; Partnership		X			
6.1.6: Set the Standard for Safety in the Region Continue community policing efforts rooted in citizen engagement and outreach. Continue high visibility in residential, public, and business spaces while cultivating more opportunities for outreach. Explore additional opportunities for interaction in schools and with youth in the community, local and regional partnerships and other collaborative initiatives.	Lead: PD Support: COM, EM, RPSD, SMFD	City staff time; Partnership; Outside support/funding					X



6.2 IMAGE OF THE CITY IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.2.1: Align Codes with the Comprehensive Plan Update the Municipal Code and Unified Development Code to be in alignment with the Comprehensive Plan.	Lead: DS Support: A, PZ, CC	City staff time	X				X
6.2.2: Strategically Acquire Areas of Importance for Future Growth Using the Intent to Annex area shown on Figure 2.2 , develop a plan to acquire priority areas outside Raymore's existing city limits. Identify and acquire funding to support the site acquisition process. Utilize the Future Land use framework strategies (shown and described in Chapter 4.1 - Land Use and Development Framework) to guide decision-making and ensure highest and best use of the land.	Lead: DS Support: A, FN, PZ, CC	City staff time					X
6.2.3: Cluster Density Strategically In line with the Land Use and Development Framework (see Chapter 4.1), direct density and higher intensity uses along major transportation corridors and their intersections, including I-49, MO-58 Highway, Dean Avenue, Lucy Webb Road and North Cass Parkway. Development and redevelopment should be focused along these major corridors, their intersections and activity centers in order to preserve open space, protect transitions from higher to lower intensity uses, and appropriately buffer larger footprint developments to neighboring uses (particularly residential areas). Review and update zoning code and development standards accordingly to allow clustered developments to utilize shared amenities (such as parking, sidewalks, etc.) and increase lot coverage to maximize site usage in areas planned for development.	Lead: DS Support: PZ, CC	City staff time		X			



6.2 IMAGE OF THE CITY IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.2.4: Concentrate Neighborhood Services and Amenities Provide development initiatives and/or density allotments when key neighborhood-serving uses, such as gas stations/electric charging stations, convenience stores, parks, pharmacies, food markets and professional services (e.g., dental, medical offices, etc.) are within one-third mile of the neighborhood.	Lead: DS Support: PW, ED	City staff time					X
6.2.5: Expand Housing Choice and Opportunity Review the Unified Development Code to ensure that a wide variety of housing needs, including single-family and some multifamily options with varying densities and price points, are permitted within Raymore. Update the code to remove requirements that may discourage or prevent the construction of affordable and workforce housing (e.g., minimum unit sizes, minimum floor area requirements, etc.). Use the Economic and Market Analysis (Appendix A) to identify target growth areas and align with project housing needs. Encourage residential development that utilize universal design principles and explore permitting rebates or discounts to attract this type of development.	Lead: DS Support: PZ, CC	City staff time		X			
6.2.6: Protect Neighborhood Transitions Modify city codes and regulations to ensure compatibility in transitions between greater intensity uses and residential uses. Modifications should focus on the edges and adjacency of differing uses and can include height, form, setbacks, lighting, screening, fencing and landscaping.	Lead: DS Support: PW, CE, PZ, CC	City staff time	X				
6.2.7: Support Downtown Development Support the development of a downtown or town center within the community. Identify vacant or underutilized sites along commercial corridors that are available for development/infill/redevelopment, gather property information and make the information available for private and public developers.	Lead: ED Support: DS, PW, CH	City staff time; Partnership			X		



6.2 IMAGE OF THE CITY IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.2.8: Encourage Infill Development of Vacant Parcels Encourage the development of vacant parcels in line with the recommendations of this Plan. Prepare and market incentive and assistance packages for private ownership of vacant parcels. Consider tax abatements, permit fee waivers, etc. Seek out opportunities for and set up public/private partnerships with highly invested private property owners.	Lead: ED Support: PW, DS	City staff time		X			X
6.2.9: Prioritize Neighborhood Integration with Parks and Trails Set development standards to require sidewalk, trail and multi-use path development alongside new residential development. Prioritize sidewalk repair in existing residential areas and explore new connections between neighborhoods and community destinations and services. Provide support for residential developments that seek to preserve stream corridors, tree canopies or other natural features.	Lead: DS Support: PR, E	City staff time; Outside support/funding					X
6.2.10: Promote Neighborhood Maintenance and Beautification Raymore has strong and established neighborhoods that should not only be protected, but also supported in continued maintenance and upkeep. Consider implementing a volunteer program to serve as support for Code Enforcement officers, as well as an assistance to struggling homeowners. This could include assistance with mowing, trash and debris cleanup, tree trimming, painting and more to stabilize the neighborhood overall.	Lead: DS Support: CE	City staff time; Partnership					X
6.2.11: Update Utility Master Plans Evaluate and update the water, wastewater and stormwater master plans to reflect priorities within the intent to annex area, as shown on the Future Land Use Framework map (Figure 4.1). Identify opportunities through development to expand and upgrade the infrastructure network. Ensure that capital planning efforts align with future infrastructure demand.	Lead: PW Support: DS	City staff time		X			



6.2 IMAGE OF THE CITY IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.2.12: Parks Maintenance Plan Develop and maintain a Parks Maintenance Plan to set operational and maintenance standards for each facility. Update the plan alongside new development. Ensure that plan guidelines are consistent with annual budgets and capital improvements. Secure a dedicated funding source for future parks and trails maintenance. Coordinate with the Arts Commission for inclusion of public art in the parks.	Lead: PR Support: PRB, AC, FN	City Staff time		X			X
6.2.13: Develop Recreation Programs Develop and implement a variety of instructional, educational and fitness programs meeting the needs of all ages and abilities. Offer a variety of sports programs for youth and adults to ensure participation, fun and safety for all participants. Provide quality, premier rental spaces for all needs and services.	Lead: PR Support: COM, PRB, AC	City staff time		X			X
6.2.14: Develop Future Parkland Pursue the development and construction of planned future parks (see Chapter 5 - Parks and Recreation Framework). Ensure that development priorities align with annual budgets and capital improvements. Set aside land for trails and future parks prior to development or as part of the subdivision development process.	Lead: PR Support: PW, DS, PRB	City staff time; Outside support/ funding			X		
6.2.15: Develop Good Ranch Park Master Plan Develop a master plan for Good Ranch Park that aligns with the priorities and vision of the future park system. Good Ranch Park will be located on 154 acres of undeveloped land in the southern part of Ward 1, recently dedicated as park land in 2022. The site presents opportunities for local and regional amenities which should be well-planned, with high quality, well-maintained facilities.	Lead: PR Support: DS, PW, PRB	City staff time; Outside support/ funding		X		X	



6.2 IMAGE OF THE CITY IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.2.16: Develop Trail Connections Develop and build out recommended trail corridors (see Chapter 5). Prioritize projects based on connections between residential areas and civic facilities to increase initial project impact, building momentum and community support for ongoing trail projects.	Lead: PR Support: DS, PW	City staff time; Outside support/ funding		X		X	
6.2.17: Initiate Priority Corridor Projects Develop and initiate projects along the priority corridors detailed in Chapter 4.2 - Transportation and Connectivity Framework . Prioritize the inclusion of pedestrian and bicycle facilities alongside roadway development and redevelopment. Incorporate landscaping and stormwater best management practices (BMPs) wherever possible.	Lead: PW Support: DS	City staff time; Outside support/ funding				X	
6.2.18: Complete Sunset Lane Between MO-58 and 163rd Street Extend Sunset Lane between MO-58 and 163rd Street. Prioritize the inclusion of multimodal facilities along the roadway and connections to/from Memorial Park and Hawk Ridge Park.	Lead: PW Support: DS	City Staff time; Outside support/ funding	X				
6.2.19: Complete 163rd Street from City Limits to Foxridge Drive Build a connection to complete 163rd Street west across city limits at Kentucky Road. Prioritize the inclusion of multimodal facilities along the roadway and connections to/from the Raymore Gateway activity center, Creekmoor Elementary, and surrounding neighborhoods.	Lead: PW Support: DS	City Staff time; Outside support/ funding				X	
6.2.20: Develop a Corridor Beautification and Maintenance Plan for the MO-58 Corridor Develop a comprehensive approach to the long-term beautification and maintenance of MO-58 through the City, including streetscape changes and improvements such as medians, pedestrian improvements, lighting, etc.	Lead: DS/PW Support: FN, E, ED	City Staff time				X	



6.3 PROSPEROUS ECONOMIC GROWTH IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.3.1: Recruit and Retain Businesses Work with the Raymore Chamber of Commerce to develop a business recruitment and retention strategy. Leverage the City's "Come Home to More" brand to build awareness of community assets and strengths. Utilize arts, entertainment and placemaking as tools to inspire new development opportunities and ideas throughout the community. Develop multiple recruitment strategies that are specific to target industries to fill market gaps. Work with community partners to take a proactive and coordinated approach to responding to development opportunities and inquiries	Lead: ED Support: DS, CH	City staff time					X
6.3.2: Prioritize Existing Businesses Make existing businesses a priority by providing robust support for retention and expansion. Identify opportunities to celebrate business successes publicly. Prioritize regular interactions with the community's top employers and provide timely follow-up on identifiable needs or concerns.	Lead: ED Support: DS, CH	City staff time					X
6.3.3: Support Small Businesses Offer resources to support small businesses, focusing on unique and locally owned businesses. Cultivate and maintain relationships with the community partners and organizations that provide assistance. Target industry coworking and incubator programs to help support local entrepreneurs and start-ups. Identify opportunities to help home-based businesses grow into brick-and-mortar operations.	Lead: ED Support: DS, CH	City staff time; Partnership; Outside support/ funding					X
6.3.4: Maximize Community Reach in the Site-Selection Process Maximize the community's reach in the site-selection process across multiple mediums. Engage with high-quality projects that will provide job opportunities for Raymore residents, including light industry, manufacturing and technology.	Lead: ED Support: DS, KCADC	City staff time; Partnership					X



6.3 PROSPEROUS ECONOMIC GROWTH IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.3.5: Foster Vibrancy, Density and Place Focus development and investment along the City's main commercial districts, street corridors, nodes and activity centers that foster a sense of vibrancy and place within the community. Create opportunities for mixed-use developments that encompass housing, retail and entertainment. Encourage the use of pedestrian and bike facilities, street furniture and other pedestrian safety features that will encourage multiple modes of transportation to and from the City's commercial areas.	Lead: DS Support: ED, PW	City staff time					X
6.3.6: Implement Incentive Policies Define and implement a range of incentive policies to support a diverse economic portfolio. Develop a scalable incentive policy to attract new businesses while providing opportunities to keep high-performing businesses in Raymore as they grow. Employ economic development programs that are specific to small and/or local businesses. Regularly communicate with business owners and offer assistance on navigating various permitting and review processes when appropriate.	Lead: ED Support: DS, FN, CC	City Staff time					X
6.3.7: Explore Public/Private Partnerships Identify and pursue public/private partnerships and funding opportunities to spur economic development and growth. Explore the creation of a public/private partnership program wherein the City facilitates a competitive process and invests funds in key projects that will spur economic development and growth. Seek public/private partnerships around Municipal Circle to support additional development.	Lead: ED Support: FN, CH, KCADC	City staff time; Partnership; Outside support/ funding					X



6.3 PROSPEROUS ECONOMIC GROWTH IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.3.8: Keep Sales Tax Local Support development of new retail space targeted at goods, services and experiences people are leaving Raymore for in order to help keep dollars local. Raymore suffers from retail sales leakage with a pull factor of 0.74 (Raymore captures retail sales at a rate 0.74 times the statewide average). Increase retail offerings, including sit-down restaurants, small anchor stores and boutiques and entertainment options. Allow for the development of those uses per the recommendations of the Future Land Use Framework (Figure 4.1). Do so appropriately and in line with community aesthetics and values.	Lead: ED Support: DS, CH	City staff time					X
6.3.9: Complete Master Planning Tract 1 of the Good Ranch Activity Center Initiate the process of completing the first phase of the master planned Good Ranch activity center, as detailed in Chapter 4.1 - Land Use and Development Framework .	Lead: DS Support: ED, PW	City staff time; Outside support/funding		X			
6.3.10: Strengthen the Existing Workforce Engage with and support efforts to strengthen the existing workforce and identify opportunities for new programs and initiatives. Connect existing businesses with State and Federal employment and training resources. Develop an approach to an incentive policy to promote “people-based” incentives that aligns with current businesses such as job training partnerships, certification programs, hiring assistance, etc. Explore additional solutions to assist in solving workforce issues, including the development of diverse housing options and childcare services.	Lead: ED Support: KCADC, West Central Community Action Agency	City staff time; Partnership; Outside support/funding					X



6.3 PROSPEROUS ECONOMIC GROWTH IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.3.11: Support Workforce Development Efforts Continue existing support for workforce development programs, including the Raymore Peculiar School District LEAD Center. Continue to promote workforce development programs/institutions by connecting potential students and appropriate programs. Prioritize removing barriers to continued education offerings within the City.	Lead: ED Support: RPSD, KCADC, West Central Community Action Agency	City staff time; Partnership; Outside support/ funding					X
6.3.12: Identify Strategic Short- and Long-Range Investment Opportunities Identify timed investment opportunities that will leverage development interest for the City. Prioritize opportunities as funding allows and ensure alignment with the City's annual budget and Capital Improvement Program.	Lead: ED Support: DS, FN	City Staff time; Outside support/ funding	X				



6.4 EXCEPTIONAL CUSTOMER SERVICE IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.4.1: Align Day-to-Day Decision-Making and Budgeting with the Comprehensive Plan Use the Future Land Use Framework (Figure 4.1) and accompanying land use descriptions to provide guidance on future development applications, site plans and permits. Incorporate the use of the Future Land Use Framework into development review processes. Incorporate implementation of the Plan into the City's annual budget and Capital Improvement Program.	Lead: A Support: DS, PW, FN, ED, CC	City staff time	X				X
6.4.2: Keep the Comprehensive Plan Updated The Plan should be reviewed on an ongoing basis. If, after analysis, it is recommended to be modified, it should be updated on the following timelines: Annually. An internal annual review of minor updates should be conducted. City staff members, the Planning and Zoning Commission and City Council should document issues to be reviewed based upon cases, initiatives, opportunities and other pertinent information. Conduct an internal work session of these issues to incorporate them into an annual minor update of the Plan. Five Years. Conduct an interim update of the Plan to bring the current Plan in alignment with the annual updates. The entire document should be reviewed for consistency with annual changes. This update could be conducted by City staff members or a professional planning consultant. This update assumes targeted and limited public engagement. Ten Years. Based upon the rate of changes in demographics, growth, community vision and other critical considerations, the City should develop a new Comprehensive Plan that is reflective of the community's desires and vision at that time. This update could be conducted by a professional consultant. This recommendation assumes significant public engagement.	Lead: DS Support: All City departments	City staff time					X



6.4 EXCEPTIONAL CUSTOMER SERVICE IMPLEMENTATION MATRIX

ACTION	PARTICIPANTS	INVESTMENT	TIMEFRAME				
			IMMEDIATE	SHORT-TERM	MID-TERM	LONG-TERM	ONGOING
6.4.3: Create an Online Service Portal Establish an online portal for electronic plan submittals to streamline the review process for City staff and citizens.	Lead: ITS Support: All City departments	City staff time		X			
6.4.4: Create an Online GIS Portal Establish an online GIS portal to make spatial data readily available and to better assist citizens, business owners, developers and other interested parties with property inquiries.	Lead: GIS Support: DS, PW, ITS	City staff time		X			
6.4.5: Staff Training Implement regular internal training sessions for City staff on topics related to customer service, interpersonal operations and safety.	Lead: HR Support: All City departments	City staff time	X				X

RAYMORE BLUEPRINT 2045

Residential Housing Market Analysis
Raymore, Missouri Comprehensive Plan
City of Raymore, Missouri
Olsson
Canyon Research Southwest

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Housing Stock Characteristics

To identify the City of Raymore's existing housing stock characteristics this section of the study addresses the total inventory of dwelling units, occupancies, age and mix of housing types as well as trends in new housing construction activity.

Housing Inventory Trends

Over the past 40 years steady population growth in Raymore has fueled the need for additional housing. The 1980 Census reported the Raymore housing stock at 1,116 dwelling units. By the 1990 Census Raymore's housing stock increased by 88.3 percent to 2,101 dwelling units. Residential construction accelerated during the 1990's when the housing stock more than doubled to 4,335 dwelling units. During the 2000's new home construction exploded in Raymore with the addition of 3,086 housing units. From 2010 through 2020, the Raymore housing stock increased by 1,423 dwelling units. By 2020, Raymore's housing stock totaled 8,844 dwelling units.

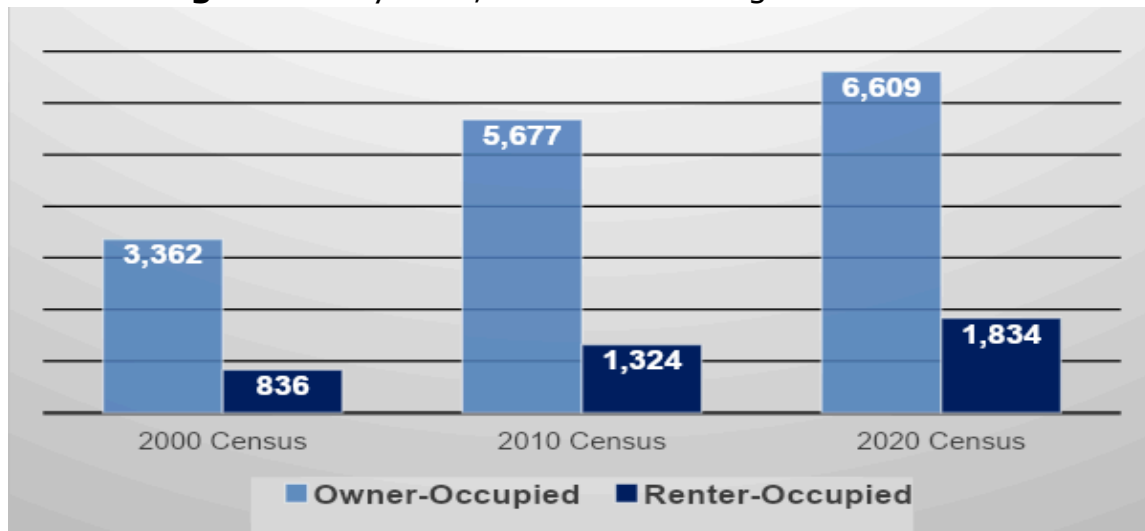
Housing Stock Mix

Raymore's housing stock mix is influenced by its suburban character whereby the demand for single-family housing exceeds that for attached rental housing. Detached single-family housing accounts for 85.4 percent of Raymore's housing stock compared to 70.5 percent statewide.

Housing Tenure Trends

The 2000 Census reported that 4,198 housing units were occupied in Raymore, including 3,362 owner-occupied units and 836 renter-occupied units. From 2000 to 2010, the number of owner-occupied housing units in Raymore increased 68.9 percent to 5,677 units while the inventory of renter-occupied housing units increased by 58.4 percent to 1,324 housing units.

Figure 1: Raymore, Missouri Housing Tenure Trends



From 2010 through 2020, the housing tenure for Raymore increased by 932 owner-occupied housing units and 510 renter-occupied housing units. As a share of the total occupied housing stock, owner-occupied housing declined from 80.1 percent in 2000 to 78.3 percent by 2020 while renter-occupied housing increased from 19.9 percent in 2000 to 21.7 percent by 2020. By comparison, during 2020 the Missouri housing stock was reported at 67.1 percent for owner-occupied housing units and 32.9 percent with renter-occupied housing units.

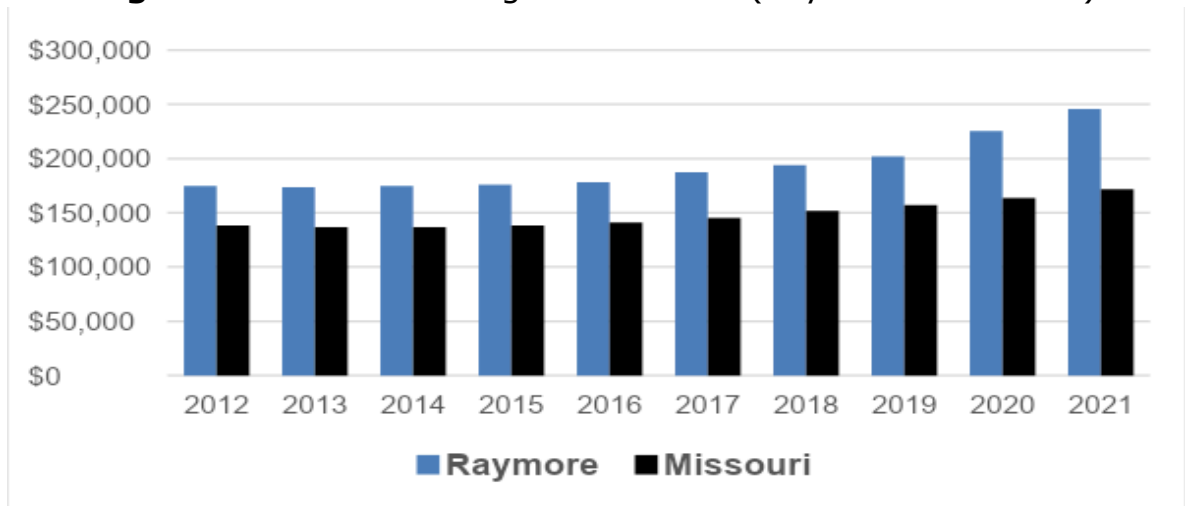
From 2000 through 2020, the housing tenure for Raymore increased by 3,247 owner-occupied housing units and 998 renter-occupied housing units.

Raymore's status as a suburban bedroom community generates an above average demand for owner-occupied housing. As Raymore continues to grow and mature, the need for additional quality rental housing is expected to materialize.

Housing Values

According to the American Community Survey published by the U.S. Census Bureau, during 2012 the median housing value in Raymore of \$245,900 exceeded the statewide median of \$171,800. Stemming from the national housing bust, the median housing value for both Raymore and the State of Missouri declined steadily from 2010 through 2013. From 2015 to 2021, the median housing value in Raymore rose 39.6 percent while Missouri housing reported value appreciation of 24.1 percent. During 2020 and 2021, the median home value in Raymore increased by 21.7 percent to \$245,900.

Figure 2: Median Housing Value Trends (Raymore & Missouri)

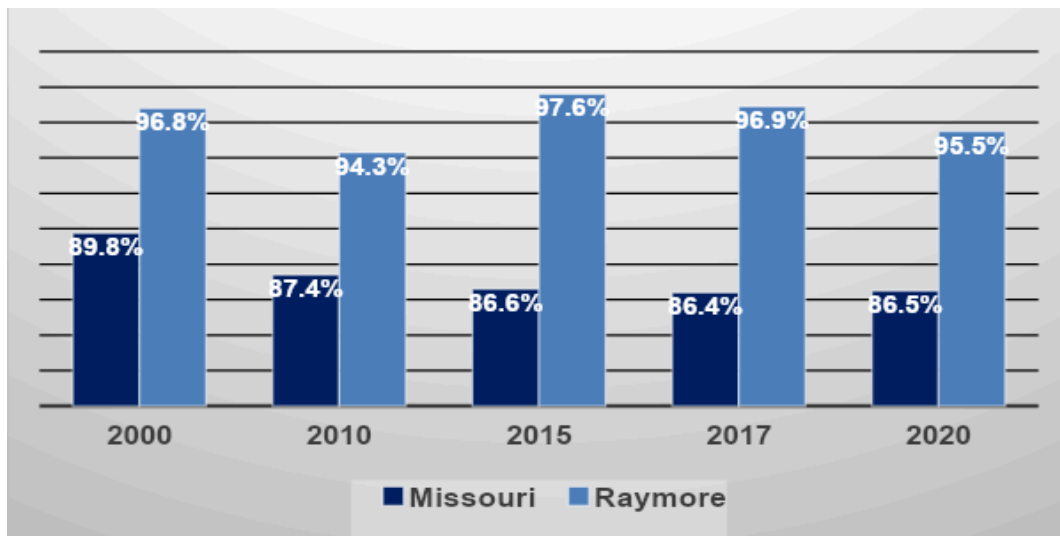


Just 5.0 percent of the owner-occupied housing stock in Raymore is valued under \$100,000, compared to just 23.5 percent statewide. Meanwhile, housing valued at more than \$200,000 accounts for 69.0 percent of Raymore's housing stock compared to 41.4 percent statewide.

Housing Occupancy Trends

The U.S. Census Bureau reported the overall occupancy rate for existing housing in Raymore declined slightly from 96.8 percent in 2000 to 94.3 percent by 2010. The net gain in occupied housing units over the decade totaled 2,803 dwelling units. Raymore's housing occupancy rate improved to 97.6 percent in 2015. By 2020, Raymore's overall housing occupancy rate declined gradually to 95.5 percent.

Figure 3: Housing Occupancy Rate Comparison



From 2000 to 2020, housing occupancy rates for Raymore significantly outpaced the statewide average. During 2000, Raymore's housing occupancy rate of 96.8 percent compared favorably against that of 89.8 percent for Missouri. From 2010 to 2020, the gap grew and by 2020 Raymore's occupancy rate of 95.5 percent compared to the statewide average of 86.5 percent.

Occupancy by Housing Type

Homeowners in Raymore are more likely to occupy detached single-family housing while renters generally occupy attached multi-family housing. According to the U.S. Census Bureau, during 2021 owner-occupied housing in Raymore accounted for 81.1 percent of the entire occupied housing stock with renter-occupied housing accounting for 18.9 percent. By comparison, owner-occupied housing accounts for 67.6 percent of Missouri's total occupied housing stock with renter-occupied housing accounting for 32.4 percent.

For 2021, according to the U.S. Census Bureau, of Raymore's total housing stock, an estimated 8,557 dwelling units were occupied, including 6,941 owner-occupied housing units and 1,616 renter-occupied housing units. Detached single-family homes accounted for 96.7 percent of all occupied owner-occupied housing units. Meanwhile, renters were much less likely to occupy detached single-family homes accounting for just 36.9 percent of all occupied rental units.

Properties with 3 to 4 units were the most popular attached housing product for renters accounting for 21.0 percent of all renter-occupied units. Attached single-family properties account for 15.3 percent of all renter-occupied units, while

multi-family properties with 10 or more units account for just 10.4 percent of all renter-occupied units.

Table 1: City of Raymore Occupied Housing Stock by Type
Owner-Occupied vs. Renter-Occupied Housing

Housing Type	Total	Owner Occupied	Renter Occupied
Occupied Housing Units	8,557	6,941	1,616
Units in Structure			
1-Unit, Detached	85.4%	96.7%	36.9%
1-Unit, Attached	4.6%	2.1%	15.3%
2 Units	1.7%	0.0%	8.8%
3 or 4 Units	4.0%	0.0%	21.0%
5 to 9 Units	1.4%	0.0%	7.6%
10 or More Units	2.1%	0.2%	10.4%
Mobile Home and other Types of Housing	0.8%	1.0%	0.0%
Totals	100.0%	100.0%	100.0%

Source: U.S. Census Bureau.

In the coming two decades Raymore is anticipated to support escalating levels of new home construction as the Kansas City MSA continues to expand, and buyers seek an improved quality of life and new, more affordable housing. As the housing market matures a wider range of housing products and price points will be supportable, including move-up single-family homes, townhomes, and large-scale apartment properties.

Raymore Apartment Market

According to the U.S. Census Bureau, as of 2021, Raymore's inventory of multi-family housing totaled 786 dwelling units, or just 9.2 percent of the city's total housing stock. By comparison, multi-family housing accounts for 20.8 percent of the Missouri housing stock.

Multi-family properties consisting of 2 to 4 dwelling units account for 5.7 percent of Raymore's total housing stock, compared to 7.9 percent statewide. Apartment properties with 20 or more units account for just 2.1 percent of Raymore's total housing stock, compared to 5.9 percent statewide. The predominance of smaller multi-family properties is common among peripheral suburban cities.

Market Rental Rate Trends

Since 2015, Raymore's median monthly housing rent significantly outpaced the statewide median. From 2015 through 2021, Raymore's median monthly housing rent increased 9.4 percent, reaching \$1,202 by 2021. Missouri's median rent in 2021 of \$882 per month was 26.6 percent below the median for Raymore.

Raymore supports a modest inventory of affordable rental housing. Just 7.2 percent of Raymore's occupied rental housing rents for less than \$500 per month compared to 11.1 percent statewide. An estimated 27.1 percent of Raymore's rental housing garners rents of \$500 to \$999 per month, compared to 51.8 percent statewide. Housing units renting for \$1,000 to \$1,499 per month account for 27.4 percent of Raymore rental market, consistent to the statewide rate of 27.6 percent.

Raymore supports a large inventory of upscale rental housing. Housing units renting for \$2,000 or more per month account for 28.3 percent of Raymore rental market, compared to just 9.5 percent statewide. Raymore's above average rents may be attributed to the fact that detached and attached single-family housing accounts for 52.2 percent of all occupied rental housing.

Housing & Economic Stress

Housing stress occurs when the cost of housing (either as rental or as a mortgage) is high relative to household income. A household spending 30 percent or more of its income on housing can be considered under housing stress. The gross rent for 53.8 percent of renter households in Raymore accounts for 30 percent or more of total income compared to 44.8 percent statewide, suggesting a need for additional affordable and income-based housing in both Missouri and Raymore.

Rents for quality rental properties in Raymore are priced at the high end of the range and in many cases are equal to that of a mortgage payment for an entry-level home. With continued population growth forecast, the need exists in Raymore for additional rental housing.

Large-Scale Apartment Properties

Large-scale apartment properties with 20 or more rental units in Raymore, Missouri were identified by conducting a search on Costar for. According to CoStar, Raymore has nine large-scale apartment properties totaling 1,130 dwelling units. Three apartment properties totaling 168 dwelling units are market-rate with four income-based properties totaling 101 dwelling units. The existing apartment properties are concentrated along the western edge of Raymore along the Route 58

corridor. The locations of the existing apartment properties are illustrated in the map below.

Raymore's existing large-scale apartments include eight market-rate properties totaling 1,074 rental units and one, 56-unit income-based property. The Ridgeway Villas at the Legends is an income-based apartment property.

Since 2010, four large-scale apartment properties have been built in Raymore, totaling 696 dwelling units. Two large-scale apartment properties have been constructed since 2021, including:

- 396-unit Lofts at Fox Ridge built in 2021 and
- 204-unit Venue Townhomes built in 2023.

The Depot is under construction at 101 Dean Avenue. The project is designed for 300 market-rate units, featuring 1-, 2-, and 3-bedroom models. Property amenities include a gated entrance, clubhouse, business center, fitness center, lounge, game room, bike storage, pool and spa, and pet play area.

Forecast Housing Need

Residential housing demand estimates for the City of Raymore through the year 2045 were forecast based on anticipated demographic and economic trends for the community. Key input to the model includes historical patterns in annual residential building permit activity and projected population and household growth, average household formation rates, households by income levels, and population by age.

Demographic characteristics and historic population growth trends for Raymore were provided by the U.S. Census Bureau. Housing characteristics for Raymore were provided by the American Community Survey. Population growth projections for Raymore were generated by Canyon Research Southwest based on historic growth patterns, increasing urban growth within the Interstate 49 corridor, existing infrastructure, and employment growth in Raymore.

The *American Community Survey* estimates Raymore's 2021 residential housing stock at 8,576 dwelling units, operating at an overall occupancy rate of 99.8 percent. The occupied housing stock included 6,941 owner-occupied units (81.1%) and 1,616 renter-occupied units (18.9%). A total of 19 vacant housing units were reported. Raymore's average household size is 2.63 persons.

The Mid-America Regional Council forecasts Raymore to add 7,601 residents from 2020 through 2050.

Between the year 2000 and 2020, the City population more than doubled in size, adding 11,795 new residents. The population growth over the 20-year timeframe equated to an annualized rate of 3.3 percent, compared to 1.3 percent annually for Cass County and 0.5 percent annually for Missouri. Raymore's 2022 population was estimated at 24,207 residents. **By 2045, Raymore is forecast to add 10,986 to 12,250 new residents.**

Supportable residential housing absorption over the next twenty years will be a function of resident population growth and latent demand while income levels and age composition will dictate the type and mix of housing products.

Housing Need from Population Growth

Net population and household growth are the largest single drivers of the need for new housing units. From 2023 through 2045, the City of Raymore population is forecast to increase by 10,986 to 12,250 new residents. According to the U.S. Census Bureau, Raymore's average household size is 2.63 persons. Raymore's forecast population growth through 2045 is estimated to yield an estimated 4,177 to 4,658 new households and occupied housing units.

Latent Housing Demand

Another housing needs component considers the number of units a market requires to offer balanced market conditions. Vacant housing units are necessary to accommodate the turnover of the housing stock as people move for family, work-related, or financial reasons. Latent demand occurs when the inventory of available housing is severely constrained.

A housing market operating at equilibrium generally supports a 92 percent to 95 percent occupancy rate. Healthy markets require approximately 5 percent to 8 percent of the housing stock to be available to allow for inner-market mobility and encourage competitive housing prices and rental rates. Markets with vacancy rates below a healthy rate often suffer from escalating home values and rents, minimal tenant turnover, residents being forced into housing situations that do not meet their housing needs, and the inability of nonresidents to enter the market. The *American Community Survey 2021* of Raymore's housing stock of 8,576 dwelling units a total of just 19 housing units were vacant, equating to an overall occupancy rate of 99.8 percent.

Through 2045, population growth is anticipated to result in the need for 4,177 to 4,658 additional housing units, bringing the total inventory to 12,753 to 13,234 occupied housing units.

At market equilibrium occupancy rate of 92 percent, by 2045 Raymore's inventory of vacant and unoccupied housing stock would total 1,020 to 1,058 dwelling units. Given the 2021 inventory of 19 vacant housing units in Raymore, latent housing demand through 2045 is estimated at 1,001 to 1,039 dwelling units.

Total Housing Need

From 2023 through 2045, the City of Raymore's forecast population growth and latent demand is anticipated to create the need for an estimated 5,178 to 5,697 new housing units. According to the U.S. Census Bureau, during 2021 owner-occupied housing in Raymore accounted for 81.1 percent of the entire occupied housing stock with renter-occupied housing accounting for 18.9 percent. Given the city's population age composition, household income levels, and existing housing stock, from 2023 through 2045 the housing need is estimated to be segmented 75 percent owner-occupied and 25 percent renter occupied.

Therefore, by 2045 the mix of new housing inventory is estimated at 3,883 to 4,272 homeownership units and 1,295 to 1,425 rental units.

Table 2: Forecast Residential Housing Need
Raymore, Missouri; 2023-2045

	Conservative Scenario	Optimistic Scenario
Existing Housing Stock	8,576	8,576
Less: Vacant Housing Units	19	19
Occupied Housing Units	8,557	8,557
Population Growth Housing Demand		
Population Growth 2023-2045	10,986	12,250
Average Household Size	2.63	2.63
New Occupied Housing Units	4,177	4,658
Latent Housing Demand		
Occupied Housing Units 2021	8,576	8,576
Plus: Population Growth Housing Demand	4,177	4,658
Occupied Housing Units 2045	12,753	13,234
Market Equilibrium Vacant Units (8.0%)	1,020	1,058
Less: Vacant Housing Units 2021	19	19
Estimated Latent Housing Demand	1,001	1,039
Total Housing Unit Need 2023-2045	5,178	5,697



Housing Need by Product Type(s)

The City of Raymore's mix of future housing needs are best determined by evaluating the city's population demographics with that of the various housing life-cycle stages. Emphasis is placed on age, education, and income.

Entry-level householders are generally single or couples without children in their early 20's and often prefer to rent basic, inexpensive apartments. Residents 15 to 24 years of age account for 11.2 percent of the Raymore population with those 25 to 34 years of age accounting for 9.7 percent. Individuals with high school degrees or less are more likely to be renters than homeowners. An estimated 29.1 percent of Raymore residents are high school graduates or less. Raymore population demographics provide a modest market for entry-level for-sale and rental housing.

An estimated 16.3 percent of Raymore households earn less than \$35,000 annually with 10.3 percent of households earning less than \$25,000. These households tend to be perpetual renters with the lowest income households potentially qualifying for some form of housing assistance.

First-time homebuyers and move-up renters are usually married or cohabitating couples in their mid-20's or 30's, some with children, but most are without children. These individuals prefer to purchase modest-priced single-family homes or rent more upscale apartments. An estimated 9.7 percent of Raymore residents are 25 to 34 years of age with 44.5 percent of residents attaining an associate degree or higher. An estimated 11.8 percent of households earn \$35,000 to \$49,999 annually and 11.8 percent of households earn \$50,000 to \$74,999 annually.

Move-up homebuyers are typically in their late 30's to 40's, married with children. There are a total of 35.7 percent of households in Raymore with children. An estimated 15.0 percent of Raymore residents are 35 to 44 years of age with 22.0 percent of residents attaining a bachelor's degree and 11.7 percent of residents possessing a graduate or professional degree. An estimated 14.6 percent of

households earn \$75,000 to \$99,999 annually and 45.3 percent of households earn \$100,000 or more annually.

To conclude, Raymore's population demographics provide a strong market for both move-up for-sale housing as well as market-rate rental housing. Household income levels support entry-level for-sale housing priced from \$200,000 to \$350,000 and move-up for-sale housing priced at \$350,000 and more.

The table below summarizes the forecast housing mix by homeownership and rental units and by product type.

Through 2045, the market share for single-family housing in Raymore is expected to remain relatively consistent with trends over the past twenty years. The market share of 2-unit to 9-unit multi-family structures is anticipated to drop off in favor of large-scale apartment development.

In summary, through 2045, Raymore is forecast to experience mounting urban pressures, producing steady population growth and the need for additional housing. From 2023 through 2045, the City of Raymore's forecast population growth and latent demand are anticipated to create the need for 5,178 to 5,697 new housing units.

Detached single-family homes are anticipated to remain the dominant new housing product with more expensive move-up for-sale housing playing an increasing role. The trend in multi-family rental housing is anticipated to transition from 2 to 9-unit multi-family structures in favor of large-scale apartment properties.

Table 3: Forecast Housing Demand by Product Type
Raymore, Missouri; 2023-2045

	2021 # of Units	Estimate % of Total	% of Total	2045 Forecast Conservative Scenario	Optimistic Scenario
Forecast Housing Demand					
Total Housing Units	8,576			5,178	5,697
Occupied Housing Units	8,557				
Owner-Occupied	6,941	81.1%	75.0%	3,883	4,272
Renter Occupied	1,616	18.9%	25.0%	1,295	1,425
Housing Demand by Type					
Single-Family Detached	2,360	75.6%	76.0%	3,935	4,330
Single-Family Attached	169	5.4%	1.0%	52	57
2 to 4 Units	443	14.2%	2.0%	104	114
5 to 9 Units	58	1.9%	1.0%	52	57
10+ Units	44	1.4%	20.0%	1,035	1,139

Source: U.S. Census and Canyon Research Southwest, Inc.

Land Development Need

Residential and commercial land uses will be the main driver in the need for additional land to be developed. Housing projections included in this report, in addition to new retail space need projections included *Retail Market Analysis* are used to calculate the project need in new land acres to support Raymore's expected growth.

Assuming an average floor-area-ratio ("FAR") of 0.2 to 0.4 for the retail, office and space and average residential densities of 3.5 dwelling units per acre for single-family and 15 dwelling units per acre for multi-family, through 2045 the City of Raymore is estimated support the development of approximately 1,367 acres of land, including residential and non-residential land uses. Average acre-growth projections are included below in Table 4. The predominant land use is expected to remain detached single family housing in new and expanded neighborhoods, in addition to other commercial and multi-family land uses.

Table 4: Estimated Land Development Need
Raymore, Missouri; 2023 – 2045

Land Use Category	Average Growth Projection (acres)	Percent of Growth
Retail Commercial	79.60	5.82%
Office	10.26	0.75%
Single-Family Residential	1,196.00	87.47%
Multi-Family Residential	81.50	5.96%
TOTAL	1,367.36	

RAYMORE BLUEPRINT 2045

Retail Market Analysis
Raymore, Missouri Comprehensive Plan
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The Market Analysis portion of the study evaluated directly competitive commercial retail development, and housing market trends impacting Raymore, Missouri. The market trends for each prospective land use were evaluated and the long-term need for additional commercial space, and housing units was forecast to quantify the level of future real estate development in Raymore.

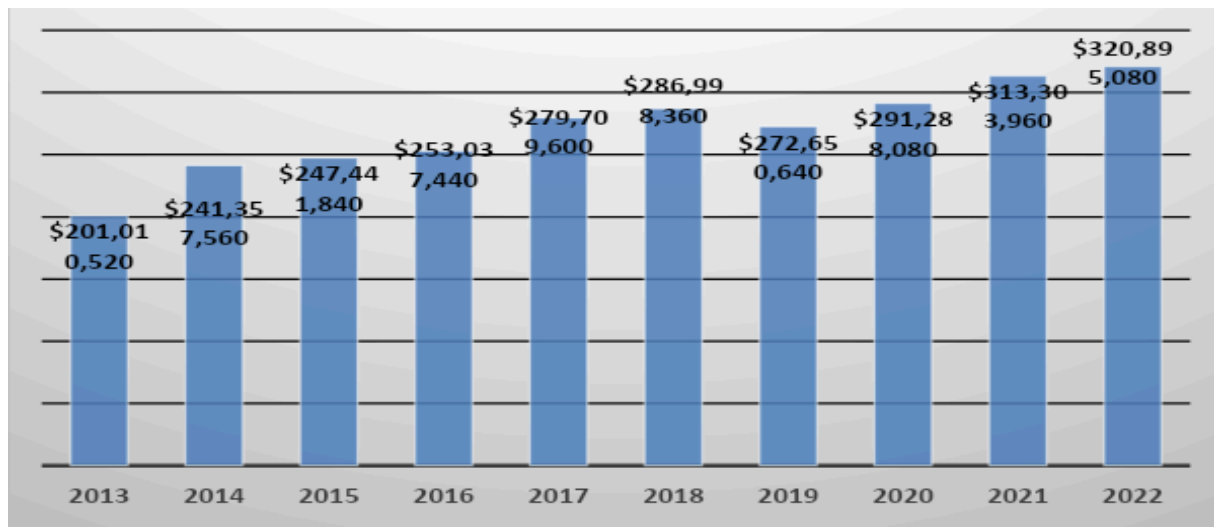
Retail Market Analysis

The *Retail Market Analysis* portion of the report evaluates directly competitive retail market trends impacting Raymore, Missouri and forecasts future need for commercial space.

Retail Sales Trends

The City of Raymore levies a 2.5 percent sales tax on the receipts from the sale of retail tangible personal property or services. The bar chart below illustrates City sales tax retail sales from FY 2013 through FY 2022.

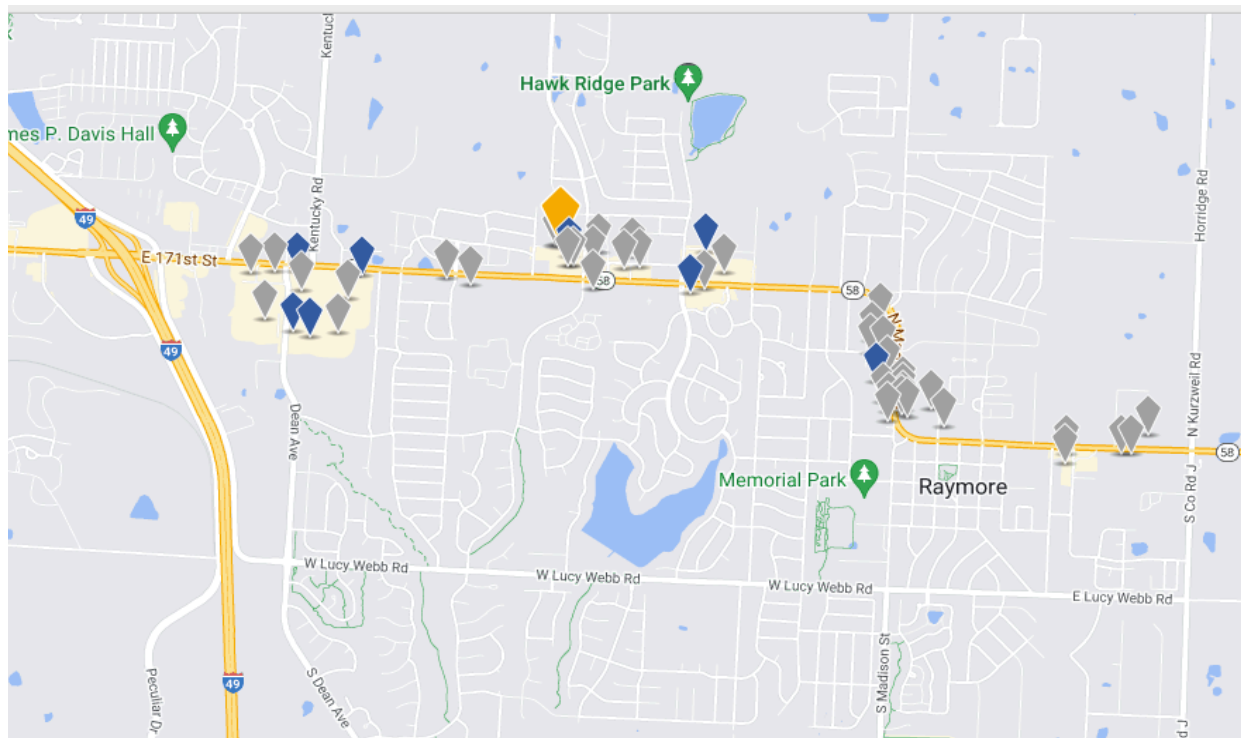
Figure 1: City of Raymore Retail Sales Trends



As the data indicates, taxable retail sales in Raymore escalated from \$201 million in FY 2013 to \$287 million by FY 2018, an increase of 42.8 percent. Taxable sales declined 5.0 percent during FY 2019 to \$272.7 million as the COVID-19 pandemic had an adverse impact on the nation's retail industry starting in early 2020. Taxable retail sales tax rebounded in FY 2020, increasing 6.8 percent to \$291.3 million. Taxable sales rose 7.6 percent during FY 2021 and 2.4 percent in FY 2022.

Competitive Retail Market Trends

CoStar, a national real estate market research company, provided historical and current retail market trends in Raymore, Missouri. The Costar database was searched for existing shopping centers and retail buildings. Bank branches, convenience stores, automotive, car wash, and fast food and sit-down restaurants were excluded from the retail survey. The map below depicts the location of each surveyed shopping center and retail building in Raymore.



A total of 46 retail properties were identified in Raymore totaling 1.0 million square feet of commercial space. Route 58 serves as the city's principal retail corridor with concentrations at the intersections of Dean Avenue, Fox Ridge Drive, Johnston Parkway, and Pine Street. The table on the following pages summarizes retail market trends in Raymore since 2010.

Raymore Galleria

The intersection of Route 58 and Dean Avenue serves as Raymore's largest concentration of commercial space anchored by the 400,000 square foot Raymore Galleria, housing a Walmart Supercenter, Sam's Club, and Lowe's. Additional retail businesses include Sherwin Williams, Sally Beauty Supply, Hawthorn Bank, KFC, Wendy's, Whataburger, Firestone, Big O Tire, and Valvoline Instant Oil Change. Eight outparcels totaling 6.9 acres are available for sale within the Raymore Galleria North. The 0.38 acre to 1.3-acre parcels are priced at \$12.00 to \$15.00 per square foot. One of the parcels has been approved for

the construction of a 9,000 square foot commercial building to house Pacific Dental, shop space, and a quick-serve restaurant space.

58 Highway & Foxridge Drive

Route 58 and Fox Ridge Drive serves as a secondary retail hub housing such businesses as CVS Pharmacy, Walgreens, Dairy Queen, McDonalds, and the Willowind Square shopping center. Large commercially zoned parcels of land are available for future retail development at the southeast and southwest corners of Route 58 and Fox Ridge Drive.

The intersection of Route 58 and Johnston Parkway serves as a neighborhood shopping destination housing such businesses as Cosentino's Price Chopper, Anytime Fitness, Taco Bell, Bank Midwest, Community Bank of Raymore, Country Club Bank, Urgent Care, and Amoco.

Central 58 Highway

Route 58 and Pine Street is Raymore's eastern most commercial district housing strip centers and such freestanding businesses as Dollar General, Sonic, Casey's, Conoco, and O'Reilly Auto Parts. Considerable vacant commercial land is available within this retail core to accommodate future retail development.

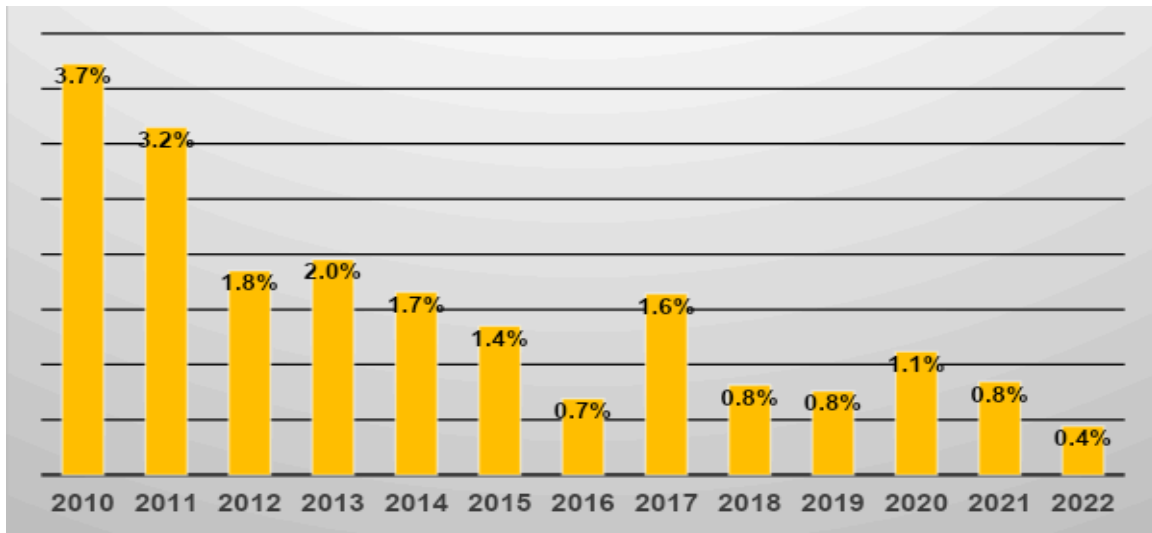
Since 2010, three retail properties totaling 153,143 square feet of building area have been constructed in Raymore while net space absorption totaled 167,769 square feet.

Incentive Districts

The City of Raymore has used tools like Tax Increment Financing ("TIF"), Community Improvement Districts ("CIDs") and Transportation Development Districts ("TDDs") to assist in commercial development and the construction of needed infrastructure to support the growth, including the Raymore Galleria development, 58 Highway and Dean Raymore Market Center, and other major commercial developments. These incentive tools proved effective in attracting such retailers as Sam's Club, Lowe's, Price Chopper, and others.

By the third quarter 2023, the inventory of surveyed retail space in Raymore was operating at a healthy vacancy rate of 1.3 percent. Since 2010, Raymore's retail space inventory has operated at a vacancy rate well below market equilibrium ranging from 0.4 percent to 3.7 percent. The shortage of retail space available for immediate occupancy is a barrier to attracting and accommodating retail businesses to Raymore. The low overall vacancy rate suggests additional near-term retail space is supportable.

Figure 2: Raymore, MO Vacancy Rates and Trends



As Raymore's population continues to grow, an expanded retail market will become viable with new development driven by end-users with speculative development less common.

Trade Area Capture

Information about a community's retail trade area can help assess the ability of local merchants to attract and capture the retail business of residents. The trade area capture ("TAC") is an estimate of the number of people who shop in the local area during a certain period. TAC assumes that residents will buy goods at the same rate as the state average, and that the only force that causes a variation in spending patterns is income. The formula for calculating TAC is:

$$\text{TAC} = \frac{\text{Community's Actual Retail Sales}}{\text{State Per Capita Sales} \times \text{Community's Per Capita Income} / \text{State Per Capita Income}}$$

If the TAC estimate is larger than the community's population it suggests:

- The community is attracting customers outside its boundaries or;
- Residents of the community are spending more than the state average.

If the estimate is smaller than the community's population:

- The community is losing its customers to other regions for retail purchases or;
- Residents of the community are spending less than the state average.

The U.S. Census Bureau estimated the July 1, 2022 City of Raymore population at 24,207 residents and per capita income of \$38,107. For FY 2022, taxable sales in Raymore totaled \$320,895,080.

Esri Business Analyst estimated the population for Missouri at 6,268,203 residents and per capita income of \$30,929. Based on FY 2022 state sales tax collections reported by the Missouri Department of Revenue, the state's per capita retail sales amount to \$14,495.

$$\text{Trade Area Capture} = \frac{\$320,895,080}{\$14,495 \times (\$38,107 / \$30,929)} = \mathbf{17,968 \text{ Residents}}$$

Raymore's population of 24,207 residents and **estimated TAC of 17,968** people illustrates that residents are shopping outside of the city.

Retail Pull Factor

Pull factors ("PF") measure a community's ability to attract shoppers, residents and non-residents alike, to make retail purchases within the community. A pull factor is a measure of the strength of a community's retail trade, based on a comparison of local spending in relation to that of a wider geographic area (e.g., the state), with a measure of 1.0 representing a perfect balance.

A pull factor greater than 1.0 indicates that the community is pulling in retail sales from beyond its boundaries and the balance of trade is favorable. Alternatively, a pull factor less than 1.0 indicates that the community is not capturing local shoppers and is experiencing retail sales leakage. Pull factors are calculated by dividing the TAC by the community's population.

Dividing Raymore's TAC of 17,968 residents by the city's population of 24,207 residents yields a **pull factor of 0.74**, indicating the city captures retail sales at a rate equal to 74 percent of the statewide average. The below average pull factor indicates that Raymore is experiencing significant retail sales leakage which is common among growing suburban communities at the fringe of the metropolitan area where the retail market has yet to catch up to the population growth.

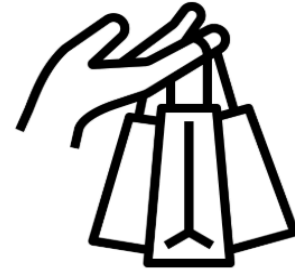
Demand Outlook for Retail Space



Raymore operates with a vacancy rate well below equilibrium since 2010



The shortage of retail space available for immediate occupancy is a barrier to attracting and accommodating retail businesses to Raymore.



Raymore's 'Trade Area Capture' and 'Pull Factor' rates indicates that people are shopping outside of Raymore

Assumptions

This section of the study provides conservative and optimistic retail space need estimates from 2023 to 2045 for Raymore. Supportable retail sales are a function of consumer population and income levels. A trade area's total income is calculated by multiplying the total trade area population by the per capita personal income. Purchasing power, or total sales potential of the trade area, is then quantified by applying average retail expenditures as a percentage of total income.

For FY 2022, taxable sales in Raymore totaled \$320,895,080. Raymore's total inventory of retail space of 1,174,297 square feet yields average sales of \$273 per square foot.

The City of Raymore's 2022 population of 24,207 residents with the per capita income of \$38,107, yields total personal income of approximately \$922.5 million. Based on the *U.S. Census Bureau Annual Retail Trade Survey* and Raymore's per capita income and retail sales levels, retail goods and services sales equate to a spending rate equivalent to 38 percent of total personal income. While the City's current retail pull factor is 0.74, this study applied a balanced pull factor of 1.00 to estimated future captured retail sales.

By 2045, Raymore's population is conservatively forecast to reach 35,193 residents, an increase of 10,986 residents. A more optimistic scenario has the City's population increasing by 12,250 residents by 2045. For this analysis per capita income, average retail sales per square foot, and pull factor remained constant.

Conservative Outlook

Under the conservative scenario, by 2045 Raymore's population growth is forecast to capture new retail goods and services sales of \$159 million, supporting approximately 582,000 square feet of new occupied retail space.

Optimistic Outlook

The optimistic scenario assumes stronger population growth will yield increased retail space demand. By 2045, Raymore is forecast to capture new retail goods and services sales of \$186.7 million and approximately 684,000 square feet of new occupied retail space.

Table 1: Retail Space Demand Outlook from Population Growth
Raymore, Missouri; 2023 – 2045

Retail Sales Formula	Conservative Scenario	Optimistic Scenario
Residential Population Growth (2023-2045)	10,986	12,250
Per Capita Income	\$38,107	\$38,107
Total Gross Personal Income	\$418,643,502	\$466,810,750
% Income Spent on Retail Goods and Services	0.38	0.40
Supportable Goods and Services by City Residents	\$159,084,531	\$186,734,300
Pull Factor	1.00	1.00
Total Supportable Retail Goods & Services Sales	\$159,084,531	\$186,724,300
Average Retail Sales Per Sq. Ft.	\$273	\$273
Retail Space Demand 2023-2045 (Sq. Ft.)	582,727	683,972

Source: Canyon Research Southwest, Inc.; October 2023.

Land Development Need

Accounting for the current inventory of vacant commercial space in Raymore and a market equilibrium vacancy rate of 7.0 percent, through 2040 the City is estimated to support the need for approximately 687,000 to 796,000 square feet of new retail space.

Based on an average floor-area-ratio of 20 percent to 23 percent, the forecast retail space needed through 2045 would absorb an estimated 68.6 to 78.9 acres of commercial land under the conservative scenario and 79.5 acres to 91.4 acres under the optimistic scenario.

Table 2: Supportable New Retail Space Estimates
Raymore, Missouri; 2023 – 2045

City of Raymore New Retail Space Estimates 2023-2045	Conservative Scenario	Optimistic Scenario
Supportable New Retail Space Need		
Raymore Inventory of Occupied Retail Space 2022 Q4	989,040	989,040
Forecast Retail Space Need 2023-2045	582,727	683,972
Total Occupied Retail Space Inventory 2045	1,571,767	1,673,012
Market Equilibrium Retail Space Need (7% Vacancy)	1,690,072	1,798,937
Less: Existing Inventory of Retail Space 2022 Q4	-1,002,553	-1,002,553
Supportable New Retail Space 2023-2045	687,519	796,384
Supportable Development Acres		
20% FAR	78.9	91.4
23% FAR	68.6	79.5

Residential and commercial land uses will be the main driver in the need for additional land to be developed. Housing projections included in the *Residential Housing Market Analysis*, in addition to new retail space need projections included in this report are used to calculate the project need in new land acres to support Raymore’s expected growth.

Assuming an average floor-area-ratio (“FAR”) of 0.2 to 0.4 for the retail, office and space and average residential densities of 3.5 dwelling units per acre for single-family and 15 dwelling units per acre for multi-family, through 2045 the City of Raymore is estimated support the development of approximately 1,367 acres of land, including residential and non-residential land uses. Average acre-growth projections are included below in Table 3. The predominant land use is expected to remain detached single family housing in new and expanded neighborhoods, in addition to other commercial and multi-family land uses.

Table 3: Estimated Land Development Need
Raymore, Missouri; 2023 – 2045

Land Use Category	Average Growth Projection (acres)	Percent of Growth
Retail Commercial	79.60	5.82%
Office	10.26	0.75%
Single-Family Residential	1,196.00	87.47%
Multi-Family Residential	81.50	5.96%
TOTAL	1,367.36	

RESOLUTION PZ 25-01

"A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF RAYMORE, MISSOURI, RECOMMENDING ADOPTION OF THE BLUEPRINT 2045 COMPREHENSIVE PLAN TO THE CITY COUNCIL OF THE CITY OF RAYMORE, MISSOURI."

WHEREAS, in 2020, following the conclusion 2018 Strategic Plan update, the City of Raymore, Missouri, commissioned an update to the City's Comprehensive Plan to serve as the guiding document for the long term planning, growth and development of the City; and

WHEREAS, the City has undertaken a thorough process to develop the Blueprint 2045 Comprehensive Plan, which provides a framework for land use, housing, transportation, economic vitality, public facilities and infrastructure, parks, internal services and other key elements critical to the long-term health, safety, and welfare of the community; and

WHEREAS, the Blueprint 2045 Comprehensive Plan includes a Land Use and Development and Transportation and Connectivity framework that provides detailed goals, strategies and policies for managing growth, promoting balanced and sustainable development, and ensuring compatible land uses across the city; and

WHEREAS, the Parks and Recreation Board met on February 25, 2025 and passed Resolution PK 25-01, adopting the Parks and Recreation Master Plan included within the Blueprint 2045 Comprehensive Plan, and recommending adoption of the plan to the City Council; and,

WHEREAS, the Planning and Zoning Commission of the City of Raymore, Missouri, held a duly noticed public hearing on May 6, 2025 to review the draft Blueprint 2045 Comprehensive Plan, and submits its findings and recommendation to the City Council.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF RAYMORE, MISSOURI, AS FOLLOWS:

Section 1. Findings. The Planning and Zoning Commission of the City of Raymore, Missouri, finds that the Blueprint 2045 Comprehensive Plan:

- Reflects the vision, mission and values adopted as part of the Raymore Strategic Plan
- Provides a comprehensive and integrated framework for managing future growth and development, addressing the topics of land use, transportation, housing, parks, recreation, and open space, promoting the orderly growth of the City.

Section 1. Recommendation. The Planning and Zoning Commission hereby recommends that the City Council adopt the Blueprint 2045 Comprehensive Plan, attached hereto as Exhibit A and incorporated by reference, as the official Comprehensive Plan of the City of Raymore, Missouri.

Section 3. This Resolution shall become effective on and after the date of passage and approval.

Section 4. Any Resolution or part thereof which conflicts with this Resolution shall be null and void.

DULY READ AND PASSED THIS 6TH DAY OF MAY, 2025, BY THE FOLLOWING VOTE:

Mayor Turnbow
Commissioner Bowie
Commissioner Fizer
Commissioner Harrison
Commissioner Shanks
Commissioner Smith
Commissioner Urquilla
Commissioner Wiggins

ATTEST:

APPROVE:

David Gress,
Development Services Director

Matthew Wiggins
Planning and Zoning
Commission Chair

Date of Signature

RESOLUTION PK 25-01

"A RESOLUTION OF THE PARKS AND RECREATION BOARD OF THE CITY OF RAYMORE, MISSOURI, ADOPTING THE PARKS AND RECREATION MASTER PLAN AND RECOMMENDING THE PLAN TO THE CITY COUNCIL OF THE CITY OF RAYMORE, MISSOURI."

WHEREAS, in 2020, following the conclusion of the 2018 Strategic Plan update, the City of Raymore, Missouri, commissioned an update to the City's Comprehensive Plan to serve as the guiding document for the long term planning, growth and development of the City; and

WHEREAS, the City has undertaken a thorough process to develop the Raymore Blueprint 2045 Comprehensive Plan, which provides a framework for land use, housing, transportation, economic vitality, public facilities and infrastructure, parks and trails, internal services and other key elements critical to the long-term health, safety, and welfare of the community; and

WHEREAS, the Blueprint 2045 Comprehensive Plan includes a Parks and Recreation Master Plan that provides detailed goals and strategies for enhancing parks, recreational amenities, open spaces and trails, and prioritizes department operations and accreditation to continue to meet the current and future needs of the community.

NOW THEREFORE, BE IT RESOLVED BY THE PARKS AND RECREATION BOARD OF THE CITY OF RAYMORE, MISSOURI, AS FOLLOWS:

Section 1. Findings. The Parks and Recreation Board of the City of Raymore, Missouri, finds that Chapter 5: Parks and Recreation Master Plan of the Raymore Blueprint 2045 Comprehensive Plan

- Reflects the vision, mission and values adopted as part of the Raymore Strategic Plan
- Supports the enhancement of parks, open spaces, and recreational facilities.
- Provides a sustainable framework for future investment in and maintenance of parks and recreational amenities.

Section 2. Recommendation. The Parks and Recreation Board hereby recommends that the City Council adopt the Parks and Recreation Master Plan as Chapter 5 of the Raymore Blueprint 2045 Comprehensive Plan, attached hereto as Exhibit A and incorporated by reference, as the official Master Plan of the Parks and Recreation Board of the City of Raymore, Missouri, and will formally adopt the Parks and Recreation Master Plan upon final adoption by the City Council.

Section 3. This Resolution shall become effective on and after the date of passage and approval.

Section 4. Any Resolution or part thereof which conflicts with this Resolution shall be null and void.

DULY READ AND PASSED THIS 25TH DAY OF FEBRUARY, 2025, BY THE FOLLOWING VOTE:

Park Board Member Collier	<u>AYE</u>
Park Board Member Cooper	<u>Absent -</u>
Park Board Member Kies	<u>AYE</u>
Park Board Member Manson	<u>Absent -</u>
Park Board Member Mapes	<u>AYE</u>
Park Board Member Scott	<u>AYE</u>
Park Board Member Trautman	<u>AYE</u>
Park Board Member Wilson	<u>Absent -</u>

ATTEST:


Nathan Musteen
Parks and Recreation Director

APPROVE:


Patrick Kies
Park Board Chair

2/25/25
Date of Signature

MADISON VALLEY 5TH FINAL PLAT

APPLICANT

Property Owner: Tony Ward | Blue Springs Safety Storage South, LLC

Engineering/Arch. Firm: Nicholas Miller, P.E. | Powell CWM

PROJECT LOCATION

East of the Future Sunset Lane and north of Heritage Drive

REQUESTED ACTION

Final Plat Approval

PROJECT NARRATIVE

An application was filed requesting final plat approval of the Madison Valley 5th Final Plat, including 46 residential lots, and 1 tract of land.



ZONING AND LAND USE SUMMARY

EXISTING ZONING

"R-1.5" Single-family Residential District

SURROUNDING ZONING & LAND USE

North: R-1 | Dwelling, Single-family Detached

South: R-1.5 | Dwelling, Single-family Detached

East: R-1P | Dwelling, Single-family Detached

West: R-1.5 | Dwelling, Single-family Detached



TOTAL TRACT
SIZE

NUMBER OF
LOTS

DENSITY

12.76 +/- Acres

46

3.6 +/- du./ac

PAST PLANNING ACTIONS

1. The subject property was rezoned from "A" Agricultural District to "R-1" Single Family Residential District on April 9, 2001.
2. The Hawthorne Ridge Preliminary Plat was approved for the subject property on April 23, 2001. The Preliminary Plat proposed 190 lots on 71 acres. The preliminary plat expired on April 23, 2002 due to no final plat application ever being approved.
3. A request to reclassify the zoning of a portion of the subject property from R-1 to "R-3P" Multiple-Family Dwelling Planned District was withdrawn by the property owner in March of 2004.
4. The Preliminary Plat for Madison Valley Subdivision was initially approved on September 27, 2004. The plat contained 202 single-family lots. The preliminary plat expired on October 10, 2014.
5. The Madison Valley 1st Final Plat was approved on October 10, 2005. The 1st plat was constructed and contained 75 lots.
6. In 2009 an application was filed to reclassify the zoning designation of the north half of the 1st plat area from R-1 to "R-2" Single and Two-Family Residential District. The application was withdrawn on April 20, 2009.
7. On June 10, 2013 the City approved the reclassification of zoning of 65 of the lots in the 1st Final Plat area from R-1 to "R-1P" Single-Family Residential Planned District. The rezoning modified the side yard setback requirement from a minimum of ten feet down to ten percent of the lot width, with a minimum setback of five feet.
8. On October 11, 2021 the City Council approved the reclassification of zoning of the subject property from "R-1" Single-Family Residential District to "R-1.5" Single-Family Residential District (6,500 sq ft.)
9. On December 20, 2021 the City Council approved the Madison Valley Phase 2 preliminary plat. The plat contains 154 lots and was set to expire December 20, 2022.
10. The applicant requested an extension of the preliminary plat and the City Council voted to approve the request on December 12, 2022.

11. The Planning and Zoning Commission voted to recommend approval of the Madison Valley 2nd Plat on May 16, 2023.
12. The City Council voted to approve Madison Valley 2nd Plat with the 1st reading on May 22, 2023.
13. The Planning and Zoning Commission voted to recommend approval of the Madison Valley 3rd Final Plat on June 6, 2023.
14. The City Council voted to approve the Madison Valley 3rd Final Plat on June 26, 2023.
15. On March 18, 2025, the Planning and Zoning Commission heard case #25006 Madison Valley 4th Plat and voted to recommend approval, forwarding the case to the City Council.
16. The City Council voted 8-0 to approve the first reading of the Madison Valley 4th Final Plat on April 14, 2025.

DEVELOPMENT STANDARDS

The Bulk and Dimensional Standards for the existing zoning districts are as follows:

DIMENSIONAL STANDARD	MINIMUM REQUIREMENT
Lot Size	6,500-sq ft
Lot Width x Lot Depth	60-ft X 100-ft
Front-Yard Setback	30-ft
Side-Yard Setback	7.5-ft
Side-Yard Setback (exterior)	15-ft
Rear-Yard Setback	30-ft
Building Height	35-ft
Building Coverage	40%
Open Space Requirement	N/A

STAFF COMMENTS

PLANNING AND ZONING -

- 5-ft sidewalks will be required along both sides of streets within the subdivision.
- The proposed plat will make a street connection with the subdivision to the north, Madison Creek, through an extension of Mesa Ridge Drive south to Heritage Drive. East of this plat is the rest of the Madison Valley phases with the 1st plat to the east, 3rd plat to the south, and the 2nd plat to the west.
- Each lot is required to provide one yard tree per street frontage.
- Tract L is being constructed in the northwest corner of the plat for the purposes of storm detention.
- A requirement listed in the Madison Valley 2nd Plat Development Agreement noted that the Sub-divider agrees to install landscape buffers within the common tracts identified as E & F along Sunset Lane. Since the construction of Sunset was delayed, the landscape buffers were proposed to be completed with the improvements of Madison Valley 3rd Plat, however, Sunset Lane was still not completed.

Given that Sunset is nearing completion, the Sub-divider shall provide the required landscape buffers within the designated tracts along Sunset Lane ahead of acceptance of the 5th plat public improvements and Final Plat approval.

PUBLIC WORKS & ENGINEERING -

- The Engineering Division indicated the proposed final plat complies with the design standards of the City of Raymore and recommends approval of the final plat.

ALIGNMENT WITH GROWTH MANAGEMENT PLAN

Growth Management Plan - The Future Land Use Plan Map designates this

property as appropriate for low-density residential development.

Major Street Plan - The Major Street Plan does not identify streets within this plat, indicating that those which are proposed are all local streets.

FINDINGS OF FACT

Under Section 470.130 of the Unified Development Code, the Planning and Zoning Commission and City Council are directed concerning its actions in the deliberation of a final plat request, in that the Planning and Zoning Commission will recommend approval and the City Council will approve the final plat if it finds the final plat:

1. Is substantially the same as the approved preliminary plat.

The Madison Valley 5th Final Plat has been reviewed and it has been determined that the Plat is in substantial conformance with the approved Madison Valley Phase 2 Preliminary Plat.

A minor deviation to Sunflower Drive has been made, which shortens it to extend from Buffalo Drive to Mesa Ridge Drive when the Preliminary Plat shows the street extending further west to intersect with Lemon Mint Drive. The engineer on the project noted that due to the grade of the land between Mesa Ridge and Lemon Mint, the street would have too much cross slope, which is why the segment has been removed.

The right-of-way from the removed segment of Sunflower Drive has been absorbed into the adjacent lots, making them wider than other lots in the surrounding blocks.

2. Complies with all conditions, restrictions and requirements of this Code and of all other applicable ordinances and design standards of the City.

The Madison Valley 5th Final Plat complies with all conditions, restrictions and requirements of the Code and of all other applicable ordinances and design standards of the City, including the Madison Valley Valley Phase 2 Preliminary Plat.

3. Complies with any condition that may have been attached to the approval of the preliminary plat.

The Madison Valley 5th Final Plat complies with all conditions of the approved preliminary plat. As noted in the 4th Final Plat Staff Report, the original Phasing Plan of the Madison Valley Preliminary Plat, the order of the 4th and 5th plats for review & approval were swapped, however, both phases are being constructed at the same time.

PROJECT REVIEW SCHEDULE

COUNCIL, COMMISSION OR BOARD	ACTION	DATE
Planning and Zoning Commission	Review & Recommendation	May 6, 2025
City Council	Review & Approval/Denial	1st Reading: June 09, 2025 2nd Reading: June 23, 2025

STAFF RECOMMENDATIONS

Staff recommends that the Planning and Zoning Commission accept the proposed findings of fact and forward an approval recommendation to the City Council.

The recommendation for approval is subject to the following conditions:

- The final plat shall be signed and recorded with the Cass County Recorder of Deeds within one year of City Council approval or the approval of the plat shall be considered null and void.
- The Development Agreement for the Madison Valley 5th Final Plat shall be recorded with the Cass County Recorder of Deeds, and all applicable fees paid, within one year of the City Council approval or the agreement shall be considered null and void.
- Landscaping buffers within Tracts E & F of Madison Valley 3rd Plat shall be completed with the public improvements of this 5th Plat.

PLANNING & ZONING COMMISSION

The Planning and Zoning Commission voted...

CITY COUNCIL 1ST READING

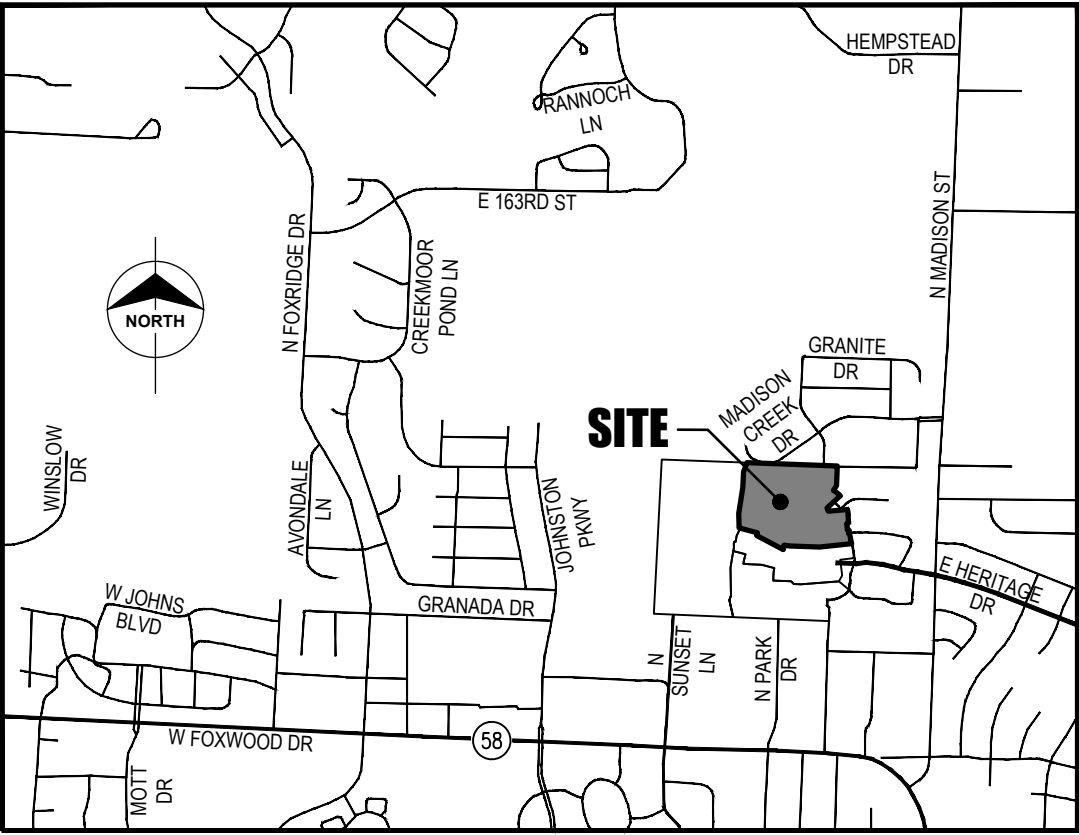
The City Council voted...

CITY COUNCIL 2ND READING

The City Council voted...

PROJECT ATTACHMENTS

1. Final Plat Drawings
2. Site Photographs
3. Development Agreement



SITE LOCATION MAP
NOT TO SCALE

EASEMENTS:

AN EASEMENT OR LICENSE IS HEREBY GRANTED TO THE CITY OF RAYMORE, MISSOURI, TO LOCATE, CONSTRUCT AND MAINTAIN OR TO AUTHORIZE THE LOCATION, CONSTRUCTION AND MAINTENANCE OF CONDUITS, GAS MAINS, WATER MAINS, SEWER LINES, POLES, WIRES, ANCHORS AND SURFACE DRAINAGE AND ALL OR ANY OF THEM OVER, UNDER AND ALONG THE STRIPS OF LAND DESIGNATED AS "UTILITY EASEMENT" OR BY THE ABBREVIATION "U/E" ON THE ACCOMPANYING PLAT. AREAS DESIGNATED ON THE ACCOMPANYING PLAT AS "GRADING" AND "DRAINAGE" EASEMENTS OR BY THE ABBREVIATION "DE" ARE HEREBY DEDICATED TO THE PUBLIC FOR THE PURPOSE OF STORM WATER DRAINAGE WAYS, GRADING, OR FOR THE PURPOSE OF CONSTRUCTING, MAINTAINING, OPERATING, REMOVING AND REPLACING STORM WATER DRAINAGE FACILITIES IN ACCORDANCE WITH PLANS AND SPECIFICATION APPROVED BY THE CITY ENGINEERING DEPARTMENT. NO FENCE, WALL, PLANTING, BUILDING OR OTHER OBSTRUCTION MAY BE PLACED OR MAINTAINED IN SAID D/E EASEMENT HEREBY DEDICATED AND THERE SHALL BE NO ALTERATION TO THE GRADES OR CONTOURS IN SAID DRAINAGE OR GRADING EASEMENTS WITHOUT THE APPROVAL OF THE CITY ENGINEERING DEPARTMENT.

STREETS:

THE STREETS SHOWN ON THIS PLAT AND NOT HERETOFORE DEDICATED TO PUBLIC USE ARE HEREBY SO DEDICATED.

MAINTENANCE OF TRACTS:

TRACT "L" SHALL BE USED FOR DETENTION AND OPEN SPACE AND SHALL BE MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

BUILDING LINES:

BUILDING LINES OR SETBACK LINES ARE HEREBY ESTABLISHED AS SHOWN ON THE ACCOMPANYING PLAT AND NO BUILDING OR PORTION THEREOF SHALL BE CONSTRUCTED BETWEEN THIS LINE AND THE STREET RIGHT-OF-WAY.

DEDICATION:

THE UNDERSIGNED PROPRIETOR(S) OF THE ABOVE DESCRIBED TRACT OF LAND HAS CAUSED THE SAME TO BE SUBDIVIDED IN THE MANNER SHOWN ON THE ACCOMPANYING PLAT. THIS PLAT SHALL HEREAFTER BE KNOWN AS "MADISON VALLEY 5TH PLAT".

IN TESTIMONY WHEREOF: THE UNDERSIGNED PROPRIETOR(S) OF THE DESCRIBED TRACT ON THE FACE OF THIS SURVEY HAVE CAUSED THESE PRESENTS TO BE SIGNED THIS DAY OF _____, 2025.

TONY WARD
MEMBER

STATE OF MISSOURI)
COUNTY OF _____) SS:
COUNTY OF _____)

ON THIS _____ DAY OF _____, 2025, BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED TONY WARD, MEMBER OF BLUE SPRINGS SAFETY STORAGE SOUTH, LLC, TO ME PERSONALLY KNOWN TO BE THE SAME PERSON WHO EXECUTED THE FOREGOING INSTRUMENT AND THAT SAID INSTRUMENT WAS SIGNED IN BEHALF OF SAID LIMITED LIABILITY COMPANY AND ACKNOWLEDGED SAID INSTRUMENT TO BE THE FREE ACT AND DEED OF SAID COMPANY.

IN WITNESS THEREOF: I HAVE HEREUNTO SET MY HAND AND AFFIXED BY NOTARY SEAL AT MY OFFICE IN SAID COUNTY AND STATE, THE DAY AND YEAR LAST ABOVE WRITTEN.

ACKNOWLEDGMENTS:

THIS PLAT OF "MADISON VALLEY 5TH PLAT", HAS BEEN SUBMITTED TO AND APPROVED BY THE RAYMORE PLANNING AND ZONING COMMISSION THIS _____ DAY OF _____, 2025.

SECRETARY

THIS PLAT OF "MADISON VALLEY 5TH PLAT", INCLUDING EASEMENTS AND RIGHTS-OF-WAY ACCEPTED BY THE CITY COUNCIL, HAS BEEN SUBMITTED TO AND APPROVED BY THE RAYMORE CITY COUNCIL BY ORDINANCE NO. _____ DULY PASSED AND APPROVED BY THE MAYOR OF RAYMORE, MISSOURI, ON THE _____ DAY OF _____, 2025.

MAYOR, KRISTOPHER P. TURNBOW (SEAL)

ATTEST:

CITY CLERK, ERICA HILL

CITY ENGINEER OF PUBLIC WORKS, TRENT SALSBUURY



Attachment 2

Mesa Ridge Drive (Madison Creek Subdivision) Looking South



Sunflower Drive (At Buffalo Drive) Looking West



Attachment 2

Mesa Ridge Drive (At Heritage Drive) Looking North



Lemon Mint Drive (At Heritage Drive) Looking North





Development Agreement

*For
Madison Valley 5th Plat
Lots 126-157, 160-173
and Tract L*

Legal Description Contained on Pages 2-3

**Between Blue Springs Safety Storage South, LLC,
Grantor,**

and

**City of Raymore, Grantee
100 Municipal Circle
Raymore, MO 64083**

June 23, 2025

DEVELOPMENT AGREEMENT

THIS AGREEMENT, MADE THIS **23rd day of June, 2025** by and between, **Between Blue Springs Safety Storage South, LLC** hereinafter referred to as "Sub-divider" and the City of Raymore, Missouri, a Municipal Corporation, hereinafter referred to as "City".

WHEREAS, Sub-divider seeks to obtain approval from the City for a subdivision to be known as **Madison Valley 5th Plat** which is located in the City of Raymore, Cass County, Missouri, and;

WHEREAS, the Sub-divider, herein defined, agrees to assume all subdivision development obligations of the City as described in this agreement, and;

WHEREAS, the City desires to ensure that the Sub-divider will accomplish certain things in order to protect the public health, safety and welfare.

NOW, THEREFORE, in consideration of the promises and covenants herein set forth, and receipt by the City of fees and costs as stated herein, the parties agree as follows:

GEOGRAPHIC LOCATION:

1. The terms of this agreement apply to the following property and all portions thereof: **Madison Valley 5th Plat**

A TRACT OF LAND LOCATED IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 46 NORTH, RANGE 32 WEST, IN THE CITY OF RAYMORE, CASS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTH HALF; THENCE ALONG THE WEST LINE OF SAID NORTH HALF, SOUTH 02°56'15" WEST, 19.59 FEET, TO THE NORTHWEST CORNER OF MADISON VALLEY 2ND PLAT, A SUBDIVISION OF LAND AS RECORDED AT THE CASS COUNTY, MISSOURI RECORDER OF DEEDS OFFICE; THENCE LEAVING SAID WEST LINE, AND ALONG THE NORTH LINE OF SAID MADISON VALLEY 2ND PLAT, SOUTH 87°54'20" EAST, 718.37 FEET, TO THE NORTHEAST CORNER OF SAID MADISON VALLEY 2ND PLAT, THE POINT OF BEGINNING;

THENCE FROM THE POINT OF BEGINNING, ALONG THE EASTERLY PROLONGATION OF THE NORTH LINE OF SAID MADISON VALLEY 2ND PLAT AND THE SOUTH LINE OF MADISON CREEK THIRD PLAT, A SUBDIVISION AS RECORDED AT SAID RECORDERS OFFICE, AND ITS WESTERLY PROLONGATION, SOUTH 87°54'20" EAST, 762.01 FEET, TO THE NORTHWEST CORNER OF MADISON VALLEY FIRST PLAT, A SUBDIVISION AS RECORDED AT SAID RECORDERS OFFICE; THENCE LEAVING THE SOUTH LINE OF SAID MADISON CREEK THIRD PLAT, AND ALONG THE WEST LINE OF SAID MADISON VALLEY FIRST PLAT, THE FOLLOWING THIRTEEN COURSES, SOUTH 02°06'10" WEST, 164.15 FEET; THENCE SOUTH 31°05'35" WEST, 50.00 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 255.00 FEET, A CURVE LENGTH OF 72.08 FEET, A CHORD BEARING OF SOUTH 50°48'32" EAST, AND A CHORD LENGTH OF 71.84 FEET; THENCE SOUTH 47°17'20" WEST, 150.05 FEET; THENCE SOUTH 20°47'09" EAST, 28.87 FEET; THENCE NORTH 85°07'17" EAST, 161.56 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 255.00 FEET, A CURVE LENGTH OF 46.55 FEET, A CHORD BEARING OF SOUTH 07°52'15" EAST, AND A CHORD LENGTH OF 46.48 FEET; THENCE ALONG A LINE NON-TANGENT TO THE LAST DESCRIBED COURSE, SOUTH 02°41'20" EAST, 59.23 FEET; THENCE ALONG A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, A CURVE LENGTH OF 22.99 FEET, A CHORD BEARING OF SOUTH 41°12'55" WEST, AND A CHORD LENGTH OF 20.80 FEET; THENCE SOUTH 04°56'45" EAST, 50.00 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 15.00 FEET, A CURVE LENGTH OF 22.80 FEET, A CHORD BEARING OF SOUTH 51°19'48" EAST, AND A CHORD LENGTH OF 20.67 FEET; THENCE ALONG A REVERSE CURVE, HAVING A RADIUS OF 775.00 FEET, A CURVE LENGTH OF 60.63 FEET, A CHORD BEARING OF SOUTH 10°01'19" EAST, AND A CHORD LENGTH OF 60.61 FEET; THENCE ALONG A LINE TANGENT TO THE LAST DESCRIBED COURSE, SOUTH 12°15'47" EAST, 45.23 FEET, TO THE NORTHEAST CORNER OF LOT 125, MADISON VALLEY 3RD PLAT, A SUBDIVISION OF LAND AS

RECORDED AT SAID RECORDERS OFFICE; THENCE LEAVING THE WEST LINE OF SAID MADISON VALLEY FIRST PLAT, AND ALONG THE NORTH LINE OF SAID MADISON VALLEY 3RD PLAT, THE FOLLOWING SEVEN COURSES, SOUTH 83°57'07" WEST, 271.75 FEET; THENCE NORTH 87°54'21" WEST, 249.74 FEET; THENCE NORTH 83°07'24" WEST, 50.00 FEET; THENCE ALONG A NON-TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 175.00 FEET, A CURVE LENGTH OF 36.75 FEET, A CHORD BEARING OF SOUTH 12°53'33" WEST, AND A CHORD LENGTH OF 36.68 FEET; THENCE NORTH 62°06'40" WEST, 252.23 FEET; THENCE NORTH 14°53'35" EAST, 23.56 FEET; THENCE NORTH 75°06'25" WEST, 159.26 FEET, TO A POINT ON THE EAST LINE OF SAID MADISON VALLEY 2ND PLAT; THENCE LEAVING THE NORTH LINE OF SAID MADISON VALLEY 3RD PLAT, AND ALONG THE EAST LINE OF SAID MADISON VALLEY 2ND PLAT THE FOLLOWING FOUR COURSES, NORTH 01°23'47" WEST, 121.35 FEET; THENCE NORTH 08°55'13" EAST, 221.80 FEET; THENCE NORTH 02°38'56" EAST, 133.67 FEET; THENCE NORTH 20°28'34" EAST, 81.38 FEET, TO THE POINT OF BEGINNING AND CONTAINS 12.76 ACRES, MORE OR LESS.

REQUIRED IMPROVEMENTS:

1. In accordance with the policies and ordinances of the City, the public improvements described herein shall be constructed and installed on the terms and conditions hereinafter contained. Public improvements within the Subdivision will be installed in accordance with the City of Raymore Standard Contract Documents and Technical Specifications & Design Criteria for Utility and Street Construction,.
2. The public improvements are to be designed and installed at the Sub-divider's expense by the Sub-divider and are hereinafter referred to as "Improvements".
3. It shall be the obligation of the Sub-divider to furnish to the City plans and specifications for construction of the Improvements. Before any construction is commenced, the City Public Works Director shall approve plans and specifications for the Improvements. Once the City Public Works Director has approved the plans, any changes to the plans must be submitted to the City Public Works Director for approval.
4. The Sub-divider shall submit the appropriate grading/site/erosion control plan including appropriate sidewalk, meter elevations, and manhole elevations to the City Public Works Director for approval for development of the project. Before any construction is commenced within that phase, the City Public Works Director must approve plans for all required Improvements. It shall be the Sub-divider's responsibility to assure compliance with grading plans.
5. The Sub-divider shall provide a copy of all required State and Federal permits to the City Public Works Director prior to issuance of any City permits.
6. The Sub-divider shall pay for all other engineering and surveying necessary to design and construct other improvements to the property.
7. The Developer, and or their contractor or designee, shall provide the saddle for connection to the public water main. Saddles shall be brass or bronze with a stainless steel strap. All brass/bronze construction shall also be permitted.

INSTALLATION AND MAINTENANCE

1. Prior to the issuance of building permits, the Sub-divider shall install all Improvements as shown on approved engineering plans of said subdivision and the City Council shall have accepted by Resolution all Improvements.
2. The Sub-divider shall be responsible for the maintenance of the Improvements for a period of two years after acceptance thereof by the City, in accordance with the City specifications and policies.
3. The Sub-divider agrees to provide the City of Raymore "as-built" plans for all Improvements as indicated on the aforementioned plans. Said plans shall be considered a part of the Improvements, for the purpose of acceptance by the City.
4. Prior to acceptance of the Improvements a waiver of mechanic's lien shall be submitted to the City. The Sub-divider will indemnify and save the City harmless from all claims growing out of the lawful demands of subcontractors, laborers, workers, mechanics, and furnishers of machinery and parts thereof, equipment, tools, and all suppliers, incurred in the furtherance of the performance of the work. The Sub-divider shall, at the City's request, furnish satisfactory evidence that all obligations of the nature designated above have been paid, discharged or waived.
5. A Stormwater Maintenance Agreement shall be submitted addressing the perpetual maintenance of all stormwater management infrastructure.

FEES, BONDS & INSURANCE

1. The Sub-divider agrees to pay to the City a 1% Plan Review Fee and 5% Construction Inspection Fee based on the project engineer's estimate or contract development costs of all Improvements as shown on approved engineering plans of said subdivision. The City Public Works Director shall review and determine that the costs, as presented, are reasonable. A list of these fees is provided in **Attachment A** - Fee Schedule.
2. The Sub-divider agrees to indemnify the City with a Certificate of Insurance as required in the Unified Development Code of the City of Raymore.
3. The Sub-divider agrees to furnish performance bonds as required in the Unified Development Code of the City of Raymore.
4. Prior to acceptance of Improvements within said subdivision, Sub-divider will provide a guarantee in the form of a Maintenance Bond that is satisfactory to the City Public Works Director. This guarantee shall be based on 50% of the cost of all Improvements shown on approved

engineering plans and shall be for a period of two years after acceptance by the City.

5. The Sub-divider agrees to submit a street light plan for City approval and pay the cost of providing and installing the streetlights in accordance with the approved street light plan. The required street lights shall be installed and shall be operational prior to the acceptance of the Improvements for the subdivision.

6. The Sub-divider agrees to pay to the City a \$9 per acre fee for the placement and maintenance of outdoor warning sirens. The cost of these fees is provided in Attachment A.

7. The Sub-divider agrees to pay any **fees in lieu of parkland dedication** that are required in accordance with City Code. The total fee due for **Madison Valley 5th Plat**, is **\$ 35,898.86**, a rate of **780.41** per platted lot. The fee-in-lieu shall be paid at the time of recording of the plat..

8. Per Ordinance #20004, the license (excise) tax for building contractors will be charged at the time of building permits at the applicable rate at the time each building permit application is approved.

9. The Sub-divider, in the interest of the general health, welfare and safety of the Citizens of Raymore, agrees to have installed, at their cost, any traffic control devices determined to be necessary by City Staff (410.340). The technical specifications and design criteria are set forth in Public Works Department Policies 120 thru 122 and 129, Street Signage and Traffic Control Devices. The improvement must be installed prior to the City releasing any building permits.

NON-LOCAL COMMERCIAL CONSTRUCTION VEHICLES WITHIN RESIDENTIAL NEIGHBORHOODS

Section 340.320 authorizes the City Traffic Engineer to determine and designate streets or parts of streets located within residentially zoned developments where new construction is progressing upon which non-local commercial construction vehicles shall be prohibited from travel.

The City shall maintain exclusive control over the use of its public streets, and reserves the right, with the review and approval of public improvement plans and issuance of a construction permit, to determine access restrictions and establish construction routes, if determined necessary by the Public Works Director, in order to reduce the potential or further deterioration of existing streets in established subdivisions.

MAINTENANCE OF COMMON AREAS AND AMENITIES

1. Except as otherwise specified below as being a City obligation, all common areas and amenities in the subdivision shall be maintained

exclusively by the Developer and/or the HOA in perpetuity upon appropriate inspections and approvals from the City once constructed. Maintenance obligations are as follows:

- a. City will maintain concrete curb around any street islands and along the edge of the public streets; all areas inside the curb line of the street islands are private and to be maintained by the Developer and/or the HOA; all areas of the streets and right-of-ways shall be maintained by the City; and
- b. All common or open areas outside of public right-of-way are private and to be maintained by the Developer and/or the HOA per City code.

STREAM BUFFER

1. The Sub-divider agrees that no land disturbance activities or removal of any trees shall occur within the stream buffer area except for:
 - a. work to install the necessary outlet structures for the stormwater detention facilities; or
 - b. work to install any utility infrastructure; or
 - c. work to install a road crossing.
2. Construction fencing or a similar barrier shall be installed to discourage construction equipment and activity from occurring within the stream buffer area and to provide protection for existing tree canopy

ADDITIONAL REQUIREMENTS

1. The Sub-divider agrees to comply with the regulations and policies of the utility companies having facilities within the City limits.
2. The Sub-divider agrees that sidewalks five-foot (5') in width shall be installed on all lots within the Madison Valley 5th Plat at the time a home is constructed on a lot.
3. The Sub-divider agrees to maintain the installation OM 4-1 signs and jersey barriers across the width of the road, or other appropriate approved measures to prevent any construction traffic from utilizing Park Drive to access the subdivision during construction of the subdivision. Such measures shall remain until the City accepts the final phase of the Madison Valley subdivision.
4. The Sub-Diviver agrees and acknowledges that the landscape buffers required within Tracts E&F of the Madison Valley 2nd Plat were originally delayed due to the delayed construction of Sunset Lane abutting the Madison Valley subdivision, and were to be installed with the Public Improvements for

Phase 3 of the development, or 6 months after the completion of Sunset Lane, whichever was to occur sooner.

Due to the status of Sunset Lane construction, the Landscape Buffer within Tracts E&F of the Madison Valley 2nd Plat shall be completed, installed and accepted with the Public Improvements for the Madison Valley 5th Plat.

GENERAL PROVISIONS

1. The parties agree that execution of this agreement in no way constitutes a waiver of any requirements of applicable City ordinances with which the Sub-divider must comply and does not in any way constitute prior approval of any future proposal for development.
2. The covenants herein shall run with the land described in this agreement and shall be binding and ensure to the benefit of the parties hereto and their successors or assigns and on any future and subsequent purchasers.
3. This agreement shall constitute the entire agreement between the parties and any modification hereof shall be in writing, subject to the approval of the parties.
4. If, at any time, any part hereof has been breached by Sub-divider, the City may withhold approval of any or all building permits applied for in the subdivision, until breach or breaches has or have been cured.
5. This agreement shall be recorded by the Sub-divider and its covenants shall run with the land and shall bind the parties, their assigns and successors in interest and title.
6. Any provision of this agreement which is not enforceable according to law will be severed herefrom and the remaining provisions shall be enforced to the fullest extent permitted by law.
7. The undersigned represent that they each have the authority and capacity from the respective parties to execute this Agreement. This Agreement shall not be effective until approved by ordinance duly enacted by the City Council of the City of Raymore, Missouri.
8. The Sub-divider hereby warrants and represents to the City as inducement to the City's entering into this Agreement, that the Sub-divider's interest in the Subdivision is as a fee owner.
9. Whenever in this agreement it shall be required or permitted that Notice or demand be given or served by either party to this agreement to or on the other party, such notice or demand shall be delivered personally or mailed by certified United States mail (return receipt requested) to the addresses hereinafter set forth. Such notice or demand shall be deemed

timely given when delivered personally or when deposited in the mail in accordance with the above.

If to the City, at:

City Manager
100 Municipal Circle
Raymore, MO 64083

If to the Sub-Divider, at:

%;Tony Ward
1120 NE Eagle Ridge Blvd.
Grain Valley, MO 64029

11. The Sub-divider acknowledges that this plat will expire within one year of the date the Raymore City Council approves an ordinance approving **Madison Valley 5th Plat**; and that failure for any reason to record the plat does not obligate the City to re-approve the plat no matter what improvements may have been completed in furtherance of the current plat known as **Madison Valley 5th Plat**

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date first written above.

(SEAL)

THE CITY OF RAYMORE, MISSOURI

Jim Feuerborn, City Manager

Attest:

Erica Hill, City Clerk

Sub-divider – Signature

Printed Name

Sub-divider – Signature

Printed Name

Subscribed and sworn to me on this
the _____ day of _____ 20____
in the County of _____,
State of _____.

Stamp:

Notary Public: _____

My Commission Expires: _____

Attachment A

FEE SCHEDULE FOR MADISON VALLEY 5TH PLAT

ATTACHMENT A - DEVELOPMENT FEE SCHEDULE		
FEE CALCULATION FOR [MADISON VALLEY 5TH PLAT]		
Total Cost for New Public Improvements		\$ 1,037,492.00
All fees and deposits shall be paid prior to recording the final plat. The land disturbance permit fee and erosion control financial security deposit shall be paid prior to commencement of any land disturbance activity (site grading), or if no land disturbance activity started prior to recording of final plat, paid at time of recording final plat.		
1	Land Disturbance Permit Fee. [455.010B] 01-00-4170-0000 If fee paid prior to recording of plat, receipt # _____ *must be paid prior to issuance of a land disturbance permit	\$ 500.00
2	Erosion Control Financial Security Deposit: Developer shall provide financial security for erosion control in the amount of \$1,000 per acre. The first \$5,000 of the financial security must be by cash deposit to the City. [455.010F] 60-00-2811-0000 If deposit paid prior to recording of plat, receipt# _____ *must be paid prior to issuance of a land disturbance permit	\$ 5,000.00
2a	Additional Erosion Control Financial Security: (The remaining deposit above the first \$5,000 due can be paid in cash) [455.010F]: (12.76 ac. total disturbed) If deposit paid prior to recording of plat, receipt# _____ If letter of credit submitted: financial institution: _____ renewal date of letter of credit: _____ *must be paid prior to issuance of a land disturbance permit	\$ 7,760.00
3	Infrastructure Construction Plan Review Fee: An amount equal to one percent (1%) of the estimated public improvement costs performed by the developer. [445.020H1] 01-00-4182-0000 *must be paid prior to issuance of a construction permit	\$ 10,374.92
4	Infrastructure Construction Inspection Fee: An amount equal to five percent (5%) of the estimated public improvement costs performed by the developer. [445.020H2] 01-00-4165-0000 *must be paid prior to issuance of a construction permit	\$ 51,874.60
5	Emergency Outdoor Warning Siren Fee: \$9.00 per acre (12.76 acres) [Schedule of Fees and Charges] 01-00-4185-0000 *must be paid prior to recording of the final plat	\$ 114.84
6	Parkland Dedication Fee in Lieu 27-00-4705-0000 *must be paid prior to recording of the final plat	\$ 35,898.86
TOTAL FEES TO BE PAID PRIOR TO RECORDING PLAT [5] [6]		\$ 36,013.70
TOTAL FEES TO BE PAID PRIOR TO ISSUANCE OF A LAND DISTURBANCE PERMIT [1] [2] [2a]		\$ 13,260.00
TOTAL FEES TO BE PAID PRIOR TO ISSUANCE OF A CONSTRUCTION PERMIT FOR PUBLIC IMPROVEMENTS [3] [4]		\$ 62,249.52