

**BILL NO. 15-28**

**ORDINANCE NO. 4.319**

**AN ORDINANCE APPROVING A SPECIAL USE PERMIT SUBJECT TO CERTAIN CONDITIONS TO TASHA JAMES FOR OPERATION OF A DAYCARE AT GLADSTONE BAPTIST CHURCH, 7102 NORTH PROSPECT AVENUE.**

**WHEREAS**, pursuant to Section 32-37 of Ordinance No. 2.292 being the Gladstone Zoning Ordinance, public notice was made of a request to for a Special Use Permit on property 7102 North Prospect Avenue and legally described as beginning NE corner Lot 1 Gladstone Meadows Apartments W221, N330, E221 S330 to point of beginning, in Gladstone, Clay County, Missouri; and

**WHEREAS**, public hearings have been held after the publishing of the required notices; and

**WHEREAS**, the Planning Commission of the City of Gladstone did submit its recommendation to the City Council for approval of such Special Use Permit requesting certain conditions as incorporated herein.

**NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF GLADSTONE, MISSOURI, as follows:**

**SECTION 1.** THAT, Tasha James is hereby granted a Special Use Permit for operation of a daycare at 7102 North Prospect Avenue, the effective date of which shall be the enactment date of this Ordinance and expiring five (5) years from this date, all subject to the following conditions:

1. This Special Use Permit is to be issued to Tasha James dba Children Place Day Care Center. This Special Use Permit is non-transferrable.
2. Hours of operation shall be limited to 6:00 am to 7:00 pm, Monday through Saturday.
3. All construction activity shall be performed only after required permits have been obtained. Occupancy shall only occur after successfully passing all City inspections and Clay County Health Department inspections.
4. All necessary State, County, and City licenses and certifications shall be maintained.

This Special Use Permit is issued in accordance with information provided by the applicant.

**SECTION 2. SEVERABILITY CLAUSE.** The provisions of this ordinance are severable and if any provision hereof is declared invalid, unconstitutional, or unenforceable, such determination shall not affect the validity of the remainder of this ordinance.

**PASSED, SIGNED, AND MADE EFFECTIVE BY THE COUNCIL OF THE CITY  
OF GLADSTONE, MISSOURI, this 24<sup>th</sup> day of August, 2015.**



Mayor Bill Garnos

ATTEST:



Ruth E. Bocchino, City Clerk

First Reading: August 24, 2015

Second Reading: August 24, 2015

File #1417

## Community Development Department Staff Report



Date: August 10, 2015

File #: 1417

Requested Action: Special Use Permit to allow operation of a daycare from an existing church.

Date of PC Consideration: August 17, 2015 *The Planning Commission recommended approval 8-0.*

Date of Council Consideration: August 24, 2015

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Applicant: Tasha James  
Children Palace Daycare Center  
7102 N Prospect  
Gladstone, MO 64119  
816-977-1141

Owner: Gladstone Baptist Church  
7102 North Prospect  
Gladstone, MO 641149  
816-454-5070

Architect: B&A Architecture  
Dennis Bradley  
100 West 31<sup>st</sup> Street, Ste. 100  
Kansas City, MO

Address of property: 7102 N. Prospect

General location of property: The property is generally described as being described west of and adjacent to N. Prospect and south of NE 72<sup>nd</sup> Street. The property is commonly described as the Gladstone Baptist Church.

Physical Characteristics: The property contains an existing church and associated improvements.

### Planning Information

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Current Zoning: R-1 (Single-Family Residential) *Note: Churches are allowed in R-1 zoning districts throughout the City.*

Planned Land Use: Mixed Use Neighborhood

Streetscape Guidelines: N/A

Applicable Regulations: Zoning and Subdivision Ordinance

**Comprehensive Plan:** There is significant planning documentation concerning this location. A majority of that information is attached for information purposes. However, this application is for a use located within an existing building and not the subject of the larger redevelopment conversation.

## **Additional Information**

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Public Utility Availability: Existing

Ingress/Egress: Provided via an existing full access drive on N. Prospect.

Traffic Division Comments: None

Parking: 35 parking spaces provided.

Proposed On-Site Improvements: The applicant proposes to add an outdoor playground and make interior renovations to the building.

Proposed Off-Site Improvements: None

Proposed Landscaping: None

Proposed Signage: 40"x 60" sign, post mounted between 2 4x4 posts.

## **Recommended Conditions**

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1. This Special Use Permit is to be issued to Tasha James dba Children Place Day Care Center. This Special Use Permit is non-transferrable.
2. Hours of operation shall be limited to 6:00 am to 7:00 pm, Monday through Saturday.
3. All construction activity shall be performed only after required permits have been obtained. Occupancy shall only occur after successfully passing all City inspections and Clay County Health Department inspections.
4. All necessary State, County, and City licenses and certifications shall be maintained. This Special Use Permit is issued in accordance with information provided by the applicant.

## **Analysis**

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The applicant requests a Special Use Permit to allow operation of a day care facility at Gladstone Baptist Church. The proposed day care is not directly affiliated with the church. Because the proposed day care is not affiliated with the church, a Special Use Permit is required.

The applicant has operated a day care for five years.

The applicant proposes to operate the day care with 9 staff members and 37 children total. Details on their ages are explained in the applicant's letter.

## **Recommendation**

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The Staff recommends that the request be approved contingent upon compliance with the above recommended conditions.

### **Preliminary Code Review**

The following items are suggested after preliminary review. These items are provided for information only and only apply if the Special Use Permit is approved by the Council. Should a building permit be requested, complete construction documents will be required and a full plan review conducted.

- Please contact Clay County Health Department to discuss this project, review plans, and offer comments.
- Calculate occupant load
- Specify appliances and hood system
- Show fire extinguisher locations (75' centers)
- Detail retaining wall construction
- Analyze emergency and exit lighting and modify as necessary
- Stairwell doors shall swing in direction of egress
- Fence gates shall swing in the direction of egress
- Consider upgrading chain link fence

## Children Palace Daycare

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My name is Tasha James I am a young woman of God with a family of five. I have studied at UMKC and Penn Valley. I am currently owner of three successful businesses including Children Palace Daycare and two Christian organizations. I am a Deaconess, Choir member, Children Church Teacher, Praise Dancer, Praise Dance leader and Drama Ministry Leader. I am a ambitious Servant of the lord as well as businesswoman looking to expand my Childcare Service to Gladstone. Children Palace Daycare has 5 years of outstanding service history. We service NKC, Gladstone and Liberty in our Location on 5115 N. Troost in North Kansas City, Missouri. My Goal is to expand Children Palace by Relocating to 7102 N. Prospect at Gladstone Southern Baptist Church. We are in the process of pending final inspections by the Heath Department, State of Missouri Fire Safety, and Missouri Childcare Specialist. If Special Permit is approved Children Palace Daycare will service 37 Children in Gladstone and surrounding areas. 29 children ages ranging from 3-12, 8 Children ages ranging from Birth to 2 years old. We will not only provide Childcare services, we will also be providing Family Spiritual Counseling, Tutoring and Resource referring. Our Hours of Operation will be 6:00AM to 6:00PM. We are requesting a sign about 40" By 60" in size for signage. We will have a Staff of nine.

## Children Palace Daycare

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Children Palace Daycare Heath Department and Senior Services  
Specialist information is Sheri Copeland Phone# 816-350-5461

Location: 3717 South Whitney Avenue

Independence, Missouri 64055

Children Palace Daycare and Gladstone Southern Baptist  
Church truly believe expanding into Gladstone would  
dramatically improve Families in Gladstone Community and  
surrounding Area with our services and Community involving  
Events. We pray that Gladstone would allow us to join your  
Outstanding and Growing Community.

Kind Regards,

Tasha James

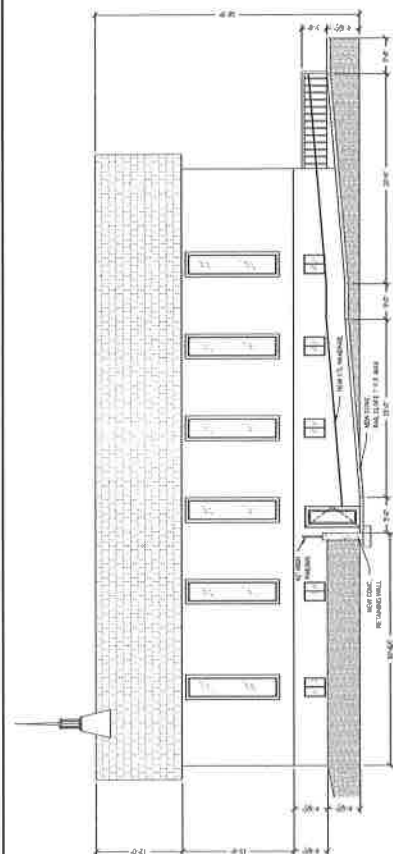




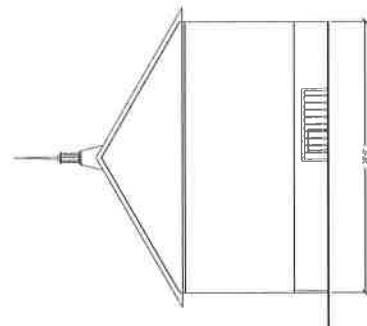
**GLADSTONE CHILD CARE**  
7102 North Prospect  
Gladstone, MO

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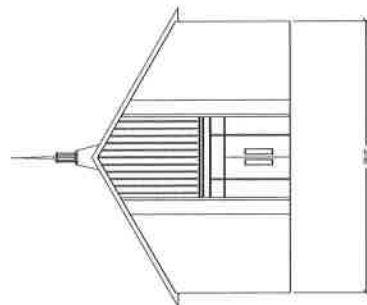
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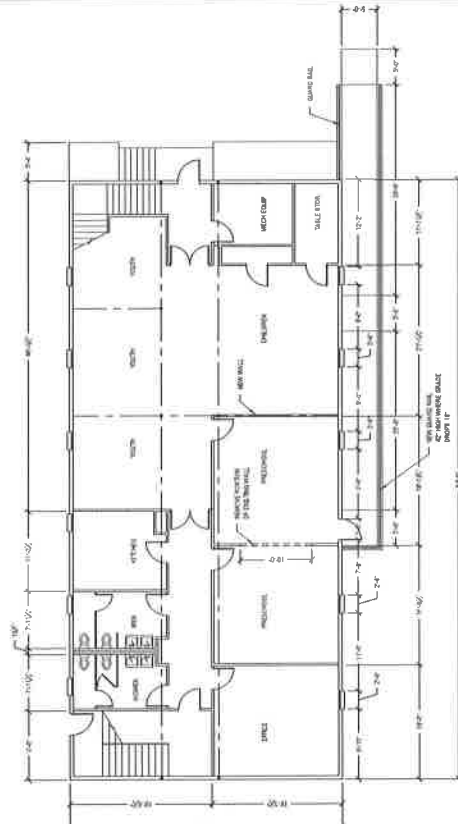
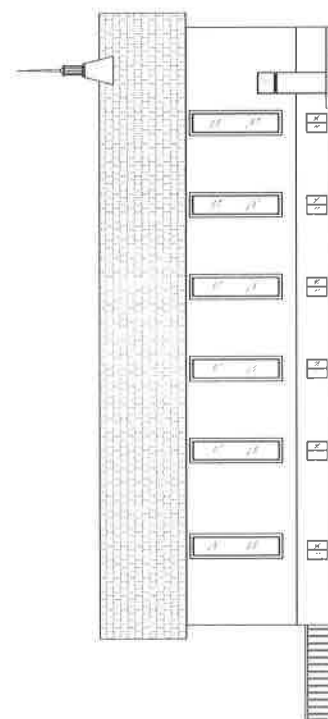
ELEVATION EAST  
SCALE 1" = 10'



2 ELEVATION SOUTH  
SCALE 1" = 100'



ELEVATION NORTH  
SCALE 1" = 1' 48"



5 BASEMENT FLOOR PLAN  
SCALE: 1/8" = 1'-0"

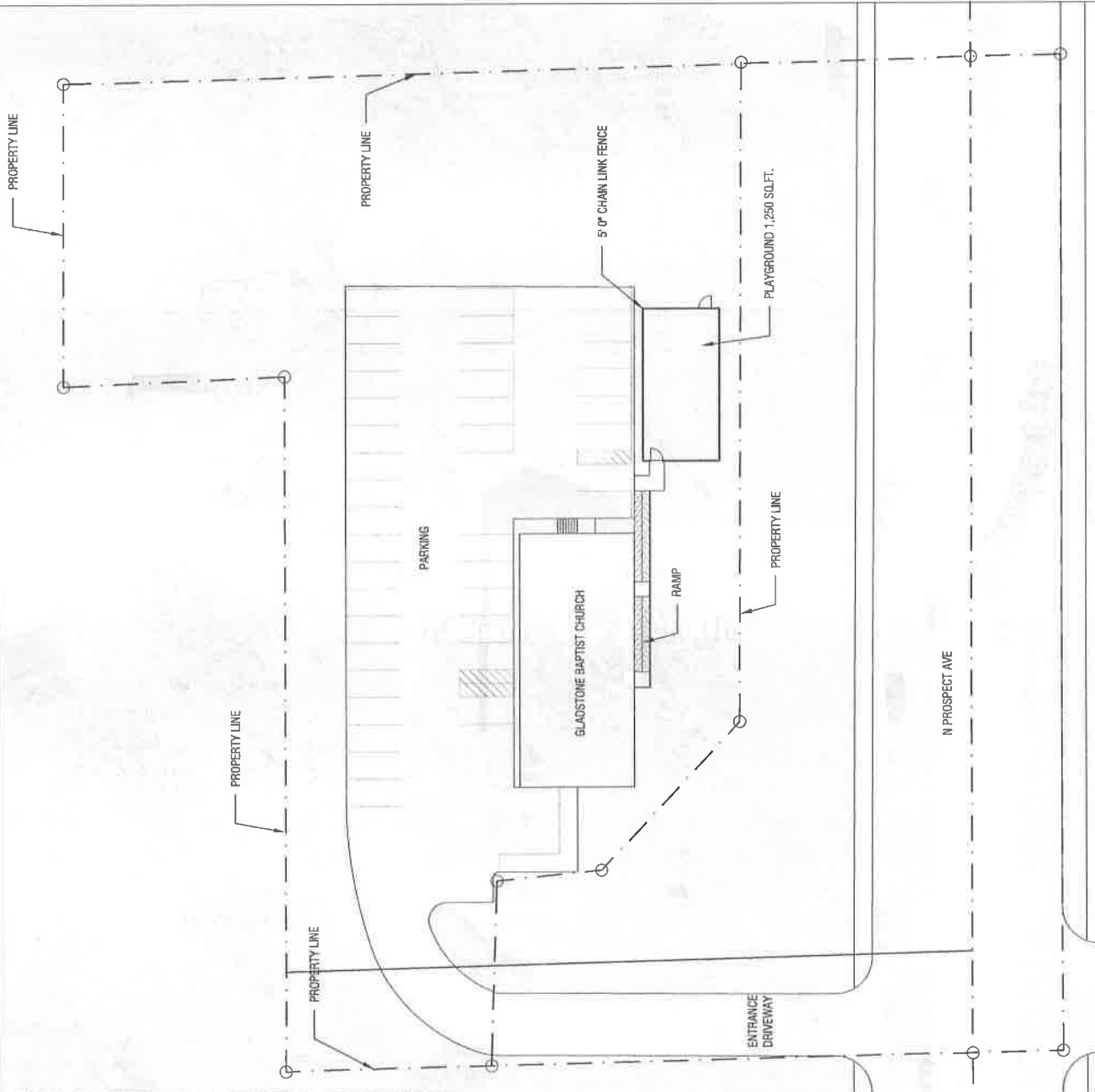


4 ELEVATION WEST  
5000.00 10.00 10.00





1 MAP  
SCALE 1" = 100'



2 SITE PLAN  
SCALE 1/8" = 1'-0"



ARCHITECT  
BSA ARCHITECTURE  
1800 WEST STREET, SUITE 100  
ST. LOUIS, MO 63103  
PH: 314.241.1000

GLADSTONE CHILD CARE  
7102 North Prospect  
Gladstone, MO

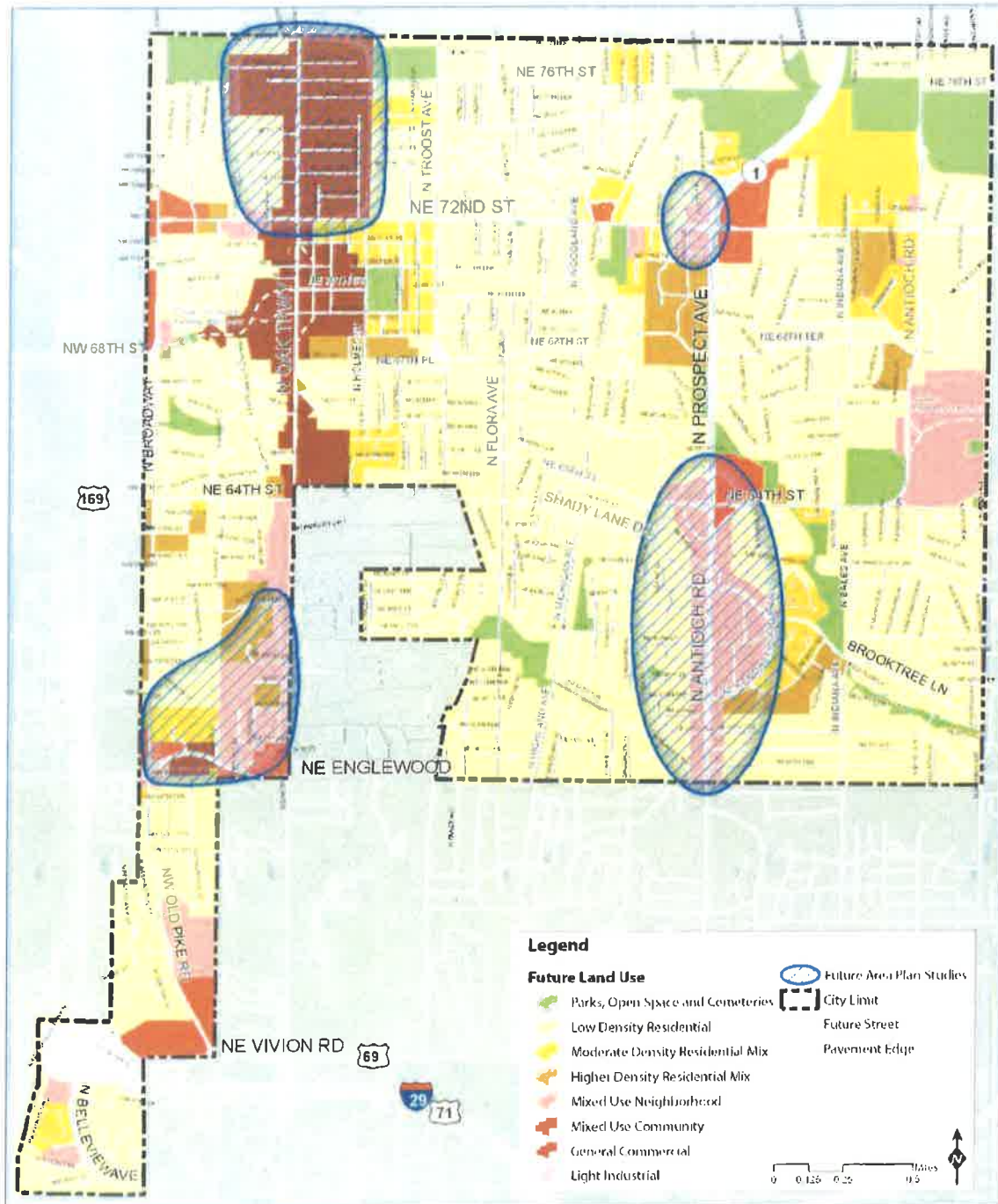
1/2" = 1'

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## Chapter Three: Future Land Use Future Land Use Map



## Chapter Three: Future Land Use Areas of Special Interest

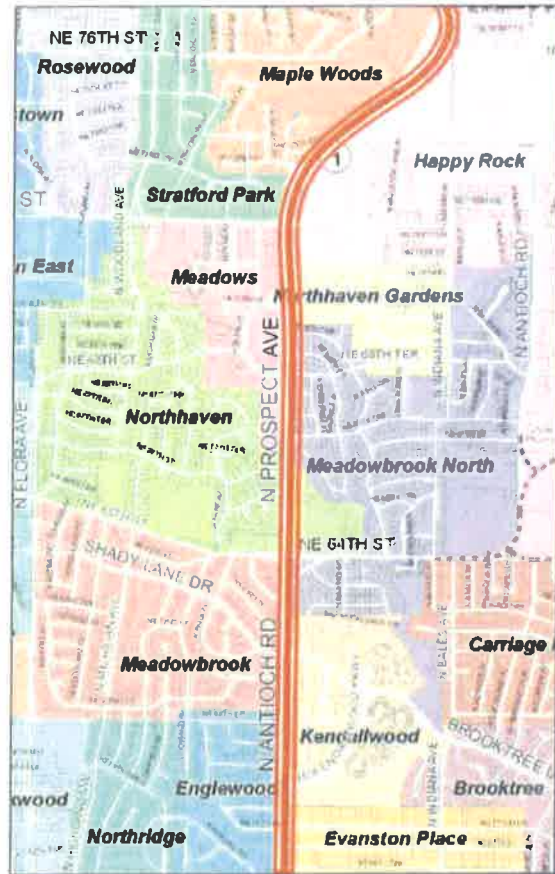


### Antioch Road / M-1 Hwy Corridor

The Antioch Rd / M-1 Hwy Corridor serves as a primary north-south travel route from I-35 to M-152 Hwy. For Gladstone to continue to be a thriving community in 2030 it is important to focus on strategic revitalization and redevelopment opportunities in the corridor that will maintain the health of existing neighborhoods and provide necessary services and retail needs of residents. Healthy neighborhoods, services, and retail centers in the corridor are key to maintaining the tax base necessary to support Gladstone's quality of life.

A central component of community sustainability, and the basis for encouraging revitalization and growth in the corridor, includes enhancing established neighborhoods and retrofitting existing low intensity and underperforming commercial areas. This will support a strong economy in the future by increasing the property and sales tax base, providing areas for new employment opportunities, accommodating additional population growth, and providing additional housing options for all generations within the community.

Public infrastructure improvements provide the opportunity to implement "green" design including low-impact street designs with natural infiltration of storm water. In addition, public improvements can help promote the Integration of complete streets, context sensitive solutions, and other relevant initiatives into roadway planning, design, implementation, and maintenance policies so that the roadways in the corridor safely accommodate all users including pedestrians, bicyclists, transit riders, children, older individuals, disabled individuals, and motorists.



The Corridor has a diverse range of neighborhoods within 1/2 mile of both sides of Antioch Rd / M-1 Hwy.



## Chapter Three: Future Land Use Areas of Special Interest



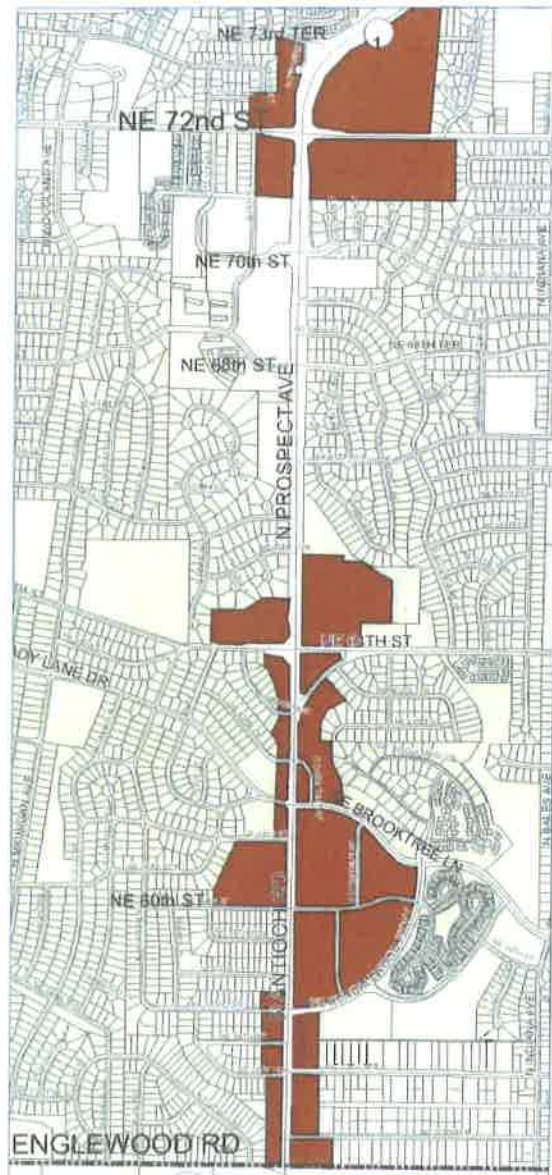
### Corridor Revitalization Areas

The **Corridor Revitalization Subareas Map** identifies key areas along Antioch Rd / M-1 Hwy for revitalization and possible future redevelopment. These subareas are primarily characterized by an existing land use pattern of low-density single-use commercial pad-sites, strip centers, drive-through businesses, larger development parcels and big-box stores, and surface parking lots highly visible along Antioch Road. In the southern portion of the corridor, these areas are often in close proximity to residential properties and have limited ability to expand without encroaching into existing neighborhoods. Due to their current use or physical design, many of these properties are not compatible with adjacent single-family neighborhoods.

Aging properties in these subareas are increasingly at a competitive disadvantage with newer developments in the region surrounding Gladstone. Over time, most properties in these targeted areas will need significant rehabilitation and/or redevelopment to ensure long-term health and sustainability of the corridor.

Future master planning for these areas should identify targeted areas for a change in land use or redevelopment into a neighborhood 'village center' pattern with neighborhood serving businesses integrated with new higher-density housing types for residents of all ages and incomes. Transition standards should also be prepared for the renovation or redevelopment of commercial properties located in close proximity with established neighborhoods.

Antioch Corridor Revitalization Subareas Map



## Chapter Three: Future Land Use Areas of Special Interest



### Neighborhood Revitalization Subareas

The corridor has a range of established neighborhoods within ½ mile on both sides of Antioch Rd / M-1 Hwy. The general boundaries of neighborhoods throughout Gladstone are identified on the Gladstone Neighborhoods Map (See page 4-5, Chapter Four: Neighborhoods and Housing). Neighborhoods in the southern portion of the corridor south of NE 64th Street are generally older and have somewhat different issues to address for their long-term health and viability, than those neighborhoods in the northern portion of the corridor.

The **Neighborhoods Revitalization Study Area Map** identifies neighborhood subareas recommended for additional study, either as individual neighborhood plans or as part of a comprehensive corridor study. These neighborhood studies should coordinate closely with planning efforts for long-term revitalization and/or redevelopment of commercial properties along Antioch Rd / M-1 Hwy.

### Meadowbrook, Englewood, and Northridge Neighborhoods

These neighborhoods are characterized primarily by low-density single-family dwellings, generally developed in the 1950s and 1960s, and are designated as "Zone One" neighborhoods (see Chapter Four: Neighborhoods and Housing pages 4-6 through 4-8). The planning process for these neighborhood subareas should address issues such as:

- priority infrastructure and 'green' design improvements (i.e. streets, lighting, sidewalks, storm water management, neighborhood parks, etc.);
- housing renovation and home improvement programs;
- revitalization or redevelopment of existing commercial areas, including site design and building design standards;
- any targeted areas for new infill development or redevelopment;
- 'transition' standards between redeveloping commercial areas and low-density housing;
- strategies for public and private reinvestment;
- beautification and identity; and
- leadership building and organization

### Neighborhoods Revitalization Study Areas Map



Neighborhood revitalization may include public infrastructure investments to improve streets, lighting, sidewalks and storm water management

## Chapter Three: Future Land Use Areas of Special Interest



### Kendallwood Neighborhood

This area has a range of existing low to moderate density residential housing types, elderly housing, office and commercial uses. Due to the street layout and physical development pattern, the area has significant potential to evolve over time into a higher density, mixed-use, pedestrian-oriented 'village center' environment. It also provides an opportunity to build a "community for all ages" where housing, mobility, social and civic engagement, caregiving and health care are available in the neighborhood. The planning process should address issues such as:

- targeted areas for revitalization or redevelopment into a higher density, 'village center' mixed-use district as a neighborhood and community destination;
- "age-friendly community" needs for aging senior residents including access to public transportation, housing, cultural and public spaces, and public services;
- site design and building design standards;
- priority infrastructure and 'green' design improvements (i.e. streets, lighting sidewalks, storm water management, neighborhood parks and civic spaces, etc.);
- strategies for public and private reinvestment;
- beautification and identity; and
- leadership building and organization.



Aging multi-family housing will require modernization or redevelopment in the future. The Kendallwood neighborhood provides an opportunity for 'age friendly' senior housing and a higher density mixed-use 'village center' environment.

### Evanston Place Neighborhood

Similar to the nearby neighborhoods west of Antioch Rd, the Evanston Place neighborhood is characterized primarily by low-density single family dwellings generally developed in the 1950s and 1960s. It is classified as a "Zone One" neighborhood (See Chapter Four: Neighborhoods and Housing pages 4-6 through 4-8). The center portion of the neighborhood includes an infill development opportunity with existing undeveloped street right-of-way (NE 57th Street) and platted lots. The area is within close walking distance of retail destinations to the north and south. The planning process should address issues such as:

- priority infrastructure and 'green' design improvements (i.e. streets, lighting, sidewalks, storm water management, neighborhood parks, etc.);
- targeted areas for new infill development or redevelopment;
- potential "age-friendly community" senior housing;
- housing renovation and home improvement programs;
- 'transition' standards between redeveloping commercial areas and low-density housing;
- strategies for public and private reinvestment;
- beautification and identity; and
- leadership building and organization.



Aging commercial properties are prime candidates for redevelopment. Some of these sites may be appropriate for a change in land use and new 'age-friendly' attached housing types.



## Chapter Three: Future Land Use Areas of Special Interest



### Intersection Enhancements

Enhancements at major intersections in the corridor should improve safety and provide a sense of “arrival” unique to Gladstone. Each of these intersections should provide safe pedestrian and bicycle crossings, including improved connectivity between the east and west sides of N. Antioch Rd / M-1 Hwy. Improvements at these intersections should address streetscape aesthetics, traffic calming measures, pedestrian and bicycle facilities, and transit stops.



Distinctive streetscape enhancements should be targeted to focal point intersections and should be visually unique to Gladstone.

### Antioch Rd / M-1 Hwy Focal Point Intersections Map



#### Legend



Focal Point Intersection



Secondary Focal Point Intersection



Primary Image Street



Secondary Image Street



## Chapter Three: Future Land Use Areas of Special Interest



### Focal Point Intersections

Focal point intersections set the tone for the entire corridor and provide the most distinctive visual elements. A complex set of vehicular, pedestrian and bicycle, and transit activities occur at these locations; thus improvements should increase the safety and level of comfort for all users. Recommended streetscape enhancements include:

- Distinctive ornamental streetlighting;
- Intersections fully paved and crosswalks with distinctive concrete and/or paver materials. Raised or "table top" intersections should be considered as part of a full intersection improvement to provide both visual impact and traffic calming;
- Landscaped median including pavers (with landscaping where practical);
- Street trees and distinctive landscape features;
- Wider sidewalks;
- Public art;
- Distinctive bus shelters with transit stop amenities; and
- Streetscape features extended along intersecting streets.



Distinctive intersection streetscape improvements will provide a sense of place and "arrival" unique to Gladstone.



Streetscape improvements will improve aesthetics and the safety of pedestrians and bicyclists crossing the street.



Improved medians may include decorative street lighting, landscaping, and public art, such as this median on 47th St. at the Country Club Plaza.

## Chapter Three: Future Land Use Areas of Special Interest



### Pedestrian, Bicycle, and Transit Network

Access to transit services and the careful design and maintenance of pedestrian and bicycle facilities is important for the long-term enhancement of the Antioch Rd / M-1 Hwy Corridor. Key goals for the corridor include improving accessibility to transit services, and designing and maintaining the most positive walking and biking experiences for residents of all ages and abilities. Related improvements in the corridor should include the following:

- New or improved sidewalks along neighborhood streets to access destinations along Antioch Rd / M-1 Hwy;
- Completion of off-street multi-use trail facilities south of NE 67th Ter.;
- Installation of on-street bike facilities (designated on-street lanes, share the road, and bicycle routes) on roadways throughout the corridor, including appropriate facilities on or along Antioch Rd. / M-1 Hwy;
- Intersection crossing enhancements; and
- Bus transit stop enhancements and related amenities.



Completion of the off-street multi-use trail south of NE 67th St. will provide improved connectivity throughout the corridor.



Improved on-street bike facilities are needed for streets throughout the corridor.



Paving treatments for major street crossings can help improve safety, calm traffic and enhance the visual image.

## Chapter Three: Future Land Use Areas of Special Interest



### Focal Bus Stops

The **Corridor Transit Map** identifies key locations where enhanced “focal” bus stops are recommended. These locations are near major destinations in the corridor and provide convenient access from neighborhoods on both sides of Antioch Rd / M-1 Hwy. Recommended enhancements at these bus stops include the following which should be coordinated with intersection improvements and adjoining private development:

- Shelters and public art with a distinctive design;
- New or improved sidewalks on local neighborhood streets connecting to the stop location; and
- Pedestrian lighting.

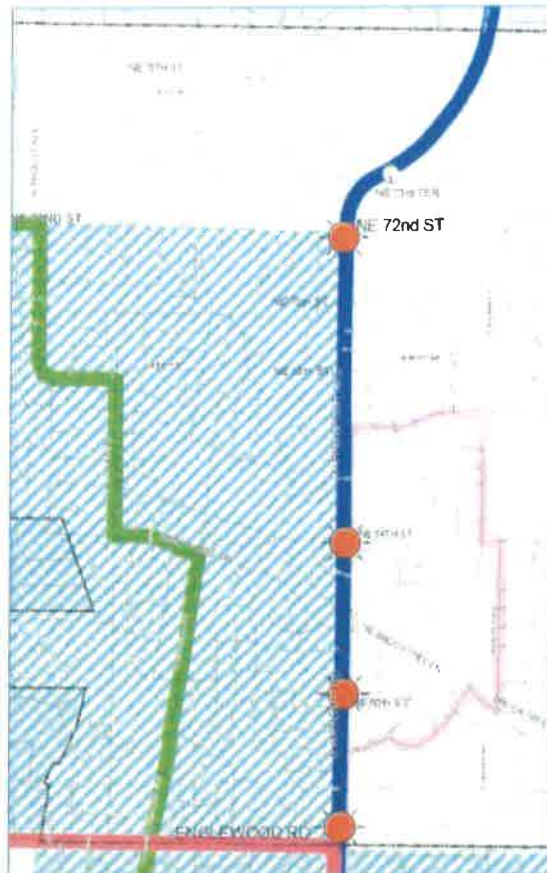


Shelters with distinctive design unique to Gladstone can be associated with public art improvements at focal point intersections.



Focal bus stop facilities and amenities should be coordinated with major intersection streetscape improvements and adjacent private development site improvements.

### Antioch Rd / M-1 Hwy Corridor Transit Map



#### Legend



Focal Bus Stops

#### Bus Routes

- Boardwalk / Antioch Connector
- Gladstone
- Meadowbrook Extension
- Metro / N Antioch Connector
- Gladstone / Antioch Metroflex



## Chapter Three: Future Land Use Areas of Special Interest



### Development Design Guidelines

As new development and redevelopment occur in the future, the design and layout of buildings and parking areas should establish a site pattern with a cohesive visual identity and attractive pedestrian environment along Antioch Rd / M-1 Hwy, including intersecting collector and local streets. Site layout and building design should create a strongly defined street edge. The character of new development should have a unique Gladstone image and visual appeal to distinguish it from surrounding communities and prototypical corporate architecture.

The following guidelines serve as the framework for development and redevelopment in the corridor until such time as additional site design, building design, landscaping, and 'transition' standards are prepared with a comprehensive corridor vision plan and/or neighborhood subarea plans.

#### General Site Layout Along Street Frontages

- New buildings should be oriented to the adjoining street to create a strong presence in the public realm, and contribute to a pedestrian-friendly built environment. This includes locating primary 'front' building facades close to the street at the setback line, and placing parking to the sides and rear of the structure. Consistent placement of buildings closer to the street with screened parking will result in a continuous, defined street edge. The street frontage should not be interrupted by long stretches of parking lot asphalt or other "empty spaces;"
- The portion of the site street frontage not occupied by a building wall should be occupied by a low decorative architectural wall, solid hedge, or other landscaped features placed along the setback line to screen the parking area; and
- Site layout and building orientation at focal point and secondary focal point intersections should be consistent with the following:
  - Buildings should be located close to the intersection and have a distinctive 'signature' design unique to Gladstone that does not represent standard corporate architecture; and
  - Parking areas and circulation drives should be located behind the building where screened from view of the intersection and the two streets.



New buildings should be oriented to the street, with parking located to the sides and rear.



Building facades facing the street should have a primary "front" appearance and a distinctive design, rather than corporate architecture.



Parking areas should be screened from view along streets with low walls and landscaping.

## Chapter Three: Future Land Use Areas of Special Interest



### Signature Buildings

Focal point and secondary focal point intersections throughout the corridor are prominent locations where enhanced building design is important for establishing a distinctive Gladstone character. The intersection areas should be developed with signature buildings consisting of enhanced architectural design that emphasizes the important street corners, and may include multi-story buildings. Buildings at intersection locations should be distinctively designed preferably with a vertical element, but should not include drive-through facilities, automotive fueling stations, parking, or service areas visible from the roadways. The buildings should also include two or more of the following focal point features visible from the intersection streets:

- A distinctive architectural feature or appendage such as a clock tower, peak, or unique building corner treatment;
- Public plazas or other open space;
- Fountains or other water feature; and
- Landscape feature or public art feature.



Signature buildings should emphasize the intersection. Drive-thru facilities should be located where not directly visible from the street.

### General Building Design Guidelines Along Street Frontages

- Building entry façades should be oriented towards the primary street. However, if the street facing façade does not include the building's primary entrance, the street façade must be finished with the same level of detail and architectural character as the primary entrance façade;
- Facades facing the street should be subdivided and proportioned using features such as windows, entrances, arcades, arbors, awnings, or alternate architectural characteristics consistent with the primary entrance façade;
- The street oriented façade area should be composed of a significant amount of transparent materials (windows), and allow visibility at ground level into the building interior;
- Drive-through windows and circulation drives should be located to the sides or rear of the building, rather than oriented toward the street.



Signature building sites should include public space, unique landscape features and public art at the intersection.



The street facing façade should be finished with the same level of detail as the primary entrance façade.

## Chapter Three: Future Land Use Areas of Special Interest



### Approaches to Support Revitalization and Redevelopment in the Corridor

Four approaches with a variety of strategies are recommended to promote long-term health of the corridor. These strategies require different levels of involvement by various stakeholders, ranging from setting goals and expectations for future growth and revitalization in the area to direct public participation in a redevelopment project.

#### Approach 1: Lead by Example

- **Set Goals and Make Commitments:** Show commitment to a corridor revitalization agenda by adopting a policy statement with relevant areas of sustainable revitalization and redevelopment practices.
- **Prepare a Corridor Vision Master Plan:** Partner with MoDOT and other key community stakeholders to prepare a comprehensive Corridor Master Plan outlining a long-term vision for the area and tools for implementation. The Plan should address issues such as access management, roadway retrofits to improve pedestrian and bicycle facilities, transit accommodations, traffic speeds, public infrastructure and 'green' design improvements, streetscape and beautification, neighborhood revitalization, new housing opportunities, and other land use and new business opportunities.
- **Prepare an Area Plan / Master Plan for Targeted Revitalization Subareas:** Identify detailed strategies for new development / redevelopment projects and revitalization of retail and mixed-use areas along Antioch Rd/ M-1 Hwy. Such planning should be completed either as Individual subarea plans or as part of a comprehensive Corridor Vision Master Plan.
- **Prepare Neighborhood Revitalization Subarea Plans:** Identify detailed strategies for the long term health of neighborhoods in the corridor, including the targeted neighborhoods generally south of NE 64th Street. Such plans should be completed either as individual neighborhood plans or as part of a comprehensive Corridor Vision Master Plan. If conducted individually, these neighborhood plans should coordinate closely with planning efforts for long-term revitalization and redevelopment of business properties along Antioch Rd. / M-1 Hwy.
- **Construct or Install Updated Public Infrastructure:** Construct new or improved infrastructure in the targeted area to help mitigate some of the financial costs associated with redevelopment. Such improvements may include streets, lighting, sidewalks and trails, storm water management, utilities upgrades, burying overhead powerlines, new civic and public spaces and streetscape enhancements.

- **Clean Up Brownfield Contamination:** Help eliminate uncertainty in the development community related to any sites with soil or groundwater contamination by helping orchestrate the environmental remediation of those sites.

#### Approach 2: Remove Barriers

- **Update Zoning and Development Ordinances:** Updates to development regulations in the corridor may include rezoning land to zoning classifications more suitable for the desired long-term use of the property, or adoption of a new overlay district to encourage more compatible and sustainable development.
- **Adopt Development 'Transition' Standards:** Prepare transition standards between redeveloping commercial areas and low-density housing to reduce uncertainty in the development community and to promote compatible land uses and development design that is supported by nearby residential property owners.

#### Approach 3: Incentives

- **Adopt an Incentive Policy:** A policy with tools to facilitate rehabilitation or redevelopment projects may include financing, land acquisition, infrastructure improvement assistance, redevelopment districts, and other developer incentives.
- **Home Remodeling and Improvement Programs:** Promote and offer loans, or other incentives, to encourage housing improvement projects.
- **Density Bonuses:** Make redevelopment more financially attractive by allowing increased density and building height for development / redevelopment projects in targeted locations that achieve redevelopment principles identified by the Incentive Policy and "transition" standards.
- **Reduce or Waive Development Fees:** Offer reduced review or permit fees to developers, builders, and residents who commit to redevelopment principles identified by the Incentive Policy, "transition" standards, and home remodeling programs. This strategy can be combined with an expedited review process.

#### Approach 4: Technical Assistance and Education

- **Provide Direct Technical Assistance:** Designate a staff member(s) to work with developers and project teams to facilitate the redevelopment process. Similar assistance should be provided to residential property owners for home improvement programs.
- **Compile Data:** Collect and promote high-quality data to help streamline land assembly, incentive and financing approvals, and the development approval process.



### Development Opportunity Areas

Building on the momentum of the extensive community involvement process used to prepare the Downtown Village Center Master Plan, the Comprehensive Plan identifies four additional target areas for future 'Area Plan' studies. Each of these study areas has unique opportunities for reinvestment and/or redevelopment, as well as critical challenges that need to be addressed to ensure their long-term sustainability. Each area includes a mixture of retail and residential uses, and has neighborhoods in close proximity that are largely impacted by the health and well being of the study area properties. Actual study area boundaries have not been determined and should be considered flexible. All study areas should include the participation of area neighborhood residents and property owners throughout the planning process.

The purpose of this section is to provide direction to guide efforts for these Area Plan studies, as well as to provide parameters for development planning that may occur before the study efforts are conducted and completed. These recommendations are not arbitrary; they emanate from the results of the community visioning process. All Area Plan studies should address the following goals:

- promote the goal of creating vibrant, walkable, contemporary, unique, and 'village center' based clusters;
- define the salient architectural and urban characteristics envisioned for the area; and
- identify public and private funding sources and actions for plan implementation.





## Opportunity Area #1: North Oak Tfwy (generally south of 61st Street)

This opportunity area serves as a primary gateway to the City of Gladstone, both along N. Oak Tfwy as well as along Englewood Road east of US 169 Hwy. Should a rapid transit corridor (either Bus Rapid Transit or Light Rail) be extended to Gladstone, this gateway area could accommodate significant transit-related economic development opportunities. An Area Plan study should:

- address how existing commercial and residential properties can be improved or redeveloped;
- identify new residential opportunities;
- address strategies to strengthen existing neighborhoods for long-term viability;
- address transit-oriented development opportunities;
- explore with adjoining communities opportunities for joint redevelopment projects and strategies to ensure compatibility with existing neighborhoods;
- prepare design standards for new development; and
- prepare a gateway design theme and streetscape enhancement plan.

### Preferred Land Use Recommendations

This area is recommended for a variety of community-serving commercial uses, with opportunities for high density development and signature buildings. Preferred uses in this area include:

- office;
- retail;
- mixed-use buildings (residential / retail) and live-work structures; and
- higher density residential.

### Development Considerations

- The area should evolve away from linear single-use general commercial uses (i.e. pad sites, strip centers, and automotive-dependent businesses) to a development pattern more appropriate in scale and use with neighborhood serving businesses. If a rapid transit corridor is not extended to the area, suitable locations for low impact general commercial uses may continue to be provided in limited locations.
- If a rapid transit corridor is developed and a transit stop is planned for the area, long-term land use should emphasize transit oriented development.
- Determine opportunities to redevelop older commercial sites along N. Oak Tfwy with new residential uses.
- Determine appropriate locations for automotive sales dealerships, and strategies to integrate them in a manner compatible with the urban design framework of a mixed-use pedestrian/transit-oriented environment.
- Emphasize signature buildings and streetscaping around the intersections of N. Oak Tfwy / Englewood Rd and Englewood Rd / N. Broadway.
- Determine appropriate locations for multi-story buildings.



Gateway enhancements along Englewood Road



Attractive landscape & screening along Englewood Road



Office building along Englewood Road



Existing strip commercial along N. Oak Tfwy



Land Use and streetscape image enhancements are needed along N. Oak Tfwy



PLANNING COMMISSION  
GLADSTONE, MISSOURI  
*Council Chambers*  
August 17, 2015  
7:00 pm

**Item 1 on the Agenda: Roll Call.**

**Present:** Ms. Alexander  
Mr. Markenson  
Ms. McGee  
Ms. Poindexter  
Mr. Ringhausen  
Mr. Yarber  
Mr. Whitton  
Chairman Turnage

**Absent:** Mr. New  
Ms. Van Duser  
Mr. Steffens  
Mr. Ward

**Council & Staff Present:**

Mayor Pro-Tem Jean Moore  
Councilmember R.D. Mallams  
Scott Wingerson, Assistant City Manager  
Melinda Mehaffy, Econ. Dev. Admin.  
Alan Napoli, Building Official

**Item 2 on the Agenda: Pledge of Allegiance.**

Chairman Turnage led the group in reciting the Pledge of Allegiance.

**Item 3 on the Agenda: Approval of the July 20, 2015 minutes.**

**MOTION:** By Mr. Ringhausen, second by Ms. Poindexter to approve the July 20, 2015 minutes as presented. All said aye. The motion carried.

**Item 4 on the Agenda: PUBLIC HEARING on a request for a Special Use Permit at 7102 N. Prospect. Applicant: Tasha James. Owner: Gladstone Baptist Church. File #1417.**

Chairman Turnage opened the public hearing and called on staff for their report.

Mr. Wingerson reported that the applicant tonight is requesting a special use permit to allow the operation of a daycare from the Gladstone Baptist Church in the area of NE 72<sup>nd</sup> and North Prospect. The applicant is requesting a permit for a period of five years. It is important to note

that the daycare proposed is not affiliated with the church. If it were to be affiliated with the church a special use permit would not be required because the use would be allowed by right. Mr. Wingerson wanted to clarify the distinction between the two and also the reason for the application. The applicant, Ms. James is here and is prepared to make a brief presentation.

Chairman Turnage asked Ms. James to come forward.

Tasha James, 11415 N. Virginia, Kansas City, Missouri 64155 addressed the Commission. Ms. James said she is the owner of Children Palace Daycare and is very excited to bring this business into Gladstone. She has lived in Gladstone for 4-5 years. She loves it. She loves the school, the community and everything about it. She's excited to be working with Gladstone Baptist Church. She offered to answer any questions.

Mr. Markenson said he seemed to recall that she had ran several other daycare centers.

Ms. James said she has one daycare operating at 5115 N. Troost Avenue. It is a licensed facility. She has been licensed for seven years.

Mr. Markenson asked if she participates in any of the food programs for more nutritious meals.

Ms. James answered yes.

Ms. Poindexter asked if she would be using the church facilities for the daycare or building another building.

Ms. James said she is using the bottom basement of the church.

Chairman Turnage said where he and his wife attend church they have had a daycare for about 16-17 years. He is familiar with some of the issues they have faced, so he has a couple of questions. Is the congregation in the church supportive of the daycare.

Ms. James answered yes. They are very supportive and very excited.

Chairman Turnage asked if the daycare will cause any scheduling issues with the church in terms of things they may have at the same time.

Ms. James said they are willing to work together. Everything she has to do she must give 30 day notice to the church, so they should never collide for any events. She wants to be a sponsor for any event they are having and they want to sponsor the daycare as well.

Chairman Turnage said they had to deal with some security issues a few years ago at their daycare. They put in a secured system to where there is a code needed to enter the building. He asked if that is a concern for her.

Ms. James answered that at this point she is not being required to have security. To her knowledge the church is not in the process of getting security, but from what she communicates about lockage...she just has key lockage right now. Her and her two main staff members have keys at this point. She said she does not see any issues at the moment.

Mr. Yarber said a lot of times the Commission will see a one year permit first, so he wondered if it was just the circumstances of this situation that was causing it to be a five year permit.

Mr. Wingerson replied that it is because of the circumstances of the use being allowed by right if it were affiliated with the church as well as Ms. James is planning a pretty significant investment in the property and it will give her some time to recoup the investment.

Mr. Markenson said he would imagine there would be no more than 50 cars coming in the morning and 50 cars leaving in the afternoon. He said if you are leaving the site in the evening and making a left turn on Prospect you can sit there a long time and it can block up the driveway. He's not sure it would cause a problem with street traffic, but it could cause some of the patrons trouble if they had to sit for 15 minutes to get out on to Prospect.

Ms. Jones said the good thing with her parents is that they all have different hours. All their times are staggered and she doesn't remember ever having a rush of people all at once. Her number approval is 37, so she doesn't really see that there will be a problem.

Mr. Ringhausen said Ms. Jones' letter said her hours were stated as 6 am-6 pm, but the ordinances note them as 6 am-7 pm. He asked her to clarify her hours of operation.

Ms. Jones said her hours of operation are 6 am- 6 pm, but staff was allowing her an extra hour for clean up or late parents at the end of the day.

Mr. Ringhausen said the requested sign was a 60 inch sign, but remembering the sign issues at Creative Arts Academy on Englewood, he wondered if there had been any discussion on types of signs with two businesses operating in one building.

Mr. Wingerson answered that in this case whatever sign is proposed will comply with the existing sign code. The conversation will revolve around how two signs can exist on the property or do they need to be a single sign. He doesn't remember the details of the Creative Arts Academy application, but they have a very small, sliver of land acceptable to place a sign and that has been more of the controversy rather than the signs themselves.

Mr. Markenson asked if a sign permit will be required.

Mr. Wingerson said yes; a permit is necessary.

There was no one in favor or opposition of the application.

**MOTION: By Mr. Whitton, second by Ms. Alexander to approve a Special Use Permit for Tasha James at 7102 N. Prospect for a period of five years.**

<b>VOTE:</b>	<b>Ms. Alexander</b>	<b>Yes</b>
	<b>Mr. Markenson</b>	<b>Yes</b>
	<b>Ms. McGee</b>	<b>Yes</b>
	<b>Ms. Poindexter</b>	<b>Yes</b>
	<b>Mr. Ringhausen</b>	<b>Yes</b>

Mr. Yarber	Yes
Mr. Whitton	Yes
Chairman Turnage	Yes

(8-Yes, 0-No) The motion carried.

**Item 5 on the Agenda: Communications from the City Council and the City Staff.**

None.

**Item 6 on the Agenda: Communications from the Planning Commission Members.**

Ms. Alexander said it might be of interest to the City Council that several years ago Clay County voted a small tax to fund the Senior Citizens Group. She walks with a friend at the Community Center and her \$30 a month is paid for by the Senior Group. She recently had her total shoulder replaced and when her daughter was leaving she thought they could call Senior Citizens, but they are booked one year ahead! It is that successful and they may want to thinking about increasing it.

**Item 7 on the Agenda: Adjournment**

Chairman Turnage adjourned the meeting at 7:19 pm.

Respectfully submitted:

_____	Approved as submitted _____
Bill Turnage, Chairman	

_____	Approved as corrected _____
Becky Jarrett, Recording Secretary	