



KANSAS CITY, KANSAS
**ZONING CODE
UPDATE**

Kansas City, Kansas Zoning Code Update



Recommendations Report

June 2026

Prepared for:

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Attachments

1. **Technical Analysis Findings** (January 2026)

2. **Stakeholder Interview Summary** (November 2025)

3. **Analysis of Potential Zoning Barriers to Housing** (March 2026)

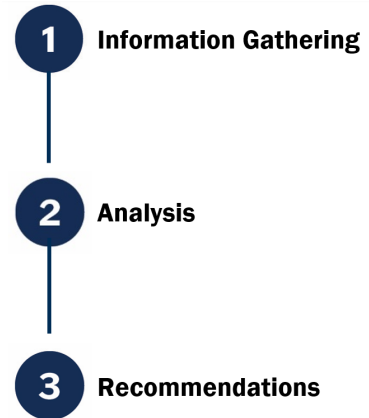
4. **Zoning Constraints Analysis** (May 2026)

5. **Lot Testing** (May 2026)

Introduction

Project Overview

In Fall 2025, the Unified Government of Kansas, City Kansas (UG), with the support of the Mid-America Regional Council (MARC), initiated the first phase of the KCK Zoning Code Update. The project objective is to comprehensively update the Kansas City, Kansas (KCK) Zoning Code (Municipal Code Chapter 27) to implement the vision and strategic goals outlined in the PlanKCK Citywide Comprehensive Plan (PlanKCK). The Zoning Code Update focuses on two approaches to execute this objective. First, the project will align development standards and procedures with adopted plans and policies, including goals related to equity, access, health, and regeneration. Second, the project will streamline development review by making regulations more transparent, comprehensive, and easier to use.



The project's initial task was an information gathering effort, in which stakeholder interviews were conducted and a steering committee was convened. Following this outreach, the Consultant Team (led by Lisa Wise Consulting, Inc., or LWC) worked with UG staff to develop a Technical Analysis Findings report which summarizes the Zoning Code's effectiveness in implementing adopted plans and policies (see **Attachment 1**, Technical Analysis Findings). This analysis identified opportunities to make the Code streamlined, modernized in alignment with PlanKCK, and easier to use. After this analysis was conducted and reviewed, the LWC Team developed recommendations and prepared this Recommendations Report. This Report will inform and guide the comprehensive update to the Zoning Code.

KCK Zoning Code Context

PlanKCK and other long-range plans, such as the Community Health Improvement Plan, Vision Zero Action Plan, Communities for All Ages, and the Economic Development Strategic Plan have laid out a vision of land use, mobility, and economic development. This vision prioritizes the utilization of existing infrastructure and vacant land, compact infill development, physical connectivity and socioeconomic equity within and between neighborhoods, and balanced redevelopment that focuses on priority corridors in disinvested areas. The Zoning

Code Update will align the Zoning Code (Code) with this vision and its supporting plans.

Before PlanKCK and many of these supporting plans, an attempt at revising the Code was drafted and abandoned in 2020. The resulting draft proposed a hybrid zoning code which incorporated both use-based and form-based approaches. In addition, the draft proposed streamlining through consolidated use tables, staff approval of Final Development Plans, greatly expanded allowed uses while reducing districts, and established parking maximums. That draft, though not fully aligned with PlanKCK, addressed issues that remain to be key opportunities for improvement to pursue in the Zoning Code Update.

Following the 2020 draft, a pivot to long-range planning led to the adoption of PlanKCK's ambitious vision for land use and connectivity. A series of Municipal Code amendments demonstrate this transition including the addition of comprehensive street design guidelines in 2020, standards supporting mobile markets and similar uses in 2022, and updates to short-term rental regulations in 2023. Most recently, a 2025 parking minimum moratorium was enacted, and signage and home occupation regulations were updated. Although these amendments have been impactful, the overall existing Code has not been fully aligned with the new policy direction.

Purpose of this Report

The purpose of this Recommendations Report (Report) is to identify recommendations for addressing the technical analysis findings and strategies to execute in the Zoning Code Update.

The Report is organized into the following sections:

- Key Recommendations
- Policy Framework
- What We Heard
- Technical Analysis Summary
- Recommendations
- Next Steps

Key Recommendations serves as a reference of high priority recommendations and key takeaways from this Report.

Policy Framework summarizes key policy areas and potential gaps between long-range plans such as PlanKCK and the Zoning Code.

What We Heard summarizes input provided by UG staff and stakeholders through one-on-one interviews, small group interviews, and stakeholder and steering committee meetings. This feedback is essential to understand the most prevalent and intricate issues of the Zoning Code.

Technical Analysis Summary distills the technical analysis findings into key findings and priorities for which the recommendations seek to address.

Recommendations identifies changes or approaches to key provisions of the Zoning Code. This section includes recommendations to the Code's organization, zoning framework, use regulations, site development and design, historic preservation, procedures, and other topics, to be addressed in the Zoning Code Update.

Next Steps summarizes future milestones of Phase 1 of the Zoning Code Update.

What is a Zoning Code?

A zoning code is a set of rules that regulate what can and cannot be done on a property. These rules influence where we live, where we work, and how we get around – and they can help attract new businesses, guide the construction of housing, protect natural resources, and connect people to jobs and services. While older codes focus on restrictions or what cannot be done, modern codes focus more on outcomes and desired results.

Zoning codes do not exist in a vacuum, and they rarely start from scratch. KCK's current zoning code was originally adopted in the 1980's, and though it was designed to serve the City well at the time, much has changed. Most notably, the recently adopted vision for KCK's future – the PlanKCK Citywide Comprehensive Plan in 2023.

The zoning code is uniquely suited to implementing this long-term vision for KCK's future on the ground. The following tools are (and are not) at its disposal.

What a Zoning Code Can Do

Zoning codes are made up of many different types of regulations and requirements, each working together to ensure new development is consistent with KCK's vision without negatively impacting the community. These typically include:

Site Development and Design Standards

Development standards shape the physical character of new development. Some vary by district, intended to ensure that the height, volume, and placement of buildings reflect the character and context of existing neighborhoods and/or allow desired growth and change. Certain development standards apply citywide, such as regulating parking requirements, landscaping, and signage.

Zoning codes can also establish design standards to further shape a building's appearance, relationship to the street, and creation of an appealing streetscape (public realm). Design standards can achieve many different objectives – promoting safe and vibrant streets; facilitating infill development which respects adjacent uses; and protecting historic/architectural character.

Use Regulations

Neighborhoods are often made up of several zoning districts (residential, commercial, etc.). Use regulations specify which land uses and activities are permitted, prohibited, or permitted with conditions in each district. They also define and categorize the land uses found in the city and, where necessary, include special standards applicable to specific uses.

Note: The phrases “zoning district,” “zone,” and “district” are used interchangeably throughout this Report.

Performance Standards

Performance standards control the operation of uses to ensure compatibility between new and existing neighborhoods or uses. Standards typically address items such as noise, light, glare, and hours of operation.

Review Procedures

Administrative procedures establish the process for land use permit and development application review and approval. The zoning code outlines who approves each permit, the findings necessary for approval, and when public hearings and notices are required.

What a Zoning Code Cannot Do

Though powerful regulatory tools, there are things zoning codes are limited from controlling due to federal law, state law, or legal precedent. Zoning codes will typically not:

Regulate the Free Market

Zoning codes cannot control the free market. For example, they cannot determine the exact mix of commercial tenants in a private development, determine which specific company develops a site, or require a certain type of project to be built on a vacant lot. They can, however, create the conditions for expanded housing options and economic opportunity by removing barriers and offering incentives for desirable uses.

Establish Land Use Policy

Zoning codes are a tool for implementing land use policy, not setting it. High-level land use analysis is the domain of plans like PlanKCK, while neighborhood-scale strategies are further refined in Area Plans.

Override Federal Law or Constitutional Rights

Zoning codes must comply with higher levels of government regulation and cannot infringe on constitutional protections. This ensures, for example, that federal fair

housing laws are respected nationwide. Furthermore, courts have consistently struck down zoning provisions that discriminate against protected classes or unduly burden freedom of speech, religion, or equal protection under the law.

Control Residential Occupancy or Ownership

Zoning codes cannot regulate who may live in a dwelling or dictate ownership arrangements. They cannot restrict rentals to certain tenant types or require certain ownership, though they may regulate the physical characteristics of housing types and rental licensing requirements.

Balancing Flexibility with Certainty

A central challenge in updating a city's zoning code is striking the right balance between flexibility and certainty. The dichotomy between these concepts often creates tension for both frequent code users (elected/appointed officials, UG staff, developers) and those who reference the code only occasionally (homeowners, businessowners, etc.).



Many users value predictability: clear rules, transparent approval processes, and defined timelines. Others seek flexibility to allow for creative design solutions, unique site conditions, or projects that offer compelling public benefits. This tension is shaped by a broader desire to maintain a strong sense of community identity while carefully managing change.

Expectations about what development regulations should or should not do, and how far they should go are different depending on individual perspectives. Builders, homeowners, and developers may view zoning codes differently than design professionals, and staff perspectives sometimes differ from residents or elected officials. The Zoning Code Update effort may reveal several underlying philosophical questions that shape how the Code is interpreted and applied. These include:

- **Flexibility vs. Predictability.** Is the code intended as a rule of law or a rule of discretion, subject to the priorities of current decisionmakers? Should the area for interpretation be wide or narrow? To what extent should this be determined by the code or by practice?
- **Administrative vs. Public Review.** What projects should be reviewed at the UG staff level, and what should necessitate Planning Commission or Board of Commissioners' review?

- **Development Cost vs. Quality.** Standards should be written with an understanding of their effect on developers' and consumers' costs, and on the quality of the resulting development for the residents, tenants, neighbors, and community at large.
- **Existing Character vs. Redevelopment.** Will a specific regulation stimulate or diminish change in uses, character, or appearance? Will adopting a new standard result in a proliferation of nonconformities? Could these considerations encourage or discourage investment and fiscal sustainability?
- **Under- vs. Over-Regulation.** How does the community determine the right balance and find the most streamlined strategy to enable desired outcomes?

Striking the right balance between flexibility and certainty must be tailored to each community. Overall, the goal is to balance all considerations effectively enough to achieve sustainable economic development and streamline the usability of the code.

Key Recommendations

This section summarizes key recommendations for updating KCK's Zoning Code based on the detailed analysis in the following sections. The recommendations are organized around five core themes, each addressing structural barriers that limit the Code's ability to implement PlanKCK and support a modern, equitable community.



Modernize and restructure the Code to be relevant and user-friendly.

Reorganize the Code logically with a user-friendly format, including tables and graphics, to reduce interpretations and confusion. Structure the Code to easily accommodate future amendments.



Encourage infill development, especially housing, that is well-supported by existing infrastructure.

Allow modern and desired uses through clear standards and use tables. Ensure appropriate ranges of housing and employment opportunities are allowed especially in transit and infrastructure-supported areas.



Update key design standards that generate the range of desired outcomes.

Adopt objective, context-sensitive design standards which address building form and pedestrian connectivity. Right-size or eliminate vehicle parking minimums. Shift from density-based to form-based standards to better facilitate desired housing types.



Streamline development approvals through improved permits and procedures.

Allow staff-level approval for more projects and streamline application requirements and procedures.



Strategically rezone to implement PlanKCK.

Conduct a rezoning effort to align the Zoning Map with the community's vision reflected in PlanKCK's land use designations, paired with careful consideration of nonconformities and robust public engagement. Reduce the need for site-by-site rezonings for projects that are consistent with PlanKCK.

Policy Framework

Policy Guidance

The recommendations provided in this Report are supported by a policy review of existing plans guiding the future of KCK. The Consultant Team reviewed key documents such as the PlanKCK Citywide Comprehensive Plan, which includes the goDotte Strategic Mobility Plan (goDotte), the Economic Development Strategic Plan (EDSP), and Citywide Historic Preservation Plan (CHPP). In addition, the policy review included the Community Health Improvement Plan (CHIP), Kansas City Communities for All Ages (CFAA), and the Wyandotte County Vision Zero Action Plan (VZAP).

PlanKCK Citywide Comprehensive Plan (PlanKCK) establishes a shared vision to guide the future of KCK. This vision was developed through the lenses of equity, access, regeneration, and health. These lenses are applied to the ten elements of the plan, which include KCK's Regional Identity, Economic Development, Historic Preservation, Land Use and Development, Housing and Neighborhoods, Mobility, Resiliency, Parks and Open Space, Arts and Culture, and Public Safety and Services.



PlanKCK Lenses and Elements

- **goDotte Strategic Mobility Plan (goDotte)** is the Mobility Chapter of PlanKCK and serves as the overarching guide for Wyandotte County's transportation and mobility strategy. The plan prioritizes connecting residents with safe and equitable transportation options which support the health and economy of the community.
- **Economic Development Strategic Plan (EDSP)** guides the future of economic prosperity in KCK by identifying key strategic pillars and actions to enhance the lives of all residents and communities. The plan presents a Restorative and Regenerative Economic approach by establishing strategic pillars which highlight opportunity neighborhoods.
- **Citywide Historic Preservation Plan (CHPP)** provides strategic direction for the protection of buildings, places, and spaces important to the heritage and culture of KCK. The CHPP provides goals and strategies to support historic

preservation throughout KCK which enhances the quality of life and vitality of the entire community.

Community Health Improvement Plan (CHIP) creates a vision for the health improvement in KCK through the CHIP lenses: racism, poverty, and trauma. These lenses are addressed through the five CHIP priority areas which establish objectives and strategies in Jobs and Education, Health Care Access, Safe and Affordable Housing, Violence Prevention, and Behavioral Health.

Community for All Ages (CFAA) is a toolkit designed to inform local government officials of strategies to improve the quality of life of all residents residing in KCK from birth to death. The strategies identify opportunities to promote the healthy living of an aging population with focus on neighborhood environment, housing, and transportation. The CFAA's emphasis on "universal design" should be considered during the update of residential design standards.

Vision Zero Action Plan (VZAP) is Wyandotte County's foundational document to improve roadway safety and work toward the vision of zero fatalities and serious injuries from traffic collisions. This effort identifies priorities and goals for all modes of transportation and all residents of KCK.

Policy Analysis

Table 1 identifies preliminary recommendations for the Zoning Code Update which emerged from a comprehensive analysis of the policy documents described above.

Table 1: Policy-Supported Recommendations

Preliminary Recommendations for Zoning Code Update	Supporting Policies
Allow multi-family housing in Commercial districts.	PlanKCK: Housing + Neighborhoods: Goal 2
Allow for greater housing options, especially "missing middle" housing , to increase affordability and stability for all incomes and ages.	PlanKCK: Housing + Neighborhoods: Goal 2, Goal 3 CFAA: Policy 2-A, Policy 2-B CHIP: Safe & Affordable Housing
Update land uses to modernize the Code and be consistent with PlanKCK.	PlanKCK: Land Use + Development: Goal 10
<i>Urban agriculture and parks</i>	PlanKCK: Resiliency: Goal 6; Parks + Open Space: Goal 5 CFAA: Action 6-I
<i>Rural agriculture and open space</i>	PlanKCK: Land Use + Development: Goal 7; Parks + Open Space: Goal 11
<i>Innovative and creative industry</i>	PlanKCK: Economic Development: Goal 5; Land Use + Development: Goal 8; Arts + Culture: Goal 2 EDSP: Pillar 5

Table 1: Policy-Supported Recommendations

Preliminary Recommendations for Zoning Code Update	Supporting Policies
Establish clear, objective standards for mixed-use projects Downtown, around Village West, and in industrial areas to reduce extensive staff interpretation. Strategically locate these projects to promote multi-modal mobility, economic vitality, and infrastructure efficiency.	PlanKCK: Regional Identity: Goal 6; Mobility: Goal 1, Goal 10 Land Use + Development: Goal 2, Goal 8; Resiliency: Goal 2; Public Safety + Services: Goal 4, Goal 5 GoDotte: Action 3-1 EDSP: Pillar 1, Pillar 2, Pillar 5
Facilitate and incentivize historic preservation and revitalization through adaptive reuse .	PlanKCK: Regional Identity: Goal 5; Historic Preservation: Goal 2, Goal 3, Goal 5; Land Use and Development Goal 8 CHPP: Goal: "Facilitate... historic preservation-based investments..."
Facilitate and incentivize neighborhood evolution through infill development .	PlanKCK: Land Use + Development: Goal 1; Historic Preservation: Goal 8; Resiliency: Goal 2, Goal 3 EDSP: Pillar 5 CHPP: Goal: "Maintain a diversity of land uses...encourage good design practices..."
Streamline application and permitting processes citywide .	PlanKCK: Economic Development: Goal 1; Historic Preservation: Goal 3 CHPP: Goal: "Update the Historic Preservation Ordinance..."
Incentivize development along key corridors .	PlanKCK: Regional Identity: Goal 5; Economic Development Goal 1; Mobility: Goal 1, Goal 10; Resiliency: Goal 2 GoDotte: Action 3-14, Action 5-4
Streamline application and permitting processes Downtown for greater economic vitality.	PlanKCK: Regional Identity: Goal 5 Goal 8; Economic Development: Goal 1 EDSP: Pillar 1
Align site development and design standards with policy goals:	
<i>Safety</i> (Crime Prevention Through Environmental Design (CPTED), multi-modal mobility)	PlanKCK: Mobility: Goal 2, Goal 3 GoDotte: Action 1-3, Action 2-2 CHIP: Violence Prevention Plan VZAP: Site and Building Standards, ROW/Private Developer Responsibilities
<i>Accessibility</i> (all ages and physical abilities)	CFAA: Action 2-D, Action 2-E VZAP: Site and Building Standards, ROW/Private Developer Responsibilities
<i>High-quality urban design</i> (building height and mass, building placement and orientation, building frontages, buffers, pervious surfaces)	PlanKCK: Regional Identity: Goal 3, Goal 4; Economic Development: Goal 5; Land Use + Development: Goal 4, Goal 12; Mobility: Goal 9; Parks + Open Space: Goal 9, Goal 10 GoDotte: Action 2-4

What We Heard

Stakeholder Interviews and Group Meeting

Collaboration between stakeholders, community members, and decision-makers is essential to a successful zoning code update. To facilitate this, a total of 30 individual and small group interviews were conducted in October 2025 to gain greater insight into the highest priority considerations for the Zoning Code Update.

A brief summary of key takeaways from these interviews is included below. For a complete summary, see **Attachment 2** (Stakeholder Interview Summary).

- Confidence is low that the UG will provide timely, accurate guidance on using a Code that feels complex, cumbersome, and misaligned with how policy has evolved.
- There is a desire for streamlining and creative solutions to address KCK's pressing needs for affordable housing and economic development.
- Enforcement of current standards is inconsistent in numerous areas (e.g., application requirements, application of design guidelines, signage/landscape regulations, etc.).

In January 2026, participants in the initial stakeholder interviews were invited to a follow-up meeting to report on initial findings from the Technical Analysis phase of the project. Approximately 15-20 people attended the meeting. Questions from attendees focused on future engagement opportunities, how the Zoning Code will complement Building and Fire Codes, and an eagerness to remain engaged with the project.

Steering Committee

In addition to hearing from community stakeholders, a Steering Committee was convened to inform the project team, made up of representatives from 11 UG departments and the Planning Commission Chair. A total of 20 people attended the Steering Committee's first meeting in January 2026, which included a brief overview of both the project as a whole and the key priorities and findings from the Technical Analysis.

A brief summary of common themes from the Steering Committee meeting (organized by Technical Analysis topic area) is included below.

- **Zoning Framework.** Establishing new districts (or updating existing ones) will likely reduce the Code's complexity and incentivize the type of development

KCK needs and PlanKCK envisions. However, the community's response will be mixed depending on where rezoning happens and what uses new/revised districts facilitate.

- **Use Regulation.** By-right approval of projects is generally favored. This will reduce the procedural burden on both UG staff and the Planning Commission while easing approval pathways for desired development.
- **Site Development and Design Standards.** There are many opportunities to reduce known constraints to affordable housing and economic development, such as dimensional standards, parking requirements, and the revision or retirement of design guidelines. Calibrating these standards to facilitate desired outcomes and reduce complex staff interpretation are key objectives.

How Feedback Informed Recommendations

Overall, input from stakeholder interviews and the Steering Committee brought particular attention to KCK's unique experience of common pain points in the pursuit of more streamlined and equitable development. Though KCK's identity is built on a strong appreciation for its heritage and existing neighborhoods, the Code appears inadequate to meet its current challenges.

This feedback was key to transforming the findings of the Technical Analysis (see next section) into clear recommendations which address the Zoning Code's most prevalent and challenging issues.

Technical Analysis Summary

Analysis Priorities

The topics assessed in the Technical Analysis were prioritized based on stakeholder and steering committee input. The priority of this analysis is to review the existing Zoning Code to:

- Improve clarity, usability, and organization;
- Improve the effectiveness of achieving the desired outcomes identified in guiding policy documents;
- Modernize the Code; and
- Streamline procedures.

“The code is out of date, overly restrictive, and subject to challenging interpretations from UG staff.”

– Stakeholder

Findings Matrix

Based on the above analysis priorities, key findings relevant to the Zoning Code Update are identified in **Table 2**.

Table 2: Technical Analysis Key Findings

Topic	Key Findings
Code Organization	The Code's structure and numbering are inconsistent and inflexible.
Zoning Framework	There are many existing districts (67 in total), which are not aligned with PlankCK's land use vision or are unnecessary (Piper Annex/WyCo districts). The Planned District (PD) is used in an atypical manner that increases long-term procedural requirements.
Use Regulations	Districts establish permitted uses based on “telescoping” cross-references across multiple sections, greatly reducing clarity and ease-of-use. Standards facilitating mixed-use development are underutilized or absent. Use categories and definitions are outdated and inconsistently organized.
Site Development and Design	Standards for context-sensitive form controls are outdated or have limited applicability. Site design, parking, and frontage standards are insufficient to achieve the safety goals of the Vision Zero Action Plan. Parking requirements are outdated and do not support transit-oriented, mixed-use, or infill development.

Table 2: Technical Analysis Key Findings

Topic	Key Findings
Historic Preservation	Many definitions are incomplete and unaligned with other sections of the Code. Procedures and review authority guidance for multiple key processes (landmark designation, Certificate of Appropriateness review, environs review) lack clarity or include atypical provisions.
Procedures	Special Use Permit requirements are burdensome, are required for minor exceptions, and require excessive renewals.

Recommendations

KCK's planning landscape includes a growing body of documents (adopted, ongoing, and anticipated) that must be woven together into a coherent regulatory framework. PlanKCK establishes the overarching policy direction for the Zoning Code Update; Area Plans, Design Guidelines, the Economic Development Strategic Plan, and concurrent initiatives such as the Bi-State Sustainable Reinvest Corridor (BSRC) each address specific geographies, topics, or community priorities that the updated Code must also reflect and, where appropriate, implement. A successful update will be strategic about how these documents are integrated: identifying where alignment already exists, where reconciliation is needed, and where the Code can serve as a connective framework across KCK's evolving planning agenda.

1. Code Organization

Zoning codes are complex, with elements building upon, refining, supplementing, and providing exceptions to each other. They are also living documents that change over time. Due to this level of intricacy, it is important that the structure of the Code reflects the relationships between individual elements and allows incorporation of amendments into the most logical location. Without logically consistent organization, the intent of regulations is obscured, and users may struggle to find or understand what is required of them.

Table 3: Chapter 27 (Planning and Development) Contents

Number	Title
Article I	In General
Article II	Planning Commission
Article III	Board of Zoning Appeals
Article IV	Historic Landmarks and Historic Districts
<i>Division 1.</i>	<i>Generally</i>
<i>Division 2.</i>	<i>Landmarks Commission</i>
<i>Division 3</i>	<i>Designation of Historic Landmarks and Historic Districts</i>
<i>Division 4</i>	<i>Review of Projects Within Historic Landmarks, Historic Districts, and Their Environs</i>
Article V	Zoning Resolution and Subdivision Regulations
Article VI	Administration and Review Procedures
Article VII	Subdivisions
<i>Division 1.</i>	<i>Generally</i>
<i>Division 2.</i>	<i>Design Principles and Standards</i>

Table 3: Chapter 27 (Planning and Development) Contents

Number	Title
<i>Division 3</i>	<i>Required Improvements</i>
Article VIII	Zoning
<i>Division 1.</i>	<i>Generally</i>
<i>Division 2.</i>	<i>Administration and Enforcement</i>
Subdivision I	In General
Subdivision II	Nonconformities
<i>Division 3.</i>	<i>Districts</i>
Subdivision I	In General
Subdivision II	Planned Districts
<i>Division 4</i>	<i>District Regulations</i>
<i>Division 5.</i>	<i>Overlay Districts</i>
Subdivision I	In General
Subdivision II	Mission Road Area Design Review Overlay District
Subdivision III	Floodplain District
Subdivision IV	Commercial Development Guidelines Overlay District
<i>Division 6.</i>	<i>Special Use Permits</i>
<i>Division 7.</i>	<i>Accessory Uses</i>
<i>Division 8.</i>	<i>Height and Area Exceptions</i>
<i>Division 9.</i>	<i>Parking and Loading</i>
<i>Division 10.</i>	<i>Landscaping and Screening</i>
<i>Division 11.</i>	<i>Signs</i>
<i>Division 12.</i>	<i>Major Street System</i>

Recommendations

1.1. **Reorganize Chapter 27.** To enhance usability, the Code should be reorganized to group related content together. As a general rule, the most frequently consulted group of provisions should come before provisions less frequently consulted. Additionally, a standard structure of Divisions and Subdivisions should be implemented to reduce repetition, especially for lengthy articles (e.g., Article VI (Administration and Procedures)).

1.2. **Standardize Code Structure and Numbering.** A standard structure of Divisions, Subdivisions, and Sections should be implemented to reduce repetition and facilitate future amendments. This can also eliminate excessive “Reserved” sections. Specifically:

- Renumber Divisions as only even numbers (i.e., 2, 4, 6, etc.) to allow one division to be inserted between existing divisions as needed.
- Renumber Sections by tens (i.e., 010, 020, 030, etc.) allowing ten future sections between existing sections.
- Additionally, the Section numbering of each Division should restart at the beginning of the Division (i.e., Division 2 includes sections 2.010, 2.020, 2.030 and Division 4 includes sections 4.010, 4.020, 4.030).

The recommended structure and numbering would appear as follows:

Chapter	Article	Division	Section	Subsection
27	-I	.02	.010	.A

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Article I: General Provisions	01-1
Division 2 Title and Purpose	01-3
Division 4 Applicability.....	01-7
Division 6 Authority.....	01-9
Article II: Zoning District Regulations.....	02-1
Division 2 Residential Zoning Districts.....	02-3
Division 4 Mixed-Use Zoning Districts.....	02-7
Division 6 Commercial Zoning Districts	02-9
Article III: Citywide Standards	03-1
Division 2 General Site and Development Standards.....	03-3
Division 4 Landscaping Standards	03-7
Division 6 Parking and Loading Standards	03-9
Article IV: Administration and Enforcement.....	04-1
Division 2 Review and Decision-Making Authorities.....	04-3
Division 4 Common Review Procedures	04-7
Division 6 Enforcement	04-9
Article V: Subdivisions	05-1
Division 2 Subdivisions	05-3
Division 4 Dedications and Improvement Requirements.....	05-7
Article VI: Interpretation, Measurement, and Definitions	06-1
Division 2 Rules of Interpretation	06-3
Division 4 Rules of Measurement.....	06-7
Division 6 Definitions.....	06-9

Example of a code with related divisions grouped by article, showing a few example divisions in each article.

2. Zoning Framework

PlanKCK effectively illustrates one of the City’s defining features – its existing development pattern represents a full spectrum of different densities, intensities,

and land use adjacencies. The ambitious realignment of land use designations (LUDs) in PlanKCK aims to strategically focus growth and unify land use policy.

While PlanKCK establishes a land use framework for the community, the zone districts in the Code implement this vision. If the Code is not consistent with PlanKCK's policies, especially those related to land use, new and/or revised districts may be needed. There is also an opportunity to streamline existing districts and retire those that are no longer necessary. In the interest of creating a concise and user-friendly Code, the total number of districts should be limited to those necessary to effectively and efficiently implement PlanKCK, and districts that are no longer needed should be removed.

Currently, the Code's existing districts are not aligned with PlanKCK's vision of diverse neighborhoods and mixed-use development along connected, multimodal corridors. The following recommendations describe steps towards a more effective zoning framework that anticipates and adequately regulates the challenges and opportunities that result from KCK's full urban-to-rural transect. **Table 4** summarizes the recommended approach by each LUD and its closest existing district.

Recommendations

- 2.1. **Implement PlanKCK Land Use Designations.** Create new districts (and revise existing ones) to effectively implement PlanKCK's 23 Residential, Mixed-Use, Commercial, and "miscellaneous" (Utility, Parks, etc.) LUDs.
 - a. New and revised **Residential** districts with uses and standards calibrated to facilitate envisioned housing diversity and infill development.
 - b. New **Mixed-Use** districts for Corridor, Low-Density, Creative & Industrial Mixed Use areas.
 - c. New and revised **Commercial** districts to implement PlanKCK's three envisioned scales of development, plus an Entertainment district.
 - d. New **Utility, Extractive, Public, Parks, and Open Space** districts to implement these explicitly-defined LUDs.
- 2.2. **Consolidate Existing Districts.** Reduce the overall number of existing districts where differences are minor or policy support no longer exists.
 - a. Eliminate individual **Planned Development** districts (e.g., RP-1, RP-5, CP-D) in favor of a single PD District.
 - b. Retire **"WyCo"** districts to reflect updated land use policy since the Piper Area's annexation.

2.3. **Amend PlanKCK.** Several PlanKCK LUDs establish maximum densities and/or heights which are not calibrated to support infill development and “missing middle” housing, and in some cases are more restrictive than comparable, existing zoning districts. Amendments to the following LUDs should be considered:

- a. **Low-Density Residential:** Slightly increase maximum density to facilitate “townhomes and side-by-side rowhouses” at intersections and along key corridors.
- b. **Urban Core Residential:** Slightly increase maximum density and height to facilitate “detached and attached residential development with a wide variety of densities.”

Table 4: Preliminary Recommendations for Updated Zoning Framework

Land Use Designation	Closest Existing District(s)	Preliminary Recommendation	Notes
Residential			
Rural Residential	Rural Residence (R)	Retain with revisions	
Low-Density Residential	Single-Family (R-1)	Retain with revisions	Per Rec. 2.4, assumes amendments to PlanKCK May require sub-zones
	Single-Family (R-1(B))		
	Mobile Home Park (R-M)		
Medium Density Residential	Two-Family (R-2)	Retain with revisions	May require sub-zones
	Two-Family (R-2 (B))		
Mixed Residential	Townhouse (R-3)	Retire and create new district	Not currently mapped in PlanKCK
	Garden Apartment (R-4)		
Urban Core Residential	Apartment (R-5)	Retain with revisions	Per Rec. 2.4, assumes amendments to PlanKCK
High Density Residential	High-Rise Apartment (R-6)	Retain with revisions	
Mixed-Use			
Urban Mixed Use	Central Business (C-D)	Retain with revisions	
Corridor Mixed Use	Traditional Neighborhood Design (TND)	Retire and create new district	TND complex and ineffective
Low-Density Mixed Use	Traditional Neighborhood Design (TND)	Retire and create new district	Not currently mapped in PlanKCK
Creative & Industrial Mixed Use	None	Create new district	

Table 4: Preliminary Recommendations for Updated Zoning Framework

Land Use Designation	Closest Existing District(s)	Preliminary Recommendation	Notes
Commercial			
Neighborhood Commercial	Limited Business (C-1)	Retain with revisions	
Community Commercial	General Business (C-2)	Retire and create new district	C-2 not calibrated to corridor-serving, medium-scale commercial
	Commercial (C-3)		C-3 too broad in scope
Regional Commercial	Commercial (C-3)	Retire and create new district	Regional Commercial applies to (but conflicts with) policy direction for the Village West area, which envisions integration with planned bus rapid transit (BRT) service and mixed-use development, which C-3 is not calibrated to support
Business Park	Planned Business Park (B-P)	Retain with revisions	
Office	Nonretail Business (C-0)	Retain with revisions	
Entertainment	None	Create new district	
Industrial			
Industrial	Light Industrial and Industrial Park (M-1)	Retain with revisions	May be opportunities to merge and address through use regulations
	General Industrial (M-2)		
	Heavy Industrial (M-3)		
Utilities	None	Create new district	
Extractive	None	Create new district	Not currently mapped in PlanKCK
Institutional			
Public / Semi-Public / Institutional	None	Create new district	
Open Space			
Parks	None	Create new district	
Open Space	None	Create new district	
Agricultural	Agriculture (A-G)	Retain with revisions	Not currently mapped in PlanKCK

- 2.4. **Rezone Strategically.** Explore a phased approach to rezoning based on a thorough analysis of KCK's full urban-to-rural transect, Zoning Map, district standards, and adopted policy priorities. UG-led rezoning will align the Zoning Map with PlanKCK instead of imposing site-by-site rezonings on applicants that desire to implement PlanKCK. KCK's neighborhoods span a wide range of densities, development patterns, and character; any rezoning strategy must account for the distinct regulatory needs each context presents.

Alignment with PlanKCK Land Use Designations

A preliminary analysis of KCK's parcels indicates significant misalignment between some LUDs and the existing zoning map. Addressing these misalignments requires striking a good balance between the number of new zoning districts created and the mapping approach.

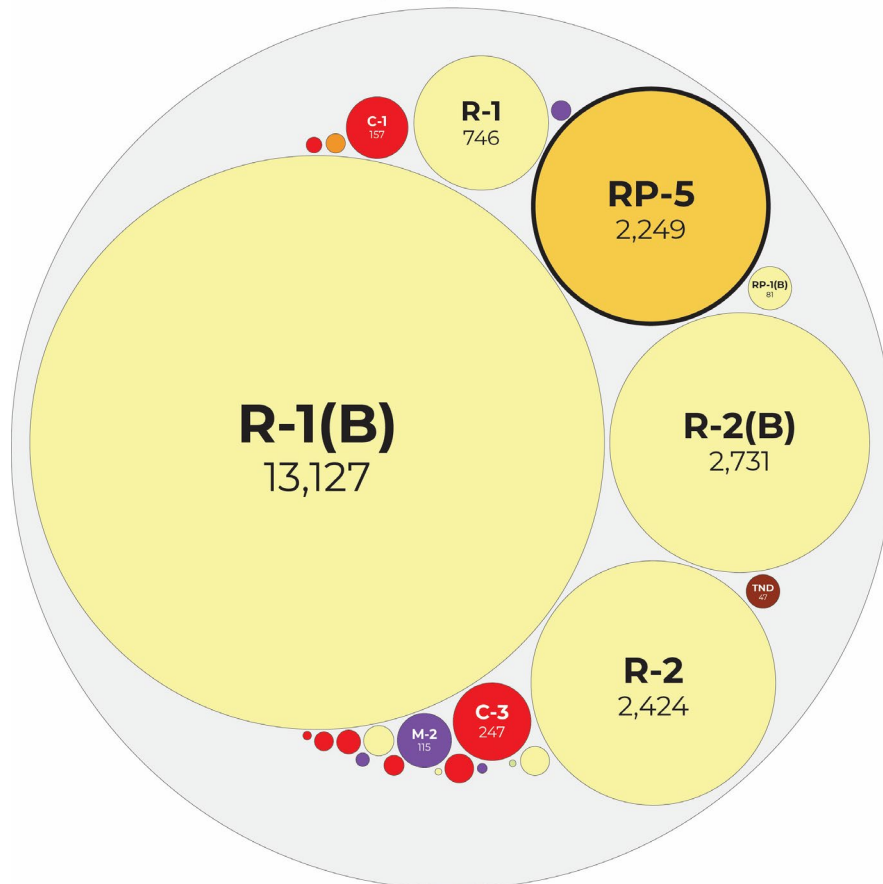
For example, **Table 5** shows parcels assigned to the Urban Core Residential LUD (32.5 percent of all parcels). Parcels within this LUD are assigned to 23 existing zoning districts, but the RP-5 District appears most closely aligned with the intended purpose of the LUD – an alignment rate of just over 10 percent. The vast majority of parcels (nearly 87 percent) are assigned to lower-density residential districts.

Table 5: Parcels in Urban Core Residential LUD

District Categories	Parcels by District Category		
	Number	Percent	Zoning of Parcels in LUD
Agricultural District	2	0.01%	AG
Lower-Density Residential Districts	19,184	86.63%	R-1, R-1(B), RP-1(B), R-2, R-2(B), RP-2, RP-2(B), RP-3
Closest Aligned District	2,249	10.16%	RP-5
High-Density Residential Districts	17	0.08%	RP-6
Commercial Districts	504	2.28%	C-0, CP-0, C-1, CP-1, C-D, CP-2, C-3, CP-3
Industrial Districts	142	0.64%	MP-1, M-2, MP-2, M-3
Mixed-Use District	47	0.21%	TND
TOTAL PARCELS	22,145	100%	

Urban Core Residential

22,145 parcels



Nonconformities

There are two primary ways for addressing the misalignment between PlanKCK's LUDs and the current zoning map – creating more tailored districts per LUD or creating fewer districts with broader standards. Both options include trade-offs.

More districts per LUD allow existing standards to be carried forward, minimizing the number of nonconformities and easing landowner concerns. However, this approach could increase Code complexity by maintaining too many “legacy” standards, an issue KCK's Code already struggles with.

Conversely, creating fewer districts may simplify the Code, but risks creating more nonconformities between existing development and/or a broader range of standards. To address context-specific conditions, the Code could rely more heavily on discretionary approvals or overlays, but these could reduce administrative consistency and efficiency.

Strategies for reducing the inevitable impact of nonconformities on existing properties include:

1. Softening the definition of “nonconforming” by allowing minor deviations from dimensional and use standards.
2. Treat all properties developed in certain zoning districts before the effective date of the new code as conforming.
3. Create a “compliant” status and apply to properties developed before the effective date of the new code if they meet certain criteria.

A code and mapping strategy that creates more zoning districts for areas where misalignments between LUDs and existing zoning districts are widespread or sensitive (e.g., established neighborhoods) and broader zoning districts in areas prioritized for change (e.g., mixed-use corridors and centers) could help balance context-specific concerns, flexibility, and priorities for growth and change in ways that minimize new nonconformities.

Public Engagement and Notification

Comprehensive rezoning is not only rare but will have broad implications for existing and future development in KCK and therefore requires extraordinary notification and public engagement efforts. Cities that have successfully completed comprehensive zoning code and map updates used strategies that went well beyond established minimum requirements. Techniques used in cities such as Denver, Missoula, and Columbus included expanded notification areas, multiple multi-lingual notices mailed to all property owners

at key points in the process, neighborhood workshops, open houses, small group discussions, pop-up events, office hours in locations across the city, partnerships with community organizations to better reach renters and underrepresented residents, and robust interactive online mapping comment tools.

Mapping Options

With the trade-offs discussed above in mind, the following options for mapping a new framework of zoning districts specifically aligned with PlanKCK's LUDs and other adopted policies are recommended:

- a. **Option 1: Prioritize Rezoning Key Corridors and Areas of Change.** Focus initial rezoning efforts on specific areas where change is most desired and/or likely while maintaining existing zoning elsewhere until a subsequent phase or phases.
- b. **Option 2: Comprehensive Rezoning.** Rezone the entire city in a single phase.

Table 6: Rezoning Approaches – Pros and Cons

Category	Option 1 (Corridor/Area Focus)	Option 2 (Citywide)
PlanKCK Alignment	Targets priority growth, infrastructure, and corridor/focus areas first; delays alignment in the remainder of the city and sustains LUD inconsistencies across the majority of parcels for an extended period. Interim coexistence of old and new code formats creates administrative complexity.	Achieves full, simultaneous alignment between new zoning districts and LUDs across all parcels. Eliminates the administrative burden of a split code but requires more upfront refinement of LUD accuracy across a larger number of parcels.
Nonconformities	Limits the geographic scope of potential nonconformities but may require more tailored solutions at corridor edges. Transitional boundaries between rezoned and non-rezoned areas may introduce their own inconsistencies and a patchwork of differing standards.	Enables a systematic, citywide approach to identifying and minimizing nonconformities. The scale of the effort increases the likelihood of widespread nonconformities requiring evaluation before and during adoption.
Public Engagement	Focused geography supports more manageable, place-based outreach. A phased approach requires multiple rounds of engagement over a longer timeline, with attendant risk of fatigue and loss of momentum between phases.	A single, coordinated process allows unified messaging and cross-LUD comparison. The scale of citywide change is more resource-intensive and may generate broader public concern; helping individual property owners understand localized impacts requires additional effort.

built to the street and where setbacks are required.

- ii. Building massing.
 - iii. Maximum height and/or number of stories.
- b. **Safety and Accessibility.** Standards which center Crime Prevention Through Environmental Design (CPTED) and achieve the multi-modal safety goals of the Vision Zero Action Plan.
- i. Orientation and placement of building entries which support pedestrian connectivity.
 - ii. Location of parking, screening, and driveways.
 - iii. Façade design, form, and articulation.
 - iv. Transparency (pedestrian-level windows offering views into buildings).
 - v. Limitations on blank walls.
- c. **Retire Older Design Guidelines.**
- i. **Commercial Development Guidelines.** Included in the Code as the [Commercial Development Guidelines Overlay District](#), these are a complex list of both objective and subjective design requirements not updated since 2006. Though these Guidelines begin to address the above recommendations, their uneven applicability and lack of differentiation between development contexts/intensities makes them a good candidate for retirement in favor of a new set of comprehensive standards.
 - ii. **Narrow Lot Design Guidelines (NLDG).** Incorporated by reference into the Code but maintained as a separate document, these are form-based site design standards applicable to new residential construction on any lot east of I-635, as well as any lot below minimum frontage or area thresholds or within the Lower-Medium Density Residential land use district under the Northeast Area Master Plan. Noted as a constraint by some stakeholders, the NLDG add an additional layer of complex, prescriptive regulations for applicants and staff to navigate, interpret, and apply. The NLDG's standards should be evaluated for alignment with PlanKCK's design vision, refined to identify those standards which support intended outcomes, and integrated into relevant district standards.

3.2. **Modernize Parking Requirements.** Requiring a minimum number of off-street parking spaces for every land use frequently creates more parking than is needed. These requirements can artificially raise the cost of development regardless of what individual households or entire neighborhoods need, increasing the price of rent² and other goods and services.³ Designing buildings around excessive parking requirements can also make streets less safe and enjoyable for pedestrians. The Code should address these issues in the following ways:

- a. **Right-Size Parking Requirements.** Reduce or eliminate parking minimums for all uses, especially in KCK's existing and envisioned mixed-use, transit-oriented areas. This market-based approach allows more flexibility and can reduce development costs. However, managing on-street parking may be necessary in urban areas. See case study on the removal of parking minimums in Buffalo, NY, on the next page.
- b. **Design Parking for Safety and Connectivity.** Establish standards for building and site design that are context-sensitive and emphasize pedestrian connectivity. This should prioritize locating parking close to the rear or side of the building it serves and providing pedestrian walkways and adequate lighting.

² Millard-Ball, A., West, J., Rezaei, N., & Desai, G. (2022). "[What do residential lotteries show us about transportation choices?](#)" *Urban Studies*, 59(2), 434-452.

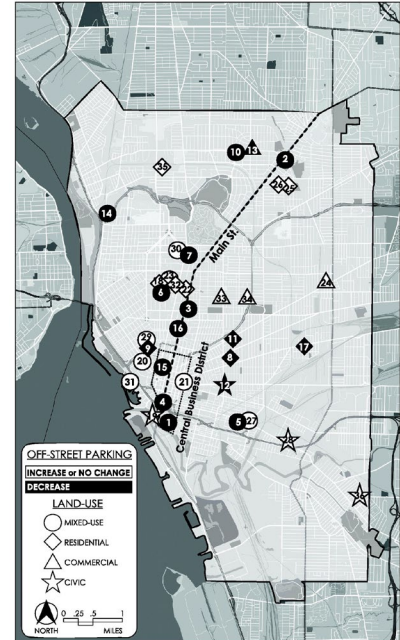
³ Siegman, Patrick. Parking Strategies for More Affordable Housing. City of Columbus – Zoning Advisory Committee Meeting 2023. May 3, 2023.

City of Buffalo, NY

Removal of Parking Minimums

Buffalo, NY adopted its [Green Code](#) in 2017, the first major overhaul to the City's zoning regulations since the 1950's. In an effort to promote active transportation and better urban design, the Green Code eliminated minimum parking requirements citywide.

A study found that within the first two years of adoption, 47 percent of major developments included fewer off-street parking spaces, suggesting earlier minimum requirements may have been excessive. The remaining 53 percent of sites included as much or more parking than previously required, especially in “single-use” projects (i.e., only commercial/residential). However, mixed-use developments – especially those in transit-rich locations along primary commercial corridors – provided 53 percent fewer parking spaces than previously required, showing a willingness among developers to take advantage of regulatory flexibility when given the option.⁴



3.3. Remove or Modify Standards that Constrain Desired Housing Types.

- a. **Regulate by Building Size or Type, Not Density.** Form-based standards regulate based on the intended physical character of development, not the specific floor area per unit or density of the building as a whole.
- b. **Update Building Setback and Height Requirements.** Form-based regulations require context-sensitive setback and height standards to shape intended outcomes. These standards should be objective, clearly defined, and paired with diagrams to reduce the need for staff interpretation. Generally, front setbacks should be reduced while still allowing room for more active building entries (e.g., porches). Height should be regulated up to the “top of the highest eave,” eliminating the subjectivity of regulating by maximum height “or” number of stories.

⁴ Hess, D. B., & Rehler, J. (2021). “[Minus Minimums: Development Response to the Removal of Minimum Parking Requirements in Buffalo \(NY\)](#).” *Journal of the American Planning Association*, 87(3), 396–408.

City of Mesa, AZ

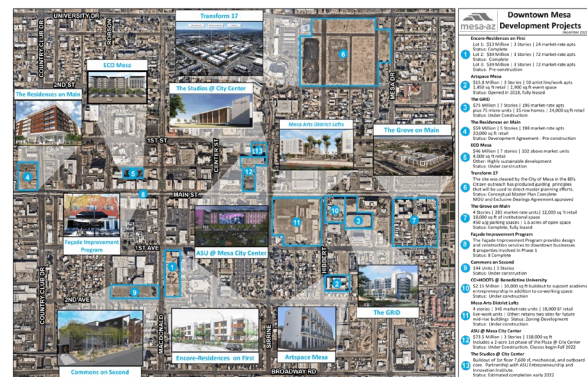
Form-Based Code

In 2012, the City of Mesa adopted a [form-based code](#) to implement the community's vision for a vibrant, walkable, mixed-use downtown – especially along a five-mile stretch of the city's Main Street corridor and around three then-new light rail stations which connect downtown to Tempe and Phoenix. The form-based code was specifically designed to integrate appropriate multifamily housing types into adjacent historic single-family neighborhoods – duplexes, bungalow courts, and other missing middle housing – while incentivizing more intense development around transit stations.⁵

In the years since its adoption, Mesa's form-based code has facilitated the approval and constructions of projects like the Mesa Artspace Lots, which features 50 units of affordable housing, ground-floor commercial space, and community space for events and educational programs. The design of projects like this was strongly influenced by community participation in articulating the intended outcome of the form-based code's standards.⁶



Mesa Artist Lofts (Dunlap & Magee Property Management, Inc.)



4. Use Regulations

Use regulations detail the type of uses that are allowed, what approval is required, and specific limitations applicable to the activity or use. PlanKCK broadly establishes the types of uses appropriate for a given LUD, but the Code's use regulations identify the specific uses that are allowed by-right, allowed with a permit, or prohibited in each zoning district. Use regulations may also include special requirements applicable to specific uses.

⁵ Opticos Design. [Mesa Downtown Plan and Form-Based Code](#). Accessed March 27, 2026.

⁶ Murillo, J., & Szydluk, M. (2025). ["How Zoning Can Help Fix the Housing Crisis in America."](#) The Western Planner.

The changing nature of land use demands flexibility in regulation. Specialized operations and segregated uses are becoming less prevalent as operations and uses adapt to rapidly changing technology and market preferences. Traditionally, a company may locate its manufacturing, offices, and retail operations in three separate locations. Increasingly, and particularly for smaller businesses, these operations are blending and can occur in one place. For example, a craft brewery may brew and distribute beer, sell beer and related merchandise, serve beer and food, and feature live entertainment all in the same location. This type of business combines five traditionally separated uses: manufacturing, distribution, retail sales, eating and drinking, and entertainment.

Updates to the Code can make it easier to determine how contemporary uses such as this fit into KCK's regulatory framework. The following recommendations are proposed to facilitate a more modern approach to use regulation, supporting KCK's objectives of providing a diversity of housing types, flexible commercial and employment centers, mixed-use development, and streamlined approval for greater economic vitality.

Recommendations

4.1. Modernize Land Use Framework.

- a. **Comprehensive Use Tables.** Replace the current text-based lists of uses allowed by district with clear tables that display permitted, conditionally permitted, and prohibited uses. Use tables allow for an at-a-glance understanding of allowed uses and efficient comparison of uses across districts and can be organized by district category (i.e., all Residential districts) or as a comprehensive use table showing all districts citywide.
- b. **Broader Use Categories.** Replace descriptive lists which suggest a range of "typical" uses with clearly defined categories that can accommodate evolving business types. For example, replace "Buildings to accommodate the sale of items such as and similar to...clothing, shoes, pharmaceuticals, and eyeglasses" with "Retail Sales and Service." This approach reduces interpretive variability; under the current Code, staff must already determine whether an unlisted use is "similar to" listed examples. Subcategories can be added where needed to improve clarity. Uses can also be regulated by size, with thresholds defined in the Code by square footage. For example, Retail Sales and Services under a defined threshold could be permitted by-right, while uses exceeding that threshold may require conditional approval.
- c. **Contemporary Uses.** Retire outdated, overly-specific uses and add contemporary uses which support a modern economy (e.g., "industrial flex

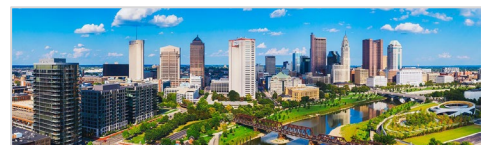
- space,” appropriate for PlanKCK’s Creative & Industrial Mixed Use LUD). All uses which remain should be consistently labelled across all districts and paired with a clear definition, reducing the need for staff interpretation.
- d. **Use-Specific Standards.** Where needed, create comprehensive, objective standards for specific uses that are consistent across all districts. Such standards can create a more streamlined review process because typical concerns with certain uses are addressed through Code requirements. They can also incorporate mechanisms to allow for flexibility in the change in uses or combination of uses, as well as noting where accessory uses (e.g., outdoor dining) are appropriate up to a certain threshold without additional permits or review.
- 4.2. **Increase Uses Allowed By-Right.** Lower approval requirements for desired uses that advance PlanKCK’s streamlining and economic development goals. By implementing the components of Recommendation 3.1, uses which originally needed more extensive, discretionary review could be approved by a lower review authority (e.g., UG staff) subject to clear, objective standards.
- 4.3. **Facilitate Mixed-Use.** Allow uses to be mixed subject to the highest level of permit required for a given proposed use with clearly applicable development standards (i.e., the zone district standards). Modernize performance standards applicable to mixed-use projects.
- 4.4. **Facilitate Housing.** Allow multi-family housing, including as part of mixed-use projects, consistent with the PlanKCK Land Use Map and Land Use Table. Ensure “missing middle” housing, accessory dwelling units, and affordable housing types accessible to all incomes, ages, and abilities are allowed.

City of Columbus, OH

Comprehensive Code Update (Phase 1)

In 2024, the City of Columbus adopted a new zoning framework that prioritizes mixed-use and multifamily development along 140 miles of major transit-served commercial corridors.

By allowing nearly all residential uses by-right along these corridors, up to 88,000 new housing units have been enabled. Supported by standards which alleviate development constraints and a streamlined review process, this zoning framework is designed to dramatically increase this fast-growing city’s ability to facilitate housing accessible to all income levels.



E.20.100 Uses

Table E.20.100-A Use Table

	UGN-1	UGN-2	UCT	UCR	UCR-R	CAC	RAC
Residential							
Accessory Dwelling Unit (ADU)	•	•	•	•	•	•	•
Dormitory	•	•	•	•	•	•	•
Family Child Care Home (Type A)	•	•	•	•	•	•	•
Family Child Care Home (Type B)	•	•	•	•	•	•	•
Halfway House/Community Residential	•	•	•	•	•	•	•
Treatment Facility	•	•	•	•	•	•	•
Live/Work	•	•	•	•	•	•	•
Manufactured Home	•	•	•	•	•	•	•
Multiple Unit Residential	•	•	•	•	•	•	•
Residential Care Facility	•	•	•	•	•	•	•
Rooming House	•	•	•	•	•	•	•
Senior Housing	•	•	•	•	•	•	•
Shared Living Facility	•	•	•	•	•	•	•
Single-Unit Residential	•	•	•	•	•	•	•
Single Room Occupancy (SRO)	•	•	•	•	•	•	•
Temporary Shelter	•	•	•	•	•	•	•
Three-Four-Unit Residential	•	•	•	•	•	•	•
Two-Unit Residential	•	•	•	•	•	•	•

City of Columbus, [Title 34 – Zoning Code](#), Section E.20.100 (Uses)

5. Historic Preservation

The Citywide Historic Preservation Plan (CHPP) within PlanKCK, has established strategic direction for the preservation of the heritage and culture of buildings and places in KCK. Chapter 27, Article IV (Historic Landmarks and Historic Districts) is the Historic Preservation Ordinance (HPO) of the Code where the regulations and procedures facilitating this are located.

The CHPP includes an HPO Review (Appendix 6) which compares the effectiveness of the HPO to other ordinances in Kansas. This comprehensive review discovered that key information and procedures lack clarity, misalignment exists between the HPO and other sections of the Code, and the environs review extends historic review to non-designated properties.

Updates to the Code will improve the completeness and clarity of the HPO and facilitate the preservation objectives established by PlanKCK.

Recommendations

- 5.1. **Refine and Improve Clarity.** Add refinements, clarifications, and improve organization for ease of use. Clarifying expansions and revisions to the HPO should reference PlanKCK's HPO Review (Appendix 6) and address the following topics:
 - a. **Definitions.** The definitions of the HPO should be comprehensive and align with other definitions throughout the Code.
 - b. **Landmarks Commission.** The role of the Landmarks Commission should be reformed as follows:
 - i. The Landmarks Commission should be designated to review publicly-owned landmark properties under Certificate of Appropriateness (CoA) procedures.
 - ii. The Landmarks Commission should be allowed to conduct CoA review as part of regular monthly business rather than at a required public hearing. Then, public hearings would be held only when an appeal of a Commission decision on a CoA is filed. Commission CoA decisions would need to be publicly posted to ensure interested parties are notified
 - iii. The Landmarks Commission's jurisdiction should be limited to proposed exterior changes to Local Landmarks and properties within Local Districts, in addition to proposed changes to properties under the UG's review authority as a Certified Local Government (CLG).

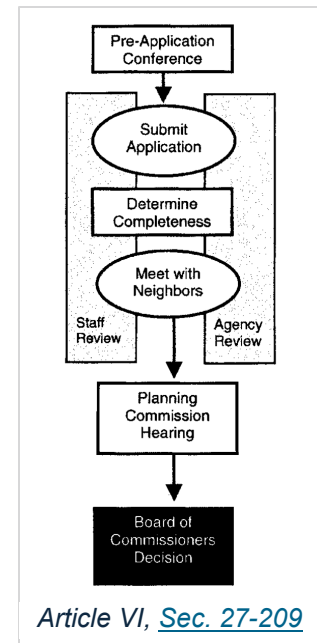
- c. **Environs Review.** Environs review should be removed as it is an atypical requirement that applies rigorous historic standards to properties that are not designated as historic.
 - d. **Emergency Repairs.** Include provisions for emergency repairs of designated landmarks and historic district properties and clearly delineate the review role of the Landmarks Commission and UG staff. “Emergency repair” should be clearly defined to limit misinterpretation or misuse of these provisions.
 - e. **Economic Hardships.** Establish a more robust procedure for economic hardships, including standards for assessing when an economic hardship occurs, and the economic hardship hearing process.. Technical Assistance is available through the National Alliance of Preservation Commissions and National Parks Service.⁷
 - f. **CoA Appeal.** Following a denial of a CoA by the Landmarks Commission, an appeal to the Board of Commissioners should be immediately available, eliminating the 18-month postponement period.
- 5.2. **Facilitate Adaptive Use.** Incentivize and streamline the revitalization of historic districts/buildings through targeted improvements to the Historic Preservation Ordinance, including streamlined approval processes and clear and appropriate standards.
- 5.3. **Downtown Historic Preservation Guidelines.** Align the Downtown Historic District Preservation Guidelines effort and the Zoning Code Update as these projects move forward concurrently. During this alignment effort, consider that the State’s 2024 historic designation of the Downtown KCK commercial district allows property owners to apply for state historic tax credits when rehabilitating properties, if desired.
- 5.4. **Identification of Designated Landmarks and Districts.** Ensure designated properties are easily identified for the public and UG staff, which may not require a zoning map amendment (i.e., eliminate the -H Overlay). Do not require ordinance amendments to modify descriptions of the elements and criteria qualifying the property for designation.

⁷ Miller, J.(2001). “[Accessing Economic Hardship Claims Under Historic Preservation Ordinances.](#)” National Alliance of Preservation Commissions.
 National Parks Service. (2026). [Economic and Technical Feasibility in Applying the Standards for Rehabilitation.](#)
 Accessed June 9, 2026.

6. Procedures

The administration and procedures of a zoning code play a critical role in implementing a community's planning goals. While the substantive regulations (districts, uses, and development standards) establish what can be built, the procedures determine how development applications are processed, reviewed, and approved.

KCK's Code establishes procedural requirements in Article VI (Administration and Review Procedures), with other substantive requirements in Article VIII (Zoning) Division 2 (Administration and Enforcement) and Division 6 (Special Use Permits). Though this organization should be improved for greater ease-of-use, the most significant constraint stems from burdensome procedural steps which must be followed even for common permits and routine renewals.



The Code currently requires a pre-application conference, neighborhood meeting, published notice, mailed notice, posted notice, and public hearing for each Preliminary Plan, Special Use Permit (SUP), or Variance, with no option for staff-level review. These procedures must also be followed for minor exceptions and renewals of SUPs. While full public noticing and hearing requirements are appropriate for legislative actions such as rezonings, the Code applies the same procedures to non-legislative decisions regardless of complexity or scale.

These requirements impose a substantial administrative burden on staff, the Planning Commission, and the Board of Commissioners alike, while creating a longer, more unpredictable process for applicants. Taken together, they constrain the streamlining objectives of numerous PlanKCK policies. As noted above in Site Development and Design, establishing objective standards for development, building design, and other common regulatory areas based on PlanKCK's land use vision can facilitate more projects being approved administratively by UG staff.

Recommendations

- 6.1. **Streamline Application Requirements.** Reduce the number of repetitive, bureaucratic actions required for routine permits. Establish clear thresholds below which pre-application conferences, neighborhood meetings, and noticing requirements are reduced or eliminated. Additionally, ensure the purpose, applicability, and process requirements for all permit types are clearly described.

- 6.2. **Establish a CUP.** Establish a Conditional Use Permit (CUP) to reduce the reliance on SUP approval (and renewal) for projects which do not pose ongoing operational concerns. CUPs should run with the land and not expire after a use is established unless conditions are not met or operation has lapsed for a certain amount of time. A process for revoking a CUP would be included in the Code. Establish two tiers of CUPs, a “Minor” CUP that is approved at the staff level and a “Major” CUP approved by the Planning Commission. SUPs could remain in place for appropriate temporary uses (e.g., not earthwork/grading) or be replaced with Temporary Use Permits (TUPs).
- 6.3. **Facilitate Staff-Level Review.** Create a more efficient review process by expanding the administrative authority of Planning & Urban Design staff, including:
- a. **Staff Review of Common Permits.** Short-Term Rentals, for example, are currently subject to full SUP requirements; these actions could be made into their own permits (or a “Minor” SUP) approved at the staff level, subject to objective criteria.
 - b. **Administrative Adjustment.** Allow administrative approval of minor deviations from development standards, such as up to 20 percent for dimensional standards when specific criteria are met.
 - c. **Minor Revisions.** Establish an administrative process for minor revisions to approved projects. Define thresholds that distinguish between minor revisions (which can be processed administratively by staff) and major revisions (which require review by the original approval authority). The Code currently authorizes director-level approval of minor revisions at Sec. 27-207(c) but provides no defined thresholds; quantitative standards similar to those in Sec. 27-210(g) (which establish significance thresholds for amendments to preliminary development plans) could be adapted and applied more broadly across application types.

City of Flagstaff, AZ

Permitting Improvements in a Hybrid Code

The City of Flagstaff adopted a “hybrid” [zoning code](#) in 2011, regulating walkable areas of the city with a form-based code while retaining its existing “conventional” code in place for more auto-oriented, suburban neighborhoods. Equally effective (but often overlooked) improvements were also made to how Flagstaff regulates common permits and procedures – especially [conditional use permits](#) (CUPs) and [minor modifications to development standards](#).

Flagstaff’s CUP provides a process for reviewing uses and activities that are allowed in a particular district but require more discretionary review and possible “conditions” imposed to ensure the project remains compatible with the surrounding area. These CUPs are subject to a predictable, public process and approved subject to specific findings. CUPs do not have to be renewed unless the project fails to comply with the conditions of its approval.

Flagstaff also allows minor modifications to development standards established in its districts. The allowed modifications are specific and subject to objective criteria – such as a maximum five percent/two-foot reduction in setbacks or maximum 10 percent increase/decrease in the number of dwelling units allowed on a parcel. Since the minor modifications are clearly described and approved subject to clear conditions, they are approved administratively and without a required public meeting or additional procedural steps.

Table 10-20.40.090.A. Types of Minor Modifications Allowed		
	Types of Minor Modifications Allowed	Maximum Modification
1.	A reduction of a designated setback.	5% or 2 feet, whichever is greater
2.	Where a majority of lots are developed with single-family residences with nonconforming setbacks, new buildings or structures may conform to the pattern established by the majority of the existing buildings in the same block.	Determined on a case-by-case basis
3.	An increase in allowable building height.	5% or 2 feet, whichever is greater
4.	An increase in residential lot coverage.	3%
5.	An increase in lot coverage in commercial or industrial zones.	10%
6.	An increase in the Gross Floor Area Ratio (G FAR) for commercial or industrial developments.	10%

Types of Minor Modifications Allowed in Flagstaff, AZ’s Zoning Code (Sec. 10-20.40.090)

7. Other

Chapter 27 (Planning and Development) addresses a wide range of regulatory topics. Though referred to in this Report colloquially as “the Zoning Code,” it is in fact a comprehensive development code establishing the roles of appointed bodies, subdivision regulations, and more.

Chapter 27 remains the appropriate regulatory vehicle for key development standards and processes, but its relation to other chapters in the UG’s Code of Ordinances should be reviewed and improved where possible to increase clarity, efficiency, and alignment to ensure any changes to zoning rules have their intended impact.

Recommendations

- 7.1. **Explore Building and Fire Code Reform.** KCK has adopted by reference (with local amendments) a variety of model codes designed by the International Code Council and other bodies to regulate the safety of buildings and their core functions (e.g., plumbing, fire prevention, etc.). Both UG staff and community stakeholders have noted places where the separate and complex requirements of these codes do not align with Zoning Code regulations. All such codes should be aligned to the greatest extent possible to streamline development. Specific areas of concern noted include:
 - a. Requirements for fire sprinkler installation should be clarified. There are potential inconsistent applications of this requirement associated with three and four-plex buildings and mixed-use buildings.
 - b. Staircase requirements related to fire safety are constraining to the development of some multi-family projects and should be evaluated for potential modifications to allow more floors in single-stair buildings similar to other jurisdictions across the country.
 - c. Opportunities to incorporate universal design should be addressed. Universal design goes beyond compliance with ADA requirements to ensure homes are safe and accessible by all people to the greatest extent possible. This includes residential unit designs that allow residents to age in place, such as roll-in showers, no-step entries, wide doorways, etc.
- 7.2. **Relocate Regulations Related to Other Departments.** Chapter 27 retains several components which are poorly located, out-of-date, or both. To ensure the Code remains focused on its core regulatory purpose, the following divisions should be considered for reorganization.
 - a. **Floodplain District.** Located in Article VIII (Zoning), Division 5 (Overlay Districts) as Subdivision III, these floodplain management regulations consist of detailed, state-approved engineering standards intended to protect health and safety. Though a formal Floodplain District could be noted in Chapter 27, these standards may be better located in Chapter 8 (Buildings and Building Regulations) or a separate, floodplain-specific chapter.
 - b. **Division 12 (Major Street System).** This Division has been located in the final division of Article VIII (Zoning) since the Code of Ordinances was first prepared in 1988 (when the UG was formed) and has not received any amendments since. A more logical location may be in the Design Principles and Standards division of Article VII (Subdivisions) or in Chapter

32 (Streets and Sidewalks). Alternatively, since it is so outdated, Division 12's content could be deleted, with the Code instead cross-referencing to more recent goDotte standards.

- 7.3. **Relocate Fence Regulations.** Ensuring the Code encompasses all regulations relevant to its regulatory purpose also means moving existing standards *into* Chapter 27 where relevant. For example, Chapter 8 (Buildings and Building Regulations), Article IV (Fences) establishes district- and use-specific fence standards and should be relocated to Chapter 27 alongside similar development standards.

Next Steps

This Recommendations Report will be used as the foundation to prepare the comprehensive update to the Zoning Code and will inform the UG's priorities and approach to the update (e.g., multi-year and/or phased approach). These preliminary recommendations will be discussed, refined, and expanded through continued community engagement and discussions with UG staff.

The next milestones for the Zoning Code Update are summarized below:

- **Table of Contents.** An annotated table of contents will be prepared to propose an updated structure and organization of the Zoning Code.
- **Style Guide.** A preliminary style guide will be prepared to describe how an organized Zoning Code is proposed to be formatted and drafted to be consistent and user-friendly.
- **Framework of Zones.** Based on the technical analysis and recommendations found in this Report, a framework of zones will be developed. Within this framework, preliminary standards which implement the recommendations provided by this Report will be included.

This Report, public input, and coordination between the Consultant Team and UG staff will continue to inform the Zoning Code Update work, including the strategy and approach to rezoning and the Code rewrite.

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KANSAS CITY, KANSAS
**ZONING CODE
UPDATE**



KANSAS CITY, KANSAS ZONING CODE UPDATE



Peter J. Park
City Planning and Design^{LLC}

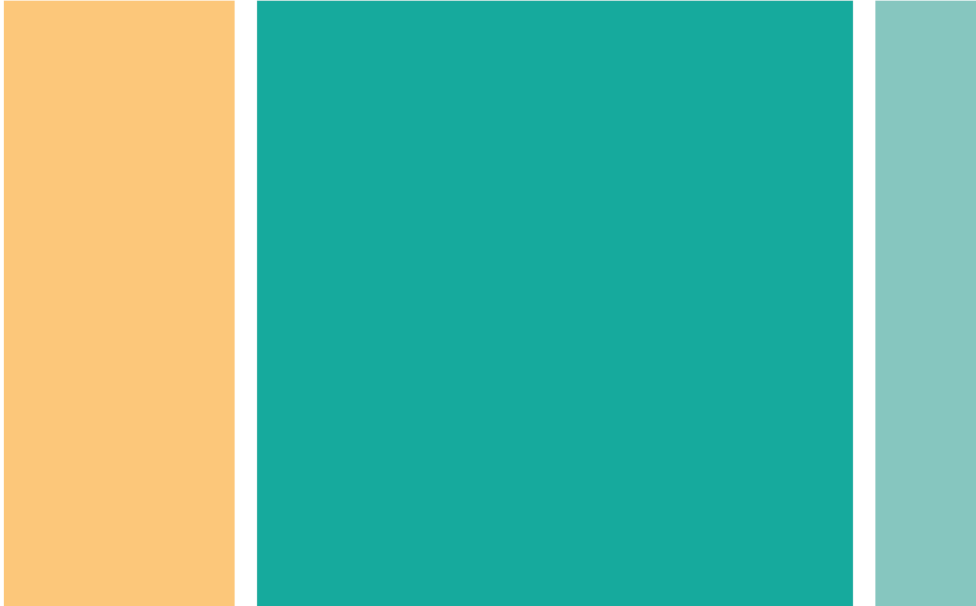


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Technical Analysis Findings

January 9, 2026

A review of policies, plans, and procedures to support the implementation of PlanKCK through a Zoning Code Update.



Introduction



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Project Overview

Objective:

Comprehensively update KCK's Zoning Code (Municipal Code Chapter 27) to implement the vision and strategic goals identified in **PlanKCK Citywide Comprehensive Plan**.

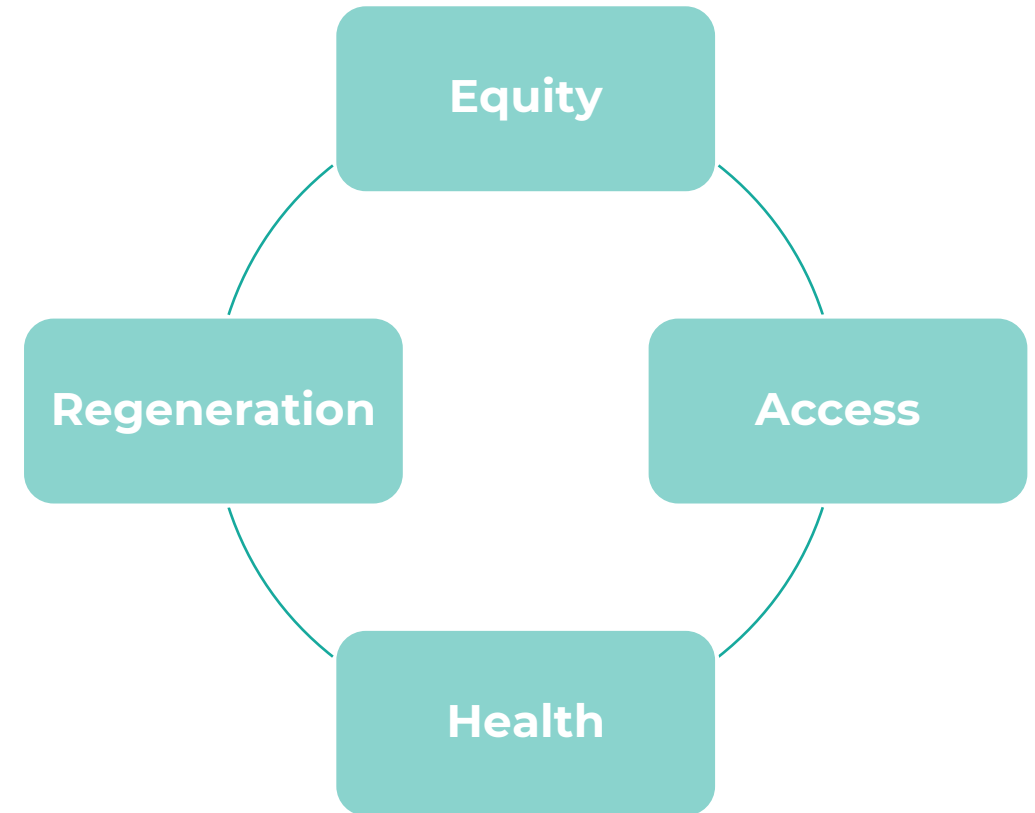




Project Overview

Approach:

- **Align development standards and procedures** with adopted plans and policies, including goals related to equity, access, health, and regeneration.
- **Streamline development review** by making regulations more transparent, comprehensible, and easier to implement.





Project Context

PlanKCK and other long-range plans have laid out a vision of land use, mobility, and economic development which prioritizes:

- Utilization of existing infrastructure and vacant land
- Compact infill development
- Physical connectivity and socioeconomic equity within and between neighborhoods
- Balanced redevelopment that focuses on priority corridors in disinvested areas



Policy Context

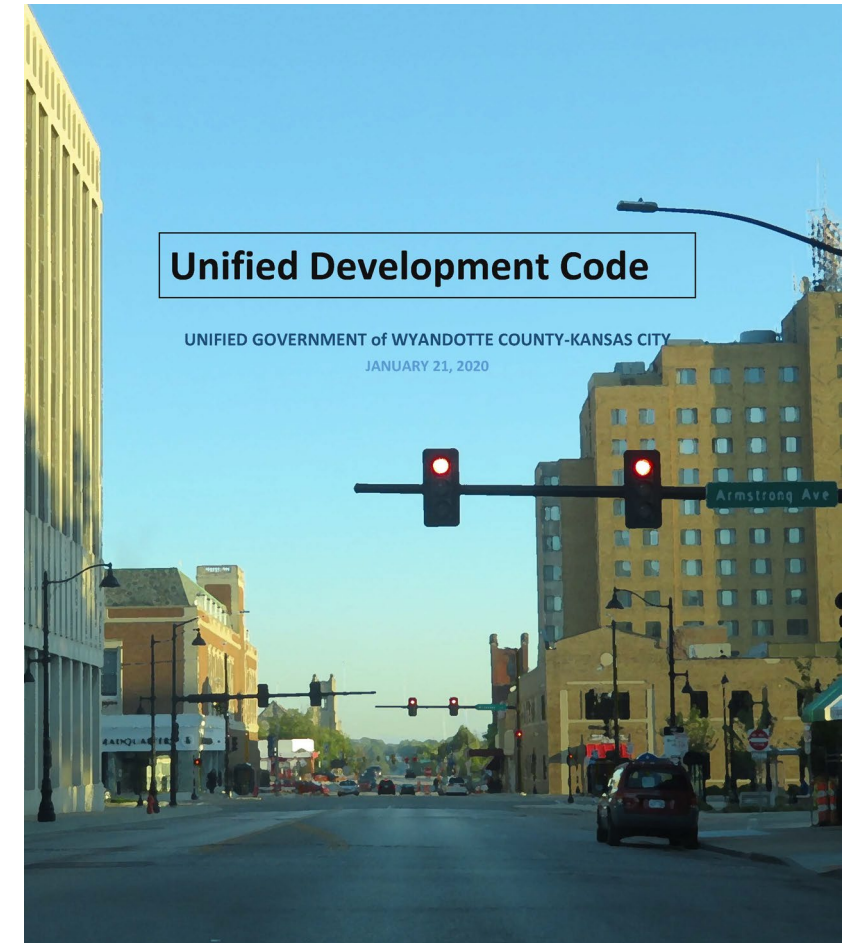


Project Context

An attempt at revising the Code was abandoned in **2020** (pre-PlanKCK). The resulting draft:

- Proposed a “hybrid” use-based (Euclidean) / form-based approach to regulation
- Proposed streamlining through unified use tables and staff approval of Final Development Plans
- Greatly expanded allowed uses while reducing districts
- Established parking maximums

Though its organization was imperfect, the Draft 2020 Code addressed some issues which remain key opportunities for improvement.





Project Context

A **pivot to long-range planning** after 2020 led to the adoption of PlanKCK's ambitious vision for land use and connectivity. In the meantime, piecemeal (but impactful) Municipal Code amendments have included:

- The **Complete Streets** framework (2020)
- **Streets for the People** standards (2022)
- **Short-term rental** regulations (2023)

Added new **comprehensive street design guidelines** to Ch. 32 (Streets and Sidewalks), applicable to “all transportation facilities owned by the [UG] in the public right-of-way”

Added to the Code (Ch. 27) standards which expanded the ability of farmers markets, mobile vending, and mobile markets to **sell food, drinks and merchandise** on public rights-of-way and parking lots

...and in **2025** alone, a **parking minimum moratorium**, updates to **sign regulations** and **home occupations**, and a forthcoming **Vision Zero Action Plan** to identify opportunities to implement best practices in mobility and safety.

But overall: the existing **Zoning Code** has not kept up with the pace of policy development.



This review summarizes findings from a **comprehensive analysis of the Zoning Code** and related policy guidance and identifies how effectively the Code implements the planning and development goals expressed in the City's policy documents.





Purpose of This Review

Next steps for Zoning Code Update (Phase 1)

Task 3.2

Recommendations
Report

Task 3.3-4

Updated Code
Table of Contents &
Style Guide

Task 4.1

Framework of
Zones



Review Outline

Introduction

- Project Overview
- Project Context
- Purpose

Policy Review

- Policy Framework
- Policy Findings

What We Heard and How It Informed Technical Analysis

- Stakeholder and Focus Group Interviews
- How Input Informed Technical Analysis

Technical Analysis Findings

- Code Organization
- Zoning Framework
- Use Regulations
- Development and Design Standards
- Historic Preservation
- Procedures

Policy Review



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Policy Framework



Policy Review Findings



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Framework of Zones & Uses

Increase density along key corridors and encourage mixed-use to support transit and other forms of mobility.

Update the Code for consistency with PlanKCK land use designations and definitions.

Support urban farming, local food generation, and diverse agricultural uses.

Encourage and allow mixed-use through adaptive reuse, industrial mixed-use, and live-work units.

Allow for greater housing options, especially “missing middle” housing.

Reinvest in disinvested neighborhoods, including Downtown and Northeast KCK.

Zoning Code Alignment

- Downtown KCK Historic Commercial District established in 2024
- Some districts support conversion of office/commercial buildings to residential
- Mixed-use is allowed in commercial districts
- R-4 and R-6 address senior housing
- R-3 and R-4 allow for moderate-density multi-family

Potential Gaps/Areas for Improvement

- Commercial districts prohibit residential uses denser than single-family / duplexes
- Mixed-use projects require extensive staff interpretation to determine applicable standards
- “Missing middle” housing types are absent
- Land uses and definitions are generally outdated
- Urban agriculture / community gardens are not addressed

Policy Review Findings



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Development and Design Standards

Set a high standard of physical development across the entire urban-rural transect, deploying urban design best practices.

Elevate the KCK skyline with vertical development. Maintain important viewsheds and corridors.

Update zoning standards to maintain building character in historic districts. Explore design-based zoning tools.

Create a comprehensive set of urban design guidelines. Codify design guidelines into the Code.

Create a multi-modal environment by supporting active transportation, removing parking minimums, and improving connectivity.

Incorporate Crime Prevention Through Environmental Design (CPTED) standards (lighting, public spaces, etc.)

Zoning Code Alignment

- Commercial Design Guidelines Overlay addresses certain elements of good urban design
- Highest-intensity residential and commercial districts (R-6 and C-D) have no minimum or maximum height
- Parking Moratorium (June 2025) encourages active transportation
- CPTED standards applicable to certain development in the Commercial Development Guidelines Overlay

Potential Gaps/Areas for Improvement

- Commercial Design Guidelines Overlay and parking moratorium have limited applicability
- Code does not address viewsheds or urban open space
- Historic Preservation Guidelines will be developed (RFP anticipated in 2025)
- Limited use of form-based standards (i.e., TND District)

Policy Review Findings



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Procedures

Streamline application and permitting processes citywide.

Establish regulatory tools to preserve “heritage districts” without landmark designation.

Remove barriers that limit a thriving business mix and economic development Downtown.

Assess zoning and building codes to reduce barriers for preservation and adaptive reuse.

Zoning Code Alignment

- Parking moratorium (June 2025) east of I-635 reduces development barriers/cost in Downtown
- Home occupation, sign code amendments (Oct. 2025) reduce barriers to small businesses & entrepreneurs

Potential Gaps/Areas for Improvement

- Development Downtown is constrained by the same review/approval process as applies elsewhere
- Infill / adaptive reuse are anticipated in the Code, but not facilitated or incentivized
- Certain short-term rentals (STRs) require Special Use Permits

Policy Review Findings



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Relevant Policy Development*

Create and update Area Plans.

Adopt an enabling ordinance and create design guidelines for neighborhood conservation and heritage districts.

Support housing construction through feasibility strategies and fee waiving.

Update Public Works design manual to reflect cross-sections in Major Streets Plan Update

Incorporate MARC's KC Regional Climate Action Plan into future planning efforts.

Use incentives to support transit-oriented development and community benefits.

Zoning Code Alignment

- Some Area Plans have been updated in the past decade, most recently Armourdale (2021) and Central Area (2020)
- Several districts explicitly prohibit the conversion of residential buildings to other uses, limiting displacement

Potential Gaps/Areas for Improvement

- As Area Plans are updated, ensure alignment or purpose and/or hierarchy of policy documents and the Zoning Code are clear
- Affordable housing incentives (e.g., density bonus) are absent from the Code
- Consider the NE KCK Heritage Trail Equitable Development Scorecard when updating findings for project approvals

What We Heard and How It Informed Technical Analysis



Stakeholder and Focus Group Interviews*

- **Confidence is low** that the UG will provide timely, accurate guidance on using a Code that feels **complex, cumbersome**, and **misaligned** with how policy has evolved.
- There is a desire for **streamlining** and **creative solutions** to address KCK's pressing needs for affordable housing and economic development.
- **Enforcement is inconsistent** in numerous areas (e.g., application requirements, application of design guidelines, signage/landscape regulations, etc.).



How Input Informed Technical Analysis

Stakeholder feedback brought particular attention to **KCK's unique experience of common pain points** in the pursuit of more streamlined development.

Though the UG's identity is built on a strong appreciation for its heritage and existing neighborhoods, the Code appears inadequate to meet its current challenges – the Code's **Special Use Permits** and **opaque review procedures** create persistent roadblocks to both standard tasks and innovative solutions.



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Technical Analysis Findings



Analysis Priorities

The priority of this analysis is to review the existing Zoning Code to:

- Improve **clarity, usability, and organization**
- Improve **effectiveness** in achieving desired outcomes identified in policy documents
- **Modernize** the Code
- **Streamline** procedures

“The code is out of date, overly restrictive and subject to challenging interpretations from UG staff.”

– Stakeholder



Key Findings

Code Organization

Code structure and **numbering** inconsistent and limiting

Zoning Framework

Existing districts **insufficient** to implement PlanKCK

Use Regulations

Use regulations **outdated** and **constrain mixed-use**

Development and Design

Design and parking standards **not aligned with vision**

Historic Preservation

Procedures **unclear** and **could be improved**

Procedures

Special Use Permits burden applicants and staff



Code Organization

Finding: The Code's **structure** and **numbering** are inconsistent and unable to evolve.

Zoning codes are complex, living documents. Without logically consistent organization, regulatory intent is obscured, and users may struggle to understand key requirements.

Structure

- Articles (top level) and Sections (low level) are the only consistent organizing principle – various Articles also include Divisions and Subdivisions.
- Related topics are dispersed through the Code – for example, procedural standards are counterintuitively located in both Article VI (Administration and Review Procedures) *and* Article VIII (Zoning)

Numbering

- A running list of Sections without gaps in numbering (i.e., 27-1, 27-2, 27-3) prevents amendments from being inserted in logical, appropriate locations.
- Consecutive numbering across Articles leads to high section numbers (i.e., 27-765).



Code Organization

Option: Standardize the use of logical **Divisions** and **Subdivisions** throughout the Code.

- The addition of Divisions where they are currently absent can **immediately improve the Code's usability** – especially in dense Articles like Administration and Procedures.
- Division **grouping** can also be improved and standardized.
 - Subdivisions for each district category (e.g., residential, commercial) would organize the long list of Sections currently located within Article VIII, Division 4 (Districts Regulations).
 - District-specific Subdivisions also offer the opportunity to reduce overall Code length – standards which apply to *all* residential districts can be consolidated into a single Section.

Option: Establish a **new numbering scheme** for Divisions and Sections.

- Divisions can be numbered by evens (i.e., 2, 4, 6) and Sections by tens (i.e., 010, 020, 030) to **easily fit later additions**. “Reserved” Sections may no longer be necessary.

Zoning Framework



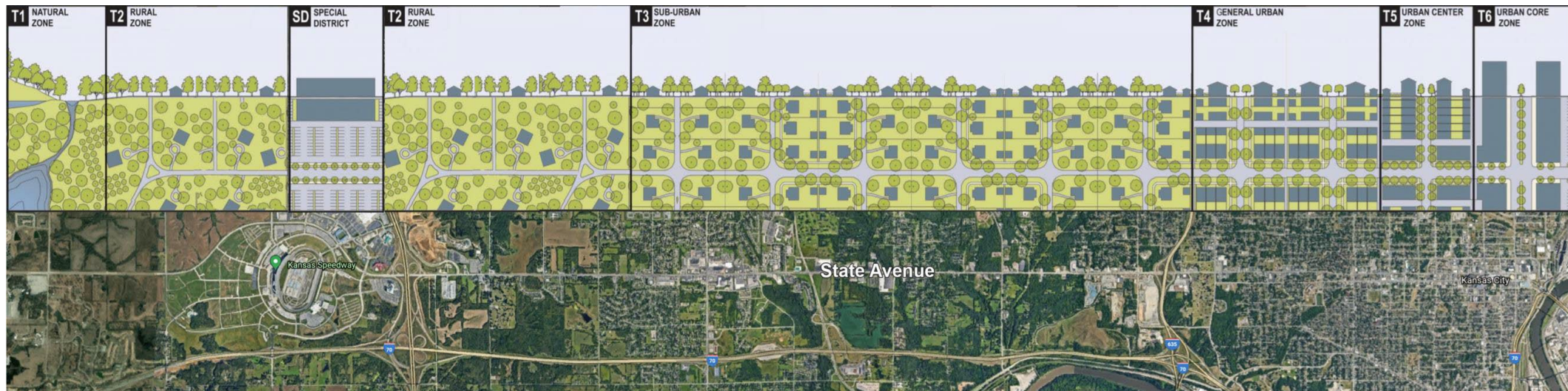
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ZONING CODE UPDATE

Context: KCK spans a complete **urban-to-rural transect**

PlanKCK highlights a unique and crucial reality – the City’s existing development pattern represents **a full spectrum of different densities, intensities, and land use adjacencies.**

An effective zoning framework must anticipate and adequately regulate the challenges and opportunities that result.



Zoning Framework



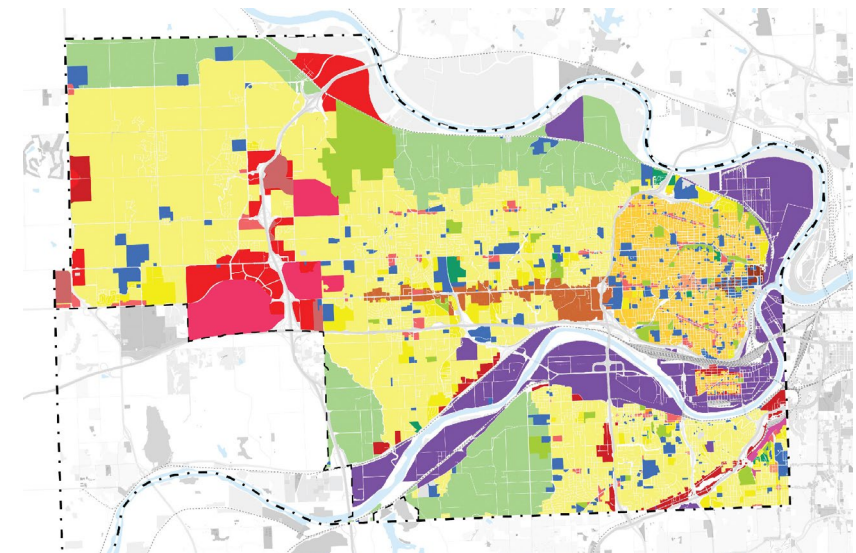
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ZONING CODE UPDATE

Finding: Existing districts are **insufficient** to implement PlanKCK's land use vision.

PlanKCK has established an **ambitious realignment of land use designations (LUDs)** across KCK's urban-to-rural transect to strategically concentrate growth and unify land use policy. However, **existing districts are not aligned** with this vision of flexible, mixed-use development along connected, multimodal corridors.

A parcel-level analysis* showed:



*See attached Parcel Analysis

Zoning Framework



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Finding: Existing districts are **insufficient** to implement PlanKCK's land use vision.





Zoning Framework

Finding: Existing districts are **insufficient** to implement PlanKCK's land use vision.

- PlanKCK's **Commercial LUDs** clearly delineate between small- (Neighborhood), medium- (Community), and large-scale (Regional) contexts. Existing Commercial districts are much less distinct; C-3 in particular appears to fit 2-3 LUDs, but fits none of them perfectly.
- Though it shares a similar vision, the **TND District** is too intricate and unique to effectively implement PlanKCK's Mixed-Use LUDs.
- Numerous LUDs have no comparable district, including **Utilities, Extractive, Public, Parks, and Open Space.**



Zoning Framework



Finding: Planned Districts (PD) are **used in an atypical manner**.

Industrywide, PDs are typically used to facilitate innovative projects coordinated under unique standards to achieve better outcomes. Though this is described in Sec. 27-211, it rarely occurs in practice.

- As currently used, PDs **increase long-term procedural requirements**. Rezoning to a PD is a two-step process that requires a Preliminary Development Plan (PDP) and Final Development Plan. Staff often requests applicants to rezone to PDs to apply Development Plan requirements in perpetuity.
- **Thresholds** that require Planning Commission or Board of Commission approval for a change to a PDP **are relatively low** (e.g., >5% increase in density, lot coverage, etc.).
- Also: PDs are **inconsistently addressed**. B-P and TND districts lack equivalent PD districts, while CP-2 and CP-3 uniquely specify allowed increases to height.

Zoning Framework



KANSAS CITY, KANSAS ZONING CODE UPDATE

Finding: Piper Annex/WyCo districts are **restrictive and generally unnecessary**.

Since being annexed into KCK in 1992, the Piper Area has seen its original “WyCo” districts gradually rezoned. Approximately **317 WyCo parcels** remain, mostly **AG, R, and R-1**. No parcels remain in six of the original 15 WyCo districts.

Generally, WyCo districts:

- Require **lower** densities
- Require **higher** min. lot widths
- Require **higher** min. residential floor area per unit
- Allow **similar** uses to base districts, but:
 - Subject more allowed residential uses to Special Permits
 - Allow multifamily in Commercial, while base districts do not



Zoning Framework



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Finding: Code formally establishes **too many districts** without clear benefit.

Between Article VIII (Zoning) and the Piper Annex Code, KCK has **67 districts**, plus **three overlay districts**. Considering the preceding findings, there is an opportunity to reduce the complexity of the Code through an update and consolidation of districts.

Base Districts		
A-G	R-4	C-2
R	R-5	C-3
R-1	R-6	M-1
R-1(B)	R-M	M-2
R-2	C-0	M-3
R-2(B)	C-D	TND
R-3	C-1	B-P

Planned Districts		
RP-1	RP-5	CP-2
RP-1(B)	RP-6	CP-3
RP-2	RP-M	MP-1
RP-2(B)	CP-0	MP-2
RP-3	CP-1	MP-3
RP-4		

WyCo Base Districts		
A-G	R-2	C-1
R	R-3	C-2
R-1	R-4	C-3
R-1A	R-5	M-1
R-1B	C-0	M-2

WyCo Planned Districts		
R-P	RP-3	CP-2
RP-1	RP-4	CP-3
RP-1A	RP-5	MP-1
RP-1B	CP-0	MP-2
RP-2	CP-1	



Zoning Framework

Option: Create new **Residential, Mixed-Use, Commercial**, and “**miscellaneous**” (Utility, Parks, etc.) districts to effectively implement PlanKCK’s LUDs without amending existing districts. This would likely include:

- New **Residential districts** with uses and standards calibrated to facilitate envisioned housing diversity and infill development (but with lower density than existing districts).
- New **Mixed-Use districts** for Corridor and Creative & Industrial areas, which may consider some of the approaches used in the existing TND District.
- New **Commercial districts** to implement PlanKCK’s three envisioned scales of development, plus an Entertainment district.
- New **Utility, Public, Parks**, and **Open Space** districts to implement these explicitly-defined LUDs.



Zoning Framework



KANSAS CITY, KANSAS ZONING CODE UPDATE

Consideration: Eliminate individual Planned Districts in favor of a **single PD District**.

In recognition of their separation from base districts and their use of different review/amendment procedures, a single PD District could be established to clarify this reality and reduce the overall number of districts.

Consideration: Retire “WyCo” districts and complete their **incorporation** into the Code.

With few “WyCo” parcels left and land use policy having changed since the Piper Area’s annexation, “WyCo” districts may be ready for retirement.

Consideration: Amend PlanKCK directly to **align Residential LUDs** with existing districts.

In lieu of establish new districts, PlanKCK’s Residential LUDs could be amended to better align their allowed densities and heights with existing districts. This offers another opportunity to ensure “missing middle” housing and infill development are fully supported.



Use Regulations

Finding: Uses are regulated in an “**additive**” fashion and without a coherent hierarchy.

Districts frequently rely on “**telescoping**” **cross-references** to lower-density/intensity districts (e.g., “Any use permitted in the XX district” is allowed). It is especially confusing that such uses are regulated “under the standards and requirements” of the lower-density/intensity district, and not the district in which they are proposed to be located.

Finding: Standards which facilitate **mixed-use development** are underutilized or absent.

Between use allowances which reference other districts and performance standards which support the combination of compatible uses, mixed-use development is ostensibly allowed in most Commercial districts.

In practice, **mixed-use development is constrained by lack of clear requirements.** The absence of *objective* performance metrics and the regulation of uses under multiple districts’ standards necessitates staff consultation and interpretation.



Use Regulations

Finding: Use regulations are generally **outdated** and **inconsistently organized**.

After 40 years of piecemeal revision, the Code's approach to naming and regulating uses cannot sufficiently facilitate PlanKCK's vision for modern, streamlined development.

- **Uses** (e.g., multi-family housing) **and building types** (e.g., townhouse, garden apartment) **are conflated** in the zoning districts.
- Uses do not represent critically-needed **affordable housing** types such as housing with shared facilities appropriate for seniors or those transitioning out of homelessness.
- **Modern industrial uses** (e.g., advanced manufacturing, research and development, and artisan manufacturing) are not included. Many uses **lack clear definitions**.
- Standards specific to uses are **dispersed throughout the Code** (e.g., Article VIII Division 6 (Special Use Permits) and Division 7 (Accessory Uses)).



Use Regulations

Option: Overhaul and **modernize** the use classification system. Strategies include:

- **Compile allowed uses into use tables.** Use tables allow for an at-a-glance understanding of allowed uses and efficient comparison of uses across districts.
- **Within use tables, establish broader use categories.** Grouping uses improves navigation by placing similar uses adjacent to one another. These groupings could be limited to general land uses (e.g., “Commercial Uses”) or differentiate into sub-groupings (e.g., “Professional Office” or “Food & Beverage Establishments”).
- **Incorporate modern uses and define all uses.** Within broader use categories, the sorts of modern uses envisioned by PlanKCK can be added (such as creative and industrial mixed use) while doing away with outdated, overly-specific uses which do not support a modern economy. All uses listed should be defined.
- **District standards should regulate building form** and not be conflated with uses.

Use Regulations



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Consideration: How to regulate mixed-use development **without constraining it.**

- **Performance standards**, if made objective, could be used to facilitate mixed-use development by-right. However, this may not be a preferred approach, and is relatively rare amongst modern codes. The Draft 2020 Code did not carry this approach forward.
- Instead, the Draft 2020 Code allowed vertical mixed use, horizontal mixed use attached, and horizontal mixed use detached as distinct uses. This resolved the Code's existing problem of regulating uses in one district "under the standards and requirements" of a separate district. However, best practice is for all allowed uses to be mixed **subject to the highest level of permit** required for the proposed uses.



Development and Design Standards



Finding: Code's standards for "good design" are outdated or limited in applicability.

PlanKCK, the Draft 2020 Code, and earlier design guidelines all represent attempts to articulate the City's desire to adopt urban design best practices. Generally, the Code **does not establish** the objective, **context-sensitive form controls** necessary to implement PlanKCK's vision of walkable, infill development amidst existing neighborhoods.

- **Commercial Development Guidelines:** complex list of both objective and subjective design requirements not updated since 2006; applies to certain development citywide as an overlay; does not differentiate between different contexts/intensities
- **Narrow Lot Design Guidelines:** form-based requirements not part of the Code; applicability complex – mandatory in some cases, alternative in others; noted as a constraint to infill by some Interview participants

Development and Design Standards



KANSAS CITY, KANSAS

ZONING CODE UPDATE

Finding: Site design, parking, and frontage standards **insufficient to achieve Vision Zero.**

The **Vision Zero Action Plan (VZAP)** is a USDOT grant-funded effort to improve roadway safety and achieve *zero fatalities and serious injuries* from traffic accidents. The VZAP Code audit found the following:

Development and Design Standards



KANSAS CITY, KANSAS ZONING CODE UPDATE

Finding: Certain parking requirements on-hold, but **all parking requirements need permanent, comprehensive review.**

- Parking requirements are **not calibrated to support transit-oriented, mixed-use, or infill development**. Parking minimums apply district-wide and per dwelling unit, with no option for reductions based on proximity to transit or when uses are mixed.
- Parking requirements for **commercial uses** are **particularly high, inflexible, and outdated** (c. 1990). Restaurants with less than 500 sf of seating area must provide 10 spaces, while other retail/office uses require one space per 250 sf. Unlisted uses “shall be assigned a parking requirement by the Planning Commission” without required findings.

Development and Design Standards



KANSAS CITY, KANSAS
ZONING CODE UPDATE

Finding: Assessment of **barriers to priority housing types** to be completed.

- **Housing Constraints.** Analysis of allowed uses and development standards (or lack thereof) applicable to multi-family housing, accessory dwelling units, transitional and supportive housing, emergency shelters, single-room occupancy developments, manufactured homes, and mobile homes.
- **Lot Testing.** Testing of development standards in two zoning districts using a 3-dimensional model to determine which standards limit the ability to achieve the maximum allowed density. Recommendations will include potential housing yield if barriers were removed.

Development and Design Standards



Consideration: Develop objective criteria for “good design,” or simply “legalize the city we have” and focus on walkability, connectivity, etc.

Objective design standards provide clear guidance for applicants and decision makers while balancing predictability with appropriate flexibility. They can address a wide variety of criteria – building massing, façade design, transparency, in addition to common standards like height.

Some urban design best practices can be achieved through the calibration of existing setback, lot size, height, and parking standards to more closely reflect the **City’s existing development pattern**, “rolling back the clock” from a more auto-oriented era.

Form-based codes are often used to focus a zoning code on objective building form and site standards rather than the uses of the building and site.

Historic Preservation



KANSAS CITY, KANSAS ZONING CODE UPDATE

- **Many definitions are incomplete and unaligned with other Code sections.**
Examples include enforcement, procedures, and appointment to and duties of the Landmark Commission.
- The review authority for **publicly owned landmark properties** is not explicit.
- The **designation of historic landmarks and districts** could be clarified and expanded for ease of use.
- **The Certificate of Appropriateness (CoA) review procedures lack clarity** and include some atypical related provisions.
- **Environs review** extends historic review to non-designated properties.

Historic Preservation



KANSAS CITY, KANSAS ZONING CODE UPDATE

- **Reform the role of the Landmarks Commission.**
 - Designate the Landmarks Commission to review publicly-owned landmark properties under CoA procedures.
 - Limit the Landmarks Commission's jurisdiction to proposed exterior changes to Local Landmarks and properties within Local Districts.
 - Allow the Landmarks Commission to conduct CoA review as part of regular monthly business. Limit public hearings to use as an appeal mechanism.
- **Consider instituting a building permit moratorium** at the time of nomination application or after Landmarks Commission's recommendation.
- **Add Planning Commission to the designation process** between Landmarks Commission and final Board of Commissioner decision.

Historic Preservation



KANSAS CITY, KANSAS

ZONING CODE UPDATE

- **Allow immediate appeal (via public hearing) after CoA denial, eliminating the 18-month postponement period.** This scenario assumes the Landmarks Commission has first reviewed the CoA application as part of regular business. The applicant can then have the option to appeal the public hearing decision to the Board of Commissioners.
- **Includes provisions for emergency repairs** to historic properties and clearly delineate the review roles of the Landmarks Commission and UG staff in such cases.
- **Establish a more robust procedures for economic hardships**, including standards for assessing, reviewing, and deciding on such a finding.
- **Eliminate environs review.** In other cities, environs review is generally advisory only conducted by a historic preservation commission or at the staff level.



Procedures

- SUPs are initially approved for up to two years, and most SUPs **continue to be reviewed at least every two years**, and in some cases (non-owner occupied STRs) they are reviewed annually. This necessitates excessive effort by all parties, even for unproblematic uses.
- SUPs are required for **minor and significant exceptions alike** and require Board of Commissioners approval. The Code lacks a streamlined process for minor adjustments.

Special Use Permits by the Numbers

- | | |
|--|--|
| <ul style="list-style-type: none">• Special Use Permits - For the last 5 years = 612 | <ul style="list-style-type: none">• # of SUPs By Category |
| <ul style="list-style-type: none">• 2024 – 51• 2023 – 123• 2022 – 123• 2021 – 90• 2020 – 98• 2019 – 126 | <ul style="list-style-type: none">Live entertainment - 38Short Term Rental (STR) - 178Drinking establishment - 23Home Occupations (hair salon, day care, etc.) - 35Keeping animals - 28Grading - 25Event space - 19Temporary Use of Land - 66Kennel - 10Auto related - 85Liquor store - 17Group Home - 23Accessory use - 9Day care - 10Hazardous waste - 5 |



Procedures

- The **distinctions between Preliminary and Final Plans** are not clearly described or distinguished in the Code (Sec 27-212). A Preliminary Development Plan is incorporated in a Change of Zone entitlement. If the rezoning is to a planned district, a Final Development Plan is required following approval of the Change of Zone. A Development Plan is required in other cases (see Sec. 27-212(c)(1)).

Finding: The Code establishes **identical, excessive** requirements many applications.

- Routine actions (e.g., SUPs) require publication, mailing, and a sign.
- Many permits require (not recommend) a pre-application conference.
- Submittal requirements are itemized for various permits, limiting future flexibility.



Procedures

- SUPs (and their excessive renewal requirements) serve the role that CUPs do in most modern codes. **CUPs run with the land and do not expire** unless a lapse in operation of the use for a certain amount of time occurs.

Option: Establish **staff-level review** for minor exceptions and common permits.

- **Expanding staff decisions** beyond interpretations and Development Plans could streamline review processes which currently require Planning Commission and Board of Commissioner approval. For example, Final Development Plans could be approved by staff as proposed in the 2020 Draft Code.
- If **clear review criteria** are established, Short-Term Rentals and Home Occupations (the most common SUPs) could require their own, separate permits or a “Minor” SUP.

Next Steps



Next Steps

1. Review meeting with **Steering Committee** and information session with **Stakeholders** (from Interviews) in **January 2026**
2. Begin drafting the **Recommendation Report**; draft outline in February 2026, Draft Report in **April 2026**



Attachment 1

Parcel Analysis: PlanKCK Land Use Designation vs. Existing Zoning

Colored cells indicate where at least one parcel holds both the Land Use Designation (Y axis) and is within an existing zoning district (X axis).

A red border indicates the districts which most closely resemble and/or implement the Land Use Designation as described in PlanKCK.

[illegible]

* Land Use is not present



INTRODUCTION

Lisa Wise Consulting, Inc. (LWC) is preparing the comprehensive Zoning Code Update for the Unified Government of Wyandotte County and Kansas City, Kansas (UG). Once complete, the updated Zoning Code will be an important tool in implementing the PlanKCK comprehensive plan. In order to complete a successful Zoning Code Update (ZCU), collaboration and buy-in between stakeholders, community members, and decision-makers is essential. To accomplish this, the project team kicked the project off with one-on-one and small group interviews with stakeholders who interact with the code in varied capacities.

The interviews aimed to provide greater insight into the highest priority considerations for the ZCU. These candid perspectives from the community, developers and internal stakeholders will allow the project team to better understand local challenges and opportunities that cannot be effectively gleaned from online communities, in UG documents/reports or in a larger group setting.

The UG identified, contacted and coordinated interviews with interviewees. LWC conducted a total of 30 individual and small group interviews with 37 people and received email comments from two people who were unable to attend the interviews (including another set of follow-up email comments from one interviewee).

Interviews were conducted from October 15-16, 2025, both in-person or via Zoom videoconference. Each interview session was approximately 30 minutes long and followed a set format which included six questions. All interviews were initiated with a greeting and a brief introduction to the project, a description of intent of the interviews, and an assurance of confidentiality. Interviewees provided useful, candid information and many appreciated the opportunity to share feedback.

Summaries of the responses to each question asked are included on the following pages.



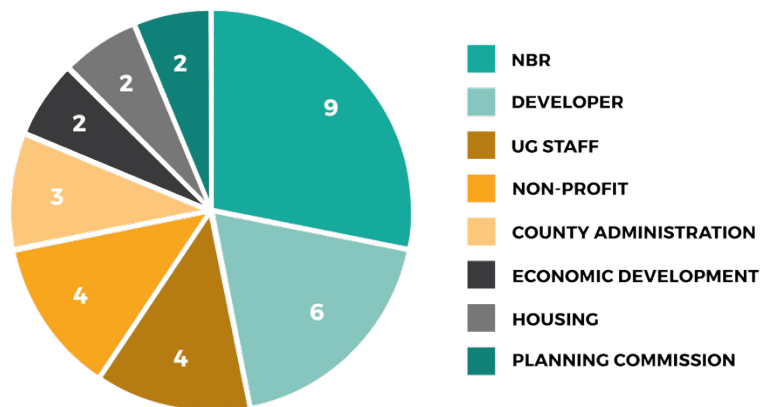
STAKEHOLDER RESPONSES SUMMARY

Question 1:

What is your role/relationship with the UG (e.g., employee, resident, property owner, business owner, developer, nonprofit, elected or appointed official, etc.)?

The 32 individuals who were interviewed represented interests of elected and appointed City officials, City staff, area developers, Neighborhood Business Revitalization (NBR) organizations, nonprofits, and business community representatives.

Many interviewees were based and primarily did business in Kansas City, Kansas (KCK), but others represented the Kansas City region at-large and had experience navigating zoning codes in different municipalities as a point of comparison.



Question 2:

How would you describe your overall experience navigating the UG Zoning Code?

Responses ranged from not very familiar with the Zoning Code (relying heavily on staff to interpret and guide them the code) to intimately familiar (being able to personally navigate the code and find relevant information for their projects).

Developers and business representatives had unique experiences regarding specific projects that demonstrated how the current zoning code and review process affect their work. Almost all described the experience as challenging and requiring multiple rounds of feedback delivered at different stages (versus all at the beginning) to satisfy requirements determined by planning staff and officials.

ZONING CODE UPDATE



Non-profits involved with property acquisition relied primarily on UG staff to help guide them through their project, with some having experience navigating the Special Use Permit process.

NBRs described their experiences in various ways. Some had very little direct experience working with the code, and others described more in-depth knowledge of the code in an effort to understand how it, along with PlanKCK, intersects and aligns with the neighborhood Area Plans.

UG officials and staff described their experience with the Zoning Code as a process that requires them to request assistance from the Planning Department in order to navigate it. Though there were no heavy critiques of the code itself, simplifying and streamlining the process so that anyone can understand it was a primary theme among this group.

Question 3:

What parts of the UG Zoning Code work well?

Interviewees cited the following positive aspects of the current Zoning Code:

- The recent **elimination of parking minimums** has been a significant “win” for development in the UG.
- **Single-family residential**, particularly with larger lots, has been attractive to developers and builders and feels more turnkey than other zoning designations.
- The **Land Bank** process seems organized, and having **Environmental Reviews** conducted before developers step-in is a bonus compared to neighboring municipalities.
- The thoughtful land use and proactive site development surrounding **UG Parks** was mentioned by multiple interviewees.
- **Planning staff** is known to assist non-English speakers throughout Special Use Permitting processes.
- The **Historic Preservation** subsection of the code is working well, including improvements to how local historic districts are designated in a way to reflect state and national process.
- **Narrow lot guidelines**: Overall opinions were mixed: one interviewee said the guidelines work well in theory and encouraged infill on smaller lots. Another said



narrow lot guidelines are archaic in a design sense but allow developers to be responsive to neighborhood needs and affordable housing.

- **Signage standards** — or lack thereof — allow for flexibility.
- The close relationship between the **Board of Public Utilities** and the UG creates more consistency here than in other jurisdictions.
- Regarding Area Plans and PlanKCK: Some interviewees felt **welcomed to the table**; others said they were brought in at the very end; and some were not aware of and/or felt left out of the process entirely.

Question 4:

What are the most significant challenges or barriers you've faced with the UG Zoning Code?

Interviewees shared a variety of responses regarding shortcomings and opportunities for improvement:

- **The Code is Difficult to Navigate**
 - **The theme that someone "needs to be a lawyer" or "have a master's degree"** to interpret the current code, and that it is not easily navigable by average property owners, was shared by many interviewees.
 - The current Zoning Code and PlanKCK future land use guidelines **do not always align with other Area Plans** (e.g., a project may be allowed in an Area Plan but not allowed by the Zoning Code), creating confusion about which document takes precedent.
 - The Zoning Code needs to **allow for by-right development**, as reflected in the UG's various plans.
 - The current code has **too many districts**, making it difficult to navigate, find current zoning designations or determine which designation is right for the project in question.
 - Developers find out **late in the process** when something is considered in violation of the code, and the issues are perceived by them as trivial. Due to the

ZONING CODE UPDATE



- complexity of the current code**, if somebody looks hard enough they are able to find a technical violation to curtail a project.
- Sometimes **Zoning and Building codes** do not align.
 - **It is difficult to find information** given the age of the code, with all that is stacked into it, and the current hierarchies therein.
 - Multiple interviewees favor a **form-based code**.
- **Process and Staff Challenges**
 - **Staff turnover and understaffing** resulted in loss of relationships, project momentum and institutional knowledge.
 - **General lack of communication** has slowed projects down to the point that some take a year or more for approval.
 - **Customer service challenges** — criticisms ranged from duplicated efforts to passing the buck between departments to staff serving as gatekeepers of the code instead of helping people through the process.
 - **Lack of clear expectations and inconsistent feedback** — Interviewees shared multiple examples of how projects had to endure multiple rounds of feedback to meet requirements, only to have their project denied anyway.
 - **Special Use Permits** are sometimes denied in neighborhoods where neighbors are in favor of suggested uses.
 - A **lack of confidence** that UG staff will provide direction on what criteria projects must meet; not only is it challenging to get responses from staff, but also it takes a long time for interpretations to be made for projects to proceed (e.g., which standards apply for mixed-use projects – this is interpreted on a case-by-case basis). **Unclear direction** from the UG as a whole creates uncertainty in how to move forward; there are UG staff-specific preferences that are not codified.
 - **Balancing the need to codify processes with creating more work for staff** (i.e. defining all uses, special uses, etc.). More restrictions bog down the process, yet too much staff discretion can be a detriment to staff as it is perceived as an attack on policy.



- **Public Perceptions and Distrust**
 - **Despite what the code allows, community resistance to multifamily housing**, fueled in part by a lack of education surrounding the benefits of density, has killed projects and turned away developers.
 - **Perceptions of the zoning code haven't changed in 20 years** due to community communication and engagement.
 - Developers and NBRs reported that **residents feel left out of the process and lack trust in the UG** to make zoning and development decisions in their best interest. **Unaddressed grievances** come up even in new projects that derail the conversation.
- **Difficult to create density**
 - The current code and land use process doesn't allow room for **creative density solutions**, despite community and development desires. ADUs, tiny homes, and modular homes were mentioned.
 - Interviewees challenged **NIMBY** viewpoints, calling for more a dense, pedestrian friendly future of zoning for KCK. In opposition to that, some NBR representatives felt creating more density for the sake of density (without nuance) could **challenge the interests** of their single-family neighborhoods.
 - **Residential code requirements impact high density residential areas**. Ex: Exterior lighting requirements that make sense for single-family neighborhoods should not be applied to mid-rise, high density urban multi-family projects located on major corridors.
 - In one scenario, **two passionate neighbors** were able to stop a higher density project that had documented support of 70+ neighbors.
- **Narrow Lot Design Guidelines Could be Improved**
 - **Narrow lot design guidelines** make infill harder, especially incremental infill. To get missing middle housing to mix in with established neighborhoods the rules need to allow and encourage this type of development.
 - **Minimum lot requirements** for infill create a challenge, while peers in KCMO are looking for ways to make infill easier. Parking and garage requirements limit what can be done.
 - **A balance** needs to be found with lot sizes and how modern houses are built.

ZONING CODE UPDATE



- **Inconsistent enforcement** of narrow lot guidelines — without enforcement for years, and recent enforcement that caused redesigns mid-project.
- **Alleyway maintenance** is not clearly defined.
- **Inconsistent Enforcement**
 - **Signage regulations** and **landscaping requirements** were both specifically mentioned as not being **consistently enforced**.
 - People make adjustments to their property **without the proper permits**, and often no one says anything.
 - Lack of enforcement is creating **more blight** in areas.
 - **311** was cited by multiple interviewees as difficult to use for reporting violations.

Other General Critiques

- The current code doesn't support current interest in **transit-oriented development**, including pedestrian-scaled development, good lighting, safe streets, bike parking, public restrooms, parking minimums. There are currently no requirements for **scooter parking** to keep them out of the right-of-way.
- There is a lack of nonconforming provisions regarding **accessory structures**. The current code does not take into account rural, inner city, suburban, or agriculture contexts for outbuildings.
- There is **no urban agriculture section** of the zoning code which requires guidance to be “cobbled together” from other areas.
- There are no standards for **agriculture less than five acres** in size, which then requires a Special Use Permit.
- **Special Use Permits** require reapproval at least every two years.
- **Short term rentals** are processed as a special use permit.
- Code requirements for basements, garages, parking and other components limit development options.
- **Accessory Dwelling Units** do not currently have opportunities-by-right and are only allowed for new development through the use of Narrow Lot Guidelines.
- There is **no written direction** for new business owners on how to go about constructing a building in KCK, and any information that exists is hard to find.
- The current process does not make accommodations for **non-English speakers**.



- It is difficult to track **project statuses**.
- Many interviewees shared instances where projects met the letter of the law and Zoning Code standards, but were still **denied due to political or personality factors**.
- **Preliminary plans** have a long list of requirements similar to those required in construction documents, which is unusual for the region.
- **Areas Plans and studies overlap each other**, which creates confusion and leaves questions about how PlanKCK interacts with other policies and guiding documents.
- The recent **Sign Code amendment** includes a 90-day limit on temporary signs: that term is too short if a listing is on the market for a while.

Specific interview quotes that illustrate some top-line experiences:

- *"We rely on the planning staff to help us interpret the UG Zoning Code."*
- *"Zoning rewriting doesn't fix customer service. I don't dislike anyone in zoning, but somehow or another our system at UG has gotten so bogged down – from staffing or desire."*
- *"There is overall plan fatigue. How can we streamline? What is the authority? What supersedes what? Does PlanKCK supersede all?"*
- *"When we would go to the commission for SUP approval, there was different feedback every time we went. We were checking the boxes we were asked to check, and then ultimately were asked to do more things ... and still denial."*
- *"We have a lot of ideas, but we don't truly know what we want to be when we grow up."*
- *"The code is out of date, overly restrictive and subject to challenging interpretations from UG staff. It should allow for more flexibility for staff to make common sense decisions in the context of specific projects."*
- *"While we worked on implementation of the Master Plan, there are still pain points where zoning doesn't match the plans."*
- *"One out-of-town developer had seven different neighborhood meetings ... scheduling and rescheduling meetings just to get back to Planning Commission."*
- *"Narrow lot design code killed us. It has been in place for years but not enforced... now it's being enforced and doesn't work in our project area."*
- *"We have to start embracing all different types of housing. Density is something people have to embrace."*
- *"Our own citizens are our worst critics."*
- *"Few developers take PlanKCK seriously."*

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Question 5:

What changes would you recommend to the UG Zoning Code to make it more transparent and/or achieve desired outcomes (e.g., improving health, access, and equity)?

Interviewees shared several suggestions for improvements:

Navigating the Code:

- There could be levels for **quick answers and facts**, as well as overviews of the process.
- Multiple interviewees recommended simple **check lists** for the planning process to make expectations clear from the beginning.
- More zoning resources should be **available online**.
- Multiple interviewees expressed interest in a simplified code, while allowing for more **flexibility to limit obstacles to common sense decisions** for desired developments.
- The UG should offer **training resources** on code procedures or better education regarding Planning Commission processes.
- The uses that are allowed **by-right** should be clearly specified.

Other Resources or Neighboring Cities to Consider:

- Review **Mayor's Business and Economic Development Task Force** recommendations.
- Review **Overland Park, Kansas'** recent approaches to corridor planning and pattern zoning.
- Look to **Olathe, Kansas'** process, which delegates more review authority to its staff.
- Consider **Kansas City, Missouri's** narrow lot policies, which are more appealing to developers.

**Community Considerations:**

- NBRs and developers had different priorities, with NBRs stating code improvements should **embrace the history** and culture of KCK, not fight against it. Developers had more recommendations about how to **reduce the veto powers** that neighbors have over adjacent development via protest petitions.
- A zoning code update needs to consider the type of housing in the Area Plans, **honoring existing neighborhood aesthetics** and not displacing people.
- For projects that are already green lit through the comprehensive plan, there should be straightforward ways to meet the zoning code **without public roadblocks**.
- **Rebalance between** input from the community and what promotes positive growth (e.g., need for affordable housing to support community health and quality of life).

Specific Recommendations:

- Multiple interviewees suggested moving towards a more **form-based code**.
- **Single staircase** design opens up opportunity for multifamily projects in a way that is more palatable.
- Regarding pedestrian safety, standards should go beyond ADA compliance and be closer to **Universal Design**.
- The code should be simplified to align with affordability initiatives, i.e. screening gas meters or mechanical units.
- There should be **more by-right opportunities**, including ADUs.
- Align PlanKCK's **Future Land Use Map** with the zoning code.
- Approach **short term rentals** the same as long term rentals.
- Allow for more **mixed use** and nodes to enhance neighborhoods.
- **Improve enforcement** — both overall and with more consistency.
- Dial **back plans that are out of date** or no longer align with current objectives.
- Improve **internal communications** between departments to create a smoother process.
- Include an **Urban Agriculture** designation for zoning. This could still involve community buy-in, without going so far as allowing the over-development of a .25 acre back yard.

ZONING CODE UPDATE



- Improve **accessibility** to the SUP process, from electronic applications, multilingual resources, and lengthening renewals beyond every two years.
- Keep **updated digital resources**, like Dotte Maps, to indicate zoning regulations for each parcel clearly.
- The code should allow for **creative reuse** and retrofit of existing buildings.
- The zoning code should **promote density** and make it easier to accommodate **transit**.
- Create an **appeal process** that doesn't send you all the way to the Planning Commission.
- There could be a space for a **Conditional Use Permit** — a third option between a variance and Special Use Permit.
- Codify environmental assessments in Land Bank lots.
- The code should **allow for quick build changes and developments**, in lieu of large-scale projects with high capital investments.

ENFORCEMENT STAFF AUTHORITY
 USER-FRIENDLY AFFORDABLE HOUSING A PATH TO "YES"
 URBAN AG SIMPLIFY TRANSIT ORIENTED DEVELOPMENT PARKING
 SINGLE STAIRCASE FLEXIBILITY TRANSPARENCY
 NEIGHBORHOODS CHECKLISTS PROCESS BY-RIGHT COMMUNITY INPUT
 COMMON SENSE CLARITY CUSTOMER SERVICE
 GREEN INFRASTRUCTURE ADUs DENSITY MIXED-USE
 COMMUNICATION SPECIAL USE PERMITS PLANKCK
 FORM-BASED CODE PEDESTRIAN ACCESSIBILITY VISUAL STANDARDS
 NARROW LOTS RIVERFRONT

**Question 6:****Is there anything else you'd like to add?**

Most of the responses to this question have been captured to the responses above, but unique comments are summarized below:

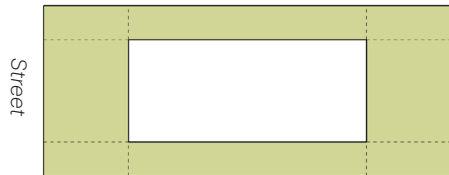
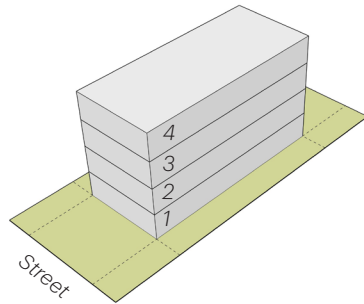
Messaging and Public Perception

- There was concern that the zoning code update will receive **public opposition** in communities where there is a lack of trust.
- One interviewee suggested that to complete a successful zoning code update, stakeholders and the public will need **more education and a refresh on PlanKCK**.

Optimism for the Future

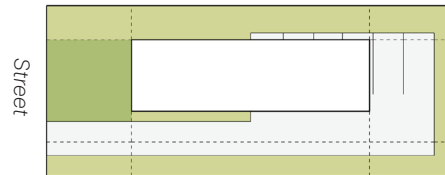
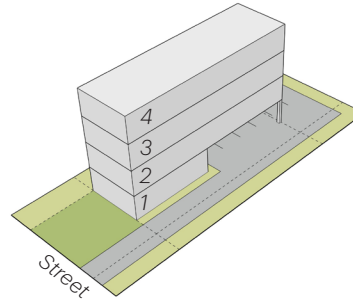
- Interviewees were **excited to see a zoning code update** is taking place, particularly given its ability to attract businesses, development, and enhance neighborhoods.
- *“With a full-blown rewrite like this, it gives the UG and opportunity to be ambitious.”*
- The Kansas City region metro is growing faster than our ability to provide housing, with one interviewee pointing out residents will choose to live in the UG to access the Piper School District even if they work at the Panasonic factory (rather than Overland Park which is seen as a more expensive place to live).

What is allowed?



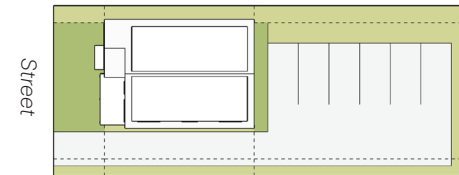
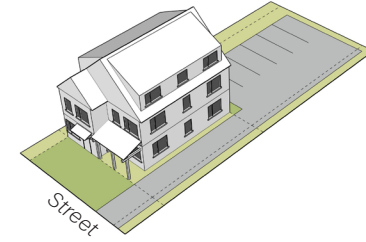
4 units max.

What is achievable?



4 units

What else is possible but not currently allowed?



6 units

Analysis of Potential Zoning Barriers to Housing

MARC - Unified Governments
of Wyandotte County and
Kansas City, KS

March, 2026

What's Inside?

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Summary of Key Findings

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R-2(B) District

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Introduction

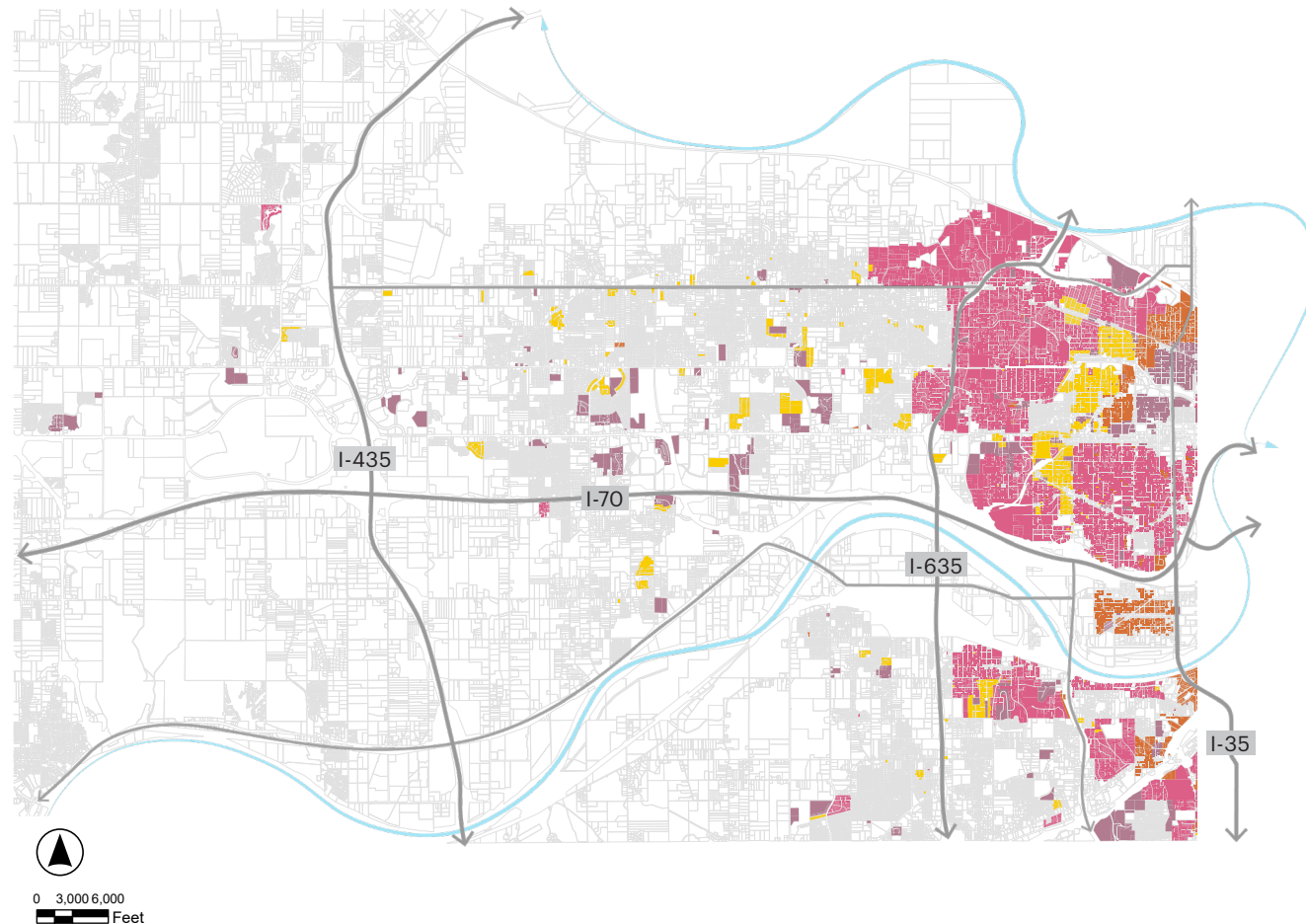
This analysis evaluated a total of 30,726 lots across the R-1(B), R-2, R-2(B), and R-5 Districts to identify potential zoning barriers to housing. For the purposes of this analysis, “housing” refers to Missing Middle Housing (MMH) in the R-1(B), R-2 and R-2(B) Districts. In the R-5 District, MMH and larger buildings were considered.

In our experience, lot width is a key factor in understanding how much and what forms of housing are possible. The wider the lot (e.g., 50 feet or more), the more opportunities for creative site planning, parking, and different sizes/intensities of housing. The narrower the lot (e.g., less than 50 feet), the fewer. This is especially important with platted lots that can only be made larger through assembly with abutting lots. Although lot assembly is an option, it is not recommended as a reliable solution.

56 percent of the lots in this study are 50 feet or wider enabling more housing options. However, nearly half of the lots are less than 50 feet wide. This raises the importance of addressing development on “narrow” lots in a way that is direct, easy to apply, and generates housing that is realistic and fits in well.

Key

- R-1(B) District Lots
- R-2 District Lots
- R-2(B) District Lots
- R-5 District Lots
- Road Network
- Water Bodies



District	Total Lots	Regular (50' or greater)	Narrow (less than 50')
R-1(B)	19,274	11,417 (58% of total)	7,857 (42% of total)
R-2	3,813	2,235 (59% of total)	1,578 (41% of total)
R-2(B)	3,713	1,786 (48% of total)	1,927 (52% of total)
R-5 (parcels designated under RP-5 District)	3,926	1,633 (42% of total)	2,293 (58% of total) Note: Nearly ⅔ of R5 lots are less than 50' wide
Total	30,726	17,071 (56% of all lots)	13,655 (44% of all lots)



Summary of Key Findings

The table at right summarizes the findings of this analysis for key topics (e.g., lot width, building setbacks, density, parking) by indicating if a standard presents barrier, a potential barrier, or is not a barrier. In some cases, it is unclear and a determination cannot be made, or is not applicable.

The analysis is by District for two major groups of lots: lots 50 feet wide or more ("regular" lots) and lots less than 50 feet wide ("narrow" lots). Narrow lots, east of I-635, are provided with flexibility in the standards. That flexibility was evaluated in this analysis.

The following sections present the detailed analysis summarized in this table.

Key

- **Not a Barrier.** The standard does not prevent MMH.
- **Minor Barrier.** The standard results in one of the following: 1) only allows some of the identified building types; or 2) reduces the allowed amount of square footage/units.
- **Major Barrier.** The standard results in one of the following: 1) does not allow any of the identified building types; 2) prevents the allowed amount of square footage/units; or 3) allows more building area than is needed for MMH to fit well in existing neighborhoods.
- **Unclear/Potential Barrier.** The standard lacks sufficient clarity to determine if it presents a barrier.
- **Narrow Lot Design Guidelines.** The Guidelines supersede the base District standards where lots of this width that are east of I-635. If after applying the flexibility in the guidelines, a barrier still exists, it has been noted in the table.

Summary of Key Findings								
Development Standards								
	R-1(B)		R-2		R-2(B)		R-5	
	50'> lot	<50' (NL)	50'> lot	<50' (NL)	50'> lot	<50' (NL)	50'> lot	<50' (NL)
Lot Width or Area (min.)								
Duplex to 4-plex	✗ *	✗	✗ *	✗	✗ *	✗	✓	✗
5-plex to 10-plex	✗	✗	✗	✗	✗	✗	✗	✗
Multi-family	✗	✗	✗	✗	✗	✗	✗	✗
Upper MMH	✗	✗	✗	✗	✗	✗	✗	✗
Setbacks (min.)								
Front	?	✓	?	✓	?	✓	?	✓
Side, Interior	✓	✓	✗	✓	✓	✓	✗	✓
Side, Corner	✗	✓	✗	✓	✗	✓	✗	✓
Rear	?	✓	?	✓	?	✓	?	✓
Height (max.)	✓	?	✓	?	✓	?	✓	✓
Density (max.)	✗	✗	✗	✗	✗	✗	✗	✗
Floor Area (Min. Unit Sizes)	✗	✗	✗	✗	✓	✓	✓	✓
Parking	✗	✗	✗	✗	✓	✓	✗	✗
Open Space	—	—	—	—	—	—	✗	—

* This range of building types allowed if additional lots or lot area added to prevalent lot size. Not allowed on prevalent lot sizes.

Key

✓ Not a barrier to MMH

✗ Minor Barrier to MMH

✗ Major Barrier to MMH

? Unclear/Potential Barrier

(NL) Narrow Lot Design Guidelines provide flexibility

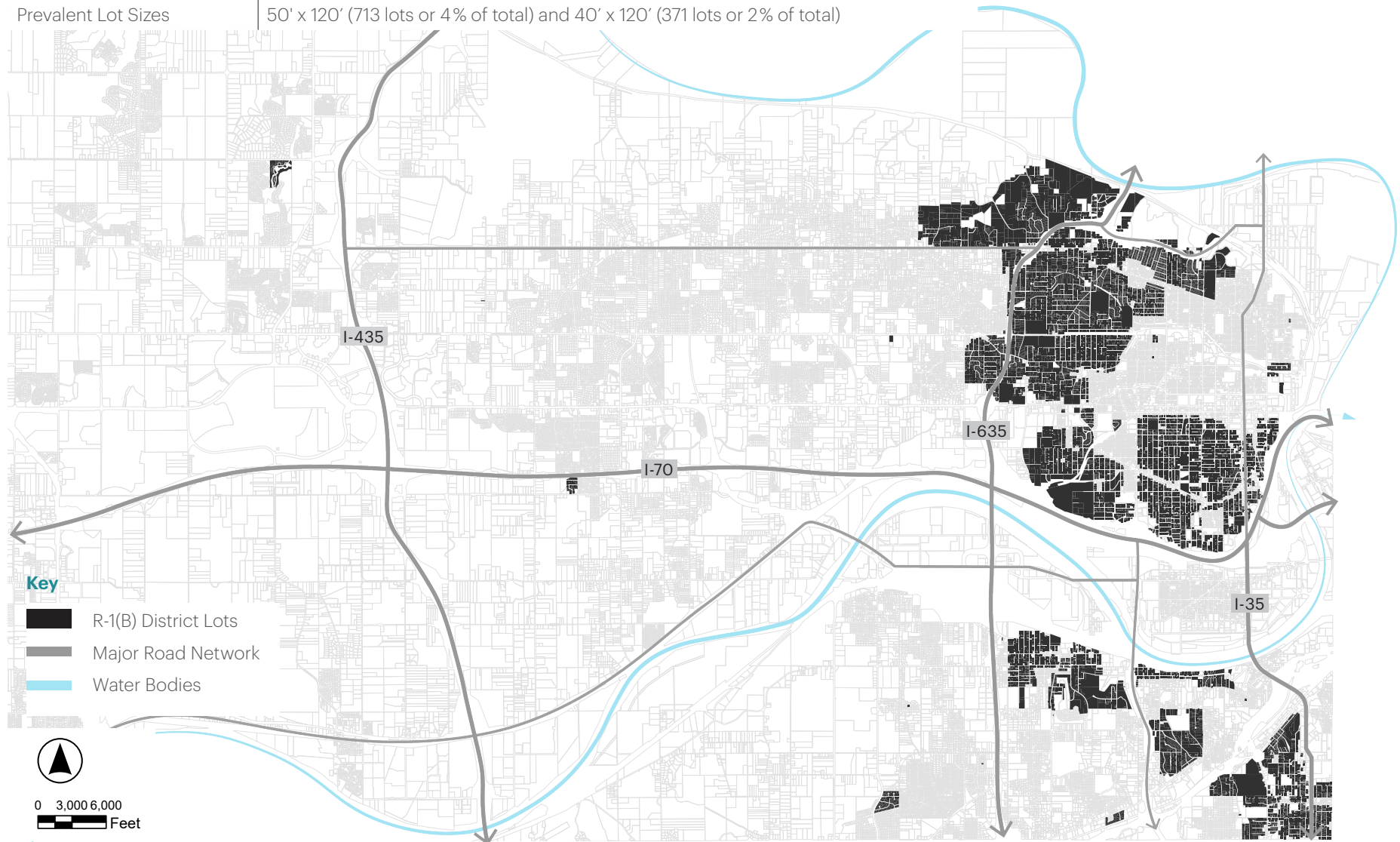
— Not Applicable



R-1(B) District

Summary of Existing Lots

Total Lots	19,274
Prevalent Lot Size Groupings	50' x 110' to 150' (3,407 lots or 18% of total) & 40' x 110' to 150' (1,701 lots or 9% of total)
Prevalent Lot Sizes	50' x 120' (713 lots or 4% of total) and 40' x 120' (371 lots or 2% of total)





Key Findings: R-1(B)

Existing Lot Conditions

Prevalent Lot Sizes. Of the 19,274 lots in the R-1(B) District, there are two prevalent lot size groupings: 50 feet x 110 to 150 feet (3,407 or 18 percent of total) and 40 feet x 110 to 150 feet (1,701 or nine percent of total). The other 73 percent of the R1(B) lots vary greatly in width and depth, ranging from as small as five to 1,840 feet in width and 20 to 2,905 feet in depth. For the purposes of this analysis, the most prevalent lot sizes selected are: 50 feet x 120 feet (713 lots or four percent of total) and 40 feet x 120 feet (371 lots or two percent of total).

Total Narrow Lots. 7,857 lots (42 percent) are less than 50 feet wide.

Existing Regulatory Conditions

Density. *The current density of 8.7 units per acre maximum only allows one unit on each prevalent lot size.* To achieve two units under the current density, the lot must be at least 100 feet x 100 feet. This lot size is far more than what is typically needed for MMH (45 to 50 feet x 100 to 130 feet). If current density limits were not a barrier, a triplex or fourplex would fit well on the prevalent lot sizes and be compatible with the R-1(B) District neighborhood.

Building Setbacks

Front yard. The current front yard setback of 25 feet minimum is not a barrier for the prevalent 50-foot-wide lot, and is not necessarily a barrier to MMH. However, it could be limiting in neighborhoods where the prevalent front setback is less (e.g., 20 feet or 15 feet). For the prevalent 40-foot-wide lot, this is a barrier, especially where the lot is steeply sloped (e.g., greater than 10 percent). To address this, the Narrow Lot Design Guidelines (NLDG) allow 10 feet minimum.

Side yard, interior. The current side yard, interior, setback of five feet minimum is not a barrier.

Side yard, corner. The current side yard, corner, setback of 25 feet minimum is a barrier to MMH on lots of 55 feet or less in width because it reduces the building footprint to less than 30 feet, which can result in a single unit per story or very narrow units.

Rear yard. The rear yard setback of 25 feet minimum could be a barrier if required to be separate from a rear parking area. The NLDG allow five feet, but should be considered carefully for potential issues with neighboring lots. Specifically, a five feet rear setback is likely to result in a building footprint longer than that of most houses. If the proposed building is in an area with high existing lot coverage (greater than 60 percent), this will not be an issue. **However, in areas where rear yards exist and lot coverage is less than 50 percent, new buildings with a five feet rear setback will be seen as challenging the existing physical character.**

Building Height. The District allows up to 2.5 stories or 35 feet. Thirty-five feet is more than enough height to accommodate the maximum 2.5 stories allowed by the District.

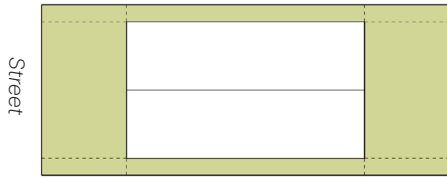
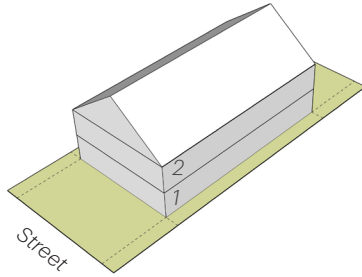
Parking. The current parking standards require two parking spaces per unit, minimum. On most lots at least 50 feet wide, four spaces can be accommodated which translates to a duplex. To achieve three or more units, six or more spaces are needed. On the prevalent lot width of 50 feet, achieving more housing means that lots will need to be at least 140 feet deep (1,244 lots, 0.7 percent), or it could also highlight the need to rethink parking expectations.

Floor Area. The minimum floor area is 750 square feet per unit. Although the maximum zoning envelope produces enough space for up to eight, 750-square-foot units, the maximum density only allows one unit on the prevalent lot size. To achieve eight units, the lot would need to be at least 77 feet x 137 feet. In addition, the minimum size requirement limits the market's ability to respond to needs for smaller unit sizes and narrows the range of unit sizes that builders can provide. For perspective, there are 76 lots (0.03 percent) that are at least 77 feet wide and 137 feet deep, but there are 646 lots that are 75-foot-wide that can accommodate eight units.



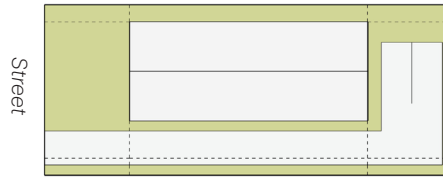
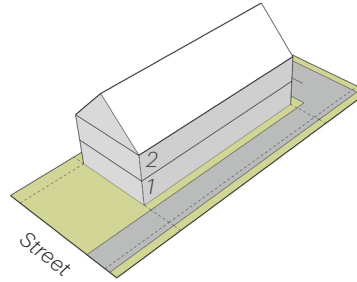
R-1(B) District: Lot Size 50'x120'

What is allowed?



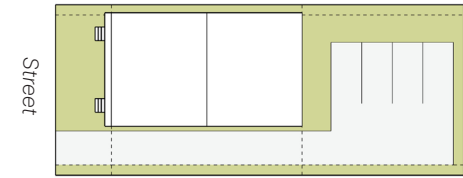
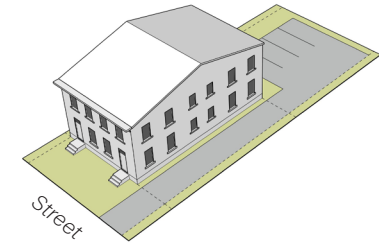
Topic	Requirement
Lot Width	50' min.
Lot Coverage	No max.
Building Setbacks	Front: 25' min. Side, interior: 5' min. Rear: 25' min.
Height	2.5 stories or 35' max.
Parking	2 sp/unit min.
Density	8.7 du/ac max.
Zoning Envelope	5,600 sf max.
No. of Units	1 max.
Unit Size	750 sf min.

What is achievable?



Topic	Achieved
Lot Width & Depth	50' x 120'
Lot Coverage	34%
Building Setbacks	Front: 25' Side, interior: 5' min. Rear: 25'
Height	2.5 stories (35')
Parking	2 sp/unit
Density	7.14 du/ac
Zoning Envelope	4,062 sf
No. of Units	1
Unit Size	4,062 sf

What else is possible but not currently allowed?



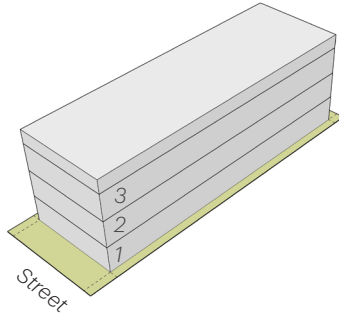
Topic	MMH Supportive
Lot Width & Depth	50' x 120'
Lot Coverage	30%
Building Setbacks	Front: 15' Side, interior: 3' min. Rear: 47'
Height	2 stories (29')
Parking	1 sp/unit
Density	28.5 du/ac
Zoning Envelope	3,584 sf
No. of Units	4
Unit Size	896 sf

* Red text indicates outcome that is not consistent with current R-1(B) standards



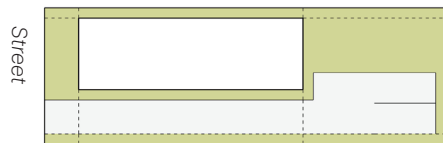
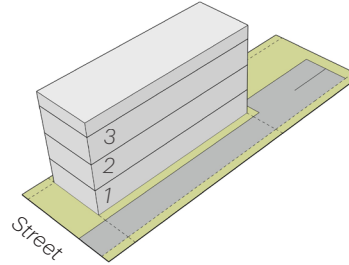
R-1(B) District: Lot Size 40'x120'

What is allowed by NLDG?



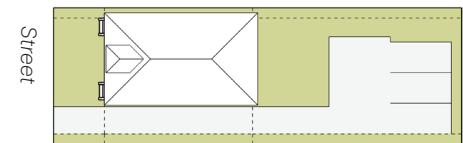
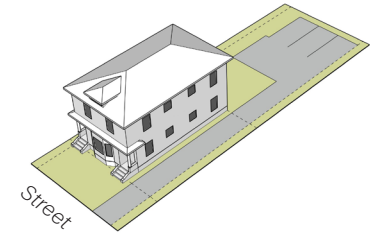
Topic	NLDG Requirement
Lot Width	No min.
Lot Coverage	No max.
Building Setbacks	Front: 10' min. Side, interior: 3' min. Rear: 5' min.
Height	3 stories max.
Parking	2 sp/unit min.
Density	8.7 du/ac max.
Zoning Envelope	10,692 sf max.
No. of Units	1 max.
Unit Size	750 sf min.

What is achievable?



Topic	Achieved
Lot Width & Depth	50' x 120'
Lot Coverage	29%
Building Setbacks	Front: 10' Side, interior: 3' min. Rear: 44'
Height	3 stories
Parking	2 sp/unit
Density	9.09 du/ac
Zoning Envelope	4,200 sf
No. of Units	1
Unit Size	4,200 sf

What else is possible but not currently allowed?



Topic	MMH Supportive
Lot Width & Depth	50' x 120'
Lot Coverage	21%
Building Setbacks	Front: 15' Side, interior: 3' min. Rear: 61'
Height	2.5 stories (27')
Parking	1 sp/unit
Density	27.2 du/ac
Zoning Envelope	1,984 sf
No. of Units	3
Unit Size	661 sf

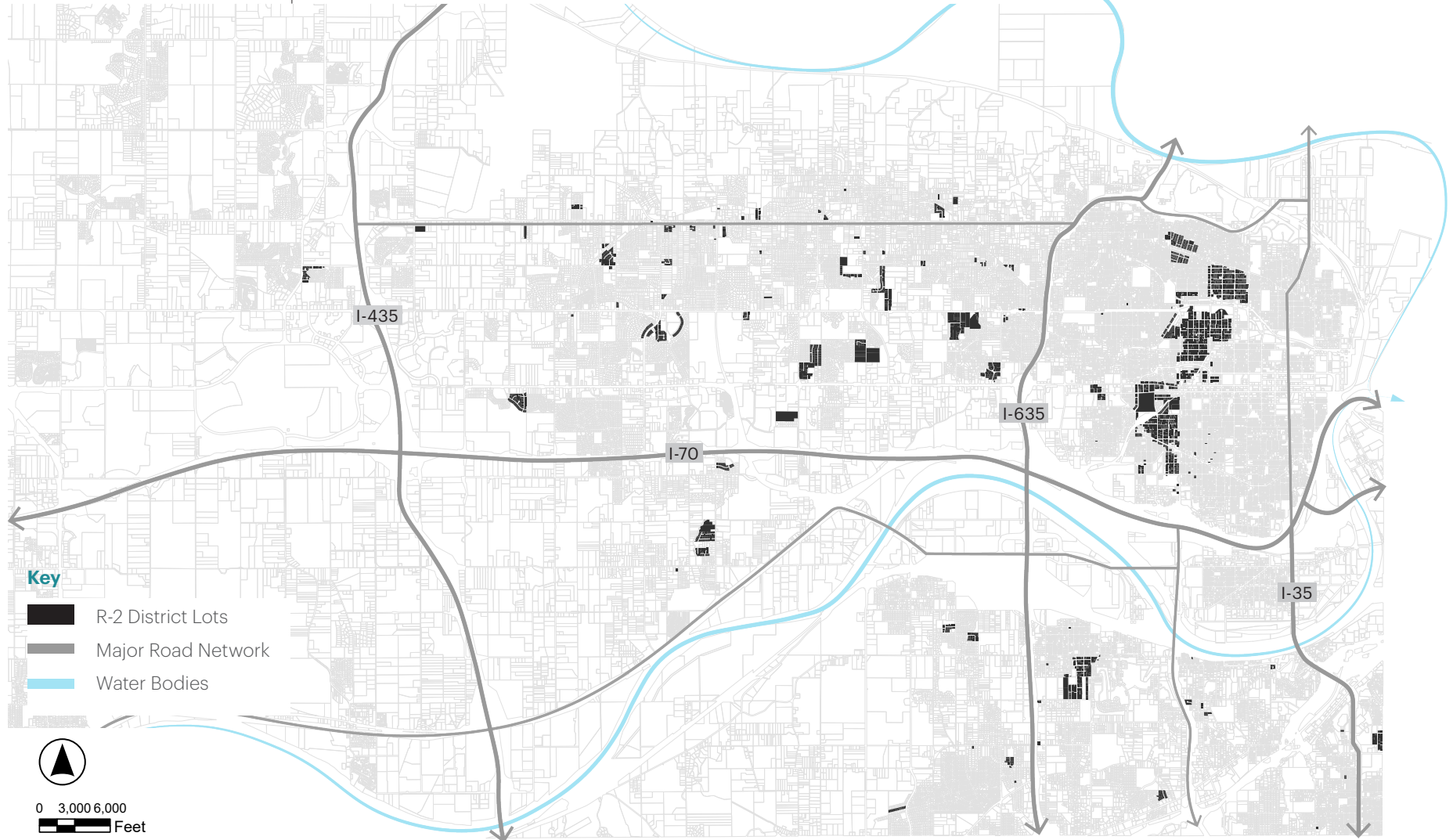
* Red text indicates outcome that is not consistent with current R-1(B) standards



R-2 District

Summary of Existing Lots

Total Lots	3,813
Prevalent Lot Size Groupings	50' x 100' to 150' (655 lots or 17% of total) & 40' x 100' to 150' (462 lots or 12% of total)
Prevalent Lot Sizes	50' x 125' (213 lots or 5% of total) and 40' x 120' (111 lots or 3% of total)





Key Findings: R-2

Existing Lot Conditions

Prevalent Lot Sizes. Of the 3,813 lots in the R-2 District, there are two prevalent lot size groupings: 50 feet x 100 to 150 feet (655 or 17 percent of total) and 40 feet x 100 to 150 feet (462 or 12 percent of total). The other 71 percent of the R2 lots vary greatly in width and depth with less lots in smaller groupings. For the purposes of this analysis, the most prevalent lot sizes selected are: 50 feet x 125 feet (213 lots or five percent of total) and 40 feet x 120 feet (111 lots or three percent of total). The R-2 District requires a minimum of 75 feet lot width for new lots. Because there are only 26 lots (0.01 percent) that are 75 feet wide in R-2 District, this lot width is not analyzed. However, that requirement is a barrier for existing lots in the District.

Total Narrow Lots. 1,578 lots (41 percent) are less than 50 feet wide.

Existing Regulatory Conditions

Density. The current density of 12.18 units per acre maximum only allows one unit on each prevalent lot size. To achieve two units in R-2 under the current density, the lot must be at least 50 feet wide by 139 feet deep. There are 43 R-2 lots (0.02 percent) of this size. This lot size is more than what is typically needed for MMH (e.g., 130 feet). If current density limits were not a barrier, a triplex or fourplex would fit well on the prevalent lot sizes and be compatible with the R-2 District neighborhood.

Building Setbacks

Front yard. The current front yard setback of 25 feet minimum is not a barrier for 50-foot-wide lots, and is not necessarily a barrier to MMH. However, it could be limiting in neighborhoods where the prevalent front setback is less (e.g., 20 feet or 15 feet). For the prevalent 40-foot-wide lot, this is a barrier, especially where the lot is steeply sloped (e.g., greater than 10 percent). To address this, the NLDG allow 10 feet minimum.

Side yard, interior. The current side yard, interior, setback of eight feet minimum is a barrier on lots of 50 to 55 feet wide because it reduces the building footprint and number of units. The NLDG allow three feet minimum.

Side yard, corner. The side yard, corner, setbacks of 25 feet minimum is a barrier on lots of 50 to 55 feet wide because it reduces the building footprint to less than 30 feet, which results in less units per story (e.g., one) or very narrow units. The NLDG allow five feet minimum which is helpful. However, seven to ten feet provides room for dooryards or porches.

Rear yard. The rear yard setback requirement is 30 feet minimum. The NLDG allow five feet. As discussed in R-1(B), the allowance of a 5 feet rear setback should be considered carefully for potential issues with neighboring lots. Specifically, a five feet rear setback results in a building footprint longer than that of most houses. If the proposed building is in an area of lots with high existing lot coverage (greater than 60 percent), this will not be an issue. However, in areas where rear yards exist and lot coverage is less than 50 percent, new buildings with a five feet rear setback will be seen as challenging the existing physical character.

Building Height. The district allows up to 2.5 stories or 35 feet. Thirty-five feet is more than enough height to accommodate 2.5 stories allowed by the District.

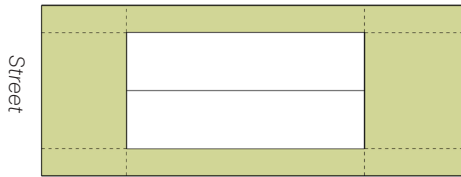
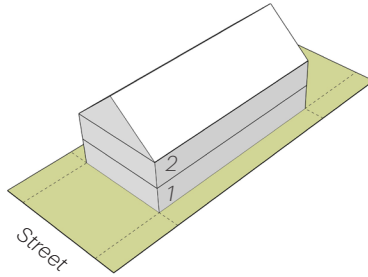
Parking. The current parking standards require two parking spaces per unit, minimum. On most lots at least 50 feet wide and up to 130 feet deep, four spaces can be accommodated which translates to a duplex. To achieve three or more units, six or more spaces are needed. On the prevalent lot width of 50 feet, achieving more housing means it is only possible on lots at least 140 feet deep. It can also indicate the need to rethink parking expectations.

Floor Area. The minimum floor area is 750 square feet per unit. Although the maximum zoning envelope produces enough space for up to seven, 750-square-foot units, the maximum density only allows one unit on the prevalent lot size. To achieve seven units, the lot would need to be at least 77 feet x 137 feet. In addition, the minimum size requirement limits the market's ability to respond to needs for smaller unit sizes and narrows the range of unit sizes that builders can provide. For perspective, there are 92 lots (two percent) that are 77 feet by 137 feet deep, but there are 149 lots that are 75 feet wide (four percent) that can accommodate seven units.



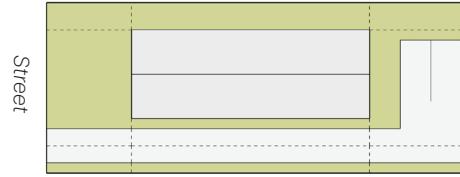
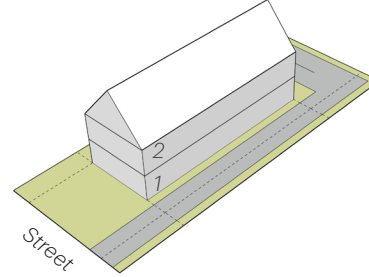
R-2 District: Lot Size 50'x125'

What is allowed?



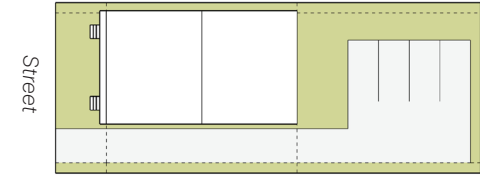
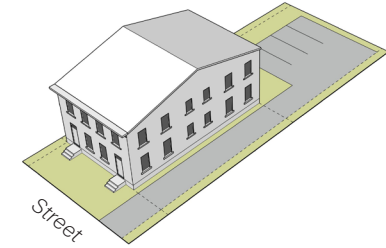
Topic	Requirement
Lot Width	75' min.
Lot Coverage	No max.
Building Setbacks	Front: 25' min. Side, interior: 8' min. Rear: 30' min.
Height	2.5 stories or 35' max.
Parking	2 sp/unit min.
Density	12.18 du/ac max.
Zoning Envelope	4,760 sf max.
No. of Units	1 max.
Unit Size	750 sf min.

What is achievable?



Topic	Achieved
Lot Width & Depth	50' x 125'
Lot Coverage	30%
Building Setbacks	Front: 25' Side, interior: 8' min. Rear: 30'
Height	2.5 stories (35')
Parking	2 sp/unit
Density	7.14 du/ac
Zoning Envelope	3,640 sf
No. of Units	1
Unit Size	3,640 sf

What else is possible but not currently allowed?



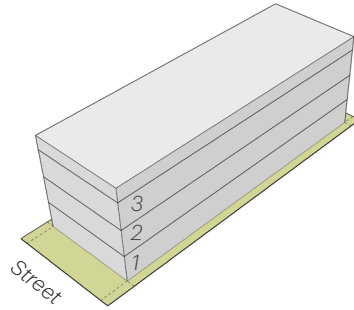
Topic	MMH Supportive
Lot Width & Depth	50' x 125'
Lot Coverage	29%
Building Setbacks	Front: 15' Side, interior: 3' min. Rear: 54'
Height	2 stories (29')
Parking	1 sp/unit
Density	28.5 du/ac
Zoning Envelope	3,584 sf
No. of Units	4
Unit Size	896 sf

* Red text indicates outcome that is not consistent with current R-2 standards



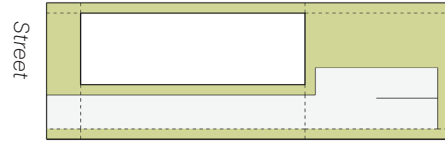
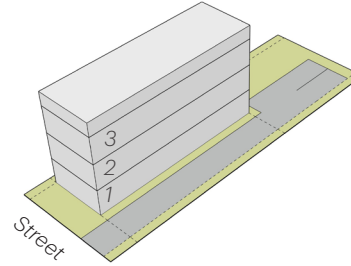
R-2 District: Lot Size 40'x120'

What is allowed by NLDG?



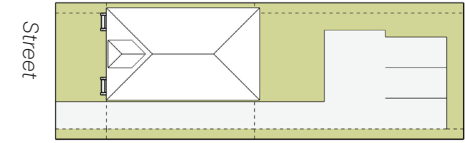
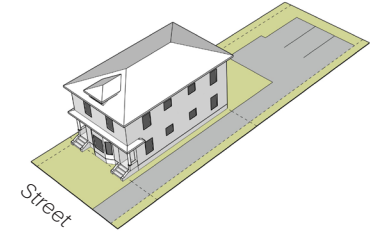
Topic	NLDG Requirement
Lot Width	No min.
Lot Coverage	No max.
Building Setbacks	Front: 10' min. Side, interior: 3' min. Rear: 5' min.
Height	3 stories max.
Parking	2 sp/unit min.
Density	12.18 du/ac max.
Zoning Envelope	10,710 sf max.
No. of Units	1 max.
Unit Size	750 sf min.

What is achievable?



Topic	Achieved
Lot Width & Depth	40' x 120'
Lot Coverage	29%
Building Setbacks	Front: 10' Side, interior: 3' min. Rear: 44'
Height	3 stories
Parking	2 sp/unit
Density	9.09 du/ac
Zoning Envelope	4,158 sf
No. of Units	1
Unit Size	4,158 sf

What else is possible but not currently allowed?



Topic	MMH Supportive
Lot Width & Depth	40' x 120'
Lot Coverage	21%
Building Setbacks	Front: 15' Side, interior: 3' min. Rear: 61'
Height	2.5 stories (27')
Parking	1 sp/unit
Density	27.2 du/ac
Zoning Envelope	1,984 sf
No. of Units	3
Unit Size	661 sf

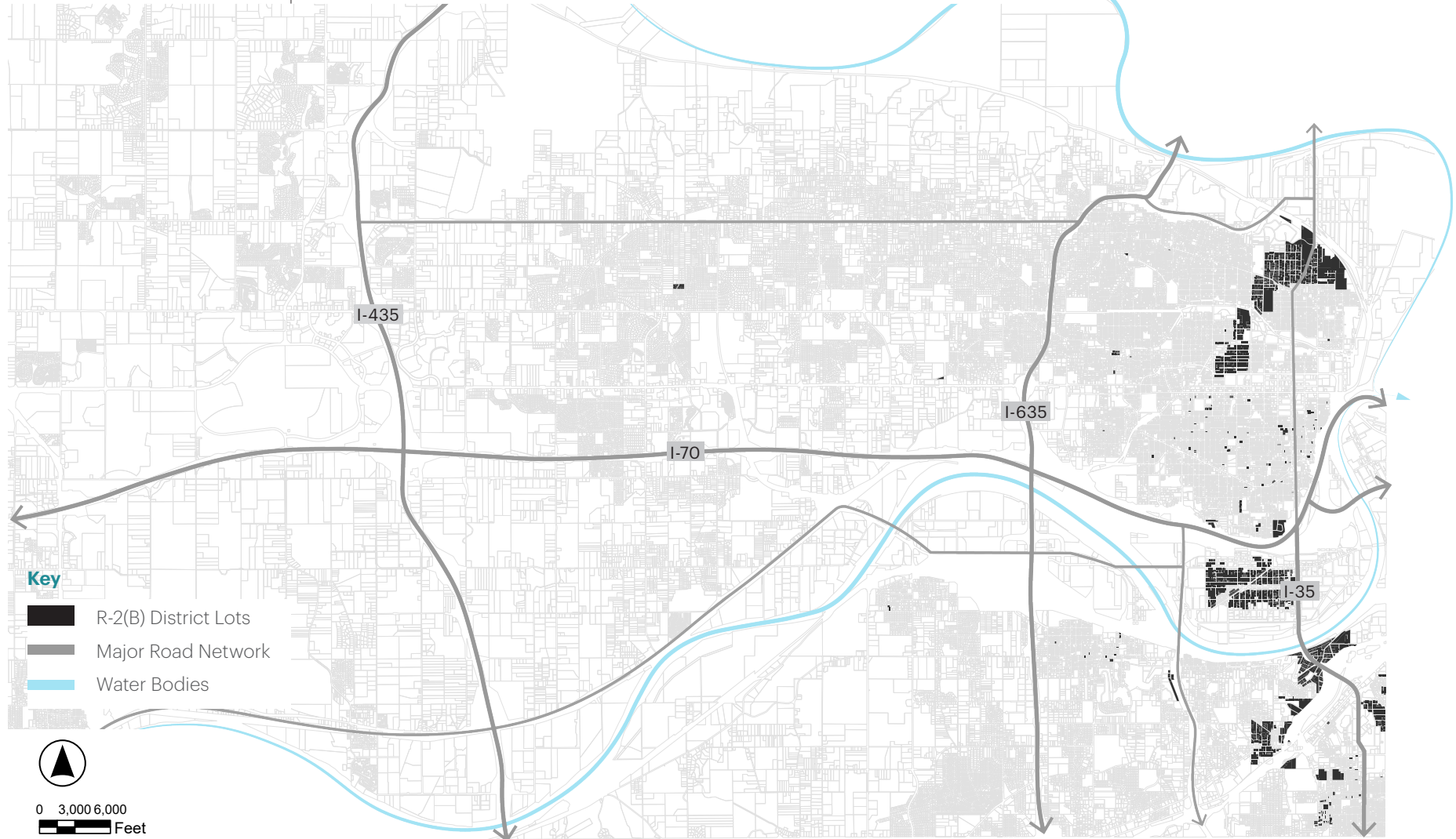
* Red text indicates outcome that is not consistent with current R-2 standards



R-2(B) District

Summary of Existing Lots

Total Lots	3,713
Prevalent Lot Size Groupings	50' x 100' to 150' (664 lots or 18% of total) & 25' x 100' to 150' (686 lots or 18% of total)
Prevalent Lot Sizes	50' x 120' (129 lots or 3% of total) and 25' x 120' (93 lots or 2% of total)





Key Findings: R-2(B)

Existing Lot Conditions

Prevalent Lot Sizes. Of the 3,713 lots in the R-2(B) District, there are two prevalent lot size groupings: 50 feet x 100 to 150 feet (664 or 18 percent of total) and 25 feet x 100 to 150 feet (686 or 18 percent of total). The other 64 percent of the R2(B) lots vary greatly in width and depth with less lots in smaller groupings. For the purposes of this analysis, the most prevalent lot sizes selected are: 50 feet x 120 feet (129 lots or three percent of total) and 25 feet x 120 feet (93 lots or two percent of total).

Total Narrow Lots. 1,927 lots (52 percent) are less than 50 feet wide.

Existing Regulatory Conditions

Density. The current density of 17.4 units per acre maximum only allows two units on the prevalent lot size of 50 feet x 120 feet and only one unit on the other prevalent lot size, 25 feet x 120 feet. If current density limits were not a barrier, a triplex or fourplex would fit well on the 50 feet x 120 feet lot, and at least a duplex (back-to-back or stacked) on the 25 feet x 120 feet lot.

Building Setbacks

Front yard. The current front yard setback of 25 feet minimum is not necessarily a barrier to MMH for the prevalent 50-foot-wide lot, but could be limiting in neighborhoods where the prevalent front setback is less (e.g., 20 feet or 15 feet). For the prevalent 25-foot-wide lot, this is a barrier, especially where the lot is steeply sloped (e.g., greater than 10 percent). To address this, the NLDG allow 10 feet minimum.

Side yard, interior. The current side yard, interior, setback requirement is five feet minimum. The NLDG allow three feet.

Side yard, corner. The side yard, corner, setback, of 20 feet minimum is a barrier on lots of 50 to 55 feet wide because it reduces the building footprint to less than 30 feet, which results in less units per story (e.g., one) or very narrow units. This is especially problematic on lots less than 30 feet wide. However, the NLDG allow five feet which is helpful. However, seven to 10 feet provides room for dooryards and porches.

Rear yard. The rear yard setback requirement is 25 feet minimum. The NLDG allow five feet. As discussed in R-1(B) and R-2, the allowance of a five feet rear setback should be considered carefully for potential issues with neighboring lots. Specifically, a five feet rear setback results in a building footprint longer than that of most houses. If the proposed building is in an area of lots with high existing lot coverage (greater than 60 percent), this will not be an issue. However, in areas where rear yards exist and lot coverage is less than 50 percent, new buildings with a five feet rear setback will be seen as challenging the existing physical character.

Building Height. The district allows up to 2.5 stories or 35 feet. Thirty-five feet is more than enough height to accommodate 2.5 stories allowed by the District.

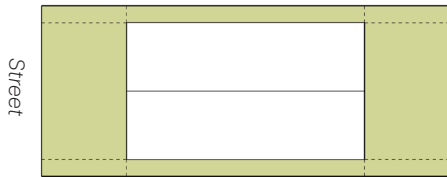
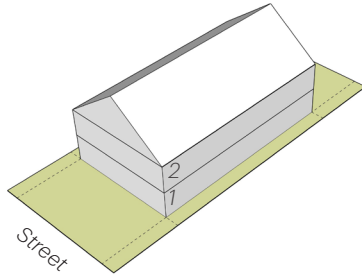
Parking. The current parking standards require one parking space per unit, minimum. On the prevalent lot sizes, this translates to four units, on the 50-foot-wide lot and two to three units on the 25-foot-wide lot, through creative designs. More parking and units could be provided on the 50-foot-wide lot but the current density limitation only allows two units on that lot size.

Floor Area. The minimum floor area is 600 square feet per unit. On the prevalent lot size of 50 feet x 120 feet, the maximum zoning envelope produces enough floor area for up to 10, 600-square-foot units. However, the maximum density only allows two units on the prevalent 50-foot-wide lot size and one unit on 25-foot-wide lots. To achieve 10 units, the lot would need to be at least 77 feet x 118 feet (there are 41 of these lots in R-2(B) District, which is about one percent).



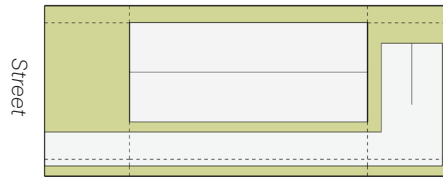
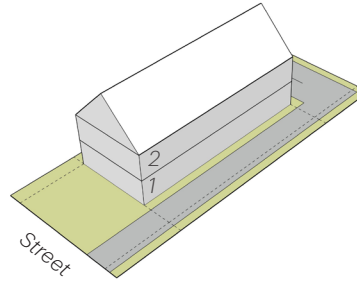
R-2(B) District: Lot Size 50'x120'

What is allowed?



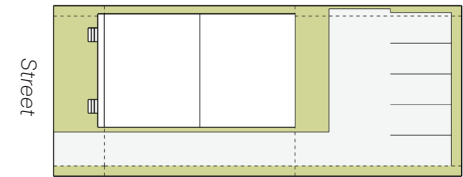
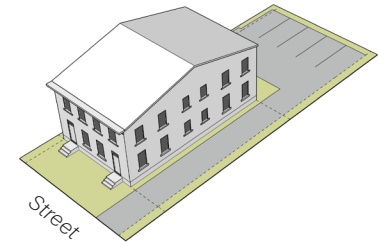
Topic	Requirement
Lot Width	50' min.
Lot Coverage	No max.
Building Setbacks	Front: 25' min. Side, interior: 5' min. Rear: 25' min.
Height	2.5 stories or 35' max.
Parking	1 sp/unit min.
Density	17.4 du/ac max.
Zoning Envelope	5,600 sf max.
No. of Units	2 max.
Unit Size	600 sf min.

What is achievable?



Topic	Achieved
Lot Width & Depth	50' x 120'
Lot Coverage	34%
Building Setbacks	Front: 25' Side, interior: 5' min. Rear: 25'
Height	2.5 stories (35')
Parking	1 sp/unit
Density	14.29 du/ac
Zoning Envelope	4,062 sf
No. of Units	2
Unit Size	2,031 sf

What else is possible but not currently allowed?



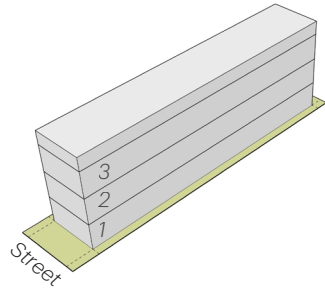
Topic	MMH Supportive
Lot Width & Depth	50' x 120'
Lot Coverage	30%
Building Setbacks	Front: 15' Side, interior: 3' min. Rear: 49'
Height	2 stories (27')
Parking	1 sp/unit
Density	36.3 du/ac
Zoning Envelope	3,584 sf
No. of Units	5
Unit Size	645 sf

* Red text indicates outcome that is not consistent with current R-2(B) standards

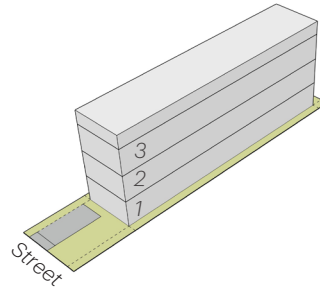


R-2(B) District: Lot Size 25'x120'

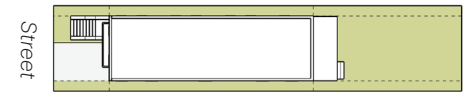
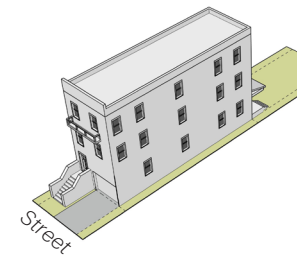
What is allowed by NLDG?



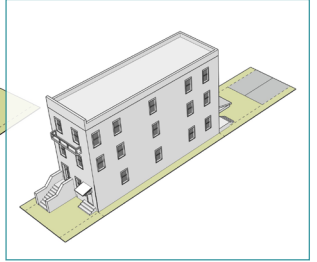
What is achievable?



What else is possible but not currently allowed?



Rear Parking Scenario



Topic	NLDG Requirement
Lot Width	No min.
Lot Coverage	No max.
Building Setbacks	Front: 10' min. Side, interior: 3' min. Rear: 5' min.
Height	3 stories max.
Parking	1 sp/unit min.
Density	17.4 du/ac max.
Zoning Envelope	5,985 sf max.
No. of Units	1 max.
Unit Size	600 sf min.

Topic	Achieved
Lot Width & Depth	25' x 120'
Lot Coverage	58%
Building Setbacks	Front: 24' Side, interior: 3' Rear: 5'
Height	3 stories
Parking	1 sp/unit
Density	14.28 du/ac
Zoning Envelope	5,187 sf
No. of Units	1
Unit Size	5,187 sf

Topic	MMH Supportive
Lot Width & Depth	25' x 120'
Lot Coverage	38%
Building Setbacks	Front: 16' Side, interior: 3' min. Rear: 43'
Height	3 stories (36')
Parking	1 sp/unit (tandem garage)
Density	29 du/ac
Zoning Envelope	2,262 sf
No. of Units	2
Unit Size	1,131 sf

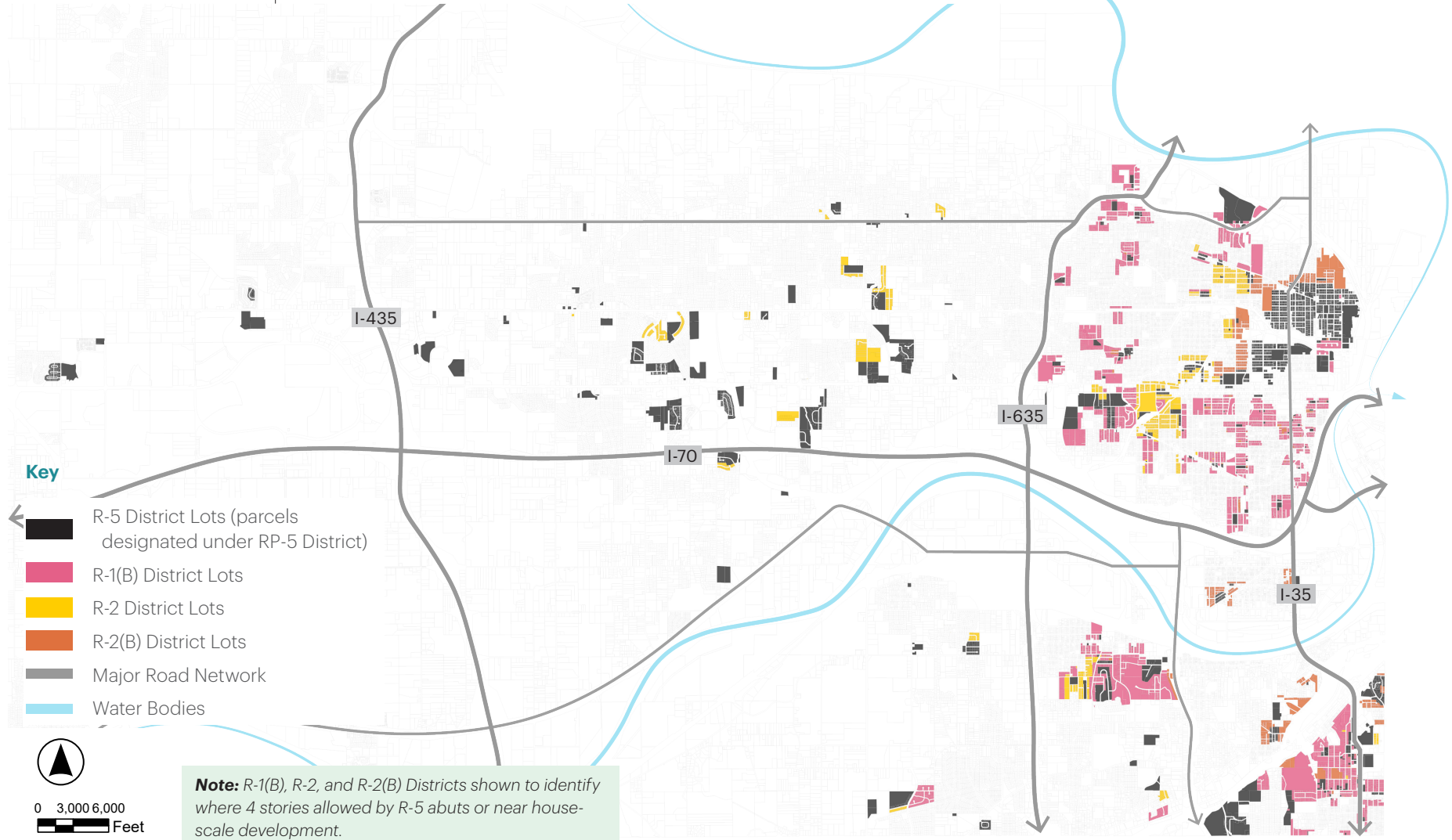
* Red text indicates outcome that is not consistent with current R-2(B) standards



R-5 District

Summary of Existing Lots

Total Lots	3,926
Prevalent Lot Size Groupings	50' x 110' to 150' (3,407 lots or 18% of total) & 40' x 110' to 150' (1,701 lots or 9% of total)
Prevalent Lot Sizes	25' x 125' (194 lots or 5% of total) and 50' x 120' (170 lots or 4% of total)





Key Findings : R-5

Existing Lot Conditions

Prevalent Lot Sizes. Of the 3,926 lots in the R-5 District, there are two prevalent lot size groupings: 25 feet x 100 to 150 feet (670 or 17 percent of total) and 50 feet x 100 to 150 feet (415 or 11 percent of total). The other 72 percent of the R5 lots vary greatly in width and depth with less lots in smaller groupings. For the purposes of this analysis, the most prevalent lot sizes selected are: 25 feet x 125 feet (194 lots or five percent of total) and 50 feet x 120 feet (170 lots or four percent of total)

Total Narrow Lots. 2,293 lots (58 percent) are less than 50 feet wide. The R-5 District contains the most narrow lots of the four districts in this analysis. See page 3 for comparison. Regarding lots that are 25 feet wide, the R-5 District contains 825 lots (21 percent).

Existing Regulatory Conditions

Density. The current density of 29 units per acre maximum allows only two units on the prevalent lot size of 25 feet x 125 feet and four units on the prevalent lot size of 50 feet x 125 feet. If current density limits were not a barrier, up to four units could fit well on the 25 feet x 125 feet lot, with alley access (using tandem parking, two spaces deep), or only three units, depending on the parking arrangement, if parking is accessed from the front street. Four to five units could fit well on the 50-foot-wide lot.

Open Space. The District requires 40 percent of open space in the lot. This amount reflects an amount typically seen in large multi-block developments (e.g., greater than five acres) and is not realistic for platted lots in neighborhoods. The NLDG provides an alternative to this standard by recognizing the front and rear yards as open space. This is reasonable provided that buildings actually orient their ground floor to those spaces through one or more building entries as well as dooryards, porches and other appropriate frontage types. The NLDG allow a five feet rear building setback which means that to achieve a rear yard and count toward the open space requirement, the rear building setback needs to be at least 10 feet.

Building Setbacks

Front yard. The current front yard setback of 25 feet minimum is not necessarily a barrier to MMH for the prevalent 50-foot-wide lot, but could be limiting in neighborhoods where the prevalent front setback is less (e.g., 20 feet or 15 feet). For the prevalent 25-foot-wide lot, this is a barrier, especially where the lot is steeply sloped. The NLDG allow 10 feet.

Side yard, interior. The current side yard, interior, setback requirement is 10 feet minimum which is a barrier on lots less than 80 feet wide. The NLDG allow three feet.

Side yard, corner. The current side yard, corner, setback requirement of 25 feet minimum is a barrier on lots of 50 to 55 feet wide because it reduces the building footprint to less than 30 feet, which results in less units per story (e.g., one) or very narrow units. This is especially problematic on lots less than 30 feet wide. The NLDG allow five feet which is helpful. However, seven to 10 feet provides room for dooryards and/or porches.

Rear yard. The current rear yard setback requirement is 25 feet minimum. If parking is not allowed to be located in the rear building setback, this is a barrier on lots of 130 feet or less in depth because it results in reducing the building footprint by 25 feet (e.g., 75 feet deep building reduced to 50 feet deep), which results in at least two less units per story. The NLDG allow five feet.

Building Height. The District allows up to four stories which is enough height to accommodate the 4 stories allowed in the District.

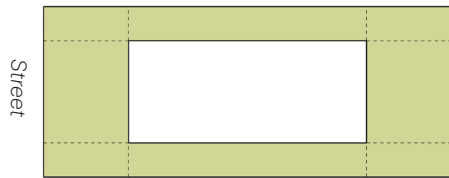
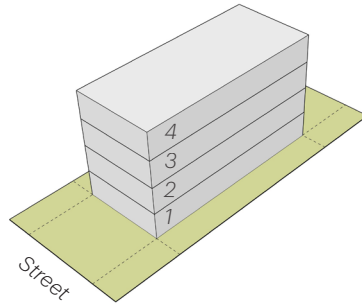
Parking. The current parking standards require one and one-half parking spaces minimum per studio or one bedroom and two parking spaces minimum per two or more bedrooms. If the R-5 District is intended to generate more intense housing, the parking requirements are a barrier for lots less than 80 feet wide.

Floor Area. The minimum floor area is 380 square feet per unit. On the prevalent lot size of 25 feet x 125 feet, the maximum zoning envelope produces enough space for up to 13, 400-square-foot units. On the prevalent lot size of 50 feet x 120 feet, the maximum zoning envelope produces enough space for up to 12, 400-square-foot units. The maximum density only allows up to four units on the prevalent lot size. To achieve eight units, the lot would need to be at least 76 feet x 102 feet (there is 1, R-5 lot of this size).



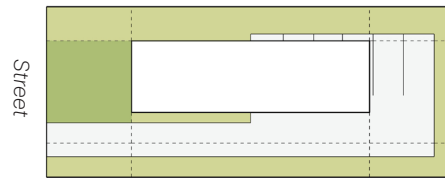
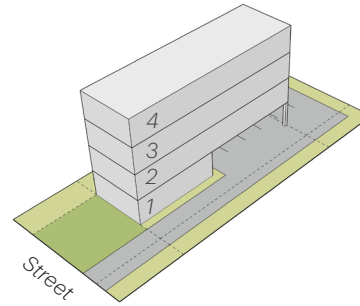
R-5 District: Lot Size 50'x120'

What is allowed?



Topic	Requirement
Lot Width	No min.
Lot Coverage	No max.
Open Space	40% min.
Building Setbacks	Front: 25' min. Side, interior: 10' min. Rear: 25' min. Parking: 6' min. from sides
Height	Up to 4 stories
Parking	1.5 sp/ studio or 1 bd 2 sp/2 bd+ min.
Density	29 du/ac max.
Zoning Envelope	8,400 sf max.
No. of Units	4 max.
Unit Size	380 sf min.

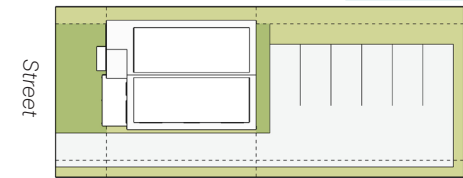
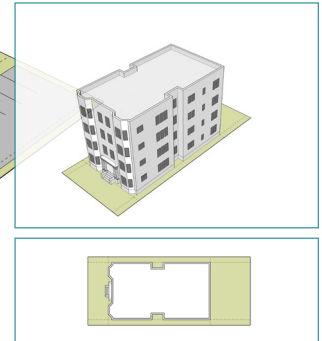
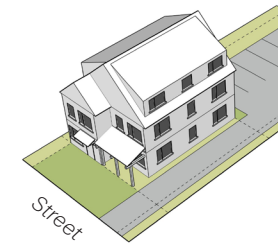
What is achievable?



Topic	Achieved
Lot Width & Depth	50' x 120'
Lot Coverage	11%
Open Space	600 sf
Building Setbacks	Front: 25' Side, interior: 10' min. Rear: 25' Parking: 6' from sides
Height	4 stories
Parking	1.5 sp/unit
Density	28.5 du/ac
Zoning Envelope	5,082 sf
No. of Units	4
Unit Size	1,270 sf

What else is possible but not currently allowed?

4-story Upper MMH possible if no on-site parking is provided



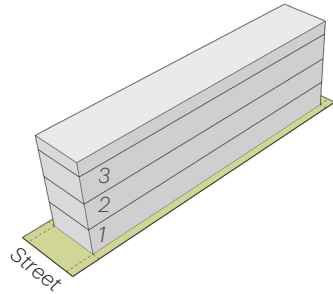
Topic	MMH Supportive
Lot Width & Depth	50' x 120'
Lot Coverage	19%
Open Space	608 sf
Building Setbacks	Front: 15' Side, interior: 5' min. Rear: 61' Parking: 3' from sides
Height	2.5 stories (35')
Parking	1 sp/unit
Density	44 du/ac
Zoning Envelope	3,414 sf
No. of Units	6
Unit Size	512 sf

* Red text indicates outcome that is not consistent with current R-5 standards



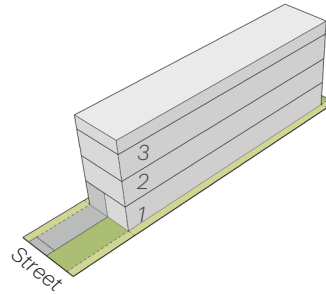
R-5 District: Lot Size 25'x125'

What is allowed by NLDG?



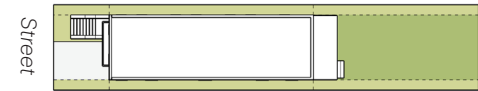
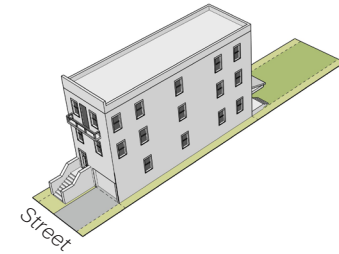
Topic	NLDG Requirement
Lot Width	No min.
Lot Coverage	No max.
Open Space	40% min.
Building Setbacks	Front: 10' min. Side, interior: 3' min. Rear: 5' min.
Height	3 stories max.
Parking	1.5 sp/ studio or 1 bd 2 sp/2 bd+ min.
Density	29 du/ac max.
Zoning Envelope	6,270 sf max.
No. of Units	2 max.
Unit Size	380 sf min.

What is achievable?



Topic	Achieved
Lot Width & Depth	25' x 125'
Lot Coverage	58%
Open Space	335 sf
Building Setbacks	Front: 24' Side, interior: 3' Rear: 5'
Height	3 stories
Parking	1.5 sp/unit (tandem garage)
Density	14.28 du/ac
Zoning Envelope	5,472 sf
No. of Units	1
Unit Size	5,472 sf

What else is possible but not currently allowed?



Topic	MMH Supportive
Lot Width & Depth	25' x 125'
Lot Coverage	36%
Open Space	923 sf
Building Setbacks	Front: 16' Side, interior: 3' min. Rear: 48'
Height	3 stories (36')
Parking	1 sp/unit (tandem garage)
Density	28 du/ac
Zoning Envelope	2,262 sf
No. of Units	2
Unit Size	1,131 sf

* Red text indicates outcome that is not consistent with current R-5 standards



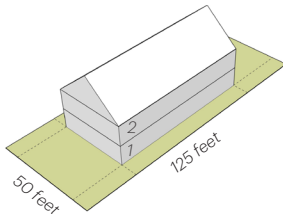
Recommendations

1. Enable Untapped Housing Yield

The city's potential to achieve housing is dependent on many factors, several that are not controlled by the city, and several that are (e.g., zoning, permitting process). The current zoning standards present some barriers to achieving more housing. This is due to two primary reasons:

a) some requirements are not aligned with the realities of the lots being regulated, b) the intended outcomes for the district are unclear and so it is not clear what the standards need to allow.

Specifically, density limitations (see item 4), building setbacks (see item 6), and unit-size (see item 5) significantly reduce the potential yield in each of the four Districts studied in this analysis. For example, in the R-2 District, on the prevalent lot size of 50 feet x 125 feet, the zoning allows a maximum building envelope of 4,760 square feet which could accommodate up to six units using the District's requirement of 750 square feet per unit. However, after applying all the zoning standards, only one unit can be achieved.



Topic	Requirement
Zoning Envelope	4,760 sf max.
No. of Units	1 max.
Unit Size	750 sf min.

Depending on location, the desired amount of parking, open space, etc., six units may not be desirable. But somewhere between one and six are additional housing units that are not being achieved due to unnecessary limitations in the standards.

Recommendations

- Re-evaluate the intended outcomes and intensities on a geographic basis (e.g., sub-areas or groups of neighborhoods) to understand potential yield compared to the intended physical character and right-size the standards to generate the intended outcomes.
- Increase potential housing yield by regulating building size or building type instead of density and unit-size. Confirm that the allowed building types/sizes in each District are achievable before finalizing updates to the standards.
- Right-size building setbacks in response to intended or existing physical character.

2. Use Walkability to Inform Zoning Standards

This term is widely used with a variety of meanings. In this analysis, we use Walkability to mean a short walking or biking distance from housing to walkable centers (i.e., transit, services, shops, or employment). "Short" walking distance is to be determined locally but generally intended as three to five minutes or about 1,200 feet (1/4 mile). Short biking distance is intended to be about 2,500 feet (1/2 mile). The logic is that in locations where centers are within short walking or biking distance of housing, it is reasonable to expect that not everyone will use their car to go the amenities: so, parking demand can be lower

in walkable areas than in auto-dependent areas. In walkable areas, it is worth re-evaluating standards that assume the opposite, such as parking.

Recommendations

- **Map the Walkable Areas.** It is helpful to know what areas are considered walkable to help in applying the appropriate standards. To map the walkable areas, identify the existing walkable centers (e.g., crossroads, one or more corners in a neighborhood, main street, downtown) and map the lots within 1,200 feet (walking) and 2,500 feet (biking). Also, map the *intended* walkable centers. These are areas where a walkable center is planned or identified in the Comprehensive Plan. Additionally, these can be existing auto-dependent areas that are intended to be transformed into walkable areas. For example, a mall that is intended for transformation into a walkable center by adding substantial amounts of housing. This map should remain at the policy level to inform standards and implementation.
- **Parking.** Right-size parking requirements within walkable areas. Allow the amenities (i.e., food, shops, services, transit, employment) within a walkable center to be individual or in any combination. For example, a crossroads with two restaurants and a few shops provides walkability but not at the same level as a main street with five restaurants, seven shops, and a bus stop. They are both walkable centers but at different intensities. Right-sizing the parking for the smaller example could be for lots within 1,200 feet of these amenities while it could be broader (e.g., 2,500 feet) for the main street. Within walkable areas, it is recommended to require only one space per unit. A variation on this is to further refine the walkable areas map based on the type of walkable center and coordinate parking in



response to the type of center. For example, for crossroads and very low intensity centers that are separated from neighborhoods by highways or high-speed arterials, continue to require one and one-half spaces. But, in walkable areas that are not separated from neighborhoods by highways or high-speed arterials, reduce the requirement to one space per unit or less depending on the walkable center's intensity. Within auto-dependent areas, it is recommended to continue requiring two spaces per unit. Within high-intensity walkable areas (e.g., Downtown, very high-intensity main streets), consider not requiring any parking and letting the development community decide how much parking their tenants or buyers will want. This approach is starting to be used more often across the U.S., especially in areas where using a car to get around is not the default.

- **Parking on steep lots.** The NLDG allow lots with a rear property line at least 15 feet higher than the front to locate the required parking on the front façade. The garage opening is limited to nine feet to not visually dominate the building façade and streetscape. To achieve two or more units, the spaces would need to be tandem spaces. For lots that are not as steeply sloped as the above example, the parking must not exceed 1/3 of the façade width, must be at least 15 feet behind the plane of the front façade, and must be tandem if not behind the rear façade of the building.

These are good design standards and can be easily met on lots with alley access. On lots with front street access, the lot needs enough width to locate the parking to the side or in the rear (e.g., 50 feet or more). These standards are not barriers but the requirement for parking in areas with high walkability (e.g., frequent bus service, concentration of services, shopping, employment) is a barrier.

3. Update the standards to reflect prevalent existing lot dimensions

The current District standards are not aligned with the realities of existing lots and cause the need for administrative interpretations and variances or discourage reinvestment.

There are a total of 30,726 lots across the R-1(B), R-2, R-2(B), and R-5 Districts. Over half of the lots are 50 feet or wider enabling more housing and site planning options. It is interesting that the minimum lot width in R-2 is 75 feet while there are only 26 lots of this width (0.01 percent). However, nearly half (44 percent) of the lots in this study are less than 50 feet wide. This has been addressed by the NLDG. However, the NLDG add another layer of regulations and content for applicants to navigate, interpret and apply.

Recommendations

- Review the test fits prepared in this analysis to understand how the current standards are not responsive to the potential for existing lots.
- Evaluate the standards in the NLDG to understand if the outcomes generated by the NLDG are what is intended across the many neighborhoods where the NLDG apply. Remove unhelpful standards, refine standards that are serving a need and purpose, and add missing standards needed to generate the intended outcomes.
- Retire the NLDG and move the relevant content from the NLDG into the relevant Districts for the content to be standards within the Districts.
- Regarding other guidelines, reevaluate them to determine if their content is still serving a purpose and if it is being applied to most projects. If so, the content is effectively a standard and should be moved into the relevant Zoning District(s). Generally, the guidelines should contain direction that is not expected as a standard but is expected to guide project designs.



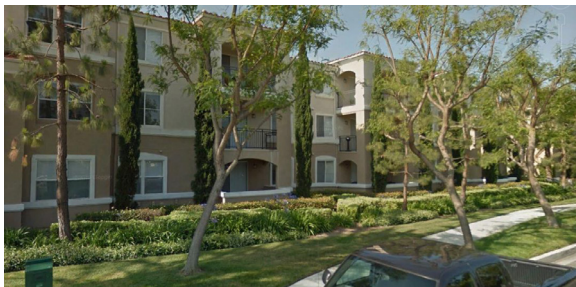
4. Discontinue regulating housing by maximum density

Regulating density is highly unpredictable about the scale and size of outcomes. For example, consider this comparison of two very different buildings with nearly the same density:

- two-story, 44 feet wide by 60 feet long, MMH five-unit multiplex on a lot of 55 feet x 125 feet = 31 units per acre
- three-story, 70 feet wide by 175 feet long, 49-unit garden apartment on a lot of 265 feet x 266 feet = 30 units per acre



Density = 31 units per acre, 5 units in this building



Density = 30 units per acre, 49 units in this building

The above outcomes are nearly the same in terms of residential density but completely different in all other ways. By the above comparison, the five-unit building is technically more intense and would not be allowed to fit where 30 units per acre is the maximum. However, the five-unit building is house-scale and will fit better in a neighborhood of one- and two-story buildings while the three-story apartment building would be out of scale in most neighborhoods.

Further, if 30 units per acre was the maximum limit, strictly applying that to the 55 feet x 125 feet lot would result in four units instead of five. Although a single unit less might not seem significant, it is significant when considering how such limitations affect thousands of lots across a District and the city.

Density regulations tend to result in larger, less attainable, unit sizes. For example, if a builder is allowed up to 10 units, experience shows that the builder will make the units as large as possible. But when the number of units is not regulated by density, experience shows that the builder is motivated to vary the unit sizes more to respond better to the market. New approaches are emerging that provide a reward system for more square footage in exchange for more units (see item 5).

Recommendations

- Provide information and education about the disconnect between density regulations and the outcomes they generate to build support for not regulating by density but still regulating building form and size.
- **Regulate housing by desired/intended building form and size instead of by residential density.** Coordinate realistic outcomes in response to existing lot sizes and show the community how those outcomes fit their context and how they can be regulated to happen consistently.
- If density is still to be regulated: a) test the range of existing lots for what can reasonably fit (housing, parking, etc.) and calculate the resultant density for each range of lot sizes, b) adjust the testing based on neighborhood objectives and intended physical character, c) use the density numbers that come out of that testing to regulate development.

Note: House-scale refers to one- and two-story buildings that are similar in size to small-to-large houses. House-scale buildings range in size from small cottages (e.g., 20 feet x 20 feet) to duplexes and fourplexes (36 feet x 45 feet) and multiplexes with five to 10 units (45 feet x 65 feet). Missing Middle Housing is “house-scale”.



5. Incentivize Unit-Variety instead of Regulating Unit Size

The R-1(B) and R-2 Districts require at least 750 square feet per unit. The R-2 requires at least 600 square feet per unit and R-5 requires 380 square feet per unit. This approach is understandable from the perspective of trying to increase housing and provide suitable housing. But housing needs are so varied and ever-changing that in our experience, it is not effective to regulate minimum unit size.

Recommendations

Each of the following approaches does not regulate density and can operate without the other or they can be coordinated to work together if desired.

- **Sliding-Scale Floor-Area Ratio (FAR).** Allow the maximum building intensity through a sliding-scale FAR standard:
 1. the minimum amount of total square feet for the least number of units (e.g., 0.25 FAR for two units);
 2. more for more units (e.g., 0.35 FAR for four units); and
 3. the maximum amount for the most units (e.g., 0.50 FAR for six units).

This approach prioritizes yield over mix while allowing the builder to vary the unit size in response to the total square feet allowed.

- **Average Unit Size.** Require a mix of unit sizes, to be determined by the builder, by requiring an average unit size (within a tolerance of 100 square feet).
- Example: The total building square feet (building footprint x allowed stories/height in feet) allowed for a lot is 5,650 square feet and the required average unit size is 1,100 square feet. Without density regulations, a project could propose five dwelling units divide the 5,650 square feet in a number of ways. For example:
 - one 2,000 square-foot three-bedroom unit;
 - three one-bedroom units of 1,000 square feet; and
 - one 650 square-foot studio unit.

Total square feet = 5,650 square feet divided by five units = 1,130 square feet. 1,130 square feet is the average unit size and it is within 100 square feet of the required average of 1,100 square feet. This approach prioritizes mix of unit sizes over yield and allows the builder to decide on the mix and number of units.

6. Update Building Setback Requirements

Front Setbacks. The four Districts in this analysis require 25 feet. While this is not a barrier for most lots, it is when the lot depth is shallow (i.e., < 100 feet). This standard should be revised as needed based on the intended physical character. Instead of providing work-arounds or exemptions from this standard, update the standard as needed to expedite preparation and compliance-review of plans and applications.

Recommendations

- Review the intended physical character in the various sub-areas and/or groups of neighborhoods to set the front setback in the District standards.
- Based on the intended physical character, reduce the front setback but not less than eight feet so that the setback includes room for frontage types (e.g., “building entry types”).
- Update the front setback standard in each District so that the NLDG or staff interpretations are not necessary.

Side-Corner Setback requirements. The four Districts in this analysis require between 20 and 25 feet. This is a major barrier for lots between 50 and 70 feet (31 percent of all lots) because it substantially reduces the building width. For example, on a lot that is 70 feet wide, the resultant building width is 40 feet. If the corner setback were only 10 feet, the building width would increase to 55 feet, allowing the floor plan to have far more options and wider or deeper units. For the lots addressed by the NLDG, those standards reduce this to five feet which is helpful but should not be less than eight feet to enable ground floor units with dooryards or porches along the streetscape.



Recommendation

- Review the intended physical character in the various sub-areas and neighborhoods to set the side-corner setback in the District standards.
- Based on the intended physical character, reduce the side-corner setback to between eight and 10 feet so that the setback includes room for frontage types (e.g., “building entry types”).

Rear Setback requirements. The four Districts in this analysis require between 25 and 30 feet. If a parking area at the rear of the lot is allowed in the rear setback, this standard does not present any barriers. That is our current understanding. However, if the rear setback must be landscaped, then the parking area needs to be moved elsewhere on the lot, tightening the site plan and, in most cases, resulting in a smaller building footprint.

Recommendation

- Update the standard to be clear that parking is allowed within the rear setback.

7. Update Building Height Requirements

The maximum allowed height in R-1(B), R-2, and R-2(B) is 2½ stories or 35 feet. This is effective especially where house-scale buildings are expected. However, the District standards are not clear about intended form. In addition, the definition of “story” in the zoning code raises concerns relative to new buildings fitting well in existing neighborhoods. For example, a three-story building can be designed to fit within the maximum height of 35 feet but will not fit visually into the pattern of two-story buildings with pitched or flat roofs.

The diagram in the NLDG for minimum and maximum height provides six scenarios of a new building between existing adjacent buildings. Although well-intended, the diagram is subjective in its direction and raises questions. For example, in areas where three-story buildings exist, why should not new buildings be three-stories as well? What happens in areas where the lots are mostly vacant, with a few existing buildings? Does the maximum height in the NLDG only apply to the lots immediately adjacent to the existing buildings? Why? At what point does the existing vacant context allow new height?

Recommendations

- Evaluate intended physical character in the various sub-areas or neighborhoods to understand where two general sizes of buildings are expected: a) where three-four-story buildings are expected and b) where 2.5-story buildings are expected.
- Update how height is stated in the Districts (e.g., “... not more than 2.5 stories or 35 feet.”) to “...up to 24 feet to the top of the highest eave.” Although the staff currently determines this to mean 2.5 stories, the word “or” could be argued that it allows a builder to propose three stories unless not allowed by the NLDG. The recommended update eliminates the possibility of a three-story building where 2.5-story buildings are what is expected. In addition, the recommended approach provides a clear, measurable point on the building that controls how the building is perceived along the streetscape and by neighbors.
- Use a diagram to communicate the intent of the “1/2” in the maximum 2.5 story height.
- Identify the attic story as the “1/2” and exempt the roof from the maximum height. There is often concern about exempting the roof because builders might build a huge roof. Typically, builders will only build the roof as tall as needed to accommodate the attic story and any equipment in that space. If exempting the roof is not desired, regulate the overall in addition to regulating to the top of the highest eave.

MEMO

To: Clarissa Stephenson, Community Health Improvement Plan (CHIP) Supervisor, Public Health Department

From: Jen Murillo, Director, Lisa Wise Consulting, Inc.

Date: March 31, 2026, revised May 12, 2026

Subject: Health Forward Foundation, Zoning Constraints Analysis

Introduction

The Unified Government of Wyandotte County/Kansas City, Kansas (UG) is conducting a comprehensive update to its Zoning Code (Municipal Code Chapter 27) through Phase 1 of the KCK Zoning Code Update (ZCU), contracted through the Mid-America Regional Council (MARC) and led by Lisa Wise Consulting, Inc. (LWC).

Separately, the UG received a Health Forward Foundation (HFF) Grant to examine how the existing Code affects the development of affordable housing. The grant is responsive to goals established in the 2024–2028 Community Health Improvement Plan (CHIP), which identifies reducing housing instability as a community health priority and in which HFF participates as a sponsor. While the HFF Grant work is designed to complement and be integrated with Phase 1 deliverables, it represents an independent scope of work with a specific focus on zoning-related barriers to affordable housing.

This memo documents findings from a desktop analysis of Municipal Code Chapter 27, with particular attention to provisions that affect housing types designed to serve lower-income households, people experiencing homelessness, and others whose needs the Code's conventional residential categories do not adequately address. The analysis examines both cross-cutting structural constraints that affect multiple housing types and constraints specific to individual housing types.

The memo is organized into two main sections. The first identifies general constraints – provisions that create barriers regardless of housing type. The second examines constraints specific to individual housing types. Summary tables are included throughout to document key development standards and parking requirements by zoning district.

Key Findings

KCK's Zoning Code presents significant structural barriers to the production and preservation of affordable housing regardless of their form, tenure, or resident population.

General Constraints

- **The Code's definition of "family"** establishes a threshold condition for access to the standard residential use framework. Any housing arrangement serving more than five unrelated adults is classified as a group dwelling, which requires a Special Use Permit in every zoning district without exception.
- **Dimensional development standards** limit achievable density and unit configurations across all residential districts, with the most acute effects on smaller infill parcels.
- **Minimum parking requirements** consume significant site area and add per-unit cost, with standards that do not reflect the actual vehicle ownership patterns of many populations served by affordable housing.
- Nearly all multifamily parcels in KCK carry **planned district designations**, meaning every multifamily project has historically required discretionary plan approval regardless of whether it meets applicable dimensional standards.

Other constraints are unique to specific categories of affordable housing.

Housing for People Experiencing Homelessness

Emergency shelters, transitional housing, and supportive housing are undefined in the Code and have no dedicated use classification. All three are routed to the group dwelling classification, requiring a Special Use Permit in every zoning district.

Compact Housing

The Code contains no definition or use classification for tiny homes or tiny home villages. The only available approval pathway requires rezoning to the RP-M Planned Mobile Home Park District, whose development standards do not accommodate compact housing configurations. Mobile homes, while recognized in the Code, face restrictive single-family development and design standards that limit their use outside of mobile home parks.

Shared Living Arrangements

Neither SRO housing nor cohousing is defined in the Code. Cohousing residents who do not constitute a family are classified as group dwellings, requiring a Special Use

Permit in every zoning district. The minimum habitable floor area standards of 380 square feet or more exceed typical SRO room sizes in every residential district.

Accessory Dwelling Units

ADUs are defined solely as over-garage units and are absent from the accessory use sections of all standard residential districts, with no clear by-right approval pathway outside the negligible TND District. Under the NLDG, ADUs are permitted on qualifying lots but only in connection with new construction – precluding additions to properties with existing homes.

Multifamily Housing

Multifamily housing is permitted in four residential districts, but nearly all multifamily parcels carry planned district designations, meaning every project requires discretionary plan approval regardless of whether it meets applicable dimensional standards. Dimensional standards and parking requirements further limit achievable density on typical parcels, increasing per-unit development costs for affordable projects.

Implications for the Zoning Code Update

Taken together, these constraints mean that key housing types capable of serving KCK's lower-income residents and people experiencing homelessness face major barriers under the current Code. Addressing these barriers will require the ZCU to do several things the current Code does not, including:

- Defining housing types the Code currently ignores,
- Creating by-right or staff-level approvals for uses that do not warrant full discretionary review, and
- Updating development standards to reflect the unit types and configurations that accommodate various types of affordable housing.

The CHIP identifies reducing housing instability as a community health priority; the ZCU represents a significant opportunity to align KCK's regulatory framework with that goal.

Analysis of Housing Constraints

General Constraints to Affordable Housing

Many of the constraints identified in this memo are specific to individual housing types – for example, regulations governing where multifamily housing may be located or how ADUs are defined. However, several provisions of the Code operate as structural barriers that affect a broad range of affordable housing types regardless of their form, tenure, or resident population.

These provisions do not appear to be directed at any particular class of resident. Rather, they reflect structural characteristics of a Code that was substantially written in the 1980s and has not been comprehensively updated since. Nevertheless, their cumulative effect is to raise the cost, uncertainty, and administrative burden of developing and operating housing at the lower end of the market.

Definition of “Family” and Group Dwelling Classification

The Code’s definition of “family” in [Sec. 27-340](#) (Definitions) establishes a key threshold condition for access to the standard residential use framework. A household qualifies as a family if it consists of persons related by blood or marriage, or (on a nonprofit cost-sharing basis) no more than five unrelated persons, or a combination of related and unrelated persons not exceeding five total. An additional carve-out treats up to ten persons as a family where eight or fewer have a disability or handicap as defined under the Fair Housing Amendments Act of 1988, accompanied by no more than two staff residents.

Households that do not meet this definition are classified instead as a “group dwelling,” defined in Sec. 27-340 simply as “a residential dwelling occupied as a residence by persons who do not constitute a family.” This classification is consequential. Under Sec. 27-593 (Allowable Special Uses), Subsection (b), group dwellings and halfway houses require a Special Use Permit (SUP) regardless of the zoning district of the proposed location. Unlike uses listed under Sec. 27-593(a), which may be permitted by SUP subject to district-specific limitations, uses listed under Subsection (b) have no by-right path anywhere in the city. An SUP is required in every zoning district without exception.

The SUP process ([Sec. 27-214](#)) involves an application, written notice to neighboring properties, a neighborhood meeting, and hearings before both the City Planning Commission and the Board of Commissioners. This process is designed for land uses with significant potential impacts on surrounding properties. Its application as a

blanket requirement for any housing arrangement that falls outside the family definition creates a structural burden that operates independently of a project's scale, intensity, or character.

The practical scope of this constraint is broad. Any housing arrangement serving more than five unrelated adults (including many forms of supportive housing, transitional housing, or shared living arrangements) will trigger group dwelling classification absent the disability carve-out. This means the group dwelling pathway and its SUP requirement is the only classification for a wide range of housing types that serve the lower end of the market.

Dimensional Development Standards

Table 1: Dimensional Development Standards by District

Development Standards	Rural Residence	Single-Family		Mobile Home	Two-Family		Townhouse	Garden Apartment	Apartment	High-Rise Apartment
	R	R-1	R-1(B)	R-M	R-2	R-2(B)	R-3	R-4	R-5	R-6
Floor area/du (min) (sq ft)	864	864	750	–	750	600	750	380	380	380
Lot area/du (min) (sq ft)	1 ac	7,150	5,000	4,000	3,575	2,500	1 ac 4,000 ¹	3,000	1,500	N/A ²
Building setbacks (min) (ft)										
<i>Front</i>	50	25	25	25	25	25	25	25	25	25
<i>Side (interior)</i>	20	7	5	Entry: 20 Nonentry: 5	8	5	10	10	10	10-25 ³
<i>Rear</i>	50	30	25	Street: 25 Lot: 15	30	25	25	25	25	Bldg. height ⁴
Height (max)										
<i>Feet</i>	35	35	35	–	35	35	35	35	–	N/A
<i>Stories</i>	2.5	2.5	2.5	1	2.5	2.5	2.5	2.5	4	N/A
Parcels⁵										
<i>Total #</i>	127	25,869	19,884	234	4,103	3,845	685	289	4,096	39
<i>Median area</i>	1.18 ac	12,571 sf	6,151 sf	5,820 sf	6,172 sf	5,127 sf	3,006 sf	3,785 sf	4,391 sf	12,341 sf

¹ Minimum lot size for any project in the R-3 District is one acre. Minimum lot area per dwelling unit is 4,000 sf.

² Instead of a minimum lot area per dwelling unit, a floor area ratio (FAR) of 3.0 is established for the R-6 District.

³ Interior side yard requirement of 10 ft increased by three feet for each story over four, to a maximum of 25 feet.

⁴ Rear setback must be at least the height of the building.

⁵ Includes parcels within the base district (e.g., R-1) and planned district (e.g., RP-1), but not WyCo parcels.

Table 1 summarizes the dimensional development standards applicable to each residential district, along with parcel counts and median parcel areas derived from KCK parcel records. The standards shown apply uniformly within each district regardless of a project's affordability or housing type. The following subsections examine each standard category in turn, with particular attention to how these requirements interact with the size and configuration of typical residential parcels in KCK.

One finding from the parcel data warrants particular attention before examining the standards themselves. Although Table 1 reports parcel counts for both base and planned district designations together, analysis of KCK's parcel database reveals that nearly all multifamily parcels carry planned district designations (RP-3, RP-4, RP-5, or RP-6) rather than base district zoning. Only four parcels carry a base R-3 designation; all remaining multifamily parcels are planned.

This means that in practice, multifamily development in KCK is not governed solely by the dimensional standards shown in Table 1, but also requires discretionary plan approval.

Minimum Habitable Floor Area

Minimum habitable floor area standards establish the smallest permitted size for a dwelling unit in a given zoning district. When these minimums are set above what basic health and safety actually require, they function as a cost floor: every unit must be built to a minimum size regardless of what a resident needs or what the market would otherwise produce. Because construction cost correlates directly with unit size, floor area minimums can price out housing types that are inherently small by design.

Standard residential uses (e.g., a two-bedroom apartment or townhome) typically exceed these minimums without issue. However, some affordable housing types are specifically designed around smaller unit sizes, either because shared common areas substitute for private space (as in single-room occupancy housing or supportive housing) or because a smaller footprint is central to the affordability model (as in tiny homes). For these types, a per-unit floor area minimum can make the housing type impossible to build to Code, forcing applicants to seek case-by-case exceptions to individual standards – a process that adds cost, time, and uncertainty to a project with no guarantee of approval.

The Code establishes minimum habitable floor area requirements in each residential district, as shown in **Table 1**. The Code defines "habitable floor area" as all floor space measured from exterior walls, excluding garages, porches, and non-habitable basements as determined by the International Building Code (Sec. 27-340). Shared common areas are excluded from the calculation. The lowest minimum unit size

permitted in any residential district under the Code is 380 square feet, applying uniformly across the R-4, R-5, and R-6 multifamily districts.

At 380 square feet, the Code effectively prohibits unit types foundational to several affordable housing models. Single-room occupancy units typically range from 100 to 350 square feet; tiny homes often fall at the lower end of a similar range. Neither can be built to Code in any residential district. The exclusion of shared common areas from the floor area definition compounds this problem for housing types built around communal living: in a supportive housing or cohousing development where residents share kitchens or dining facilities, that shared space cannot count toward the per-unit minimum, meaning each private unit must independently meet the applicable minimum square foot threshold.

Minimum Lot Area per Dwelling Unit

Minimum lot area per dwelling unit standards set the amount of land required for each unit in a residential development. They serve purposes similar to setback and open space requirements: ensuring adequate light, air, and separation between buildings. However, minimum lot area per dwelling unit also functions as a direct cap on residential density. Because the number of units that can be built on any parcel is determined by dividing the total lot area by the per-unit minimum, this standard controls how much housing a site can produce.

For affordable housing, density is often a condition that makes the economics work. Smaller, lower-cost units become financially viable when more of them can be produced on a single site, spreading land acquisition and infrastructure costs across a greater number of units. Housing types that rely on shared facilities (e.g., supportive housing campuses, transitional housing programs, cohousing) similarly depend on the ability to concentrate units on a site. The Code's per-unit lot area minimums limit site yield in the multifamily districts where affordable housing development is most likely to occur.

The Code establishes minimum lot area per dwelling unit requirements across all residential districts, as shown in **Table 1**. The standards range from one acre per dwelling unit in the R Rural Residence district ([Sec. 27-453](#)) to 1,500 square feet per dwelling unit in the R-5 Apartment district ([Sec. 27-460](#)). The R-6 High-Rise Apartment district ([Sec. 27-461](#)) substitutes a floor area ratio (FAR) of 3.0 for a per-unit lot area minimum, making it the only residential district that does not directly cap density through this mechanism. The R-4 Garden Apartment district ([Sec. 27-459](#)) intended to accommodate low-rise multifamily development at moderate densities and appropriate as a transition between business and single-family neighborhoods, requires 3,000 square feet per dwelling unit.

When applied to the actual lot conditions of KCK's multifamily districts, the per-unit lot area minimums significantly limit how many units can be built on a typical site. As shown in Table 1, the median R-4/RP-4 parcel is 3,785 square feet – sufficient for approximately one unit under the 3,000 square foot minimum. The median R-5/RP-5 parcel yields approximately three units under the 1,500 square foot minimum. For housing types that depend on a minimum number of units to sustain on-site services or staffing (e.g., supportive housing, transitional housing programs), these yields may fall below the threshold at which a project is operationally or financially viable. The R-3 Townhouse district ([Sec. 27-458](#)) presents an additional constraint: its median parcel of 3,006 square feet falls below the district's own 4,000 square foot per dwelling unit minimum, and the district additionally requires a minimum project size of one acre.

Setbacks

Setback standards require that buildings be placed a minimum distance from property lines, establishing front, side, and rear yards on a lot. They serve purposes similar to minimum lot area standards by ensuring light and air access, maintaining separation between buildings, and allowing a consistent street character. However, the amount of buildable area on any given site is what remains after setbacks are applied, and setback requirements that consume a large share of a site's area reduce the envelope available for residential development regardless of what the Code otherwise permits.

For affordable housing development, buildable area is especially significant. Many of the housing types addressed in this memo may involve multiple buildings, shared facilities, or site configurations that differ from conventional single-family or townhome development. A supportive housing campus, a tiny home village, or a transitional housing project all require usable site area not just for the primary structure but for the ancillary components that make the housing type function.

The Code establishes setback requirements in each residential district, as shown in **Table 1**. The front yard minimum of 25 feet applies uniformly from the R-1 Single-Family district ([Sec. 27-454](#)) through the R-5 Apartment district, with no reduction as district density increases. The same pattern holds for side and rear yard requirements in the multifamily districts: R-4 and R-5 both require 25-foot front, corner, and rear setbacks and a 10-foot interior side setback. R-4 imposes an additional requirement not found in the single-family districts: a 25-foot setback from any street line for parking and paved areas, which further constrains site design on smaller or irregularly shaped parcels.

A 25-foot front setback on a shallow urban infill lot can consume a substantial fraction of a site's depth, and on a corner lot, two 25-foot street-facing setbacks apply

simultaneously. When combined with the rear and side setbacks, the result is a buildable envelope that may be significantly smaller than the gross lot area suggests. This compounding effect is most acute on the smaller, irregularly shaped lots common in the older, denser neighborhoods east of I-635 where affordable housing need is concentrated and where infill development is most likely to occur.

The Code includes one existing mechanism that partially addresses this constraint for a narrow category of development. The [Narrow Lot Design Guidelines](#) (NLDG), adopted in 2008, provide an alternative site design pathway for new construction on any residential lot meeting one or more of the following criteria:

1. Less than 50 feet of frontage;
2. Below the minimum area for its zoning designation;
3. Within the Northeast Area Master Plan's Lower-Medium Density Residential designation; or
4. Located anywhere east of I-635.

The NLDG permit single-family, accessory dwelling units, duplexes, and rowhouses on qualifying lots regardless of zoning district, though duplexes and rowhouses require block-level consolidation under single ownership. They offer no relief for the multifamily, supportive, transitional, or other housing types addressed in this memo.

Height Limits

Maximum height standards cap how tall a building can be, expressed in stories, feet, or both. In lower-density residential contexts, height limits serve to maintain neighborhood scale and limit the shadow and massing impacts of new construction on adjacent properties. In KCK's higher-density residential districts, however, height limits interact directly with the lot area and setback constraints described above. When a site's buildable footprint is already reduced by setbacks and per-unit lot area minimums, the ability to add stories is often the only remaining way to increase unit count – and for affordable housing development, unit count directly affects whether a project is financially viable.

As shown in **Table 1**, the Code caps building height at two stories or 35 feet across the R-1 through R-3 districts and at two stories or 35 feet in R-4, with a single exception: buildings designed for senior and/or retired persons may reach three stories in R-4. The R-5 district allows four stories with no footage cap, and R-6 imposes no height limit at all.

The R-4/RP-4 district illustrates how these constraints compound in practice. With a median parcel size of 3,785 square feet, a project in this district cannot spread out due to setbacks, cannot add units due to lot area minimum, and cannot build up due to the two and one-half-story height cap. This leaves limited options for achieving the

density that makes affordable housing financially viable. The senior housing exception is the only use-specific height accommodation in any residential district.

Minimum Parking Requirements

Table 2: Minimum Parking Requirements by District

Zoning District		Parking/du (min)	Notes
Rural Residence	R	2	Only single-family dwellings allowed (Sec. 27-453)
Single-Family	R-1	2	At least 1 in garage or carport (Sec. 27-454)
	R-1(B)	2	Sec. 27-455
Mobile Home Park	R-M	2	Plus visitor parking at 0.25 per lot for parks without public streets (Sec. 27-462)
Two-Family	R-2	2	At least 1 in garage or carport (Sec. 27-456)
	R-2(B)	1	Sec. 27-457
Townhouse	R-3	2	At least 1 in garage or carport (Sec. 27-458)
Garden Apartment	R-4	1.5 or 2	1.5 for studio/1-bed; 2 for 2-bed+ (Sec. 27-459)
Apartment	R-5	1.5 or 2	1.5 for studio/1-bed; 2 for 2-bed+ (Sec. 27-460)
High-Rise Apartment	R-6	1 or 1.5	1 for studio/1-bed; 1.5 for 2-bed+ Senior buildings: 0.33 per unit or as determined by Planning Commission (Sec. 27-461)
Special Use Parking Standards			
Group Dwelling (Sec. 27-668)		1 per guest room + 1 per employee (peak shift)	Listed under special parking needs (Sec. 27-668)

Off-street parking minimums require residential development to provide a set number of on-site parking spaces per dwelling unit. Because parking spaces consume land and add construction cost, especially if required to be enclosed or covered, these requirements function as a per-unit cost floor: every unit must be supported by a minimum amount of parking regardless of whether residents are likely to own cars or whether the site is located near transit. For affordable housing development, parking minimums can price out projects or reduce the number of units a site can yield.

Many jurisdictions have responded to this dynamic by allowing parking reductions for transit-accessible locations, income-restricted units, and/or smaller unit types, typically by-right or through an administrative process rather than full discretionary review. The Code contains none of these mechanisms. Any reduction in required parking requires Planning Commission approval (Sec. 27-671), adding cost, time, and uncertainty to a project with no guarantee of approval.

As shown in **Table 2**, the Code requires two off-street parking spaces per dwelling unit in most lower- and medium-density residential districts. The R-4 and R-5 districts require parking spaces based on bedroom count (1.5 spaces for studio and one-bedroom units, two spaces for two-bedroom units and larger) which applies regardless of project location, income targeting, or transit access.

R-6 is the only district with a population-specific reduction for “buildings designed solely for senior and retired persons,” which may provide as few as 0.33 spaces per dwelling unit, or as determined by the Planning Commission. No equivalent reduction exists for any other housing type or affordability purpose.

The Code's treatment of parking for housing types outside the standard residential categories compounds these constraints. Requirements for “special parking needs” (Sec. 27-668) includes a standard for group dwellings (one space per guest room plus one space per employee during the peak shift), a formula calibrated for a hotel-like use rather than a residential one.

Housing types not defined in the Code, including transitional housing, supportive housing, emergency shelters, and SROs, have no assigned parking standard; under Sec. 27-668(b), their parking requirement would be determined by the Planning Commission on a case-by-case basis, meaning an applicant may face a discretionary parking determination before a project can be approved.

The Unified Government adopted a moratorium on enforcement of parking minimums for commercial and industrial uses east of I-635 in June 2025 (Res. R-56-25), effective through 2028. The moratorium only applies to residential if a building with a commercial or industrial use contains six or fewer units.

Reliance on Discretionary Approvals

Several of the constraints described in preceding subsections share a common consequence: housing types that do not fit within the Code's permitted use classifications or that cannot meet its dimensional standards must seek discretionary approval before proceeding. The Code provides three primary pathways depending on the nature of the relief sought:

- Any residential arrangement that does not meet the Code's family definition is classified as a group dwelling and requires an SUP in every zoning district without exception (Sec. 27-593(b)(6)).
- Housing types whose minimum floor area, lot area, or other dimensional requirements cannot be met without relief are directed to the variance process, decided by the Board of Zoning Appeals (Sec 27-216).

- Larger projects seeking to modify dimensional standards may pursue rezoning to a Planned Development district, requiring Planning Commission recommendation and Board of Commissioners approval.

In these situations, discretionary approval is not an optional pathway; it is the only one the Code provides.

The SUP process requires submission of an application, written notice to neighboring property owners, a neighborhood meeting, a public hearing and recommendation by the Planning Commission, and final approval by the Board of Commissioners (Sec. 27-196 – 27-200, 27-203 – 27-206, 27-214, and 27-592). The variance process is similarly involved, requiring a neighborhood meeting, staff review, notice, a public hearing before the Board of Zoning Appeals, and is subject to state-mandated review criteria (Sec. 27-216). Rezoning to a Planned Development district involves the most extensive process of the three, requiring submission of comprehensive technical development plans, a neighborhood meeting, Planning Commission review, and Board of Commissioners approval (Sec. 27-212).

All three processes involve multiple decision-making bodies, each of which may impose conditions or decline to approve. SUP approvals are also time-limited and subject to renewal, meaning an operator must periodically re-engage the same process to maintain a use already determined to be acceptable. For affordable housing development, where financing timelines are often fixed and project costs accumulate during review, each of these processes adds cost, time, and uncertainty with no guarantee of approval.

The Code also lacks a formal reasonable accommodation process through which applicants may request relief from zoning standards on fair housing grounds, meaning disability-related requests must be routed through the same SUP or variance pathways described above, with no streamlined or dedicated process available..

A 2020 Director's interpretation memo concerning the use of churches as emergency weather shelters illustrates how these requirements operate in practice for housing serving unhoused persons.¹ The memo confirms that a church providing temporary shelter to more than five unrelated persons would meet the Code's definition of a group dwelling and would therefore require an SUP before operating (Sec. 27-593(b)(6)). Recognizing that the full SUP process is ill-suited to the time-sensitive

¹ Gunnar H. Hand, AICP, Director of Planning and Urban Design. [Code Interpretation for Use of Churches and Other Places of Worship as Emergency Weather Shelter](#). December 18, 2020.

nature of emergency shelter, the Director determined that an administrative review process would better serve the situation, but noted that no such process had been established in the Code.

The memo's proposed workaround was uncodified and specific to religious institutions under federal law. No streamlined approval pathway for emergency shelter, transitional housing, or other time-sensitive residential uses has since been added to the Code.

Absent Housing Types and Definitional Gaps

The Code's defined uses reflect the housing landscape it was originally designed to regulate. Among residential uses, the Code defines accessory dwelling units, apartment houses, dwellings and associated unit types (e.g., single-family, multiple-family, etc.), group dwellings, halfway houses, manufactured homes, and mobile homes (Sec. 27-340). These definitions correspond closely to the housing types prevalent in KCK at the time the Code was last comprehensively updated in 1984. With the exception of group dwelling and halfway house (both defined specifically to distinguish non-family residential arrangements from permitted household uses) the Code's residential definitions describe conventional ownership and rental housing with no reference to affordability, supportive services, or non-traditional living arrangements.

Other housing types necessary to address KCK's full spectrum of housing need are absent from the Code's approach to use regulation. This absence has regulatory consequences beyond the Code's list of definitions; an undefined housing type has no assigned use classification, no permitted district, no dimensional standard written with its characteristics in mind, and no designated approval pathway. In practice, undefined types default into whatever existing classification roughly fits, such as "group dwelling" instead of emergency shelter or "mobile home" instead of tiny home. This mismatch will almost always trigger an SUP requirement and its associated procedural burdens, or require detailed staff interpretation to determine which standards can or should apply.

The following sections examine how these constraints apply to specific housing types that represent approaches to addressing homelessness and expanding access to affordable housing in KCK.

Housing for People Experiencing Homelessness

Housing for people experiencing homelessness includes **emergency shelters**, **transitional housing**, and **supportive housing**. Despite meaningful differences in

their purpose and the populations they serve, all three are subject to the same regulatory treatment: residents who do not constitute a "family" under the Code's definition are classified as a group dwelling, which requires a Special Use Permit regardless of zoning district (Sec. 27-609(b)(6)).

Emergency Shelters

Emergency shelters provide immediate, short-term refuge to people without a safe place to stay, including those fleeing domestic violence, people displaced by disaster, or individuals experiencing homelessness. Their primary purpose is to move people quickly off the streets and into a stable environment while longer-term housing is arranged. As the most basic safety net in any community's housing system, they are most effective when zoning allows them to be sited where they are actually needed.



Beds at ShelterKC's men's shelter in Kansas City, MO. (Alex Love / [KCTV5](#))

Transitional Housing

Transitional housing offers time-limited rental housing (typically up to two years) to people moving out of homelessness or other housing crises, with the goal of helping residents secure permanent housing. Unlike emergency shelters, transitional housing provides a more stable environment where residents can work, save, and access supportive services without the pressure of an immediate deadline to leave. It serves as a critical bridge between crisis and stability.



Shalom House Men's Transitional Living Program in KCK. ([Catholic Charities of NE KS](#))

Supportive Housing

Supportive housing is permanent, affordable rental housing paired with access to on-site or coordinated services (such as mental health care, substance use treatment, or case management) for residents who need ongoing support to maintain stable

housing. Unlike transitional housing, residents are not expected to move on; the goal is long-term stability. It is one of the most cost-effective and evidence-based responses to chronic homelessness.¹

Key Zoning Constraints

Approval Pathway

The Code defines neither emergency shelter, transitional housing, nor supportive housing (Sec. 27-340). With no definition or dedicated use classification for any of the three types, they are classified as a group dwelling – a residential dwelling occupied by persons who do not constitute a family (Sec. 27-340).

The “halfway house” classification, which is defined, is limited to facilities serving residents released or diverted from an institution, and expressly distinguishes itself from group dwellings serving persons protected by the Fair Housing Act (Sec. 27-340). Transitional and supportive housing residents are unlikely to meet the halfway house definition.

Both group dwellings and halfway houses require a Special Use Permit regardless of zoning district (Sec. 27-609(b)(6)). As described in the General Constraints section, the SUP process adds cost, time, and uncertainty with no guarantee of approval.

Parking Requirements

Group dwellings are subject to a parking standard of one space per guest room plus one space per employee during the peak shift (Sec. 27-668(6)). This standard reflects institutional transient occupancy rather than for residents using a facility as their primary home. For transitional or supportive housing, where residents live on-site and are less likely to own vehicles, the guest room standard produces a requirement disconnected from actual demand.

Compact Housing

Compact housing encompasses factory-built and/or small-footprint dwelling types whose reduced size and construction costs make them accessible housing options across a range of income levels and household types. Tiny homes and mobile homes both fall within this category.

¹ Ferrante, Dana. "[Housing First Is Still the Best Approach to Ending Homelessness](#)." Urban Institute, February 14, 2024.

Tiny Homes and Tiny Home Villages

Tiny homes are small, permanently sited dwellings – typically under 400 square feet – designed for year-round occupancy as a primary residence. Their reduced size translates directly to lower construction and operating costs, making them an accessible homeownership or rental option. When clustered as a "tiny home village," they can also provide a sense of community and shared resources.

A recent tiny home village example in KCK is [Eden Village of Kansas City](#) (EVKC). EVKC was inspired by a successful model in Springfield, Missouri, and operates an existing tiny home community at 1001 Metropolitan Avenue (EVKC 1) and received final plan approval in January 2026 for a second 30-unit community at 1300 N. 59th Street (EVKC 2).

EVKC 2 is designed for individuals transitioning out of chronic homelessness and includes a community resource center and on-site social services. The approval process for EVKC 2 required a zone change (from RP-5 (Planned Apartment District) to RP-M (Planned Mobile Home Park District)) and four variances (mobile home space size, patio size, street width, and number of parking spaces).¹



Tiny homes at EVKC 1.
(Tammy Ljungblad / [Kansas City Star](#))

Mobile Homes and Mobile Home Parks

Mobile homes are factory-built homes constructed on a permanent chassis and designed for use as a permanent dwelling, with or without a permanent foundation. In KCK, the term "mobile home" encompasses all factory-built homes of this type

¹ Unified Government of Wyandotte County/Kansas City, Kansas, Department of Planning and Urban Design. Board of Zoning Appeals Staff Report, Petition BOZA2025-024. September 8, 2025. See also: COZ2025-020 (Change of Zone, September 8, 2025) and PR2025-036 (Final Plan Review, January 12, 2026).

regardless of age or construction standard (what federal law has called "manufactured homes" since 1976). Mobile homes are most commonly found in mobile home parks, where residents typically own their home but rent the land beneath it. This land-tenure arrangement offers a form of homeownership at costs well below the conventional market. However, because residents own their homes but not their land, they are particularly vulnerable to displacement when parks are sold or redeveloped.

Key Zoning Constraints

Approval Pathway

Tiny homes have no use classification or definition. With no fitting classification available, staff directed EVKC 2 to the RP-M district since the closest available classification is a mobile home. Therefore, not only must a tiny home project first secure a rezoning before project approval, but also the mobile home standards do not align with a tiny home village as described below.

Mobile homes are permitted in the R-M (Mobile Home Park District) and its planned counterpart, RP-M. Mobile homes are allowed for use as a single-family residence if the mobile home is new, placed on a permanent foundation, and complies with conventional residential design standards, including:

- A minimum width of 22 feet over the major part of the home;
- Orientation with the long axis parallel to the street;
- A roof sloped at least four feet to 12 over no less than 40 percent of the total roofed area, consisting of shingles or similar materials customarily used on conventional dwellings;
- A roof overhang of not less than one foot; and
- Exterior materials customarily used on conventional dwellings, explicitly excluding smooth, ribbed, or corrugated metal or plastic panels (Sec. 27-462(c)(3)).

These standards are designed to ensure that a mobile home placed as a single-family residence is visually indistinguishable from conventionally built housing. A standard tiny home would struggle to meet the 22-foot width requirement, while container homes (increasingly proposed as a compact housing solution) would likely fail both the width standard and the exterior material prohibition, as corrugated metal cladding is among the explicitly excluded materials. The single-family pathway is therefore available in theory but inaccessible in practice for most compact housing forms.

Development Standards

The R-M and RP-M development standards in Sec. 27-462 were established for conventional mobile home parks, including:

- Minimum mobile home space size of 40 feet by 100 feet (Sec. 27-462(e)(3)),
- A minimum concrete patio of 128 square feet per space (Sec. 27-462(f)(1)),
- Private street widths of 24 feet (Sec. 27-462(f)(3)),
- A minimum park size of five acres (Sec. 27-462(b)(1)), and
- A maximum density of seven units per acre (Sec. 27-462(b)(1)).

These standards do not accommodate compact housing configurations with smaller units, shared amenities, or pedestrian-oriented layouts. When applied to the EVKC 2 proposal, they generated three of the four variances required for approval: space size reduced from 40 by 100 feet to 30 by 55 feet, patio area reduced from 128 square feet to 75 square feet, and private street width reduced from 24 feet to 20 feet.

Parking Requirements

Mobile home parks are subject to a parking standard of two spaces per dwelling unit plus one visitor space per four lots (Sec. 27-462(h)). For a 30-unit project, this produces a requirement of 68 spaces. Applied to the EVKC 2 proposal, whose residents are largely without personal vehicles, a reduction from 68 required spaces to 25 was approved through a variance. The Code contains no alternative parking standard for compact housing developments whose residents are unlikely to own vehicles.

Shared Living Arrangements

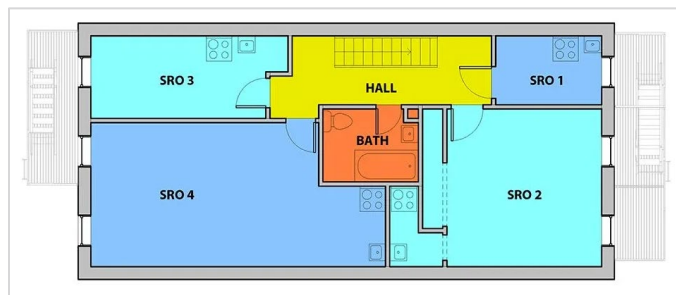
Shared living arrangements organize private sleeping space around common facilities and shared amenities, reducing individual unit size and cost while maintaining a residential community.

Single room occupancy (SRO) housing and cohousing represent opposite ends of the income spectrum within this model – one serving residents at the lowest price point in the private rental market, the other typically market-rate. Both present the same fundamental zoning challenge: the Code's residential standards were established for self-contained dwelling units occupied by a single household and do not accommodate arrangements that distribute living space across private and shared areas.

Single Room Occupancy (SRO)

SRO housing consists of individual rooms (with shared or private bathrooms and sometimes shared kitchens) rented as a person's primary residence, typically at the

lowest price point in the private rental market. Smaller unit sizes and shared facilities allow SROs to serve people who cannot afford even a studio apartment, including low-wage workers, seniors on fixed incomes, and people transitioning out of homelessness. Once common in American cities, SROs were largely eliminated through zoning changes over the past several decades, contributing significantly to rising housing instability.¹



Example SRO floor plan.
([Fontan Architecture](#))

Cohousing

Cohousing is a residential model in which privately owned or rented homes are organized around shared common spaces and facilities (such as a common dining room, kitchen, or recreational areas), with residents taking an active role in managing and maintaining the community. While residents maintain independent living quarters, shared infrastructure reduces individual costs and resource consumption. Though cohousing is typically market-rate rather than income-restricted, it presents the same zoning challenge posed by many other housing types in this analysis: the difficulty of accommodating residential forms that combine private living space with shared common areas.



River Song cohousing community in Eugene, OR. ([Urban Development + Partners](#))

¹ Horowitz, Alex. "[How States and Cities Decimated Americans' Lowest-Cost Housing Option.](#)" The Pew Charitable Trusts. July 17, 2025.

Key Zoning Constraints

Approval Pathway

Neither SRO housing nor cohousing are defined anywhere in the Code. For SROs, the definitional gap is compounded by an active exclusion: the Code's definition of "dwelling" explicitly excludes "rooming houses" (Sec. 27-340), and an SRO is functionally a modern rooming house. Notwithstanding this exclusion, SROs would likely be processed as group dwellings.

Thus, with no definition or associated use classification, both cohousing and SRO residents would be classified as occupants of a group dwelling (Sec. 27-340), requiring a Special Use Permit regardless of zoning district (Sec. 27-609(b)(6)), as described in the General Constraints section.

Development Standards

The Code's minimum habitable floor area standards apply per dwelling unit and range from 380 square feet in higher-density residential districts to 864 square feet in lower-density districts (Sec. 27-462 and related sections). A typical SRO room (often well under 200 square feet) would not meet the minimum floor area standard in any residential district, regardless of zoning classification.

For cohousing, the per-dwelling-unit floor area standard may also create friction. Units designed to be smaller in exchange for robust shared common areas may not meet minimums for fully self-contained households. In both cases, the Code's floor area standards reflect an assumption of self-contained occupancy that shared living arrangements do not fit.

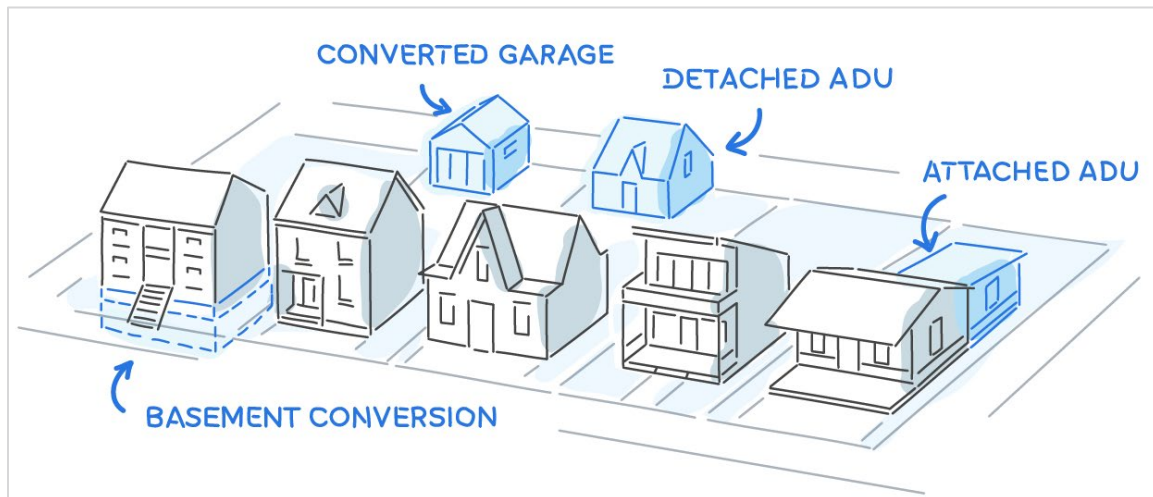
Parking Requirements

Group dwellings are subject to a parking standard of one space per guest room plus one space per employee during the peak shift (Sec. 27-668(6)). For cohousing or SROs, where residents occupy independent units, a standard residential parking requirement would apply, but the shared facilities model (which may reduce individual car ownership) is not recognized as a basis for reduced parking. In either case, the Code provides no parking standard calibrated for shared living arrangements.

Accessory Dwelling Units

An ADU is a self-contained dwelling unit located on the same property as a primary single-family home, commonly taking the form of a backyard cottage, garage conversion, or attached suite. Because they use already-developed land and existing

infrastructure, ADUs are an efficient and relatively low-impact way to add housing in established neighborhoods. They provide affordable rental options and support multigenerational living, allowing family members to live near (but independently from) one another.



Types of ADUs. (Housable, Bay Area Council Economic Institute)

Key Zoning Constraints

Definition

The Code defines "accessory dwelling unit" in Sec. 27-340 as a dwelling unit located over a garage on the same lot as the primary residential building, attached or detached, set toward the rear of the parcel and not within the front yard. Maximum square footage is capped at 50 percent of the main structure's finished space, excluding garages and basements. A companion definition, "accessory dwelling unit, primary," establishes the unit in which the property owner must reside.

The Code's definition notably excludes backyard cottages, basement units, attached additions, and garage conversions not located above the garage. None of these forms qualify as ADUs under Sec. 27-340 or have an equivalent classification elsewhere in the Code.

Use Classification

ADUs are not listed as a permitted or accessory use in any standard residential district. The accessory use sections for R-1, R-1(B), R-2, and R-2(B) (Sec. 27-609) make no mention of ADUs, nor do the accessory use provisions for R-3, R-4, R-5, R-6, and R-M, which simply incorporate the R-1 accessory use list by reference (Sec. 27-610).

The short-term rental section (Sec. 27-623) provides the Code's clearest regulatory acknowledgment of ADUs as a distinct unit type, explicitly contemplating their use as an accessory to single-family, duplex, multifamily, and mixed-use typologies. ADUs are also permitted by right in the Traditional Neighborhood Design (TND) District, but the TND District applies to a negligible share of KCK's residential land area.

Under the NLDG, accessory units are permitted on all qualifying lots, but the NLDG define accessory units identically to the Code, limiting them to above-garage configurations with the same 50 percent size cap. The NLDG do not offer a more permissive ADU pathway than the Code itself.

Approval Pathway

Because ADUs are absent from the accessory use sections of standard residential districts, the approval pathway for an ADU outside the TND District is unclear. An applicant would likely need to seek either a director's interpretation confirming the use is permissible or a variance from the Board of Zoning Appeals.

On lots subject to the NLDG (i.e., all lots with less than 50 feet of frontage, a lot within the Northeast Area Master Plan designated Lower-Medium Density Residential, all lots east of I-635, and all lots below the minimum area for their zoning designation), ADU development requires an administrative review by Planning and Urban Design staff. However, ADUs are only allowed with new construction; they are not allowed to be added to properties with existing homes.

Development Standards

Where ADUs are recognized, the Code imposes several development standards that limit their practical utility. The over-garage requirement restricts ADUs to a single physical configuration, excluding other forms commonly built in other jurisdictions. The 50 percent floor area cap ties ADU size to the primary dwelling rather than setting an independent standard, which can produce either oversized or undersized units depending on the primary structure.

The NLDG reinforces rather than relaxes these constraints on nonconforming lots, duplicating the primary Code's over-garage restriction and 50 percent size cap without additional flexibility.

Parking Requirements

The Code does not establish a separate parking requirement for ADUs; existing parking requirements for the primary dwelling must be maintained (Sec. 27-340 and NLDG pg. 2). While this means an ADU adds a residential unit without triggering an additional parking requirement, the parking area serving the primary dwelling cannot

be reduced or reconfigured to accommodate the ADU, a constraint that limits feasibility on smaller lots where parking already consumes significant buildable area.

Other Barriers

The owner-occupancy requirement embedded in the ADU definition creates a practical barrier to ADU development as a rental housing strategy. The "actively owner-occupied" standard requires the property owner to physically reside on the property at least 272 days per year and to designate it as both their legal voting address and driver's license address (Sec. 27-340). This standard restricts ADU development to owner-occupants and limits the rental housing supply that ADUs could otherwise generate. Property owners who spend significant time away from their primary residence (whether for work, caregiving, or other reasons) would not qualify under this standard regardless of their intent to maintain the property as their primary home.

Multifamily Housing

Multifamily housing encompasses any residential building with three or more dwelling units under one roof, ranging from small apartment buildings to large complexes, and may include shared amenities such as laundry facilities or community rooms. Because land and infrastructure costs are distributed across multiple units, multifamily development typically offers lower per-unit costs than single-family construction. This makes it the primary vehicle for rental housing production across a range of income levels, from market-rate workforce housing to income-restricted affordable units. Zoning shapes where multifamily housing is allowed, how dense it can be, and what development standards apply.

Key Zoning Constraints

Approval Pathway

Multifamily housing, defined as three or more dwelling units, is permitted in the R-3 Townhouse District (buildings of two to 12 dwelling units), the R-4 Garden Apartment District (garden apartment buildings and townhouses), the R-5 Apartment District (apartment buildings), and the R-6 High-Rise Apartment District. Each district has a planned zoning equivalent (RP-3, RP-4, RP-5, and RP-6) and as established in the General Constraints section, almost all multifamily parcels in KCK carry planned district designations, meaning rarely would multifamily development proceed by-right. Nearly every project requires discretionary plan approval in addition to meeting the applicable dimensional standards.

Discretionary plan approval requires Planning Commission and Board of Commissioners approval. Each proceeding requires its own notice, staff report, and public hearing. The absence of any by-right multifamily pathway means that even a project meeting all applicable dimensional standards must clear a discretionary approval process.

Development Standards

As established in the General Constraints section, development standards (particularly minimum lot area per dwelling unit and setback requirements) can constrain achievable density on typical KCK parcels, reducing the number of units a project can produce and increasing per-unit development costs.

Parking Requirements

As established in the General Constraints section, parking requirements can consume significant site area, reducing achievable density and increasing per-unit development costs.

Next Steps

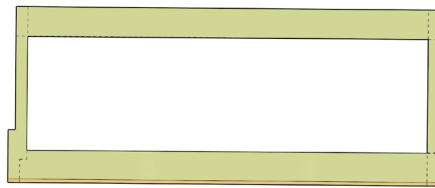
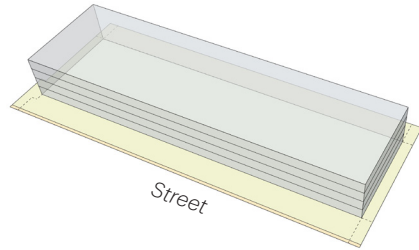
The findings of this memo are intended to inform UG staff's priorities as the Zoning Code Update moves forward. Staff will consider the constraints identified here as they determine which Code provisions to prioritize for revision, with particular attention to housing types currently unaddressed by the Code.

Key Zoning Code changes that would address identified barriers include:

- Creating by-right or staff-level approvals for affordable housing types,
- Updating development standards (e.g., parking minimums, setback requirements, minimum unit sizes) to accommodate various types of affordable housing,
- Allowing accessory dwelling units on properties with existing homes and in different configurations (i.e., not limited to above a garage).

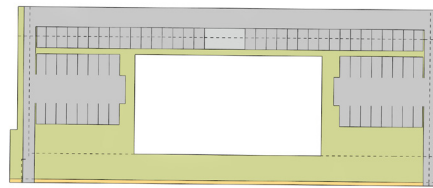
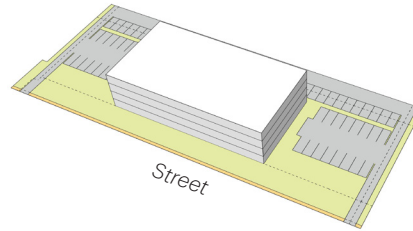
A one-page information sheet summarizing key findings for a general audience will be prepared to accompany this memo.

How much building area is allowed?



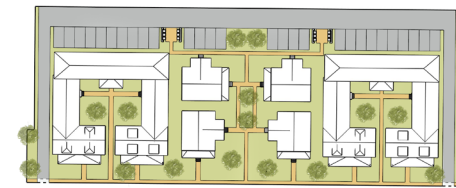
Street
36 units max.

What is achievable?



Street
32 units

What else is possible but not currently allowed?



Street
28 units

Lot Testing

Unified Governments of
Wyandotte County and
Kansas City, KS

May, 2026



What's Inside?

Site 1 Lot Test

3

Site 2 Lot Test

12

Site 1 Lot Test

Address: Freeman Avenue, between N 9th St. & N 10th St.

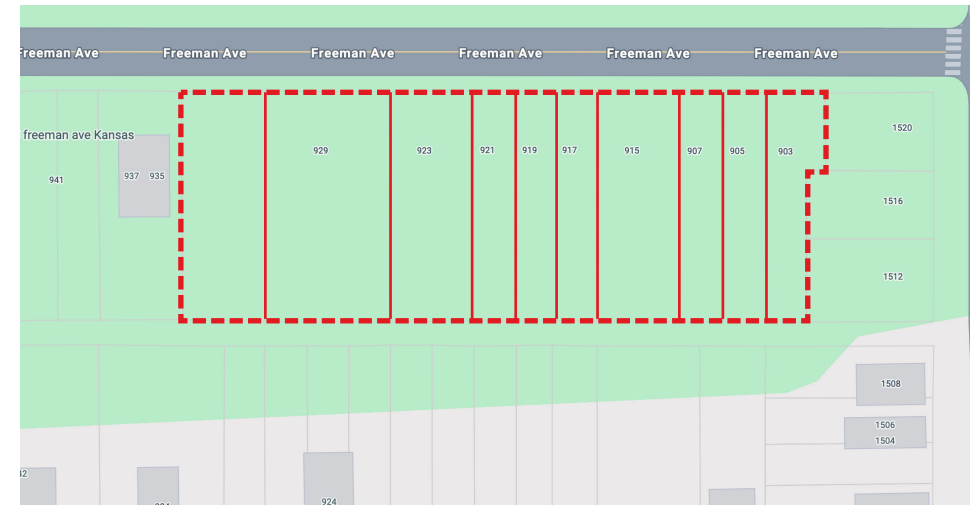


Site Characteristics

Zone District	R-5/ RP-5
Lot Size	367' W x 146' D
Lot Area	1.25 ac



Note: The site comprises ten consolidated R-5/RP-5 parcels.

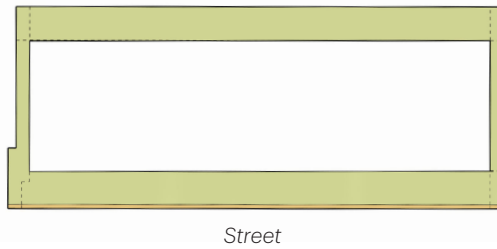
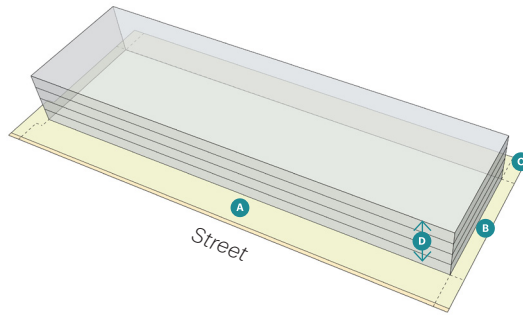


 1/4 mile walk-shed



Site 1: Summary

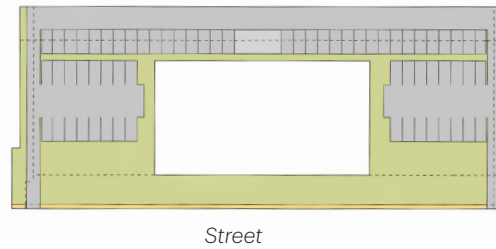
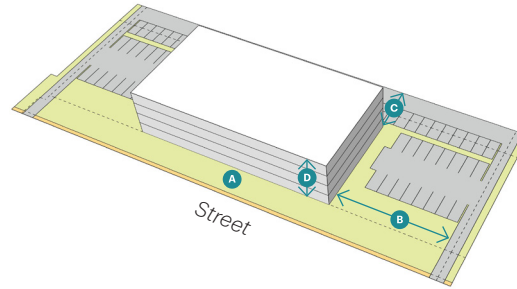
How much building area is allowed?



Applicable Standards

Lot Width & Depth	No min.
Lot Coverage	No max.
Open Space	40% min.
Building Setbacks	Front: 25' min. A Side, interior: 10' min. B Rear: 25' min. C Parking: 6' min. from sides
Height	Up to 4 stories D
Parking	1.5 sp/studio or 1BR, 2 sp/2BR+ min.
Density	29 du/ac max.
Zoning Envelope	132,404 sq sf
No. of Units	36 max.
Unit Size	380 sq sf min.

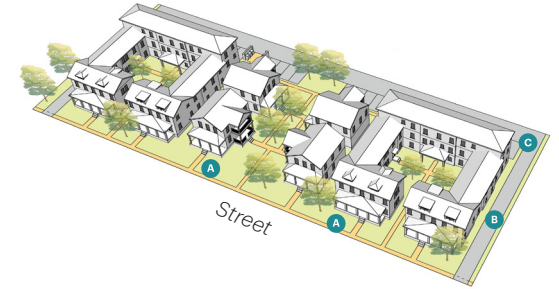
What is achievable?



Potential Outcome

Lot Width & Depth	367' x 146'
Lot Coverage	25%
Open Space	16,700 sq ft (31%)
Building Setbacks	Front: 25' A Side, interior: 102' B Rear: 40' C Parking: 21' from sides
Height	4 stories D
Parking	2 sp/unit (65 total spaces)
Density	26 du/ac
Zoning Envelope	54,188 sq sf
No. of Units	32 (more units not possible due to parking ratio)
Unit Size	1,501 sq sf

What else is possible but not currently allowed?



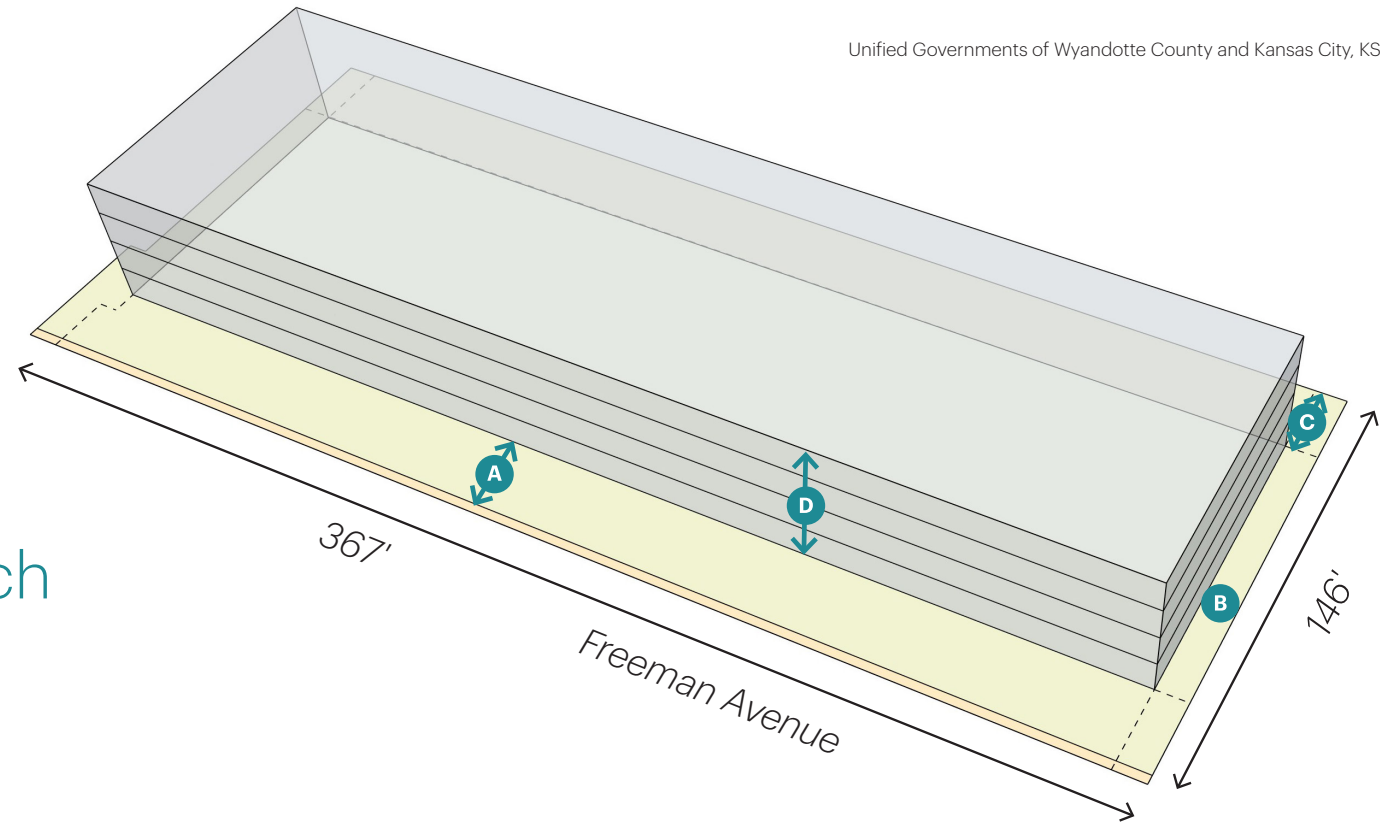
MMH Supportive Outcome

Lot Width & Depth	367' x 146'
Lot Coverage	29%
Open Space	20,750 sq ft (38%)
Building Setbacks	Front: 22' (Courtyard facade), 30' (duplex facade) A Side, interior: 17' B Rear: 40' C Parking: 15' from sides
Height	2-3 stories
Parking	1 sp/studio (28 total parking spaces) + 1.5 sp/unit if including 15 on-street parking spaces
Density	22 du/ac
Building Square Footage	37,284 sq ft
No. of Units	28
Unit Size	Courtyard (each): 2x1BR (900 sq ft), 4x2BR (1,100 sq ft), 4x3BR (1,400 sq ft) Duplex (each): 950 sq ft

* Red text indicates outcome that is not consistent with current R-5/RP-5 standards



Site 1: How much building area is allowed?



Applicable Standards

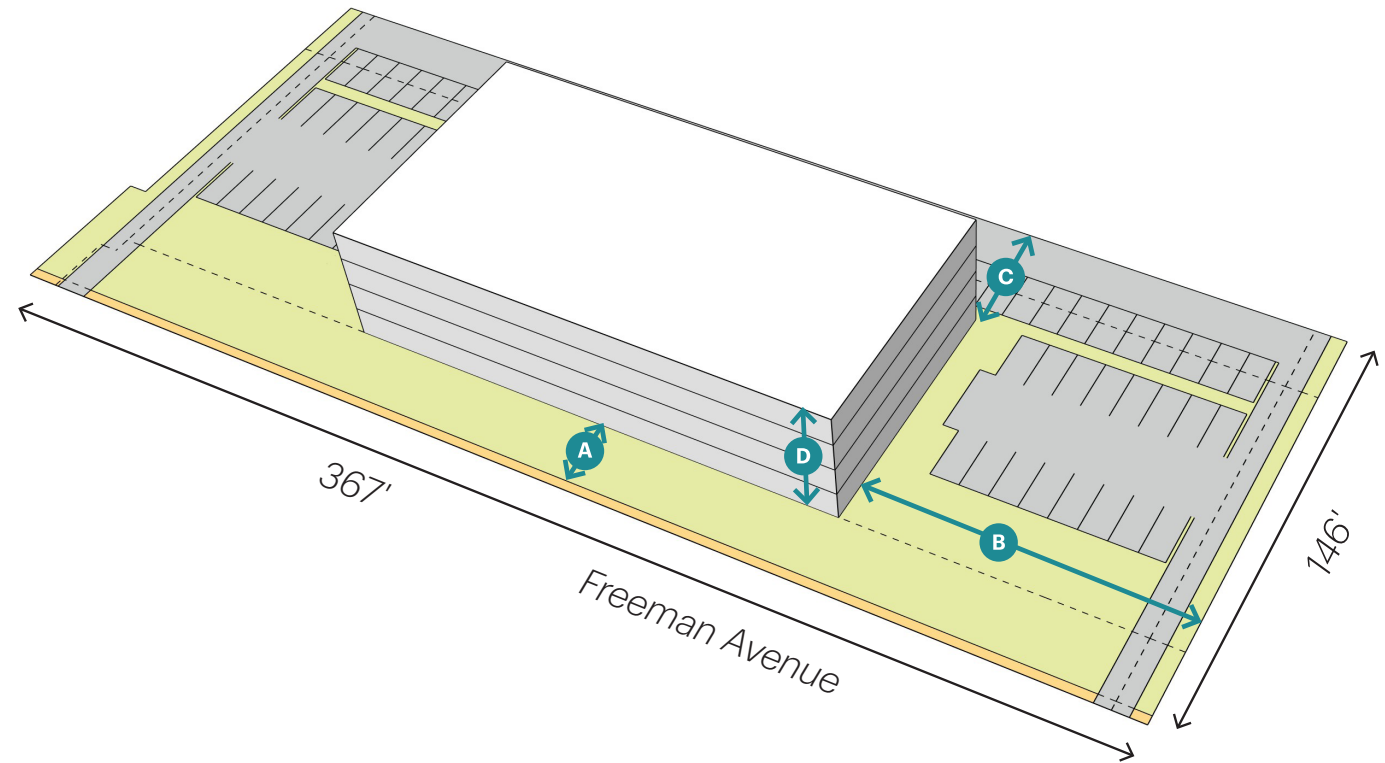
Lot Width & Depth	No min.
Lot Coverage	No max.
Open Space	40% min.
Building Setbacks	Front: 25' min. A Side, interior: 10' min. B Rear: 25' C Parking: 6' min. from sides
Height	Up to 4 stories D
Parking	1.5 sp/studio or 1BR, 2 sp/2BR+ min.
Density	29 du/ac max.
Zoning Envelope	132,404 sq ft
No. of Units	36 max.
Unit Size	380 sq ft min.

Location



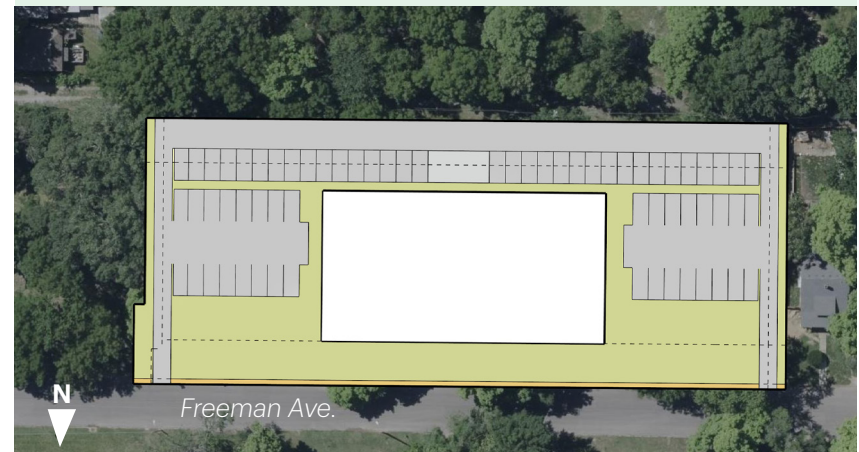


Site 1: What is achievable?



Potential Outcome	
Lot Width & Depth	367' x 146'
Lot Coverage	25%
Open Space	16,700 sq ft (31%)
Building Setbacks	Front: 25' A Side, interior: 102' B Rear: 40' C Parking: 21' from sides
Height	4 stories D
Parking	2 sp/unit (65 parking spaces on this lot)
Density	26 du/ac
Zoning Envelope	54,188 sq ft
No. of Units	32 (More units not possible due to parking ratio requirement)
Unit Size	1,439 sq ft

Location



* Red text indicates outcome not consistent with current R-5/RP-5 standards



Site 1: What else is possible but not currently allowed?



MMH Supportive Outcome

Lot Width & Depth	367' x 146'
Lot Coverage	29%
Open Space	20,750 sq ft (38%)
Building Setbacks	Front: 22'(Courtyard Facade), 30'(Duplex Facade) A Side, interior: 17' B Rear: 40' C Parking: 15' from sides
Height	2-3 stories
Parking	1 sp/unit (28 parking spaces on this lot) 1.5 sp/unit if including 15 on-street parking spaces
Density	22 du/ac
Building Square Footage	37,284 sq ft
No. of Units	28
Unit Size**	Courtyard (each): 2x1BR (900 sq ft), 4x2BR (1,100 sq ft), 4x3BR (1,400 sq ft), Duplex (each): 950 sq ft

Location



1 Duplex 2 Courtyard Building

* Red text indicates outcome not consistent with current R-5/RP-5 standards.

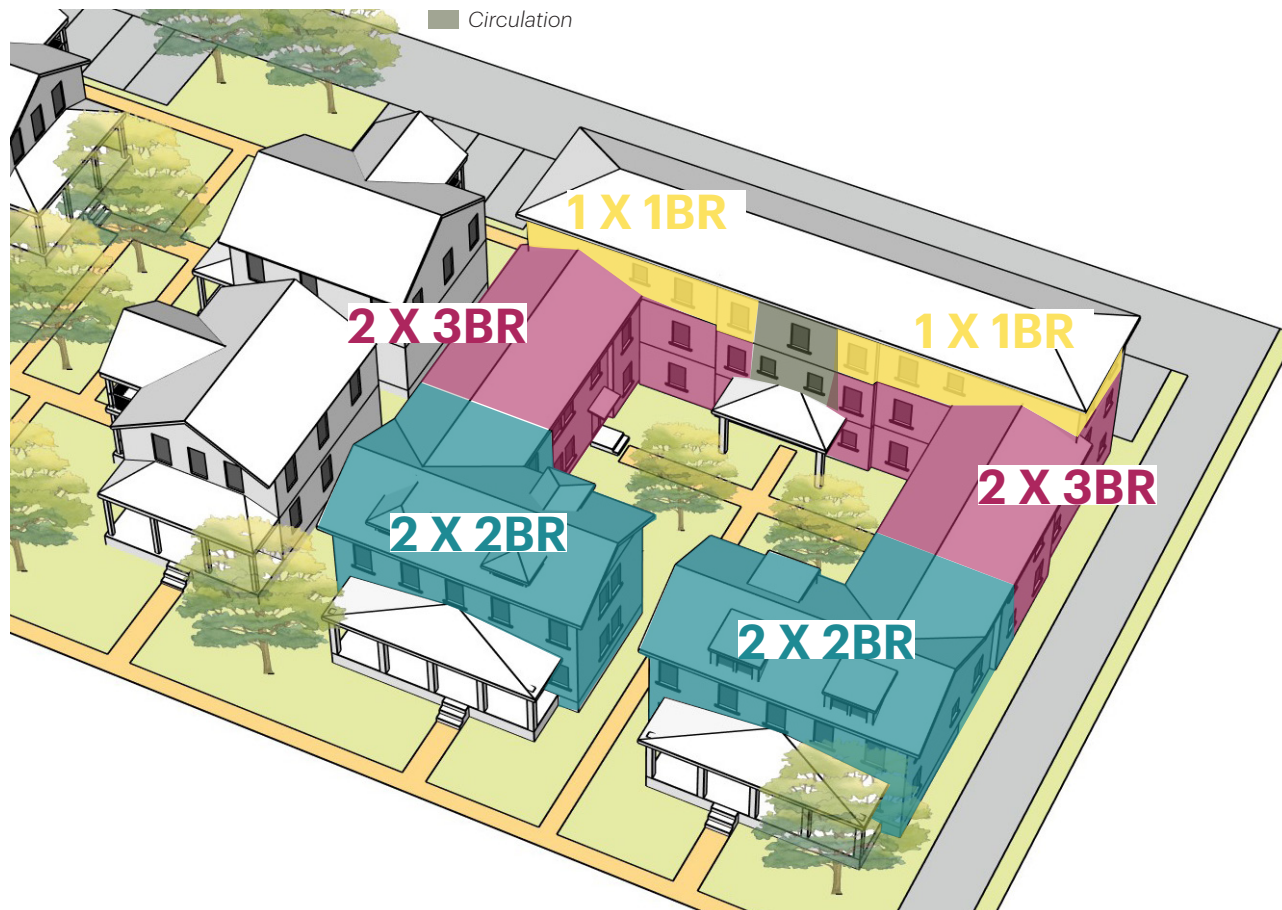
** Bedroom (BR) size assumptions are based on high-level research of unit sizes offered for rent or for sale in Kansas City, KS.



Proposed Unit Sizes in Courtyard Building

BR Size*	Range of Unit Sizes	Unit Sizes in Courtyard Building	Total (units)
1BR	up to 900 sq ft	900 sq ft	2
2BR	900-1,150 sq ft	1,100 sq ft	4
3BR	up to 1,450 sq ft	1,400 sq ft	4
			10 per building

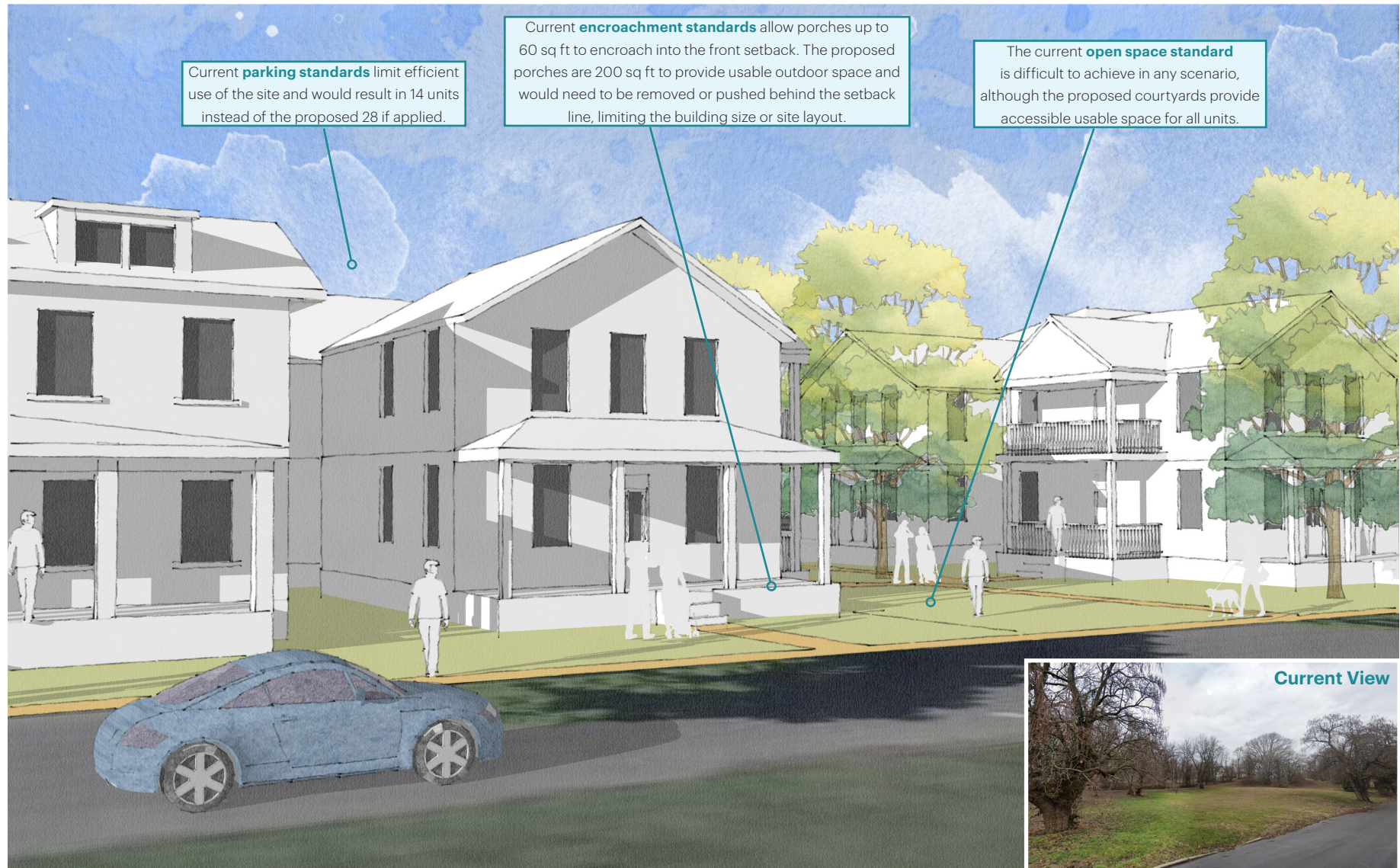
* Bedroom (BR) size assumptions are based on high-level research of unit sizes offered for rent or for sale in Kansas City, KS.



Site 1: Street View A of MMH Outcome



What would MMH look like on this site and what are some key zoning challenges to achieve this?



Site 1: Street View B of MMH Outcome



What would MMH look like on this site and what are some key zoning challenges to achieve this?



Site 1: Courtyard View



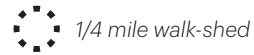
Site 2 Lot Test

Address: 1129 Richmond Avenue

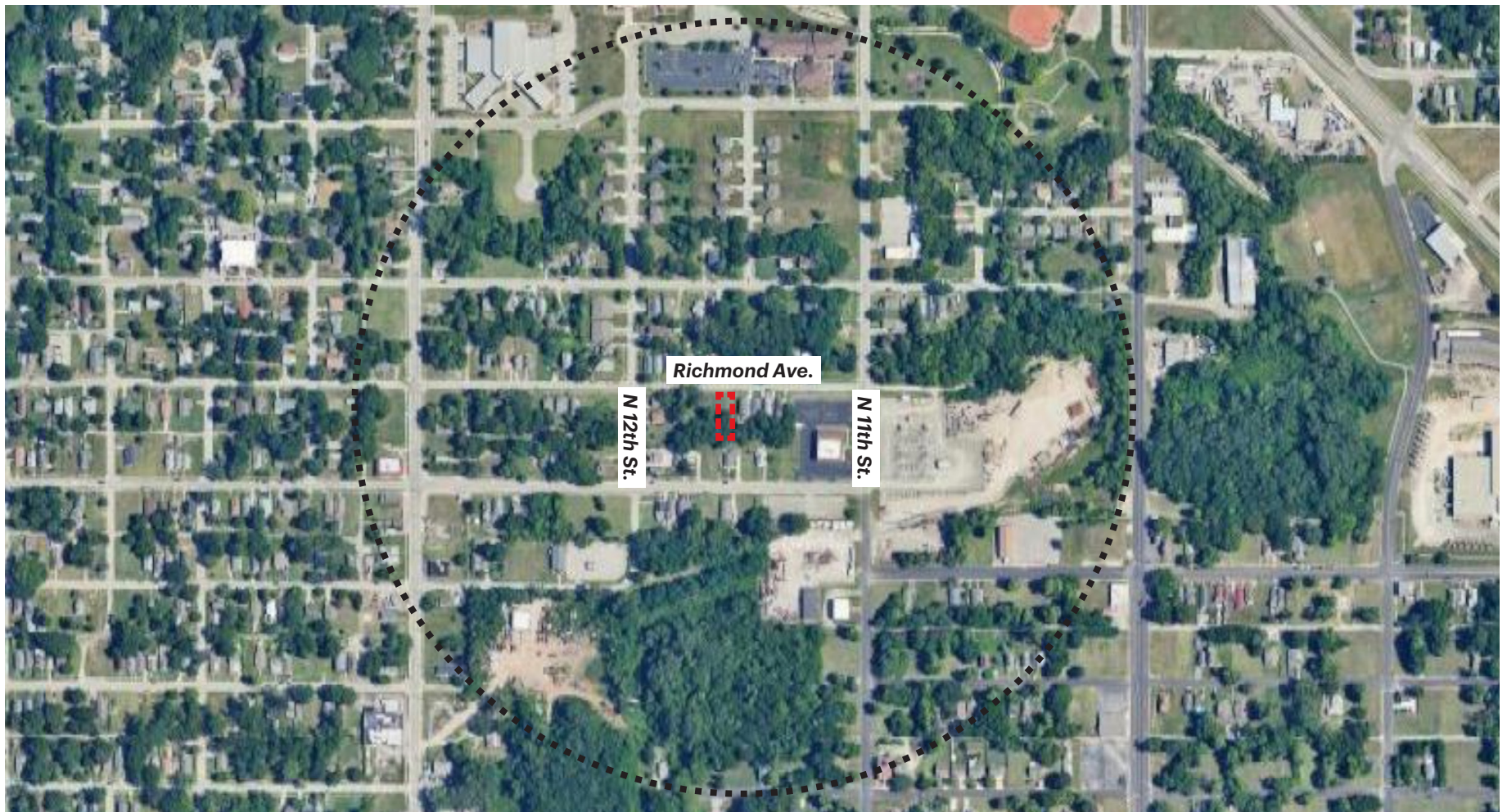


Site Characteristics

Zone District	R-2(B)
Lot Size	25' W x 127' D
Lot Area	0.07 ac



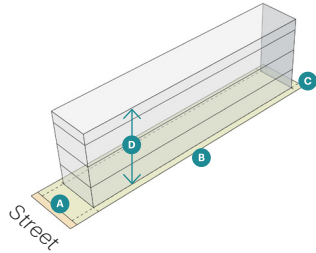
1/4 mile walk-shed





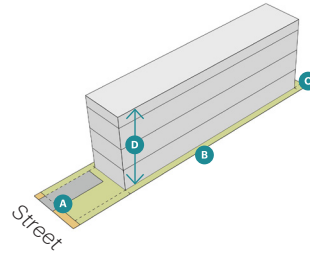
Site 2: Summary

How much building area is allowed?



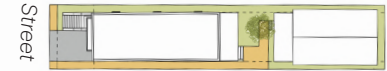
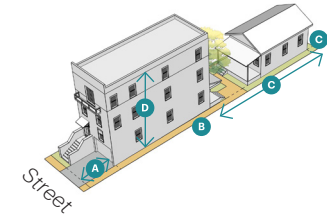
Applicable Standards	
Lot Width	No min.
Lot Coverage	No max.
Building Setbacks	Front: 10' min. A
	Side, interior: 3' min. B
	Rear: 5' min. C
Height	3 stories max. D
Parking	1 sp/unit min.
Density	17.4 du/ac max. (1 unit on this lot)
Zoning Envelope	6,384 sq sf
No. of Units	1 max.
Unit Size	600 sq sf min.

What is achievable?



Potential Outcome	
Lot Width & Depth	25' x 127'
Lot Coverage	59%
Building Setbacks	Front: 24' A
	Side, interior: 3' B
	Rear: 5' C
Height	3 stories D
Parking	1 sp/unit
Density	14 du/ac (1 unit on this lot)
Zoning Envelope	5,586 sq sf
No. of Units	1
Unit Size	5,586 sq sf

What else is possible but not currently allowed?

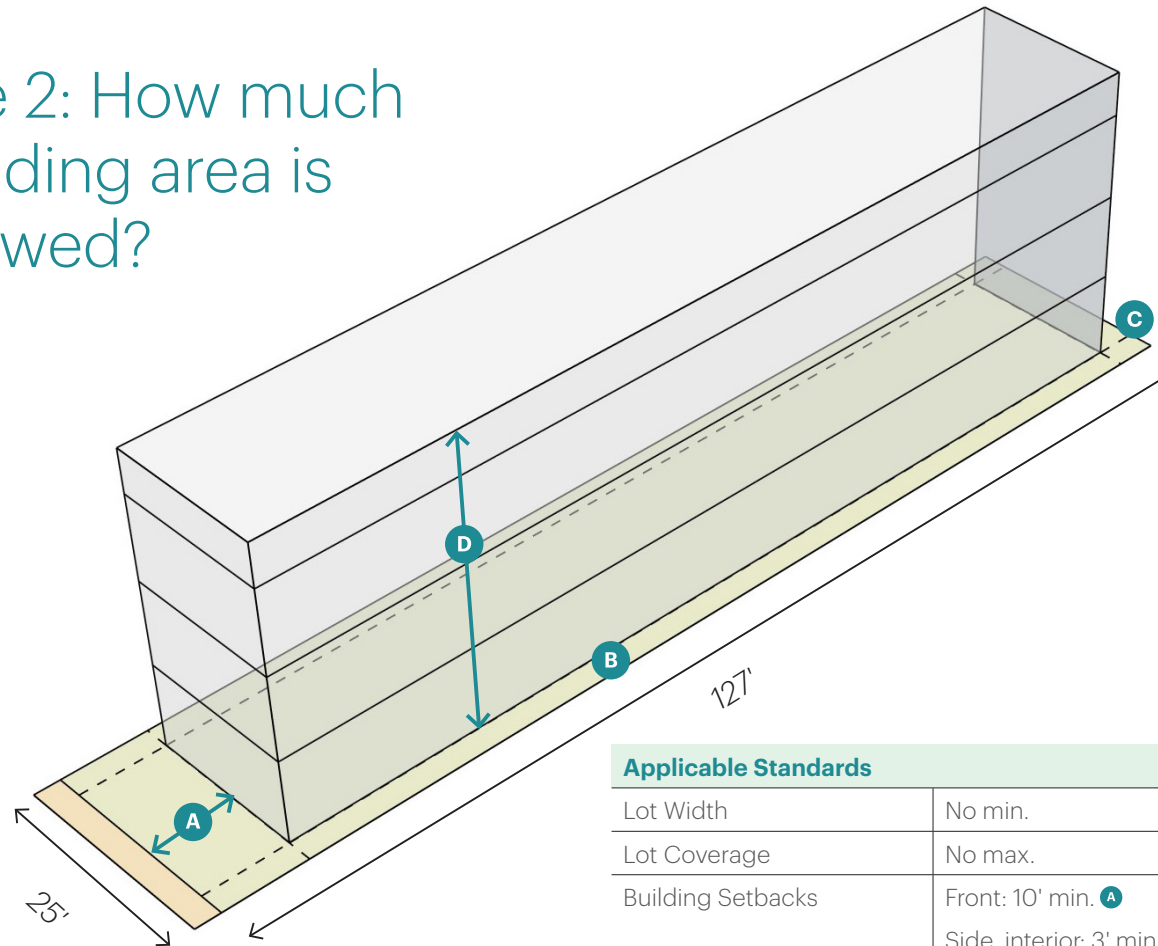


MMH Supportive Outcome	
Lot Width & Depth	25' x 127'
Lot Coverage	54%
Building Setbacks	Front: 14' A
	Side, interior: 3' B
	Rear: 64' (from main building), 4' (from ADU) C
Height	3 stories (36') D
Parking	1 sp/unit (tandem parking)
Density	27 du/ac
Building Square Footage	3,123 sq ft
No. of Units	2
Unit Size	2,553 sq ft (townhouse), 570 sq ft (tiny home)

* Red text indicates outcome that is not consistent with current R-2B standards.



Site 2: How much building area is allowed?



Applicable Standards

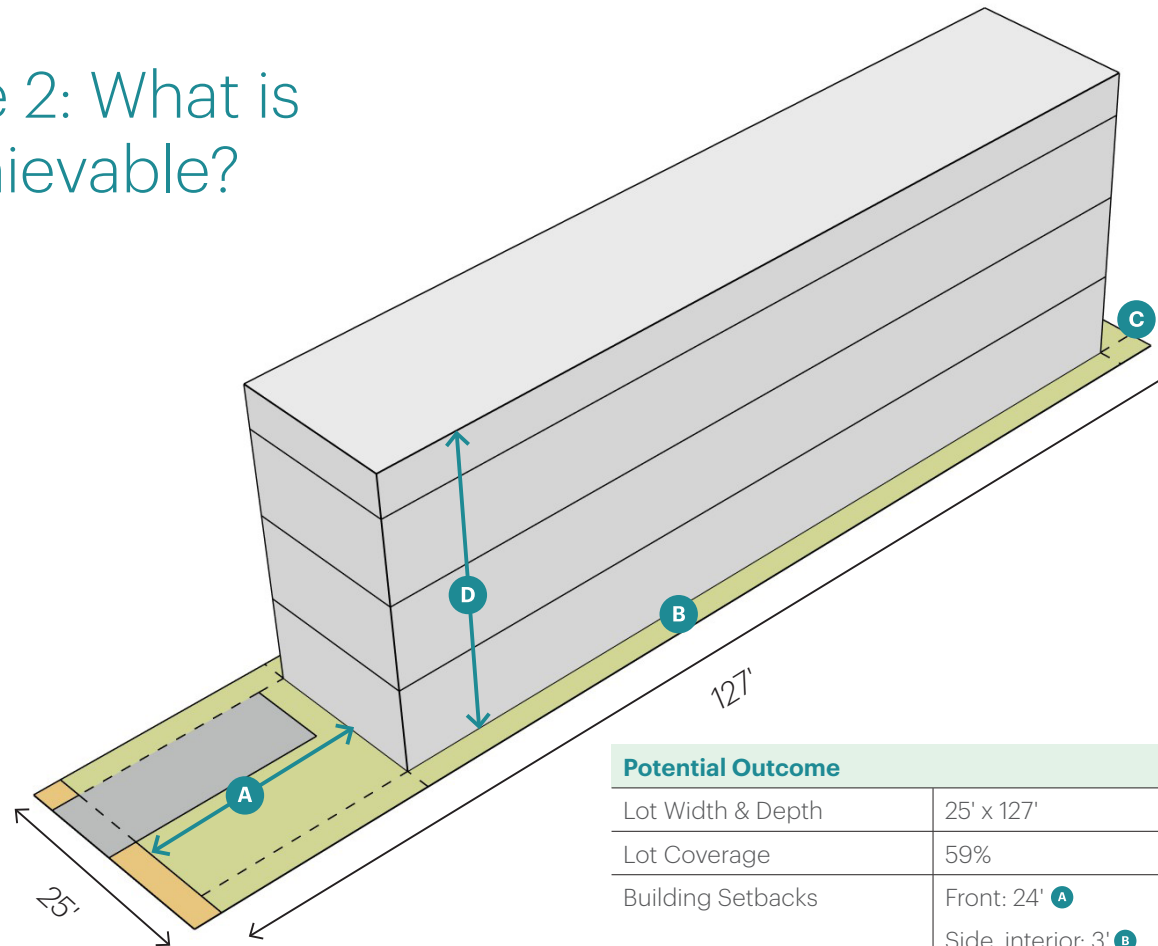
Lot Width	No min.
Lot Coverage	No max.
Building Setbacks	Front: 10' min. A Side, interior: 3' min. B Rear: 5' min. C
Height	3 stories max. D
Parking	1 sp/unit min.
Density	17.4 du/ac max. (1 unit on this lot)
Zoning Envelope	6,384 sq ft
No. of Units	1 max.
Unit Size	600 sq ft min.

Location





Site 2: What is achievable?



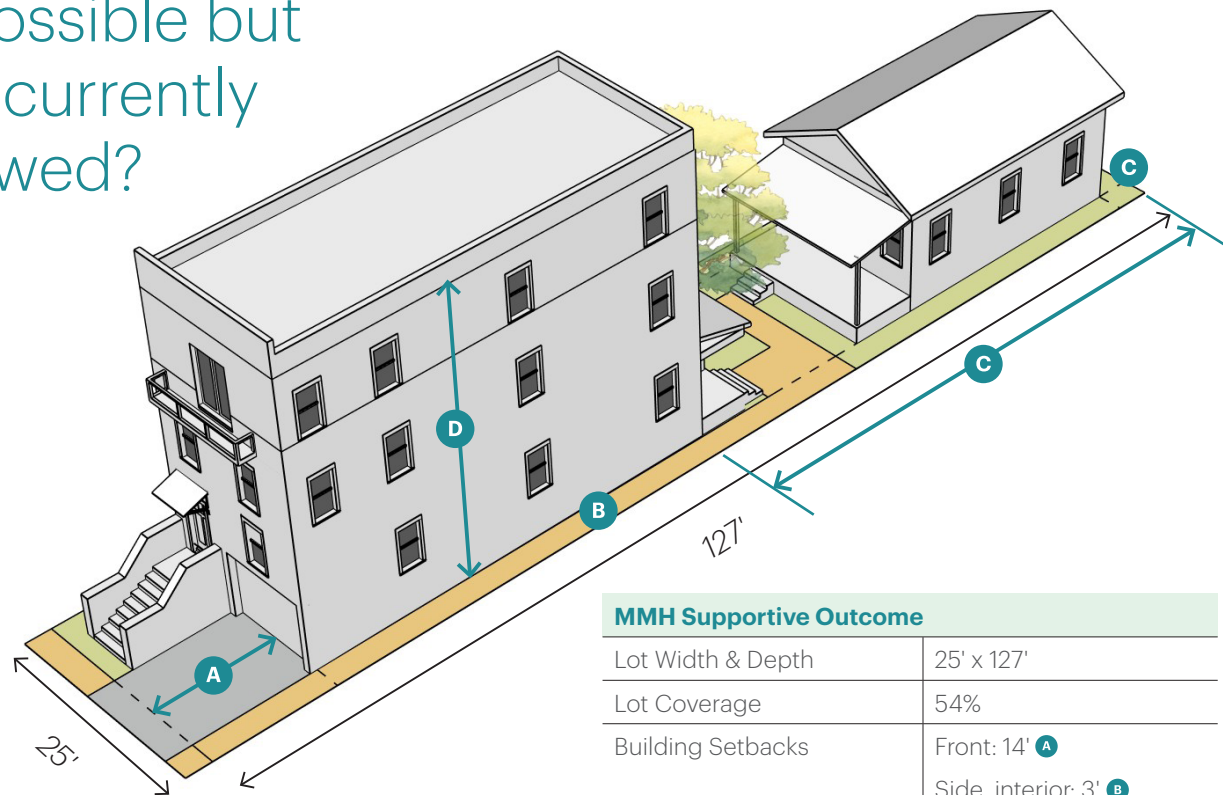
Potential Outcome

Lot Width & Depth	25' x 127'
Lot Coverage	59%
Building Setbacks	Front: 24' A Side, interior: 3' B Rear: 5' C
Height	3 stories D
Parking	1 sp/unit
Density	14 du/ac (1 unit on this lot)
Zoning Envelope	5,586 sq ft
No. of Units	1
Unit Size	5,586 sq ft





Site 2: What else
is possible but
not currently
allowed?

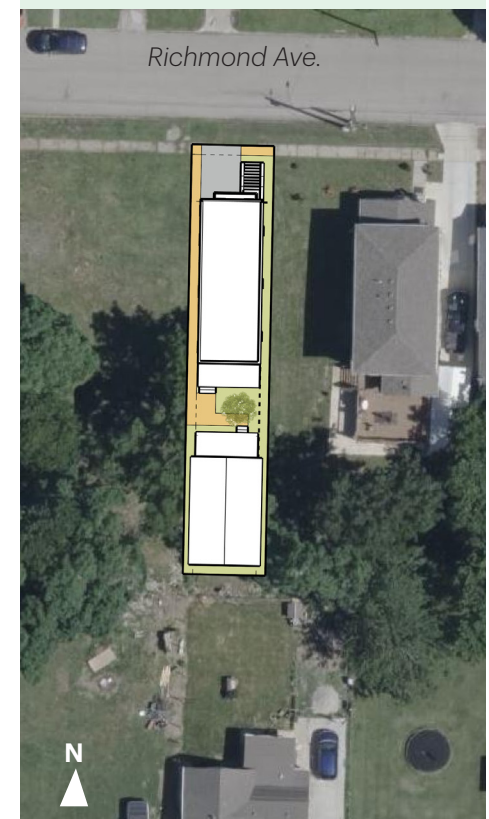


MMH Supportive Outcome

Lot Width & Depth	25' x 127'
Lot Coverage	54%
Building Setbacks	Front: 14' A Side, interior: 3' B Rear: 64' (from main building), 4' (from ADU) C
Height	3 stories (36') D
Parking	1 sp/unit (tandem parking)
Density	27 du/ac
Building Square Footage	3,123 sq ft
No. of Units	2
Unit Size	2,553 sq ft (townhouse), 570 sq ft (tiny home)

* Red text indicates outcome not consistent with current R2(B) standards.

Location



Site 2: Street View of MMH Outcome



What would MMH look like on this site and what are some key zoning challenges to achieve this?

