

# Appendix F: Glossary of Terms



**Activity Centers** – Areas of the city with a concentration of attractions and activities, which may include any combination of offices, manufacturing facilities, retail stores, residences, institutions, entertainment and recreation. Also referred to as “Hubs”.

**Adaptive Re-use** – The renovation of a building to serve a use other than the one for which the building was originally constructed, e.g., the conversion of a school to apartments or a warehouse to offices.

**Affordable Housing** – Housing where the occupant pays no more than 30 percent of gross income for gross housing expenses, including utilities.

**Arterial Street** – Roadway designed for large traffic volumes and moderate- to high-speed travel, providing access through and around cities and regions and/or linking major activity centers within the city. Arterials are classified as primary or secondary according to the volume of traffic conveyed. See “Primary Arterial” and “Secondary Arterial.”

**Area Transportation Authority (ATA)** – Metropolitan organization in the Kansas City area responsible for providing public transportation.

**Best Management Practices** – Practices that aid in controlling water pollution that derives from nonpoint sources and are required as per Section 208 of the Clean Water Act.

**Biomass** – A system where plant material, vegetation or agriculture waste is used as a fuel.

**Blight** – Portions of the city which the City Council determines that, by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, have become economic and social liabilities and where the conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.

**Boulevard** – As defined by Kansas City’s Plan for Major Parks, Boulevards, Parkways, and Greenways, “A boulevard is conceived as a wide formally designed street of distinguished character with a broad right-of-way, often with a substantial median, and with formal landscape effects. It is normally bordered by residences and makes connections with most intersecting streets.”

**Brownfields** – A piece of property, usually industrial, that is unused or underused due to real or perceived environmental problems, such as soil or groundwater contamination.

**Building Blocks** – The FOCUS Building Blocks are Kansas City’s twelve strategies to develop a successful model for a new American City by building a connected city. Connections are physical, social, economic, technical and people-oriented. These strategies provide the foundation for all the specific recommendations in the seven component plans that comprise FOCUS.

**Capital Improvements** – A permanent addition to the city’s physical assets including structures, infrastructure (sewer and water lines, streets), and other facilities, e.g., parks and playgrounds. May include new construction, reconstruction or renovation that extends the useful life. The cost of land acquisition, design, construction, renovation, demolition, and equipment are all included when calculating capital expenditures.

**Capital Web** – A combination of public infrastructure, water lines, sanitary sewer interceptors and storm drains and electric, natural gas and telecommunication lines.

**Chapter 353 or “353”** – Missouri State redevelopment law which allows cities to establish incentives to improve blighted areas. Incentives, which aim to stimulate private investment, may include tax abatement and granting of the power of eminent domain to a developer to acquire properties and carry out activities according to a development plan approved by the City.

**Citizen Access and Communication Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes initiatives that will make information available and accessible to citizens, thus increasing communication between citizens, businesses and government.

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**City** – The government of the City of Kansas City, Missouri. Includes any of the various boards, agencies, commissions, and official bodies.

**City Life Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block recognizes the importance of culture and entertainment, which enrich the quality of life and make Kansas City a unique and urbane community.

**City Plan Commission** – An eight-member commission appointed by the Mayor to oversee the planning and development of the city. The Commission’s role and function is to make recommendations to the City Council planning and zoning matters. On rezoning cases, subdivisions, area or neighborhood plans, and most planning activities, the Commission must hold public hearings and submit a recommendation to the City Council on development cases.

**Citywide Physical Framework Plan** – One of the seven FOCUS component plans developed during Phase II. This plan addresses the character of future growth, development and redevelopment, along with capital and infrastructure needs for the city. It also provides strategic land use planning guidelines.

**Clean Sweep** – City Program for delivering certain City services in the priority and manner determined by the community. Clean Sweep is done in a partnership between citizens, businesses, institutions, and the City.

**Cluster Development** – A residential development designed to preserve open space by clustering homes on a portion of the property, leaving the remainder as open space.

**Collector Street** – Roadway designed to carry moderate volumes of traffic and “collect” vehicles, funneling them to arterial streets. Collector streets provide connections between arterial streets.

**Community Anchors** – Important organizations within a neighborhood or the city which contribute significantly to the quality of life and economy in that area. They may be organizations, businesses or institutions that provide a strong presence in the community.

**Community Anchors Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes initiatives that enable businesses, institutions, organizations and neighborhoods to work in a cooperative manner to ensure their individual well-being and success and to implement FOCUS.

**Community Development Block Grant (CDBG)** – A Federal funding program that provides annual funding to eligible local governments for housing, community revitalization, development programs and social services, particularly in low-and moderate-income areas.

**Community Development Corporations (CDC’s)** – Not-for-profit development organizations established to redevelop and revitalize housing and commerce that provide services in a particular area of the city.

**Community Infrastructure Committee (CIC)** – Citizen committee established by the Greater Kansas City Chamber of Commerce in 1995 and charged with the responsibility of assessing how Kansas City, Missouri can better address its infrastructure needs with particular attention given to developing strategies and mechanisms for resolving the City’s deferred maintenance backlog. The committee developed a framework of policies, procedures, systems, and mechanisms aimed at improving the overall administration of the Capital Improvement Program including its planning, decision making, funding, and monitoring processes. The CIC worked closely with the Citywide Physical Framework Work Team and their recommendations are included in the FOCUS Citywide Physical Framework Plan and the Governance Plan.

**Community Impact Statement** – A process designed to evaluate major expenditures and investments by the City. This process is proposed in the FOCUS Governance Plan.

**Community Improvement District (CID)** – A district established to allow private parties, by vote of a majority of property owners within the district, to assess a special tax on themselves for improvements and services that benefit the entire community.

**Community Policing** – Program linking police with neighborhoods and social service agencies in an effort to increase positive and preventive citizen-police contact and interaction, reduce crime and increase visibility and service.

**Compact Development** – Pattern of development in which structures and uses are located in close proximity to one another. In areas of the city that are developing, compact development refers to development that is contiguous or adjacent to existing development. See “Contiguous Development.”

**Competitive Economy Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block outlines strategies for providing Kansas Citians with the opportunity to thrive and succeed in a rapidly evolving and highly competitive economic system. Employment training, education, transportation, incentives for businesses, business retention, and business assistance activities are some of the components of our economic strategy.

**Connecting Corridors Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes recommendations to strengthen and create a variety of corridors in Kansas City. Cultural, entertainment, employment, transit and environmental corridors, among others, are addressed in this Building Block.

**Conservation Areas or Neighborhoods** – One of four neighborhood types developed in the FOCUS plan. This term describes neighborhoods that contain any age and type of development that is in good condition and of good quality with a strong market. The actions needed are to keep these areas stable, and to predict and address any emerging negative trends in order to avoid potential problems.

**Contiguous Development** – Development of tracts of land in areas immediately adjacent to existing development.

**Cul-de-sac** – A local street with only one outlet and having an enlarged area for the safe and convenient reversal of traffic movement.

**Density** – Term used to describe the amount or intensity of development on a tract of land. Density is generally measured in two ways: as the ratio of housing units to total land area (e.g., dwelling units per acre) or as the ratio of total building floor area to total land area or Floor Area Ratio (FAR) (e.g., a FAR of 2:1 indicates that the total square feet of building area is twice the total square feet of land area.)

**Design Guidelines** – A set of policy statements used to direct or guide the external features of a development, as well as the relationships within the development site and between the development and adjacent uses, in order to promote quality places.

**Developing Areas or Neighborhoods** – One of four neighborhood types developed in the FOCUS plan. This term describes areas located throughout the city where there are major expanses of land that have never developed, areas where development is imminent, and where some new development has occurred in recent years. The actions needed in these areas are related to planning considerations for new development and to the construction of new/adequate infrastructure.

**Development Pattern** – Configuration or organization of the built environment.

**Diversity** – Differences among groups in terms of age, gender, culture, race, ethnicity, income, religion or disability.

**Down Zoning** – Rezoning of a property to a lower density or intensity, i.e. from a commercial to a residential, or from a multifamily to a single-family zoning district.

**Downtown Loop** – Area of the Urban Core that is defined and contained within the I-35/I-70 highways. Its distinguishable skyline and the agglomeration of commerce, civic and other activities make the Downtown Loop an essential component of Kansas City.

**Environmental Stewardship** – Responsible use and management of natural resources and energy.

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**FOCUS** – “Forging Our Comprehensive Urban Strategy” or FOCUS, is the name of Kansas City, Missouri Strategic and Comprehensive Plan.

**FOCUS Center** – A neighborhood-based facility providing a range of services to local residents. See “FOCUS Centers Building Block.”

**FOCUS Centers Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block proposes the creation of neighborhood-based facilities to provide citizens with information and services. FOCUS Centers would be created through partnerships between the City, businesses, community anchors, neighborhoods and community groups.

**FOCUS, Phase I: The Policy Plan** – Completed in 1994, Phase I of FOCUS provides a vision statement for Kansas City and fourteen supporting Principles for Policy. The vision statement emphasizes putting people first in all decisions.

**FOCUS, Phase II: The Strategic and Comprehensive Plan** – Completed in 1997, Phase II of FOCUS consists of seven technical component plans. These are: Citywide Physical Framework Plan, Neighborhood Prototypes Plan, Preservation Plan, Urban Core Plan, Northland Plan, Human Investment Plan, and the Governance Plan. These seven plans are integrated with one another through the FOCUS Building Blocks.

**Gateway** – Major point of arrival into the city, or a particular part of the city, such as a neighborhood or business district. A gateway can either mark the physical entrance to the area, or it can mark the location where most people would feel they have entered an area, such as the first point along a major roadway where a person can see the downtown skyline of Kansas City.

**Governance Plan** – One of the seven FOCUS component plans developed during Phase II. The plan sets out specific strategies for improving city services, establishing and maintaining the financial health of the city, strengthening citizenship and metropolitan cooperation. The plan also provides a framework to insure implementation of the FOCUS initiatives in the other FOCUS component plans.

**Great Streets** – A concept that promotes the concentration of new development and/or rehabilitation activity along specific corridors linking key activity centers across the community.

**Greenspace** - Land not available for construction and designated for conservation, preservation, recreation or landscaping.

**Greenway** - A continuous corridor of open (green) space that is preserved and not developed. Greenways offer a variety of benefits, such as recreation, bicycle/pedestrian movement, and preservation of wildlife habitat along with other natural resources.

**Healthy Community Building Block** -

One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block incorporates “partnership” and “prevention” as strategies to help people achieve their full potential and addresses health issues, homelessness, racial intolerance, and other barriers.

**Heart of the City** - See “Urban Core.”

**High Density Housing** – Generally includes apartment buildings over six stories in height, with more than 75 dwelling units on an acre of ground.

**High-Occupancy Vehicle (HOV)** – Typically refers to a highway lane(s) dedicated for use by vehicles with multiple riders (i.e., buses, carpools and vanpools) during rush hour.

**Housing Choice** – Refers to the availability of a variety of types and locations of housing. Housing can vary according to size (e.g., number of rooms or stories), style (e.g., bungalow, construction frame, two story, ranch), type (e.g., single family versus multi-family or duplex), location (e.g., urban versus suburban), price and other characteristics.

**Human Investment Plan** – One of the seven FOCUS component plans developed during Phase II. The plan outlines recommendations related to lifelong education, retaining and encouraging diversity, equipping citizens for the changing work environ-

ment, job retention and expansion strategies, programming for stimulating interest in culture and the arts, as well as, practical life skills for Kansas City's youth, and enhancing Kansas City as a place of excellence, creativity, celebration and unity.

**Identity** – The distinguishing character or elements of a place, neighborhood, commercial area or any other part of the city. See also “Sense of Place.”

**Impact Fee** – Fees charged to a developer to cover the costs that a development imposes on the community.

**Incentive** – Inducement provided by government to encourage development of a certain type or in a certain area. Examples include tax abatement, tax reduction, power to condemn and acquire property, density bonuses, etc. The term “highest incentive” is used in the FOCUS Plan to indicate the most significant incentives, to be offered businesses or developers who meet a specific list of criteria.

**Infill Development** – Development of vacant or underutilized properties within predominantly built up neighborhoods and commercial areas.

**Infrastructure** – The basic facilities and equipment necessary for the effective functioning of a city, such as the means of providing water service, sewage disposal, telephone service, electric and gas connections, and the street network.

**Intelligent Transportation System** – A transportation system employing technology designed to increase the carrying capacity of existing roadways (e.g., actuated traffic signals based upon real time traffic flow).

**Investing in Critical Resources Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block outlines the city's fundamental responsibilities: to protect the lives and property of Kansas Citizens, to be responsible stewards of the public's capital assets, and to safeguard the natural environment. Commitment of resources and investments in these basic and essential services is one of the highest priorities for Kansas City.

**Kansas City Register of Historic Places** – The list of buildings, structures, sites and objects in Kansas City that have been recognized by the City Council for their architectural, historical, cultural or aesthetic significance. See “Landmarks Ordinance.”

**Land Use** – A description and classification of how land is occupied or utilized, e.g., residential, office, parks, industrial, commercial, etc.

**Land Use Regulations** – Ordinances and resolutions which govern and direct development of land in a city. Examples include Zoning and Subdivision Regulations.

**Landmark** – Urban design feature serving as a visual focal point and source of community identity.

**Landmarks Ordinance** – The section of City Code that defines and establishes the Kansas City Register of Historic Places, the Landmarks Commission and the powers of the Landmarks Commission.

**Leapfrogging** – Development of a tract of land located beyond previously developed areas, leaving undeveloped land in between. Utilities, infrastructure, police and fire protection and other public services must be provided to these “leap-frog” developments, making them costly to the City and to other taxpayers.

**Life Long Learning Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block describes strategies providing people with learning opportunities throughout their lives. By focusing on people at all stages of their lives, life long learning ensures that Kansas City will become known for “Citizens Involved in Learning.”

**Light Rail** – Transit technology which runs at grade or street level at approximately the same speed as adjacent vehicular traffic. The trains are typically two cars in length and run quietly. Light rail stations can be as close as a few blocks apart.

**Low Density Housing** – Generally one to three story single family and duplex housing, with no more than 14 dwelling units allowed on one acre of land.

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**Low-Income Housing** – Housing which is affordable to households with incomes from 51% to 80% of the median income of a given area, as determined by the Department of Housing and Urban Development (HUD). Adjustments exist for smaller and larger families and for areas with unusually high or low incomes or where needed because of prevailing levels of construction costs or market rents. Two additional categories have been created by HUD: very low income housing - 31% to 50% of median income, and extremely low income - 0% to 30% of median income.

**Major Street Plan** – Official public document outlining the network of existing and proposed freeways, interstate highways, expressways, primary and secondary arterials, parkways and boulevards required to support the current and future development of Kansas City. The first Major Street Plan was adopted by the City Council in 1971. The current Plan was adopted by the City Council in 1996.

**Medium Density Housing** – Generally includes apartment buildings up to six stories in height, with generally no more than 75 dwelling units on an acre of land.

**Metro Green Plan** – Study conducted by the Prairie Gateway Chapter of the American Society of Landscape Architects' Community Advisory Team (1992) that defines a concept for developing two concentric greenway corridors in the region. The Mid-America Regional Council is currently adminis-

tering the concept's implementation, and many cities in the region have adopted it.

**Metropolitan (Metro) Area** – The five-county metropolitan area used by the City Planning and Development Department to define and describe greater Kansas City in FOCUS background reports. The counties included are: Jackson, Clay and Platte in Missouri and Johnson and Wyandotte in Kansas.

**Metropolitan Statistical Area (MSA)** – The eleven-county metropolitan statistical area defined by the U.S. Census Bureau to describe a broader metropolitan area for analyses and reporting. The Kansas City MSA includes Jackson, Clay, Platte, Cass, Ray, Clinton and Lafayette in Missouri and Johnson, Leavenworth, Wyandotte, and Miami in Kansas.

**Mid-America Regional Council (MARC)** – The Mid-America Regional Council (MARC) serves as the association of city and county governments and the Metropolitan Planning Organization (MPO) for the bistate Kansas City Region. MARC functions as an ongoing forum for area jurisdictions and diverse community interests to address mutual problems; conducts long-range planning and coordinates public policy to support the economic, social and environmental health of metro area; provides important services to the community and promotes the effectiveness of local governments through technical assistance, independent research and cooperative programs.

**Mixed Income Housing** – A multi-family housing development which includes a range of income groups. This mix is determined by the type of project financing. For example, a 100 unit development financed with low income housing tax credits, CDBG funds and private financing might have 60 units restricted for households with incomes below 60% of the median area income, 25 units for households below 80% of the median area income, and 15 units at market rate with no maximum income cap.

**Mixed Use** – A land use type which recognizes that many land uses and activities are compatible and can be co-mingled to promote physical development at a human scale. Mixed use allows the integration of commercial, retail, office, medium to high density housing, and some light industrial land uses. These various land uses can be integrated either horizontally or vertically in a single building or structure, or on a parcel or parcels of land.

**Mixed Use Center** – A node of development and activity that provides a focal point for the surrounding area. This node incorporates mixed uses such as commercial, office, residential, and community serving facilities. The transportation/circulation system in a mixed use center is designed to accommodate a variety of modes, including pedestrian, transit, bicycle and the automobile. Mixed use centers are divided according to function and scale into regional, community and neighborhood centers.

**Mixed Use Center - Community** – A type of mixed use center designed to serve multiple neighborhoods

which includes major retail, shopping, light industry, medium to high density housing, and low to mid-rise office buildings.

**Mixed Use Center - Neighborhood** – A type of mixed use center designed to serve adjacent neighborhoods which provides services such as a grocery store, pharmacies, small to medium size office spaces, banks, low to medium density housing and other low-rise office buildings.

**Mixed Use Center - Regional** – A type of mixed use center designed to serve the entire metropolitan area, providing specialty shops, discount stores, major retail and entertainment venues, hotels, high density housing and mid to high-rise office buildings.

**Mixed Use Center - Small Neighborhood** – A type of mixed use center designed to serve a neighborhood and which provides small scale services, such as an ice cream parlor, coffee shop, small sit-down restaurant, a hair salon and other small businesses. These centers are located close to low density housing areas.

**Mode** – See Transportation Modes.

**Moving About the City Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block represents our transportation strategy and addresses the need to move people and goods throughout the city. Our transportation

strategy emphasizes reliability, efficiency and choice which are best achieved through a multi-modal transportation system.

**Multi-Modal Center** – Locations which support the coming together and linking of multiple transportation modes, such as air travel, automobile, pedestrian, rail, commuter rail, light rail and/or major bus routes.

**Multi-Modal Transportation** – A transportation system using a variety of travel modes to transport people and goods. Components of this system include vehicular roadways, transit (bus, rail), bikeways, pedestrian paths (sidewalks), freight railways and airplanes.

**Municipal Art Commission** – A six member board appointed by the Mayor with two advisors charged with oversight of projects including: the One-Percent-For-Art program, an annual photography contest and bi-annual urban design awards.

**National Register of Historic Places** – The list of buildings, structures sites and objects that have been recognized by the National Park Service for their architectural, historical, cultural or aesthetic significance.

**Neighborhood Assessment** – A process for neighborhoods to identify priorities and improvement strategies according to their neighborhood type. The four neighborhood types, as defined in the Neighborhood Prototypes Plan, are conservation, stabilization, redevelopment, and developing.

**Neighborhood Improvement District** –

A district established to allow private parties, by vote of a majority of landowners within the district, to assess a special tax on themselves for improvements and services that benefit the entire community.

**Neighborhood Livability Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block includes strategies to make Kansas City’s neighborhoods livable and enjoyable.

**Neighborhood Prototypes Plan** – One of the seven FOCUS component plans developed during Phase II. This plan recommends specific actions to improve Kansas City neighborhoods and encourage resident partnerships in determining their future and delivery of City services. A unique neighborhood assessment process helps citizens identify neighborhood improvement strategies.

**Nodal Development** – Pattern of development in which the most intense uses are located at the intersection of major streets, roadways and transit corridors and also in areas surrounding a transit station or transit stop. See also “Activity Centers.”

**Northland** – Area within the limits of Kansas City, Missouri, located north of the Missouri River. This area, measuring 159 square miles, is mostly undeveloped and contains some of the region’s major activity centers, such as KCI airport, Executive Hills, and Metro North Shopping Center.

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**Northland Plan** – One of the seven FOCUS component plans developed during Phase II. This plan was developed specifically for the Northland. This plan targets investment strategies to maintain our existing neighborhoods, and encourages development where public facilities (water, sewer, streets) already exist. Protecting the natural environment and current character of the Northland are fundamental to the plan. Specific transportation improvements are recommended to improve east-west traffic, extend the boulevard system north of the river and create pedestrian and bicycle-friendly arterials.

**Park-and-Ride Centers** – Centers located in the outlying suburban areas along transit corridors which allow suburban residents to drive to the center, park their cars, and use the transit service to reach the city or major activity centers.

**Parks and Boulevard Plan** – Plan prepared by the Parks, Recreation and Boulevards Department addressing the city's needs and priorities for new parks, community centers, recreation areas, parkways and boulevards. The current plan was adopted in 1993.

**Parkway** – See “Boulevard.”

**Pedestrian-Oriented Development** – Development which provides facilities for walking and encourages pedestrian use, designed to make movement on foot attractive and comfortable and to reduce the dependence on motorized vehicles for short trips.

**Physical Environment Plans** – Term that describes the five (out of seven) component plans of FOCUS, Phase II, that are “physical” in nature. These “physical” plans are the Citywide Physical Framework Plan, the Neighborhood Prototypes Plan, the Preservation Plan, the Urban Core Plan, and the Northland Plan.

**Plans, Zoning and Economic Development Committee** – One of four standing City Council committees. The Committee's responsibilities include holding public hearings to review all planning and development proposals and making recommendations for action to the full Council.

**Policy Statements** – Specific directives outlined in the FOCUS Policy Plan that indicate criteria for making decisions as well as priorities and issues of importance for the city.

**Preservation Plan** – One of seven FOCUS component plans developed during Phase II. This plan highlights the importance of Kansas City's rich legacy of landmark structures, historic neighborhoods, and archeological resources that make our city a special place. Strategies on transportation, urban design, capital improvements, and tourism complete our vision of the future from a preservation perspective.

**Primary Arterial** – Street designed to move through traffic. These streets can also accommodate major access points from abutting properties. Where traffic is heavy or movements may become congested, access to abutting land is often restricted to traffic moving in one direction.

**Principles for Policy** – The fourteen major themes and statements of philosophy developed during Phase I that are essential for the city to achieve Kansas City's vision. All City actions are measured against these fourteen principles.

**Priority Development Areas** – Concept developed in the FOCUS Citywide Physical Framework Plan designed to help in guiding land use and development policies. Each Development Priority Area represents an area which is currently developed, which is contiguous or adjacent to existing development, and where public facilities and infrastructure are already in place. Development outside of these areas should only be encouraged when it meets a larger FOCUS objective.

**Property Maintenance Code** – Part of the City's Code of General Ordinances that set standards for the maintenance and rehabilitation of properties to insure public health, safety and welfare and to upgrade neighborhoods.

**Public Housing** – Housing for persons with incomes generally below 50% of the median income level which are owned by the local public housing authority.

**Quality Places to Live and Work Building Block** – One of twelve interconnected strategies to make Kansas City a successful model for a new American City. This Building Block provides guidelines to

ensure that development in the city will establish a good relationship between people and the various physical elements of the city, including residential and commercial areas, focal points, activity centers, landmarks, corridors, waterways, and others.

**Rezoning** – Process by which the authorized uses of a property are changed or modified. The City Council, upon recommendation from the City Plan Commission, is authorized to change the zoning of any property within the city as long as the action is justified by public necessity, convenience or general welfare.

**Redeveloping Areas** – A FOCUS concept describing areas in which severe problems exist – the existing fabric of the area is generally gone and significant public and private investment is necessary. Redevelopment of these areas can meet market needs for residential and commercial development in older parts of the city. The actions needed are preserving structures that are sound or that may be historically significant, demolishing structures which are in poor condition, building new structures and creating a new fabric for the area.

**Recycling** – Process of separating, collecting, processing, marketing, and ultimately using material that would have been otherwise thrown away. For example, a newspaper can be “recycled” for other printed matter or other paper products. Cans and bottles can be crafted for other uses.

**Red-lining** – A practice among financial institutions and insurance companies of refusing to provide services to certain supposedly high-risk geographical areas, regardless of the merits of the individual applicants; derived from the red line that the institutions may draw around the area on a map.

**Right-of-way** – Property designated to be used for streets, highways, transit corridors, and other transportation related needs.

**Secondary Arterial** – Street designed to provide access for one or more neighborhoods to various activity centers, community shopping centers, strip commercial areas, employment centers and community and regional recreation areas. Secondary arterials pick up traffic from collector streets and preserve the integrity of residential neighborhoods by keeping traffic out of them.

**Sense of Place** – The sum of attributes of a locality, neighborhood or property that give it a unique and distinctive character.

**Septic System** – An on-site system designed to treat and dispose of domestic sewage. A typical septic system consists of a tank (septic tank) and a system of tile lines or a pit for disposal of the liquid effluent (sludge) that remains after decomposition of the solids by bacteria in the tank. A septic system must be pumped out periodically.

**Signage** – Display boards or surfaces used for directions, identification, instructions, or advertising; usually consists of lettering, pictures, diagrams, decoration, etc., often in combination, on a contrasting background surface.

**Solid Waste** – Refers to garbage, refuse, sludges and other discarded materials. Even though the word “solid” appears in the name, solid waste can be a solid, liquid, semi- solid, or contained gaseous material.

**Stabilization Areas or Neighborhoods** – One of four neighborhood types developed in FOCUS. The term describes areas that contain any age and type of development that is having problems – with building renovation, stagnant property values, increasing vacancies and/or a weakening market. These problems can range from relatively minor to severe. These areas contribute a variety of housing, commercial and industrial space at a variety of cost levels. The actions needed involve addressing the problems that exist – stabilizing where feasible or significantly upgrading where necessary.

**Streetscape** – The environment along a street in an urbanized area. Streetscape elements include the roadway, including medians and associated landscaping, fountains, sculptures, sidewalks, on-street parking, street lighting, pedestrian lighting, traffic signals, signage, benches, trash containers, newspaper and other vending machines, bus shelters and other features within the area of the right-of way.

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**Strip Commercial Development** – Development pattern that consists of long stretches of uninterrupted commercial development. This type of development pattern is generally oriented to shoppers in automobiles and is not friendly to pedestrian usage.

**Subdivision** – Land, vacant or improved, which is divided or proposed to be divided into two or more lots, parcels, sites, units, plots or interests for the purpose of offer, sale, lease or development.

**Subdivision Regulations** – Ordinance regulating the subdivision of land within the city.

**Sustainability** – An approach to design, development and management of community, which does not compromise the environment or the ability of future generations.

**Tax Incentives** – Tools and mechanisms that convey one or several financial advantages to a particular employer, developer, or homeowner for a specific period of time. Incentive programs include Tax Increment Financing and Tax Abatement, the forgiving of a portion or all taxes due.

**Tax Increment Financing (TIF)** – A state legislated incentive mechanism whereby certain redevelopment project expenses are financed by Payments in Lieu of Taxes (PILOTS) and a portion of Economic Activity Taxes (EATS) resulting from the redevelopment project. PILOTS are equal to the tax revenue

that would accrue from the increase in assessed property valuation in the project area. EATS are composed of taxes generated by economic activities within the project area, including sales taxes, utility taxes, earnings taxes, and others. The project must be located in a blighted area, a conservation area, or an economic development area, and it must be determined that without TIF assistance redevelopment would not occur. A TIF plan must comply with the general development plan of the municipality.

**Transit** – Term used in reference to public transportation, including buses, light rail, commuter rail, and others.

**Transit Corridor** – Corridor which is served by public transit and which supports the development pattern of the surrounding areas. Development along transit corridors is generally pedestrian friendly. Higher development densities are generally allowed at the intersection of transit corridors or at transit stops.

**Transit Impact Zones** – Areas surrounding transit stations where higher density development should be permitted to provide support for transit usage. The zones are divided as primary impact zones, which extend to a radius of 600 feet around the transit station, and secondary impact zones, which extend from 600 feet up to a quarter-mile radius around the transit station.

**Transit-Oriented Development** – Development and land uses which support and encourage public

transportation. Buildings may provide minimum areas for parking; ancillary support uses for transit, such as a waiting area or ticket purchase station; pedestrian friendly streetscape and street furniture; and multiple uses within a building.

**Transportation Demand Management (TDM)** – Refers to developing policies plus public and private programs to manage the demand placed on transportation supply. Actions may include increasing the use of public transit and carpools, staggered work hours, etc.

**Transportation Modes** – Term used in reference to the various mechanisms that move people or goods. Transportation modes include automobiles, bicycles, transit, rail, barges, airplanes, pedestrian and others.

**Urban Core** – Area of dense development and activity in Kansas City, Missouri. The area generally from the Missouri River on the north, 75th Street on the South, the Kansas-Missouri state line on the west and the Blue River on the east.

**Urban Core Plan** – One of seven FOCUS component plans developed during Phase II. The plan includes inventive strategies for central city neighborhoods, downtown, the Central Business Corridor, and plans for economic development, jobs, capital improvements, public transit and neighborhood livability. Strategies for the location of cultural facilities, marketing the urban core, revitalizing and sustaining neighborhoods are outlined in this plan.

**Urban Form** – The large-scale organization and design of the city, including the massing and organization of buildings and the space and relationship between them.

**Urban Villages** – Communities within the city with many locally available amenities and services and a pedestrian-friendly environment. An urban village is characterized typically by residential, commercial, educational, religious and recreational activities that recognize and reinforce the unique character of a specific neighborhood and include a village center which is within walking distance for neighborhood residents.

**Xeriscape** – Use of native plant materials that require low water use and minimum maintenance.

**Zoning** – Mechanism through which cities regulate the location, size and use of properties and buildings. These regulations are designed to promote the health, safety, morals or general welfare of the community; to lessen congestion in streets; to prevent the overcrowding of land; to avoid undue concentration of population; and to facilitate the adequate provision of transportation, water, sewage, schools, parks and other public requirements.

**Zoning Ordinance** – Chapter 80 of Kansas City's Code of Ordinances implementing zoning as a tool for regulating land use.