



PLEASANT HILL

MISSOURI



2040 COMPREHENSIVE PLAN





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the evolution of gould evans

TOOLE
DESIGN

SK DESIGN GROUP INC

CIVIL ENGINEERS SINCE 1989

RCA

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INTRODUCTION

Pleasant Hill, Missouri is a small town located in northeast Cass County, and partially within Jackson County to the north. The community is anchored by both the historic downtown and MO-7, which serves as the primary connection to neighboring communities to the north and south. Although relatively remote, Pleasant Hill has seen significant population growth in recent years, warranting the need to update the City's Comprehensive Plan. The following chapter provides more information about the intent of the Comprehensive Plan, and how it can ultimately be used by the community and City officials.



COMPREHENSIVE PLANNING 101

A Comprehensive Plan is a document that identifies a community's long-term vision and goals, and provides policy guidance and strategic tools for how they can be achieved. Pleasant Hill has experienced significant population growth over the last 20 years and has undergone efforts to accommodate and manage new investment. However, a more proactive approach has been needed, and the Comprehensive Planning process afforded an opportunity to assess the existing conditions, opportunities, and challenges facing the community in a holistic way. This big picture, long-range assessment has uncovered potential strategies towards more proactive management and coordination of future growth.

This document has been collaboratively produced by the City of Pleasant Hill staff and officials with community residents, business owners, and other local stakeholders, to provide guidance for future action within the community regarding future public and private investment. Not only does this plan provide a common framework by which decisions can be made, but it also supports the desires of the community at-large to guide the evolution of Pleasant Hill while maintaining the high quality of life enjoyed by existing residents.

HOW THIS PLAN WILL BE USED

This plan provides policies and strategies intended to support and provide clear guidance for how the city grows into the future. This plan is designed for:

- Pleasant Hill's Elected and Appointed Officials, Planning & Zoning Commission, and City Staff as they consider decisions on development applications, manage community infrastructure investments, and grow regional partnerships.
- The current and future residents of Pleasant Hill interested in how the community develops, the quality of public amenities, and the management of public services.
- The current and future business owners and builders interested in the future direction envisioned for various parts of the community, and the planning policies and public investments that are related to their property or business.
- Regional and local partners interested in working with the City of Pleasant Hill to achieve its goals.

PLANNING PROCESS

Beginning in the summer of 2021, the City of Pleasant Hill worked with a number of partners, residents, and stakeholders for a year to lead the planning process.



PHASE 1 PLAN INITIATION

This phase was used to identify effective community partnerships, and define project roles and responsibilities to ensure successful outcomes. A Steering and Technical Committee was also created by city leadership, and a number of community boards, organizations, and regional stakeholders were brought in to the process.



PHASE 2 COMMUNITY PROFILE

Understanding where you have been, and how you got there is essential to knowing where you want to go. A Community Profile was created for Pleasant Hill, utilizing both data insights and community feedback, to better understand the existing conditions, trends, opportunities, and challenges facing Pleasant Hill.



PHASE 3 VISIONING

This phase allowed residents and stakeholders to lend their perspectives to Pleasant Hill's most challenging development issues, and explore possibilities for how Pleasant Hill might evolve over time — economically, physically, and socially.



PHASE 4 STRATEGY

This phase focused on translating Pleasant Hill's long-term vision and goals into strategies and policies. Long-term plans for infrastructure, street networks, land use, and urban design patterns were created as a guide for the community, and a development code audit and implementation toolkit was created to support implementation.



PHASE 5 ADOPTION

This phase focused on finalizing drafted sections of the plan, and adopting the new Comprehensive Plan into the city's policy framework.

ENGAGEMENT FOCUS

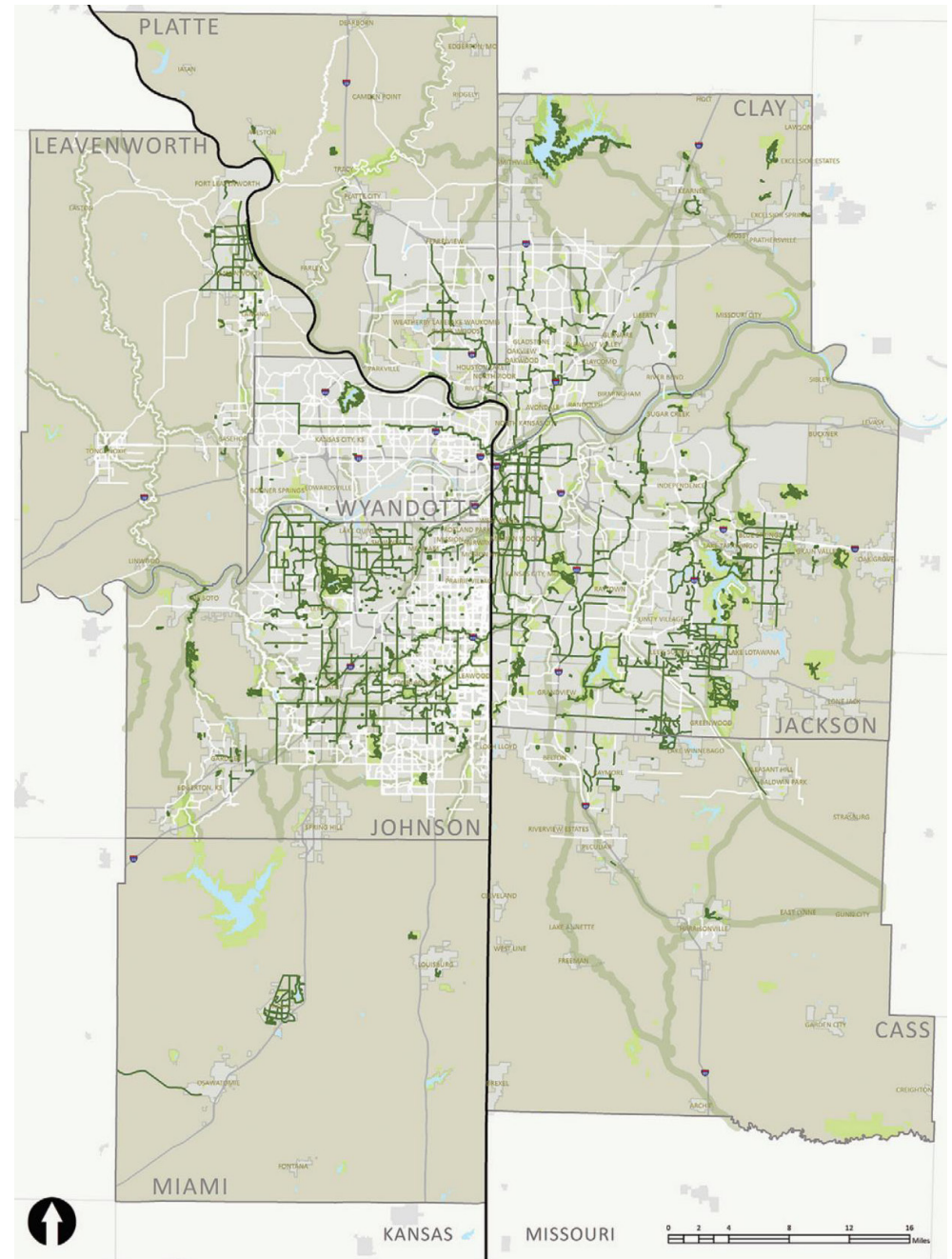
COMMITTEE ENGAGEMENT 

COMMUNITY ENGAGEMENT 

RELATIONSHIP TO OTHER PLANS

The community's comprehensive plan is intended to be long-range and holistically-focused. There are other plans that have been adopted at different scales, and in most cases for more specific purposes. For example, Pleasant Hill has adopted a strategic plan and implementation strategy for the downtown area, and a plan for future bicycle and pedestrian improvements. Pleasant Hill also falls within the context of the Mid-America Regional Council's planning area, and will be influenced by those plans and policies, notably the Greater Kansas City Regional Bikeway Plan, and the Green Infrastructure Framework. There are also many strategic focuses to coordinate utilities, infrastructure, and natural resources.

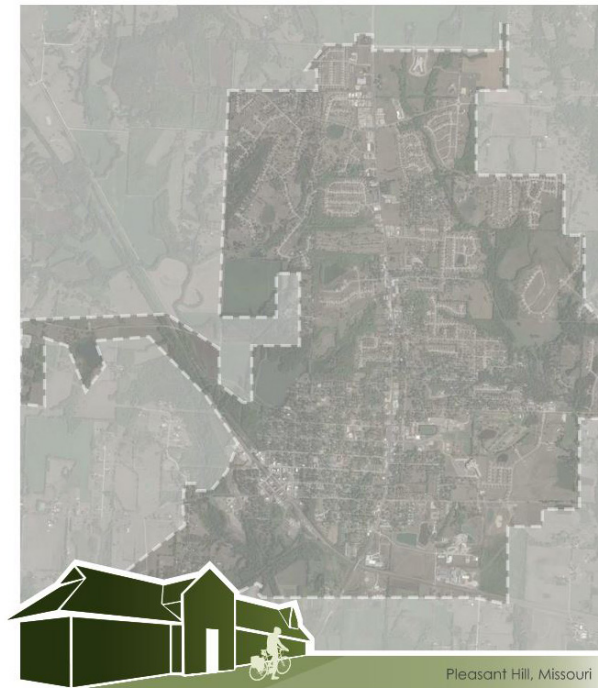
While this plan is specifically focused on the growth and development of Pleasant Hill, it is connected with and influenced by other planning efforts. As opportunities are presented, it will be critical for the City and its stakeholders to continue referencing relevant planning efforts and coordinating with key entities proactively.



Existing & Proposed Bicycle Facilities | Adopted by the Mid-America Regional Council

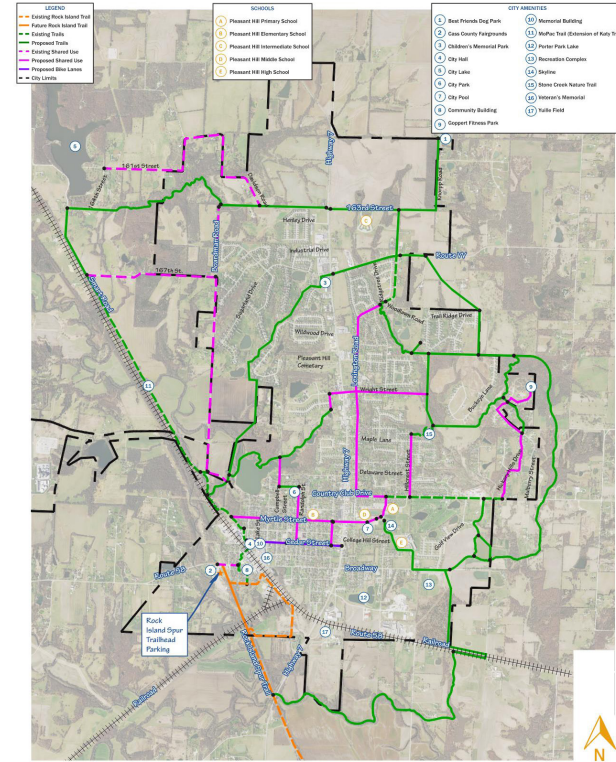


Adopted by the City of Pleasant Hill
2013

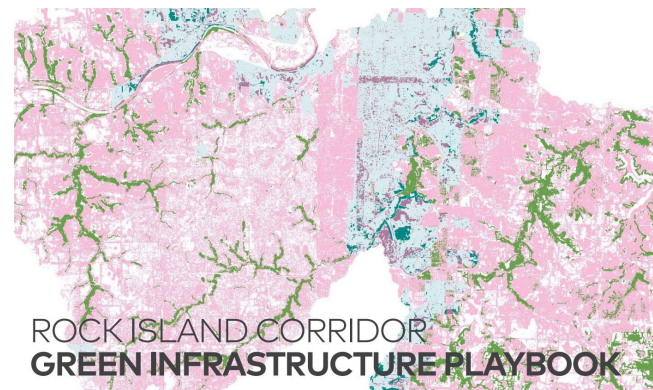


Downtown Revitalization And Trail Town
Implementation Strategy

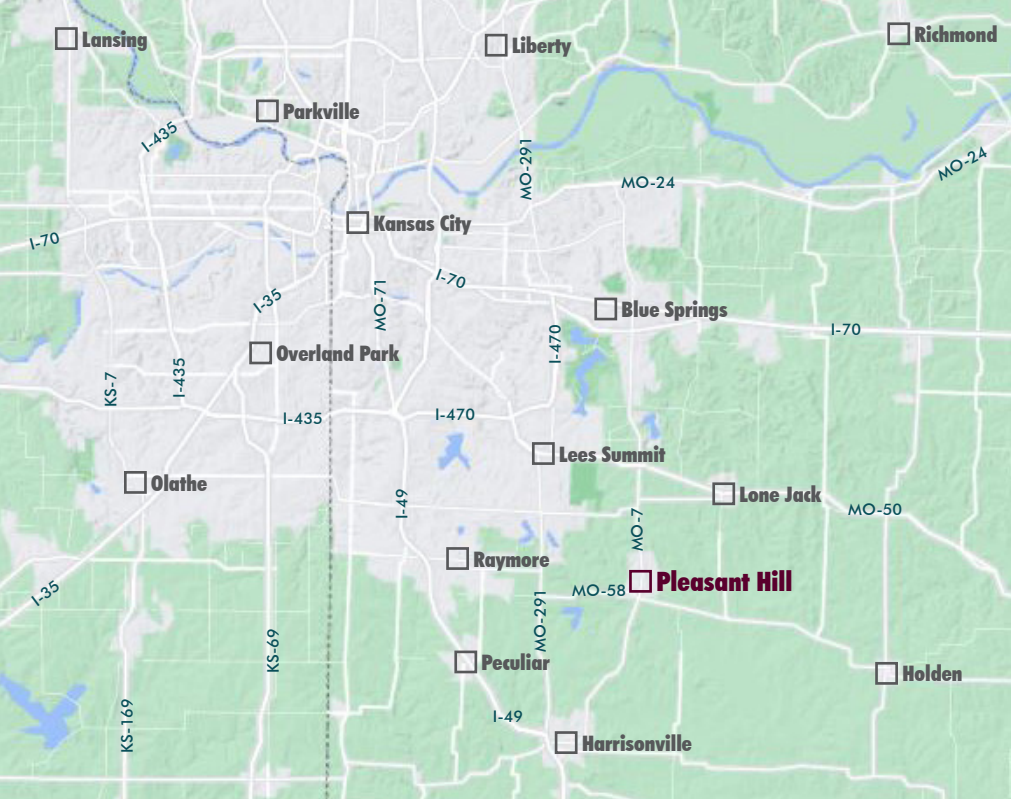
Adopted by the City of Pleasant Hill
2013



Adopted by the City of Pleasant Hill
2017



Adopted by the Mid-America Regional Council
2013



CONTEXT & HISTORY

Pleasant Hill is a small town situated within the southeast quadrant of the Kansas City, MO-KS region in Cass County, approximately 40 miles from the Kansas City, Missouri CBD. It is fairly secluded, being roughly 4 miles from US Hwy 50 (a Principal Arterial Highway). The nearest Interstate is I-470, located 13 miles away in Lees Summit. Highway 7 is the primary arterial connection for Pleasant Hill, running north-south through the center of the city's boundaries. The incorporated boundary of Pleasant Hill consists of approximately 8 square miles. Although the majority of the city is located within Cass County, the small portion of recently incorporated area north of County Line/155th is within Jackson County, which is currently undeveloped agricultural land. Pleasant Hill is best described as a village located upon elevated prairie. Varied topography is a defining characteristic of Pleasant Hill, which is located along a ridge between Big Creek and Duncan Branch.

PLEASANT HILL HAS WORN MANY HATS.

1828-1865 | OLD TOWN

Pleasant Hill is one of western Missouri's oldest communities. Prior to settlement by Europeans, the area was home to the Osage tribe. The first settlers arrived in the area in 1828, in what would become the Village of Pleasant Hill (est. 1844) and grew to a population of 500 in ten years. The original settlement ("Old Town") was centered around 7 Highway from the cemetery to Maple Lane, but later growth established what is now the historic downtown business district. The town was officially incorporated in 1858 and Dr. J. Logan Reynolds, a legal advisor and medical doctor, served as the first mayor. The town enjoyed growth and prosperity until the Civil War, when it was occupied by Union military forces. During this time, "Order No. 11" depopulated the unincorporated areas of Cass County to deprive Confederate guerrillas of civilian resources. Unfortunately, the Civil War resulted in the loss of many buildings in Pleasant Hill, and the town suffered a severe loss of population.

LATE 1860s | RAIL TOWN

Directly following the Civil War, Pleasant Hill's fortune turned with the arrival of the Atlantic Pacific railroad. The central business district was quickly established around the train station, and Pleasant Hill became one of the most important towns in the region as a major shipping point for which cattle were driven from Texas. By 1867 the population reached 2,200.

1880s-1940s | BOOM TOWN

Pleasant Hill was impacted by the depression of 1873, but the Atlantic Pacific railroad helped the town remain economically resilient. Pleasant Hill continued to have growth and prosperity between the 1880's to 1940's. During this era, businesses, professional services, manufacturing, and industrial firms thrived, and the 1904 establishment of the Rock Island depot helped make Pleasant Hill the "Friendly town of Famous industries". Pleasant Hill was home to Colonial Poultry Farms, the largest hatchery in the country at the time, Green Power and Light Company, Maple Wood Flower Gardens, the largest greenhouse west of the Mississippi, and Pleasant Hill Woolen Mills.

1950s-1980s | BUST TOWN

The era following World War II drastically changed how cities work in many ways, most notably the deemphasis of railroads for transportation and trade in favor of the Interstate Highway System. This shift caused the closing of the Rock Island Depot in 1955 and the Mo-Pac Depot in 1988, and for business activity and investment to decentralize from the historic downtown area to the Highway 7 corridor. By the 1980s, most of downtown Pleasant Hill was boarded up and empty.

1990s - 2000s | HOMETOWN

Pleasant Hill experienced a home building boom starting in the 1990s, and residential real estate continues to be an important part of the economy. However, unlike earlier eras, most new housing is detached from the historic downtown village, and instead organized along the Highway 7 corridor in a more suburban development pattern. Over the years, drive-to commercial businesses have become established along Highway 7.

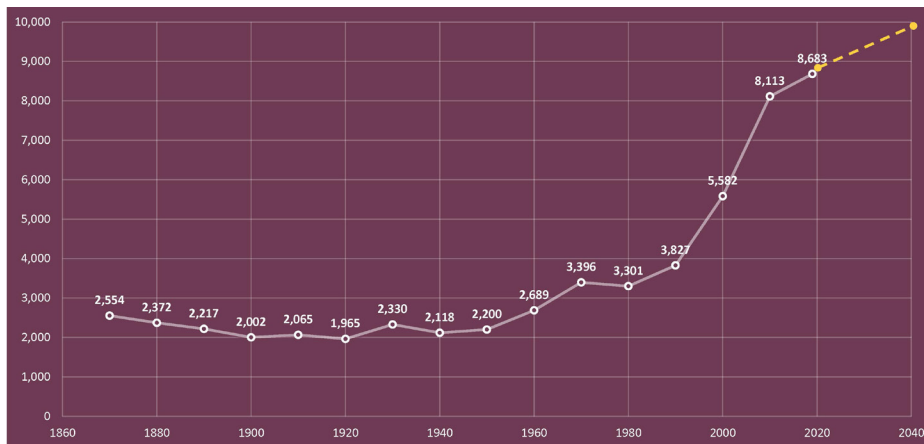
PRESENT DAY | TRAIL TOWN

Historic downtown Pleasant Hill has recently experienced reinvestment with the renovation of buildings and establishment of local businesses, including antique shops, eateries, gift shops, and artists. Recent, state-level investment in trails is a major opportunity for the historic downtown area. Pleasant Hill is the latest addition to Missouri's Katy Trail State Park, which links St. Louis to Kansas City, with the establishment of the Rock Island Spur Trail, connecting Pleasant Hill east to Windsor, Missouri. In addition, the Mo-PAC Trail connects Downtown Pleasant Hill northwest to Pleasant Hill City Lake, which contains 3 miles of newly constructed mountain bike trails.



COMMUNITY PROFILE

A Community Profile (see appendix) digital document was prepared to provide an overview of data gathered during the initial phases of the planning process. This information builds upon the historical perspective of Pleasant Hill, identifying key trends that will impact the community's future. A Community Survey was conducted in conjunction with the publication of Pleasant Hill's Community Profile, which helped to uncover local perceptions, desires, concerns, and visions for the future. Together, observations from the Community Profile and Community Survey provided a foundation for further engagement with residents, stakeholders, regional partners, and technical advisors, and opportunities to expand the community's understanding about a variety of topics. The information represents a summary of the Community Profile, and a link to the full digital document is included in the appendix of this plan.



Population Over Time & Projection

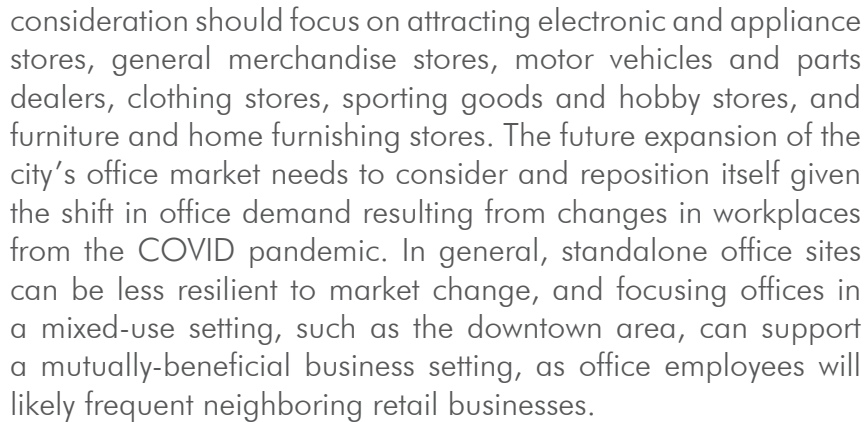
INITIAL OBSERVATIONS

ACCOMMODATING MIGRATION

Pleasant Hill has experienced significant population growth in recent years, making housing development an important component of this planning process. New housing growth has been steady, and average home prices and rental rates are more affordable than elsewhere in the Kansas City metropolitan area. This condition is especially important with the regional and national housing markets experiencing rapidly rising prices. A stable supply of both new and existing homes offers a variety of price points for new residents. In order to reduce market pressure on existing residents, it will be important to facilitate housing growth in a thoughtful way that also considers transportation network challenges. There is the potential for Pleasant Hill to expand its housing inventory on vacant residentially zoned land where infrastructure is available. However, residential growth alone will be insufficient in promoting an economically healthy community without increased tax rates. Stable growth requires a broader strategy that includes new jobs as well as residents, and productive use of existing resources.

LOCAL BUSINESS ECONOMY

Pleasant Hill's retail market has outperformed the State of Missouri, and the number of retail establishments has remained stable despite the pandemic and the growth of online sales. However, a higher city sales tax rate, lack of direct access to the interstate system, and proximity to Lee's Summit make Pleasant Hill less attractive to the national corporate chains. The best opportunity for business growth in Pleasant Hill will be the attraction of specialty retail to unique settings, such as downtown Pleasant Hill, and retainment and growth of local businesses. Based on the community survey responses, special



Newer subdivisions in Pleasant Hill are highly reliant on MO-7 for connectivity to the rest of town, and the region. Limited local connections, as well as low supply of local jobs in Pleasant Hill, creates significant pressure on MO-7 during peak hours. Exploring alternative roadway routes, increasing neighborhood interconnectivity, strengthening walking and bicycling infrastructure for short trips, and local job creation opportunities should help ease this issue over time. The historic downtown and adjacent neighborhoods contain a well-connected network that would benefit from tactical improvements. Previous trail investment is a significant asset for Pleasant Hill to build off of, and can help spur economic development in the downtown area.

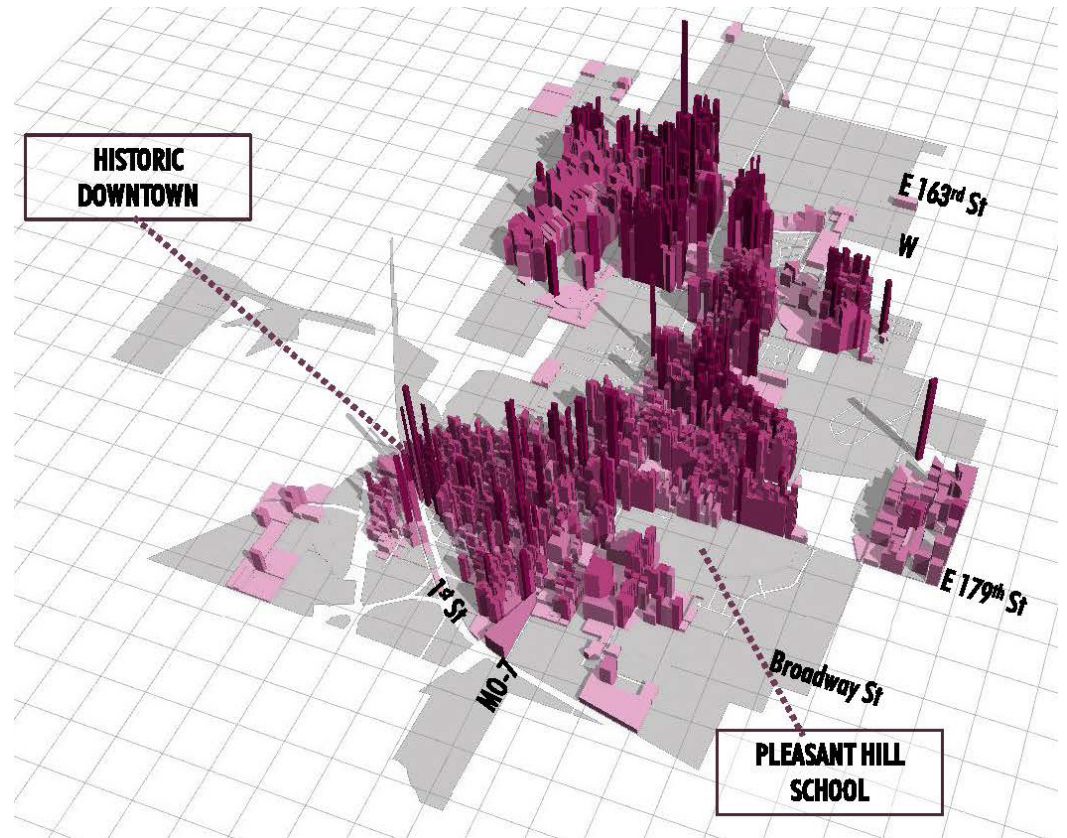
Industrial uses are varied in type and intensity throughout the city. Lower local property taxes can provide an advantage for Pleasant Hill in attracting additional manufacturing and light industry. Identifying appropriate locations and infrastructure needs to accommodate both higher intensity and lower intensity (artisan) industrial uses will be important moving forward.



THE ECONOMICS OF LAND USE

Pleasant Hill is an inheritance many generations in the making, and preserving and strengthening this inheritance requires a fiscally sustainable system of infrastructure, including streets. These systems are long-term commitments that must be maintained for generations, and how Pleasant Hill grows and utilizes existing infrastructure, versus building more, will have an impact on long-term economic health.

Consider the cost of street preservation. The city is responsible for preserving 66 miles of local roadway in the community. This preservation includes regular maintenance, and long-term reconstruction. The annual cost to preserve the roadway system is \$2.25M -- or about \$770 per household. Expanding infrastructure to accommodate new development will grow this cost, so it is important to consider the long-term costs associated with growth, and ways existing infrastructure can be used productively.



One way of understanding the economic potency of our community's land use pattern is by measuring parcels on a "value per acre" basis. Parts of the community with the highest value per acre represent properties that produce the most value compared to their physical infrastructure use.



Downtown Area
~10K s.f. lots

Assessed Value per Acre
\$300K



Stone Creek Area
~10K s.f. lots

Assessed Value per Acre
\$409K



Hickory Hills Area
~1 acre lots

Assessed Value per Acre
\$121K

Land use that has a high value per acre can come in a variety of shapes and sizes, and real estate doesn't need to be new or expensive to be economically potent for the community. In fact, many small, modest buildings in or adjacent to the historic downtown are great contributors to the city. In addition to the downtown, many newer neighborhoods are great additions to the city from an economic perspective, especially those with smaller lots or townhomes. In order to maintain low taxes for residents of Pleasant Hill, residential growth should be carefully managed with special attention paid towards the long-term costs of supporting public streets, sewers, and water systems. In general, residential areas with lots over 12,000 square feet are not fiscally appropriate for a high level of public services without increased taxes. Large lot residential subdivisions should consider use of septic systems, wells, and Neighborhood Improvement Districts for maintaining supporting infrastructure, facilities, and other needs.



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COMMUNITY VISION

This chapter contains adopted planning policies identified during the planning process, intended to support decision-making and guide future growth. The Vision Statement is a statement expressing the desired future state of Pleasant Hill, and is supported by four Guiding Principles – Quality Growth, Economic Resilience, Small Town Culture, and Regional Trail Town. Each of these topics include several long-term goals and objectives.

VISIONING COMPONENTS

The Visioning section of the plan is structured to identify broad themes and shared principles, and translate consensus points into specific goals and objectives. Each component of Visioning – the Citywide Vision Statement, Guiding Principles, Goals, and Objectives – establish the foundation for planning recommendations provided in later chapters of the plan.

CITYWIDE VISION STATEMENT

GUIDING PRINCIPLES

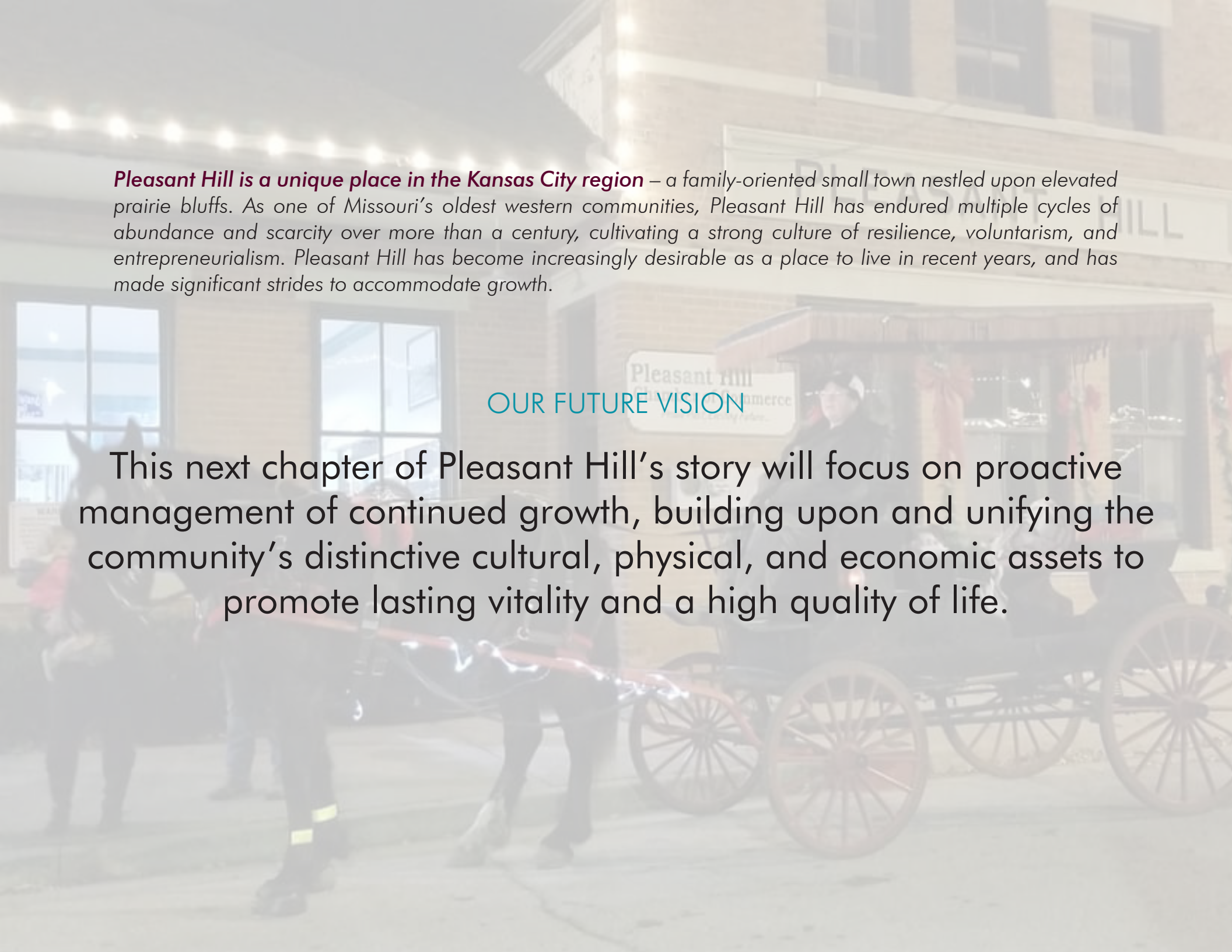
Long-term, communitywide mission statements.

GOALS

Statements of what can be achieved, organized by the guiding principles.

OBJECTIVES

Specific, measurable targets for each defined goal.



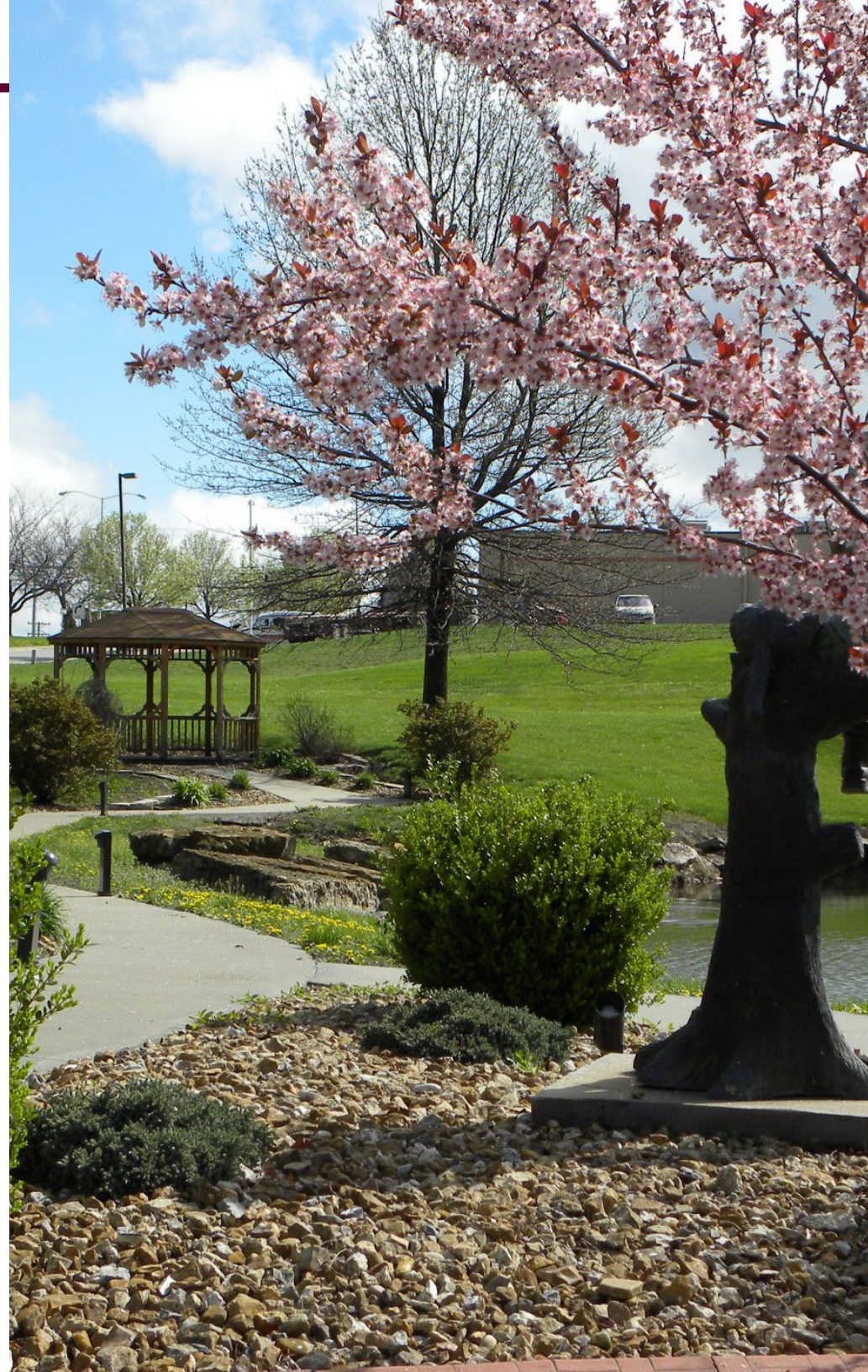
Pleasant Hill is a unique place in the Kansas City region – a family-oriented small town nestled upon elevated prairie bluffs. As one of Missouri’s oldest western communities, Pleasant Hill has endured multiple cycles of abundance and scarcity over more than a century, cultivating a strong culture of resilience, voluntarism, and entrepreneurialism. Pleasant Hill has become increasingly desirable as a place to live in recent years, and has made significant strides to accommodate growth.

OUR FUTURE VISION

This next chapter of Pleasant Hill’s story will focus on proactive management of continued growth, building upon and unifying the community’s distinctive cultural, physical, and economic assets to promote lasting vitality and a high quality of life.

QUALITY GROWTH

Pleasant Hill experienced significant population growth over the past 20 years, that resulted in uncoordinated, disconnected growth patterns. Today, Pleasant Hill is prepared to be more strategic and proactive about managing its growth and ensuring quality outcomes. As the community continues to see investment, Pleasant Hill will pursue opportunities to knit the community back together and improve the quality of building, public space networks, and infrastructure investments.



GOALS & OBJECTIVES

GOAL: Enhance community-wide connections and access for all modes of transportation.

OBJECTIVES:

1. Limit disconnected networks in future subdivision development.
2. Improve Pleasant Hill's connectivity to other parts of the region by completing planned trailways and enhancing accessibility for people walking, biking, or requiring ADA facilities on MO-7 and MO-58.
3. Establish new alternative connections, particularly north/south, between newer neighborhoods and the historic downtown area, local schools, and other significant destinations.
4. Improve the design of streets throughout the community, with special consideration for slowing speeds in neighborhood contexts, sidewalk construction and maintenance practices, and improving multimodal connections.
5. Strategically implement the recommendations of the trails plan, with special consideration for connecting neighborhoods, parks, the downtown area, and regional trails systems.
6. Ensure children and families have safe, multimodal connections to key destinations such as schools, religious institutions, public facilities, and neighborhoods.
7. Address traffic congestion, pedestrian safety, and general functionality issues on MO-7.

GOAL: Pursue a model for managing public space and infrastructure assets.

OBJECTIVES:

1. Establish clear and consistent policies for investing in infrastructure expansion and annexation efforts, recognizing long-term commitment costs and viability.
2. Establish clear policies for utilizing Benefits Districts and Development Fees to fund infrastructure expansion.
3. Create a strategic park assessment focusing on options to right-size parkland investments, pursue revenue-generating programs, and prioritize park and recreation improvements.
4. Diversify public amenities to support all age groups, including retirement-age residents, adolescents, and young families.
5. Explore short, medium, and long-term options for managing land in flood zone areas.
6. Investigate the applicability of Neighborhood Improvement Districts for supporting public infrastructure and amenities in residential areas.

GOAL: Ensure improved quality of existing and future development.

OBJECTIVES:

1. Hold development investment to a consistent standard with a modernized, straightforward zoning code.
2. Ensure clear procedural and application expectations for developers.
3. Improve the quality of existing commercial buildings, leveraging strategic funding mechanisms such as grants and incentives.
4. Ensure site design that promotes multimodal access and aesthetic quality.
5. Promote high-quality design for residential buildings, with an emphasis on simple design patterns.

ECONOMIC RESILIENCE

Pleasant Hill serves as a traditional town and a bedroom community to residents. To be economically resilient and maintain a high quality of life for residents, the community will need to balance its character as a residential community with the need to support employment and purchasing needs. For the next 20 years, Pleasant Hill will pursue unique, context-friendly opportunities to build a strong local economy around the great assets of the community – a culture of localism, niche industries, regional trail connections, a rich natural setting, and an architecturally beautiful downtown.



GOALS & OBJECTIVES

GOAL: Grow the industrial job market and educational training opportunities.

OBJECTIVES:

1. Leverage regional resources and local incentives to identify prospective new employers and promote job creation.
2. Develop an Incentives Committee comprised of affected taxing entities.
3. Identify an appropriate location for industrial growth, and identify current improvement needs, including expansion of current utility capacity.
4. Explore opportunities to attract industrial employers that provide mutual support for other long-term goals and local businesses, such as bicycle part manufacturing or small-business supplies.
5. Promote the creation of a light-industrial business incubator to stimulate local employment growth, potentially partnered with higher-education institutions and technical training colleges to provide local, specialized training.
6. Utilize tax or other incentives, and public-private partnerships, outreach to existing businesses seeking expansion and zoning to accommodate and attract commercial and industrial investment.

GOAL: Retain and expand local businesses.

OBJECTIVES:

1. Ensure virtual employees and small businesses have access to business logistics services and utilities such as high-speed internet, shipping and receiving centers, and printing.
2. Improve awareness and access to resources that improve the success of local businesses, including market research and regional economic development and chamber organizations.
3. Consider providing and promoting financial incentives, such as the Missouri Works Program, to attract targeted retail, recreational, and commercial users that provide direct community benefits and meet residents' aspirations.
4. Promote artisan manufacturing uses within the downtown setting.
5. Pursue the creation of marketing and financial incentives for residents and visitors to go to local businesses such as utility bill rebates or tax-free weekends.

GOAL: Diversify land use investments in strategic locations.

OBJECTIVES:

1. Support a mix of land uses to ensure long-term economic sustainability, particularly in the downtown area where many local businesses are integrated in a single setting.
2. Right-size over-retailed areas by enabling a greater variety of interdependent alternative uses, such as residential living, offices, services, and retirement/healthcare facilities.
3. Promote incentives, such as Historic Tax Credits, for mixed-use redevelopment projects in downtown, especially where upstairs residential units are planned.
4. Pursue the creation of a more complete housing portfolio, especially for retirement-aged residents, single adults, and first-time home buyers.

SMALL TOWN CULTURE

Pleasant Hill has established itself as a family-oriented community with strong historical roots. This small-town culture is a primary draw for attracting new residents to Pleasant Hill from other places in the region. Even as the community attracts new population, it is critical to reinforce and support the aspects that make Pleasant Hill a strong community. The culture of Pleasant Hill is driven by voluntaristic residents, business owners, the school district, religious institutions, resident groups, and civic partners. Continued support for and encouragement of local efforts will be vital as the community continues to grow, evolve, and welcome newcomers.



GOALS & OBJECTIVES

GOAL: Pursue regional partnerships that strengthen the capacity of the community.

OBJECTIVES:

1. Strengthen relationships with regional and state entities that will support strategic planning efforts.
2. Establish a strategic committee (Pleasant Hill 2020 or Pleasant Hill Futures Committee) consisting of local and regional representatives involved with downtown revitalization, trails development, business attraction and retention, historic preservation, and tourism attraction to meet regularly to pursue implementation of the Comprehensive Plan and Downtown Strategic Plan.
3. Strategically pursue regional and state funding opportunities, including the use of public-private partnerships to encourage investment and reinvestment that supports the Comprehensive Plan and other community efforts.
4. Participate in future regional marketing/branding efforts, particularly for Katy Trail/Rock Island trail town collectives.

GOAL: Reinforce and build upon Pleasant Hill's strong local connections and community-driven efforts.

OBJECTIVES:

1. Continue to utilize many communication networks for sharing citywide efforts and activities, and encourage contributions from the local community, school district, religious institutions, and other organized groups.
2. Identify strategies to communicate with new residents and business owners.
3. Continue to promote local, family-oriented events, such as parades, markets, and festivals throughout the community, especially within the downtown businesses and school district.
4. Improve city engagement with community-driven initiatives, and expand opportunities for residents and institutional groups to engage with strategic municipal efforts.
5. Offer matching grants for neighborhoods that seek to construct additional amenities such as enhanced landscaping and connecting trails.

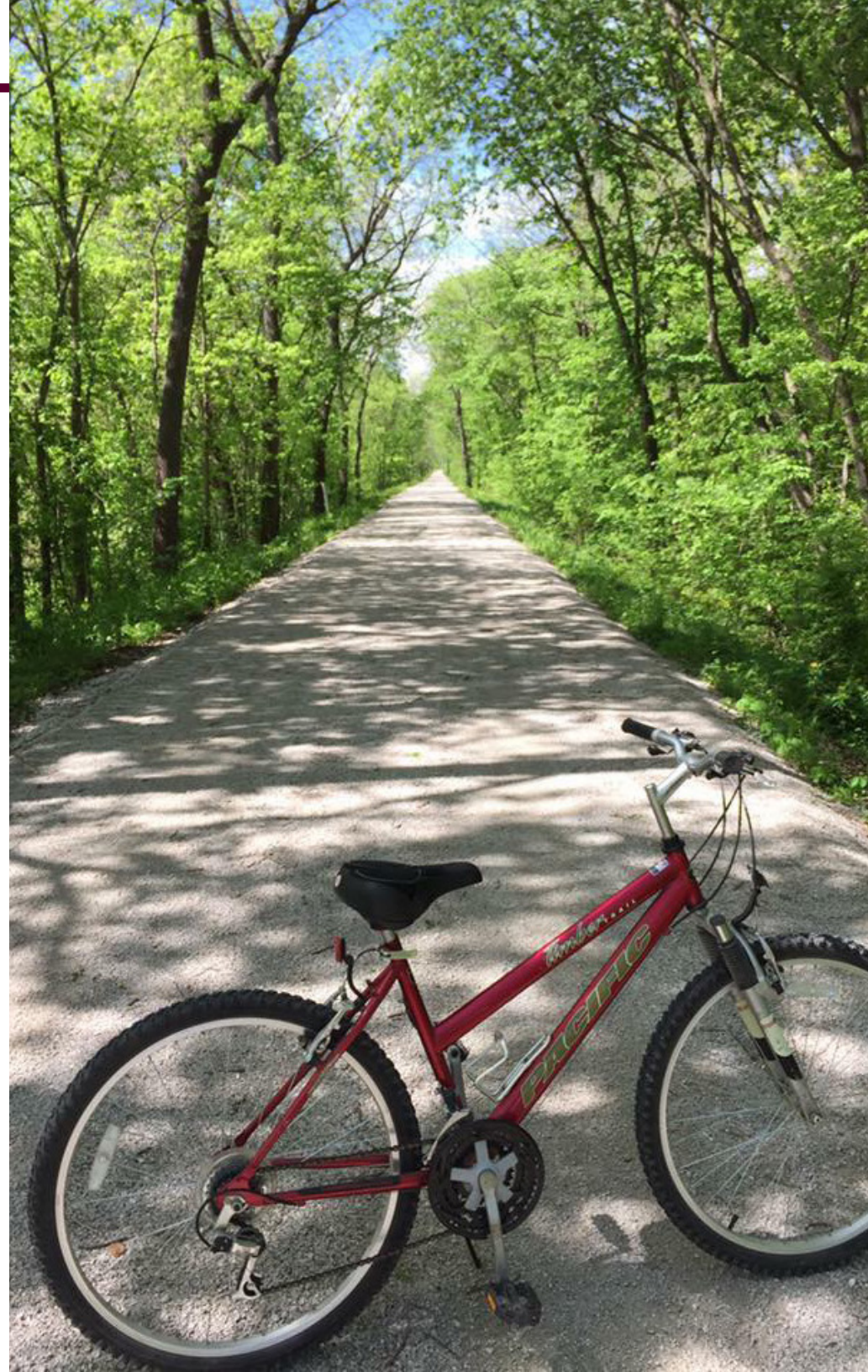
GOAL: Become a hub for family-oriented activities for residents and the region.

OBJECTIVES:

1. Expand recreational facilities to support regional sports tournaments and various types of regional recreational activities.
2. Identify opportunities to partner with organizations and businesses to provide family-oriented programming at civic destinations, such as a children's museum.
3. Improve the quality of park facilities in key locations, with a special emphasis on multimodal connections and unique, contextual experiences not offered in other places.
4. Continue to pursue creative strategies for supporting the development of a Community Center.

REGIONAL TRAIL TOWN

Continued regional investments in the trails system will position Pleasant Hill as a key destination along the Katy Trail, connecting St. Louis and Kansas City, in addition to connecting Pleasant Hill with several other towns and cities. These investments and supportive local facilities will attract visitors to the community and promote broader recreational uses for residents. As regional trail connections are implemented, Pleasant Hill will focus on building upon and promoting its unique downtown and transportation heritage, nurturing a vibrant local business ecosystem that fosters the attraction and retention of local makers and family-friendly destinations, and expanding recreational activities for visitors and residents alike.



GOALS & OBJECTIVES

GOAL: Strengthen downtown Pleasant Hill as the heart of the city.

1. Implement the recommendations of the Downtown Strategic Plan.
2. Establish regional awareness of downtown Pleasant Hill, particularly as a family-friendly community hub, trail destination, and weekend recreational getaway.
3. Promote both sides of downtown as a unified, regular host of regional and community events, geared towards family-friendly, recreational, and seasonal activities.
4. Create strong physical and programmatic connections between downtown and surrounding areas, including the Cass County Fairgrounds and the Pleasant Hill Recreation Complex.
5. Consider diversifying the destination types in downtown to include a broader variety of trails and bike users, such as mountain biking, motorcycling, BMX, and dirt biking.
6. Create family-oriented destinations in and adjacent to downtown, such as an adventure course, a camping ground, or splash pad.
7. Promote housing as a second-floor use within historic buildings in the downtown, and development of new housing on undeveloped property near the downtown area.
8. Ensure adequate car and bicycle parking facilities and clear signage to promote awareness of the location of facilities for visitors of downtown.
9. Coordinate with the railroad company to reduce track blockage frequently dividing the downtown business district and ensure involvement in any future changes to railroad operations that may impact Pleasant Hill.

GOAL: Connect Pleasant Hill to regional and state trail systems.

OBJECTIVES:

1. Link MOPAC Trail to Rock Island Trail + North to Neighboring Communities
2. Complete the connection between the Rock Island Spur of the KATY Trail and the Trailhead with an adequate crossing of the MNA Line
3. Improve connection of MOPAC trail to city lake for future expansion.

GOAL: Improve trail-oriented accommodations for visitors.

OBJECTIVES:

1. Pursue public/private partnerships, such as leasing publicly owned land, to implement trail-oriented accommodations.
2. Explore a strategic location to create overnight accommodations for various types of visitors and needs, including bed & breakfasts, camping, and "glamping" (includes beds, electricity, access to plumbing facilities), as well as bike-oriented retail and services such as bike rentals, bike repair stations, bike storage.
3. Enable the ability to implement pop-up businesses, such as food trucks, in the downtown and along the trails systems, including near the mountain biking trails and other trailheads.
4. Explore opportunities to provide reduced rent or other incentives for bicycle-oriented and tourism-oriented businesses that compliment trail users, such as artisan manufacturing, art studios, wine tasting, etc.



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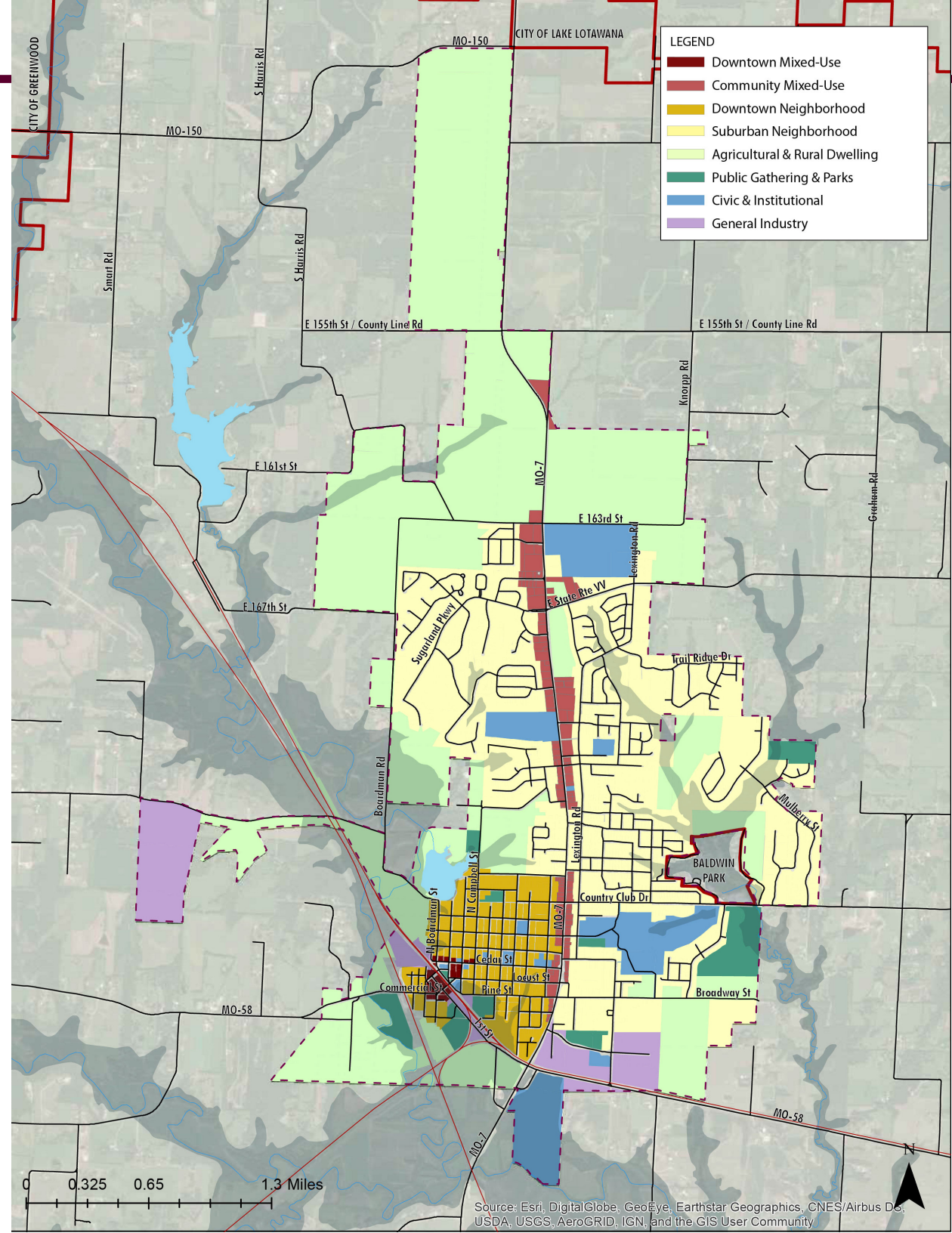


LAND USE & ECONOMIC DEVELOPMENT

The following chapter builds off the community's long-range vision, goals, and objectives, establishing policy related to how future growth should be managed. This growth strategy includes recommendations for future land use, economic development, community networks, and infrastructure.

EXISTING LAND USE MAP

Pleasant Hill has a number of established contexts composed of preexisting land uses. The following definitions reflect these existing contexts and establish the building blocks for planning for future growth.

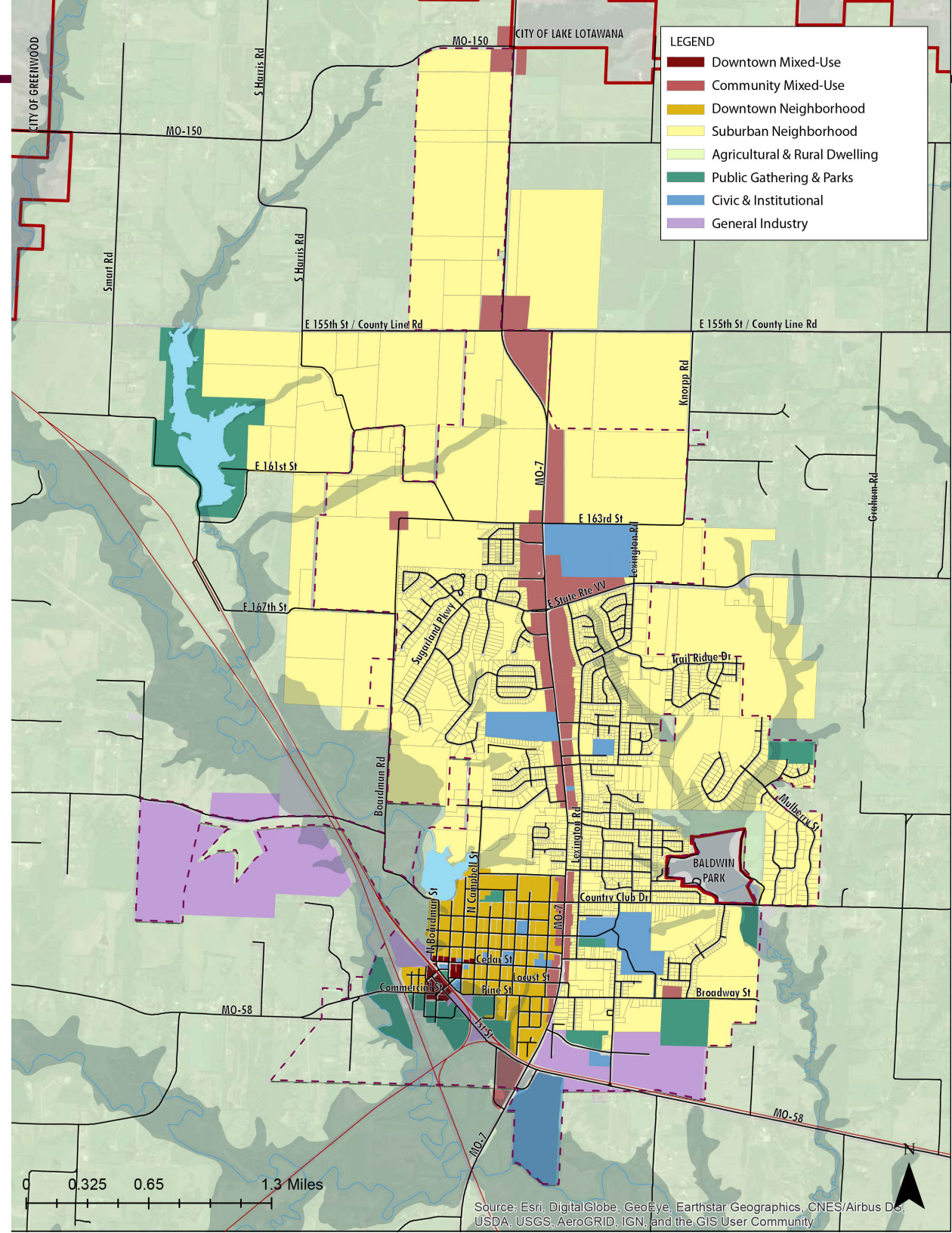


FUTURE LAND USE MAP

The Future Land Use Plan builds on the definitions for established places throughout the community, aligning these contexts with goals and objectives identified in Chapter 2. This plan also identifies areas that may be developed in the future, both within and outside the city's 2022 boundaries.

The Future Land Use Plan serves the following purposes:

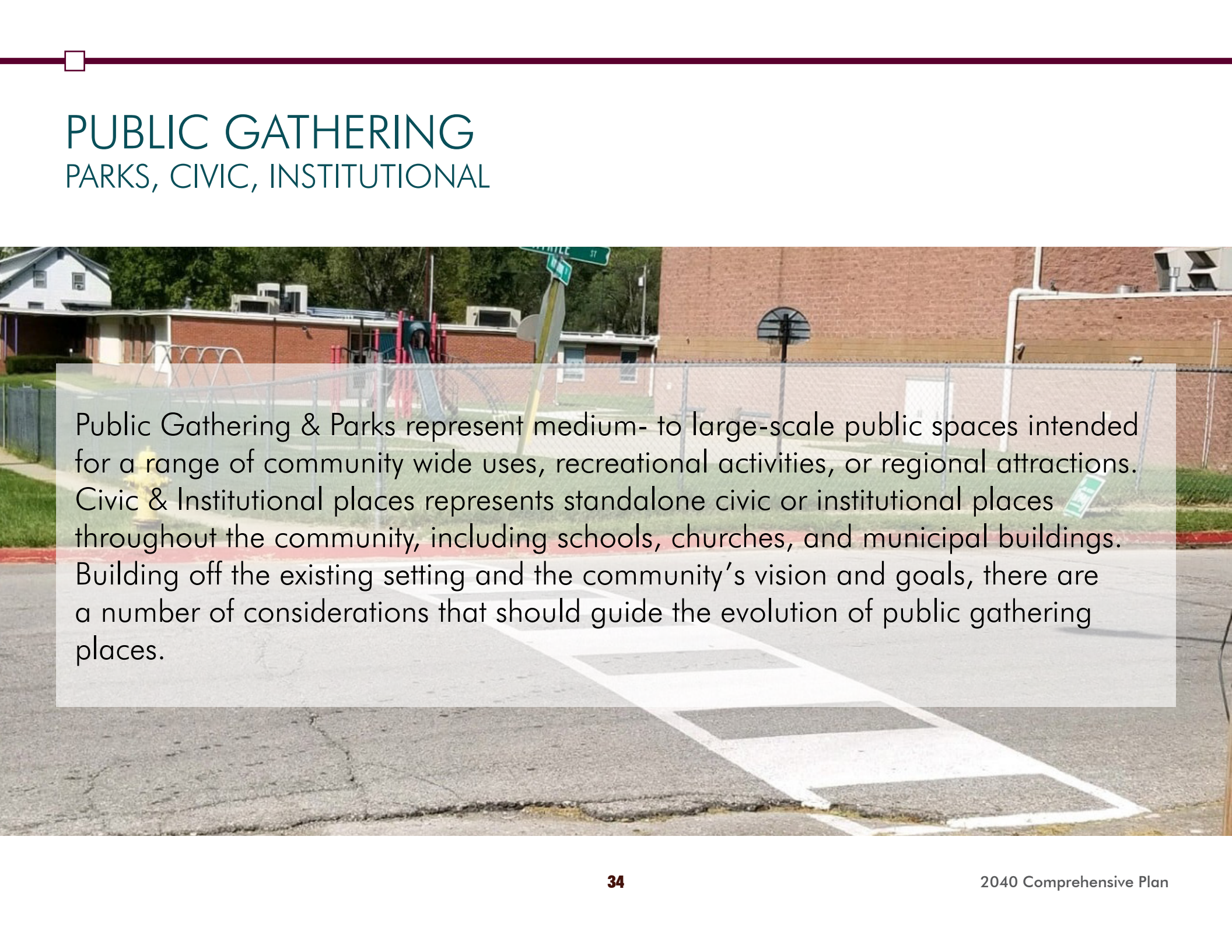
- Provides elected and appointed officials, as well as city staff, with guidance for considering rezoning requests as land owners and developers voluntarily seek to reconsider the use of their land.
- Provides the community's stakeholders – residents, business-owners, and property-owners, with expectations for how the city may grow incrementally over time.
- Provides the development community with expectations about desired land uses throughout the community.





PUBLIC GATHERING

PARKS, CIVIC, INSTITUTIONAL



Public Gathering & Parks represent medium- to large-scale public spaces intended for a range of community wide uses, recreational activities, or regional attractions. Civic & Institutional places represents standalone civic or institutional places throughout the community, including schools, churches, and municipal buildings. Building off the existing setting and the community's vision and goals, there are a number of considerations that should guide the evolution of public gathering places.



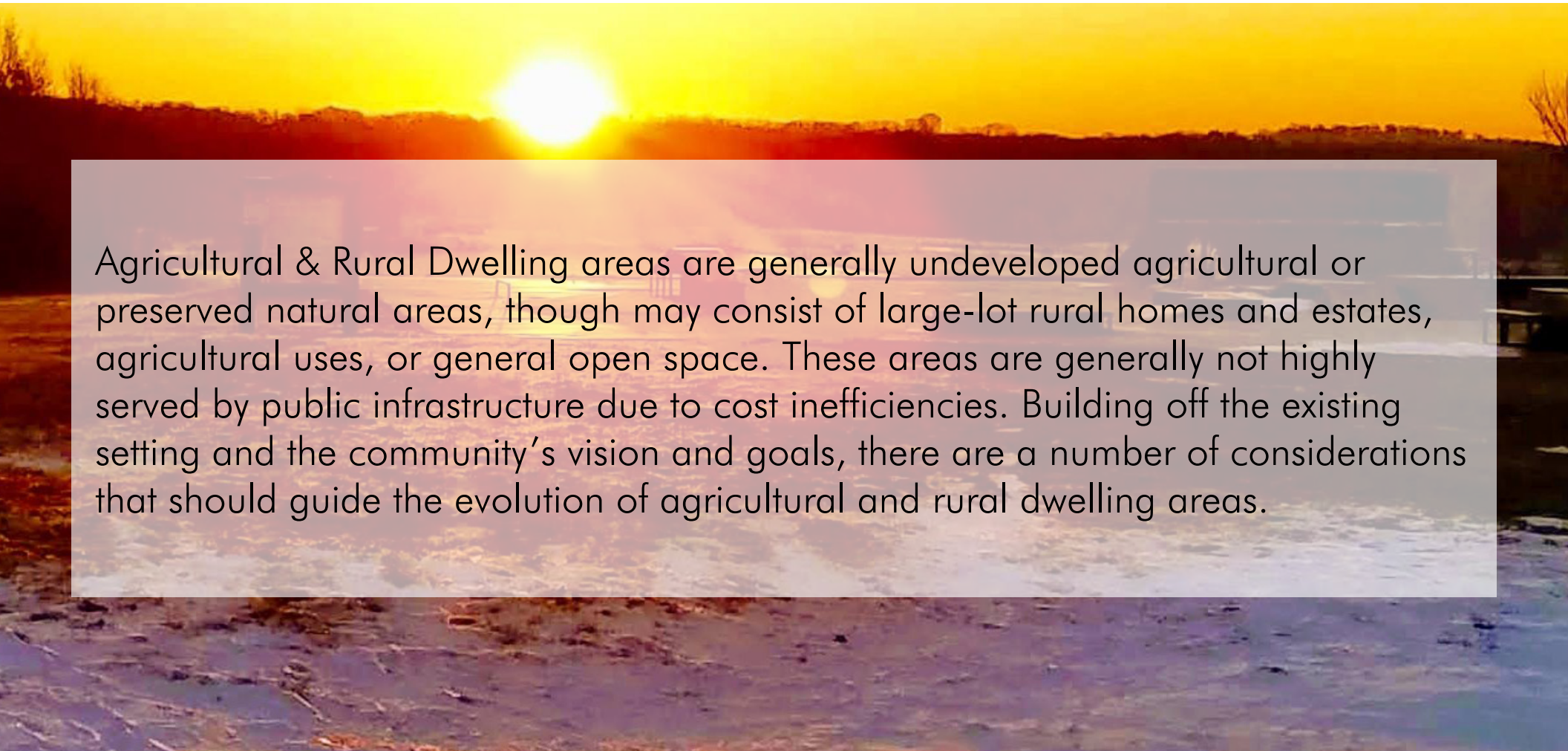
PLACE TYPE: PUBLIC GATHERING

OPPORTUNITIES & PRIORITIES TO CONSIDER:

- Civic and institutional organizations are extremely important to the culture of Pleasant Hill, and the City should continue engaging and partnering with these organizations to support shared goals and expand capacity.
- As public facilities are improved, the City should seek partnerships with organizations to promote regional, family-friendly destinations, such as a children's museum or community center.
- Deferred maintenance and lack of resources to improve parks is a challenge for the City, and an assessment of existing parks and needs should be initiated. A master plan for managing and improving parks and public spaces in the city should identify strategies for right-sizing parkland and funding improvements.
- Pleasant Hill City Lake has the potential to be a significant destination for supporting the community's trail town and recreational identity. Improvements that improve the connection between the lake and Downtown, and expand activities around the lake, should be prioritized over the next two decades.
- Establishing a stronger physical and programmatic connection between the Cass County Fairgrounds and Pleasant Hill Recreation Complex to downtown should be a high priority.
- In general, small-scale public gathering places, such as schools, churches, or neighborhood parks, should be integrated within residential or commercial settings, and not isolated from established or planned places in the community. Larger-scale public gathering spaces, such as a regional park, campus, or recreational hub, may be located in areas that are somewhat isolated from other settings if multimodal facilities are also built to provide access to the public gathering space.



AGRICULTURAL & RURAL DWELLING



Agricultural & Rural Dwelling areas are generally undeveloped agricultural or preserved natural areas, though may consist of large-lot rural homes and estates, agricultural uses, or general open space. These areas are generally not highly served by public infrastructure due to cost inefficiencies. Building off the existing setting and the community's vision and goals, there are a number of considerations that should guide the evolution of agricultural and rural dwelling areas.



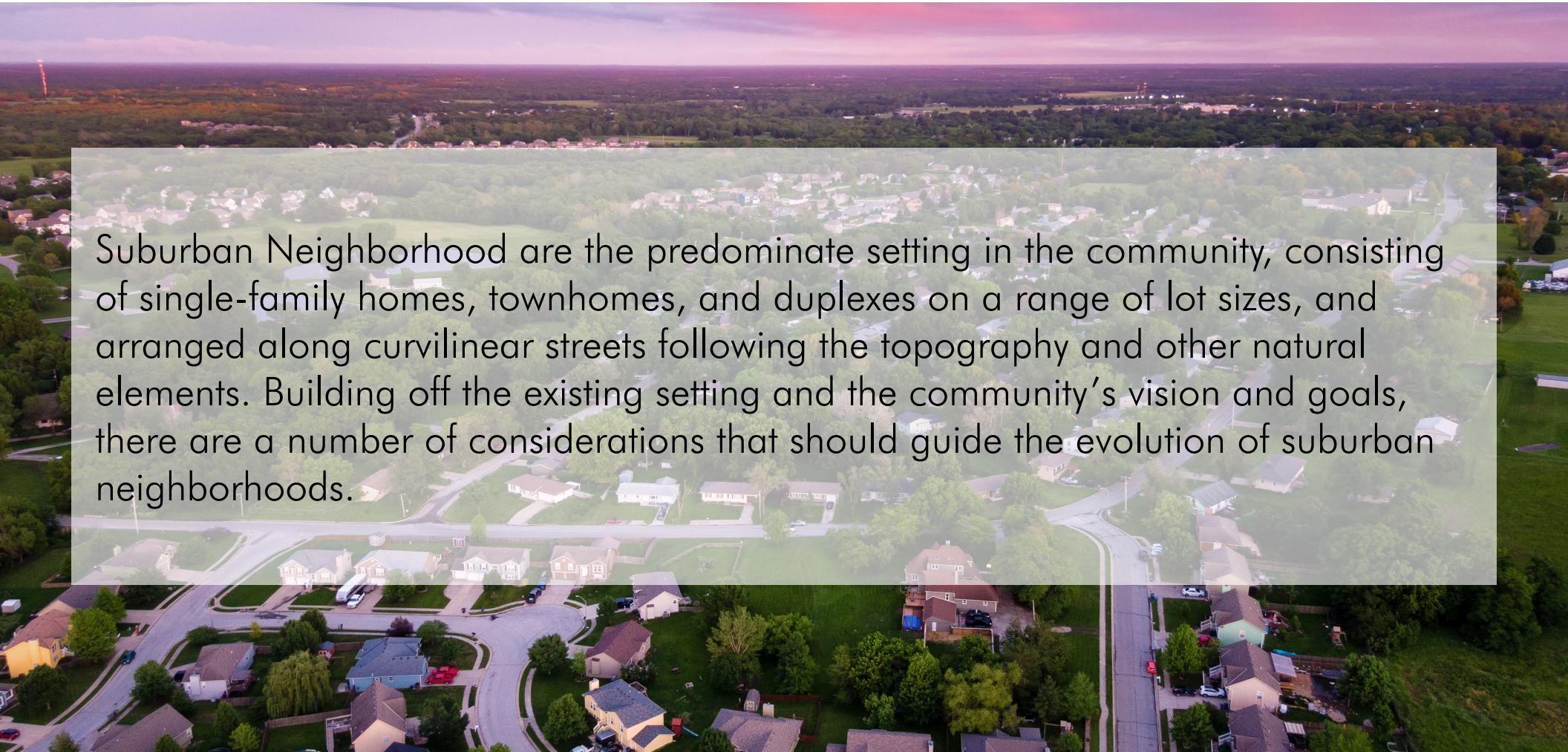
PLACE TYPE: AGRICULTURAL & RURAL DWELLING

OPPORTUNITIES & PRIORITIES TO CONSIDER:

- The agricultural setting is a defining feature of Pleasant Hill that attracts residents and visitors, alike. Even as future growth of the city and neighboring cities occurs, preserving a rural boundary around the community is a desire.
- There are several conditions that will “naturally” maintain the rural landscape in and around Pleasant Hill. The flood hazard area runs generally from Downtown to City Lake, creating a natural boundary along the west side of the city that is unlikely to be altered in the future.
- Focusing development in areas that are already served by infrastructure is the most fiscally responsible use of public tax dollars and assets. The existing infrastructure network, including streets, sewers, and water mains, positions some areas of the community as productive places for growth. Lack of nearby, comprehensive infrastructure and utilities presents a financial barrier to building in certain portions of the community in the near future. This reality will preserve the rural setting of the community for a period of time.
- Agricultural or rural areas are appropriate for hosting uses that do not require extensive utilities and infrastructure. These areas may host rural estates or homes that are serviced by septic systems. However, establishment of rural housing will create a barrier to future expansion and growth requiring extensive public infrastructure.
- Agricultural or rural areas are also appropriate for agricultural tourism, such as wedding venues, visitor-oriented farms and ranches, wineries, rural bed & breakfasts, destination farmers markets, and outdoor recreational destinations. Destination-oriented agricultural uses are especially promoted near Pleasant Hill Lake and trails systems.
- Some agricultural areas, including outside of current city limits, may contain sites or landmarks of historical significance. A historic resources survey should include consideration of these areas within city limits, and future annexation of undeveloped land outside the city should involve an understanding of any potentially historic assets or landmarks.



SUBURBAN NEIGHBORHOODS



Suburban Neighborhood are the predominate setting in the community, consisting of single-family homes, townhomes, and duplexes on a range of lot sizes, and arranged along curvilinear streets following the topography and other natural elements. Building off the existing setting and the community's vision and goals, there are a number of considerations that should guide the evolution of suburban neighborhoods.

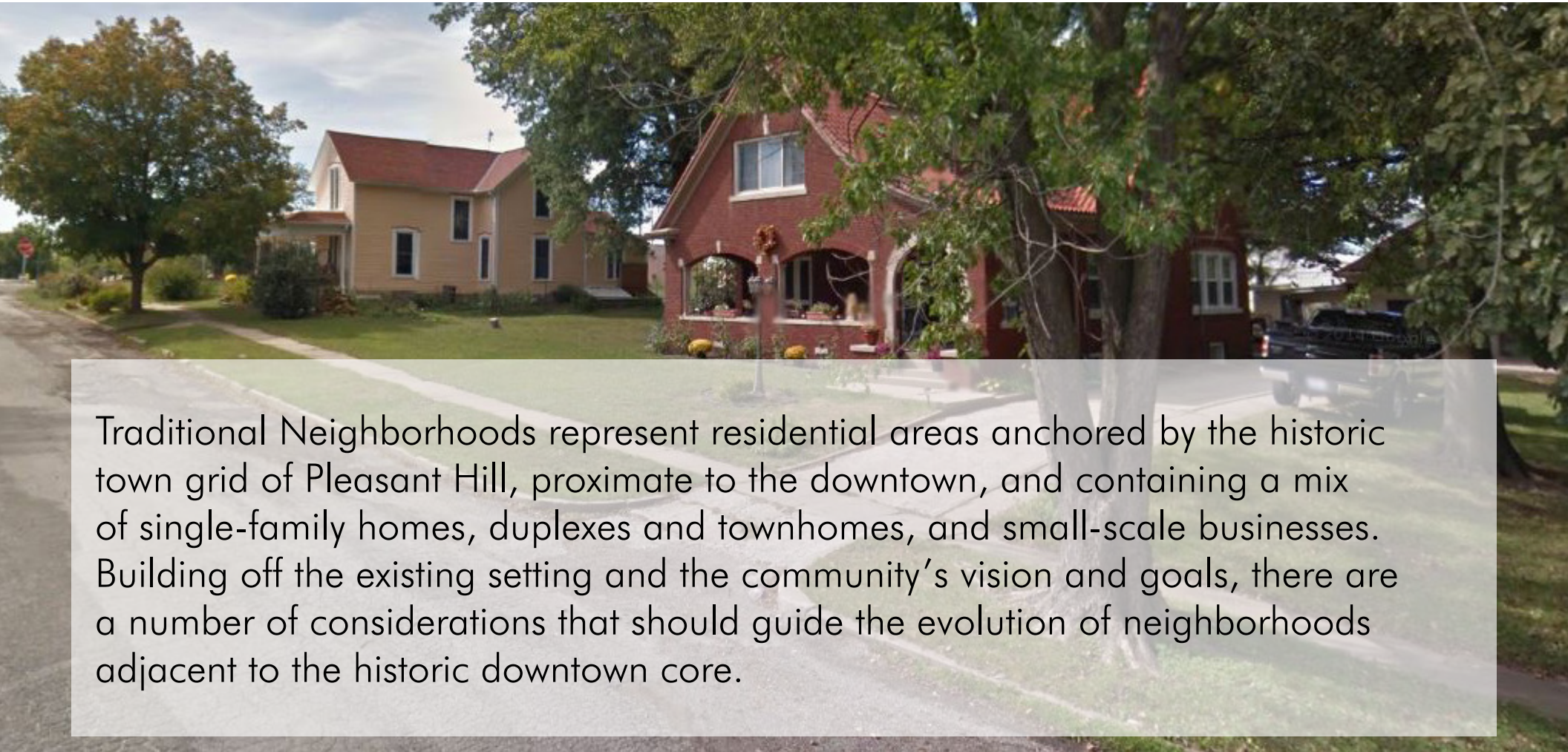


PLACE TYPE: SUBURBAN NEIGHBORHOODS

OPPORTUNITIES & PRIORITIES TO CONSIDER:

- Most suburban neighborhoods are established and prioritized for ongoing maintenance. As these neighborhoods age over time, special attention to codes enforcement, and communication with residents about maintenance challenges may be warranted.
- Suburban neighborhoods have largely been developed to prioritize neighborhoods with few connections between subdivisions and limited access points beyond MO-7. This pattern of development has been described as a “rib cage” or “tree branches”, and produces unnecessary pressure on MO-7, even for local trips. As new suburban subdivisions are created, leveraging this growth to create new, alternative connections between neighborhoods must be prioritized.
- Established neighborhoods have expressed a desire to improve the quality of small, neighborhood parks within walking distance to home. As a strategic parks assessment is undertaken by the City, further engagement with residents should help determine future options for right-sizing and prioritizing improvements. Neighborhood Improvement Districts may be a strategic tool for supporting ongoing park needs in some cases.
- Trail connections are an important asset to suburban neighborhoods, providing alternative accessways for residents to connect to other parts of the city. Continued implementation of the adopted Trails Plan should be pursued and completed over the next 20 years.
- Expanding housing options is a desire for the community, especially for younger and aging residents. Low-maintenance housing options such as a duplex or townhome may be appropriate in suburban neighborhood settings, and should reinforce the scale and orientation of a typical house.
- Design of neighborhoods that represents “small town character” was an important topic during the planning process. Consider how TND principals (pg.42) can be incorporated into Suburban Neighborhood settings, particularly opportunities to promote the design of slow streets and deemphasize garage frontages when building smaller lots are platted.
- Generally, fully-serviced suburban neighborhoods should not consist of individual lots of greater than 12,000 square feet. Where larger lots are established, housing types of greater efficiency such as townhomes or apartments should be developed to offset the cost of public services.

DOWNTOWN NEIGHBORHOODS



Traditional Neighborhoods represent residential areas anchored by the historic town grid of Pleasant Hill, proximate to the downtown, and containing a mix of single-family homes, duplexes and townhomes, and small-scale businesses. Building off the existing setting and the community's vision and goals, there are a number of considerations that should guide the evolution of neighborhoods adjacent to the historic downtown core.



PLACE TYPE: DOWNTOWN NEIGHBORHOODS

OPPORTUNITIES & PRIORITIES TO CONSIDER:

- The sidewalk network in downtown neighborhoods is incomplete and under-maintained. Consider creating a survey of existing sidewalks and their condition, as well as gaps in the network. This information, and subsequent planning for capital improvements over time, can be documented using GIS software.
- Over time, some parcels in downtown neighborhoods may become candidates for redevelopment. In order to reinforce a traditional neighborhood character, consider codifying key design patterns, such as understated driveways and garage frontages, for the development of new infill housing.
- Mixing small-scale destinations throughout downtown neighborhoods promotes walkability and strengthens community bonds. Continue to enable small civic/business uses, such as schools, religious institutions, parks, daily services, and day care centers.
- Review the Unified Development Code to determine application of uses in neighborhood settings that align with downtown revitalization efforts, such as short-term rentals, traditional bed & breakfasts, and small-scale businesses. Small-scale and “missing middle” housing types that reinforce a traditional neighborhood setting, such as townhomes, duplexes, accessory units, and small-format homes, should also be also considered.
- Consider allowing homeowners to build accessory dwelling units (“ADUs”). These can accommodate young or aging family members, renters, or people visiting Pleasant Hill.
- Many properties in downtown neighborhoods would benefit from maintenance. Investigate options for promoting and supporting reinvestment in aging properties, including tax abatement programs or matching grants.
- The community has identified a desire to build residential neighborhoods that represent traditional, “small town” patterns of development emphasizing walkability, human-scale front entry features, and deemphasized garage frontages. Ensure alleyways are preserved over time, and leveraged as access to garages when properties are developed.
- Generally, the existing lot and block pattern should be preserved, and the development of new houses should take place on the existing lot pattern. Smaller lots may be acceptable to promote greater efficiency of land and construction costs.
- An update to the Historic Resources Survey should include consideration for potential historic assets or districts within Downtown Neighborhoods.

SIMPLE RULES FOR TRADITIONAL NEIGHBORHOOD DEVELOPMENT

Traditional Neighborhood Development (“TND”, neo-traditional) principles are reemerging nationally and regionally. TND is a comprehensive approach to building neighborhoods that emphasize walkability, civic spaces, traditional home design, and a variety of housing types. The desire to “build neighborhoods, rather than just subdivisions” was an expressed desire of residents and other stakeholders throughout the planning process. Building a neighborhood in this way does not require burdensome regulations or long review processes. Rather, providing simple rules that allow for infinite creativity can be more effective in attracting and supporting residential development that will endure. The following pages provide simple rules-of-thumb for housing and neighborhood development to support a walkable, small-town character in Pleasant Hill.

REGIONAL EXAMPLES:



DESIGN A NETWORK OF SLOW NEIGHBORHOOD STREETS

- **Accommodate cars, but only at speeds that are slow enough to make walking comfortable and safe.** This generally means streets should be designed for speeds under 25 mph in all cases, and less than 20 mph in many cases. Another component to these streets is maximizing on-street parking, which accomplishes multiple goals of human scale neighborhood design. Sidewalks should at least be wide enough for two people to walk comfortably side-by-side and increase with the importance of the connection or degree of pedestrian traffic expected.
- **Plant and preserve trees.** Street trees are an essential part of infrastructure for walkable streets, due to their aesthetic, spatial, environmental and social functions. They improve property values, calm traffic, buffer pedestrians, define spaces, provide shade and comfort, infiltrate stormwater and protect paved surfaces.
- **Establish a walkable block structure.** They also disperse traffic so no single street becomes an undesirable “traffic mover,” and allow for many different types of streets within the network. Neighborhood street designs work best when you have a well-connected street network with typical blocks no larger than 350’x700’.
- **Build near other places.** Walkable neighborhoods should integrate or be near places worth walking to, such as a park, school, work or shopping area. Neighborhoods built in a way that isolates people from other destinations in the community will not support a sense of unity and community in Pleasant Hill. Neighborhoods should be interconnected, and provide access to other parts of the community.

STREET TREE CANOPY -- SUMMER



STREET TREE CANOPY -- AUTUMN



STREET TREE CANOPY -- WINTER



DESIGN ENGAGING BUILDINGS

- **Create physical connections to the neighborhood streetscape through usable social spaces along the streets.** A variety of human-scale entry features, such as porches, stoops, or porticoes, are valuable for connecting a home to the streetscape.
- **Break down the scale of the building facade, and similarly improve the compatibility where there are transitions between different scales of buildings.** Architectural features, including entry features, windows, and roof lines, help to break down a building's facade. Promoting creativity and variety in application of architectural features will keep a neighborhood from feeling monotonous.
- **Promote a variety of neighborhood-scale housing types.** There are many housing types that are compatible in a neighborhood setting that will support the needs of Pleasant Hill residents, particularly for aging residents and first-time home buyers. Housing types to consider beyond single-family might include cottage court arrangements, accessory dwellings (mother-in-law suites), townhomes, or duplexes.

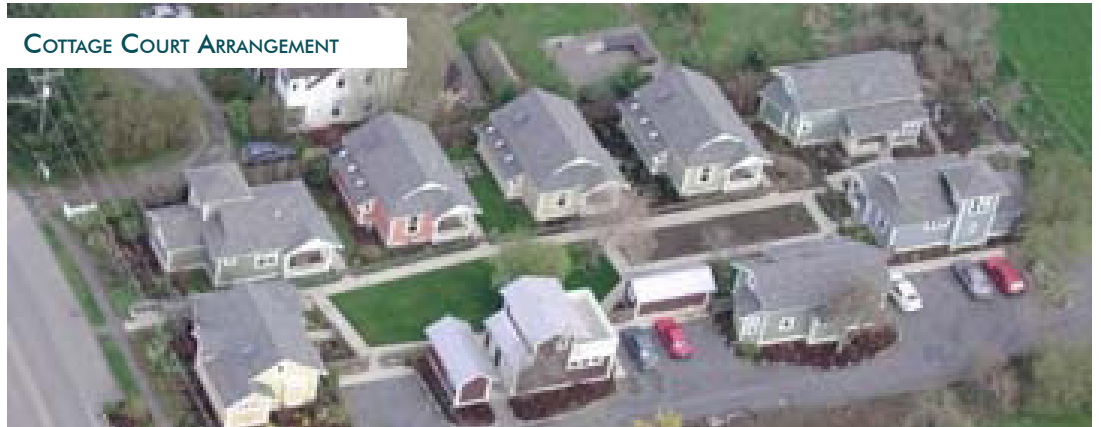
NARROW LOT HOUSES

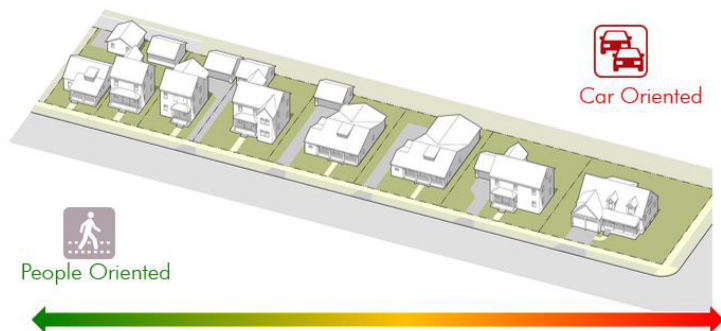


TRADITIONAL-STYLE FRONTAGES



COTTAGE COURT ARRANGEMENT





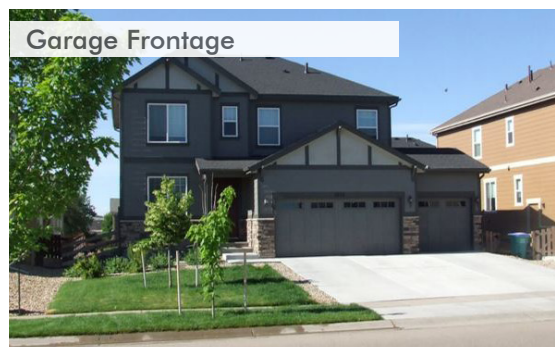
UNDERSTATE GARAGES & DRIVEWAYS

- **Limit the extent of garages on the front facade.**
When mixing building types or concentrating housing on smaller and narrower lots, managing the extent and frequency of driveways and garages ensures compatibility. As a rule-of-thumb, driveways should not exceed more than 40% of the lot width of a single property.
- **Allow for alternative parking arrangements.**
Promoting alternative parking arrangements, especially for neighborhoods with smaller lots, can deliver the same convenience and amenities to an individual and neighborhood while still prioritizing neighborhood design and respecting the neighborhood character. Consider application of single-to-double driveways, shared driveways, or alleys.



CONVENTIONAL GARAGE FRONTAGE

TRADITIONAL GARAGE FRONTAGE



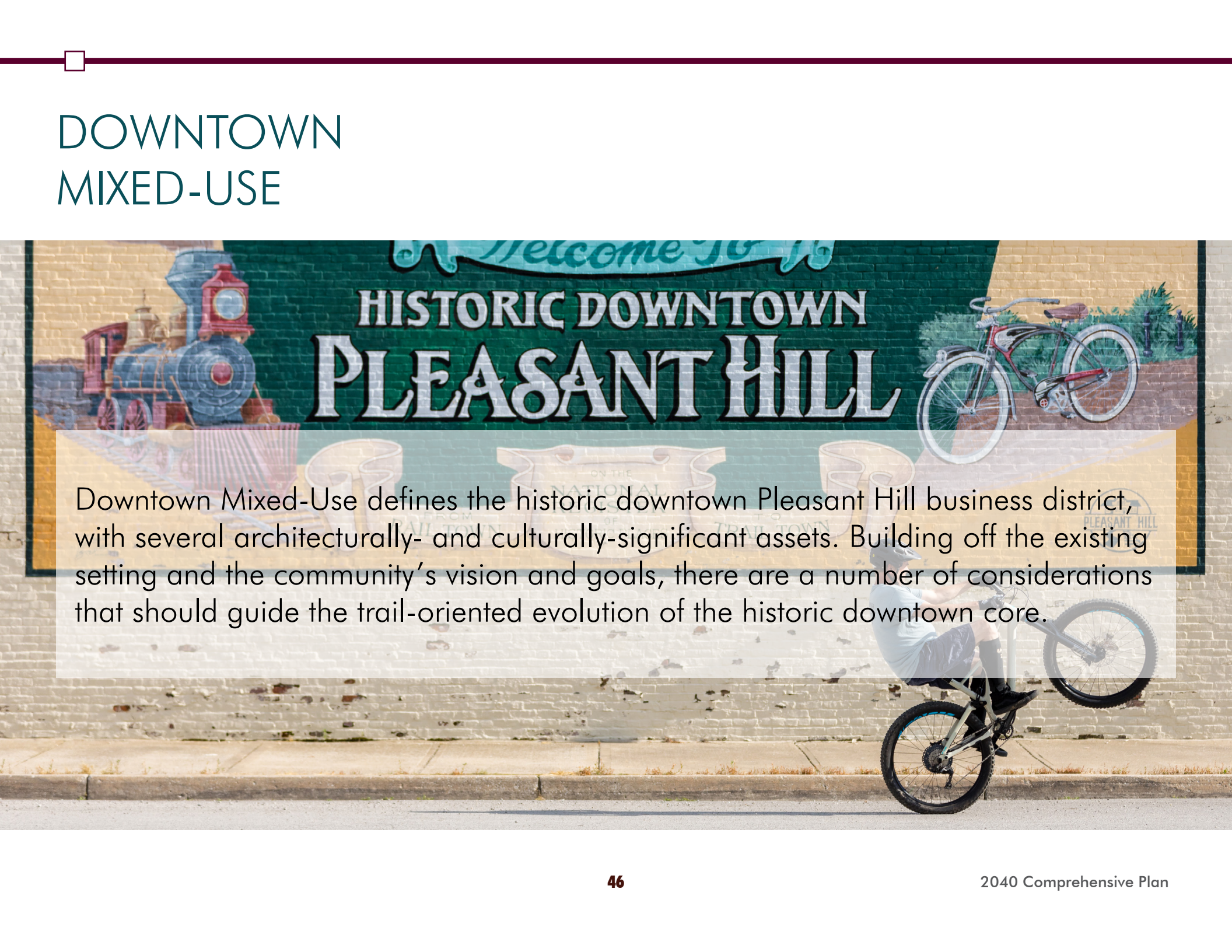
Garage Frontage



Effect on Streetscape



DOWNTOWN MIXED-USE



Downtown Mixed-Use defines the historic downtown Pleasant Hill business district, with several architecturally- and culturally-significant assets. Building off the existing setting and the community's vision and goals, there are a number of considerations that should guide the trail-oriented evolution of the historic downtown core.

PLACE TYPE: DOWNTOWN MIXED-USE

OPPORTUNITIES & PRIORITIES TO CONSIDER:

- Flooding is a challenge for attracting investment in the Downtown area, and larger-scale strategies and funding for managing flood risk should be pursued. The City and downtown stakeholders should also consider adopting practices outlined in the Secretary of the Interior's [Standards for Rehabilitation & Guidelines on Flood Adaptation for Rehabilitating Historic Buildings](#), including temporary protective measures, site and landscape adaptations, utility protection, and building improvements.
- The corner of Wyoming Street and 1st Street is one of the only vacant parcels in Downtown not located in the floodzone. While public catalyst projects may have been prioritized for this location previously, this site may be beneficial for a new development project that aligns with the vision of downtown, such as a mixed-use development or a boutique hotel.
- Much of the property south of Commercial Street in Downtown is vacant and owned by the City of Pleasant Hill. The flood hazard zone sets strict standards on the reestablishment of homes in this area, which may limit development interest. However, the mature forest, proximity to downtown, and trail connectivity to the fairgrounds in this area presents a unique opportunity for establishing a "glamping village" for visitors of Pleasant Hill, particularly cyclists and fair-goers. The City should consider partnering with a developer/operator to create a campground master plan that includes elevated yurts/shelters, bicycle storage, and bathrooms.
- Prioritizing "active" uses in historic buildings is a critical priority, and uses such as self-storage should be prohibited. Residential and office uses on the second floor of existing downtown buildings should be promoted.
- Shading is a seemingly minute, yet important need for a walkable and bikeable downtown. Especially in summer months, a lack of shade and greenery will produce a "heat island affect" and make the area uncomfortable for visitors. Stakeholders in downtown should consider ways to promote shading, such as umbrellas, street trees, and canopies.
- Other cities in the region have had success in allocating a portion of local funds towards a grant-matching program for exterior building improvements. Other local incentive strategies for promoting reinvestment in aging buildings might involve waiving business license, building permit, or chamber membership fees. A program that works best for Pleasant Hill should be investigated.
- The Historic Resources Survey should be updated with consideration for expansion of the existing historic district and additional designation of historical assets.

COMMUNITY MIXED-USE

Community Mixed-Use accommodates small- to medium-sized businesses, generally along the MO-7 corridor but applicable along key collectors where established. This context is a mixed-use setting that may include mixed-use buildings, multi-family housing, auto-centric retail, general services, and office uses. Building off the existing setting and the community's vision and goals, there are a number of considerations that should guide the evolution of the community mixed-use settings.



PLACE TYPE: COMMUNITY MIXED-USE

OPPORTUNITIES & PRIORITIES TO CONSIDER:

- The retail market is changing, and allowed uses for commercial property should be diversified and flexible to allow for complimentary development such as apartments, mixed-use, and offices.
- Currently, this setting is designated along most of the MO-7 corridor. The street design of MO-7 is unlikely to change over the next 20 years, largely due to the complexity and cost of expanding the roadway from a 3-lane section into a 5-lane section. There was also an expressed desire to maintain a “small town character” for the corridor, and to not prioritize suburbanizing MO-7 to the design standard of surrounding communities. Rather, the aesthetics, functionality, and safety of MO-7 can be improved significantly through regulations and strategies that improve the frontage area of properties as they are reinvested in over time -- including site design, access management, parking, and landscaping.
- The future land use map limits the over-expansion of commercial development along MO-7, in an effort to promote a “fix-it-first” approach to existing commercial property served with public infrastructure. The City should pursue strategies to promote reinvestment in aging or blighted commercial real estate, and limit expansion of new commercial development particularly in areas not served yet by public infrastructure. There are a number of undeveloped “missing teeth” along MO-7 currently served by public infrastructure. Infill of these sites should be prioritized before expanding infrastructure to the north or south for new growth. Infill development and redevelopment along MO-7 should strive to reduce or limit the number of access points along the roadway.
- A contiguous development pattern, one that builds off previous growth, makes for a more productive use of public infrastructure. “Leapfrog” commercial development should be avoided.
- As a walkable and bikeable small town, Pleasant Hill’s commercial destinations should be accessible for everyone -- including disabled people, children, and people using bikes. As properties or commercial districts are reinvested in, ensuring internal sidewalk networks, ADA accessibility, and bicycle parking should be a strong emphasis.
- An update to the Historic Resources Survey should include consideration for potential historic assets or districts within existing and future Community Mixed-Use areas, particularly old farmhouses along the MO-7 corridor.

GENERAL INDUSTRY



Hand
-MADE-
IN
PLEASANT HILL

General Industry use accommodates light, and in some cases, heavy industrial uses. Light industry consists of uses that are not harmful to neighboring businesses and residential uses; uses do not require intensive land coverage, and can be compatibly developed with adjacent districts. Heavy industry accommodates intensive uses that require separation from other places in the community due to appearance, noise, dust, or odor; supports manufacturing and other industrial uses that support employment in the community, though are generally incompatible with residential or commercial uses. Building off the existing setting and the community's vision and goals, there are a number of considerations that should guide the evolution of industrial areas and uses.

PLACE TYPE: INDUSTRY

OPPORTUNITIES & PRIORITIES TO CONSIDER:

- Small-scale manufacturing should be a welcome addition to the downtown area. Small-scale manufacturing not only promotes small business ownership, but also helps make Pleasant Hill a unique place to visit, can operate in storefronts, and make great neighbors.
- Artisan or niche manufacturing is appropriate within or around the downtown core. Businesses with a retail component should be promoted, as well as businesses that reinforce the trail-town, recreational identity of Pleasant Hill.
- Maker-spaces are a light industrial use that is appropriate in the downtown area, and might include woodworking shops, artist work spaces, commercial kitchens, or welding facilities. These spaces may also be utilized for specialized training, group classes, or events.
- Pleasant Hill should leverage it's semi-remote and recreational setting as a strategic advantage. Strategic marketing can help attract niche employers that are attracted to the unique qualities of Pleasant Hill.
- Railroad access is valuable for many industrial employers, and sites with access to rail north of MO-58 and east of MO-7 should be strategically marketed.
- Local job training programs within the school district and Cass County should be strategically leveraged to attract and support industrial employers in Pleasant Hill.

- Heavier industrial uses should be located in areas separate from residential or commercial destination. Consider the opportunity for multiple industrial users to support expansion of utilities and public infrastructure to the west of downtown along 175th Street, taking into consideration the historical features on the properties. Consider application of City-managed Benefits Districts for funding extensions of infrastructure, with the opportunity for costs to be shared amongst future beneficiaries.

CASE STUDIES:

- Hamilton, MO: Downtown revitalization was largely driven by the Missouri Star Quilt Company, which leveraged social media to gain notoriety. The quilt industry in Hamilton employs more than 400 people, and draws 32,000 monthly visitors (pre-pandemic).
- Western North Carolina: Region has attracted a number of bike-oriented industrial employers, manufacturing wheels, bike components, and bike accessories.
- Muskegon, MI: Using a vacant lot in downtown, the City invested \$60,000 to build 90-150s.f. "chalets" that are rented by small business startups. Lowering the barrier to entry helps makers test their business before investing in permanent storefronts.

ECONOMIC DEVELOPMENT

Pleasant Hill's potential for industrial growth is hampered by its proximity to Lee's Summit. Not only does Lee's Summit have a larger workforce, but more importantly the city has several larger industrial parks and sites and a well-funded economic development program and staff. Therefore, Pleasant Hill's potential for industrial related growth will be limited and needs to focus on light and artisan manufacturing opportunities. In fact, only two of the city's largest employers are industrial.

LEVERAGE REGIONAL ECONOMIC DEVELOPMENT RESOURCES

The Kansas City Area Development Council (KCADC), which includes Cass County, actively seeks to attract or expand in the metropolitan area. KCADC has 13 targeted industries for the metropolitan area including food and beverage hubs and call centers. Major target sectors that are most compatible and suitable for Pleasant Hill are contact centers (call centers), where a key is access to a quality workforce and not requiring locating in an urban center. Pleasant Hill also may serve as a smaller but important support to larger logistic food and beverage hubs in the metropolitan area. These industries complement Pleasant Hill's characteristics and will be suitable for a location within the city. Chamber of Commerce and/or City officials should raise Pleasant Hill's profile and contribute time and/or resources to bring industrial jobs to the city. Pleasant Hill's recruitment strategy can be assisted by supporting and participating in the Kansas City Area Development Council.

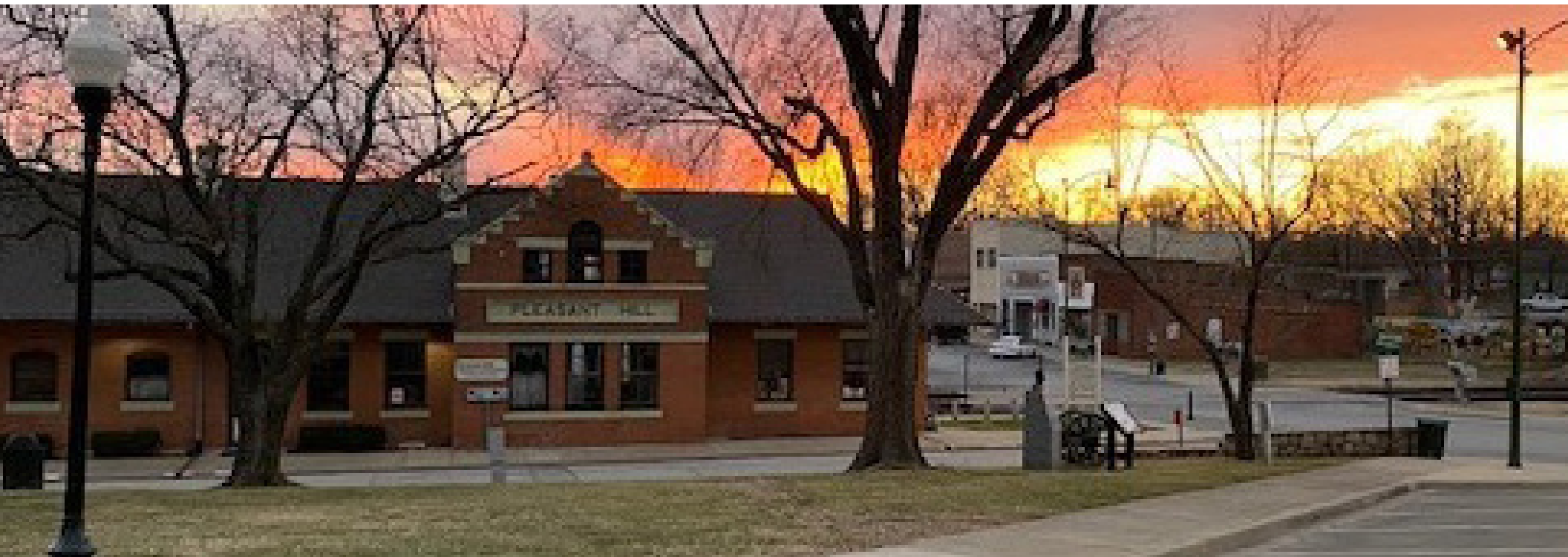


STRENGTHEN INCENTIVE POLICY

Revise the City's economic development incentive policy to support light industry development. The City should leverage partnerships with the KCADC to market industrial land and their location within the Northeast Cass County Enhanced Enterprise Zone. Enhanced Enterprise Zones (EEZs) are designed to attract new or expanding businesses through the use of state tax credits and local property tax abatement. The zones are specified geographic areas designated by local governments and certified by the Missouri Department of Economic Development. Zone designation is based on certain demographic criteria, the potential to create sustainable jobs in a targeted industry, and a demonstrated impact on local industry cluster development.

ESTABLISH A NEW INDUSTRIAL PARK

It is recommended that the city zone and reserve the majority of vacant land southeast of downtown for light and sustainable industrial development. The vacant property north of Missouri Highway 58 should focus on employment niche industries and build on Pleasant Hill's strengths, such as agricultural-related products, artisan materials, medical products and devices, and bicycling related companies. The feasibility of creating a nonprofit partnership, such as a community development corporation or a public-private partnership, should be evaluated to support the development and recruitment for the new park.



CONTINUE INVESTMENT IN TRAILS AND PARKS

Many economic development professionals cite that the next most important factor in a business location decision is the quality of life in the host community. Topping the list of desirable amenities in walkable, bikeable communities include greenways, trails, and economic benefits of investing in greenways, trails and park expansion. Benefits in investments include:

- **Spurs activity-related spending.** Spending by local residents on greenway-related activities helps support recreation-oriented businesses and employment, as well as other businesses that are patronized by greenway and trail users.
- **Raises property values.** Many studies demonstrate that parks, greenways and trails increase nearby property values. In turn, increased property values can boost local tax revenues and help offset greenway acquisition costs.
- **Encourages private investment.** Greenways often provide business opportunities, locations, and resources for attracting commercial activities such as recreation equipment rentals and sales, instruction/training, and other related businesses.
- **Promotes tourism.** Greenways are often major tourist attractions that generate expenditures on lodging, food, and recreation-oriented services. Greenways also help improve the overall appeal of a community to prospective tourists and new residents.
- **Supports business relocation and industrial recruitment.** Evidence shows that the quality of life of a community is an increasingly important factor in corporate relocation decisions. Greenways are often cited as important contributors to quality of life.
- **Cost Reduction of public services.** The conservation of rivers, trails and greenways can help local governments and other public agencies reduce costs resulting from flooding and other natural threats.



SEEK NON-INDUSTRIAL EMPLOYMENT DEVELOPMENT OPPORTUNITIES

Recognize that growing employment opportunities extends into all sectors beyond retail. Therefore, the education and tourism sectors offer prime targets for expanding the local economy.

- Attract a higher education facility such as a cooking institute or a small campus of Metropolitan Community College.
- Seek private development of vacant land immediately south of downtown using flood mitigation funds to purchase the land and prepare and issue a Request for Proposals for a recreation related use (such as “glamping” or other uses).
- Solicit a private operator/investor to operate a RV park and/or camping sites at the lake.



TOURISM IN PLEASANT HILL

The city's future economic growth can be driven by the expansion of the local tourism and related tourism industries. The strategies include expanded marketing; encouraging and supporting local merchants to offer Pleasant Hill specialty products; expanding support for existing special events; the creation of new special events, festivals, performances, exhibitions; and expanding utilization of the county fairgrounds and other public facilities that serve tourists and/or may host events.

DEVELOP A BICYCLE TOURISM PLAN

The city should prepare a bicycle tourism plan with a goal to become a prime destination for bicyclists. Bicycle tourism includes hosting organized tours, conducting bicycle-related festivals and events, organizing overnight events, and developing a short bike tour map.

- A current bicycle tourism model exists in Sedona, Arizona that sponsors a three-day annual mountain bike festival that includes a main expo/festival, bike demos, gear vendors, a beer garden, bands, food trucks and skills clinics, attracting over 90 vendors. The city has access to over 250 miles of singletrack and has gained significant media attention for their event over the last few years.
- Successful plans may also include attracting bicycle manufacturers. The Bentonville, Arkansas efforts to become a cycling destination and a bike-friendly community has led to a bicycle manufacturer moving to the city. The company, Rapha, is moving its' North America offices to Bentonville from Oregon. The company representative stated that they selected Bentonville because of the city's proximity to the OzTrails Mountain Train Bike network and the emergence of Northwest Arkansas as a cradle for cycling activity.



PROMOTE THE DEVELOPMENT OF BED AND BREAKFAST INNS

It is recommended that the city facilitate the expansion of overnight accommodations by allowing establishment of new bed and breakfast inns in appropriate existing residential properties, supporting existing lodging accommodations and attracting new lodging and overnight camping in suitably zoned sites in the city. Best practices provide zoning for bed and breakfast uses within the zoning ordinance. Bed and breakfast properties also provide a way to encourage residents to restore older homes, earn additional income and accommodate overnight visitors.

- Rocheport, Missouri along the Katy Trail in central Missouri has a five room B&B targeted for cyclists and families planning a weekend getaway.

To support the opening of these inns, the city should revise its economic development incentive policy to incorporate tourism development. This entails expanding the criteria to qualify for financial credit to include homeowners that establish new bed and breakfast inns. Despite the limited sales tax generated or jobs created, these changes will stimulate overnight trips and/or extend visits to contribute to the city's economy activity.

EXPAND THE UTILIZATION OF THE COUNTY FAIRGROUNDS

Expand utilization of the fairgrounds for seasonal events and activities, and enhance the off-road trail to downtown where future camping/"glamping" facilities are envisioned.



ACCESSORY UNIT IN BENTONVILLE, ARKANSAS



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TRANSPORTATION & INFRASTRUCTURE

The following chapter builds off the community's long-range vision, goals, and objectives, establishing policy related to how future growth should be managed. This growth strategy includes recommendations for future land use, economic development, community networks, and infrastructure.



GROWTH PRIORITIZATION

It is important to consider what it means for a community to grow, and what growth actually looks like. The notion of “growth” to some may imply outward expansion, annexation, and investment in new infrastructure where undeveloped land currently exists. However, growth can also occur by reinvesting in existing property and places, already within city boundaries and served with infrastructure and utilities. In fact, growth through reinvestment is the most fiscally productive kind of growth, because it can occur at little or no expense to the public, and promotes reuse of taxpayer-funded assets.

Additionally, not all areas will experience major physical changes over the next 20 years – there are many relatively new and stable places in Pleasant Hill, where continued maintenance of private property and public infrastructure is the most important priority, to ensure quality of life for residents and stakeholders.

Growth manifests in many ways in communities, and each type of growth has a place in Pleasant Hill over the next 20 years. Below are the four general types of growth:

GROWTH THROUGH MAINTENANCE

Maintenance of existing properties – like updating your home’s windows, or cleaning up a local business’s storefront, is a form of growth that shouldn’t be overlooked. Small-scale, incremental improvements to property, though decentralized, cumulatively and over time makes an important impact on the quality of Pleasant Hill, and is greatly encouraged and appreciated.

GROWTH THROUGH REVITALIZATION

Revitalization efforts involves strategic public/private partnerships that promote reinvestment intended to reinforce and enhance the existing characteristics of a particular place. Revitalization involves preservation and reinforcement of the desirable elements of a place, and community-driven efforts to build lasting momentum.

GROWTH THROUGH REDEVELOPMENT

Redevelopment is a form of growth that involves reassessing the existing land use, development quality, and public investments, and potentially changing current conditions. Redevelopment can occur at the site-level, as well as at a multi-block or district scale, to reorient conditions and promote greater compatibility and use.

GROWTH THROUGH EXPANSION

In some cases, new investment in public infrastructure assets will be warranted to facilitate new development projects on land that is currently agricultural or undeveloped. In these cases, the City will pursue fiscally responsible approaches to facilitate the new growth, and will work proactively with utility providers, developers, and other stakeholders.



INFLUENCES ON FUTURE GROWTH

The policies and recommendations within a Comprehensive Plan reflect the long-term vision of the community; however, a plan does not necessarily predetermine anything. Rather, it establishes a policy framework with which to manage future change. The City can reinforce these policies through development regulations, strategic initiatives and partnerships, and establishment of public programs. However, growth will also be influenced by conditions beyond the City's direct control that should be well understood by local city staff and implementation bodies.

LOCAL QUALITY OF LIFE

Quality of life for residents of the community is a major driver of attracting and sustaining a healthy level of growth. Quality of life is influenced not only by the City's management of resources, but also by the value of the public school system, parks and recreational amenities, access to opportunities, and sense of community.

OWNERSHIP, MARKET & ECONOMIC CONDITIONS

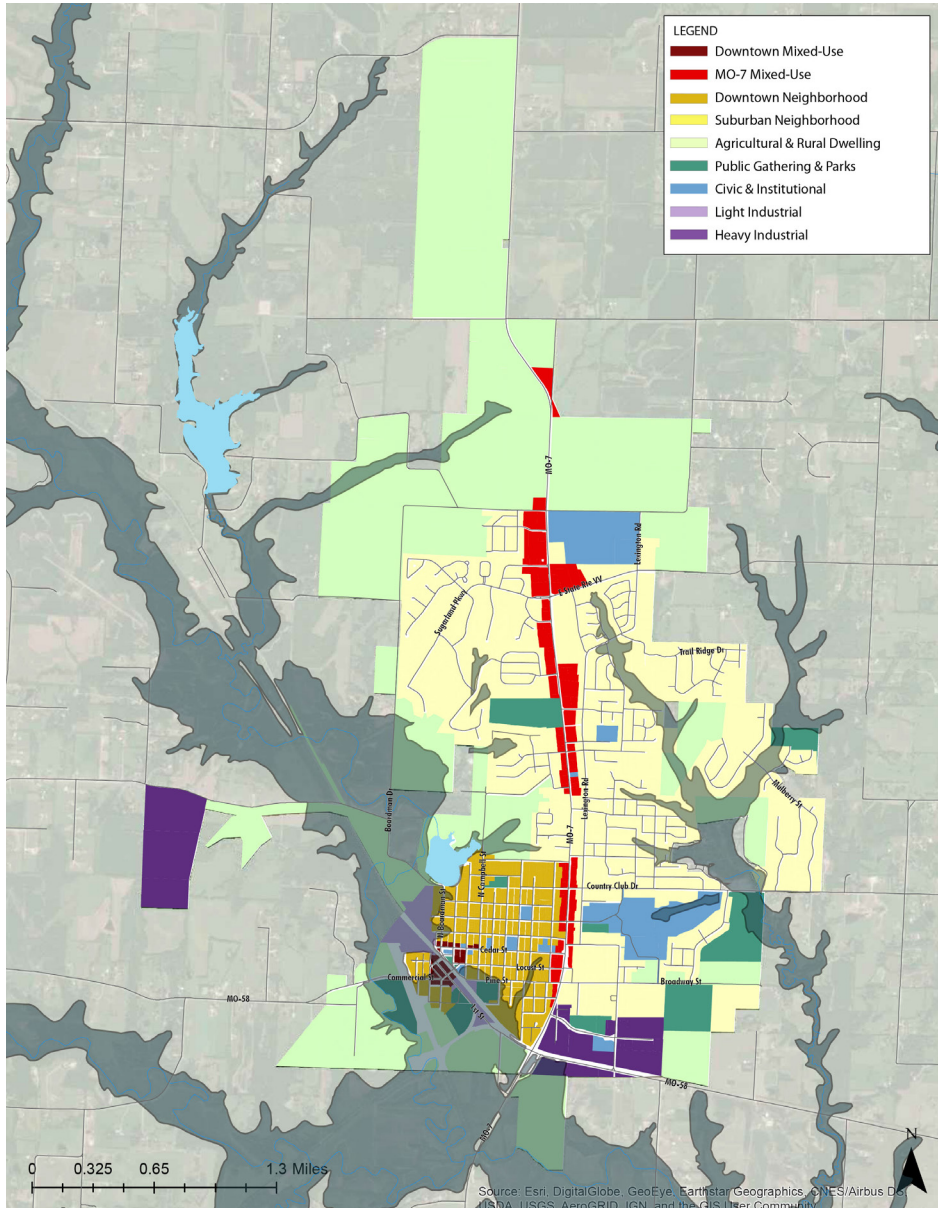
Growth can be facilitated in partnership with the City of Pleasant Hill, but is ultimately voluntary, initiated by property owners and influenced by market pressures and economic conditions at all scales. The Comprehensive Plan provides a vision and framework for long-term growth, so the City can respond proactively as conditions change over time.

SUITABILITY OF LAND

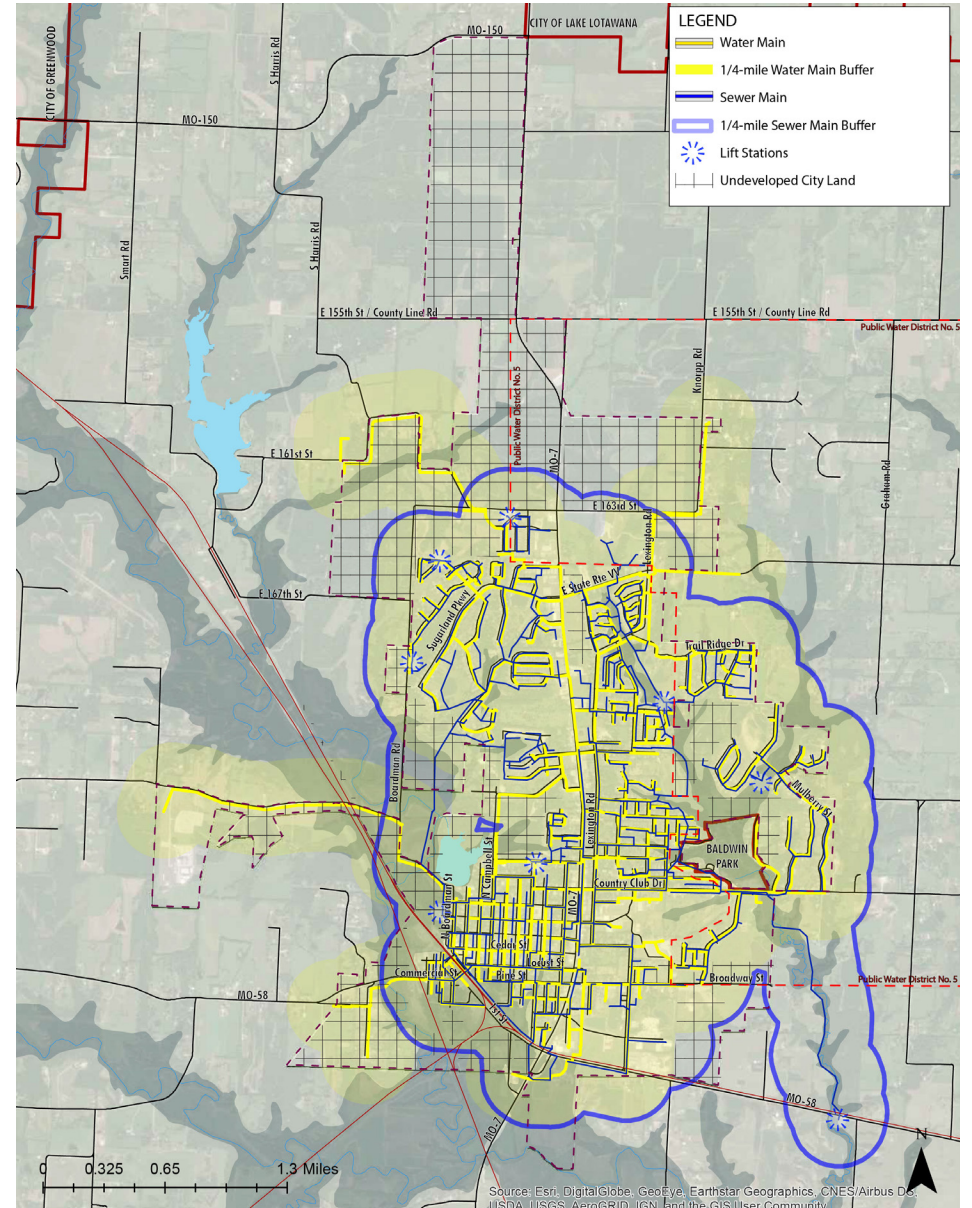
Not all land is suitable for development. Conditions such as soil quality, topography, and flood hazards can deter development. However, this also can serve as an opportunity to preserve natural areas for recreation.

ACCESS TO PUBLIC INFRASTRUCTURE

The establishment of public infrastructure is critical for most growth to occur. The City's current servicing area does not serve all areas within the current municipal boundaries, and extension of services should be facilitated under a financially sustainable model that creates a return on the community's tax dollars. Productive growth will ultimately enable the community to reinvest in quality of life for residents.

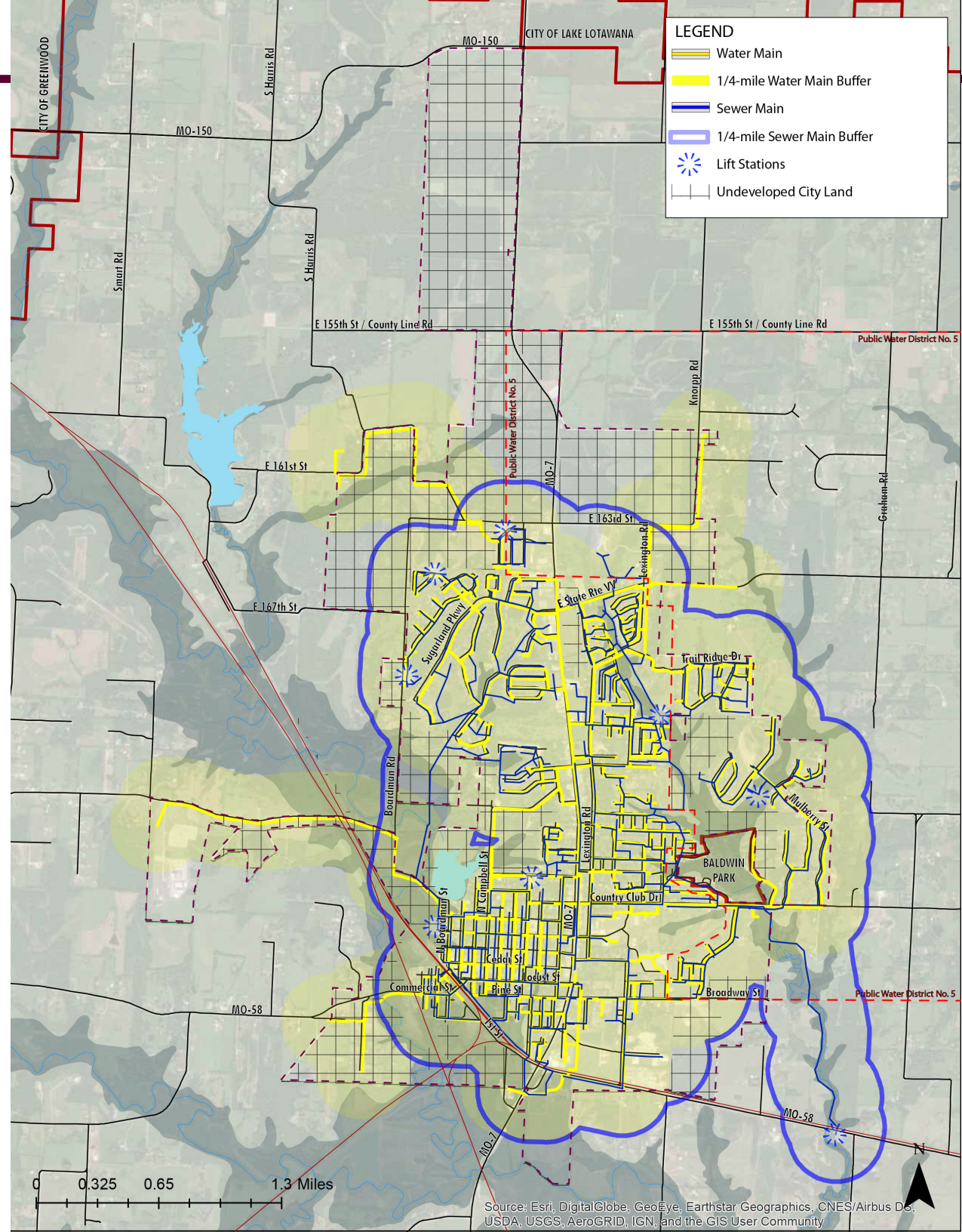


FLOOD HAZARD AREAS



APPROXIMATE SERVICE AREAS FOR WATER & SEWER

The City of Pleasant Hill is committed to a sustainable strategy that leverages existing infrastructure to facilitate new growth, while minimizing future maintenance costs to residents and businesses. The following section provides policies towards a comprehensive, city-wide growth strategy regarding deliberate infrastructure investments and management, options for future annexation, and reinvestment in existing infrastructure. The Growth Strategy Map shows areas within and outside current city boundaries within 1/4-mile of water and sewer lines, as well as undeveloped parcels within city limits. Areas inside or within close range of both systems are the best investments for the City in terms of providing and updating public services.





GROWTH MANAGEMENT RECOMMENDATIONS

FISCALLY-PRODUCTIVE USE OF INFRASTRUCTURE

Preserving and strengthening this inheritance requires a fiscally sustainable system of infrastructure. Even if improvements are paid up-front through partnerships with developers, public infrastructure is a long-term commitment that must be maintained for generations by taxpayers. The manner in which the community grows, notably utilizing existing infrastructure versus building more, will have an impact on the community's capacity to make improvements over time.

Pleasant Hill should take a data-informed approach to understanding infrastructure costs, leveraging asset management programs and Geographic Information Systems. All systems of infrastructure should be kept up-to-date in the City's GIS database, and utilized frequently to measure costs. When systems are expanded to facilitate new development, documentation of future maintenance needs should be a consideration as the City updates the Capital Improvement Plan (CIP) annually.

Generally, a fix-it-first approach to growth should be a priority moving forward. Opportunities to partner with developers to address deferred maintenance will be beneficial to the City's infrastructure systems and community. Additionally, promoting investment in properties that are already served by infrastructure and utilities will yield better fiscal outcomes than expanding systems to service new projects.

In addition to special programs or incentives, updating the Unified Development Ordinance can expedite more productive use of underutilized or undeveloped properties already served by infrastructure.

An ordinance should set straightforward expectations for developers, be reflective of the community's vision and goals, and be clearly interpreted by city staff.

SERVICING AREAS

When deciding whether it can provide normal municipal services, the City must conduct a thorough investigation of its financial resources and ability. The existing network of water and sewer services must be taken into account when partnering with developers to facilitate growth in the City. Land that falls directly along the existing network should be prioritized for addressing deferred maintenance of public infrastructure. Land that falls within a 1/4-mile range of existing systems should be considered for public investment, and a Fiscal Development Checklist and an assessment of how proposed development aligns with the community's vision and goals should influence the decision to leverage the City's capital planning program to facilitate growth. In general, development should occur concurrently and "leapfrog development" is strongly discouraged.

ANNEXATION

There are several areas indicated on the Future Land Use map that are not within 2022 City Boundaries, and are opportunities for future annexation if landowners choose to sell or develop their land. Capacity to expand and maintain infrastructure through City resources and partnerships with developers should be considered when assessing annexation opportunities. As a rule-of-thumb, land within the 1/4-mile buffer area of existing services should be a priority for annexation and providing services as opportunities arise. Alignment with the community's vision and goals is also an important consideration when considering future annexation of unincorporated areas.



PARTNERSHIPS

Pleasant Hill is looking for opportunities to facilitate development that will reduce overall maintenance costs. Public/private partnerships should be pursued to improve the existing sanitary sewer lift station, especially for land within the 1/4-mile buffer area. The existing lift station is also at or near capacity, and will require extensive maintenance in the near future. A partnership with a private developer should be pursued to support the construction of a new gravity sewer line, allowing the existing lift station to be decommissioned.

BENEFIT DISTRICTS

Pleasant Hill has pursued a development policy of growth pays for growth (GPfG) for infrastructure. Under this type of policy developers pay for infrastructure to be constructed to their property and extended to the far edge of the development so that future development can continue from that point on. Development fees can also be levied to pay for more citywide improvements such as increasing the capacity of existing lines elsewhere within the City. A Benefit District would enable an initial user of extended public facilities, such as sanitary sewer or water systems, to be reimbursed for the cost of expanding the facilities. Under this approach, the initial user would fund the extension of the public facility, and to help defray the initial cost, a Benefit District would be established for undeveloped parcels along the new service line. As those parcels develop and connect into the new services, the developer would pay into the Benefit District, reimbursing a portion of the original user's up-front expense. Eventually, after all parcels develop within the Benefit District, the original user would be fully reimbursed. The concept of benefit districts can be applied to other infrastructure that is constructed by development in Pleasant Hill. Benefit Districts can have an expiration such as 20 years after the initial infrastructure is constructed.

SANITARY SEWER

Typically, unincorporated county areas outside of Pleasant Hill limits are allowed to use septic tanks or lagoons for wastewater treatment. The City of Pleasant Hill requires connections into the sanitary sewer system. All wastewater is collected by a sanitary sewer system that is maintained by the City of Pleasant Hill. Wastewater is treated by the Middle Big Creek Wastewater Treatment Facility. New developments are required to extend gravity sewers as necessary to serve proposed development. The City has several sanitary sewer lift stations. Many of the existing lift stations are at capacity and will either need to be expanded or replaced with a gravity sewer system. With the GPfG strategy, the cost for new gravity sewer extensions and upgrades to existing lift stations would be paid by developers. New gravity sanitary sewers and lift station upgrades would become public and maintained by Pleasant Hill.

WATER

Pleasant Hill is currently served by both the Pleasant Hill Water Department and Public Water District Number 5. Pleasant Hill owns and maintains the water distribution system and purchases drinking water from the Tri-County Water Authority and Kansas City Missouri. Pleasant Hill plans to serve new development with the Pleasant Hill water distribution system.



SAMPLE: FISCAL CHECKLIST

The calculations below are an example of how a Fiscal Checklist for proposed development projects can help the City make responsible decisions about expanding and maintaining infrastructure. While not all projects will produce a perfect return-on-public-investment (ROPI), the City should aim to maintain a balance that ensures long-term maintenance obligations can be met in the next generation.

COST TO SERVICE:

The following annual cost estimate accounts for and assumes the City is responsible for both up-front costs of constructing new infrastructure, as well as long-term maintenance. This calculation can be adjusted on a project-by-project basis, depending on more specific circumstances.

New Service Acres	15.00
Service Cost per Acre (2022)	91,000.00
Estimated Capital Costs	\$ 1,365,000.00
<u>Estimate Maintenance Obligation</u>	
Feet of Street	4,000.00
Feet of Sewer Service	4,000.00
Feet of Water Service	4,000.00
Estimate Annual Cost of Streets	\$ 12,000.00
Estimate Annual Cost of Sewer Service	\$ 16,000.00
Estimate Annual Cost of Water Service	\$ 6,000.00
Estimate Annual City Service Costs	\$ 34,000.00
50-Year Total Cost	\$ 1,700,000.00
Sum of Capital Cost & 50-Year Maintenance Cycle	\$ 3,065,000.00
Annual Cost to Public Sector	\$ 61,300.00

ANTICIPATED REVENUE:

The estimated calculation of revenue is calculated based on how assessed valuation is determined by Cass County, and Pleasant Hill's 2021 property tax rate. This worksheet can be adjusted as rates change over time.

Existing Land Value	\$ 500,000.00
Number of New Homes	\$ 30.00
Average Market Value of New Homes	\$ 650,000.00
New Development Value	\$ 19,500,000.00
Anticipated Total Market Value	\$ 20,000,000.00
Market Value per Acre	\$ 1,333,333.33
Anticipated Assessed Value (19%)	\$ 3,800,000.00
Pleasant Hill Tax Rate	1.1876
Anticipated Annual Property Tax to City	\$ 45,128.80
Expected Sales	
Sales Tax Rate	
Expected Sales Tax to City	
Total Annual Anticipated Revenue	\$ 45,128.80

REVENUE TO COST RATIO: 0.74

ESTIMATE ANNUAL DEFICIT / SURPLUS: \$(16,171.20)

In this scenario, the project produces an annual estimate deficit of \$16,171, and is not a productive investment for the City. However, if the initial capital investment is taken on by the Developer rather than the City, the project would produce a surplus of \$11,128 of revenue annually, making the project productive for the City.





COMMUNITY NETWORKS PLAN

As Pleasant Hill grows, the number of trips by all modes will increase and impact the existing transportation system. Pleasant Hill residents have expressed the desire to maintain the town's small-town character, have greater connectivity between neighborhoods, improve walking conditions, and provide better trail access and amenities to help grow Pleasant Hill's "Trail Town" identity. To achieve these goals, the city will need a strong transportation system that meets the needs of all users. This section of the plan provides transportation related strategies and recommendations to ensure Pleasant Hill can meet future transportation needs with a multimodal system designed with all roadway users in mind.

RULES-OF-THUMB:

PLEASANT STREETS IN PLEASANT HILL

- **Consider context:** When planning and designing new streets or retrofits, the city or developer should consider the land use context and the needs of multiple users including people who walk, bike, and drive as well as the needs of freight movement. Pleasant Hill should aim to build an all-ages, all abilities transportation system with multimodal network accommodations that provide mobility, safety, and accessibility for all users.
- **Include Sidewalks:** All new streets should be built with a minimum sidewalk of 5 feet on both sides of the street (6 feet on arterials and collectors) or a 10-foot minimum shared use path for use by both pedestrians and bicyclists on one side of the roadway and sidewalk on the other. A buffer of at least 3 feet between the sidewalk and the roadway is recommended on all roadways and essential on arterials and collectors to provide safety and comfort. Wider buffers will be needed on roadways with speeds higher than 30 mph.
- **Manage Speeds:** Target speeds on roadways adjacent to neighborhoods and commercial areas should be 30-35 MPH or below in most situations. Exceptions include MO-7, MO-58, Route VV, Boardman Rd. (after implementing changes recommended in this plan) and select arterials and collectors. Implementing



traffic calming measures on existing roadways with high speeds can improve safety and encourage more walking and bicycling, reinforcing the desired small-town feel of Pleasant Hill and providing viable transportation choices.

- **Right-Size Roadways:** Pleasant Hill should work to right-size roadways to the needs of the community and avoid overly wide lanes and roadways. While new roadways are needed, roadways with 2 to 3 lanes (one lane in each direction plus a turn lane) are most appropriate to preserve the small-town character of Pleasant Hill, to maintain shorter crossings for pedestrians and bicyclists, and to provide overall safety for all users. While many factors need to be considered in determining roadway widths, 3-lane roadways can often carry up to 20,000-25,000 vehicles per day and have safety and cost benefits over 4 lane roadways. In addition, environments where speeds are 45 mph or less, 10-11 foot lanes are often appropriate.
- **Encourage Multimodal “Main” Streets:** These streets are designed for a historic commercial downtown area and feature elements such as street-fronting land uses, slow travel speeds, narrower street widths, and pedestrian oriented design features. Cedar St. and S 1st St. provide excellent opportunities to create streetscapes that balance safety and access of motorized and non-motorized users

RECOMMENDATIONS FOR FUTURE PLEASANT HILL TRANSPORTATION NETWORK

- **Establish Street Types and revise current standards:** Currently roadways are designed based on the functional classifications. The current design standards found in the city's development code contain high speeds and wide roadways that are not in line with the small town feel and may be uncomfortable for anyone walking or bicycling. The city should consider updating these standards to create streets with lower design speeds, fewer and narrower lanes, and wider sidewalks to create a comfortable and pleasant streetscape for all road users.
- **Create right-of-way dedication process for future development:** The map of proposed roadways included in this plan can be used to help identify those locations where ROW dedication will be required upon subdivision. This will be necessary to maintain intact corridors for future roadway and multimodal transportation needs.
- **Work with MoDOT to conduct a traffic study of MO-7 from Route VV to 163rd Street:** This area along MO-7 experiences some of the most concentrated congestion along the corridor as commuters come and go from Pleasant Hill to Lee's Summit and other areas in the Kansas City region to the north. A traffic study with turning movement counts should be conducted to identify if signalization changes or the installation of roundabouts could improve this bottleneck. Intersection signalization changes or design treatments such roundabouts are the preferred approach rather than any widening of MO-7.
- **Develop access management guidelines, specifically the area along MO-7 near Country Club Drive, both north and south of the intersection:** Access management is needed along MO-7, specifically the area along MO-7 near Country Club Drive, both north and south of the intersection. With the abundance of driveways along this section of the main north-south roadway, motor vehicle traffic backs up especially during peak shopping and dining times. The city should implement new access management guidelines and adopt them into the city code for all future development. The city should also work with current property owners to consolidate existing driveways where possible.



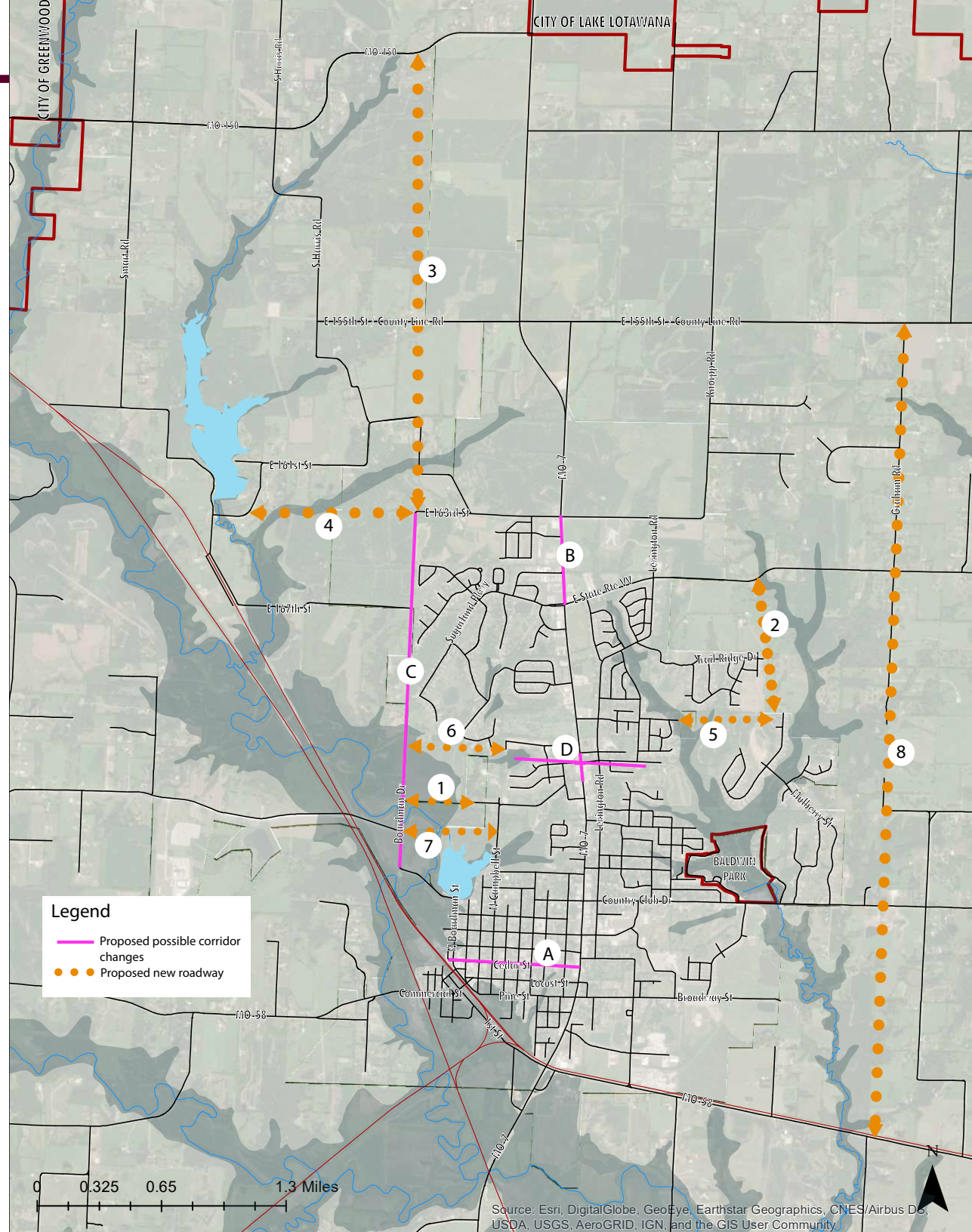
- **Utilize the proposed future roadways map to proactively plan for future needs:** Map 1 provides a future network of roadways that will help serve future development and provide additional north-south and east-west connections in Pleasant Hill. In addition, these roadways will help better connect existing neighborhoods. Many of these subdivisions only have one way in and one way out of the neighborhood which creates issues with traffic flow and connectivity throughout the city.
- **Connect regional trails to support Pleasant Hill's trail town identity:** Pleasant Hill already has an established desire to be recognized regionally as a trail town along the Katy/Rock Island and MoPAC trails. Both trailheads are located in the downtown area and creating bicycle and pedestrian oriented facilities in this area is critical to attracting active tourists from across the region. Long-term alignment studies should be conducted to find the best route to connect the Pleasant Hill section of the Rock Island Trail into Lee's Summit.
- **Implement wayfinding and gateway signage recommended in the 2017 bikeway plan:** The 2017 Bikeway Plan contains a high-level analysis of wayfinding opportunities to increase ridership on bicycle facilities throughout Pleasant Hill. Wayfinding and gateway treatments will aid in placemaking and highlighting the city as a regional trail town and can also be used to support pedestrian circulation as well. The city has established effective branding, moving forward implementing more signage with the Pleasant Hill brand would increase interest in bicycling and enhance the small-town community feel.



NEIGHBORHOOD STREET WITH ON-STREET PARKING, TREES, & SIDEWALKS

FUTURE CONNECTIONS MAP

The following section identifies opportunities to improve connectivity in Pleasant Hill, each with challenges to consider. These recommendations are preliminary, and as new growth and opportunities for capital investments arise, will need additional alignment studies, public engagement, and identification of funding mechanisms to support design and construction. Proposed changes to existing roadways have also been illustrated on the Future Connections Map.



STRATEGIC CONNECTIONS ANALYSIS

1 KELLOGG RD. & BOARDMAN RD.

Opportunities:

- Provides a critical east-west connection north of Downtown area
- Currently, the west terminus of Kellogg Rd provides access to Boardman which can serve as an alternative north-south connection to MO-7
- Connects future subdivision development west of Boardman Rd. to MO-7

Challenges:

- Must cross natural barrier (forested area) and within a floodplain
- Currently, the west terminus of Kellogg Rd is private
- Kellogg Rd. segment west of Campbell St. will also need changes
- Land not currently within Pleasant Hill boundary

2 MULBERRY ST. TO ROUTE VV

Opportunities:

- Connects Country Club Dr. to State Route VV providing a north-south connection in the east
- Provides alternate entry and exit points for Hunter's Ridge neighborhood
- Provides better connectivity for future subdivisions

Challenges:

- May be impacted by floodplain



RURAL COLLECTOR STREET WITH SIDEWALKS

3 BOARDMAN RD TO DAVIDSON RD

Opportunities:

- Connects Boardman Rd to the Lake in a slightly more direct path

Challenges:

- Davidson Rd. and Boardman Rd. need improvements to capacity for future development
- Other routes via 167th /future western section of 163rd may be sufficient

4 E 163RD ST. TO THE LAKE

Opportunities:

- Provide an alternate, more direct route to the Lake
- Possible sidepath could provide multimodal connections from neighborhoods to the lake
- Future subdivisions could be developed from this roadway

Challenges:

- Partially in the floodplain
- Natural barriers, forested areas with possible streams

5 MATTHES LN. TO MULBERRY ST.

Opportunities:

- Provide an additional entry/exit point for existing neighborhoods
- Improve circulation in neighborhoods throughout eastern Pleasant Hill
- Matthes does not currently have a direct east/west connection and alignment near Russell Rd; would need to be improved

Challenges:

- Crosses floodplain
- Further study will be needed to ensure that existing development plans will align with this new roadway. Some new subdivisions are already under development in this area.

6 BOARDMAN RD. TO BERMUDA DR.

Opportunities:

- Provides a critical east-west connection from Boardman Rd. to MO-7
- More entry and exit opportunities for existing neighborhoods
- Builds upon a road that is not fully developed as of writing this Comprehensive Plan

Challenges:

- Approaches floodplain
- Difficult to find an alignment that doesn't encroach on existing lots

7 EXTEND 175TH ST. TO CAMPBELL ST.

Opportunities:

- Expands existing roadway to improve connections in west Pleasant Hill
- Provides alternate route from downtown to Pleasant Hill City Lake area
- Future subdivisions could develop adjacent to this roadway

Challenges:

- Mostly in the floodplain
- Crosses a stream
- Continues to put strain on one lane path at Loch Leonard

8 GRAHAM RD.

Opportunities:

- Provides a north south connection in east Pleasant Hill which may lessen traffic stress on MO-7
- Improves connectivity for the subdivisions east of MO-7

Challenges:

- May be impacted by floodplain

PROPOSED CHANGES TO EXISTING ROADWAYS

A CEDAR STREET STREETScape IMPROVEMENTS

Cedar provides an important connection from MO-7 to the Pleasant Hill Downtown area. An improved gateway at Cedar and MO-7 combined with streetscape improvements to Cedar could help further define Pleasant Hill's identity and help draw people to downtown. These improvements could also further define the east-west connection for both active transportation users and motor vehicles. Possible streetscape improvements for Cedar include:

- A two-way separated bike lane on the north side of Cedar
- Bump-outs at the intersections on the south side of Cedar
- Street trees
- Pedestrian scale lighting and wayfinding
- Transition to proposed Shared-Use Path on west side of MO-7

B FURTHER STUDY OF MO-7 INTERSECTIONS BETWEEN VV AND 163RD

The public engagement process and analysis for this project has identified these intersections as pinch points in traffic flow along MO-7. As mentioned earlier in this plan, additional studies should be conducted to determine if adjustments to signal timing or installation of alternative traffic control such as roundabouts could improve these congestions points while still providing safety and comfort for non-motorized users.



ROUND-A-BOUT INTERSECTION



COLLECTOR STREET WITH NATURAL CHARACTERISTICS

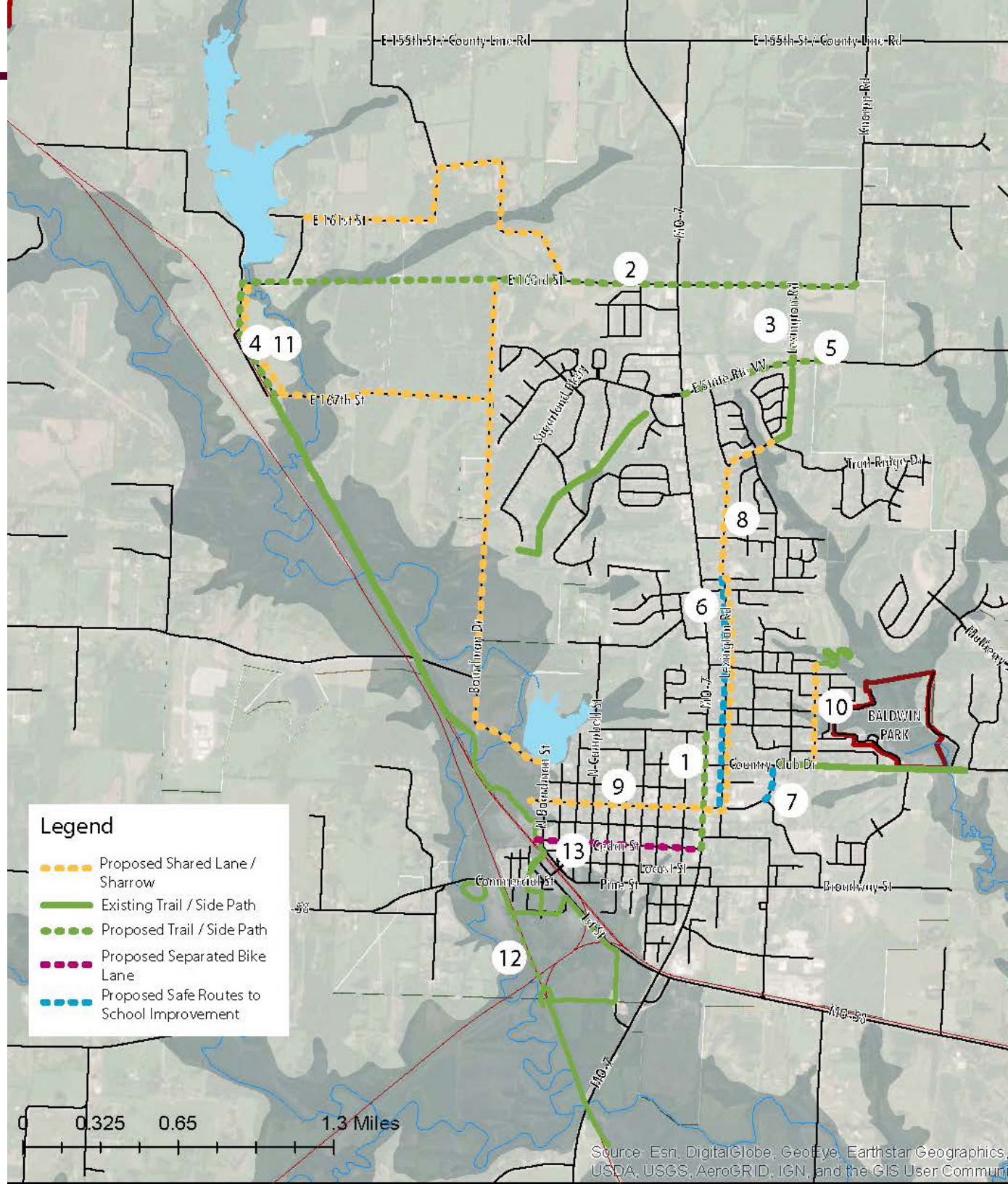
C BOARDMAN IMPROVEMENTS

This plan recommends Boardman Rd. become a minor arterial and an alternative north-south connection that will help alleviate congestion on MO-7. This road will connect the downtown area to the Lake and other recreational amenities in the north. Additional study will be needed to determine the feasibility and cost of this roadway carrying additional traffic, potential issues related to the adjacent flood plain, sight lines, etc. While this road will need upgrades to carry more traffic, it is important to the community that the roadway maintain its rural character.

D MO-7 AND WRIGHT STREET INTERSECTION

Public comment and existing conditions analysis indicated that this intersection experiences congestion with vehicles at Wright St. waiting to turn onto MO-7. A study of this intersection would provide possible adjustments to the intersection to facilitate better traffic flow. Signalization or alternative intersections treatments should be examined.

ACTIVE TRANSPORTATION MAP





PROPOSED ACTIVE TRANSPORTATION FACILITIES

The following recommendations for additional active transportation facilities are a result of public input, stakeholder meetings, analysis of current conditions, and an examination of the recommendations in the 2017 Bikeways Plan. The Active Transportation Map depicts where new facilities are proposed. These recommendations will improve multimodal connectivity for motorized and non-motorized users.

SIDE PATHS

These are paths meant to be utilized by both bicyclists and pedestrians, they run parallel to a roadway and must be a minimum of 10 ft wide (8 feet in severely constrained areas) to accommodate a range of users of all ages and abilities.

- 1** MO-7: This sidepath would run along the west side of MO-7 from Cedar St. to the south to Country Club Dr. or Timber St. to the north. The path would provide a low stress bicycle and pedestrian facility that connects the historic downtown area to the school complex and commercial amenities. Limited ROW in this section, existing utility poles along the western side of MO-7, and intersections may provide a challenge and will need further study.
- 2** 163rd Street: This east-west connection in north Pleasant Hill would provide an ideal location for a sidepath for both bicyclists and pedestrians. In the 2017 Bikeway plan, a side path is recommended along 163rd St. from Knorpp Rd. in the east to Smart Rd. in the west. The city can take a phased approach to implementing this sidepath beginning with the sections between Boardman Rd. and Knorpp Rd.
- 3** Lexington Road North of Route VV: Lexington Rd. currently features a high-quality sidepath from Ridgetree Dr. to State Route VV. A future sidepath connection northward to 163rd St. will connect with future sidepath development along 163rd St.
- 4** Smart Road: Smart Rd. is a rural north-south roadway that connects to the Rock Island Spur trailhead. A shared roadway for bicyclists and motorists or a sidepath for multiple users along this portion of the road will provide a multimodal connection from the lake to the Rock Island Spur.
- 5** State Route VV: A sidepath is recommended along Rte. VV from MO-7 in the west to about 900 feet east of the Lexington Rd and

Rte. VV roundabout. Further alignment study is necessary to address terrain challenges on the south side of this roadway. This will provide a multimodal connection between neighborhoods and to MO-7. There is an opportunity to work with a nearby HOA to connect to an existing trail system off Sugarland Drive.

SAFE ROUTES TO SCHOOL

Sidewalks and crossing improvements are essential to provide safe and accessible accommodations for children walking to and from school. The following priority sidewalks are recommended near schools in Pleasant Hill.

- 6** Lexington Road: New sidewalk along Lexington Rd. will provide safe connection for students from the neighborhoods north and south of the school campuses. Challenges to implementation include drainage, acquiring sufficient ROW, and maintenance of existing trees.
- 7** Eklund Street: New sidewalk along Eklund St. north of Rooster Way will provide pedestrian accommodations between the school buildings and improve both safety and circulation for motorized and non-motorized users. Challenges include multiple parking for both personal vehicles and school buses directly off roadway that will need to be carefully designed around to maintain safety for pedestrians.

SIDEWALK IMPROVEMENTS

Sidewalks are foundational to providing connectivity throughout the city. Safe and reliable sidewalks are necessary for a wide variety of trips, both utilitarian and recreational.

- Central Pleasant Hill: Sidewalks are present in neighborhoods around the historic downtown area, there are some streets that contain gaps in the network in the southeast area. Sidewalk infill and repair should be a priority in these neighborhoods.

- Northern residential development area: Some of the newer suburban-style neighborhood development in the north features sidewalks on both sides of the street, however many streets have no sidewalk or sidewalks on only one side. (Currently sidewalks are only required on one side of local streets.) There is room for improvement in providing reliable and safe pedestrian connections between neighborhoods and destinations.
- Rural areas: Most rural neighborhood streets do not feature sidewalks, and sidewalks or sidepaths should be considered when making updates to existing rural sections of roadways such as Route VV and Country Club Dr.

SHARED ROADWAYS / SHARROWS

These are roads with slow speeds (25 mph or less) and low traffic volumes that are safe for bicyclists and motor vehicles to share the road. These facilities are simple to implement with pavement marking and signage.

- 8** Lexington Road: There is an existing side path from Trail Ridge Dr. to Route VV, and relatively low traffic volume along most of this roadway could make it ideal for a shared road treatment. This route could feed into the proposed side path on MO-7, and link to the proposed cycle track on Cedar Rd. and into the Downtown and regional trailheads.
- 9** Myrtle Street: Myrtle St. provides a key connection from the school complex to the Rock Island Spur. The 2017 plan recommended this street serve as a shared roadway, with sharrow marking and share the road signage. This route would be a more direct connection for experienced and confident cyclists traveling east-to-west in central Pleasant Hill.
- 10** Hillcrest Street: Hillcrest St. is recommended for sharrow treatments to connect Country Club Dr. to the Stone Creek Nature Trail in the north. This residential, lower speed street

is ideal for a north-south connection for experienced and confident cyclists.

- 11** Smart Road: Smart Rd. is a rural north-south roadway that connects to the Rock Island Spur trailhead. A shared roadway for bicyclists and motorists or a sidepath for multiple users along this portion of the road will provide a multimodal connection from the lake to the Rock Island Spur.

TRAILS

Trails typically run along natural barriers such as streams or rivers and can serve as a bicyclist and pedestrian connections between destinations. Pleasant Hill currently features many regionally recognized trails for walking, cycling, and mountain biking. This plan recommends maintaining and improving existing trail facilities.

- 12** Provide a direct link for the Station's portion of the Rock Island Spur of the KATY Trail and the City's MoPAC Trail. The State's Rock Island Spur has a temporary route that is not on the railbed. The route would be more intuitive and drive higher utilization of the trailhead if a direct connection would be utilized to cross the active rail line. The current route includes a share the road on 58 Highway and Cardinal Road to cross the tracks. In the future, Pleasant Hill should plan to improve this link to be more intuitive and direct.

SEPARATED BICYCLE LANES

Separated Bike Lanes provide added protection for bicyclists. These facilities provide separation from motor vehicle traffic with flex-posts, concrete barriers, or parked vehicles, or other means.

- 13** Cedar Street: A separated bicycling facility is recommended for Cedar St. from MO-7 to Boardman Rd. along with additional streetscape improvements. This facility will connect to the proposed sidepath on MO-7 to the historic downtown area.





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IMPLEMENTATION TOOLKIT

This chapter presents a framework for implementation using the goals, policies, and considerations defined in the previous chapters. The Action Plan defines specific changes desired within the community that can be pursued by the City, as well as key community stakeholder groups.

KEY STAKEHOLDERS & PARTNERS

Partnerships with community organizations, the business community, and institutional / intergovernmental organizations are critical to ensuring outcomes that reflect the community's needs. Many steps taken to support the vision and goals of Pleasant Hill may be driven by a variety of organizations, in addition to the City government.

PLEASANT HILL CHAMBER OF COMMERCE

The Chamber of Commerce is a membership organization representing business interests throughout all of Pleasant Hill.

DOWNTOWN PLEASANT HILL CID

The Downtown CID is an organization making improvements in and promoting the downtown business community, with funding supported through the special assessment.

PLEASANT HILL HISTORIC DISTRICT (MISSOURI MAIN STREET)

Pleasant Hill Historic District is the community's Missouri Main Street organization, pursuing the [Four-Point Approach](#) to revitalization.

PLEASANT HILL HISTORIC PRESERVATION COMMISSION

The preservation commission reviews development applications impacting the exterior architectural appearance of landmarks and properties within the historic district, and issues certificates of appropriateness.





KEY STAKEHOLDERS & PARTNERS

PLEASANT HILL R-III SCHOOL DISTRICT

The school district serves students of the community, and operates five campuses and a central office.

PLEASANT HILL FIRE PROTECTION DISTRICT

The fire district served 101 square miles, including Strasburg, portions of Cass County, and Lake Winnebago.

PLEASANT HILL WATER DISTRICTS

Pleasant Hill is currently served by both the Pleasant Hill Water Department and Public Water District Number 5.

MIDDLE BIG CREEK

Wastewater is treated by the Middle Big Creek Wastewater Treatment Facility.

CASS COUNTY

Pleasant Hill is located mostly within Cass County, which manages the community's local library in addition to other important resources in other parts of the county.

CASS COUNTY FAIRGROUNDS

The Cass County Fair is a major annual event located in Pleasant Hill, and is led by volunteers and coordinated by the City of Pleasant Hill. It is funded in part through corporate sponsorships.

MID AMERICA REGIONAL COUNCIL

The Mid-America Regional Council (MARC) is a nonprofit association of city and county governments and the Metropolitan Planning Organization (MPO) for the bistate Kansas City region. MARC not only provides resources for communities, but is also a source of funding for planning initiatives.

MISSOURI STATE PARKS

Missouri State Parks maintains the state's 240-mile Katy Trail State Park, which connects to Pleasant Hill via the 47-mile Rock Island Spur Trail.

JACKSON COUNTY PARKS & NEIGHBORING COMMUNITIES

Jackson County Parks completed Phase 2 of the Rock Island Trail in 2021, and is a significant regional partner in establishing trail connectivity to Pleasant Hill.

MISSOURI DEPARTMENT OF TRANSPORTATION

MODOT is responsible for state routes in the community, such as MO-7 and MO-58. MODOT will be a primary partner for any future changes to these corridors.

UNION PACIFIC

Union Pacific maintains the railroad and its operations, impacting the downtown area and potentially serving industrial users.

INCENTIVES & RESOURCES

There are a number of economic development incentives and resources that can stimulate investment in the city in alignment with the community's long-term goals. A clear incentive policy that leverages these tools in a responsible manner will be greatly beneficial to Pleasant Hill.

TRANSPORTATION DEVELOPMENT DISTRICTS ("TDD")

A TDD is a funding tool that can support promotion, planning, design, and construction of transportation projects, including streets, bridges, intersections, and signage. More information about TDDs and other funding tools can be found through the [Missouri Department of Transportation](#) or the [Missouri Department of Economic Development](#).

COMMUNITY IMPROVEMENT DISTRICTS ("CID")

CIDs are State-enabled taxing districts designed to help local business districts fund targeted public improvements such as beautification, business retention, safety and security, public parking facilities, and major capital investments. Downtown Pleasant Hill has organized a CID, and is one of nearly twenty CIDs in the county. More information about CIDs and other funding tools can be found through the [Kansas City Economic Development Corporation](#) or the [Missouri Department of Economic Development](#).

TAX INCREMENT FINANCING DISTRICTS ("TIF")

TIF enables a portion of local property and sales taxes to be redirected to help fund redevelopment in areas of the community classified as "blighted", "conservation", or "economic development". More information about TIF districts can be found through the [Missouri](#)



[Department of Revenue](#).

RURAL COMMUNITY DEVELOPMENT INITIATIVE GRANTS

RCDI grants are awarded to public bodies, non-profits, or qualified private organizations to improve housing, community facilities, and economic development projects in rural areas. Matching grants range from \$50,000 to \$250,000, and can be used for training programs and technical assistance, such as board training, strategic plan development, and home-ownership education.

FLOOD MITIGATION FUNDS

FEMA provides grant funding for flood mitigation assistance, which has been utilized by the City in the past to acquire properties located in the floodzone. These funds should continue to be used by the City to proactively manage floodplain risk.

USDA RURAL DEVELOPMENT GRANTS

The United States Department of Agriculture provides programs and services targeted for a variety of needs. Pleasant Hill may be eligible for programs involving local business support, community facilities,

energy, broadband, housing, food production, and water.

BENEFITS DISTRICTS

Benefits Districts can be established to allocate infrastructure costs to future users, when infrastructure is extended beyond the current servicing area. Under this approach, the primary user pays for the extension up-front, and a portion of those costs will be reimbursed as future users tap into the new infrastructure or utility service. When a parcel develops in the future and requests a connection, that development pays into the benefit district for their portion of the overall cost. Then the benefit district reimburses the initial user for that portion of the cost. At some point in the future after all of the parcels along the alignment have developed, the original user is fully reimbursed by new development that benefited from the initial sewer extension.

ENHANCED ENTERPRISE ZONE

The Northeast Cass County Enhanced Enterprise Zone provides a tax credit benefit to existing and future industrial businesses. Enhanced Enterprise Zones (EEZs) are designed to attract new or expanding businesses through the use of state tax credits and local property tax abatement. The zones are specified geographic areas designated by local governments and certified by the Missouri Department of Economic Development.

CHAPTER 353

Chapter 353 is a program enabled by the State of Missouri that allows local governments to encourage reinvestment by providing property tax abatement to owners that initiate key improvements such as exterior maintenance. Examples of places in the region that utilize Chapter 353 to promote reinvestment include Blue Springs, Grandview, Liberty, Kansas City, and Independence.

SRF LOAN PROGRAM

The Missouri SRF Loan Program is a subsidized low interest loan program. The bonds are purchased and resold nationally by the EIARA. At present, the EIARA bonds are rated as AAA.



ACTION PLAN

The following action plan summarizes recommendations outlined throughout the Comprehensive Plan, and includes additional information about estimated timeline and cost-level. Further prioritization will be required as the plan is reviewed, and implementation cost and timeline may vary based on available resources and partnerships. Various groups have been identified to assist with implementation, including City Leadership, City Staff, the community, developers and others.

LAND USE & ECONOMIC DEVELOPMENT	PRIORITY	COST	RESPONSIBLE PARTIES
Establish a strategic committee (Pleasant Hill 2020 or Pleasant Hill Futures Committee) consisting of local and regional representatives involved with downtown revitalization, trails development, business attraction and retention, historic preservation, and tourism attraction to meet regularly to pursue implementation of the Comprehensive Plan and Downtown Strategic Plan.	0-2 years	\$	Downtown Pleasant Hill CID; Historic District Board; City of Pleasant Hill
Create an Economic Development Council composed of representatives from various organizations to coordinate and direct a comprehensive economic development program	0-2 years	\$	City of Pleasant Hill
Revise the Unified Development Code and related applications to ensure clarity of standards and processes for staff, city leadership, and developers.	0-2 years	\$\$	City of Pleasant Hill
Revisit use standards related to overnight accommodations, accessory dwelling units, agricultural tourism, and artisan manufacturing to ensure they align with goals.	0-2 years	\$	City of Pleasant Hill
Update the subdivision regulations to ensure future development provides optimal connectivity, walkability, and supports the future Land Use and Transportation Plan.	0-2 years	\$	City of Pleasant Hill
Consider the application of Traditional Neighborhood Design principles in Pleasant Hill, for both infill development in established neighborhoods and development of new neighborhoods. Simple rules for street design, building orientation, and garage orientation, can be provided as general guidance or as codified standards in desired locations.	0-2 years	\$	City of Pleasant Hill
Complete plans to establish pocket parks in the downtown area.	0-2 years	\$	City of Pleasant Hill
Secure a hotel market study to determine the types of overnight accommodations that should be initiated in the community, from camping/"glamping" to a new-build boutique hotel.	0-2 years	\$\$	Downtown Pleasant Hill CID; City of Pleasant Hill

LAND USE & DEVELOPMENT

	PRIORITY	COST	RESPONSIBLE PARTIES
Create a district-level approach for improving pedestrian comfort in the downtown core. Consider implementation options for establishing street trees, landscaping, shade structures, outside seating, pocket parks, and plazas.	0-2 years	\$	Downtown Pleasant Hill CID; City of Pleasant Hill
Work with downtown stakeholders to adopt relevant practices outlined in the Secretary of the Interior's Standards for Rehabilitation & Guidelines on Flood Adaptation for Rehabilitating Historic Buildings, including temporary protective measures, site and landscape adaptations, utility protection, and building improvements.	0-2 years	\$	Downtown Pleasant Hill CID; Historic District Board; City of Pleasant Hill
Develop a Bicycle Tourism Plan for organizing and communicating bicycle-related events, overnight accommodations, public facilities, and a tourism map. Build from the communication infrastructure already created by Pleasant Hill Historic District. This plan may also identify a strategy for attracting bicycle-oriented industrial employers that would fit well in Pleasant Hill's context.	0-5 years	\$\$	City of Pleasant Hill; Downtown Pleasant Hill CID
Establish one or more partnerships with bike- and trail-oriented organizations (such as Urban Trail Co, KC Dirt Community, BikeWalkKC, MORIT, MTB Project, Earthriders) with the intent of promoting and improving the trails in Pleasant Hill, and attracting visitors to the Downtown.	0-5 years	\$	Downtown Pleasant Hill CID; City of Pleasant Hill
Promote the development of Bed & Breakfasts targeted for bike-oriented tourism by establishing a clear incentive policy or code revisions for tourism development.	0-5 years	\$	City of Pleasant Hill
Work with the CID and Pleasant Hill Historic District to communicate availability of overnight accommodations.	0-5 years	\$	City of Pleasant Hill
Solicit public/private partnerships to expand camping and operate a RV park at the lake, and identify needs and costs of public facilities needed to support the project.	0-5 years	\$\$	City of Pleasant Hill
Complete implementation of wayfinding and gateway improvements for the Downtown area.	0-5 years	\$\$	Downtown Pleasant Hill CID; City of Pleasant Hill



LAND USE & ECONOMIC DEVELOPMENT

	PRIORITY	COST	RESPONSIBLE PARTIES
Work with Downtown businesses to leverage, communicate, and expand the artisan presence of Pleasant Hill.	0-5 years	\$	Downtown Pleasant Hill CID; City of Pleasant Hill
Initiate an updated Historic Resources Survey to inquire about the eligibility of additional structures or districts within City limits.	0-5 years	\$\$	City of Pleasant Hill / HPC
Revisit site design standards for commercial properties, particularly along MO-7, addressing issues of access management, parking facilities, multimodal circulation, and landscaping.	0-5 years	\$	City of Pleasant Hill
Update the UDC to define allowed uses related to agricultural tourism, such as wedding venues, visitor-oriented farms and ranches, wineries, rural bed & breakfasts, destination markets, and outdoor recreational destinations.	0-5 years	\$	City of Pleasant Hill
Revisit and potentially revise standards for residential districts, pursuing a more extensive housing portfolio for all age groups, and more efficient housing patterns such as small-lot single-family, cottage court arrangements, accessory dwelling units, and townhouses.	0-5 years	\$	City of Pleasant Hill
Conduct an internal assessment of current building code use to identify whether it presents any issues for homeowners and remodelers. If so, consider options for adopting a building code for rehabilitation or making strategic revisions to the current code.	0-5 years	\$	City of Pleasant Hill
Partner with local and regional business and economic development organizations to promote available industrial sites in the community, and communicate the availability of EEZ tax credits to prospective businesses.	0-5 years	\$	City of Pleasant Hill; Chamber of Commerce; Kansas City Area Development Corporation
Investigate a strategy for incentivizing reinvestment in existing commercial buildings, including appropriate tax incentives and grant matching programs. If needed, develop eligibility criteria that focuses on older buildings and exterior improvements.	0-5 years	\$	City of Pleasant Hill
Seek private development of vacant land immediately south of downtown using flood mitigation funds to purchase the land and prepare and issue a Request for Proposals for a recreation related use (such as “glamping” or other uses). Issue an RFP to work with an experienced developer to produce and implement a master plan for a “glamping village”, including elevated yurts/shelters, bicycle storage, and bathrooms.	0-5 years	\$\$	City of Pleasant Hill



LAND USE & ECONOMIC DEVELOPMENT

	PRIORITY	COST	RESPONSIBLE PARTIES
Communicate with higher education institutions in the region, such as Metropolitan Community College, to seek opportunities to host small-scale workforce development projects that complement Downtown revitalization efforts.	0-5 years	\$	City of Pleasant Hill; Downtown Pleasant Hill CID
Expand utilization of the fairgrounds for seasonal events and enhance the off-road trail to downtown.	5-10 years	\$\$	City of Pleasant Hill; Cass County
Establish new public parking lots on vacant lots on First Street, Second Street, and Cedar Street.	5-10 years	\$	City of Pleasant Hill
Implement catalyst project for city property on First Street + Wyoming, leveraging the Hotel Market Study.	5-10 years	\$	City of Pleasant Hill
Establish TIF districts for industrial development, focused along MO-58 and generally east of MO-7.	5-10 years	\$	City of Pleasant Hill
Establish public campgrounds around Pleasant Hill Lake, and utilize the Parks & Recreation Plan process to identify potential funding mechanisms for establishing higher levels of services for campers or RVs in this area.	5-10 years	\$	City of Pleasant Hill
Consider seeking partnerships and funding options for building a Community/Recreation Center at Cass County Fairgrounds, potentially involving public amenities such as an event venue or amphitheater.	15-20 years	\$\$\$	City of Pleasant Hill
Work with regional economic development resources, such as the KC Area Development Council to attract targeted industries to the community. Ensure a representative from the City of Pleasant Hill and Chamber of Commerce maintains a working relationship with representatives from the KCADC.	Ongoing	\$	City of Pleasant Hill; Chamber of Commerce
Develop a regional engagement initiative to connect residents and business owners of Pleasant Hill with opportunities for regional volunteering and board positions, particularly those opportunities that will build needed capacity and relationships to achieve long-term goals.	Ongoing	\$	City of Pleasant Hill
As land is requested to be annexed for future development, initiate discussions with Cass County to ensure rural land outside city limits do not contain sites that may have historical or archaeological significance.	Ongoing	\$	City of Pleasant Hill



TRANSPORTATION

	PRIORITY	COST	RESPONSIBLE PARTIES
Revisit standards for the design of streets, with special consideration for slowing speeds in neighborhood contexts, sidewalk construction and maintenance practices, and improving multimodal connections.	0-2 years	\$	City of Pleasant Hill
Create a right-of-way dedication process to ensure future land subdivision aligns with the proposed future roadways map.	0-2 years	\$	City of Pleasant Hill
Work with MoDOT to conduct a traffic study of MO-7 from Route W to 163rd Street. Consider options to improve multimodal safety, access, and congestion issues, including timing of traffic lights or installation of a roundabout.	0-2 years	\$\$	City of Pleasant Hill, MODOT, Business/Property Owners
Develop access management guidelines for commercial areas along MO-7.	0-2 years	\$	City of Pleasant Hill, Engineering Consultant
Establish "Share the Road" signage and painted sharrows on Hillcrest Street between Country Club Drive and Stone Creek Nature Trail.	0-2 years	\$	City of Pleasant Hill
Establish "Share the Road" signage and painted sharrows on Smart Road, as either a permanent treatment or interim treatment until establishing a sidepath, if preferred.	0-2 years	\$	City of Pleasant Hill
Establish "Share the Road" signage and painted sharrows on Myrtle Street.	0-2 years	\$	City of Pleasant Hill
Develop a sidewalk repair and infill strategy, potentially allocating funds through the CIP or matching grants, and ensuring all new development establishes sidewalks.	0-5 years	\$\$	City of Pleasant Hill
Investigate the cost of future improvements to Boardman Road, and street design options that support additional traffic while enforcing rural design characteristics.	0-5 years	\$	City of Pleasant Hill
Study and plan for improvements along MO-58/Commercial Street from the Cass County Fairgrounds to 1st Street, emphasizing multimodal accessibility, traffic calming, safe crossings, and shade.	0-5 years	\$\$	City of Pleasant Hill, MODOT
Implement wayfinding and gateway signage recommended in the 2017 Bikeway Plan.	0-5 years	\$	City of Pleasant Hill
Establish a sidepath along Route W from MO-7 to about 900 feet east of Lexington Rd.	0-5 years	\$\$	City of Pleasant Hill, MoDOT
Add Bike Rental/Bike Share Stations, including with e-bikes, in strategic locations of the community, including downtown, trailheads, commercial businesses, and civic destinations.	0-5 years	\$\$	City of Pleasant Hill, MoDOT

TRANSPORTATION

Design and build a new sidewalk along Lexington Rd, prioritizing preservation of existing trees and working with property owners to potentially acquire right-of-way or easements and improve drainage conditions.	0-5 years	\$	City of Pleasant Hill
Design and build a new sidewalk along Eklund Street north of Rooster Way, with special consideration for car and bus parking.	0-5 years	\$	City of Pleasant Hill, Pleasant Hill School District
Complete the Cedar Street separated bike lane/cycle track facility, and establish a phased approach for funding the project through the Capital Improvements Plan. Consider engaging with other local communities that have built bike lanes or cycle tracks to understand cost and maintenance needs.	0-5 years	\$	City of Pleasant Hill, Consultant, Other Communities
Coordinate with MODOT and property owners along MO-7 to implement best practices and to address safety, access, and aesthetic issues along the corridor.	0-5 years	\$	City of Pleasant Hill, MODOT, Business/Property Owners
Complete the sidepath connection on Lexington Road north of Route VV to 163rd Street.	0-5 years	\$	City of Pleasant Hill
Complete a street redesign of 1st Street between Commercial Street and Wyoming Street, with improvements including wider sidewalks, street trees, ADA accessibility, and crosswalks.	5-10 years	\$\$\$	City of Pleasant Hill, Downtown CID
Coordinate with MoDOT and construct a multi-modal sidepath along MO-7 from Cedar Street to Country Club Drive.	5-10 years	\$	City of Pleasant Hill, MoDOT
Investigate options and costs for improving facilities along Smart Road to connect Pleasant Hill Lake with the Rock Island Spur, including a shared roadway approach or development of a sidepath.	5-10 years	\$	City of Pleasant Hill, Rock Island Trail Coalition
Coordinate with Jackson County Parks, Union Pacific, and neighboring communities in pursuit of the completion of regional trail connection from Pleasant Hill to Lees Summit/Rock Island Trail Network.	10-15 years	\$\$\$	Jackson County Parks, City of Pleasant Hill, Union Pacific
Using a phased approach, implement a rural sidepath along 163rd Street from Knorpp Rd to Smart Rd. It is recommended that Phase 1 construction focus on Boardman Rd and Knorpp Rd, and be completed in 5 years or less.	Ongoing	\$	City of Pleasant Hill
Purchase or require right-of-way easements in key locations to ensure adequate space for future improvement to Boardman Road as an alternative north/south collector.	Ongoing	\$\$\$	City of Pleasant Hill



PUBLIC FACILITIES & INFRASTRUCTURE

	PRIORITY	EST. COST	RESPONSIBLE PARTIES
Develop a Parks & Recreation Plan, including an assessment of existing facilities and deferred maintenance backlogs. Identify strategies for appropriately right-sizing parkland investments, pursuing a model for financially sustainable ongoing maintenance, and initiating improvements. Ensure neighborhoods are engaged to identify needs and future desires for parks in the community.	0-5 years	\$\$	Parks Board, City of Pleasant Hill, Neighborhoods
Investigate the application of Neighborhood Improvement Districts (NIDs) for addressing long-term maintenance and improvements of public amenities.	0-5 years	\$	City of Pleasant Hill
Investigate the existing Loch Leonard Lake dam and potential remediation necessary to facilitate improvements to Boardman Road.	0-5 years	\$\$	City of Pleasant Hill / Loch Leonard HOA
Improve sewer along the north side of VV.	0-5 years	\$	Water/Sewer Fund
Construct a relief sewer for Boardman.	0-5 years	\$	Water/Sewer Fund
Upgrade the sewer interceptor from Kellogg area to Loch Leonard interceptor.	0-5 years	\$\$\$	Revenue Bonds, Water/Wastewater
Upgrade the sewer line from Woodlawn to the south.	0-5 years	\$\$	Water/Sewer Fund
Establish a checklist for determining whether expansion of public infrastructure is in the City's best interest, based on future costs of maintaining new infrastructure.	0-5 years	\$	City of Pleasant Hill
Establish and consistently administer a city policy for expanding infrastructure and other facilities in addition to the GPfG policy, leveraging funding through Benefits Districts or Development Fees.	0-5 years	\$	City of Pleasant Hill
Upgrade the sewer line along Wright Street east of MO-7.	5-10 years	\$\$	Operating Funds/Depreciation, Water/Sewer Fund
Upgrade and expand fairground parking area, as needed, with gravel or paved improvements.	5-10 years	\$\$	General Obligation Bond Issue
Explore options to add a second fire station in the community, emphasizing future development areas along Boardman in the northern area of the City.	0-10 years	\$	Fire District



PUBLIC FACILITIES & INFRASTRUCTURE

	PRIORITY	EST. COST	RESPONSIBLE PARTIES
Establish a hydrant replacement program.	0-10 years	\$	Water/Sewer Fund
Paint and refurbish the water tower.	10-20 years	\$\$	Water/Sewer Fund
Consider building or renovating an existing building for a community center, potentially consolidating with other public facilities such as a City Hall, police station, or animal shelter.	10-20 years	\$\$\$	City of Pleasant Hill
Update existing city-owned buildings with roof, HVAC, and other repairs.	Ongoing	\$\$\$	Operating Funds, Future New Revenue Sources
Establish a program to line old sewer lines to stop infiltration.	Ongoing	\$	Water/Sewer Fund
If and when development is proposed, annex to the west along Rock Island Lake Road, to BB Highway and to northwest to Pleasant Hill Lake. Establish adequate public right-of-way along Boardman as land is subdivided in that area, and leverage development fees for future improvements to Boardman.	Ongoing	\$	City of Pleasant Hill
Continue to leverage GIS software to manage City-owned infrastructure and better understand long-term costs and prioritize maintenance needs.	Ongoing	\$\$	City of Pleasant Hill
As many sanitary lift stations are at capacity, ensure upgrades to existing lift stations are paid for through partnerships with developers as growth occurs.	Ongoing	\$\$	City of Pleasant Hill / Development
Leverage opportunities to eliminate sanitary lift stations and replace them with new gravity sanitary sewer mains to eliminate ongoing lift station maintenance costs and expensive end-of-life replacement projects.	Ongoing	\$\$	City of Pleasant Hill / Development
Institute a policy to extend infrastructure to the limits of development to facilitate expansion and growth for parcels beyond current development limits. Implement Benefit Districts as a mechanism to encourage infrastructure growth installed and paid for by development, that help pay back infrastructure costs when future development occurs.	Ongoing	\$	City of Pleasant Hill / Development
Implement a strategy to annex future growth areas to be served by the Pleasant Hill Water Department.	Ongoing	\$	City of Pleasant Hill





Where the Tracks meet the Trails



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APPENDIX

The following section provides a summary of relevant resources, planning studies, and general best practices, in addition to a summary of maps developed for the Comprehensive Plan.



APPENDIX A: ADDITIONAL RESOURCES

CITY OF PLEASANT HILL

[2021 Community Profile](#)

[2017 Pleasant Hill Bikeway Plan](#)

[2013 Downtown Revitalization & Trail Town Implementation Strategy](#)

MID-AMERICA REGIONAL COUNCIL

[Regional Trails and Bikeways Map](#)

[Complete Streets Initiative & Resources](#)

[Green Infrastructure Framework](#)

[Model Ordinance for Tree Protection, Weed Management, and Native Plant Encouragement](#)

ECONOMIC DEVELOPMENT TOOLS & RESOURCES

[Kansas City Area Development Council](#)

[Missouri Department of Economic Development](#)

[Missouri Department of Transportation](#)

[Missouri Main Street Connection](#)

BEST PRACTICES & DESIGN GUIDELINES

[Secretary of the Interior's Standards for Rehabilitation & Guidelines on Flood Adaptation for Rehabilitating Historic Buildings](#)

[The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating & Reconstructing Historic Buildings](#)

[National Association of City Transportation Officials Urban Street Design Guide](#)

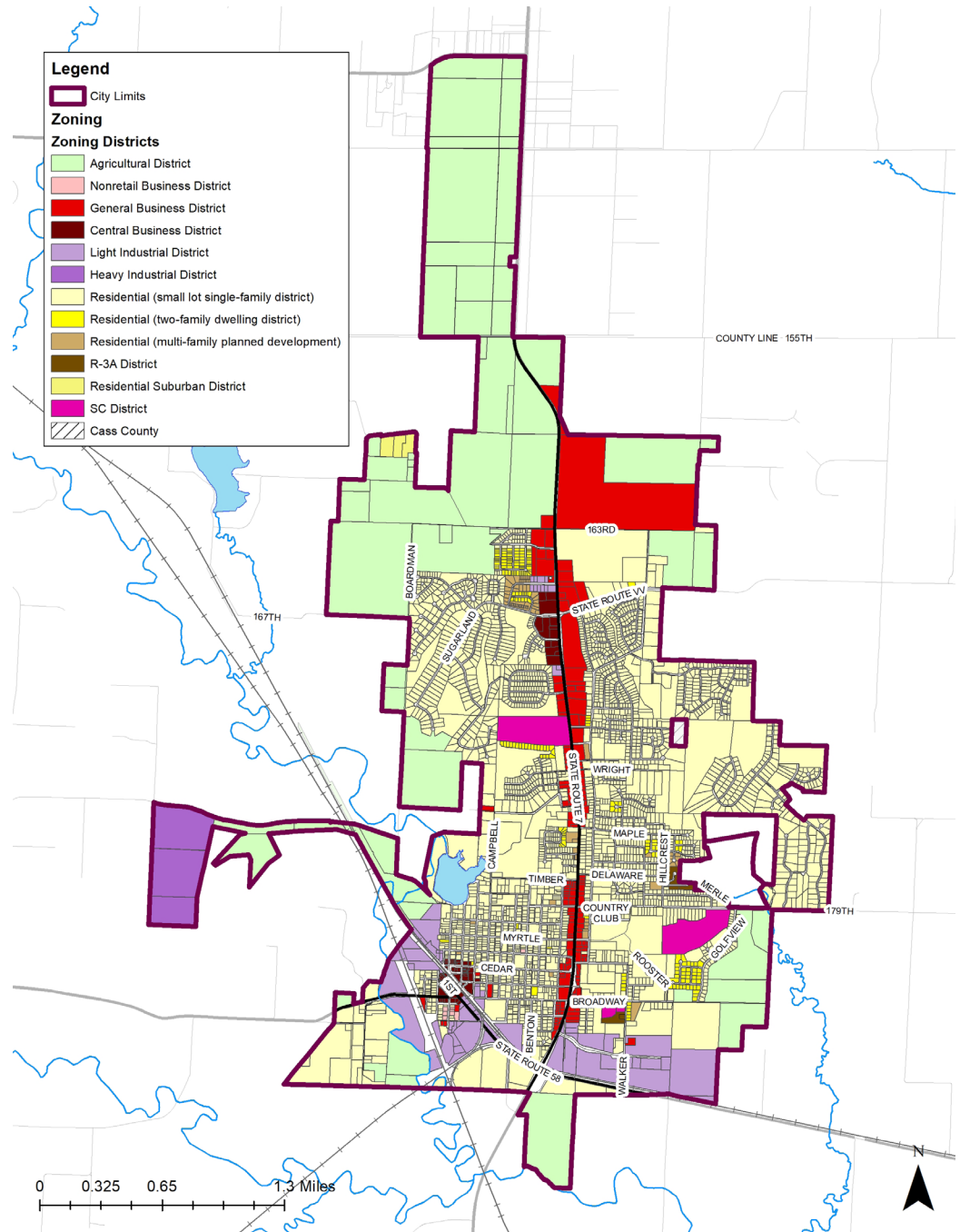
[Urban Land Institute: Ten Principles for Developing Successful Town Centers](#)

[Bringing Back Main Street: A Guide to Downtown Revitalization for Local Governments](#)

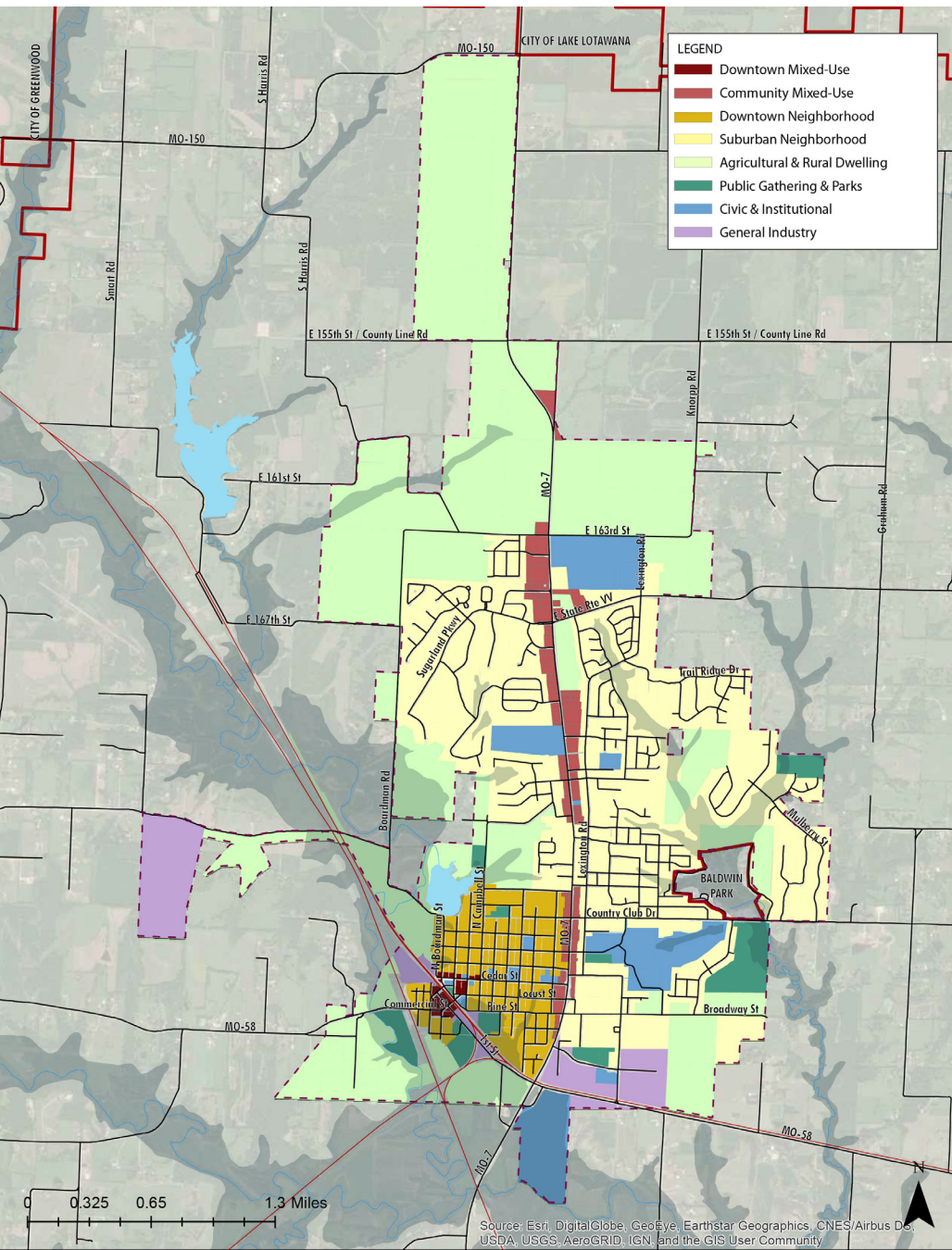


APPENDIX B: MAPS

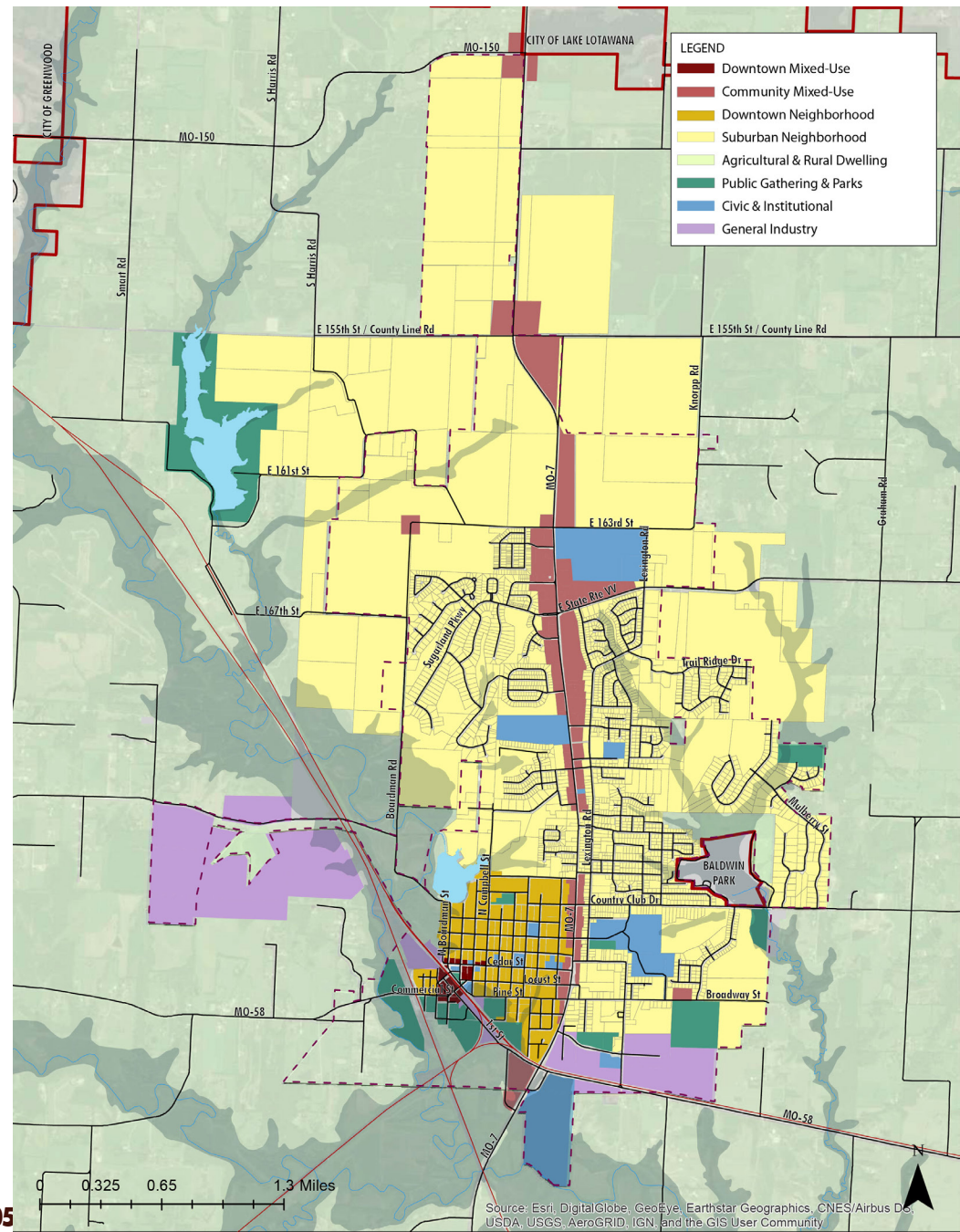
ZONING MAP (2021)



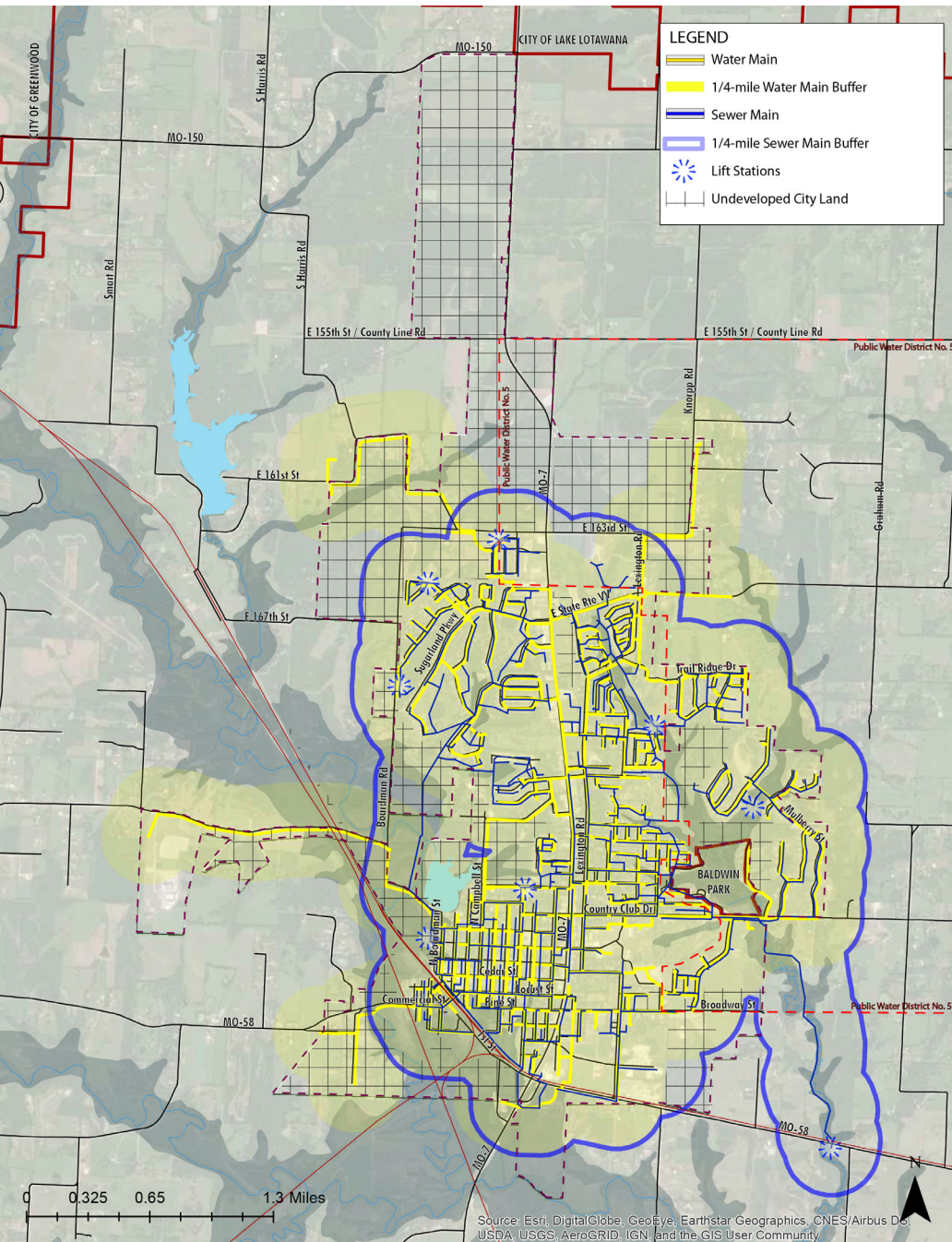
EXISTING LAND USE (2021)



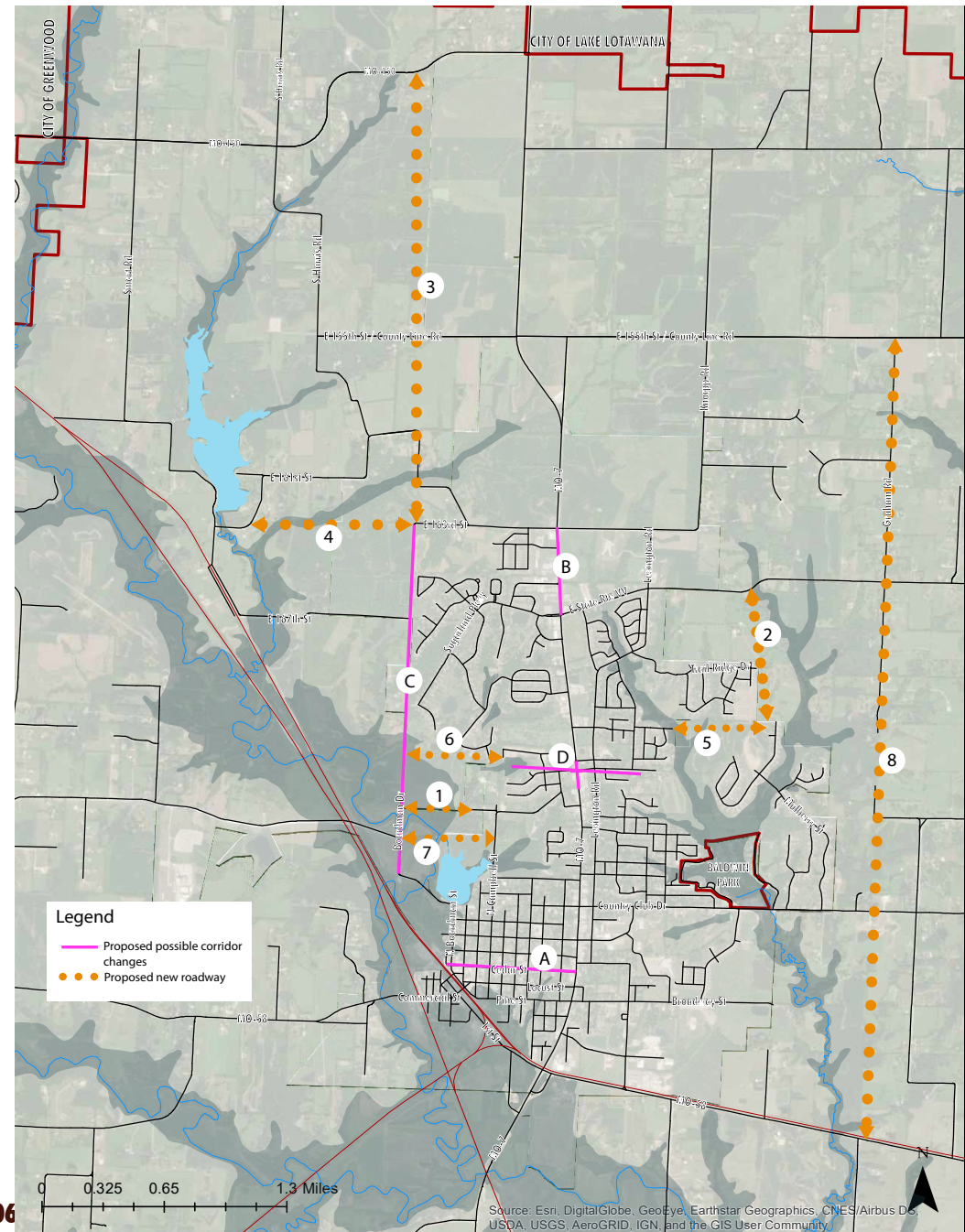
FUTURE LAND USE



GROWTH STRATEGY MAP



FUTURE ROADWAYS MAP





Legend

- City Limits
- Developable Land

OUTER BELT M 150

HARRIS

Pleasant Hill Lake

167TH

163RD

STATE ROUTE VV

BOARDMAN

BLISSLAND

STATE ROUTE VV

WRIGHT

CAMPBELL

LOCH LEONARD

TIMBER

MAPLE

HILLCREST

DELAWARE

COUNTRY CLUB

MYRTLE

CEDAR

15TH

BENTON

STATE ROUTE 58

BROADWAY

ROOSTER

GOLF VIEW

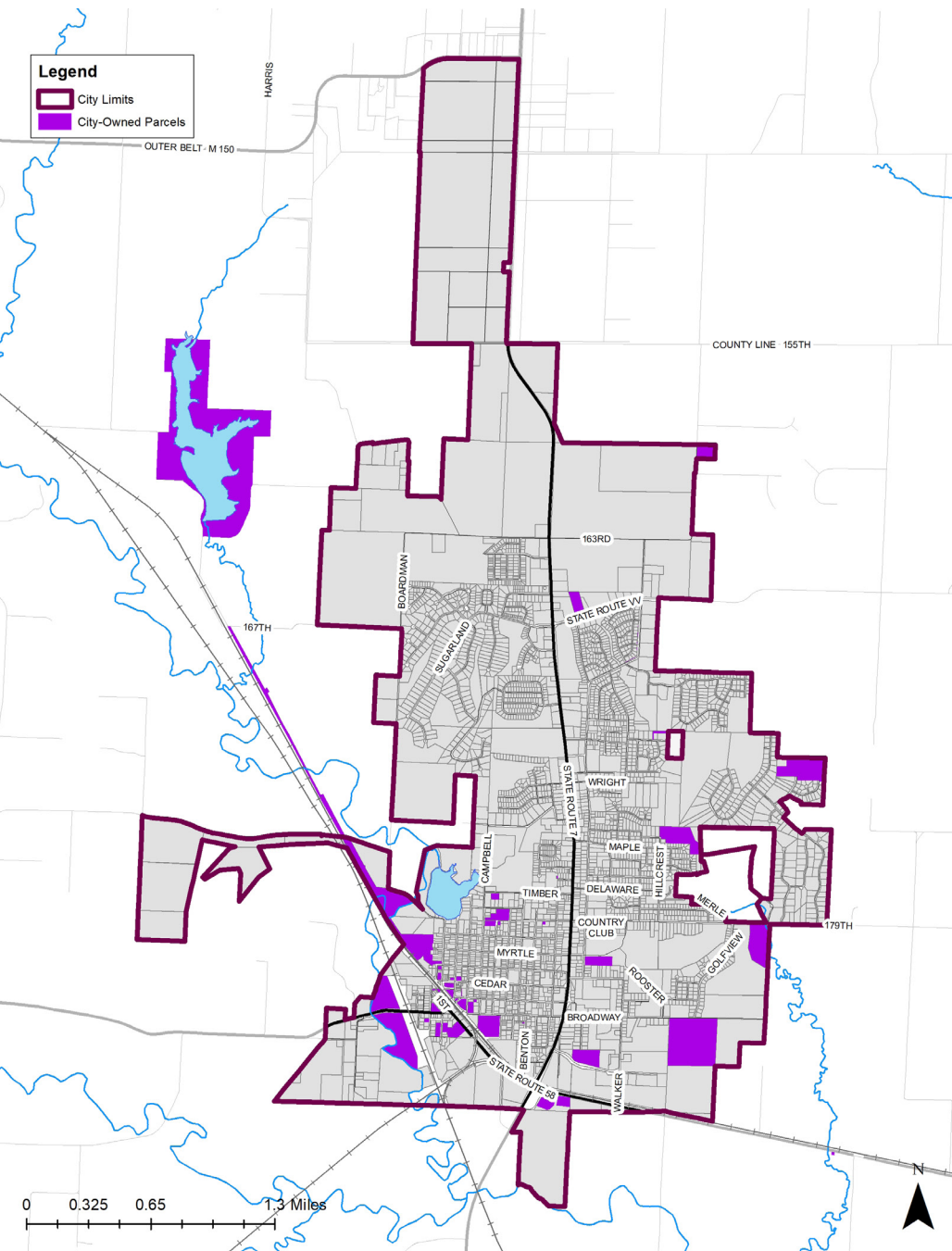
179TH

WALKER

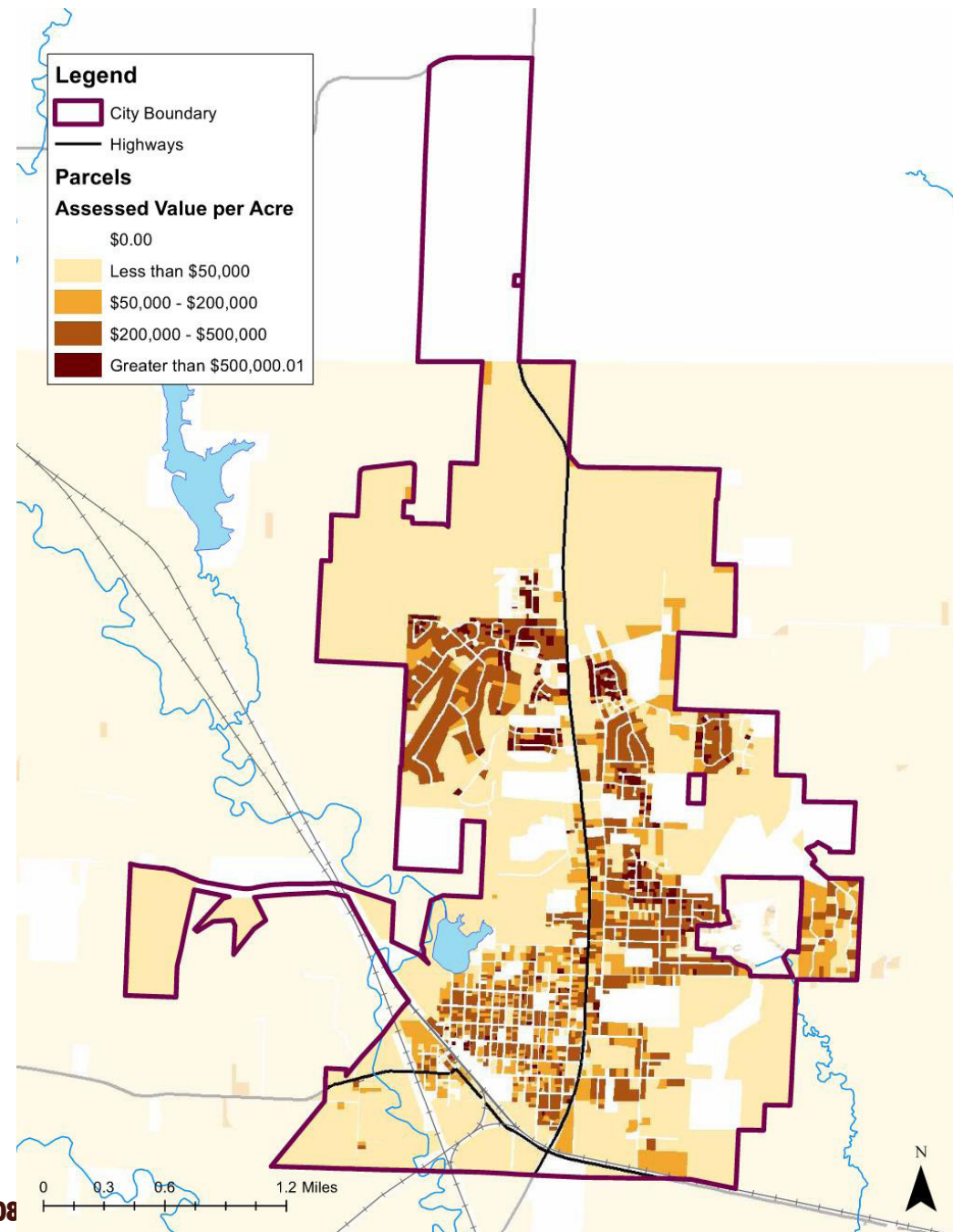
0 0.325 0.65 1.3 Miles

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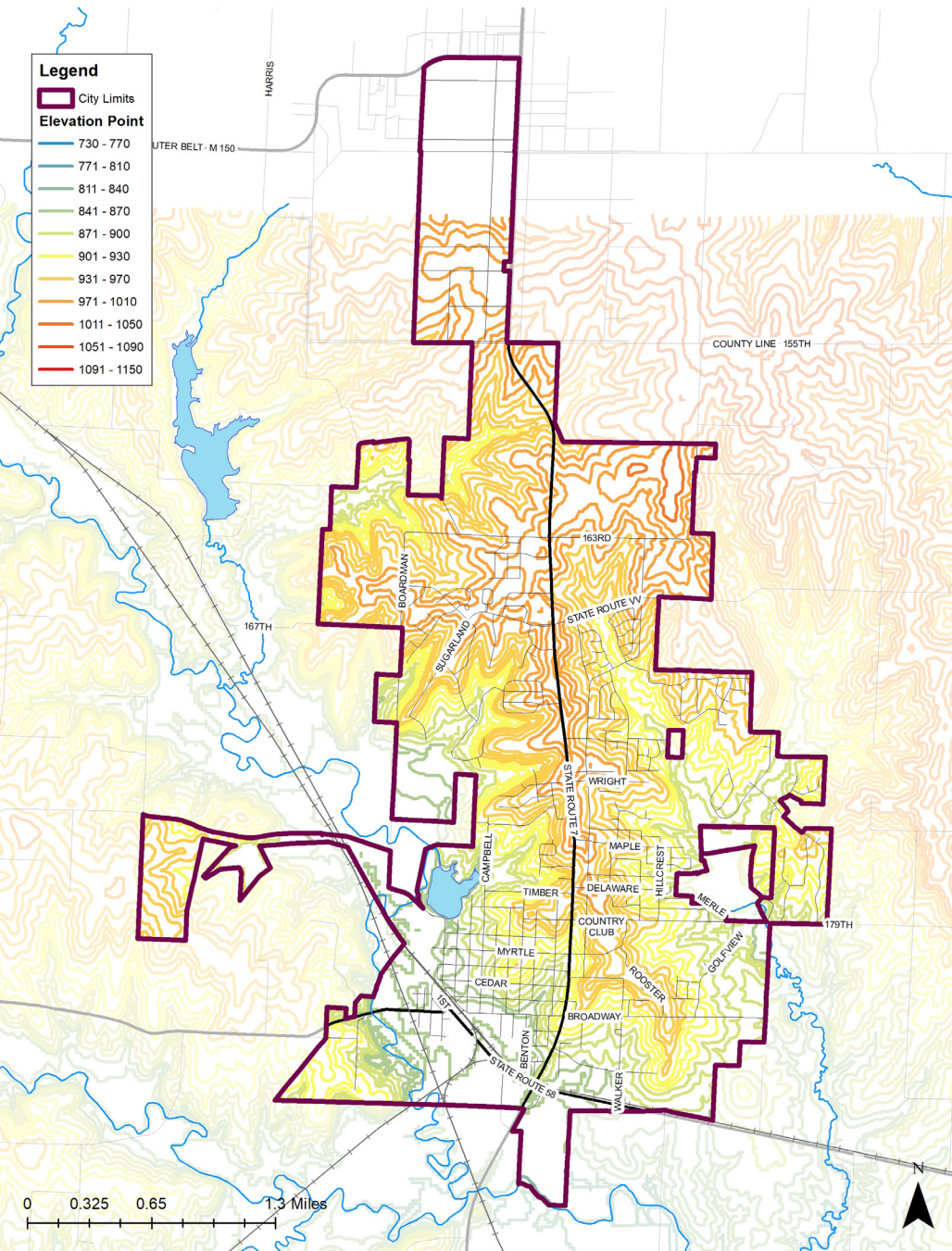
CITY OWNED PARCELS



ASSESSED VALUE PER ACRE BY PARCEL



TOPOGRAPHY MAP



RESIDENTIAL PARCEL SIZES

