

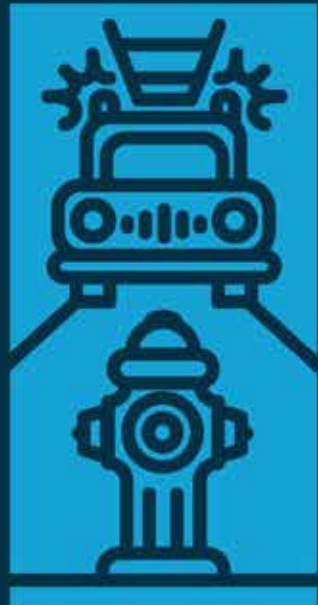


2024



RIVERSIDE

COMPREHENSIVE PLAN



ACKNOWLEDGMENTS

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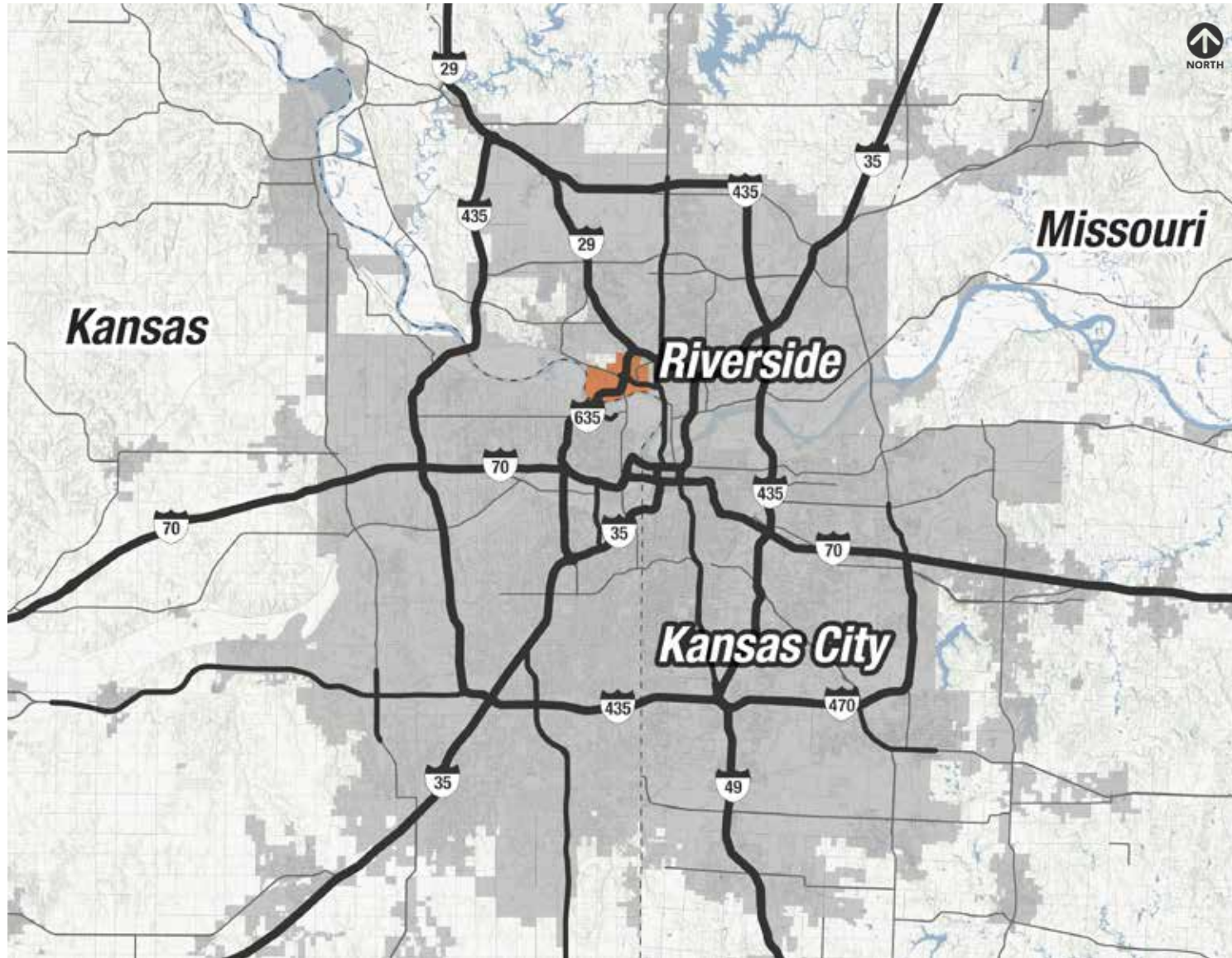


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WELCOME TO RIVERSIDE!



Riverside's Regional Context

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Reaching Riverside

Our History, Our Future

Riverside is a relatively young community in the Kansas City metropolitan area. Situated directly north of Kansas City along the banks of the Missouri River, Riverside was not formally incorporated until 1951. Although a young community, Riverside has a deep and storied history that predates its incorporation and shaped much of the community as it is today. Riverside has continued to transform dramatically since its founding, especially in the past twenty years.

Pre-development. A story that deserves to be celebrated more widely in Riverside is its archaeological significance, particularly the Renner Village Site. Located in what is now Renner Brenner Park, the site was home to a village inhabited by the Hopewell people approximately 2,000 years ago. The Hopewells were mound builders who buried their deceased in large mounds on the bluffs around Riverside. While the mounds succumbed to development, over 35,000 artifacts were excavated from the Renner Village Site, one of the largest such findings of artifacts in the state. Many of these artifacts are now under the care of universities and colleges. Artifacts have also been uncovered near the post office, suggesting that the area was first home to the Nebo Hill between 4,000 and 5,000 BC. Renner Brenner Park was listed on the National Register of Historic Places in 1969.

Expanded Settlement. Riverside was explored by Lewis and Clark, who noted the abundant wildlife at Line Creek. Europeans first settled the area in the early 1840s. Over time, the area expanded, and its population grew primarily because of its location near natural and manufactured transportation routes.

Entertainment Beginnings. Throughout its recent history, Riverside has been known as a destination for entertainment in the Kansas City metro. In 1928 the infamous political boss Tom Pendergast founded the Riverside Park Jockey Club. The horse racing track, which allowed early gambling in the form of “donations” and “refunds,” took over land previously home to a dog-racing track. The horse racing season included just thirty days in spring and thirty days in the fall, and at its peak the track drew crowds of 20,000 people for a single day. The Riverside Park Jockey Club eventually closed in 1937 as public viewpoints on gambling changed. Just over a decade later, the Riverside Race Stadium brought auto racing to Riverside. The auto race track operated until 1988.

Transportation Evolution. Riverside also has an interesting history in transportation. The Interurban Railroad was constructed through Riverside in 1913, bringing visitors and new

development to Riverside. The electric high-speed trolley traveled nearly 70 miles per hour and served the Northland area, connecting North Kansas City to St Joseph nearly eighty miles away. Riverside had one permanent station and a second station used only during races at the Riverside Park Jockey Club. The trolley operated until 1933, when automobiles grew more commonplace and the Interurban Railroad went bankrupt due to decreasing ridership. In its place, the large crowds attending the horse races served as the impetus for widening Highway 9 from two-lane to four-lane. The highway brought new commercial development and businesses found in Riverside today, including the Riverside Red X and Corner Café.

Development Continues. Riverside experienced a second wave of growth in the 1980s. Along with new housing, Riverside saw significant development along Highway 9 when a new “Light Industrial” zoning district was created in 1983. Many of these buildings remain today. In the late 1980s, Riverside actively began polishing its image through various small-scale beautification projects such as tree plantings. Two catalytic developments helped revitalize Riverside as a genuinely thriving community that provides its residents with a high quality of life.

The first of these was the approval for the Argosy Casino riverboat in 1994, the first casino in the Kansas City metro. While perhaps controversial initially, the Argosy brings restaurants and nightlife to Riverside, but more importantly, the revenues to the City of Riverside have helped to transform the community and its image. The Argosy has opened up funds for numerous capital improvement projects in Riverside, including street repairs, trails, parks, community center, and beautification projects.

The second instrumental project was construction of the Riverside-Quindaro Bend Levee – also known as the L-385 Levee. The levee was constructed as a response to significant flooding in 1993 that contributed to millions of dollars in damage to businesses in Riverside. Completed in 2005, the levee opened nearly 800 acres of land adjacent to the river for development in the Horizons area. Given the proximity to downtown Kansas City and access to Interstate 635, the land became highly desirable for commercial warehousing and light industrial uses and quickly developed.

New Ventures. The Horizons area is becoming attractive to developers for entertainment uses. In 2022, the state-of-the-art Kansas City Current Women’s Soccer Training Complex opened, with public soccer fields being added. Late in 2023, the City approved development plans for the LiveNation Amphitheater. The amphitheater will provide seating for over 15,000 people. With these new entertainment venues, it is expected that the remaining outlots in Horizons will quickly develop with restaurants, hotels, and other supportive commercial uses.

Alongside the levee construction, Riverside has also experienced a boom in housing construction. The Field House Townhomes were completed in 2022. New single-family homes continue to be constructed on the bluffs of Palisades to take advantage of views overlooking downtown Kansas City. With new housing opportunities, Riverside's population continues to grow.

Looking forward, Riverside continues to shift mindsets as the community grows. With excellent schools, recreational amenities, strong employment, and a central location, Riverside faces a bright future as an active community strategically positioned for growth. The Comprehensive Plan is not a plan to forget about Riverside's history. It is much the opposite. Building on its history is key to keeping Riverside from being ordinary.



Reaching Riverside 2040

Planning for the Community's Future

The purpose of a comprehensive plan is to frame the community's vision for future growth and development. The visions capture all the things that make Riverside a thriving community as the residents of Riverside identified through a yearlong engagement process. Through the vision, the plan provides goals and action steps to achieve the vision over time, with incremental implementation each year. The intent of the plan and its action items are to:

- Identify priorities for development areas and different land uses over the next 20 years.
- Identify the decision-making principles for development proposals throughout the city that meet the vision of the plan.
- Maximize return on both public and private-sector investments through connected, cohesive, and community-focused improvements.
- Provide an ongoing road map for future implementation and amendments as conditions change.
- Encourage broad public engagement, involvement in decisions, and support of the plan throughout the community.





The Riverside Comprehensive Plan integrates the KC Rising efforts to inform strategies, decision-making, and directions for the future. KC Rising is a regional economic development initiative focused on growing an inclusive economy and prosperity for all. The initiative formed in 2015 includes partners from all sectors, including government, education, human service organizations, and private businesses. KC Rising members are guided by the following seven Pillars of Prosperity:

CONNECTIVITY:

Effective, accessible transportation & internet options open doors to economic mobility.

NEIGHBORHOODS:

Healthy, safe, & attainable housing options allow people to build better futures.

ENTERPRISE:

A robust entrepreneurial ecosystem sparks scalable business & leads to breakthroughs that can transform our economy.

INDUSTRY:

A focus on our sectoral strengths positions our region to attract, grow, & retain globally competitive businesses.

INCLUSION:

Economies thrive through increased participation when everyone has equitable opportunities to advance.

EDUCATION:

Effective, accessible transportation & internet options open doors to economic mobility.

CULTURE:

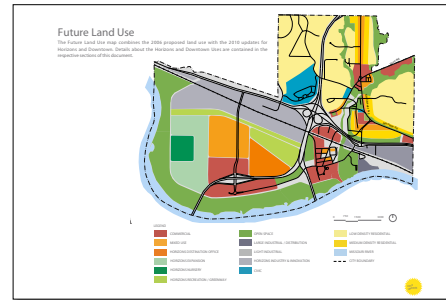
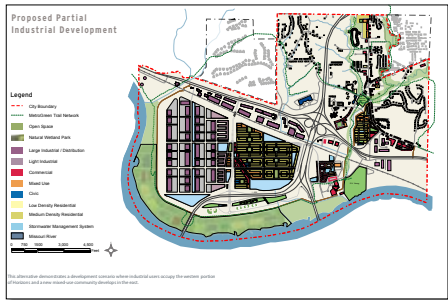
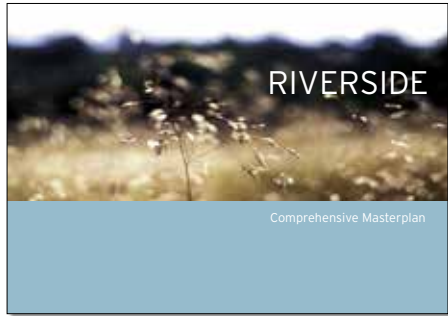
Cultural assets are an integral component of our economy, as well as a force to unify & inspire our region.



kcrising.com

Past Planning Efforts

Several current and past plans for Riverside inform the Riverside Comprehensive Plan and should be complementary to its implementation.



RIVERSIDE COMPREHENSIVE PLAN (2006)

The 2006 Comprehensive Plan laid out strategies for preserving the core characteristics that make Riverside unique while providing direction for future development. The 2006 Plan focused on potential land uses in the Horizons area, which was undeveloped at the time. The Plan also outlined opportunities to establish a downtown mixed-use district in the Gateway area.

RIVERSIDE COMPREHENSIVE PLAN UPDATE (2010)

Riverside revisited the Comprehensive Plan in 2010, as the economic and social environment changed markedly in the short four-year timespan since the previous plan was adopted. The update re-evaluated land use strategies and expanded recommendations to include enhanced economic, social, and environmental considerations. Several concepts from the 2010 plan remain relevant in 2024.

STORMWATER MANAGEMENT PLAN (2022)

Each year, the City of Riverside evaluates the Stormwater Management Program and all Best Management Practices to measure effectiveness and identify areas for improvement. The community can carry forward many elements from the plan with the goals and strategies of the 2024 Comprehensive Plan.

COMPLETE STREETS POLICY (2022)

Complete Streets are designed for all users: pedestrians, cyclists, transit users, and motorists. The City of Riverside adopted a Complete Streets Policy in 2022, ensuring that future transportation infrastructure and street design projects will develop a connected, integrated network that serves all road users. The 2024 Comprehensive Plan fully incorporates the Complete Streets approach.

Planning Process

The vision, goals, and strategies in the plan are a direct reflection of the process to create the plan. Listening and talking with residents, employees, employers, and other stakeholders informed the direction of the plan, including engagements such as:

- Public Open House Kick-off Events
- Listening Sessions
- Design Workshops
- Online Surveys
- Reaching Riverside Neighborhoods Events
- Community Bike Ride
- Board of Aldermen Update
- Local Plan Steering Committee Meetings

Discussions covered broad topics, including land use, housing, economy, mobility, parks and open spaces, community identity, and more. The Appendix provides full engagement and process details.



Guiding Principles

The foundation for the rest of the plan lies in the values of the people living in Riverside. The following guiding principles capture these values. Several sections in the plan further define the principles in the context of visions, goals, and strategies for specific community elements that the Comprehensive Plan presents for the future.

When a future decision or direction is unclear in the plan, these principles provide a framework for the community to follow.



1. PROACTIVELY MANAGE CHANGE

Riverside welcomes change. Development should not happen sporadically or at the expense of direct transportation connections, public space, environmental adaptation, or high public costs relative to the public benefit. Contiguous and compact development helps create a character for Riverside as it evolves while diversifying public benefits.



2. STRENGTHEN COMMUNITY CHARACTER

Riverside needs a widespread and identifiable positive identity. This is not to say that Riverside is not a great place to live with many amenities. Instead, there is no sense of being in the heart of the community for those that live, work, and visit Riverside. Riverside should be a community with distinct character in its transportation corridors, neighborhoods, parks, and commercial business areas. The Riverside Comprehensive Plan is a blueprint for gradually creating this image, focusing first on the most prominent entryways to the community.



3. SUPPORT MOBILITY FOR ALL

The people of Riverside want a transportation system that supports all age groups, abilities, and mode choices. Specific streets that connect destinations should adapt into vibrant corridors that accommodate pedestrians, bicyclists, transit users, and motorists with various partnerships to proactively solve gaps like transit and trail connections.



4. ENCOURAGE COMMUNITY VARIETY

Riverside should be a place where everyone feels valued and part of the community. Variety for everyone means different but not competing qualities. The Riverside Comprehensive Plan will encourage and proactively seek ways to apply policy fairly and invest in providing for everyone's needs, including but not limited to public safety, housing, recreation, arts, mental and physical health, and underserved communities.



5. BALANCE MARKET FORCES

Riverside is rapidly changing. Development proposals of all types will consistently be submitted during the short term. Riverside should efficiently and equitably distribute resources to respond to market needs in a manner that respects the character and values of the Comprehensive Plan. Public policies need to support legitimate market forces and incentives to promote/ensure vibrant and high-character developments when appropriate. External forces change, and the Comprehensive Plan must remain flexible to reflect market realities.



6. OUTDOORS FOR EVERYONE

The bluffs, Line Creek, and Missouri River allow Riverside to create a truly unique way to experience the outdoors. Developing areas and existing greenways will include ways to enhance park options, offer space for trail connections, protect existing natural features, and avoid short-term rewards with long-term costs to the environment.

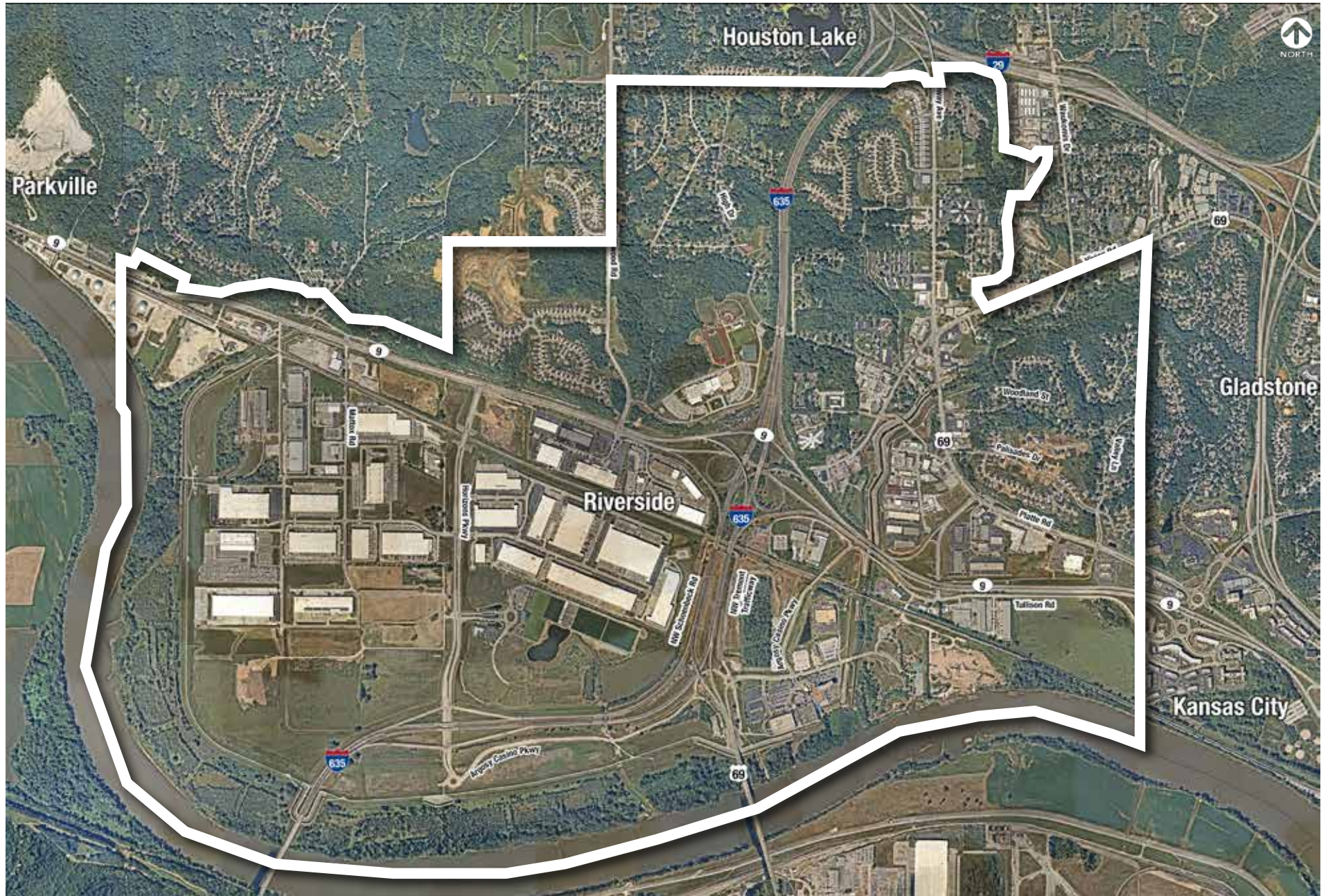


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Discover Riverside

Planning requires an understanding of current conditions. Historical trends establish a baseline from which Riverside can create informed progress toward a unified vision for the future.

Riverside in 2023



Demographic and Economic Snapshot

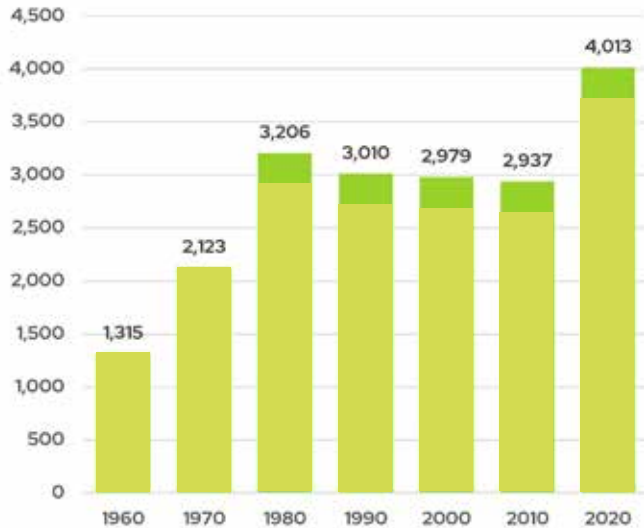
Population and age cohort changes can forecast needs for housing, employment, and other amenities.

Population Change

Riverside is seeing renewed interest as a place to live. Riverside grew over two distinct periods: pre-1980 and post-2010. Between 1960 and 1980, the community experienced continuous growth in each decade. Between 1980 and 2010, the population decreased slightly, then stayed relatively stagnant. However, between 2010 and 2020 the population grew significantly by 36.6% in just one decade.

4,013

TOTAL POPULATION IN 2020



POPULATION CHANGE 1960-2020

Source: U.S. Decennial Census

Population by Age

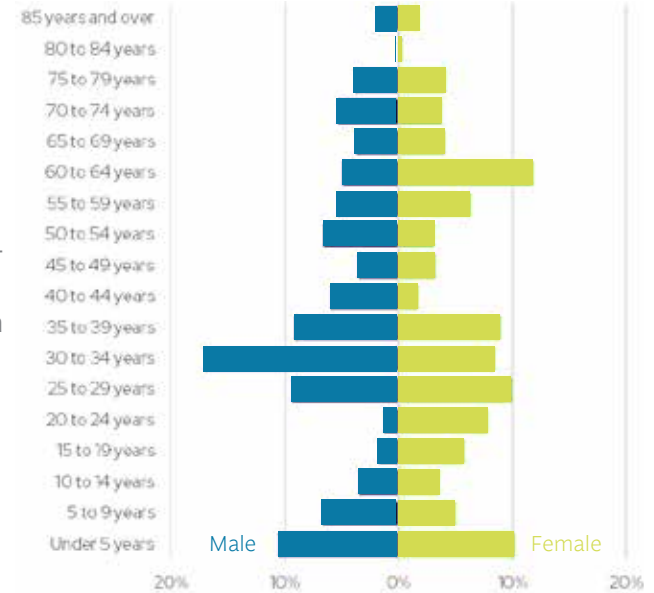
Families are moving to Riverside. By far, the largest population increase appeared in the 25 to 34 age cohort, which increased by 111.5% from 2010 to 2020. Another cohort displaying substantial growth is the 0-14 age cohort, which grew by 50%. The growth of these age cohorts may indicate Riverside is having an influx of new and growing families.

Older age cohorts, aged 55+, each grew by at least 46.4% in Riverside. This growth in older age cohorts is consistent throughout the Kansas City metropolitan area, which saw a 23.2% growth in the 55+ age group between 2010 and 2020. The growth of these 55+ cohorts may be partly attributed to the large baby boomer population aging and entering retirement age.

Race and Ethnicity

Riverside is growing increasingly diverse. The most recent decennial census indicates the following changes have happened from 2010 to 2020:

- The white population decreased from 78.1% to 62.5% of the total population. For the Kansas City metropolitan area, white residents make up 70.9% of the population.
- The Black or African American population grew from 10.5% to 17.4%. The population of the Kansas City metropolitan area is 12.0%.
- The Pacific Islander population percentage more than tripled, growing from 0.6% to 2.3%. The population of the Kansas City metropolitan area is 0.2%.



AGE RANGES POPULATION IN 2020



- 60.55% White
- 17.29% Black/ African American
- 9.32% Hispanic Latino
- 4.11% Asian
- 5.51% Two or More Races
- 0.50% Other Race
- 0.45% American Indian/Alaska Native
- 2.27% Native Hawaiian/Pacific Islander

ETHNICITY IN 2020

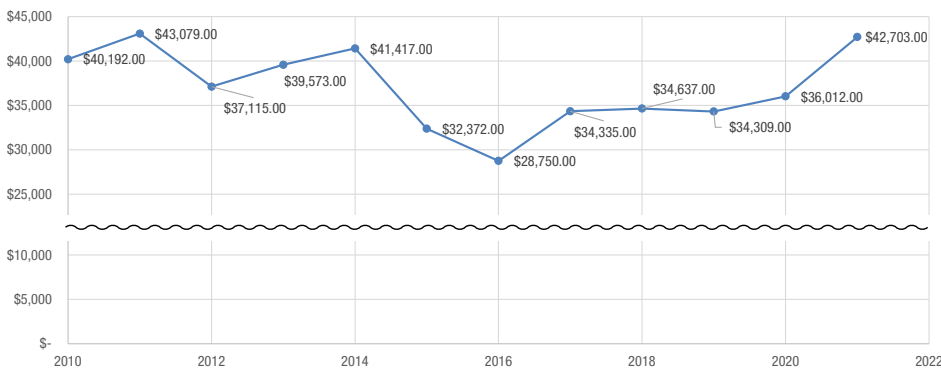
Source: U.S. Decennial Census

Median Household Income

The median household income in Riverside is lower than that of Platte County, the Kansas City metropolitan area, and the state of Missouri. However, about a quarter of Riverside's households have incomes over \$100,000, while almost 60% have incomes under \$50,000. These two larger household income cohorts are reflected in residents' housing occupancy, shown on the next page. For example, the median household income for a renter-occupied unit is \$32,037. In contrast, for owner-occupied units, it is more than triple at \$99,297.

The graph below displays the median household income in Riverside from 2010 to 2021. A large dip occurred from 2014 to 2016, when median household incomes shrank by over 30%. It is unclear why, but incomes rose again in 2017 and began to stabilize. They have not yet reached what median household incomes once were in the early 2010s.

Riverside's range of services is important for people in both income ranges to have a high quality of life. Maintaining and improving the services and accessibility for existing residents, especially the lowest-income residents, is essential as more of the higher-income households in Platte County and other areas gravitate towards living in Riverside.



MEDIAN HOUSEHOLD INCOME CHANGE 2010-2021

Source: American Community Survey 5-year Estimates



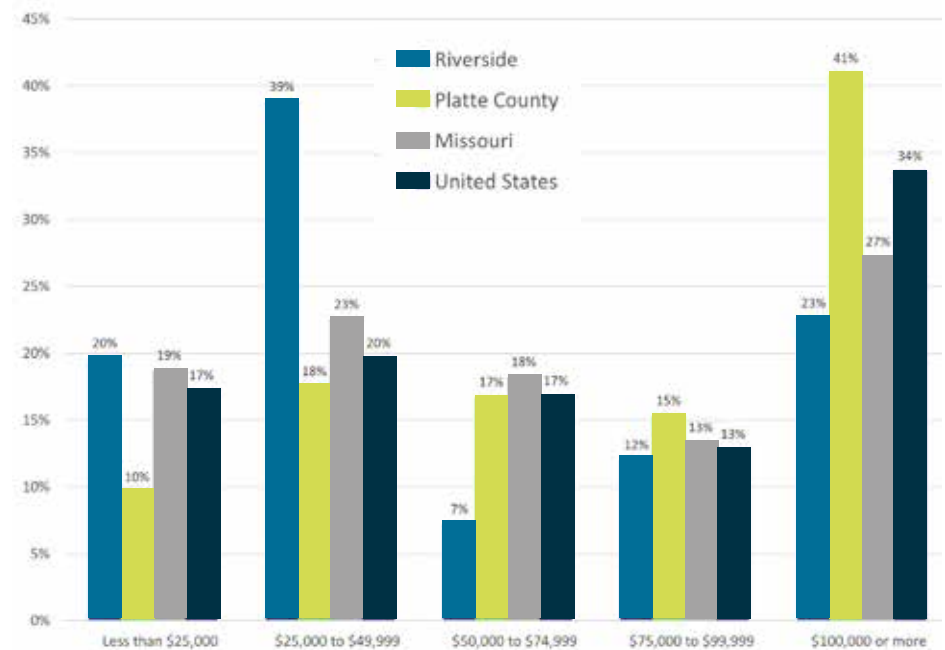
\$42,703 Riverside

\$85,031 Platte County

\$61,043 Missouri

\$69,021 USA

MEDIAN HOUSEHOLD INCOME IN 2021



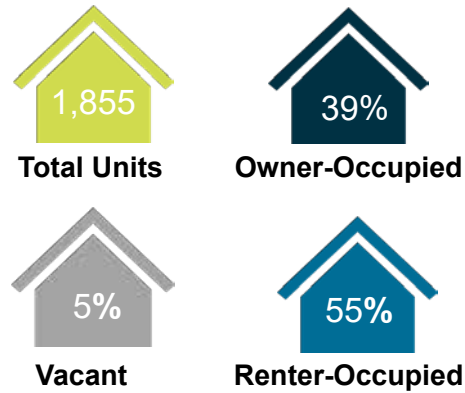
ANNUAL HOUSEHOLD INCOME RANGES IN 2021

Household Dynamics

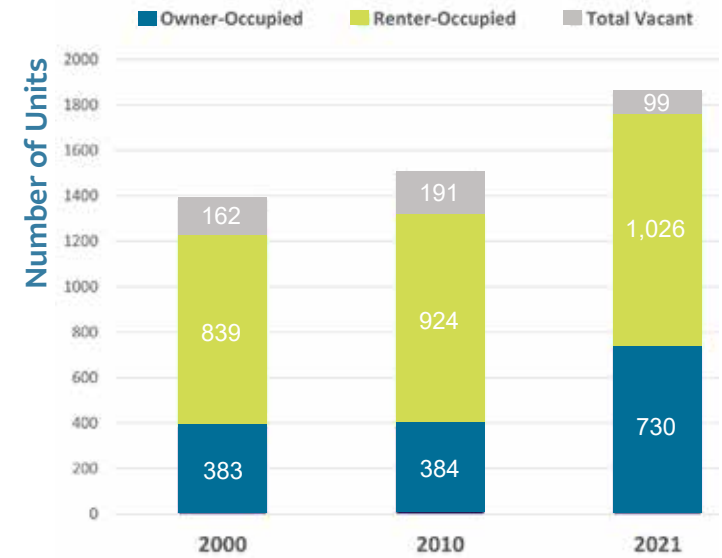
Quality housing is a primary factor for quality of life because the home you live in typically is the single largest regular expense. In 2021, most Riverside residents were renters. Renters make up roughly 58.4% of occupied units. The major differences between owner and renter households in Riverside are that:

- Renter households tend to be smaller than homeownership households, with an average household size of 1.99 versus 2.31. New and growing families are moving to Riverside. They often buy or build units, while single people, couples, and roommates occupy more rented units.
- Homeowners are older than renters. Of owner-occupied households in Riverside, 76.2% were 35 and older. Almost half of renter households are 34 or younger, about 49.5%. Younger people tend to rent before buying a home/property because of lower incomes and savings, taking a chance on a community before investing, and other personal reasons.

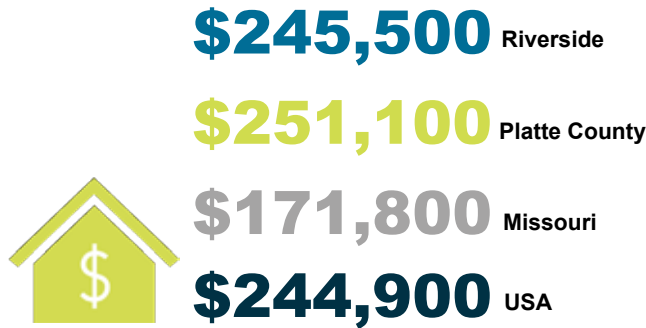
Residential vacancy estimates show trends of people moving and investing in Riverside. In 2020, the vacancy rate in Riverside was a healthy 5.3%. A rate in this range provides choices in the market but does not indicate signs of community distress. This has not always been the case. In 2010, the vacancy rate was 12.7%. The Census estimates that nearly half (46.5%) of Riverside households moved to or within the community between 2015 and 2018.



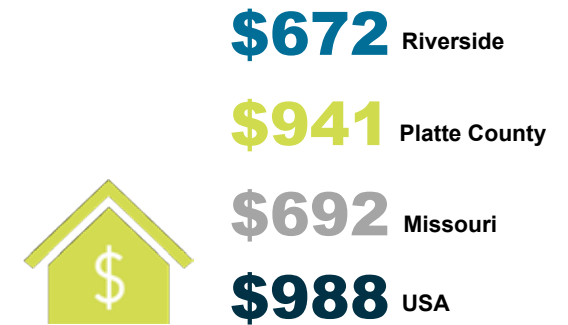
HOUSING OCCUPANCY IN 2021



HISTORIC HOUSING OCCUPANCY



MEDIAN HOUSE VALUE IN 2021



MEDIAN CONTRACT RENT IN 2021

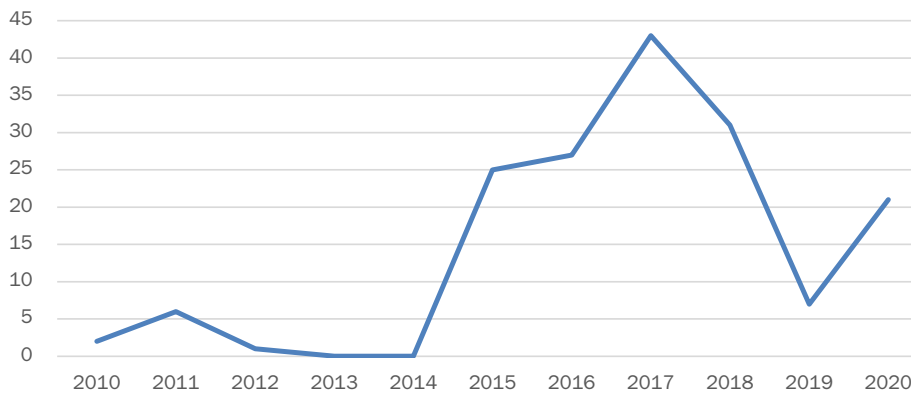
Source: U.S. Decennial Census; American Community Survey 5-year Estimates

Residential and Industry Growth

Residential Growth. Riverside has a recent history of residential subdivision activity. Increases in permits for single-family homes began in 2015 and have continued through 2020. There were no significant multi-family developments in this timeframe.

Industry Growth. Riverside has a long history of industry, which originally grew around railroad and river connections. Today, those industries thrive with direct interstate access and proximity to a large employment base in the Kansas City region. Per the City of Riverside, employers of Riverside added nearly 4,000 jobs between 2010 and 2020. Most of these jobs were added in the Transportation and Warehousing industry, correlating with the development of the Horizons Business Park.

As Riverside continues to grow and areas like the Horizons Business Park further expand, services will also need to expand to provide for residents and employees alike.

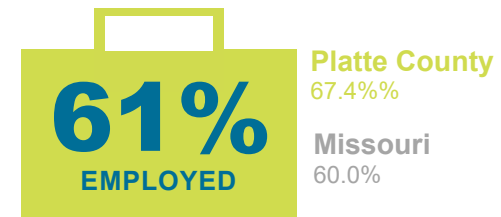


SINGLE-FAMILY PERMIT HISTORY

Source: MARC; American Community Survey 5-year Estimates

1,952

TOTAL WORKFORCE IN 2021



EMPLOYMENT RATE IN 2021



Education and Health Care Services
24.7%



Transportation & Warehousing
12.0%



Professional Services
10.6%



Manufacturing
10.2%



Arts & Entertainment
10%

TOP EMPLOYMENT INDUSTRIES IN 2021

Workforce Commuting

The majority of Riverside residents work somewhere else. Census estimates show that about 22.5% of Riverside residents work in Riverside, while 77.5% of employed residents commute to a different community. Key workforce insights for future planning:

- 17.5% of Riverside residents work from home. In 2010, that number was just 0.9%. This drastic jump may be largely attributed to the rise in work-from-home popularity following the Covid-19 pandemic.
- No Riverside residents walk or bike to work.
- In 2010, the average travel time to work for a Riverside resident was 16.6 minutes. In 2020, that number rose to 20.0 minutes. Riverside residents are now traveling 15% longer than in 2010 to work, partially attributed to growing traffic in the Kansas City region.
- The top places that Riverside residents commute to are:
 - › Kansas City, MO
 - › Kansas City, KS
 - › North Kansas City, MO
 - › Overland Park, KS

Similarly, most employees at Riverside employers live somewhere else.

- The top places that workers at Riverside businesses commute from are:
 - › Kansas City, MO
 - › Kansas City, KS
 - › Independence, MO
 - › Gladstone, MO



INFLOW AND OUTFLOW OF WORKERS IN 2021

Source: American Community Survey 5-year Estimates

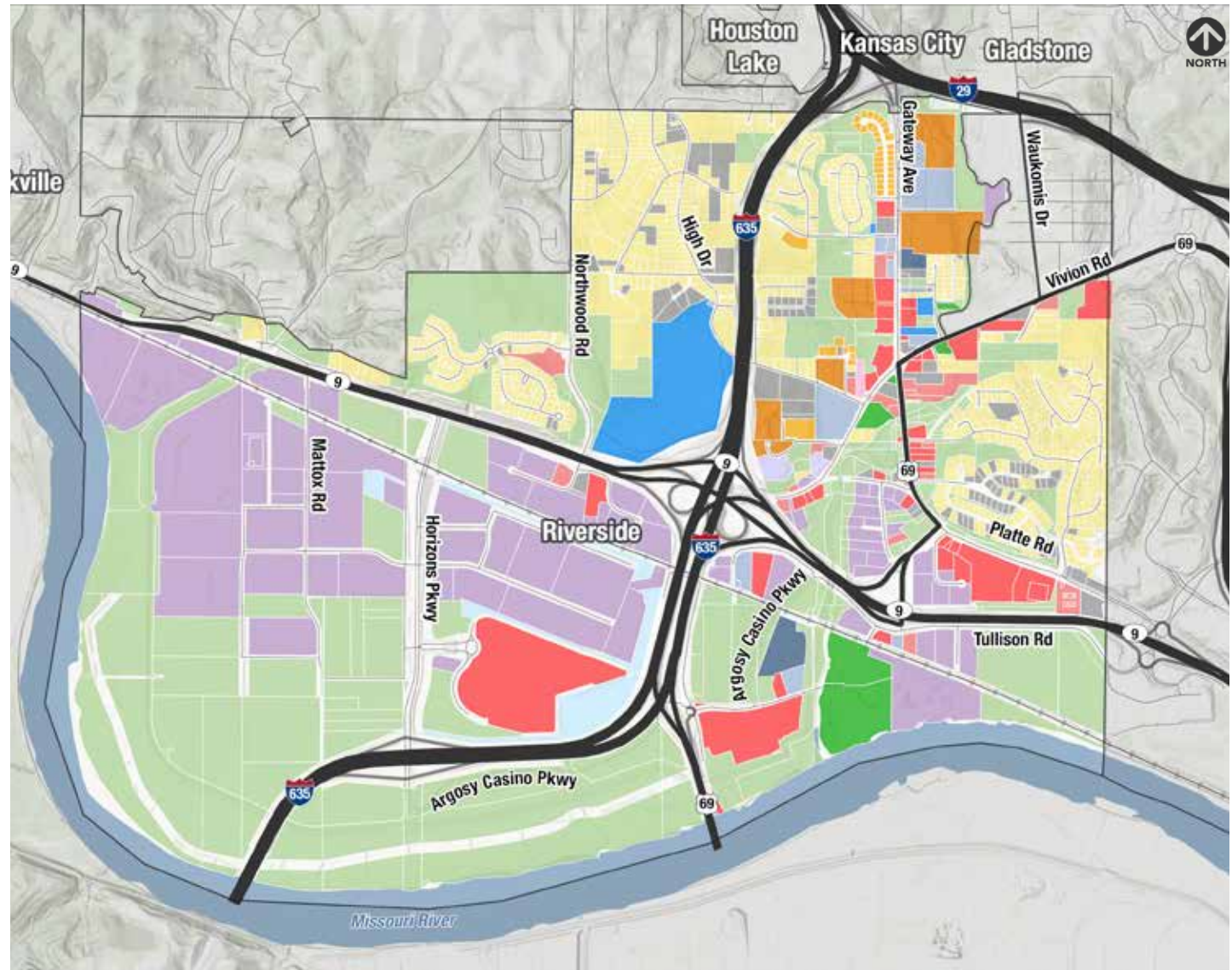
2023 Land Use

Riverside’s growth is limited by its current city limits. Land uses in Riverside can change through the development of remaining vacant land, expansion on existing sites, or redevelopment of existing properties for other uses. With the Comprehensive Plan, there are especially opportunities to help shape commercial corridors to increase opportunities for reinvestment.

2023 Land Use Breakdown

- Undeveloped - 44.7%
- Industrial - 18.6%
- Low Density Residential - 13.0%
- Commercial - 9.5%
- Platted Vacant Lots - 4.0%
- School/Church - 2.4%
- High Density Residential - 1.8%
- Water/Detention/Retention - 1.4%
- Parks - 1.4%
- City Owned - 1.3%
- Office - 1.0%
- Medical - 0.4%
- Medium Density Residential - 0.3%
- Nursing/Assisted Living - 0.2%

Figure 1.1: 2023 Riverside Land Use



Source: RDG Planning & Design

Environmental Conditions

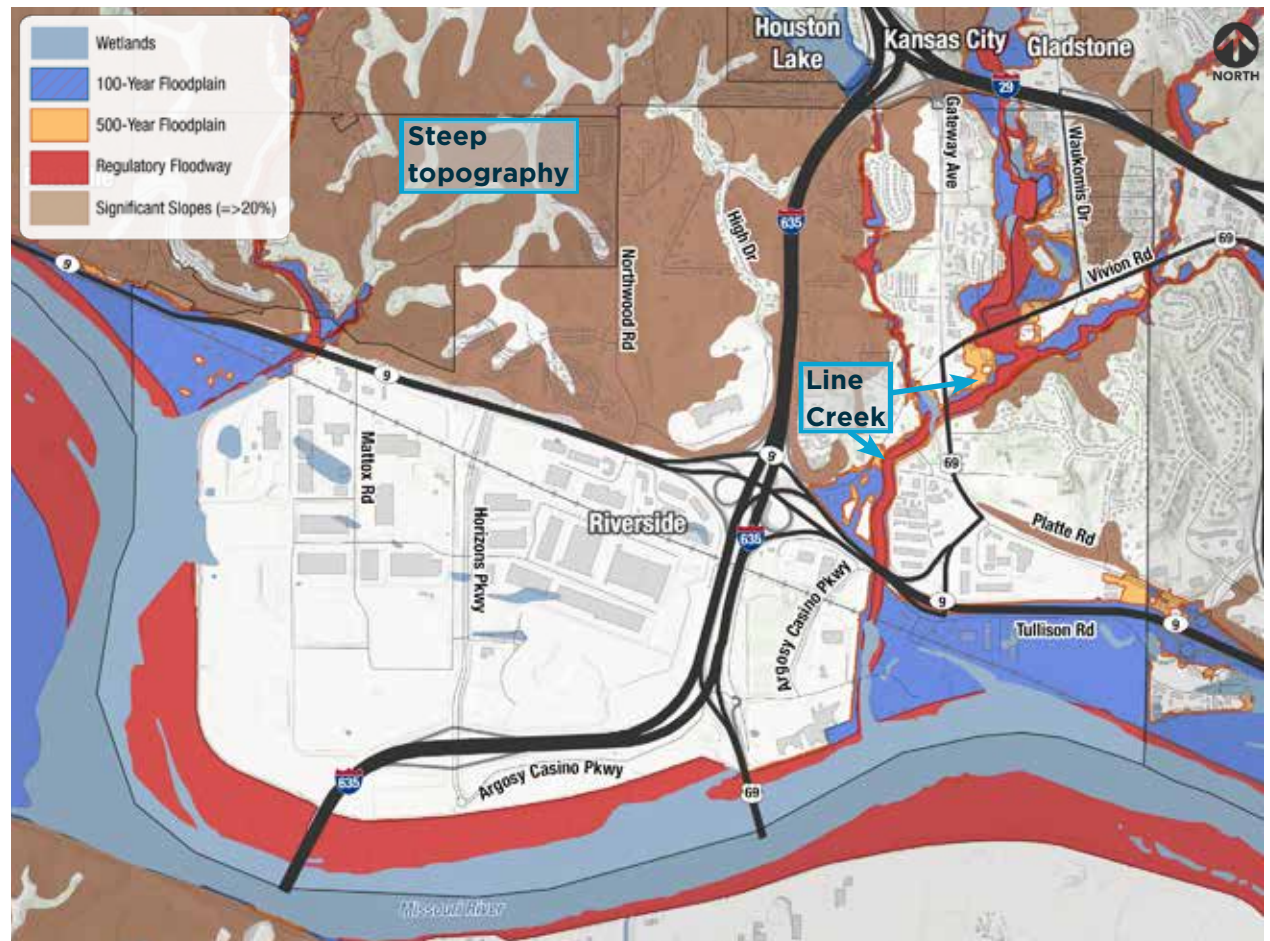
Land use and development opportunities in Riverside are greatly influenced by waterways and topography. Each has implications for future growth and development opportunities.

Waterways. Development can impact stormwater erosion and water quality. Development that increases the volume and velocity of water runoff (impervious surfaces like roofs, roads, and parking lots) can create significant flooding and erosion issues on-site and downstream.

Riverside has developed within surrounding environmental features and has taken steps to protect the built environment from hazards. For example, the levy along the Missouri River keeps a large portion of Riverside, especially the industrial area, out of the floodplain. The buffer zone between the Missouri River and the levy allows for greenspace along the Missouri Riverfront Trail that could be an opportunity for passive recreational uses in the future.

Line Creek is another environmental feature that runs through the eastern portion of Riverside. Line Creek is a regional drainageway to the Missouri River. Rock and gravel streambank stabilization has occurred along the southern portion of Line Creek to protect the area from flooding but greatly reduces the natural ecosystem and visual appeal. The northern portion of Line Creek remains mostly in its natural state. Most buildable areas surrounding the northern part of the creek have been developed.

Figure 1.2: Riverside Environmental Features - 2023



Source: FEMA; RDG Planning & Design

Topography. Riverside has steep slopes in areas north of Highway 9. These steep slopes limit opportunities for development, and many parts are best kept undeveloped to prevent erosion and help manage stormwater runoff. There are some possibilities for cluster development off existing streets if proper erosion management techniques are used.

Mobility in 2023

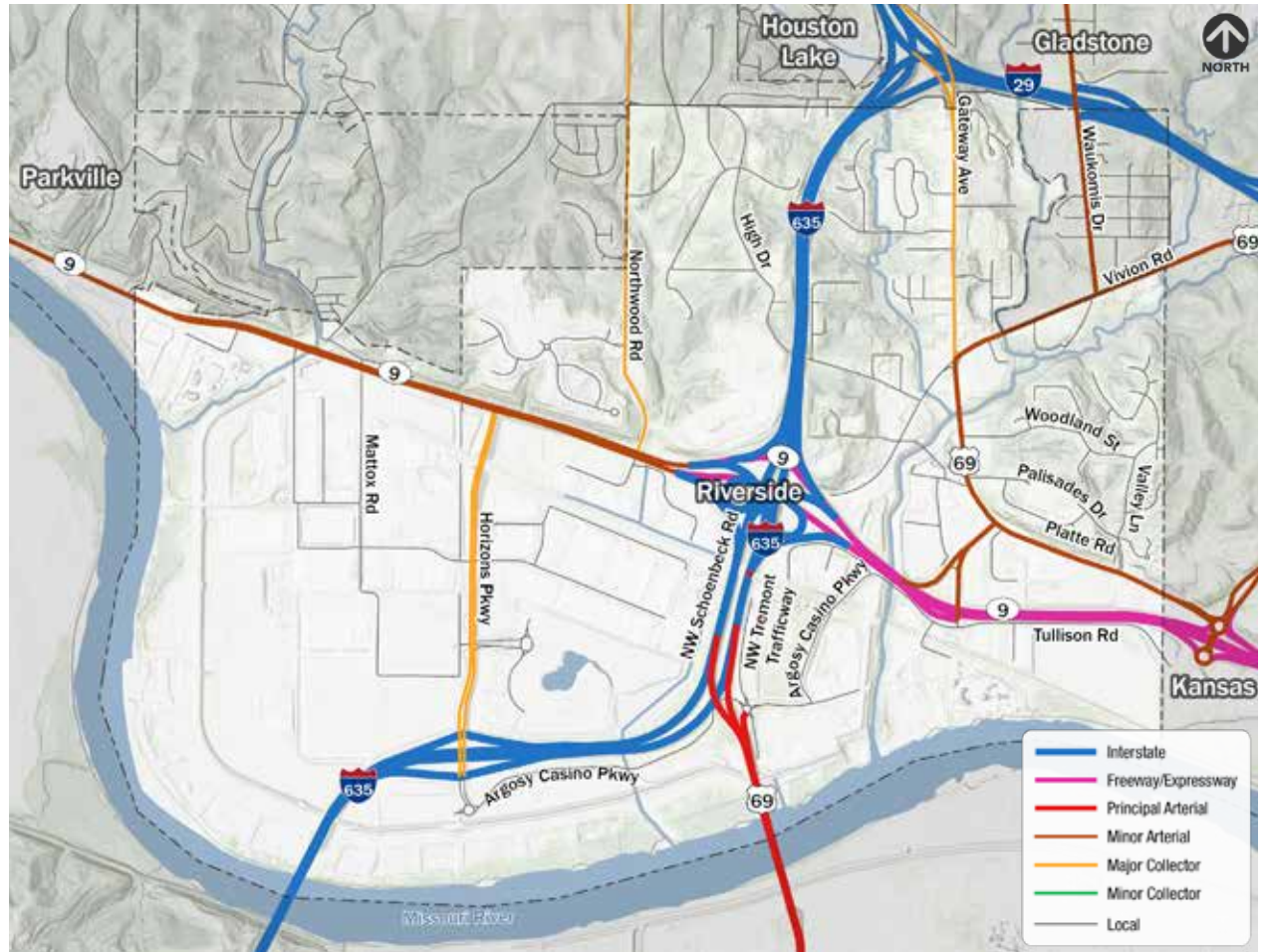
Riverside's mobility system ranges in importance from an interstate and major highways to local streets. Elements of the transportation network include streets, railroads, trails, sidewalks, and transit routes.

The Federal Highway Administration classifies roadways by road function, grouping roadways by the character and service they are intended to provide.

Road Function:

- **Interstate.** These highways are the highest classification of roadways, with limited local access. Interstates serve regional needs. Interstate 635 bisects Riverside.
- **Freeway/Expressway.** These roads function similar to an Interstate, with greater access. Highway 9 east of Interstate 635 is an example.
- **Arterials.** These roads serve regional needs and connect important activity centers. Vivion Road, Platte Drive, the Highway 69 bridge, and Highway 9 west of Interstate 635 are considered arterial streets.
- **Collectors.** The collector system links neighborhoods together and to arterials and activity centers. Collectors are designed for relatively low speeds in urban areas. Horizons Parkway and Gateway Avenue are collectors.
- **Local Streets.** Overall, local streets serve individual properties within all areas of the city to provide direct, low-speed access for relatively short trips.

Figure 1.3: Functional Classifications - 2023



Source: Mid-American Regional Council (MARC)

Parks, Sidewalks, and Trails in 2023

Riverside’s walk and bike path system offers a great base for connecting city and regional destinations. Access to parks is one important destination to reach.

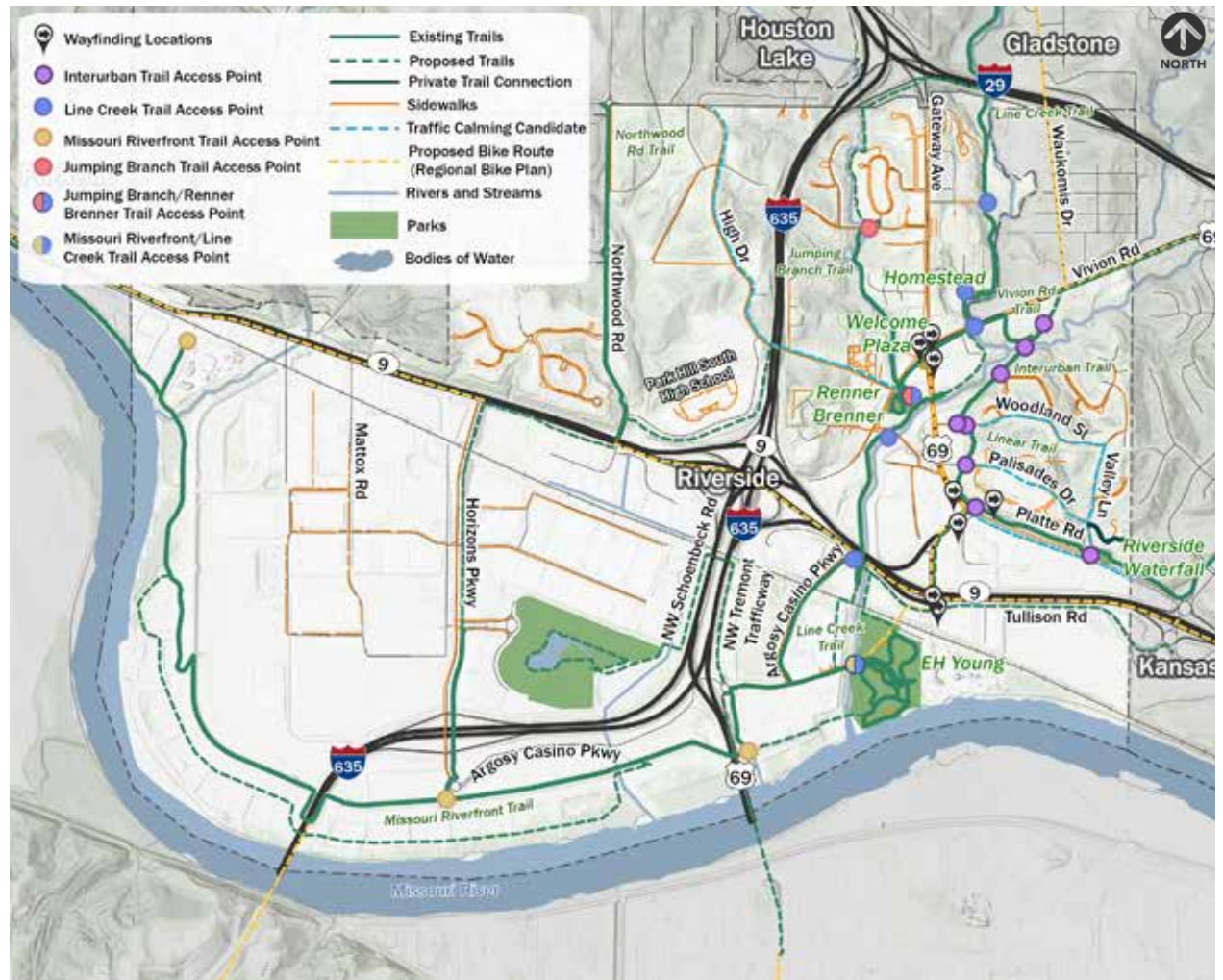
Parks. Overall, the park system is in above-average condition. Citizens are generally pleased with the type and number of amenities and the level of maintenance received at each park.

- The current system requires more acreage of neighborhood and community parks, baseball fields, and potentially sand volleyball courts and splash pads. Riverside should add approximately 60 acres of parkland.
- The appendix analyzes each of Riverside's parks for accessibility, comfort, connectivity, usability, and amenities.

Sidewalks and Trails. Riverside has several defined trail systems linked through off-street trails and sidewalk networks. These trails include the Missouri Riverfront Heritage Trail, Line Creek Trail, Interurban Trail, Jumping Branch Trail, and Northwood Road Trail. These trail systems extend beyond city limits, providing regional multimodal connections. Besides the well-established trail network, Riverside does not have dedicated bicycle facilities like bike lanes.

- Riverside adopted a Complete Streets Policy in 2022 that stated the community’s intent to formalize the planning, design, operation, and maintenance of streets so they are safe for all ages and abilities and provide a multimodal transportation network.
- The appendix includes Complete Streets resources and additional details on 2023 conditions.

Figure 1.4: Parks, Sidewalks, and Trails Network - 2023



Source: City of Riverside; BikeWalk KC; RDG Planning & Design



2

Riverside Possibilities

There is and will continue to be a limited amount of new land that can develop in the future. How this land develops affects possibilities in other parts of the city. Planning for possibilities helps plan for the future.

Riverside 2040 Possibilities

There is and will continue to be a limited amount of new land that can develop. When all vacant land in 2023 is occupied, change can only occur through redevelopment and reuse of previous uses. Land in 2023 that is left to be developed presents opportunities to diversify the tax base, provide places for new residents to live, expand parks and gathering spaces, increase commercial services, and grow employment centers. Combining these possible uses is the best approach to allow Riverside to grow into a self-serving city that attracts new residents and visitors.

Residential uses are most important for planning. For a high quality of life, residents require public safety, places to walk, parks, local commercial services, and efficient ways to get around. Figure 2.1 shows an analysis of logical vacant sites in the summer of 2023 and identified redevelopment sites for residential uses uncovered in the Comprehensive Plan planning process.

The following future population possibilities through two residential development scenarios helped create the future land use area later in this plan.

These scenarios align with the Steering Committee and community input on where Riverside might expand residential uses in the future. Each site will require its own review at the time of development to ensure that design reflects this Plan's values, needs, and land use principles.

New Residential Possibilities

As of June 2023, three single-family residential subdivisions were under development. If Riverside maintains its 2021 median household size of 2.12, the single-family development of these subdivisions would increase the population by about 351 people when built out.

Riverside has two areas where cluster development would be appropriate to avoid steep slopes or fit unique parcel shapes. Development of these two areas could add 50 to 200+ people depending on density and design.

There are four other undeveloped areas in Riverside with few land challenges that have potential to be residential. These 103 acres are positioned for several opportunities to support mixed-use or various residential uses. Development scenarios could add from 2,000 to 4,800 people depending on the density and design.

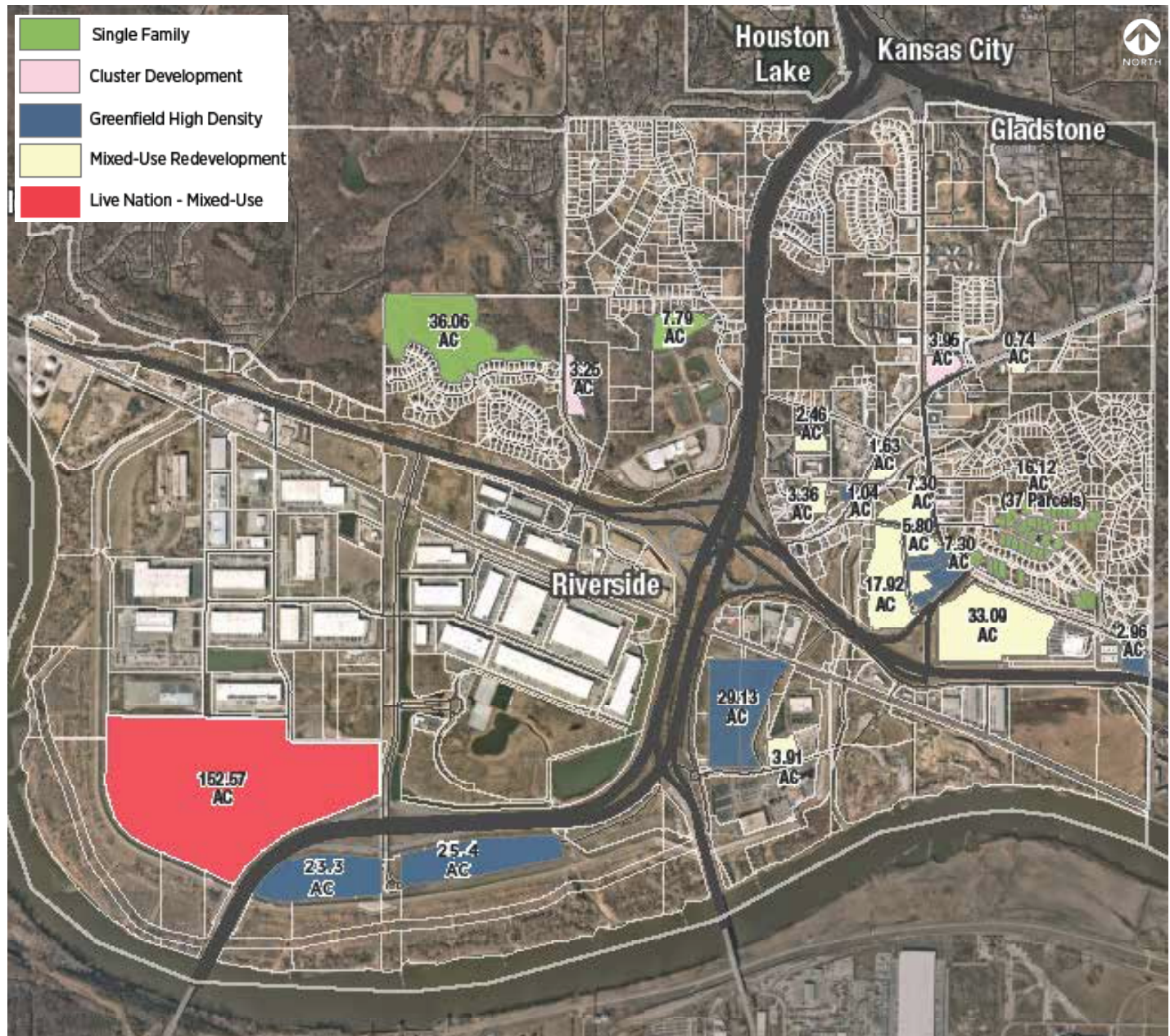
Riverside has several marginal business and supply areas that could be relocated near other compatible uses and redeveloped for mixed-use in the long-term planning horizon. Possibilities could result in 1,500 to 3,700 more residents depending on density and level of redevelopment.

As of early 2024, Live Nation plans to build an entertainment venue southwest of the Horizon's Business Park. Plans could include complimentary uses that would likely attract mixed-use development. A conservative estimate using 10% of their land as a mixed-use commercial would result in anywhere from 500 to 800 more people in Riverside.

If all these sites are built out as assumed on the previous page, Riverside might be able to absorb up to an additional 9,800 people at the highest end.

However, a more realistic assumption might be an additional 4,000 people from the 2023 population. Not all future redevelopment sites will happen or have residential components. Many greenfield sites are likely to incorporate open space and other site features, which lowers gross density.

Figure 2.2: Potential Residential Growth Areas



Source: RDG Planning & Design

Proactive Planning Opportunities

Riverside has strong prospects for employment and a growing interest from prospective residents as more people discover all Riverside offers. Partners in planning for the future can leverage these assets to create a cohesive, connected, and inclusive community.

To be proactive given the evaluation and upcoming vision and goals of this plan, leaders need to recognize many unforeseen situations that could alter the best way to advance the community vision.

Long-range planning requires thinking strategically about many factors to establish likely paths for future growth and development. When based on market demands, a future population and land use forecast provides a baseline for land use and mobility planning. But conditions change.

Commercial Transformations

The combination of market pressure and commercial sites available for redevelopment means a great opportunity to improve the appearance and functionality of existing commercial areas, especially along Gateway Avenue, Vivion Road, and West Platte Road. These improvements should focus on more compact, walkable development that fosters public interaction.

Land Availability

Private property owners decide whether to sell or develop their land. Typically, with higher demand for land, the price rises and entices transitions away from undeveloped land or triggers redevelopment. However, a property owner may want to avoid developing for many reasons. Conversations with these owners should be continual to understand impending development potentials. Uncertain time for private property development could limit the growth trajectory.

Demographic Shifts

The overall population in the United States is aging. Larger scale trends in birth rates and aging may lead to changes in the population growth rate, housing units needed, or both. However, Riverside is in a great position to continue attracting families with children. Riverside has a relatively young population and is an attractive community for those wanting a small city environment. Nonetheless, larger scale trends in household preferences, birth rates, and aging may lead to changes in the types of housing units and services needed.

Climate Migration

There is evidence that some people living in areas with extreme heat, drought, and flooding are moving to more “climate resilient” areas like the Midwest. An increase in this trend could mean additional long-term growth potential in the Kansas City metro and Riverside.

Technological Innovation

Technological advancements are progressing at an astounding rate. The Comprehensive Plan cannot predict the number of new technologies in the planning horizon and their influence on development, positively or negatively. However, in 2024, automated vehicles, buildings, utilities, and much more are the future.

Economic Conditions

Increasing inflation throughout late 2021 and seeming to level off at the end of 2023 had many leading economists concerned about a looming recession. While as of early 2024 that recession has yet to occur, combating inflationary pressures is still leading to the highest mortgage rates since 2008 and a slowing of the housing market. Recessions are likely when planning over a 20-year time frame. These periods can affect land use forecasts and demand depending on their severity and length.

Opportunities

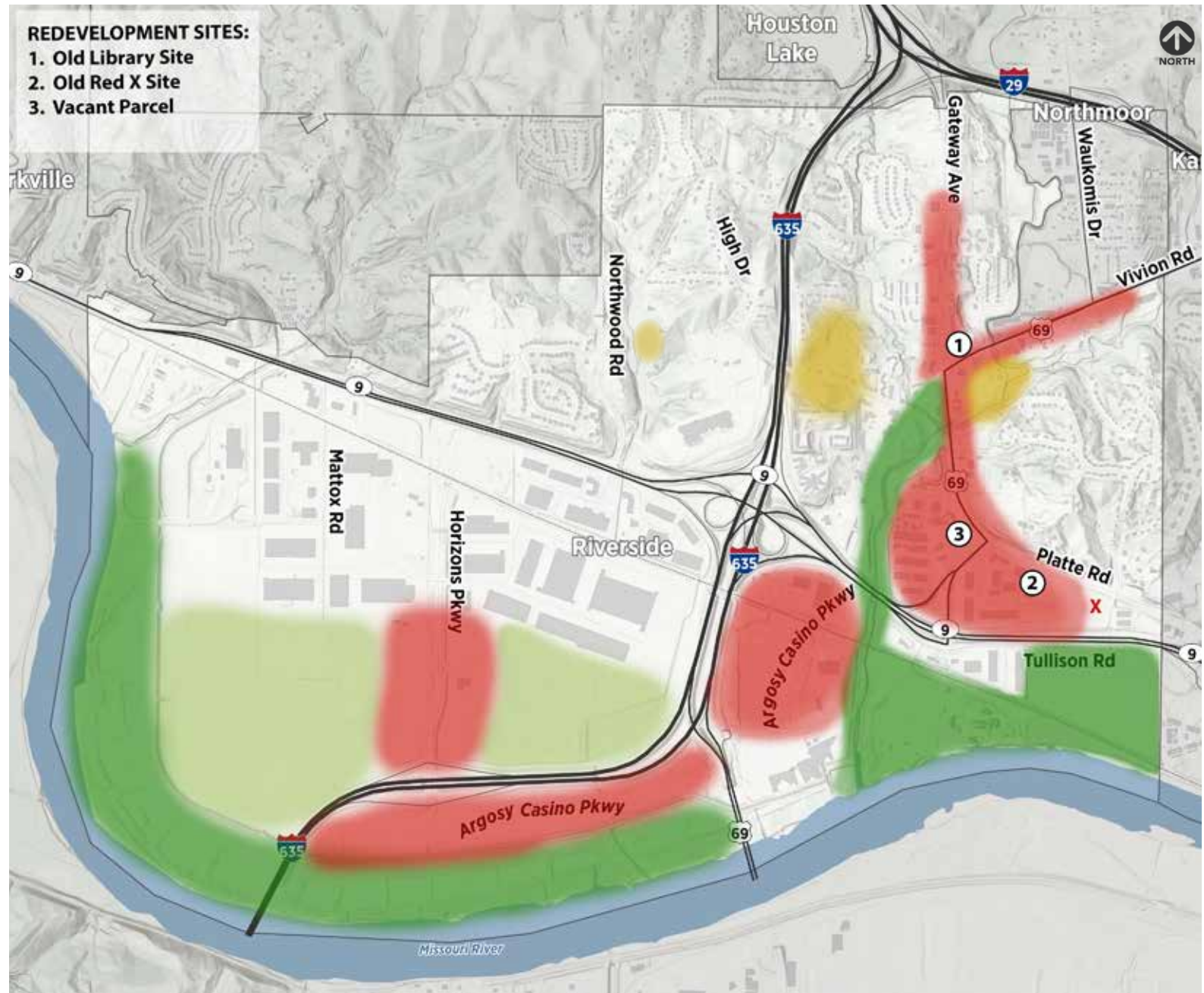
Commercial and Mixed-Use. Many of these areas are on primary entrances to the community or major transportation routes or could be better used to meet the community vision.

Residential. Opportunities for new residential development based on land conditions and location.

Entertainment and Mixed-Use. Planned projects around the KC Current complex and south of Horizon's are large opportunities on flat undeveloped land.

Parks and Open Space. Preserving areas that may flood also creates many options for parks, trails, and connections with water.

Figure 2.3: Opportunity Planning Areas





3

Community Plan

Residents and visitors experience Riverside in various physical and social ways. Every part of the community requires planned goals and policies to achieve the overall community vision.

Planning Elements

The future land use plan and development opportunities later in this plan are the core directions for Riverside in the future. However, residents and visitors experience Riverside in various physical and social ways. These other parts of the community need goals and policies to achieve the overall community vision and inform the land use plan, city regulations, and capital investments.

Community & Inclusion

Theme: A welcoming place for all to thrive



Industry & Enterprise

Theme: Business growth and development, both large and small



Image & Culture

Theme: Who we are and what we're known for



Living in Riverside

Theme: Healthy and attainable places for anyone wanting to live in Riverside



Mobility & Connections

Theme: Safe, efficient, and varied ways to travel



Community Spaces

Theme: Places to gather, experience, and be healthy in Riverside



Each community planning element includes a set of directions in the form of visions, goals, and starting strategies.

Vision

A statement that helps identify where Riverside wants to be. The vision is the guiding principle for that planning element which supplements the 2040 Land Use and Mobility Plan's guiding development principles.

Goals

A set of statements that set the intentions for future direction. Goals help guide decision making when specific policies or actions are not listed in Riverside. Decisions should seek to reach the goals of each planning element.

Actions & Strategies

A set of specific policies and actions to achieve the goals and vision of each planning element, the 2040 Land Use and Mobility Plan, and Riverside as a whole. Riverside's policies and actions should be supplemented by other City and strategic planning efforts to accomplish Riverside's vision and goals. Through regular plan evaluation, priorities and actions may be amended or added to over time.



Vision for Community & Inclusion

The Comprehensive Plan weaves community and inclusion approaches into all goals and strategies. Everyone is welcome and should feel they can have a positive experience living, working, or recreating in Riverside.

Riverside reaches residents and businesses proactively, equitably, and collaboratively

Supporting Plan Elements

- 1 2040 Land Use and Mobility Plan.** By allowing a range of uses for many different types of housing, businesses, and community spaces.
- 2 Image & Culture.** Through elements that incorporate resident input, ideas, and history.
- 3 Mobility & Connections.** Through creating a place where people can travel by the mode available to them.
- 4 Industry & Enterprise.** By building local businesses and people.
- 5 Living in Riverside.** Through providing a variety of attainable housing types for all ages and abilities.
- 6 Community Spaces.** By being accessible across the city and incorporating community based history, art, and events.





Inclusion



Culture



Education



Goals for Community & Inclusion

Community and inclusion relates to demographics, incomes, business members, and residential representations. Urban planning, development, and other traditional policies affect diversity and inclusion. The goals enable Riverside to grow as an enriching place for all people and backgrounds.



Goals

- 1 Celebrate diversity across all neighborhoods.
- 2 Proactively attract and welcome diversity and inclusion of residents and business owners of all demographic backgrounds.
- 3 Provide opportunities for active and direct participation of residents, business owners, and property owners within the community.
- 4 Encourage diverse membership across appointed boards.
- 5 Create a consistent level of community programming to build social connections across neighborhoods and organizations.
- 6 Have policies, programs, and codes that remove barriers and promote inclusion in Riverside.

Vision for Image & Culture

Riverside has a history known to many from the Kansas City metro. Others living in the metro have never been to Riverside or considered visiting. Riverside is evolving into a different place. But the community has always been treasured by those who call it home and who want to let others know it is a great place to live, work, and visit.

Riverside is upstream from ordinary

Supporting Input and Trends

- 1 Many people are happy with where the community is headed.** Leadership and community services are highly respected.
- 2 Residents want Riverside to stand out among Kansas City suburbs.** Riverside is eclectic and it should not attempt to be like other places.
- 3 There is an opportunity to bolster arts, culture, and trails throughout the city.** Riverside can become the trail hub of the metro.
- 4 People want Riverside's entrances to be recognizable to visitors in a positive way.**





Goals for Image & Culture

The goals in this section can be supplemented with a community marketing plan to display a consistent message and image of the community.

Goals

- 1 Create experiences at all entrances to Riverside.
- 2 Elevate the visual appeal of prominent corridors through Riverside.
- 3 Incorporate arts and Riverside's unique culture into public projects - support private efforts to do the same.
- 4 Establish programming that keeps targeted centers active with people.
- 5 Enhance connections to the Missouri River to promote Riverside and celebrate its unique geographic location as a river community.

Image & Culture in Action

A community's outside image is larger than the physical appearance of the city because of a much larger human component. Many parts of the Riverside comprehensive plan is about the city's built and natural environment. But beginning the future plan for Riverside with its image and culture establishes the decision-making lens across the entire plan to support a greater sense of place and connectivity, physically and psychologically, in building an overall community identity and spirit.

Implementing actions and strategies for image and culture should positively change how people feel:

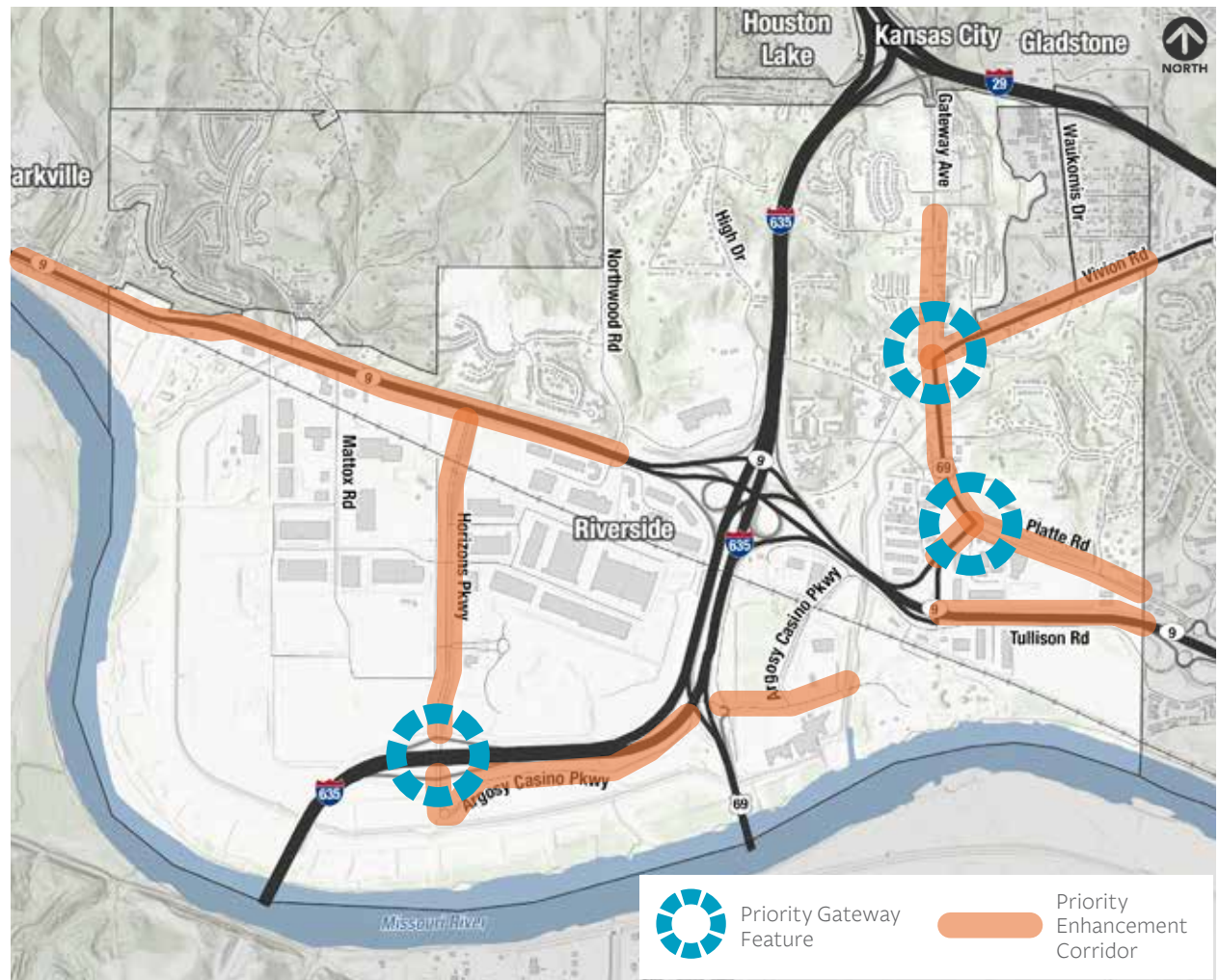
- Internally to people who live, work, and invest in Riverside. Image and culture helps determine their level of satisfaction with the city.
- Externally to people who come to the city to work, learn, visit, and do business. Image and culture creates the impression that people come away with and communicate to others.

Starting Actions and Strategies

Goal 1: Create experiences at all entrances to Riverside.

The experience of entering a city and traveling through its public realm is very important for first and lasting impressions. There are many gateways into Riverside, and one doesn't immediately know they are in Riverside. A significant and prominent architectural feature, such as the clock tower at the centrally located Welcome Plaza, could be a model for adding features at all of the city entrances. Built features in a consistent style identify a place and create a sense of arrival.

Figure 3.1: Primary Gateways and Corridors Map



- A. Use the priority gateway locations as a starting point for architectural or natural features into the city. Riverside's unique history should inspire entryway themes. These locations should include specialized signage, lighting, and landscaping approaches along the priority enhancement corridors.

Goal 2: Elevate the visual appeal of prominent corridors through Riverside.

In addition to promoting entrance gateways into the city, creating a consistent aesthetic within city limits helps positively shape the view of the built environment from public spaces. Improvements along corridors could include matching site furnishings, banners, street trees, eye-catching landscape areas, and potentially additional public art such as the Monarch Migration exhibits.

A. Require future buildings and adjacent developments on these corridors to contribute to the quality of the street environment and enhance the experience of the motorized or non-motorized traveler along the corridor. Important design features to consider include:

- » Design and orient the front of buildings to provide a welcoming image of the corridor.
- » Provide a clear connection between public sidewalks, pathways, and entrances to buildings and adjacent major developments.
- » Ensure buildings are at least as apparent as signs and parking lots to travelers.
- » Improve the visual appearance of parking lots that are directly visible and adjacent to the street. The route from the street to parking areas should be clear.

Reaching Riverside Possibility: Gateway and Corridor Enhancement



The conceptual image above depicts Vivion Road looking west toward Gateway Avenue when applying the design features under Goal 2.

- » Discourage an abundance of stand alone signage that distracts and clutters the appearance from the right-of-way.
- » Incorporate landscaped environments that include trees, landscaped areas, and special features such as public art and incorporate landscaping into all new major street construction projects.
- » Use mobility improvements, respecting Complete Streets approaches in the Mobility and Connections, element to enhance appearance when feasible.



Goal 3: Incorporate arts and Riverside’s unique culture into public projects - support private efforts to do the same.

Public art should be intentional and help visitors understand Riverside's culture and heritage but not interfere with mobility circulation or safety.

- A. Establish an investment schedule to care for and maintain art installations.
- B. Explore exhibits that are functional and integrated into surroundings rather than standalone sculptures or exhibits. Examples include stormwater features and mobility infrastructure.
- C. Explore with community partners the interest and need for a comprehensive public arts master plan.

Goal 4: Establish programming that keeps targeted centers active with people.

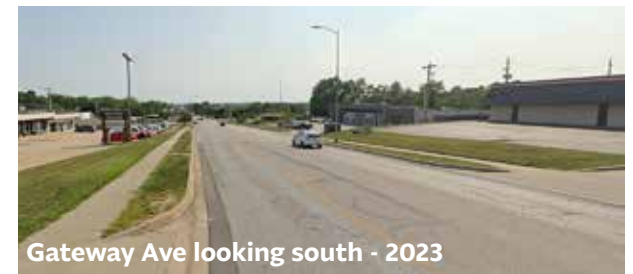
The failure of some public space investments relates to a lack of ongoing investments and programming that gives more reasons for people to use the space.

- A. Use public awareness and public engagement to solicit equitable and diverse events and programming tailored to the neighborhood or community.

Reaching Riverside Possibility: Gateway and Corridor Enhancement



The conceptual image above depicts Gateway Avenue looking south towards Vivion Road with added landscaping and public art enhancements. The roadway travel lane configuration and width remain the same.



Gateway Ave looking south - 2023

The example photos below show other enhancement possibilities along priority corridors.



Goal 5: Enhance connections to the Missouri River to promote Riverside and celebrate its unique geographic location as a river community.

- A. Conduct a study to identify feasible locations for river access. The study should determine a safe and cost-effective level of interaction. Examples could include fishing piers, boat launch points, marina access, boardwalks, and more.

Reaching Riverside Possibility: Missouri River Marina At Riverside



The conceptual image above depicts a big idea for a marina where Line Creek meets the Missouri River. The local was formerly the site of the Argosy Riverboat Casino and has since been filled in. Bringing the site back to holding water could open opportunities for a small marina and docking station for visitors and ferrying people to downtown Kansas City for events or vice versa to Riverside. Art and lighting at the location would bring even more visual appeal to Riverside from across the river.

A possible pedestrian bridge extending from the Missouri Riverfront Trail east to EH Young Park is explored more in the Mobility and Connections section. Detailed engineering study is needed for all concepts presented above for floodplain mitigation, size possibility, and boat loading/access.

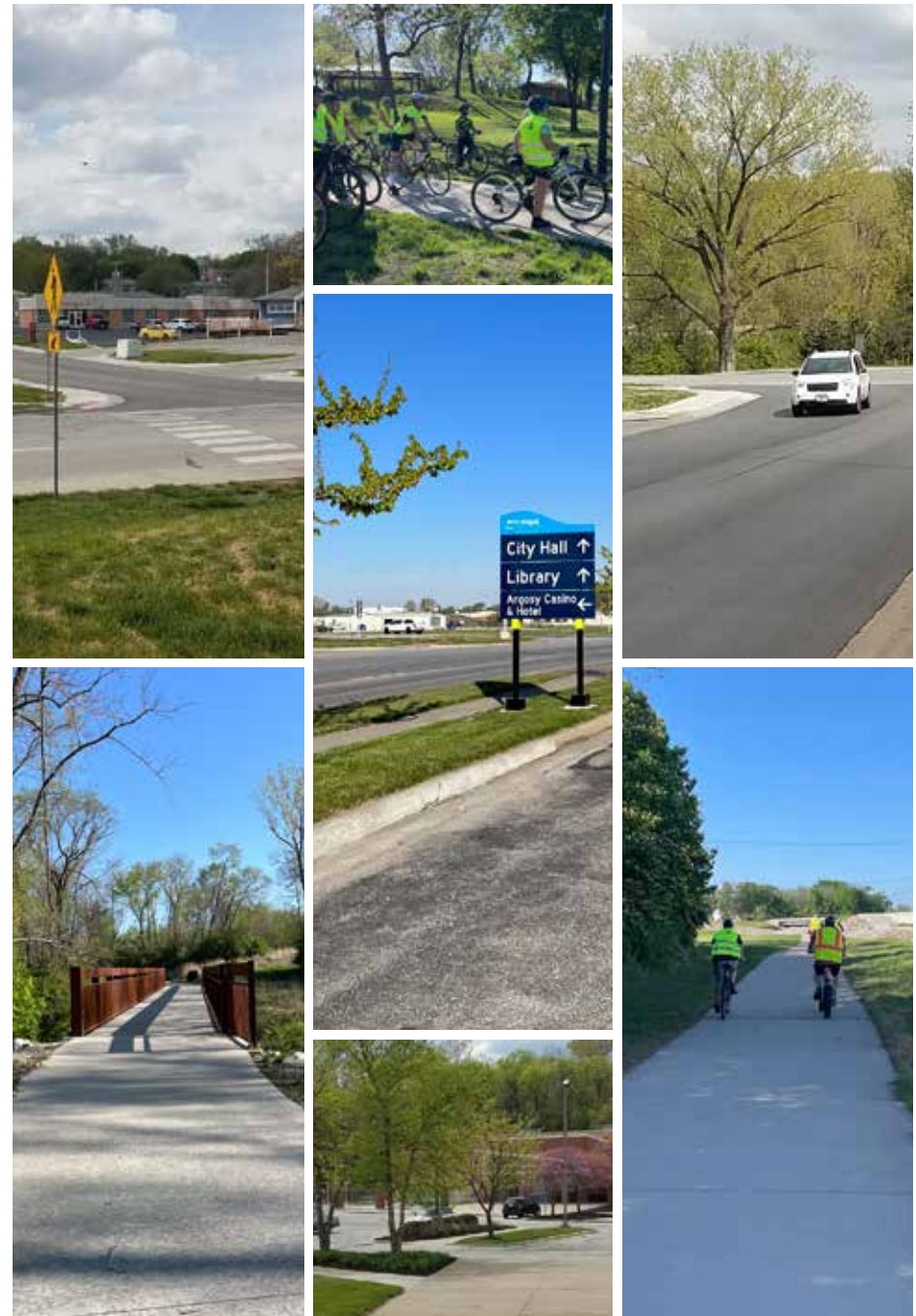
Vision for Mobility & Connections

Riverside must be built around a transportation system that accommodates vehicles (cars and heavy transport vehicles), bicycles, pedestrians, and mass transit to meet the diverse needs of current and future residents, as well as employers and their employees.

Riverside supports people driving, walking, biking, or rolling to meet their daily needs

Supporting Input and Trends

- Many people in Riverside want to see connectivity improvements to parks, groceries, schools, and other destinations.
- Trail usage and economic development are top priorities from community members to attract and retain local businesses.
- How Riverside connects with the larger Kansas City region is a frequent topic of discussion - from trails to transit.
- Street maintenance and repair is excellent in Riverside and should stay that way.





Connectivity



Inclusion



Goals for Mobility & Connections

All goals should be supported and guided by Riverside's Complete Streets policy adopted in 2022.



Goals

- 1 Coordinate transportation and land use plans, focusing on critical connections illustrated in the 2040 Land Use and Mobility Plan (page 69).
- 2 Embrace new transportation modes for the future, such as regional transit, rail, micromobility, and other emerging technologies.
- 3 Use the active transportation system as a community-building tool.
- 4 Make the trail system functional for recreation and everyday commuting for all ages and abilities.
- 5 Incorporate walking and biking infrastructure as ways to meet other community goals.

Mobility & Connections in Action

Mobility focuses on the interaction of transportation and land use and their influence on the quality of life. For Riverside, the transportation system supports business and industry (see 2040 Land Use and Mobility Plan), shapes the character of entryways (see Image and Culture element), and is an amenity for residents. The dominance of major streets in Riverside makes their design and scale especially important. Therefore, achieving mobility goals is grounded in a Complete Streets approach.

Simply put, Complete Streets is a design approach that provides safe, convenient, and comfortable routes for walking, bicycling, public transportation, and driving together in one system. A

Complete Streets approach for Riverside includes:

- Establishing a multimodal transportation commission to advise on walking, biking, accessibility, and transit issues.
- Creating a Complete Streets Design Guide to serve as a model for various street types in Riverside (i.e., local, collector, arterial). This guide should include information and design guidance on appropriate sidewalk buffers, sidewalk or path width, bike facilities, pedestrian-scaled lighting, native landscaping, trees for protection from the elements, benches for areas to rest, and other elements of complete streets.
- Integrating feasible Complete Streets attributes as part of City infrastructure projects to reduce traffic congestion, improve air and water quality, and increase residents' quality of life. Implement the Complete Streets in corridors identified on the Active Mobility Map as traffic calming candidates.
- Updating codes and regulations to protect vulnerable road users, including people walking and biking in Riverside. (see appendix).



Starting Actions and Strategies

Goal 1: Coordinate transportation and land use plans, focusing on critical connections illustrated in the 2040 Land Use and Mobility Plan (page 69).

- A. Reserve right-of-way for future connections. The 2040 Land Use and Mobility Plan presents a framework that incorporates future streets.
- B. Coordinate with the Mid American Regional Council (MARC) and other regional partners on land use and transportation decisions of mutual importance, such as the MARC congestion management plan and policies and future regional transit locations.

Goal 2: Embrace new transportation modes for the future, such as regional transit, rail, micro-mobility modes, and other emerging technologies.

- A. Collaborate with regional partners, including KCATA, MARC, Platte County, and neighboring jurisdictions to explore options for efficient, affordable, and reliable transit service.
- B. Increase resident and employer awareness of alternative modes of transportation, including ridesharing options, such as Way to Go, or public transportation services, such as RideKC and Iris.
- C. Sponsor RideKC Bike citywide to make electric bikes available within Riverside.
- D. Follow regional guidance from MARC on autonomous and connected vehicle frameworks to prepare for future changes to transportation.
- E. Prepare for the increasing number of electric vehicles (EVs) on the road with an EV parking plan, navigate accessibility challenges, and keep all transportation system users safe.

Goal 3: Use the active transportation system as a community-building tool.

- A. Integrate more amenities along trails, such as pedestrian-scaled lighting, Riverside branding, benches for rest, pocket parks for play, and more.
- B. Host community events, like Reaching Riverside, at places that connect to the trails and use these events as ways to educate people.
- C. Create a community hub at Renner Brenner Park. This could include bike parking, fix-it stands, water and restroom facilities, curated spaces to hang out, a splash pad, interactive public art, and more amenities that draw community members in and serve as a walking and biking nexus.
- D. Develop a Bike Friendly Business (BFB) Program. A BFB Program encourages business owners to implement bike friendly practices and builds further support for trail development, usage, and maintenance.
- E. Promote Riverside's trail system as a reason to visit the community and support local economic development.

Goal 4: Make the trail system functional for recreation and everyday commuting for all ages and abilities.

- A. Target the improvement areas on the Future Active Mobility Map (see page 50).
- B. Coordinate with MARC and actively participate in regional plan development and implementation, starting with Connected KC 2050 and the Regional Bikeway Plan.
- C. Use pilot programs to explore innovative solutions to short-term concerns while building community support for longer-term infrastructure strategies (examples on the following pages).
- D. Start by enhancing these trail crossings on the Future Active Mobility Map (next page) with safety features such as higher visibility crossings, signage, stop features, and traffic calming elements:
 - » NW Homestead Road and the Line Creek Trail - signage that directs trail users to the next trail segment in the area where it transitions to an on-street portion.
 - » NW Woodland Street and the two Interurban Trail crossings - traffic calming along NW Woodland Street because trail crossings are at the bottom of a hill, as well as enhanced signage directing users to the next segment.
 - » NW Riverside Drive/Palisades Drive and the Interurban Trail - crossings are at the bottom of the hill and trail users would benefit from vehicles slowing down before encountering with trail traffic.
 - » Interurban Trail, Linear Trail, and NW Platte Road intersection - enhance the crosswalk to provide more comfort as users cross NW Valley Lane.
- E. Continue funding and installing wayfinding and directional signs.
 - » First priority is at the convergence of Vivion Road and Gateway Avenue, and Tullison Road and Riverway Boulevard.
 - » Be proactive in integrating new technologies in signage. An example in 2023 is incorporating QR codes into signage designs that links to interactive maps or other features for users to explore.

Conceptual examples of trail improvements shown in the Future Active Mobility Map on page 50.



Trail under I-635 to/from KC Current soccer area



10-foot trail along Riverway Blvd



Hwy 9 trail or other facility to be determined



Continue Riverfront Trail to EH Young Park



Traffic calming possibilities



Possible bridge crossing enhancements



10-foot wide trail to Hwy 9 and Northwood Rd



Signs/wayfinding enhancements

Goal 5: Incorporate walking and biking infrastructure as ways to meet other community goals.

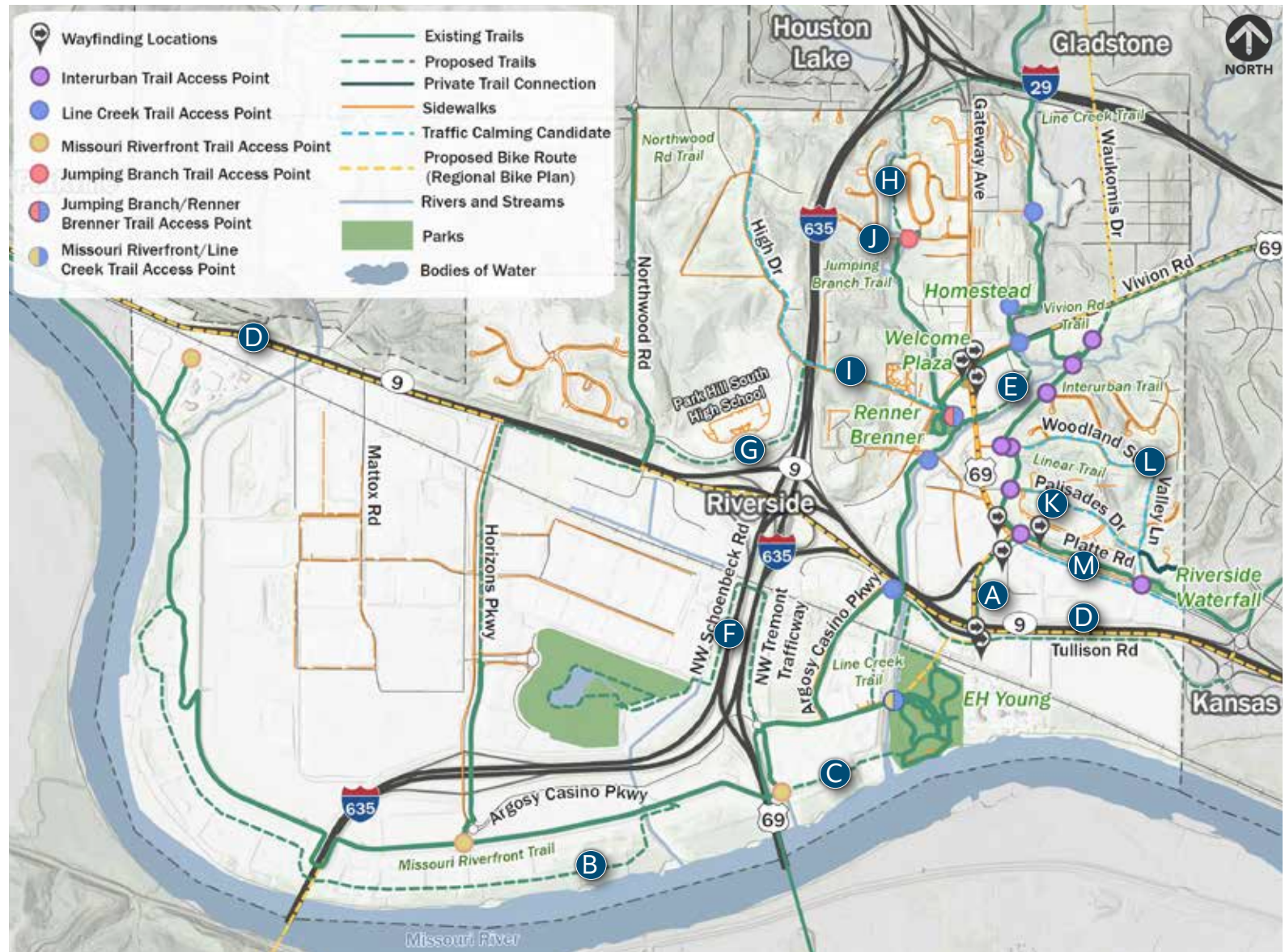
The following infrastructure solutions are illustrated on the Future Active Mobility Map on the next page and represent proposed ideas, meaning they are desired but unfunded. The letters correspond with letters on the map on the next page for approximate locations.

- A. A 10-foot wide buffered shared use path on both sides of Riverway Boulevard.
 - B. Trail on the west side of the levee along the Missouri Riverfront Trail.
 - C. Connecting EH Young Park to the trailhead east of Highway 69.
 - D. Shared off-street path on the south side of Highway 9.
 - E. Line Creek Trail extension.
 - F. Schoenbeck Road Trail extension.
 - G. From Northwood Road, east along River Park Drive in front of the high school, connecting to High Drive. Extending the north side sidewalk on High Drive to connect through the school entry drive.
 - H. Improve Jumping Branch Trail connections - Enhancing the trail system to serve the neighborhoods in the north.
- Traffic calming is typically achieved by reducing vehicle speeds or volumes on a single street or a street network through design changes. Measures include horizontal and vertical elements, lane narrowing, landscaping, and other features that use self-enforcing physical or perception means to improve non-motorist safety, mobility, and comfort (FHWA). The following corridors are candidates for traffic calming:
- I. High Drive from Vivion Road to NW 52nd Street - Speeding is a known concern on High Drive, which serves both the High School and many residential driveways to the north. As such, it is a good candidate for traffic calming to enhance comfort for bicyclists and pedestrians.
 - J. NW 50th Street from NW Gateway Ave to the Jumping Branch trailhead - The Jumping Branch trailhead is at the bottom of a very steep hill. Advanced warning for drivers, as well as traffic calming measures, are needed to slow traffic on either side of this trail access point.
 - K. Palisades Drive from Valley Lane to the Interurban Trail - This is a residential corridor with frequent driveways that leads downhill to a popular trail crossing.
 - L. Woodland Street to Valley Lane and Valley Lane south to Highway 9 - This area's trail access points and crossings have low visibility due to topography and speeding.
 - M. Platte Road from eastern city limits to Riverway Boulevard - Reconstruction from four lanes to three lanes with a median and driveway consolidation. Driveway consolidation reduces the number of interactions between cars and pedestrians or bikers. With the removal of one travel lane, there's ample space to provide a protected cycle track that is buffered with a landscaped curb. There's also the opportunity to landscape a center median that varies in width to accommodate left turn movements and to have pedestrian refuge islands at mid-block crossings. Raising the crosswalks would also draw more attention to the possibility of pedestrians in the roadway.

Map on next page >>>

Figure 3.2: Future Active Mobility Map

Riverside's primary road system is mostly built out. Some local street connections to access new development will occur. Other changes like access and intersection improvements on Riverway Boulevard are planned (shown in the 2040 Land Use and Mobility Plan). Most mobility enhancements in the map above relate to trail development and complete street approaches to existing streets. These should be paired with bike safety programming so that students and residents can learn the rules of the road and their rights and responsibilities as cyclists. This can be integrated as an after school program or as part of Physical Education classes.



The letters on the map correspond with letters on the previous page for infrastructure solutions.

<<< Letter descriptions on previous page

Reaching Riverside Possibilities: Complete Streets Candidate - Example for Platte Road

Lane reductions offer opportunities for other modes of travel. Some studies recommend a maximum average daily traffic of 15,000 and 17,500 vehicles per day (VPD) for four to three-lane road conversions. West Platte Road is estimated to fit within these guidelines with vehicle counts west of Riverway Boulevard in 2022 at approximately 8,000 VPD and east of Riverway Boulevard at approximately 4-5,000 VPD. The representation below shows Complete Street applications through lane reductions.

The example of [47th Street in Westwood, KS](#) transitioned from a 4-lane to a 3-lane road and added bike lanes and pedestrian crosswalks. This started as a paint only project to test the configuration, receive feedback from local businesses and residents along the corridor, and provide opportunities for design updates. Then, the City began the curb reconstruction process for full road reconstruction, making the improvements permanent.

Alongside the construction process, a strategic branding process complemented this project to give the corridor a cohesive feel. Corridor business owners and residents collaborated on this effort and “The 47” branding will be implemented throughout the corridor in various ways.

Beyond the benefits of upgrading the actual infrastructure to be more walking and biking friendly, case studies show that in many cases lane reductions in appropriate locations boost safety and increase customer traffic, and are ultimately well received by the business community. Reconstruction of NW Platte Road may spur development along this corridor segment.



Former existing condition section on 47th Street in Westwood, KS



An example of a paint only option along the 47th Street corridor in Westwood, KS



An example of curb reconstruction that adds vertically-protected bike lanes in both directions along the 47th Street corridor in Westwood, KS

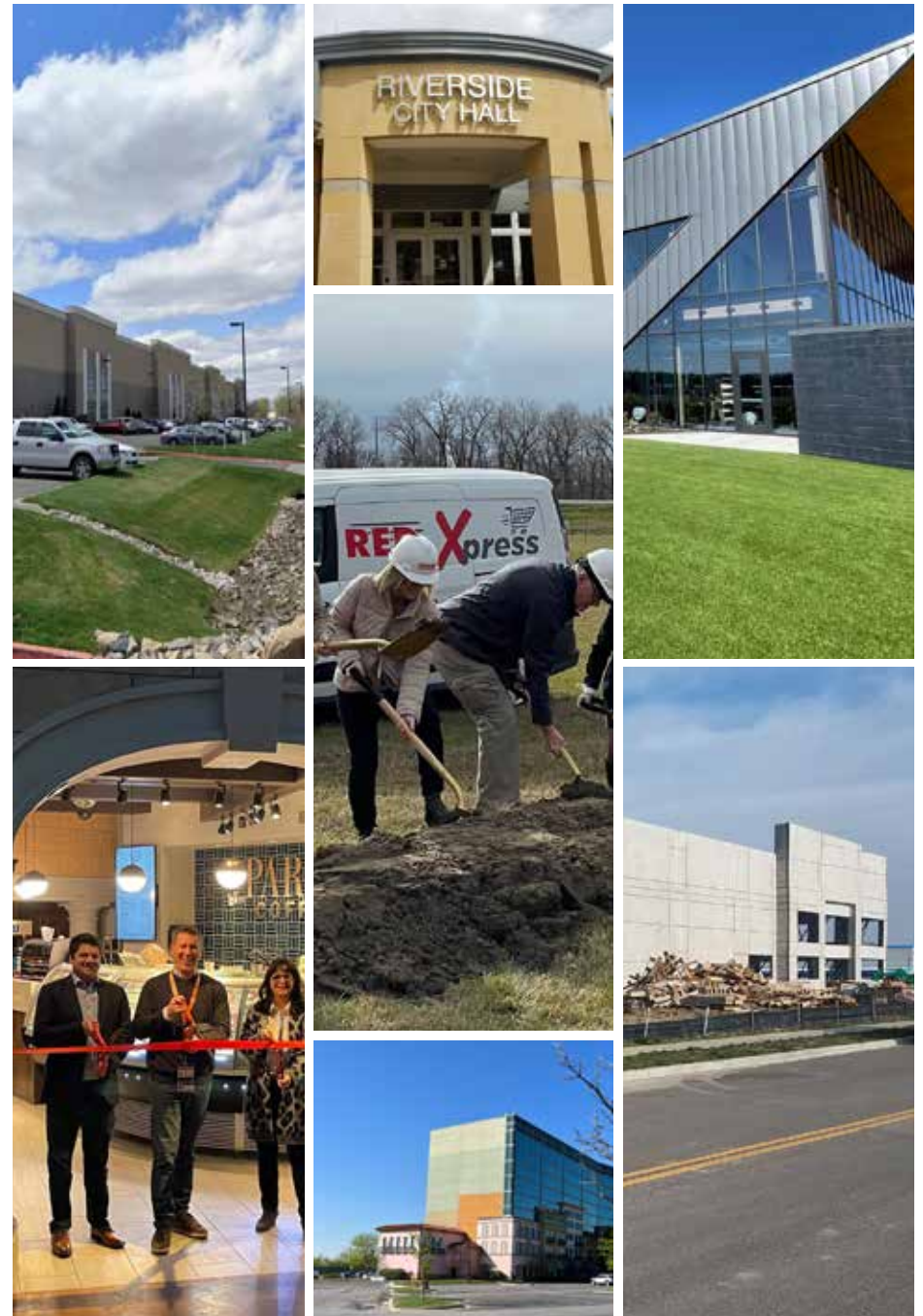
Vision for Industry & Enterprise

Riverside is fortunate to have strong industries that offer good employment opportunities and a growing tourism draw. The city’s location in the region and accessibility to major transportation routes position the community for continued economic growth.

Businesses thrive in Riverside through expansive employment, growth opportunities, & easy local, regional, & national access

Supporting Input and Trends

- 1 **Residents love the local, long-standing businesses that many consider synonymous with Riverside.** These businesses should remain.
- 2 **Encouraging more diversity in the types of business for employment and resident needs is a high desire.**
- 3 **Riverside must continue to plan for its daytime employment population.** This triples the size of the community, mainly around the Horizons Business Park.





Goals for Industry & Enterprise

Goals

- 1 Remain attractive to businesses of all sizes in target market sectors that align with the policies of the Comprehensive Plan.
- 2 Promote projects that assist in the redevelopment and/or restoration of substandard and deteriorating property within the city.
- 3 Ensure adequate public services and infrastructure to support commercial and industrial areas.
- 4 Support entrepreneurship, local businesses, and community non-profits.
- 5 Build the economic growth potential by implementing other portions of the Comprehensive Plan and marketing Riverside's strengths.



Industry & Enterprise in Action

Business and industry growth and prosperity will be contingent on employers retaining quality workers, continuing to have adequate infrastructure, showing employees a variety of housing types and price levels, and building efficient transportation connections. In 2023, many commercial spaces, employment centers, and regional attractions in Riverside are not well linked together, which reduces the opportunity for “spillover” traffic from one location to another. People are more inclined to come to one location and leave. Larger, well-linked, and more diverse business and employment areas will better withstand the impacts of competing locations in the metro.

The 2040 Land Use and Mobility Plan and Mobility & Connections element addresses opportunities for improvement through street design, wayfinding, trails, and the mixture of commercial uses adjacent to the highways and existing attractions.



Starting Actions and Strategies

Goal 1: Remain attractive to businesses of all sizes in target market sectors that align with the policies of the Comprehensive Plan.

- A. Provide high levels of public service, including well-maintained infrastructure and strong employer partnerships.
- B. Maintain regular contact with local and regional business leaders to understand and respond accordingly to market changes.
- C. Identify and address the barriers to success that existing Riverside based businesses face.
- D. Support existing businesses by recruiting complementary industries.
- E. Maintain an inventory of shovel-ready sites for business expansion opportunities that add value to Riverside through employment growth, taxable valuation, community-oriented site design, and filling service gaps for residents.
- F. Determine businesses best suited for the future of Riverside based on assets and create opportunities to attract them.
- G. Maintain a pool of economic development incentive options to use in appropriate circumstances that align with the vision and goals of the comprehensive plan.

Goal 2: Promote projects that assist in the redevelopment and/or restoration of substandard and deteriorating property within the city.

- A. Use policy directions in the Development Opportunities element as a guide for decision-making.

Goal 3: Ensure adequate public services and infrastructure to support desirable commercial and industrial areas.

- A. Use the policy directions in the Implementation element as a guide for decision-making.

Goal 4: Support entrepreneurship, local businesses, and community non-profits.

- A. Foster partnerships with public and private organizations to develop entrepreneur incubation and acceleration programs. Resulting efforts might include:
 - » Community co-working or maker spaces.
 - » Engage educational institutions to connect participants with resources for business planning, legal services, and growth.
 - » Market and advertise these local businesses, organizations, and people.

Goal 5: Build the economic growth and diversity potential of Riverside by implementing other portions of the Comprehensive Plan and marketing Riverside's strengths.

A. Connectivity. Once off the highways, visitors should be able to visit multiple locations nearby using internal road circulation and sidewalks - Mobility and Connections element.

B. Wayfinding. Many visitors may be unaware of the other attractions nearby or unsure how to reach them. Encourage a signage system that directs visitors to multiple sites within Riverside - Mobility and Connections element.

C. Diversity of Uses. Add a mixture of office, civic, entertainment, and higher density residential uses in strategic areas according to the 2040 Land Use and Mobility Plan to attract more potential customers. For example, a person coming to Riverside for work may visit retail or appointment based services particularly if everything is well-linked - Mobility and Connections element and 2040 Land Use and Mobility Plan.

D. Transit. Consider investments in regional transit efforts to Riverside as an economic prosperity priority that can attract development and supply workforce - Mobility and Connections element.

E. Workforce Housing. Provide and maintain housing for workers at various income levels - Housing and Neighborhoods element and 2040 Land Use and Mobility Plan.

F. Land Use Opportunities. Reserve areas for flexible but strategic business growth - 2040 Land Use and Mobility Plan and Development Opportunities.

G. Quality Services. Business & industry depends on the availability of quality infrastructure, including water, sewer, electric, technology, and streets - Implementation element.

H. Worker Attraction. Develop a community that attracts a robust workforce - Image & Culture element and Community Spaces element.

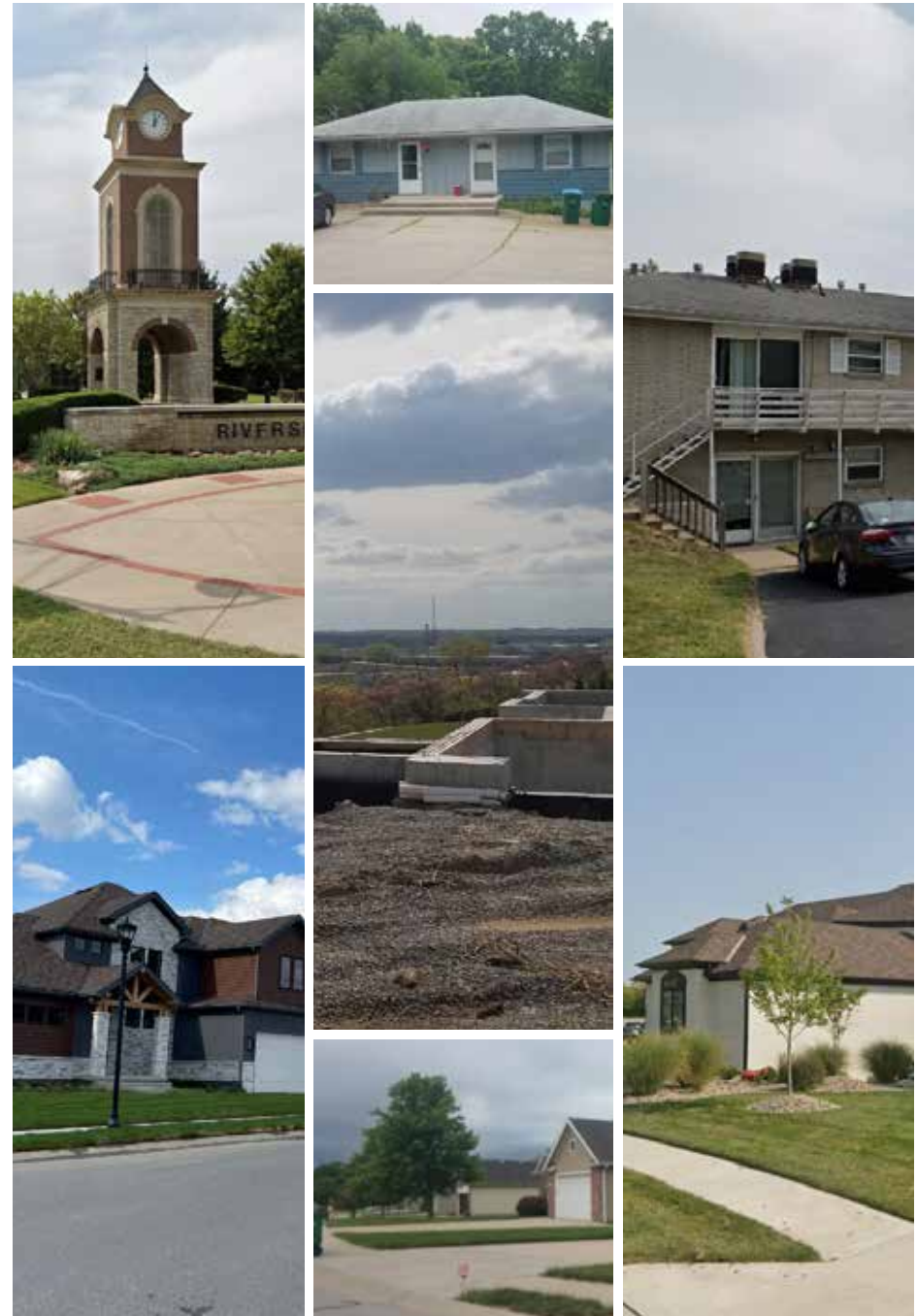
Vision for Living in Riverside

Building a welcoming community means having places to live for people with various income levels and abilities. The comprehensive plan, particularly this element, encourages housing development that preserves civic culture, improves city aesthetics, and balances the need for places to live with places that support other non-residential uses.

Riverside supports quality housing that is attainable for people across different lifestyles and financial abilities

Supporting Input and Trends

- 1 **Many people find Riverside's smaller-city feel a great asset compared to other metro communities.** While change is happening, this feeling remains important.
- 2 **Riverside is seeing more demand for housing at higher densities.** Balancing new housing demand and scale with the features that make Riverside desirable is a key consideration.
- 3 **Many residents, both owners and renters, have lived in Riverside for a long time.** They should continue to have a place to live in Riverside.

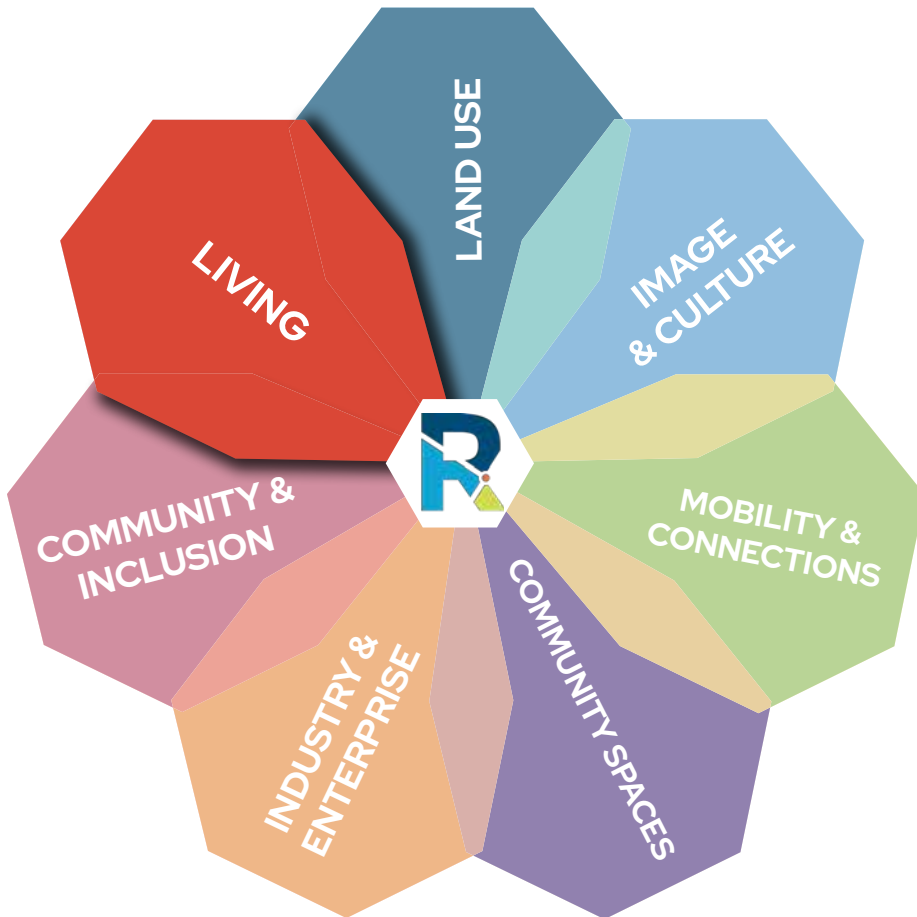




Neighborhoods



Inclusion



Goals for Living in Riverside

The goals for living focus on being part of creating a community and maintaining existing neighborhoods within Riverside. Riverside's future success as a place to live will depend on its ability to meet the needs of various age groups, demographics, and income ranges.

Goals

- 1 Encourage various dwelling unit types, styles, sizes, and price points to satisfy the needs, desires, and income levels of all people and household sizes.
- 2 Reinforce, maintain, and upgrade distinct residential neighborhoods.
- 3 Use creative policy options to help accommodate attainable housing for new residents and local employees to live in Riverside.
- 4 Preserve quality housing options and the safety, maintenance, stability, and attractiveness of residential neighborhoods.

Living in Riverside in Action

There are growing opportunities for living in Riverside with new residential developments on the bluffs and vacant sites around future commercial and entertainment based developments. Riverside's median household income is rising as more people find it a desirable place to raise a family, be close to regional jobs, and have low taxes. Many higher income households are buying lots in Riverside to build new homes that fit their needs. Most of this new construction is valued higher and beyond the reach of households with moderate to lower incomes.

Riverside should have options for everyone to thrive regardless of age, abilities, or means. Given the limited land opportunities in Riverside, careful consideration must be given to every new or redevelopment proposal using the vision, goals, and policy framework of the comprehensive plan to ensure housing meets future needs and desires.

The Goals, Actions, and Strategies for development in the Comprehensive Plan are not to enforce regulations for artificial markets. The 2040 Land Use and Mobility Plan and Goals in each plan element are built with flexibility. Riverside will be flexible to market demand and how the market can fit into the community vision for the future. Accommodating the market means accommodating new resident demands, existing resident needs, and the developer's ability to help meet those demands and needs.

Starting Actions and Strategies

Goal 1: Encourage a variety of quality housing types, styles, sizes, and price points to satisfy the needs, desires, and income levels of all people and household sizes.

People in Riverside understand the increasing growth pressures within the city. Directing this growth for variety offers the development community and the City the opportunity to evolve as community preferences and needs evolve. Given the topographic and highway barriers, Riverside's focus on connections is crucial for new housing developments. Policy directions for housing development should focus on:

- A. Interconnecting different housing types, when present, in a cohesive neighborhood, not isolated from each other.
- B. Communicating and meeting regularly with local and regional private market developers to understand changing demand and barriers to building desired housing types.
- C. Encouraging Universal Design.

Goal 2: Reinforce, maintain, and upgrade distinct residential neighborhoods.

There are distinct neighborhoods in Riverside. People identify with their neighborhood, whether it is a neighborhood in the traditional sense, such as the Palisades, or an apartment complex with common areas, such as the Riverside Townhomes. New development near distinct neighborhoods should allow flexibility in design by considering potential impacts on existing residents by:

- A. Directing more defined transitions in the scale of development along major streets, intersections, or next to non-residential centers.
- B. Using the design guides in the 2040 Land Use and Mobility Plan chapter.
- C. Creating a city pattern book that gives developers direction on acceptable building layouts, scale, and streetscape features in certain areas.

Goal 3: Use creative policy options to help accommodate attainable housing for new residents and local employees to live in Riverside.

Riverside's population is more diverse than other metro suburbs in terms of income levels and occupancy types. A population of higher and lower income households across owner and renter units means that Riverside is a place to find attainable housing for some and is becoming a place of choice for others.

For Riverside, any public monetary support for development should include stipulations to ensure quality construction and neighborhood development, according to the principles in the comprehensive plan. Policy approaches to continue having these options within future high-quality developments could include:

- A. Funding or infrastructure assistance for providing a desired housing type or price point within a high-quality development.
- B. City code and procedural amendments.

Goal 4: Preserve quality housing options and the safety, maintenance, stability, and attractiveness of residential neighborhoods.

Riverside's existing neighborhoods and the connections among their residents are vital to a strong community. Many residents in these neighborhoods have lived in Riverside for many years, with close connections to their neighbors and community. But some long-standing developments are due for upgrades and maintenance. Active and on-going approaches for neighborhood preservation and upkeep include:

- A. Housing maintenance standards and assistance for lower income households to maintain their units.
- B. Redevelopment tools and policies that direct revitalization or redevelopment of aging properties that are beyond repair and maintenance. Use the 2040 Land Use and Mobility Plan and design guide for direction.
- C. Maintaining proactive community policing, fire prevention, and emergency preparedness and fostering relationships between residents, city staff, elected leaders, and public safety personnel.
- D. Continuing neighborhood events like Reaching Riverside to build neighborhood ambassadors that take pride in where they live.

Vision for Community Spaces

The finite amount of land in Riverside means limited options for new, large parks and recreation spaces. Areas within undevelopable floodplains offer opportunities. However, a broader distribution of community spaces can come from within the already built-up areas of Riverside.

Community spaces support the physical and social well-being of the community

Supporting Input and Trends

- People love EH Young Park and its success can improve by increasing access to the park and types of activities within and near the park.
- People want more spaces across the community for sports activities, outdoor gatherings, meeting places, and recreational and cultural programs for all ages.
- Expanding access to all current and future recreational areas is a top priority for many residents.
- Riverside must think about the recreation opportunities that the Missouri River can provide.





Connectivity



Culture



Education

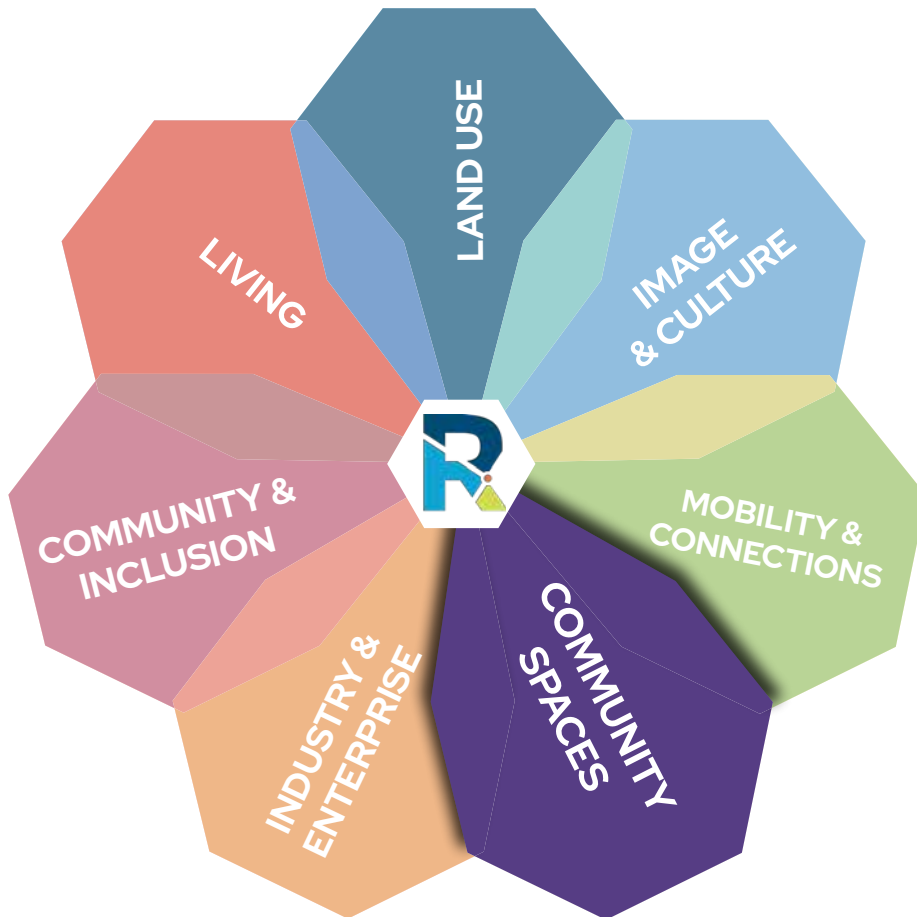


Goals for Community Spaces

Preserving natural features and protecting natural drainage patterns are essential across all goals.

Goals

- 1 Expand natural landscapes through street design, commercial development, trail corridors, parks, and public spaces.
- 2 Increase opportunities for activity along Line Creek.
- 3 Create safe gathering spaces throughout the community for people of all ages to play, gather, and socialize.
- 4 Continue to promote a healthy lifestyle for residents.



Community Spaces in Action

Community spaces should reflect community values for social and physical well-being. These spaces should be a point of pride that brings people from across the community together. Partnerships will provide diverse activities, natural features, and locations in building and managing community spaces. Many community places are in parks and natural areas shown on the 2040 Land Use and Mobility Plan but can also be within developments in the form of plazas, markets, theaters, and other built features that are often open to the public.



Starting Actions and Strategies

Goal 1: Expand natural landscapes through street design, commercial development, trail corridors, parks, and public spaces.

Using best management practices (BMPs) that protect natural features and plant diversity and are appropriate in all approaches to new and existing development.

- A. Leverage the 2022 Stormwater Management Plan to target spaces for native restoration and learning opportunities.
- B. Require easements and buffers along ditches, greenways, and other drainage areas in new development to protect water flows and allow native landscapes.
- C. Incorporate stormwater retention and detention areas near drainageways and flood-prone areas that could serve as neighborhood amenities. Amenities might include walking paths, fishing, seating areas, and native plant restoration.
- D. Use natural mitigation strategies such as bioswales and landscaping to help mitigate the impacts of flash flooding events and increase the attractiveness of the streetscape. Identify urban areas along streets that would be appropriate to install on-street rain gardens to treat stormwater while also improving the appearance of streets.
- E. Expand the tree canopy by planting new street trees and native tree species within open spaces. Consider a partnership with Bridging The Gap and Heartland Tree Alliance to plant free or low-cost trees throughout neighborhoods and publicly owned land.



Street Rain Garden Example



Street Rain Garden Example

Goal 2: Increase opportunities for activity along Line Creek.

Line Creek is one of the most visible features in the heart of Riverside and supports one of the longest paved trails in the metro. Most of the creek through Riverside is channelized for flood protection. However, the engineering solution creates a large void of space that lacks shade, landscaping, or usable spaces. The idea of rethinking the spaces along Line Creek is not new to this plan. But the goal remains strong among community leaders and community members.

- A. Work with the Corp of Engineers to collaborate on possibilities for making areas along Line Creek more usable and comfortable for activity and gathering spaces. Elements might include:
- » Restoring some areas back to native habitat. Native plants play an important role in restoration, stormwater mitigation, increasing biodiversity, and restoring habitat. Areas of low-maintenance native grasses and wildflowers would soften the hardscaped area while creating an environment that compliments the natural trail environment north of Renner Brenner Park.
 - » Creating pollinator and butterfly gardens to support monarch migration along the art walk and create educational opportunities with signage.
 - » Provide more recreational and educational opportunities along the corridor through natural play areas, seating terraces, and interpretive signage.

A phased approach allows investments to be spread across many years, include many partners, and test concepts for community reaction and durability.



Example: Fanno Creek Greenway remeander - Beaverton, OR



Example: Naturalized Little Sugar Creek - Charlotte, NC



Example: Lick Run Greenway active spaces - Cincinnati, OH



Example: Lick Run Greenway naturalized spaces - Cincinnati, OH

Example concepts for Line Creek on next pages >>>

Reaching Riverside Possibility: Creating more natural, gathering, and educational spots along the Line Creek corridor

Line Creek Corridor Enhancements - Phase 1 Example

The naturalized environment of the creek north of Renner Brenner Park contributes to the popularity and appeal of the corridor. There are opportunities to introduce native landscape, educational, and recreational opportunities along the corridor to enhance and create an amenity for the community. Areas of native grasses and wildflowers contribute to improving air quality, treating and mitigating stormwater before it reaches the stream, while providing seasonal color, improved aesthetics, and a softening of the riprap.

Additional pollinator and butterfly gardens are possible to support the existing Monarch Mitigation Art Walk and would create an opportunity for educational signage. Additional amenities that would have minimal impact on the creek corridor could include a small shelter/gathering space with a nature-themed playground nearby.



- A. Butterfly & Pollinator Gardens
- B. Shelter & Gathering Space
- C. Playground
- D. Native Landscape
- E. Secondary Trails and Lighting



Reaching Riverside Possibility: Creating more natural, gathering, and educational spots along the Line Creek corridor

Line Creek Corridor Enhancements - Phase 2 Example

A second phase of enhancements could replace most rip-rap areas with native landscapes and restore the streambank to an even more naturalized and aesthetically pleasing corridor. These extensive meadows along the stream corridor provide additional habitat for various bird, insect, and reptile species.

Playing off of the more fully naturalized environment, two small nature play areas allow for moments of discovery along the main trail with the intent to use real tree logs, tree stumps, boulders, turf mounds, and other natural features. Another feature of this phase includes adding a mural to the floodwall on the east side of the creek. This could consist of historical imagery of Riverside or a fun, bright, abstract image that is eye-catching to users of this new community amenity.



- A. Butterfly & Pollinator Gardens
- B. Shelter & Playground
- C. Nature Play Area
- D. Native Landscape
- E. Secondary Trails and Lighting
- F. Streambank Restoration
- G. Floodwall Mural



Goal 3: Create safe gathering spaces throughout the community for people of all ages to play, gather, and socialize.

- A. Identify new parks and open spaces for activities within remaining vacant land. Areas will be needed in the western portion of the city as growth continues. Opportunities might include:
 - » Expanding EH Young Park to adapt to recreation trends over time.
 - » Adding passive park facilities along the Missouri River on the south side of the levee. Facilities should not conflict with flood protection policies.
 - » Leveraging popular regional activities that are not present in Riverside today. For example, disc golf courses in natural areas like behind Park Hill High School, through a partnership with the school, or along the Missouri River levee.

- B. Support public community spaces within existing and new developments in lieu of a traditional downtown. Examples could include:
 - » Shaded and comfortable outdoor seating areas around restaurants and community facilities.
 - » Business sponsored trailheads for the Line Creek Trail or enhanced existing trailheads. Examples include:
 - Expanding facilities at Renner Brenner Park. The existing parking lot could become an enhanced trailhead with improvements and additions such as overall trail wayfinding signage, bike pump/repair stations, and additional seating.
 - Behind businesses on the south side of NW Vivion Rd and east side of NW Gateway Ave. Spaces would provide a resting place along the Line Creek trail and could consist of a small parking lot, bike pump/repair station, seating, landscape, and overall trail wayfinding signage.

Reaching Riverside Possibility: Becoming the Trail Hub of the Metro



Common Gathering Spaces



Trail Oriented Business Seating



Possible Renner Brenner Park Trailhead Enhancements

Goal 4: Continue to promote a healthy lifestyle for residents.

- A. Improve access to EH Young Park with a more direct trail connection and a potential railroad crossing - see the Mobility and Connections element.
 - » A big idea can include exploring an extension of the Missouri Riverfront Trail east to EH Young Park via a pedestrian bridge over the Line Creek tributary. An artfully done structure would overlook a potential marina (see image and culture element), be visible from and across the Missouri River, and, most importantly, allow people to walk or bike from the park to entertainment destinations to the west.
- B. Develop missing trail connections and segments to neighborhoods, businesses, and community spaces - see the Mobility and Connections element.

- C. Grow local recreation programming within public parks and facilities and through partnerships with community organizations and businesses. Opportunities could include:
 - » Partnerships with KC Crew to run sports leagues missing in Riverside such as sand volleyball.
 - » Maintaining partnerships with Sporting KC and their practice facilities and athlete events.
- » Leverage the new public library (2024) to expand reading and educational programming into Renner Brenner Park and other outdoor spaces.
- » Continue to invest in maintenance and facility needs at the Riverside Community Center for excellent level of service and new programming as recreation trends evolve.
- » Increase programming, improve signage, and create a more direct pedestrian connection to the outdoor Fitness Court south of the pool.

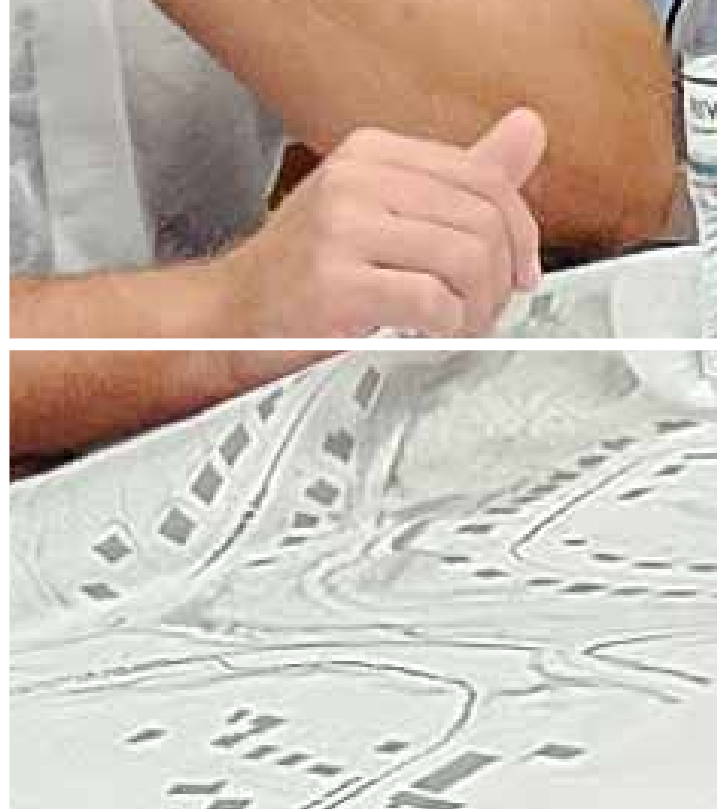
Reaching Riverside Possibility: Extension of the Missouri Riverfront Trail over Line Creek



Line Creek looking west from EH Young Park towards the Argosy Casino in 2023



The conceptual image above depicts a pedestrian bridge over Line Creek that extends the Missouri Riverfront Trail east to connect with EH Young Park. A detailed engineering study would be needed to determine alternatives for the exact location of a pedestrian bridge. Safety and comfortability should be studied to create the best connection possible.



4 **Land Use and Mobility Plan**

2040 Land Use and Mobility Plan

Riverside will change through private and public investment, improvements to travel, and within the constraints of water and topography. Each land use decision must consider not only the long-range impact on the site, but also the amount of land in the city that can serve different uses. The Plan considers the land, development opportunities, the community, its many people, and their desires for their community.

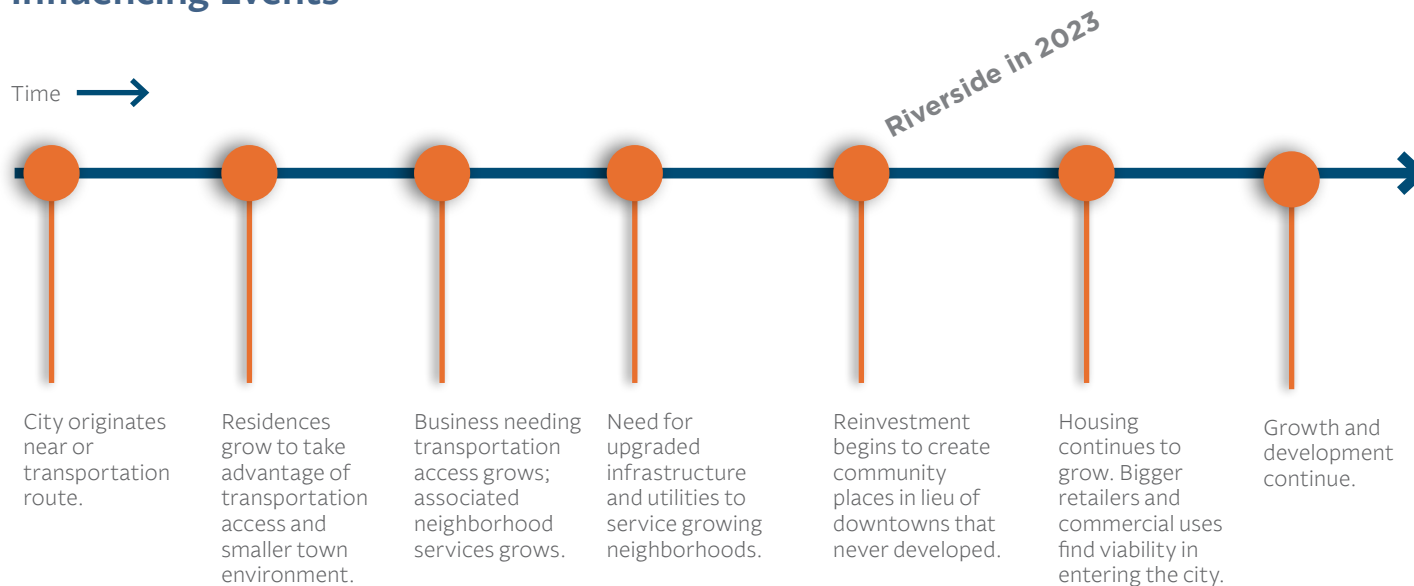
Understanding Future Land Use Directions

Riverside does not exist in a vacuum. The Kansas City metro area greatly affects the level of interest in living, working, and ultimately developing different uses in Riverside. Riverside will continue to change through private market forces, whether planned or not. Understanding possible directions and alternative development patterns allows Riverside to guide changes that best align with the broader community vision, values, and needs. Planning for change includes understanding several evolving elements of a city:

- How land is used and developed.
- Population growth associated with land use changes.
- How the market responds to population growth.

The Steering Committee helped refine the future land scenario to best match Riverside's future growth policies.

Common Evolution of Suburban Cities and Influencing Events



Local and regional population (and efficient mobility connections) are directly related to the market's response to development or redevelopment in a community.

Riverside Land Use and Development Principles

The Land Use and Development Principles complement the comprehensive plan's other goals and strategies. Over time, the City will need to monitor and update land use needs based on evolving market conditions. However, the overall development principles of the Comprehensive Plan remain valid even as market conditions change.

Guiding Principles

- 1 Land use policies and regulations will support diverse neighborhoods - across incomes, cultures, and ages.**
 Neighborhoods with diverse housing options and services provide a mix of entry-level options, move-up options for growing families, and options for seniors and downsizers to thrive.
- 2 Development, redevelopment, and reuse of land shall be fiscally responsible.**
 Riverside's unique taxing situation means that spending needs to be tied to community benefits that add value and do not create the potential to overstrain City resources in the future.
- 3 Land use decisions will contribute to a continuous mobility system that incorporates all types of transportation.**
 A network of streets, sidewalks, trails, and on-street bike facilities should provide safe, efficient connectivity and accommodate diverse mobility needs and preferences.
- 4 Integrate amenities such as open spaces and trails.**
 Parks, open spaces, and other public places can serve as neighborhood focal points that promote community activity, personal interaction, a sense of place, and ultimately a sense of ownership in the community.





Guiding Principles

- 5 Development will protect or enhance drainage ways and flood zones.**
 Preserving wetlands and floodplains can protect property values for adjacent developments, enhance and connect the park system, and reduce flooding. A network of natural areas will enhance community character, offer space for active transportation connections, and protect existing properties and future development areas.
- 6 Enhance public safety and quality community services.**
 Riverside has a history of strong, community-focused public services. Maintaining a high level of service for residents is important now and in the future. Service capacity should grow parallel to population growth.
- 7 Make decisions in a transparent and collaborative manner.**
 Land use decisions should be made transparently, with opportunities for input from all citizens and affected entities. Creating and implementing land use decisions should be shared responsibilities that promote quality living environments and efficient use of fiscal resources.

The Foundation of the Plan

Land use decisions by City leaders should generally reflect the intent and policy actions of the Comprehensive Plan, understanding that the 2040 Land Use and Mobility Plan is also flexible and should be reviewed regularly to ensure it is current.

1

Property Owners Initiate

The 2040 Land Use and Mobility Plan depicts land uses for privately owned properties. Property changes from existing uses will occur over time in response to market forces and owner interests as property owners voluntarily sell, develop, or change the use of their land.

2

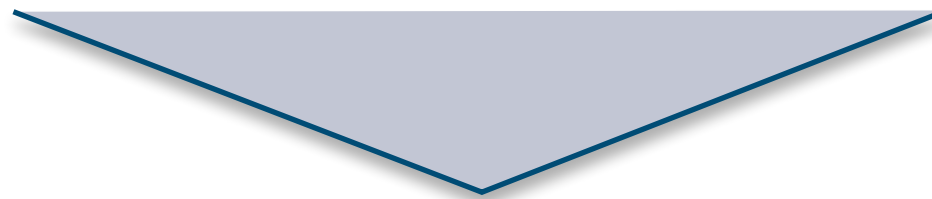
Generalized Map

The 2040 Land Use and Mobility Plan is interpreted generally. It is not a zoning map or engineering document. The map guides the zoning map and shows generalized land use locations, transitions, critical trails, and major street connections.

3

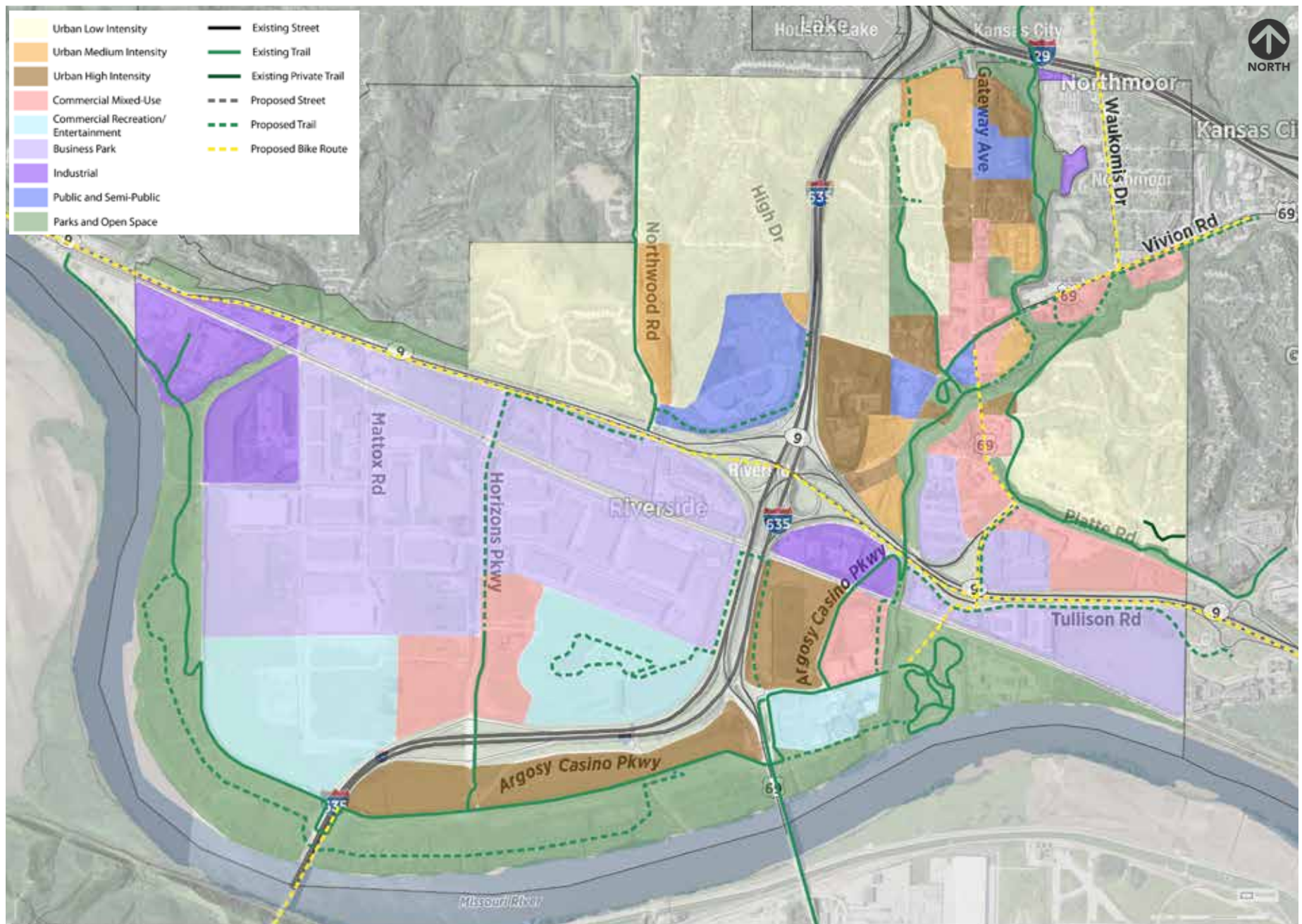
Basis for Land Use Decisions

The 2040 Land Use and Mobility Plan provides the basis for decisions of the Planning Commission, the Board, and private developers. The map is critical to approval processes for development proposals and zoning decisions.



Land Use and Development Principles

Figure 4.1: 2040 Land Use and Mobility Plan



Land Use Framework

Riverside cannot grow outside of its current city limits. Each land use decision must consider the long-range impact on the site, but also the amount of land in the city that can be utilized for different uses. A framework for land use decision-making includes the form and design guides for each land use designation.

An Intensity-Based Approach to Create Mixed-Use, Walkable Districts

New development, existing redevelopment, and the evolution of Riverside can occur to improve its experience for all living in, working in, and visiting Riverside. An intensity-based framework focuses on the design and feel of a place as uses are guided to certain areas. Important elements of the approach for each land use designation include:

- 1. Mixing Uses.** Mixing compatible but different uses creates more interesting and attractive communities. The Comprehensive Plan recommends a flexible land use approach that encourages mixing uses based on complementary characteristics.
- 2. Allowing Purposeful Density.** Density is okay and can be a comfortable addition to Riverside's limited land use base. Almost any site in commercial, medium, and higher intensity area can accommodate density with proper design for parking, height, building orientation, and other factors.
- 3. Environmental Preservation.** Sensitive natural features should always be protected. The plan reserves major sensitive areas such as parks or open spaces. The plan may not designate all sensitive areas, but growth under all designations should accommodate natural features. All areas should also include stormwater best management practices, given the intensity of development.
- 4. Active Mobility.** The plan identifies future road improvements and trail routes for efficient mobility within the city and to regional systems. All areas should include interconnected paths, even if not explicitly shown in the plan. Connections include a system of complete streets, internal connections within developments, and greenway trails.

It is important to remember that while the intensity-based concept proposes mixing uses, it does not mean that every land use is appropriate everywhere. Location standards and compatibility requirements for certain are an important part of the 2040 Land Use Plan.



What is Density?

Development can occur in many ways - in different configurations, at different densities, and with different landscapes. The examples provide a design perspective at different density ranges. This plan defines the following density ranges, which can include a variety of housing types:

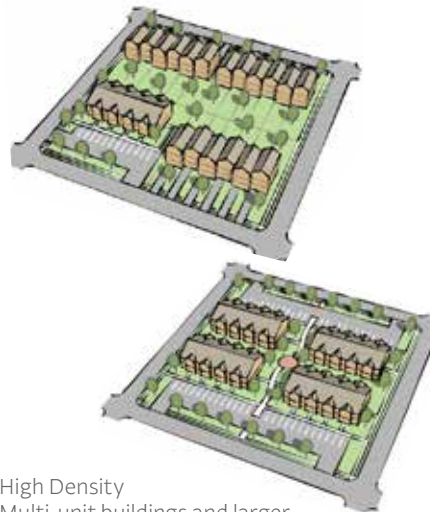
- "Low" - Generally under five dwelling units per acre. Equal to one unit per 8,700 square feet of development area including streets, lots, and open space.
- "Medium" - Generally ranging from 6-14 dwelling units per acre. Down to one unit per 3,100 square feet of development area including streets, lots, and open space.
- "High" - Generally over 14 dwelling units per acre. High density relies less on units per square foot of development and more on the site's design to allow more units while mitigating any adverse influences on surrounding areas.



Low Density
Example: detached single units



Medium Density
Example detached single units and attached townhomes on small lots



High Density
Multi-unit buildings and larger townhome structures



Gatewoods ~ 2.5-3.0 units per acre



Palisades ~ 2.0-2.5 units per acre



Riverside Townhomes ~ 12 units per acre



Homestead ~ 13 units per acre



The Landing at Briar Cliff (KCMO) ~ 27 units per acre



The Local (Mission, KS) ~ 75 units per acre

The above images are examples and representations. They are not necessarily indicative of the design directions of this plan.

2040 Land Use Designation

Urban Low Intensity (ULI)



A pattern of lower-density development. Compared to other designations, ULI has more space and separation of uses. Low-intensity areas can include a horizontal mix of primarily residential uses. Limited non-residential uses could be permitted at compatible scales.

Residential in ULI

- Emphasis on single-unit detached and attached residential developments.

Form and Features:

- General aggregate development density of 3 to 7 units per acre. Lot sizes should vary to provide different housing types.
- A framework of streets and open space should create neighborhoods and multiple access points for all types of transportation.
- Open spaces, streets, and trail or sidewalk connections integrate with other neighborhoods and the community.

Non-Residential in ULI

- Generally limited to neighborhood offices and home occupations.
- Low-intensity neighborhoods can include parks and civic uses like schools and places of worship.

Form and Features:

- Buildings mostly two stories or under.
- Any neighborhood office clusters are around arterial or collector streets.
- Building orientation to the street is preferred, with parking in the side or rear yard.
- Appearance should look like residential structures.

Locational Considerations. Buffer from arterial streets with other designations or topography/vegetation. Careful consideration of location to not occupy land better suited for higher densities and non-residential uses.



Single-Unit Attached



Larger Lot Single-Unit Detached



Two-Unit Structure



Single-Unit Detached



Neighborhood Office



Single-Unit Detached



Parks and Civic

2040 Land Use Designation

Urban Medium Intensity (UMI)

More variety in housing arrangements and allowance of commercial. Increased intensity (compared to ULI) increases opportunities for economic activity and social interaction. Medium intensity areas include mostly a horizontal mix of residential and non-residential uses at moderate densities and scale. There may also be opportunities for vertical mixed-use.

Residential in UMI

- Uses include a variety of housing types that may be on smaller lots. Housing mix can include single-unit detached homes, duplexes, townhomes, and multi-unit buildings to create integrated neighborhoods.

Form and Features:

- General aggregate development density of 7 to 14 dwelling units per acre.
- Attached housing developments maintain the identity of the individual housing units.
- Multi-unit structures at eight units or less.
- High connectivity with multiple access points into neighborhoods.

Non-Residential in UMI

- Neighborhood retail, office, and mixed-use options are still primarily horizontally mixed with shared parking.

Form and Features:

- Buildings at four stories or lower.
- Any retail/office clusters should be around arterial streets. Smaller retail/office clusters are appropriate on any street where transitions between residential uses or higher intensity designations occur.
- Building orientation to the street is preferred, with side or rear parking and pedestrian accommodations.

Locational Considerations. As transitions from ULI areas. Trail connections highly preferred. Careful consideration of location to not occupy land better suited for higher densities and non-residential uses.



Single-Unit Attached



Two-Unit Structures



Smaller Multi-Unit Structures



Neighborhood Office or Retail Mixed-Use



Townhome Arrangements



Smaller Lot Single-Unit Detached



Townhome Arrangements

2040 Land Use Designation

Urban High Intensity (UHI)



Areas with increased economic activity and a higher frequency of diverse and complementary uses. High-intensity areas include more urban services with a horizontal and vertical mix of high-density residential uses and commercial uses of compatible densities and scales.

Residential in UHI

- Allow non-residential buildings but still focus on residential uses ranging from townhomes and apartments. Mixing residential and commercial or office uses on the same site is encouraged when feasible from a design and market capitalization standpoint.

Form and Features:

- Aggregate development density at 14+ units per acre at sites with direct access to major arterial and collector streets. Avoid creating isolated multi-unit development but can be in a cluster format to protect environmental features.
- Edges of UHI residential transitions to lower intensity uses or buffers through design, landscaping, and buffering.

Non-Residential in UHI

- More prevalent and focus in UHI areas that can include mixed-use offices, commercial, and institutional uses.

Form and Features:

- Buildings up to eight stories, mixed horizontally and vertically.
- Good street access with multiple routes to highways and arterials, yet still including pedestrian accommodations. Trails and pathways integrated throughout developments to connect to parks, neighborhoods, and community destinations.
- Commercial uses allowed given they have a residential component and are located on arterial streets or rail lines.

Locational Considerations. Along trails and transitions from ULI and UMI areas to major streets, commercial, or employment areas. Trail connections highly preferred. Careful consideration of location to not occupy land better suited for employment or commercial retail uses.



Multi-Unit Complexes



Residential Mixed-Use



Townhome Arrangements



Multi-Unit Structures



Trail Access



Multi-Unit Complexes



Commercial Mixed-Use

2040 Land Use Designation

Commercial Mixed-Use (CMU)

Areas that provide opportunities for the success of businesses that serve the community and region. Many of these areas are developed and have opportunities for redevelopment. Redevelopment should create integrated uses and address preferences for walkable urban areas.

Uses

- A mix of complementary uses, including offices, retail, personal services, restaurants, and mixed-use residential.
- Public spaces and amenities are encouraged within development to improve curb appeal and create pockets of social interaction.
- Residential uses are allowed in mixed-use structures with commercial uses. Free-standing apartment complexes that are not integrated into a non-residential development would not be allowed.

Form and Features:

- Good access to arterial streets, yet still with pedestrian access. Multiple access points and routes between uses. Redevelopment of obsolete commercial developments would incorporate these same features.
- Design rules and performance regulations address the look of buildings and orientation toward the public facing environment.
- Small-scale manufacturing and cottage industries (small-scale manufacturing that can be done within another space) may be allowed with requirements that they include a commercial component.
- Adjacent development areas should share parking areas whenever possible to reduce the total amount of parking lots.

Locational Considerations. Along arterial and collector streets and near highly visited destinations. Trail access is highly preferred.



Stand Alone Commercial



Commercial Mixed-Use



Commercial Mixed-Use



Trail Access



Incorporated Public Gathering Spaces



Retail and Restaurants



Commercial Mixed-Use

2040 Land Use Designation

Business Park (BP)



Riverside’s location near major highways and Interstates makes it an attractive location for large scale business development and shipping related industrial. Several areas already allow a broad range of larger footprint commercial and industrial uses, such as those with outdoor storage, regional bulk processing centers, indoor manufacturing, warehousing facilities, technology centers, and similar scale uses.

Uses

- Residential is not appropriate. Multi-unit residential uses can be mixed into corporate campuses or employee-provided housing arrangements.
- Larger business development or regional commercial uses focus on manufacturing, warehousing, distribution, office, office/ industrial flex spaces.
- Heavy materials production and uses with significant outdoor operations are permitted with design regulations and mostly indoor operations.
- Smaller commercial uses can be provided to support the primary employment generators but are not meant to be stand-alone uses that are not complementary to the business park description.

Form and Features:

- Higher site design standards along street frontages and transitions to lower intensity districts. Examples include landscaping, connections, storage screening, and buffering lower-intensity uses.
- Special consideration to the image that travelers see along arterial streets and from nearby attractions.
- Uses with high external effects, such as noise and smell, are allowed provided they mitigate anticipated adverse impacts on adjacent land uses and are located on arterial streets or rail lines. Operational standards should consider traffic, noise, lighting, and air quality.

Locational Considerations. In designated business parks, along rail lines, or other pre-existing areas developed with business park type uses.



Limited Outdoor Operations



Commercial/Industrial Flex Spaces



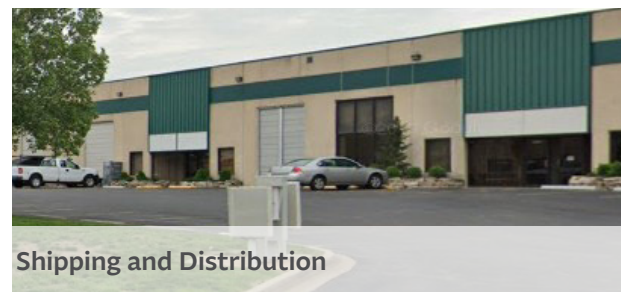
Complimentary Uses to Employment Centers



Office Campuses



Buffering Treatments and Landscaping



Shipping and Distribution



Buffering Treatments and Landscaping

2040 Land Use Designation

Industrial (I)



Areas intended for industrial uses. These areas allow existing uses. As compared to the business park designation, uses may be difficult to integrate with less intensive uses due to negative impacts from heavy traffic, noise, or odors.

Uses

- A wide range of existing uses, including manufacturing, utilities, extraction, and material processing. Uses in these areas can vary in size, and aesthetic standards may be less stringent.
- New areas for industrial future land use designations should be avoided in Riverside.

Form and Features:

- Industrial areas should consider the following factors:
 - › Freeway and rail access.
 - › Proximity to existing employment centers.
 - › Compatibility of neighboring land uses.
- Operational standards that buffer noise, lighting, and air quality.
- Screening of permitted outdoor storage areas visible from any street or adjoining neighborhood to mitigate negative environmental impacts.

Locational Considerations. Existing areas with heavy industrial uses.



Construction Staging Sites



Large Outdoor Storage Areas



Buffering Treatments and Landscaping



Shipping



Heavy Utility Providers

2040 Land Use Designation

Parks and Open Space (PO)



Areas intended to remain largely undeveloped for preservation, parks, or natural uses.

Uses

- Primarily natural and recreational uses with a limited number of enclosed structures.
- Traditional park and recreation areas including both passive and active recreation.
- Connected trail systems.
- Floodplain areas.

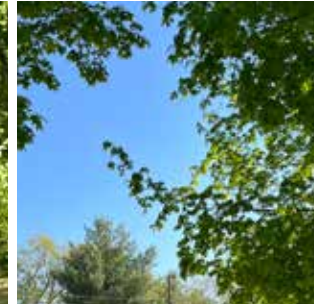
Form and Features:

- Valuable for their natural character. Minimal visual, auditory, and other pollutants that would reduce the pristine character of areas.
- Maintain trees and natural greenways. Do not significantly alter natural drainageway.
- More intense recreation uses, like sports complexes, should be treated like comparable commercial uses for the traffic and compatibility issues that they can generate.
- Environmentally sensitive areas and creeks/drainageways should be preserved.
- Open park structures are allowed. Enclosed structures for gathering and maintenance facilities are allowed given any floodplain requirements.

Locational Considerations. Nearly all floodplain areas and along the riverfront and Line Creek.



Passive Park Spaces



Active Park Spaces



Active Park Spaces



Passive Park Spaces



Active Park Spaces



Heavy Trail Connectivity



Preserving Natural Features

2040 Land Use Designation

Public and Semi-Public (PS)



To provide space for educational, institutional, assembly, and other public uses, including schools, cemeteries, and public facilities. Designated areas are existing uses.

Uses

- Educational: Public, private, and parochial institutions at K-12 and post-secondary level, or trade/business schools and their accessory uses.
 - › Park Hill High School
- Institutional and Assembly: Community or cultural facilities, public health care facilities, and their accessory uses.
 - › Riverside Library, Cemeteries.
- Government.
 - › City Hall Municipal Campus.

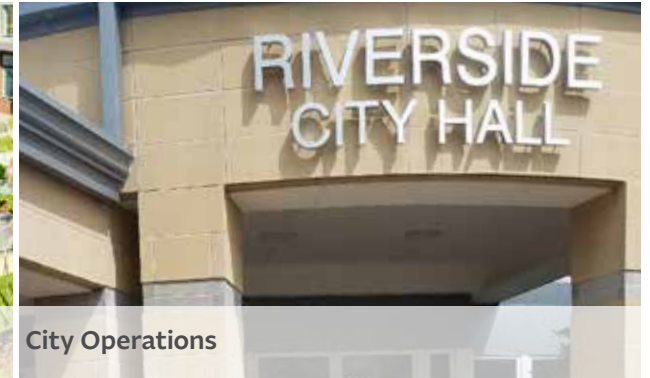
Form and Features:

- Public facilities should be held to the same standard for site design and connectivity as any private enterprise of similar intensity.
- Civic uses may be permitted in several areas that are not under the PS designation, including residential areas.
- Maintenance, operating facilities, and public works yards should generally be located in industrial areas. Individual review of proposals requires an assessment of operating characteristics, project design, and traffic management. Industrial operating characteristics should be controlled according to the same standards as industrial uses.

Locational Considerations. None.



Public Spaces



City Operations



Library



Community Center



Public Spaces



High School

2040 Land Use Designation

Commercial Recreation (CR)



Restricted to special uses unique to the city on a regional scale. Uses require a specialized development plan with a primary use and complementary other uses.

Uses

- For Riverside, these areas include:
 - › KC Current soccer facilities.
 - › Future entertainment/Live Nation area.
 - › Casino.

Form and Features:

- Heavy commercial recreation and entertainment based with allowances for complementary commercial, civic, or recreational uses in the vicinity or on the same development site.
- Detailed site design should be required with attention to access, parking, pedestrian movements, impacts on adjacent uses, infrastructure requirements, and stormwater management.

Locational Considerations. Near highways and arterial streets. Access to commercial areas.



Public Space



Outdoor Entertainment



Mixed-Use
Complimentary Uses



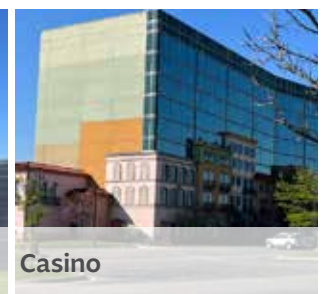
Public Space



Mixed-Use
Complimentary Uses



KC Current



Casino

Design Guides for All Designations

The following list of site design considerations is appropriate for decision-makers to evaluate development proposals in the context of the future land use designation, overarching development principles, and other plan elements. Zoning and subdivision regulations should be updated to complement these design guides and applicable districts. Some areas, like the Horizons Business Park, already have design guides in place that leaders should continue to enforce. A list of possible regulatory updates is in the Appendix.

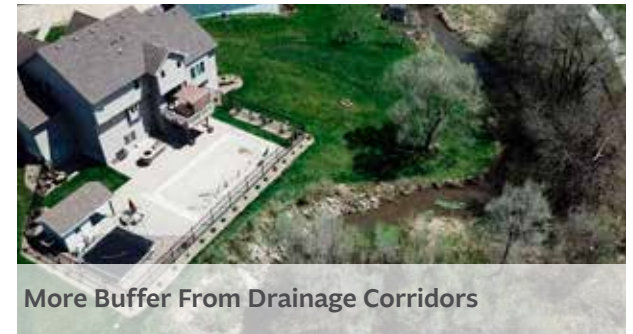
Environmental Design

- 1. Site development should always respect the natural environment.** Engineering techniques should not be used to force fit development into the environment. Development designs requiring significant amounts of cut and fill to maximize the number of lots at the expense of the environment should not be approved. See pages 62 for more guidance on best stormwater management practices.

Mixed-Use Design

- 1. Land Use Transitions.** Encourage higher density residential development near commercial, employment, or public areas. Smaller lot sizes and alley loaded development can be allowed to promote traditional neighborhoods.

- 2. Street Oriented Design.** Preference to buildings that are closer to the street with parking on the side or rear. Exceptions for larger building setbacks could be for gathering spaces like outdoor dining, seating, plazas, and greenspace. Street orientation should include entrances, storefronts, and windows facing the street.
- 3. Building Quality.** Building designs should be architecturally sustainable by using quality building materials that are proven to last. Large expanses of blank facades should be avoided without a combination of windows, material variety, trim, and other architectural features (the industrial designation is excluded).
- 4. Efficient Parking.** Site design that shares parking areas and access drives between non-residential and residential uses, with parking in the side or rear of buildings in most commercial and higher intensity residential uses, or incorporated structured parking. On-street parking can count towards meeting parking needs.
- 5. Shared Spaces.** Site design in higher intensity designations and employment areas that incorporates usable public open space such as a park or plaza, which may be shared between uses. Use entrances to parks, schools, and public spaces as opportunities for these spaces.
- 6. Scale.** With limited land available, it is recommended that most buildings in commercial development be at least two stories tall. When one-story buildings are proposed, they should only be located at key intersections or on corner lots if in a lower intensity future land use designation.



More Buffer From Drainage Corridors



Street Oriented Design



Shared Spaces

Design Guides for All Designations (Continued)

Neighborhood Design

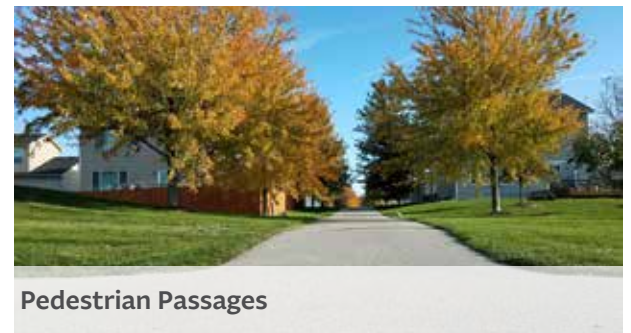
1. **Housing Mix Within One Area.** Many housing types according to the designation are promoted in each neighborhood for all age ranges and income levels.
2. **Quality Multi-Unit Design.** Multi-unit structure design has similar architectural standards as mixed-use design.
3. **Street Character.** Interconnected networks of pedestrian-friendly streets that encourage walking and bicycling. Maintain existing tree canopies in neighborhoods, retroactively plant trees when redeveloping in existing neighborhoods with no street trees, and plant a diverse set of street trees in new neighborhoods.
 - A. Reduce the length of cul-de-sacs or at least alert pedestrians of dead-end routes. Ideally, all cul-de-sacs have land reserved for pedestrian access through the back end of the cul-de-sac.
 - B. Convenient access to neighborhood services within walking distance.
4. **Community Connections.** Streets, trails, and sidewalks with multiple connections within and between neighborhoods that give all choice and control in their mobility and easy access to important destinations from their residences.
 - A. An internal street circulation system as opposed to looped drive systems through parking lots which may appear disjointed.
 - B. Buildings sited with front entrances and porches oriented toward streets, drives, and plazas, rather than clustered around parking lots. Parking lots located behind buildings or screened from view from internal streets.
 - C. Walkways that connect all buildings with parking areas, play areas, clubhouses, and sidewalks along adjoining streets, as well as neighboring stores, offices, and transportation.
 - D. Building designs should create variety and not be replicated throughout the development. Such designs should include elements of the following:
 - i. Side and rear building elevations, garages, carports, and accessory structures have the same design level, aesthetic quality, and architectural detailing.
 - ii. Porches, varied roof lines, and varied façade depths to create variety of each dwelling.
 - iii. Windows and projecting wall surfaces break up larger wall surfaces and provide street visibility and other public spaces, encouraging social interaction.
 - iv. Garages designed to be integrated with the building design or sited to avoid long monotonous rows of garage doors and building walls. Garages should be oriented so they do not visually dominate the building façade or the streetscape.



Housing Mixes



Multi-Unit Scale Transition



Pedestrian Passages



Building and Garage Orientation

Design Guides for All Designations (Continued)

Commercial Design

- 1. Commercial Centers.** Develop office and commercial uses in planned centers of compact clusters or mixed-use environments, as opposed to extended strip developments.
- 2. Limited Parking Scale.** Divide parking areas into smaller parking fields located to the rear or side of buildings whenever possible. Landscaping and sidewalks connect to building entrances. Shared and on-street parking should minimize an over-supply of parking. Structured parking behind buildings or on upper stories can be appropriate.
- 3. Intensity Transitions.** Incorporate multi-unit or neighborhood commercial as transitional land uses between adjacent residential and uses of higher intensity.
- 4. Street Oriented Design.** Like mixed-use design, preference is for buildings that are closer to the street with parking on the side or rear. Exceptions for larger building setbacks could be for gathering spaces like outdoor dining, seating, plazas, and greenspace. Street orientation should include entrances, storefronts, and display windows facing the street.
- 5. Scale.** With limited land available, it is recommended that most buildings in commercial development be at least two stories tall. When one-story buildings are proposed, they should not be located at key intersections or on corner lots.

Pedestrian Design

- 1. Walkability.** Creating a “walkable” community is more than constructing sidewalks along streets. True walkability is achieved by building placement, street design, and landscaping coordinated in a manner to provide pedestrian comfort, safety, and visual attractiveness.
- 2. Internal Development Connections.** Require separated and direct sidewalk connections to all building entrances and public spaces from the street or parking areas. Also, ensure new developments make connections to adjacent sidewalk systems when present or planned for in the future.
- 3. Crossings.** Reduce the distance pedestrians must walk to cross areas used by vehicles (streets, driveways, parking, etc) while limiting the number of driveways that cross pedestrian routes. Crosswalks should be required along designated active transportation routes that prioritize pedestrians over motorists.
- 4. Comfort.** Buffer pedestrian routes from driveways, parking areas, and streets with a minimum 3’-5’ strip of landscaping.
- 5. Direct.** Include signs along pedestrian routes that give directions and distances to destinations. Require curb ramps at all intersections, transitions to sidewalk systems, and future bus stops.

See pages 50-51 for more guidance on active transportation components.



Commercial Mixed-Use Environments



Parking Scale



Internal Connections



Building Scale Transitions

Design Guides for All Designations (Continued)

Functional Services Design

1. **Utility Appearance.** Hide equipment and facilities as much as possible from public view. Utilities should be kept underground whenever possible. Above-ground utility equipment, such as utility boxes within the street right-of-way should be designed to blend into the street furniture design or public art.
2. **Protect Natural Features.** Utility easements must be located outside tree preservation areas and other landscape areas to protect the vegetation and minimize conflict with landscape improvements. Storm drains and sanitary sewers should be designed to minimize the loss of existing trees and damage to natural riparian areas.
3. **Lighting.** Require lighting along major pedestrian routes, internal parking lots, and building entrances. Trail, parking lot, and building light fixtures should have a cut-off or beveled top cover that directs light toward the ground to reduce off-site illumination.

Transportation Design

1. **Design Framework.** Enhance connectivity, build complete streets, promote greenery, and design with the context of adjacent existing or future land uses.
2. **Transit Planning.** Plan for future transit and consider space where stops and routes might go.
3. **Access Management.** Site development along highways should include collaboration with public entities for frontage roads to connect adjacent sites.

See page 50 for more guidance on mobility components.



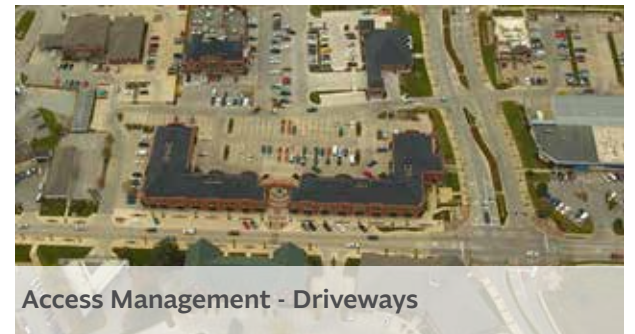
Screening



Utilities Incorporated into Other Uses



Natural Feature Preservation

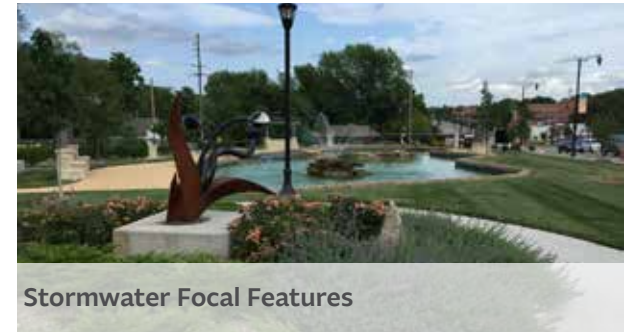


Access Management - Driveways

Design Guides for All Designations (Continued)

Collector and Arterial Corridor Appearance

1. **Land Use Scale.** Multi-story buildings with noteworthy architectural design should be located on intersections to serve as landmarks.
2. **Natural Features.** Stormwater detention areas should be designed to create high quality focal points, entrance features, or public spaces.
3. **Access Management.** Numerous linkages (both vehicular and pedestrian) between properties should be incorporated into site design. Street layouts must not lack connections that force residents to drive to nearby destinations.
4. **Transitions.** Like mixed-use design, smaller-scale commercial can act as an intensity transition near neighborhood entrances with direct pedestrian and vehicular connections.
5. **Parking Lots.** Locate parking lots on the sides or rear of a building as much as possible and heavily landscape and screen from view or locate where not visible from public streets. Parking lot lighting should be low level in nature with pole heights not to exceed a maximum of 25 feet.
6. **Drive-Throughs.** The design of drive-through services and other auto-oriented businesses should include safe and equal access for pedestrians and other modes of traffic.
7. **Architecture.** High quality and lasting materials should be used with architectural elements such as colonnades, canopies, street-level display windows, lighting, and a variety of building materials. Site design features around the building exterior should further reinforce human scale with landscaping and paths. Larger buildings may create the appearance of multiple tenants, storefronts, and entrances. Architectural details such as texture, pattern, color, and building form used on the front façade should be incorporated on all visible building facades.
8. **Residential Appearance.** In single-family and two-family dwelling areas, such dwellings are expected to include various garage placements and orientations to avoid monotonous rows of garage doors visible from the street. Such variety may include a mixture of rear and side loaded garages, attached, and detached garages. Freestanding garages and carport structures for multiple dwelling unit buildings should be sited to avoid long monotonous rows of garage doors and building walls.
9. **Building Height.** The height of commercial and mixed-use buildings along collector and arterial streets are allowed to be taller. However, shorter heights can be required where such buildings abut a residential district.



Stormwater Focal Features



Side Buffered Parking Lot



Access Management - Cross Connections



Height Transitions

Development Directions

Applying the Plan

Riverside's corporate boundaries will not change. Therefore, there are limited opportunities for new development or redevelopment of existing sites. Land that is still vacant needs to be thoughtfully planned in addition to some sites that are ripe for change given market forces in the Kansas City metro. The following four areas are strategically important for Riverside's future appeal, economic success, and community quality of life. To support the plan's goals and long-term vision, directions for these areas should:

- Improve the function and value of the most visible areas to the public.
- Offer a variety of housing options for every stage of life.
- Focus on building quality places for current and future generations.
- Create destinations that attract visitors from a large region.

"Riverside Crossings"

Context

The intersection of Vivion Road and Gateway Avenue is considered the civic heart of the community. Clocktower Plaza, City Hall, the Community Center, the Public Library and Renner Brenner Park announce arrival into Riverside. The Cozy Café is a destination restaurant also located here. Considerable improvements have been undertaken to enhance this entrance in recent years. The Public Library is moving from its current location to a new site directly adjacent to Renner Brenner Park, further strengthening the civic campus. Redevelopment opportunities exist not only on the former library site but also sites left vacant after demolition of deteriorated commercial structures. Existing buildings are one-story tall with deep setbacks from the roadway. Areas adjacent to Line Creek are in designated flood zones.

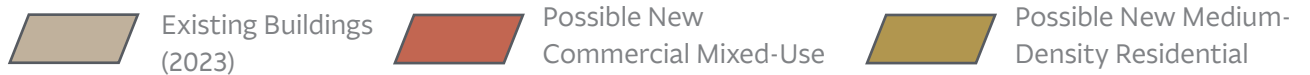
Opportunity

The City of Riverside has excellent opportunities to leverage existing community assets to strengthen the civic campus and restore vibrancy at this intersection. Maximizing infill development with multi-story buildings and reduced setbacks would help to define the urban edge and create a more comfortable human-scaled environment. Streetscape enhancements that build off the visual cues provided at Clocktower Plaza can further beautify the Gateway Avenue and Vivion Road corridors and encourage pedestrian activity. Greenfield development can accommodate additional housing in open spaces behind the Corner Café, carefully considering the existing floodway. Green infrastructure practices including permeable paving and bioretention cells can further address stormwater needs in the area.

Policy Framework

- **Streetscape.** Expand streetscape elements from the Clocktower plaza along Vivion Road and Gateway Avenue. Include lighting, banners, street trees and street furnishings in the streetscape enhancements.
- **Reduce setbacks.** Limit parking in front of commercial buildings to reduce setbacks and strengthen the urban edge.
- **Encourage multi-story buildings.** Encourage multi-story construction along Gateway and Vivion Roads, maximizes land use, and further enhances the urban environment.
- **High quality building materials.** All buildings should be constructed with durable and high-quality materials that are attractive and will stand the test of time.
- **Private property improvements.** Façade renovations have improved the appearance of commercial structures. Encourage, and potentially incentivize, property owners to incorporate additional landscaping onto their site and into existing parking lots.

Figure 4.2: "Riverside Crossings" Possibility: Commercial Mixed-Use and Townhome Development



“Downtown” Riverside

Context

Platte Road is a highly visible eastern gateway into Riverside from Kansas City. In the early 1980s, over 75 acres at this entrance were zoned for light industrial uses. Today, small warehouses with outdoor storage dominate this corridor’s landscape. Other commercial buildings were constructed in the 1950s as Highway 9 developed. As these buildings age and grow obsolete, their appearance negatively impacts the image of Riverside. Some buildings have been vacated, including the former RedX, which constructed a new building on an adjacent site. The former Red X site consists of 13.3 acres to be redeveloped. The City of Riverside owns an additional 4.6 acres at the intersection of Platte Road and Riverway Boulevard where Beverly Lumberyard once stood. An additional 2.7 acres are vacant and privately owned. In total, over 20 acres in this area are prime for redevelopment. Additionally, Riverway Boulevard is scheduled to be realigned and a traffic circle constructed at its intersection with Platte Road. With significant new industrial development constructed in Horizons and market forces pushing for additional housing across the Kansas City metro, now is the time to re-imagine a new future for the “Downtown” area.

Opportunity

Limited land is available for development in Riverside, and therefore, maximizing each acre for the highest and best use is critically important. The Downtown area is Riverside’s best opportunity to create a walkable, pedestrian-friendly mixed-use district that incorporates new commercial development with various housing opportunities and new greenspaces. In the near term, aging industrial and commercial properties along Platte Road should be targeted for initial phases of redevelopment. Long-term, properties along the Line Creek flood wall should also be considered for redevelopment. Developing a master plan for the district ensures a cohesive, connected development.

Policy Framework

- **Encourage mixed-uses.** Future developments should transition away from single-use, free-standing structures to provide mixed-use developments. In commercial real estate, the adage is “retail follows rooftops.” Incorporating housing into the downtown development provides housing density and opportunities to grow Riverside’s population that supports new retail and community services.
- **Include a variety of housing options.** Modern apartments, condominiums, and owner-occupied townhome developments are currently lacking in Riverside’s housing mix. Incorporating a variety of housing opportunities attracts new residents to

Riverside and provides opportunities for existing residents to stay in the community as they upsize or downsize.

- **High quality building materials.** All buildings should be constructed with durable and high-quality materials that are attractive and will stand the test of time.
- **Placemaking.** Quality gathering spaces, greenspaces, and streetscape elements should be incorporated within the development to create a strong neighborhood identity.
- **Parking as a necessity.** Parking must not dominate this area and quality pedestrian connections should connect pedestrians to all available parking. Residential parking should also be discreet.
- **Stormwater.** Incorporate stormwater management as an amenity.
- **Buffering from industrial uses.** Implement strong buffering with landscaping, berms, and fences to soften the transition from industrial to residential uses. Any outdoor storage areas should be screened with solid fencing.
- **Trail Connections.** Nearby trails are an amenity to future residents and business owners in Downtown. Provide clear and direct connections to the Interurban trail and Line Creek trail.

Figure 4.3: "Downtown" Riverside Possibility: Commercial Mixed-Use and Multi-Family Redevelopment



-  Existing Buildings (2023)
-  Possible New Commercial Mixed-Use
-  Possible New High-Density Residential
-  Retail Commercial

Figure 4.4: "Downtown" Riverside Possibility: Building Scale and Transitions



Figure 4.5: "Downtown" Riverside Possibility: Public Space and Streetscaping Examples



Gateway Corridors and Commercial Centers

Context

As described throughout the plan sections, commercial areas of the city are heavily dominated by the automobile and have a disjointed character. There is no unifying architectural style. Buildings are often set back long distances from the street and there is little or no pedestrian access from the street or parking lots to the buildings. Site planning is fragmented, creating a disjointed appearance in which buildings and developments do not relate well to the street or to one another.

Riverside also lacks a defined commercial center – there is no singular “there” in Riverside. Additionally, there are no “gateways” that announce to visitors that they have entered into the city. A gateway feature is symbolic and signifies a celebrated entrance but can take several different forms. Gateways can be physical features such as sculpture, entrance monuments, and landscaping, or quality development elements, such as visually attractive buildings.

Opportunity

Many visions, goals, and strategies throughout the plan sections target ways to improve the form, function, and appearance of corridors in Riverside. When evaluating development proposals, more attention to the relationship between buildings, pedestrians, and the street is required. Particularly along the primary corridors, development standards should discourage the use of property for outdoor storage of equipment or products.

The vision for gateway corridors like Gateway Avenue, Vivion Road, and West Platte Road is to create corridors that support a mix of complementary uses in attractive settings that can serve residents and visitors alike. Development of these corridors should encourage pedestrian access from adjacent neighborhoods and prioritize walkability between neighboring lots while accommodating car access and easy parking.

Policy Framework

- **Connected mixed-use.** Create mixed-use, walkable corridors and nodes. Plan references:
 - › Mobility & Connections: Actions and Strategies for Goal 3, 4, 5 - Page 45
 - › 2040 Land Use and Mobility Plan: Land Use Framework - Page 69
- **Attract and welcome.** Improve the city’s streetscapes and continue public realm enhancements. Plan references:
 - › Image & Culture: Actions and Strategies for Goal 1, 2, 3 - Page 39
 - › Community Spaces: Actions and Strategies for Goal 1 - Page 62
- **Develop design standards.** Update the City’s unified development ordinance to facilitate and promote development that matches the community’s vision for Riverside. Plan references:
 - › Image & Culture: Actions and Strategies for Goal 2 - Page 41
 - › Community Spaces: Actions and Strategies for Goal 1 - Page 62
- **Promote and grow the city center.** Develop a “central gathering place” that is the heart of the community. Foster development of a town center, which would include the design and construction of a public gathering place or places. Plan references:
 - › Mobility & Connections: Actions and Strategies for Goal 3 - Page 50
 - › Community Spaces: Actions and Strategies for Goal 3 - Page 66
- **Support changing markets and preferences.** Provide the community services, amenities, and experience necessary to leverage and capture these changing consumer preferences. Plan references:
 - › Mobility & Connections: Actions and Strategies for Goal 2, 4 - Page 45
 - › Industry & Enterprise: Actions and Strategies for Goal 2, 5 - Page 53
 - › Community Spaces: Actions and Strategies for Goal 2 - Page 63



5

Implementation

Any plan is only as good as its follow-through. Implementation requires participation from multiple partners, with a focus on capital projects, initiatives, and policies. Implementation takes the recommendations from the plan elements with additional guidance on making these individual actions a reality.

Vision for Implementing the Plan

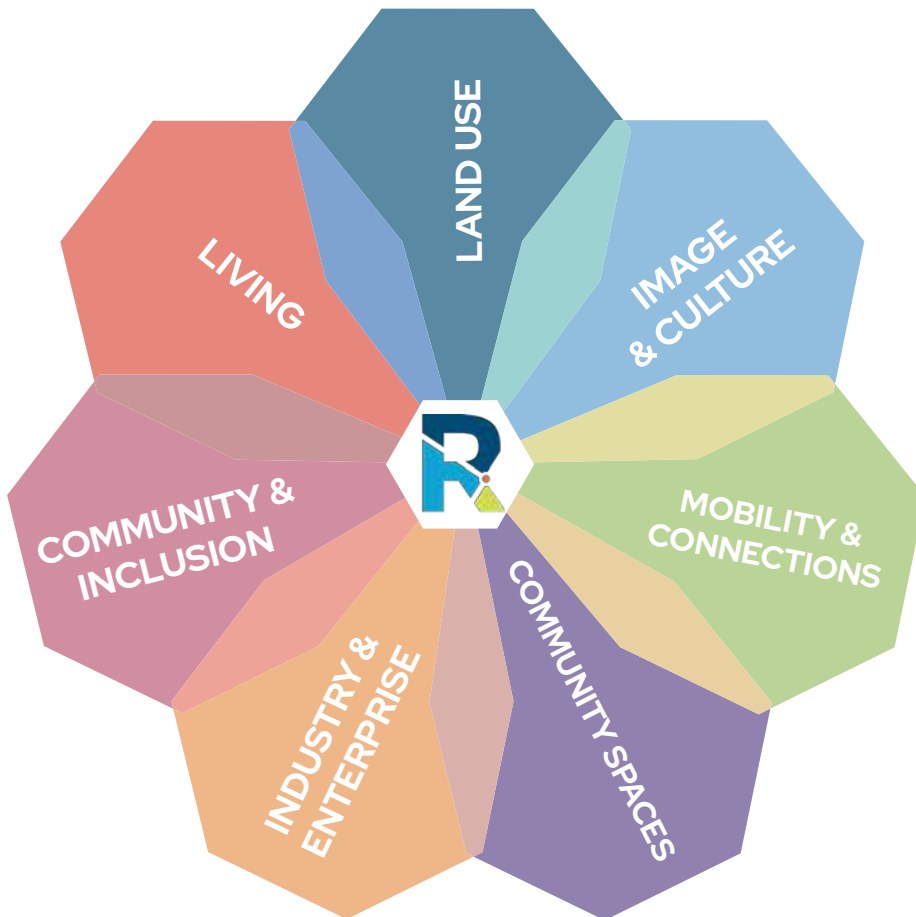
There are strong indications that growth in and around Riverside will continue at a rapid pace. Therefore, many unforeseen situations can affect planning decisions in Riverside that the comprehensive plan may not fully capture. This section provides the mechanisms to adapt and make changes to the plan and its implementation over time through the implementation goals.

Riverside leaders, businesses, and residents proactively pursue ways to meet the needs of the future





Goals for Implementing the Plan



Goals

- 1 Build cooperation and coordination with public and private entities.
- 2 Be financially sustainable with public investment by considering costs and benefits.
- 3 Be transparent and inclusive.
- 4 Use consistent decision-making criteria.
- 5 Regularly review and update.
- 6 Plan for public facilities and services in a coordinated and cost-effective manner.
- 7 Maintain and systematically improve service quality.

Implementation in Action

Plan Administration

Goal 1: Build cooperation and coordination with public and private entities.

For greater success, it is important for the City and its boards to partner with other entities interested in implementing the plan's recommendations. For example:

- A. Ensure all City departments understand the vision and goals of the plan and act together.
- B. Maintain communication and continued coordination between the City and neighboring and related governmental jurisdictions.
- C. Partner with the Park Hill School District, where sharing facilities, services, and programs can benefit students and citizens to achieve the goals of the comprehensive plan.
- D. Continual conversation with utility and internet providers on improving services for residents in the most fiscally responsible way.
- E. Use a variety of funds and partnerships to implement the plan rather than having the City assume the burden.

Goal 2: Be financially sustainable with public investments by considering costs and benefits. For example:

- A. Provide public facilities based on an informed study that indicates future needs.

Goal 3: Be transparent and inclusive.

This means more than just keeping people informed but keeping them engaged as part of visionary decision-making processes. For example:

- A. Use existing business and civic organizations to communicate and inform property owners and tenants of plans and accomplishments.
- B. Use public media, social media, and traditional communications outlets to inform citizens of all development projects and plans.
- C. Invest time and resources (staff time and funding) to stay up-to-date in city communications including website information, social media accounts, and new outreach platforms that evolve in the future.

Goal 4: Use consistent decision-making criteria.

As shown on the previous page, the comprehensive plan cannot predict every situation that might arise in the future. Leaders and staff will have to make decisions based on the vision and intent of the plan. Decision makers should contemplate the following criteria and questions when evaluating investment, development, and policy plans:

- A. Whether it complies with the spirit of the vision, goals, and principles of land use and development.
- B. Public cost impact and timetable for providing municipal services.
- C. The method by which the City plans to finance the extension and maintenance of municipal services.
- D. Tax revenues from existing and probable future development.
- E. Annual operating costs for public services, including public safety, recreation, and utility services at the same or better level of service.
- F. Ability to fulfill a community need.
- G. Possible strategies to add new civic and community uses.
- H. Protection of environmental features.
- I. Economic development opportunities.

Goal 5: Regularly review and update.

The comprehensive plan should be viewed as a dynamic changing document that adapts to conditions and markets to be used actively by all in the city. This includes other relevant plans, such as the Stormwater Master Plan and Facility Plans. The process should include an annual action and evaluation program to ensure the plan is current and reflects the community's interests and changing needs.

- A. Action Program. The Planning Commission and the Board should use the plan in goal setting sessions and further define strategic work programs of policies, actions, and capital investments. This annual process should be completed before the beginning of each budget year.
- B. Evaluation Program. An evaluation should occur annually. This evaluation should include a written report that:
 - » Summarizes key land use developments and decisions during the past two years and relates them to the plan.
 - » Reviews actions taken by the City during the past two years to implement plan recommendations.
 - » Defines any changes to make to the plan.
- C. Update the Unified Development Code as appropriate to align with the Comprehensive Plan.

Goal 6: Plan for new public facilities and infrastructure in a coordinated and cost-effective manner. Actions and strategies include:

- A. Efforts that are consistent with the nature of development and emergency service plans.
- B. Continue to maintain infrastructure and service levels. As new development occurs, the City should continue to invest in infrastructure and utility expansion to provide those services to developable land for both residential and commercial/retail uses.
- C. Budgeting for studies to regularly evaluate facility needs (every 5-7 years). Strategic priorities to continue budgeting include high-quality utility maintenance and repair over patchwork, storm sewer rehab in older areas, sidewalk infill programs for priority pedestrian routes, and a regular street repair program.
- D. After the successful renovation of the Public Safety building, continue to evaluate public buildings to ensure they are suitable for future staff growth and to promote efficiency within City departments.

Goal 7: Maintain and systematically improve service quality.

Public buildings and facilities should be maintained in good repair and regularly evaluated for updates. However, when demands change, facilities should be studied to determine their future - can they be adjusted to serve their current purpose better, or should they be re-purposed?

- A. Prioritizing maintenance and repair needs as well as correcting existing deficiencies to maintain the quality and enhance the safety of the city's multimodal transportation system.
- B. Invest in a sidewalk/trail-sized street sweeper and prepare a maintenance schedule for key walk/bike routes throughout the city.
- C. Add police and fire department staff as the population grows.
 - » In 2023, the number of fire and police staff was more than adequate to serve Riverside's population. As the city grows, continue to monitor the safety and quality of services, and add staff as necessary to provide these important and desired services.

Overview Tables of Visions, Goals, and Starting Actions or Strategies

COMMUNITY & INCLUSION	VISION: RIVERSIDE REACHES RESIDENTS AND BUSINESSES PROACTIVELY, EQUITABLY, AND COLLABORATIVELY	
	TIMEFRAME	PARTNERS
Goal 1: Celebrate diversity across all neighborhoods.	On-Going	Property owners, residents, landlords, Chamber, school district, businesses, non-profits
Goal 2: Proactively attract and welcome diversity and inclusion of residents and business owners of all demographic backgrounds.	On-Going	Property owners, residents, landlords, Chamber, school district, businesses, non-profits
Goal 3: Provide opportunities for active and direct participation of residents, business owners, and property owners within the community.	On-Going	Property owners, residents, landlords, businesses
Goal 4: Encourage diverse membership across appointed boards.	On-Going	Property owners, residents, landlords, businesses
Goal 5: Create a consistent level of community programming to build social connections across neighborhoods and organizations.	On-Going	Property owners, residents, landlords, Chamber, school district, businesses, non-profits
Goal 6: Have policies, programs, and codes that remove barriers and promote inclusion in Riverside.	On-Going	Property owners, residents, landlords, businesses

Overview Tables of Visions, Goals, and Starting Actions or Strategies

IMAGE & CULTURE	VISION: RIVERSIDE IS UPSTREAM FROM ORDINARY	
	TIMEFRAME	PARTNERS
Goal 1: Create experiences at all entrances to Riverside.	Mid-term, 5-10 years	Property owners, businesses, MoDOT
A. Use the priority gateway locations as a starting point for architectural or natural features into the city. Use Riverside's unique history as inspiration for entryway themes. These locations should include specialized signage, lighting, and landscaping approaches along the priority enhancement corridors.		
Goal 2: Elevate the visual appeal of prominent corridors through Riverside.	Short-term, <5 years	Developers, property owners, businesses, MoDOT
A. Require future buildings and adjacent developments on the Gateway Avenue, Vision Road, Platte Road, Horizons Parkway, and Highway 9 corridors to contribute to the quality of the street environment and enhance the experience of the motorized or non-motorized traveler along the corridor.		
Goal 3: Incorporate arts and Riverside's unique culture into public projects - support private efforts to do the same.	Short-term, On-going <5 years	Community donors, MoDOT
A. Establish an investment schedule to care for and maintain art installations.		
B. Explore exhibits that are functional and integrated into surroundings rather than standalone sculptures or exhibits.	On-going	School district, non-profits, developers, property owners, MoDOT
C. Explore with community partners the interest and need for a comprehensive public arts master plan.	Mid-term, 5-10 years	Property owners, residents, businesses, non-profits
Goal 4: Establish programming that keeps targeted centers active with people.	On-going	Chamber, Public Library, school district, businesses
A. Use public awareness and a public engagement to solicit equitable and diverse events and programming tailored to the neighborhood or community.		
Goal 5: Enhance connections to the Missouri River to promote Riverside and celebrate its unique geographic location as a river community.	Mid-term, 5-10 years	Corp of Engineers, Argosy
A. Conduct a study to identify feasible locations for river access. The study should determine the level of interaction that is safe and not cost prohibitive.		

Overview Tables of Visions, Goals, and Starting Actions or Strategies

MOBILITY & CONNECTIONS	VISION: RIVERSIDE SUPPORTS PEOPLE DRIVING, WALKING, BIKING, OR ROLLING TO MEET THEIR DAILY NEEDS	
	TIMEFRAME	PARTNERS
Goal 1: Coordinate transportation and land use plans, focusing on critical connections illustrated in the 2040 Land Use and Mobility Plan		
A. Reserve right-of-way for future connections. The 2040 Land Use and Mobility Plan presents a framework that incorporates future streets to implement.	On-going	Property owners, developers
B. Coordinate with the Mid American Regional Council (MARC) and other regional partners on land use and transportation decisions of mutual importance, such as the MARC congestion management plan and policies, and future regional transit locations.	On-going	Mid American Regional Council MoDOT, property owners
Goal 2: Embrace new transportation modes for the future, such as regional transit, rail, micromobility, and other emerging technologies.		
A. Collaborate with regional partners, including KCATA, MARC, Platte County, and neighboring jurisdictions to explore options for efficient, affordable, and reliable transit service.	On-going	Mid American Regional Council, KCATA, Platte County, adjacent cities, MoDOT
B. Increase resident and employer awareness of alternative modes of transportation, including ridesharing options, such as Way to Go, or public transportation services, such as RideKC and Iris.	On-going	Mid American Regional Council Chamber, businesses
C. Sponsor RideKC Bike citywide to make electric bikes available within Riverside.	Short-term, <5 years	Non-profits, Mid American Regional Council
D. Follow regional guidance from MARC on autonomous and connected vehicle frameworks to prepare for future changes to transportation.	On-going	Mid American Regional Council
E. Prepare for the increasing number of electric vehicles (EVs) on the road with an EV parking plan, navigate accessibility challenges, and keep all transportation system users safe.	Short-term, <5 years	Mid American Regional Council, property owners, businesses
Goal 3: Use the active transportation system as a community-building tool.		
A. Integrate more amenities along trails, such as pedestrian-scaled lighting, Riverside branding, benches for rest, pocket parks for play, and more.	Short-term, <5 years	Non-profits, community donors

Overview Tables of Visions, Goals, and Starting Actions or Strategies

MOBILITY & CONNECTIONS	VISION: RIVERSIDE SUPPORTS PEOPLE DRIVING, WALKING, BIKING, OR ROLLING TO MEET THEIR DAILY NEEDS	
	TIMEFRAME	PARTNERS
B. Host community events, like Reaching Riverside, at places that connect to the trails and use these events as ways to educate people.	On-going	Property owners, businesses
C. Create a community hub at Renner Brenner Park. This could include bike parking, fix-it stands, water and restroom facilities, curated spaces to hang out, a splash pad, interactive public art, and more amenities that draws community members in and serves as a walking and biking nexus.	Short-term, <5 years	Public Library, non-profits, community donors
D. Develop a Bike Friendly Business (BFB) Program. A BFB Program encourages business owners to implement bike friendly practices and builds further support for trail development, usage, and maintenance.	Short-term, <5 years	Non-profits
E. Promote Riverside’s trail system as a reason to come visit the community to support local economic development.	On-going	Chamber, businesses, Realtors
Goal 4: Make the trail system functional for recreation and everyday commuting for all ages and abilities.		
A. Target the improvement areas on the Future Active Mobility Map	Short-term to long-term	MoDOT, Mid American Regional Council, property owners
B. Coordinate with MARC and actively participate in regional plan development and implementation, starting with Connected KC 2050 and the Regional Bikeway Plan.	Short-term, <5 years	Mid American Regional Council
C. Use pilot programs to explore innovative solutions to short-term concerns while building community support for longer-term infrastructure strategies	Short-term, <5 years	Mid American Regional Council, non-profits
D. Start by enhancing identified trail crossings on the Future Active Mobility Map with safety features such as higher visibility crossings, signage, stop features, and traffic calming elements.	Short-term, <5 years	MoDOT, Mid American Regional Council
E. Continue funding and installing wayfinding and directional signs.	On-going	MoDOT, Mid American Regional Council
Goal 5: Incorporate walking and biking infrastructure as ways to meet other community goals.		
	On-going	Property owners, businesses, developers, MoDOT, Mid American Regional Council

Overview Tables of Visions, Goals, and Starting Actions or Strategies

INDUSTRY & ENTERPRISE	VISION: BUSINESSES THRIVE IN RIVERSIDE THROUGH EXPANSIVE EMPLOYMENT, GROWTH OPPORTUNITIES, & EASY LOCAL, REGIONAL, & NATIONAL ACCESS	
	TIMEFRAME	PARTNERS
Goal 1: Remain attractive to businesses of all sizes in target market sectors that align with the policies of the Comprehensive Plan.		
A. Provide high levels of public service, including price-competitive utilities, well-maintained roads, and strong employer partnerships.	On-going	Businesses, Chamber
B. Maintain regular contact with local and regional business leaders to understand and respond accordingly to market changes.	On-going	Businesses, Chamber
C. Identify and address the barriers to success that existing Riverside based businesses face.	Short-term, On-going <5 years	Businesses, Chamber
D. Support existing businesses by recruiting complementary industries.	On-going	Businesses, Chamber
E. Maintain an inventory of shovel-ready sites for expansion opportunities for businesses that add value to Riverside through employment growth, taxable valuation, community oriented site design, and filling service gaps for residents.	On-going	Property owners, businesses, Chamber
F. Determine businesses best suited for the future of Riverside based on assets and create opportunities to attract them.	Short-term, On-going <5 years	Businesses, Chamber
G. Maintain a pool of economic development incentive options to use in appropriate circumstances that align with the vision and goals of the comprehensive plan.	Short-term, On-going <5 years	Businesses, Chamber
Goal 2: Promote projects that assist in the redevelopment and/or restoration of substandard and deteriorating property within the city.		
A. Use policy directions in the Development Opportunities element as a guide for decision-making.	On-going	Property owners, developers

Overview Tables of Visions, Goals, and Starting Actions or Strategies

INDUSTRY & ENTERPRISE	VISION: BUSINESSES THRIVE IN RIVERSIDE THROUGH EXPANSIVE EMPLOYMENT, GROWTH OPPORTUNITIES, & EASY LOCAL, REGIONAL, & NATIONAL ACCESS	
	TIMEFRAME	PARTNERS
Goal 3: Ensure adequate public services and infrastructure to support commercial and industrial areas.		
A. Use the policy directions in the Implementation element as a guide for decision-making.	On-going	Developers, businesses
Goal 4: Support entrepreneurship, local businesses, and community non-profits.		
A. Foster partnerships with public and private organizations to develop entrepreneur incubation and acceleration programs.	On-going	Businesses, school district, Chamber
Goal 5: Build the economic growth potential by implementing other portions of the Comprehensive Plan and marketing Riverside's strengths.	On-going	Businesses, property owners, Mid American Regional Council, non-profits, Chamber

Overview Tables of Visions, Goals, and Starting Actions or Strategies

LIVING IN RIVERSIDE	VISION: RIVERSIDE SUPPORTS QUALITY HOUSING THAT IS ATTAINABLE FOR PEOPLE ACROSS DIFFERENT PHYSICAL, MENTAL, AND FINANCIAL ABILITIES	
	TIMEFRAME	PARTNERS
Goal 1: Encourage various dwelling unit types, styles, sizes, and price points to satisfy the needs, desires, and income levels of all people and household sizes	On-going	Developers
A. Interconnecting different housing types, when present, in a cohesive neighborhood, not isolated from each other.	On-going	Developers, lenders, Realtors
B. Communicating and meeting regularly with local and regional private market developers to understand changing demand and barriers to building desired housing types.	Short-term, <5 years	Developers, non-profits
C. Encouraging Universal Design.	Short-term, On-going <5 years	Developers
Goal 2: Reinforce, maintain, and upgrade distinct residential neighborhoods.	On-going	Developers, property owners
A. Directing more defined transitions in the scale of development along major streets, intersections, or next to non-residential centers.	On-going	Developers, property owners
B. Using the design guides in the 2040 Land Use and Mobility Plan chapter.	Mid-term, 5-10 years	Developers, property owners
C. Creating a City pattern book that gives direction to developers on acceptable building layouts, scale, and streetscape features in certain areas.		

Overview Tables of Visions, Goals, and Starting Actions or Strategies

LIVING IN RIVERSIDE	VISION: RIVERSIDE SUPPORTS QUALITY HOUSING THAT IS ATTAINABLE FOR PEOPLE ACROSS DIFFERENT PHYSICAL, MENTAL, AND FINANCIAL ABILITIES	
	TIMEFRAME	PARTNERS
Goal 3: Use creative policy options to help accommodate attainable housing for new residents and local employees to live in Riverside.		
A. Funding or infrastructure assistance for providing a desired housing type or price point within a high-quality development.	Short-term, On-going <5 years	Developers, property owners
B. City code and procedural amendments.	Short-term <5 years	Developers, property owners, Mid American Regional Council
Goal 4: Preserve quality housing options and the safety, maintenance, stability, and attractiveness of residential neighborhoods.		
A. Housing maintenance standards and assistance for lower income households to maintain their units.	Short-term, On-going <5 years	Property owners, residents, landlords, non-profits
B. Redevelopment tools and policies that direct revitalization or redevelopment of aging properties that are beyond repair and maintenance. Use the 2040 Land Use and Mobility Plan and design guide for direction.	Short-term, On-going <5 years	Property owners, residents, landlords, non-profits
C. Maintaining proactive community policing, fire prevention, and emergency preparedness and fostering relationships between residents, city staff, elected leaders, and public safety personnel.	On-going	Property owners, residents, landlords
D. Continue neighborhood events like Reaching Riverside to build neighborhood ambassadors that take pride in where they live.	On-going	Property owners, residents, landlords

Overview Tables of Visions, Goals, and Starting Actions or Strategies

COMMUNITY SPACES	VISION: COMMUNITY SPACES SUPPORT THE PHYSICAL AND SOCIAL WELL-BEING OF THE COMMUNITY	
	TIMEFRAME	PARTNERS
Goal 1: Expand natural landscapes through street design, commercial development, trail corridors, parks, and public spaces.		
A. Leverage the 2022 Stormwater Management Plan to target spaces for native restoration and learning opportunities.	Short-term, <5 years	Public Library, school district
B. Require easements and buffers along ditches, greenways, and other drainage areas in new development to protect water flows and allow native landscapes.	Short-term, On-going <5 years	Property owners, developers
C. Incorporate stormwater retention and detention areas near drainageways and flood-prone areas that could serve as neighborhood amenities.	On-going	Property owners, developers
D. Use natural mitigation strategies such as bioswales and landscaping to help mitigate the impacts of flash flooding events and increase the attractiveness of the streetscape. Identify urban areas along streets that would be appropriate to install on-street rain gardens to treat stormwater while also improving the appearance of streets.	Short-term, On-going <5 years	Property owners, developers
E. Expand the tree canopy by planting new street trees and native tree species within open spaces. Consider a partnership with Bridging The Gap and Heartland Tree Alliance to plant free or low-cost trees throughout neighborhoods and publicly owned land.	Short-term, On-going <5 years	Bridging the Gap, Heartland Tree Alliance, property owners
Goal 2: Increase opportunities for activity along Line Creek.		
A. Work with the Corp of Engineers to collaborate on possibilities for making areas along Line Creek more useable and comfortable for activity and gathering space	Mid-term, 5-10 years	Corp of Engineers

Overview Tables of Visions, Goals, and Starting Actions or Strategies

COMMUNITY SPACES	VISION: COMMUNITY SPACES SUPPORT THE PHYSICAL AND SOCIAL WELL-BEING OF THE COMMUNITY	
	PRIORITY LEVEL	PARTNERS
Goal 3: Create safe gathering spaces throughout the community for people of all ages to play, gather, and socialize.		
A. Identify new parks open spaces for activities within remaining vacant land. Areas will be needed in the western portion of the city as growth continues.	Short-term <5 years	Corp of Engineers, school district, property owners
B. Support public community spaces within existing and new developments in-lieu of a traditional downtown.	On-going	Businesses, Public Library
Goal 4: Continue to promote a healthy lifestyle for residents.		
A. Improve access to EH Young Park with a more direct trail connection and a potential railroad crossing - see the Mobility and Connections element.	Mid-term, 5-10 years	Corp of Engineers, Argosy, regional donors
B. Develop missing trail connections and segments to neighborhoods, businesses, and community spaces - see the Mobility and Connections element.	On-going	Property owners, businesses, MoDOT, Argosy
C. Grow local recreation programming within public parks and facilities, and through partnerships with community organizations and businesses.	Short-term, On-going <5 years	Public Library, Sporting KC, school district, KC Crew



A

Appendix

1. Plan references
2. Expanded 2023 conditions snapshot
3. Community input summaries
4. Regulatory approaches



Plan References

This section summarizes relevant recent plans that informed the 2040 Riverside Comprehensive Plan.

2006 Comprehensive Plan

Shortly after the community of Riverside turned 50, the 2006 Comprehensive Plan was created. The plan had a focus on creating a strong sense of "identity" for the town that Riverside residents can take pride in, which is still relevant today as each neighborhood comes together to form one wider sense of community. The 2006 plan also took a focus on the need for more mixed-use and medium-density housing, which can be more attractive and affordable for new and younger residents. Affordable housing options are still a need for the community today. The 2006 Comprehensive Plan paved the way for future plans and ideas to cultivate a bright future for Riverside as a community.

2010 Comprehensive Plan Update

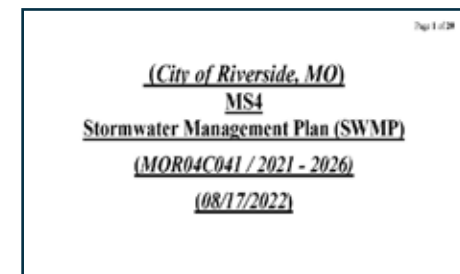
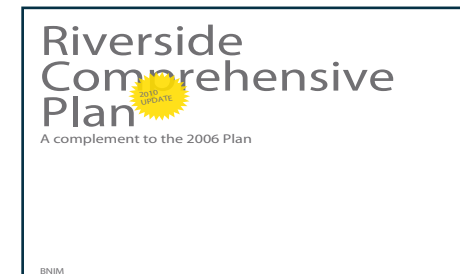
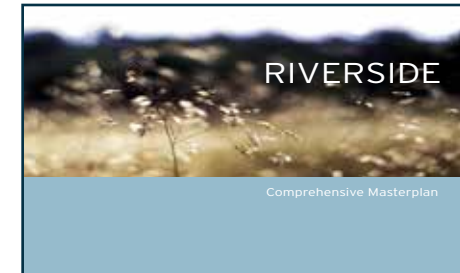
Just four years after the 2006 plan was completed, a 2010 update was written and adopted to complement the original plan. With new insights from the then-recent recession, the update focused on Riverside's economic vitality and affordable housing stock. The 2010 update also had a new focus on environmental sustainability. As part of the environmental sustainability of Riverside, the plan highlighted a need for strong stormwater and flood mitigation management, which is still a large focus for the community today.

2022 Riverside Student Design Charrette

In early 2022, eight urban planning and landscape architecture students from various Midwest Universities gathered to spark ideas for the future of Downtown Riverside. Students visited Riverside and met with stakeholders to understand the wants and needs of the community before mapping out potential uses for the intersection of NW Gateway Avenue and NW Vivion Road. While each student garnished their own presentation of ideas, it was a general consensus that the area should have mixed-use retail/residential development and outdoor recreation space. Together, the goal was to create a vision for a downtown full of amenities for Riverside residents, which would also serve as an attraction for people from all over the Kansas City metro.

2022 Stormwater Management Plan

The 2022 Stormwater Management Plan is a detailed plan that outlines how the community's watersheds can and will handle future rain events. The plan also outlines ways the City of Riverside can spread information and education to the public about the importance of upkeeping watersheds, including hosting public meetings and posting on social media platforms. The plan recognizes the need for an annual review to best protect the community, and updates will be made on an as-needed basis.



Active Transportation and Complete Streets Planning

Riverside has studied mobility in past planning processes, most recently in the Master Plan Update (2010) and governs multimodal mobility through various policies and ordinances, as described below.

The last time Riverside updated its comprehensive plan, improving walkability was listed as a community priority. Residents also requested more natural connections throughout the City. City officials paid attention to this community input and have since constructed sidewalks and trails along West Platte Road, Vivion Road, and Northwood Road and factors walkability into all new developments. The City has also continued developing a trail network, including expanding the Line Creek Trail from KCMO entirely through Riverside to the Missouri River. The Master Plan Update included a recommendation to complete Riverside’s trail system and promote it as a primary mode of transportation.

Also, during the Master Plan Update (2010) process, the community showed interest in exploring transit options in Riverside that would connect to more and new destinations and attractions. A trolley system that links the downtown amenities or connects to the Argosy Casino was among the recommendations, and continuing to position Riverside for future regional transit opportunities.

Riverside adopted a Complete Streets Policy in 2022 that stated the community’s intent to formalize the planning, design, operation, and maintenance of streets so they are safe for all ages and abilities and provide a multimodal transportation network.

In addition to the Complete Streets Policy, Riverside maintains other regulations or ordinances related to pedestrian activity. Riverside has a “Prohibited Crossing” ordinance (Section 345.060) that states pedestrians shall not cross anywhere except in a crosswalk. This is further enforced by a pedestrian yield ordinance that states, “every pedestrian crossing a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway (Section 345.050). It is also prohibited for pedestrians to walk along or upon an adjacent roadway when a sidewalk is present (Section 353.080). Riverside also has language regulating drivers to practice the utmost care when driving near pedestrians, but it does not appear to include cyclists or other users outside of a vehicle.

Sidewalks are required on all street classifications in Riverside, including arterials, collectors, residential collectors, and local roadways. Sidewalks must be provided on both sides of the street at a minimum width of five feet (Section 40.830). For specific development types, the sidewalk requirements vary. For residential and commercial developments, sidewalks must be constructed on both sides of all public streets.

Whereas, for industrial developments, sidewalks are only required on one side of all public streets.

For those riding a bike, Riverside allows bicycling on sidewalks except within a business district; however, motorized bicycles are not allowed on sidewalks anywhere. Currently, Riverside’s code only differentiates between bicycles and motorized bicycles, electric bicycles are not defined in the code.

There are no design criteria or requirements associated with bicycle facilities.

National Resources

- National Complete Streets Coalition
- Federal Highway Administration: https://safety.fhwa.dot.gov/road_diets/case_studies/roaddiet_cs.pdf
- <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration>

Expanded 2023 Conditions Snapshot

Developing the Riverside Comprehensive Plan included the collection of a wealth of information, analysis, and complementary planning efforts. This section contains many of these supplemental materials that are not included in the body of the plan.

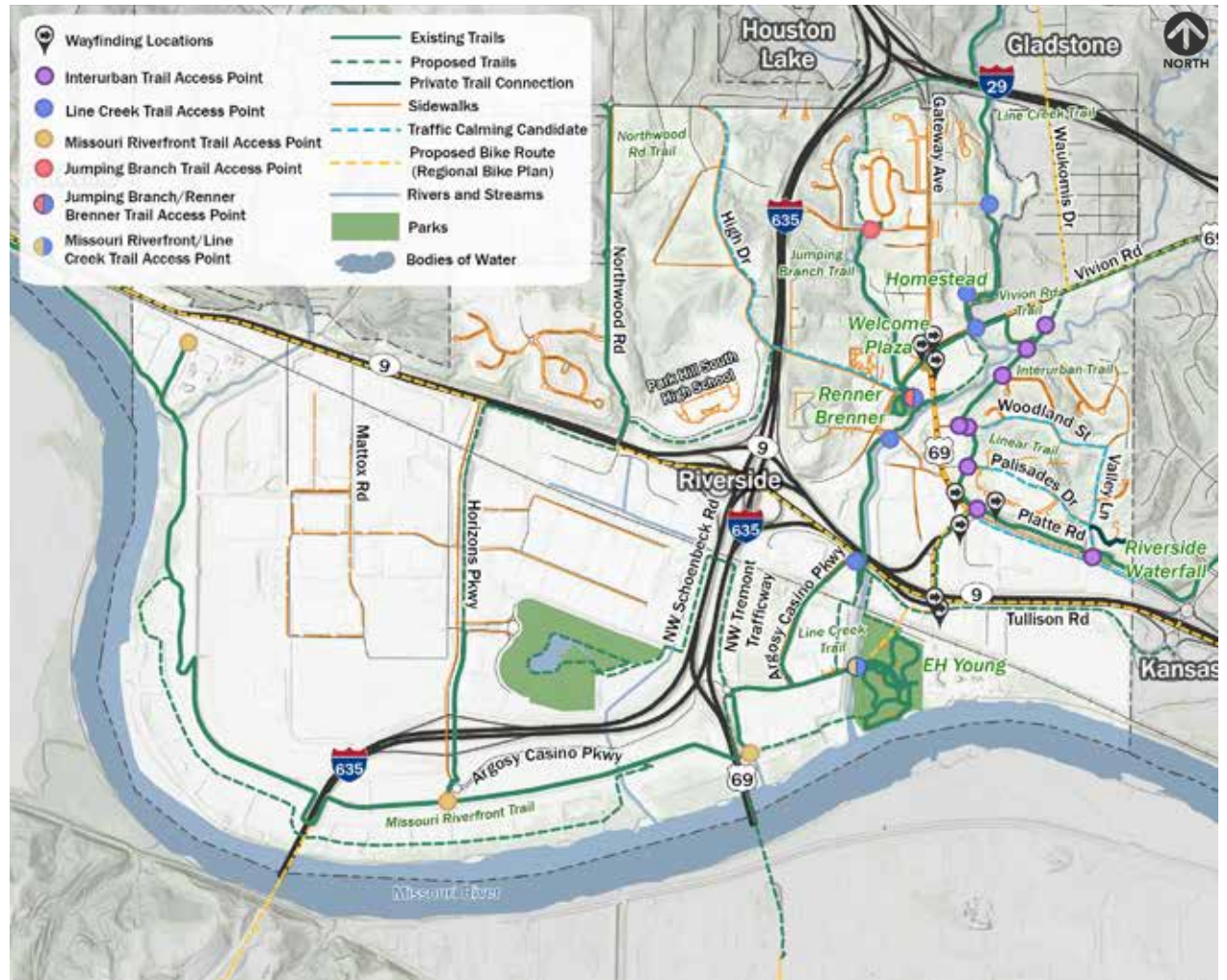
2023 Active Transportation Infrastructure Detail

This section explores the existing state of bicycle and pedestrian infrastructure in and around Riverside. While driving a single occupancy vehicle remains the dominant form of transportation, riding a bike and walking offer viable modes of mobility when the infrastructure is in place to support these types of movement. The following explores active transportation opportunities in Riverside.

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Riverside has several defined trail systems that are linked through off street trails and sidewalk networks. These trails include the Missouri Riverfront Heritage Trail, Line Creek Trail, Interurban Trail, Jumping Branch Trail, and Northwood Road Trail. These trail systems extend beyond city limits, providing regional multimodal connections.

Figure A.1: Parks, Sidewalks, and Trails Network - 2023



Source: BikeWalk KC; RDG Planning & Design

The Missouri Riverfront Heritage Trail travels east and west along the southern boundary of Riverside, connecting to the City of Parkville, MO on the east. In its current configuration, the Missouri Riverfront Heritage Trail does not provide a connection to the west into the City of Kansas City, MO (KCMO). There are five trailheads or access points to access the Missouri Riverfront Heritage Trail in Riverside, located at:

- Highway 9 west of the Rockridge Riverside Recycle Center (1 access point)
- Just east of 43rd Street (1 access point)
- Argosy Casino Parkway (2 access points)
- NW Tremont Trafficway (1 access point)

This trail passes underneath the I-635 and U.S. 69 bridges before connecting to the Line Creek Trail via sidewalks along Argosy Casino Parkway. Further east along Argosy Casino Parkway, the sidewalk system eventually connects to the trail and pathway system at EH Young Riverfront Park.

The Line Creek Trail is a primarily north and south trail system from NW Argosy Casino Parkway to Renner Brenner Park. From Renner Brenner Park, Line Creek Trail splits into two segments. One segment uses sidewalks along NW Vivion Road to reconnect to an off-street trail just west of NW Karen Boulevard. Here, another gap is present along NW Homestead Road where there are no sidewalks to reconnect with the Line Creek Trail at Homestead Park. From Homestead Park, the Line Creek Trail continues north into KCMO for approximately four miles before transitioning to a sidewalk system extending further north.

The other Line Creek Trail split at Renner Brenner Park picks up right across NW Vivion Road and continues north to NW 50th Street. From here, the trail uses sidewalks to the east and then north to reconnect with the trail on NW Road. From here, Line Creek Trail continues north.

Access points are found at the following locations:

- NW 49th Terrace/NW Mandan Road
- Homestead Park at NW Homestead Road
- NW Vivion Road just east of NW Karen Boulevard
- NW Vivion Road at Renner Brenner Park
- NW Vivion Road and Cliffview Drive
- Just east of NW Argosy Casino Parkway and NW Tullison Road
- NW 50th Street
- NW Road



Riverfront Trail



Line Creek Trail



Riverfront Trail



Line Creek Trail



Riverfront Trail



Line Creek Trail

The Interurban Trail is in the northeast corner of Riverside starting just east of city limits at the intersection of NW Platte Drive and NW Briarcliff Parkway and extending west and north from there. The Interurban Trail hugs NW Platte Drive until turning south to cross NW Riverside Drive and then NW Woodland Street. The trail relies on a short segment of sidewalk along the north side of NW Woodland Street before an off-street northbound trail segment picks up. Before terminating at a cul-de-sac at NW St. Joe Boulevard, the Interurban Trail offers two more access points: 1) Approximately 300 feet before the St. Joe Boulevard terminus the Interurban Trail intersects with Vivion Road Trail, which provides protected access to NW Vivion Road; and 2) approximately one mile north of NW Woodland Street, a neighborhood sidewalk along NW Lakota Court provides a connection to the trail. As such, the Interurban Trail offers many opportunities for users to hop on and off, specifically at these locations:

- Just west of Riverside Waterfall at the intersection of NW Platte Road and NW Valley Lane
- Near the intersection NW Platte Road and Riverway Boulevard
- NW Riverside Drive
- NW Woodland Street
- NW Lakota Court
- NW Vivion Road Trail
- NW St Joe Boulevard

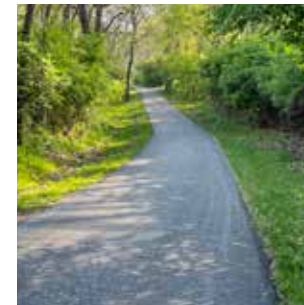
Jumping Branch Trail is a north-south trail that starts at Renner Brenner Park and nearly reaches the northern City limits. Jumping Branch Trail connects to the Line Creek Trail and Interurban Trail at Renner Brenner Park and has access points along NW 50th Street. West of I-635, Northwood Road Trail runs parallel to the Jumping Branch Trail. The Northwood Road Trail starts at Highway 9 and continues north beyond City limits. A continuation of the Northwood Road Trail is proposed to run parallel to Highway 9, west of the current southern limit to Horizons Parkway.

To support trail recognition, Riverside installed wayfinding signage at certain trailheads and trail access points. The first round of three signs were installed in 2022 with five more planned for installation in 2023. Three of the five signs are on Missouri Department of Transportation (MoDOT) right of way, which is causing some installation delays. Once the five signs are installed in 2023, Riverside hopes to secure funding to add more wayfinding signage.

Besides the well-established trail network, Riverside does not have dedicated bicycle facilities like bike lanes.



Interurban Trail



Interurban Trail



Interurban Trail



Wayfinding Signs



Wayfinding Signs



Wayfinding Signs

2023 Parks and Recreation Detail

Parks and Open Space Summary

Overall, the park system is in above average condition and citizens are generally pleased with the type and number of amenities and the level of maintenance received at each park.

Individual site-based assessments and inventories were conducted for the three parks located in Riverside: Homestead Park, Renner Brenner Park, and EH Young Park to determine the diversity of facilities, level of maintenance, age, condition, and park functionality. Each site was evaluated for the following items:

- Accessibility
- Comfort & Character
- Connectivity
- Usability
- Amenities

After completing site visits and inventories, several high-level recommendations are listed below and incorporated throughout the plan based on observations and responses to the citizen survey.

- **Homestead Park – Score: Fair.** Scored low in the comfort & character and amenities categories. New play equipment is proposed for this site, which would improve the overall score.
- **Renner Brenner Park – Score: Good.** This park features a variety of amenities, including the recently renovated skate park, is well-used, and the new pedestrian bridge provides a key connection to the trail system. Improved pedestrian crossings across Vivion Road would benefit users of this park, creating safer access.
- **EH Young Park – Score: Excellent.** This park scored highly in most categories except for connectivity. It is removed from the rest of the City and is accessible primarily by vehicle. This huge asset would benefit from an additional trail connection and potentially another restroom in the northern part of this large park.

Figure A.2: Park Inventory Matrix - 2023

PARK/FACILITY	ACCESSIBILITY	CONNECTIVITY	COMFORT + CHARACTER	USABILITY	AMENITIES	TOTAL SCORE
HOMESTEAD PARK	11	13	9	12	12	57 / FAIR
RENNER BRENNER PARK	15	13	17	14	15	74 / GOOD
EH YOUNG PARK	13	13	20	20	19	85 / EXCELLENT

Source: Landworks Studio

Park Level of Service

The Level of Service Analysis illuminates needs throughout the system, based on the National Recreation and Park Association standards for Neighborhood Parks, Community Parks, Regional Parks, Undeveloped Space, Trails, Individual Amenities, and Indoor Recreation Opportunities. This analysis normalizes data by looking at park space in relation to the current population and projected future population. As the population grows, so will the demand for parks and other amenities. This analysis, used

for long-term planning, can display holes in the system or aspects that, if left untreated, can develop into gaps or issues within a park system.

The NRPA sets standards of 17 total park acres per 1,000 citizens, .6 miles of trail per 1,000 citizens, and several unique values based on the amenities per 1,000 citizens. The current system requires more acreage of Neighborhood and Community Parks, baseball fields, and potentially sand volleyball courts and splash pads. It is worth noting that there is a current planning effort

Figure A.3: Parks Level of Service Standards - 2023

Amenities	2023 Inventory - Developed Facilities						Current Facility Standards		8-year Projected Facility Standards		18-year Projected Facility Standards								
	Riverside Parks Inventory	School Inventory	Total Inventory	Current Service Level based upon population		Recommended Service Levels; Revised for Local Service Area		Meets Standard/ Need Exists	Additional Facilities/ Amenities Needed	Meets Standard/ Need Exists	Additional Facilities/ Amenities Needed	Meets Standard/ Need Exists	Additional Facilities/ Amenities Needed						
PARK TYPE:																			
Mini/Pocket Parks			-	-	acres per	1,000	0.00	acres per	1,000	Meets Standard	-	Acre(s)	Meets Standard	-	Acre(s)	Meets Standard	-	Acre(s)	
Neighborhood Parks	1.42		1.42	0.35	acres per	1,000	3.00	acres per	1,000	Need Exists	10.65	Acre(s)	Need Exists	15.08	Acre(s)	Need Exists	21.08	Acre(s)	
Community Parks	4.27		4.27	1.06	acres per	1,000	5.00	acres per	1,000	Need Exists	15.85	Acre(s)	Need Exists	23.23	Acre(s)	Need Exists	33.23	Acre(s)	
Regional Parks	39.40		39.40	9.79	acres per	1,000	6.00	acres per	1,000	Meets Standard	-	Acre(s)	Meets Standard	-	Acre(s)	Need Exists	5.60	Acre(s)	
School Parks	-		-	-	acres per	1,000	0.00	acres per	1,000	Meets Standard	-	Acre(s)	Meets Standard	-	Acre(s)	Meets Standard	-	Acre(s)	
Developed Parks	50.89		50.89	12.65	acres per	1,000	14.00	acres per	1,000	Need Exists	5.45	Acre(s)	Need Exists	26.11	Acre(s)	Need Exists	54.11	Acre(s)	
Undeveloped (Open Spaces)	15.00		15.00	3.73	acres per	1,000	3.00	acres per	1,000	Meets Standard	-	Acre(s)	Need Exists	1.50	Acre(s)	Need Exists	7.50	Acre(s)	
Total Park Acres	65.89		65.89	16.37	acres per	1,000	17.00	acres per	1,000	Need Exists	2.52	Acre(s)	Need Exists	27.61	Acre(s)	Need Exists	61.61	Acre(s)	
TRAILS:																			
Paved Park Trails	2.85	0.25	5.50	8.43	2.09	miles per	1,000	0.50	miles per	1,000	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)
Natural Park Trails			5.25	5.25	1.30	miles per	1,000	0.10	miles per	1,000	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)
Total Park Trail Miles	2.85	0.25	10.75	13.68	3.40	miles per	1,000	0.60	miles per	1,000	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)
On Street Bicycle Trail Miles			-	0.00	miles per	1,000	0.00	miles per	1,000	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)	Meets Standard	-	Mile(s)	
OUTDOOR AMENITIES:																			
Small Shelters	7.00		7.00	1.00	site per	575	1.00	site per	5,000	Meets Standard	-	Sites(s)	Meets Standard	-	Sites(s)	Meets Standard	-	Sites(s)	
Large Shelters	2.00		2.00	1.00	site per	2,012	1.00	site per	7,000	Meets Standard	-	Sites(s)	Meets Standard	-	Sites(s)	Meets Standard	-	Sites(s)	
Youth Baseball Fields	-		-	-	field per	#DIV/0!	1.00	field per	8,000	Need Exists	1	Field(s)	Need Exists	1	Field(s)	Need Exists	1	Field(s)	
Adult Baseball Fields	1.00		1.00	1.00	field per	4,024	1.00	field per	15,000	Meets Standard	-	Field(s)	Meets Standard	-	Field(s)	Meets Standard	-	Field(s)	
Softball Fields	1.00		1.00	1.00	field per	4,024	1.00	field per	15,000	Meets Standard	-	Field(s)	Meets Standard	-	Field(s)	Meets Standard	-	Field(s)	
Rectangular Multi-Purpose Fields	1.00		1.00	1.00	field per	4,024	1.00	field per	7,000	Meets Standard	-	Field(s)	Meets Standard	-	Field(s)	Need Exists	0	Field(s)	
Basketball Courts	1.00		1.00	1.00	court per	4,024	1.00	court per	8,000	Meets Standard	-	Court(s)	Meets Standard	-	Court(s)	Meets Standard	-	Court(s)	
Tennis Courts	1.00		1.00	1.00	court per	4,024	1.00	court per	7,000	Meets Standard	-	Court(s)	Meets Standard	-	Court(s)	Need Exists	0	Court(s)	
Pickleball Courts	9.00		9.00	1.00	court per	447	1.00	court per	10,000	Meets Standard	-	Court(s)	Meets Standard	-	Court(s)	Meets Standard	-	Court(s)	
Playgrounds	5.00		5.00	1.00	site per	805	1.00	site per	3,000	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	
Sand Volleyball Courts	-		-	1.00	court per	#DIV/0!	1.00	court per	15,000	Need Exists	0	Court(s)	Need Exists	0	Court(s)	Need Exists	1	Court(s)	
Dog Parks	1.00		1.00	1.00	site per	4,024	1.00	site per	50,000	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	
Skateparks	1.00		1.00	1.00	site per	4,024	1.00	site per	60,000	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	
Splashpads	-		-	1.00	site per	#DIV/0!	1.00	site per	40,000	Need Exists	0	Site(s)	Need Exists	0	Site(s)	Need Exists	0	Site(s)	
Outdoor Pools	1.00		1.00	1.00	site per	4,024	1.00	site per	40,000	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	Meets Standard	-	Site(s)	
INDOOR AMENITIES:																			
Indoor Recreation Space (Square Feet)	18,500.00		18,500.00	4.60	SF per person	1.50	SF per person	1.50	SF per person	Meets Standard	-	Square Feet	Meets Standard	-	Square Feet	Meets Standard	-	Square Feet	
Indoor Special Use Space (Square Feet)	-		-	-	SF per person	0.15	SF per person	0.15	SF per person	Need Exists	604	Square Feet	Need Exists	825	Square Feet	Need Exists	1,125	Square Feet	
Indoor Aquatic Space (Square Feet)	-		-	-	SF per person	0.25	SF per person	0.25	SF per person	Need Exists	1,006	Square Feet	Need Exists	1,375	Square Feet	Need Exists	1,875	Square Feet	
Current Estimated Population	4,024																		
8-Year Projected Population	5,500																		
18-Year Project Population	7,500																		

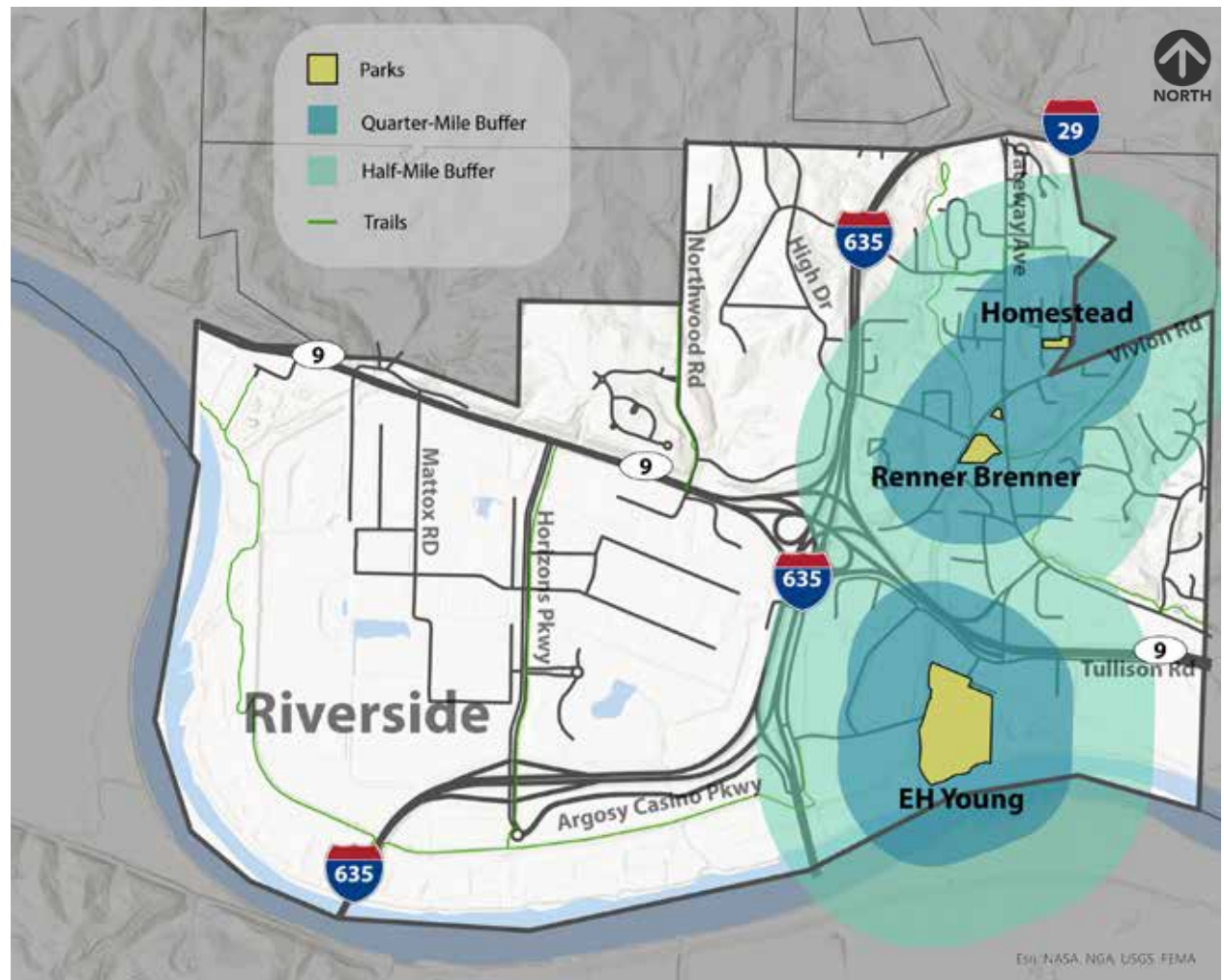
Source: Landworks Studio

to construct a new splash pad at the pool/ community center in 2024 to satisfy that need from the Level of Service Analysis. In the next 18 years, Riverside should look to add approximately 60 acres of parkland. Additionally, the City will likely need the amenities mentioned above, in addition to more rectangular multi-purpose fields and tennis courts. Currently, there is access to regional multi-purpose fields in other communities in the Northland that satisfy that need, but it should be re-evaluated in the future.

Flood Hazards Summary

FEMA flood hazard mapping consists of four different indicators. The first is a .2% Annual Chance Flood Hazard, this area is the 500-year floodplain. This means that the land covered in water during a flood event has a .2 percent chance of being equaled or exceeded each year. The next indicator is the 1% Annual Chance Flood Hazard, meaning that the land covered by water during a flood event has a 1% of being equaled or exceeded every year. Following the 1% Annual Chance Flood Hazard is the Area with a Reduced Risk Due to Levee, this area is prone to flooding that is protected due to a levee system. This area may still be at risk of flooding, but it is much less likely. Finally, a Regulatory Floodway is the channel of a body of water and the adjacent land areas reserved to discharge the base flood. Development must be controlled in these areas to ensure no increases in water surface elevations. After the development of the levee system in Riverside after the 1993 flood, the city has been fortunate enough to avoid future flood occurrences and has planned for appropriate future development in these areas.

Figure A.4: Park Level of Service - 2023



Source: Landworks Studio

Infrastructure Summary

Overall, the existing public infrastructure is considered adequate for the current population. The public buildings and facilities should be regularly maintained and modified to serve a

growing population as necessary. There are a few sidewalk gaps within neighborhoods that should be made a priority to construct as future funding becomes available. The new library will be a huge asset to the community once completed.

Community Survey Summary

The following pages show the public survey questions and responses referenced in the plan. All open ended responses from the survey and public engagement events can be made available upon request.

Q1 What is the ZIP Code where you live?

Answered: 167 Skipped: 4

64068	1
64089	3
64108	1
64110	1
64116	1
64117	1
64118	1
64119	1
64133	1
64150	140
64151	8
64152	1
64154	1
64157	1
64158	1
64160	1
64250	1
66539	1

Q2 What is the ZIP Code where you work? If retired or not employed, please skip this question.

Answered: 120 Skipped: 51

64068	4
64102	1
64105	1
64106	4
64108	3
64111	1
64112	2
64114	1
64116	10
64117	1
64118	3
64119	3
64120	1
64130	1
64138	1
64150	50
64151	6
64152	4
64153	1
64154	1
65118	1
66043	1
66061	1
66101	1
66102	1
66109	1
66115	3
66160	2
66209	1
66210	1
66211	2
66212	2
75235	1

Q3 What is your employment status?

Answered: 169 Skipped: 2

ANSWER CHOICES	RESPONSES	
Employed Full-Time	68.64%	116
Employed Part-Time	4.73%	8
Retired	15.38%	26
Student	1.78%	3
Unemployed	2.96%	5
Other (please specify)	6.51%	11
TOTAL		169

Q4 On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Riverside in regards to transportation?

Answered: 152 Skipped: 19

	1 POOR	2 FAIR	3 AVERAGE	4 GOOD	5 EXCELLENT	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Signage and Directional Information	0.00% 0	5.26% 8	10.53% 16	48.68% 74	35.53% 54	0.00% 0	152	4.14
Condition of Streets	1.32% 2	3.95% 6	18.42% 28	44.08% 67	32.24% 49	0.00% 0	152	4.02
Traffic Speeds and Safety	1.32% 2	4.61% 7	16.45% 25	47.37% 72	30.26% 46	0.00% 0	152	4.01
Access to Everyday Goods and Services (i.e., grocery store, childcare, bank, pharmacy, etc.)	8.61% 13	19.21% 29	25.83% 39	31.13% 47	15.23% 23	0.00% 0	151	3.25
Overall Transportation System	20.00% 30	12.00% 18	20.67% 31	22.67% 34	8.67% 13	16.00% 24	150	2.86
Access to Employment Centers	10.67% 16	6.00% 9	20.67% 31	12.00% 18	3.33% 5	47.33% 71	150	2.84

Q5 On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Riverside in regards to walking and bicycling?

Answered: 152 Skipped: 19

	1 POOR	2 FAIR	3 AVERAGE	4 GOOD	5 EXCELLENT	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Condition of Trails	0.00% 0	3.36% 5	6.04% 9	39.60% 59	44.30% 66	6.71% 10	149	4.34
Connectivity of Trails	4.03% 6	2.68% 4	8.05% 12	36.24% 54	40.27% 60	8.72% 13	149	4.16
Access to Parks	1.33% 2	1.33% 2	22.00% 33	35.33% 53	38.67% 58	1.33% 2	150	4.10
Signage and Directional Information	1.35% 2	4.06% 6	16.22% 24	43.92% 65	33.11% 49	1.35% 2	148	4.05
Condition of Sidewalks and Pedestrian Paths	2.00% 3	7.33% 11	10.67% 16	43.33% 65	35.33% 53	1.33% 2	150	4.04
Overall Pedestrian Friendliness	5.26% 8	5.26% 8	15.79% 24	34.87% 53	38.82% 59	0.00% 0	152	3.97
Overall Bicycle Friendliness	3.97% 6	5.30% 8	17.88% 27	32.45% 49	30.46% 46	9.93% 15	151	3.89
Access to Schools	4.03% 6	6.04% 9	22.82% 34	26.85% 40	24.16% 36	16.11% 24	149	3.73
Access to Everyday Goods and Services (i.e., grocery store, childcare, bank, pharmacy, etc.)	10.00% 15	19.33% 29	28.00% 42	28.67% 43	11.33% 17	2.67% 4	150	3.12
Access to Employment Centers	12.08% 18	5.37% 8	17.45% 26	10.74% 16	2.01% 3	52.35% 78	149	2.69

Q6 On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Riverside in regards to Community Image and Values?

Answered: 145 Skipped: 26

	1 POOR	2 FAIR	3 AVERAGE	4 GOOD	5 EXCELLENT	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Quality and Satisfaction with Community Services	4.14% 6	4.14% 6	17.93% 26	38.62% 56	29.66% 43	5.52% 8	145	3.91
Welcoming Attitude to New Residents	6.29% 9	6.99% 10	13.99% 20	42.66% 61	23.78% 34	6.29% 9	143	3.75
Satisfaction with Community Direction	2.07% 3	8.28% 12	23.45% 34	40.69% 59	15.86% 23	9.66% 14	145	3.66
Overall Image/ Perception of the City	2.78% 4	8.28% 12	31.03% 45	35.17% 51	21.38% 31	1.38% 2	145	3.65
Ability to Attract and Retain New Residents	4.83% 7	8.28% 12	23.45% 34	38.62% 56	18.62% 27	6.21% 9	145	3.62
Amount of Civic Involvement and Volunteerism	4.14% 6	11.03% 16	33.10% 48	20.69% 30	15.17% 22	15.86% 23	145	3.38
Social Connectivity (people know one another)	5.56% 8	15.28% 22	29.17% 42	31.94% 46	13.19% 19	4.86% 7	144	3.34

Q7 On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Riverside in regards to Public Services?

Answered: 141 Skipped: 30

	1 POOR	2 FAIR	3 AVERAGE	4 GOOD	5 EXCELLENT	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Public Safety Services (police, fire, first responders)	1.42% 2	2.84% 4	7.09% 10	28.37% 40	56.74% 80	3.55% 5	141	4.41
Electrical Services	2.17% 3	2.17% 3	25.36% 35	32.61% 45	28.26% 39	9.42% 13	138	3.91
Efficient Use of City Funds	2.90% 4	8.70% 12	14.49% 20	29.71% 41	28.99% 40	15.22% 21	138	3.86
City Customer Service/Communication	4.32% 6	6.47% 9	26.62% 37	30.22% 42	22.30% 31	10.07% 14	139	3.66
Water Services	5.04% 7	8.63% 12	26.62% 37	28.78% 40	22.30% 31	8.63% 12	139	3.60
Neighborhood Engagement	7.86% 11	7.86% 11	27.14% 38	32.14% 45	20.00% 28	5.00% 7	140	3.51
Sewer Services	12.95% 18	5.76% 8	23.02% 32	28.78% 40	20.14% 28	9.35% 13	139	3.41
Technology (broadband, fiber optics, etc.)	21.17% 29	12.41% 17	30.66% 42	23.36% 32	6.57% 9	5.84% 8	137	2.81

Q8 On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Riverside in regards to other Community Services?

Answered: 140 Skipped: 31

	1 POOR	2 FAIR	3 AVERAGE	4 GOOD	5 EXCELLENT	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Library Services	3.57% 5	2.14% 3	17.14% 24	41.43% 58	31.43% 44	4.29% 6	140	3.99
Educational Facilities (Elementary, Middle, High)	3.57% 5	3.57% 5	14.29% 20	35.71% 50	26.43% 37	16.43% 23	140	3.93
Senior Services	1.44% 2	6.47% 9	14.39% 20	19.42% 27	10.79% 15	47.48% 66	139	3.60
Day Care Services	6.43% 9	8.57% 12	14.29% 20	17.14% 24	8.57% 12	45.00% 63	140	3.23
Youth Activities	6.47% 9	12.23% 17	26.62% 37	16.55% 23	5.04% 7	33.09% 46	139	3.02
Arts and Cultural Features	9.29% 13	25.71% 36	22.14% 31	18.57% 26	8.57% 12	15.71% 22	140	2.90
Medical and Health Services	12.14% 17	17.86% 25	19.29% 27	12.14% 17	7.14% 10	31.43% 44	140	2.77
Services for the Unhoused Population	7.97% 11	5.80% 8	7.97% 11	5.07% 7	3.62% 5	69.57% 96	138	2.69

Q9 On a scale of 1 to 5 (1 being poor and 5 being excellent), how would you rate Riverside in regards to Parks, Recreation, and Culture?

Answered: 136 Skipped: 35

	1 POOR	2 FAIR	3 AVERAGE	4 GOOD	5 EXCELLENT	DON'T KNOW	TOTAL	WEIGHTED AVERAGE
Overall Park System	0.74% 1	6.62% 9	14.71% 20	47.79% 65	28.68% 39	1.47% 2	136	3.99
EH Young Memorial Park	0.75% 1	3.73% 5	7.46% 10	36.57% 49	44.03% 59	7.46% 10	134	4.29
Renner Brenner Park	2.96% 4	7.41% 10	22.96% 31	36.30% 49	22.22% 30	8.15% 11	135	3.73
Bike and Pedestrian Trails	0.75% 1	2.99% 4	9.70% 13	38.81% 52	42.54% 57	5.22% 7	134	4.26
Sports Fields	11.03% 15	11.76% 16	16.91% 23	24.26% 33	13.24% 18	22.79% 31	136	3.22
Playgrounds	2.96% 4	5.19% 7	15.56% 21	35.56% 48	30.37% 41	10.37% 14	135	3.95
Natural Areas	2.99% 4	7.46% 10	18.66% 25	41.04% 55	26.12% 35	3.73% 5	134	3.83
Programs/Activities for Youth	5.22% 7	9.70% 13	14.18% 19	22.39% 30	6.72% 9	41.79% 56	134	3.27
Programs/Activities for Adults	6.67% 9	10.37% 14	21.48% 29	20.74% 28	8.15% 11	32.59% 44	135	3.20
Programs/Activities for Seniors	2.21% 3	5.88% 8	12.50% 17	16.91% 23	10.29% 14	52.21% 71	136	3.57
Community events (i.e. festivals, celebrations, etc.)	5.88% 8	11.03% 15	26.47% 36	35.29% 48	16.18% 22	5.15% 7	136	3.47
Cultural attractions (library, amphitheater, etc.)	4.44% 6	22.22% 30	25.93% 35	25.19% 34	12.59% 17	9.63% 13	135	3.21

Q10 Below is a list of possible community priorities or projects. Of this list, please rank items that you believe should be the city's top priorities. (1 is the highest priority)

Answered: 117 Skipped: 54

	1	2	3	4	5	6	7	8	9	10
Attract and retain local businesses	26.13% 29	14.41% 16	11.71% 13	6.31% 7	9.91% 11	5.41% 6	7.21% 8	3.60% 4	0.90% 1	2.70% 3
Improve infrastructure in older neighborhoods	8.85% 10	10.62% 12	9.73% 11	9.73% 11	5.31% 6	8.73% 11	2.65% 3	6.19% 7	6.19% 7	1.77% 2
Expand access to recreational areas	4.50% 5	7.21% 8	10.81% 12	8.11% 9	7.21% 8	5.41% 6	11.71% 13	4.50% 5	4.50% 5	11.71% 13
Strengthen community spaces as destinations	2.65% 3	10.62% 12	7.96% 9	7.08% 8	8.85% 10	10.62% 12	2.65% 3	12.39% 14	7.96% 9	5.31% 6
Improve the aesthetic appearance of commercial/industrial areas and corridors	7.08% 8	6.19% 7	7.96% 9	10.62% 12	8.85% 10	10.62% 12	8.85% 10	6.19% 7	6.19% 7	1.77% 2
Attract more diverse industries	5.31% 6	7.96% 9	8.85% 10	4.42% 5	5.31% 6	6.19% 7	7.96% 9	3.54% 4	5.31% 6	6.19% 7
Increase regional commercial development	5.36% 6	7.14% 8	7.14% 8	8.04% 9	7.14% 8	7.14% 8	6.25% 7	3.57% 4	5.36% 6	7.14% 8
Improve stormwater management and flood control programs	5.31% 6	3.54% 4	6.19% 7	7.08% 8	0.73% 11	5.31% 6	5.31% 6	6.19% 7	11.50% 13	6.19% 7
Increase walking and bicycle facilities	4.39% 5	9.65% 11	6.14% 7	4.39% 5	6.14% 7	7.02% 8	5.26% 6	7.89% 9	4.39% 5	7.89% 9
Provide more single-family housing	8.04% 9	3.57% 4	6.25% 7	4.46% 5	4.46% 5	6.25% 7	8.04% 9	5.36% 6	7.14% 8	7.14% 8
Increase social connectivity/cohesion	5.26% 6	3.51% 4	3.51% 4	7.89% 9	3.51% 4	8.77% 10	7.02% 8	7.89% 9	8.77% 10	4.39% 5
Improve environmental sustainability	7.27% 8	2.73% 3	3.64% 4	8.18% 9	4.55% 5	5.45% 6	7.27% 8	8.18% 9	5.45% 6	7.27% 8
Expand public art and branding features	0.91% 1	2.73% 3	3.64% 4	4.55% 5	10.91% 12	2.73% 3	3.64% 4	6.36% 7	8.18% 9	8.18% 9
Provide a wider variety of housing types, including apartments, attached houses, and condominiums	4.39% 5	4.39% 5	4.39% 5	4.39% 5	3.51% 4	4.39% 5	6.14% 7	5.26% 6	7.02% 8	6.14% 7
Increase the supply of affordable housing	6.19% 7	5.31% 6	1.77% 2	4.42% 5	1.77% 2	1.77% 2	5.31% 6	5.31% 6	3.54% 4	6.19% 7

Q11 Comments

- I would love high end luxury condos - would like to invest in this.
- Riverside lacks a downtown space, local establishments such as coffee shops and restaurant options besides corner cafe.
- I have heard that the city will be actively reducing the deer population. PLEASE don't!! It just seems really wrong.
- attract more "known" KC area business, (restaurants, shopping)
- Suburban sprawl is economically unsustainable. Riverside needs to pursue mid rise, mid density development, Mid rise mixed-use development would be ideal. Mid rise low income senior housing particularly designed for low energy use and located in out of the way and visually hidden by landscaping/location would provide a stable population with guaranteed income and require little city services with the exception of ambulance service.
- Make Riverside more attractive place to be by growing and connecting trails, improving access to them and natural areas, as well as adding some retail eateries. Finding a way to incorporate old school industrial along gateway in a more attractive way would be key-
- It would be progress to have more than ONE internet service provider!
- We have a lot of space for businesses to improve between Red X and River Roll. We need restaurants of all types, a coffee shop, patios, entertainment, etc. but not like Parkville, better and newer that brings in more people.
- #1 Priority _ New Pavement for Vivion and Gateway corridors
- Build out Google Fiber
- More co-op housing would be incredible
- Would love to see many more bike/ped improvements, and neighborhood level commercial development in the core (Vivion/
- Riverside should be more than chemical, alcohol and tobacco stores, and a casino. We have a true gem - community feel less than 10 minutes from downtown. People aren't moving here because they don't have anywhere to live. Need to expand single family housing, attract families who want to plant roots, and phase out the shady past image.

Q11 Comments

- Gateway + old Red-X and lumber yard sites) - mixed-use dense housing and retail. Please connect EH Young via, at a minimum, sidewalks to core. Fewer discount smoke shops and warehouses east of 635, more restaurants/bars, kid and pet friendly attractions. Put a fitness center in the Community Center so it can serve as the neighborhood gym!
- Affordable housing/apartments for seniors. More restaurants. Better water.
 - No more affordable housing!!! No more apartments!
 - More retail and commercial businesses (restaurants). Currently have to spend \$\$ in KC, Briarcliff, Parkville, ie surrounding areas when can be kept in Riverside
 - Please, change the traffic around the high school. When you have two ways out of our neighborhood it makes it hard to go anywhere if we are not aware of the school functions.
 - Im a bit concerned about the structures of the creek near Jumping Branch trail. They seem to be collapsing. I worry about the land, sink holes, and flooding zones. I do wish the community would pick up its trash. However, I've seen people stepping up to clean up.
 - More trailheads please :)
 - More places to eat, more shops, more neighborhoods. Less fast food, less random businesses in the downtown area. Make it a place people can go and hang out.
 - I would love to see trees planted along our streets in Montebella and a trail along the cliffs (kind of like above redX) along Hwy 9 that could connect to the other Riverside trails.

- The town just looks out dated due to old business that need a bit of a face-lift it just looks old and boring we need more family outing places like a good Ice cream place or smoothie
- Had trouble using this section
- The image of Riverside continues to improve Keep up the great work!

Q12 Please tell us what you like most about Riverside.

Answered: 80 Skipped: 91

- Accessibility to metro area businesses and attractions
- Accessibility to the city
- I love the size of the city itself and it's location relative to the city. I would love to see some destination worthy attractions here
- Quiet
- It is a friendly, clean place. It is a growing community. Looking forward to the new library!!!!
- Small community feel where everybody knows everybody and you know your city staff personally.
- The safety and aesthetics
- its close to everything, fire dept. was kind to my parents when they were in need. A good decent place to live.
- Easy access to downtown and MCI
- I love the potential it holds. The fact that its so close to downtown, yet its still like a small charming

- town. The views and nature are beautiful. We need a little city center to go and have a little wine bar, music, shops, restaurant. And the streetcar to come! Along with high end luxury condos with great views. YES! It can be a destination town like Parkville and Weston.
- The parks and trails
 - Police and fire services are awesome! Small town feel is the best. Everyone knows everyone!
 - Tie. Police department keeps Riverside feeling safe. And the access to the trail system.
 - Small town feel
 - I like that Riverside is close to almost everything in KC, it's relatively affordable, good parks. I like that it is only 8 minutes away from my work (fairfax area). I appreciate the community amenities like discounted YMCA rates, low taxes, taking care of the snow in the winter.
 - Close to KC, good schools.
 - Forward thinking, inclusive and the people. Our city government is amazing!
 - Central location within the KC Metro, easy access to major highways.
 - The city services are top notch and the parks and trail system are great.
 - Love the parks, the safety, presence of the police force. Love the walking paths and biking paths. Love my neighborhood and people I live near and the access to many different places close by
 - Small town feel right next to downtown
 - Access to trails and parks.
 - Clean, safe
 - Riverside government has been easy to work with. Love how central Riverside is and the extensive trail

Q12 Please tell us what you like most about Riverside.

Answered: 80 Skipped: 91

- system.
- great ,safe,clean community good neighbors and city with pride in their homes and lifestyle
 - Trails and park system
 - close to work
 - The trails and walkways. Everything is nearby and easy to get to. Pool. Red x. Police presence. Halloween haunt. Santa on fire truck. Trash service. Just about everything.
 - Lower taxes, ease of access to KC as a whole, great community services
 - It's willingness to change and improve in response to its citizens' needs and desires.
 - Accessibility to downtown and airport
 - The way they keep up with the roads! They are always clear. Weather it be dirt, holes, sleet, or snow they are super fast at making sure the roads are safe and well maintained.
 - We like that it is small enough to feel like home, but big enough to attract businesses. We are building a new house and love how easy everyone has been to work with at the city level!
 - The small community gives us a great neighborhood feel within the city.
 - I love that it sti has a small town feel to it but think there should be more options for food and another grocery store and pharmacy.
 - Safe, great schools, access to downtown, small, subsidized membership to YMCA
 - Low taxes
 - Overall good community
 - I like the smaller community feel, we just need more things so we don't have to travel so far.
 - My neighborhood
 - Proximity to downtown KC and Briarcliff, high-quality public services (police/fire/city infrastructure), recognition of the value of bike/ped trail network, potential for ongoing revitalization.
 - The community and small town feel
 - Living in a smaller community within a big city. Love Mayor Rose---she has the best interest in her residents.
 - Friendly town. City takes care of streets in winter. The police and fire departments are great! Walking/bike trails. Discount to the YMCA!
 - It's clean and feels safe.
 - Increase your staffing/funding for your fire and police. The citizen's lives depend on them showing up!
 - Small town feel
 - Nice parks and trails. Friendly community
 - I for the most part feel safe, it's visually improved in recent years an I hope to see more in the future
 - The safety personnel. Police especially. EMTs and Firemen. the Mayor is awesome too. I love almost everyting about Riverside
 - What I like most about Riverside, MO is the 'opportunity' and 'potential' the community has to truly be something wonderful. At the moment, Riverside feels 'stuffy' and temporary when it comes to residing within city limits. Currently my family and I are: forced to shop at one location for necessities and groceries; eat at one sit down; grab a quick meal through one drive-thru restaurant; purchase fuel at one gas station. It doesn't make sense to bring in new commercial tenants (large employment traffic) and develop new single and multi-family housing addresses only to push the community outside the city limits for their everyday essentials, family entertainment, date-night options, etc. however, I am hopeful and excited to see what the next 2-5 years will look like for my community and the city my family and I call home.
 - Size and proximity to interstates.
 - Close to highway access, trail system, potential for community growth
 - All of the paid got services (ex: trash, dumpster, etc.). Love the continued investment to be better as a city.
 - It's not Kansas City. So many of the suburbs are just trying to copy Kansas City. Riverside is unique and still holds onto that classic charm.
 - City seems active in making Riverside a nice place to live. Especially appreciate recent upgrades to trails and parks. These improvements are valuable & do not go unnoticed!
 - I love it's small town feel without being far from big city amenities.
 - Reminds me of my hometown Deep River, CT in most ways. I am comfortable, people I do meet or interact with are kind.
 - I love how quiet riverside is the police presence makes me feel safe. I love the feeling of the country

Q12 Please tell us what you like most about Riverside.

Answered: 80 Skipped: 91

- on the edge of the city. I have never felt more at home than I have in Riverside.
- A quick drive to just about everything we need and excellent trails and parks.
 - The trail systems and how they connect the people to what they need in the community. I have also never lived in a place where the people at city hall truly care about what the people in the community need like Riverside does. The events, and just reaching out has surpassed beyond expectations. I really like living here, and so does my family.
 - Small size
 - The community is constantly improving. Our government cares a lot about their constituents.
 - Friendly, easy highway access, maintenance of the natural state of residential corridors
 - Location and small town vibes
 - The trails and convenience to everywhere
 - Riverside is such a great location. If Riverside would simple just update some of the main strip mall areas that alone would attract so many more residents. The strip mall by Sonic is outdated and looks terrible. It is an eye sore.
 - Is safe, small, changing in a good way
 - Fantastic location. Easy access to highways. Wooded areas, parks, fantastic trails, Bicycle Friendly, Library, Grocery, bank, gas, car wash, & I could go on
 - The tranquility
 - Waterfall, new Red X, Argosy, Current practice
- stadium and fields
 - The mayor. Some of the firefighters and police officers.
 - Small town feel
 - Location is great! We love all of the outdoor trails and walking paths
 - I love the family friendly amenities like parks and trails. Emergency services have also been very responsive and helpful when needed.
 - well managed community that is transparent
 - Location is great. It seems to really be trying to make it a beautiful place to live. The first responders I have encountered are extremely friendly and helpful
 - Community, neighbors, safety/ police/fire parks, location, location , well maintained “City involvement” at all levels We moved here in 2016 and love Riverside!
 - Feels safe. Clean streets, public works is amazing. Mayor cares about residents. The Y discount and the library!!
 - The city is very unique with its layout being mostly commercial and industrial. There is a smaller residential population, but the city does a good job of trying to support that smaller residential population.

Q13 How old are you?

Answered: 112 Skipped: 59

ANSWER CHOICES	RESPONSES	
Under 19	0.89%	1
19-24	0.00%	0
25-29	5.36%	6
30-34	16.07%	18
35-39	16.07%	18
40-44	14.29%	16
45-49	12.50%	14
50-54	8.04%	9
55-59	4.46%	5
60-64	8.93%	10
65-69	8.93%	10
70-74	0.89%	1
75-84	3.57%	4
85 and over	0.00%	0
TOTAL		112

Q14 What is the total annual income of all residents living in your household?

Answered: 111 Skipped: 60

ANSWER CHOICES	RESPONSES	
Less than \$25,000	0.90%	1
\$25,000 - \$49,999	1.80%	2
\$50,000 - \$74,999	7.21%	8
\$75,000 - \$99,999	9.01%	10
\$100,000 - \$149,999	20.72%	23
\$150,000 - \$175,000	14.41%	16
More than \$175,000	29.73%	33
Prefer not to answer	16.22%	18
TOTAL		111

Q15 Do you own or rent your home?

Answered: 110 Skipped: 61

ANSWER CHOICES	RESPONSES	
Own	87.27%	96
Rent	7.27%	8
Rent-to-Own	0.00%	0
Live with parents (for rent or free)	3.64%	4
Live with grown children (for rent or free)	0.00%	0
Other (please specify)	1.82%	2
TOTAL		110

Q16 What is your race (check all that apply)?

Answered: 111 Skipped: 60

ANSWER CHOICES	RESPONSES	
White or Caucasian	83.78%	93
Black or African American	0.90%	1
Hispanic or Latino	2.70%	3
Asian or Asian American	2.70%	3
American Indian or Alaska Native	1.80%	2
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	0.00%	0
Prefer not to answer	12.61%	14
Total Respondents: 111		

Regulatory Approaches

The following municipal code amendments warrant discussion to help implement various goals and strategies and align with the visions in the Comprehensive Plan. **The easiest approach may be a full rewrite of the Unified Development Code.**

Zoning District Standards and Regulations

Zoning District Use Lists

- Accessory Residential is not defined. It should be clear on what the use means for the ability to regulate and permit accessory residential uses appropriately.
- Eliminate golf courses as a special use in any district. The limited space in Riverside should be used for other more productive uses.
- Consider not allowing the following uses in the C-1 district. There is limited space for areas appropriate for C-1 zoning. These areas should be used more for retail and restaurant services and mixed-use residential.
 - › "Comprehensive Marijuana Dispensary Facilities"
 - › "Fireworks Sales and Wholesale"
 - › "Microbusiness Dispensary Facility"
 - › "Repair Service"
- Consider creating a mixed-use type that allows mixed-use sites without having to go through a PD rezoning.

R-1 District Regulations

- Consider lower minimum front setbacks to allow more space for rear yard buffering to protect slopes and landscapes.
- With the finite amount of land in Riverside, consider reducing the minimum lot size below 10,000 square feet.
- Consider eliminating the minimum finished unit size requirement to allow more variety in housing types.
- Consider allowing single-family attached housing types. These can have the same density as other permitted uses, but offer some flexibility on lots that should be buffered from slopes.

R-2 District Regulations

- Consider lower minimum front setbacks to allow more space for rear yard buffering to protect slopes and landscapes.
- With the finite amount of land in Riverside, consider reducing the minimum lot size below 8,000 square feet.
- Minimum lot width can be too wide for some housing types and variety. Reduce the 75 foot wide minimum lot requirement.

R-3 District Regulations

- Consider lower minimum front setbacks to allow more space for rear yard buffering to protect slopes, landscapes, and lower density uses, and better frame the street environment.

C-1 District Regulations

- Eliminate the minimum front setback of five feet unless requiring front setback space for pedestrian amenities.
- Do not require a minimum 15 foot corner yard setback. Allow no setbacks except when next to residential.
- Increase the maximum building height. The current standard of 45 feet limits commercial building height to three stories. Mixed-use structures with commercial on the ground floor and residential above can be more financially feasible with more than two stories of residential uses. Additionally, most areas zoned C-1 are along Riverside's major corridors. Input and directions in the plan would allow more scale with other design considerations.

I District Regulations

- A portion of the relatively small area zoned for industrial in Riverside is encouraged to transition to more commercial based uses in the future land use plan. These areas will need to rezone to fit with the plan visions. However, the City should consider what industrial uses as a whole should be permitted in Riverside given its limited space for new development.

PD District Regulations

- Expand the current objective for "Clustering of one (1) residential type for better use of land and open space" to allow clustering of several residential types.
- Considering requiring open space to be public. The limited amount of new space in Riverside warrants having more public open space areas within new developments. These could still be managed by an association or the City.
- Eliminate minimum floor area requirements. These can be prohibitive to allowing more unit variety and price points.

Additional Regulations

- The requirement that all multi-family residential developments have direct vehicular access to collector, arterial, or higher classification streets could be preventative for future opportunities. There are a limited number of collector or arterial streets in Riverside. Instead, the access requirement should focus on the future land use map directions.
- Accessory Residential Use. Eliminate the requirement that there shall be a separate outside entrance for the residential use.
- Accessory Uses and Structures. Residential uses allow guest houses as an accessory for "occasional use." Consider expanding for ADU uses.

General Development Standards

- Off-street parking. Consider reducing the parking minimums across all uses, or even eliminating parking minimums altogether. Reducing parking minimums provides for more compact, walkable developments.
- Landscaping. Consider increasing landscape requirements, particularly in parking lots. Consider requiring landscape islands not just at the end of parking rows but every 180 feet (20 spaces). Require shade or understory trees to be placed in islands. Trees mitigate heat islands of pavement, absorb stormwater, and improve the character of commercial districts.
- Consider eliminating outdoor storage and display from C-1 zoning, or differentiate between temporary display (e.g. seasonal plants and landscape materials) from car lots or other storage such as lumber.

Mobility and Connections Municipal Code Regulations

- **Bikes on Sidewalks.** Allow people to ride bikes on any sidewalk throughout the city, without exception.
 - › Currently, the City allows bicycling on sidewalks except within a business district. Disallowing or punishing people for riding on the sidewalk (especially in the absence of protected infrastructure) is an unsafe and ineffective approach.
- **Bike Lanes.** Riverside currently does not prohibit driving in bike lanes as bike lanes are not defined in the code. Similarly, the municipal code should be amended to prohibit parking in bike lanes. As the City develops a network of bicycle infrastructure it will be necessary to clearly prohibit unsafe use.
- **E-bikes.** Adopt formal legislation allowing electric bicycles to be operated within city limits and define which classes of e-bikes are permitted in which parts of the city. Currently, Riverside’s code only differentiates between bicycles and motorized bicycles, electric bicycles are not defined in the code.
- **Development Requirements.** Incorporate bike facilities, including bike lanes/pathways and bike parking. Currently, there’s no mention of requirements for adding bike infrastructure for new development, redevelopment, or as part of street resurfacing projects.
- **ROW Encroachments.** Develop a process to permit and streamline right-of-way encroachments for bike corrals, parklets, and other uses to encourage private citizens and businesses to support the City’s goals for walkability and bikeability.
- **Care Towards Cyclists.** Amend “Drivers to Exercise Highest Degree of Care” ordinance (section 345.090) to include other Vulnerable Road Users. Currently, Riverside has code language requiring drivers to practice the utmost care when driving near pedestrians, but it does not include cyclists or other users outside of a vehicle.
- **Definitions.** Define Vulnerable Road User protections, which considers that not all road users are subject to the same risks in the event of a crash. Vulnerable Road User code language acknowledges that drivers have responsibilities when encountering vulnerable road users on the roadway, and identifies specific provisions for passing, turning, and safely interacting with all types of people using the road who are not in automobiles.
- **Permitted Crossings.** Repeal the “Prohibited Crossing” ordinance (Section 345.060) which states pedestrians shall not cross at any place except in a crosswalk as it does not contribute to pedestrian safety.
- **Yield Requirements.** Repeal the “When Pedestrian Shall Yield” ordinance (Section 345.050) which states pedestrians must yield to vehicles when in the roadway - either in a marked or unmarked crosswalk - which is contradictory to the “Prohibited Crossing” ordinance.
- **Where People Can Walk.** Amend the “Pedestrians Walking Along Roadway” ordinance (Section 353.080) which requires pedestrians to walk along the left side of the road and prohibits pedestrians from walking along or upon a roadway adjacent to a sidewalk. There are instances when a sidewalk may be provided, but they are in unusable condition, particularly for people using a mobility assistive device. Review the language and modify it to better support the broad range of pedestrian needs in Riverside.