Land Use Framework

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Introduction

To a great extent, future land use is shaped by the city's existing land use and transportation patterns. Hannibal is an established community with its urban form determined by the river, watersheds, topography, and historic development patterns. This Plan identifies a long-range development strategy and framework for decision-making to enable Hannibal to grow gracefully. How and where Hannibal wants to grow within the existing city limits is defined by the Land Use Framework chapter.

The Land Use Framework identifies policies that, along with other framework elements of this Plan, describe the City's goals for physical development and places an emphasis on the "form and character" of development.

Five Place Types

To guide future building form and character to create special places the Preferred Land Use Strategy is comprised of five types of places. A summary of each type is further illustrated on the following pages.

1. **Open Space,**
2. **Neighborhoods,**
3. **Centers,**
4. **Connecting Corridors, and**
5. **Districts.**

The intent and desire behind place types is to establish a long range vision that could serve as a coordinating mechanism. They are intended to provide additional guidance in assessing future development proposals and to offer guidance that can help bridge the gap between "land use" and development regulations. The five place types establish the scale, character, and range of land uses, gross residential densities, design of preferred future development, and other characteristics.

Land Use Framework Structure

This chapter includes a Land Use Framework, which includes a multi-part implementation strategy for current and future planning, and analysis. They are:

- **The Land Use Framework uses Transect Planning as an organizing system for land use to demonstrate the "urban context" for how one land use type transitions to another.**
- **The Preferred Land Use Strategy and Map is a strategy to guide future growth and development within the city limits by outlining recommended locations for growth.**

- **The Strategy is comprised of five types of places. These Place Types include characteristics, recommended land use, and alternative development forms.**
- **The Policies apply to future development within Hannibal today and should be used as a guide for determining "how," "when," and "where" future development should occur.**

Transect Planning

A new planning construct called the "Transect" is often used as a system for categorizing, understanding, describing, and guiding the various development patterns of an area, from the most rural, to the most urban. The "Transect" model was created by architect and urban planner, Andres Duany, Duany Plater Zyberk and Company founded in 1980.

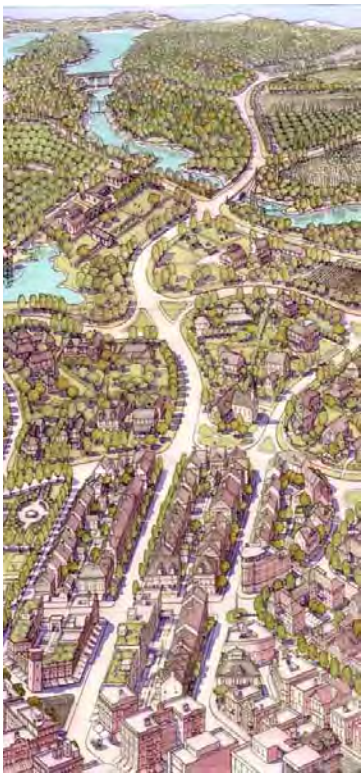
The Land Use Framework uses the "Transect" zones as an organizing system for land use to demonstrate the "urban context" for how one land use type transitions to another. Within every community each zone differs from the others in terms of its pattern of development, form, or character of development. When used as a planning tool, the Transect aids in the formation of appropriate future development form, character, uses, and density/intensity for that zone.

The Land Use Framework uses the "Transect" zones as a construct to illustrate land use policy, form, and characteristics of the future form and characteristics of Hannibal. The Preferred Land Use Strategy is comprised of five types of places, which define the preferred future form and character of Hannibal. Both are discussed later in this section.

The "Transect" zone serves as a planning tool to use during planning analysis or future reorganization of the zoning ordinance that may desire to utilize the Smart Code or Form Based Codes. The "Transect" zone describes the land use transitions and intended character and form of development, but it does not regulate land uses.

The Existing Transect of Hannibal

Historically, Hannibal's land use pattern was compact and concentrated near the river. Commercial uses were concentrated in the riverfront/downtown area and on Broadway/Market Streets. Industrial uses occurred adjacent to the railroad tracks along the Mississippi River and Bear Creek. Residential expansion occurred westward from downtown and also south near the railroad yards. Like other American cities, over time a gradual shift occurred in the land use pattern. Hannibal has spread out in a less densely populated pattern.



The Existing Transect of Hannibal includes six zones:

- **Natural Zone**
  Consists of land approximating a wilderness condition, including land unsuitable for development due to topography, hydrology, or vegetation.
- **Rural Zone**
  Consists of sparsely settled lands in open or cultivated state. Typical buildings are farmhouses, agricultural buildings, and scattered residential.
- **Sub-Urban Zone**
  Consists of low density residential areas, adjacent to higher zones with some mixed-use.
- **General Urban Zone**
  Consists of mixed use, primarily residential urban fabric with a wide range of building types: single, side yard and row houses.
- **Urban Center Zone**
  Consists of higher density mixed use buildings that accommodate retail,

offices, row houses, and apartments with a tight network of streets and sidewalks.

- **Special Districts**
  Consist of areas with buildings that by their function, disposition, or configuration cannot, or should not, conform to one or more zones.

THE EXISTING TRANSECT OF HANNIBAL

RURAL ⟷ URBAN

The Transect showes the land-use continuum that illustrates how a city changes between a rural area and its urban center. Analyzing the landscape in this manner helps show where certain buiding types and uses should harmonize with their surroundings, and where they should not.

Sources: Duany Plater Zyberk

Hannibal Development Context

Existing Conditions of Hannibal

The existing core community, which includes the downtown area and the city's established neighborhoods, is essentially built-out. While these areas are mostly developed, they are considered growth areas as they provide great opportunities for infill and redevelopment. Unlike the areas on the fringe of the city's limits, these areas are generally easily served by city services and already have infrastructure in place. The biggest challenge facing the city in the area of future land use is the ability to balance its resources by protecting and preserving the built community while investing in infrastructure to expand into new areas. The Land Use Framework includes strategies for building upon the city's inner core and the designation of areas inside and outside the present City limits to better anticipate future growth.

Development Influences

Not all lands within the Planning Area are suitable for development as illustrated by the Development Influence Map. The Development Influences map is one basis for future land use recommendations. This framework identified factors that affect development potential of land within the Study Area. See the Development Influences Framework chapter.

Hannibal Growth Projections

The City of Hannibal experienced slow growth during the 1990s. It is anticipated that the city should perform similarly for the next 20 year planning period. It is projected that Hannibal's population should grow by 940 new residents by 2030; this translates to 392 new dwelling units, 18 new units per year. Hannibal is expected to grow overall by over 1,200 jobs; an average of 1% annually by 2030 in the areas of Service/Office, Retail, and Miscellaneous Industrial, needing approximately 55 acres of land. The estimated land capacity for these growth sectors far exceeds the demand. A focus of this Planning effort is to identify areas to be preserved as well as areas where growth can occur in a well planned manner following efficient growth and management of infrastructure. Despite Hannibal's modest population growth estimates, growth is inevitable. Planning trends in Missouri illustrate a desire by residents for open country living that should continue to steer development in areas that are previously undeveloped or greenfields. The existing interstate access interchanges along US 36 and US 61 should continue to stimulate economic development as traffic volumes increase at these locations. A majority of Hannibal's future growth should occur as greenfield development; however, redevelopment, adaptive reuse and infill development plays a critical role in the stabilization and revitalization of the City's urban core. The City should consider implementation strategies as identified in this Plan to better manage growth in these areas for the future.

Strategy for Building a Complete Community

The character and form within a community varies by areas. There are neighborhoods in rural, suburban, and urban areas of Hannibal today. However, the character and form varies in each area or community due to a variety of factors including the density/intensity of uses, the mix of uses, the building type mix, and street standards. The purpose of this Plan is to guide future growth to create special places to build a complete community. To achieve this goal, the Preferred Land Use Strategy is comprised of five place types.

Hannibal Preferred Land Use Strategy

The Preferred Land Use Strategy is a composite concept that achieves a balance of growth with preservation of existing natural features and protection of Hannibal's sense of place. To achieve this balance, a combination of three What If Scenarios was employed including Targeted Infill with Interchange Focus, Urban Fringe, and Community Focus, developed in the previous Phase of this planning process. They were refined into a Preferred Land Use Strategy by the citizens and leaders of Hannibal.

The Preferred Land Use Strategy is a strategy for future growth, through which Hannibal growth and development priority is established. The pattern is a balance of managing development and preservation of natural features and areas. The objective of the Preferred Land Use Strategy is to:

- **Protect and enhance existing community assets such as Downtown, the airport, hospital, and the future community college.**
- **Balance preservation of natural features and the environment by promoting organized development and preserving streamways and riparian areas.**
- **Target economic development, infrastructure, and growth around currently developed areas and leverage existing interstate interchanges or existing roadway networks.**
- **Create efficiencies in the provision of service and community infrastructure.**
- **Build on the existing markets of developed areas.**
- **Target new growth in areas in reasonable proximity to existing development; where service infrastructure, water, sewer, and roads are either present or cost-effectively extended to serve new development.**
- **Target growth to infill sites and sites contiguous to existing development to better leverage existing markets, infrastructure and city services.**
- **Phase new growth in a logical and contiguous manner, with the ability to extend service infrastructure to serve any new development.**
- **Recommend cooperative planning with the County and other governmental agencies.**

Preferred Land Use Map

The five Place Types illustrated on the following pages are designed to work with the Preferred Land Use Map. The Preferred Land Use Map is meant to portray a conceptual plan, with the understanding that the general areas identified on the map are correct, but there may be slight modifications to their precise boundaries when a lot-by-lot analysis is conducted during plan implementation.

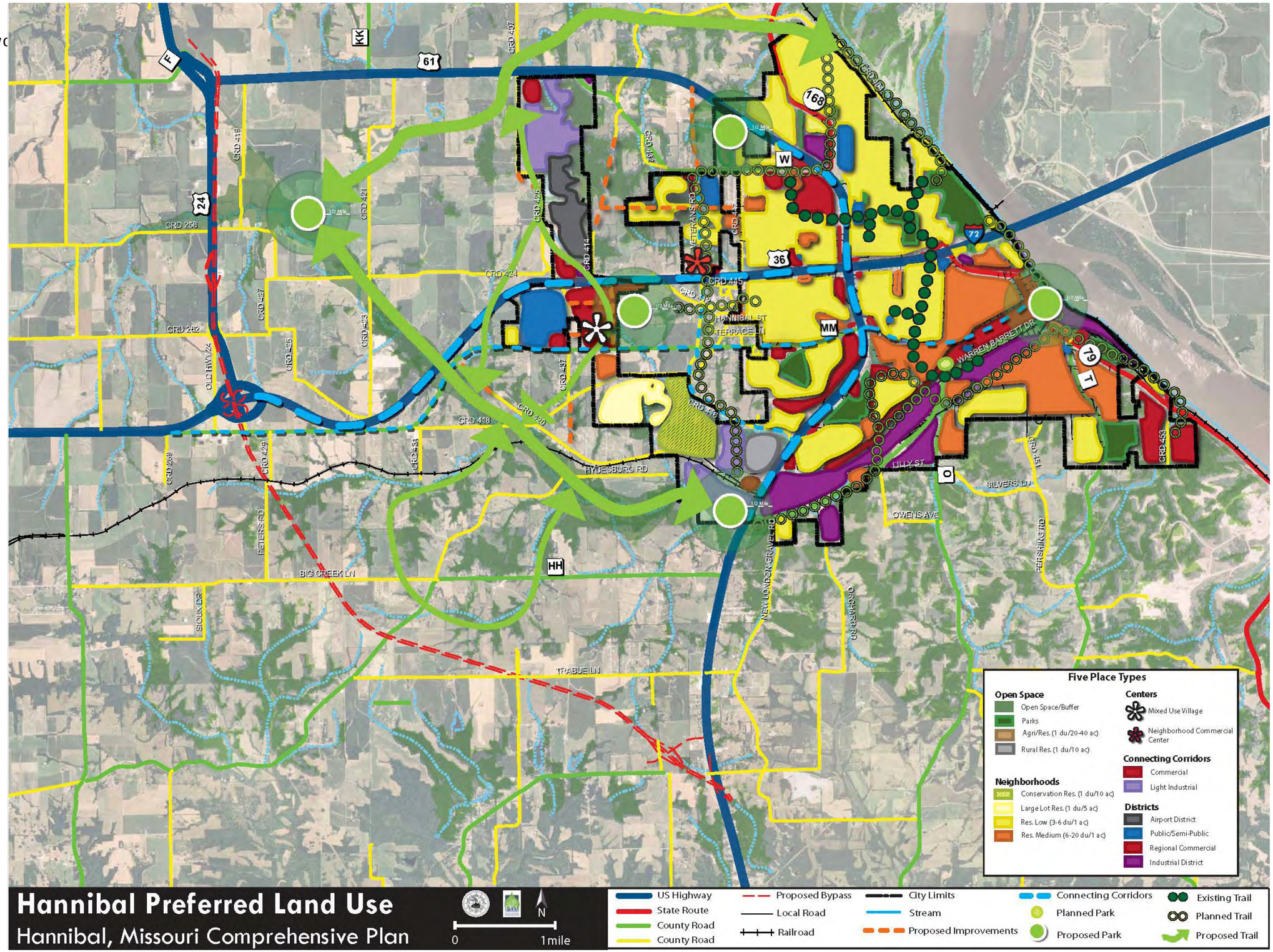
The following land use descriptions serve as a guide for future growth and development within Hannibal by outlining recommended uses and densities for each category. The land use designations are for planning purposes and do not represent a change to existing zoning.

The intent of the Future Land Use Map and Categories, Place Types, and Policies is to preserve Hannibal's sense of place, promote revitalization efforts and future growth that preserves and protects the historic downtown.

Land Use Category Summary

The five place types, and associated land use categories, are outlined below and illustrated in the following pages.

- **Open Space – generally preserves the natural environment from growth and development.**
  - **Open space/Buffer consists of private or public lands approximating a wilderness condition, including streams, floodplains, woodlands, and severe slopes.**
  - **Park areas consist of private or public lands reserved for parkways, parks, or golf courses.**
  - **Agricultural-Residential uses are intended primarily for agricultural uses and are often utilized as "holding uses" for annexed lands.**
  - **Rural Residential is intended for areas on the outer edge of urbanized development. Land uses should be agricultural and remain very low-density residential at 1 unit per 10 acres.**
- **Neighborhoods – are typically considered the foundation of the community, providing a variety of housing choices for residents.**
  - **Conservation Residential is intended to encourage flexibility in design standards to provide additional open space.**
  - **Large Lot Residential development creates the perception of large expanses of open spaces separated by large lots.**
  - **Residential Low Neighborhoods represent the typical residential "subdivision."**
  - **Residential Medium Neighborhoods consists of attached houses, two-unit houses, multi-unit houses, multiplexes, and apartment/condo dwellings.**
- **Centers – are gathering places, offer access to retail and services, public uses such as schools, or employment destinations.**
  - **Neighborhood Commercial Centers serve nearby residential areas with basic personal and retail services. A new Neighborhood Commercial Center is recommended at Veterans Road and US 36 interstate interchange.**
  - **A Mixed-Use Village Center is recommended along MM Road, east of the hospital, and is intended to anchor the hospital, future college development, and potential greenway network.**
- **Connecting Corridors – link open space, neighborhoods, centers and destinations together within a community.**
  - **Typical strip Commercial development that accommodates "heavier" commercial activities, automotive-oriented uses, and/or outdoor operations.**
  - **Light Industrial includes single, dedicated use industries or offices that are not a part of a business subdivision.**
- **Districts – are large areas of activity, typically a single use district such as the airport, college campus, or downtown.**
  - **The Hannibal Regional Airport is a small general aviation airport.**
  - **Public-Semi-Public uses include areas designated for a variety of uses that serve civic**


Hannibal Preferred Land Use
Hannibal, Missouri Comprehensive Plan
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US Highway
State Route
County Road
County Road
Proposed Bypass
Local Road
Railroad
City Limits
Stream
Proposed Improvements
Connecting Corridors
Planned Park
Proposed Park
Existing Trail
Planned Trail
Proposed Trail
Five Place Types
Open Space
Open Space/Buffer
Parks
Agri/Res. (1 du/20-40 ac)
Rural Res. (1 du/10 ac)
Neighborhoods
Conservation Res. (1 du/10 ac)
Large Lot Res. (1 du/5 ac)
Res. Low (3-6 du/1 ac)
Res. Medium (6-20 du/1 ac)
Centers
Mixed Use Village
Neighborhood Commercial Center
Connecting Corridors
Commercial
Light Industrial
Districts
Airport District
Public/Semi-Public
Regional Commercial
Industrial District
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CRD 451
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OLD HWY 24
HYDESBURG RD
BIG CREEK LN
TRABUE LN
VETERANS RD
HANNIBAL ST
TERRACE LN
WARREN BARRETT DR
LILLY ST
OWENS AVE
SILVERS LN
PERSHRINKS RD
NEW LONDON GRAVEL RD
OLD NEW LONDON RD
PETERS RD
SIOUX DR

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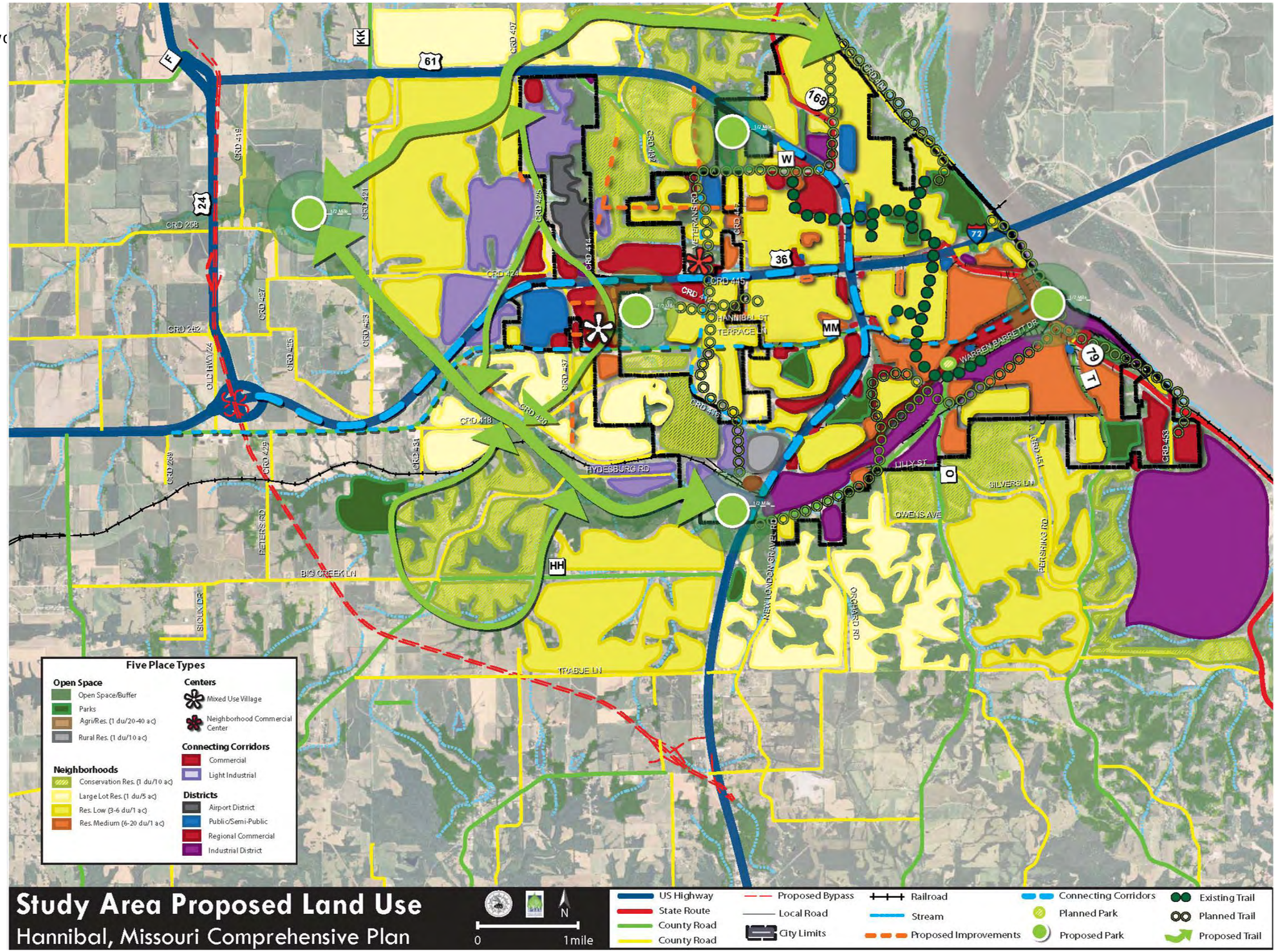
Study Area Proposed Land Use
Hannibal, Missouri Comprehensive Plan
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Planned Park
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Existing Trail
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LILY ST
SILVERS LN
OWENS AVE
NEW LONDON GRAVEL RD
ORCHARD RD
PERSHING RD
BETERS RD
BIG CREEK LN
SIOUX DR
TRABUE LN
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Land Use Policies

The purpose of Land Use Policies is to guide future growth patterns through not only the traditional methods of land use and density, but also to provide design guidance on how to preserve community character and create a sense of place through directing future building form and character to create special places.

The policies that follow apply to future development within Hannibal today and should be used as a guide for determining "how," "when," and "where" future development should occur. A *policy* is defined as a definite course or method of action selected to guide and to determine present and future decisions.

Thus, *Policies,* define ways to make Hannibal's desired future happen. Specifically, the Plan should be used by the City to implement stated community goals and help make decisions about land use, proposed ordinances, and programs.

The categories of policies are:

- **Land Use – General**
- **Land Use – Place Types**
    - **Open Space**
    - **Neighborhoods**
    - **Centers**
    - **Connecting Corridors**
    - **Districts**

Many of the policies use the words "should" and so forth. In general, these words should be read to describe the relative degree of emphasis to be given the policy, but not to establish a specific legal requirement. Because of the often general nature of the policies, some policies within this Plan may appear to conflict. Exercise of judgment is critical to a comprehensive policy plan, which seeks to provide general direction regarding the myriad of factors affecting growth and development in a community setting.

Land Use - General

- The Land Use Element represents the City's official policy for land use, development, and growth, and shall be the basis for recommendations on future zoning requests and requests for use of other implementation tools, and shall guide interjurisdictional coordination.
- The City should continue to promote the continued development of Hannibal's Downtown as the primary regional activity center for finance, culture, tourism, and government, complemented by the adjacent historic neighborhoods.
- The City should maintain and enhance its character and sense of place by creating special places as defined by open space, neighborhoods, centers, connecting corridors, and districts.
- Growth within Hannibal should promote a compact development pattern. Concentrate growth and development in areas where housing, employment, shopping and cultural resources form special places.
- Encourage, facilitate, and target development in existing water and sewer service areas and on vacant and underutilized parcels through innovation, flexibility, and streamlining.
- Infrastructure upgrades and new infrastructure should be considered for its impact as a possible catalyst for new development and should in some cased be used as a growth management tool to guide the timing and locations of new development.
- Hannibal shall retain a clear and well-defined edge where growth and development in-and - around the City ends, and rural areas begin utilizing various measures for managing growth at its edges.
- Future growth necessitating investment in capital facilities and services should be reviewed comprehensively and made within a framework that balances and evaluates the costs and relative importance of competing needs.
- Desired Development Zones, discussed in chapter three, indicate where the city wants to direct future growth if and when it becomes important for the future economic, fiscal, and environmental health of the City. Should future investment or redevelopment opportunities present themselves, they should be in accordance with the policies and criteria set forth in this plan.
- The City should consider voluntary annexation of new territory into the City limits when the annexation of such property conforms to the goals and polices of the City.
- The cost and feasibility of upgrading public facilities to meet current City standards should be evaluated by City staff and/or the developer prior to voluntary annexation. The provision of adequate public facilities and the phasing of infrastructure improvements should be important considerations in the timing and location of development.
- Development should pay its share of the cost of providing needed public facilities and services.
- Future development should be designed using the Site Planning Principles and Guidelines outlined in this plan.
- Future development should be designed using the Architectural Character Principles and Guidelines outlined in this plan.

Place Types

Open Space

- Protect natural resources from the adverse effect of development and the improper management of resource lands. Avoid natural resource areas, or protect them as public open space or with innovative and flexible development regulations.
- New development and economic growth should be directed to lands away from natural resource areas and served by or programmed for water and sewer service.
- Development should avoid natural resource areas. Flexibility in lot size standards should be considered so that developers can protect natural areas.
- When it is not possible for development to avoid natural resource areas, such as road crossings over stream corridors, development should use development techniques that minimize impacts.
- Reserve and protect vital land areas for future development through the prevention of random, premature conversion of agriculture or undeveloped lands to isolated residential, commercial, or industrial uses.
- In rural and open space areas, public infrastructure improvements should be timed and designed to accommodate existing needs and not become an incentive for new subdivisions that might conflict with the growth management polices of this plan.
- Future development should be designed using the Open Space and Public Places Principles and Guidelines outlined in this plan.
- Review of site plans for proposed development should ensure that all reasonable measures are taken to protect natural resources.

Neighborhoods

- New neighborhoods should be an integral part of the broader community. A variety of housing types and densities should be available throughout the City for all income levels.
- To the extent practical, new neighborhoods should be contiguous to existing residential development, and isolated sub-divisions should be avoided.
- Promote compatible residential infill in a range of prices and product to accommodate changing family demographics and market.
- The size, layout, and design of neighborhoods should make them conducive to walking, with all residences sharing the sidewalk, trails and street system and area parks.
- The City should encourage the creation and expansion of affordable housing opportunities and preservation of existing housing stock.
- Medium and higher density areas should be designed with a scale and style compatible with existing residential uses.
- New community facilities such as schools, parks, and libraries should be located within or immediately adjacent to residential areas to promote walking.
- Small parks, greenways, natural areas and other outdoor spaces should be elements of future neighborhoods.
- Future residential development should promote neighborhoods designed with the

Centers

- Promote the development of the Mixed Use Village and Neighborhood Commercial Center, identified on the Preferred Land Use map, in order to improve delivery of public and private series, reduce vehicle trips and create inviting places to live, work and play.
- Centers should be distinct and identifiable places. The streets and blocks, and the architectural character of buildings should contribute to the identity and sense of place.
- The Mixed-Use Village Center at U.S. 24 Highway and MM Road should receive priority for land use, streetscape, and urban design improvements to promote transition to a mixed-use commercial center.
- Encourage housing as one of the uses in and adjacent to the Mixed Use Village Center to provide housing choice.
- Encourage mixed-use development to locate and design buildings so that a percentage of the fronts of builds directly face adjacent streets, provide a mix of types and size of businesses, provide pedestrian-oriented site design, and incorporate convenient, safe, and attractive parking areas.
- Future development should be designed using the Site Planning Principles and Guidelines outlined in this plan.
- Future development should be designed using the Architectural Character Principles and Guidelines outlined in this plan.
- Future development should be designed using the Landscape Design Principles and Guidelines outlined in this plan.

Connecting Corridors

- Emphasize Connecting Corridors through public improvements and application of Community Streets guidelines.
- Promote land use, transportation, and urban design improvements that would link Downtown with 36 Highway, MM Highway, the Hospital campus, and future University expansion.
- Corridors should be developed to provide efficient mobility and transport of people and goods between the various areas of the City as shown on the Proposed Street Map.
- Where feasible, commercial development, specifically retail, should not be spread along major arterials and should be grouped in nodes to share parking and access.
- Commercial development should be compatible with nearby development and adequately buffered to mitigate adverse impacts with residential neighborhoods.
- The size and scale of commercial development should vary, but new development should be encouraged to locate and design buildings that provide pedestrian-oriented site design, and convenient, safe, and attractive parking.
- Encourage the gradual evolution of existing, auto-dominated strip commercial areas to compact commercial places with enhanced walking connections.
- Future development should be designed using the Site Planning Principles and Guidelines outlined in this plan.

Districts

- **Promote Districts that will contribute to Hannibal overall economic vitality, environmental quality, and community character.**
- **Encourage the establishment of District clean industries that have little or no negative impact on the area's environment.**
- **Promote opportunities for District development in locations served by existing infrastructure when appropriate design elements or land use transitions of lower intensity land uses can be utilized to mitigate incompatible impacts on adjacent neighborhoods.**
- **Districts are best suited in areas where there is existing zoning for it and where there is or should be adequate infrastructure to support it.**
- **The size and scale of uses within Districts should vary, but new development should be encouraged to locate and design buildings that provide pedestrian-oriented site design, and convenient, safe, and attractive parking.**
- **Districts with high intensity uses, such as heavy industrial, should have easy access to shipping, rail, airports and highways that provide efficient trucking access.**
- **Direct the clustering of District uses toward strategic intersections, corridors, and areas adjacent to compatible uses.**
- **Future development should be designed using the Site Planning Principles and Guidelines outlined in this plan.**
- **Future development should be designed using the Architectural Character Principles and Guidelines outlined in this plan.**
- **Future development should be designed using the Landscape Design Principles and Guidelines outlined in this plan.**

FIVE PLACE TYPES

Open Space

Generally preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner.

Land Uses

- Open Space/Buffer
- Parks
- Agri/Residential

Neighborhoods

Are typically considered the foundation of the community, providing a variety of housing choices for residents.

Land Uses

- Large Lot Residential
- Conservation Residential
- Residential Low
- Residential Medium

Centers

Are gathering places, offer access to retail and services, public uses such as schools, or employment destinations.

Land Uses

- Neighborhood Center
- Mixed-Use Village Center

Connecting Corridors

Link open space, neighborhoods, centers, and destinations together within a community. The character and scale of a corridor can vary depending upon the use and location. Three types are: Emerging Corridor – Veterans Road; Infill/Redevelopment – US 36; and Great Street – MM Road

Land Uses

- Light Industrial

Districts

Are large areas of activity, typically a single use district such as the airport, college campus, or downtown.

Land Uses

- Airport
- Public/Semi Public
- Industrial
- Regional Commercial

PLACE TYPE

Open Space Characteristics

Agricultural land, rivers and stream corridors, natural habitat areas, parks, and other open space resources are key to Hannibal's character and quality of life. Open space also provides economic benefits by enhancing the value of individual properties, developments, and communities as a whole. Future preservation of open space is a central theme of the Plan. Participants in public meetings conducted for the Plan have ranked open space and environmental protection as among the top issues for Hannibal's future. The concern for Hannibal's open spaces is linked not only to the importance that residents place on these resources, but also to the perception that they are being rapidly consumed by development. This perception is supported by recent and projected growth trends that show the County's urbanized area to be increasing over time.

As population growth and development continues, protecting Hannibal's open space should serve to prevent important natural habitats from being lost or fragmented. Open space can also serve as the "connective tissue" between developed areas of the City and Counties. Through the implementation of conservation development practices, the open space that is protected in individual residential neighborhoods can be linked to a larger system through greenway corridors and trails, thus providing seamless recreational experiences for residents while preserving the ecological health of the City and County. Open space can also add to the value of individual properties, developments, and communities as a whole. Residential areas adjacent to conserved open space tend to have increased property values and market demands.

Open Space Land Use Categories

Future growth in rural and urban fringe areas should be managed through the introduction of new land use densities. Over life of the plan, rural residential densities should change as demand increases or opportunities arise.

- **Open Space/Buffer includes streams, floodplains, woodlands, severe slopes greater than 15%.**
- **Parks consist of lands reserved for parkways, parks, or golf courses to accommodate active and passive uses.**
- **Rural Residential is intended for areas of the outer edge of urbanized development, not ready for development.**
- **Agricultural/Residential uses are for areas further than 1 mile from the outer edge of urbanized development.**

Sources: Duany Plater Zyberk

Open Space Land Use Categories

Open Space/Buffer

Characteristics

Open Space/Buffer consists of private or public lands approximating a wilderness condition, including lands unsuitable for development. It includes streams, floodplains, woodlands, severe slopes greater than 15%, and buffer zones around such natural resources. These areas should be used for interpretive trails and/or passive recreation.

- **Density - No recommended structures allowed.**
- **Height - No recommended structures allowed.**
- **Infrastructure - N.A.**

Parks

Characteristics

Parks areas consists of private or public lands reserved for parkways, parks or golf courses and intended to accommodate active and passive parklands, trails, recreation uses, environmentally sensitive areas, or on other lands reserved for permanent open space purposes.

- **Density - N.A.**
- **Height - N.A.**
- **Infrastructure - N.A.**

Agricultural-Residential

Characteristics

Agricultural-Residential uses are intended for agricultural use in areas further than 1 mile from the outer edge of urbanized development. Subdivision of land to higher density development is premature, due to lack of adequate utility services, roadways and other transportation systems. Land uses should be agricultural–related and very low-density residential development. Often utilized as a "holding use" for annexed lands, noise compatibility, or to direct the priority and order of development.

- **Density - 1 unit per 20 to 40 acres**
- **Height - 1 – 2 story**

Rural Residential

Characteristics

Rural Residential is intended for areas of the outer edge of urbanized development. Subdivision of land to higher density development is usually premature, due to lack of adequate utility services, roadways and other transportation systems. Land uses should be agricultural –related and very low-density residential development.

- **Density - 1 unit per 10 acres**
- **Height - 1 – 2 story**
- **Infrastructure - Individual well and septic systems**

▪ **Infrastructure - Individual well and septic systems**	

PLACE TYPE

Neighborhood Characteristics

Neighborhoods are typically considered the foundation of the community, providing a variety of housing choices for residents. Neighborhoods should be walkable and connected, when feasible, and include a mix of housing types. Neighborhood concepts presented here are not new; they are a restatement of planning practices that have been commonplace in many communities for over a century. Elements, illustrated below, such as friendly streets, a mixture of housing types, and useful public and green space are universal in building desirable and attractive neighborhoods.

Neighborhood Land Use Categories

New housing should occur in Low Density, Medium Density Neighborhoods and in redevelopment and infill opportunity areas.

- **Conservation Residential is intended to encourage flexibility in design standards to provide additional open space. Net density is 1 to 2 units per 10 acres; with a goal of 60% open space.**
- **Large Lot Residential development creates the perception of large expanses of open spaces separated by large lots of 1 unit per 3 to 5 acres.**
- **Residential Low Neighborhoods represent the typical residential "subdivision," consisting of single-family detached homes at 3 to 6 units per acre.**
- **Residential Medium Neighborhoods accommodate attached residential development primarily consisting of attached houses, two-unit houses, multi-unit houses, multiplexes, and apartment/condo dwellings, which may be intermixed throughout the neighborhood at 6 to 20 units per acre.**

Traditional Neighborhood Elements

Streets

Neighborhoods

Environment

Parks & Open Space

Neighborhood Land Use Categories

Large Lot Residential

Characteristics

Large Lot Residential development pattern creates the perception of large expanses of open spaces with buildings removed from the public roads and from each other. Primarily single family residential. Open space is generally broken-up by large individual private lots.

- **Density - 1 unit per 3 - 5 acres**
- **Height - 1 – 2 story**
- **Infrastructure - Individual well or shared septic systems**

Conservation Residential

Characteristics

Conservation Residential is intended to encourage flexibility in design standards to provide additional open space and recreational amenities for residents, while preserving environmentally sensitive resources. These areas are intended to develop design options that allow greater flexibility in exchange for the provision of a greater amount of common open space than required in conventional developments.

- **Density - 10 acre minimum site size; Net density 1 – 2 units/10 acres; 60% open space goal**
- **Height - 1 – 2 story**
- **Infrastructure - Individual well or shared septic systems**

Residential Low Density

Residential Medium Density

Characteristics	Characteristics
Residential Low is the typical residential "subdivision," consisting of single-family detached homes on developed lots. The street pattern is usually curvilinear with numerous cul-de-sacs. Subdivisions tend to be oriented internally, with few major entrances to local roads. Open space is more formal, often designed as part of individual site landscape plans. ▪ **Density - 3 to 6 units per acre** ▪ **Height - 1 – 2 story** ▪ **Infrastructure - Generally municipal extensions**	**Residential Medium accommodates attached residential development: attached houses, two-unit houses, multi-unit houses, multiplexes, and apartment/condo dwellings, which may be intermixed throughout the neighborhood. This category is appropriate for planned public/semi-public uses such as schools or religious institutions. Net density may be lower in locations where land is severely restricted by slopes, or other significant natural features.** ▪ **Density - 6 to 20 units per acre** ▪ **Height - 1 – 3 story** ▪ **Infrastructure - Generally municipal extensions**

Alternative Development Forms

Single-family Characteristics

Hannibal includes a mix of traditional residential and suburban style subdivisions. It is expected that this mix should continue to occur. When new subdivisions are developed, every effort should be made to meld them into adjacent traditional neighborhoods, and not create artificial barriers. Many of the principles for traditional development illustrated in this section can apply, such as maximizing street connections, pedestrian orientation, and others.

New more traditional residential development patterns encourage human scale, walkable communities with a mix of uses and density, typically with some neighborhood commercial retail. Recent trends have "rediscovered" the benefits of this type of development as a viable alternative for new development.

Characteristics

This residential type is often characterized by:

- **A "grid" street network, typically with alleys, mixed housing types, and some mixed uses.**
- **Homes relate to the street with emphasis on small town feel.**
- **Development requires a different set of physical standards including "build to lines," porches, rear facing or detached garages.**
- **Emphasis on 5 – 10 minute walks to area amenities.**
- **A wide range of lot dimensions and a variety of housing types allows serving multiple markets.**

Alternative Development Forms

Multi-Family Characteristics

New Multifamily development patterns include freestanding concentrations of apartments, townhouses, condominiums, and other similar multi-family uses. As a general rule of thumb, it includes only those Multi-family developments that exceed 7 dwelling units an acre density and 20 dwelling units. They should be encouraged to locate near major employment centers and within easy access to arterial roadways. They should not be viewed as a "buffer" between single-family and non-residential uses, but rather as a residential land use that maximizes the connectivity between sues and provides a gradual transition in intensity of the development pattern. The quality of Multi-Family complexes need to be raised through improved site planning and design guidelines. A wide range of unit formats allows serving multiple markets.

Hybrid Multi-Family

- **Hybrid multifamily development primarily consists of attached houses, two-unit houses, and apartment/condo dwellings. These buildings may be communities, or merely a collection of separate entities.**
- **Multifamily units may be intermixed throughout the neighborhood. Scale and massing is often more neighborhood friendly with individual apartment units with street access.**

Neotraditional Multi-Family

- **Neotraditional multi-family plans are designed as a small village of multi-family homes. They can include a variety of multi-unit houses, multiplexes, and apartment/condo dwellings or sites that serve as a distinct destination.**
- **They are distinguished from conventional or hybrid types by mix of multi-family units, and may include a combination of low scale and mid-scale structures.**

PLACE TYPE

Center Characteristics

Centers are gathering places, offer access to retail and services, public uses such as schools, or employment destinations. Growth at these strategic locations should be accomplished by promoting a compact walkable development pattern. Critical to their development success is the mix of services that allow residents and workers to obtain many daily needs on foot, bicycle, or car.

Center Land Uses Categories

The character and scale of a center can vary depending upon the use and location. Recommended centers follow:

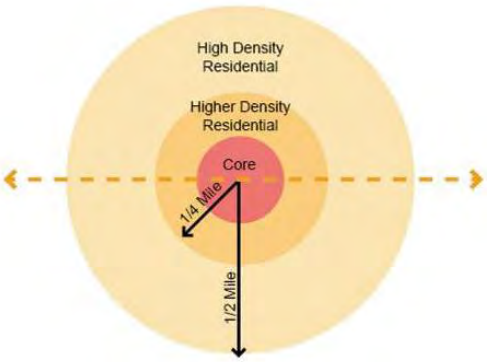
- **Neighborhood Commercial Centers serve nearby residential areas with basic personal and retail services. A new Neighborhood Commercial Center is recommended at Veterans Road and US 36 interstate interchange.**
- **Mixed-Use Village Centers promote a more compact walkable development pattern and includes a mixture of neighborhood-serving office and retail services, institutional uses, and workforce and senior housing. A new Mixed-use Village Center is recommended along MM Road, east of the hospital, and is intended to anchor the hospital, future college development, and potential greenway network.**

½ MILE DEVELOPMENT RADIUS

Centers are organized within an easy walking distance of other facilities, typically a ¼ to ½ mile development radius.

CORE AREA

Centers are ideally placed along major corridors and other development would be incorporated along with bicycle and pedestrian connections.


High Density
Residential
Higher Density
Residential
Core
1/4 Mile
1/2 Mile

Center Land Use Categories

Neighborhood Commercial Center

Characteristics

Neighborhood commercial centers serve nearby residential areas with basic personal and retail services. Uses typically include grocery, books, music, videos, gifts, clothing, art, supply, small professional medical office/financial, barber, eating and drinking establishments. Such uses are generally located in stand-alone buildings or in small commercial centers and may include uses such as convenience stores, beauty salons, restaurants, grocery stores, drug stores, clothing stores and specialty shops. These uses are appropriate in many areas of the City and can help to minimize traffic by providing services near homes. Locate at intersection of collector or arterial streets.

- **Acres/Density - 10,000 – 50,000 sq. ft pad site or**
  1 - 5 acres including parking areas
- **Height - 1 – 2 story height at core**
- **Infrastructure - Generally, municipal Services**

Mixed Use Village Center

Characteristics

Mixed Use Village promotes a more compact development pattern with a central core encompassing a radius of a ¼ mile, where more intense and diverse uses occur to promote walkability. Includes a mixture of neighborhood-serving office and retail services such as pharmacy, office supplies, bakery, and eating establishments. Includes institutional, civic, and medium density residential uses intermixed. Development form includes mixed-use development with a mix of business and residential that enhances the pedestrian environment of the community. Residential uses may be located on upper floors of a building's business, or attached or multi-unit houses, or apartment/condo buildings commingled nearby to promote diversity and a successful pedestrian environment.

- **Acres/Density - 4 - 8 units per acre; 3,000 sq ft commercial pad site or minimum 10 acres**
- **Height - 1 – 4 stories**
- **Infrastructure - Generally, municipal services**

Alternative Development Forms

Neighborhood Commercial Center Characteristics

Neighborhood Commercial Uses are intended to serve nearby residential areas with basic personal and retail services. They can be obtrusive and have negative impacts on homes if they do not respect the neighborhood scale or are not properly located and designed.

Characteristics

- **Neighborhood Commercial Uses typically require a site of between one and five acres to accommodate buildings and parking areas, supporting a floor area of between 10,000 and 50,000 square feet. Major tenants may include a small grocery or drug store.**
- **The Neighborhood Commercial shopping area should be located along a collector street or arterial street, easily accessible from the area it is intended to serve.**
- **Generally, it should serve an area approximately 1–3 miles in radius. At least 1 mile between centers is needed to isolate market demand.**
- **Building design should be compatible with surrounding residential areas with regard to materials, building scale, building massing, and relationship to streets.**
- **Mixed-use structures are encouraged. Small commercial structures with attached residences or other attached uses are a prime example.**

MOONS CAFE

SMOOTHIE KING

TANNING
TANNING

Alternative Development Forms

Mixed Use Center Characteristics

The intent of new mixed use areas is to meet existing and future market demands by focusing land use patterns in compact development that target jobs, shopping and services near neighborhoods along major roadways. These multi-purpose activity centers should be designed with multi-modal and traditional neighborhood principles such that they accommodate a range of densities and uses as markets change.

Hybrid Characteristics

- **Hybrid centers are distinguished from conventional commercial by their scale and type of uses.**
- **They serve a geographic sub region with basic commercial services.**
- **These uses rely more on capturing pass through traffic.**
- **Uses may include general retail, specialty retail, office, restaurant, and motels.**
- **De-emphasis on "big box" retail.**
- **Requires easy access to an interstate roadway or arterial.**
    - **Acres: 5 – 30 acres or**
      3,000 sq ft commercial pad site minimum with
      4 - 8 units per acre residential
    - **Height: 1 – 4 story**

Neotraditional Characteristics

- **Neotraditional center plans are designed to mimic small cities.**
- **They promote a mixture of neighborhood-serving office and retail services, institutional, and civic, uses intermixed through compatible site planning and building design.**
- **Mix of uses enhances the pedestrian environment.**
- **Uses are limited to compact, pedestrian/ neighborhood-oriented services rather than large-scale "big box" or automotive-oriented uses.**
- **Requires easy access to an interstate roadway or arterial.**
    - **Acres: 5 - 30 acres or**
      3,000 sq ft commercial pad site minimum with
      4 - 8 units per acre residential
    - **Height: 1 – 4 story**

PLACE TYPE

Connecting Corridor Characteristics

Connecting Corridors are important transportation corridors linking destinations and activities. They increase mobility, improve the aesthetics of surrounding development, and accommodate the flow of goods, services, and people. Corridors may link open space, neighborhoods, centers, and destinations together within a community. Connecting Corridors are most important to positive and negative perceptions of an area. They help set the "tone" of the area by establishing visual and aesthetic standards.

Tenets Of Connecting Corridors

The basic tenets of Connecting Corridors development and redevelopment are to:

- **Plan for new emerging corridors to be developed, and improve existing corridors, as densities and demand for services increase,**
- **Channel growth where it will be most beneficial to residents and businesses,**
- **Guide development by providing densities necessary to promote efficient automobile use and compact land use patterns,**
- **Plan for the identification of infill and redevelopment target areas by identifying locations of underutilized land, and areas already undergoing positive change,**
- **Plan for transportation opportunities along the corridor,**
- **Plan for implementation of new corridors to be phased to coincide with new development, and**
- **Prioritize aesthetic enhancement for these corridors.**

Three Connecting Corridor Types

The three Connecting Corridor types are:

- **Great Street Corridors, such as MM Road**
- **Emerging Corridors, such as Veterans Road**
- **Infill/Redevelopment Corridors, such as US-36 or US-61 Highway**

Connecting Corridor Land Use Categories

The character and scale of a corridor can vary depending upon the use and location. Recommended land uses are:

- **Typical strip Commercial development that accommodates "heavier" commercial activities, automotive-oriented uses, and/or outdoor operations.**
- **Light Industrial includes single, dedicated use industries or offices that are not a part of a business subdivision. Light Industrial uses generally include manufacturing, warehousing, wholesale, and industrial**

uses.

Connecting Corridor Example Land Use Categories

Commercial

Characteristics

Typical strip commercial development that accommodates "heavier" commercial activities, automotive-oriented uses, and/or outdoor operations that are not found in or compatible with mixed-use or neighborhood oriented environments. Uses typically include offices and retail establishments, medium-to-large scale businesses, and automotive-oriented uses including drive-through facilities. Locate at intersection of arterial streets. Development form, over-time, should be transformed to allow more walkable destinations, mix of activities and connections between developments.

- **Acres: 5 – 30 acres**
- **Height: 1 – 3 stories**
- **Infrastructure: Generally, municipal services**

Light Industrial

Characteristics

Light Industrial includes single, dedicated use industries or offices that are not a part of a business subdivision. These uses are sprinkled throughout the City, and while individually they do not have the impact of an employment campus, they do have a substantial collective impact. Light Industrial uses generally include manufacturing, warehousing, wholesale, and industrial uses. Because this use category is intended to promote the economic viability of manufacturing and industrial uses and encourage employment growth, residential use are prohibited and other non-industrial uses are restricted. Open space is more formal, often designed as part of individual site plans.

- **Density: 10 – 100 acres**
- **Height: Up to 60' or approximately 4 stories**
- **Infrastructure: Municipal services or private system**

Connecting Corridor Types

Great Street Corridor

MM Road

Source: Urban Advantage

Great Street Corridors, such as MM Road represent one continuous corridor concept, often with differing segments.

- **Are characterized by a combination of open lands and spot development.**
- **Include 3-4 lane minor arterials shown on the Proposed Street Map.**
- **Are appropriate for public-semi public uses, village centers and more intense residential uses.**

Great Streets are most important to current and future travelers and residents' positive and negative perceptions of an area.

- **Establish visual and aesthetic design "tone" of an area**
- **Parkways can make major contributions to an area's natural image**

Great Streets connect special places with safe, convenient, and interesting routes.

- **Are pedestrian-oriented in design and appearance.**
- **Accommodate bicycles, slow-moving automobile traffic, and on-street parking as appropriate.**
- **Great Streets are places people choose to travel along and return to.**

Connecting Corridor Types

Emerging Corridors

Veterans Road Corridor

Source: Urban Advantage

Emerging Corridors, such as Veterans Road, are:

- **Lands characterized by open lands and spot development.**
- **Lands within 1-mile of an existing Interstate Corridor.**
- **Include 3 - 4 lane minor arterials shown on the Proposed Street Map.**
- **Are appropriate for less intense industrial or neighborhood commercial uses.**

Identify locations for infill and new development that are:

- **Underutilized land areas already undergoing positive change, which is expected to continue**
- **Areas within a water and or sewer service area**
- **Areas where public investment is warranted from a big picture policy perspective**
- **Areas with Special Opportunities, such as building on major public CIP investments**
- **Pedestrian/Trail opportunities along corridor**

Connecting Corridor Types

Infill/Redevelopment Corridors

US-36 Highway

Infill/Redevelopment Corridors, such as US-36 or US-61 Highway, are:

- **Characterized by underutilized land or tiered development sites.**
- **Include 3-4 lanes or more primary arterials shown on the Proposed Street Map.**
- **Are appropriate for industrial and more intense commercial uses with interstate interchange access.**

Infill/Redevelopment Corridors benefit from direct access to interstate access locations which are:

- **Valuable limited resource in the community and as key symbolic entrances into the community.**
- **Should be reserved for high quality uses that generate high economic returns for the community and should be protected from low quality and low economic benefit uses.**
- **Desired land uses include research parks, office complexes and other employment-intensive uses.**
- **Uses such as restaurants, hotels, and similar services should be ancillary and subordinate to the employment related uses, and should be designed to be integrated with those uses through coordinated access, compatible signage and landscaping, and high quality site plan and building design.**
- **Traffic circulation and access should be carefully**

PLACE TYPE

District Characteristics

The vision for Hannibal calls for Downtown to be supported by other districts with unique or specialized uses and activities, such as Industrial or Regional Commercial. Districts can be locations for employment uses including light manufacturing, offices, and other similar uses. Industrial Districts are also common, and are intended to provide a location for a variety of work processes such as manufacturing, warehouses, storage yards, and other similar uses. These Districts are often served by a variety of complementary uses such as business services, convenience retail, childcare, and restaurants. New districts should be located and designed to provide high quality environments and leverage existing transportation connections. Redevelopment of existing districts, such as the existing regional commercial development along US 61 Highway, should provide opportunities over time for more choices in housing, and land use, and to establish a more walkable and connected development pattern.

District Land Use Categories

Districts are large areas of activity, typically a single use district such as the airport, college campus, employment, or downtown. Example Districts include:

- **The Hannibal Regional Airport is a small general aviation airport. Non-compatible land uses that are sensitive to noise should not intrude upon the airport operational activities.**
- **Public-Semi-Public uses include areas designated for a variety of uses that serve civic purposes and the public such as cemeteries, schools, and churches.**
- **Regional Commercial uses vary, but generally include general commercial retail uses, offices, personal services, restaurants, automotive related businesses, and related uses.**
- **Industrial Districts may include a wide range of manufacturing, warehousing, wholesale, industrial office, business, research and development uses, and related ancillary uses such as restaurants.**

District Land Use Example Categories

Airport District

Characteristics

The Hannibal Regional Airport is small general aviation airport with fewer than 20 average daily flights. Development policies should ensure that non-compatible land uses do not intrude upon airport operational activities, e.g. residential, public, and semi-public uses. Residents of areas beyond the traditional areas of noise compatibility control may be exposed to loud single events they may find objectionable.

- Density - N.A.
- Height - N.A.
- Infrastructure - Municipal services

Public/Semi-Public

Characteristics

Public/Semi-Public uses include areas designated for a variety of uses that serve civic purposes and the public including but not limited to cemeteries, schools, churches, libraries, and public facilities that are government owned. More intensive uses like hospitals and large governmental office buildings should be limited to appropriate commercial, industrial, or high-density residential areas. Large-scale assembly uses in residential areas must be evaluated for appropriateness.

- Density - N.A.
- Height - N.A.
- Infrastructure - Municipal Services

Regional Commercial

Characteristics

The Regional Commercial Uses include either a single use or conglomeration of commercial uses and/or sites that serve as a distinct destination for traffic from a large geographic area. Specific uses vary, but generally include general commercial retail uses, offices, personal services, restaurants, automotive related businesses, and related uses. These include enclosed shopping malls, strip centers, and freestanding stores. The chief characteristic of Regional Commercial is that it has a scale and magnitude that serves a regional market, and they are usually destination locations for shoppers.

Industrial District

Characteristics

Industrial Districts may include a wide range of manufacturing, warehousing, wholesale, industrial office, business, research and development uses, and related ancillary uses such as restaurants. They can best be described as business versions of "subdivisions." The term "campus" is used intentionally in that it implies a sense of integration and coordination of uses and a certain quality and character of development. This category is intended to promote the economic viability of manufacturing and industrial uses and encourage employment growth.

- Density – Can exceed 100 acres

- **Density: Exceeds 30 acres & excess of 300,000 sq. ft.**
- **Height - 1 – 3 stories**
- **Infrastructure - Generally, municipal services**
- **Height - Up to 60' or approximately 4 stories**
- **Infrastructure - Municipal services or private system**

District Development Form

Airport Characteristics

Characteristics

While planning and development of an airport typically takes from at least 10 to 15 years and longer, land transactions and development expectations are often established early in the process. In addition, these potential impacts are usually not confined to a single jurisdiction, but spread out over a wide airport influence area that can extend 5-10 miles from the facility itself. Thus it is critical to begin planning for development and growth around such facilities very early. Off-airport development prospects can generate jobs and dollars in local tax revenues. While the benefits to the traveling public and economic development prospects associated with the Airport are significant, dealing with the potential on- and offsite land use and environmental impacts can be challenging.

- **The airport, especially with access to interstate interchanges and a major arterial intersection, is a valuable limited community resource. It should be protected from low quality, low-value uses such as parking lots, car rental facilities, and the like. Desired land uses include research parks, office complexes, and other employment intensive uses. In addition, the County and City should make adequate sites available for airport-related uses such as hotels and similar developments in appropriate locations.**
- **Mediocre off-airport development should retard high-value uses. Steps should be taken to ensure that new development meets minimum standards for design and building materials. Signage along airport gateways should be limited and integrated into an overall site-planning theme. Billboards (off-premise signs) should be prohibited in the airport environs.**
- **Traffic access and circulation should be carefully planned and coordinated on a regional basis.**
- **Residential development near airport noise contours should be avoided to reduce impacts on future residents and to preserve the operational capability of the airport.**
- **Interjurisdictional land use planning and impact mitigation should be encouraged and pursued among the airport development agency, the County, and City.**
- **On-airport layout and planning should be carefully coordinated with off-airport land use planning and development to take full economic advantage of the airport, ensure efficient traffic flow, and to reduce potential adverse environmental and other impacts.**
- **Special attention should be paid to potential environmental impacts of the airport, including noise, water quality, stormwater runoff, and loss of open space and agricultural lands.**

District Development Form

Regional Commercial Characteristics

Characteristics

Regional Commercial uses occur in concentrations with gross leasable areas in excess of 300,000 square feet that serve a larger regional market. They should require sites in excess of 30 acres, and may include uses such as grocery superstores, large discount stores, warehouse clubs, large specialty retailers, manufacturer's outlet stores, and department stores. Other related, but smaller uses may also occur, such as restaurants (including fast food) and smaller specialty stores. Signage and landscaping is of particular importance and are attributes that should be addressed expressly.

Regional Commercial should be encouraged only where they have an interstate or arterial roadway as their primary access. Regional Commercial should meet quality standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; mass transit access; and others. Access management principles and techniques should be incorporated in the site plan design and development phases.

The chief characteristic of Regional Commercial is that it has a scale and magnitude that serves a regional market, and they are usually destination locations for shoppers.

District Development Form

Industrial Characteristics

Characteristics

Industrial Districts are generally large, unified, and integrated; like residential subdivisions they are usually developed by a single entity, and as such can be designed in a coordinated way. As a rule of thumb, they are at least 10 acres in size, involve a significant number of vehicle trips, particularly in the morning and evening peak hours, and involve a mixture of automobile and truck traffic. Accessory uses designed to serve on-site employees, such as restaurants, day care centers, and personal services are also encouraged, but only when integrated with and subordinate to the primary business uses.

Developments should meet quality standards related to site layout; building configuration, materials, massing, shape, and height; landscaping; signage; parking lot aesthetic and functional design; vehicular and pedestrian circulation; trash removal; lighting; storm water management; environmental protection; access; and others. Native landscaping is strongly encouraged in site plans. They should be located within easy access to an arterial roadway and with easy access to interstate highways. Vehicular access should be designed to maximize efficiency and minimize negative impacts on levels of service on adjacent roads. They should be buffered from nearby residential uses, and yet should provide walkable access to neighboring residential areas. On site amenities such as walking trails and eating areas are encouraged. Local trails should connect to regional trails or open space systems wherever possible.

College Blvd
College Blvd
College Blvd
College Blvd
College Blvd
College Blvd
Lakeview Ave
Lakeview Ave
Thompson Ave
Thompson Ave
W 113th St
Lenexa
Microsoft Virtual Earth™

Thompson Ave
Thompson Ave
Thompson Ave
Thompson Ave
College Blvd
Microsoft Virtual Earth™