

1. GENERAL AGENDA

Mayor Nanette K. Johnston opened the work session at 5:44 p.m. on April 19, 2022, at City Hall, 8880 Clark Avenue, Parkville, Missouri. In attendance were aldermen Tina Welch, Philip Wassmer, Dave Rittman, Brian T. Whitley, Marc Sportsman (via videoconference), Douglas Wylie and Greg Plumb. Planning and Zoning Commission members in attendance were Walt Lane (via videoconference), Barbara Wassmer, Michal Wright, John Delich and Doug Krtk.

A quorum of the Board of Aldermen was present.

The following staff was also present:

Alexa Barton, City Administrator

Kevin Chrisman, Police Chief

Alysen Abel, Public Works Director

Stephen Lachky, Community Development Director (via videoconference)

Matthew Chapman, Finance/Human Resources Director?

Chris Ashley, Public Works Project Manager

Jeffery Rhodes, Assistant to the City Administrator

Chris Williams, City Attorney

Brad Stanton, Community Development Planner (via videoconference)

A. Bell Road Corridor Study for Complete Streets improvements

University of Missouri Kansas City Senior Urban Planning + Design Studio students presented the Bell Road Corridor Study for Complete Streets improvements; presentation attached as Exhibit A.

Mayor Johnston stated that the presentation was a conceptual idea that would be used to assist with grant applications. Discussion focused on the maximum grade allowed to be compliant with Americans with Disabilities Act regulations being five percent, improving the corridor, pedestrian safety, connectivity to other areas and the process moving forward.

Janet Burns and Karen Rapp, 1206 Main Street, provided comments.

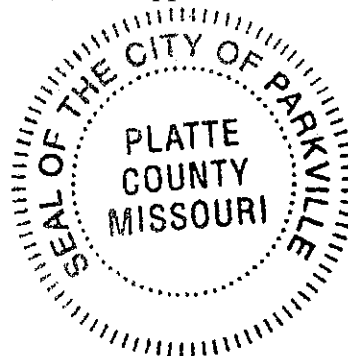
2. ADJOURN

The work session ended at 6:44 p.m.

The work session minutes for April 19, 2022, having been read and considered by the Board of Aldermen, and having been found to be correct as written, were approved on this the third day of May 2022.

Submitted by:

Melissa McChesney
City Clerk Melissa McChesney





NW Bell Road Corridor Study for Complete Streets

Spring 2022 Senior Urban
Planning + Design Studio

Department of Architecture,
Urban Planning + Design



Project Team Members

Hannah Haake
Idalia Cabrales
Jamaica Whitehead
James Molloy
Jesse Hunter
Kristen Manthei
Marlene Torres

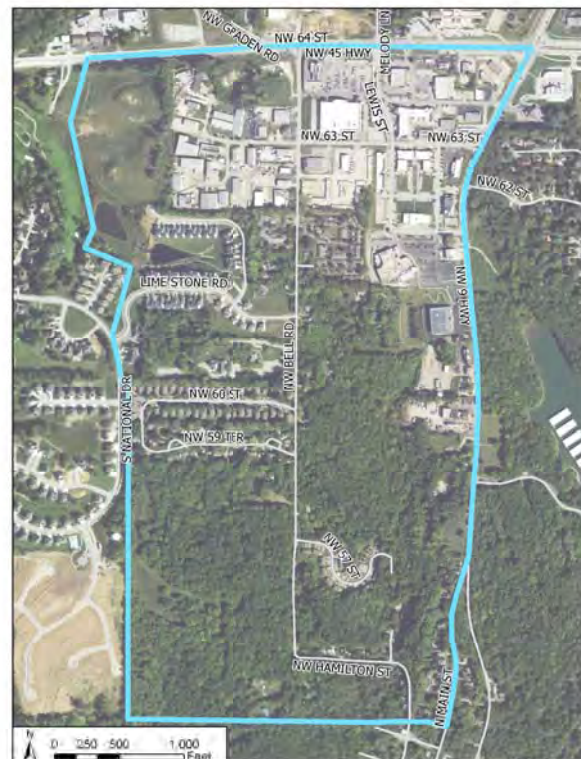
Faculty Supervisor
Sungyop Kim, Ph.D.

Project Goal

Develop a planning alternative to create a safe, welcoming corridor environment for residents and road users along NW Bell Road.

Study Area

- A 0.9 mile stretch of NW Bell Road
- A 1,500 feet surrounding NW Bell Road
 - 9 Hwy/Main St
 - Hamilton Street
 - National Drive
 - Tom Watson Pkwy



Today's Presentation

NW Bell Road Corridor Development Proposal

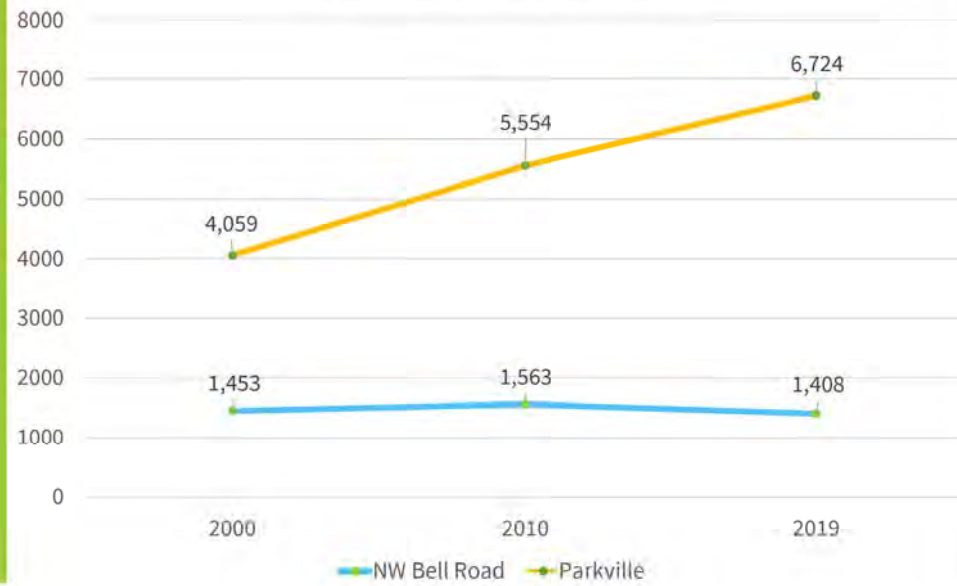
- The opportunities and constraints for future development along the corridor
- A corridor development proposal based on the complete streets approach

Existing Conditions

Populations

- Parkville had a 65.7% increase in population since 2000
- However, NW Bell Road had a slight decrease since 2000

Population Trend 2000-2019

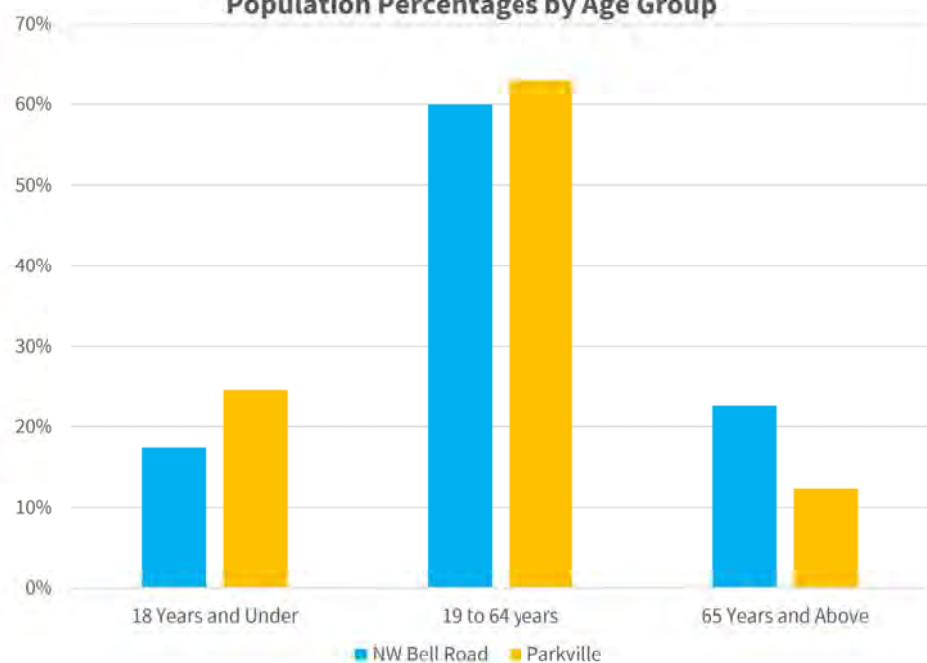


*Data gathered using Census Tract 303.05, Block Group 1 and Block Group 2, ACS 2019 (5 Year Estimates)

Populations by Age Group

- NW Bell Road area has a significantly higher proportion of population over 65 years old than Parkville

Population Percentages by Age Group

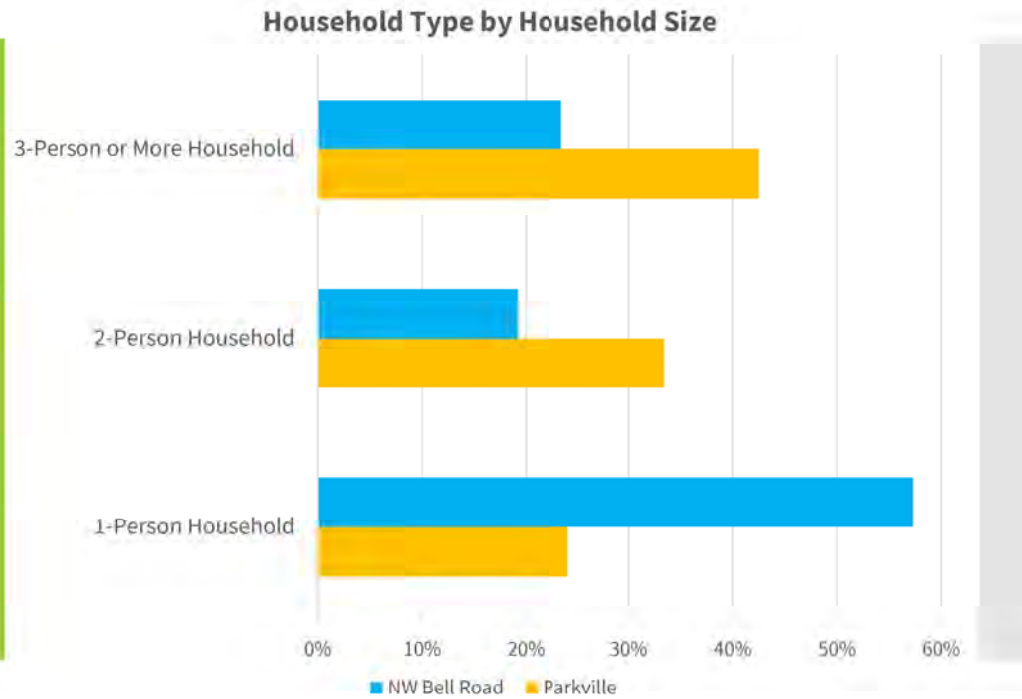


*Data gathered using Census Tract 303.05, Block Group 1 and Block Group 2, ACS 2019 (5 Year Estimates)

Household Type

- Residents on NW Bell Road area are more likely to live alone than Parkville residents overall
- About 65% of households are non-family households

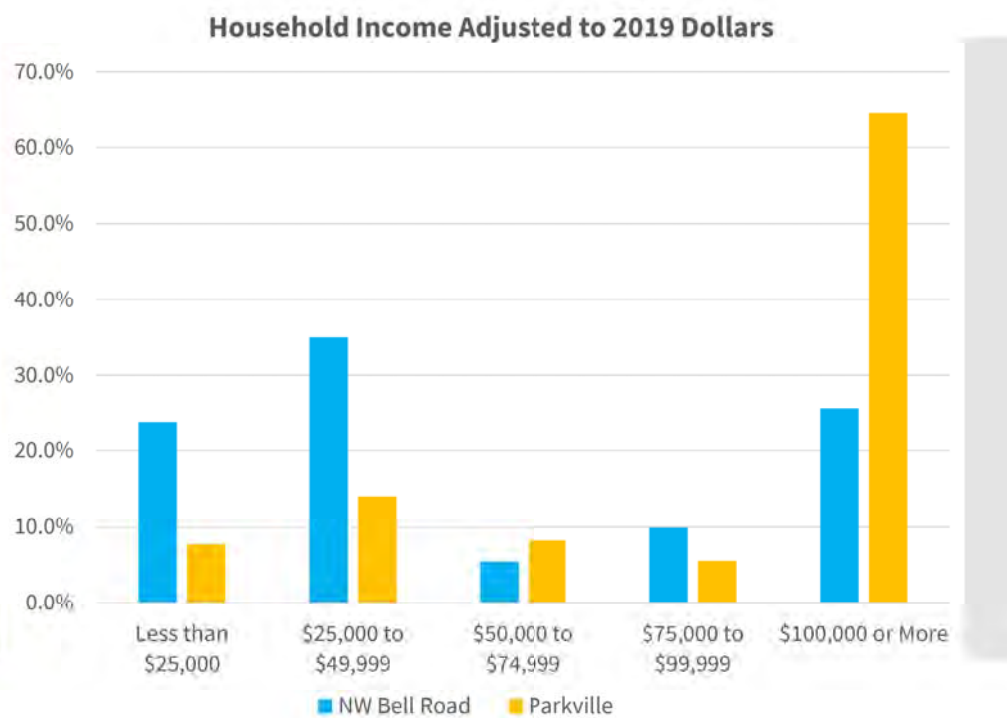
*Data gathered using Census Tract 303.05, Block Group 1 and Block Group 2, ACS 2019 (5 Year Estimates)



Household Income

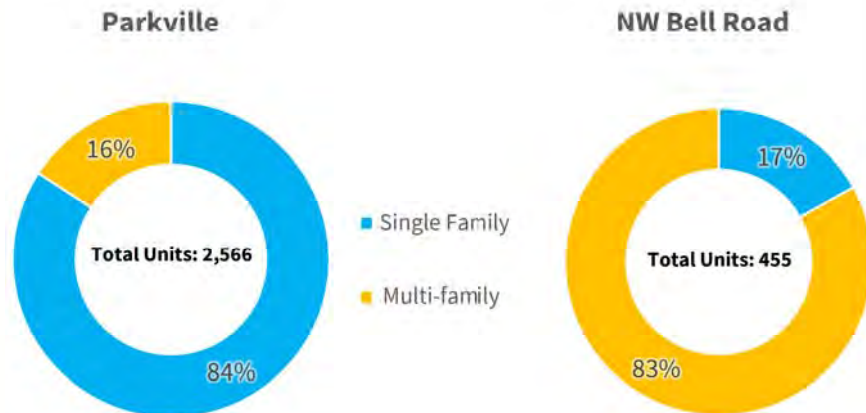
- Household income of NW Bell Road area tends to be lower than Parkville households overall

*Data gathered using Census Tract 303.05, Block Group 1 and Block Group 2, ACS 2019 (5 Year Estimates)



Housing

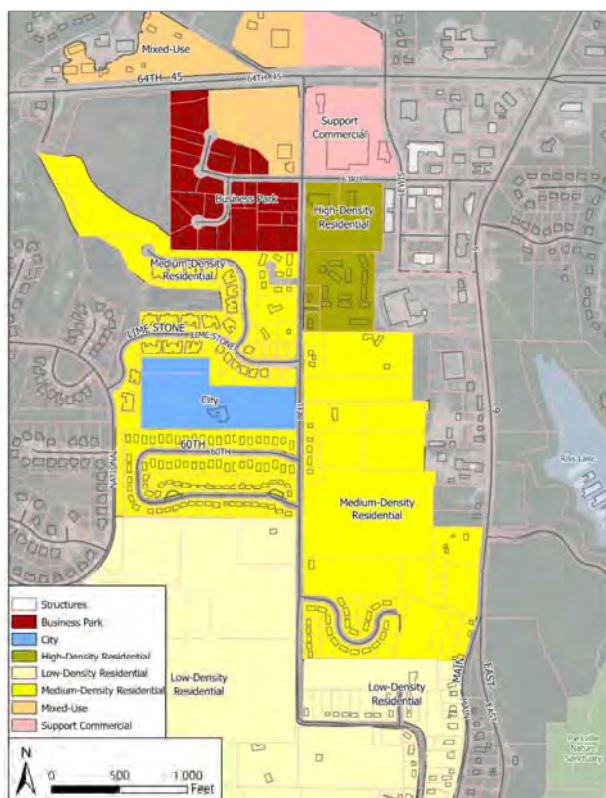
- 83% of housing on NW Bell Road area is multi-family
- 72% of apartments in Parkville are located in NW Bell Road area



*Data gathered using Census Tract 303.05, Block Group 1 and Block Group 2, ACS 2019 (5 Year Estimates)

Future Land Use

- Future land use in the Parkville Master Plan aims to promote diversity and density along the corridor
- Future land use is mostly consistent with current zoning



- 80% of the commercial, residential, and vacant properties are owned by private developers and entities
- Future commercial and multi-family residential development may require a public-private partnership

Source: Platte County Tax Assessor

- Current functional classification of Bell Road is local street
- Various right-of-way (ROW) widths along NW Bell Road: 46 – 58 ft.
- Recommended minimum ROW width for collector street: 60 ft.

Elevation Section in Feet

Distance in Feet

7.84%

6.50%

10.08%

ELUDY

LEWIS

64TH

63RD

62ND

61ST

60TH

59TH

58TH

57TH

56TH

55TH

54TH

53RD

52ND

51ST

50TH

49TH

48TH

47TH

46TH

45TH

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43RD

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41ST

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6TH

5TH

4TH

3RD

2ND

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BELL

HAMILTON

57TH

56TH

55TH

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11ST

10TH

9TH

8TH

7TH

6TH

5TH

4TH

3RD

2ND

1ST

0

300

600

900

1200

1500

1800

2100

2400

2700

3000

3300

3600

3900

4200

4500

4800

North Arrow

- Historic, small-town sense of place
- Quality residential development
- Accessible, efficient, safe street system and facilities for residents and road users

Summary of NW Bell Road Existing Conditions

Transportation

- Undivided 2-lane road
- Low-medium traffic
- No bike lanes or sidewalks
- Varying ROW width
- Avg. of 22 ft wide street
- Current roadway needs maintenance
- Higher crash rate than other neighboring collectors

Environment

- No public green space
- Surrounded by wooded area
- Rain-dependent streams
- Significant elevation changes

Land Use

- Commercial, medium/low-density residential zoning
- Commercial activity in the north, mostly auto services and industrial uses
- High concentration of multi-family housing
- Most properties owned by private developers and entities

People/Social

- Higher proportion of population over 65 years old
- Population has lower income
- High rate of renters
- Predominantly white residents
- More likely to live alone
- Primarily use personal vehicle
- No clear sense of place

Challenges and Opportunities for Future Development

Challenges

- **Current land use and future land use**
 - Land use transitions and business relocations
- **Topography**
 - Limits street widening, improvements, and development types
- **Right-of-way width**
 - Narrow and inconsistent width may complicate future development
- **Street width**
 - Narrow width leaves little room for pedestrians, cyclists, or larger vehicles

Challenges

- **Access to public green space and street amenities**
 - No public green space in 0.25-mile radius
- **ADA access**
 - No sidewalks
 - Steep slopes
- **Stormwater management**
 - No gutters and little storm infrastructure

Opportunities

- **Parkville's image of quality of life**
 - Small-town charm and the proximity to downtown Kansas City
- **Topography**
 - Allows for creative and diverse lot configuration, development patterns, and trails
- **Land availability**
 - Large undeveloped sections allow for sidewalks, trails, green infrastructure solutions, etc.

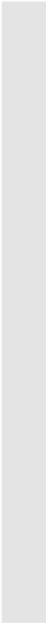
Opportunities

- **Natural environment**
 - Attractive scenery to promote walking or biking
- **Utility infrastructure**
 - Electric, water, and sewer lines are already located along or near NW Bell Road
- **Active and multi-modal transportation**
 - Higher density development may provide more opportunities for walking and biking



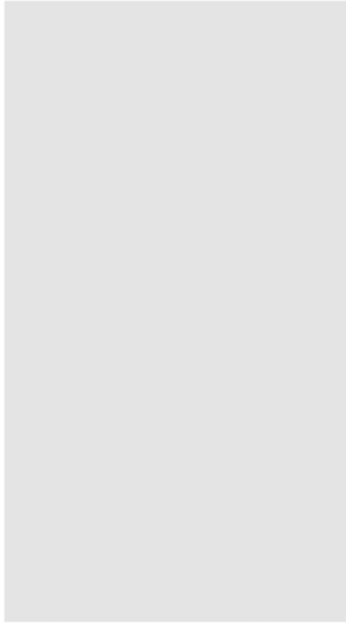
Corridor Potential

NW Bell Road has the potential to transform into a vibrant North-South corridor, attracting diverse residents and businesses through the combination of complete streets, mixed-use and higher density development, and green infrastructure.



Potential Future Development Along NW Bell Road

Complete Streets Approach



Future Development Map

The following proposals were guided by the development requirements, future land use, and overarching themes within the Parkville 2040 Master Plan, as well as traffic projections and future developments.



Connected NW Bell Road

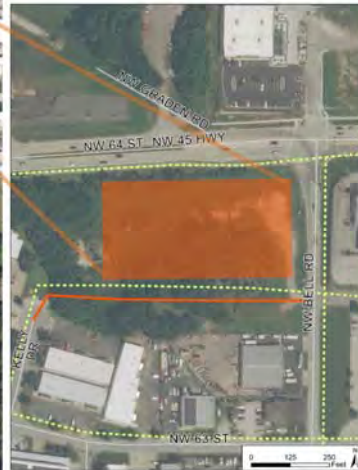
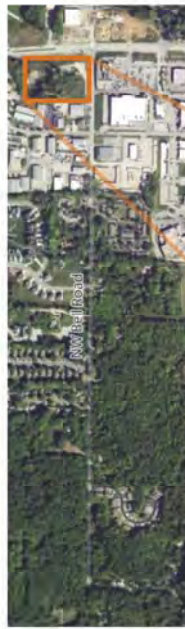
- New roads provide access to future developments
- Trails follow topography and stream routes to create a multi-purpose path system throughout the residential and commercial areas
- All new streets and trails will accommodate biking and walking



Mixed-Use Development

- 5.5 acres
- Approximately 80 units
- 40,000 sq.ft. commercial
- Outdoor public gathering place with eBike charging station

Source: Walkable Mixed-Use Development – ULI Colorado, Wichita Business Journal



High Density Development

1. NW 64 th St and Lakecrest Lane	2. NW 63 rd and NW Bell Road
17 acres	5.5 acres
312 units	100 units
Garden style apartments	Row house style apartments or more compact units

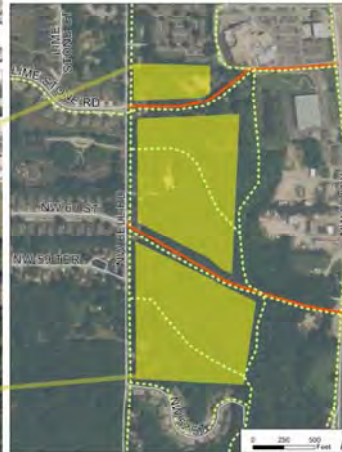
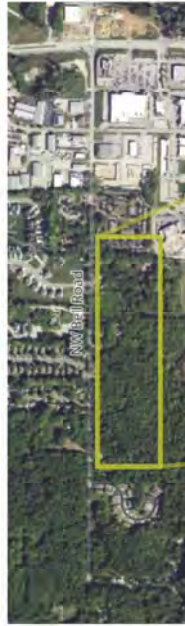
Source: Highland Park at Northlake - Fugleberg Koch, Westside Flats, Kansas City, MO



Medium Density Development

- 44 acres
- Approximately 264 unit
- Two new East/West corridors at Lime Stone Road and NW 60th St.
- Apartments along roads and common green space and trails

Source: Memorial Apartments, Houston, TX,
Fidelity Management



Low Density Development

- 22 acres
- Approximately 66 units
- Road extension west from NW Bell Road
- Trail through neighborhood

Source: Curbed.com,
135th and Rosedale, Overland Park, KS



Trip Projections

- Trip projections based on total future developments
- Higher density in north, lower density in south
- Total traffic could be tripled along NW Bell Road with full development

Future Development	Low	Medium	High
1. Mixed Use	1,386	2,772	4,158
2. High Density Residential 1	277	415	553
3. High Density Residential 2	216	324	433
4. Medium Density Residential	878	1170	1756
5. Low Density Residential	168	503	838
Total Projected AADT from Future Development	2,925	5,184	7,738
Current AADT	2413		
Total Projected AADT	5,338	7,597	10,151
Projected % Increase	121%	215%	321%



What are Complete Streets?

Complete streets is an approach to promote multi-modal transportation for the safe mobility of all road users, thus creating more vibrant street environments.



Image Source: Oakland Wide Community Plan

Transportation Plans in Parkville Master Plan 2040

- Develop a complete streets plan for NW Bell Road
- Connect 0.9-mile NW Bell Road corridor to Parkville Commons Shopping Center and Downtown
- Promote multi-modal transportation and green infrastructure

Source: Parkville Master Plan 2040



Potential Streetscape Components

- High visibility crosswalks
- Separated bike lanes from traffic
- Accessible sidewalks
- Green buffers



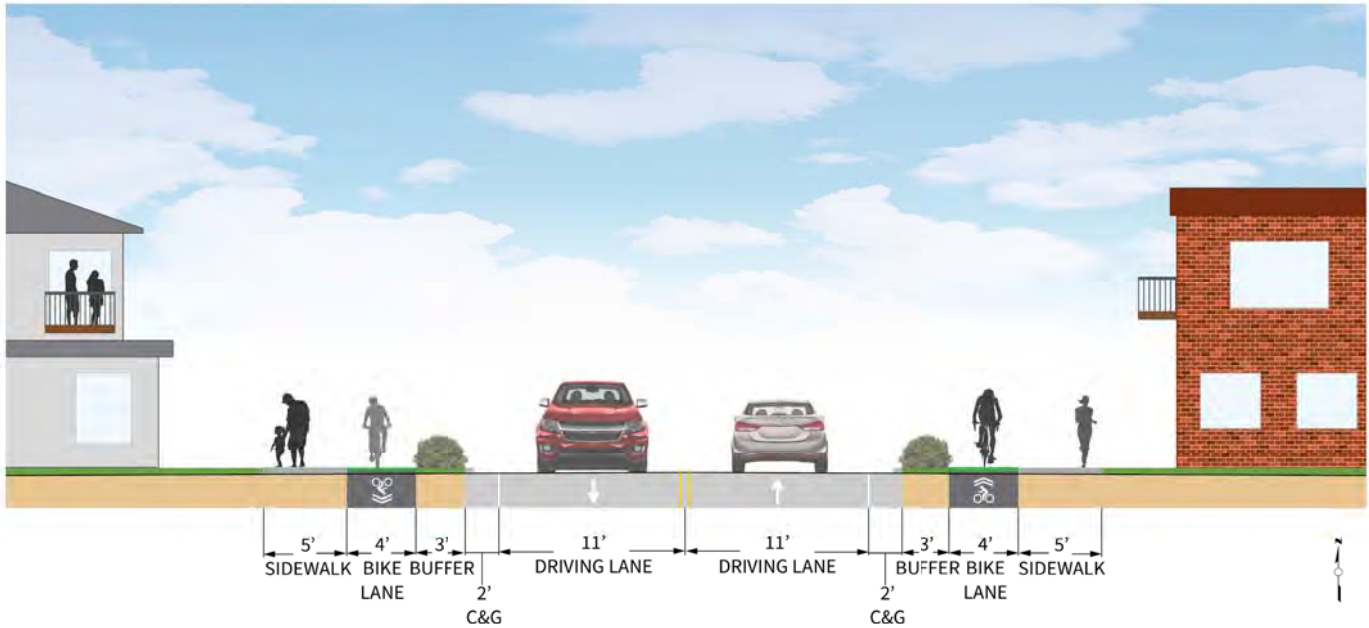
Raised Separated Bicycle Lane
Source: Complete Streets Master Plan



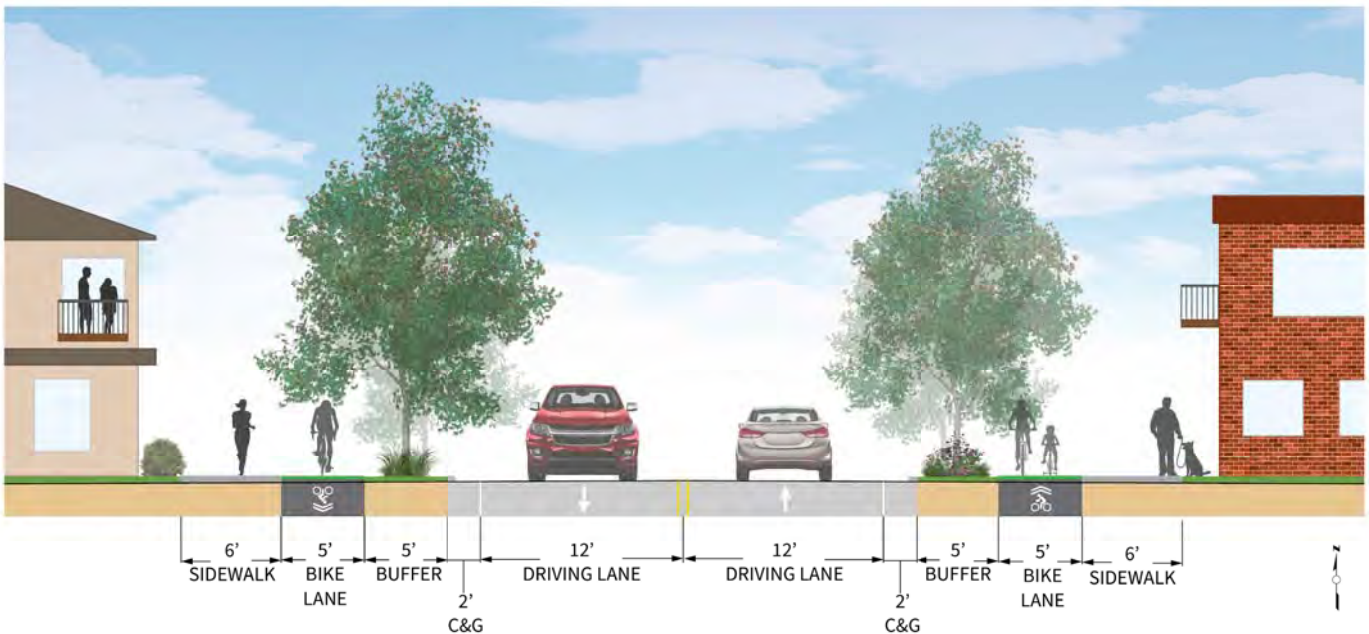
www.covingtonla.gov/news/1321468/03/more



50' ROW Section



60' ROW Section



ROW Comparison

- Driving lane width
- Sidewalk width
- Bike lane width
- Green infrastructure
- Street enhancement potential



Street Illustration



Street Illustration



Roundabouts

A roundabout is a circular intersection in which road traffic is permitted to flow in one direction around a center island.



<https://www.mtjengineering.com>

Why Roundabouts?

- Safety
 - Reduce injury crashes by 72-80% and overall crashes by 35-47%
 - Reduce pedestrian crashes by 30-40%
- Traffic flow
 - Reduce vehicle delays by 62-74%
- Environment
 - Reduce fuel consumption by 23-34%
- Lower maintenance costs than signalization

Source: <https://www.iihs.org/topics/roundabouts>

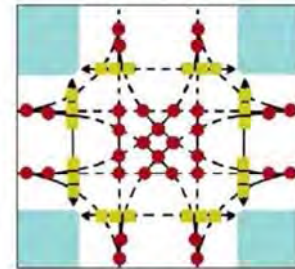
<https://nextstl.com/2013/10/mythbusters-tackles-four-way-stop-v-roundabout-traffic-throughput/>

Roundabout



● 8 Vehicle conflicts
■ 8 Pedestrian conflicts

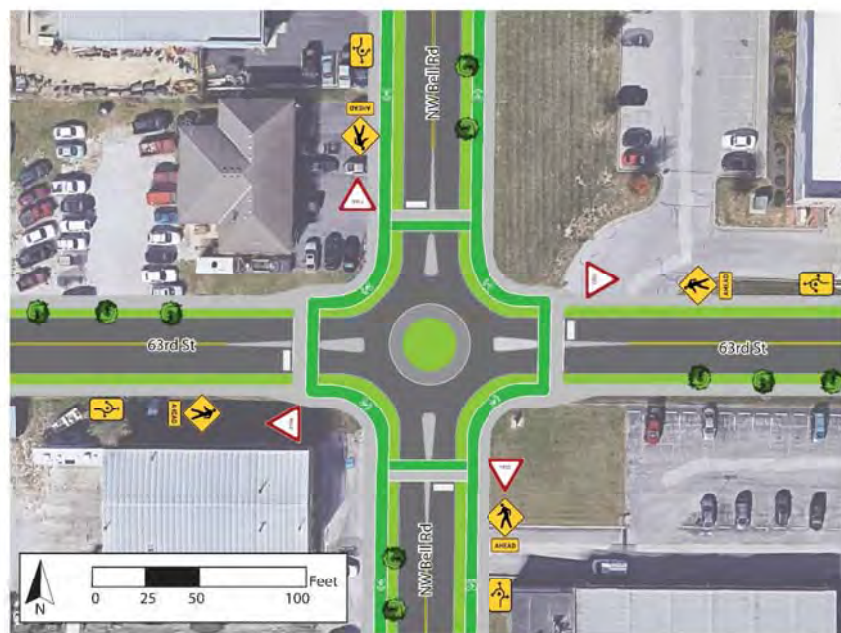
Intersection



● 32 Vehicle conflicts
■ 24 Pedestrian conflicts

Single-lane Roundabout at 63rd St

- Lane width: 14'
- Center island diameter: 30'
- Roundabout inscribed diameter: 60'
- Roundabout total diameter: 90'
- Maximum speed: 25 mph



Mini Roundabout at Limestone Rd.

- S. National Drive connector to corridor
- Speed buffer addressing topographical changes



Mini Roundabout at 60th Street

- Lane width: 14'
- Center island diameter: 25'
- Roundabout inscribed diameter: 55'
- Roundabout total diameter: 85'
- Maximum speed: 25 mph



Green Infrastructure

Implementation of natural elements that benefit ecosystems and the human experience.



Source: <https://www.njfuture.org/2021/09/13/new-jersey-municipalities-share-green-infrastructure-planning-progress/>

Treescape

- Parkville has been a “City of Trees” for 32 years
- Opportunity to plant native trees including:
 - Shantung Maple
 - Wireless Zelkova
 - Trident Maple



Source: <https://www.mywinterhaven.com/wp-content/uploads/Lake-Elbert-Trail-Project-Information-Sheet.pdf>

Rain Gardens

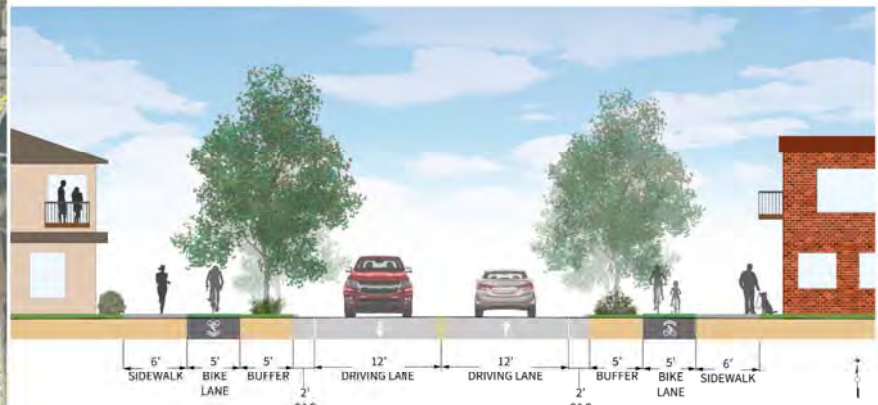
- Purpose
 - Stormwater management
 - Filter and capture pollutants
- Native Missouri plants
 - Rose Turtlehead
 - Fox Sedge
 - Orange Coneflower



Source: <https://www.nydailynews.com/new-york/city-dcp-add-2-000-sidewalk-gardens-soak-rain-article-1.2006106>
 Source: <https://www.provenwinners.com/plants/echinacea/sombrero-adobe-orange-coneflower-echinacea-hybrid>
 Source: https://images.mobot.org/PlantRecords/voiz/prod/large960/00010000/10811_H240-0523066tp.jpg
 Source: <https://www.chesapeakequarterly.net/v>

Lookout at 59th St.





The corridor development for NW Bell Road based on the Complete Streets approach will facilitate the future development envisioned in the Parkville master plan. In addition, the corridor will be safer for all road users by providing curbs for vehicles, protected bike lanes for cyclists, and sidewalks on both sides of the street for pedestrians.



Questions? Comments?

Thank you!

Spring 2022 Senior Urban Planning + Design Studio
Department of Architecture, Urban Planning + Design



Thank you...

- Director of Community Development
Stephen Lachky, AICP, and Staff
- Platte County Planning and Zoning
- Parkville Planning Commission
- Parkville Board of Aldermen
- Members of the Parkville Community