



PLANNING & ZONING COMMISSION

Regular Meeting Agenda
CITY OF PARKVILLE, MISSOURI
Tuesday, May 24, 2022 5:30 PM
Zoom Video Conference

The members of the Planning and Zoning Commission will meet via telephone or video conference. Members of the public interested in this meeting are encouraged to attend via Zoom at the following link: <https://us02web.zoom.us/j/83230569859?pwd=Kr5Jy6MVjYrcIhrYU0WgvQ2eK-IPOi.1>. Alternatively, you may listen in on the meeting via the following telephone number and access code - (312) 626 6799, Meeting ID: 832 3056 9859, Password: 736604 rather than appear at City Hall.

1. Call to Order

2. Workshop

- A. Communities for All Ages Silver Level Recognition - #1 Public Outdoor Spaces and Buildings

3. Adjournment

A quorum of the Planning & Zoning Commission may be present, however, no actions will be taken at this meeting. Members of the public are welcome to attend this public meeting.

Posted Date & Time: May 23, 2022 1:00 p.m. By: BS

Become a Community for All Ages

A checklist to help you become age friendly

KC Communities
for All Ages

September 2014

Workbook version

Does your city or county need tools to help it become a Community for All Ages? This checklist is designed to be used together with *Making Your Community Work for All Ages — A Toolkit for Cities* as a way to raise awareness, plan actions and assess your city for age friendliness.

This Workbook is designed to assist committees assigned to document progress on their city's age-friendly self-assessments using the Communities for All Ages Checklist. Enter progress information, notes, statistics, to-do lists, etc., in the green text boxes corresponding to each Policy and Action Item.

A final version of this Workbook may be used to support your application to the KC Communities for All Ages recognition program.



(See Making Your Community Work for All Ages — A Toolkit for Cities, Chapter 2)

Locate, design and construct public facilities to allow for connectivity with neighborhoods and other destinations, and enable maximum use and benefit by residents, visitors and employees of all ages.

Cities are responsible for the location, design and construction of parks, trails, community centers, city halls and other public facilities and spaces. Most communities have assessed these facilities to ensure compliance with the Americans with Disabilities Act (ADA), and some have taken steps to make improvements beyond the minimums established by ADA.

Physical limitations and mobility needs must be considered when designing and creating both outdoor spaces and buildings. Residents with physical limitations are more comfortable, safe and active when communities consider and address their needs in the design of public buildings and spaces. The following policies and actions provide guidance on maximizing physical accessibility to public spaces for all levels of ability and age.

Policy

1-A The city develops and implements age-friendly policies that consider the needs of persons of all ages in the siting, design and development of public spaces. Examples include: parks and other outdoor spaces, walkways, outdoor seating, streetscapes and buildings.

___ Existing policies. (See attached copy of the **Title IV – Development Code, Section 404.020 Civic and Open Space System.**)

For the implementation of new parks and outdoor spaces as part of development divisions of land or platting, our Title IV – Development Code contains criteria for Civic & Open Space Types based on their planning context (i.e., walkable / compact, general, suburban) and contains location criteria based on 1. Visibility; 2. Function; 3. Design Standards; and 4. Design Elements. The Development Code states the general requirement of the installation of direct sidewalk connections from public entrances of buildings to public sidewalks, parking areas, civic open space, and adjacent sites.

1-B The city plans and constructs bike and pedestrian facilities to maximize use and safety for all users. Examples include: width, surface material and expected use. The city may use the American Association of State Highway and Transportation Officials' (AASHTO) Highway Safety Manual standards or other recognized standards for bicycle and pedestrian facility design.

___ Included in city plans. (See **Title IV – Development Code, Appendix A – Context Appropriate Street Design Standards.**)

The City accomplishes this through AASHTO standards contained within our Development Code, and these standards apply for 1. Lanes / Lane Widths; 2. Sidewalks; 3. Bicycle Facilities; 4. Landscape / Amenity Areas; 5. Street Furniture / Amenity Areas; 6. Parking; and 7. Drainage.

1-C The city designs and builds its public buildings to meet the needs of residents of all ages. Examples include: easy-to-read signage and accessible elevators, ramps, railings and stairs, and non-slip floors.

___ Included in city plans. (see the **2018 International Building Code.**)

On January 7, 2020 the City adopted the 2018 International Family of Building Codes (IBC) and Designated Appendices after extensive research and review by our Building Official and Building Inspector. The IBC covers all ADA regulations and mandates accessible elevators, ramps, railings and stairs; as well as minimum size standards for signs. I'm not sure if non-slip floors are covered by the IBC. In discussion with our Building Official, he said that past public buildings in Parkville (Parkville City Hall, YMCA) have gone above and beyond these minimum standards, often because the architect designing the building, as well as City staff during building permit review, considers these elements.

1-D The city prioritizes safety in parks and neighborhoods. Examples include: providing good street lighting, trimmed trees and bushes and other appropriate safety measures.

___ Included in city plans. (See the **Parks Master Plan 2016, Arbor Masters On-Call Tree Trimming Services contract, and Urban Tree Specialists On-Call Tree Trimming Services contract.**)

In 2020, the City completed park master plans for three neighborhood parks within Parkville. These master plans included public engagement. Each plan reviewed the needs for each of the parks.

Staff receives complaints related to streetlights in neighborhoods. We review the lighting patterns and determine the best treatment for that area. Newer subdivisions require the installation of streetlights, at the cost to the developer. Once installed, the City is responsible for the streetlights long-term.

Staff reviews the condition of street trees on a regular basis. Although the majority of the maintenance is complaint driven, staff also reviews these areas when on routine service calls. Trees are trimmed when there is an overhang issue. When there is an issue with a hazardous tree, staff enlists the expertise of our on-call arborist to assist with the best treatment for the trees.

Tree trimming and removal is on-going in the 200 acre parkland owned by the City. The City applies for and receives Tree Resource Inventory and Management (TRIM) grant funding each year at a level of \$7,500 to assist with this work. The City has created and updates its tree inventory for the trees located in the riverfront park.

1-E The city involves residents of varying ages and abilities in planning for the siting and design of public outdoor spaces and buildings.

___ Included in city plans. (See **Chapter 105 and Section 142.010 of the Parkville Municipal Code**)

I'd say the City does this as our Public Works Department provides all new public outdoor space and building plans to our Community Land and Recreation Board (CLARB) for consideration first before going to our Board of Aldermen if needing approval. These boards and committees are comprised of members of our community with varying ages (mostly ages 30+) and their viewpoints are generally reflective and represent the views of residents in the Parkville community.

Action

1-F The city provides seating areas in public outdoor spaces and outside public buildings in recognition that residents have different levels of mobility and stamina.

___ Completed. (No documentation provided.)

There are several benches located in the downtown retail area, as well as throughout the 200-acres of riverfront park. The City has a donation plan for memorial benches. With the improvements along the Route 9 corridor, additional amenities will be added such as benches.

1-G Stairways on public property, including within park facilities, are designed and constructed to maximize safety. Examples include: railings and painted or taped stair tips to distinguish each step.

___ Completed. (No documentation provided.)

Through an economic development incentive program, downtown businesses have been able to make necessary improvements to their property. With these improvements, the building access must be improved to be compliant with current building codes. The City of Parkville has identified an area in Pocket Park that requires reconstruction of stairs. The grade of the stairs is not to standard. The city has engaged a contractor to reconstruct the stairs to the

public areas in Pocket Park.

Accessibility is important for the community. With improvements to the residential streets, staff reviews the condition of the ADA ramps and sidewalks for reconstruction. The City is also looking into hiring a consultant to assist with a formalized transition plan to assist with the access and connections within activity centers.

1-H The city provides ample parking and drop-off areas near the entrances to public facilities that meets mobility and accessibility needs of all citizens. (ADA requirements are an expected minimum, the composition of the community and the expected use of a facility may dictate additional spaces to improve resident experience at public facilities.)

___ Completed. (See **Section 408.030 Required Parking of the Title IV – Development Code.**)

The parking regulations within our Development Code require, “All on-site parking lots shall provide a sufficient amount of barrier free accessible spaces, meeting the Americans with Disabilities Act (ADA) guidelines for quantity, design and location. Moreover, during our staff review meetings for new developments, City staff reviews the location of general parking stalls and ADA parking stalls in proximity to the building, as well as pedestrian connections, crosswalks, sidewalks, etc. throughout the site and connecting to other (existing & proposed) pedestrian infrastructure within public right-of-way.

1-I The city considers the mobility needs and stamina of all citizens in accessing city services and provides flexible customer arrangements. Examples include: separate waiting lines and seating if the wait is long, special queues and service counters and online and mail-in access.

___ Completed. (No documentation provided.)

Seating is available in the lobby of Parkville City Hall, and an elevator allows users to access both the upstairs and downstairs if unable to utilize the stairs. At the front reception desk there is a gap in the class (side closest to the elevator) to provide access to citizens in a wheelchair to be able to see/speak with the receptionist and provide any paperwork if necessary. There is also a drop box where residents can drive up and drop off their sewer bill payments; and they can also pay for sewer bills via mail or by credit card through our website or by calling City Hall. Sewer customers can also setup ACH payments through their bank for automatic withdrawals. For business licenses, building permits, etc., applicants can also pay by credit card or over the phone by calling City Hall (at this time we do not have a way to accept online credit card payments). Residents can also call City Hall to schedule an appointment with staff to speak with them face-to-face.

1-J The city encourages walkability in downtown areas.

___ Completed. (See **Vision Downtown Parkville (2014).**)

Walkability and the pedestrian experience is a guiding principle for development in the downtown area. The City adopted its master plan for the downtown — Vision Downtown Parkville — in 2014, and the plan provides a vision for the future of downtown Parkville by identifying recommended strategies, policies and plans for enhancing walkability throughout the downtown. This includes, but is not limited to:

- *Completing the Route 9 Corridor Plan (which was subsequently completed and adopted in 2016)*
- *Developing and adopting a sidewalk program to repair, replace and install sidewalks and ADA ramps to connect to community destinations.*
- *Complete an off-road trails plan that follows White Alloe Creek and provides access from Park University to the downtown's destinations.*
- *Minimizing the railroad as a barrier between downtown, parking and the parks.*

Title IV - Development Code

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Section 401.010. Overview

- A. **Title.** These regulations shall be referred to as the Parkville Development Code. References to “this code”, “the development code,” or “these regulations” shall be considered a reference to the Parkville Development Code, and references to “zoning ordinance” or “subdivision regulations” may be interpreted as references to specific parts of the development code.
- B. **Authority and Jurisdiction.** The development code is enacted pursuant to the authority granted in Chapter 89 RSMo, as amended, and apply to all structures and land within the incorporated area of the City of Parkville, as depicted on the official zoning map, and other maps accompanying the City’s plans and policies. It shall be unlawful to conduct any development or use of land until any applicable development review and processes have been followed, all applicable standards have been applied, and all applicable approvals, permits or other authorizations have been issued.
- C. **Purposes.** This Development Code is adopted to promote the public safety, health and general welfare of residents and visitors to the City of Parkville. More specifically, the regulations have the following general purposes:
1. Implement the comprehensive Master Plan, and other plans and programs authorized under the guidance of the Master Plan;
 2. Promote health and general welfare throughout the city;
 3. Promote planning and urban design that emphasizes distinct places and unique elements of community character documented throughout Parkville;
 4. Provide park, civic and open spaces that help organize development and contribute to a valuable public realm;
 5. Secure proper arrangement and design of streets to support abutting land uses, provide access and circulation, coordinate with existing and planned streets, and strengthen investment in the public realm of the city;
 6. Divide the city into zones and districts that promote the relationships and development patterns of the Master Plan;
 7. Regulate and restrict the development and use of buildings and land within each zoning district to create a compatible scale and range of building types within districts;

8. Secure adequate provisions for water, drainage, sanitary sewer facilities and other public improvements based upon City, State, and Federal requirements; and
9. Provide for coordinated development of Parkville consistent with established policies of the City;

D. Severability.

1. If any court of competent and final jurisdiction declares any part of this development code to be invalid that ruling shall not affect any other provisions of this development code not specifically included in that ruling.
2. If any court of competent and final jurisdiction declares that the application of this development code to a particular property or structure is invalid, that ruling shall not affect the application of the regulations to any other property or structure, or projects with different circumstances.
3. No provision of this Code shall enable any circumstance in which is unlawful under superseding federal or state law. If any section, subsection, sentence, clause, phrase, or portion of this Code is now or in the future superseded or preempted by state or federal law or found by a court of competent jurisdiction to be unauthorized, such provision shall be automatically interpreted and applied as required by law.

Section 401.020. Interpretation

- A. Rules of Construction.** The following rules shall apply to the application and interpretation of these regulations, unless the context clearly indicates otherwise:
1. All words shall have the customary dictionary meaning, unless specifically defined in these regulations.
 2. The present tense includes the future tense and the future tense includes the present tense.
 3. The singular includes the plural and the plural includes the singular.
 4. Lists of examples prefaced by “including the following,” “such as,” or other similar clauses shall not be construed as exclusive or exhaustive and shall not preclude an interpretation of these lists including other similar and non-mentioned examples.
 5. “Shall” or “must” is mandatory; “should” or “may” is permissive, but recommended as a way to best meet the standard or achieve the intent of the standard.
 6. A reference to an administrative official shall refer to that official or his or her official designee, and all references to specific city officials may also include any other designee of the City Administrator.
 7. Any reference to other official local, state or federal government rules or regulations shall include the current versions of those regulations, provided they remain binding or are consistent with the purposes, intent, and objectives included in these regulations.
 8. References to a person shall include individuals, partnerships, agencies, corporations or other legal entities.
- B. Conflicts.** In case of a conflict between these regulations and any other adopted regulation of the City, the more restrictive standard shall apply. In making a determination of which standard is more restrictive the official may consider which is more specific; which is more consistent with the Master Plan; which is more consistent with the purposes, intent and objectives of these regulations; and which best promotes the public health, safety and welfare.

C. **Measurements.** The following rules shall apply to the interpretation of measurements and dimensional standards:

1. **General Calculations.** When calculations result in fractions it shall be rounded up to the nearest whole number if the standard is expressed as a minimum requirement, and rounded down to the nearest whole number if the standard is expressed as maximum allowance.
2. **Buildings.** The following shall be used in interpreting dimensional standards for buildings:
 - a. **Building Coverage.** The percentage of the total area of the lot covered by buildings or roofed areas of principal and accessory buildings, measured along the wall at ground level, excluding the first four feet of any unenclosed roof overhangs. Building coverage may control the scale, mass or orientation of the building more than is established within the setback lines. It does not include any unroofed projections, surface parking, or uncovered patios, stoops or plazas.



Figure 401-1 Building Height and Building Stories

Non-residential and residential buildings are depicting the measurement of building height from the average grade at the front building line to the top of the roof. Story heights are also illustrated demonstrating the typical story heights of stories depending on their use.

- b. **Building Height.** Building height, when expressed as a dimension, is measured from the average grade to highest point of a roof. Average grade is determined by calculating the average of the highest and lowest elevation of pre-development grade along the front building line parallel to the street. Where significant development is proposed in association with a grading plan, post development grades may be used subject to a grading plan approved with development review. Building heights expressed in both dimension and stories shall use the additional story limits to impact the scale, form, and mass of the building within the permitted overall height.
- c. **Building Setbacks.** The minimum required distance between any lot line and the building. When front building setbacks are expressed as a range (i.e. 10' to 25'), it shall be interpreted as a "build to" range, within which distance the front building line of the principal structure shall be established.
- d. **Story.** The part of a building included between the surface of one floor and the surface of the floor next above, or if there is no floor above, that part of the

building which is above the surface of a floor and the ceiling next above. Story heights shall be:

- (1) Eight feet to 12 feet, generally;
- (2) The first story for residential buildings should be nine feet to 14 feet;
- (3) The first story in non-residential buildings should be 12 feet to 20 feet;
- (4) Any story that has less than four feet of its height exposed above finished grade on the front elevation, or which has more than 50% of its perimeter wall area measured from the finished floor elevation surrounded by finished grade shall not count as a story for the purpose of measuring building height.

- e. *Story, Half.* The space under a sloping roof that has a line of intersection of the roof and wall face not more than two feet above the floor level and in which the possible floor area with head room of five feet or more is greater than 40% of the total floor area of the story directly beneath.

3. *Lots.* The following shall be used in interpreting dimensional standards for lots:

- a. *Lot Area.* The minimum required area of a horizontal plane bounded by the vertical planes through front, rear and side lot lines, or when expressed as a range it shall be interpreted as a minimum and a maximum.
- b. *Lot depth.* The horizontal distance between the front and rear lot lines measured at right angles to the front right-of-way lines. Where the front and rear lines are not approximately parallel, the lot depth shall be the average when measured from at least three different points along the front lot line, including the two corners at the front lot line.
- c. *Lot frontage.* The portion of the lot that establishes the relationship between the building and other site elements and the public realm or street upon which the lot fronts. When expressed as a linear dimension, the horizontal distance between side lot lines, measured at the front lot line. Where the front lot line abuts a curved right-of-way, the lot frontage requirement may be applied at the front building line for purposes of regulating the dimensions of lots. When expressed as a percentage, the maximum percentage of that frontage width applied to the entire depth of the frontage area.
- d. *Lot width.* The horizontal distance between the side lot lines, typically measured at the front lot line, but for irregular lots it may be measured at the front building line.

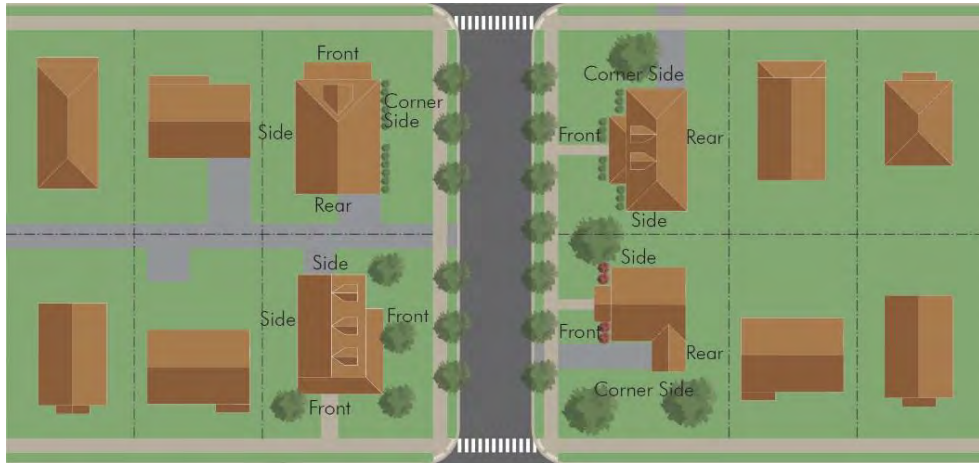


Figure 401-2 Corner Lot Orientation

Corner Lots are unique in that they are able to front on two different streets or in some cases both. The figure illustrates the different options for property owner to face their building and how this effects the setbacks used.

- e. **Corner lots.** When applying building, lot and frontage standards to corner lots, lots can be arranged in one of three patterns based on the context of the block and abutting lots:
- (1) **Standard Corner.** The building orients to the front of all other buildings fronting on the same street, and an expanded street-side setback may apply. Side and rear setbacks apply to the remaining sides.
 - (2) **Reverse Corner.** The building orients to the end-grain of the block, and the front setback and frontage design applies to that side, and the street-side setback can be the greater of (a) the stated street-side setback for that building type or (b) 10 feet in front of the forward most point of the front building line of the abutting lot. Side and rear setbacks apply to the remaining sides.
 - (3) **Corner orientation.** The building orients to both streets, with the front setback and frontage design applying on both street sides. The two remaining sides are treated as side setbacks and there is no rear setback.
4. **Signs.** The following shall be used in interpreting dimensional standards for signs:

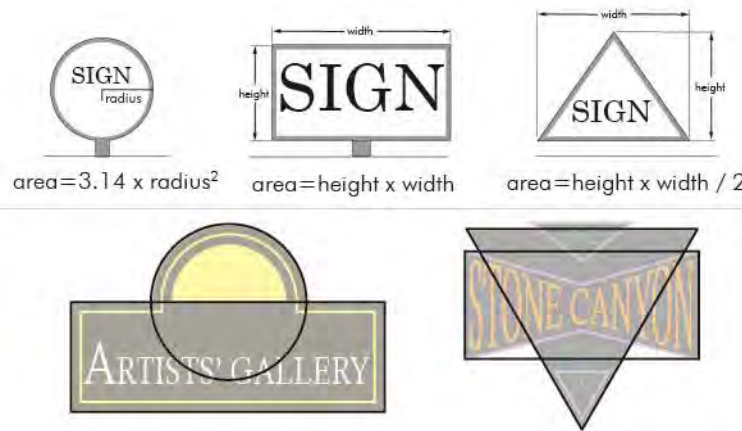


Figure 401-3 General Sign Area
Signs are measured based upon the basic shape types or a combination or multiple shapes. Displayed are examples of how a sign is measured and real examples of signs and how they could be measured.

- a. **General Area Calculation.** Signs mounted on or displayed as a standard geometrical shape shall be measured by the standard mathematical formula for that shape. Signs mounted on or displayed as an irregular shape shall be measured by the smallest area of up to two standard geometrical shapes that can encompass the entire sign mounting.
- b. **Detached Signs.** The area of the sign shall be computed by the entire area of the face of the structure, cabinet or module enclosed by the border of the frame.

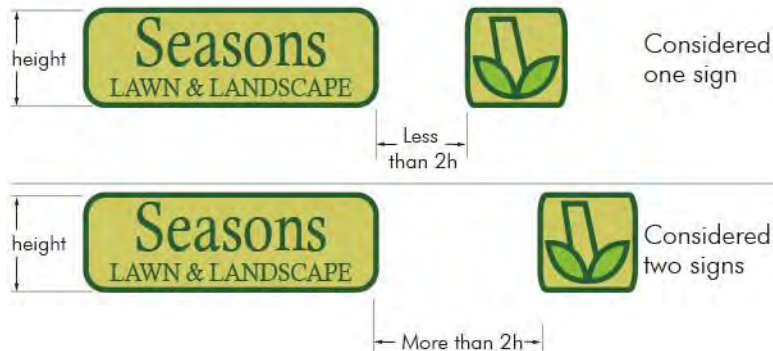


Figure 401-4 Building-mounted Signs
Building-mounted signs can be measured as one sign or two depending on the distance between the two. If the sign distance exceeds two times the height of the sign it is measured at two signs.

- c. **Wall, window or other building-mounted signs.** Any building mounted sign mounted on a background shall be measured by the area of the background. If mounted directly on the wall, the area shall be computed by means of the smallest single and continuous perimeter of up to two standard geometric shapes that enclose the outer limits of the writing, emblem or other display. Gaps in writing, emblems or other display which are greater than two times the height of the sign area, when using the same single continuous perimeter above, may be subtracted from the calculation of the sign area but shall be interpreted as two signs. The area of the wall or window area for the purposes of determining an allowed percentage shall be the total surface of the wall or window visible in an elevation view.

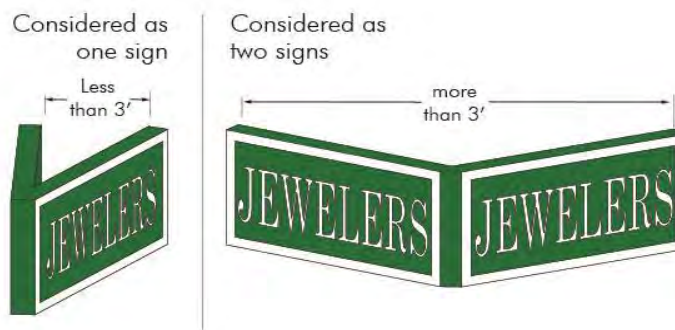


Figure 401-5 Double-faced Signs
Signs that have two facing sides have the potential to be recognized as two separate signs. The figure illustrates that if a gap between the two faces exceeds three feet then it is considered two signs.

- d. **Double-faced Signs.** Where the sign faces of a double-faced sign are no more than three feet apart at any location, only one face will be measured in computing sign area. If the two faces of a double-faced sign are of unequal area, the area of the sign will be the area of the larger face. In all other cases, the areas of all faces of a multi-faced sign or the surface area of objects will be added together to compute the area of the sign.

- D. **Computations of Time.** The following rules apply to any computation of time, unless a specific section of these regulations indicates otherwise:
1. The day of the act that commences a time period shall not be counted.
 2. The last day of the time period shall be included, unless it is a Saturday, Sunday or legal City holiday, in which case the next working day shall end the time period.
 3. Whenever any time period is expressed for a formal submittal to the City, the time period shall end at 4:00 P.M. on the last day of that time period.
 4. Any time period expressed in years shall include a full calendar year from the act that commences the time period.
- E. **Interpretation of Zoning Map.** Where uncertainty exists with respect to any boundary on the zoning district map, the following rules shall apply:
1. Where boundaries are indicated to approximately follow streets or other rights of way or water bodies, the centerlines or extension of these centerlines shall be the boundaries.
 2. Where the district boundaries are indicated as approximately following property lines, the platted or other official legal line of that property shall be the boundaries, unless the property boundaries on the map have been substantially altered.
 3. Where the district boundaries split any platted lots, the lot shall be interpreted in the district designated to the majority of the lot.
 4. Where the district boundaries split any unplatted property, any future platting of property may generally follow the zoning boundary and then each resulting property may assume the zoning applicable to the majority of the resulting lot, or where any resulting lots have significant discrepancies with zoning boundaries, rezoning may be required.
- F. **Non-regulatory Provisions.** Intent statements, graphics and commentary such as captions to graphics or notes in tables, are an aid to interpretation of the standards. In the event of any a conflict or ambiguity between the intent statements, graphics or commentary and a specific standard, the specific standard shall control.
- G. **Resources, Guides and Industry Standards.** Resources, guides and industry standards that are recognized as reputable authority in the planning, development and urban design professions, may be used to supplement interpretation of this code. They shall be subject to the approval of the Director upon a determination that the content is consistent with the policies of the Master Plan and the purposes, intent, and design objectives of these regulations. Any resource, guide, or industry standard approved by the Director shall be listed in Appendix A and at least one copy shall be kept on file with the Community Development Department. Use of these guides shall only be to the extent that it is consistent with the purposes, intent and design objectives expressed in these regulations, and shall not be used to otherwise modify, contradict or in any way conflict with any specific standard in these regulations.

Section 401.030. Administration & Review Bodies

- A. **Staff.** The following city staff positions are responsible for administering specific aspects of this code.
1. *Community Development Director.* The Community Development Director (Director) is responsible for administration of the development code, and is the principal interpretation and enforcement official of these regulations. The Director may consult with any other department or relevant outside agencies in order to coordinate their plans, policies and programs that impact the Master Plan. The Director shall make all final interpretation decisions and any final administrative decisions referred to the Director under the procedures and standards of these regulations.

2. **Director of Public Works.** The Director of Public Works shall be responsible for regulating and reviewing the engineering design, construction, operation and maintenance of all public improvements specified under these regulations. The Director of Public Works shall advise the Community Development Director on any technical specifications and engineering designs that impact implementation of the Master Plan, and may make any final administrative decisions referred to the Director of Public Works under the procedures and standards of these regulations.
- B. **Planning Commission.** The Planning Commission is the appointed body of the City responsible for all long-range and comprehensive planning, as well as review, recommendations and decisions on implementation of the Master Plan. In addition to other general planning authority by statute, local ordinance, or bylaws, the Planning Commission shall have the specific review responsibilities and final administrative decisions referred to the Planning Commission under the procedures and standards of these regulations.
 - C. **Board of Aldermen.** The Board of Aldermen is the elected body of the City responsible for all legislative decisions that affect implementation of the Master Plan. In addition to other general authority authorized by law, the Board of Aldermen shall have the appeal authority and final decision authority referred to the Board of Aldermen under the procedures and standards of these regulations.
 - D. **Board of Zoning Adjustment.** The Board of Zoning Adjustment for the City of Parkville was created under the provisions of RSMo. Chapter 89. The Board is hereby continued with the following provisions.
 1. **Membership.** The Board of Zoning Adjustment shall consist of five members who shall be residents of the City. Three alternate members shall be appointed to serve in the absence, abstention or the disqualification of the regular members. Members and alternates shall be appointed by the Mayor and approved by the Board of Aldermen in accordance with the provisions of Chapter 110, Section 110.040, and Chapter 152.
 - a. All members and alternates shall serve without compensation.
 - b. Each Board of Zoning Adjustment member shall be appointed for a five-year term. Terms shall be staggered in accordance with Section 89.080 RSMo. Each alternate shall serve for a term designated by the Board of Aldermen. There shall be no limit to the number of terms that may be served.
 - c. Vacancies shall be filled by appointment by the Mayor with approval by the Board of Aldermen for the unexpired term.
 - d. Any member may be removed by the Board of Aldermen for cause stated in writing and after a public hearing.
 2. **Officers.** The Board of Zoning Adjustment shall elect a Chairperson, Vice Chairperson and Secretary from among its citizen members. The term of the Chairperson, Vice Chairperson and Secretary shall be for one year with eligibility for reelection. Unless otherwise absent or disqualified, the Chairperson shall preside over all meetings of the Board of Zoning Adjustment. In the absence or disqualification of the Chairperson, the Vice Chairperson shall preside. In the absence or disqualification of both the Chairperson and Vice Chairperson, the Secretary shall preside.
 3. **Quorum.** Attendance by a quorum of three Board of Zoning Adjustment members or alternates shall be required for a meeting to be held.
 4. **Meetings.** The Board of Zoning Adjustment shall hold regular meetings and special meetings, as necessary. Regular meetings shall be held on a regularly scheduled date as adopted by the Board of Zoning Adjustment. Additional meetings may be held at the call

of the Chairperson and at such other times as the Board may deem appropriate. Any meeting of the Board of Zoning Adjustment may be omitted, if in the sole discretion of the Chairperson there are too few items on the agenda to justify the expense of holding the meeting. Any meeting of the Board of Zoning Adjustment may be rescheduled, as may be necessary.

5. **Rules and Bylaws.** The Board of Zoning Adjustment shall adopt rules and bylaws in accordance with the provisions of any ordinance adopted pursuant to Sections 89.010 to 89.140, RSMo.
6. **Records.** The Board of Zoning Adjustment shall keep a record of its proceedings in accordance with RSMo. Chapter 610, and the following. At a minimum, the Board shall keep minutes of its proceedings, which shall show the vote of each member upon questions, or, if absent or failing to vote, indicating this fact, and shall keep records of its examinations and other official actions, all of which shall be immediately filed in the office of the City Clerk, and shall be a public record. All testimony, objections, and rulings shall be taken down by a reporter employed by the Board for that purpose.
7. **Powers and Duties.** The Board of Zoning Adjustment shall have and perform all powers and duties authorized by RSMo. Chapter 89, as provided in Chapter 403, including:
 - a. To hear and decide appeals where it is alleged there is error in any order, requirement, decision, or determination made by an administrative official in the enforcement of this code.
 - b. To hear and decide special exceptions to the terms of the development code where specifically stated and authorized.
 - c. To authorize upon appeal in specific cases a variance from the terms of this code.

Section 401.040. Enforcement

- A. **Violations.** It shall be unlawful for any building, structure, site element or use of land to be constructed, altered, maintained, or otherwise initiated in violation of these regulations. It shall be the duty of the Director, all officers and employees of the City, and of all members of the Police Department to assist the Director by reporting any seeming violation.
- B. **Enforcement.** The City may investigate and initiate proper actions or proceedings to prevent or terminate any activity or condition that is in violation of these regulations, including revoke or withhold any permits, prevent the sale or lease of property, correct or abate the nuisance, withhold any public improvements, or penalize and initiate legal proceedings to prevent the continuance of unlawful actions or conditions. Upon presentation of proper credentials, the Director may enter at reasonable times any building, structure, or premises in the City or perform any duty imposed upon him by these regulations. If the owner or occupant shall refuse to allow entry to the Director, the Director may apply to a court of competent jurisdiction for a search warrant or take any legal action necessary for the purpose of securing entry.
- C. **Penalty.** Any person violating any of the provisions of this code shall be guilty of a misdemeanor, each day constituting a separate offense, and any owner or other person employed in connection with a violation shall be guilty of a separate offense. Each offense shall be punished by a fine established by the Board of Aldermen by resolution in the Schedule of Fees. The City of Parkville shall further have the right to maintain suits or actions in any court of competent jurisdiction for the purposes of enforcing these regulations and to abate any potential nuisance. In addition to all other remedies provided by law, injunctions, mandamus or other appropriate actions may be

instituted to prevent or remedy violations including revocation of any permit authorized under this code.

Section 401.050. Nonconformances

- A. **Intent.** The general policy of the City is to allow uses, buildings and lots that were created legally and in conformance with then-applicable requirements, but that do not conform to the current applicable requirements of these regulations to continue. However, it is also the policy of the City to bring such uses, buildings and lots into conformance with current regulations as is reasonably practical. The intent of this section is to balance the interests of property owners in past investments, discourage investment that expands or reinforces nonconforming situations, and promote investment consistent with the Master Plan and these regulations.
- B. **Nonconforming Uses.** Uses that were legally initiated prior to the adoption or amendment of this code, but which could not be continued under the current terms of this code may continue to exist subject to the following:
1. The use may not be expanded beyond any specific area of the site or lot, but may be expanded within any existing building provided no structural changes are needed.
 2. Any new activity that triggers specific site design standards shall require full compliance of the site design standards in order for the nonconforming use to continue.
 3. A use that is discontinued for one year or more shall lose its nonconforming status, and all future use of the site or building shall comply with these regulations.
 4. Any change of use shall be to a conforming use.
- C. **Nonconforming Structures.** Structures that were legally constructed prior to the adoption or amendment of this code, but which could not be constructed under the current terms of this Code may continue to exist subject to the following:
1. Rehabilitation or expansion of the structure that increases the degree of nonconformity is prohibited. Other rehabilitation or expansions may occur provided that they comply with all other requirements of this code, are not detrimental to the purposes, intent and objectives of the standards, and do not negatively impact development in conformance with this code on adjacent property.
 2. If destroyed by fire, natural disaster, accident, or any other cause by less than 50% of its fair market value, the structure may be restored to its original condition if the restoration is started within one year. If destroyed by 50% or more of the fair market value, or if not restored within one year, then the right to maintain the nonconformance shall terminate.
 3. If the structure is determined obsolete or substandard by virtue of any applicable code beyond this Title, and the cost of improvement or restoration is 50% or more of the fair market value of the structure, then the right to maintain the nonconformance shall terminate.
- D. **Nonconforming Site Conditions.** Any site condition associated with a conforming use or structure (such as parking, landscape, open space or other non-building site characteristic) in existence prior to these regulations but which are not compliant with the standards of these regulations may continue to exist subject to the following:
1. Any change of use or expansion of use shall require compliance with the new standards up to the proportion that is required by the change.
 2. Any site development activity on a portion of a site shall require compliance with the new standards up to that proportion that is subject to the development activity.
 3. Where any investment is greater than 50% of the fair market value of the site, or can reasonably be interpreted as impacting more than 50% of any one component of the site, the site or that component shall be brought into full compliance with these standards.

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4. To promote infill development or adaptive reuse of existing sites and buildings, administrative adjustment procedures in Article 3 may account for nonconforming site conditions.
- E. **Nonconforming Lots.** Any lots platted legally prior to the adoption or amendment of this code, but which could not be platted under the current requirements of this code may continue to exist provided it complies with all other applicable standards. Any difficulties meeting these standards caused by the nonconformance of the lot may be used as criteria in granting any discretionary relief to these standards.
- F. **Nonconforming Signs.** Existing signs which were lawful at the time, but made nonconforming by adoption or amendment to this Code, shall be legal provided they are maintained in good condition. Nothing in this Code shall prohibit the ordinary maintenance repair of a nonconforming sign or replacement of a broken part of a nonconforming sign. Replacement of copy, content or message may be considered ordinary maintenance.
1. A legal nonconforming sign shall not be:
 - a. Changed to another type or shape of nonconforming sign;
 - b. Physically changed to expand or extend the size of the sign or to replace significant materials of the sign or sign structure;
 - c. Continued after more than 6 months of abandonment or vacancy of the property;
 - d. Re-established after any removal of the sign that is not part of ordinary maintenance; or
 - e. Continued if a substantial part of the property or building is redeveloped, including more than 25% of the property or building by area or by fair market value.
 2. Nonconforming signs that are destroyed or damaged by 50% or more of the signs fair market value shall not be rebuilt or repaired except in conformance with this code.
- G. **Burden of Proof.** The burden shall be on the applicant to establish entitlement to continuation of nonconforming situations or completion of nonconforming projects, which shall be a question of fact decided by the Board of Adjustment.

Chapter 402. Definitions

Section 402.010 Definitions

Section 402.010. Definitions

- A. **Defined Terms.** All terms used in these regulations shall have their commonly accepted meaning based upon the context of their use within this code. The following terms shall have the meaning given below, unless more specifically described, limited or qualified within the standards of this Code

Accessory Building. An accessory building is a subordinate building or a portion of the main building, the use of which is clearly incidental to or customarily found in connection with, and (except as otherwise provided in this Title) located on the same lot as the main building or principal use of the land.

Accessory Dwelling. A permitted independent dwelling unit established in conjunction with, clearly subordinate to and located within or attached to a detached house on the same lot and not otherwise subdivided or segregated in ownership from the principal dwelling.

Accessory Use. An accessory use is one which is clearly incidental to or customarily found in connection with, and (except as otherwise provided in this Title) on the same lot as the principal use of the premises.

Adult Uses, Generally. All terms in Section 410.030 Adult Uses shall have the meaning given in Title VI, Chapter 650, Section 650.005.

Alley. A public way which affords means of access to property as an alternative to access from the street or through the lot frontage.

Alternative Communication Tower Structure. Manmade trees, clock towers, bell steeples, light poles and similar alternative-design mounting structures that camouflage or conceal the presence of antennas or towers.

Animated Signs. Signs that include animation or effects simulating animation, including those that employ flashing or blinking; intermittent or changing illumination creating a fading, dissolving, traveling, scrolling, dropping, pixilation or other similar transitional effect; video; sound emission; flapping, blowing, spinning, rotation or other movement; pyrotechnics; visible moving parts; or any device or illumination or other effect creating the illusion of motion. [Ord. No. 2530 §1, 3-16-2010]

Antenna. Any exterior apparatus designed for telephonic, radio, or television communications through the sending and/or receiving of electromagnetic waves.

Apartment. A part of a building containing cooking and housekeeping facilities, consisting of a room or suite of rooms intended, designed, and used as a residence by an individual or a household.

Area of Special Flood Hazard. The land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year, or an area having special flood hazards and shown on an FHBM, FIRM or FBFM as Zones (unnumbered or numbered) A and AE.

Awning. An awning shall include any structure made of cloth or metal with a metal frame attached to a building and projecting over a thoroughfare, when the same is so erected as to permit its being raised to a position flat against the building when not in use.

Base Flood or 100-Year Flood. The flood having a one percent chance of being equaled or exceeded in any given year.

Basement. That portion of a building between the floor and ceiling which is wholly or partly below grade and having more than one-half (1/2) of its height below grade, except for the purpose of floodplain regulations it shall include any area of the structure having its floor subgrade (below ground level) on all sides.

Billboard. A pylon or freestanding sign of two hundred (200) square feet or more in area.

Building. Any structure having a roof supported by columns or walls for the housing or enclosure of persons or property of any kind.

Building Line. A line on a plat between which line and a street no building or structure may be erected.

Building, Main or Principle. Any building which is not an accessory building.

Campus. A contiguous area of land typically greater than ten acres making up the grounds of a public or private institution containing the main buildings or within the main enclosure in a coordinated and comprehensive design; provided however, that for the purpose of this definition the contiguity of any land area involved shall not be deemed to be destroyed by the presence of any public rights-of-way.

Canopy. A canopy shall include any structure, other than an awning, made of cloth or metal with metal frames attached to a building, projecting over a thoroughfare.

Cul-de-sac. A minor street with only one outlet and culminated by a turnaround.

Development. Any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, levees, levee systems, mining, dredging, filling, grading, paving, excavation or drilling operations, or storage of equipment or materials.

Dumpster, Temporary. A large container designed and used for storage of items to be thrown away, refuse, rubbish, trash, garbage, junk and/or debris for a period of time corresponding to a particular task or project. Such container is typically rented or leased to owners or occupants of property for their temporary use and is typically delivered and removed by truck. This tem shall not be interpreted to refer to a trash can, trash container or a dumpster that is stored on a more permanent manner on the property and from which trash is collected on a recurring basis.

Dwelling. Any building or portion thereof, designed or used for residential purposes.

Dwelling Unit. A room or group of rooms occupied or intended to be occupied as separate living quarters by an individual or household.

Easement. A grant by the property owner of the use, for a specific purpose, of a strip of land by the general public, a corporation, or a certain person or persons.

Electronic Message Sign. Any electronically activated changeable copy sign. Included are signs that use changing lights to form a message and holographic displays. [Ord. No. 2530 §1, 3-16-2010]

Elevated Building. For insurance purposes, a non-basement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, posts, piers, pilings or columns.

Existing Manufactured Home Park or Subdivision. A manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the floodplain management regulations adopted by a community.

Flood or Flooding. A general and temporary condition of partial or complete inundation of normally dry land areas from: 1. The overflow of inland; and/or 2. The unusual and rapid accumulation or runoff of surface waters from any source.

Flood Boundary and Floodway Map (FBFM). An official map of a community on which the Administrator has delineated both special flood hazard areas and the designated regulatory floodway.

Flood Elevation Determination. A determination by the Administrator of the water surface elevations of the base flood, that is, the flood level that has a one percent (1%) or greater chance of occurrence in any given year.

Flood Elevation Study. An examination, evaluation and determination of flood hazards.

Flood Fringe. The area outside the floodway encroachment lines, but still subject to inundation by the regulatory flood.

Flood Hazard Boundary Map (FHBM). An official map of a community, issued by the Administrator, where the boundaries of the flood areas having special flood hazards have been designated as (unnumbered or numbered) A Zones.

Flood Insurance Rate Map (FIRM). An official map of a community on which the Administrator has delineated both the special flood hazard areas and the risk premium zones applicable to the community.

Flood Insurance Study (FIS). An examination, evaluation and determination of flood hazards and, if appropriate, corresponding water surface elevations.

Floodplain or Flood-prone Area. Any land area susceptible to being inundated by water from any source (see "Flooding").

Floodplain Management. The operation of an overall program of corrective and preventive measures for reducing flood damage including, but not limited to, emergency preparedness plans, flood control works, and floodplain management regulations.

Floodplain Management Regulations. Zoning ordinances, subdivision regulations, building codes, health regulations, special purpose ordinances (such as floodplain and grading ordinances) and other applications of police power. The term describes such State or local regulations, in any combination thereof, that provide standards for the purpose of flood damage prevention and reduction.

Floodproofing. Any combination of structural and nonstructural additions, changes, or adjustments to structures that reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, or structures and their contents.

Floodway or Regulatory Floodway. The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot.

Floodway Encroachment Lines. The lines marking the limits of floodways on Federal, State and local floodplain maps.

Floor Area. 1. Commercial business and Industrial buildings or buildings containing mixed uses. The sum of the gross horizontal areas of the several floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings but not including: a. Attic space providing headroom of less than seven (7) feet; b. Basement space not used for retailing; c. Uncovered steps or fire escapes; d. Accessory water towers or cooling towers; e. Accessory off-street parking spaces; and six (6) accessory off-street loading berths. 2. Residential buildings. The gross horizontal areas of the several floors of dwelling, exclusive of garages, basements, and open porches, measured from the exterior faces of the exterior walls.

Freeboard. A factor of safety usually expressed in feet above a flood level for purposes of floodplain management. "Freeboard" tends to compensate for the many unknown factors that could contribute to flood heights greater than the height calculated for a selected size flood and floodway conditions, such as bridge openings and the hydrological effect of urbanization of the watershed.

Frontage. 1. Street Frontage. All of the property on one side of a street between two intersecting streets (crossing or terminating), measured along the line of the street, or if the street is dead-ended, then all of the property abutting on one side between an intersecting street and the dead end of the street. 2. Lot Frontage. The distance for which the front boundary line of the lot and the street line are coincident.

Garage. A portion of the principle building or an accessory building designed for storage, parking or other entrance and enclosure of vehicles.

Highest Adjacent Grade. The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

Historic Structure. Any structure that is: 1. Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register; 2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district; 3. Individually listed on a State Inventory of Historic Places in States with historic preservation programs which have been approved by the Secretary of the Interior; or 4. Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either: a. By an approved State program as determined by the Secretary of the Interior; or b. Directly by the Secretary of the Interior in States without approved programs.

Household. An individual or couple and their children and no more than two other persons related directly to the individual or couple by blood or marriage, occupying a single housekeeping unit used on a non-profit basis. A household may include not more than two additional persons, not related to the by blood or marriage, provided that such additional person(s) may be provided with sleeping accommodations but not separate kitchen facilities.

Loading Space. A space within the main building or on the same lot, providing for the standing, loading, or unloading of trucks.

Lot. A parcel of land which may include one (1) or more platted lots, occupied or intended for occupancy by a use permitted in this Title having its principal frontage upon a street or upon an officially approved place.

Lot, Corner. A lot abutting upon two or more streets at their intersection.

Lot Line. The boundary line of a lot.

Lowest Floor. The lowest floor of the lowest enclosed area, including basement. An unfinished or flood-resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such enclosure is not built so as to render the structure in violation of the applicable floodproofing design requirements of this Chapter.

Major Thoroughfare. A street designated as a major thoroughfare in the Major Thoroughfare Plan for Parkville, Missouri.

Manufactured Home. A structure, transportable in one (1) or more sections, that is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle".

Manufactured Home Park or Subdivision. A parcel (or contiguous parcels) of land divided into two (2) or more manufactured home lots for rent or sale. MAP The Flood Hazard Boundary Map (FHBM), Flood Insurance Rate Map (FIRM), or the Flood Boundary and Floodway Map (FBFM) for a community issued by the Federal Emergency Management Agency (FEMA).

Materials, Building. Materials which are generally essential to the construction of buildings or structures, including lumber, concrete, bricks, roofing materials, siding, plumbing, heating and electrical equipment, windows, doors, insulation, landscaping supplies, and similar materials customarily associated with building construction.

Mean Sea Level. For purposes of the National Flood Insurance Program (NFIP), the National Geodetic Vertical Datum (NGVD) of 1929 or other datum to which base flood elevations shown on a community's Flood Insurance Rate Map (FIRM) are referenced.

Minor Street. A street not designated as a major thoroughfare in the Major Thoroughfare Plan for Parkville, Missouri.

Native Plants. Plant species that are indigenous to the Kansas City metropolitan area and require little maintenance, as they are naturally adapted to the region's climate.

Natural Stormwater Mitigation Practices. Stormwater management practices that aim to reduce the amount of stormwater runoff and prevent or control the discharge of pollutants into local bodies of water by utilizing natural materials.

New Construction. For the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial FIRM or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of the floodplain management regulations adopted by a community and includes any subsequent improvements to such structures.

New Manufactured Home Park or Subdivision. A manufactured home park or subdivision for which the construction of facilities for servicing the lot on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site

grading or the pouring of concrete pads) is completed on or after the effective date of floodplain management regulations adopted by the community. NFIP The National Flood Insurance Program (NFIP).

Portable Storage Container. Any portable container designed and used for personal property or similar storage. A portable storage container is typically rented or leased to owners or occupants of property for their temporary use and is typically delivered and removed by truck, but shall include any and all portable containers regardless of ownership, delivery or removal method.

Premises. A lot, together with all buildings and structures thereon.

Recreational Vehicle. A vehicle which is: 1. Built on a single chassis; 2. Four hundred (400) square feet or less when measured at the largest horizontal projections; 3. Designed to be self-propelled or permanently towable by a light-duty truck; and 4. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel or seasonal use.

Sign. Any sign, billboard, ground sign, wall sign, roof sign, illuminated sign, projecting sign, temporary sign, marquee or street clock, including any announcement, declaration, display illustration or insignia used to advertise or promote the interest of any person when the same is placed out of doors in view of the general public, including any borders, and trim or structural members, exclusive of upright supports.

Start of Construction. Includes substantial improvements, and means the date the building permit was issued, provided the actual start of construction, repair, reconstruction, rehabilitation, addition placement, or other improvements were within one hundred eighty (180) days of the permit date. The actual start means either the first placement of permanent construction of a structure on a site, such as the pouring of slabs or footings, the installation of piles, the construction of columns, any work beyond the stage of excavation, or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling, the installation of streets and/or walkways, excavation for a basement, footings, piers, foundations, the erection of temporary forms, nor installation on the property of accessory structures, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial-improvement, the actual start of construction means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

Storage. The placement of goods, materials or personal property for more than two consecutive days or any part of two consecutive days.

Street. A public thoroughfare which affords the principal means of access to abutting property.

Street Line. A dividing line between a lot, tract, or parcel of land and a contiguous street.

Structure. Anything, other than a fence, constructed or erected, which requires location on the ground or attached to something having a location on the ground, including but not limited to advertising signs, billboards, and posterboards.

Structure. For floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground (at least 51% of the actual cash value of the structure, less land value, is above ground), as well as a manufactured home. "Structure" for insurance purposes, means a walled and roofed building, other than a gas or liquid storage tank, that is principally above ground and affixed to a permanent site, as well as a manufactured home on a permanent foundation. For the latter purpose, the term includes a building while in the course of construction, alteration or repair, but does not include building materials or supplies intended for use in such construction, alteration or repair, unless such materials or supplies are within an enclosed building on the premises.

Structural Alterations. Any change in the supporting members of a building, including but not limited to bearing walls or partitions, columns, beams or girders, or any substantial change in the roof or in the exterior walls.

Substantial Damage. Damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed fifty percent (50%) of the market value of the structure before the damage occurred. The term includes Repetitive Loss buildings (see definition). 1. Any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the Code Enforcement Official and which are solely necessary to assure safe living conditions, or 2. Any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure," or 3. Any improvement to a building.

Substantial Improvement. Any combination of reconstruction, alteration, or improvement to a building, taking place during a 10-year period, in which the cumulative percentage of improvement equals or exceeds fifty percent of the current market value of the building. For the purposes of this definition, an improvement occurs when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the building. This term includes structures, which have incurred "repetitive loss" or "substantial damage," regardless of the actual repair work done. The term does not apply to: 1. any project for improvement of a building required to comply with existing health, sanitary, or safety code specifications which have been identified by the Code Enforcement Official and which are solely necessary to assure safe living conditions, or 2. any alteration of a "historic structure" provided that the alteration will not preclude the structure's continued designation as a "historic structure." Or 3. any building that has been damaged from any source or is categorized as repetitive loss.

Substantially Improved Existing Manufactured Home Park of Subdivision. SUBDIVISIONS Where the repair, reconstruction, rehabilitation or improvement of the streets, utilities and pads equals or exceeds fifty percent (50%) of the value of the streets, utilities and pads before the repair, reconstruction or improvement commenced.

Tower. Any structure that is designed and constructed primarily for the purpose of supporting one or more antennas. This term includes radio and television transmission towers, microwave towers, common carrier towers, cellular telephone towers, alternative tower structures, and the like.

Utilitarian Areas. Areas utilized for loading and unloading trucks, service areas and areas possessing mechanical equipment or trash receptacles.

Water Surface Elevation. The height, in relation to the National Geodetic Vertical Datum (NGVD) of 1929 (or other datum where specified), of floods of various magnitudes and frequencies in the floodplain.

Yard. An open space other than a court, on a lot unoccupied and unobstructed from the ground upward, except as otherwise provided in this Title.

Yard, Front. A yard extending across the front of a lot between the side yard lines and being the minimum horizontal distance between the street line and the main building or any projections thereof other than the projections of uncovered steps, uncovered balconies, terraces, or uncovered porches. On corner lots, the front yard shall be considered as parallel to the street upon which the lot has its least dimension, if the front door faces the corner. Otherwise, the front yard shall be considered the yard which the front door faces.

Yard, Rear. A yard extending across the rear of the lot between the side lot lines and measured between the rear lot line and the rear of the main building or any projection other than steps, unenclosed porches or entrance-ways.

Yard, Side. A yard between the main building, or any projection thereof, and the side line of the lot.

- B. **Description of Uses.** This section contains general descriptions associated with the use of land and buildings organized by Categories and Types, and enabled by zoning districts in Table 405-2. Where a proposed use is not generally listed or appears to meet the description of more than one use type, the Director shall make an interpretation on the most relatively equivalent described use considering (1) the similarity of the use in terms of scale, impact and operations to other described uses; (2) the typical building formats and site designs associated with the use from existing examples; and (3) the potential contribution of the use and typical formats to the intent of the zoning district. Any use that may not be interpreted as relatively equivalent to a use described in this Section or the Use Table are not anticipated by these regulations and may only be allowed by a Text Amendment.

Residential

The Residential category is the principal use of land and buildings for dwelling units. The arrangement and extent of dwelling units depends on the zoning district, lot sizes and building types, arranged in the following types:

Detached House. A residential building designed for one primary dwelling unit in a neighborhood, suburban setting. Variants of this type are based primarily on lot size and context.

Duplex. A residential building designed to accommodate two primary dwelling units in a neighborhood or suburban setting. Duplex units share a single common wall or floor/ceiling, with an outward design and appearance as a Detached House. A duplex may be on a single lot, or it may be platted as separate lots along the common wall line subject to platting restrictions.

3-/4-plex. A residential building designed to accommodate up to four primary or accessory dwelling units in a neighborhood or suburban setting. Units are arranged to maintain an outward design and appearance as a Detached House.

Row House (3-8 units; 2- to 3-story) A multi-unit residential building designed for three to eight dwelling units within an urban and sometimes suburban context. Row Houses abut one another sharing an adjoining party wall. These units are conjoined however, each unit has its own private entry. Units may be on a single lot subject to common ownership restrictions or platted on separate lots along the common wall subject to platting restrictions.

Walk-up Apartment (3-12 units; 2- to 3-story) A small scale, multi-unit residential building designed on a small or moderate-sized lot in a compact walkable neighborhood or mixed-use setting. The building is accessed by a common lobby entrance at building frontage, and arranged to integrate into the block structure of a neighborhood.

Apartment Complex. A grouping of small-scale apartment buildings in a common development arranged around an internal system of streets/internal access, walkways and common open space.

Mixed Use (apartment over commercial / service). A residential use in a building designed primarily for street level retail, service or employment uses, and where dwelling units are accommodated on upper stories, or otherwise separated from the principal commercial function of the building.

Accessory Dwelling. A dwelling unit, either in a detached accessory structure, or included within a principal structure, that is located on the same lot as a detached house and is incidental to the principal use of the lot for a principal dwelling. Examples include a garage apartment, basement apartment or second level / attic apartment.

Civic / Institutional

The Civic / Institutional category is the use of land and buildings to serve public or community interest by enhancing the daily cultural, social, or recreation need for residents and neighborhoods, whether by way of open and public citizenship, by property ownership or residency, or by membership affiliation. It includes the following types:

Assembly – Limited. Places of public assembly designed and located to serve community or civic needs for residents of nearby neighborhood(s) with regular or periodic organized services or events, and typically designed for no more than 250 people at maximum occupancy. Examples include a neighborhood association club houses, meeting hall, or small religious facility.

Assembly – Small. Places of public assembly designed and located to serve community or civic needs of neighborhoods in the vicinity with regular or periodic organized services or events, and typically designed for 250 – 500 people. Examples include a small event hall or, moderate religious facility.

Assembly – Large. Places of public assembly designed and located to serve community or civic needs of a broad vicinity with regular or periodic organized services or events, and typically designed for 501 – 1,000 people. Examples include a community center, event hall or large religious facility.

Assembly – Event Venue. Places of public assembly designed and located to serve community or civic needs of the city or region and typically designed for 1,000 or more. Examples include an auditorium, large event hall or major worship hall.

Education - Neighborhood School. A small public or private institution for primary or secondary education and typically serving up to 600 students on less than 10 acres, primarily targeted to neighborhoods within 1 mile. Special purpose schools that have a larger target area but are designed and scaled to perform similarly to a neighborhood school may be included in this type.

Education - Campus. A large public or private institution for primary or secondary education and typically serving more than 600 students on more than 10 acres and targeted to the broad vicinity, including neighborhoods beyond 1 mile.

Education – Extension. A public or private institution for a wide variety of academic, vocational, or professional training and education services, but which provides services in a more mixed-use or commercial setting utilizing sites and buildings within that context.

Open / Civic Space. Areas preserved as primarily open land, except for accessory structures, and designed to serve a specific urban design function for natural, ecological, aesthetic, recreational or formal gathering purposes. (see Section 404.020 for more specific types)

Community and Public Service. A civic use offering education, arts and cultural materials or attractions for the general public, including exhibits and events; or offering administrative, social, tourism, or charitable services to the general public. Examples include museums, libraries, public safety, post office or recreation centers.

Retail

The Retail category is the use of land and buildings for the sale of goods and/or food and beverages directly to the consumer, where these goods are available for immediate purchase or order, and where goods can be immediately removed from the premises, or immediately consumed on the premises by the purchaser, and where frequent interaction of patrons or consumers occurs on premises. The types of uses in this category are dependent on the size of gross leasable area per tenancy, where the smaller

formats (Micro, Neighborhood or Small) are typically dependent on a target market of consumers within the neighborhood or 1-mile area, and where the larger formats (General, Large and Warehouse) are typically dependent on a target market beyond the 1 mile area.

Retail – Limited. A small scale retail use less than 2,500 square feet.

Retail – Small. A small-scale retail use at least 3,500 but less than 8,000 square feet.

Retail – General. A retail use at least 8,000 but less than 50,000 square feet.

Retail – Large. A large-scale retail use at least 50,000 but less than 100,000 square feet.

Retail – Warehouse. A large scale retail use at least 100,000 square feet.

Retail - Outdoor Sales, Limited. The accessory display and sale of merchandise on an exterior private area of a site associated with an otherwise permitted non-residential use, where merchandise may be kept out doors or where a portion of the site or area is designed and dedicated to facilities to support the display and sale. Examples include a garden center, nursery, or holiday event sale associated with general retail uses.

Retail - Outdoor Sales, General. A retail use where the primary business is associated with merchandise that can only be displayed permanently and year round out of doors. Examples include a nursery, a lumber yard, or a vehicle or equipment sales.

Restaurant – Micro/ Mobile. A food and beverage retail use utilizes any motorized or non-motorized vehicle, trailer, or other device designed to be small scale and portable and not permanently attached to the ground for preparing and selling food and beverages for on or off premise consumption.

Restaurant – Limited. A small scale food and beverage retail use that typically includes seating for under 100 patrons and may include accessory off-premise consumption through carry-out services.

Restaurant - General. A food and beverage retail use that typically includes seating for 100 or more patrons and may include accessory off-premise consumption through carry-out or drive-through services, and may also include limited areas dedicated to consumption of alcoholic beverages and/or accessory indoor entertainment.

Restaurant – Drive-in/Drive-thru. A food and beverage retail use where portion of a facility that relates to dispensing products or services to patrons who remain in vehicles. May include a window, driving lane, outside menu boards, and other interior or exterior features and equipment dedicated for this purpose.

Restaurant – Bar / Tavern. A food and beverage retail use where the primary portion of the business and premises is for consumption of alcohol and entertainment.

Restaurant – Micro-brewery/Winery. A food and beverage retail use where beer, wine, alcohol or similar beverage is brewed and fermented on the premises, includes tasting or consumption on the premises, and is packaged for retail sales and distribution for consumption off of the premises. Production is limited to 10,000 barrels per year for beer, 15,000 gallons per year for alcohol, and 2,000 barrels per year for wine.

Grocery – Convenience / Market. A retail use selling food and produce or specialty food products for household consumption in a small-scale format under 5,000 square feet. Examples include a corner market, butcher shop, produce stand or similar food store.

Grocery – Store (5K – 40K). A retail use selling food, produce and other household products for household consumption in a small-scale format at least 6,000 but less than 40,000 square feet. Examples include a small grocery store that may serve as the anchor to a small-scale walkable center.

Grocery – Supermarket (40K+). A retail use selling food, produce and household products for household consumption in a large-scale format, at least 40,000 square feet. Examples include a large-format grocery or supermarket, or a similar function housed within a larger warehouse retail store.

Outdoor Sales – Limited. The limited accessory display of merchandise on a sidewalk or an exterior private area of a site associated with the otherwise permitted non-residential use. The display is further limited by the following: (1) it only occurs during business hours; (2) all components of the sale are removed from the site and brought indoors during non-business hours; and (3) is limited to sales or events lasting no more than 1 week with at least 4 weeks between consecutive events. Examples include a sidewalk sale or farm truck / produce stand.

Outdoor Sales – General. A retail use selling merchandise that can only be displayed or permanently stored outside, and where these sales are a primary and routine source of business. Examples include a nursery, lumber yard, machine or equipment sales or rentals, or vehicle sales or rentals.

Gas Station – Limited (1-4 pumps). A retail use engaged in the sale of fuel and other convenience goods to the general public, and may include accessory repair or maintenance services. The use is limited to no more than 4 fueling stations and no more than 2 garage service bays. Examples include a small, neighborhood gas and service station.

Gas Station – General (5 -16 pumps). A retail use engaged in the sale of fuel and other convenience goods to the general public, and may include accessory repair or maintenance services. The use is limited to no more than 16 fueling stations and no more than 4 garage service bays. Examples include a small convenience center or large gas station.

Gas Station- Large (16+ pumps). A retail use engaged in the sale of fuel and other convenience goods to the general public, and may include accessory repair or maintenance services. The use may include more than 16 fueling stations. Examples include large convenience stores, gas stations or truck stops and travel centers.

Office / Service

The Office / Service category is the use of land and buildings for businesses engaged in the exchange of professional and individual services. It includes the following types:

Office. An employment use focusing on the administrative and management aspects of business or professional services, typically do not have a high rate of exchange with general public, consumers, or patrons, but may involve regular interaction with clients or other business activities. This use type is broken into the following sub-classes based on scale and intensity:

Office - Home Occupation. An office use entirely within an owner occupied residential dwelling and/or its accessory structures, when such activities are clearly incidental or subordinate in use to the dwelling and may involve limited on premise interaction with customers.

Office – Limited. An office use where the total gross leasable area is less than 10,000 square feet.

Office – General. An office use where the total gross leasable area is at least 10,000 square feet, and may include more than one building.

Service. A service use providing professional or individual services and where frequent interaction with the general public, consumers or patrons occurs on the premises. This use type is broken into the following sub-classes based on scale and intensity:

Service – Limited. A personal service use where the gross leasable area is under 2,500 square feet. Examples include a neighborhood barber shop or hair salon, a small professional office (lawyer, accountant, or travel agent), small bank, small child-care center, dry cleaners or tailor.

Service – General. A service use where the gross leasable area is at least 2,500 square feet. Examples include a large spa or beauty complex, child-care center, large bank, equipment repair shop, tattoo shop, a copy center, large post office or mail center, or laundry mat.

Animal Care or Clinic – Limited. A service use for the medical care of small domestic animals where treatment rooms, cages or pens are completely enclosed and soundproof, and where any boarding of animals is accessory to the principle use, and where the gross leasable area is under 2,500 square feet. Examples include a small veterinary office, small pet day care or grooming facility.

Animal Care or Clinic – General. A service use for the medical care of small domestic animals where outdoor pens or kennels are only used for exercise and recreational purposes, and no animals are kept outside. Examples include large veterinary offices, large grooming facilities, animal hospital, commercial kennels.

Lodging – Bed & Breakfast (up to 5 rooms). A lodging use in a residential building type that has up to 5 guest rooms and a resident manager for accessory meals, operations and cleaning services.

Lodging – Inn (up to 20 rooms). A lodging use in a small commercial building that accommodates up to 20 rooms which may include limited accessory services such as a small restaurant or lounge.

Lodging – Hotel/Motel. A lodging use in a large commercial building or complex designed for more than 20 guest rooms, as well as associated restaurant, event and conference services.

Recreation– Indoor. A service use providing daily or regularly scheduled activities for entertainment, instruction or exercise inside a building and open to the general public or through membership. This use type is broken into the following sub-classes based on scale and intensity:

Recreation– Indoor, Limited (less than 10K). Indoor recreation that involves a building less than 10,000 square feet. Examples include a small bowling alley, fitness club, billiard hall, martial arts centers, yoga studio, or dance studio.

Recreation– Indoor, General (10K or more). Indoor recreation that involves a building 10,000 square feet or more. Examples include a large bowling alley, sports and recreation center, theater complex, large health club, or shooting range.

Recreation– Outdoor. A service use providing daily or regularly scheduled activities for entertainment, recreation or exercise outside and open to the general public or through membership. This use includes accessory buildings for the transaction of business and accessory indoor services. This type is broken in to Major and Minor based on the scale and intensity of the use.

Recreation – Outdoor, Limited. Examples include driving range, miniature golf, golf course, swimming pool, tennis, batting cage, small band shell or amphitheater.

Recreation– Outdoor, General. Examples include theme park, water park, fairground, zoo, drive-in theater, shooting range, skeet and trap range, racetrack.

Residential Care – Limited. A facility providing residential living, social programs and limited health care services for residents, where the social and healthcare services are accessory to the building(s) and site design emphasizing household living, where the social programs and health care services are limited accessory elements in terms of the function and extent, and where dedicated staff are present primarily during normal business hours. Examples include group homes or co-housing, retirement village, independent living or assisted living apartment communities.

Residential Care – General. A facility providing long term care, health services and residency, that admits residents on medical referral, and where medical, behavioral and rehabilitative care is necessary beyond normal business hours. Examples include nursing homes, hospice home, or other similar care facilities.

Residential Care – Institutional. A facility offering short or long-term care for individuals residing on the site that need a high degree of services or monitoring, and where full time staff are present on the premises at all times, and where the building(s) and site design emphasize the institutional function, secondary to the residential accommodations. Examples include treatment centers, homeless shelters, or other facilities with a high intensity of care or supervision.

Vehicle Service/Repair – Limited. A service use engaged in motor vehicle maintenance and repair services, and accessory retail sale of supplies and accessories, but limited to small scale operations that involve no more than 3 vehicle service bays, and where all work and storage of equipment and supplies occurs indoors, and where on-site or overnight storage of vehicles is limited to no more than 8 cars on the lot. Examples include a small neighborhood mechanic shop, lubricant center, tire store, auto glass installation or audio or alarm installation.

Vehicle Service/Repair – General. A service use engaged in equipment and motor vehicle maintenance and repair services, and accessory retail sale of supplies and accessories, that involves 4 or more vehicle service bays, where all work and storage of equipment and supplies occurs indoors, but where on-site or overnight storage of vehicles may involve 9 or more cars on the lot. Examples include large mechanic shop, lubricant center, tire store, auto glass installation or audio or alarm installation or an auto body shop where the likelihood of overnight storage, outdoor storage and over-night or multi-day drop off is more likely.

Vehicle Service/Repair – Heavy. A service use engaged in the maintenance and repair of motor vehicles, commercial vehicles or heavy equipment, and accessory retail sale of supplies and accessories, that is likely to involve larger outdoor storage areas for vehicles and supplies, and where larger multi-bay garages or warehouses are needed to conduct services.

Industrial

The Industrial category is the use of land and buildings engaged in the production, processing, storage or distribution of goods with potential impacts beyond the site due to the types of activities, the physical needs of the site or facility, the types of materials used, or the delivery and access operations, and which in typical formats and operations may not be compatible with other business uses. It includes the following types:

Manufacturing –Artisan. A small-scale Industrial use where activities produce little or no byproducts such as smoke, odor, dust or noised discernable from outside of the building, where deliveries and distribution are made by general consumer delivery services requiring no special large truck access, and where products are made available for purchase or viewing to the general public. Uses typically occupy buildings or spaces under 5,000 square feet of gross leasable area. Examples include artists' studios, small wood or metal shops, craft manufacturing, small bakery, or other similar small-scale assembly of finished products.

Manufacturing – Light. An industrial use where little or no byproducts such as smoke, odor, dust or noise are discernable from outside of the building, and where distribution and delivery needs occur through light to moderate commercial truck access. Examples include research labs or facilities, small equipment or commodity assembly, warehousing or wholesaling of consumer products, commercial bakery, non-retail laundry services, or similar businesses that provide products for support of other businesses.

Manufacturing – General. An industrial use where byproducts such as noise, dust, smoke or odor are produced, but are mitigated to limit impacts beyond the property boundary. Outside storage and activities may be necessary, and distribution and delivery needs involve frequent or large truck access. Examples include large scale manufacturing or fabrication plants, food production and manufacturing plants, metal fabrication plants, chemical laboratories or other similar high-intensity manufacturing or distribution operations.

Manufacturing – Heavy. An industrial use capable of producing significant byproducts such as noise, dust, smoke or odor beyond the building or site, or where hazardous materials may be stored, used or produced as a typical part of the business, and distribution involves heavy truck, freight and machinery access. Examples include chemical, wood or metal storage and production, pressing and dying plants, asphalt or cement production, animal processing or other heavy or hazardous manufacturing operations.

Storage and Warehousing – Indoor, Limited. Storage of consumer products or small scale commercial products inside a small commercial building where only ordinary traffic and little or no truck traffic occurs. Examples include mini-warehouses where all storage areas including those leased or rented to individual customers are accessed from inside the principal building.

Storage and Warehousing– Indoor, General. Storage of commercial products inside a large building where regular shipments and distribution will occur by commercial vehicles. Examples include large warehouses, or distribution and processing centers, and mini-warehouses where all storage areas including those leased or rented to individual customers are accessed from outside the storage buildings.

Storage and Warehousing– Outdoor. Storage of consumer commercial products or large scale machinery on an outdoor lot. Examples include contractor's yard, mini-storage warehouses, boat or RV storage, towing service storage yard, or similar large-scale storage lots and facilities.

Storage and Warehousing– Outdoor, Junkyard. An outdoor storage use where discarded or inoperable items are stored for sale, salvage or further processing as waste or other byproducts.

Chapter 403. Applications & Procedures

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Table 403-1: Procedures Summary

	Eligible Applicants				Pre-application Meeting	Notice			Review Body				
	Owner	Staff	PC	BOA		Post	Publish	Mail	Staff	PC	BOA	BZA	Protest Permitted
Subdivision – Administrative Plat	■				☑				D				
Subdivision – Preliminary Plat	■				☑				R	D	A		
Subdivision – Final Plat	■				☑				R	R	D		
Subdivision Waiver	■				☑				R	D	A		
Zoning Map Amendment	■	■	■	■	☑	☑	☑	☑	R	R/PH	D		☑
Preliminary Development Plan	■		■	■	☑	☑	☑	☑	R	R/PH	D		☑
Final Development Plan	■								D	A			
Conditional Use Permit	■				☑	☑	☑	☑	R	R/PH	D		
Site Plan – Minor	■				☑				D	A			
Site Plan - Major	■				☑				R	D	A		
Variance	■				☑	☑	☑	☑	R			D/PH	
Appeal of Administrative Decision	■	■	■	■		☑	☑	☑				D/PH	
Text Amendment		■	■	■			☑		R	R/PH	D		

☑ = Required
 ■ = Authorized
 PC = Planning Commission
 BOA = Board of Alderman
 BZA = Board of Zoning Adjustment

R = Review and recommending authority
 D = Decision making authority
 PH = Public hearing required (distinguished from a public meeting generally open to the public)
 A = Appeal of Decision

Section 403.010 Common For All Applications

A. Applications and Fees.

1. *Forms.* Applications required under this code shall be submitted to the Community Development Department. The Director is authorized to modify the application forms and submittal requirements as deemed necessary in the Director's discretion.
2. *Fees.* Applications shall be accompanied by a non-refundable fee established by the Board of Aldermen. Any application that does not include the required fee shall be returned to the applicant as incomplete. Fees shall not be required with applications initiated by the Staff, Planning Commission, or Board of Aldermen.
3. *Eligible Applicants.* Table 403-1 indicates applicants eligible for each particular application under this code, which include the following:
 - a. *Owner.* The record owner of property impacted by the application, or that owner's authorized agent. In the case of an application requiring a public hearing, and for the purposes of the right to appeal or protest, all those receiving mailed notice shall be considered owners impacted by the application.
 - b. *Planning Commission.* The Planning Commission, acting on its own initiative according to its bylaws and rules of procedure.
 - c. *Board of Aldermen.* The Board of Aldermen acting on its own initiative according to its bylaws and rules of procedure.

B. Application Processing Cycles. The Director shall establish a more specific processing cycle for each type of application, which includes:

1. Dates of regular meetings of review bodies and decision makers that comply with all legal requirements for notice and public meeting deadlines;
2. Deadlines for receipt of a complete application for consideration at a particular meeting;
3. The scheduling of staff reviews, agency reviews, and staff reports on complete applications; and
4. The steps and benchmarks in the application process (including required notice requirements, public meetings, public hearings, decision meetings and review by other bodies).

C. Pre-application Meeting. Pre-application meetings may be requested for any application and shall be required as indicated in Table 403-1. Where required, the applicant shall confer with the Director and other city officials designated by the Director. The purpose of the pre-application meeting is to discuss the general nature of the proposal, including:

1. Classification of the application.
2. Procedure and submittal requirements for the application.
3. Criteria for processing and decisions on the application.
4. Notification requirements, timing and other procedural pre-requisites, or whether any special community outreach may be important.
5. Planning and infrastructure impacts, including the need for any additional technical studies or outside agency coordination and review.
6. The relationship to the Master Plan, and whether any specific plans, policies or other design, development or economic development initiatives impact the application.
7. Zoning requirements for the property in question and adjacent property.
8. Opportunities to improve any preliminary design concepts and better relate project benefits or mitigate impacts to other public or private investments in the area.

A required pre-application meeting may be waived at the Director's discretion and upon the applicant's request for any application that is routine in nature and where the above topics can be addressed by general correspondence.

D. **Staff Review.** Upon receipt of an application, the Director shall take the following steps:

1. **Notification of Incomplete Application.** If the Director determines that an application is incomplete within, the Director shall notify the applicant of the specific ways in which the application is deficient within 15 days of submittal, and no further processing of the application shall occur until the deficiencies are corrected. If the application is not completed within 30 days of the notice, the incomplete application is deemed rejected.
2. **Scheduling.** The Director shall schedule complete applications for further review according to these regulations.
 - a. Applications that require a public hearing shall be scheduled for initial review within 60 days of a determination of a complete application.
 - b. Applications that do not require a hearing but an official public meeting shall be scheduled for review within 30 days of a determination of a complete application or the recommendation from another required review body.
In the event that the next regular meeting of the review body is beyond these time periods, or the required notice cannot be given within these time periods, the application shall be scheduled for the closest available meeting.
3. **Staff Report.** The Director shall prepare a staff report in light of the appropriate policies, plans and regulations. The Director shall provide a copy of the report to the review body and to the applicant before the scheduled meeting.

E. **Notice.** Notice shall be provided for each application as indicated in Table 403-1, which shall provide the time, place and general nature and location of the application. Required notice shall be based on the following requirements.

1. **Published.** Where published notice is required, at least 15 days, but not more than 30 days prior to the public review notice shall be published in a newspaper in general circulation in the City.
2. **Posted.** Where posted notice is required, the applicant shall post notice on property that is the subject of the application within public view at least 15 days before the scheduled review. The City will furnish the sign(s) for posting.
3. **Mailed.** Where mailed notice is required, the applicant shall provide names and addresses all owners of record within 185 feet, excluding existing rights-of-way, of the boundaries of the property. At the expense of the applicant, the Director shall mail notice of the time, place and nature of the hearing by certified mail at least 15 days prior to the public review. When mailed notices have been properly addressed and deposited in the mail, failure of a party to receive such notice shall not invalidate any subsequent action.

F. **Public Hearings.** Where a public hearing is required by Table 403-1, the following procedures apply:

1. The hearing shall be conducted and a record of the proceedings shall be preserved, as the specific review body may prescribe by rule.
2. Any interested person or party may appear and be heard in person, by agent, or by attorney.

3. The review body may request a report on the application from any government official or agency, or any other person, firm or corporation with information pertinent to the application. A copy of any requested report shall be made available to the applicant and interested parties, and shall be available for review in the office of the Community Development Department.
 4. A public hearing for which proper notice was given may be continued to a later date without again complying with the notice requirements of this Chapter provided that the continuance is set for a specific date, time and location announced at the original public hearing.
- G. **Action by Review Bodies.** Review bodies shall take the actions indicated in Table 403-1. A review body may take any action on the application consistent with notice given or criteria in this Chapter, regardless of the presence of the applicant, including the following (or recommend the following when the review body is a recommending body):
1. Approve the application.
 2. Approve the application with conditions or modifications.
 3. Deny the application.
 4. Continue the application to allow further analysis. The continued application shall not be more than 60 days from the original review without consent of the applicant. No application shall be continued more than once by each review body without consent of the applicant.
- H. **Appeals.** Where a review body is designated as the appellate body in Table 403-1, the following appeal procedures apply:
1. Appeals shall be filed with the Director within 15 days of the decision by the decision-making review body.
 2. The following persons and entities shall have standing to appeal the action of the review body: the applicant; the Director, on behalf of any public official, department or agency; any owner of land that is the subject of the action or proposed action; and any person given the right of appeal by law.
 3. The review body designated as the appellate body shall consider the application as a new matter, and within 60 days of the date that the appeal was filed may take any action authorized by the decision-making review body. The procedure and required notice shall be the same as required of the original application.
- I. **Technical Studies.** The Director, on behalf of any public official, department, or agency, the Planning Commission or the Board of Aldermen may require applicants for development or permit approval to submit technical studies as may be necessary to evaluate the application. Technical review by outside entities with expertise or jurisdiction over some aspects of the application may be required in place of, in addition to, or in association with any studies. Examples of technical studies that may be required include traffic studies, engineering studies, geologic or hydrologic studies, environmental impact assessments, noise studies, market studies or economic impacts. The persons or firms preparing the studies shall be subject to the approval of the Director. The costs of all studies shall be borne by the applicant. Any application that is determined to require technical studies or review from entities outside of the City may require special schedules based on the reasonable time frames to conduct those studies or additional reviews.
- J. **Successive Applications.** In the event that the review body takes final action to deny an application, the same or a similar application shall not be refiled for one year from the advertised review date. The Director, upon petition by the applicant, may permit a refiling of the application no sooner than 180 days after the scheduled review date when it is determined that significant physical, economic or land use changes have taken place within the immediate vicinity or a

significant development code text amendment has been adopted. There shall be no time limitation on a substantially different application.

Section 403.020 Platting

- A. **Applicability.** Plat applications are required to establish or alter the legal boundaries of property, and to account for public facilities, infrastructure, development patterns, public realm design or other long-range growth and development considerations prior to potential fracturing of ownership. Plat applications may be initiated by the owners or agents of any property affected. In addition to the general requirements in Table 403-1 and Section 403.010 the requirements in this Section are specific to plat applications. Specifically plats shall apply to:
 1. Any division of land where any resulting parcel is less than five acres;
 2. Any adjustment of previously platted lots that alter the legal boundaries or potential ownership patterns, other than those by operation of law, acquisition by a public entity, or by court order; and
 3. Any development on previously unplatted property where access or connections to public infrastructure or public streets will be required.
- B. **Types of Plats and Applications.** Plat applications are classified and processed as one of three types:
 1. Administrative plats are routine applications such as lot line adjustments, lot splits, lot combinations or small land divisions that do not alter development patterns or impact public services.
 2. Preliminary plats are larger divisions of land that enable new ownership and development patterns; or which impact public facilities or land, and are proposed in a preliminary or conceptual format to prepare for detailed engineering and design of facilities.
 3. Final plats are a refined version of the preliminary plat that presents proposed ownership and development patterns, as well as the specific location of public facilities and public property based on detailed designs.
- C. **Administrative Plat.** Administrative plats shall be processed according to the following criteria and procedures.
 1. *Review Criteria.* An application may be classified as an administrative plat if the Director determines that all of the following are met.
 - a. No new street or alley right-of-way, or other public dedication is needed.
 - b. No significant increase in service requirements (utilities, schools, traffic control, streets, etc.), or impact on the ability to maintain existing service levels will result.
 - c. The application affects the boundaries of only four or fewer existing lots, or results in five or fewer new lots from a previously unplatted parcel, or is finalizing the legal boundaries of a previously approved preliminary and final plat which could only be based on a legal survey after construction of improvements.
 - d. All lots meet the legal standards of the subdivision regulations and applicable zoning districts.
 - e. The lot patterns are consistent with the surrounding area. In determining consistency, the size and dimension of lots previously developed, the layout and design of existing subdivisions and rights of way, and the degree of deviation from previous development shall be considered.
 - f. No other significant issues exist with potential development enabled by the plat that could impact planning policies, development regulations or adjacent property owners.

Any application not classified as an administrative plat and meeting these criteria shall be processed as a major subdivision with a preliminary and final plat.

2. *Review and Approval.* Upon review by the Director and any affected departments or agencies, and within 60 days of filing, the Director shall approve any administrative plats that meet all requirements of these regulations, deny the application, or recommend further processing as a major subdivision.
 3. *Effect of Decision.* Approval of an administrative plat requires the applicant to record the plat with the Platte County Recorder's Office. The applicant shall be responsible for all recording fees.
 4. *Limitations on Successive Applications.* Platted lots are eligible only one time for approval of a consolidation or division through the administrative plat process and any further division or consolidations of the originally platted lots or newly created lots shall be processed through the preliminary and final plat process.
- D. **Preliminary Plat.** A preliminary plat shall be processed according to the following criteria and specific procedures in addition to those identified in Table 403-1 and applicable in Section 403.010.
1. *Review Criteria.* A preliminary plat shall be reviewed according to the following criteria:
 - a. The application is in accordance with the Master Plan and in particular the physical patterns, arrangement of streets, blocks, lots and open spaces, and public realm investments that reflect the principles and concepts of the plan.
 - b. Compliance with the requirements of this development code, and in particular the blocks and lots proposed are capable of meeting all development and site design standards under the existing or proposed zoning.
 - c. Any phasing proposed in the application is clearly indicated and demonstrates a logical and coordinated approach to development, including coordination with existing and potential development on adjacent property.
 - d. Any impacts identified by specific studies or technical reports, including a preliminary review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.
 - e. The application does not deter any existing or future development on adjacent property from meeting the goals and policies of the Master Plan.
 - f. The design does not impede the construction of anticipated or planned future public infrastructure within the area.
 - g. The recommendations of professional staff, or any other public entity asked to officially review the plat.
 2. *Effect of Decision.* The approval of the preliminary plat does not constitute an acceptance of the subdivision, but authorizes preparation of the final plat. The applicant may request that a denied preliminary plat be submitted to the Board of Aldermen and the Planning Commission shall submit all information to the Board of Aldermen which can make a determination consistent with these regulations.
 3. *Term of Expiration.* The approval of the preliminary plat shall be effective for 18 months, except that any approval of a final plat for any phase specifically indicated on a preliminary plat shall renew the 18-month period. The Planning Commission may grant an extension of this period for up to one year, if the applicant demonstrates substantial progress towards the design and engineering requirements necessary to submit a final plat.

- E. **Final Plat.** After approval of the preliminary plat, the applicant may submit a final plat for all or portions of the preliminary plat area. A final plat shall be processed according to the following criteria and specific procedures in addition to those identified in Table 403-1 and applicable in Section 403.010.
1. *Review Criteria.* A final plat shall be reviewed according to the following criteria:
 - a. The layout and design of the final plat is substantially consistent with the approved preliminary plat considering the number of lots or parcels; the block layout, street designs and access; the open space systems and civic design elements; the infrastructure systems; or other elements of coordinated developments.
 - b. The construction plans for any utilities, infrastructure or public facilities meet all technical specifications.
 - c. The phasing and timing of public improvements ensures construction and performance guarantees.
 - d. Any deviations in the final plat from the preliminary plat brings the application in further compliance with the Master Plan and the purposes and intent of this code.
 - e. The recommendations of professional staff, or any other public entity asked to officially review the plat.
 2. *Planning Commission Review.* If the Planning Commission approves or conditionally approves the final plat, the plat shall be forwarded to the Board of Aldermen with a recommendation that they accept dedication of land for public purposes such as easements, rights-of-way and public facilities.
 3. *Dedication of Land.* The Board of Aldermen shall accept or reject the dedication of land for public purposes within 30 days after the first meeting of the Board of Aldermen following submission of the recommendation of the Planning Commission. The Board of Aldermen may defer action for an additional 30 days for allowing modifications to comply with the requirements established by the Board of Aldermen. If the Board of Aldermen defers or rejects such dedication, it shall advise the applicant and Planning Commission of the reasons and specify the nature of the non-compliance.
 4. *Effect of Decision.* The approval of the final plat and acceptance of the dedication of land for public purposes, park land dedication or fee en lieu, and payment of the excise tax if applicable, authorizes the filing of the plat with the Platte County Recorder's Office. Any approval with conditions or exceptions to the rules shall be clearly stated on the plat. Any plat not recorded within two years from the date of acceptance of land by the Board of Aldermen shall be null and void. Upon approval or recording of the plat, the applicant may proceed with the design and construction of required improvements. No building permit shall be authorized until the completion, inspection and acceptance of all required improvements.
- F. **Subdivision Waiver.** Through the preliminary or final plat process, the Planning Commission may waive certain subdivision requirements in Chapter 404, provided it finds the following:
1. Applying the standard to the specific site and application will not meet the intent of the standard.
 2. Rather than meeting the standard, the applicants proposed design and any additional designs proposed to mitigate not meeting the standard, will equally or better meet the indent of the standard.

3. Meeting the standard is not necessary to meet any of the public goals associated with the standard when considering the application in a broader and long-range context.
4. Waiver of the standard will not be detrimental to any adjacent property owners or any future development opportunities on adjacent property.

Section 403.030 Zoning Map Amendment

- A. **Applicability.** The zoning map amendment process provides review of changes to the boundary of zoning districts (rezoning) that may be necessary to account for changed conditions in the general area or a change in public policies with respect to future development. Zoning map amendments for specific property may be initiated by the Board of Aldermen, the Planning Commission, or the owners or authorized agents of any property affected. In addition to the general requirements in Table 403-1 and Section 403.010, the following requirements are specific to zoning map amendment applications.
- B. **Review Criteria.** A zoning map amendment shall be reviewed according to the following criteria:
 1. The application is consistent with the Master Plan and any official plan or program developed under the guidance of the Master Plan, and in particular the relationship of land uses within the proposed district and the relationship with uses existing or anticipated in surrounding districts.
 2. The character of the neighborhood, including the design of streets, civic spaces and other open spaces; the scale, pattern and design of buildings; the zoning of property and compatibility of potential future uses; and the operation and uses of land and buildings.
 3. The application furthers the intent of the proposed zoning district and supports that of any abutting zoning districts, and in particular the building form, site design, and other development patterns and urban design aspects of the proposed project in furthering the intent.
 4. Compliance of any proposed development with the requirements of the development code, and the intent or design objectives associated with any specific standards.
 5. The ability of the City or other government agencies to provide any services, facilities or programs that might be required if the application were approved.
 6. The effect of approval on the condition or value of property in the city or in the vicinity, including the likelihood of surrounding areas to be developed in accordance with the Master Plan.
 7. The consistency of the application with other adopted policies of the City, including any other relevant implications of the change beyond any specific proposed project.
 8. The recommendations of professional staff or other technical reviews associated with the application.
- C. **Protest by Petition.** If a written protest against a proposed zoning change is filed in the office of the City Clerk within 15 days of the date of the conclusion of the Planning Commission public hearing, signed by the owners of record of thirty percent or more of any real property proposed to be rezoned, or by the owners of record of thirty percent or more of the total area required to be notified by this Code of the proposed rezoning of a specific property, excluding streets and public ways, the ordinance adopting such amendment shall not be passed except by at least a 2/3 vote of all of the members of the Board of Aldermen.
- D. **Board of Aldermen Review.** The Board of Aldermen shall not consider a request prior to the lapse of the 15 day protest period. When the Planning Commission submits a recommendation of approval or disapproval of a Zoning Map Amendment, the Board of Aldermen may:
 1. Adopt such recommendation by ordinance;

2. Return such recommendation to the Planning Commission with a statement specifying the basis for the Board of Aldermen's failure to approve or disapprove; or
 3. Reject or modify the Planning Commission's recommendation, specifically citing the reasons for such decision and based on the same criteria in Section 403.030.B.
- E. **Effect of Decision.** Amendments to the official Zoning Map (rezoning) shall be approved by the Board of Aldermen in the form of an ordinance. Approved changes shall be indicated on the Official Zoning Map by the Director within 30 days following such action.

Section 403.040 Master Planned Development

- A. **Applicability.** The master planned development process is intended for development concepts that require a higher degree of specific planning based on the complexity of the project, the relationship of the site to the context, and the ability to meet or exceed the purpose, intent and objectives of this code through more flexible application of the standards. A master planned development application is a type of zoning map amendment, and must meet all of the procedures and requirements of that process, but it also accommodates specific master development plan. The planned development process involves at least two steps – the preliminary development plan, and the final development plan. In many cases land will need to be subdivided in order to carry out a development plan. The subdivision process is a separate process and may run concurrently with or following the planned development process. Planned development applications may be initiated by the owners or authorized agents of any property affected. In addition to the general requirements in Table 403-1 and Section 403.010, the following requirements are specific to master planned development applications.
- B. **Preliminary Development Plan.** A preliminary development plan is a generalized development plan for the entire area proposed to be included within a planned development. The purpose of a preliminary development plan is to allow preliminary review of a proposed planned development before substantial technical work has been undertaken. A preliminary development plan shall include a minimum of five acres, or at the Director's discretion it may include less if the plan affects property at the scale of a block depending on the specific context. Additions to previously approved preliminary development plans may be considered an amendment to that plan and do not require a minimum size. A preliminary development plan shall generally include:
1. *Public Realm Plan.* A plan outlining the general location, design characteristics, and functions of all proposed streets, storm water management, open spaces, civic spaces, and circulation networks – whether public, common or private – that will create the public realm for the plan.
 2. *Development Plan.* A plan indicating the specific land uses and their density/intensity, block and lot patterns, building types and scale, design characteristics, and other building and site design elements that reflect the proposed character of the plan, and where relationships and transitions between these elements occur within the plan. The development plan shall specifically identify where development standards may differ from those otherwise applicable through the base zoning districts and general development requirements of this code.
 3. *Existing Conditions.* Analysis identifying the general layout of any existing structures, streets or infrastructure and the location of natural features such as watercourses, steep grades, significant stands of trees, specimen trees or other features.

4. *Public Input Summary.* A summary of the type, extent and outcomes from any public or community engagement regarding the plan and future development.
 5. *Phasing or Implementation.* A strategy indicating the estimated timing of development, and any other administrative details of implementing the plan through future final site plans.
 6. *Illustrative Plan.* The preliminary development plan may include an illustrative plan that includes renderings, elevations or plans of buildings, streetscapes, and public spaces or other urban design and architectural details demonstrating how the plan will be executed according to the applicable development standards.
- C. **Preliminary Development Plan Review Criteria.** A preliminary development plan shall be reviewed according to the following criteria:
1. The plan represents an improvement over what could have been accomplished through strict application of otherwise applicable base zoning district standards, based on the goals of the Master Plan, and based upon generally accepted planning and design practice.
 2. The benefits from any flexibility in the standards proposed in the plan promote the general public health, safety and welfare of the community, and in particular of the areas immediately near or within the proposed project, and are not strictly to benefit the applicant or a single project.
 3. The benefits from any flexibility in the standards proposed in the plan allow the project to better meet or exceed the intent statements of the base zoning district(s) and the standards proposed to be modified when applied to the specific project or site.
 4. The plan reflects generally accepted and sound planning and urban design principles with respect to applying the Master Plan and any specific plans to the area.
 5. The plan meets all of the review criteria for a zoning map amendment.
- D. **Effect of Preliminary Development Plan Approval.** Approval of a preliminary development plan shall constitute acceptance of the overall planning concepts and development parameters. In reviewing and approving a preliminary development plan, the Planning Commission may recommend or the Board of Aldermen may require conditions that must be met before an applicant submits a final development plan.
1. *Designation on Official Zoning Map.* Sites governed by an approved preliminary development plan shall be designated on the Official Zoning Map with the letters base zoning district plus "P" (planned). (For example, where a portion of the development plan uses the R-3 and the B-1 base zoning districts for the preliminary development plan, the future zoning of each area shall be R-3-P and B-1-P respectively.)
 2. *Protest by Petition.* If a written protest against a proposed preliminary development plan is filed in the office of the City Clerk within 15 days of the date of the conclusion of the Planning Commission public hearing, signed by the owners of record of thirty percent or more of any real property in the plan, or by the owners of record of thirty percent or more of the total area required to be notified by this code of the proposed preliminary development plan, excluding streets and public ways, the ordinance adopting such amendment shall not be passed except by at least a 2/3 vote of all of the members of the Board of Aldermen.
 3. *Duration of Plan.* An approved preliminary development plan shall lapse and be of no further force and effect if a final development plan (or a final development plan for a

designated phase of the preliminary development plan) has not been approved within two years of the date of approval of the preliminary development plan.

- E. **Final Development Plan.** A final development plan is a detailed plan for implementing the preliminary development plan including technical information on building, site, open / civic space, and infrastructure development. A final development plan may include the entire area covered in the preliminary development plan or it may include one or more phases of the approved preliminary development plan. The plan shall include all necessary information to demonstrate that all applicable standards, requirements, and conditions of the preliminary development plan have been met.
- F. **Final Development Plan Review Criteria.** A final development plan shall be reviewed according to the criteria for Site Plan and Design Review in Section 403.060, with the additional criteria that the final development plan is substantially consistent with the approved preliminary development plan.
- G. **Effect of Final Development Plan Approval.** Approval of a final development plan shall be the same for that of Site Plan and Design Review in Section 403.060.

Section 403.050 Conditional Use Permit

- A. **Applicability.** A conditional use permit provides flexibility for different uses within a zoning district and allows the potential for additional uses. Due to the varying design and operational characteristics of the use or due to conditions in the area where the use is proposed, these uses may not be appropriate in that district, but require a case-specific review to determine the compatibility in a specific context and location. Conditional use permits may be initiated by the owners or authorized agents of any property affected. In addition to the general requirements in Table 403-1 and Section 403.010, the following requirements are specific to conditional use applications.
- B. **Review Criteria.** A conditional use permit shall be reviewed according to the following criteria:
 1. The application furthers the intent of the proposed zoning district and does not conflict with the intent of any abutting districts, and is otherwise determined to be consistent with the Master Plan and any official plan or program developed under the guidance of the Master Plan.
 2. Compliance of any proposed development with the requirements of this code.
 3. Whether any additional site-specific conditions are necessary to meet the purposes and intent of this code and the intent or design objectives of any applicable subsections of this code, or mitigate any other potential impacts that are specific to the proposed use.
 4. The impact on the public realm, including the design and functions of streetscapes and relationships of building and site elements to the streetscape.
 5. The adequacy of drainage, utilities and other public facilities.
 6. Compatibility with the character of the area in terms of building scale, building form, landscape and site design.
 7. Compatibility with the area in terms of operating characteristics such as hours of operation, visible and audible impacts, traffic patterns, intensity of use as proposed or foreseeable, and other potential impacts on adjacent property.
 8. Whether a limited time period for the permit is reasonable necessary to either limit the duration of the use, assess the use against changing conditions in the area, or ensure periodic reporting and on-going enforcement of the permit.
 9. The application will not prevent development and use of the neighboring property in accordance with the applicable development regulations.

10. The long range plans applicable to the site and surrounding area are not negatively impacted considering the permanence of the proposed use, the permanence of existing uses in the area, and any changes in character occurring in the area.
 11. The recommendations of professional staff or other technical reviews associated with the application.
- C. **Effect of Decision.** Approval of a conditional use permit by the Board of Aldermen shall authorize the applicant to apply for a building permit, and other applicable permits. Approval shall be valid for two years, and the Board of Aldermen may grant a one-year extension. Any application not acted upon according to the approval and conditions within this time period shall be void. Any amendment to a conditional use permit shall require the same process as the original approval.

Section 403.060 Major Site Plan

- A. **Applicability.** The major site plan process coordinates development projects with the public realm and with adjacent sites, and specifically demonstrates how new projects meet the development and design standards of this code regarding compatible arrangement of buildings, pedestrian and vehicle access, site design, lighting and landscaping. Site plans may be initiated by the owners or authorized agents of the property. In addition to the general requirements in Table 403-1 and Section 403.010, the following requirements are specific to major site plan applications. The major site review process specifically applies to:
1. Any new building, except detached houses and duplexes.
 2. Any expansion to an existing building footprint by more than 15%, except detached houses and duplexes.
 3. Any site development activity which expands the impervious surface by more than 25% of existing impervious surface on the lot.
 4. Any changes to the site access and circulation which present a significant change impacting the design of the public realm or traffic conditions near the site.
- B. **Review Criteria.** A major site plan shall be reviewed according to the following criteria:
1. In general, any site plan in compliance with all requirements of this code shall be approved.
 2. In making a determination of compliance, or for site plans accompanying any discretionary review or administrative relief, the review body shall consider whether:
 - a. The site is capable of accommodating the buildings, proposed use, access and other site design elements required by this code and will not negatively impact the function and design of rights-of-way or adjacent property.
 - b. The design and arrangement of buildings and open spaces is consistent with good planning, landscape design and site engineering principles and practices.
 - c. The architecture and building design uses quality materials and the style is appropriate for the context considering the proportion, massing, and scale of different elements of the building.
 - d. The overall design is compatible to the context considering the location and relationships of other buildings, open spaces, natural features or site design elements.
 - e. Whether any additional site-specific conditions are necessary to meet the intent of the zoning district or the intent and design objectives of any of the applicable development standards.
 3. The application meets the criteria for all other reviews needed to build the project as proposed.
 4. The recommendations of professional staff.

- C. **Administrative Adjustments.** The Planning Commission may grant administrative adjustments through a major site plan review to provide flexibility where it is clear that an alternative design approach or a minor modification will equally or better meet the intent or design objective of the standard that is deviated from and the Review Criteria in this Section. Specifically, administrative adjustments apply to:
1. Altering a building standard such as the height, setback or area by 5% or less.
 2. Reducing a site design standard such as a landscape requirement, parking requirement or open space dimension by 10% or less.
 3. Deviating from a design standard by proposing an alternative design that equally or better meets the intent of the design standard or any performance criteria associated with the standard.
- D. **Effect of Decision.** Approval of a major site plan shall authorize the applicant to apply for a building permit, and other applicable permits. The Director may approve minor amendments to approved major site plans without the refile of a new application, but in no event shall the Director approve any change that does not qualify for an administrative adjustment, or any change that is different from any condition of approval of the major site plan. An approved major site plan shall expire and be of no further effect if an application for a building permit for one or more buildings shown on the site plan is not filed within two years of the approval. The Planning Commission may grant an extension for up to one additional year.

Section 403.070 Minor Site Plan

- A. **Applicability.** The minor site plan process ensures that routine development projects meet the development and design standards of this code, and all other standards applicable to the property. Minor site plans may be initiated by the owners or authorized agents of the property. In addition to the general requirements in Table 403-1 and Section 403.010, the following requirements are specific to minor site plan applications. The minor site plan process does not apply to detached houses or duplexes, but applies to all other buildings and sites subject to the following:
1. Structural alterations to an existing building that does not change the footprint.
 2. Any expansion to an existing building footprint by 15% or less.
 3. Any change or intensification of use which alters access and parking requirements of this code.
 4. Any site development activity which expands the existing impervious surface 25% or less.
 5. Minor changes to the site access and circulation which do not present a significant change impacting the design of the public realm or traffic conditions near the site.
 6. Significant exterior design alterations to an existing building that do not change the footprint. This excludes ordinary maintenance, but may include things such as re-facing or changing exterior materials, altering the composition of the façade by changing patterns of windows and doors, changing architectural details and ornamentation.

The Director may determine that any application meeting these eligibility criteria still presents significant change or potential impacts on the area, or presents substantial interpretation questions on the application of development standards, and is not eligible for the minor site plan process. These applications must be reviewed through the full site plan and design review process.

- B. **Review Criteria.** A minor site plan shall be reviewed according to the following criteria:

1. In general, any site plan in compliance with all requirements of this code shall be approved.
 2. In making a determination of compliance, or for site plans accompanying any discretionary review or administrative relief, the review body shall consider whether:
 - a. The site is capable of accommodating the buildings, proposed use, access and other site design elements required by this code and will not negatively impact the function and design of rights-of-way or adjacent property.
 - b. The design and arrangement of buildings and open spaces is consistent with good planning, landscape design and site engineering principles and practices.
 - c. The architecture and building design uses quality materials and the style is appropriate for the context considering the proportion, massing, and scale of different elements of the building.
 - d. The overall design is compatible to the context considering the location and relationships of other buildings, open spaces, natural features or site design elements.
 - e. Whether any additional site-specific conditions are necessary to meet the intent of the zoning district or the intent and design objectives of any of the applicable development standards.
 3. The application meets the criteria for all other reviews needed to build the project as proposed.
- C. **Effect of Decision.** Approval of a minor site plan shall authorize the applicant to apply for a building permit, and other applicable permits. An approved minor site plan shall expire and be of no further effect if an application for a building permit for one or more buildings shown on the site plan is not filed within two years of the approval. The Director may grant an extension for up to one additional year.

Section 403.080 Variance

- A. **Applicability.** Variances are a process to provide relief from a strict interpretation of the standards of this code, which when applied to a particular property and in a specific context would create an unnecessary hardship or practical difficulties on all reasonable use of the property. Variances may be initiated by the owners or authorized agents of the property. In addition to the general requirements in Table 403-1 and Section 403.010, the following requirements are specific to variance applications.
- B. **Review Criteria.** A variance shall be reviewed and approved only on the finding that all of the following conditions are met:
1. The requested variance arises from conditions which are unique to the subject property, that are not ordinarily found in the same zoning district and that are not a result of the owner's intentional action;
 2. The granting of the variance will not adversely affect the rights of adjacent property owners or residents;
 3. The strict application of the provisions of the zoning regulations for which the variance is requested will constitute unnecessary hardship or practical difficulties upon the property owner represented in the application;
 4. The variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare; and
 5. Granting the variance would not be opposed to the general spirit and intent of this Code.
- C. **Effect of Decision.** Findings of fact identifying and evaluating all factors relevant to the application shall be made part of the public record. The concurring vote of at least four members

of the Board of Zoning Adjustments is necessary to approve a variance. Any person, official or governmental agency dissatisfied with any order or determination of the Board may bring an action in the circuit court within 30 days of the final decision.

Section 403.090 Appeal of Administrative Decision

- A. **Applicability.** The appeal of administrative decisions is a process to determine if there was an error in any final decision in the interpretation, administration or enforcement of this code by an administrative official of the City. Appeals of administrative decisions may be filed by any person aggrieved or by any officer, department, board or bureau of the municipality affected by any decision of the officer administering the zoning ordinance. Appeals of administrative decisions shall be filed within 30 days of the date of the decision being appealed.
- B. **Effect of Filing.** The filing of a complete application for appeal stays all proceedings in furtherance of the action appealed, unless the official whose decision is being appealed certifies to the Board of Zoning Adjustment, after the appeal is filed, that, because of facts stated in the certification, a stay would cause immediate peril to, or poses irreparable harm to life or property. In such case, proceedings shall not be stayed other than by a restraining order which may be granted by the Board of Zoning Adjustment or by a court of record.
- C. **Notice.** Notice of the appeal shall be served upon the person whose decision is being appealed by providing a copy of the appeal. The administrative official whose decision is being appealed shall transmit to the Board of Zoning Adjustment all papers constituting the record upon which the action appealed is taken within 30 days of receipt of such filing of the appeal.
- D. **Action and Review Criteria.** The Board of Zoning Adjustment shall grant the administrative official's decision a presumption of correctness, placing the burden of persuasion of error on the appellant. An appeal shall be sustained only upon written findings that the official was in error. In exercising the appeal power, the Board shall have all the powers of the official from whom the appeal is taken, and the Board may reverse or affirm wholly or partly or may modify the decision being appealed. The Board of Zoning Adjustment shall take action on an appeal within a reasonable period of time after application submittal, but in no case more than 60 days after receipt of a complete application.
- E. **Effect of Decision.** The decision by the Board of Zoning Adjustment shall have the same effect as a decision made by the administrative official. The concurring vote of at least four members of the Board of Zoning Adjustment is necessary to approve an appeal and override an administrative official's decision or interpretation. Any person, including any City Official or City Council, aggrieved by a decision of the Board may bring an action in the district court within 30 days of the final decision of the Board.

Section 403.100 Text Amendments

- A. **Applicability.** Text amendments to these regulations may be initiated by the Board of Aldermen or the Planning Commission, or by Staff on behalf of these entities.
- B. **Specific Procedures.** In addition to the general procedures in Table 403-1, and Section 403.010, applications for text amendments shall be processed according to the following specific procedures:

1. **Public Hearing.** The Planning Commission shall hold a public hearing on all proposed amendments.
2. **Recommendations.** Upon the conclusion of the public hearing, the Planning Commission shall prepare and adopt its recommendations in the form of a proposed development regulation and shall submit it with a record of the hearing to the Board of Aldermen.
3. **Action by the Board of Aldermen.** When the Planning Commission submits a recommendation of approval or disapproval of such amendment the Board of Aldermen may:
 - a. **Adopt:** Adopt such recommendation by ordinance;
 - b. **Override:** Override or otherwise disapprove the Planning Commission recommendation; or
 - c. **Return:** Return such recommendation to the Planning Commission with a statement specifying the basis for the Board of Aldermen's failure to approve or disapprove.
4. **Effective Date.** If the Board of Aldermen approves an application, it shall adopt an ordinance to that effect and the ordinance shall become effective on the date specified in the ordinance.

Chapter 404. Subdivision Regulations

Section 404.010 Street Networks and Design

Section 404.020 Civic and Open Space System

Section 404.030 Block and Lot Arrangement

Section 404.040 Required Improvements & Engineering Specifications

Section 404.010. Street Networks and Design

- A. **Intent.** The intent of this Section is to:
1. Plan and coordinate street networks to ensure the proper arrangement of blocks and lots for long-range development goals.
 2. Increase connectivity, improve options for access in the community, and allow greater variety of street designs on different street segments.
 3. Provide for efficient and safe movement of all potential users of the streets, including pedestrians, bicycles, automobiles, and trucks or transit, and balance street designs so the interests of a single mode does not compromise other modes.
 4. Emphasize street design as a key determinant of community character and design of the public realm, as identified in the Master Plan and other specific plans.
 5. Use streetscape design to call attention to differing contexts, including opportunities to implement green infrastructure policies.
- B. **Applicability.** The standards in this section apply to:
1. All land division platting new streets.
 2. Any land division or platting along an existing street, where a specific street type has been approved.
 3. Any land division of more than 5 acres where internal access streets may be proposed or that abuts existing streets.
- C. **Network and Connectivity.** Arterial, collector and local streets shall generally be laid out according to the policies of the Master Plan in a manner that follows terrain, minimizes impact on the environment, limits dead-end streets, and provides non-vehicular networks where connectivity is not possible.
1. **Block Sizes.** Except where more specific guidance is provided by detailed plans, streets shall generally be laid out to provide a network of blocks and streets based on the planning context and development pattern as identified in Table 404-1:

Table 404-1: Block Sizes

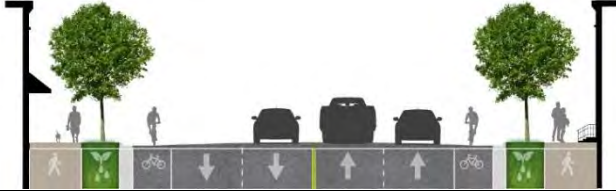
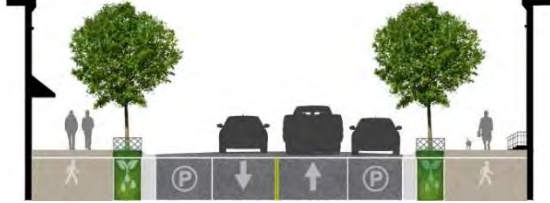
<i>Planning Context</i>	<i>Block Length</i>	<i>Block Area</i>	<i>Cul-de-sac Limits</i>
Walkable / Compact <i>Downtown, core areas of commercial centers, and abutting blocks adjacent to walkable places.</i>	250' min. 500' max.	2.5 – 5 acres	Prohibited
General <i>Traditional neighborhoods, near downtown areas, and areas supporting commercial corridors.</i>	350' min. 800' max	4 to 8 acres	250' max.
Suburban <i>Areas more removed from walkable centers, commercial corridors or large scale projects arranged around a campus plan.</i>	500' min. 1,000' max.	5 to 8 acres	500' max.

2. **External Connections.** Street network plans shall provide for the continuation of streets in adjacent subdivisions and to future growth areas at intervals that meet these standards and shall be constructed to the subdivision boundary.
3. **Exceptions.** The following are exceptions to the block and connectivity standards:
 - a. **Natural Features and Civic Spaces.** Blocks or parcels abutting or containing important natural features, topographical constraints or otherwise creating parts of the Open and Civic Space System, may be larger provided the proposed street layout preserves these features and integrates them into the overall structure of the community.
 - b. **Regional Transportation Routes.** Blocks or parcels abutting intervening regional transportation routes such as highways or rail rights-of-way may be larger provided that street layouts and development patterns achieve local connectivity in all other ways possible.
 - c. **Rural Parcels.** Tracts divided into larger or rural lots of at least five acres may exceed block limits provided development is arranged to allow future streets in compliance with these regulations, and a logical pattern of re-subdivision can occur with minimal disruption of buildings, utilities, and other structures.
 - d. **Oversized Parcels.** Where oversized parcels are platted for special land uses or development projects that involve large-scale buildings and patterns, such as campuses or large-scale employment areas, platted blocks may be larger provided internal access streets mimic the block structure and urban design amenity of these standards, and create logical extensions and connectivity to the public streetscapes.
4. **Dead End Streets.** In any case where streets are not required to connect by these standards, dead end streets shall be limited as specified in Table 404-1. Turn-around shall be required with a back of curb radius of at least 39 feet. Alternative designs such as loops or closes are preferred over dead ends and cul-de-sacs.
5. **Walkways and Passages.** In any case where exceptions for larger blocks apply, or any other area where substantial pedestrian traffic may occur, such as adjacent to schools, the Planning Commission or Board of Alderman may require pedestrian walkways through blocks or at any dead end streets. In general, any block longer than 750 feet should be considered for additional walkways and passages.

- D. **Street Design.** Streets shall be designed to reinforce the character of the area and the anticipated development patterns, land uses and designs of projects fronting the street.

1. **Street Design Types.** Each functional classification may use the following Street Design Types so that urban design features and streetscape design better support the development context and character of the area. Table 404-2 identifies which design types are most appropriate for different contexts and different functional classes of streets.

Table 404-2: Street Design Types & Functional Classification

Street Type	Arterial (A)	Collector (C)	Local (L)
 Standard A basic street type appropriate generally where no particular development characteristics or urban design context warrant application of other street types.	■	□	□
 Activity A pedestrian-oriented street type appropriate for all areas where walkability is a goal. It is characterized by narrow lanes, slow speeds, on-street parking, and large, well-designed pedestrian amenity zones that support businesses and economic activity along these streets.	□	■	■
 Neighborhood A community-oriented street type appropriate where a higher level of neighborhood design amenity and neighborhood walkability is desired. It is characterized by large street trees, sidewalks, slow speeds, and occasional on-street parking.	■	■	■
 Natural A "green" street type appropriate where streets cross or align with natural features, particularly to emphasize the open space and environmental themes of a particular context. It is characterized by, slow to moderate speeds, and informal and natural landscape edges, and the incorporation of trails or other open spaces.	□	■	■

■ Preferred Type
 □ Limited Type, based on street network plan and surrounding development context and natural characteristics.

2. **Context Appropriate Street Design Standards.** The Context Appropriate Street Design Standards in Appendix A provide a framework for assembling cross sections for each specific street type. The standards and guidelines in Appendix A shall be used to create specific cross sections for a specific context, or to adjust the typical street cross sections provided in this Section.

E. Intersection Design.

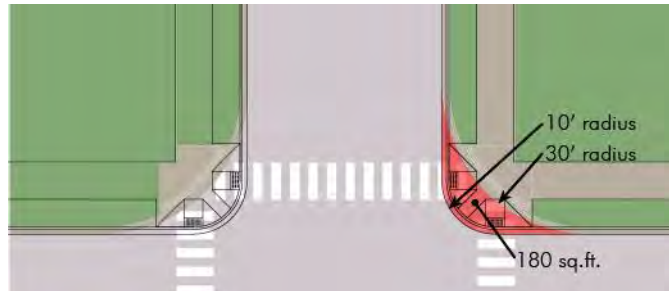


Figure 303-2 Corner Radii Comparison
Two curbs with differing radii – 10 ft. & 30 ft. – overlap with a red shaded area highlighting the difference in vehicular space, pedestrian space and crossing distances.

1. **Corner Radii.** Corner radii of intersections shall be the minimum amount necessary to balance the competing interest of vehicle turning movements and the distance and safety of pedestrians crossing the street, based on the specific context. Table 404-3 establishes the base requirements. In areas where large vehicles will make frequent turning movements, the Commission may require greater turning radius. In areas where slower speeds are desired or walkability is important the Commission may require tighter corner radii.

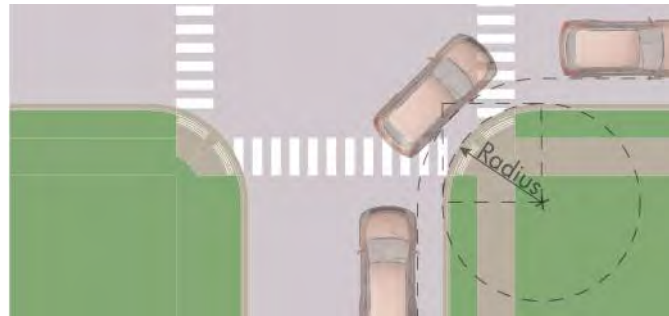


Figure 303-3 Corner Radii Measurement
The figure demonstrates the typical method for measuring a corner radius at the intersection

Table 404-3 Corner Curb Radius

Intersection Type	Curb Radius
Local / Local	5' to 15'
Local / Collector	10' to 20'
Local / Arterial	15' to 20'
Collector / Collector	10' to 20'
Collector / Arterial	20' to 30'
Arterial / Arterial	25' to 30'

2. **Sight Distances.** Proper lines of sight shall be maintained at all intersections. The proper line of sight shall be an unobstructed view from the stopping point on the approaching street to all points three feet above the roadway along the centerline of the intersecting street. The distance of the unobstructed view shall be based upon the design speed of the intersection street, specified in Table 404-4.



Figure 303-4 Clear Sight Distance

A clear line of sight must be maintained at a specific distance depending on the design speed of the roadway, and the stop point and control type on the intersection. This grants drivers appropriate warning on incoming vehicles.

Table 404-4: Clear Sight Distance

<i>Design Speed of Intersecting Street</i>	<i>Intersection Sight Distance (measured along centerline of intersecting street.)</i>
15 mph	105'
20 mph	125'
25 mph	150'
30 mph	200'
35 mph	225' - 250'
40 mph	275' - 325'
45 mph	325' - 400'

Source: American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*.

- a. Street trees, light poles or other limited obstructions are allowed within the sight triangle provided that they do not have any foliage, limbs, or other obstructions between 2 and 8 feet, and are no closer than 20 feet to the intersecting right-of-way line.
- b. Fully controlled intersections, where signalization establishes and prioritizes safe turning movements, may deviate from the above sight triangle standards if site conditions warrant and based upon a recommendation of the Public Works Director.

Section 404.020. Civic and Open Space System

- A. **Intent.** The intent of this section is to:
1. Emphasize open space as an important part of community character and design of the public realm, as identified in the Master Plan and specific plans.
 2. Plan and integrate park, civic and open spaces as an extension of street networks, shaping important public and civic spaces.
 3. Value the design, function, and appropriate application of different types of open space, rather than solely the quantity of space.

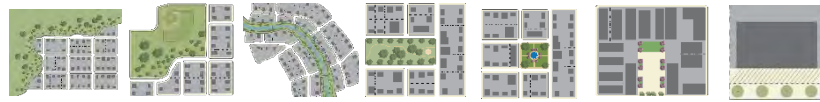
4. Promote different types of open spaces appropriate to the development context, recognizing the different ecological, recreation, aesthetic and urban design functions of these spaces.
5. Integrate natural systems into the design of common or public open spaces, and use major natural features to create distinct places.
6. Locate civic and open spaces within easy walking distance of the people they intend to serve, and design them in a manner to encourage social interaction.

B. Applicability.

1. **Generally.** These standards apply to all divisions of land or platting involving more than five acres. All platted lots shall have access to one or more of the open and civic space types in this Section, within the specified service area. The open space requirement is in addition to any landscape, setback, or buffer requirements in this code, however effective site design can allow areas to meet multiple standards.
2. **Exceptions.** Any lot platted within the applicable service area for any existing open and civic space types below does not require any new open spaces, provided:
 - (a) it is public; or
 - (b) it is private or common and the property owner has a right to access this property through easements, covenants or other formal documentation of the entity with ownership and control of the space.

- C. Open Space Types.** Table 404-5 indicates the types of open spaces that are eligible for each particular area based on context. Standards and specifications for each open space type are provided in sub-section F.

Table 404-5: Civic & Open Space Types and Context



Planning Context	Natural Area	Park	Trail / Greenway	Green	Square	Plaza / Courtyard	Pedestrian Enhanced Streetscape
Walkable / Compact Downtown, core areas of commercial centers, and abutting blocks adjacent to walkable places.	■	■	■	■	■	■	■
General Traditional neighborhoods, near downtown areas, and areas supporting commercial corridors.	■	■	■	■	■	■	■
Suburban Areas more removed from walkable centers, commercial corridors or large scale projects arranged around a campus plan.	■	■	■	■	■	■	■

■ Preferred Type

■ Limited Type, based on opportunities corresponding with the context or more specific plan

- D. **Required Open Space.** The amount of space required shall be based on the base zoning district(s) proposed or existing for the project and based on Table 404-6.

Table 404-6: Required Open Space

Zoning District	Amount Required
R-1	5%
R-2, R-3, R-4	10%
R-5	15%
OTD, B-1	5 %
P-EC, B-2, B-4	12%
B-P	20%
I-1, I-2, I-3, U-1	n/a, required Buffers and Screening addresses open space
PLCD	n/a, Open and civic space is primary use

The amounts required in Table 404-6 may be reduced:

1. Based on a plan through the planned development process that meets or exceeds the intent of this Section;
2. To the point where any lesser percentage of open space will clearly meet both the service area and level of service targets identified in sub-section F. below; or
3. For any application that dedicates open space to the public in a type, location and design standard that is acceptable to meet general public needs based on subsection H.

- E. **Location Criteria.** The following location criteria shall be used in determining the most appropriate locations and characteristics of land to be designated as required open and civic space systems.

1. **Visibility.** Priority should be given to areas that provided the most visible impact, and to locations that provide relationships to civic and open space systems on adjacent property and future development sites.
 - a. Formal open spaces (Greens, Squares, or Plazas) should be located at prominent focal points within a subdivision or development site, and included in or designed as an effective extension of the public rights-of-way, or other common areas.
 - b. Natural open space (Natural Areas, Trails / Greenways, or Parks) should be located along prominent ridges, valleys and view corridors or areas where other natural features such as significant vegetation or water features exist.
2. **Function.** Open space shall be located in areas that maximize the intended function.
 - a. Formal open space shall be centered in areas that will have the greatest population density, activity or development intensity in order to provide the greatest pedestrian accessibility.
 - b. Natural open space shall be located in areas where the ecological, aesthetic, and recreational impact will be the greatest.

- F. **Design Standards.** Civic and open space shall be designed according to the specific type, and the standards below for each different type.

Natural Area

The size, location, and design of Natural Areas shall be dependent on the planning context, the presence of natural amenities and ecological functions worthy of protection, and the ability of the designated area to provide significant continuity with nearby natural features. In general, these areas should provide the opportunity to coordinate with at least 5 acres of contiguous preserved area; and ideally up to 40 or more acres. However, the actual sizes of specific components of natural areas shall be dependent on environmental and aesthetic benefits and importance to larger-scale natural systems.

Service Area:
N/A

Level of Service: 12 ac. Per 1,000 people



Design Elements

Natural Areas include any area of existing or restored open lands such as riparian corridors, flood hazard areas, unique geological formations, important habitats, significant plant types or substantial groupings of important plant types, wetlands, etc. The goal is to protect the edges of these areas to maximize intact areas that provide valuable ecosystem services for the community, support preservation goals or enhance the aesthetics and amenities of the area.

Park

Size

0.25 – 1 acre (Mini Park)
0.25 – 10 acres, 5+ acres ideal (Neighborhood)
10 - 50 acres; 10 + acres ideal (Community)
50 acres min. for passive uses or structured recreation fields or
Regional

Service Area

$\frac{1}{4}$ - $\frac{1}{2}$ mile (Neighborhood)
 $\frac{1}{2}$ mile – 3 miles depending on size (Community)

Level of Service

12 ac. Per 1,000 people

Note: public dedication and acceptance of parks is dependent on other parameters of the Parkville Park Master Plan



Design Elements

Parks shall generally be at least 300' wide in all directions, except that mini-parks may be as narrow as 100'. One large tree for every 40' of street frontage to relate the park to the public realm, plus other landscape to support the overall park design. Between 15% and 50% of the area should be allocated to structured recreation such as ball fields, playgrounds or sport courts. The remainder of the area should be allocated to ground cover, treed areas, garden, lawns or other landscape amenity.

Trail / Greenway

Size

20' min. width; 30' + ideal, but dependent on topography and natural features.

Trails / Greenways shall be located to provide continuity through the area, with connections to other supporting facilities and the ability to link important destinations for those on foot or on bicycle, such as parks, schools and community centers or other civic destinations.

Service Area

1/8 mile, or 1/4 mile from access point.

Level of Service

12 ac. Per 1,000 people

Note: public dedication and acceptance of a trail/greenway is dependent on other parameters of the Parkville Parks Master Plan



Design Elements

Trails / Greenways should include a paved or otherwise dust free stabilized surface at least 8' min width; 10' min. if shared bike / pedestrian trail. The landscape area on each side of the trail should be at least 6', and wider in places to incorporate natural features or significant vegetation.

One large tree for every 40' of trail length; and 1 large or small tree for every 25' of trail length.

Trails / Greenways located along rights of way may be designed and incorporated into the street cross-section design to create the optimal multi-modal design for the street and trail.

Green

Size

1/2 to 3 acres

Service Area

2,000 feet

Level of Service

5% to 10% of non-Right-of-Way land area;

OR

2 ac. Per 1,000 people.



Design Elements

Greens shall be at least 100' wide in all directions, and should have an enclosure ratio (width of space to height of buildings) for buildings on the green between 4:1 and 2:1.

Greens should have a public street along at least 2 sides with direct pedestrian access to the street.

Buildings fronting on the green should be designed with frequent entrances and outdoor seating areas to activate the space.

One large tree for every 25' of street frontage; and one large or small tree for every 2,000 square feet.

At least 10% of the area shall be designed for formal gathering such as seating areas and other areas of concentrated amenity that serve as a focal point of the Green.

At least 70% of the area shall be allocated to ground cover, treed areas or other landscape amenity.

Square

Size

5,000 s.f. to 1 acre

Service Area

1,000 feet

Level of Service

5% to 10% of non-Right-of-Way land area;

OR

1 to 2 ac. Per 1,000 people.



Design Elements

Squares shall be at least 70' wide in all directions, and should have an enclosure ratio (width of space to height of buildings) for buildings on the square between 3:1 and 1:1.

Squares should have a public street along all sides and be designed as a focal point for abutting blocks; streets should be designed for multi-modal transportation with direct pedestrian access to the street.

One large tree for every 40' of street frontage; and one large or small tree for every 1,000 square feet.

At least 50% of the area shall be designed for formal gathering such as seating areas and other concentrated amenity.

At least 25% of the area shall be allocated to planter beds, seasonal plantings foundation plants, garden, lawns or other landscape amenity.

Plaza / Courtyard

Size

500 s.f. to 5,000 s.f.

Service Area

On block or immediately abutting blocks

Level of Service

5% to 10% of non-Right-of-Way land area;

OR

½ to 1 ac. Per 1,000 people.



Design Elements

Plazas / courtyards shall be at least 20' wide in all directions, and should have an enclosure ratio (width of space to height of buildings) for buildings on the plaza / courtyard between 2:1 and 1:2.

Plazas / courtyards should have a public street along at least 1 side; streets should be designed for multi-modal transportation with direct pedestrian access between the plaza / courtyard and the street.

Plazas / courtyards should include seating, art, formal landscape and other amenities and ornamentation as a focal point for gathering places.

Buildings fronting on the plaza / courtyard should be designed as street front buildings with frequent windows and entrances to activate the space.

One large tree for every 40' of street frontage; and one large or small tree for every 1,000 square feet.

At least 20% of the area shall be allocated to planter beds, seasonal plantings or foundation plants.

Enhanced Pedestrian Frontage

Enhanced pedestrian streetscapes are an area along the street frontage that may be common or dedicated to the public as part of the right-of-way standards. It includes pedestrian enhancements beyond those required by the Street Type standards to support buildings fronting directly on the streetscape.

Size

8' – 10' along the frontage, designed as an extension of the streetscape. Any street designed with sidewalks 16' or wider can count this area towards the 8' requirement.

Service Area

On block or immediately abutting lots

Level of Service

N/a.



Design Elements

Buildings shall provide direct pedestrian access to enhanced pedestrian streetscape.

One small tree for every 25' or one large shade tree for every 40'; plus ornamental planting in conjunction with the overall streetscape design, particularly at building entrances. (Street trees planted in the right-of-way per street types specification may count to this requirement)

Outside seating should be provided, either through seating areas associated with the building use or through street furniture or other type of street amenity designed for pedestrian use.

Facades fronting on the streetscape should have high permeability with frequent windows and entrances to activate the space.

- G. **Ownership and Management.** Required Civic Open Space shall be designated on the final plat as a separate tract. Options for ownership and management of preserved area include:

1. Creation of or dedication to a non-profit entity capable of carrying out the ownership and management.
2. Creation of a homeowners' and/or leaseholders' association that owns it in common capable of carrying out the ownership and management.
3. Dedication to a public entity as part of the rights-of-way, parks or other community facilities element of the plan.

All Civic and Open Space shall require documentation recorded with the final plat that demonstrates the ongoing maintenance, administrative and financial management of the space according to these standards. Dedication to the City or other public entity is subject to acceptance by and at the sole discretion of the City or other public entity.

- H. **Park Land Dedication.**

1. **Dedication.** Subdivision plats shall show dedication of land for park uses at locations designated in the comprehensive plan, or the official parks plan adopted by the Board of Aldermen, or as otherwise determined through the plat review process and applying the Open and Civic Space standards in this Section. When the required dedication is less than four acres, the Board may require the open space to be located at a suitable place at the periphery of the subdivision, so a more usable tract will result when additional open space is obtained when adjacent land is subdivided. In all cases, the developer will dedicate such approved park land to the City of Parkville as a condition of final subdivision approval, and shown on an approved final plat as "dedicated to Parkville, Missouri for park and recreation purposes."

2. **Required Area.** The required area of the dedication shall be based on the number of dwelling units and the acres per person formula as follows:
 - a. Detached Houses: Number of units x 3.7 persons per unit x 0.006 acres.
 - b. Duplexes: Number of units x 3 persons per unit x 0.006 acres.
 - c. Multi-unit Buildings: Number of units x 2 persons per unit x 0.006 acres.
3. **Cash in Lieu of Land Dedication.**
 - a. If the applicant and the Board are unable to agree upon the location of the land to be dedicated, then as a condition of final subdivision approval, the Board may choose to accept payment of cash in lieu of park land.
 - b. If the required dedication is less than two acres, then the City at its option elected at any time prior to the approval of the preliminary plat as a condition, or the applicant prior to approval of final plat, may choose to accept payment of cash in lieu of park land.
 - c. When the payment of cash in lieu of dedicating open space is approved, the applicant shall deposit with the City Treasurer a cash payment without recourse or the right of recovery prior to recording the subdivision plat. The amount shall be the required dedication multiplied by seven thousand dollars (\$7,000.00) per acre, less a credit that any land actually dedicated for park purposes. The funds shall be used for the acquisition, development or improvement of a public park as determined solely by the Board.
4. **Private Development and Operation of Park-Recreational Open Space.** The applicant may comply with the requirements of this Subsection by providing an area equal or greater than the required area as private open space meeting the standards and criteria of this Section 404.020, including legal review of the Ownership and Management arrangements of 404.020.G.
5. **Additional Recreational Reservations.** The provisions of this Section are minimum standards. None of the Subsections above shall be construed as prohibiting a developer from dedicating or reserving other land for recreation purposes in addition to the requirements of this Section.

Section 404.030. Block and Lot Arrangement

- A. **Intent.** The intent of this section is to:
 1. Ensure the proper arrangement of blocks and lots within the structure of the street network and civic and open space systems.
 2. Arrange development in a manner that is least disruptive to existing topography and capitalize on inherent characteristics of the land as defining features.
 3. Coordinate access and utilities for each lot in association with larger systems of streets and infrastructure.
 4. Promote appropriate site and building designs in relation to the public realm.
 5. Ensure that all lots are buildable lots according to this code.
- B. **Applicability.** The standards in this section apply to any division of land or platting involving new blocks or lot, to the extent the division impacts any of the standards.
- C. **Block Arrangement.** In general, all blocks shall be arranged to have two tiers of lots, each fronting on a public street. Double-frontage lots or lots backing to streets are generally prohibited, unless dictated by over-riding development patterns outside of the control or impact of the project

such as intervening natural features, parcels platted parts of the Civic and Open Space Systems, or other exceptions noted in the connectivity standards in 404.010.B.

1. **Access and Frontages.** The street network, street designs and block arrangements shall be coordinated to promote the connectivity and public realm design goals of each particular context.
 - a. Blocks shall be laid out so that each lot has access to the street network.
 - b. In order to preserve the design of specific street design types, lot access should be coordinated at the block level.
 - c. When individual lots may have limited access due to broader streetscape and urban design goals, alternative strategies such as alleys, internal access streets, shared drives or limited drives with access to interior portions of the block or lot should be used.
 2. **Utility Easements.** All blocks shall include easements for all required improvements necessary to serve each lot, granted to the City or appropriate utility.
 - a. Where alleys are not provided, easements at least five feet wide shall be platted at the rear of all lot lines, and where necessary on the side lot lines.
 - b. Larger widths may be required, or easements not along lot lines may be necessary for the extensions of main sewers or other utilities.
 - c. All easements shall be accessible from the public right of way in some manner for each block.
 3. **Drainage.** Storm drainage should be designed at the largest scale possible in order to avoid site by site treatment. Blocks and streets shall conform to existing topography as nearly as possible to reduce drainage problems.
 - a. Integrating stormwater systems into development patterns using street designs and open spaces that serve dual purposes is a priority.
 - b. Where any stream or surface drainage or water course is necessary, easements shall be granted to the City preserving their storm water function.
 - c. The city may require installation of pipe, masonry or rip-rap, flumes or inlets, or other such protective devices.
 - d. At the site level, infiltrating stormwater through Best Management Practices is preferred to detention.
 - e. All plats and easements shall designate maintenance of the stormwater system, which may be private or City, dependent on each particular application.
 4. **Monuments.** Monuments shall be placed at block corners, point of curves, change in direction along lot lines and at each lot corner in accordance with specifications of the City Director of Public Works.
- D. **Lot Arrangement.** All lots shall result in buildable sites considering the topography, surrounding character, proposed land uses, and development standards applicable to the lot.
1. **Size.** The width and area of all lots shall comply with the requirements of the zoning district in which they are located. Any lot not served by public sanitary sewer shall be of sufficient additional area to properly accommodate a suitable private sewage disposal device. The City Planning Commission will determine the required lot size upon report of appropriate tests and adequate determination and recommendation of the County Health Officer or State Board of Health.
 2. **Corner Lots.** Corner lots should have extra width sufficient to permit the establishment of front building lines on both adjoining streets, or to permit other building arrangements that support the proper relation of the building and site to the adjoining streets.

3. **Lot Access and Frontages.** Lot access shall be limited by the specific street type, and the access guidance provided for each street. Access for any street may be further modified by any specific access management study. Where access is limited by these standards and guidelines, alternative access through shared drives, internal access lanes, or alleys shall be considered. Double frontage and reverse frontage lots shall be avoided except where their use will produce definite advantages in meeting special situations identified in the arrangement of blocks and development patterns.
4. **Lot Lines.** Generally the side lines shall be at right angles to straight street lines or radial to curved street lines, except where a variation of this rule will provide a better street and lot layout to accommodate topography and overriding characteristics of the development pattern.
5. **Building Lines.** Building lines conforming to zoning regulations shall be shown on all lots within the platted area.

Section 404.040. Required Improvements and Engineering Specifications

- A. **Intent.** The intent of this Section is to insure that all improvements necessary to serve lots within a subdivision are constructed, inspected, or otherwise assured of completion prior to the issuance of building permits.
 1. Coordinate the design and construction of infrastructure for lots and projects with surrounding systems.
 2. Promote specifications and installation of infrastructure that supports planning and urban design policies for the City and specific areas.
 3. Ensure that all lots are served with necessary improvements prior to or in association with the issuance of building permits.
- B. **Applicability.** The standards in this section apply to any division of land or platting involving new blocks or lot, to the extent the division impacts any of the standards.
- C. **Generally.** The 1997 or the latest consecutive edition of the American Public Works Association (APWA) Standard Specifications and Design Criteria shall be the governing specifications and design criteria for the City of Parkville, which may be supplemented by the Director of Public Works policy statements. However, where any of the planning and urban design standards in this Chapter require or recommend a different physical arrangement of spaces, the construction and the engineering specifications of the APWA manual shall be applied within the planning and urban design standards of this Chapter.
- D. **Streets and Sidewalks.** Except as altered for particular contexts by application of the street Design Types and Context Appropriate Street Design Standards in Section 404.010 and Appendix A, all streets and sidewalks shall be constructed to the following Standard Specifications and Design Criteria, APWA 1981:
 1. **Arterials.** Standard Drawing ST-3
 2. **Collectors.** Standard Drawing ST-2
 3. **Local.** Standard Drawing ST-1.
 4. **Sidewalks.** SW-2. Sidewalks shall be constructed at the time of street construction along arterial and collector streets, but may be deferred until building permits are issued on local streets provided the developer enters into an agreement of with the City to construct all sidewalks within 3 years for the date of acceptance of the street, and record the agreement with the final plat. The agreement shall provide that upon notification by the City to the property owner that sidewalks shall be built within 60 days, weather

- permitting. Should sidewalks not be completed with that time period the City may proceed with sidewalk construction and by ordinance levy a special assessment against the property for the cost of construction.
5. **Street Lights.** Street lights shall be constructed as specified in the Standard Specifications and Design Criteria, APWA 1982.
 6. **Grades.** In general, streets shall be so arranged that grades shall not exceed 10 percent for major thoroughfares and 15 percent for minor streets. The City Planning Commission may permit variation from these grades where it deems modifications advisable to adjust to topographic situations.
 - a. Gutter grades on paved gutters shall not be less than one-half of one percent
 - b. All changes in street grades shall be connected by a vertical curve of reasonable length to assure adequate visibility.
 - c. In approaching intersections, there should be a suitable leveling of the street at a grade generally not exceeding five percent and for a distance of generally not less than 100 feet from the nearest line of the intersecting street. The grade within the intersection should be as level as possible, permitting proper drainage.
 7. **Street Names.** Street shall use the names of other existing and named streets in alignment. Names of new streets or streets not in alignment with others shall show the names on the final plat and shall not duplicate or sound similar to existing street names. The City shall determine the street names and lot numbers.
 8. **Driveway Approaches.** Driveway approaches shall conform to the design specified in APWA 1997 Edition Standard Drawing D-1. Approaches must conform to one-quarter ($\frac{1}{4}$) inch to one-half ($\frac{1}{2}$) inch max slope within the right-of-way. Colored concrete or decorative driveway approaches may be installed to the curb with the following conditions:
 - a. Owner must pay for the special improvement and must be otherwise installed according to APWA standards.
 - b. Owner agrees to have continuing responsibility for contracting and installation of all such approaches requiring repairs due to utility, street, sewer or other such work; however, said utility, contractor or municipal contractor shall pay the amount of a standard APWA approach replacement to said owner; or if the owner does not want a decorative driveway any longer, a standard replacement approach will be installed in the affected drive by the said contractor.
- E. **Water and Sanitary Sewer.**
1. Where a public water main is reasonably accessible, connections between each lot and the water main shall be made in accordance with City standards.
 2. Where a public sanitary sewer is reasonably accessible, connections between each lot and the sanitary sewer shall be made, sewer systems within the subdivision to make sanitary sewer accessible to each lot. Sewer systems shall be approved by the Board of Aldermen and the Missouri Department of Natural Resources.
 3. Where sanitary sewers are not available, other facilities, as approved by the Board of Aldermen and the Platte County Health Department, must be provided for the adequate disposal of sanitary wastes.
- F. **Storm Drainage.** Culverts, storm sewer inlets, rip-rap slopes, stabilized ditches and other improvements shall be installed to handle storm water adequately. Such improvements may be a part of a benefit district, may be installed by the applicant prior to building permit issuance on abutting land, or installation may be guaranteed by performance as may be negotiated with the Governing Body. All storm drainage facilities shall meet the specification and standards of the City, and be planned and designed according to the site design standards in Section 408.050.
- G. **Upsizing.** Whenever any portions of the required public improvements are part of a planned future facility for the City, serving an area larger than the subdivision and its impact, the City and applicant

will enter into an upsizing agreement. The City and the applicant shall negotiate the following aspects of the agreement prior to approval of the plat:

1. The applicant shall construct the facilities as planned by the City for future capacity as part of the subdivision and development process.
2. The applicant shall be responsible for the portion of the costs required to serve the proposed subdivision based on actual total cost to build the facilities absent any upsizing agreement.
3. The City shall be responsible for any incremental costs to expand the facility to the planned capacity, beyond the capacity to serve the subdivision. The City's participation may be based by the applicant bidding the project with bid alternates, one alternate to build the minimum required facility to serve the subdivision or development and the second bid alternate being for the upsized facility planned by the City.
4. The agreement shall be subject to approval by the City Attorney.

H. **Permitting, Inspection and Acceptance.** No work on required improvements shall be done unless the following regulations and provisions have first been complied with:

1. Plans and specifications for the private construction or repair of improvements, including but not limited shall be submitted to the Public Works Director for approval, along with the specified improvement permit fee.
2. A permit shall be obtained from the Public Works Director authorizing the construction according to plans and specifications submitted.
3. Following the issuance of the permit, construction shall not be started until the Public Works Director has been notified as to the time, location, and scope of the construction. All construction work may be stopped at any time by the Public Works Director, when in the opinion of the Public Works Director the workmanship, materials used, or procedures of work do not meet the requirements or comply with the City Code, ordinances, specifications and procedures for such work.
4. All permitted work shall be subject to final inspection for City maintenance by the Public Works Director who shall recommend action to the Mayor and Board of Aldermen. No building permit shall be issued prior to the official acceptance of streets and sewers necessary to adequately serve such building.
5. Before acceptance by the City of streets or sewers, the owner shall post a maintenance bond, cash or irrevocable letter of credit satisfactory to the Board of Aldermen and in accordance with City policies and Public Works procedures, guaranteeing against defects in construction for a period of two years.
6. Any private improvements such as landscape islands, benches, trash cans, landscaping or subdivision monuments approved within the right-of-way shall have a Right-of-Way Maintenance Agreement signed by the developer and assigning responsibility to an association of property owners or any specific lot or property owner.

Chapter 405. Zoning Districts & Use Standards

405.010	Zoning Districts Established
405.020	Zoning Districts & Uses
405.030	General Bulk, Height and Area Standards
405.040	Standards Specific to Uses
405.050	Conditional Uses

Section 405.010 Zoning Districts Established

For the purpose of regulating and restricting the use and development of land and buildings, the following districts are established, with the intent given for relationship to the Master Plan.

A. Zoning Districts and Intent Statements.

“R-1” Single-Family Residential. The R-1 Single-Family Residential District provides residential living in a low-density neighborhood setting and relatively spacious and natural character, with access to supporting uses such as schools, churches, parks and other public facilities which reinforce residential neighborhoods. This district should be used for residential neighborhoods where integration of open and natural features are desired.

“R-2” Single-Family Residential. The R-2 Single-Family Residential District provides residential living in a low-density neighborhood setting and open character, with access to supporting uses such as schools, churches, parks and other public facilities which reinforce residential neighborhoods. This district should be used generally for a variety of residential neighborhoods throughout the city.

“R-3” Single-Family Residential. The R-3 Single-Family Residential District provides residential living in a moderate-density neighborhood setting and more community character, with access to supporting uses such as schools, churches, parks and other public facilities which reinforce residential neighborhoods. This district should be used generally for a variety of residential neighborhoods throughout the city.

“R-4” Mixed-Density Residential. The R-4 Mixed-Density Residential District provides residential living in a medium-density neighborhood setting and compact, walkable character. The district provides primarily detached houses and integrates a range of small-scale, civic and multi-unit building types at strategic locations. This district should have strong connections to a broad range of amenities, retail needs and support services to promote walkable patterns. This district should be used in older central sections of the City or new mixed-use areas.

“R-5” Multi-Family Residential. The R-5 Multi-Family Residential District provides residential living in a higher density pattern in planned apartment complexes or other large-scale multi-dwelling building formats. The uses and buildings proved a transition between neighborhoods and more intense uses, where a concentration of residences have high level of accessibility to public amenities and support services.

“B-1” Neighborhood Business District. The B-1 Neighborhood Business District provides small-scale retail, service and employment uses in a compact and walkable format that are well-integrated with

residential neighborhoods or other supporting uses that serve the needs of neighborhoods. This district should be used to create destinations in close proximity to residential neighborhoods.

"B-2" General Business District. The B-2 General Business District provides a wide range of retail, service and employment uses that are not easily integrated with neighborhoods or are at a scale, intensity or in a format that requires a high level of vehicle accessibility and visibility. This district should be used generally for commercial and service uses that cannot be easily integrated or in close proximity to neighborhoods.

"B-4-P" Planned Business District. The B-4-P Planned Business District provides a wide range of retail, service and employment uses in a more integrated and master planned setting that creates effective transitions to supporting and compatible uses in other adjacent districts. This district should be used to create a better mixture of large and small commercial uses and improved transitions and compatibility with adjacent uses.

"OTD" Old Town District. The OTD Old Town District District provides a broad range of retail, entertainment and civic uses, and supporting accessory office, service, and residential uses, in a compact and walkable format. This district preserves the scale and character of original Parkville as the focal point of the community, and reinforces a high level of civic design and small scale urban patterns that keep downtown Parkville vibrant.

"BP" Business Park District. The BP Business Park district provides for a mixture of office, research and development, warehousing, distribution, light industrial and limited retail and service uses in a planned business park setting with an emphasis on quality buildings relating to integrated open spaces. Retail sales and services are allowed provided they would support other businesses within the park. This district should be used to concentrate employment uses and associated smaller scale commercial and service uses.

"P-EC" Planned Educational Campus District. The "P-EC" Planned Educational Campus District is intended to promote unified development through master planning of public and private institutions for teaching and learning in a campus setting, including: elementary and secondary schools; colleges, universities and seminaries; and technical and trade schools. This district is established to allow for design flexibility, to encourage efficient use of land and public services and to ensure high quality design. These regulations are intended to allow innovative development that is integrated within a campus setting and compatible with historic character and patterns of nearby development.

"I-1" Light Industrial District. The I-1 Light Industrial District provides manufacturing, service and business uses which do not require intensive land coverage, generate large volumes of vehicular traffic, or create obnoxious sounds, glare, dust or odor, and which may provide employment opportunities close proximity to other supporting and compatible commercial or neighborhood uses. This district should be used where smaller scale employment and manufacturing is complimentary to other commercial uses.

"I-2" Light Industrial District. The I-2 Light Industrial District provides manufacturing, service and business uses relatively free from noise, dust, and odor within buildings and on well-landscaped sites. This district should be used to provide employment and manufacturing uses that won't have significant impact on adjacent uses.

"I-3" Heavy Industrial District. The I-3 Heavy Industrial District provides industrial uses which are generally not compatible with residential and/or commercial activity due to the scale, operation, intensity or impacts of activities, or due to the high level of supporting access and infrastructure required of the business. This district should be used where larger scale and more intensive uses need to be remote from potentially incompatible uses.

“U-1” Underground District. The U-1 Underground District is a planned district that accommodates the reasonable utilization of underground space for post-mining, subsurface land uses whose traffic and other surface impacts are compatible with the surrounding surface uses and are safe for human occupation of the underground or surface above or surrounding the underground use. This district should be used where geology and topography permit uses to occur with no immediate or long-term impact on adjacent uses or future surface uses.

“PLCD” Parkland and Conservation District. The Parkland and Conservation District provides public recreation activities, preserves important open lands for aesthetic and ecological purposes, and provides parks, open and civic spaces that improve the image of Parkville. This district should be used to preserve unique features and shape the public realm of Parkville.

B. Relationship to Master Plan.

The Future Land Use element of the Master Plan provides a general framework for implementing the plan— it is not intended to predetermine specific land uses or zoning for individual parcels. The following table is a general guide showing the relationship of zoning districts to each other and to the land use categories of the Master Plan. It is intended to ensure compatibility and effective transitions among different zoning districts and allow creation of places where projects and zoning districts add up to a larger and greater whole as envisioned in the plan.

Table 405-1: Master Plan & Zoning Districts

Future Land Use Category	Typically Applicable Zoning Districts
Parks and Open Space	PLCD; or integrating specific parts of the Open and Civic Space systems in Chapter 404 associated with development
Conservation Overlay	PLCD; or R-1 in a planned conservation pattern or very large lots, or agriculture / undeveloped lands.
Residential Neighborhood	R-1; R-2; R-3; but R-4 can be mixed in a planned pattern integrated around mixed-use or commercial areas.
Moderate Density Residential Mix	R-3; R-4
Mixed Use Residential Neighborhood	Predominantly R-4; but R-3 or R-5 can be mixed in a planned pattern integrated around mixed-use or commercial areas
Mixed Use	Predominantly B-1; R-4; but B-2, B-4, and R-5 can be mixed in a planned pattern with a well-integrated mix of compatible uses and designs
Office	BP; or B-1
General Commercial	B-2; B-4-P; BP; or I-1 if in a planned pattern integrated with surrounding areas.
Office/Business Park	BP; B-1; I-1 if in a planned pattern and integrated with surrounding uses; or U-1 in a planned pattern designed to not impact principle and future land uses
University	P-EC; or U-1 in a planned pattern designed to not impact principle and future land uses

Nothing in this table or the plan would preclude the finding that a different application of the zoning districts is also consistent with the Future Land Use element of the Master Plan, or other more specific plans if the context of a specific application, and the goals, policies and strategies of the plan support that finding.

Section 405.020 Districts & Uses

- A. **Permitted Uses.** In order to implement the intent of each zoning district and to regulate a variety of compatible uses within zoning districts, use categories and general uses have been established for principal uses of land and buildings. Table 405-2 indicates permitted uses (P) subject to general district and building type standards or any specific use standards, and conditional uses (C) subject to the discretionary review process in Section 403.050. Use categories, general uses and specific types of uses are more specifically described in Chapter 402. This table enables general use categories. More specific types of uses within these categories may be subject to additional standards in Section 405.040, Standards Specific to Uses, or be subject to conditional review processes indicated in Section 405.050, Conditional Uses.

Table 405-2: Use Table

P = Permitted Use C = Use allowed through conditional review blank = use not allowed	R-1	R-2	R-3	R-4	R-5	OTD	B-1	B-2	B-4-P	BP	P-EC	I-1	I-2	I-3	PLCD	U-1
Residential Uses																
<i>Detached house</i>	P	P	P	P			P	P								
<i>Duplex</i>				P			P	P								
<i>3- / 4-Plex</i>				C	P		P	P								
<i>Row House (3-8 units; 2- to 3-story)</i>				C	P		P	P								
<i>Walk-up Apartment (3- 12 units; 2- to 3-story)</i>				C	P		P	P								
<i>Apartment Complex (garden apartment – density based)</i>					P		P	P								
<i>Mixed-use (residential above or behind street level commercial)</i>						P	P	P								
<i>Accessory Dwelling</i>	C	C	C	C			C	C								
Civic / Institutional Uses																
<i>Assembly – Limited (under 250)</i>	P	P	P	P		P	P	P								
<i>Assembly – Small (251- 500)</i>	C	C	C	C		C	P	P								
<i>Assembly – Large (501- 1000)</i>							C	P	P	P		P				
<i>Assembly – Event Venue (1,000 +)</i>								C	P	P		P				
<i>Education – Neighborhood School (<10 acres)</i>	P	P	P		P											
<i>Education - Campus (> 10 acres)</i>	C	C	C		C				C	C	P					
<i>Education – Extension</i>						P	P	P	P			P	P			P
<i>Library, museum or art gallery</i>	C	C	C		C	P	P	P	P	P	P				P	
<i>Open / Civic Space (various types - see design standards 404.020)</i>	P	P	P	P		P	P	P	P	P	P	P	P	P	P	P
<i>Community and Public Service (post office, fire, police, rec center)</i>	P	P	P	P		P	P	P	P	P	P	P	P		P	P
Retail																
<i>Retail – Limited (under 2.5K)</i>						P	P	P	P	P						

Table 405-2: Use Table

P = Permitted Use C = Use allowed through conditional review blank = use not allowed	R-1	R-2	R-3	R-4	R-5	OTD	B-1	B-2	B-4-P	BP	P-EC	I-1	I-2	I-3	PLCD	U-1
<i>Retail – Small (2.5K - 8K)</i>							P	P	P	P						
<i>Retail – General (8K -50K)</i>								P	P							
<i>Retail – Large (50K – 100K)</i>								P	P							
<i>Retail – Warehouse (over 100K)</i>								P	P							
<i>Retail – Outdoor Sales, Limited</i>								P	P			P				
<i>Retail – Outdoor Sales, General</i>								P				P				
<i>Restaurant – Micro/Mobile</i>						C	C	C	C	C	C	C	C	C	C	
<i>Restaurant – Limited</i>						P	P	P	P	P						
<i>Restaurant – General</i>								P	P							
<i>Restaurant – Drive-in/Drive-thru</i>							C	P	P							
<i>Restaurant - Bar/Tavern</i>						P	P	P	P	P						
<i>Restaurant – Micro-brewery/winery</i>						C	C	C	C			C	C			
<i>Grocery – Convenience/ Market (under 5K)</i>						P	P	P	P	P						
<i>Grocery – Small Store (under 40K)</i>							P	P	P							
<i>Grocery – Large Store (over 40K)</i>								P	P							
<i>Gas Station – Limited (4 pumps or less)</i>							P	P	P	P		P	P	P		
<i>Gas Station – General (5 to 16 pumps)</i>								P	P	P		P	P	P		
<i>Gas Station – Large (more than 16 pumps)</i>								C	C			P	P	P		
Office / Service Uses																
<i>Office – Home Occupation</i>	P	P	P	P			P	P								P
<i>Office – Limited</i>						P	P	P	P	P		P	P	P		P
<i>Office – General</i>								P	P	P		P	P	P		P
<i>Service – Limited</i>						P	P	P	P	P		P	P	P		P
<i>Service – General</i>								P	P	P		P	P	P		P
<i>Animal Care or Clinic - Limited</i>							P	P	P	P		P				

Table 405-2: Use Table

P = Permitted Use C = Use allowed through conditional review blank = use not allowed	R-1	R-2	R-3	R-4	R-5	OTD	B-1	B-2	B-4-P	BP	P-EC	I-1	I-2	I-3	PLCD	U-1
<i>Animal Care or Clinic - General</i>									P	P		P				
<i>Lodging – B&B</i>				C		P	P	P	P							
<i>Lodging – Inn</i>						P	P	P	P	P						
<i>Lodging – Hotel / Motel</i>								P	P	P						
<i>Recreation – Indoor, Limited</i>							P	P	P	P						P
<i>Recreation – Indoor, General</i>								P	P	P						P
<i>Recreation – Outdoor, Limited</i>						C		P	P	P						
<i>Recreation – Outdoor, General</i>								P	P							
<i>Residential Care – Limited</i>					P		P	P								
<i>Residential Care – General</i>					C		C	P								
<i>Residential Care – Institutional Living</i>								P								
<i>Vehicle Service / Repair – Limited</i>							P	P	P	P		P	P	P		
<i>Vehicle Service / Repair – General</i>								P	P	P		P	P	P		
<i>Vehicle Service / Repair - Heavy</i>												C	P	P		
Industrial																
<i>Manufacturing – Artisan</i>						P	P	P	P	P		P	P	P		P
<i>Manufacturing – Light</i>								C	P	P		P	P	P		P
<i>Manufacturing – General</i>													P	P		P
<i>Manufacturing - Heavy</i>														P		
<i>Storage and Warehousing – Indoor, Limited</i>								P	P	P		P	P	P		P
<i>Storage and Warehousing – Indoor, General</i>												P	P	P		P
<i>Storage and Warehousing – Outdoor</i>													P	P		P
<i>Storage and Warehousing – Outdoor, Junkyard</i>														P		

405.030 Standards Applicable to All Districts

- A. **Height, Area and Bulk Standards.** The height, area, and bulk requirements for the various districts are established by Table 405-3.

TABLE 405-3: HEIGHT, AREA AND BULK STANDARDS

Zoning District	Lot Size			Building Standards			
	Min. Area	Min. Width	Min. Depth	Front Setback	Side Setback	Rear Setback	Max. Height
<i>R-1 Single-Family Residential</i>	20,000 s.f.	100'	150'	40'	10'	50'	35' / 2.5 stories
<i>R-2 Single-Family Residential</i>	10,000 s.f.	75'	100'	25'	10'	30'	35' / 2.5 stories
<i>R-3 Single-Family Residential</i>	7,500 s.f.	60'	100'	25'	10'	25'	35' / 2.5 stories
<i>R-4 Mixed-Density Residential</i>	See section 406.020 for development standards specific to the Mixed-Density Residential District.						
<i>R-5 Multi-Family Residential [a]</i>	1 ac.	200'	200'	30'	20'	20'	45' / 3 stories
<i>B-1 Neighborhood Business</i>	2,500 s.f.	25'	80'	25' [b]	10' [b]	20'	35' / 2.5 stories
<i>B-2 General Business</i>	7,500 s.f.	60'	100'	25'	20'	20'	45' / 3 stories
<i>OTD Old Town District</i>	See section 406.010 for development standards specific to the Old Town District.						
<i>B-P Business Park</i>	See section 406.030 for development standards specific to the Business Park District.						
<i>B-4-P Planned Business</i>	All development standards for the B-4-P district shall be set through the Master Planned Development Process in Section 403.040						
<i>P-EC Planned Educational Campus</i>	All development standards for the P-EC district shall be set through the Master Planned Development Process in Section 403.040						
<i>PLCD Parkland and Conservation District</i>	All development standards for the PLCD are subject to the Open and Civic Space design standards in Section 404.020. Any public structures built shall be subject to the standards for the most similarly applicable zoning district or building type.						
<i>I-1 Light Industrial</i>	1 ac.	150'	200'	40'	15' / 50' total	10'	30' / 2 stories
<i>I-2 Light Industrial</i>	1/2 ac.	100'	150'	25'	15' / 50' total	10'	45' / 3 stories
<i>I-3 Heavy Industrial</i>	1 ac.	150'	200'	40'	30'	30'	125'
<i>U-1 Underground District</i>	All development standards for the U-1 district shall be set through the Master Planned Development Process in Section 403.040						

[a] R-5 has a minimum lot area of 5,445 s.f. per dwelling unit (8 units per acre) for any lot with multiple principle dwelling units.

[b] B-1 has a required front setback of 0' to 10' for any lot fronting on an Activity Street meeting the streetscape design standards in Section 403.010. Side setbacks may be reduced to 0' for any buildings constructed with a party wall.

B. Exceptions and Supplemental Standards.

1. *Height Exceptions.* The height regulations as prescribed in this Chapter shall not apply to
 - a. Accessory building elements integral to the design and construction of the building, such as belfries, chimneys, ornamental towers and spires, elevator bulkheads, cooling towers, smoke stacks or other equipment, provided they meet all applicable screening requirements and they are not otherwise extended to specifically avoid the intent of applicable height limits.
 - b. Site elements, flag poles, monuments, water towers, fire towers provided they are setback from the property line at least one foot for each one foot of additional height above the height limit for the district in which it is located.
 - c. Public, semi-public or public service buildings, hospitals, institutions, or schools, when permitted in a district, may have a maximum height of 60 feet, and churches and temples may have a maximum height of 75 feet, when the required side and rear yards are each increased by at least one foot for each one foot of additional building height above the height regulations for the district in which the building is located.
 - d. Any other structure that has a specific height limit that different from the generally applicable height limit.
2. *Lot Exceptions.* The following are exceptions and supplemental standards for the lot area and setback standards in this Chapter:
 - a. Whenever a lot abuts upon a public alley, one-half of the alley width may be considered as a portion of the required setback.
 - b. Every part of a required setback shall be open to the sky except for: ordinary projections of roof lines, eaves, gutters, soffits, sills, belt courses, awnings and canopies without independent supports, window wells, egress windows, accessible ramps, stairs, window air conditioning units, chimneys, cornices and ornamental features which may project to a distance not to exceed 24 inches into a required yard; or statuary, arbors, trellises, flagpoles, landscaping, lighting and similar ornamental features which shall be allowed within the required setback areas.
 - c. In the event that a lot is to be occupied by a group of two or more related buildings to be used for residential, institutional, hotel or motel purposes, there may be more than one main building on the lot when such buildings are arranged around a courtyard meeting the design standards of Section 404.020; provided, however,
 - (1) The courtyard between buildings that are parallel or within 45° of being parallel, shall have a minimum width of 30 feet for one-story buildings, 40 feet for two-story buildings, and 50 feet for three-story buildings, and in no case may such buildings be closer to each other than 15 feet;
 - (2) Where a courtyard having direct street access is more than 50% surrounded by a building, the minimum width of the court shall be at least 30 feet for one-story buildings, 40 feet for two-story buildings, and 50 feet for three-story buildings.
 - d. Within any residential district, the least dimension of a yard upon which the principal entrances or exits of a multiple dwelling face, shall be 20 feet.
 - e. Where a lot is used for a commercial or industrial purpose, more than one main building may be located on the lot, but only when such buildings conform to all open space requirements around the lot for the district in which the lot is located.
3. *Accessory Buildings.* Accessory buildings shall be permitted in association with and on the same lot as a principal building, and are subject to the following additional limitations.

- a. *Generally.* All accessory buildings shall be at least 10 feet from the principal building.
 - b. *Small Sheds.* Accessory buildings 120 square feet and less and less than 12 feet tall shall be limited to one per lot, located behind the rear building line of the principal building, and be no closer than five feet from the rear or side property line.
 - c. *Detached Building.* Accessory buildings over 120 square feet shall meet the following:
 - (1) No more than one per lot.
 - (2) Located behind the front building line.
 - (3) Be at least five feet from the rear or three feet from the side lot line, except that any accessory building providing garage access off a rear alley may be located within three feet of the rear lot line. On any rear lot line abutting a street detached buildings over 120 square feet shall meet the required rear yard setback.
 - (4) Be no more than one and one-half stories, or no higher than the principal building, whichever is less. However, any portion of an accessory building facade that is more than 15' high, such as a dormer, gable or similar facade component, shall be at least 10' from any lot line.
 - (5) Be limited to no more than 35% of the rear yard, or 576 square feet, whichever is less.
 - (6) Be constructed with materials, architectural details and style, and roof forms that are compatible with the principal structure.
 - (7) Detached buildings may be attached to the principle building by a breezeway or roofed structure provided it remains entirely open except for support columns.
4. *Front Yards.*
- a. Where an official line has been established for the future widening or opening of a street or major thoroughfare upon which a lot abuts, then the depth of a front or side yard shall be measured from such official line to the nearest line of the building.
 - b. On through lots, the required front yard shall be provided on each street.
 - c. Except in the "B-2" General Business District, where a lot is located at the intersection of two or more streets, there shall be a front yard of 15 feet on the side street; provided, however, that the buildable width of a lot of record at the time of passage of this Title shall not be reduced to less than 32 feet.
 - d. Open, unenclosed front entry features which do not extend above the level of the first floor of the building, may project into the front and side yard up to 10 feet, but no closer than five feet to any side lot line
 - e. Where 25% or more of the street frontage, or 25% or more of the street frontage with 400 feet of the property in question, is improved with buildings that have a front yard (with a variation of six feet or less) that is greater or less than the required front yard in the district, no building shall project beyond the average front yard so established; provided, however, that a depth of front yard of more than 50% in excess of the depth of the required front yard in the district in which the lot is located, shall not be required. Where 40% or more of the street frontage is improved with buildings that have no front yard, no front yard shall be required for the remainder of the street frontage.
5. *Side and Rear Yards.*
- a. Where dwelling units are erected above business structures in business districts, no side yards are required except such side yard as may be required in the

- district regulations for a business or industrial building on the side of a lot adjoining a dwelling district.
- b. For the purpose of the side yard regulations, a duplex or a multiple-unit building shall be considered as one building occupying one lot.
 - c. The minimum depth side yards for schools, libraries, churches, community houses, and other public and semi-public buildings in residential districts shall be 25 feet, except where a side yard is adjacent to a business or industrial district, in which case, the depth of that yard shall be as required for the district in which the building is located.
 - d. Open or lattice-enclosed fire escapes, outside stairways and balconies opening upon fire towers, and the ordinary projections of chimneys and flues may project into the required rear yard for a distance of not more than five feet, but only where the same are so placed as not to obstruct light and ventilation.
 - e. In Zoning Districts "R-1" and "R-2", on a lot with an irregularly shaped rear property line or when the residence is located on the lot at an angle, rear yard dimensions shall be taken at each end of the building parallel to the sides, and a perpendicular measurement shall be taken from the rear of the building to the furthest point of the lot. The average of these three measurements shall equal at least 30 feet. However, in no case shall the building or structure be located less than 10 feet perpendicular from any property line. (A sketch illustrating how to measure for rear lot averaging shall be on file in the City offices).
 - f. Swimming pools and home barbecue grills may occupy a rear yard; provided both side and rear yards conform to the side yard requirements for the district in which they are located.
6. **Building Area.** The minimum floor area for dwellings shall be 1200 square feet in "R-1" District; 1000 square feet in "R-2" District; 900 square feet in "R-3" and "R-4" Districts; and 600 square feet per living unit in "R-5" District.

405.040 Standards Applicable to Specific Uses

In addition to the general use and development standards applicable to all districts, the following standards are specific to particular uses. These standards shall be met whether the use is a generally permitted use or a conditional use according to Table 405-2. The uses in this section may involve more specific types or formats of the uses generally enabled in Table 405-2

- A. **Accessory Uses, Generally.** All principal uses shall include accessory uses and structures that are clearly incidental to and customarily associated with the principal use. These uses and structures shall:
 1. Be compatible with the general character of the area and comparable to uses of other property in the vicinity.
 2. Not be constructed, maintained or conducted in a way that produces noise, vibration, noxious odor or material, any visible light, glare or other visible impacts that are harmful, damaging or disturbing to the adjacent property.
 3. Be conducted in a way that is consistent with the intent and objectives of all other design and development standards applicable to the property.
- B. **Accessory Dwelling.** Accessory dwellings shall be accessory to a primary residential use on the lot and subject to the following additional standards:
 1. One accessory dwelling may be permitted per lot, only when associated with a detached house.

2. Accessory dwelling units may be located in a detached accessory building or located within the principle building (such as an attic or basement apartment).
 3. The accessory dwelling shall not exceed 50 percent of the living area of the principal dwelling or 1,200 square feet, whichever is less.
 4. One additional parking space shall be provided on site, although this provision may be waived if the context and circumstances of each dwelling unit prove the space unnecessary.
 5. The property owner shall occupy either the principal or accessory dwelling as their permanent residence.
 6. Occupancy of the accessory or principal unit is limited to family members related by blood, marriage or adoption or persons providing nursing or domiciliary care of assistance to the owner in exchange for lodging.
 7. The homeowner shall obtain an occupancy permit from the City every three years so that the accessory dwelling unit can be reviewed for compliance. Issuance of the occupancy permit shall be contingent on the homeowner filing a notarized affidavit by stating that the accessory dwelling unit complies with all standards and any all conditions of approval of any conditional use permit.
 8. The following additional design considerations apply to accessory dwellings:
 - a. The accessory dwelling shall be designed to maintain the architectural design, style, appearance and character of the principal building as a detached house.
 - b. A separate entrance to the accessory dwelling is not permitted on the front facade of the principal dwelling.
 - c. The accessory dwelling shall have a roof pitch, siding, and window proportions similar to that of the principal dwelling.
 - d. No exterior stairway to the second floor is permitted at the front of the building.
- C. **Home Occupation.** Home occupations shall meet all of the following standards:
1. Home occupations shall be entirely contained within the interior of a structure. A home occupation shall use no more than 30 percent of the total dwelling unit floor area.
 2. No person outside the family shall be employed at the location.
 3. No visible evidence of the business shall be apparent from the street or surrounding area. Signage shall be permitted per the requirements of Chapter 409. There shall be no outdoor storage or display of products, equipment, or merchandise other than of a type and quantity characteristically found at a single residential dwelling. The appearance of a dwelling shall not be altered to the extent that attention is drawn to the structure as a commercial or business operation.
 4. No traffic shall be generated by any home occupation in substantially greater volume than would normally be expected in a residential neighborhood. No vehicle or delivery truck shall block or interfere with normal traffic circulation. If parking for a home occupation occurs in a manner or frequency causing disturbance to the normal traffic flow for the neighborhood, the occupation shall be considered a business best handled in a commercial district rather than as a home occupation.
 5. A home occupation shall not create excessive noise, dust or dirt, heat, smoke, odors, vibration, glare or bright lighting which would be over and above that created by a single residential dwelling.
 6. Any business that provides care or instruction to children shall be limited to no more than two children at one time that are not members of the household.
 7. Home occupations that do not clearly meet all of these standards may only be permitted through a conditional use permit.
- D. **Temporary Storage.** Portable storage containers and temporary dumpsters may be permitted in conjunction with a building or construction permit. Where no building or construction permit is

required, portable storage containers and temporary dumpsters may be permitted subject to the following limitations.

1. Only for a period reasonably necessary to complete the associated project or task, not to exceed 30 days or other time associated with a specific project or task and previously approved by the Community Development Director or Public Works Director in writing.
2. All portable storage containers and temporary dumpsters shall be delivered and maintained in good condition free from rodents, insects, graffiti, vulgar and/or offensive words or pictures.
3. Portable storage containers and temporary dumpsters shall not be placed on public property or within the City's right-of-way without prior approval of a right-of-way permit. Where permitted, no portable storage container or temporary dumpster shall be located in an intersection sight triangle.
4. Portable storage containers and temporary dumpsters shall be placed on a paved surface. The placement of portable storage containers shall not encroach onto adjoining properties and shall not block or hinder access to or from any ingress, egress or emergency exit. Should existing site conditions not allow for the placement in full compliance with these provisions, exceptions may be considered and written approval granted on a case by case basis by the Community Development Director or the Public Works Director in writing.
5. Upon removal of a permitted portable storage container or temporary dumpster, any portion of the site disturbed by the container or dumpster shall be returned to an original or better condition, including at minimum seeding or sodding any vegetative areas disturbed.

E. **Outdoor Storage, Non-residential.** Accessory outdoor storage may be permitted in the non-residential districts subject to the following standards:

1. The storage area shall be located behind the front building line of the principal building.
2. The storage area shall be fully screened from residential property or public spaces according to the standards and design requirement of Section 407.030, and no materials shall be stacked higher than the screening.
3. The storage area shall not be located closer than 15 feet to any street or right-of-way.
4. The storage area shall be paved per the requirements for parking lots.
5. Alternative surfaces, locations or screening can only be approved by the Planning Commission through site plan review procedures in Chapter 402.

F. **Outdoor Display and Service Areas.** Accessory outdoor display and service areas for merchandise are subject to the following conditions:

1. Outdoor display and areas shall be located on the same lot as the principal use.
2. The display area shall be located in an area abutting the principal structure, and shall not be located in a required parking space, drive lane, loading area, or the public right-of-way.
3. Display and service areas shall not be arranged where they will interfere with pedestrian or building access or clear vision areas. At least 5' clear or at least 50% of any sidewalk, whichever is greater, shall be maintained on all sidewalk display areas.
4. Except for furnishings, all merchandise shall be brought indoors during non-business hours.
5. Outdoor display of merchandise shall be limited to three events per location per year, and each limited to no more than seven consecutive days.
6. Televisions or other electronic audio or visual devices or means of producing amplified sound shall not be permitted within an outdoor display or service area that is within 100 feet of a residential use or district.

7. Outdoor display and services not meeting these standards may only be approved through a temporary event permit or by the Planning Commission through the site plan review in Chapter 402.
- G. **Restaurant – Micro/Mobile.** Restaurants – Micro/Mobile shall meet the following additional standards:
1. Any vendor shall provide appropriate waste receptacles at the site of the unit and remove all litter, debris, and other waste attributable to the vendor on a daily basis.
 2. Shall comply with all other applicable federal, state, county and City regulations and obtain all applicable permits or licenses.
 3. The customer service area for mobile food vending units shall be on the side of the street that faces a curb, lawn, or sidewalk when parked. No food service shall be provided on the driving lane side of the truck or vehicle.
 4. Mobile food vending units parked on public streets shall conform to all applicable parking regulations and shall not hinder the lawful parking or operation of other vehicles.
 5. Mobile food vending units shall not operate on public property within one block of a City-sanctioned or authorized street fair, public festival, farmer's market or event being conducted without authorization from the event sponsor.
 6. Mobile food vending units shall not be parked within 300 feet of an existing brick and mortar restaurant during the hours when such restaurant is open for business to the public, unless written permission is first obtained from the restaurant owner.
 7. Besides signage that is physically part of the mobile food vending units, only one portable pedestrian sign is allowed in accordance with Chapter 409.
 8. Mobile food vending units shall be subject to all noise, odor, hour of operation or other requirements and limitations of other businesses in the same or similar vicinity, and any other conditions placed on it at the time of permitting to ensure such conditions are maintained through all operations.
- H. **Restaurant – Drive-in/Drive-thru.** Where accessory drive-thru facilities are permitted, all of the following standards shall be met:
1. The service area shall use the same entrance and exit from the site as the principal use.
 2. No access shall be provided on any street designed to the Activity Street standards in Section 404.010. Use of alleys, internal access and the back sides of buildings for drive-through services is required to preserve the urban design context of these areas.
 3. Service areas and windows shall be located on the most remote wall possible, considering adjacencies to public-streetscapes, residential property or other sensitive land use and urban design characteristics of the context. Additional screening or buffers may be required beyond the standards of Section 407.040 in order to ensure compatibility.
 4. No service area or pick up window shall be located within 100 feet of any residentially zoned property.
 5. Circulation, stacking and other access issues shall be designed in a manner that has the least impact on pedestrians entering the principal building both from public streets and from internal streets or parking areas. Design elements such as raised cross-walks or other elements that distinguish walkways from vehicle surfaces may be required to express pedestrian priority where conflicts occur.
 6. Signs, service windows or other noise or lighting elements shall not be visible or audible from the public right-of-way or adjacent residential property. Additional screening or buffers may be required beyond the standards of Section 407.040.
 7. Any drive-through service area that does not clearly meet these criteria shall only be approved by the Planning Commission through a Conditional Use Permit in Chapter 402.

- I. **Restaurant – Microbreweries/Winery.** Microbreweries, micro-distilleries and micro-wineries shall meet the following additional conditions.
1. Retail sales, restaurant, tasting rooms, pubs, and outdoor service areas shall be permitted as allowed by the design and performance standards of the applicable district, or as specifically modified in a conditional use permit.
 2. Supplies, processing, and byproducts shall be managed in a way that no impacts on adjacent uses and property are produced other than what ordinarily may occur from other allowed uses in the district.
 3. Processes or equipment to remove or treat byproducts or wastes, regulate temperature or other operating procedures shall be in place to eliminate impacts on sewer and water systems.
 4. When permitted in the OTD, B-1, B-2 and B-4 districts, the following shall apply unless specifically modified through the conditional use permit:
 - a. Retail sales on-site shall be a specific component of the business plan, and retail sales shall begin within 12 months of approval of the permit.
 - b. At least 25% of the product shall be sold for on-site consumption or retail sale on site.
 - c. Outdoor storage is prohibited.
 - d. The total indoor floor area of the facility, including production and retail areas, shall not exceed 8,000 square feet.
 - e. Accessory retail sales of related items, consumer products and food is encouraged.

405.050 Conditional Uses

In addition to the general uses enabled by Table 405-2 as permitted or conditional uses, the following specific uses are conditional uses enabled through the discretionary review process in Section 403.050. For example, use categories that are designated as a “C” in Table 405-2, all specific types of uses in that category need a conditional use permit even though they are not on the list below; use categories designated as a “P” in Table 405-2 are generally permitted, but if a more specific type of that category is listed below it needs a conditional use permit. The uses in this section may involve more specific types or formats, or include more specific performance criteria than the uses generally enabled in Table 405-2, and due to their typical scale, intensity and potential impacts require special and site specific review different from generally enabled uses.

The following uses may be approved as conditional uses subject to the review process in Section 403.050:

1. Airports, heliports and landing fields.
2. Circus or carnival grounds, temporary for a specified time period.
3. Dwellings in an Industrial, Special Flood Hazard Area, or floodway.
4. Extraction, processing, and removal of sand and gravel or stone.
5. Fairgrounds.
6. Hospitals.
7. Marina.
8. Public or government buildings or public or governmental use of land.
9. Public utilities or public service uses, buildings, structures, or appurtenances thereto.

10. Sanitary land fill.
11. Sports arena or stadium.
12. Swimming pool, commercial, or private swimming club.
13. Race track.
14. Modular or prefabricated structures.
15. Pawnbrokers in non-residential zoning districts.
16. Office uses of low traffic generation such as real estate, accounting, law, dental, financial services, and those similar in nature in residential districts that front and have access to a State highway.
17. Home occupations that provide care or instruction to more than two children at a time, or which do not otherwise clearly meet the criteria for accessory home occupations in Section 405.040.C.
18. Animal shelters in residential districts.
19. Emergency shelters for homeless or indigent persons and boarding, rooming and lodging houses where not permitted by matter of right.
20. Off-site storage, staging and assemblage of heavy equipment and materials for public utility and infrastructure construction, fronting on or with reasonable access to a State or County highway.
21. Sales and service of vehicular motor scooters with stock muffler and exhaust systems, as defined and regulated in Title III, Traffic Code, of the Parkville Municipal Code, in non- residential districts and subject to limited hours of operation, limited outdoor display or storage, and mitigation of general impacts on the surrounding properties and district on a case-by-case basis.
22. Sales of automobiles, new or used, and subject to limited hours of operation, limited outdoor display or storage, and mitigation of general impacts on the surrounding properties and district on a case-by-case basis.
23. Refined fuel storage, distribution and accessory uses on sites: previously used for the same; zoned "I-3" Heavy Industrial District; containing at least ten (10) and not more than forty (40) contiguous acres; abutting the Missouri River; abutting a State highway; abutting rail; and utilizing pipeline distribution as a primary source of intake delivery, all subject to conditions as necessary to mitigate impacts, if any, to surrounding uses. Said use may not include on-site refinement of petroleum products.

Chapter 406. Special Districts

- 406.010 Old Town District - OTD
406.020 Mixed-Density Residential – R-4
406.030 Business Park – B-P

Section 406.010 Old Town District - OTD

- A. **Building Types.** In order to prioritize the form, scale, and transitions of buildings in this compact, mixed-use downtown, the area, bulk and height standards are regulated by building types. The following building types are enabled in the Old Town District.

TABLE 406-1: HEIGHT, AREA AND BULK STANDARDS

Building Type	Lot Size			Building Standards			
	Area	Min. Width	Building Coverage	Front Setback	Side Setback	Rear Setback	Max. Height
Small Commercial	1,500 – 4,000 s.f.	20' – 40'	100%	0' -10'	5'; 0' if party wall	0'; 20' if abutting residential	45' / 3 stories
Small Mixed Use	4,000 – 10,000 s.f..	40' – 80'	85%	0' -10'	5'; 0' if party wall	0'; 20' if abutting residential	45' / 3 stories
Large Mixed Use	10,000 s.f. min.	40' – 120'	70%	0' -10'	5'; 0' if party wall	0'; 20' if abutting residential	45' / 3 stories
Small Civic	4,000 s.f.	50' – 200'	70%; 60% if over 20,000 s.f. lot	10' – 25'	10'	20'	45' / 3 stories



Small Commercial

Small building footprints designed to accommodate small retail, commercial, service or office uses, encouraging pedestrian traffic. The front façade is built to engage and provide a comfortable street wall for pedestrians.



Small Mixed Use

A small building footprint similar to small commercial however it allows multiple uses within the same structure. The mix of uses encourages the intermingling of pedestrians. Retail, commercial, and office typically occupy the lower story while residential, or office are on upper floors in this building type.



Large Mixed Use

An expanded version of small mixed use. This building type offers larger lot sizes to accommodate larger uses while still permitting a mix of uses.



Small Civic

Buildings designed to house civic, institutional or public uses on a small lot blending into the surrounding small scale context it is found in. This buildings often enhance the streetscape similar to some commercial frontages.

B. Building Design.

1. **Primary Entry Feature** All buildings shall have a primary entry feature on the street and any pedestrian ally or open space. Multi-tenant and larger mixed-use buildings shall have an entrance at least every 50 feet of street frontage. Entry features shall be clearly defined and emphasized with combinations of the following.
 - a. Awnings, porticos, or overhangs.
 - b. Transoms and/or display windows.
 - c. Architectural details such as tile work and moldings, lintels, pediments, pilasters or columns.
 - d. Integral planters or wing walls that incorporate landscaping and/or places for sitting, statues, or public art.
2. **Transparency.** The location, orientation, size and proportion of openings establish a relationship of the building to the public realm. All buildings shall meet the following transparency requirements:
 - a. Commercial and mixed-use buildings shall have between 60 percent and 90 percent transparency on the first story shall be measured between two feet and eight feet above the street level. Upper stories shall have between 20 percent and 50 percent transparency on front facades measured between the floor level and ceiling of each story.
 - b. Civic buildings shall have between 20 percent and 50 percent transparency on each story facing a public street or public space.
3. **Massing.** Massing creates the relationship of the building to the streetscape and public spaces. To ensure human-scale massing large masses shall be broken up to relate better to public spaces.
 - a. Free-standing buildings and ground level tenancies of mixed-use buildings shall not exceed 2,500 square feet, except where specifically enabled by this code or

- through a Major Site Plan or site plans associated with a Conditional Use Permit in Chapter 403.
- b. The first floor shall be level with sidewalk.
 - c. The first story shall be between 12 feet and 20 feet high. Any upper stories shall be between eight feet and 12 feet high.
 - d. Buildings greater than two stories or wider than 100 feet should use massing that breaks down the components of the main mass.
 - e. No single wall plane should be longer than 100 feet without having off-sets of at least one foot to add depth and proportion to the wall.
 - f. Use structural bays, projections, balconies, cantilevered floors or step backs from the main mass to break up larger wall planes and relate the building scale to nearby buildings.
4. **Articulation.** Articulation is the method of styling different parts of a building in the way that breaks the scale into smaller elements, but unites the building into a complete and compatible mass.
- a. Horizontal articulation should establish a base, body and top of all buildings. In general this shall be a distinct foundation, main façade, and an embellished roof structure, such as eaves and fascia for pitched roofs, or cornices and parapets for flat roofs. For three-story buildings, the first floor should be clearly differentiated from upper stories through belt courses, cornice lines or similar architectural detailing.
 - b. Vertical articulation shall distinguish different structural components of the building through changes in material and/or color.
 - c. Where materials are stacked (i.e. one above another), the transition between materials should include a sill, cap, frame, roof (if at ceiling height), or similar element to separate the two materials.
 - d. Where materials are side-by-side, the transition between materials should occur at interior corners or at the trim line where the change is emphasizing different structural bays for a building.
5. **Ornamentation.** Any other blank wall areas larger than eight feet tall by 25 feet wide shall be broken up by ornamental architectural details.
- C. **Access & Parking Limits.** Access and parking limits are necessary to maintain the character of the streetscape, ensure the continuity of sidewalks, and ensure that facilities designed for the car are located to the rear of lots or are understated.
1. All onsite parking shall be located to the side or behind the building. Any surface parking within 30 feet of a public street and not otherwise screened by a building shall have a low ornamental wall, using materials compatibly to the principle building extend along the street front at the extension of the front building line.
 2. Access to parking shall generally be limited to side streets or alleys, or otherwise limited to maintain the integrity of the streetscape and avoided interruptions to pedestrians. Access to individual lots shall be limited to no more than 15 percent of the lot frontage and no more than 10 percent of the entire block face.
- D. **Limitations on Specific Uses**

1. *Non-retail Uses.* Uses that do not create active pedestrian environments should not be located on street fronts. Office uses and service uses do not generate frequent customer traffic shall only be allowed on the upper stories. Office and service uses may be located at street level as an exception approved by the Director subject to the following:
 - a. The street-level storefront has been vacant for at least 3 months, and evidence of active marketing and advertisement for lease through brokers or agents, on-line listings, signs or other methods is shown.
 - b. The propose use demonstrates an effort to create a more vibrant street-front through either accessory sales, storefront displays or other activities to create street-front interest.
 2. *Residential Uses.* Residential uses shall be limited to upper stories. Accessory residential dwelling units may be located on the ground level for any building that contains retail space along the street level.
- E. **Design and Performance Criteria.** Buildings and sites shall be designed to meet the following performance standards. Any exceptions or discretionary approvals shall be judged against these design and performance standards.
1. All buildings and sites shall promote vibrant streetscapes with active uses and attractions located in storefronts of buildings, frequent windows, and a repetitive pattern of doors which are the primary entrance.
 2. For new construction, a building must incorporate architectural styles, design features, building materials and accents that are compatible with original materials used throughout the surrounding block. For alterations or expansions, the materials and design should be consistent with the original building elements and characteristic of the building period, and should not cover, destroy or otherwise minimize original architectural elements.
 3. As a general rule, buildings must maintain similar base courses, cornice lines and horizontal lines of windows complementary to those used in surrounding buildings.
 4. Buildings must not have long, monotonous, uninterrupted walls or roof planes visible from the street or other public rights-of-way. Building walls more than 15 feet in length must include elements that add architectural interest and variety such as projections, recesses, offsets, windows, painted features or blank window openings trimmed with frames, sills or lintels.
 5. Facades visible from the public right-of-way should be architecturally emphasized through the arrangement of windows, entrance treatments and details.
 6. Light fixtures attached to the exterior of buildings should be compatible with the style, materials, colors and details of the building and the character of the district.
 7. Walls and fences should be architecturally compatible with the style, materials and colors of the principal building on the same lot.
 8. With the exception of the following, paint color is considered to be a matter of choice, and has no bearing on the preservation of structures.

- a. Owners are encouraged to use historically appropriate colors schemes and contrasts, including use of primary building colors with trim, doors, awnings and other accents in complimentary colors.
- b. Only traditionally painted materials, such as wood, should be painted.
- c. Original materials such as brick and stone that are traditionally left unpainted shall only be painted when already painted prior to the effective date of Ordinance No. 2815 (June 16, 2015), or when expressly approved by the Planning and Zoning Commission, as necessary, to unify disparate parts of a building that have been altered or expanded over time.
- d. Inclusion of logos, images, or patterns, including but not limited to stripes, dots, waves, and similar patterns, used primarily to attract attention to a structure shall not be permitted unless approved as signage in accordance with Chapter 410.

Section 406.020 Mixed-Density Residential – R-4

- A. **Building Types.** In order to prioritize the form, scale, and transitions of buildings in this mixed-density neighborhood, the area, bulk and height standards are regulated by building types. The following building types are enabled in the Mixed-Density Residential District.

TABLE 406-2: HEIGHT, AREA AND BULK STANDARDS

Building Type	Lot Size			Building Standards				
	Area	Min. Width	Building Coverage	Front Setback*	Side Setback	Corner Side	Rear Setback	Max. Height
Detached House – Large Lot ☐	½ ac. Or more	70'	20%	25' – 50'	10'	20'	25'	35' / 2.5 stories
Detached House – Neighborhood Lot ☐	5K s.f. – ½ ac.	50'	40%	10' – 35'	5'	10'	25'	35' / 2.5 stories
Detached House – Compact Lot ☐	3.5K – 6K s.f.	35'	50%	10' – 35'	5'	10'	25'	30' / 2 stories
Duplex ☐	5K – 8K 2.5K per unit	50"	40%	10' – 35'	5'	10'	25'	35' / 2.5 stories
3- to 4-Plex ☐	5K – 8K 2 K per unit	50"	40%	10' – 35'	5'	10'	25'	35' / 2.5 stories
Row House ☐	5K – 8K 1.5K per unit	60' 18' per unit	70%	10' – 25'	5' / 10'**	10'	20'	40' / 3 stories
Walk-up Apartment ☐	6K – 10K s.f. 3-12 units per building	50' – 100'	70%	10' – 25'	5' / 10'**	10'	20'	40' / 3 stories
Small Civic ☐	6,000 s.f.	50' – 200'	60%	10' – 25'	10'	10'	10'	35' / 2.5 stories

☒ = Permitted by right

☐ = Permitted by Conditional Use Permit

* Front setbacks may be modified based on averaging of the setback of existing residential buildings on either side of the lot or as otherwise specifically platted and recorded prior to adoption of these standards.

** Walk-up Apartments and Row Houses shall have a 10' side setback when abutting a detached house.



Detached House – Large Lot

A residential building designed for a single dwelling unit within a suburban or rural context. This building is located on a large lot of half an acre and accommodates a variety of home sizes.



Detached House – Neighborhood Lot

A residential building designed for a single dwelling unit within an urban or suburban context.



Detached House – Compact Lot

A residential building designed for a single dwelling unit within an urban context.



Duplex

A multi-unit residential building designed for two dwelling units within an urban and sometimes suburban context. Duplexes share a common wall or floor/ceiling and designed as a single structure. This housing type may be platted as separate lots or as a single lot.



3- to 4- Plex

A multi-unit residential building designed for three to four dwelling units within an urban and sometimes suburban context. Three- and four-plexes share common walls or floors/ceilings and designed as a single structure. This housing type may be platted as separate lots or as a single lot.



Row House

A multi-unit residential building designed for three to eight dwelling units within an urban and sometimes suburban context. Row Houses abut one another sharing an adjoining party wall. These units are conjoined however, each unit has its own private entry. Units may be on a single lot subject to common ownership restrictions or platted on separate lots along the common wall subject to platting restrictions.



Walk-up Apartment

A multi-unit residential building designed for three to twelve dwelling units within an urban and in some cases a suburban context. Located on a small to moderately sized lot are often designed for and located in walkable or mixed-use contexts. Units are accessed via a common entry at buildings front.



Small Civic

Buildings designed to house civic, institutional or public uses on a small lot blending into the surrounding small scale context it is found in. This buildings often enhance the streetscape similar to some commercial frontages.

- B. **Front Entry Features.** Front entry features create a human-scale relationship of buildings to the street. They provide opportunities for subtle variations in design on the streetscape and can help create compatible relationships between buildings of different size. All buildings shall have an entry feature of a porch or stoop, meeting the following:
1. Porches shall be at least six feet deep and covering at least 50 percent of the front façade.
 2. Stoops shall be at least eight feet by eight feet and includes ornamental features to accent the door, such as a canopy, transom windows, enhanced trim and molding or other similar accents.
 3. Entry features shall be single-story, so that the roof structure and any ornamentation occurs between eight feet and 16 feet above the floor-level of the entry feature.
 4. Entry features shall remain unenclosed.
 5. All entry features shall have a sidewalk of at least four feet wide directly connecting the entry feature to the public sidewalk or street.
 6. Entry features meeting this requirement may encroach up to 10 feet in front of the required front building line.
 7. To maintain neighborhood character, variations in the front entry features shall create diversity among adjacent buildings along a block face, so that the same or similar entry feature does not occur within two buildings on either side. Variations may include any combination of:
 - a. Different types: such as stoop or porch;
 - b. Different roof styles: such as gable, hip, shed, flat or arched;
 - c. Different locations and extent: such as centered, shifted, wrapped; and half or full.

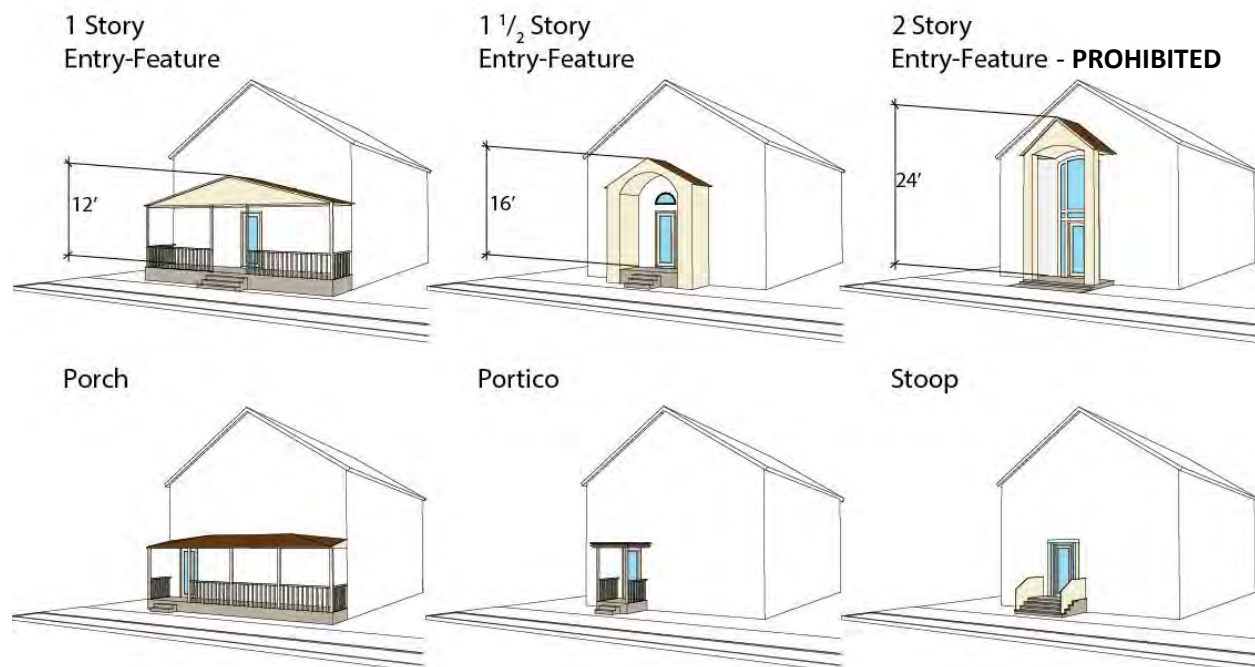


Figure 406-1 Residential Front Entry Feature

Front entry features are required in the R-4 district to create variety while preserving a unity between scale and massing. The top three illustrations depict section B.3. illustrating entry features needing to be below 16' in height to keep the human scale of entry features with a compatible relationship to the streetscape. The bottom three illustrations are depicting section B.7., different entry feature types, roofs, and locations on the façade, leading to a wide variety of options within this compatible pattern.

- C. **Access & Parking Limits.** Access and parking limits are necessary to maintain the character of the streetscape, ensure the continuity of sidewalks, and ensure that facilities designed for the car are located to the rear of lots or are understated.

1. Alley access required wherever feasible; where not feasible or no alleys exist the following shall be used, based on the width of lots at the streetscape frontage
2. As a general rule, driveway access shall be no more than 15 percent of the lot width. This means the driveway design options in Table 406-3 are available based on the context and size of the lot:

TABLE 406-3: ACCESS TYPES

Frontage Width	< 55'	55' to 100'	101' to 160'	151' to 220'	> 220'
Access Type					
<i>Alley</i>	■	■	■	■	■
<i>Shared – Single Lane Driveway</i>	■	■	■	■	■
<i>Single Lane Driveway to back or double pad</i>		■	■	■	■
<i>Double lane driveway</i>			■	■	■
<i>Single Internal Drive Aisles</i>				■	■
<i>Double Internal Drive Aisles</i>					■

3. Detached, side-loaded and rear-loaded garages shall be used wherever feasible. Any front loaded garages shall be limited and understated elements of the front elevation.
 - a. No front-loaded garage shall be located in front of the front-building line of the principle building.
 - b. Front-loaded garages shall be limited to no more than 25 percent of the front building line.
 - c. Front loaded garages may be as much as 40 percent of the front-building line if they are setback at least 20 feet from the forward-most point of the front entry feature.
 - d. All other garages shall be side-loaded, rear-loaded or in a detached accessory structure.
 - d. No required vehicle parking, whether surface parking or in a garage may be located between the front building line and the street.

- D. **Design and Performance Standards.** Buildings and sites shall be designed to meet the following performance standards. Any exceptions or discretionary approvals shall be judged against these design and performance standards.

1. Human scale streetscapes, with slow traffic speeds, well-connected sidewalks, and shade and enclosure offered from street trees.

2. Buildings that orient to and activate the street scape, while promoting effective transitions from public spaces, to semi-public spaces, to private spaces on the lot.
3. Compatible building scales by using similar forms, common elements and consistent and continuous relationships to the streetscape even in areas that allow transitions to different building types.
4. Quality aesthetics by using natural and traditional materials, especially within frontages such as retaining walls, fences, entry features.
5. Minimize the impact of car access on the neighborhood character and the streetscape design by using subtle driveway access patterns, detached or rear-access parking, or understated garages to the extent any are visible from the street scape.
6. Promote human scale buildings through front entry features and building massing that is comparable to adjacent structures and breaks up larger masses into smaller components that relate to human-scale streetscapes and open spaces on the site.
7. Reinforce the neighborhood character with quality materials and architectural details that provide interest, depth and texture to those experiencing a neighborhood on foot.
8. In addition to the requirements specified for the R-4 district in this section, each application of the R-4 district may adopt guidelines to supplement these design and performance criteria, if approved and incorporated into this ordinance as an appendix. These guidelines shall not be used to amend any standards of this Section unless specifically authorized as a planned district as provided in Section 403.040, The following specific guidelines are incorporated by reference:
 - a. The Old Town District-Residential Design Guidelines are included in Appendix C., and apply to areas zoned R-4 near Downtown, and generally bounded by East Street on the east, First Street on the south, lots fronting on West Street or the extension of Bell Road on the west, just north of 60th street and extensions on the north, and including the area just west of 9 highway and north of 13th street zoned R-4.

Section 406.030 Business Park District – BP

- A. **Development Standards.** In addition to all other use, development and design standards in this code, the following specific development standards shall apply to the Business Park District – BP:

TABLE 406-4: BUSINESS PARK DISTRICT (BP) DEVELOPMENT STANDARDS

<i>Minimum District Size</i>	20 acres
<i>Minimum Lot Area</i>	1 acre
<i>Minimum Lot Width</i>	100' at the right-of way 150' at the front building line
<i>Building Setback</i>	Front = 20' Side = 10' Rear = 10' 20' minimum building separation for multiple buildings on same lot
<i>Height</i>	Buildings = 45' / 3 stories Structures other than buildings or signs = 75' provided they are setback from the property line a distance equal to their height.
<i>Lot Coverage (maximum pervious surface)</i>	Less than 5 acres: 80% / 30,000 square feet cap 5 to 10 acres: 85% / 55,000 square feet cap More than 10 acres: 87% / no cap
<i>Minimum Open Space</i>	20% for the district; at least 5% on each lot Open space shall be designed and located as specified in Section 404.020.

B. Design and Performance Standards. In addition to all other use, development and design standards in this code, the following specific design and performance standards shall apply to the Business Park District – BP, and shall be used in interpreting and applying standards in this district.

1. Existing natural features of the site, such as groves of trees, extreme slopes, areas intended to serve as buffers and areas not intended for development, shall be retained and incorporated into the design of the park to the maximum extent reasonable.
2. Occupancy shall be of a type that has limited contact with the general public (except permitted retail establishments), does not produce unusually high traffic volumes and involves a low incidence of heavy truck traffic.
3. Internal circulation shall be provided by an Internal Access Street network, meeting the designs and standards of Section 404.010, including internal pedestrian circulation throughout the Business Park ant to all buildings and sites within the Business Park.
4. All products or materials that are stored, sold or used in production shall be kept inside a building or, if stored outside, shall be screened or buffered from public streets, including State highways and interstates and adjoining residential property by a solid wall, fence, berm, landscaping, terrain, topographic feature or a combination of these elements.
5. A small amount of products for retail sale may be displayed in the side or front yards without having to be screened provided the display does not block pedestrian or vehicular traffic, does not reduce the number of parking stalls and is orderly and well- maintained.

6. Loading and maneuvering areas for trucks or other utilitarian areas shall be screened or buffered from public streets, including State highways and interstates and adjoining residential property, by a solid wall, fence, berm, landscaping, terrain, topographic feature or a combination of these element.
7. All utility distribution lines shall be installed underground within the park. Existing distribution lines that serve a regional area are excluded from this requirement.
8. Rooftop and ground-level mechanical equipment which is visible from ground level of any adjacent public street or residential property, up to a maximum of three hundred (300) feet away, shall be screened from view to the maximum extent reasonable by a wall, fence, berm, landscaping, terrain, topographic feature or combination of these elements. Screening material shall be coordinated with the building to maintain a unified appearance.
9. Stormwater management should be analyzed and designed based on the entire park so that site-by-site stormwater retention or detention facilities may be avoided. Stormwater facilities which provide a recreational or aesthetic amenity or areas with a slope greater than eight percent (8%) may, individually or combined, constitute up to fifty percent (50%) of the required amount of open space.
10. Natural mitigation of stormwater runoff, drainage and erosion control shall be utilized (i.e., filter strips, vegetated wales, vegetated channels, pervious pavement systems, sand filters, bioretention, etc.) to the maximum extent possible.
11. Buildings shall be designed with a high degree of architectural quality. Horizontal and vertical elements shall extend completely around the building and utilize the same, compatible or complementary materials on all building facades so that all sides appear finished and possess architectural elements.
12. Any building elevations which shall be visible from an adjacent or nearby street shall be designed with architectural elements (windows, awnings, columns, etc.) and differing textures, shadow lines and contrasting shapes in order to avoid monotony, articulate the building facade and create visual interest.
13. Building facades shall be oriented so that loading docks, loading areas and other utilitarian areas are positioned on the back or non-prominent side of the site.
14. Buildings shall primarily be constructed of high quality materials, such as brick, stone, stucco and splitface block; colored, textured, sandblasted, waterwashed, exposed aggregate concrete or other materials that provide similar relief and character. Tilt up, cast-in place or pre-cast concrete construction may be utilized provided the relief and character are similar to the previously mentioned materials. The use of twin T and double T construction shall be prohibited on exterior facades. Materials such as vinyl, metal and other similar manufactured materials shall be prohibited, except that the Board of Aldermen may approve the use of such materials.

Chapter 407. Site and Landscape Design Standards

Section 407.010 Intent and Applicability

Section 407.020 Landscape Design

Section 407.030 Screens and Fencing

Section 407.040 Outdoor Lighting

Section 407.050 Stormwater Management

Section 407.010. Intent and Applicability

- A. **Intent.** It is the intent of this Section is to:
1. Improve the aesthetic character of development with natural landscape materials, and in particular emphasize distinct areas throughout the community as reflected in the master plan or any specific plans.
 2. Coordinate landscape and design amenities across multiple sites, with special attention to the relationship between lots and streetscapes, and improving the character of districts and neighborhoods.
 3. Enhance the environmental and ecological function of un-built portions of sites, including reduced air or water pollution and reduced heat gain from large expanses of blank walls or paved surfaces.
 4. Screen and mitigate the visual, noise or other impacts of high-intensity areas of sites, buildings and land uses.
- B. **Applicability.** The standards of this Section shall apply to all new development except:
1. Detached houses and duplexes being built on an individual basis and on a previously platted lot, and which are not part of a larger residential neighborhood or subdivision plan; and
 2. Improvements or repairs to existing development that do not result in an increase in building footprint by more than 10%, an increase in impervious surface, or changes in use that do not result in an increase in intensity.
- In cases where improvements or repairs increase the building footprint by more than 10%, increase the impervious surface, or intensity of use, the intent is to bring the site into full compliance with these standards, except that the Director or Planning Commission may pro-rate the requirements to the extent of new development on the site where full compliance is not possible or practical.

Section 407.020. Landscape Design

- A. **Landscape Requirements.** Required landscape materials shall be based on specific site elements as follows:

Table 407-1: Landscape Requirements

Site Element	Requirement
Street Trees*	1 large tree for every 40' of lot frontage, averaged.
Foundation Planting	Continuous shrub massing along 75% of all non-paved building frontages or any non-paved building façade facing a publicly accessible area. Any façade greater than 200 linear feet and not fronting on a street or civic and open space shall have 1 large tree per 50 linear feet, 1 small or evergreen tree per 50 linear feet and 1 shrub per 10 linear feet.
Parking Lot Planting	1 large tree for every 25 parking spaces, or 1 small or ornamental tree for every 10 parking spaces. 1 shrub for every 10 linear feet of perimeter landscape buffer, and continuous shrub massing for any perimeter within 25' of a street or internal access street. All other landscape buffers or internal landscape islands shall be permeable surfaces with perennial vegetative ground cover such as sod or turf grass. Alternative materials designed to infiltrate runoff may be approved as part of the stormwater management plan. All parking lot landscape materials shall be allocated in the perimeter buffers and internal islands required by Section 408.050.
Buffers	See Section 407.030.
Open Space	See Section 404.020, for any areas or sites required to have civic and open spaces.
Other	All other unbuilt and permeable surfaces on the site shall include ground cover to prevent dust and soil erosion. Perennial vegetative ground cover such as sod or turf grass shall be required on at least 80% of the ground cover. Non-living ground cover such as stones, rocks or mulch may be permitted on up to 20% of the ground cover.

* Street trees shall be planted in tree lawns between the sidewalk and curb, at least 6' wide, or in tree-wells with a minimum permeable surface area of 24 s.f. and minimum width of 4.' In cases where tree lawns cannot accommodate a large tree or where overhead utilities are present, small trees may be substituted. In cases where streets cannot accommodate planting in the right-of-way, planting shall be within the first 10' of the front lot line. Any lot fronting on a street with a specific streetscape plan, approved by the Planning Commission, may substitute the design specification of that plan for street tree requirements.

B. **Plant Species.** All trees and shrubs shall be selected and planted according to *Great Trees for the Kansas City Region*, incorporated in Appendix B. The Director is authorized to supplement and amend the list of required, preferred and prohibited plan species. In addition to any species on these lists, alternatives may be proposed and approved as part of the site plan provided they:

1. Are documented by a landscape architect or other credible information comparable in type and performance to any species on this list'
2. Are adaptable to the climate of the metropolitan region and the specific conditions in which they are proposed; and
3. Are not invasive or otherwise problematic to the overall health of the landscape.

C. **Planting Specifications.** All landscape materials shall meet the American Standards for Nursery Stock (ASNS), published by the American Nurserymen's Association, and be selected for its native characteristics or survival in the climate for the Kansas City region, and be planted and maintained ASNS specifications. Plants shall meet the following specifications at planting:

Table 407-2: Plant Specifications

Type	Specification
Large Tree	2" caliper
Small or Ornamental Tree	1.5" caliper
Evergreen	6' minimum height
Shrub	18" minimum height
Ground Cover	50% coverage at planting; Full coverage within 2 growing seasons
Turf	All proposed or required turf areas shall be sodded.

- D. **Tree Diversity.** The required trees planted shall promote diversity with the following species selection criteria.

Table 407-3: Tree Diversity

Required Trees	Diversity*
1 – 4	May be all one species but should be diverse from other species or genus in the vicinity.
5 - 10	At least 2 genus No more than 50% of any one species
11 - 20	At least 3 genus; AND At least 5 species No more than 33% of any one species
21 or 50	At least 3 genus ; AND At least 5 species No more than 20% of any one species

* Any streetscape master plan or public realm plan may achieve street tree diversity on a block-scale basis, while planting the same species on individual segments for the urban design affect.

- E. **Credits for Existing Vegetation.** Successful incorporation of existing and healthy vegetation that meet these performance criteria may be credited towards any landscape requirement. Credits shall be on a 1 for 1 basis for any vegetation that meets the minimum specifications, except that landscape material more than three times the specified size or otherwise of exceptional quality may be credited on a 2 for 1 basis.
- F. **Design and Performance Criteria.** In addition to the above planting requirements, all landscape plans shall be designed according to the following performance criteria, and in individual cases additional plantings may be warranted in order to meet these criteria:
- Existing natural features of the site, such as groves of trees, extreme slopes, areas intended to serve as buffers and areas not intended for development, shall be retained and incorporated into the design to the maximum extent practical.

2. Landscape areas shall be utilized to the maximum extent possible for natural stormwater mitigation practices and to satisfy stormwater management criteria. Examples of natural stormwater mitigation practices include filter strips, vegetative swales, pervious pavement systems and sand filters.
3. Native plants and vegetation shall be utilized to the maximum extent reasonable, i.e., drought tolerant plants should be planted in landscape islands and water resistant plants should be planted near stormwater retention facilities.
4. All required landscape and open space areas shall remain free of debris and refuse and be appropriately maintained.
5. Designs shall best integrate sites and projects into their surroundings, or promote any distinct characteristics of the area identified in the Master Plan or any specific plans.
6. Designs should emphasize any focal points of an area or project, and pay particular attention to the relationship with the streetscapes.

Section 407.030. Buffers, Screens and Fencing

- A. **Buffer Types.** In addition to the general site and landscape requirements, certain projects, land uses, or elements of site design have potential impacts that require them to be buffered or screened from adjacent property. The following buffer types are established to be incorporated into site designs in specific contexts.

Table 407-4: Buffer Planting Requirements

Buffer Type	Buffer Size and Planting Requirement
Type 1 <i>A compact, and more densely landscaped area used to screen and mitigate potential impacts on abutting property. Type 1 buffers may be necessary in combination with other buffers on particular portions of the site plan.</i>	At least 5' wide. 1 evergreen per 8 linear feet or 1 shrub per 5 linear feet. OR a fence or ornamental wall that provides a solid screen between 6' and 8' with a lessor combination of plant material to soften the wall or fence.
Type 2 <i>A landscape strip used to soften and provide aesthetic improvements within the setback area and improve the compatibility of certain land use transitions.</i>	At least 10'. 1 large tree or 2 small trees per 50 linear feet. 1 shrub per 10 linear feet.
Type 3 <i>A landscape strip used to separate and screen potentially incompatible sites or land use transitions.</i>	At least 20' wide. 1 large tree or 2 small trees per 40 linear feet. 1 evergreen per 20 linear feet. 1 shrub for every 10 linear feet. OR a 6' berm or solid fence combination with a lessor combination of plant materials to the outside.
Type 4 <i>A landscape area along the frontage of thoroughfares and corridors designed to preserve or strengthen the natural features and characteristics of the area through more dense vegetation in a compact area.</i>	At least 35' wide along frontage. 1 large, small or evergreen tree per 4 linear feet. 1 shrub or evergreen per 2 linear feet of frontage.
Type 5 <i>A landscape area along the frontage of thoroughfares and corridors designed to preserve or strengthen the natural features and characteristics of the area through more moderate vegetation in a larger area.</i>	At least 50' wide along frontage. 1 large, small or evergreen tree per 10 linear feet. 1 shrub 4 linear feet.

Table 407-4: Buffer Planting Requirements

Type 6 <i>A landscape area along the frontage of thoroughfares and corridors designed to preserve or strengthen the natural features and characteristics of the area through dispersed vegetation in a wide area.</i>	At least 100' wide along frontage. 1 large, small or evergreen tree per 20 linear feet. 1 shrub per 20 linear feet.
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- B. **Buffer Requirements.** In general, each buffer type is required in the following specific circumstances. In instances where the specifics of any particular project or context would allow a different buffer type to equally or better meet the intent of this Chapter and the Design and Performance Criteria of this Section, the Director or Planning Commission may approve an alternative buffer through the site plan application. In addition to these specific circumstances, any combination of these buffers may be required as a condition of any Special Use permit review for particular uses.

Table 407-5: Buffer Planting Requirements

Buffer Type	When Required
Type 1	For screening high intensity portions of site from streetscape or abutting property according to design and performance standards in Section 407.030.D. Specifically applicable for trash enclosures; outdoor storage; drive-through, loading, or service areas abutting residential areas; or surface parking located within 10 feet of residentially used or zoned property. Type 1 buffers may be required in addition to or in combination with other buffer types.
Type 2	Along non-commercial frontages of collector and arterial streets, except those with Activity street designs. Any multi-building or apartment project greater than 1/2 acre but less than 2 acres abutting R-4 or lessor intense zoning. Any non-residential project under 1 acre abutting residentially used or zoned property. Any I-1 project abutting lessor intense districts.
Type 3	Any I-2 or I-3 abutting lessor intense districts. Any multi-unit building or apartment project of 2 acres or more abutting R-4 or lessor intense zoning. Any non-residential property of 1 acres or more abutting R-4 or lessor intense zoning.
Types 4, 5 and 6	Along frontages of major thoroughfares that have a Natural street design. Landscape should be designed to provide a mix of deciduous and evergreen trees and shrubs dispersed throughout the buffer area. May incorporate civic and open space requirements, if any, into this area.

- C. **Fence Specifications.** All fencing for screening, security, or privacy shall meet the following standards.
1. **Front and Street-side Fencing.** All fencing in front of the front building line, or on the street-side on corner lots shall:
 - a. Be limited to no higher than 42 inches; and
 - b. Have a transparency of at least 33% up to four feet (i.e. a three and one-half foot high picket fence shall have a picket to void ratio of 2:1 or greater transparency; or ornamental walls should similarly have voids comprising at least 33% of the area below three and one-half feet.).

- c. Any fence or wall constructed within 15 feet of the street right-of-way shall be limited to decorative or ornamental fencing and screening, with materials complementing the architectural style and materials of the principle building.
 - d. On corner lots, street-side fencing behind the front building line may meet the standards in for rear and side fencing in sub-section 2. below, provided it is no closer than five feet from any sidewalk located in the right-of-way.
 - 2. **Rear and Side Fencing.** All rear and interior side fencing located behind the front building line shall:
 - a. Be limited to no higher than six feet, or up to seven feet in all non-residential districts.
 - b. May have a solid screen.
 - 3. **Other Fencing Design Standards.**
 - a. Any fencing that could potentially create a sight obstruction for vehicles crossing pedestrian areas or entering the street may require greater transparency or additional location restrictions to allow for safe sight distances for the vehicle.
 - b. All fencing located along adjacent lot lines shall be constructed so that either:
 - (1) The fence is on the property line; or
 - (2) The fence is at least three feet from the property line. Any areas set back three feet or more from the property line, which could become enclosed by other similarly located fences, shall provide at least one gate for access and maintenance equipment.
 - c. All fences shall be constructed so that the finished side faces adjacent property or any public right-of-way.
 - d. Fences shall be constructed out of any of the following materials:
 - (1) Wood or vinyl simulating wood;
 - (2) Wrought iron or aluminum simulating wrought iron;
 - (3) Stone, brick, concrete with stone or brick veneer, or pre-cast concrete simulated stone or brick; or
 - (4) Chain link or vinyl clad chain link:
 - (a) In all residential districts, in the rear or side yard only with a maximum height of four feet;
 - (b) In the I-1, I-2, and I-3 districts, in the rear and side only, but no closer than 30 feet from any public street;
 - (c) In commercial districts, in the rear or side only, except prohibited in the OTD district.
- D. **Design and Performance Standards.** Buffers, screens and fences shall be designed to meet the following performance standards. In addition to the requirements specified for each buffer type, the arrangement of plants, grading or berming of land, or inclusion of fences walls or other screens may be necessary to meet these design and performance standards.
 - 1. Eliminate glare from traffic internal to the site, outdoor lighting or other operations on the site.
 - 2. Mitigate noise to comparable ambient noise levels found by other compatible uses throughout the area or district.
 - 3. All buffers, screens and fences shall meet the proper lines of site at all intersections of streets, all driveway entrances and the intersection of internal access streets. The proper lines of site shall be based upon the control if the intersection or access, the stopping point, and the expected speeds of oncoming traffic as provided in section 404.010.E.2.
 - 4. All high impact site elements such as trash enclosures, service and loading areas, utility and mechanical equipment, or outdoor storage shall be located on remote portions of sites away from streetscapes, public view and from adjacent residential property. In cases were these facilities are near interior boundaries which may impact abutting

- property, a combination of Level 1 and Level 2 buffers shall be designed to limit potential impacts.
5. Trash receptacles, in addition to perimeter buffers for the site, shall be located on a remote area and stored inside a structure or enclosure compatible with the design and materials of the surrounding buildings. Enclosures shall be constructed of a durable material designed to withstand regular use by heavy equipment, including masonry, steel, and hard wood. If the trash receptacle is not visible from a public street or adjoining residential property, alternative screening methods may be allowed.

Section 407.040. Outdoor Lighting

- A. **Mounting Height.** All exterior lighting shall be limited to the mounting heights specified in the following table:

TABLE 407-6: MOUNTING HEIGHT

Location	Height Limit
Driveways and Parking Areas	37.5' in B-2, B-4, I-1, I-2, I-2 districts 25' in all other districts
Pedestrian Walkways, Plazas or Courtyards	16'
Facade Lights	Below the eave or cornice line, provided the light is directed downward
Other Site Lighting	12'

- B. **Shielding.** All exterior lighting shall be shielded as specified in the following table:

TABLE 407-7: REQUIRED SHIELDING

Watts (or equivalent Lumens) or Mounting Height	Shield Type		
	Full Cutoff ^a	Cutoff ^b	Semi-cutoff ^c
All lights mounted above 25'; or All lights above 450 Watts	required	prohibited	prohibited
All lights Between 100 Watts and 450 Watts	permitted	required	prohibited
All Lights Between 55 Watts and 99 Watts; or Any Light Mounted Between 12' and 25'	permitted	permitted	required
All Lights Mounted below 12' AND Less than 55 Watts	No shielding is required; all shielding types permitted.		

- a Full cutoff fixtures emit 0% of its light above 90 degrees and 10% above 80% from horizontal.
- b Cutoff fixtures emit no more than 2.5% of its light above 90 degrees and 10% of its light above 80% from horizontal.
- c Semi-cutoff fixtures emit no more than 5% of its light above 90% and 20% of its light above 80 degrees.

- C. **Design and Performance Criteria.** In addition to the mounting height and shielding standards, exterior site lighting shall meet the following design and performance standards:

1. All lighting shall be designed and located to not provide direct light or glare onto any adjacent property.
2. All lighting shall be reduced to levels necessary only for security purposes within one hour after closing of the business.
3. All facade lighting and or other externally illuminating lights shall use shielded, directional fixtures, designed and located to minimize uplighting and glare.

Section 407.050. Stormwater Management

- A. **General Requirement.** All sites shall provide improvement necessary to adequately handle stormwater. In areas already subject to a stormwater management plan at the block- or area-scale as provided in Chapter 404, compliance with that plan shall satisfy the site design requirements. In all other cases, site specific best management practices shall be used to manage the peak flow, quantity and quality of stormwater run-off expected from development activity in manner that poses no significant impact on other sites compared to pre-development conditions.
- B. **Best Management Practices.** In general, stormwater management should prioritize strategies that manage stormwater at the largest scale possible, strategies that infiltrate stormwater into the ground within or as close to the site as possible, and strategies that integrate stormwater functions into other site and landscape design elements. The appropriate strategy will be highly dependent on the surrounding natural systems, the presence of broader stormwater facilities, and the specific topography and soil conditions of the site. The following strategies should be used in descending order of preference to meet site-specific stormwater standards.
1. Integration into a district, area, or block storm water management plan.
 2. Constructed wetlands that mimic retention, filtration and infiltration of natural systems.
 3. Infiltration systems and porous materials that infiltrate runoff into the ground.
 4. Filtration systems that use natural materials to slow, filter and convey stormwater to other systems.
 5. Retention areas that capture and store runoff in permanent ponds, provided they are designed as an amenity to the site or vicinity.
 6. Detention ponds or detention vaults that capture and store runoff temporarily, but serve little other purpose on the site.

Chapter 408. Access and Parking Standards

Section 408.010	Intent and Applicability
Section 408.020	Access and Circulation
Section 408.030	Required Parking
Section 408.040	Loading
Section 408.050	Parking Lot Design
Section 408.060	Alternative Access and Parking Plan

Section 408.010 Intent and Applicability

- A. **Intent.** It is the intent of this Chapter is to:
1. Emphasize the importance of site access for a variety of modes of transportation.
 2. Provide the optimal amount of vehicle parking for individual sites, recognizing that too much and too little parking each have negative impacts.
 3. Create access and parking standards appropriate to the context of the project, considering street designs and surrounding development patterns.
 4. Ensure appropriate site and design features that mitigate the physical and aesthetic impact of parking on surrounding sites.
 5. Maximize opportunities for on-street parking, shared parking or reduced parking rates where appropriate, and reduce the need to dedicate areas of individual adjacent sites to underutilized and redundant surface parking.
 6. Promote parking designs that minimize runoff and infiltrate storm water into the ground.
- B. **Applicability.** An access and parking plan is required in association with a site plan, according to the application requirements in Article 3. Specifically the standards in this Chapter apply to:
1. A change of use for an existing site or building, but only where the new use would require 120% or more parking than exists.
 2. An expansion of an existing building or use of a site by more than 20%.
 3. All new buildings or uses on a site.
 4. Where additional parking is required for an existing site or building, the landscape and design standards shall only apply to the newly constructed parking, except when more than 50% of a parking area is added to, resurfaced or otherwise impacted, then all new parking and access shall comply with this Chapter

Section 408.020 Access and Circulation

A. Driveways.

1. **Location and Spacing.** Driveway location and spacing shall be limited based on the functional class of streets and the distance from intersections or other driveways as specified in Table 408-1: Access Location and Spacing. All measurements shall be along the right-of-way lines and taken from the edge of the access point or intersecting street.

Table 408-1: Access Location and Spacing

Functional Class			
	Arterial*	Collector	Local
Residential	200' min. separation 150' min. from corner	50' min. separation; 100' average separation along a block 100' min. from corner	10' min. separation; 100' average separation along a block. 20' min. from corner
Non-Residential	200' min. separation 150' min. from corner	50' min. separation; 150' average separation along a block 100' min. from corner	25' min. separation; 150' average separation along a block 50' min. from corner

* Direct access to an arterial street shall be permitted only when the subject property has no other reasonable access to the street system, and only if the Public Works Director determines that the proposed access point is safe and is subject to the limits of this table.

** The Public Works Director may allow averaging of the separation of access points along any block face and alternative spacing through platting, provided there are no adverse impacts on the transportation network, the street design types in Chapter 404 are followed, and the Intent of this section is equally or better served.

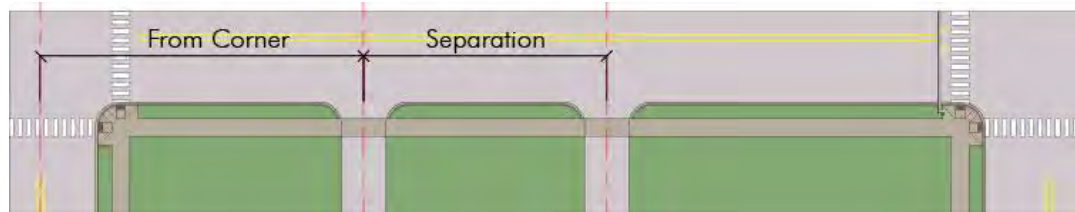


Figure 408-1: Access Location and Spacing

The figure illustrates the measurement of separation between intersections and lot access. Measuring the distance from the centerline of the roadway or access drive.

2. **Width.** Driveway widths shall be limited based on the design of the street types in Chapter 404, and based on Table 408-2: Driveway Widths. Widths shall apply to areas within the right-of-way and generally within the lot frontage areas between the right-of-way and front building line, however driveways that taper to larger garage entries and parking areas are permitted.

Table 408-2: Driveway Widths

		<i>Street Design Type</i>			
		<i>Standard</i>	<i>Neighborhood</i>	<i>Activity</i>	<i>Natural</i>
<i>Residential</i>	50% of lot width, max.; May not exceed 30' unless designed as internal access street	20% of lot width, max.; May not exceed 20' unless designed as internal access street	15% of lot width, max.; May not exceed 20' unless designed as internal access street	15% of lot width, max.; May not exceed 20' unless designed as internal access street	15% of lot width, max.; May not exceed 20' unless designed as internal access street
<i>Non-Residential</i>	20% of lot width, max.; May not exceed 36' unless designed as internal access street	15% of lot width, max.; May not exceed 24' unless designed as internal access street	N/A; Activity streets are designed for high pedestrian amenity and limited vehicle access. Non-residential access requires an ally system or shared internal block asses		15% of lot width, max.; May not exceed 24' unless designed as internal access street

* Where application of the width limits or these spacing standards appears to constrain access, different driveway configurations should be used such as alleys, internal access streets, shared drives or single driveways to expanded parking areas. Industrial uses with frequent truck traffic are exempt from this driveway width limits. The standards in this table are generally applicable, except where other sections of this code adopt different standards or incorporate design guidance for a more specific area, the more specific shall apply.

3. **Setbacks.** Except for where shared or common access is permitted and executed through easements, driveways shall be set back from all lot lines based on Table 408-3: Driveway Side Setbacks:

Table 408-3: Driveway Side Setbacks

<i>Access Type</i>	<i>Side Setback</i>
Residential Access: < 6 dwelling units	3' minimum
Residential Access: 6 – 12 dwelling units	6' minimum
Non-residential access or Residential access for 13+ dwelling units	10' minimum

- B. **Internal Access Streets.** Any single block, lot or site greater than five acres shall provide a system of internal access streets that establish access and circulation within the site. Internal Access Streets:
1. Shall be laid out to organize the site into smaller internal blocks between one and four acres.
 2. Shall be designed to mimic public street cross sections in Chapter 404, including sidewalks, landscape amenities, on-street parking and travel lanes.
 3. May be treated as public streets for determining the proper location, orientation and design of sites and buildings within the project.

C. **Sidewalks.**

1. **Generally.** Development sites shall include direct sidewalk connections and circulation at the same or greater frequency as provided for vehicles. Sidewalks connect public entrances and sites, in the most direct manner possible, with the following:
 - a. Sidewalks in the public streetscape or along internal access streets.
 - b. Parking areas, and any walkways or cross-walks within the parking areas.
 - c. Any civic open space designed for active use.
 - d. Adjacent sites, where pedestrian connections through public streetscapes or internal access streets is not practical or is too remote.

2. **Sidewalk Width.** Internal sidewalks shall meet the requirements of Table 408-4: Internal Sidewalk Widths:

Table 408-4: Internal Sidewalk Widths

Location	Minimum Width
Generally	5'
- Along any building façade abutting a parking area; - Along any parking with vehicle overhangs; OR - A primary route between the street or parking area and the building entrance.	8'
Along any building façade with a primary entrance	10'
Along any internal access street	Width based on the specifications for the most applicable street cross-section in Chapter 404.

3. **Pedestrian Amenities.** Sidewalks and internal pedestrian circulation shall be separated from moving vehicles to the extent feasible with curbs, landscape buffers, curbside parking, except for crosswalks in limited locations.
4. **Crossings.** All driveways and alleys shall generally intersect with sidewalks on the perimeter of the block at the sidewalk grade, and the material and construction of the sidewalk shall continue across the drive. For drive aisles and internal access streets, the vehicle grade may interrupt the sidewalk. Where the pedestrian crossing exceeds 24 feet, cross-walks or other features to identify pedestrian crossings may be required. Design features such as bump outs, raised crossings, medians or other landscape and urban design amenities that emphasize the pedestrian crossing and shorten the distance pedestrians cross dedicated vehicle ways may be considered.

- D. **Traffic Impacts.** Wherever the Director of Public Works determines that the above requirements will adversely impact the function of the transportation network in the vicinity of the site, alternative access standards may be required to better meet the intent of this section. In addition, any specific access management study or plan for a portion of the city may alter the application of these standards and guidelines.

Section 408.030. Required Parking

- A. **Vehicle Parking Rates.** Table 408-5: Required Parking provides general minimum requirements and applies to all similar uses not specifically listed. Where the classification of the use is not determinable from the table, the Community Development Director shall determine the appropriate classification based on industry guides and the most similar use in terms of scale, function and operation. The following criteria shall be used in interpreting the table:

1. A rate based on employees shall consider maximum number of employees likely to be on-site at one time.
2. A rate based on square footage shall consider the service area open to the public or patrons, or leasable floor area. Where this number is not easily or readily determined, 85% of gross floor area may be used.
3. A rate based on seating shall consider total number of seats based on industry standards for typical layouts of buildings.
4. A rate based on capacity shall be the maximum permitted under public safety and building codes
5. Where uses or sites have components of different uses (i.e. hotel with a restaurant), each component shall be calculated under most applicable rate.

Table 408-5: Required Parking

<i>Residential Dwellings</i>		
Detached House;	2 per dwelling unit, both fully enclosed	
Duplex, Row House	2 per unit, at least one fully enclosed	
Apartments, etc.	1.5 per dwelling unit generally;	
	2 per unit if 3 or more bedrooms;	
	1 per unit for efficiency or studio units.	
Accessory Dwelling Unit	1 per dwelling unit	
Group Living	0.5 per bed / room; AND 1 per employee	
<i>Civic / Institutional</i>		
Generally	2.5 per 1,000 s.f.	
Schools	10 per class room (college)	
	20 per class room (technical college / trade school)	
	8 per class room (high school)	
	4 per class room (elementary and junior high school)	
Assembly	1 per 4 seats; plus	
	1 per 100 s.f. of the largest meeting room	
Hospital/Institutional Living	1.8 per bed	
Outdoor Recreation	1 per 10,000 s.f. passive; 1 per 1,000 s.f. active/programmed; 1 per 5 seats for any venues	
<i>Commercial & Service</i>		
General Retail	1 – 2,000 s.f.	= 2.5 per 1,000 s.f.
	2,001 – 25,000 s.f.	= 5 per 1,000 s.f.
	25,001 or more s.f.	= 4 per 1,000 s.f.
Convenience Store / Gas Station	5 per 1,000 s.f.	
Outdoor Sales	1 per 1,000 s.f.	

Table 408-5: Required Parking

Service/Office	3 per 1000 s.f. generally; 5 per 1000 s.f. for medical or dental offices
Barber / Beauty	2 per seat/service stall
Daycare	1 per 400 s.f.
Service Station	3 per pump, plus 1 per 200 s.f. for any retail area
Live Work	3 per unit
Lodging	1 per room
Entertainment Venue / Theater	1 per 4 seats
Mortuary/Funeral Home	1 per 3 seats
Fitness / Exercise Studio	4.5 per 1,000 s.f.
Medical / Dental Office / Clinic	5 per 1,000 s.f.
Recreation, Indoor	6 per 1,000 s.f.
Bowling Alley	4.5 per lane; AND 2 per 1,000 s.f. for ancillary entertainment areas
Restaurant, General	10 per 1,000 s.f. generally; 12 per 1,000 s.f. for fast food; Plus 1 per employee; plus 5 per drive-thru service area (stacking)
Bar / tavern	1 per 4 seats or 4 person building capacity; PLUS 1 per employee
Industrial	
Generally	2.5 per 1,000 s.f.
Outdoor storage, warehousing or similar large-scale uses	1 per 2,500 s.f. of outdoor sales and service area; plus 2 per 1,000 s.f. of indoor sales area; plus 1 per 1,000 s.f. of indoor storage areas

- B. **Maximum Parking.** No use shall provide more than 15% more than the minimum required parking without documented evidence of actual parking demand based on studies of similar uses in similar contexts. In addition, any parking permitted over 15% shall require mitigating potential impacts of more parking through one or more of the following strategies:
1. Provide shared parking for other uses on the block or adjacent blocks according to Section 408.030.C.5.
 2. Design all parking areas over the minimum as dual purpose space, such as plazas, playgrounds, event areas for regular use of the space during non-peak times (see civic space design standards).
 3. Use alternative surface areas designed to infiltrate stormwater.
 4. Provide additional buffers and site open spaces to screen parking and provide more active usable outdoor spaces, of at least a 10% increase in the open space or buffers and at least a 20% increase in the amount of landscape material required for the parking.
- C. **Parking Reductions.** The parking required by Table 408-1 may be reduced depending on context, and according to the following strategies:

1. **Downtown.** For the purposes of this Section, "downtown" means the area bounded on the north by 3rd Street, on the east by the White Aloe Creek, on the south by the railroad tracks, and on the west by West Street.
 - a. **Residential Uses.** No residential parking shall be required for two or fewer dwelling units on a lot. For more than two dwelling units, 1.5 spaces per dwelling unit is required.
 - b. **Non-residential Uses.** No parking is required for existing buildings and uses, or for new buildings and uses under 1,500 square feet. Parking shall only be required for any increase caused by any new construction or change of use. Any construction that removes an existing parking space shall be replaced, unless the space(s) are in excess of the requirements for that use and are in the same ownership.
2. **On-street Parking Credit.** All on-street parking within 600 feet of any lot frontage shall count towards the parking requirement at a rate of one space for every two on-street spaces.
3. **Bicycle Parking Credit.** All on-site bicycle parking designed and located according to Section 408.030.D. may reduce the required vehicle parking at a rate of one space for every four bicycle parking spaces up to a maximum of 15% of the required vehicle parking.
4. **Public Parking Credit.** Any site within 600 feet of a public parking area may reduce the required vehicle parking at a rate of one space for every two public parking spaces.
5. **Shared Parking.** Required parking may be reduced for any site containing multiple uses, or for adjacent sites with different uses according to Table 408-6: Shared Parking. Any shared parking arrangement shall require an agreement among all landowners participating in the agreement to ensure access, joint use, maintenance, and other operational issues. A reduction program that differs from Table 409-6 may also be approved in association with the agreement upon preparation of the joint parking study for the sites and uses demonstrating adequate parking during peak hours for all parties to the agreement.

Table 408-6: Shared Parking

Use	Percentage of Required Parking by Time Period				
	Weekday		Weekend		All
	6 AM to 5 PM	5 PM to 1 AM	6 AM to 5 PM	5 PM to 1 AM	1 AM to 6 AM
Employment	100 %	10 %	5 %	5 %	5 %
Retail or Service	75 %	75 %	100 %	90 %	5 %
Restaurant	50 %	100 %	75 %	100 %	25 %
Entertainment & Recreation	30%	100 %	75 %	100 %	5 %
Place of Worship	5 %	25 %	100 %	50 %	5 %
School	100 %	10 %	10 %	10 %	5 %
Dwellings	25 %	90 %	50 %	90 %	100 %
Lodging	50 %	90 %	75 %	100 %	100 %

6. **Alternative Parking Plans.** All other parking reductions or credits require Planning Commission and Board approval as provided in Section 408.060.

D. **Bicycle Parking.** All non-residential or multifamily uses within 1,000 feet of a designated bicycle route or trail shall provide bicycle parking spaces according to Table 408-7: Bicycle Parking.

Table 408-7: Bicycle Parking

Activity	Required Spaces
Primary or secondary School	25% of the number of students
Retail or office uses	10% of the required vehicle spaces.
Other Institutional or Entertainment uses	5% of the required vehicle spaces.
Industrial Uses	3% of the number of employees.
Residential	1 per dwelling unit

Section 408.040. Loading

A. **Loading Requirements.** Off-street loading spaces shall be provide according to Table 408-8: Off-Street Loading.

Table 408-8: Off-Street Loading

Use or Use Category	Floor Area	Required Loading Spaces
Retail, restaurant, wholesale, warehouse, general service, manufacturing or industrial uses	2,000 – 10,000 s.f.	1
	10,000 – 20,000 s.f.	2
	20,000 – 40,000 s.f.	3
	40,000 – 60,000 s.f.	4
	Each 50,000 over 60,000 s.f.	1 additional
Apartment, hotel, office, institution and public assembly	5,000 – 10,000 s.f.	1
	10,000 – 100,000 s.f.	2
	100,000 – 200,000 s.f.	3
	Each 100,000 over 200,000 s.f.	1 additional
Funeral home or mortuary	2,500 – 4,000 s.f.	1
	4,000 – 6,000 s.f.	2
	Each 10,000 over 6,000 s.f.	1 additional

- B. **Design Standards.** Loading areas shall be at least 12 feet by 35 feet with vertical clearance of at least 14 feet, except that loading spaces for funeral homes may be reduced to 10 feet by 25 feet with eight feet vertical clearance.
- C. **Mixed Use Buildings or Districts.** In any area, project or zoning district designed to promote pedestrian activity, or for buildings and sites where more compact building and site design is required, alternate loading standards shall be permitted, which may include sharing of loading spaces among multiple smaller tenants, using side streets or alleys – particularly during off hours for loading or deliveries, or other similar strategies that avoid designing sites simply for large vehicle access.

Section 408.050. Parking Design

- A. **Location, Size and Landscape Area.** On-site parking shall be designed and located in a manner that mitigates negative impacts on streetscapes and adjacent property. The design standards in Table 408-9: Parking Design are based on the number of parking spaces per area and the location on the lot relative to the principal building (front, side or rear).

Table 408-9: Parking Design

<i>Spaces per Block</i>	<i>Front</i>	<i>Side</i>	<i>Rear</i>
<i>250 or more</i>	* Must be broken into smaller parking blocks.	* Must be broken into smaller parking blocks.	10% Internal Landscape Islands; AND 10' Perimeter Buffer.
<i>150 - 249</i>	* Must be broken into smaller parking blocks	10% Internal Landscape Islands; AND 10' Perimeter Buffer.	8% Internal Landscape Islands; AND 10' Perimeter Buffer.
<i>100 - 149</i>	8% Internal Landscape Island 10' Perimeter Buffer; AND 15' Front Setback Buffer	8% Internal Landscape Islands; AND 10' Perimeter Buffer.	5% Internal Landscape Islands; AND 6' Perimeter Buffer
<i>50-99</i>	8% Internal Landscape Islands; 10' Perimeter Buffer; AND 15' Front Setback Buffer	5% Internal Landscape Islands; AND 6' Perimeter Buffer	6' perimeter buffer
<i>20-49</i>	5% Internal Landscape Islands; AND 6' Perimeter buffer;	5% Internal Landscape Islands; OR 6' Perimeter Buffer	No requirement other than 6' setback
<i>Under 20</i>	5% Internal Landscape Islands; OR 6' Perimeter Buffer	No requirement other than 6' setback	No requirement other than 6' setback

* Where individual sites require or provide parking areas larger than the maximum size in this table, parking lots shall be broken into "parking blocks" meeting the size, location, and landscape requirements of this table. These "parking blocks" shall be arranged around internal access streets meeting that mimic public streetscape design standard per Chapter 404.020.

- B. **Landscape Design.** Landscape areas required by Table 408-9 shall be arranged to achieve the following results:

1. Parking pods of no more than 40 spaces without landscape islands either through end caps or center strips.
2. No landscape island shall be less than eight feet in any dimension and no smaller than 150 square feet.
3. The maximum distance in any direction between landscape areas and surrounding parking block edges or buffers shall be 180 feet.
4. All buffers and islands shall have the proper allocation of landscape materials required by Section 408.020.A, and be arranged to provide shade, infiltrate runoff, soften large expanses of pavement and screen parking from adjacent streets and property.
5. Any parking otherwise permitted within 25 feet of any right of way or internal access street shall be screened with a continuous hedge, or decorative wall or fence compatible with the design of buildings, or a combination of both. The hedge, wall, or fence shall provide a continuous screen between two and one-half and four feet high, except at access points or pedestrian entrances.
6. Any non-residential parking permitted within 30 feet of a lot zoned R-2 or a lesser district, or any parking area greater than 10 spaces adjacent to property zoned or used for residential purposes, shall be screened with a combination of a landscape buffer and a six-foot high solid fence or wall.

- C. **Specifications.** Parking areas shall be designed to meet the dimension specifications in Table 408-10: Parking Dimensions.

Table 408-10: Parking Dimensions

Parking Angle Width	Width Parallel to Aisle	Depth to wall	Depth to Interlock	Aisle Width*	Module**		Bumper Overhang
					Wall to Wall	Interlock to Interlock	
45° / 9.0'	12.7'	19.5'	16.5'	12'	51'	45'	2.3'
45° / 9.5'	13.4'	19.5'	16.5'	11'	50'	44'	2.3'
60° / 9.0'	10.4'	20.5'	18.5'	16'	57'	53'	2.3'
60° / 9.5'	11.0'	20.5'	18.5'	15'	56'	52'	2.3'
75° / 9.0'	9.3'	20.0'	19.0'	23'	63'	61'	2.5'
75° / 9.5'	9.8'	20.0'	19.0'	22'	62'	60'	2.5'
90° / 9.0'***	9.0'	18.5'	18.5'	26'	63'	63'	2.5'
90° / 9.5'***	9.5'	18.5'	18.5'	25'	62'	62'	2.5'

* Measured between ends of stall lines.

** Rounded to the nearest foot.

*** For back-in parking, aisle width may be reduced 4.0.'

- D. **General Design Standards.**

1. All required parking shall be on-site except as specifically provided in Credits or Shared parking sections. Additionally, the Planning Commission may allow for a portion of required parking to be located off site through a site plan review, provided it is within 300 feet of the subject site, it is in the same or comparable zoning district, there are no pedestrian barriers such as highways or other access constraints, and an agreement demonstrating rights and control of the off-site property is provided.
2. All on-site parking lots shall provide a sufficient amount of barrier free accessible spaces, meeting the Americans with Disabilities Act (ADA) guidelines for quantity, design and location.

3. No parking space shall be located where it backs into a drive aisle within 20 feet of the entrance to a street, except that parking areas for five or fewer cars may back directly onto the street.
4. All parking and access areas shall be designed to adequately address drainage and runoff, including curb, gutters and inlets, or any other drainage strategy approved by the Director of Public Works to support best management practices to minimize runoff and encourage infiltration of storm water.
5. All parking and access lighting shall meet the standards in Section 407.040.
6. All parking areas and driveways shall be surfaced with a permanent asphalt or concrete surface, except that residential lots more than five acres may use gravel for any portion of the driveway beyond 100 feet from the edge of street pavement.
7. Designated lanes for delivering and freight truck access and fire lanes shall be designed and constructed to support the weight of anticipated loads, acceptable to the Director of Public Works and the fire district.
8. All parking areas and drives in non-residential zoning districts shall have an edge constructed of straight-back concrete curbing (Type CG-1) or an integral concreted sidewalk and curb with a vertical face. Temporary asphalt curbs may be used in areas to be expanded only as shown and approved on a development plan or deferred parking plan.
9. Parking areas shall be designed so that sanitation, emergency and other public service vehicles can serve the development without backing unreasonable distances or making other dangerous turning movements.
10. The Director of Public Works may approve alternatives to any of these design standards or construction specifications, if they demonstrate superior stormwater management performance and sufficient durability and long-term maintenance.

E. Operational Limits.

1. All minimum required parking shall be reserved and used for that purpose except for what may be permitted through a Conditional Use Permit or other specific exception or approval provided in this code.
2. In residential zones, no motor vehicle designed or regularly used for carrying freight, merchandise or other property or more than eight passengers and that is licensed in excess of one ton gross vehicle weight, excluding vehicles licensed as a recreational vehicle, shall be parked on a lot.
3. Parking in residential districts shall be limited to enclosed garages, the driveway, adjoining asphalt or concrete pats, or public streets where permitted. Parking on other areas of the lot is prohibited, except for lots over five acres may park on a gravel surface.
4. Inoperative vehicles may not be store or repaired on the premises, other than in enclosed garages, or except in industrial zoning districts.
5. Construction equipment and construction vehicles may not be store or repaired on the premises, except:
 - a. When stored in an enclosed garage;
 - b. When utilized for construction activities pursuant to a valid permit from the City for the premises, or permitted work in the right-of-way; or
 - c. When associated with a condition use permit or as accessory to an allowable primary use.
 - d. In industrial zoning districts

Section 408.060. Alternative Access and Parking Plan

- A. In recognition that inflexible application of the access and parking standards in Chapter may result in inadequate or excessive parking and circulation, an alternative may be established through an alternate access and parking plan. The Board of Aldermen following a

recommendation by the Planning Commission may approve the alternate access and parking plan through the site plan process in Section 403.060 or 403.070.

- B. An increase or decrease in the number of spaces required by this Chapter in excess of five percent of what is otherwise authorized through the standards, credits and exceptions in this Chapter, can only be allowed through approval of an alternate access and parking plan.
- C. A request for approval of an alternate parking plan shall be accompanied by a site plan and the following information:
 - 1. A parking demand study or other data that establishes the number of spaces required for the specific use. The study or data may reflect parking for the same use existing at a similar location or for similar uses at other locations. Published studies may be utilized to back up alternative parking requests.
 - 2. If shared parking is proposed for a mixed-use development, the sum of peak parking demands by use category shall be accommodated for day and night hours on weekdays and weekends. The guidelines for shared parking contained in this Chapter may be used in lieu of a separate study.
 - 3. If a remote or off-site parking lot is proposed to meet any portion of the parking required, the site and its current zoning classification must be identified, along with the method to transport parking patrons to the use.
 - 4. A portion of the required parking may be deferred and remain unimproved until it necessary to adequately serve parking demand. Any approved deferral shall show where and how the parking will be constructed, and specifically indicate what event will trigger the construction of the deferred parking. The area reserved for future parking shall be brought to finished grade and shall be landscaped, and it shall not be used for any permanent purpose or structure unless a revised site plan and parking plan is approved. This area shall not count in the open space or landscape calculations.

Chapter 409. Sign Standards

Section 409.010	Intent and Applicability
Section 409.020	Exempt Signs
Section 409.030	Sign Types
Section 409.040	Sign Allowances
Section 409.050	Standards Applicable to All Signs
Section 409.060	Standards Applicable to Specific Sign Types
Section 409.070	Planned Districts

409.010 Intent & Applicability

- A. **Intent.** The intent of this section is to:
1. Preserve the unique character of the city as reflected in distinct areas and districts within the city by ensuring signs contribute to an appropriate sense of place.
 2. Enhance the visual quality and civic beauty of the community reflected in the visual priority of buildings, open spaces, streetscapes, landscape, and other investments in the public realm.
 3. Ensure safety of pedestrians, motorists or other users of the public rights-of-way and open spaces by ensuring signs are maintained and structurally safe, and do not distract or reduce the effectiveness of public safety signs.
 4. Promote economic viability by assuring that the city will be a visually pleasant place to visit, conduct business, and live.
 5. Provide effective and efficient identification and communication for businesses without excessive competition for visual attention.
 6. Protect property values by minimizing adverse effects of signs on adjacent property, which can occur from conditions such as light trespass, obstructing the views and access, or visual clutter and blight.
- B. **Applicability.** All new signs and replacement of existing signs shall require a sign permit demonstrating compliance with these sign standards, unless exempt from a permit by Section 409.020. Ordinary maintenance, care or repair of existing signs or change of copy without altering the essential construction elements of an existing sign shall not require a permit for zoning and design standards, but any electrical or building code issues may require permitting.

409.020 Exempt Signs

The following signs are exempt from the permit process provided they meet all other applicable requirements of this Code, and unless specifically noted do not count towards the size allocation standards in this ordinance.

- A. **Property Identification Signs.** Signs clearly indicating the property address or building identification are encouraged to enhance the ability of public safety and emergency services personnel to locate the property, subject to the following limitations:
 - 1. Up to two per address or lot, whichever is greater.
 - 2. Signs may be either wall or freestanding, except no more than one freestanding property identification sign shall be allowed per lot.
 - 1. Property identification signs on buildings shall be limited to no more than two square feet and mounted between four feet and nine feet high to enhance visibility. Except that building identification signs integrated into the architecture of the building in a permanent manner with bronze, brass, stone or other material integral to the building may be higher and may be up to three percent of the facade.
 - 2. Freestanding property identification signs shall be located at the primary access point, shall be no more than two square feet, and shall be no more than three and one-half feet high to minimize sight obstruction.
- B. **Public Safety, Traffic Control or Public Information.** Signs designed and located to control internal traffic movement and safety of vehicles and pedestrians according to uniform traffic control devise standards, or otherwise required to support any official action or legal obligation of a federal, state or local government.
- C. **Flags.** Up to three non-commercial flags per lot, mounted to the building and below the building height or mounted on a pole subject to the height restrictions of the zoning district.
- D. **Window Signs.** Signs mounted to the interior of any first floor windows in non-residential districts, provided they do not exceed more than 33 percent of all first floor widow area measured between two feet and 10 feet above grade, and at least 50 percent of the entire window area remains clear of any visual obstructions.
- E. **Temporary Signs.** Temporary signs not exceeding six square feet. These signs are exempt from permits, but do count toward the total size allocation per lot for all temporary signs.
- F. **Minor Signs.** Signs less than two square feet intended to convey messages to internal users of the site, and generally not visible from or intended to convey messages to people in the right-of-way, such as parking instructions, security warnings, or other similar minor signs that are accessory to the use of the site and building. Grouping or arranging minor signs to have the effect of a larger permitted sign makes these signs ineligible for this exemption.
- G. **Construction Signs.** Signs associated with a temporary construction project and erected to promote public safety or public information regarding the scope and nature of the project may be exempt from these standards if limited to no more than 32 square feet and if identified in other permitting processes associated with the project.



Figure 409-1 Sign Types

The figure above depicts examples of each sign type. These are general categories of types and variations of different sub-types exist within each category

409.030 Sign Types

The following sign types are distinguished for the purposes of the sign requirements in this Section.

Table 409-1: Sign Types

Type	Description
Wall Sign	A sign painted, printed or attached to the exterior surface of a building, awning, canopy or other fixed building surface in a permanent manner with a scale and design legible to vehicles in the public right-of-way or pedestrians at a distance from the building.
Freestanding Sign	A detached sign that is mounted to the ground independent from any building with a scale and design legible primarily to vehicles in the public right-of-way. Free-standing signs encompass two specific sign types: <i>Monument Sign:</i> A type of Free-standing Sign mounted on an enclosed, solid base or ornamental surface structure. <i>Pole Sign:</i> A type of Free-standing sign constructed on one or more columns, poles or similar structures so the bottom edge of the sign surface is elevated above the ground.
Pedestrian Signs	A sign with a design and scale to be legible to pedestrians in front of or immediately adjacent to the building, or to be legible to individuals internal to a site containing multiple buildings. Pedestrian signs may be located in a permanent manner hanging below a canopy or awning, projecting from a wall, mounted on a wall, door or window, or free-standing.
Temporary Sign	A portable sign which is not permanently embedded in the ground or permanently affixed to a building or structure, and designed or intended to be used for a brief period of time. Does not include permanent signs with temporary or changeable messages.
Internal Ground Sign	A sign with a design and scale to be legible to pedestrians or vehicles navigating the internal portions of a site.

409.040 Sign Allowances

The following sign allowances apply to zoning districts or groups of zoning districts as the basic standard. Other restrictions in this Section, or other regulations may operate to further reduce the basic sign allowances within each zoning district.

Table 409-2: Sign Allowances

	<i>Residential and PLCD Districts</i>	<i>B-1 and OTD</i>	<i>B-2, B-4-P, BP, P-EC, I-1, I-2, I-3 and U-1 Districts</i>
Wall Signs	Permitted principal non-residential uses or apartment buildings with over 12 units: ▪ <i>Number:</i> 2 per façade. ▪ <i>Total Area:</i> Allowance: 5% of façade area maximum. ▪ <i>Size:</i> 24 s.f. per sign maximum.	▪ <i>Number:</i> 1 sign per tenant with exterior entrance (multi-tenant building) – otherwise 3 signs per façade maximum. ▪ <i>Total Area Allowance:</i> 5% of the faced or 40 square feet for building facades 750 square feet or more. ▪ <i>Size:</i> 24 s.f. per sign maximum.	▪ <i>Number:</i> 2 signs per tenant with exterior entrance (multi-tenant building) – otherwise 4 per façade maximum. ▪ <i>Total Area Allowance:</i> 10% of façade area maximum. 15% in I-1, I-2, and I-3
Freestanding Signs	For permitted non-residential uses, or any residential project over 5 acres: ▪ <i>Number:</i> 1 monument sign per street frontage for non-residential uses OR 2 per entrance for residential projects over 5 acres. ▪ <i>Size:</i> 24 s.f. per sign maximum at the minimum of 10' from property line. Additional 8 s.f. per each additional 5' setback, to maximum of 64 s.f. per sign. ▪ <i>Height:</i> Monument design required; 6' high maximum. ▪ <i>Location:</i> At least 100' from any dwelling and at least 15' from any curb. <i>Exception:</i> any residential project more than 10 acres may allocate this allowance into multiple signs, 8 s.f. or less, provided it is part of streetscape plan / public amenity program with signs integrated into streetscape structures in common areas at intersections throughout neighborhoods.	▪ <i>Number:</i> 1 per lot. ▪ <i>Size:</i> 16 s.f. maximum. ▪ <i>Height:</i> Monument design required; 6' high maximum. ▪ <i>Location:</i> 5' minimum setback from all right-of-way and lot lines. ▪ No internal illumination, and no illumination between 12:00 midnight and 5:00 A.M.	▪ <i>Number:</i> 1 sign per each 150' of street frontage; maximum of 3 on any lot; 120' minimum separation between signs. ▪ <i>Total Area Allowance:</i> 1 s.f. for each 2 linear feet of street frontage. ▪ <i>Location:</i> 10' minimum setback from all right-of-way and lot lines. ▪ <i>Size:</i> 32 s.f. maximum; and additional 8 square feet for each additional 5' setback up to 64 s.f. maximum per sign. ▪ <i>Height:</i> 7' max for monument signs. <i>Exception:</i> Projects over 5 acres may have one pole sign up to 120 s.f. in the B-2, B-4-P and BP district; and up to 200 s.f. in the P-EC, I-1, I-2, and I-3 districts. Pole signs may be up to 35' high. Any such sign shall still count towards the Total Area Allowance and must be setback at least 30' from the right-of-way and at least 100' from other property lines.

Table 409-2: Sign Allowances

	Residential and PLCD Districts	B-1 and OTD	B-2, B-4-P, BP, P-EC, I-1, I-2, I-3 and U-1 Districts
Temporary Signs	- Freestanding – - Total Area Allowance: 1 s.f. for each 10 linear feet of frontage. - Size: 6 s.f. maximum per sign; lots with over 150 linear feet of frontage may have 8 s.f. maximum per sign area - At least 20' between signs. - Wall - - Number: 2 per façade. - Total Area Allowance: 5% of façade area maximum. - Size: 8 s.f. maximum per sign. - Total combined display time 90 days per calendar year per lot. <i>Exemption from permit:</i> 6 s.f. maximum, but still counts to sign allowance and must meet all other temporary standards.	- Freestanding - - Total Area Allowance: 1 s.f. for each 5 linear feet of lot street frontage. - Size: 32 s.f. maximum per sign. - At least 70' between signs. - Wall – - Number: 2 per façade. - Total Area Allowance: 5% of façade area maximum. - Size: 32 s.f. maximum per sign. - Total combined display time 90 days per calendar year per lot. <i>Exemption from permit:</i> 4 s.f. maximum, but still counts to sign allowance and must meet all other temporary standards. <i>Exception:</i> Temporary signs may exceed these limits if it is in place of any other permitted sign to allow for a new use during an interim period not to exceed 90 days, and subject to all other limits of the substituted sign type.	
Pedestrian Sign	For permitted non-residential use - Number: 1 per public entrance - Height: 6' high maximum and within 30' of entrance, if mounted on the ground - Size: 6 s.f. maximum	- Number & Size: 1 for each public building entrance up to 8 s.f. and within 20 feet of entrance. AND - Number & Size: 1 for each 25 linear feet of building frontage; 6 s.f. max <i>Exemption:</i> Portable pedestrian signs or any pedestrian sign mounted on a building that projects into the right-of-way are exempt from right-of-way prohibition in OTD district AND on any street designed to Activity Street specs per subdivision design standards. Portable pedestrian signs shall meet Section 410.060.B.	
Internal Ground Sign	Not applicable	- Number: 1 for each 5,000 square feet of lot; - Size: 3 square feet maximum; up to 12 square feet for lots or parcels over 5 acres and if set back at least 50' from public right-of-way or lot lines. - Height: 3' maximum height; up to 5' for lots or parcels over 5 acres and if set back at least 50' from the right-of-way or lot lines.	

409.050 Standards Applicable to All Signs

1. No sign shall be attached to any public utility pole or shall be installed within the right-of-way of a public road or street, except as permitted by the applicable road authority or where specifically exempt from the right-of-way prohibition by this Section.
2. No sign shall be erected without the property owner's permission.
3. No sign shall imitate or resemble government signs for traffic direction or any other public safety symbol.
4. No sign shall be placed in any sight triangle applicable to public streets, internal access streets, or driveway access points using the sight distance provisions of Section 404.010.E.2.
5. No sign shall be placed on any vehicle or trailer, when such vehicle or trailer is placed or parked visible from the right-of-way, and the primary purpose of the sign is to deviate from the standards or criteria of this Section.
6. No sign attached to any building shall extend vertically above the highest portion of the roof line or parapet, whichever is less.
7. Any sign projecting over a walkway or other active area in front of a building or other active area where people may walk shall maintain at least eight feet vertical clearance.
8. No sign shall include balloons, streamers, pennants or other air activated elements and animated elements, whether animated by mechanical, electrical, or environmental means, except as authorized through any temporary use or special event permit. This limitation shall not apply to pedestrian signs, provided any animated element shall apply to the overall pedestrian sign allowances.
9. Any illumination shall be designed to eliminate negative impacts on surrounding rights-of-way and properties. The light from an illuminated sign shall not flash or oscillate, or create a negative impact on residential uses in direct line-of-sight to the sign.
 - Pole signs or other free-standing signs over 30 square feet shall be only be internally illuminated
10. External light sources shall be directed and shielded to limit direct illumination of any object other than the sign.
11. Any sign with a business message shall be located on the site of the business activity.

409.060 Standards Applicable to Specific Sign Types

A. Monument Signs.

1. Monument signs shall be located within a landscape area that at least three feet from all portions of the sign base, planted with low shrubs, ornamental plants and perennial ground cover to accent the sign.
2. Monument signs shall have a base at least 75 percent of the width of the widest part of the sign. The base shall establish a level foundation for the sign integrated into the grade from which the sign height is measured, and may elevate the sign above any landscape elements up to a maximum of two feet above grade at its highest point
3. The base and sign shall include ornamental architectural details and materials that complement the overall design of the site and building, such as brick, natural stone or other primary or accent materials on the building.

B. Portable Pedestrian Signs. Portable pedestrian signs ("A frame", "sandwich board" or "T-frame") may be placed in the public right-of-way for retail and service uses in the OTD district, provided:

1. The sign is placed within 20 feet of the main entrance of the building.
 2. The sign is no larger than five square feet and no taller than four feet high.
 3. The sign is placed on or near a sidewalk, and maintain at least six feet clear passage for pedestrians on the sidewalk, and is otherwise not put in any location that creates visual obstructions or safety hazards for users of the right-of-way.
 4. The sign is removed and brought inside during non-business hours.
 5. The sign is designed with durable materials and quality aesthetics for use on a recurring basis. Although changeable copy can be included as part of the design, such as chalkboards, signs designed as "temporary signs" are not eligible as a portable pedestrian signs, and the allowance for signs in the right-of-way specifically does not apply to any temporary sign.
- C. **Electronic Message Signs.** Electronic message signs are subject to the following additional limitations:
1. Electronic message signs are limited to non-residential districts within 1,000 feet of an interstate highway, the B-4-P and, the P-EC district.
 2. The visible sign face shall be setback at least 250 feet from any adjacent residentially zoned property.
 3. Electronic message signs are limited to monument signs, and may not be used for pole or wall signs.
 4. Only one of the allowed signs per lot may be an electronic message sign.
 5. Automatic dimming controls shall limit the illumination to no more than 0.3 footcandles over ambient lighting conditions when measured at the recommended distances, base on the electronic message size (measurement distance = $\sqrt{[\text{area of sign sq. ft.} \times 100]}$).
 6. Only static display is permitted with at least 10 seconds between changes in display and no more than one second for transitions. No scrolling, flashing or animated transitions shall occur.
- D. **Changeable Message.** Any sign may be designed with a manual changeable message portion, provided the changeable portion is limited to no more than 50 percent of the sign area.
- E. **Temporary Signs.** Temporary signs are subject to the following additional limitations:
1. It shall be the responsibility of the person who causes the temporary sign to be erected to see that the temporary sign placed with the permission of the property owner is removed when the display time has exceeded the applicable regulatory time limit.
 2. Temporary signs shall not be illuminated.
 3. Temporary signs shall be constructed of rigid material, and securely anchored so as not to pose a distraction or hazard to drivers. Non-rigid materials (such as banners) may be used if they are secured by a support or frame to avoid distraction of flapping.
 4. The Community Development Director shall be authorized to extend the duration of display time for temporary signage pertaining to the sale of property once per calendar year, until such time as the property is sold.
 5. The Community Development Director shall be authorized to require the removal of any temporary sign that pertains to an expired event.
- F. **Pole Signs.**
1. Pole signs shall be located within a landscape area that is at least equal to the area of the sign, and which is in addition to any landscape area required by the site design standards of this code.
- G. **Billboards.** In addition to the signs allowed in Table 409-2, billboards are permitted subject to the following:

1. *Location.* Billboards may only be located within 660 feet of an interstate highway or Federal aid primary highway, and only if those locations are zoned B-1, B-2, I-1, I-2 or I-3.
2. *Setbacks.* Billboards shall be setback at least 30' from any right-of-way and shall be setback at least 100 feet from any other property line, roofed structure, or building that would require a building permit.
3. *Size.* Bill boards shall be limited to no more than 672 square feet, and 14 feet high x 48 feet wide adjacent to Interstate 435; and limited to no more than 72 square feet, and 6 feet high by 12 feet wide in all other cases.
4. *Height.* Billboards total height shall be no more than 30 feet.
5. *Spacing.* Billboards shall not be located within 2,000 feet of another billboard on the same side of the highway; within 1,500 feet of any gateway identified in the Master Plan or other entry features associated with the city limit; or within 1,500 feet of a residential district.
6. *Lighting.* No animation, flashing, blinking, intermittent or changing graphics or surfaces, or other visible moving elements capable of distracting drivers shall be allowed shall be permitted. External lighting, such as floodlights, thin line and gooseneck reflectors are permitted, provided the light source is directed upon the face of the sign and is effectively shielded so as to prevent beams or rays of light from being directed into any portions of the streets or highways, or otherwise interferers with the effectiveness of an official traffic sign or signal.

409.070 Planned Districts

Projects proposed and approved through the planned district process may propose a specific sign package. The sign package shall be based on the intent, types of signs, and standards of this Chapter, but the City may approve deviations to these standards through the review process and criteria of planned districts in Chapter 403. Any planned district not proposed and approved with a sign plan noting specific deviations shall be subject to these standards.

Chapter 410. Supplemental Standards

Section 410.010 Wireless Communication Facilities

Section 410.020 Floodplain Management

Section 410.030 Adult Uses

410.010 Wireless Communication Facilities

- A. **Intent.** It is the intent of this section to:
1. Encourage the location of towers in non-residential areas.
 2. Encourage users of towers and antennas to locate them, to the extent possible, in areas where the adverse impact on the community is minimal.
 3. Encourage users of towers and antennas to configure them in a way that minimizes the adverse visual impact of the towers and antennas.
 4. Enhance the ability of the providers of telecommunications services to provide such services to the community quickly, effectively, and efficiently.
- B. **Applicability.**
1. *District Height Limitations.* The requirements set forth in this Section shall govern the location of towers that exceed, and antennas that are installed at a height in excess of, the height limitations specified for each zoning district. The height limitations applicable to buildings and structures shall not apply to towers and antennas.
 2. *Amateur Radio — Receive-Only Antennas.* This Section shall not govern any tower, or the installation of any antenna, that is under 70 feet in height and is owned and operated by a federally licensed amateur radio station operator or is used exclusively for receive only antennas.
 3. *City Rights-of-Way.* All requirements of towers, antennas and associated equipment and facilities shall equally apply to any application for antenna or tower placement within City rights-of-way.
 4. *Pre-Existing Towers and Antennas.* Any tower or antenna for which a permit has been properly issued prior to the effective date of this Section of the Municipal Code shall not be required to meet the requirements of this Section, other than the requirements of subsections C.8 and E. Any such towers or antennas shall be referred to in this Section as "pre-existing towers" or "pre-existing antennas".
- C. **General Requirements.**
1. *Height.* Height of all towers or structures shall be measured from ground level to the highest point on the tower or other structure, including any antenna. Except as further constrained by the setback and separation requirements, the maximum height of a tower shall not exceed 180 feet above the existing ground level.

2. ***Setbacks and Separation.*** Unless otherwise required by law, the following setbacks and separation requirements shall apply to all towers and antennas.
 - a. Towers must be set back:
 - (1) A distance equal to the twice the height of the tower as measured from the furthest extension on the tower support structure from any off-site residential structure; or
 - (2) 500 feet from any residential structure, whichever figure is greater. For towers less than 50 feet in height, the minimum setback shall be 200 feet.
 - b. Towers and accessory facilities must satisfy the minimum zoning district setback requirements.
 - c. In residential or business zones, towers over 90 feet in height shall not be located within one-half of a mile from any existing tower that is over 90 feet in height.
 - d. In industrial zones, towers over 90 feet in height shall not be located within one-quarter of a mile from any existing tower that is over 90 feet in height.
 - e. Minimum setbacks for microcell and repeaters are those required for any accessory building or structure within the zone district.
 - f. Minimum setbacks for freestanding monopole towers and minimum setback of towers and supports — when located within 250 feet from any public rights-of-way, sidewalk or street, alley, parking area, playground, or building not dedicated solely for access to or maintenance of the tower support structure, and from any property line — shall be the tower height (as measured from the furthest extension on the tower support structure) or the minimum setback for any accessory building within the district, whichever is greater. Minimum setback of towers and supports — when not located within 250 feet from any public rights-of-way, sidewalk or street, alley, parking area, playground, or building (except for parking and buildings dedicated solely for access to or maintenance of the tower support structure), and from any property line — shall be the standard setback for a building or structure within the zone district.
 - g. For applications for sites within City rights-of-way, the most restrictive adjacent underlying zoning district classification shall apply.
4. ***Roof and/or building mount facility.*** Antennas on the rooftop or above a structure shall not extend more than 12 feet above the roof, and shall be screened, constructed and/or colored to match the structure to which they are attached in a manner that they are not visible from public streetscapes adjacent to the building. Antennas mounted on the side of a building or structure shall be painted to match the color of the building or structure or the background against which they are most commonly seen. Microwave antennas exceeding 12 inches in diameter on a roof or building-mounted facility shall not exceed the height of the structure to which they are attached, unless fully enclosed. If an accessory equipment shelter is present, it must blend with the surrounding building(s) in architectural character and color.
5. ***Security Fencing.*** All telecommunication towers and antennas shall be protected from unauthorized access by appropriated security measures. Towers shall be enclosed by security fencing not less than six feet in height and shall also be equipped with an appropriate anti-climbing device.
6. ***Landscaping.*** The following landscape requirements apply:
 - a. Tower facilities shall be landscaped with Type 1 buffer to effectively screen the view of the tower compound from adjacent property.
 - b. Existing mature tree growth and natural land forms on the site shall be preserved to the maximum extent possible to minimize visibility of the compound, tower and

antenna from the streetscape or civic and open spaces. In some cases such as towers sited on large, wooded lots, natural growth around the property perimeter may be sufficient buffer, however in other cases additional small and large trees may be required to be planted in the vicinity.

7. ***Aesthetics — Lighting.*** The following guidelines shall govern the location of all towers, and the installation of all antennas.
 - a. Towers shall maintain a galvanized steel finish or, subject to any applicable standards of the FAA, be painted a light, neutral color so as to reduce visual obtrusiveness. A tower shall not dominate the skyline.
 - b. At a tower site, the design of the buildings and related structures shall, to the extent possible, use materials, colors, textures, screening, and landscaping that will blend the tower facilities into the natural setting and built environment. Metal equipment buildings are prohibited.
 - c. If an antenna is installed on a structure other than a tower, the antenna and supporting electrical and mechanical equipment must be of a light, neutral color that is identical to, or closely compatible with, the color of the supporting structure so as to make the antenna and related equipment as visually unobtrusive as possible.
 - d. The City may or may not require lighting, even if not required by the FAA. If lighting is required, the Planning Commission may review the available lighting alternatives and approve the design.
8. ***Federal Requirements.*** All towers must meet current standards and regulations of the FAA, the FCC, and any other agency of the Federal Government with the authority to regulate towers and antennas.
9. ***Building Codes — Safety Standards.*** To ensure the structural integrity of towers, the owner of a tower shall ensure that it is maintained in compliance with standards contained in applicable local buildings codes and the applicable standards for towers that are published by the Electronic Industries Association. Any structural modification or alteration to an existing tower or antenna will require a structural analysis by a licensed professional engineer in the State of Missouri as part of the application, unless waived by the Community Development Director. If, upon inspection, a tower fails to comply with such codes and standards and constitutes a danger to persons or property, then upon notice being provided to the owner of the tower, the owner shall have 30 days to bring the tower into compliance. If the owner fails to bring a tower into compliance within 30 days, the City of Parkville may remove tower at the owner's expense.
10. ***Safety.*** All telecommunication towers and antennas shall be reasonably designed to reduce the potential damage to persons or property from falling equipment, ice or debris from wind, damage or structural failure.

D. Conditional Use Permits.

1. ***General.*** A conditional use permit is required for new towers or new antenna on existing towers or structures. The following provisions shall govern the issuance of conditional use permits:
 - a. A conditional use permit shall be required for the construction of a new tower or the placement of an antenna in all zoning districts, or substantial modification to an existing telecommunication tower or antenna as defined by Missouri statutes.

- b. Any approval may be conditioned upon site specific requirements that are necessary to minimize any adverse effect of the proposed tower on adjoining properties.
 - c. Any information of an engineering nature that the applicant submits, whether civil, mechanical, or electrical, shall be certified by a professional engineer licensed in the State of Missouri.
2. *Information Required.* Each applicant requesting a conditional use permit under this Section shall submit a scaled site plan and a scaled elevation view and other supporting drawings, calculations, and other documentation signed and sealed by appropriate licensed professionals showing the location and dimensions of all improvements, including information concerning topography, tower height requirements, setbacks, drives, parking, fencing, landscaping, adjacent uses, and other information deemed by the Planning Commission to be necessary to assure compliance with this Section. For applications for sites within City rights-of-way or on City-owned property, no application shall be submitted for permit approval without attaching the City's consent to use the right-of-way or property for the specific construction application. This consent should be in the form of an agreement with the City to place and/or maintain private improvements in City rights-of-way or on City-owned property.
3. *Abandonment Bond.* Any applicant for a new tower shall place a bond or other security with the City prior to any final approval to ensure abandoned towers can be removed. The bond or security shall be in the form and amount approved by the Community Development Director based on the valuation of the tower at the time of construction and necessary amount required for a Demolition Permit. The amount of the bond shall be determined by the Director to satisfy the requirements hereof with regard to the specific tower to which it would apply based on the estimated total cost of removal of that tower.
4. *Criteria.* In addition to the criteria in Section 403.050, and the standards in this Section, the Planning Commission shall consider the following additional criteria for Conditional Use permits for Telecommunication Facilities.
 - a. All standards of this Section have been met, or in the case of any City standards and equal or better alternative has been proposed that equally or better meets all of the intent provisions of this Section.
 - b. Telecommunication facilities should be located and designed to minimize any adverse effect they may have on residential property values.
 - (1) Colors and facility designs should be compatible with surrounding buildings and/or uses in the area or those likely to exist in the area and should restrain the facility from dominating the surrounding area.
 - (2) Location and design of sites in commercial or industrial zones should consider the impact of these sites on surrounding neighborhoods, particularly the visual impact within the zone district and beyond, in residential areas.
 - (3) Fencing should not necessarily be used to screen a site, and security fencing should be colored or should be of a design which blends into the character of the existing environment.
 - (4) Freestanding facilities should be located to avoid a dominant silhouette.
 - (5) Strobe lights are prohibited at night unless required by the Federal Aviation Administration.
 - c. Towers and all related equipment and facilities should be architecturally compatible with surrounding buildings and land uses in the zone district or otherwise integrated, through location and design, to blend in with the existing characteristics of the site to the extent practical.

- d. At the time of the conditional use request, an evaluation of the visual impact should be taken into consideration if vegetation is to be removed.
 - e. Innovative designs should be used whenever the screening potential of the site is low. For example, by constructing screening structures which are compatible with surrounding architecture, the visual impact of a site may be mitigated.
 - f. The structure must be architecturally and visually (in color, bulk, size) compatible with surrounding existing buildings, structures, vegetation, and/or uses in the area or those likely to exist under the terms of the underlying zoning.
5. *Historic Preservation 30-day Hearing Period.* A Conditional Use Permit shall not be issued for any telecommunication tower or antenna that the Planning Commission or Board of Aldermen determines would create a significant negative visual impact or otherwise have a significant negative impact on the historical character and quality of any property within a Historic Preservation District or such District as a whole. For collocation of any certified historic structure as defined in Section 253.545 RSMo., in addition to all other applicable time requirements, there shall be a thirty (30) day time period before approval of an application during which one or more public hearings on collocation to a certified historic structure are held.
- E. **Abandonment.** It shall be the duty of the facility owner to notify the City when the site is no longer to be used for telecommunication purposes. Telecommunication facilities, which are not in use for six months for telecommunication purposes, shall be removed by the telecommunication facility owner. This removal shall occur within 90 days of the end of such six-month period at the owner's expense. Upon removal, the site shall be re-planted to blend with the existing surrounding vegetation. A tower not removed as mandated above shall be deemed to be a dangerous building as defined in the Uniform Code for the Abatement of Dangerous Buildings, adopted as part of the Building Code in Chapter 500 of the Parkville Municipal Code, and shall be removed under the provisions of Chapters 7 through 9.

410.020 Floodplain Management

- A. **Intent.** The intent of this Section is to:
- 1. Reduce flood losses from inundation, including loss of life and property, health and safety hazards, disruption of commerce and governmental services and extraordinary public expenditures for flood production and relief.
 - 2. Reduce the cumulative effect of development in floodplains that increase flood heights and velocities.
 - 3. Reduce the occupancy of flood hazard areas by uses vulnerable to floods, or which are hazardous to others inadequately elevated or otherwise unprotected from flood damage.
 - 4. Restrict or prohibit uses that are dangerous to health, safety or property in times of flooding or cause undue increases in flood heights or velocities;
 - 5. Require uses vulnerable to floods, including public facilities that serve such uses, be provided with flood protection at the time of initial construction; and
 - 6. Protect individuals from buying lands that are unsuited for the intended development purposes due to the flood hazard.
 - 7. Establish or maintain the community's eligibility for participation in the National Flood Insurance Program (NFIP) as defined in 44 Code of Federal Regulations (CFR) 59.22(a)(3) and meet the requirements of 44 CFR 60.3(d)
- B. **Applicability.** This Section shall apply to all lands within the jurisdiction of the City of Parkville, Missouri identified as numbered and unnumbered A Zones and AE Zones on the Flood Insurance Rate Maps (FIRMs) for Platte County listed on map panels 29165C0295D, 29165C0313D, 29165C0360D, 29165C0370D, 29165C0376D, 29165C0377D, 29165C0378D, 29165C0379D,

29165C0383D, 29165C0386D, 29165C0387D, 29165C0391D, and 29165C0392D dated April 2, 2015, and including future official revisions.

1. *Floodplain Administrator.* The Community Development Director shall be the Floodplain Administrator under this Section. The Floodplain Administrator shall review all permits for compliance with this section and assure that all necessary permits have been obtained from Federal, State or local governmental agencies from which prior approval is required by Federal, State or local law.
2. *Flood Insurance Study.* The Flood Insurance Study (FIS) and standard engineering methods are used for analyzing flood hazards, including to following interrelated steps:
 - a. Selection of base flood based on expected frequency of occurrence, the area inundated, and the depth of inundation. In general, it is the flood which could be expected to have a 1% chance of occurrence in any one year as shown on the Federal Insurance Administrator's FIS, and illustrative materials for Platte County dated April 2, 2015 as amended.
 - b. Calculation of water surface profiles based on standard hydraulic engineering analysis and capacity of the stream channel and overbank areas to convey the regulatory flood.
 - c. Computation of a floodway required to convey this flood without increasing flood heights more than one foot at any point.
 - d. Delineation of floodway encroachment lines within which no development is permitted that would cause any increase in flood height.
 - e. Delineation of flood fringe, i.e., that area outside the floodway encroachment lines, but still subject to inundation by the base flood.
3. *Permit Required.* No development located within the special flood hazard areas of this community shall be located, constructed, extended, converted or structurally altered without a permit demonstrating full compliance with the terms of this Section.
4. *Permit Procedures.* In association with other procedures in Chapter 403, a floodplain development permit shall:
 - a. Describe the land on which the proposed work is to be done by lot, block and tract, house and street address, or similar description that will readily identify and specifically locate the proposed structure or work;
 - b. Identify and describe the work to be covered by the floodplain development permit;
 - c. Indicate the use or occupancy for which the proposed work is intended;
 - d. Indicate the assessed value of the structure and the fair market value of the improvement;
 - e. Specify whether development is located in designated flood fringe or floodway;
 - f. Identify the existing base flood elevation and the elevation of the proposed development;
 - g. Give such other information as reasonably may be required by the Floodplain Administrator;
 - h. Be accompanied by plans and specifications for proposed construction; and
 - i. Be signed by the permittee or his authorized agent who may be required to submit evidence to indicate such authority.
5. *Review Criteria.* In applying the standards of this Section, the Floodplain Administrator shall verify that:
 - a. The flood carrying capacity is not diminished and shall be maintained within the altered or relocated portion of any watercourse;

- b. A record of the actual elevation (in relation to mean sea level) of the lowest floor, including basement, of all new or substantially improved structures;
 - c. A record of the actual elevation (in relation to mean sea level) that the new or substantially improved non-residential structures have been floodproofed;
 - d. Floodproofing techniques for non-residential structure shall be certified by a registered professional engineer or architect; and
 - e. The applicant shall notify adjacent communities and the Missouri State Emergency Management Agency (Mo SEMA) shall be required prior to any alteration or relocation of a watercourse and evidence of this notice shall be given to the Federal Emergency Management Agency (FEMA).
6. *Warning and Disclaimer of Liability.* The degree of flood protection required by this Section is considered reasonable for regulatory purposes and is based on engineering and scientific methods of study. Larger floods may occur on rare occasions or the flood heights may be increased by manmade or natural causes, such as ice jams and bridge openings restricted by debris. This Section does not imply that areas outside the floodway and flood fringe or land uses permitted within these areas will be free from flooding or flood damage. This Section shall not create a liability on the part of the City of Parkville, any officer or employee for any flood damages that may result from decisions or actions in reliance on this Section.

C. General Standards.

- 1. No permit for floodplain development shall be granted for new construction substantial improvements, and other improvements, including the placement of manufactured homes, within any numbered or unnumbered A Zones and AE Zones, unless the conditions of this sub-section are satisfied.
- 2. All areas identified as unnumbered A Zones on the FIRM are subject to inundation of the 100-year flood; however, the base flood elevation is not provided. Development within unnumbered A Zones is subject to all provisions of this Section. If Flood Insurance Study data is not available, the Floodplain Administrator shall obtain, review, and reasonably utilize any base flood elevation or floodway data currently available from Federal, State or other sources.
- 3. Until a floodway is designated, no new construction, substantial improvements or other development, including fill, shall be permitted within any numbered A Zone or AE Zone on the FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.
- 4. All new construction, subdivision proposals, substantial improvements, prefabricated structures, placement of manufactured homes, and other developments shall require:
 - a. Design or adequate anchorage to prevent flotation, collapse or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy;
 - b. Construction with materials resistant to flood damage;
 - c. Utilization of methods and practices that minimize flood damages;
 - d. All electrical, heating, ventilation, plumbing, air-conditioning equipment, and other service facilities be designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding;
 - e. New or replacement water supply systems and/or sanitary sewage systems be designed to minimize or eliminate infiltration of flood waters into the systems and

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requirement must either be certified by a registered professional engineer or architect or meet or exceed the following minimum criteria:

- a. A minimum of two openings having a total net area of not less than one square inch for every one square foot of enclosed area subject to flooding shall be provided; and
- b. The bottom of all openings shall be no higher than one foot above grade. Openings may be equipped with screens, louvers, valves or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.

E. Manufactured Homes.

1. Manufactured homes placed within unnumbered and numbered A Zones and AE Zones on the FIRM shall be installed using methods and practices that minimize flood damage. Manufactured homes must be elevated and anchored to resist flotation, collapse or lateral movement. Methods of anchoring may include use of over-the-top or frame ties to ground anchors.
2. Manufactured homes that are placed or substantially improved within unnumbered or numbered A Zones and AE Zones on the FIRM on sites:
 - a. Outside of manufactured home park or subdivision;
 - b. In a new manufactured home park or subdivision;
 - c. In an expansion to an existing manufactured home park or subdivision; or
 - d. In an existing manufactured home park or subdivision on which a manufactured home has incurred substantial damage as the result of a flood;
 shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated to a minimum of one foot above the base flood elevation and be securely attached to an adequately anchored foundation system to resist flotation, collapse and lateral movement.
3. Manufactured homes that are placed or substantially improved on sites in an existing manufactured home park or subdivision within all unnumbered and numbered A Zones and AE Zones on the FIRM, that are not subject to the provisions of sub-section E.2, shall be elevated so that either:
 - a. The lowest floor of the manufactured home is a minimum of one foot above the base flood level; or
 - b. The manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than 36 inches in height above grade and be securely attached to an adequately anchored foundation system to resist flotation, collapse and lateral movement.

F. Floodway. Located within areas of special flood hazard are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of flood waters that carry debris and potential projectiles, the following provisions shall apply:

1. The city shall select and adopt a regulatory floodway based on the principle that the area chosen for the regulatory floodway must be designed to carry the waters of the base flood without increasing the water surface elevation of that flood more than one foot at any point.
2. No encroachments, including fill, new construction, substantial improvements and other development, shall be within the adopted regulatory floodway unless it has been demonstrated through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels within the community during the occurrence of the base flood discharge.
3. If sub-section F.2. is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of Section.
4. In unnumbered A Zones, any base flood elevation or floodway data currently available from Federal, State, or other sources is sub-section C.2. shall be utilized.

- G. **Recreational Vehicles.** Recreational vehicles placed on sites within all unnumbered and numbered A Zones and AE Zones on the community's FIRM shall either:
1. Be on the site for fewer than one hundred eighty (180) consecutive days; or
 2. Be fully licensed and ready for highway use. A recreational vehicle is ready for highway use if it is on its wheels or jacking system, is attached to the site only by quick-disconnect type utilities and security devices, and has no permanently attached additions.; or
 3. Meet the permitting, elevation, and the anchoring requirements for manufactured homes of this Section..
- H. **Variances.** The Board of Zoning Adjustments may grant variances to the standards of this Section and hear appeals to denial of a floodplain permit according to the procedures and criteria in Section 403.080 and 403.090, and subject to the following.
1. **Additional Considerations.** The Board shall consider the following additional considerations:
 - a. The danger to life and property due to flood damage;
 - c. The danger that materials may be swept onto other lands to the injury of others;
 - d. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
 - e. The importance of the services provided by the proposed facility to the community;
 - f. The necessity to the facility of a waterfront location, where applicable;
 - g. The availability of alternative locations, not subject to flood damage, for the proposed use;
 - h. The compatibility of the proposed use with existing and anticipated development;
 - i. The relationship of the proposed use to the Master Plan and Floodplain Management Program for that area;
 - j. The safety of access to the property in times of flood for ordinary and emergency vehicles;
 - k. The expected heights, velocity, duration, rate of rise and sediment transport of the flood waters, if applicable, expected at the site; and
 - l. The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems; streets; and bridges.
 2. **Additional Limitations.** Generally, variances may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, after considering the following criteria. As the lot size increases beyond the one-half acre, the technical justification required for issuing the variance increases.
 - a. Variances may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places, the State Inventory of Historic Places, or local inventory of historic places upon determination provided the proposed activity will not preclude the structure's continued historic designation.
 - b. Variances shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.
 - c. Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief.
 - d. Variances shall only be issued upon:
 - (1) A finding that all factors for a variance in Section 403.080 have been met;

- (2) A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
 - e. The applicant of any approved variance is on notice that:
 - (1) The issuance of a variance to construct a structure below base flood level will result in increased premium rates for flood insurance up to \$25.00 for \$100.00 of insurance coverage; and
 - (2). Construction below the base flood level increases risks to life and property. This notice shall be maintained with the record of all variance actions as required by this Section.
3. **Conditions for Accessory Structures.** In addition to all other considerations and criteria, the following conditions shall be included for any variance issued for accessory structures that are constructed at-grade and wet-floodproofed.
 - a. Use of the accessory structures must be solely for parking and limited storage purposes in flood-prone areas only.
 - b. For any new or substantially damaged accessory structures, the exterior and interior building components and elements (i.e., foundation, wall framing, exterior and interior finishes, flooring, etc.) below highest adjacent grade, must be built with flood-resistant materials in accordance with sub-section C.4.b.
 - c. The accessory structures must be adequately anchored to prevent flotation, collapse or lateral movement of the structure in accordance with sub-section C.4.a. All of the building's structural components must be capable of resisting specific flood-related forces including hydrostatic, buoyancy, and hydrodynamic and debris impact forces.
 - d. Any mechanical, electrical, or other utility equipment must be located above highest adjacent grade or floodproofed so that they are contained within a watertight, floodproofed enclosure that is capable of resisting damage during flood conditions in accordance with sub-section C.4.d.
 - e. The accessory structures must meet all National Flood Insurance Program (NFIP) opening requirements. The NFIP requires that enclosure or foundation walls, subject to the 100- year flood, contain openings that will permit the automatic entry and exit of floodwaters in accordance with the NFIP regulations.
 - f. Equipment, machinery, or other contents must be protected from any flood damage.
 - g. No disaster relief assistance under any program administered by any Federal agency shall be paid for any repair or restoration costs of the accessory structures.
 - h. Wet-floodproofing construction techniques must be reviewed and approved by the Floodplain Administrator and a professional engineer or architect registered in the State of Missouri prior to the issuance of any floodplain development permit for construction.

410.030 Adult Uses

- A. **Intent.** The intent of this Intent is to regulate the secondary effects of adult businesses in order to promote the health, safety, morals, and general welfare of the citizens of Parkville, Missouri, and to establish reasonable and uniform regulations to prevent the deleterious location and concentration of sexually oriented businesses within the City. The provisions of this Section have neither the purpose nor effect of imposing a limitation or restriction on the content of any communicative materials, including sexually explicit materials. Similarly, it is neither the intent nor effect of this Section to restrict or deny access by adults to sexually explicit materials protected by

the First Amendment, or to deny access by the distributors and exhibitors of sexually oriented entertainment to their intended market. Neither is it the intent or effect of this Section to condone or legitimize the distribution of obscene or offensive material of a sexual nature.

- B. **Applicability.** The regulations set forth in this Section, or set forth elsewhere in this Title, when referred to in this Section are the zoning regulations governing adult businesses and shall apply to any adult business.
- C. **Location Restrictions.** No adult business shall be located:
1. Within 1,000 feet of any primary or secondary school, house of worship, public library, licensed child-care center, public park, or property zoned or used for residential purposes. Measurements shall be made in a straight line, without regard to intervening structures or objects, from the nearest point of the premises from which the adult business would be operated to the nearest point on the property line of any primary or secondary school, house of worship, public library, licensed child-care center, public park, or property zoned or used for residential purposes:
 - a. Provided, the phrase "property zoned or used for residential purposes" shall not include any property zoned for residential use for which a special use permit has been granted for an indefinite period of time which permit allows a non-residential use;
 - b. Provided, further, the list of uses set forth above shall exclude streets, alleys and highway rights-of-way.
 2. Within 1,000 feet of any other business located within or without the City meeting the definition of "adult business," as set forth in this Title. Measurements shall be made in a straight line, without regard to intervening structures or objects, from the closest property line of the premises from which the proposed adult business would be operated to the nearest point on the property line of the other business meeting the definition of "adult business," as set forth in this Title.
- D. **Signs.**
1. All adult businesses shall comply with the sign regulations in Chapter 410.
 2. Any adult businesses that shall not be open to minors in accordance with the requirements of Title VI, Chapter **650**, shall conspicuously display, in the common area at the principal entrance to the premises, a sign, on which uppercase letters shall be at least two (2) inches high, and lowercase letters at least one (1) inch high, which shall read as follows: THIS BUSINESS IS AN ADULT BUSINESS. ONLY PERSONS EIGHTEEN (18) YEARS OF AGE OR OLDER SHALL BE PERMITTED ON THE PREMISES.
 3. All adult entertainment businesses that provide live entertainment shall conspicuously display, in the common area at the principal entrance to the premises, a sign, on which uppercase letters shall be at least two (2) inches high, and lowercase letters at least one (1) inch high, which shall read as follows: THIS ADULT ENTERTAINMENT BUSINESS IS REGULATED AND LICENSED BY THE CITY OF PARKVILLE. ENTERTAINERS ARE:
 - Not permitted to engage in any type of sexual conduct or prostitution on the premises or to fondle, caress or touch the pubic region, buttocks, genitals or female breast of any employee, patron or other entertainer or to permit any employee, patron or other entertainer to fondle, caress or touch the pubic region, buttocks, genitals or female breast of said entertainer.
 - Not permitted to be nude.
 - Not permitted to demand or collect any payment or gratuity from any customer for entertainment, except as follows:
 - o While the entertainer is on the stage, by placing a payment or gratuity into a container located outside a six-foot boundary surrounding the stage; or

- o While the entertainer is not on the stage, by placing a payment or gratuity into the entertainer's hand.
 - CUSTOMERS ARE:
 - Not permitted to be upon the stage at any time or to be within the six-foot marked boundary surrounding the stage while entertainers are performing.
 - Not permitted to touch, caress or fondle the pubic region, genitals, buttocks or female breast of any employee, server or entertainer or engage in solicitation for prostitution.
- E. **Displays.**
 - 1. *Prohibition of Public Display.* No adult business will be conducted in any manner that permits the observation of live performers engaged in an erotic depiction or dance or any material or persons depicting, describing or relating to "specified sexual activities" or "specified anatomical areas," as defined in this Title, from any exterior source by display, decoration, sign, show window or other opening.
 - 2. *Display of Adult Media.*
 - a. *Applicability.* This section shall apply to any bookstore, video store or other similar retail store in which adult media constitutes more than 10% but not more than 33% of the store's inventory at any time, or where adult media constitutes more than 10% but not more than 33% of the merchandise displayed for sale or rental at any time, or where adult media occupies more than 10% but not more than 33% of the sales floor area of the business (not including store rooms, stock areas, restrooms, or any portion of the business not open to the public) at any time.
 - b. *Display of adult media.* Adult media in a store to which this section applies shall be kept in a separate room or section of the store, which room or section shall:
 - (1) Not be open to any minor;
 - (2) Be physically and visually separate from the rest of the store by an opaque wall or durable material reaching at least eight feet high or to the ceiling, whichever is less;
 - (3) Be located so that the entrance to it is as far as reasonably practicable from media or other inventory in the store likely to be of particular interest to children; and
 - (4) Have access controlled by electronic or other means to provide assurance that minors will not accidentally enter such room or section.
 - c. The owner or manager of a store to which this section is applicable shall have the affirmative duty to prevent the display of adult media at or within the portions of the business open to minors.
- F. **Conditional Use Permits.** In addition to all other standards and criteria in this Section, any adult use shall only be permitted through the conditional use permit process in Section 403.050, and only be eligible in the B-2, B-4-P, I-1 and I-2 districts.

Appendices

Appendix A: Context Appropriate Street Design Standards

Appendix B: Great Trees for the Kansas City Region

Appendix C: Old Town Residential Design Guidelines

APPENDIX A - CONTEXT APPROPRIATE STREET DESIGN STANDARDS

Street Type				
Design Element	Standard Street	Neighborhood Street	Activity Street	Natural Street
<i>Lanes / Lane Widths</i>	The number of lanes and lane widths for any street section should be based upon the anticipated capacity, the desired vehicle speed ("target speed"), AND balanced with the need to accommodate other critical elements of "complete streets" within the ROW. Each Street Design Type has different emphasis on priorities that best support the context. In general "lane widths between 10' and 12' wide are sufficient for rural and urban arterials," where 12' wide lanes should only be used on principal arterials where "higher-speed, free flowing" traffic is the priority. ¹ Lanes that are 10' wide are preferred for low-volume or slow-speed streets, pedestrian areas, areas where frequent truck traffic is not anticipated, and other similar conditions. ²			
<i>Sidewalks</i>	Most streets need sidewalks on both sides (except extremely low density areas, extremely high-traffic/high-vehicle oriented contexts, or where alternate facilities like a multi-use path are provided.) Typically wider is better – 5' is the minimum for two individuals to walk comfortably side by side; 8' is the minimum to support commercial or mixed-density housing; 12' is the minimum to support economic activity by pedestrians; and 16' + is the minimum to support social spaces along our streets. Sidewalks should be buffered from moving vehicle lanes by tree lawns, furniture/amenity areas, on-street parking or a combination of all of these.		8' minimum; At least 12' ideal (not including paving between tree wells); 16' + recommended to support social spaces along streets at key locations.	Multi-use path preferred on arterials, particularly in association with the trail system; 4'-5' min. on one side for collectors or local, or omitted as natural conditions warrant.
<i>Bicycle Facility</i>	Multi-use path preferred on arterial and major collectors (12' +); Bike lane (6') or sharrow (14' outside lane) preferred on minor collectors; acceptable on major collectors. Sharrow is acceptable on local roads; OR bicycles facilities are omitted and bicycles combine with vehicles where design speed is below 20 mph and/or traffic volumes are very low.		Sharrow acceptable (14' outside lane); Bicycle facilities can be omitted on limited segments where design speed is below 20 mph and bicycles comfortably mix with vehicles and/or where alternative parallel routes are located within 600'.	Multi-use path preferred on arterial (12' +); Bike lane (6') or sharrow (14' outside lane) acceptable on collectors. Sharrow is acceptable on local roads; OR bicycles facilities are omitted and bicycles combine with vehicles where design speed is below 20 mph or traffic volumes are very low.
<i>Landscape / Amenity Area</i>	Trees in tree lawn; landscape easements acceptable alternative; Tree lawn width 4' -6' for small trees (< 30' tall); 6' – 8' for medium trees (30' to 50' tall; 8' + for large trees (50' + tall); 1 large or medium tree every 50 feet.	Trees in tree lawn; Tree lawn width 4' -6' for small trees (< 30' tall); 6' – 8' for medium trees (30' to 50' tall; 8' + for large trees (50' + tall); 1 large or medium tree every 35'	Trees in tree wells – 4' to 6' addition to sidewalk; 24' s.f. min for tree wells; 36' s.f. plus recommended; 1 tree every 35' or clustered for affect at gateways and focal points.	More dense, irregular and natural plantings of trees and shrubs; coordinated with sidewalks and/or bicycle facilities and drainage relating to the land forms; Buffer design based on specific plans or natural amenities for a particular context.
<i>Street Furniture / Amenity Area</i>	None; unless in or abutting high pedestrian areas such as the Downtown, mixed-use areas, open and civic spaces, or the gateways or character commercial areas of the Community Character elements of the plan.		Located in 4' - 6' + zone abutting curb and between tree-wells where on-street parking is provided; and/or located in first 6' along building frontage provided at least 6' clear zone for pedestrians provided.	None
<i>Parking</i>	Permitted with special engineering review.	7' parallel permitted. (includes curb & gutter)	8' parallel required; 18' angled permitted on local or some collector applications. (includes curb & gutter)	None
<i>Drainage</i>	1' – 1.5' curb and gutter; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with special engineering review.			10' + natural swale; or "green infrastructure" drainage (i.e. rain gardens and perforated curbs) with special engineering review.

¹ ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004. The AASHTO "green book" is a guide intended to be used flexibly for different types of streets in different contexts. The Forward to the "green book" makes it clear that the dimensions are guides and not standards, and that ranges should not be used to imply that the larger end of a range is preferred. (AASHTO. Geometric Design of Highways and Streets, pg. xliii).

² ASHTO. Geometric Design of Highways and Streets, pg. 473, AASHTO, Washington D.C., 2004.

Appendix B: Great Trees for the Kansas City Region

This guide shall be used to choose street tree and landscape materials. This list can be managed and supplemented by City Staff from time to time and administered through more specific landscape, street scape and site design recommendation through the development review process.

THE TREE LIST

GREAT TREES FOR THE KANSAS CITY REGION

AS RATED BY METROPOLITAN AREA EXPERTS

December 2013 revision

Study by Robert Whitman, ASLA, AICP, LEED AP

robert.whitman@gouldevans.com

ABOUT THIS STUDY:

Kansas City area tree experts were asked to provide numerical opinions (0-5 ratings) for 378 trees in four categories (Landscape Value, Street Tree Value, Cultural Adaptability, and Useful Lifespan). These ratings were averaged to determine the highest rated trees for each category.

PARTICIPANTS:

Michael Dougherty, Tree Management Company (913)894-8733

Dennis Patton, Johnson County Extension Agent

Tory Schwope, KAT Nurseries, (913)856-5288

Alan Branhagen, Director of Horticulture, Powell Gardens

Chris Casebeer, Green Valley Nursery, (913)206-6598

Bob Haines, Arborist, Shade Masters (913)522-1810

Dan Simmons, Show-Me Horticulture, (816)277-6601

Mark Young, Country Club Tree Service (816)333-7220

Chuck Conner, Forester, Missouri Department of Conservation

Kevin Smith, Forester, Johnson County Parks & Recreation (retired)

Cheryl Boyer, Assistant Professor, K-State Extension

Ivan Katzer, Consulting Arborist, (816)765-4241

Tim McDonnell, Forester, Kansas Forest Service

Scott Reiter, Linda Hall Library

Chip Winslow, FASLA, KSU Department of Landscape Architecture

Susan Mertz, Loma Vista Nursery, (913)897-7010

Robert Whitman, Landscape Architect, gouldevans

GREAT TREES FOR THE KANSAS CITY REGION

AS RATED BY METROPOLITAN AREA EXPERTS

Study by Robert Whitman, ASLA, AICP, LEED AP

December 2013 revision

LARGE TREES FOR THE LANDSCAPE (IN ORDER OF PREFERENCE OUT OF 218 TREES)

1. *Quercus alba* **White Oak**
2. *Quercus bicolor* **Swamp White Oak**
3. *Acer saccharum* 'Autumn Splendor' **Caddo Sugar Maple**
4. *Gymnocladus dioica* 'Expresso' **Kentucky Coffeetree**
5. *Acer x truncatum* 'Warrenred' **Pacific Sunset Maple**
6. *Acer saccharum* 'John Pair' **John Pair Caddo Maple**
7. *Ginkgo biloba* 'Autumn Gold' **Autumn Gold Ginkgo**
8. *Acer saccharum* 'Fall Fiesta' **Fall Fiesta Sugar Maple**
9. *Quercus macrocarpa* **Bur Oak**
10. *Quercus muehlenbergii* **Chinkapin Oak**
11. *Acer miyabei* 'Morton' **State Street Miyabe Maple**
12. *Taxodium distichum* 'Shawnee Brave' **Bald Cypress**
13. *Metasequoia glyptostroboides* **Dawn Redwood**
14. *Taxodium distichum* **Bald Cypress**
15. *Acer saccharum* 'Legacy' **Legacy Sugar Maple**
16. *Nyssa sylvatica* **Blackgum**
17. *Taxodium ascendens* **Pond Cypress**
18. *Ulmus propinqua* 'JFS Bieberich' **Emerald Sunshine Elm**
19. *Quercus shumardii* **Shumard Oak**
20. *Quercus rubra* **Red Oak**
21. *Ginkgo b.* 'Princeton Sentry' **Princeton Sentry Ginkgo**
22. *Acer x 'Keithsform'* **Norwegian Sunset Maple**
23. *Tilia tomentosa* 'Sterling' **Sterling Silver Linden**
24. *Quercus x wareii* 'Long' **Regal Prince Columnar Oak**
25. *Tilia americana* 'DTR 123' **Legend American Linden**
26. *Ulmus x 'Frontier'* **Frontier Elm**
27. *Quercus pagoda* **Cherrybark Oak**
28. *Quercus x 'Crimschmidt'* **Crimson Spire Col. Oak**
29. *Tilia tomentosa* **Silver Linden**
30. *Quercus stellata* **Post Oak**
31. *Zelkova serrata* 'Musashino' **Columnar Zelkova**
32. *Acer saccharum* 'Green Mountain' **Green Mt. Sugar Maple**
33. *Carpinus betulus* **European Hornbeam**
34. *Cladrastis kentukea* **Yellowwood**
35. *Ulmus parvifolia* 'Emerald Prairie' **Em. Prairie Lbk. Elm**
36. *Quercus lyrata* **Overcup Oak**
37. *Acer miyabei* **Miyabe Maple**
38. *Quercus prinus* **Chestnut Oak**
39. *Ulmus parvifolia* 'Allee' **Allee Lacebark Elm**
40. *Carpinus caroliniana* **American Hornbeam**
41. *Magnolia x acuminata* 'Butterflies' **Butterflies Magnolia**
42. *Quercus coccinea* **Scarlet Oak**
43. *Ulmus amer.* 'New Harmony' **New Harmony Amer. Elm**
44. *Eucommia ulmoides* **Hardy Rubber Tree**
45. *Ulmus americana* 'Princeton' **Princeton American Elm**
46. *Ulmus americana* 'Valley Forge' **Valley Forge Amer. Elm**
47. *Carpinus betulus* 'Frans Fontaine' **Columnar Hornbeam**
48. *Zelkova serrata* 'Village Green' **Village Green Zelkova**
49. *Maclura pomifera* 'White Shield' **Seedless Osage Orange**
50. *Aesculus x carnea* 'O'Neill's Red' **Red Horsechestnut**
51. *Ulmus parvifolia* 'Athena' **Athena Lacebark Elm**
52. *Zelkova serrata* 'Green Vase' **Green Vase Zelkova**
53. *Acer saccharum* **Sugar Maple**
54. *Tilia americana* 'McK Sentry' **American Sentry Linde**
55. *Ulmus x 'Morton Glossy'* **Triumph Elm**
56. *Fagus sylvatica* 'Atropunicea' **Purpleleaf Beech**

GREAT TREES FOR THE KANSAS CITY REGION

AS RATED BY METROPOLITAN AREA EXPERTS

LARGE STREET TREES (IN ORDER OF PREFERENCE OUT OF 218 TREES)

1. *Quercus bicolor* **Swamp White Oak**
2. *Tilia tomentosa* 'Sterling' **Sterling Silver Linden**
3. *Tilia americana* 'DTR 123' **Legend American Linden**
4. *Acer miyabei* 'Morton' **State Street Miyabe Maple**
5. *Taxodium d.* 'Shawnee Brave' **Col. Bald Cypress**
6. *Ulmus prop.* 'JFS Bieberich' **Emerald Sunshine Elm**
7. *Ulmus x* 'Frontier' **Frontier Elm**
8. *Ginkgo biloba* 'Autumn Gold' **Autumn Gold Ginkgo**
9. *Acer x trunc.* 'Keithsform' **Norwegian Sunset Maple**
10. *Acer x truncatum* 'Warrenred' **Pacific Sunset Maple**
11. *Gymnocladus dioicus* 'Espresso' **Kentucky Coffeetree**
12. *Quercus shumardii* **Shumard Oak**
13. *Ginkgo b.* 'Princeton Sentry' **Princeton Sentry Ginkgo**
14. *Quercus buckleyi* **Texas Red Oak**
15. *Quercus x wareii* 'Long' **Regal Prince Col. Oak**
16. *Quercus lyrata* **Overcup Oak**
17. *Ulmus americana* 'Princeton' **Princeton Amer. Elm**
18. *Quercus alba* **White Oak**
19. *Ulmus americana* 'New Harmony' **New Harmony Elm**
20. *Acer saccharum* 'Autumn Splendor' **Caddo Sugar Maple**
21. *Quercus rubra* **Red Oak**
22. *Maclura pomifera* 'White Shield' **Seedls. Osage Orange**
23. *Quercus muehlenbergii* **Chinkapin Oak**
24. *Eucommia ulmoides* **Hardy Rubber Tree**
25. *Platanus x acerifolia* 'Bloodgood' **Bloodgood Planetree**
26. *Ulmus a.* 'Valley Forge' **Valley Forge American Elm**
27. *Zelkova serrata* 'Musashino' **Columnar Zelkova**
28. *Zelkova serrata* 'Green Vase' **Green Vase Zelkova**
29. *Quercus x Crimschmidt* **Crimson Spire Columnar Oak**
30. *Ulmus parvifolia* 'Emerald Prairie' **Lacebark Elm**
31. *Quercus texana* **Nuttall Oak**
32. *Tilia americana* 'McKsentry' **American Sentry Linden**
33. *Ulmus parvifolia* 'Allee' **Allee Lacebark Elm**
34. *Ulmus x* 'Morton Glossy' **Triumph Elm**
35. *Ulmus x* 'Patriot' **Patriot Elm**
36. *Taxodium ascendens* **Pond Cypress**
37. *Quercus macrocarpa* **Bur Oak**
38. *Quercus coccinea* **Scarlet Oak**
39. *Gleditsia triacanthos* 'Imperial' **Imperial Honeylocust**
40. *Ulmus parvifolia* 'Athena' **Athena Lacebark Elm**
41. *Acer saccharum* 'John Pair' **John Pair Caddo Maple**
42. *Gleditsia triacanthus* 'Skyline' **Skyline Honeylocust**
43. *Zelkova serrata* 'Village Green' **Village Green Zelkova**
44. *Acer saccharum* 'Fall Fiesta' **Fall Fiesta Sugar Maple**
45. *Acer saccharum* 'Legacy' **Legacy Sugar Maple**
46. *Metasequoia glyptostroboides* **Dawn Redwood**
47. *Quercus prinus* **Chestnut Oak**
48. *Taxodium distichum* **Bald Cypress**
49. *Ulmus x* 'Morton' **Accolade Elm**
50. *Acer miyabei* **Miyabe Maple**

LOWEST RATED COMMONLY USED TREES (IN ORDER OF LEAST PREFERENCE OUT OF 371 TREES)

1. *Pyrus calleryana* 'Bradford' **Bradford Pear**
2. *Acer saccharinum* **Silver Maple**
3. *Prunus cerasifera* 'Newport' **Newport Plum**
4. *Populus deltoides* **Cottonwood**
5. *Fraxinus* **Green & White Ash**
6. *Acer ginnala* **Amur Maple**
7. *Crataegus viridis* 'Winter King' **Green Hawthorn**
8. *Robinia pseudoacacia* 'Purple Robe' **Black Locust**
9. *Liquidambar styraciflua* 'Rotundiloba' **Sweetgum**
10. *Acer rubrum* **Red Maple**

GREAT TREES FOR THE KANSAS CITY REGION

AS RATED BY METROPOLITAN AREA EXPERTS

MOST CULTURALLY ADAPTABLE TREES FOR KC (OUT OF 371 TREES)

- | | |
|---|---|
| 1. <i>Ulmus americana</i> 'New Harmony' New Harmony Elm | 22. <i>Acer x freemanii</i> 'Autumn Blaze' Autumn Blaze Maple |
| 2. <i>Quercus macrocarpa</i> Bur Oak | 23. <i>Quercus shumardii</i> Shumard Oak |
| 3. <i>Ulmus x 'Morton Glossy'</i> Triumph Elm | 24. <i>Quercus muehlenbergii</i> Chinkapin Oak |
| 4. <i>Quercus bicolor</i> Swamp White Oak | 25. <i>Celtis occidentalis</i> Hackberry |
| 5. <i>Ulmus propinqua</i> 'JFS Bieberich' Emerald Sunshine Elm | 26. <i>Ginkgo b.</i> 'Princeton Sentry' Princeton Sentry Ginkgo |
| 6. <i>Ulmus x 'Patriot'</i> Patriot Elm | 27. <i>Platanus x acerifolia</i> 'Bloodgood' Bloodgood Planetree |
| 7. <i>Maclura pomifera</i> 'White Shield' Fruitless Osage Orange | 28. <i>Acer x freemanii</i> 'Armstrong' Armstrong Col. Maple |
| 8. <i>Quercus x wareii</i> 'Long' Regal Prince Columnar Oak | 29. <i>Quercus lyrata</i> Overcup Oak |
| 9. <i>Taxodium d.</i> 'Shawnee Brave' Columnar Bald Cypress | 30. <i>Acer miyabei</i> 'Morton' State Street Miyabe Maple |
| 10. <i>Plataus occidentalis</i> Sycamore | 31. <i>Malus</i> Coral Burst & Adirondack Crabapple |
| 11. <i>Gymnocladus dioicus</i> 'Expresso' Kentucky Coffeetree | 32. <i>Quercus buckleyi</i> Texas Red Oak |
| 12. <i>Taxodium distichum</i> Bald Cypress | 33. <i>Euonymus bunganus</i> Winterberry Euonymus |
| 13. <i>Ulmus x 'Morton'</i> Accolade Elm | 34. <i>Taxodium ascendens</i> Pond Cypress |
| 14. <i>Acer truncatum</i> Shantung Maple | 35. <i>Malus</i> Japanese & Professor Springer Crabapple |
| 15. <i>Quercus imbricaria</i> Shingle Oak | 36. <i>Quercus rubra</i> Red Oak |
| 16. <i>Ginkgo biloba</i> 'Autumn Gold' Autumn Gold Ginkgo | 37. <i>Ulmus a.</i> 'Valley Forge' Valley Forge American Elm |
| 17. <i>Tilia tomentosa</i> 'Sterling' Sterling Silver Linden | 38. <i>Gleditsia triacanthos</i> Honeylocust |
| 18. <i>Ulmus x 'Frontier'</i> Frontier Elm | 39. <i>Acer campestre</i> Hedge Maple |
| 19. <i>Acer x trunc.</i> 'Keithsform' Norwegian Sunset Maple | 40. <i>Corylus column</i> Turkish Hazel |
| 20. <i>Acer x truncatum</i> 'Warrenred' Pacific Sunset Maple | 41. <i>Malus</i> Donald Wyman & Mary Potter Crabapple |
| 21. <i>Tilia americana</i> 'DTR 123' Princeton Amer. Linden | 42. <i>Acer saccharum</i> 'A.S.' Autumn Splendor Caddo Maple |

LONGEST LIVED TREES (IN ORDER OF USEFUL LIFESPAN, OUT OF 371 TREES)

- | | | |
|--|---|--|
| 1. <i>Quercus macrocarpa</i> Bur Oak | 10. <i>Ginkgo biloba</i> Ginkgo | 19. <i>Metasequoia glyp.</i> Dawn Redwood |
| 2. <i>Quercus muehlenbergii</i> Chinkapin Oak | 11. <i>Ulmus americana</i> Amer. Elm cultiv. | 20. <i>Quercus palustris</i> Pin Oak |
| 3. <i>Quercus alba</i> White Oak | 12. <i>Platanus x acer.</i> London Planetree | 21. <i>Quercus coccinea</i> Scarlet Oak |
| 4. <i>Quercus bicolor</i> Swamp White Oak | 13. <i>Platanus occidentalis</i> Sycamore | 22. <i>Carya</i> Hickory & Pecan |
| 5. <i>Quercus rubra</i> Red Oak | 14. <i>Maclura pomifera</i> Osage Orange | 23. <i>Quercus pagoda</i> Cherrybark Oak |
| 6. <i>Quercus stellata</i> Post Oak | 15. <i>Quercus prinus</i> Chestnut Oak | 24. <i>Quercus robur</i> English Oak |
| 7. <i>Juglans nigra</i> Black Walnut | 16. <i>Quercus imbricaria</i> Shingle Oak | 25. <i>Ulmus X</i> Elm Hybrids |
| 8. <i>Quercus lyrata</i> Overcup Oak | 17. <i>Quercus shumardii</i> Shumard Oak | 26. <i>Acer</i> Pac. & Nor. Sunset Maples |
| 9. <i>Taxodium dist.</i> Bald Cypress | 18. <i>Gymnocladus dioicus</i> K. Coffeetree | 27. <i>Catalpa speciosa</i> Northern Catalpa |

GREAT TREES FOR THE KANSAS CITY REGION

AS RATED BY METROPOLITAN AREA EXPERTS

SMALL TREES FOR THE LANDSCAPE (IN ORDER OF PREFERENCE OUT OF 153 TREES)

- | | |
|---|--|
| 1. <i>Acer griseum</i> Paperbark Maple | 14. <i>Malus 'Royal Raindrops'</i> Royal Raindrops Crab |
| 2. <i>Acer truncatum</i> Shantung Maple | 15. <i>Cercis canadensis</i> Redbud |
| 3. <i>Cornus kousa</i> Kousa Dogwood | 16. <i>Cornus florida</i> White Flowering Dogwood |
| 4. <i>Chionanthus virginicus</i> White Fringetree | 17. <i>Magnolia virginiana</i> Sweetbay Magnolia |
| 5. <i>Aesculus pavia</i> Red Buckeye | 18. <i>Amelanchier 'Autumn Brilliance'</i> Apple Serviceberry |
| 6. <i>Hamamelis virginiana</i> Witch Hazel | 19. <i>Heptacodium miconioides</i> Seven-son Flower |
| 7. <i>Acer palmatum 'Bloodgood'</i> Red-leaf Jap. Maple | 20. <i>Cornus controversa 'June Snow'</i> June Snow Dogwood |
| 8. <i>Chionanthus retusus</i> Chinese Fringetree | 21. <i>Parrotia persica</i> Persian Parrotia |
| 9. <i>Cercis reniformis 'Oklahoma'</i> Oklahoma Redbud | 22. <i>Magnolia x 'Jane'</i> Jane Magnolia |
| 10. <i>Syringa reticulata 'Ivory Silk'</i> Japanese Tree Lilac | 23. <i>Malus 'Adirondack'</i> Adirondack Crabapple |
| 11. <i>Acer buergerianum</i> Trident Maple | 24. <i>Malus 'Velvet Pillar'</i> Columnar Crabapple |
| 12. <i>Acer triflorum</i> Three-Flowered Maple | 25. <i>Cornus mas</i> Corneliancherry Dogwood |
| 13. <i>Malus sargentii</i> Sargent Crabapple | 26. <i>Ostrya virginiana</i> Ironwood/Hophornbeam |

SMALL STREET TREES (IN ORDER OF PREFERENCE OUT OF 153 TREES)

- | | |
|--|---|
| 1. <i>Acer truncatum</i> Shantung Maple | 9. <i>Syringa pekinensis 'China Snow'</i> Chinese Tree Lilac |
| 2. <i>Zelkova serrata 'Schmidtlow'</i> Wireless Zelkova | 10. <i>Acer griseum</i> Paperbark Maple |
| 3. <i>Acer buergerianum</i> Trident Maple | 11. <i>Malus 'Adirondack'</i> Adirondack Crabapple |
| 4. <i>Syringa reticulata 'Ivory Silk'</i> Japanese Tree Lilac | 12. <i>Acer tartaricum</i> Tartarian Maple |
| 5. <i>Malus 'Velvet Pillar'</i> Columnar Crabapple | 13. <i>Parrotia persica</i> Persian Parrotia |
| 6. <i>Maackia amurensis</i> Amur Maackia | 14. <i>Prunus padus 'Drietre'</i> Merlot Bird Cherry |
| 7. <i>Ostrya virginiana</i> Ironwood/Hophornbeam | 15. <i>Malus 'Royal Raindrops'</i> Royal Raindrops Crab |
| 8. <i>Koelreuteria paniculata</i> Golden Raintree | 16. <i>Crataegus ambigua</i> Russian Hawthorn |

PARTICIPANTS:

Michael Dougherty, Tree Management Company (913)894-8733
 Dennis Patton, Johnson County Extension Agent
 Tory Schwope, KAT Nurseries, (913)856-5288
 Alan Branhagen, Director of Horticulture, Powell Gardens
 Chris Casebeer, Green Valley Nursery, (913)206-6598
 Bob Haines, Arborist, Shade Masters (913)522-1810
 Dan Simmons, Show-Me Horticulture, (816)277-6601
 Mark Young, Country Club Tree Service (816)333-7220
 Chuck Conner, Forester, Missouri Department of Conservation

Kevin Smith, Forester, Johnson County Parks & Rec.reation
 Cheryl Boyer, Assistant Professor, K-State Extension
 Ivan Katzer, Consulting Arborist, (816)765-4241
 Tim McDonnell, Forester, Kansas Forest Service
 Scott Reiter, Linda Hall Library
 Chip Winslow, FASLA, KSU Department of Landscape Architecture
 Susan Mertz, Loma Vista Nursery, (913)897-7010
 Robert Whitman, Landscape Architect, gouldevans

THE TREE LIST

EVERGREEN TREES FOR THE KANSAS CITY REGION

AS RATED BY METROPOLITAN AREA EXPERTS

December 2013 revision

Study by Robert Whitman, ASLA, AICP, LEED AP

robert.whitman@gouldevans.com

ABOUT THIS STUDY:

In 2012 & 2013, Kansas City region tree experts were asked to provide numerical opinions (0-5 ratings) in each category for evergreen trees they have tested/observed from a master list of 154 evergreen trees. These ratings were averaged to determine the tree ratings for each category.

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Susan Mertz, Loma Vista Nursery, (913)897-7010

Marvin Snyder, Past President, American Conifer Society

Scott Reiter, Linda Hall Library

Duane Hoover, Horticulturist, Kauffman Memorial Garden

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Michael Dougherty, Tree Management Company (913)894-8733

Rick Spurgeon, Olathe City Arborist

Don Mann, Loma Vista Nursery, (913)897-7010

Cameron Rees, Skinner Garden Store, (785)233-9657

Mic Mills, Rosehill Gardens, (816)941-4777

Dennis Patton, Johnson County Extension Agent

Jason Griffin PhD, KSU John C. Pair Horticultural Center

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Tested for KC	Height x Width (ft.)	Evergreen Tree name	Use as specimen	Use in buffer or as massing	Culturally adaptable	Heavy Soils	Drought Tolerant	Lifespan	Comments
PINE									
✓✓✓	15x9	<i>Pinus aristata</i> - Bristlecone Pine	😞	😱	😞	😱	😊	😞	Needs excellent drainage, dislikes KC humidity
✓	35x20	<i>Pinus ayacahuite</i> - Mexican White Pine	😐	😊	😊	😊	😊	?	Limited experience, but shows promise
✓✓	35x22	<i>Pinus banksiana</i> - Jack Pine	😱	😱	😊	😊	😊	😞	Pine wilt when under stress
✓✓	25x18	<i>Pinus bungeana</i> - Lacebark Pine	😊	😊	😊	😞	😊	😊	Excellent performer with interesting bark
✓	22x11	<i>Pinus cembra</i> - Swiss Stone Pine	😊	😞	😞	😱	😞	?	Limited local success, slow grower
✓✓	30x20	<i>Pinus densiflora</i> - Japanese Red Pine	😊	😞	😊	😊	😊	😞	Some local success, very open habit
✓✓	14x12	<i>Pinus densiflora</i> 'Umbraculifera' - Tabletop Pine	😊	😞	😊	😊	😊	😞	Some local success, interesting flattop specimen
✓✓✓	30x17	<i>Pinus flexilis</i> 'Vanderwolf's' - Limber Pine	😊	😊	😊	😊	😊	😊	Green-blue color, can get needle blight
✓	35x20	<i>Pinus koraiensis</i> - Korean Pine	😊	😊	😊	😊	😊	?	Loose form, some local success
✓	28x15	<i>Pinus leucodermis</i> - Bosnian Pine	😊	😊	😊	😞	😊	?	Some local success, black pine replacement
✓✓✓	12x14	<i>Pinus mugo</i> - Mugo Pine	😞	😱	😊	😊	😊	😊	Variation in size, pine wilt and scale problems
✓	12x7	<i>Pinus mugo</i> 'Tannenbaum' - Tannenbaum Pine	😊	😞	😊	😊	😊	?	Attractive form, small pine alternative
✓✓✓	55x30	<i>Pinus nigra</i> - Austrian Pine	😱	😱	😞	😊	😊	😱	Severe diplodia tip blight, short lived
✓✓	35x19	<i>Pinus parviflora</i> - Japanese White Pine	😞	😞	😞	😊	😊	😊	Attractive pine, some local success
✓✓✓	50x30	<i>Pinus ponderosa</i> - Ponderosa Pine	😱	😞	😞	😞	😊	😊	Pine tip moth, fungal problems
✓✓	40x18	<i>Pinus resinosa</i> - Red Pine	😱	😞	😱	😊	😞	😱	Too hot in KC for this pine
✓✓	40x25	<i>Pinus strobiformis</i> - Southwestern White Pine	😊	😊	😊	😞	😊	😊	Performs well here and SW of KC
✓✓✓	60x30	<i>Pinus strobus</i> - Eastern White Pine	😞	😊	😊	😊	😞	😊	Drought susceptible, chlorosis, good pine
✓✓✓	45x16	<i>Pinus strob.</i> 'Fastigiata' - Columnar White Pine	😊	😊	😊	😊	😞	😊	Same as species but better for narrow sites
✓✓✓	45x25	<i>Pinus sylvestris</i> - Scotch Pine	😱	😱	😞	😊	😊	😱	Pine wilt & root nematode, European sawfly
✓	50x25	<i>Pinus taeda</i> - Loblolly Pine	😱	😞	😞	😊	😊	?	Cold, ice and high pH can cause problems
✓✓	25x15	<i>Pinus thunbergiana</i> - Japanese Black Pine	😞	😱	😞	😊	😞	😞	Salt tolerant, ice damage, pine wilt
✓	30x15	<i>Pinus wallichiana</i> - Himalayan Pine	😞	😊	😞	😊	😞	?	Needs more testing

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SPRUCE

✓✓✓	60x30	<i>Picea abies</i> – Norway Spruce	😊	😊	😊	😊	😊	😊	Tough and proven spruce for KC
✓✓✓	27x10	<i>Picea abies</i> 'Cupressina' – Upright Norway Spruce	😊	😞	😊	😊	😊	😊	Narrow and fast growing spruce
✓✓✓	22x15	<i>Picea abies. v. pendula</i> – Weeping Norway Spruce	😊	😞	😊	😊	😊	😊	Many specimen application options
✓✓	30x14	<i>Picea breweriana</i> – Brewer's Spruce	😱	😞	😱	😞	😱	😞	Tested with many failures
✓	30x16	<i>Picea engelmannii</i> – Engelmann Spruce	😬	😱	😬	😊	😊	?	Not tolerant of KC heat or humidity
✓✓	40x20	<i>Picea glauca</i> – White Spruce	😞	😞	😱	😞	😱	😞	Poor heat tolerance
✓✓✓	30x18	<i>Picea glauca</i> 'Densata' – Black Hills Spruce	😊	😊	😊	😊	😊	😞	Slow growing but performs well, dense form
✓✓	18x4	<i>Picea glauca</i> 'Pendula' – Weeping White Spruce	😊	😱	😊	😊	😞	😞	Great specimen, good upright leader
✓✓	20x9	<i>Picea mariana</i> 'Columnar' – Columnar Black Spruce	😊	😞	😊	😱	😱	😞	Blue-green foliage, slow growing
✓✓	20x7	<i>Picea mariana</i> 'Wellspire' – Columnar Black Spruce	😊	😞	😊	😱	😱	😞	Upright form, soft needles, green color
✓✓	40x16	<i>Picea omorika</i> – Serbian Spruce	😊	😊	😊	😞	😞	😊	Blue-green color, performs well in irrigation
✓✓	25x10	<i>Picea omorika</i> 'Bruns' – Bruns Serbian Spruce	😊	😊	😊	😞	😞	😊	More narrow than species
✓✓	22x8	<i>Picea omorika</i> 'Pendula' – Weeping Serbian Spruce	😊	😞	😊	😞	😞	😊	Very attractive weeping specimen
✓✓✓	25x12	<i>Picea omorika</i> 'Riverside' Upright Serbian Spruce	😊	😊	😊	😞	😞	😊	Nice form with green color
✓	25x15	<i>Picea orientalis</i> – Oriental Spruce	😊	😊	😊	😊	😊	?	Tiny needles
✓✓	18x8	<i>Picea orientalis</i> 'Deer Run' – Deer Run Spruce	😊	😞	😊	😊	😊	😊	Blue color, slow growing
✓	18x9	<i>P. orientalis</i> 'Skylands' – Yellow Oriental Spruce	😊	😞	😞	😞	😞	?	Yellow needles fade to green, will scorch
✓✓✓	45x20	<i>Picea pungens</i> – Colorado Spruce	😊	😊	😞	😱	😞	😊	Not heat or drought tolerant, green needles
✓✓✓	45x20	<i>Picea pungens v. glauca</i> – Colorado Blue Spruce	😊	😊	😞	😱	😞	😊	Same as species, but blue color
✓✓✓	40x18	<i>Picea pungens</i> 'Kosteri' – Koster Blue Spruce	😊	😞	😊	😱	😞	😊	Blue color, not uniform or dense
✓	15x8	<i>Picea pungens</i> 'Baby Blue Eyes' – Baby Blue Eyes Spr.	😊	😊	😞	😱	😞	?	Tidy, small mature size
✓✓	25x14	<i>Picea pungens</i> 'Bakeri' – Bakeri Spruce	😊	😊	😞	😱	😞	😊	Good blue color
✓✓✓	20x9	<i>Picea pungens</i> 'Blue Totum' – Col. Blue Spruce	😊	😞	😞	😱	😞	😊	Good blue color, snow/ice load is problem
✓✓	20x10	<i>Picea pungens</i> 'Fastigiata' – Col. Blue Spruce	😊	😞	😞	😱	😞	😊	Good blue color, snow/ice load is problem
✓✓✓	20x15	<i>Picea pungens</i> 'Fat Albert' – Fat Albert Blue Spruce	😊	😊	😞	😱	😞	😊	Excellent blue color and form
✓✓✓	30x16	<i>Picea pungens</i> 'Hoopsii' – Hoopsii Blue Spruce	😊	😊	😞	😱	😞	😊	Bluest spruce, more open form

ARBORVITAE

✓✓✓	25x15	<i>Thuja occidentalis</i> – Eastern Arborvitae	😱	😊	😞	😊	😱	😞	Needs irrigation, snow loads are a problem
✓✓	18x4	<i>T. occ.</i> 'Degroot's Spire' – Degroot's Spire Arborvitae	😊	😊	😱	😊	😱	😞	Best cultivar, otherwise same as species, slow
✓✓✓	16x6	<i>T. occidentalis</i> 'Smaragd' – Emerald Green Arborvitae	😱	😞	😱	😊	😱	😱	Overplanted and unloved by experts
✓✓	20x7	<i>Thuja occidentalis</i> 'Techny' – Techny Arborvitae	😱	😞	😱	😊	😱	😱	Poor performer, slow growing
✓✓✓	35x15	<i>Thuja x</i> 'Green Giant' – Green Giant Arborvitae	😞	😊	😊	😊	😱	😞	Fast grower, drought problems, deer resistant
✓✓	25x12	<i>Thuja x</i> 'Spring Grove' – Spring Grove Arborvitae	😞	😊	😊	😊	😱	😞	Less vigorous than Green Giant, but similar
✓✓✓	25x15	<i>Thuja orientalis</i> – Oriental Arborvitae	😱	😊	😊	😊	😊	😊	Toughest arborvitae for challenging KC

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JUNIPER

✓	20x12	<i>Juniperus chinensis</i> 'Wintergreen' - Wintergreen Juniper	😞	😊	😐	😊	😊	?	Dense rich green
✓✓	16x9	<i>Juniperus chinensis</i> 'Blue Point' - Blue Point Juniper	😐	😊	😐	😊	😊	😊	Teardrop shape, blue-green color
✓✓	25x14	<i>J. chinensis</i> 'Columnaris Glauca' - Upright Blue Jun.	😞	😊	😐	😊	😊	😞	Narrow, loose habit, silver-grey color
✓✓✓	16x9	<i>Juniperus chinensis</i> 'Hetzi Columnaris' - Hetz Juniper	😞	😊	😊	😊	😊	😊	Green, heavy attractive cone production
✓✓	13x5	<i>Juniperus chinensis</i> 'Iowa' - Iowa Juniper	😞	😊	😊	😊	😊	😞	Green with blue tint, loose form
✓✓✓	20x13	<i>Juniperus chinensis</i> 'Keteleerii' - Keteleerii Juniper	😞	😊	😊	😊	😊	😊	Green with loose form, interesting unsheared
✓✓✓	20x12	<i>Juniperus chinensis</i> 'Perfecta' - Perfecta Juniper	😞	😊	😊	😊	😊	😊	Natural freshly sheared look
✓✓	18x9	<i>Juniperus chinensis</i> 'Robusta Green' - Upright Juniper	😞	😊	😊	😊	😊	😊	Green, tufted form, slightly irregular
✓✓✓	20x9	<i>Juniperus chinensis</i> 'Spartan' - Spartan Juniper	😊	😊	😊	😊	😊	😊	Green, dense and narrow
✓	20x18	<i>Juniperus rigida</i> - Temple Juniper	😊	😊	😊	😊	😊	?	Green, slightly weeping branchlets
✓✓	25x13	<i>J. scopulorum</i> 'Blue Haven' - Blue Haven Juniper	😱	😞	😞	😱	😱	😱	Blue, striking color, heavy cone production
✓✓✓	20x7	<i>Juniperus scopulorum</i> 'Skyrocket' - Skyrocket Juniper	😱	😱	😱	😞	😊	😱	Blue, very narrow, poor performer
✓✓✓	18x8	<i>Juniperus scopulorum</i> 'Welchii' - Welch Juniper	😱	😱	😱	😱	😊	😱	Silvery blue-green, compact and dense
✓✓✓	20x10	<i>J. scopulorum</i> 'Wichita Blue' - Wichita Blue Juniper	😱	😞	😱	😞	😊	😱	Brilliant bright blue, poor performer
✓✓✓	40x25	<i>Juniperus virginiana</i> - Eastern Red Cedar	😞	😊	😊	😊	😊	😊	Our only native and most durable evergreen
✓✓✓	30x15	<i>J. virginiana</i> 'Glauca' - Silver Eastern Red Cedar	😞	😊	😊	😊	😊	😊	Silver hue and very durable
✓	15x5	<i>Juniperus virginiana</i> 'Blue Arrow' - Blue Arrow Juniper	😞	😊	😊	😊	😊	?	More narrow than 'Glauca', not as durable
✓✓	25x14	<i>Juniperus virginiana</i> 'Burkii' - Blue Burkii Juniper	😞	😊	😊	😊	😊	😊	Steel-blue color, lacks interesting cones
✓✓✓	25x15	<i>Juniperus virginiana</i> 'Canaertii' - Canaert Juniper	😊	😊	😊	😊	😊	😊	Attractive lumpy form, proven durability
✓✓	20x12	<i>Juniperus virginiana</i> 'Cupressifolia' - Hillspire Juniper	😞	😊	😊	😊	😊	😊	Green, keeps winter color, durable
✓✓	23x10	<i>J. virg.</i> Emerald Sentinel - Emerald Sentinel Juniper	😞	😊	😊	😊	😊	😊	Dark green color
✓	20x8	<i>J. virginiana</i> 'Prairie Sentinel' - Prairie Sentinel Juniper	😞	😊	😊	😊	😊	?	Grey-green color, slower grower
✓✓	18x5	<i>Juniperus virginiana</i> 'Taylor' - Taylor Upright Juniper	😊	😊	😊	😊	😊	😊	Italian cypress look, durable, species color

FIR / YEW

✓	40x18	<i>Abies balsamea</i> - Balsam Fir	😱	😱	😱	😱	😱	?	Poor performance in KC
✓✓	45x25	<i>Abies concolor</i> - White Fir	😊	😱	😱	😱	😱	😞	Beautiful, needs excellent drainage, variable
✓✓	25x14	<i>Abies concolor</i> 'Candicans' - Candicans Fir	😊	😱	😱	😱	😱	😞	White-blue color very impressive
✓	30x16	<i>Abies fraseri</i> - Fraser Fir	😱	😞	😱	😱	😱	?	Very few good trees in KC, many failures
✓	30x20	<i>Abies homolepis</i> - Nikko Fir	😊	😞	😱	😊	😱	?	Very few good trees in KC, many failures
✓	15x6	<i>Abies koreana</i> - Korean Fir	😊	😱	😱	😊	😱	?	Heat and drought sensitive
✓	35x16	<i>Abies nordmanniana</i> - Nordman Fir	😊	😞	😞	😊	😊	?	Very few good trees, but shows promise
✓✓	40x20	<i>Pseudotsuga menziesii</i> - Douglas Fir	😞	😞	😞	😱	😞	😊	Very few nice older specimens in KC
✓✓✓	20x14	<i>Taxus cuspidata</i> 'Capitata' - Pyramidal Japanese Yew	😊	😞	😊	😱	😞	😞	Great evergreen for shade, needs drainage
✓✓✓	15x9	<i>Taxus x media</i> 'Hicksii' - Hicks Upright Yew	😞	😊	😊	😞	😊	😊	More upright/round form than Cap Yew

EVERGREEN TREES FOR THE KANSAS CITY REGION

AS RATED BY METROPOLITAN AREA EXPERTS

✓✓✓ = well tested/observed in region by experts

✓✓ = somewhat tested/observed in region by experts

✓ = not well tested/observed in region by experts (buyer beware)



=superior tree for this condition



=fair tree for this condition



=poor tree for this condition



=very poor tree for this condition

Tested for KC	Height x Width (ft.)	Evergreen Tree name	Use as specimen	Use in buffer or as massing	Culturally adaptable	Heavy Soils	Drought Tolerant	Lifespan	Comments
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MISC. NEEDLED EVERGREENS

✓	30x14	<i>Calocedrus decurrens</i> – Incense-Cedar	😊	😞	😞	😊	😊	?	Does well in SW KS, but not tested in KC
✓✓	30x16	<i>Cedrus atlantica</i> ‘Glaucu’ – Blue Atlas Cedar	😊	😞	😊	😞	😊	😞	Nice specimen if winters stay mild
✓	30x15	<i>C. deodara</i> ‘Karl Fuchs’ – Blue Himalayan Cedar	😊	😞	😞	😞	😊	?	Blue fades to grey, cold tolerant
✓	25x12	<i>Cedrus deodara</i> ‘Electric Blue’ – Blue Him.Cedar	😊	😞	😞	😞	😊	?	More dense, less cold tolerant than ‘K.Fuchs’
✓	30x25	<i>Cedrus libani</i> v. <i>stenocoma</i> – Cedar of Lebanon	😊	😞	😞	😞	😊	?	Not holding up in KC, no thriving old trees
✓	18x9	<i>Chamaecyparis lawsoniana</i> – Lawson Falsecypress	😊	😞	😞	😊	😞	?	Interesting horizontal twig structure
✓✓	24x10	<i>Chamaecyparis nootkatensis</i> – Weeping Alaska Cedar	😊	😞	😞	😊	😞	😊	Interesting specimen, doing well in KC
✓✓	12x8	<i>Cham. pisifera</i> ‘Filifera’ – Japanese Falsecypress	😊	😞	😊	😊	😞	😊	Internal needles die but can be trimmed
✓✓	15x9	<i>Cham. pisifera</i> ‘Boulevard’ - Blvd. Falsecypress	😊	😞	😊	😊	😞	😊	Can look a bit rough with age, but does well
✓	35x20	<i>Cryptomeria japonica</i> – Japanese Cedar	😞	😞	😞	😞	😊	?	Very few surviving trees in KC
✓	30x14	<i>Cupressus arizonica</i> – Arizona Cypress	😞	😞	😞	😞	😊	?	Seed source/cultivar is important
✓	20x7	<i>C. arizonica</i> ‘Cook’s Peak’ – Cook’s Peak-Cypress	😞	😞	😊	😞	😊	?	Appears to be cold hardy, blue foliage
✓	25x10	<i>Cupressus arizonica</i> ‘Blue Ice’ – Blue Ice Cypress	😊	😞	😞	😞	😊	?	Blue foliage, cold hardiness in question
✓✓	25x10	<i>Sciadopitys verticillata</i> – Japanese Umbrella Pine	😊	😞	😞	😞	😞	😞	Very slow, needs winter shade, needs love
✓	30x15	<i>Sequoiadendron giganteum</i> – Giant Redwood	😞	😞	😞	😞	😞	?	Not suited for KC’s climate
✓	30x15	<i>Seq. giganteum</i> ‘Hazel Smith’ – Giant Redwood	😊	😞	😞	😞	😞	?	Blue color, hates KC humidity, but can survive
✓✓✓	45x25	<i>Tsuga canadensis</i> – Canadian Hemlock	😞	😞	😞	😞	😞	😞	Needs winter wind protection and good soil

HOLLY/MAGNOLIA (BROADLEAF EVERGREENS ONLY)

✓✓✓	20x12	<i>Ilex x attenuata</i> ‘Fosteri’ – Foster’s #2 Holly	😊	😊	😊	😞	😞	😞	Needs winter wind protection
✓✓✓	20x12	<i>Ilex x attenuata</i> ‘Greenleaf’ – Greenleaf Holly	😊	😊	😞	😞	😞	😞	Chlorosis, needs winter wind protection
✓✓✓	8x7	<i>Ilex x</i> ‘Blue Maid’ – Blue Maid Holly	😞	😞	😊	😞	😞	😞	Needs winter wind protection
✓✓	14x7	<i>Ilex x</i> ‘Centennial Girl’ – Centennial Girl Holly	😞	😊	😊	😞	😞	😞	Needs winter wind protection
✓	14x6	<i>Ilex x</i> ‘Dragon Lady’ – Dragon Lady Holly	😞	😞	😞	😞	😞	?	Rare to succeed in KC
✓✓	6x5	<i>Ilex x</i> ‘Honey Maid’ – Honey Maid Holly	😞	😞	😞	😞	😞	😞	Creamy white leaf margin, often fails
✓	9x5	<i>Ilex x meserveae</i> ‘Hackenfee’ - Castle Spire Holly	😊	😊	😊	😞	😞	?	Good fruit production, needs male in area
✓	9x5	<i>Ilex x meserveae</i> ‘Hackenstar’ - Castle Wall Holly	😊	😊	😊	😞	😞	?	Male pollinator for ‘Castle Spire’
✓	18x9	<i>Ilex x</i> ‘Nellie R. Stevens’– Nellie Stevens Holly	😞	😞	😞	😞	😞	?	Needs shelter, but often killed to ground
✓✓✓	35x18	<i>Ilex opaca</i> – American Holly	😊	😊	😊	😞	😞	😊	Species is variable, but many old specimens
✓	20x15	<i>Ilex penunculosa</i> – Longstock Holly	😞	😞	😞	😊	😞	?	Not heat or drought tolerant
✓	10x5	<i>Ilex x</i> ‘Rutzan’ – Red Beauty Holly	😊	😊	😊	😞	😞	?	Tough holly with excellent fruit production
✓	40x20	<i>Magnolia grandiflora</i> ‘DD Blanchard’ Magnolia	😊	😊	😊	😊	😊	?	Large flowers, seems superior to ‘Bracken’s’
✓✓✓	30x20	<i>Magnolia grandiflora</i> ‘Bracken’s Brown’ Magnolia	😊	😊	😊	😊	😊	😊	No protection needed, heavy snow breakage
✓✓	35x25	<i>Magnolia grandiflora</i> ‘Edith Bogue’ Magnolia	😊	😊	😊	😊	😊	😞	More hardy than ‘Bracken’s’
✓✓	25x12	<i>M. virginiana</i> ‘Jim Wilson’–Moonglow Sweetbay Mag.	😊	😊	😊	😊	😊	😊	Holds some foliage thru winter, fragrant
✓✓✓	25x14	<i>Magnolia virginiana</i> v. <i>australis</i> –Sweetbay Magnolia	😊	😊	😊	😊	😊	😊	Tolerates wet sites, needs winter moisture

Appendix C: Old Town Residential Design Guidelines

These guidelines apply to areas zoned R-4 near Downtown, and generally bounded by East Street on the east, First Street on the south, lots fronting on West Street or the extension of Bell Road on the west, just north of 60th street and extensions on the north, and including the area just west of 9 highway and north of 13th street zoned R-4. They are to be used to help administer and enforce the standards of the R-4 district in this specific context, as well as interpret and apply any discretionary standards, review and approvals.

“OTD-R” Old Town District—Residential Design Guidelines



Parkville Conservation District Guidelines

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Parkville Old Town District—Residential Guidelines

Introduction



Properties in Parkville's Old Town Residential District are characterized by variations in lot layout, topography, streetscape design and architecture. This variation is one of the contributing factors to the area's charm and historic character.

Identifying a neighborhood as part of a special district recognizes that there is an identifiable visual and emotional character to an area that should be respected. These guidelines attempt to identify the basic fundamental characteristics of the Old Town Residential District and provide guidance with respect to neighborhood context and basic design elements. Characteristics upon which to draw include the way in which a building is located on its site, the manner in which it relates to the street, and its basic mass, form and materials. When these design variables are arranged in a new building or building renovation or addition to be complementary to those seen traditionally in the area, visual compatibility results.

Site Design:

Streetscape

1. Maintain the traditional landscape character and sidewalk design of the existing streetscape pattern.

The existing streetscape pattern, including detached sidewalks which are separated from the street by planting strip and mature large-canopy trees that line the street, is one of the most character defining aspects of the Old Town Residential District and contributes to the area's inviting atmosphere.

A. Separate sidewalks from the curb with a planting strip.

- Existing detached sidewalks and planting strips shall be retained.
- New sidewalks shall be detached from the curb, similar to existing, with planter strips provided to accommodate street tree planting.

B. Continue the use of traditional paving patterns and materials when repairing or replacing a sidewalk or curb.

- Concrete used for new sidewalks should be dyed, textured or scored to match that of original sidewalks in the neighborhood.

C. Protect and maintain vegetation in the planting strips.

- Avoid replacing planted areas with hard and/or impervious surfaces. Consider using stepping-stones placed in the grass if a walking surface is needed.
- Protect established vegetation during construction to avoid damage.

D. Continue the pattern of street trees in a block.

- Existing street trees shall be preserved whenever possible.
- Replace damaged or diseased trees with a species that is similar in character or form to those used historically.
- Street trees shall be required with new development.



Site Design: Open Space

1. Maintain the established progression of public to private spaces.

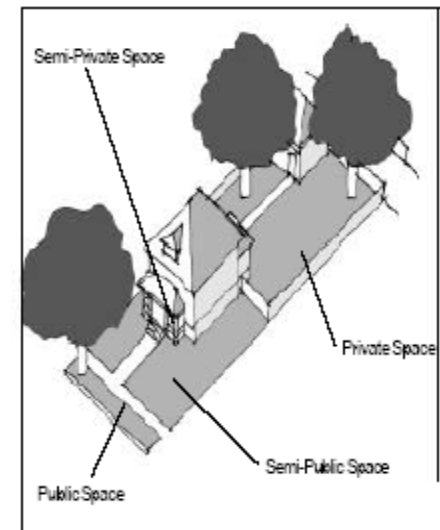
The hierarchy of public and private spaces is a progression that: begins at the street, which is the most “public” space; proceeds through the front yard, which appears “semi-public”; continues to a porch which is “semi-private”; and ends at the front door, which leads to the “private” space. This sequence enhances the pedestrian environment and contributes to the character of the neighborhoods; it should be maintained.

A. Provide a front yard that is similar in character to neighboring properties.

- The front yard is defined as that area in front of a line half back on the primary structure from the fronting street or streets.
- A pathway should be provided leading from the sidewalk to the entry.
- The front yard shall be predominantly landscaped with plants. Hard surface paving for patios, terraces or drives shall be minimized.
- Multi-unit housing (when allowed by conditional use permit) shall be oriented to the street in a manner similar to that of traditional single-family residences.

B. Fences or hedges may be used to help define the yard.

- A front yard fence should be short and/or transparent. A maximum height of 42 inches is appropriate in the area between the street and the house. Masonry and solid fences are discouraged.
- Chain link fences are prohibited in front yards.
- Contemporary interpretations of traditional fences should be compatible within the neighborhood context.
- Landscaping along side and rear fences can soften edges as well as protect privacy.



Respect the established hierarchy of public and private spaces.



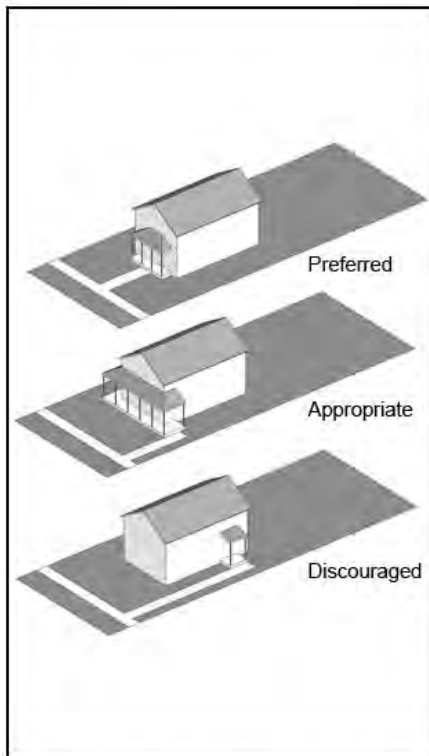
C. Retaining walls should contribute to the character of the neighborhood

- Retaining walls are an important part of the character of the Old Town Residential District and repairs to existing walls or the construction of new walls should retain this character.
- Retaining wall repair, replacement, or construction should be done with stone or some other material suitable to the neighborhood. Flat concrete retaining walls are prohibited.



Site Design:

Building Location



Alternative approaches for primary entrances

1. Orient the front of a primary structure to the street.

Traditionally the front entry of a building faced the street and was sheltered by a one-story porch. This helped establish a sense of scale and “animate” the street. The front porch serves as a transition area from the street to house and is an essential element of the streetscape; it provides human scale to the house; it offers interest to pedestrians; it is a catalyst for personal interaction.

A. Orient the primary entry of a primary building to the street.

- All structures should have one primary entry that faces the street.
- Additional entrances may be located to the side or rear.
- Multi-unit structures (where allowed by conditional use permit) should be street oriented.



B. Clearly define the primary entrance by using a raised front porch or stoop.

- Orient the front porch to the street.
- The front porch should be functional, used as a means of access to the entry.
- The minimum depth for a usable front porch is typically 6 to 8 feet.
- Stoops should be covered and generously sized to provide a transition area.

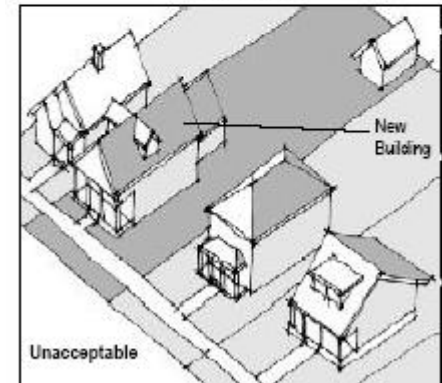
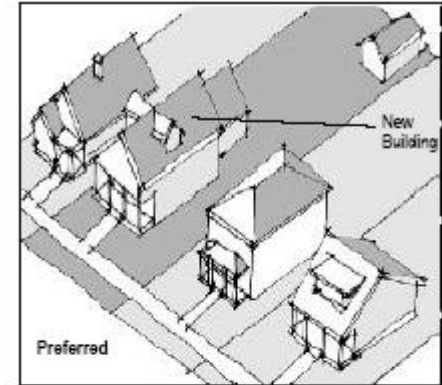


2. Provide a sense of visual continuity by aligning the front and sides of a new building with other structures in the neighborhood.

A front yard serves as a transitional space between the “public” sidewalk and the “private” building entry. In many blocks front yards are similar in depth, resulting in a relatively uniform alignment of building fronts, which contributes to a sense of visual continuity. Setback patterns may vary within each block and these distinctions should be respected. Maintaining the established range of setbacks that is characteristic of each block is an objective.

A. When constructing a new building or addition, locate it to fit with the predominant pattern of yard dimensions seen on the block.

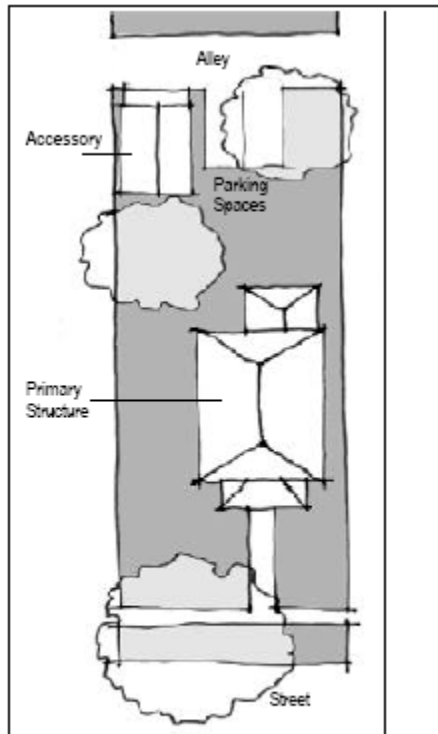
- These include front, side and rear setbacks.
- In some areas setbacks vary, but generally fall within an established range.
- Structures shall be located within an average range of setbacks along the street.



The house in the bottom drawing is set too far forward on its lot, outside of typical range of setbacks in the neighborhood.

Site Design:

Driveways & Parking



For a lot located on an alley, locate parking in a detached garage or carport located near the alley edge and accessed from the alley.

1. Driveways and parking areas shall be subordinate to adjacent residential buildings and shall be accessed from an alley whenever feasible.

In many parts of the traditional residential neighborhoods, parking is a concern. Traditionally, automobile storage and parking areas were subordinate to residential character and accessed from the rear of a lot. Parking patterns in the rear of lots should be maintained whenever feasible.

A. Access parking from an alley where feasible, and maintain traditional parking patterns. Three types of on-site parking locations are permitted.

- When an alley is present parking should be accessed from the alley.
- For a lot not accessible from an alley, locate parking to the rear of the lot with a driveway accessed from the street. A detached garage is preferred. Tandem (front to back) parking in a driveway is acceptable.

B. Required parking in a front yard is inappropriate.

- Required parking spaces should be located in the rear half of a building lot.
- Parking should not be located in the front setback. Required parking spaces should not extend beyond the front plane of the primary building.

C An exception in the required number of parking spaces may be considered in order to preserve a feature of public significance.

- Parking for the primary residence shall comply with existing code requirements.
- Consideration may be given toward allowing an exception to parking requirements for second units in order to preserve a feature of public significance, such as a landmark tree or tree of significance, a historic structure or a substantial mature hedge.

2. Design new driveways and parking areas in a way that minimizes their visual impact.

Large expanses of parking erode open space, alter the character of front and rear yards and diminish the “pedestrian friendly” character of sidewalks and alleys.

A. Garages should not dominate the street scene.

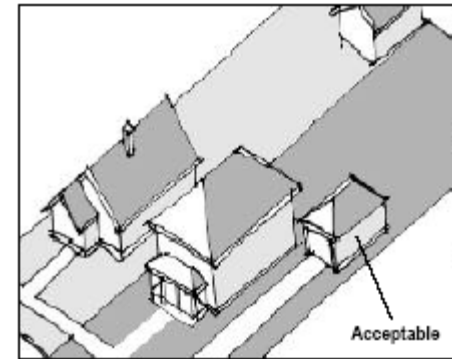
- Minimize the visual impact of a garage by locating it to the rear of a building lot, or along an alley. Traditionally, a garage was sited as a separate structure at the rear of the lot.
- Detached garages are preferred.
- If a garage must be accessed from the street, set it back behind the primary building such that parking will not extend beyond the front plane of the primary building.

B. Plan parking areas and driveways in a manner that minimizes the number of curb cuts on the block.

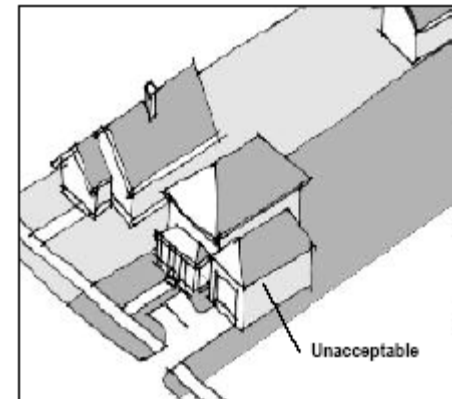
- Avoid new curb cuts whenever possible.
- Shared driveways and curb cuts are encouraged, both with adjacent properties and for multi-unit housing.
- Circular driveways are not appropriate.
- For multi-unit structures (where allowed by conditional use permit) parking in a interior courtyard with a single access point is preferred to multiple driveways.

C. Minimize the visual impact of a driveway.

- Minimize the width of a driveway and related curb cuts when it is necessary to access parking from the street.
- Curb cuts should accommodate single-car access.
- Maintain single-car width (10 ft. maximum) until the driveway extends beyond the rear of the primary structure.
- Turf blocks or parking strips are encouraged to minimize the amount of paved surface.

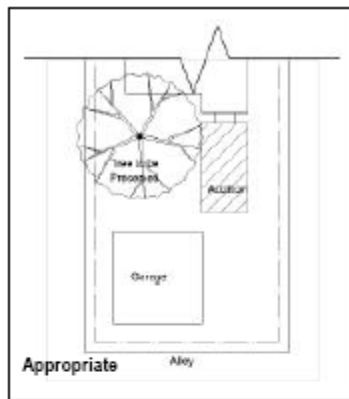


Parking locations for lots without alley access are recommended to the rear of a building, in a driveway or detached garage accessed from the street. The preferred location for parking on these lots is at the rear, close to the rear lot line.

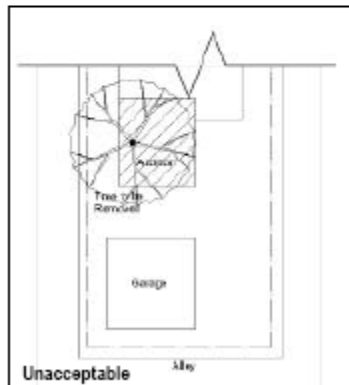


The driveway location and front yard parking spaces inappropriately alters the character of this residence

Site Design: Landscaping



A significant tree is preserved by positioning an addition along one side of the yard.



A significant tree is lost by positioning an addition in the center of the yard.

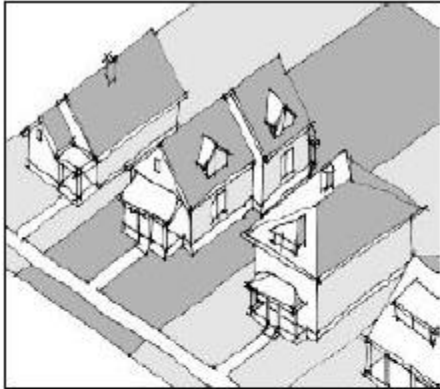
1. Preserve, to the extent feasible, existing mature trees and in some cases shrubs.

One of the most character defining features of the traditional Old Town Residential District is the presence of significant, mature trees and lush landscaping. Effort should be made to the extent possible to preserve existing significant vegetation.

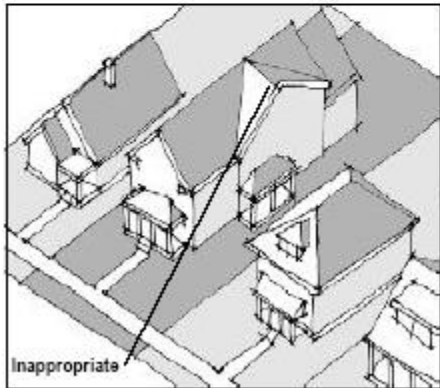
A. The design and siting of a building, impervious surfacing, and related construction activity should take into consideration all existing trees.

- Property owners and city regulatory bodies and staff shall comply with the stipulations in this section encourage the preservation of trees. City permit is required for removal or substantial trimming on private property or in the city right-of-way.
- Protect root systems of existing trees by fencing prior to construction and avoiding trenching or soil compaction within the drip line.
- When feasible, locate a new structure outside the drip line of an existing tree.
- Preserve existing mature trees to the extent feasible when considering a lot merger, construction of an accessory structure or major addition.

Primary Building Scale and Form: Mass and Scale



A new building should be within the range of heights seen traditionally in the neighborhood. The bottom sketch illustrates a structure too massive for its neighbors.



Use roof forms and roof pitches that are compatible with other established structures.

1. The mass and scale of a new primary building should appear similar to that of single family structures in the immediate neighborhood.

The mass and scale of a new building is an important design issue in the Old Town Residential District. The traditional scale of single-family houses enhances the “pedestrian-friendly” character of the streets. To the greatest extent possible, new construction should maintain this smaller more intimate (human) scale and minimize negative impacts on abutting properties. While new buildings may be larger than many of the early houses, the new construction should not be so large that the visual continuity of the immediate neighborhood is compromised. It should be noted that in some circumstances in order for a project to comply with the full intent and provisions of these guidelines it may not be possible to build to the maximum setbacks and footprint coverage allowed in the base zoning.

A. Design a front elevation to be similar in scale to those seen traditionally on the block.

- The primary plane of the front should not appear taller than those of typical residential structures in the neighborhood.
- The backside of a building may be taller than the front and still appear in scale if appropriately designed and compatible with the primary structure.
- A new multi-unit structure (where allowed) should not overwhelm existing single-family structures.

B. Minimize the perceived scale of a building by stepping down its height toward the street and neighboring smaller structures.

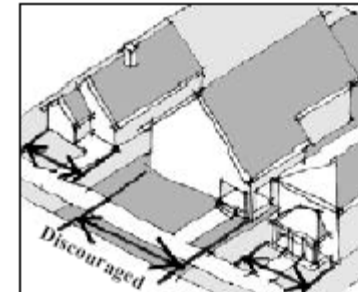
- The front wall of a building should not exceed two stories in height.
- Wall heights of 1 to 1 ½ stories are preferred along a street.
- Provide a one story porch or similar element, which will define a front door or entrance and be oriented to the street.
- Livable basements are encouraged provided that they are consistent with other areas of the guidelines and they do not undermine the traditional character of the neighborhood.

C. The primary building face should not exceed the width of a typical single-family building in a similar context.

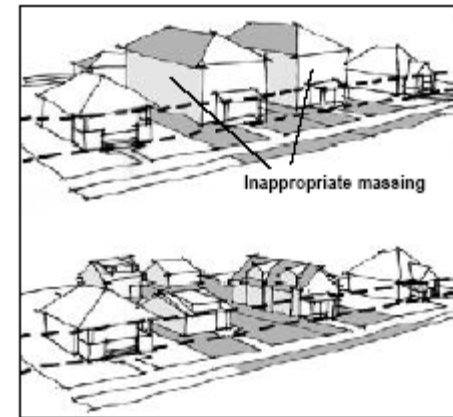
- A single wall plane should not exceed the maximum façade width of a typical residence. If a building is wider overall than those seen typically, divide the large façade into subordinate wall planes that have dimensions similar to those of traditional single family buildings in the neighborhood.

D. Break up the perceived mass of a building by dividing the building front into “modules” or into separate structures that are similar in size to buildings seen traditionally in the immediate neighborhood.

- Use a ratio of solid to void (wall to window) as seen from the public way that is similar to that found on traditional single-family structures.
- Dividing the total building mass into separate structures is encouraged.
- Include landscape elements, such as fences and walkways, similar in scale to those seen traditionally.

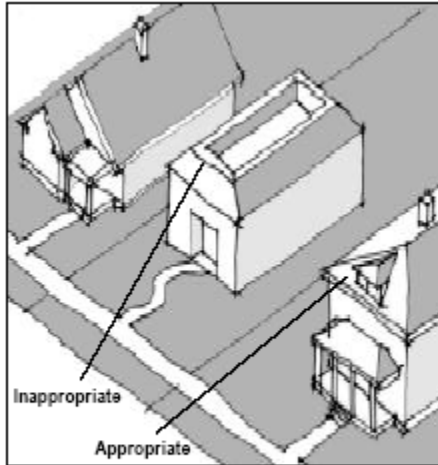


The primary face of a structure should not exceed the width of a typical residence.



Dividing total building mass into separate structures is encouraged. The top illustration shows inappropriate massing while the bottom shows how building mass can be broken into separate elements.

Primary Building Scale and Form: Building Forms



The repetition of similar building and roof forms contributes to a sense of visual continuity. Exotic roof shapes that would disrupt this feature are inappropriate.

1. Use building and roof forms that are similar to those seen traditionally.

A similarity of building and roof forms contributes to a sense of visual continuity along a block. In order to maintain this feature, a new building should have a basic roof and building forms that are similar to those seen in the neighborhood. “Exotic” building and roof forms that would disrupt this pattern are inappropriate.

A. Use building forms that are similar to those seen traditionally.

- Simple rectangular solids are typically appropriate.
- Raised foundations are preferred. Finished floor heights should be within the range typically seen in the neighborhood.
- “Exotic” building and roof forms that would detract from the visual continuity of the streetscape are discouraged. Examples include geodesic domes and A-frames.

B. Use roof forms that are similar to those seen in the neighborhood.

- Sloping roofs such as gabled and hipped are preferred for primary roof forms.
- Shed roofs are appropriate for some additions.



Primary Building Scale and Form: **Building Materials**

1. The main building material should appear similar to that used traditionally on single-family houses.

Building materials of new structures and additions should contribute to the visual continuity of the neighborhood. While new materials may be considered, they should not vary extensively from those seen traditionally so as to create a jarring juxtaposition.

A. Brick, stone and painted wood are suggested primary building materials.

- Painted wood lap siding, painted hardy board, and shingles are appropriate.
- A much wider range of secondary and trim materials can occur (wood, glass, metal, synthetics, etc.)
- Innovative or "green" materials are encouraged provided that they contribute to the visual continuity of the neighborhood.

B. Roof materials should appear similar in scale and texture to those found traditionally.

- High-quality composition shakes and tile are appropriate roofing materials.



Primary Building Scale and Form:

Additions: Character Elements

1. Design an addition to complement the existing character of a building.

Additions to existing houses are anticipated. When they occur, they should be designed to respect the character of the main building and to minimize impacts on abutting properties. When constructing an addition, use materials, windows and doors that are compatible with those of the original building. All guidelines under "Mass & Scale" and "Building Forms" apply for additions. Special guidelines in the two sub-sections on "Additions" are intended to highlight the specific issues that must also be considered when adding onto an existing building.

A. Adaptive reuse of existing buildings is strongly encouraged.

B. An addition should not strongly alter the perceived character of the original building.

- Use materials, windows and doors that are compatible with those of the original building, capable of existing together without conflict or detrimental effects.
- Use a roof form on an addition that is compatible with the primary structure.

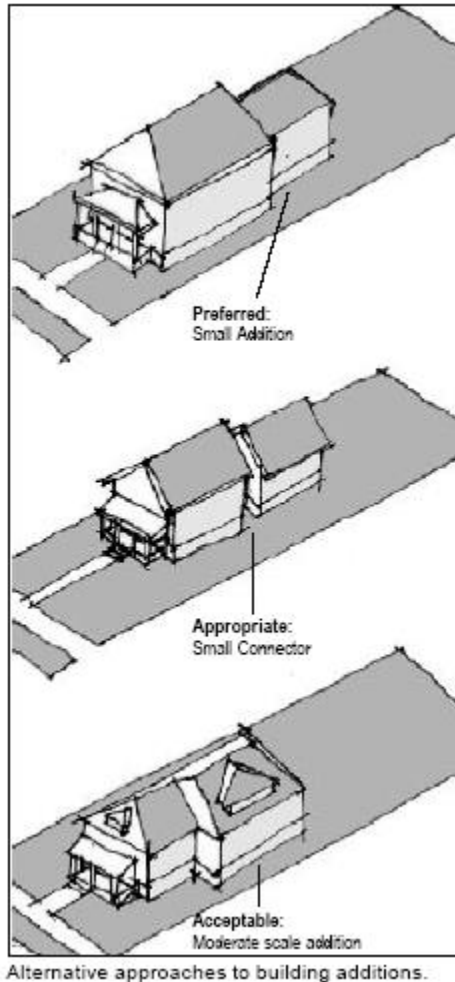
C The roof form of the new addition should be in character with that of the original building.

- In some cases, adding vertically through the construction of dormers will help to minimize the impacts of addition and preserve rear yards.
- When adding a dormer to an existing roof, it should be subordinate to the overall roof mass and in scale with those that may have been used originally in the neighborhood.



Primary Building Scale and Form:

Additions: Mass and Scale



1. A new addition should be compatible in size and scale with the main building and of the immediate neighborhood.

Additions should be designed to preserve the perceived scale and proportion of existing structures to the extent possible. Also, effect of the new addition on the character and rhythm of the street as seen from the public right-of-way should similarly be considered.

A. A new addition should respect the mass and scale of the main building.

- Keep the mass visually subordinate to the original building.
- If it is necessary to design an addition that is taller than the original structure, set it apart from significant facades and use a “connector” to link it.
- In some cases, adding a combination of spaces vertically and horizontally will minimize the visual impacts and preserve more of the rear yard. An example would be to add dormers to the rear, providing additional floor area while maintaining the original scale at the front.

B. Site the addition to minimize visual impacts on the street and on adjacent properties.

- Place an addition at the rear of a building or set it back from the front to minimize the visual impacts.
- Locate a rooftop addition back from the building front when feasible.
- Consideration of the existing rhythm of setbacks and spaces (front, side, rear) should be evaluated with any new addition.

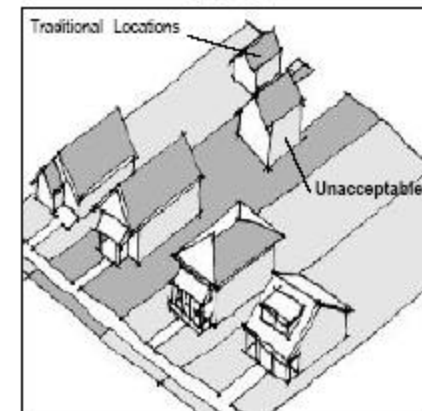
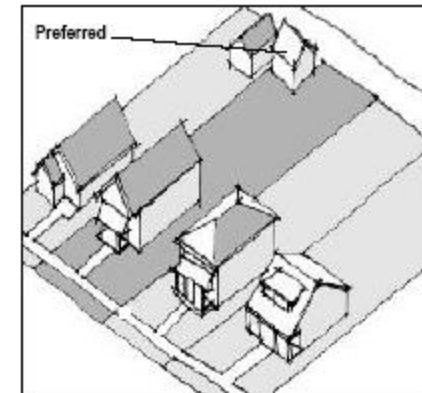
Accessory Structures: Site Design

1. Locate a accessory structure to the rear of the lot, and along an alley when feasible.

Accessory structures include a range of accessory buildings such as garages and sheds, as well as accessory units as permitted by zoning. Traditionally, accessory structures were subordinate in scale and character to the primary structure and were located to the rear of the lot. The use of detached accessory structures to provide additional living space can be appropriate as a way to reduce the overall perceived building mass on a site. For the same reason, detached garages are preferred.

A. Locate an accessory structure at the edges of the building lot while providing adequate setbacks to minimize impacts on abutting properties.

- Accessory structures should be set back 5 feet from the rear lot line.
- Whenever possible, new accessory structures should be located next to an adjacent accessory structure in order to provide a sense of openness on the remaining portion of a lot and adjacent lots. In these cases, the minimum setbacks possible between structures would be encouraged.
- When considering two-story accessory structures the building should be set back a minimum of 10 feet from the rear property line. Evaluation of the minimum side setback will be considered in context of the existing situation.



Accessory Structures: Mass and Scale

1. An accessory structure should be similar in mass, scale and height to those seen traditionally in the immediate neighborhood.

In general, an accessory structure should be unobtrusive and not compete visually with the main house.

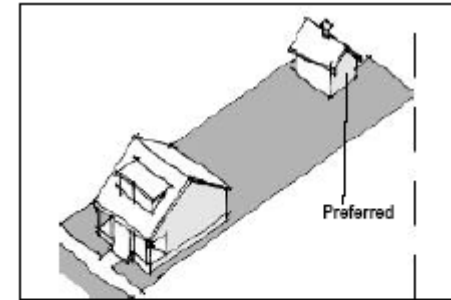
A. Adaptive reuse of existing accessory structures is encouraged, when feasible.

B. A new accessory structure should respect the mass and scale of the primary structure.

- Accessory structures no more than 15 feet in height are preferred. Accessory structures are limited to a maximum of 15 feet in height and 480 sq. in in total area.
- Accessory structures taller than 15 feet require special discretionary approval. Impact to alley character and/or to adjacent properties will be considered.
- An accessory structure should have a one-story element where visible to public view.

C. An accessory structure should relate to the general architectural character of the primary building in mass, scale, form and material.

- Basic rectangular forms with hip, gable or shed roofs are generally appropriate.
- Contemporary interpretations of traditional accessory structures are appropriate when they are compatible within the general context of the area.
- While the roofline does not have to match that of the main house, it is best that it not vary significantly.



Locating a one-story secondary structure near the rear of the lot is encouraged.



New secondary structures should be subordinate to the primary structure and should be located at the rear property line. Structures over 15' in height may be considered in Old East and University Avenue neighborhoods.

Accessory Structures: Building Materials

1. The main building materials of accessory structures should appear similar to that used traditionally on single-family houses.

Building materials of new structures and additions should contribute to the visual continuity of the neighborhood. While new materials may be considered, they should not vary extensively from those seen traditionally so as to create a jarring juxtaposition.

A. Brick, stone and painted wood are suggested primary building materials.

- Painted wood lap siding, painted hardy board, and shingles are appropriate.
- A much wider range of secondary and trim materials can occur (wood, glass, metal, synthetics, etc.)
- Innovative or "green" materials are encouraged, provided that they contribute to the visual continuity of the neighborhood.

B. Roof materials should appear similar in scale and texture to those found traditionally.

- High-quality composition shakes and tile are appropriate roofing materials.



AN ORDINANCE ADOPTING THE 2018 INTERNATIONAL FAMILY OF BUILDING CODES AND DESIGNATED APPENDICES, AS AMENDED, BY REPEALING AND REPLACING PARKVILLE MUNICIPAL CODE SECTION 500.010, SUBSECTION A, AND SECTION 500.040

WHEREAS, the International Building Code (IBC) is a model building code developed by the International Code Council (ICC) and has been adopted for use as a base code standards by most jurisdictions in the United States; and

WHEREAS, the ICC updates the IBC on a three-year schedule after extensive research, development and review by code enforcement officials, industry representatives and design professionals; and

WHEREAS, the purpose of building codes are to protect public health, safety and general welfare as they relate to the construction and occupancy of buildings and structures, and become law of a particular jurisdictions when formally enacted by the appropriate governmental authority, and are adopted and enforced by the building official; and

WHEREAS, on January 20, 2009, the City of Parkville adopted the 2006 International Family of Building Codes and designated appendices via Ordinance No. 2464, and on January 6, 2015, the City adopted the 2012 International Family of Building Codes and designated appendices via Ordinance No. 2794; and

WHEREAS, the 2018 IBC was released in late 2017 and the Community Development Department's Building Safety Division desires to update our current 2012 IBC to the 2018 IBC standards to provide a reasonable level of safety, public health and general welfare through prescriptive and performance-related guidelines; and

WHEREAS, the proposed 2018 IBC amendments have been filed with the City Clerk, been publicly displayed and made available for a required minimum 90-day public comment period; and

WHEREAS, considerable staff research of the 2018 IBC was conducted, as well as consideration of all public comments received to-date; and

WHEREAS, the Board of Aldermen have concluded adoption of these codes, to be known collectively as the City of Parkville Building Code, is necessary to provide standards for supplied utilities and facilities and other physical things and conditions essential to ensure that structures are safe, sanitary and fit for occupation and use, and to providing for the condemnation of buildings and structures unfit for human occupancy and use and the demolition of such structures, if necessary to ensure the public health, welfare and safety.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF ALDERMEN OF THE CITY OF PARKVILLE, MISSOURI, AS FOLLOWS:

Section 1. Parkville Municipal Code Section 500.010, *Codes Adopted*, Subsection A is hereby repealed and replaced as follows:

- A. For the purpose of establishing rules and regulations for the construction, alteration, repair, removal, demolition, equipment, use and occupancy, location and maintenance of buildings and structures, including administration and permits, the City of Parkville

hereby adopts the following administrative and technical codes, including appendices specified herein, in their entireties, except as otherwise amended. Said amendments are detailed in adopted exhibits and summarized in the Residential and Commercial Guidelines of the City of Parkville, all of which are incorporated herein by reference, and which are on file in the Department of Community Development. The following codes and specified appendices, and amendments and guides adopted by reference, are hereby designated as the Building Code of the City of Parkville.

1. The 2018 International Building Code, as amended, including the following appendices:
 - a. Appendix C - Group U – Agricultural Buildings
 - b. Appendix E - Supplementary Accessibility Requirements
 - c. Appendix F - Rodent Proofing
 - d. Appendix G - Flood Resistant Construction
 - e. Appendix H - Signs, except Section H101.2
 - f. Appendix I - Patio Covers
 - g. Appendix J - Grading
2. The 2018 International Residential Code for One and Two-Family Dwellings, as amended, including the following appendices:
 - a. Appendix A - Sizing and capacities of gas piping
 - b. Appendix B - Sizing of venting systems serving appliances equipped with draft hoods, Category 1 appliances, and appliances listed for use and type B vents
 - c. Appendix C - Exit Terminals of mechanical draft and direct-vent venting systems
 - d. Appendix D - Recommended procedure for safety inspection of an existing appliance installation
 - e. Appendix E - Manufactured housing used as dwellings
 - f. Appendix F – Radon Control methods
 - g. Appendix G - Swimming pools, spas and hot tubs
 - h. Appendix H - Patio Covers
 - i. Appendix J – Existing Buildings and Structures
 - j. Appendix K - Sound Transmission
 - k. Appendix L – Permit fees
 - l. Appendix N – Venting Methods
 - m. Appendix O – Automatic Vehicle Gates
3. The 2018 International Mechanical Code, as amended.
4. The 2018 International Plumbing Code, as amended.
5. The 2018 International Fuel Gas Code, as amended, including the following appendices:
 - a. Appendix A – Sizing and Capacities of Gas Piping
 - b. Appendix B – Sizing of Venting Systems Serving Appliances Equipped with Draft Hoods, Category I Appliances, and Appliances Listed for Use and Type B Vents
 - c. Appendix C – Exit Terminals of Mechanical Draft and Direct-Vent Venting Systems
 - d. Appendix D – Recommended Procedure for Safety Inspection of an Existing Appliance Installation
6. The 2018 International Fire Code, as amended.

7. The 2018 National Electrical Code, as amended.
8. The 2018 International Swimming Pool and Spa Code, as amended.
9. ICC A117.1-2017 Accessible and Usable Building and Facilities.
10. The Parkville Property Maintenance Code.

Section 2. The administrative and technical codes, listed in Section 1 of this ordinance, including appendices specified therein, are hereby adopted with amendments as specified in Exhibits A through F, attached hereto and incorporated herein by reference, and described as follows:

Exhibit A. Amendments to the 2018 International Building Code;

Exhibit B. Amendments to the 2018 International Residential Code, for One- and Two Family Dwellings;

Exhibit C. Amendments to the 2018 International Mechanical Code;

Exhibit D. Amendments to the 2018 International Plumbing Code;

Exhibit E. Amendments to the 2018 International Fuel Gas Code;

Exhibit F. Amendments to the 2018 International Fire Code: and

Exhibit G. Amendments to the International Swimming Pool and Spa Code.

Section 3. The administrative and technical codes, listed in Section 1 of this ordinance, including appendices specified therein, are hereby adopted by reference, and along with the amendments attached hereto and incorporated herein by reference as Exhibits A through G, shall be kept on file at Parkville City Hall for public use, inspection and examination.

Section 4. Parkville Municipal Code Section 500.040, *Building Permit Fees* is hereby repealed and replaced as follows:

Section 500.040, Fees.

- A. With the exception of those fees set below, building permit and inspection fees shall be as follows:
 1. Fees for one and two-family dwellings shall be set forth in the 2018 International Residential Code for One and Two-Family Dwellings, Appendix L, *Permit Fees*.
 2. Fees for all other permits required under this Chapter shall be set forth in the 1997 Uniform Administrative Code, Tables 3-A, 3-B, 3-C and 3-D.
 3. Complete listings of these fees are on file in the Community Development Department.
- B. Plan review fees. When submittal of building or improvement plans is required to obtain a building permit a plan review fee shall apply. Plan review fees shall be as set forth in

the schedule of fees adopted by the Board of Aldermen by resolution as authorized by Municipal Code Chapter 800, Section 800.010. Plan review fees shall be paid prior to plan review and the issuance of any associated building permit.

- C. Occupancy inspection. Except when occupancy inspections are included with building permits for new construction, tenant finish or major remodeling, an occupancy inspection shall be required prior to change of occupancy for non-residential structures. Occupancy inspection and re-inspection fees shall be set forth in the schedule of fees adopted by the Board of Aldermen by resolution as authorized by Municipal Code Chapter 800, Section 800.010. Initial inspection fees shall be paid at the time of application and re-inspection fees shall be paid prior to re-inspection.
- D. Building permit and inspection fee for work started without a permit.
1. Except in emergency situations as specified in Section 500.030, if work for which a permit is required in this Chapter is started or commenced by any property owner, building owner, business owner, tenant, firm, partnership, corporation, architect, builder, contractor, subcontractor, tradesman, authorized agent or any other person or entity employed by or in connection therewith prior to obtaining a required permit, the building permit and inspection fees for such work shall be doubled. The payment of such double fee shall not relieve any person(s) from fully complying with the requirements of the Building Code, nor relieve any person(s) from violations or penalties as prescribed in Sections 500.100 and 500.110.
 2. No building permits shall be issued to any property owner, building owner, business owner, tenant, firm, partnership, corporation, architect, builder, contractor, subcontractor, tradesman, authorized agent or any other person or entity employed by or in connection therewith who owes the City of Parkville, Missouri, permit and inspection fees as described in this Section.
- E. Reimbursement of fees. When a fee owed under this section is paid in excess of the amount owed or an application is withdrawn prior to any review or inspection proceeding, reimbursement may be authorized by the Building Official. Reimbursements must be requested within 90 calendar days of payment.

Section 5. This ordinance is effective upon its passage and approval.

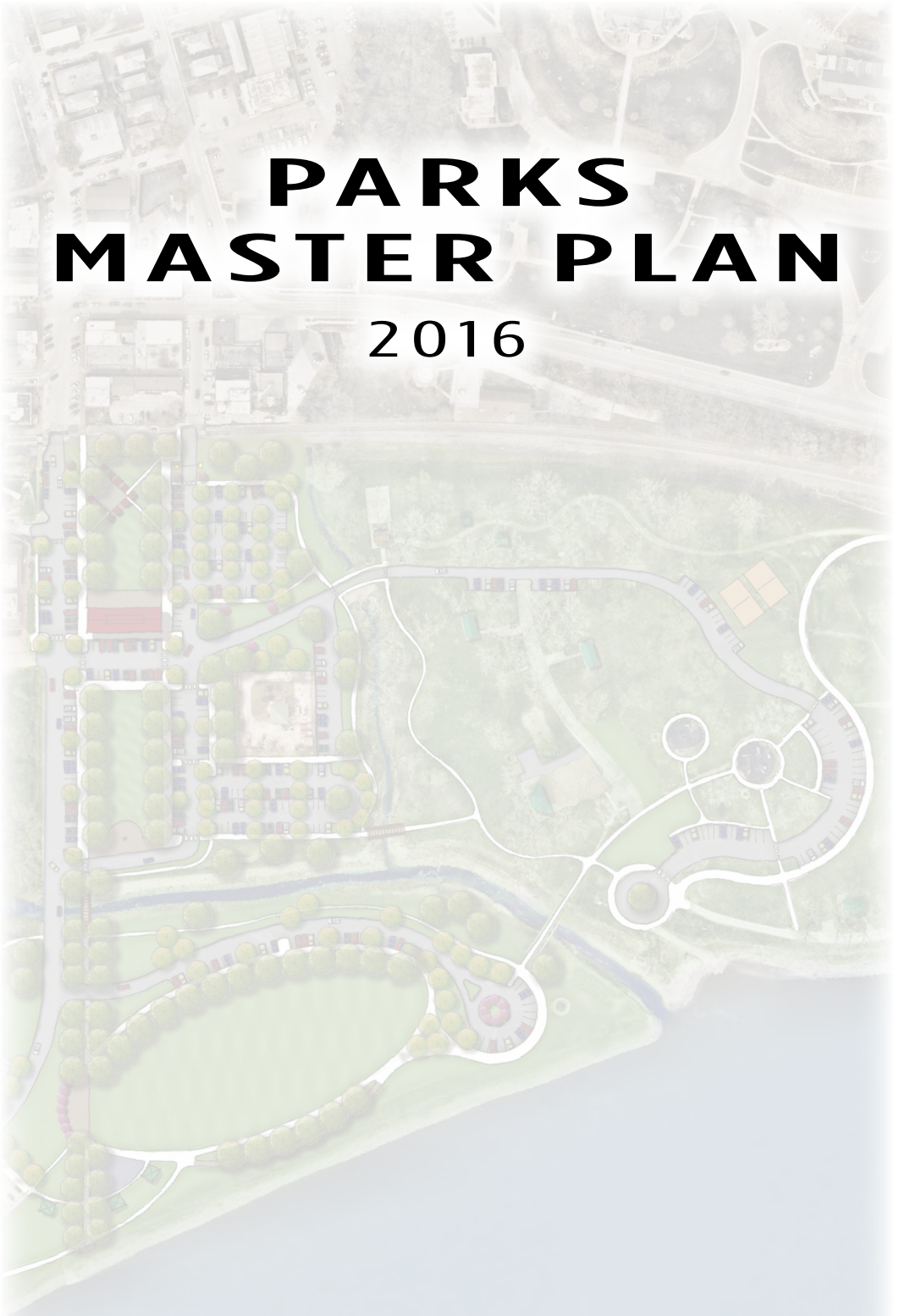
PASSED and APPROVED this 7th day of January 2020.

ATTESTED:

Melissa McChesney
City Clerk Melissa McChesney



Nanette K. Johnston
Mayor Nanette K. Johnston



PARKS MASTER PLAN

2016



Parkville
Missouri



***“The beauty of the park...
should be of the fields,
the meadow,
the prairie,
of the green pastures,
and the waters.
What we want to gain is tranquility
and rest to the mind...
A great object of all that is done in a park,
of all the art of the park,
is to influence the minds of humans
through their imagination.”***

*Frederick Law Olmsted
Public Parks and Enlargement of Towns, 1870*

ACKNOWLEDGEMENTS

MAYOR & BOARD OF ALDERMEN

Nan Johnston, Mayor
Diane Driver, Ward 1
Tina Welch, Ward 1
Jim Werner, Ward 2
Dave Rittman, Ward 2
Douglas Wylie, Ward 3
Robert Lock, Ward 3
Marc Sportsman, Ward 4
Greg Plumb, Ward 4

CONSULTANT TEAM

Vireo
Dick Horton Consulting

STEERING COMMITTEE

COMMUNITY LAND & RECREATION BOARD (CLARB)

Michelle Flamm, Chairman
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Adam Zink
Linda Arnold
Susan Robb
Neil Davidson
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Robert Stuteville
Marc Sportsman, BOA Liaison

PLATTE COUNTY PARKS

Noel Challis, Interim Director
Julie Rule, Park Board Chair

ADMINISTRATION

Lauren Palmer, City Administrator
Tim Blakeslee, Assistant Administrator

Parks Master Plan Parkville, MO



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EXECUTIVE SUMMARY

PURPOSE OF THE PLAN

Parkville has long been a destination for regional visitors in addition to serving community residents. This is due, in no small part, to its excellent park facilities. Parkville's parks capture the essence of a small, riverfront town from the bluffs to the water, wetlands, natural areas and everything in between. Parkville parks are also about recreation – people “re-creating” themselves away from work and home, enjoying the outdoors. In surveys residents credit parks, open space and recreational opportunities for their high quality of life in addition to small town atmosphere and proximity to all the amenities the metro area has to offer.

Change is the constant in park and recreation trends. Parkville now faces considerable change – new leisure and work trends, demographic shifts, and development interests. The purpose of this planning effort is to update the 2008 Parkville Parks Plan to best meet future challenges and take advantage of new opportunities. The plan offers recommendations for the community as a whole with focus on the future of the riverfront.

The plan sets a long-term vision and action plan for the park system, providing the City of Parkville, a road map for facilities, maintaining and improving the system and operations. As in the 2008 plan, preservation of the natural environment is paramount while meeting future needs for recreation. This plan update includes a current parks inventory, provides a review of land acquisition objectives discussed in 2008, and funding possibilities. An important part of the process was updating the Vision and Mission as shown to the right.

DEMOGRAPHICS

Parkville sits in an excellent position in the metropolitan area as a unique park and recreation partner and provider. Although the population remains relatively unchanged, over half of the population is between the ages of 18 and 64, most are married couples, many with children. There is also a growing senior population. Future park facilities and recreational programming will need to cater to

Vision Statement

The City of Parkville will enjoy an accessible, safe and connected community park system, providing regionally significant destinations and preserving and enhancing Parkville's unique natural resource base while maintaining and creating a variety of unique recreational activities.

Mission Statement

The City of Parkville will balance the demand for recreation with the need for conservation, maintain park facilities to a high standard, offer a variety of enjoyable, clean, safe and accessible recreational activities and facilities and preserve natural areas.

both families with children and senior segments of the population.

The income within the City is relatively high however the population and number of households are small. Should the City desire to significantly expand or add parks and recreational programming, additional funding sources may not be able to rely solely on the existing tax base. Additional partnerships with local community groups may be necessary.

COMMUNITY INPUT & IDENTIFIED NEEDS

A number of public outreach engagements were facilitated in cooperation with the City of Parkville and Platte County Parks. Nearly 400 participants in total provided input

identifying park priorities, preferences, and needs. A variety of public engagement formats were employed in order to reach as many residents as possible including:

- Focus Group discussions.
- On-line questionnaires served across e-mail and social media.
- A public open house.
- A booth hosted by the Community Land & Recreation Board (CLARB) at the City's 4th of July event.

Recurring comments heard from a broad representation of the community:

- *Complete the loop trail .*
- *Provide natural areas for passive recreation and wildlife benefit.*
- *Install multi-purpose active use fields.*
- *Preserve environmentally sensitive areas.*
- *Fix up existing parks.*

While it might be assumed that proponents for active recreational fields and those for

natural areas can have somewhat competing agendas, an analysis of responses from online surveys showed that in Parkville the two groups appear to be accepting of each other. In fact, the community as a whole generally appears very interested in marrying the two to create a park system found nowhere else in the region.

RIVERFRONT PARKS DESIGN CONCEPT

The following pages show images of the final Riverfront Parks Concept Plan as accepted by the Steering Committee. The final design incorporates the priorities expressed by the community and provides a plan which ties the Downtown businesses to the riverfront parks. The riverfront parks are divided into three segments (See Key Map on next Page):

- **DOWNTOWN TRANSITION ZONE** -
The area immediately south of the railroad tracks all the way to the river between Main Street and White Alloe & Rush Creeks
- **PLATTE LANDING PARK**
- **ENGLISH LANDING PARK**



Key Map - Proposed Riverfront Parks Concept. Enlargements shown on following pages.

DOWNTOWN TRANSITION ZONE

Goals of this plan include:

1. Extending the downtown experience across the tracks and into the parks in such a way that the two (downtown shops and the riverfront parks) benefit from each other in more functional and economic ways.
2. Creating a sense of being in the park as soon as you cross the tracks.
3. Providing better access to more areas of the park for a larger demographic of park users regardless of ability.
4. Tie the transition area to the two parks in a manner that maximizes efficient use of space for both motorists and pedestrians.

It should be noted that the plan recommends relocation of Grigsby Field. Conversations with the Land & Water Conservation Fund (LWCF) indicate that while LWCF funds were used to build this field the agreement has been amended through the years. At the writing of this Master Plan the LWCF agreement for the property now known as Grigsby Field is still binding. Changing the use of the Grigsby Field location will require going through the conversion process with the Missouri State LWCF grant program.

In this final design, if you are walking on the east sidewalk of Main Street you can now follow it all the way to the river. Just as you cross the tracks you'll find a small plaza area surrounded by small 10'x10' retail incubator popup shops. Behind the plaza is open lawn in front of the relocated Farmers Market plaza. Moving south across McAfee St. is the central lawn, a great place for a variety of events



Enlargement of Proposed Downtown Transition Zone to be held close to downtown shops. This space has a small plaza area centered at the south end which could be a great location for art or a memorial plaza space.

Continuing our walk south towards the river we cross Rush creek on a new pedestrian bridge into a grand multi-use open green space. The oval area presents opportunities for large events to be held right on the river. At the terminus of our walk is an overlook with views up and down the Missouri River. Just east of the overlook is a boardwalk with seating that extends the pedestrian experience right out over the water.



Riverfront Boardwalk



Retail Incubator Shops

PLATTE LANDING PARK

Plans for this area of the riverfront parks include the addition of baseball fields and multi-purpose fields serving such uses as soccer, football, and lacrosse. Mobile concessions and restroom facilities are recommended instead of permanent structures. Parking is centrally located to minimize infrastructure costs and provide access to central areas of the park. Picnic areas and natural play elements are also proposed.

Canoe lockers and an information board are proposed near the existing rest rooms adjacent to the boat ramp in response to feedback from the river paddling community. Current plans for the proposed wetland areas to be constructed by the U.S. Army Corps. Of Engineers are in the 35% construction document phase and the project is anticipated to be installed in 2018.

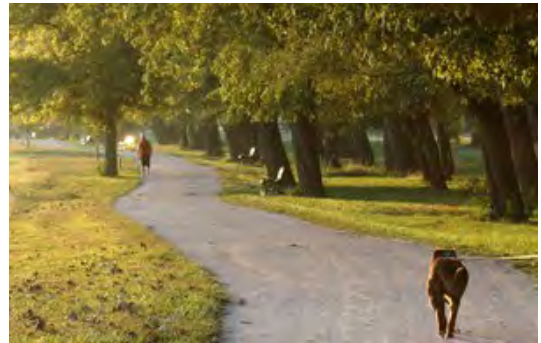
Throughout the design development process, sentiment was heard that the melding of Platte Landing Park's passive recreation and proposed wetlands with the proposed active recreation elements could create a one-of-a-kind park experience not found anywhere in the region.



Enlargement of Proposed improvements to Platte Landing Park

ENGLISH LANDING PARK

The focus of improvements to this area of the river-front revolve around better access to amenities for a wider demographic of park users. McAfee street is extended deeper into the park and separates more active use areas of the park from those that are more passive. Families wanting to go to the playground can park close and kids no longer have to cross the street to get to the various swings and play equipment provided. Meanwhile the sand volleyball courts have designated parking close by and people with limited abilities now have closer access to trails and the river. Otherwise, the existing natural beauty of the park is preserved.



Enlargement of Proposed improvements to English Landing Park

FINDINGS & RECOMMENDATIONS

Throughout the process of updating this plan several discussions, site visits, research and analysis brought to light a number of ways Parkville could enhance its park system. In 2015 the Board of Alderman and City staff held a Strategic Planning Workshop to identify critical success factors for the City of Parkville. In this workshop goals for 2016-2020 were identified to move the City closer to its Vision. The long-term goals identified for Parks were:

1. Create a stand alone Parks Department.
2. Increase staff resources to maintain all new park areas.

This following nine findings consider these goals with recommendations to better align the parks and recreation system with the newly created vision and mission statements for Parks.

DEPARTMENT

Currently, the Parks Department is a division of Public Works. The unification of these two departments has provided the City with efficiencies that have proven to be desirable yet challenging in some ways. If the City desires to expand parks and park facilities and add recreational programming at the riverfront then the need for Parks to operate as a stand alone department will be necessary. Additional staffing and possibly the addition of a Parks Director may be needed to oversee park facilities, programming and partnership opportunities. In addition to management of these resources additional maintenance staff will be needed to maintain the facilities.

RECOMMENDATIONS

1. If additional recreational facilities and activity spaces are desired in the Riverfront Parks consider asking citizens for funding support.
2. If new facilities are approved, consider creating a Parks Director position to

oversee park facilities, establish recreational programming services or consider programming partners such as the YMCA or Northland Sports Alliance, and foster new partnerships.

MAINTENANCE

There is a gap between the resources available for current maintenance requirements and the resources needed to accomplish them. Seasonal positions have been difficult to fill this year and of the 4 positions budgeted for only 3 were filled. The third position was not filled until mid-season. As Parkville's parks grow and new facilities are approved with recreational programming to activate them additional maintenance staffing will be necessary to operate and maintain them.

Analysis of how Parkville Parks currently compare to national medians suggests that the additional resources identified above are warranted. This is especially evident considering that Parkville maintains over four (4) times the amount of park acreage than the national median on a per 1,000 residents basis, yet operates with half, or less than half, of the number of full-time equivalent employees than jurisdictions maintaining the same amount of park land.

RECOMMENDATION

In order to begin closing this gap in maintenance resources the City should:

1. Increase the rate of pay for seasonal positions to be more competitive.
2. Add 3 additional seasonal Full-Time Equivalent (FTE) positions.
3. Out-source mowing of rights-of-way.

Additional measures can be taken to improve efficiencies within the department, close the gap in staffing needs, and provide the necessary data to support capital improvements requests. Such measures include:

- Creating and formally adopting a Park

Maintenance Management Plan (PMMP).

- Purchase and implement a Work Order System to allow the Department to manage all aspects of its operations and provide data for analytical purposes.
- Create and formally adopt an Equipment Review Program to anticipate and prepare for future capital needs in advance of aging equipment.
- Actively seek out partnerships with local community groups to help close the gap in maintenance needs.

FUNDING

Parkville does not have a dedicated funding source for the operating and capital improvement budgets of a Park Department. While Parkville's partnership with Platte County has made tremendous accomplishments, it is possible that County tax contributions may be reduced or eliminated. If so, Parkville will need to identify alternate sources of revenue for parks.

RECOMMENDATIONS

1. Consider a 10-year 1/2 cent sales tax dedicated to park operations and development of new facilities. Over 10 years this has the potential to generate about \$5 million, or \$500,000 annually.
2. Consider re-investing capital dollars back into the system at a percentage acceptable to the Board of Aldermen.

SERVICE GAP / CONNECTIVITY

Review and analysis of the dispersion of parks throughout the community reveals gaps in service for neighborhood parks. Currently all of Parkville's neighborhood parks are clustered near the downtown area. A few of the surrounding neighborhoods do have play equipment and clubhouses with pools which, although private, help to serve neighborhood park needs. The Parkville Nature Sanctuary serves as the City's only Community size park

and assuming a normal reach of 3 miles serves the majority of Parkville with the exception of the western edge.

The western edge of Parkville provides little opportunity for a neighborhood park and the 2014 Market Feasibility & Economic Impact Analysis indicated that a sports complex in this area suitable for regional or national tournaments similar to the Overland Parks Soccer Complex was not feasible.

A resounding priority voiced by the community throughout development of this plan was that of the need to connect parks to points of interest. This input is consistent with recommendations made in planning documents such as the Route 9 Corridor Study, Vision Downtown Plan, and the Multi-Modal Access and Livable Community Study. Specific priority connections are:

1. Completion of the Loop Trail.
2. Better trail connections to downtown and the Riverfront Parks.
3. Provide a trail along the western edge of Parkville.

Topography and City boundary lines present the biggest challenged to future opportunities for parks to better serve the more densely populated areas of the City and surrounding neighborhoods that consider themselves part of Parkville. With that being said, there are opportunities to improve pedestrian connectivity and expand the reach of park amenities to parts of the City that are currently under served.

RECOMMENDATIONS

1. Partner with Platte County to construct a 10' wide paved trail along the Brush Creek Greenway extending from the Missouri Riverfront Trail to Tiffany Springs Park.
2. Construct a segment of the Missouri Riverfront Trail from Platte Landing Park to I-435, as identified in the MetroGreen and Platte County Trail Plans.
3. Coordinate with Kansas City to connect

the Brush Creek Greenway Trail to the roundabout at NW Hampton Road. This is the last segment along Hwy 45 that connects 9 Hwy to the western edge.

4. Construct the proposed plans made in the Route 9 Corridor Study.

REGIONAL RIVERFRONT PARKS

A key component to the update of this Master Plan was a concept plan for the Riverfront Parks. While multiple planning documents have offered recommendations for pieces of the Riverfront Parks and Downtown area, until now there has not been a concept plan that ties them all together into one plan. Included with this Master Plan for the park system as a whole is a Master Plan Design Concept for the Riverfront Parks which ties them to the downtown area. The design concept (as shown and discussed in Chapter 5) breaks the Riverfront Park areas into three zones:

1. The Downtown Transition Zone.
2. English Landing Park.
3. Platte Landing Park.

The following are a list of amenities recommended for each zone. Appendix C provides enlargements for each area as well as conceptual costs for various phases that could be expected.

RECOMMENDATIONS

Downtown Transition Zone

1. Small Plaza with Retail Incubators.
2. Entry Gateway on East Street Just South of the railroad tracks.
3. Farmer's Market.
4. Central Lawn.
5. Screened Maintenance Facility.
6. Art/Memorial Plaza.
7. Pedestrian Bridge.
8. Multi-Purpose Open Green.
9. Plaza / Stage.
10. Playground.
11. Picnic Shelters.
12. Missouri River Overlook.

13. Boardwalk.
14. Pedestrian Bridge over Rush Creek.

English Landing Park

1. Enhancements to White Alloe Creek.
2. Pedestrian Bridge over White Alloe Creek.
3. New Trails Connecting Points of Interest.
4. Convert large areas of pavement to grass.
5. Extend McAfee Street deeper into the park and add parking.

Platte Landing Park

1. Wetland.
2. Multi-Purpose Activity Fields for uses such as soccer, football, and lacrosse.
3. Baseball/softball fields.
4. Canoe lockers.
5. Parking stalls with views to the river.
6. Picnic areas near Sullivan Nature Sanctuary.

REMAINING PARKS & PARK PROPERTIES

One of the sentiments heard during focus group discussions was the need to "take care of what we have." During the inventory of parks and park amenities that occurred with this update a level of service was determined for each park identifying varying levels of attention that were needed in all Parkville Parks (Chapter 3). The following are recommendations for each of Parkville's mini and neighborhood parks (Pocket, Adams, and Watkins) as well as the various properties maintained by Parks.

RECOMMENDATIONS

Pocket Park

1. Replace wood decking.
2. Update landscaping.
3. Ensure stability of railings and replace or repaint.

Adams Park

1. Replace the concrete pad under the shelter and the walk leading to it.
2. Replace shelter.
3. Provide new picnic table and seating under shelter.
4. Consider the potential for flower beds.

Watkins Park

1. Replace play areas with updated equipment which accommodates a wider demographic.
2. Repair asphalt trail.
3. Replace shelter.
4. Consider the potential for raised bed community gardens. Interest to champion this was expressed by a Main Street resident during public engagement.

Gresham Memorial Spirit Fountain Park

Continue to maintain the fountain and provide access for it to serve as an important civic space.

Dorsey Property

Severe topographical, accessibility, and visibility constraints prevent it from being able to provide park amenities. Otherwise, this property should remain a natural woodland.

Bell Road Property

Accessibility and visibility into this property are severely constrained. Consider leaving this as an undeveloped natural area, or acquiring additional property along Bell Road to improve access and visibility.

Gateway Property

Currently this is undeveloped land that was identified as an opportunity for the City to build a gateway sign to serve as an artful entry into Parkville. Landscaping could be added around the structure to further enhance and beautify this entryway.

PROGRAMMING

While the 2014 Market Feasibility & Economic Impact Analysis revealed a sports complex similar the Overland Park Soccer Complex was not a feasible option for Parkville, the study did say that, "An eight-field [soccer] complex could adequately support Northland based clubs for practice and league play, while also providing the minimum critical mass of fields to enable the complex to host smaller local and regional tournaments."

Multi-use activity fields and baseball/softball fields are proposed for Platte Landing Park. Once these amenities come on-line Parkville will have the park resources available to support the need for the City to provide programming services to the community. Should the City decide to do so, a position should be created to establish recreational programming services.

In the meantime, the City could take steps to better capitalize on the regional draw of the Riverfront Parks, create more events to draw people to the downtown area and patron shops, increase the community's awareness of the natural beauty Parkville parks have to offer, and continue to partner with others to create opportunities for citizens to interact.

RECOMMENDATIONS

1. Once the improvements in the Riverfront Parks begin to move closer to construction, namely the athletic fields, the City should begin programming them. This may present the need for the City to hire a Recreational Programming Coordinator.
2. CLARB should consider adopting a policy to create or partner to host four new community events to be held annually in the parks. Ideally one could be held each season of the year. Example events might be:
 - Movies in the park - could be held once a month from May to October.
 - Winter tree decorating contest - local businesses & community groups sponsor a tree.
 - Host a fishing tournament on the Missouri River.
 - Partner with local schools to create an augmented reality web-app that families can download and use on their phones to explore Parkville parks.
3. Continue to preserve existing relationships with outside agencies programming activities in Parkville parks.

4. Actively market Parkville parks to surrounding community groups who may have a need that could be served in Parkville parks.

DEVELOPMENT FEES

The previous P3 Master Plan identified the incorporation of a development fee (Impact Fee) as a way to fund capital improvements to parks and for land acquisition.

RECOMMENDATION

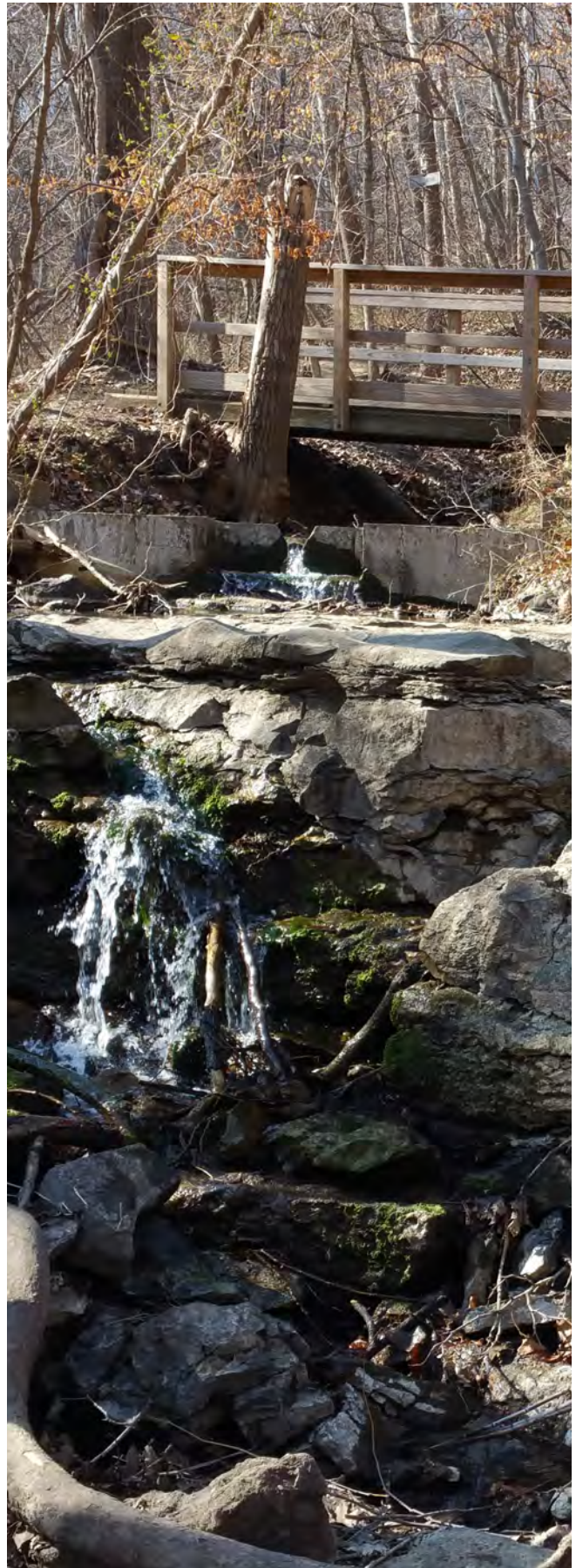
1. The Board of Alderman and City Administrator consider revisiting this previous recommendation and consider writing and adopting an ordinance assessing impact fees for new developments for the purpose of funding park improvements and land acquisition.

CITY CODES

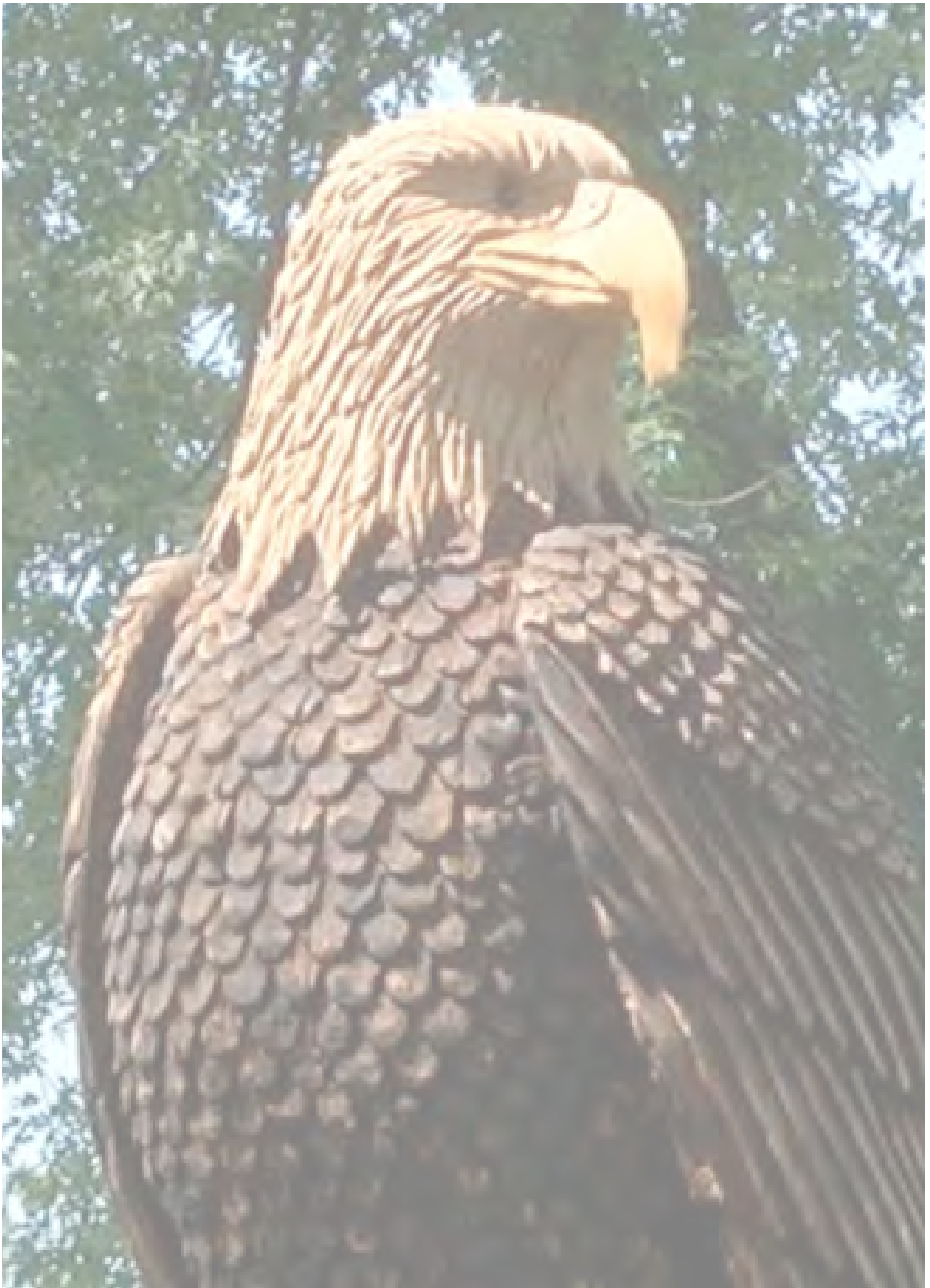
Review of current municipal codes for new subdivisions in Parkville revealed that the City has a code for Parkland Dedication (Section 505.220). The Board of Aldermen also have the ability to approve cash in-lieu of dedication of open space at a rate of \$7,000 per acre.

RECOMMENDATIONS

1. Review the cash in-lieu rate against current land values to determine whether or not this rate should be increased.
2. Current trends suggest that this could also be applied to commercial developments as studies suggest parks and open space are beneficial to employee health and workplace productivity. It is recommended that the Board of Aldermen and City Administrator consider this as a potential opportunity to further fund parks.







INTRODUCTION, BACKGROUND & COMMUNITY PROFILE

The City of Parkville works hard to respond to changing times and trends in parks and recreation. This chapter reviews the significant forces that influence the parks system. It discusses changes in population, leisure trends and their impact on Parkville parks moving forward. The chapter concludes with an analysis that provides an important foundation for the Parks Master Plan and that supports future resource allocation and investment decisions.

PURPOSE OF THE PLAN

Parkville has long been a destination for regional visitors in addition to serving community residents. This is due, in no small part, to its excellent park facilities. Parkville's parks capture the essence of a small, riverfront town from the bluffs to the water, wetlands, natural areas and everything in between. Parkville parks are also about recreation – people “re-creating” themselves away from work and home, enjoying the outdoors. In surveys residents credit parks, open space and recreational opportunities for their high quality of life in addition to small town atmosphere and proximity to all the amenities the metro area has to offer.

Change is the constant in park and recreation trends. Parkville now faces considerable change – new leisure and work trends, demographic shifts, and development interests. The purpose of this planning effort is to update the 2008 Parkville Parks Plan to best meet future challenges and take advantage of new opportunities. The plan offers recommendations for the community as a whole with focus on the future of the riverfront.

The plan sets a long-term vision and action plan for the park system, providing the City of Parkville, a road map for facilities, maintaining and improving the system and operations. As in the 2008 plan, preservation of the natural environment is paramount while meeting future needs for recreation. This plan update includes a current parks inventory, provides a review of land acquisition objectives discussed in 2008, and funding possibilities.



An important part of the process was updating the Vision and Mission as follows:

Vision Statement

The City of Parkville will enjoy an accessible, safe and connected community park system, providing regionally significant destinations and preserving and enhancing Parkville's unique natural resource base while maintaining and creating a variety of unique recreational activities.

Mission Statement

The City of Parkville will balance the demand for recreation with the need for conservation, maintain park facilities to a high standard, offer a variety of enjoyable, clean, safe and accessible recreational activities and facilities and preserve natural area.

Community Description

Parkville, with a population of just over 5,500 is located 10 miles northwest of downtown Kansas City, Missouri with the distinct advantage of direct access to the Missouri River served by existing park land. The City is named after George S. Park who bought the steamboat landing concession on the Missouri River from David English in 1838 shortly after the Platte Purchase from the Native Americans opened the area for settlement.

Today, Parkville is known for its beautiful, natural setting, its antique shops, art galleries and historic downtown. It is also home to Park University. Residents enjoy a variety of parks and a full service Community Center owned by Platte County and operated by the YMCA. The Parkville Nature Sanctuary is another source of pride for the community and provides almost 3 miles of maintained trail and high quality opportunities to explore, experience and learn about nature.

The City of Parkville continues to develop its park system. Important priorities for residents include continuing to connect the community with trails, further development of Platte Landing Park and continued vitality of the downtown. The City has an active Park Board, committed to making the system the best it can be.



DEMOGRAPHICS

During the past two and a half decades the City's population has remained relatively stable with only a slight increase in the range of 6%. Interestingly, the ethnic diversity has increased in that period. It is difficult to determine if this is real change or the result of changing trends in self-identification with regard to race, a trend experienced nationwide.

The City's population is evenly split between male and female with an average age of 42.7, slightly higher than either Platte or Clay Counties, at 38.8 and 37.2 respectively. From the 2000 census to the 2010 census two age groups showed the most change (Table 1.1):

- Persons age 0 to 4 years decreased by (32%)
- Persons age over 65 years increased by 60%

However, the majority of the population, over 65%, is and has been between the ages of 18 and 64 with very little change, 4.28%, from the 2000 census to the 2010 census. These statistics are important, as recreation and leisure trends tend to vary by age.

Table 1.1 Age demographics for the City of Parkville.

Parkville, MO Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Counts	Percentages
Total Population	5,554	100%	5,226	100%	328	6.28%
Population by Age						
Persons 0-4 years	280	5.04%	414	7.92%	-135	-32.37%
Persons 5-17 years	1,141	20.54%	1,018	19.48%	123	12.08%
Persons 18-64 years	3,627	65.30%	3,478	66.55%	149	4.28%
Persons 65 years +	506	9.11%	316	6.05%	190	60.13%

Source: US Census

Racial makeup in Parkville has changed (Table 1.2). Since the population has not changed dramatically it is likely this is due to a national trend of changes in individual self-selection in this category rather than real change but it is difficult to say with certainty.

Table 1.2 Racial makeup of population in Parkville.

Parkville, MO Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Counts	Percentages
Total Population	5,554	100%	5,226	100%	328	6.28%
Population by Race						
American Indian and Alaska native alone	7	0.13%	23	0.44%	-16	-69.57%
Asian alone	169	3.04%	63	1.21%	106	168.25%
Black or African American alone	220	3.96%	205	3.92%	15	7.32%
Native Hawaiian and Other Pacific native alone	14	0.25%	45	0.86%	-31	-68.89%
Some other race alone	34	0.61%	38	0.73	-4	-10.53%
Two or more races	139	2.50%	70	1.34%	69	98.57%
White alone	4,971	89.50%	4,782	91.50%	189	3.95%

Source: US Census

The median household income is \$113,652, about double that of the Kansas City Metro Area (\$57,056) and higher than either Platte or Clay Counties, at \$69,787 and \$61,384 respectively.



Looking at Parkville's population in another way, ESRI provides summaries through a product called Tapestry™ which describes characteristics of different segments. Forty-eight percent of the population is made up of three segments:

20% Soccer Moms

Household Type: Married Couples

Housing Type: Single Family

Description: The relative peace of our affluent, family-oriented neighborhoods in the outer suburbs provides welcome relief from our hectic jobs, long commutes, and busy lives with growing children. Any minute we can save is critical, so we're fans of conveniences such as banking and shopping online and housekeeping services. First and second mortgages and car loans are part of life, but we're well insured and building investments such as funds, bonds and stocks. A variety of mobile devices such as iPads and smartphones keep us connected. We're involved in sports and outdoor activities such as jogging, biking, golf, boating and trips to a theme park.

16% Green Acres

Household Type: Married Couples

Housing Type: Single Family

Description: We're older, self-reliant, married couples who are still working, but edging toward retirement. Most of us have no children living at home. We earn income from wages and salaries, investments, and increasingly, Social Security benefits. Country life is for us, so you'll find us in the rural pockets of urban areas, living in older single-family homes with acreage. Because our homes are older, we handle maintenance and remodeling projects ourselves, and own the proper tools to accomplish the tasks. Vegetable gardening is a priority. We're active in the community and are members of fraternal organizations and veterans' clubs. Even though we're pessimistic about the economy, we're not afraid of carrying some



debt, such as home and car loans. We spend cautiously, focusing on quality and durability. Technology isn't important even though we shop and bank online, the Internet is primarily for entertainment.

12% Savvy Suburbanites

Household Type: Married Couples

Housing Type: Single Family

Description: We're empty nesters or empty-nester wannabes who still have adult children living at home in established, owner occupied, suburban neighborhoods. We're well educated, well-read, and well-capitalized. We research products prior to purchase, and seek quality instead of price. Technology is used for everything including communication, shopping, banking and staying current on the news. Even though we're financially secure, we use a variety of resources for informed investing. We're not afraid of debt and may carry first and second mortgages and a line of credit. Late-model SUV's, station wagons, and minivans may be in our driveways. We're foodies and enjoy cooking, natural or organic products are preferred. We exercise, and buy top of the line gear for golf and skiing. Good food and wine and cultural events are also not to be missed.

HEALTH

From a health perspective, information is readily available on the County level only. The 2016 Health Rankings Report released by the Robert Wood Johnson Foundation lists Platte County #2 in the State for overall positive health outcomes. St. Charles County ranked first.

Areas of strength related to Platte County health outcomes include:

- A high percentage of the population has access to exercise opportunities
- Numbers of uninsured are low
- Highly educated
- High ratio of primary care physicians
- Low unemployment
- Low air pollution
- Clean drinking water

Areas to explore or of some concern related to Platte County health outcomes include:

- The incidence of adult smoking is approaching the state average
- Those suffering from obesity is equal to the state average
- The percentage of adults reporting excessive or binge drinking is higher than the state average

RECREATION PREFERENCES AND TRENDS

In Parkville, as nationwide, recreation and leisure trends are becoming more complex, influenced by social and demographic forces. Activities such as tennis and golf have declined while new activities have emerged. For example:

- The fastest growing leisure activity is walking and fitness walking, enjoyed primarily by Baby Boomers. This generation is much more active than their parents at the same age, but prefers low impact activities or activities that can include young children as they experience grand-parenthood.



- Among youth, the most popular activities include anything on wheels, such as in-line skating and skateboarding, all-terrain in-line skating and cycling.
- Organized league activities for youth soccer and baseball are still very popular, having largely replaced the spontaneous “pickup” games of 30 years ago.
- New hybrid sports combine elements of several activities in new ways, e.g. disc golf.
- There is increased investment in year-round facilities – indoor soccer arenas, ice rinks, indoor playgrounds and water parks, covered playgrounds, etc.

Shifting patterns and preferences influencing how people live, work, learn and play are collected, studied and reported specifically for Parks and Recreation by Dr. Ellen O’Sullivan, PHD, CPRP and are interesting to consider within the context of Parkville Parks and Recreation. Trends include:

“Healthy Pleasures” – How could the pursuit of health become any more interesting than adding a touch of “healthy pleasures to people’s lives? Think of it as good times that are good for you.

“Brand Stand” – If you want to be around for 2020, you need to take a stand as to how and what your organization represents to and for consumers. Revisit or refine the clear, concise, compelling word or words that enable you to stand out in the minds of current and potential customers.

“Millennial Parenting” – No surprise that millennials are doing what most other generations did at this life stage by becoming parents who intend to raise their children differently than they were raised. Helicopter parents give way to ‘drone’ parents. They are around their children’s world but certainly not hovering over them.

“Blending and Blurring” – All segments as to how people live, work, learn and play have been subject to a blending of two previously unrelated concepts or the inability to separate previously distinct entities. Consider athleisure clothing, grocerants, and bleisure.

“Multigenerational Aging” – Shades of gray are everywhere and not only are there more, older Americans than ever before but there are multiple generations of them. Baby Boomers at 60 years and the Greatest Generation at 85 years of age are not the same.



“Two Tiered (or even tri-tiered) Everything” – It’s not just on airlines anymore as more services and experiences have at least two varying levels of what appears to be the same experience and yes, you pay for the differences. Even Costco now has two levels of membership.

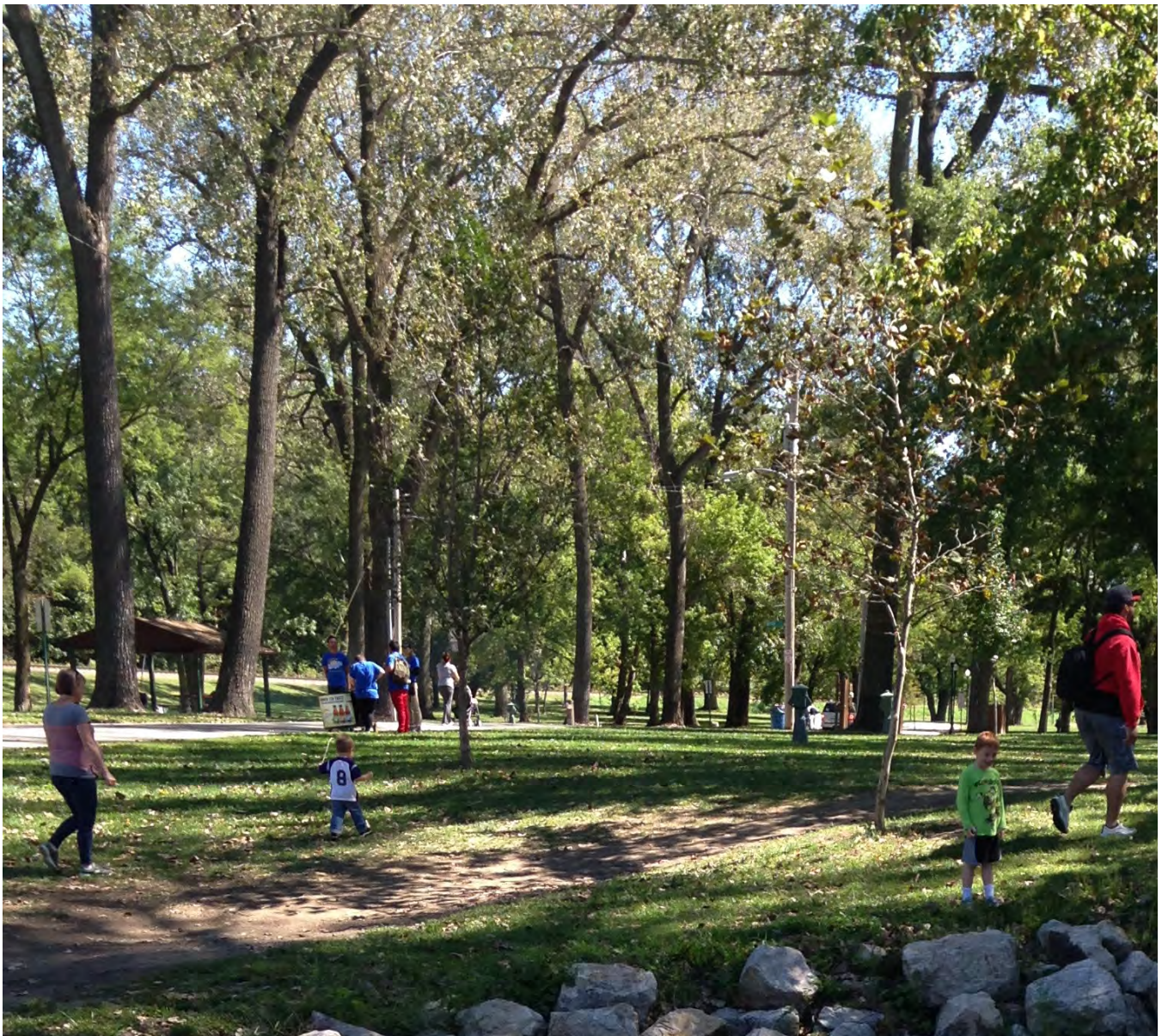
“Engaging Experiences Required” – The initial infusion of experiences into products and services was perceived as an added edge of promotion or enticement. Not anymore as experiences are becoming integral to consumer offerings.

“Play reaches the BIG Time” – The power and pursuit of play has been circling the edges of becoming more important in society but now that play is being recognized by physicians as essential for child development and required for adults as a means to a healthy lifestyle, play has now risen to new, more encompassing heights.

CONCLUSIONS

Parkville sits in an excellent position in the metropolitan area as a unique park and recreation partner and provider. Although the population remains relatively unchanged, over half of the population is between the ages of 18 and 64, most are married couples, many with children. The income within the City is relatively high however the population and number of households are small. This limits the potential for raising significant sums of money through tax initiatives for major improvements and highlights the importance of continued partnerships with Platte County and others to build facilities and deliver services.

Demand will continue for parks and recreation programs and facilities for families. However, the growing senior population is likely to require expansion and addition of senior programming. It is important to continue surveying this segment of the population to assure their needs are addressed in future facility construction and program initiation.





COMMUNITY INPUT AND IDENTIFIED NEEDS

2

Vireo facilitated a number of public outreach engagements in cooperation with the City of Parkville and Platte County Parks. Nearly 400 participants in total provided input identifying park priorities, preferences, and needs. A variety of public engagement formats were employed in order to reach as many residents as possible including:

- Focus Group discussions
- On-line questionnaires served across e-mail and social media
- A public open house
- A booth hosted by the Community Land & Recreation Board (CLARB) at the City's 4th of July event

Information gathered from these engagements provided guidance and direction for the purposes of updating the Parkville Parks Master Plan and design concepts for the Riverfront Parks.

FOCUS GROUPS

A total of 10 focus group discussions included over 50 representatives from the following backgrounds:

- | | | |
|---------------------------------------|----------------------------------|-----------------------------|
| • Elected officials (City and County) | • Parkville EDC | • NKC Baseball |
| • City Staff | • Downtown Stakeholders | • Running Well |
| • Parkville Park Staff | • Missouri Dept. of Conservation | • 5k Event Coordinator |
| • CLARB | • YMCA | • Northland Sports Alliance |
| • Platte County Parks Staff | • Army Corps of Engineers | • Cycle City |
| • Schools | • Friends of Platte Co Parks | • Platte County Park Board |
| • Event Coordinators | | |
| • Older Adult Programs | • Platte Land Trust | |



Throughout discussions the following three topics regarding the park system as a whole were consistently raised.

1. Loop Trail completion
2. Trail Connections to Points of Interest
 - a. North/South Downtown to Parkville Commons
 - b. East/West Downtown to Western Edge
3. Athletic Fields

OPEN HOUSE/ONLINE

After conclusion of the focus groups the findings were taken to the public at large for review, comment and prioritization. This was done across two stages. Stage 1 was an open house held on April 14th from 5:30-7:30 at the American Legion on Main Street. Forty eight (48) people attended this event and provided feedback participating in two exercises. Stage 2 was an on-line open link survey that was distributed via e-mail, web-links, newsletters, Facebook, and Twitter. In total 286 respondents provided feedback on priorities for Parkville parks. The following are the top three (3) priorities heard from the community regarding the park system as a whole:

OPEN HOUSE (AMERICAN LEGION)

1. Complete the Loop Trail
2. Natural areas for passive recreation & wildlife benefit
3. Improved bicycle/pedestrian access along Hwy 9

ONLINE SURVEY (results to the right)

1. Trails
 - a. Complete the Loop Trail
 - b. Improved bicycle/pedestrian access along Hwy 9
 - c. Trail connections to the western edge of the city
2. Natural Areas for passive recreation and wildlife benefit
3. Athletic Fields

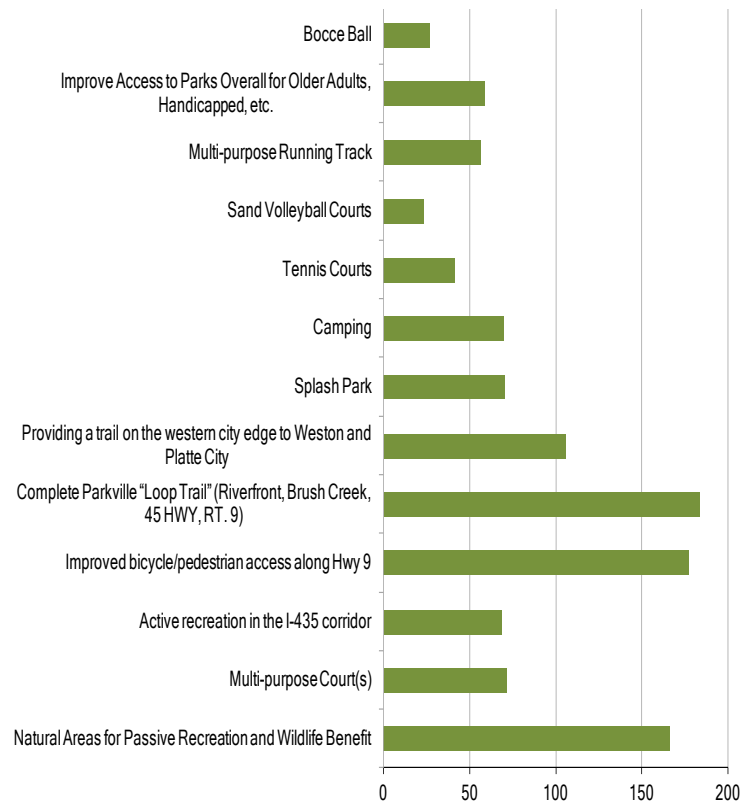


Figure 2.01 - On-line survey results; Parks and recreation facility needs identified by respondents.

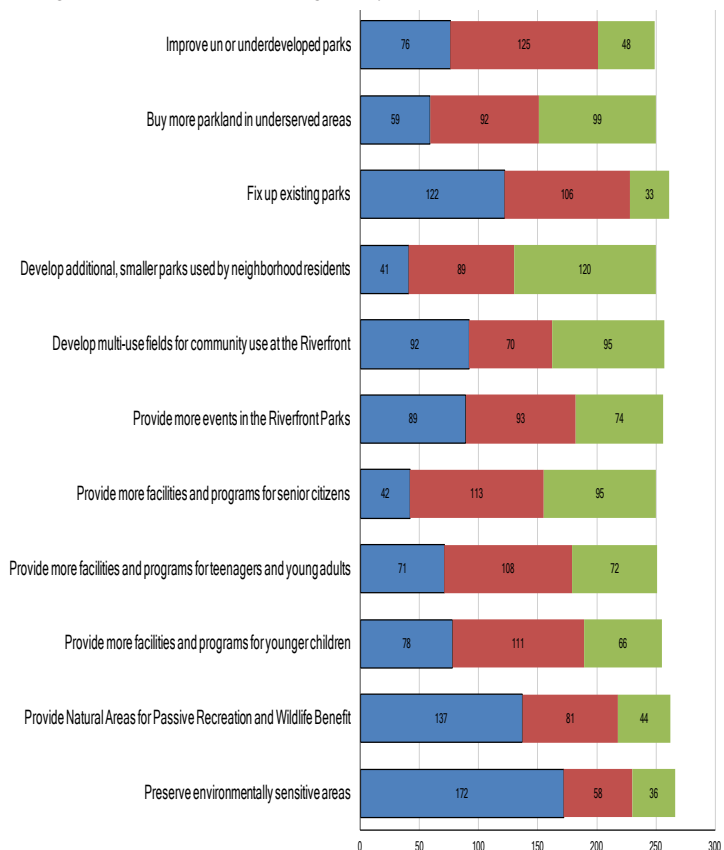


Figure 2.02 - On-line survey results; Park priority levels identified by respondents. Blue equals high, red equals medium, and green equals low priority.

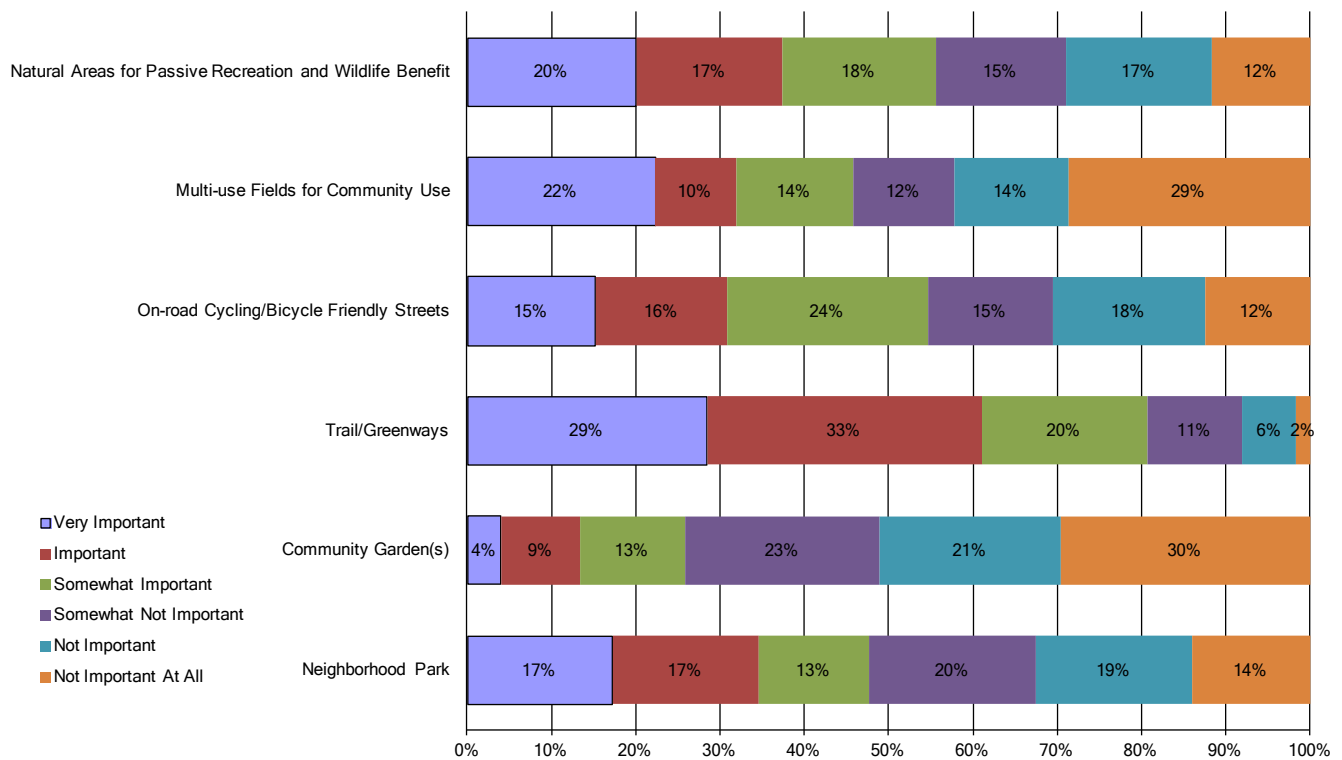


Figure 2.03 - On-line survey results; Types of facilities that best serve community needs.

RIVERFRONT PARKS

Additional community engagement activities were held to gain input from residents and park users regarding the future of the Riverfront Parks. The results of these efforts are discussed in Chapter 5 which specifically addresses Riverfront Parks.

CONCLUSION

Recurring comments heard from a broad representation of the community:

- *Complete the loop trail*
- *Provide natural areas for passive recreation and wildlife benefit*
- *Install multi-purpose active use fields.*

It is also clearly important that preserving environmentally sensitive areas and fixing up existing parks are important priorities. While it might be assumed that proponents for active recreational fields and those for natural areas can have somewhat competing agendas, an analysis of responses from on-line surveys showed that in Parkville the two groups appear to be accepting of each other. In fact, the community as a whole generally appears very interested in marrying the two to create a world class park system found nowhere else in the region.



MAINTENANCE MANAGEMENT ASSESSMENT

3

This assessment is created for two purposes:

- To evaluate the current level of maintenance of the Parkville park system.
- To determine if the current level of maintenance is adequate or if it should be improved.

Ultimately, the level of maintenance must support the Vision and Mission that is presented in the new Master Plan as well as that of the City. In 2015 the Mayor and Board of Aldermen identified parks as one of the critical success factors to achieving the City's vision. In addition, the long term priorities identified for Parks include establishing it as a stand-alone department and increasing staff resources to maintain all new park areas. That support must include adequate resources in its operating and capital budgets for staff, equipment, and supplies to succeed.

GUIDING PRINCIPLES

The guiding principles are the foundation upon which all recommendations in this report are linked. They are as follows:

- The level of maintenance that exists in the park system is directly related to the resources available.
- The most acceptable level of maintenance is one that:
 - Provides Safety & Security
 - Is approved by citizens-at-large, the Board of Aldermen, and Administration
 - Allows the community to implement its Vision and Mission

ASSESSMENT METHODOLOGY

Six categories were analyzed to assess Parkville's level of maintenance within the Parks Department:

- Superintendent's perception of citizen and stakeholder satisfaction
- On-site observations
- Maintenance Type (preventive, cyclical, corrective)



- Maintenance Mode (intensity of maintenance operations)
- Function and Frequency of Maintenance
- Benchmarking Comparisons

SUPERINTENDANT'S PERCEPTION

The Superintendent of Parks was asked for his opinion about how others (Mayor, Parkville Board of Aldermen, CLARB, citizens-at-large, City Administrator, Director of Public Works) would rate the maintenance quality of the park system. Clearly, this is a difficult position for the Superintendent to be placed in; however, he is the first to know of issues in the system that generate negative feedback from others, thus his opinion provides a valuable insight. Using a scale of 0 to 10 with 10 being the highest standard, the Superintendent's perception is that others would rate the quality of maintenance in Parkville Parks at an 8.

MAINTENANCE TYPE

Three maintenance types were evaluated: Preventive, Cyclical, and Corrective. Park staff organizes its work in both the cyclical and preventive categories. Predictable maintenance functions such as those related to irrigation and fountain upkeep are addressed on a scheduled basis, thus embracing both the cyclical (annual) approach as well as the preventive approach. The outcome is that there are minimal corrective actions required during the year.

Preventive – The goal of Preventive Maintenance is to schedule routine actions on each asset that is to be maintained so that larger problems are prevented.

Cyclical – Generally is defined as the maintenance action on a key element of an asset that will need replacement or refurbishment one or more times during the life of the asset.

Corrective – Corrective Maintenance is the last type of repair action. Equipment may break down before it is scheduled to be replaced. Generally speaking, corrective repairs should be a relatively small part of the maintenance time. Corrective repairs are a signal that something is not working.

MAINTENANCE MODE

There are four maintenance modes as described below and against which Parkville was evaluated. These maintenance modes, developed by the National Recreation and Parks Association (NRPA), express varying levels of care for all parks maintenance functions. The national benchmark for dollars spent per acre is shown to the right of each maintenance mode. These figures are based on nationwide data provided by the NRPA through their PRORAGIS database.

Table 3.1: Maintenance level description and national benchmark of dollars spent per acre

Mode	Description	National Benchmark (Dollars per Acre)
Mode 1	High level maintenance usually associated with high traffic areas such as those around the perimeter of buildings and most heavily used parks	\$6,000
Mode 2	High level maintenance associated with well-developed park areas with reasonably high visitation	\$4,500
Mode 3	Moderate level of maintenance associated with locations with moderate to low levels of development, moderate to low levels of visitation, or with agencies that due to budget restrictions, cannot afford a higher level of maintenance	\$3,400
Mode 4	Moderately low level of maintenance associated with low level of development, low visitation, undeveloped areas or remote parks	\$1,800

Parkville currently spends \$1,424 per acre on park maintenance. This is lower than the national benchmark for a Mode 4 (or lowest) level of maintenance. While the department may be funded below the lowest level of maintenance, on-site observation and further discussions with park staff suggest that Parks is operating at a higher level of maintenance, perhaps as high as Mode 2. The fact that the maintenance facility is located in the largest park, which represents 80% of the total park system, contributes considerably to the Department's efficiency. In addition, the dedication of current park staff to provide the best service they can with the resources currently available largely accounts for higher levels of maintenance than the dollars spent would indicate.

MAINTENANCE FUNCTIONS AND FREQUENCIES

Frequency of maintenance is determined by resources, staff efficiency, and citizen expectations. Currently, the city of Parkville has not adopted a formal park maintenance plan. This would provide the information necessary for the Department to better work with community leaders, aligning budgeted resources with maintenance level expectations. An important piece of the plan would be implementing a new project work order system whereby the Department has the ability to track current man hours needed to maintain the system. This would give the base information necessary to calculate additional resources needed to elevate overall maintenance functions. Detailed below in Tables 3.2 and 3.3, are staff's calculations of the man hours available for current tasks and the gap that exists between what is available versus what is needed:

Table 3.2: Current Maintenance Functions and their Maintenance Frequency.

Function	Current Monthly Man Hours	Maintenance Frequency (weekly, monthly or annually)	Additional Monthly Hours Needed
Administration	65	Daily	10
Building maintenance	6	As needed	16
Equipment/vehicle maintenance	16	As needed	12
Facility maintenance	8	Monthly	10
Flower maintenance	16	As needed	10
Mowing/Grounds maintenance	210	Daily	160
Right-of-Way Mowing	50	Weekly	
Athletic Field Maintenance	60	Daily	20
Herbicide application	24	Monthly	32
Irrigation	10	As needed	
Weedeating	55	Daily	40
Right-of-Way Weedeating	35	Weekly	
Recreation equipment	10	Monthly	20
Restroom maintenance	30	Daily	20
Snow removal		As needed	
Training	16	Monthly	20
Trash pickup	55	Daily	20
Tree care/removal	40	As needed	25
Lighting	4	As needed	6
Setup for Special Events	20	Monthly (April thru October)	30
City Hall landscape maintenance	12	Monthly	12
Fall Cleanup	20	Annually	
TOTAL	762		463

Table 3.3: Current and Future Maintenance Functions and their Maintenance Frequency for Platte Landing Park.

Function	Current Monthly Man Hours	Maintenance Frequency (weekly, monthly or annually)	Additional Monthly Hours Needed
Administration	16	Daily	8
Equipment/vehicle maintenance	10	Weekly	2
Wetland maintenance	24	As needed	20
Mowing/Grounds maintenance	40	Weekly	8
Herbicide application	24	Daily	10
New Athletic fields	0	Daily	90
Irrigation (if new fields are irrigated)	0	Weekly	8
Weedeating	30	Daily	20
Recreation equipment (new playground)	0	Weekly	8
Restroom maintenance	16	Daily	2
Trash pickup	18	Daily	8
Tree care/removal	16	As needed	8
Boat ramp maintenance	4	Bi-weekly	0
TOTAL	198		192

Table 3.4: National Medians Benchmarks

	Parkville	National Median	What does it mean?
Annual budget for capital maintenance, maintenance equipment and asset depreciation	\$192,000 (Average 2013-2016)	High performing agencies develop a percentage of their total assets to be budgeted annually for capital improvements	Reinvest in capital maintenance on an recurring annual basis at a determined acceptable percentage
Expenditures per resident (Total park budget / population)	\$64.00	\$85.84	Parkville spends about 25% less than the national median on a per resident basis
Budget per acre of maintained area (total park budget / total maintained area)	\$1,424	Detailed above in the maintenance level table	Resources should match determined acceptable maintenance mode(s)
Park acres per 1,000 residents	45.0	10.6	The proportion of parkland to the population supporting it. Parkville maintains over 4 times more parkland on a per 1,000 residents basis than the national median.
Number of Full-Time Equivalent (FTE) employees (includes both full & part time staff)	7	13.9 (Agencies which maintain 250 or less acres)	Parkville has about 7 less FTE employees than the national median for agencies maintaining the same amount of parkland.

Summary

Based on the totals provided by staff in Tables 3.2 and 3.3, there is a total gap of 655 hours needed monthly to accomplish the tasks that should be completed to maintain the park system at the Department's current operating maintenance mode and assuming both current and proposed improvements. Analysis of this gap reveals the following:

- 35% of the total gap, or 228 hours, is attributed to mowing and weedeating functions.
- 24% of the total gap, or 160 hours, is the result of one of unfilled seasonal position.
- 19% of the total gap, or 126 hours, is attributed to general maintenance functions.
- 16% of the total gap, or 110 hours, is attributed to athletic field maintenance.
- 6% of the total gap, or 41 hours, is attributed to other various tasks and duties such as administration, seasonal, and special events support.

The development of Platte Landing Park has added and will continue to add significant maintenance responsibilities to the Park Department. This addition of 130 acres to the park system as well as the vision to develop new multi-purpose athletic fields, baseball fields, wetlands, and other amenities will require new resources beyond the current budget to maintain the current operating Maintenance Mode. According to maintenance staff, Platte Landing Park alone accounts for about 30% of the gap in maintenance resource needs.

Analysis of how the Department compares to national medians (shown in Table 3.4) suggests that the needs identified in tables 3.2 and 3.3 are warranted. This is especially evident considering that Parkville maintains over four (4) times the amount of park acreage than the national median on a per 1,000 residents basis, yet operates with half, or less than half, of the number of full-time equivalent employees than jurisdictions maintaining the same amount of park land. Parkville, by comparison, spends about \$22 less per resident than the national median for agencies serving populations with less than 20,000 people.

Current Capital Maintenance Needs

Discussions with the Superintendent of Parks resulted in identification of a number of capital needs. Those needs are captured below in Table 6 and have been included in the Capital Improvement Plan (CIP).

Table 3.5: A list of current capital and deferred maintenance needs

Item	Approximate Cost for Replacement/Repair
Drill Seeder	5,000
Zero Turn Mower	17,500
6 Series Tractor w/ Turf Tires	30,000
Brush hog mower attachment	19,500
Storage / Maintenance Facility	75,000
Chipper	20,000
T O T A L	\$167,000

FINDINGS AND RECOMMENDATIONS

#1 – MAINTENANCE MANAGEMENT PLAN

RECOMMENDATION

The City should create and formally adopt a Park Maintenance Management Plan (PMMP). A PMMP would provide the community with the data it needs to manage the park system as an important business component of the overall City budget. In outline form, the formal plan would include the following key components:

- The philosophy of managing the system for cyclical and preventive maintenance and when each is appropriate for Parkville
- Park and asset inventory (included with this plan as a starting point)
- Identification of maintenance activities and maintenance mode expectations for each based on identified the level of service standards.
- Work load distribution
- Staffing requirements to complete each activity that has been identified
- Maintenance schedules on a daily, weekly, monthly, and annual basis
- Defined maintenance modes to be achieved along with a coordinating diagram (example below)



Level 1 Maintenance Mode: (5 acres) All front door high traffic areas.

Level 2 Maintenance Mode: (80 acres) All athletic fields, active recreation and riverfront areas.

Level 3 Maintenance Mode: (50 acres) All wetland and passive recreation areas.

Level 4 Maintenance Mode: (80 acres) All areas not otherwise designated at a higher level.

#2 – LEVEL OF MAINTENANCE GAP

There is a gap between the available resources for current maintenance requirements and the resources needed to accomplish them. All of the data in Tables 3.2 and 3.3 is based on six positions:

- Superintendent position
- 2 full-time positions
- 3 seasonal positions

The Parks Department has been budgeted for an additional seasonal position which would result in a total of four seasonal positions once the position is filled.

As previously mentioned, analysis of how the Department compares to national medians (shown in Table 3.4) suggests that the needs identified in Tables 3.2 and 3.3 are warranted.

RECOMMENDATION #2a

Seek support from City Administration and the Board of Aldermen to close the gap.

1. Fill the open seasonal position and add three (3) additional seasonal positions. While this still falls short of meeting the national norm, it will fill the identified gap and begin to position the Department to adequately and efficiently take on additional park improvements.
2. Increase the operating budget by \$22 per resident to match the national median. This equates to about \$120,000 per year in additional funding.

RECOMMENDATION #2b

Out-source mowing of rights-of-way to help close the gap. Currently right-of-way mowing and weed eating accounts for about 10% of Park's total man hours. Outsourcing could be on an as-workload-demands basis. When resources fall short of the workload demand to maintain the identified standards, Parkville should outsource mowing of rights of way and non-park properties. Outsourcing right-of-way mowing and weed eating will free-up 85 hours per month for existing staff to devote to other maintenance activities.

#3 – WORK ORDER SYSTEM

The Department does not have access to a commercial software program designed as a work order system. The work order system would allow the Department to manage all aspects of its operations and provide data to be used for analytical purposes. Accurate data can greatly improve the allocation of resources.

There are several vendors of work order systems designed specifically for municipal park departments. Acquisition software costs range between \$4,000 and \$6,000 with an additional one-time cost of approximately \$1,000 for training. Monthly fees are assessed after one year and typically range between \$300 and \$500 per month. Popular vendors are:

- ManagerPlus
- CityWorks
- Trims
- MainTrac

RECOMMENDATION

The City of Parkville should acquire and implement a commercial work order system. When implemented, the system will:

- Take the guess work out of capturing the quantifiable data needed to respond to questions from citizens-at-large, administration, Board of Aldermen and others
- Capture the man hours and other resource requirements needed to maintain the system
- Schedule work
- Collect data
- Validate operating and capital budget requests

#4 – EQUIPMENT RENEWAL PROGRAM

The Department does not have a defined equipment replacement program outside of identifying capital needs when equipment wears out. The combination of undependable equipment, a small staff, and a gap between maintenance requirements and available resources is not a good formula for the provision of an acceptable level of maintenance.

RECOMMENDATION

The City should create and formally adopt an automated equipment review program. For each piece of equipment a determined review period would be identified. When a piece of equipment approaches the determined review horizon an assessment would be made by the Superintendant regarding the immediacy with which its replacement should be identified as a capital need.



#5 – FORMAL PARTNERSHIP POLICY

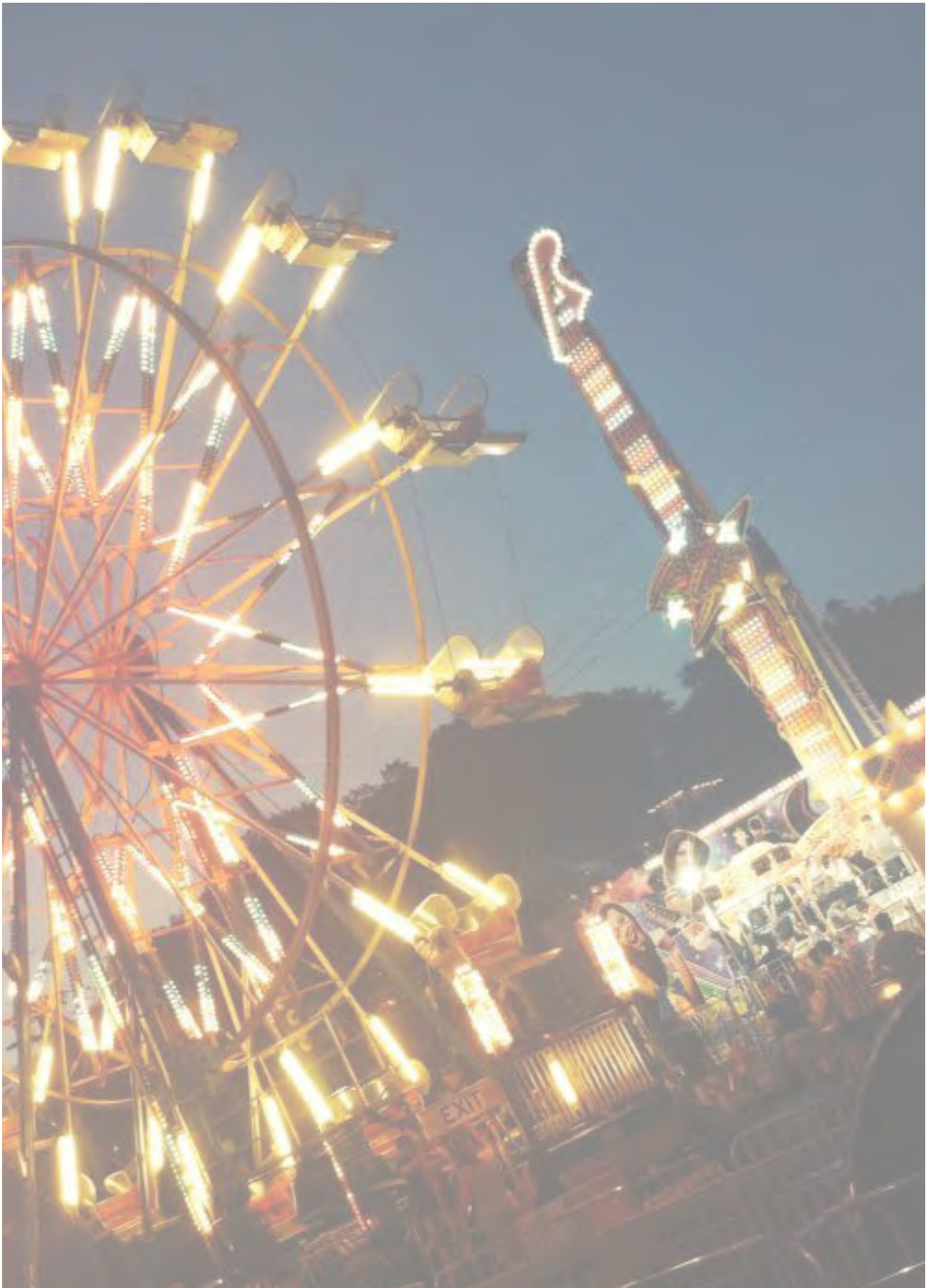
The Department has entered into various partnerships from time to time, but does not actively seek out partnerships as part of its current culture. Considering the wealth and variety of amenities Parkville parks have to offer a variety of community groups and the Department's relatively limited resources, actively pursuing partnerships could prove integral to closing the maintenance gap and promoting the unique assets that Parkville parks have to offer.

RECOMMENDATION

Encourage a Departmental culture that actively seeks partnerships within the community that are mutually beneficial. Notify the public of the Department's interest in doing so and see what kind of community interest is generated. Review proposals for doing so and when it is determined to be mutually beneficial, clearly define the parameters surrounding the nature of the partnership including responsibilities of all parties and the expectations of the outcome of the agreement. Agreements should include the following:

- Contact information
- Date when the agreement will be reviewed on an annual basis
- Goals for each partner and assurance that they are mutually beneficial
- Dollar value of contributions by each partner
- Expected/projected revenue
- How best to communicate
- Insurance requirements
- Agreement terms
- Approved signatures of each partner

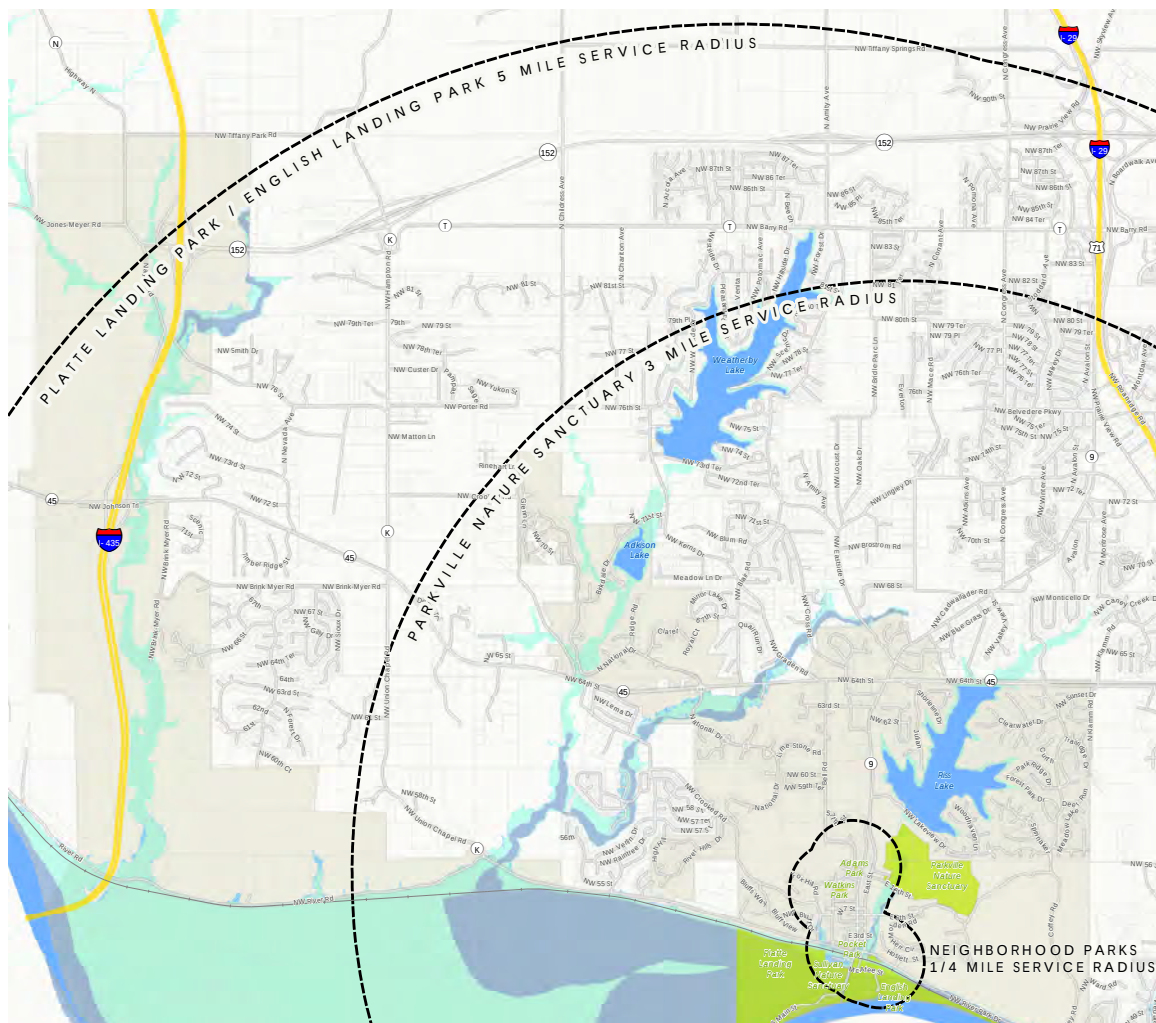




PARK INVENTORY ASSESSMENT

The purpose of this assessment was to take the pulse of the quality and condition of Parkville parks and establish a Level of Service (LOS) or standard by which all parks could be measured. First, each park was evaluated as a whole. Criteria assessing the Accessibility, Character, Connectivity, and Usability of a park were scored. Second, the amenities in each park were evaluated in terms of their accessibility and condition. The product of park qualities and the condition of amenities within each established a LOS. For the purpose of this Plan, level of service ratings are identified as Above Average, Average, and Below Average as an expression of each park's service compared to the park system as a whole. Finally, the geographic area served by each park was

also assessed. The map below illustrates the reach of each park as a function of its LOS. Generally accepted reaches (1/4 to 1/2 mile for neighborhood parks, 3 miles for Community Parks, and 5 miles for Regional parks) are enhanced by parks with better qualities and with amenities that are in better condition. Also evident in this map are areas of the community that are under served by parks. The following pages include cut sheets with results of the assessment for each park. Each cut sheet includes a description, inventory of amenities, LOS assessment, achievement towards previous recommendations, and new recommendations. Accomplished P3 recommendations are identified with strike-through text.



ENGLISH LANDING PARK



INVENTORY OF AMENITIES

Playgrounds	2
Trails (limestone screenings)	3 miles
Boat Ramp	1
Sand Volleyball courts	3
Soccer Fields	1
Baseball Fields	3
Picnic Shelters	3
Stage	2
Disc Golf	18 holes
Open Green	2 acres
RV Hookups (For Events Only)	18
Restroom	1

DESCRIPTION

English Landing Park is a 68 acre facility with amenities including: 3 miles of walking trails, a large playground area, a boat ramp, picnic shelters, sand volleyball court, and a disc golf course. This park is sure to satisfy anyone wanting to take advantage of the great outdoors. The park, with its scenic walking trails that closely parallel the winding Missouri River, is like none other in the metro area. English Landing Park attracts a wide variety of users from bicyclists to walking or running enthusiasts; there is a recreation opportunity for all to enjoy.

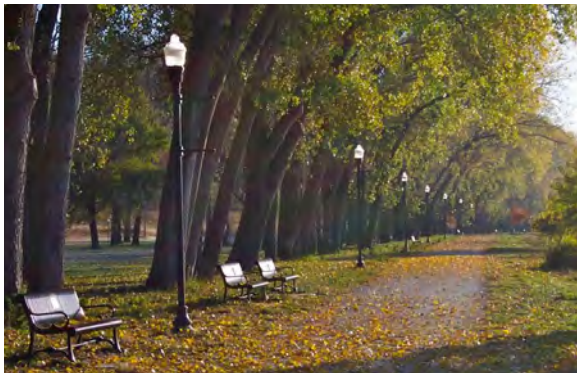


Photo: Riverfront Trail

LEVEL OF SERVICE: ABOVE AVERAGE

English Landing Park has a fairly high level of service value as the result of existing park qualities and relatively good condition of amenities.

Accessibility: Has parking, ADA accessible routes, visible park signage and mostly clear sight lines.

Character: Large canopy trees offer shade throughout the park, the park has lighting along the waterfront as well as seating opportunities and spectacular views of the park's natural beauty and Missouri River.

Connectivity: Walks and trails connect to Platte Landing Park, Sullivan Nature Sanctuary and Downtown Parkville.

Usability: Current amenities include 3 miles of walking trails, a restroom, large playground area, a boat ramp, picnic shelters, sand volleyball courts, and disc golf.

Condition & Accessibility of Amenities: Amenities are well maintained and easy to access with little to no constraints. However, parking could be located closer to amenities.



Image: 2015 aerial

PROGRESS TOWARDS P3 RECOMMENDATIONS

(Strike-through text indicates completion)

- Identify areas of environmental significance (wetlands, sensitive species and habitat) to be fully protected from development.
- Explore options for multiple users at Grigsby Field.
- Make a grand entrance to park at ball field #1.
- Upgrade rest rooms.
- Additional shelters.
- Convert current boat ramp into a fishing pod.
- Frisbee golf area in English Landing Park.
- Fitness or stretching area at park entrance
- Overlook to river at the end of Main Street.
- Tennis.
- Basketball courts.
- Water splash fountains.
- Preserve riverfront green space.
- Expand Trail system.

CURRENT PROJECTS STATUS

- Restroom rehab completed in 2016



Image: 2016 future concept

CURRENT RECOMMENDATIONS

- Extend vehicular access and parking deeper into the park to provide better access to a wider demographic of park users.
- Improve the aesthetics of White Aloe and Rush Creek to be more accessible and naturalistic.
- Re-distribute and better define parking near the downtown area to create a sense of being in the park as soon as you cross the tracks.
- Build an open green mall that extends the downtown experience into the park and provides the opportunity for special events to be held closer to downtown shops and restaurants.
- Provide a small civic plaza in the park just south of the tracks and surround it with small non-permanent retail incubator structures.
- Relocate and replace the Farmers Market.
- Create a large multipurpose open green oval near the river for large events.
- Create a boardwalk along the riverfront.
- Connect parking and points of interest to park amenities with paved walks and trails.
- Provide vehicular access to the waterfront south of Rush Creek.
- Provide a pedestrian walkway that extends from downtown town to the Missouri River and build an observation deck at its terminus.
- Create gateway signage south of the railroad tracks on S. East Street.

PLATTE LANDING PARK



INVENTORY OF AMENITIES

Trails (limestone)	2 miles
Boat Ramp	1
Dog Park	1
Restroom	1

DESCRIPTION

Platte Landing Park is a cooperative effort between Platte County and the City of Parkville. The first phase of the new 130 acre park is complete. The Park includes 2 miles of trails, Platte County's first off-leash area for dogs, and a new boat ramp into the main channel of the Missouri River.



Photo: Dog Park

LEVEL OF SERVICE: ABOVE AVERAGE

Platte Landing Park has a high level of service value as the result of existing park qualities and relatively new amenities.

Accessibility: Has parking, ADA accessible routes, visible park signage and clear sight lines into most areas of the park.

Character: Large canopy trees offer shade along the waterfront; there is no lighting in the park nor seating opportunities, but there are interesting views and potable water access at the dog park and boat ramp.

Connectivity: Walks and trails connect to English Landing Park, Sullivan Nature Sanctuary and downtown Parkville.

Usability: Amenities are available including a boat ramp access to the Missouri River, an off-leash dog park, and 2 miles of pedestrian trails.

Condition & Accessibility of amenities: Amenities are relatively new and easy to access with little to no constraints.



Image: 2015 aerial

PROGRESS TOWARDS P3 RECOMMENDATIONS

(Strike-through text indicates completion)

- Collaborate with ~~Platte County and the United States Corps of Engineers to the acquisition of conservation land.~~
- Develop soccer fields, a ~~boat ramp and parking.~~
- Expand baseball or softball fields.
- Collaborate with ~~Platte County Parks and Recreation on the development and maintenance of the 130 acres of land purchased by Platte County in 2008.~~
- Take advantage of donated services.
- Expand ~~trail system.~~

CURRENT RECOMMENDATIONS

- Build six regulation size soccer fields to serve multi-purposes.
- Build 4 baseball fields (one 300' foul line, and three 200' foul line fields).
- Build parking to accommodate fields and nearby event spaces.
- Consider providing mobile concessions and restroom facilities for games and events
- Build canoe lockers and an information board for river paddlers.
- Connect trails to new amenities.
- Coordinate construction of the wetlands with grading and road base needs for future athletic fields.

CURRENT PROJECTS STATUS

- Wetland project in coordination with the Army Corps. of Engineers and Platte County.
 - Currently in the design stage complete to the 35% Construction Document level.
 - Army Corps of Engineer review processes are expected to be complete by the end of 2016.
 - Partnership agreement between the County and the U.S. Army Corps. of Engineers (USACE) is being formalized.
 - Construction is currently anticipated to be completed in 2018.



Image: 2016 future concept

POCKET PARK



INVENTORY OF AMENITIES

Overlook	1
Seating Area	2
Small Plaza Space	1

DESCRIPTION

Located in the downtown historic district, Pocket Park is a central gathering location. The unique downtown ambiance has a magnetic draw to all those who may pass by.



LEVEL OF SERVICE: AVERAGE

Pocket Park has an average level of service value and serves as a minimum standard by which all parks should be compared. While updates and improvements have been made more can be done to update this park.

Accessibility: Has parking, ADA accessible routes, and mostly clear sight lines with the exception of a mezzanine level gathering space. However, there is no clearly visible park signage.

Character: An urban gathering space centrally located in the downtown core with shade, interesting landscaping, lighting, seating, drinking fountain and interesting views.

Connectivity: Centrally located in the downtown core with sidewalks that connect to the Riverfront parks.

Usability: Current amenities include a small plaza area with two gathering spaces terraced above.

Condition & Accessibility of Amenities: Amenities on the ground level are relatively new while the wood decking, stairs and metal railings on the upper terraced gathering spaces are in need of repair.

PROGRESS TOWARDS P3 RECOMMENDATIONS

(Strike-through text indicates completion)

- Improvement of current facilities and maintaining the existing character.
- Preserving the wooden deck.
- Update landscaping.

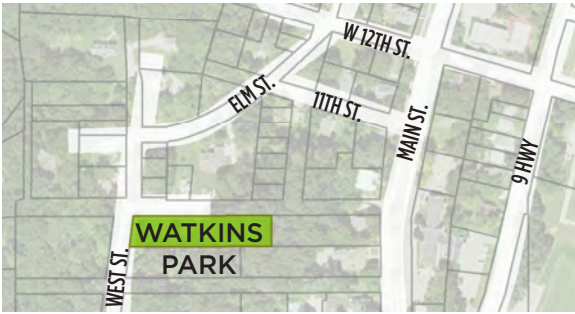
CURRENT RECOMMENDATIONS

- Replace wood decking.
- Update landscaping.
- Repaint metal railings and ensure stability.

CURRENT PROJECTS STATUS

- None.

WATKINS PARK



INVENTORY OF AMENITIES

Trails (asphalt)	0.10 miles
Picnic Shelter (small)	1
Swing (2-5 yr olds)	1
Play Equip. (2-5 yr olds)	1
Basketball Goal	1

DESCRIPTION

Watkins Park was donated on behalf of the Watkins family in honor of Bruce Watkins, a prominent citizen and former Kansas City council member. Features include a picnic shelter, basketball goal, a small oval trail and an area for horseshoes.



LEVEL OF SERVICE: *BELOW AVERAGE*

Bruce Watkins Park has a below average level of service value primarily due to its tired amenities.

Accessibility: Has parking, ADA accessible routes, and clear sight lines to all areas of the park.

Character: A neighborhood park that abuts a wooded area with a creek creating shade and interesting views. The park does not have lighting, but does have seating.

Connectivity: The park is nestled in a fairly low density area of single-family homes but there are no sidewalks connecting them to the park.

Usability: Current amenities include a small shelter with a picnic table, a basketball goal on a small court, asphalt walking trail, swing, and rocker play equipment

Condition & Accessibility of Amenities: All amenities are fairly accessible but are in need of repair.

PROGRESS TOWARDS P3 RECOMMENDATIONS

(Strike-through text indicates completion)

- Improvement of current facilities and maintaining the existing character.
- ~~Update signage.~~

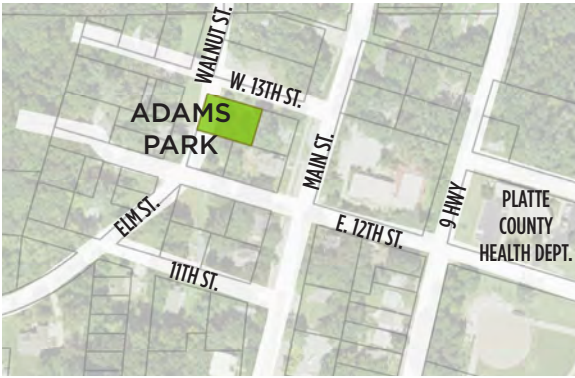
CURRENT RECOMMENDATIONS

- Replace play areas with updated equipment which accommodates a wider demographic.
- Repair asphalt trail.
- Replace shelter.
- Consider the potential for raised bed community gardens - interest to champion this expressed by a Main Street resident during public engagement.

CURRENT PROJECTS STATUS

- None.

ADAMS PARK



INVENTORY OF AMENITIES

Picnic Shelter (small) _____ 1

DESCRIPTION

Adams Park is a mini-neighborhood park located just off Main Street at the intersection of 13th and Walnut streets. The park land was donated in 1977 by Joan Adams Mondale, wife of Vice-President Walter Mondale, in memory of her grandparents Dr. and Mrs. Charles Ryan Adams. Water and electricity are not available.



LEVEL OF SERVICE: *BELOW AVERAGE*

Adams Park has a below average level of service value as the result of existing park qualities and a few relatively tired amenities.

Accessibility: There is no parking, ADA accessible routes, or walks connecting to the park. However, sight line visibility is clear throughout the extent of the park.

Character: A neighborhood park that abuts residential properties. The park does not have lighting, but does have shade and seating. New landscaping is under construction.

Connectivity: The park is nestled in an area of single-family homes but there are no sidewalks connecting them to the park.

Usability: Current amenities include a small shelter with a picnic table and a small open green space

Condition & Accessibility of amenities: Amenities are in fair condition. The green space at the lower area of this terraced park needs to be established with grass and the concrete pad under the shelter and walk leading to it needs to be replaced. The shelter needs to be replaced as well.

PROGRESS TOWARDS P3 RECOMMENDATIONS

(Strike-through text indicates completion)

- Improve current retaining wall
- Update landscaping
- Update signage

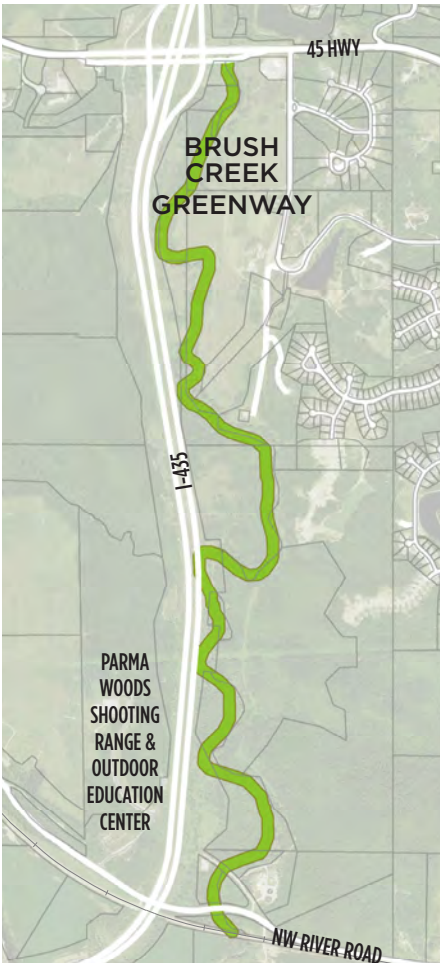
CURRENT RECOMMENDATIONS

- Replace the concrete pad under the shelter and the walk leading to it.
- Replace shelter and seating underneath
- Consider the potential for raised bed community gardens

CURRENT PROJECTS STATUS

- None

BRUSH CREEK TRAIL



DESCRIPTION

This is a proposed new park on the western edge of the city. Growth trends suggest this is the area where future development will occur and an analysis of the parks system shows a gap in service here. A shared use path along Brush Creek will significantly contribute to the Loop Trail planned for in the 2008 P3 Parks Master Plan and the 2009 Parkville Master Plan.

PROGRESS TOWARDS P3 RECOMMENDATIONS

- Develop parks in undeserved areas, particularly in the northern and western parts of Parkville.
- Pursue land purchases or donations for regional parks in these areas:
 - I-435/45 Highway Corridor.
 - Acquire natural areas through land dedications and coordination with public and/or private entities.
- Create and maintain a variety of trail types that provide. Connectivity throughout the park system and community.
- Explore opportunities for trail connections to the MetroGreen 40-mile loop trail system.

CURRENT RECOMMENDATIONS

- Pursue land purchases or donations acquiring natural areas along Brush Creek.
- Develop a trail along Brush Creek creating a scenic Greenway. This will provide a connection along the I-435/45 HWY corridor and will contribute towards completing the Parkville Loop Trail as well as regional connections identified in the MetroGreen Plan.





RIVERFRONT PARKS

Re-examination of community priorities for the Riverfront Parks was an important component to this Master Plan. The need for this arrived from concerns by City officials that the adopted Platte Landing Park Master Plan was not in accordance with what was actually built. The process to determine current priorities involved discussions with City and County staff, CLARB, focus group discussions with key leaders and various park user groups, public open houses, and on-line open-link surveys disbursed through social media.

Throughout the process the combination of input from related planning documents (including: Vision Downtown Plan, Route 9 Corridor Study, Platte County Parks Master Plan, Livable Community Study, Sports Complex Report, Flood Protection Study) and input from the community guided design of a new Riverfront Parks concept.

The following pages describe the process and what was learned along the way.



PHASE 1 - REVIEW OF PLAN DOCUMENTS

Vision Downtown Plan

The Vision Downtown Plan has specific commentary related to the Riverfront Parks and how they should be integrated with the downtown core. This plan provides a concept of how the City might design the transition space from downtown into the park (Fig. 5.01)

ROUTE 9 CORRIDOR STUDY

This plan identified barriers to the Riverfront Parks and trails as well as recommended potential future land use, sidewalks and trails. The railroad tracks present the greatest constraint and limit access to two locations (Main and East Streets). This study recommends an at-grade crossing through a new intersection at 1st Street.

FLOOD PROTECTION STUDY

This study addressed issues related to the fact that the Riverfront Parks exist in a floodway. Several preventative options were explored including a concrete wall (red line in Fig. 5.02), and a bermed levee trail along the river.

SPORTS COMPLEX REPORT

This study investigated the feasibility of a sports complex on the west side of town along I-435. The study essentially concluded that a national soccer tournament level complex would not be profitable, but an eight-field complex with synthetic all-weather turf could adequately support the region.

MULTI-MODAL ACCESS AND LIVABLE COMMUNITY STUDY

This plan identified routes of travel as well as opportunities for enhancement of pedestrian routes, wayfinding, parking, and open space. The plan suggests that a combination of elements including wayfinding directional signs, sidewalk enhancements and a series of gateways to the Farmer's Market and park trails in conjunction with increased parking efficiency may help to create a greater sense of place while linking various Downtown locations (Fig. 5.03).



Figure 5.01
- Proposed
Downtown
Core/Park
Transition Area
Redevelopment
Concept:
Vision Down-
town Plan
page 61.

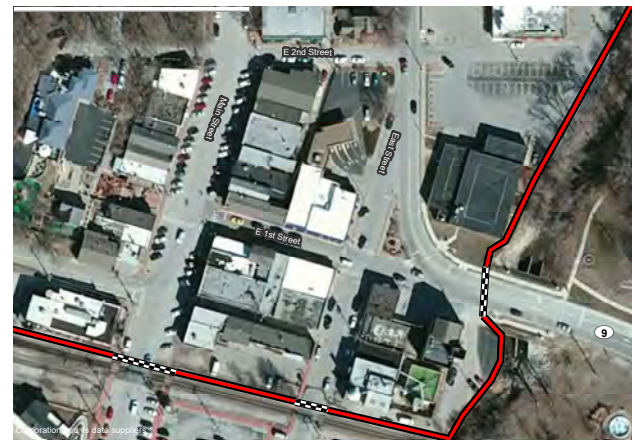


Figure 5.02 - Recommended floodway protection wall: Flood Protection Study.



Figure 5.03 - Birds Eye view vision for downtown/park transition: Livable Community Study.

PHASE 2 - FOCUS GROUPS

Discussions were held with a variety of City and County elected officials, City and County staff, key leaders in the community, and various park user groups. In total over 50 people representing over 20 different backgrounds participated in preliminary discussions. The results of these discussions guided future phases and informed the process by identifying key priorities for public input. There was a clear and consistent message that resulted from these discussions and the top three (3) priorities were:

1. CONNECTIVITY between downtown and the park
2. RECREATION and HABITAT integrated together
3. PARKING



Figure 5.04 - Photos from the April 14th Open House held at the American Legion.

PHASE 3 - PUBLIC INPUT

A public open-house was held on April 14, 2016 (Fig. 5.04) at the American Legion on Main Street. Forty eight (48) participants attended this event and provided input on amenities they would like to see in the Riverfront Parks in the future. Participants placed dots on images provided to indicate the three (3) amenities most important to them. At the open house participants were also asked to take an on-line survey.

An online survey was open to the public for

30 days via social media, e-mail, and website links. Questions in the survey took cues from what was learned during focus group discussions. The responses from this survey guided development of preliminary design concepts (Fig. 5.05). A total of 286 respondents participated. See Appendix A.

What we heard from the open house:

1. Natural areas for passive recreation and wildlife benefit
2. Veteran's memorial
3. Nice rest rooms

What we heard from the on-line survey:

1. Nice rest rooms
2. Natural areas for passive recreation and wildlife benefit
3. Multi-Use recreational fields

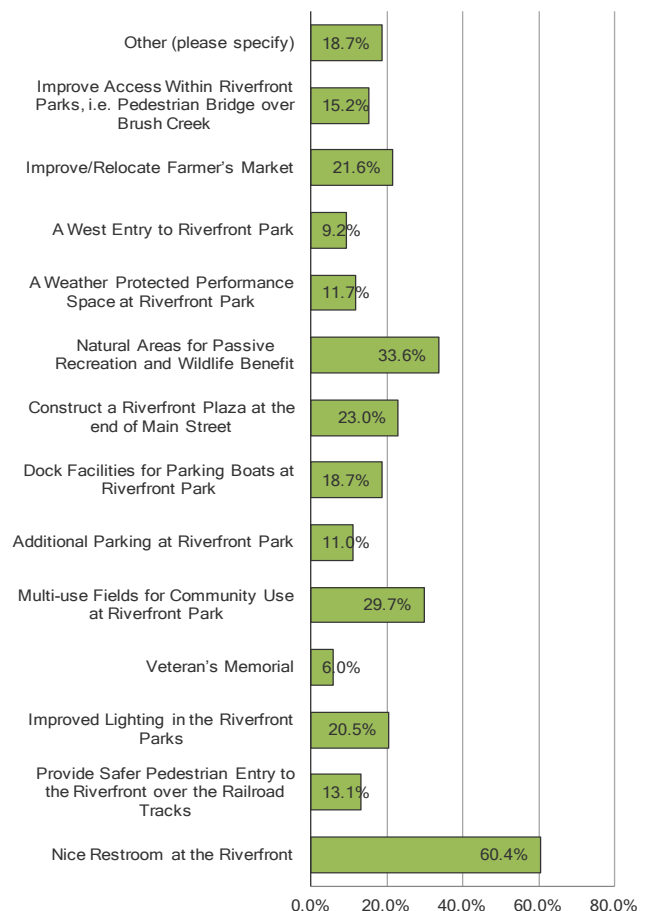


Figure 5.05 - Results of the on-line survey; Preferences for future Riverfront Park Amenities.

Phase 4 - PRELIMINARY DESIGN CONCEPTS

Taking cues from existing planning documents, focus group discussions, and public input, two preliminary design concepts were developed. The concepts were discussed with City Staff, presented to the Steering Committee and the Board of Alderman, and put before the public for comment and selection.

Both plans treated Platte Landing the same proposing sports fields in both concepts. The Downtown Transition area differed with one plan extending an open central green mall from downtown to the riverfront (Concept A), while the other plan did so with a promenade walk and included residential and commercial development south of the tracks (Concept B). In English Landing the idea of extending the drive deeper into the park (further east) and add parking was introduced. See Appendix C for larger images of the Figures below.



Figure 5.06 - Proposed Riverfront Parks Concept A - The Mall



Figure 5.07 - Proposed Riverfront Parks Concept B - The Promenade

Phase 5 - PUBLIC INPUT

Both concepts A and B were made available to the public for comment via a booth hosted by CLARB members at the 4th of July celebration downtown (Fig. 5.08) as well as an on-line survey. Overall, nearly 400 participants provided input resulting in a clear preference for the future direction of the riverfront parks. See Appendix A for detailed on-line survey data.

Results of the on-line survey showed that there was a clear preference for Concept A (Fig. 5.07) and that the top five (5) most important things the community felt should be included in the final design were (From Fig. 5.09):

1. Riverfront Boardwalk
2. Farmer's Market Plaza
3. Creek enhancements
4. Central Green (Open lawn mall)
5. Playground & picnic areas near ball fields

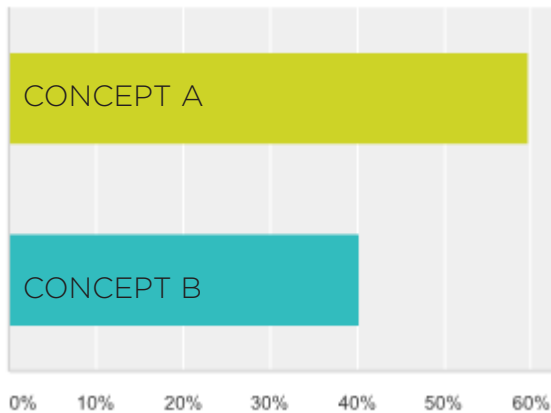


Figure 5.07 - Results of on-line survey concept preferences



Figure 5.08 - Photo: July 4th CLARB booth asking citizens to vote on preliminary concepts

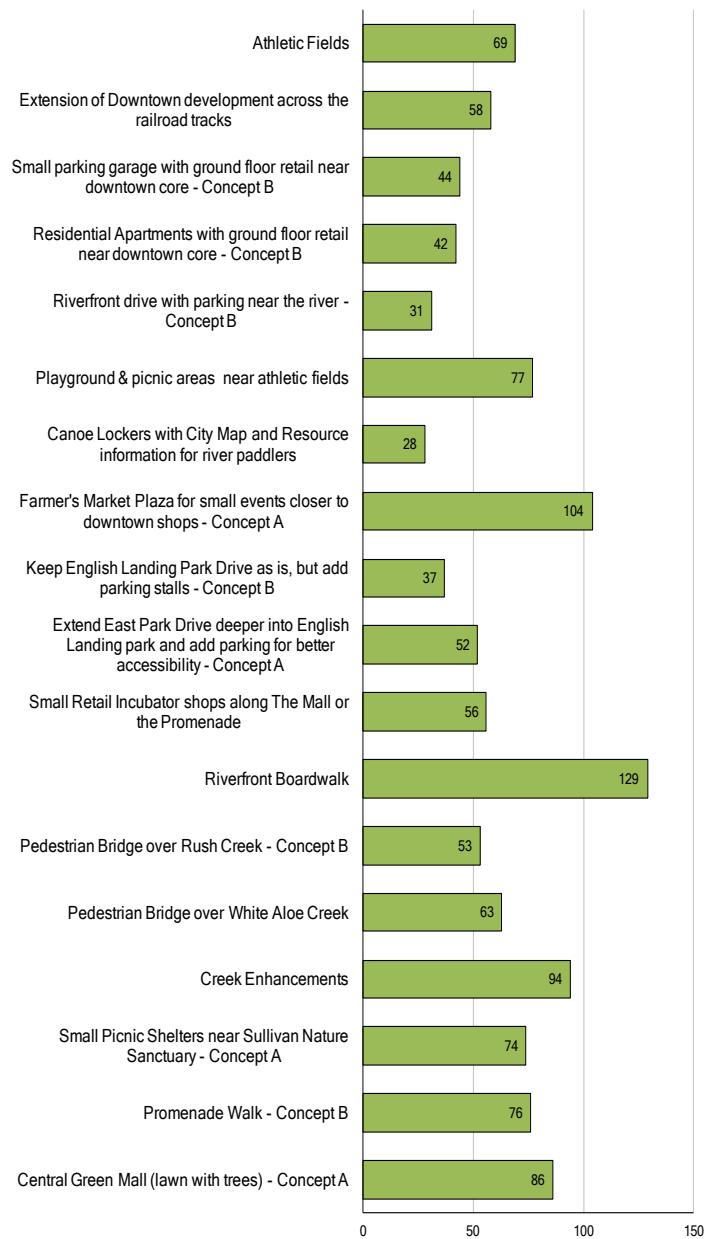


Figure 5.09 - Results of on-line survey Riverfront Parks future amenity preferences

PHASE 6 - FINAL DESIGN CONCEPT

The following pages show images of the final Riverfront Parks Concept Plan as accepted by the Steering Committee. The final design incorporates the priorities expressed by the community and provides a plan which ties the Downtown Transition Zone immediately south of the railroad tracks to the two riverfront parks, English Landing and Platte Landing. Enlargements of the overall plan and individual areas can be found in Appendix C.

Goals of this plan include:

1. Extending the downtown experience across the tracks and into the parks in such a way that the two (downtown shops and the riverfront parks) benefit from each other in more functional and economic ways.
2. Creating a sense of being in the park as soon as you cross the tracks.
3. Providing better access to more areas of the park for a larger demographic of park users regardless of ability.
4. Tie the transition area to the two parks in a manner that maximizes efficient use of space for both motorists and pedestrians.

It should be noted that the plan recommends relocation of Grigsby Field. Conversations with the Land & Water Conservation Fund (LWCF) indicate that while LWCF funds were used to build this field the agreement has been amended through the years. At the writing of this Master Plan the LWCF agreement for the property now known as Grigsby Field is still binding. Changing the use of the Grigsby Field location will require going through the conversion process with the Missouri State LWCF grant program.



DOWNTOWN TRANSITION ZONE

In this final design, if you are walking on the east sidewalk of Main Street you can now follow it all the way to the river. Just as you cross the tracks you'll find a small plaza area surrounded by small 10'x10' retail incubator popup shops. Behind the plaza is open lawn in front of the relocated Farmers Market plaza. Moving south across McAfee St. is the central lawn, a great place for a variety of events to be held close to the downtown shops. This space has a small plaza area centered at the south end which could be a great location for art or memorial dedication space.

Continuing our walk south towards the river we cross Rush creek on a new pedestrian bridge into a grand multi-use open green space. The oval area presents opportunities for large events to be held right on the river. At the terminus of our walk is an overlook with views up and down the Missouri River. Just east of the overlook is a boardwalk with seating that extends the pedestrian experience right out over the water.



Figure 5.10 - Enlargement of Proposed Downtown Transition Zone

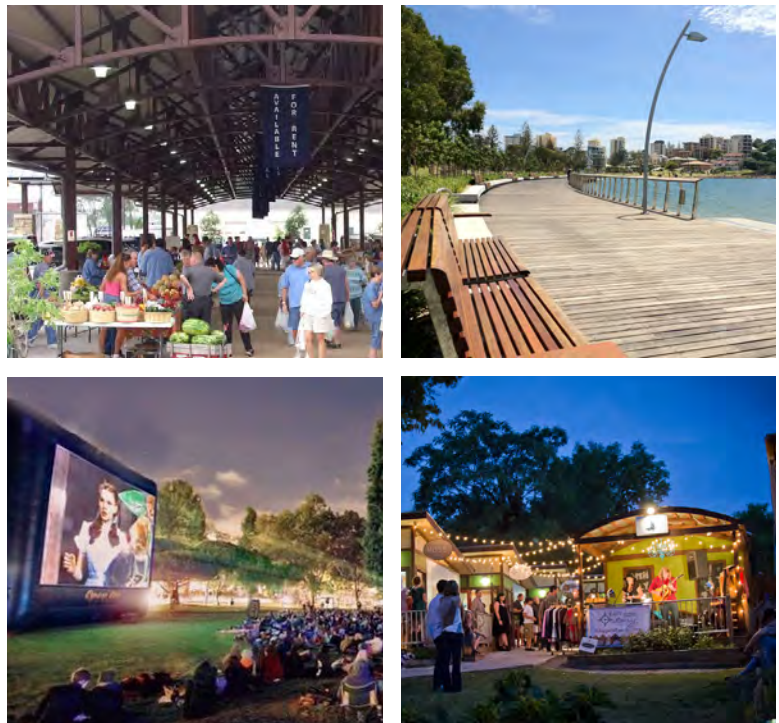


Figure 5.11 - Photos of potential amenities and uses

PLATTE LANDING PARK

Plans for this area of the riverfront parks include the addition of baseball fields and multi-purpose fields serving such uses as soccer, football, and lacrosse. Mobile concessions and restroom facilities are recommended instead of permanent structures. Parking is centrally located to minimize infrastructure costs and provide access to central areas of the park. Picnic areas and natural play elements are also proposed.

Canoe lockers and an information board are proposed near the existing rest rooms adjacent to the boat ramp in response to feedback from the river paddling community. Current plans for the proposed wetland areas to be constructed by the U.S. Army Corps. Of Engineers are in the 35% construction document phase and the project is anticipated to be installed in 2018.

Throughout the design development process, sentiment was heard that the melding of Platte Landing Park's passive recreation and proposed wetlands with the proposed active recreation elements could create a one-of-a-kind park experience not found anywhere in the region.



Figure 5.12 - Enlargement of Proposed improvements to Platte Landing Park

ENGLISH LANDING PARK

The focus of improvements to this area of the river-front revolve around better access to amenities for a wider demographic of park users. McAfee street is extended deeper into the park and separates more active use areas of the park from those that are more passive. Families wanting to go to the playground can park close and kids no longer have to cross the street to get to the various swings and play equipment provided. Meanwhile the sand volleyball courts have designated parking close by and people with limited abilities now have closer access to trails and the river. Otherwise, the existing natural beauty of the park is preserved.



Figure 5.13 - Enlargement of Proposed improvements to English Landing Park



FINDINGS & RECOMMENDATIONS

Throughout the process of updating this plan several discussions, site visits, research and analysis brought to light a number of ways Parkville could enhance its park system. In 2015 the Board of Alderman and City staff held a Strategic Planning Workshop to identify critical success factors for the City of Parkville. In this workshop goals for 2016-2020 were identified to move the City closer to its Vision. The long-term goals identified for Parks were:

1. Create a stand alone Parks Department.
2. Increase staff resources to maintain all new park areas.

This following nine findings consider these goals with recommendations to better align the parks and recreation system with the newly created vision and mission statements for Parks.

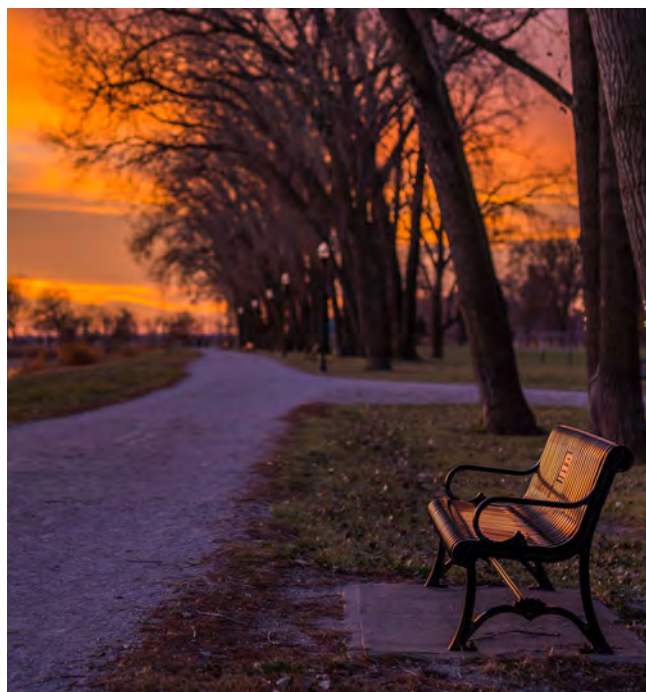
A. DEPARTMENT

FINDING

Currently, the Parks Department is a division of Public Works. The unification of these two departments has provided the City with efficiencies that have proven to be desirable yet challenging in some ways. If the City desires to expand parks and park facilities and add recreational programming at the riverfront then the need for Parks to operate as a stand alone department will be necessary. Additional staffing and possibly the addition of a Parks Director may be needed to oversee park facilities, programming and partnership opportunities. In addition to management of these resources additional maintenance staff will be needed to maintain the facilities.

RECOMMENDATIONS

1. If additional recreational facilities and activity spaces are desired in the Riverfront



Parks consider asking citizens for funding support.

2. If new facilities are approved, consider creating a Parks Director position to oversee park facilities, establish recreational programming services or consider programming partners such as the YMCA or Northland Sports Alliance, and foster new partnerships.

B. MAINTENANCE

FINDING

There is a gap between the resources available for current maintenance requirements and the resources needed to accomplish them. Seasonal positions have been difficult to fill this year and of the 4 positions budgeted for only 3 were filled. The third position was not filled until mid-season. As Parkville's parks grow and new facilities are approved with recreational programming to activate them additional maintenance staffing will be necessary to operate and maintain them.

Analysis of how Parkville Parks currently compare to national medians suggests that the additional resources identified above are warranted. This is especially evident considering that Parkville maintains over four (4) times the amount of park acreage than the national median on a per 1,000 residents basis, yet operates with half, or less than half, of the number of full-time equivalent employees than jurisdictions maintaining the same amount of park land.

RECOMMENDATION

In order to begin closing this gap in maintenance resources the City should:

1. Increase the rate of pay for seasonal positions to be more competitive.
2. Add 3 additional seasonal Full-Time Equivalent (FTE) positions.
3. Out-source mowing of rights-of-way.

Additional measures can be taken to improve efficiencies within the department, close the gap in staffing needs, and provide the necessary data to support capital improvements requests. Such measures include:

- Creating and formally adopting a Park Maintenance Management Plan (PMMP).
- Purchase and implement a Work Order System to allow the Department to manage all aspects of its operations and provide data for analytical purposes.
- Create and formally adopt an Equipment Review Program to anticipate and prepare for future capital needs in advance of aging equipment.
- Actively seek out partnerships with local community groups to help close the gap in maintenance needs.



C. FUNDING

FINDING

Parkville does not have a dedicated funding source for the operating and capital improvement budgets of a Park Department. While Parkville's partnership with Platte County has made tremendous accomplishments, it is possible that County tax contributions may be reduced or eliminated. If so, Parkville will need to identify alternate sources of revenue for parks.

RECOMMENDATIONS

1. Consider a 10-year 1/2 cent sales tax dedicated to park operations and development of new facilities. Over 10 years this has the potential to generate about \$5 million, or \$500,000 annually.
2. Consider re-investing capital dollars back into the system at a percentage acceptable to the Board of Aldermen.

D. SERVICE AREA GAP / CONNECTIVITY

FINDING

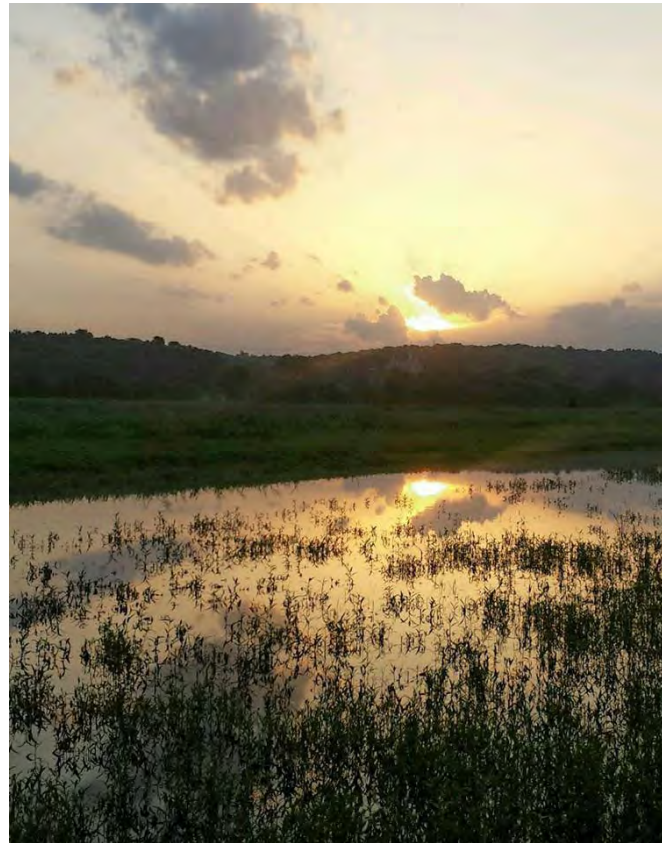
Review and analysis of the dispersion of parks throughout the community reveals gaps in service for neighborhood parks. Currently all of Parkville's neighborhood parks are clustered near the downtown area. A few of the surrounding neighborhoods do have play equipment and clubhouses with pools which, although private, help to serve neighborhood park needs. The Parkville Nature Sanctuary serves as the City's only Community size park and assuming a normal reach of 3 miles serves the majority of Parkville with the exception of the western edge.

The western edge of Parkville provides little opportunity for a neighborhood park and the 2014 Market Feasibility & Economic Impact Analysis indicated that a sports complex in this area suitable for regional or national tournaments similar to the Overland Parks Soccer Complex was not feasible.

A resounding priority voiced by the community throughout development of this plan was that of the need to connect parks to points of interest. This input is consistent with recommendations made in planning documents such as the Route 9 Corridor Study, Vision Downtown Plan, and the Multi-Modal Access and Livable Community Study. Specific priority connections are:

1. Completion of the Loop Trail.
2. Better trail connections to downtown and the Riverfront Parks.
3. Provide a trail along the western edge of Parkville.

Topography and City boundary lines present the biggest challenged to future opportunities for parks to better serve the more densely populated areas of the City and surrounding neighborhoods that consider themselves part of Parkville. With that being said, there are opportunities to improve pedestrian



connectivity and expand the reach of park amenities to parts of the City that are currently under served.

RECOMMENDATIONS

1. Partner with Platte County to construct a 10' wide paved trail along the Brush Creek Greenway extending from the Missouri Riverfront Trail to Tiffany Springs Park.
2. Construct a segment of the Missouri Riverfront Trail from Platte Landing Park to I-435, as identified in the MetroGreen and Platte County Trail Plans.
3. Coordinate with Kansas City to connect the Brush Creek Greenway Trail to the roundabout at NW Hampton Road. This is the last segment along Hwy 45 that connects 9 Hwy to the western edge.
4. Construct the proposed plans made in the Route 9 Corridor Study.

E. REGIONAL RIVERFRONT PARKS

FINDING

A key component to the update of this Master Plan was a concept plan for the Riverfront Parks. While multiple planning documents have offered recommendations for pieces of the Riverfront Parks and Downtown area, until now there has not been a concept plan that ties them all together into one plan. Included with this Master Plan for the park system as a whole is a Master Plan Design Concept for the Riverfront Parks which ties them to the downtown area. The design concept (as shown and discussed in Chapter 5) breaks the Riverfront Park areas into three zones:

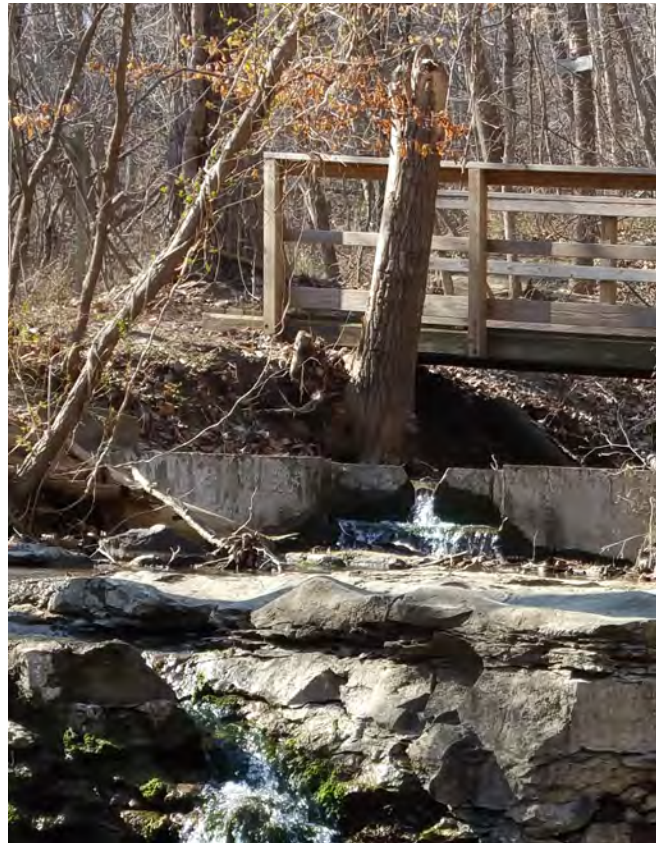
1. The Downtown Transition Zone.
2. English Landing Park.
3. Platte Landing Park.

The following are a list of amenities recommended for each zone. Appendix C provides enlargements for each area as well as conceptual costs for various phases that could be expected.

RECOMMENDATIONS

Downtown Transition Zone

1. Small Plaza with Retail Incubators.
2. Entry Gateway on East Street Just South of the railroad tracks.
3. Farmer's Market.
4. Central Lawn.
5. Screened Maintenance Facility.
6. Art/Memorial Plaza.
7. Pedestrian Bridge.
8. Multi-Purpose Open Green.
9. Plaza / Stage.
10. Playground.
11. Picnic Shelters.
12. Missouri River Overlook.
13. Boardwalk.



14. Pedestrian Bridge over Rush Creek.

English Landing Park

1. Enhancements to White Alloe Creek.
2. Pedestrian Bridge over White Alloe Creek.
3. New Trails Connecting Points of Interest.
4. Convert large areas of pavement to grass.
5. Extend McAfee Street deeper into the park and add parking.

Platte Landing Park

1. Wetland.
2. Multi-Purpose Activity Fields for uses such as soccer, football, and lacrosse.
3. Baseball/softball fields.
4. Canoe lockers.
5. Parking stalls with views to the river.
6. Picnic areas near Sullivan Nature Sanctuary.

F. REMAINING PARKS & PARK PROPERTIES

FINDING

One of the sentiments heard during focus group discussions was the need to “take care of what we have.” During the inventory of parks and park amenities that occurred with this update a level of service was determined for each park identifying varying levels of attention that were needed in all Parkville Parks (Chapter 3). The following are recommendations for each of Parkville’s mini and neighborhood parks (Pocket, Adams, and Watkins) as well as the various properties maintained by Parks.

RECOMMENDATIONS

Pocket Park

1. Replace wood decking.
2. Update landscaping.
3. Ensure stability of railings and repaint.

Adams Park

1. Replace the concrete pad under the shelter and the walk leading to it.
2. Replace shelter.
3. Provide new picnic table and seating under shelter.
4. Consider the potential for flower beds.

Watkins Park

1. Replace play areas with updated equipment which accommodates a wider demographic.
2. Repair asphalt trail.
3. Replace shelter.
4. Consider the potential for raised bed community gardens. Interest to champion this was expressed by a Main Street resident during public engagement.

Gresham Memorial Spirit Fountain Park

Continue to maintain the fountain and provide access for it to serve as an important civic space.



Dorsey Property

1. Severe topographical, accessibility, and visibility constraints prevent it from being able to provide park amenities. Otherwise, this property should remain a natural woodland.

Bell Road Property

1. Accessibility and visibility into this property are severely constrained. Consider leaving this as an undeveloped natural area, or acquiring additional property along Bell Road to improve access and visibility.

Gateway Property

1. Currently this is undeveloped land that was identified as an opportunity for the City to build a gateway sign to serve as an artful entry into Parkville. Landscaping could be added around the structure to further enhance and beautify this entryway.

G. PROGRAMMING

FINDING

While the 2014 Market Feasibility & Economic Impact Analysis revealed a sports complex similar the Overland Park Soccer Complex was not a feasible option for Parkville, the study did say that, “An eight-field [soccer] complex could adequately support Northland based clubs for practice and league play, while also providing the minimum critical mass of fields to enable the complex to host smaller local and regional tournaments.”

Multi-use activity fields and baseball/softball fields are proposed for Platte Landing Park. Once these amenities come on-line Parkville will have the park resources available to support the need for the City to provide programming services to the community. Should the City decide to do so, a position should be created to establish recreational programming services.

In the meantime, the City could take steps to better capitalize on the regional draw of the Riverfront Parks, create more events to draw people to the downtown area and patron shops, increase the community’s awareness of the natural beauty Parkville parks have to offer, and continue to partner with others to create opportunities for citizens to interact.

RECOMMENDATIONS

1. Once the improvements in the Riverfront Parks begin to move closer to construction, namely the athletic fields, the City should begin programming them. This may present the need for the City to hire a Recreational Programming Coordinator.
2. CLARB should consider adopting a policy to create or partner to host four new community events to be held annually in the parks. Ideally one could be held each season of the year. Example events might be:
 - Movies in the park - could be held once a month from May to October.
 - Winter tree decorating contest - local businesses & community groups sponsor a tree.
 - Host a fishing tournament on the Missouri River.
 - Partner with local schools to create an augmented reality web-app that families can download and use on their phones to explore Parkville parks.
3. Continue to preserve existing relationships with outside agencies programming activities in Parkville parks.
4. Actively market Parkville parks to surrounding community groups who may have a need that could be served in Parkville parks.



H. DEVELOPMENT FEES

FINDING

The previous P3 Master Plan identified the incorporation of a development fee (Impact Fee) as a way to fund capital improvements to parks and for land acquisition.

RECOMMENDATION

1. The Board of Alderman and City Administrator consider revisiting this previous recommendation and consider writing and adopting an ordinance assessing impact fees for new developments for the purpose of funding park improvements and land acquisition.

I. CITY CODES

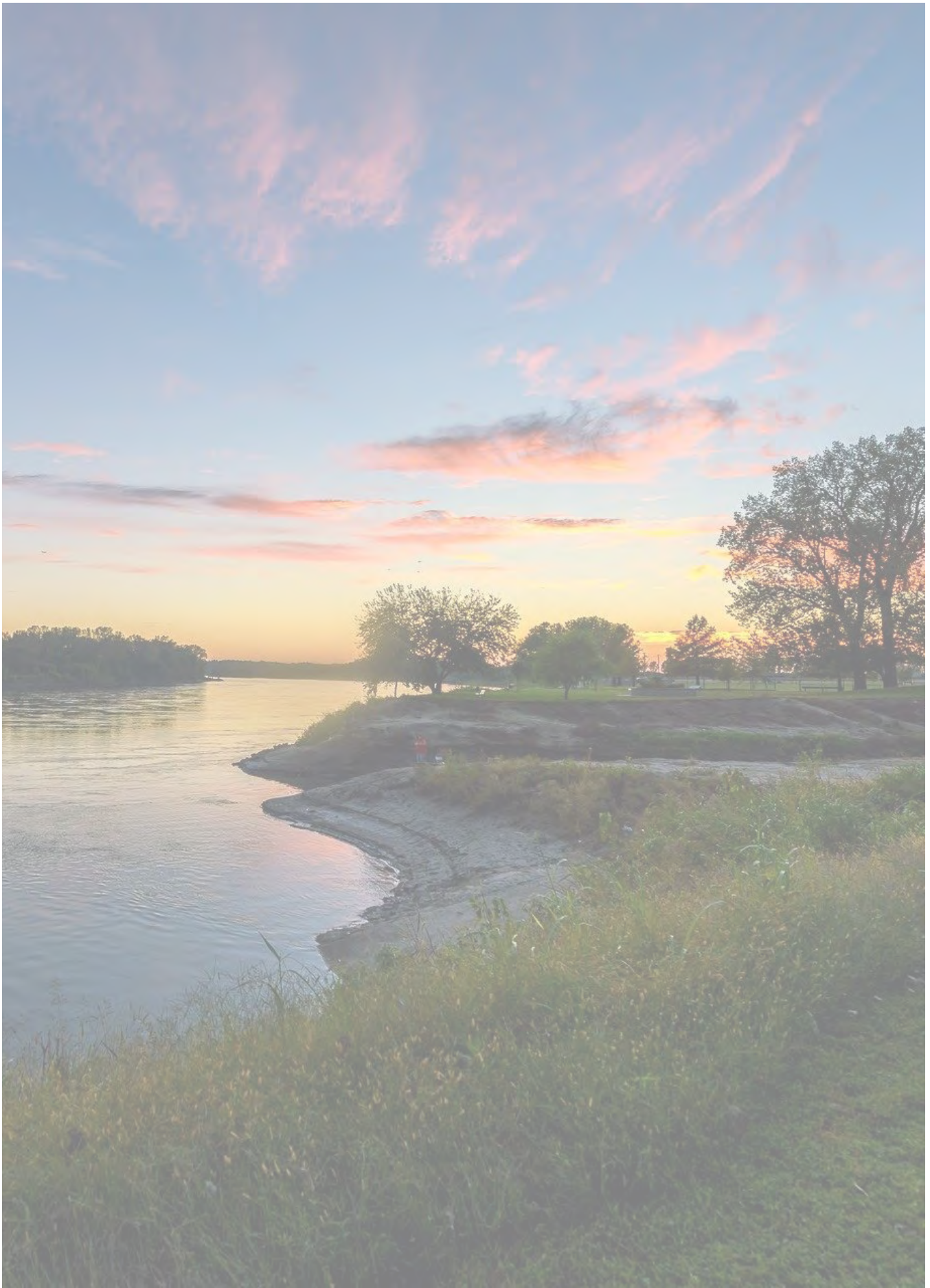
FINDING

Review of current municipal codes for new subdivisions in Parkville revealed that the City has a code for Parkland Dedication (Section 505.220). The Board of Aldermen also have the ability to approve cash in-lieu of dedication of open space at a rate of \$7,000 per acre.

RECOMMENDATIONS

1. Review the cash in-lieu rate against current land values to determine whether or not this rate should be increased.
2. Current trends suggest that this could also be applied to commercial developments as studies suggest parks and open space are beneficial to employee health and workplace productivity. It is recommended that the Board of Aldermen and City Administrator consider this as a potential opportunity to further fund parks.







APPENDIX

APPENDIX A - COMMUNITY INPUT DATA

A

- Focus Group Questions
- Open House
- On-line Survey - Park System Preferences
- Riverfront Parks
 - 4th of July
 - On-line Survey - Design Concepts

APPENDIX B - MAP

B

- Parks Service Area - Gap Analysis

APPENDIX C - RIVERFRONT PARKS DESIGN CONCEPTS

C

- Preliminary Riverfront Parks Design Concepts
 - Concept A
 - Concept B
- Final Riverfront Parks Design Concept
- Phasing & Costs Diagram

APPENDIX A - FOCUS GROUP QUESTIONS

Parkville Parks Master Plan Update

Focus Group: 1

Date: Thursday, March 10

Time: 9:00 am

Attendees: Cory Miller, John Grothaus, Alan Schank, Tom Barnard , Alysén Abel

The Park System

1. Is there anything missing from the park system?
 - a. Trail Loop – 45 Hwy trail from 9 Hwy to Nationals. Need connection from Downtown to 9. Need from Downtown west. Nice to finish the loop.
 - i. Nodes
 1. Parkville Commons
 2. Parkville Connection
 3. 10 of 30 acres in valley could be trail head park
 4. Create more ponds to control
 5. 9 Hwy development Plan
 - b. Electric Car program (golf carts)
 - i. Connection from Parkville commons to downtown and parks
 - ii. City streets don't currently support
 - iii. Consider a Walkable elements
 - iv. Connection could follow the creek to Honor Lane
 - v. Need dual purpose trails not all can support
 - c. Multi-purpose court – Pickleball or Tennis
 - d. Restroom facilities – between English landing and platte landing
 - e. Marketing and outreach to outline future plans – a lot has been done but there is no visual or platform to get it out to the community to generate support
 - i. IF theres a better way to get word out – better way to gain support from community for funding
 - f. Tank Farm
 - g. Active recreational park along 435 corridor
 - h. Western edge trail connection to Platte City and then on to Weston
 - i. River Road (FF) – shut it down? Convert to trail? This could be connection to 435
 - ii. Thousand Oaks new phase will connect
 - iii. Union Chapel to 435
 - i. Railroad needs a double track – city needs a cross over into parks
 - i. Currently have enough row to do a double track
 - j. Don't want a levy
 - k. No entry from west and prettiest drive is along River Road

Parkville Parks Master Plan Update

Focus Group: **2**

Date: Thursday, March 10

Time: 10:15 am

Attendees: Jim McCall, Susan Smith, Daren Higerd, Troy Wilson

The Park System

1. Is there anything missing from the park system?

Legion Post 318 is requesting a veterans memorial

End of mainstreet next to Grigsby field facing the river

Memorializing the 5 service branches

Real need to have this as an iconic spot

Flags lit up at night

Started a small fund with Legion and other funding sources as well including ½ cent sales tax

Would connect two parks with both trails leading to it

No safe way to get to the riverfront park – English Landing particular

Vehicular traffic congestion at pick up area in English Landing

Parking is missing in English Landing (everyday, not just special events)

Too many no parking signs

Western Expansion of Parks

Community Garden – might be an option for Adams (probably most), Watkins,

National and YMCA – Next to Duece clubhouse – well used large donation given to food pantries

On Street Cycling – conditions must not encourage such

North/South connection along Highway 9

2. Understanding that available funding is limited, should the City focus on improving existing facilities or on building new, additional facilities?

MP called for Farmers market to be moved to ball field one and this would allow for more parking.

#1 priority

Additional event space - carnival

Ball field 1 rarely gets used

Add parking close to downtown

River flood prone areas is not the place to invest in ball fields

Restrooms in the riverfront parks

Parkville Parks Master Plan Update

Focus Group: **3**

Date: Friday, March 11

Time: 9:00 am

Attendees: Jamie Parrett, Wendy Sangster, Carla Dodds, Don Bracken, Joe Fox, Kevin Heaton, Chris Cardwell, Alisha Blackwelder, Mike Emmick

The Park System

1. Is there anything missing from the park system?
 - a. Connections
 - i. Between YMCA and downtown
 - b. Trail Connections
 - c. Park University Tennis Courts along trail near Parkville Sanctuary
 - i. Not serving the community but could
 - d. Multi-Purpose field (soccer, lacrosse)
 - e. Splash Park
 - f. Play field that is ADA accessible
 - g. Trails with workout stations alongside (aging population)
 - h. Workout stations along creek
 - i. Amenities such as community garden and other productive
2. Understanding that available funding is limited, should the City focus on improving existing facilities or on building new, additional facilities?
 - a. Protect integrity of park!!
 - i. New bathrooms, mile markers on trails
 - ii. Keep clean and maintain
 - iii. Last three Saturdays no parking anywhere!
 - iv. If English landing park not there downtown would dry up
 - b. Clean up Rush Creek
 - c. A lot of things in the vision may not happen w/o outside money
 - d. Sustainability of existing parks is foremost
 - e. English Landing and Platte Landing are seen as separate passive vs. active
 - f. Outside funding – grants, etc. for the future
 - g. Connection between nature sanctuary and English Landing
 - h. Nature Sanctuary is a hidden gem!
 - i. Dogs in parks
 - j. Platte landing park maintenance funding?
 - i. Advantage of having native fundings

Parkville Parks Master Plan Update

Focus Group: 4

Date: Friday, March 11

Time: 1:00 pm

Attendees: Jeremy Jordan, Derrick Wilde, Deanna Armstrong - Platte Senior Services, Wendy Sangster, Ryan Evertson Running Well, Mike Cantwell NKC Baseball

The Park System

1. Is there anything missing from the park system?
 - a. Lighting could be extended from English landing over into platte landing
 - b. Performance area not dependent on good weather plays, special events
 - i. Sound system
 - ii. Lighting
 - iii. Parking
 - iv. Not necessarily indoor, but protected from elements
 - v. 100-120 people
 - vi.
 - c. More Multi-purpose fields
 - i. Flag football
 - ii. Soccer
 - d. English landing not ideal for late night games, platte landing could serve games
 - e. Lighting
 - f. Access to water in the dog park
 - g. Multi-purpose track for runners
 - h. Easy access for senior and handicap folks
 - i. Parking
 - ii. Water
 - iii. Restrooms
 - iv. Physical limitations
 - v.
 - i. Bocce ball
 - j. Outdoor pool
 - k. Indoor soccer
2. Understanding that available funding is limited, should the City focus on improving existing facilities or on building new, additional facilities?
 - a. New outdoor amphitheater
 - b. Both
 - c. Indoor/Outdoor amphitheater like weatherby lake

Parkville Parks Master Plan Update

Focus Group: 5

Date: Friday, March 11

Time: 2:00 pm

Attendees: Tim Blakeslee, Lauren, Chief of Police

The Park System

1. Is there anything missing from the park system?
 - a. Pedestrian friendly parking in English Landing
 - i. Keeps attendance down
 - b. Sports fields
 - c. Are amenities propose out west worthwhile
 - d. Neighborhood parks
 - e. Community garden
 - f. Lighting in Platte Landing park
 - g. Camping in parks
 - h. How do we capitalize on reiverfront
 - i. Tourist destination
 - ii. Not set up with the type of amenities to support
 - iii. Camping and other activities
 - iv. Overnight activities
 1. Maybe localize to specific designated areas
 - i. Parking for boats
 - j. Do not see or support investments in smaller parks
 - k. Focus on riverfront given current resources
2. Understanding that available funding is limited, should the City focus on improving existing facilities or on building new, additional facilities?
 - a. Both
 - b. Directive from board of alderman to get back to basics, maintain existing
 - c. Just sunk money into phase 1 of platte landing park, can't leave unfinished.
 - d. What is a realistic, achievable vision for platte landing park
 - e. Combintion
 - f. Need to understand overall vision of platte landing
 - g. Pedestrian friendly measures
 - h.

Parkville Parks Master Plan Update

Focus Group: 6

Date: 3/14/2016

Time: 4:30 p.m.

Attendees: Jayme Uden (Park Univ.), Dr. Josh Colvin (Park Hill), Ken Parrish (Turkey Trot), Mike Emmick, Noel Challis

The Park System

1. Is there anything missing from the park system?
 - a. Bikes on streets
 - b. More avenues for bikes
 - c. Connecting the north end with the south end along hwy 9
 - d. Getting down to English Landing Park is difficult
 - e. Distribution of parks throughout the neighborhoods
 - f. Most students use English landing and love sand volleyball and trail
 - g. Commuters like dog park
 - h. Need to plan for future development, especially at north end near I-435
 - i. Opportunities for little ones
 - j. Maintenance of trails, especially during spring
 - k. The more trail connections the better even if it's outside the city boundary
 - l. Tennis courts
 - m. Sand Volleyball seems very popular
2. Understanding that available funding is limited, should the City focus on improving existing facilities or on building new, additional facilities?
 - a. New, making connection to place that don't have them
 - b. Connections to neighborhoods
 - c. Add popular amenities and features that are family related
 - d. Community gardens
 - e. Older folks like amenities geared for younger folks (20-40)
 - f. Family Reunion type of spaces
 - g. Opportunity to partner with organizations (YMCA, etc.)
 - h. Fields
 - i. Turf-field like Platte Purchase

Riverfront

1. Over the years, there have been a number of plans done for Riverfront Parks. Do you remember aspects of those that appealed to you? Some that did not?
 - a. When no one is using the ball fields they are a waste of space
 - b. Farmers market
 - c. Amphitheater
 - d. Other amenities that draw users
 - e. Bigger arena area for larger events like large concert series

Parkville Parks Master Plan Update

Focus Group: 7

Date: 3/15/2016

Time: 7:00 p.m.

Attendees: Board of Aldermen

The Park System

1. Is there anything missing from the park system?
 - a. Ballfields
 - b. Nice restroom
 - c. Lighting in PLP
 - d. Docks
2. Understanding that available funding is limited, should the City focus on improving existing facilities or on building new, additional facilities?
 - a. Take care of what we have first
 - b. Care care of what we own before we bite off more than we can chew
 - c. Remove and replace existing
 - d. Focus on what we have

Riverfront

1. Over the years, there have been a number of plans done for Riverfront Parks. Do you remember aspects of those that appealed to you? Some that did not?
 - a. Some were not based on public input and we need to let the people decide
 - b. Don't let any one person drive the vision
 - c. Parking situation modified and displace ballfields
 - d. Amphitheater on the river for concerts, weddings, etc. but don't have the money now...maybe potential donors could create a real opportunity for Parkville
 - e. Some feature as you get close to the river, tower, dock....allows for higher elevation view
 - f. Connectivity from one side of town to another – glaring on google earth
 - g. 1993-94 ideas – ice rink
 - h. Year round use

Parkville Parks Master Plan Update

Focus Group: **8**

Date: Thursday, March 31

Time: 11:30 am

Attendees: Brian, Noel, Jack, Jeff Ellsey, Neil, Anne Dwyer Sanders, Tim Blakeslee

The Park System

1. Is there anything missing from the park system?
 - a. Pocket park kept up by local businesses, a view
 - b. Where is the rest of the picture they were promised ?
 - i. Everybody thought they were going to get everything on the map
 - ii. Don't put a price, big letters NO FUNDING, NO FUNDING, NO FUNDING
 - c. Lack of youth fields accessible
 - i. Open field space – games, after school, etc.
 - d. Vision for fields in PLP
 - e. Good connectivity – after annexation the town has stretched out and main growth is focused to the west in Platte County
 - f. Should be a part of the plan, campaign for strategic funding
 - i. River front trail
 - ii. Brush creek trail
 - iii. 9 Hwy
 - g. Park use and usability? Quality over quantity
 - i. Make sure we can maintain what we have
 - ii. Time, energy & money
 - h. Look at multiple sources of funding
 - i. Connecting trails with multiple jurisdictions
 - j. Turnover and traffic counts
 - k. Riverfront parks a great launching point
 - l. Must involve discussion of River and riverfront connections
 - i. Higher level of connectivity
 - ii. Introduce Art
 - iii. Creative plan that uses native plant material and arts
 - m. Overnight camping on the Riverfront – Bill Nichols – works for Sierra Club
 - i. Keeps track of folks traveling down the river
 - ii. City people may not want to pay for this amenity
 - iii. Should include MDC with plan for amenity
 - iv. Have to lock up restroom

Parkville Parks Master Plan Update

Focus Group: **9**

Date: Thursday, April 11

Time: 10:00 am

Attendees: Brian Nowotny, Beverlee Roper, Duane Soper, Ron Schieber

The Park System

1. Is there anything missing from the park system?
 - a. Baseball fields
 - b. Softball
 - c. Soccer / Multi-purpose fields
 - d. Connectivity
 - e. Additional Riverfront
2. Understanding that available funding is limited, should the City focus on improving existing facilities or on building new, additional facilities?
 - a. Have to have funds to maintain what they have before they get something new

Riverfront

1. Over the years, there have been a number of plans done for Riverfront Parks. Do you remember aspects of those that appealed to you? Some that did not?
 - a. Not a fan of wetland project unless city wants it
 - b. Need to listen to what Parkville wants
 - c. Like the wetland project, smart, paid for by someone else
 - d. Riverboat at end of Main Street – casino inside
 - e. Lights and action at the foot of mainstreet
 - f. Iconic image of Parkville – Old fashioned riverboat?
 - g. Veterans tribute – see atchison
 - h. Riverboats and high rise hotel on stilts – recent plans

Park Operations and Maintenance

1. With the addition of some 130 acres of parkland to the Parkville Park System, almost doubling its size, pressure on maintenance and operations funding will increase. Is this an important consideration as improvement plans are considered?
 - a. Absolutely - #1 priority
 - b. Maintain what they have

APPENDIX A - OPEN HOUSE
April 14th 2016



Investments

Where would you spend your money? Please place your money in the envelope below giving the most money to your top priority.

Neighborhood Parks	Loop Trail Connections
Iconic Feature on Riverfront at End of Main Street	Natural Areas for Passive Recreation and Wildlife Benefit
Multi-Purpose Athletic Fields	More Parking and Better Circulation in Riverfront Parks
Other	Other

(please specify below)

Boat Deck splash park
Boat splash park

(please specify below)

Perkins park, sailing - Splash park

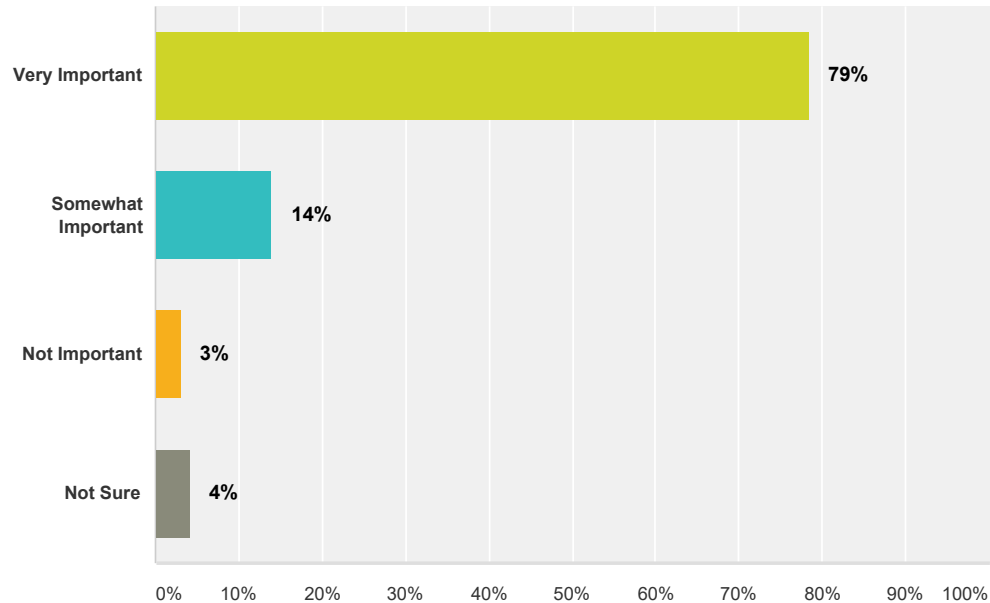
Parkville
PARKS
Master Planning



APPENDIX A - ON-LINE SURVEY

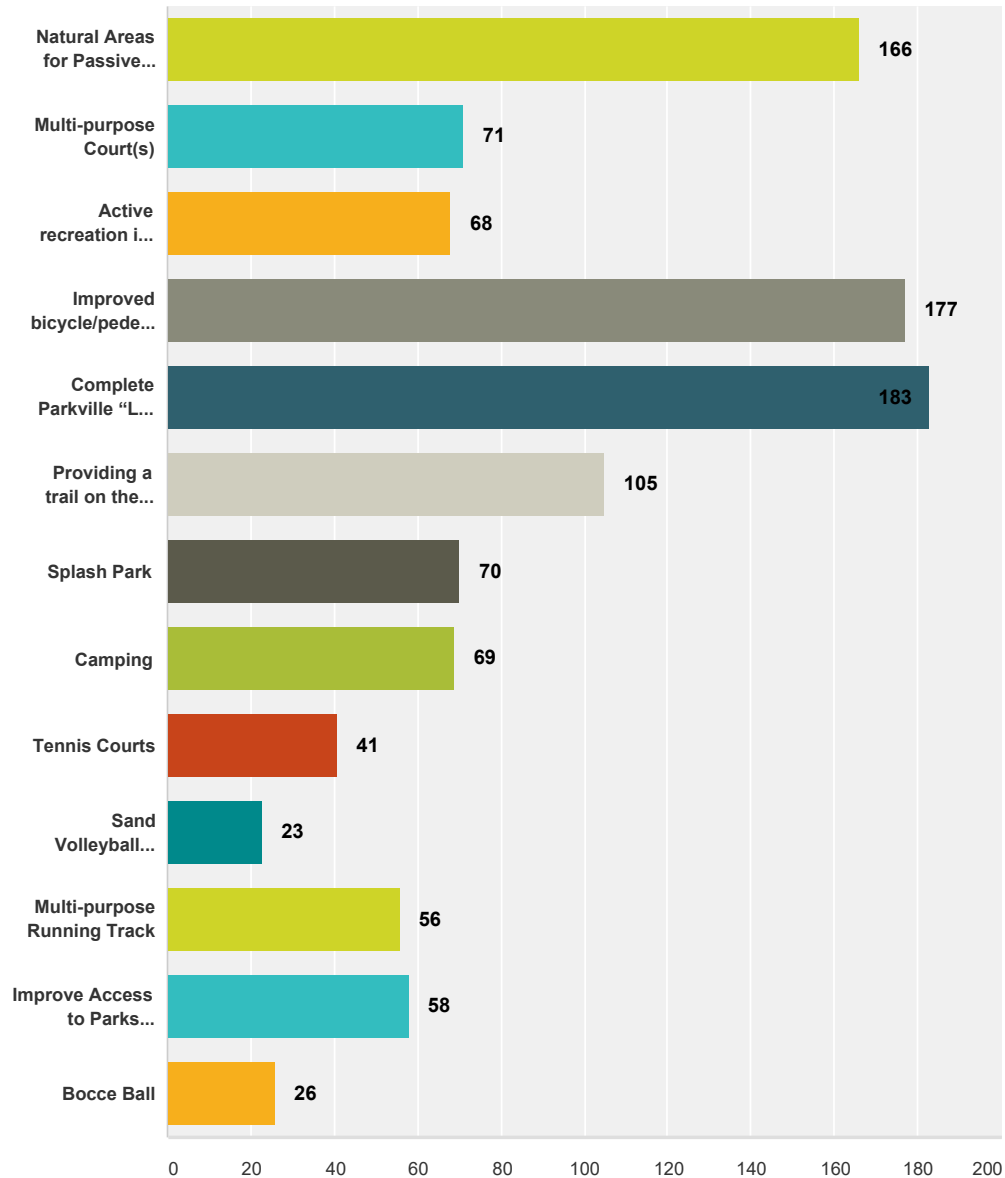
Q1 How important is it for the City of Parkville to work in partnership with the County, Non-profits and others to provide parks and recreation facilities and programs?

Answered: 285 Skipped: 1



Q2 From the list below, please select the top 5 park and recreation facility needs within the City of Parkville. If something you feel is important is not on the list, please add it under other.

Answered: 280 Skipped: 6



Answer Choices	Responses	
Natural Areas for Passive Recreation and Wildlife Benefit	59%	166
Multi-purpose Court(s)	25%	71
Active recreation in the I-435 corridor	24%	68

City of Parkville, MO's Parks Master Plan Survey

Improved bicycle/pedestrian access along Hwy 9	63%	177
Complete Parkville "Loop Trail" (Riverfront, Brush Creek, 45 HWY, RT. 9)	65%	183
Providing a trail on the western city edge to Weston and Platte City	38%	105
Splash Park	25%	70
Camping	25%	69
Tennis Courts	15%	41
Sand Volleyball Courts	8%	23
Multi-purpose Running Track	20%	56
Improve Access to Parks Overall for Older Adults, Handicapped, etc.	21%	58
Bocce Ball	9%	26
Total Respondents: 280		

#	Other (please specify)	Date
1	Sidewalk trail running along Crooked Road	4/30/2016 7:18 PM
2	Splash Park: yes! I'm excited that this is a choice on your list.	4/27/2016 3:57 PM
3	Improved access for thru-paddlers makign their way down the Missouri River. Overnight camping and amenities for re-supply.	4/26/2016 1:00 PM
4	Not sure if first item is the same thing, but nature sanctuary that incorporates learning activities	4/25/2016 10:05 PM
5	Soccer fields	4/25/2016 2:06 PM
6	Soccer. Where is soccer? Oh yeah, OPKS, KCKS, Swope Park, Lee's Summit...	4/25/2016 1:25 PM
7	Connecting the path on Hwy 45 onto K Hwy and to Brink Myer back around to Hwy 45 @435.	4/22/2016 3:35 PM
8	Soccer field	4/22/2016 1:58 PM
9	More picnic areas at English Landings and better water drainage around the existing picnic areas. When it rains you have to go through mud to get to your picnic shelter.	4/20/2016 11:45 PM
10	Ultimate Frisbee course	4/20/2016 3:55 PM
11	*A trail all the way to Weston or Platte City seems awfully far, but a trail accessible off of FF heading west would be WONDERFUL to provide room for bicycles.	4/19/2016 5:16 PM
12	Improved bicycle/pedestrian access along FF highway.	4/19/2016 4:51 PM
13	Soccer fields!!	4/18/2016 8:30 PM
14	More professionally designed disc golf course	4/18/2016 7:55 PM
15	Extend sidewalk on south part of Crooked Road near Bluffs. Add parking lots in Platte Landing Park if you add more services.	4/18/2016 7:41 PM
16	Soccer fields	4/18/2016 3:39 PM
17	Youth Sports!	4/18/2016 1:26 PM
18	Soccer	4/18/2016 5:34 AM
19	Soccer and baseball fields for youth sports	4/17/2016 1:02 PM
20	Protecting the North and South Twin trail near English Landing Park.	4/17/2016 1:07 AM
21	Soccer, volleyball, baseball, sport fields	4/16/2016 8:45 PM
22	Less lighting so can see river at night native tree area and butterfly garden with placards. Croquet court. Community garden.	4/16/2016 10:01 AM
23	Pedestrian / bicycle acces down Crooked Road to provide easy access to downtown and the park	4/16/2016 8:55 AM

City of Parkville, MO's Parks Master Plan Survey

24	Well developed soccer complex	4/15/2016 8:09 PM
25	More pedestrian paths along arteries like Crooked Road and HH (leading to downtown Parkville and Riverfront Parks - may help cut down on parking needs). Improved festival area (for upcycling/antique/flea/arts & crafts markets, as well as others; weekend booth areas for rent like the farmer's markets).	4/15/2016 4:25 PM
26	Improved bicycle/pedestrian access to downtown from Crooked/FF	4/15/2016 4:13 PM
27	I am not interested in the city and county being everything to everyone. We have wonderful parks in our area but seem to want to spend more and more money for more. Are the parks so busy that we need more?	4/15/2016 11:31 AM
28	Connect English Landing Trail to Riverside	4/14/2016 7:09 PM
29	Parking on Ballfield 1. Master Plan recommended this. Softball fields	4/14/2016 6:27 PM
30	Boat dock, gas dock	4/14/2016 5:43 PM
31	Cxperforming arts facility	4/14/2016 5:32 PM
32	Veterans Memorial	4/14/2016 5:25 PM
33	Dog park improvements such as benches or a concrete pond and shade	4/14/2016 4:22 PM
34	boat dock	4/14/2016 3:54 PM
35	Soccer Complex	4/14/2016 12:26 PM
36	Better soccer facility	4/14/2016 10:52 AM
37	Primitive camping at a river access point for Missouri River paddlers	4/13/2016 8:35 PM
38	Skate park	4/13/2016 8:03 PM
39	Soccer park	4/13/2016 7:52 PM
40	Soccer fields, baseball/softball fields	4/13/2016 4:49 PM
41	Soccer fields	4/13/2016 4:08 PM
42	Sports Fields: lacrosse, soccer, etc.	4/13/2016 3:25 PM
43	Soccer fields	4/13/2016 3:25 PM
44	Soccer facilities, preferably turf. It is the #2 sport in America, boys and girls play it, and it is a year-round sport. There is a huge lack in Platte County. KC lost the Men's High School State Cup Championship to St. Louis in the middle of play in 2015 due to lack of facilities due to rain.	4/13/2016 2:25 PM
45	Kayak and canoe access to the park from the waterway	4/13/2016 1:44 PM
46	I'm not interested in 5. These are the ones that matter to me.	4/13/2016 11:18 AM
47	Providing overnite camping site for Missouri River through paddlers.	4/13/2016 10:35 AM
48	soccer fields, other practice facilities, with adequate restrooms and support services, plus parking	4/13/2016 10:22 AM
49	Soccer Fields!!!!	4/13/2016 10:17 AM
50	More soccer and baseball fields... why do we always have to drive out to JoCo, KS?	4/13/2016 8:07 AM
51	practice fields for soccer, rugby and lacrosse	4/13/2016 7:33 AM
52	Play ground for older kids like Loose Park. The play area at English Landing Park is too little.	4/13/2016 7:22 AM
53	fields and indoor courts for youth sports. Our children in sports have been left out of the equation. This survey is written in a way that also ignores this fact. Simply create a survey that asks if you support/need/use youth sports fields/courts both indoor and outdoor. This survey was written to get passive user responses. Perhaps not intentionally but that will definately be the outcome with the way this was written.	4/13/2016 7:17 AM
54	Soccer fields!!!	4/13/2016 7:03 AM
55	youth sports fields and courts	4/13/2016 6:57 AM
56	Soccer fields	4/13/2016 6:52 AM
57	Youth sports fields	4/12/2016 10:41 PM
58	Soccer & lacrosse fields	4/12/2016 9:48 PM
59	Obtain land for park(s) on the west side of the city.	4/12/2016 9:40 PM

City of Parkville, MO's Parks Master Plan Survey

60	Soccer fields	4/12/2016 9:32 PM
61	Hiking trails that are more physical than the Nature Sanctuary.	4/12/2016 9:28 PM
62	Turf soccer fields	4/12/2016 9:28 PM
63	More neighborhood parks/ local parks	4/12/2016 9:26 PM
64	Soccer fields	4/12/2016 9:20 PM
65	sidewalk from highway 45 to downtown parkville	4/12/2016 9:17 PM
66	we need more youth sports fields!	4/12/2016 9:16 PM
67	SOCCER FIELDS!!!!	4/12/2016 9:05 PM
68	Youth sports facilities, indoor and outdoor	4/12/2016 8:58 PM
69	Soccer Fields	4/12/2016 8:34 PM
70	Community garden space	4/12/2016 1:39 PM
71	As a canoeer passing thru it would be nice to have a safe place to camp, n know where your town facilities are. Bathroom, food store, laundry, etc. I live in miami Fla. But have kayaked by there twice in the last three summers with a group.	4/11/2016 10:58 PM
72	Sidewalk along the length of Crooked Road that would allow folks to safely walk/cycle into town from River Hills, the Bluffs and Cider Mill	4/11/2016 2:55 PM
73	community garden	4/8/2016 4:59 AM
74	More sand volleyball courts	4/2/2016 2:12 PM
75	Improved neighborhood parks.	4/1/2016 7:42 PM
76	"I pulled into Nazareth, was feeling 'bout half past dead I just need some place where I can lay my head Hey, mister, can you tell me, where a man might find a bed? He just grinned and shook my hand, "No" was all he said." The Weight by The Band I offer the following comments while the City of Parkville prepares its Parks Master Plan. The City of Parkville is well situated to serve a clientele of Missouri River watercraft travelers and Platte County trail system hikers and cyclists (hereafter collectively "thru-travelers"). I encourage the City of Parkville to permit the Missouri River and Platte County trail thru-travelers to overnight or short-term camp in a designated location either in English Landing Park or Platte Landing Park. In addition, I encourage the City of Parkville to offer amenities to those thru-travelers, including, but not limited to: - o Marking or erecting signage to alert the Missouri River watercraft thru-travelers to the location of and distance to the English Landing or Platte Landing boat ramps; - o An open air shelter/interpretative center pavilion with picnic tables; - o A lockable glass-encased bulletin board where an area map, camping rules and regulations, interpretative information, and the names/numbers of emergency contact numbers, local businesses and services would be posted; - o Access to electricity for electrical devices and for recharging battery-powered devices; - o Lockers in which thru-travelers could secure their valuables (using their own padlocks) when the thru-traveler goes into Parkville for supplies or dining; - o A simple rack type "hitching post" at the top of the riverbank where Missouri River watercraft thru-travelers can secure their canoes and kayaks (with their own padlocks) while the paddler is away shopping or touring Parkville; - o Maintaining the current supply of potable water; and - o Maintaining the current availability of public restrooms. Personally, I believe the ideal location for overnight camping and the pavilion is in Platte Landing Park near the Dog Park and southwest of the boat ramp in the green space under the Missouri River tree line. In this area, Platte County Parks and the City of Parkville already have everything in place for overnight camping. There is a regular patrol by the Parkville police and the Parkville Maintenance Dept. There is a public toilet (with electrical service), potable water, and plenty of ground space. It is within walking distance to the Main Street businesses. And depending on the time of day, it is secluded from most foot and vehicle traffic. Some may argue that allowing thru-travelers to overnight camp means that Parkville will have to let other people camp in the riverfront parks. I don't buy that logic. Let's be clear: I'm not proposing that Parkville create a "campground." What I am proposing is that Parkville designates an area in one of its riverfront where a thru-traveler (whether a Missouri River watercraft travelers or a Platte County trail hiker or cyclist) is allowed, with permission, to overnight camp. That "permission" can be formalized with issuance of a "special use permit" purchased by the thru-traveler. Parkville can justify the issuance of a "special use permit" to thru-campers but not to other campers by distinguishing that thru-travelers are a different breed of camper than the typical motor home camper. Thru-travelers travel using only their body's physical ability and their "vehicle" - legs, pedals or paddle. Their canoe/kayaks, backpacks, or bicycles restrict what and how much they can carry. Environmental conditions, like Sun, weather, and wind, impact thru-travelers much more than vehicle-supported campers. Thru-travelers can only hike, pedal, or paddle a certain distance each day before needing to rest. Additionally, safety trumps policy. Just as you wouldn't tell a motorist to risk his life and property driving on snow or ice covered roads, you shouldn't force a thru-traveler back onto the trail or Missouri River at night or into hazardous conditions. All of these conditions distinguish a thru-traveler vs. a vehicle-supported camper. Since 2005 the City of Parkville and its riverfront parks have had a bad reputation amongst Missouri River canoeists and kayakers: "Stop here	4/1/2016 3:15 PM

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for water but nothing more. Parkville gets my vote as the most paddler-unfriendly park in America" (see *The Complete Paddler: A Guidebook for Paddling the Missouri River from the Headwaters to St. Louis* by David L. Miller, 2005, p. 312) Mr. Miller goes on to recount the story of how a 60+-year-old paddler was camping in Parkville's English Landing Park. This 60+-year-old paddler had paddled down the Ohio River, paddled up the Mississippi River and was paddling up the Missouri River. The Parkville police forced him to take down his tent, break camp, and to get back out on the Missouri River. At night. Throughout his route, this paddler had stayed in other towns and cities where the authorities had made accommodations for his overnight camping. But not in Parkville. I would encourage the City of Parkville to recognize that paddler recreational use of the Missouri River has exponentially increased over the recent years. Recreational thru-travelers were paddling the Missouri River back in 1962 (Richard E. Messer paddled down the Missouri River in 1962 and wrote a book entitled "On the Big Rivers"). Parkville is in a key location for long-distance or weekend Missouri River paddlers. It is the last town until Waverly, Missouri, that has water and supplies within walking distance (although Parkville's grocery stores and gas stations are a long walk from the riverfront). It is also the last best place to stop before the paddler makes the long trek to get through and past the unattractive and unfriendly City of Kansas City, Missouri, riverfront. In each of the past 15 years there have been between 5-15 long-distance paddlers descending the Missouri River from the "Source" (Brower's Spring, Montana) to St. Louis or to the "Sea" (the Gulf of Mexico). To these paddlers, this is the same as climbing Mount Everest or making the pilgrimage on the Camino de Santiago. In 2015 there were at least 15 paddlers that made the trip. While these long-distance paddlers may sport a shaggy beard after 2 months on the River, they are not just homeless people in \$2,000 canoes. Within the Missouri River Paddlers Facebook group (with over 1500 members) there are at least 10 published authors. There are college professors, lawyers, policeman, students, teachers, paralegals, filmmakers, photographers, business owners, firemen, housewives, scientists, and professional adventurers. Some of these long-distance paddlers have come from other countries and some have written for major magazines. In 2015 two women teachers made the trip with the mission of educating about the Missouri River, water use, and conservation. See at: <http://www.ontheriver.org/track-us/> As an example of one of these long-distance paddlers, please view a video made by Scott Mestrezat. See at <https://vimeo.com/83668914> In 2013, solo, Scott was the first person to descend the Missouri River on a stand up paddleboard. The video shows the preparations he made, portions of his 2013 expedition, the "River Angels" he met along the way, the start and finish of his trip, his meeting with Janet Sullens Moreland of Columbia, Missouri (the first woman to go Source to Sea), and his passage through the Parkville area (time mark 36:35). Scott (like Mr. Churchill Clark who came through in 2015) is a good example of who these long-distance paddlers are, what they are all about, and proof that the American spirit of adventure isn't dead. A long-distance paddler's canoe or kayak costs from \$1000-4000 each and that doesn't include all the high tech gear they're carrying. These long-distance paddlers typically spend a night in one location and then move on the next day. They are unlikely to be either a nuisance or a disturbance to the peace because they have a lot of emotion, time, and money invested into their expedition. Supporting these Source to Sea paddlers are a network of "River Angels". These unpaid volunteers give lodging, respite, a hot bath, food, run errands, and provide necessities to the paddlers. During their expeditions, these long-distance paddlers write website blogs that are read and followed by thousands of people. Many of these people may try the trip themselves in the future. Quite expectedly, a place that has great food or amenities gets favorable recognition and notice. Conversely, a place that is hostile or less amenable to a long-distance paddler gets written up, too. Once earned, it is hard to shake a bad reputation. At the end of a long paddle day, long-distance paddlers just want a safe, permitted place to camp. It doesn't need to be a huge or elaborate campground, just a small area near to the Missouri River where they and their gear will be relatively safe and secure. It is icing on the cake if the campsite has potable water or electricity or a bathroom or maps, and is within walking distance of local businesses, a post office, internet, etc. Fire-rings aren't even necessary. In addition to the long-distance paddlers, there are many regional Missouri and Kansas paddlers and paddle groups that utilize the Missouri River. If the City of Parkville allowed overnight camping, these paddlers could stop, stay, and patronize Parkville businesses during a weekend float trip. While my comments are primarily directed to benefit Missouri River watercraft travelers, I want to emphasize that the City of Parkville should recognize there is another recreational clientele that would be served by my proposed amenities. Due to the continuing expansion of the Platte County trail system extending from southern Platte County generally along the Missouri River to Weston, Missouri, thru-hikers and cyclists would also benefit from the "traveler's rest" described above. Recently, Mr. Dave Miller, the author of *The Complete Paddler*, told me, "I would be very happy to find that - in the coming second edition of my book - I could change my commentary (about Parkville) to something like 'An outstanding stop; people are friendly, welcoming, and helpful. Easy access to stores and great food at restaurants.' Dave added, "I'd also love to send the Mayor a nice purple "Missouri River Paddlers" hat and honorary medallion. Maybe even show up for a ribbon cutting ceremony." In conclusion, there is one thing stopping Parkville from tapping into a growing recreational economic engine: the ability to overnight camp in the City's riverfront parks. It is certain the future will bring more thru-travelers, whether by paddle, pedal, or foot. Those thru-travelers would come with a sense of adventure and tourist dollars to Parkville's doorstep. Whether eating at a Main Street restaurant, shopping for supplies at a local grocery store, or staying at a Parkville bed & breakfast, the travelers would be willing to stop and spend. Parkville just needs to open the door and extend a welcoming hand. Best Regards, Bill Nichols

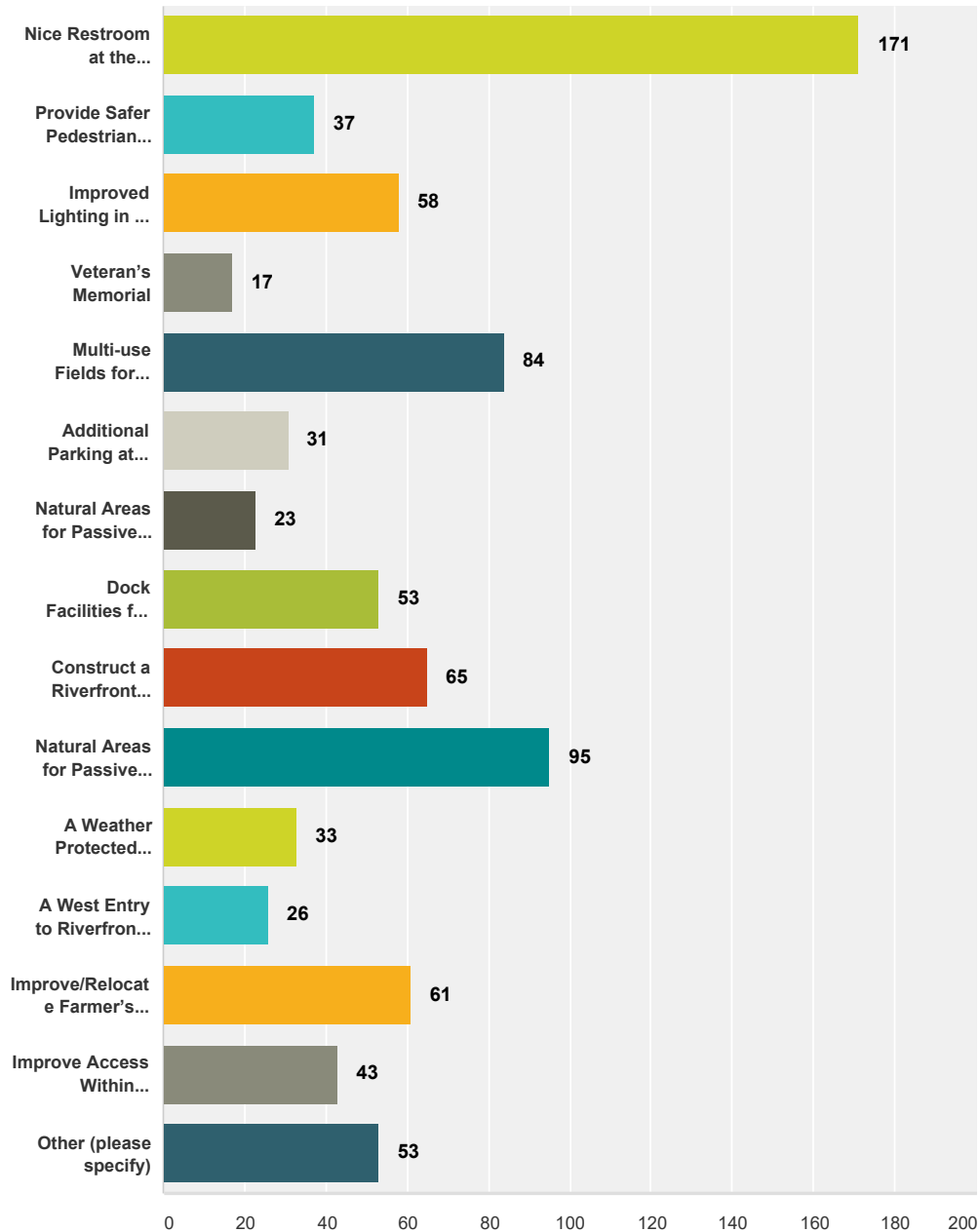
77	Missouri River Paddler Platte Woods, Missouri Access for thru paddlers on the Missouri River.	3/31/2016 9:46 PM
78	Easy access for camping/long distance through paddlers on the river with electrical and fresh water	3/31/2016 9:04 PM
79	Kayak & canoe support facilities to take advantage of the river	3/31/2016 8:10 PM

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80	Improve access along the river for paddlers	3/31/2016 6:43 PM
81	Trails that invlude 45 hw and trailheads to park	3/31/2016 6:35 PM
82	A safe welcoming place for thru paddlers. It would be great to camp there and be able to buy groceries.	3/31/2016 5:16 PM
83	Access to the river for paddlers who are attempting long distance canoe trips.	3/31/2016 2:17 PM
84	Markers able to seen from water level upstream of new boat ramp. Fire ring close to ramp for overnight thru paddlers, and police patrols that remind people of city rules. All this without huge "rules" sign.	3/31/2016 12:33 PM
85	Through paddlers need a place to safely camp and resupply.	3/31/2016 12:11 PM
86	Missouri River access ramp for launching kayaks and boats	3/31/2016 11:26 AM
87	Paddler-friendly amenities - camping on river, showers, Internet, place to buy maps and other necessities, etc.	3/31/2016 10:46 AM
88	"Paddler Friendly" riverfront facilities ... shower, launch/takeout area, camping(see above)	3/31/2016 9:51 AM
89	Kayak, Canoe, Boating development for access points and family outings as well as water safety and river enhancement.	3/31/2016 9:45 AM
90	Access to water, toilets and camping for paddlers on the Missouri River.	3/31/2016 9:36 AM
91	Improving wet areas of the park, restrooms in more locations	3/31/2016 9:36 AM
92	More as an aid to paddlers in canoes and kayaks having access and to help the Through-Paddlers who are on long expeditions. It's helpful to travelers including cross country cyclist and walkers (All three groups follow this major trail...the Lewis & Clark route) It's nice to have a water pump, a picnic shelter if it is raining, a picnic table to use while there. It's also nice to have maybe a "map" on a board showing the nearest town stores, restaurants, phones, internet access, post office and library which are ALL used by cross country paddlers, hikers and cyclist. The "Camp" are does not need to be a large place, but more of an out of the way place for the occasional thru-traveler. I think a large camp place would draw too may people who would not take care of it/litter etc/ Whereas the Thru-traveler just needs a safe place to leave his tent/kayak and walk to town. There is a fantastic thru-traveler camp on the Upper Missouri which is designed for cross country cyclist and paddlers...it has a shelter you can sleep in, showers, water, a BBQ grill, water, electric, table etc. Its fantastic and so many people use it from all over the entire world that want a "Base Camp" while they explore the rich history of the nearby area and towns. There is nothing that turns off a thru-traveler than not having access to the towns they are traveling through. MANY of them are authors, writers etc and have written stories in their far away homes about the "Nice towns" as well as the "bad town". Several other towns all along the river make it nice for Thru Travelers...Washburn, ND and Ft. Benton, Montana being two. The entire history of this river was built upon and used by river-travelers so please keep this option open for people who still travel up and down the river. Thanks for you help!	3/31/2016 9:01 AM
93	River activities: paddling, kayaking, canoeing access and event support	3/31/2016 8:52 AM
94	paddler overnight camping access	3/30/2016 10:43 PM

Q3 From the list below, please check the top 3 improvements you think are most important to the Riverfront Parks. If something you think is important is not on the list, please add it under other.

Answered: 283 Skipped: 3



Answer Choices	Responses
Nice Restroom at the Riverfront	60% 171

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Provide Safer Pedestrian Entry to the Riverfront over the Railroad Tracks	13%	37
Improved Lighting in the Riverfront Parks	20%	58
Veteran's Memorial	6%	17
Multi-use Fields for Community Use at Riverfront Park	30%	84
Additional Parking at Riverfront Park	11%	31
Natural Areas for Passive Recreation and Wildlife Benefit	8%	23
Dock Facilities for Parking Boats at Riverfront Park	19%	53
Construct a Riverfront Plaza at the end of Main Street	23%	65
Natural Areas for Passive Recreation and Wildlife Benefit	34%	95
A Weather Protected Performance Space at Riverfront Park	12%	33
A West Entry to Riverfront Park	9%	26
Improve/Relocate Farmer's Market	22%	61
Improve Access Within Riverfront Parks, i.e. Pedestrian Bridge over Brush Creek	15%	43
Other (please specify)	19%	53
Total Respondents: 283		

#	Other (please specify)	Date
1	New trails or trail improvement	4/28/2016 2:17 PM
2	Railroad Quiet Zone	4/27/2016 3:57 PM
3	Overnight camping area with facilities for thru-paddlers.	4/26/2016 1:00 PM
4	I would like to see downtown Parkville revamped. It has a lot of untapped potential for good restaurants.	4/22/2016 2:25 PM
5	Car/pedestrian bridge over railroad tracks	4/18/2016 3:39 PM
6	Youth sports facilities	4/16/2016 8:45 PM
7	We don't need more lighting in the natural areas. Kids and adults need to be able to see night sky.	4/16/2016 10:01 AM
8	Nice restroom I am picking twice	4/16/2016 7:41 AM
9	The train is unnerving especially with children. A fence or else a train re-route would make the park much more community friendly and less dangerous.	4/15/2016 9:03 PM
10	Farmers market relocated to Ballfield 1 plus Parking	4/14/2016 6:27 PM
11	Steamboat Arabia Museum	4/14/2016 5:56 PM
12	See above	4/14/2016 5:43 PM
13	the wetlands/natural area next to dog park is exactly what we need to keep	4/14/2016 5:05 PM
14	Replace damaged/diseased trees	4/14/2016 12:26 PM
15	I	4/13/2016 9:08 PM
16	Primitive camping at a nearby river access point for Missouri River boaters and paddlers	4/13/2016 8:35 PM
17	New soccer fields (especially turf) at Riverfront Park? There is such a huge need for soccer facilities.	4/13/2016 2:25 PM
18	Overnight camping facility for Missouri River through paddlers.	4/13/2016 10:35 AM
19	please repalce the soccer goal netting at English Landing park!	4/13/2016 10:22 AM
20	Over night access and use for river paddlers	4/13/2016 9:44 AM
21	Soccer fields	4/13/2016 9:33 AM

City of Parkville, MO's Parks Master Plan Survey

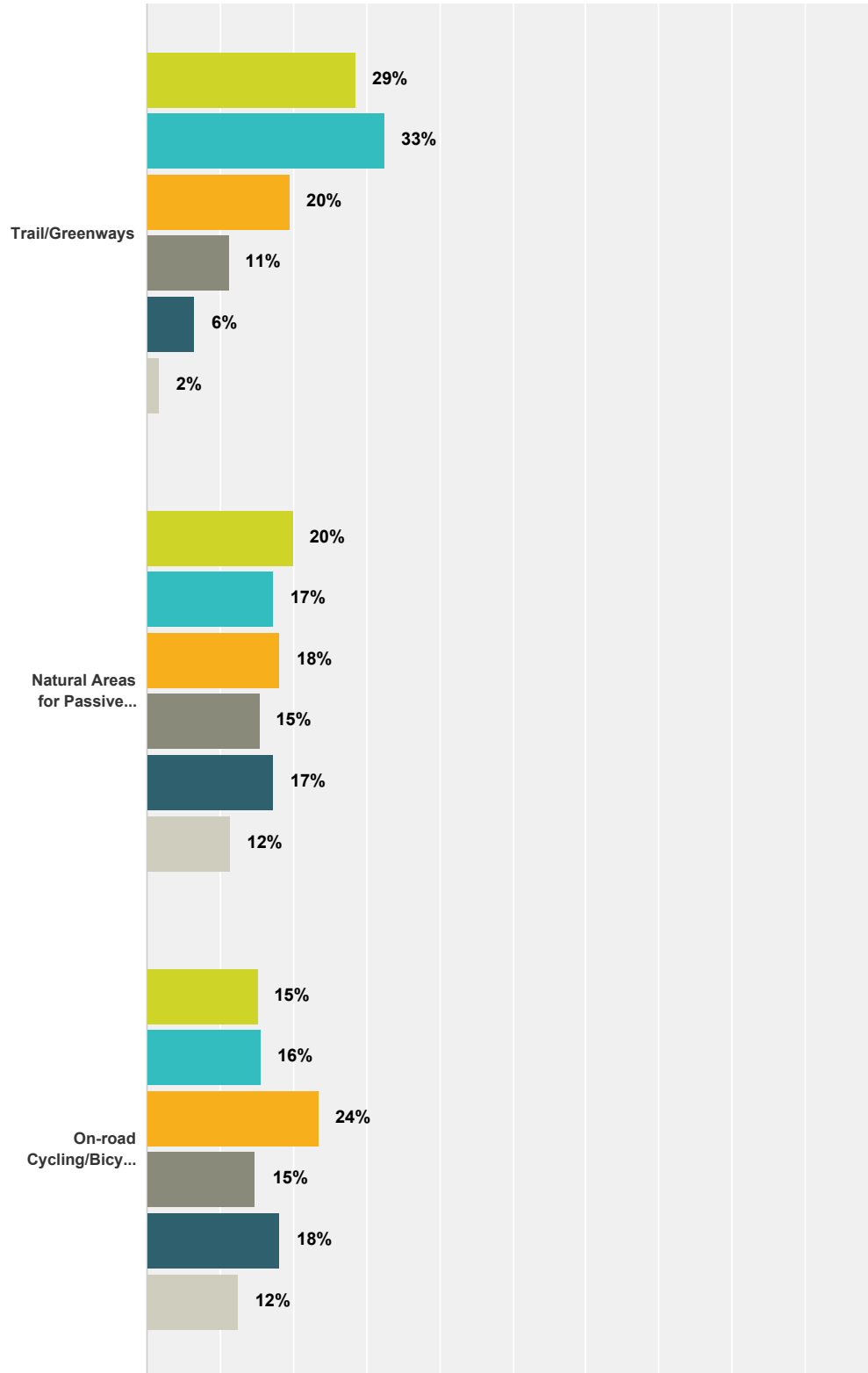
22	youth sports fields	4/13/2016 7:17 AM
23	Soccer & lacrosse fields	4/12/2016 9:48 PM
24	Construct a 2 story parking garage with commercial space where the surface parking lots are.	4/12/2016 9:40 PM
25	Please, no docks!!!	4/12/2016 9:28 PM
26	more youth sports fields	4/12/2016 9:16 PM
27	SOCCER FIELDS!!!	4/12/2016 9:05 PM
28	Youth sports	4/12/2016 8:58 PM
29	Construct the wetlands and habitat restoration that is planned for Platte Landing Park. This is a floodplain, so minimize structures and create features that are appropriate for flood prone areas - hiking, biking, birdwatching, canoe trails.	4/10/2016 7:23 AM
30	pump track/skate park	4/8/2016 4:59 AM
31	Camping area for paddlers and bicyclists	4/5/2016 1:50 PM
32	Native American and Afro American Contributions to Parkville Memorials	4/3/2016 4:09 PM
33	revisit directional train signals..... No train whistles, improve footpath surface	4/3/2016 3:18 PM
34	Trail head for river front trail to Weston	4/2/2016 8:12 PM
35	For your consideration, I'm commenting on the riparian area along the river on the Platte Landing Park (PLP). Back in June 2012 I began noticing crews clearing underbrush. I grew concerned about the loss of wildlife habitat and the diminishment of the riparian buffer and wrote to Carla Dods on June 27, 2012. In that e-mail, I made the following comments: "For example, we all know that that particular field (now PLP) was under water last year. But because of the (PLP) riparian buffer, the field didn't suffer nearly as much sand deposition as did ELP. I was also able to list the birds I've seen down there (indigo buntings, sparrows, orchard orioles, Baltimore orioles, finches, eagles, turkeys, etc.) none of which you see on the more lawn-like ELP. We discussed the beaver activity during last Fall & Winter and how the beaver-cut trees are now shooting runners. We discussed increasing the riparian buffer and how it would protect any future costly PLP improvements. I told her how the Bureau of Land Management protects cottonwood trees in the Upper Missouri River Wilderness area by wrapping stucco wire around the trunks at beaver-high levels. We discussed how cutting the undergrowth creates wide-open spaces that will allow an invasive species currently covering the riverbank to encroach into the riparian buffer. I shared that, despite being underwater for most of last summer (2011), a great majority of the indigenous vegetation rebounded. I described how the mulberry trees were loaded with fruit this year, to the enjoyment of the birds and wildlife, and finding deer, raccoon, otter and coyote tracks. While I can be accepting of some trimming and dead-wooding of the existing riparian buffer, I think it is wise and forward thinking to plant an additional buffer of native trees (cottonwoods, sycamores, maples, etc.) along the river bank." Unfortunately, since 2012 I've watched the PLP riparian buffer get hacked away to near nothing. And nobody is planting any new trees to fill the gaps and to bolster the riparian buffer. More recently, the landowner on the West side of PLP has been bulldozing his trees, further diminishing habitat and PLP's environment aesthetics. I urge the City of Parkville to put away the chain saws (I'm shocked by the work in the Nature Sanctuary) and get out the tree-planting shovels.	4/2/2016 4:43 PM
36	Renting equipment	4/2/2016 2:12 PM
37	See comments above.	4/1/2016 3:15 PM
38	Riverfront camping for thru paddlers	3/31/2016 9:46 PM
39	secure storage for kayak/canoe and gear for through paddlers	3/31/2016 9:04 PM
40	Wetland area	3/31/2016 6:35 PM
41	More welcoming vibe for paddlers. The reputation of parkville for thru paddlers is that they hate us and that it is not safe to stop there.	3/31/2016 5:16 PM
42	Extended lighting along trail	3/31/2016 4:15 PM
43	No boat docks without boat gas. No boat gas!	3/31/2016 12:33 PM
44	Hundred paddle the river through the city annually. Just take a look at what the city currently offers. Nothing	3/31/2016 12:11 PM
45	Missouri River access ramp for launching kayaks and boats	3/31/2016 11:26 AM
46	Access for camping for through-paddlers on the river	3/31/2016 10:11 AM

City of Parkville, MO's Parks Master Plan Survey

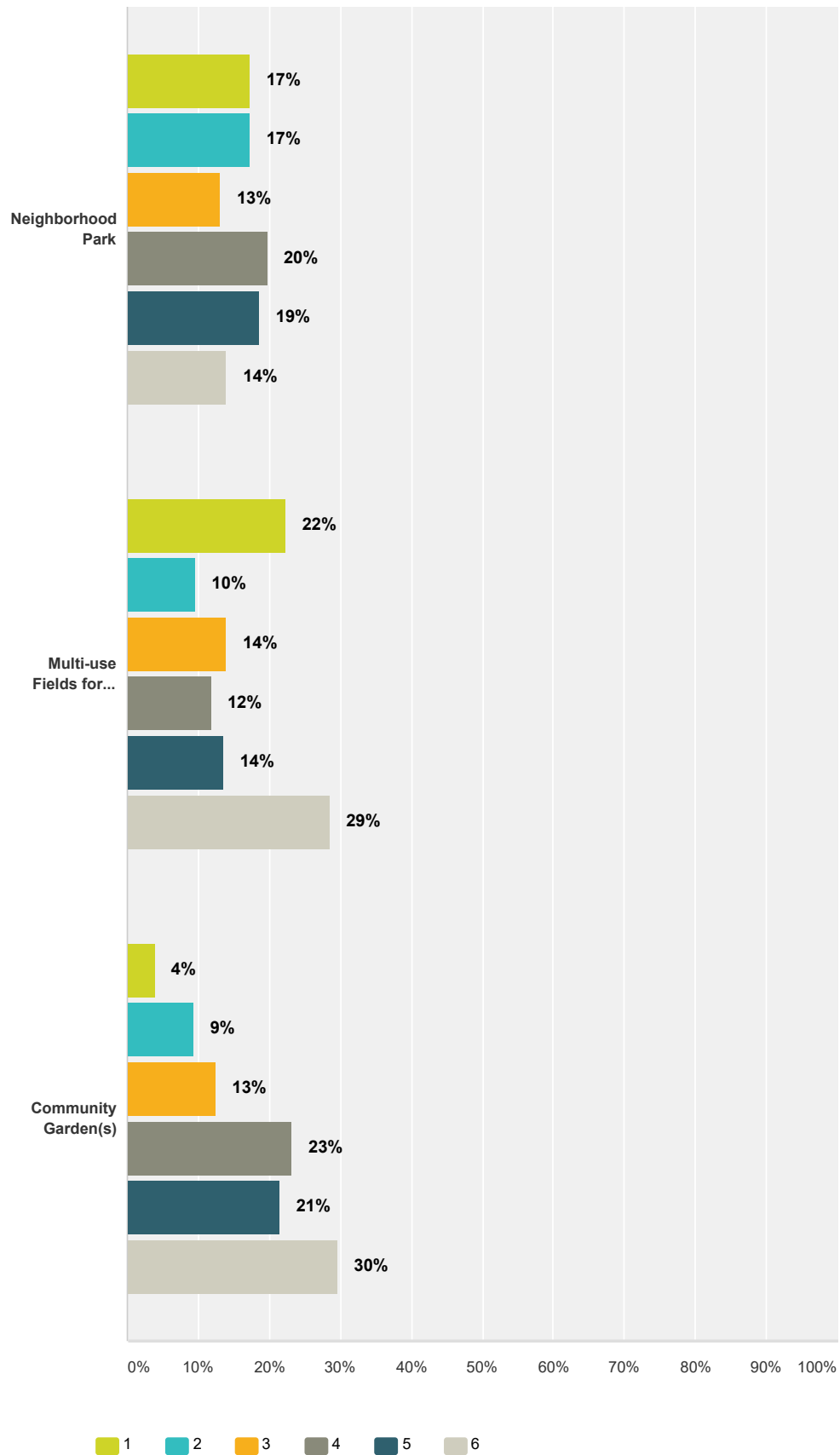
47	Please be guided by the understanding that many folks arrive by canoe/kayak/raft and never use/need automobile related facilities ... but/and would love love love a paddler friendly site. Your riverfront is perfectly situated to be a viable stopping place for through-paddlers ... because it is a perfectly situated spot to stay an extra day and take in some KC stuff and also to get a morning start and totally clear through KC the next day. Please know, too that the paddlers of our world tell the other paddlers where a paddler friendly location exists.	3/31/2016 9:51 AM
48	the historic use of the river and how important it is for river thru-travelers including cyclist and cross country walkers to have a place that is safe to camp, has water, electric, bathroom, map or nearest store, post office, internet etc and other local businesses that help paddlers	3/31/2016 9:47 AM
49	Functional Riverfront that is ascetic but also serves as multi-use capable while maintaining and enhancing wildlife and outdoors experience.	3/31/2016 9:45 AM
50	Access to water, toilets and a secure camping area for paddlers on the Missouri River	3/31/2016 9:36 AM
51	From the stand point of a Thru-Traveler--i.e Paddlers, Cyclist, and Cross Country walkers who still follow this historic water route across the country... Easy access, water pump, bathroom and overhead picnic shelter is key. Which allows an easy transition into the local towns to use stores and other businesses. I live in Montana and we hear all the way up river which towns are helpful to all travelers.	3/31/2016 9:01 AM
52	No docks, but improved access for kayaks and canoes.	3/31/2016 8:52 AM
53	waterfront camp access with freshwater drinking source	3/30/2016 10:43 PM

Q4 Please indicate which TYPES of facilities would best serve your needs in order from 1 to 6 with 1 being the most important.

Answered: 275 Skipped: 11



City of Parkville, MO's Parks Master Plan Survey



City of Parkville, MO's Parks Master Plan Survey

	1	2	3	4	5	6	Total	Score
Trail/Greenways	29% 71	33% 81	20% 49	11% 28	6% 16	2% 4	249	4.61
Natural Areas for Passive Recreation and Wildlife Benefit	20% 52	17% 45	18% 47	15% 40	17% 45	12% 30	259	3.73
On-road Cycling/Bicycle Friendly Streets	15% 38	16% 39	24% 59	15% 37	18% 45	12% 31	249	3.58
Neighborhood Park	17% 42	17% 42	13% 32	20% 48	19% 45	14% 34	243	3.53
Multi-use Fields for Community Use	22% 56	10% 24	14% 35	12% 30	14% 34	29% 72	251	3.29
Community Garden(s)	4% 10	9% 23	13% 31	23% 57	21% 53	30% 73	247	2.63

City of Parkville, MO's Parks Master Plan Survey

Q5 Please list recreation activities and/or programs REGULARLY USED by you or members of your household that are not provided by the City of Parkville.

Answered: 192 Skipped: 94

#	Responses	Date
1	Soccer fields, tennis courts, paved bike trail	4/30/2016 7:18 PM
2	Zip line	4/29/2016 11:05 PM
3	softball, concerts, hiking	4/29/2016 4:28 PM
4	N/a	4/28/2016 2:17 PM
5	Advanced Mountain Biking Trails, Swimming/Splash Parks, Tennis Courts	4/27/2016 3:57 PM
6	biking trails (longer trails)	4/26/2016 2:32 PM
7	Missouri River Paddling	4/26/2016 1:00 PM
8	accessible campgrounds	4/26/2016 10:45 AM
9	Indoor Volleyball and Indoor/outdoor Soccer	4/26/2016 10:29 AM
10	Adult volleyball	4/25/2016 10:05 PM
11	concrete bike paths	4/25/2016 8:35 PM
12	Public pool	4/25/2016 6:08 PM
13	soccer fields in platte city and Liberty	4/25/2016 2:06 PM
14	Soccer. Our family does soccer almost 7 days a week, 365. The school district is blessed with a great soccer talent that is for the most part trained and groomed in other communities. We spend much of our time driving to practice, games, clinics... Almost all of them outside of our community. Why? Because of extremely limited locations locally. Period.	4/25/2016 1:25 PM
15	camping while on river	4/25/2016 1:00 PM
16	Ymca	4/25/2016 12:06 AM
17	Swimming,	4/24/2016 7:39 AM
18	Golf	4/23/2016 11:43 AM
19	none	4/22/2016 9:17 PM
20	Tennis and basketball	4/22/2016 7:01 PM
21	Splash Park	4/22/2016 3:10 PM
22	Running trail. 3-5 times a week.	4/22/2016 1:58 PM
23	walking	4/21/2016 9:24 AM
24	Seasonal nonprofit theater in the park.	4/20/2016 11:45 PM
25	Playground, festivals	4/20/2016 3:55 PM
26	Bicycling - would like to see more paths on Hwy 9 and FF highway	4/19/2016 4:51 PM
27	Fields, Trails, Playground	4/19/2016 8:20 AM
28	Soccer	4/18/2016 8:30 PM
29	swimming for fitness	4/18/2016 8:23 PM
30	N/A	4/18/2016 7:55 PM
31	Soccer fields	4/18/2016 3:39 PM

City of Parkville, MO's Parks Master Plan Survey

32	YMCA bitty sports	4/18/2016 1:15 PM
33	None	4/18/2016 10:51 AM
34	We would bike more if bike trails were more accessible from our neighborhood.	4/18/2016 10:46 AM
35	Musical theater classes and camps	4/18/2016 10:28 AM
36	Na	4/18/2016 9:08 AM
37	Fields	4/18/2016 8:59 AM
38	soccer fields	4/18/2016 5:34 AM
39	Soccer fields and off leash dog park	4/17/2016 1:02 PM
40	Community Gardens & Education	4/17/2016 1:07 AM
41	Volleyball, basketball	4/16/2016 8:45 PM
42	Gymnastics, soccer, exercising	4/16/2016 6:31 PM
43	Futsal court for kids	4/16/2016 1:50 PM
44	Croquet court	4/16/2016 10:01 AM
45	Tennis. Tennis. Swimming Pool. Sidewalk to access Main Street and park down crooked road and FF highway. Tennis. Tennis.	4/16/2016 8:55 AM
46	Bocce Ball	4/16/2016 7:41 AM
47	Tennis Courts, basketball courts	4/15/2016 10:22 PM
48	Road cycling, commute cycling	4/15/2016 10:13 PM
49	Tennis courts, theater, music	4/15/2016 9:03 PM
50	None. We use playgrounds, ball fields, and trails	4/15/2016 8:55 PM
51	Basketball (courts), Sand Volleyball courts, running/jogging trails, multi-use public courts/fields	4/15/2016 8:40 PM
52	Swimming	4/15/2016 8:09 PM
53	The ymca workout and sporting activities	4/15/2016 8:00 PM
54	Camping	4/15/2016 5:44 PM
55	Golf, Outdoor markets (beyond Farmer's markets)	4/15/2016 4:25 PM
56	basketball, swimming, football	4/15/2016 1:30 PM
57	Neighborhood Parks	4/15/2016 11:31 AM
58	dog park, nature sactuary, farmers marker	4/15/2016 10:39 AM
59	None	4/15/2016 9:30 AM
60	Pickleball	4/15/2016 9:16 AM
61	Soccer fields	4/14/2016 8:27 PM
62	Bike path	4/14/2016 7:26 PM
63	None	4/14/2016 7:14 PM
64	Y, Amity Trail, Weston Bend State Park, Prairie Creek Greenway	4/14/2016 7:09 PM
65	Tennis courts	4/14/2016 6:49 PM
66	Running, walking, biking, concerts	4/14/2016 6:47 PM
67	Baseball and Softball Fields	4/14/2016 6:27 PM
68	Trails and playgrounds	4/14/2016 6:22 PM
69	Camping	4/14/2016 6:08 PM
70	Pickle ball. Yoga. Pilates	4/14/2016 6:04 PM
71	Walking pathsk	4/14/2016 5:59 PM

City of Parkville, MO's Parks Master Plan Survey

72	Tourist sights	4/14/2016 5:53 PM
73	Basketball	4/14/2016 5:46 PM
74	Tennis, swimming	4/14/2016 5:42 PM
75	Disc golf	4/14/2016 5:37 PM
76	Senior facility and performing arts	4/14/2016 5:32 PM
77	Boat ramp	4/14/2016 5:28 PM
78	Trails	4/14/2016 5:25 PM
79	hiking and picnic areas	4/14/2016 5:05 PM
80	Longer-distance paved or crushed limestone trails	4/14/2016 4:25 PM
81	Boating	4/14/2016 4:22 PM
82	Tennis Courts	4/14/2016 3:43 PM
83	Soccer/Basketball/Volleyball	4/14/2016 12:26 PM
84	Soccer Fields	4/14/2016 10:52 AM
85	Good soccer fields	4/14/2016 8:31 AM
86	Safe bicycle lanes	4/14/2016 8:28 AM
87	Camping, Bocce	4/14/2016 7:09 AM
88	Overnight camping	4/14/2016 5:29 AM
89	Soccer	4/13/2016 9:57 PM
90	Soccer fields	4/13/2016 8:58 PM
91	Kayaking	4/13/2016 8:35 PM
92	Soccer fields	4/13/2016 7:52 PM
93	Soccer	4/13/2016 4:49 PM
94	Soccer fields. Baseball fields. Basketball courts	4/13/2016 4:08 PM
95	NSA Soccer/T-ball/sports	4/13/2016 4:03 PM
96	sports fields, mountain biking trails	4/13/2016 3:25 PM
97	Soccer, softball, baseball, camping	4/13/2016 3:25 PM
98	Soccer fields for practice and games - we practice on terrible elementary school fields and go to Overland Park for games weekly. The money we save not traveling south could be invested in our own community.	4/13/2016 2:25 PM
99	KAYak and Canoe access and camping areas	4/13/2016 1:44 PM
100	Much better seating at dog park.	4/13/2016 1:30 PM
101	Paddlers rest and overnight area	4/13/2016 10:35 AM
102	Youth intramural sports (soccer, basketball)	4/13/2016 10:33 AM
103	Splash Park	4/13/2016 10:28 AM
104	soccer, tennis, bike trails	4/13/2016 10:22 AM
105	Ice skating	4/13/2016 10:17 AM
106	Soccer, Swim, Dance,	4/13/2016 10:08 AM
107	Ball fields, running track	4/13/2016 10:01 AM
108	camping	4/13/2016 9:44 AM
109	Soccer	4/13/2016 9:33 AM
110	Tennis courts, soccer fields	4/13/2016 8:07 AM
111	Soccer, ice skating	4/13/2016 7:22 AM

City of Parkville, MO's Parks Master Plan Survey

112	indoor and out door youth sports facilities	4/13/2016 7:17 AM
113	Canoeing	4/13/2016 7:14 AM
114	Sports fields, soccer	4/13/2016 7:03 AM
115	youth sports facilities-indoor	4/13/2016 6:57 AM
116	Soccer fields	4/13/2016 6:52 AM
117	Soccer fields, 9 hole golf course for public use	4/13/2016 6:24 AM
118	Sports fields and running track	4/13/2016 6:18 AM
119	walking at english landing park, dog park at EL	4/13/2016 4:21 AM
120	Sports practice fields	4/13/2016 1:04 AM
121	Soccer	4/12/2016 10:46 PM
122	Youth sports	4/12/2016 10:41 PM
123	Tennis courts,	4/12/2016 10:35 PM
124	Splash park	4/12/2016 10:21 PM
125	Camping	4/12/2016 10:20 PM
126	Soccer fields	4/12/2016 9:48 PM
127	sports fields.	4/12/2016 9:45 PM
128	volleyball courts, soccer fields	4/12/2016 9:42 PM
129	Bike lanes	4/12/2016 9:40 PM
130	Basketball courts	4/12/2016 9:37 PM
131	Soccer fields	4/12/2016 9:32 PM
132	Soccer	4/12/2016 9:32 PM
133	Paved bike trails, baseball games	4/12/2016 9:31 PM
134	Pool, tennis courts, walking trails	4/12/2016 9:29 PM
135	Soccer, baseball, hiking	4/12/2016 9:28 PM
136	Riverfront park	4/12/2016 9:28 PM
137	Ice hockey, ice skating, splash park, toddler playscape	4/12/2016 9:26 PM
138	basketball courts and tennis courts	4/12/2016 9:17 PM
139	soccer fields/volleyball fields	4/12/2016 9:16 PM
140	SOCCER FIELDS!!!	4/12/2016 9:05 PM
141	Youth sports indoor and outdoor	4/12/2016 8:58 PM
142	Multipurpose sports courts and fields	4/12/2016 8:34 PM
143	Tennis Courts, Community Pool	4/12/2016 11:12 AM
144	Canoe and kayak friendly town	4/11/2016 10:58 PM
145	None	4/11/2016 7:40 PM
146	Sidewalks, safe cycling lanes, multi-use courts and ball fields	4/11/2016 2:55 PM
147	community gardens, bicycle friendly streets	4/10/2016 7:23 AM
148	Paved bike trails	4/8/2016 8:02 PM
149	mountain biking, gardening	4/8/2016 4:59 AM
150	None	4/7/2016 12:04 PM
151	None	4/7/2016 11:46 AM
152	Not applicable.	4/6/2016 12:12 PM

City of Parkville, MO's Parks Master Plan Survey

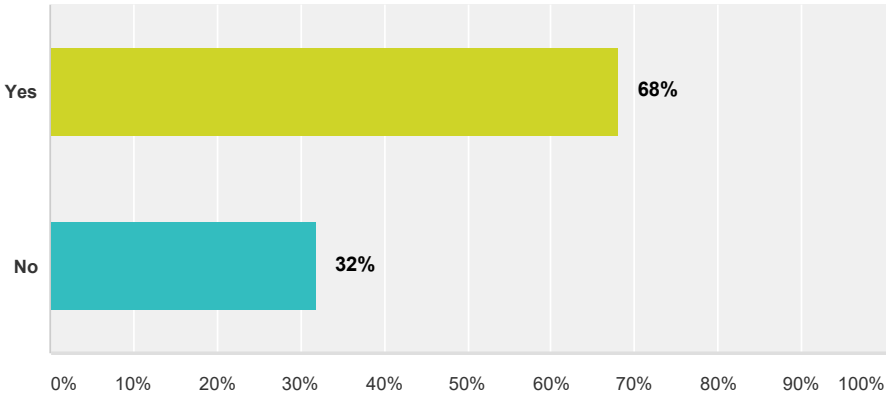
153	camping along the river	4/5/2016 1:50 PM
154	Paddling the MO River	4/5/2016 1:29 PM
155	none	4/5/2016 6:11 AM
156	Fishing, nature hike	4/4/2016 9:45 AM
157	Hiking	4/4/2016 9:29 AM
158	Bicycle paths	4/3/2016 4:09 PM
159	None	4/3/2016 3:18 PM
160	None	4/3/2016 3:08 PM
161	Nothing. We moved here a few months ago because we like it the way it is.	4/3/2016 3:04 PM
162	biking	4/2/2016 8:12 PM
163	Kayaking, spike ball, bubble soccer event, mountain biking, archery	4/2/2016 2:12 PM
164	None.	4/1/2016 7:42 PM
165	n/a	4/1/2016 5:02 PM
166	Walking trails	4/1/2016 4:33 PM
167	Mountain bike trails	4/1/2016 4:07 PM
168	Na	4/1/2016 10:20 AM
169	River sports	3/31/2016 10:00 PM
170	Paddling on the Missouri River	3/31/2016 9:46 PM
171	paddling on the river/secure place for kayaks and gear while resupplying in town	3/31/2016 9:04 PM
172	kayaking, hiking, camping	3/31/2016 7:22 PM
173	River paddling	3/31/2016 6:43 PM
174	None	3/31/2016 6:35 PM
175	paddling	3/31/2016 5:16 PM
176	Put in/take out canoes and kayaks, safe overnight parking of shuttles, rates for safe parking for longer river trips	3/31/2016 12:33 PM
177	Waterfront Park	3/31/2016 12:11 PM
178	Kayaking on the Missouri River	3/31/2016 11:26 AM
179	I'm a thru-paddler from Minnesota. I will be canoeing the Missouri River this summer and it's important to me and the rest of the paddling community to have safe places to camp with access to clean water at the least. When cities provide these amenities, they become much more desirable to stay and talk about with future travelers.	3/31/2016 10:46 AM
180	Paddling, biking	3/31/2016 10:30 AM
181	Riverside camping	3/31/2016 10:11 AM
182	Trail	3/31/2016 9:57 AM
183	I paddled straight through and am not able to expound on this.	3/31/2016 9:51 AM
184	Kayaking on the missouri river	3/31/2016 9:47 AM
185	Kayak, Canoe, boating, fishing, water safety, historical.	3/31/2016 9:45 AM
186	I am not a resident of Parkville, but I kayaked the length of the Missouri River in 2013. Providing a vault toilet, a potable water faucet and a place to camp (fee-based is fine) would have been nice. As it was, I was unable to get drinking water until I reached Lexington.	3/31/2016 9:36 AM
187	Trail, Fields	3/31/2016 9:36 AM
188	A safe place to camp during a several day paddle. Many towns along the river embrace it and provide camp spots	3/31/2016 9:24 AM
189	Does not pertain.	3/31/2016 9:01 AM
190	River access for paddling sports	3/31/2016 8:52 AM

City of Parkville, MO's Parks Master Plan Survey

191	Kayaking, trails, and camping	3/31/2016 8:30 AM
192	river paddling with overnight camping	3/30/2016 10:43 PM

Q6 Would you be willing to pay for these activities and programs to be available in Parkville?

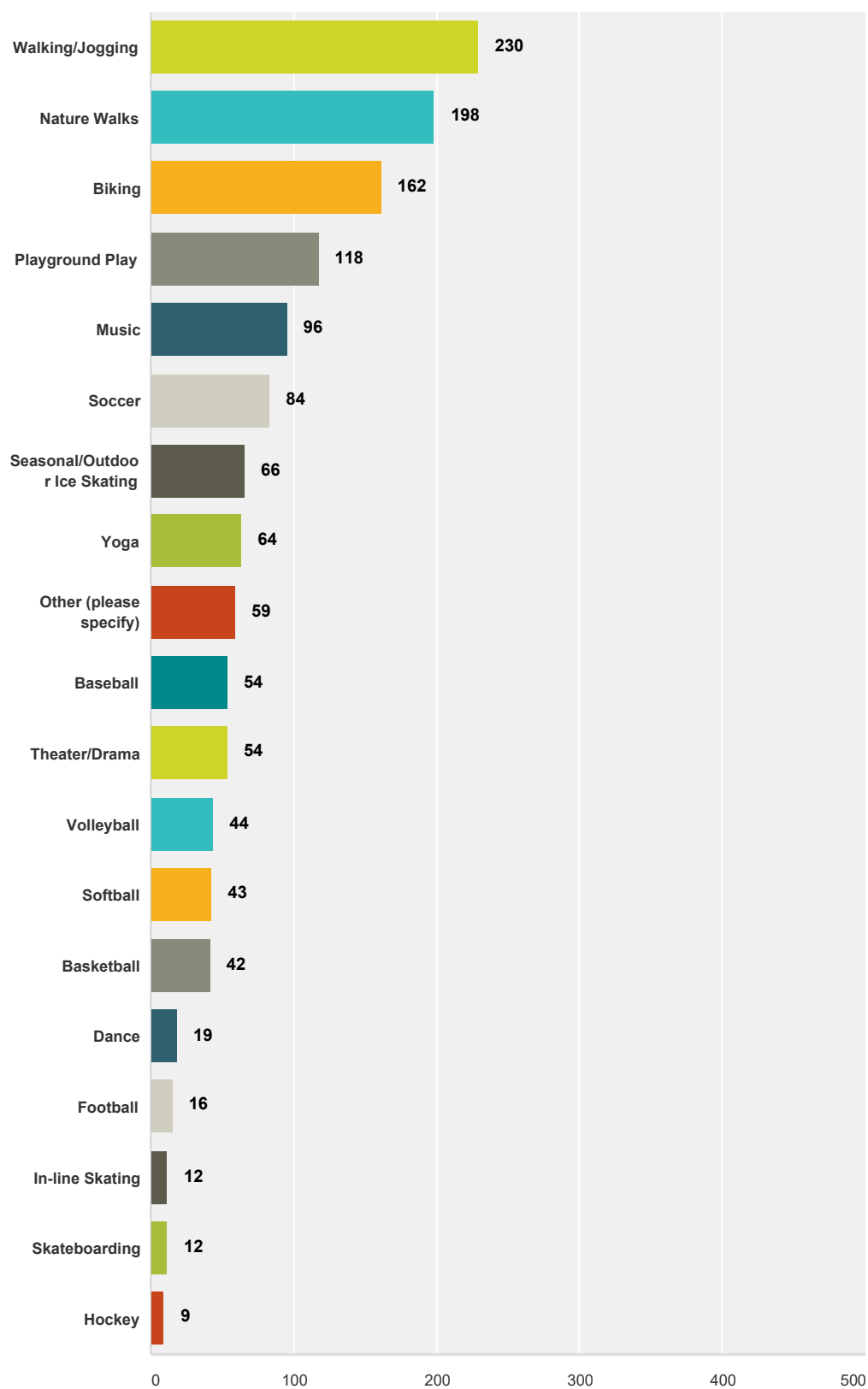
Answered: 248 Skipped: 38



Q7 What activities would you like most to do in Parkville Parks? Check all that apply.

Answered: 280 Skipped: 6

City of Parkville, MO's Parks Master Plan Survey



Answer Choices	Responses
Walking/Jogging	82% 230

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Nature Walks	71%	198
Biking	58%	162
Playground Play	42%	118
Music	34%	96
Soccer	30%	84
Seasonal/Outdoor Ice Skating	24%	66
Yoga	23%	64
Other (please specify)	21%	59
Baseball	19%	54
Theater/Drama	19%	54
Volleyball	16%	44
Softball	15%	43
Basketball	15%	42
Dance	7%	19
Football	6%	16
In-line Skating	4%	12
Skateboarding	4%	12
Hockey	3%	9
Total Respondents: 280		

#	Other (please specify)	Date
1	Zipline	4/29/2016 11:05 PM
2	Boating	4/28/2016 9:37 AM
3	Advanced Mountain Biking Trails, Swimming/Splash Parks, Tennis Courts	4/27/2016 3:57 PM
4	Paddling on the Missouri River	4/26/2016 1:00 PM
5	camping	4/25/2016 1:00 PM
6	Practice golf chipping	4/22/2016 9:17 PM
7	Tennis	4/22/2016 7:01 PM
8	Soccer	4/18/2016 8:30 PM
9	Disc golf and ultimate frisbee	4/18/2016 7:55 PM
10	N/A	4/18/2016 3:39 PM
11	tennis	4/18/2016 12:08 PM
12	Gardening	4/16/2016 10:01 AM
13	Tennis. Tennis.	4/16/2016 8:55 AM
14	Outdoor markets; outdoor festivals	4/15/2016 4:25 PM
15	swimming	4/15/2016 1:30 PM
16	play with my dogs	4/15/2016 10:39 AM
17	Camping	4/14/2016 6:08 PM

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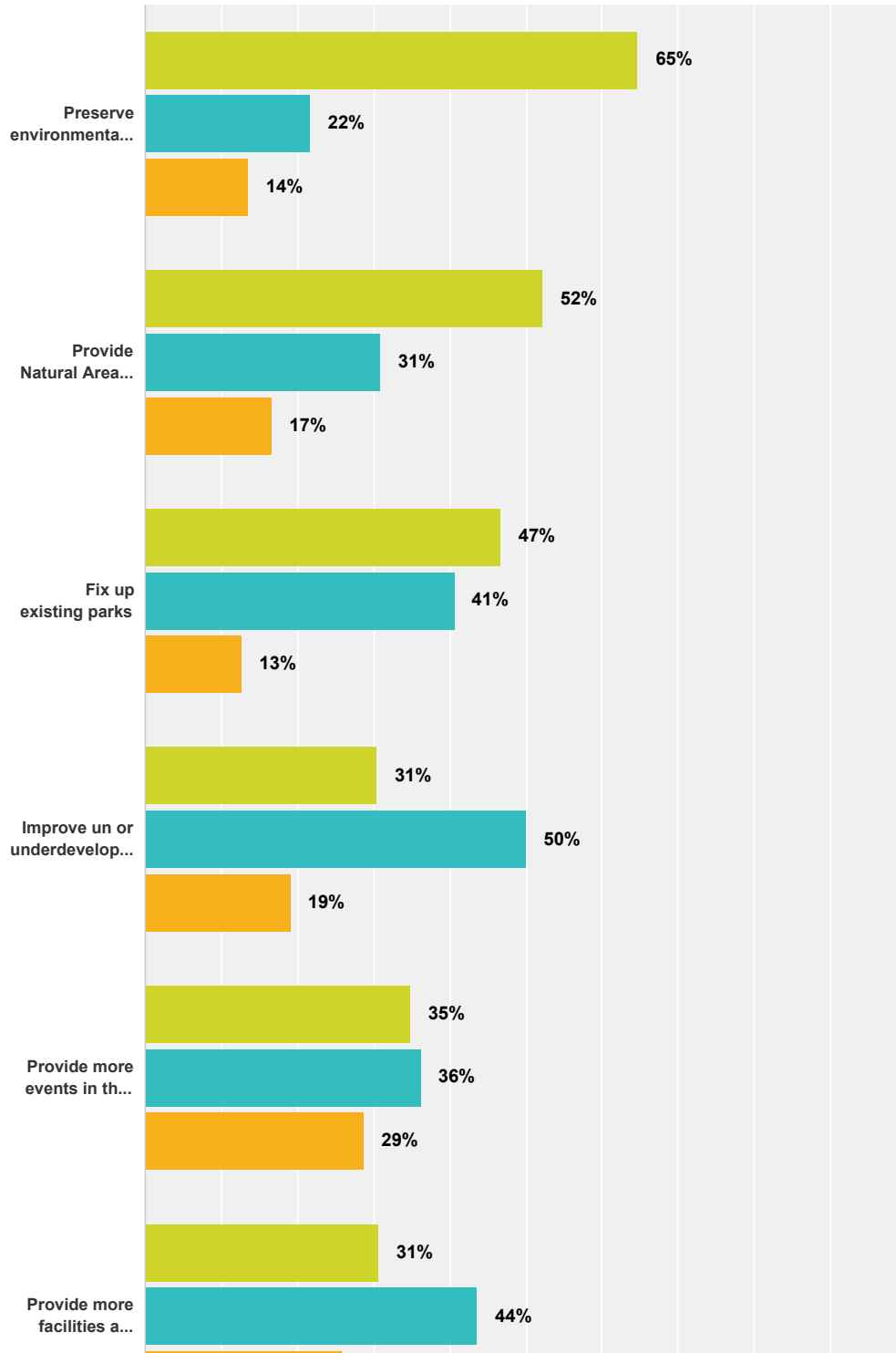
18	Boating	4/14/2016 5:43 PM
19	Kayaking/boating on the Missouri River	4/13/2016 8:35 PM
20	lacrosse fields	4/13/2016 3:25 PM
21	Kayaking and Canoeing	4/13/2016 1:44 PM
22	Overnight camp for bikers and paddlers	4/13/2016 10:35 AM
23	Concerts	4/13/2016 10:08 AM
24	camping	4/13/2016 9:44 AM
25	golf	4/13/2016 6:24 AM
26	Lacrosse field for the local Park Girls Lacrosse club	4/13/2016 1:04 AM
27	More outdoor concerts	4/12/2016 9:37 PM
28	An area like Les Bourgeois, looking out over the river, would be wonderful and highly used.	4/12/2016 9:28 PM
29	more youth sports fields	4/12/2016 9:16 PM
30	YOUTH Sports Fields - SOCCER especially!!	4/12/2016 9:05 PM
31	Gymnastics	4/12/2016 8:34 PM
32	Community garden	4/12/2016 1:39 PM
33	Tennis	4/12/2016 11:12 AM
34	Boating	4/11/2016 10:58 PM
35	Be able to safely walk up and down Crooked Road!	4/11/2016 2:55 PM
36	Gardening	4/10/2016 7:23 AM
37	Camping/Paddling	4/5/2016 1:29 PM
38	See comments about thru-travelers above.	4/1/2016 3:15 PM
39	Paddling	3/31/2016 9:46 PM
40	water sports/kayaking/canoeing	3/31/2016 9:04 PM
41	Kayaking canoeing.	3/31/2016 8:10 PM
42	camping	3/31/2016 7:22 PM
43	Paddling the river	3/31/2016 6:43 PM
44	I am a paddler. I thru paddled the Missouri River last summer.	3/31/2016 5:16 PM
45	canoeing	3/31/2016 2:17 PM
46	River access	3/31/2016 12:33 PM
47	Good river access and on shoe secure camping.	3/31/2016 12:11 PM
48	Kayaking and/or camping	3/31/2016 11:26 AM
49	Camping and paddling	3/31/2016 10:46 AM
50	Park access for traveling down river paddling	3/31/2016 10:30 AM
51	Camping	3/31/2016 10:11 AM
52	Mostly just stetching out and getting my land-feet feeling good again.	3/31/2016 9:51 AM
53	kayaking on the missouri river	3/31/2016 9:47 AM
54	Watercraft: Kayak, Boat, Tube, SUP's, Canoe, Swimming,	3/31/2016 9:45 AM
55	Access to the river for canoeing and kayaking	3/31/2016 9:36 AM
56	Paddling/ river use	3/31/2016 9:24 AM
57	I can't speak for the locals but for the people passing through either paddlers, cyclist and cross country walkers.	3/31/2016 9:01 AM

City of Parkville, MO's Parks Master Plan Survey

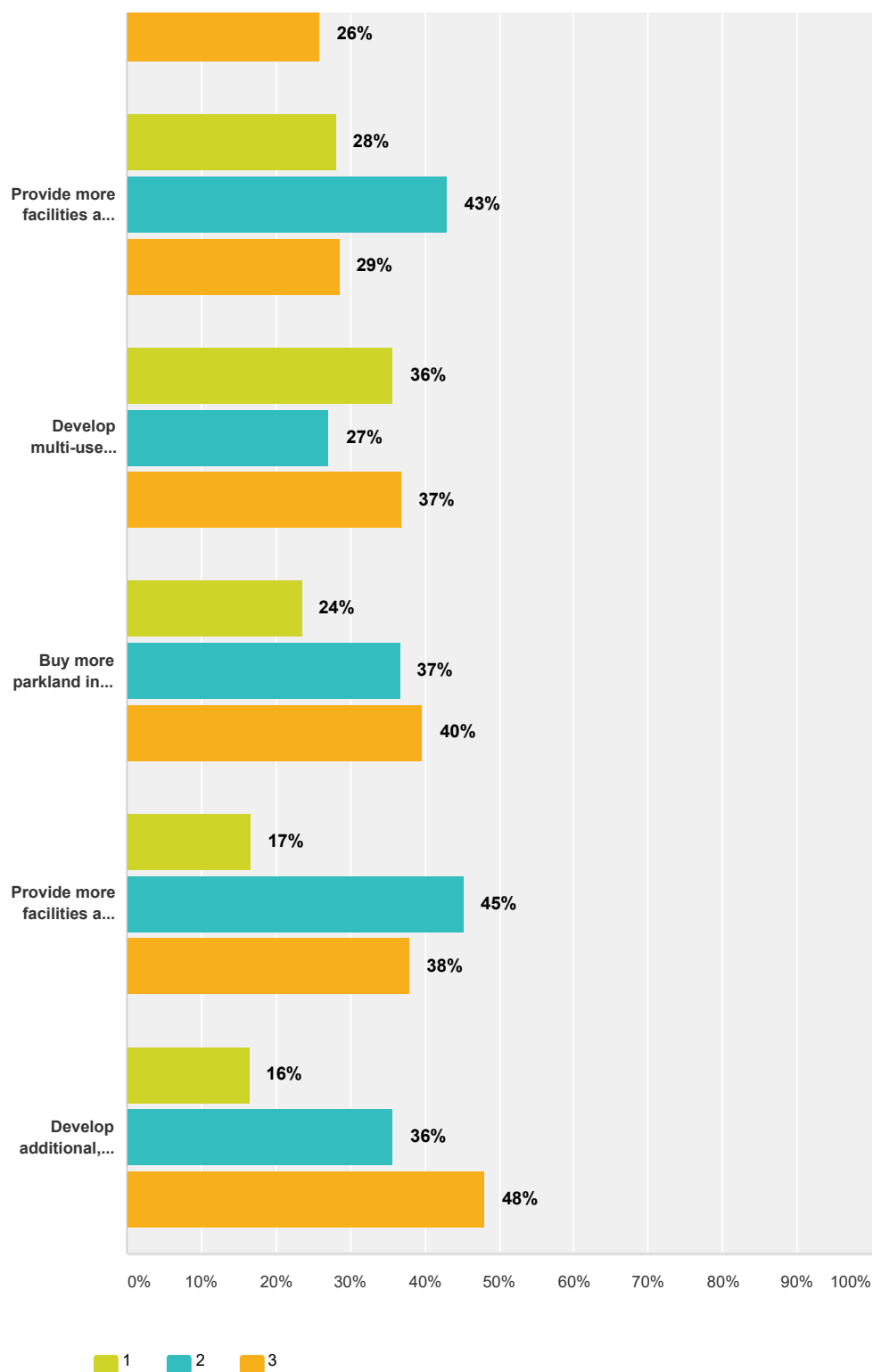
58	Amazed water access in nearly ignored by this survey. 1500+ people involve in MR340 race from KCK. Parkville is a natural host for paddling sports	3/31/2016 8:52 AM
59	Paddling access	3/30/2016 10:43 PM

Q8 Recognizing that available funding is limited, please check the level of priority which should be given by the City for the following statements, #1 being high priority, #3 being low priority:

Answered: 279 Skipped: 7



City of Parkville, MO's Parks Master Plan Survey



	1	2	3	Total	Weighted Average
Preserve environmentally sensitive areas	65% 172	22% 58	14% 36	266	2.51
Provide Natural Areas for Passive Recreation and Wildlife Benefit	52% 137	31% 81	17% 44	262	2.35

City of Parkville, MO's Parks Master Plan Survey

Fix up existing parks	47% 122	41% 106	13% 33	261	2.34
Improve un or underdeveloped parks	31% 76	50% 125	19% 48	249	2.11
Provide more events in the Riverfront Parks	35% 89	36% 93	29% 74	256	2.06
Provide more facilities and programs for younger children	31% 78	44% 111	26% 66	255	2.05
Provide more facilities and programs for teenagers and young adults	28% 71	43% 108	29% 72	251	2.00
Develop multi-use fields for community use at the Riverfront	36% 92	27% 70	37% 95	257	1.99
Buy more parkland in underserved areas	24% 59	37% 92	40% 99	250	1.84
Provide more facilities and programs for senior citizens	17% 42	45% 113	38% 95	250	1.79
Develop additional, smaller parks used by neighborhood residents	16% 41	36% 89	48% 120	250	1.68

Q9 How many persons live in your household?

Answered: 276 Skipped: 10

#	Responses	Date
1	4	4/30/2016 7:18 PM
2	4	4/29/2016 11:05 PM
3	7	4/29/2016 4:28 PM
4	3	4/28/2016 3:22 PM
5	3	4/28/2016 2:17 PM
6	2	4/28/2016 9:37 AM
7	4	4/27/2016 3:57 PM
8	3	4/27/2016 11:21 AM
9	2	4/26/2016 2:32 PM
10	3	4/26/2016 1:00 PM
11	4	4/26/2016 10:45 AM
12	4	4/26/2016 10:29 AM
13	4	4/25/2016 10:05 PM
14	3	4/25/2016 8:35 PM
15	3	4/25/2016 6:08 PM
16	1	4/25/2016 4:26 PM
17	4	4/25/2016 2:06 PM
18	5	4/25/2016 1:25 PM
19	2	4/25/2016 1:00 PM
20	2	4/25/2016 12:06 AM
21	3	4/24/2016 8:59 AM
22	2	4/24/2016 7:39 AM
23	2	4/23/2016 11:43 AM
24	2	4/22/2016 9:17 PM
25	2	4/22/2016 7:01 PM
26	3	4/22/2016 6:58 PM
27	1	4/22/2016 3:51 PM
28	2	4/22/2016 3:35 PM
29	4	4/22/2016 3:10 PM
30	2	4/22/2016 2:25 PM
31	2	4/22/2016 1:58 PM
32	1	4/21/2016 9:24 AM
33	4	4/20/2016 11:45 PM
34	3	4/20/2016 3:55 PM

City of Parkville, MO's Parks Master Plan Survey

35	2	4/20/2016 10:10 AM
36	3	4/19/2016 5:16 PM
37	3	4/19/2016 4:51 PM
38	5	4/19/2016 8:20 AM
39	4	4/18/2016 10:00 PM
40	7	4/18/2016 8:30 PM
41	2	4/18/2016 8:23 PM
42	7	4/18/2016 7:55 PM
43	2	4/18/2016 7:41 PM
44	2	4/18/2016 7:06 PM
45	2	4/18/2016 3:39 PM
46	3	4/18/2016 2:39 PM
47	3	4/18/2016 1:26 PM
48	3	4/18/2016 1:15 PM
49	3	4/18/2016 12:10 PM
50	3	4/18/2016 12:08 PM
51	5	4/18/2016 11:39 AM
52	3	4/18/2016 10:51 AM
53	4	4/18/2016 10:46 AM
54	4	4/18/2016 9:08 AM
55	4	4/18/2016 8:59 AM
56	4	4/18/2016 8:18 AM
57	5	4/18/2016 5:34 AM
58	4	4/17/2016 1:02 PM
59	3	4/17/2016 1:07 AM
60	3	4/16/2016 8:45 PM
61	4	4/16/2016 6:31 PM
62	5	4/16/2016 1:50 PM
63	2	4/16/2016 10:01 AM
64	2	4/16/2016 8:55 AM
65	5	4/16/2016 8:53 AM
66	5	4/16/2016 7:52 AM
67	5	4/16/2016 7:41 AM
68	4	4/16/2016 7:20 AM
69	5	4/16/2016 4:42 AM
70	4	4/15/2016 10:22 PM
71	2	4/15/2016 10:13 PM
72	3	4/15/2016 10:13 PM
73	3	4/15/2016 9:45 PM
74	4	4/15/2016 9:03 PM
75	4	4/15/2016 8:55 PM

City of Parkville, MO's Parks Master Plan Survey

76	3	4/15/2016 8:47 PM
77	3	4/15/2016 8:40 PM
78	4	4/15/2016 8:09 PM
79	4	4/15/2016 8:00 PM
80	3	4/15/2016 7:53 PM
81	2	4/15/2016 5:44 PM
82	3	4/15/2016 4:25 PM
83	3	4/15/2016 4:13 PM
84	3	4/15/2016 1:30 PM
85	3	4/15/2016 12:01 PM
86	4	4/15/2016 11:31 AM
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89	3	4/15/2016 9:30 AM
90	2	4/15/2016 9:30 AM
91	2	4/15/2016 9:16 AM
92	2	4/14/2016 10:10 PM
93	3	4/14/2016 8:27 PM
94	2	4/14/2016 7:26 PM
95	Two	4/14/2016 7:14 PM
96	2	4/14/2016 7:09 PM
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98	2	4/14/2016 6:49 PM
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100	6	4/14/2016 6:27 PM
101	4	4/14/2016 6:22 PM
102	5	4/14/2016 6:08 PM
103	1	4/14/2016 6:04 PM
104	2	4/14/2016 6:04 PM
105	2	4/14/2016 6:04 PM
106	2	4/14/2016 5:59 PM
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110	3	4/14/2016 5:46 PM
111	2	4/14/2016 5:43 PM
112	2	4/14/2016 5:42 PM
113	4	4/14/2016 5:37 PM
114	2	4/14/2016 5:32 PM
115	4	4/14/2016 5:28 PM
116	2	4/14/2016 5:25 PM

City of Parkville, MO's Parks Master Plan Survey

117	2	4/14/2016 5:05 PM
118	2	4/14/2016 4:52 PM
119	5	4/14/2016 4:25 PM
120	4	4/14/2016 4:22 PM
121	4	4/14/2016 4:13 PM
122	4	4/14/2016 4:00 PM
123	1	4/14/2016 3:54 PM
124	2	4/14/2016 3:43 PM
125	7	4/14/2016 12:26 PM
126	5	4/14/2016 10:52 AM
127	3	4/14/2016 8:31 AM
128	3	4/14/2016 8:28 AM
129	4	4/14/2016 7:09 AM
130	3	4/14/2016 5:29 AM
131	Four	4/13/2016 10:28 PM
132	5	4/13/2016 9:57 PM
133	3	4/13/2016 9:08 PM
134	5	4/13/2016 8:58 PM
135	3	4/13/2016 8:35 PM
136	5	4/13/2016 8:03 PM
137	5	4/13/2016 7:52 PM
138	4	4/13/2016 6:16 PM
139	5	4/13/2016 4:49 PM
140	4	4/13/2016 4:08 PM
141	3	4/13/2016 4:03 PM
142	5	4/13/2016 3:52 PM
143	5	4/13/2016 3:25 PM
144	4	4/13/2016 3:25 PM
145	3	4/13/2016 2:33 PM
146	6	4/13/2016 2:25 PM
147	2	4/13/2016 1:44 PM
148	3	4/13/2016 1:30 PM
149	1	4/13/2016 11:18 AM
150	4	4/13/2016 10:35 AM
151	4	4/13/2016 10:33 AM
152	4	4/13/2016 10:28 AM
153	4	4/13/2016 10:22 AM
154	2	4/13/2016 10:17 AM
155	5	4/13/2016 10:08 AM
156	5	4/13/2016 10:01 AM
157	2	4/13/2016 9:44 AM

City of Parkville, MO's Parks Master Plan Survey

158	5	4/13/2016 9:33 AM
159	5	4/13/2016 9:22 AM
160	4	4/13/2016 9:15 AM
161	7	4/13/2016 8:07 AM
162	3	4/13/2016 7:33 AM
163	4	4/13/2016 7:22 AM
164	3	4/13/2016 7:17 AM
165	5	4/13/2016 7:14 AM
166	5	4/13/2016 7:03 AM
167	4	4/13/2016 6:57 AM
168	4	4/13/2016 6:52 AM
169	3	4/13/2016 6:24 AM
170	5	4/13/2016 6:18 AM
171	4	4/13/2016 6:17 AM
172	3	4/13/2016 4:21 AM
173	4	4/13/2016 1:04 AM
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185	3	4/12/2016 9:45 PM
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190	4	4/12/2016 9:37 PM
191	3	4/12/2016 9:35 PM
192	4	4/12/2016 9:32 PM
193	9	4/12/2016 9:32 PM
194	4	4/12/2016 9:31 PM
195	4	4/12/2016 9:29 PM
196	4	4/12/2016 9:28 PM
197	4	4/12/2016 9:28 PM
198	3	4/12/2016 9:26 PM

City of Parkville, MO's Parks Master Plan Survey

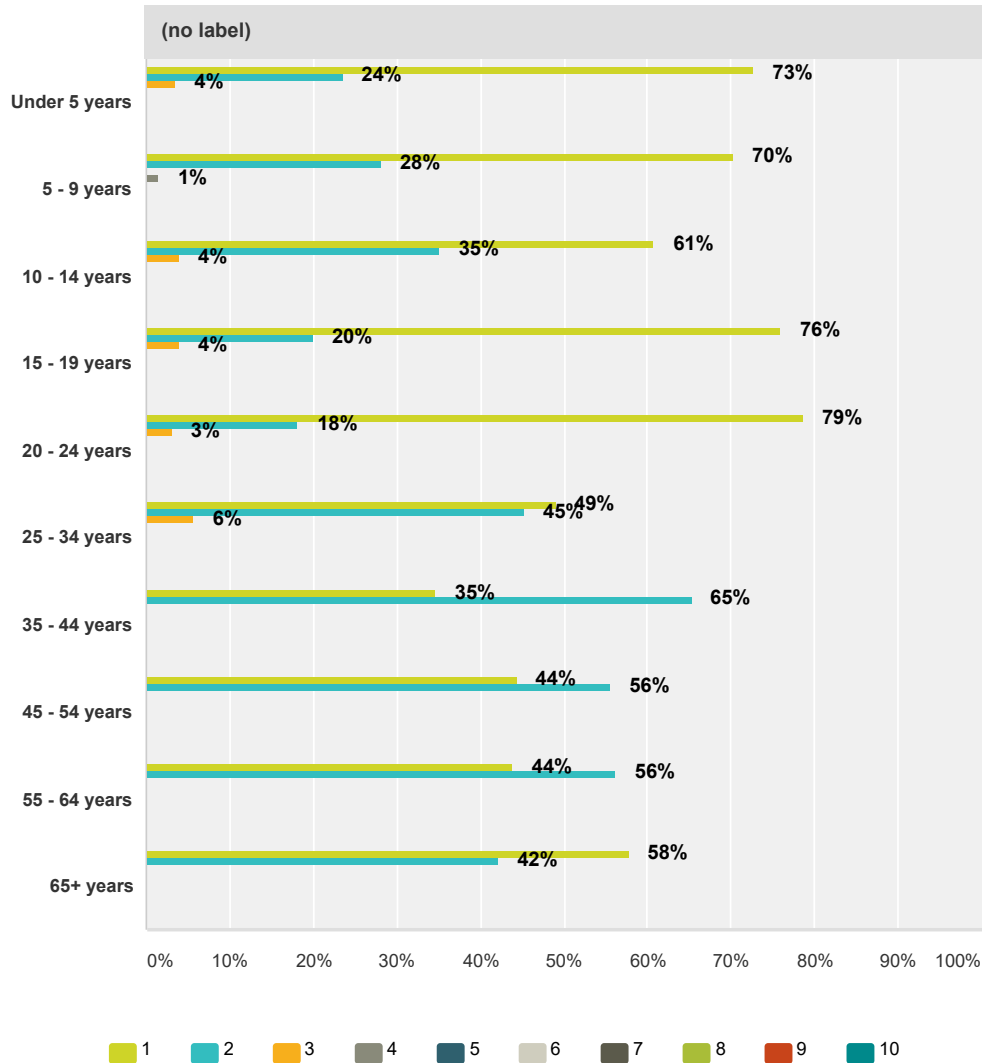
199	4	4/12/2016 9:21 PM
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201	5	4/12/2016 9:17 PM
202	5	4/12/2016 9:17 PM
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204	6	4/12/2016 9:05 PM
205	3	4/12/2016 8:58 PM
206	3	4/12/2016 8:34 PM
207	4	4/12/2016 6:49 PM
208	4	4/12/2016 1:39 PM
209	2	4/12/2016 11:12 AM
210	One	4/11/2016 10:58 PM
211	4	4/11/2016 7:40 PM
212	3	4/11/2016 2:55 PM
213	3	4/11/2016 9:19 AM
214	2	4/10/2016 5:07 PM
215	3	4/10/2016 7:23 AM
216	2	4/8/2016 8:02 PM
217	4	4/8/2016 4:59 AM
218	2	4/7/2016 12:04 PM
219	2	4/7/2016 11:46 AM
220	6	4/6/2016 1:16 PM
221	3	4/6/2016 12:12 PM
222	3	4/6/2016 10:21 AM
223	1	4/5/2016 1:50 PM
224	4	4/5/2016 1:29 PM
225	one	4/5/2016 6:11 AM
226	4	4/4/2016 12:29 PM
227	2	4/4/2016 9:45 AM
228	4	4/4/2016 9:29 AM
229	2	4/3/2016 4:09 PM
230	2	4/3/2016 3:18 PM
231	3	4/3/2016 3:08 PM
232	3	4/3/2016 3:04 PM
233	4	4/2/2016 8:12 PM
234	1	4/2/2016 4:43 PM
235	5	4/2/2016 2:12 PM
236	2 plus one dog (who also uses the parks)	4/1/2016 11:24 PM
237	4	4/1/2016 9:34 PM
238	3	4/1/2016 7:42 PM
239	2	4/1/2016 5:02 PM

City of Parkville, MO's Parks Master Plan Survey

240	3	4/1/2016 4:33 PM
241	2	4/1/2016 4:07 PM
242	1	4/1/2016 3:15 PM
243	4	4/1/2016 1:14 PM
244	4	4/1/2016 10:20 AM
245	3	4/1/2016 8:16 AM
246	7	4/1/2016 7:27 AM
247	5	3/31/2016 9:46 PM
248	2	3/31/2016 9:04 PM
249	3	3/31/2016 8:10 PM
250	3	3/31/2016 7:22 PM
251	1	3/31/2016 6:43 PM
252	2	3/31/2016 6:35 PM
253	2	3/31/2016 6:35 PM
254	3	3/31/2016 6:02 PM
255	1	3/31/2016 5:16 PM
256	1	3/31/2016 4:15 PM
257	2	3/31/2016 3:23 PM
258	2	3/31/2016 2:17 PM
259	1	3/31/2016 12:33 PM
260	3	3/31/2016 12:11 PM
261	6	3/31/2016 11:26 AM
262	2	3/31/2016 10:56 AM
263	3	3/31/2016 10:46 AM
264	4	3/31/2016 10:30 AM
265	2	3/31/2016 10:11 AM
266	4	3/31/2016 9:57 AM
267	2	3/31/2016 9:51 AM
268	4	3/31/2016 9:47 AM
269	2	3/31/2016 9:45 AM
270	2	3/31/2016 9:36 AM
271	2	3/31/2016 9:36 AM
272	4	3/31/2016 9:24 AM
273	2	3/31/2016 9:01 AM
274	6	3/31/2016 8:52 AM
275	4	3/31/2016 8:30 AM
276	1	3/30/2016 10:43 PM

Q10 How many persons in your household (counting yourself) are?

Answered: 278 Skipped: 8



(no label)											
	1	2	3	4	5	6	7	8	9	10	Total
Under 5 years	73% 40	24% 13	4% 2	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	55
5 - 9 years	70% 50	28% 20	0% 0	1% 1	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	71
10 - 14 years	61% 45	35% 26	4% 3	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	74
15 - 19 years	76% 38	20% 10	4% 2	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	50
20 - 24 years	79% 26	18% 6	3% 1	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	33

City of Parkville, MO's Parks Master Plan Survey

25 - 34 years	49% 26	45% 24	6% 3	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	53
35 - 44 years	35% 37	65% 70	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	107
45 - 54 years	44% 36	56% 45	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	81
55 - 64 years	44% 29	56% 37	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	66
65+ years	58% 26	42% 19	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	45

City of Parkville, MO's Parks Master Plan Survey

Q11 What is your home zip code?

Answered: 278 Skipped: 8

#	Responses	Date
1	64152	4/30/2016 7:18 PM
2	64152	4/29/2016 11:05 PM
3	64152	4/29/2016 4:28 PM
4	64152	4/28/2016 3:22 PM
5	64152	4/28/2016 2:17 PM
6	64152	4/28/2016 9:37 AM
7	64152	4/27/2016 3:57 PM
8	64151	4/27/2016 11:21 AM
9	64152	4/26/2016 2:32 PM
10	64081	4/26/2016 1:00 PM
11	64151	4/26/2016 10:45 AM
12	64151	4/26/2016 10:29 AM
13	64152	4/25/2016 10:05 PM
14	64152	4/25/2016 8:35 PM
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16	64152	4/25/2016 4:26 PM
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19	98020	4/25/2016 1:00 PM
20	64152	4/25/2016 12:06 AM
21	64152	4/24/2016 8:59 AM
22	64152	4/24/2016 7:39 AM
23	64152	4/23/2016 11:43 AM
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27	64152	4/22/2016 3:35 PM
28	64152	4/22/2016 3:10 PM
29	64152	4/22/2016 2:25 PM
30	64152	4/22/2016 1:58 PM
31	64152	4/21/2016 9:24 AM
32	64152	4/20/2016 11:45 PM
33	64152	4/20/2016 3:55 PM
34	64152	4/20/2016 10:10 AM
35	64152	4/19/2016 5:16 PM

City of Parkville, MO's Parks Master Plan Survey

36	64152	4/19/2016 4:51 PM
37	64152	4/19/2016 8:20 AM
38	64152	4/18/2016 10:00 PM
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56	64152	4/18/2016 8:59 AM
57	64152 64152	4/18/2016 8:18 AM
58	64157	4/18/2016 5:34 AM
59	64152 64152	4/17/2016 1:02 PM
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63	64152 64152	4/16/2016 1:50 PM
64	64152 641(2	4/16/2016 10:01 AM
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66	64152 64152	4/16/2016 8:53 AM
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69	64118	4/16/2016 7:20 AM
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73	64152 64152	4/15/2016 10:13 PM
74	64152 64152	4/15/2016 9:45 PM
75	64152 64152	4/15/2016 9:03 PM
76	64152 64152	4/15/2016 8:55 PM

City of Parkville, MO's Parks Master Plan Survey

77	64152 64152	4/15/2016 8:47 PM
78	64152 64152	4/15/2016 8:40 PM
79	64152 64152	4/15/2016 8:09 PM
80	64152 64152	4/15/2016 8:00 PM
81	64152 64152	4/15/2016 7:53 PM
82	64152 64152	4/15/2016 5:44 PM
83	64152 64152	4/15/2016 4:25 PM
84	64152 64152	4/15/2016 4:13 PM
85	64152 64152	4/15/2016 1:30 PM
86	64152 64152	4/15/2016 12:01 PM
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89	64152 64152	4/15/2016 10:14 AM
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91	64152 64152	4/15/2016 9:30 AM
92	64152 64152	4/15/2016 9:16 AM
93	64152 64152	4/14/2016 10:10 PM
94	64153	4/14/2016 8:27 PM
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96	64152 64152	4/14/2016 7:14 PM
97	64152 64152	4/14/2016 7:09 PM
98	64152 64152	4/14/2016 7:09 PM
99	64152 64152	4/14/2016 6:49 PM
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101	64152 64152	4/14/2016 6:27 PM
102	64152 64152	4/14/2016 6:22 PM
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104	64152 64152	4/14/2016 6:04 PM
105	64152 64152	4/14/2016 6:04 PM
106	64505	4/14/2016 6:04 PM
107	64152	4/14/2016 5:59 PM
108	64152	4/14/2016 5:56 PM
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116	64152	4/14/2016 5:25 PM
117	64152	4/14/2016 5:05 PM

City of Parkville, MO's Parks Master Plan Survey

118	64152	4/14/2016 4:52 PM
119	64152	4/14/2016 4:25 PM
120	64152	4/14/2016 4:22 PM
121	64152	4/14/2016 4:13 PM
122	64152	4/14/2016 4:00 PM
123	64152	4/14/2016 3:54 PM
124	64152	4/14/2016 3:43 PM
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127	64152	4/14/2016 8:31 AM
128	64152	4/14/2016 8:28 AM
129	64152 64152	4/14/2016 7:09 AM
130	65020	4/14/2016 5:29 AM
131	64152 64152	4/13/2016 10:28 PM
132	64152 64152	4/13/2016 9:57 PM
133	64152 64152 business	4/13/2016 9:08 PM
134	64152 64152	4/13/2016 8:58 PM
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137	64152 64152	4/13/2016 7:52 PM
138	64154	4/13/2016 6:16 PM
139	64152 64152	4/13/2016 4:49 PM
140	64152 64152	4/13/2016 4:08 PM
141	64152 64152	4/13/2016 4:03 PM
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City of Parkville, MO's Parks Master Plan Survey

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City of Parkville, MO's Parks Master Plan Survey

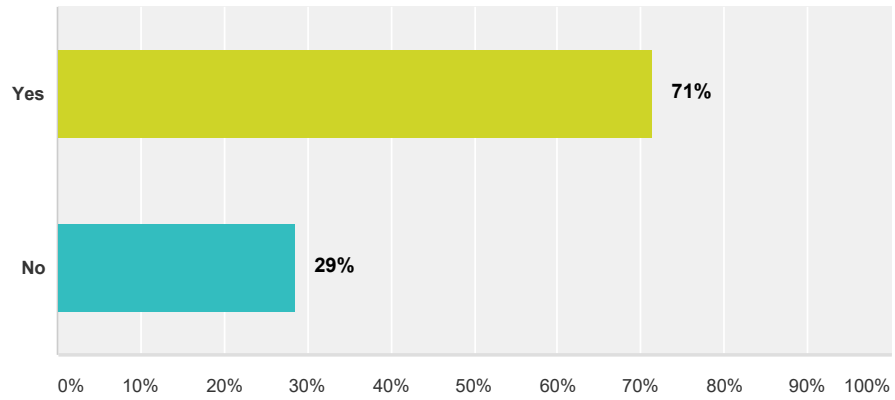
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City of Parkville, MO's Parks Master Plan Survey

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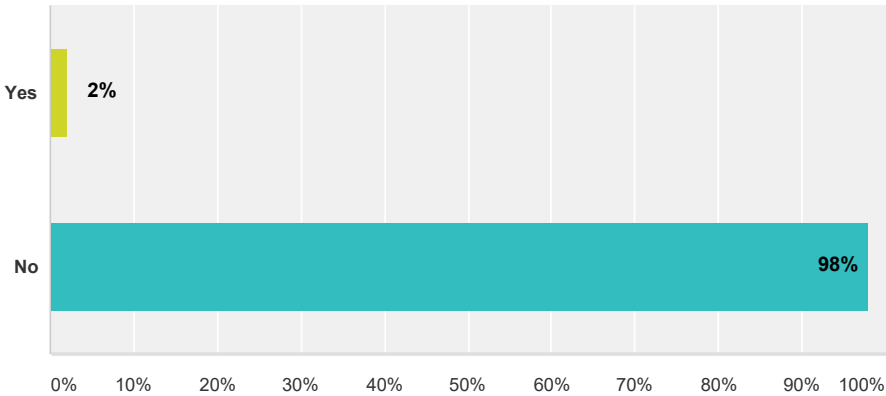
Q12 Are you a resident of Parkville?

Answered: 279 Skipped: 7



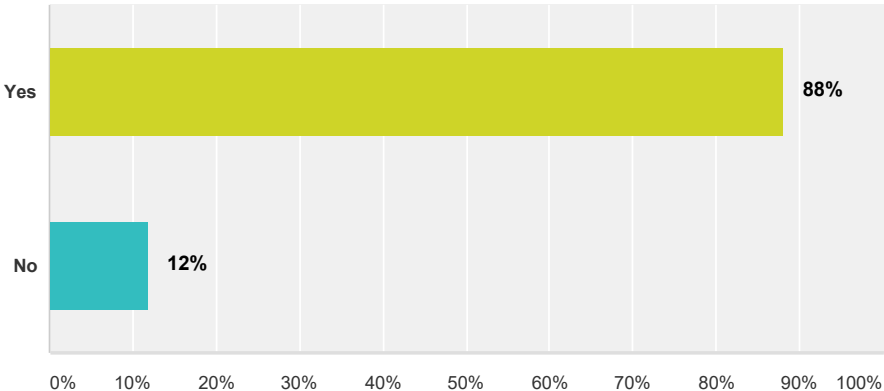
Q13 Do you attend Park University?

Answered: 279 Skipped: 7



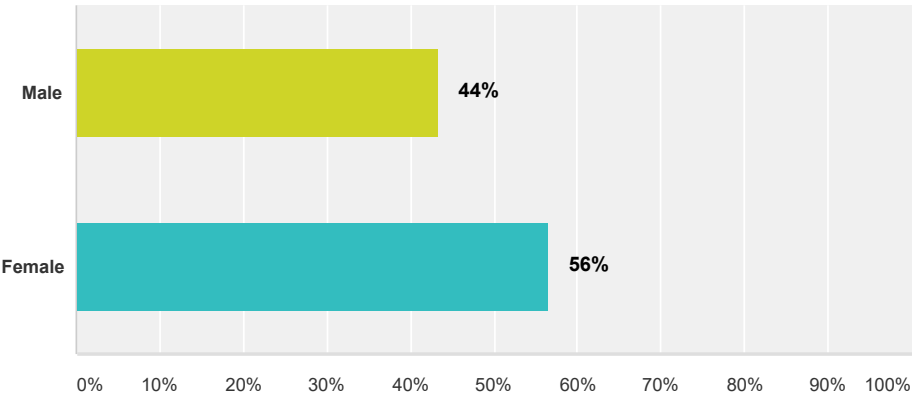
Q14 Are you a frequent visitor to Parkville?

Answered: 276 Skipped: 10



Q15 What is your gender?

Answered: 278 Skipped: 8



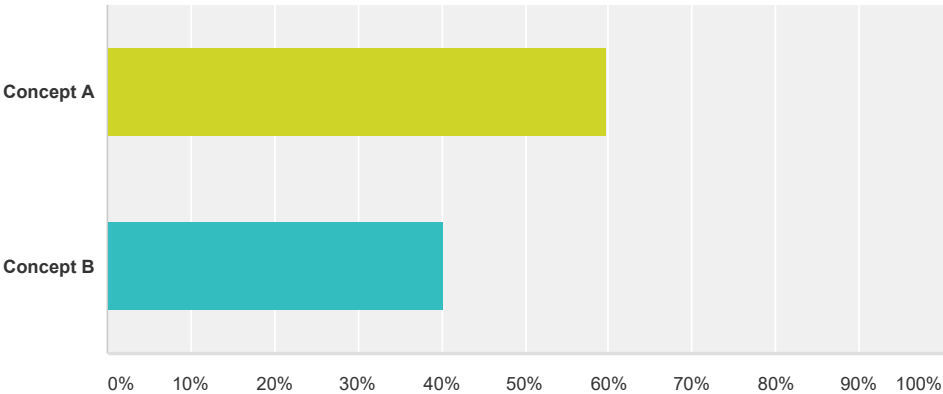
**APPENDIX A - RIVERFRONT PARKS
4th OF JULY**



**APPENDIX A - RIVERFRONT PARKS
ON-LINE SURVEY - DESIGN CONCEPTS**

Q1 Which Riverfront Parks Concept do you prefer? (Click on the hyperlink for each image for a larger view)

Answered: 174 Skipped: 22

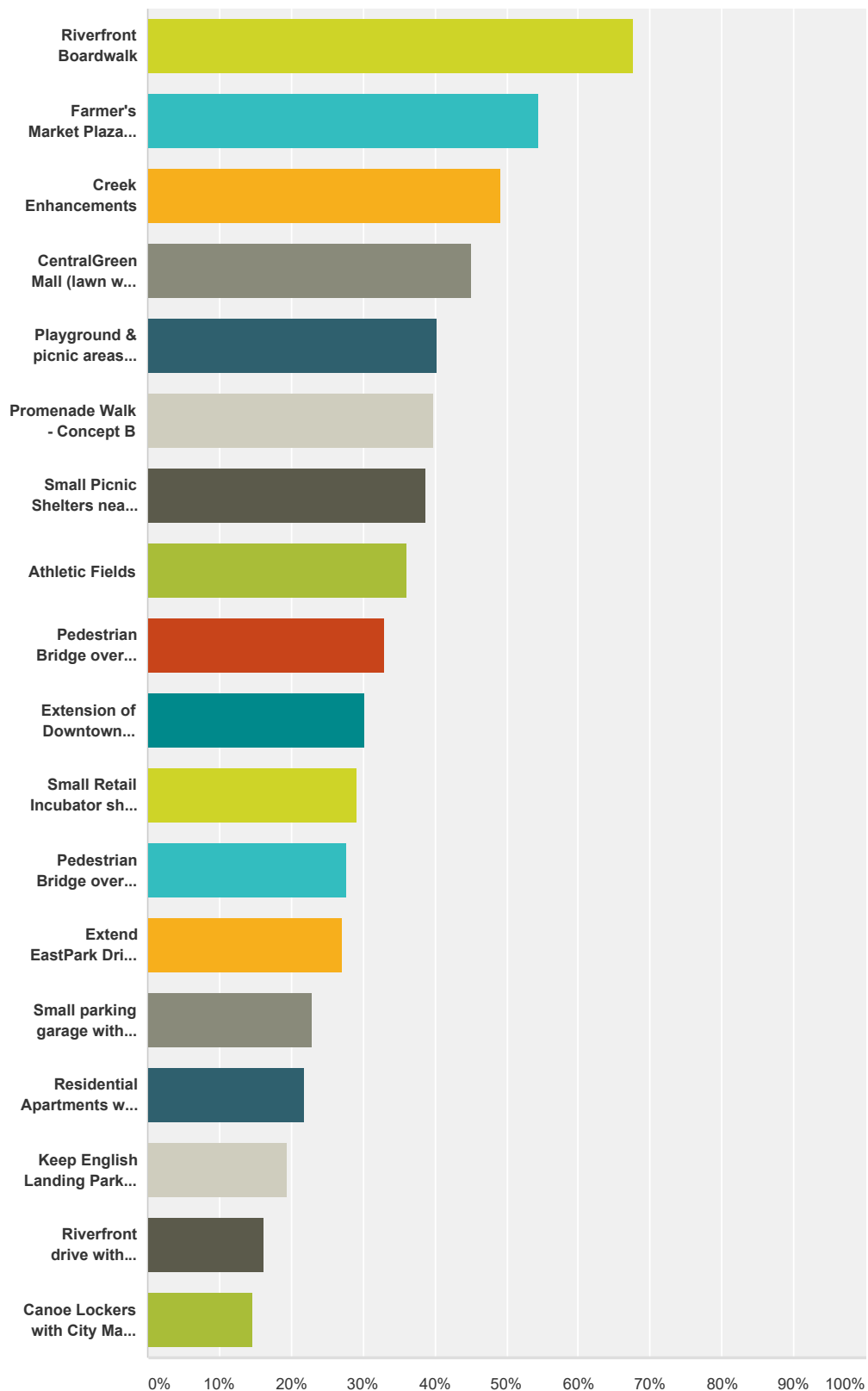


Answer Choices	Responses
	59.77% 104
	40.23% 70
Total	174

Q2 Please identify the conceptual design components that you feel are most important to be included in the final design. (select all that apply)

Answered: 191 Skipped: 5

Riverfront Parks - Concept Preferences

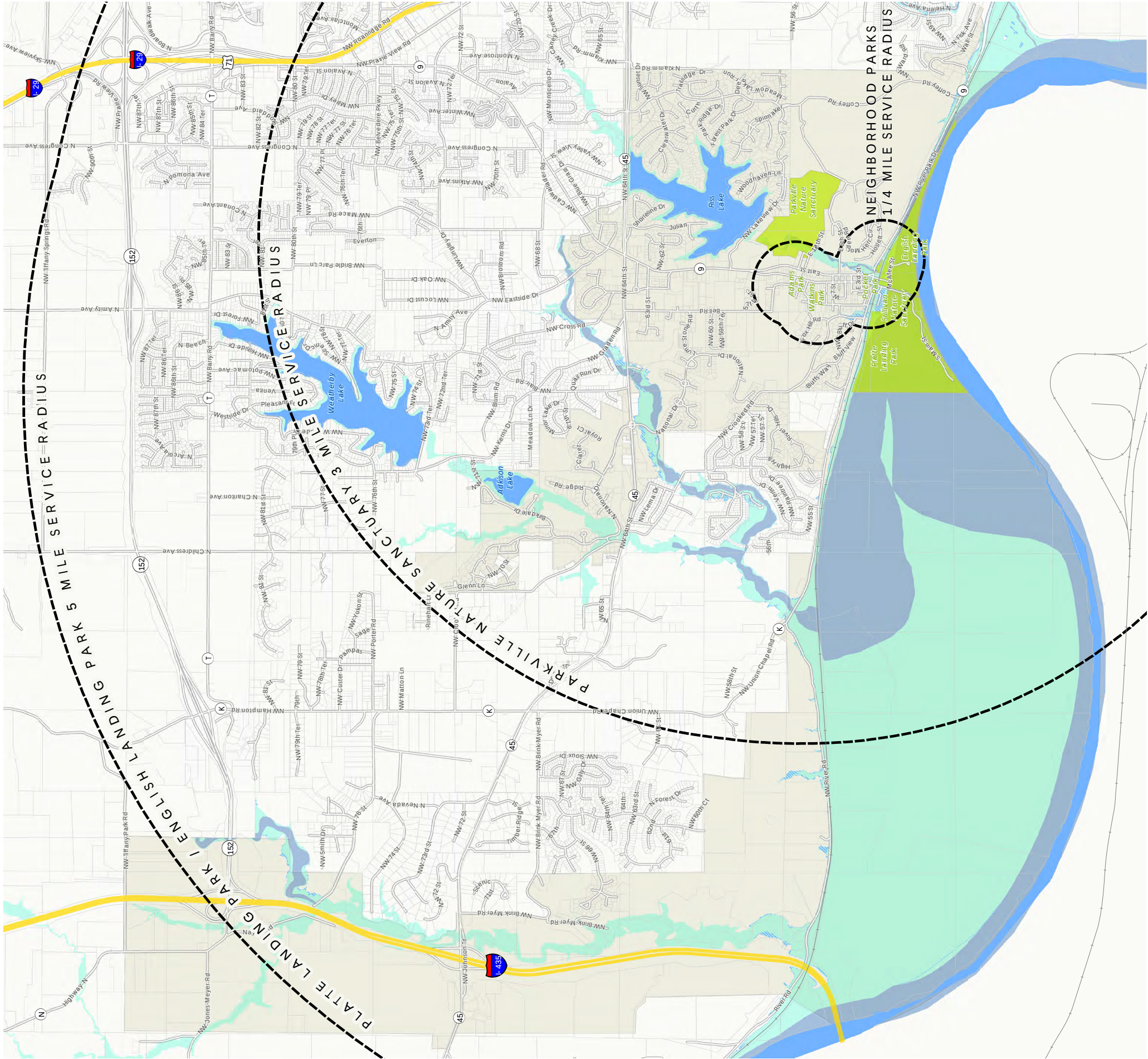


Answer Choices	Responses
Riverfront Boardwalk	67.54% 129

Riverfront Parks - Concept Preferences

Farmer's Market Plaza for small events closer to downtown shops - Concept A	54.45%	104
Creek Enhancements	49.21%	94
CentralGreen Mall (lawn with trees)- Concept A	45.03%	86
Playground & picnic areas near athletic fields	40.31%	77
Promenade Walk - Concept B	39.79%	76
Small Picnic Shelters near Sullivan Nature Sanctuary- Concept A	38.74%	74
Athletic Fields	36.13%	69
Pedestrian Bridge over White Aloe Creek	32.98%	63
Extension of Downtown development across the railroad tracks	30.37%	58
Small Retail Incubator shops along The Mall or the Promenade	29.32%	56
Pedestrian Bridge over Rush Creek - Concept B	27.75%	53
Extend EastPark Drive deeper into English Landingpark and add parking for better accessibility - Concept A	27.23%	52
Small parking garage with ground floor retail near downtown core - Concept B	23.04%	44
Residential Apartments with ground floor retail near downtown core - Concept B	21.99%	42
Keep English Landing Park Drive as is, but add parking stalls - Concept B	19.37%	37
Riverfront drive with parking near the river - Concept B	16.23%	31
Canoe Lockers with City Map and Resource information for river paddlers	14.66%	28
Total Respondents: 191		

APPENDIX B - PARKS MAP



PARKVILLE, MO

PARK SYSTEM LEVEL OF SERVICE MAP

- Parkville City Limits
- Railroad
- Interstate
- Street
- Parcel
- Park
- Lakes & River
- Floodway
- 500 Year Floodplain
- 100 Year Floodplain

APPENDIX C - RIVERFRONT DESIGN CONCEPTS



PRELIMINARY CONCEPT - A



PRELIMINARY CONCEPT - B



RIVERFRONT PARKS - FINAL DESIGN CONCEPT



DOWNTOWN TRANSITION ZONE & PLATTE LANDING PARK ENLARGEMENT

FINAL CONCEPT PLAN ENLARGEMENT

1. MULTI-PURPOSE
ACTIVITY FIELDS
2. WETLAND
3. DOG PARK (EXISTING)
4. CANOE LOCKERS
5. BOAT RAMP (EXISTING)
6. RIVERFRONT PARKING
7. NATURAL PLAY AREA
8. BASEBALL /SOFTBALL
FIELDS
9. PICNIC AREA
10. SULLIVAN NATURE
SANCTUARY
11. PLAZA WITH
RETAIL INCUBATORS
12. ENTRY GATEWAY
13. FARMER'S MARKET
14. CENTRAL LAWN
15. ART/MEMORIAL PLAZA
16. SCREENED MAINTENANCE
FACILITY
17. PEDESTRIAN BRIDGE
18. MULTI-PURPOSE OPEN
GREEN
19. PLAZA/STAGE
20. PLAYGROUND
21. PICNIC SHELTER
22. OVERLOOK
23. BOARDWALK

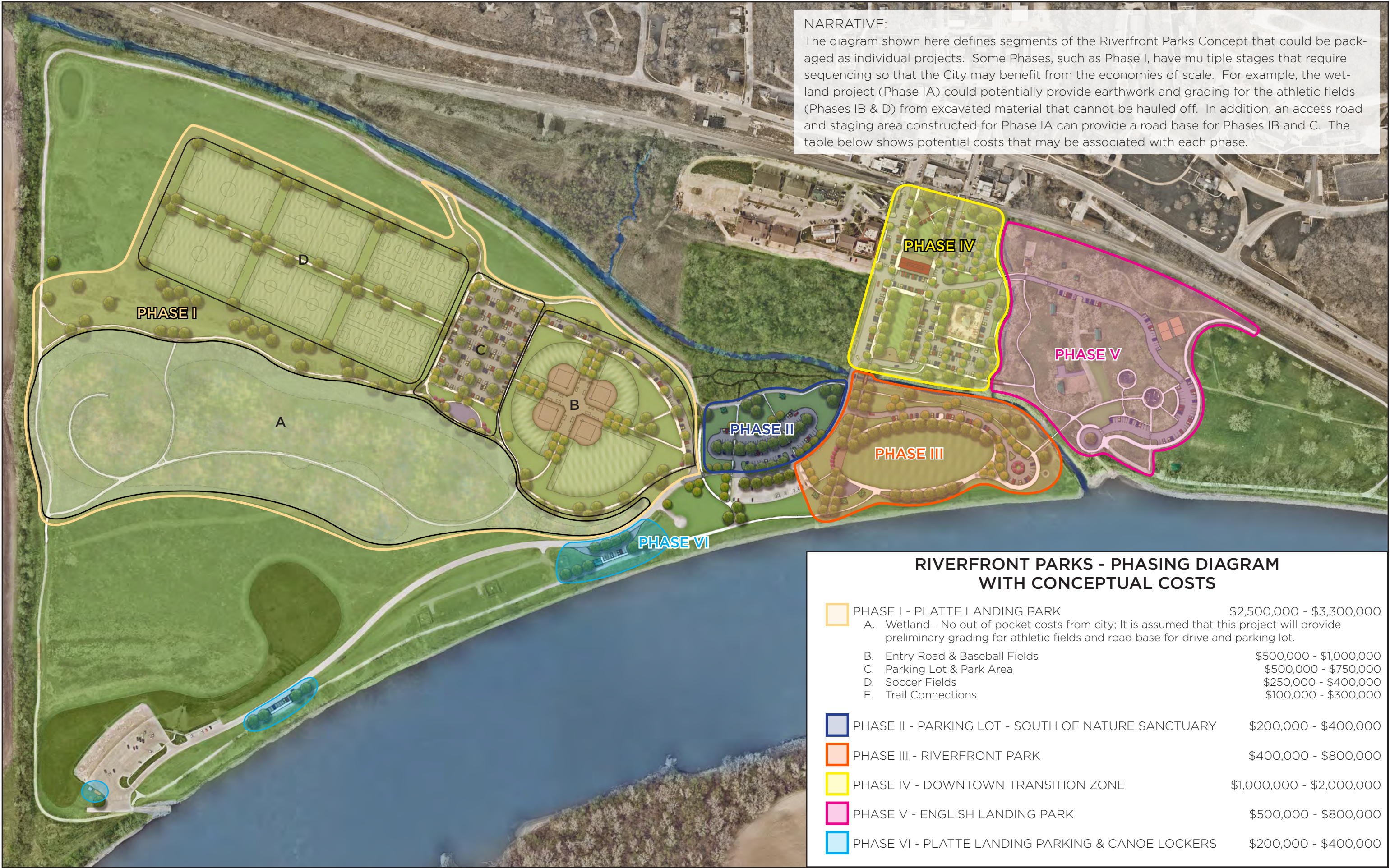


DOWNTOWN TRANSITION ZONE & ENGLISH LANDING PARK ENLARGEMENT

FINAL CONCEPT PLAN ENLARGEMENT

1. PLAZA WITH
RETAIL INCUBATORS
2. ENTRY GATEWAY
3. FARMER'S MARKET
4. CENTRAL LAWN
5. ART/MEMORIAL PLAZA
6. SCREENED MAINTENANCE
FACILITY
7. PEDESTRIAN BRIDGE
8. MULTI-PURPOSE OPEN
GREEN
9. PLAZA/STAGE
10. PLAYGROUND
11. PICNIC SHELTER
12. OVERLOOK
13. BOARDWALK
14. NEW ROAD EXTENDING
DEEPER WITH PARKING
15. NEW TRAILS CONNECTING
TO POINTS OF INTEREST
16. LOADING AREA FOR STAGE
17. CONVERT PAVED AREAS TO
GRASS
18. EXISTING PLAYGROUNDS TO
REMAIN
19. SAND VOLLEYBALL COURTS
20. CREEK ENHANCEMENTS

NARRATIVE:
The diagram shown here defines segments of the Riverfront Parks Concept that could be packaged as individual projects. Some Phases, such as Phase I, have multiple stages that require sequencing so that the City may benefit from the economies of scale. For example, the wetland project (Phase IA) could potentially provide earthwork and grading for the athletic fields (Phases IB & D) from excavated material that cannot be hauled off. In addition, an access road and staging area constructed for Phase IA can provide a road base for Phases IB and C. The table below shows potential costs that may be associated with each phase.



SMALL CONSTRUCTION SERVICES AGREEMENT MAINTENANCE OR REPAIR PROJECT

THIS SERVICE AGREEMENT, entered into on this 6th day of October, 2020 by and between the CITY OF PARKVILLE, MISSOURI ("City") and SHAWNEE MISSION TREE SERVICE DBA ARBOR MASTERS TREE & LANDSCAPE ("Contractor").

WHEREAS, the City seeks to hire Contractor to provide certain construction services as described in Exhibit "A" to this Agreement (the "Construction Services"); and

WHEREAS, the City has budgeted funds to acquire the services necessary to complete the Construction Services; and

WHEREAS, Contractor has the necessary staff and qualifications to provide the Construction Services to the City.

NOW THEREFORE, IN CONSIDERATION of the mutual covenants and agreements set forth herein, the parties mutually agree as follows:

I. SCOPE OF SERVICES

- A. The term "Construction Services" when used in this Agreement shall mean any and all labor, material, equipment, insurance, surety bonds or other thing of value that may be required by this Agreement including its exhibits.
- B. The City agrees to retain Contractor and Contractor agrees to perform and complete the Construction Services described in the **Exhibit "A"** – Scope of Work, attached hereto and incorporated by reference for a period of two (2) years from the date of this Agreement.
- C. Service Provider represents it has all necessary skills, personnel, financial capacity, licenses, permits, knowledge, and certifications required to perform the Services described herein.

II. COMPENSATION

- A. As consideration for providing the Construction Services, the City shall pay Contractor as set forth in **Exhibit "A"**.
- B. Contractor shall submit its invoices to the City either at completion of the Project, or on such milestone or other interim terms as set forth on **Exhibit "A"**. Contractor's final invoice shall be accompanied by Waivers of Lien and Releases of Claim on the forms attached as **Exhibit "B-2"** to this Agreement, executed by Contractor, any all subcontractors with contract values of \$5,000 or more, and notarized. If partial payments are authorized on **Exhibit "A"**, then Contractor shall submit partial lien waivers on the form attached as **Exhibit "B-1."** The City agrees to pay the balance of an approved invoice, or undisputed portions of a disputed invoice, within 30 days of the date of receipt by the City. In the event of a dispute, and prior to the invoice's due date, City shall pay the undisputed portion of the invoice and notify Contractor of the nature of the dispute regarding the balance.
- C. Contractor shall maintain accounts and records, including personnel, property, and financial records, adequate to identify and account for all costs pertaining to the Agreement and such other records as may be deemed necessary by the City to assure

proper accounting for all funds. These records will be made available for audit purposes to the City or any authorized representative, and will be retained for three years after the expiration of this Agreement unless permission to destroy them is granted by the City.

III. SCHEDULE

- A. Time is of the essence in performance of this Agreement.
- B. Unless otherwise directed by the City, Contractor shall commence performance of the Construction Services upon execution of this Agreement.
- C. Services shall be completed within the schedule set forth on **Exhibit "A"**.
- D. Neither the City nor the Contractor shall be in default of the Agreement for delays in performance caused by circumstances beyond the reasonable control of the non-performing party.
- E. If **Exhibit "A"** contains a provision for Liquidated Damages, it shall be because the parties have agreed that late completion of the Construction Services by Contractor would cause irreparable harm to the City, which harm is difficult to quantify; and that the parties have agreed that the amount stated in **Exhibit "A"** for Liquidated Damages is a fair approximation of the daily costs that the City would incur for late Substantial Completion of the work.

IV. CHANGES

- A. The City reserves the right to issue Changes, both additive and deductive, to the Scope of Work at the City's discretion. Contractor shall advise the City of additional costs and time delays, if any, resulting from such Changes, before Contractor performs the Changes. No adjustment to the Contract Time or Contract Price will be permitted unless Contractor has advised the City of the potential impact prior to commencing work on the Change, and the City either issues a Change Order which is agreed to by the parties, or the City directs the Contractor to proceed.
- B. Contractor shall provide Construction Services under this Agreement only upon written request of the City and only to the extent defined and required by the City. Any additional services or materials provided by the Contractor without the City's prior written consent shall be at the Contractor's own risk, cost, and expense, and Contractor shall not make a claim for compensation from the City for such work.

V. INDEMNIFICATION

- A. Contractor shall indemnify and hold harmless the City and its departments, elected officials, officers, employees and agents, from and against all liability, suits, actions, proceedings, judgments, claims, losses, damages, and injuries (including attorneys' fees and other expenses of litigation, arbitration, mediation or appeal), which in whole or in part arise out of or have been connected with Contractor's negligence, error, omission, recklessness, or wrongful or criminal conduct in the performance of Construction Services, including performance by Contractor's employees and agents; or arising from any claim for libel, slander, defamation, copyright infringement, invasion of privacy, piracy and/or plagiarism related to any materials related to materials furnished by Contractor in the course of performance of the work, except to the extent that such claims arise from materials created or supplied by the City.

- B. Contractor's obligation to indemnify and hold harmless shall remain in effect and shall be binding on Contractor whether such injury shall accrue, or may be discovered, before or after termination of this Agreement.

VI. INSURANCE

- A. Contractor shall secure and maintain, at its expense, through the duration of this Agreement insurance as set forth on **Exhibit "C."**

VII. ASSIGNMENT OF AND RESPONSIBILITY FOR PERSONNEL

- A. Contractor's assignment of personnel to perform the Services shall be subject to the City's oversight and general guidance. The City reserves the right to request qualifications and/or reject service from any and all employees of the Contractor.
- B. Unless otherwise stated in **Exhibit "A"**, Contractor shall be represented by a Superintendent or Foreman authorized to give and receive all instruction and notices from and to the City at all times while performing Construction Services, and shall have on site a person who is fluent in all languages necessary to communicate instructions regarding the work and information regarding medical emergencies with Contractor's employees and subcontractors.
- C. All of the Construction Services required hereunder will be performed by the Contractor or under Contractor's supervision, and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under State and Local law to perform such services.
- D. None of the work or services covered by this Agreement shall be subcontracted without the prior written approval of the City. Any work or services subcontracted hereunder shall be specified by written contract or agreement and shall be subject to each provision of this Agreement including, but not limited to, indemnification, insurance and warranties.
- E. Contractor and all subcontractors with a contract value of \$5,000 or more shall execute affidavits on the form attached as **Exhibit "D"**, attesting to their compliance with RSMo. § 285.530.5 concerning compliance with Missouri's Worker Eligibility requirements.
- F. Contractor and all subcontractors must require all on-site employees to complete the ten-hour construction training program required under Section 292.675 RSMo. unless they have previously completed the program and have documentation of having done so. Contractor shall execute the affidavit attached as **Exhibit "E"**, attesting that it has provided OSHA safety training for its on-site employees. Contractor will forfeit a penalty to the City of \$2,500 plus an additional \$100 for each employee employed by Contractor or any subcontractor, for each calendar day, or portion thereof, such employee is employed without the required training. See Section 292.675 RSMo.
- G. No illegal drug or alcohol usage will be tolerated at the Site. All persons admitted to work on the Site will dress appropriately and avoid foul language. Music shall not be played at volume levels that would be objectionable to third-parties. Any worker found by the City to be violating these conduct requirements will be removed immediately.

VIII. WARRANTY

- A. The Contractor warrants to the City that materials and equipment furnished under the Contract will be of good quality and new unless the Scope of Work documents require or permit otherwise. The Contractor further warrants that the work will conform to the requirements of the Scope of Work documents and will be free from defects, except for

those inherent in the quality of the Work the Scope of Work documents require or permit. Work, materials, or equipment not conforming to these requirements may be considered defective. The Contractor's warranty excludes remedy for damage or defect caused by abuse, alterations to the work not executed by the Contractor or its subcontractors or suppliers, improper or insufficient maintenance or improper operation. If required by the Owner, the Contractor shall furnish satisfactory evidence as to the kind and quality of materials and equipment. The Contractor's warranties required by the Agreement (express and implied) shall remain in full force and effect even if a material or equipment item is required by the Owner to be manufactured by a specific entity, and no other equivalent product manufactured by any other entity is acceptable.

- B. The Contractor's warranty in Section IX.A. shall not be construed to replace, change or otherwise limit any statutory or common law warranty rights of the Owner, or any other Contract requirements.

IX. OWNERSHIP OF WORK PRODUCT

Contractor agrees that any documents, materials and/or work products produced in whole or in part by or through it under this Agreement, any intellectual property rights of Contractor therein (collectively the "Works") are intended to be owned by the City. Accordingly, Contractor hereby assigns and agrees to assign to the City all of its right title and interest in and to such Works.

X. RELATIONSHIP OF THE PARTIES

- A. Contractor represents that it is an independent contractor and that no personnel performing any of the Construction Services shall be employees of or have any contractual relationship with the City.

XI. NOTICES

- A. All notices required by this Agreement shall be in writing, and unless otherwise directed by this Agreement, shall be sent to the addresses as set forth in this Section:
- B. Notices sent by Contractor shall be sent to:
 - City of Parkville
 - Attn: Alysen Abel, PW Director
 - 8880 Clark Ave.
 - Parkville, MO 64152
- C. Notices sent by the City shall be sent to:
 - Shawnee Mission Tree Service DBA Arbor Masters Tree & Landscape
 - Attn: Mark Cantrell
 - 8250 Cole Parkway
 - Shawnee, KS 66227
 - 913-441-8888

XII. CORRECTION OF WORK

The Contractor shall promptly correct work rejected by the City or failing to conform to the requirements of the Agreement, whether discovered before or after Substantial Completion and whether or not fabricated, installed or completed. Costs of correcting such rejected work, including additional testing and inspections, the cost of uncovering and replacement, and compensation for services and expenses of a designer made necessary thereby, shall be at

the Contractor's expense. If the Contractor fails to correct nonconforming Work within ten (10) days after receipt of written notice from the City, the City may correct it at Contractor's expense.

XIII. TERM AND TERMINATION

- A. The effective date of this Agreement shall be the date of execution, when the Agreement is signed by both parties.
- B. Notwithstanding anything to the contrary in this Agreement or exhibit, the City reserves the right and may elect to terminate this Agreement at any time, with or without cause, by giving at least ten (10) days' written notice to the Contractor. The City shall compensate Contractor for the Construction Services that have been completed to the City's satisfaction as of the date of termination. Contractor shall perform no activities other than reasonable wrap-up activities after receipt of notice of termination.
- C. The City may terminate the Agreement for cause if the Contractor
 - 1. refuses or fails to supply enough properly skilled workers or proper materials;
 - 2. fails to make payment to Subcontractors for materials, equipment, services or labor in accordance with the respective agreements between the Contractor and the Subcontractors;
 - 3. disregards applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of a public authority;
 - 4. or its Subcontractors or Sub-subcontractors causes a work stoppage due to any strike, picket, boycott or participates in any voluntary or involuntary cessation of Work; or
 - 5. otherwise is guilty of substantial breach of a provision of the Agreement.

When any of the above reasons exist, the City may without prejudice to any other rights or remedies of the City and after giving the Contractor and the Contractor's surety, if any, seven (7) days' written notice, terminate the Agreement and may, subject to any prior rights of the surety, if any:

- 1. Exclude the Contractor from the Project site and take possession of all materials, equipment, tools, and construction equipment and machinery thereon owned by the Contractor;
- 2. Direct the work of subcontractors; and
- 3. Finish the Work by whatever reasonable method the City may deem expedient. Upon written request of the Contractor, the City shall furnish to the Contractor a detailed accounting of the costs incurred by the City in finishing the Work.

When the Owner terminates the Agreement for one of the reasons stated in Section XIV. A., the Contractor shall not be entitled to receive further payment until the Work is finished.

If the unpaid balance of the Contract Price exceeds costs of finishing the Work, including compensation for the services and expenses of a designer, and legal, consultant and testing fees made necessary thereby, and other damages incurred by the City and not expressly waived, such excess shall be paid to the Contractor. If such costs and damages

exceed the unpaid balance, the Contractor or its surety, if any, shall pay the difference to the City upon demand. The obligation for payment, if any, shall survive termination of the Agreement.

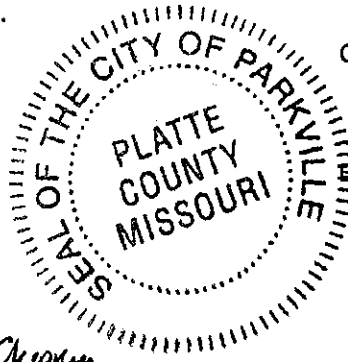
XIV. MISCELLANEOUS PROVISIONS

- A. Governing Law. This Agreement shall be governed and construed in accordance with the laws of the State of Missouri.
- B. Assignability. Contractor shall not assign any interest on this Agreement, and shall not transfer any interest in the same (whether by assignment or invitation), without the prior written consent of the City thereto. Provided, however, that the claims for money by Contractor from the City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Written notice of any such assignment or transfer shall be furnished promptly to the City.
- C. Media Announcements. Contractor shall not be authorized to make statements to the media or otherwise on behalf of the City without express direction and consent of the City.
- D. Compliance with Local Laws. Contractor shall comply with all applicable laws, ordinances, and codes of the State of Missouri and local governments, and shall save the City harmless with respect to any damages arising from any tort done in performing any of the work embraced by this Agreement.
- E. Equal Employment Opportunity. During the performance of this Agreement, Contractor agrees as follows:
 - i. Contractor will not discriminate against any employee or applicant for employment because of race, creed, color, national origin, religion, or sex. Service Provider will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, national origin, religion, or sex. Such action shall include, but not be limited to, employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
 - ii. Contractor will, in all solicitation or advertisements for employees placed by or on behalf of Professional, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, national origin, religion, or sex.
 - iii. Contractor will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement so that provisions will be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.
- F. Interest of Members of a City. No member of the governing body of the City and no other officer, employee, or agent of the City who exercises any functions or responsibilities in connection with the planning and carrying out of this Agreement, shall have any personal financial interest, direct or indirect, in this Agreement, and Contractor shall take appropriate steps to assure compliance.
- G. Interest of Contractor and Employees. Contractor covenants that he/she presently has no interest and shall not acquire interest, direct or indirect, in the study area or any parcels

therein or any other interest which would conflict in any manner or degree with the performance of his/her services hereunder. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed.

- H. Entire Agreement. This Agreement represents the entire Agreement and understanding between the parties, and this Agreement supersedes any prior negotiations, proposals, or agreements. Unless otherwise provided in this Agreement, any amendment to this Agreement shall be in writing and shall be signed by the City and Contractor, and attached hereto.
- I. Severability. If any part, term or provision of this Agreement, or any attachments or amendments hereto, is declared invalid, void, or enforceable, all remaining parts, terms, and provisions shall remain in full force and effect.
- J. Waiver. The failure of either party to require performance of this Agreement shall not affect such party's right to enforce the same. A waiver by either party of any provision of breach of this Agreement shall be in writing. A written waiver shall not affect the waiving party's rights with respect to any other provision or breach.
- K. Third Parties. The Services to be performed by the Contractor are intended solely for the benefit for the City. Nothing contained herein shall create a contractual relationship with, or any rights in favor of, any person or entity not a signatory to this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the date first above written.



CITY OF PARKVILLE, MISSOURI

By: Nannette K. Johnston
Nannette K. Johnston, Mayor

ATTEST:

Melissa McChesney
Melissa McChesney, City Clerk

SHAWNEE MISSION TREE SERVICE
DBA ARBOR MASTERS TREE & LANDSCAPE

By: Mark Cantrell

Mark Cantrell, Vice President

Exhibit A

SCOPE OF WORK AND PRICING AGREEMENT

Contractor agrees to perform all the Work described in the Contract Documents, including all Addenda, for the prices presented below for each Section of the Work. In case of a discrepancy between the Unit Price and the Extension Figure, the Unit Price shall rule.

- a. This Agreement allows the City to call on Contractor for assistance during emergency and non-emergency work scenarios. The situations will require different response times due to the severity and urgency of the work.
1. Emergency – An emergency situation requires a response time within 4 hours for a condition that jeopardizes public safety; and with 24 hours for a condition that constitutes a public inconvenience.
 2. Non-emergency – A non-emergency situation requires a response time within 2 business days or a timeframe that is mutually agreed upon by both parties.

NON-EMERGENCY

TREE REMOVAL (INCLUDES LABOR AND EQUIPMENT)

SCOPE OF WORK DBH=diameter at 5' from the ground	UNIT PRICE
DBH 1 to 12 inches	\$160
DBH 13 to 24 inches	\$325
DBH 25 to 36 inches	\$695
DBH 37 to 48 inches	\$1,100
DBH 49 to 60 inches	\$1,850
Stump Removal	\$95

EMERGENCY

TREE REMOVAL (INCLUDES LABOR AND EQUIPMENT)

SCOPE OF WORK DBH=diameter at 5' from the ground	UNIT PRICE
DBH 1 to 12 inches	\$275
DBH 13 to 24 inches	\$575
DBH 25 to 36 inches	\$875
DBH 37 to 48 inches	\$1,500
DBH 49 to 60 inches	\$2,100
Stump Removal	\$150

NON-EMERGENCY**TREE PRUNING/TRIMMING (INCLUDES LABOR AND EQUIPMENT)**

SCOPE OF WORK	UNIT PRICE
BUCKET TRUCK	\$65
1-PERSON CREW	\$110
2-PERSON CREW	\$160
3-PERSON CREW	\$230
4-PERSON CREW	\$315
CHIPPER UNIT	\$25

EMERGENCY**TREE PRUNING/TRIMMING (INCLUDES LABOR AND EQUIPMENT)**

SCOPE OF WORK	UNIT PRICE
BUCKET TRUCK	\$65
1-PERSON CREW	\$135
2-PERSON CREW	\$195
3-PERSON CREW	\$265
4-PERSON CREW	\$350
CHIPPER UNIT	\$50

The City agrees to retain Contractor and Contractor agrees to perform and complete the Construction Services described in the **Exhibit "A"** – Scope of Work, and incorporated by reference for a period of two (2) years from the date of this Agreement, which is October 6, 2022.

SMALL CONSTRUCTION SERVICES AGREEMENT MAINTENANCE OR REPAIR PROJECT

THIS SERVICE AGREEMENT, entered into on this 6th day of October 2020, by and between the CITY OF PARKVILLE, MISSOURI ("City") and URBAN TREE SPECIALISTS, LLC ("Contractor").

WHEREAS, the City seeks to hire Contractor to provide certain construction services as described in Exhibit "A" to this Agreement (the "Construction Services"); and

WHEREAS, the City has budgeted funds to acquire the services necessary to complete the Construction Services; and

WHEREAS, Contractor has the necessary staff and qualifications to provide the Construction Services to the City.

NOW THEREFORE, IN CONSIDERATION of the mutual covenants and agreements set forth herein, the parties mutually agree as follows:

I. SCOPE OF SERVICES

- A. The term "Construction Services" when used in this Agreement shall mean any and all labor, material, equipment, insurance, surety bonds or other thing of value that may be required by this Agreement including its exhibits.
- B. The City agrees to retain Contractor and Contractor agrees to perform and complete the Construction Services described in the **Exhibit "A"** – Scope of Work, attached hereto and incorporated by reference for a period of two (2) years from the date of this Agreement.
- C. Service Provider represents it has all necessary skills, personnel, financial capacity, licenses, permits, knowledge, and certifications required to perform the Services described herein.

II. COMPENSATION

- A. As consideration for providing the Construction Services, the City shall pay Contractor as set forth in **Exhibit "A"**.
- B. Contractor shall submit its invoices to the City either at completion of the Project, or on such milestone or other interim terms as set forth on **Exhibit "A"**. Contractor's final invoice shall be accompanied by Waivers of Lien and Releases of Claim on the forms attached as **Exhibit "B-2"** to this Agreement, executed by Contractor, any all subcontractors with contract values of \$5,000 or more, and notarized. If partial payments are authorized on **Exhibit "A"**, then Contractor shall submit partial lien waivers on the form attached as **Exhibit "B-1."** The City agrees to pay the balance of an approved invoice, or undisputed portions of a disputed invoice, within 30 days of the date of receipt by the City. In the event of a dispute, and prior to the invoice's due date, City shall pay the undisputed portion of the invoice and notify Contractor of the nature of the dispute regarding the balance.
- C. Contractor shall maintain accounts and records, including personnel, property, and financial records, adequate to identify and account for all costs pertaining to the Agreement and such other records as may be deemed necessary by the City to assure proper accounting for all funds. These records will be made available for audit purposes

to the City or any authorized representative, and will be retained for three years after the expiration of this Agreement unless permission to destroy them is granted by the City.

III. SCHEDULE

- A. Time is of the essence in performance of this Agreement.
- B. Unless otherwise directed by the City, Contractor shall commence performance of the Construction Services upon execution of this Agreement.
- C. Services shall be completed within the schedule set forth on **Exhibit "A"**.
- D. Neither the City nor the Contractor shall be in default of the Agreement for delays in performance caused by circumstances beyond the reasonable control of the non-performing party.
- E. If **Exhibit "A"** contains a provision for Liquidated Damages, it shall be because the parties have agreed that late completion of the Construction Services by Contractor would cause irreparable harm to the City, which harm is difficult to quantify; and that the parties have agreed that the amount stated in Exhibit "A" for Liquidated Damages is a fair approximation of the daily costs that the City would incur for late Substantial Completion of the work.

IV. CHANGES

- A. The City reserves the right to issue Changes, both additive and deductive, to the Scope of Work at the City's discretion. Contractor shall advise the City of additional costs and time delays, if any, resulting from such Changes, before Contractor performs the Changes. No adjustment to the Contract Time or Contract Price will be permitted unless Contractor has advised the City of the potential impact prior to commencing work on the Change, and the City either issues a Change Order which is agreed to by the parties, or the City directs the Contractor to proceed.
- B. Contractor shall provide Construction Services under this Agreement only upon written request of the City and only to the extent defined and required by the City. Any additional services or materials provided by the Contractor without the City's prior written consent shall be at the Contractor's own risk, cost, and expense, and Contractor shall not make a claim for compensation from the City for such work.

V. INDEMNIFICATION

- A. Contractor shall indemnify and hold harmless the City and its departments, elected officials, officers, employees and agents, from and against all liability, suits, actions, proceedings, judgments, claims, losses, damages, and injuries (including attorneys' fees and other expenses of litigation, arbitration, mediation or appeal), which in whole or in part arise out of or have been connected with Contractor's negligence, error, omission, recklessness, or wrongful or criminal conduct in the performance of Construction Services, including performance by Contractor's employees and agents; or arising from any claim for libel, slander, defamation, copyright infringement, invasion of privacy, piracy and/or plagiarism related to any materials related to materials furnished by Contractor in the course of performance of the work, except to the extent that such claims arise from materials created or supplied by the City.
- B. Contractor's obligation to indemnify and hold harmless shall remain in effect and shall be binding on Contractor whether such injury shall accrue, or may be discovered, before or after termination of this Agreement.

VI. INSURANCE

- A. Contractor shall secure and maintain, at its expense, through the duration of this Agreement insurance as set forth on **Exhibit "C."**

VII. ASSIGNMENT OF AND RESPONSIBILITY FOR PERSONNEL

- A. Contractor's assignment of personnel to perform the Services shall be subject to the City's oversight and general guidance. The City reserves the right to request qualifications and/or reject service from any and all employees of the Contractor.
- B. Unless otherwise stated in **Exhibit "A"**, Contractor shall be represented by a Superintendent or Foreman authorized to give and receive all instruction and notices from and to the City at all times while performing Construction Services, and shall have on site a person who is fluent in all languages necessary to communicate instructions regarding the work and information regarding medical emergencies with Contractor's employees and subcontractors.
- C. All of the Construction Services required hereunder will be performed by the Contractor or under Contractor's supervision, and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under State and Local law to perform such services.
- D. None of the work or services covered by this Agreement shall be subcontracted without the prior written approval of the City. Any work or services subcontracted hereunder shall be specified by written contract or agreement and shall be subject to each provision of this Agreement including, but not limited to, indemnification, insurance and warranties.
- E. Contractor and all subcontractors with a contract value of \$5,000 or more shall execute affidavits on the form attached as **Exhibit "D"**, attesting to their compliance with RSMo. § 285.530.5 concerning compliance with Missouri's Worker Eligibility requirements.
- F. Contractor and all subcontractors must require all on-site employees to complete the ten-hour construction training program required under Section 292.675 RSMo. unless they have previously completed the program and have documentation of having done so. Contractor shall execute the affidavit attached as **Exhibit "E"**, attesting that it has provided OSHA safety training for its on-site employees. Contractor will forfeit a penalty to the City of \$2,500 plus an additional \$100 for each employee employed by Contractor or any subcontractor, for each calendar day, or portion thereof, such employee is employed without the required training. See Section 292.675 RSMo.
- G. No illegal drug or alcohol usage will be tolerated at the Site. All persons admitted to work on the Site will dress appropriately and avoid foul language. Music shall not be played at volume levels that would be objectionable to third-parties. Any worker found by the City to be violating these conduct requirements will be removed immediately.

VIII. WARRANTY

- A. The Contractor warrants to the City that materials and equipment furnished under the Contract will be of good quality and new unless the Scope of Work documents require or permit otherwise. The Contractor further warrants that the work will conform to the requirements of the Scope of Work documents and will be free from defects, except for those inherent in the quality of the Work the Scope of Work documents require or permit. Work, materials, or equipment not conforming to these requirements may be considered defective. The Contractor's warranty excludes remedy for damage or defect caused by

abuse, alterations to the work not executed by the Contractor or its subcontractors or suppliers, improper or insufficient maintenance or improper operation. If required by the Owner, the Contractor shall furnish satisfactory evidence as to the kind and quality of materials and equipment. The Contractor's warranties required by the Agreement (express and implied) shall remain in full force and effect even if a material or equipment item is required by the Owner to be manufactured by a specific entity, and no other equivalent product manufactured by any other entity is acceptable.

- B. The Contractor's warranty in Section IX.A. shall not be construed to replace, change or otherwise limit any statutory or common law warranty rights of the Owner, or any other Contract requirements.

IX. OWNERSHIP OF WORK PRODUCT

Contractor agrees that any documents, materials and/or work products produced in whole or in part by or through it under this Agreement, any intellectual property rights of Contractor therein (collectively the "Works") are intended to be owned by the City. Accordingly, Contractor hereby assigns and agrees to assign to the City all of its right title and interest in and to such Works.

X. RELATIONSHIP OF THE PARTIES

- A. Contractor represents that it is an independent contractor and that no personnel performing any of the Construction Services shall be employees of or have any contractual relationship with the City.

XI. NOTICES

- A. All notices required by this Agreement shall be in writing, and unless otherwise directed by this Agreement, shall be sent to the addresses as set forth in this Section:
- B. Notices sent by Contractor shall be sent to:
 - City of Parkville
 - Attn: Alysen Abel, PW Director
 - 8880 Clark Ave.
 - Parkville, MO 64152
- C. Notices sent by the City shall be sent to:
 - Urban Tree Specialists, LLC
 - Attn: Bret Cleveland
 - 8600 N. Childress Avenue
 - Kansas City, MO 64153
 - 816-214-8327

XII. CORRECTION OF WORK

The Contractor shall promptly correct work rejected by the City or failing to conform to the requirements of the Agreement, whether discovered before or after Substantial Completion and whether or not fabricated, installed or completed. Costs of correcting such rejected work, including additional testing and inspections, the cost of uncovering and replacement, and compensation for services and expenses of a designer made necessary thereby, shall be at the Contractor's expense. If the Contractor fails to correct nonconforming Work within ten (10) days after receipt of written notice from the City, the City may correct it at Contractor's expense.

XIII. TERM AND TERMINATION

- A. The effective date of this Agreement shall be the date of execution, when the Agreement is signed by both parties.
- B. Notwithstanding anything to the contrary in this Agreement or exhibit, the City reserves the right and may elect to terminate this Agreement at any time, with or without cause, by giving at least ten (10) days' written notice to the Contractor. The City shall compensate Contractor for the Construction Services that have been completed to the City's satisfaction as of the date of termination. Contractor shall perform no activities other than reasonable wrap-up activities after receipt of notice of termination.
- C. The City may terminate the Agreement for cause if the Contractor
 - 1. refuses or fails to supply enough properly skilled workers or proper materials;
 - 2. fails to make payment to Subcontractors for materials, equipment, services or labor in accordance with the respective agreements between the Contractor and the Subcontractors;
 - 3. disregards applicable laws, statutes, ordinances, codes, rules and regulations, or lawful orders of a public authority;
 - 4. or its Subcontractors or Sub-subcontractors causes a work stoppage due to any strike, picket, boycott or participates in any voluntary or involuntary cessation of Work; or
 - 5. otherwise is guilty of substantial breach of a provision of the Agreement.

When any of the above reasons exist, the City may without prejudice to any other rights or remedies of the City and after giving the Contractor and the Contractor's surety, if any, seven (7) days' written notice, terminate the Agreement and may, subject to any prior rights of the surety, if any:

- 1. Exclude the Contractor from the Project site and take possession of all materials, equipment, tools, and construction equipment and machinery thereon owned by the Contractor;
- 2. Direct the work of subcontractors; and
- 3. Finish the Work by whatever reasonable method the City may deem expedient. Upon written request of the Contractor, the City shall furnish to the Contractor a detailed accounting of the costs incurred by the City in finishing the Work.

When the Owner terminates the Agreement for one of the reasons stated in Section XIV. A., the Contractor shall not be entitled to receive further payment until the Work is finished.

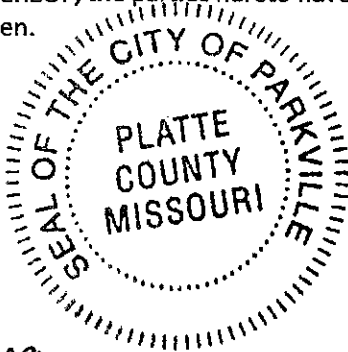
If the unpaid balance of the Contract Price exceeds costs of finishing the Work, including compensation for the services and expenses of a designer, and legal, consultant and testing fees made necessary thereby, and other damages incurred by the City and not expressly waived, such excess shall be paid to the Contractor. If such costs and damages exceed the unpaid balance, the Contractor or its surety, if any, shall pay the difference to the City upon demand. The obligation for payment, if any, shall survive termination of the Agreement.

XIV. MISCELLANEOUS PROVISIONS

- A. Governing Law. This Agreement shall be governed and construed in accordance with the laws of the State of Missouri.
- B. Assignability. Contractor shall not assign any interest on this Agreement, and shall not transfer any interest in the same (whether by assignment or invitation), without the prior written consent of the City thereto. Provided, however, that the claims for money by Contractor from the City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Written notice of any such assignment or transfer shall be furnished promptly to the City.
- C. Media Announcements. Contractor shall not be authorized to make statements to the media or otherwise on behalf of the City without express direction and consent of the City.
- D. Compliance with Local Laws. Contractor shall comply with all applicable laws, ordinances, and codes of the State of Missouri and local governments, and shall save the City harmless with respect to any damages arising from any tort done in performing any of the work embraced by this Agreement.
- E. Equal Employment Opportunity. During the performance of this Agreement, Contractor agrees as follows:
 - i. Contractor will not discriminate against any employee or applicant for employment because of race, creed, color, national origin, religion, or sex. Service Provider will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, national origin, religion, or sex. Such action shall include, but not be limited to, employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
 - ii. Contractor will, in all solicitation or advertisements for employees placed by or on behalf of Professional, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, national origin, religion, or sex.
 - iii. Contractor will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement so that provisions will be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.
- F. Interest of Members of a City. No member of the governing body of the City and no other officer, employee, or agent of the City who exercises any functions or responsibilities in connection with the planning and carrying out of this Agreement, shall have any personal financial interest, direct or indirect, in this Agreement, and Contractor shall take appropriate steps to assure compliance.
- G. Interest of Contractor and Employees. Contractor covenants that he/she presently has no interest and shall not acquire interest, direct or indirect, in the study area or any parcels therein or any other interest which would conflict in any manner or degree with the performance of his/her services hereunder. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed.

- H. Entire Agreement. This Agreement represents the entire Agreement and understanding between the parties, and this Agreement supersedes any prior negotiations, proposals, or agreements. Unless otherwise provided in this Agreement, any amendment to this Agreement shall be in writing and shall be signed by the City and Contractor, and attached hereto.
- I. Severability. If any part, term or provision of this Agreement, or any attachments or amendments hereto, is declared invalid, void, or enforceable, all remaining parts, terms, and provisions shall remain in full force and effect.
- J. Waiver. The failure of either party to require performance of this Agreement shall not affect such party's right to enforce the same. A waiver by either party of any provision of breach of this Agreement shall be in writing. A written waiver shall not affect the waiving party's rights with respect to any other provision or breach.
- K. Third Parties. The Services to be performed by the Contractor are intended solely for the benefit for the City. Nothing contained herein shall create a contractual relationship with, or any rights in favor of, any person or entity not a signatory to this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the date first above written.



CITY OF PARKVILLE, MISSOURI

By: Nanette K. Johnston
Nanette K. Johnston, Mayor

ATTEST:

Melissa McChesney
Melissa McChesney, City Clerk

URBAN TREE SPECIALISTS, LLC

By: Bret Cleveland
Bret Cleveland

Exhibit A

SCOPE OF WORK AND PRICING AGREEMENT

Contractor agrees to perform all the Work described in the Contract Documents, including all Addenda, for the prices presented below for each Section of the Work. In case of a discrepancy between the Unit Price and the Extension Figure, the Unit Price shall rule.

- a. This Agreement allows the City to call on Contractor for assistance during emergency and non-emergency work scenarios. The situations will require different response times due to the severity and urgency of the work.
 1. Emergency – An emergency situation requires a response time within 4 hours for a condition that jeopardizes public safety; and with 24 hours for a condition that constitutes a public inconvenience.
 2. Non-emergency – A non-emergency situation requires a response time within 2 business days or a timeframe that is mutually agreed upon by both parties.

NON-EMERGENCY

TREE REMOVAL (INCLUDES LABOR AND EQUIPMENT)

SCOPE OF WORK DBH=diameter at 5' from the ground	UNIT PRICE
DBH 1 to 12 inches	\$150
DBH 13 to 24 inches	\$275
DBH 25 to 36 inches	\$650
DBH 37 to 48 inches	\$1,050
DBH 49 to 60 inches	\$1,900
Stump Removal	\$100

EMERGENCY

TREE REMOVAL (INCLUDES LABOR AND EQUIPMENT)

SCOPE OF WORK DBH=diameter at 5' from the ground	UNIT PRICE
DBH 1 to 12 inches	\$250
DBH 13 to 24 inches	\$550
DBH 25 to 36 inches	\$900
DBH 37 to 48 inches	\$1,350
DBH 49 to 60 inches	\$2,300
Stump Removal	\$100

NON-EMERGENCY**TREE PRUNING/TRIMMING (INCLUDES LABOR AND EQUIPMENT)**

SCOPE OF WORK	UNIT PRICE
BUCKET TRUCK	\$50
1-PERSON CREW	\$85
2-PERSON CREW	\$160
3-PERSON CREW	\$230
4-PERSON CREW	\$300
CHIPPER UNIT	\$25

EMERGENCY**TREE PRUNING/TRIMMING (INCLUDES LABOR AND EQUIPMENT)**

SCOPE OF WORK	UNIT PRICE
BUCKET TRUCK	\$65
1-PERSON CREW	\$100
2-PERSON CREW	\$180
3-PERSON CREW	\$260
4-PERSON CREW	\$350
CHIPPER UNIT	\$25

The City agrees to retain Contractor and Contractor agrees to perform and complete the Construction Services described in the **Exhibit "A"** – Scope of Work, and incorporated by reference for a period of two (2) years from the date of this Agreement, which is October 6, 2022.

Exhibit "D"

Missouri Worker Eligibility Affidavit

Effective January 1, 2009, all contractors and subcontractors with contract amounts in excess of \$5,000 on public projects in Missouri are required to verify the employment eligibility status of employees through the E-verify federal program administered by the Department of Homeland Security, U.S. Citizenship and Immigration Services. Contractor shall indemnify, defend and hold harmless the City of Parkville against any expense incurred including imposition of fines which results from violation of such laws. **Contractor affirmatively states that it is not knowingly in violation of R.S. Mo. 285.530.1 and shall not henceforth be in such violation. Contractor further agrees to execute this sworn affidavit under the penalty of perjury attesting to the fact that the direct Contractor's employees are lawfully present in the United States.** Failure of Contractor to comply with this requirement shall be grounds for termination for default.

COMES NOW Affiant Bret Cleveland, being of lawful age, and states the following based on personal knowledge, under oath and fully aware of the penalties for perjury:

1. I presently am employed by Urban Tree Specialists, LLC ("Contractor") and am authorized by Subcontractor to make representation on its behalf.
2. All of Contractor's employees are lawfully present in the United States.

Further affiant sayeth naught.

Contractor: Urban Tree Specialists, LLC
By: Bret Cleveland
Title: Owner - Member
Date: 10-12-2020
Signature: [Signature]
Print Name: Bret A Cleveland

Subscribed and sworn to before me this 2 day of October, 2020

[Signature]
Notary Public

My commission expires:

8-7-21

DENISE MARCHELLE DEBUS
Notary Public - Notary Seal
STATE OF MISSOURI
Commissioned for Ray County
My Commission Expires: August 7, 2021
Commission # 17324803

Exhibit "E"

AFFIDAVIT OF COMPLIANCE WITH SAFETY TRAINING REQUIREMENTS

Required by R.S Mo. § 292.675

Before me, the undersigned Notary Public, personally appeared Bret Cleveland
who is Owner - Member (title) of Urban Tree Specialists, LLC (a
corporation/partnership/sole proprietorship/limited liability company, and states that he/she is
authorized to make this affidavit, and being duly sworn upon his/her oath, deposes and states as
follows:

That said company has verified the completion of a 10-hour construction safety program
with respect to the employees working in connection with the contracted services.

The terms of this affidavit shall have the same meaning as is set forth in 292.675 of the
Revised Statutes of Missouri.

Further affiant sayeth naught.

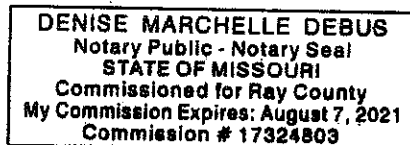
Contractor: Urban Tree Specialists, LLC
By: Bret A Cleveland
Title: Owner - Member
Date: 10-12-2020
Signature: [Signature]
Print Name: Bret A Cleveland

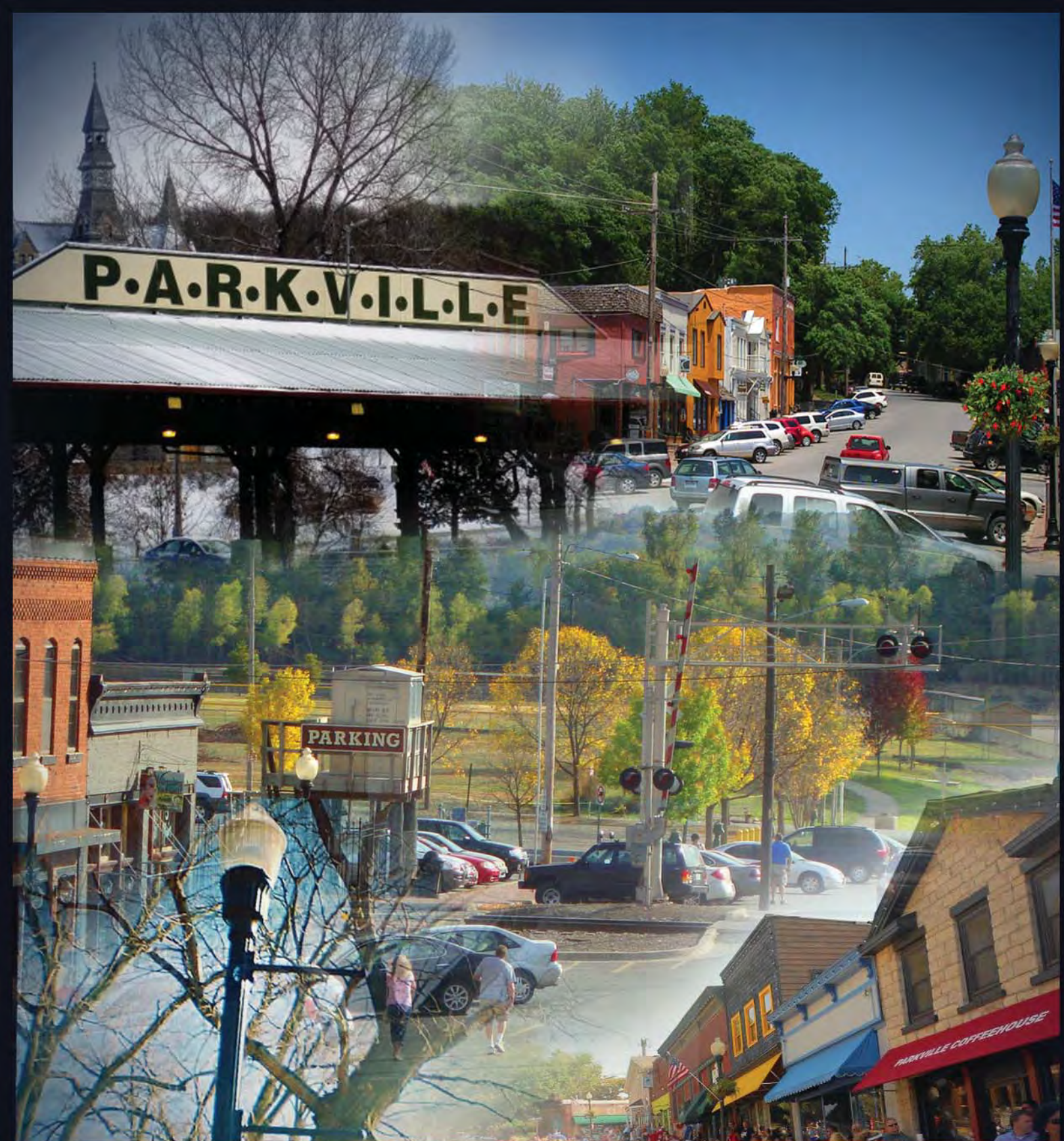
Subscribed and sworn to before me this 12 day of October, 2020

[Signature]
Notary Public

My commission expires:

8-7-21





Parkville
Missouri

PARKVILLE DOWNTOWN MASTER PLAN

December 2013

Acknowledgements

Parkville Board of Aldermen

Jim Brooks	Mayor		
Diane Driver	Ward 1	Kendall Welch	Ward 3
Kari Lamer	Ward 1	Chris Fisher	Ward 3
Jim Werner	Ward 2	Marc Sportsman	Ward 4
Jackie Snyder	Ward 2	Nan Johnston	Ward 4

Parkville Planning & Zoning Commission

Dean Katerndahl	Chairman	Kelly Fricker
Keith Cary	Vice Chairman	Bryant Lamer
Robert Lock	Secretary	Judy McRuer
Pam Scott		Walt Lane

Parkville City Staff

Lauren Palmer	City Administrator
Sean Ackerson	Community Development Director/Assistant City Administrator
Kirk Rome, P.E.	Public Works Director
Melissa McChesney	City Clerk
Kevin Chrisman	Police Chief

Project Supporters

Tremendous support was given by the following organizations to assist the City in securing funds to develop this plan and through participation throughout plan development:

- Park University
- Parkville EDC
- Chamber of Commerce
- Main Street Parkville Association
- Platte County Parks and Recreation
- Parkville Old Town Market CID
- Platte County Health Department

Consultant Team

Ochsner Hare & Hare

Ken Boone, Director
Collin Christopher, AICP
Cody Peratt, RLA
Brandon McBride

Canyon Research Southwest, Inc.

Eric S. Lander, Principal

TranSystems

Sara Clark, P.E.
Mark Kenneally, P.E.

Susan Richards Johnson and Associates, Inc.

Julie Garvey, Assoc. AIA
Trudy Faulkner, AIA

This report was funded in part by a grant from the Mid-America Regional Council's (MARC) Creating Sustainable Places initiative, with local matching funds provided by the City of Parkville and Park University. Creating Sustainable Places is a regional initiative funded by a Sustainable Communities Grant from the U.S. Department of Housing and Urban Development, Office of Sustainable Housing and Communities.

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Chapter 1.0

Introduction



Fig. 1.1 - A bird's eye view of Downtown Parkville, MO circa 2012

1.1 Background

This document represents the culmination of an inclusive and collaborative planning process, directed by the City of Parkville, with the intent of developing a Parkville Downtown Master Plan (PDMP) that will guide future decision making in the Downtown area for years to come. This would not have been possible without funding made available through the Planning Sustainable Places (PSP) program as awarded by Mid-America Regional Council (MARC) and support from our partner organizations and the many civic minded individuals who participated throughout the PDMP development process.

This plan identifies the vision for Downtown Parkville which will serve to guide current and future decision making, further planning and community investment. The PDMP is the City of Parkville's official public policy and plan of record for Downtown Parkville and is an addendum to the Parkville Master Plan adopted July 7, 2009.

Like the Parkville Master Plan, the PDMP is a living document that is intended to be carefully reevaluated and updated regularly to retain its relevance. Although it serves as a vision for the future of Downtown, the plan must be evaluated as new and updated data are collected, community priorities shift and change, goals are realized, and new opportunities arise.

The Downtown Parkville Master Plan builds on the success of prior planning efforts and the resulting goals, objectives and recommendations. Major recommendations from the Parkville Master Plan and Livable Communities Study have been considered throughout this process. Relevant recommendations from other community documents including the Parkville Parks Plan (P3), Platte County Parks Master Plan, Plat Landing Park Master Plan, Park University Master Plan among others have also been considered.

Parkville Master Plan

On July 7, 2009, the City adopted a new Parkville Master Plan (PMP). The update was the result of a multi-year community effort by elected and appointed officials, citizens, and other community stakeholders. The plan update replaced the 1995 Comprehensive Plan which was last amended in late 2008.

The Parkville Master Plan is the comprehensive guide for the future development and redevelopment of the community. It is intended to guide policy and provide recommendations for future actions. Those policies are as follows:

Chapter Two - Community Sustainability

Goal: Serve as a metropolitan area leader in sustainability by conducting daily operations through balanced stewardship of human, financial, and environmental resources for present and future generations.

Chapter Three - Community Character

Goal: Preserve and enhance Parkville's small town ambiance

Chapter Four - Environmental Stewardship

Goal: Protect natural resources and ensure that future development occurs in harmony with existing environmental assets.

Chapter Five - Park, Civic and Open Spaces

Goal: Provide parks, open space, recreation uses and unique intimate spaces to enhance public health and safety and for the visual enjoyment of residents and visitors.

Chapter Six - Land Use

Goal: Provide a sustainable and well designed realm of vibrant neighborhoods, parks and environmental conservation open spaces, and civic institutions within walking distance of shops, services, jobs, and transportation services.

Chapter Seven - Transportation

Goal: Provide a balanced transportation network that provides transportation alternatives and reduces the number and length of automobile trips.

Goal: Provide enhanced infrastructure systems throughout Parkville.

Chapter Three of the Parkville Master Plan is of particular interest. It confirms the importance of character to the entire community. This was reinforced by the community input received during the Downtown Parkville Master Plan. The Chapter Three goals and policies of the PMP are:

Chapter Three – Community Character

Goal: Preserve and enhance Parkville's small town ambiance

Policy: Establish quality public spaces that encourage social interaction, foster a distinct "sense of place" and reinforce the character of the community.

Policy: Promote a built environment through building form, scale, placement and architectural design that provides a sense of place and reinforces the street as civic space.

Policy: Integrate distinct features throughout the community that create value, identity and pride.

Policy: Balance new development with preservation of the natural resources that give Parkville so much of its character.

Policy: Improve gateway areas to create focal points and visual announcement to the community.

All of these policies reinforce critical issues related to the quality of the built environment and the Downtown project area.

Livable Community Study

The recommendations of the 2009 Parkville Master Plan have resulted in multiple implementation projects and studies, including the Parkville Regional Multi-Modal Access and Livable Community Study. The study was initiated to identify opportunities to increase multi-modal access in southern Platte County and the City of Parkville.

The Livable Community Study aimed to determine feasibility and cost to improve multi-modal access through southern Parkville, including but not limited to the following:

- Enhancing roadway corridors;
- Expanding bicycle/pedestrian routes;
- Reducing vehicle congestion;
- Connecting trails;
- Assessing environmental impacts; and
- Coordinating with stakeholders.

In order to evaluate alternatives, the study addressed a broad range of development and redevelopment scenarios. The study recommended concepts for improvements, but did not include strategies based on refined development and redevelopment strategies.

Parkville Downtown Master Plan

With the completion of the Livable Community Study, the Parkville Downtown Master Plan is the logical next step in the planning process for the Downtown area. Downtown Parkville has the opportunity to document a community vision and provide a clear direction for the future of Downtown.

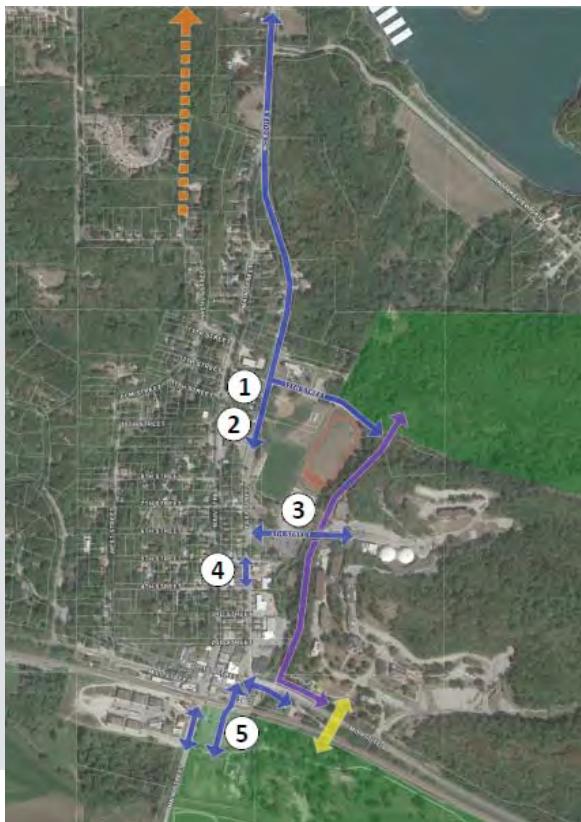


Fig. 1.2 & 1.3 - Recommendations made in the Livable Community Study included streetscape improvements along Main Street (above image) and sidewalk and trail improvements throughout the Downtown area (left image).

1.2 Purpose

So why develop a Master Plan? Any successful development, campus, district, or corridor needs an articulated vision and a plan to implement that vision. In this case, the plan is a roadmap for the future development of Downtown Parkville, created through a community and stakeholder driven process that encouraged maximum participation and input.

The purpose of this plan is to chart a course for the next 20 years of development and decision making in Downtown Parkville. It will inventory and analyze site conditions, collect and summarize community input, and survey current economics/market conditions. This information will then be synthesized and transformed into a 20 year master plan that will provide recommendations for land use, transportation and parking, utility infrastructure and parking, parks and recreation, character of the built environment/aesthetics, operations and function, economic development, and redevelopment and infill.

The end product will serve as a tool that can be conveniently referenced to help inform, guide, and direct the decision making process as implementation of the Master Plan moves forward.

1.3 Change

One critical issue that the Community and the City need to consider is change. It can be said, that no matter what you do, or do not, change will occur. It is the goal of the Parkville Downtown Master Plan to create a document that assists in decision making as change occurs.

There are 3 approaches to addressing change:

- Do nothing and not react; or
- React to it as it occurs; or
- Plan for it so you direct and guide it.

By choosing to prepare a Parkville Master Plan in 2009, the Livable Community Study in 2012, and now the Parkville Downtown Master Plan, the City of Parkville has chosen to PLAN FOR CHANGE.

1.4 Content

In an effort to focus on the recommendations and implementation plan, important information on the project background, process and study may be found in the Appendices of the Master Plan.

The Master Plan includes the following content:

Chapter 1 – Introduction

The introduction provides background information of how this document came to be, as well as how it is intended to be used, and the overall vision that was developed to help guide the process.

Chapter 2 – Economic and Market Analysis Summary of Major Findings

This chapter provides important summaries for economic and demographic indicators, analysis of competitive markets, and provides recommendations for potential growth in Downtown.

Chapter 3 – Master Plan and Recommendations

This chapter outlines the critical issues identified during the community engagement and analysis phases of the project and provides recommendations for addressing those issues, as well as capitalizing on opportunities identified. It also provides diagrams, concept plans and maps to further illustrate Master Plan recommendations.

Chapter 4 – Implementation Plan

The implementation plan identifies City policy and plan changes recommended, proposed projects for short, medium, and long term implementation, and the use of potential incentives for implementation of projects.

Appendix A – Downtown Parkville History

This appendix offers a brief history of Downtown Parkville and how it has evolved into its present-day use.

Appendix B – Existing Conditions Inventory and Analysis

The existing conditions appendix presents a brief summary of the various existing condition elements that make Downtown Parkville what it is today.

Appendix C – Community Engagement Process

This appendix details the entire community engagement process, and then summarizes the common themes that emerged from this process.

Appendix D – Economic and Market Analysis – Full Report

This appendix details the entire community engagement process, and then summarizes the common themes that emerged from this process.

Appendix E – Historic District Report

This appendix summarizes the process of establishing a historic district in Downtown Parkville and the pros and cons of a national historic district versus a local historic district.

Appendix E – A Preliminary Commercial Rehabilitation Design Guideline

This appendix presents a preliminary set of design guidelines to be considered in the rehabilitation of commercial properties within Downtown.

In an effort to focus on the recommendations and implementation plan, important information focused upon the project background, process and study may be found in the Appendices of the Master Plan.

1.5 Maintaining the Downtown Master Plan

The Master Plan is a “Living Document.” It helps define direction and community interest at the time it was developed. This, however, does not mean it exists in a vacuum. A living document can be modified to help it remain relevant as community needs and desires change over time.

Periodic reviews should be conducted by the City to determine if an update needs to be conducted to keep the Master Plan up-to-date and accurate. This will help ensure its continued usefulness.

1.6 Audience

The Master Plan is to be used by the City of Parkville when making decisions about Downtown Parkville regarding zoning and land use, redevelopment and infill, building and streetscape improvements, transportation and parking, utilities and infrastructure, parks and trails, and operations and function. The ultimate success of the Master Plan is dependent upon the commitment of the City of Parkville to apply and implement the procedures outlined in this document.

In addition to providing guidance to the City, the Master Plan can be a valuable resource for residents, business owners, property owners, organizations, and potential developers within Downtown. Anyone with the desire to positively impact Downtown Parkville can take advantage of the insight that the Master Plan offers.



Fig. 1.4 - The design team conversing with a group of stakeholders at an open house meeting in Downtown Parkville.

Chapter 2.0

Economic and Market Analysis Summary of Major Findings

2.1 Introduction

The following chapter is a Summary of Major Findings of the Economic and Market Analysis for Downtown Parkville. It provides important summaries for: economic and demographic indicators; analysis of the competitive markets for retail, office, hotel and housing; recommendations for Downtown growth. It is important to understand that the forecast demands for potential growth indicate potential and do not impel or require the Community to capitalize on those potential markets if it does not align with community wants, needs, and desires. The complete report with detailed background, factors, analysis, projections and diagrams can be found in **Appendix D – Economic and Market Analysis - Downtown Parkville, MO.**

2.2 Summary of Major Findings

The City of Parkville, Missouri retained Ochsner Hare & Hare, LLC to prepare a Downtown Master Plan to assist in guiding future urban growth and redevelopment efforts. In support of the Downtown Master Plan, Canyon Research Southwest prepared an Economic and Market Analysis that evaluated opportunities and constraints for future commercial and residential growth in Downtown Parkville, Missouri. The report's major findings and recommendations are summarized in the text below.

Economic and Demographic Indicators

The City of Parkville is a northern suburb of the Kansas City MSA located adjacent to the Missouri River approximately 10 miles northwest of Downtown Kansas City, Missouri. Parkville is a growing, affluent community that in recent years has attracted high-end new home construction, escalated commercial development and high income households.

A trade area's population size, growth, age composition, income levels and education levels play significant roles in the demand for housing, retail goods and services, and employment-related development.

A trade area's population growth and age composition play significant roles in the demand for a variety of retail goods and services. Each of these age groups possess distinctively different consumer and housing needs. Downtown Parkville's primary trade area population within a 10 minute drive-time is forecasted to increase from 49,264 in 2013 to 61,580 by 2030 with per capita income rising from \$31,359 to \$44,788. These future gains in primary trade area population and income levels will generate additional consumer purchasing power and retail sales growth. The age composition of the population will favor the growth in demand for hardware; furniture and home furnishings; home electronics; department stores; eating and drinking places; entertainment; personal services; and healthcare goods and services.

The composition of employment growth is a key factor influencing the future demand for professional and medical office space. From 2012 to 2030, total employment for Platte County is projected to increase by 6,100 jobs. Office-related employment is forecasted to account for 30 to 35 percent of total job growth. These capture rates translate into office-related employment growth of 1,830 to 2,135 jobs from 2013 through 2030. This growth in office-related employment will translate into increased demand for professional and medical office space in both Platte County and Parkville.

The Missouri Economic Research & Information Center projects the Platte County population to reach 114,904 by 2030, an increase of 25,940 residents from 2010. By 2030, the City of Parkville population is estimated at 8,148, an increase of 2,594 residents from 2010. This continued population growth will fuel additional housing demand in Parkville.

Business Location Factors

The Downtown Master Plan Kick-off Public Meeting as well as interviews conducted with several local business owners, property owners, and government and economic development staff identified assets/opportunities and constraints/limitations of Downtown Parkville as a business location.

Assets / Opportunities

- Parkville possesses high income levels;
- Missouri River and riverfront park are major draws;
- The riverfront park is a major community asset. Construction of the new county park will add a boat ramp and dog park which should increase pedestrian traffic;
- The historic character of Downtown makes it unique, should embrace history;
- Park University is growing and could generate increased potential customers;
- Downtown is a destination location and independent merchants sets it apart;
- Several quality restaurants operate Downtown;
- The predominance of independent merchants set Downtown Parkville apart from other commercial districts;
- The Farmers Market is a big draw for Downtown;
- Major festivals are the biggest sales days for some Downtown merchants and restaurants;
- Downtown Parkville possesses an existing brand; and
- Kansas City supports a large tourism market
- Downtown lacks a city center;
- Many people don't know what's Downtown;
- Many Downtown businesses are closed at nights and on the weekends;
- Main Street businesses north of 2nd Street have struggled;
- The Missouri River cuts the trade area in half;
- Downtown Parkville needs an attraction to draw people;
- Most Park University students don't live in Parkville;
- Downtown looks tired and not well maintained;
- The river flooding disrupts business and discourages some businesses from opening Downtown;
- Sidewalks aren't wide enough to accommodate outdoor seating for restaurants; and
- Many Downtown merchants are under capitalized

As ascertained by the stakeholder interviews, Downtown Parkville possesses ample advantages for attracting businesses, jobs and development activity. Park University, Parkville's high household income levels, Missouri River and riverfront park, Downtown's historic character, Kansas City's large tourism market and major festivals were cited as playing key roles in attracting retailers and professional/personal service businesses. Challenges facing future economic development of Downtown Parkville include a limited stock of quality commercial space, periodic river flooding that disrupts business, Main Street's limited visibility and exposure, and frequency/noise of freight trains.

Constraints / Limitations

- Lack of affordable housing for employees of local businesses and Park University;
- Railroad trains are very loud when passing through town;
- Business mix lacks diversity and doesn't cater to local residents and Park University;
- Limited customer parking on Main Street;
- Downtown lacks an available inventory of quality commercial space;
- Landlords that don't invest in their properties;
- 9 Highway doesn't run through Main Street;
- Current park/recreational activities that draw visitors to English Landing Park do not effectively translate to increased activity in the Downtown commercial district;

As it relates to this report, desirable commercial space and development sites must be created to improve the ability to attract new retail, professional and medical businesses to Parkville. The future demand for retail space will rely on the region's population and income growth with office space also depending on increasing the number of college educated residents and continued expansion of Park University.

Competitive Retail Market

Parkville supports two principal retail districts, including Downtown along Main Streets and Parkville Commons at the intersection of 9 Highway and 45 Highway. Each retail district caters to a distinctive market niche with Downtown focusing on destination specialty shops and restaurants; and Parkville Commons satisfying the daily retail needs of local residents.

From 2003 through 2007, taxable retail sales for the City of Parkville grew by nearly 80 percent, reaching \$90 million. Much of the accelerated growth in taxable retail sales was a direct result of the development of Parkville Commons during this 5-year timeframe, adding approximately 200,000 square feet of commercial space to the City's inventory.

Consistent with metro-wide trends for 2009, taxable sales in Parkville declined as a result of the national recession. Taxable sales rebounded 4.3 percent in 2010 to \$93 million. The upward trend in taxable retail sales continued into 2011 increasing by 2.7 percent. Taxable sales digressed in 2012, declining by 3.5 percent to \$92.1 million. For the first half of 2013, taxable retail sales in Parkville were down 0.8 percent over the first half of 2012. The recent declines in retail sales are an indication that Parkville is suffering from increased retail competition.

The inventory of ground floor retail space in Downtown Parkville totals approximately 153,189 square feet, housing a mix of restaurants, art galleries, hair salons, antique shops, home furnishings, and gift and collectible

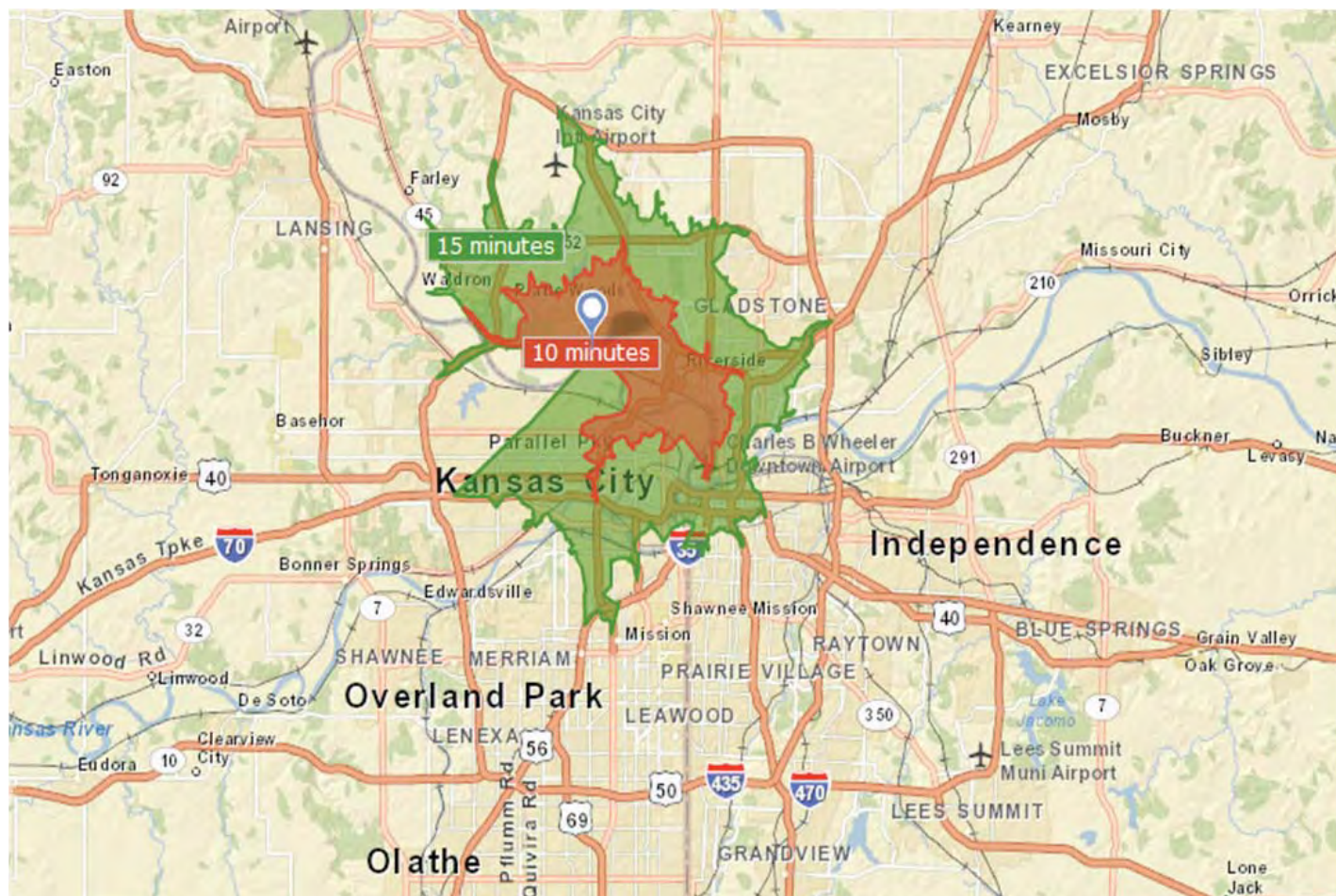


Fig. 2.1 - Downtown Parkville's Primary and Secondary Retail Trade Areas

stores. Parkville Coffeehouse, Stone Canyon Pizza, French Bee Bakery and the Farmers Market are major generators of customer traffic in Downtown Parkville. Downtown offers a quaint historic charm that is reflected in the predominance of independently-owned businesses. As of the date of this report, 13,207 square feet of retail space was available for lease in Downtown Parkville, translating to an average vacancy rate of 8.6 percent. Lease rates for commercial space generally range from \$10 to \$13 per square foot.

Given Downtown Parkville's historic character, unique tenant mix and central location, businesses benefit from an expanded retail trade area. The primary market area encompasses the geographic area located within a 10-minute drive time with the secondary market area expanded to include a 15-minute drive-time. The tertiary market area incorporates the entire Kansas City MSA, as well as out-of-town visitors.

Parkville's current pull factor of 1.154 suggests the City is capturing retail sales at a rate equivalent to 15.4 percent above the state-wide average. This pull factor is proof of Parkville's high income levels and the ability of businesses to attract customers from outside the city. However, the well above average pull factor does not suggest that Parkville is over retailled and not capable of supporting additional retail space. Conversely, the estimated pull factor for the primary trade area of 0.506 indicates considerable leakage and the opportunity to support additional retail sales.

Downtown Parkville's modest inventory of retail space places a constraint on the ability to attract additional businesses and generate increased customer volumes and retail sales. A key in improving the business climate in Downtown Parkville will be to increase the inventory of commercial space and level of business and customer activity. Prospective commercial development sites include: 1) surface parking lot on the east side of Main Street south of the rail road track; 2) east side of 9 Highway from 1st Street north to 6th Street; and 3) west side of 9 Highway from 1st Street north to 6th Street.

Of three prospective Downtown sites, the site on the east side of 9 Highway north of 1st Street is superior. This site offers superior access, visibility, exposure and the size to facilitate several retail formats. The site on the west side of 9 Highway also boasts superior access, visibility and exposure; however, its smaller size and shallow lot depth places constraints on the supportable retail formats. Commercial uses on 9 Highway from 1st to 6th Streets would provide a much needed highway entry window for Downtown and facilitate a broader range of goods and services businesses. Development of this section of 9 Highway would also provide a "bridge" that more effectively connects Downtown Parkville with Park University.

The surface parking lot bound by the rail road track to the north, McAfee Street to the south, East Street to the east and Main Street to the west is ideal for extending commercial uses on Main Street south of the rail road track, as well as increase the inventory and critical mass of commercial space in the Downtown core. The best suited retail development formats include downtown-style commercial buildings or mixed-use development.

At a floor-to-area ("FAR") of 0.25 to 0.40, the three prospective development sites could add approximately 75,000 to 120,000 square feet of new retail space. The current retail gap for Downtown Parkville's primary trade area of \$219.4 million can support approximately 800,000 to 975,000 square feet of additional occupied retail space. The primary trade area is forecast to generate demand for an additional 585,000 to 716,000 square feet of retail space by the year 2030. At a 7.5 percent capture, through 2030 Downtown Parkville is estimated to absorb 103,875 to 126,825 square feet of retail space.

Competitive Office Market

Despite a highly educated population, no office park has been developed in Parkville. Professional and personal service firms are generally located within commercial space at Parkville Commons and in individual buildings in Downtown Parkville. As a professional office location, Downtown Parkville benefits from its historic character, adequate zoning and public infrastructure, established

identity, presence of Park University, close proximity to executive housing and convenient regional access via Interstates 29, 435 and 635.

The current inventory of professional and medical space in Downtown Parkville totals just 54,119 square feet. A total of 24 professional, medical and personal service businesses currently operate in Downtown Parkville, led by financial services, insurance, real estate, attorney, counseling and dentist. English Landing accounts for nearly 70 percent of Downtown's inventory of office space. Much of Downtown's inventory of office space is second floor space over ground floor retail. A reported 3,000 square feet of second floor office space is currently available for lease at English Landing for \$13.00 per square foot, translating into an average vacancy rate of 5.5 percent. The average rent for office space in Downtown Parkville is \$12.00 per square foot.

According to the County Business Pattern published by the U.S. Census Bureau, as of July 2011, employment in Platte County for the office using sectors of information; finance, insurance and real estate; professional, scientific and technical services; administrative and support services; and management was reported at 10,989 jobs, or 29.1 percent of total employment. From 1998 through 2011, office-related employment in Platte County grew by 1,338 jobs, or 13.9 percent.

From 2013 through 2030, Platte County is estimated to absorb approximately 457,500 to 533,750 square feet of professional office space. Parkville's ability to capture office space demand will be based on further population growth and the population's high education levels. Downtown Parkville is forecasted to capture 15 percent of Platte County's office-related employment growth through 2030, translating into the absorption 68,625 to 80,000 square feet of office space.

The Parkville Commercial Underground is considered unconventional office space and isn't viewed as directly comparable to existing office space in the core of Downtown Parkville. New conventional office space built in Downtown Parkville won't be considered directly competitive given the nature, design and large suite

sizes offered at the Parkville Commercial Underground. Given that Downtown office space and the Parkville Commercial Underground service distinctive markets they could both co-exist and support each other.

Three prospective future office development sites were identified in Downtown Parkville, including: 1) surface parking lot on the east side of Main Street south of the rail road track; 2) east side of 9 Highway from 1st Street north to 6th Street; and 3) west side of 9 Highway from 1st Street north to 6th Street. Each prospective development site is within the flood-plain, which will require site and building modifications. The properties along the east side of 9 Highway are viewed as the premier location, benefitting from excellent highway access and exposure, location adjacent to Park University and the ability to accommodate large-scale, mixed-use development.

Competitive Hotel Market

Kansas City is a regional tourist and family destination supported by a wide selection of shopping and dining and host of sporting, gaming, recreational and cultural attractions. In 2010, 21.6 million out-of-town visitors to the Kansas City MSA spent \$2.57 billion with a total economic impact of \$4.3 billion. Tourism expenditures for the year were led by lodging at \$728 million, food and beverage at \$596 million, shopping at \$492 million and recreation at \$341 million. Parkville is located in Platte County, which garnered 18 percent of total visitor spending.

Given its historic character and mix of independently-owned specialty shops, Downtown Parkville serves as a heritage tourism destination. Heritage tourism targets older, affluent travelers. According to the *2010 Economic Impact Study & Visitor Profile* prepared by Reach Market Planning, nearly 18 million leisure travelers visited Kansas City, the average age of a visitor to Kansas City was 44.5 years, and top activities for leisure travelers included shopping (40%); dining (21%); casino (15%); museum (13%); nightlife (10%) and historic sites (9%). These visitation patterns bode well for the opportunity of Downtown Parkville to attract out-of-state visitors, particularly heritage tourists.

Existing lodging in Downtown Parkville, Missouri is limited to the Main Street Inn, a 4-room bed & breakfast. Of the peer cities selected only Weston and Independence support Downtown hotels. Hotels in Weston, Missouri include the historic 47-room Saint George Hotel opened in 1845, 4-room Weston Landing and 4-room Hatchery House B&B. Downtown Weston's ability to generate hotel room demand stems from its rural destination location, many festivals and presence of such attractions as the Weston Brewing Company and Pirtle Winery. Ophelia's Restaurant & Inn is an 8-room boutique hotel operating in Downtown Independence, Missouri.

Thirty hotel properties operate within Northwest Kansas City totaling 3,757 guest rooms. The competitive hotel properties are located primarily at major Interstate 29 interchanges in close proximity to the Kansas City International Airport and cater to leisure and business travelers. The inventory of hotels by type includes three full-service hotels (968 rooms); eleven limited-service hotels (1,391 rooms); ten budget/economy hotels (586 rooms) and a 258-room casino resort hotel. The closest hotels to Downtown Parkville include the Argosy Casino Hotel & Spa and Super 8 at Interstate 635 and 9 Highway approximately five miles to the east.

The site in Downtown Parkville located on the east side of 9 Highway between 1st and 6th Streets possesses the necessary location and site characteristics to support future hotel development, but its dependence on Park University as a lodging demand generator and location on a secondary highway reduces its market feasibility to a B-rated location. Its presence within a mixed-use project would improve the feasibility of future hotel development. Prospective property types include a limited-service or boutique hotel

Competitive Housing Market

Parkville is a growing suburban community that benefits from convenient access to Downtown Kansas City, Missouri; several employment centers; and a wide array of retail, dining, entertainment and cultural options. Household income levels in Parkville are among the highest in the Kansas City MSA; and, thus the city has

supported high-end new home construction in such premier communities as The National and Riss Lake.

Consistent with national trends, single-family home construction in Parkville peaked from 2002 through 2006, with a total of 263 permits issued. Due to local job losses and tighter lending practices, new home construction declined to very low levels through 2010. By 2011, the Parkville new housing market began to recover and by 2012 permit levels were nearing pre-recession levels. Through August 2013, year-to-date new single-family construction activity continued to escalate and is on pace to total 50 to 60 permits for the year.

Over the past decade, the average construction valuation for new single-family homes in Parkville peaked at \$541,429 in 2008. Since 2011, the value of new home construction has averaged just over \$263,000, suggesting smaller homes are now being built.

Parkville is located within the Northland region. Over the past two years, apartment market conditions in the Northland region have remained healthy marked by increased occupancies and rental rates, as well as reduced rental concessions. By year-end 2012, the average occupancy rate for apartments in the Northland region reached 93 percent, resulting in a significant decline in rental concessions. The improving market conditions have warranted new construction with 298 units under development by year-end 2012.

New residential construction is expected to continue in Parkville, prompted by continued employment and population growth within the Kansas City MSA, as well as the ongoing expansion of Park University. Through 2030, local employment and population growth is forecasted to generate demand for 990 new housing units in Parkville, including 790 owner-occupied units and 200 rental units.

Most Park University students and employees don't live in Parkville for a variety of reasons including high housing values and the lack of quality rental housing.

Park University estimates on-campus housing demand for 400 additional students through 2017, bringing the total on-campus resident population to 750 students. The current and planned on-campus housing will leave approximately 1,400 students living off campus. However, a large percentage of Park University's students are commuters for reasons such as residing with family, location of employment, lifestyle and others. Regardless, the large number of students living off campus represents a potential market for rental housing in Parkville. The Downtown area could capture a modest portion of students residing off campus assuming adequate and affordable housing is available.

The site along the east side 9 Highway is the superior location for future apartment development in Downtown Parkville, possessing the necessary location, size and site characteristics. Prospective development formats include a large-scale apartment community or a mixed-use project with residential over ground floor commercial space.

Recent home sales velocity and pricing trends suggest Downtown Parkville is a desirable for-sale single-family housing market. Vacant lots remain available in Downtown Parkville for future single-family home construction, though the rolling topography poses challenges. The historic character of the existing residential neighborhoods surrounding Downtown's commercial district should be maintained and enhanced. New construction or additions should be compatible with existing housing.

Downtown Parkville's Market Niche

Downtown Parkville is already a destination benefitting from an existing branding and market niche. Main Street's historic character and predominance of independent merchants sets Downtown Parkville apart from other commercial districts. Prominent retail categories include restaurants, art galleries, hair salons, antique shops, home furnishings, and gift and collectible stores. **Downtown's survival and redevelopment hinges on expanding the current market niches, introducing new market niches and provide consumers a larger selection of merchandise and services.**

Downtown Parkville is already a destination benefitting from an existing branding and market niche. Main Street's historic character and predominance of independent merchants sets Downtown Parkville apart from other commercial districts. Prominent retail categories include restaurants, art galleries, hair salons, antique shops, home furnishings, and gift and collectible stores. Downtown's survival and redevelopment hinges on expanding the current market niches, introducing new market niches and providing consumers a larger selection of merchandise and services.

Downtown Parkville's principal assets in expanding on current niches or establishing new niches include the historic character of Main Street; hosting of major festivals; farmers market; proximity to Park University; Missouri River and riverfront park; the area's high income levels; convenient access to the metropolitan area; and Kansas City's large tourism market.

Suitable consumer-based niches for Downtown Parkville include heritage tourists/retirees, out-of-town visitors, local residents and ethnic groups. Park University represents a secondary niche, due primarily to its small student and employee population and small number of on-campus residents. Some communities with colleges and universities have successfully targeted the student population. Smaller communities with commuter campuses similar to Park University tend to have more difficulty developing this niche. Even as the campus population grows, only a small segment of Downtown businesses will likely attract considerable sales associated with Park University.

Existing goods and services niches in Downtown Parkville suitable for expansion include restaurants, entertainment/culture, antiques, home furnishings, arts and crafts, and gifts and collectibles. Improving the selection of merchandise within these goods and services niches will generate increased customer traffic and sales. What is needed is to create larger "clusters" and a critical mass of commercial space.

An untapped market niche for Downtown Parkville is the visitors to English Landing Park. The planned construction of a new waterfront County park at the foot of Main Street will include a marina/boat ramp and introduce an entirely new potential customer base. Recreation-based niches could play a growing role in Downtown Parkville's business mix. Potential recreation-based niches include a bicycle shop, yoga studio, fitness center, runner's shoe store, kayak rentals, pet store, and bait and tackle shop.

To facilitate the growth of recreation-based niches, pedestrian and vehicular linkages along Main Street between the Missouri River and the core of Downtown must be established. This could be accomplished through street improvements, a landscaped pedestrian corridor, the construction of new commercial buildings south of the railroad track and relocation of the existing farmers market to the current location of a baseball field in the southeast corner of Main and McAfee Streets. This strategy would also increase the economic impact on Downtown businesses from major events hosted at the English Landing Park.

Summary Forecast Demand for Commercial Space and New Housing

Demand for commercial space and new housing in Downtown Parkville through 2030 has been forecasted and quantified. Based on trade area population and employment growth through 2030, Downtown Parkville is estimated to absorb approximately 172,500 to 207,000 square feet of commercial space and 125 to 175 multi-family dwelling units.

Most Park University students and employees don't live in Parkville due to high housing values and the lack of quality rental housing. Park University estimates on-campus housing demand for 400 additional students through 2017, bringing the total on-campus resident population to 750 students. The current and planned on-campus housing will leave approximately 1,400 students to secure housing off campus. Though most of those students are recognized as commuters, a potential market for student housing exists in Downtown Parkville.

Prospective Development Opportunities

A key in improving the business climate in Downtown Parkville will be to increase the inventory of commercial space and level of business and customer activity. Higher density, mixed-use development should be encouraged. This development format promotes increased density, security, pedestrian activity and business activity. Increasing the housing stock through "infill" development will be a key component in enhancing the pedestrian activity and economic vitality of Downtown. A mix of attached housing catering to students and young adults is recommended along with infill, single-family housing within the neighborhoods surrounding the central business district. Second floor office and/or residential over commercial space should be encouraged. Currently, existing second floor space in the commercial core is underutilized. The benefits of locating office/residential uses on the second story include:

- Allows retail uses to occupy first floor where they need access, visibility and foot traffic.
- Adds more users and customers to the Downtown who need goods and services, without introducing more ground floor space.
- Allows building owners to increase rental/lease revenue.
- Creates additional destinations in Downtown.

Prospective commercial development sites evaluated in this report include: 1) surface parking lot on the east side of Main Street south of the rail road track; 2) east side of 9 Highway from 1st Street north to 6th Street; and 3) west side of 9 Highway from 1st Street north to 6th Street.

The 2.2-acre surface parking lot bound by the rail road track to the north, McAfee Street to the south, East Street to the east and Main Street to the west is ideal for extending commercial development on Main Street south of the rail road track, as well as increase the inventory and critical mass of commercial space in the Downtown core. The best suited development formats include downtown-style, mixed-use commercial buildings, supporting retail and office uses. Two-story

buildings are appropriate on the western portion of the site fronting Main Street, with surface or structured parking on the eastern half. Assuming a zero setback on Main Street the site could accommodate an estimated 50,000 to 70,000 square feet of commercial space. The design must address limitations for existing floodplain and floodway.

Development of 9 Highway from 1st to 6th Streets would provide a much needed highway entry window for Downtown and facilitate a broader range of goods and services businesses. Development of this section of 9 Highway would also provide a “bridge” more effectively connecting Downtown Parkville with Park University.

The prospective development site located on the east side of 9 Highway from 1st Street north to 6th Street consists of nine individual parcels totaling approximately 3.66 acres. Existing land uses include a U.S. Post Office, former restaurant, two single-family homes, Glen’s Automotive, Four Seasons Lawn & Landscape and vacant land. This site is considered Downtown’s premier development site, offering superior access, visibility, exposure and the size to facilitate the development of several commercial formats. The most appropriate development format is 2- and 3-story mixed-use structures supporting retail, office and residential uses. Assuming a “Main Street” design the site could accommodate an estimated 240,000 to 280,000 square feet of building area. The mix of space would be approximately half commercial and half residential, with the inventory of housing totaling approximately 125 to 175 dwelling units.

The prospective development site located on the west side of 9 Highway from 1st Street north to 6th Street consists of twelve individual parcels totaling approximately 1.07 acres. Existing land uses include the French Bee Bakery, parking lot, nine single-family homes and a 4-unit apartment building. The street right-of-way patterns and shallow lot depths for the properties fronting the west side of 9 Highway will limit the potential to accommodate large-scale mixed-use development. Likely development scenarios include the adaptive re-use of the existing residential structures or

razing current structures to facilitate the construction of single-tenant commercial buildings or multi-family housing.

Prospective Downtown Businesses

Based on the peer city Downtown business and trade area demographic comparison analysis as well as Downtown Parkville’s current market niches, prospective retail businesses for Downtown Parkville include:

- Eating & Drinking (emphasis on ethnic foods)
- Bakery
- Coffeehouse
- Apparel
- Jewelry
- Hair & Nail Salon
- Furniture & Home Furnishings
- Antiques
- Books
- Sporting Goods
- Gifts & Collectibles
- Florists
- Entertainment/Cultural
- Art Galley
- Art Supplies
- Bike Shop
- Nutrition & Fitness

Potential recreation-based niches associated with English Landing Park and the Missouri River include a bicycle shop, yoga studio, fitness center, runner’s shoe store, kayak rentals, pet store, and bait and tackle shop.

Future office demand will be generated through continued population growth led by personal/professional services and healthcare. Prospective personal and professional services firms include banking and financial services, accounting and tax services, insurance, real estate, architect, legal, technology, physical and massage therapist, fitness and wellness.

Public Infrastructure

To improve the ability of Downtown Parkville to support commercial and residential development, additional public infrastructure and façade improvements should be considered.

Recommended streetscape improvements to Main Street south of 2nd Street include new pavement, curbing, gutters, sidewalks, historic street signs, period street lights, seating, trash cans, banners, planters and public restrooms.

Street improvements to East Street (9 Highway) between 1st and 6th Streets would improve traffic patterns and create viable redevelopment opportunities. Recommended street improvements include two lanes of traffic, bicycle lanes, on-street parking, curbing, gutters, sidewalks, landscaping, historic street signs, period street lights and a roundabout at the intersection of 1st and East Streets. An iconic monument, sculpture or landscaping or the round-about would create a unique entryway into Downtown.

Parking at the north end of the commercial core is limited to on-street parking. If it is found that, after redevelopment, additional parking is needed in Downtown, parking north of Second Street could be explored. The development of parking would need to address a few critical issues: the preservation of buildings or structures that contribute to the character of Downtown; the potential removal of buildings or structures that do not fit within the character of Downtown; and the identification of lots that are large enough to accommodate efficient parking.

Gateway features on Main and East Streets leading into Downtown would establish boundaries for the Downtown business district, as well as create a sense of arrival and place. This can be accomplished through streetscape improvements and monument signs.

Historic markers could be erected in Downtown, identifying historic places and events in Parkville's history. Self guided or docent guided tours of

Downtown and local historical landmarks should be considered. This strategy would assist in promoting heritage tourism.

Economic Incentives

When used with private funding sources, government financing/incentive programs can greatly enhance a real estate project's financial feasibility, particularly when redevelopment or extensive rehabilitation is necessary. To generally qualify for government incentives, a project must serve a public purpose, stimulate economic growth and conform to local planning and development guidelines. Downtown commercial and mixed-use development often meets all three requirements, providing goods and services to often under-served residential areas, offering opportunities for employment, increasing the community's tax base and meeting all local requirements for zoning and construction.

Development incentives in Downtown Parkville could be utilized to help implement plan recommendations and to attract new development and businesses. Incentives could include infrastructure improvements as well as direct subsidies, when determined necessary to make projects financially feasible. Tax increment financing is often preferred over creation and implementation of specific incentive districts, such as a Business Improvement District due to greater returns and other benefits, but the current impact to the City's transportation sales tax collections requires careful cost benefit analysis before using this or other incentives. Alternatives include use of improvement districts, transportation development districts, impact fees or special taxes. Potential applications include using incentives to fund costly off-site infrastructure improvements to Main and East Streets. It should be noted that financing tools should only be utilized to facilitate real development deals (i.e., a specific business plans to construct a facility), but not as a tool to foster speculative future development (i.e., construct infrastructure with the hopes of stimulating economic development).

Building improvements are usually the first visible evidence of positive economic change in a traditional commercial district. However, during the early years of

a Downtown revitalization program, business and property owners may be reluctant to make substantial capital investments in building improvements. A matching fund façade improvement grant program, investment abatement program or other incentives should be implemented in Downtown Parkville to encourage enhancing the physical appearance of buildings as well as return buildings to their original historic character. To that extent, Parkville should formally recognize those business and property owners that invest in building rehabilitation and improvements that enhance the character of Downtown.

The buildings on Main Street between the railroad tracks and 2nd Street possess a historic character; however, the district is not on the National Register of Historic Places. Business and property owners expressed concerns for restrictive rules and other perceived limitations of a historic designation, resulting in little support for a district. However, Parkville should continue to evaluate the financial benefits of obtaining a historic district designation. Such a designation would promote property investment through use of federal historic tax credits and could also add to the historic identity of Downtown and enhance heritage tourism. Many successful downtowns utilize a historic designation for these reasons. To aid consideration, better understanding of the designation is needed. For example, nomination to the National Register of Historic Places does not place restrictions on the use or physical appearance of properties in the district. However, for those properties seeking the 20 percent federal tax credit, the National Park Service must review the rehabilitation work proposed to ensure that it complies with the Secretary of the Interior's standards for rehabilitation.

Chapter 3.0

Recommendations

3.1 Introduction

The heart of the Parkville Downtown Master Plan (PDMP) is the Master Plan Recommendations. The PDMP attempts to distill the community input, existing conditions analysis, and market analysis into a defined group of recommendations to help guide future efforts to manage change and enhance success in Downtown Parkville.

As stated in Section 1.7, the Overarching Theme/Vision for the Master Plan is:

“The preservation of the small town, historic and charming character of Downtown, while capitalizing on opportunities to enhance commerce, economic activity, and community interaction is critical to the future success of Downtown Parkville.”

The community’s key principles for achieving this vision are:

- Preservation and protection of residential neighborhoods
- Preservation and protection of Main Street Transition Area (from 2nd Street to 6th Street)
- Preservation and enhancement of small town historic and charming look, feeling and aesthetics
- Preservation and enhancement of park and natural resources
- Ensure that all future development/redevelopment/infill is compatible with the Downtown character
- Enhance Downtown as a destination for local/regional tourism and commerce

The recommendations of the Master Plan reinforce these principles. The PDMP is the long-range plan for achieving the stated vision.

3.2 Definition of Downtown Character

Key to the discussion of the vision for the Master Plan is the idea of Downtown character. Through many discussions, the one constant was the thought that Downtown Parkville needed to be Downtown Parkville and that the character of the feeling of Downtown needed to be preserved.

This, however, did not mean that no changes should be made to Downtown, or that the specific current state of buildings, streetscape, materials, maintenance, quality, mix of available services or uses, and general finish was the measure of Downtown character.

What was clear was that Downtown character meant the idyllic image of small-mid-western river town: historic buildings with restored facades; an interesting and invigorated streetscape that is human scale; buildings that match the size and scale of the current buildings in Downtown Parkville; ‘historic’ detailing in buildings, signage, lighting, and overall appearance; colors that match the style of the buildings and the historic feel; materials that are compatible with their use (commercial or residential) and are durable and appropriate; tree-lined residential streets with sidewalks.

The community’s definition of Downtown character didn’t preclude new development from happening, but wanted it to ‘fit’ in with the overall nature of the Downtown. This also accepted the fact that there are numerous existing conditions in and around Downtown that do not fit this vision of Downtown character. The reinforcement of Downtown character, through enhancement, redevelopment, maintenance, or improvement is critical to community’s desires for the future of Downtown Parkville, and is addressed in the Master Plan Recommendations.

3.3 Master Plan Recommendations

The Master Plan recommendations are divided into eight categories for clarity and focus. Those eight categories are:

- Land Use
- Transportation and Parking
- Utility Infrastructure and Flooding
- Parks, Recreation, and Natural Resources
- Character of the Built Environment/Aesthetics
- Operations and Function
- Economic Development
- Development, Redevelopment, and Infill

Each Master Plan category identifies the key issues to be addressed that emerged during the master planning process. They are followed by recommendations designed to address these issues. For each recommendation, an additional set of supporting strategies fleshes out the recommendation and provides additional background, understanding, and implementation of the recommendations. These strategies provide the detail with which to accomplish the recommendation. Further implementation strategies are discussed in greater detail in Chapter 4, but it is important to first understand the opportunities that exist to achieve each of the recommendations. In some cases, there is overlap between the categories and their recommendations and strategies, which illustrates how interconnected the issues in Downtown Parkville are with each other.

3.4 The Big Picture

It is important to note that there are certain community and culture issues that emerged in the community engagement process that do not fit neatly into one of the eight recommendation categories. They are not about physical improvements needed to preserve and enhance Downtown Parkville. Instead, they relate mostly to the interpersonal relationships that exist between the property owners, business owners, and residents of Downtown Parkville.

These issues make creating a coordinated effort for the betterment of all involved in Downtown Parkville

difficult. Frustration runs high and participation waxes and wanes based upon how ‘new’ a person is to the historic interpersonal challenges in the area. These issues must be addressed for long-term success in Downtown Parkville. What follows is a summary of these ‘Big Picture’ issues and recommendations for addressing them.

Key Issues

- Internal relationships are difficult.
- There are many entrenched and opposing views by stakeholders in the area.
- There is a lack of community leadership to unify and unite the disparate parties and interests in the Downtown area.
- People are polarized by self interest. Apathy reigns because ‘nothing changes’.
- The inability to create change on a larger scale is a real issue.
- Interpersonal relationships and lack of leadership in the area causes frustration and a lack of participation in Downtown issues.
- Most people’s image of Parkville is of Downtown. This gives Downtown brand recognition in the wider marketplace for good or ill.
- The conditions and the public face of relationships Downtown can reflect positively/negatively on the entire community.

Recommendations

1. Establish a Leadership Committee for the Downtown area. This committee should be made up of representatives from the polarizing groups. It should be felt that the ‘deck is not stacked’ for or against any one interest or agenda. This committee could be the voice for the Downtown area.

- Focus efforts on creating manageable and supported successes that can lead to forward progress and momentum.
- Small successes that are visible, collective, and noncontroversial in nature can be especially effective in building momentum toward even greater successes in the future.

- Given time and economic interest, new leadership may emerge that could unite the Downtown groups toward a common goal.

2. Encourage community leaders with no vested interest in Downtown (other than its hopeful success for the good of the community) to participate and mediate between the various groups to find common ground so a direction can be taken. This de facto leader could help disparate groups realize that they have more in common than they think and to work toward common goals.

- Find common ground.
- Understand what the opposing groups want.
- Find out what each group is willing to compromise on for the overall good of Downtown.
- Get people involved again. People are no longer staying involved in the betterment of Downtown because of these issues.
- Ensure that everyone will gain more with success than with the status quo.
- Understand the conflicts and mediate.

3. Create a coordinated Marketing and Branding Plan.

- There is an opportunity for Downtown to capitalize on its brand recognition and facilitate the creation of a destination that people want to come back to and visit by reinvesting in the quality and character of the area and providing amenities, goods, and services those visitors desire.
- Focus on creating a comprehensive marketing program for the entire area. That showcases the unique offerings of the area (shops, parks, dining). Market as a whole shopping/entertainment district.
- Pool the collective resources of the various groups and individuals doing marketing for Downtown. Create a plan that meets the needs of all those groups, but doesn't create duplication or the wasting of limited resources.

3.5 Land Use Recommendations

Land use planning is used to address a growing or shifting population and their current and projected future needs and desires. It sets general guidelines for development patterns that serve the population through a mix of land uses. In the case of the PDMP, land use planning is about the preservation of those existing uses that fit with the preservation of Downtown character and the identification, enhancement or redevelopment of those that do not.

Key Issues

- The residential neighborhoods add significantly to the historic character and value of Downtown.
- The Main Street Transition Area (from 2nd Street to 6th Street) offers a unique, organic blend of uses that serve as an ideal buffer between the Downtown commercial district and the residential neighborhoods.
- The residential neighborhood along West Street does not fit with the character of Downtown, includes large areas of vacant land, and has poor pedestrian access to the commercial core that causes residents to feel isolated.
- Residents along West Street feel isolated from Downtown.
- The Downtown area offers a limited range of housing choices.
- The Downtown commercial district is not currently capitalizing on the visitors and energy generated by English Landing Park.
- The Downtown commercial district struggles to balance the need to serve the local community, versus the desire to become a destination shopping experience.
- The Downtown commercial district lacks the proper mix of retail, service, and dining options that would be required to make it a true destination draw.

Recommendations

1. Preserve and protect the historic character of the residential neighborhoods in the Downtown area.

- Establish a non-encroachment boundary that restricts non-residential uses in the residential land use zone.
- Modify the zoning and subdivision regulations for the Downtown area to allow for historic development patterns to be implemented in the residential land use zone.
- Develop and adopt an overlay district for the residential land use zone that ensures that:
 - All future redevelopment and/or infill in the residential neighborhood is similar to the existing neighborhood in size, massing, scale, materials, architectural style.
 - Teardowns of existing properties are discouraged.
 - Consolidation of multiple properties is effectively discouraged.
 - Removal of street trees and overstory vegetation is discouraged.
- Use overlay district design guidelines to encourage home rehabilitations in lieu of teardowns/new house construction in order to maintain historical character.
- Establish a Missouri 353 Redevelopment program to encourage and assist in the rehabilitation of existing homes through the use of tax abatement for actual improvements made to rehabilitated structures.
- Encourage the redevelopment of the West Street residential properties identified in the Future Land Use Zones Diagram, Figure 3.4. The residential redevelopment should be single family in nature, and should complement the character of the existing housing in the Downtown residential neighborhood (see [3.12 Redevelopment and Infill Recommendations](#)).



Fig. 3.1 – Example of the historic character to be preserved in the residential neighborhoods.



Fig. 3.2 – Street trees are vital to preserving the character of the Downtown neighborhoods. Their removal should be discouraged.



Fig. 3.3 – Example of the type of single-family homes that would be appropriate for the potential redevelopment of West Street.

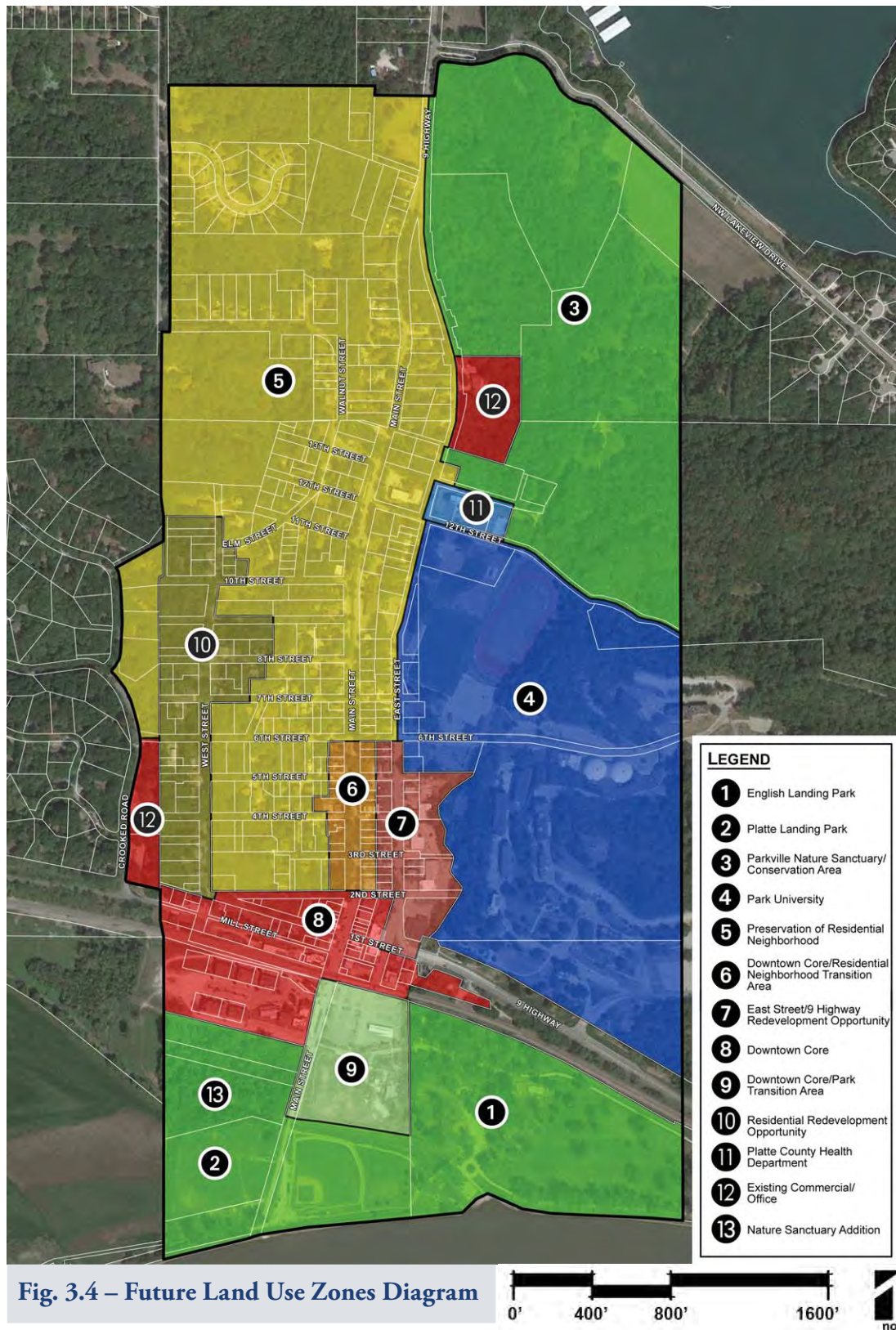


Fig. 3.4 – Future Land Use Zones Diagram

Future Land Use Zones Diagram

Figure 3.4 on the opposite page identifies the recommended land use patterns that should be used to guide future planning decisions as they relate to development, redevelopment and infill in the Downtown Parkville area.

Key elements of the Future Land Use Zones Diagram include:

#5 – The character of the residential neighborhood should be preserved and protected, with the exception of the redevelopment opportunity identified on the map as #10.

#6 – The mixed-use nature of the transitional area that connects the Downtown core with the residential neighborhood should be preserved and protected, but not allowed to expand beyond the proposed boundaries.

#7 – The East Street/9 Highway corridor, from 1st to 6th Street, should be redeveloped to better match the Downtown character of Main Street.

#8 – The Downtown core should be enhanced so that the built environment offers an improved user experience and increased cross traffic between East Street, English Landing Park, and the residential neighborhoods.

#9 – The municipal parking lot and small baseball field south of the railroad tracks could be redeveloped in order to provide additional commercial development opportunities and increase cross traffic between the Downtown core and English Landing Park.

#10 – The residential properties along West Street could be redeveloped so that they better match the character of the residential neighborhoods along Main Street.



Fig. 3.5 – The transitional area along Main Street, between 2nd and 6th Street, adds to the unique character of Downtown.



Fig. 3.6 – East Street lacks the historic feel of Main Street and should be considered for future redevelopment opportunities.



Fig. 3.7 – Redeveloping the municipal parking lot would improve connectivity between the Downtown core and the English Landing Park.

2. Preserve and protect the mixed use nature of the Main Street Transition Zone (from 2nd Street to 6th Street), while clearly defining its boundaries to limit encroachment into the residential neighborhood.

- Establish a non-encroachment boundary that restricts encroachment into the surrounding residential neighborhood, and commercial encroachment into the Transition Zone from the commercial core south of 2nd Street.
- Modify the zoning and subdivision regulations for the Downtown area to allow for historic development patterns to be implemented in the Main Street Transition Zone.
- Develop and adopt an overlay district for the Main Street Transition Zone that ensures:
 - All future redevelopment and/or infill in the neighborhood is similar to the existing neighborhood in size, massing, scale, materials, architectural style.
 - Teardowns of existing properties are discouraged.
 - Consolidation of multiple properties is discouraged.
 - Removal of street trees and overstory vegetation is discouraged.
 - Tear down of existing residential property within the Main Street Transition Zone and replacement with commercial structures shall be prohibited.
 - Further construction of non-residential buildings in the Main Street Transition Zone shall be prohibited.
 - All residential structures with the transition area are allowed to maintain commercial uses in them.
 - All new construction in the Transition Zone should be limited to residential structures that match the existing character, style, mass, materials and stories of the surrounding area. New commercial buildings should not be allowed in the Transition Zone.
- Use the overlay district design guidelines to encourage home rehabilitations in lieu of teardowns/new house construction in order to maintain historical character.
- Establish a Missouri 353 Redevelopment program to encourage and assist in the rehabilitation of existing

homes through the use of tax abatement for actual improvements made to rehabilitated structures.

- Relax off-street parking requirements in the zoning code for commercial uses located within the transition area.



Fig. 3.8, 3.9 & 3.10 – The Main Street Transition Zone includes a number of commercial and office uses that are located within residential structures. These structures add to the historic character of Downtown and should be preserved.

3. Expand the boundaries of the Downtown commercial shopping district in a way that complements the character and mix of uses that already exist.

- Capitalize on the potential for commercial and/or mixed use redevelopment opportunities along East Street that would be compatible with Downtown Main Street (see '3.12 Redevelopment and Infill Recommendations').
- Capitalize on the potential for commercial redevelopment opportunities for the municipal parking lot south of the railway that would include commercial uses that would be compatible with Downtown Main Street (see '3.12 Redevelopment and Infill Recommendations').

4. Enhance Downtown synergy by increasing the cross traffic between the commercial district and English Landing Park.

- Improve the pedestrian experience between the commercial district and English Landing Park.
 - Develop a cohesive streetscape plan for Main Street and East Street that encourages the connectivity between the commercial district and the park. The streetscape plan should include improved sidewalks and crosswalk improvements, amenities, site furnishings, landscaping, signage, and wayfinding solutions to create a more inviting and enjoyable streetscape experience.
 - Provide amenities along the streetscape that are targeted at meeting the needs of park users. Examples include dog parking, dog fountain, electric pod stations, bike parking, and benches.
 - Improve pedestrian safety and the perception of safety for users crossing the railway.
 - Capitalize on the commercial redevelopment of the municipal parking lot south of the railway as way to 'close the gap' between the commercial district and the park (see 3.12 Redevelopment and Infill Recommendations).
- Encourage additional uses in the commercial district that cater to park users.



Fig. 3.11 & 3.12 – Examples of the type of commercial or mixed-use development that might fit along East Street and complement Main Street.



Fig. 3.13 – A cohesive streetscape plan can have a dramatic effect on the way visitors move through and interact within a space.

5. Encourage the Downtown commercial district to provide a more balanced mix of services that meet both the needs of the community and out-of-town visitors.

- Identify and foster the continued growth of full-time businesses that have proven to be successful in Downtown Parkville.
- Identify and encourage the establishment of additional full-time businesses that can and would be supported by the local community.
- Identify and encourage the establishment of destination services that would attract out-of-town visitors.
- Create a Downtown experience that meets the needs of out-of-town visitors. In addition to offering quality goods and services, Downtown must build on its historic character and develop a truly unique atmosphere that makes shoppers want to continue to come back.
- Develop a marketing plan that positions Downtown Parkville as a destination shopping experience.



Fig. 3.14 & 3.15 – Parkville Coffeehouse and Stone Canyon Pizza are both fine examples of a full-time businesses that continue to grow and contribute to the Downtown Parkville experience.



Fig. 3.16 – The marketing and branding of Downtown as a destination shopping experience is essential.

3.6 Transportation and Parking Recommendations

A focus of the PDMP is to maximize existing transportation resources and minimize impacts to allow for livable and context sensitive solutions. Multi-modal transportation includes streets, sidewalks, trails, railroads and parking lots. Parking plays a key role in managing and operating an efficient Downtown transportation system; it is necessary to address parking issues which work hand-in-hand with managing transportation mobility.

Key Issues

- The existing sidewalk and trail network is incomplete in Downtown Parkville. While there are competing perspectives on the level of investment that should be made on non-motorized connectivity, it is important to look at connectivity in a broader context that includes the surrounding Parkville community.
- Improving vehicular flow by addressing travel speeds throughout Downtown was an important discussion point. Many felt that there was a need to improve or “speed up” traffic through the Downtown, but that directly competes with posted speed limits and the desire to make Downtown livable and to maintain its current character.
- Parkville was built around transportation – the river and railroad – but over time conflicts have increased between the community and railroad. Noise, safety and the barrier created by trains are issues that concern property and business owners, as well as residents.
- In a small-scale downtown, the need for access to parking is critical for the success of some businesses. While data shows that parking utilization is at acceptable levels, there is a great desire to maintain adequate parking for the success of Downtown Parkville.
- Truck movements are critical for deliveries and service in Downtown Parkville. The Main Street businesses rely on on-street deliveries and key issues are maintaining the ability to operate trucks without impeding vehicle and pedestrian mobility through Downtown.



Fig. 3.17 – Example of the lack of sidewalk connectivity that plagues Downtown Parkville.



Fig. 3.18 – Improving vehicular traffic flow along 9 Highway represents a key issue for the community. A balance should be struck between mobility and character.



Fig. 3.19 – Continuing to provide adequate parking for the Downtown commercial district is important.

Recommendations

1. Improve connectivity by enhancing the pedestrian environment in Downtown Parkville.

- Complete a corridor plan for East Street/9 Highway to determine how best to provide pedestrian access from 45 Highway to Downtown.
- Develop and adopt a sidewalk program to repair, replace and install sidewalks and ADA ramps to connect to community destinations.
- Complete an off-road trail plan that follows White Alloe Creek and provides access from Park University to Downtown and other destinations.

2. Preserve and protect vehicular flow in and around Downtown.

- Preserve the 25 mph speed limit for Downtown.
- Use design features to achieve operating speeds closer to posted speed limits (i.e., gateway medians, pavement markings, on-street parking).
- Investigate construction of a roundabout at East Street and 1st Street with any potential redevelopment along East Street. Refer to Figure 3.76 for an illustration of the recommended roundabout concept. The LCS has concluded this is a workable solution that is preferred over signalization.

3. Minimize the railroad as a barrier between Downtown, parking and the parks.

- Focus attention on near-term enhancements of the pedestrian experience along Main Street and East Street rather than high-dollar, long-range relocation concepts that distract from enhancing Downtown.
- The community needs to develop consensus on the establishment of a Quiet Zone through Parkville. The establishment of a Quiet Zone for the railroad has the following issues:
 - To establish a Quiet Zone (train does not blow its horn through Downtown), one of two standards for safety must be met:
 1. A median must be installed to prevent a driver from snaking through the existing two gate crossing.
 2. A quad gate system must be installed to fully control the non-median crossing.

- Because the intersection of FF Highway and Main Street does not leave enough clearance for



Fig. 3.20 – Example of a roundabout that controls the flow of traffic, while also serving as a prime location for a gateway feature for a shopping district.



Fig. 3.21 & 3.22 – Improving the pedestrian experience can go a long way toward minimizing the impact of the railroad.

a median solution, quad gates must be installed to establish the Quiet Zone, both at Main Street and East Street.

- Installation of the Quiet Zone is estimated to be approximately \$500,000 per crossing. Total project cost is estimated to be \$1,000,000.
- Should the railroad install a second track next to the existing track (there is room and BNSF has engineered plans completed), and quad gates are installed prior to the second track, an additional \$300,000 - \$500,000 would need to be spent to reinstall the gates to accommodate the second track.
- Complete a concept study for a grade separation over the BNSF from FF Highway near Crooked Road into Platte Landing Park.

4. Proactively address parking needs.

- Conduct regular turnover and occupancy counts to monitor usage of Downtown parking to determine if and when parking restrictions should be implemented.
- Comply with ADA parking requirements when any streetscape enhancements or parking lot reconfigurations are completed.
- Include bicycle parking with any streetscape enhancements.

5. Preserve the ability to make truck movements in Downtown Parkville.

- Continue the “courtesy” approach to on-street deliveries that allows vehicles to traverse around trucks while loading/unloading.
- Follow professional design standards for truck turning radii when designing any streetscape or parking features.
- Enforce the designated truck route to eliminate large truck and trailer conflicts on Main Street and First Street.

6. Additional detailed transportation and parking recommendations may be found in the Livable Communities Study.



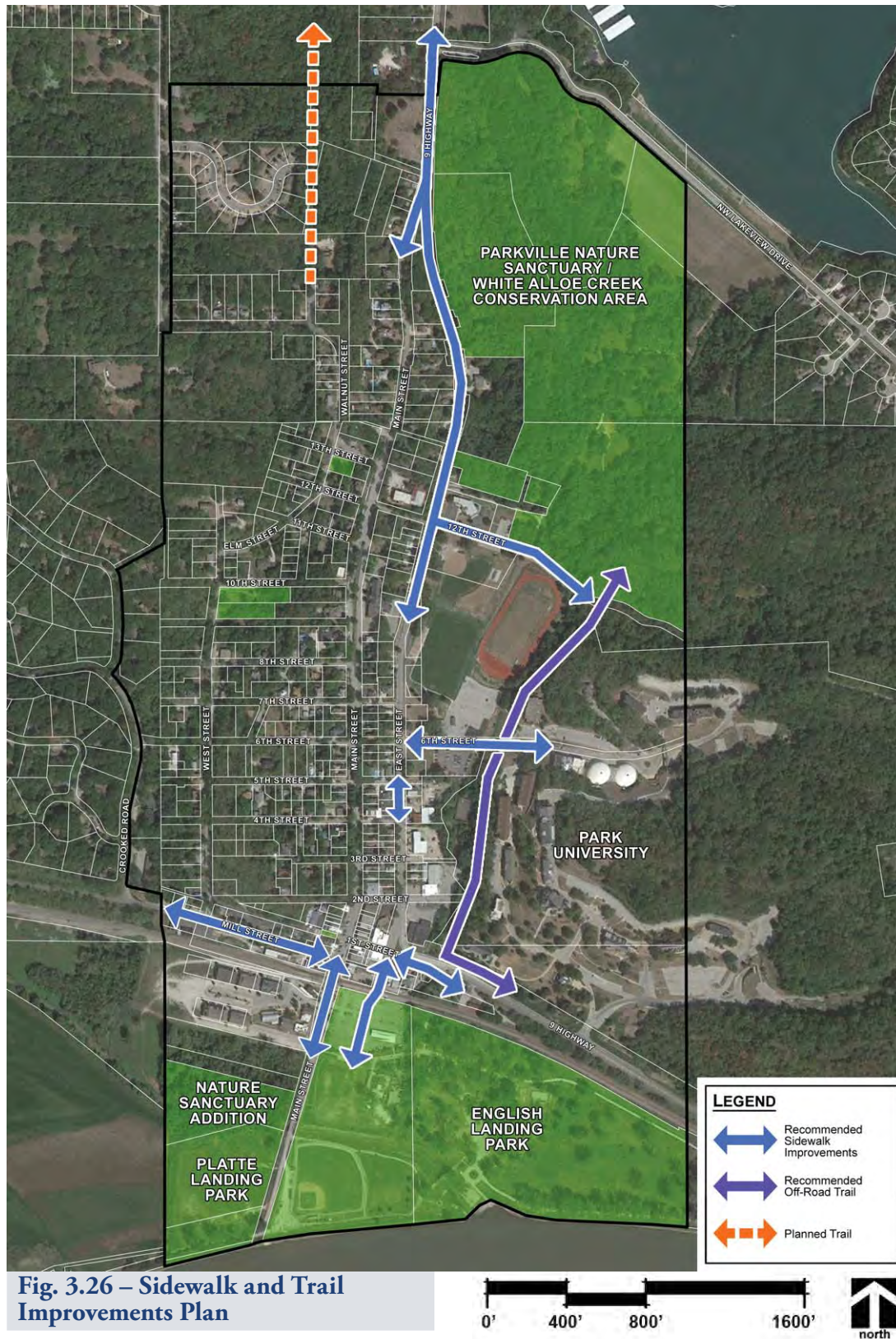
Fig. 3.23 – Example of a quad gate installation that would reduce noise and improve vehicular and pedestrian safety.



Fig. 3.24 – Continue to monitor parking usage for the Downtown commercial district.



Fig. 3.25 – The maneuverability of delivery trucks should be considered in future streetscape improvements along Main Street.



Sidewalk and Trail Improvements Plan

Figure 3.26 on the opposite page illustrates the key improvements being recommended in relation to pedestrian connectivity.

Recommended sidewalk improvements include:

- Safer sidewalk connections along Mill Street/ FF Highway for residents along the west edge of Downtown.
- Enhanced sidewalk/streetscape connections along Main Street and East Street, between English Landing Park/English Landing Center and the commercial district on the north side of the tracks.
- Infill/added sidewalk connection from the Chamber of Commerce to East Street.
- Infill/added sidewalk connections along Main Street and 9 Highway to the north (Parkville Commons and 45 Highway).
- Infill/added sidewalk connections along 6th Street from Park University to East Street.
- Infill/added sidewalk connections along 12th Street from the streamway trail connection to East Street.

Recommended trail connections include:

- Added streamway trail that follows White Alloe Creek and helps connect the Parkville Nature Sanctuary/White Alloe Creek Conservation Area with Park University and the rest of the Downtown community.
- Incorporation of a planned county trail extension that connects the northern portion of the Downtown residential community to Parkville Commons, 45 Highway and the larger Platte County trail system.



Fig. 3.27 – The existing sidewalk along Mill Street feels unsafe to residents trying to connect to Downtown.



Fig. 3.28 – The addition or infill of sidewalks along Main Street and East Street/9 Highway would improve pedestrian connectivity to the surrounding Parkville community to the north.



Fig. 3.29 – A trail that follows White Alloe Creek would offer improved connectivity along the east half of the Downtown area.

3.7 Utility Infrastructure and Flooding Recommendations

Utility infrastructure is a basic building block of development – existing, new development, redevelopment, and infill. Certain areas of Downtown Parkville are within the floodplain and historic flooding events have made a significant mark on the character and development of the Downtown.

Key Issues

- The age and quality of utility infrastructure was a repeated concern as it relates to accommodating the needs of existing development and providing service to future development/redevelopment/infill. While desires for specific services like public WiFi were discussed, the general outcome focuses on the need for basic upgrades and assurance that future development is served by sufficient infrastructure.
- Historically, flooding has impacted Downtown Parkville through park and road closures and damage to structures. While the community comes together during critical flood events, there is a perception that information on flood levels in the Downtown is not accurate and limits the day-to-day operation of Downtown businesses. There is also a general concern that future development in flood prone areas incorporates appropriate flood control measures.

Recommendations

1. Ensure that all future development/redevelopment/infill is compatible with flood boundaries.

- Require appropriate and adequate flood control measures for future development/redevelopment/infill.

2. Provide consistent and clear messaging during flood events on the status of Downtown operations to media and visitors.

3. Ensure that adequate utility service is provided in Downtown Parkville.

- Investigate ways to reduce public utility service costs provided in the Downtown.
- Plan for utility upgrades to aging systems for existing customers.
- Require appropriate and adequate utility installation for future development/redevelopment/ infill.



Fig. 3.30 – Communication to the public is key during flood events. In 2011, the community used social media to communicate hazards but not their locations.



Fig. 3.31 – Upgrading existing infrastructure systems and planning for additional services, like WiFi, is necessary if Downtown wants to begin attracting more full-time businesses.

3.8 Parks, Recreation, and Natural Resources Recommendations

Parks, recreation, and natural resources can have a dramatic impact on the sustainability and the quality of life in a community. This is especially true of Downtown Parkville. The Missouri River, English Landing Park, Parkville Nature Sanctuary/White Alloe Creek Conservation Area, hilly topography, and dense woodlands all add up to create a truly picturesque setting that is flush with both active and passive recreational opportunities. Preservation and enhancement of these resources is vital to the continued success of Downtown Parkville, and a key component of the Downtown character.

Key Issues

- English Landing Park is an invaluable asset to the present and future success of the Downtown area.
- The community compartmentalizes English Landing Park and the Downtown commercial district as two different places.
- The Downtown commercial district and the park do not capitalize on the proximity to each other.
- Platte Landing Park will bring new traffic to Downtown as it continues to be developed.
- Bruce Watkins Park and Adams Park are underutilized, aging, and in need of updating to serve the surrounding neighborhoods.
- Greenspace and trees are integral to maintaining the character of the Downtown neighborhoods and parks.
- The railway acts as a barrier between English Landing Park and the surrounding community.
- Individuals have proposed moving the existing railway south through English Landing Park.



Fig. 3.32 – Downtown’s two neighborhood parks are in need of revitalization in order to better serve residents of the area.



Fig. 3.33 – The Natuary Sanctuary is a prime example of the hilly topography and dense woodlands that make Downtown Parkville so unique.



Fig. 3.34 – The railway limits connectivity between English Landing Park and the surrounding community.

Recommendations

1. Amend the Parkille Parks Plan (P3).

- Preserve, protect, and enhance English Landing Park and Platte Landing Park.
- Develop a long-range English Landing Park Enhancement Plan that would aim to preserve the beauty of the parks and continue to create new interest and demand.
 - The reconstruction of the park is complete from the previous flood. Additional amenities could be added, but would need to address their vulnerability to flood damage.
 - Additional amenities could include shelters, gardens, overlooks, plazas, fountains, etc.

2. Enhance Downtown synergy by increasing the cross traffic between the commercial district, English Landing Park, and the newly developed Platte Landing Park.

- Improve the pedestrian experience between the commercial district and English Landing Park.
 - Develop a cohesive streetscape plan for Main Street and East Street that addresses the relationship between the commercial district and the park. The streetscape plan should include sidewalk and crosswalk improvements, amenities, site furnishings, landscaping, signage, and wayfinding.
 - Provide amenities along the streetscape that are targeted at meeting the needs of park users. Examples include dog parking, dog fountain, pod stations, bike parking, and benches.
 - Improve pedestrian safety and the perception of safety for users crossing the railway.
- Consider commercial redevelopment of the municipal parking lot south of the railway as a way to 'close the gap' between the commercial district and the park (see [3.12 Redevelopment and Infill Recommendations](#)).
- Encourage a mix of services in the commercial district that cater to park users.
- Encourage compatible store hours with peak park use times.



Fig. 3.35 – Enhancement efforts at English Landing Park will ensure that the park continues to be one of the community's most valuable resources.



Fig. 3.36 – Improvement of the pedestrian experience will improve the cross traffic between the park and Downtown, and lead to better customer retention for the Downtown business community.



Fig. 3.37 – Redevelopment of the municipal parking lot to include additional retail could 'close the gap' between the commercial district and the park.

3. Prepare a park redevelopment plan for Pocket Park on Main Street.

- The current park does not have significant uses or users.
- The current park layout is old and worn. The proliferation of differing materials and level changes makes the current park design unnecessarily cluttered and busy.
- Access to hillside uses now currently vacant or sporadically open dominates the space for very little benefit.
- A revised park plan should focus its design on creating a central gathering space in the Downtown, that would allow for people watching, relaxing, taking a break from shopping, or enjoying food services provided in the Downtown. The focus should not be on developing 'green space' but community space. Potential improvements include seating, fountain, wayfinding, signage, interpretive signage, lighting, shade structure, landscape beds, non-dominant vertical access to hill side, plaza and paving improvements.

4. Develop park improvement plans to the two neighborhood parks located Downtown (Bruce Watkins Park and Adams Park).

- Develop a Parks Improvement Plan that assesses the current state of these two parks and offers solutions to increase activity and improve aesthetics.
- Currently, the parks are underutilized, potentially because of a lack of amenities and the aged condition of existing amenities.

5. Protect the existing woodland and hilly topography that limits development throughout much of the west half of the Downtown residential neighborhood.

- Discourage the development of land in this area that would result in the loss of these natural resources.
- Erosion and slope issues currently discourages development of these areas.



Fig. 3.38 – A redeveloped pocket park that serves as a central gathering space could have a dramatic impact on Downtown.



Fig. 3.39 – Bruce Watkins Park in its current state.



Fig. 3.40 – An example of what an improved Bruce Watkins Park might look like.

6. The protection of open space and vegetation are important to reinforcing Downtown character.

- Develop tree preservation ordinances, with penalties for removing mature trees.
- Develop a tree preservation program for parks in Downtown that inspects them for age, condition, disease and hazards. Actively manage significant trees to ensure their continued survival.
- Develop a tree replacement program for the Downtown neighborhoods.
- A comprehensive management plan that recognizes the importance of natural resources to Downtown character should be developed. The plan should consider trees, vegetation, water, erosion, hillsides, slopes, views, and wildlife.
- Minimum standards for open space dedication, landscape standards, and connectivity, compatible with the Downtown character, should be developed to address potential future development and redevelopment in the Downtown area.

7. Relocation of the railroad through English Landing Park should not be pursued because of the negative impacts to the park.

- The vision for relocating the railroad line is contrary to the vision of building on the success of the park. Refer to [3.12 Redevelopment and Infill Recommendations](#), [Relocation of the Railroad Tracks](#) for a complete review of the issues surrounding relocation of the railroad tracks.
- The alignment that meets railroad standards will run directly through the middle of English Landing Park, bisecting the park with the relocated rail line and side slopes for road bed.
- Grading operations to relocate the tracks would destroy significant existing trees.
- Relocation of the track would significantly impact or eliminate facilities in the park.
- The track would remain at its current elevation, resulting in an approximate 9 foot elevation change from the top of the tracks to the lower elevation of the Park. This would have the corresponding side slopes, further widening the impacted area.

- Significant impact to the visual and physical connections to the Missouri River would occur as well.
- Relocation would create two narrow linear parks on each side of the east-west tracks instead of the larger

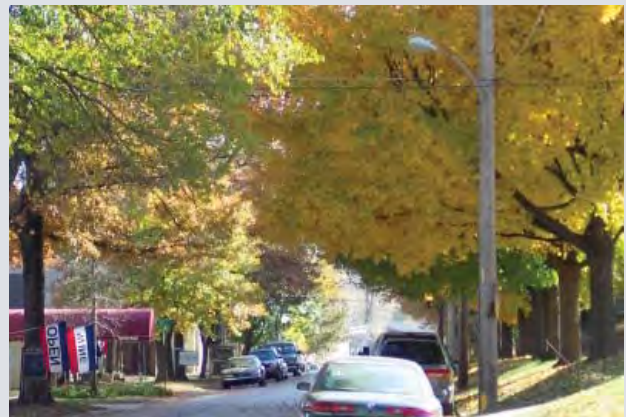


Fig. 3.41, 3.42, & 3.43 – The protection of open space and vegetation is critical to reinforcing Downtown character, especially in the parks and residential neighborhoods that are part of Downtown.

contiguous park space that exists today. This would reduce the programmability, usability, and variety of potential park uses.

3.9 Character of the Built Environment/ Aesthetics Recommendations

The character of the built environment is essential to the overall quality of life of a community. It can influence how people move through and interact within a space. It can also significantly impact people's perceptions of quality and value. The built environment of Downtown Parkville has a unique historic character that should be preserved and enhanced in a way that adds to the user/visitor experience and reinforces Downtown character.

Key Issues

- The charming nature of the Downtown commercial district is an invaluable asset to Downtown Parkville and the greater Parkville community.
- The residential neighborhoods add significantly to the historic character and value of Downtown.
- Downtown Parkville lacks a sense of arrival, particularly for those traveling along 9 Highway and FF Highway/Mill Street.
- The Downtown commercial district suffers from visual clutter and there is a sense that overall upkeep and maintenance is lacking.
- Many of the storefronts in the Downtown commercial district would benefit from rehab efforts to refreshen and update their look.
- It is important that Parkville be itself, and not attempt to replicate another community's success.
- There is concern from the Downtown community that the creation of a historic district would result in overreaching regulation and loss of private property rights.
- The streetscape within the Downtown commercial district is generally uninviting for visitors due to narrow sidewalks, minimal seating opportunities, a lack of amenities, and deteriorating conditions.
- The lack of branding in Downtown Parkville represents a missed opportunity to beautify the area while also enhancing the visitor experience.

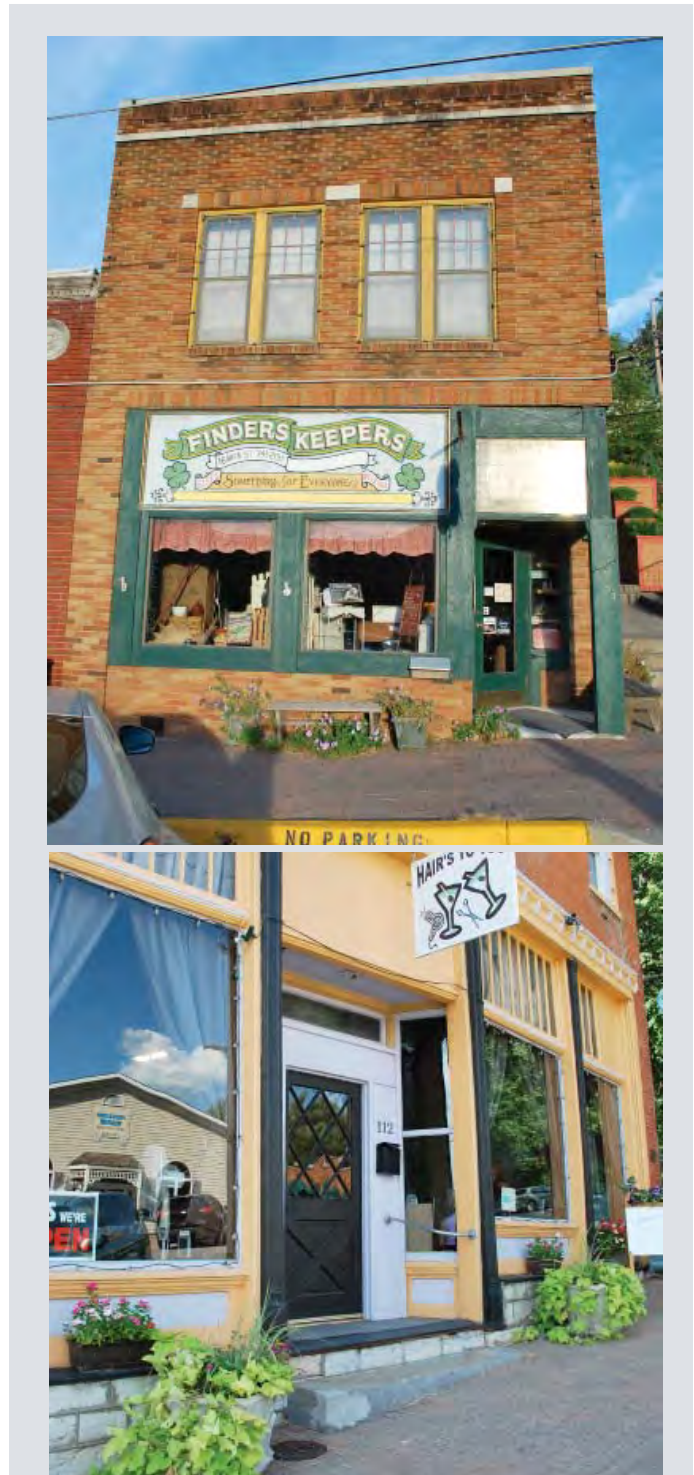


Fig. 3.44 & 3.45 – Downtown Parkville is full of quaint charm, but its aging storefronts and streetscape would benefit from improvements that enhance the overall user experience.

Recommendations

1. Develop a full set of commercial district design guidelines for the commercial area so that new infill, redevelopment, and rehab projects fit the desired Downtown character.

- Preservation of the charming nature of Downtown commercial area is important.
- The guidelines should be developed with the understanding that many of the structures in the Downtown core are historic in nature. Most have been renovated continuously, but the underlying structure of the historic buildings still exists in many cases.
- The removal of facade clutter, non-commercial grade materials, and materials and finishes that do not match Downtown character should be a key component of the guidelines.
- The guidelines should define the architectural styles, elements, materials, massing, heights, mix of acceptable uses, colors and detailing.
- The design guidelines should include guidelines for new construction, rehabilitation, storefront renovation, and demolition.
- Establish a Missouri 353 Redevelopment Program to encourage and assist in the rehabilitation of existing structures through the use of tax abatement for actual improvements made to rehabilitated structures.
- To ensure the unilaterally fair application of the guidelines, pass an ordinance requiring the application of the guidelines for both rehabilitation and new construction.
- Ensure compliance of the guidelines by proposed projects one of two ways:
 - Set up an appointed design review committee of Parkville citizens and City staff to review compliance of design with the guidelines. This committee would be a recommending body to the Planning and Zoning Commission, which could require changes for compliance with the design guidelines.
 - City Staff should, in their normal course of duties, use the design guidelines as a reference document during the design/permit review process.



Fig. 3.46, 3.47, 3.48 & 3.49 – The existing storefronts along Main Street represent a broad range of materials, styles and finishes.

- A more detailed discussion of design guideline strategies is included in [Appendix F, A Preliminary Commercial Rehabilitation Design Guideline](#).

2. Develop a fully layered gateway, signage and wayfinding plan.

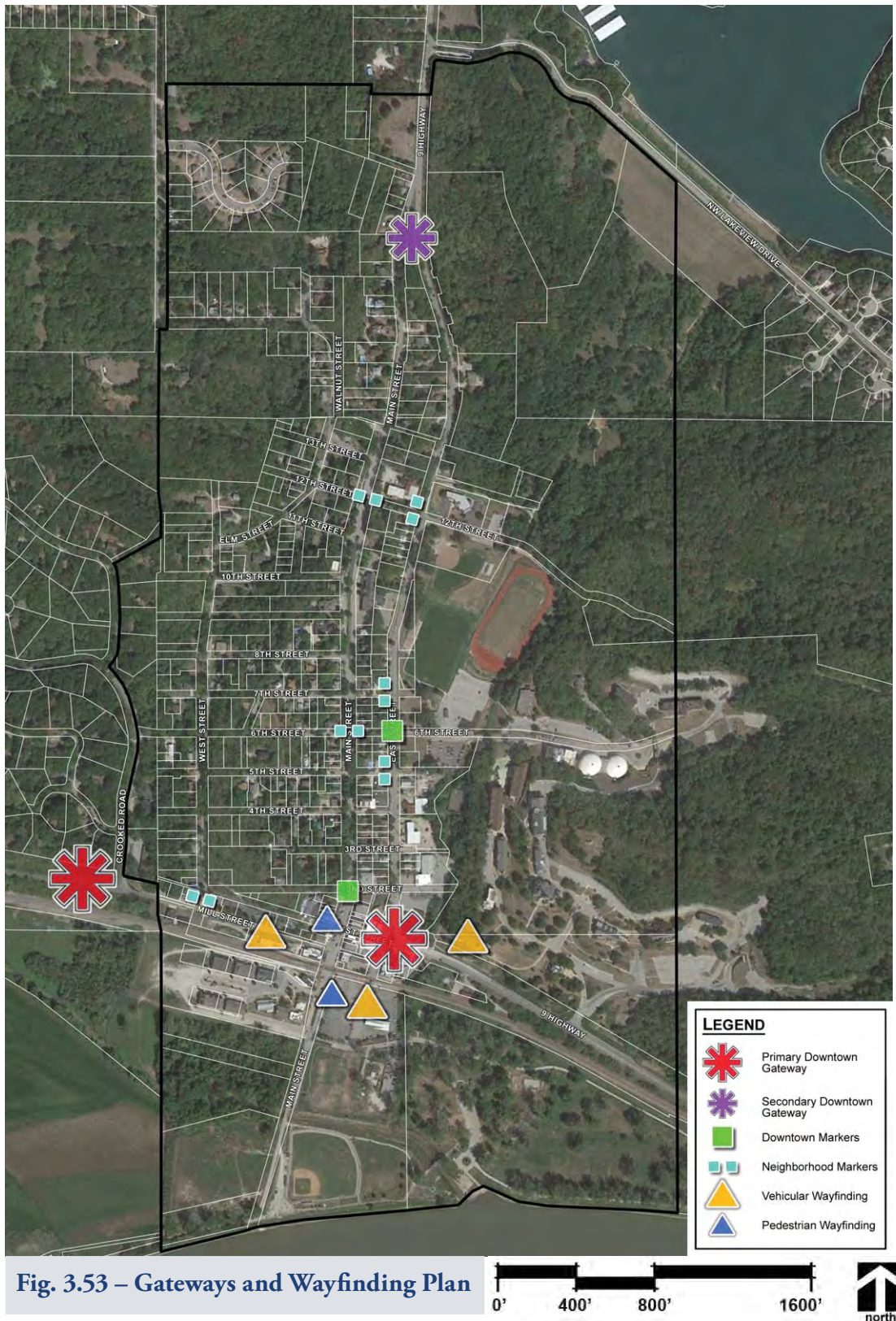
- The Plan will help to define visitors' first impressions of Downtown Parkville.
- The Plan should unite signage and wayfinding with Downtown's branding and marketing efforts.
- The Plan should include the following elements:
 - Primary Downtown gateways that welcome out-of-town visitors to Downtown Parkville.
 - Secondary Downtown gateways that welcome the surrounding Parkville community to Downtown.
 - Downtown markers that highlight high-traffic intersections within the Downtown commercial district.
 - Neighborhood markers that identify the key entry points into the Downtown residential neighborhood.
 - Vehicular wayfinding signage that helps visitors navigate to the major areas within Downtown (Park University, Main Street, English Landing Park, English Landing Center, Platte Landing Park, public parking).
 - Pedestrian wayfinding signage that informs pedestrians of specific amenities, shopping, dining, services and recreation opportunities available in the Downtown area.
 - Pedestrian interpretive signage that informs pedestrians about the history, stories and people that have helped shape Downtown.
 - Branding and marketing elements tied into the overall plan.
 - Specific concept, design development and construction documentation of elements in the Plan.
 - Cost estimates for the plan.



Fig. 3.50 & 3.51 – Examples of gateway features that might fit the character of the built environment in Downtown Parkville.



Fig. 3.52 – Wayfinding signage can be a valuable resource for visitors who are not familiar with the community. Wayfinding plans should consider both drivers and pedestrians.



Gateways and Wayfinding Plan

Figure 3.53 on the opposite page identifies the locations most ideally suited for monumentation meant to establish identity and signage designed to direct visitor traffic.

Gateways are typically located at important intersections, nodes or boundaries within an area. Not all gateways are created equally though. A gateway plan generally consists of a collection of elements that range in scale and significance. Though each gateway element may have a different level of importance, they should all fit within an overall hierarchy that aims to create identity, improve first impression, and maybe even tell a story. Recommended gateway elements for Downtown Parkville include:

- **Primary Downtown gateways** should signal a sense of arrival into Downtown and speak to its history and character as the center of the greater Parkville community. Located along 9 Highway and FF Highway, the two primary gateways should be directed at out-of-towners who are likely to visit the Downtown commercial district.
- A **Secondary Downtown gateway** element, located at the intersection of Main Street and 9 Highway, should be more directed toward the surrounding Parkville community entering the Downtown area from the north. Though smaller in scale, it should be similar in style and materials to the primary gateways.
- **Downtown markers** should be located at significant, high-traffic areas within the Downtown area. Consisting of a column or pair of columns with logo branding, they should be more pedestrian in scale when compared to the primary and secondary gateways.
- **Neighborhood markers** should identify important entry points into the Downtown residential neighborhoods. They should be even smaller in scale than the Downtown markers, and should consist of a pair of column at each entry point.

Wayfinding signage is used to inform visitors of the services being provided in an area and direct those visitors to said services. An effective wayfinding plan considers both the driver and the pedestrian with the intent of guiding visitors from their cars to their desired location in a convenient and efficient manner. Recommended wayfinding signage for Downtown Parkville includes:

- **Vehicular wayfinding signage** should help visitors navigate to the major areas within Downtown (Park University, Main Street, English Landing Park,

English Landing Center, Platte Landing Park, public parking). They should be located so that drivers can easily read and digest the information being presented before making a decision.

- **Pedestrian wayfinding signage** should inform pedestrians of specific amenities, shopping, dining, services and recreation opportunities available in the Downtown area. They should be placed so that visitors getting out of their cars can quickly locate the specific services their looking for.

These gateway and wayfinding elements should be considered as part of a larger plan that includes additional signage and branding opportunities, as described in [3.9 Character of the Built Environment/Aesthetics Recommendations, Recommendation #2](#).

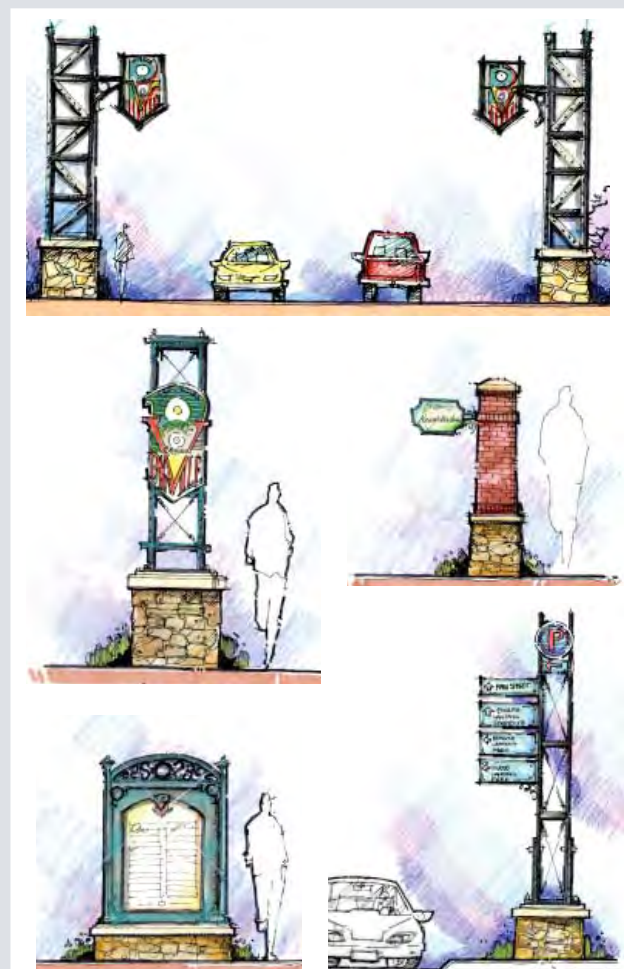


Fig. 3.54 – Examples of preliminary concepts for gateway and wayfinding elements.

3. Preserve the historic character of the Downtown neighborhoods.

- Refer to 3.5 Land Use Recommendations, Recommendation #1 and 3.8 Parks, Recreation, and Natural Resources Recommendations, Recommendation #6 for proposed recommendations for preserving the historic character of the Downtown neighborhoods. Identify properties that fit within the historic context of the neighborhoods and those that do not.

4. Prepare a Design Guideline that provides direction and guidance for the redevelopment of East Street so that it fits in with the desired Downtown character.

- Currently East Street is developed as a state highway, with lots focused on access to 9 Highway, with varied architectural and site scale, style, character, material, and use.
- In its current state, the existing development on both sides of 9 Highway/East Street and the roadway itself does not fit with the vision of preserving and enhancing Downtown character. Redevelopment of the area, as recommended in 3.12 Redevelopment and Infill Recommendations, would allow the area to be planned to fit in with the fabric of the Downtown, increase critical mass of the Downtown area, provide for additional connectivity, provide options for additional uses and add amenities to Downtown.
- Attention should be given to streetscape, pedestrian amenities, lighting, crosswalks and landscape so that they may fit into the recommended streetscape improvements for Main Street.
- Attention should be given to the site planning and architecture of the redevelopment to ensure it fits in with Downtown character. Appropriateness of style, massing, height, materials, location and relationship of parking and buildings, signage, and colors are all critical issues to be dealt with.
- Attention should be given to the nature and character of the roadway to address the current transportation issues, redevelopment needs, and future transportation needs when the roadway is redeveloped.



Fig. 3.55 – The historic character of the residential neighborhoods is an asset to Downtown and the surrounding Parkville community.



Fig. 3.56 & 3.57 – Views along East Street/9 Highway.

5. Further discussion with the community is required to determine its desire to pursue any designation of a Historic District.

- There was discussion with the community in the Parkville Master Plan, the Livable Community Study, and in the PDMP about establishing a historic district, but consensus or support by property owners has not been indicated.
- The Parkville Downtown core has sufficient historic integrity to satisfy a preliminary Determination of Eligibility (DOE) which is the first step toward the creation of a Downtown historic district.
- A Downtown historic district could assist the Downtown by attracting new businesses, as well as providing incentives for the rehabilitation of these historic properties.
- The Downtown could be listed on the National Register as a historic district or could be locally recognized as a historic district through city ordinance.
- A conservation district or planned zoning ordinance are other ways to protect the historic character of the area and promote the rehabilitation of existing properties.
- These mechanisms are accomplished through increased awareness and approval of the property owners and community and by approval by the City of Parkville through the ratification of a city ordinance.
- A variety of funding strategies for rehabilitating existing properties are available depending on the route chosen. These include state and federal historic tax credit programs if listed on the National Register (either individual properties or as a historic district) and low interest loans or grants from a variety of public and non-profit sources.
- A more detailed discussion of historic district strategies is included in [Appendix E, Historic District Report](#).



Fig. 3.58 & 3.59 – View from 1st and Main St., circa 1900 (top image) and 2013 (bottom image).



Fig. 3.60 & 3.61 – View looking north on Main St., circa 1920s (top image) and 2013 (bottom image).

6. Develop a streetscape redevelopment plan in the commercial core of Downtown to address the worn, and tired existing streetscape.

- Elements of the plan should include:
 - Updated walks and crosswalks that are designed to fit the historic quality of Downtown, increase safety and provide for increased attractiveness of the area.
 - Development of site furnishing standards to be used throughout the district.
 - The incorporation of added seating opportunities throughout the district.
 - Branding and amenities that enhance the look and experience of Downtown streetscape.
 - Amenities along the streetscape that are targeted at meeting the needs of park users. Examples include dog parking, dog fountain, pod stations, bike parking, and benches.
 - Improved pedestrian safety and the perception of safety for users crossing the railway by installing pedestrian gates if a quad-gate system is installed at the railroad crossings.
 - The incorporation of signage and wayfinding efforts into the streetscape.
 - Moving of the railroad signal tower obstruction at the southeast corner of the railroad tracks and Main Street to open up views of Downtown to the public parking lot south of the tracks.



Fig. 3.62, 3.63, 3.64 & 3.65 – A revitalized streetscape that addresses the inadequacies of Downtown could result in new visitors and new businesses.

3.10 Operations and Function Recommendations

Operations and function refers to the way that a business or group of businesses is run on a day-to-day basis in order to satisfy the needs/demands of their potential clientele base. The regulation or standardization of business operations can be quite complex when multiple, individually owned and managed businesses with different goals and aspirations are involved. Downtown Parkville's focus, in regards to operations and function, is to ensure that the business community work collectively to establish and maintain a basic level of professional service that adds to the overall user experience, meets visitor expectations and improves customer retention of the area.

Key Issues

- Many of the businesses Downtown do not have standard or consistent operation hours that are conducive to attracting and retaining visitors.
- The regulation of business operations Downtown is often met with resistance.
- The lack of directional and informational signage and wayfinding makes Downtown difficult to navigate for those unfamiliar with the area.
- There is interest amongst business owners in providing recycling services within the Downtown commercial district.
- There is interest in providing public restrooms within the Downtown commercial district.

Recommendations

1. Establish a business atmosphere in the Downtown commercial district that encourages the type of full-time, professionally run businesses that are necessary to attract repeat customers.

- Identify and foster the continued growth of full-time businesses that have proven to be successful in Downtown Parkville.
- Identify and encourage the establishment of additional full-time businesses and/or destination services that would be successful and fit within the contextual atmosphere of Downtown Parkville.

- Consider regulating the hours of operation for the Downtown commercial district for a minimum of peak shopping and park user times.

UNIQUE SHOPS

51 Aura Hair Studio and Boutique: 816-741-5858

Get a new "do" and shop our great selection of clothing and accessories! *Tuesday thru Saturday.*

54 Bentley Guitar

Studios: 816-746-9772

Guitars, amplifiers, accessories, repairs, lessons. *Open daily.*

47 The Cathy Kline Art Gallery (inside La Bottega): 913-449-4460

Classes, fine art and murals. *Open daily.*

36 Colorful Memories

Design: 816-746-1811

Vintage, new and re-purposed. Home decor, furniture, antiques, collectibles. *Friday thru Tuesday.*

5 Cool Vintage Watches: 816-420-9085

Vintage watches, watchbands, repair, fine gifts, cool collectibles, vintage bar stuff, stereos and vinyl. *Tuesday thru Saturday.*

8 Cyd's Art & Antiques: 816-505-1616

Where old meets new. Fair trade items, fine antique furniture, local art, jewelry and home accessories. Lots of cool stuff! *Tuesday thru Sunday.*

10 Electric Cigarette Den: 816-584-0659

Featuring a variety of "Green Smoke" selections. Try before you buy. Eight flavors, five nicotine levels each. *Tuesday thru Sunday.*

Fig. 3.66 – Inconsistent days and hours of operations can have a negative impact on customer retention.

2. Introduce regulatory procedures in the Downtown commercial district that are proven to lead to increased business through improved visitor experience.

- Encourage, mediate, and help build consensus amongst the business community for regulatory procedures that will positively affect Downtown. Examples of issues that may need to be addressed with regulatory procedures include:
 - Storefront parking for owners and employees;
 - Hours of operation;
 - Maintenance and upkeep of streetscape and buildings;
 - Development of Design Guidelines; and
 - Formation of a Design Review Committee.

3. Enhance the visitor experience, marketing, and brand identification by improving the wayfinding and signage throughout Downtown.

- Develop a comprehensive Wayfinding and Directional Signage Plan for vehicular, bicycle, and pedestrian level traffic that achieves the following:
 - Directs traffic in and out of the Downtown area.
 - Informs visitors of the services and activities available to them Downtown and directs them in the direction of said services and activities.
 - Creates interaction and excitement for visitors.
 - Reinforces the identifiable brand of Downtown in the market to continue to build on marketing efforts.
 - Display a consistent marketing message and brand.
 - Refer to 3.9 Character of the Built Environment/ Aesthetics Recommendations, Recommendation 2 for plan content.



Fig. 3.67 – Continued maintenance and upkeep of the streetscape and buildings should be a priority for Downtown. This may require the introduction of regulatory procedures.

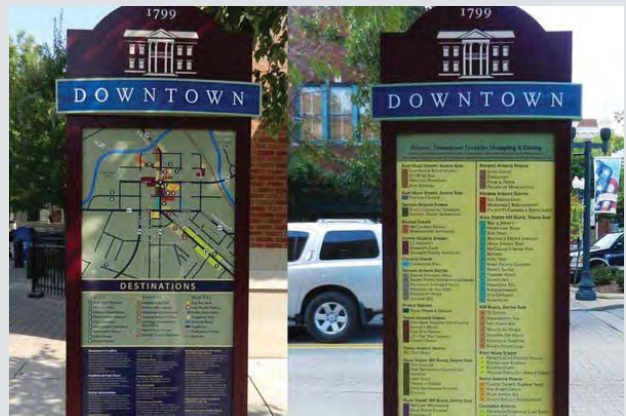


Fig. 3.68 & 3.69 – Wayfinding, signage, and branding efforts should be designed in coordination with one another so that they reinforce a singular identity for Downtown.

4. Provide additional public services (recycling, restrooms) that can benefit visitors, business owners, and employees of Downtown Parkville.

- Explore the scope, feasibility, and available funding resources for providing recycling services Downtown.
 - Include storefront side recycling alongside trash receptacles as streetscape furniture.
 - Provide back of house recycling for the businesses in Downtown if the needs are warranted.
- Develop a Downtown Restroom Feasibility Plan so that cost, location, operation, and maintenance issues can be determined for providing a public restroom in the Downtown commercial core.
 - There are currently no public restrooms in Downtown.
 - Restrooms are made available by some merchants.
 - Many districts do not provide public restroom facilities because of operation, safety, and maintenance issues. Those districts rely on businesses to provide restroom facilities. That in turn drives customers to those businesses.
 - Hours of operation issues in the Downtown prevent access to restroom facilities if businesses are closed.



Fig. 3.70 & 3.71 – Recycling and other public services that promote sustainability could be implemented within Downtown Parkville and possibly even incorporated into the branding/marketing campaign.



Fig. 3.72 – Cost, location, operation and maintenance are all factors to be considered in the feasibility of providing public restroom facilities.

3.11 Economic Development Recommendations

Economic development typically provides the means for growth through job expansion, new residents, new homes, demand for new consumer goods and services, and added sales and property taxes. For Downtown Parkville, steady and sustainable growth of the commercial district is essential to making it a destination for local/regional tourism and commerce.

Downtown's economic survival and redevelopment hinges on expanding the current market niches, introducing new market niches, and providing consumers a larger selection of merchandise and services.

Key Issues

- The future growth in population and income will generate additional consumer purchasing power and retail sales growth.
- The future growth of office-related employment will increase the demand for professional and medical office space in Platte County and Parkville.
- Growth in population and employment will create a demand for new housing.

Recommendations

1. A key in improving the business climate in Downtown Parkville will be to increase the inventory of commercial space and level of business and customer activity.

- Higher density, mixed-use development should be encouraged. This development format promotes increased density, security, pedestrian activity and business activity.
- Increasing the housing stock through infill development will be a key component in enhancing the pedestrian activity and economic vitality of Downtown.
- A mix of attached housing catering to students and young adults is recommended along with infill single-family housing within the neighborhoods surrounding the central business district. Second floor residential over commercial space should be encouraged.



Fig. 3.73 – Example of the type of higher density, mixed-use development that should be encouraged in Downtown Parkville.



Fig. 3.74 – Example of single-family infill that complements the existing housing stock.



Fig. 3.75 – Example of attached townhomes that would diversify the housing stock and increase density.

2. Prospective commercial development/redevelopment sites include:

- Development of the surface parking lot on the east side of Main Street, south of the railroad track.
 - The 2.2-acre surface parking lot bound by the railroad track to the north, McAfee Street to the south, East Street to the east and Main Street to the west is ideal for extending commercial development on Main Street south of the railroad track as well as increase the inventory and critical mass of commercial space in the Downtown core.
 - The best suited development formats include downtown-style, mixed-use commercial buildings supporting retail and office uses.
 - Two-story buildings are appropriate on the western portion of the site fronting Main Street with surface or structured parking on the eastern half.
 - Assuming a zero setback on Main Street the site could accommodate an estimated 50,000 to 70,000 square feet of commercial space.
- Development of the east side of 9 Highway from 1st Street north to 6th Street.
 - The prospective development site located on the east side of 9 Highway from 1st Street north to 6th Street consists of nine individual parcels totaling approximately 3.66 acres.
 - Existing land uses include a U.S. Post Office, former restaurant, two single family homes, Glen's Automotive, Four Seasons Lawn & Landscape and vacant land.
 - This site is considered Downtown's premier development site offering superior access, visibility, exposure and the size to facilitate the development of several commercial formats.
 - The most appropriate development format is 2- and 3-story mixed-use structures supporting retail, office and residential uses.
 - Assuming a "Main Street" design the site could accommodate an estimated 240,000 to 280,000 square feet of building area. The mix of space would be approximately half commercial and half residential, with the inventory of housing totaling approximately 125 to 175 dwelling units.
- Development of 9 Highway from 1st Street to 6th Street would provide a much needed highway entry window for Downtown and facilitate a broader range of goods and services businesses.
- Development of this section of 9 Highway would also provide a "bridge" more effectively connecting Downtown Parkville with Park University.
- Development of the west side of 9 Highway from 1st Street north to 6th Street.
 - The prospective development site located on the west side of 9 Highway from 1st Street north to 6th Street consists of twelve individual parcels totaling approximately 1.07 acres.
 - Existing land uses include the French Bee Bakery, parking lot, nine single-family homes and a 4-unit apartment building.
 - The street right-of-way patterns and shallow lot depths for the properties fronting the west side of 9 Highway will limit the potential to accommodate large-scale mixed-use development.
 - Likely development scenarios include the adaptive reuse of the existing residential structures or razing current structures to facilitate the construction of single-tenant commercial buildings or multi-family housing.

3.12 Redevelopment and Infill Recommendations

As has been identified in previous recommendation sections, there are several redevelopment and infill opportunities that exist within Downtown Parkville. What follows is a description of these opportunities and how they may benefit the long-term success of Downtown, along with supporting graphics and conceptual plans.

Redevelopment of East Street - East Side

The 9 Highway/East Street corridor, from 1st Street to 6th Street, represents an excellent redevelopment opportunity that could serve as a catalyst for future growth and investment in Downtown Parkville. Given its significance within the transportation network of Parkville, a reimagined East Street could improve community connectivity, create additional commercial critical mass by effectively doubling the Downtown commercial area, while also helping to 9 Highway fit better into the Downtown character desired by the community.

Multiple concepts for East Street Redevelopment have been created. Figures 3.76 illustrates what such a reimagined East Street might look like. Regardless of the specific redevelopment design of the area, key elements incorporated include:

1. The introduction of a roundabout at the intersection of 1st Street and 9 Highway as a way to efficiently control traffic through this major intersection, improve pedestrian crossings, and provide an ideal location for a significant gateway element that signals the arrival to Downtown Parkville.

2. Redevelopment of the road and streetscape from 1st Street to 6th Street to include consistent sidewalks, street trees, street lights and improved pedestrian crossings.

- Road redevelopment is critical to the redevelopment of East Street/9 Highway.
- Current posted speed restrictions are seldom followed.

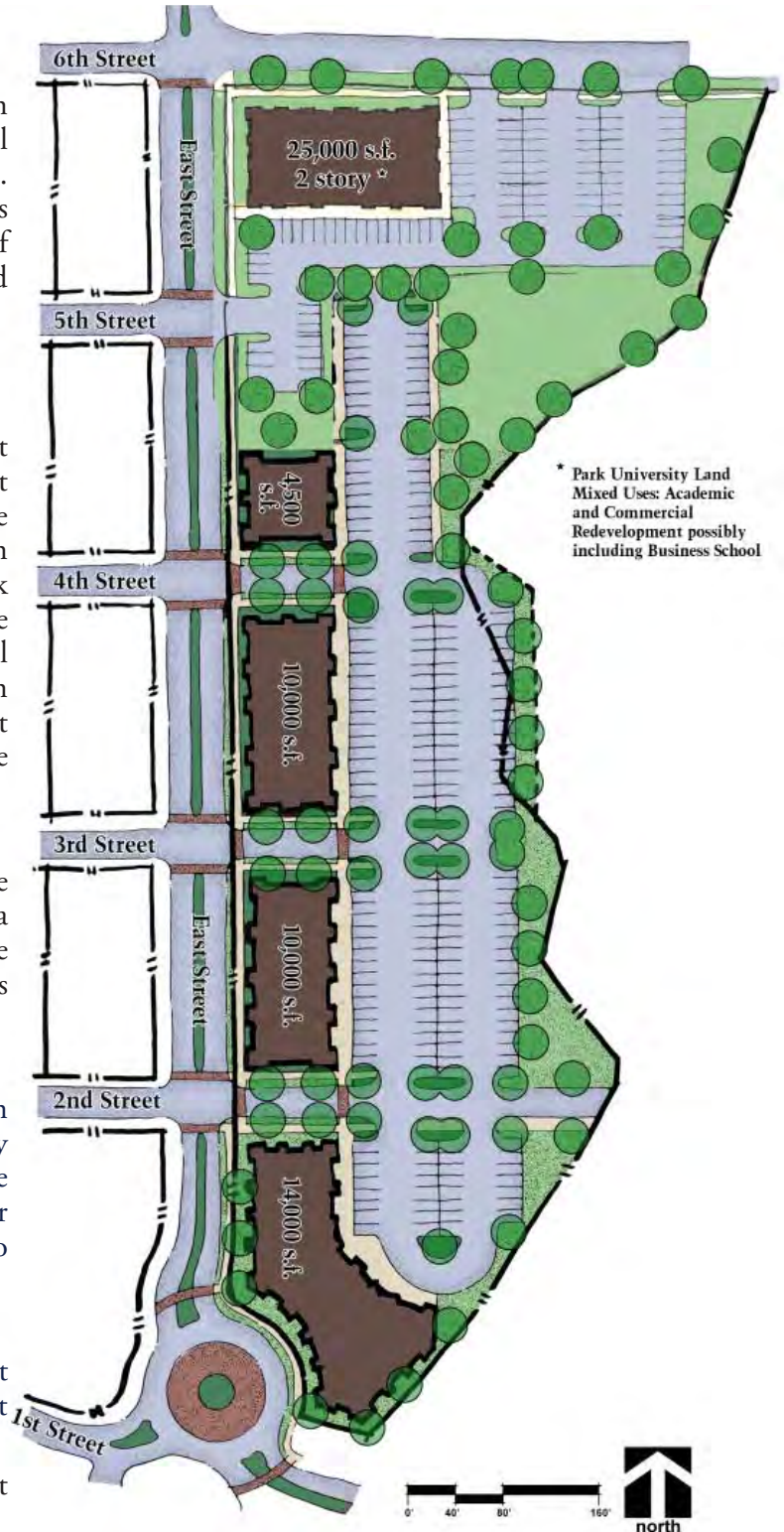


Fig. 3.76 – East Street Redevelopment Concept

- The design and function of the roadway will determine the development design of the redevelopment area to a large extent.
 - A road designed to encourage speedy travel of vehicular traffic does not encourage connectivity of other modes of transportation, encourage Downtown character, or allow commercial buildings to face the street.
 - A road designed to maintain current posted speed limits will fit into the community's indicated Downtown character and allow the safe crossing of pedestrians.
 - Building facades will face their main parking field, unless they have a minimum of parking at their front entrance. A redeveloped East Street/9 Highway without on-street parking will ensure that the front entrance facades of the buildings will face east, away from the road.

3. The redevelopment area should adhere to the following standards.

- All redevelopment should reinforce the desired Downtown character in style of architecture, massing, scale, height, materials, and detailing.
- Redeveloped properties should be commercial or mixed-use in nature.
- Buildings should be oriented toward East Street with minimal street offsets and all parking should be located toward the rear of the properties.
- All redevelopment efforts should be coordinated with Park University. The University owns property at the north end of this redevelopment area, so it will be important to understand, accommodate, and complement its future plans.
- Shared parking for the development area is important to yield required parking.
- Connections to the White Alloe Creek Trail should be made.
- Pedestrian and vehicular connections to the university should be accomplished if possible.
- Install a pedestrian-activated crossing signal at 6th Street.



Fig. 3.77 – View of East Street/9 Highway, looking north, from the approximate location of the proposed roundabout.



Fig. 3.78 – Example of a roundabout that incorporates a combination of sculpture, monumentation and landscaping.



Fig. 3.79 – Examples of commercial or mixed-use developments with buildings oriented toward the street. This encourages pedestrian activity and creates a more inviting atmosphere for potential visitors.

Redevelopment of East Street - West Side

- Redevelopment of the properties along the west side of East Street, from 2nd Street to 6th Street.
 - Because of narrow lot depths on the west side of East Street/9 Highway, redevelopment of this area is more limited in nature.
 - Adaptive reuse of existing residential structures for commercial uses is possible.
 - Redevelopment of existing building sites would allow for single building commercial redevelopment.
 - Care must be taken to ensure that the character of development of new commercial sites is in concert with the stated vision of reinforcing Downtown character. Narrow depth lots and side parking lots will make this a challenge.
 - The use of screening, materials, buildings, fencing and landscape on the street side edge of all development sites is critical to ensure redevelopment of properties fit in with the character of Downtown.
 - The ultimate design and function of the roadway will have a significant effect on redevelopment of properties.



Fig. 3.80 – Adaptive reuse of existing residential structures for commercial uses is common along Main Street and may be a solution for properties along the west side of East Street.



Fig. 3.81 – Attached townhomes or detached rowhomes could be incorporated into the redevelopment of the west side of East Street. Designed properly, they would increase density, while maintaining or even adding to the charm of Downtown.

Redevelopment of Residential Neighborhood along West Street

There are numerous issues in the residential neighborhood on West Street that would lend itself to being a potential site for residential redevelopment. Such issues include:

- Hilly terrain and a broken street grid cause the area to feel isolated from the rest of Downtown.
- Pedestrian connections to the Downtown core are limited and unsafe.
- The overall character of West Street is very different from Main Street.
- The homes along West Street do not have the same historic character as those located on or close to Main Street.
- Numerous properties are in disrepair.
- Numerous properties are vacant.

Figure 3.82 indicates a potential redevelopment scenario for a modest residential development. Key elements of this concept include:

- The preservation of the existing woodland and topography.
- 15 single-family, 2-story homes with detached 2-car garages that complement the historic character of the Downtown neighborhoods.
- Single-family homes built to the current average home value of new home permits in Parkville.
- Sidewalk connections and landscape buffers along Mill Street, from Crooked Road to Main Street.
- Sidewalk replacement/infill where needed along the west side of West Street.
- Neighborhood Markers that identify entry into the neighborhood.
- Adding new members of the community to utilize the goods, services, and amenities offered in the Downtown area.
- Provides potential housing to the area that fits with the Downtown character and fabric of the Downtown neighborhoods.
- Removes existing blight.
- A larger contiguous redevelopment area is more marketable for redevelopment than single infill lots.

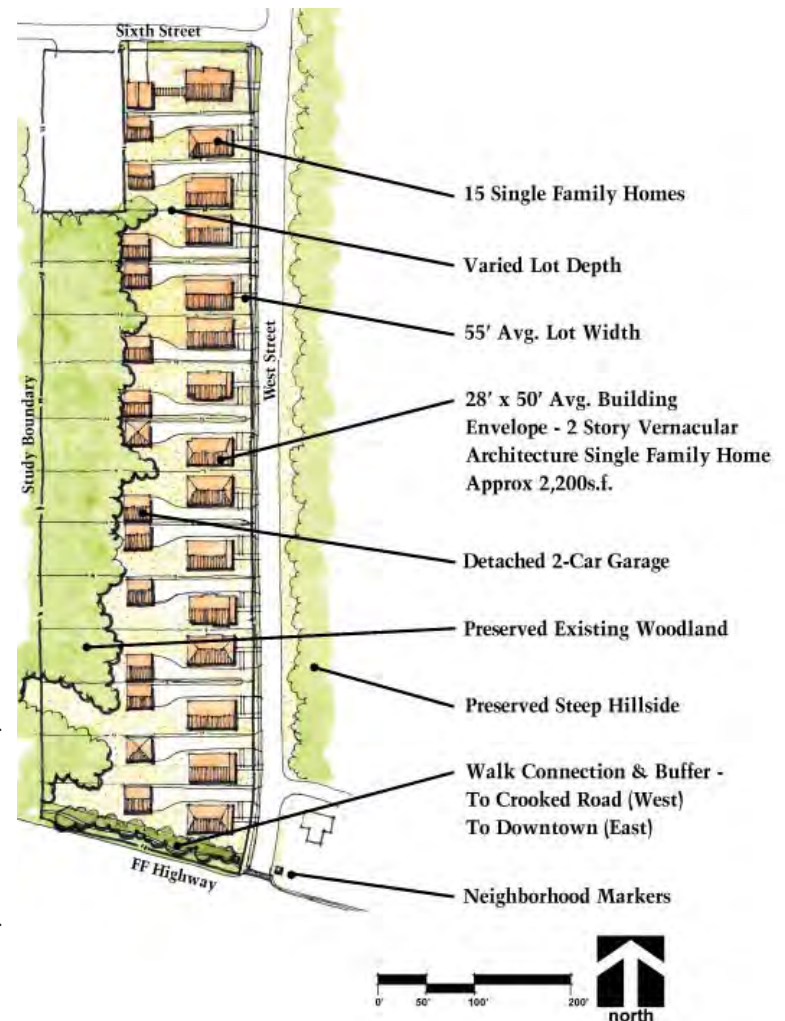


Fig. 3.82 – West Street Redevelopment Concept



Fig. 3.83 – Example of a single-family home with a detached garage that would be appropriate for the potential redevelopment of West Street.

Redevelopment of the Downtown Core/Park Transition Area

The lack of cross traffic between the Downtown core and English Landing Park is a problem that could be addressed from multiple perspectives. The simplest solution would be to redevelop the streetscape along Main Street and East Street, from McAfee Street to 2nd Street. Improvements would include:

- Bulb-outs to accommodate additional landscaping and improved pedestrian safety;
- Sidewalk and crosswalk improvements;
- ADA accessible routes;
- Amenities and site furnishings; and
- Signage and wayfinding.

Making these improvements would create a more unified, cohesive Main Street that would encourage movement across the railroad tracks.

A second solution, shown in Figure 3.87, would be to bridge the gap by completely redeveloping the municipal parking lot and small baseball field south of the tracks. Elements of this concept would include:

- Streetscape improvements as identified in the first solution.
- Additional retail development on the east side of Main Street, south of the tracks.
- Regrading of Main Street, south of the tracks, to accommodate the elevation of the new retail development.
- Relocation of the Farmers Market to the current location of the small baseball field south of McAfee Street.
- Redevelopment of the remaining portion of the small baseball field to a multi-purpose greenspace.
- Reorganization of the parking in this transition area to accommodate both shoppers and park users.



Fig. 3.84 – Illustration of the streetscape improvements along Main Street, as recommended in the Livable Community Study.



Fig. 3.85 – The existing view of Downtown from the municipal parking lot.



Fig. 3.86 – Example showing how a well designed streetscape can have a significant impact on the aesthetic quality of a development, resulting in a better user experience, and in the case of Downtown Parkville, increased cross traffic.



Fig. 3.87 – Downtown Core/Park Transition Area Redevelopment Concept



Fig. 3.88, 3.89, 3.90 & 3.91 – A business incubator program could be incorporated into the new retail development south of the railroad tracks. The program could offer new businesses a temporary location to grow their customer base before hopefully establishing a more permanent location in Downtown Parkville.

Relocation of the Railroad Tracks

The impact of the existing railroad tracks on Downtown continues to be a source of frustration for many in the community. Though the tracks are integral to the history and culture of Parkville, their proximity to the Downtown commercial district creates numerous issues that have to be dealt with on a frequent basis. Issues include, significant horn and train noise, vibration, and blocking access in and out of English Landing Park, the municipal parking lot and English Landing Center just south of FF Highway/Mill Street on Main Street and East Street.

Within the Downtown Parkville business community, a few property owners prepared a solution for moving the railroad tracks south of the municipal parking lot and English Landing Center. This alignment had some impact to English Landing Park. Upon review of this concept, TranSystems, Inc., (lead consultant on the Livable Communities Study Transportation Study, and a member of the Downtown Master Plan Team) determined that the horizontal curves and layout would not meet railroad standards and could not be considered a viable option for that reason alone. TranSystems, an expert in railway design, did however provide a track layout that would meet railroad standards. The Livable Communities Study explored options and costs for this route and considered the cost of the relocation very high for the potential with numerous negative impacts. It was therefore not recommended as a course of action in the Livable Communities Study (LCS).

While the LCS investigated the transportation impacts and costs of the concept, additional study on the land use impacts, park impacts and potential redevelopment opportunities the concept may represent was not explored. The local property owners who prepared the original concept continued to request additional study of the concept. The Master Plan Team agreed to address the concept again.

The Master Plan Team prepared a concept plan for the relocation of the railroad tracks south from their current location to the location determined to meet their minimum design standards. This alignment can be seen on Figure 3.95. Figure 3.95 also depicts a

potential redevelopment of the area if the tracks could be relocated.

To evaluate the concept, it is necessary to understand the positive and negative aspects of the plan.



Fig. 3.92, 3.93 & 3.94 – In addition to the noise and safety issues, the railroad acts as a physical barrier within Downtown.

The positive impacts can be seen as:

- Relocation of railroad tracks further from the Downtown core helps to address noise and vibration issues. Noise issues continue to exist if a quiet zone is not installed through Downtown.
- If the Railroad determines that a double track is going to be constructed, this would move the extra railway activity away from the Downtown core.
- The limiting of access to the municipal parking lot and English Landing Center when trains are running is eliminated. Full park access continues to be an issue.
- The potential of reorganizing circulation to address the offset of 1st Street and Mill Street/FF Highway in Downtown becomes possible.
- A potential new alignment of Mill Street could connect with the signalized entry at Park University on 9 Highway.
- New redevelopment opportunities may exist along reorganized circulation routes.
- Railway could be a potential flood control measure for minor flood events, but would not prevent events that would top the current elevation of the railroad tracks.

The negative impacts can be seen as:

- Relocation of the tracks would route the railway directly through English Landing Park. This would bisect the park, reducing the size of the Park and its basic character and nature.
- Grading operations to relocate the tracks would destroy significant existing trees.
- Relocation of the track would significantly impact or eliminate facilities in the park.
- The track would remain at its current elevation, resulting in an approximate 9 foot elevation change from the top of the tracks to the lower elevation of the Park. This would have the corresponding side slopes, further widening the impacted area.
- Significant impact to the visual and physical connections to the Missouri River would occur as well.
- Current views from 9 Highway are over tracks and to park and Missouri River. In the concept, views would be across a narrow park, then to railroad berm, which would then obstruct some views to river.
- Relocation would create two narrow linear parks on each side of the east-west tracks instead of the larger



Fig. 3.95 – Railroad Relocation/Redevelopment Concept

contiguous park space that exists today. This would reduce the programmability, usability, and variety of potential park uses.

- An at-grade crossing still exists south of English Landing Center that will continue to limit access to the baseball field, half of the redesigned park, and all of Platte Landing Park.
- The railroad does not have interest or desire in having their track and berm become a flood control dike. Any flood control measures, armoring, protection, etc would be the responsibility of the City, and so would the maintenance of those.
- Significant impacts to the floodway will occur with the relocation, which will require significant regulatory review.
- Estimated costs for relocation of only the railroad berm and new tracks is \$6-8 million. This does not include the relocation or development of new roads and stream crossings, demolition of existing railroad, intersection improvements, 9 Highway improvements, relocation of the current sewer pump station, acquisition and ROW costs, park redesign and construction, additional grading to match surrounding grades, stream crossings or road crossings, attorney fees, design fees, and other miscellanea.

Proponents of the relocated railroad track concept have been small, but vocal. The majority of input the Master Plan Team has received from the community has not been supportive of the concept due to cost, impacts to English Landing Park and lack of assurance that relocation would guarantee elimination of the train noise.

Although, the concept could have positive impact for the Downtown commercial core and be financially beneficial for some property owners, the relocation is not recommended.

With the negative impacts to English Landing Park, the cost of executing the relocation, the unknown costs, the lack of full community support, and the floodway impacts it is our recommendation to not pursue this concept.

Resources would be better utilized pursuing other solutions to reduce train noise and reduce traffic conflicts, as well as implementing other recommendations to improve Downtown as outlined in the Master Plan.

Other Redevelopment Opportunities

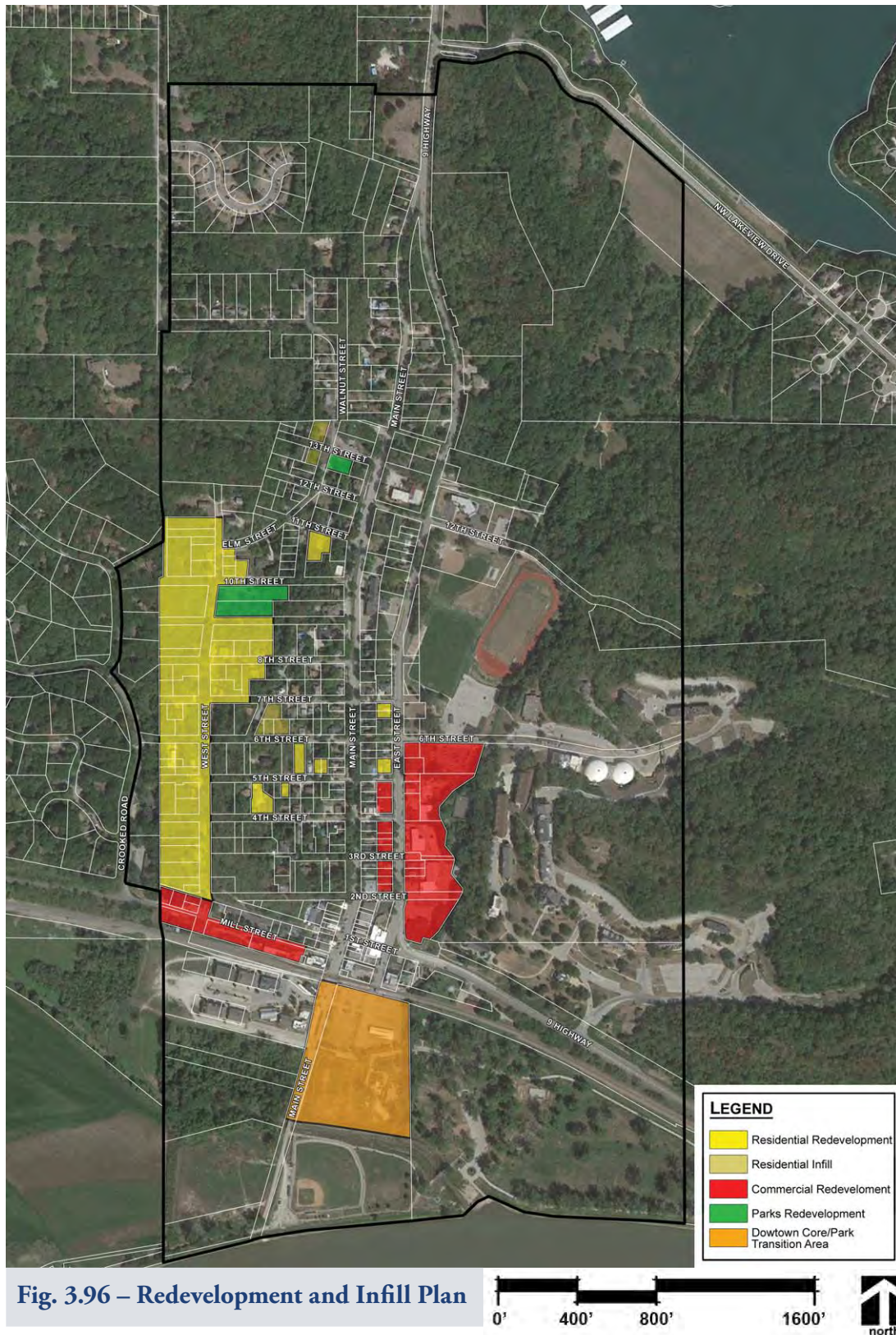
- Redevelopment of Bruce Watkins Park and Adams Park so that they may be more functional for the residents of Downtown Parkville (see [3.5 Parks, Recreation, and Natural Resources Recommendations](#)).
- Redevelopment of the retail uses along Mill Street. As Downtown grows and traffic along FF Highway/ Mill Street increases, this area will become a logical location for future expansion of the Downtown shopping experience.
- There are multiple opportunities throughout the residential neighborhood to redevelop single lots that are in disrepair or don't fit the historic context of Downtown. Many of these properties are multi-family in nature, and it may make sense to convert some of them back to single-family homes.

Infill Opportunities

By definition, infill is the development of underutilized or undeveloped land or properties surrounded by other utilized properties or buildings. The residential neighborhood has a few properties that fit this definition, and those properties have been identified on Figure 3.96. However, it is important to note that there are a number of currently vacant lots along the west half of the neighborhood that have not been recommended for infill. These lots are typically dense in vegetation and steep in slope, which would be a challenge for any kind of infill development. More importantly, these characteristics are viewed as an asset by the community. They have more value as undeveloped greenspace than they do as new, single-family homes.

PDMP Redevelopment and Infill Plan

Figure 3.96 on the opposite page illustrates the redevelopment and infill opportunities discussed in this section.



Chapter 4.0

Implementation

4.1 Introduction

The Master Plan presents many recommendations for capitalizing on opportunities in the Downtown Parkville area. The Master Plan is focused on articulating a long-range vision for the Downtown, upon which projects may be implemented as next steps. Those next steps are the Implementation Plan.

Implementation of the Master Plan requires both short- and long-term decision making, an understanding of the potential value of such decisions, and the ability and willingness to capitalize on opportunities as they make themselves available. The following chapter will attempt to simplify and guide this process by presenting policies, strategies and available incentives.

4.2 Implementation Overview

There are numerous steps that should be taken to begin the implementation of the Master Plan. The following steps should be taken:

1. Project Start Up and Policy
2. Advancing the Master Plan
3. Detailed Planning and Engineering Study of Key Plan Recommendations
4. Available Economic Development Incentives
5. Benchmarking of Plan Strategies

4.3 Project Startup and Policy

The initial stage of the Implementation Plan is regulatory in nature. This stage is about setting policy and ensuring that the Plan is an important part of future decision making in Downtown.

Several policy changes should be implemented by the City of Parkville in order to set the stage for future implementation. They are as follows:

Adopt the Parkville Downtown Master Plan.

The PDMP should be adopted by the Board of Aldermen with the intent that it be used by the City of Parkville as the official resource for future decision making in Downtown Parkville.

Amend relevant ordinances and plans.

Once the PDMP has been adopted, the City should amend ordinances and plans so that they may be coordinated with this document, including:

- Zoning Ordinance
- Parkville Master Plan
- Parks Master Plan

Update the Master Plan.

The Master Plan is a foundation document. The Master Plan contains recommendations that were made at the time of its creation based upon existing conditions, market analysis, and community input. This process has set the direction for the next 20 years in Downtown Parkville. But, while there are strong recommendations in the Master Plan for achieving the desired vision, the needs and desires can change given time, unforeseen circumstances, and new opportunities. The Master Plan should be able to react to those changes and be revised to fit the community's needs over time. Changes should not be made frivolously. Changes should be made to the Plan only after community and stakeholder review, comment and public hearing.

It is recommended that The Master Plan should be reviewed occasionally for progress, relevance, and change.

It is recommended a cursory annual progress report be conducted and presented for Board of Alderman review. Should that review indicate that conditions, needs or new opportunities warrant further study, that study should be conducted and the Master Plan Document revised as necessary.

Develop additional plans recommended in the Master Plan.

See [4.5 Detailed Planning and Engineering Study of Key Plan Recommendations](#) for a complete list of plan development recommendations.

Develop a strategy with City Staff and the Board of Alderman for incorporating the Master Plan recommendations for transportation, utilities and infrastructure improvements in the City of Parkville's short- and long-range Capital Improvements Plan (CIP). Fund initial priority infrastructure improvements based on the 10-year Capital Improvement Plan.

The ever changing revenue landscape for most cities makes any CIP assurances for long range planning strategies difficult at best. But, it is important to develop a plan for the incorporation of the recommended public infrastructure improvements into the CIP.

The City should develop a strategy to allocate CIP funds for the Master Plan recommendations, recognizing that there are limited public funds available and that the minimum standards of care must be met first in the community. A commitment of funding that address plan recommendations from the City will send a message to the community that the Downtown area is important to the City of Parkville, and to private investors that the City is willing to invest in Downtown. This support is critical to fueling early and long-term efforts for change in the Downtown, as well as leveraging those available public dollars for private investment.

4.4 Advancing the Master Plan

Redevelopment and revitalization takes time. To be successful, the community must allow Downtown that time. There must also be recognition that there are constraints on available resources and funding to accomplish the recommendations of the master plan. In order to accomplish the recommendations of the Master Plan, a short term and long term process is proposed.

Short Term Goal

The initial stage moves the project forward and lays the groundwork for developing the much needed cooperation and communication of the organizations and entities with a stake in Downtown. Important issues to address in this stage include:

- Address policy issues.
 - Update City Codes and Plans to Incorporate the Parkville Downtown Master Plan
- Complete recommended plans, guidelines and studies as resources and funds are available. Important initial plans and guidelines include:
 - Prepare Overlay Districts and Design Guidelines for Residential, Transition, Commercial Core, and Redevelopment Areas
 - Prepare Gateway, Signage, and Wayfinding Plan
 - Prepare Downtown Streetscape and Amenity Plans
 - Prepare Pocket Park Redevelopment Plans (in concert with Streetscape Plans)
 - Prepare Downtown Restroom Feasibility Plan (in concert with Streetscape Plans)
 - Prepare Sidewalk and Trail Infill Plans
- Explore Specific Available Funding Sources (2014-2015) for Compatibility with Master Plan.
- Continue to educate new public officials on the objectives and recommendations of the Master Plan.

In addition to the previous actions, a critical initial step is the formation of a Downtown Master Plan Leadership Committee (DMLC). It is recognized that communication amongst the existing organizations with interest in Downtown is poor. The purpose of the DMLC is to create common ground and understanding between the different organizations; develop on-going working relationships with the different organizations; foster good, working communication between groups; identify initial areas where different organizations are duplicating efforts for bettering the Downtown and implementing the Master Plan. The DMLC is a committee made up of members of the existing organizations and groups that have interest in the Downtown area. Each organization would have one (1) member on the committee who is responsible for participation, as well as articulating their organizations' goals, objectives, and initiatives. In addition, they would also be responsible to report back to their organizations' progress, issues and possible solutions to common issues, goals and objectives.

Long Term Goal

It is the desired outcome that a long range solution for coordinating efforts for funding, marketing, projects, and other concerns are addressed. It is the recommendation that a proactive organization is created or an existing organization is restructured so that one organization is staffed, funded and empowered with the implementation of the plan over the long term.

The Master Plan Implementation Entity that is charged with addressing, advancing and completing the recommendations of Master Plan should be focused on:

1. Seeking funding for projects;
2. Seeking potential tenants, retailers and businesses to locate Downtown;
3. Soliciting developer interest in redevelopment projects; and
4. Implementing recommendations, leveraging available dollars with larger funding sources.

This approach is a long-term solution for moving the plan forward. It recognizes that without a daily champion working on creating and managing change in Downtown, the Master Plan will take much longer to implement. Additional challenges include the recognition that seeking funding will generally be totally reliant on an already overworked staff responsible for the entire City and not just Downtown; that competing commercial sites have realtors and other marketing and real estate professionals actively competing for available tenants and users; that Downtown has numerous factions with polarizing views and positions; and that a unified voice is needed to provide leadership, direction and to push the plan forward.

The following organizational structure has been successful in other communities performing redevelopment and revitalization. It has been modified to fit the unique issues and challenges facing Downtown Parkville. It is our recommendation that if Downtown Parkville is successful in managing its communication issues and recognizes common ground for the existing organizations to implement the Master Plan, this organizational structure would be successful

in advancing the plan for the mutual success of property owners, business owners, residents, the City, and the community. The organizational structure of the Master Plan Implementation Entity would be:

Leadership Committee

A Leadership Committee should be formed with representation from key citizens and stakeholders. The Leadership Committee should be charged with developing a long-term strategy, including budget, and for securing financial support for implementation from participating entities and other sources. Financial resources should be provided at inception to conduct a leadership retreat which would have as its goal a framework for action and a draft action plan.

The Leadership Committee may take the form of a Board of Directors, but should be comprised of individuals capable of ensuring the project's success. The Committee should provide corporate governance, oversight, marketing and resource identification as well as guidance and oversight to an implementation staff, charged with day-to-day operations of plan implementation. Strong multi-year commitments from the initial Leadership Committee are recommended to ensure continuity and focus for the start-up and initial operations of the Committee.

The Leadership Committee should be incorporated in the State of Missouri. The corporation should establish as a separate entity or seek for its own corporate designation 501(c) 3 not-for-profit status to receive funds for implementation of certain aspects of the project.

Advisory Committee

Advisory Committee

In order to facilitate broad-based participation in plan implementation, it is recommended that the Leadership Committee engage a committee of Advisors for information exchange and discussion of policy alternatives for the Master Plan. The community-wide membership should include representatives of community groups and organizations interested in community improvement and development as well as

residents of the Downtown. It is further recommended that the majority of the Advisors live or work within the Downtown area.

Use of Implementation Task Forces

The Leadership Committee and Advisors may choose to establish task forces for further planning and implementation of the specific plan recommendations. Mobilization of a large group of advocates in Downtown will increase resources for implementation, bring more unity and multiply the education efforts.

Although one of the major implementation goals is unification of entities, persons and ideas, it is suggested that task forces could provide additional focused energy and ideas for specific recommendation implementation techniques. Task forces would not exceed 7-9 members charged with developing strategies and actions that would supplement work of the Leadership Committee, Advisors and staff. They may be comprised of elected officials, stakeholders, business leaders and institutional leaders with sufficient diversity and experience to bring their expertise to bear in order to ensure implementation. A Task Force's work would be coordinated by the implementation staff. Area-wide ad hoc committees could be formed to address very specific interests, but are not specifically needed.

Outside Consultant Assistance

The Leadership Committee may retain the services of outside consultants to address any number of planning, design, engineering, legal, management, and financial issues. These consultants should be hired, funded and answer directly to the Leadership Committee.

Redevelopment Office

It is recommended that a high quality, visible, and in the Downtown, office, meeting and display space for housing the operation of the various implementation components be established. The facility should provide communications, space for leadership meetings and audio-visual technology. It should also be utilized for facilitation of policy discussions by the Leadership Committee and all participating entities. The office

may be a funded, free-standing operation, or may be provided in-kind by a participating entity. The office should be the focus of initial marketing efforts for introducing prospective property owners, business owners, developers and donors to the Master Plan and Downtown.

Office Staffing

The participating entities should fund staffing for the implementation office, if they are allowed to by law. In addition to carrying out specific projects, the staff would provide technical assistance to property owners, residents, and groups addressing the various concerns related to the plan. The success of the plan implementation will be based on the commitment of funds and qualified staff to oversee the project on a day-to-day basis. An annual statement of goals and timetable for accomplishment of the same should be prepared and adopted by the Leadership Committee. Staff will be accountable to the Leadership Committee.

Development of a Marketing Plan

The Leadership Committee should undertake development of a visual identity and joint marketing effort to make a new identity for the Downtown area for future marketing and communications efforts. The identity should include a logo and theme, which will be visible in the Downtown and in all communications and marketing efforts. The marketing component should be considered an economic development campaign. Resources should be pooled to prevent duplication of efforts and maintaining a consistent message to the public about Downtown.

4.5 Detailed Planning and Engineering Study of Key Plan Recommendations

The following plans or studies should be developed to further the recommendations of the Master Plan:

Parkville Downtown Residential and Residential Transition Overlay District

The Parkville Downtown Residential Overlay District would implement the Land Use Recommendations that

are focused on preserving the quality and character of the Downtown residential neighborhoods. This would allow issues of boundaries, teardowns, rehabs, style, character, and use to be addressed in a simpler manner than rezoning to the Old Town District (OTD) zoning classification. The OTD zoning classification requires the rezoning of properties and has detailed requirements and guidelines which are a much more robust and full featured response to zoning issues. Property rezoning would not be required for the addition of the overlay district. It would be used to preserve and protect key issues raised in the Master Plan process and be a required guide for appropriateness of action in the Downtown neighborhoods.

9 Highway Corridor Study

The complexity of the transportation, land use, and connectivity issues on 9 Highway/East Street warrant additional study. The specific routing of pedestrian connections along 9 Highway to 45 Highway; right-of-way acquisition; road alignment and design and specific transportation solutions designed in concert with the community needs and the needs of the proposed redevelopment of 9 Highway/East Street; grading; crossings and controls; and many other factors will need to be considered to develop a solution for the roadway and pedestrian connections on 9 Highway/East Street. The Master Plan recommends the redevelopment of the corridor. The Master Plan provides guidelines for addressing critical issues in the redevelopment of the area. It also provides conceptual options detailing how the area might be redeveloped. Additional and specific study will need to be conducted to further develop specific redevelopment plans.

Municipal Parking Lot Redevelopment Plan

The redevelopment of the Municipal Parking Lot will require additional study to understand the complexities of the redevelopment. The development of the type of retail space, the relocation of the farmers market, the redevelopment of parking, engineering, grading and flooding issues, the pedestrian connectivity issues, aesthetics, specific economic analysis of development plan options, and the impact to English Landing Park all require additional analysis to arrive at a redevelopment

solution. Additionally, programmatic issues within the park and the Downtown and how they would interact with the redevelopment need to be addressed.

Sidewalk Connectivity Plans

The missing links in the pedestrian sidewalk system should be filled in to connect the Downtown with itself and the rest of the community. Specific deficiencies described in the recommendations as well as the Livable Communities Study (LCS) should be addressed. A phased approach to fill in the gaps can be taken over time and as funds allow. In addition, limited local, state and federal funding has been available for connectivity projects. Recommended sidewalks projects include:

- West Street, from Elm Street to 6th Street to Mill Street
- Mill Street, from Crooked Road to Main Street, with improved safety in mind
- 9 Highway, from the Chamber of Commerce to East Street
- East Street, replacement and infill gaps between 1st and 6th Streets
- 6th Street, from Park University to East Street
- Main Street/9 Highway sidewalk connection to 45 Highway to the north

Off-Road Trail Plans

The missing links in the pedestrian trail system should be filled to connect the Downtown throughout itself and with the surrounding natural resources, places of interest, and the rest of Parkville. A phased approach to fill in the gaps can be taken over time and as funds allow. In addition, limited local, state and federal funding has been available for connectivity projects.

English Landing Park Long Range Enhancement Plans

Enhancement plans for English Landing Park should be developed to increase the variety, attractiveness, and potential programmable space within the park. Careful attention to flood concerns, needs, programming, and design should be taken. A long-range enhancement

plan with concept design of enhancements should be developed so that timing, cost, funding, and potential fundraising issues may be addressed as over time.

Pocket Park Redevelopment Plan

A Pocket Park redevelopment plan should be prepared to take a fresh look at the park, its function, and potential to be a central open space for the Downtown. The existing Pocket Park was designed to create convenient access to amenities at the top of the hill. Currently those amenities are not operating. Simplifying this access would allow a larger area for a park space at ground level that would be more complementary to the Downtown shopping district.

Bruce Watkins Park and Adams Park Redevelopment Plan

A redevelopment plan for Bruce Watkins Park and Adams Park should be prepared to provide enhancement for the neighborhood and upgrades in aesthetics, safety, and usability.

Commercial District Design Guidelines

Commercial District Design Guidelines should be developed to address existing issues with storefronts, maintenance, colors, materials, and compatibility of existing and future commercial buildings in Downtown. The guidelines should be developed as a district overlay.

Fully Integrated Gateway, Signage, and Wayfinding Plan

A fully integrated Gateway, Signage, and Wayfinding Plan should be developed for the Downtown area. The gateway plans should welcome visitors to Parkville and Downtown, indicate the arrival sequence, locations, and specific designs for gateways and monumentation. The signage and wayfinding plan should be integrated with the gateway and monumentation plans. The signage and wayfinding signs should indicate directional and location information in a simple and easily read and understood format, for both the pedestrian and vehicular visitor to Downtown. Storefront signage, information kiosks, and history and interpretive elements should

also be incorporated into the overall plan and design. Additionally, branding and marketing elements should be fully coordinated with marketing and branding efforts for Downtown Parkville.

East Street Redevelopment Design Guidelines

A design guideline for redevelopment of East Street should be developed to ensure future compatibility for all redevelopment activity with the vision and goals of the Parkville Downtown Master Plan. The Design Guidelines should ensure that redevelopment fits the desired character, massing, height, style, materials and site planning elements as described in the PDMP, but allows sufficient flexibility to create an economically viable redevelopment plan. The balance of these two concerns is critical to the success of redevelopment efforts on East Street.

Downtown Streetscape Redevelopment Plans

The current Downtown streetscapes are well worn and tired, and are in need of redevelopment. A new streetscape and pedestrian amenity plan should be developed in the Downtown commercial core. This streetscape plan should address sidewalk connectivity issues, signage and wayfinding, pedestrian amenities such as site furniture and bicycle racks, lighting, planters and plant material, sidewalks and paving, as well as other amenity opportunities available in the Downtown. The streetscape plans should be focused on creating a quality pedestrian environment that is an aesthetically pleasing and engaging public space, causing pedestrians to feel safe, engaged and linger in the Downtown.

Downtown Restroom Feasibility Plan

A Downtown restroom feasibility plan should be developed to fully explore the needs, locations, availability of infrastructure, security and long-term maintenance and operations of a potential public restroom facility in the Downtown commercial core.

Downtown Tree Protection Ordinance

A tree protection ordinance should be developed in Downtown Parkville. The development of such an

ordinance would recognize how important the mature overstory trees are to the Downtown residential neighborhoods, streetscapes, parks, and overall character of Downtown. Protection of these trees as well as those on private property from development and redevelopment should be stressed, with penalties levied for their removal. Additionally, replacement of protected trees with species, caliper and number requirements should be included as well.

Downtown Tree Preservation and Replacement Program

A Tree Preservation, Maintenance and Replacement Program should be prepared for Downtown Parkville. The development of such a plan would recognize how important the mature overstory trees are to the Downtown residential neighborhoods, streetscapes, parks, and overall character of Downtown. The program should address public property and rights-of-way. The program should address periodic reviews and inspections of overstory trees, street trees, and park trees for health, vigor, disease and maintenance needs. Provisions for removing diseased or dead trees should also be included. Ongoing needs and issues should be addressed on an annual basis.

4.6 Available Economic Development Incentives

There are numerous potential funding tools available for use to implement the Parkville Downtown Master Plan. These tools are detailed below. It is important to note the objective of securing funding is to pay for improvements that otherwise would not have a source of funding, and to provide seed monies for the encouragement of private investment to occur. There will never be enough public funding to complete the recommendations in the plan. For this reason the investment and leverage of private dollars is crucial to the success of the plan.

For each tool, general advantages and disadvantages are listed as they existed at the time. Additional consideration must be given to whether they could be used by Parkville and when it would be appropriate. Unless another entity or organization is clearly charged

with recognition, application and acquisition of funding resources for the implementation of the Master Plan recommendations, the City, in cooperation with the Downtown stakeholders and organizations, should analyze the appropriateness, cost benefits and best application of these tools as necessary to implement the Parkville Downtown Master Plan objectives.

Regulatory Options

Impact Fees - The development applicant pays a fee as a condition of the City's approval of the development.

Advantages:

- No voter approval required as long as the fee is structured to be consistent with Missouri case law related to user fees.
- Fees only paid by those individuals or areas benefited by the improvement(s).

Disadvantages:

- All fees collected must be spent for improvements that benefit those who pay the fee.
- Monies must be spent within a "reasonable" period of time from the date paid and must be spent on the type of improvements for which it is paid.
- Amount of the fee collected cannot exceed an amount that reasonably reflects the cost of constructing those improvements needed as the result of the demand created by the new development. In other words, you can't collect enough money to improve a mile of a major road if a traffic study shows the new development only impacts the demand on a quarter mile of the road.
- Impact fees are routinely challenged in court by developers.

Taxing Options

Excise Tax - A tax levied on a particular activity, measured by the amount of business done or income received.

Advantages:

- Excise taxes are not subject to the benefit or location requirements of impact fees. There need not be a quantifiable relationship between the tax imposed and the demand for public services created by the activity the tax is imposed on.
- There is no legal limit on the rate of an excise tax.
- There is no prescribed methodology a city must use to establish the rate of the tax.
- Funds collected from the tax do not have to be earmarked for a particular purpose. It could actually just be put in the general fund for any valid public purpose. But, from a practical standpoint, cities usually state what the tax revenues will be spent for.
- Excise taxes can also be imposed in the form of a license tax on “building contractors.”

Disadvantages:

- Requires the approval of a simple majority in a public vote.
- Although there is no legal limit on the amount of tax, it can't be “confiscatory.”

Economic Development Tax - a new sales tax (up to 1%), approved by last year's legislative session.

Advantages:

- Sales taxes have been successful in most communities.
- Sales taxes generate revenues from non-residents.
- Can use the revenue not only for infrastructure, but operating expenses within certain parameters. After the revenue is used as defined in items #2 and #3 below, remaining funds can be used for almost any economic development-related activity: marketing, grants to companies for job training, equipment acquisition, training programs, legal and accounting expenses related to economic development planning and preparation.
- When imposed within special taxing district such as Tax Increment Financing (TIF), Community

Improvement District (CID), or Neighborhood Improvement District (NID), the tax is excluded from the calculation of revenues available to those districts.

Disadvantages:

- Tax must be approved by a simple majority of the voters.
- No more than 25% can be used annually for administrative (staff and operating) costs.
- At least 20% must be used for long-term economic development. However, this includes land acquisition, infrastructure for industrial or business parks, water and wastewater treatment facility improvements, streets, public facilities directly related to economic development and job creation, matching dollars for state or federal grants.
- Need to establish a 5-member, volunteer board that prepares recommendations on projects. However, Council has final decision on how monies spent.
- Can't be used for retail projects.

Capital Improvements Tax - a tax levied on all retail sales for the purpose of funding capital improvements.

Advantages:

- Sales taxes have been successful in our community.
- Sales taxes generate revenues from non-residents.

Disadvantages:

- There is a limit on each authorized CIP tax of up to ½ of a percent.
- Tax must be approved by simple majority of the voters.
- If any one tax measure fails at the polls, it cannot be resubmitted to the voters for at least 12 months.
- Revenue bonds backed by CIP sales tax revenue must be approved by either a 4/7ths or 2/3rds majority, depending on the election date.

Transportation Sales Tax - a sales tax of one-half percent on all retail sales to generate revenues for transportation purposes. The City currently has one-half percent transportation sales tax, which is primarily dedicated to road maintenance and operation of the Streets Department. In addition, the City receives a percentage of proceeds from a Platte County one-half percent transportation sales tax dedicated to capital improvements. Neither is dedicated to implementation of the recommendations herein, but may benefit Downtown to the extent priorities may overlap.

Advantages:

- The same as those for the CIP Tax.
- Any bonds issued by these revenues do not count against the city's debt limit.

Disadvantages:

- Tax must be approved by simple majority of the voters.
- Proceeds must be used for transportation purposes – streets, roads, bridges, parking lots, garages, and public mass transportation.

Storm Water Control and Local Parks Sales Tax - a sales tax of up to one-half percent on all retail sales in order to provide funds specifically for storm water control or parks, or both. Same basic pros and restrictions as in the two other taxes above.

District Options

All of the following are districts formed to create funding mechanisms in order to finance public improvements. An overall advantage to most of these districts is that they can be layered on top of each other and used in the same area – for example a Transportation Development District (TDD) can be layered on top of a TIF, etc.

Special Assessment District - best used for small projects the City can afford to finance up front.

Formation: City draws the district and it is established by Ordinance.

Financing: City issues special tax bills to parcels within the district. Payback is within 10 years.

Advantages:

- No public vote needed.

Disadvantages:

- Not a widely used mechanism in Missouri. The special tax bills issued are not a familiar concept for investors and are not widely marketable, unlike bonds.
- Only useful if the City can front the cost of the improvement and can wait the 10 years for total repayment.

Community Improvement District (CID) - best used when there could be multiple improvements contemplated cover a large area.

Formation: Requested by a petition of property owners within the proposed district (more than 50% by both assessed value and by number of owners). City Council has a public hearing. District approved by ordinance. Can be a political subdivision or a not-for-profit corporation.

Financing: If a not-for-profit, funds raised through special assessments. If a political subdivision CID can also levy real property taxes after approval by a majority of district voters.

Advantages:

- Don't need to go to Circuit Court to form the district. And, although the amount of paperwork and the process involved in establishing the district is fairly extensive it's easier than a TDD (see below).
- The district has the ability to construct, reconstruct, maintain, equip a variety of public improvements.

- The District has several funding sources available.
- CID's, as homes/merchants association, can provide revenue and management services of a flexible basis for residential or commercial areas. Each CID can be custom designed to the needs of each district.

Disadvantages:

- Creating a separate entity can cause problems unless a Redevelopment Agreement is used to stipulate exactly what projects are to be done, how long the district will exist, etc.

Neighborhood Improvement District (NID) - best used for single improvement projects within a fairly narrow geographical area.

Formation: Council designates particular areas of land as a “neighborhood” that will benefit from a particular public improvement. Landowners authorize the NID either by a vote or by a petition signed by owners representing 2/3rds of the area. If the election method is used, majority needed for approval follows the same guidelines as for General Obligation (GO) bonds.

Financing: Council may authorize issuance of GO bonds to finance construction of the identified improvements. Special assessments against the benefiting property owners go to pay back the bonds.

Advantages:

- Don't need to go to Circuit Court to form the district.
- Requirements to form the district are not as involved as in the CID and the NID is not a separate public entity.
- City does not need to do an election to issue GO bonds if it pledges current revenue streams to back the bonds in case the special assessments prove to be insufficient to fund repayment.
- These bonds don't count against the City's overall debt limit.

Disadvantages:

- A fairly large majority of landowners must approve formation of the district.
- The City could end up picking up the tab for landowners who default on their payments and for which tax liens prove uncollectable.
- Amount of debt can't exceed 10% of the assessed value of tangible property. (However, it would have to be a huge project to do that).
- Compared to a CID, the NID financing purposes are limited to specific projects, although the project need not be inside of the district.
- Only special assessments can be issued.

Special Business District - best used in areas with a heavy concentration of commercial businesses.

Formation: Requested by a petition of one or more property owners within the proposed district, then approved by a majority of the property owners in the district. City Council appoints a commission or advisory board to recommend how money is spent.

Financing: District can levy property taxes (up to \$.85 per \$100 valuation) and special fees (a license tax). Can also issue up to 20 year GO bonds with Council approval and a majority vote of property owners (4/7ths or 2/3rds).

Advantages:

- Discretion as to types and amounts of expenditures lies solely with the Council.
- Funds can be used for a variety of “maintenance and improvement projects” within the district including new and improved streets.

Disadvantages:

- Any license fees levied can be protested by businesses representing a majority of the total license taxes being collected.

- Any bonds issued do count against the City's debt limit.
- Would only apply to "business" within the area.

Transportation Development District (TDD)

Formation: Approved by the circuit court after receiving a petition from either at least 50 registered voters, or from real property owners in the proposed district, or by City Council. If the court approves the petition, a simple majority vote by the registered voters or property owners (depending on the type of petition) is needed. Within 120 days of this election, another election is held to elect a board of directors.

Financing: Transportation related projects can be funded by special assessments and tolls (no limit), property taxes (up to \$.10 per \$100), or sales taxes (up to 1%). TDD's can issue bonds without a vote of the public.

Advantages:

- The district has a wide range of funding mechanisms available (although the types of mechanisms have to be approved through an election of district members).
- The TDD is a separate political subdivision with powers of condemnation, power to contract, to lease or purchase property, and to sue (and be sued), can be multi-jurisdictional.
- Any bonds issued do not count against the City debt limit.
- Although uses of TDD funds can be limited, if overlaid on a TIF, its revenues are captured by the TIF become "TIF dollars" and can be spent with same way as TIF revenues.
- Projects need not be totally inside of the District funding them.

Disadvantages:

- Since it is a separate political entity, the City would have no control over it unless defined by contract.

- Procedure for setting up the district is fairly complicated and can take months to approve.
- Types of projects are approved by the Circuit Court when the district is first formed and cannot be changed unless authorized by the voters and MODOT and the City (depending on the project).
- Projects must be transportation-related – streets, parking, and "other" transportation uses.
- If the initial attempt to form a TDD fails with the voters, it cannot be resubmitted for 2 years.

TIF Districts

"Regular TIF" - best used for retail development or for-sale residential development.

Formation: Approved by the City Council after recommendation from TIF Commission. Plan is required to meet specific findings, including Blight, as described in state statute.

Financing: Revenues are generated through property taxes (100% of real property taxes above the base that was there before a TIF district was formed), and sales & franchise taxes (50% of the new taxes). TIF bonds can be issued based on the revenue stream.

Advantages:

- TIF allows future real property taxes and other taxes generated by new development to pay for the costs of construction of public infrastructure and other improvements required to make the project possible.
- TIFs can be easily combined with other development tools using cooperative agreements.
- Provides a way to fund public infrastructure projects the City would otherwise have no means of financing.
- TIF bonds can be issued without a vote.

Disadvantages:

- Establishing a TIF district is complicated.
- Projects have to be able to generate enough revenue to pay off the reimbursable costs, either on a pay-as-you-go basis, or by paying off the debt service on TIF bonds.

“MODESA TIF” (Missouri Downtown Economic Stimulus Act) - best suited for large projects involving public infrastructure in the central business area of the city.

Formation: Similar to a regular TIF, however a Downtown Economic Stimulus Authority must be created to administer the provisions of MODESA within the City. This takes the place of the regular TIF Commission.

Financing: In addition to the revenues captured by the regular TIF, the MODESA can capture 50% of the new state sales taxes generated as well as 50% of state income taxes generated by new jobs created within the development area.

Advantages:

- Same as with the regular TIF, plus diversion of state tax monies to the project.

Disadvantages:

- Much more complicated to set up than a normal TIF. Many restrictions on where the district can be formed; on how the state-generated funds can be used (only 10 specific uses defined); and on how the district is to be administered.

“TIF Light” (Tax Rebate Agreements) - best used in retail or other “sales” related projects where a TIF isn’t feasible and public improvements required for project’s success.

Formation: Not actually a district. It is an alternative to a formal TIF. Established as a contract between the developer and the City (although other entities, like the County, could partner in the agreement)

Financing: Agreement stipulates what amount of incremental city sales and/or property tax to be captured by the City in order to reimburse City costs for public improvements made in association with a private project.

Advantages:

- No plans or other formalities to follow.
- Agreement is strictly between the City (and any other public entity that wants to join) and the developer.

Disadvantages:

- Limited revenues available unless other partners agree to forsake their portions of new taxes.
- Revenues can only reimburse public improvements related to the project.

Bonding Options

General Obligation Bonds - bonds issued with the City’s full faith and credit. Paid by a dedicated amount of property tax.

Advantages:

- Can be used for streets and other public improvements.
- Tax is usually community-wide unless it has been levied under the authority of one of the various districts mentioned above.

Disadvantages:

- Requires voter approval (4/7ths in an April, August or November election), 2/3rds approval any other time.
- Limits on how much a City can issue based on a set percentage of assessed valuation.

Revenue Bonds - bonds issued to finance facilities with a definable user or revenue base. Citizens using the services pay for the financing through rates or fees.

Advantages:

- Revenue bonds can be issued without voter approval (in certain circumstances).
- Revenue bonds do not count toward the City's debt limit.

Disadvantages:

- Unless there is a dedicated revenue source to pay off the bonds, voter approval may be needed to put a property tax, sales tax or other funding mechanism in place.
- Limits on how much a City can issue based on a set percentage of assessed valuation.

Chapter 353 Redevelopment Corporation

Allowed by State Law - to correct blighted conditions and attract new investment in a designated area.

Advantages:

- Corporation redevelopment is locally run to address specific area defined in a redevelopment plan and may include provisions for recreational facilities – 353 includes residential and commercial redevelopment.
- Offers incentive of abatement of real property taxes for 25 years – 10 years are 100 percent and the remaining 15 years are at 50 percent.
- Redevelopment corporation has flexibility within the plan area and within established goals.
- May be combined with other economic development incentives.
- Good track record for reversing decline and attracting investment.

Disadvantages:

- Initial detailed planning is required.
- Major funding may be required for acquisitions to ensure success.
- Participation in program is largely voluntary.

These tools can and should be used in combination with each other to provide the greatest amount of incentive and assistance that is possible. It is common to utilize multiple funding tools like TIF and TDD together to generate more available funding for large projects. Because each project is unique, each project should be evaluated on its individual funding needs. A legal consultant should be retained by the Master Plan Organization and the participating entities to assist them in the legal interaction and availability of these tools.

Additional funding may be sought through grants, in-kind donations, or donations by corporations, businesses, and citizens. Funding of this kind should be acquired through fundraising campaigns and direct outreach to those organizations and individuals. This type of fundraising should be conducted by the Master Plan Organization. Additionally, a professional fundraiser should be hired as a consultant to assist in the fundraising effort.

Additional information on development and redevelopment programs available in the State of Missouri and their submission and qualification requirements can be found on the Missouri Department of Economic Development website in the development toolbox section at <http://www.ded.mo.gov/Programs.aspx>.

4.7 Next Steps

The following next steps should be taken to help guide the initial stages of the Master Plan. These steps include benchmarks focused on providing the necessary background studies, plans and design to create early, visible wins in Downtown. Implementation will help proactively coordinate improvements, build momentum and hopefully generate interest in private investments in Downtown.

1. Update City Plans to incorporate the Parkville Downtown Master Plan.

Who will carry it out?

Staff, Planning Commission and Board of Alderman with community support

When should it take place?

1st quarter 2014

What resources are needed?

Meeting space, notification and outreach

2. Form a Master Plan Implementation Entity.

Who will carry it out?

Staff, Board of Alderman, community organizations and other major stakeholders

When should it take place?

1st and 2nd quarter 2014. To be formed to improve communication, coordinate efforts and prioritize efforts prior to implementing plan recommendations.

What resources are needed?

Meeting space, notification, outreach and support from partner organizations

3. Update City Codes to implement the PDMP planning, zoning and overlay recommendations.

Who will carry it out?

Staff, Planning Commission and Board of Alderman with support from the implementation entity

When should it take place?

2014-2015. The City has budget \$40,000 in 2014 to start the update process with the expectation to budget additional funds in 2015 as necessary to complete an update.

What resources are needed?

Funding, assistance from a consultant, meeting space, notification, outreach and support from the community

4. Evaluate and approve funding sources to implement the Downtown Master Plan.

Who will carry it out?

Staff, Board of Aldermen and the implementation entity with community support

When should it take place?

2014-2015, depending on the availability of funding and community support. No City funds are budgeted for 2014. However, some evaluation can be completed without funding with assistance from local experts or through funding provided by other organizations.

What resources are needed?

Assistance from financial/economic development consultants, legal counsel and funding, as needed. May require contracted services.

5. Prepare Gateway, Signage, and Wayfinding Plan.

Who will carry it out?

Staff, Board of Alderman, Planning Commission, implementation entity and design consultant, with community support.

When should it take place?

Upon available funding. Prior to installation of gateway improvements, district signage or wayfinding improvements. No funds budgeted for 2014. May be eligible to be funded through transportation enhancement grants, or other grant funding supported by local matching funds.

What resources are needed?

Funding, design consultant, meeting space, notification, outreach and community support

6. Prepare Downtown Streetscape and Amenity Plans and install initial improvements.

Who will carry it out?

Staff, Board of Alderman, Planning Commission, implementation entity and design consultant, with community support

When should it take place?

Upon available funding. Prior to installation of streetscape improvements and amenities. No funds currently budgeted. May take place in phases – i.e. Main Street design, East Street design, etc.

What resources are needed?

Funding, design consultant, meeting space, notification, outreach and community support

7. Prepare Pocket Park Redevelopment Plans.

Who will carry it out?

Staff, Board of Alderman, Community Land and Recreation Board, implementation entity and design consultant, with community support

When should it take place?

Upon available funding and in conjunction with any Main Street streetscape and amenity plans. No funds currently budgeted. Should take place prior to any major investment in Pocket Park.

What resources are needed?

Funding, design consultant, meeting space, notification, outreach and community support

8. Prepare Downtown Restroom Feasibility Plan.

Who will carry it out?

Staff, implementation entity and a design consultant, architect, engineer, contractor and other expertise as needed

When should it take place?

Initial evaluation and feasibility determination in 2014. If initially determined to be feasible, further evaluation and retention of expertise upon available funding. If not, 2014-2015 coordination with building and business owners to identify and promote use of private restrooms available to the public. No funding currently budgeted.

What resources are needed?

Meeting space, notification and funding, as needed.

9. Prepare Sidewalk and Trail Infill Plans.

Who will carry it out?

Staff, implementation entity and an engineer, contractor and other expertise as needed

When should it take place?

Inventory and conditions assessment in 3rd and 4th quarter 2014. Design and construction upon availability. Limited funds available where previously budgeted as part of the City Capital Improvement Program or where project overlap with the City's existing curb and sidewalk budget. No other funds currently budgeted. Additional design and construction upon available funds.

What resources are needed?

Funding, engineering consultant, meeting space, notification, outreach and community support

The preparation of plans is critical to the success of the Master Plan. They provide the fine grain detail of implementation of specific recommendations. But, plans should not be prepared for specific recommendations unless a source of funding beyond the plans themselves can be found. The goal of the Master Plan is to create real, on the ground change in Downtown. Those changes will take resources and funding to complete. The public will only recognize real, on the ground changes, so it is critical that **available resources are leveraged to capture other resources and investment.**

4.8 Benchmarking of Plan Strategies

Statistical data can be used to establish goals and measure progress (“benchmarking”) of the Parkville Downtown Master Plan. Metrics can be used to compare Downtown Parkville’s performance over time and to determine whether goals are being met. They can also be used in comparison with high performing peer city downtowns as a basis for refining strategic goals and objectives.

Statistical indicators for measuring performance can take many formats, including: 1) demographics; 2) employment; 3) investment; 4) housing; 5) retail and office space; 6) arts and entertainment; 7) lodging; 8) restaurants and 9) transportation and safety.

From a market perspective the goal of the Parkville Downtown Master Plan is to improve the competitiveness of Downtown and ensure long-term prosperity. Principal objectives in meeting this goal include expanding Downtown’s market niche and selection of goods and services; increasing business activity and retail sales; increasing the housing stock; promoting private sector investment; and business retention and expansion. Therefore, pertinent statistical indicators to measure the future performance of Downtown Parkville include:

Employment Indicators

- Total Downtown employment and growth
- Employment by sector

Investment Indicators

- Private and public sector investment dollars
- Total square footage of newly constructed buildings
- Total construction costs of newly constructed and renovated buildings
- Projects in the pipeline
- Increase in property tax base

Housing Indicators

- Number of newly constructed housing units
- Residential vacancy rates

- Average apartment rental rate
- Sales velocity and average pricing of single family home sales

Commercial Space Indicators

- Average vacancy rate
- Average rental rate
- Net space absorption
- Tenant movement into and out of Downtown
- Growth in annual retail sales and number of retail establishments

Restaurant Indicators

- Annual restaurant sales and growth rate
- Restaurant composition by sector (i.e., casual, fine dining, café, bar, etc.)
- Restaurant composition by style of restaurant
- Total seating capacity

Transportation and Safety Indicators

- Total number of parking spaces
- Vehicular traffic counts at key intersections
- Pedestrian counts
- Per capita crime rate

4.9 Closing

The implementation of the Master Plan is a lengthy and sometimes difficult process. Progress can and should be made to implement the Master Plan Recommendations because there is great potential for a revitalized and resurgent Downtown Parkville. Revitalization and redevelopment takes time. It is important to give it that time. Revitalization and redevelopment doesn’t just simply happen. It must be planned for, daily. If Downtown Parkville is an important place in the City of Parkville, then the efforts must be made to find common ground, rally behind a common vision, and capitalize on its tremendous potential.