PLANNING & ZONING COMMISSION
Regular Meeting Agenda
CITY OF PARKVILLE, MISSOURI
Tuesday, June 14, 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/83705087970?pwd=OE9heU82RE5KR2F3VXBaYk13ZEJQdz09.. Alternatively, you may listen in on the meeting via the following telephone number and access code - (312) 626 6799, Meeting ID: 837 0508 7970, Password: 376408.

1. Call to Order

2. Roll Call

3. General Business

A. Approval of the June 14, 2022, regular meeting agenda.

B. Approve the minutes for the May 10, 2022, regular meeting

C. Election of Officers

1. Chairperson
2. Vice-Chairperson
3. Secretary

4. Workshop

A. Communities for All Ages Silver Level Recognition - #3 Transportation and Mobility

5. Other Business

A. Upcoming meetings & dates of importance:

- Board of Aldermen Meetings: Tuesday, June 21 and July 5, 2022 at 7:00 p.m.
- Board of Zoning Adjustments Meeting: Tuesday, June 28, 2022 at 5:30 p.m.
- Planning & Zoning Commission Regular Meeting: Tuesday, July 12, 2022 at 5:30 p.m.

6. Adjournment

Posted Date & Time: June 10, 2022 1:00p.m. By: BS

Minutes of the
Planning & Zoning Commission Regular Meeting
City of Parkville, Missouri
Tuesday, May 10, 2022 5:30 PM
City Hall Board Room

The Planning & Zoning Commission will be meeting in person as well as via telephone or video conference. Members of the public interested in this meeting are encouraged to join the Zoom via https://us02web.zoom.us/j/87091592655?pwd=SHIwVmY5Z0RNbVRQSWE5eFVmSDUyUT09..

In addition, rather than appearing at City Hall to provide input at the meeting on action agenda items, members of the public may submit written testimony to the City Clerk in advance by noon on the day of the meeting and the testimony will be to be provided to the Planning and Zoning Commission and presented at the meeting and made part of the official record.
City Hall Board Room

1. Call to Order

Chair Wright called the meeting to order at 05:30 PM.

2. Roll Call

Commissioners Present:
Barbara Wassmer
Walt Lane
Allyson Berberich
Michael Wright
Spencer Keesee

Absent:
John Delich
R. Douglas Krtek
Kathy Leibrand

A quorum of the Commission was present.

Staff Present:
Stephen Lachky, Community Development Director
Brad Stanton, Planner

3. General Business

A. Approval of the May 10, 2022 regular meeting agenda.

ACTION:	Barbara Wassmer moved to approve the agenda. Walt Lane seconded. Motion Passed: 5-0.
AYES:	Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee

NOES: None
ABSTAIN: None

B. Approve the minutes for the February 8, 2022 regular meeting.

ACTION: Barbara Wassmer moved to approve the minutes. Walt Lane seconded. Motion Passed: 5-0.
AYES: Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee
NOES: None
ABSTAIN: None

4. Unfinished Business

5. Public Hearing

A. Application for a Conditional Use Permit (CUP) to allow a *Lodging – Short-Term Rental* use at 804 Main St. in Parkville, MO, in the "R-4" Mixed-Density Residential District on parcel no. 20-7.0-35-100-016-001.000 (0.27 acres, more or less), generally located near the northwest corner of the intersection of N Main St. and W 8th St.

STAFF ANALYSIS & SUMMARY
Stephen Lachky, Community Development Director, provided an overview of the CUP applications for the evening. This application is located at 804 Main St and is a single-family house. This property has been an Airbnb since June 2021. Hours of operation: Lodging use. Noise/Odor: There have been no noise complaints since this property has been an Airbnb. Parking: This property has 2 private parking spaces and 3 public spaces on the street in front. The City may place time limits on CUP. Mr. Lachky recommends a 6-month time limit for these Airbnb CUPs. Commissioner Lane noted that he had rented properties using Airbnb/VRBO/etc. and asked about City taxes. Mr. Lachky responded that these Airbnb units would be accessed the City lodging tax. Chair Wright asked about parking on-street. Mr. Lachky responded that the public spots are not reserved for specific properties. Taryn Klein, applicant, clarified that there were 2 private spaces on site and 3 in front of the house. Chair Wright asked if the CUP was transferable. Mr. Lachky responded that the CUP is tied to the use and may be transferred to a different owner. Commissioner Wassmer asked if the owner was required to live onsite. Mr. Lachky responded that that provision was removed from the ordinance and is not required. Commissioner Keesee noted that Main St is narrow and certain vehicles are larger. Mr. Lachky stated that RVs or larger vehicles need to be parked on a driveway or are prohibited from being parked overnight.

DEVELOPER'S PRESENTATION
Taryn Klein, 804 Main St, stated that her property was running as an Airbnb since December 2021. She stated she has talked with the neighbors to the east and west and could not get ahold of the neighbor to the north. She is currently renovating the main house and renting the mother-in-law suite as an Airbnb. Her long-term plan is to rent the entire property as an Airbnb. She inquired if the CUP would apply to both units. Mr. Lachky stated that it would. Ms. Klein stated that there are 2 private parking spaces and usually

only has 1 vehicle. Commissioner Wassmer stated she had heard concerns regarding snow removal on this property and asked that Ms. Klein clear the snow. Ms. Klein responded that was fair. Chair Wright asked about parking in the garage. Ms. Klein stated the renters did not have access to the garage.

PUBLIC HEARING
No public comment.

MOTION
Condition that snow removal be taken care of; for a period of 6 months; non-transferrable (recommended if allowed)

ACTION:	Barbara Wassmer moved to approve the application. Walt Lane seconded. Motion Passed: 5-0.
AYES:	Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee
NOES:	None
ABSTAIN:	None

B. Application for a Conditional Use Permit (CUP) to allow a *Lodging – Short-Term Rental* use at 11 W 5th St. in Parkville, MO, in the "R-4" Mixed-Density Residential District on parcel no. 20-7.0-35-100-029-004.000 (0.10 acres, more or less), generally located along W 5th St. west of N Main St.

STAFF ANALYSIS & SUMMARY
Mr. Lachky introduced the item. There is a 3 car garage on the property as well as public parking on one side of 11 W 5th St.

Commissioner Wright inquired how many units would be rented with this CUP. Jolene Jackson, 11 W 5th St, stated that she lives in the property. She rents out one bedroom (the master suite) of the property. She stated that the property has the appearance of a triplex, but has been converted back to a single-family home. She stated no one will park in the garage and that one of the three car spaces in the garage is inaccessible. Commissioner Wright asked how many units she anticipated at max build out. Ms. Jackson responded that she would hope to rent out 3 units, but that is a long-term goal. Commissioner Keesee asked about parking since the renters may not use the garage. Ms. Jackson stated that her Airbnb welcome packet says that there are 3 parking spaces in front of her unit and that if those are taken it is recommended they park on Main St and walk up. Commissioner Wassmer stated that 5th St is a one-way street with minimal parking.

PUBLIC HEARING
Soheil Anderson, 6 W 5th St, had concerns regarding traffic and parking on 5th Street.
Carolyn Elwess, 1312 Main, had concerns regarding parking on 5th Street.
Chair Wright asked whether the alley was public or private. Alysen Abel, Director of Public Works, noted it was complex, but its a public alley. Ms. Jackson stated the max capacity of her Airbnb was 3 people (ie 3 cars). Commissioner Wassmer recommended that Ms. Jackson recommend her renters park on Park St. Commissioner Lane inquired about a condition to limit the Airbnb to 2 cars. Ms. Jackson responded that was reasonable. Commissioner Berberich stated she would not be for adding a condition regarding the number of cars. She stated that Airbnb owners tell renters where they can/can't park.

MOTION

ACTION:	Allyson Berberich moved to approve the application. Barbara Wassmer seconded. Motion Passed: 5-0.
AYES:	Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee
NOES:	None
ABSTAIN:	None

C. Application for a Conditional Use Permit (CUP) to allow a *Lodging – Short-Term Rental* use at 500 East St. in Parkville, MO, in the "R-4" Mixed-Density Residential District on parcel no. 20-7.0-35-100-026-003.000 (0.15 acres, more or less), generally located at the northwest corner of the intersection of Missouri Hwy 9 and E 5th St.

STAFF ANALYSIS & SUMMARY

Director Lachky introduced the item. He stated there was adequate public parking on site as well as the 6 at Park public parking lot across the street. Director Lachky stated there was one minor noise complaint in 2008. The current property is 4 units and the applicant is requesting all 4 units be approved as short-term rentals.

Chair Wright asked how many private parking spaces were on-site. Director Lachky stated the private parking lot could reasonably accommodate 6 cars. If each unit had 2 cars, the property could accommodate the parking via on site and the nearby public parking lot. Commissioner Wassmer stated it is hard to turn from 9 Hwy to 5th St because it is effectively a one-way road.

Annette Hagen, 4727 N Cliff Hill Cir, KC, MO, stated she has operated this property as rental since 1999. She stated that the parking lot can accommodate 5 cars easily, potentially 6. She stated the Airbnb listing allows 4 people but the renters usually only have one car. The Airbnb event listing notes that parties or events are not allowed. Chair Wright asked about trash collection. Ms. Hagen stated she has a dumpster right at the end of the parking lot. Chair Wright asked about # of bedrooms. Ms. Hagen responded they were 2 bedroom, 1 bath. Chair Wright asked how many people usually rented. Ms. Hagen stated usually 2 or 3 people. She stated that each unit only gets 1 car of designated parking. Commissioner Wassmer asked if there were 3 long-term units and 1 short-term. Ms. Hagen stated that was the case. Commissioner Wassmer asked if the long-term renters were okay with the short-term rental of the property. Ms. Hagen responded affirmatively. Commissioner Wassmer asked if this CUP applied to one unit or all 4. Director Lachky stated it would apply to all 4.

PUBLIC HEARING

Ann McDonogh 503 Main, stated that there's a lot of short-term rentals in the area. She stated that parking in the area is difficult. She had questions regarding security. Ms. Hagen responded that she does not have cameras on her property. Ms. Hagen stated there have been businesses around her units for a while and does not feel her units are the cause of the parking problem.

MOTION
The applicant noted she was more interested in 2 units than 4 units. Recommendation for 1 unit for 6 months

ACTION:	Barbara Wassmer moved to approve the application. Walt Lane seconded. Motion Passed: 5-0.
AYES:	Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee
NOES:	None
ABSTAIN:	None

D. Application for Zoning Map Amendment for Taylor Animal Hospital, a planned expansion to an existing animal clinic on 0.46 acres, more or less, generally located west of Highway 9 and 250' south of Highway 45.

STAFF ANALYSIS & SUMMARY
Brad Stanton, Planner, introduced the item. Mr. Stanton discussed items 5D and 6A together. He stated that the applicant was proposing to rezone property from B-2 to B-4-P and add a 1,840 sf addition to the existing 4,040 sf animal clinic. The property is currently zoned B-2 and the current use is not allowed in the B-2 zoning district. The proposed animal clinic-general land use is allowed in the B-4-P and the adjacent property to be combined for the addition is currently zoned B-4-P. The proposed site plan shows a 2.8 ft side yard setback along the north property line. The applicant is requesting flexibility in the parking requirements, providing 15 stalls out of 17 required stalls on site and utilizing shared parking for the remaining 2 required stalls.

DEVELOPER'S PRESENTATION
Timothy Parsons, architect for the applicant, provided an overview. He stated that they sited the dumpster and exercise yard as far as possible from residents and have multiple layers of screening.

QUESTIONS & CLARIFICATIONS
Commissioner Wassmer asked about the Ripple Glass dumpster being relocated. Mr. Stanton responded that it was up to Parkville Commons to coordinate that. Commissioner Keesee asked about the expansion as it relates to increased animals and noise. Mr. Stanton responded that the exercise yard is small and the applicant has provided enhanced landscaping around the exercise yard. Chair Wright asked whether the addition and exercise yards were enclosed. Mr. Parsons responded that the addition was entirely enclosed, while the exercise yard is open air and surrounded by a fence.

PUBLIC HEARING
No public comment.

MOTION

ACTION:	Barbara Wassmer moved to approve the application. None seconded. Motion Passed: 5-0.
AYES:	Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee

NOES: None
ABSTAIN: None

6. Regular Business

A. Application for Major Site Plan for Taylor Animal Hospital, a planned expansion to an existing animal clinic on 0.46 acres, more or less, generally located west of Highway 9 and 250' south of Highway 45.

MOTION

ACTION: Barbara Wassmer moved to approve the application. Spencer Keesee seconded. Motion Passed: 5-0.

AYES: Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee

NOES: None

ABSTAIN: None

B. Application for Final Development Plan for Whataburger, a drive-through restaurant on Lot 2 of APEX Plaza, generally located at the northwest corner of 45 Hwy and Melody Ln in Parkville, MO 64152.

STAFF ANALYSIS & SUMMARY

Mr. Stanton presented an introduction to the project. He stated the application was for a proposed 3,198 sf restaurant with drive thru on 1.54 acres. The applicant is requesting flexibility on the parking requirements. The proposed use is required 59 parking spaces. The applicant is proposing to provide 31 parking space on the property and utilize a shared parking agreement for the remaining 28 stalls.

DEVELOPER'S PRESENTATION

Andrew Gribble, Kimley Horn & Associates, was present for the applicant.

QUESTIONS & CLARIFICATIONS

Chair Wright asked about the grade along the Roosters building. Mr. Gribble stated there is 7 feet of clearance between the adjacent building and the parking, so the applicant is providing a retaining wall to make the grade work. A parked car would be 5 feet away from the Roosters building and there would be a retaining wall separating parked cars from the adjacent building. Commissioner Keesee asked about signal timings and traffic concerns. Mr. Stanton responded that the signal is controlled by MoDOT and traffic plans for APEX Plaza had foreseen a drive thru restaurant use on this property.

MOTION

ACTION: Walt Lane moved to approve the application. Spencer Keesee seconded. Motion Passed: 5-0.

AYES: Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee

NOES: None

ABSTAIN: None

7. Other Business

A. Upcoming meetings & dates of importance:

- Board of Aldermen Meetings: Tuesday, May 17 and June 7, 2022 at 7:00 p.m.
- P&Z Commission - Communities for All Ages Workshop: Tuesday, May 24, 2022 at 5:30 p.m. via Zoom
- Planning & Zoning Commission Regular Meeting: Tuesday, June 14, 2022 at 5:30 p.m.

8. Adjournment

ACTION:	Barbara Wassmer moved to adjourn. Walt Lane seconded. Motion Passed: 5-0.
AYES:	Michael Wright, Barbara Wassmer, Walt Lane, Allyson Berberich, Spencer Keesee
NOES:	None
ABSTAIN:	None

Chairman Wright called further discussion. Seeing none, he called for a motion to adjourn.

Submitted by:

_____ _____

Stephen Lachky, AICP Date
Community Development Director

_____ _____

Brad Stanton Date
Planner

CITY OF PARKVILLE • 8880 Clark Avenue • Parkville, MO 64152 • (816) 741-7676 • FAX (816) 741-0013

I. AUTHORITY AND POWERS

The authority and powers of the Parkville Planning and Zoning Commission are those set forth in RSMO, Chapter 89 and amendments and supplements thereto, and those powers and duties delegated to the Planning and Zoning Commission by the Board of Aldermen for the City of Parkville as set forth in Title IV of the City Code of Ordinances.

Those powers and duties include:

a) Create or cause to be created and adopt a city plan of future land use of the municipality.

b) To make reports and recommendations relating to the plan and development of the municipality to public officials, agencies, and citizens.

c) To review and approve the location, extent and character of public improvements, all streets, public facilities, and public utilities (either publicly or privately owned) to insure that such are in coordination with the city plan;

d) To review the acceptance, widening, extension, relocation, narrowing, or change of use of any street or public improvement to insure that such are in coordination with the city plan;

e) To review and make recommendations to the Board of Aldermen on all proposed plats of a subdivision of land lying within the municipality;

f) To review and make recommendations to the Board of Aldermen on the adoption of or amendments to the City's subdivision regulations and zoning ordinance.

II. ORGANIZATION AND STRUCTURE

a. *MEMBERSHIP*

The Planning and Zoning Commission consists of not more than fifteen nor less than seven members appointed by, and including if he/she so desires, the Mayor. A member of the Board of Aldermen may serve on the Commission if the Board chooses to appoint a representative. Appointments made by the Mayor, with the consent of the Board of Aldermen, for service on the Planning and Zoning Commission shall be for a period of four (4) years, except when appointed to fill a vacancy of an unexpired term. All commissioners shall serve without pay or remuneration of any sort.

b. *OFFICERS AND HOW ELECTED*

1. The officers of the Planning and Zoning Commission shall consist of a Chairman, Vice Chairman, and Secretary. The Commission shall annually elect these officers from its citizen members at its regular meeting in June. Nominations shall be made from the floor, and the person receiving a majority vote of the total commission membership shall be declared elected. Officers shall serve until their successor is elected.
2. Any officer vacancies that may occur shall be filled at the next regular meeting in the same manner.

c. *PRESIDING OFFICER*

1. The Chairman or, in his absence, the Vice Chairman, shall preside at all meetings and hearings of the Commission. In the absence of both the Chairman and Vice Chairman, the Secretary shall preside over the Commission.
2. The presiding officer shall administer oaths of truthfulness, take evidence, enter discussions and vote on all matters coming before the Commission.
3. The presiding officer shall decide all points of order and procedure, subject to these rules, unless otherwise directed by the majority of the members of the Commission present.

4. The Chairman shall appoint members to serve on any committees of the Commission.

d. *COMMISSION STAFF LIASION*

1. The Community Development Director, or designated representative, shall serve as the Staff Liaison to the Planning and Zoning Commission and shall provide the staff necessary to carry out the duties and responsibilities of the Commission. The Community Development Director may appoint a member of his/her staff to serve as the Recorder of the meeting minutes. All references in these rules to the Staff Liaison shall include the Director of Community Development or his/her appointed staff or designees.
2. The Staff Liaison shall process all applications that are to be brought before the Commission and in doing so, guide the applicant through the proper procedures of the applicable ordinances, regulations or requirements.
3. The Staff Liaison shall be responsible for all routine correspondence and provide for the proper presentation of zoning amendments, subdivision developments and other matters coming before the Commission, including preparation of the official agenda.
4. The Staff Liaison shall attend all official meetings and hearings of the commission, keep the minutes, compile records, maintain files, and make available current ordinances, maps, and other pertinent information relating to the duties of the Commission.

III. MEETINGS

a. *OPEN MEETINGS*
All meetings of the Commission, including committee meetings, shall be open to the public and comply with the state's open meeting laws, and shall be conducted generally according to Robert's Rules of Order.

b. *REGULAR MEETINGS*
The Commission shall meet at the time and place set by resolution of the Planning and Zoning Commission, unless otherwise specified in official public notices. In the event that no business comes before the Planning and Zoning Commission for a specific meeting, the Chairman may elect to cancel the regular meeting and direct the Staff Liaison to notify all members of such cancellation.

c. *SPECIAL MEETINGS*
Special meetings may be called by the Chairman, or by any two (2) members, when required to act upon matters before the Commission, provided at least seventy-two (72) hours notice is delivered to the residence of each member of the Commission and to the public by posting such notice in a conspicuous place within the Parkville City Hall. Such notice shall specify the subject, time and place for such special meeting. Only the subject contained in the notice may be considered at such special meetings.

d. *ADJOURNED MEETINGS*

Meetings may be adjourned to a specified date, time, and place. In order to adjourn such meetings, a quorum need not be present; however, the notice provisions of special meetings shall apply if a quorum is not present.

e. *QUORUM*

A quorum shall consist of a majority of the total members of the Commission.

f. *VOTING*

An affirmative vote of a majority of the members present is required to pass any motion. The passage of a resolution requires a majority vote of the full membership of the Planning and Zoning Commission. The presiding officer may call for a roll call vote and the minutes shall reflect such votes.

g. *AGENDA*

An official agenda generally following the "ORDER OF BUSINESS" shall be made available for all regular meetings and the presiding officer shall generally adhere to said agenda unless it is amended or revised by consent of the majority of the Commission members present.

h. *ORDER OF BUSINESS*

1. Call to order by presiding officer.
2. Roll call to determine quorum.
3. Acceptance of the agenda.
4. Consideration of minutes from previous meeting(s).
5. Old business, including hearings continued from previous meetings.
6. Public hearings (newly introduced).
7. Regular business from staff, public and plats.
8. Other business including reports from special committees, resolutions and recommendations by the Commission or special reports form staff.
9. Adjournment for continuance of any unfinished business to the next regular or special meeting called.

i. *DISPOSITION*

All items coming before the Commission as agenda items shall be acted upon on the day presented or heard and such action shall be one of the following:

1. Denial;
2. Approval;
3. Continuance;
4. Recommended to Board of Aldermen for approval;
5. Recommended to Board of Aldermen for disapproval (denial); or
6. Taken under advisement**.**

7. ATTENDANCE

Any member of the Planning and Zoning Commission that is absent for three consecutive meetings without making prior arrangements shall be deemed to have resigned from the Planning and Zoning Commission. A replacement member shall then be appointed by the mayor and approved by the Board of Aldermen.

IV. PROCEDURES

A. *OFFICE PROCEDURES*

1. Records and Files
Minutes shall be maintained for all Commission meetings and such minutes shall be filed in the office of Community Development. All maps, charts, materials, documents, reports and correspondence shall be carefully maintained and preserved in accordance with the retention schedules contained in the "Missouri Municipal Records Manual", and using office procedures compatible with the permanence and importance of such documentation. Security shall be provided to prevent any loss or unauthorized alteration.

2. Collection of Fees
Each application or activity coming before the Commission that requires a fee by law shall be accompanied by suitable payment, payable to the City of Parkville and accepted by the Staff Liaison before placed on the official agenda. The amounts and methods of payment of fees shall be in accordance with schedules and ordinances established or authorized by the Board of Aldermen.

B**.** *PUBLIC HEARING PROCEDURES*

1. **Legal Notice.** The Department of Community Development is responsible for assuring all legal notices relating to this commission are duly published according to law.
2. **Order of Appearance of Hearing.** The order of hearing for each case shall be:
    a) Open public hearing.

b) Staff reports:
    1. Community Development Director or representative.
    2. Public Works Director or representative, if applicable.
    3. Reports from other departments or public entities, if applicable.
c) Applicant's report.
d) Report of proponent(s).
e) Report of opponent(s).
f) Close public hearing.
g) Motion to dispose.

3. **Citizen Presentation.** All persons appearing before the Commission shall stand where directed and state their name and address for the record. Any person who wishes to question testimony or otherwise comment on an issue at hand shall first be recognized by the chairman and shall direct their questions and comments to the Commission. No cross-examination of witnesses by anyone other than Commission members shall be allowed unless specifically authorized by the presiding officer.
4. **Time Limits for Presentations.** The presiding officer may limit the time any presenter, citizen, or witness has to state his/her case. Every effort shall be made to permit the development of all pertinent facts and to provide for the preservation of a fair and impartial hearing.
5. **Commission Presentation.** No member of the Commission shall make the initial presentation on behalf of any applicant unless the member is the applicant. However, a Commission member may offer testimony on behalf of an applicant after that Commission member has disqualified themselves from the Commission.
6. **Member Disqualification.** A member shall disqualify themselves and not participate in discussion or vote on any application in which the member, his employer, or any member of his immediate family has or have had any financial interest whatsoever. Any member affected by this regulation shall disqualify themselves prior to the presentation of the application. A member who disqualifies themselves shall remove themselves from the Commissioner's table until the disposition of the item.
7. **Postponement or Tabling of Hearing.** The hearing of any application may, upon request by the applicant, be postponed or may be tabled and such tabling or postponement may be granted by the chairman of the meeting; provided that after the granting of two such postponements the members may vote to dismiss the subject application without prejudice and in such case the applicant, if it chooses to pursue the application, must re-file it according to the requirements of the zoning ordinance or subdivision regulations.

C. PROCEDURE FOR STAFF INITIATED AGENDA ITEMS

Staff initiated agenda items shall be placed on the agenda by the Community Development Director and acted upon in accordance with these Rules and Procedures. Such items may be presented directly by staff or may be referred to the Commission by the Board of Aldermen.

D. RESOLUTIONS OF THE PLANNING AND ZONING COMMISSION

The Planning and Zoning Commission may adopt a resolution on any matter that comes before the Commission testifying its decision or recommendation to the Board of Aldermen.

E. PLANNING AND ZONING COMMISSION SUPPORT AT BOARD LEVEL

On matters of major importance that are acted on by the Planning and Zoning Commission and transmitted to the Board of Aldermen, it is appropriate to attend the Board meetings when such items are discussed to provide support of the Planning and Zoning Commission's action and recommendation.

F. ETHICAL PRINCIPLES OF THE PARKVILLE PLANNING AND ZONING COMMISSION AND STAFF

The Parkville Planning and Zoning Commission have officially adopted the following principles to govern the conduct of its business. Should any questions arise about the interpretation and application of any of these principles, staff or the city attorney should be consulted.

1. **Serve the Public Interest.** The primary obligation of Planning and Zoning Commission members and Community Development staff is to serve the public interest.
2. **Support Citizen Participation in Planning.** Members and staff should encourage a forum for meaningful citizen participation and expression in the planning process and assist in clarifying community goals, objectives, and policies.
3. **Recognize the Comprehensive and Long-Range Nature of Planning Decisions.** Planning and Zoning Commission members and planning staff must seek to balance and integrate physical (including historical, cultural, and natural), economic, and social characteristics of the community or area affected by planning decisions by gathering all relevant facts, considering responsible alternative approaches, and evaluating the means of accomplishing them. Planning and Zoning Commission members and planning staff should expressly evaluate foreseeable consequences before making a recommendation or decision.
4. **Expand Choice and Opportunity for All Persons.** Commission members and planning staff should strive to make decisions that increase choice and opportunity for all persons; recognize a special responsibility to plan for the needs of disadvantaged people; and urge that policies, institutions, and decisions that restrict choices and opportunities be changed.
5. **Facilities Coordination through the Planning Process.** Planning and Zoning Commission members and planning staff should strive to ensure that individuals and public and private agencies likely to be affected by a prospective planning decision receive adequate information far enough in advance of the decision to allow their meaningful participation.
6. **Avoid Conflict of Interest.** To avoid conflict of interest and the appearance of impropriety, Planning and Zoning Commission members who may receive some private benefit from a public planning decision must not participate in that decision. The private benefit may be direct or indirect, create a material personal gain, or provide an advantage to an immediate relation.
7. **Render Thorough and Diligent Planning Service.** Should a Planning and Zoning Commission member or members of staff believe he/she can no longer render service in a thorough and diligent manner, he/she should resign from the position. If a member has not sufficiently reviewed relevant facts and advice affecting a public planning decision, the member should not participate in that decision.
8. **Not Seek or Offer Favors.** Planning and Zoning Commission members and staff must not directly or indirectly solicit any gift or accept or receive any gift (whether in money, services, loans, travel, entertainment, hospitality, promises, or in some other form) under circumstances in which it could be reasonably inferred that the gift was intended or could reasonably be expected to be intended to influence them in the performance of their duties or that it was intended or could reasonably be construed to be intended as a reward for any recommendation or decision on their part.
9. **Not Disclose or Improperly Use Confidential Information for Financial Gain.** Planning and Zoning Commission members and staff must not disclose or use confidential information obtained in the course of their planning duties for financial or other gain.
10. **Ensure Full Disclosure at Public Hearings.** Planning and Zoning Commission members and staff members must ensure that the presentation of information on behalf of any party to a planning question occurs only at the scheduled public hearing on the question, not in private, unofficially, or with other interested parties absent. The official must make ex-parte information (received in mail, by telephone, or other communication) regarding the issue part of the public record.

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 4)

Ensure that the community transportation system meets the needs of all users.

Healthy, vibrant communities provide multiple, accessible transportation options that contribute to the independence of all residents. Young adults, baby boomers and all ages increasingly seek and choose communities where they can walk, bike or access transit to get to school, work, services and entertainment.

There are many resources available to help a city meet this criterion, including guidelines and checklists provided by the National Complete Streets Coalition (www.smartgrowthamerica.org/complete-streets), U.S. Department of Transportation National Highway Traffic Safety Administration Bikeability Checklist (www.nhtsa.gov/people/injury/pedbimot/bike/bikeability/); Bicycle Friendly America (www.bikeleague.org/bfa); and Walk-Friendly Communities. (www.walkfriendly.org/). These guidelines help communities ensure that the transportation system meets the needs of all users. Cities can work proactively with local transit operators to plan and implement transit

services to address the needs of their residents and workforce.

Policy

3-A The city addresses multiple transportation modes in its comprehensive plan.

___ Included in city plans. (See attached copy of the **Parkville 2040 Master Plan**)

The Parkville 2040 Master Plan recognizes the lack of multimodal accommodations on the City's existing transportation system (e.g., major arterials, minor arterials, collectors and local roads), and recommends implementing multimodal accommodations for the City's priority transportation projects listed on pg. 160).

3-B The city has adopted a Complete Streets resolution or comparable policy and is taking steps to implement the policy.

___ Existing policy. (The City of Parkville currently does not have a Complete Streets policy or resolution).

Although the City currently does not have a Complete Streets policy, resolution or plans to adopt one, Section 404.040 Required Improvements and Engineering Specifications of our Title IV - Development Code includes the adoption of APWA standards, which includes the provision of sidewalks to be constructed along all local, collector and arterial streets. Keep in mind however, that Complete Streets includes ALL users including transit riders, and people with disabilities.

Appendix A - Context Appropriate Street Design Standards of our Title IV - Development Code contains specifications that take Complete Streets into consideration.

Lastly, despite not having a local Complete Streets policy or resolution, we have implement Complete Streets components into all roadway projects involving state of federal grant funding (e.g., Route 9 Corridor Project Phases 1-3; MO-45 Highway improvements). This is because the Mid-America Regional Council (MARC) has a regional Complete Streets policy that we must adhere to.

3-C The city – with or without a transit partner – works to ensure public transportation stops and stations have infrastructure that meets the needs of all ages and abilities. Examples include: shelter with lighting, benches and curb cuts.

___ Completed. (No documentation provided.)

City staff has previously met with Mid-America Regional Council (MARC), Kansas City Area Transportation Authority (KCATA) and RideKC staff to review our planning studies & plans for where public transportation stops and stations / mobility hubs should be located within our municipal limits. We've discussed partnerships, options and costs for extending transit service to the City of Parkville. Due to the lack of demand as well as population density, it's a low-priority for the City at the moment.

3-D The city and its partners review and consider adoption of older driver and pedestrian safety provisions in the region's long-range safety plan. The city may use *Toward Zero Deaths 2013–2017*, or other recognized standards as guidance.

___ Included in city plans. (While staff is aware of the region's long-range safety plan and State of Missouri's goal of zero roadway deaths, we do not have anything formally adopted in any of our City plans & studies).

Despite not having anything formally adopted in any of our local plans & studies, we consider Together Toward Zero 2018-2022 (i.e., the Kansas City Regional Transportation Safety Blueprint) into consideration for all roadway projects involving state or federal grant funding (e.g., Route 9 Corridor Project Phases 1-3; MO-45 Highway improvements). This includes the implementation of roadway infrastructure components to address intersection, fixed object, run-off-road, horizontal curve, and head-on crashes).

Action

3-E The city works with partners, including transportation providers, to develop and implement strategies to support independence of non-drivers and those with additional needs for assistance in using transportation options.

___ Completed. (No documentation provided.)

At the moment, City staff and our Mayor serve as members on two transportation committees at the Mid-America Regional Council (MARC) – the Missouri Surface Transportation Committee and Total Transportation Policy Committee.

3-F The city and its partners provide resource information on where residents can find transportation options.

___ Completed. (No documentation provided.)

The City currently does not provide such resource information for residents.

3-G The city constructs pedestrian facilities to allow for safe travel to transit stops and stations from neighborhoods and other locations.

___ Completed. (No documentation provided.)

The City currently does not provide pedestrian facilities designed specifically for the safe travel to transit stops and stations. Our only "mobility hub" is the downtown Farmer's Market public parking lot.

3-H The city and its partners provide resource information for determining older driver competency and the supports available for transitioning from driver to passenger.

___ Completed. (No documentation provided.)

The City currently does not provide such resource information to our residents.

3-I The city has considered application for or has achieved the Walk-Friendly Community designation from the Pedestrian Bicycle Information Center. (www.walkfriendly.org)

___ Completed. (No documentation provided.)

While City staff is aware of the Walk-Friendly Community designation, we have not considered an application due to the lack of staff time and City resources to do so.

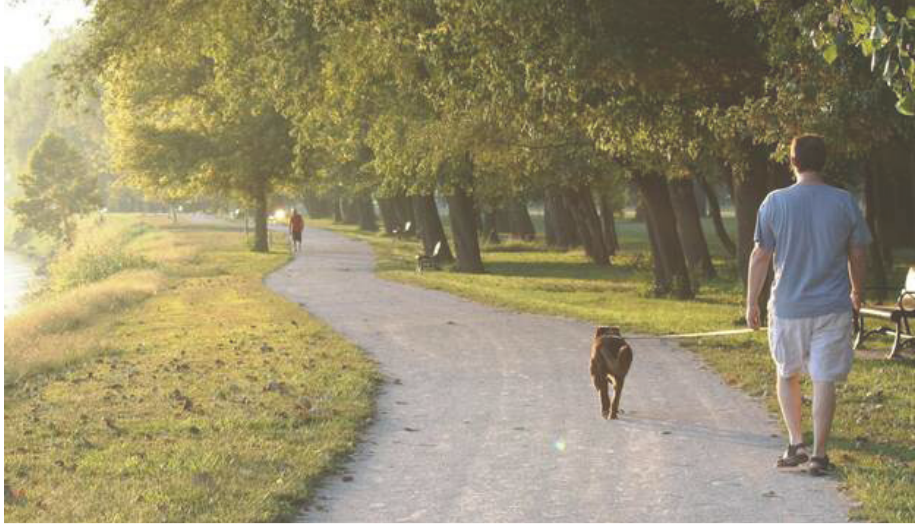
3-J The city has considered application for or has achieved the Bicycle Friendly Community designation from the League of American Bicyclists. (www.bikeleague.org/bfa)

___ Completed. (No documentation provided.)

While City staff is aware of the Bicycle Friendly Community designation, we have not considered an application due to the lack of staff time and City resources to do so.

PARKVILLE
Master Plan

Planning Parkville for 2040









Adopted May 2021

ACKNOWLEDGMENTS

Parkville Board of Aldermen

- Nan Johnston, Mayor
- Phillip Wassmer, Ward 1
- Tina Welch, Ward 1
- Brian T. Whitley, Ward 2
- Dave Rittman, Ward 2
- Douglas Wylie, Ward 3
- Robert Lock, Ward 3
- Marc Sportsman, Ward 4
- Greg Plumb, Ward 4

Parkville Planning Commission

- Dean Katerndahl, Chairman
- John T. Delich
- Michael Wright
- Walt Lane
- R. Douglas Krtek
- Barbara Wassmer
- Michael Lee
- Allyson Berberich

Master Plan Advisory Committee

- Allyson Berberich
- Alysen Abel
- Anna Mitchell
- Barbara Wassmer
- Brad Stanton
- Brian Whitley
- Chris Ashley
- Christina Aurich
- Dave Rittman
- Dean Katerndahl
- Doug Wylie
- Greg Plumb
- Joe Parente
- John Delich
- John Zimmermann
- Kim Verhoeven
- Marc Sportsman
- Michael Lee
- Miachael Wright
- Nan Johnston
- Phillip Wassmer
- R. Douglas Krtek
- Robert Lock
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Consultant Team

CONFLUENCE

TranSystems

CNA Collins Noteis & Associates, LC

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Section

1 INTRODUCTION

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III. EXISTING PLANS REVIEW..... 13

INTRODUCTION

MASTER PLAN OVERVIEW

The purpose of this master plan is to help guide the growth and development for Parkville through the year 2040. This plan will assist the city in decision-making as it relates to issues including land use and zoning, housing, commercial and industrial development, sustainability and the environment, transportation and mobility, parks and recreation, and community facilities and services.

Master Plans are an inventory of the existing conditions of a community that can act as an information management tool for a city. The process for creating a new master plan is an opportunity for a city to gain feedback from residents, local business owners, city officials and various other stakeholders on a wide range of topics. The engagement exercises can help to identify what aspects of the community help best define the community's character, strengths and weaknesses.

The engagement exercises and existing conditions analysis help identify goals, strategies, and action items that create a pathway to implementing the vision of the community. While master plans are thorough and detailed documents, they should not remain stagnant and should be regularly referenced by the city when making decisions about development proposals, rezoning efforts, code updates, capital improvement planning, budgeting, and policy formation.

Every year, the city should review the entire plan to identify conditions that have changed since the initial drafting. These efforts will help ensure the community vision is being implemented.



Figure 1.00 *Parkville Master Plan Logo*

PLAN PROCESS

The Parkville 2040 Master Plan development process was completed over 7 total tasks:

- Task 1 - Project Kick-Off
- Task 2 - Information Gathering + Review
- Task 3 - Public Outreach + Vision
- Task 4 - Scenario Analysis + Refined Options
- Task 5 - Draft Master Plan Evaluation + Public Comment
- Task 6 - Master Plan Hearings + Adoption
- Task 7 - Master Plan Product Delivery

TASK 1 *Project Kick-off*

- Review project scope, schedule and key meeting dates
- Communication plan
- Determine initial data needs
- Review project name and logo
- Identify key stakeholders

TASK 2 *Information Gathering + Review*

- Data assembly and analysis
- Analysis Review Workshop

TASK 3 *Public Outreach + Vision*

- Communication Plan and Project Brand
- Public involvement and participation:
- Project Survey
- Public Open House
- Key Stakeholder Interviews
- Additional Public Workshops / Open House Events

TASK 4 *Scenario Analysis + Refined Options*

- Market analysis
- Land use analysis
- Transportation and utility analysis
- Analysis Review Meetings

TASK 5 *Draft Master Plan Evaluation + Public Comment*

- Draft Plan Presentation Review Sessions
- Draft Plan Public Presentation Open House
- Draft Plan Review Work Session
- Public Review and comment period

TASK 6 *Master Plan Hearings + Adoption*

- Final Draft Plan Review and Public Hearings

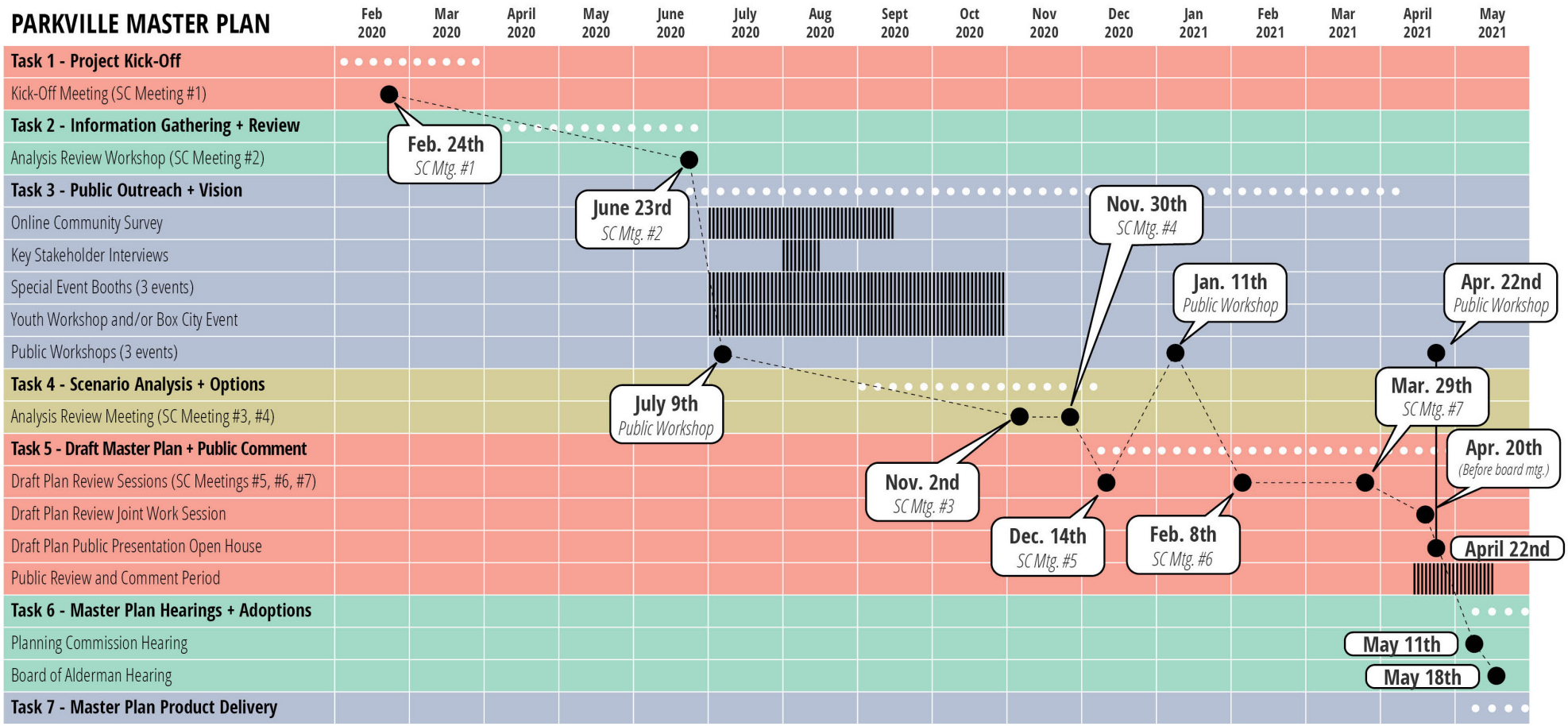
TASK 7 *Master Plan Product Delivery*

- Digital files of the Master Plan draft with all inserts for review
- Digital files of the final Master Plan
- One set of Master Plan maps in digital format compatible with the City's GIS and map layers

INTRODUCTION

PLAN SCHEDULE

The Parkville 2040 Master Plan took just over one-year in total to complete starting in February 2020. There were a series of delays in the overall project timeline, primarily in Tasks 2 and 3, due to unforeseen challenges related to the COVID-19 pandemic. Several in-person public engagement activities had to be rethought or cancelled all together due to the health concerns associated with gathering in large groups. However, the planning team was able to adapt to social distancing restrictions and with the help of city staff and the steering committee, the overall delay in the project timeline was minimal and a strong level of public input was still realized.



PLAN OUTLINE

The Parkville 2040 Master Plan is composed of five main sections: (1) Introduction, (2) Parkville Today and Tomorrow, (3) Our Voice, (4) Our Plan, and (5) Implementation.

Introduction
Section 1 of the Parkville 2040 Master Plan is the introduction. This section describes the intent of the plan and lays out the key goals and vision statement that was created to guide the plan's development and implementation over the next 20 years. The vision statement and goals, included in this chapter, will be referenced throughout the entire plan. This section will also describe the previous planning efforts in Parkville that this plan refers to. An overview of the community engagement timeline and efforts is also included in this introductory section.

Parkville Today and Tomorrow
In the Parkville Today and Tomorrow section focus on the existing conditions of the community. Within this section is located the economic profile, physical place profile and market analysis.

Our Voice
A detailed and thorough review of the public engagement process and the feedback received is laid out in the 'Our Voice' section. Elements that are described include the input received via the project's interactive website, an overview of all events and meetings, including the numerous steering committee meetings held over the course of the plan's development.

Our Plan
The 'Our Plan' section is the most robust and will likely be the most referred over the plan's 20-year life. This section will contain five focus areas. For each, the plan will discuss the particular focus area's relationship to the vision statement and overall goals. Each focus area will also contain a list of action items associated with each goal for the city's consideration and reference. The five focus areas are shown to the right.

The focus areas were developed after reviewing the guiding principles from the 2009 plan and working with the Master Plan Steering Committee to develop the guiding principles for this plan. After that process, the guiding principles were categorized into the focus areas shown to the right as a way to organize this plan into the main discussion themes.

Implementation
The final section of the Parkville 2040 Master Plan is implementation. This chapter takes all of the goals and action items identified in Section 4 and organizes them into an understandable chart that the city can and should reference annually.

FOCUS AREA 1 *Community Character*

FOCUS AREA 2 *Sustainability and the Environment*

FOCUS AREA 3 *Transportation and Infrastructure*

FOCUS AREA 4 *Strategic Development*

FOCUS AREA 5 *Growing with a Purpose*

INTRODUCTION

PLAN GUIDING PRINCIPLES

Early in the planning process, the steering committee and the consultants developed a set of guiding principles for the Parkville 2040 Master Plan. This process began with a review of the city's previous master plan during the Kick-off meeting. The guiding principles described in the prior Parkville Master Plan related to the following topics: Community Sustainability, Community Character, Environmental Stewardship, Civic and Open Spaces, Integrated Land Use, Downtown - Old Town District, and Transportation. These guiding principles and their related descriptions were discussed as a group and a brainstorming session was conducted where these same guiding principles were determined to still be relevant for the 2040 Master Plan. Minor wording and statement changes were made but the largest change was the addition of a guiding principle related to Housing. Out of this process, eight guiding principles were developed for the Parkville 2040 Master Plan:

1. Community Sustainability
2. Community Character
3. Environmental Stewardship
4. Civic and Open Spaces
5. Integrated Land Uses
6. Downtown Old-Town District
7. Transportation
8. Housing

Throughout this plan, the graphic to the right will be used to articulate which guiding principles are being discussed in the specific plan sections.



PLAN GUIDING PRINCIPLES

A COMMUNITY SUSTAINABILITY

Build resiliency through decision-making that is respectful of our natural features, fiscally responsible for our residents, and equitably distributed to meet the diverse needs of our community, now and in the future.

B COMMUNITY CHARACTER

Maintain Parkville's identity as a forward-thinking community with a historic ambiance that values thoughtful community design and civic engagement.

C ENVIRONMENTAL STEWARDSHIP

Preserve and protect open space, clean air and water, and Parkville's natural features as it develops using methods that provide open space for recreation and natural stormwater management.

D CIVIC AND OPEN SPACES

Provide a variety of civic and open spaces, connected through low-impact multi-use trails, that preserve the natural features of Parkville while allowing opportunities for active and passive recreation to promote the health and wellness of residents.

E INTEGRATED LAND USES

Provide a thoughtful mix of vibrant neighborhoods, parks and greenspace, schools and civic institutions, and business and employment land uses connected through a multi-modal transportation system.

F DOWNTOWN OLD-TOWN DISTRICT

Improve downtown Parkville through strategic investments in streetscapes for enhanced pedestrian access, strengthened connectivity with riverfront and surrounding neighborhoods, and through expanded downtown housing options to help support downtown businesses.

G TRANSPORTATION

Provide a balanced transportation system that has a context sensitive design and promotes multi-modal connectivity to reduce overall reliance on the automobile.

H HOUSING

Provide a mix of housing options and neighborhoods that meet the needs of a variety of age and income levels and creates a secure, welcoming sense of place.

INTRODUCTION

VISION STATEMENT

In addition to developing the 2040 guiding principles, a new vision statement was crafted to shape the overall direction and implementation of the master plan. The 2009 master plan did not contain a vision statement, but it was felt this time around that it was an important element to include.

Vision statements are intended to identify the overriding aspirations of a community in a way that distinguishes it from any other community. Vision statements should be distinctive, written in the present tense, specific, and be used as a criterion for decision-making and other frameworks. Based on this baseline understanding, an updated vision statement was created, shown below. This new vision statement embodies the guiding principles of the Parkville 2040 Master Plan and should be viewed as a statement that remains constant for the next 20 years.

PARKVILLE MASTER PLAN 2040 VISION STATEMENT

"Parkville is a **distinctive** community that successfully blends the **charm of our historic downtown** with a **vibrant mixture** of residential neighborhoods, commercial services, parks and trails, and natural landscapes.

We benefit from major assets including our downtown, Park University, and our many community parks, trails, and conservation areas. We value our connection to the Missouri River and aspire to strengthen this relationship through **thoughtful conservation** and park design. We build on our **unique history to enhance downtown's character** and provide **equitable housing choices** and **economic development opportunities** throughout our community.

We can accomplish this vision by maintaining a **welcoming environment** for residents and visitors, promoting **environmental stewardship**, and delivering a **balanced growth** of residential and commercial development with quality, scale and design that complements Parkville's **sense of place**."

EXISTING PLANS + POLICIES

The following plans were reviewed by the planning team to gain an understanding of the prior planning efforts initiated in the City of Parkville. The 2040 Parkville Master Plan builds off these prior studies and efforts. The plans are organized by date of completion, with the most recent studies shown below. A review of the 2009 Parkville Master Plan can be found on page 13.

Greater Kansas City Regional Bikeway Plan (2017)

Developed by the Mid-America Regional Council, the plan envisions a cohesive regional network of bikeways across city, county, and state boundaries to promote active transportation. Proposed regional corridors include segments of Highway 45, Highway 9, River Road (Route FF), Hampton Road, and Union Chapel Road. The plan also emphasizes MetroGreen corridors, which focus on protecting and restoring streamways for multimodal use. Identified MetroGreen corridors within Parkville include the Missouri River and Brush Creek with the greater focus of providing a Lewis & Clark route to connect Kansas City, Riverside, Parkville, and Weston. The Platte County Park System Master Plan (2009) also focuses on completing the bike "loop" by connecting the Missouri Riverfront Trail, Southern Platte Pass Trail, Brush Creek Greenway, and Line Greek Greenway.

SmartMoves 3.0 Regional Transit Vision (2017)

SmartMoves 3.0 is the Kansas City region's 20-year plan for transit and mobility. The main goals of the plan are to create a series of 15-minute (fast and frequent), 30-minute (supporting), and local and express bus routes to support a network of mobility hubs. Focus areas also include improving job access and bolstering transit-oriented development. The plan notes that transit propensity in Platte County is generally much lower than other areas in the Kansas City region. Currently, Route 229: Boardwalk-KCI is the only route in proximity to Parkville as it generally travels along I-29 to connect downtown Kansas City, Missouri to the Kansas City International Airport. However, the plan identifies downtown Parkville as a long-term potential mobility hub with a route connecting the Boardwalk Square Metro Center to Parkville via Highway 9.

Route 9 Corridor Study (2016)

Highway 9 serves as the "Main Street" of the community. As such, this plan aims to preserve the character of downtown while capitalizing on opportunities to enhance commerce, economic activity, and community interaction by providing safe access and mobility for all modes of transportation. Recommendations include:

- Construct a two-lane roadway section (left-turn lane as needed) with a multi-use path and sidewalk
- Address congestion concerns at the intersection with 1st Street/East Street via a traffic signal or roundabout
- Improve visibility and access at intersections with Main Street and 12th Street
- Enhance access to English Landing Park via an improved at-grade connection through downtown
- Maintain access to existing driveways and intersections while limiting new uncontrolled access points
- Provide stormwater infrastructure to capture, treat, and convey stormwater runoff

Highway 45 Corridor Plan (2016)

Highway 45 is a regional generator between I-29 and I-435 that serves as a primary gateway to southern Platte County. The corridor generally has two lanes in each direction, limited access with a center median and protected left-turn lanes at primary intersections, and the multi-use Southern Platte Pass Trail. The joint plan between Platte County and the City of Parkville encourages a physically, socially, and economically connected southern Platte County community by balancing the provision of efficient access, preserving natural and scenic character, and encouraging quality development. Recommendations include:

- Improve beautification efforts and amenities to provide a cohesive identity
- Advance bicycle and pedestrian accommodations beyond the existing Southern Platte Pass Trail
- Enhance natural features such as rolling topography and wooded areas by reducing visual clutter
- Explore implementation opportunities such as a Corridor Capital Fund or overlay district

INTRODUCTION

EXISTING PLANS + POLICIES

Parks Master Plan (2016)

The 2016 Parks Master Plan looked at the entire system of parks and open spaces within Parkville and provided a long-term action plan for maintaining and improving the system and its operations. More specifically, this plan explored different options for the riverfront parks, discussed the creation of a standalone parks department, recommended establishing a dedicated funding source through a sales tax for operating costs and capital improvements, and recommended extensive programming in the riverfront parks to maintain them as vibrant spaces within the community.

Vision Downtown Parkville (2014)

As an addendum to the previous Parkville Master Plan (2009), the plan guides decision-making specifically for the downtown area. The overall vision 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. While some recommendations in the plan have gradually been implemented, other relevant recommendations include:

- Improve multimodal traffic patterns on Highway 9 while creating a gateway to downtown Parkville
- Protect vehicular flow within downtown and use design features to preserve the posted speed limit
- Improve connectivity by enhancing the pedestrian environment within and near downtown Parkville
- Enhance the historic character of downtown Parkville through streetscape improvements
- Proactively address parking needs (vehicular and bicycle parking)
- Minimize the railroad as a barrier between downtown parking and nearby parks
- Preserve the ability to make truck movements without impeding multimodal mobility

Market Feasibility & Economic Impact Analysis for Sports Complex and/or Commercial Development (2014)

This report studied the feasibility for a new sports complex and/or commercial development at the SE corner of I-435 and 45 Highway. The study determined that a sports complex is unlikely to attract large-scale national or regional tournaments. As an alternative, 300 upscale rental units were recommended. The study found that the market would not support retail because of the lack of traffic and persons nearby.

Parkville Regional Multimodal Access and Liveable Comunity Study (2013)

With the addition of a new regional park, trails along Route 9, and development near downtown Parkville, the study aims to identify enhancements to increase multimodal access in the city. While some recommendations in the plan have gradually been implemented, other relevant recommendations include:

- Continue trail improvements along the Missouri River, White Alloe Creek, and between Highway 9/Bell Road
- Address sidewalk gaps in downtown Parkville, particularly crossing the railroad tracks
- Install downtown curb extensions and/or raised intersections to control safety and speed
- Improve wayfinding and signage to assist with downtown parking and navigation
- Explore a potential roundabout at the Highway 9, 1st Street, and East Street intersection
- Explore a potential “squareabout” utilizing 1st Street, Main Street, McAfee Street, and East Street
- Consider establishment of a railroad Quiet Zone

EXISTING PLANS + POLICIES

2009 Parkville Master Plan

The prior Parkville Master Plan, adopted in 2009, was the last comprehensive look at all of Parkville's planning initiatives. Through a robust public engagement process, this plan had a series of guiding principles including:

- Community Sustainability
- Community Character
- Environmental Stewardship
- Civic and Open Spaces
- Integrated Land Use
- Downtown - Old District
- Transportation

Chapter 1 - Community Planning Overview

Chapter 1 discusses the purpose of the plan, the extent of the planning area, an overview of the planning process and the public engagement strategies, as well as identifies the key community planning issues that the plan addresses. This section also lays out the guiding principles mentioned above.

Chapter 2 - Community Sustainability

The community sustainability chapter identifies strategies the City of Parkville can implement to commit themselves to a sustainable future. These strategies include adopting green building standards for both private and public structures, implementing best management practices for green stormwater infrastructure, looking at more sustainable neighborhood development practices, the reuse of buildings as a means of sustainable practices, transportation, housing choices, food production and agriculture. The chapter lists out goals, policy items and action items to accomplish the items discussed.

Chapter 3 - Community Character

The overall goal of Chapter 3 is to preserve the unique, historic and quaint character of Parkville while also celebrating the community with gateways and allowing for future development.

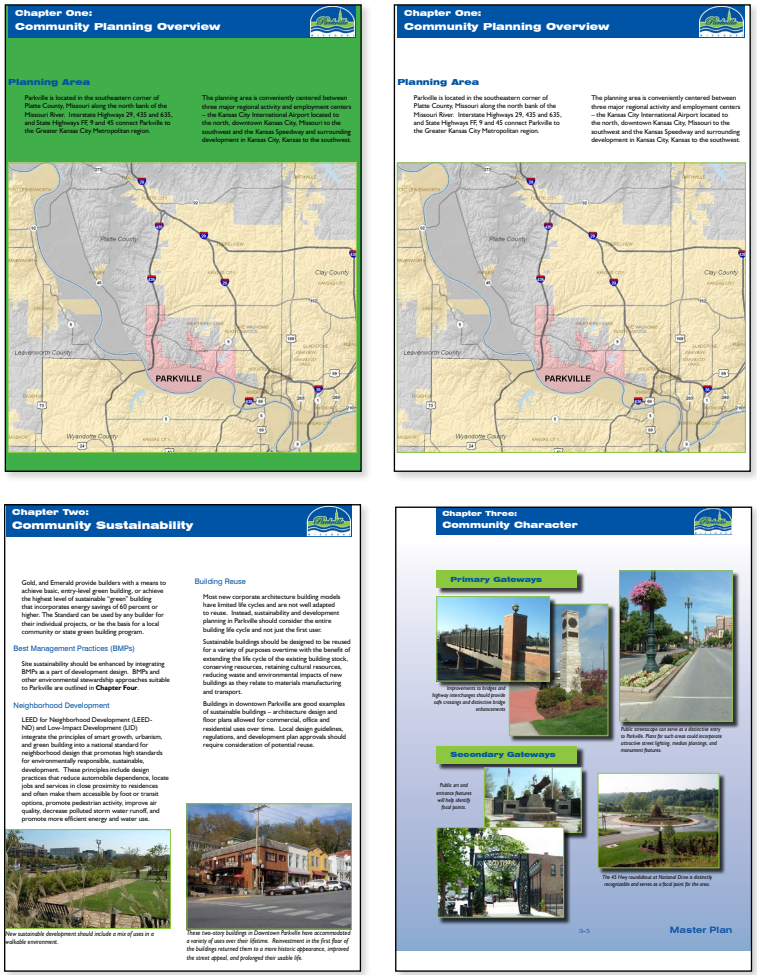


Figure 1.01 *Execerpts from 2020 Parkville Master Plan*

INTRODUCTION

EXISTING PLANS + POLICIES

Chapter 4 - Environmental Stewardship

Chapter 4 analyzes ways for future development to occur in Parkville while retaining the natural infrastructure and visual character that makes Parkville unique. This chapter stresses a proactive approach to development that seeks to protect environmental assets by incorporating natural stormwater treatment practices and preserves woodlands, steep slopes and stream buffers.

Chapter 5 - Park, Civic and Open Spaces

The Park, Civic and Open Spaces chapter states how these types of facilities enhance the quality of life for Parkville's residents and how these spaces should be viewed as a way to connect different neighborhoods by ensuring safe and comfortable access for pedestrians, bicyclists and vehicles. This chapter emphasizes link these spaces through the use of trails and pathways and providing spaces that encourage social interaction.

Chapter 6 - Land Use

The major component of the Land Use chapter is the Future Land Use Plan. This document indicates the desired land uses of the community for the next 20 years and where those land uses are most appropriate. The 2020 Land Use Plan provided the foundation for the development of the updated Future Land Use Plan found in this Master Plan update.

Chapter 7 - Transportation

Chapter 7 discusses all things related to transportation and focuses on providing a connected street network, upgrading and constructing new terrain-sensitive street systems and providing multi-modal choices. There was a major emphasis on connectivity from the perspective of all different modes of transportation.

Chapter 8 - Planning Beyond our Boundaries

The main focus of Chapter 8 is annexation priorities and expectations. The chapter provides a map indicating near-term annexation areas, priority annexation areas, annexation by petition areas and conservation areas. The chapter provides the relevant factors that should be considered by the city when analyzing annexation opportunities.

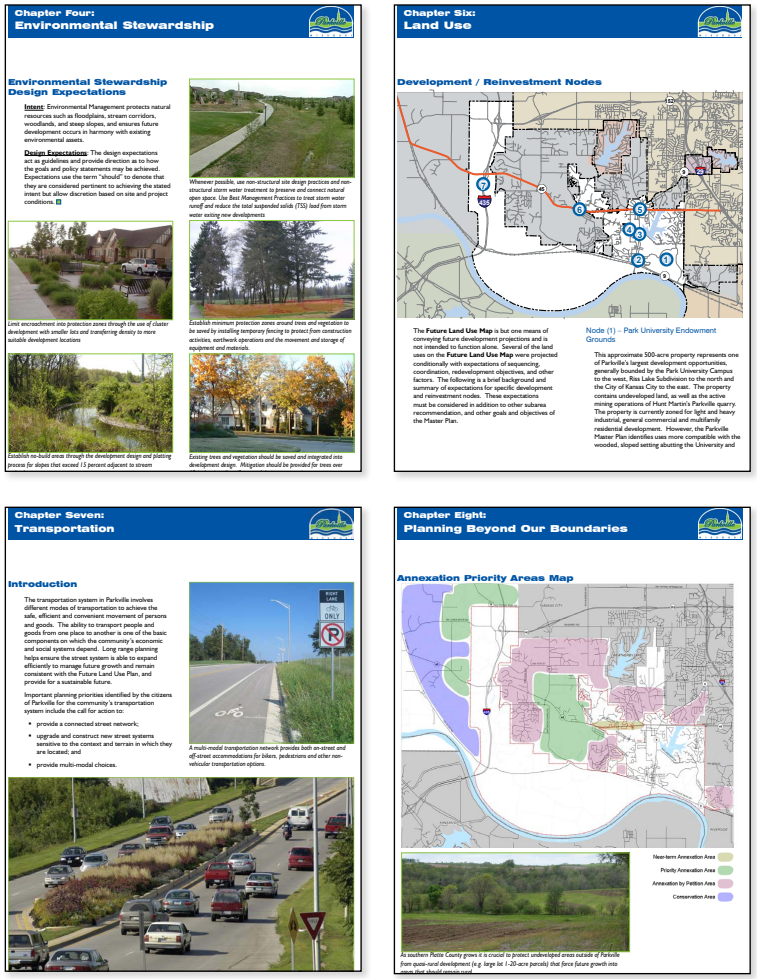


Figure 1.02 *Execerpts from 2020 Parkville Master Plan*

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Section

2 PARKVILLE TODAY AND TOMORROW

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II. MARKET ANALYSIS..... 38

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KEY TAKEAWAYS

1. PARKVILLE IS GROWING AND WILL LIKELY CONTINUE TO GROW OVER TIME

Parkville has seen steady growth over the past few decades and population projections show potential for even more growth in the future. Parkville is also within a region with strong growth potential overall. The natural environmental features present in Parkville will help to control the pace of growth because of the floodplain, tree cover, streams and slopes of the area. The more measured growth rate will help ensure the growth feels more organic.

2. PARKVILLE LOSES YOUNGER PEOPLE BUT GAINS PEOPLE AS THEY GET OLDER

The age analysis indicates that while people ages 25 to 34 tend to migrate out of Parkville those ages 35 to 64 years migrate into Parkville. Given the numbers for children in Parkville and average household size, it would indicate that families with children are attracted to Parkville. It is possible the housing options available in Parkville help contribute to this age pattern since many people in their twenties and early thirties may not be able to afford the higher value homes found in Parkville. Additional housing choice would help even out this imbalance while also providing additional student housing, senior housing or transitional housing for new residents. Increased housing choice can also help Parkville enhance its standing as a community for all ages.

3. PARKVILLE HAS STRONG SOCIAL AND ECONOMIC DEMOGRAPHIC INDICATORS

Parkville has very positive socioeconomic demographic indicators. Incomes are generally very high and Parkville which likely helps support the high home values found in Parkville. Over 30% of households earn $200,000 or more per year and another 33% earning between $100,000 and $199,999. Over 45% of owner-occupied homes are valued between $300,000 and $499,999. Over one-quarter of homes are valued more than $500,000. Educational attainment levels are equally high with over 68% of the population age 25 or older having obtained at least a bachelor's degree. The income density of Parkville and the surrounding area indicates high spending potential for residents.

4. PARKVILLE'S IS CONVENIENTLY LOCATED AND HAS STRONG POTENTIAL FOR LONG-TERM GROWTH ALONG INTERSTATE 435

Parkville is located within very reasonable drive times for many amenities and job centers within the Kansas City metro area. The trip to Downtown Kansas City, Missouri, is within a 15-minute drive time of Parkville. There are also important major arterial roadways within Parkville's city limits and planning boundaries, specifically Interstate 435. Long-term, as the metro continues to grow northward, the Interstate 435 corridor will be a strong asset for Parkville with significant growth potential for more high intensity uses such as business park, multi-family residential and some retail.

I

DEMOGRAPHIC PROFILE

The Demographic Profile overviews the socioeconomic and population data available for Parkville

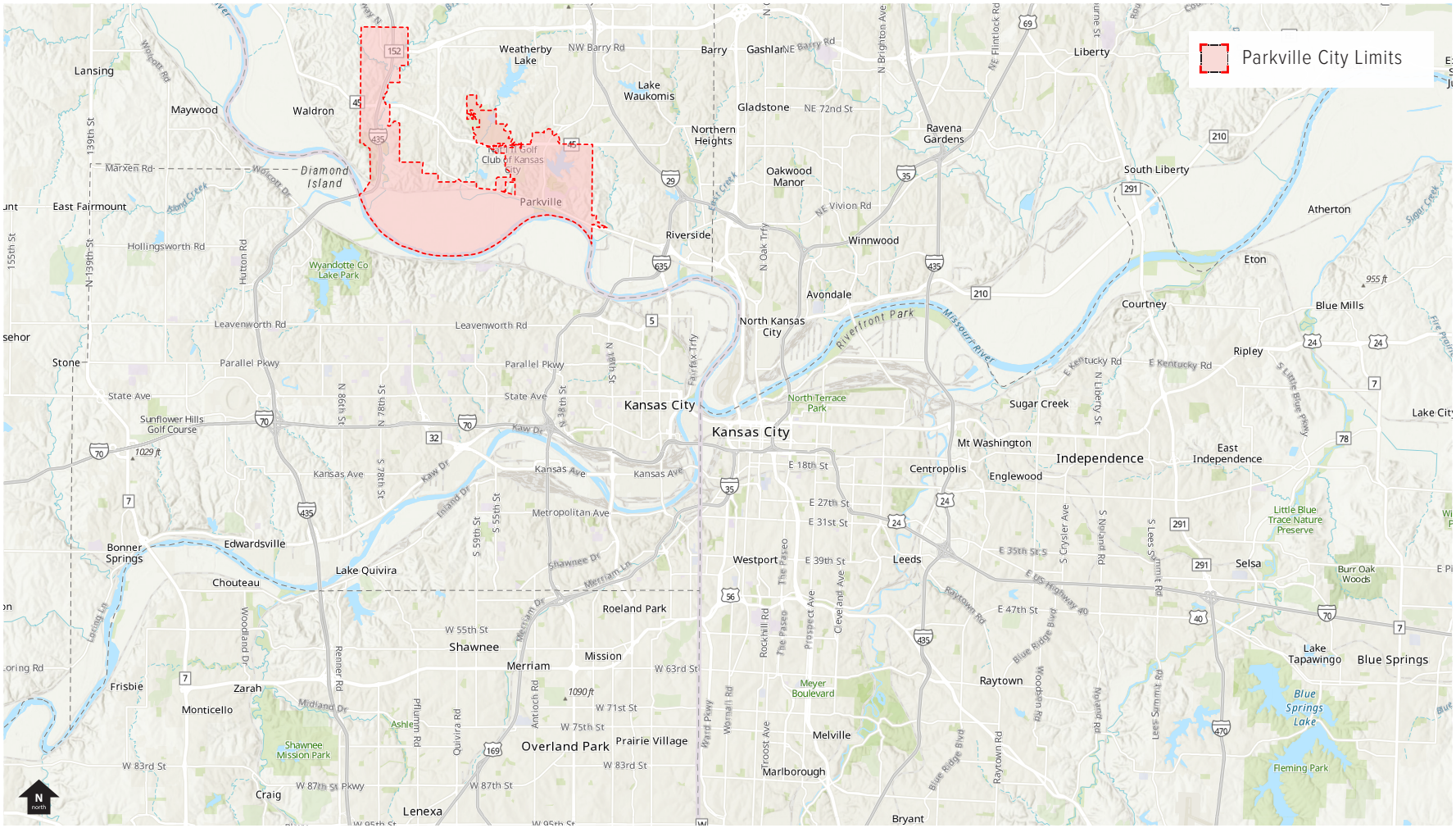
The Demographic Profile looks at the regional context of Parkville within the KC metro area. The population of Parkville over time is discussed and population projections are provided. Characteristics about the age profile, household + family makeup, race + ethnic profile, educational attainment levels, housing + housing costs, and incomes.

REGIONAL CONTEXT MAP

Parkville, Missouri is located in southern Platte County along the edges of the Missouri River. Parkville is a northern suburb of the Kansas City metro area.

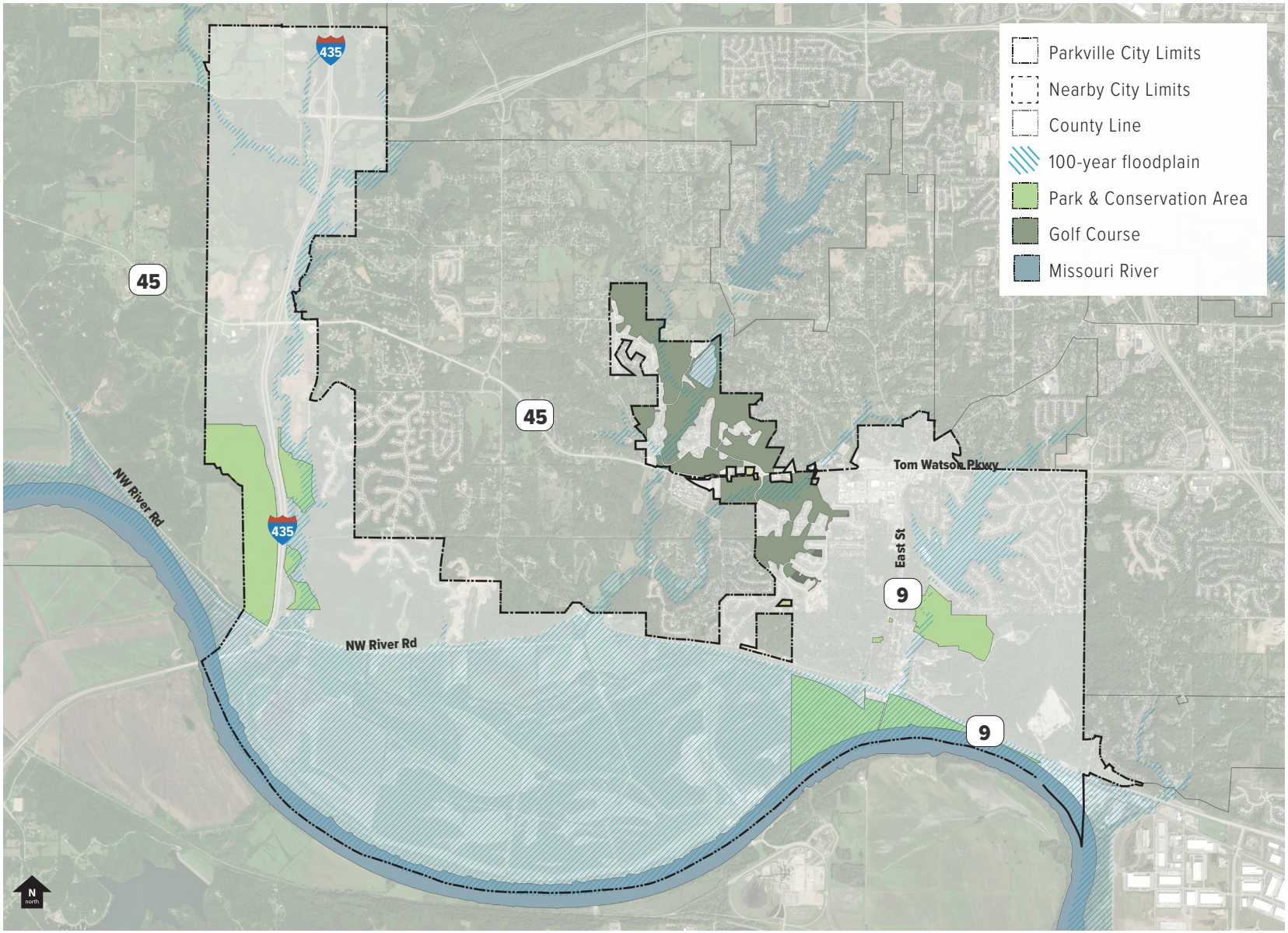
Parkville is surrounded by rolling hills and several streams and lakes. It is a historic railroad community with a charming downtown core. Parkville is located between two major area interstates, providing easy access to Downtown Kansas City, Missouri as well as the other major area job centers.

Figure 2.00 *Regional Context Map, Parkville, Missouri*



BASE MAP

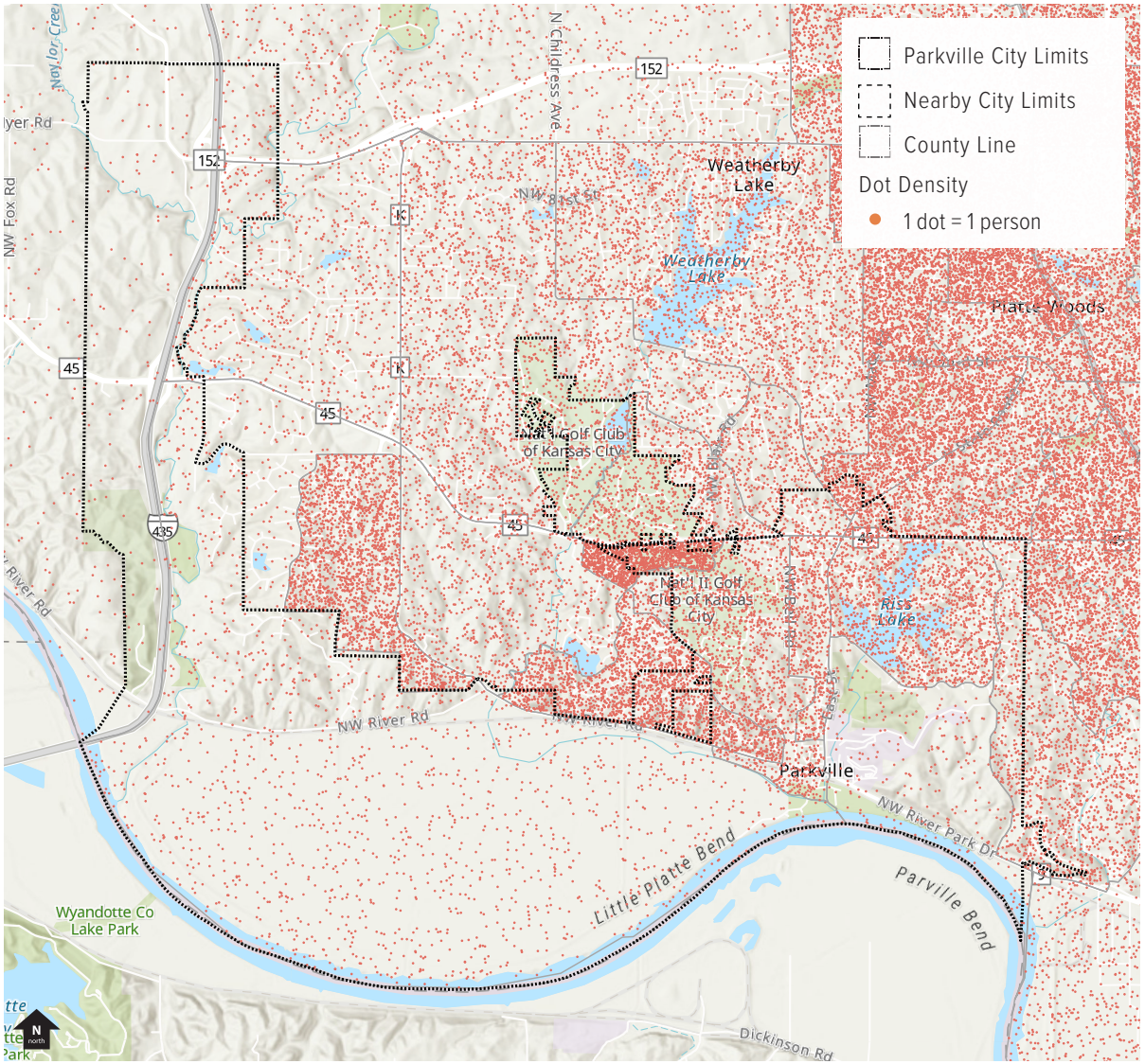
Figure 2.01 *Aerial Base Map, Parkville, Missouri*



POPULATION + POPULATION DENSITY

Figure 2.02 is a dot density map of Parkville in 2019. Each dot represents approximately one person from each Census Block Group. The map shows the relative density of the Parkville community and highlights the undeveloped nature of the area adjacent to the Interstate on Parkville's west side.

Figure 2.02 *Population Dot Density Map (2018) by Block Group*



POPULATION + POPULATION DENSITY

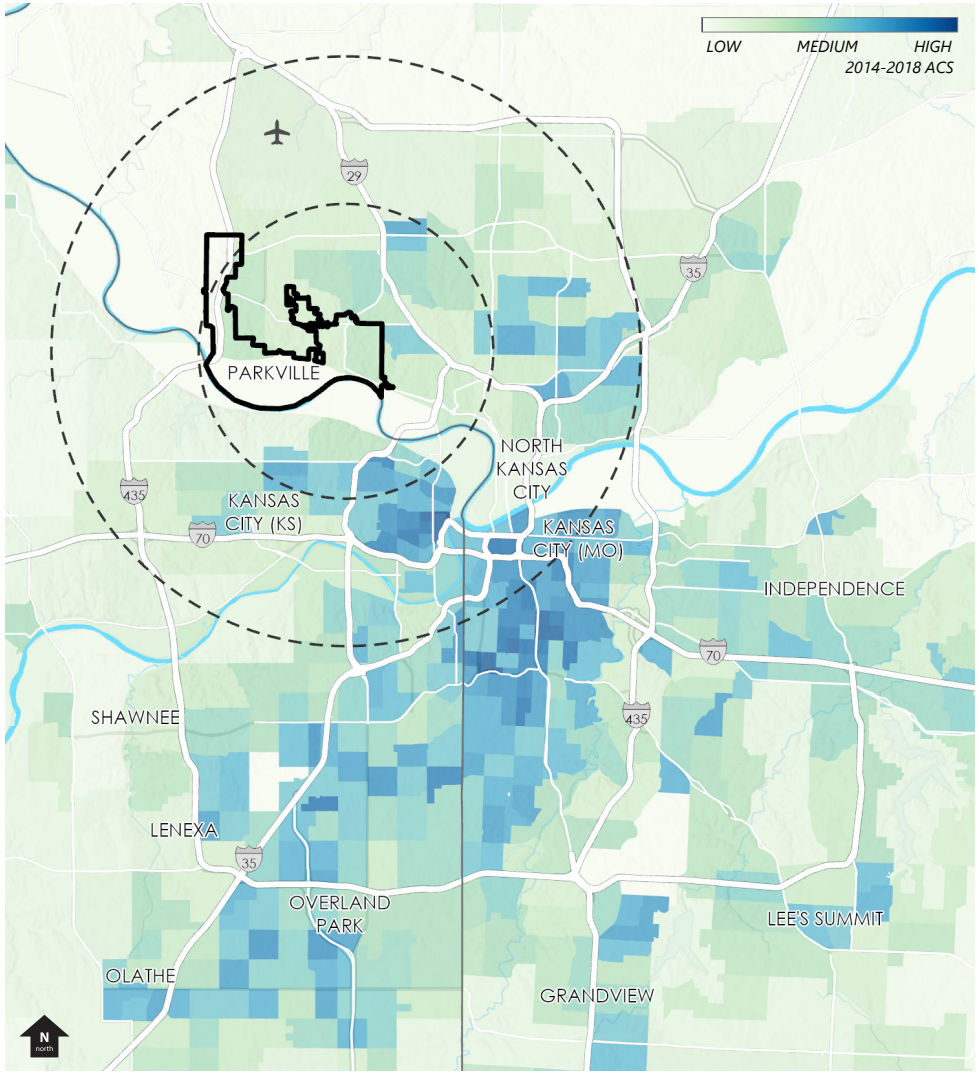
Parkville was home to a little over 6,700 residents in 2019. The population of Parkville and surrounding geographies is shown in Table 2.03.

Approximately 18% of the metro area's population lives within ten miles of downtown Parkville. The densest areas of Kansas City are located to the south and southeast in inner Wyandotte and Jackson Counties, including Kansas City, Kansas, and downtown Kansas City, Missouri. To the immediate south and west of Parkville, residential uses are prevented by the wide Missouri River floodplain. To the west and north, population density drops off as the area becomes more rural.

Figure 2.03 *Population by Area (2019)*

Area	Population (2019)
Parkville	6,705
Five Mile Radius	107,895
Ten Mile Radius	392,835
Platte + Clay Counties	351,965
Kansas City Metro Area	2,179,075
Source: Esri 2020	

Figure 2.04 *Population Density (2018)*



POPULATION CHANGE

Figure 2.05 and 2.06 show population change over time for Parkville. Generally, Parkville has experienced growth since its incorporation with a more significant increase in population starting in the 1990s. Since 1990, the population has grown from approximately 2,400 to 6,700, a 179% increase.

Long-Term Population Trend

Over the last one-hundred years, Parkville has seen its population grow in a sort of s-shaped curve typical of a logistic growth curve. In the early 1900s, Parkville's estimated population dipped to a low of 619 in 1920. Since 1920, Parkville's growth has continued to climb. Starting in 1990, Parkville's population experienced even more steep growth gaining around 4,300 residents in the past 30 years.

Short-Term Population Trend

Population estimates between 2010 and 2019 are from the U.S. Census Bureau's American Community Survey estimates. These annual surveys help provide population estimates between decennial full Census counts though they tend to have larger margins of error. Between 2010 and 2019, Parkville's population grew by just over 1,100 residents.

Figure 2.05 *Population Trends 1900 - 2010, Parkville, MO*

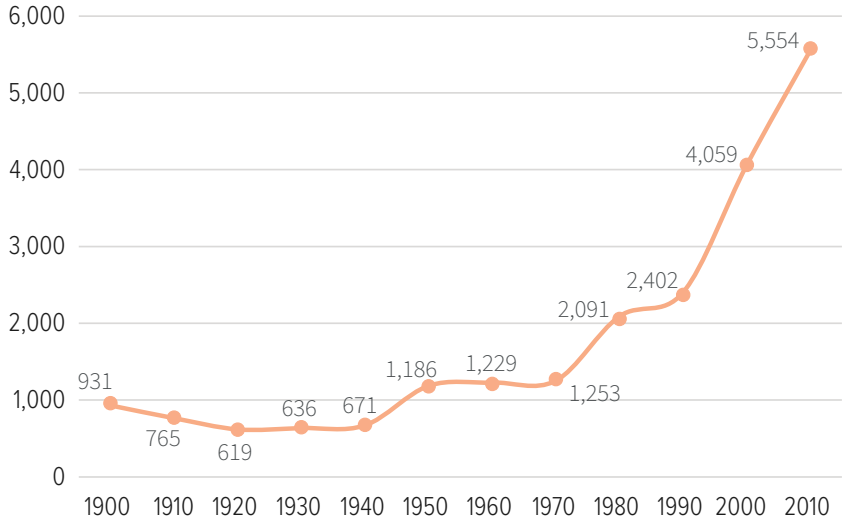
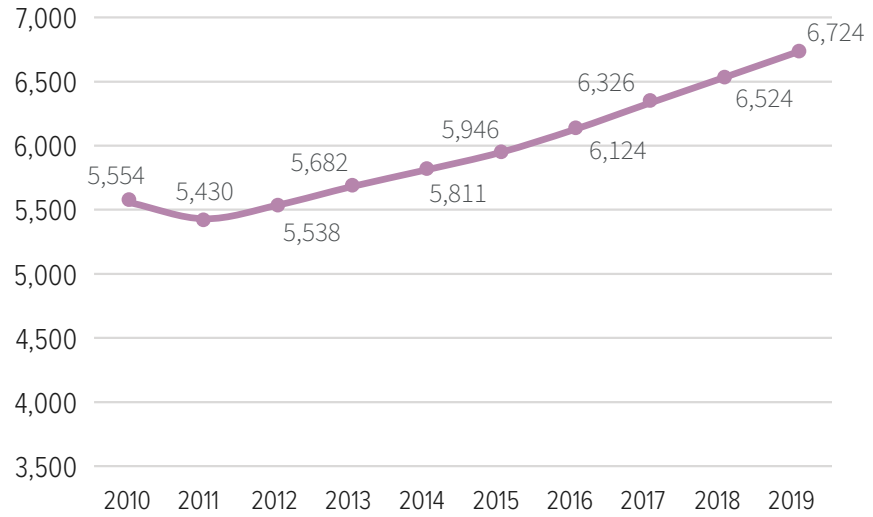


Figure 2.06 *Population Change 2010-2019, Parkville*



POPULATION CHANGE

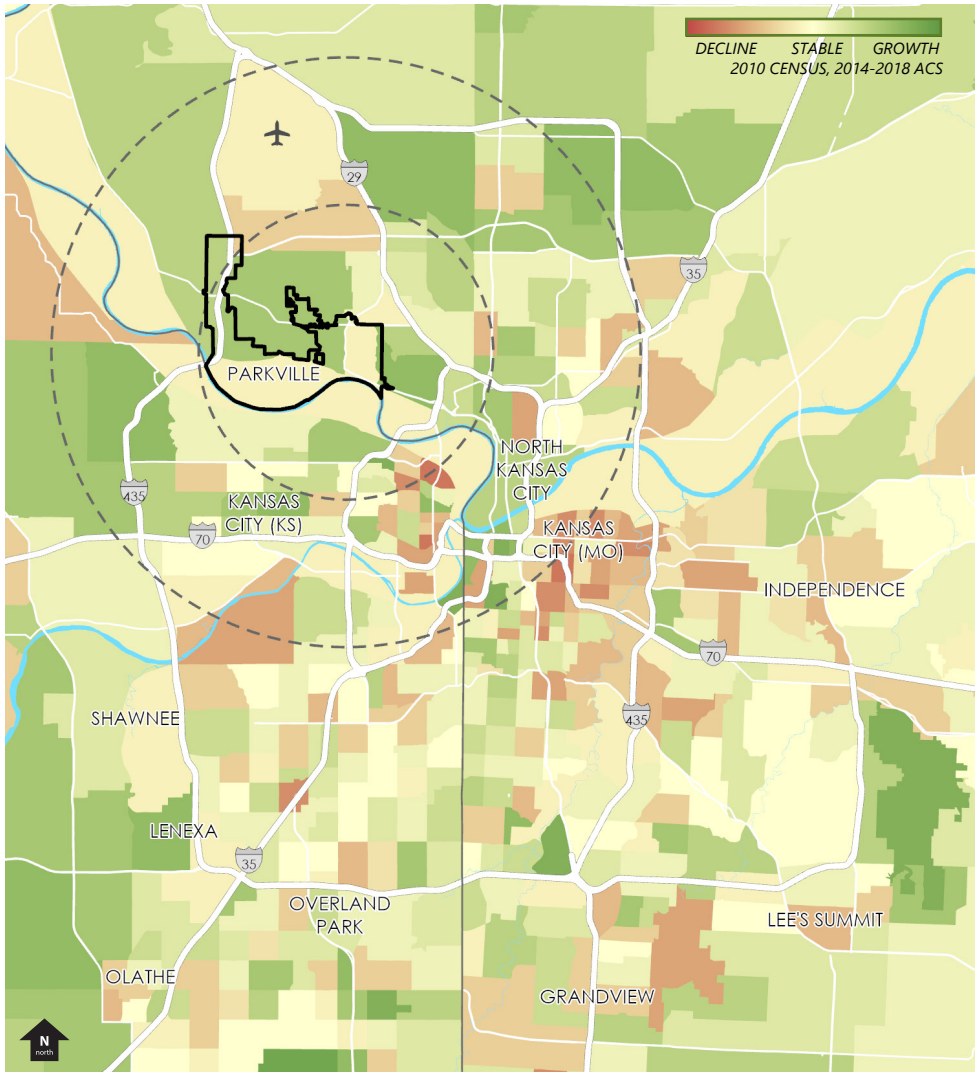
Growth in the Kansas City region since 2000 has taken place along and immediately outside of the I-435 and I-470 corridors, where sites for new homes are available and transportation facilitates access to employment opportunities. Though Johnson County has traditionally been the center of growth within the region, areas north of the river have grown tremendously in recent years. Since 2000 and 2019, Platte and Clay counties have grown by 94,000 new residents, compared with about 150,000 new residents in Johnson County during the same period. The available of developable land north of the river and its relative proximity to job opportunities in the central business district, coupled with these growth trends, indicate that these two counties will continue to add new housing and residents.

As a city in the path of this new growth, Parkville has seen its population grow from about 4,650 residents in 2000 to about 6,705 residents in 2019, for an annual growth rate of 2.1%. This is slightly higher than the Platte and Clay County annual growth rate of 1.7% during this time period.

Figure 2.07 *Historic + Annual Projected Population Change*

Area	2000 - 2010	2010 - 2019	2019 - 2024
Parkville	2.0%	2.1%	1.5%
Five Mile Radius	0.6%	1.2%	1.1%
Ten Mile Radius	0.7%	1.2%	1.1%
Platte + Clay Counties	2.1%	1.4%	1.2%
Kansas City Metro Area	1.2%	0.9%	0.9%
Source: Esri 2020			

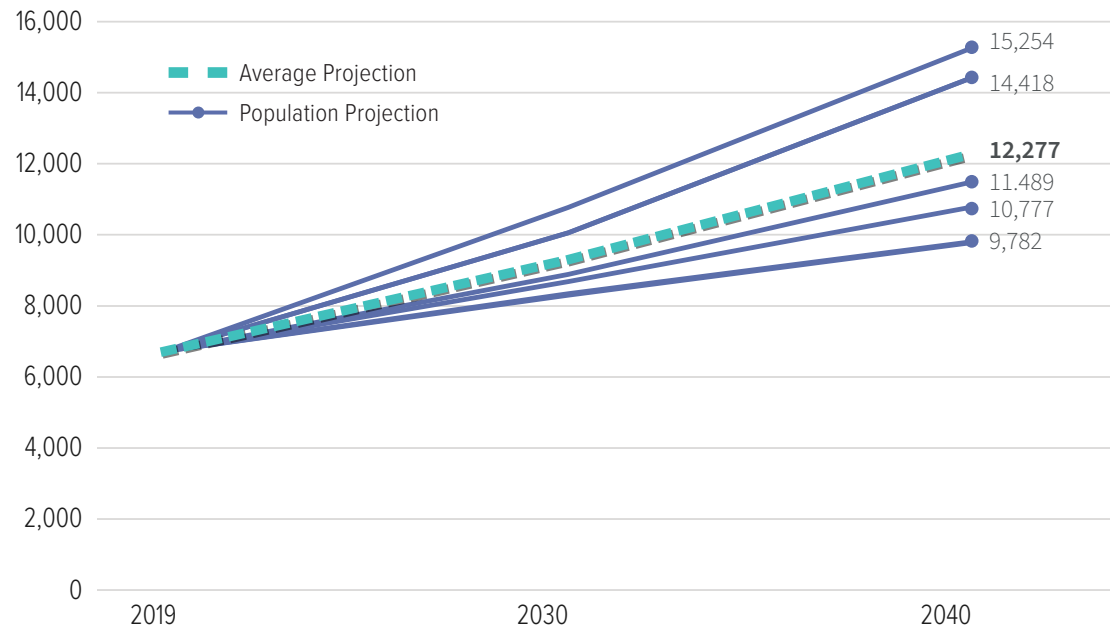
Figure 2.08 *Regional Population Change 2000-2018 - 2018 by Census Tract*



POPULATION PROJECTIONS

Figures 2.09 and 2.10 summarize the population projections for Parkville in 2030 and 2040. Population projections for 2040 ranged from a high of 15,254 (high growth scenario) and a low of 9,782 (low growth). A variety of population projection methodologies were completed and the average 2030 projection was 9,299 and 12,277 for 2040. The average 2030 and 2040 population projections were used to calculate future demand estimates for Parkville elsewhere in the plan.

Figure 2.09 *Population Projections, 2020-2040*



Source: Confluence with inputs from City of Parkville and U.S. Census Bureau

Figure 2.10 *Population Projections, 2020-2040*

Projection Methodology	2019	2030	2040
Avg Annual % Change	6,724	8,883	11,489
Hamilton Perry	6,724	8,682	10,777
Simple Linear	6,724	8,301	9,782
Simple Geometric	6,724	10,054	14,418
Simple Exponential	6,724	10,054	14,418
Trend Line Analysis (Linear Growth)	6,724	8,345	9,805
Trend Line Analysis (Geometric Growth)	6,724	10,772	15,254
Average	6,724	9,299	12,277

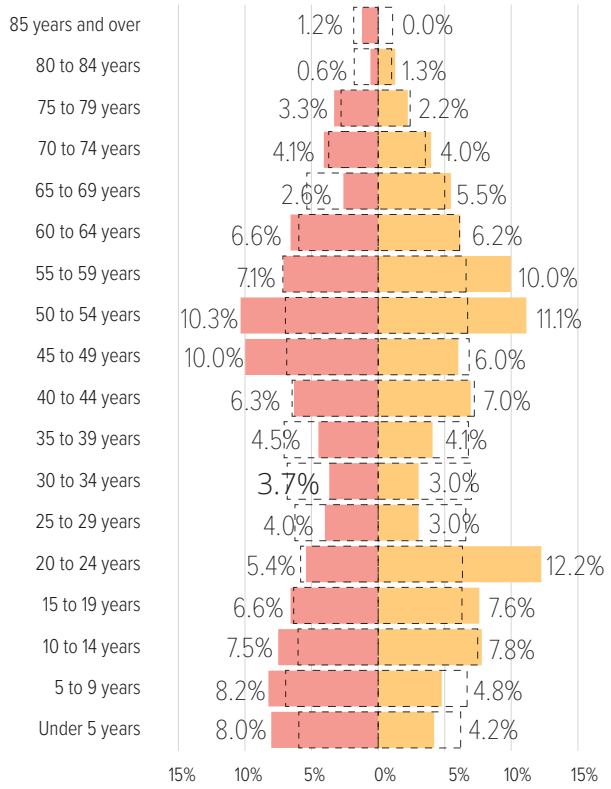
Source: Confluence with inputs from Parkville + U.S. Census Bureau

AGE ANALYSIS

Figure 2.11 shows the age by sex breakdown for Parkville compared to Platte County. Female population is shown in red and males in yellow. Platte County data is shown by comparison with a black dashed line. Parkville exceeds Platte County in the percentage of males age 20 to 24, females age 45 to 54 and males age 50 to 59.

Figure 2.12 shows cohort change between 2000 and 2010. The cohort change column shows the change in number of people in the age cohort over a ten-year period. Changes will naturally occur due to births or deaths, but these cohort changes essentially represent in or out migration into Parkville by age cohort. Parkville saw a decline in the number of 25-to-34 year-olds, but this is likely due to college students leaving Parkville after graduation. Ages 0-4 and 5-9 represent new births since the previous Census but there has also been an overall increase in the number of people ages 10 through 19 years. Similarly, there are increases in those age 35 to 49 years. This trend is in line with families with children migrating into Parkville.

Figure 2.11 *Age by Sex (2019): Parkville & Platte County*



Source: U.S. Census Bureau, ACS 5-Yr Estimates 2019

Figure 2.12 *Age Cohort Change (2000-2010)*

Age Cohorts	2000	2010	Net Change	Cohort Change
0-4 Years	289	280	-9	280
5-9 Years	296	340	11	340
10-14 Years	304	494	190	205
15-19 Years	353	580	227	284
20-24 Years	334	437	103	133
25-29 Years	218	237	19	-116
30-34 Years	198	203	5	-131
35-39 Years	353	275	-78	57
40-44 Years	444	388	-56	190
45-49 Years	352	540	188	187
50-54 Years	321	542	221	98
55-59 Years	219	391	172	39
60-64 Years	130	341	211	20
65-69 Years	88	215	127	-4
70-74 Years	67	127	60	-3
75-79 Years	49	78	29	-10
80-84 Years	25	51	26	-16
85+ Years	19	35	16	-14

Source: U.S. Census Bureau 2010 + 2010

HOUSEHOLD + FAMILIES

The overall average household size in Parkville is 2.68 persons. Most households live in owner-occupied housing. The average household size for owner-occupied units is 2.94 residents. Renter-occupied units have an average household size of 1.45 persons. Figure 2.13 depicts the breakdown.

Figure 2.14 show the household size breakdown for owner and renter-occupied housing in Parkville. Most (72.4%) of renters live alone. A majority of owner-occupied households (70.2%) live in either two-person households (37.2%) or four+ person households (33.0%).

Figure 2.14 *Owner & Renter Occupied Household Sizes (2019)*

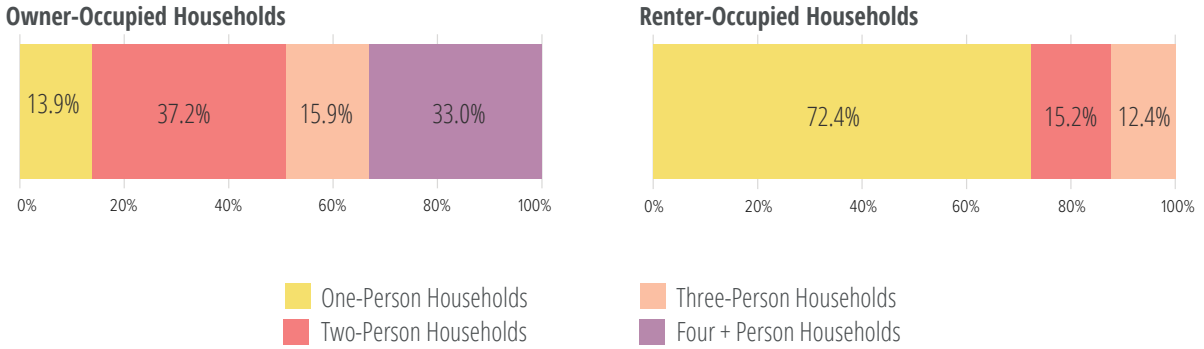
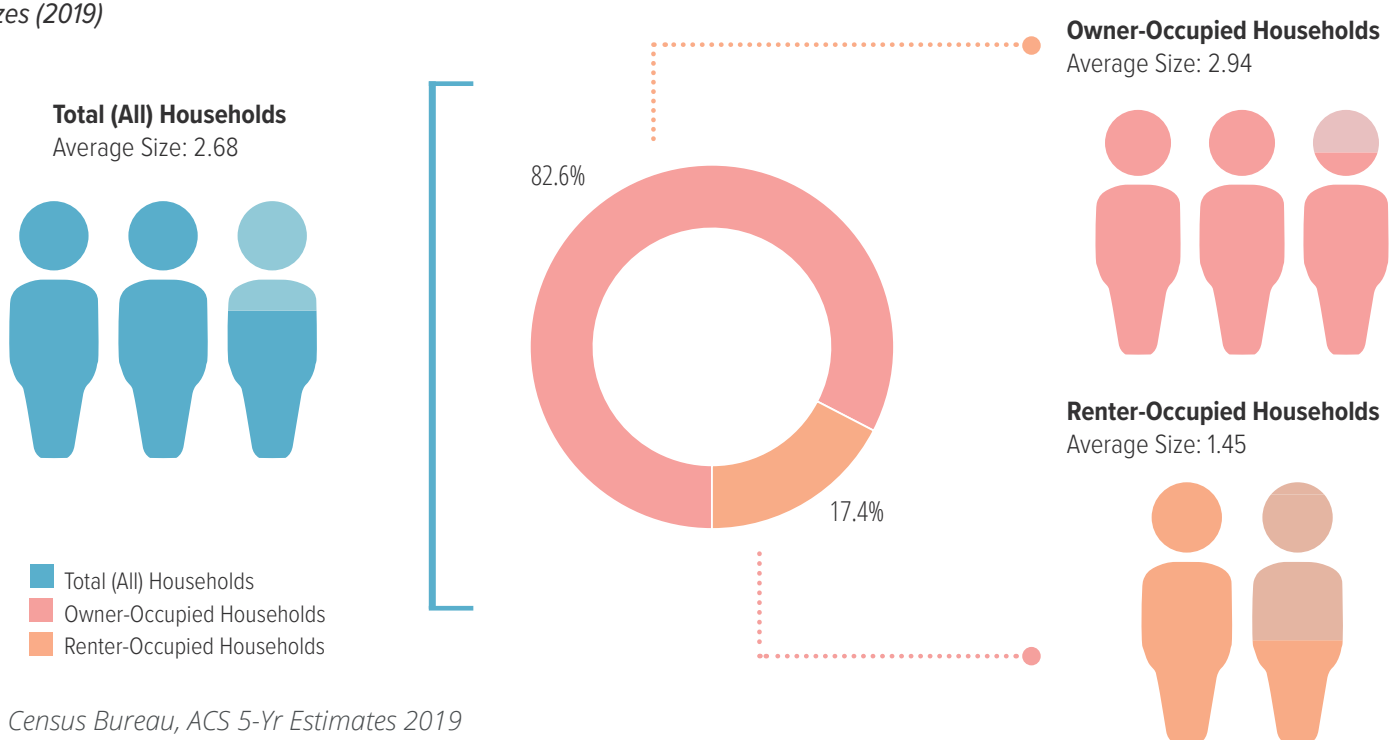


Figure 2.13 *Household Sizes (2019)*



Source: U.S. Census Bureau, ACS 5-Yr Estimates 2019

RACE / ETHNICITY

Figure 2.15 shows the racial / ethnic breakdown for Parkville and Platte County in 2019. Just over 90% of Parkville residents are white alone. This is above the county-wide level of 85.3%. The next two largest groups are Black of African American alone (3.7%) and Asian alone (2.8%). Platte County has a higher percentage of Black or African American alone (6.8%) than Parkville but a slightly lower percentage of Asian alone (2.7%).

Less than 1% of Parkville residents identify as Hispanic or Latino, which is considerably less than Platte County which is 6.0% Hispanic or Latino.

Figure 2.15 *Race / Ethnicity, Parkville & Platte County (2019)*

Race	**Parkville**		**Platte County**	
	Count	*Share*	*Count*	*Share*
White alone	6,104	90.8%	85,900	85.3%
Black or African-American alone	251	3.7%	6,825	6.8%
American Indian and Alaska Native alone	14	0.2%	285	0.3%
Asian alone	190	2.8%	2,757	2.7%
Native Hawaiian & Other Pacific Islander alone	7	0.1%	480	0.5%
Some other race alone	50	0.7%	767	0.8%
Two or more races	108	1.6%	3,668	3.6%
Ethnicity	**Parkville**		**Platte County**	
	Count	*Share*	*Count*	*Share*
Hispanic or Latino	48	0.7%	6,082	6.0%

Source: U.S. Census Bureau, ACS 5-Yr Estimates 2019

EDUCATIONAL ATTAINMENT

Figure 2.16 shows educational attainment for Parkville residents aged 25 years and older. A majority of Parkville residents have obtained ether a graduate or professional degree (29.7%) or a bachelor's degree (38.7%). There is around one-quarter of residents with less than a college degree.

As shown in Figure 2.17, educational attainment levels among Parkville residents have a significant impact of median earnings. At the top are graduate or professional degree holders with median earnings of $98,043 whereas high school graduates can expect to earn $53,398.

Figure 2.16 *Educational Attainment (2018)*

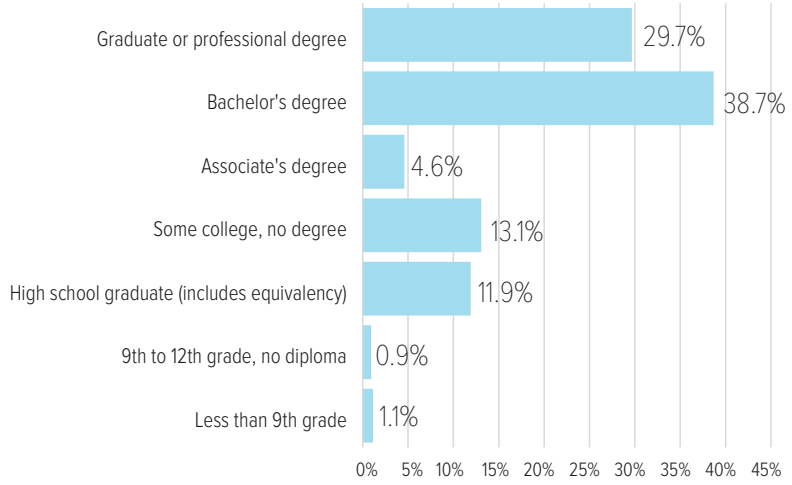


Figure 2.17 *Median Earnings by Educational Attainment, Parkville (2019)*

Educational Attainment	Median Earnings
Population Age 25 Years +	$75,390
High School Graduate (or equivalent)	$53,398
Some college or associate's degree	$43,850
Bachelor's degree	$88,716
Graduate or professional degree	$98,043
Source: U.S. Census Bureau, ACS 5-Yr Estimates 2019	

HOUSING

Housing in Parkville is generally high value. The overall median owner-occupied home value is $411,600, considerably higher than many neighboring communities and other KC metro area suburbs. Figures 2.18 and 2.19 show the home value breakdown and comparison to other nearby communities, the region and the nation as a whole. Very few homes in Parkville are estimated to be valued below $150,000, which is near to the median for the States of Missouri or Kansas.

Home Values

Nearly half of all homes in Parkville are estimated to be valued between $300,000 and $499,999. Another quarter of homes in Parkville are estimated to be worth more than $500,000 with 3.8% being valued at $1 million or more. Less than 5% of homes are estimated to have a value below $150,000.

Home Value Comparison

Parkville has a very high median home value of $411,600. Nearby Weatherby Lake, Platte Woods, and Lake Waukomis, by comparison, have significantly lower median values of $367,100, $238,500 and $246,800, respectively. Similarly, affluent Johnson County, Kansas suburban communities such as Shawnee, Overland Park and Olathe also have substantially lower median home values. Figure 2.19 shows the comparison.

Figure 2.18 *Owner-Occupied Housing Values (2019)*

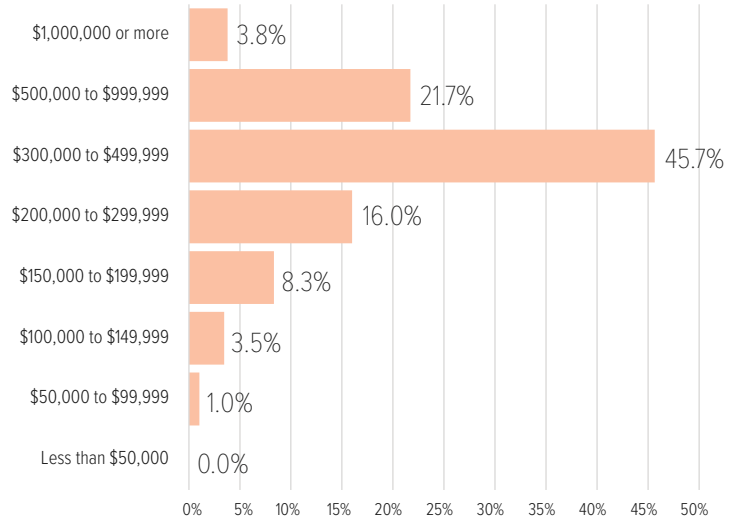
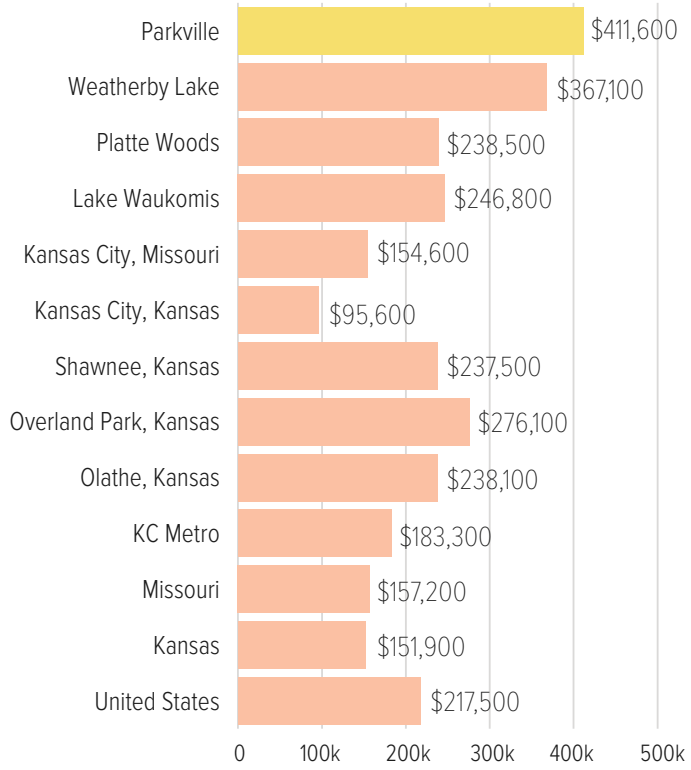


Figure 2.19 *Median Home Value Comparison (2019), Parkville & Nearby Areas*



HOUSING COSTS

Housing costs vary significantly between renters and homeowners in Parkville. Median rent for renter is $714. The median monthly housing costs for homeowners with a mortgage is $2,529. Yet, despite this housing cost difference, substantially more renters are cost burdened for housing. Cost burdened for housing occurs when more than 30% of household income goes toward rent or housing costs. Nearly 60% of renters are cost burdened compared to the roughly 17% of homeowners.

Nearly 62% of homeowners spend less than 20% of household income on housing costs. Given the presence of Park University in Parkville, it may be likely that a large number of renters are students who generally have lower incomes.

Figure 2.20 *Gross Rent (2019)*

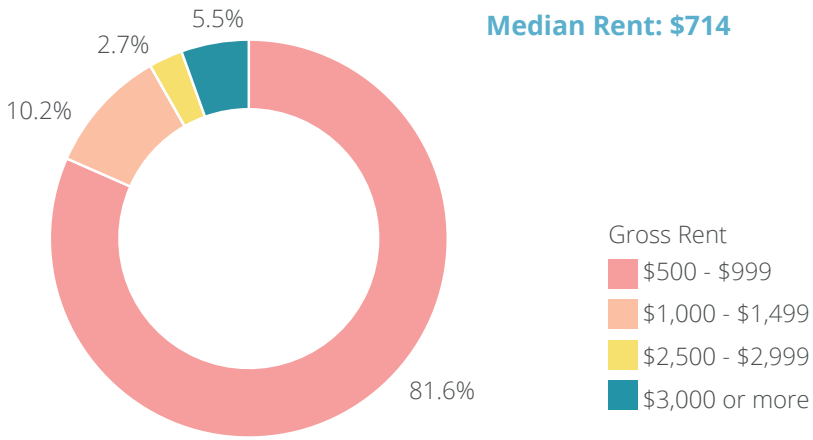


Figure 2.21 *Rent as % of Household Income (2019)*

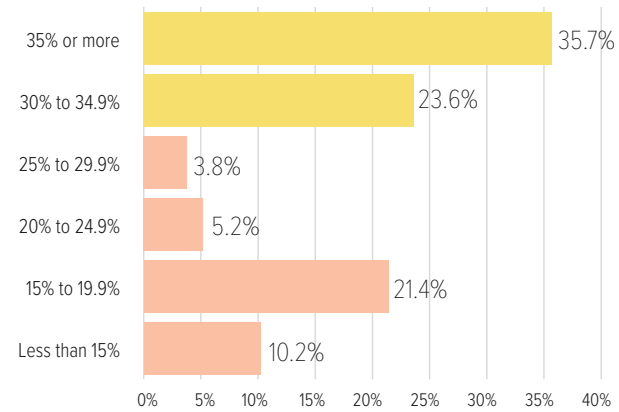


Figure 2.22 *Owner-Occupied Monthly Housing Costs (2019)*

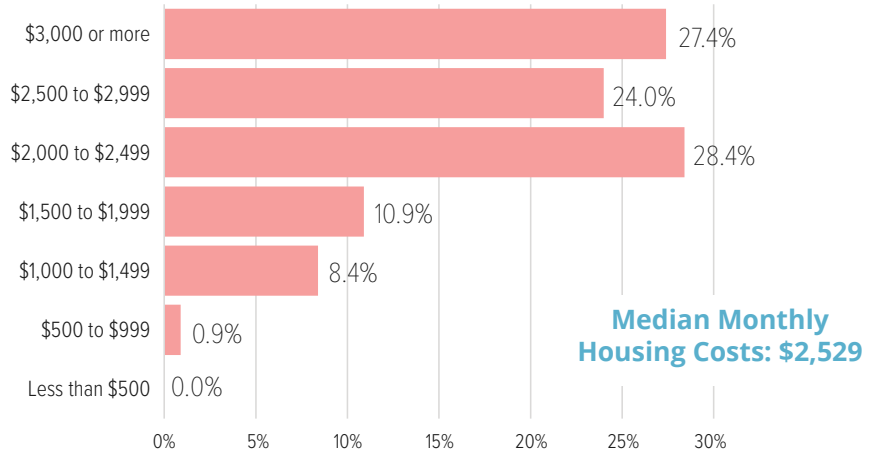
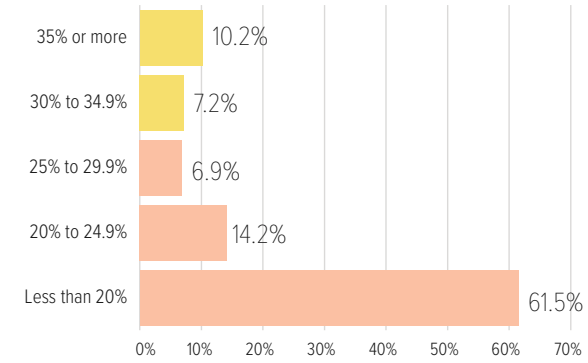


Figure 2.23 *Monthly Housing Costs as % of Household Income (2019)*

Owner-Occupied Housing Units with a Mortgage



HOUSEHOLD INCOME + INCOME DENSITY

Figure 2.25 shows income density within the Kansas City region. This is calculated by multiplying the total number of households by the average household income, giving a sum of the total household income at the census tract level. This analysis shows that Parkville and the surrounding area has a small concentration of high-earning households but is somewhat isolated in comparison with other communities along Interstate 435, including Shawnee, Lenexa, and Overland Park.

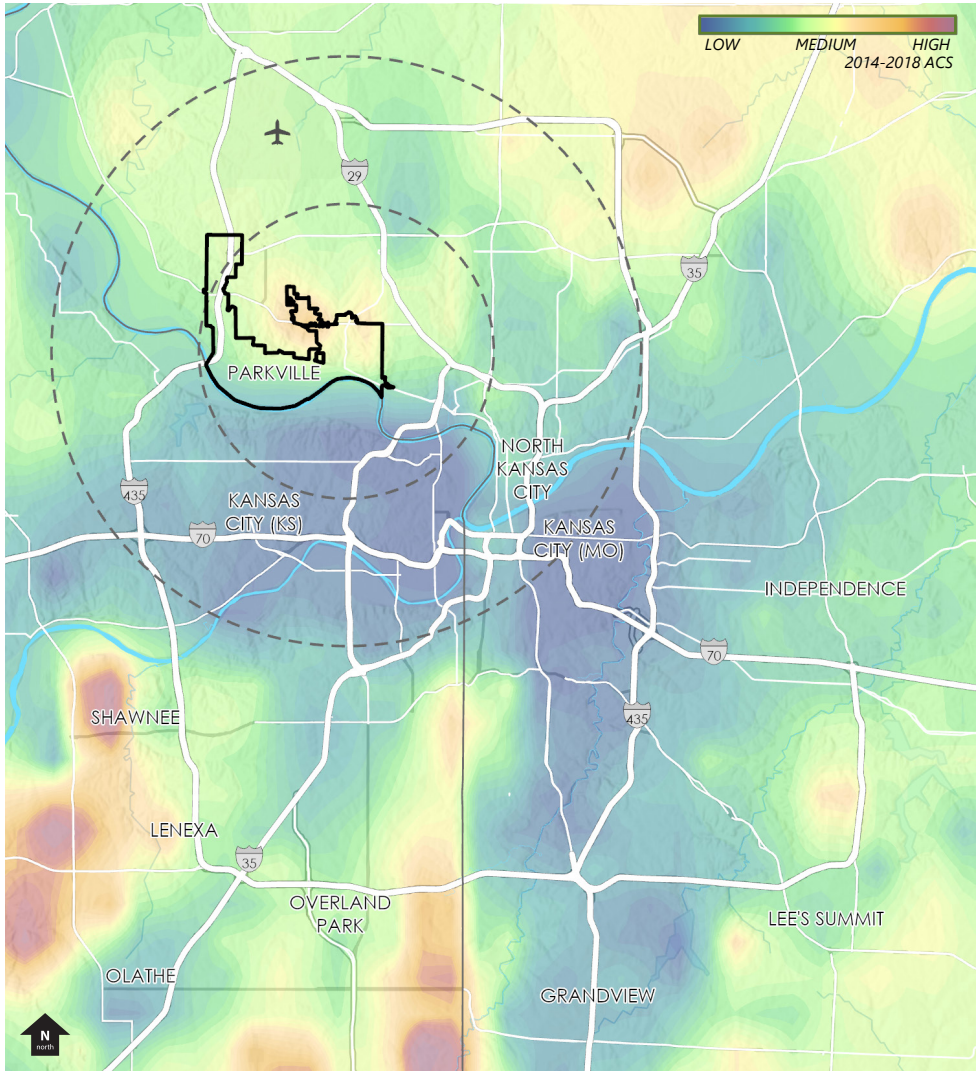
Income density supports retail spending, and a greater concentration of high-income households indicates the ability to support more retail.

Median household income in Parkville is $95,430, much higher than that in the other geographies.

Figure 2.24 *Median Household Income by Area (2019)*

Area	Median Household Income
Parkville	$95,430
Five Mile Radius	$61,555
Ten Mile Radius	$55,640
Platte + Clay Counties	$72,195
Kansas City Metro Area	$64,440
Source: Esri 2020	

Figure 2.25 *Income Density (2018)*



INCOMES

Incomes in Parkville are generally high. The overall median household income was estimated at $136,389 in 2019. For owner-occupied households it was even higher at $161,086. Renters were substantially lower at $36,579; however, renters make up only a small percentage of Parkville residents. Figures 2.26-2.28 show the breakdown and comparison.

Incomes in Parkville

The income bracket with the highest percentage of Parkville residents is those earning $200,000 or more, which account for 31% of the population. The second largest income bracket is $100,000 to $149,999 with around 21% of residents.

Median Household Income Comparison

The median household income in Parkville in 2019 was $136,389. This is higher than nearby Weatherby Lake ($127,321) and significantly higher than affluent Johnson County, Kansas suburbs.

Figure 2.26 *Median Household Income by Housing Tenure (2019)*

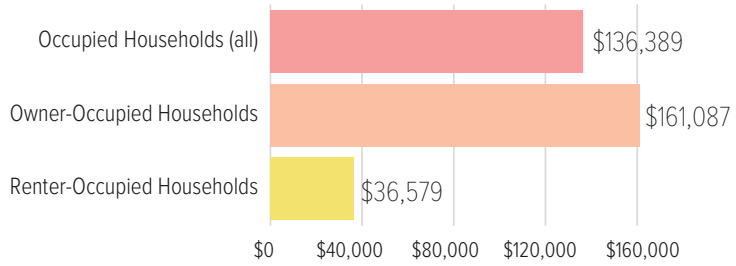


Figure 2.27 *Households by Income Bracket (2019)*

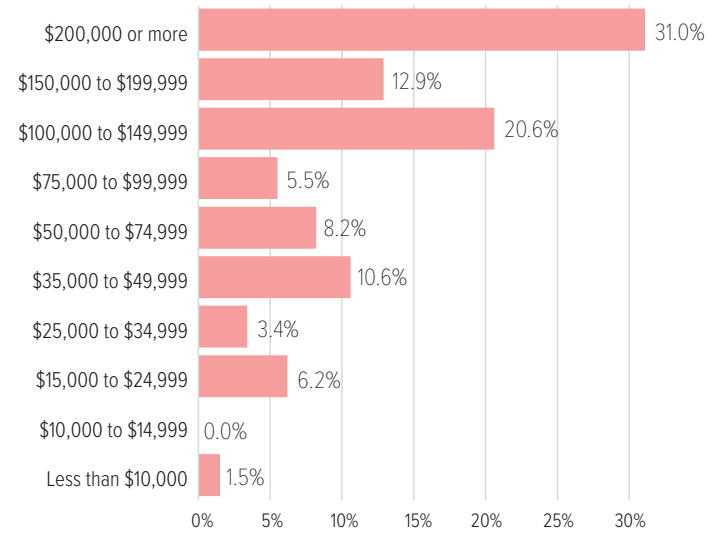
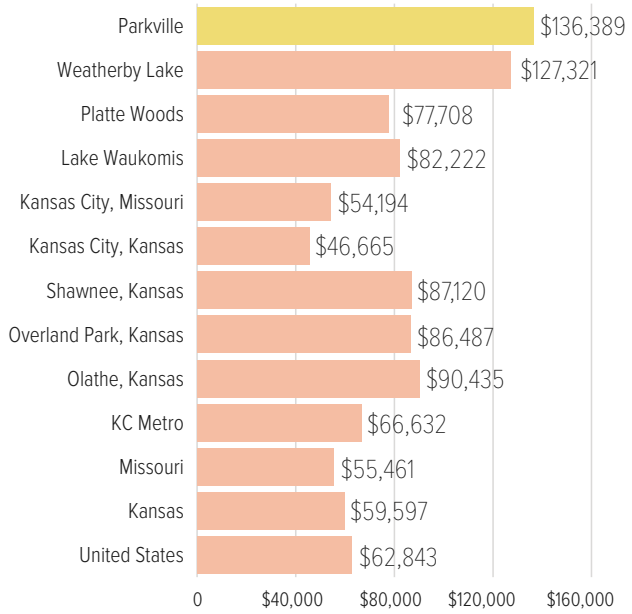


Figure 2.28 *Median Household Income Comparison (2019)*



II

MARKET ANALYSIS

The Market Analysis covers the economic conditions facing Parkville by land use

The Market Analysis looks at the market conditions in Parkville now and what they may look like in the future based on current trends. The development pattern by land use is reviewed. Regional and local market conditions by development type are discussed. Demand estimates by development type for Parkville are provided.

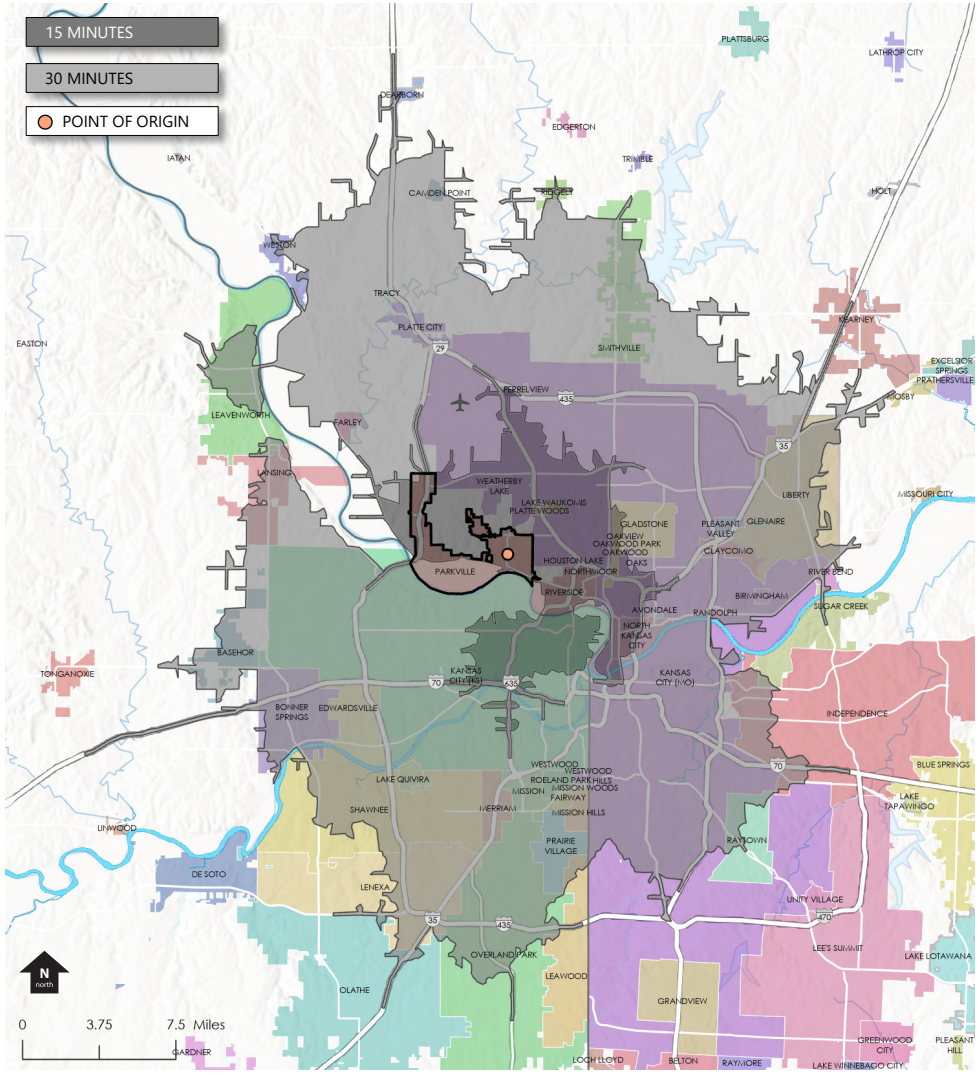
DRIVE TIMES + MARKET AREAS

The City of Parkville is located in the northwest quadrant of the Kansas City metro area, on the southern edge of Platte County. Its nearest neighbors are unincorporated Platte County, Kansas City (MO), Weatherby Lake, and Riverside. Kansas City (KS) and the state of Kansas are located to the south, across the river and wide flood plain.

As shown in Figure 2.29, transportation to and from Parkville is hindered by the river and flood plain and facilitated by the interstate network, particularly Interstate 635 to the south, Interstate 435 to the west, and Interstate 29 to the east. Downtown Kansas City is reachable in about a 15-minute drive. Much of the central and northern metropolitan region is accessible within a 30-minute drive, including the airport, central Kansas City (MO), and Johnson County.

Drive times are important because they relate to trade areas. For some uses, convenience is key. This includes daily needs shopping, such as groceries and fuel, and consumers tend to visit the locations that are most convenient. People are generally willing to travel further to work (though tolerance for commute time varies from household to house) and to visit regional retail and entertainment destinations. Therefore, Parkville's location relative to other population, employment, and retail concentrations will determine its competitive advantage for different kinds of development.

Figure 2.29 *15 and 30 Minute Drive-TIme Boundaries*

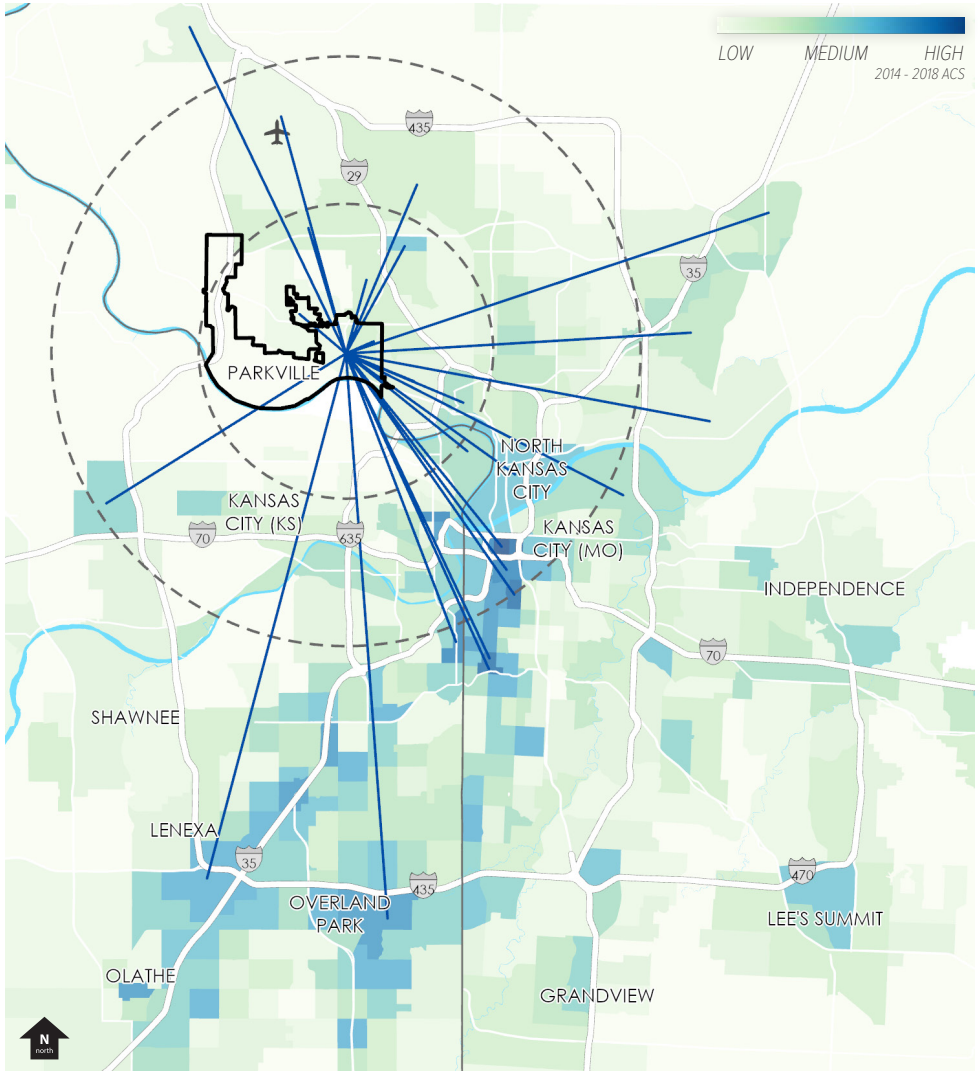


EMPLOYMENT DENSITY + JOB LOCATIONS

Figure 2.30 shows employment density in the Kansas City metro area and the top 25 census tracts where Parkville residents work. For the most part, Parkville residents work in other locations in Platte and Clay county and in and around downtown Kansas City. Some make longer commutes to Lenexa and Overland Park, but this is a small percentage of total commuters.

Only a small percentage of Parkville residents also work in the city. Of the city's approximately 3,500 workers, only about 4% (approximately 150) also live in Parkville. The remaining 96%, or about 3,400 people, come from different communities to work in the city. Overall, Parkville's population increases during the day, with more workers coming in (3,400 workers) than workers leaving the city (about 2,900 workers). The city's largest employer is Park University, which employs about 500 people, followed by Engaged Companies (175 employees) and The National Golf Club of Kansas City (150 employees).

Figure 2.30 *2018 Employment Density by Census Tract + Top 25 Work Destination Census Tracts for Parkville Residents*



SINGLE-FAMILY HOUSING + SALE PRICES

In light of the household income and income density characteristics discussed on the previous page, an analysis of recently sold and for-sale homes shows that Parkville and the immediate area is home to high-value single family housing, much of it in the $390,000 and up range.

Figure 2.31 below shows average price per square foot for the homes shown on the map. On average, homes in Parkville sold for $168 per square foot, which is higher than the average for most of the nearby communities.

Figure 2.31 *Price per Square Foot Recently Listed and Sold homes Platte + Clay County*

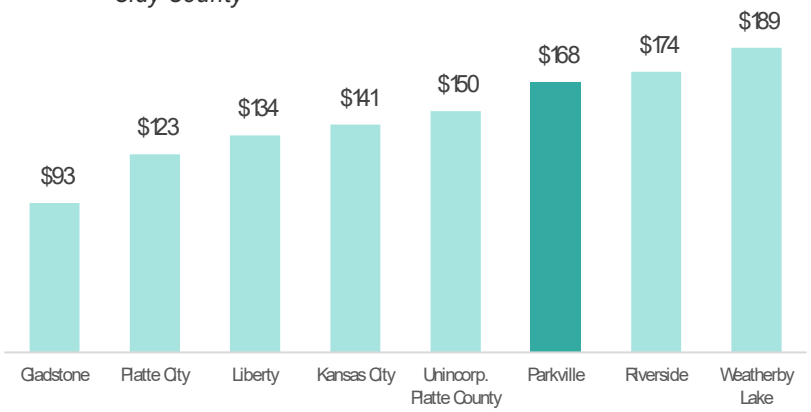
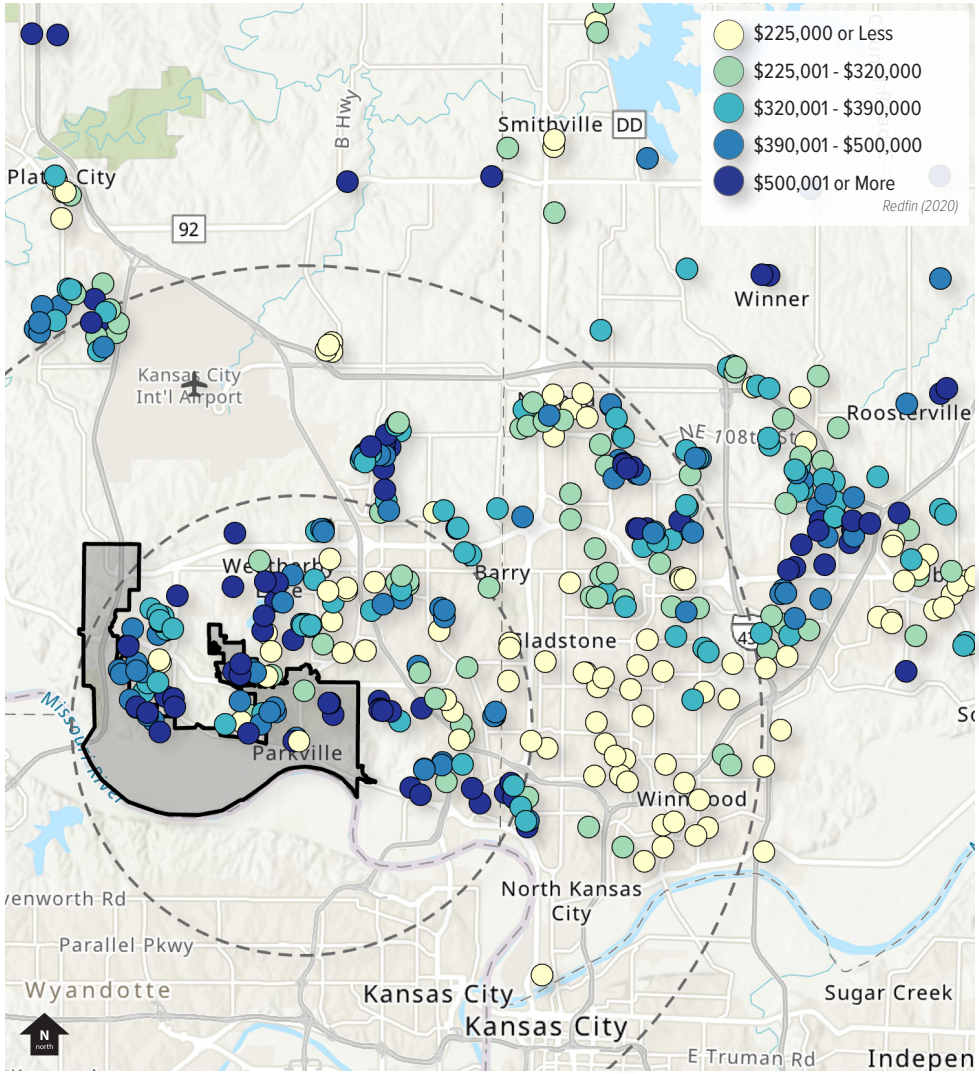


Figure 2.32 *Sale Price of Recently Listed and Sold Homes in Platte + Clay County*



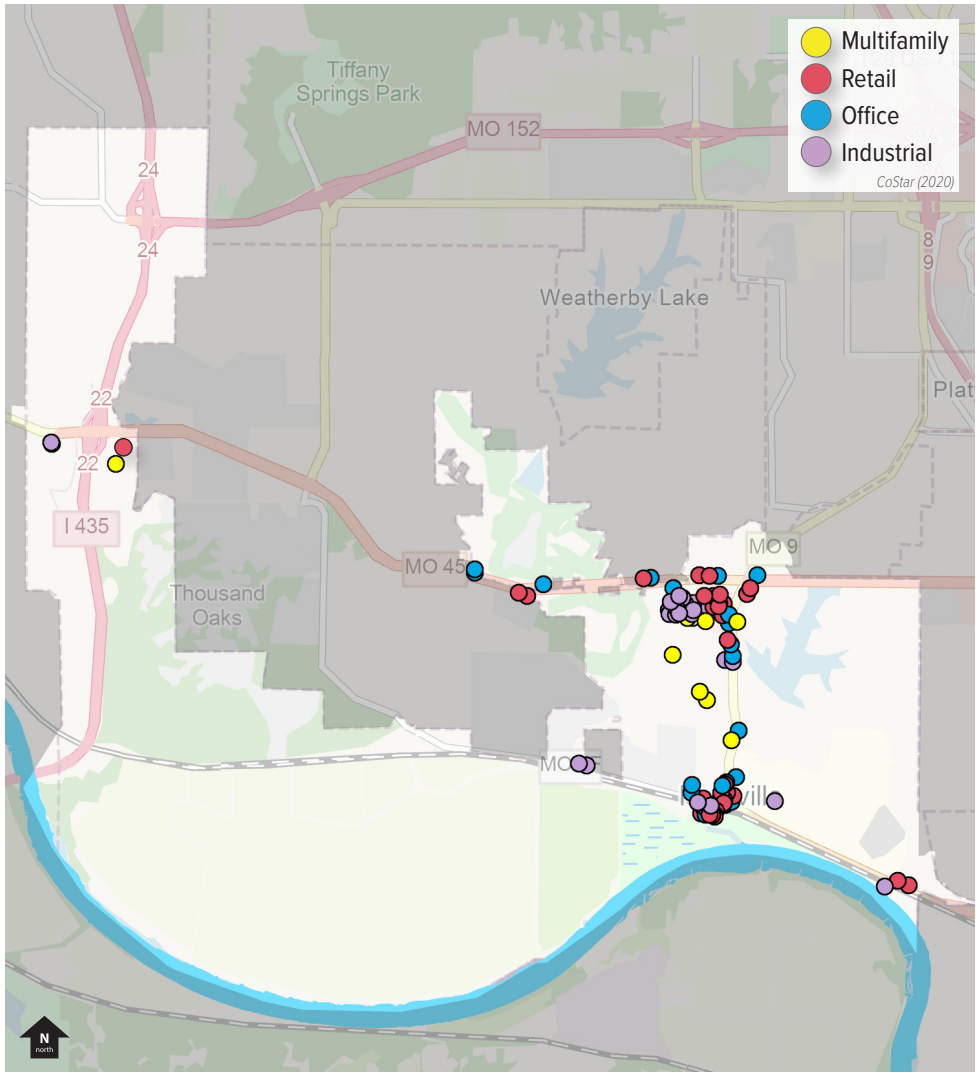
COMMERCIAL LAND USE OVERVIEW

Parkville has three major nodes of commercial development. The first and oldest is the historic downtown, which contains a mix of retail and office buildings in a walkable environment. The second node is near the intersection of Highway 9 and Highway 45. This is where the greatest concentration of daily needs shopping can be found, as well as an industrial cluster and offices. The third node is emerging at the Interstate 435 and Highway 45 interchange, where the Creekside development is adding a mix of uses, including recreational uses, retail, and industrial.

Figure 2.33 *Total Inventory (Square Feet)*

Development Type	Units or Square Feet Before 2000	Units or Square Feet Since 2000	Total Units or Square Feet
Multifamily	394 SF	0 SF	394 SF
Retail	145,000 SF	244,500 SF	389,500 SF
Office	116,900 SF	128,000 SF	244,900 SF
Industrial	671,300 SF	49,900 SF	721,200 SF
Source: CoStar 2020			

Figure 2.34 *Commercial Building Locations*



RETAIL + MULTIFAMILY DEVELOPMENT

Retail

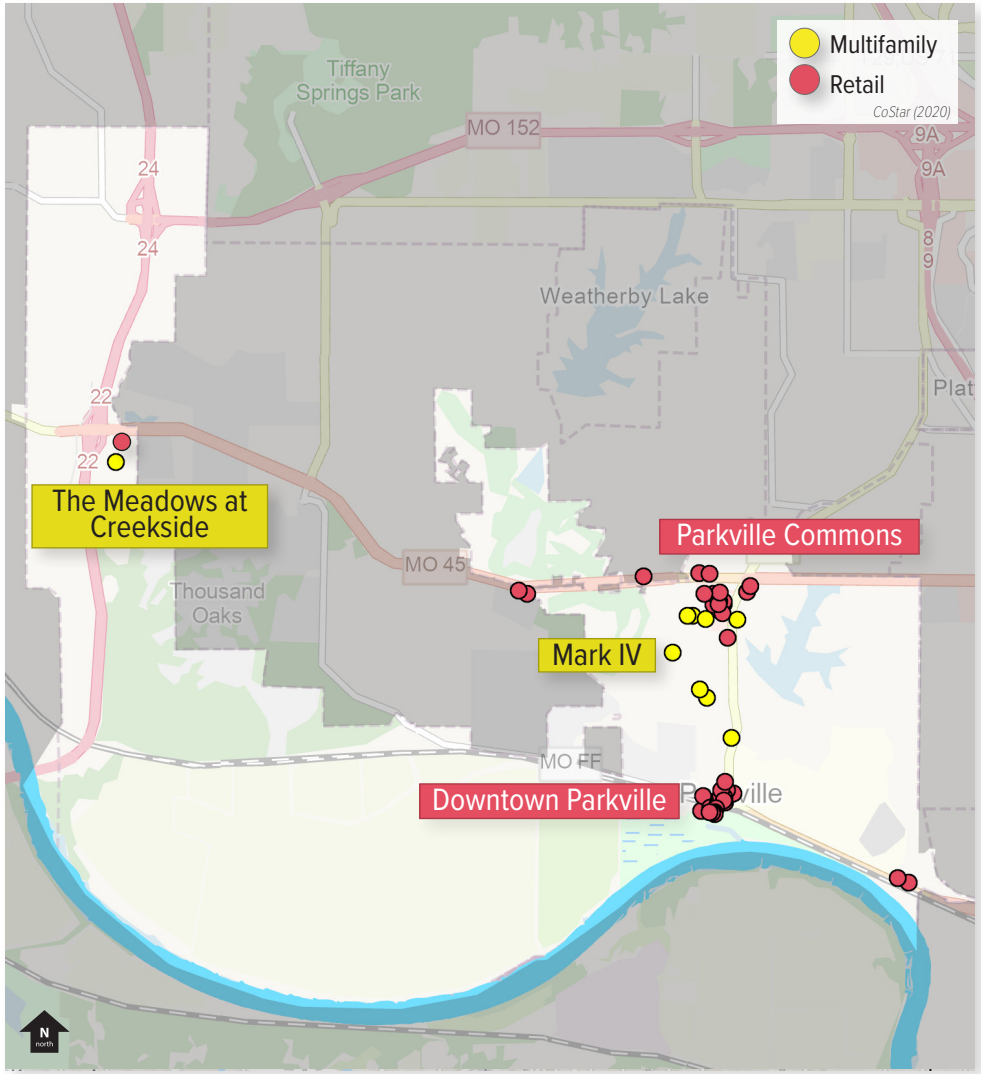
There are nearly a half million square feet of retail in Parkville, approximately 67 square feet per resident. Over half of retail (63%) square footage has been added since 2000. The largest retailer is Price Chopper (72,000 square feet), within the 250,000 square foot Parkville Commons shopping center, which began construction in 2004 and has added space since then. Historic downtown Parkville is the city's other major retail concentration and hosts a collection of independent retailers and restaurants.

Multifamily

There are 394 multifamily units in Parkville, all of which were built prior to 2000. The largest apartment property is Mark IV, which has 168 units and was built in 1973. Immediately adjacent to Parkville in unincorporated Platte County, the Links at Parkville Apartments is a 244-unit property completed in 2016.

In 2020, the Meadows at Creekside added 212 apartment units.

Figure 2.35 *Multifamily + Retail Developments*



OFFICE + INDUSTRIAL DEVELOPMENT

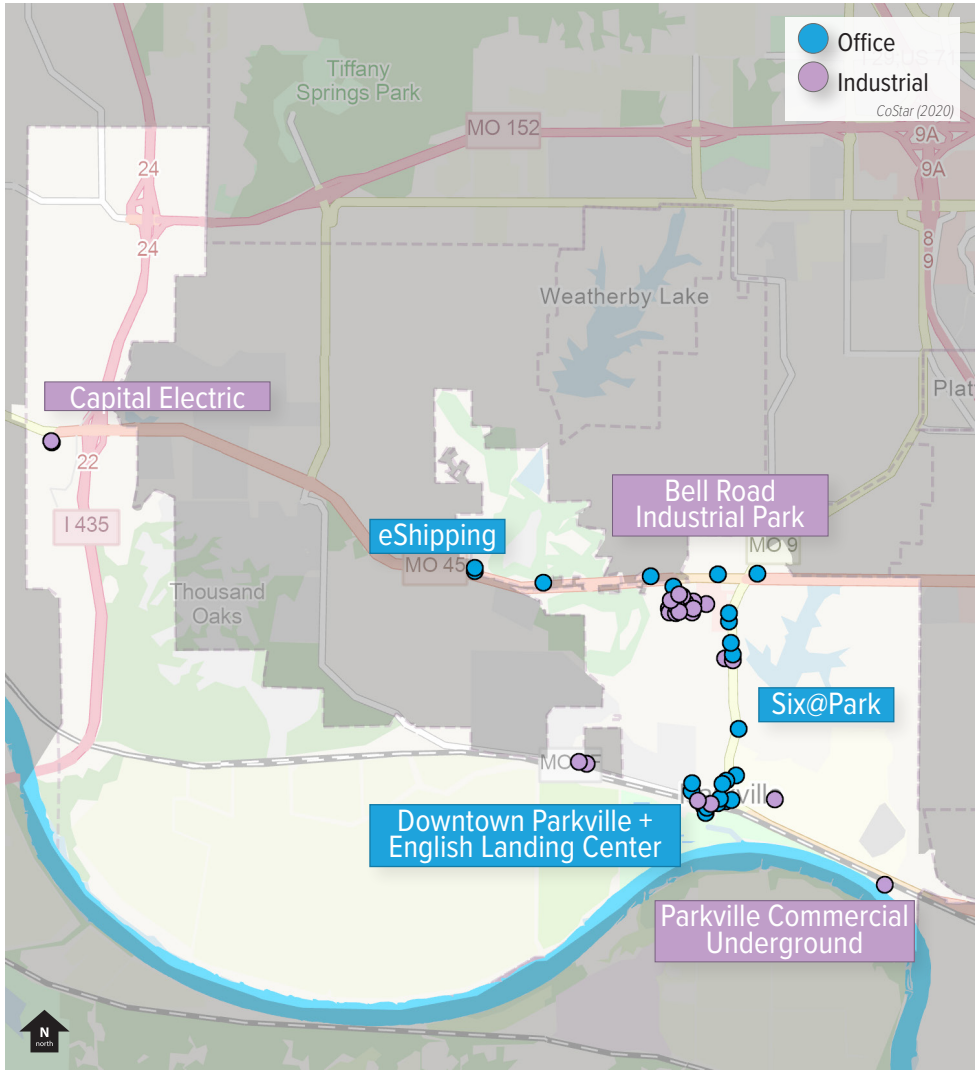
Office

There is nearly 250,000 square feet of office space within Parkville, and about 50% of it was added since 2000. The largest office space within Parkville is Six At Park, a 57,000 square foot, five-story Class A office building overlooking the Missouri River in downtown Parkville opening in 2020. About 50,000 square feet of office space is found in the English Landing Center, a collection of multi-tenant office buildings just south of the River Road. The largest single-tenant office building within Parkville is the 34,000 square foot eShipping office located on Tom Watson Parkway.

Industrial

Industrial space is concentrated within the Bell Road industrial park, just west of the Parkville Commons shopping center and consists mostly of warehousing with limited light industrial use. One of the most unique industrial areas in the U.S. is also found in Parkville. Parkville Commercial Underground is a former limestone mine on the campus of Park University, and now leases 385,000 square feet of commercial space used for warehousing, distribution, and other light industrial uses. In 2021, Capital Electric will add 72,800 sq. ft. of office and warehouse space.

Figure 2.36 *Office + Industrial Developments*



FUTURE DEVELOPMENT IN PARKVILLE

Creekside

Creekside is large-scale, 300-acre project being developed at the intersection of Interstate 435 and Missouri State Highway 45 on land that the city annexed in 2000. The multi-phase project is planned for completion in 2025 and will include a variety of developments that will draw visitors and new residents to Parkville.

A six-field youth baseball complex will anchor a larger development featuring four hotels to serve visitors, most from out of town, as well as restaurants and retail space that will serve a regional and local clientele. Hotels will likely also serve business travelers to some degree.

Residential development will include 215 single-family homes, 272 townhomes, and 366 apartments, some of which are under construction, as well as public green space with walking trails. This development is expected to draw in new residents from other communities in the metro area, especially households employed in Platte and Clay Counties or Downtown Kansas City.

The southwestern portion of Creekside will feature a 72,800 sq. ft. building for office and warehouse space for the headquarters of Capital Electric Line Builders, Inc.

Creekside is currently approved, with some portions complete or under construction. The 300-acre development is planned for completion in 2025.







REGIONAL MULTIFAMILY MARKET

Figure 2.38 shows where new multifamily construction has taken place since 2000. Concentrations of new multifamily housing have emerged in Downtown and Midtown Kansas City, as well as along West 135th Street in southern Johnson County and, closer to Parkville, along Missouri Highway 152 in Platte and Clay Counties.

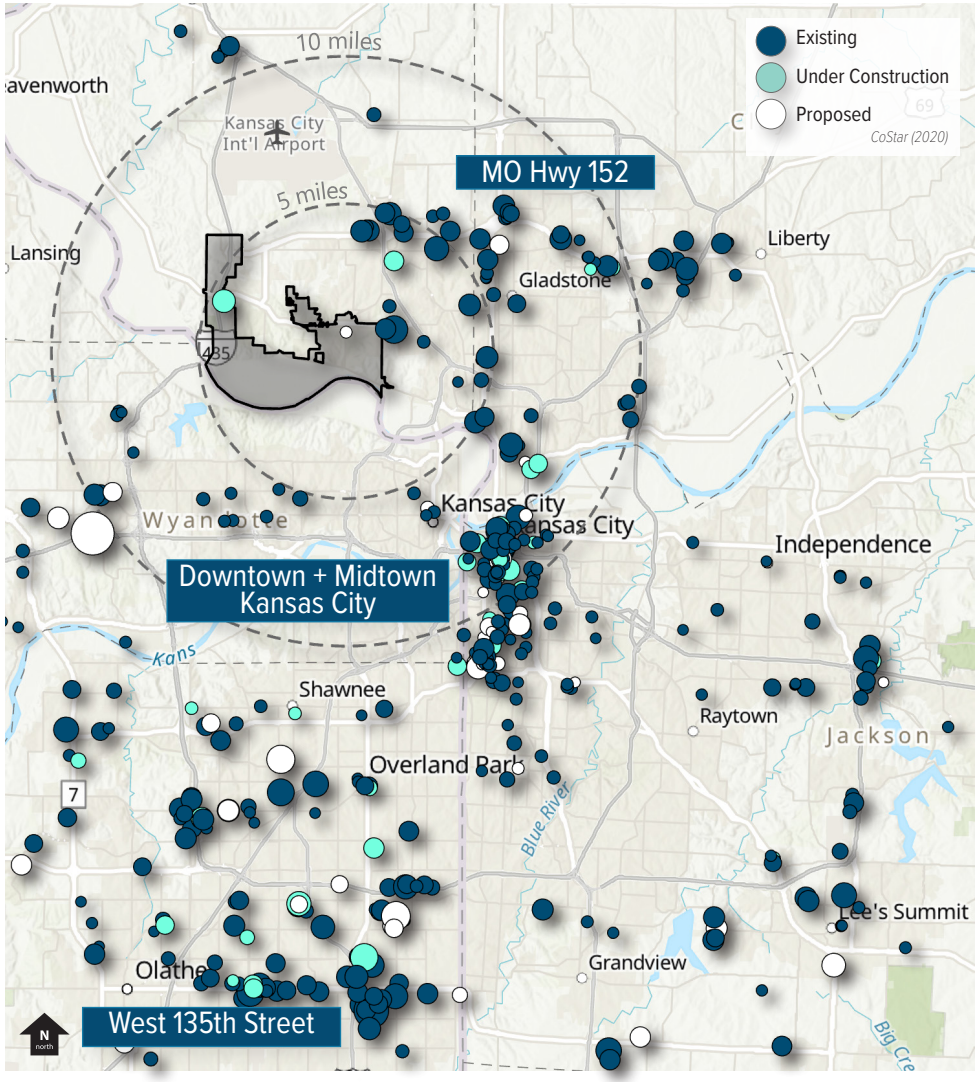
Overall, the area within the five-mile radius shown in the map at right has seen five percent of new multifamily construction, which is roughly proportionate to the areas share of the regional population and has added nearly 2,500 apartment units over the past two decades. Within Parkville, 412 new units are planned as part of the Creekside development, and will be the first new apartment units in Parkville since before 2000. Elsewhere in the five mile radius, there are currently 276 units under construction.

Figure 2.37 *Multifamily Construction Since 2000*

Area	Existing		Under Construction	
	Units	% of Total	Units	% of Total
Parkville	-	-	412	2%
Five-Mile Radius	2,475	5%	276	1%
Platte + Clay Counties	9,143	17%	995	5%
Jackson, Johnson + Wyandotte Counties	41,499	78%	17,380	91%
Total	53,117		19,063	

Source: CoStar 2020

Figure 2.38 *Regional Multifamily New Construction Since 2000*



REGIONAL MULTIFAMILY MARKET

Figures 2.40-2.41 at right show local and regional multifamily trends since 2000. Occupancy in both areas has fluctuated over time between about 88 percent in the early 2000s and 94 percent more recently. Occupancy of multifamily units can be influenced by multiple factors, most notably rental supply, as well as macroeconomic conditions, and 95 percent is typically considered full occupancy. Average asking rent price has remained largely stable over time, increasing from about $800 in 2000 to over $1,000 in 2020, roughly keeping pace with inflation during this time period. This indicates that supply has kept up with demand, and there is not a drastic over- or under-supply of units.

Figure 2.39 below shows a comparison of rent per square foot across counties. Overall, rents in Platte County are priced toward the upper middle of the regional market, with price per square foot ranging from $1.08 to $1.47.

Figure 2.39 *Rent per Square Foot by County - Built 2000 or later*



Figure 2.40 *Multifamily Occupancy 2000 - 2020 YTD*

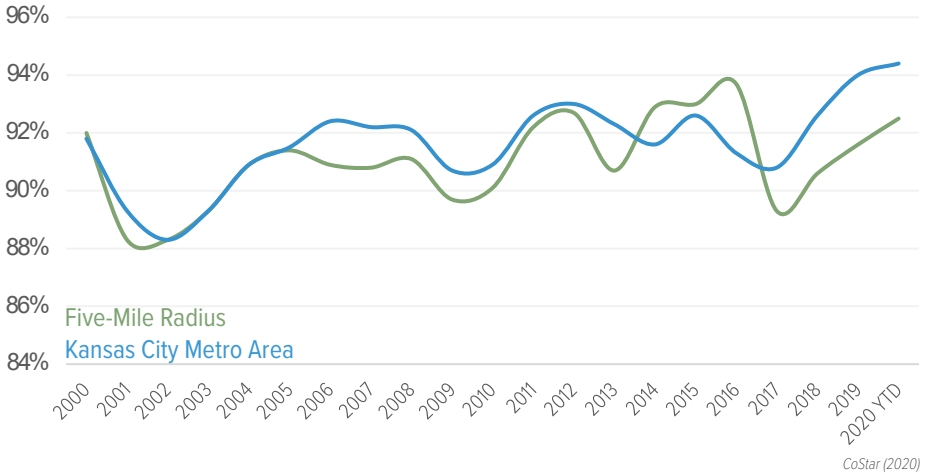
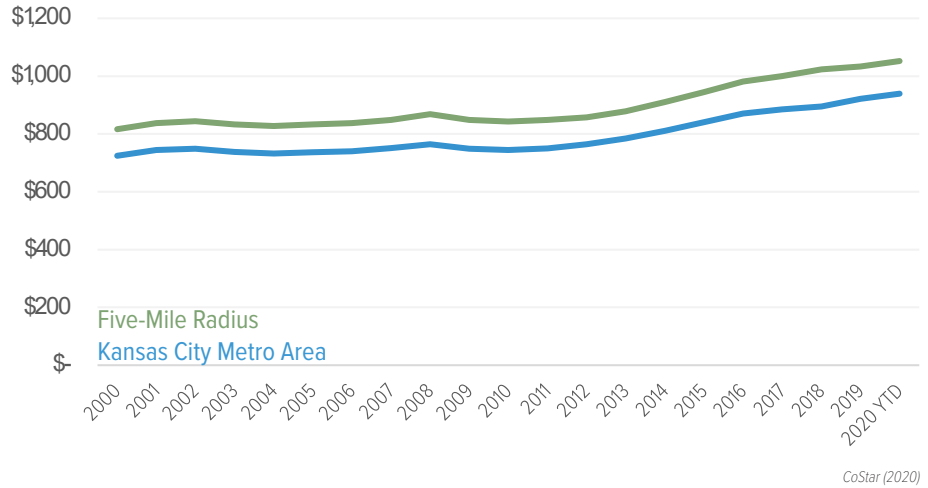


Figure 2.41 *Average Asking Rent Price per Unit 2000 - 2020 YTD*



REGIONAL RETAIL MARKET

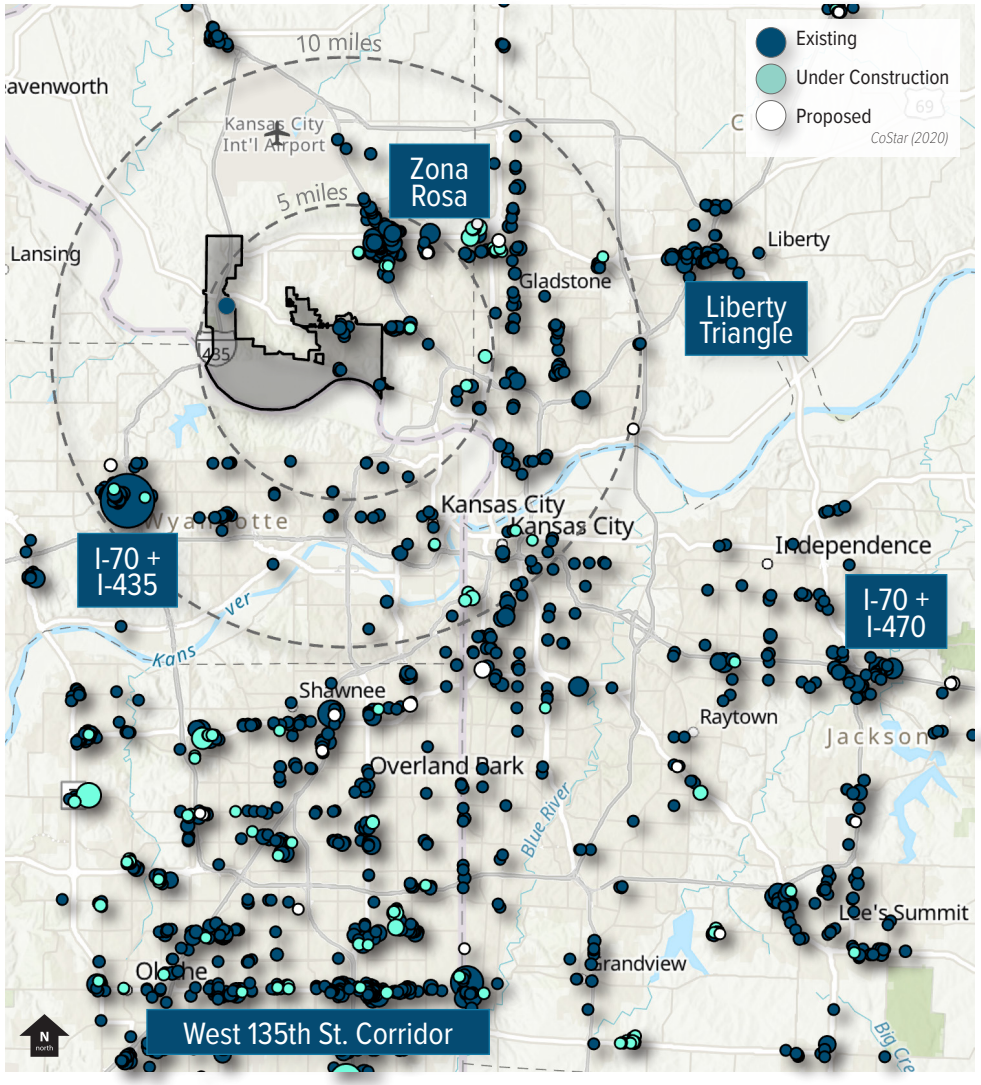
Figure 2.43 shows the location of new retail construction in the Kansas City area since 2000. Major recent retail concentrations include the I-70 and I-470 interchange in Independence, Liberty Triangle in Liberty, the I-70 and I-435 interchange in Kansas City, Kansas, the West 135th Street corridor in Olathe and Overland Park, Kansas, and Zona Rosa at the I-29 and Missouri Highway 152 interchange in Kansas City, Missouri and also within the five-mile radius. In total, the region has added over 31 million square feet of retail space in the past two decades, with about eight percent of the region's total added within the five-mile radius.

Figure 2.42 *Retail Construction Since 2000*

Area	Existing		Under Construction	
	Sq. Ft.	% of Total	Sq. Ft.	% of Total
Parkville	244,500	0%	0	0%
Five-Mile Radius	2,608,600	8%	124,600	3%
Platte + Clay Counties	3,745,900	12%	740,400	16%
Jackson, Johnson + Wyandotte Counties	24,479,100	79%	3,712,300	81%
Total	31,078,100		4,577,300	

Source: CoStar 2020

Figure 2.43 *Regional Retail New Construction Since 2000*



REGIONAL + LOCAL RETAIL MARKET

Figures 2.44 - 2.45 show local and regional retail occupancy and rent cost trends since 2006. Retail occupancy has hovered around 92% to 94% in the Kansas City Metro Area. Occupancy fluctuated to a greater degree within the five-mile radius between about 89% and 96% percent. Overall, retail occupancy has been healthy in recent years, though the effects of the Covid-19 pandemic are expected to have lasting and disruptive effects, the extent of which are currently unknown, and which are expected to have a negative effect on retail occupancy.

Retail rents have also shown stability since 2006, oscillating between about $12.00 and $14.00 per square foot in the Kansas City metro area and between $14.00 and $16.00 within the five-mile radius. However, it should be noted that rent price per square foot over time should increase slightly to account for the effects of inflation. Because rents have remained largely flat, the rent price per square foot has decreased slightly over time, which may indicate a slight oversupply of some types of retail.

Figure 2.44 *Regional Occupancy 2000 - 2020*

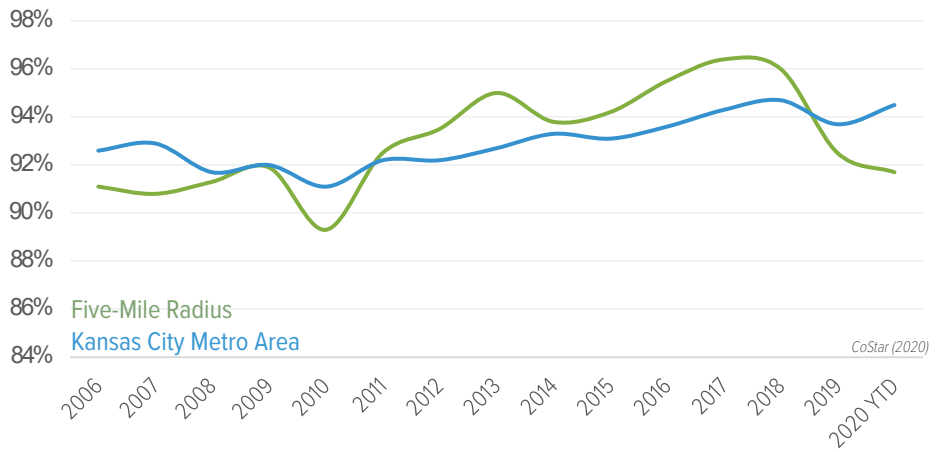
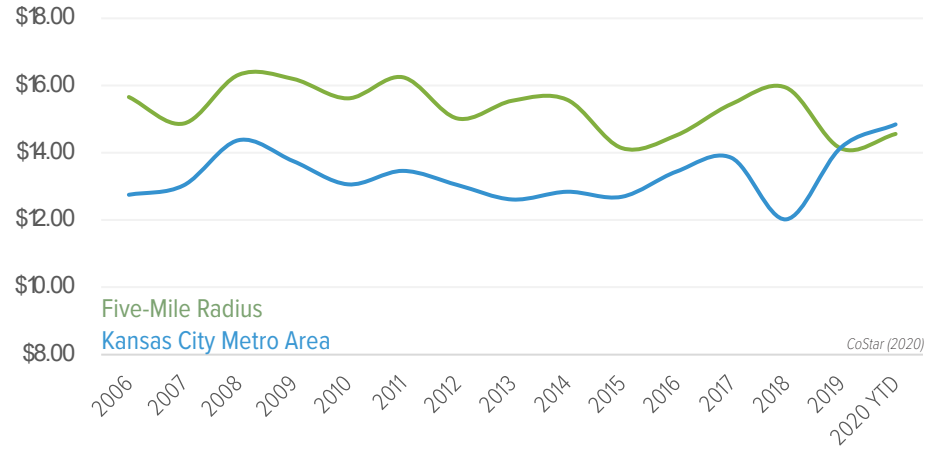


Figure 2.45 *Average Asking Rent Price per Square Foot 2000 - 2020*



REGIONAL OFFICE MARKET

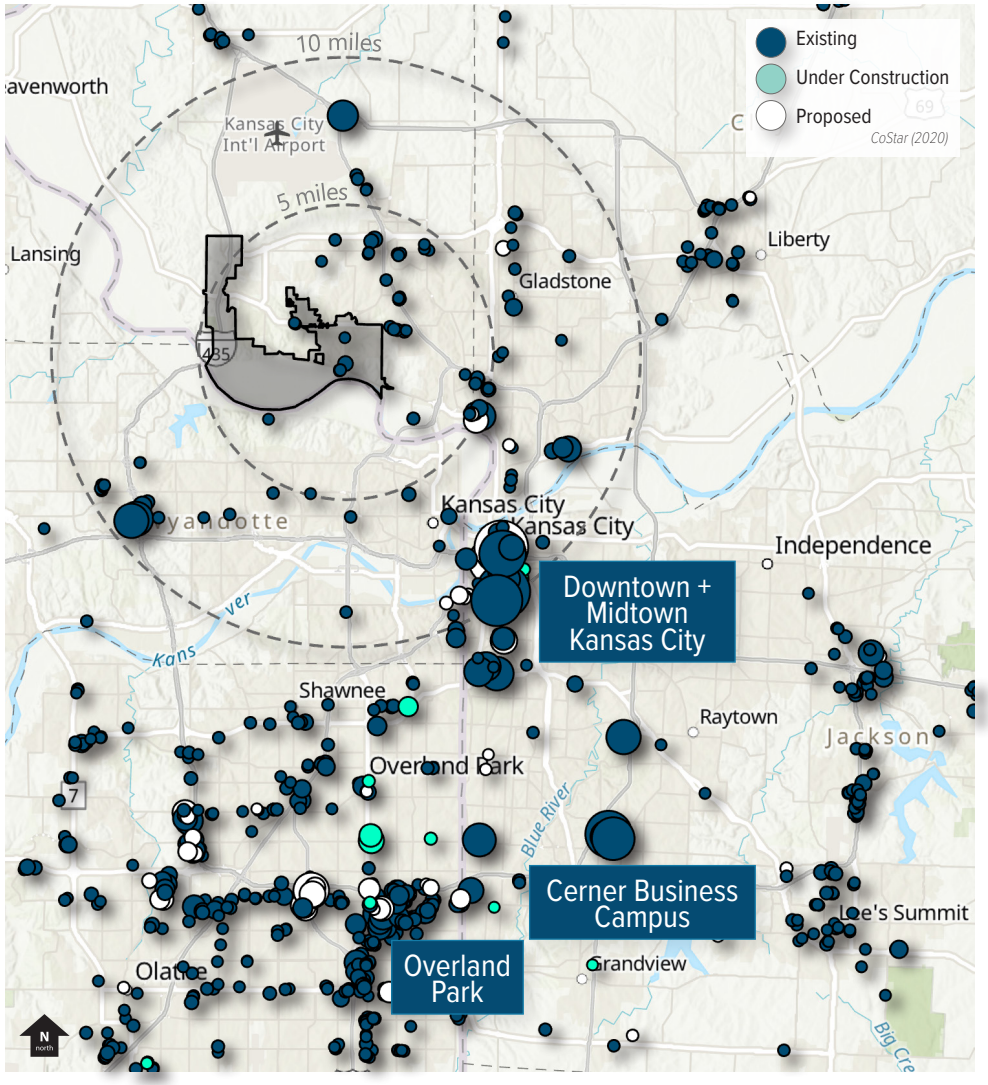
Figure 2.47 shows the location of new office construction in the Kansas City area since 2000. Office construction tends to show some clustering, with major office additions taking place in and near Downtown and Midtown Kansas City, traditionally the region's central business district. Other major additions include the Cerner Business Campus in Kansas City and Overland Park along I-435 and Metcalf Avenue. Since 2000, the region has added over 26 million square feet of office space, with about one percent located in scattered locations within Parkville and the five-mile radius as shown in Figure 2.47.

Figure 2.46 *Office Construction Since 2000*

Area	Existing		Under Construction	
	Sq. Ft.	% of Total	Sq. Ft.	% of Total
Parkville	128,000	0%	0	0%
Five-Mile Radius	372,000	1%	33,000	0%
Platte + Clay Counties	2,248,600	8%	433,000	6%
Jackson, Johnson + Wyandotte Counties	23,995,800	91%	6,658,300	93%
Total	26,744,500		7,124,300	

Source: CoStar 2020

Figure 2.47 *Regional Office New Construction Since 2000*

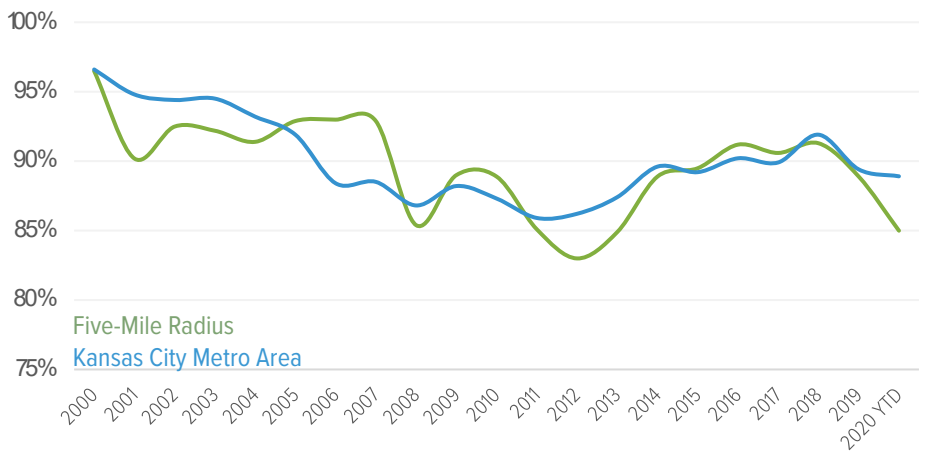


REGIONAL + LOCAL OFFICE MARKET

Figures 2.48 and 2.49 show local and regional office occupancy and rent cost trends since 2000. Within the metro area, office occupancy has decreased from a high of about 96% to about 89% in recent years, while in the five-mile radius, it has decreased from about 96% to 85%. Both geographies experienced their lowest occupancy in 2011-2012. The office sector is also expected to undergo shifts due to Covid-19, the magnitude of which is not currently known, but will likely result in lower occupancy as office users reevaluate their space needs.

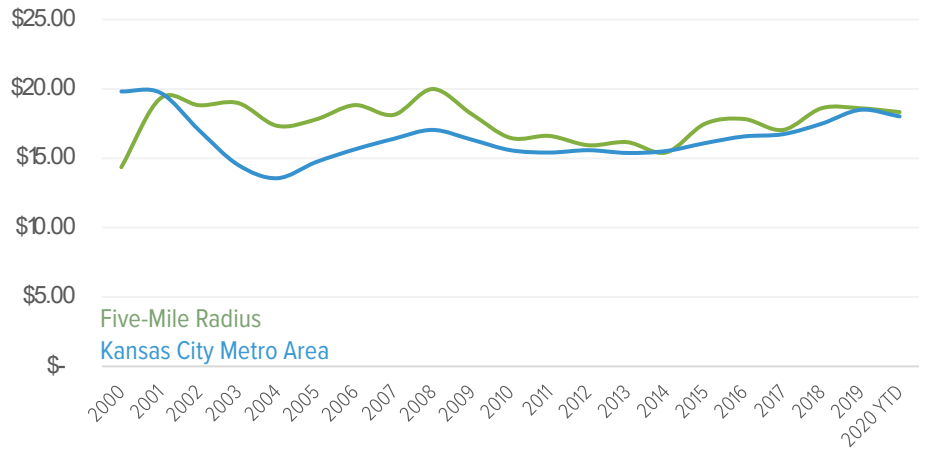
Cost per square foot for office space rentals has remained largely stable in the $16.00 to $18.00 per square foot range in both geographies since about 2009. Similar to retail rent rates, stable office rents have not increased at the same pace as inflation, and therefore indicate that some office types may be slightly oversupplied.

Figure 2.48 *Office Occupancy 2000 - 2020*



CoStar (2020)

Figure 2.49 *Average Asking Rent Price per Square Foot 2000 - 2020*



CoStar (2020)

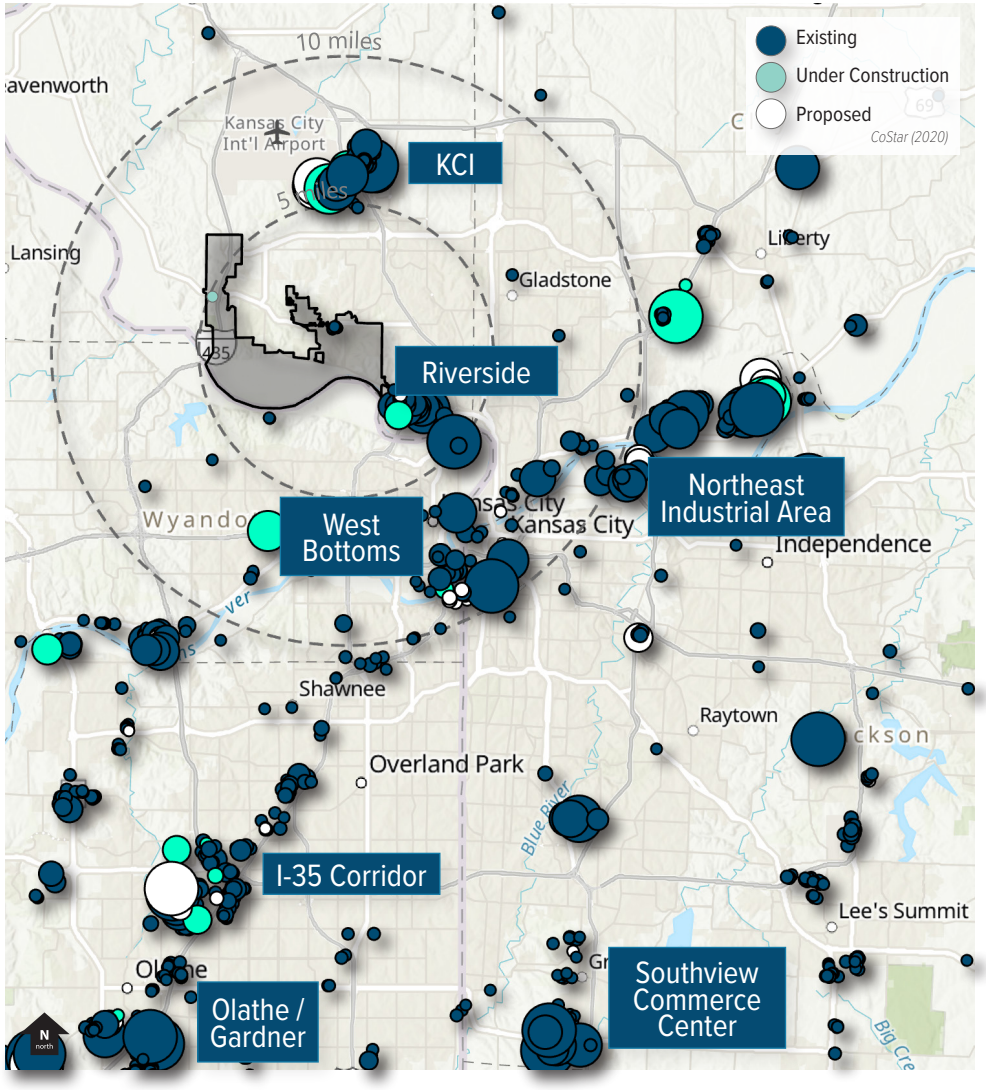
REGIONAL INDUSTRIAL MARKET

Figure 2.51 shows the location of new industrial construction in the Kansas City area since 2000. Unlike retail and office development, industrial development tends to locate near floodplains and near transportation infrastructure such as interstates, highways, railways, and airports. Industrial development took place in many locations throughout the metro area, including along the Missouri and Kansas Rivers, along the I-35 corridor, in southern Jackson and Johnson Counties, and near Kansas City International Airport. The metro area added over 68 million square feet of industrial space since 2000, with 6% located in Parkville or within the five-mile radius.

Figure 2.50 *Industrial Construction Since 2000*

Area	Existing		Under Construction	
	Sq. Ft.	% of Total	Sq. Ft.	% of Total
Parkville	49,900	0%	72,800	.5%
Five-Mile Radius	3,776,400	6%	475,900	3%
Platte + Clay Counties	11,228,900	16%	4,695,600	29%
Jackson, Johnson + Wyandotte Counties	53,499,800	78%	11,163,400	68%
Total	68,555,000		16,407,700	
Source: CoStar 2020				

Figure 2.51 *Regional Industrial New Construction Since 2000*



REGIONAL + LOCAL INDUSTRIAL MARKET

Figures 2.52 and 2.53 show local and regional industrial occupancy and rent cost trends since 2000. Within the metro area, industrial occupancy has remained largely stable in the 92%-97% range over time, while in the five-mile radius, it varied between a low of 85% in 2009 to a high of about 96% currently. The industrial sector, particularly the warehousing and distribution subsectors, are expected to undergo shifts due to Covid-19, the magnitude of which is not currently known, but will likely result in a greater need for warehousing space as retail and other purchasing shifts to an online format.

Cost per square foot for office space rentals has remained largely stable over the past two decades, hovering in the $3.50 to $4.00 range in the metro area and decreasing from $5.50 to about $4.00 to $4.50 in the five-mile radius. Over time, rent price per square foot has followed a very slight upward trend in the metro area, which suggests that the supply of new space is meeting demand.

Figure 2.52 *Industrial Occupancy 2000 - 2020*

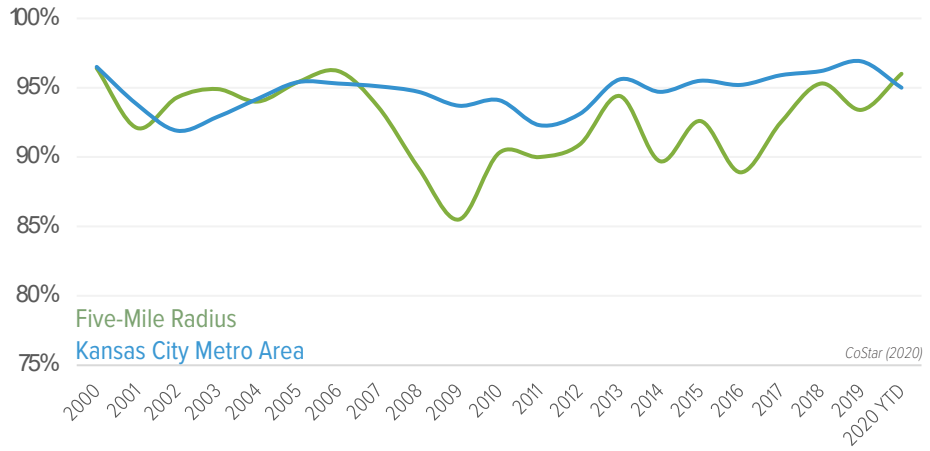
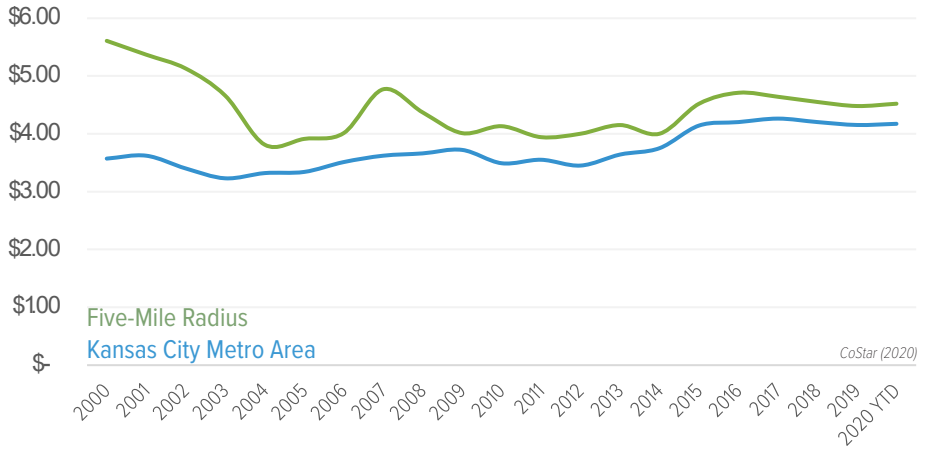


Figure 2.53 *Average Asking Rent Price per Square Foot 2000 - 2020*



MARKET TRENDS

The market for different types of development in Parkville is shaped by regional and national market trends. Nationwide, the Covid-19 pandemic has dramatically affected daily life and decision-making for a still-undetermined length of time. Some of the changes to where people live, work, shop, and enjoy recreational activities may become permanent, depending on how circumstances evolve.

Residential Trends

The average size of housing has decreased after a long period of increase beginning in the 1980s. In 2019, new single-family homes had a median floor area of about 2,300 square feet, down from a high of about 2,470 in 2015. For new apartments, median floor area in 2019 was about 1,075 square feet, down from a high of nearly 1,200 square feet in 2007.

Not surprisingly, the growth in square footage correlates with an increase in the number of bedrooms. In 1980, only about one-fifth of single-family homes had four or more bedrooms, but by 2019, nearly half of all homes have four or more bedrooms. At the same time, smaller homes, with two or fewer bedrooms, make up a smaller proportion of the total new housing stock, accounting for only six percent of new homes.

Figure 2.54 *Median Square Feet by Year - New Single Family Housing*

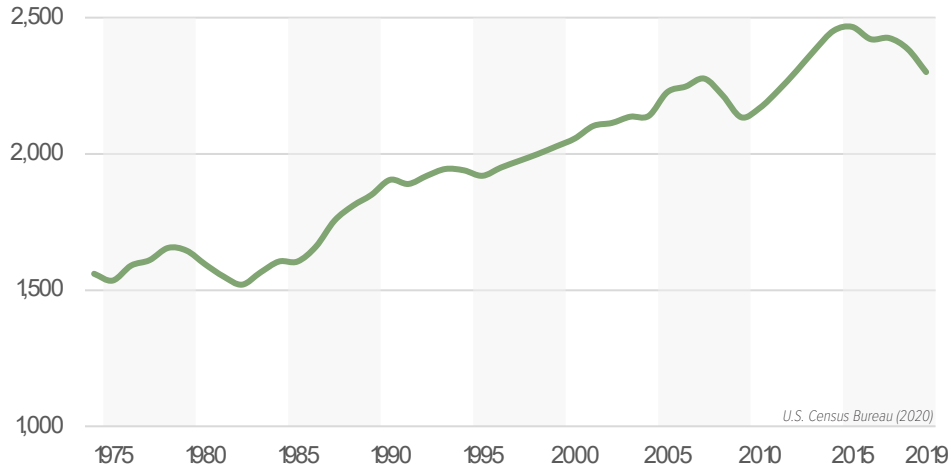


Table 2.55 *Single Family Homes by Number of Bedrooms Over Time*

Area	2 Bedrooms or Less	3 Bedrooms	4 Bedrooms or More
1980	14%	64%	22%
1990	11%	56%	32%
2000	9%	52%	40%
2010	7%	52%	41%
2019	6%	45%	49%

Source: U.S. Census Bureau, 1980 - 2019

MARKET TRENDS

Residential Trends (Cont.)

At the same time that interior living space has begun to decrease, median lot size has also shown a downward trend in recent years. The median single-family lot measured about 7,820 square feet in 2019, down from a high of 10,000 square feet in 1990 and 10,125 square feet in 1976.

Whether Covid-19 affects this trend toward smaller, more compact housing in the long run remains to be seen. At the moment, Americans are spending more time at home than ever before. Where many people once worked and entertained themselves outside of the home, now many of these functions are temporarily relegated to their home location.

If working from home becomes a more permanent part of American life, it could affect residential construction in two ways. First, there could be greater demand for larger housing units to accommodate one or more home offices, as well as demand for more indoor and outdoor recreational space, particularly for households with children. Secondly, for households that no longer need to commute, there could be greater demand for housing at greater distances from the workplace, including suburban, exurban, and rural housing, as well as housing in lower cost-of-living municipalities and urban areas.

Figure 2.56 *Median Square Feet by Year - New Single Family Housing*

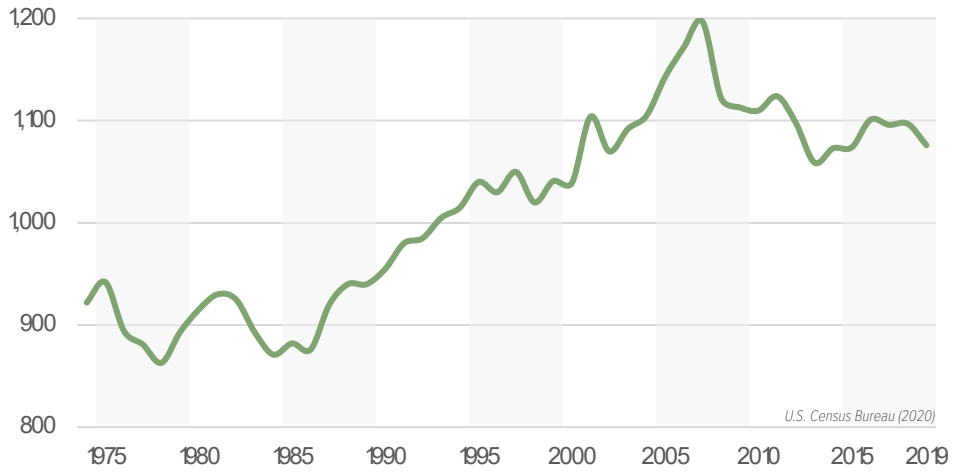
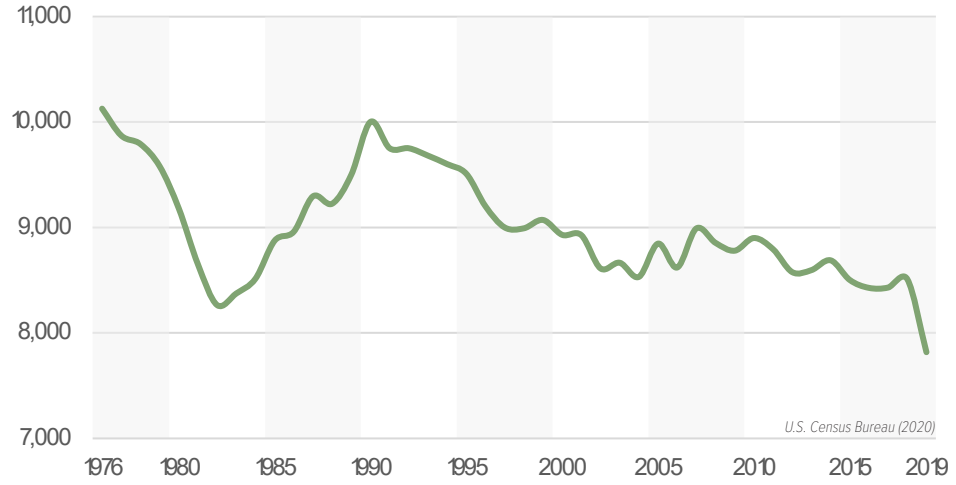


Figure 2.57 *Median Lot Size by Square Foot by Year - New Single Family Housing*



COMMERCIAL MARKET TRENDS

Retail Trends

Retail is currently undergoing a rapid evolution due to the effects of the Covid-19 pandemic. Several trends that were already underway have accelerated, including:

The rise of online shopping. As shown in Figure 2.58, online shopping as a percentage of total retail sales has grown steadily since 2000, and now accounts for about 11% of total sales. Many retailers now offer online shopping in addition to traditional brick-and-mortar locations, and this trend is expected to continue. The Covid-19 pandemic created a massive surge in demand for online shopping that will likely continue into the near future.

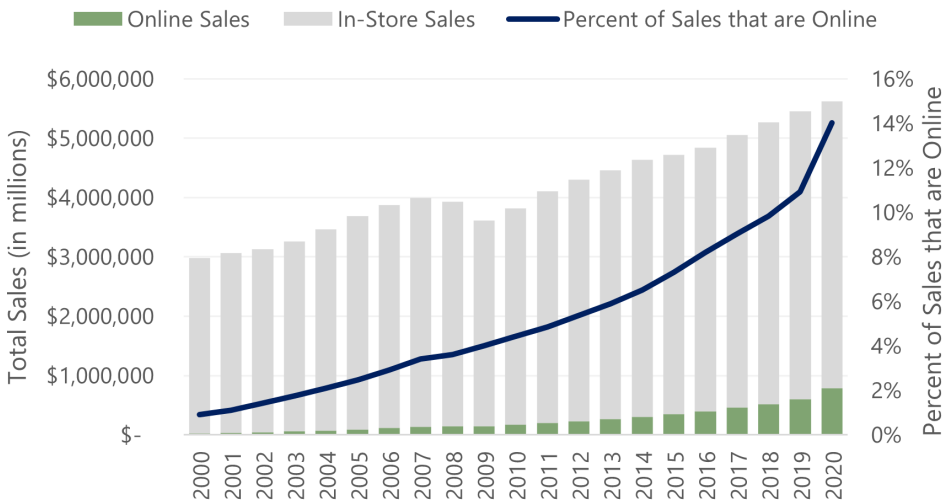
The decline of malls and long-standing retailers. Malls and traditional mall retailers have been struggling in recent years. Decreased activity at large anchor department stores has had a negative effect on smaller mall retailers who depend on foot traffic, with the result that many mall retailers have closed stores or even filed for bankruptcy over the past five years. The Covid-19 pandemic is expected to increase mall vacancies and test the solvency of malls and mall retailers.

Increased interest in independent, craft, and local establishments. A number of movements have led to increased demand for local and craft products, including the farm-to-table movement, the rise in craft brewing and other artisan food and beverage production, an increase in food halls and farmers' markets, as well as new markets for independent businesses made possible by online platforms such as Etsy and social media.

A shift in spending away from consumer goods. The rise of the "experience economy" means that some households prefer to spend more on experiences and less on consumer goods than once before, which has negative implications for traditional retailers, but has a positive effect on the service industry, particularly food service, travel services, and beauty and other personal services. In recent years, new entertainment and recreational venues have emerged to capture this market for experiences.

Rapid disruption due to Covid-19. With the exception of online retail, and a handful of segments, including home improvement and grocery stores, Covid-19 has caused spending at retailers and service providers to plummet to levels that put many businesses in jeopardy of permanently closing. Large gathering places, such as malls, theme parks, movie theaters, and entertainment districts are particularly vulnerable. Tourist- and visitor-focused establishments are also at high risk until travel can safely resume. The extent of the pandemic's effects on retailers, service providers, and recreational venues is still unknown, but will bring about a great deal of loss and change in the retail sector.

Figure 2.58 *Online Sales as a Proportion of Total Sales 2000 - 2020*



U.S. Census Bureau (2020)

COMMERCIAL MARKET TRENDS

Office Trends

Like retail, the office sector is also expected to undergo a transformation due to the Covid-19 pandemic. Some office sectors, such as medical offices and other service providers, are expected to rebound once the public feels safe to resume normal visits. However, the traditional office sector and emerging coworking sector, are likely to undergo a shift as users reevaluate their space needs.

Prior to the Covid-19 pandemic, there was a downward trend in the amount of office space per employee, with a rise in "open floorplan" layouts and seating. The most notable development was the rise of coworking spaces, and other spaces to promote innovation and collaboration. Both of these approaches are now in question for the foreseeable future but may eventually gain traction with the development of a Covid-19 vaccine.

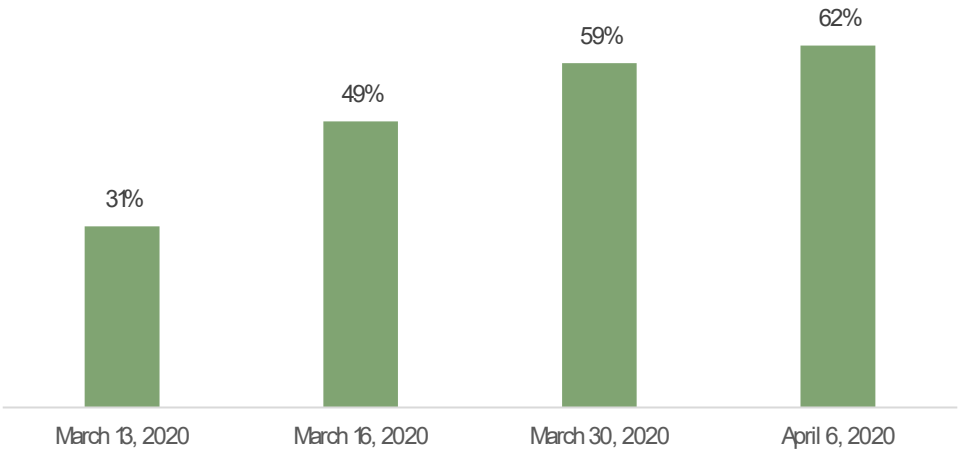
Another major development has been the rapid shift to telework, which has led some companies to rethink the role of the office entirely and could result in a decreased demand for office space. The graph at right shows the speed and magnitude of employees shifting to telework, with an increase of 31% in the number of respondents reporting ever having teleworked in less than a month. Though many workers may return to the office once conditions change, a number of employees may continue to work from home or another off-site location.

Industrial Trends

The industrial sector, particularly the wholesale, transportation, and distribution subsectors, is one of the few market segments being buoyed by the Covid-19 pandemic, as consumers have shifted quickly to fulfilling many household needs through online shopping, and will likely continue to do so in the future. The nature of this industry means that location relative to major transportation nodes and networks is key.

Within the manufacturing subsector, the United States is in the process of a long shift away from labor-intensive assembly lines and manufacturing, which has largely been offshored and/or automated. However, advanced manufacturing still plays a large role in the national economy and generates demand for new, technologically advanced industrial space.

Figure 2.59 *Percent of Workers That Have Ever Teleworked*



Gallup (2020)

RESIDENTIAL DEMAND

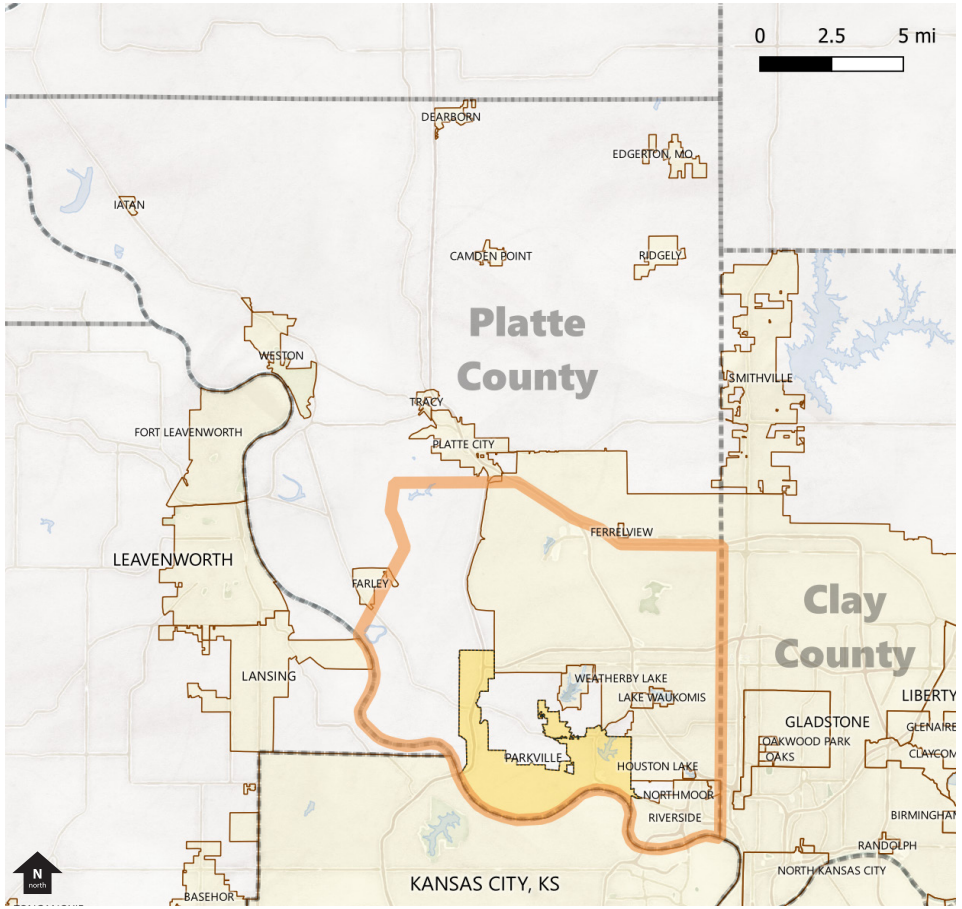
Residential demand for Parkville can be estimated as a function of projected population growth across a wider surrounding Market Area.

As job growth in metropolitan Kansas City expands over the coming decade and beyond, new households will be created, either through natural increase or net in-migration. For a variety of reasons, including employment proximity, familiarity, and personal preference, some portion of this growth will be drawn to the Parkville area to buy or rent housing.

Because location is key, new Parkville housing will compete for this demand most heavily with other developments in Parkville and the surrounding communities (primarily unincorporated areas of southern Platte County). It will continue to draw in households based on scenic natural setting, the school district, low crime rate, and attractive housing.

The Market Area shown in Figure 2.60 has added residents (and households) at an average rate of 1.7% for the decade.

Figure 2.60 *Market Area*



REGIONAL + LOCAL MULTIFAMILY SUPPLY + DEMAND

Assuming the residential Market Area continues its 2010-2019 pace of 1.66% annual household growth, housing demand will total just over 6,600 units in the coming decade.

Assuming further that household income distribution remains roughly the same (in today's dollars) and patterns of owning vs. renting stay constant (approx. 36% renter overall), that future demand will be distributed according to the figure shown here – with most demand coming from households earning over $50,000.

Parkville has in recent decades captured approximately 7% of growth in this Market Area. Given the development momentum and favorable location of the Creekside area, it is reasonable to assume that this capture will increase to 10% or higher in the coming years – or approximately 650-700 units by 2030.

Figure 2.61 *Market Area Population Growth (2010 - 2019)*

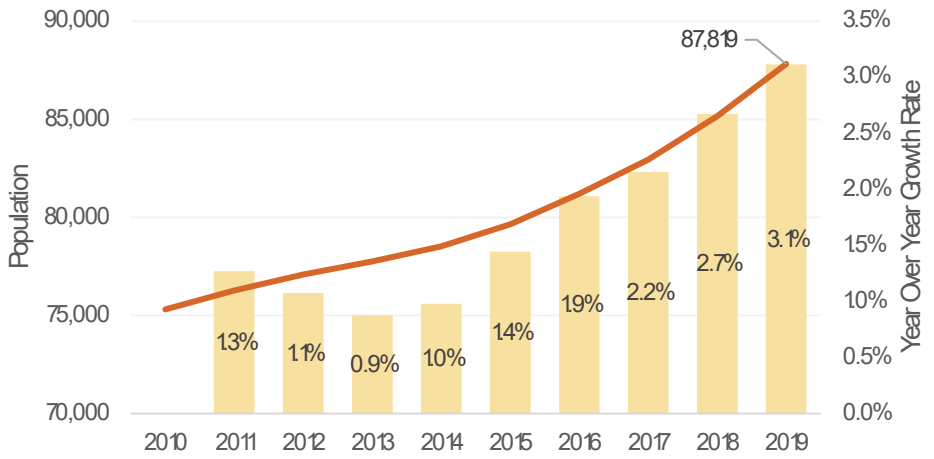
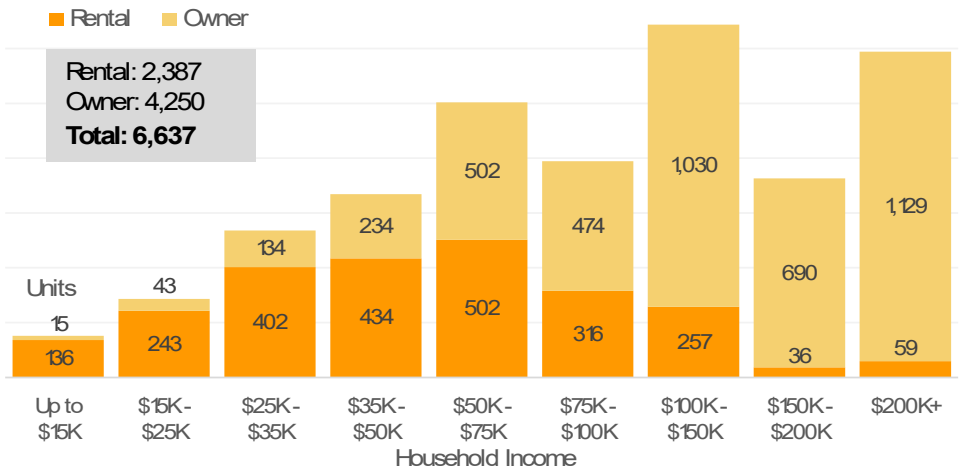


Figure 2.62 *10-Year Market Area Residential Demand by Income*



III

PHYSICAL PROFILE

Physical Profile describes the on the ground conditions of Parkville

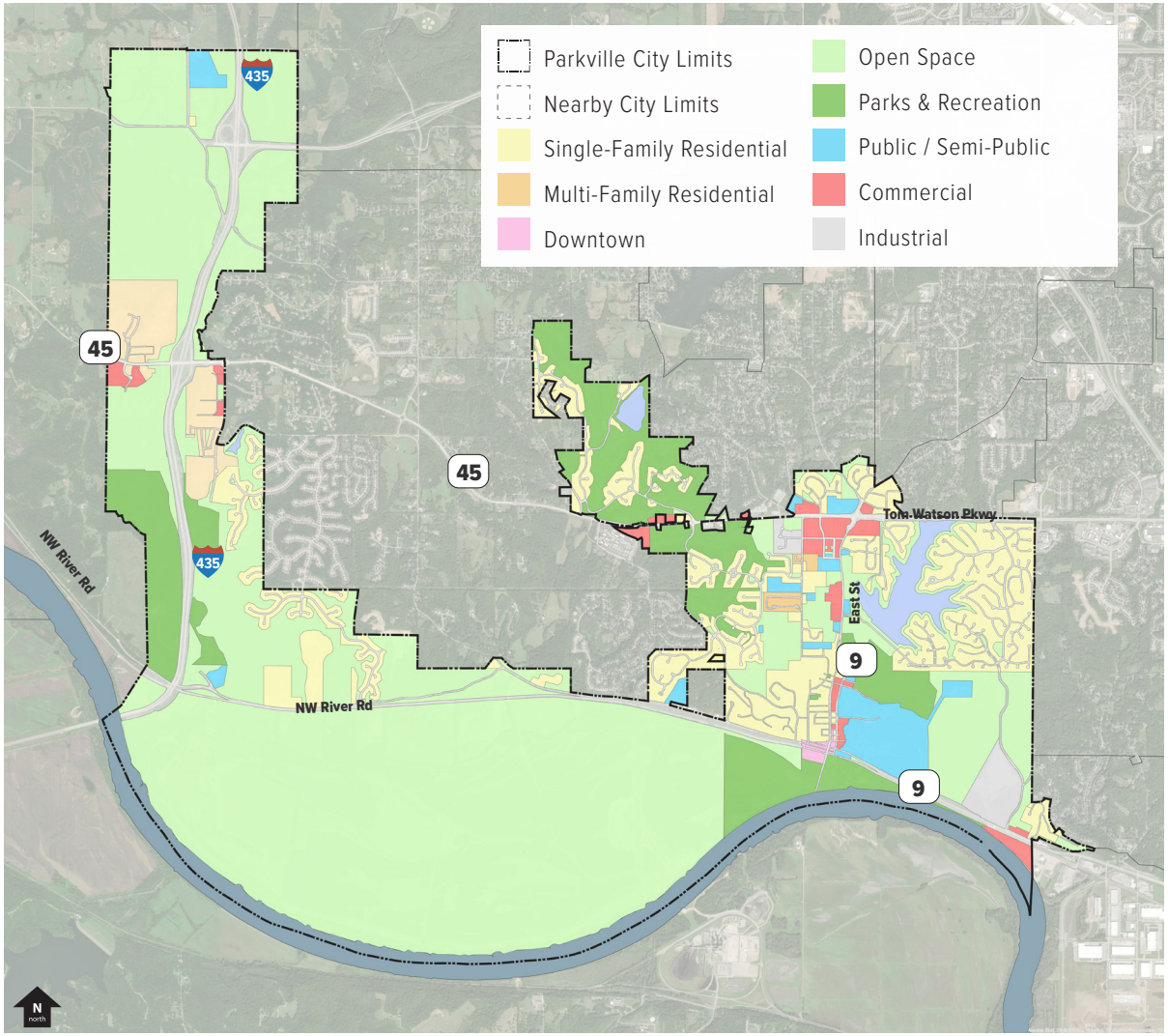
The Physical Profile section discusses the existing land use profile of Parkville along with the location of residential land. Environmental factors such as floodplain, slopes, streams, and watersheds are also highlighted and mapped. The existing transportation system is also shown in this section.

EXISTING LAND USE IN PARKVILLE

Figure 2.63 *Existing Land Use, Parkville (2020)*

Land Use	Total Acres	Share
Open Space	5,658.2	65.1%
Low-Density Residential	1,204.3	13.8%
Parks & Recreation	1,048.3	12.1%
Developing	273.4	3.1%
Commercial	236.1	2.7%
Industrial	142.9	1.6%
Multi-Family Residential	96.6	1.1%
Downtown	23.7	0.3%
TOTAL	12.8	0.1%
Source: Confluence, with inputs from Parkville and Platte County		

Figure 2.64 *Existing Land Use Map*



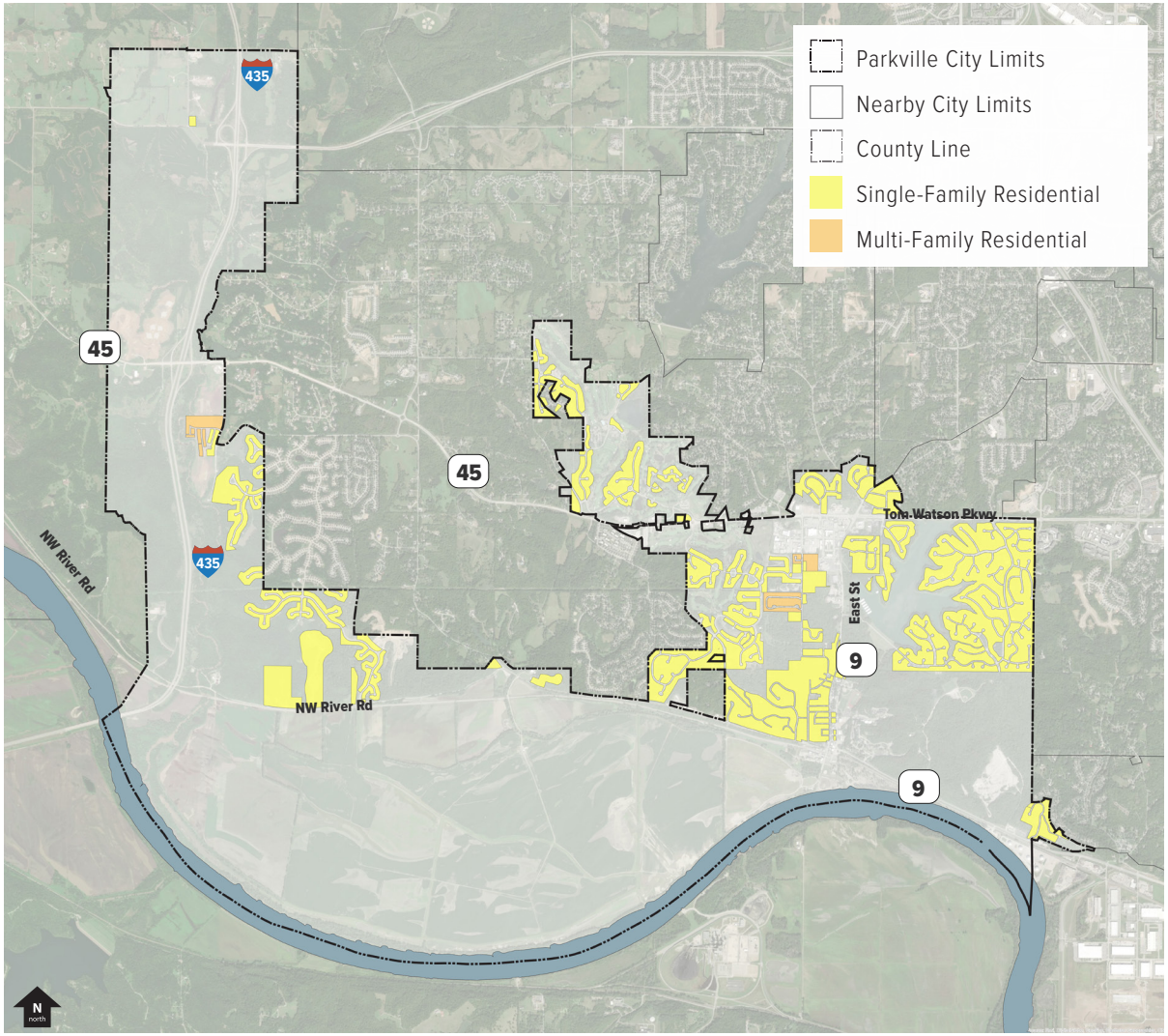
EXISTING RESIDENTIAL LAND

Figure 2.65 is a map showing the residential areas of Parkville in 2020. Most of the residential land in Parkville is on the eastern half of the community. There are portions of a low-density subdivision that fall within the city limits. Overall, the western half remains more undeveloped, however, there a few projects with residential land in development.

The yellow land shows the lower density residential land that includes mainly single-family detached homes. Multi-family residential land is shown in orange and includes housing options such as apartments, townhomes or condominiums.

Single-Family Residential is by far the dominant housing type and accounts for 98% of residential land in Parkville today.

Figure 2.65 *Existing Residential Land*



FLOODPLAIN

Floodplain is typically found at low-lying areas near streams, lakes or oceans that become inundated with water during rain events, snow melt or other high-water events. Figure 2.66 shows the 100- and 500-year floodplain in Parkville.

100-Year & 500-Year Floodplain

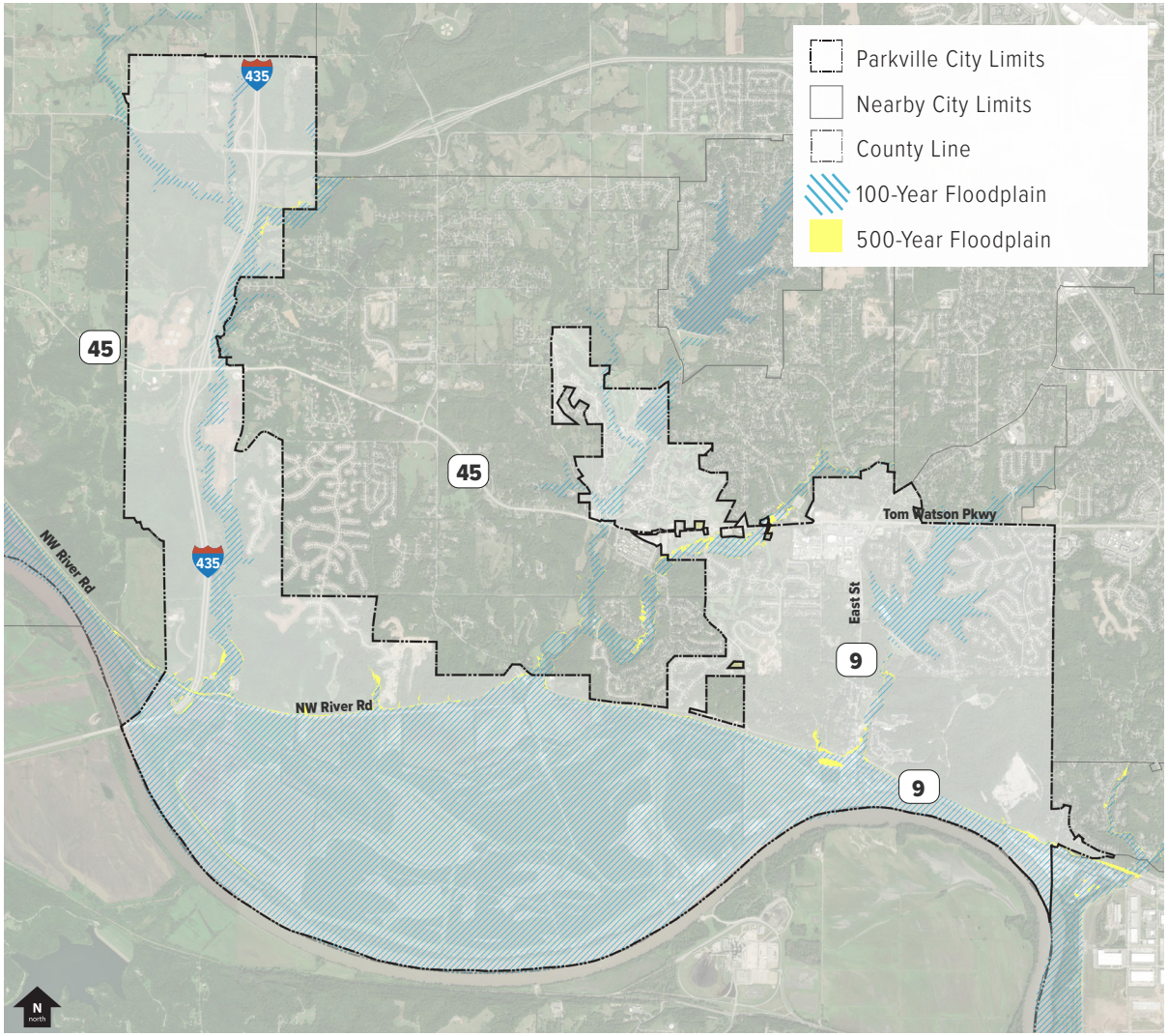
One-hundred-year floodplains are those areas of land that have an annual flood probability of 1% in any given year. Likewise, five-hundred-year floodplains are those areas of land that have an annual flood probability of 0.5% in any given year.

Parkville's Floodplain

Parkville is no stranger to flood events given its proximity to the Missouri River. A large swath of the southern half of Parkville is floodplain. The area between downtown Parkville and the Missouri River is parkland (English Landing Parking and Platte Landing Park), which is able to help absorb and manage flooding while also providing a community benefit.

Generally, floodplains should be kept undeveloped as open space or for parks and recreation. When floodplain has permeable surfaces such as grass or shrubs it is better able to absorb, slow and filter floodwater. Keeping floodplain mostly undeveloped also reduces the incidence of property damage from flooding events. Floodplains are often ecologically rich areas that are home to a wide variety of flora and fauna.

Figure 2.66 *Floodplain Map*

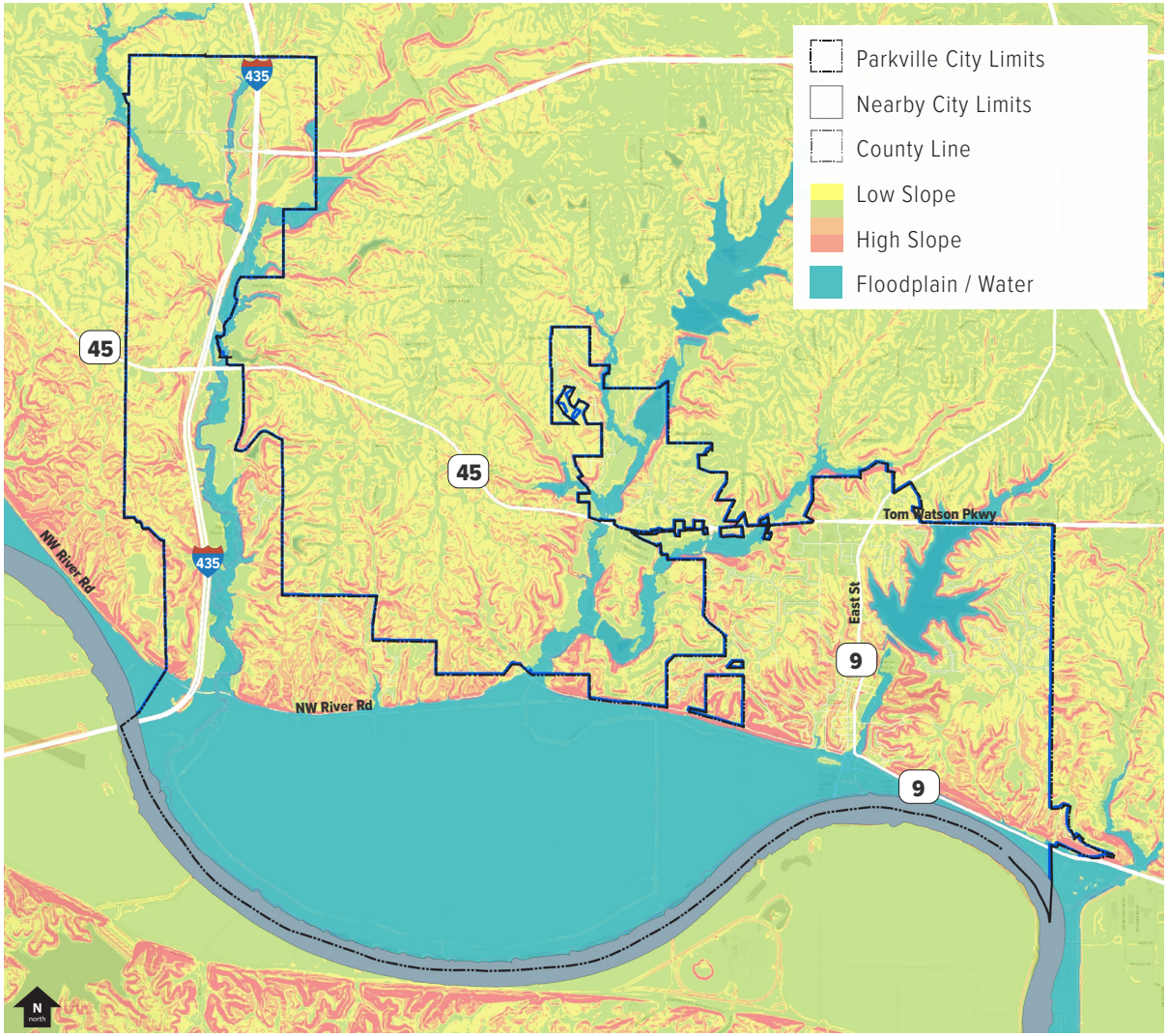


SLOPES

Figure 2.67 shows the results of the slope analysis for the Parkville area. The yellow and green areas have lower slopes and includes land that is flatter. These areas are most suitable for new development. The orange and red areas have higher slopes. The blue areas show floodplain and existing waterbodies.

Areas with high slope are sensitive ecological environments that can be vulnerable to erosion which can lead to a loss of topsoil and water quality degradation. Slope erosion can also lead to wildlife habitat loss, can alter drainage patterns and intensify flooding. Generally, new development should avoid areas with steep slopes. Any development that does occur in areas with steeper slopes should be carefully and sensitively designed to prevent slope erosion.

Figure 2.67 *Slope Map*



STREAMS

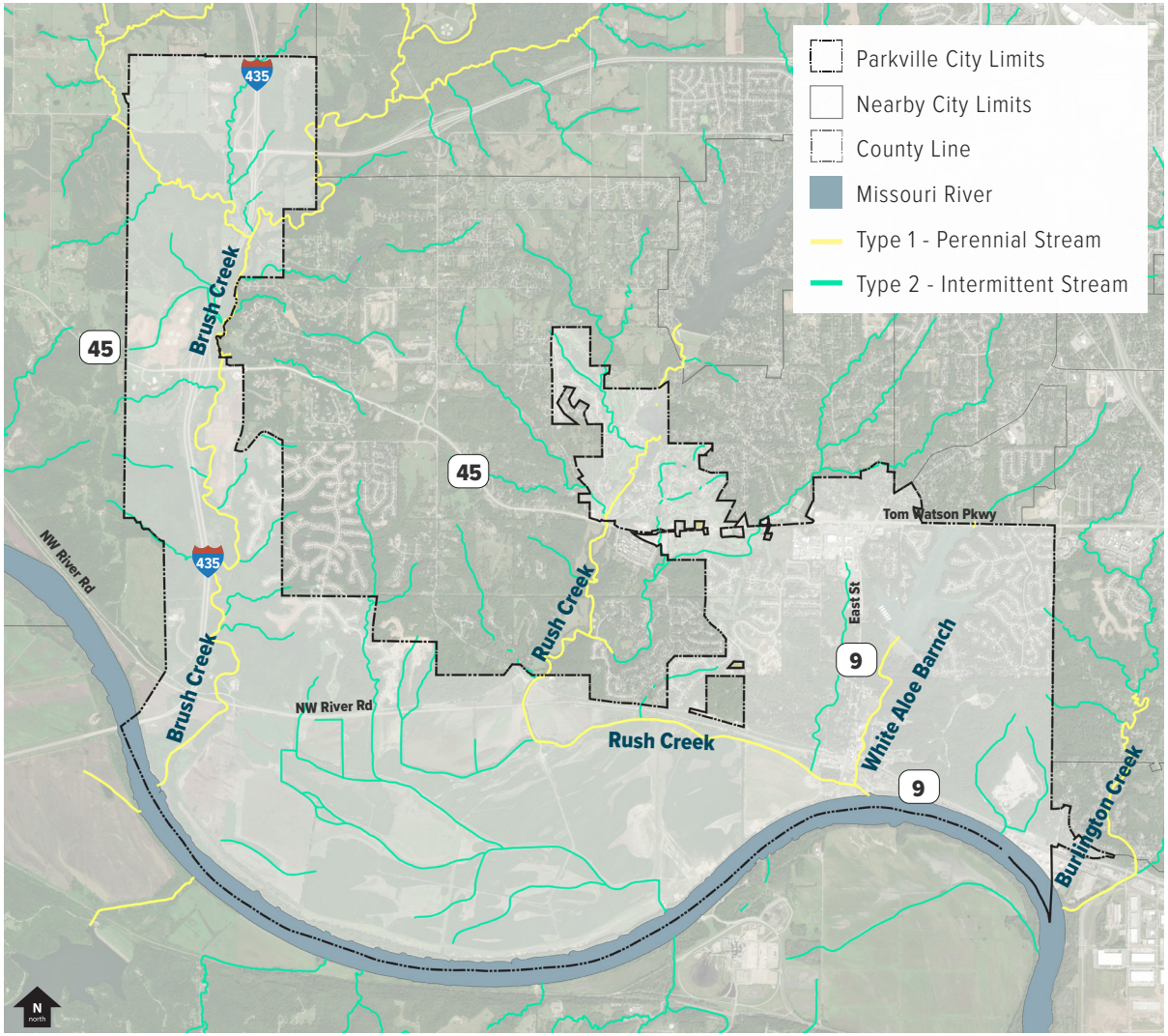
Figure 2.68 shows the watersheds and streams for the Parkville area. The largest waterbody in the Parkville area is clearly the Missouri River which runs along the southern boundary of the community. There are several other streams that run through the community including:

- Rush Creek
- Naylor Creek
- Burlington Creek

Stream Types

There are several ways to classify streams, but two common ways are by permanency and includes perennial and intermittent streams. Perennial Streams, often referred to as type 1 streams, are those that exist almost all of the year including during times of extreme drought. Type 2 streams, often called intermittent streams, are those streams that exist most of the time except in cases of extreme drought.

Figure 2.68 *Streams Map*



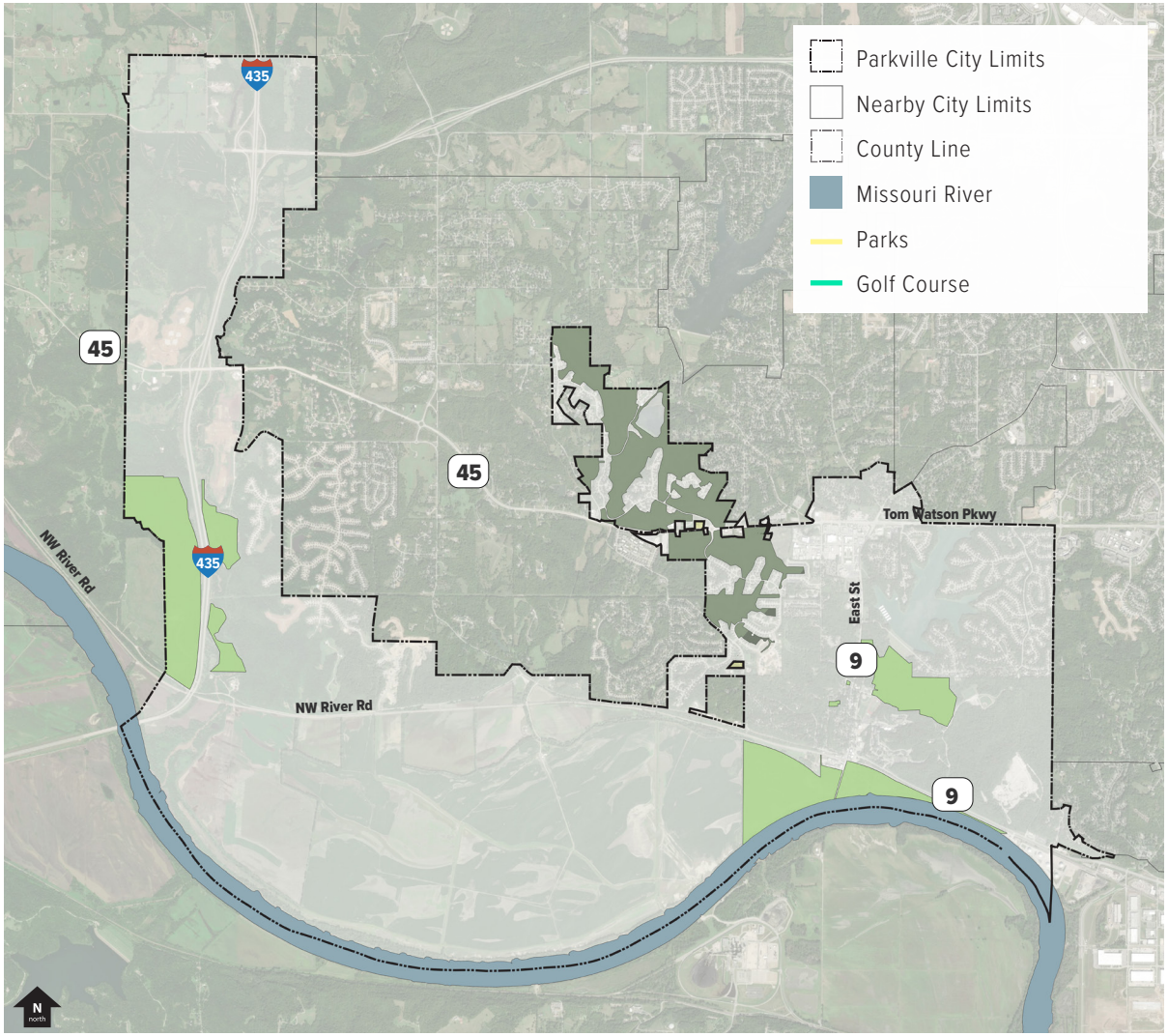
PARKS IN PARKVILLE

Figure 2.69 show the location of parks and recreation land in Parkville. Currently, Parkville maintains nine (9) parks:

- Adams Park
- English Landing Park
- Gresham Memorial Spirit Fountain Park
- Parkville Nature Sanctuary
- Platte Landing Park
- Downtown Pocket Park
- Sullivan Nature Sanctuary
- Watkins Park
- White Allow Creek Conservation Area

In addition to public parks, Parkville has the National Golf Club of Kansas City, a private 18-hole golf course designed by the former professional golfer, Tom Watson. The Riss Lake gated community located south of Tom Watson Parkway and east of Highway 9 has a large private lake and pool house as well as a park.

Figure 2.69 *Parks Map*



PARKS LEVEL OF SERVICE

Combined, the parks provide 299.45 acres of parkland for Parkville residents. The majority of this park acreage comes from Platte Landing Park (133 acres), the White Allow Creek Conservation Area (55.4 acres) and English Landing Park (53.6 acres) adjacent to the Missouri River. Figure 2.70 shows the total park acres by park.

Park level of service standards (LOS) are based on total park acres available per 1,000 residents. Most cities should aim to have at least 10.5 acres per 1,000 residents. Based on Parkville's 2019 population estimate of 6,724, the current LOS for Parkville is 44.53 acres per 1,000 residents, far exceeding the recommended LOS.

Figure 2.71 shows the park demand estimates based on the average 2030 and 2040 growth projections of 9,299 and 12,277, respectively. Parkville will still technically meet the LOS standard in 2040 without adding additional park space. However, since must of this park acre total comes from two large regional parks on the edge of town (English Landing Park and Platte Landing Park) and a conservation area, care should still be taken to encourage neighborhood parks as new residential areas are developed over time so new residents are adequately served by parks.

Figure 2.70 *Existing Land Use, Parkville (2020)*

Park Name	Total Acres	Category
Adams Park	0.32	Neighborhood
English Landing Park	53.60	Community
Gresham Memorial Spirit Fountain Park	0.84	Special Use
Parkville Nature Sanctuary	38.96	Conservation
Platte Landing Park	133.58	Community
Pocket Park	0.05	Special Use
Sullivan Nature Sanctuary	15.52	Conservation
Watkins Park	1.20	Neighborhood
White Alloe Creek Conservation Area	55.39	Conservation
TOTAL	299.45	

Figure 2.71 *Existing Land Use, Parkville (2020)*

Park Name	Existing Acres	Needed Acres
Existing Park Acres	299.45	-
Existing LOS	44.53	0.0
Recommended LOS	10.5	-
2030 Demand Acres	97.6	0.0
2040 Demand Acres	128.9	0.0

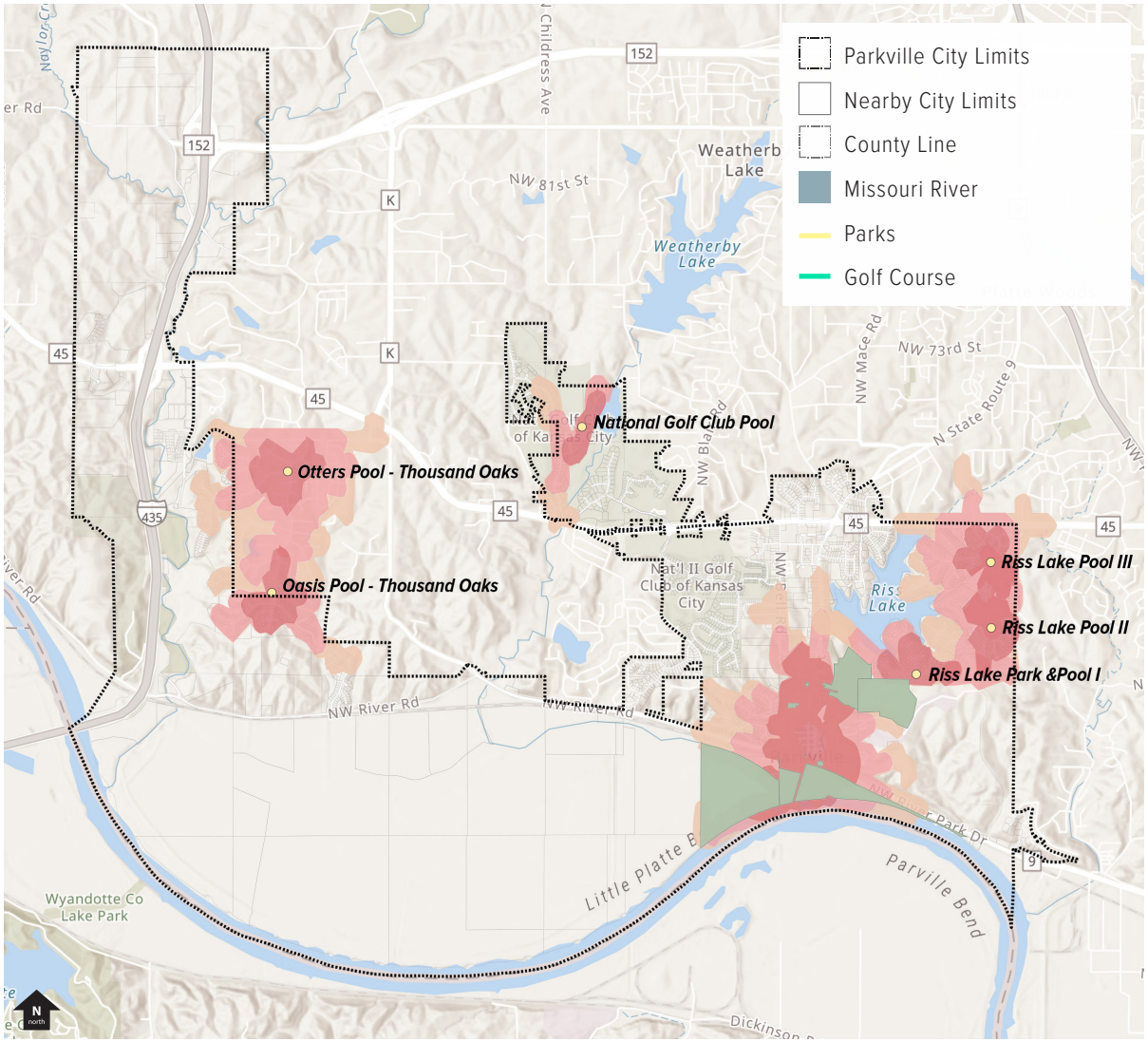
Figure 2.72 *Parkville Existing + Future Population Estimates*

2019 Population Estimate	6,724
Average 2030 Population Projection	9,299
Average 2040 Population Projection	12,277

PARK WALK TIME ANALYSIS

A 5-, 10- and 15-minute walk time analysis for park access in Parkville is shown in Figure 2.73. A walk time analysis for public facilities only did reveal some deficits within the residential areas of Parkville. To account for the effective park walkability access for residents living in gated communities or around the National Golf Course of Kansas City neighborhood, the walk time analysis included both public and private recreation facilities. Much of the residential parts of Parkville have walkable park access. Commercial areas along Highway 45 are not currently walkable to parks so any redevelopment should include some sort of green space component and sidewalk / trail expansion to provide access to park and green space.

Figure 2.73 *Walk-Time Analysis for Parks, Parkville, Missouri (2020)*



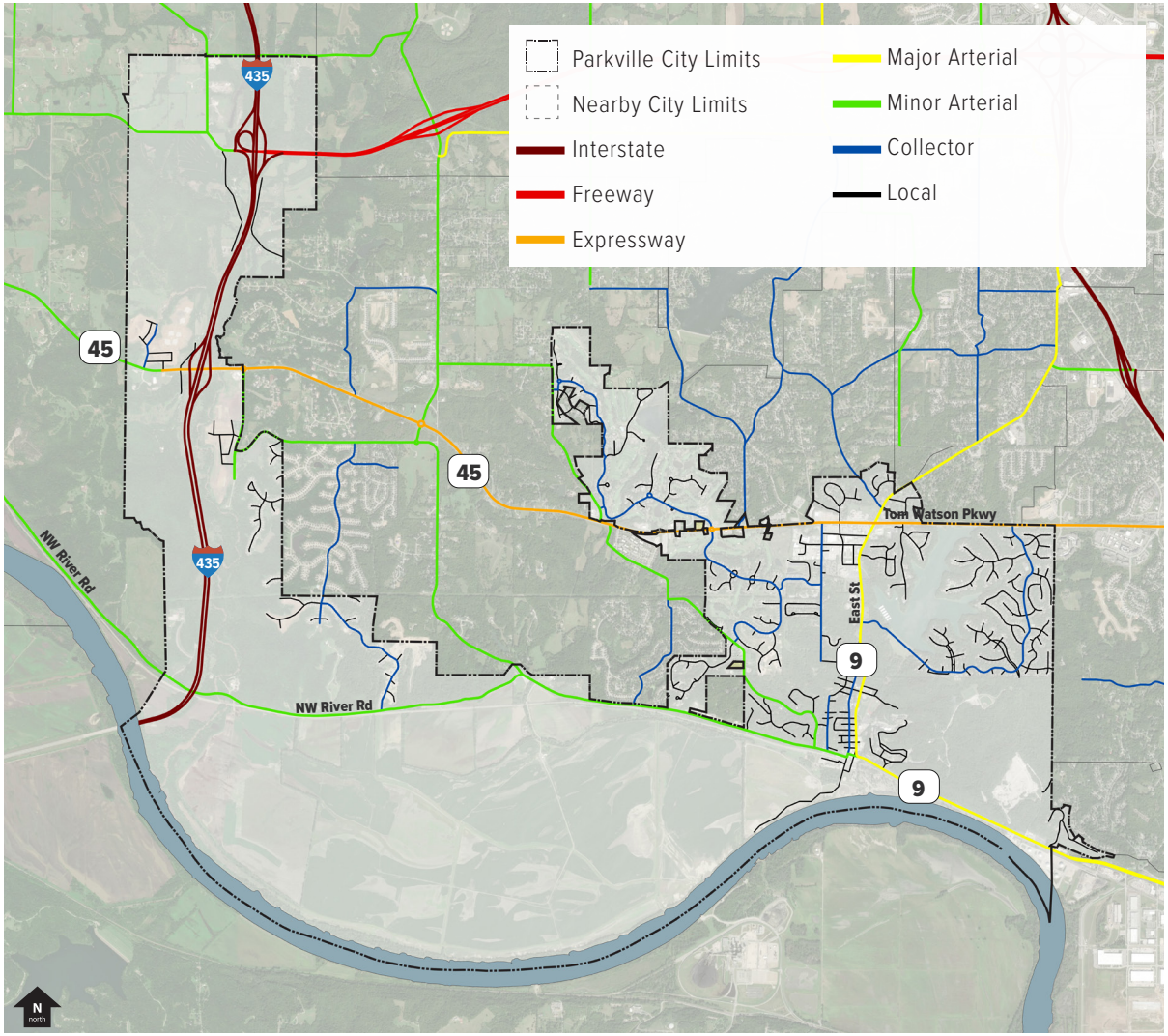
TRANSPORTATION CONDITIONS

The community's economic and social systems depend on the ability to transport people and goods. Long-range planning helps ensure the transportation network is able to meet existing transportation needs, expand efficiently to manage future growth, and remain consistent with the Land Use Plan.

Roadways

Parkville is served by a network of roadways that are generally bordered by two major Interstate highways to the east (I-29) and west (I-435) of the community. Each roadway is identified by functional classification, which is based on the type of land uses and level of traffic movement the roadway is intended to serve. Roadway classifications outline the right-of-way and design standards to aid in construction. The City of Parkville currently uses APWA standards for roadway design, but context appropriate decisions may be needed based on the community's character and topography. Due to the unique shape of the city limits, coordination with adjacent jurisdictions, such as Platte County and the City of Kansas City, Missouri, is critical to providing connectivity and consistency for users.

Figure 2.74 *Existing Roadways Map*



EXISTING TRANSPORTATION CONDITIONS

The functional classification hierarchy for Parkville includes interstate, expressway, major arterial, minor arterial, collector, and local roadways. Characteristics that generally define the functional classification of roadways encompass connectivity, number of travel lanes, traffic volume, speed, and degree of access.

Interstate
A multi-lane roadway intended to accommodate high traffic volume between major destinations at high speeds with no at-grade direct access for adjoining land uses.

Photo Example A *: I-435*

Expressway
A multi-lane roadway intended to accommodate high traffic volume between regional destinations at moderate to high speeds with limited at-grade access for adjoining land uses.

Photo Example B *: 45 Highway*

Major Arterial
A multi-lane roadway intended to accommodate high traffic volume at moderate speeds with at-grade access for adjoining land uses.

Photo Example C *: 9 Highway*









EXISTING TRANSPORTATION CONDITIONS

Minor Arterial
A 2-3 lane roadway intended to accommodate moderate traffic volume at lower speeds with more context-sensitive design to the surrounding area and topography.

Photo Example **D** *: Brink-Meyer Road*

Collector
A 2-3 lane roadway intended to accommodate low traffic volume at low speeds.

Photo Example **E** *: Riss Lake Drive/Lakeview Drive*

Local
A 2-lane roadway intended to accommodate low traffic volume at low speeds while providing direct access to abutting properties.

Photo Example **F** *: River Hills Drive*







EXISTING TRANSPORTATION CONDITIONS

Roadways with lower functional classification tend to provide an environment that is considered more bicycle and pedestrian friendly due to lower traffic volumes, lower speeds, and shorter crossing distances. However, multimodal accommodations, with varying facility types based on corridor characteristics, should be emphasized on nearly all roadway classifications to emphasize a Complete Streets approach. Bicycle and pedestrian facilities are key elements to ensuring that major transportation corridors are not barriers to multimodal connectivity in the community.

Classification	Connectivity	Lanes	Traffic Volume	Speed	Access
Interstate	High	4+ Lanes	High	High	Low
Expressway	High	4+ Lanes	High	High	Low
Major Arterial	High	4+ Lanes	High	Moderate	Moderate
Minor Arterial	Moderate	2-3 Lanes	Moderate	Low	Moderate
Collector	Low	2-3 Lanes	Moderate	Low	Moderate
Local	Low	2 Lanes	Low	Low	High

Source: TransSystems

Figure 2.75 *Functional Classification Summary*







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Section

3 OUR VOICE

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III. COMMUNITY SURVEY..... 83

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OUR VOICE

PUBLIC ENGAGEMENT OVERVIEW

Public engagement is a vitally important element in the master planning process. The Parkville 2040 Master Plan incorporated a variety of effective and innovative public engagement methods designed to provide ample opportunities for residents, business owners, and city leaders to give their input on the long-term vision for Parkville. The Kick-off meeting with the steering committee was held in person but due to safety restrictions associated with COVID-19, all of the proceeding steering committee meetings and meetings with the public were held virtually. The vast majority of public engagement activities and opportunities for the public to provide feedback remained intact through the use of an interactive project website. This website was advertised throughout the community through the use of yard signs in public parks and spaces, social media posts and advertisements on the Parkville city website. The website allowed for continued and sustained public engagement and for the planning team to obtain the same valuable feedback that would have otherwise been gathered through in-person meetings and workshops. The details and results from the website will be discussed later on in this section.

The Parkville 2040 Master Plan was developed with the results of the public engagement process as the cornerstone for the overall vision. The consensus from the public helped craft the goals, policies and action items which will ultimately guide the implementation of this plan over the next 20 years.

MASTER PLAN ADVISORY COMMITTEE

The Parkville 2040 Master Plan utilized a Master Plan Advisory Committee to assist in the development and review of the plan. This committee was composed of elected and appointed officials as well as key city staff that worked closely with the planning consultants throughout the process. As the local experts of Parkville, the consultants relied on and valued the input and opinions of the committee members and the development of this plan would not have been possible with their coordination and support.



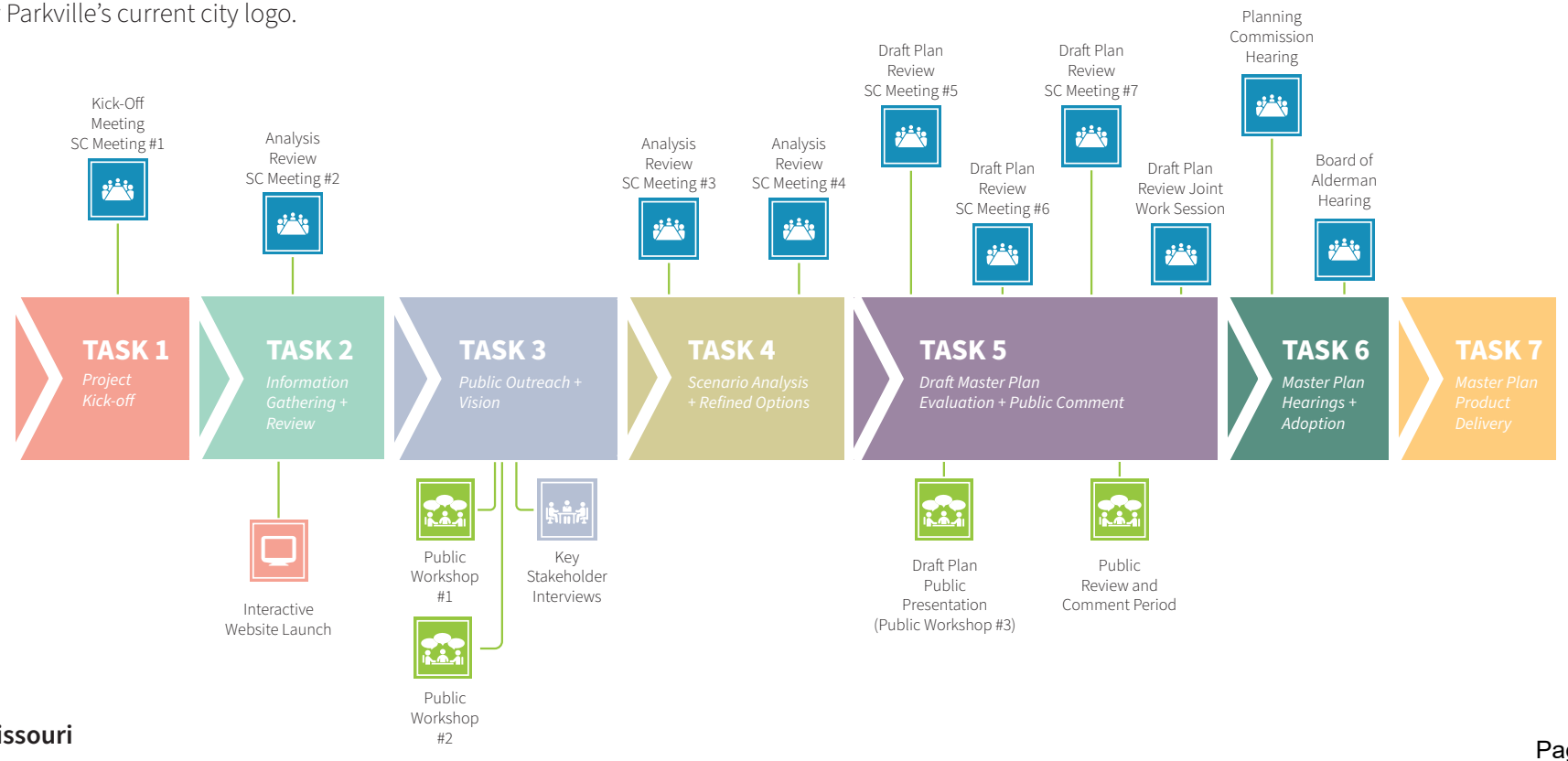
COMMUNICATION PLAN AND PROJECT BRANDING

Early in the planning process, a communication strategy was developed between the advisory committee and the planning team. The Communication Plan identified the appropriate meeting types and dates, key stakeholders for the consultant team to meet with, and helped identify possible themes and questions for the community survey. The master plan update was also given a branding and identification: Parkville 2040 Master Plan, to help create a recognizable identity for the project. The logo and the color scheme were inspired by Parkville's current city logo.

COMMUNITY ENGAGEMENT PROCESS AND SCHEDULE

Below is a simplified public engagement schedule. The top half displays the meetings with the steering committee and Joint Workshops with the Planning Commission and Board of Alderman. The lower half shows public meetings / engagements and the public approval hearings.

PARKVILLE
Master Plan
Planning Parkville for 2040



OUR VOICE

KEY STAKEHOLDER INTERVIEWS

One of the most valuable engagement exercises used in the development of this master plan was the completion of key stakeholder interviews. Members of the planning team met virtually with individuals from the community that represented a wide variety of residents, business owners, school officials and city leaders. The small group setting helps provide a safe and open dialogue where participants are able to speak freely about any strengths, weaknesses, opportunities and challenges facing Parkville both currently and in the years to come. The feedback gained through these interviews were critical in the consultant team's understanding of the Parkville community.

Groups represented in the key stakeholder interviews include:

- Business owners
- Local developers
- City officials / staff
- Parkville residents
- Park University
- Parkhill School District
- Local faith communities

KEY TAKEAWAYS / THEMES

Following the key stakeholder interviews, a set of themes was developed based on the feedback received. Input collected related to one of the following themes; Downtown, the railroad, growth and development, housing, parks and recreation, infrastructure and services, transportation and corridors, Parkville reputation / branding and issues around quality of life. The following pages will list the positive and negative comments associated with each of these themes as well as the opportunities and challenges discussed for each.

Downtown Parkville

Positive

- Main St / Downtown is great
- Keep the quaintness
- Locally owned shops
- Great events Downtown
- Historic character is an asset
- Downtown is a strength in Parkville
- Farmers Market is cool
- Seems like small river town
- Events draw people from all over the metro

Negative

- Area south of tracks –not doing well
- Downtown CID and city are not on the same page
- No student-oriented retail / services
- Disconnect between Downtown and everywhere else
- Not enough parking near shops
- City has not invested in Downtown
- Downtown not getting the traffic to support retail

Opportunities

- Grow fun boutique businesses and restaurants
- Need walkable mix of social activities / businesses
- Add residential south of the tracks
- Retain character of Downtown and encourage new development
- Need more bars
- Student / boomer housing
- Pedestrian zone during events
- Boutique hotel
- More events / programming

Challenges

- Keep chain stores out
- Parking and traffic flow
- Traffic bottlenecks at Main and Hwy 9
- Retail is probably not as viable now
- First floor retail requirements
- Keeping Downtown vibrant
- Fix disconnect between City and CID
- Flood plain
- Businesses need to work together

KEY TAKEAWAYS / THEMES

Railroad

Positive

- Trains aren't really a problem –people are used to them

Negative

- Stop the train horns
- Rail line relocation was not supported by the community because of the impact to English Landing Park
- Train noises during downtown activities

Opportunities

- Relocate tracks south of Downtown
- Quiet Zone

Challenges

- Train noises impact on any proposed housing

Growth and Development

Positive

- Slow growth is good
- City good to work with
- A lot of exciting new development
- City works to "roll out the red carpet" for developers
- Attractive to new residential developments

Negative

- Too many big chain stores
- Creekside is too dense
- Don't want industrial land use
- Parkville has a bad reputation for development support
- Be careful on too many incentives

Opportunities

- Keep out national chains and encourage locally-owned businesses
- Need to keep commercial and industrial tax base
- Need local / entertainment retail and mix of housing
- Partner with Park University to be a part of the community planning process
- Strategic annexations
- Need jobs –not just housing
- Make new development experiential

Challenges

- Manage growth to remain small and quaint
- Don't turn Hwy 45 corridor into Hwy 152 in Liberty
- Topography is a challenge
- Keeping the charm of Parkville while continuing to grow
- Limiting rural development
- Be careful with too restrictive design standards

OUR VOICE

KEY TAKEAWAYS / THEMES

Housing

Positive

- Multi-family has been built around or near Parkville to meet demands
- Good values for housing

Negative

- Lack of housing choices
- Rental housing is not great
- Housing is too expensive

Opportunities

- Encourage housing for those looking to downsize
- Allow more dense apartment developments
- Need more affordable housing
- Need workforce housing
- Need student housing

Challenges

- Protect existing neighborhoods from new residential developments
- Encouraging young adults to stay in Parkville

Parks and Recreation

Positive

- People love the parks –don't change them
- Parks and nature preserves are an asset
- Parks and trails are great –should be expanded

Negative

- Missing water parks (spray grounds)
- Pocket Park –"$500k misunderstanding"

Opportunities

- Parks Master Plan needs to happen
- Make sure parks are more accessible to seniors
- Need more winter-time activities
- Encourage more events / programming

Challenges

- ½ cent sales tax –not enough to maintain all the parks –seeing decline

KEY TAKEAWAYS / THEMES

Infrastructure and Services

Positive

- City great with snow removal and street repair
- Good police dept.
- Love programs at the library and YMCA
- City "doing a lot with a very little"
- Elected officials have been supportive and listen

Negative

- City is financially strapped
- High turnover of staff
- Some maintenance issues

Opportunities

- New police station and public works facility on west side of Parkville?
- Smart City Plan
- Need new senior center
- Need to increase public works staff and funding as city grows
- Golf carts on highways
- Recycling Center

Challenges

- Everything is "specials"
  - Water Districts
  - Road District
  - Sewer District
  - Fire District
- One group can hold up process until everyone signs off
- City doesn't control water, fire and all of the sanitary
- Recruiting is difficult for police department

Transportation and Corridors

Positive

- Transportation Dept. tax brings in $350,000 for street improvements

Negative

- Thousand Oaks is a dangerous bus situation
- Sewer and sidewalk maintenance
- Need safe passages to school
- Lack of transit for lower-income residents
- Too much traffic on Hwy 9

Opportunities

- Need more bike lanes and traffic calming
- Need to mow / maintain highway medians
- Improve Hwy through Downtown
- Need sidewalks throughout and safe bus stops
- Add KCATA routes to Parkville

Challenges

- Don't expand Hwy 9 into a superhighway
- "Death Curve" –Hwy 9 at 1stStreet
- MODOT needs to take care of what they own -eyesore

OUR VOICE

KEY TAKEAWAYS / THEMES

Parkville Reputation and Branding

Positive

- Parkville is considered cool
- Easy to do business with
- School district is 11thmost diverse in Missouri
- Parkville has key assets that other communities do not
- Unique jewel of the Northland
- Has a great reputation

Negative

- Identity crisis –what are we?
- Parkville isn't really a college town
- No consensus on what Parkville wants to be
- Bad reputation for development

Opportunities

- Need to know the goals of the community
- Need to attract more visitors
- Need to better advertise Parkville
- Community for all Ages
- Work with Park University to strengthen the working relationship and brand the community / school

Challenges

- Identity crisis
- One size doesn't fit all
- Lots of people have not heard of Parkville

Quality of Life / Why Parkville

Positive

- School district
- Easy commute to Downtown KC
- Good quality of life
- Proximity to things within the metro
- Small in size
- Quasi-rural feel
- Good county services
- Parkville is unique
- Parks are an asset
- Quiet and peaceful

Negative

- Divide between new and old parts of town
- City staff can't afford to live in Parkville
- Rich / poor divide
- City not oriented to the future enough
- Tension between old and new

Opportunities

- Need to help low-income population have access to social services
- Take good care of what we already have
- Develop innovation campus - Park Hill School District
- Utilize Park University as a partner

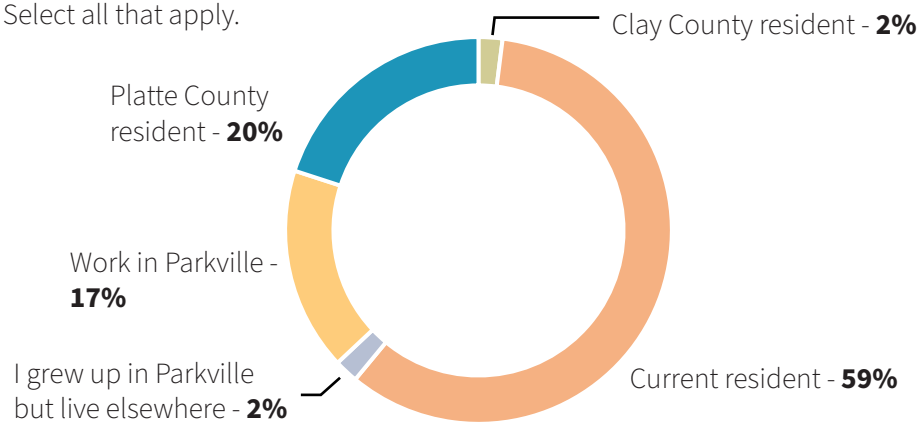
Challenges

- Gentrification of old town housing is possible

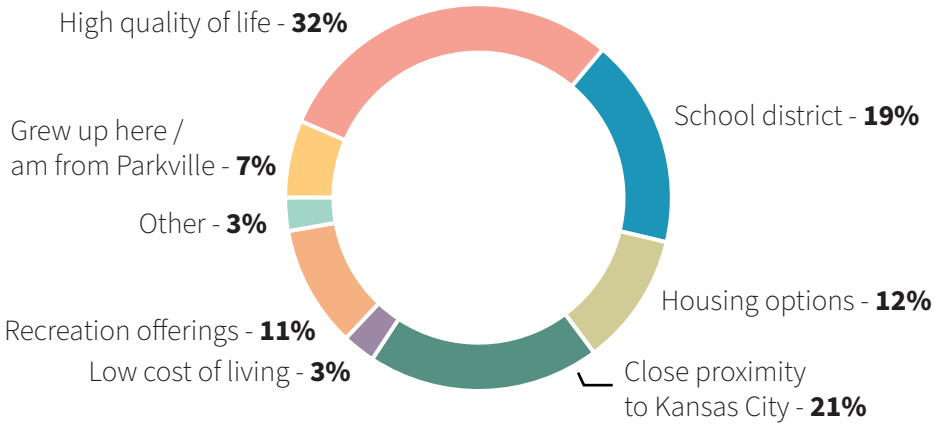
COMMUNITY SURVEY

Through the interactive engagement website, a survey was administered to the residents of Parkville. The survey titled, '2040 Parkville Master Plan General Themes Survey', allowed visitors to the website the opportunity to describe their relationship to the city of Parkville, express their views on the overall quality of life and indicate their feelings for needed improvements and amenities in the community. The results and main takeaways from this survey has been compiled on the following pages.

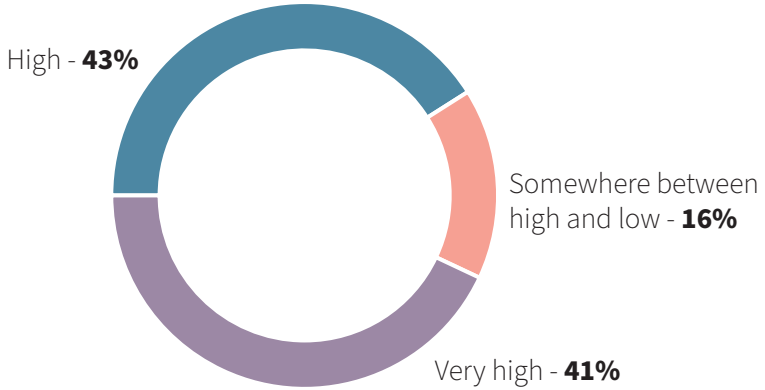
1. What is your current relationship to Parkville? Select all that apply.



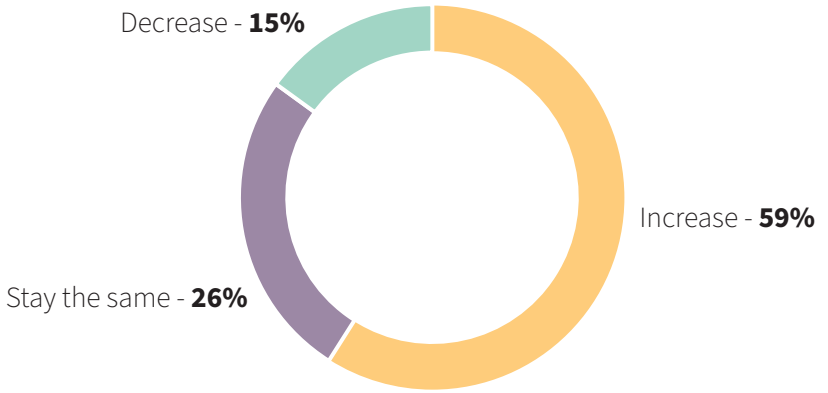
2. Which reason best describes why you live in Parkville? Select all that apply.



3. How would you rate the quality of life in Parkville?



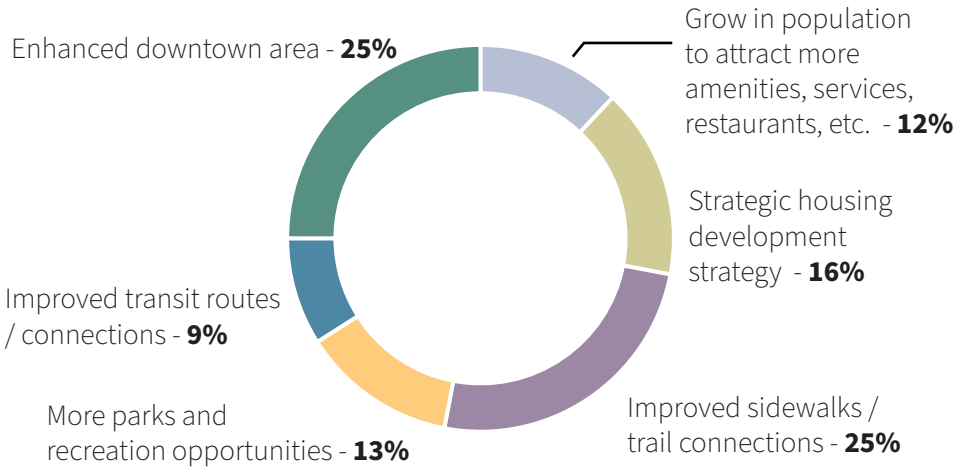
4. Over time, you expect the quality of life in Parkville to...



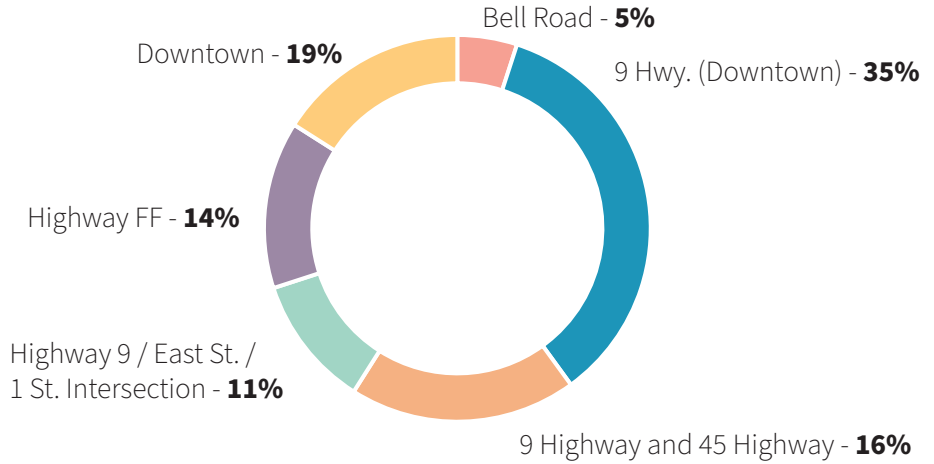
OUR VOICE

COMMUNITY SURVEY

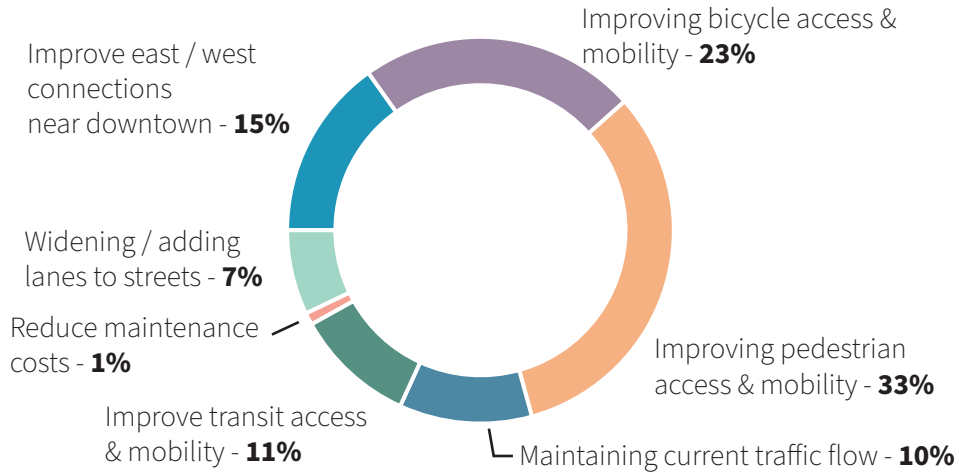
5. What actions would help improve the quality of life in Parkville? Select up to three responses.



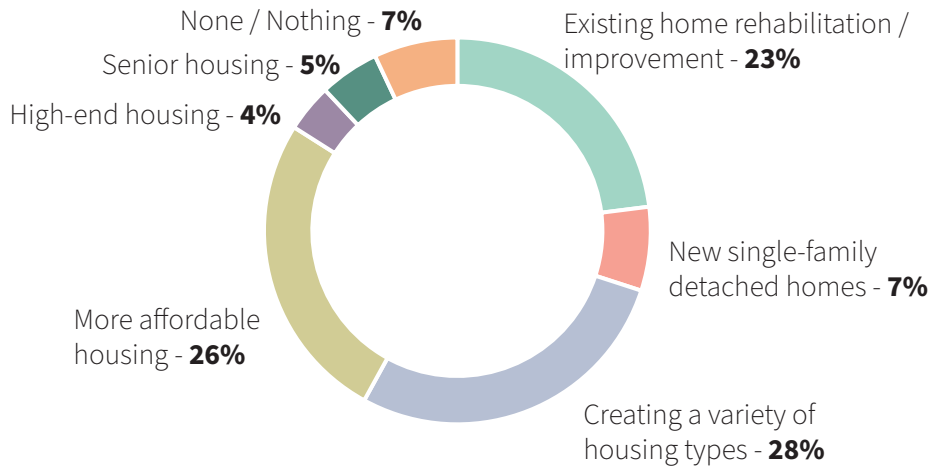
7. What areas / corridors of the city currently have issues with traffic / congestion?



6. What do you consider to be Parkville's most important transportation priorities?

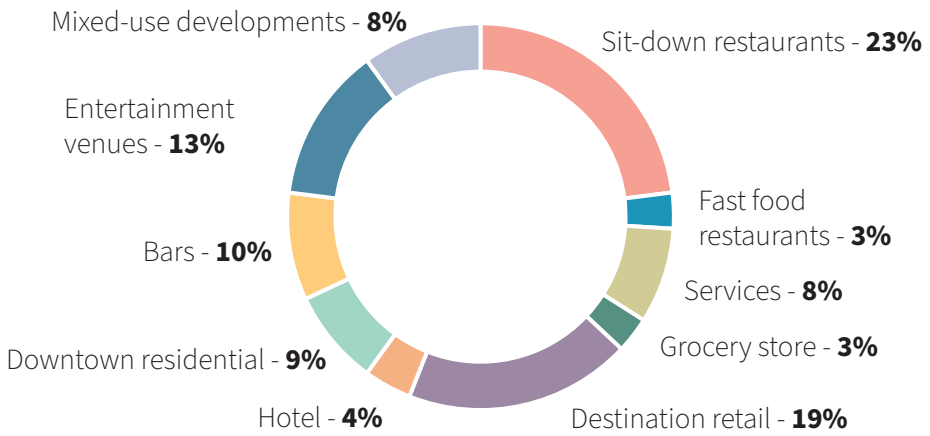


8. What do you consider to be Parkville's most important housing priority?

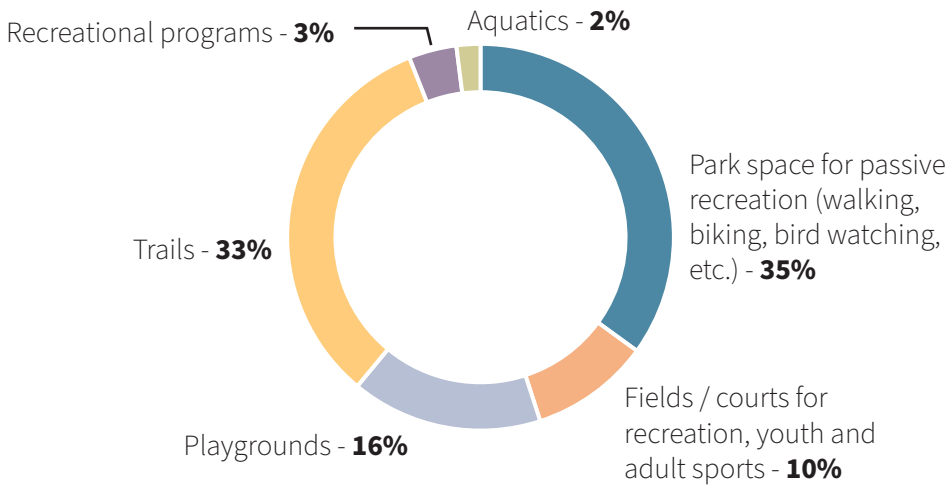


COMMUNITY SURVEY

9. What type of retail / commercial development is most needed in Parkville? Select up to three responses.



10. For a city the size of Parkville, what park and recreation amenities should be most prioritized? Select up to three responses.



GUIDING PRINCIPLES RANKING

Early on in the planning process, the steering committee and planning team developed a set of guiding principles. These principles are based off of the guiding principles from the 2009 Parkville Master Plan but have been tweaked and edited for the purposes of this plan. Additionally, a principle regarding housing has been added to the set.

Another engagement tool on the plan's interactive website, allowed participants to rank the guiding principles as a way to indicate their feelings for what the city's priorities and values should be for the next twenty years. The results of this ranking activity are shown below.

1st **Community Sustainability -** Build resiliency through decision-making that is respectful of our natural features, fiscally responsible for our residents and equitably distributed to meet the diverse needs of our community, now and in the future.

2nd **Environmental Stewardship -** Preserve and protect open space, clean air and water, and Parkville's natural features as it develops using methods that provide open space for recreation and natural stormwater management.

3rd **Housing -** Provide a mix of housing options and neighborhoods that meet the needs of a variety of age and income levels and creates a secure, welcoming sense of place.

4th **Transportation -** Provide a balanced transportation system that has a context sensitive design and promotes multi-modal connectivity to reduce overall reliance on the automobile.

5th **Community Character -** Maintain Parkville's identity as a progressive, forward-thinking community with a historic ambiance that values thoughtful community design and civic engagement.

6th **Civic and Open Spaces -** Provide a variety of civic / open spaces, connected through low-impact trails, that preserve the natural features of Parkville while allowing opportunities for active / passive recreation to promote health and wellness of residents.

7th **Integrated Land Uses -** Provide a thoughtful mix of vibrant neighborhoods, parks and greenspace, schools and civic institutions, and business and employment land uses connected through a multi-modal transportation system.

8th **Downtown Old-Town District -** Improve downtown through strategic investments in streetscapes, strengthened connectivity with the riverfront and surrounding neighborhoods, and through expanded downtown housing options to help businesses.

OUR VOICE

POSTCARD EXERCISES

At the kick-off meeting with the steering committee as well as on the interactive engagement website, the planning team provided postcards that encouraged residents of Parkville to think about their community in 2040 and write to a friend or loved one to describe why they should visit them in Parkville at that time. This activity is a fun way to get people to think hard about what they wish to see in their community and what makes it so great for them to live in and for others to come and visit.



Figure 3.00 *Parkville Postcards*

The postcard had the following phrase:

"Dear Friend/Family,
It is the year 2040 and you should visit me here in Parkville because..."

Below are a snapshot of the responses received from the postcard activity.

> *"This is the nicest little city you have ever seen. We have an adorable downtown, redeveloped riverfront with parks and activities, a lake, great schools, and a quality of life other areas can only dream of! We have spirit, the roads are great, and the community is really cohesive and friendly."*

> *"We have an adorable downtown with lots of cute shops and great restaurants. You can stay at our place if you want - it's a quick walk or bike ride to downtown. Or stay at one of the B+B's right in downtown. We'll meet you for brunch at the outdoor cafe, then hit the farmer's market. We can go to a wine tasting before the music festival - it will be an awesome weekend. Can't wait to see you!"*

> *"Our historic downtown is joined by the now historic commons development and there is a very awesome restaurant on the riverbank along with the other stores."*

> *"It is the crown jewel of the KC metro that balances economic growth with environmental preservation in a fiscally sound manner with an exceptional quality of life."*

> *"It is the most welcoming and inviting town. It has wonderful recreation opportunities, a lively downtown scene, and it values both the environment and inclusion; and it shows."*

OPPORTUNITIES AND CHALLENGES

Early on in the engagement process, the consultant team asked the steering committee members to brainstorm what they saw as the biggest opportunities and challenges for the city of Parkville. There answers were collected and formed into word clouds to get a better understanding of the major themes and ideas coming from this prompt.

Opportunities

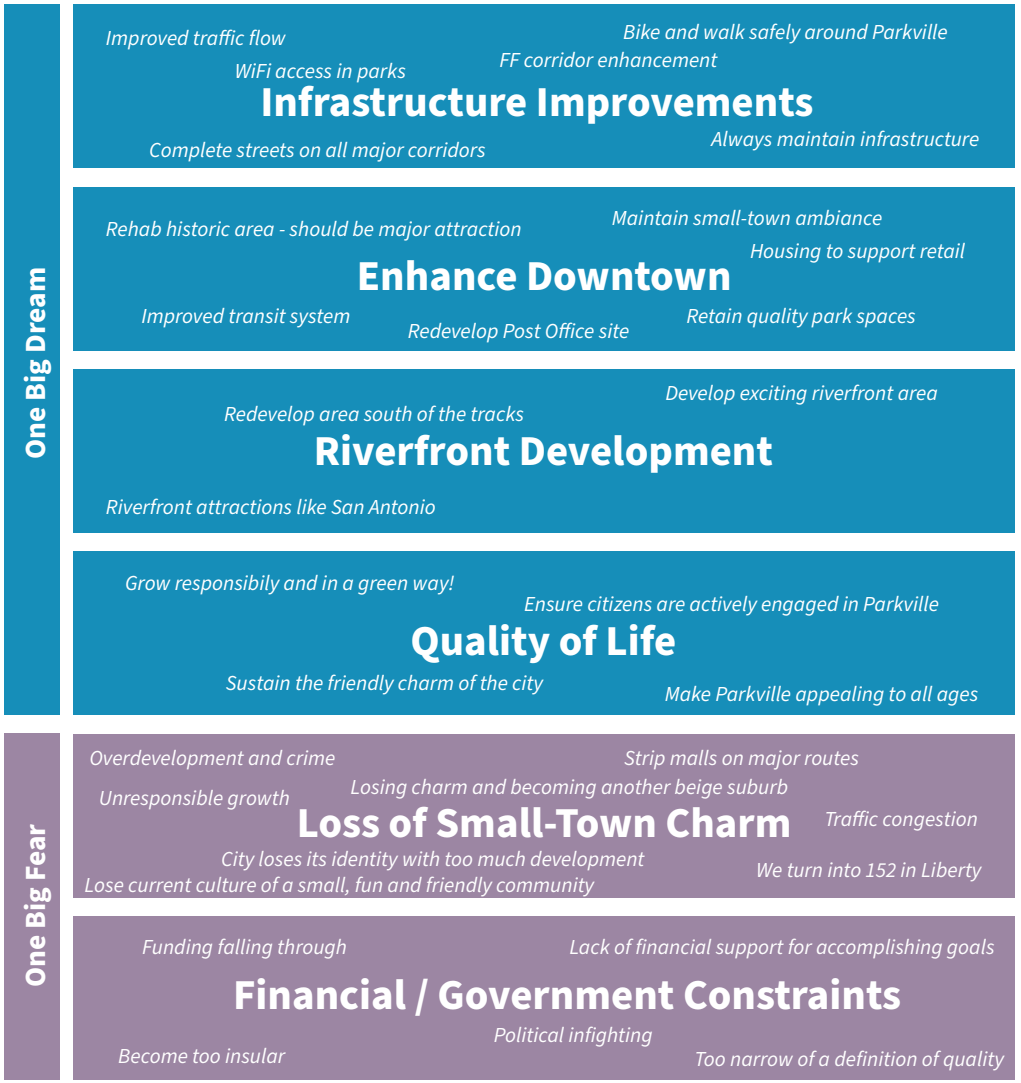


Challenges



ONE BIG DREAM AND FEAR

Additionally, the steering committee was encouraged to think about what they saw as their One Big Dream and One Big Fear for the community. The responses were categorized into the following themes below.



OUR VOICE

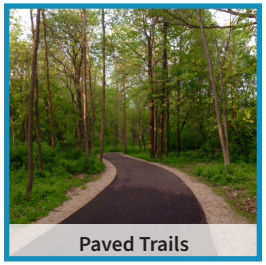
VISUAL PREFERENCING

To understand which types of land uses, development types and public amenities that are preferred in the City of Parkville, several visual preferencing exercises were conducted. Residents were able to select the types/style of housing, parks, downtown enhancements, and mixed-use developments they felt best fit the demand and character of the city. The following images are organized from most to least preferred for each of those categories.

Park Amenities


Botanical Garden


Performance Venue


Paved Trails


Multi-Purpose Path


Open Greenspace

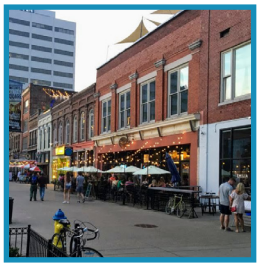

Water Feature


Playgrounds

Most Preferred ••••••

VISUAL PREFERENCING

Mixed-Use Developments










Most Preferred ····· *Neutral* ····· *Least Preferred*

Generally speaking, the top choices for mixed-use development display a more traditional architectural character while showing a range of densities and building heights. This demonstrates the openness to more-dense buildings if accompanied by proper site design treatments and doesn't take away from the existing character of the community. The more modern or contemporary images shown above were least preferred for this type of development.

Housing


Older Single-Family Detached Home


New Mid-Size Single-Family Detached Home


New Single-Family Detached Home


New Large Single-Family Detached Home


Townhouse / Rowhome



Condominium / Apartment Building


Garden Style (1-3 Stories) Apartment Building

Most Preferred ····· *Neutral* ····· *Least Preferred*


Quadraplex Multi-Family Home

Least Preferred

It was clear from the housing visual preferencing responses, that Parkville residents prefer single-family homes, whether they be older remodeled homes, new mid-size or large single-family homes. This is currently the predominant housing type in Parkville and in general, residents prefer it. Townhomes / rowhomes, condominiums / apartment buildings were more in the neutral range of images with garden style apartments and quadraplexes being the least preferred housing type.

VISUAL PREFERENCING

Downtown Enhancements







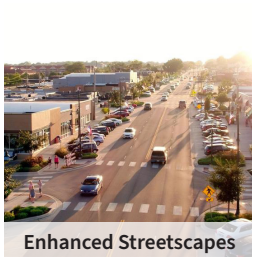








Most Preferred ····· *Neutral* ·····











····· *Least Preferred*

The downtown enhancement visual preferences provided a range of options for Parkville residents to consider when thinking about making large and/or small improvements to their downtown public areas. Outdoor seating and plaza spaces was the highest rank amenity indicated. These features speak to the character of the downtown and having the ability to spend an extended period of time within the district. The two following preferred options, planters & lighting and building facade improvements, are cost effective ways to enhance the overall aesthetic and placemaking qualities of downtown. Street trees are also a high-ranking element that would add to the quality of life of downtown Parkville and help soften the primarily hard-scaped area. Other elements include bike amenities, public art and enhanced streetscapes.

Parking structures received the fewest votes. While parking is an important component to residents, visitors and business owners, there was the general consensus that having a large parking structure would likely take away from the character of downtown Parkville. Other options for maintaining and enhancing parking and the location of parking should be examined.

VISUAL PREFERENCING - PUBLIC WORKSHOP

A second series of visual preferencing was conducted during the virtual public workshop on February 8, 2021 using an interactive, real-time polling tool. This version of visual preferencing offered multiple images under a singular type of development which gave people the opportunity to select their preferred character versus scale or type of development. For this activity, participants to the workshop were presented with the following categories: Single-family residential, patio homes, rowhouses / townhomes, multi-story apartments / condos, commercial pad sites, small commercial centers, large commercial centers and mixed-use developments. The results of this activity are found below.

Residential Development - *Single-Family*



The single-family home that was preferred the most reflects the use of high-quality materials and deemphasizes the garage as a prominent feature of the home. This image was the overwhelmingly preferred image with the other three images receiving similar quantities of votes.

Residential Development - *Rowhouse / Townhome*



An existing townhome in Parkville was the most preferred option for the rowhouse / townhome category. This may reflect the familiarity with this particular project but the second highest image reflects a more pedestrian-oriented and slightly more modern style.

Residential Development - *Patio Home*



The patio home style that was most preferred again reflects the use of high-quality materials and even though the garage remains prominent, which is typical with this type of housing, it is well incorporated into the overall design of the home. The two least preferred options have a simpler design aesthetic and more prominent garages.

Residential Development - *Multi-Story Apartment / Condo*



Multi-story apartments and condos with high quality materials and that aren't too tall were the most preferred options here. Notably, the picture on the left shows ample greenery around the base of the building which could be an additional reason this photo was selected. Option 4, the least preferred, shows a more modern facade.

VISUAL PREFERENCING - PUBLIC WORKSHOP

Commercial Development - *Retail Pad Site*



Retail pad sites with high quality materials and outdoor amenities such as seating areas were the most preferred. Materials such as a variety of bricks and building details like awnings and canopies are other notable features of the most preferred images.

Commercial Development - *Small Commercial Center*



The most preferred small commercial center once again shows high-quality materials and ample landscaping incorporated into the design. The top image also shows a walkable environment with good architectural details like dormers, awnings and cornices. The least preferred images reflect a more typical small commercial center with prominent parking lots and very little detailing on the facades of the buildings.

Commercial Development - *Large Commercial Center*



For large commercial centers, members of the steering committee preferred store facades with ample glass and architectural detailing. It is worth nothing for this category, there were several comments regarding none of these images as the preferred option, indicating that large commercial centers in general are not a preferred development type in Parkville.

Mixed-Use Development



Medium-scaled mixed-use developments with facade treatments that enhance the streetscape environment was the most preferred image in this category. Landscaping incorporated into the streetscape is also an important feature of this image. The least preferred images demonstrate a larger-scale building.

INTERACTIVE MAPPING - EXISTING CONDITIONS

Visitors to the public engagement website were able to leave comments regarding the existing conditions within the City of Parkville. Comment types included:

Love This!

Ideas

Transportation Issue / Idea

Needs Work

I want to walk/ bike here

Stormwater Issue / Idea

I live here

Questions

Over 130 comments provided a clear picture of how residents feel about certain physical aspects of their community. Comments related to a wide variety of elements in Parkville with most relating to:

- Trail and pedestrian/bike path connections
- Downtown Improvements
- Parkville's unique character
- City Amenities

These themes will be discussed on the following pages.

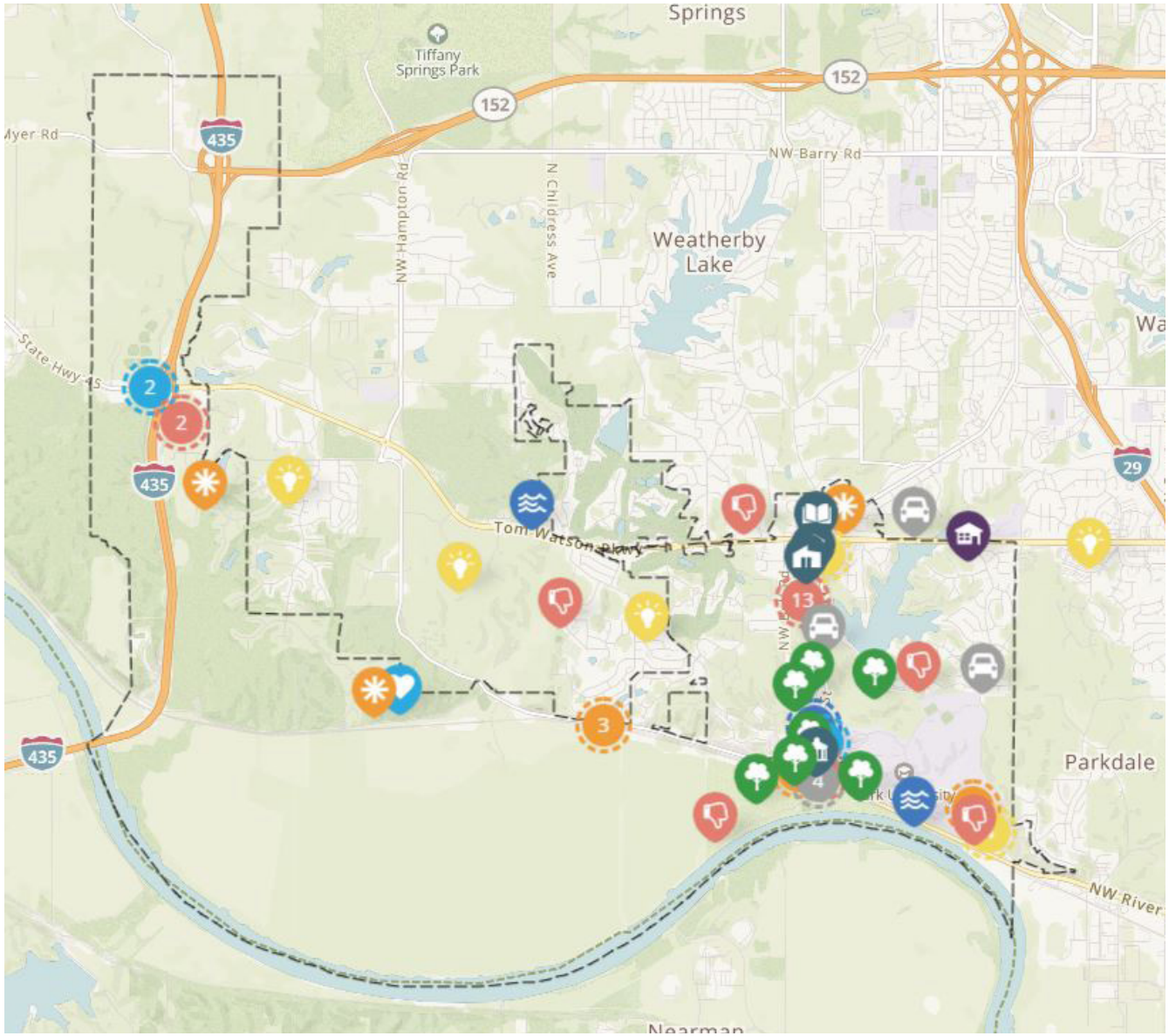


Figure 3.01 *Interactive mapping comments*

OUR VOICE

INTERACTIVE MAPPING - EXISTING CONDITIONS

City Amenities

Love This!

- The baseball complex west of I-435 on Hwy. 45 is outstanding and has been bringing in tournaments and visitors from throughout the Midwest. More sales tax revenue that likely would have gone elsewhere.
- The nature sanctuary is a Parkville highlight and should be protected for years to come.
- The Farmers Market is a fantastic amenity in Downtown.
- The Waddell truss bridge is a wonderful historic item that was added to English Landing Park. Truss bridges are rapidly being destroyed and lost, so I encourage the preservation and reuse of old structures into parks whenever possible! J.A.L. Waddell would be proud of this.
- Really love all the recent enhancements to Platte Landing Park-- the dog park shade structures, the additional trees planted along the path, and the wetlands project make me happy to see my tax dollars used in this way. This is a Parkville highlight.

Needs Work

- Love English Landing Park, but the signage is outdated and tired. It's probably the least important thing on this map, but I'd love to see an update to the signage for the various parks in Parkville.
- Childrens playground should be improved in English Landing Park, modern rope playgrounds such as those at Penguin Park or Roanoke Park are the future.

Ideas

- We just visited Homer Lake in Champaign, IL and they have a wonderful "nature playscape" for kids to explore. It would be nice to have something like that in the center of one of the park trails.
- There should be no lighting on the fields in Platte Landing Park and games should be over no later than sundown or before 9 p.m. This would lessen the negative impacts on Bluffs residents.
- Provide additional seating in spots along the trail in Platte Landing Park.
- Another vehicular access into Platte Landing Park for the west side that that includes access to downtown south of the railroad tracks. With improvements to East Street this could lead to a reduction of east and west congestion.
- No lighted ball fields; they are incompatible with the wetland habitat just installed in the park and are damaging to wildlife. Any future lighted ball fields must to be turned off 1 hour after sundown throughout the year.
- Plant more trees along the northern trail loop to provide needed shade and as a buffer between the railroad tracks.
- Pocket Park is underutilized and should be a great draw for residents and tourists alike if a dynamic and diverse calendar of events were the norm. Music acts, performers, artist exhibits, family friendly events, etc. would draw even more tourism.
- Would love to see a specific use for Bruce R. Watkins Park, maybe as a community garden or a playground?

INTERACTIVE MAPPING - EXISTING CONDITIONS

City Amenities (cont.)

Ideas

- The green space provided by the Nature Sanctuary is obviously very well liked based on how many people are using it. It would seem that with such emphasis that has been placed on development in Platte County, the public green space in Platte County is rapidly becoming too small for the volume of people using it. Green space greatly adds to the value and enjoyment of a community, and preferably should be available for all to use as part of a connected regional park system.
- I love the landscaping by the clock tower! Maybe some of our local landscaping companies can adopt various spots around Parkville and contribute to the city's beauty through landscaping.
- Great location for an additional pedestrian bridge across Rush Creek that could connect the trails in Platte Landing with the shops and parking lot of English Landing Center. The bridge could be a salvaged historical truss bridge similar to what was done with the Waddell Bridge preservation project.

Questions

- The lot at the corner of Main St. and W. 2nd St. is for sale - will it become more commercial property in the future?
- What should happen to the former water department site?
- It appears this lot is for sale - should it become more commercial?

INTERACTIVE MAPPING - EXISTING CONDITIONS

Trail and pedestrian/bike path connections

Love This!

- The sanctuary trail and the waterfall are highlights of the Parkville Nature Sanctuary.
- Trail system is excellent and should be maintained.
- Love walking this trail all along the riverfront.

Needs Work

- Some walking trails are overgrown and unkempt.
- I enjoy walking along trails in parks with undisturbed areas as much as possible adjacent to the trails. When the water intake was recently constructed near here (Platte Landing Park along riverfront), rather than incorporating/modifying the existing trail to be used as part of the access to the water facility, a separate gravel path was constructed adjacent to the existing trail. Now there are two paths right next to each other that must be maintained. This should have been a single path/road serving both purposes.
- Connect the riverfront trail to Riverside.
- Sidewalk at East 1st and 1st Street is crumbling.
- Please reinstall the plaque for George S. Park.
- Need additional safety measures to protect pedestrian crossings over Hwy. 9 near east side downtown gateways.
- Sidewalks needed along Bell Road.
- Shoulders are needed on Eastside Drive for walking and bicycling.

Ideas

- 9 Hwy. should be wider to provide more bike and walking trails to get to English Landing Park.
- Add sidewalks along NW Lakeview Drive into Riss Lake neighborhood.
- Add sidewalks and bike lanes along Hwy. 9 north of downtown.
- All existing city streets should have sidewalks prior to any new tax financed development.
- Provide several loop pathways through the inner landscape area in Platte Landing Park to provide additional walking/biking options.
- It would be nice if one if the parks had a dedicated bike trail for families.

I want to walk/bike here

- It would be great if this connector trail (from English Landing Park north to Nature Sanctuary) was maintained--allowing passage from downtown to the nature sanctuary on foot.
- Coffey road should be open to biking, walking and be connected to the English Landing Park path.
- Would like to jog / bike along FF / NW River Road (west of Downtown).
- Westside of Parkville should be connected to downtown Parkville via bike paths or trails.
- I really like these walking/biking paths along 45. I just wish there was a safe connection to downtown.
- As a main road (Hwy 9), this could be improved by adding buffer between road and sidewalks or making sidewalk further away from roadway or wider to be safer.

INTERACTIVE MAPPING - EXISTING CONDITIONS

Downtown Improvements

Love This!

- The new arched precast concrete structure looks very nice here rather than the old culverts. My only comment for improvement on this project would have been to use balustrades for the railings, as they would look very aesthetic at this location in a park setting.
- The Farmers Market is a fantastic amenity in Downtown
- Love The Craig and would like to see some additional bar/restaurant options move into Downtown Parkville!
- Nice new office building - significant investment!

Needs Work

- The buildings need to be revamped, and the area cleaned up. The Antique shop looks great with the flowers it sells, but the other buildings are in need of repair and look abandoned at times. Maybe make an outdoor seating area or a small free outdoor music stage for musicians? String some lights across? People could bring chairs and listen to music. Invite local talent to play. Buildings like the Missouri American Water building and the vacant restaurant at S. Main St. and English Landing Drive need to be removed and/or the vacant land needs to be redeveloped.
- The intersection at Main and East 1st Street need work. It is hard to see when turning and there is a lot more traffic coming through here. It is even more dangerous for pedestrians during rush hour.
- The intersection at East Street and 1st Street has bottleneck issues and crumbling sidewalks that need to be addressed.

Ideas

- I don't think this area should be developed beyond what is already there which includes some commercial businesses along FF.
- Bauer & Associates building needs a severe face-lift or be torn down and a taller building put in its place. It is the first or second thing you see when you pull into Parkville and is one of the two buildings that frame the view of pocket park as you enter town. Ditto for the building just across the street.
- Post office building needs to come down. It is too close to the road and creates a pinch point both physically and visually to the Highway 9/East Street bend in the road. In addition, it is plain ugly.
- Post office needs updating but needs to remain in town.
- I wonder if, instead of giving tax incentives for new construction, we could incentivize businesses to move to and renovate our downtown.
- Please reinstall the plaque for George S. Park.
- Why isn't the city asking residents if they want a more densely redeveloped downtown? Are they afraid of the answer? I don't think that downtown Parkville has the infrastructure to support a lot of development (think two lane streets and limited parking). You could also lose the charm and quaintness that appeals to so many.

Questions

- Could the downtown area eventually attract a boutique hotel and apartments/ condos to help support retail and restaurants?
- Should something be done to improve the appearance (and use) of these buildings downtown?

OUR VOICE

INTERACTIVE MAPPING - EXISTING CONDITIONS

Parkville's Unique Character

Love This!

- This seems to be a well thought out plan. It retains the history and feel of our "town", and yet provides the improvements necessary to continue to enjoy the quaint feel. Parks, businesses/shops, sidewalks, safe family environment. These are important pieces included in this plan.
- The Waddell truss bridge is a wonderful historic item that was added to English Landing Park. Truss bridges are rapidly being destroyed and lost, so I encourage the preservation and reuse of old structures into parks whenever possible! J.A.L. Waddell would be proud of this.
- The nature sanctuary is a Parkville highlight and should be protected for years to come. The sanctuary trail and the waterfall are highlights of this amenity.
- Leave green space. Do not add town homes, condos or any housing at the entrance to Riss.
- Great plan. There are examples nearby, of the need to include business and density mix, within our City boundaries. Reliance on being a bedroom community alone will place our community in a difficult financial position in the future. This is a great plan.
- I love the older architecture of this campus! It helps make the area special and unique.
- Main Street America! Retain the small town feel of Parkville, not suburban sprawl.
- Main Street is very charming, love driving down it and looking at the historic houses.

Needs Work

- As a downtown resident, my family and I find it difficult to cope with the train noise. Any improvement on this front would be fantastic.
- The historic homes on the between 2nd and 3rd Street, and Main and East Street are not being maintained. I would love to see these re-clad with Hardie-board siding, new style-appropriate windows and painted historic colors. This could be a real post-card looking block.
- I heard condos were going up at the Riss Lake and Hwy 9 entrance. The beauty of the area will be completely lost, along with the property values. Most people bought in Riss Lake because it was a well-planned community with amazing natural beauty, in a small town with great proximity to downtown, the airport and highways. Since we moved 13 years ago the area is so much more commercialized. There is also a lot of multi-family housing, as well as 50+ housing already available. No need for more.
- Need a tree protection ordinance. Stop issuing land disturbance permits until a developer is actually ready to construct. Land disturbances left unattended for months to years destroys the natural beauty of Parkville (what's left) with negative environmental and stormwater impacts.

Ideas

- Keep the look and feel of downtown Parkville more historic. Even when new buildings are added they can be built in a traditional style. The unique architecture of Park U. + the old-world charm of the buildings on Main Street are a draw, not the new office building which looks out of place.
- The trains have been a part of Parkville since the 19th century. Residents and businesses are aware of the trains and their whistles when they locate here. By doing so, they are accepting this historic part of our community.

INTERACTIVE MAPPING - EXISTING CONDITIONS

Transportation

Love This!

- Glad to have better access to nature area. Will there be additional parking or multiple parking locations?

Needs Work

- Child pick up before and after school has traffic backed up to the stop lights at 45hwy & 9hwy. This section of 45 should be reconsidered for easier use for Graden & commuters using 45hwy during pick up/drop off times
- Need better traffic control along Tom Watson Parkway
- NW Bell Road needs a complete overhaul. It's very dangerous. There are so many hills, quite a bit of foot traffic, no curbs, and no sidewalks. Please curb and sidewalk Bell Road from 45 to at least Hamilton Street.

Questions

- Will there ever be public transit on Hwy 45 that can be connected to at I-29?

Ideas

- Don't extend vehicular or street connection south to 9 highway. Walking and biking connections are great though.
- Public transit in Parkville is non-existent except for school buses. I believe that a robust transit system is one of the best solutions to the ever-growing problem of auto congestion. However, if there is any hope of this ever happening there needs to be a regional embracement of all communities in the region to develop a system that can efficiently, safely and reliably get you anywhere in the region that you need to go.
- Another park access for the west side that includes access to downtown south of the railroad tracks. With improvements to East Street this could lead to a reduction of east and west congestion.
- Need more parking for downtown shopping.
- Another vehicular access into Platte Landing Park for the west side that that includes access to downtown south of the railroad tracks. With improvements to East Street this could lead to a reduction of east and west congestion.
- 9 hwy should be wider to provide more bike and walking trails to get to English Landing Park
- Coffey road should be open to Riss Lake. This would help alleviate traffic in downtown Parkville and allow Riss Lake residents quicker access to work in KC and school at PHS.
- Sidewalks needed throughout Walnut Creek Acres subdivision to ensure safety of neighbors and children.

INTERACTIVE MAPPING - EXISTING CONDITIONS

Transportation (Cont.)

Transportation Issue / Idea
▸ The intersection at E 1st Street and NW River Park Drive needs to be improved ▸ The intersection at W Mill Street and S Main Street is challenging for those of us west of downtown, either while trying to drive during rush hour, when there is a back up on Main street due to a train, or any major event going on downtown (parades, festivals, etc.). ▸ The intersection at Main Street and East Street needs to be improved - tough to see to the south when traveling northbound to turn out safely ▸ This intersection is challenging for those of us west of downtown, either while trying to drive during rush hour, when there is a back up on Main street due to a train, or any major event going on downtown (parades, festivals, etc.).Parking lots needed closer to the playground at English Landing. Or better pedestrian ways separate from the road bridge. Scary to get from the big parking lot to the playground with small kids. ▸ Parking lots needed closer to the playground at English Landing. Or better pedestrian ways separate from the road bridge. Scary to get from the big parking lot to the playground with small kids.

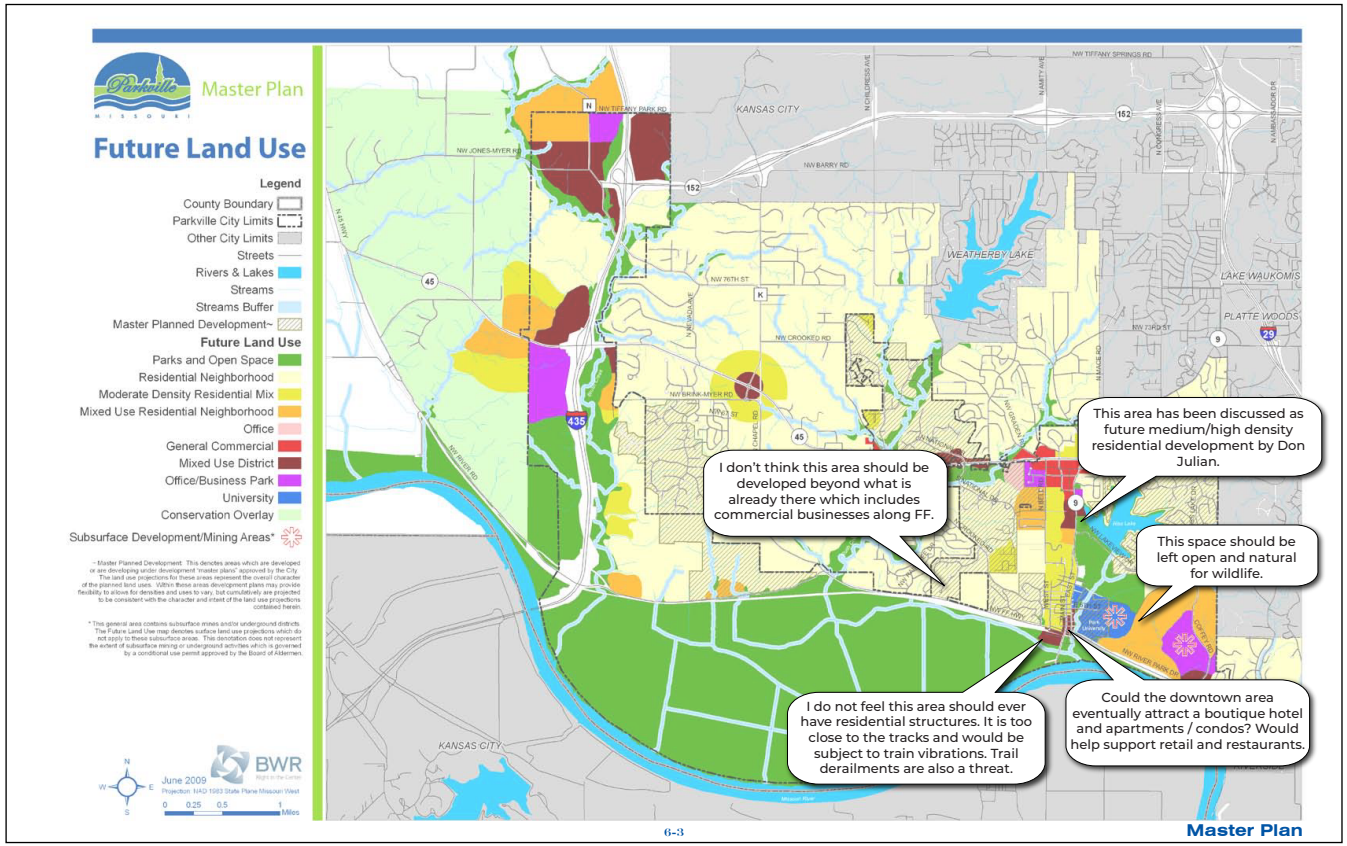
INTERACTIVE MAPPING - PREVIOUS PLANNING INITIATIVES

Participants were also asked to comment on specific previous planning efforts the City of Parkville initiated to understand if the concepts and ideas presented in those plans are still relevant and should be implemented by the city. Plans available for comment came from the 2009 Parkville Master Plan and included the Future Land Use Plan, the Annexation Priorities Plan, the Downtown Future Land Use Plan, the Downtown Sidewalk and Trail Improvements Plan and the Downtown Redevelopment and Infill Plan. Comments on these specific plans will be discussed later on in this chapter.

2020 Future Land Use Plan

As mentioned previously in this plan, visitors to the online interactive mapping activity also had the opportunity to view specific past planning initiatives and give any comments they felt were necessary to consider as the 2040 Master Plan was being developed.

The 2020 Future Land Use Plan was included in the 2009 Master Plan and reflects the future preferred land use from that time. Below are the comments received for this plan:



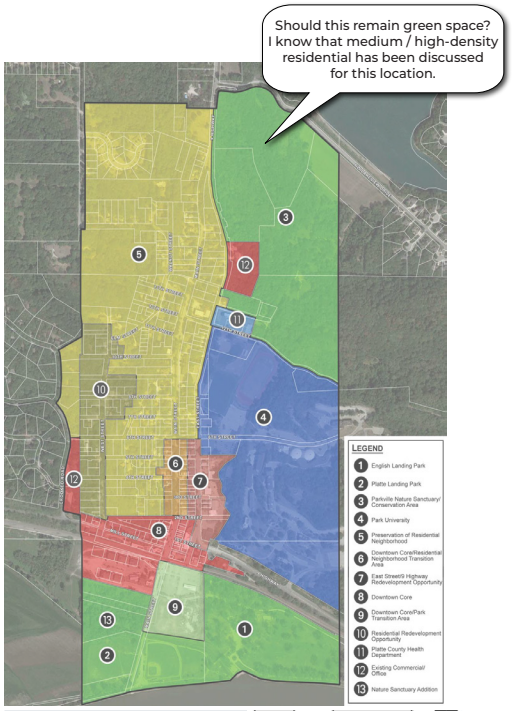
OUR VOICE

INTERACTIVE MAPPING - PREVIOUS PLANNING INITIATIVES

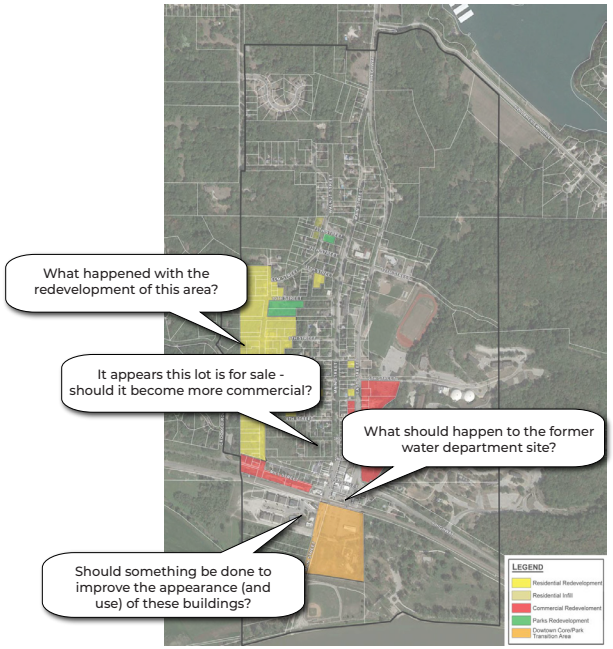
2020 Downtown Sidewalk and Trail Improvements Plan *(2009)*



2020 Downtown Future Land Use Plan *(2009)*



2020 Downtown Redevelopment and Infill Plan *(2009)*



KEY TAKEAWAYS

WHAT WE *LOVE* ABOUT PARKVILLE

- The **charm** and **character** of Parkville is very unique and is what makes the community special!
- **Downtown Parkville** is historic and full of locally-owned shops and a place we love spending time in!
- The **parks** and **nature preserves** in Parkville are amazing - they really show case the unique topography we have!
- Parkville has a really high **quality of life** and is conveniently located within the Kansas City metropolitan region.
- The pace of **development** in Parkville is good - not growing too fast to maintain the character of charm of the city.

WHAT WE ARE *CONCERNED* ABOUT IN PARKVILLE

- Parkville will become like Liberty with big box retail. Don't let the city develop too quickly.
- The current **housing** choices discourage a diverse, welcoming and equitable community.
- Concerned about the lack of **pedestrian / bicycle connections** throughout the community that are safe and comfortable.
- **Traffic** becomes unmanageable in Downtown and along 45 Highway.
- Worried that the unique **natural features** (topography, tree cover, etc.) will be lost to increased development.
- There needs to be better **connections** between Downtown and the riverfront parks!

WHAT WE *WOULD LIKE TO SEE* IN PARKVILLE

- Downtown **streetscape enhancements** that encourage walkability and spending an extended amount of time.
- **New housing options** that promote diversity, affordability and a wide range of ages and abilities.
- **Mixed-use** developments that are not too tall or high in density so as to not take away from Parkville's existing character
- Additional **pedestrian and bicycle** connections throughout Parkville - especially connecting the east and west sides of the city.
- Updated **park amenities** such as a performance venue, more trails, botanical gardens and multi-purpose paths.
- **Small-scale commercial** developments that have a high level of architectural character and detail.

Section

4 OUR PLAN

I. OUR PLAN OVERVIEW..... 106

II. FOCUS AREA 1 - COMMUNITY CHARACTER..... 108

III. FOCUS AREA 2 - SUSTAINABILITY AND THE ENVIRONMENT..... 128

IV. FOCUS AREA 3 - TRANSPORTATION AND INFRASTRUCTURE..... 148

V. FOCUS AREA 4 - STRATEGIC DEVELOPMENT..... 176

VI. FOCUS AREA 5 - GROWING WITH A PURPOSE..... 190

FOCUS AREAS

OUR PLAN OVERVIEW Section 4: Your Plan is composed of five main Focus Areas that address all the major components of the Master Plan. The Guiding Principles discussed in the introduction will be highlighted throughout this section as they relate to the various focus areas. These focus areas were developed with all of the public feedback and input taken into consideration.

1

Community Character

Community Character includes all those things that separate Parkville from other communities and make it distinct within the region.

2

Sustainability and the Environment

Sustainability and the Environment reviews the sensitive environmental areas that should be protected, identifies ways to be more sustainable and considers the role of parks in the community.

3

Transportation & Infrastructure

Transportation and infrastructure is the beating heart of a community that provide the needed connections, and services to residents and businesses.

4

Strategic Development

Strategic Development will meet the demands for housing and services in the community while also enhancing the overall character of Parkville.

5

Growing with a Purpose

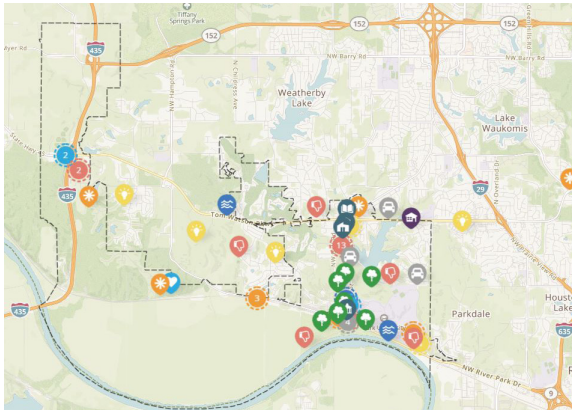
Growing with a Purpose covers the Future Land Use and Annexation Strategy for Parkville.


English Landing
PARK


Santa



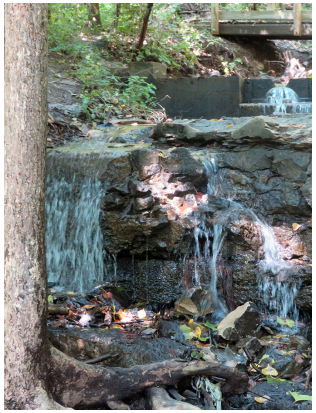


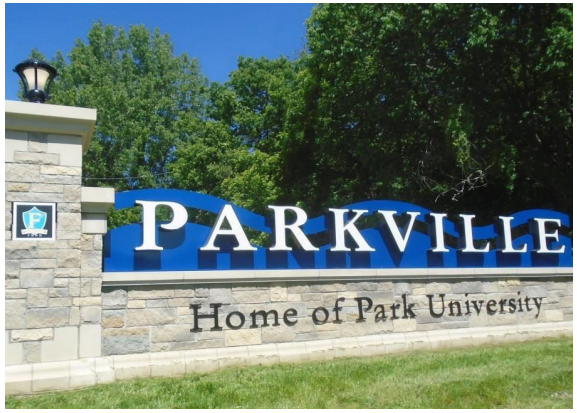

Weatherby Lake
Lake Waukomis
Parkdale
NW Barry Rd
NW River Park Dr










PARKVILLE
Home of Park University


PARKVILLE FARMERS' MARKET
LAST SAT. IN APRIL-OCTOBER • 7AM-NOON
WED. • MID JUNE-MID SEPT. • NOON-4PM

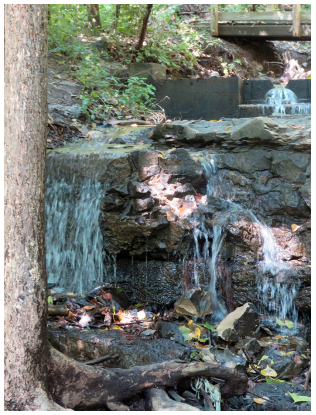


FOCUS AREA 1

COMMUNITY CHARACTER

Community Character includes all those things that separate Parkville from other communities and make it distinct within the region.

A community's character incorporates the brandable image and marketing efforts that help define a community which also includes perceptions from residents, visitors and outsiders. Parkville is known for its quaint and historic downtown, rolling topography, open green spaces and important commercial centers, all within close proximity to downtown Kansas City. The Community Character focus area will identify the major opportunities and challenges facing Parkville's character and identify strategies to preserve what is loved about the community balanced with the growth and continual enhancement of the various commercial centers, residential neighborhoods, key corridors and the downtown district.









COMMUNITY CHARACTER

RELATIONSHIP TO THE GUIDING PRINCIPLES

Community Character relates to all of the 2040 Guiding Principles. Most directly, it relates to the Community Character principle but each and every one of the principles shown to the right effect the overall character of the community. Integrated Land Uses determines the type of development that is appropriate throughout the city. Civic and Open Spaces add to the quality of life for Parkville residents and provide needed greenery and interaction with nature which is important to the health and wellness of citizens. Transportation is the network that links the community together and the scale and aesthetic quality of transportation corridors affect the character of Parkville.

The Downtown Old-District is the primary source of imagery and reputation for Parkville; in that sense preserving the existing character and allowing for appropriate new development is crucial when considering community character. As a predominantly single-family residential city, the addition of new types of Housing and the character of those units will play a role in the community character. Finally, Community Sustainability and Environmental Stewardship relate to the sustainable practices and policies that the city can implement which includes everything from stream and tree canopy preservation to the implementation of green infrastructure all of which relate to the community character.



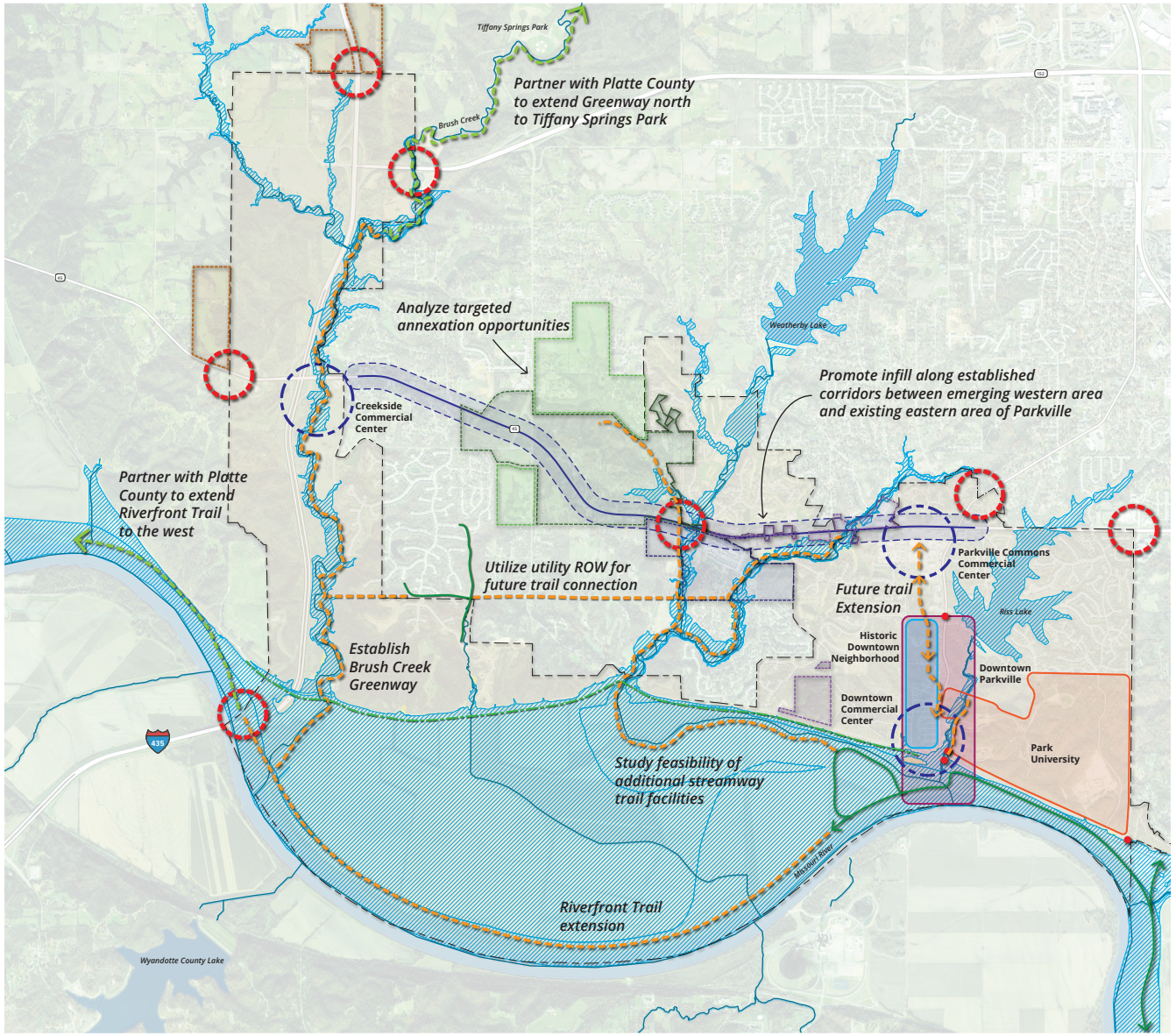
COMMUNITY CHARACTER

STRATEGIC OPPORTUNITIES 1.0

The Strategic Opportunities map and the items listed below represent the major Community Character strategic opportunities that correspond to physical and visual improvements within the city of Parkville.

- Enhance existing roadway corridors through streetscape improvements focusing on pedestrian and bicycle amenities and connectivity.
- Analyze targeted annexation opportunities to strengthen community connections along Highway 45 (see Section 5: Growing With A Purpose).
- Implement additional trailways to provide better connections from one side of Parkville to another, utilizing streamway and overhead utility ROW corridors for these amenities.
- Implement Major Gateways at major entrances into the community. Many comments received during the planning process indicated a lack of understanding of when you are actually within the city of Parkville or not. Gateway elements will assist in the overall identity and awareness of Parkville.

Figure 4.00 *Parkville Strategic Opportunities Map*



DOWNTOWN

Downtown Parkville is a highly valued district within the city and is often regarded as one of Parkville's greatest strengths and assets. Located along the rolling hillsides that slope down to the Missouri River, downtown Parkville is a recognizable area of the city that lends an identity of historic quaintness and charm. It's location along the banks of the Missouri River makes it unique within the immediate Kansas City metropolitan region as a river town that owes much of it's history and character to it's prominent location along one of the United State's most important waterways.

One of the major concerns with downtown Parkville today is the frequency of traffic congestion and dangerous road conditions for all different users. Highway FF and Highway 9 intersect in a confusing and confined area which has caused many crashes over the years. Additionally, convenient parking for customers is also a need for Main Street businesses as the angled parking along the corridor is often full and the nearest surface parking lots are located a distance away, near English Landing Park.

Currently, downtown Parkville is characterized by an abundance of small, locally-owned shops and restaurants. These establishments add to the charm and quaintness of the downtown district and are a source of pride for the community. The city should continue to support locally-owned businesses by listening to their concerns and working collaboratively to solve them as possible.

To further enhance the downtown area, the city should balance the needs of adjacent businesses while exploring enhancements to the streetscape to improve the areas available for pedestrian use. These enhancements could include exploring opportunities to widen existing sidewalks, define on-street parking areas at intersections with curb bump-outs to expand the pedestrian space, provide energy-efficient pedestrian and street lighting. replace existing concrete pavers with new pavement and decorative clay pavers, provide consistent site furnishings, introduce street trees and landscape enhancements for beautification and shade, and implement a historic/educational signage program for storytelling and as a strong placemaking element.

Park University is a major presence in downtown Parkville and represents another iconic element to the city that many people identify with. This important education institution could be better integrated into the fabric of downtown Parkville with more student-oriented services and retail opportunities. The city should continue working closely with the business owners and the university to collaborate in the creation of creative strategies that encourage interaction in ways that benefit all.

See the strategic opportunities map on the following page.

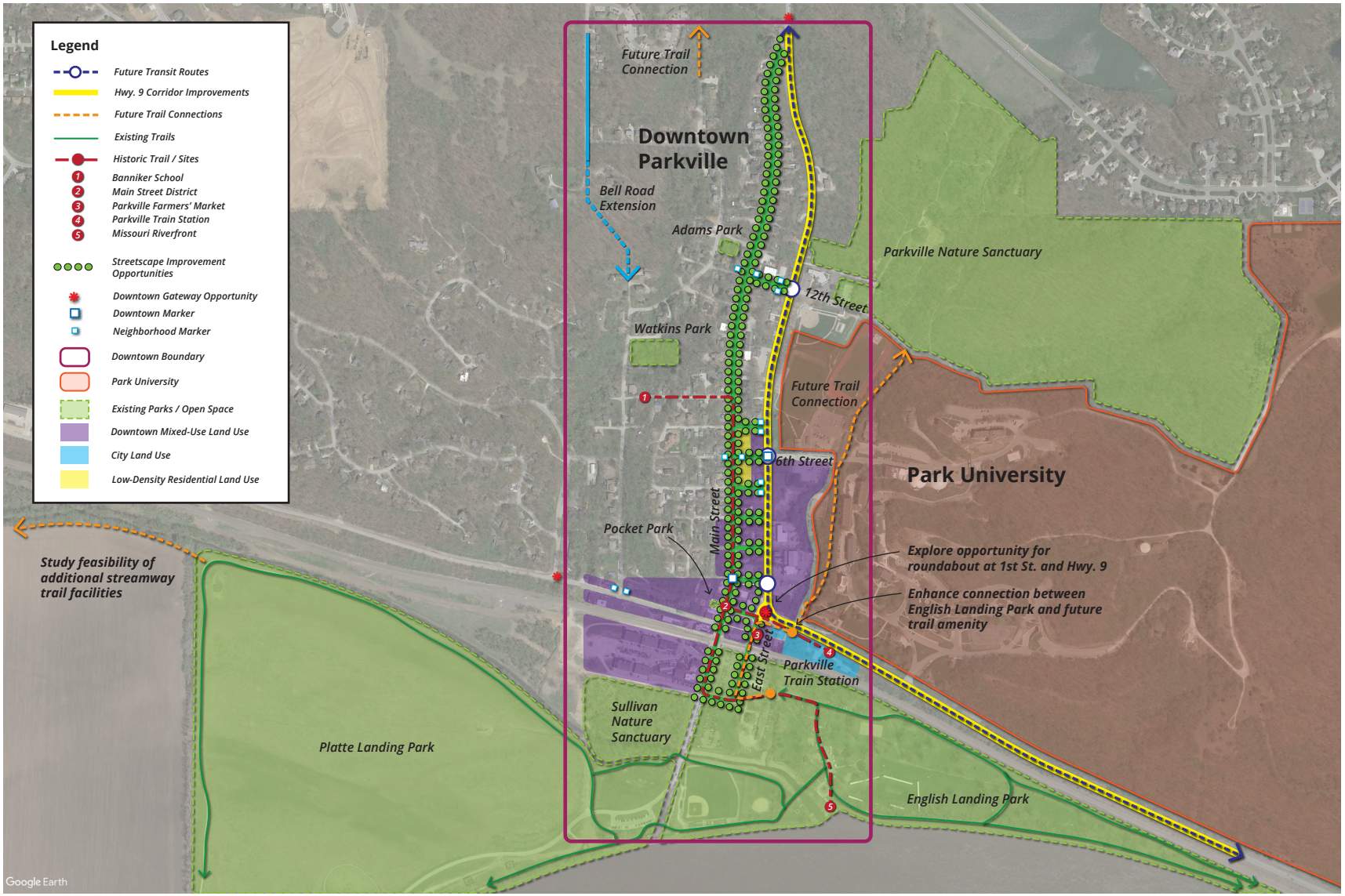






DOWNTOWN

Figure 4.01 *Downtown Strategic Opportunities Map*



DOWNTOWN

STRATEGIC OPPORTUNITIES 1.1

Much like the overall Community Character Strategic Opportunities Map, a similar approach was taken specific to Downtown Parkville based on all the feedback received from the community and city leaders. This exercise helped the planning team think holistically about the series of individual ideas, concerns, challenges and opportunities in Downtown Parkville.

- Implement improvements identified in the Highway 9 plan to include complete street components along this vital corridor.
- Continue to study the feasibility of bringing a transit line north along Highway 9 with the possibility of one or more transit stops located at key intersections. Additionally, the development of a transit hub in downtown Parkville should also be explored.
- Implement trail connection from Highway 9 - north, to 12th Street and Parkville Nature Sanctuary.
- Enhance trail connection from English Landing Park to future trail extension across Highway 9, ideally creating a highly-visible and safe pedestrian / bicycle crossing.
- Study the feasibility of developing an additional trail connection from Platte Landing Park along existing streamway corridor to points west of downtown.
- Implement a historic trail with placemaking elements throughout downtown Parkville to include wayfinding signage, informational signage and organized programming.
- Improve the Highway 9 / East Street / 1st Street intersection. Possibilities include a roundabout that could also serve as an enhanced gateway to downtown and a catalyst for redevelopment.
- Implement system of downtown and neighborhood markers as indicated on the downtown strategic opportunities map to add a sense of place and unique character to the historic downtown core.
- Streetscape improvements along Main Street and east/west connecting streets to Highway 9 should be implemented to enhance the pedestrian experience and should include amenities such as lighting, seating, landscaping, paving materials, wayfinding signage and public art.
- Continue to study the extension and expansion of Bell Road from Parkville Commons to include multi-modal capacity to provide an additional north / south connection within the community.
- Implement additional downtown gateway signage along Route FF and on Highway 9 (north of downtown).

COMMUNITY CHARACTER

COHESIVE & UNIFIED COMMUNITY

Parkville has historically developed on the east side of the community extending northward from the downtown/riverfront and moving west along Tom Watson Parkway. In conjunction with a proposed development plan by the property owner, Parkville annexed a significant amount of land along Interstate 435 in 2000. This annexation greatly expanded the footprint of the community. While there are significant portions of this area along the interstate that remain unimproved, there are new areas of commercial and residential growth occurring near the intersection of Interstate 435 and Highway 45 / Tom Watson Parkway. One challenge for Parkville as this new area of town continues to develop will be to ensure the efficient provision of city services to this emerging area, and to ensure new residents and business owners feel connected to and a part of the City of Parkville.

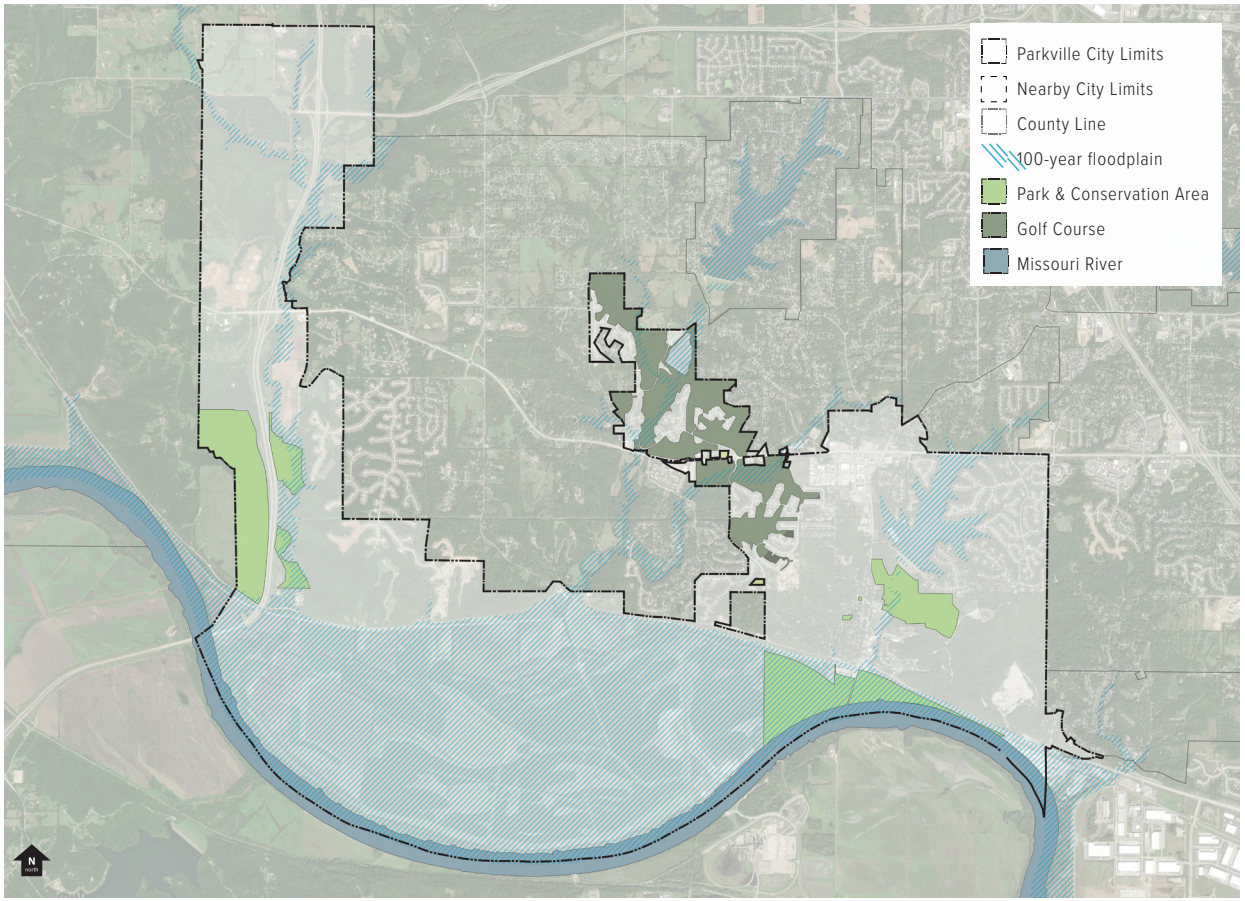
One way to achieve this is by promoting infill growth along established corridors between this emerging western area of development and the existing eastern area of development within Parkville. This new development can eventually serve to bridge the gap between Parkville's established boundaries with unincorporated Platte County along the 45 Highway corridor.

A large portion of the area between the east and west sides of Parkville is either impacted by floodplain along the River Road corridor or contains areas of steeply wooded terrain that may be more difficult for medium to large scale development. These areas are also dotted with homes on acreage, making land assembly for future development more challenging.

Along the 45 Highway corridor, these two areas of Parkville will likely be separated for many years until future development and annexation activities may eventually connect the two. In the meantime, the city should maintain a long-term view to ensuring a cohesive level of quality and character for the physical environments created in both areas. Through careful planning and coordination, a unifying sense of place can be created through action that address the following:

- Connecting the Community
- Cohesive Look and Feel
- Community Pride and Events

Figure 4.02 *Aerial Base Map, Parkville, Missouri*



COHESIVE & UNIFIED COMMUNITY

Connecting the Community
Making sure Parkville has good vehicular, bicycle and pedestrian connectivity will be a key component of providing a unified community. The east and west sides of Parkville are connected through two main roads: 45 Highway and NW River Road. The 45 Highway / Tom Watson Parkway is the more developed route. Some portions of the corridor are not within Parkville city limits, which decreases the control the community has over its development.

Parkville should continue to enhance the existing roadway corridors that connect the community. Streetscape improvements including sidewalk and trail expansion as well as targeted annexation policies can help strengthen the connection along this key corridor. The community should encourage the integration of bicycle and pedestrian infrastructure into streetscapes to serve the existing and future needs of the community.

As Parkville grows, there are opportunities to use existing stream corridors as a place to enhance connectivity through stream adjacent trails. Existing utility easements are another possible location for these trail connections. This connectivity has the added benefit of being an in demand amenity as open spaces and trails have become increasingly popular due to the pandemic.

STRATEGIC OPPORTUNITY 1.2

Create and maintain strong connectivity throughout Parkville

- Enhance 45 Highway corridor through streetscape improvements focusing on pedestrian and bicycle amenities and connectivity.
- Strategically annex land along 45 Highway to control the look and feel of Parkville.
- Adopt a stream buffer ordinance to secure conservation corridors that could also serve as trail connections.
- Promote infill growth along established corridors between the emerging western area of development and the more established eastern area of development within Parkville.







COMMUNITY CHARACTER

COHESIVE & UNIFIED COMMUNITY

Cohesive Look and Feel

Not every part of Parkville needs or should look exactly the same. However, having cohesive design standards, signage and other identifying features can help to promote a sense of place. People should know they are in Parkville and signage and quality building design standards and materials can help orient people.

Streetscape standards are another way to help residents feel a sense of place. Recently, Parkville has added gateway signage along 9 Highway as you arrive in Downtown Parkville near Park University. This signage could be used as a precedent for signage used throughout the community elsewhere over time.

STRATEGIC OPPORTUNITY 1.3

Maintain a cohesive look and feel in Parkville

- Adopt enhanced design standards for new and redevelopment in Parkville to promote quality design and aesthetics.









COHESIVE & UNIFIED COMMUNITY

Community Pride + Events

One non-physical way to increase a sense of unified community would be to work to increase community pride and connection among residents. This can be accomplished though several methods, but one important way is through community events. Parkville has many existing community events specifically hosted in the downtown including the Farmers Market, 5k and 10k runs, parades, beer festivals, Christmas in the park, Fourth of July, and car shows.

Efforts should be made to encourage new residents to attend existing community events in the historic parts of Parkville. Additionally, new community events should be planned in the newer areas of Parkville, such as the Creekside Development, as it grows to bring neighbors from all over Parkville together. These events can create connections between neighbors and instill a sense of community pride.

STRATEGIC OPPORTUNITY 1.4

Promote community pride through existing and new community-wide events

- Continue to sponsor and promote community-wide events to increase community pride and social connection.
- Identify community events to take place in new areas of Parkville (Creekside or other) to promote interaction between new and more established residents.









COMMUNITY CHARACTER

COMMERCIAL CENTERS

The major commercial centers in Parkville are primarily located along 45 Highway/Tom Watson Parkway, near the intersection with Highway 9. The centers along this corridor are a mix of small commercial centers, pad retail sites, larger format retail and pedestrian-oriented retail spaces.

Parkville Commons is a major commercial center that incorporates a wide variety of retail as well as civic-oriented facilities. In addition to the Platte County Community Center and YMCA, the Parkville City Hall is also located within the commons, both of which represent important civic assets that bring in consistent vehicle and foot traffic.

The current configuration and layout of Parkville Commons presents some challenges in terms of visibility and access. Many businesses within the interior of the center, along the walkable street and parking areas, have anecdotally seen a higher rate of turnover and are less likely to attract purely retail tenants. The lack of visibility from surrounding arterial streets, and the lack of traffic flow through these portions of the center likely contribute to this condition. As such, many of the businesses located there today are more service-oriented which often are less frequently visited and don't rely on 'window-shoppers' to survive. These types of businesses are important to the overall quality of life in Parkville as they offer needed services such as small retail stores, that encourage walking throughout the center and from storefront to storefront.

The businesses located closer to Highways 9 and 45 are pad-site retail with gas stations, fast food, fast-casual with ample parking and access from both the highways and from the internal street networks. Price Chopper is also located in this center and represents a large commercial grocery store that brings a consistent high volume of patrons to this area.

Other smaller commercial centers are dotted along Highway 45 as it extends further to the west but the zig-zagging nature of Parkville's city limits and challenging terrain, prevent any kind of consistent retail frontage along the entirety of the corridor.

Downtown Parkville also represents a vitally important commercial center that is highlighted by the prevalence of small locally-owned businesses. Collectively, the Downtown Parkville retail and business establishments are what lend the entire community its identity as a quaint and charming city. The character and scale of retail businesses, as well as restaurants and cafes, should be retained and supported as much as possible.







COMMERCIAL CENTERS

Creekside is another major commercial center being planned and constructed at the Highway 45 / Interstate 435 interchange. This development represents a major new mixed-use district within the community that will bring a range of land uses to the western end of Parkville which is currently mostly undeveloped.

A development of this scale brings many opportunities to the City of Parkville in the form of new residences and commercial activity. As Parkville continues to expand its population westward, this area of the city will represent a new hub of activity for those future residents. With easy access off of I-435 and the continuing expansion of the greater Kansas City metro, the Creekside development is well positioned to be an anchor of Parkville for decades to come.

Due to the scale and density of this development, concerns have been raised over time about the impact that Creekside will have on the adjacent neighborhoods and arterial roadways.

The strategic opportunities for Parkville Commons, Downtown Parkville and Creekside are listed to the right.

STRATEGIC OPPORTUNITY 1.5

Ensure important commercial nodes of Parkville remain resilient, active and vibrant

- Work with Parkville Commons property owner to develop strategy to supports increased residential densities within and adjacent to this district to increase traffic and visibility to interior retail and service tenants while maintaining walkable character of the commercial center.
- Actively work to maintain Downtown Parkville's abundance of small and locally-owned businesses that add to the character of charm of the district while also encouraging new residential, hospitality and destination-oriented retail, restaurants and entertainment uses.
- Leverage the opportunities that the Creekside development will bring to the city of Parkville to expand retail and housing options while ensuring there is a consistent level of quality, visual character and aesthetic design.









HOUSING

Parkville's housing stock is generally very high quality. Figures 4.03 and 4.04 show the estimated number of owner-occupied homes by value range and the median home value in Parkville and neighboring communities. The quality of homes in Parkville are an established part of its community character. Largely, the housing stock in Parkville is composed of single-family detached homes with limited multi-family options.

The community survey available at the interactive engagement website asked respondents to list the housing priorities for Parkville. Figure 4.05 shows the results. A common theme in the results is the need for more housing choices. Housing choice diversity, is one area where Parkville could improve.

Housing choice or diversity allows for residents of different ages, incomes and lifestyles to live within the community more easily. Housing diversity does not mean that the character of Parkville's housing has to suffer. High standards for multi-family housing materials and design, alongside strategic placement of multi-family options will allow Parkville to maintain its housing character while also providing housing for younger and older residents not looking for a single-family detached home or families new to town looking for a temporary transitional home. Park University students could also benefit from added housing choices.

STRATEGIC OPPORTUNITY 1.6

Maintain a quality housing stock that provides quality choices for residents

- Support the development of multi-family housing options in key areas of Parkville as identified on the future land use map.
- Create and adopt enhanced design guidelines for multi-family housing that require certain standards for design, placement, buffers and building materials.
- Continue to work with existing landlords in Parkville remains safe, functional and well-maintained.

Figure 4.03 *Owner-Occupied Housing Values (2019)*

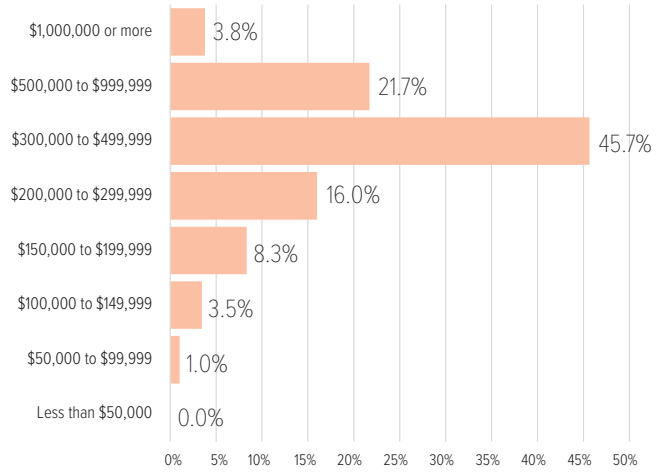


Figure 4.04 *Median Home Value Comparison (2019)*

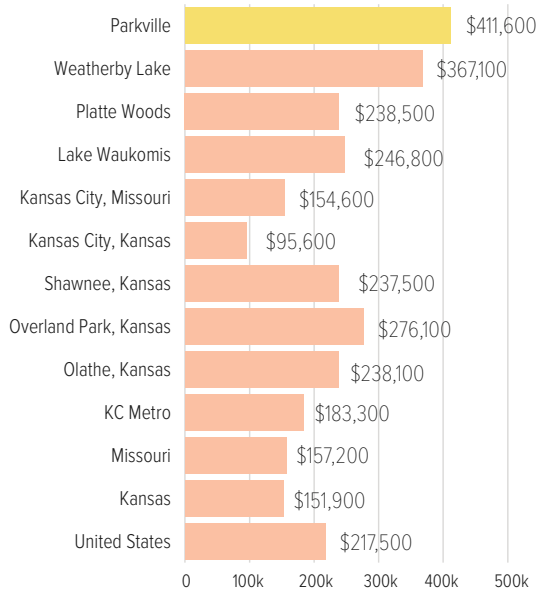
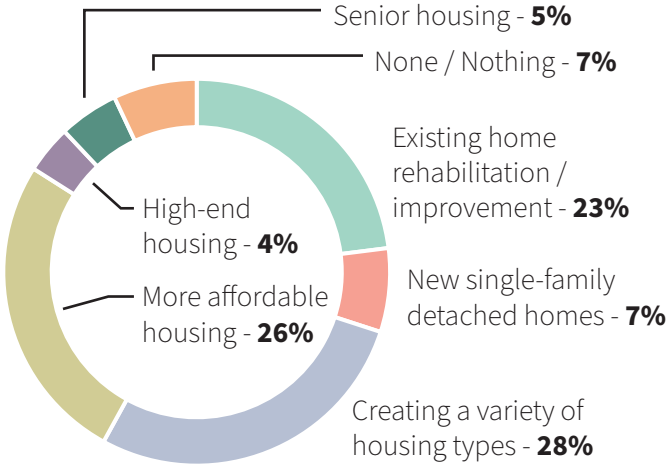


Figure 4.05 *Public Survey Responses - Housing Choices*



COMMUNITY FOR ALL AGES

Community For All Ages is a program sponsored by the Mid-America Regional Council (MARC) that recognizes communities that have taken steps to become more welcoming to residents of all ages and, in the process, more vibrant, healthy and prosperous. The City of Parkville currently is designated as a Bronze Level community which involves the adoption of a resolution to become an official Community for All Ages, a presentation to governing bodies on becoming age friendly and at least two public engagement activities to build greater awareness of the program.

It is the goal of the City of Parkville to work towards the gold level designation for the Community for All Ages but will need to obtain the silver level prior to that step. The silver level will require the city to form a Community for All Ages committee of community members and to use the program's checklist to assess the community's current issues and issue a report based on their findings.

This plan recommends that Parkville continue to pursue this effort to improve the quality of life for residents and be known throughout the Kansas City region as a community that supports a diverse population.

For more information on this program, visit the Community For All Ages webpage on the MARC website.

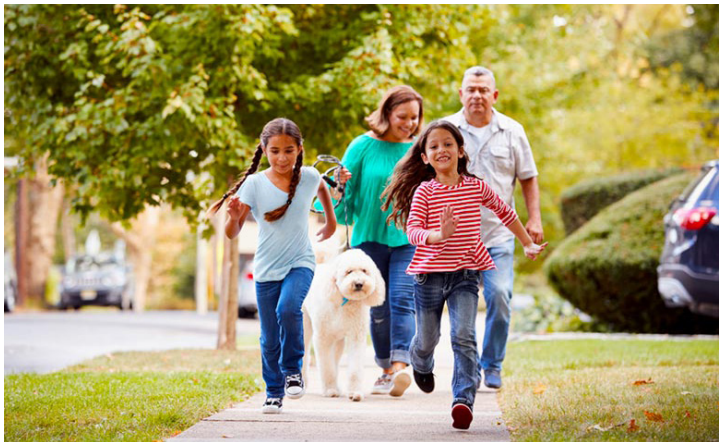
STRATEGIC OPPORTUNITY 1.7

Strive to be a community for all ages and abilities through the Community for All Ages program

- Continue to pursue the silver level status in the Community For All Ages program by forming a community-based committee to assess the current conditions in Parkville and issue and report on the findings.
- Once the silver level has been obtained, pursue the gold level designation to improve the quality of life for Parkville residents.
- Maintain Community For All Ages designation by investing in any necessary infrastructure, services and programming identified in the Community For All Ages plan.

Community for All Ages

A great place to live and age well.







NATURAL FEATURES

Natural Features

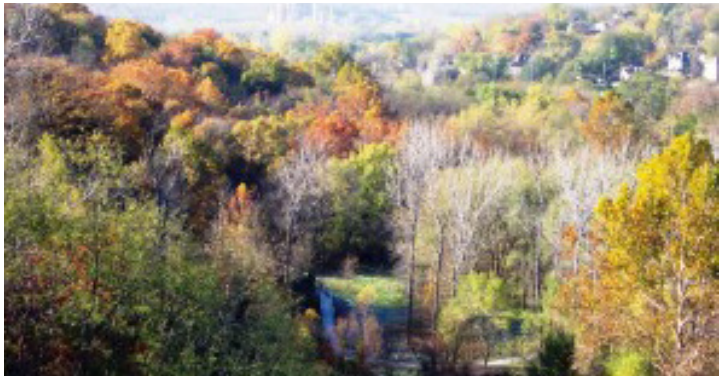
Parkville's history is tied to its relationship with the nearby natural features - primarily the Missouri River and the steep terrain of the area. The community has been able to embrace these ties as a means of community character and identity. The river and accompanying floodplain have helped keep the riverfront area of Parkville as mainly park and open space. English Landing Park and Platte Landing Park are popular amenities for residents that also help to protect the community from property damage due to flooding.

Parkville's terrain has required that development take place at a slower, measured pace. The hills and tree cover of these areas have also enabled Parkville to have a unique look and feel that is different than other Kansas City metro suburbs. The opportunities and limitations of Parkville's natural features should continue to be drivers of its community character and identity as the community grows (See Figure 4.12 on Page 33 for Slope Analysis). The floodplains within Parkville should be left undeveloped and hills, streams, and tree cover should help define the pace and type of development that occurs - preserving these natural features as much as possible by integrating them into the site design.

STRATEGIC OPPORTUNITY 1.8

Preserve Parkville's natural features as it grows

- Continue to preserve natural features as Parkville develops by integrating them into the site design as an amenity.









PARK UNIVERSITY

Park University, a major liberal arts college located in downtown Parkville, is a major presence and influence on the character and functionality of the downtown district. In addition to the iconic and majestic campus buildings located on the hillside of downtown Parkville, an expansive underground network of classrooms and parking translates into several thousands of square feet of educational spaces. The college has a current enrollment of around 9,500 students with the majority of those located on the main campus in Parkville.

Discussions surrounding Park University throughout the planning process primarily focused on ensuring continuing collaboration between university leaders and the City of Parkville. Both groups understand the importance each jurisdiction is to one another and should continue to work closely to leverage each other's influence to collectively help the community.

One topic that should be considered is how more student-oriented services could be incorporated into the downtown fabric. Being a suburban commuter-oriented campus, downtown Parkville has an opportunity to capture more activity from both students and facility in terms of retail and services.

STRATEGIC OPPORTUNITY 1.9

Continue to foster a strong working relationship with Park University

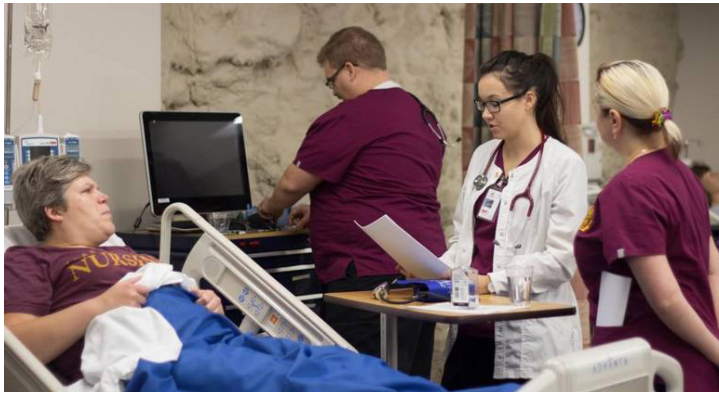
- Ensure continued collaboration between Park University, downtown Parkville and the City of Parkville.
- Encourage the ability for student-oriented services / retail in downtown Parkville to better integrate the student population and the land uses of the downtown district.

PARK UNIVERSITY SM









CONVENIENT LOCATION

Parkville has a very convenient location for both residents and businessowners. The proximity to the riverfront, rolling hills, tree cover and historic downtown all help to make Parkville feel like a natural enclave with a unique sense of place and character. However, Parkville residents can also enjoy all the benefits of more dense, urban living with only a short drive.

Figure 4.06 shows the 15- and 20-minute drive time map for Parkville. The drive-time service area shows Parkville's easy access to many amenities and job centers. Within 15-minutes Parkville residents or employees can get to the Kansas City International Airport or Downtown Kansas City, Missouri. Within 20-minutes, residents and businessowners can access many of the suburban job centers located in Johnson County, Kansas.

Parkville is also well situated within the transportation system as a whole. As Interstate 435 continues to develop, retail and industrial businesses should find this expressway offers convenient access to the entire metro area and beyond.

Parkville should continue to market this attractive community feature to residential and non-residential development opportunities.

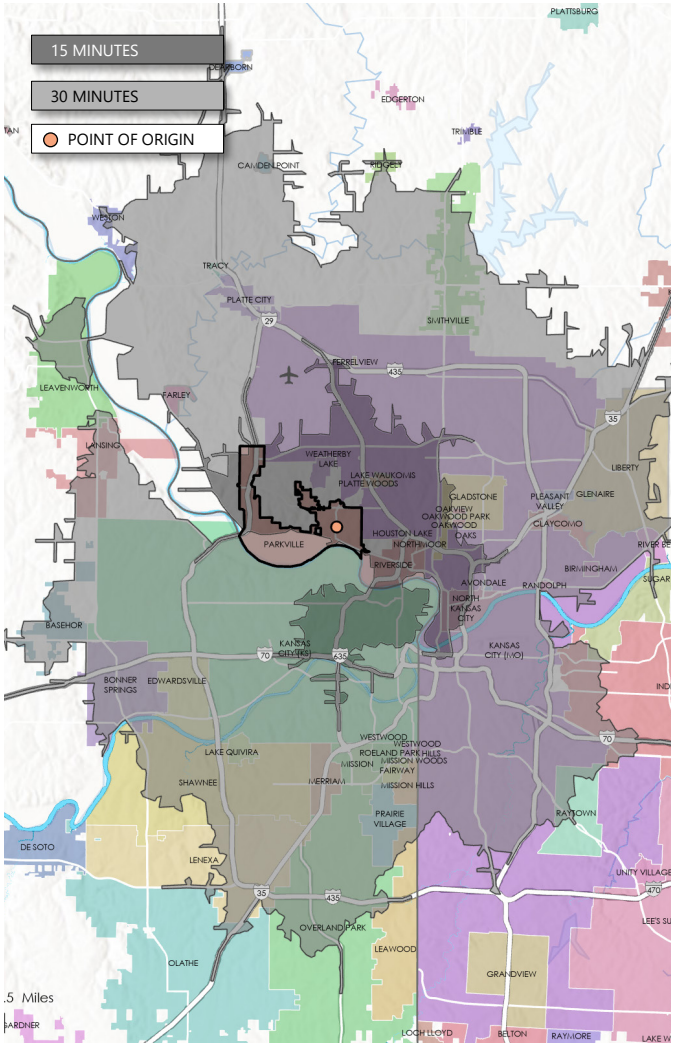
STRATEGIC OPPORTUNITY 1.10

Promote and protect Parkville's convenient location and accessibility

- Continue to market Parkville's location and accessibility for possible residents and businessowners.
- Maintain an efficient street system that balances access and safety in and out of Parkville.
- Enhance the roadway network and connectivity to reduce over reliance on major arterials.



Figure 4.06 *15 and 30 Minute Drive-TIme Boundaries*



CELEBRATE HISTORY

Every city has a story to tell and Parkville's story is one of a riverside community that since 1840 has transitioned from a small landing for goods being shipped from Kansas City to a village, town and eventually the city of today. Early on in Parkville's history, several businesses arose along Main Street including a general store, shoe store, grocery, hardware, blacksmith shop and two hotels. Many of the buildings along Main Street today, are those same historic structures.

Park University has been a foundational and iconic element to the City of Parkville since its founding in 1875. As the city grew in population, so too did the city's boundaries and with modern transportation, the neighborhoods eventually expanded north and westward and today, many single-family neighborhoods supply most of Parkville's population.

The history of Parkville should be celebrated and told in a unique and comprehensive way. Notable places such as the Banniker School, the Missouri Riverfront, Main Street and others, should all be connected through the use of a history trail. The trail can be curated by the city or a nonprofit organization and hold regular events and tours to build awareness. Interpretive signage and wayfinding elements will be an important consideration for the trail to be successful and understandable. This plan recommends the planning and implementation of a Parkville History Trail.

STRATEGIC OPPORTUNITY 1.11

Celebrate Parkville's history

- Implement a historic trail with placemaking elements throughout downtown Parkville to include wayfinding signage, informational signage and organized programming.
- Develop program to incentivize the renovation and preservation of important historic sites in Parkville including the Banniker School.











NEIGHBORHOOD PRESERVATION

As a growing community, Parkville will need to set in place safeguards to ensure that older homes in the community do not become neglected over time. Compared to other communities, Parkville is at an advantage because the housing stock is generally very high quality. Older homes, however, will continue to have their challenges and efforts to protect older neighborhoods should be explored.
There are several ways cities can achieve neighborhood preservation. Cities will sometimes work to identify areas for targeted improvement efforts through the integration of special signage, street furniture, street tree planting programs or other streetscape improvements that improve the sense of place in a neighborhood.

Another option is to offer a revolving loan fund or incentive program for home improvement and modernization of older homes to compete with the newer models and the associated amenities and benefits.

Currently, Parkville's Title IV: Development Code has appendices containing Old Town Residential Design Guidelines; the purpose of which is to preserve the charm and historic character of residential neighborhoods near our downtown. Any neighborhood preservation efforts would need to work within the design guidelines included within the code.

STRATEGIC OPPORTUNITY 1.12

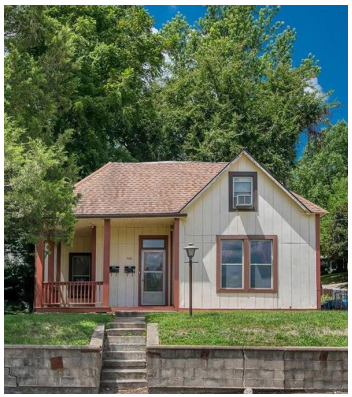
Preserve Parkville's historic neighborhoods

- Create a grant or program to help financially incentivize home improvement and modernization for older homes in Parkville.
- Continue to follow the Old Town Residential Design Guidelines to help preserve the look and feel of Parkville's older homes.
- Explore opportunities to integrate street tree planting programs throughout existing neighborhoods to provide shade, visual continuity and natural beauty.











STREETSCAPES & SIGNAGE

Streetscapes provide an opportunity for the public realm and street environments to accommodate amenities and aesthetic improvements for all users. Parkville is blessed with an intact core downtown district that offers space for both pedestrians and vehicles but certain corridors through the downtown district, such as Highway 9 and many of the small streets that connect that main arterial with Main Street, lack sufficient pedestrian and placemaking amenities for a pleasant and comfortable walking or biking experience.

The map to the right indicates key streets and corridors where streetscaping improvements would make a beneficial impact on the overall built environment of downtown Parkville. The Highway 9 Corridor Plan was completed in 2016 and recommends a combination of pedestrian, bicycle, landscaping and signage improvements as well as lane reallocations to improve vehicular safety. In addition to those improvements, amenities are recommended to be added along the entirety of Main Street from the northern terminus at Highway 9, south to East Street. Amenities to be considered include updated lighting, seating, landscaping, paving materials, wayfinding signage and public art. All improvements should fit in with the character of the downtown core and work to promote safety and a pleasant walking, biking and driving environment for all downtown Parkville users.

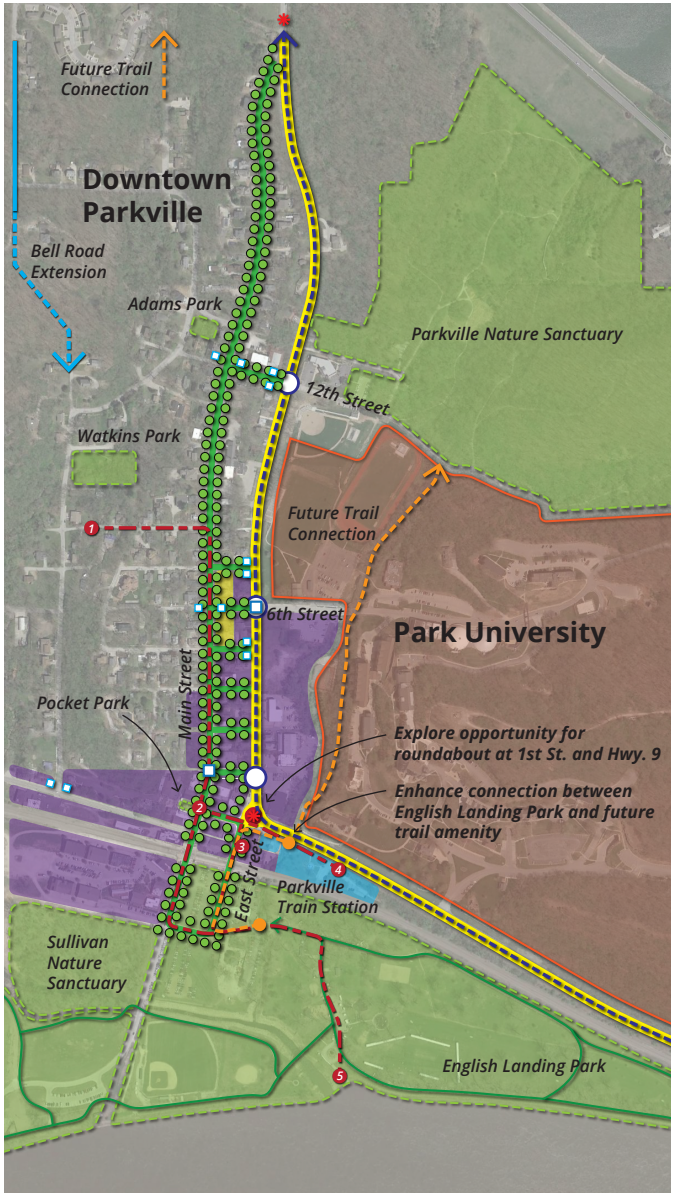
STRATEGIC OPPORTUNITY 1.13

Enhance Parkville's character through its streetscape + signage

- Perform streetscape enhancements along corridors as identified in the Strategic Opportunities map.
- Expand gateway signage at key entryways into Parkville as identified on the Strategic Opportunities map.
- Identify a unique street signage that can be implemented on neighborhood streets in Parkville to enhance the unified sense of place.



Figure 4.07 *Downtown Streetscape Enhancements*



FOCUS AREA 2

SUSTAINABILITY AND THE ENVIRONMENT

Sustainability and the Environment reviews the sensitive environmental areas that should be protected, identifies ways to be more sustainable and considers the role of parks in the community.

The Sustainability and the Environment Chapter begins by identifying strategies the city and residents can put forth to become more sustainable including green infrastructure and energy efficiency issues. It then turns to the natural features present in Parkville, including floodplain, tree cover, slopes, and streams, and identifies what land use regulations can help protect life, property and the natural features themselves. It ends with an overview of the park system in Parkville and identifies some growth strategies and key considerations.







RELATIONSHIP TO THE GUIDING PRINCIPLES

Focus Area 2 - Sustainability and the Environment touches on many of the 2040 Guiding Principles. Sustainability and the Environment relate directly to Community Sustainability and Environmental Stewardship. The Civic and Open Spaces guiding principles also relates because of the importance of open space in environmental protection and the strong role the city has in guiding these efforts. Likewise, the Integrated Land Uses guiding principle connects to this chapter because land use rules and regulations around protecting sensitive environmental land and buffering incompatible land uses. Finally, the Community Character of Parkville is strongly linked to the natural environment whether it is the connections to the Missouri River, the rolling hills of the area or the plentiful tree cover. All of these guiding principles influenced the recommendations made in this section.



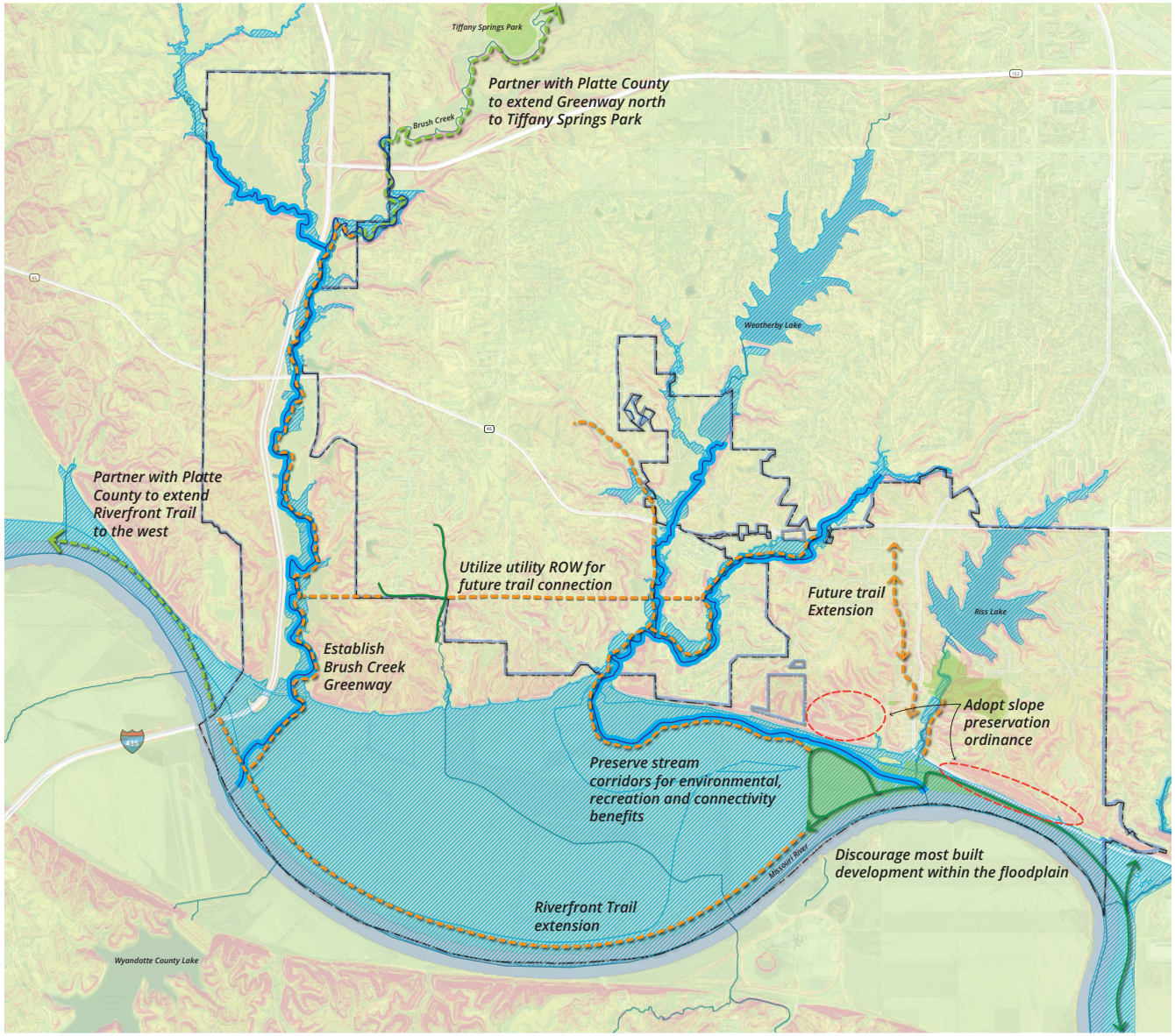
SUSTAINABILITY AND THE ENVIRONMENT

STRATEGIC OPPORTUNITIES 2.0

The Strategic Opportunities map and the items listed below represent the major Sustainability and the Environment strategic opportunities that correspond to physical and visual improvements within the city of Parkville.

- Preserve stream corridors for environmental, recreation and connectivity benefits.
- Adopt slope preservation ordinance.
- Discourage most built development within the floodplain.

Figure 4.08 *Sustainability and the Environment Strategic Opportunities*



NATURAL RESOURCE PROTECTION

Green infrastructure

Green infrastructure refers to methods of dealing with stormwater that mimic natural processes such as filtration, evaporation or storage. One main goal is to deal with stormwater management on-site instead of conveying water off site via curb and gutters. There are many types of green infrastructure including:

Bioretention Facilities are depressions or shallow basins used to slow, capture and filter stormwater through permeable soil, grass, mulch or plantings.

Rain Gardens are made of native shrubs, mulch and flowers in a small depression designed to pool and slowly reabsorb stormwater underground.

Green Roofs are vegetated roofs to help capture and use stormwater on site to support the plantings and help reduce urban heat island effect.

Rain Barrels are barrels used to collect rainwater that can be used for landscape and lawn watering.

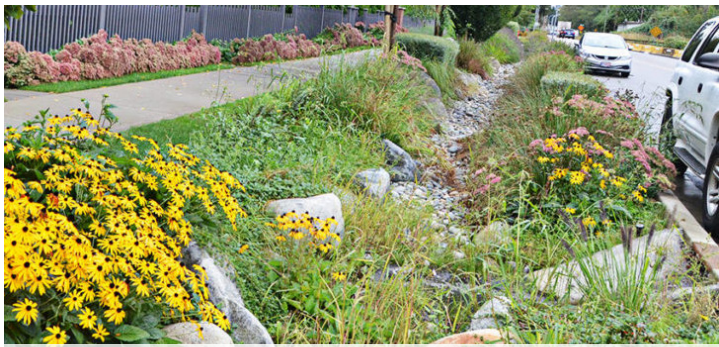
Permeable Pavement are a pavement type with high porosity that enables rainwater to pass through and filter into the ground instead of becoming runoff.

Parkville should encourage the private use of these solutions on residential and commercial properties. Additionally, the city should be a leader in green infrastructure by utilizing the features on new publicly-owned development or when retrofitting an existing facility space or site.

STRATEGIC OPPORTUNITY 2.1

Promote the use of green infrastructure solutions to stormwater management

- Actively encourage the use of green infrastructure for stormwater solutions to mitigate the effects of combined sewer overflows into natural water bodies.
- Consider adopting a residential sustainability grant to financially incentive the use of green infrastructure on residential properties.
- Evaluate and implement green infrastructure changes on city-owned property to be a model for the community.



Bioretention Facility



Rain Gardens



Rain Barrel



Vegetated 'Green' Rooftop



Permeable Pavers

NATURAL RESOURCE PROTECTION

Renewable Energy + Energy Efficiency

Renewable energy includes sources of energy that are non-finite such as solar, wind or geothermal. Wind energy is typically dealt with at a larger geographic scale than a city. However, it is now more common for solar and geothermal energy to be addressed by cities within comprehensive or master plans.

Renewable energy is sustainable, abundant and will often lead to cost savings over time. Residential or commercial property owners may desire the ability to install solar photovoltaic panels or a geothermal heat pump to help reduce reliance on fossil fuels and save money on energy. Installing or retrofitting with high efficiency facilities will also help save money and reduce overall energy usage.

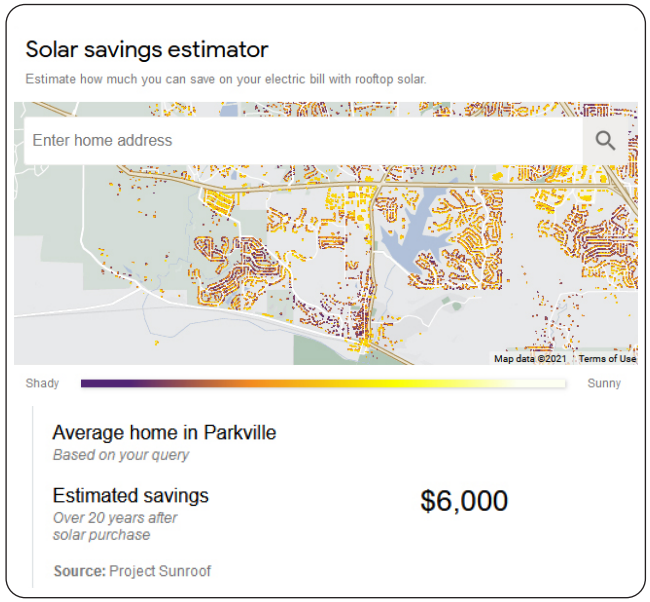
Currently, Parkville does not have any code regulating or allow for the use of solar panels or geothermal energy. Not all residents will want to install renewable energy or efficiency retrofits, but there are several options Parkville should consider.

One initiative to further promote renewable energy undertaken by other communities within the Kansas City metro area have done is to streamline the process for residential solar panels installation. Another is to provide financial incentive to install energy saving systems such as solar, wind, geothermal, insulation and high-efficiency windows or doors. These initiatives create a structural change to help create an environment for alternative energy expansion.

STRATEGIC OPPORTUNITY 2.2

Create an environment that encourages the use of renewable energy and energy efficiency

- Adopt regulations to allow for the use of residential and commercial solar or geothermal energy.
- Consider creating financial incentives to sustainably retrofit homes with high energy efficiency appliances or alternative energy panels or systems.







NATURAL RESOURCE PROTECTION

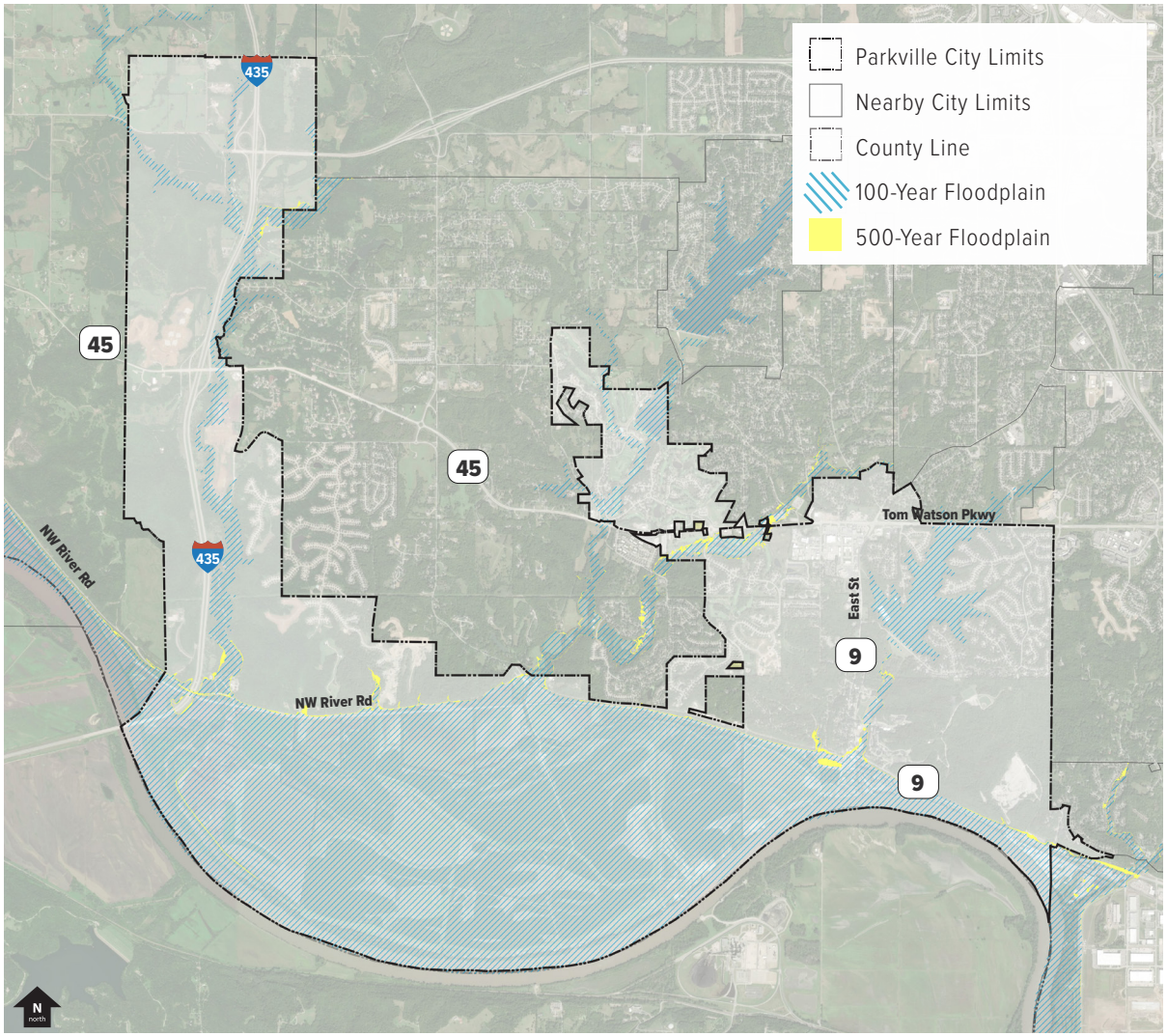
Floodplain

Floodplain is typically found at low-lying areas near streams, lakes or oceans that become inundated with water during rain events, snow melt or other high-water events. Figure 4.09 shows the 100- and 500-year floodplain in Parkville.

100-Year & 500-Year Floodplain

One-hundred-year floodplains are those areas of land that have an annual flood probability of 1% in any given year. Likewise, five-hundred-year floodplains are those areas of land that have an annual flood probability of 0.5% in any given year.

Figure 4.09 *Floodplain Map*



NATURAL RESOURCE PROTECTION

Parkville's Floodplain
Parkville is no stranger to flood events given its proximity to the Missouri River. A large swath of the southern half of Parkville is floodplain. The area between downtown Parkville and the Missouri River is parkland (English Landing Parking and Platte Landing Park), which is able to help absorb and manage flooding while also providing a community benefit.

Floodplain Management
Parkville code regulates the management and development of land within the floodplain through a Floodplain Management section. Currently, the city requires land within the 100-year floodplain to meet certain criteria for residential and non-residential construction.

It is recommended that all new development be steered away from the floodplain due to the risk of life and property damage that can result from flooding events. Floodplain should be left as undeveloped open space with permeable surface that allow water to be captured, stored and filtered back into the ground during high water events.

Any development occurring within the floodplain boundaries should be very low impact and a preference is made for park and recreation land, including ball fields.

STRATEGIC OPPORTUNITY 2.3

Discourage most built development within the floodplain

- Adopt a new floodplain ordinance that allow for only low-impact development within the floodplain with minimal impermeable surfaces.













NATURAL RESOURCE PROTECTION

Streams

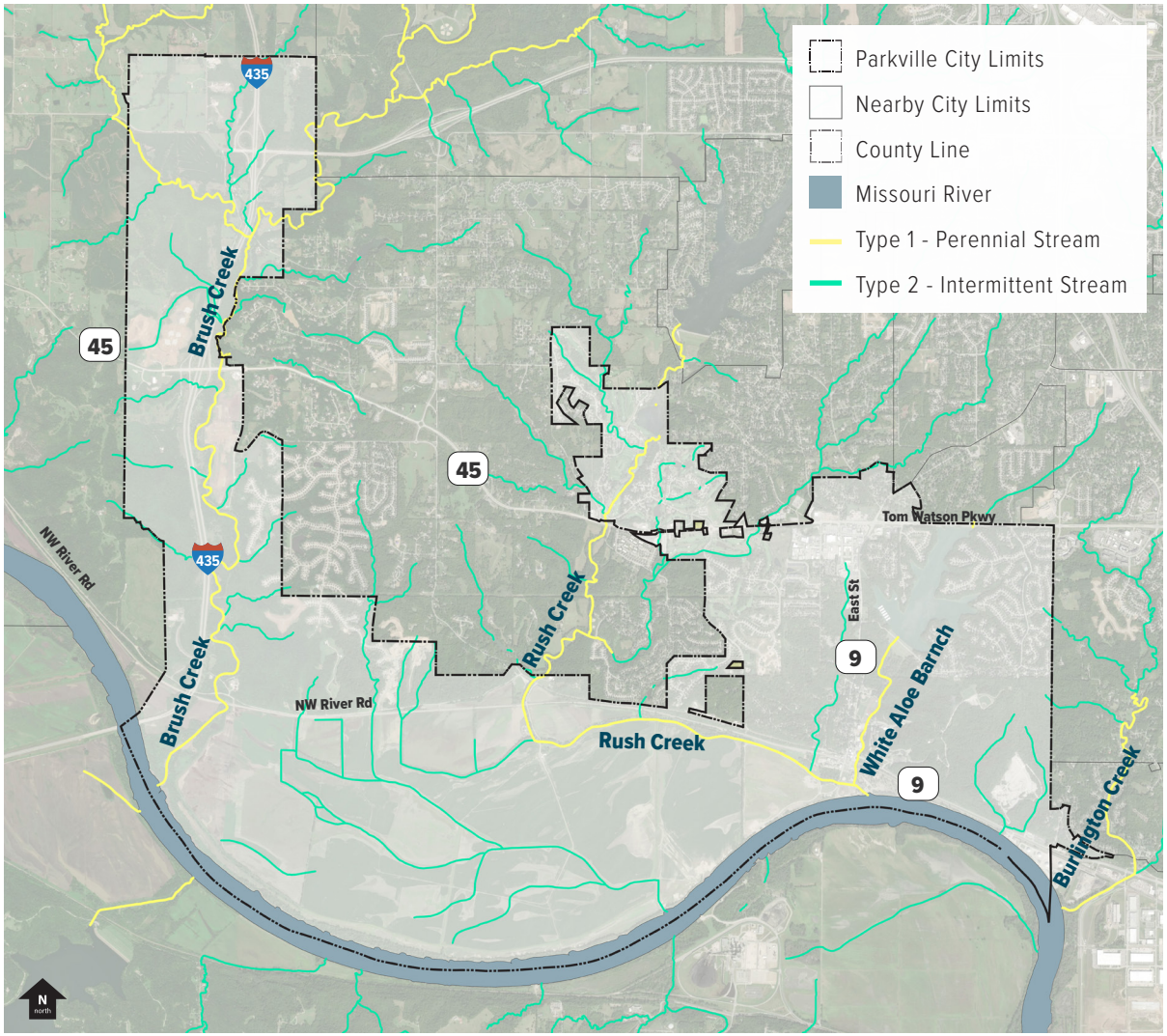
Figure 4.10 shows the watersheds and streams for the Parkville area. The largest waterbody in the Parkville area is the Missouri River. There are several other streams that run through the community including:

- Rush Creek
- Naylor Creek
- Burlington Creek

Stream Types

There are several ways to classify streams, but two common ways are by permanency and includes perennial and intermittent streams. Perennial Streams, often referred to as type 1 streams, are those that exist almost all of the year including during times of extreme drought. Type 2 streams, often called intermittent streams, are those streams that exist most of the time except in cases of extreme drought.

Figure 4.10 *Streams Map*



NATURAL RESOURCE PROTECTION

Stream Buffers

The areas around streams are ecologically sensitive and should be protected. The EPA recommends a stream buffer ordinance that requires a minimum 100-foot buffer along either side of type 1 streams and a 50-foot buffer along either side of type 2 streams. These buffers help prevent property damage, reduce the severity of floods, prevent stream bank erosion and protect this natural habitat.

Additionally, stream buffers can help to improve water quality and prevent further water quality degradation. When stream buffer areas can be left undeveloped with grasses, shrubs and trees, natural processes help to filter pollutants from water before they enter the stream. Grasses, shrubs and trees also help to stabilize the stream bank which prevents erosion, which negatively impacts water quality.

Stream Buffers + Trail Expansion

Stream buffer ordinances can have economic and societal benefits as well as environmental ones. Trails located within stream corridors can be designed to have minimal negative environmental impact and can help incentivize the preservation of stream buffer areas. There are community benefits to preserving these stream corridors because they can attract neighborhood growth of an undeveloped area that is organized around this amenity.

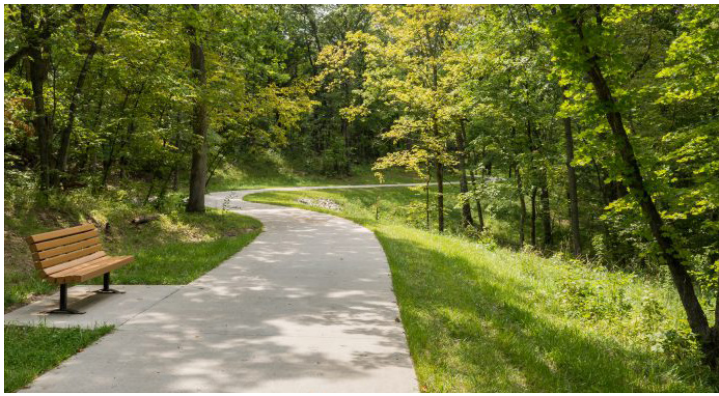
Some of the proposed stream buffer areas and trails are indicated for properties currently in unincorporated Platte County but within future annexation areas.

STRATEGIC OPPORTUNITY 2.4

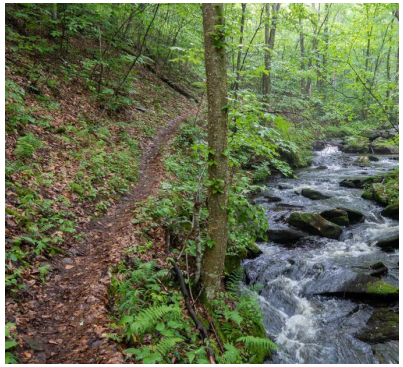
Preserve stream corridors for environmental, recreation and connectivity benefits

- Adopt a stream buffer ordinance to secure conservation corridors that could also serve as trail connections.
- Expand Parkville's trail and greenway system along streams as identified on the master trails map.









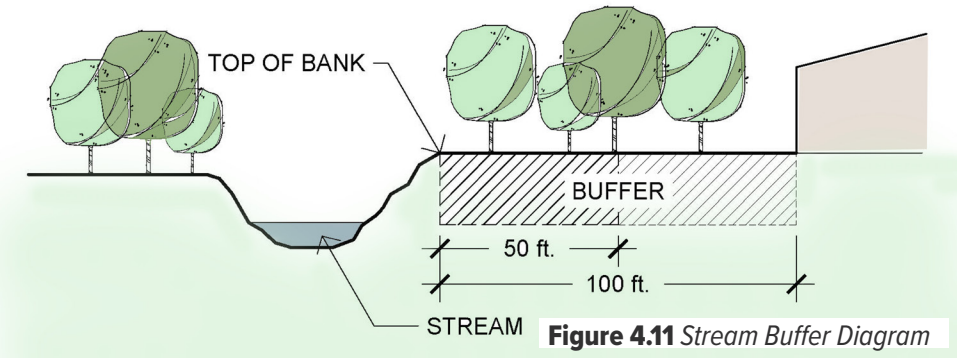


Figure 4.11 *Stream Buffer Diagram*

NATURAL RESOURCE PROTECTION

Slopes

Figure 4.12 shows the results of the slope analysis for the Parkville area. The yellow and green areas have lower slopes and includes land that is flatter. These areas are most suitable for new development. The orange and red areas have higher slopes. The blue areas show floodplain and existing waterbodies.

Areas with high slope are sensitive ecological environments that can be vulnerable to erosion which can lead to a loss of topsoil and water quality degradation. Slope erosion can also lead to wildlife habitat loss, can alter drainage patterns and intensify flooding. Generally, new development should avoid areas with steep slopes. Any development that does occur in areas with steeper slopes should be carefully and sensitively designed to prevent slope erosion.

Slope Preservation Ordinance

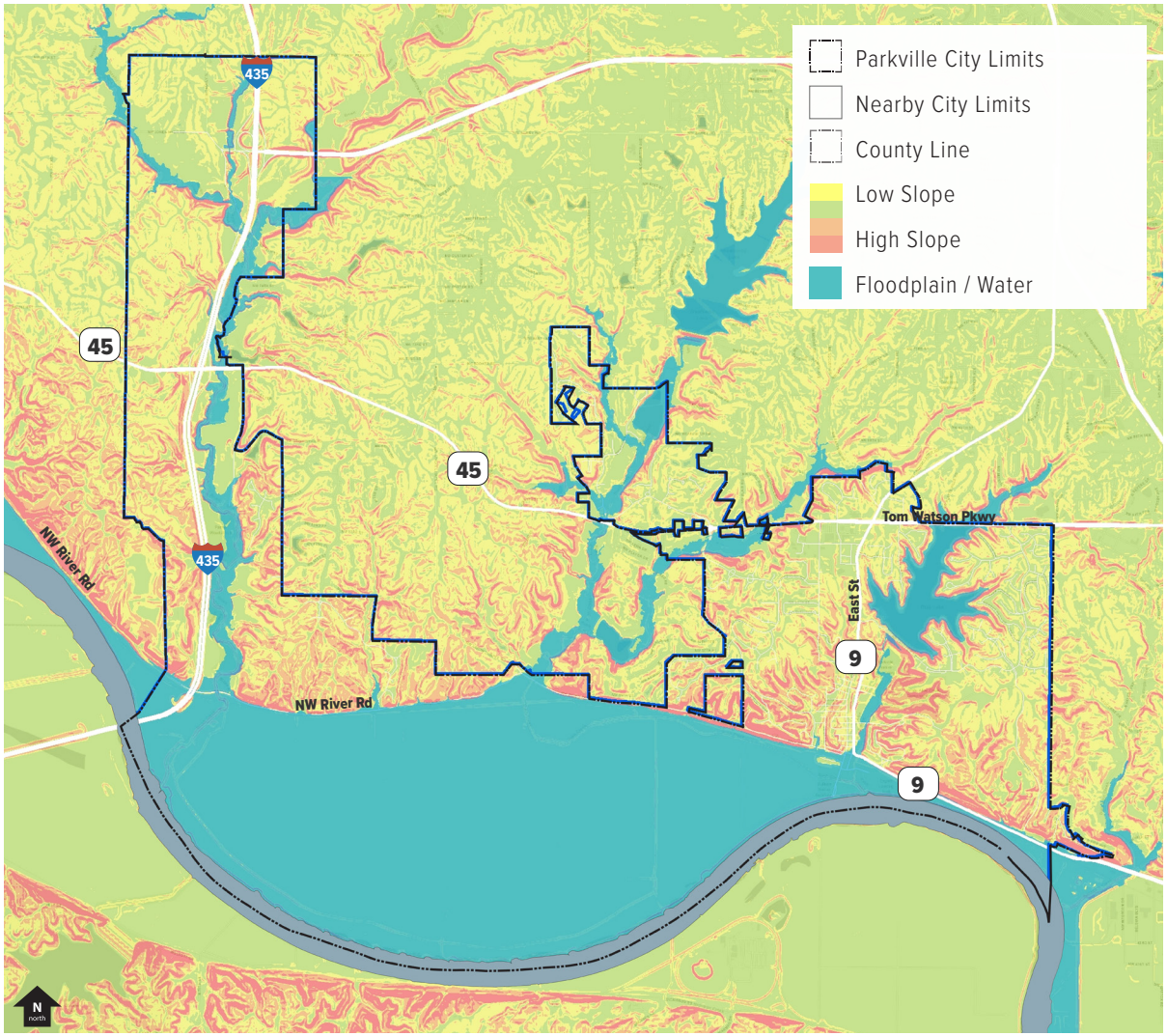
Slope preservation ordinances can be tailored to fit the need of the community but generally place restrictions on development in areas with more than a certain percentage of slope with restrictions put in place once slopes hit between 15% and 25%.

STRATEGIC OPPORTUNITY 2.5

Protect high slope areas of Parkville to prevent environmental degradation

- Adopt a steep slope preservation ordinance to regulate development in areas with steep slopes.

Figure 4.12 *Slope Map*



NATURAL RESOURCE PROTECTION

Tree Cover Preservation

Trees contain a multitude of benefits for the environments and the community. These benefits range from environmental to economic to societal. Benefits include:

- Prevent urban heat island effect
- Provide oxygen and absorb carbon dioxide
- Provide shade cover / natural air conditioner
- Bird and wildlife habitat
- Reduce stormwater runoff
- Scenic / increase property values

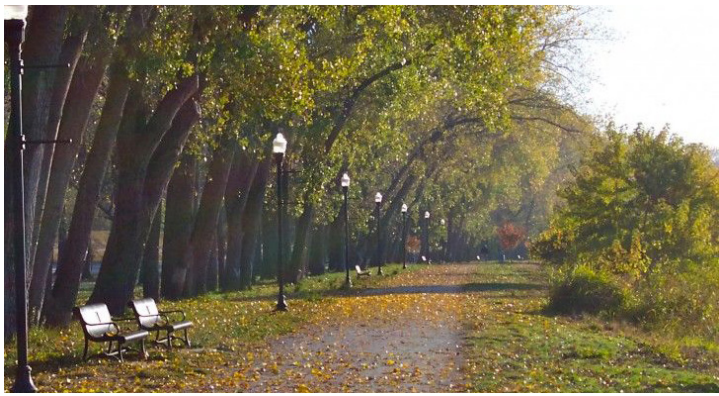
One significant threat to trees in communities are diseases and pests. Tree diseases such as the Oak Wilt and pests such as the Emerald Ash Borer have decimated tree cover on residential streets across the United States. This devastation has been especially bad in neighborhoods with one tree species that dominates the neighborhood. Requiring and incentivizing the planting of tree species diversity will be a key step in protecting existing and future tree cover.

Other threats relate to tree loss due to development. Parkville should encourage new development to preserve tree cover as much as possible. Other policies to consider include requiring two trees planted for each tree lost or removed also help. The Mid-America Regional Council has a model tree preservation ordinance that Parkville should consider adopting. Tree protection and expansion is a sustainable action that helps future generations of Parkville residents enjoy a high quality of life.

STRATEGIC OPPORTUNITY 2.6

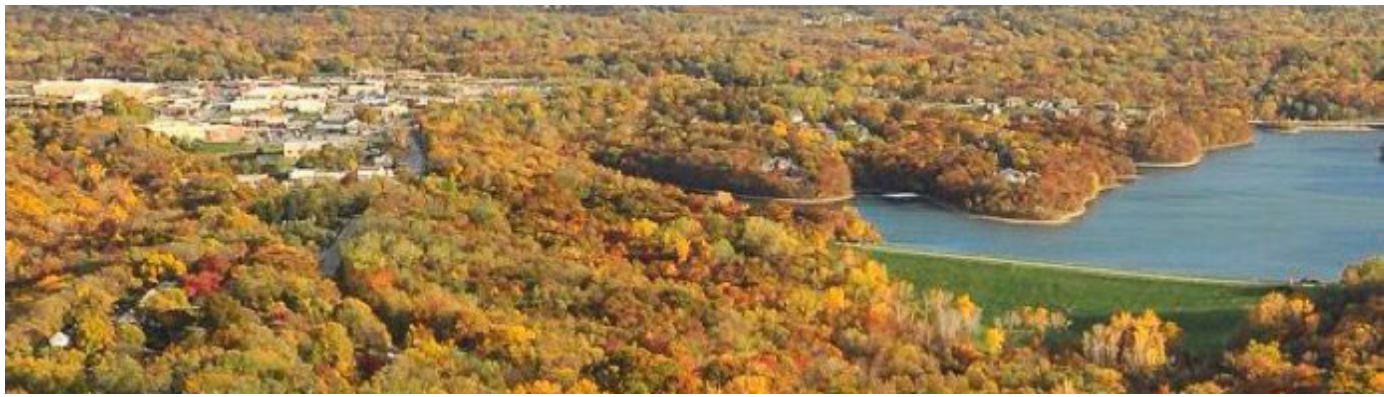
Actively preserve and replenish Parkville's tree cover

- Encourage new development and redevelopment to preserve tree cover as an amenity feature.
- Create and adopt a tree preservation ordinance (using MARC's model tree preservation ordinance as a guide) to protect local tree cover.









NATURAL RESOURCE PROTECTION

Reducing Waste & Recycling

There is a growing trend of communities taking a more proactive stance on waste generation and recycling efforts within their community. Waste, both the end result and creation of the original material, are a major source of greenhouse gases. Landfills (especially organic products like food waste) release methane gas, which is one of the most potent greenhouse gases. To curb this impact, some communities are aiming to meet waste reduction goals through reducing waste creation and promoting recycling and repurposing.

Cities are critically reviewing the city's individual waste contribution as well as undertaking marketing campaigns to inform residents of waste reduction and recycling strategies. These education campaigns can support initiatives such as composting and recycling. Some cities require trash haulers operating in the community to provide recycling services. Other communities go as far as to set strict waste reduction goals for specific time intervals.

Parkville holds two residential cleanup events annually - one in the Spring and the Fall. At these cleanup events, items such as small limbs, leaves and grass, washers and dryers without motors, tires, furniture and household debris. Electronics recycling is handled through a partnership with the Midwest Recycling Center periodically throughout the year. Glass recycling is collected in a Ripple Glass bin behind the Parkville Mid-Continent Public Library.

Parkville currently has four curbside trash services available for residents and two provide recycling: Blackshear Disposal and Waste Management. Waste Management's recycling subscription does allow for glass bottles and containers whereas Blackshear Disposal recommends users drop off glass at the community-wide glass recycling bin, Ripple Glass. Both providers actively encourage waste reduction, recycling and repurposing on their websites.

At a minimum, Parkville should seek to expand the Ripple Glass program with convenient locations strategically placed throughout the community. Parkville should consider requiring all trash haulers to provide recycling services. It may also consider performing an audit of the existing waste generation within the City to identify areas for improvement. Finally, the community could improve their marketing of waste reduction strategies through composting and other activities.

STRATEGIC OPPORTUNITY 2.7

Promote recycling and waste reduction in Parkville

- Expand the Ripple Glass program to additional convenient locations throughout Parkville to encourage glass recycling.
- Consider requiring all trash haulers to provide recycling services.
- Perform an audit of the City's waste generation and recycling efforts to identify specific areas of improvement.
- Continue to promote recycling, waste reduction and composting.







PARKS IN PARKVILLE

Figure 4.14 shows the location of parks and recreation land in Parkville, which includes:

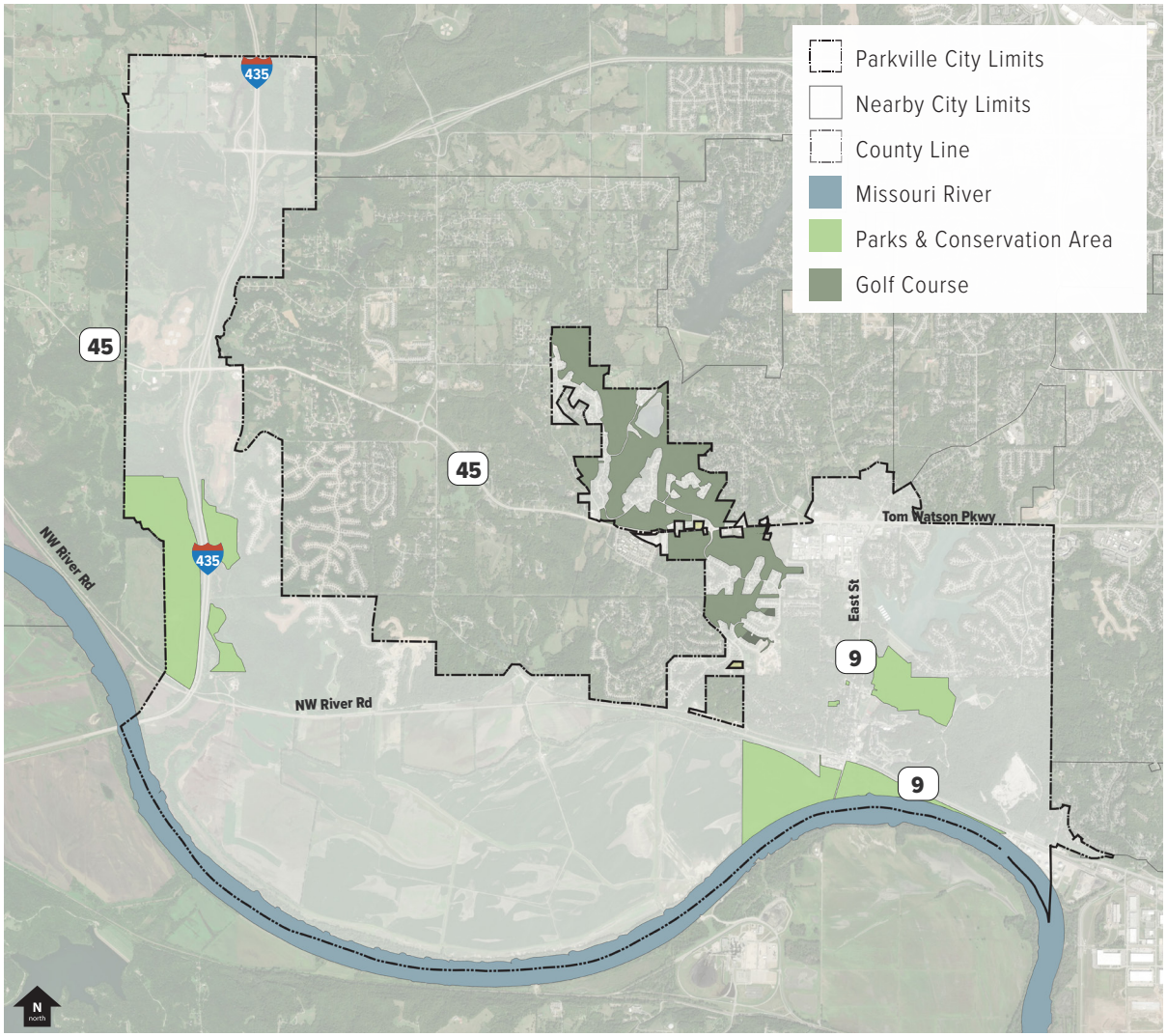
- Adams Park
- English Landing Park
- Gresham Memorial Spirit Fountain Park
- Parkville Nature Sanctuary
- Platte Landing Park
- Downtown Pocket Park
- Sullivan Nature Sanctuary
- Watkins Park
- White Allow Creek Conservation Area

In addition to public parks, Parkville has the National Golf Club of Kansas City, a private 18-hole golf course designed by the former professional golfer, Tom Watson. The Riss Lake gated community located south of Tom Watson Parkway and east of Highway 9 has a large private lake and pool house as well as a park.

Figure 4.13 *Existing Land Use, Parkville (2020)*

Park Name	Total Acres
Adams Park	0.32
English Landing Park	53.60
Gresham Memorial Spirit Fountain Park	0.84
Parkville Nature Sanctuary	38.96
Platte Landing Park	133.58
Pocket Park	0.05
Sullivan Nature Sanctuary	15.52
Watkins Park	1.20
White Alloe Creek Conservation Area	55.39
TOTAL	299.45

Figure 4.14 *Parks Map*



PARKS LEVEL OF SERVICE

Park level of service standards (LOS) are based on total park acres available per 1,000 residents. Most cities should aim to have at least 10.5 acres per 1,000 residents. Combined, the parks provide 299.45 acres of parkland for Parkville residents. Based on Parkville's 2019 population estimate of 6,724, the current LOS for Parkville is 44.53 acres per 1,000 residents, far exceeding the recommended LOS.

Parkville will likely continue to meet the minimum LOS for total park acres as it grows. Figure 4.15 shows the park demand estimates based on the average 2030 and 2040 growth projections of 9,299 and 12,277, respectively.

However, since must of this park acre total comes from two large community parks on the edge of town and a conservation area, care should still be taken to encourage neighborhood parks as new residential areas are developed over time so new residents are adequately served by parks. The City of Parkville adopted a parks master plan in 2016 to help guide park specific growth and development. It is recommended that the city update this master plan within the next 10 years to account for population growth and other changes that will occur.

Neighborhood parks are important community building facilities. Neighborhood parks help increase quality of life and provide opportunities for interaction between residents. Often communities will work with neighborhood residents to determine the look, feel and amenities included within a park to help there be a sense of pride and ownership of the park space.

STRATEGIC OPPORTUNITY 2.8

Maintain a high level of park service for parks and recreation in Parkville

- Continue to far exceed the overall park level of service for total park acres in Parkville.
- Expand neighborhood parks in residential areas as Parkville grows.
- Strive to have all residents live within a reasonable 5- to 15-minute walk from a park.
- Adopt new parks master plan within the next 10 years.

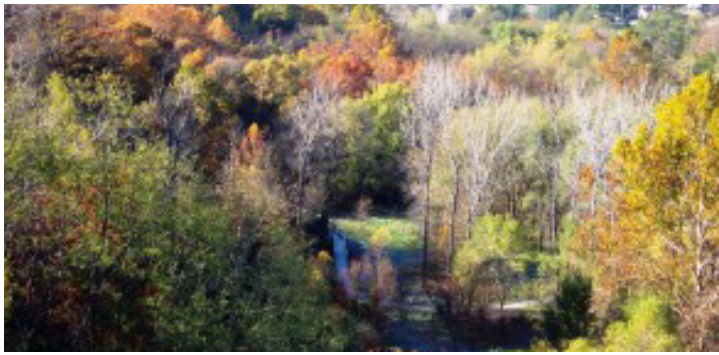
Figure 4.15 *Existing Land Use, Parkville (2020)*

Park Name	Existing Acres	Needed Acres
Existing Park Acres	299.45	-
Existing LOS	44.53	0.0
Recommended LOS	10.5	-
2030 Demand Acres	97.6	0.0
2040 Demand Acres	128.9	0.0

Figure 4.16 *Parkville Existing + Future Population Estimates*

2019 Population Estimate	6,724
Average 2030 Population Projection	9,299
Average 2040 Population Projection	12,277







FUTURE PARK SERVICE AREAS

Neighborhood park expansion in Parkville should follow the areas of residential growth expansion within the community. Additionally, mixed-use development should aim to have some sort of public or semi-public outdoor space attached for the residents and visitors to recreate and gather.

Figure 4.17 shows possible future park service areas based on the proposed locations of residential land during the planning period. The exact location of the park will be determined as the areas development, likely in coordination with the developer constructing the neighborhood.

Neighborhood Park Expansion
While Parkville meets demand for parks in terms of total acres, one key initiative will be expanding access to neighborhood parks as the community grows, especially in residential land. Neighborhood parks serve approximately a half-mile radius and should be scattered throughout the residential areas of Parkville.

The images to the right depict examples of neighborhood park and the type of amenities typically found in those facilities.



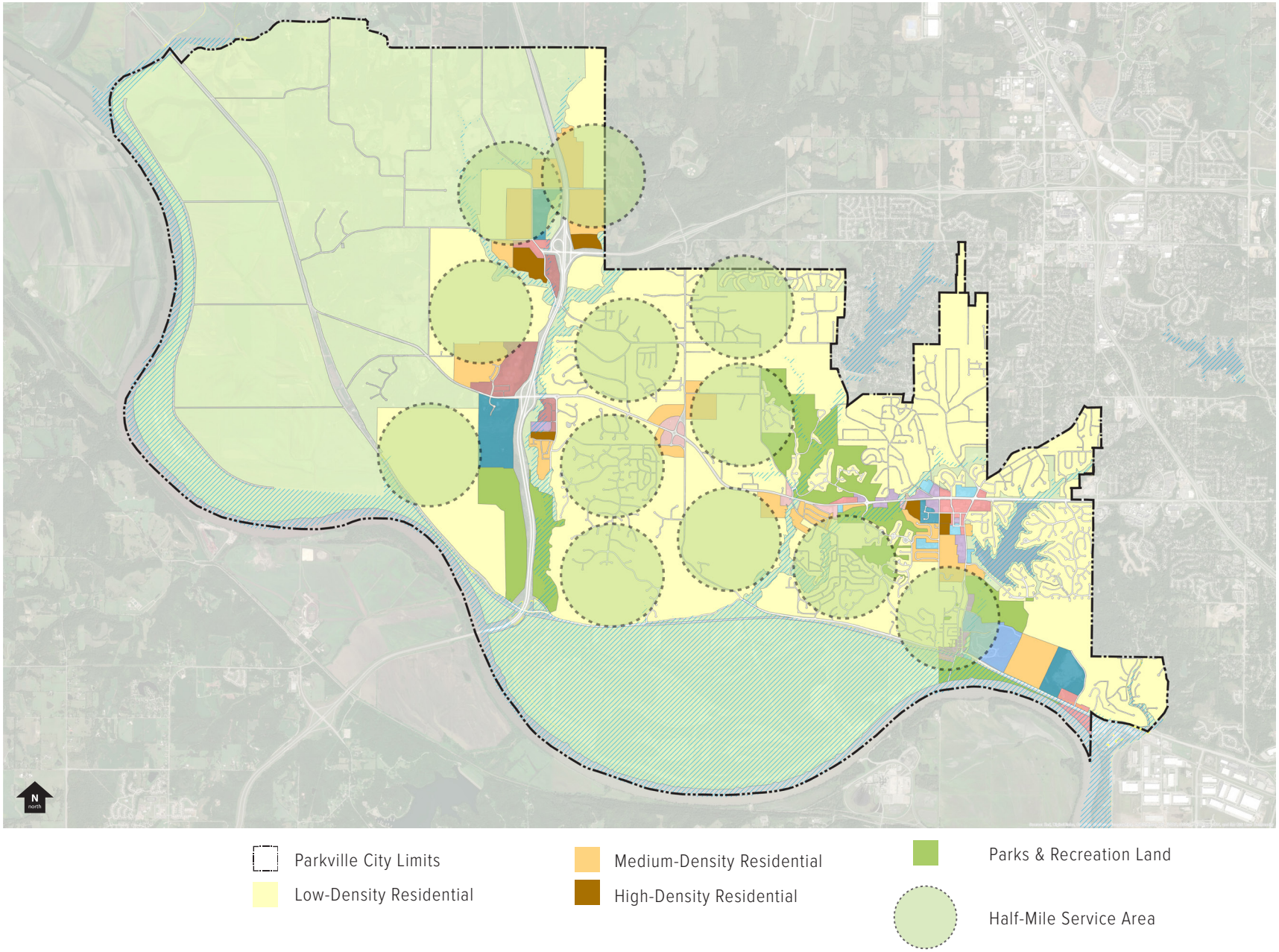








Figure 4.17 *Possible Future Park Service Areas, Parkville 2020-2040*



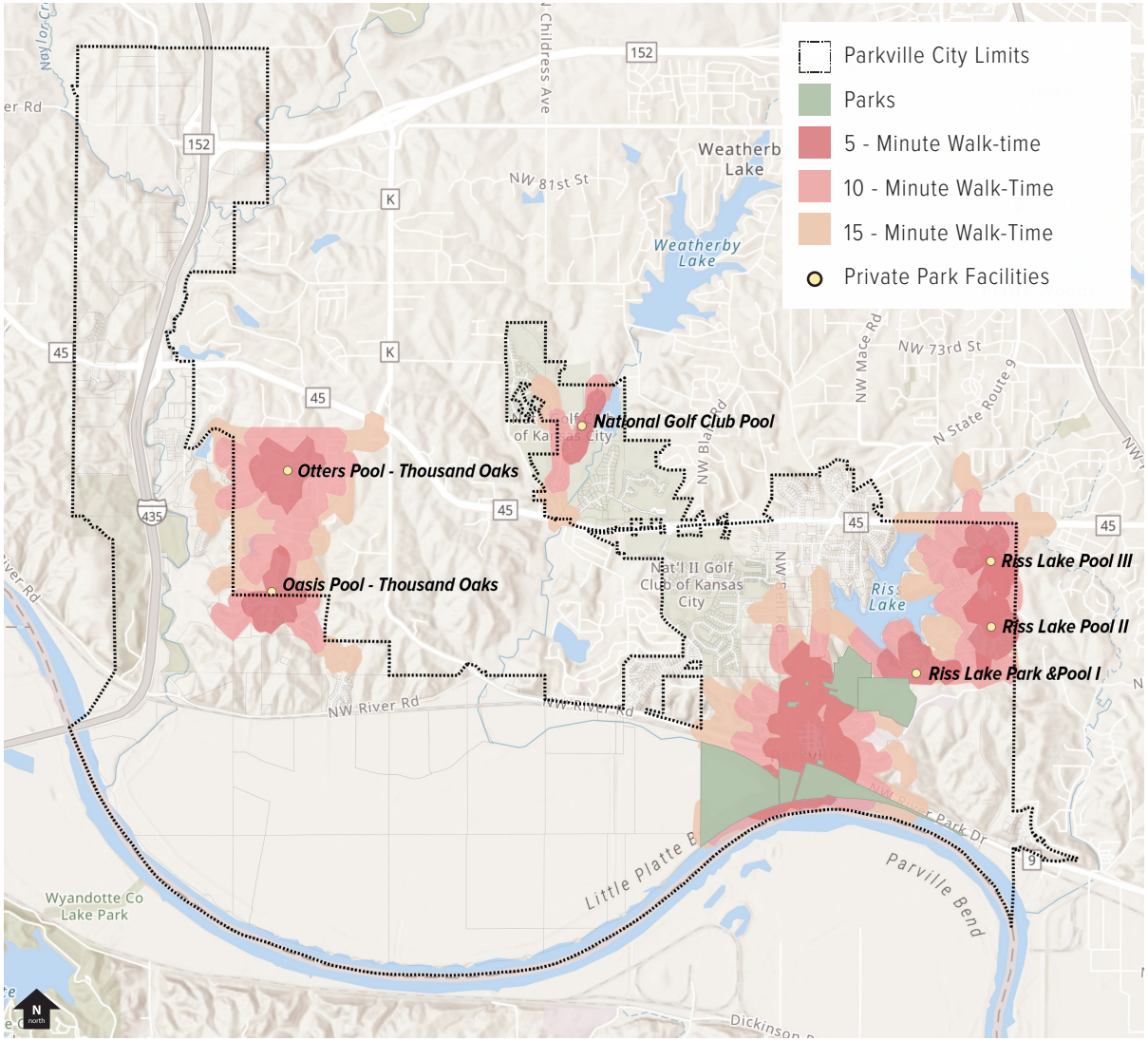
PARKVILLE PARK WALK TIME ANALYSIS

A 5-, 10- and 15-minute walk time analysis for park access in Parkville is shown in Figure 4.18. A walk time analysis for public facilities only did reveal some deficits within the residential areas of Parkville. To account for the effective park walkability access for residents living in gated communities or around the National Golf Course of Kansas City neighborhood, the walk time analysis included both public and private recreation facilities.

Most of the residential areas of Parkville have walkable park access. Commercial areas along Highway 45 are not currently walkable to parks so any redevelopment should include some sort of green space component and sidewalk / trail expansion to provide access to park and green space.

As Parkville continues to grow, it should aim to maintain a reasonable walk time of 5-, 10- or 15-minutes for most residential properties in the community.

Figure 4.18 *Walk-Time Analysis for Parks, Parkville, Missouri (2020)*



FUTURE PARK CONSIDERATIONS

In addition to neighborhood park expansion and walk time focus, there are other park considerations.

Park Trends

Even though Parkville meets the acre demand estimate needs for parks, it should continue to evaluate how well the park system meets the needs and desires of residents. Routine surveying of community desires as it relates to parks as well as a continued understanding of industry-wide trends can help Parkville's parks continue to adequately serve Parkville residents. Some recent trends to keep in mind include:

- Inclusive Playgrounds
- Technology integration
- Tall Playgrounds

Life Cycle Evaluation

As Parkville grows, life cycle evaluation of its park and recreation facilities will be needed to ensure park facilities remain relevant to residents. Part of this process will mean phasing out facilities or recreation programs that no longer best serve the community. For example, facilities such as horseshoe pits have seen a decline over time while other activities such as pickleball have seen widespread growth. Routine surveying of residents can also assist with this determination.

Trail Expansion

As Parkville grows, connecting the park system with an adequate trail and sidewalk system between parks should be a priority. This will assist in meeting walk time service area goals.

STRATEGIC OPPORTUNITY 2.9

Keep Parkville's parks and recreation system current and responsive to residents

- Continue to regularly evaluate parks and recreation trends when facility planning.
- Regularly perform life cycle evaluations as well as community surveying to ensure programs and facilities continue to meet the desires of Parkville residents.
- Connect new and older parks with trail or sidewalk connections.









TRAILS & CONNECTIVITY

Parkville has a well-established system of trails within large park spaces and nature preserves but very few trails that connect to different locations throughout the community, the exception being the Missouri Riverfront Trail. This public amenity extends northward from Riverside, MO into English Landing Park and with the recent completion of a segment at the just outside the Parkville city limits, recreational users can now travel from Parkville to the Argosy Casino, with future southern extensions planned.

The City of Parkville has a great opportunity to expand the current trail network to better connect far reaches of the city and provide a network of recreational opportunities. The recent 45 Highway expansion includes a shared use path, providing a critical east / west connection along that main corridor.

The map on the following page captures various opportunities the City of Parkville should consider for trail expansion. Streamways and their associated floodplains are an ideal location for future trails as they provide a scenic route for trail users, is land that is not well suited for many other uses, connects different parts of the city and neighborhoods with other neighborhoods, and is a tool to preserve the streamway corridors from pressures of future development. The Line Creek Trail, to the east of Parkville is a good example of this approach.

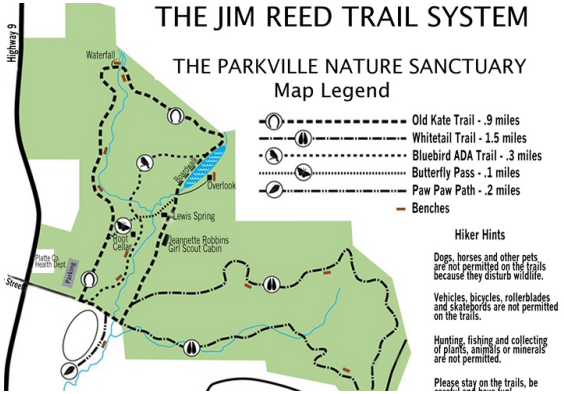
Another important east / west trail connection important for consideration exists within the overhead utility ROW that traverses through the Thousand Oaks neighborhood. Some stretches of trail exist in this location in that neighborhood and an extension both east and west could connect with other potential future streamway trails.

Parkville has been considering establishing the Brush Creek Greenway up the western half of the city from the Missouri Riverfront north to Tiffany Springs Park. The city should continue to pursue this effort as it will provide an important north / south recreational amenity on that side of the city. This effort will require collaboration with Platte County for implementation of this greenway. Additional trail extensions that should be prioritized include the riverfront trail, west from Platte Landing Park into Platte County.

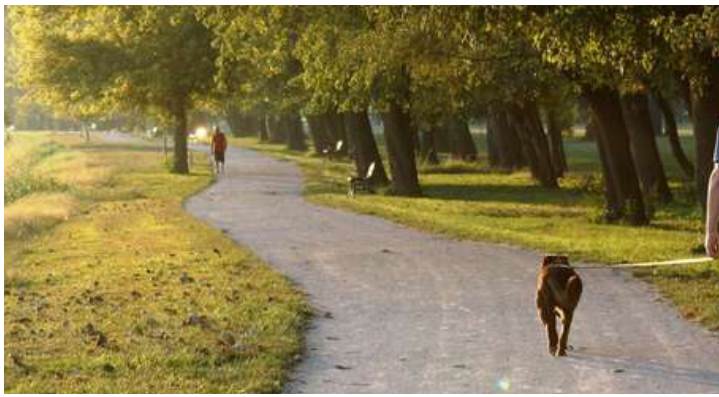
STRATEGIC OPPORTUNITY 2.10

Enhance Parkville's connectivity through trail expansion

- Continue to expand Parkville's trail system, especially an east-west connection, relying on streetscapes, stream corridors and utility ROW areas.
- Adopt a stream buffer ordinance to help protect sensitive ecological land as well as secure locations for future trails.

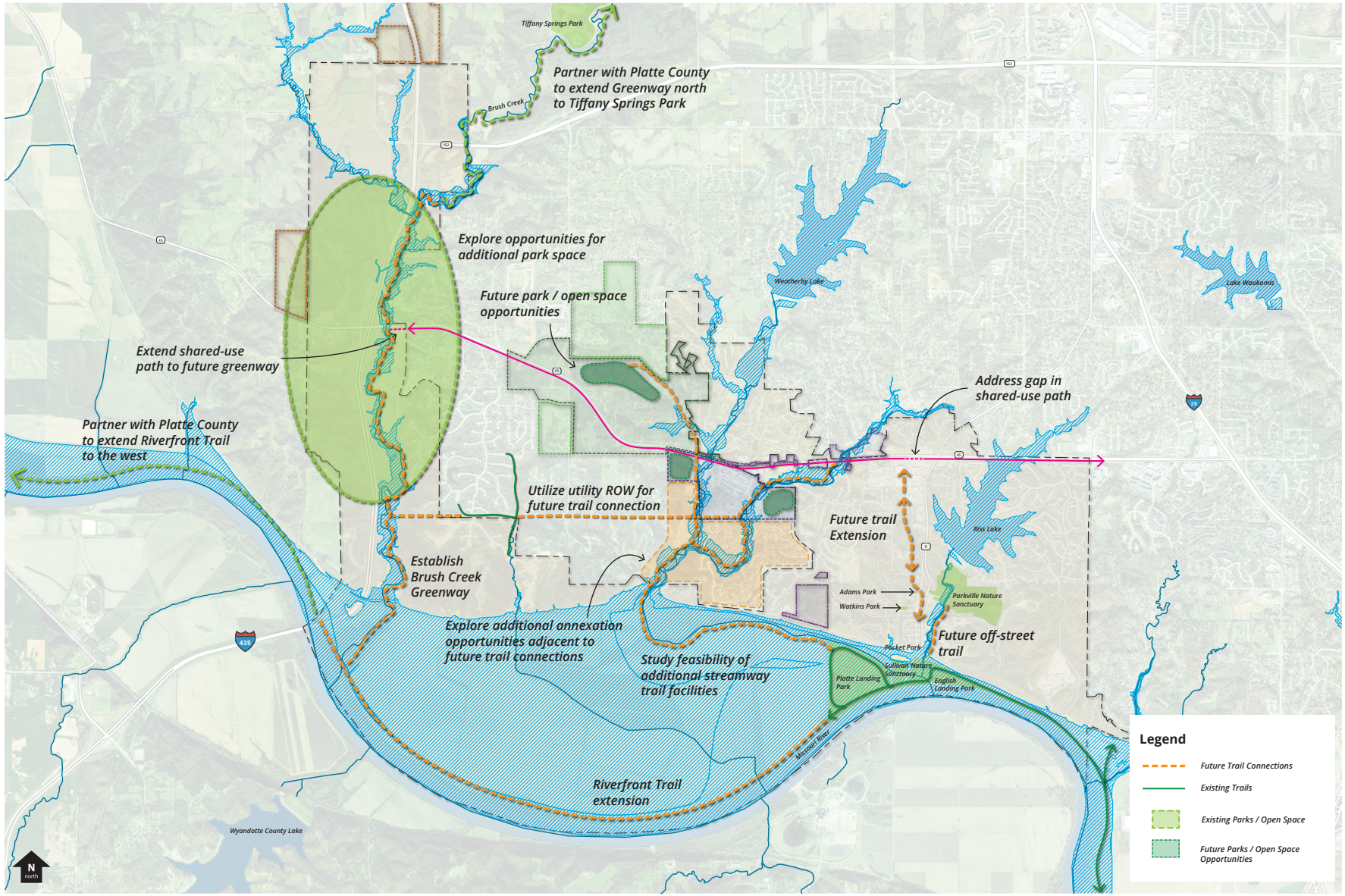






TRAILS & CONNECTIVITY

Figure 4.19 *Trails and Connectivity Strategic Opportunities*



FOCUS AREA 3

TRANSPORTATION AND INFRASTRUCTURE

Transportation and infrastructure is the beating heart of a community that provide the needed connections, and services to residents and businesses.

The Parkville transportation network represents infrastructure ranging from historic beginnings to growing multimodal developments. Many of the features that make the Parkville community unique and attractive – riverfront bluffs, rolling topography, and wooded vistas – also present challenges to transportation connectivity. This section summarizes existing plans and policies, transportation conditions, and multimodal goals and opportunities to improve mobility in Parkville.







RELATIONSHIP TO THE GUIDING PRINCIPLES

Relationship to Vision & Guiding Principles
Transportation impacts nearly all aspects of a community. Safe and efficient transportation must be integrated with land use to ensure high-quality, coordinated development. Connecting communities also requires consideration of multiple modes of transportation including vehicles, transit, bicycles, and pedestrians as well as movement of people and goods by truck and rail. Therefore, transportation opportunities emphasize the concept of Complete Streets to enable safe travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets respond to the unique context of the Parkville community to advance the overall vision of blending the historic downtown character, ongoing neighborhood and commercial developments, and the natural landscape that makes Parkville distinctive.



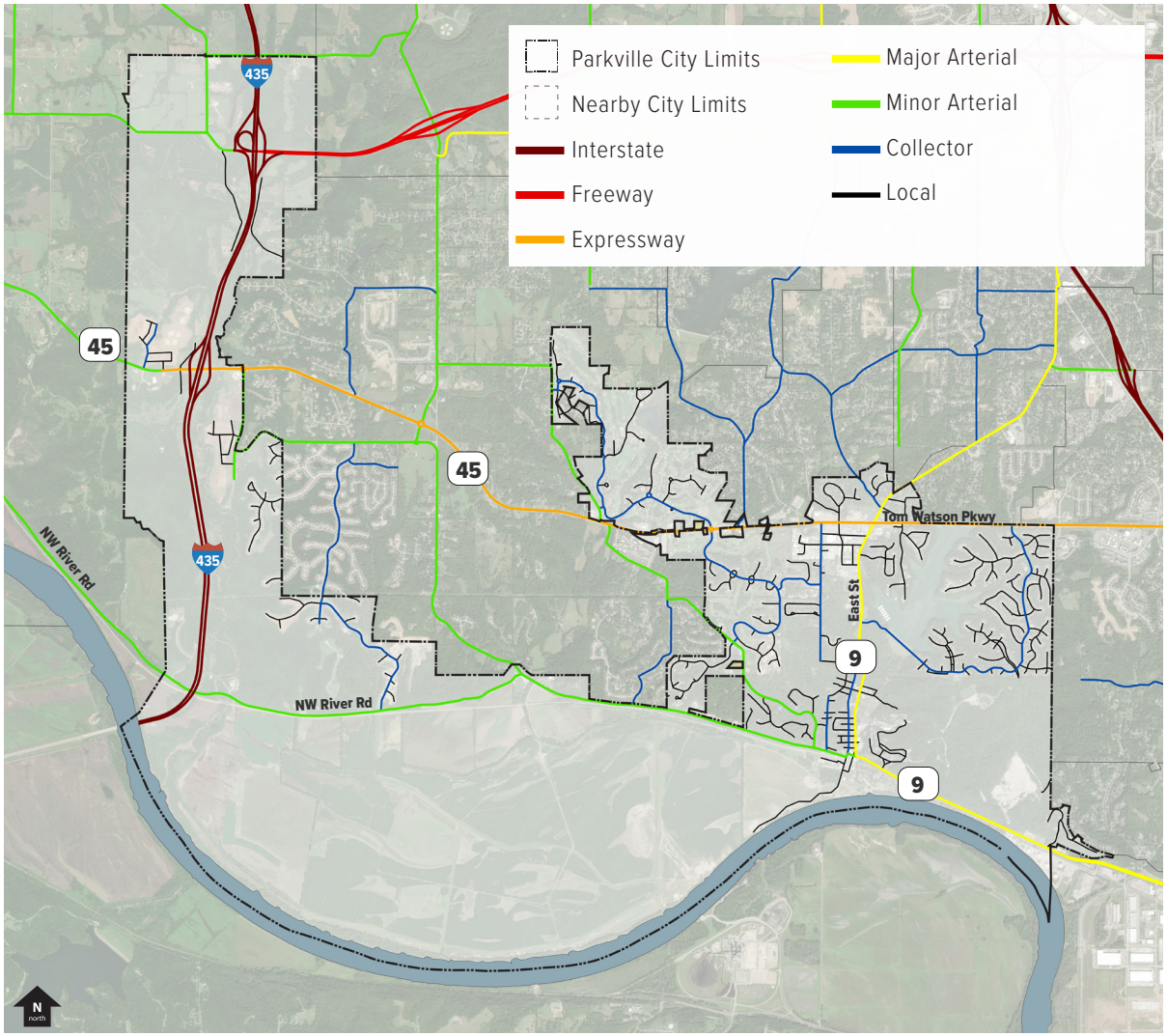
EXISTING TRANSPORTATION CONDITIONS

The community's economic and social systems depend on the ability to transport people and goods. Long-range planning helps ensure the transportation network is able to meet existing transportation needs, expand efficiently to manage future growth, and remain consistent with the Land Use Plan.

Roadways

Parkville is served by a network of roadways that are generally bordered by two major Interstate highways to the east (I-29) and west (I-435) of the community. Each roadway is identified by functional classification, which is based on the type of land uses and level of traffic movement the roadway is intended to serve. Roadway classifications outline the right-of-way and design standards to aid in construction. The City of Parkville currently uses APWA standards for roadway design, but context appropriate decisions may be needed based on the community's character and topography. Due to the unique shape of the city limits, coordination with adjacent jurisdictions, such as Platte County and the City of Kansas City, Missouri, is critical to providing connectivity and consistency for users.

Figure 4.20 *Existing Roadways Map*



EXISTING TRANSPORTATION CONDITIONS

The functional classification hierarchy for Parkville includes: interstate, expressway, major arterial, minor arterial, collector, and local roadways. Characteristics that generally define the functional classification of roadways encompass connectivity, number of travel lanes, traffic volume, speed, and degree of access.

Interstate
A multi-lane roadway intended to accommodate high traffic volume between major destinations at high speeds with no at-grade direct access for adjoining land uses.

Photo Example **A** *: I-435*

Expressway
A multi-lane roadway intended to accommodate high traffic volume between regional destinations at moderate to high speeds with limited at-grade access for adjoining land uses.

Photo Example **B** *: 45 Highway*

Major Arterial
A multi-lane roadway intended to accommodate high traffic volume at moderate speeds with at-grade access for adjoining land uses.

Photo Example **C** *: 9 Highway*









EXISTING TRANSPORTATION CONDITIONS

Minor Arterial
A 2-3 lane roadway intended to accommodate moderate traffic volume at lower speeds with more context-sensitive design to the surrounding area and topography.

Photo Example **D** *: Brink-Meyer Road*

Collector
A 2-3 lane roadway intended to accommodate low traffic volume at low speeds.

Photo Example **E** *: Riss Lake Drive/Lakeview Drive*

Local
A 2-lane roadway intended to accommodate low traffic volume at low speeds while providing direct access to abutting properties.

Photo Example **F** *: River Hills Drive*







EXISTING TRANSPORTATION CONDITIONS

Roadways with lower functional classification tend to provide an environment that is considered more bicycle and pedestrian friendly due to lower traffic volumes, lower speeds, and shorter crossing distances. However, multimodal accommodations, with varying facility types based on corridor characteristics, should be emphasized on nearly all roadway classifications to emphasize a Complete Streets approach. Bicycle and pedestrian facilities are key elements to ensuring that major transportation corridors are not barriers to multimodal connectivity in the community.

Classification	Connectivity	Lanes	Traffic Volume	Speed	Access
Interstate	High	4+ Lanes	High	High	Low
Expressway	High	4+ Lanes	High	High	Low
Major Arterial	High	4+ Lanes	High	Moderate	Moderate
Minor Arterial	Moderate	2-3 Lanes	Moderate	Low	Moderate
Collector	Low	2-3 Lanes	Moderate	Low	Moderate
Local	Low	2 Lanes	Low	Low	High

Source: TransSystems

Figure 4.21 *Functional Classification Summary*



NW Bell Road (Collector)



Tom Watson Parkway (Expressway) looking east at 9 Highway

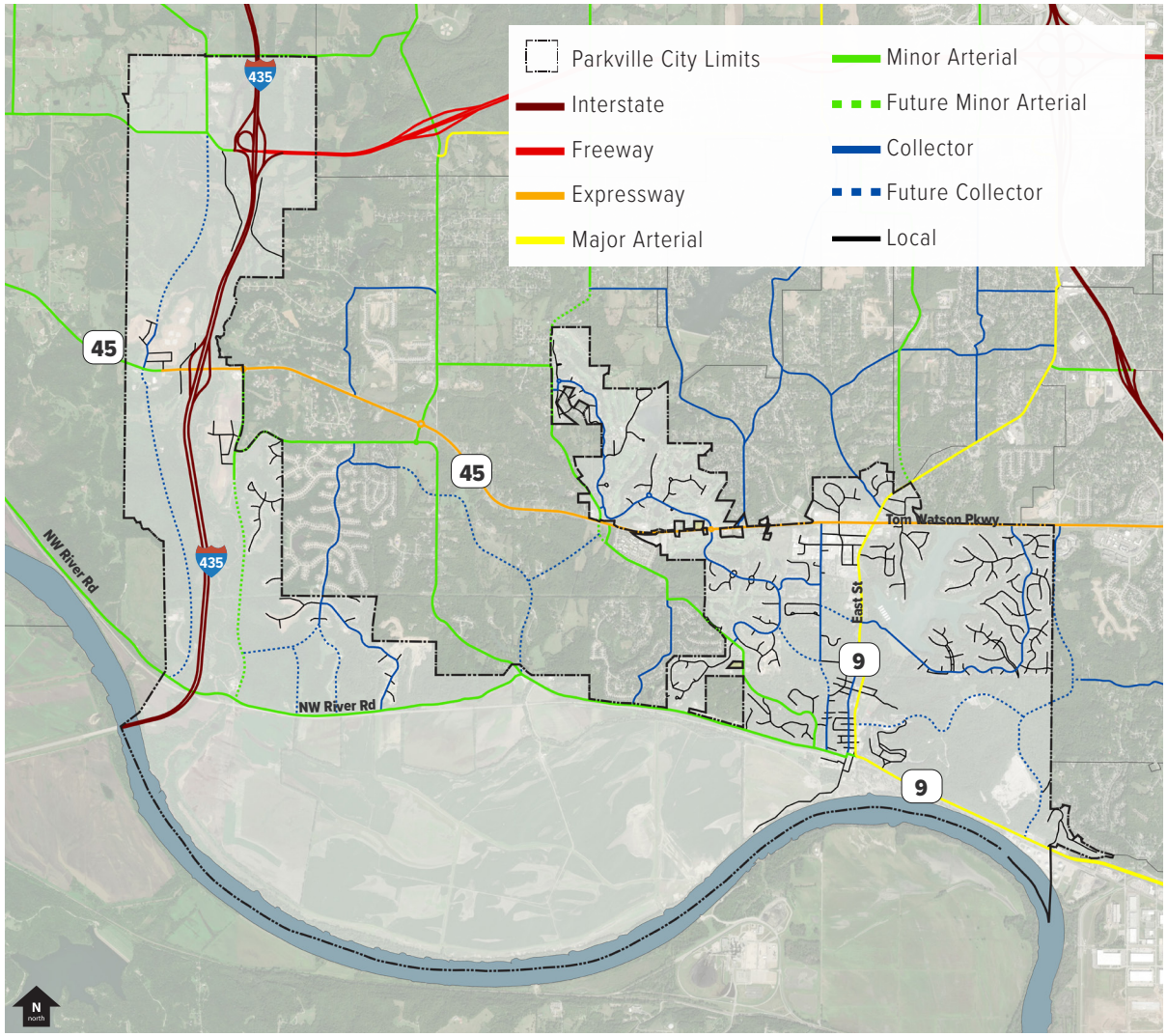


9 Highway (Major Arterial) looking west in Downtown Parkville

MAJOR ROADWAY PLAN

The Major Roadway Plan represents the existing and future potential roadway network in Parkville and the surrounding planning area. To ensure coordination with neighboring jurisdictions, roadway functional classification is consistent with recommendations beyond the city limits.

Figure 4.22 *Major Roadways Plan*



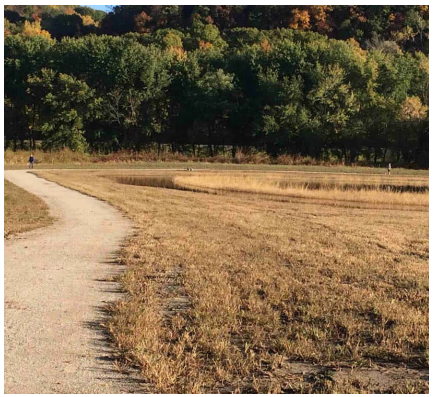
BICYCLES & PEDESTRIANS

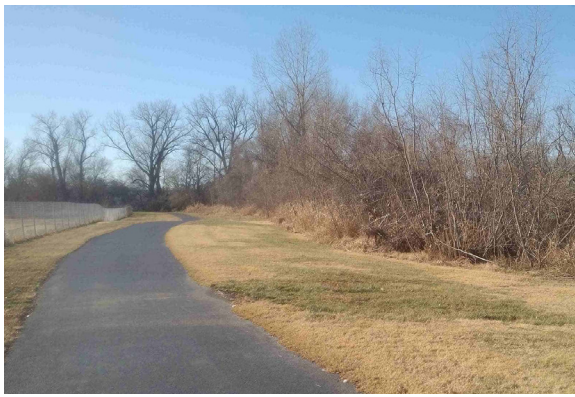
The Parkville community cherishes the existing trail system of shared-use paths including the English Landing Park Trail, Platte Landing Park Trail, and the Southern Platte Pass Trail along Highway 45. A priority trail connection was also recently constructed to complete the gap between the English Landing Park Trail and the Missouri Riverfront Trail in Riverside. Several existing hiking trails are also located within parks such as the Parkville Nature Sanctuary, Sullivan Nature Sanctuary, White Alloe Creek Conservation Area, and Parma Woods Conservation Area.

While Parkville currently has no designated on-street bicycle facilities, available data from Strava (a GPS cycling and running phone app) provides insight to corridors commonly used for on-street biking. These corridors include segments of Highway 9, Main Street, Bell Road, River Road, Lakeview Drive, Riss Lake Drive, National Drive, Lime Stone Road, Hampton Road, Union Chapel Road, Nevada Avenue, and Thousand Oaks Drive. However, nearby Kansas City, Missouri and Riverside have a network of on-street and off-street bicycle facilities that provide connections to the greater active transportation network.

A series of recommendations for improved bicycle and pedestrian networks within Parkville can be found later in this section.







BICYCLES & PEDESTRIANS

To build upon this network, the Active Transportation Map summarizes existing facilities (both on-street and off-street) and potential bicycle facilities for future consideration. Due to the unique shape of the city limits, coordination with Platte County and adjacent cities will be critical in developing a cohesive active transportation network. As identified on the map, key points for network coordination include:

- Crooked Road and Childress Avenue (north to Platte County)
- Lingley Drive and 73rd Street (northeast to Kansas City)
- Highway 9 (northeast to Kansas City)
- Klamm Road (northeast to Kansas City)
- 56th Street (east to Riverside)
- River Road (west to Platte County)

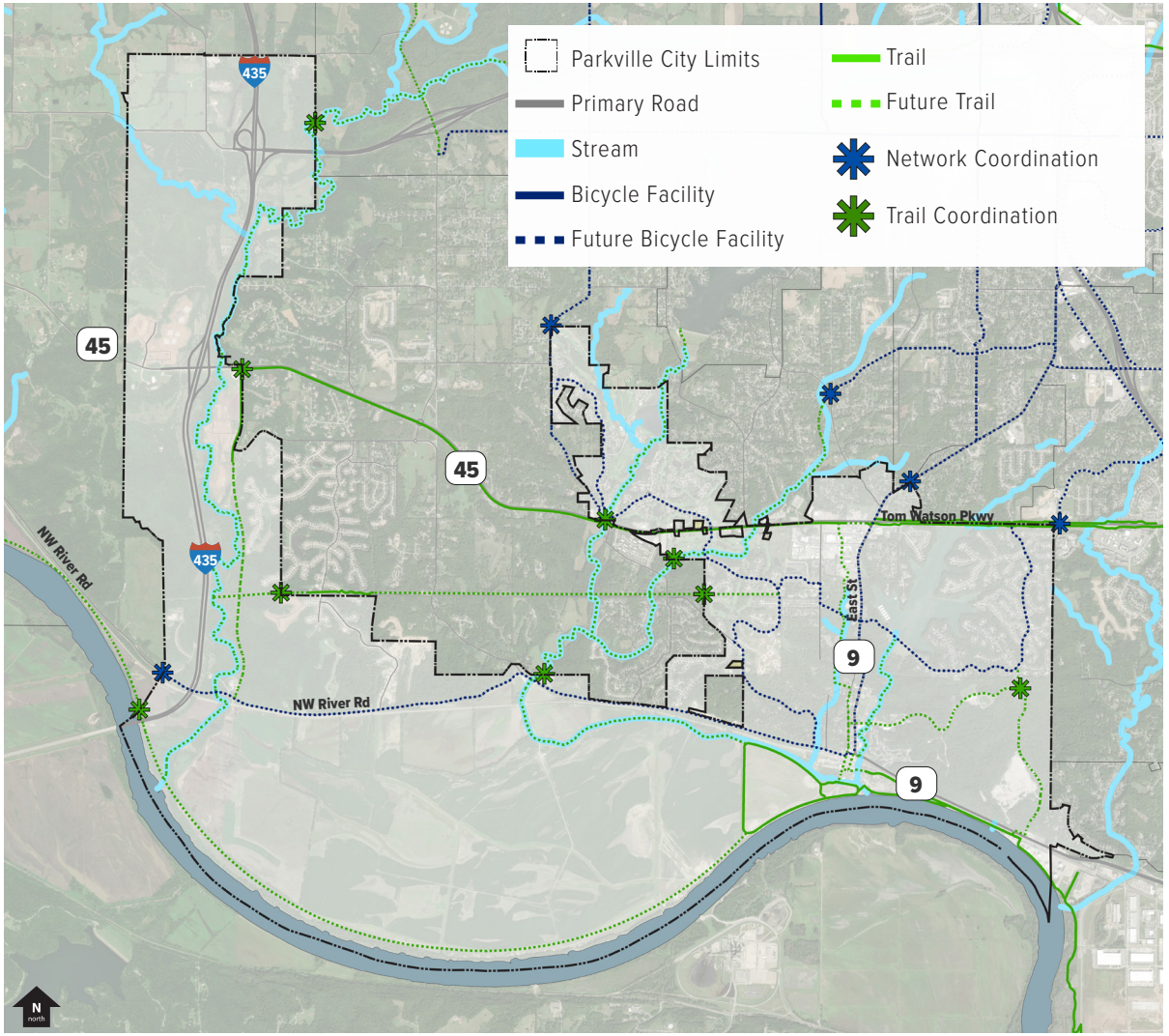


Figure 4.23 *Active Transportation Map*

BICYCLES & PEDESTRIANS

A range of bicycle facility types may be considered depending on the corridor context, anticipated use, and community input. Facility types to explore generally include **protected bike lanes, shared-use paths, recreational trails, buffered bike lanes, conventional bike lanes, shared lanes, and signed bicycle routes.** Other innovative facility types continue to be explored as the interest and demand in active transportation continues to grow.

Existing and potential recreational trails are also outlined in the Active Transportation Map. Many of the trails build upon Parkville's natural assets including rivers and steamways. The potential network creates a series of recreational trail loops that connect to city destinations. For example, a shorter loop in eastern Parkville connects to the Riss Lake neighborhood, Missouri Riverfront, downtown Parkville, and Park University. Longer trail loops may encompass Rush Creek or Brush Creek to provide connectivity to the Missouri Riverfront, Highway 45, and downtown Parkville. Coordination with Platte County and adjacent cities will again be critical to developing trail corridors that cross jurisdictional boundaries. As identified on the map, key points for trail coordination include:

- Missouri Riverfront Trail (west to Platte County)
- Brush Creek Trail (north to Kansas City)
- Southern Platte Pass Trail (west to Parkville and Platte County)
- Rush Creek Trail (north-south within Platte County)
- Utility Easement Trail (east-west within Platte County)
- Coffey Road Trail (northeast to Kansas City)



Shared Lanes



Conventional Bike Lane



Buffered Bike Lane



Protected Bike Lane



Shared-Use Path



Recreational Trail

BICYCLES & PEDESTRIANS

Many neighborhoods in Parkville have a reasonable pedestrian network consisting of sidewalk or wider shared-use paths. The Sidewalk Map provides a summary of shared-use path and sidewalk connectivity within Parkville and potential areas for improvement. Many newer neighborhoods have sidewalk on at least one side of the street, but additional sidewalk could be considered to encompass both sides of the street, particularly on roadways with a functional classification of collector or higher. Development standards could also be updated to address accessibility needs on short street segments and cul-de-sacs. In contrast, older neighborhoods, particularly near downtown Parkville or along Highway 9 may lack sidewalk on both sides of the street. As identified on the map, key sidewalks gaps to address areas with limited accommodations and/or to connect to the existing trail network include:

- National Drive (north of Highway 45)
- Southern Platte Pass Trail (near Parkville Commons)
- Highway 9 (Highway 45 to downtown Parkville)
- Bell Road (Highway 45 to downtown Parkville)
- Lakeview Drive (Highway 9 to Riss Lake dam)

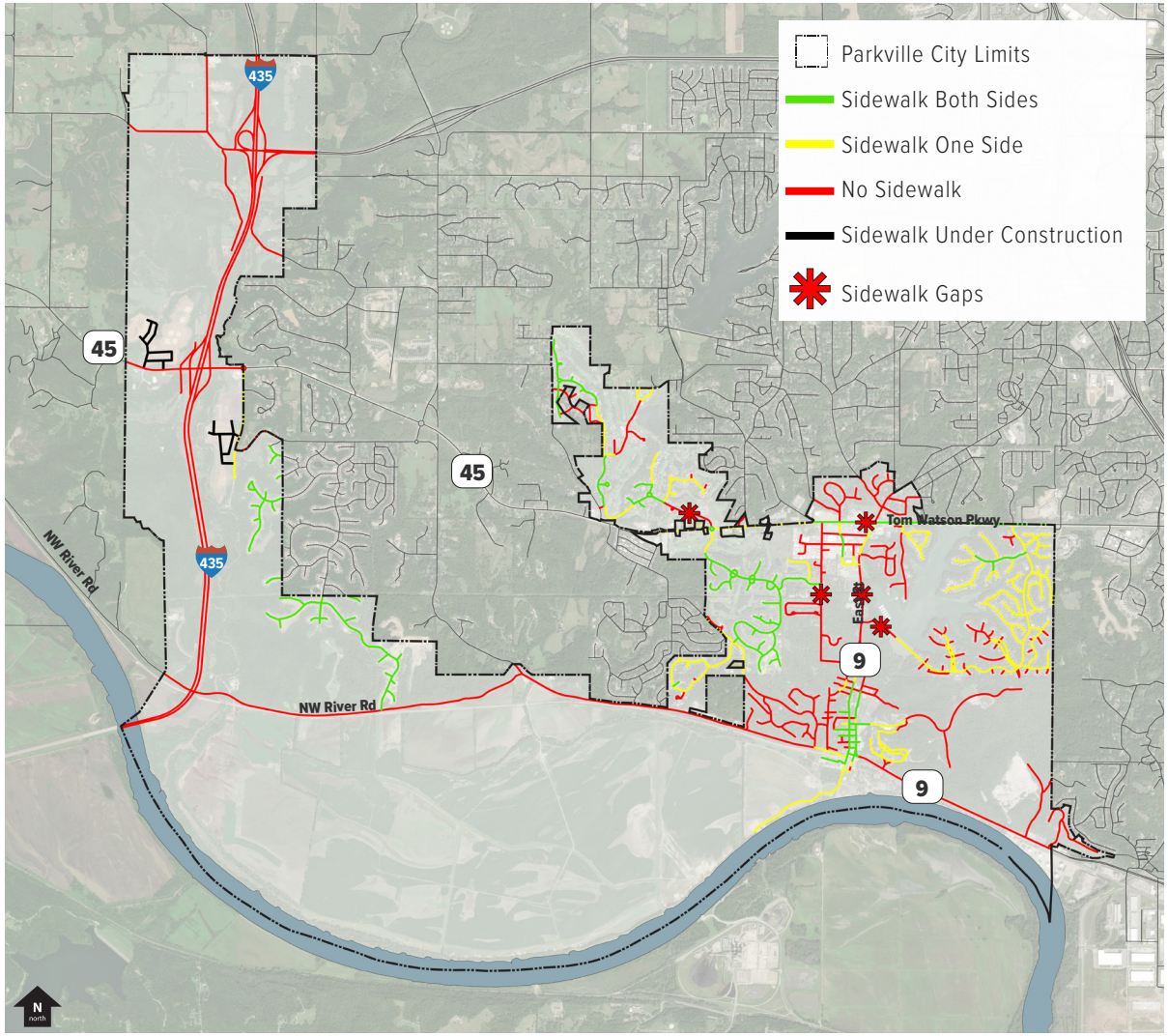
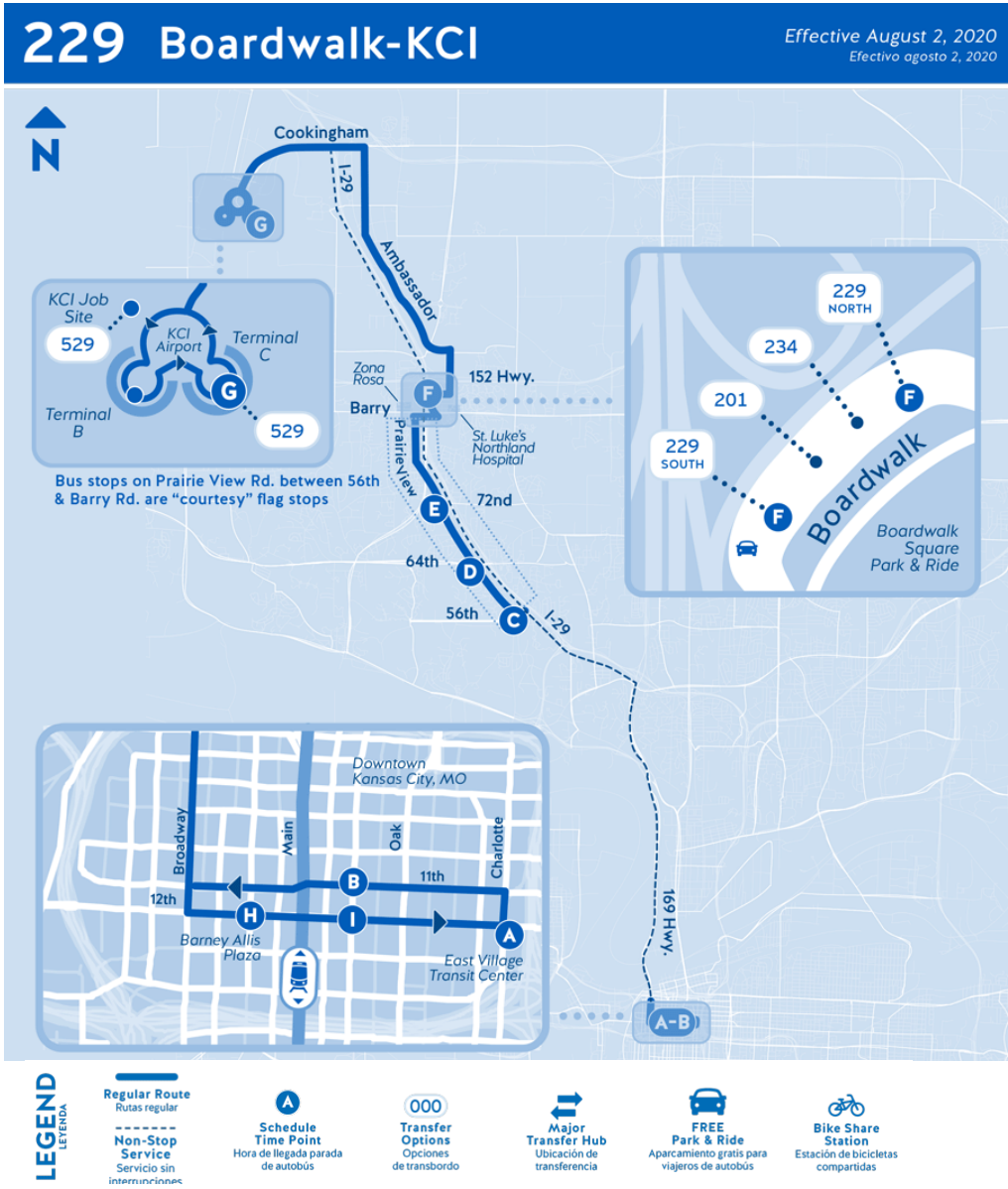


Figure 4.24 *Sidewalk Map*

TRANSIT

RideKC is the public transportation system in the Kansas City region, which includes the Kansas City Area Transportation Authority (KCATA) that serves the Platte County area. RideKC aims to connect people to opportunities through a safe, reliable, and innovative public transportation system that can grow to meet the changing transit needs of the Kansas City region.

Currently, Route 229: Boardwalk-KCI is the only route in proximity to Parkville as it generally travels along I-29 to connect downtown Kansas City, Missouri to the Kansas City International Airport. Route 229 currently operates on both weekdays and weekends with a stop at Highway 45 (64th Street) and Prairie View Road. The Route 9 Corridor Study (2016) explored the opportunity for additional transit serve along Highway 9 to serve Park University students, Platte County Health Department patrons, visitors during community events, and the local population. In the study, bus stops were recommended along Highway 9 at 1st Street, 5th Street, 12th Street, and a loop near Parkville Commons. While the SmartMoves 3.0 Regional Transit Vision (2020) acknowledges that transit propensity in Platte County is generally much lower than other areas in the Kansas City region, it also identified downtown Parkville as a long-term mobility hub. A potential route serving the mobility hub, likely located near 1st Street or the Farmer's Market pavilion, would connect the Boardwalk Square Metro Center to downtown Parkville via Highway 9.



TRANSPORTATION AND INFRASTRUCTURE
STRATEGIC OPPORTUNITIES

Throughout the planning process, residents identified the need to improve the transportation network as a top priority. Improvement concepts range from new street connections, roadway upgrades, intersection improvements, and multimodal accommodations. The transportation and infrastructure strategic opportunities are shown on the map to the right and listed below.

3.0	9 Highway
3.1	45 Highway
3.2	River Road (Route FF)
3.3	Coffey Road
3.4	Bell Road
3.5	Bell Road "Connector"
3.6	Crooked Road
3.7	Brink Meyer Road
3.8	Jones-Meyer Road
3.9	Lakeview Road and Riss Lake Drive
3.10	National Drive
3.11	9 Highway / East Street / 1st Street
3.12	Main St. / East St. Railroad Crossing
3.13	Downtown Parkville Mobility Hub
3.14	Transit-Supportive Development

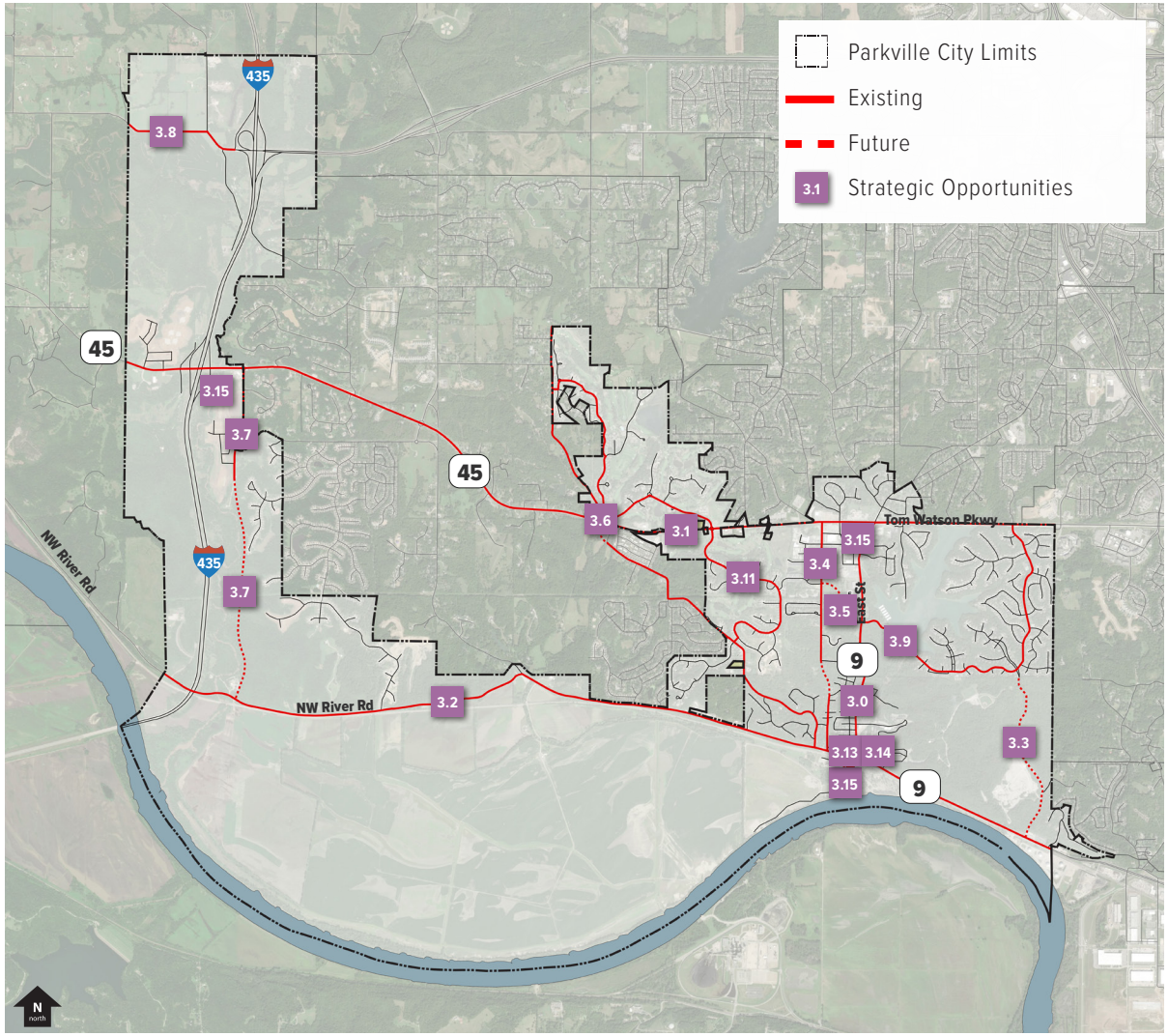


Figure 4.25 *Transportation Strategic Opportunities Map*

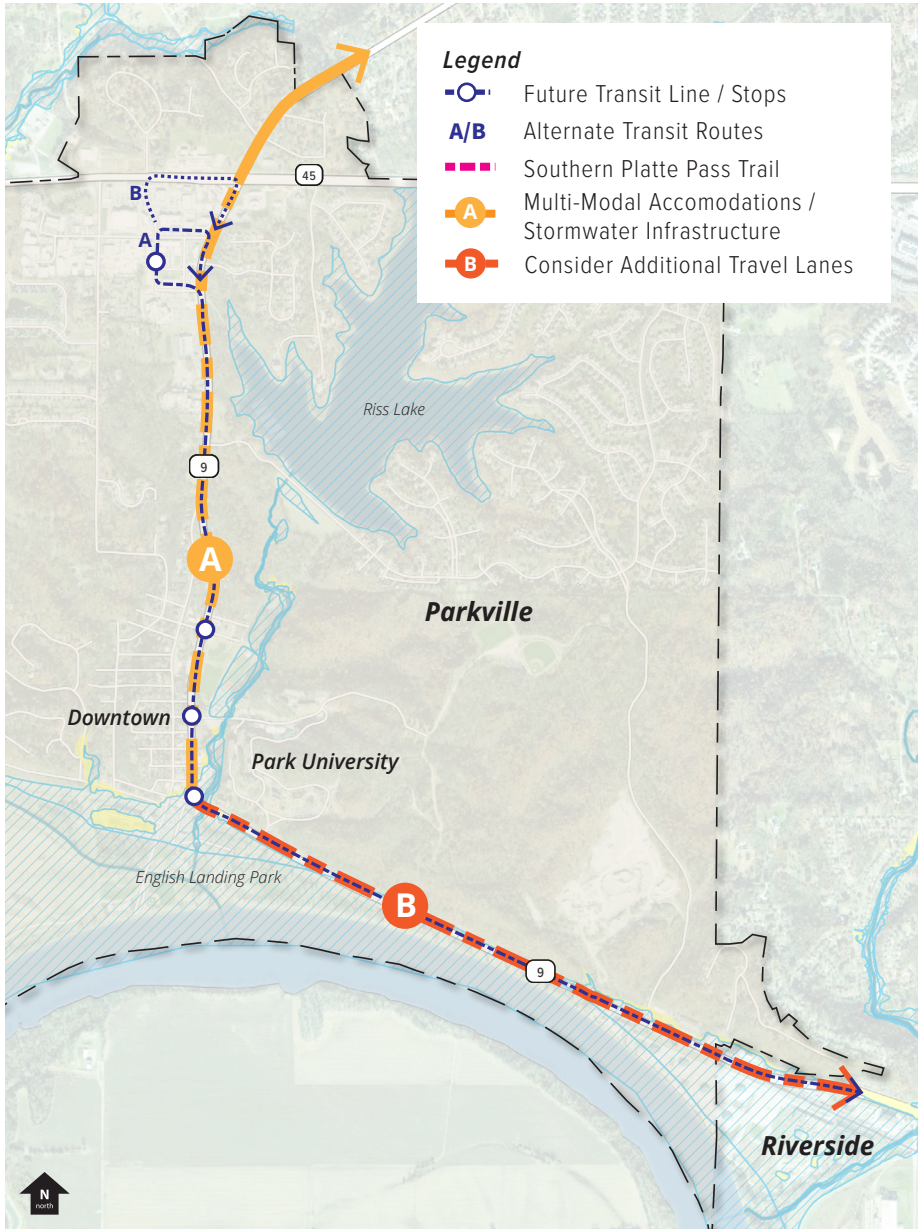
9 Highway

9 Highway is generally a two-lane major arterial that serves as the "Main Street" of the community and a key gateway to downtown Parkville.

STRATEGIC OPPORTUNITY 3.0

- Advance the Route 9 Corridor Study (2016) including an improved two-lane roadway section with multimodal accommodations and stormwater infrastructure from Highway 45 to East Street/1st Street.
- Consider additional travel lanes from East Street/1st Street to the existing four-lane roadway section near the eastern city limits.
- Coordinate with MoDOT, Mid-America Regional Council, Platte County, City of Riverside, and Park University as appropriate to implement improvements.

Figure 4.26 *Highway 9 Strategic Opportunities*



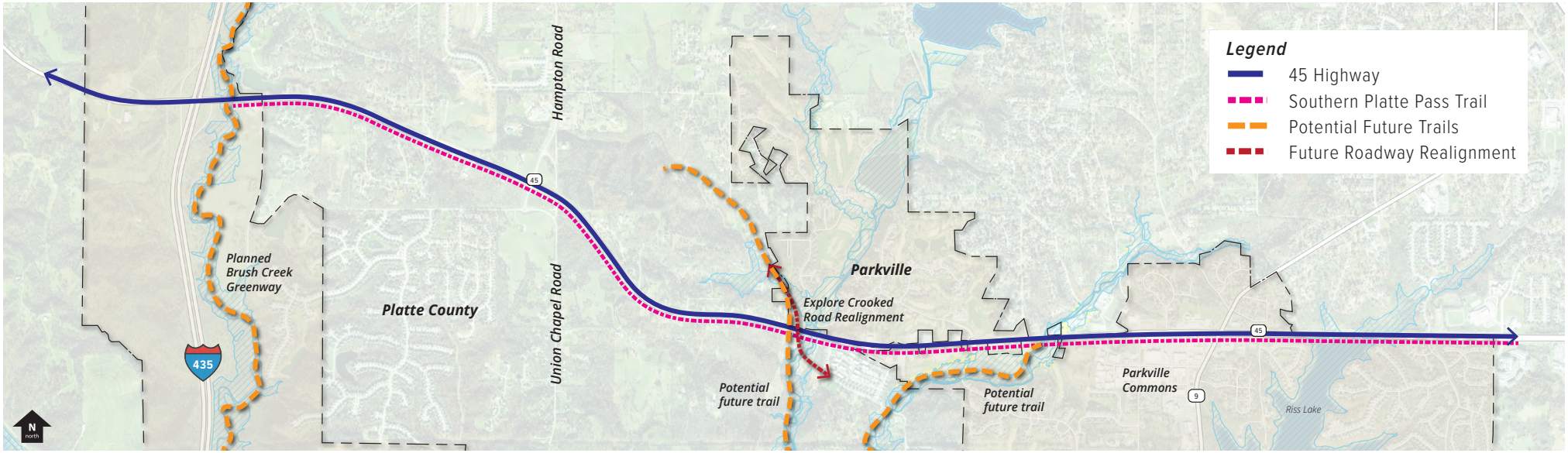
45 Highway

45 Highway is an east-west expressway that experienced significant capacity expansion from a two-lane roadway section to a four-lane roadway section. Major corridor and intersection improvements along Highway 45 occurred from Highway 9 to Hampton Road/Union Chapel Road in 2012 and from Union Chapel Road to I-435 in 2017.

STRATEGIC OPPORTUNITY 3.1

- Advance the Highway 45 Corridor Plan (2016) including beautification efforts and amenities to provide a cohesive corridor identity.
- Continue to balance the provision of efficient access, provide connections to the Southern Platte Pass Trail, preserve the natural and scenic character of the area, and encourage quality development.
- Coordinate with MoDOT, Mid-America Regional Council, and Platte County, as appropriate to implement improvements.

Figure 4.27 *45 Highway Strategic Opportunities*

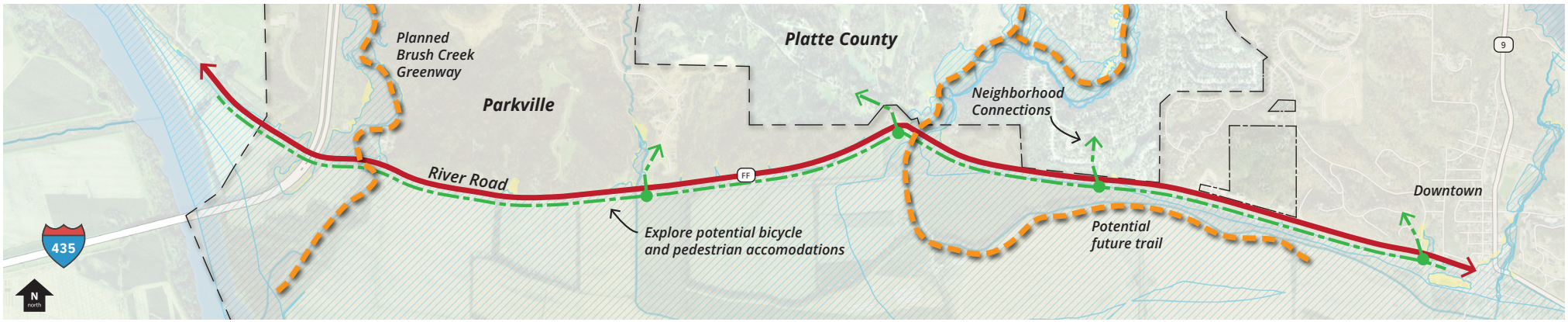


River Road (Route FF)
River Road / Mill Street is a two-lane, east-west minor arterial that follows the Missouri River bluffs from downtown Parkville, past I-435, and continues northwest towards the City of Leavenworth and City of Weston. Although not currently designated as a bicycle route, River Road is commonly utilized by on-street bicyclists due to its generally flat terrain and scenic character. Explore the potential for safe bicycle and pedestrian accommodations on River Road while providing context-sensitive access to developing neighborhoods within Parkville and Platte County.

STRATEGIC OPPORTUNITY 3.2

- Explore the potential for safe bicycle and pedestrian accommodations on River Road while providing context-sensitive access to developing neighborhoods within Parkville and Platte County.

Figure 4.28 *River Road (FF) Strategic Opportunities Map*



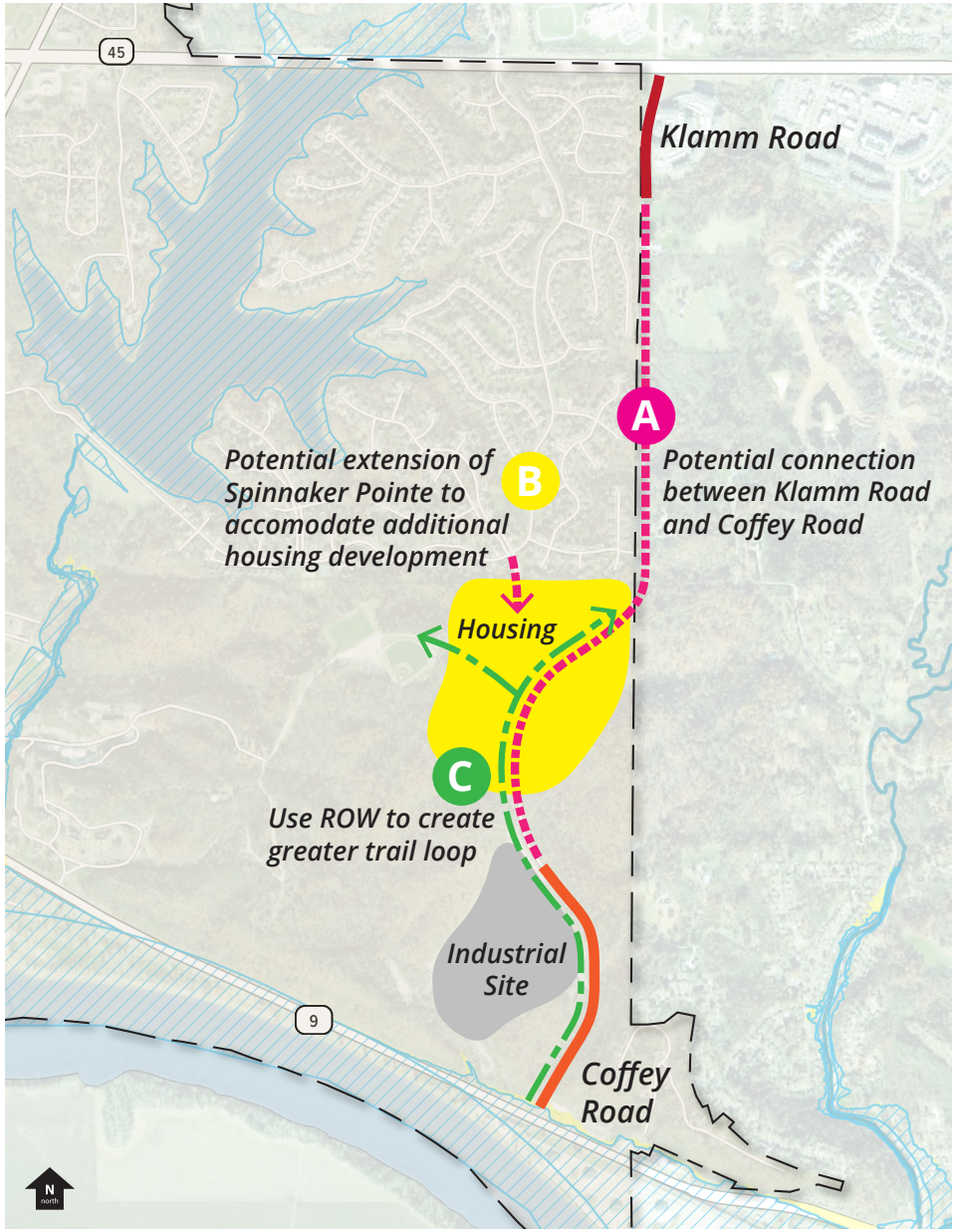
Coffey Road

Coffey Road is a rural, two-lane roadway that connects to Highway 9 at an unsignalized intersection near the eastern city limits. While the corridor currently provides limited connectivity to an industrial site and a few residences, corridor right-of-way extends north to Spinnaker Pointe within the Riss Lake neighborhood. However, there is limited public support to fully connect the Coffey Road corridor for vehicular traffic due to concerns that the roadway would be used as a regional bypass alternative to Highway 9.

STRATEGIC OPPORTUNITY 3.3

- **A** Coordinate with Kansas City, Missouri to connect the recently improved Klamm Road, which has an existing signalized intersection at Highway 45, to Coffey Road to create a new north-south collector.
- **B** Extend Spinnaker Pointe southward from the Riss Lake neighborhood to accommodate additional residential development without creating a direct vehicular connection to Highway 9.
- **C** Utilize the available Coffey Road right-of-way as a trail connection to create a greater tail loop in eastern Parkville with connections to Park University, downtown Parkville, and the Missouri Riverfront.

Figure 4.29 *Coffey Road Strategic Opportunities Map*

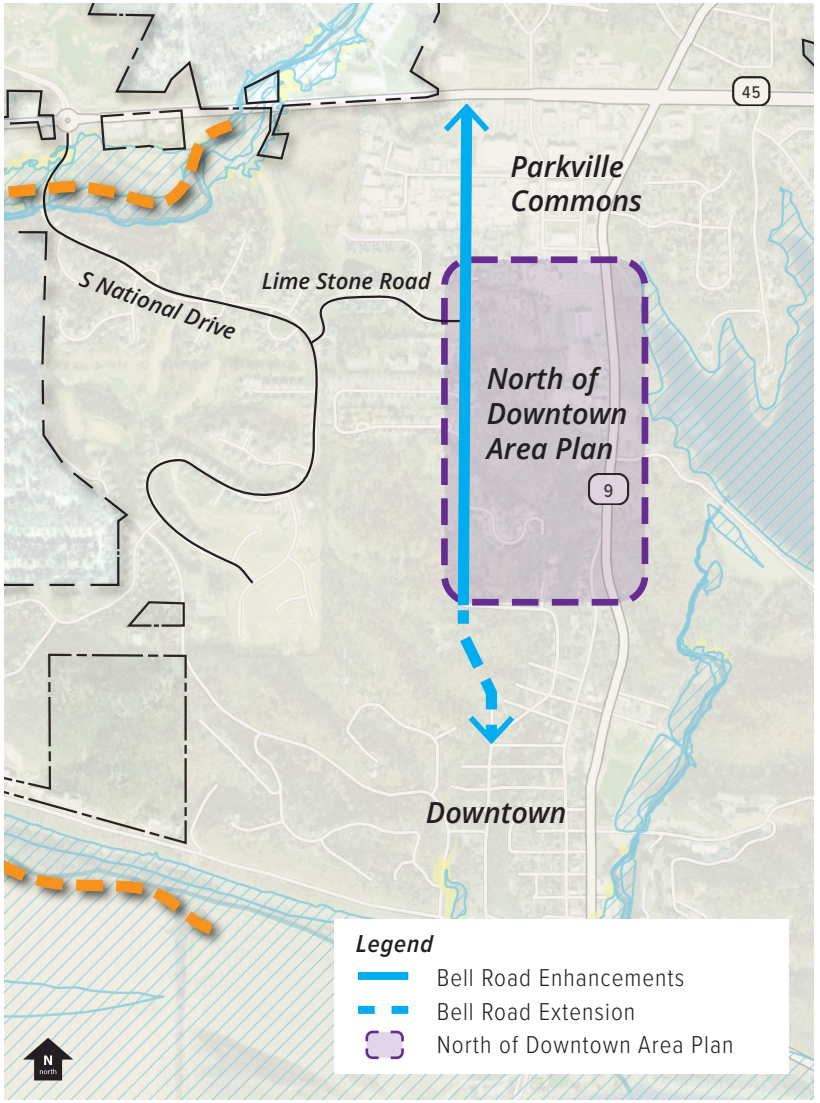


Bell Road
Bell Road is a two-lane, north-south collector roadway from Highway 45 to Hamilton Road that lacks shoulders, multimodal accommodations, and access control. The corridor provides key connectivity to the Parkville Commons shopping district, civic destinations, and diverse housing areas with the potential for additional future development. In addition, many residents use Bell Road and Lime Stone Road to access neighborhoods along National Drive.

STRATEGIC OPPORTUNITY 3.4

- Advocate for and implement a corridor study to properly size the corridor, address sightline and stormwater issues, and include shoulders, sidewalks, and crosswalks to provide safe multimodal facilities.
- Explore the potential to extend improvements south to enhance access to downtown Parkville.

Figure 4.30 *Bell Road Strategic Opportunities Map*



Bell Road Connector

East-west connectivity through Parkville is generally limited due to topography and jurisdictional boundaries. A new road between Highway 9 and Bell Road would provide an east-west connection to help alleviate this issue. A high-level assessment of potential alignments considered options between three potential eastern termini (Platte County Community Center South driveway, Lakeview Drive, and Main Street) and three potential western termini (Lime Stone Road, 60th Street, and 59th Terrace).

While multiple combinations could be further evaluated, the analysis explored four potential alignments for comparison. For planning purposes, the Bell Road Connector was assumed to be a residential collector with a design speed of 30 mph and 8% maximum grades. High-level feasibility factors in the analysis included connectivity, economic development impact, environmental impact, property impacts, and terrain. Terrain is a significant challenge within area, particularly with two stream channels between Highway 9 and Bell Road. For example, the 60th Street terminus has an elevation approximately 25 feet higher than the 59th Terrace terminus. Therefore, alignments that connect to the 60th Street terminus would require extensive fill and embankment, resulting in higher construction cost. Embankment can be a critical issue and construction of the Bell Road Connector would preferably be paired with site development in order to provide a cohesive strategy to address terrain, drainage, and sight distance issues. However, while Alignment B and Alignment C would represent higher-cost options due to the western connection at 60th Street, they are generally anticipated to have fewer environmental impacts and property impacts. Overall, further study of Bell Road and the Bell Road Connector is recommended to evaluate the feasibility of this new east-west connection and coordinate with future development to preserve right-of-way. Additional alignments between the eastern and western termini options could be evaluated beyond the four potential alignments reviewed for this study.

Trail options could also be explored in coordination with the Bell Road Connector concept. With the exception of Alignment A, the potential alignments would require a box culvert or similar structure for the stream corridor to pass under the roadway. A north-south trail could generally follow the stream corridor to cross the roadway at-grade or below-grade via culvert "tunnel." If feasibility factors limit the ability to construct the Bell Road Connector as a roadway for vehicular traffic, the corridor could also be explored as a trail corridor to provide bicycle and pedestrian connectivity while reducing project costs.

STRATEGIC OPPORTUNITY 3.5

- Continue to evaluate the feasibility of this new east-west connection and coordinate with future development to preserve right-of-way.

Bell Road Connector (cont.)

Feasibility Factor	Alignment A Community Center to Lime Stone Road	Alignment B 60th Street to Lakeview Drive	Alignment C 60th Street to Main Street	Alignment D 59th Terrace to Main Street
Connectivity	🟡 Lime Stone Road provides a continuation of east-west connectivity, but the alignment is located in close proximity to other east-west corridors such as 63rd Street.	🟢 The signalized intersection at Lakeview Drive could be improved to a four-leg intersection. The alignment is located near the mid-point between Highway 45 and downtown Parkville.	🟢 The skewed intersection at Main Street could be improved to a roundabout. The alignment is located near the mid-point between Highway 45 and downtown Parkville.	🟢 The skewed intersection at Main Street could be improved to a roundabout. The alignment is roughly located near the mid-point between Highway 45 and downtown Parkville.
Economic Development Impact	🔴 The area is generally already developed due to proximity to the Parkville Commons Shopping Center and recreational destinations.	🟡 The area has some potential for development near the Lakeview Drive intersection, but feasibility may be limited due to terrain.	🔴 The area has low potential for development due to complexity associated with the Main Street intersection, terrain, and a nearby cemetery.	🔴 The area has low potential for development due to complexity associated with the Main Street intersection, terrain, and a nearby cemetery.
Environmental Impact	🟡 Due to the eastern terminus, the alignment is in close proximity to a detention area.	🟢 The alignment generally provides a buffer from the stream corridor.	🟢 The alignment generally provides a buffer from the stream corridor.	🟡 Due to the western terminus, the alignment is in close proximity to a stream.
Property Impacts	🔴 Major property impacts are anticipated, particularly the Community Center and the Athletic Complex.	🟡 Moderate property impacts are anticipated to residential and commercial properties.	🟡 Moderate property impacts are anticipated to residential and commercial properties.	🟢 Minor property impacts are anticipated to residential properties.
Terrain	🟢 A stream crossing could be avoided and there are fewer terrain challenges. Therefore, the alignment is likely a lower cost.	🔴 Steep slopes and terrain would require significant embankment. Therefore, the alignment is likely a higher cost.	🔴 Steep slopes and terrain would require significant embankment. Therefore, the alignment is likely a higher cost.	🟡 Moderate slopes and terrain would require some embankment. Therefore, the alignment is likely a moderate cost.

Figure 4.31 *Potential Bell Road Connector Alignments*



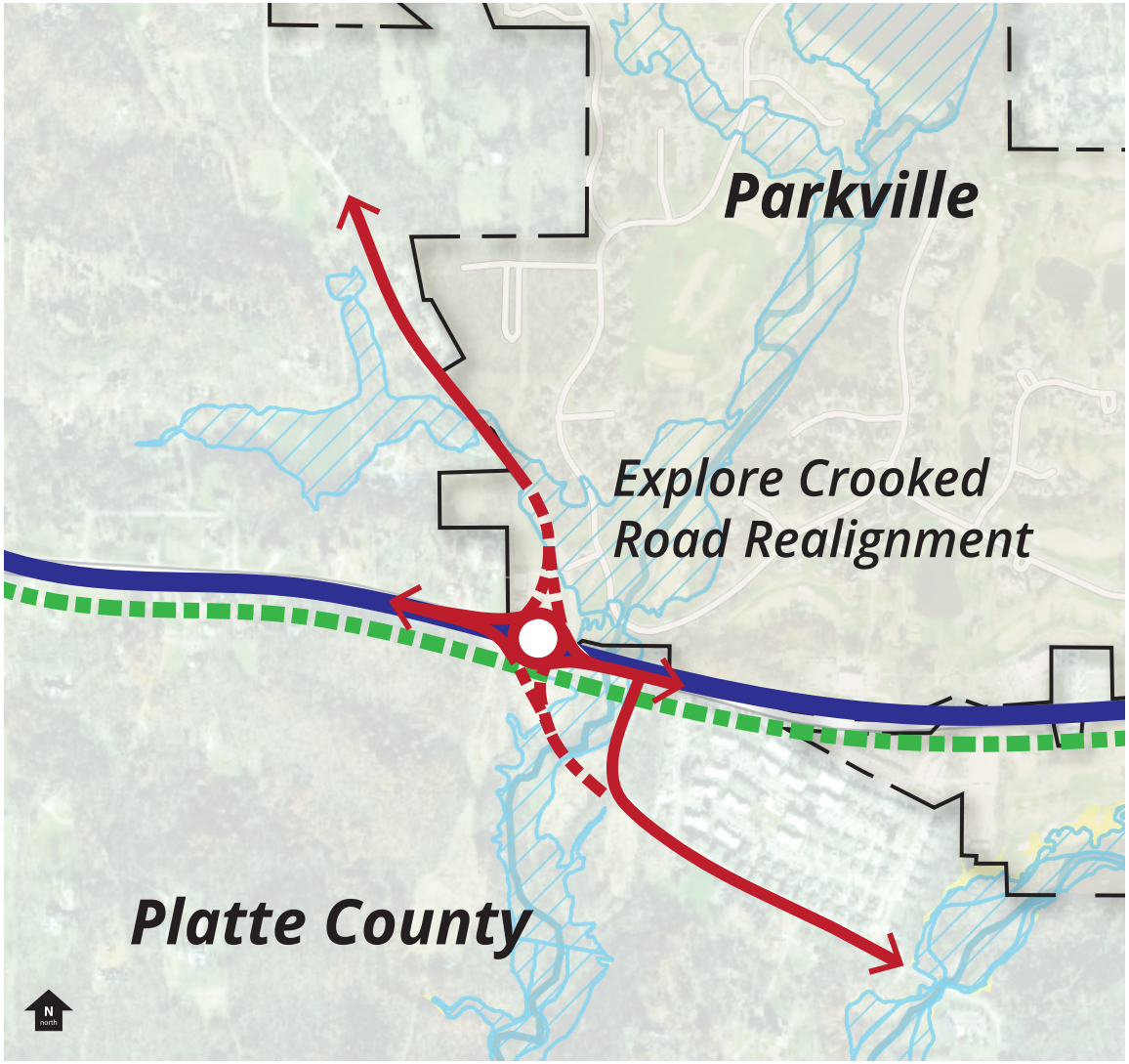
Crooked Road

Crooked Road is a two-lane, north-south minor arterial that provides connectivity through Parkville and Platte County. The offset alignment of Crooked Road at Highway 45 creates an atypical intersection. Similar to other locations along Highway 45, a roundabout could be a potential option for the realigned Crooked Road intersection.

STRATEGIC OPPORTUNITY 3.6

- Realign Crooked Road at Highway 45 to eliminate offset access and provide additional opportunity for economic development.
- Ensure access management, provide bicycle and pedestrian facilities, and address stormwater management as segments of Crooked Road are improved.

Figure 4.32 *Crooked Road Strategic Opportunities Map*



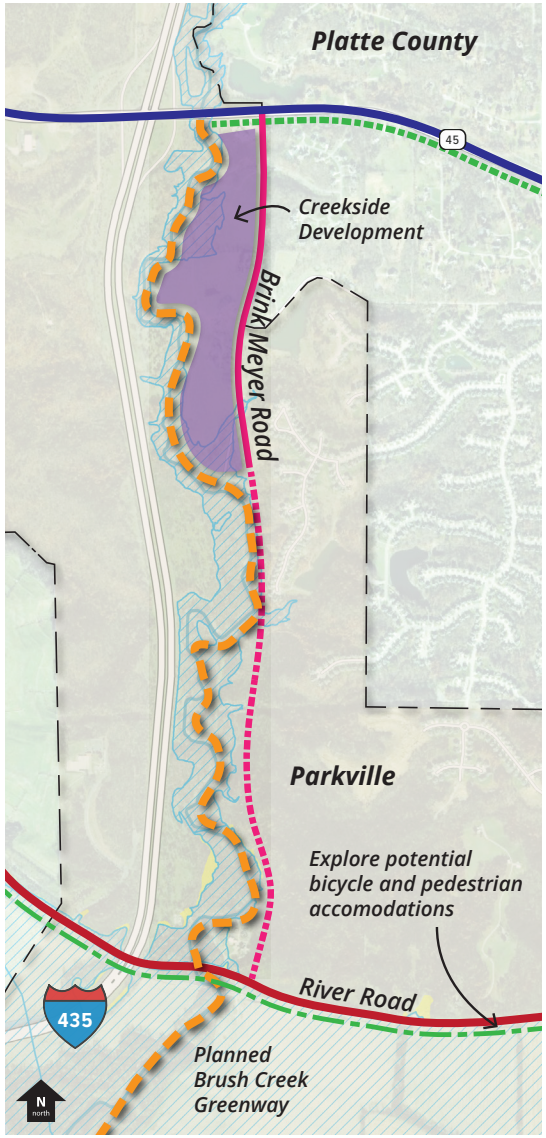
Brink Meyer Road

Brink Meyer Road is a north-south minor arterial extending from Highway 45 to the recent Creekside Development. In coordination with development, Brink Meyer Road has been improved to a two-lane urban section (with left-turn turn lanes as needed) and a shared-use path on one side of the roadway.

STRATEGIC OPPORTUNITY 3.7

- Continue to develop Brink Meyer Road in a manner that is consistent with the needs of surrounding land use as well as multimodal expectations of the community.
- Explore the extension of Brink Meyer Road to River Road in order to enhance north-south connectivity. Factors such as topography, right-of-way preservation, proximity to I-435, and proximity to Brush Creek will need to be considered when assessing the feasibility of extending Brink Meyer Road.

Figure 4.33 *Brink Meyer Road Strategic Opportunities Map*

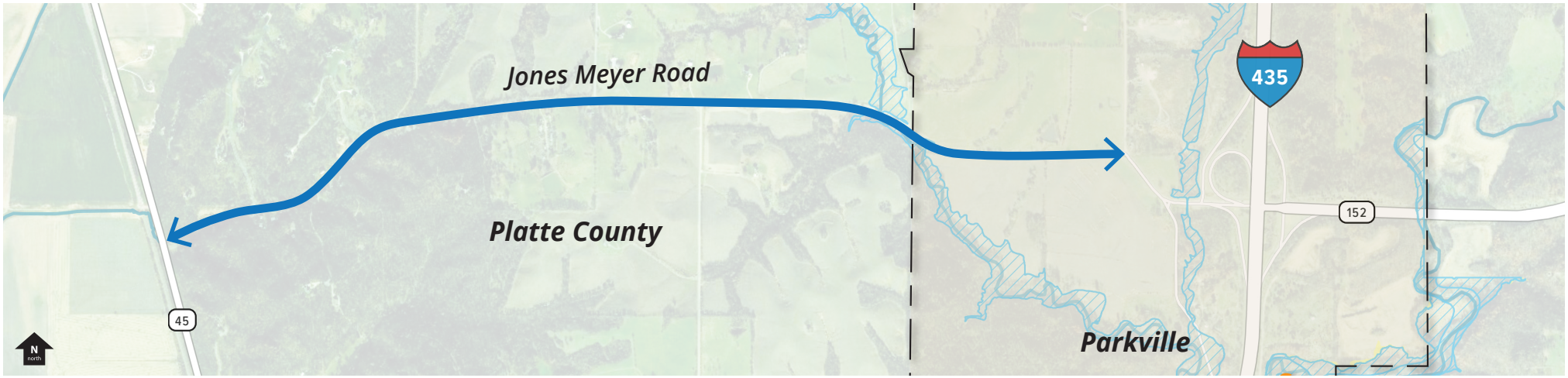


Jones-Meyer Road
Jones-Meyer Road is a rural, two-lane minor arterial from I-435 (terminus of Highway 152) to Highway 45.

STRATEGIC OPPORTUNITY 3.8

- In coordination with long-term development, advocate for right-of-way preservation and improvements to Jones-Meyer Road to handle increased traffic volume and multimodal accommodations.
- Coordinate with other jurisdictions including MoDOT, KDOT, Mid-America Regional Council, Platte County, Leavenworth County, and the City of Leavenworth to remain involved with any discussions regarding a potential new bi-state Missouri River crossing that may impact corridors such as Jones-Meyer Road.

Figure 4.34 *Jones Meyer Road Strategic Opportunities Map*



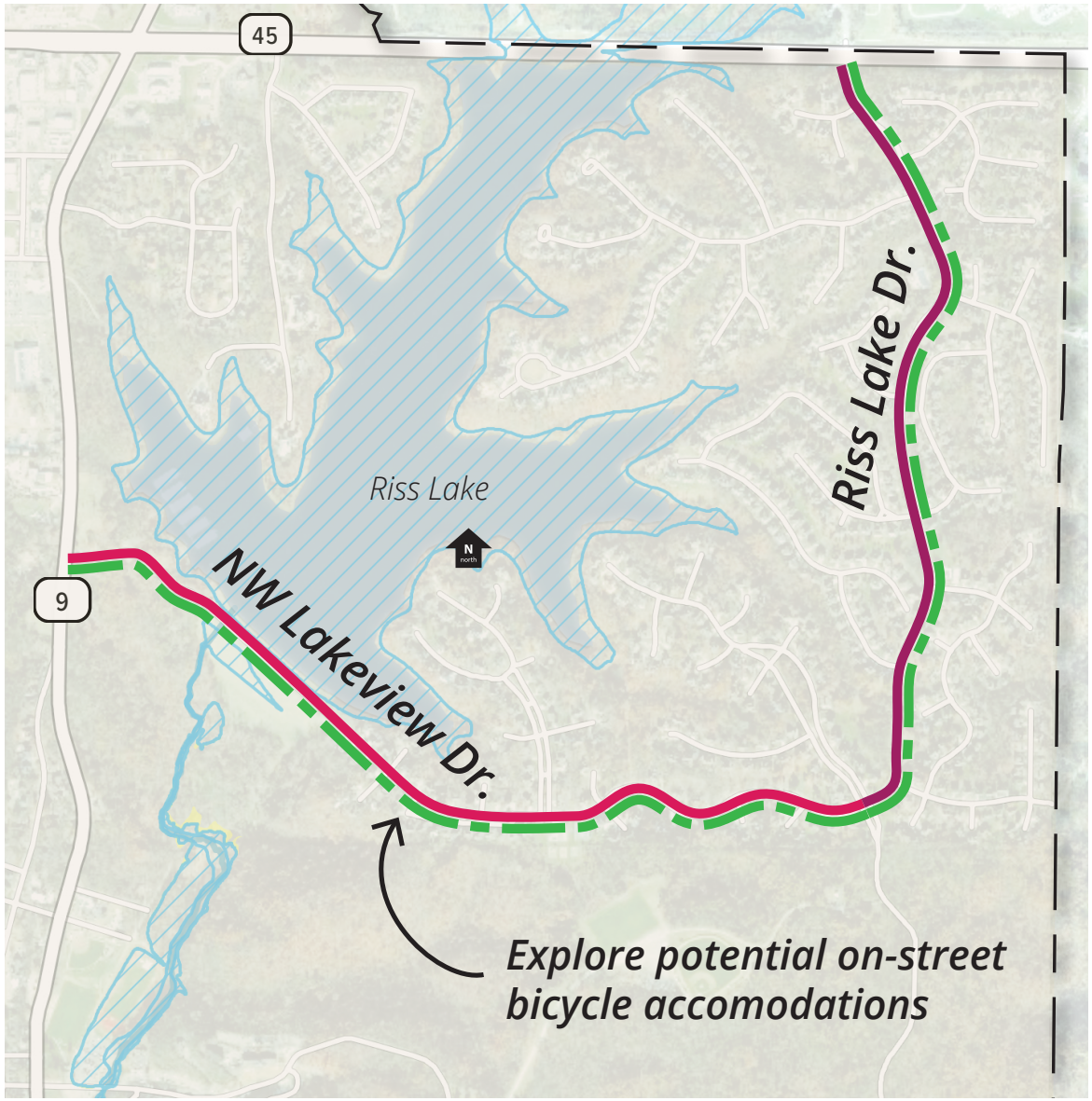
Lakeview Road and Riss Lake Drive

Riss Lake Drive and Lakeview Drive form a two-lane collector network within the Riss Lake neighborhood. While the corridor generally has sidewalk on one side of the roadway, multimodal accommodations could be further enhanced. Multimodal accommodations may also serve as traffic calming techniques to control vehicular speed within the neighborhood.

STRATEGIC OPPORTUNITY 3.9

- Explore the potential to integrate an appropriate bicycle facility within the existing ROW (on-street bike lanes or off-street shared use path) and recommend further study to determine best solution and priority.
- Continue to provide highly-visible, safe pedestrian crossings.

Figure 4.35 *NW Lakeview Dr. / Riss Lake Dr. Strategic Opportunities Map*



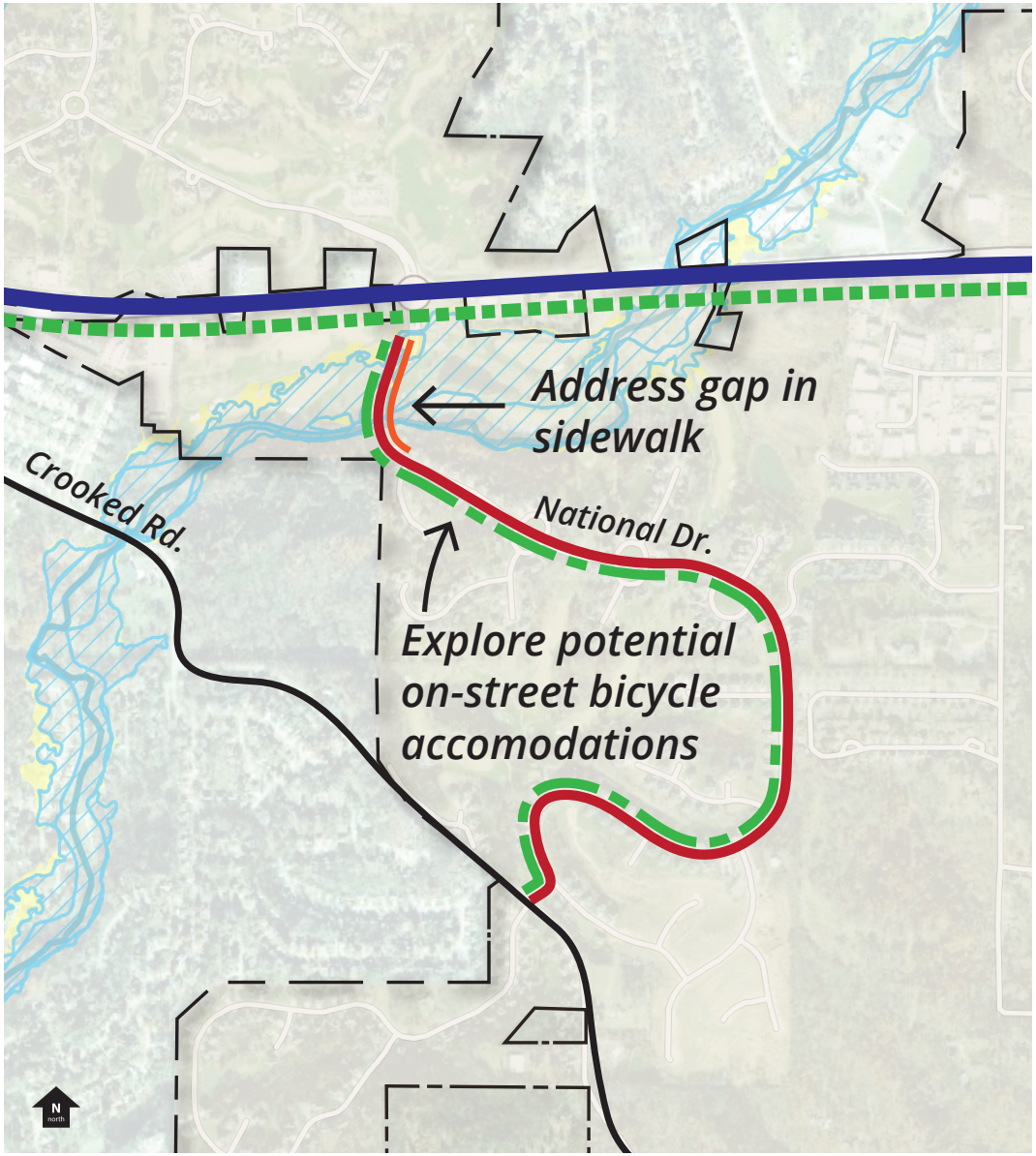
National Drive

National Drive is a two-lane, north-south collector that generally serves The National Golf Club neighborhood. While the corridor generally has sidewalks on at least one side of the roadway, multimodal accommodations could be further enhanced. Multimodal accommodations may also serve as traffic calming techniques to control vehicular speed within the neighborhood.

STRATEGIC OPPORTUNITY 3.10

- Explore the potential to add on-street bicycle facilities that consider residential on-street parking needs.
- Address sidewalk gaps, particularly leading to Highway 45 and the Southern Platte Pass Trail, and continue to provide highly-visible, safe pedestrian crossings.

Figure 4.36 *National Drive Strategic Opportunities Map*

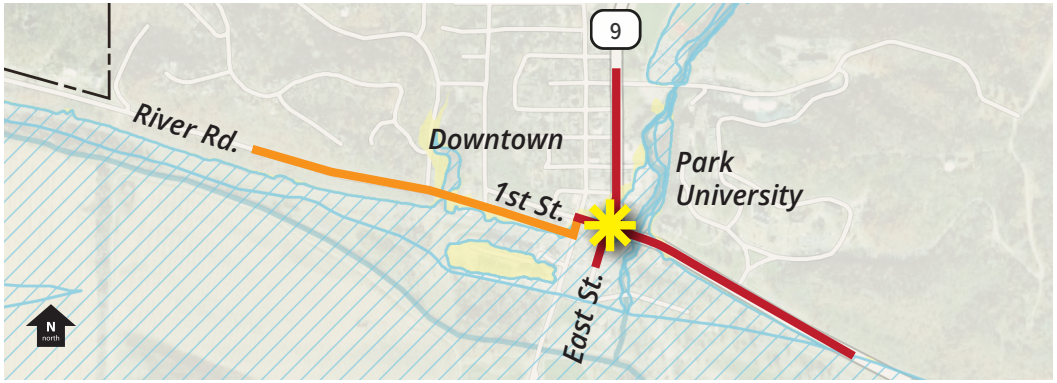


Highway 9 / East Street / 1st Street Intersection
The "triangle" intersection at downtown Parkville consisting of Highway 9, East Street, and 1st Street has been assessed in previous studies including the Parkville Regional Multimodal Access and Livable Community Study (2013), Vision Downtown Parkville (2014), and Route 9 Corridor Study (2016). Previous intersection improvement concepts have recommended a roundabout or a traffic signal at the East Street and 1st Street intersection with a sweeping right-turn lane to continue along Highway 9.

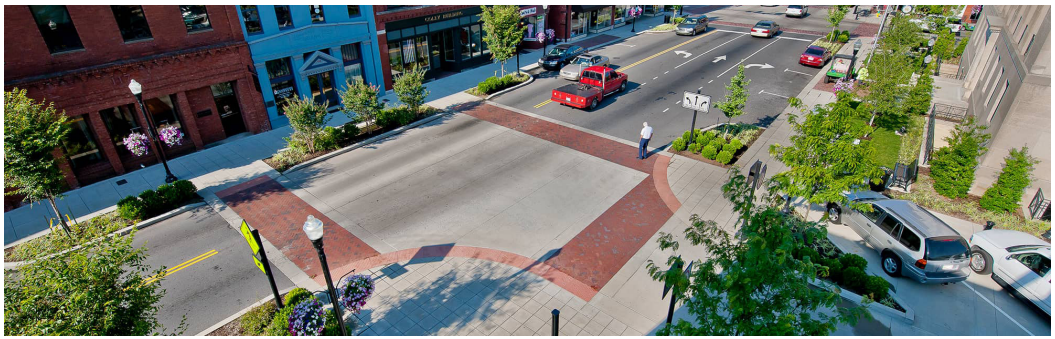
STRATEGIC OPPORTUNITY 3.11

- Improve the intersection to increase capacity, reduce congestion, and provide safe pedestrian crossings. Improvements could also serve as an enhanced gateway to downtown Parkville and a catalyst for redevelopment.

Figure 4.37 *Highway 9 / 1st Street Strategic Opportunities Map*







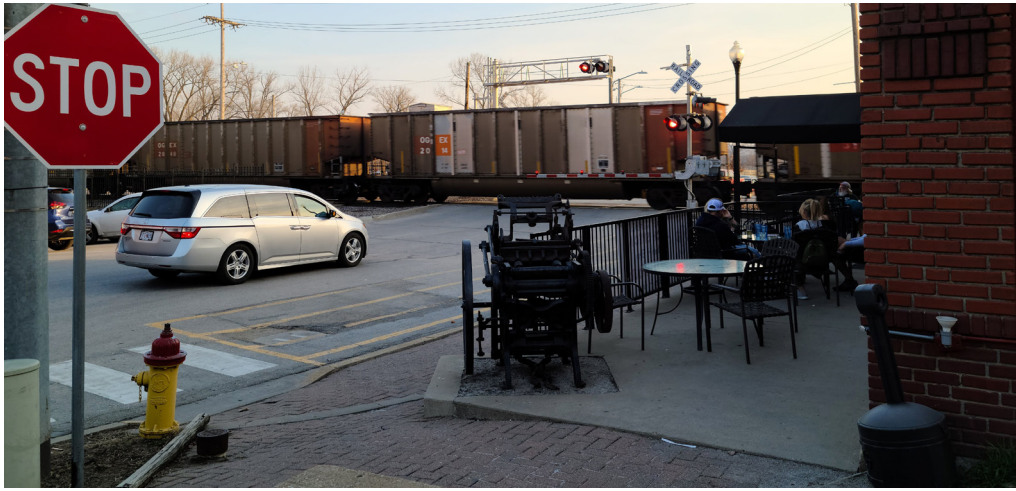
Railroad Crossing at Main Street / East Street

The BNSF Railway corridor, which generally travels parallel to Highway 9 and River Road, was an important contributor to the growth of historic Parkville. However, the rail corridor also creates a barrier between downtown Parkville to the north and popular destinations including English Landing Park, Platte Landing Park, and English Landing Shopping Center to the south. An estimated 32 trains travel the railroad corridor daily at speeds up to 60 mph. The at-grade rail crossings at Main Street and East Street have been assessed in previous studies including Vision Downtown Parkville (2014) and the Route 9 Corridor Study (2016). To enhance pedestrian access across the railroad, previous concepts have recommended at-grade connections through a new intersection at 1st Street and improvements to the pedestrian experience near the rail crossings. A Quiet Zone has also been explored in the past, but improvements would need to balance the safety of all users in the downtown area.

STRATEGIC OPPORTUNITY 3.12

- Continue to study the implementation of railroad crossing enhancements that could include at-grade connections through a new intersection at 1st Street and/or the implementation of a quiet zone.





Downtown Parkville Mobility Hub
Although Parkville is not currently served by transit, the regional SmartMoves 3.0 Regional Transit Vision identified downtown Parkville as a potential long-term mobility hub with a transit route connecting Boardwalk Square Metro Center (located near I-29 and Highway 152) to Parkville via Highway 9. A mobility hub is a physical location that acts as a converging point for different types of transportation and allows for easy transfer between modes. Mobility hubs can also serve as economic development catalysts by increasing access to employment, shopping, and housing. Integrate walkability and other transit-supportive development features into the downtown Parkville area to support a future mobility hub.

Transit-Supportive Development at Activity Centers
In addition to a future mobility hub in downtown Parkville, other activity centers such as Parkville Commons or the Creekside Development could be served by transit in the future. Traditional fixed route transit may also not always be the primary solution to providing public transportation within Parkville.

STRATEGIC OPPORTUNITY 3.13

- Coordinate with regional partners including the Mid-America Regional Council and KCATA to advocate for future transit service.



STRATEGIC OPPORTUNITY 3.14

- Prioritize bicycle and pedestrian infrastructure within a half-mile of key activity centers to create transit-supportive nodes.
- Explore other mobility strategies such as micro transit and first/last-mile connections to increase transit access.



FOCUS AREA 4

STRATEGIC DEVELOPMENT

Strategic Development will meet the demands for housing and services in the community while also enhancing the overall character of Parkville.

As Parkville continues to grow, new developments will be proposed to fill the continuing demand for new residential, commercial and industrial land uses. Development should be intentional, harmonize with the character of Parkville and fill a demand for the services and amenities it provides. Focus Area 4 will highlight the importance of housing diversity, resilient commercial and retail area, high-quality mixed-use developments, as well as the importance of intentional public open spaces that assist in creating a high quality of life for Parkville residents. Also discussed in this chapter will be the existing land use of Parkville and infill development opportunities.







RELATIONSHIP TO THE GUIDING PRINCIPLES

Focus Area 4 - Strategic Development relates to many of the 2040 Guiding Principles. Most directly, it relates to Community Character because strategic development will ensure that future projects of all different scales will add to the community character based on the community's priorities and preferences. Indirectly, Strategic Development also relates to Integrated Land Uses as it will be the Future Land Use Plan that helps guide which types of development are appropriate in particular areas of the community. Strategic Development is particularly important in the Downtown Old-District as that area of the city is cherished because of its existing character. Therefore, any new development must harmonize with the existing built environment.



STRATEGIC DEVELOPMENT

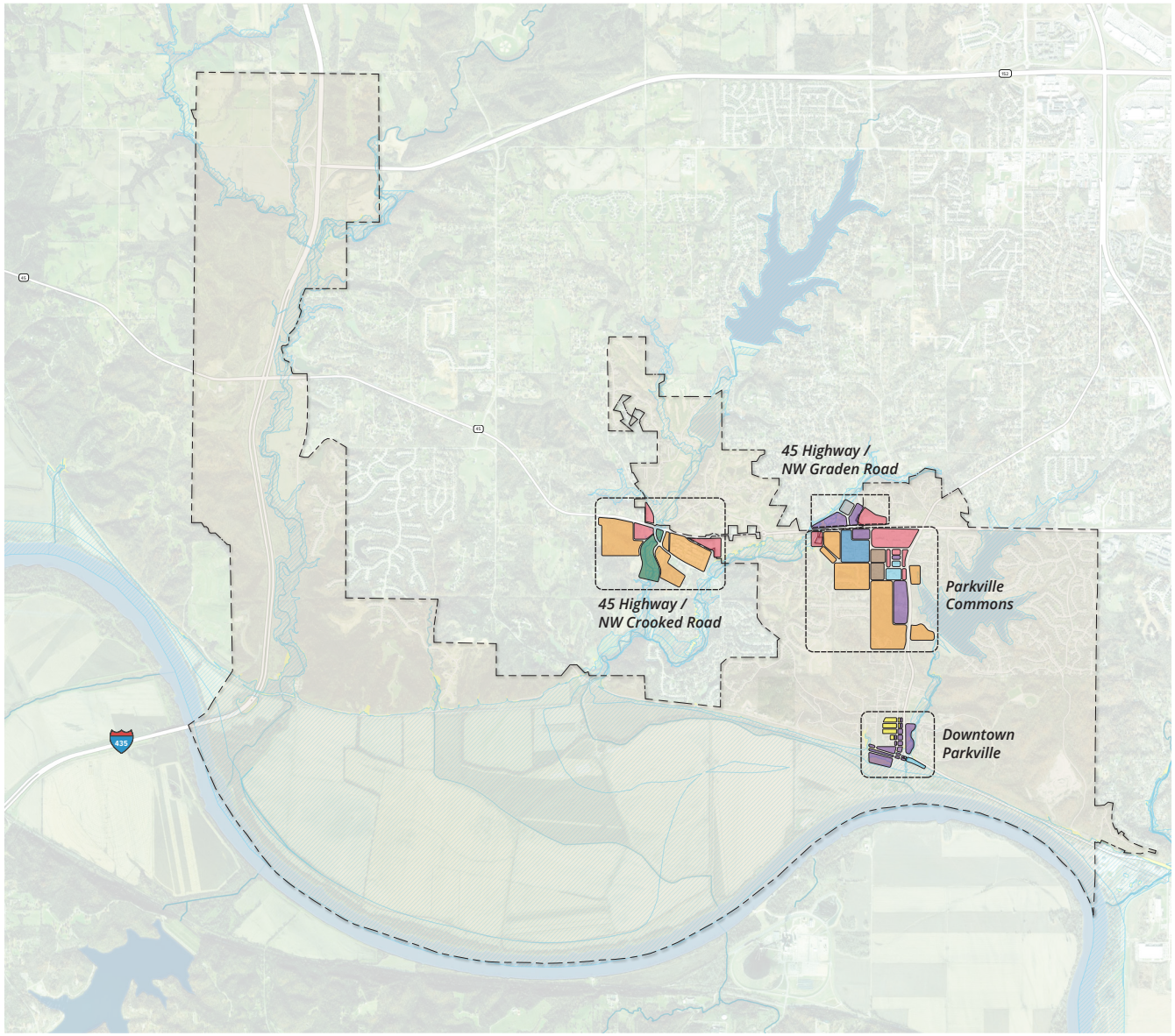
STRATEGIC OPPORTUNITIES 4.0

Encourage and support developments that provide diverse housing options, resilient retail, mixed-use development and quality public land

Specific areas throughout the city of Parkville were a focus for strategic infill development opportunities. The areas indicated on the map to the right represent existing important commercial and residential nodes within the community or areas with future development potential along key corridors. Redevelopment areas include:

- Downtown Parkville
- Parkville Commons
- 45 Highway / NW Graden Road
- 45 Highway / NW Crooked Road

Figure 4.38 *Infill Development Strategic Opportunities*



STRATEGIC DEVELOPMENT CONSIDERATIONS

Housing Choice

Parkville's housing stock today is primarily composed of single-family detached residential homes and neighborhoods. There are some multi-family housing options available near the Parkville Commons area and more planned in the Creekside development. The updated master plan has identified strategic locations for new housing types through new or redevelopment. By diversifying the housing stock in Parkville, the community will be able to welcome more residents, young and old, who may not desire or be ready for home ownership. It will increase the availability of housing for Park University students. New families or households moving to Parkville will be able to find temporary transitional housing while they search for their permanent home. Likewise, housing choice will provide realistic options for lower-income households.

Housing choice helps build resiliency, especially in suburban communities. Typically, multifamily housing is a tax positive for communities compared to the service cost to benefit ratio of single-family, low density housing alone. It provides options for people from all backgrounds, ages, and income levels. The quality of multifamily housing can be managed through the use of design standards that call for high quality building materials, durability and quality site design.

The market analysis suggests Parkville could capture approximately 650-700 units of multifamily housing by 2030.

STRATEGIC OPPORTUNITY 4.1

Provide a well-rounded mix of housing choices for current and future Parkville residents

- Allow for multi-family housing choice in strategically placed locations and mixed-use developments.
- Review multi-family design standards to ensure high quality materials, design and durability.
- Add new housing within walking distance of retail, including Downtown, Parkville Commons, and Creekside.









STRATEGIC DEVELOPMENT CONSIDERATIONS

Resilient Commercial / Retail Areas

A healthy, resilient community should have a mix of land use types including commercial and industrial areas. Pre-COVID, retail was already experiencing changes that were expedited by COVID and the rise of online shopping. The future of big box and standalone retail will look different in the future. One way to combat these market changes is by remaining flexible in the commercial areas and making them a destination for residents and visitors.

The long-term need for drive-thru retail and restaurant facilities and outdoor seating may be a permanent fixture in commercial areas and Parkville should be ready to work with their commercial property owners to allow for these ebbs and flows.

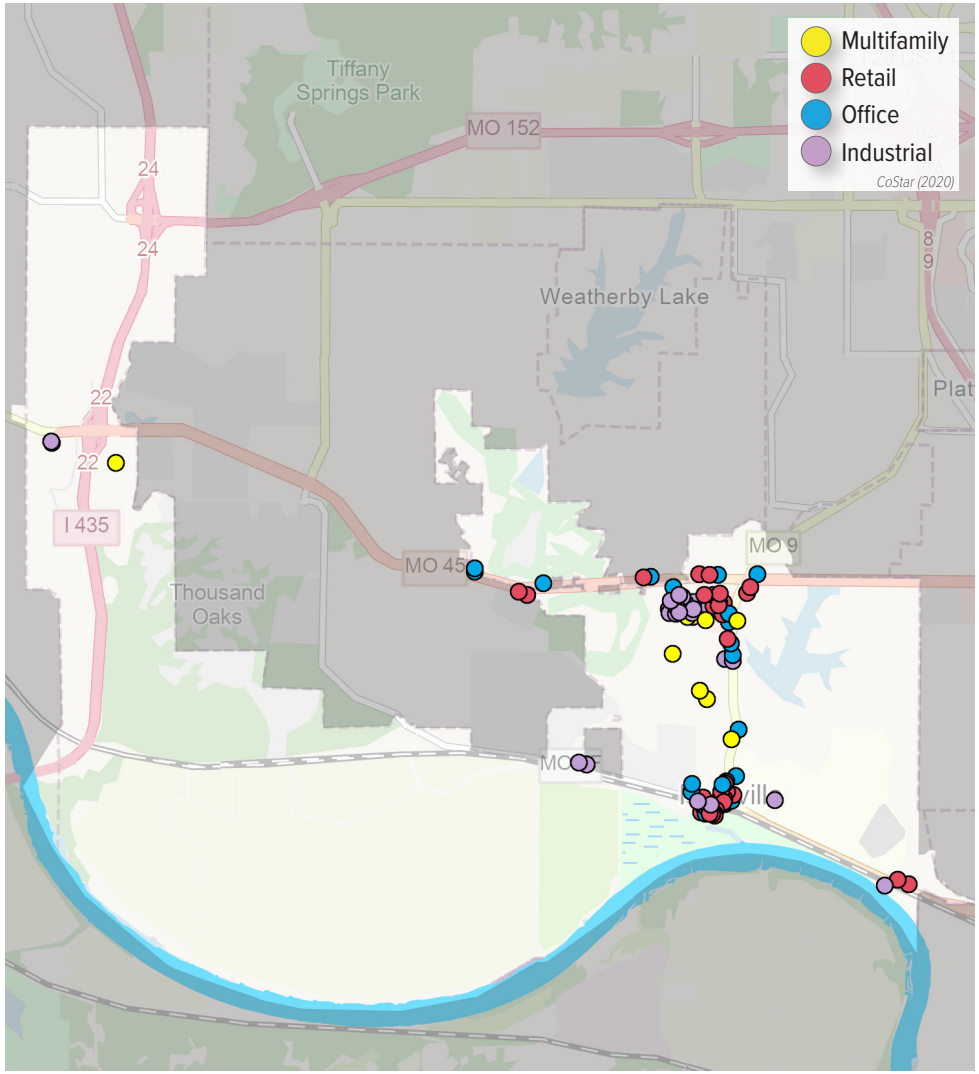
Another way to increase flexibility into retail and other commercial businesses is through the expansion of mixed-use developments. Figure 4.39 shows the commercial building locations within Parkville.

STRATEGIC OPPORTUNITY 4.2

Work to ensure Parkville's retail areas remain resilient and viable

- Continue to be flexible with retail establishments as it relates to evolving consumer expectations.
- Promote existing and add office space near Parkville restaurants.
- Add housing, especially multi-family housing, within walking distance of retail.

Figure 4.39 *Commercial Building Locations*



STRATEGIC DEVELOPMENT CONSIDERATIONS

Mixed-Use Development

Mixed-Use development is a strategic way to add a variety of different land uses within one development and also add density to your community in a thoughtful and intentional way. Increasing density has several positive benefits ranging from environmental and sustainable implications as well as offering the ability to meet the demands for certain types of housing or commercial / office offerings. Parkville has ample land for future development and with future annexation possibilities, encouraging and approving mixed-use walkable developments will have to be a matter of values on behalf of the city and public feedback.

Mixed-Use developments are generally multi-story buildings with commercial or office uses on the first one or two floors with residential typically the best use for the upper stories. Depending on the context of the mixed-use development, the buildings should relate to a pedestrian-oriented streetscape environment with some on-street parking provided and the majority of parking screened from the main ROW either in a rear surface or structured parking situation. Some examples of mixed-use developments can be seen in the images to the right.

Mixed-use developments should also be encouraged to incorporate privatized public space as a part of the project to add to the public amenities already within the community. This will also help to make the developments unique and sustain foot traffic.

STRATEGIC OPPORTUNITY 4.3

Promote and support the addition of mixed-use developments in Parkville

- Adopt a mixed-use zoning district to allow for developments with a flexible mix of retail, office and multi-family residential uses.
- Work closely with developers to navigate the more complex nature of mixed-use developments.
- Require any new mixed-use developments to provide public or semi-public open space.









STRATEGIC DEVELOPMENT CONSIDERATIONS

Quality Public Land

Just as important as residential, commercial and industrial land uses that generate revenue, is high quality public land. This land can include everything from city facilities such as city hall, libraries and public safety, to parks and trails. Parkville has in a place a robust collection of public lands in the form of destination parks, neighborhood parks, pocket parks and nature preserves as well as city facilities.

Long-term investments in these types of public land is an investment in the quality of life for Parkville residents, both current and future. It is important that to the extent possible, public facilities and park land should be accessible to all residents and also be connected via multi-purpose trails, sidewalks, paths, roadways and future transit. Having well connected spaces and facilities will help increase the equity of these spaces. For example, not all neighborhoods in Parkville can have amenities such as a nature preserve or a community center, but if those amenities are adequately connected with multi-modal considerations, then the actual physical location is less inaccessible to a broader swath of the community. Parkville should continue to invest in their public spaces and facilities through increased maintenance and the implementation of modern aesthetic and functional improvements.

STRATEGIC OPPORTUNITY 4.4

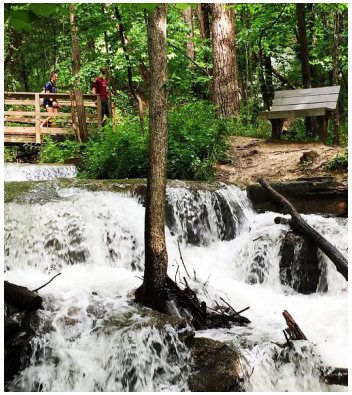
Maintain a robust stock of quality public land

- Leverage Platte Landing Park, English Landing Park and other high quality outdoor spaces to bring in visitors and foot traffic.
- Promote outdoor recreation based economic development in Parkville.
- Enhance the outdoor parks and recreation land in Parkville through improved amenities.











INFILL DEVELOPMENT OPPORTUNITY AREAS

What is Infill Development?

Infill Development is defined as the development of vacant or under-used parcels within an existing urban area that are already largely developed or served by public infrastructure. Infill development can be the most sustainable form of development because it does not typically require the destruction of a greenspace site for entrance into the built environment. Costs are also reduced because of existing utility connections.

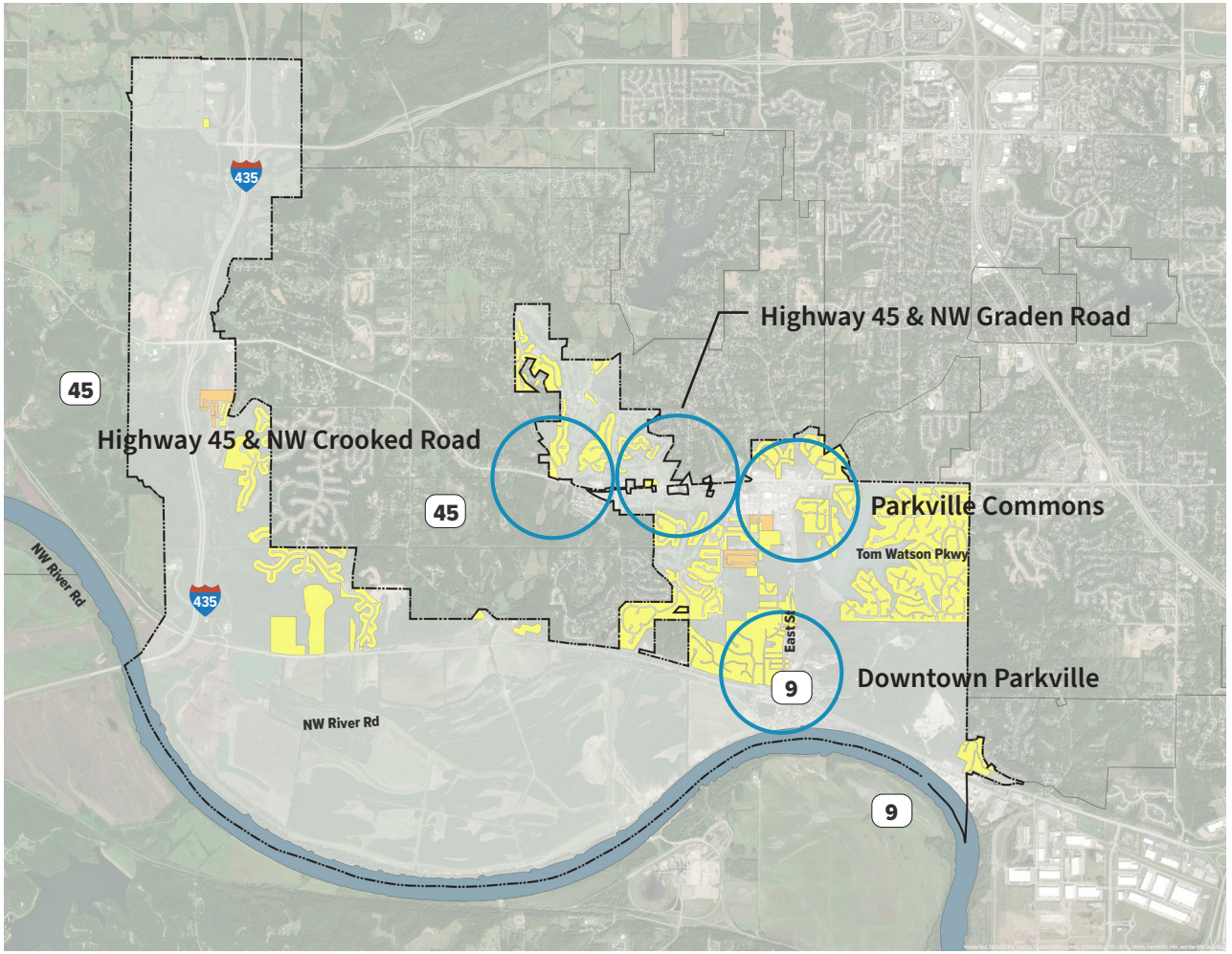
One downside can be the risk of brownfields. Brownfields are often former industrial or commercial sites where future use may be affected by real or perceived environmental contamination. The environmental contamination threat can take several forms but is often associated with soil contamination because of hazardous waste used by occupants of the sites previous use.

Three main potential infill development areas have been identified within Parkville's existing city limits. The existing and proposed future uses are described on the following pages. The three infill sites include:

- Downtown Parkville
- Parkville Commons
- Highway 45 & NW Graden Road Area
- Highway 45 & NW Crooked Road Area

These proposed uses are just possible examples of what could be developed at the sites should the property owner wish to redevelop according to the highest and best use of the land. Figure 4.40 shows the approximate location of each area within Parkville.

Figure 4.40 *Infill Development Area Map, Parkville, Missouri*



INFILL DEVELOPMENT OPPORTUNITY AREAS

Downtown Parkville

There are locations within the area known as Parkville Commons, shown below, that could benefit from infill redevelopment based on the location, neighboring land uses and site dimensions.

1. Protecting the Downtown Parkville Boundary The boundaries of Downtown Parkville should be protected to help enhance the corridor's healthy and vibrancy.

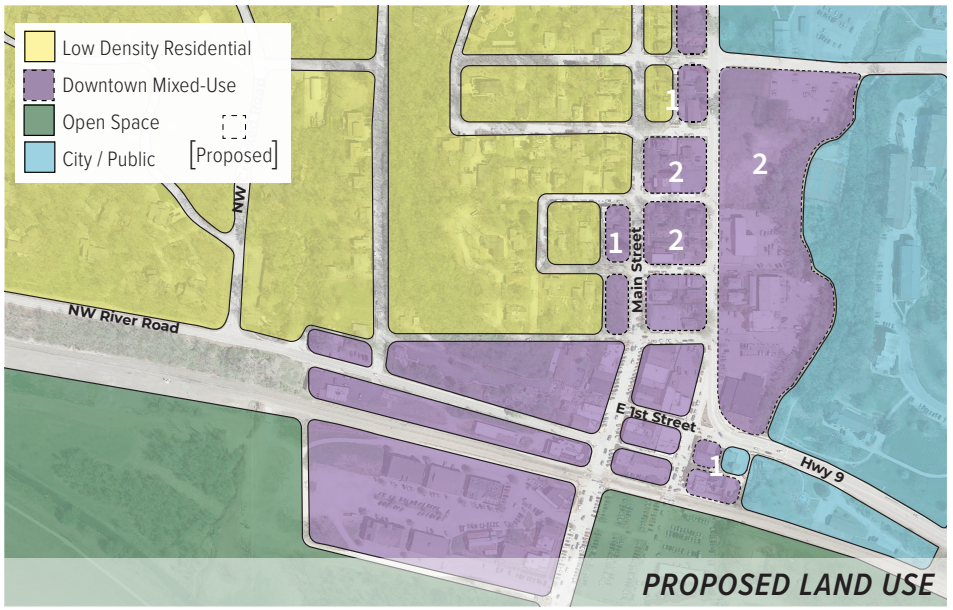
2. Expanding Downtown Mixed-Use The parcels located along East Street should ideally be preserved as part of the downtown mixed-use district. Any redevelopment of parcels in this corridor should be within the downtown mixed-use characteristics.

STRATEGIC OPPORTUNITY 4.5

***Downtown* - Pursue infill development and redevelopment to achieve the best land use in Parkville**

- Promote the expansion of Downtown Mixed-Use development and redevelopment downtown as identified on the Future Land Use Plan





INFILL DEVELOPMENT OPPORTUNITY AREAS

Parkville Commons
Shown below are potential infill developments for the Parkville Commons area.

1. Southwest Corner of NW Bell Rd & Tom Watson Pkwy This area is undeveloped today and could be a suitable location for a mixed-use development with a commercial and residential mix.

2. Bus Barn at NW 63rd & NW Bell Rd This area, long-term, could be a suitable location for a high-density residential redevelopment given its proximity to commercial areas and other multi-family development.

3. North of Parkville City Hall The open space north of Parkville's city hall is a suitable location for a mixed-use development given its location, access to nearby commercial and its site dimensions.

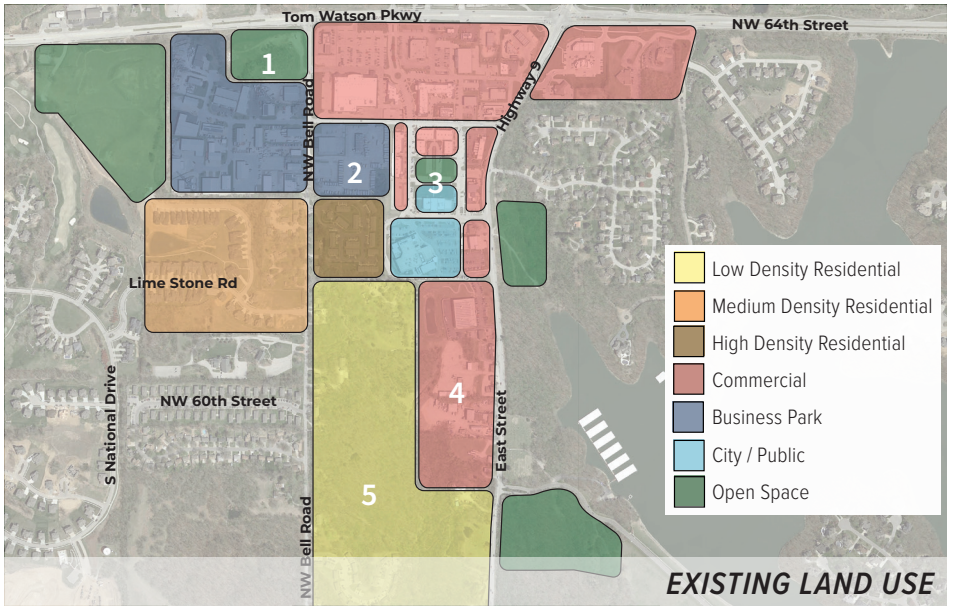
4. Area West of East Street The land located on the west side of East Street is a suitable location for mixed-use redevelopment. The area is conveniently located between Parkville Commons and Downtown Parkville, which makes it an attractive option for a residential and commercial mix.

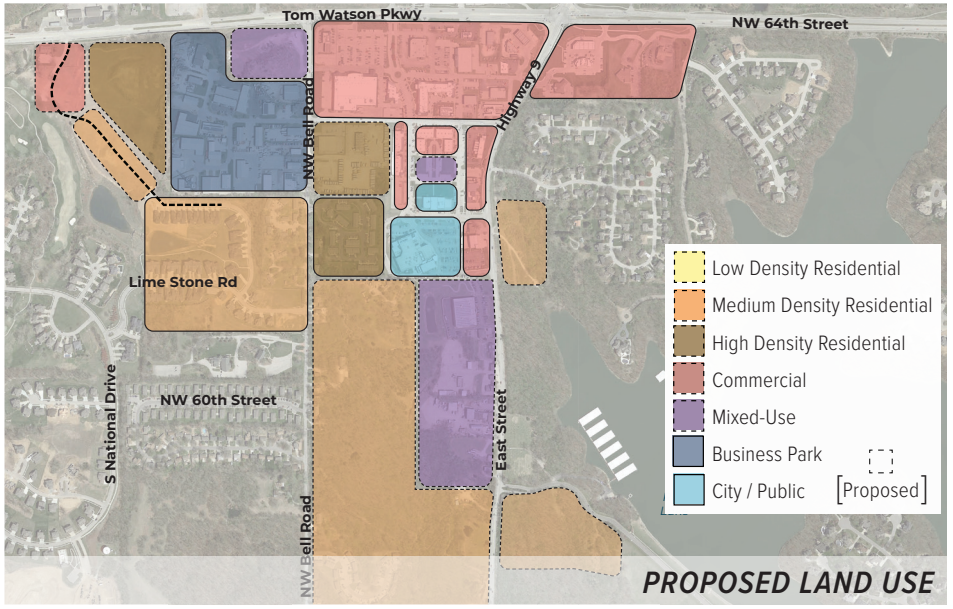
5. Area East of NW Bell Rd and West of East Street This area could be, long-term, a suitable location for medium-density residential redevelopment. This could serve as a transition buffer area to the single-family residential to the south and west.

STRATEGIC OPPORTUNITY 4.6

***Parkville Commons* - Pursue infill development and redevelopment to achieve the best land use in Parkville**

- Enhance Parkville Commons through the integration of additional higher-density residential, commercial and mixed-use developments.
- Replace and/or reduce low visibility retail spaces.
- Create a long-term vision for the bus barn site.





STRATEGIC DEVELOPMENT

INFILL DEVELOPMENT OPPORTUNITY AREAS

45 Highway / NW Graden Rd

There are locations along the north and south side of Tom Watson Pkwy that are suitable for new development and possible future redevelopment over time.

1. Northwest Corner of NW Graden Rd & Tom Watson Pkwy This commercial area, long-term, would be a suitable site for a mixed-use redevelopment with a mixture of residential, commercial and possibly office space. This area has convenient location and accessibility.

2. Northeast Corner of NW Graden Rd & Tom Watson Pkwy This area could be better suited as a mixed-use development site given its location and the nearby land uses (existing and possible future uses).

3. South of Tom Watson Pkwy Commercial This area could take advantage of its location along Tom Watson Pkwy / 45 Hwy to be a commercial area to help serve nearby residents / future mixed-use sites.

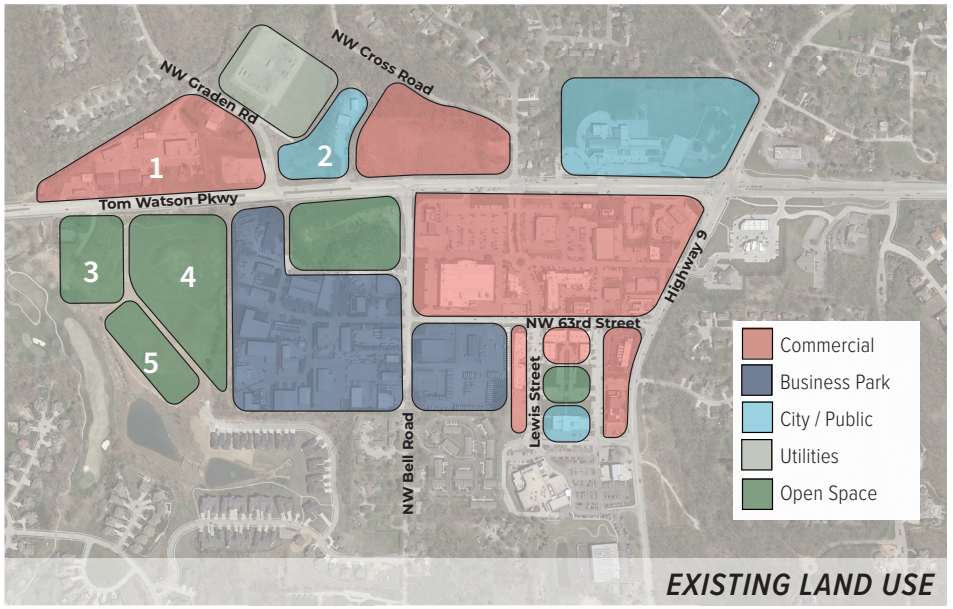
4. South of Tom Watson Pkwy High-Density Residential This large, undeveloped site south of Tom Watson Pkwy is a suitable location for high-density residential given its location and the adjacent land uses. It is surrounded by existing or possible complementary land uses.

5. South of Tom Watson Pkwy Medium-Density Residential This area is a suitable location to extend the medium-density residential located to the south. This land use would be a suitable transition land use based on existing and possible future development / land uses.

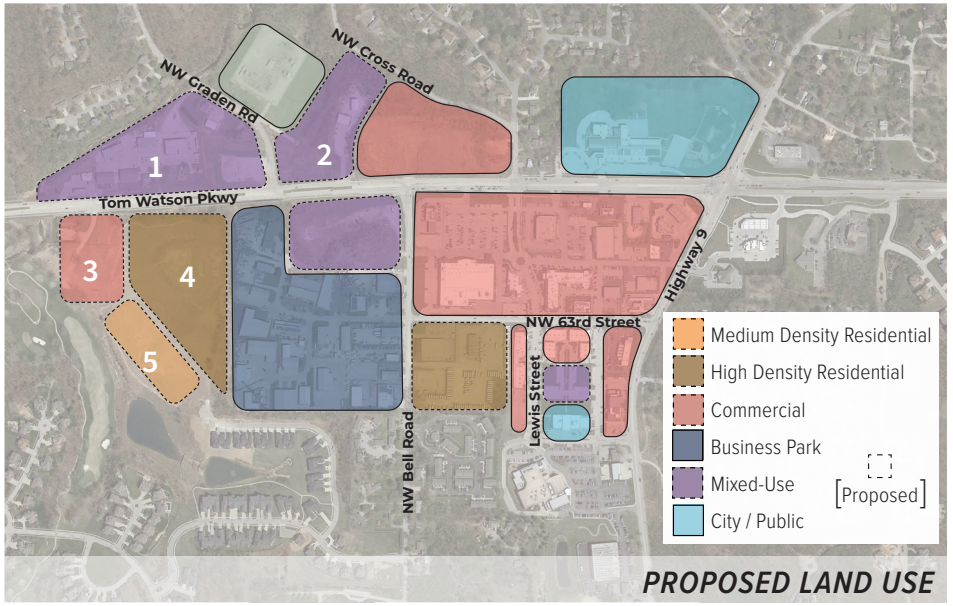
STRATEGIC OPPORTUNITY 4.7

45 Highway / NW Graden Rd - Pursue infill development and redevelopment to achieve the best land use in Parkville

- Support the long-term redevelopment of the area north of 45 Highway to allow for a mixture of uses



EXISTING LAND USE



PROPOSED LAND USE

INFILL DEVELOPMENT OPPORTUNITY AREAS

45 Highway / NW Crooked Rd

The area south of 45 Highway and NW Crooked Road was identified as a potential infill development site due to its location, existing developed areas and the planned realignment of NW Crooked Road.

1. Medium Density Residential A mixture of townhomes, rowhouses and single-family detached homes are a suitable development type for this area adjacent to 45 Highway / NW 64th Street. Future residents would benefit from the possible future neighborhood commercial at the intersection of realigned NW Crooked Rd & 45 Highway.

2. Single-Family Residential Single-family detached homes are suitable for this area as it is set back further from 45 Highway / NW 64th St. Homeowners would also benefit from the possible future neighborhood commercial at the intersection of realigned NW Crooked Rd & 45 Highway.

3. Neighborhood Commercial The intersection created through the realignment of NW Crooked Rd & 45 Highway would create an ideal location for neighborhood commercial growth to serve the nearby residential populations to the north and south.

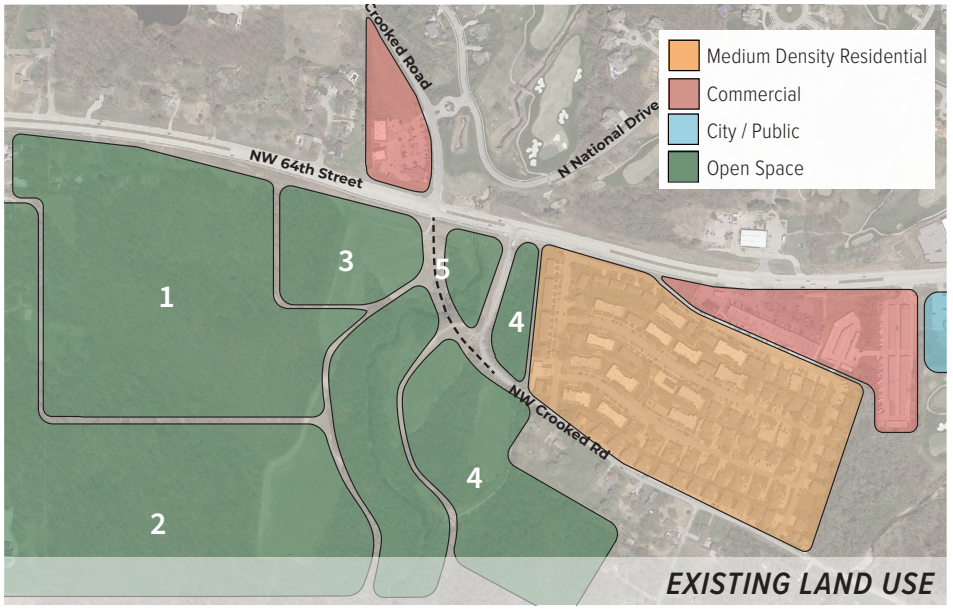
4. Medium Density Residential This area already has a medium-density residential neighborhood and could benefit from an expansion of this land use. These residents could help to provide demand for the possible future neighborhood commercial.

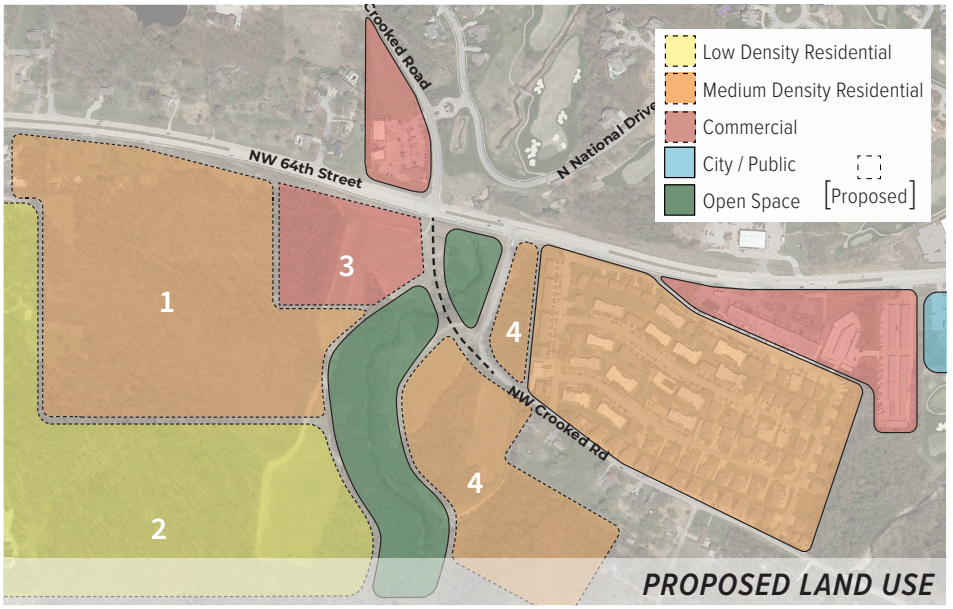
5. Realigned NW Crooked Rd This plan shows a future realignment of NW Crooked Rd at 45 Hwy.

STRATEGIC OPPORTUNITY 4.8

45 Highway / NW Crooked Rd - Pursue infill development and redevelopment to achieve the best land use in Parkville

- Allow for neighborhood commercial and expanded multi-family housing choice around the planned realigned NW Crooked Road area on 45 Highway.





DOWNTOWN ENHANCEMENTS

Overwhelmingly, the citizens of Parkville take pride in their downtown core and value its charm and historic character. However, there is a common understanding that in order for downtown Parkville to remain successful, the area will need to adapt to changing economic and social forces that are reshaping the built environment at an accelerating rate.

The thing that separates downtown Parkville from other existing and future retail locations is the walkability and pedestrian experience of the downtown. Expanding opportunities for sidewalk dining, outdoor music or patio spaces can help activate the street. This will attract users to the downtown and ensure it remains a destination for years to come.

Developing new residential units within the downtown will bring in new residents and consistent foot traffic to sustain the commercial activity of downtown. New residential units constructed in downtown should meet the demand for housing currently lacking in the community such as senior, work force, and middle-income housing. This may require support from the city through tax incentives or grants but is important to pursuing the goal of providing a mix of housing options that meet the needs of a variety of age and income levels.

Emphasis should be placed on improving the pedestrian experience of the area but parking is still critical to bringing in visitors to the district. Parking downtown should be enhanced through proper signage and wayfinding rather than more parking spaces.

Safety improvements are needed for pedestrians crossing 9 Highway. This is especially true in regard to strengthening the relationship between downtown and Park University. Any physical improvements along 9 Highway should include pedestrian enhancements and safety improvements.







STRATEGIC OPPORTUNITY 4.9

Protect and enhance downtown Parkville as a destination

- Use zoning code to allow for tenants that generate more vitality, such as food and beverage outlets, apartments, and hospitality.
- Encourage a relationship between establishments and the street, for example, sidewalk dining, patio spaces, outdoor music, etc.
- Allow for new multi-family residential units in or near to downtown to help support local businesses and provide needed expanded housing options in Parkville.
- Ensure that parking is easy to find, not necessarily by creating more parking, but by using signage and wayfinding to guide people to non-obvious parking locations.
- Manage pedestrian crossings along Highway 9 to ensure crossing locations are abundant, well-marked, and safe .
- Strengthen the relationship between Park University and Downtown.

DEVELOPMENT DESIGN GUIDELINES

The design and character of the built environment greatly impacts the overall impression of a specific area, district or neighborhood. Zoning ordinances and planning commissions have the authority to enforce design elements however, loop-holes or ambiguity in these policies can cause the developer's or property owner's own intentions and bottom-lines to arrive at a less -than-desirable outcome. The City of Parkville has the ability to impact the aesthetic and massing qualities of the built environment in a couple different ways. The city may wish to evaluate their current zoning code and building design standards to establish whether or not there is an opportunity to bolster the current regulations while also not discouraging further development in the downtown district. A set of design guidelines are a tool the City of Parkville can use to ensure that future developments have the look and feel that is compatible with the character and charm of the community. These guidelines can be general in scope and provide the necessary flexibility to achieve aesthetic results that are consistent with the community's quality expectations.

Another option is to establish overlay districts within areas such as downtown Parkville, to implement design guidelines for any new development or redevelopment. These types of districts could be an important consideration for the City of Parkville to look at in the future.

As the other commercial areas of Parkville nearer to the interstate continue to develop, this could create momentum away from downtown Parkville's commercial district. The vibrancy and economic health of Parkville is critical to the quality of life for residents and small business owners. Programs such as facade improvement grants can help to even the playing field between larger big box and smaller businesses.

STRATEGIC OPPORTUNITY 4.10

Preserve the distinct look and feel of downtown Parkville alongside redevelopment opportunities

- Develop downtown design guidelines to influence the aesthetic quality of the built environment in order to retain the character and charm of the district.









FOCUS AREA 5

GROWING WITH A PURPOSE

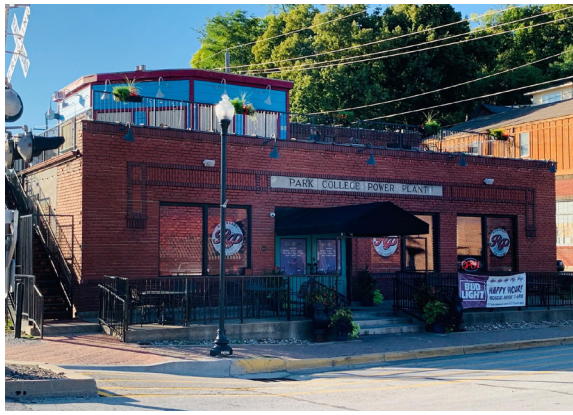
Growing with a Purpose covers the Future Land Use and Annexation Strategy for Parkville.

Growing with a Purpose means that Parkville has been intentional in its growth and development strategy. The two main components of this chapter are the Future Land Use Plan and a phasing strategy for future annexation. The Future Land Use Plan considers many factors including protecting Downtown Parkville, promoting infill redevelopment in key areas of the community, preserving important open space, providing for housing choice and strategically planning for the future development of the intersections along Interstate 435. The annexation strategy provides a phased approach to future annexation with Parkville.









RELATIONSHIP TO THE GUIDING PRINCIPLES

The Growing with Purpose focus area chapter reflects many of the guiding principles of the 2040 master plan. Community Sustainability was considered when planning for a healthy mix of land uses. Community Character was used to guide decision-making about where and how to grow without losing the character of Parkville. Environmental Stewardship guided the Future Land Use Plan by avoiding areas within the floodplain or with other sensitive environmental land. Integrated Land Uses was directly related to the forming of the land use plan. Housing, specifically the expansion of housing choice, led to the strategic location of higher density housing throughout Parkville. The Downtown Old-District's boundaries were protected within the Future Land Use Plan. Finally, Civic and Open Spaces were identified and protected as part of the land use planning.



EXISTING LAND USE IN PARKVILLE

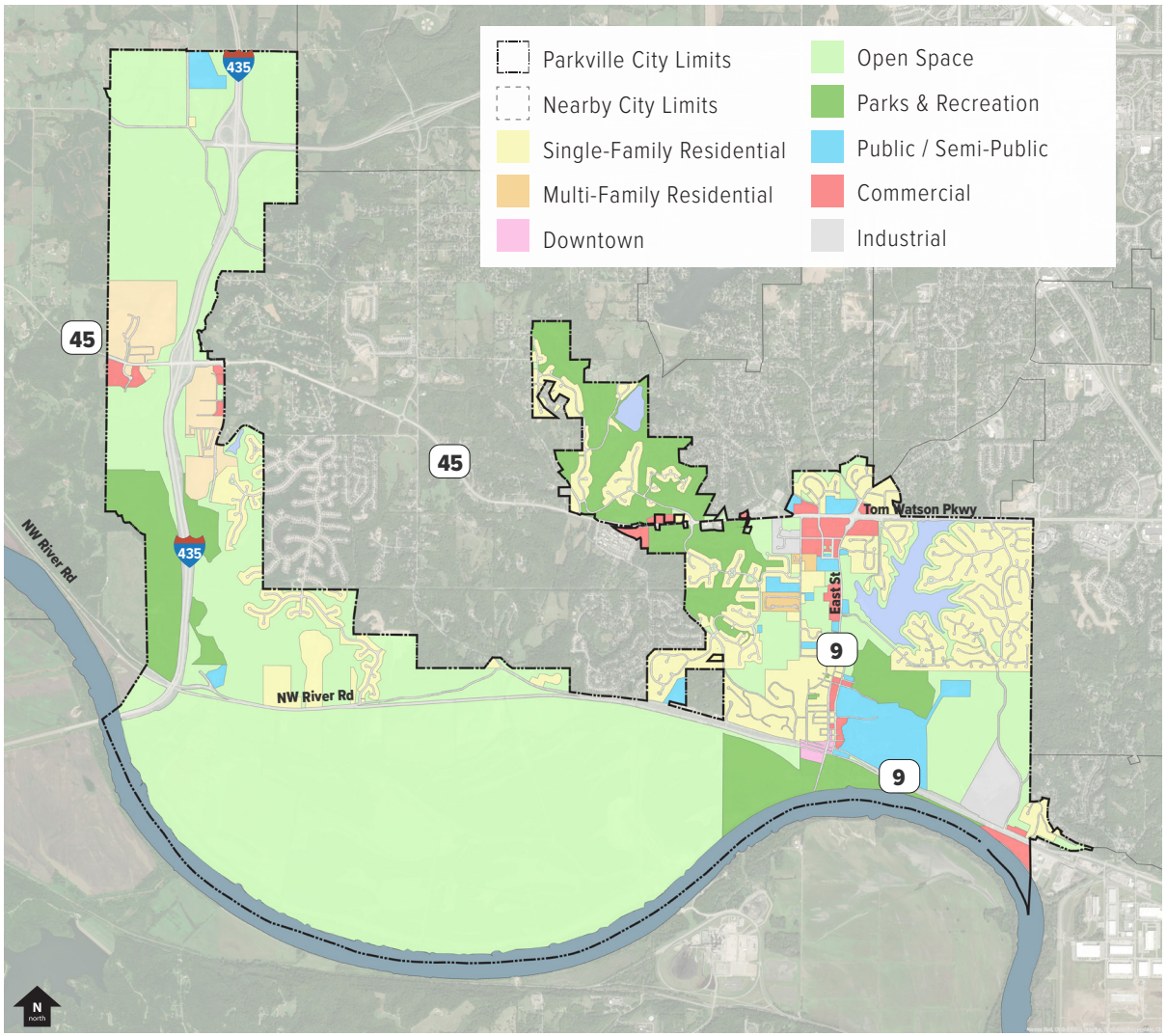
Figure 4.41 shows the existing land use breakdown for Parkville in 2020. Within Parkville's city limits, the most dominant land use category is open space / agriculture. One reason this area is so significant is because of the floodplain land south of NW River Road. The second most dominant land use category is Low Density Residential, which includes most of Parkville's currently available housing. As a smaller community in a suburban location this land use category is often significant.

Figure 4.41 *Existing Land Use, Parkville (2020)*

Land Use	Total Acres	Share
Open Space	5,658.2	65.1%
Low-Density Residential	1,204.3	13.8%
Parks & Recreation	1,048.3	12.1%
Developing	273.4	3.1%
Commercial	236.1	2.7%
Industrial	142.9	1.6%
Multi-Family Residential	96.6	1.1%
Downtown	23.7	0.3%
TOTAL	12.8	0.1%

Source: Confluence, with inputs from Parkville and Platte County

Figure 4.42 *Existing Land Use Map*



PURPOSE AND USE OF THE FUTURE LAND USE PLAN

The Future Land Use Plan should serve as guide to future development and be used as the basis for determining the appropriate zoning for property being developed, redeveloped or annexed into the City. It is typical for a city's future land use plan to consider the future land uses for property located outside of its municipal boundary in order to properly plan for growth and allow for flexibility to address requests for annexation.

The Future Land Use Map (Figure 4.43) should be consulted when reviewing rezoning requests and development proposals to determine if they are consistent with the Comprehensive Plan. If the zoning desired for a given property is inconsistent with its land use designation, the designation on future land use map should be first amended accordingly prior to approving such a rezoning.













FUTURE LAND USE PLAN CONSIDERATIONS

Many factors were considered in the construction of the Future Land Use Plan for Parkville.

Downtown
Protecting the boundary of downtown Parkville is important to Parkville's community character. This historic district serves as the heart of Parkville and is a major connector to the riverfront parks.

Infill Development
There are key areas suitable for infill development or redevelopment within Parkville's existing city limits. These areas were designated with future land uses that better allow for mixed-use development opportunities that can enhance the character of Parkville.

Open Space & Natural Areas
Much of the planning boundary remains open space / agriculture in the future land use plan. This land use category includes areas within the floodplain, which should remain undeveloped.

Housing Diversity
The Future Land Use Plan identifies several areas suitable for expanded housing opportunities such as townhomes, rowhouses or apartments. These areas have been strategically located to help diversify the housing stock available in Parkville.

Interstate Adjacent Development
Areas adjacent to the Interstate 435 intersections within Parkville's city limits have been shown as a mixture of regional commercial, residential and business park development to take advantage of these key areas.





FUTURE LAND USE CATEGORIES

The Parkville Future Land Use Plan is composed of colors representing different land uses. The desired uses, density ranges of each category and representative imagery of each category are below.

Low-Density Residential

Uses - single-family residential detached, single-family residential bi-attached, single-family residential +1 accessory dwelling unit, civic uses, schools, and churches.

Density - 1 to 5 dwelling units per acre with an average density of 3 dwelling units per acre.







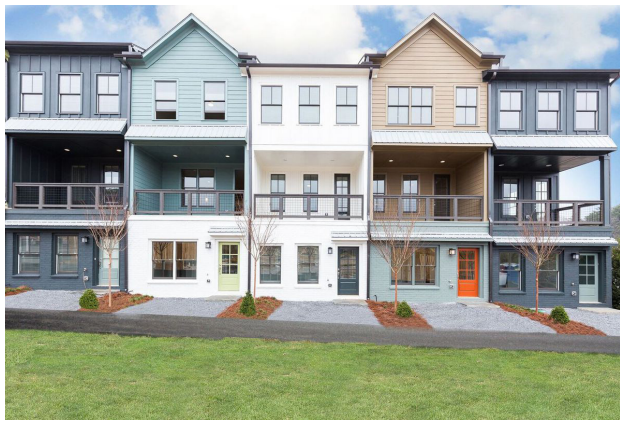
Medium-Density Residential

Uses - single-family residential horizontally attached (townhomes / rowhouses) and single-family residential detached.

Density - 6 to 12 dwelling units / acre with an average density of 8 dwelling units per acre.







FUTURE LAND USE CATEGORIES

High-Density Residential
Uses - vertically attached residential (apartments or condominiums) and single-family residential horizontally attached (townhomes / rowhouses).

Density - 12 to 24 dwelling units per acre with an average density of 18 dwelling units per acre.







City
Uses - public / semi-publicly owned land including city and county properties as well as schools and other institutions.





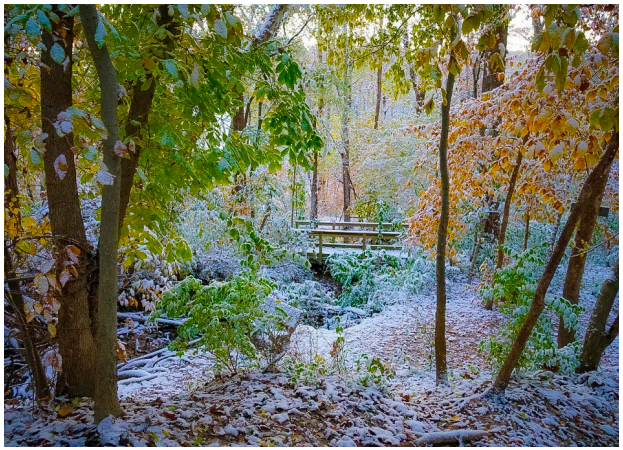


FUTURE LAND USE CATEGORIES

Parks & Recreation
Uses - parks, recreation land and golf courses.

Density - less than 1 dwelling units per 10 acres with an average density of 0.1 dwelling units per acre.

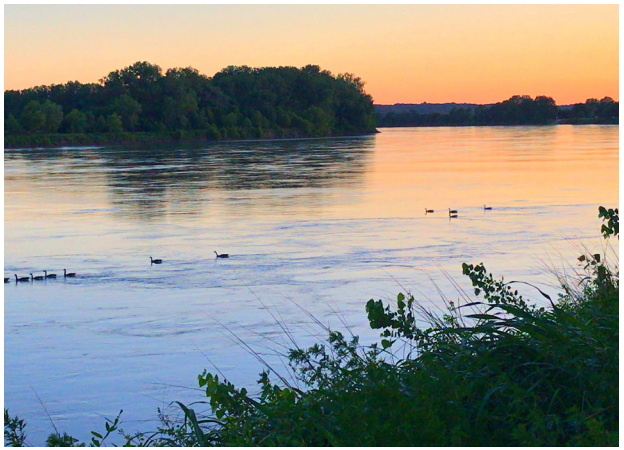






Open Space / Agriculture
Uses - agriculture, open space, floodplain and single-family detached residential.

Density - less than 1 dwelling units per 10 acres with an average density of 0.1 dwelling units per acre.







GROWING WITH A PURPOSE

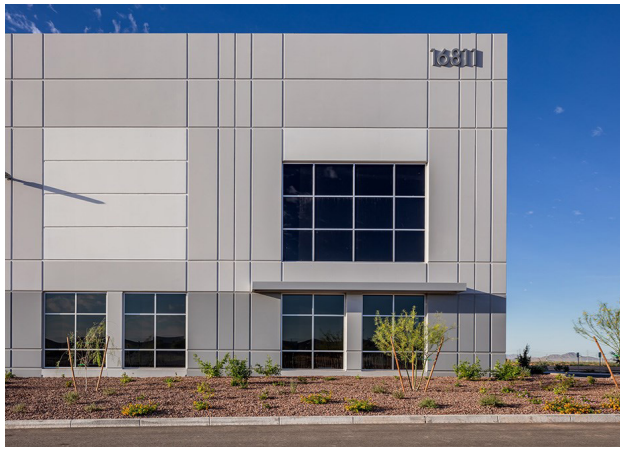
FUTURE LAND USE CATEGORIES

Business Park
Uses - typically large-scale office and light industrial uses.

Density - a floor to area ratio (FAR) of 0.30.







Neighborhood Commercial
Uses - smaller scale retail and office uses.

Density - a floor to area ratio (FAR) of 0.25.







FUTURE LAND USE CATEGORIES

Support Commercial
Uses - typically medium scale retail, office and auto-oriented uses.

Density - a floor to area ratio (FAR) of 0.25.







Regional Commercial
Uses - typical large-scale retail, office, and intensive auto oriented uses.

Density - a floor to area ratio (FAR) of 0.25.







FUTURE LAND USE CATEGORIES

Mixed-Use
Uses - typical retail, office, and multi-family uses.

Density - a floor to area ratio (FAR) of 0.50 for retail / office and 18 dwelling units per acre.






Downtown Mixed-Use
Uses - Special mixed-use district for Downtown Parkville. Typical uses include retail and office on first-floor and residential uses on the second or third stories.

Density - a floor to area ratio (FAR) of 0.75 for retail / office and 8 dwelling units per acre.





FUTURE LAND USE CATEGORIES

Park University Mixed-Use

Uses - Special mixed-use district for Park University Typical uses include education, retail or office as well as residential uses for students.

Density - a floor to area ratio (FAR) of 0.25 for retail / office and 18 dwelling units per acre.

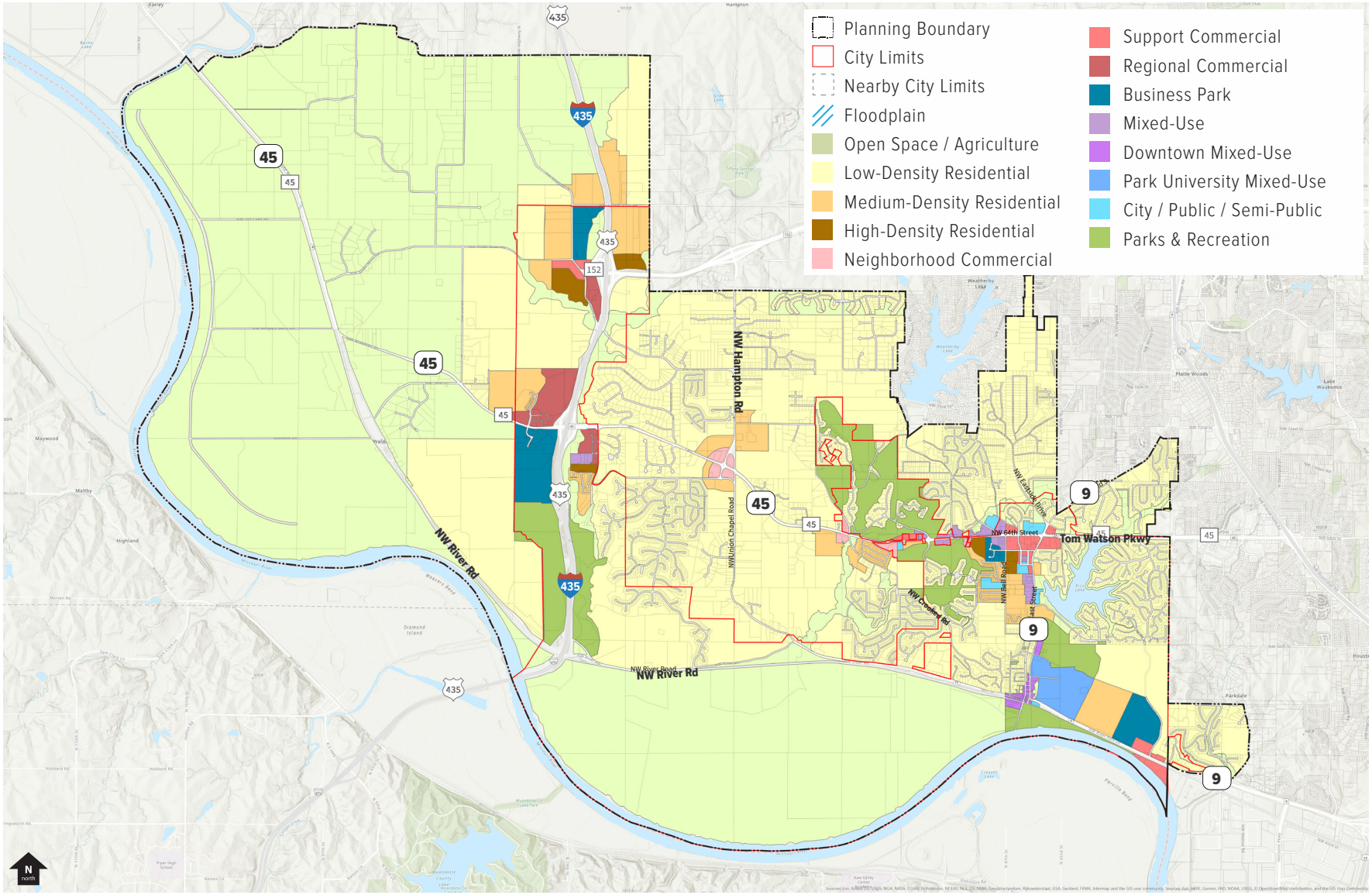






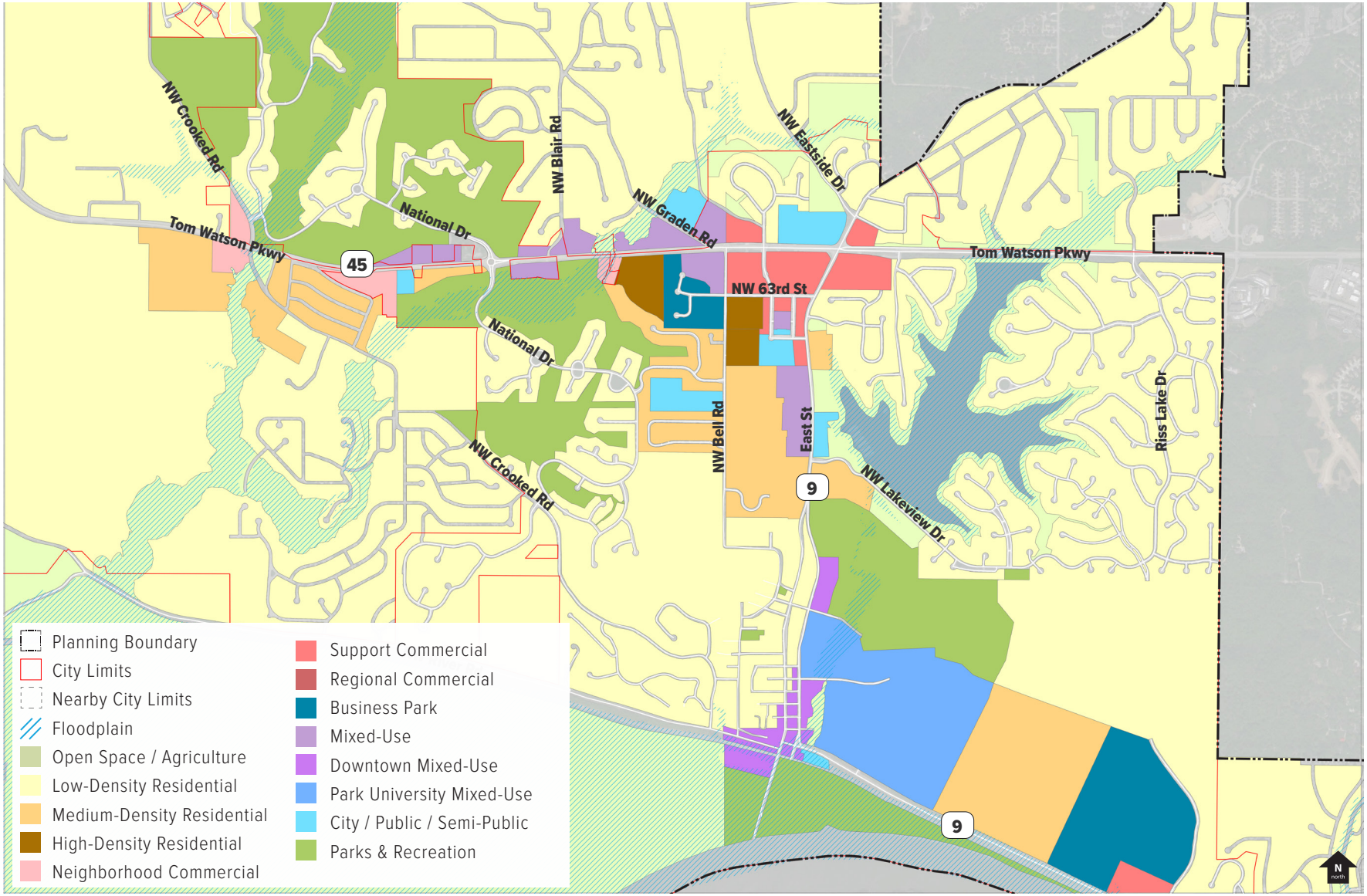
FUTURE LAND USE PLAN

Figure 4.43 *Future Land Use Map, Parkville, Missouri*



FUTURE LAND USE PLAN

Figure 4.44 *Future Land Use Map, Parkville, Missouri*



FUTURE LAND USE PLAN

Figure 4.45 and Figure 4.46 show the future land use breakdown for the Parkville Future Land Use Plan. Open Space / Agriculture continues to make up the majority of the planning boundary's projected future land use. Low-Density Residential remains the second most common land use with 37.5% of all land uses. Parks and Recreation and Medium-Density residential account for 4.2% and 3.5%, respectively. The different commercial land uses account for a combined 1.3% and the different mixed-use categories account for a combined 0.9%.

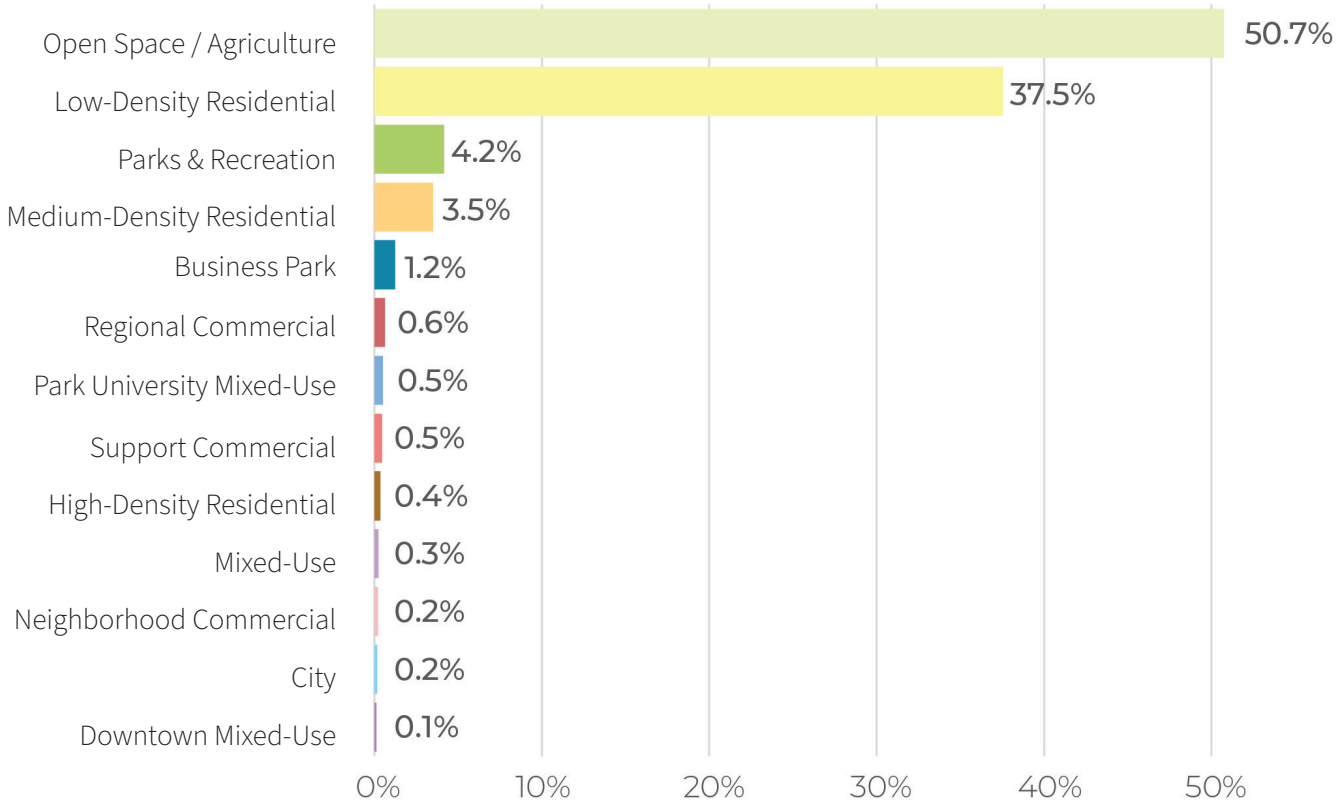
These acre totals and percentage breakdowns are far beyond what is needed in Parkville to provide room for projected growth, but shows different development opportunities for the area in the year 2040 and beyond.

Figure 4.45 *Future Land Use Breakdown*

Future Land Use Category	Count	Share
Open Space / Agriculture	12,636.0	50.7%
Low-Density Residential	9,348.0	37.5%
Parks & Recreation	1,043.6	4.2%
Medium-Density Residential	870.5	3.5%
Business Park	308.6	1.2%
Regional Commercial	156.4	0.6%
Park University Mixed-Use	125.1	0.5%
Support Commercial	113.2	0.5%
High-Density Residential	107.4	0.4%
Mixed-Use	65.5	0.3%
Neighborhood Commercial	52.0	0.2%
City	46.0	0.2%
Downtown Mixed-Use	26.8	0.1%
TOTAL	**24,898.9**	**100.0%**

Source: Confluence

Figure 4.46 *Future Land Use Breakdown*



FUTURE LAND USE

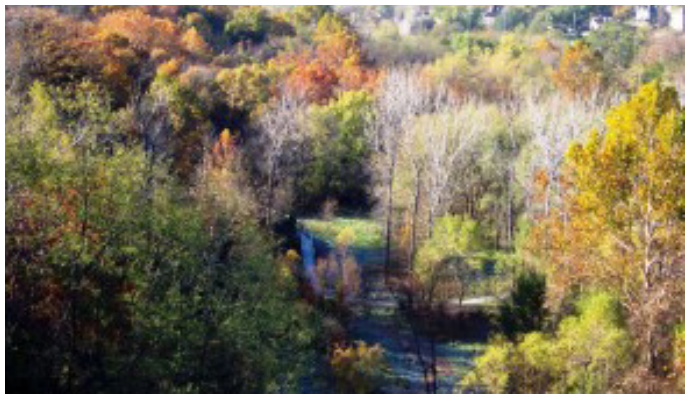
STRATEGIC OPPORTUNITIES 5.0

Reference the Future Land Use Plan when making decisions regarding land use, development and zoning in Parkville

- Update the R-4 Mixed-Density Residential zoning district regulations to add standards for building design and exterior materials and considering requiring usable patios and balconies or roof-top amenity decks.
- Update the R-5 Multi-Family Residential zoning district regulations to add standards for building design and exterior materials, increase the building height limit to allow for 4-story apartment buildings, increase the density limit to allow for up to 18 to 24 dwelling units per acre, and considering requiring usable patios and balconies or roof-top amenity decks.
- Update the B-1 Neighborhood Business District zoning district regulations to add standards for building design and exterior materials and increase the building height limit to allow for 3-story buildings.
- Update the B-2 General Business District to allow for 4-story apartment buildings.
- Adopt an ordinance to limit construction and grading within areas with very steep topography and require a minimum setback from streams to prevent property damage from flooding and streambank erosion.
- Create an ordinance to preserve areas with significant tree cover.







ANNEXATION BASICS

Annexations are regulated by State Law

There are several rules put in place by the State of Missouri in relation to annexation including, generally:

- Annexations must be contiguous and compact to existing city limits.
- Determined reasonable and necessary to the property development of the city.
- City must have the ability to furnish municipal services within a reasonable time.

There are two main types of annexation

Voluntary Annexation is the preferred method, where property owners request (petition) to be annexed. The steps in this process include:

- Annexation petition received from property owners.
- Public hearing held by city.
- City adopts ordinance expanding boundaries.

Forced Annexation is not preferred, rare undertaken and are typically difficult to complete as it requires court review and a special election. The steps include:

- City adopts a resolution to annex.
- City holds a public hearing and adopts an ordinance for annexation.
- City files an action with the circuit court requesting declaratory judgement.
- Upon court authorization, a city-wide election is held (includes the area to be annexed).

Why do cities consider annexation?

- Provide services for existing residents.
- Support new growth and development.
- Protect an area with long-range planning, zoning, and code enforcement.

Why do cities choose not to annex?

- Not requested or desired by the property owners.
- Cost to provide services exceeds anticipated property tax revenue.
- Area is not considered part of the long-term growth or planning boundary.

ANNEXATION POLICY RECOMMENDATIONS

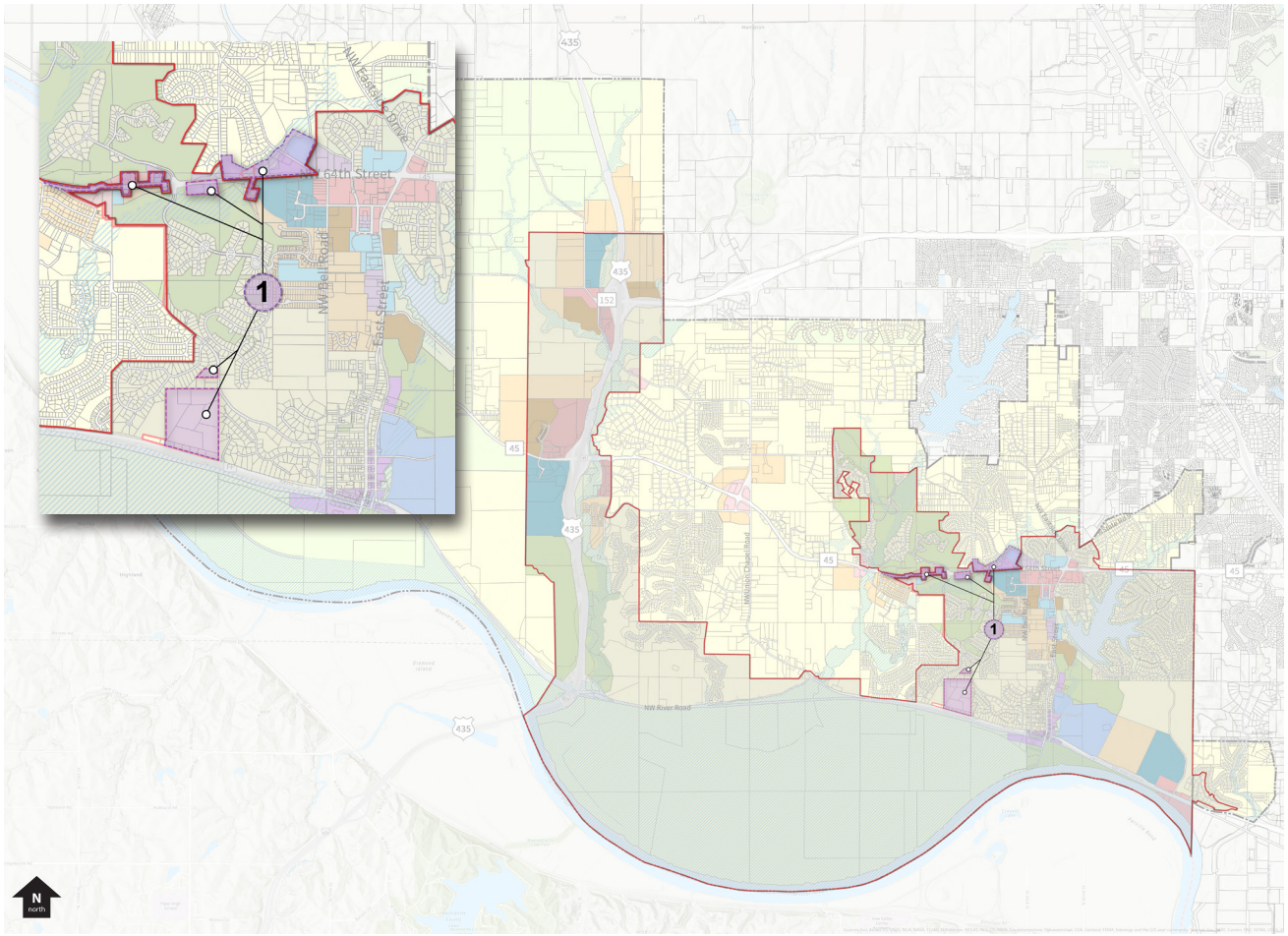
STRATEGIC OPPORTUNITY 5.1

Protect Parkville's borders and preserver its character as it grows

- Actively pursue voluntary annexation of the in-fill properties identified as Annexation Priority Area 1.



Figure 4.47 *Voluntary Annexation Priority Area 1*



ANNEXATION POLICY RECOMMENDATIONS

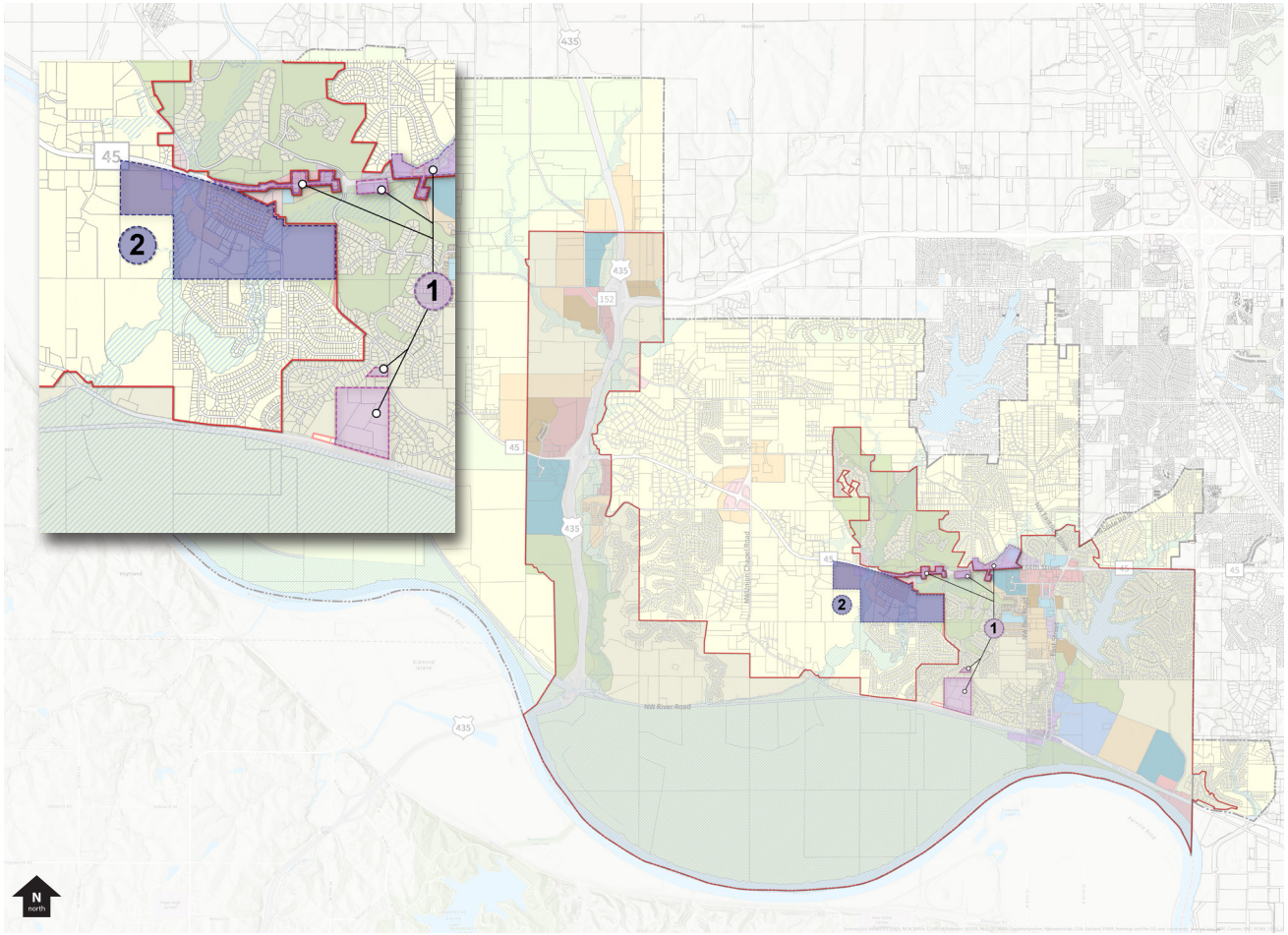
STRATEGIC OPPORTUNITY 5.2

Protect Parkville's borders and preserver its character as it grows

- Agree to annex any property within Annexation Priority 2 Area when requested by the property owner and work with area property owners on an annexation timing and phasing plan to ensure contiguous, voluntary annexations can occur when needed for development.



Figure 4.48 *Voluntary Annexation Priority Area 2*



ANNEXATION POLICY RECOMMENDATIONS

STRATEGIC OPPORTUNITY 5.3

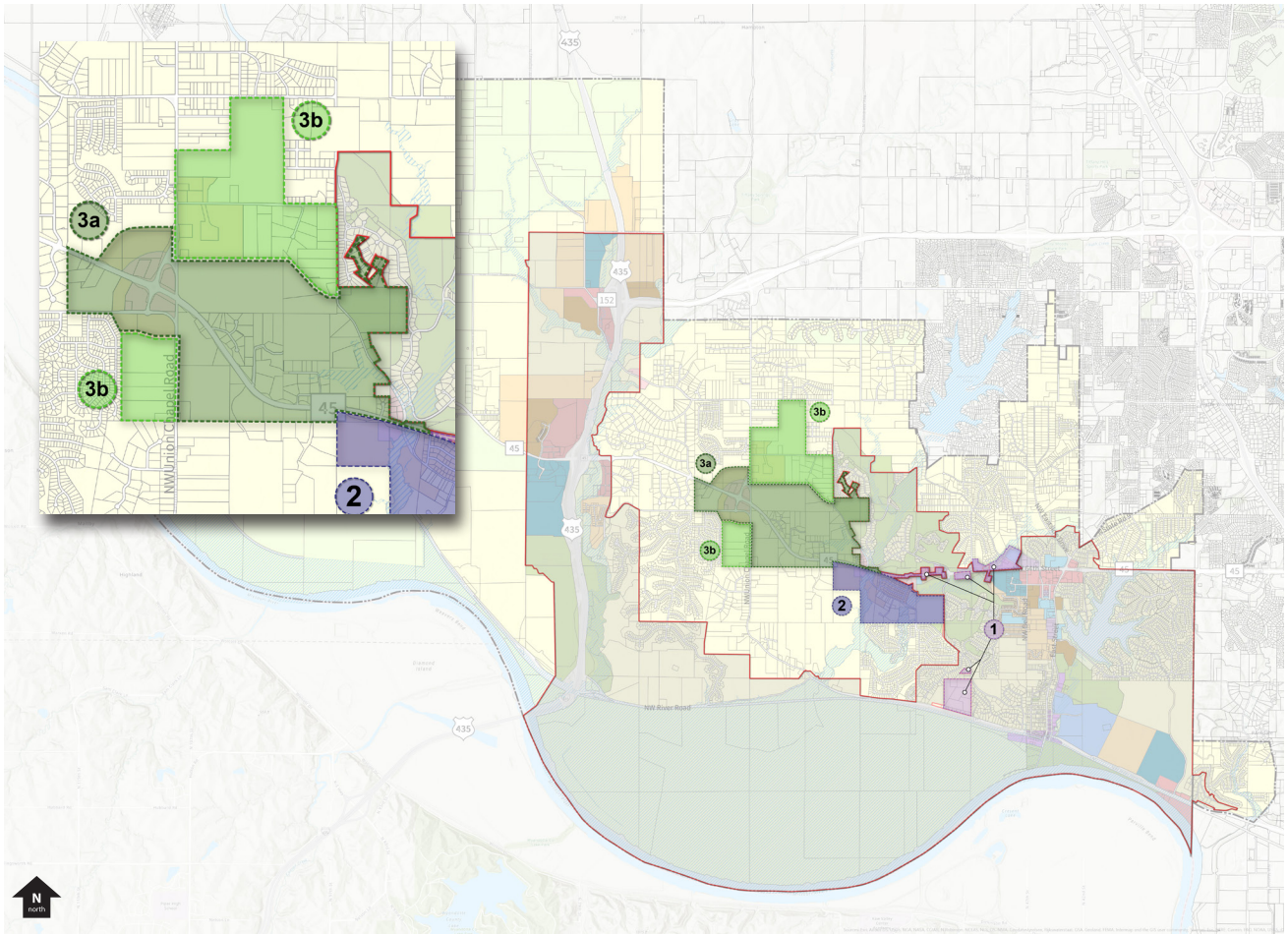
Protect Parkville's borders and preserver its character as it grows

- Voluntary annexation of property within Priority 3A Area should be approved in order to better manage the Hwy 45 corridor and connect to higher value development property located along NW Hampton Road. Voluntary annexation of property within Priority 3B Area should be limited to those properties as may be needed to complete a contiguous annexation of higher value development land in Priority 3A.





Figure 4.49 *Voluntary Annexation Priority Area 3*



ANNEXATION POLICY RECOMMENDATIONS

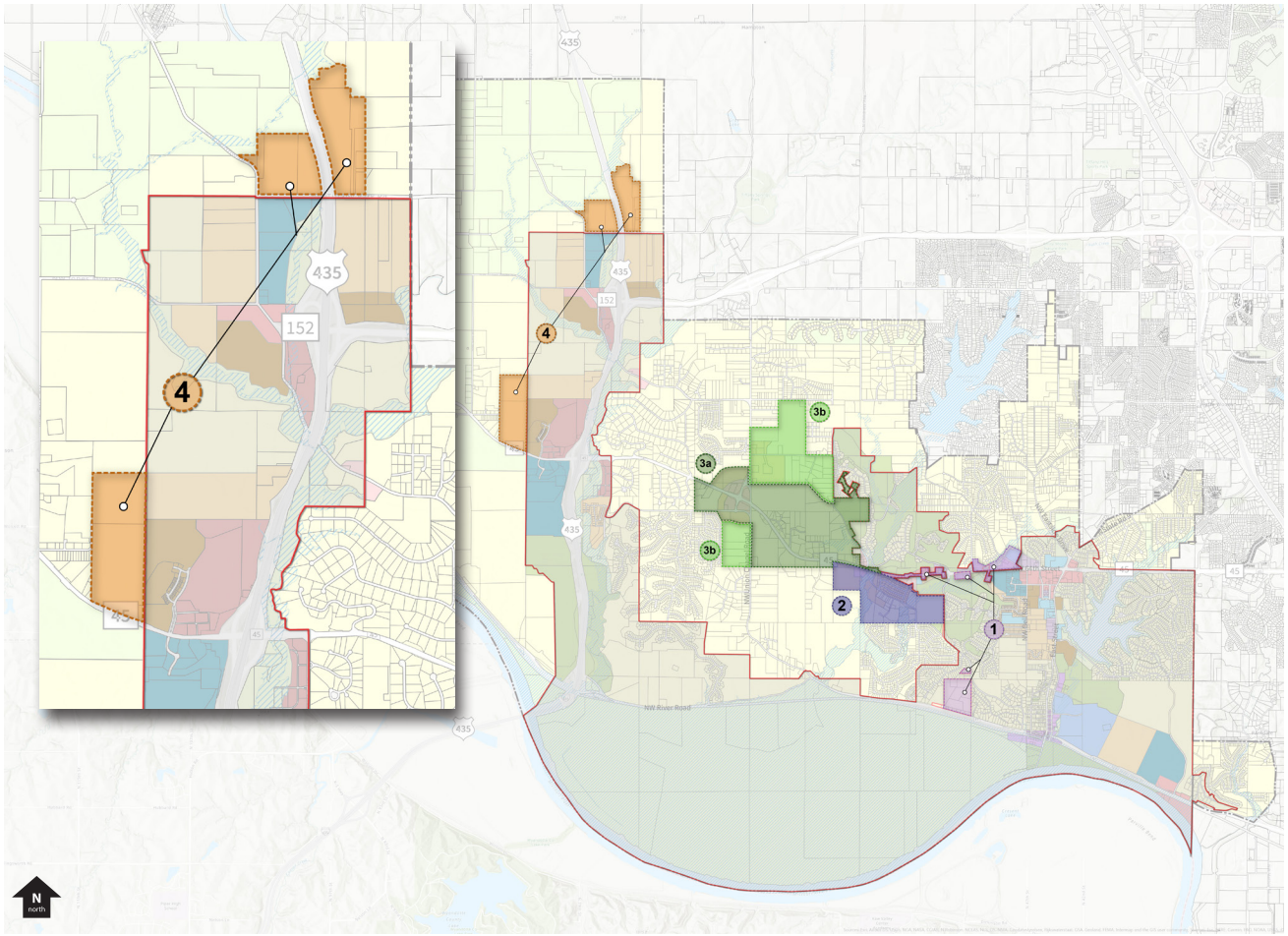
STRATEGIC OPPORTUNITY 5.4

Protect Parkville's borders and preserver its character as it grows

- Annexation of property in the Priority 4 Area should only be approved for an active development project that is of sufficient value to be of a financial benefit to the City.



Figure 4.50 *Voluntary Annexation Priority Area 4*



ANNEXATION POLICY RECOMMENDATIONS

STRATEGIC OPPORTUNITY 5.5

Protect Parkville's borders and preserver its character as it grows

- Continue to require new development to fully be served by adequate public infrastructure including paved streets, sidewalks, trails, water and sewer service.
- Discourage the development of private roads to serve new single-family subdivisions.
- Create an ordinance to preserve areas with significant tree cover.
- Support and encourage in-fill, redevelopment that is consistent with the adopted comprehensive master plan.
- Only approve rezoning and development proposals that are consistent with the adopted comprehensive master plan and future land use map.













Section

5 IMPLEMENTATION

IMPLEMENTATION PURPOSE AND LAYOUT

The implementation section lays out the goals, action items / policies and priorities for everything discussed in the prior sections. This page describes the purpose of these elements and visually explains the layout for this section.

Strategic Opportunities
Strategic Opportunities are aspirational aims or desired results for Parkville to aim to achieve. Also referred to as goals, the strategic opportunities are copied directly from the previous sections of this plan and are items Parkville should address as identified in the public input process or in the existing conditions analysis.

Action Items or Policies
Each Strategic Opportunity or goal is supported by one or more action items / policies for Parkville to complete or consider when making decision-making as it works to implement the 2040 Master Plan. These may be specific tasks for the City to accomplish or general policies the City should consider when acting.

Priority Level
Each action item or policy has been assigned a priority level of either Low or High. Low priority action items or policies are still important but represent less time sensitive issues or ones that will take place over a longer period of time.

Timeframe
Each action item or policy has been assigned a timeframe of either Short-Term (0 to 4 Years), Mid-Term (5 to 9 Years) or Long-Term (10+ Years). Many of the Long-Term (10+ Years) action items or policies may represent long-term, ongoing action items or policies the city will need to keep up with on an ongoing basis.

STRATEGIC OPPORTUNITY X.X

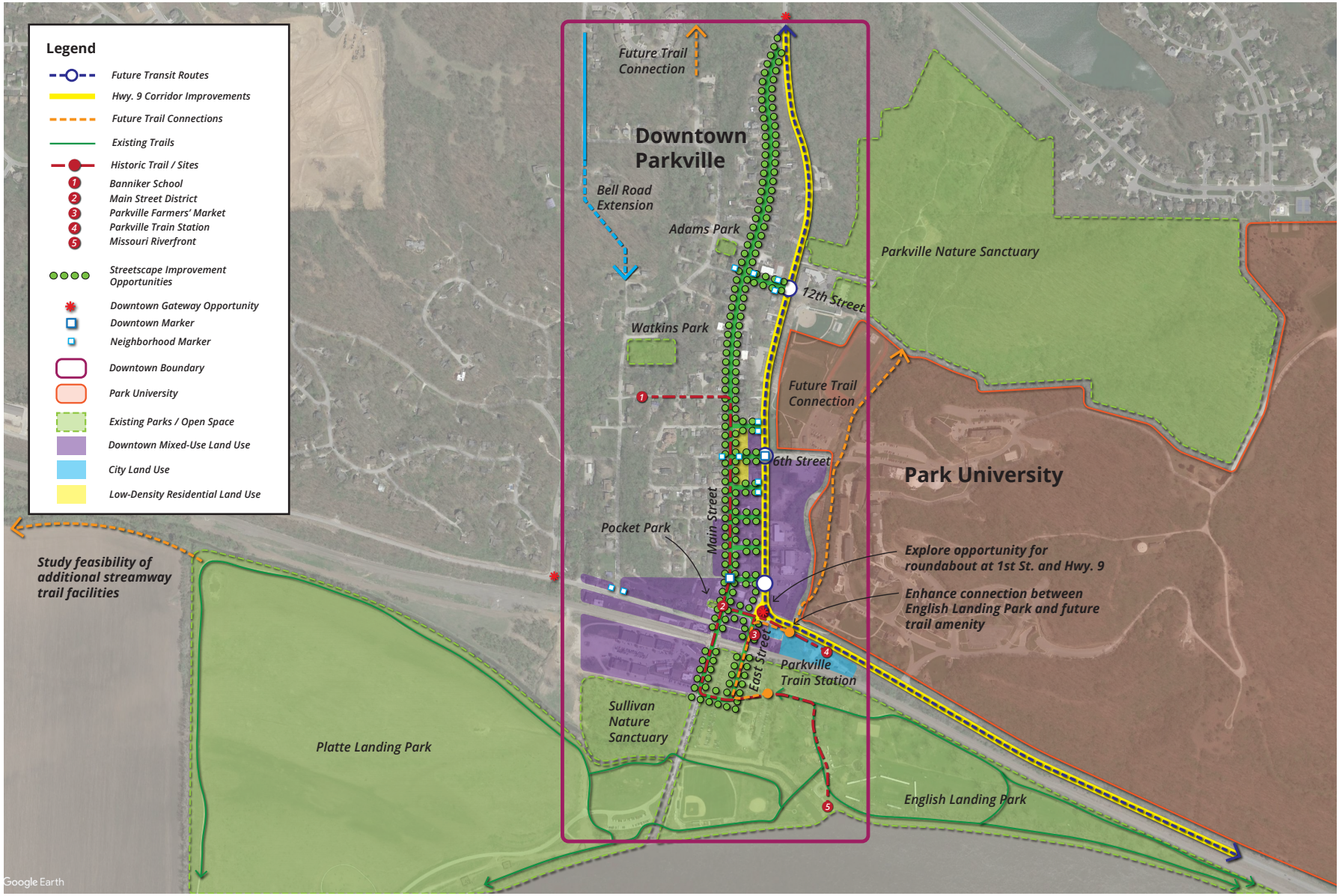
Text to support or describe the Strategic Opportunity or Goal being discussed.

Strategic Opportunity X.X
Goal Language

Action Item

Description of action item	
Priority Level	High or Low
Timeframe	Short-, Medium- or Long-Term

DOWNTOWN - *STRATEGIC OPPORTUNITIES*



STRATEGIC OPPORTUNITY 1.1

The Highway 9 Plan identifies a series of recommended improvements for Highway 9 in Parkville and these recommendations should continue to be implemented over time. In particular, the complete street components referenced within the Highway 9 Plan should be added to this Parkville corridor. The picture below shows an example of what a complete street might look like.

Strategic Opportunity 1.1
Downtown Parkville

Action Item: Highway 9 Improvements

Implement improvements identified in the Highway 9 plan to include complete street components along this vital corridor.	
Priority Level	High
Timeframe	Long-Term (10+ Years)



What are Complete Streets?
The US Department of Transportation defines complete streets as streets designed and operated to enable safe use and support mobility for all users.

Benefits of Complete Streets
- Promote walking and bicycling
- Provide safe places for physical activity
- Reduce motor vehicle related crashes
- Reduce pedestrian and bicycle risks
- Promotes livable environments
- Bolster property values
- Promote tourism

IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.1

Parkville currently is not served by public transit. However, there are discussions occurring regionally about how transit may be appropriately brought to Parkville. The discussions with regional transit authorities should be continued to evaluate the feasibility and timing for adding transit routes and/or a transit hub in downtown Parkville. An example of a transit hub is shown below.

Strategic Opportunity 1.1 -
Downtown Parkville

Action Item: Transit Service

Continue to study the feasibility of bringing a transit line north along Highway 9 with the possibility of one or more transit stops located at key intersections. Additionally, the development of a transit hub in downtown Parkville should also be explored.	
Priority Level	Low
Timeframe	Long-Term (10+ years)





STRATEGIC OPPORTUNITY 1.1

There are several specific trail enhancements and connections identified as part of the master planning process. For instance, a trail connection between Highway 9 to 12th Street and the Parkville Nature Sanctuary would help to better connect the heart of downtown and the riverfront to the Parkville Nature Sanctuary.

An enhanced and highly-visible trail connection from English Landing Park to future trail extensions across Highway 9 will help ensure the safe pedestrian and bicycle connectivity of Parkville for residents and visitors. Similarly, a feasibility study of an additional trail connection from Platte Landing Park to points west of downtown will help to enhance community connectivity to and from downtown.



Strategic Opportunity 1.1 -
Downtown Parkville

Action Items: Trail Connectivity

Implement trail connection from Highway 9 - north, to 12th Street and Parkville Nature Sanctuary.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Enhance trail connection from English Landing Park to future trail extension across Highway 9, ideally creating a highly-visible and safe pedestrian / bicycle crossing.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 years)

Study the feasibility of developing an additional trail connection from Platte Landing Park along existing streamway corridor to points west of downtown.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 years)

IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.1

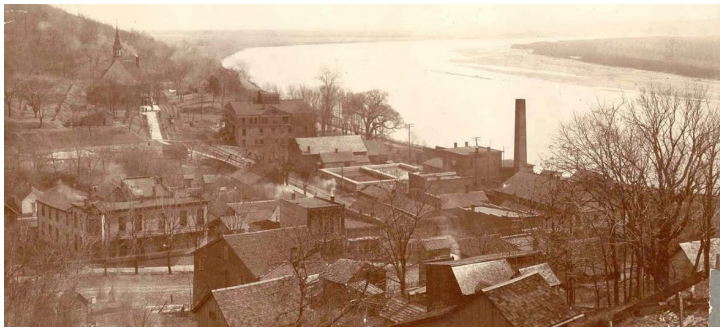
Parkville has a long and storied past as a landing post along the banks of the Missouri River. There are numerous historic sites and points within Parkville, primarily situated near the downtown. A historic trail complete with markers, signage and organized programming could help celebrate Parkville's past as well as bring in more visitors and tourists to the historic downtown district, which further supports local businesses.

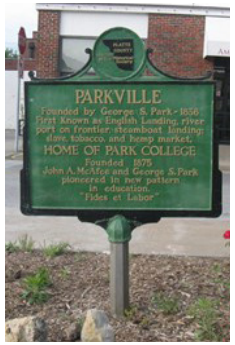
Strategic Opportunity 1.1 -
Downtown Parkville

Action Item: Historic Placemaking

Implement a historic trail with placemaking elements throughout downtown Parkville to include wayfinding signage, informational signage and organized programming.	
Priority Level	Low
Timeframe	Short-Term (0 to 4 Years)











STRATEGIC OPPORTUNITY 1.1

The existing Highway 9 / East Street / 1st Street intersection does not function efficiently and needs improvement. This could include reconfiguration as a new traffic signal or a roundabout, which can slow traffic while reducing the number and severity of crashes, among other benefits. Although a roundabout would require more space, it could also create an attractive landscaped gateway into downtown. Below are some examples.

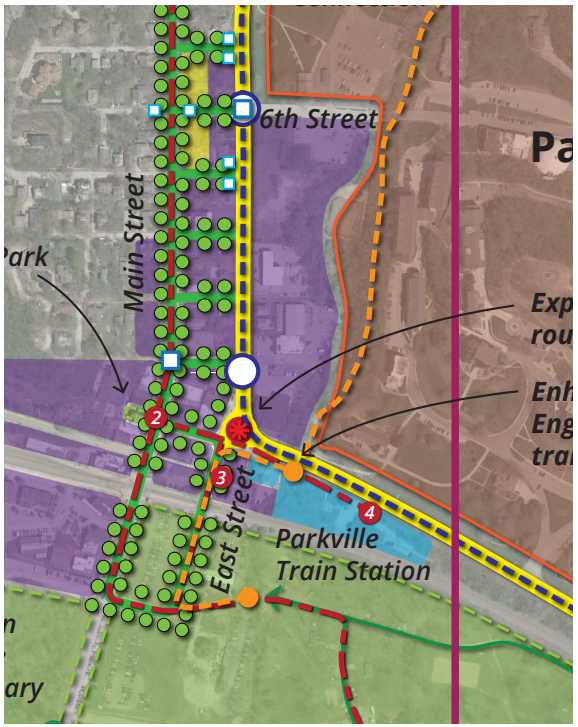
Strategic Opportunity 1.1 -
Downtown Parkville

Action Item: Improved Gateway Intersection

Improve the Highway 9 / East Street / 1st Street intersection. Possibilities include a roundabout that could also serve as an enhanced gateway to downtown and a catalyst for redevelopment.	
Priority Level	High
Timeframe	Long-Term (10+ Years)







IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.1

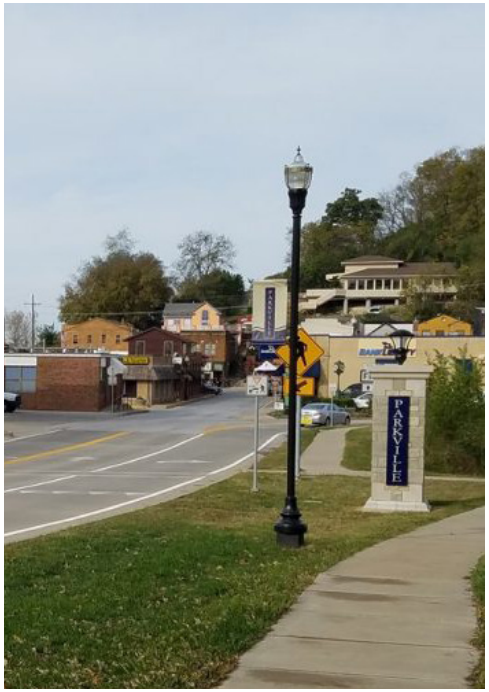
Downtown Parkville has seen recent improvements in the form of gateway identity monuments with signage and wayfinding signs. The City should continue to construct additional gateway identity monuments for other roadways leading into downtown and should also explore thematic markers for the neighborhoods and park facilities in and near the downtown area to strengthen the sense of place and add character to the area.

Strategic Opportunity 1.1 -
Downtown Parkville

Action Item: Downtown Identity + Sense of Arrival

Implement system of downtown and neighborhood markers as indicated on the downtown strategic opportunities map to add a sense of place and unique character to the historic downtown core.	
Priority Level	Low
Timeframe	Short-Term (0 to 4 Years)





STRATEGIC OPPORTUNITY 1.1

The pedestrian experience, particularly in a downtown area, is a key driver of economic activity and the quality of place for a community. Continuing to add amenities such as lighting, benches and other seating, enhanced landscaping, special pavement or pavers, wayfinding signage and public art can all help increase quality of life.

Strategic Opportunity 1.1 -
Downtown Parkville

Action Item: Streetscape Improvements

Streetscape improvements along Main Street and east/west connecting streets to Highway 9 should be implemented to enhance the pedestrian experience and should include amenities such as lighting, seating, landscaping, paving materials, wayfinding signage and public art.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)





IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.1

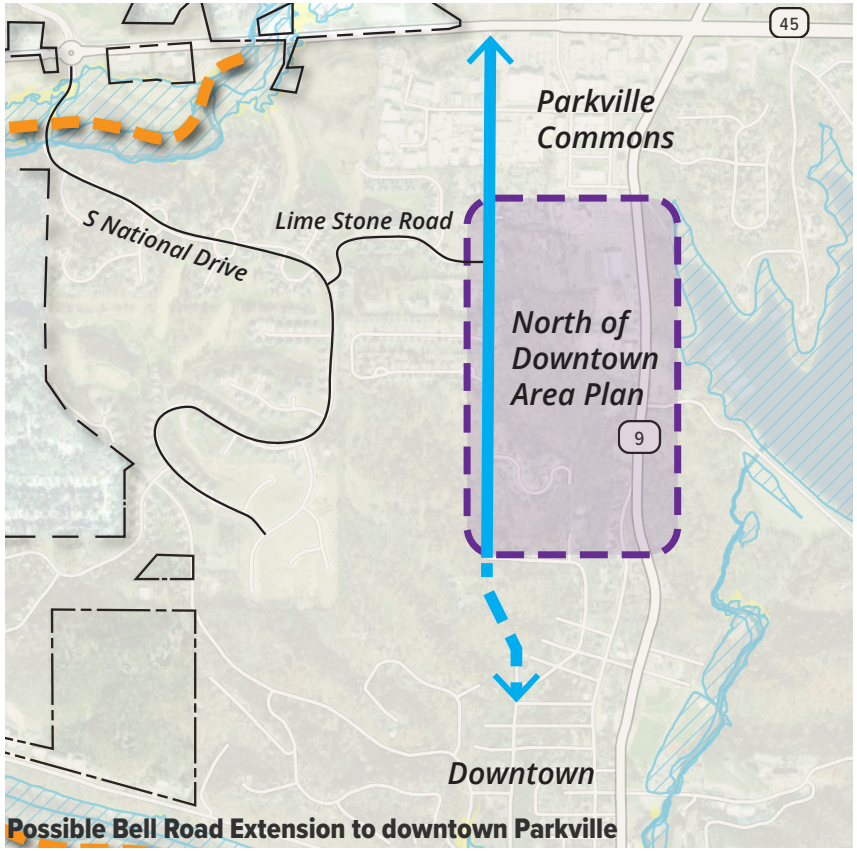
A Bell Road extension from Parkville Commons is needed to enhance north-south interior connectivity in Parkville. The exact alignment of this extension should continue to be studied. Possible connection alignments are shown below. The future extension should integrate multi-modal transportation options.

Strategic Opportunity 1.1 -
Downtown Parkville

Action Item: Bell Road Extension

Continue to study the extension and expansion of Bell Road from Parkville Commons to include multi-modal capacity to provide an additional north / south connection within the community.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)





Possible Bell Road Extension to downtown Parkville

STRATEGIC OPPORTUNITY 1.1

Gateway signage is one successful way of creating a high quality first impression of a community's downtown area. Quality gateway signage can help create a strong sense of place. By adding similar or complementing gateway signage throughout Parkville, including in places where signage is currently lacking such as along Route FF and on Highway 9 (pictured below), north of downtown, the entire downtown district will be more unified and have a cohesive look.

Strategic Opportunity 1.1 -
Downtown Parkville

Action Item: Downtown Gateways

Implement additional downtown gateway signage along Route FF and on Highway 9 (north of downtown).	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)



Route FF (looking east) towards downtown


Highway 9 (looking south) towards downtown

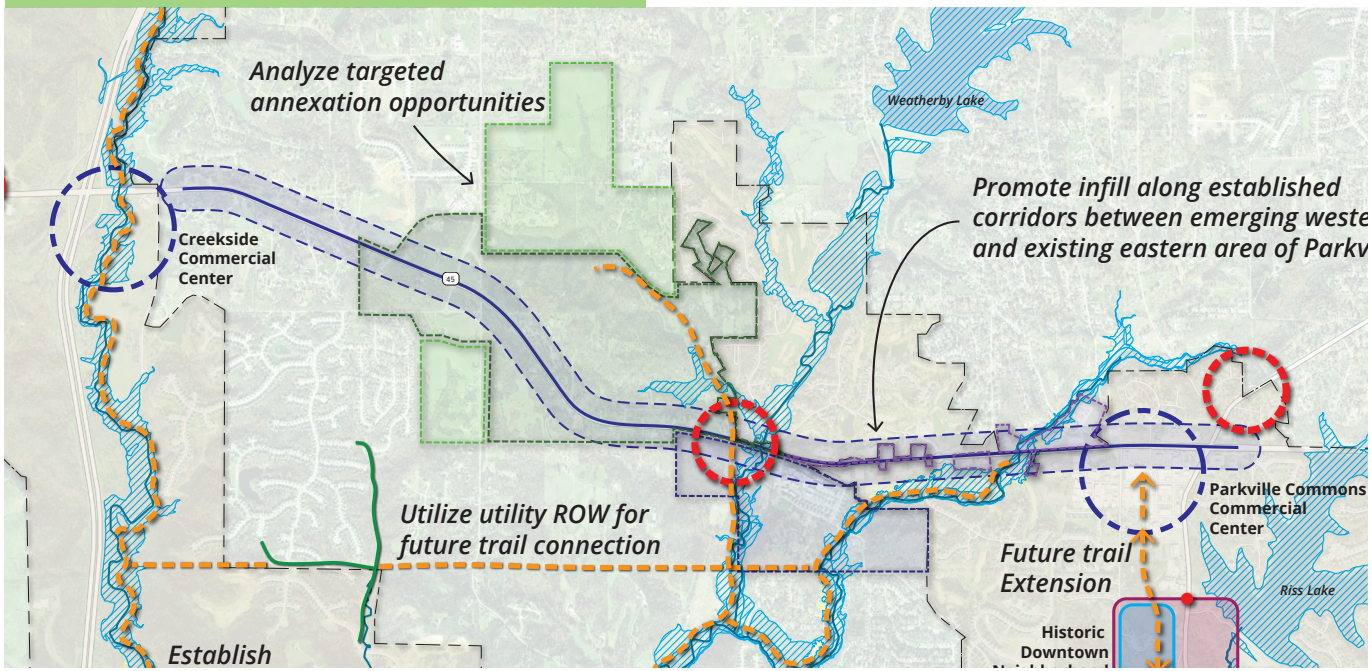
STRATEGIC OPPORTUNITY 1.2

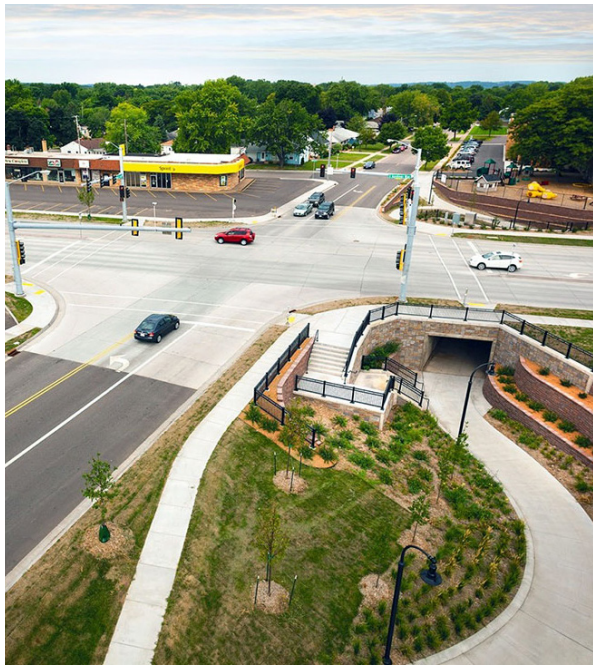
The 45 Highway corridor is a key community corridor connecting the east and west sides of Parkville. This corridor was recently improved to provide to a 4-lane arterial with a median. As development activity continues to transform the appearance of this corridor, additional streetscape enhancements should be explored to improve the aesthetic appearance of the corridor while also supporting bicycle and pedestrian use. These elements could include additional street trees, site furnishings, thematic monuments, pedestrian-level lighting, and other aesthetic features.

Strategic Opportunity 1.2
Create and maintain strong connectivity throughout Parkville

Action Item: 45 Highway Corridor Enhancements

Enhance 45 Highway corridor through streetscape improvements focusing on pedestrian and bicycle amenities and connectivity.	
Priority Level	High
Timeframe	Long-Term (10+ Years)





STRATEGIC OPPORTUNITY 1.2

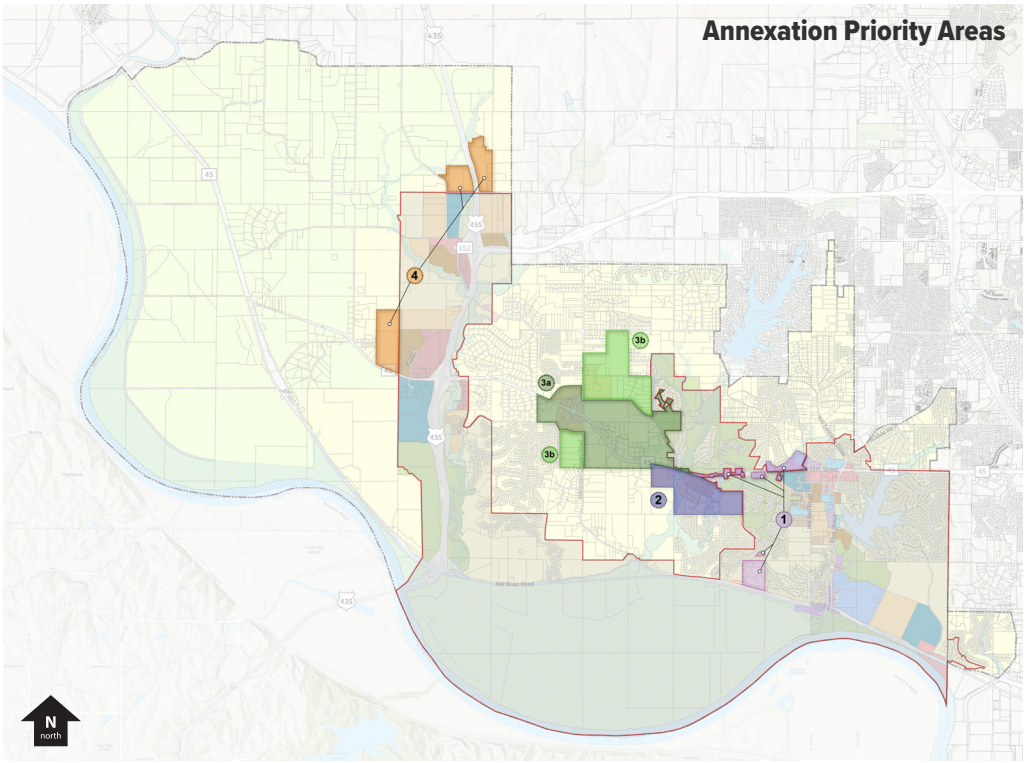
A series of voluntary annexation opportunities were identified, including a diagram outlining possible phasing of annexation areas. These proposed annexation areas could help to preserve Parkville's unique sense of identity, charm, and community character, while also taking advantage of strategic economic development opportunities that could become available over time. These annexations are anticipated to be voluntary and should be explored at such time property owners are anticipating redevelopment or new development that will change the character of the area.



Strategic Opportunity 1.2
Create and maintain strong connectivity throughout Parkville

Action Item: Voluntary Annexation Opportunities

Strategically annex land along 45 Highway to control the look and feel of Parkville.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)



STRATEGIC OPPORTUNITY 1.2

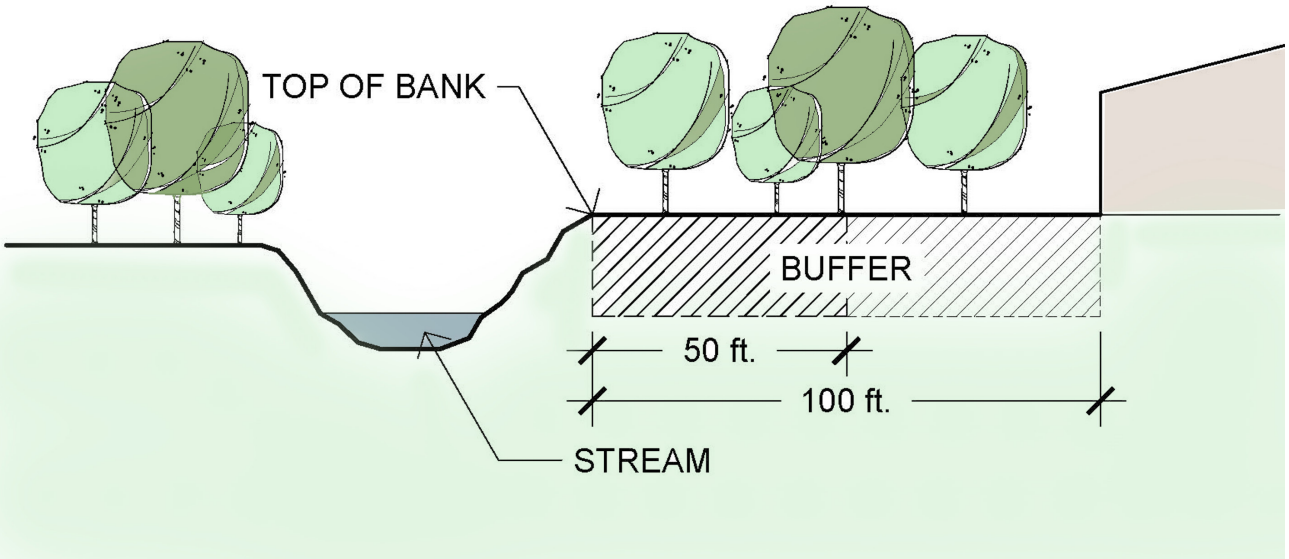
Parkville should adopt a stream buffer ordinance similar to the Environmental Protection Agency model stream buffer ordinance, link below. These stream buffers create an easement along type 1 and type 2 streams, which can be suitable locations for trail connections. A stream buffer diagram is shown below.

https://www.epa.gov/sites/production/files/2015-12/documents/2002_09_19_nps_ordinanceuments_buffer_model_ordinance1.pdf

Strategic Opportunity 1.2
Create and maintain strong connectivity throughout Parkville

Action Item: Stream Buffer Protection

Adopt a stream buffer ordinance to secure conservation corridors that could also serve as trail connections.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)





STRATEGIC OPPORTUNITY 1.2

Through the development of unimproved properties or the redevelopment of under-utilized properties along the 45 Highway Corridor, the City can benefit from a stronger and expanded tax base while avoiding costly extensions of infrastructure and services for these developments. Contiguous land development in areas already served by utility infrastructure can provide a beneficial economic development approach for the community.





Strategic Opportunity 1.2
Create and maintain strong connectivity throughout Parkville

Action Item: 45 Highway Corridor Infill Development

Promote infill growth along established corridors between the emerging western area of development and the more established eastern area of development within Parkville.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.3

Parkville has very high-quality housing stock that is mostly comprised of above average quality single-family detached homes. Through the use of enhanced design standards for commercial, mixed-use, and multi-family residential developments, Parkville can increase commercial opportunities and housing choices without decreasing the community's overall expectation for quality design and aesthetics. These new design standards should address the required use of high-quality building materials, trims, finishes, landscape planting, buffering, and lighting, and can also address features such as building massing, scale, articulation, window and door placement, and other architectural details.

Strategic Opportunity 1.3
Maintain a cohesive look and feel in Parkville

Action Item: Enhanced Design Standards

Adopt enhanced design standards for new and redevelopment in Parkville to promote quality design and aesthetics.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)







STRATEGIC OPPORTUNITY 1.4

Parkville has many long-standing community events that help create a sense of place, instill community pride and provide an opportunity for social interactions between residents. By actively encouraging new residents to participate in these events, Parkville can help to create a more unified community.

Work with new businesses and residents in Creekside and/or other areas of the community to identify a new community event(s) to help create a sense of community in locations beyond Downtown to connect new and more established Parkville residents through shared social experiences.

Strategic Opportunity 1.4

Promote community pride through existing and new community-wide events

Action Items: Community Events

Continue to sponsor and promote community-wide events to increase community pride and social connection.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Identify community events to take place in new areas of Parkville (Creekside or other) to promote interaction between new and more established residents.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)







IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.5

Parkville Commons is an important commercial area of Parkville with a convenient location to many neighborhoods and arterial roadways. Parkville should implement strategies that support increased residential densities within and adjacent to this district - increasing traffic and visibility of interior retail and services in a way that maintains the walkable character of the area.

Strategic Opportunity 1.5

Ensure important commercial nodes of Parkville remain resilient, active and vibrant

Action Item: Resilient and Vibrant Parkville Commons

Work with Parkville Commons property owner to develop strategy that support increased residential densities within and adjacent to this district to increase traffic and visibility to interior retail and service tenants while maintaining walkable character of the commercial center.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)





STRATEGIC OPPORTUNITY 1.5

Downtown Parkville is and will continue to be an important commercial district within Parkville. The variety of small and locally-owned businesses located within the downtown should be promoted and protected to help keep downtown healthy and strong while also encouraging new residential, hospitality, and destination-oriented retail, restaurants and entertainment uses to become part of the overall mixture of uses.

Strategic Opportunity 1.5

Ensure important commercial nodes of Parkville remain resilient, active and vibrant

Action Item: Resilient and Vibrant Downtown Parkville

Actively work to maintain Downtown Parkville's abundance of small and locally-owned businesses that add to the character of charm of the district while also encouraging new residential, hospitality and destination-oriented retail, restaurants and entertainment uses.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)



STRATEGIC OPPORTUNITY 1.5

The Creekside development in western Parkville is a promising opportunity to expand the retail and housing options available to Parkville residents and visitors. As this area continues to develop, efforts should be made to ensure there is a consistent level of quality, visual character and aesthetic design features as envisioned to create a unifying look and feel for the area.

Strategic Opportunity 1.5

Ensure important commercial nodes of Parkville remain resilient, active and vibrant

Action Item: Resilient and Vibrant Creekside

Leverage the opportunities that the Creekside development will bring to the city of Parkville to expand retail and housing options while ensuring there is a consistent level of quality, visual character and aesthetic design.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)







STRATEGIC OPPORTUNITY 1.6

Today, there are limited multi-family residential opportunities in Parkville. Several areas for future multi-family residential have been identified on the Future Land Use Plan to expand the housing choice for existing and future residents of Parkville. Parkville should encourage the development of quality multi-family housing by approving re-zoning or development plans for multi-family housing that are located within the strategically identified locations on the Future Land Use Plan.



Strategic Opportunity 1.6
Maintain a quality housing stock that provides quality choices for residents

Action Items: Quality Housing Stock

Support the development of multi-family housing options in key areas of Parkville as identified on the future land use map.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Create and adopt enhanced design guidelines for multi-family housing that require certain standards for design, placement, buffers and building materials.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Continue to work with existing landlords to ensure multi-family housing in Parkville remains safe, functional, and well-maintained.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 1.7

Parkville should continue to strive to become a community for all ages and be recognized through the program by MARC. Silver level status should be strived for initially with a long-term goal of reaching gold status to improve the quality of life for Parkville residents of all ages.





Strategic Opportunity 1.7

Strive to be a community for all ages and abilities through the Community for All Ages program

Action Items: Community for All Ages

Continue to pursue the silver level status in the Community For All Ages program by forming a community-based committee to assess the current conditions in Parkville and issue and report on the findings.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Once the silver level has been obtained, pursue the gold level designation to improve the quality of life for Parkville residents.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

Maintain Community For All Ages designation by investing in any necessary infrastructure, services and programming identified in the Community For All Ages plan.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 1.8

Parkville is fortunate to be surrounded by a wide variety of natural features that help to create a strong sense of place. The Missouri River, several smaller streams and lakes, plentiful tree cover and rolling hills all make Parkville the beautiful oasis it is today. As the community continues to grow, efforts should be made to identify and preserve unique natural features as an inherent amenity within the site design of future commercial and residential development projects.



Strategic Opportunity 1.8
Preserve Parkville's natural features as it grows

Action Item: Preserving Natural Features

Continue to preserve natural features as Parkville develops by integrating them into the site design as an amenity.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)





STRATEGIC OPPORTUNITY 1.9

Park University is a community anchor and a special amenity within Parkville. The community should continue to collaborate with Park University to enhance the relationship between the university and the downtown. The range of retail, dining, recreation and entertainment available throughout the downtown area should include options that support student life and connections within the Parkville community.



Strategic Opportunity 1.9

Continue to foster a strong working relationship with Park University

Action Items: Park University Partnership

Ensure continued collaboration between Park University, downtown Parkville and the City of Parkville.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Encourage the ability for student-oriented services / retail in downtown Parkville to better integrate the student population and the land uses of the downtown district.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

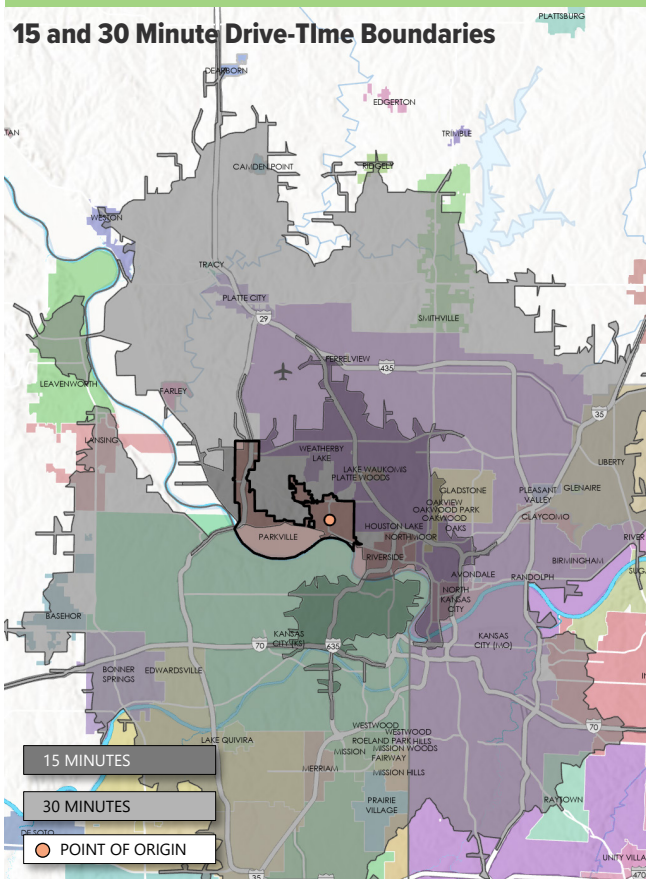






STRATEGIC OPPORTUNITY 1.10

Parkville is conveniently located within the Kansas City metropolitan area and should continue to be marketed and promoted. As the community grows, the network of streets supporting new development should continue to be expanded and improved to assist in mitigating additional traffic impacts on existing arterial streets.



Strategic Opportunity 1.10

Promote and protect Parkville's convenient location and accessibility

Action Items: Promote Parkville's Location

Continue to market Parkville's location and accessibility for possible residents and businessowners.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Maintain an efficient street system that balances access and safety in Parkville.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

Enhance the roadway network and connectivity to reduce over reliance on major arterials.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 1.11

Parkville's unique and long history should be integrated into a historic trail with wayfinding and interpretive signage to lead people through a path of historic sites. Another way to encourage this is to incentivize the preservation, renovation and celebration of additional historic sites, events and designations that promote Parkville's unique history.









Strategic Opportunity 1.11
Celebrate Parkville's History

Action Items: Celebrate Parkville's History

Study the feasibility of a historic trail through downtown Parkville that could include wayfinding signage, informational signage and organized programming.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Develop program to incentivize the renovation and preservation of important historic sites in Parkville including the Banniker School.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 1.12

Parkville is a historic town with charming older neighborhoods surrounding the downtown core of the community. While most of Parkville's homes have high value and quality, efforts should be made to ensure that older homes and neighborhoods do not get left behind amidst any future growth. Established neighborhoods could also be good candidates for a community street tree program to provide visual continuity, shade and natural beauty.





Strategic Opportunity 1.12
Preserve Parkville's historic neighborhoods

Action Items: Preserve Historic Neighborhoods

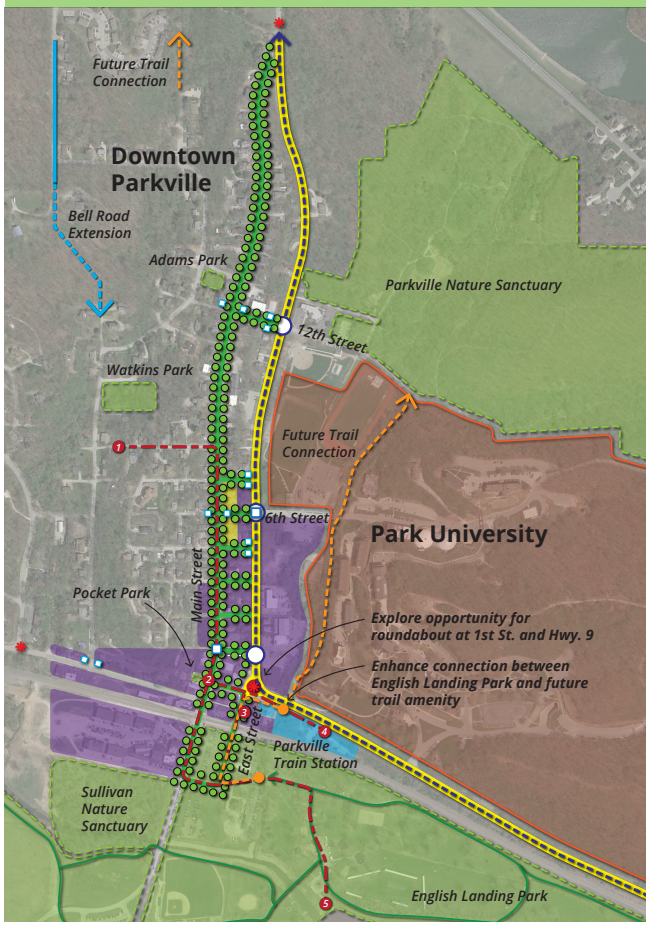
Create a grant or program to help financially incentivize home improvement and modernization for older homes in Parkville.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

Continue to follow the Old Town Residential Design Guidelines to help preserve the look and feel of Parkville's older homes.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Explore opportunities to integrate street tree planting programs throughout existing neighborhoods to provide shade, visual continuity and natural beauty.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

STRATEGIC OPPORTUNITY 1.13

Streetscapes and signage help to enhance the quality of life and sense of place for Parkville residents. These sorts of improvements can also help to attract visitors to Parkville that can patron local restaurants and businesses to support the local tax base and keep downtown Parkville vibrant and healthy.



Strategic Opportunity 1.13
Enhance Parkville's character through its streetscape + signage

Action Items: Streetscape Enhancements

Perform streetscape enhancements along corridors as identified in the Strategic Opportunities map.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Expand gateway signage at key entryways into Parkville as identified on the Strategic Opportunities map.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

Identify a unique street signage that can be implemented on neighborhood streets in Parkville to enhance the unified sense of place.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

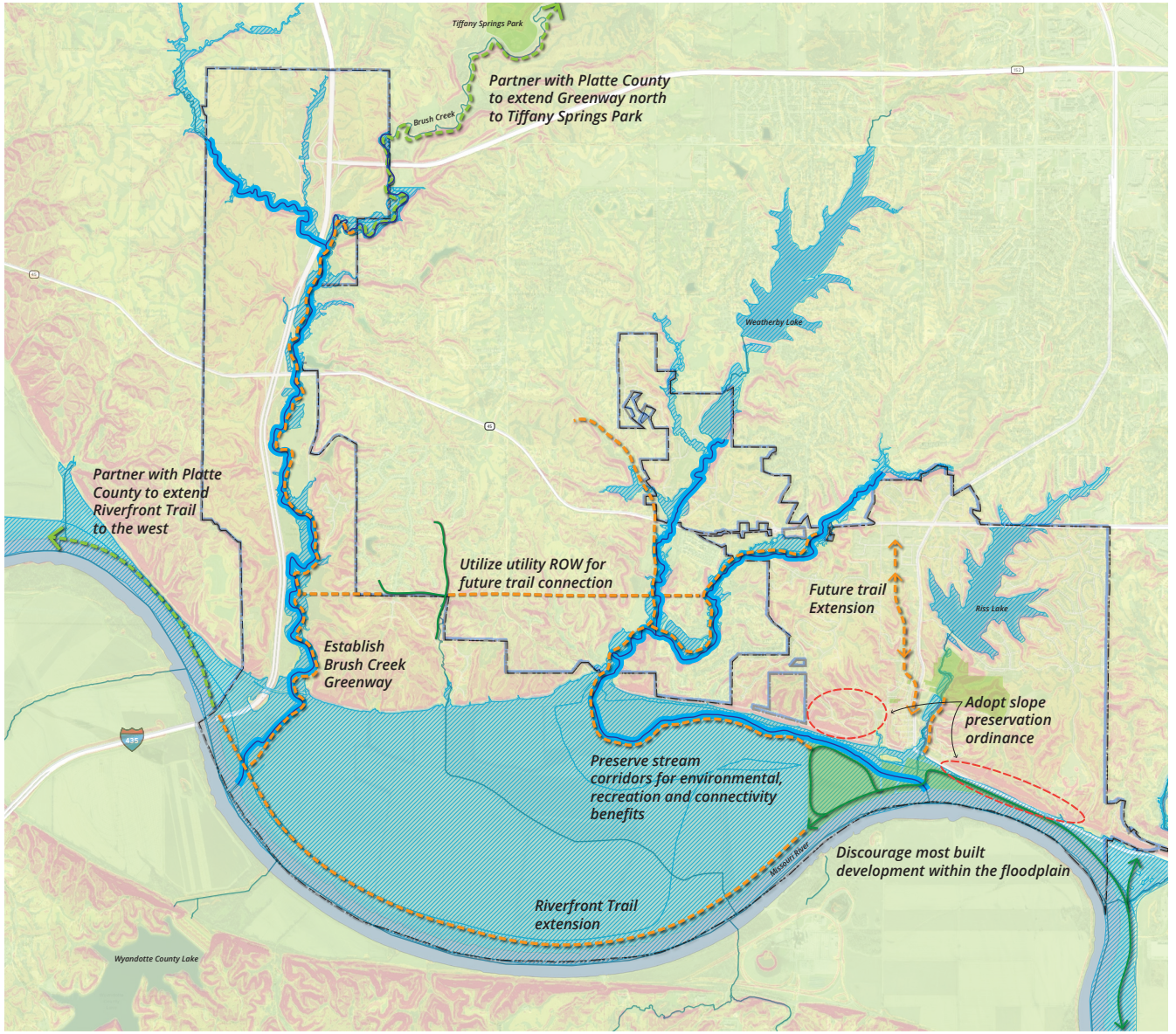
SUSTAINABILITY AND THE ENVIRONMENT

STRATEGIC OPPORTUNITY 2.0

The Strategic Opportunities map and the items listed below represent the major Sustainability and the Environment strategic opportunities that correspond to physical and visual improvements within the city of Parkville.

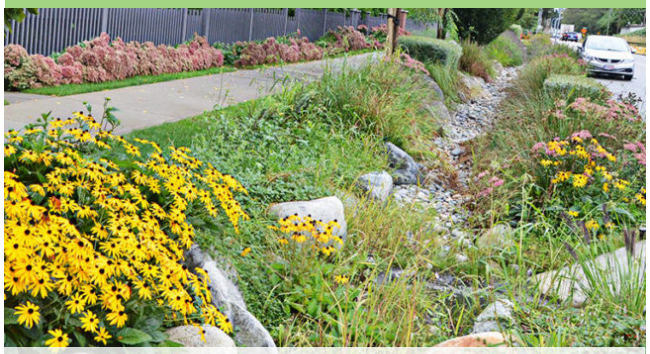
- Preserve stream corridors for environmental, recreation and connectivity benefits.
- Adopt slope preservation ordinance.
- Discourage most built development within the floodplain.

Sustainability and the Environment Strategic Opportunities



STRATEGIC OPPORTUNITY 2.1

Green infrastructure solutions offer environmentally sensitive solutions to stormwater management that seek to mimic natural ecological functions such as filtration and evaporation. Green infrastructure should be actively encouraged and utilized on city properties. Parkville should consider funding a program to help financially encourage homeowners to use these approaches.



Bioretention Facility



Rain Gardens

Strategic Opportunity 2.1

Promote the use of green infrastructure solutions to stormwater management

Action Items: Stormwater Management

Actively encourage the use of green infrastructure for stormwater solutions to mitigate the effects of combined sewer overlfows into natural water bodies.	
Priority Level	High
Timeframe	Long-Term (10 + Years)

Consider adopting a residential sustainability grant to financially incentive the use of green infrastructure on residential properties.	
Priority Level	Low
Timeframe	Short-Term (0 to 4 Years)

Evaluate and implement green infrastructure changes on city-owned property to be a model for the community.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 2.2

Parkville should adopt ordinances relating to solar photovoltaic panels and geothermal energy in both residential and commercial applications. This ordinance can set clear guidelines about when and where these alternative energy sources can be permitted. This will provide property and businessowners with flexibility relating to sustainability measures.





Strategic Opportunity 2.2

Create an environment that encourages the use of renewable energy and energy efficiency

Action Items: Efficient and Renewable Energy

Adopt regulations to allow for the use of residential and commercial solar or geothermal energy.	
Priority Level	Low
Timeframe	Short-Term (0 to 4 Years)

Consider creating financial incentives to sustainably retrofit homes with high energy efficiency appliances or alternative energy panels or systems.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

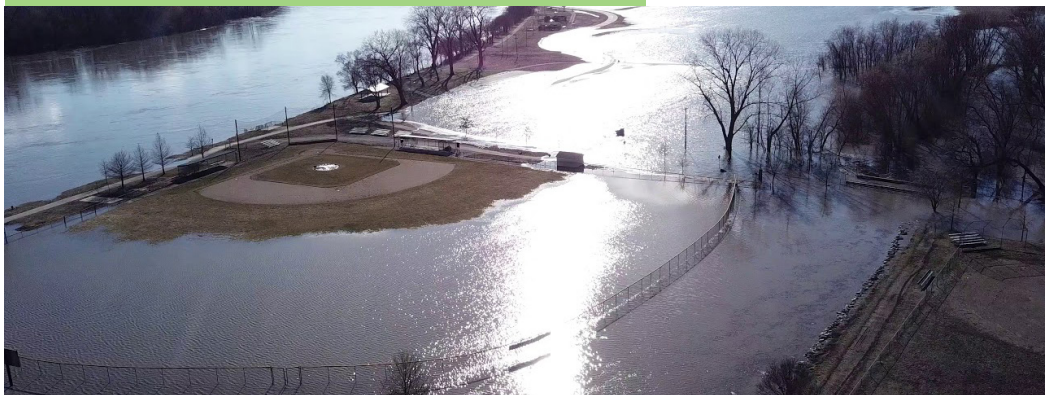
STRATEGIC OPPORTUNITY 2.3

Parkville should amend their floodplain development ordinance or adopt a new floodplain ordinance that allows for only low-impact development within the floodplain such as recreation or trails. This will help to protect the natural environment in Parkville as well as property and human life from flooding.

Strategic Opportunity 2.3
Discourage most built development within the floodplain

Action Item: Protect Floodplain

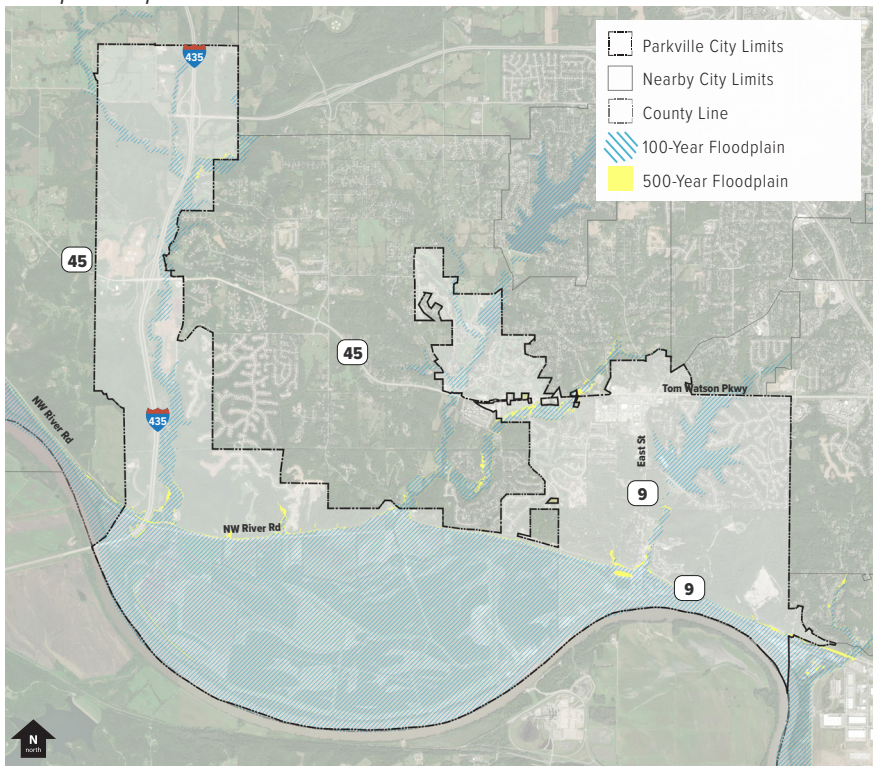
Adopt a new floodplain ordinance that allow for only low-impact development within the floodplain with minimal impermeable surfaces.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)







Floodplain Map



STRATEGIC OPPORTUNITY 2.4

Parkville should adopt a stream buffer ordinance similar to the Environmental Protection Agency model stream buffer ordinance, link below. These stream buffers create an easement along type 1 and type 2 streams, which can be suitable locations for trail connections. A stream buffer diagram is shown below.

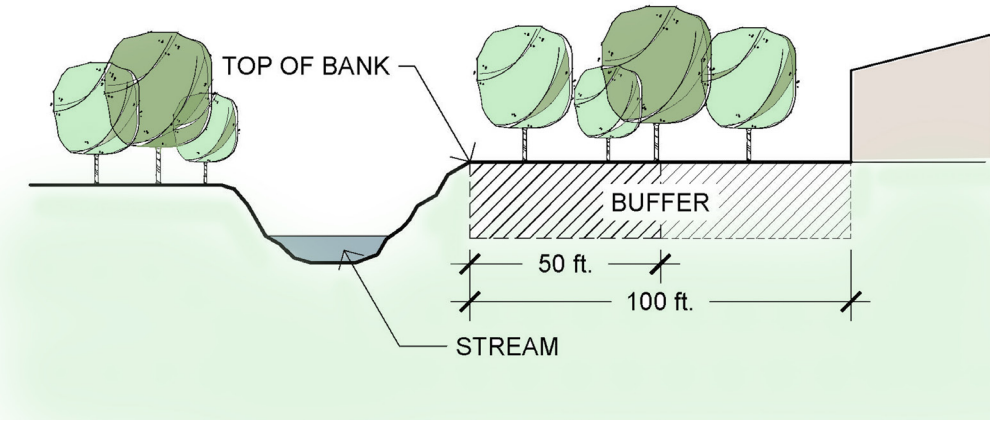
https://www.epa.gov/sites/production/files/2015-12/documents/2002_09_19_nps_ordinanceuments_buffer_model_ordinance1.pdf

Strategic Opportunity 2.4
Preserve stream corridors for environmental, recreation and connectivity benefits

Action Items: Stream Buffer Protection

Adopt a stream buffer ordinance to secure conservation corridors that could also serve as trail connections.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Expand Parkville's trail and greenway system along streams as identified on the master trails map.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

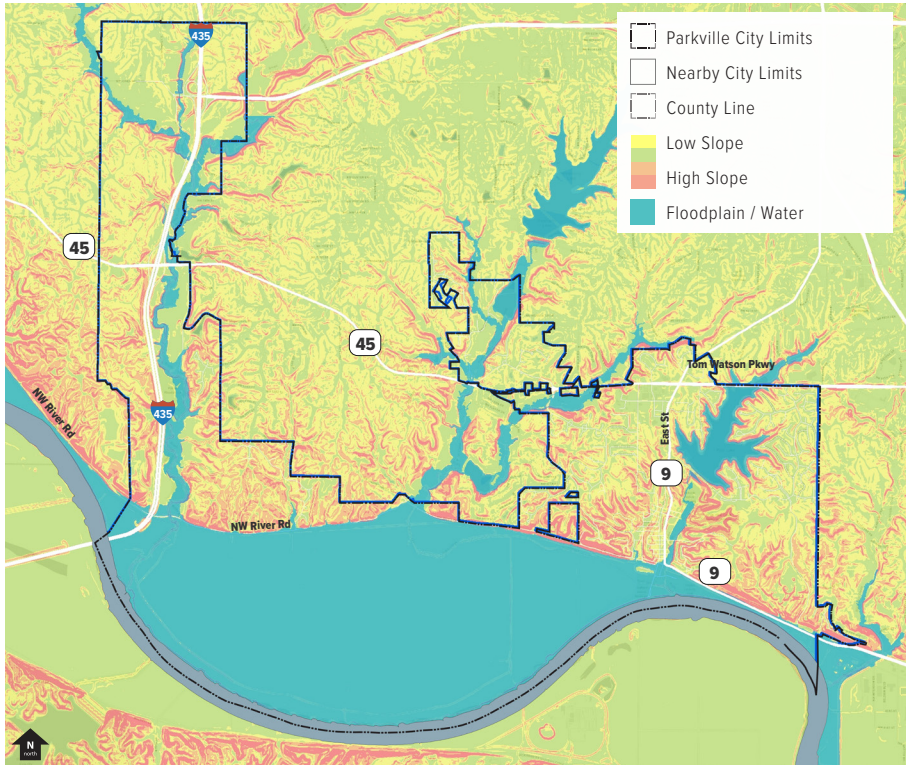




STRATEGIC OPPORTUNITY 2.5

Parkville's terrain is a sensitive ecological feature and helps define the sense of place in the community. The community should adopt a slope preservation ordinance to regulate the type and amount of development occurring in areas with steep slopes to protect the natural environment of Parkville.

Slope Map



Strategic Opportunity 2.5
Protect high slope areas of Parkville to prevent environmental degradation

Action Item: Slope Protection

Adopt a steep slope preservation ordinance to regulate development in areas with steep slopes.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

STRATEGIC OPPORTUNITY 2.6

Tree cover is an important environmental feature and amenity for the community. There are numerous environmental, economic, and society benefits to tree cover in a community. New development should preserve tree cover whenever possible by working the trees into the overall site design. The Mid-America Regional Council has a model tree preservation ordinance the City should adopt.

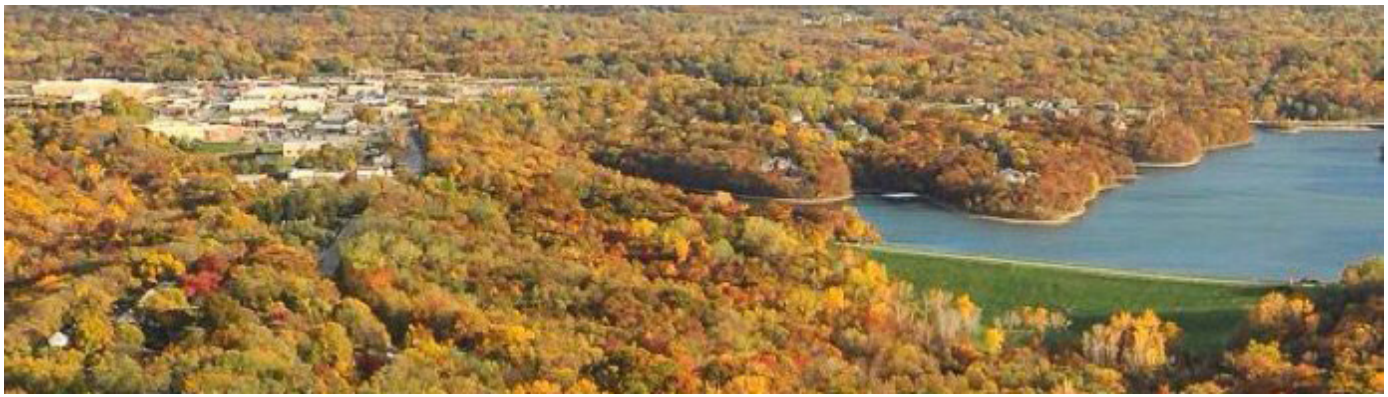


Strategic Opportunity 2.6
Actively preserve and replenish Parkville's tree cover

Action Items: Preserve Tree Cover

Encourage new development and redevelopment to preserve tree cover as an amenity feature.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Create and adopt a tree preservation ordinance (using MARC's model tree preservation ordinance as a guide) to protect local tree cover.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)





STRATEGIC OPPORTUNITY 2.7

Waste reduction and recycling are key elements of sustainability. The Ripple Glass program should be expanded to promote recycling. Trash haulers operating in Parkville should all require recycling. The City should continue to promote recycling, composting and reduction while evaluating its own contributions.





Strategic Opportunity 2.7
Promote recycling and waste reduction in Parkville

Action Items: Recycling and Waste Reduction

Expand the Ripple Glass program to additional convenient locations throughout Parkville to encourage glass recycling.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

Consider requiring all trash haulers to provide recycling services.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

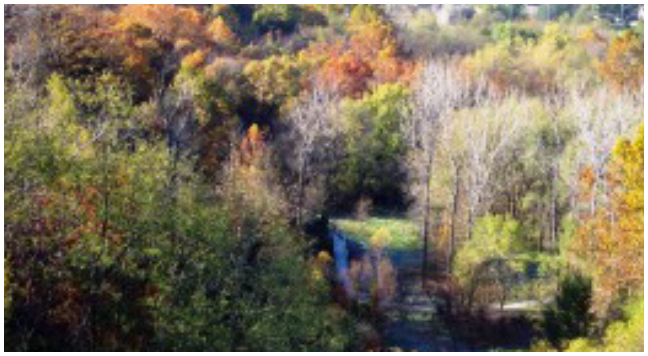
Perform an audit of the City's waste generation and recycling efforts to identify specific areas of improvement.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

Continue to promote recycling, waste reduction and composting.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 2.8

Parkville currently exceeds the recommended level of service for a community of its size based on total acres. However, as the community grows it should continue to provide a similarly high level of service while also expanding access to neighborhood parks. Ideally, all residents should live within a 5- to 10-minute walk time of a park. Additionally, it is recommended that the city update this master plan within the next 10 years to account for population growth and other changes that will occur.





Strategic Opportunity 2.8
Maintain a high level of park service for parks and recreation in Parkville

Action Items: Park Access and Maintenance

Continue to far exceed the overall park level of service for total park acres in Parkville.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Expand neighborhood parks in residential areas as Parkville grows.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Strive to have all residents live within a reasonable 5- to 15-minute walk from a park.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Adopt a new parks master plan within the next 10 years.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 2.9

While Parkville exceeds level of service standards for park acres, it should continue to regularly evaluate its park system to keep up with trends and industry changes. Routine monitoring and life cycle evaluation of its facilities and programs will help ensure this. New and older parks should also be connected via trails or sidewalk.





Strategic Opportunity 2.9
Keep Parkville's parks and recreation system current and responsive to residents

Action Items: Park Amenities and Upgrades

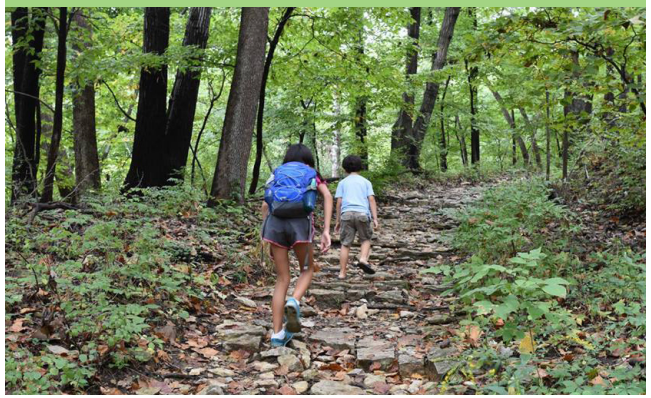
Continue to regularly evaluate parks and recreation trends when facility planning.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

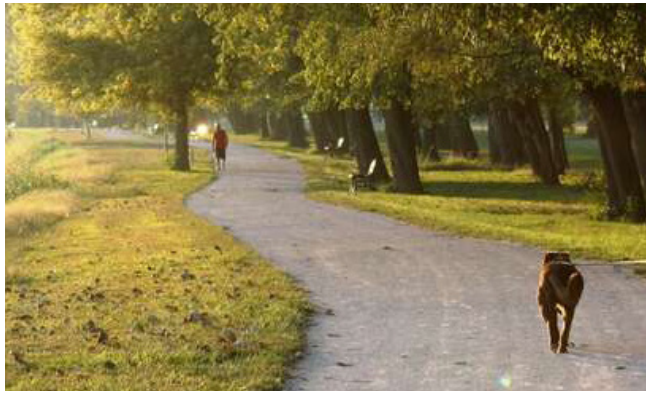
Regularly perform life cycle evaluations as well as community surveying to ensure programs and facilities continue to meet the desires of Parkville residents.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

Connect new and older parks with trail or sidewalk connections.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 2.10

Trails should be enhanced and expanded in Parkville to serve as an amenity and connectivity element. East-west trail connections should be especially encouraged to provide connection and unity between east and west Parkville. Stream corridors and right-of-way for streets and utilities should be utilized as a location for trail expansion.





Strategic Opportunity 2.10
Enhance Parkville's connectivity through trail expansion

Action Items: Trail Expansion

Continue to expand Parkville's trail system, especially an east-west connection, relying on streetscapes, stream corridors and utility ROW areas.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

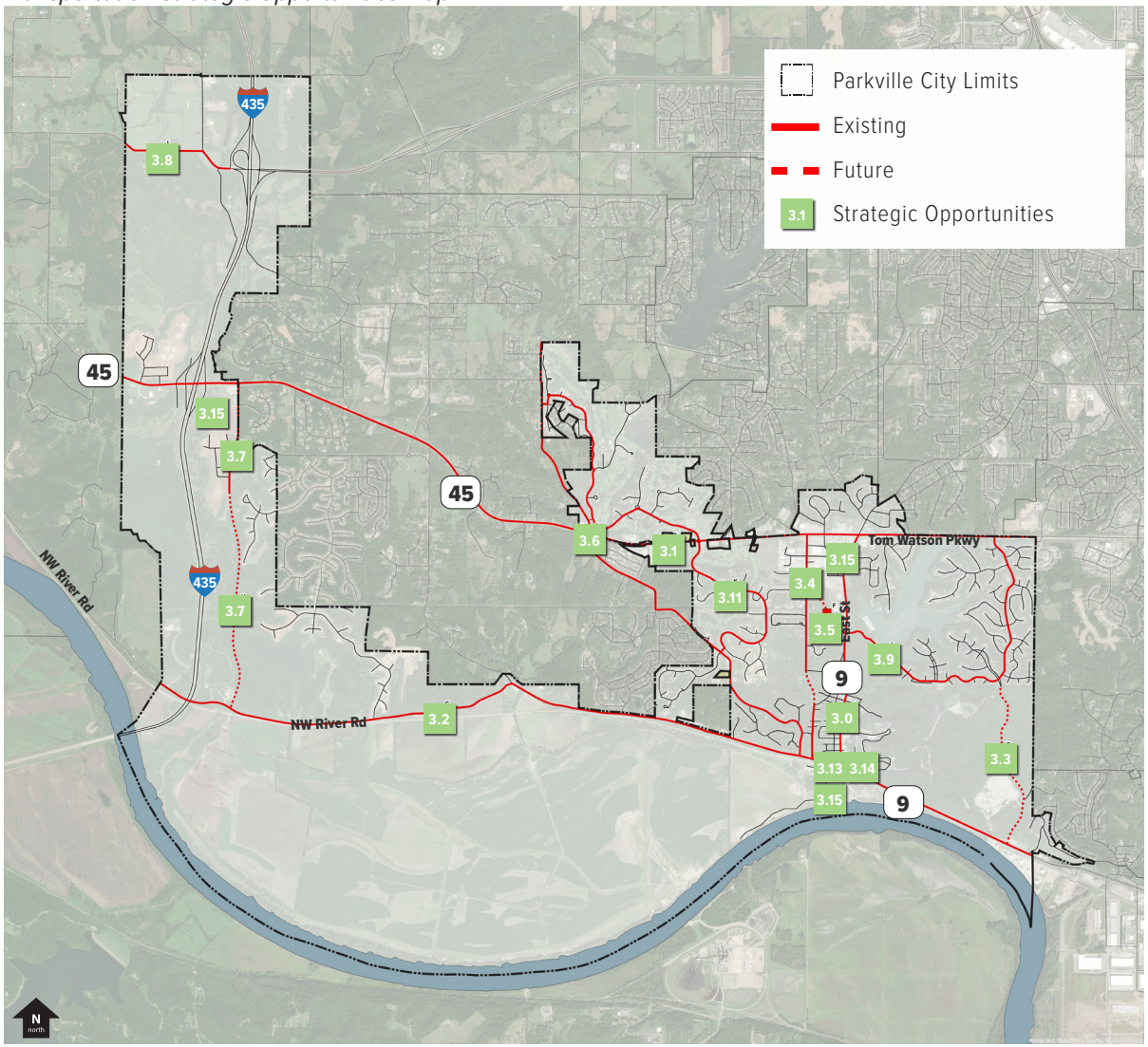
Adopt a stream buffer ordinance to help protect sensitive ecological land as well as secure locations for future trails.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

IMPLEMENTATION

TRANSPORTATION AND INFRASTRUCTURE

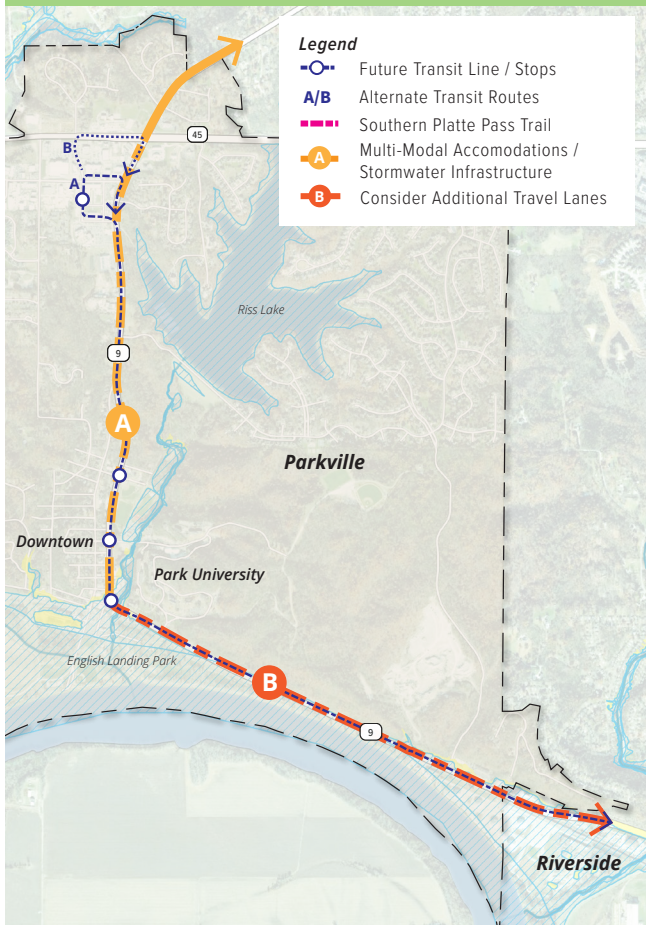
3.0	9 Highway
3.1	45 Highway
3.2	River Road (Route FF)
3.3	Coffey Road
3.4	Bell Road
3.5	Bell Road "Connector"
3.6	Crooked Road
3.7	Brink Meyer Road
3.8	Jones-Meyer Road
3.9	Lakeview Road and Riss Lake Drive
3.10	National Drive
3.11	9 Highway / East Street / 1st Street
3.12	Main St. / East St. Railroad Crossing
3.13	Downtown Parkville Mobility Hub
3.14	Transit-Supportive Development

Transportation Strategic Opportunities Map



STRATEGIC OPPORTUNITY 3.0

The 9 Highway corridor should be improved in accordance with the Route 9 Corridor Study. Additional travel lanes from East Street/ 1st Street should be considered alongside these improvements. Inter-jurisdictional coordination should occur, as necessary.



Strategic Opportunity 3.0
9 Highway

Action Items: Transportation Network

Advance the Route 9 Corridor Study (2016) including an improved two-lane roadway section with multimodal accommodations and stormwater infrastructure from Highway 45 to East Street/1st Street.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Consider additional travel lanes from East Street/1st Street to the existing four-lane roadway section near the eastern city limits.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

Coordinate with MoDOT, Mid-America Regional Council, Platte County, City of Riverside, and Park University as appropriate to implement improvements.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 3.1

The 45 Highway corridor should continue to be enhanced through beautification efforts and the incorporation of pedestrian amenities. These improvements should be coordinated to create a cohesive identity for the corridor. Improvements should balance access, the natural environment and quality development. Coordination with other jurisdictions should occur as needed.



Strategic Opportunity 3.1
45 Highway

Action Items: Transportation Network

Advance the Highway 45 Corridor Plan (2016) including beautification efforts and amenities to provide a cohesive corridor identity.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

Continue to balance the provision of efficient access, provide connections to the Southern Platte Pass Trail, preserve the natural and scenic character of the area, and encourage quality development.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Coordinate with MoDOT, Mid-America Regional Council, and Platte County, as appropriate to implement improvements.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

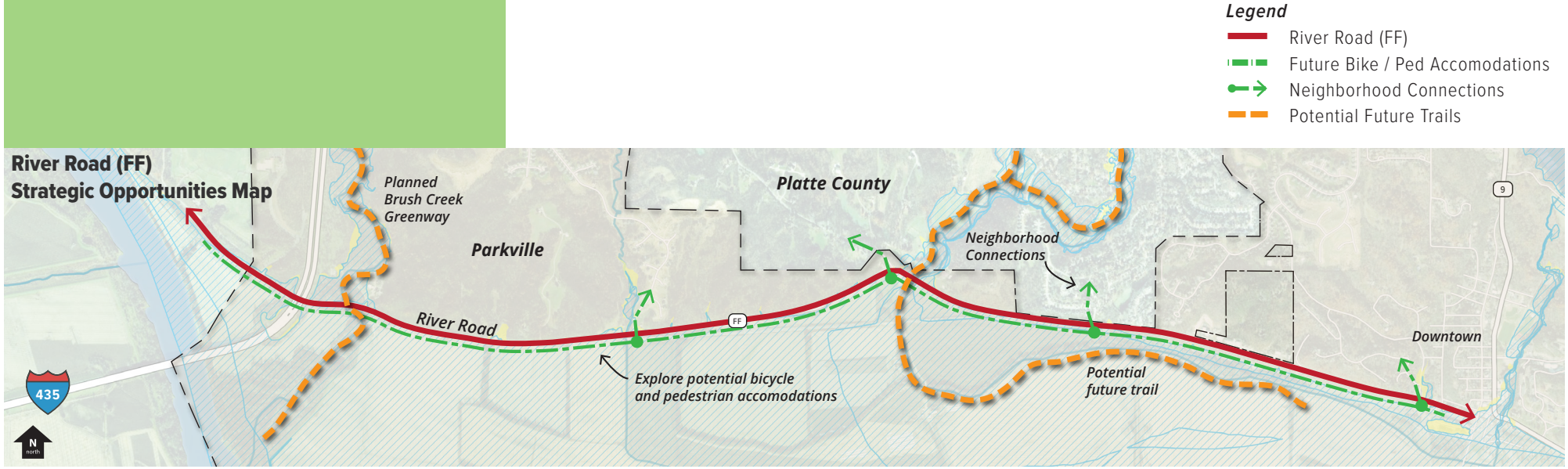
STRATEGIC OPPORTUNITY 3.2

The River Road corridor has potential as a location for a safe pedestrian and bicycle connection east-west across Parkville. This corridor should be sensitive to the developing neighborhoods in Parkville and Platte County including access points.

Strategic Opportunity 3.2
River Road (Route FF)

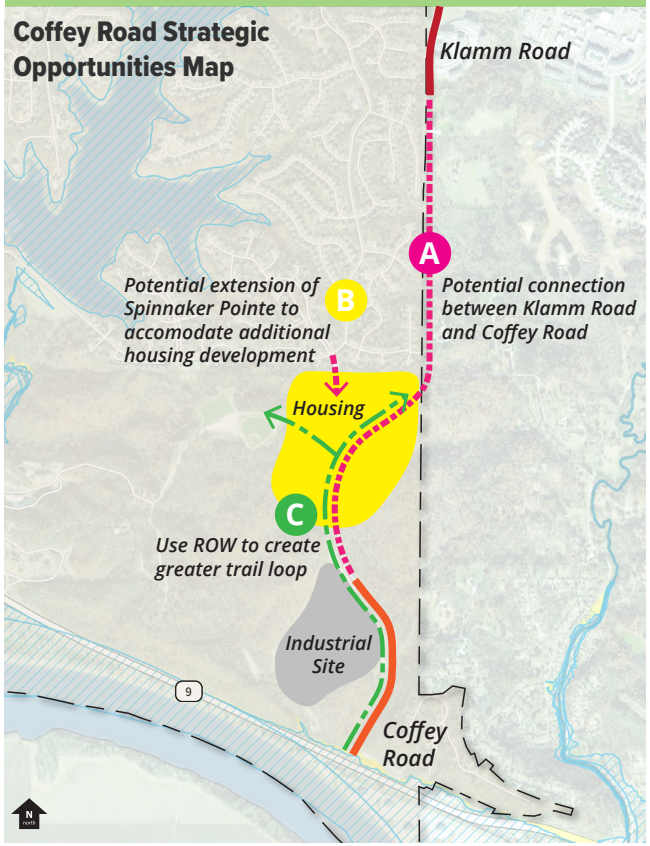
Action Items: Transportation Network

Explore the potential for safe bicycle and pedestrian accommodations on River Road while providing context-sensitive access to developing neighborhoods within Parkville and Platte County.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)



STRATEGIC OPPORTUNITY 3.3

The Coffey Road corridor should be enhanced over time to include a connection to Klamm Road. Spinnaker Pointe should be extended south to accommodate additional residential development and its traffic. The Coffey Road right-of-way could be used to create a trail connection and eastern loop.



Strategic Opportunity 3.3
Coffey Road

Action Items: Transportation Network

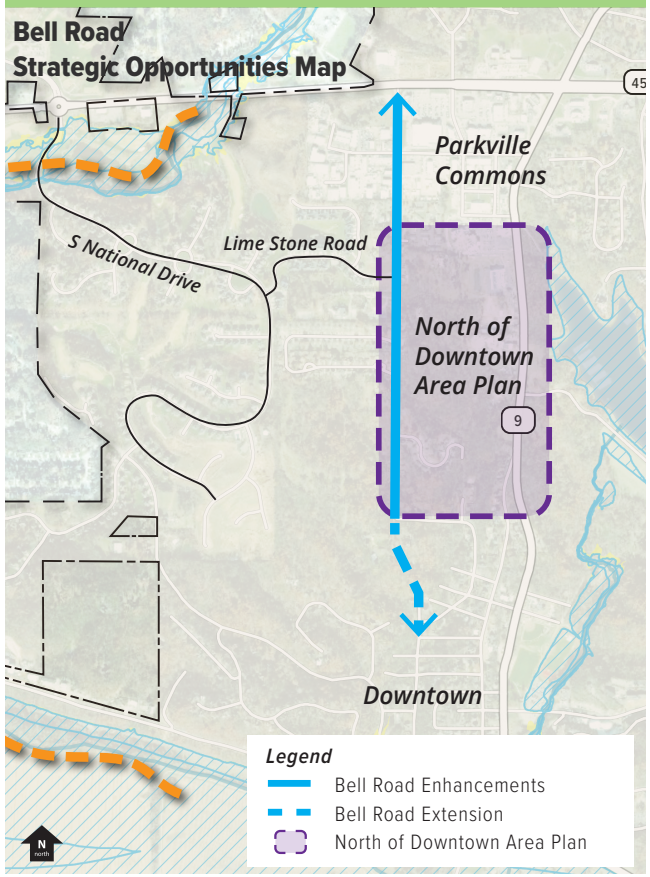
Coordinate with Kansas City, Missouri to connect the recently improved Klamm Road, which has an existing signalized intersection at Highway 45, to Coffey Road to create a new north-south collector.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Extend Spinnaker Pointe southward from the Riss Lake neighborhood to accommodate additional residential development without creating a direct vehicular connection to Highway 9.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Utilize the available Coffey Road right-of-way as a trail connection to create a greater trail loop in eastern Parkville with connections to Park University, downtown Parkville, and the Missouri Riverfront.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 3.4

The Bell Road Corridor should be given a corridor study to properly size the road, address sightline issues, and consider stormwater management techniques. Shoulders, sidewalks and crosswalks should be added to provide safe multi-modal access.



Strategic Opportunity 3.4
Bell Road

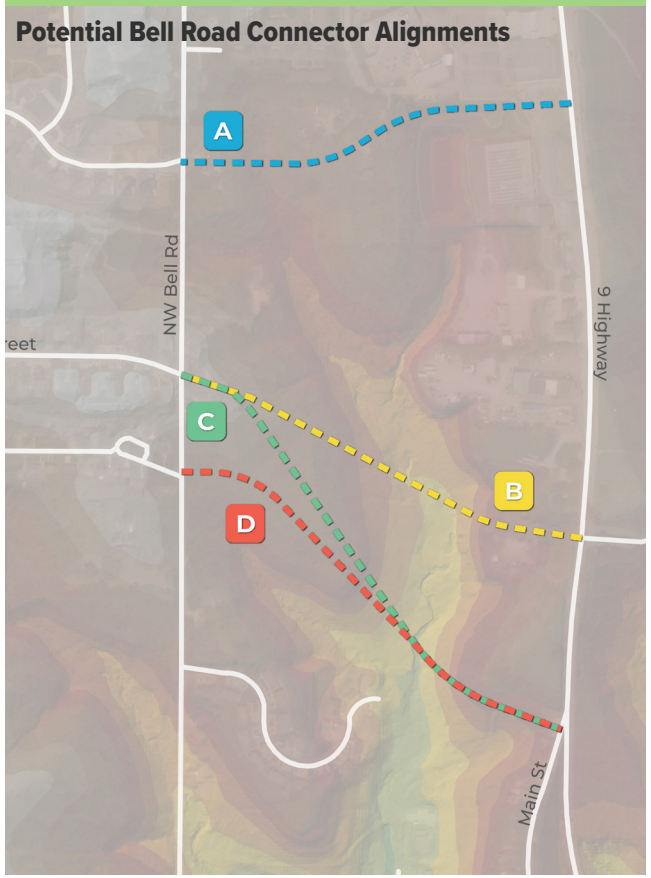
Action Items: Transportation Network

Advocate for and implement a corridor study to properly size the corridor, address sightline and stormwater issues, and include shoulders, sidewalks, and crosswalks to provide safe multimodal facilities.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Explore the potential to extend improvements south to enhance access to downtown Parkville.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 3.5

Bell Road extensions and connections should be evaluated to help identify a suitable east-west connection for Parkville. The road extension should consider future development to preserve adequate right-of-way that is in accordance with the Future Land Use Plan.



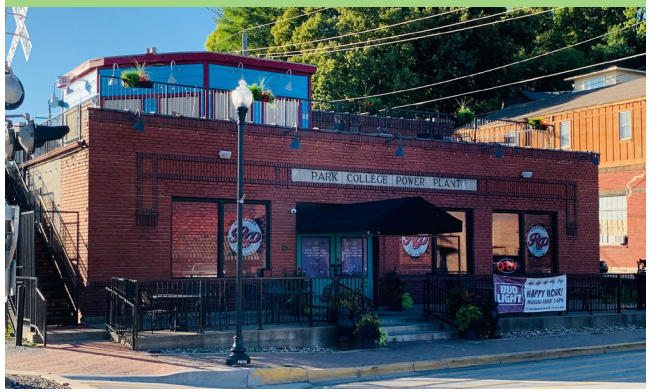
Strategic Opportunity 3.5
Bell Road Connector

Action Items: Transportation Network

Continue to evaluate the feasibility of this new east-west connection and coordinate with future development to preserve right-of-way.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

STRATEGIC OPPORTUNITY 3.6

The Crooked Road corridor should be realigned at its intersection with 45 Highway to eliminate offset access and provide additional opportunity for economic development along the 45 Highway Corridor. The realignment should consider access management, bicycle and pedestrian facilities and address stormwater management.





Strategic Opportunity 3.6
Crooked Road

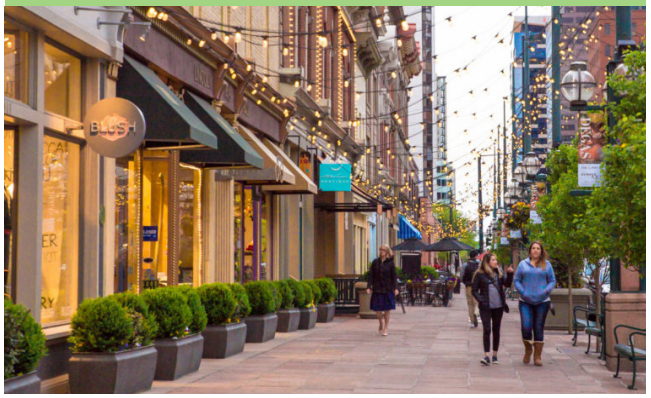
Action Items: Transportation Network

Realign Crooked Road at Highway 45 to eliminate offset access and provide additional opportunity for economic development.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Ensure access management, provide bicycle and pedestrian facilities, and address stormwater management as segments of Crooked Road are improved.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 3.7

The Brink Meyer Road corridor should continue to be developed to support the areas land use development. Corridor improvements should also include multi-modal discussions. The City should also explore extending Brink Meyer Road to River Road to enhance north-south connectivity in Parkville.





Strategic Opportunity 3.7
Brink Meyer Road

Action Items: Transportation Network

Continue to develop Brink Meyer Road in a manner that is consistent with the needs of surrounding land use as well as multimodal expectations of the community.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Explore the extension of Brink Meyer Road to River Road in order to enhance north-south connectivity. Factors such as topography, right-of-way preservation, proximity to I-435, and proximity to Brush Creek will need to be considered when assessing the feasibility of extending Brink Meyer Road.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 3.8

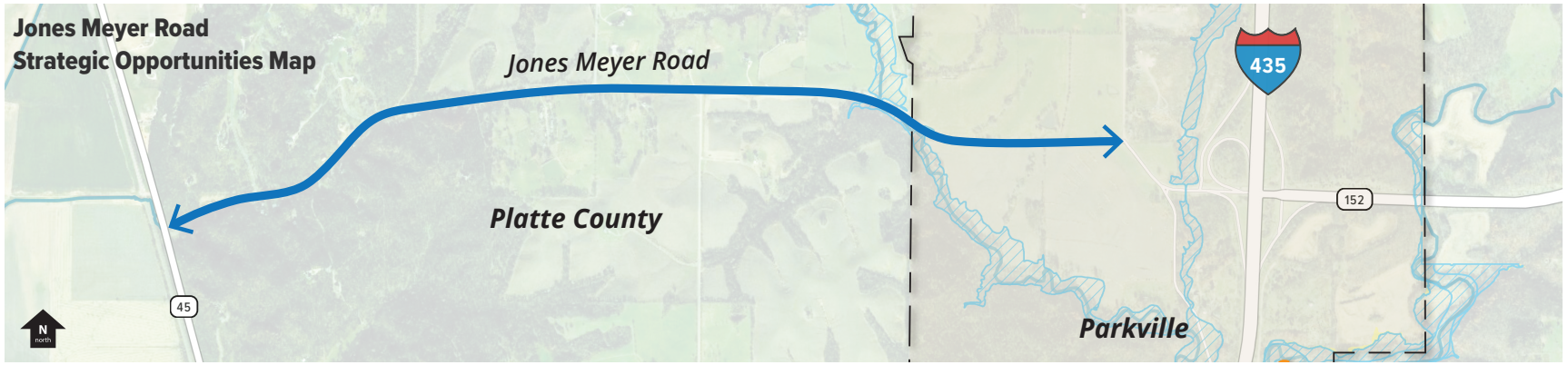
The Jones-Meyer Road corridor needs right-of-way preservation and improvements to handle future increased traffic volume as well as multi-modal accommodations. Further, Parkville should coordinate with other jurisdictions to identify any future river crossings that could impact the corridor.

Strategic Opportunity 3.8
Jones-Meyer Road

Action Items: Transportation Network

In coordination with long-term development, advocate for right-of-way preservation and improvements to Jones-Meyer Road to handle increased traffic volume and multimodal accommodations.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

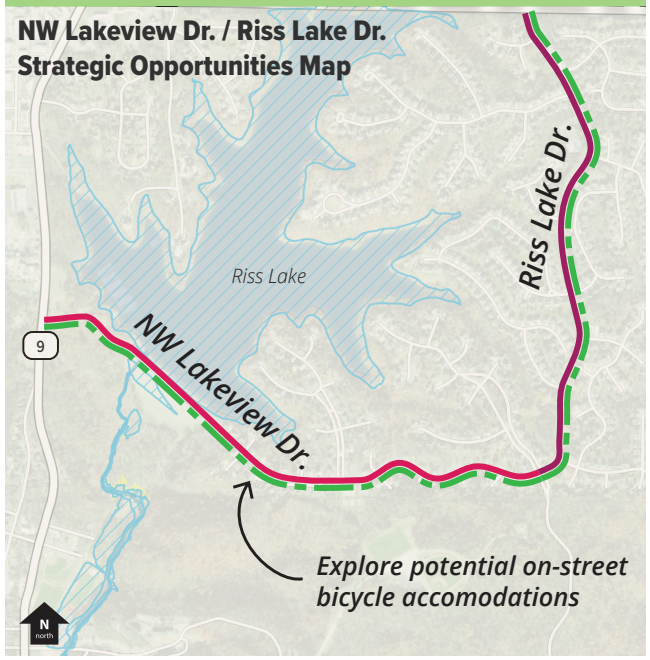
Coordinate with other jurisdictions including MoDOT, KDOT, Mid-America Regional Council, Platte County, Leavenworth County, and the City of Leavenworth to remain involved with any discussions regarding a potential new bi-state Missouri River crossing that may impact corridors such as Jones-Meyer Road.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)



STRATEGIC OPPORTUNITY 3.9

Lakeview Road has potential for bicycle facilities within the right-of-way as a means to enhance pedestrian and bicycle connectivity options.

Pedestrian crossings at key intersections should be enhanced to provide high visibility and safety improvements.



Strategic Opportunity 3.9
Lakeview Road and Riss Lake Road

Action Items: Transportation Network

Explore the potential to integrate an appropriate bicycle facility within the existing ROW (on-street bike lanes or off-street shared use path) and recommend further study to determine best solution and priority.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)

Continue to provide highly-visible, safe pedestrian crossings.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 3.10

Pedestrian activity in Parkville should be enhanced through streetscape and connectivity improvements. On-street bicycle facilities should be explored on certain streets. Connectivity should be enhanced through sidewalk expansion and safe crossings.

Strategic Opportunity 3.10
National Drive

Action Items: Transportation Network

Explore the potential to add on-street bicycle facilities that consider residential on-street parking needs.	
Priority Level	Low
Timeframe	Short-Term (0 to 4 Years)

Address sidewalk gaps, particularly leading to Highway 45 and the Southern Platte Pass Trail, and continue to provide highly-visible, safe pedestrian crossings.	
Priority Level	Low
Timeframe	Mid-Term (5 to 9 Years)



STRATEGIC OPPORTUNITY 3.11

As Parkville grows, efforts should be focused on improving traffic congestion at key intersections. These intersection improvements can be enhanced to serve as a gateway into the community.

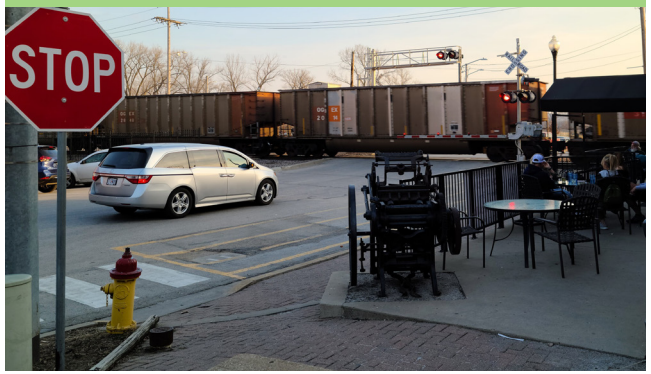
Strategic Opportunity 3.11
Highway 9 / East Street / 1st Street Intersection

Action Items: Transportation Network

Improve the intersection to increase capacity, reduce congestion, and provide safe pedestrian crossings. Improvements could also serve as an enhanced gateway to downtown Parkville and a catalyst for redevelopment.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

STRATEGIC OPPORTUNITY 3.12

Railroad crossing enhancements should be considered near 1st Street with a study that includes at-grade connections and/or the implementation of a quiet zone.



Strategic Opportunity 3.12
Railroad Crossing at Main Street / East Street

Action Item

Continue to study the implementation of railroad crossing enhancements that could include at-grade connections through a new intersection at 1st Street and/or the implementation of a quiet zone.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 3.13

Transit planning requires regional planning. Long-term, Parkville should coordinate with the Mid-America Regional Council and KCATA to plan for transit.

Strategic Opportunity 3.13
Downtown Parkville Mobility Hub

Action Items: Mobility Hub

Coordinate with regional partners including the Mid-America Regional Council and KCATA to advocate for future transit service.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 3.14

Areas with high amounts of activity are good locations for bicycle, pedestrian, and micro-transit options. Infrastructure for this type of transportation should be focused in key areas that support this type of activity.

Strategic Opportunity 3.14
Transit-Supportive Development at Activity Centers

Action Items: Transit-Supportive Development

Prioritize bicycle and pedestrian infrastructure within a half-mile of key activity centers to create transit-supportive nodes.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Explore other mobility strategies such as micro transit and first/last-mile connections to increase transit access.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC DEVELOPMENT

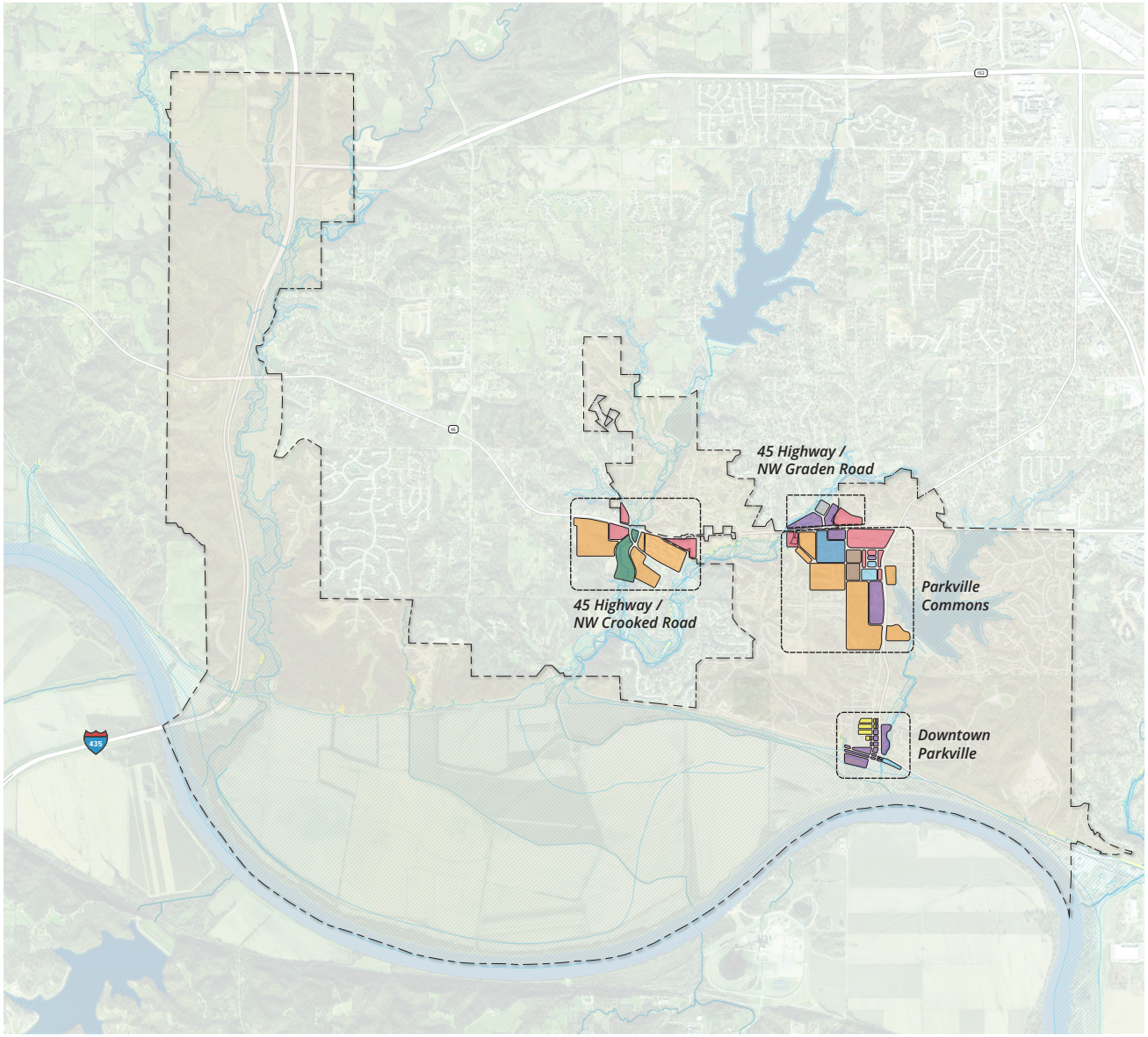
STRATEGIC OPPORTUNITY 4.0

Encourage and support developments that provide diverse housing options, resilient retail, mixed-use development and quality public land

Specific areas throughout the city of Parkville were a focus for strategic infill development opportunities. The areas indicated on the map to the right represent existing important commercial and residential nodes within the community or areas with future development potential along key corridors. Redevelopment areas include:

- Downtown Parkville
- Parkville Commons
- 45 Highway / NW Graden Road
- 45 Highway / NW Crooked Road

Infill Development Strategic Opportunities



STRATEGIC OPPORTUNITY 4.1

Multi-family housing in strategic locations allows for greater housing diversity and choice. Housing and retail mutually benefit when located near one another. A number of people enjoy having the option of walking to restaurants and retail establishments, and for residents without a vehicle and/or the ability to the drive, having the ability to shop on foot can make an enormous difference. For retailers, being convenient to a greater number of households can increase sales, and also make existing or future retail spaces more attractive and marketable to potential tenants.





Strategic Opportunity 4.1
Provide a well-rounded mix of housing choices for current and future Parkville residents

Action Items: Diverse Housing Stock

Allow for multi-family housing choice in strategically placed locations and mixed-use developments.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Review multi-family design standards to ensure high quality materials, design and durability.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Add new housing within walking distance of retail, including Downtown, Parkville Commons, and Creekside.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 4.2

Colocating new office space near Parkville restaurants and retailers is a strategy that helps both types of establishments becoming more valuable. People who work in Parkville can benefit from having nearby places to eat or take care of errands, which makes Parkville a more attractive location to work. In turn, the addition of potential customers helps create more economic activity for Parkville restaurants and retailers. This is especially important for locally-owned establishments, because revenue from these locations is more likely to circulate within the Parkville community.



Strategic Opportunity 4.2
Work to ensure Parkville's retail areas remain resilient and viable

Action Items: Resilient Retail

Continue to be flexible with retail establishments as it relates to evolving consumer expectations.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Promote existing and add office space near Parkville restaurants.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Add housing, especially multi-family housing, within walking distance of retail.	
Priority Level	High
Timeframe	Mid-Term (5 to 9 Years)

STRATEGIC OPPORTUNITY 4.3

Mixed-use developments help to keep commercial areas vibrant and resilient. Mixed-use developments are more complicated to develop and therefore require more back and forth between the community and any developer. Open space and greenspace within mixed-use developments will help support park expansion as well.





Strategic Opportunity 4.3
Promote and support the addition of mixed-use developments in Parkville

Action Items: Encourage Mixed-Use Developments

Adopt a mixed-use zoning district to allow for developments with a flexible mix of retail, office and multi-family residential uses.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

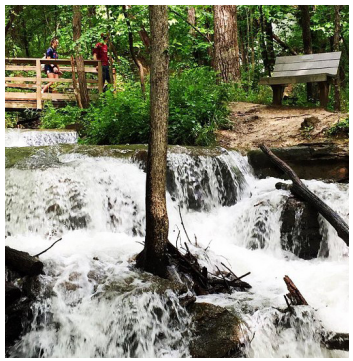
Work closely with developers to navigate the more complex nature of mixed-use developments.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Require any new mixed-use developments to provide public or semi-public open space.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.4

Outdoor recreation is beneficial to physical and mental health, and having high quality public spaces makes Parkville an attractive place to live and visit. When focusing on the visitor experience, it is important to be mindful of how visitors can meet their basic needs for food, rest, shelter, and restroom facilities. Some of these facilities can be provided within the park, while others can be provided in commercial spaces nearby. Since Platte Landing Park and English Landing Park are close to Downtown Parkville, there are opportunities to direct visitors to shops and restaurants Downtown as part of their visit.







Strategic Opportunity 4.4
Maintain a robust stock of quality public land

Action Items: Maintaining Public Land

Leverage Platte Landing Park, English Landing Park and other high quality outdoor spaces to bring in visitors and foot traffic.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Promote outdoor recreation based economic development in Parkville.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Enhance the outdoor parks and recreation land in Parkville through improved amenities.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.5

Downtown Parkville is a valuable asset that should be protected and enhanced. Over time, as areas directly adjacent to the downtown are redeveloped, efforts to protect the downtown core through expanded mixed-use developments. The Future Land Use Plan identifies the boundaries of downtown Parkville that should be protected.



Strategic Opportunity 4.5 - Downtown
Pursue infill development and redevelopment to achieve the best land use in Parkville

Action Items: Infill Development

Promote the expansion of Downtown Mixed-Use development and redevelopment downtown as identified on the Future Land Use Plan.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.6

Currently, there is limited multifamily family development within Parkville. However, the soon-to-be-vacated First Student property would be ideally located for multifamily. The site is adjacent to a grocery store and Parkville Commons, which includes numerous restaurants, retailers, services, and institutions, including a library, all of which makes it an attractive location for multifamily development. Moreover, the site is appropriate for this scale and intensity of development and will positively impact nearby properties. If developed as such, it is important to ensure that connections to the nearby stores are safe and comfortable for pedestrians.



Strategic Opportunity 4.6 - Parkville Commons
Pursue infill development and redevelopment to achieve the best land use in Parkville

Action Items: Infill Development

Enhance Parkville Commons through the integration of additional higher-density residential, commercial and mixed-use developments.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Replace and/or reduce low visibility retail spaces.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Create a long-term vision for the bus barn site.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.7

The commercial areas north of 45 Highway and Parkville Commons are prime opportunities for mixed-use redevelopment. The location is central and accessible for residents near and far to experience and explore. Long-term, mixed-use development with commercial, office and/or multi-family residential would be the highest and best use of this strategically located land.





Strategic Opportunity 4.7 - Highway 45 / NW Graden Road
Pursue infill development and redevelopment to achieve the best land use in Parkville

Action Items: Infill Development

Support the long-term redevelopment of the area north of 45 Highway to allow for a mixture of uses.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.8

The planned realignment of NW Crooked Road near its intersection with 45 Highway is an opportunity to expand the neighborhood commercial presence in the area. Expanded single and medium-density residential can help provide rooftops to support the nearby retail node opportunity.





Strategic Opportunity 4.8 - 45 Highway / NW Crooked Rd
Pursue infill development and redevelopment to achieve the best land use in Parkville

Action Items: Infill Development

Allow for neighborhood commercial and expanded multi-family housing choice around the planned realigned NW Crooked Road area on 45 Highway.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.9

Downtown Parkville is a unique environment within Parkville that allows for a compact and walkable built environment. The downtown can be further enhanced through zoning codes that generate vitality, streetscapes that allow for outdoor gathering spaces and a built-in population through the expanded presence of multi-family housing near the downtown to help support the local businesses.



Strategic Opportunity 4.9
Protect and enhance downtown Parkville as a destination

Action Items: Enhance Downtown Parkville

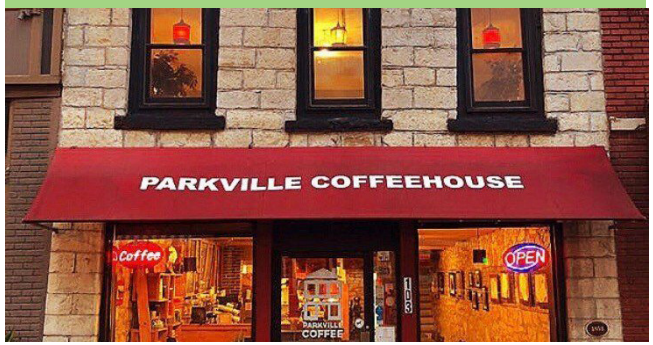
Use zoning code to allow for tenants that generate more vitality, such as food and beverage outlets, apartments, and hospitality.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Encourage a relationship between establishments and the street, for example, sidewalk dining, patio spaces, outdoor music, etc.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Allow for new multi-family residential units in or near to downtown to help support local businesses and provide needed expanded housing options in Parkville.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.9

The pedestrian experience in Downtown Parkville is a key consideration for any future development or improvements in the district. Parkville should balance the need for efficient parking with pedestrian safety. Pedestrian safety will also be key to enhancing the relationship with the downtown and nearby Park University.





Strategic Opportunity 4.9
Protect and enhance downtown Parkville as a destination

Action Items: Enhance Downtown Parkville

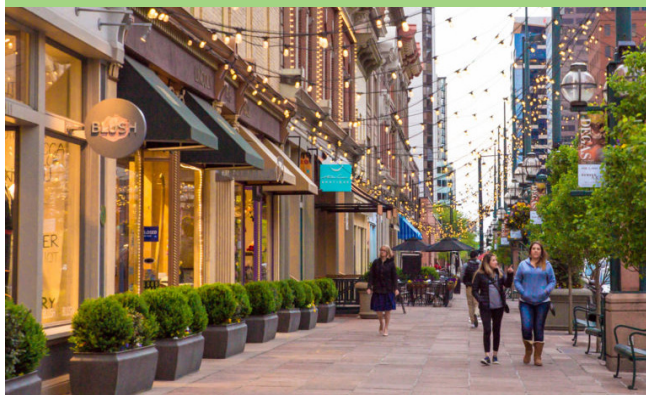
Ensure that parking is easy to find, not necessarily by creating more parking, but by using signage and wayfinding to guide people to non-obvious parking locations.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Manage pedestrian crossings along Highway 9 to ensure crossing locations are abundant, well-marked, and safe.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Strengthen the relationship between Park University and Downtown.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 4.10

Zoning districts such as the Old Town District support development at a scale that is compact and walkable. It is important to periodically evaluate how effective zoning districts function to attract development types that contribute to a walkable and vital environment and update them as needed. Design guidelines can help promote the right size, scale and function of new development.





Strategic Opportunity 4.10
Preserve the distinct look and feel of downtown Parkville alongside redevelopment opportunities

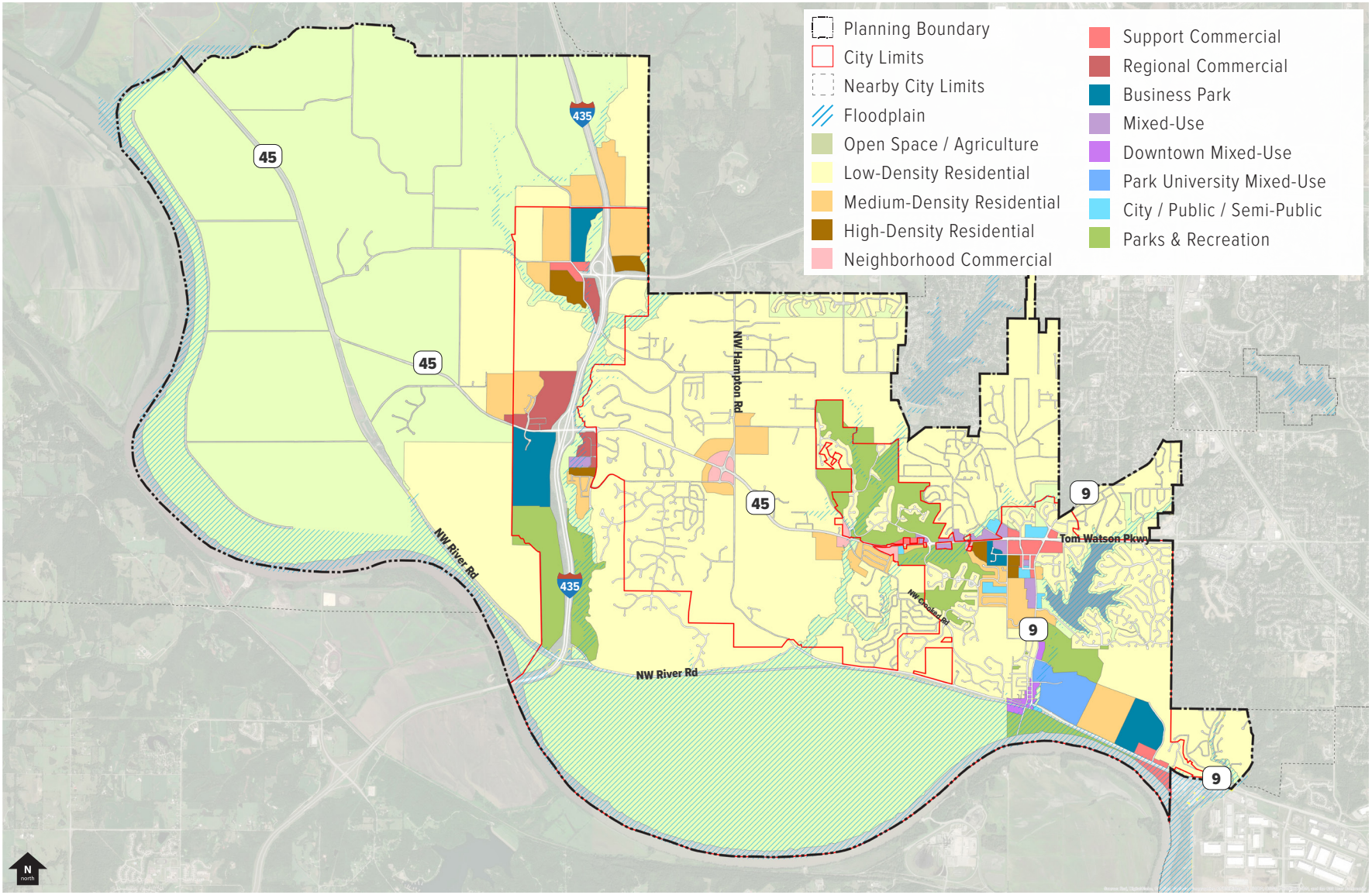
Action Items: Preserve Downtown Character

Develop downtown design guidelines to influence the aesthetic quality of the built environment in order to retain the character and charm of the district.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)



GROWING WITH A PURPOSE

Future Land Use Map, Parkville, Missouri



STRATEGIC OPPORTUNITY 5.0

There are several zoning changes that will help support implementing the vision outlined within the Parkville Master Plan and specifically the Future Land Use Plan.





Strategic Opportunity 5.0
Reference the Future Land Use Plan when making decisions regarding land use, development and zoning in Parkville

Action Items: Future Land Use

Update the R-4 Mixed-Density Residential zoning district regulations to add standards for building design and exterior materials and considering requiring usable patios and balconies or roof-top amenity decks.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Update the R-5 Multi-Family Residential zoning district regulations to add standards for building design and exterior materials, increase the building height limit to allow for 4-story apartment buildings, increase the density limit to allow for up to 18 to 24 dwelling units per acre, and considering requiring usable patios and balconies or roof-top amenity decks.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

STRATEGIC OPPORTUNITY 5.0

There are several zoning changes that will help support implementing the vision outlined within the Parkville Master Plan and specifically the Future Land Use Plan.





Strategic Opportunity 5.0
Reference the Future Land Use Plan when making decisions regarding land use, development and zoning in Parkville

Action Items: Future Land Use

Update the B-1 Neighborhood Business District zoning district regulations to add standards for building design and exterior materials and increase the building height limit to allow for 3-story buildings.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Update the B-2 General Business District to allow for 4-story apartment buildings.	
Priority Level	Low
Timeframe	Short-Term (0 to 4 Years)

STRATEGIC OPPORTUNITY 5.0

Natural features in Parkville should be protected as the Future Land Use Plan is implemented including areas of steep slope and significant tree cover.





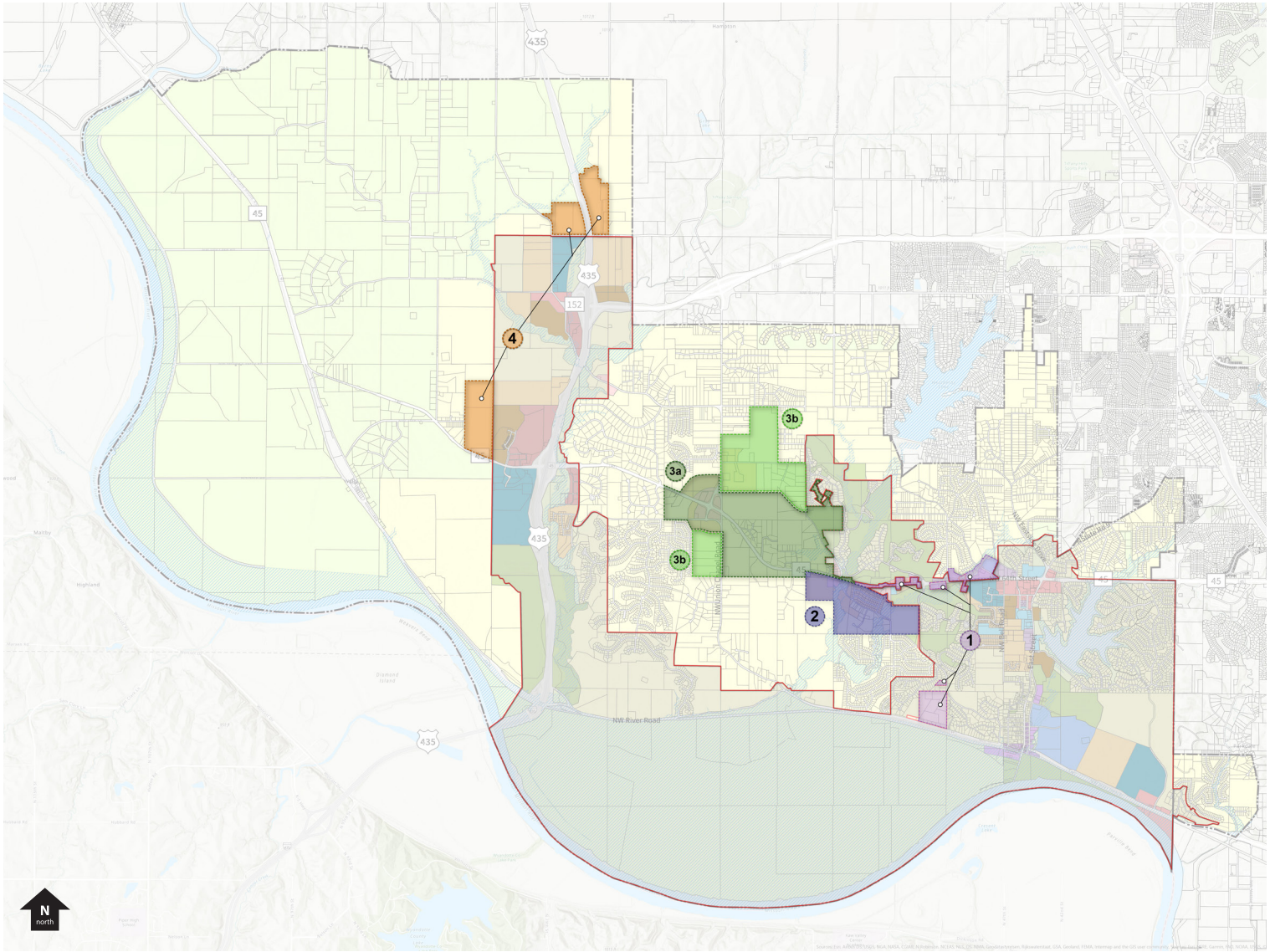
Strategic Opportunity 5.0
Reference the Future Land Use Plan when making decisions regarding land use, development and zoning in Parkville

Action Items: Future Land Use

Adopt an ordinance to limit construction and grading within areas with very steep topography and require a minimum setback from streams to prevent property damage from flooding and streambank erosion.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

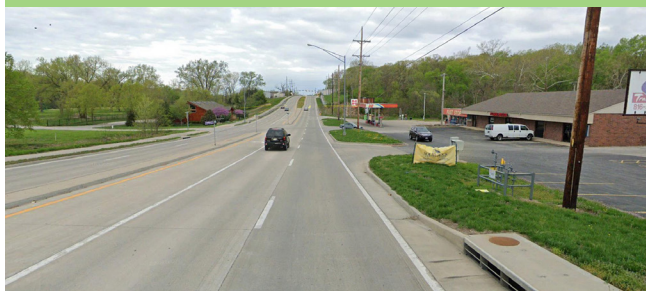
Create an ordinance to preserve areas with significant tree cover.	
Priority Level	High
Timeframe	Short-Term (0 to 4 Years)

Annexation Priority Areas



STRATEGIC OPPORTUNITY 5.1

Annexation Priority Area 1 focuses on areas along the exiting city limits that if annexed would even out the boundary of Parkville.



Strategic Opportunity 5.1
Protect Parkville's borders and preserve its chracter as it grows

Action Items: Annexation

Actively pursue voluntary annexation of the in-fill properties identified as Annexation Priority Area 1.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 5.2

Annexation Priority Area 2 focuses on the area directly west of Parkville's existing boundary along 45 Highway.

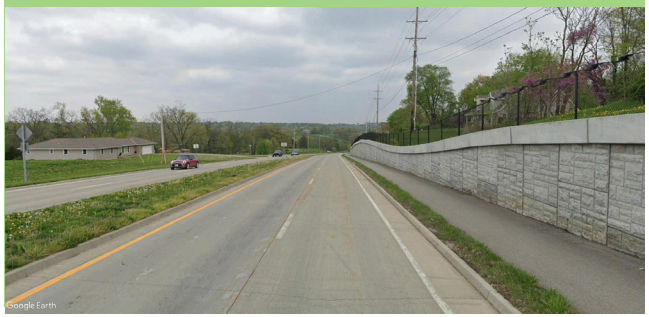


Strategic Opportunity 5.2
Protect Parkville's borders and preserve its chracter as it grows

Agree to annex any property within Annexation Priority 2 Area when requested by the property owner and work with area property owners on an annexation timing and phasing plan to ensure contiguous, voluntary annexations can occur when needed for development.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 5.3

Annexation Priority Area 3A and 3B focus on areas east of Parkville north and south along 45 Highway.



Strategic Opportunity 5.3
Protect Parkville's borders and preserve its chracter as it grows

Action Items: Annexation

Voluntary annexation of property within Priority 3A Area should be approved in order to better manage the Hwy 45 corridor and connect to higher value development property located along NW Hampton Road. Voluntary annexation of property within Priority 3B Area should be limited to those properties as may be needed to complete a contiguous annexation of higher value development land in Priority 3A.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 5.4

Annexation Priority Area 4 includes some key areas near the existing city limits along Interstate 435.



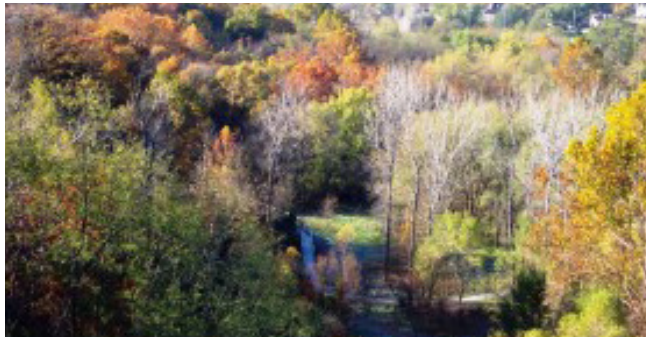
Strategic Opportunity 5.4
Protect Parkville's borders and preserve its chracter as it grows

Annexation of property in the Priority 4 Area should only be approved for an active development project that is of sufficient value to be of a financial benefit to the City.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 5.5

To protect Parkville's borders and preserve its character as it grows, Parkville should be intentional in its planning. Having all new development be served by adequate public infrastructure will help ensure quality and connected development. The City should discourage the use of private roads to serve new single-family subdivisions to ensure proper quality and efficiency. Tree cover should also be preserved amidst new growth wherever possible.





Strategic Opportunity 5.5
Protect Parkville's borders and preserve its chracter as it grows

Action Items: Annexation

Continue to require new development to fully be served by adequate public infrastructure including paved streets, sidewalks, trails, water and sewer service.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Discourage the development of private roads to serve new single-family subdivisions.	
Priority Level	Low
Timeframe	Long-Term (10+ Years)

Create an ordinance to preserve areas with significant tree cover.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

STRATEGIC OPPORTUNITY 5.5

Infill and redevelopment will help to enhance the older, more established areas of Parkville amidst growth in the newer sections of the community.

When making decisions about re-zonings and development proposals reference the Future Land Use Map and the Parkville Master Plan.





Strategic Opportunity 5.5
Protect Parkville's borders and preserve its chracter as it grows

Action Items: Annexation

Support and encourage in-fill, redevelopment that is consistent with the adopted comprehensive master plan.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

Only approve rezoning and development proposals that are consistent with the adopted comprehensive Master Plan and Future Land Use Map.	
Priority Level	High
Timeframe	Long-Term (10+ Years)

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