PLANNING & ZONING COMMISSION
Regular Meeting Agenda
CITY OF PARKVILLE, MISSOURI
Tuesday, May 11, 2021 5:30 PM
City Hall Board Room

In light of public health orders from the Missouri Governor and Platte County related to the COVID-19 pandemic, and given the nature of the items to be considered at this particular meeting, 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 listen in on the meeting via the following telephone number and access code – (312) 626 6799, Meeting ID: 899 2991 6214, Password: 196632 rather than appear at City Hall (note: occupancy will be limited).

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.

1. Call to Order

2. Roll Call

3. General Business

A. Approval of the May 11, 2021, regular meeting agenda.

B. Approve the minutes for the April 13, 2021, regular meeting

4. Unfinished Business

5. Public Hearing

A. Adoption of the *Parkville 2040 Master Plan* as the official public policy and comprehensive plan for the City of Parkville. *Case No. PZ21-10, City of Parkville, Applicant.*

B. Application for Zoning Map Amendment for Platte 38 to rezone Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density to "R-5-P" Multi-Family Residential and "R-4-P" Mixed-Density Residential (Case No. PZ 2021-13); *Todd Kobayashi, Genesis Companies, Applicant*.

C. Application for Preliminary Development Plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the west of The National 7th subdivision between N. Crooked Rd. and S. National Dr. (Case No. PZ 2021-14); *Todd Kobayashi, Genesis Companies, Applicant*.

6. Regular Business

Posted Date & Time: May 7, 2021 3:00 p.m. By: BS

7. Other Business

A. Upcoming meetings & dates of importance:

- Board of Aldermen Meetings: Tuesday, May 18, 2021 and June 1, 2021 at 7:00 p.m.
- Board of Zoning Adjustments Meeting: Tuesday, May 25, 2021 at 5:30 p.m.
- Planning & Zoning Commission Regular Meeting: Tuesday, June 8, 2021 at 5:30 p.m.

8. Adjournment

Posted Date & Time: May 7, 2021 3:00 p.m. By: BS

Minutes of the
Planning & Zoning Commission Regular Meeting
City of Parkville, Missouri
Tuesday, April 13, 2021 5:30 PM
City Hall Board Room

In light of public health orders from the Missouri Governor and Platte County related to the COVID-19 pandemic, and given the nature of the items to be considered at this particular meeting, 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 listen in on the meeting via the following telephone number and access code – (312) 626 6799, Meeting ID: 817 4592 9643, Password: 500366 rather than appear at City Hall (note: occupancy will be limited).

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

DRAFT

1. Call to Order

Chair Katerndahl called the meeting to order at 5:30 PM.

2. Roll Call

Commissioners Present:
Kathy Leibrand
Michael Wright
Barbara Wassmer
John Delich
Doug Krtek
Michael Lee
Allyson Berberich
Dean Katerndahl, Chair

Absent:
Walt Lane

A quorum of the Commission was present.

Staff Present:
Stephen Lachky, Community Development Director
Brad Stanton, Planner
Alysen Abel, Public Works Director

3. General Business

A. Approval of the April 13, 2021, regular meeting agenda.

ACTION: Commissioner Delich moved to approve the agenda. Commissioner Krtek seconded. Motion : 8-0.

B. Approve the minutes for the March 9, 2021, regular meeting

ACTION: Commissioner Krtek moved to approve the minutes. Commissioner Wassmer seconded. Motion : 8-0.

4. Unfinished Business

5. Public Hearing

6. Regular Business

A. Application for the approval of a mural at 11 Main Street pursuant to Parkville Municipal Code, Title IV: Development Code, Section 106.010.E.8.e (Case No. PZ2021-12); *Main Street Parkville Association, Applicant*

Director Stephen Lachky presented the item. He provided the background for the approval of murals. The Main Street Parkville Association approved a mural for the alleyway adjacent to the American Legion. The Commission had questions regarding the dimensions and location of the mural in relation to the existing murals. Commissioner Lane joined the meeting. Commissioner Krtek was agreeable to carry the MSPA's approval recommendation.

ACTION: Comissioner Krtek moved to approve the mural. Commissioner Lee seconded. Motion : 9-0.
AYES: Unanimous
NOES: None
ABSTAIN: None

7. Other Business

A. Upcoming meetings & dates of importance:

- Board of Aldermen Meetings: Tuesday, April 20, 2021 and May 4, 2021 at 7:00 p.m.
- Board of Zoning Adjustments Meeting: Tuesday April 27, 2021 at 5:30 p.m.
- Planning & Zoning Commission Regular Meeting: Tuesday, May 11, 2021 at 5:30 p.m.

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8. Adjournment

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

ACTION: Commissioner Delich moved to adjourn. Commissioner Berberich seconded. Motion : 9-0.

Submitted by:

_____ __5-7-2021__

Stephen Lachky, AICP Date
Community Development Director

_____ __5-7-2021__

Brad Stanton Date
Planner

DRAFT

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

Staff Analysis

Agenda Item: 5.A

Proposal: Adopting the *Parkville 2040 Master Plan* as the official public policy and comprehensive plan for the City of Parkville.

Case No: PZ 2021-10

Applicant: City of Parkville

Exhibits:
A. This staff report
B. Professional Services Agreement with Confluence (dated December 17, 2019)
C. *Parkville 2040 Master Plan* (prepared by Confluence)
    1. Section 1. Introduction
    2. Section 2. Parkville Today and Tomorrow
    3. Section 3. Our Voice
    4. Section 4. Our Plan
    5. Section 5. Implementation
D. Additional exhibits as may be presented at the public hearing

By Reference:
A. Parkville Municipal Code, Title IV – Development Code in its entirety (https://parkvillemo.gov/download/Ord2884.pdf)
B. *1963 Comprehensive Development Plan for Parkville* (prepared by Harland Bartholomew and Associates)
C. *1974 Comprehensive City Plan* (prepared by Ochsner and Associates)
D. *City Master Plan 1992-2012* (prepared by City staff)
E. *1995 Comprehensive Plan* (prepared by City staff)
F. *Parkville Master Plan* (prepared by Bucher, Willis and Ratliff Corp.)
G. Parkville Master Plan – City webpage (http://parkvillemo.gov/departments/community-development-department/master-plan/)
H. Parkville Master Plan – Social Pinpoint webpage (https://confluence.mysocialpinpoint.com/planningparkvillefor2040)
I. Public hearing notice published in The Platte County Citizen newspaper on April 21, 2021
J. Public hearing notice published on the Parkville City webpage - http://parkvillemo.gov/public-hearings/
K. Ordinance No. 1498 – Adopting a comprehensive master plan for the City (March 21, 1995)
L. Resolution No. 07-03-09 – Supporting the Parkville Planning and Zoning Commission's Adoption of the Parkville Master Plan on July 7, 2009 in accordance with RSMo 89.360 and acknowledging said plan as the official plan of the City of Parkville.
M. February 24, 2020 Steering Committee Meeting #1
    i. Agenda
N. June 23, 2020 Steering Committee Meeting #2 - Analysis Review Workshop

i. Agenda

O. July 9, 2020 Public Workshop #1
   i. Agenda
P. November 2, 2020 Steering Committee Meeting #3
   i. Agenda
   ii. Video recording (https://vimeo.com/475189439)
   iii. Consultant presentation (https://parkvillemo.gov/download/MasterPlanUpdateSteeringCommitteePresentation_110220.pdf)
Q. November 30, 2020 Steering Committee Meeting #4
   i. Agenda
   ii. Video recording (https://vimeo.com/486061475)
   iii. Consultant presentation (https://parkvillemo.gov/download/MasterPlanUpdateSteeringCommitteePresentation_113020.pdf)
R. December 14, 2020 Steering Committee Meeting #5
   i. Agenda
   ii. Video recording (https://vimeo.com/491253398)
   iii. Consultant presentation (https://parkvillemo.gov/download/MasterPlanUpdateSteeringCommitteePresentation_121420.pdf)
S. January 12, 2021 Public Workshop #2
   i. Agenda
   ii. Video recording (https://vimeo.com/499655759)
   iii. Consultant presentation (https://thinkconfluence-my.sharepoint.com/personal/mallen_thinkconfluence_com/_layouts/15/onedrive.aspx?id=%2Fpersonal%2Fmallen%5Fthinkconfluence%5Fcom%2FDocuments%2FParkville%2FParkville%202040%5FPublic%20Workshop%202%5FPresentation%2Epdf&parent=%2Fpersonal%2Fmallen%5Fthinkconfluence%5Fcom%2FDocuments%2FParkville&originalPath=aHR0cHM6Ly90aGlua2NvbmZsdWVuY2UtbXkuc2hhcmVwb2ludC5jb20vOmI6L3AvbWFsbGVuL0VaM3Ffa2ZkRk9sQnB2RXFPejBINU1jQmgtZ1BJZWpfTEZacVptQ2NwYlRxeVE_cnRpbWU9TzA3c283MzAyRWc)
T. February 8, 2021 Steering Committee Meeting #6
   i. Agenda
   ii. Video recording (https://vimeo.com/510274110)
   iii. Consultant presentation (https://thinkconfluence-my.sharepoint.com/personal/mallen_thinkconfluence_com/_layouts/15/onedrive.aspx?id=%2Fpersonal%2Fmallen%5Fthinkconfluence%5Fcom%2FDocuments%2FParkville%2FCPAC%20Mtg%2E%20%236&originalPath=aHR0cHM6Ly90aGlua2NvbmZsdWVuY2UtbXkuc2hhcmVwb2ludC5jb20vOmY6L3AvbWFsbGVuL0V1bVgzcW5nNlpoTnB3dzZZOUxBQi1vQnVQbEFud1d3N0ZYQWNjUXVCc1BYSkE_cnRpbWU9Q19HalliZjAyRWc)
U. March 29, 2021 Steering Committee Meeting #7
   i. Agenda
V. April 20, 2021 Work Session – Board of Aldermen and Planning and Zoning Commission
   i. Agenda
W. April 22, 2021 Public Workshop #3
   i. Agenda

X. May 11, 2021 Public Hearing at the regular meeting of the Planning and Zoning Commission
   i. Agenda

Comments Received: Staff and Confluence received questions, inquiries and comments from the public throughout the course of the project. The majority of input was provided at the July 9, 2020; January 11, 2021; and April 22, 2021 virtual public workshops; as well as on the Social Pinpoint webpage engagement exercises — map activity, visual preference, general themes, survey, guiding principles survey, and postcard exercise. The consultant team incorporated feedback and comments from the public into both the initial and final draft documents. While written comments were provided by members of the public directly to Confluence and integrated into the final draft document, no written comments were received directly by the Community Development Department prior to the completion of this staff analysis report.

Overview
A master plan is a document that serves as the official public policy and comprehensive plan for the physical development and redevelopment of a community. The document assists in decision-making as it relates to issues such as 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 typically have a 20-year horizon and it's recommended they be updated at least once every decade to ensure data is current.

Per Chapter 89, RSMo., the Planning and Zoning Commission shall have and perform all powers, duties and functions as may be designated by ordinance by the Board of Aldermen of the City of Parkville; and said powers, duties and functions shall include, but not be limited to, adopting and amending the City's Comprehensives Plan or Master Plan.

Background
In 1963 the City of Parkville adopted the *1963 Comprehensive Development Plan for Parkville* (prepared by Harland Bartholomew and Associates), which served as the community's first master plan. A decade later the *1974 Comprehensive City Plan* (prepared by Ochsner and Associates) was presented to the City, but never adopted or used by the Board of Aldermen due to disagreements over sections of the plan. However, many sections of the 1974 plan were incorporated into the *City Master Plan 1992-2012* (prepared by City staff) in 1992. The City then developed the *1995 Comprehensive Plan* (prepared by City staff), and the most recent update to the master plan was on July 7, 2009 when the Board of Aldermen adopted the *Parkville Master Plan* (prepared by Bucher, Willis and Ratliff Corp.).

Per feedback from the Board of Aldermen at their Annual Retreat held on August 10, 2019, an update to the Master Plan was identified as a priority in the near-future. The Finance Committee then authorized staff to issue a Request for Qualifications ("RFQ") for professional planning and public engagement services for the master plan update project, and Confluence was selected as the most-qualified consultant team to lead the project (see Exhibit B).

Schedule
Beginning in February 2020, Confluence began working with City staff; as well as the Planning and Zoning Commission and Board of Aldermen, who were designated as the project's

"Steering Committee". The project included seven key tasks that were completed throughout 2020 and 2021 (see Exhibit C.1, page 4). These tasks included gathering data & information, public outreach, surveys, stakeholder interviews, public workshops, analysis of scenarios, presentation of the draft plan for review and public comment, and adoption. A total of seven steering committee meetings, individual meetings with over 20 key community stakeholders, three public workshops were held. While there were initially delays to the project timeline due to the COVID-19 pandemic, the consultant team was able to adapt to social distancing restrictions and continue most in-person activities virtually.

Analysis and Comments
The *Parkville Master Plan (2009)* as it exists today, consists of eight chapters:

1. Community Planning Overview
2. Community Sustainability
3. Community Character
4. Environmental Stewardship
5. Park, Civic and Open Spaces
6. Land Use
7. Transportation
8. Planning Beyond Our Boundaries

At the time of the plan's adoption, Parkville's population estimate was 5,247; whereas, today the community's population is estimated to be 6,854, an increase of 30.6 percent. While there has been significant growth & development over the past 12 years, the City's geographical boundaries remained essentially the same; and the community's planning issues, goals and vision in the plan are similar today. The *Parkville 2040 Master Plan* is comprised of five main sections:

1. I**ntroduction** – This section describes the intent of the plan and lays out the key goals and vision statement created to guide the plan's development and implementation over the next 20 years. The guiding principles of the *Parkville 2040 Master Plan* are identical to the eight chapters from the 2009 Master Plan, with the additions of Housing and the Downtown – Old Town District. This section does a good job providing an overview of the existing plans and policies, including the goals of the 2009 Master Plan.

2. **Parkville Today and Tomorrow** – This section focuses on existing conditions of the community including an economic profile, physical place profile and market analysis. One component missing from the 2009 Master Plan, which is included in this section, is a detailed analysis of existing conditions — geography, demographics, transportation, housing & economic trends, and market trends & analyses. This data was extremely useful in understanding the community's current conditions and needs to consider over the next 20 years. Additionally, the data was used to consider strategies and goals for staff to pursue when implementing the *Parkville 2040 Master Plan*.

3. **Our Voice** – This section details the public engagement process and feedback received via the project's interactive website, meetings and events throughout the course of the plan's development. The Master Plan Advisory Committee's roles & responsibilities are detailed; and a project schedule with community engagement milestones is included. Lists of comments/feedback from the public engagement process are included — "Positive", "Negative", "Opportunities", and "Challenges"; results from the community surveys and visual preference surveys are shown; and comments from the postcard

exercise are listed. Lastly, all comments from the interactive mapping project webpage are included — things people love, things that need work, questions and ideas.

4. **Our Plan** – This section contains five focus areas, each with a relationship to the vision statement and overall goals. Each focus area also contains of list of action items associated with each goal for the City's consideration and reference. The recommendations also include detailed visuals and maps for specific areas, corridors and nodes. Specific items include:

    - Green infrastructure and floodplain management strategies
    - Natural resource protection actions (i.e., stream buffer ordinance, slope preservation ordinance, and tree cover preservation strategies)
    - Park service levels and future considerations
    - Active transportation projects, corridors and trail connections
    - Transportation corridors to upgrade/improve
    - Strategic development considerations for housing, commercial/retail, mixed-use, and public land
    - Infill development opportunity areas
    - Future land use maps with category/typology descriptions
    - Annexation priority areas

    This section also includes a detailed "Community Character" profile detailing strategic opportunities for the downtown, a cohesive & unified community, and commercial centers.

5. **Implementation** – This section lays out the goals, action items / policies and priorities for everything discussed in the prior sections, and organizes them into an understandable chart that the City can reference annually. Strategic opportunities — which are aspirational aims or desired results for Parkville to aim to achieve — are identified from the public input process. Each strategic opportunity is then supported by action items or policies for the City to consider when implementing the *Parkville 2040 Master Plan*. Each action item or policy has an assigned priority level (Low or High) represent time sensitivity. And finally, each action item or policy has an assigned timeframe: Short-Term (0 to 4 years), Mid-Term (5 to 9 years) or Long-Term (10+ years).

Staff Conclusion and Recommendation
Staff recommends approval and adoption of the proposed *Parkville 2040 Master Plan* as the official public policy and comprehensive plan for the City of Parkville, as depicted in Exhibit C. Furthermore, if adopted by the Planning and Zoning Commission, staff plans to implement the *Parkville 2040 Master Plan* by regularly referencing it when making decisions about development proposals, rezoning efforts, code updates, capital improvement planning, budgeting and policy formation. It should be noted that the recommendation contained in this report is made without knowledge of any facts and testimony which may be presented during the public hearing, and that the conclusions herein are subject to change as a result of any additional information that may be presented.

Necessary Action
Following consideration of the proposed *Parkville 2040 Master Plan*, the factors discussed above and any testimony presented during the public hearing, the Planning and Zoning Commission shall adopt the *Parkville 2040 Master Plan*; adopt the Parkville 2040 Master Plan, subject to changes; do not adopt the *Parkville 2020 Master Plan*; or postpone the item.

End of Memorandum



05-05-2021

Stephen Lachky, AICP, CPM, CFM Date
Community Development Director

PROFESSIONAL SERVICES AGREEMENT

THIS SERVICE AGREEMENT, entered into on this 17th day of December 2019, by and between the CITY OF PARKVILLE, MISSOURI ("City") and Confluence ("Service Provider").

WHEREAS, the *Parkville Master Plan* ("Master Plan") was adopted on July 7, 2009, and serves as the official public policy and comprehensive plan for the physical development and redevelopment of the community; and

WHEREAS, the City desires to update the Master Plan which requires professional services by a qualified professional planning and public engagement consultant team ("Consultant"); and

WHEREAS, the City has budgeted funds for professional services necessary to evaluate and update the Master Plan; and

WHEREAS, the Service Provider was chosen through an extensive Request for Qualifications ("RFQ") selection process, and has demonstrated the necessary expertise, experience and personnel to complete the 2020 Master Plan Update ("Project") on time and within budget.

NOW THEREFORE, IN CONSIDERATION of the mutual covenants and agreements set forth herein, the parties mutually agree as follows:

I. SCOPE OF SERVICES

A. The term "Services" when used in this Agreement shall mean any and all professional services provided by the Service Provider in accordance with this Agreement.
B. The City agrees to retain Service Provider and Service Provider agrees to perform and complete the Services described in the Exhibit A – Parkville 2020 Master Plan: Scope of Services, attached hereto and incorporated by reference.
C. The City reserves the right to direct revision of the Services at the City's discretion. Service Provider shall advise the City of additional costs and time delays, if any, in performing the revision, before Service Provider performs the revised services.
D. Service Provider shall provide Additional Services under this Agreement only upon written request of the City and only to the extent defined and required by the City. Any additional services or materials provided by the Service Provider without the City's prior written consent shall be at the Service Provider's own risk, cost, and expense, and Service Provider shall not make a claim for compensation from the City for such work.

II. STANDARD OF CARE

A. Service Provider shall exercise the same degree of care, skill, and diligence in the performance of all Services to the City that is ordinarily possessed and exercised by reasonable, prudent, and experienced professionals under similar circumstances.
B. Service Provider represents it has all necessary licenses, permits, knowledge, and certifications required to perform the Services described herein.

III. COMPENSATION

A. As consideration for providing the Services, the City shall pay Service Provider as follows:
    a. Services will be billed in incremental amounts upon completion of specified tasks outlined in Exhibit A.
    b. Service Provider is not eligible for reimbursement for miscellaneous expenses including travel, transportation, postage, etc. except as provided in Exhibit A.

B. Service Provider shall submit an itemized invoice to the City on the first day of each month that details the Services that were provided in the month immediately prior, as well as any other charges or reimbursements to which the Service Provider is entitled by this Agreement. The City agrees to pay the balance of an approved invoice, or undisputed portions of a disputed invoice, within 30 days of the date of receipt by the City. In the event of a dispute, and prior to the invoice's due date, City shall pay the undisputed portion of the invoice and notify Service Provider of the nature of the dispute regarding the balance.

C. Service Provider shall maintain accounts and records, including personnel, property, and financial records, adequate to identify and account for all costs pertaining to the Agreement and such other records as may be deemed necessary by the City to assure proper accounting for all funds. These records will be made available for audit purposes to the City or any authorized representative, and will be retained for three years after the expiration of this Agreement unless permission to destroy them is granted by the City.

IV. SCHEDULE

A. Unless otherwise directed by the City, Service Provider shall commence performance of the Services upon execution of this Agreement.

B. Services shall be completed within the timeframe(s) outlined in Exhibit A – Parkville 2020 Maser Plan: Scope of Services, unless otherwise approved in writing by the City of Parkville.

C. Neither the City nor the Service Provider shall be in default of the Agreement for delays in performance caused by circumstances beyond the reasonable control of the non-performing party.

D. If Service Provider's performance is delayed due to delays caused by the City, Service Provider shall have no claim against the City for damages or payment adjustment other than an extension of time to perform the Services.

V. LIABILITY AND INDEMNIFICATION

A. Service Provider shall indemnify, defend and hold harmless the City and its departments, elected officials, officers, employees and agents, from and against all liability, suits, actions, proceedings, judgments, claims, losses, damages, and injuries (including attorneys' fees and other expenses of litigation, arbitration, mediation or appeal), which in whole or in part arise out of or have been connected with Service Providers' negligence, error, omission, recklessness, or wrongful or criminal conduct in the performance of Services, including performance by Service Provider's employees and agents; or arising from any claim for libel, slander, defamation, copyright infringement, invasion of privacy, piracy and/or plagiarism related to any materials related to materials Service Provider creates or supplies to the City, except to the extent that such claims arise from materials created or supplied by the City.

B. Service Provider's obligation to indemnify and hold harmless shall remain in effect and shall be binding on Service Provider whether such injury shall accrue, or may be discovered, before or after termination of this Agreement.

VI. INSURANCE

The Service Provider shall secure and maintain, at its expense, through the duration of this Agreement the insurance described on Exhibit B.

VII. ASSIGNMENT OF AND RESPONSIBILITY FOR PERSONNEL

A. Service Provider's assignment of personnel to perform the Services shall be subject to the City's oversight and general guidance. The City reserves the right to request qualifications and/or reject service from any and all employees of the Service Provider.

B. While upon City premises, the Service Provider's employees and agents shall be subject to the City's rules and regulations respecting its property and the conduct of employees thereon.

VIII. OWNERSHIP OF WORK PRODUCT

Service Provider agrees that any documents, materials and work products produced in whole or in part through it under this Agreement, any intellectual property rights of Service Provider therein (collectively the "Works") are intended to be owned by the City. Accordingly, Service Provider hereby assigns to the City all of its right title and interest in and to such Works.

IX. RELATIONSHIP OF THE PARTIES

A. Service Provider represents that it has, or will secure at Service Provider's own expense, all personnel required in performing the Services under this Agreement. Such personnel shall not be employees of or have any contractual relationship with the City.

B. All of the Services required hereunder will be performed by the Service Provider or under Service Provider's supervision, and all personnel engaged in the work shall be fully qualified and shall be authorized or permitted under State and Local law to perform such services.

C. None of the work or services covered by this Agreement shall be subcontracted without the prior written approval of the City. Any work or services subcontracted hereunder shall be specified by written contract or agreement and shall be subject to each provision of this Agreement.

X. NOTICES

A. All notices required by this Agreement shall be in writing, and unless otherwise directed by this Agreement, shall be sent to the addresses as set forth in this Section:

B. Notices sent by Service Provider shall be sent to:

City of Parkville
Attn: Community Development Director
8880 Clark Ave.
Parkville, MO 64152
slachky@parkvillemo.gov

XI. TERM AND TERMINATION

A. The effective date of this Agreement shall be the date of execution, when the Agreement is signed by both parties.

B. The term of this Agreement shall be until all Services are satisfactorily completed and accepted by the City.

C. Notwithstanding Article XI, Paragraph B, the City reserves the right and may elect to terminate this Agreement at any time, with or without cause, by giving at least ten (10) days written notice to the Service Provider. The City shall compensate Service Provider for the Services that have been completed to the City's satisfaction as of the date of termination at the rates set forth on Exhibit A, or if the appropriate compensation of services performed through the date of termination is not set forth on Exhibit A, on a pro-rata basis determined by the percentage of completion of services as described on Exhibit A. Service Provider shall perform no activities other than reasonable wrap-up activities after receipt of notice of termination.

XII. RESOLUTION OF DISPUTES

A. City and Service Provider agree that disputes relative to the services and the Project shall first be addressed by negotiations between the parties. Such negotiations shall take place within thirty (30) days of demand by the party seeking resolution of the dispute. If direct negotiations fail to resolve the dispute, the party initiating the claim that is the basis for the dispute shall be free to take such steps as it deems necessary to protect its interests; provided, however, that notwithstanding any such dispute Service Provider shall proceed with the services as per this Agreement as if no dispute existed.

B. In order to preserve its rights to dispute a matter hereunder, the complaining party must submit a written notice to the other party setting forth the basis for its complaint within twenty (20) calendar days following receipt of the decision of the City Administrator as to such matter or other action on which the dispute is based.

C. Arbitration of disputes.

i. Claims, except those waived as provided for elsewhere in this Agreement, which have not been resolved by the procedures described above, shall be decided by arbitration which, unless the parties mutually agree otherwise, in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association currently in effect at the time of the arbitration. The demand for arbitration shall be filed in writing with the other party to the Agreement and with the American Arbitration Association.

ii. A demand for arbitration may be made no earlier than concurrently with the filing of a request for mediation, but in no event shall it be made after the date when institution of legal or equitable proceedings based on such Claim would be barred by the applicable statute of limitations.

iii. An arbitration pursuant to this Section may be joined with an arbitration involving common issues of law or fact between the City or Service Provider and any person or entity with whom the City or Service Provider has a contractual obligation to arbitrate disputes which does not prohibit consolidation or joinder. No other arbitration arising out of or relating to the Agreement shall include, by consolidation, joinder or in any other manner, an additional person or entity not a party to the Agreement or not a party to an agreement with the City, except by written consent containing a specific reference to the Agreement signed by the City and Service Provider and any other person or entities sought to be joined. Consent to arbitration involving an additional person or entity shall not constitute consent to arbitration of any claim, dispute or other matter in question not described in the written consent or with a person or entity not named or described therein. The foregoing agreement

to arbitrate and other agreements to arbitrate with an additional person or entity duly consented to by the parties to the Agreement shall be specifically enforceable in accordance with applicable law in any court having jurisdiction thereof.

iv. Claims and Timely Assertion of Claims. The party filing a notice of demand for arbitration must assert in the demand all Claims then known to that party on which arbitration is permitted to be demanded.

v. Judgment on Final Award. The award rendered by the arbitrator or arbitrators shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof.

XIII. MISCELLANEOUS PROVISIONS

A. Governing Law. This Agreement shall be governed and construed in accordance with the laws of the State of Missouri.

B. Assignability. Service Provider shall not assign any interest on this Agreement, and shall not transfer any interest in the same (whether by assignment or invitation), without the prior written consent of the City thereto. Provided, however, that the claims for money by Service Provider from the City under this Agreement may be assigned to a bank, trust company, or other financial institution without such approval. Written notice of any such assignment or transfer shall be furnished promptly to the City.

C. Media Announcements. Service Provider shall not be authorized to make statements to the media or otherwise on behalf of the City without express direction and consent of the City

D. Compliance with Local Laws. Service provider shall comply with all applicable laws, ordinances, and codes of the State and local governments, and shall save the City harmless with respect to any damages arising from any tort done in performing any of the work embraced by this Agreement.

E. Equal Employment Opportunity. During the performance of this Agreement, Service Provider agrees as follows:

i. Service Provider will not discriminate against any employee or applicant for employment because of race, creed, color, national origin, religion, or sex. Service Provider will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, national origin, religion, or sex. Such action shall include, but not be limited to, employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

ii. Service Provider will, in all solicitation or advertisements for employees placed by or on behalf of Service Provider, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, national origin, religion, or sex.

iii. Service Provider will cause the foregoing provisions to be inserted in all subcontracts for any work covered by this Agreement so that provisions will be binding upon each subcontractor, provided that the foregoing provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

F. Authorized Employees. Service Provider acknowledges that Section285.530, RSMo, prohibits any business entity or employer from knowingly employing, hiring for employment, or continuing to employ an unauthorized alien to perform work within the State of Missouri. Service Provider therefore covenants that it will not knowingly be in violation of subsection 1 of Section 285.530, RSMo, and that it will not knowingly employ, hire for employment, or continue to employ any unauthorized aliens to perform Services related to this Agreement, and that its employees can lawfully to work in the United States.

G. Interest of Members of a City. No member of the governing body of the City and no other officer, employee, or agent of the City who exercises any functions or responsibilities in connection with the planning and carrying out of this Agreement, shall have any personal financial interest, direct or indirect, in this Agreement, and Service Provider shall take appropriate steps to assure compliance.

H. Interest of Service Provider and Employees. Service Provider covenants that he/she presently has no interest and shall not acquire interest, direct or indirect, in the scope of work associated with this Agreement or any other interest which would conflict in any manner or degree with the performance of his/her services hereunder. Service Provider further covenants that in the performance of this Agreement, no person having any such interest shall be employed.

I. Entire Agreement. This Agreement represents the entire Agreement and understanding between the parties, and this Agreement supersedes any prior negotiations, proposals, or agreements. Unless otherwise provided in this Agreement, any amendment to this Agreement shall be in writing and shall be signed by the City and Service Provider, and attached hereto.

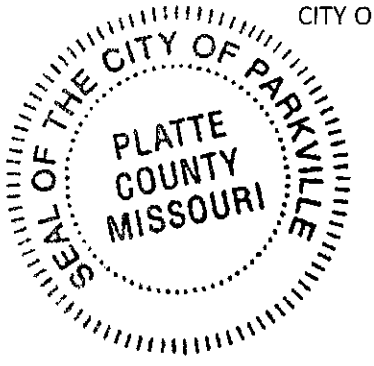
J. Severability. If any part, term or provision of this Agreement, or any attachments or amendments hereto, is declared invalid, void, or enforceable, all remaining parts, terms, and provisions shall remain in full force and effect.

K. Waiver. The failure of either party to require performance of this Agreement shall not affect such party's right to enforce the same. A waiver by either party of any provision of breach of this Agreement shall be in writing. A written waiver shall not affect the waiving party's rights with respect to any other provision or breach.

L. Third Parties. The Services to be performed by the Service Provider are intended solely for the benefit for the City. Nothing contained herein shall create a contractual relationship with, or any rights in favor of, any person or entity not a signatory to this Agreement.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the date first above written.

CITY OF PARKVILLE, MISSOURI



By: _____
Nanette K. Johnston, Mayor

ATTEST:

_____
Melissa McChesney, City Clerk

Confluence

By: _____
Christopher Cline, Principal-In-Charge

EXHIBIT A

PARKVILLE 2020 MASTER PLAN: SCOPE OF SERVICES

Parkville 2020 Master Plan

Confluence
December 4, 2019

SCOPE OF SERVICES:

TASK 1 | PROJECT KICK-OFF

The Consultant Team will facilitate a project kick-off meeting with City staff. The purpose of this meeting is to:

- Review the project scope, schedule, and key meeting dates and finalize the Communication Plan
- Establish dates for project milestones, on-going coordination meetings and stakeholder/community outreach efforts
- Establish roles, responsibilities, and project contacts
- Determine initial data needs
- Coordinate with the City to develop a working project plan for all identified tasks
- Review project name and logo
- Identify key stakeholders and desired public input process and outcomes

At the Kick-Off meeting, we will also take the opportunity to review the City's current Master Plan, policy statements and guiding documents to identify key issues and areas of focus.

TASK 2 | INFORMATION GATHERING + REVIEW

Data Assembly and Analysis

Our team will work with City staff to gather existing plans and base map data. Our team will assemble and analyze all recent plans that have been adopted and/or utilized by the City, which will serve as the basis for the resulting policies, actions and implementation plan to guide future development and decision-making.

Analysis Review Workshop

Our team will present an overview of the technical analyses performed as part of Task 2 with City Staff and the Steering Committee. This will include a joint meeting in a work session with the City Council and Planning Commission. During this meeting, our team anticipates the following activities:

- Conducting a Planning 101 education session to review the purpose and elements of the Master Plan, including the roles and responsibilities of the Committee, the Council and Commission
- Reviewing the previous Master Plan's goals, policies, and land use plan recommendations and discussing what has changed, what needs updating, etc.
- Verifying and updating the Committee's, Council's and the Commission's vision for the future and identify areas of concern and focus related to the current Master Plan
- Presenting a preliminary community profile with population projections and trends and an initial analysis of existing land uses
- Reviewing an analysis of the previous master plan and a preliminary community assessment of issues and opportunities

TASK 3 | PUBLIC OUTREACH + VISION

Communication Plan and Project Brand

Prior to each public meeting, the Consultant Team will review with City staff the meeting agenda and presentation materials. These meetings may be in person or via conference call. We will further provide agendas and minutes for all meetings. Our team will develop a comprehensive Communication Plan for the engagement efforts, and it will be reviewed and confirmed at the project kick-off meeting. With the input and review of the City, our team will develop a name and a graphic/logo for this planning effort.

Project Website
Our team will create a project specific website to centralize public information on the planning effort, regular project updates, project schedule, and other public content to keep the general public and interested stakeholders engaged and informed. This new website will integrate technology to provide a unique and compelling digital experience for the City's Master Plan and can be integrated into or linked with the City's existing website.

Public Involvement + Participation
Community engagement will be a major component of this project and the process will include multiple approaches. It is structured in a manner that allows for stakeholders to be involved in several ways throughout the process, including:

Project Survey - An electronic survey will be developed and distributed to receive specific feedback from a wider audience.

Key Stakeholder Interviews - Members of our team will meet with community stakeholders and community groups as identified by the City/Committee. One day of meetings is anticipated as a drop in session to be hosted at City Hall or other City-provided location.

Special Event Booths - Our team will participate in up to three (3) special events to obtain additional public input through co-hosting a City-provided booth at Parkville Days, Car Shows, and Farmer's Market, and other community events during the Master Plan process.

Youth Workshop and/or Box City Event - Our team can partner with the School District to identify a group of students in which to hold a workshop or to obtain their input for the future of their community. A Box City event is geared towards elementary school-aged children as a hands-on exercise to plan for their community and shape its future vision. This event gives children a chance to learn about planning, fill out a building permit, and build a piece of their community. The event can be a casual drop-in event where children fill out a permit and create their building, or it can be more structured to include a short lesson about planning and a small group activity where students brainstorm with a planner before filling out their permits. The last step is always placing their new building, park, or piece of infrastructure on a map with a streetscape so they can see their City grow with each addition.

Public Workshops/Open House Events – Our team will facilitate up to three (3) structured public workshops and open house events throughout the planning process to identify key issues, priorities, land use preferences, and a general community vision to guide the direction of the plan. The workshops can include a project overview and outline for public input, including a brief "Planning 101" presentation to explain:

- What is a Master Plan?
- How is the plan used?
- How will this plan impact me or my neighborhood?

Input can be obtained through public comment cards, map dot exercise, small group table-top discussions, and smart phone devices. The smart phone device programs allow us to instantly obtain and share feedback on a wide range of topics as well as visual preferences. During the draft review phase, we can hold a community open house to present and review the plan draft and seek further input and public comment.

TASK 4 | SCENARIO ANALYSIS + REFINED OPTIONS

Our team will prepare planning scenarios and/or recommendations for each component of the Master Plan based on the input received during the planning process, and will review drafts of these "in-progress" plans with City Staff and the Committee as they are developed, including:

Market Analysis – Our team is prepared to provide a market analysis and strategy recommendations for future community housing, retail, office and commercial uses, and opportunities for yet to be determined specific areas of focus (which could include Downtown Parkville, I-435 and MO 152 Highway Corridor area, other anticipated key growth areas, etc.)

Land Use Analysis - Our Master Plans are data-driven and based on real-world planning and development experience, and we know that critical to the Master Planning process is a full demographic, employment, and housing trends analysis and forecasting. As part of this planning effort, our team can conduct a land use, population, and housing analysis to assist in establishing realistic opportunities for future market-driven growth and the appropriate mix of single-family and multi-family residential uses as well as demand for commercial and industrial land uses. This analysis will also include a component geared towards the community's aging population, and recommendations to address this demographic segment in the context of MARC's existing "Communities For All Ages" initiative. A series of up to three (3) alternative land use scenarios can be developed and analyzed during the planning process.

Our team will also prepare alternatives and recommendations related to potential annexation policies and strategies, including potential policies or guidelines related to existing non-conforming uses (including in adjacent jurisdictions) and methods to address issues related to development character and quality.

The resulting Master Plan (including the future Land Use Plan, implementation plans, and economic development goals), will be grounded in a firm understanding of the culture and expectations of Parkville's residents, business owners, and elected officials. In addition, it will be based upon market opportunities to help ensure and protect the long-term financial health and quality of life of the community.

Transportation and Utility Analysis – Our team is prepared to provide an analysis of the utility infrastructure systems in Parkville and identify high-level goals, policy, and action item recommendations as needed. An overview of the transportation network will also be performed including possibilities for exploring integrating Complete Streets and future trail connectivity concepts for multi-modal accessibility and connectivity. An additional analysis for a new east-west connector street between 9 Highway and Bell Road will also be conducted, consisting of two (2) conceptual alignment alternatives as part of land use planning in that area – and narrowing it down to a preferred concept alignment that can be carried forward in the overall planning effort.

Analysis Review Meeting
Our team will meet with City Staff and the Committee to share an overview of the Team's market, land use and transportation analysis including existing conditions and anticipated trends. For this overview, our Team will develop and present:

- A review of the public input gathered in Task 3
- A housing analysis with trends and projections
- An employment and market analysis with trends and projections
- Three future land use alternative scenarios
- A summary of the utility and transportation system analysis including identification of possible infrastructure issues and concerns.
- A summary of the new east-west connector concept alignments and recommendations

TASK 5 | DRAFT MASTER PLAN EVALUATION + PUBLIC COMMENT

Draft Plan Presentation Review Sessions
Our team will present draft Master Plan recommendations to City Staff and the Committee, record feedback and comments, and update and modify the drafts as requested.

Draft Plan Public Presentation Open House
Our team will share the draft Master Plan at a public open house event to illustrate the planning process, the input received from the community, and how this input shaped the resulting plan, policies, and recommendations. It is critical that the transparency of our team's planning process and the resulting input, inclusion, and rationale for recommendations be shared at this meeting.

Draft Plan Review Work Session
Our team will present an overview of the draft Master Plan at a joint work session of the Planning Commission and City Council to provide a summary review of the comments received from the City, the Committee and the Community during the planning process. Our team will record feedback and comments received at this workshop and update and modify the draft as requested.

Public Review and Comment Period
In addition to the public presentation of the complete draft, the full draft Master Plan will be uploaded to the project website and a comments section will be provided. Several web pages summarizing different chapters of the plan will be created to allow for chapter by chapter review of the Master Plan.

TASK 6 | MASTER PLAN HEARINGS + ADOPTION

Final Draft Plan, Review and Public Hearings
Our team will prepare a final draft of the Master Plan and submit it to the City for review and comment. We will address City staff comments and submit a revised final draft to City staff.
Our team will attend required City Public Hearings for the review and recommendation on the adoption of the Master Plan. We will assist City Staff with the presentation of the Plan and will prepare requested revisions to the Master Plan prior to final City adoption/acceptance.

TASK 7 | MASTER PLAN PRODUCT DELIVERY

Deliver the following at various stages of the project:

- Digital files of the Master Plan draft with all the 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 shall be ortho-corrected and geo-referenced to the state plane coordinate system.

In addition to working copies of the various draft versions of the Master Plan, the final draft version, including all maps and tables, will be provided electronically in various Word, PDF, InDesign, and ArcGIS formats.

Services Fees (Lump Sum)

Confluence:	$ 80,000
Leland:	$ 35,000
Collins Noteis:	$ 20,000
TranSystems:	$ 23,000
Total	**$158,000**

EXHIBIT B

INSURANCE REQUIREMENTS

1. The Service Provider shall secure and maintain through the duration of this Agreement insurance (on an occurrence basis unless stated below) of such types and in such amounts stated below, but in no case less than as may be necessary to protect the Service Provider and the City and agents of the City against all hazards or risks of loss as hereinafter specified. The City will only accept coverage from an insurance carrier who offers proof that it:

    a. Is authorized to do business in the State of Missouri;
    b. Carries a Best's policy holder rating of A-VIII or better and at least a Class X financial rating.
    c. Is a company mutually agreed upon by the City and the Service Provider.

2. The form of such insurance, together with the underwriter thereof in each case, shall be approved by the City, but regardless of such approval it shall be the responsibility of the Service Provider to maintain adequate insurance coverage at all times. City reserves the right to review certified copies of any and all insurance policies to which this Agreement is applicable. Failure of the Service Provider to maintain adequate coverage shall not relieve it of any contractual responsibility or obligation, including but not limited to, the indemnification obligation.

3. The cost of defense of claims shall not erode the limits of coverage furnished. (This does not apply to Professional Liability, see Article 13).

4. If Service Provider should retain consultants to perform any of its services, Service Provider shall see to it that such third party maintains such insurance and shall furnish evidence thereof to City.

5. The insurance policies shall require that City shall be given at least thirty (30) days written notice from the insurer(s) before cancellation (except for non-payment of premium, for which at least ten (10) days advance notice shall be given to City) of such insurance and shall contain an endorsement stating the insurers agreement to provide such notice, using CNA form G-140327-B (Ed. 07/11), Travelers Form IL T4 00 (12/09) or other equivalent carrier forms, such as Acord forms. A copy of the Notice of Cancelation Endorsement must be furnished to the City prior to commencement of Work. The Contractor shall notify the City of any reduction in limits of protection under any policy listed in the Certificate in excess of $10,000.00 at least ten (10) days prior to such change, whether or not such impairment came about as a result of the Contract. If the City determines the Contractor's aggregate limits of protection has been impaired or reduced to such an extent that the City shall determine such limits inadequate for the balance of the project, the Contractor shall, upon notice from the City, promptly reinstate the original limits of liability required hereunder and shall furnish evidence thereof to the City. Cancellation, non-renewal or material modification of coverage of any such insurance shall be the basis for the City's exercising its right to terminate the Contract.

6. Satisfactory certificates of insurance, written on a standard AIA Document G705 or ACORD form 25-S, Accord Form 27, as applicable, shall be filed with the City prior to commencement of work. The Certificate shall specify the date when such insurance expires. A renewal certificate shall be furnished to City prior to the expiration date of any coverage. Service Provider shall keep all insurance

in force throughout performance of the Services and for three (3) years after the Project Completion Date, so long a policy is reasonably available

7. Severability of Interest. All insurance carried shall be endorsed to provide that, inasmuch as this policy is written to cover more than one insured, all terms, conditions, insuring agreements and endorsements, with the exception of limits of liability, shall operate in the same manner as if there were a separate policy covering each insured.

8. Service Provider shall include the Indemnitees as identified in the Agreement as additional insureds on the Commercial General Liability Insurance and the Commercial Automobile Liability Insurance policies described in Section 9. Indemnitees shall be included as additional insureds under Service Provider's furnished insurance (except Workers' Compensation Insurance and Professional Liability Insurance), for ongoing and completed operations. General Liability shall provide the additional insured status by using ISO Additional Insured Endorsement (CG 20 10), edition date 11/85, or an equivalent (e.g., CG 20 10, edition date 10/93, plus CG 20 37, edition date 04/13 or other carrier form per Article 5). Said insurance shall be written on an OCCURRENCE basis, and shall be PRIMARY and NON-CONTRIBUTING and shall not be deemed to limit Service Provider's liability under this Agreement.

9. Service Provider agrees to procure and carry, at its sole cost, until completion of this Agreement all insurance, with identical limits of liability and scope of coverages, as set forth below:

10.1 Commercial Automobile Liability Insurance. Service Provider shall maintain commercial automobile insurance, including contractual liabilities insuring the Indemnities set forth in the Agreement, subject to standard ISO CA0001 coverage terms and conditions, covering all owned, non-owned and hired automobiles used in connection with the services or other work hereunder and shall have minimum bodily injury and property damage limits of One Million Dollars $1,000,000.00 combined single limit each accident. An MCS-90 endorsement shall be procured when applicable.

10.2 Workers' Compensation and Employer's Liability Insurance. Service Provider shall maintain Worker's Compensation Insurance to cover the statutory limits of the Workers' Compensation laws of the state in which any work is to be performed and when applicable to Federal Laws, Voluntary Compensation and Employer's Liability (including occupational disease) coverage with limits not less than One Million Dollars $1,000,000.00 per occurrence. The Service Provider shall also be protected against claims for injury, disease or death of employees which, for any reason, may not fall within the provisions of a worker's compensation law. This policy shall include "all states" coverage.

10.3 Commercial General Liability Insurance. Service Provider shall obtain and maintain Commercial General Liability Insurance, on an occurrence form for the hazards of (i) construction operation, (ii) subcontractors (iii) independent contractors, (iv) products and completed operations (with completed operations to remain in force for as long as Service Provider or those included as Additional Insureds bear exposure under all applicable statutes of limitation following project completion), (v) explosion, collapse and underground, (vi) pollution liability, and (vii) contractual

liability insuring the indemnities set forth in the Agreement subject to standard ISO CG0001 coverage terms and conditions. Each Project shall have minimum limits of Two Million Dollars $2,000,000.00 per occurrence and Two Million Dollars $2,000,000.00 products/completed operations aggregate coverage.

10.4 Excess Liability. Service Provider shall maintain Excess Liability coverage on an umbrella form with minimum limits of One Million Dollars $1,000,000.00 per occurrence and Two Million Dollars $2,000,000.00 aggregate.

11. Waiver of Subrogation. All insurance policies supplied shall include a waiver of any right of subrogation of the insurers thereunder against City and all its assigns, affiliates, employees, insurers and underwriters.

12. No Limitation of Liability. The required coverages referred to and set forth herein shall in no way affect, nor are they intended as a limitation on, Service Provider's liability with respect to its performance of this Agreement.

13. Professional Liability coverage. The Service Provider shall procure and maintain Professional Liability Insurance in an aggregate amount of not less than Two Million Dollars ($2,000,000.00), with a deductible of not more than One Hundred Thousand Dollars ($100,000.00). Such insurance shall be issued by companies reasonably acceptable to City, and shall not be canceled, without thirty (30) days' prior written notice to the City, except for non-payment of premium, (for which at least ten (10) days advance notice shall be given to City. If any professional liability is canceled or not renewed, any substitute policy shall have a commencement date retroactive to the date upon which the Service Provider commences performance of the Services under this Agreement.

14. Service Provider shall not be permitted to commence any work on site until satisfactory copies of the Certificates evidencing insurance; Notice of Cancellation Endorsement; and Additional Insured Endorsement, have all been received and approved by City. Delay in commencement due to failure to provide such documentation shall constitute an unexcused delay.

Section

1 INTRODUCTION

Section 1

I. MASTER PLAN OVERVIEW..... XX

II. GUIDING PRINCIPLES AND VISION STATEMENT..... XX

III. EXISTING PLANS REVIEW..... XX

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*

INTRODUCTION

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

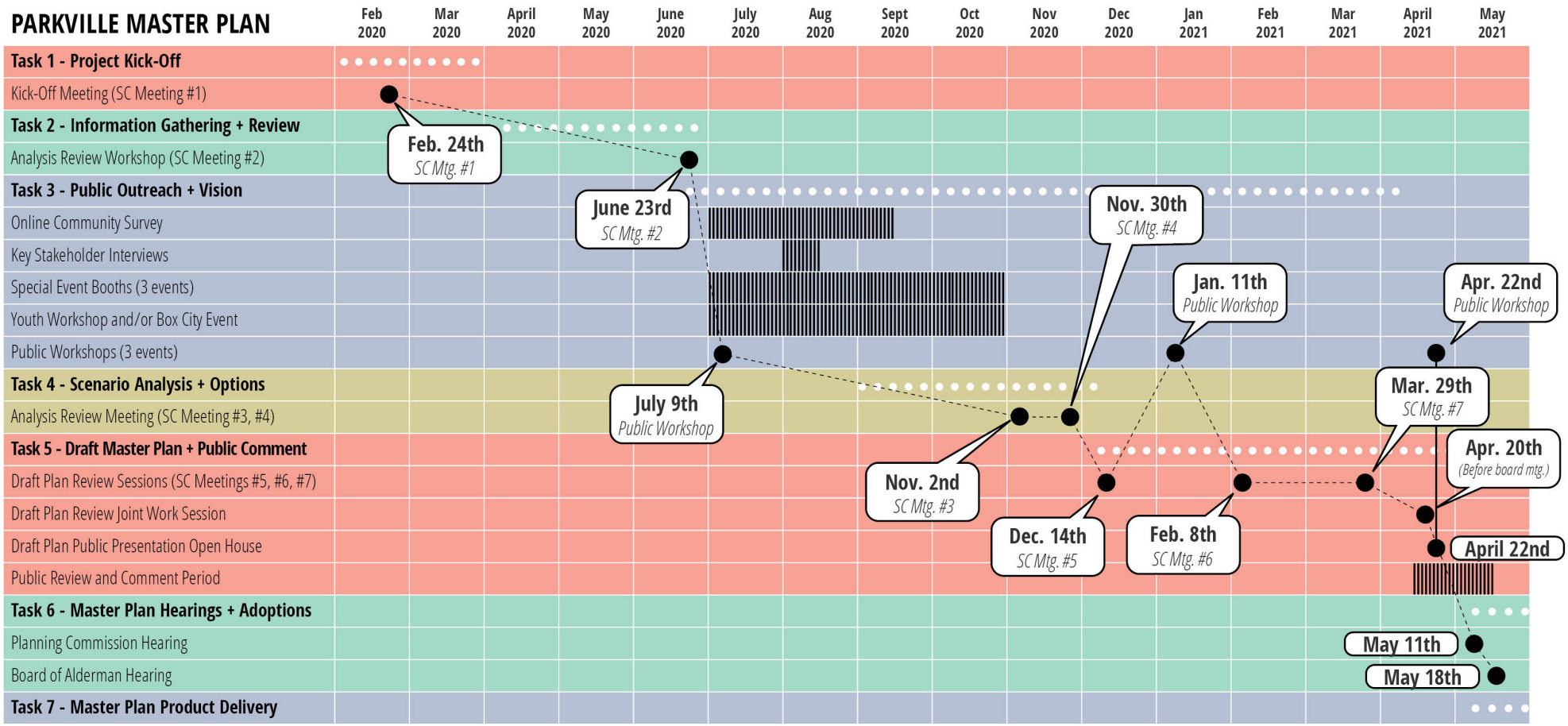
TASK 7 *Master Plan Product Delivery*

- 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.



INTRODUCTION

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 on in the planning process, the steering committee and the consultants developed a set of guiding principals 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.



INTRODUCTION

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, early on in the planning process 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 criteria 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**."

INTRODUCTION

EXISTING PLANS + POLICIES

The following plans were reviewed by the planning team to gain an understanding of the prior planning efforts initated in the City of Parkville. The 2040 Parkville Master Plan builds off of 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 Plate 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

INTRODUCTION

EXISTING PLANS + POLICIES

Master Plan - Park University (2013)

First developed and adopted by the Parkville Board of Alderman in 2007, the Park University has been updated to include a signage amendment, an athletic field signage amendment and finally amended in 2013 to the version still on the books. This plan develops strategies for a more pedestrian friendly campus, taking advantage of the Missouri River bluff site and planning for near term on-campus student enrollment growth. Major categories of improvements include renovated campus buildings, reconfiguration of the "Academic Underground" enhancing student life, and renewing the campus from aesthetically, functionally, and pedestrianted-oriented improvements.

Flood Protection Study (2013)

This plan developed flood protection recommendations that can be incorporated into an integrated, cost efficient, and effective flood protection plan for the City of Parkville. The study focused on the historic downtown business district and English Landing Riverfront Park. Flood protection systems considered included traditional levee / floodwall systems and innovative flood protection concepts that have been developed.

Citizen Survey (2009)

The Citizen Survey, conducted by ETC Institute, provided a baseline of citizen satisfaction with the delivery of major city services and priorities for the City's ongoing planning processes. Overall, this survey showed a high satisfaction with life in Parkville with respondents indicating the liked the city because of its safety, proximity to Kansas City, resale value of homes and the sense of community.
The survey also indicated the desire for more sidewalks and trails, effective community planning and development and the management of traffic and congestion.

Parkville Connection (2008)

The Parkville Connection design manual was developed in 2008 and was a collaboration from five property owners whose goal was to create a common master plan for their properties located north of Downtown Parkville. Its intent was to connect the many disparate parts of the community, east to west and north to south. The plan discussed an overall concept plan for the properties that included a new network of roads and a mix of housing types, public spaces and park amenities and commercial buildings.

INTRODUCTION

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.

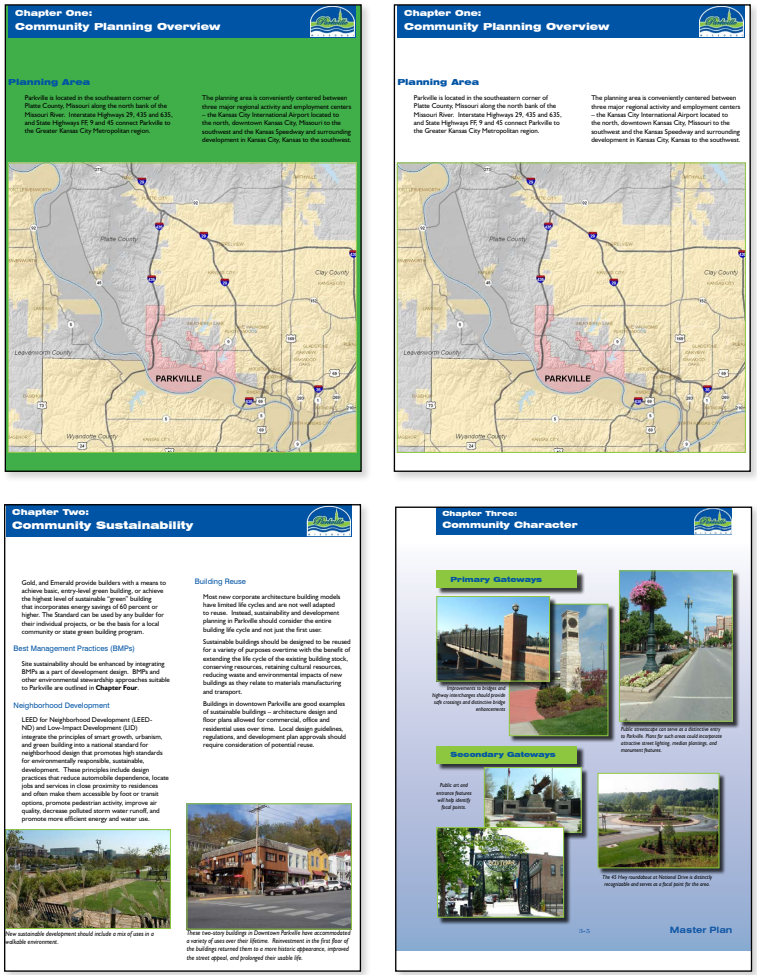


Figure 1.01 *Execerpts from 2020 Parkville Master Plan*

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.

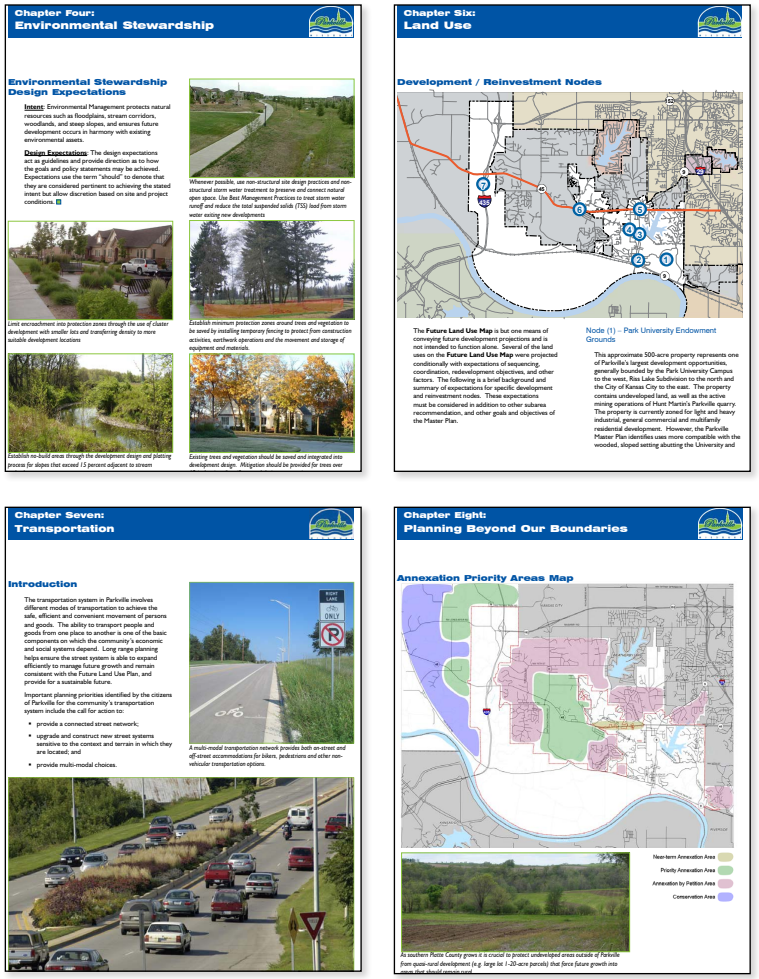


Figure 1.02 *Execerpts from 2020 Parkville Master Plan*

Section 2

PARKVILLE TODAY AND TOMORROW

Section 2

I. DEMOGRAPHIC PROFILE.....

II. MARKET ANALYSIS.....

III. PHYSICAL PROFILE.....

PARKVILLE TODAY AND TOMORROW

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

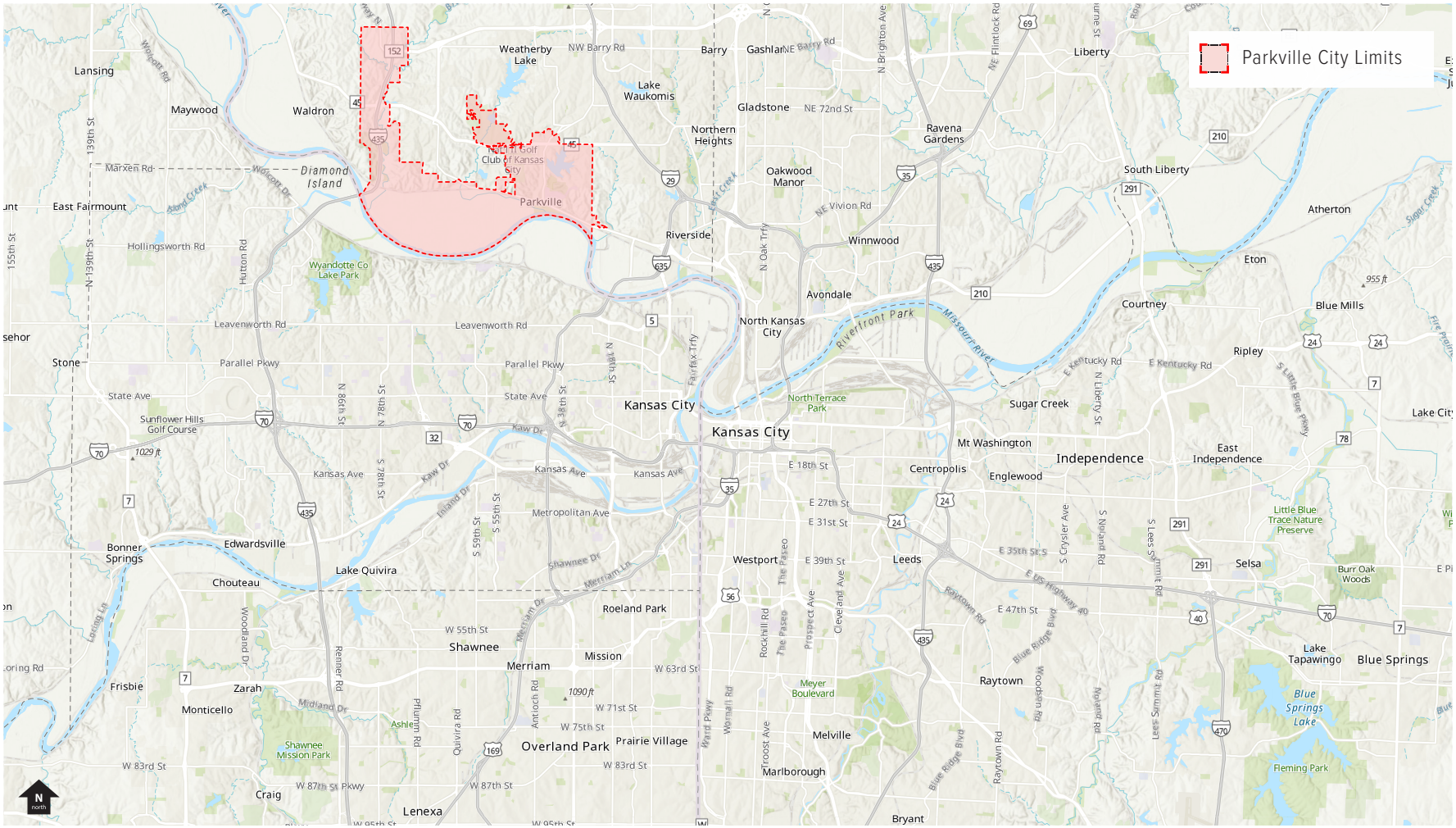
The Demographic Profile looks at the regional context of Parkville within the KC metro area. The population of Parkville over time is discussed and population projections are provided. Characteristics about the age profile, household + family makeup, race + ethnic profile, educational attainment levels,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

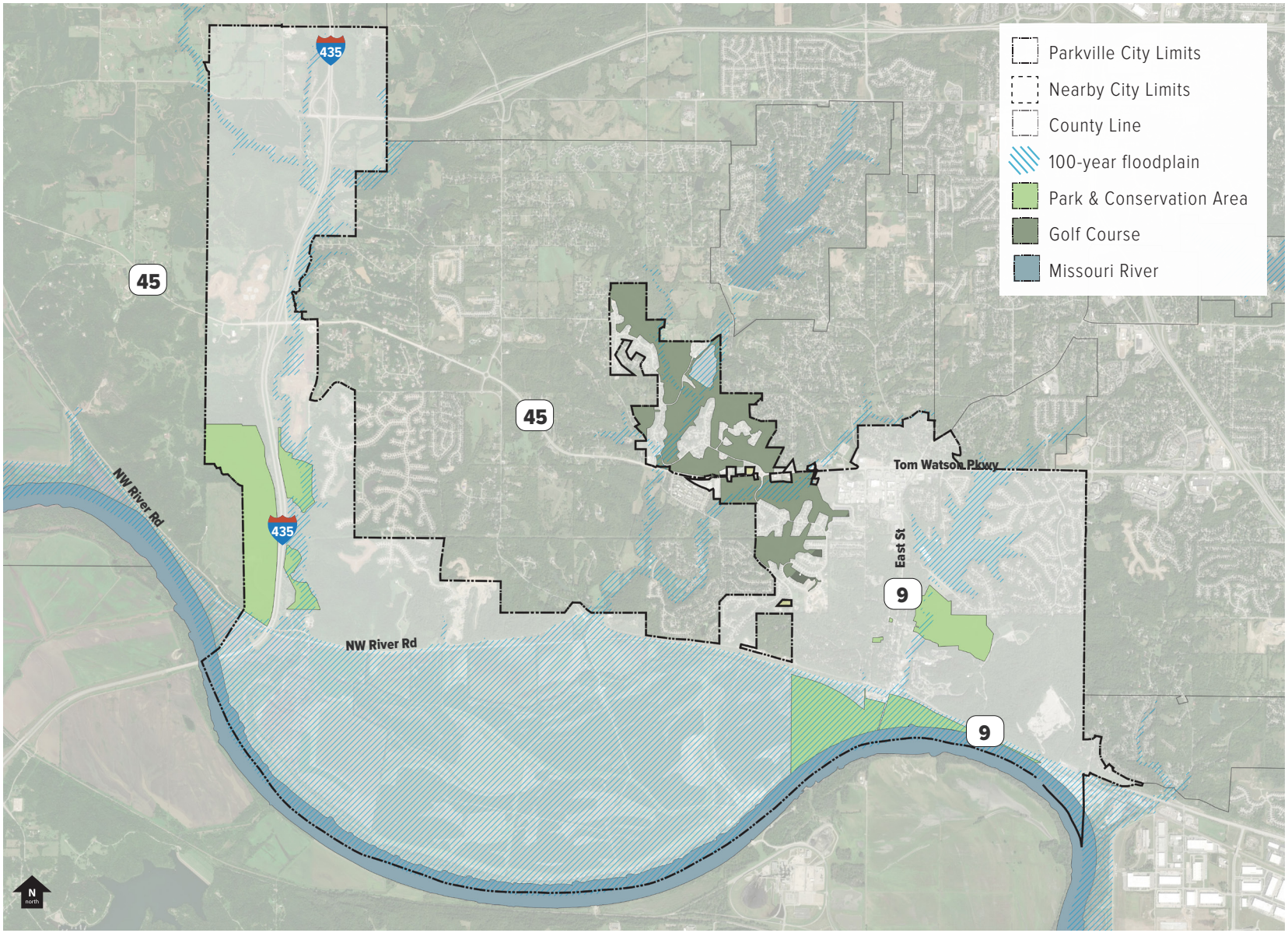
Parkville is surrounded by rolling hills and several streams and lakes. It is a historic railroad community with a charming downtown core. Parkville is located between two major area interstates, providing easy access to Downtown Kansas City, Missouri as well as the other major area job centers.

Figure 2.1 *Regional Context Map, Parkville, Missouri*



BASE MAP

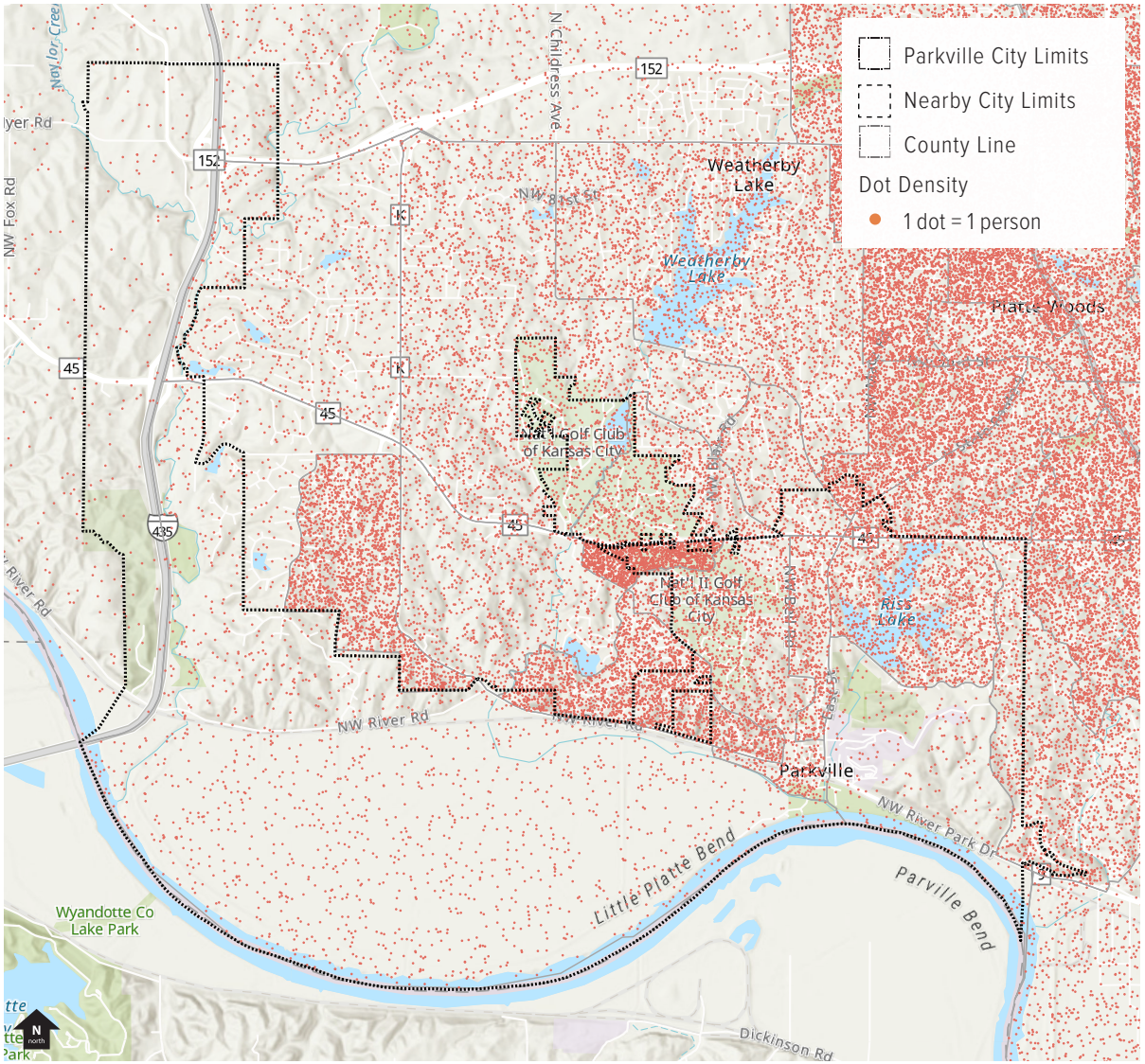
Figure 2.2 *Aerial Base Map, Parkville, Missouri*



POPULATION + POPULATION DENSITY

Figure 2.3 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 2.3 *Population Dot Density Map (2018) by Block Group*



POPULATION + POPULATION DENSITY

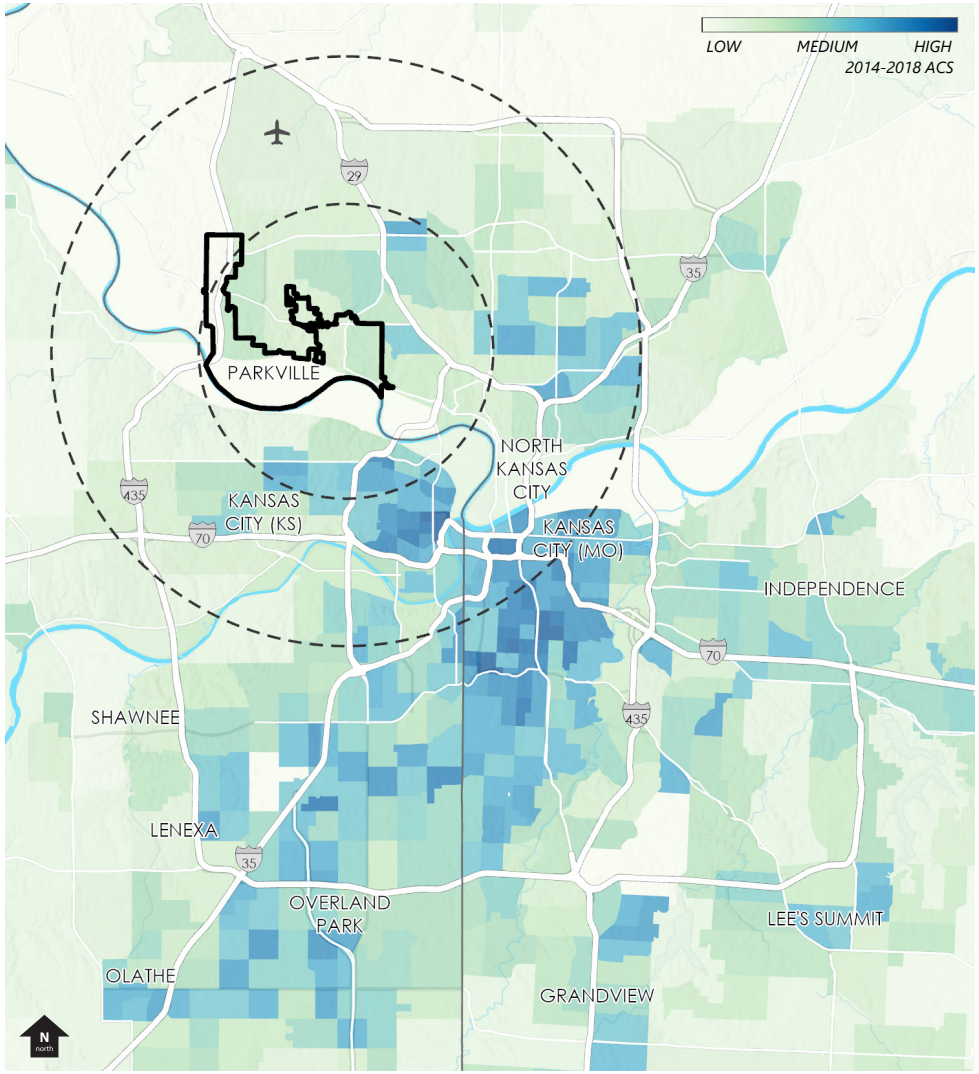
Parkville was home to a little over 6,700 residents in 2019. The population of Parkville and surrounding geographies is shown in Table 2.1

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.

Table 2.1 *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 2.4 *Population Density (2018)*



POPULATION CHANGE

Figure 2.5 and 2.6 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 2.5 *Population Trends 1900 - 2010, Parkville, MO*

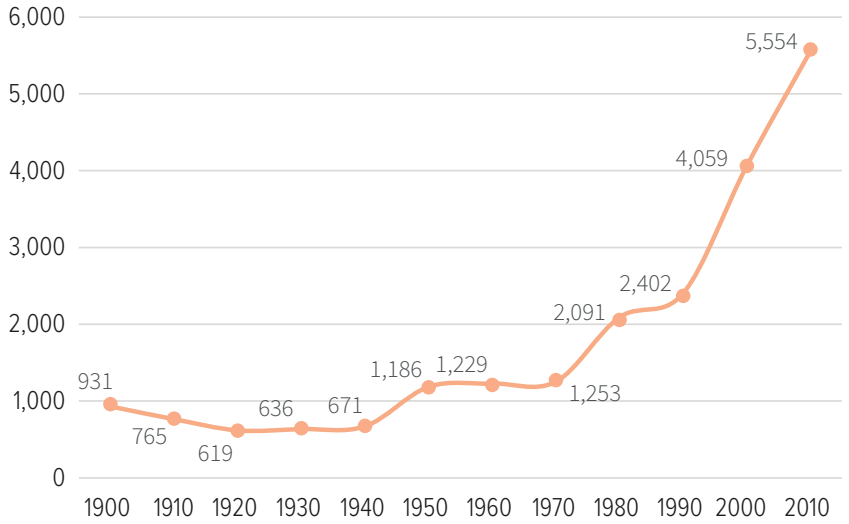
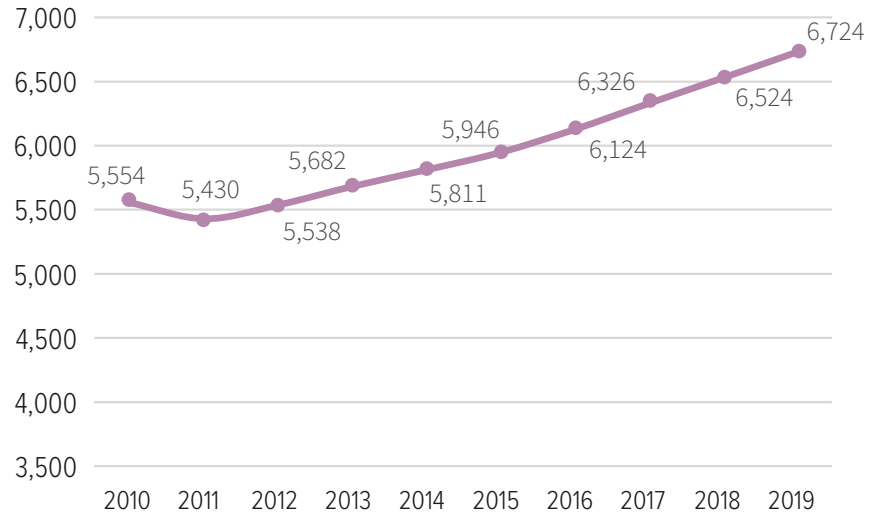


Figure 2.6 *Population Change 2010-2019, Parkville*



POPULATION + POPULATION DENSITY

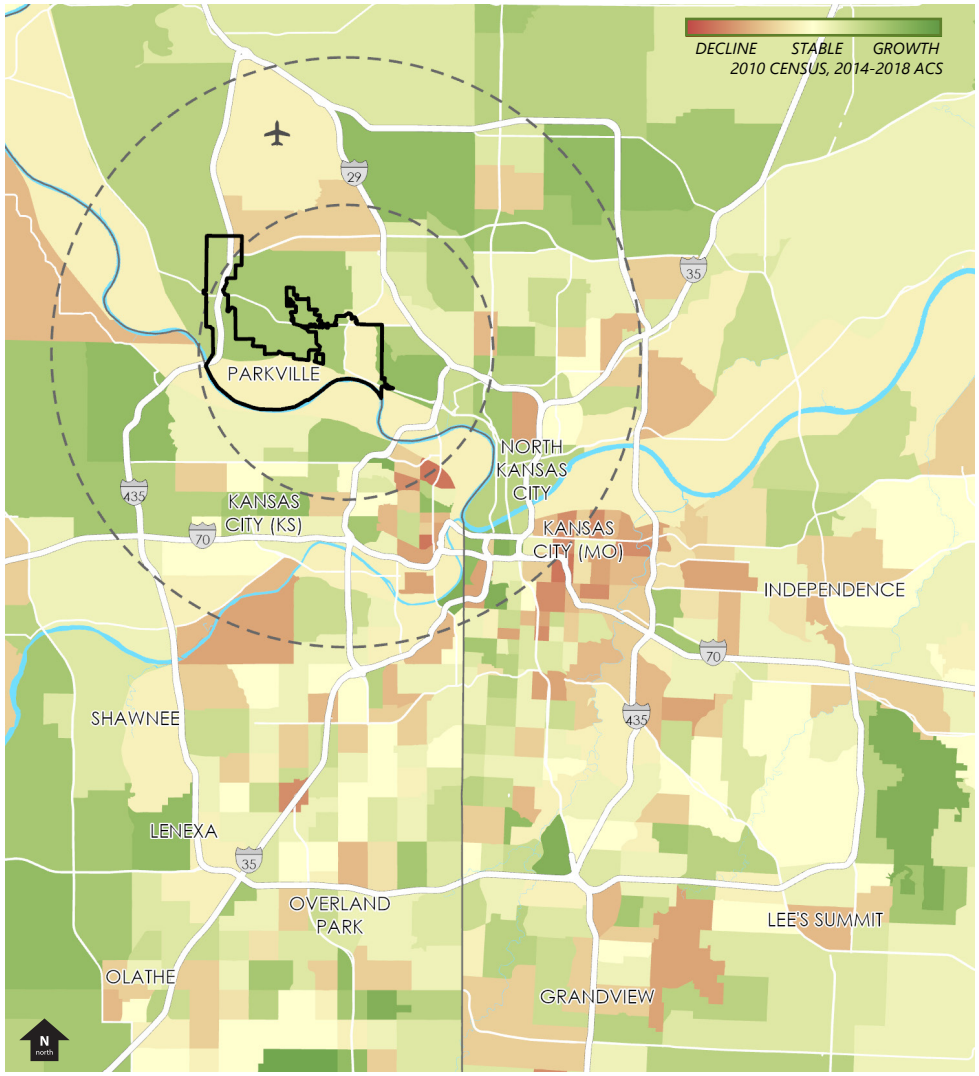
Growth in the Kansas City region since 2000 has taken place along and immediately outside of the I-435 and I-470 corridors, where sites for new homes are available and transportation facilitates access to employment opportunities. Though Johnson County has traditionally been the center of growth within 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.

Table 2.2 *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			

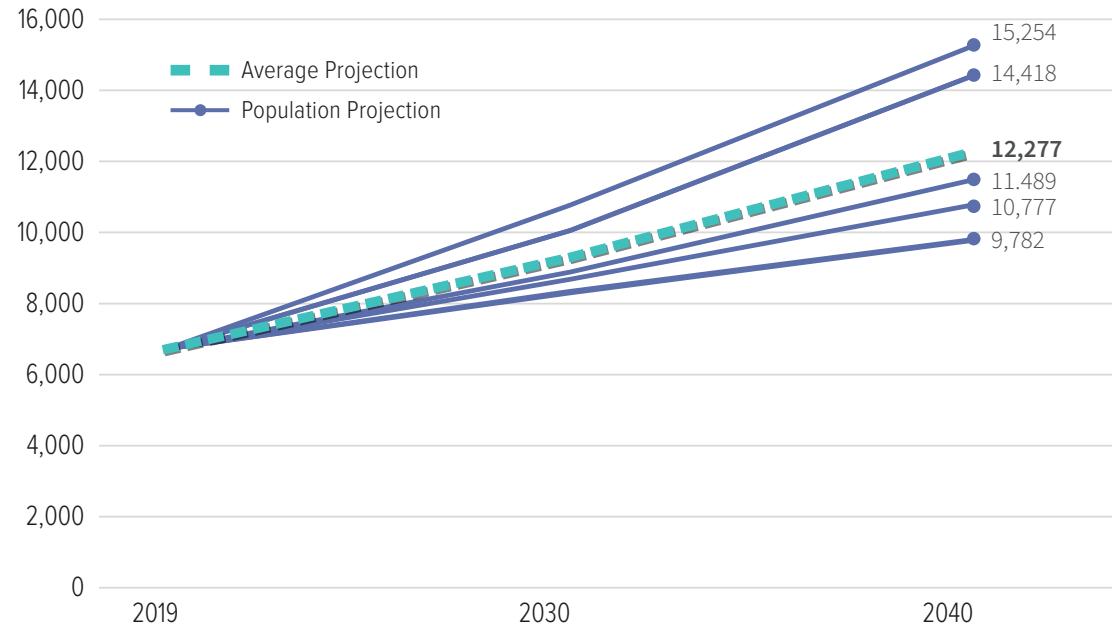
Figure 2.7 *Regional Population Change 2000-2018 - 2018 by Census Tract*



POPULATION PROJECTIONS

Below in Table 2.3 and Figure 2.8 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 2.8 *Population Projections, 2020-2040*



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

Table 2.3 *Population Projections, 2020-2040*

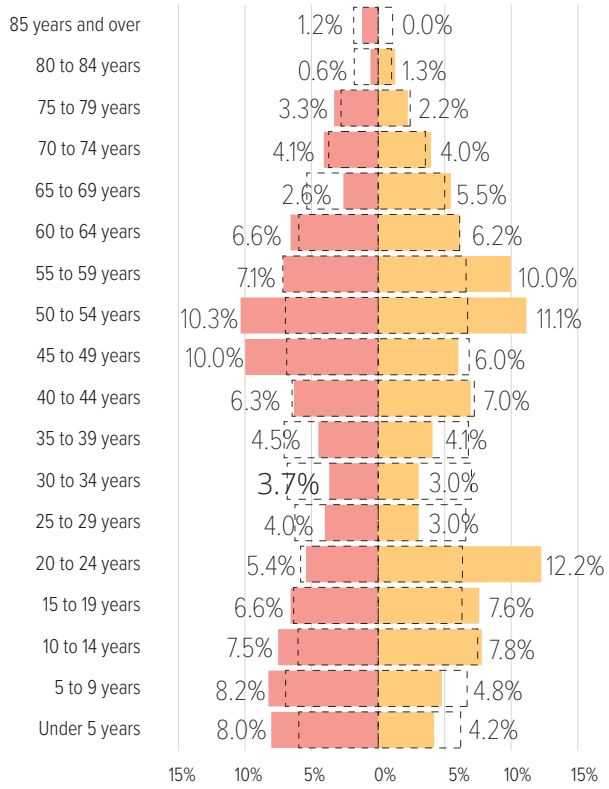
Projection Methodology	2019	2030	2040
Avg Annual % Change	6,724	8,883	11,489
Hamilton Perry	6,724	8,682	10,777
Simple Linear	6,724	8,301	9,782
Simple Geometric	6,724	10,054	14,418
Simple Exponential	6,724	10,054	14,418
Trend Line Analysis (Linear Growth)	6,724	8,345	9,805
Trend Line Analysis (Geometric 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 2.9 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 Plate County in the percentage of males age 20 to 24, females age 45 to 54 and males age 50 to 59.

Table 2.4 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 in to Parkville.

Figure 2.9 *Age by Sex (2019): Parkville & Platte County*



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

Table 2.4 *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

HOUSEHOLDS + 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 2.11 depicts the breakdown.

Figure 2.10 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 2.10 *Owner & Renter Occupied Household Sizes (2019)*

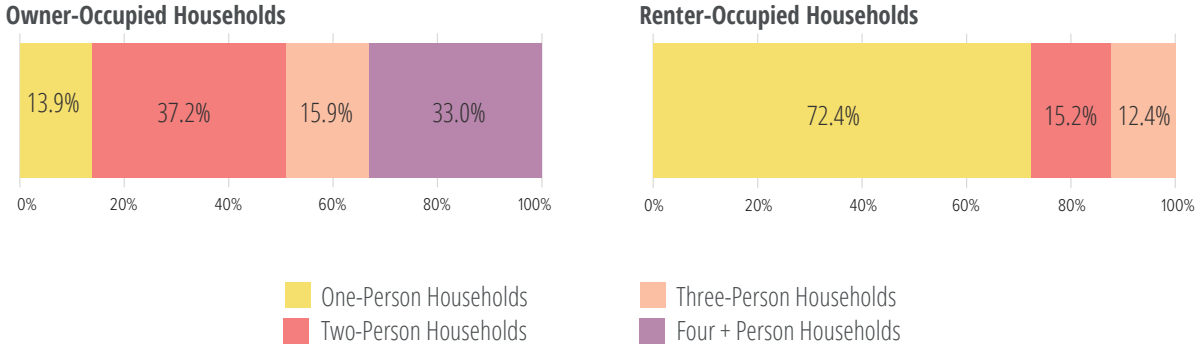
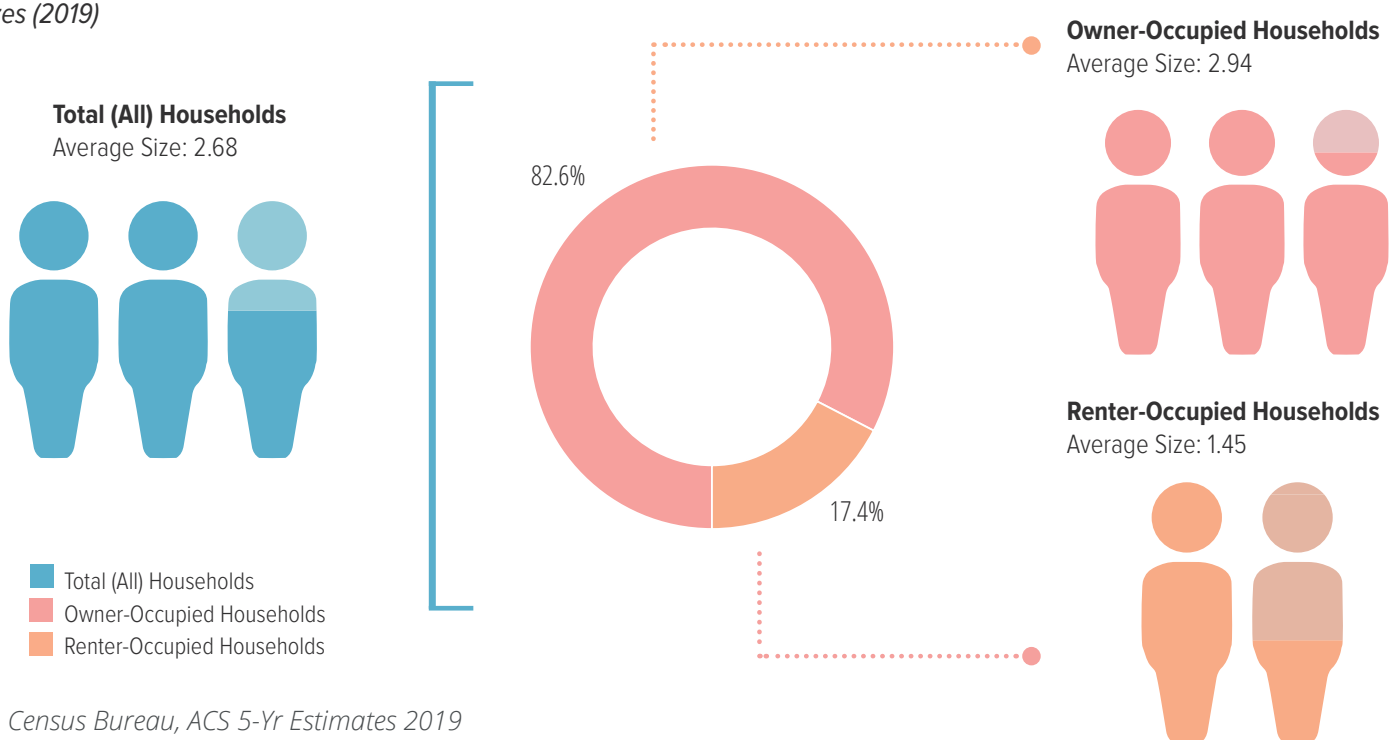


Figure 2.11 *Household Sizes (2019)*



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

RACE / ETHNICITY

Table 2.5 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.

Table 2.5 *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 2.12 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 Table 2.6, 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 2.12 *Educational Attainment (2018)*

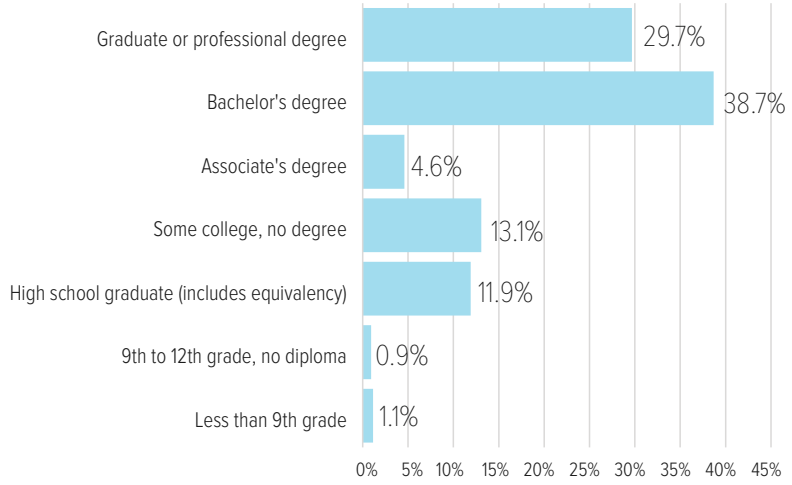


Table 2.6 *Median Earnings by Educational Attainment, Parkville (2019)*

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 2.13 and 2.14 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 2.14 shows the comparison.

Figure 2.13 *Owner-Occupied Housing Values (2019)*

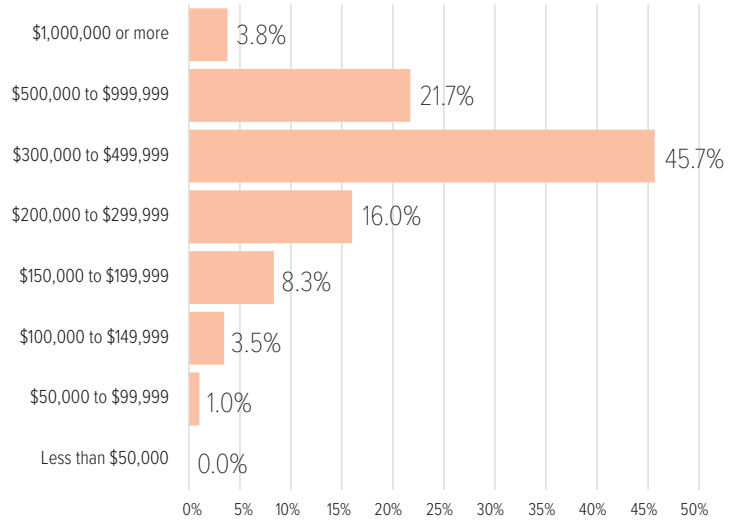
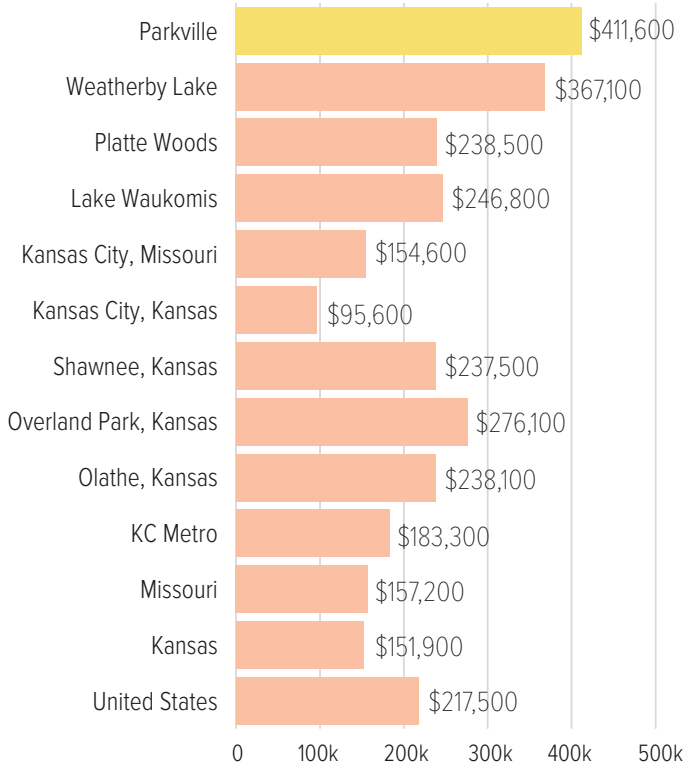


Figure 2.14 *Median Home Value Comparison (2019), Parkville & Nearby Areas*



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 2.15 *Gross Rent (2019)*

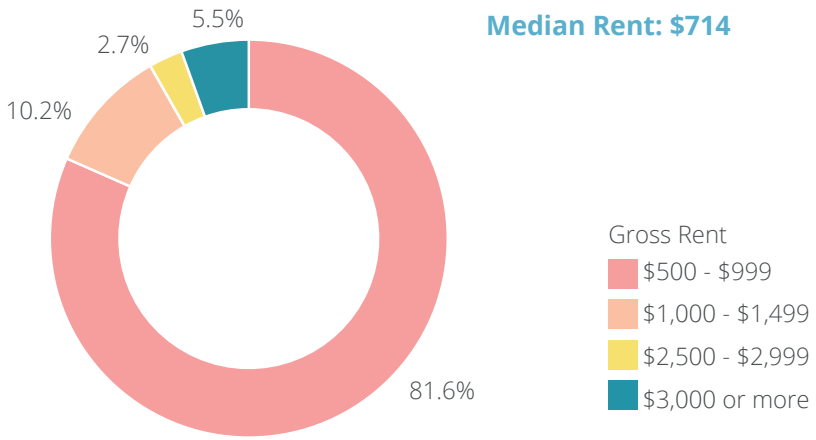


Figure 2.16 *Rent as % of Household Income (2019)*

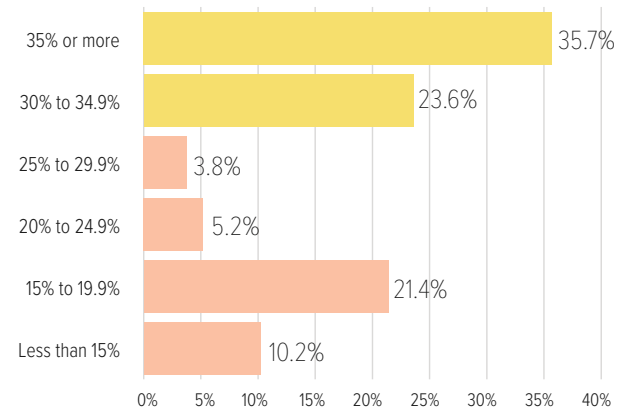


Figure 2.17 *Owner-Occupied Monthly Housing Costs (2019)*

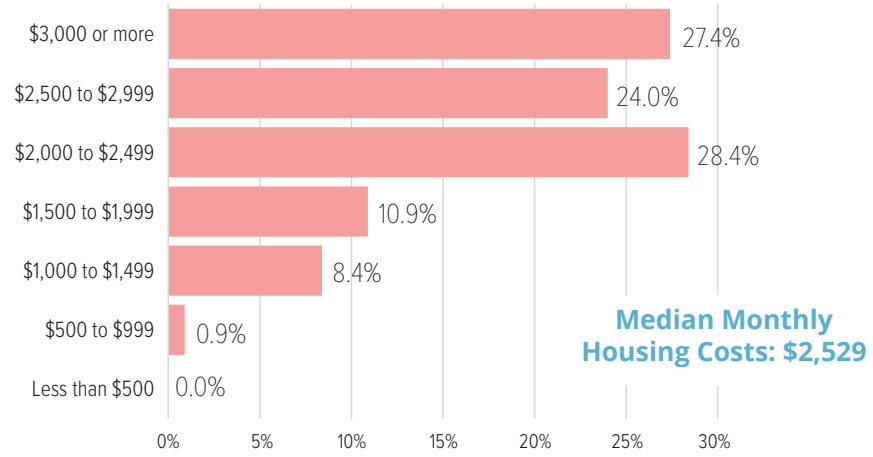
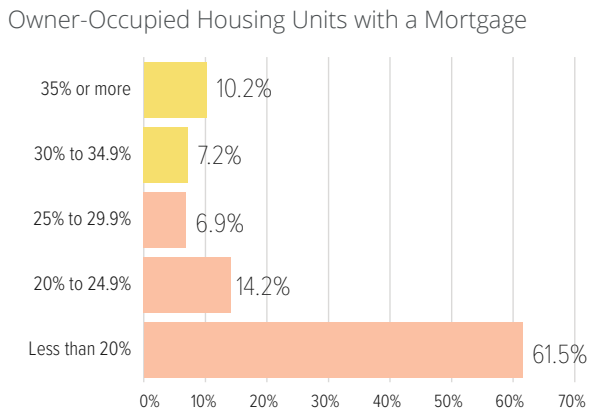


Figure 2.18 *Monthly Housing Costs as % of Household Income (2019)*



HOUSEHOLD INCOME + INCOME DENSITY

Figure 2.19 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.

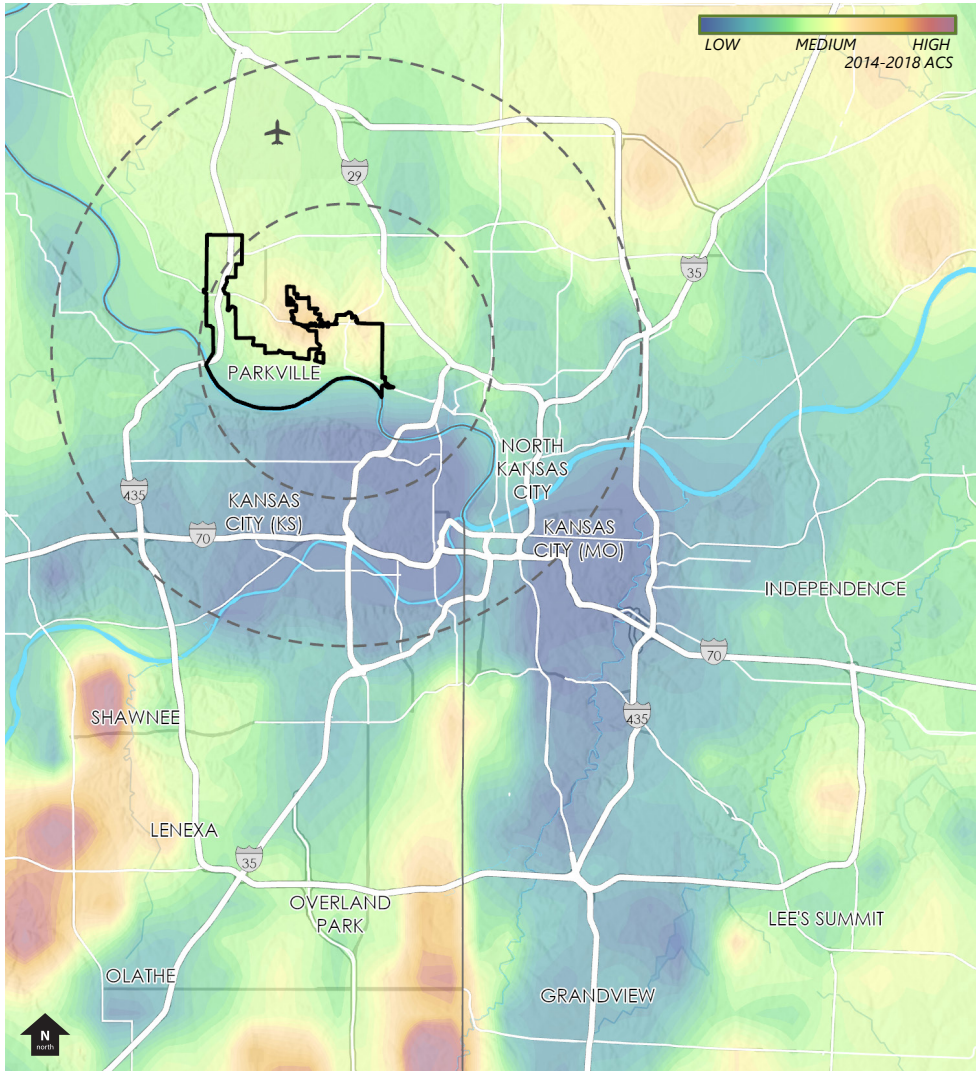
Income density supports retail spending, and a greater concentration of high-income households indicates the ability to support more retail.

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

Table 2.7 *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 2.19 *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 2.20-2.22 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 2.20 *Median Household Income by Housing Tenure (2019)*

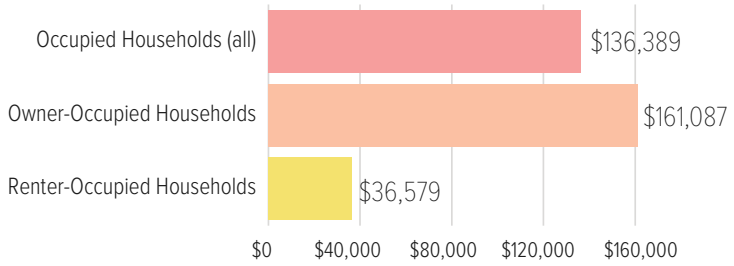


Figure 2.21 *Households by Income Bracket (2019)*

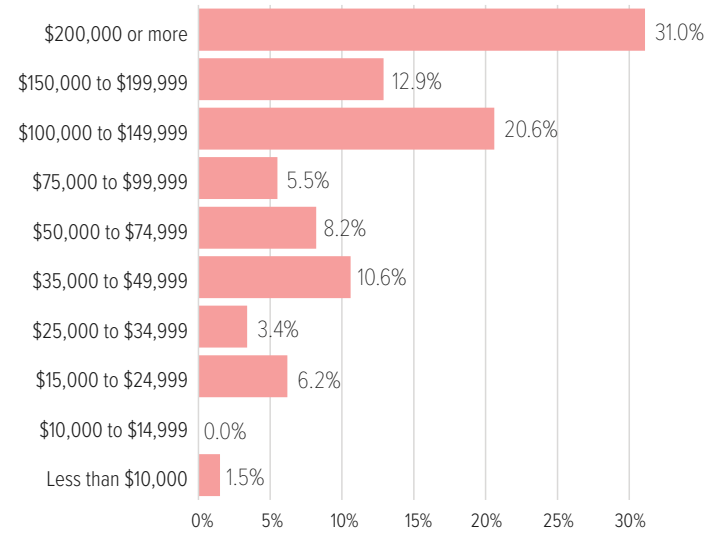
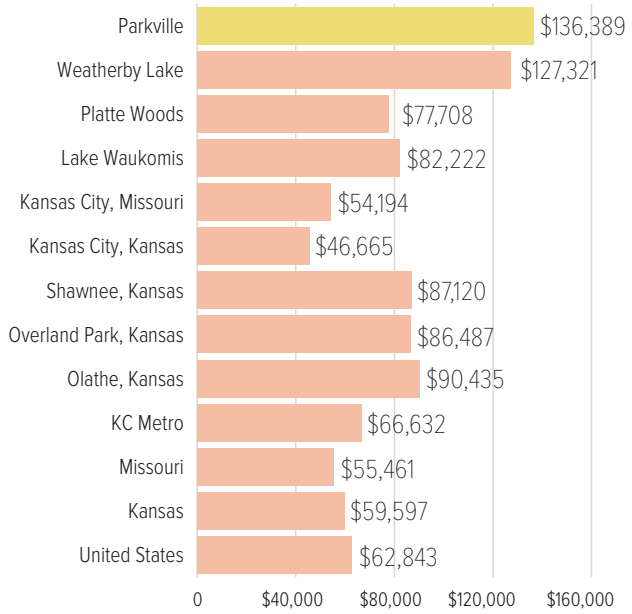


Figure 2.22 *Median Household Income Comparison (2019)*



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.

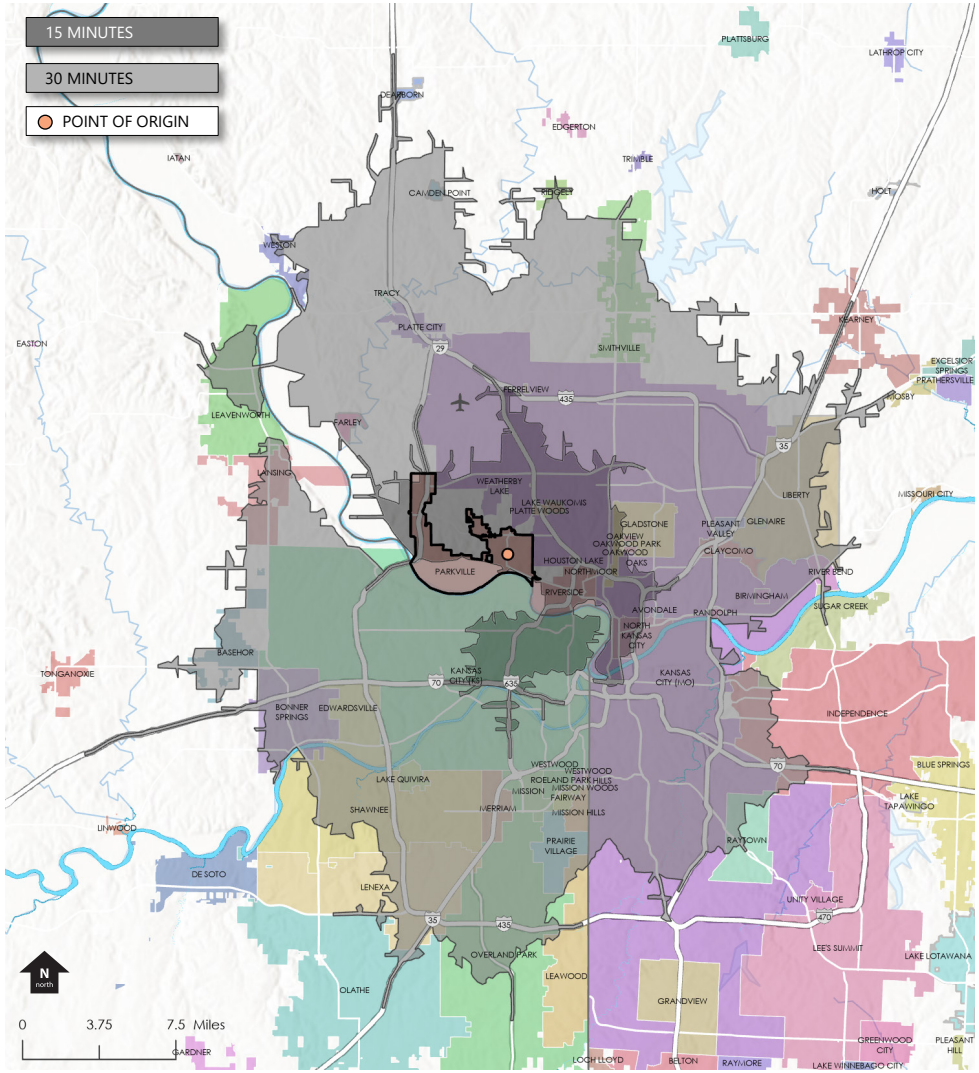
DRIVE TIMES + MARKET AREAS

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 2.23, 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 household) 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 2.23 *15 and 30 Minute Drive-TIme Boundaries*

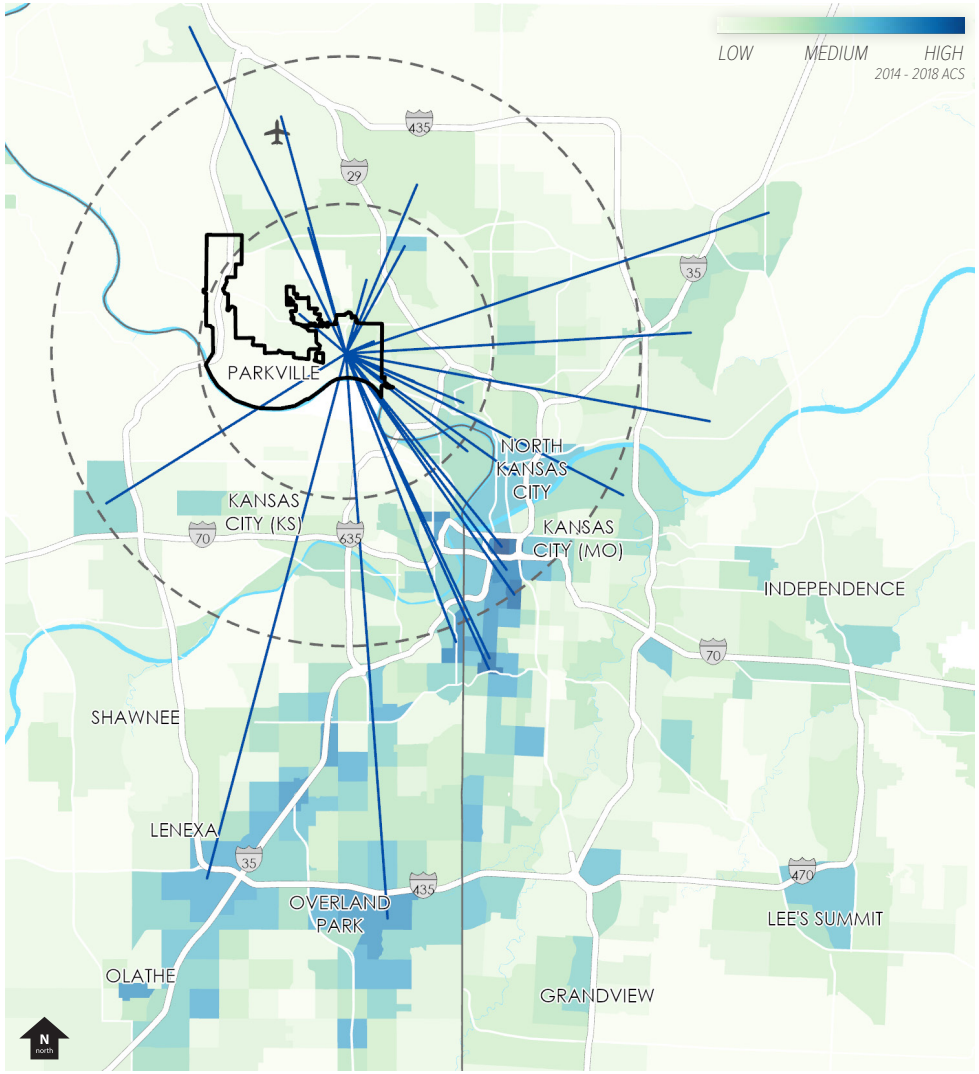


EMPLOYMENT DENSITY + JOB LOCATIONS

Figure 2.24 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 2.24 *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 2.25 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 2.25 *Price per Square Foot Recently Listed and Sold homes Platte + Clay County*

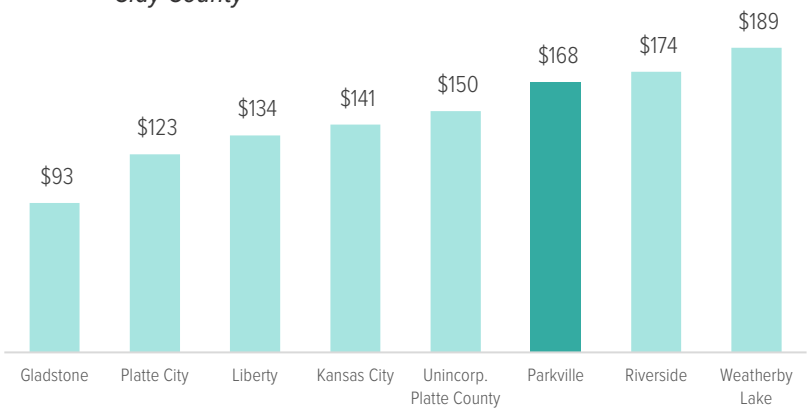
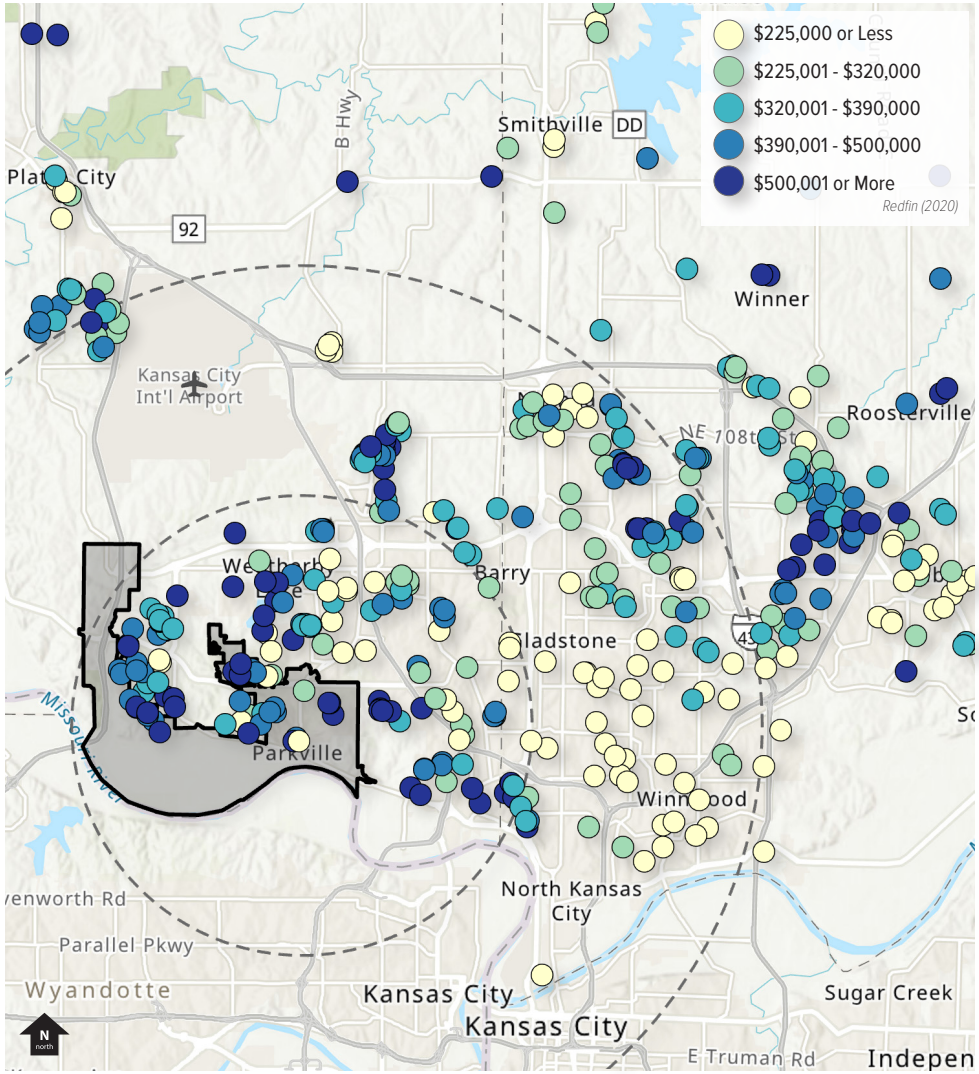


Figure2.26 *Sale Price of Recently Listed and Sold Homes in Platte + Clay County*



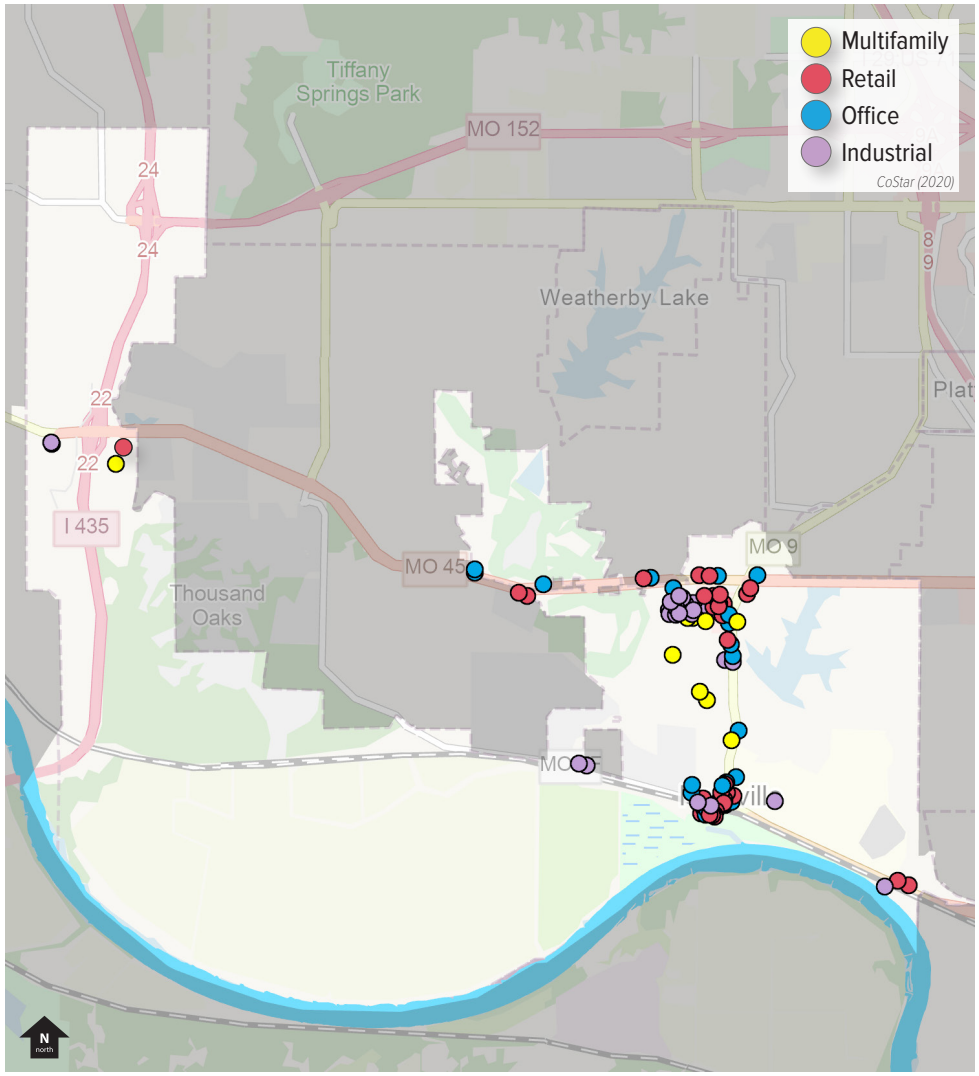
COMMERCIAL LAND USE OVERVIEW

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.

Table 2.8 *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 2.27 *Commercial Building Locations*



RETAIL + MULTIFAMILY DEVELOPMENT

Retail

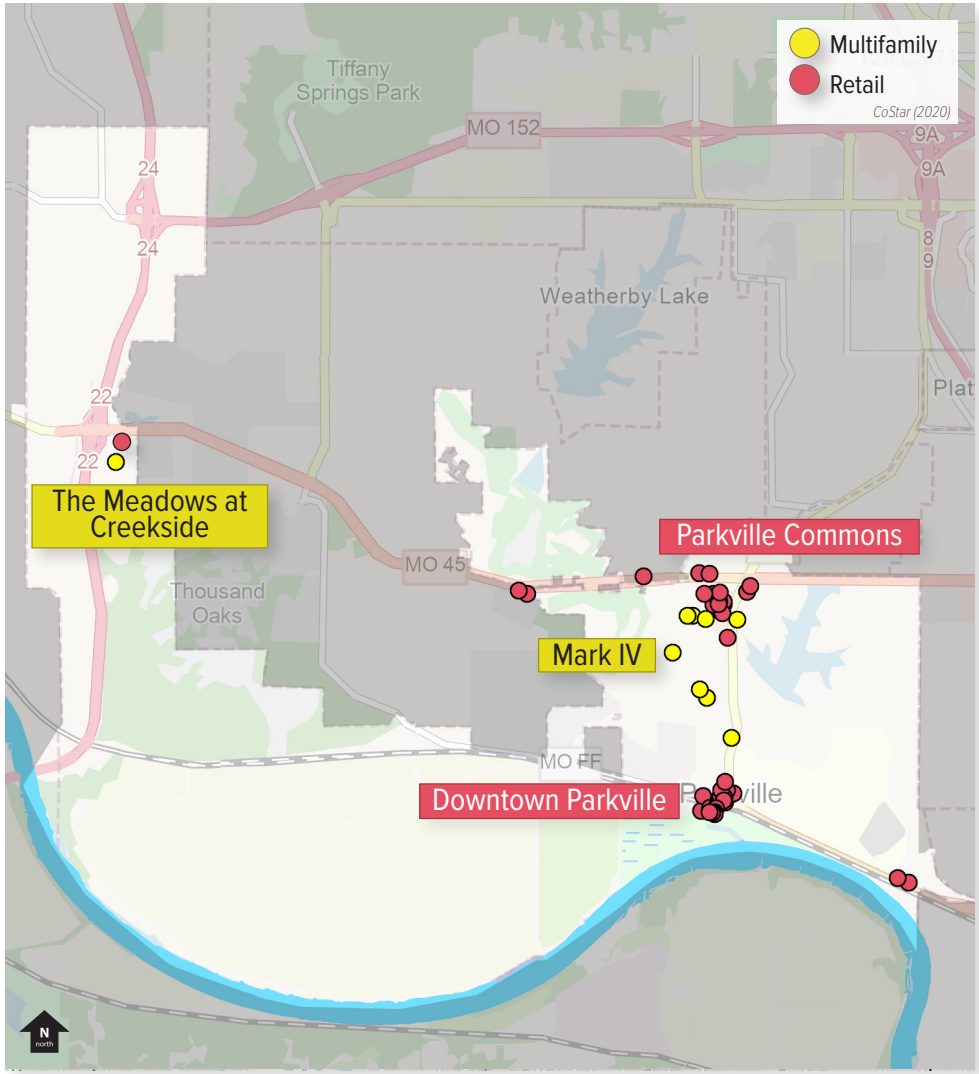
There are nearly a half million square feet of retail in Parkville, approximately 67 square feet per resident. Over half of retail (63%) square footage has been added since 2000. The largest retailer is Price Chopper (72,000 square feet), within the 250,000 square foot Parkville Commons shopping center, 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 2.28 *Multifamily + Retail Developments*



OFFICE + INDUSTRIAL DEVELOPMENT

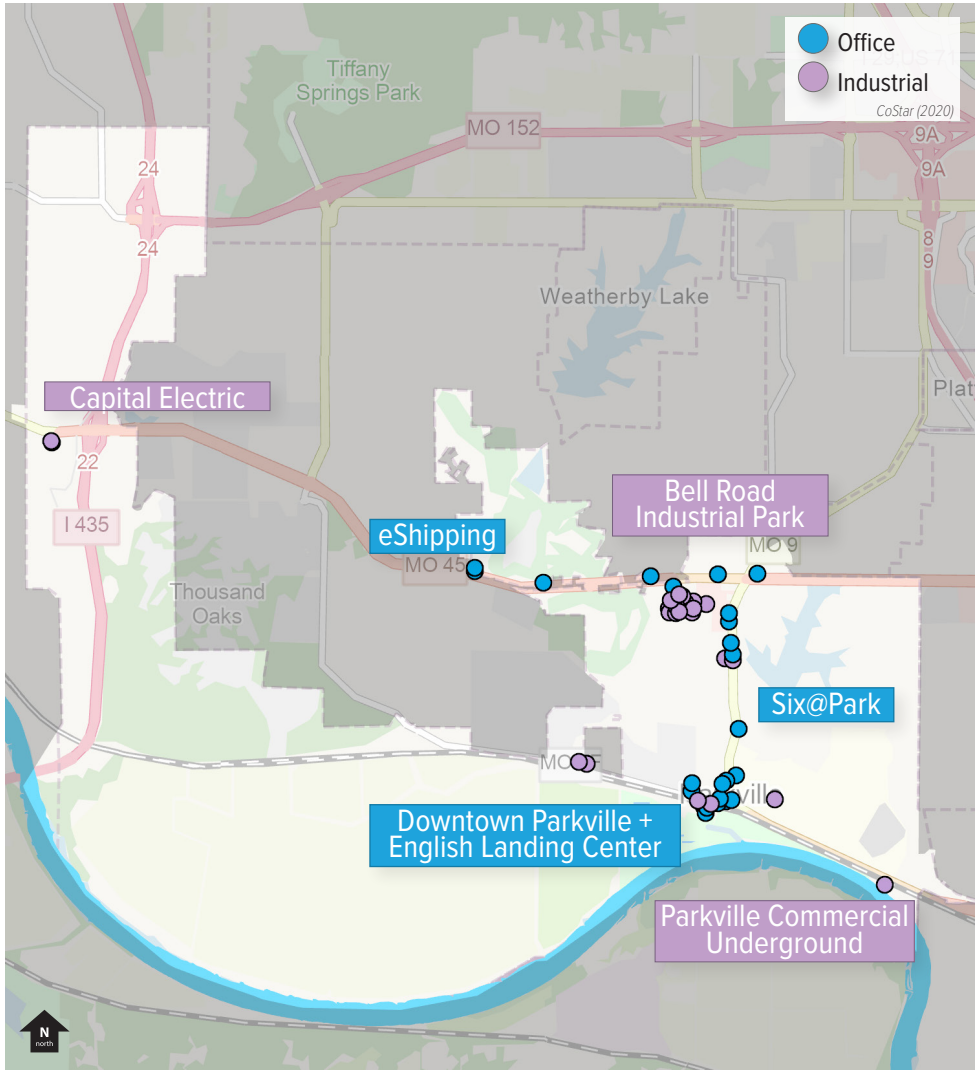
Office

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 2.29 *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 2.30 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.

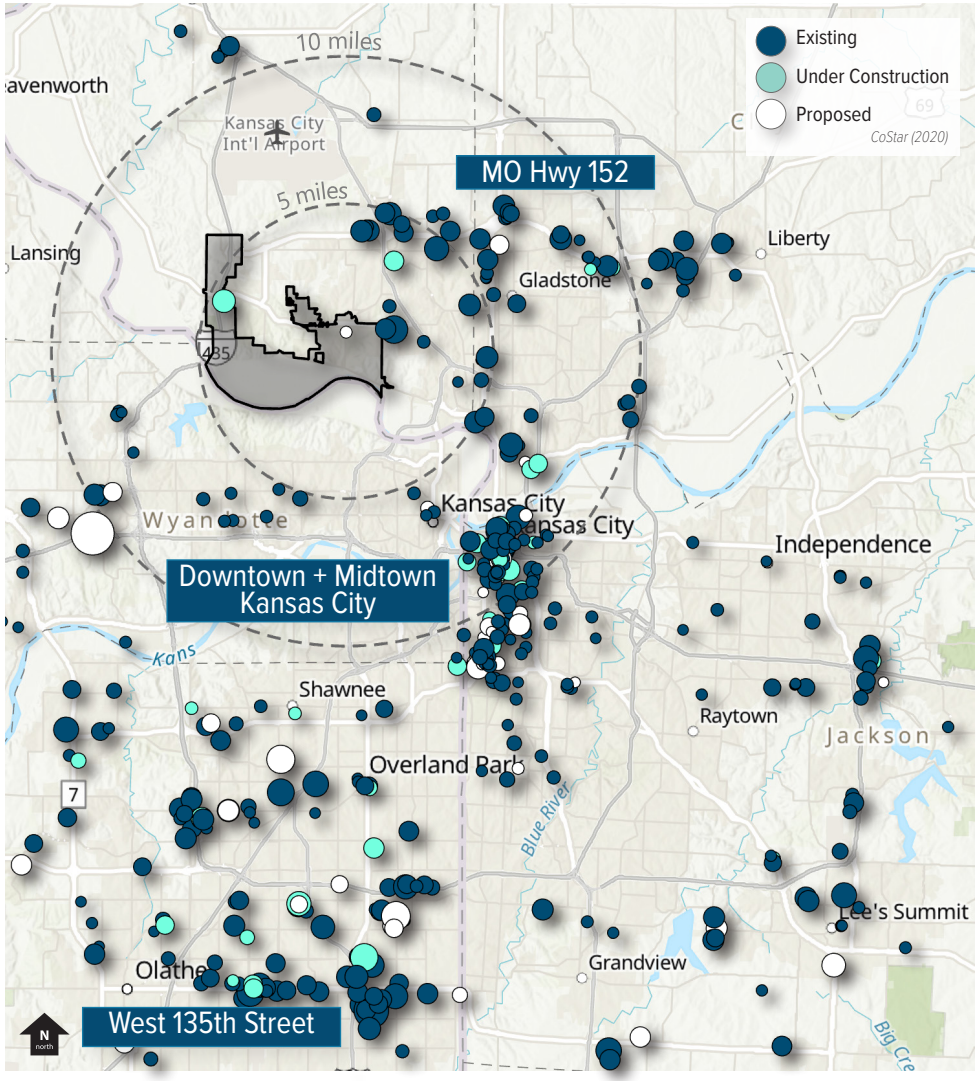
Overall, the area within the five-mile radius shown in the map at right has seen five percent of new multifamily construction, which is roughly proportionate to the areas share of the regional population, and has added nearly 2,500 apartment units over the past two decades. Within Parkville, 412 new 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.

Table 2.9 *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 2.30 *Regional Multifamily New Construction Since 2000*



REGIONAL MULTIFAMILY MARKET

Figures 2.32-2.33 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 2.31 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 2.31 *Rent per Square Foot by County - Built 2000 or later*

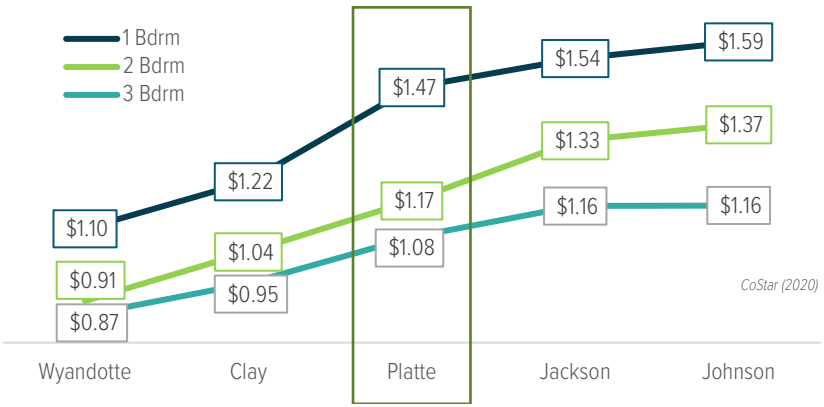


Figure 2.32 *Multifamily Occupancy 2000 - 2020 YTD*

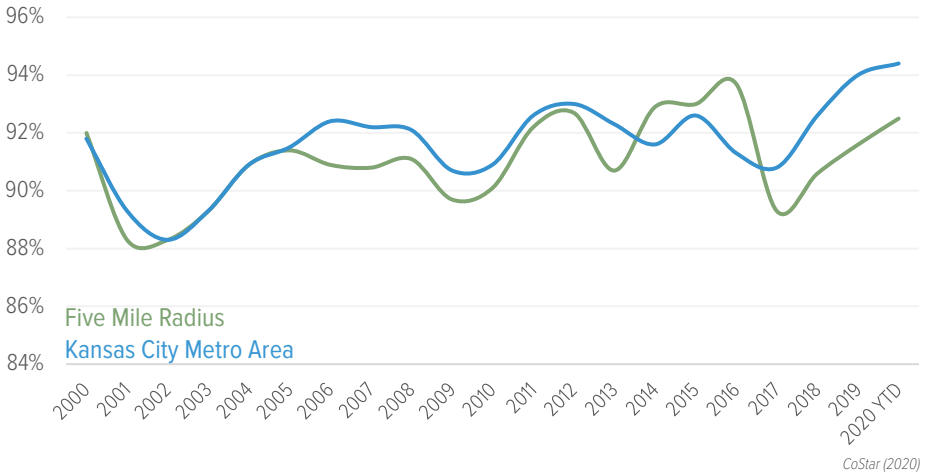
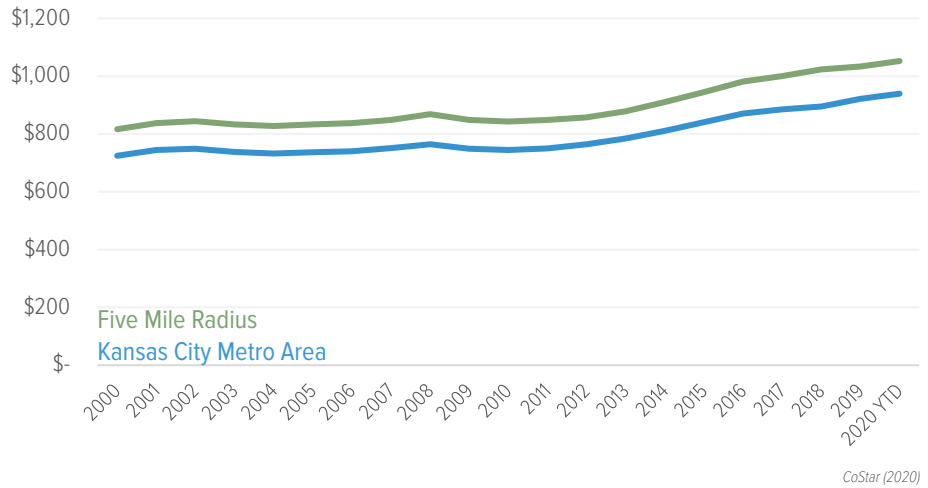


Figure 2.33 *Average Asking Rent Price per Unit 2000 - 2020 YTD*



REGIONAL RETAIL MARKET

Figure 2.34 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 2.34 *Regional Retail New Construction Since 2000*

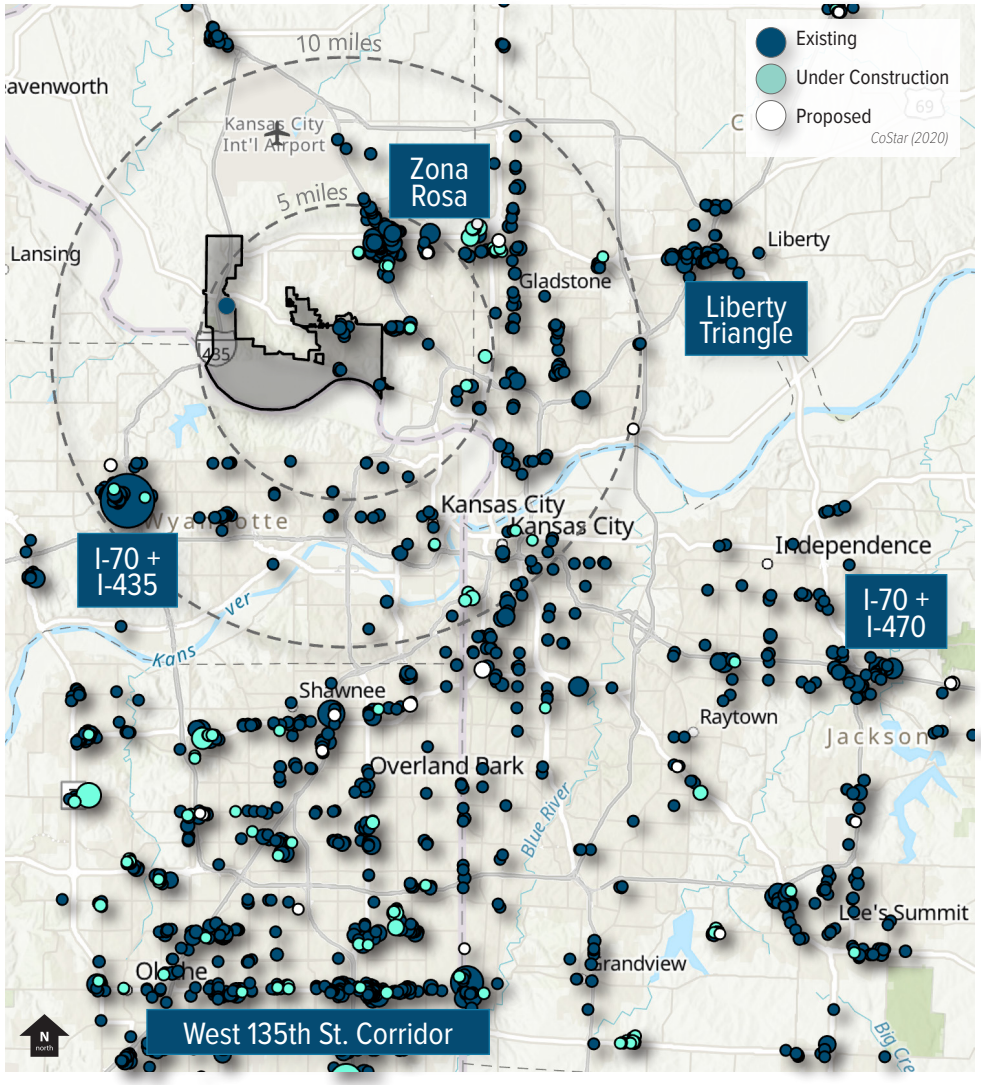


Table 2.10 *Retail Construction Since 2000*

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

REGIONAL + LOCAL RETAIL MARKET

Figures 2.35 - 2.36 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 2.35 *Regional Occupancy 2000 - 2020*

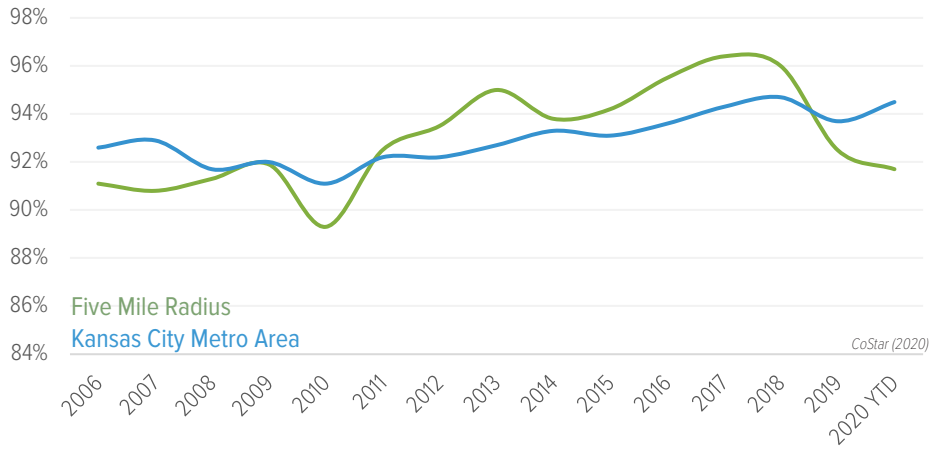
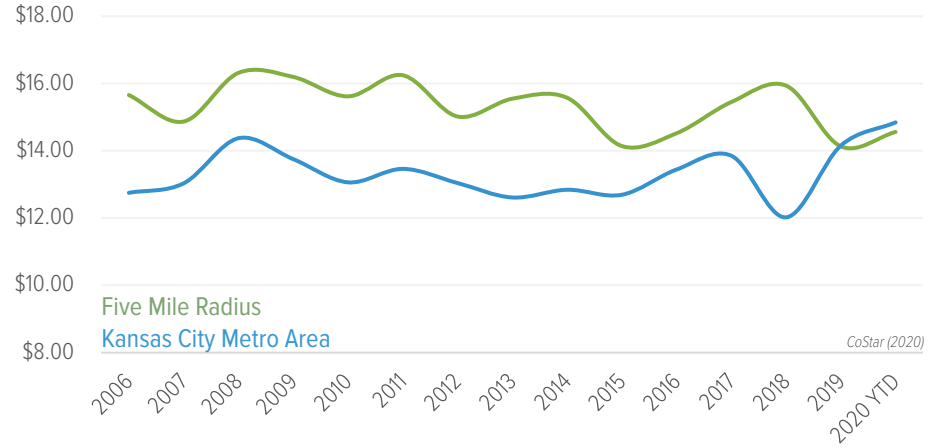


Figure 2.36 *Average Asking Rent Price per Square Foot 2000 - 2020*



REGIONAL OFFICE MARKET

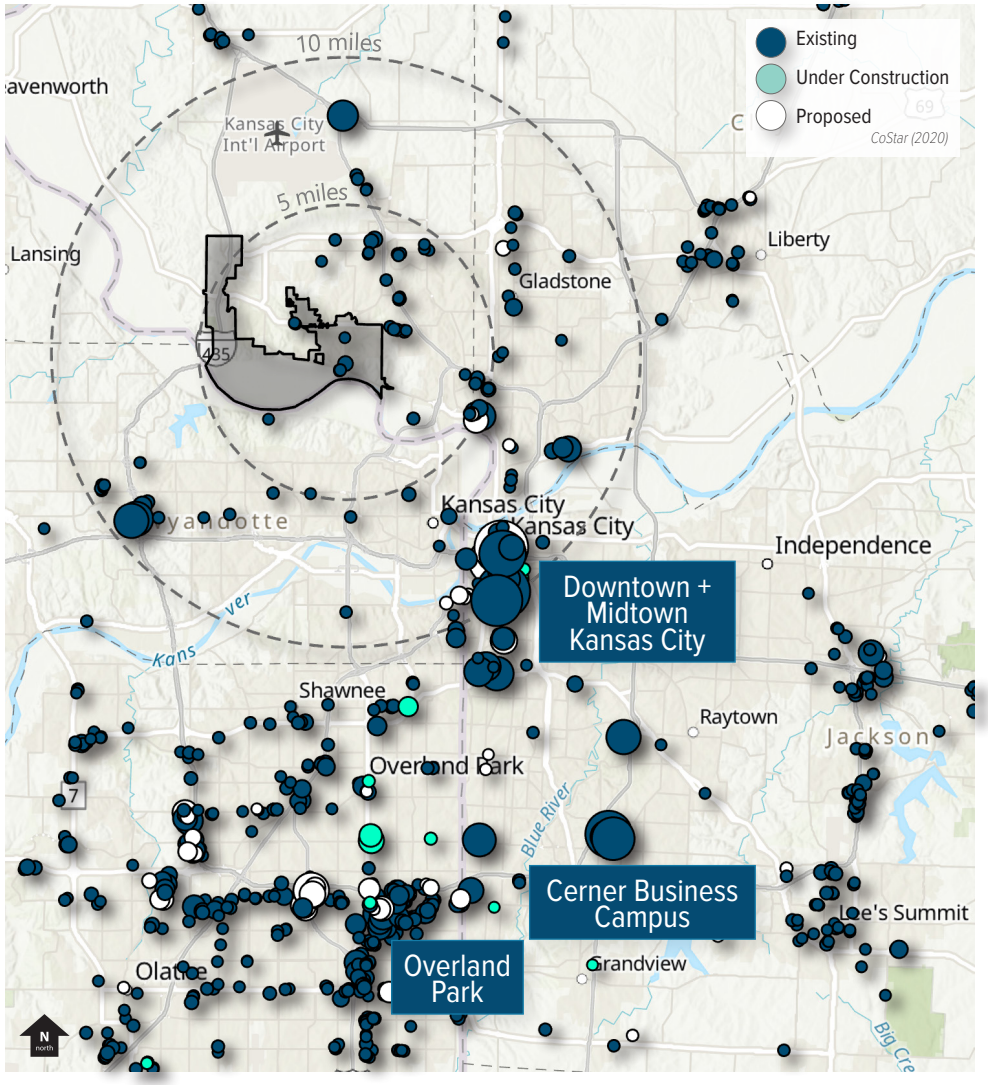
Figure 2.37 shows the location of new office construction in the Kansas City area since 2000. Office construction tends to show some clustering, with major office additions taking place in and near Downtown and Midtown Kansas City, traditionally the region's central business district. Other major additions 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 2.37.

Table 2.11 *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 2.37 *Regional Office New Construction Since 2000*

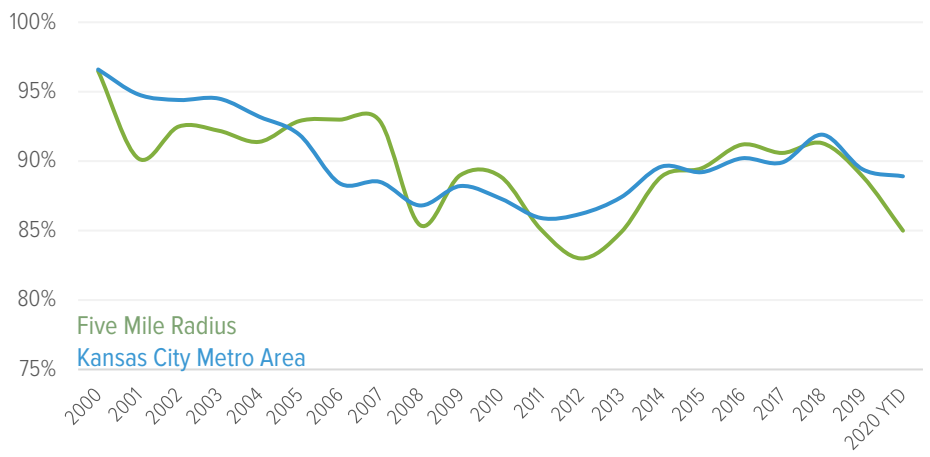


REGIONAL + LOCAL OFFICE MARKET

Figures 2.38 and 2.39 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.

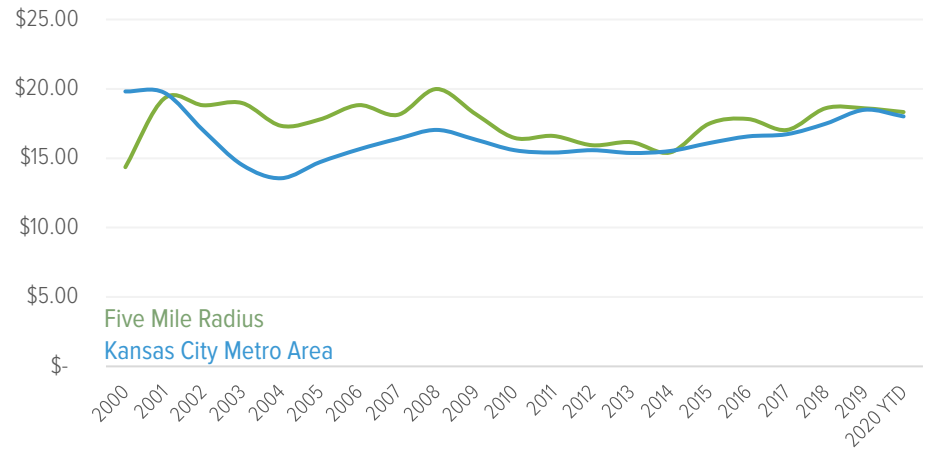
Cost per square foot for office space rentals has remained largely stable in the $16.00 to $18.00 per square foot range in both geographies since about 2009. Similar to retail rent rates, stable office rents have not increased at the same pace as inflation, and therefore indicate that some office types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

Figure 2.38 *Office Occupancy 2000 - 2020*



CoStar (2020)

Figure 2.39 *Average Asking Rent Price per Square Foot 2000 - 2020*



CoStar (2020)

REGIONAL INDUSTRIAL MARKET

Figure 2.40 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 2.40 *Regional Industrial New Construction Since 2000*

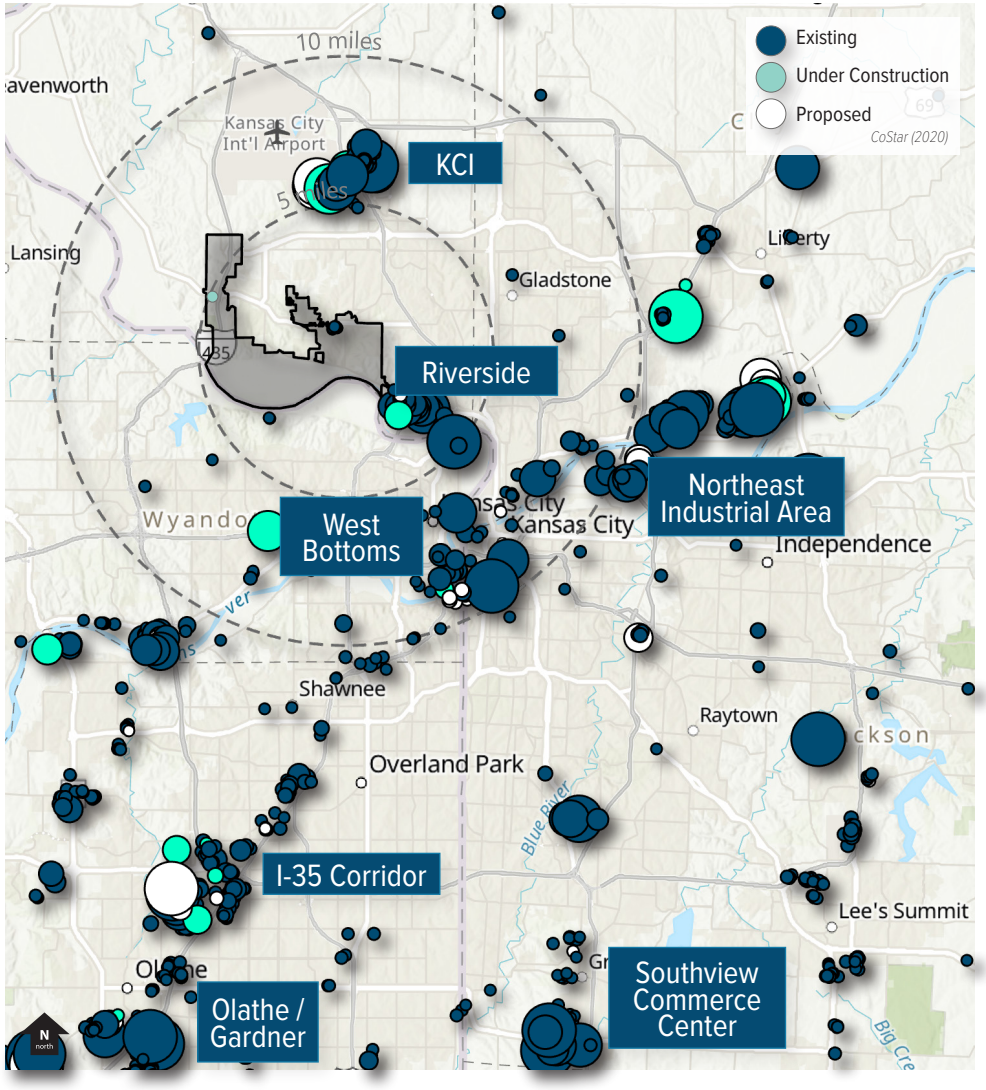


Table 2.12 *Industrial Construction Since 2000*

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

REGIONAL + LOCAL INDUSTRIAL MARKET

Figures 2.41 and 2.42 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 2.41 *Industrial Occupancy 2000 - 2020*

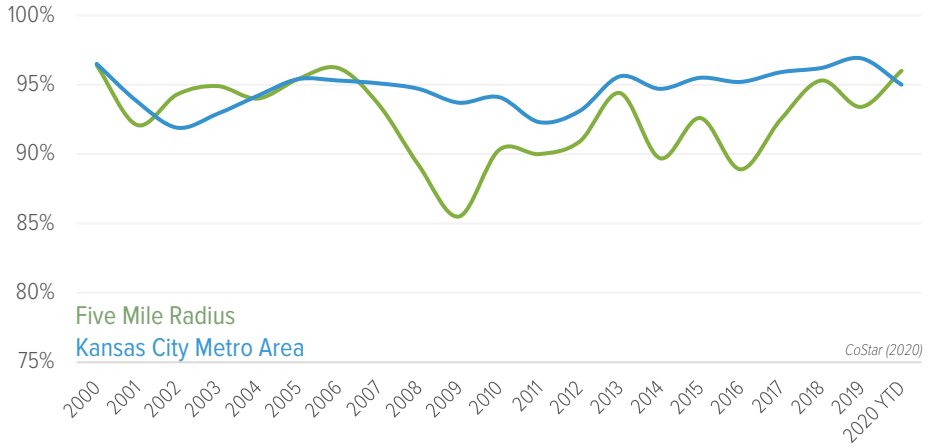
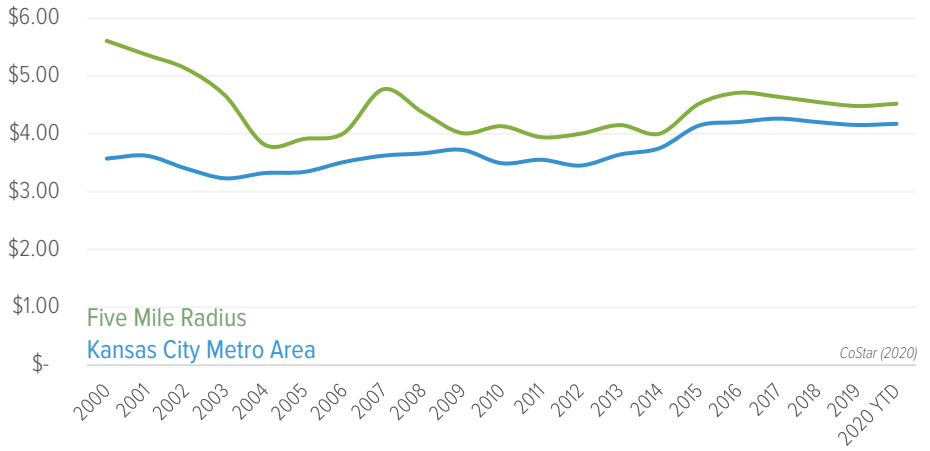


Figure 2.42 *Average Asking Rent Price per Square Foot 2000 - 2020*



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 2.43 *Median Square Feet by Year - New Single Family Housing*

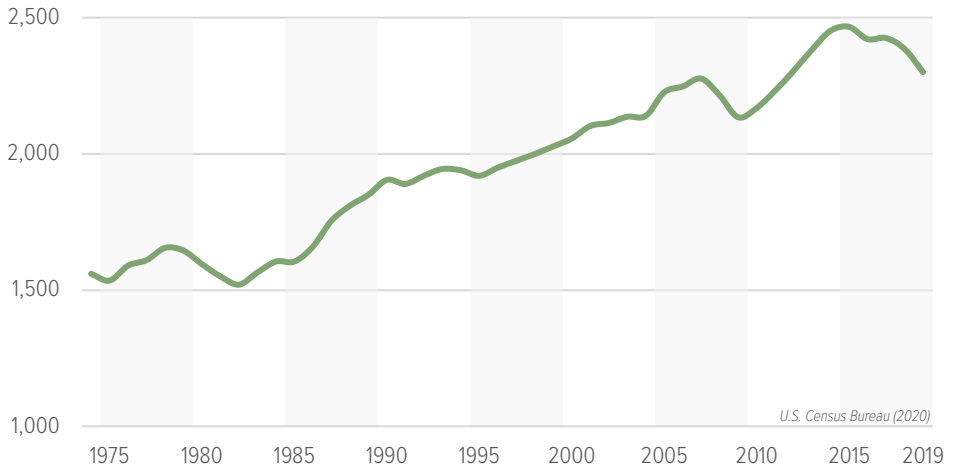


Table 2.13 *Single Family Homes by Number of Bedrooms Over Time*

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 2.44 *Median Square Feet by Year - New Single Family Housing*

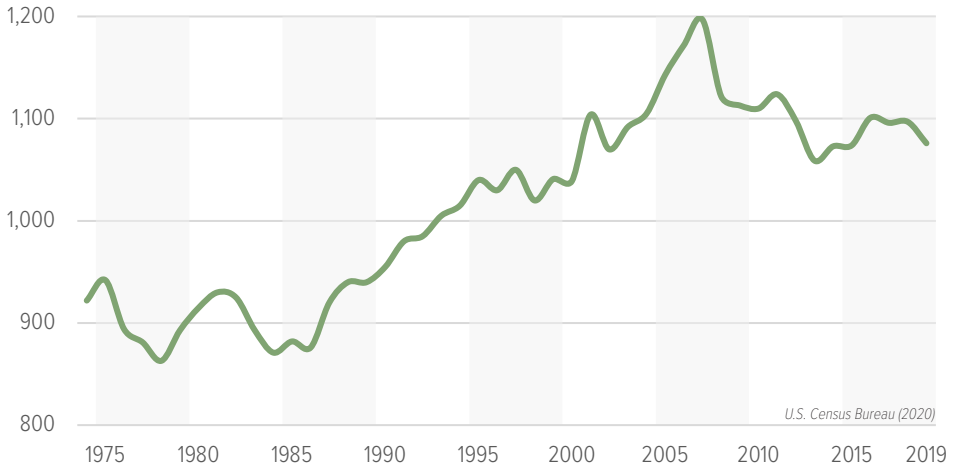
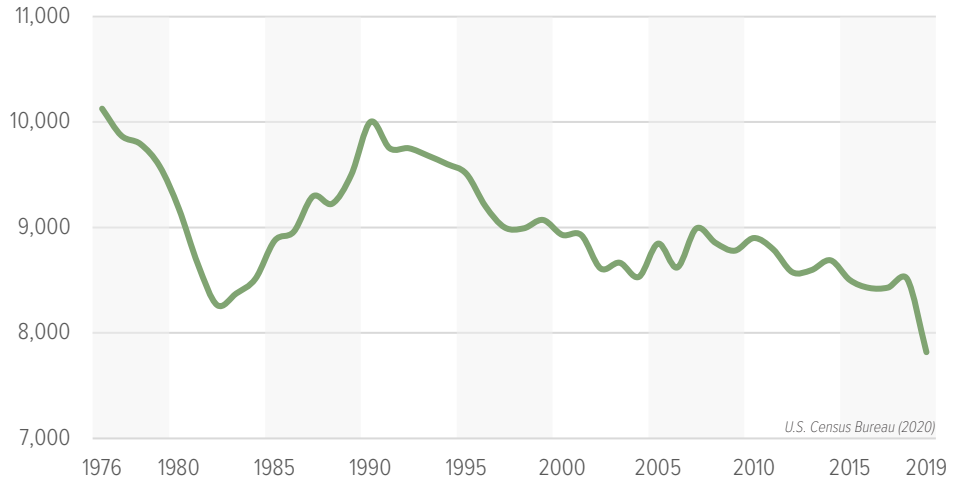


Figure 2.45 *Median Lot Size by Square Foot by Year - New Single Family Housing*



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 2.46, 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.

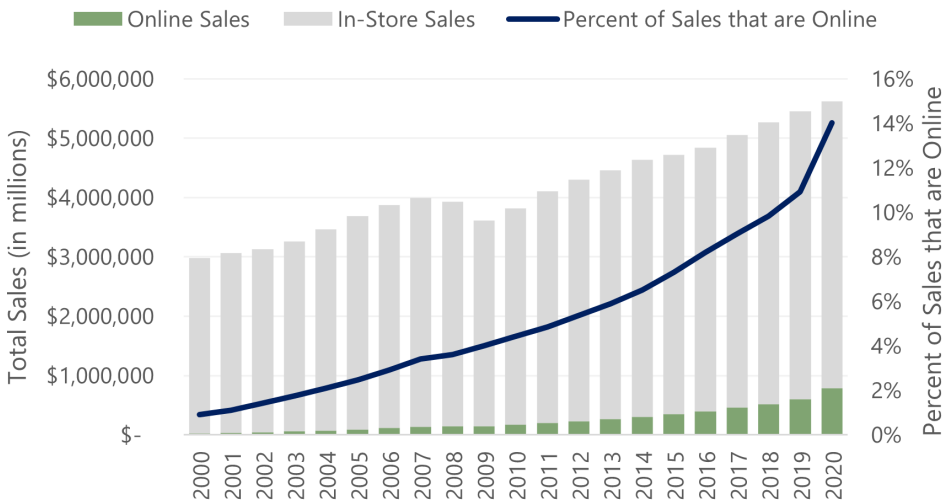
The decline of malls and long-standing retailers. Malls and traditional mall retailers have been struggling in recent years. Decreased activity at large anchor department stores has had a negative effect on smaller mall retailers who depend on foot traffic, with the result that many mall retailers have 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 2.46 *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.

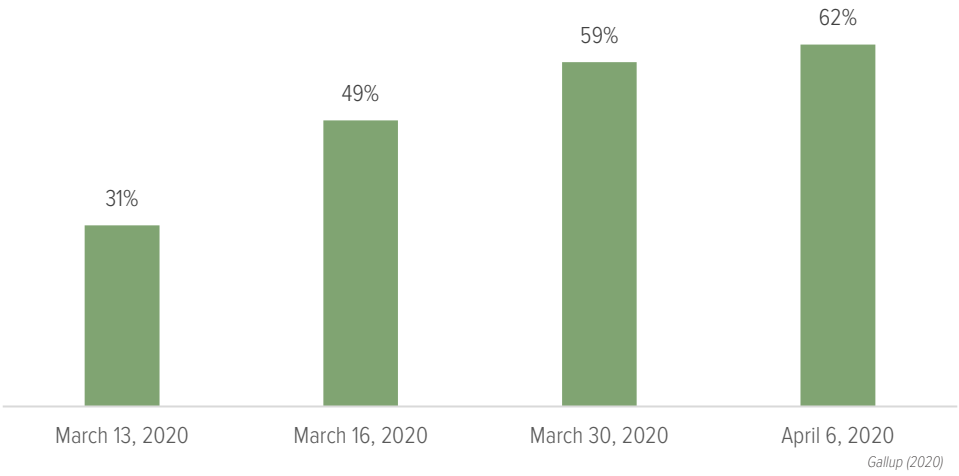
Another major development has been the rapid shift to telework, which has led some companies to rethink the role of the office entirely, and could result in a decreased demand for office space. The graph at right shows the speed and magnitude of employees shifting to telework, with an increase of 31% 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 bouyed 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 2.47 *Percent of Workers That Have Ever Teleworked*



RESIDENTIAL DEMAND

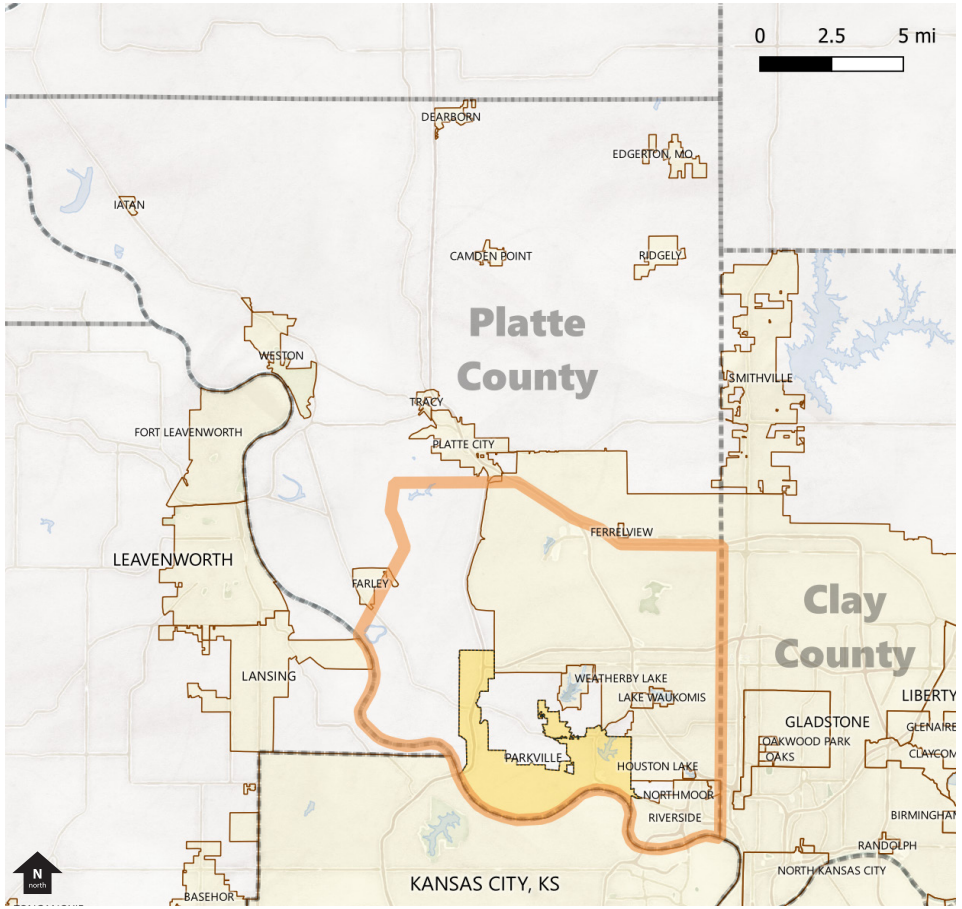
Residential demand for Parkville can be estimated as a function of projected population growth across a wider surrounding Market Area.

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 2.48 has added residents (and households) at an average rate of 1.7% for the decade.

Figure 2.48 *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 2.49 *Market Area Population Growth (2010 - 2019)*

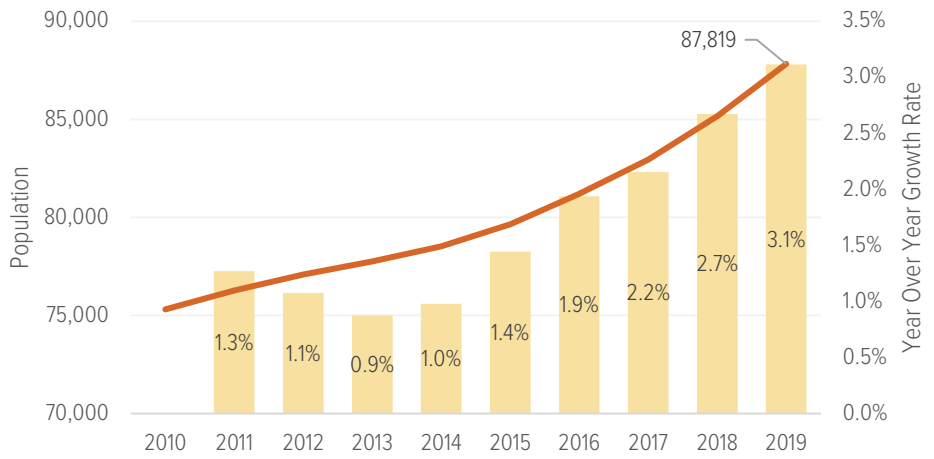
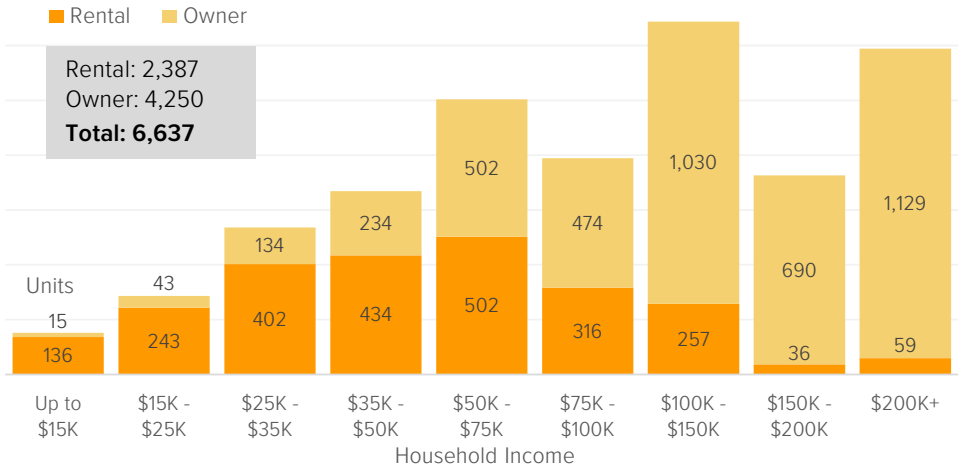


Figure 2.50 *10 Year Market Area Residential Demand by Income*



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

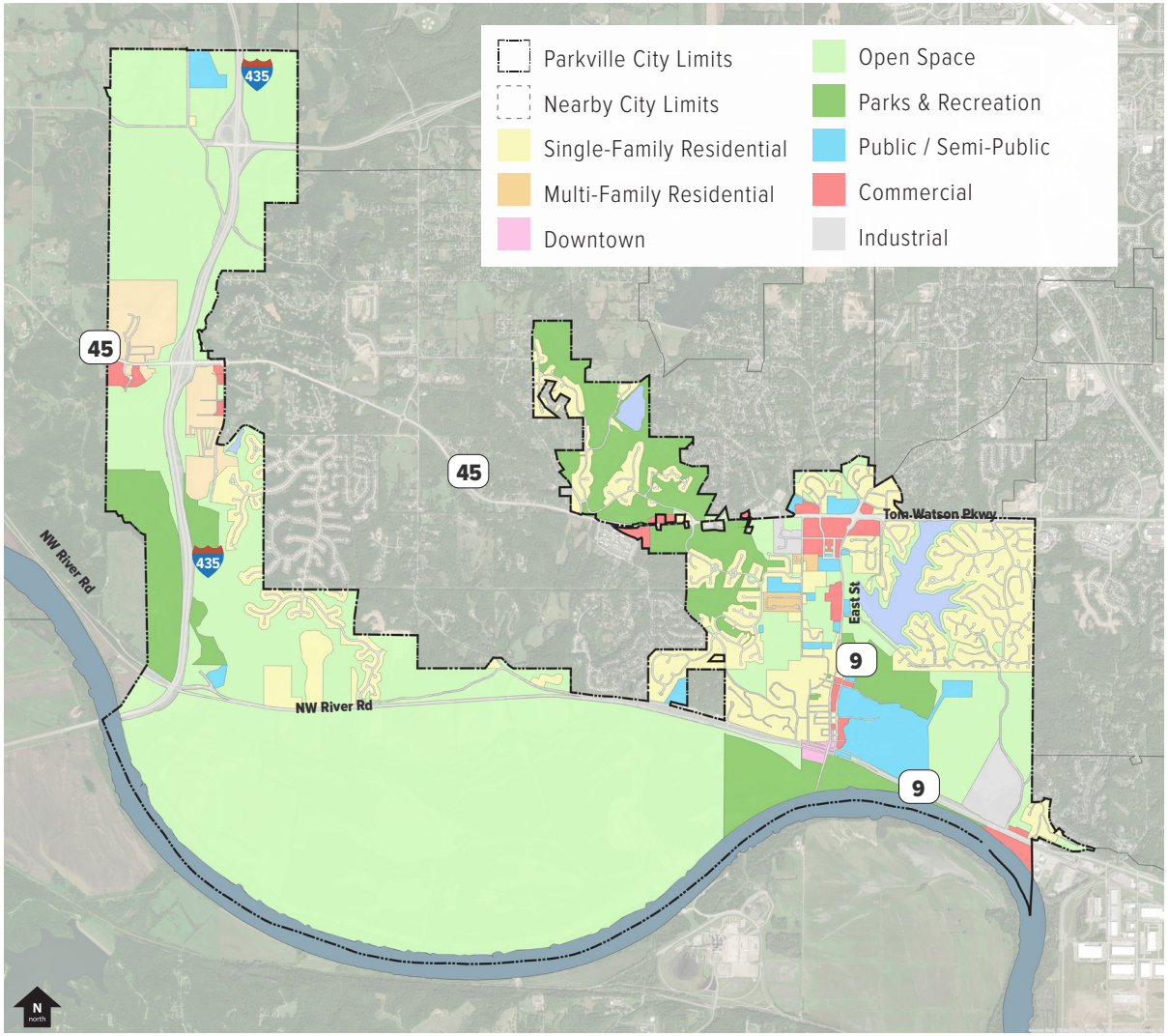
Figure 2.51 shows the existing land use breakdown for Parkville in 2020. Within Parkville's city limits, the most dominant land use category is open space / agriculture. One reason this area is so significant is because of the floodplain land south of NW River Road. The second most dominant land use 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.

Table 2.14 *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 2.51 *Existing Land Use Map*



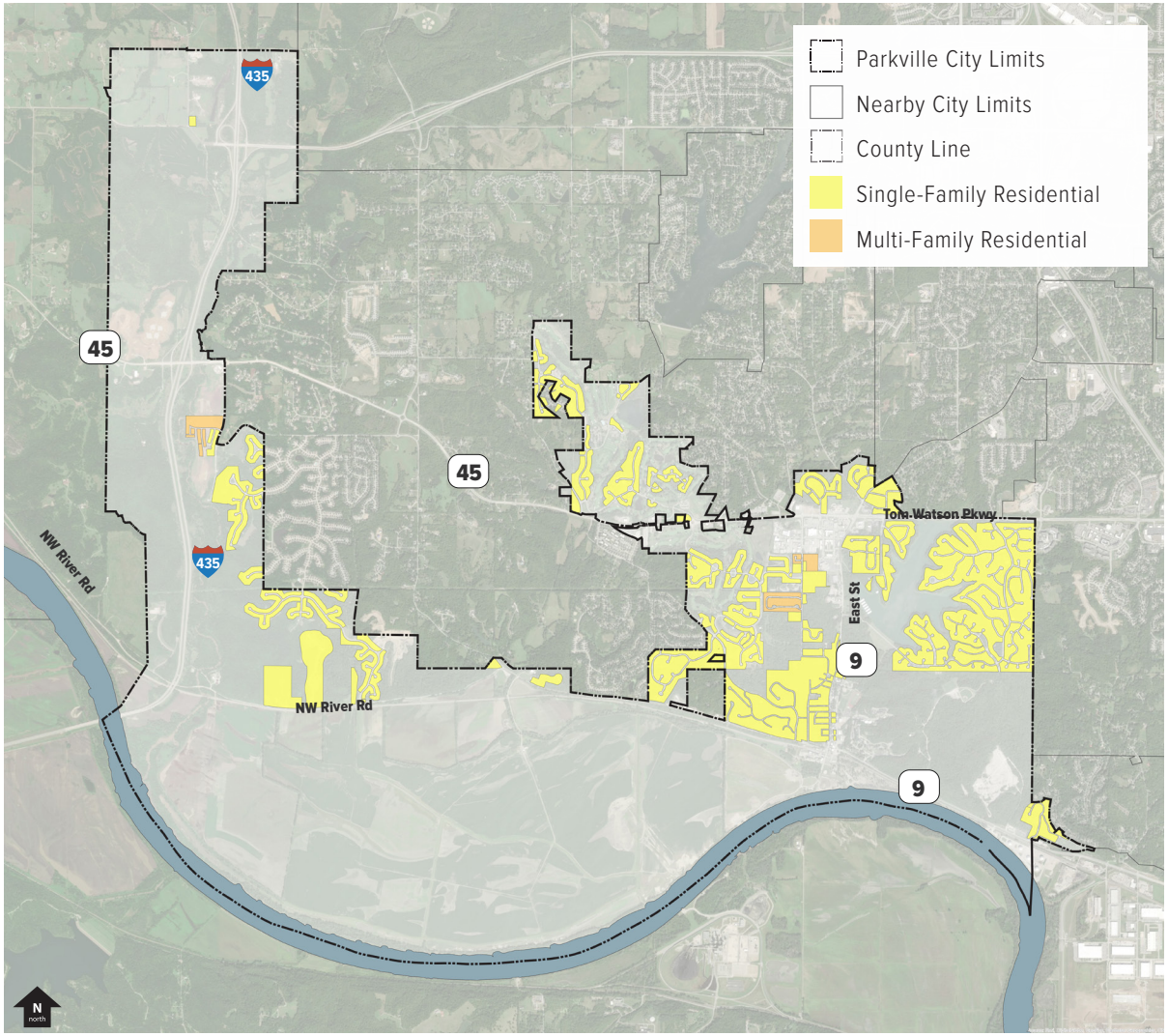
EXISTING RESIDENTIAL LAND

Figure 2.52 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 2.52 *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 2.53 shows the 100- and 500-year floodplain in Parkville.

100-Year & 500-Year Floodplain

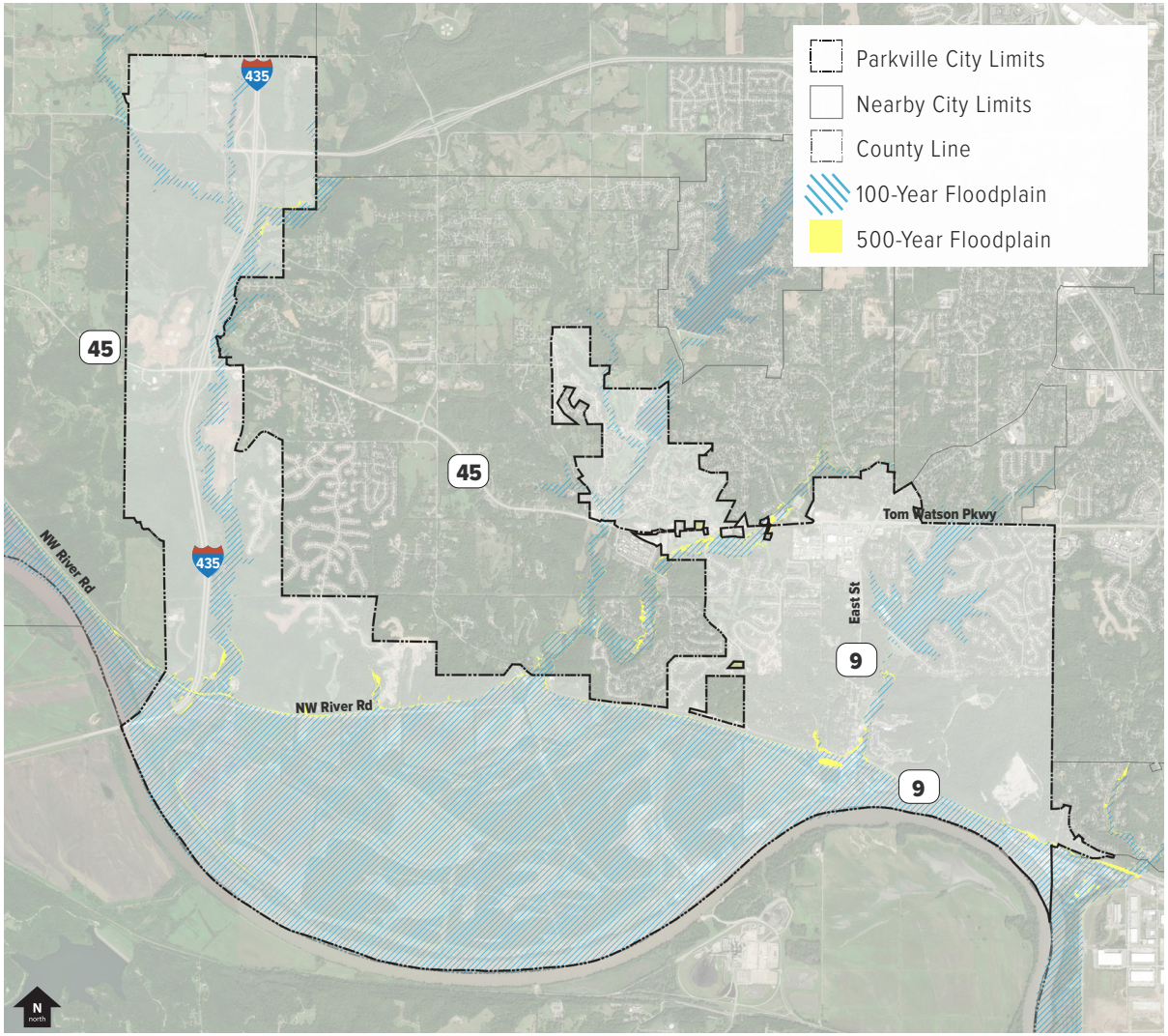
One-hundred year floodplains are those areas of land that have an annual flood probability of 1% in any given year. Likewise, five-hundred year floodplains are those areas of land that have an annual flood probability of 0.5% in any given year.

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 2.53 *Floodplain Map*

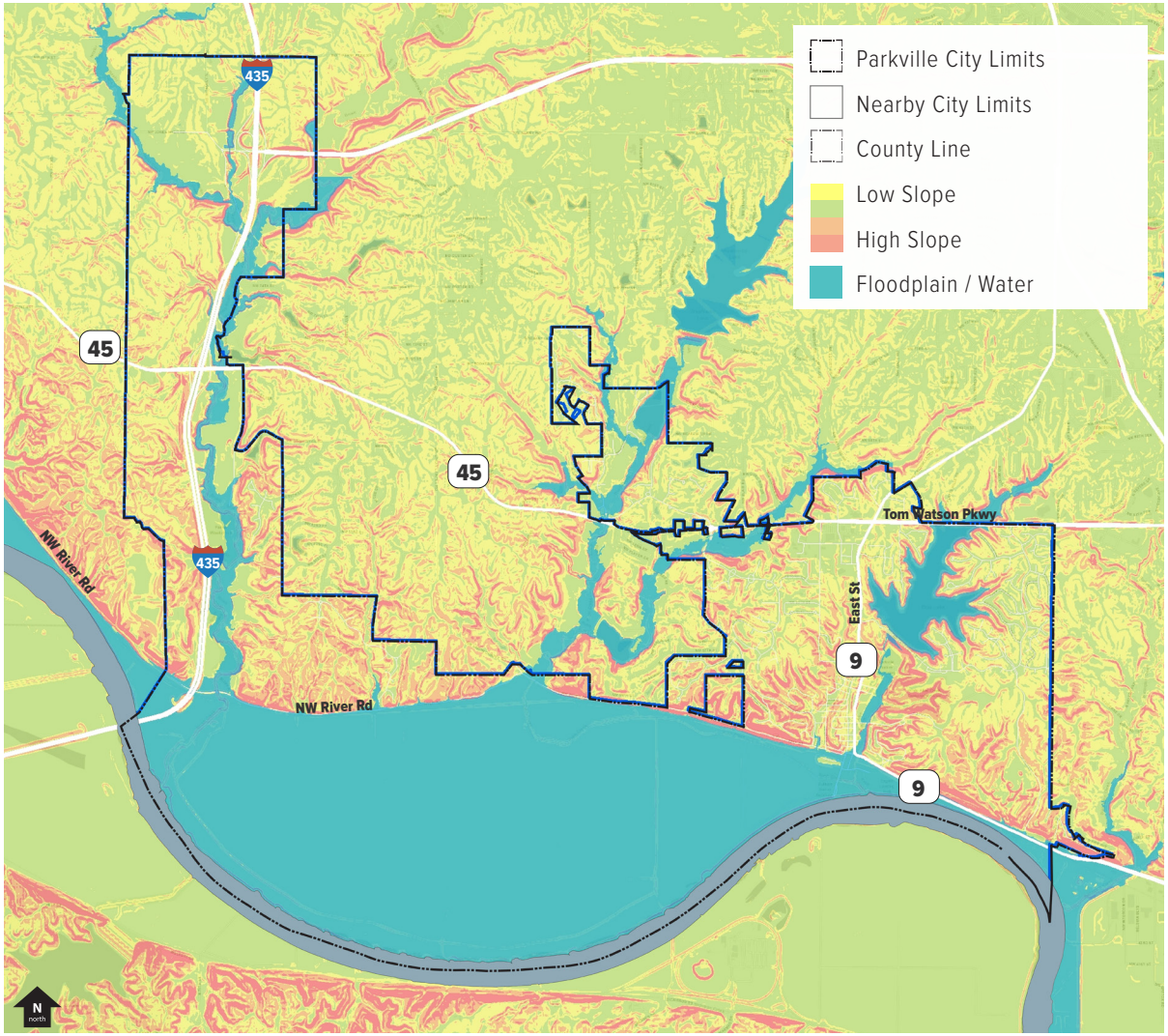


SLOPES

Figure 2.54 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 2.54 *Slope Map*



STREAMS

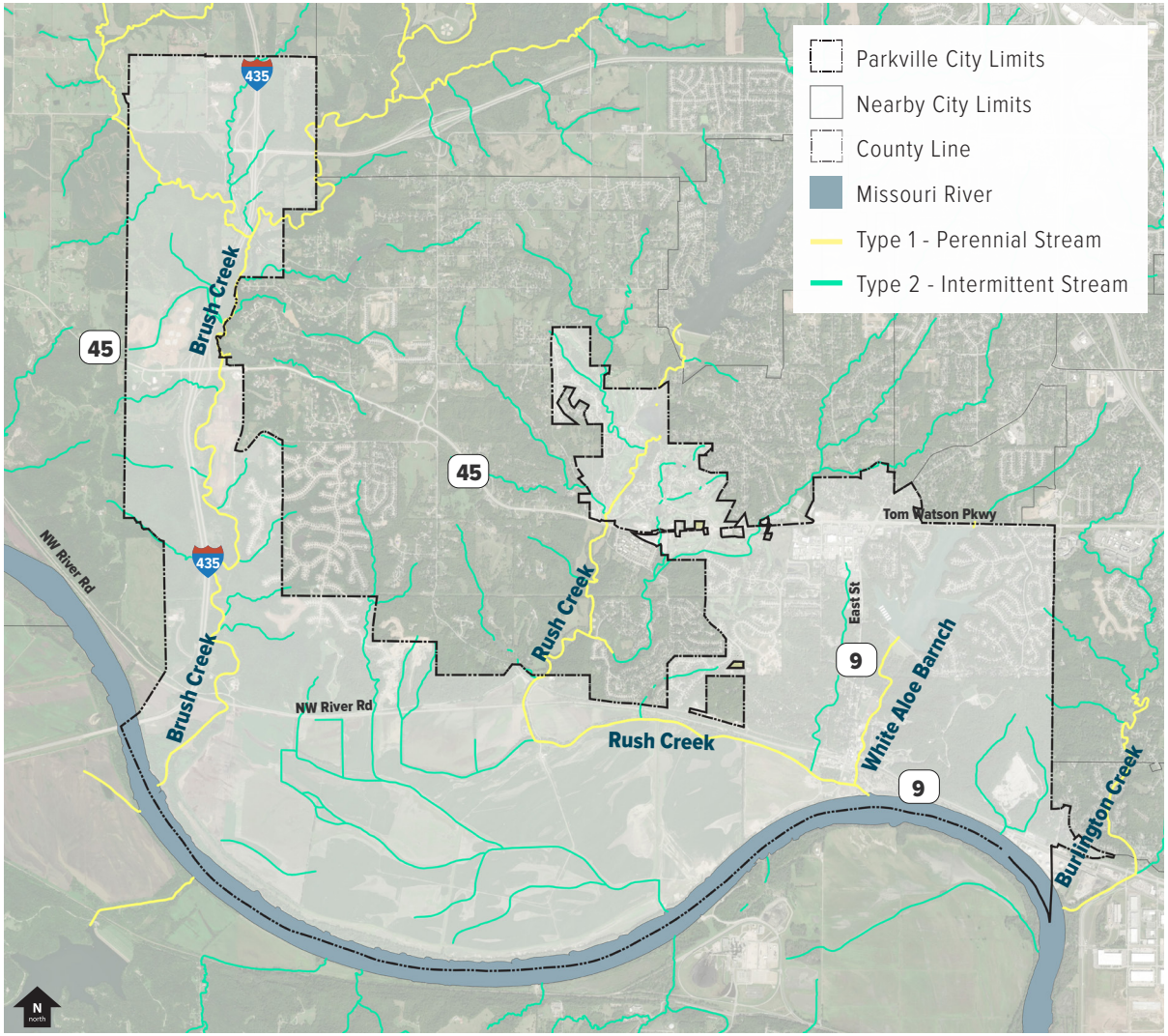
Figure 2.55 shows the watersheds and streams for the Parkville area. The largest waterbody in the Parkville area is clearly the Missouri River which runs along the southern boundary of the community. There are several other streams that run through the community including:

- 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 2.55 *Streams Map*



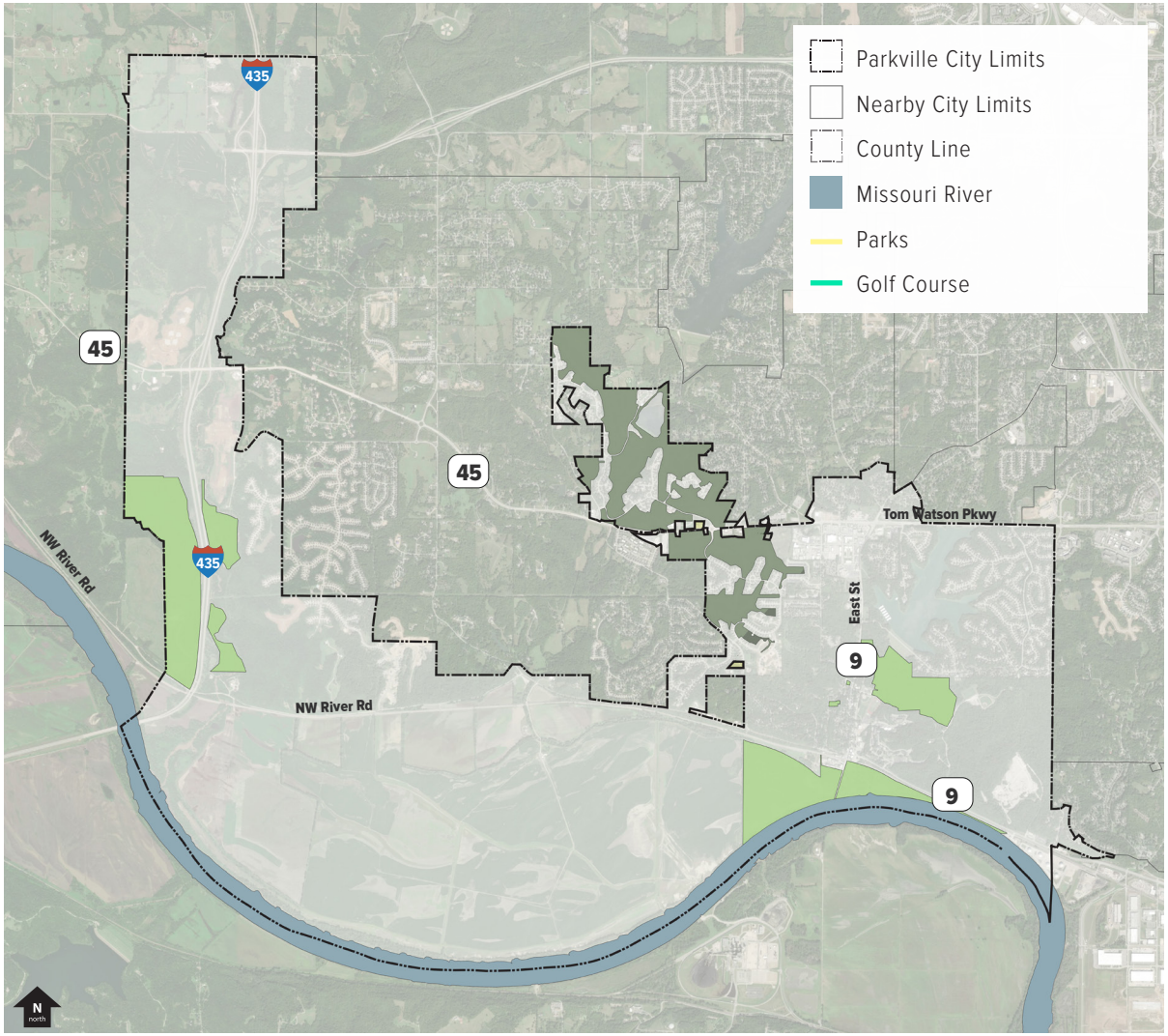
PARKS IN PARKVILLE

Figure 2.56 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 2.56 *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. Table 2.15 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.

Table 2.16 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.

Table 2.15 *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	

Table 2.16 *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

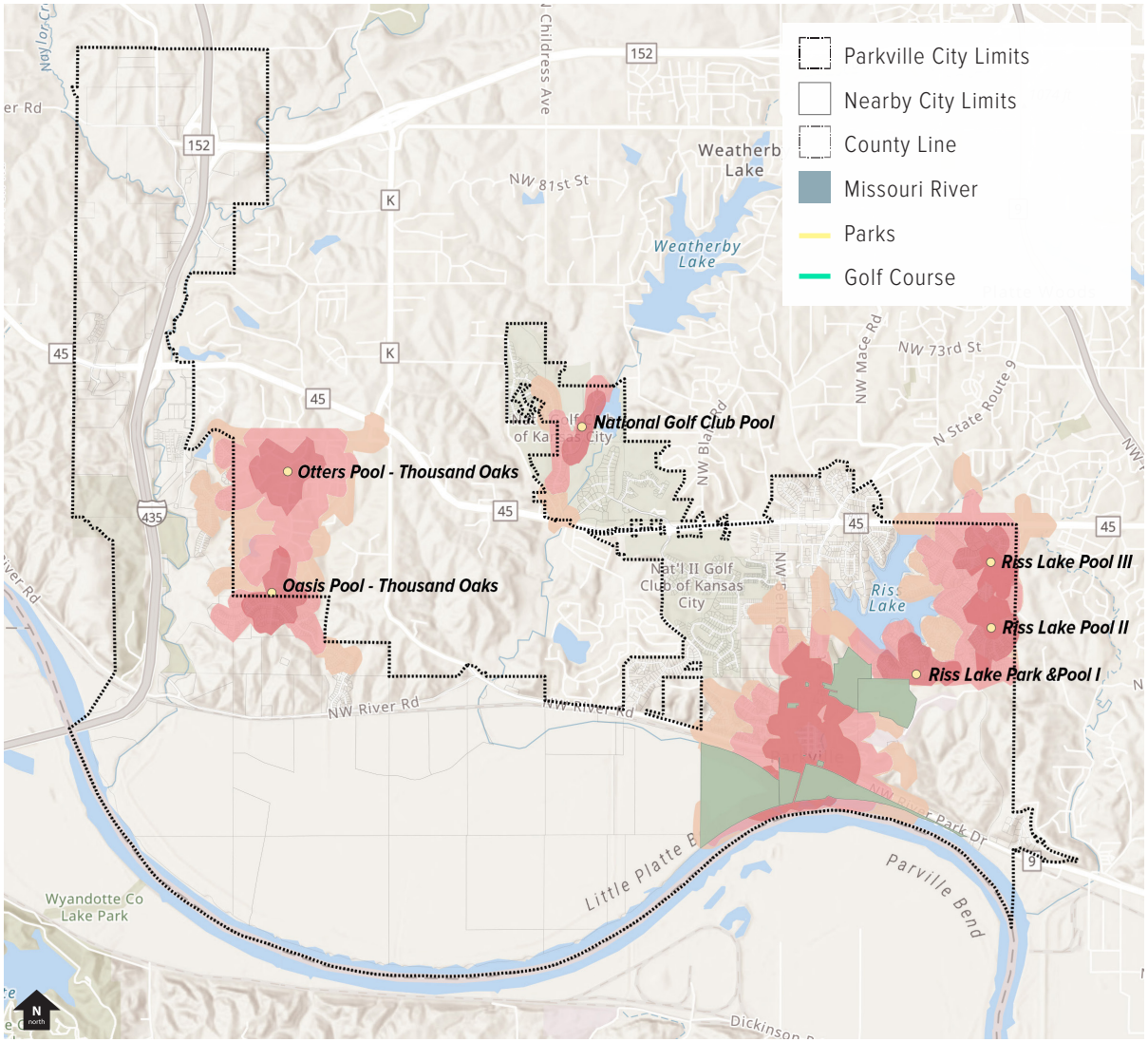
Table 2.17 *Parkville Existing + Future Population Estimates*

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

PARKVILLE PARK WALK TIME ANALYSIS

A 5-, 10- and 15-minute walk time analysis for park access in Parkville is shown in Figure 2.57. 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 2.57 *Walk-Time Analysis for Parks, Parkville, Missouri (2020)*



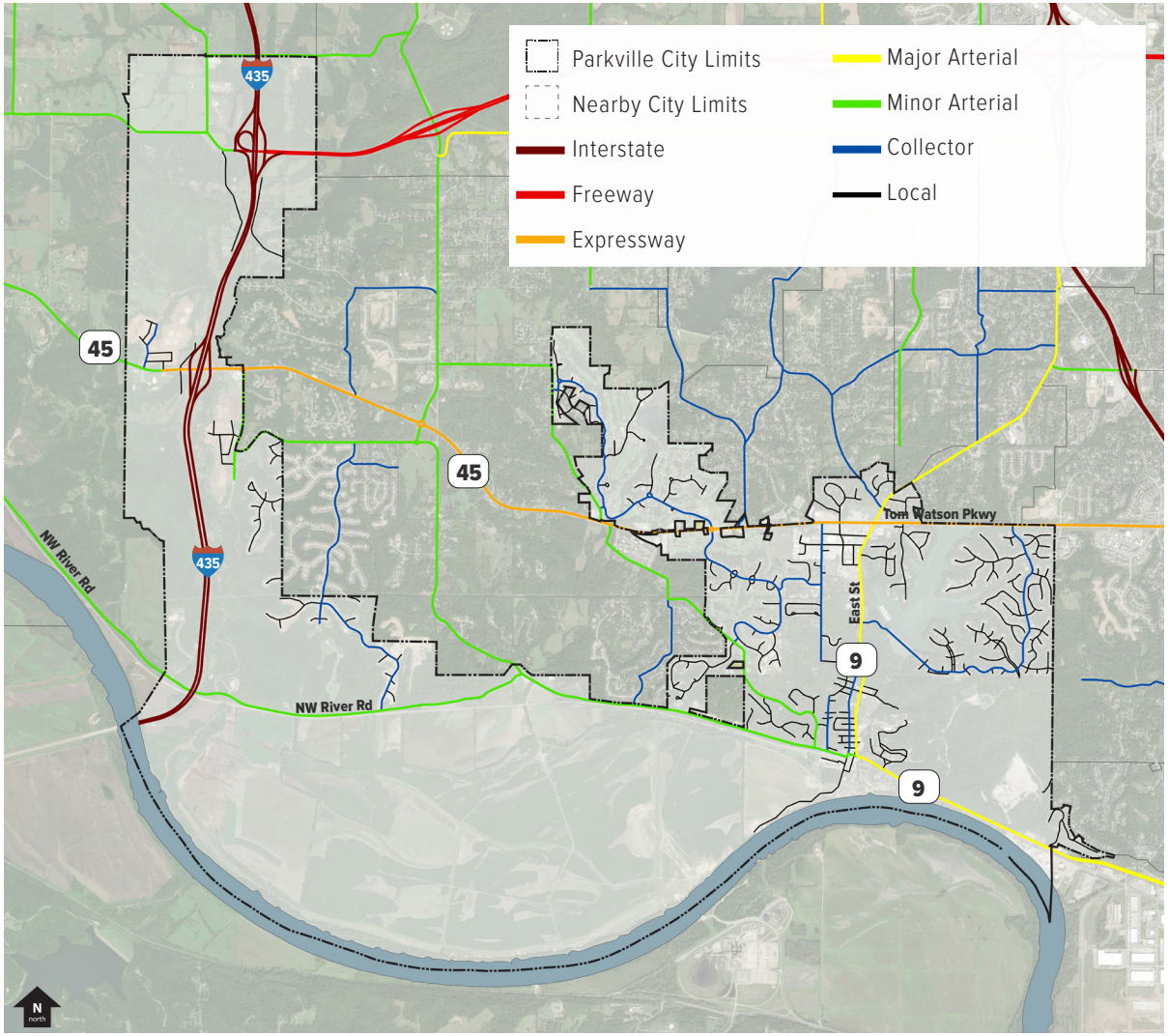
TRANSPORTATION CONDITIONS

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 2.58 *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

Table X.X *Functional Classification Summary*







Section

3 OUR VOICE

Section 3

I. PUBLIC ENGAGEMENT OVERVIEW..... XX

II. PROCESS AND SCHEDULE..... XX

III. KEY STAKEHOLDER INTERVIEWS..... XX

IV. COMMUNITY SURVEY..... XX

IV. VISUAL PREFERENCING..... XX

IV. INTERACTIVE MAPPING - EXISTING CONDITIONS..... XX

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.



OUR VOICE

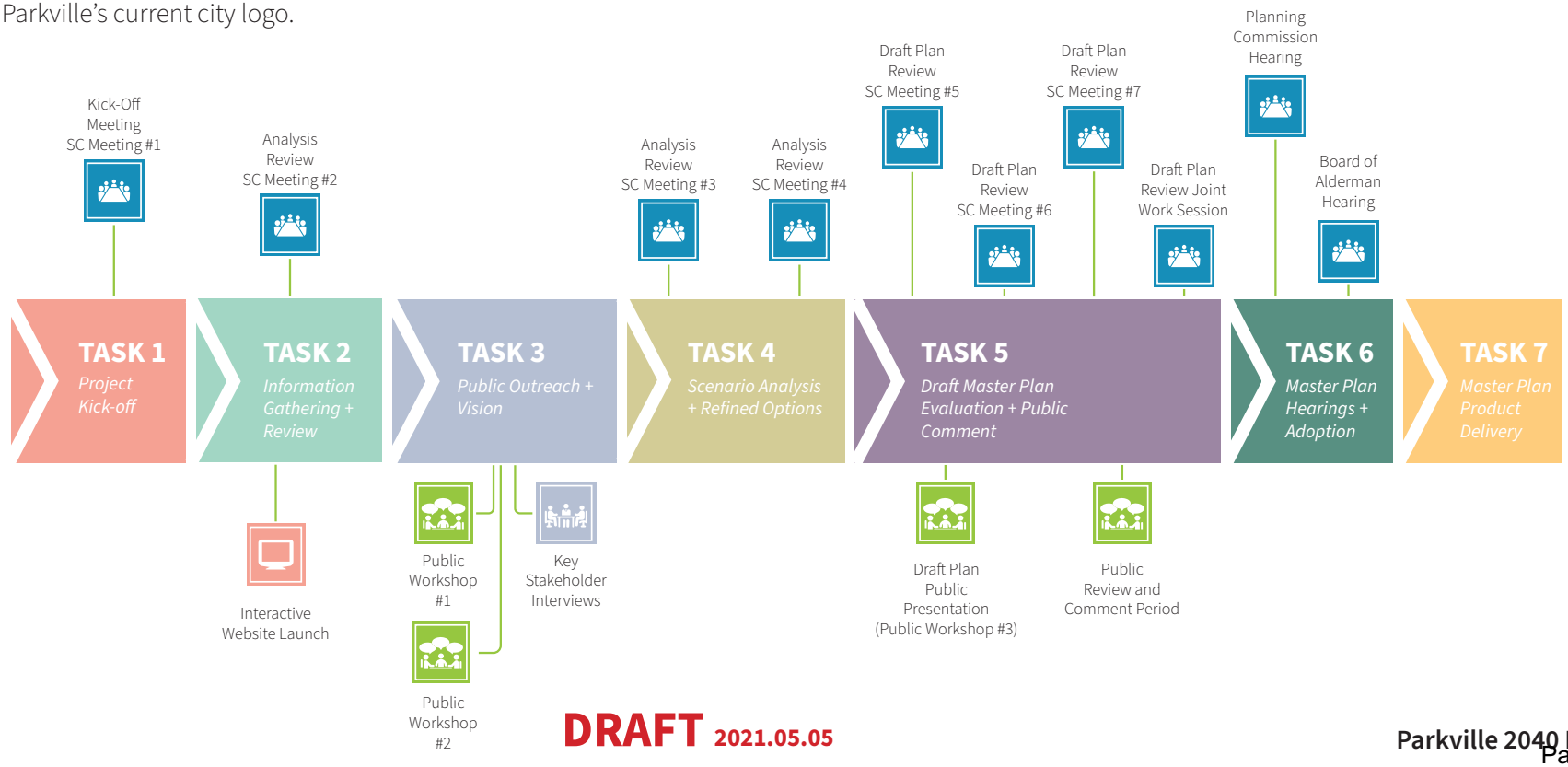
COMMUNICATION PLAN AND PROJECT BRANDING

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 strentghs, 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

OUR VOICE

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

OUR VOICE

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

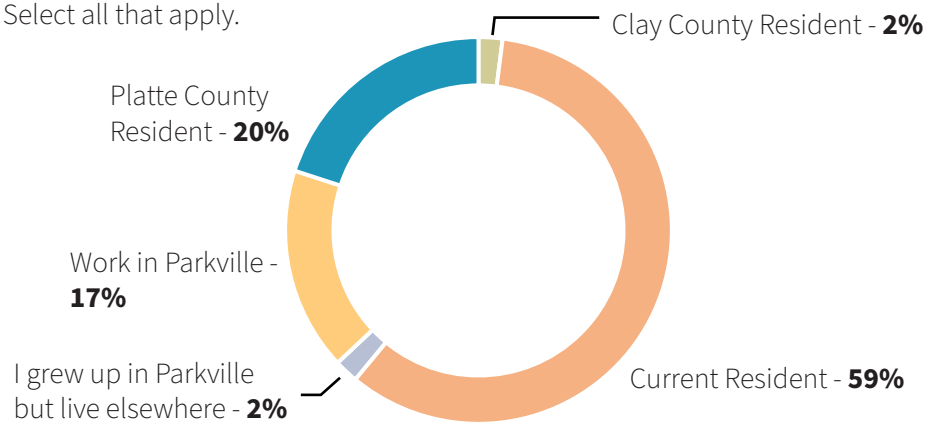
- Gentrification of old town housing is possible

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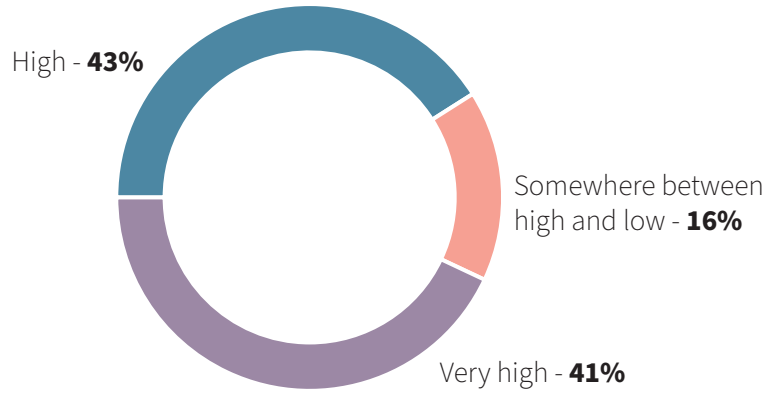
COMMUNITY SURVEY

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.

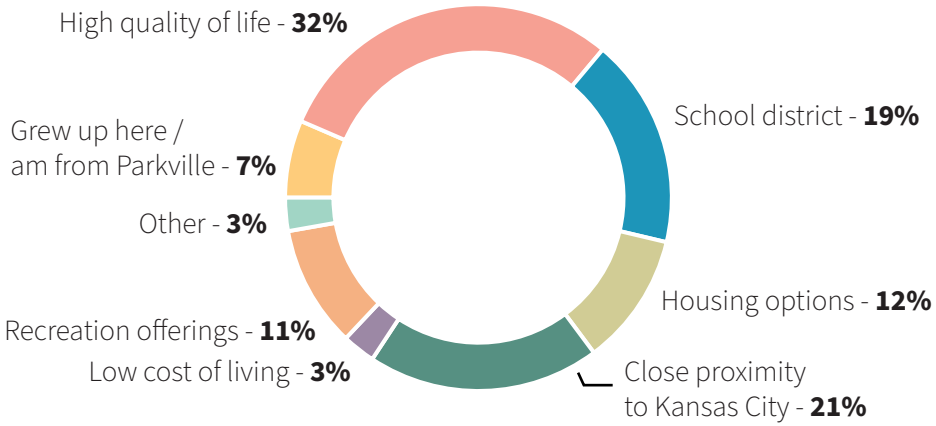
1. What is your current relationship to Parkville? Select all that apply.



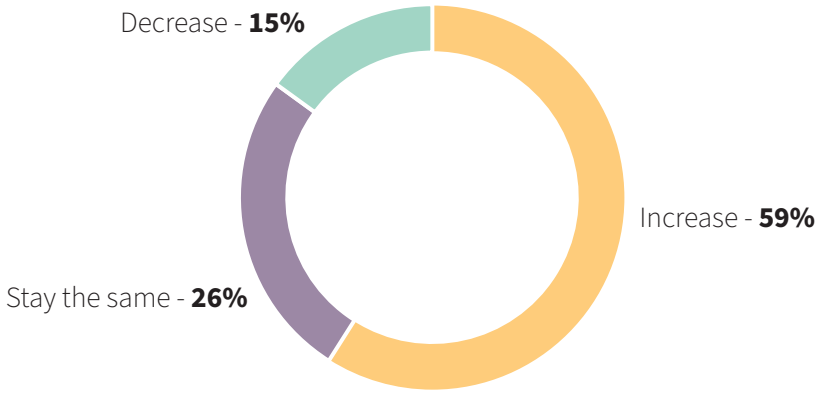
3. How would you rate the quality of life in Parkville?



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



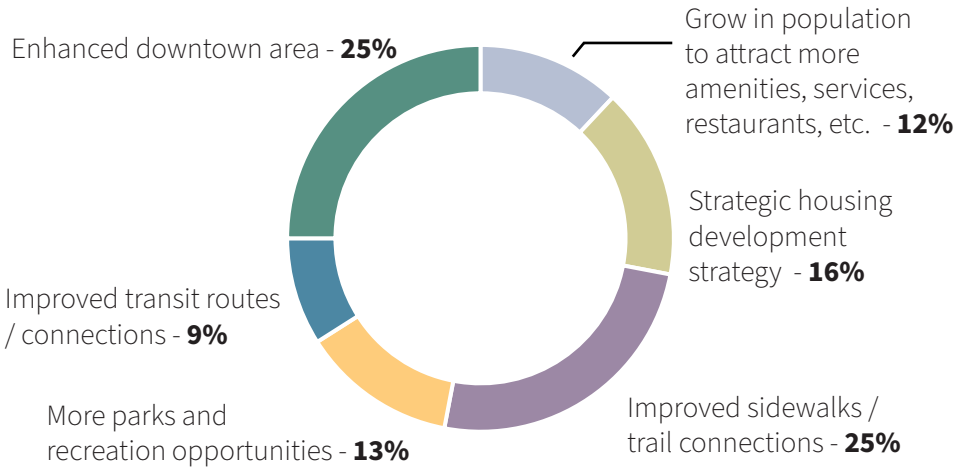
4. Over time, you expect the quality of life in Parkville to...



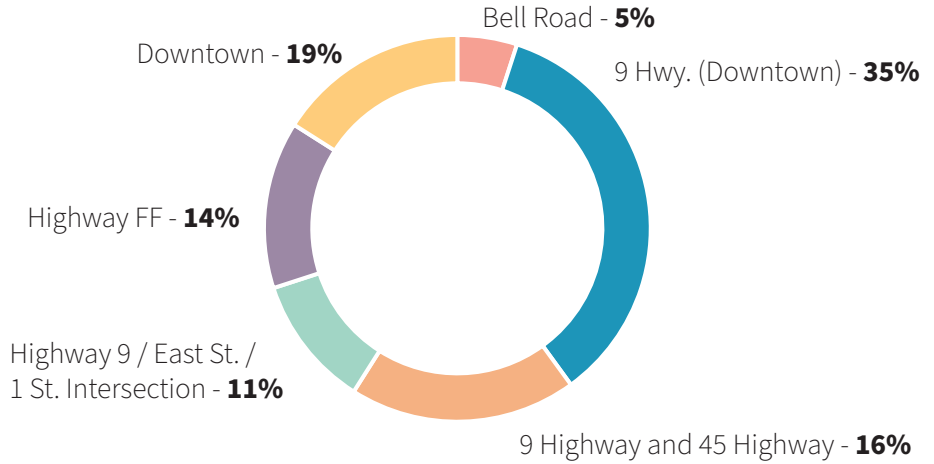
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COMMUNITY SURVEY

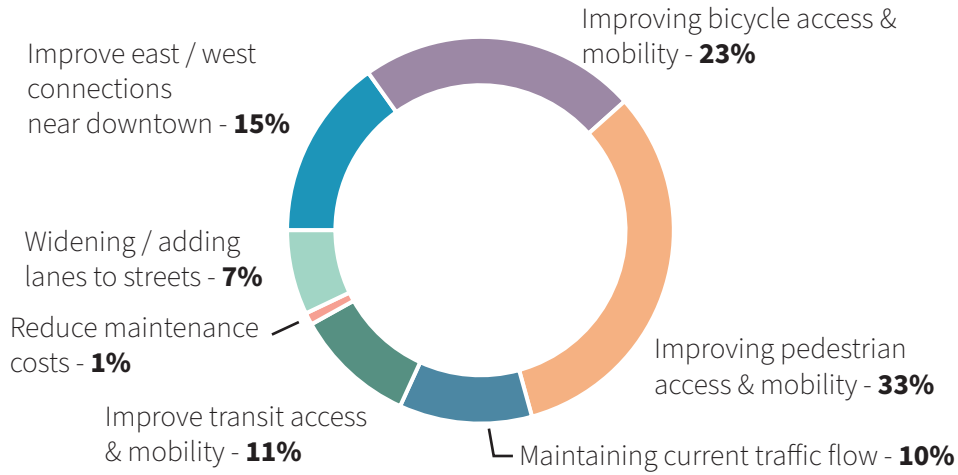
5. What actions would help improve the quality of life in Parkville? Select up to three responses.



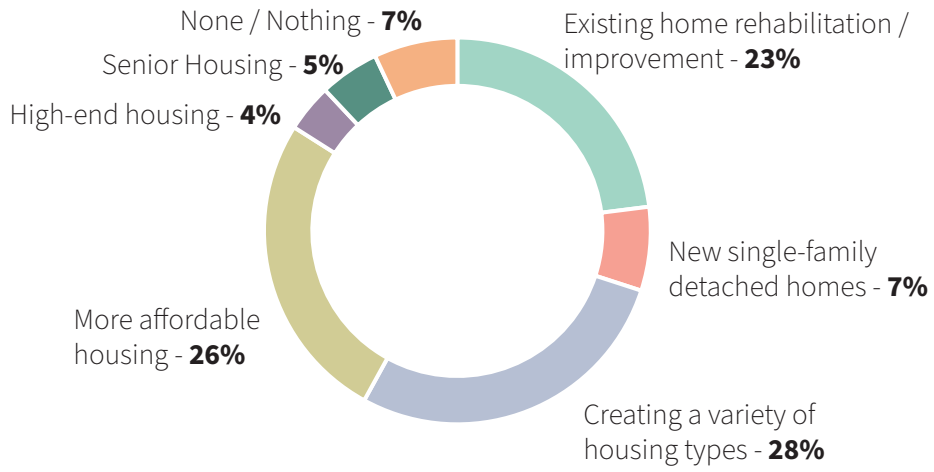
7. What areas / corridors of the city currently have issues with traffic / congestion?



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



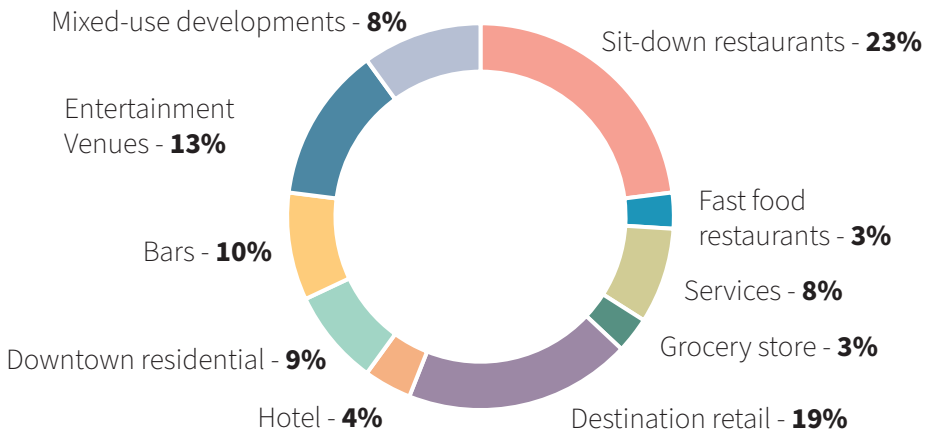
8. What do you consider to be Parkville's most important housing priority?



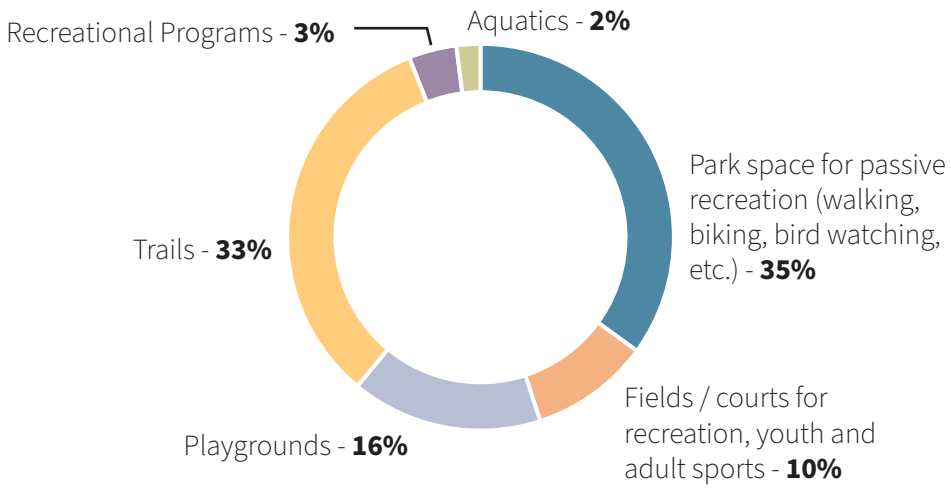
OUR VOICE

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 both 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 show"*

OUR VOICE

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.

One Big Dream

Improved traffic flow
Bike and walk safely around Parkville
WiFi access in parks
FF corridor enhancement
Infrastructure Improvements
Complete streets on all major corridors
Always maintain infrastructure

Rehab historic area - should be major attraction
Maintain small-town ambiance
Housing to support retail
Enhance Downtown
Improved transit system
Redevelop Post Office site
Retain quality park spaces

Develop exciting riverfront area
Redevelop area south of the tracks
Riverfront Development
Riverfront attractions like San Antonio

Grow responsibily and in a green way!
Ensure citizens are actively engaged in Parkville
Quality of Life
Sustain the friendly charm of the city
Make Parkville appealing to all ages

One Big Fear

Overdevelopment and crime
Strip malls on major routes
Unresponsible growth
Losing charm and becoming another beige suburb
Loss of Small-Town Charm
Traffic congestion
City loses its identity with too much development
We turn into 152 in Liberty
Lose current culture of a small, fun and friendly community

Funding falling through
Lack of financial support for accomplishing goals
Financial / Government Constraints
Political infighting
Become too insular
Too narrow of a definition of quality

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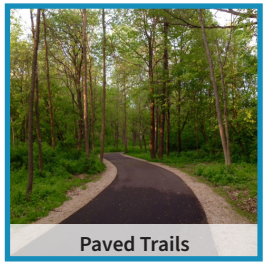
VISUAL PREFERENCING

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

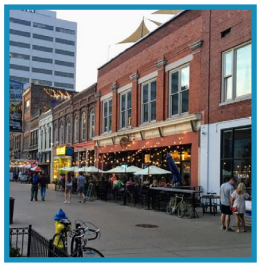

Playgrounds

Most Preferred ••••••

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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 prefered 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* ·····


Quadraplex Multi-Family Home

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.

····· *Least Preferred*

OUR VOICE

VISUAL PREFERENCING

Downtown Enhancements


Outdoor Seating & Plaza Spaces


Planters & Lighting


Building Facade Improvements


Street Trees


Mini Park / Courtyard



Bike Amenities



Public Art

Most Preferred ····· *Neutral* ·····


Enhanced Streetscapes


Activated Greenspace



Branded Gateways & Signage


Street Furniture


Parking Structure

····· *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.

OUR VOICE

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 is 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 - ***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 prefered options have a simpler design aesthetic and more prominent garages.

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 - ***Multi-Story Apartment / Condo***



Multi-story apartments and condos with high quality materials and that aren't too tall were the most prefered 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.

OUR VOICE

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 prefered images demonstrate a larger-scale building.

OUR VOICE

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.

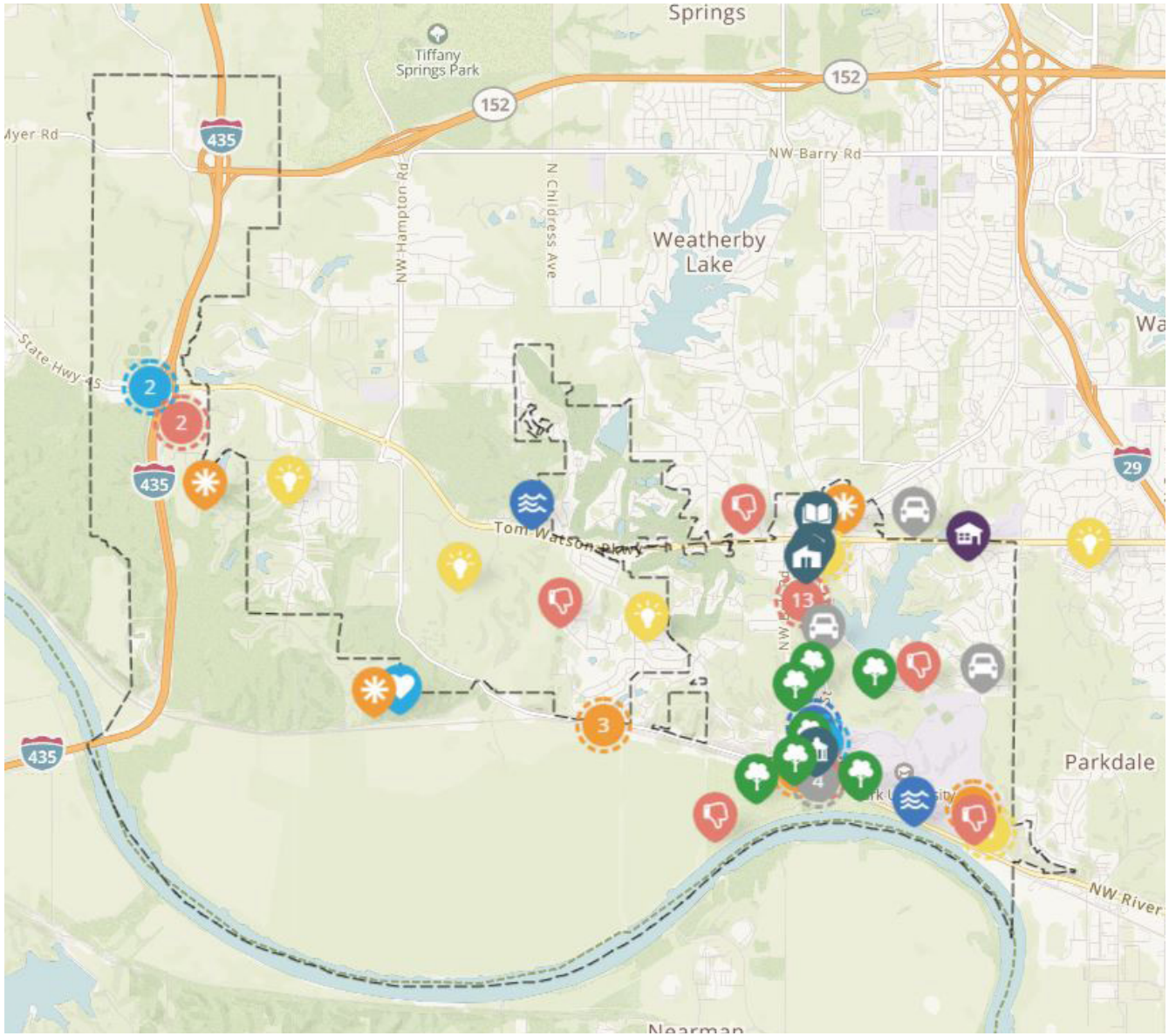


Figure 3.01 *Interactive mapping comments*

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 rail road 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?

OUR VOICE

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.

OUR VOICE

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?

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.

OUR VOICE

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 rail road 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 rail road 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.

OUR VOICE

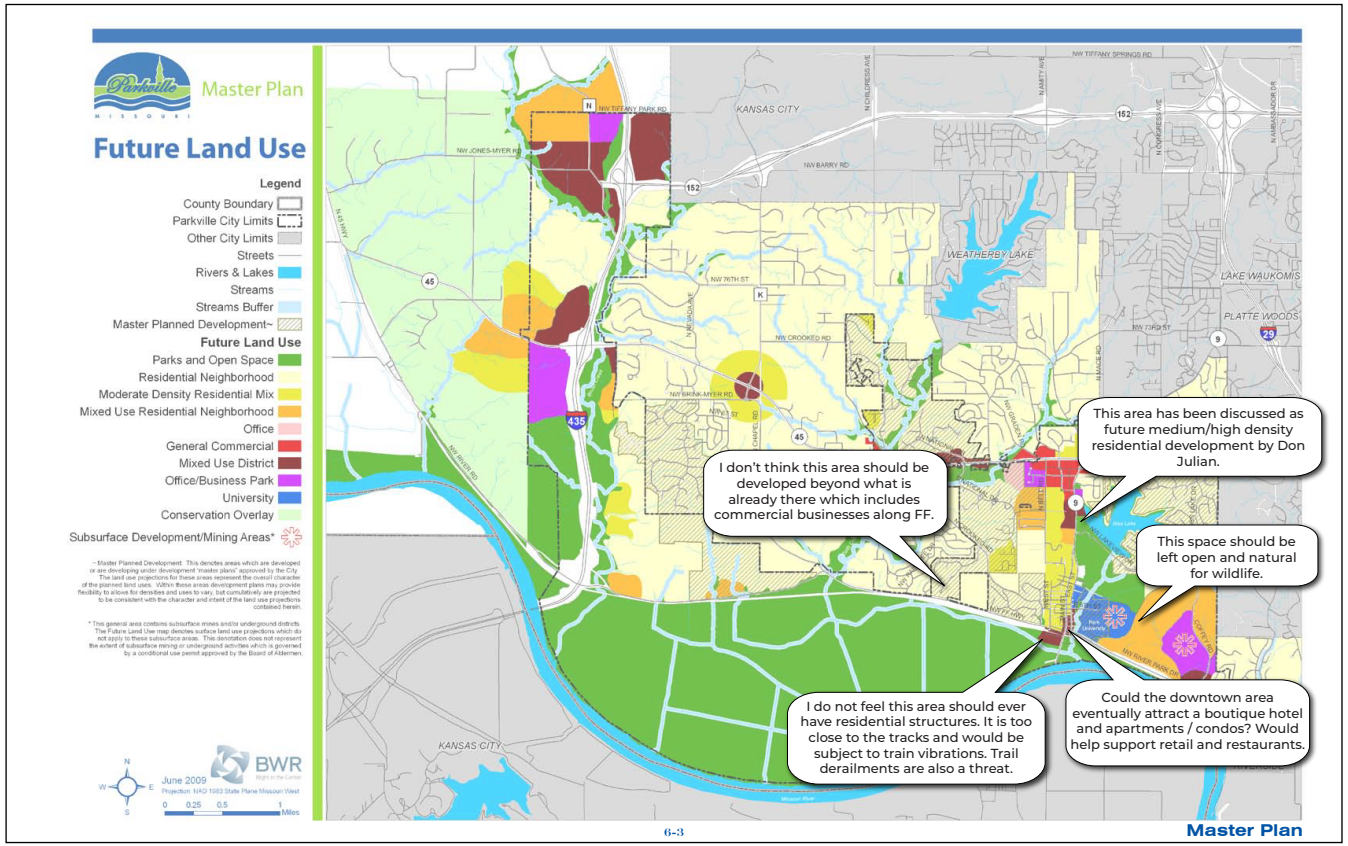
INTERACTIVE MAPPING - PREVIOUS PLANNING INITIATIVES

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:



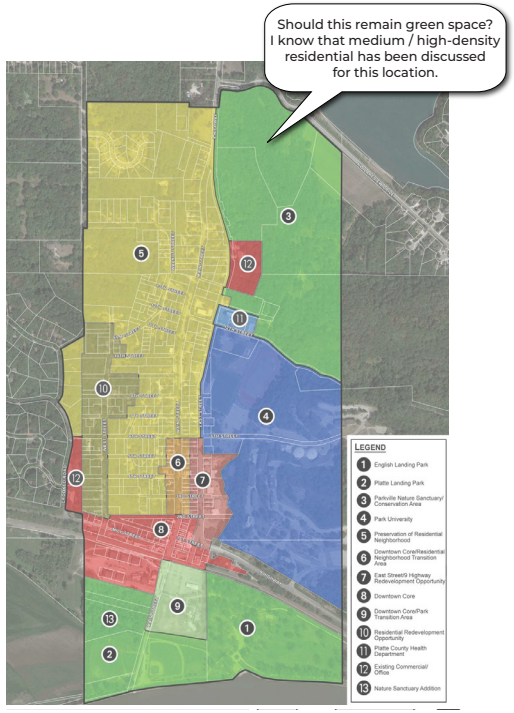
OUR VOICE

INTERACTIVE MAPPING - PREVIOUS PLANNING INITIATIVES

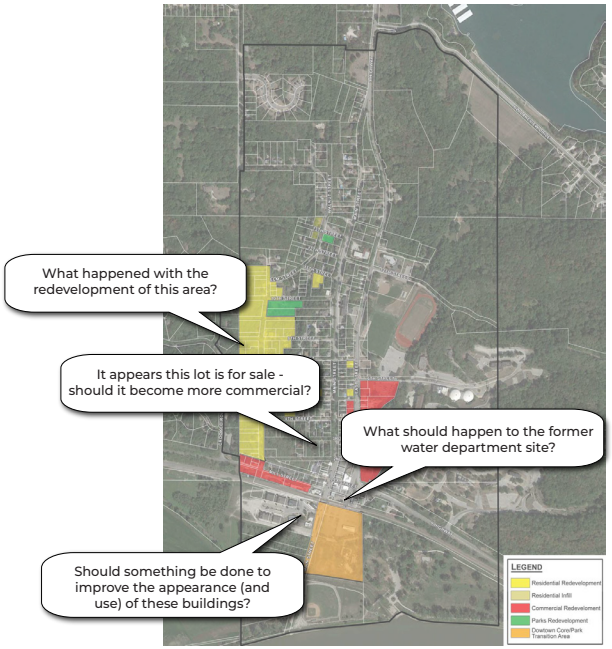
2020 Downtown Sidewalk and Trail Improvements Plan *(2009)*



2020 Downtown Future Land Use Plan *(2009)*



2020 Downtown Redevelopment and Infill Plan *(2009)*



OUR VOICE

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 convienently 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** connects 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

Section 4

I. OUR PLAN OVERVIEW..... XX

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

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

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

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

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

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

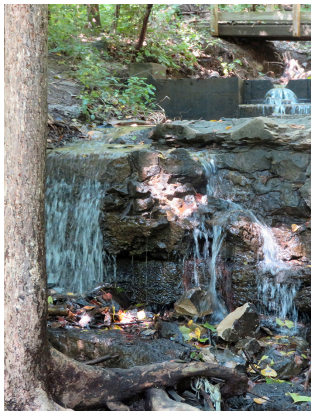
Growing with a Purpose covers the Future Land Use and Annexation Strategy for Parkville.

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

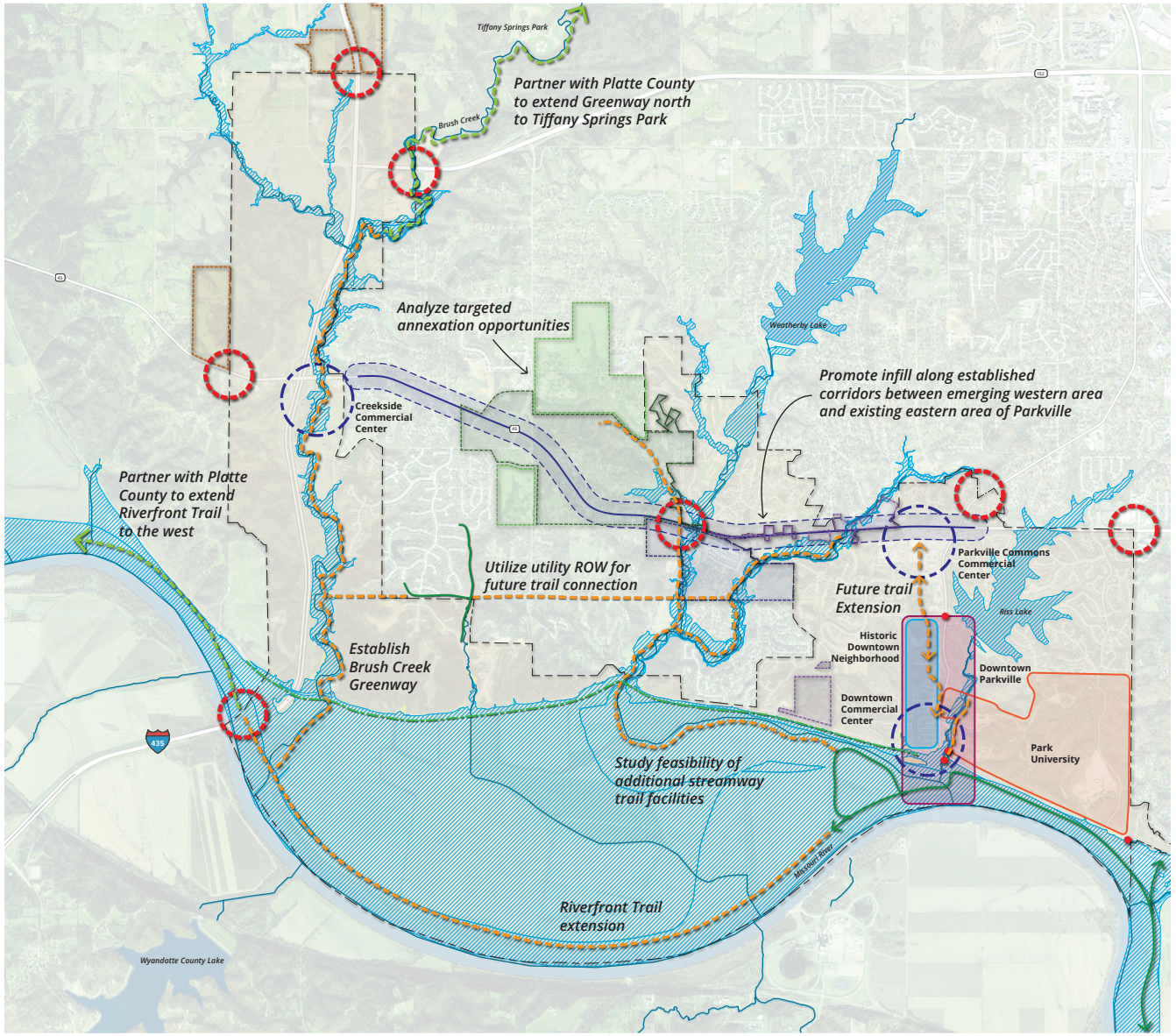
COMMUNITY CHARACTER

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 utitility 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*



COMMUNITY CHARACTER

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 story telling 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.



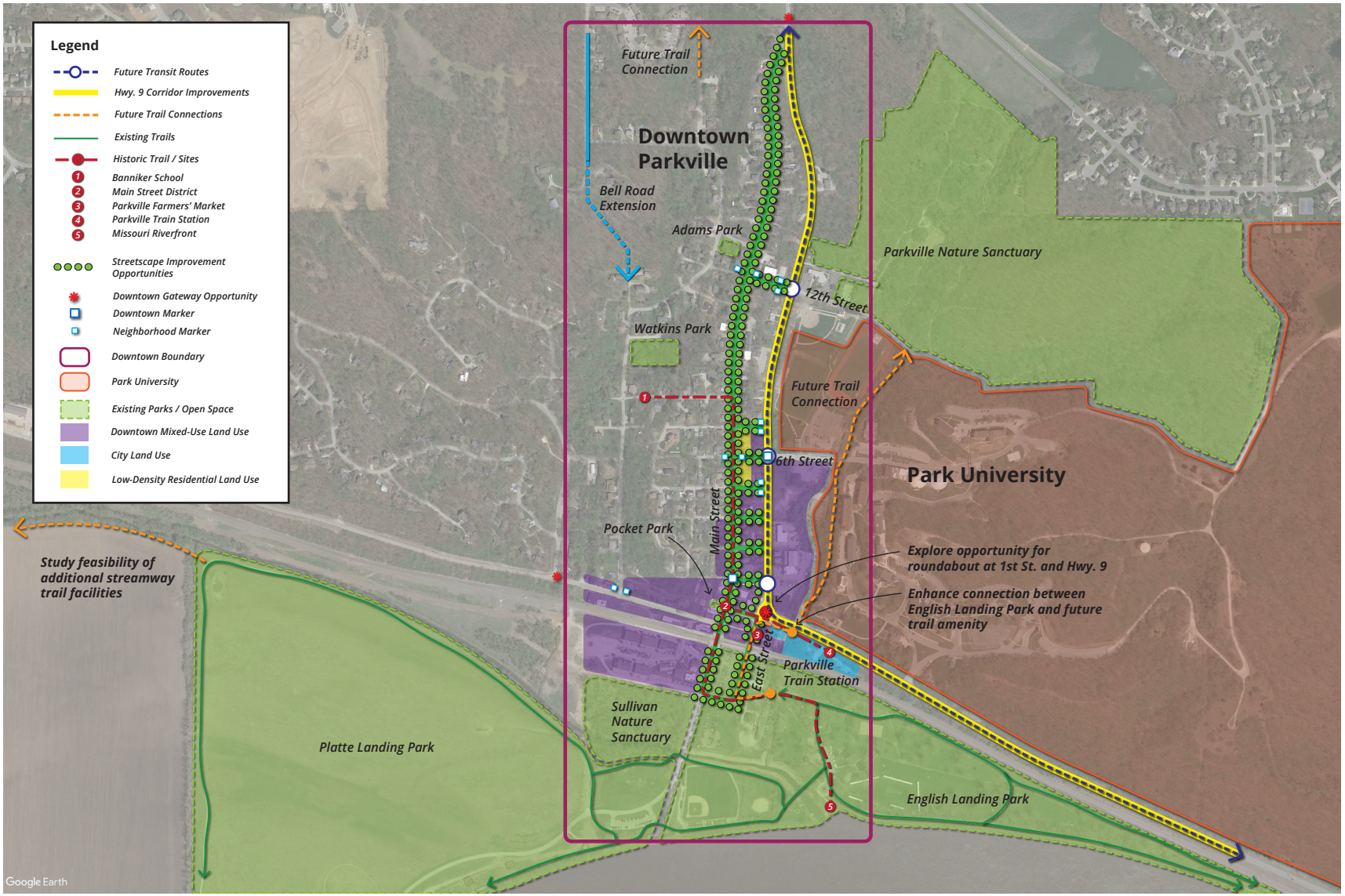




COMMUNITY CHARACTER

DOWNTOWN

Figure 4.01 *Downtown Strategic Opportunities Map*



COMMUNITY CHARACTER

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 properrty 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.

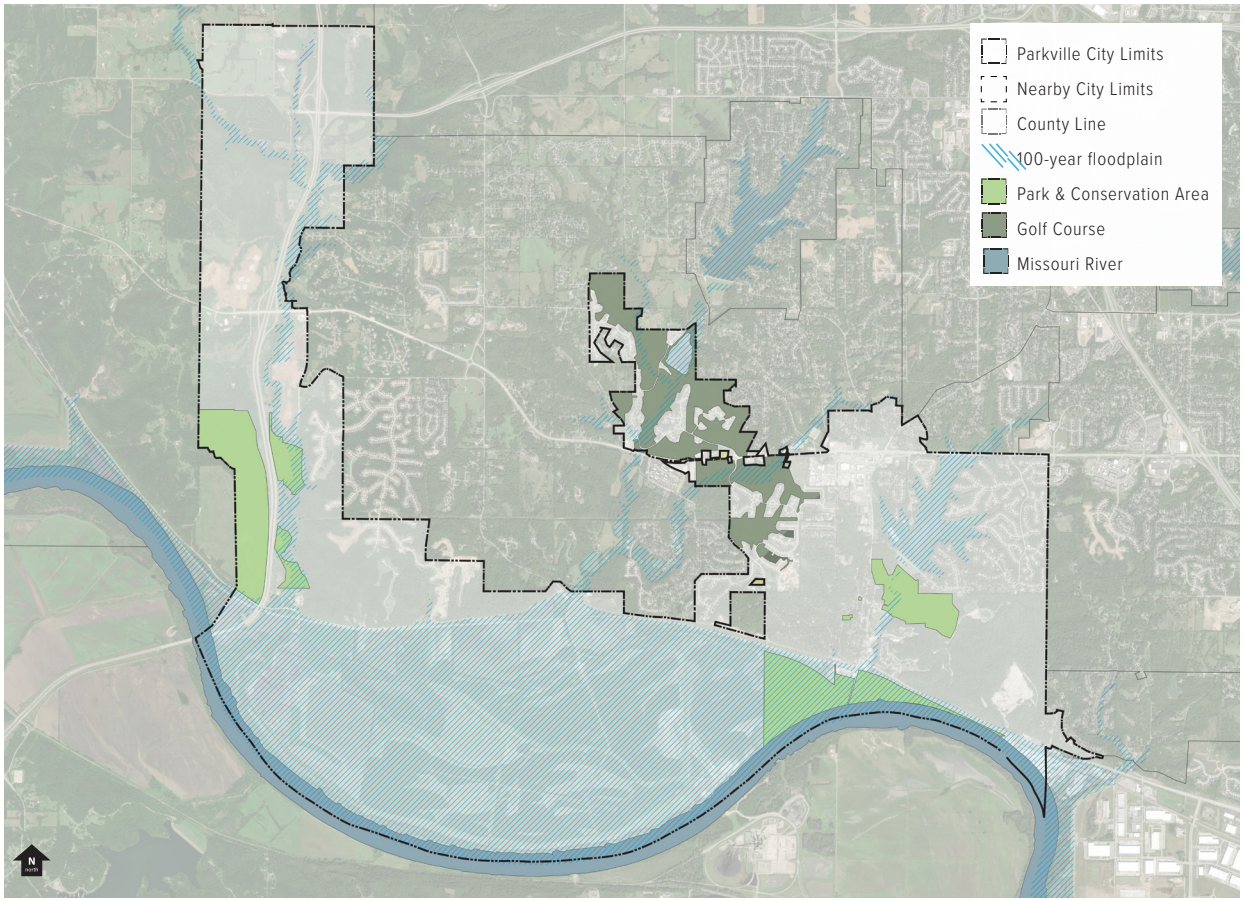
One way to achieve this is by promoting infill growth along established corridors between this emerging western area of development and the existing eastern area of development within Parkville. This new development can eventually serve to bridge the gap between Parkville's established boundaries with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



COMMUNITY CHARACTER

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.









COMMUNITY CHARACTER

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 focused 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.







COMMUNITY CHARACTER

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 neighbors 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.









COMMUNITY CHARACTER

HOUSING

Parkville's housing stock is generally very high quality. Figure 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 or 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)*

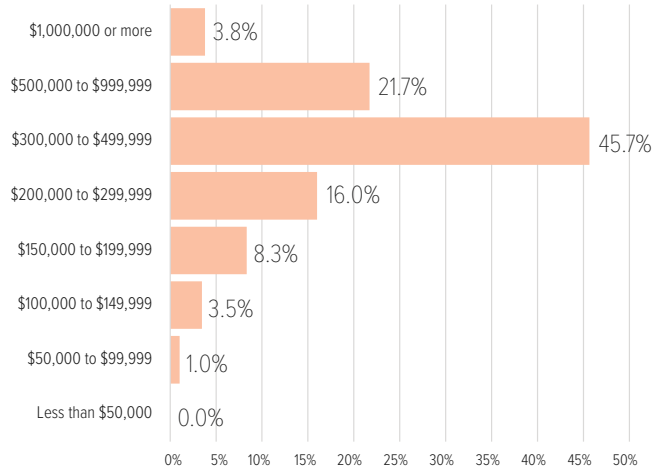


Figure 4.04 *Median Home Value Comparison (2019)*

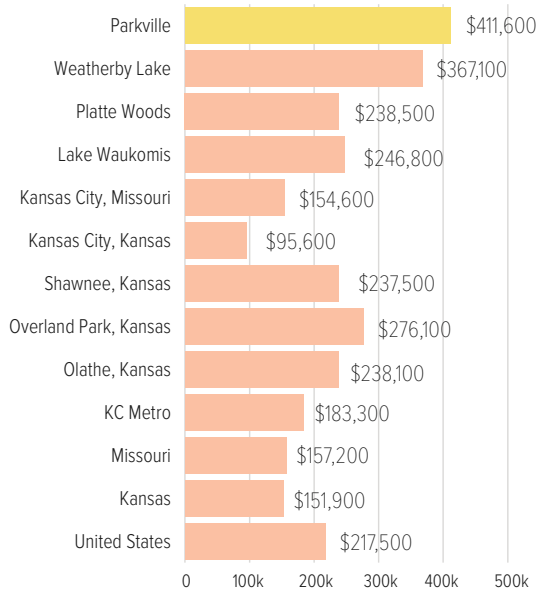
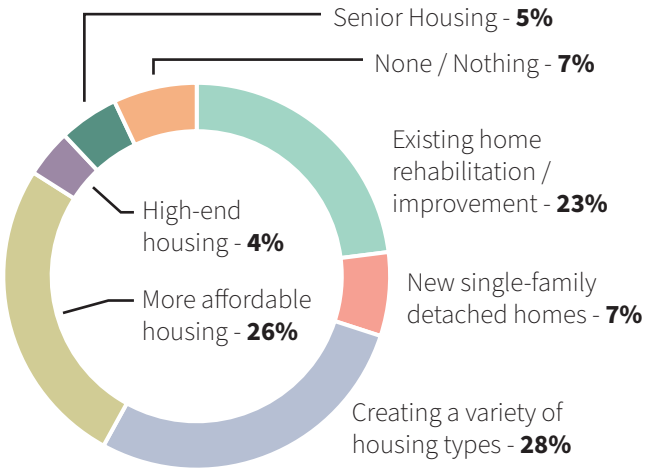


Figure 4.05 *Public Survey Responses - Housing Choices*



COMMUNITY CHARACTER

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.

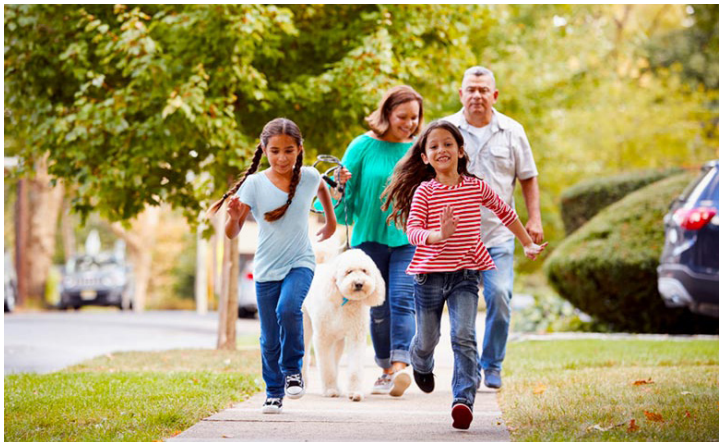
STRATEGIC OPPORTUNITY 1.7

Strive to be a community for all ages and abilites 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.







COMMUNITY CHARACTER

NATURAL FEATURES

Natural Features

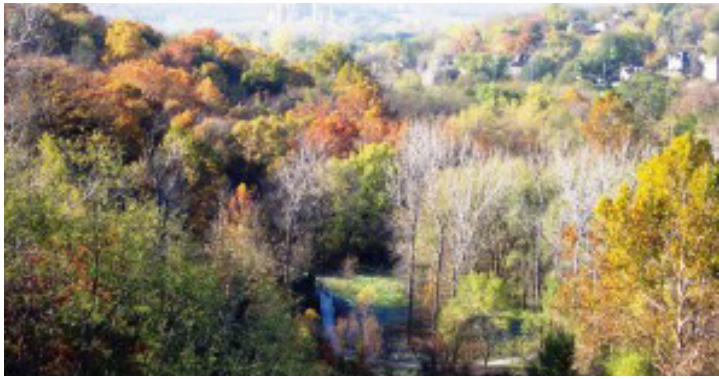
Parkville's history is tied to its relationship with the nearby natural features - primarily the Missouri River and the steep terrain of the area. The community has been able to embrace these ties as a means of community character and identity. The river and accompanying floodplain have helped keep the 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 XX on Page XX 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.









COMMUNITY CHARACTER

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









COMMUNITY CHARACTER

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.

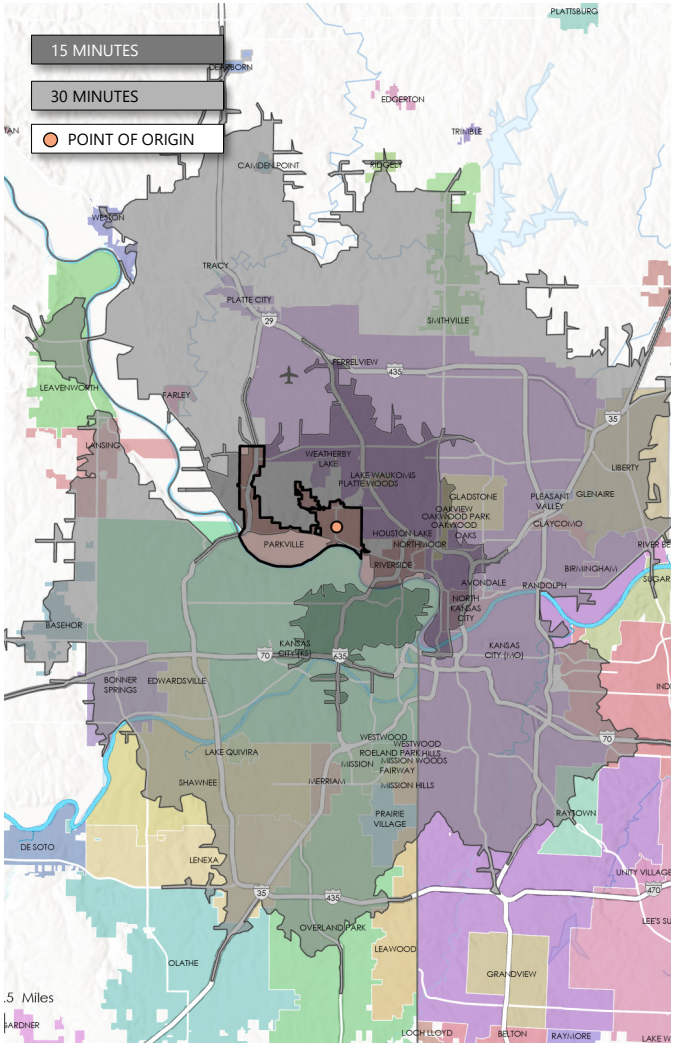
STRATEGIC OPPORTUNITY 1.10

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 areterials.



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



COMMUNITY CHARACTER

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 cities 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.











COMMUNITY CHARACTER

NEIGHBORHOOD PRESERVATION

As a growing community, Parkville will need to set in place safe guards 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 an appendices containing Old Town Residential Design Guidelines; the purpose of which is to preserve the charm and historic character of residential neighborhood's near our downtown. Any neighborhood preservation efforts would need to work within the design guidelines included within the code.

STRATEGIC OPPORTUNITY 1.12

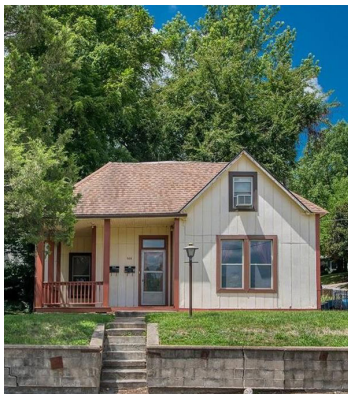
Preserve Parkville's historic neighborhoods

- 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.











COMMUNITY CHARACTER

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.

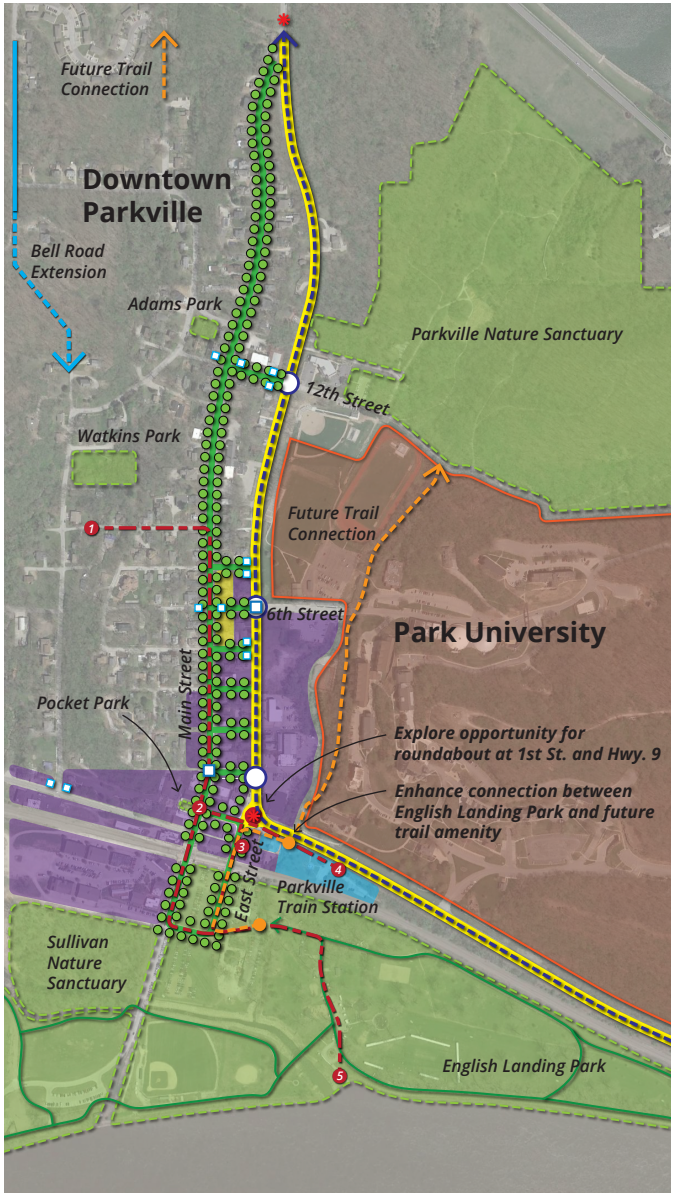
STRATEGIC OPPORTUNITY 1.13

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.









SUSTAINABILITY AND THE ENVIRONMENT

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

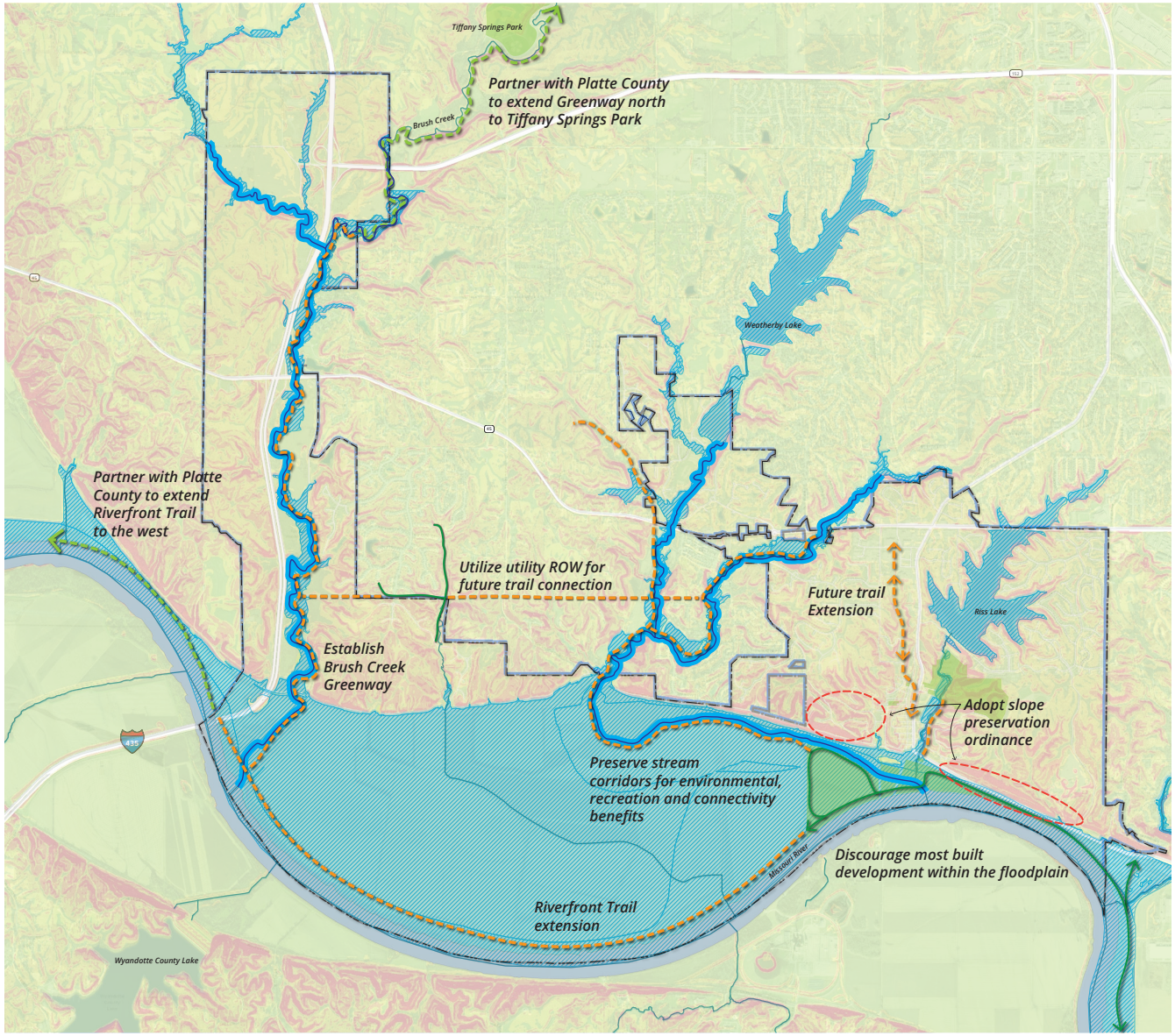
SUSTAINABILITY AND THE ENVIRONMENT

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*



SUSTAINABILITY AND THE ENVIRONMENT

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.

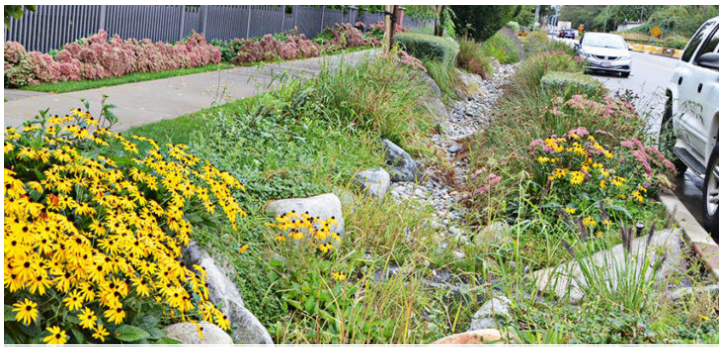
Permeable Pavement are a pavement type with high porosity that enables rainwater to pass through and filter into the ground instead of becoming runoff.

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 overlfows 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

SUSTAINABILITY AND THE ENVIRONMENT

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.

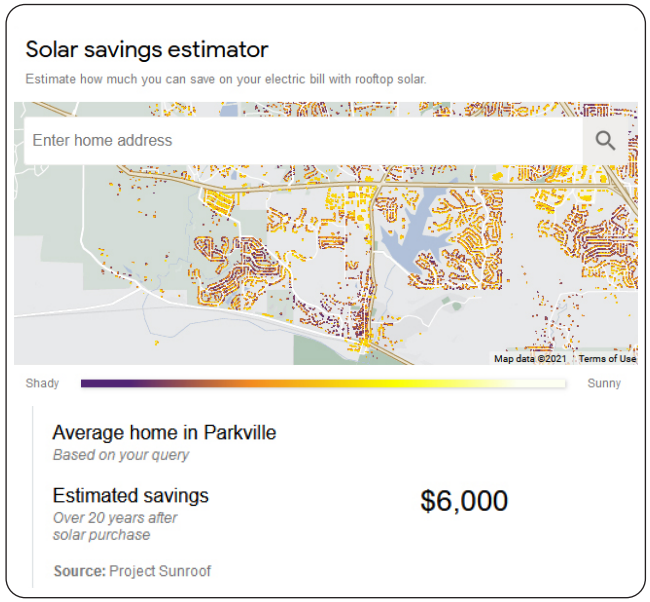
Currently, Parkville does not have any code regulating or allow for the use of solar panels or geothermal energy. Not all residents will want to install renewable energy or efficiency retrofits, but there are several options Parkville should consider.

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.







SUSTAINABILITY AND THE ENVIRONMENT

NATURAL RESOURCE PROTECTION

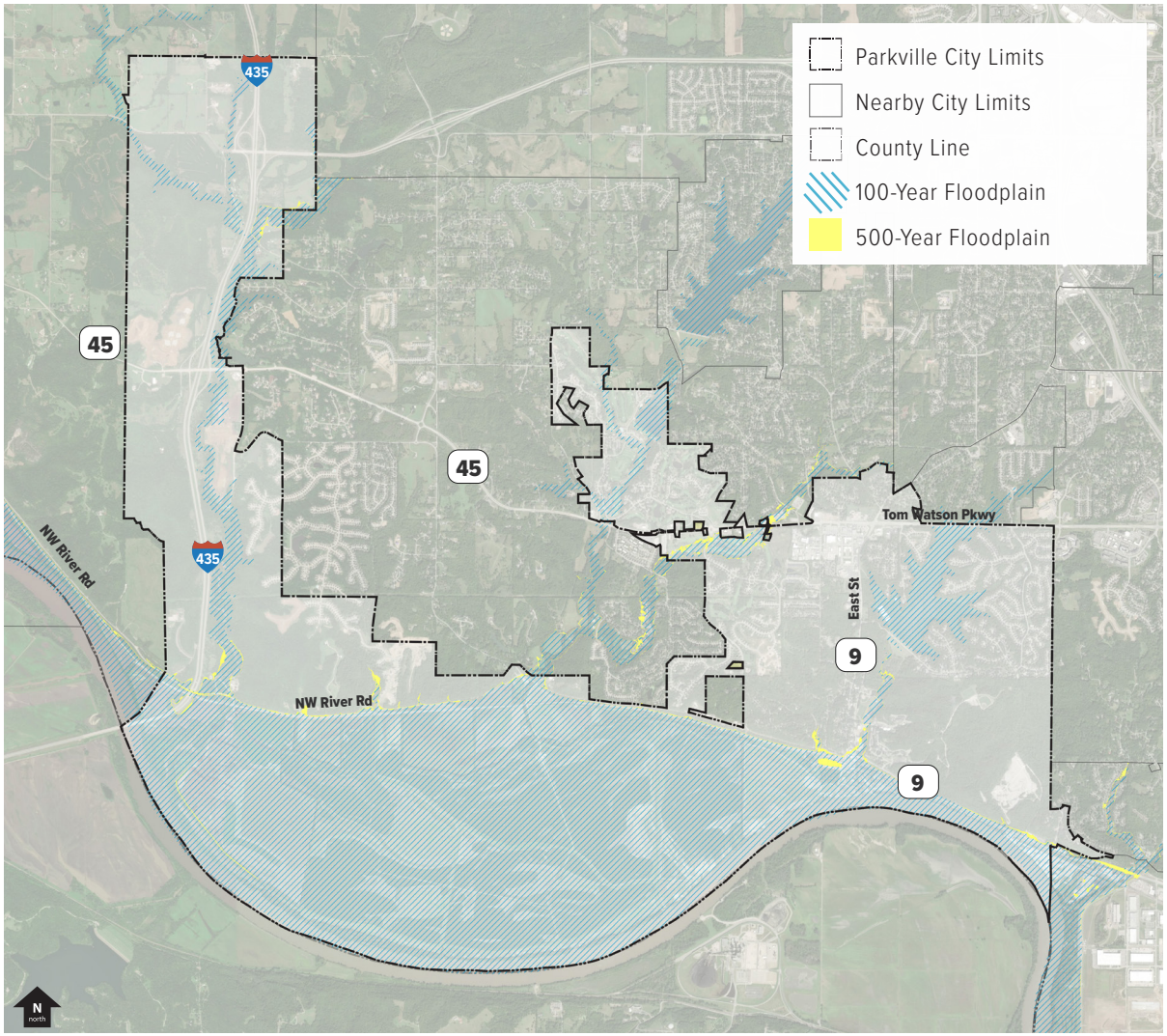
Floodplain

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*



SUSTAINABILITY AND THE ENVIRONMENT

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.













SUSTAINABILITY AND THE ENVIRONMENT

NATURAL RESOURCE PROTECTION

Streams

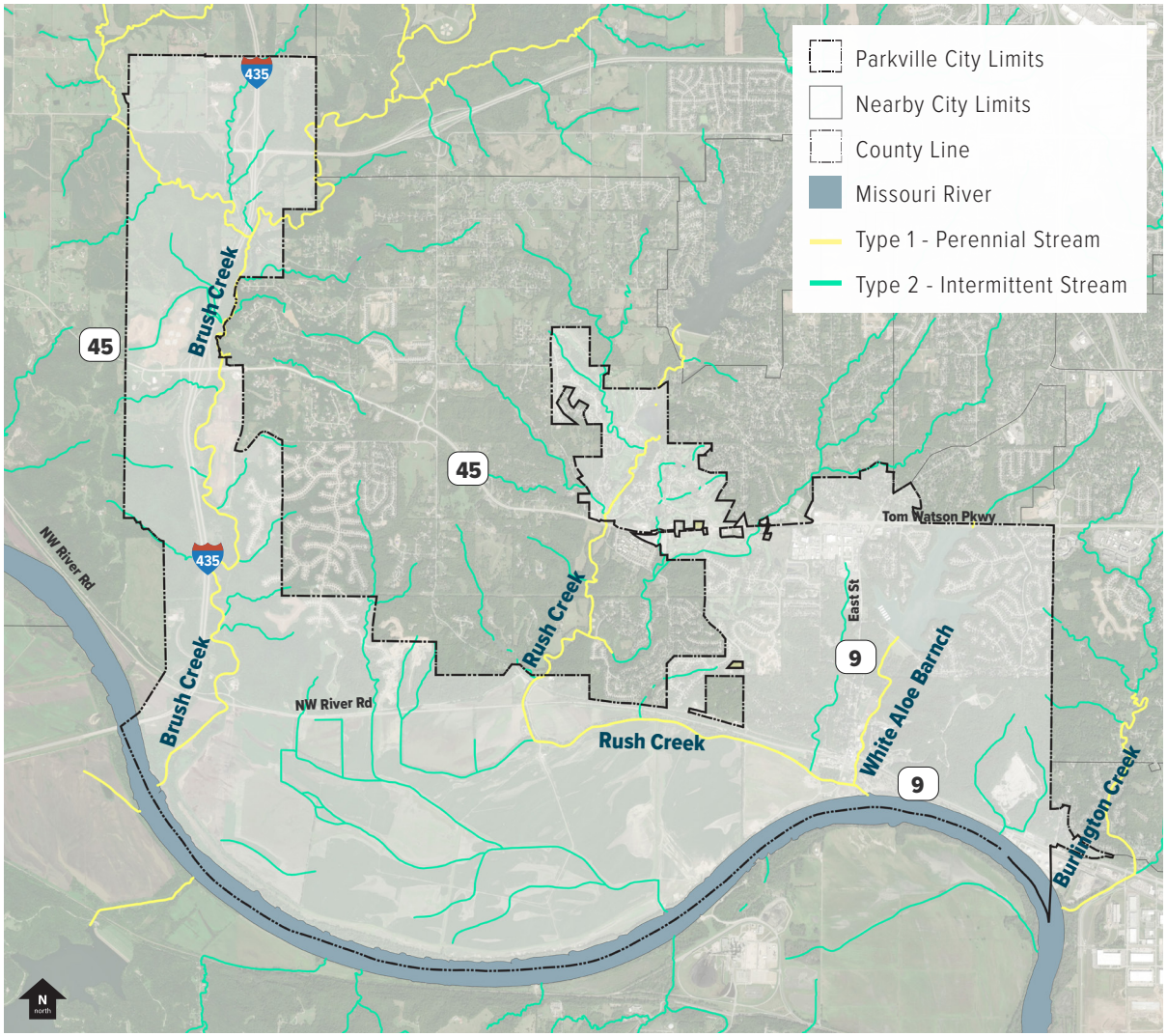
Figure 4.10 shows the watersheds and streams for the Parkville area. The largest waterbody in the Parkville area is the Missouri River. There are several other streams that run through the community including:

- 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*



SUSTAINABILITY AND THE ENVIRONMENT

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.

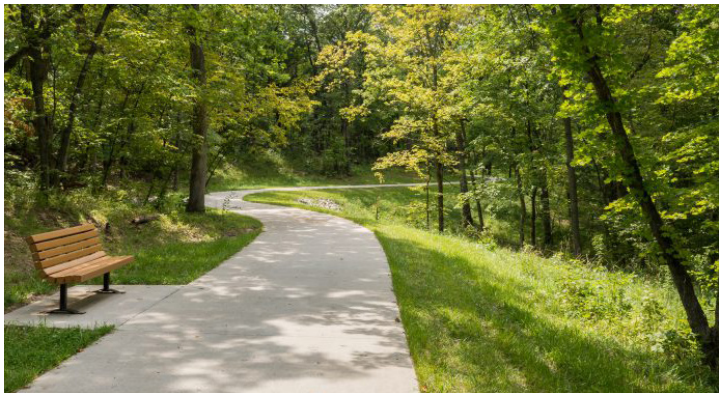
Some of the proposed stream buffer areas and trails are indicated for properties currently in unincorporated Platte County but within future annexation areas. The Future Trails are discussed in greater detail later in Focus Area 3.

STRATEGIC OPPORTUNITY 2.4

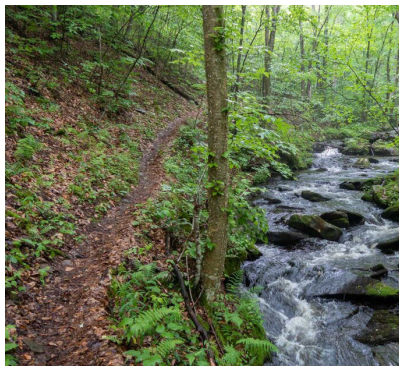
Preserve stream corridors for environmental, recreation and connectivity benefits

- 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.









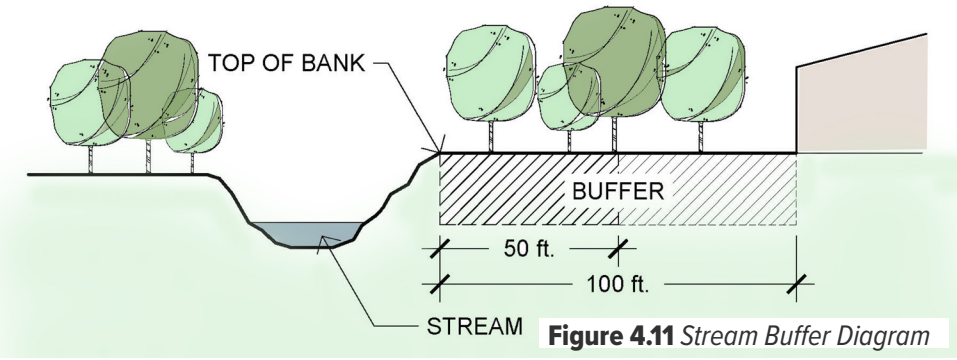


Figure 4.11 *Stream Buffer Diagram*

SUSTAINABILITY AND THE ENVIRONMENT

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

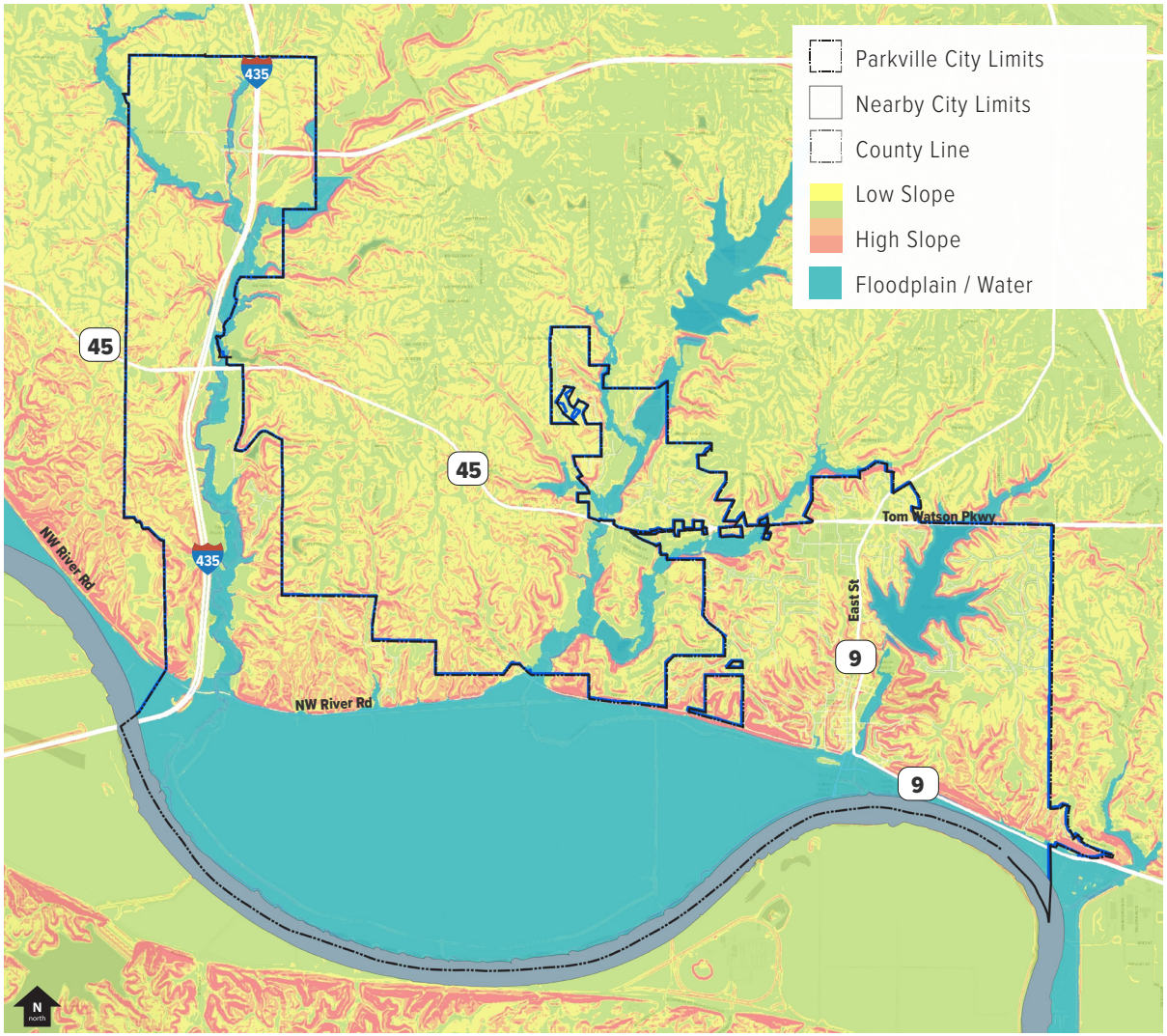
Slope preservation ordinances can be tailored to fit the need of the community but generally place restrictions on development in areas with more than a certain percentage of slope with restrictions put in place once slopes hit between 15% and 25%.

STRATEGIC OPPORTUNITY 2.5

Protect high slope areas of Parkville to prevent environmental degredation

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

Figure 4.12 *Slope Map*



SUSTAINABILITY AND THE ENVIRONMENT

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

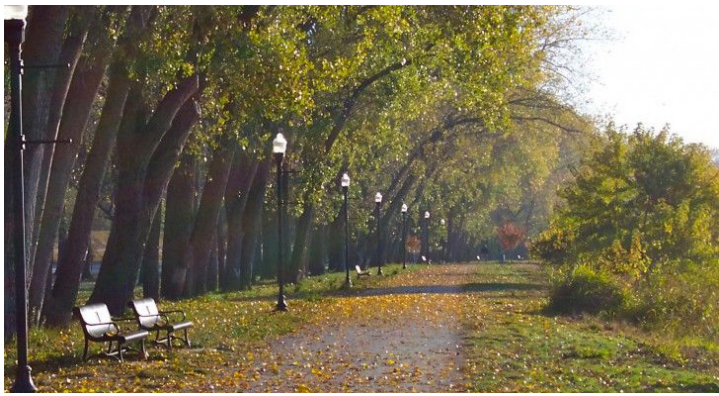
One significant threat to trees in communities are diseases and pests. Tree diseases such as the Oak Wilt and pests such as the Emerald Ash Borer have decimated tree cover on residential streets across the United States. This devastation has been especially bad in neighborhoods with one tree species 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

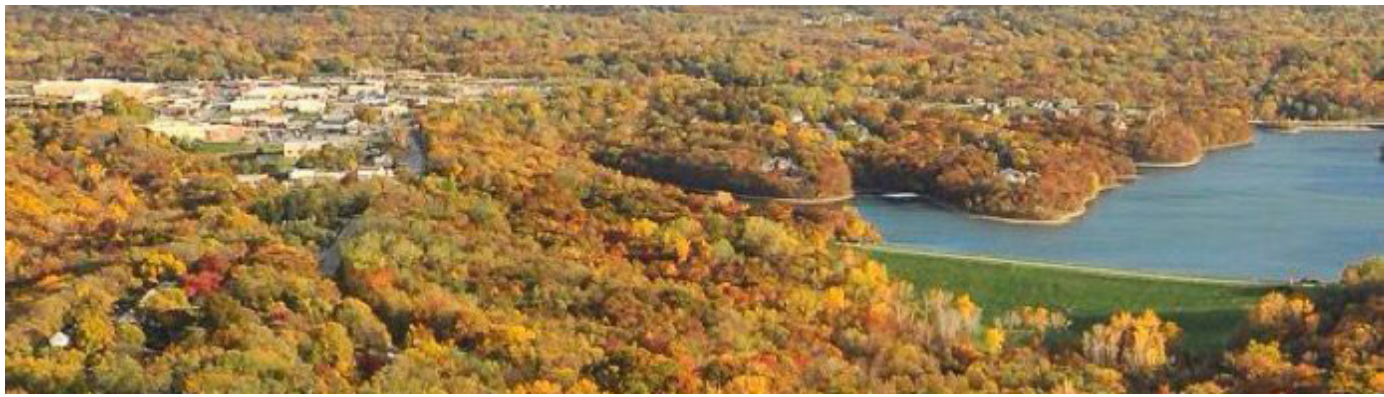
Actively preserve and replenish Parkville's tree cover

- 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.









SUSTAINABILITY AND THE ENVIRONMENT

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.







SUSTAINABILITY AND THE ENVIRONMENT

PARKS IN PARKVILLE

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

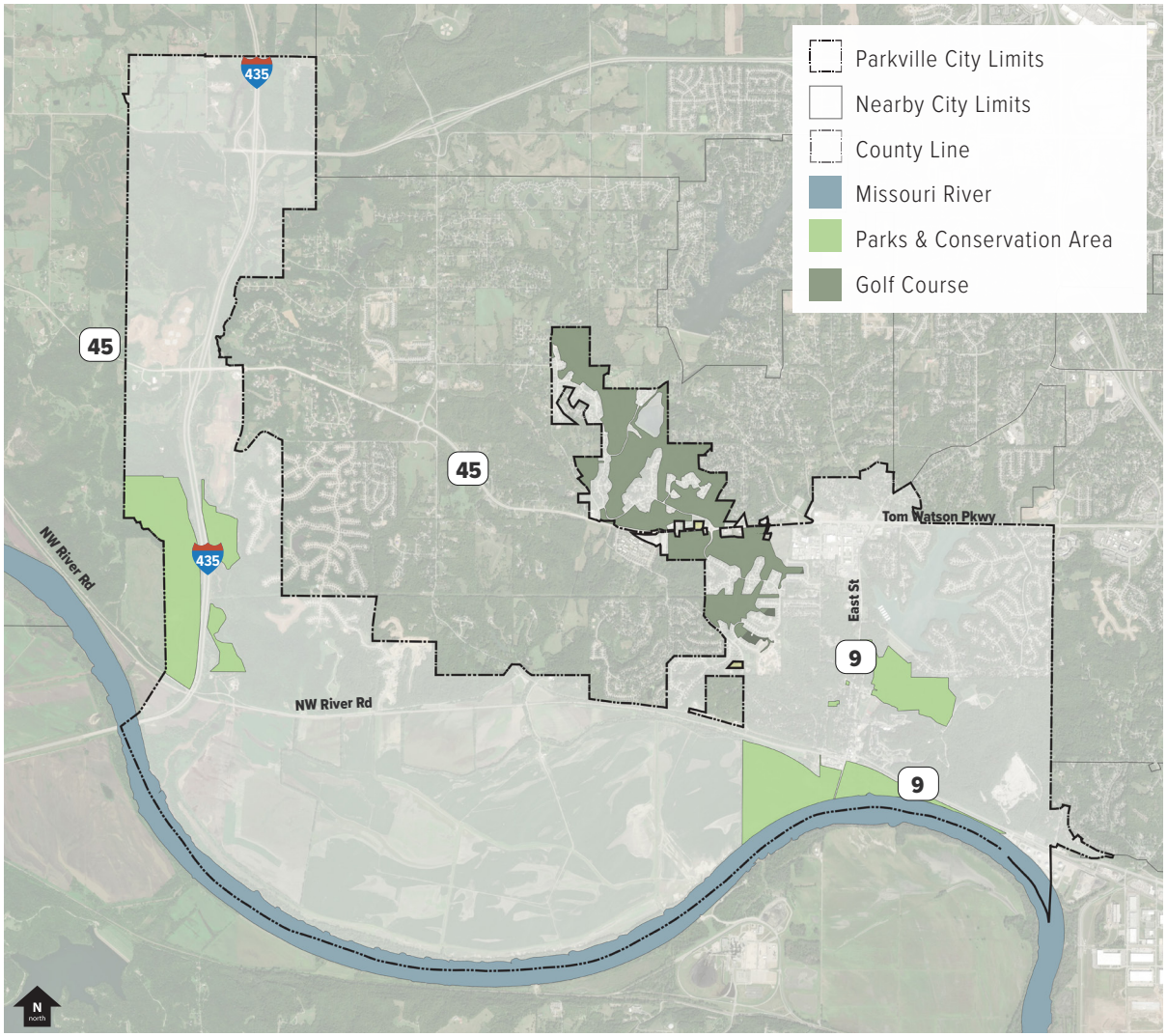
- Adams Park
- English Landing Park
- Gresham Memorial Spirit Fountain Park
- Parkville Nature Sanctuary
- Platte Landing Park
- Downtown Pocket Park
- Sullivan Nature Sanctuary
- Watkins Park
- White Allow Creek Conservation Area

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*



SUSTAINABILITY AND THE ENVIRONMENT

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.

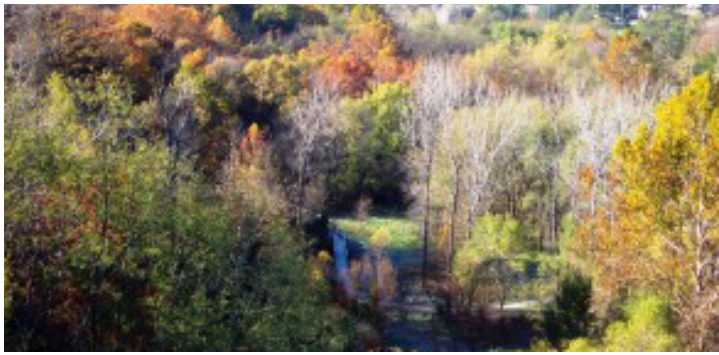
Figure 4.15 *Existing Land Use, Parkville (2020)*

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







SUSTAINABILITY AND THE ENVIRONMENT

FUTURE PARK SERVICE AREAS

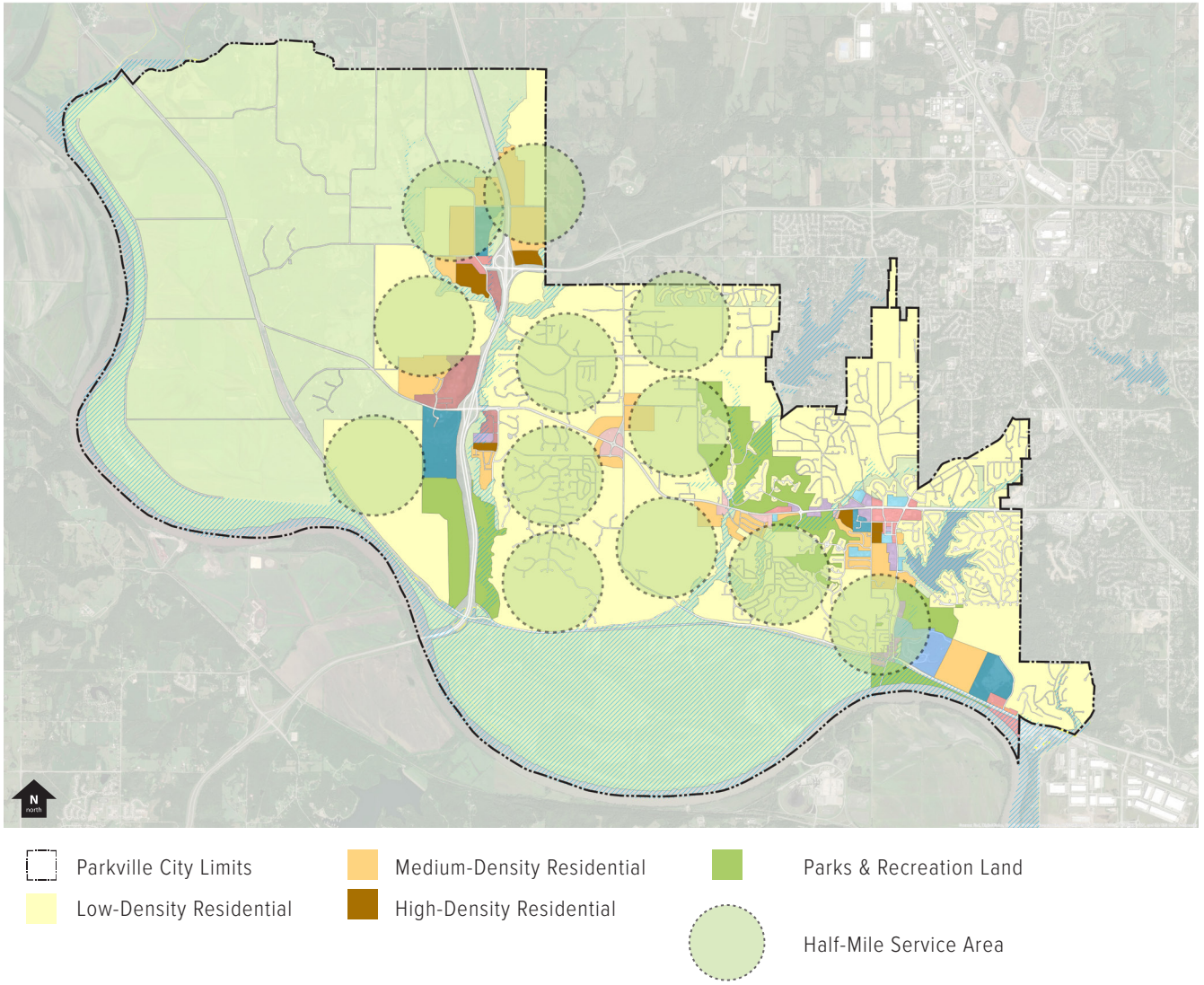
Neighborhood park expansion in Parkville should follow the areas of residential growth expansion within the community. Additionally, mixed-use development should aim to have some sort of public or semi-public outdoor space attached for the residents and visitors to recreate and gather.

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.

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



SUSTAINABILITY AND THE ENVIRONMENT

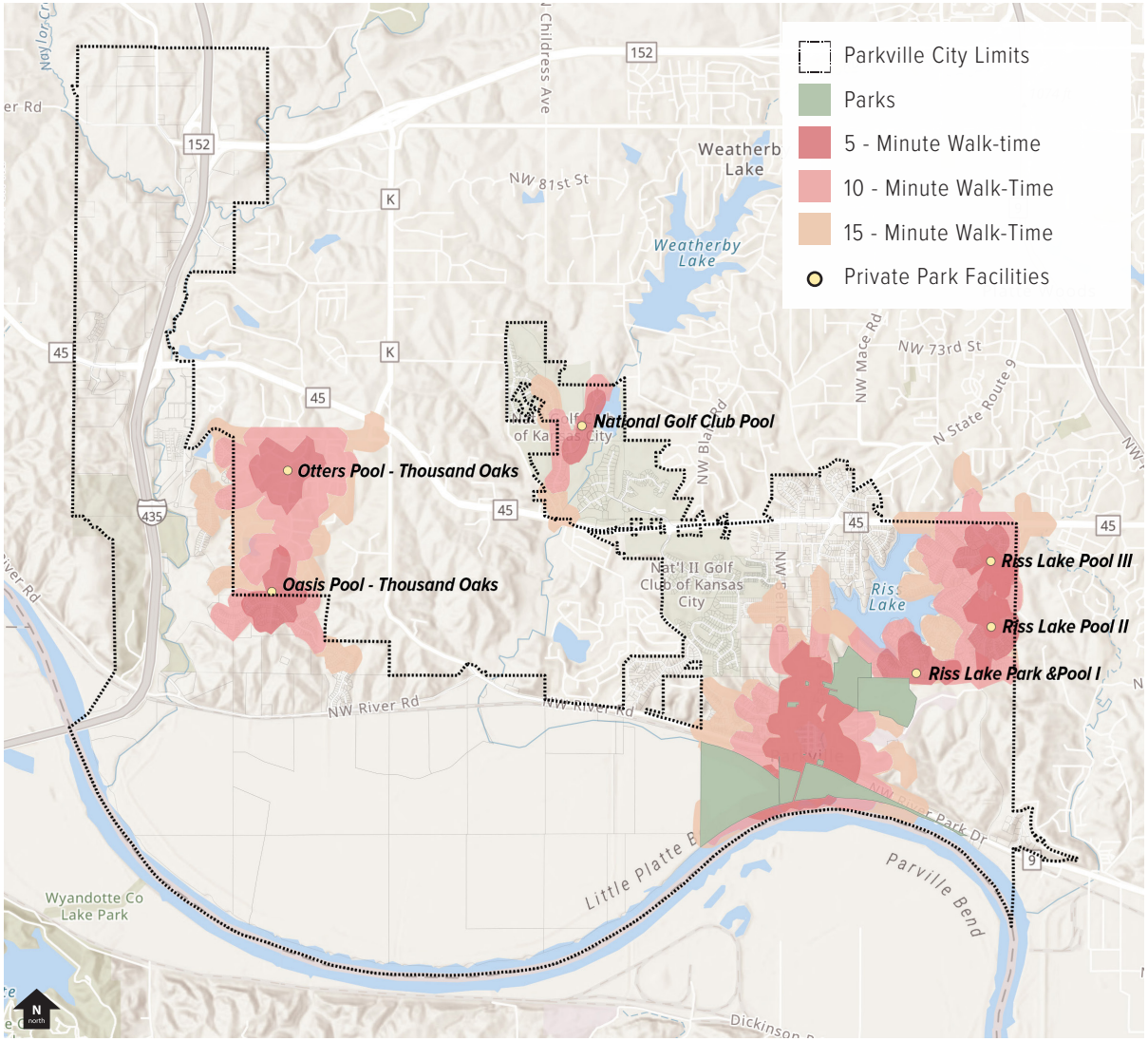
PARKVILLE PARK WALK TIME ANALYSIS

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)*



SUSTAINABILITY AND THE ENVIRONMENT

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.









SUSTAINABILITY AND THE ENVIRONMENT

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.

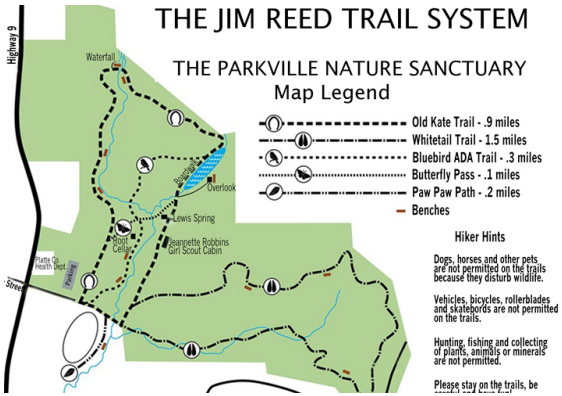
Another important east / west trail connection important for consideration exists within the overhead utility ROW that traverses through the Thousand Oaks neighborhood. Some stretches of trail exist in this location in that neighborhood and an extension both east and west could connect with other potential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

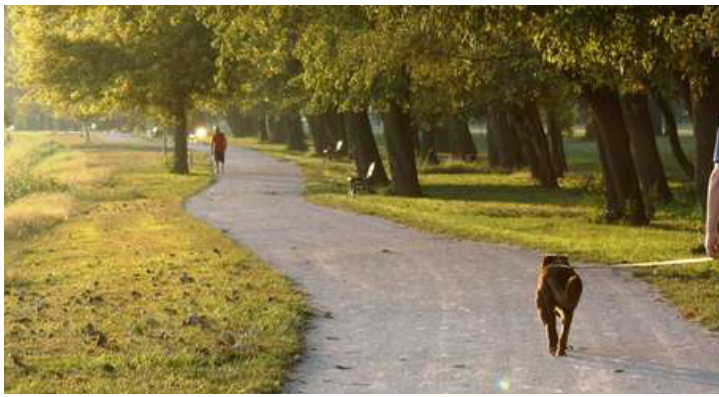
STRATEGIC OPPORTUNITY 2.10

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.



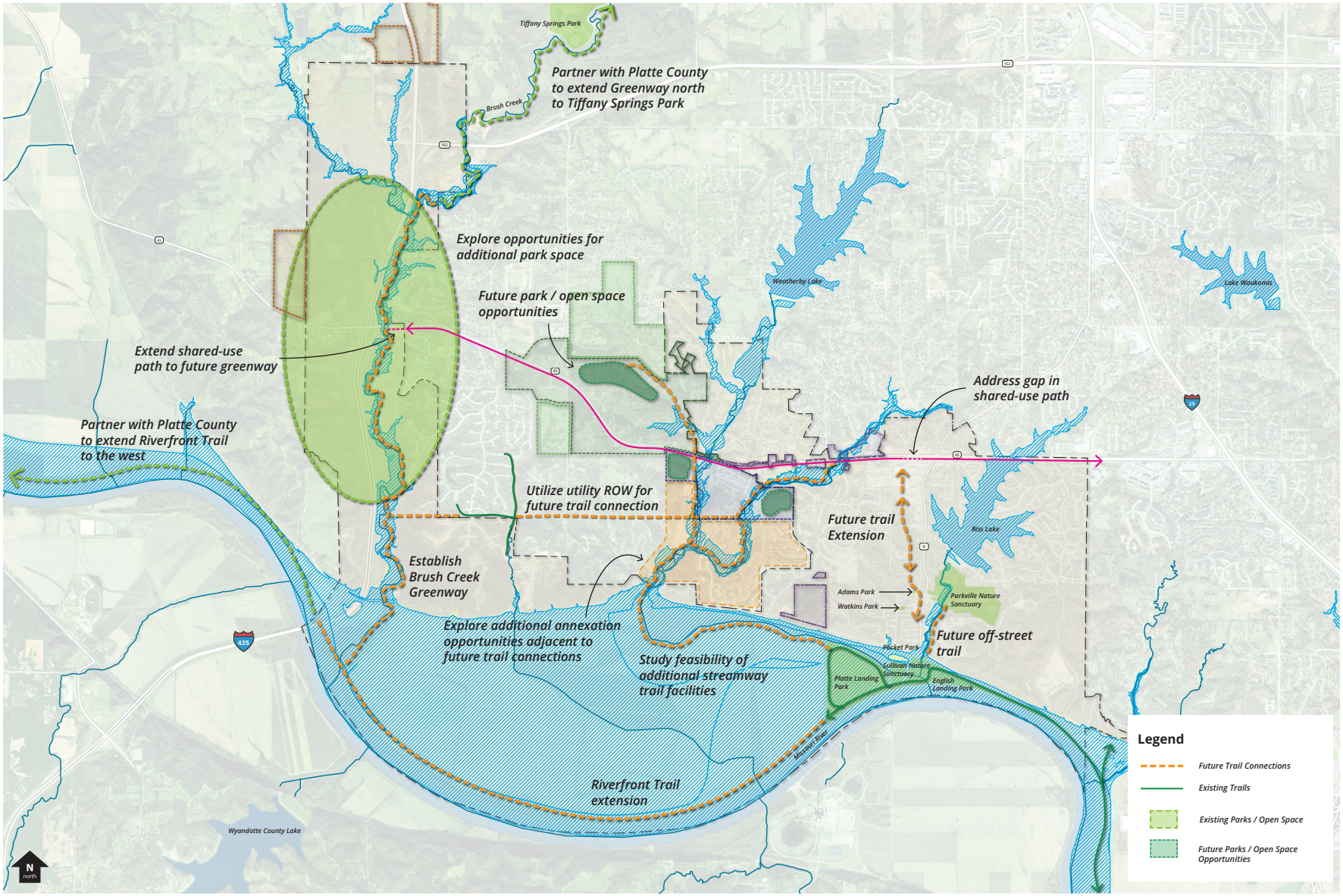




SUSTAINABILITY AND THE ENVIRONMENT

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.







TRANSPORTATION AND INFRASTRUCTURE

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.



TRANSPORTATION AND INFRASTRUCTURE

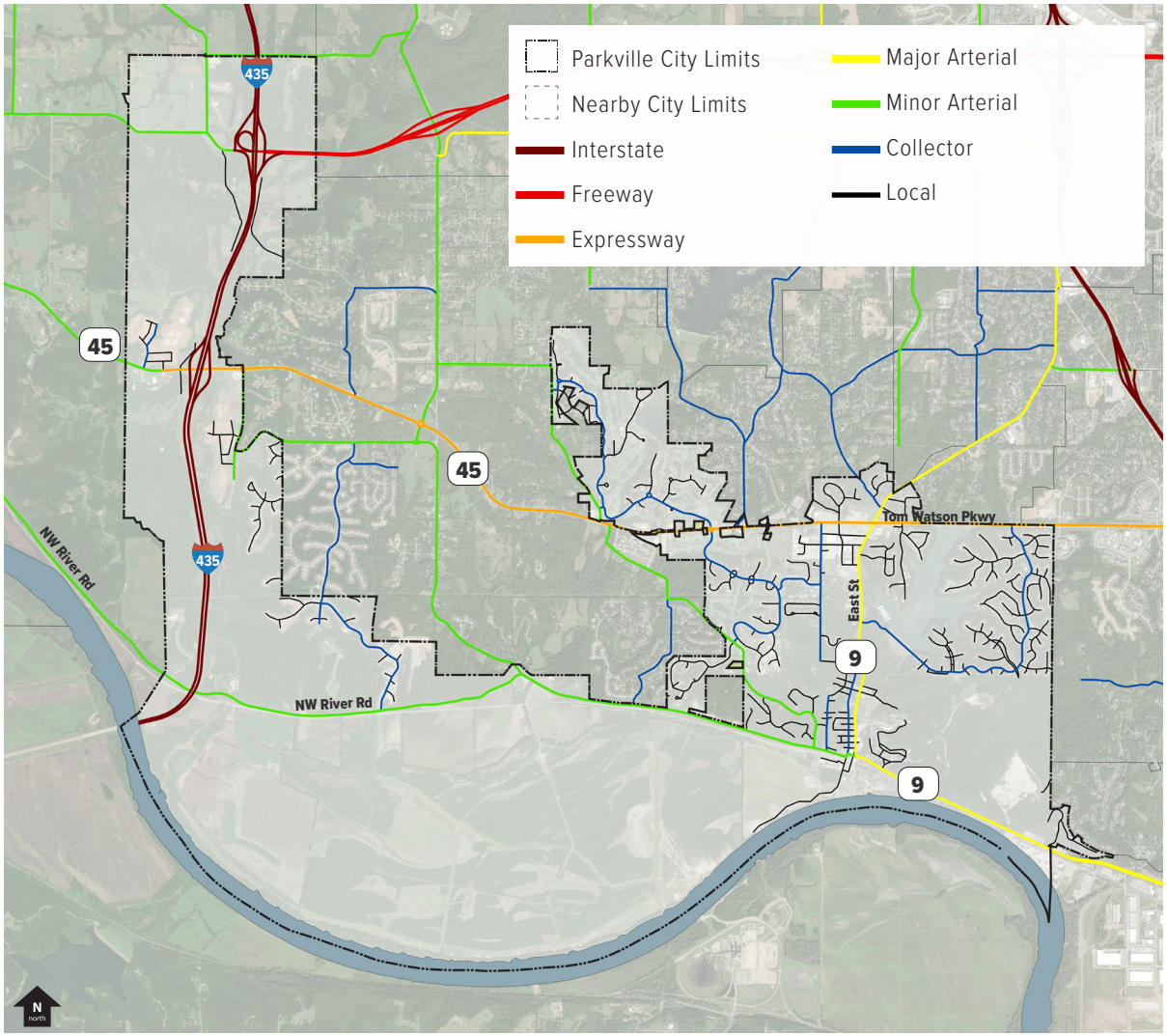
EXISTING TRANSPORTATION CONDITIONS

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*



TRANSPORTATION AND INFRASTRUCTURE

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*









TRANSPORTATION AND INFRASTRUCTURE

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*







TRANSPORTATION AND INFRASTRUCTURE

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



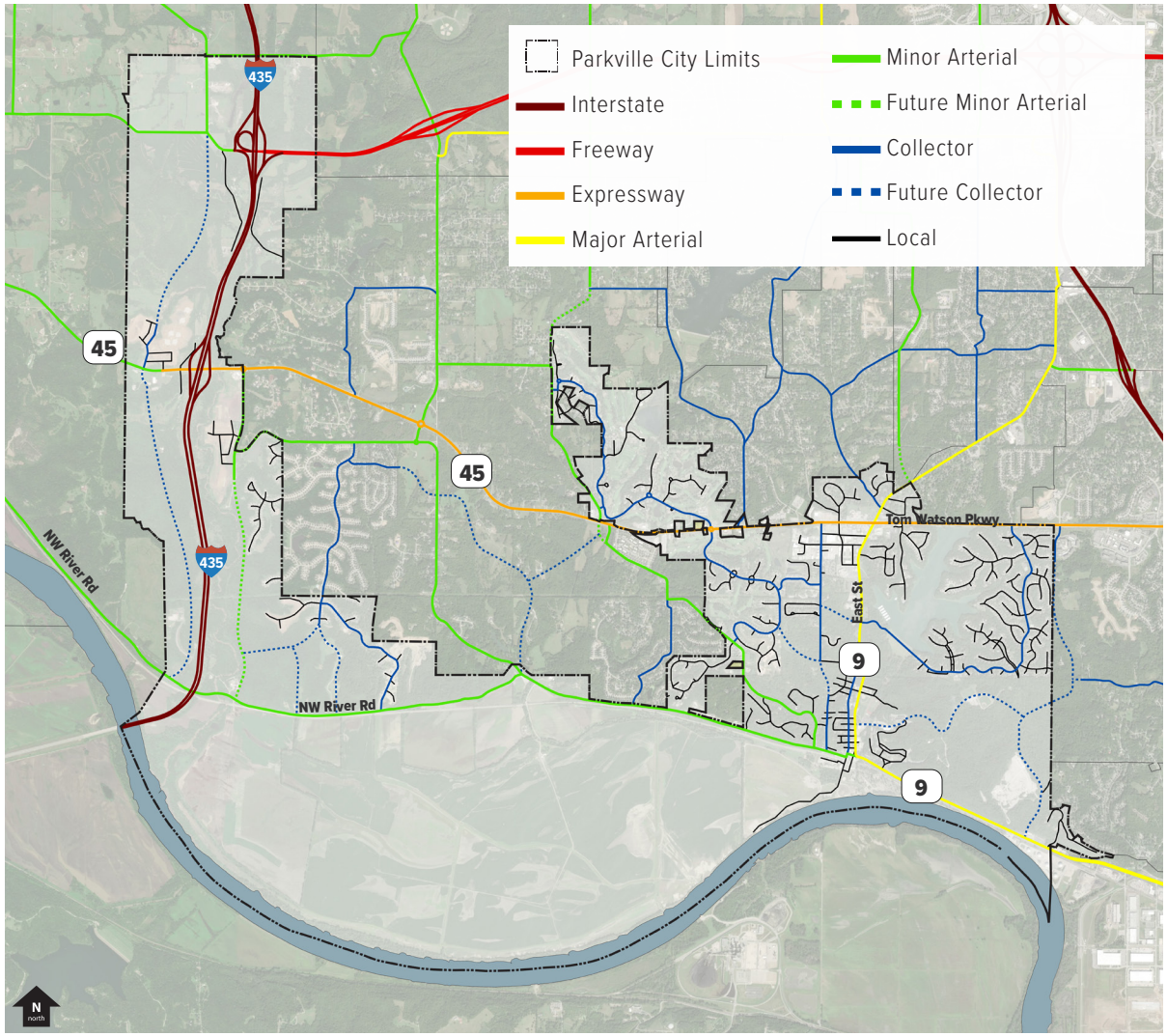
9 Highway (Major Arterial) looking west in Downtown Parkville

TRANSPORTATION AND INFRASTRUCTURE

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*



TRANSPORTATION AND INFRASTRUCTURE

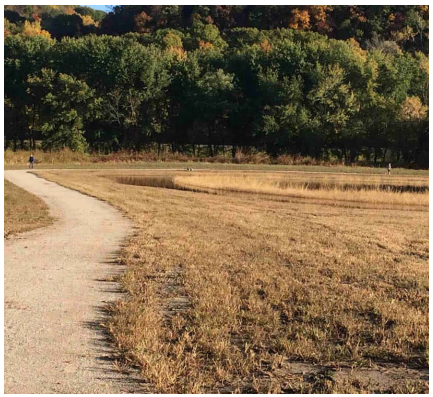
BICYCLES & PEDESTRIANS

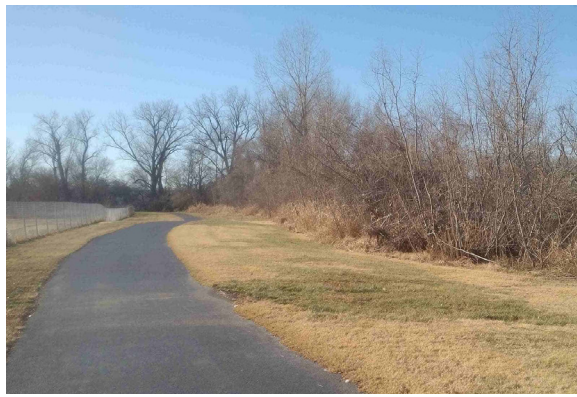
The Parkville community cherishes the existing trail system of shared-use paths including the English Landing Park Trail, Platte Landing Park Trail, and the Southern Platte Pass Trail along Highway 45. A priority trail connection was also recently constructed to complete the gap between the English Landing 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.







TRANSPORTATION AND INFRASTRUCTURE

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)

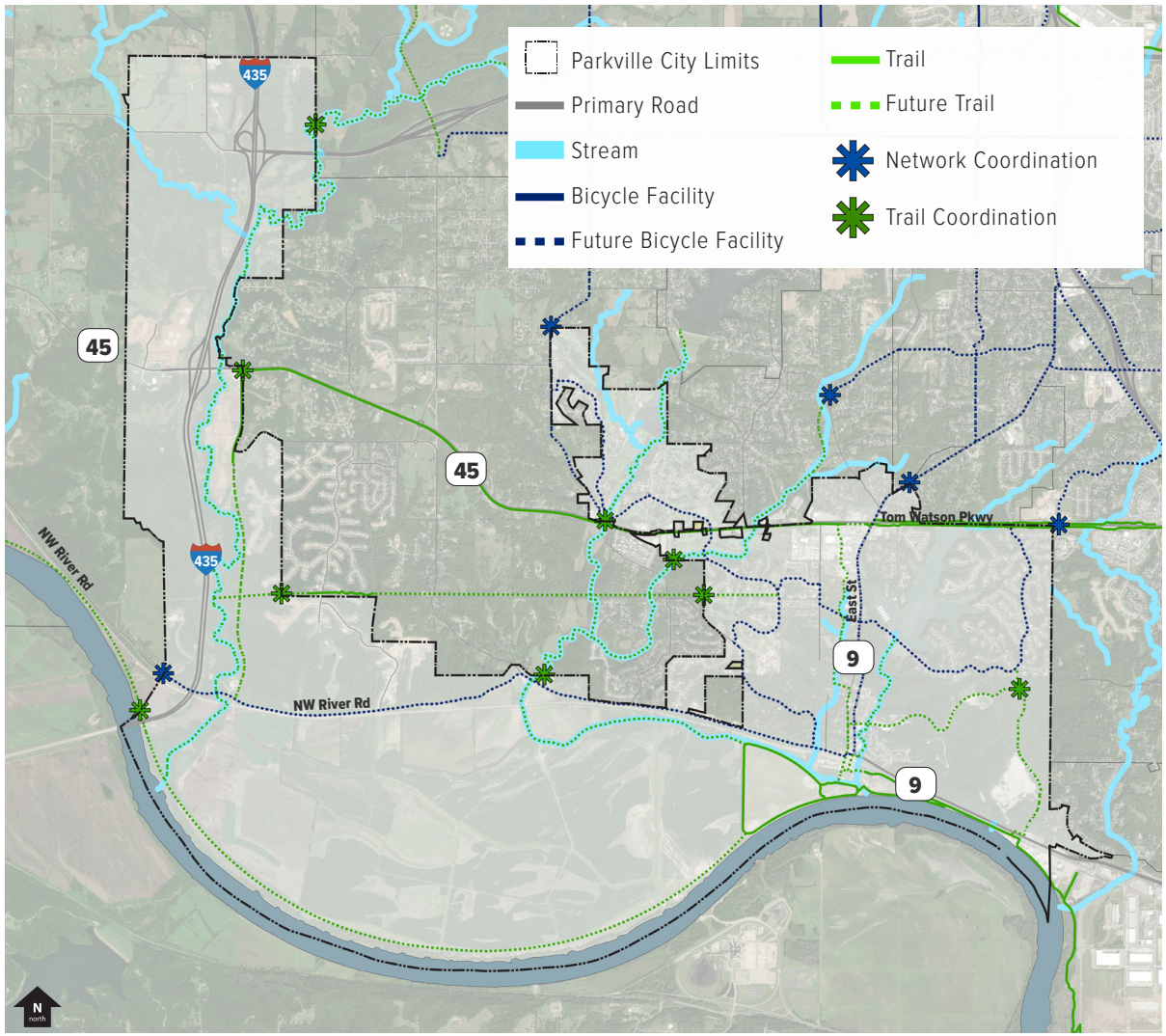


Figure 4.23 *Active Transportation Map*

TRANSPORTATION AND INFRASTRUCTURE

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

TRANSPORTATION AND INFRASTRUCTURE

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)

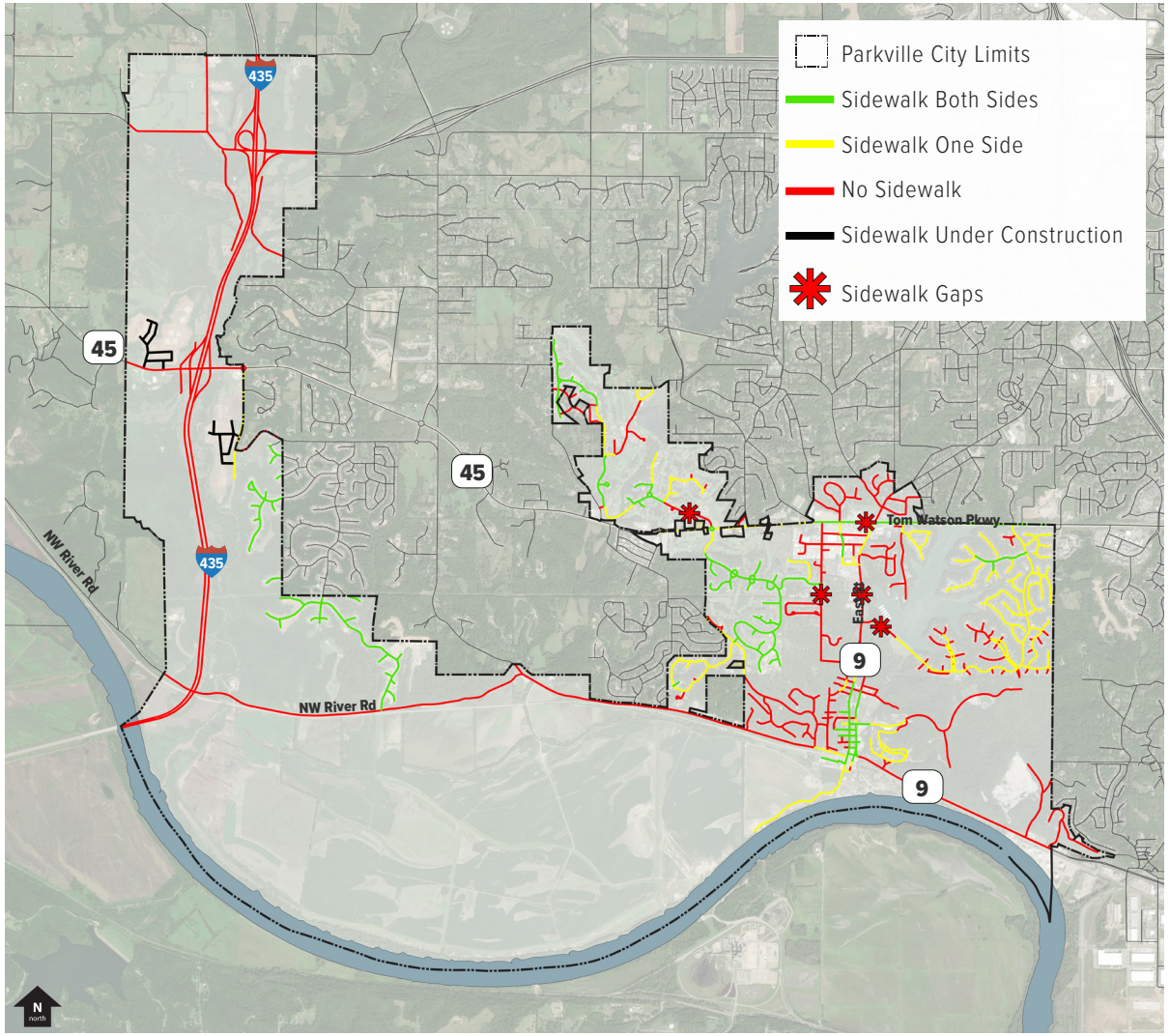


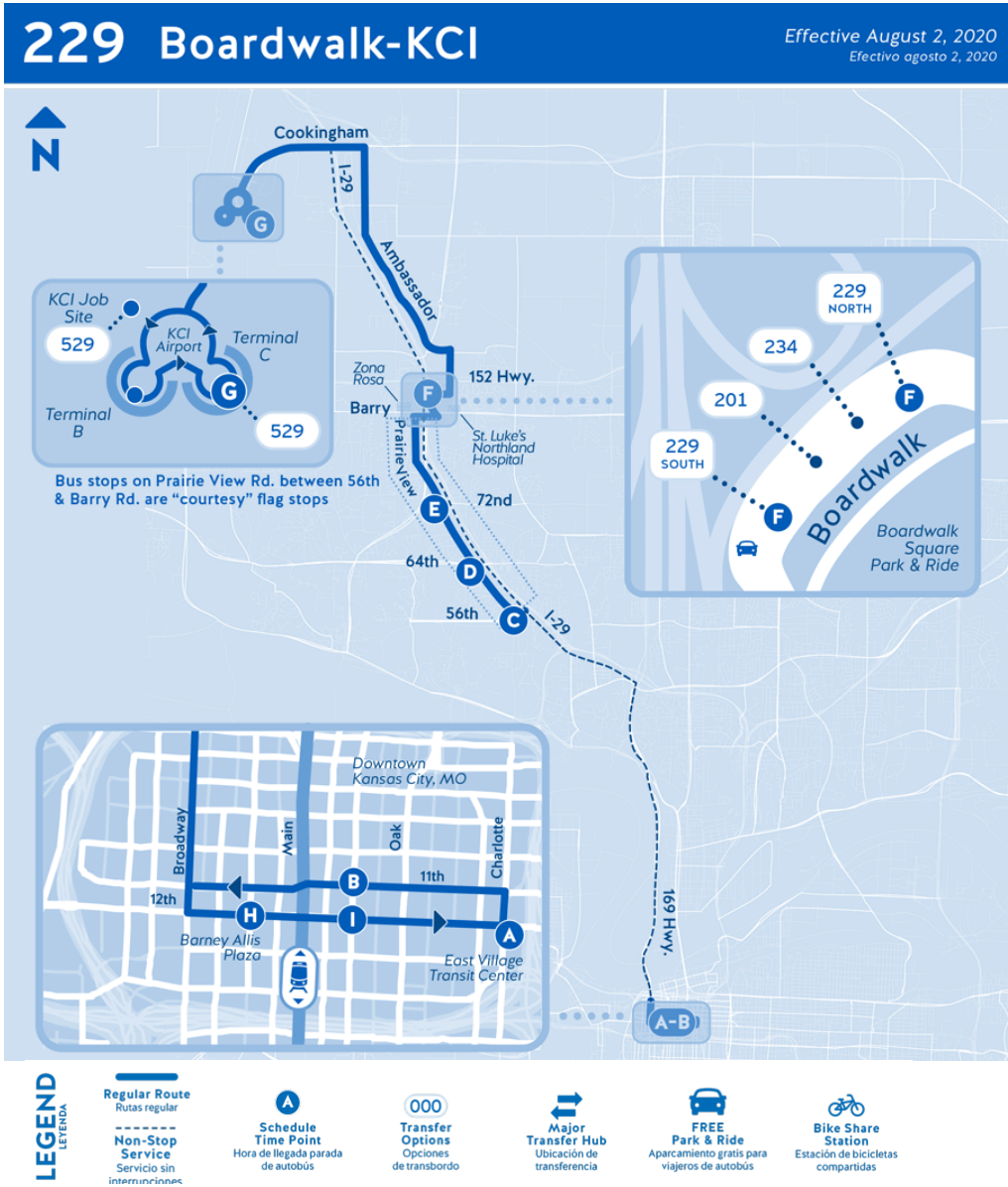
Figure 4.24 *Sidewalk Map*

TRANSPORTATION AND INFRASTRUCTURE

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

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

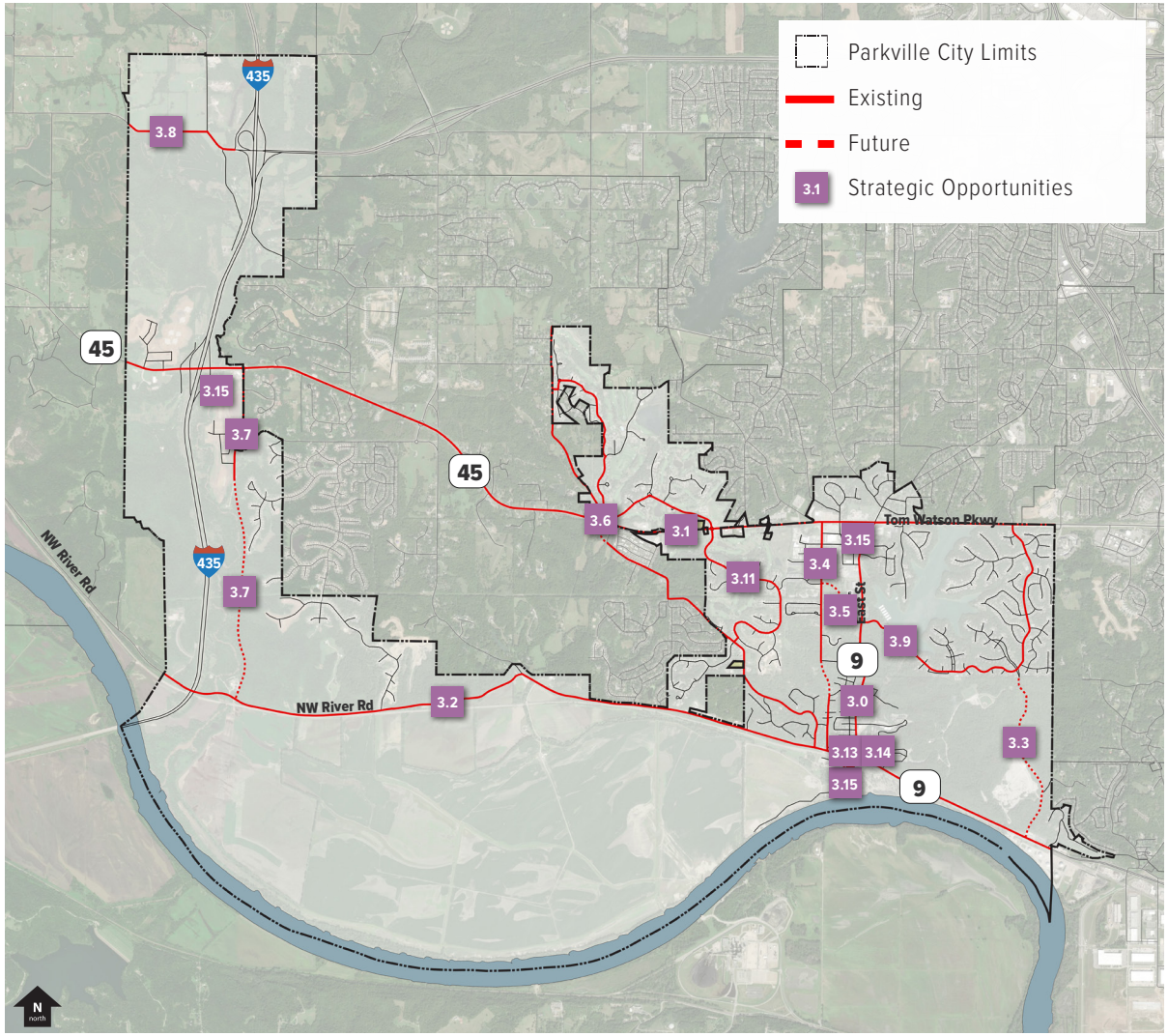


Figure 4.25 *Transportation Strategic Opportunities Map*

TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

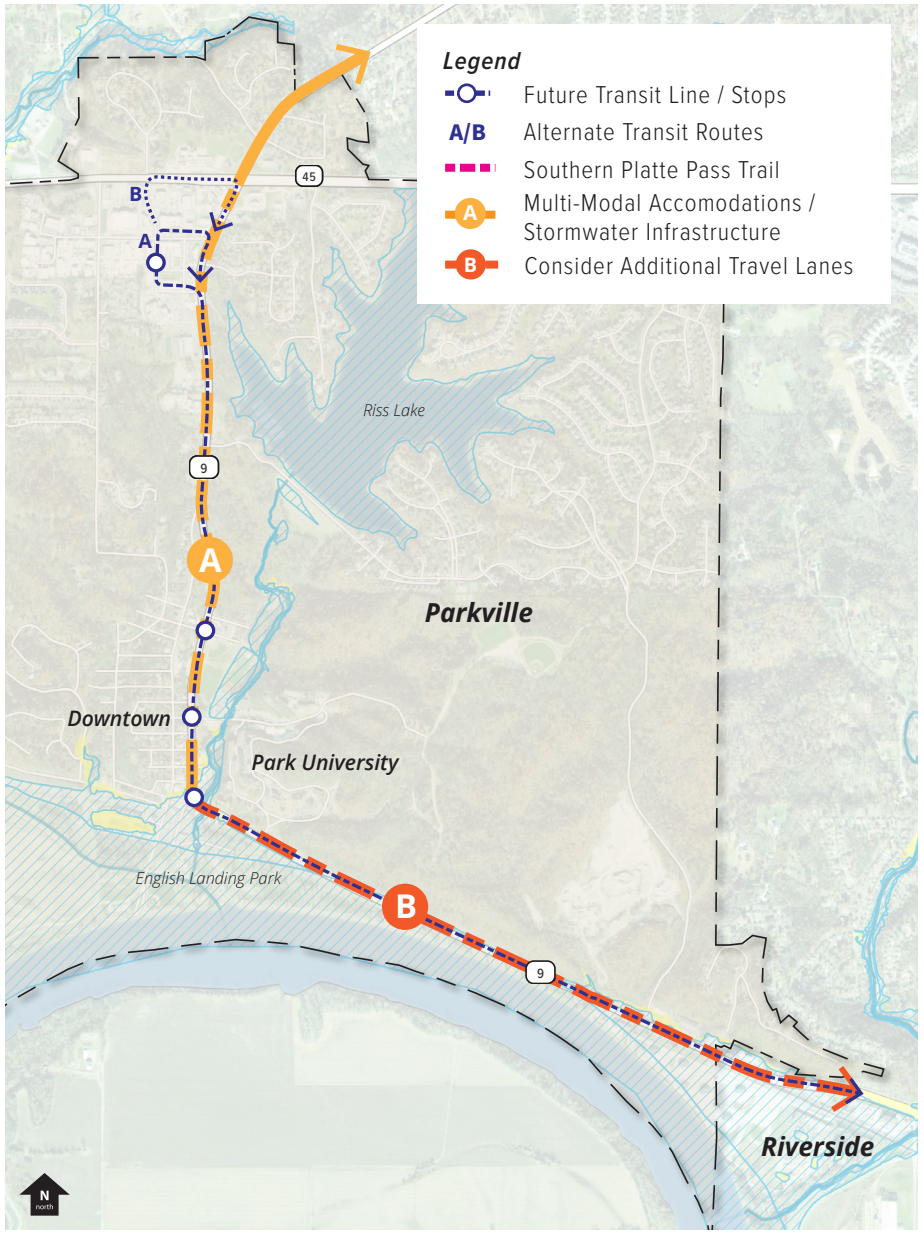
9 Highway

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*



TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

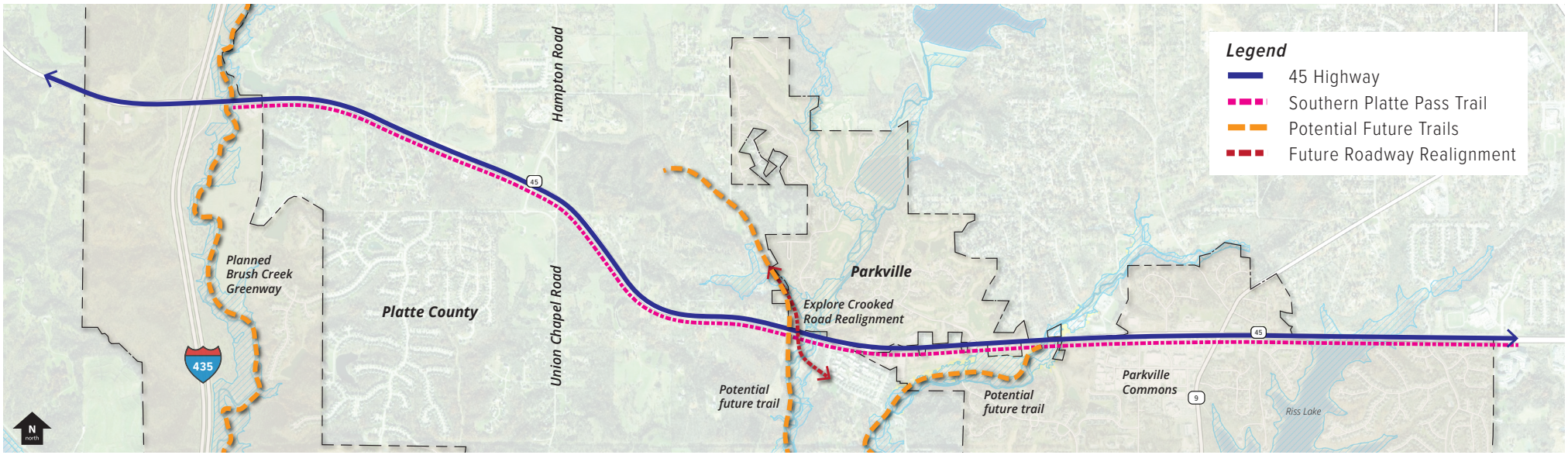
45 Highway

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*



TRANSPORTATION AND INFRASTRUCTURE

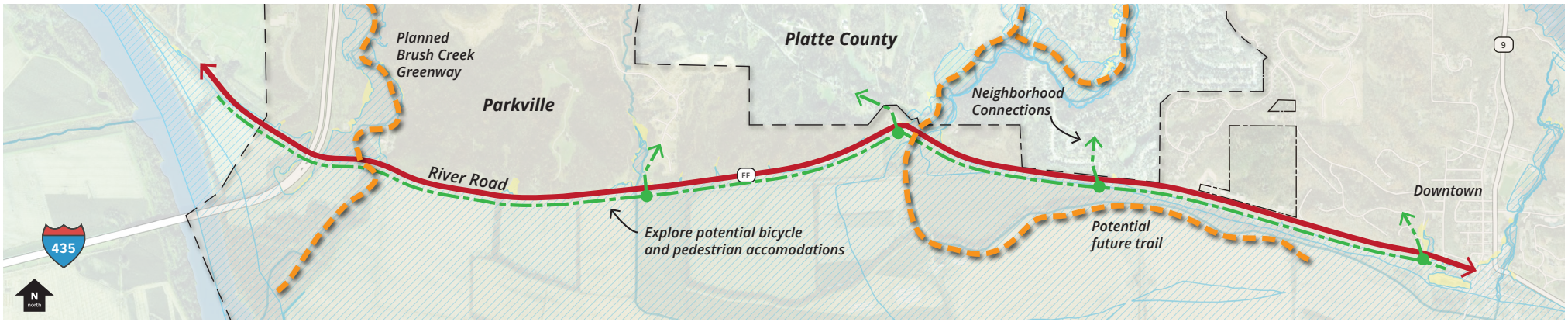
River Road (Route FF)

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*



TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

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.

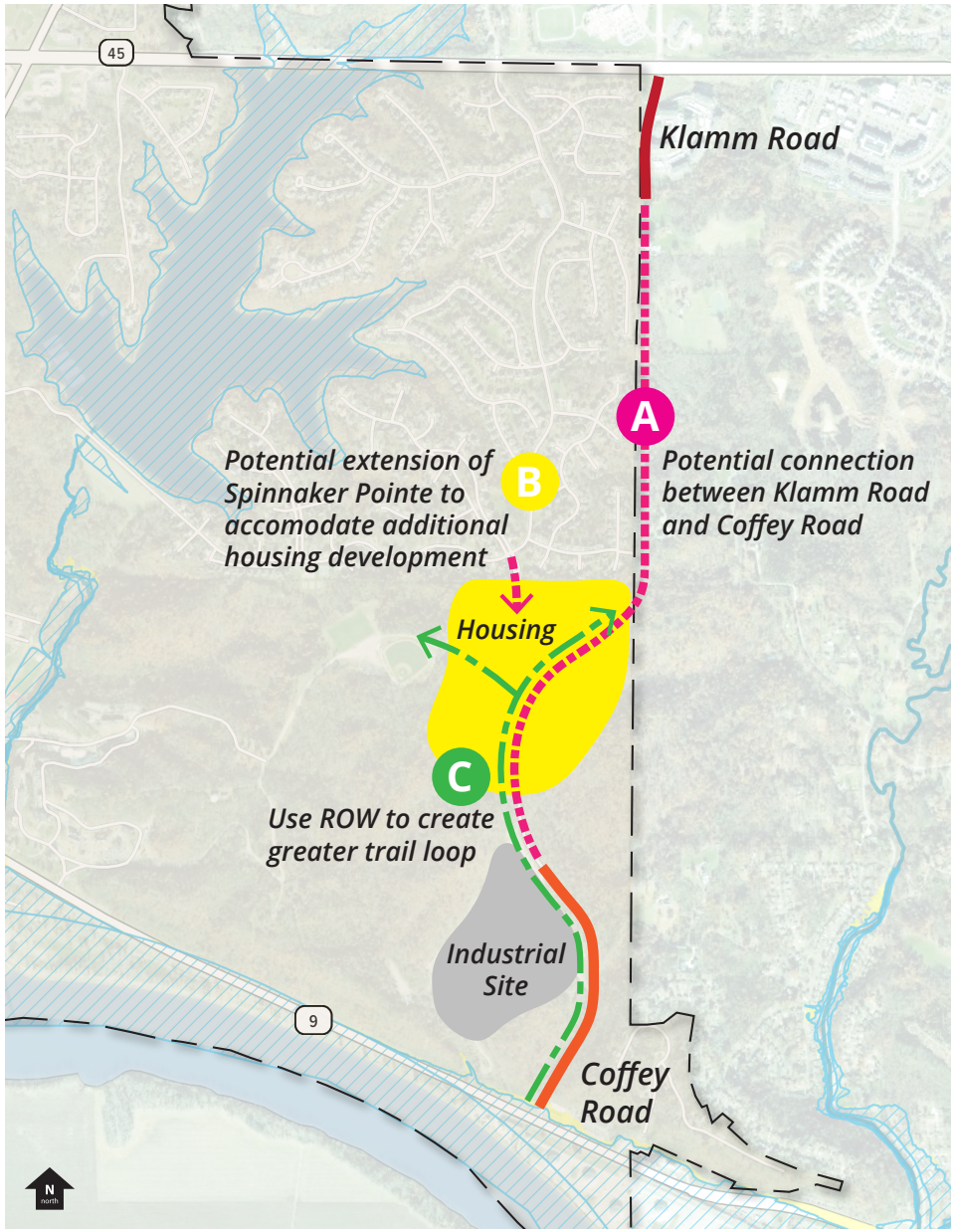
STRATEGIC OPPORTUNITY 3.3

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*



TRANSPORTATION AND INFRASTRUCTURE

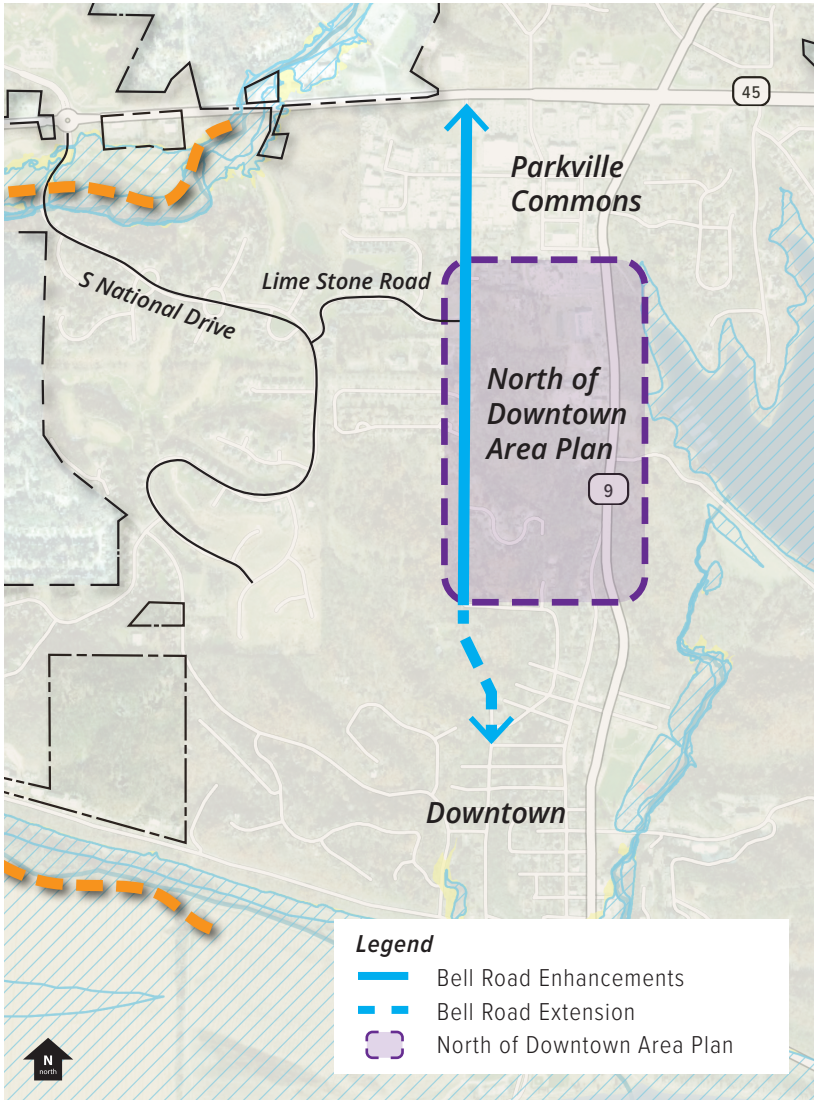
Bell Road

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*



TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

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.

TRANSPORTATION AND INFRASTRUCTURE

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*



TRANSPORTATION AND INFRASTRUCTURE

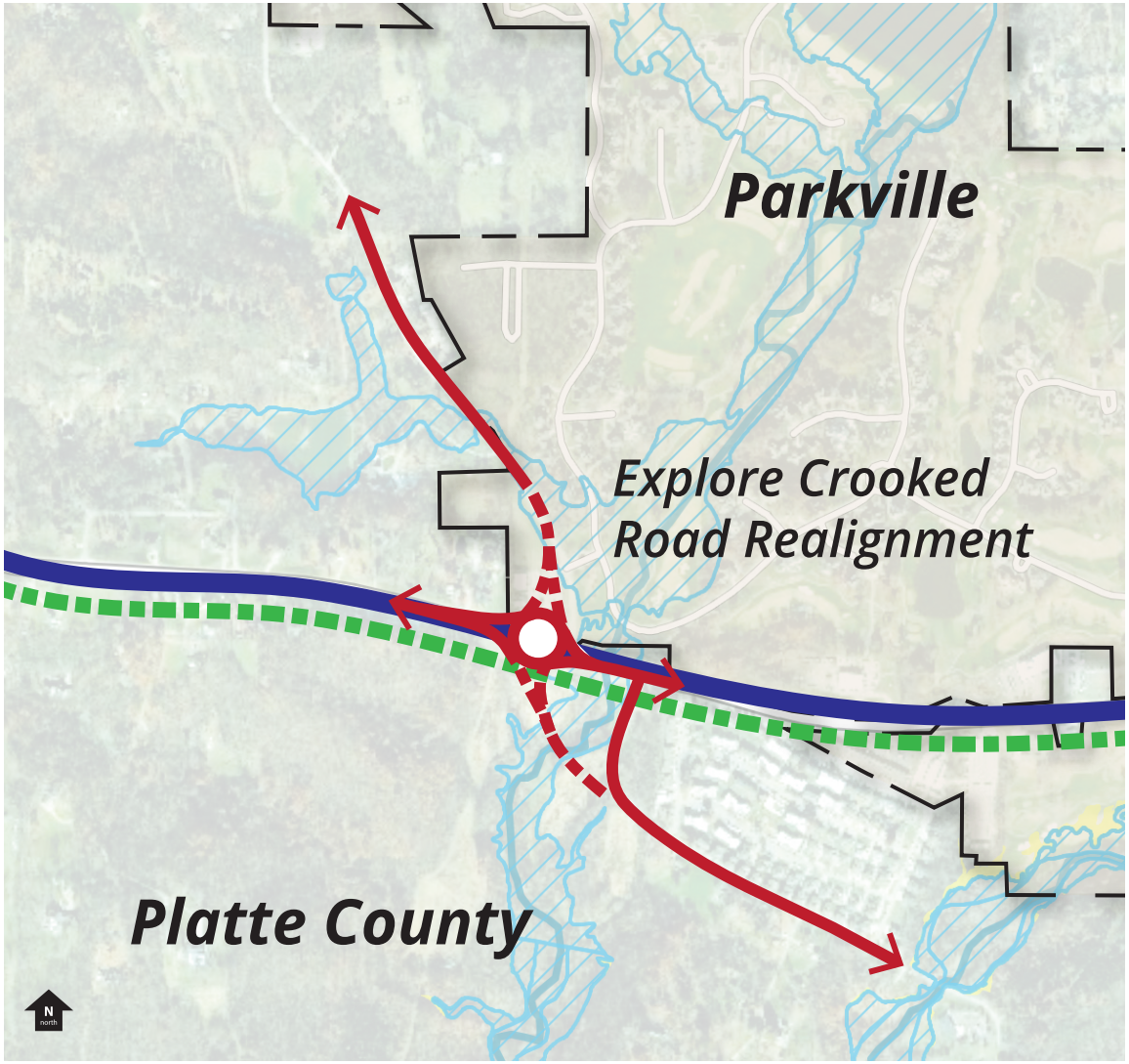
Crooked Road

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*



TRANSPORTATION AND INFRASTRUCTURE

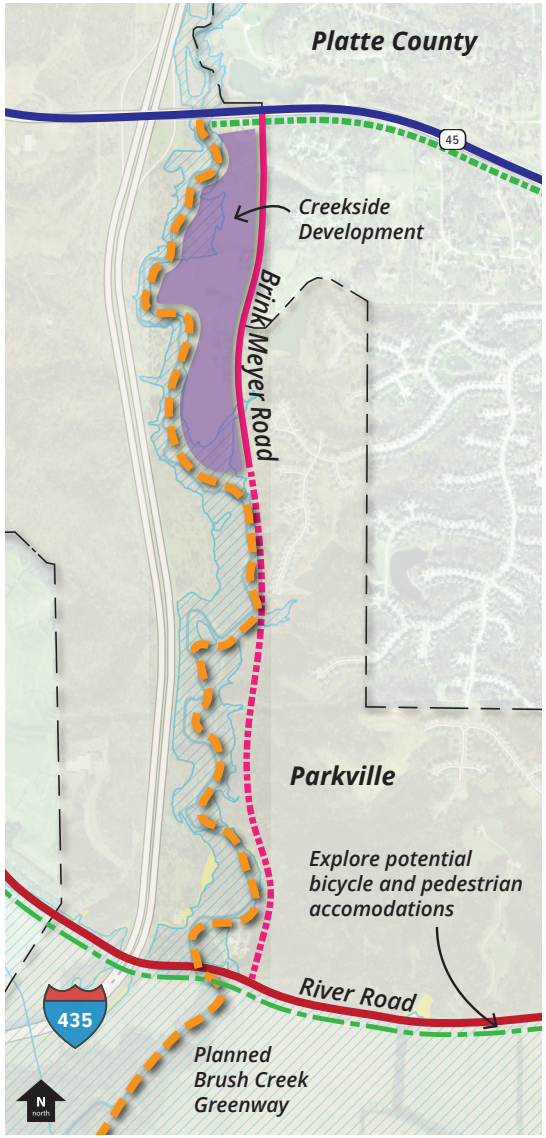
Brink Meyer Road

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*



TRANSPORTATION AND INFRASTRUCTURE

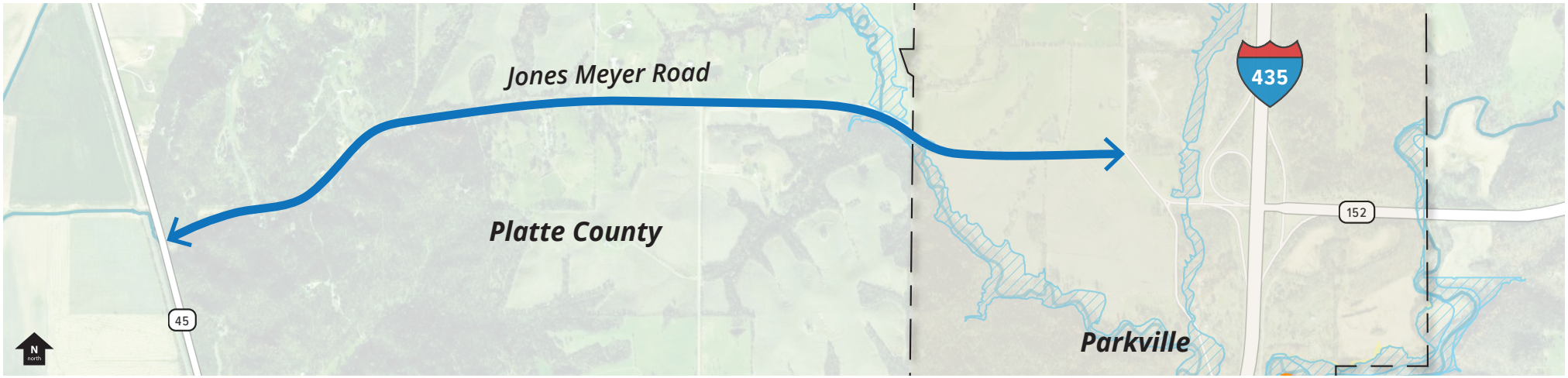
TRANSPORTATION AND INFRASTRUCTURE

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*



TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

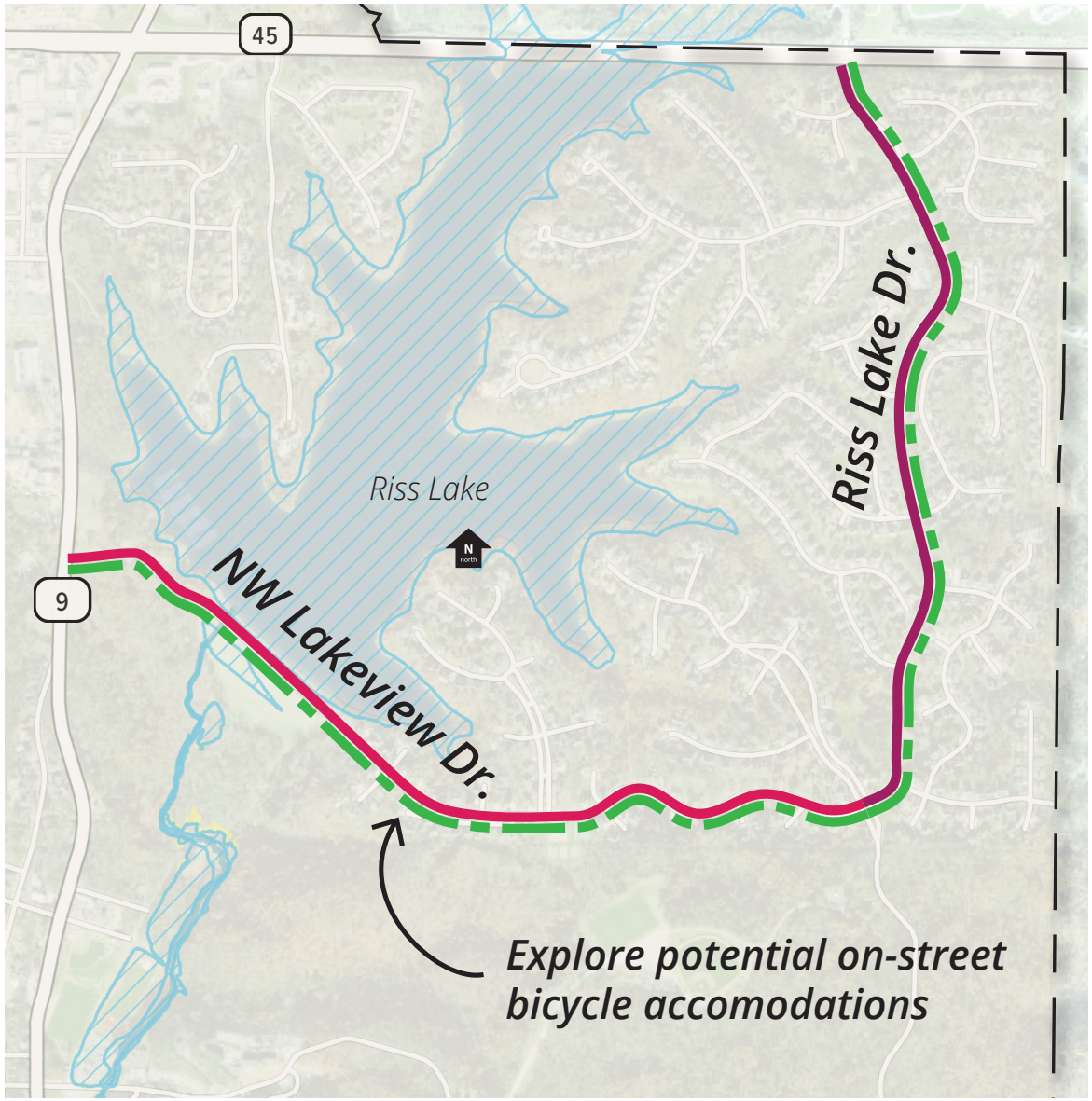
Lakeview Road and Riss Lake Drive

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*



TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

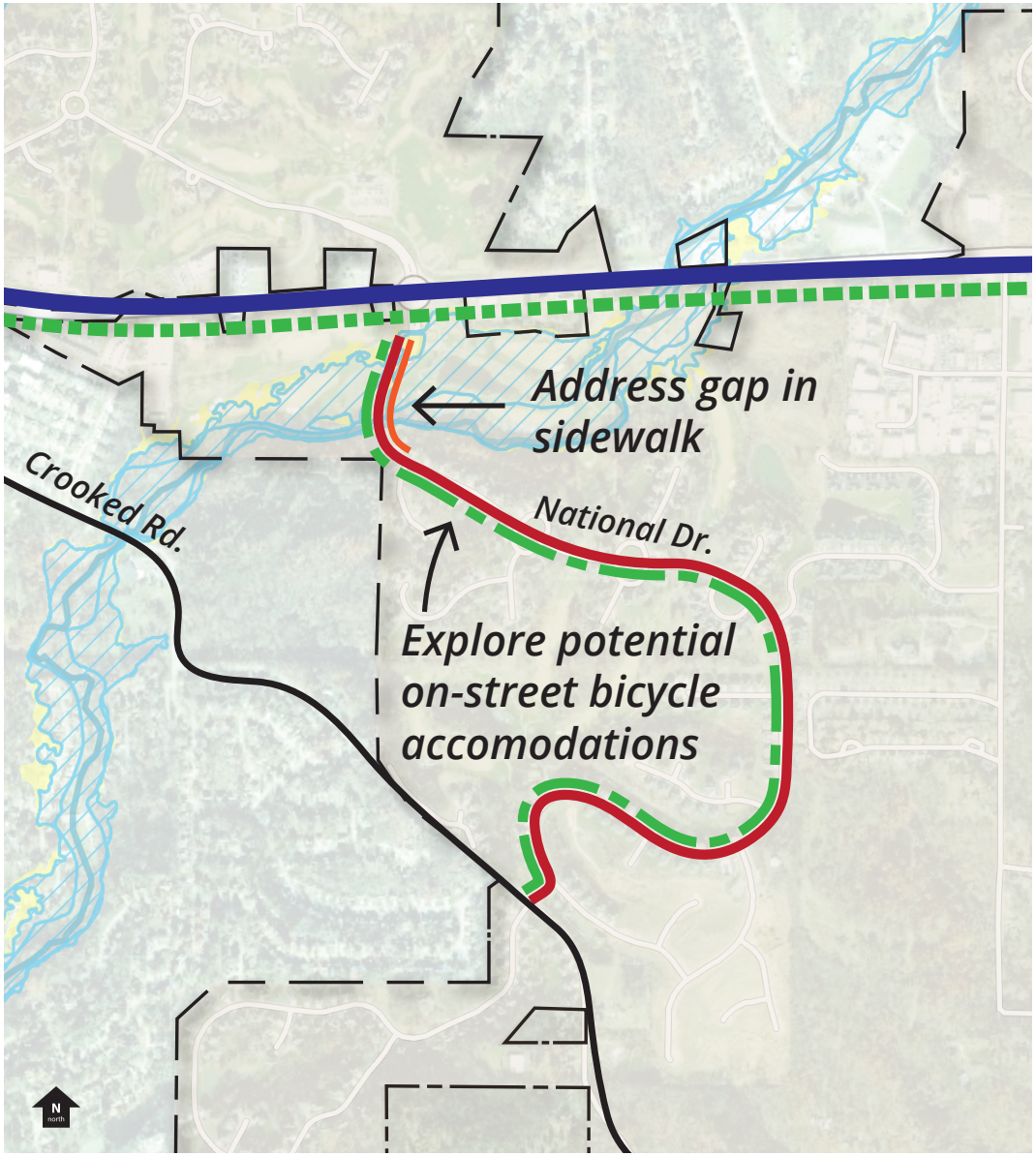
National Drive

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*



TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

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*



TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

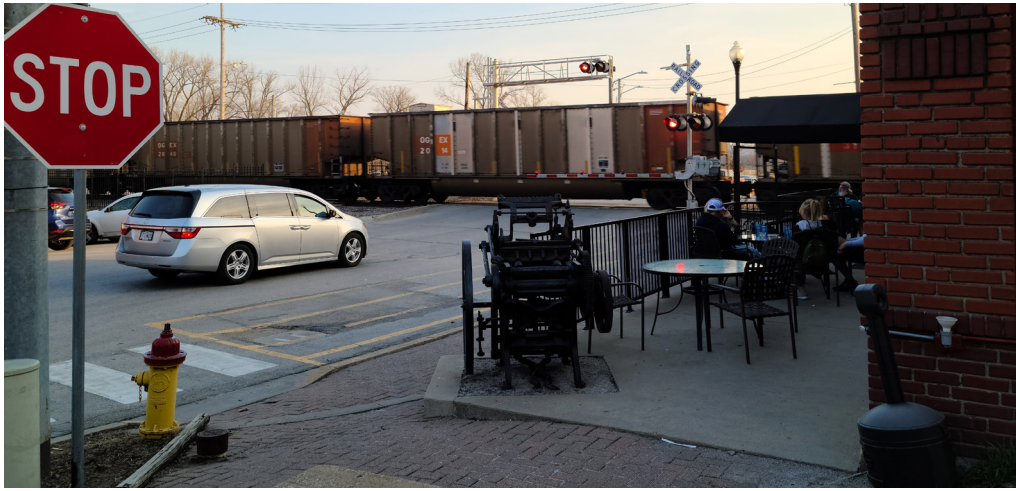
Railroad Crossing at Main Street / East Street

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 inlude at-grade connections through a new intersection at 1st Street and/or the implementation of a quiet zone.





TRANSPORTATION AND INFRASTRUCTURE

TRANSPORTATION AND INFRASTRUCTURE

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.







STRATEGIC DEVELOPMENT

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 DEVELOPMENT

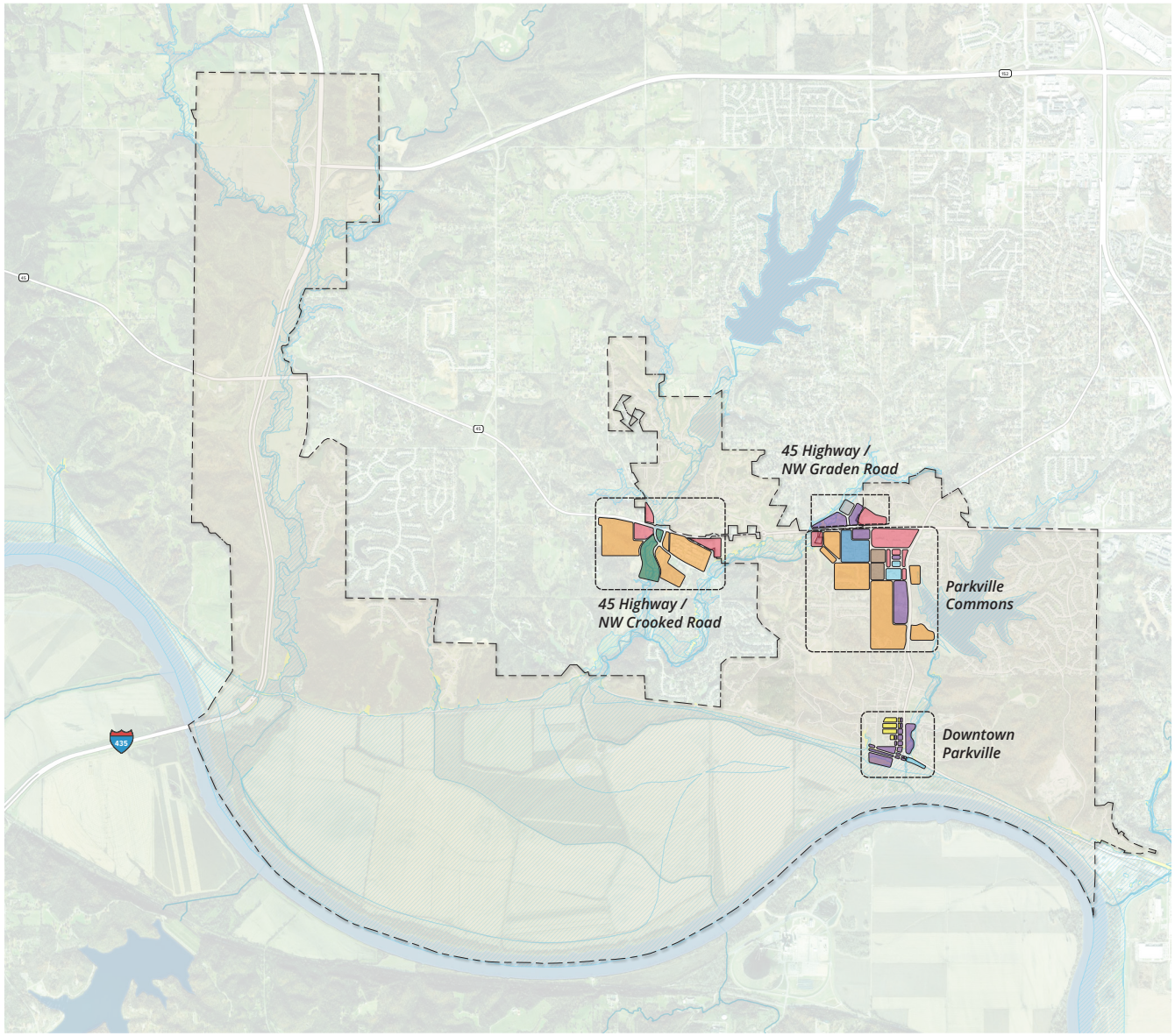
STRATEGIC OPPORTUNITIES 4.0

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

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

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.

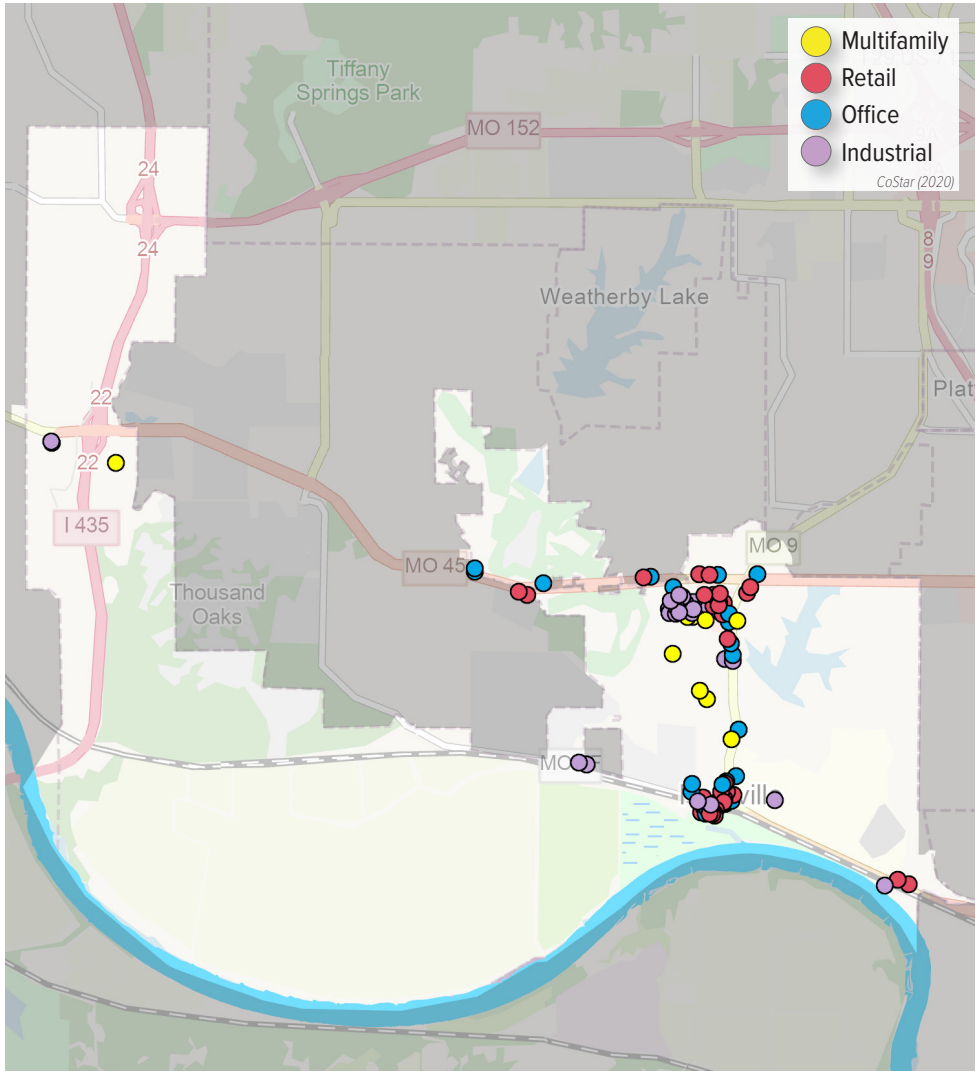
Another way to increase flexibility into retail and other commercial businesses is through the expansion of mixed-use developments. Figure 4.39 shows the commercial building locations within Parkville.

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

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

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 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

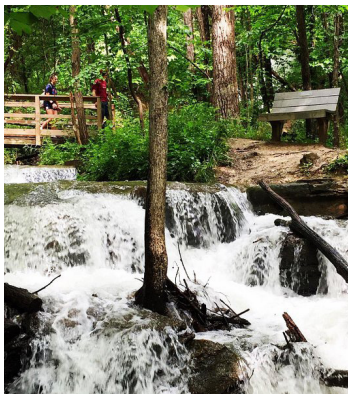
Maintain a robust stock of quality public land

- 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.











STRATEGIC DEVELOPMENT

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.

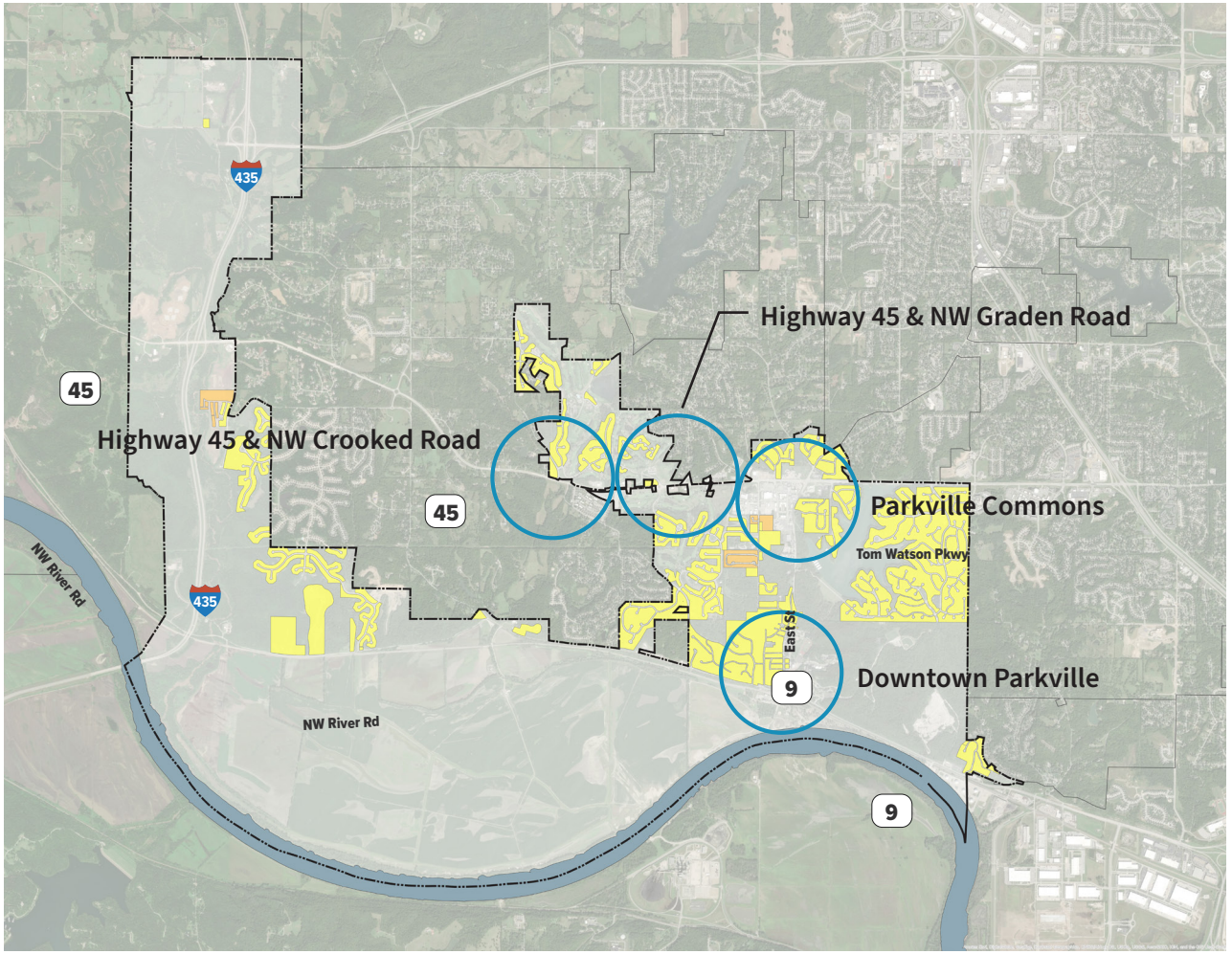
One downside can be the risk of brownfields. Brownfields are often former industrial or commercial sites where future use may be affected by real or perceived environmental contamination. The environmental contamination threat can take several forms but is often associated with soil contamination because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



STRATEGIC DEVELOPMENT

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.

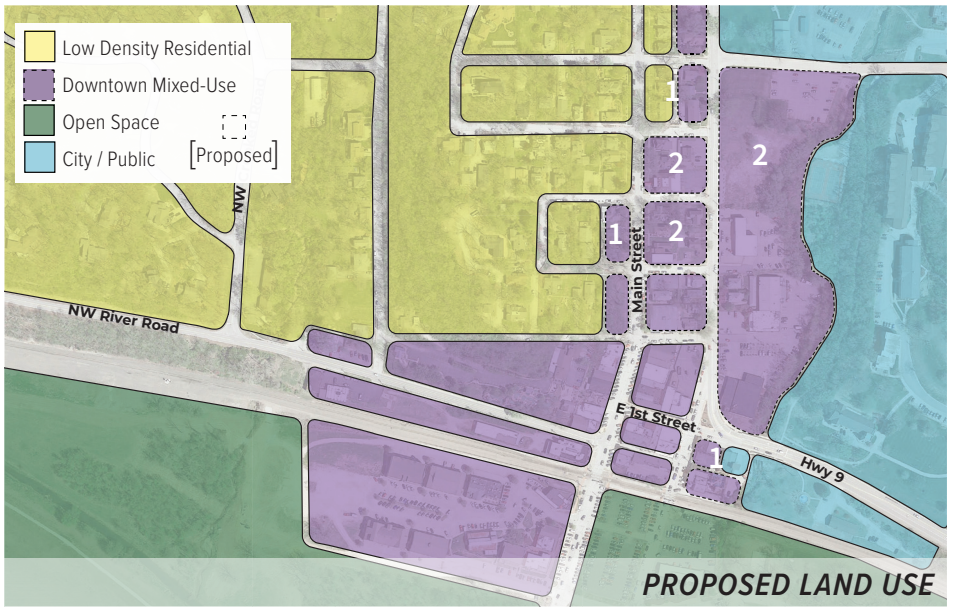
2. Expanding Downtown Mixed-Use The parcels located along East Street should ideally be preserved as part of the downtown mixed-use district. Any redevelopment of parcels in this corridor should be within the downtown mixed-use characteristics.

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





STRATEGIC DEVELOPMENT

INFILL DEVELOPMENT OPPORTUNITY AREAS

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

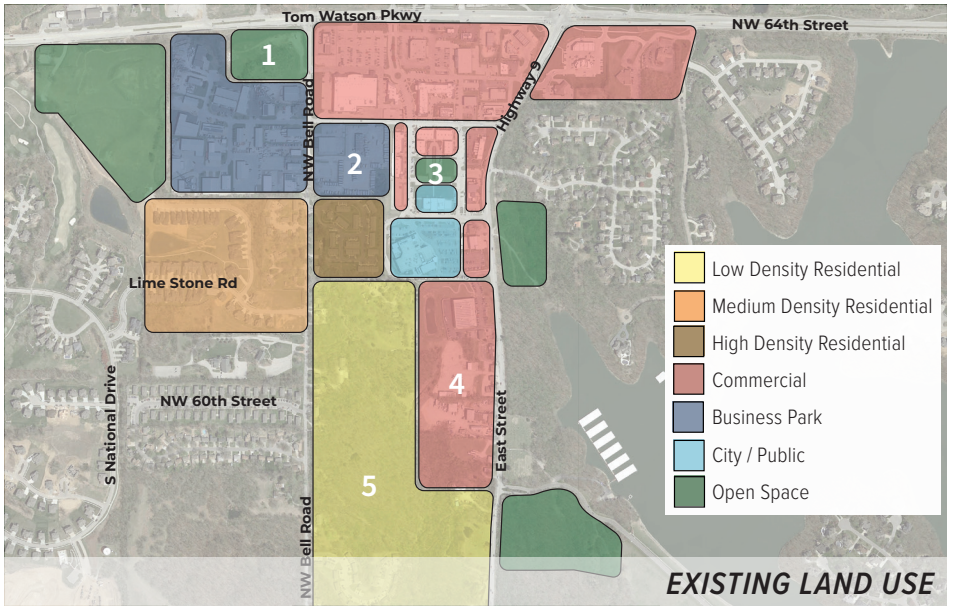
1. Southwest Corner of NW Bell Rd & Tom Watson Pkwy This area is undeveloped today and could be a suitable location for a mixed-use development with a commercial and residential mix.

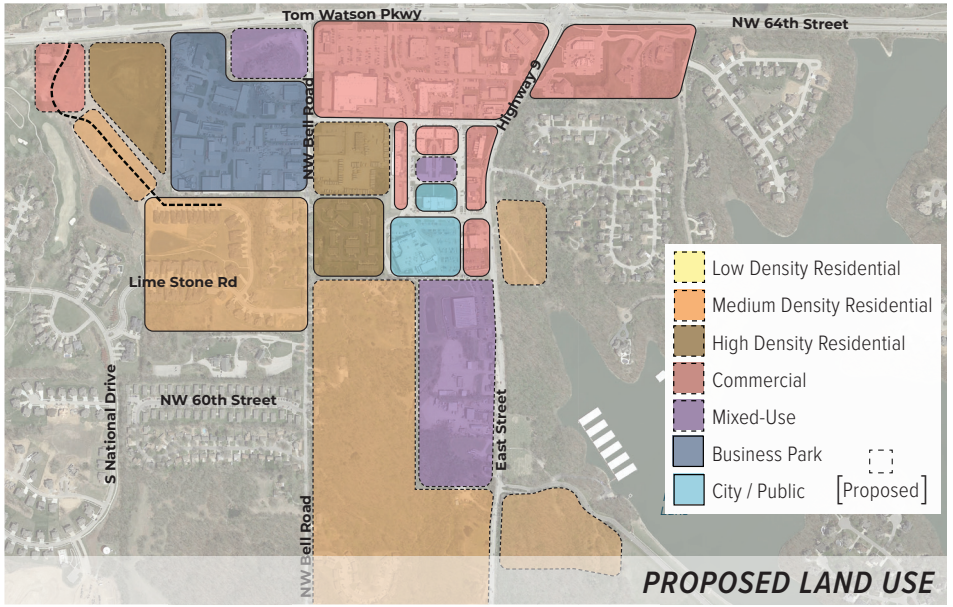
2. Bus Barn at NW 63rd & NW Bell Rd This area, long-term, could be a suitable location for a high-density residential redevelopment given its proximity to commercial areas and other multi-family development.

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.

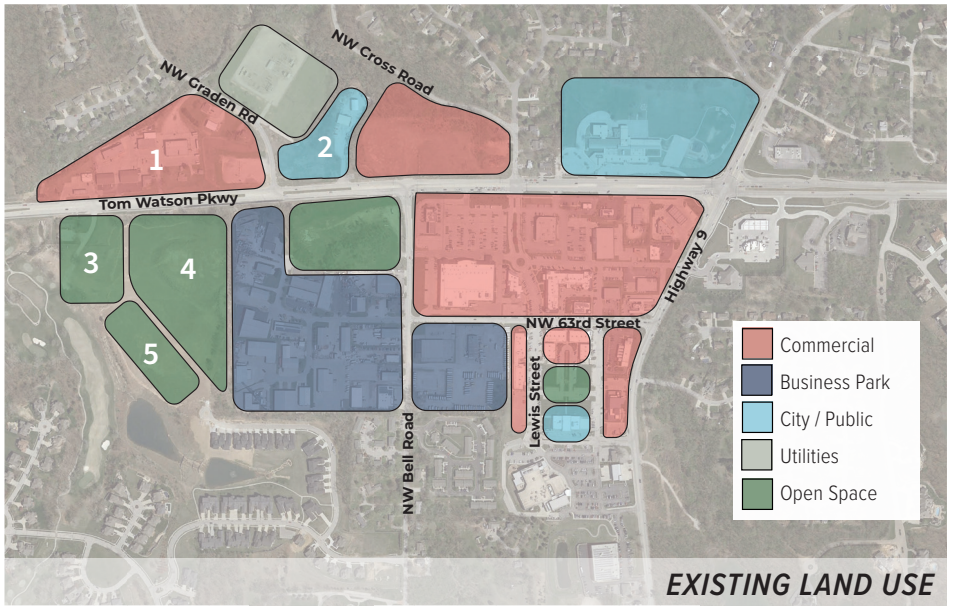
1. Northwest Corner of NW Graden Rd & Tom Watson Pkwy This commercial area, long-term, would be a suitable site for a mixed-use redevelopment with a mixture of residential, commercial and possibly office space. This area has convenient location and accessibility.

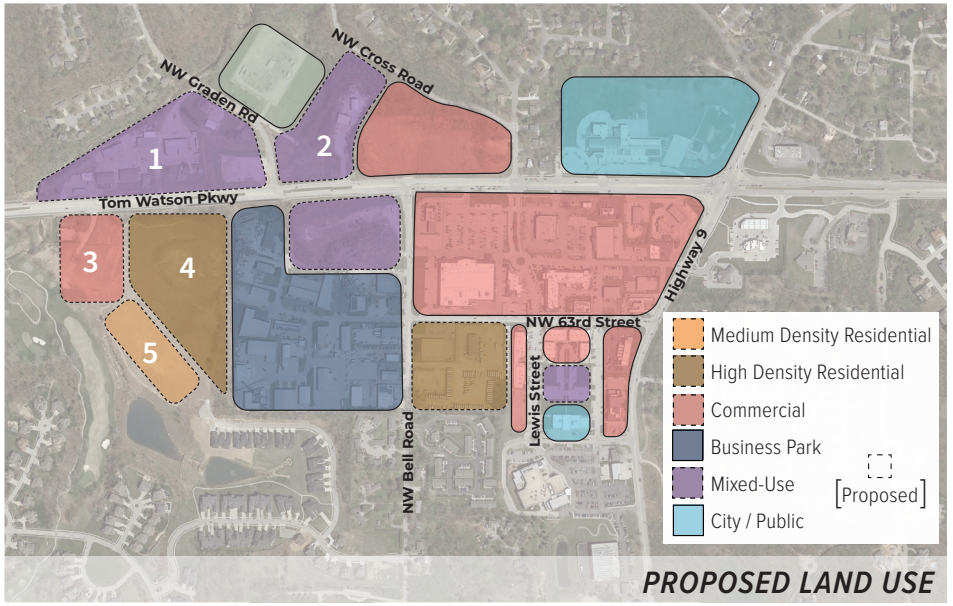
2. Northeast Corner of NW Graden Rd & Tom Watson Pkwy This area could be better suited as a mixed-use development site given its location and the nearby land uses (existing and possible future uses).

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

STRATEGIC DEVELOPMENT

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.

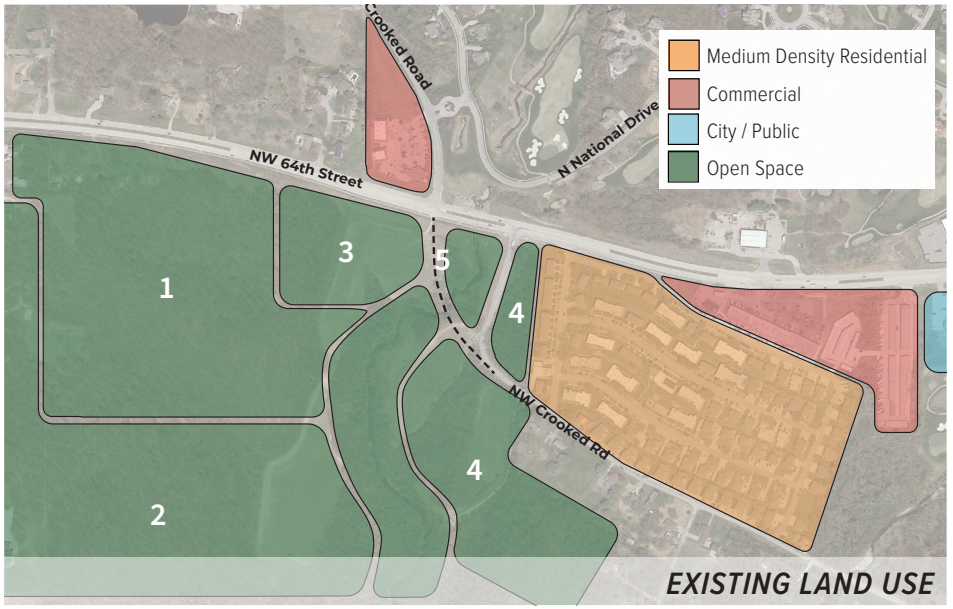
4. Medium Density Residential This area already has a medium-density residential neighborhood and could benefit from an expansion of this land use. These residents could help to provide demand for the possible future neighborhood commercial.

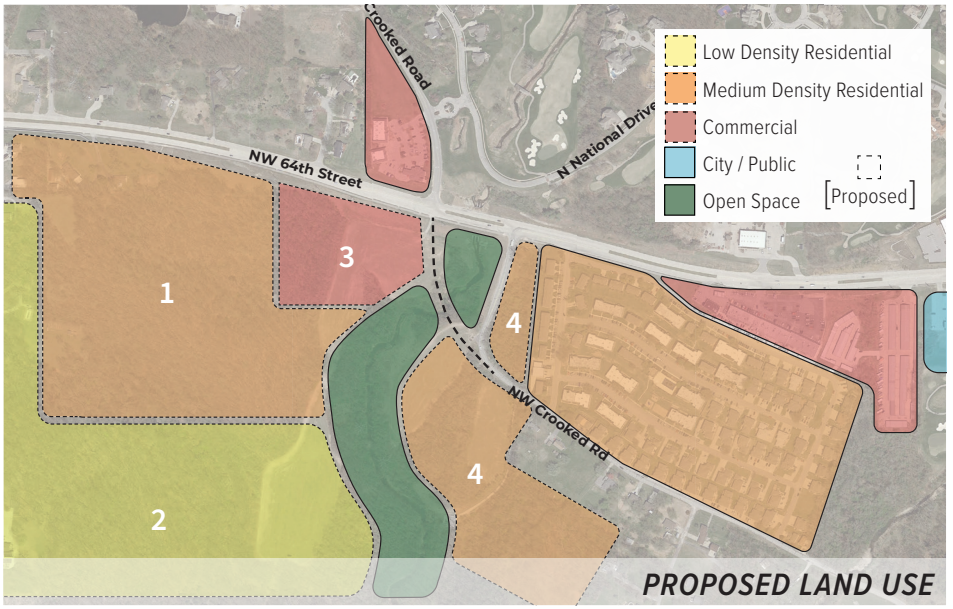
5. Realigned NW Crooked Rd This plan shows a future realignment of NW Crooked Rd at 45 Hwy.

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.





STRATEGIC DEVELOPMENT

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 regards 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 mutli-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.

STRATEGIC DEVELOPMENT

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-line's 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

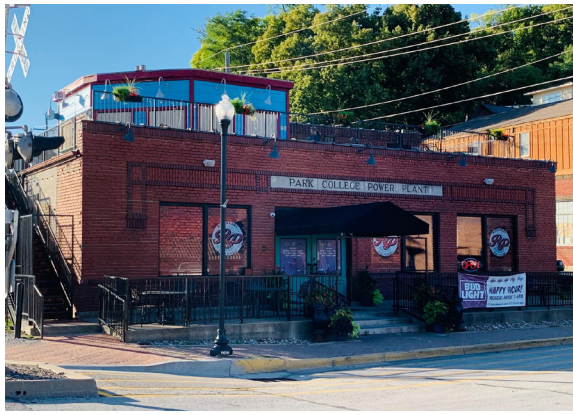
Growing with a Purpose covers the Future Land Use and Annexation Strategy for Parkville.

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.









GROWING WITH A PURPOSE

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.



GROWING WITH A PURPOSE

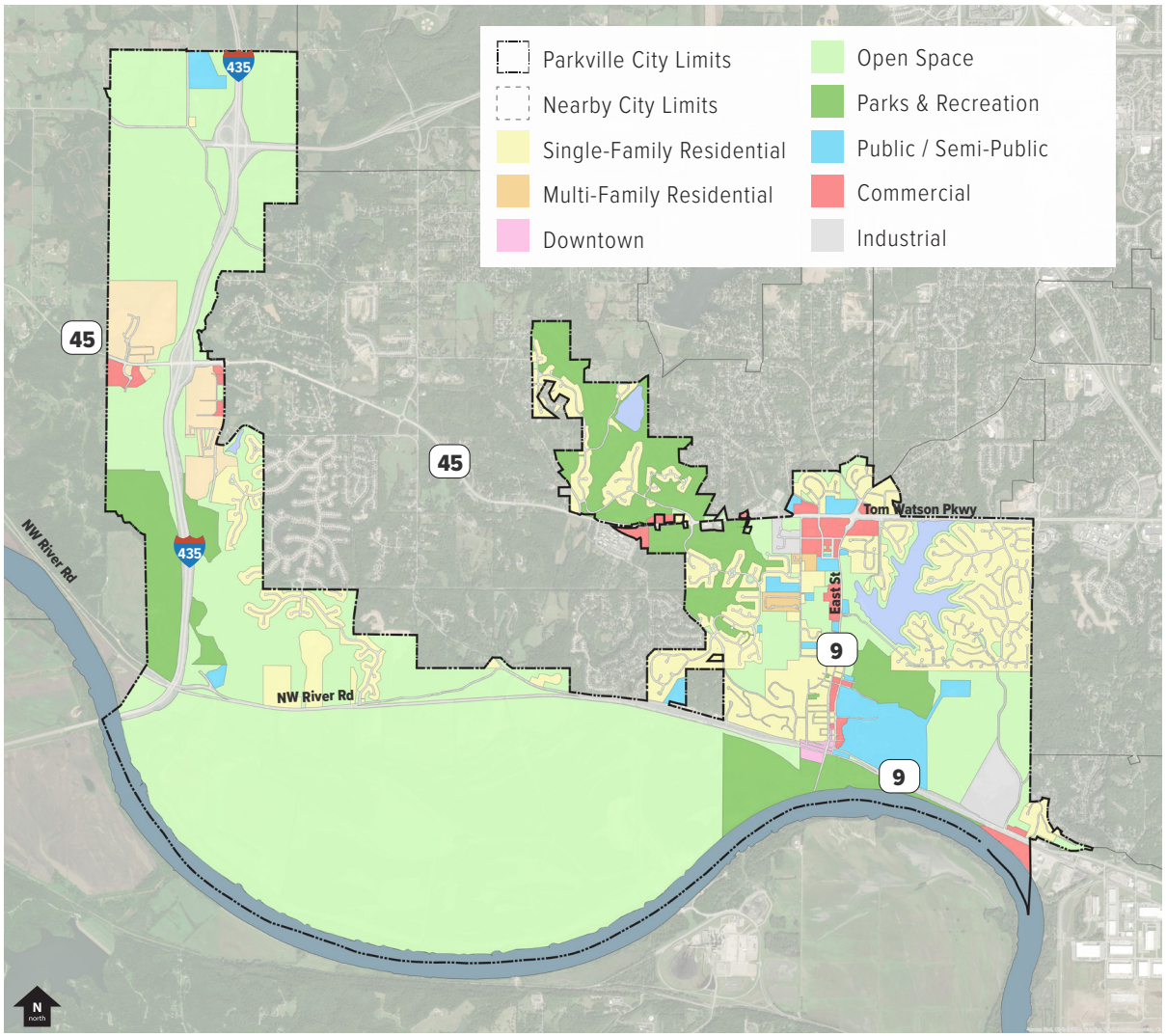
EXISTING LAND USE IN PARKVILLE

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*



GROWING WITH A PURPOSE

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 X.XX) 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.













GROWING WITH A PURPOSE

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.





GROWING WITH A PURPOSE

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.







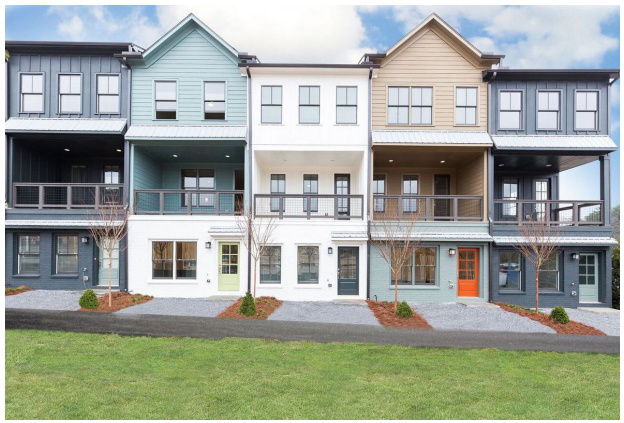
Medium-Density Residential

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.







GROWING WITH A PURPOSE

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.







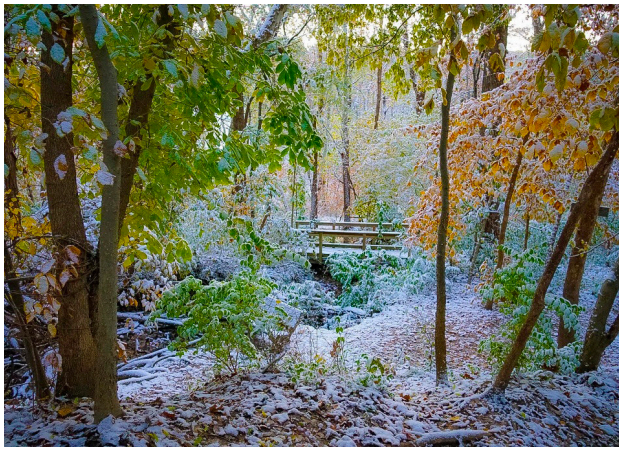
GROWING WITH A PURPOSE

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.

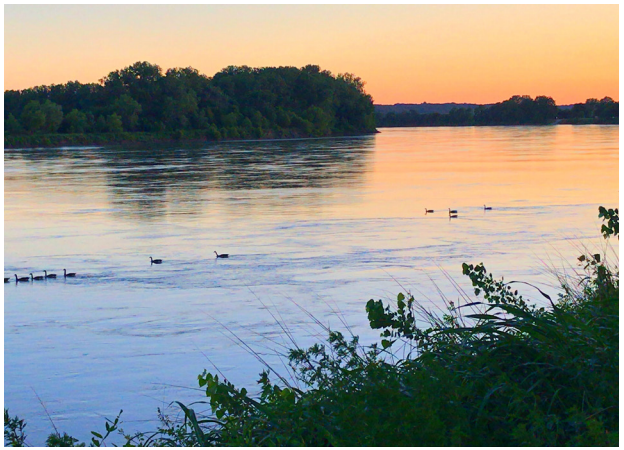






Open Space / Agriculture
Uses - agriculture, open space, floodplain and single-family detached residential.

Density - less than 1 dwelling units per 10 acres with an average density of 0.1 dwelling units per acre.







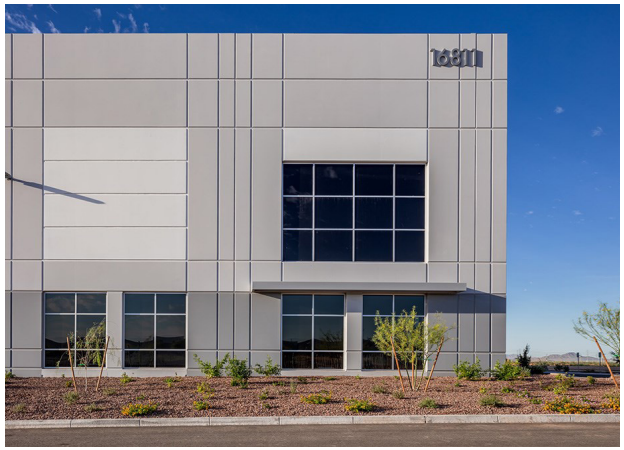
GROWING WITH A PURPOSE

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.






GROWING WITH A PURPOSE

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.







GROWING WITH A PURPOSE

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.

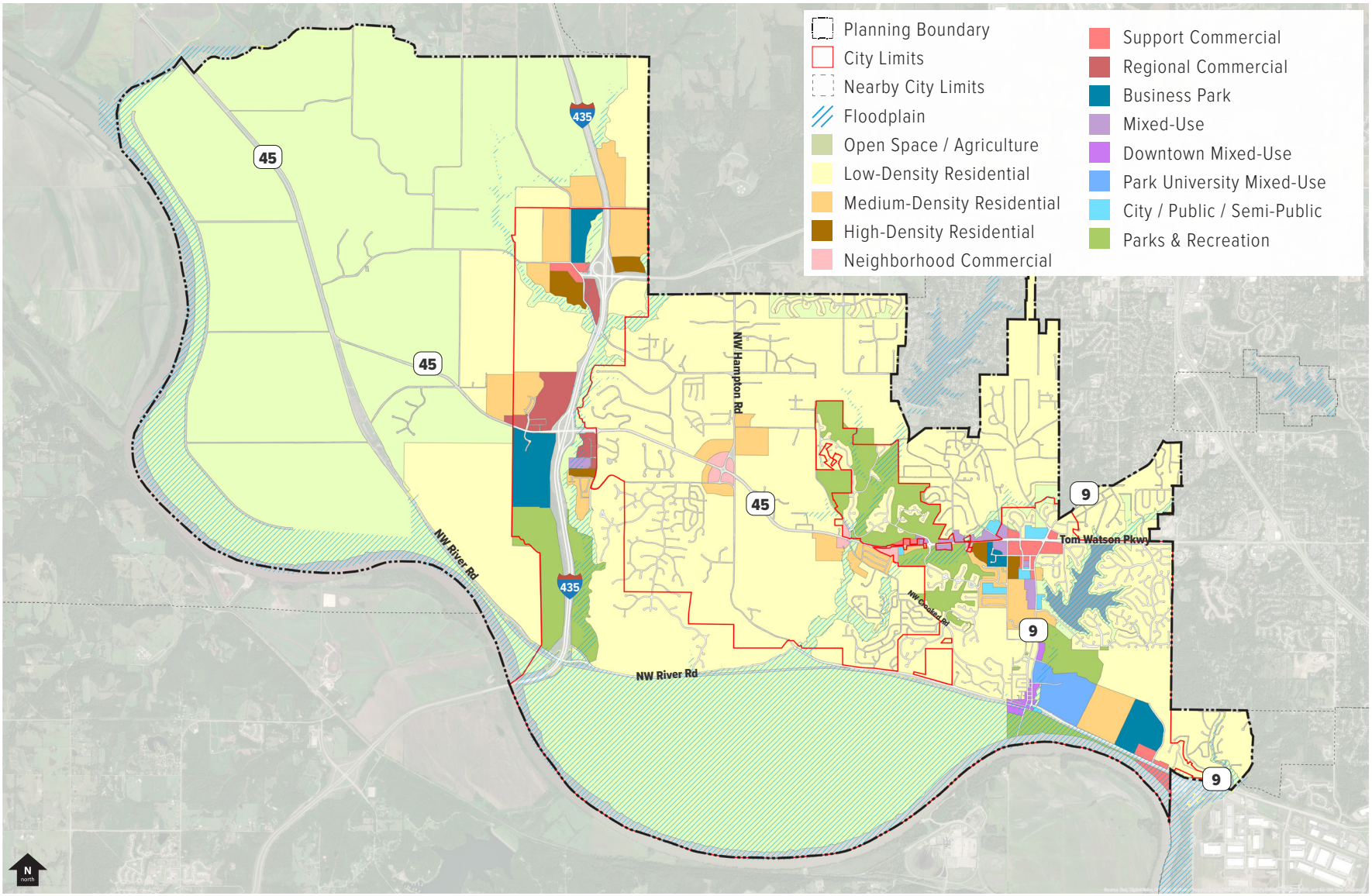






FUTURE LAND USE PLAN

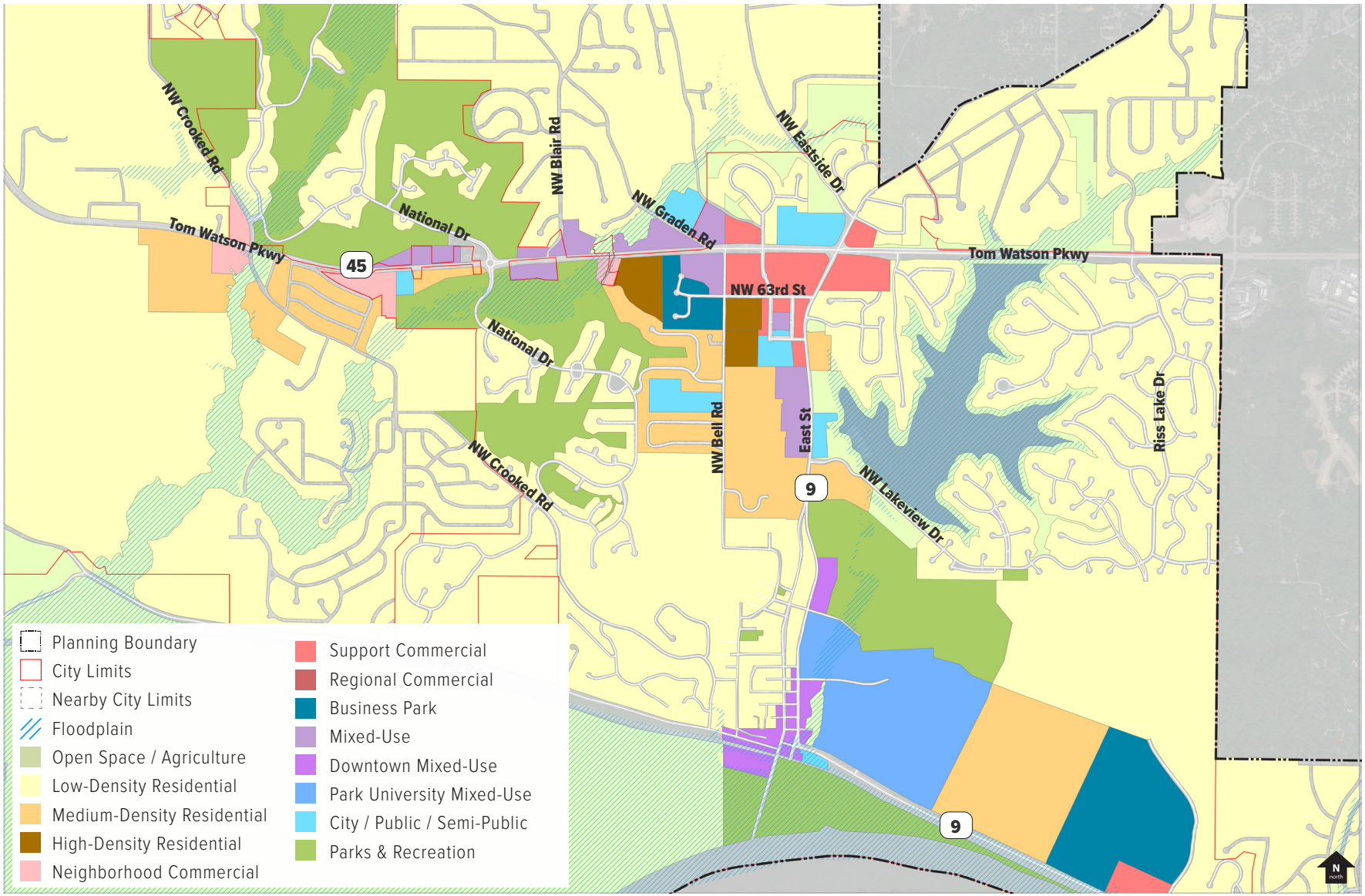
Figure 4.43 *Future Land Use Map, Parkville, Missouri*



GROWING WITH A PURPOSE

FUTURE LAND USE PLAN

Figure 4.44 *Future Land Use Map, Parkville, Missouri*



GROWING WITH A PURPOSE

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%.

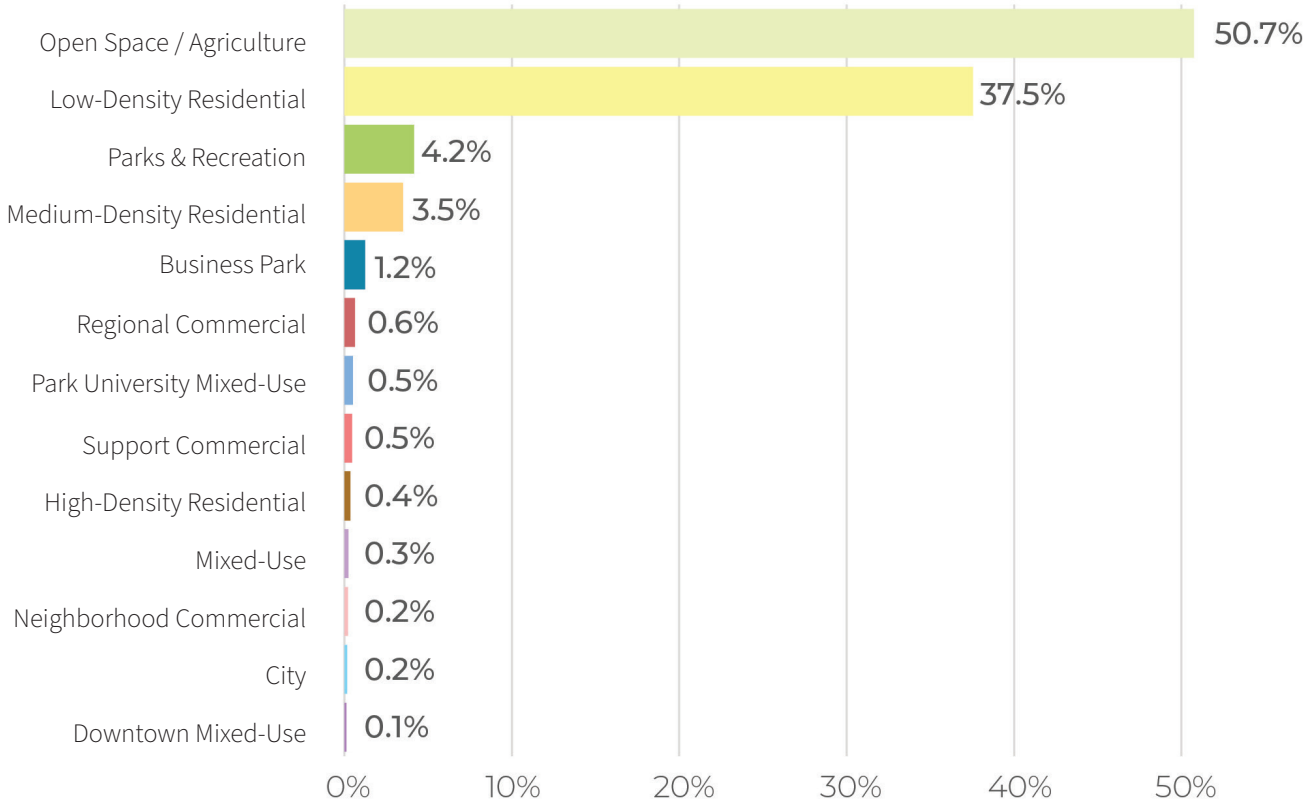
These acre totals and percentage breakdowns are far beyond what is needed in Parkville to provide room for projected growth, but shows different development opportunities for the area in the year 2040 and beyond.

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*



GROWING WITH A PURPOSE

FUTURE LAND USE

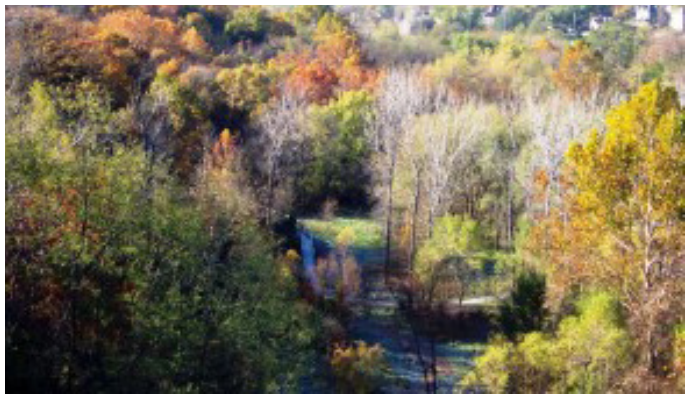
STRATEGIC OPPORTUNITIES 5.0

Reference the Future Land Use Plan when making decisions regarding land use, development and zoning 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-4 Planned 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.







GROWING WITH A PURPOSE

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.

GROWING WITH A PURPOSE

ANNEXATION POLICY RECOMMENDATIONS

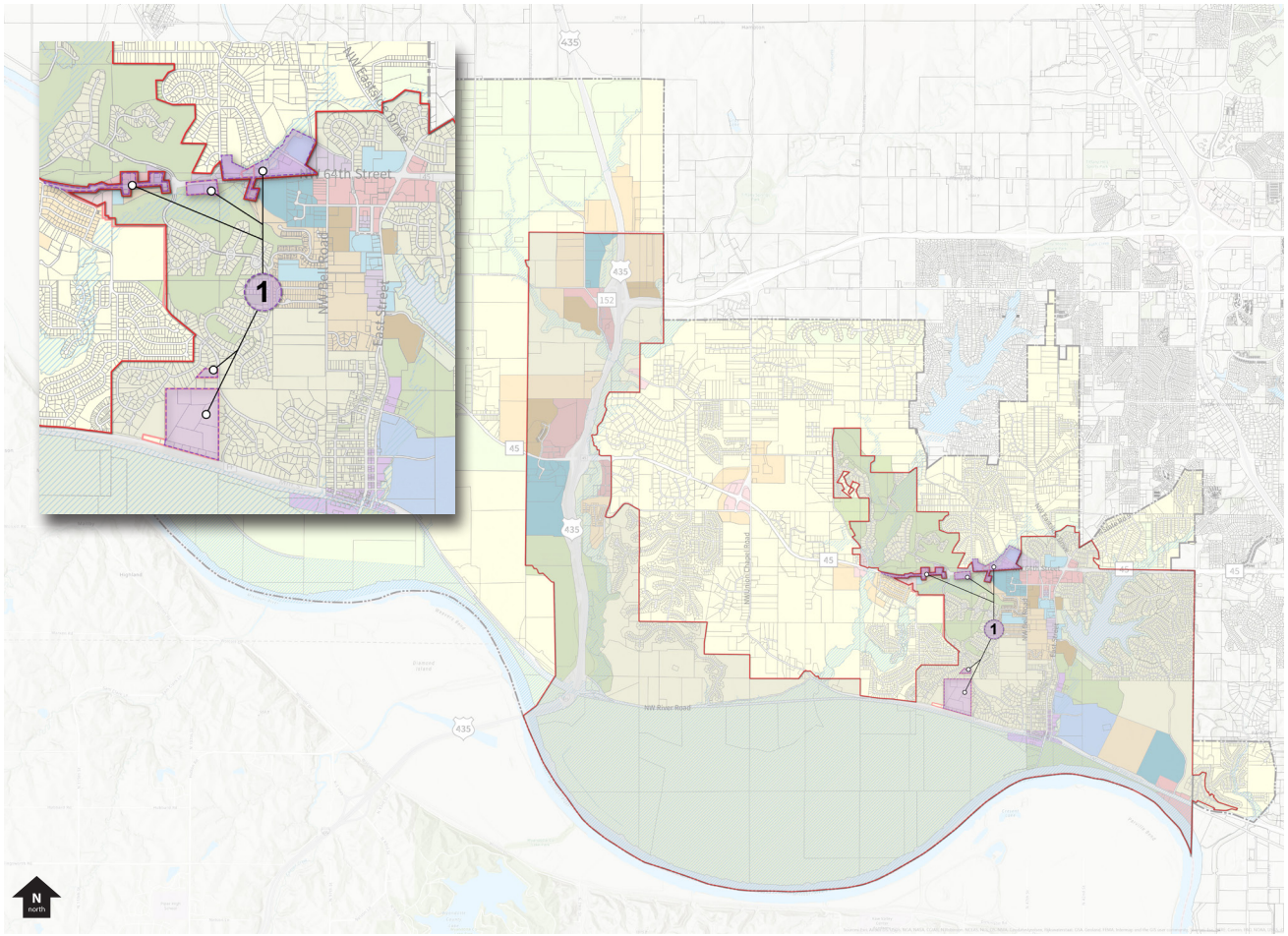
STRATEGIC OPPORTUNITY 5.1

Protect Parkville's borders and preserver its chracter 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*



GROWING WITH A PURPOSE

ANNEXATION POLICY RECOMMENDATIONS

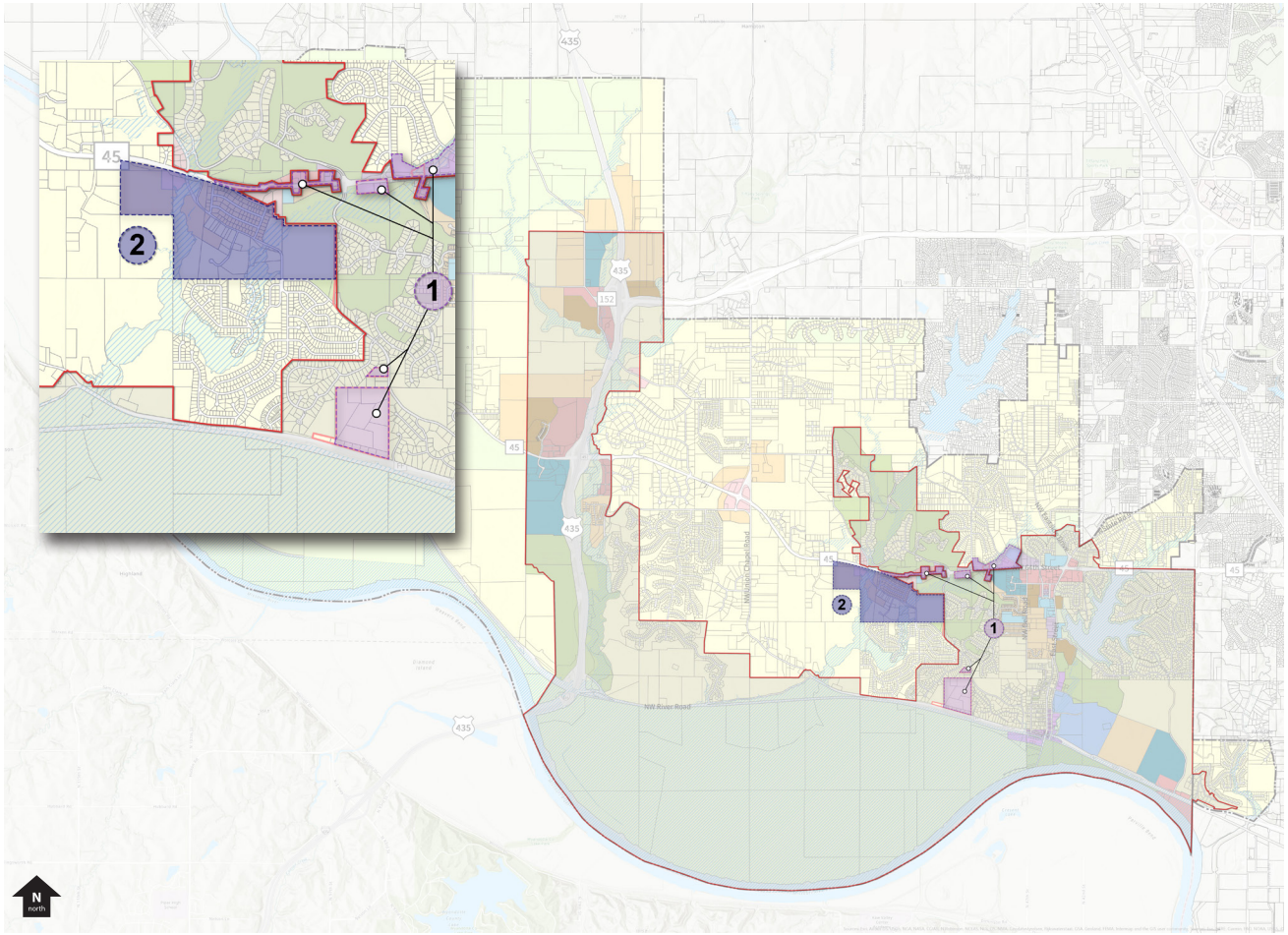
STRATEGIC OPPORTUNITY 5.2

Protect Parkville's borders and preserver 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.



Figure 4.48 *Voluntary Annexation Priority Area 2*



GROWING WITH A PURPOSE

ANNEXATION POLICY RECOMMENDATIONS

STRATEGIC OPPORTUNITY 5.3

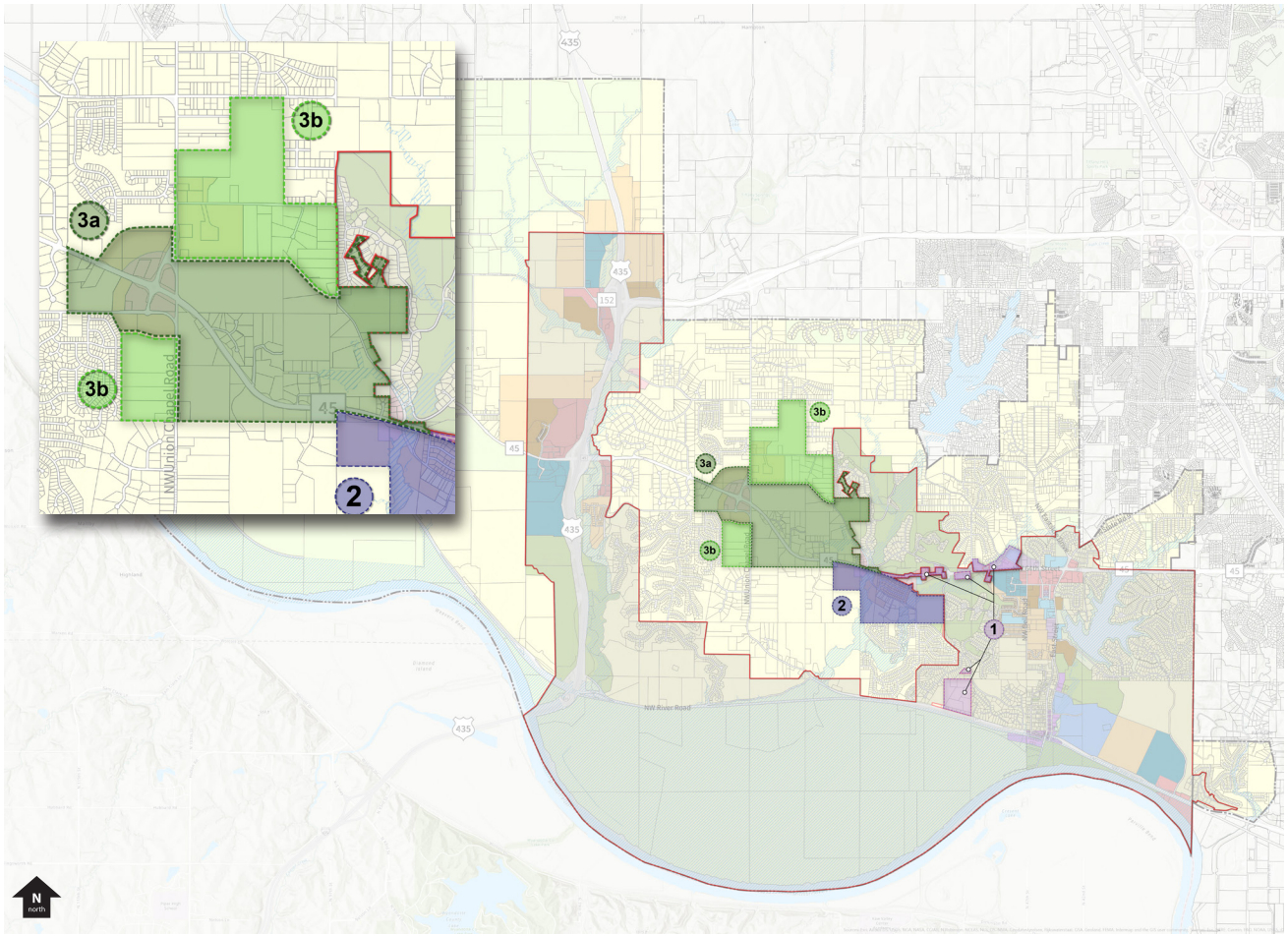
Protect Parkville's borders and preserver its chracter as it grows

- 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*



GROWING WITH A PURPOSE

ANNEXATION POLICY RECOMMENDATIONS

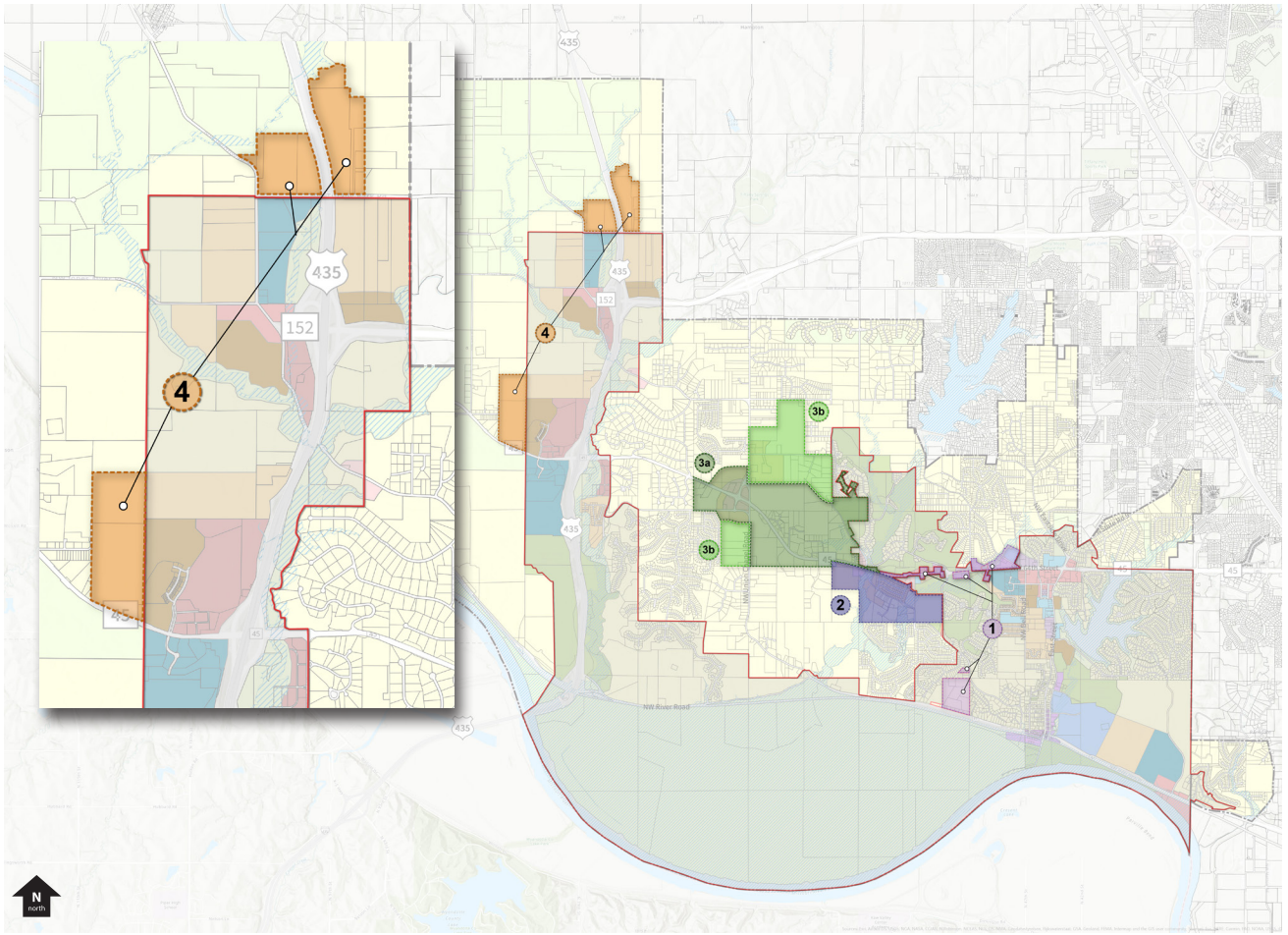
STRATEGIC OPPORTUNITY 5.4

Protect Parkville's borders and preserver 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.



Figure 4.50 *Voluntary Annexation Priority Area 4*



GROWING WITH A PURPOSE

ANNEXATION POLICY RECOMMENDATIONS

STRATEGIC OPPORTUNITY 5.5

Protect Parkville's borders and preserver its chracter 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 rezonings and development proposals that are consistent with the adopted comprehensive master plan and future land use map.













Section

5 IMPLEMENTATION

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.

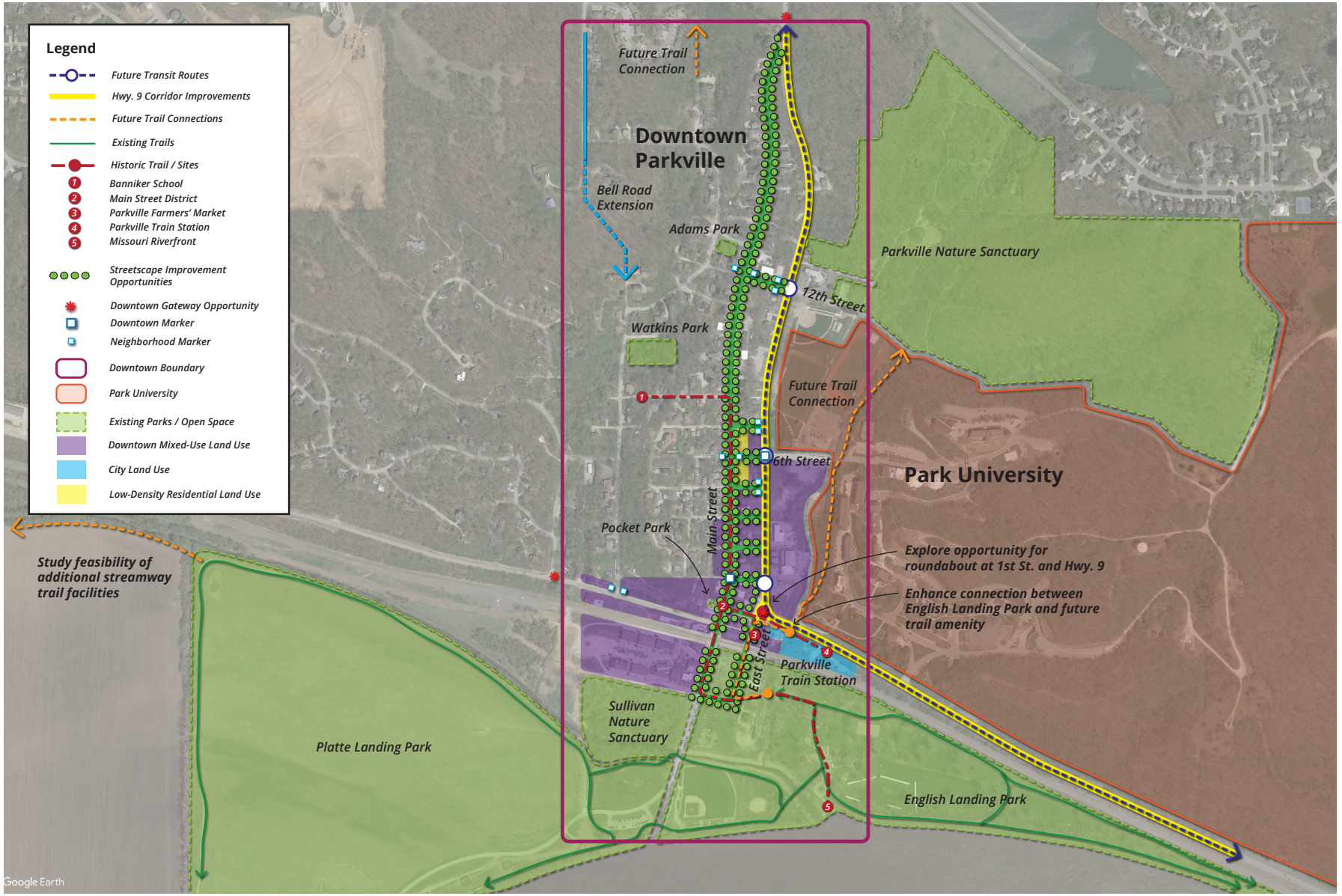
Strategic Opportunity X.X
Goal Language

Action Item

Description of action item	
Priority Level	High or Low
Responsible Entity	City of Parkville
Timeframe	Short-, Medium- or Long-Term

IMPLEMENTATION

DOWNTOWN - *STRATEGIC OPPORTUNITIES*



IMPLEMENTATION

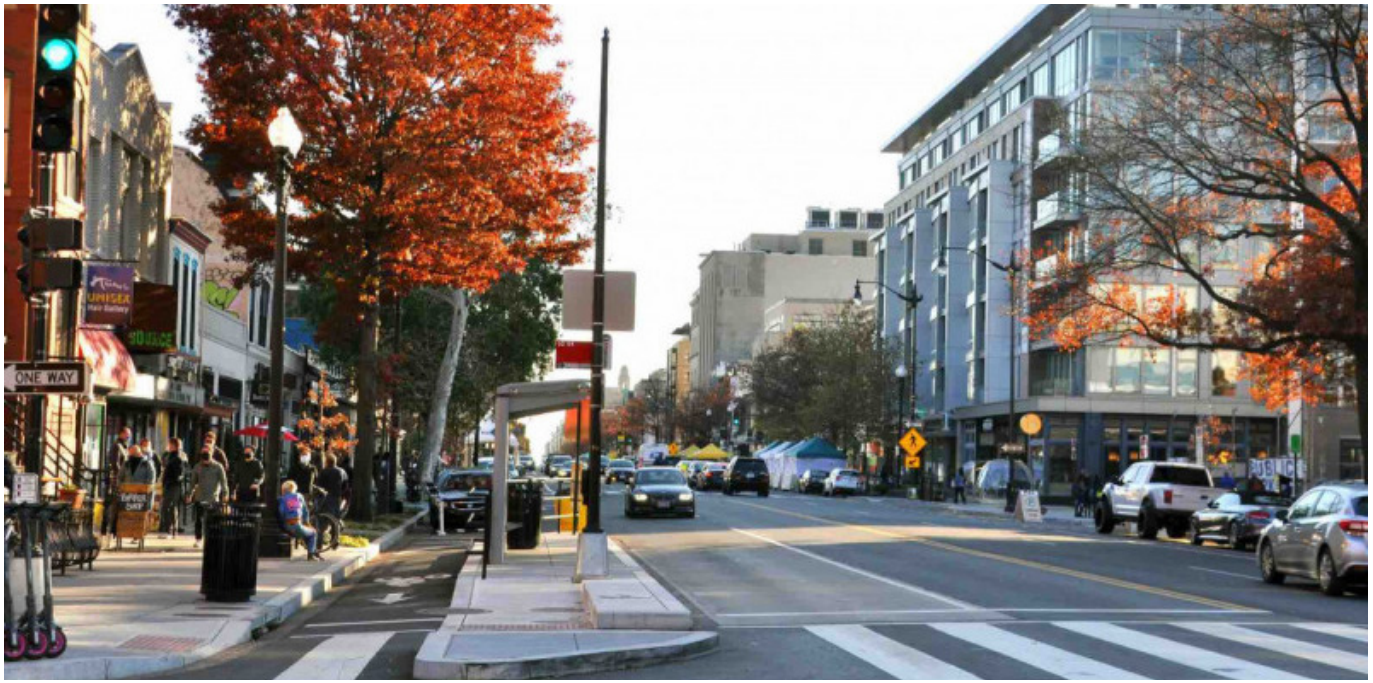
STRATEGIC OPPORTUNITY 1.1

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
Responsible Entity	
Timeframe	



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
Responsible Entity	
Timeframe	Long-Term (10+ years)





IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 years)

IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.0

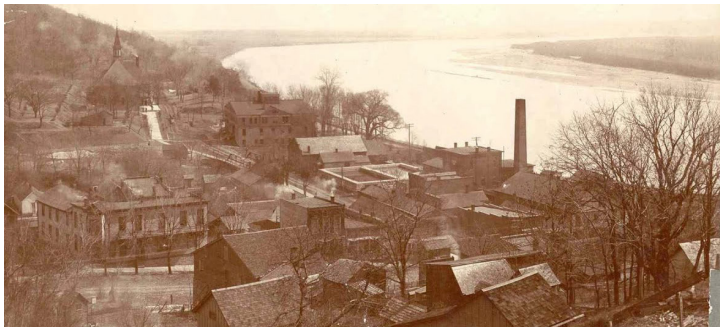
Parkville has a long and storied past as a landing post along the banks of the Missouri River. There are numerous historic sites and points within Parkville, primarily situated near the downtown. A historic trail complete with markers, signage and organized programming could help celebrate Parkville's past as well as bring in more visitors and tourists to the historic downtown district, which further supports local businesses.

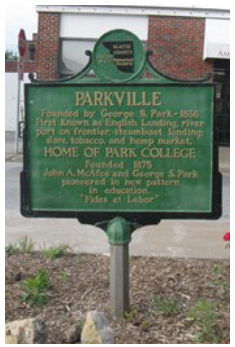
Strategic Opportunity 1.1 -
Downtown Parkville

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)











IMPLEMENTATION

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.

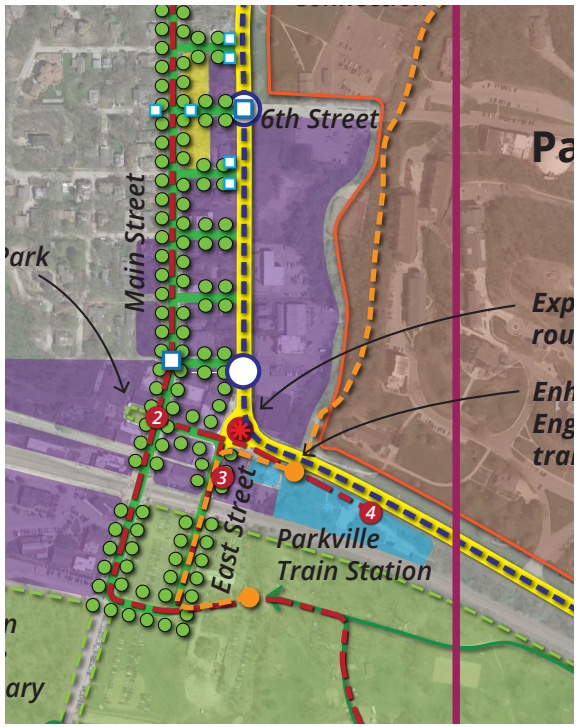
Strategic Opportunity 1.1 -
Downtown Parkville

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)







IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.1

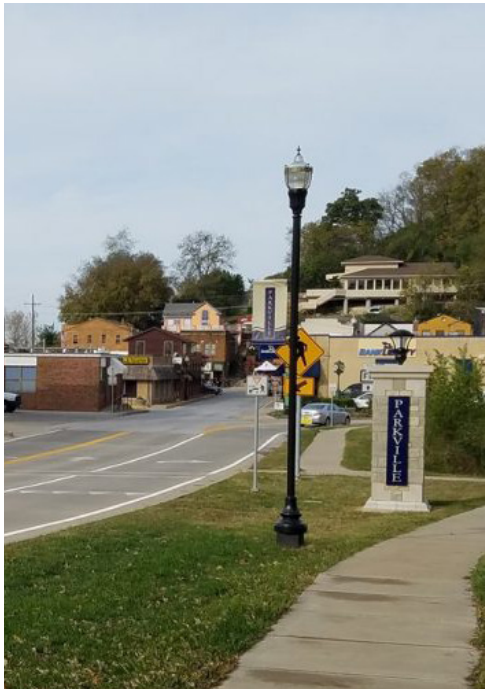
Downtown Parkville has seen recent improvements in the form of gateway identity monuments with signage and wayfinding signs. The City should continue to construct additional gateway identity monuments for other roadways leading into downtown, and should also explore thematic markers for the neighborhoods 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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)





IMPLEMENTATION

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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)





IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.1

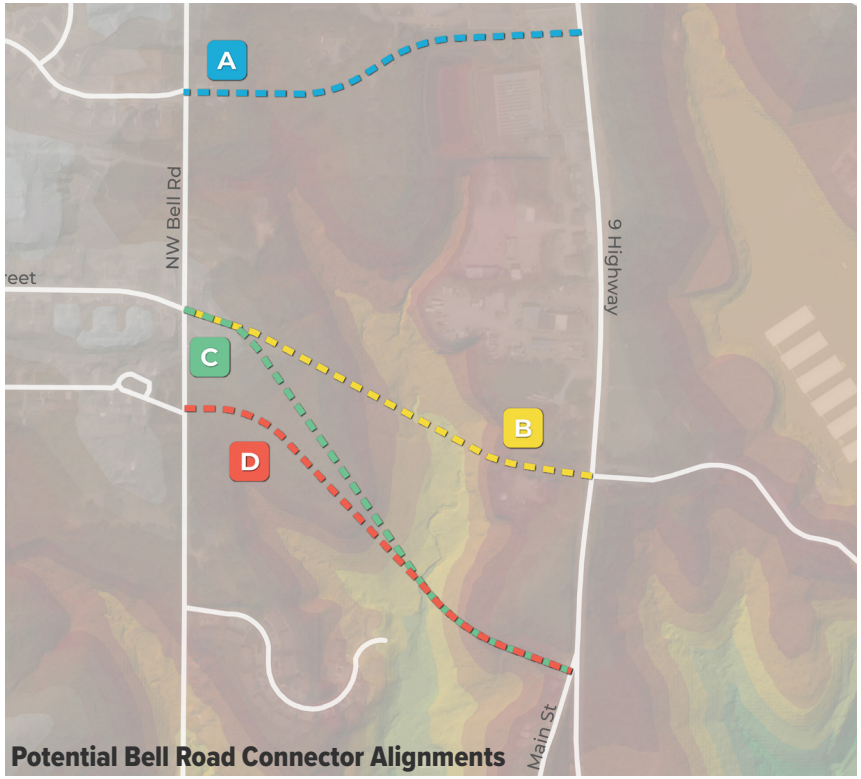
A Bell Road extension from Parkville Commons is needed to enhance north-south interior connectivity in Parkville. The exact alignment of this extension should continue to be studied. Possible connection alignments are shown below. The future extension should integrate multi-modal transportation options.

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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)





Potential Bell Road Connector Alignments

IMPLEMENTATION

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 dowtown, 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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)



Route FF (looking east) towards downtown


Highway 9 (looking south) towards downtown

IMPLEMENTATION

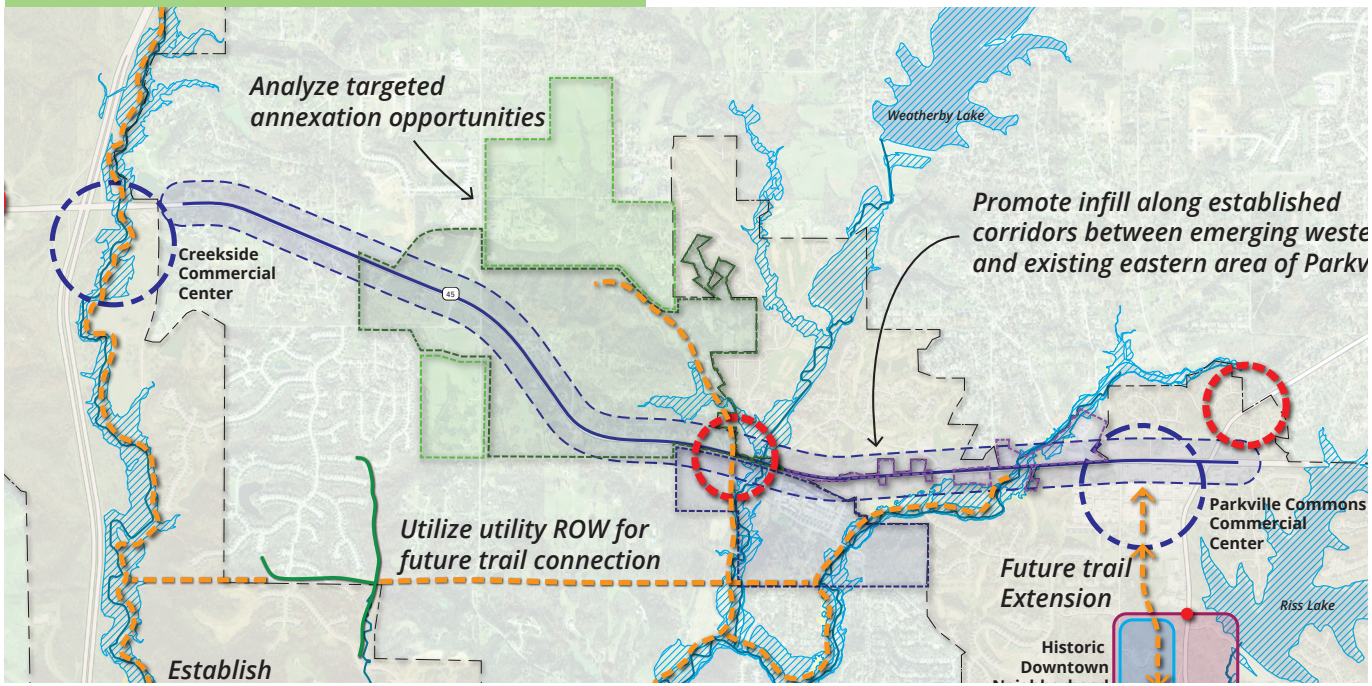
STRATEGIC OPPORTUNITY 1.2

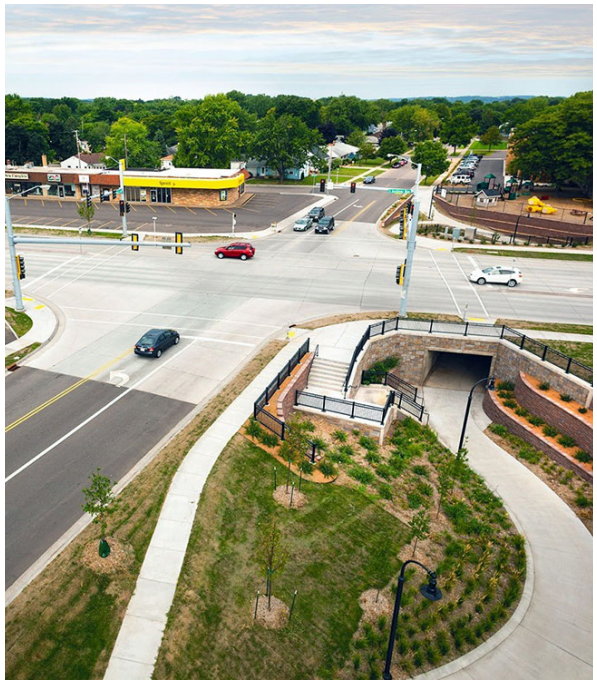
The 45 Highway corridor is a key community corridor connecting the east and west sides of Parkville. This corridor was recently improved to provide to a 4-lane arterial with a median. As development activity continues to transform the appearance of this corridor, additional streetscape enhancements should 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
Responsible Entity	
Timeframe	Long-Term (10+ Years)





IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.2

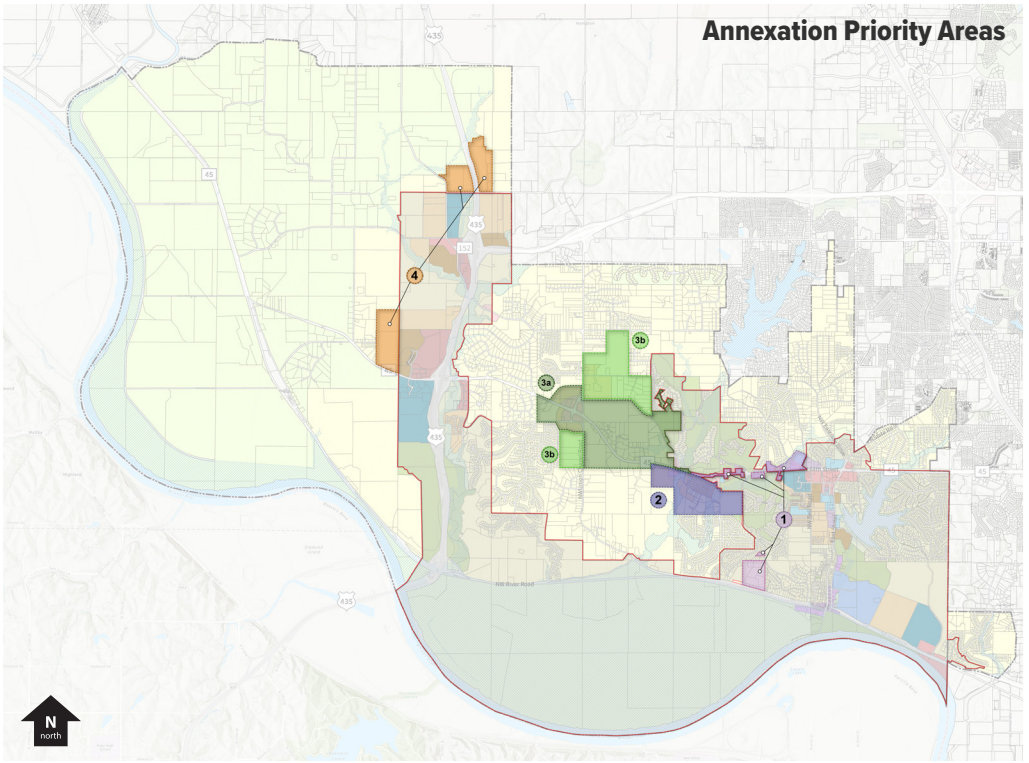
A series of voluntary annexation opportunities were identified, including a diagram outlining possible phasing of annexation areas. These proposed annexation areas could help to preserve Parkville's unique sense of identity, charm, and community character, while also taking advantage of strategic economic 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
Responsible Entity	
Timeframe	Long-Term (10+ Years)



IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.2

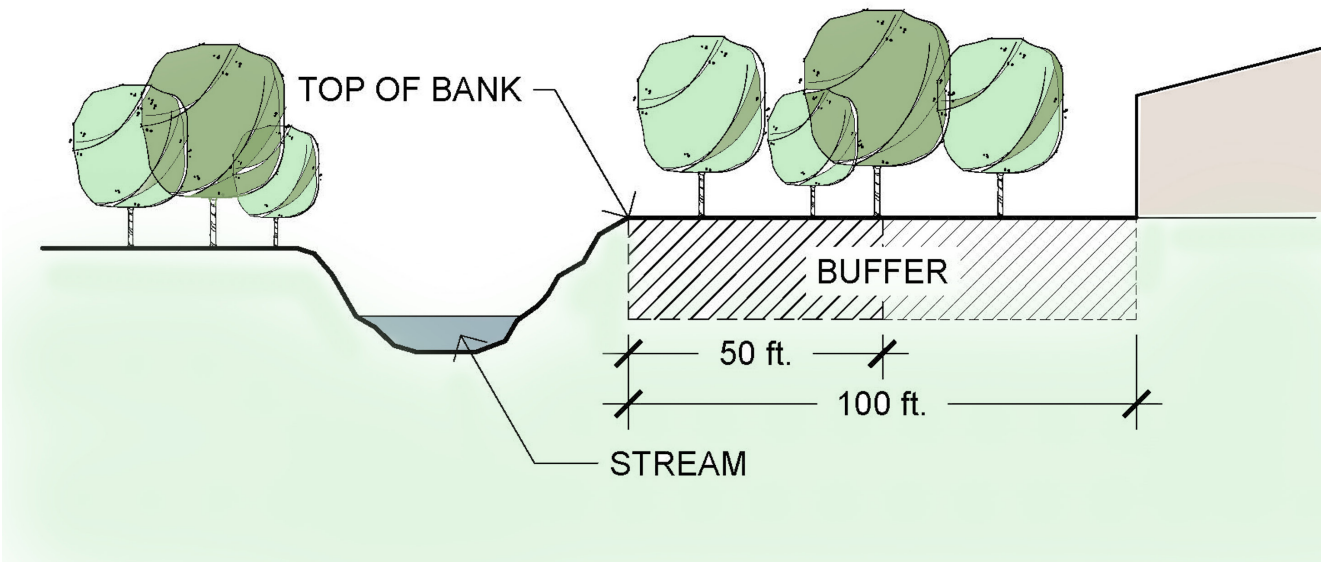
Parkville should adopt a stream buffer ordinance similar to the Environmental Protection Agency model stream buffer ordinance, link below. These stream buffers create an easement along type 1 and type 2 streams, which can be suitable locations for trail connections. A stream buffer diagram is shown below.

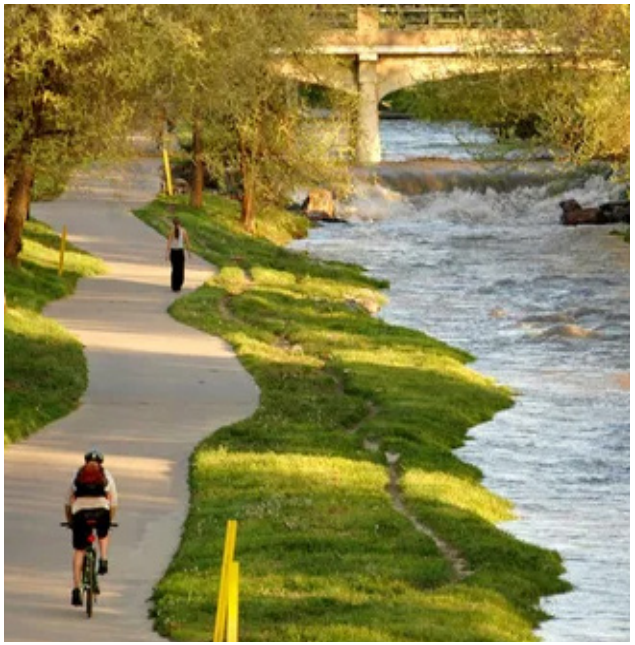
https://www.epa.gov/sites/production/files/2015-12/documents/2002_09_19_nps_ordinanceuments_buffer_model_ordinance1.pdf

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)





IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)







IMPLEMENTATION

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 Item: Community Events

Continue to sponsor and promote community-wide events to increase community pride and social connection.	
Priority Level	High
Responsible Entity	
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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)





IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)



IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)







IMPLEMENTATION

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 Item: 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
Responsible Entity	
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
Responsible Entity	
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)





IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)



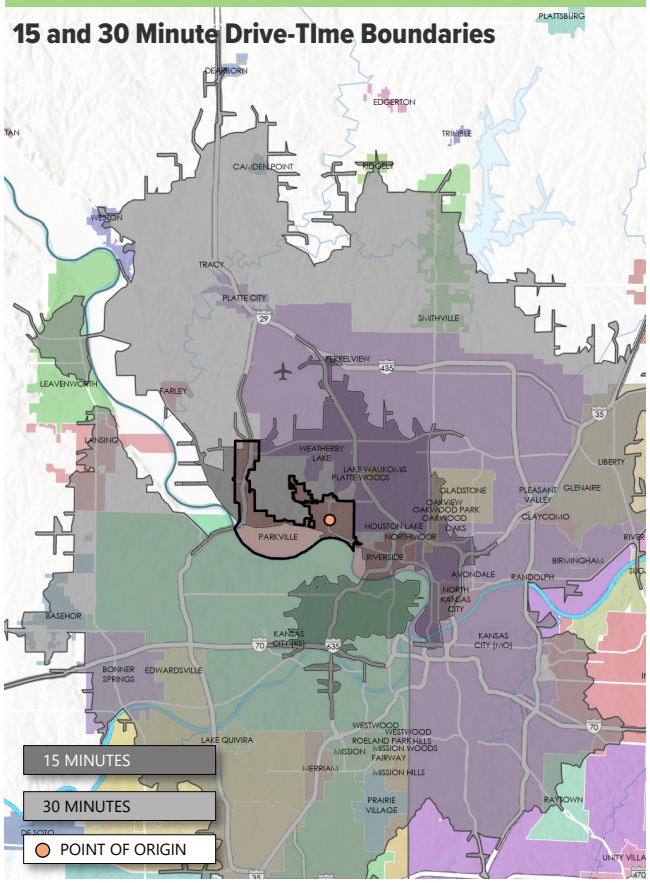




IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Maintain an efficient street system that balances access and safety in Parkville.	
Priority Level	High
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

Enhance the roadway network and connectivity to reduce over reliance on major arterials.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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

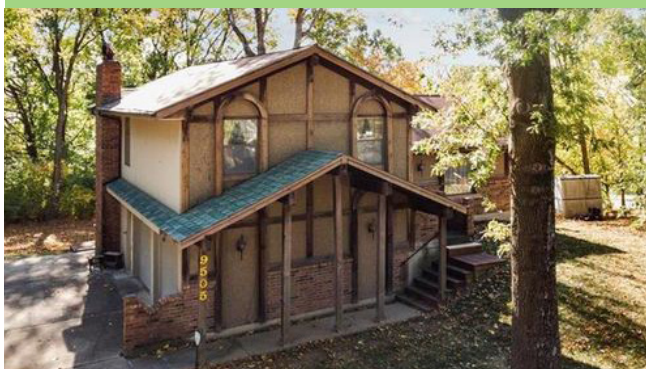
Study the feasibility of a historic trail through downtown Parkville that could include wayfinding signage, informational signage and organized programming.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Develop program to incentivize the renovation and preservation of important historic sites in Parkville including the Banniker School.	
Priority Level	High
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

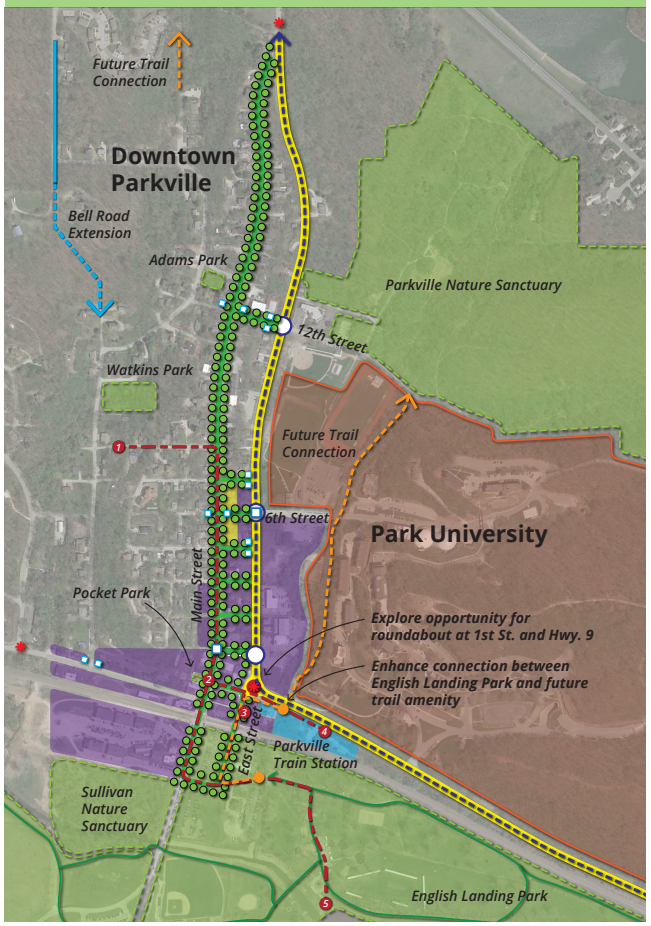
Continue to follow the Old Town Residential Design Guidelines to help preserve the look and feel of Parkville's older homes.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Explore opportunities to integrate street tree planting programs throughout existing neighborhoods to provide shade, visual continuity and natural beauty.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

IMPLEMENTATION

STRATEGIC OPPORTUNITY 1.13

Streetscapes and signage help to enhance the quality of life and sense of place for Parkville residents. These sort 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
Responsible Entity	
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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

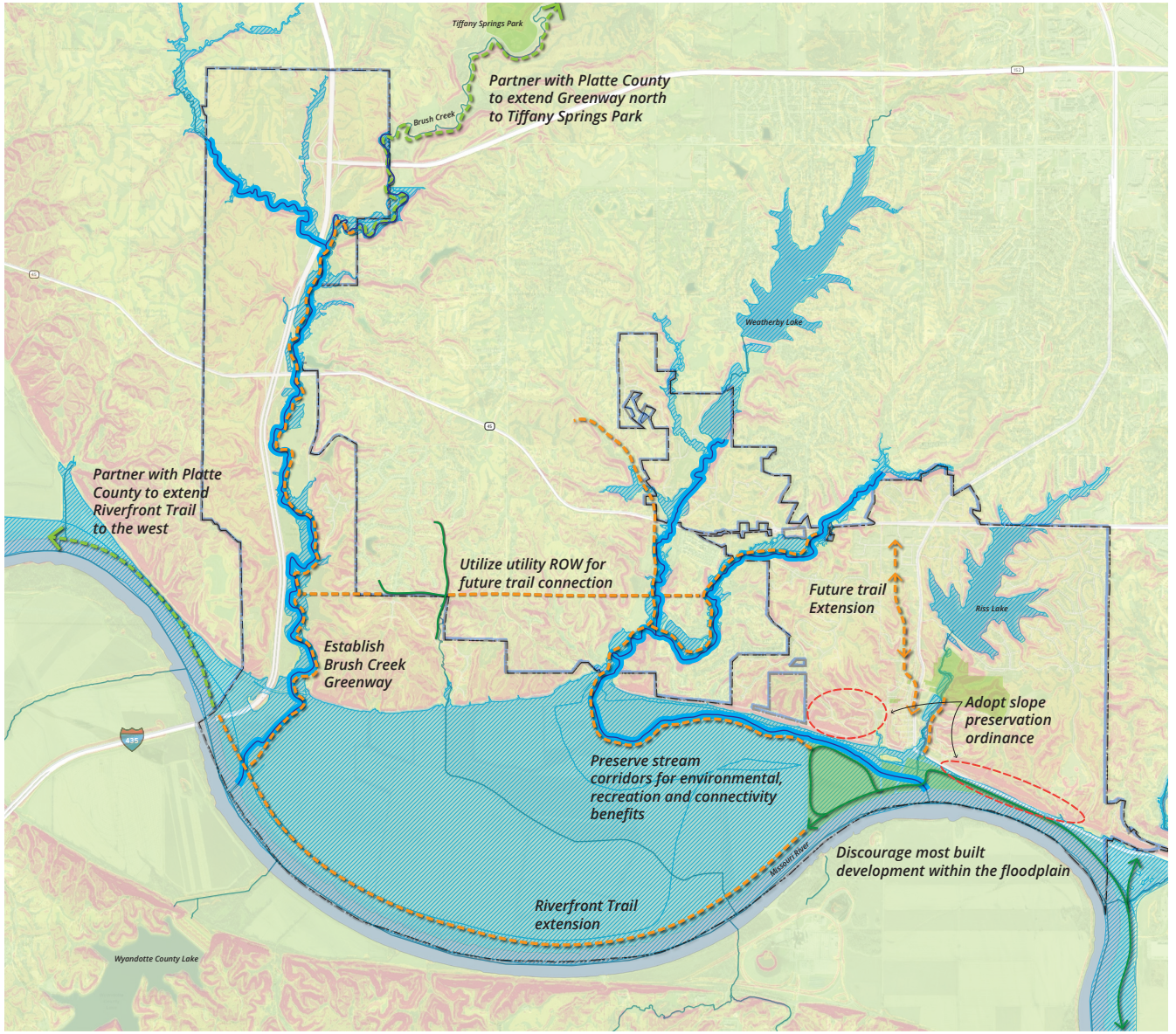
SUSTAINABILITY AND THE ENVIRONMENT

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.

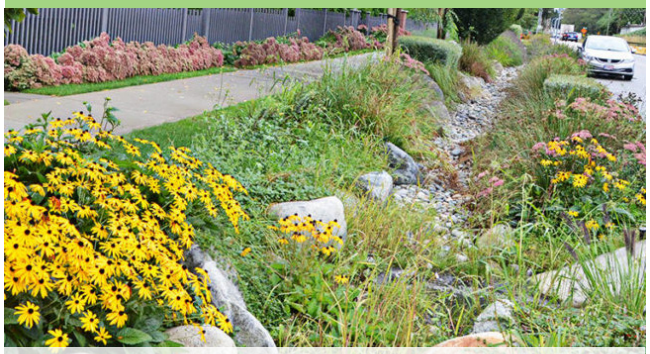
Sustainability and the Environment Strategic Opportunities



IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)



IMPLEMENTATION

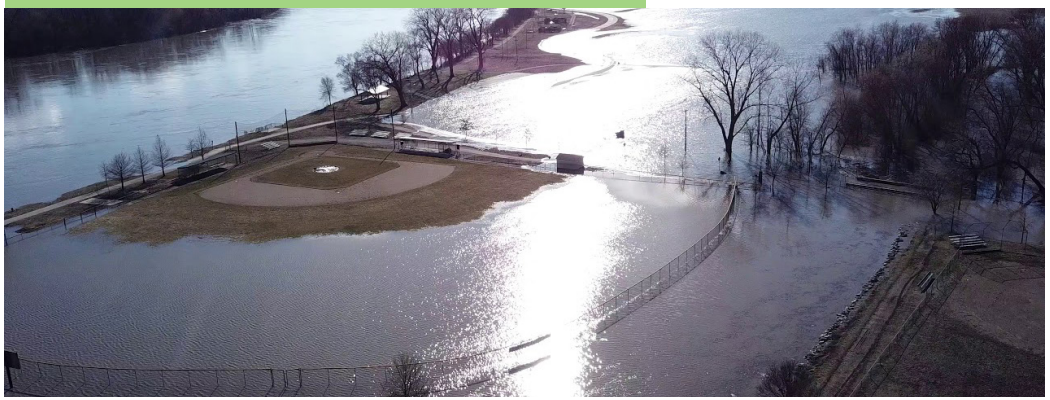
STRATEGIC OPPORTUNITY 2.3

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

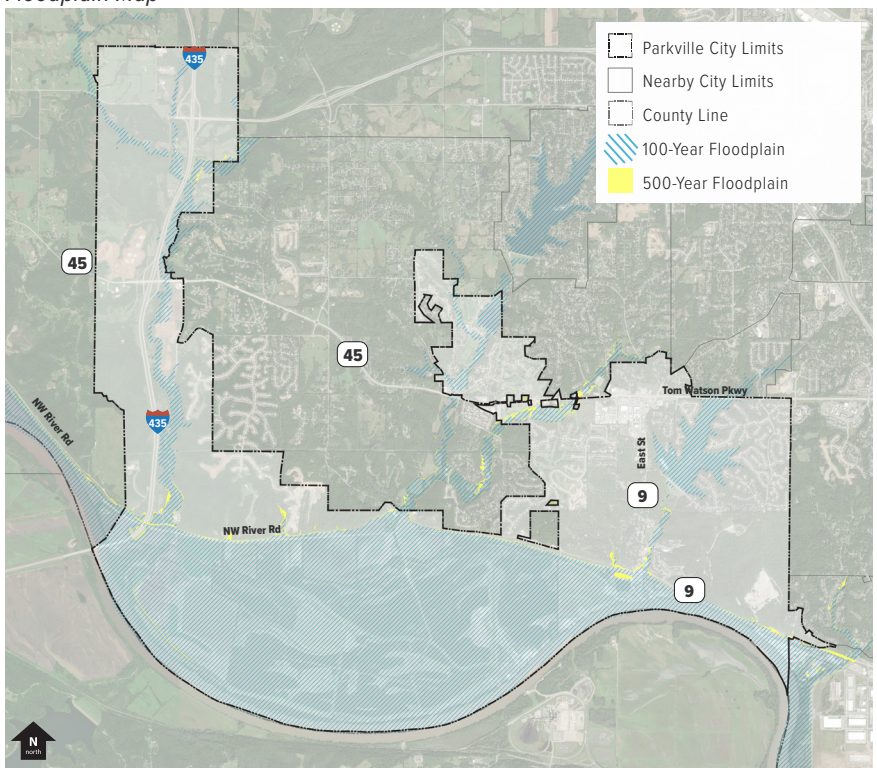
Adopt a new floodplain ordinance that allow for only low-impact development within the floodplain with minimal impermeable surfaces.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)







Floodplain Map



IMPLEMENTATION

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.

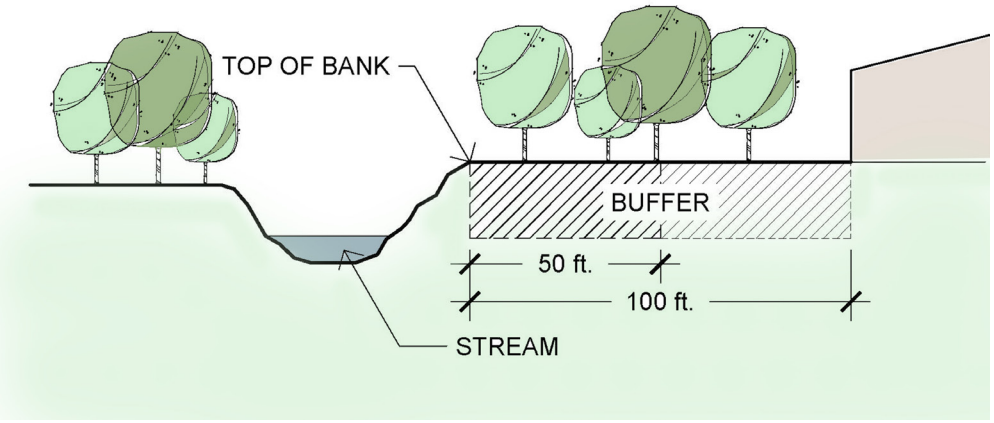
https://www.epa.gov/sites/production/files/2015-12/documents/2002_09_19_nps_ordinanceuments_buffer_model_ordinance1.pdf

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)





IMPLEMENTATION

STRATEGIC OPPORTUNITY 2.5

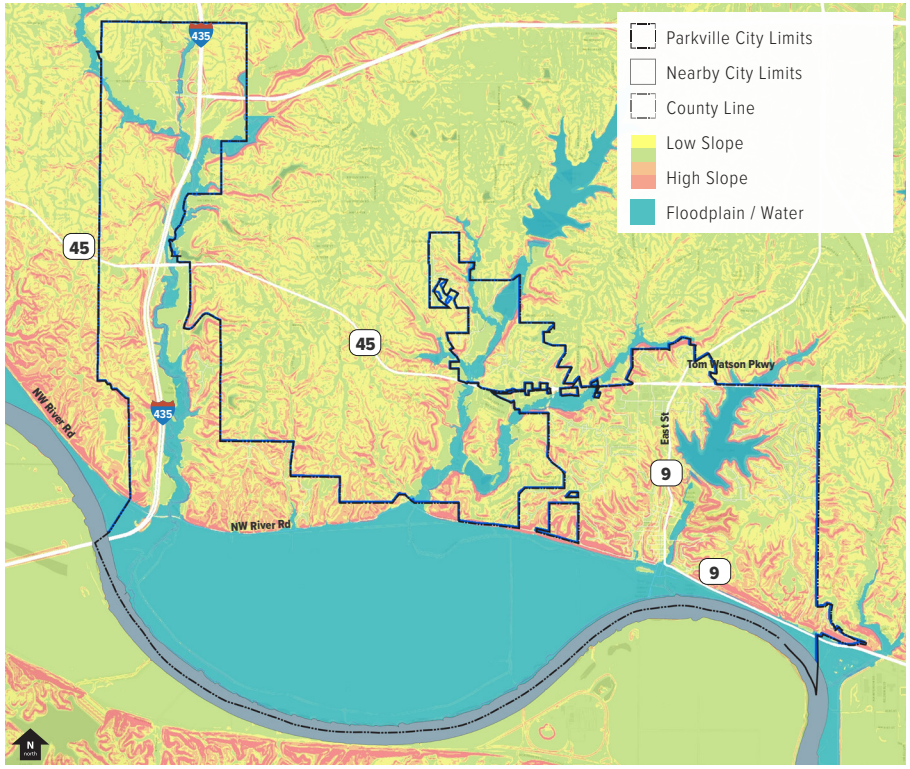
Parkville's terrain is a sensitive ecological feature and helps define the sense of place in the community. The community should adopt a slope preservation ordinance to regulate the type and amount of development occurring in areas with steep slopes to protect the natural environment of Parkville.

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Slope Map



IMPLEMENTATION

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.

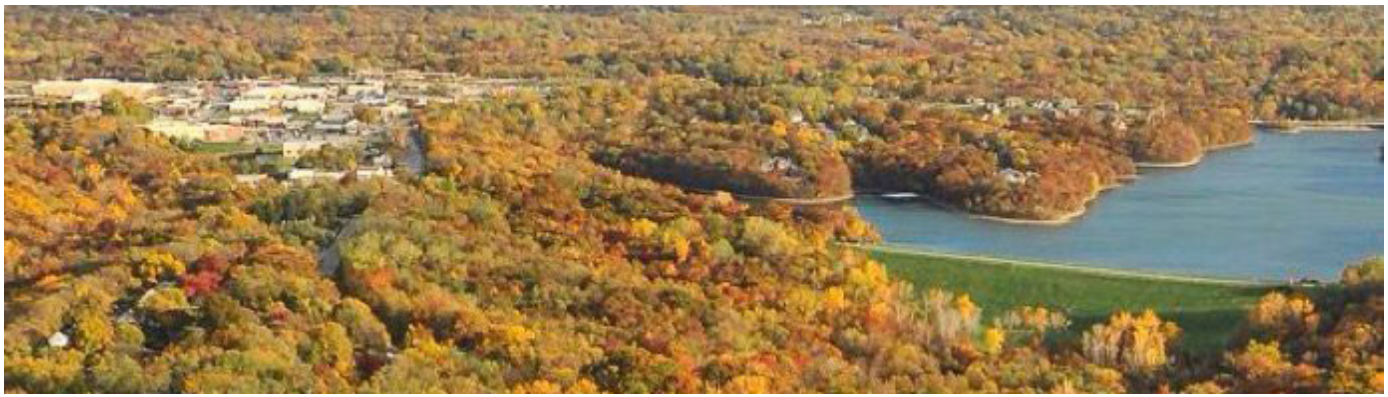


Strategic Opportunity 2.6
Actively preserve and replenish Parkville's tree cover

Action Items: Preserve Tree Cover

Encourage new development and redevelopment to preserve tree cover as an amenity feature.	
Priority Level	High
Responsible Entity	
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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)





IMPLEMENTATION

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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

Consider requiring all trash haulers to provide recycling services.	
Priority Level	High
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

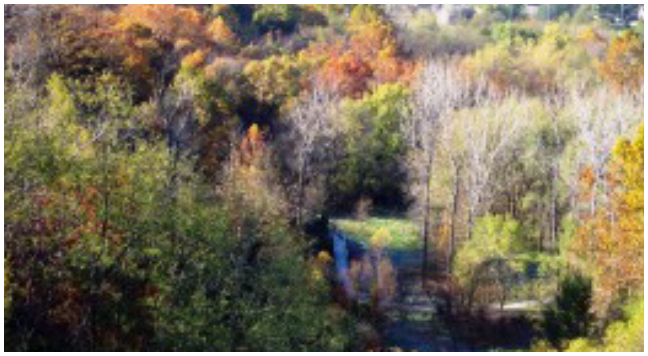
Continue to promote recycling, waste reduction and composting.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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 similar 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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Expand neighborhood parks in residential areas as Parkville grows.	
Priority Level	Low
Responsible Entity	
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Adopt a new parks master plan within the next 10 years.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

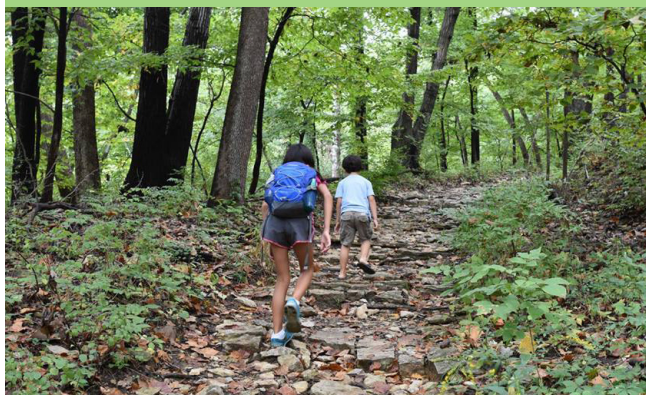
Regularly perform life cycle evaluations as well as community surveying to ensure programs and facilities continue to meet the desires of Parkville residents.	
Priority Level	Low
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

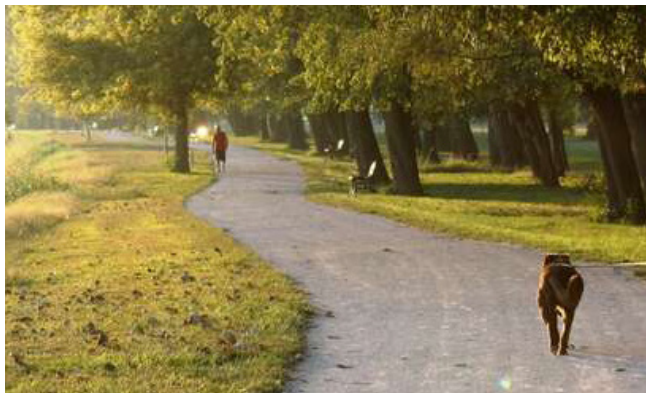
Connect new and older parks with trail or sidewalk connections.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

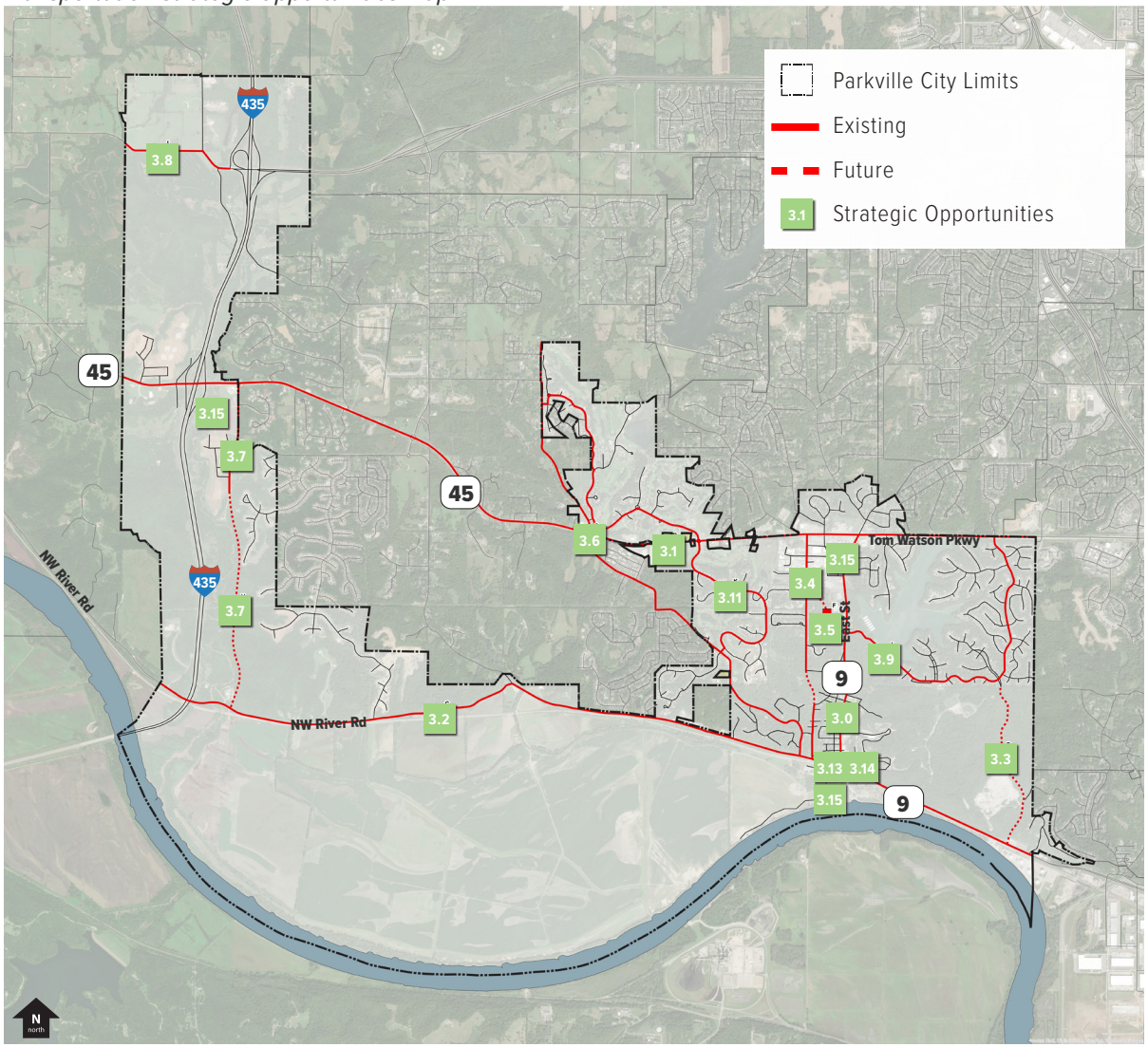
Adopt a stream buffer ordinance to help protect sensitive ecological land as well as secure locations for future trails.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

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



IMPLEMENTATION

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.

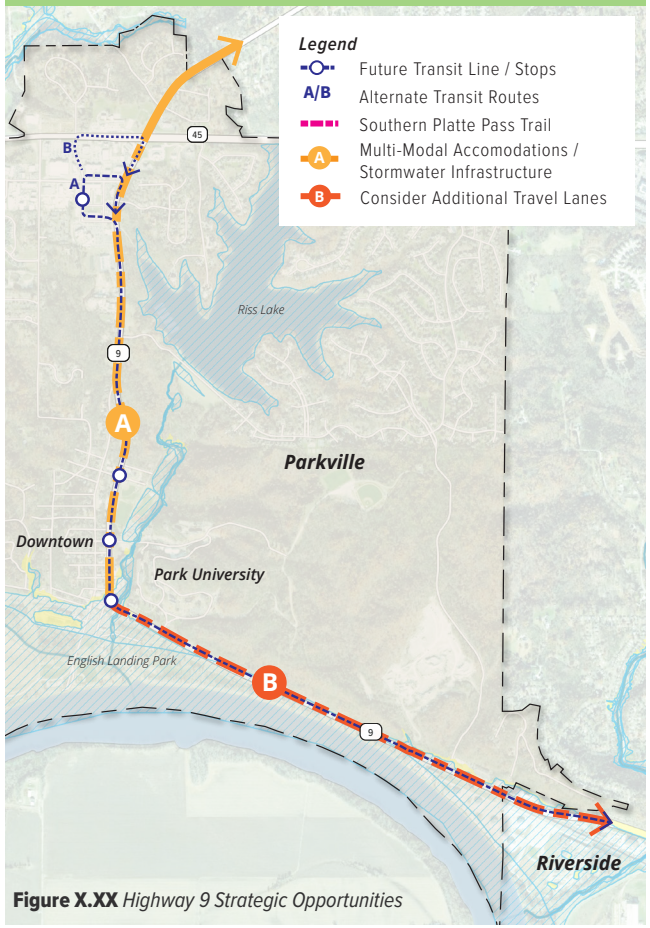


Figure X.XX *Highway 9 Strategic Opportunities*

Strategic Opportunity 2.10
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

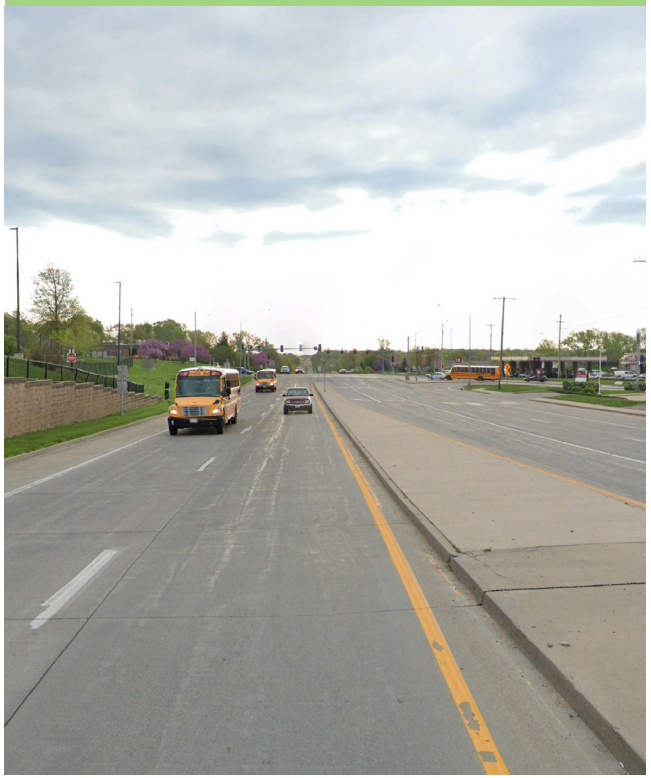
Consider additional travel lanes from East Street/1st Street to the existing four-lane roadway section near the eastern city limits.	
Priority Level	Low
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

Coordinate with MoDOT, Mid-America Regional Council, Platte County, City of Riverside, and Park University as appropriate to implement improvements.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Coordinate with MoDOT, Mid-America Regional Council, and Platte County, as appropriate to implement improvements.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

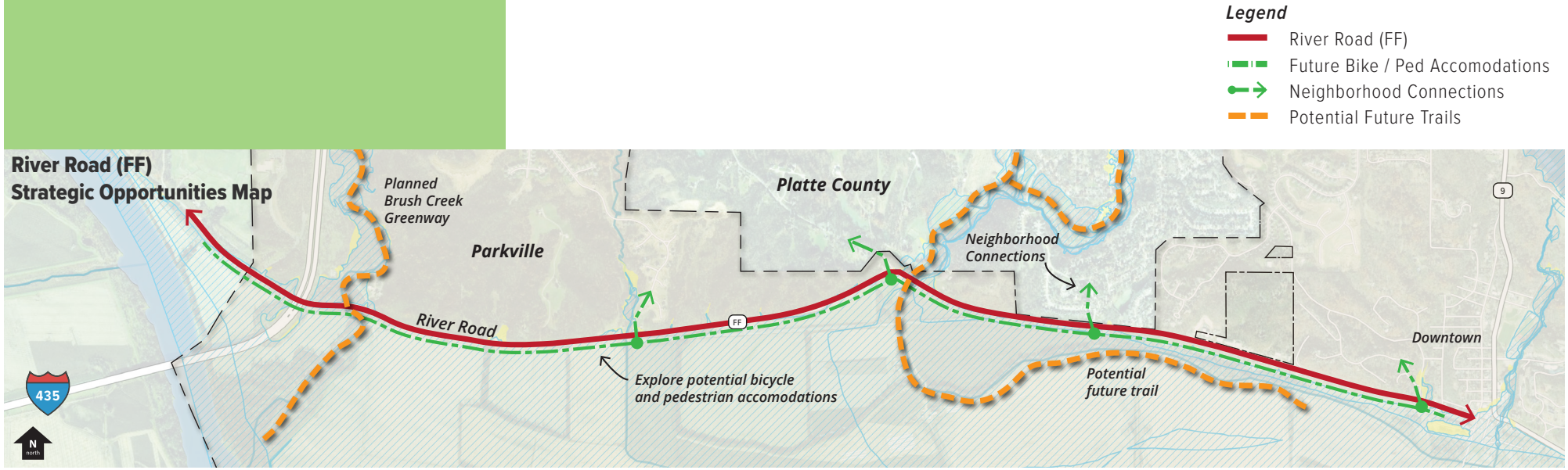
STRATEGIC OPPORTUNITY 3.2

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

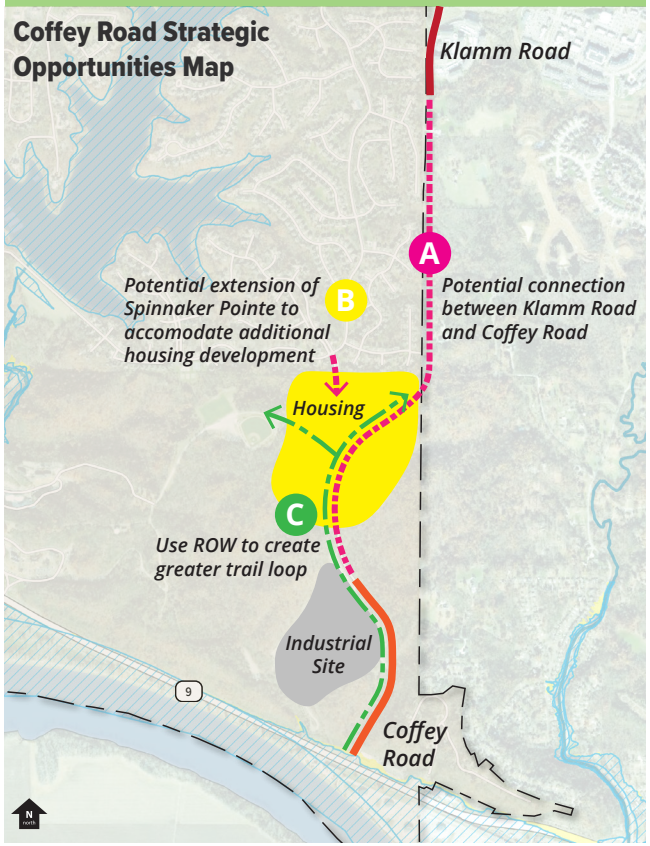
Explore the potential for safe bicycle and pedestrian accommodations on River Road while providing context-sensitive access to developing neighborhoods within Parkville and Platte County.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)



IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

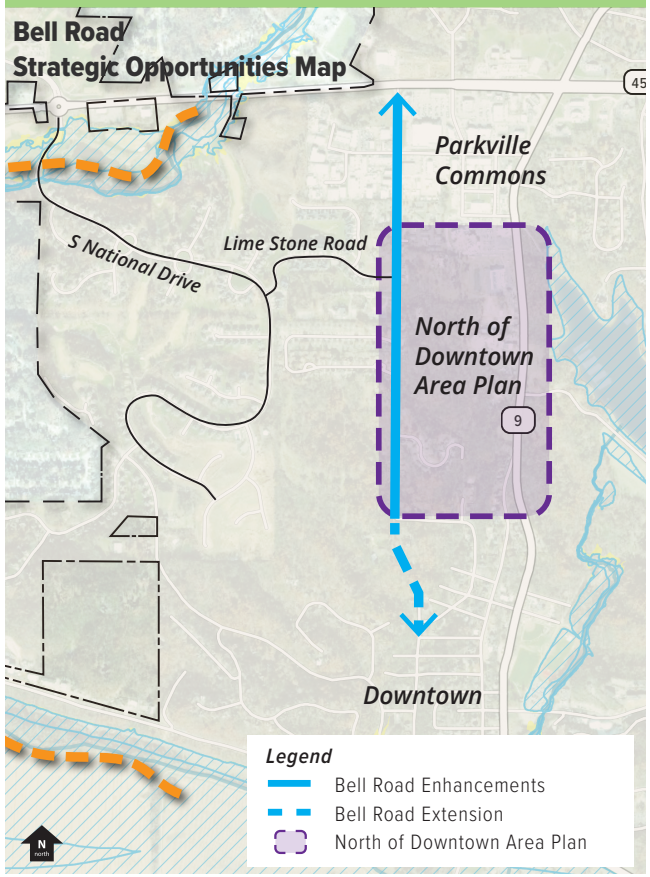
Extend Spinnaker Pointe southward from the Riss Lake neighborhood to accommodate additional residential development without creating a direct vehicular connection to Highway 9.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

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

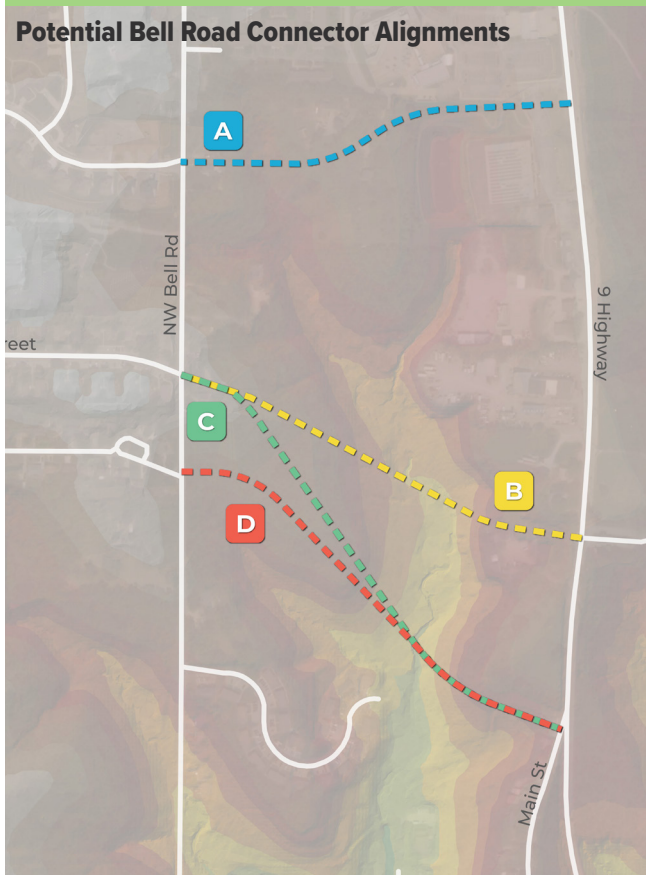
Advocate for and implement a corridor study to properly size the corridor, address sightline and stormwater issues, and include shoulders, sidewalks, and crosswalks to provide safe multimodal facilities.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Explore the potential to extend improvements south to enhance access to downtown Parkville.	
Priority Level	High
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

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

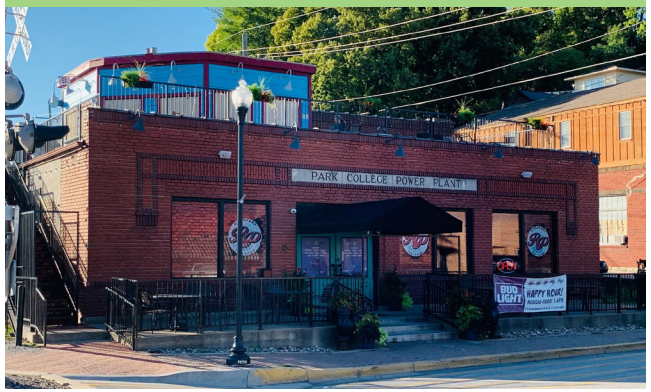
Action Items: Transportation Network

Continue to evaluate the feasibility of this new east-west connection and coordinate with future development to preserve right-of-way.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

IMPLEMENTATION

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

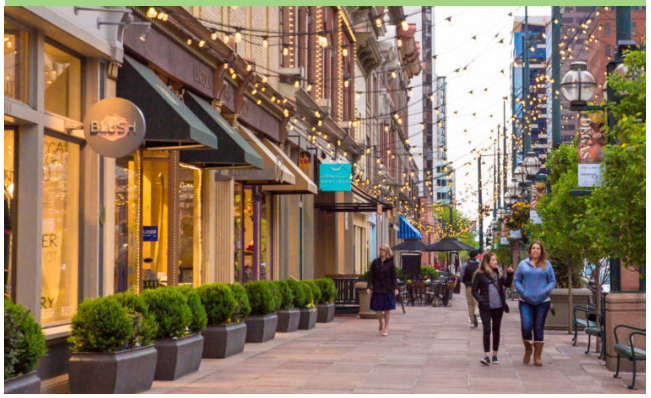
Realign Crooked Road at Highway 45 to eliminate offset access and provide additional opportunity for economic development.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Ensure access management, provide bicycle and pedestrian facilities, and address stormwater management as segments of Crooked Road are improved.	
Priority Level	High
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

STRATEGIC OPPORTUNITY 3.8

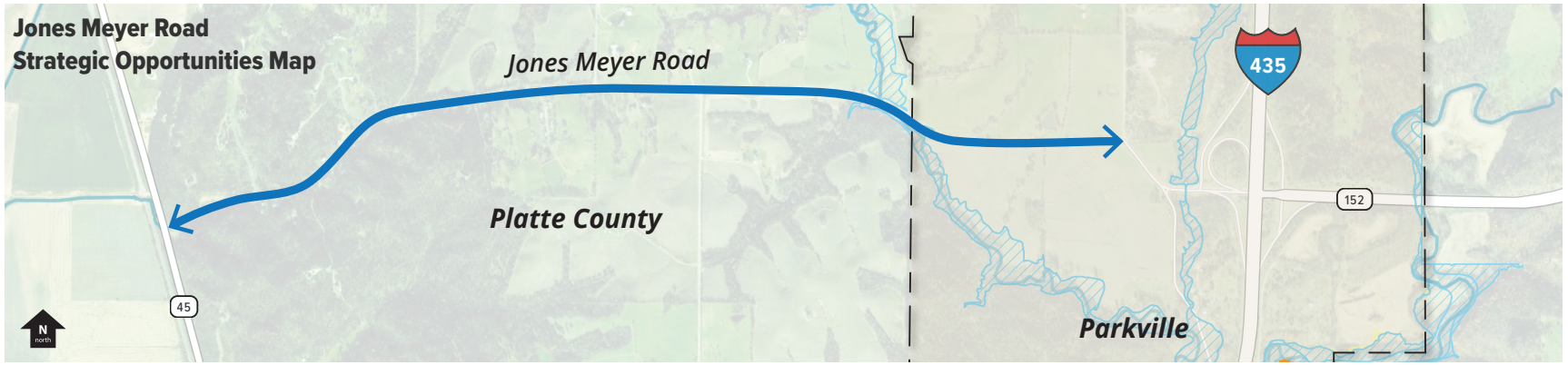
The Jones-Meyer Road corridor needs right-of-way preservation and improvements to handle future increased traffic volume as well as multi-modal accommodations. Further, Parkville should coordinate with other jurisdictions to identify any future river crossings that could impact the corridor.

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

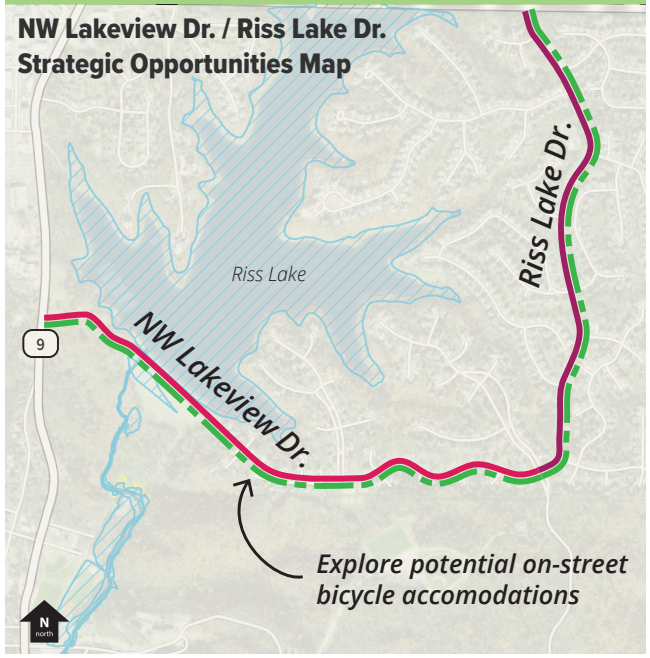


IMPLEMENTATION

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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

Continue to provide highly-visible, safe pedestrian crossings.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)



IMPLEMENTATION

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.

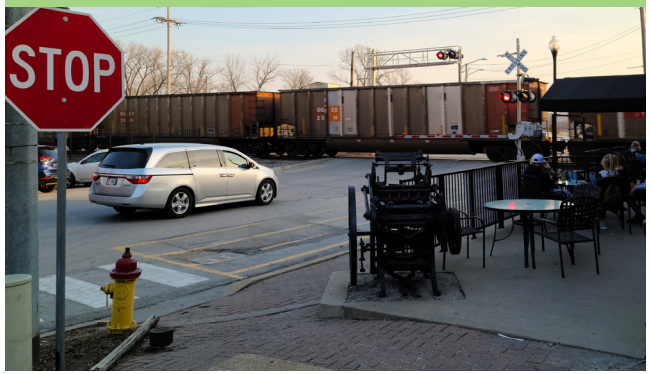
Strategic Opportunity 3.11
Highway 9 / East Street / 1st Street Intersection

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
Responsible Entity	
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 inlude at-grade connections through a new intersection at 1st Street and/or the implementation of a quiet zone.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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 3.14

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 3.13
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

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
Responsible Entity	
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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

STRATEGIC DEVELOPMENT

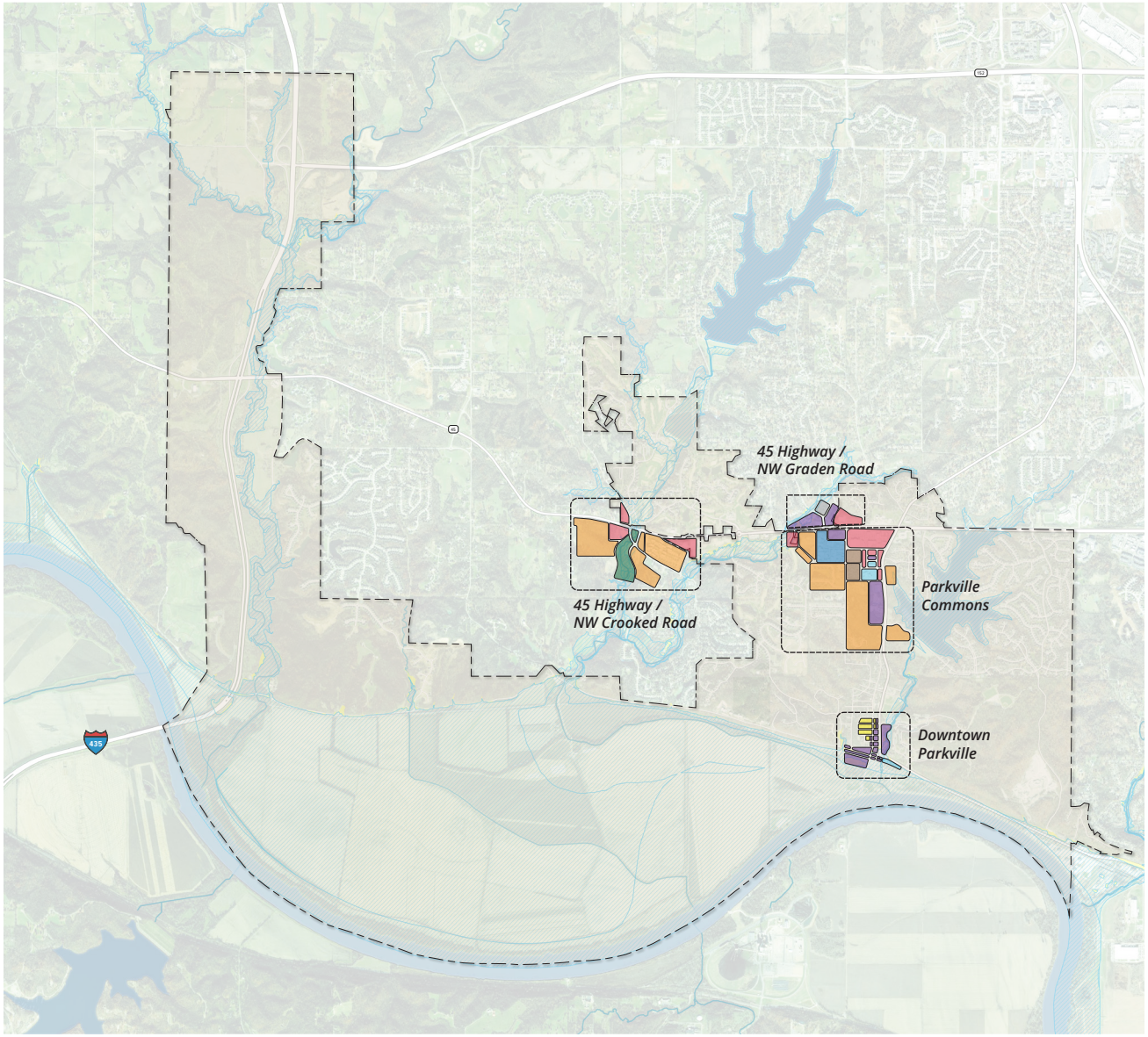
STRATEGIC OPPORTUNITY 4.0

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



IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Review multi-family design standards to ensure high quality materials, design and durability.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Add new housing within walking distance of retail, including Downtown, Parkville Commons, and Creekside.	
Priority Level	High
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Promote existing and add office space near Parkville restaurants.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Add housing, especially multi-family housing, within walking distance of retail.	
Priority Level	High
Responsible Entity	
Timeframe	Mid-Term (5 to 9 Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Work closely with developers to navigate the more complex nature of mixed-use developments.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

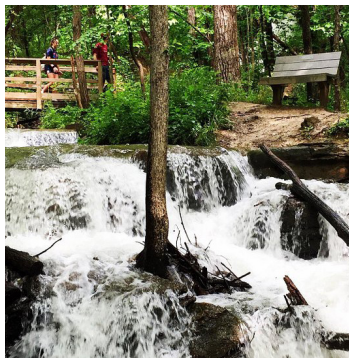
Require any new mixed-use developments to provide public or semi-public open space.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Promote outdoor recreation based economic development in Parkville.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Enhance the outdoor parks and recreation land in Parkville through improved amenities.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Replace and/or reduce low visibility retail spaces.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Create a long-term vision for the bus barn site.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

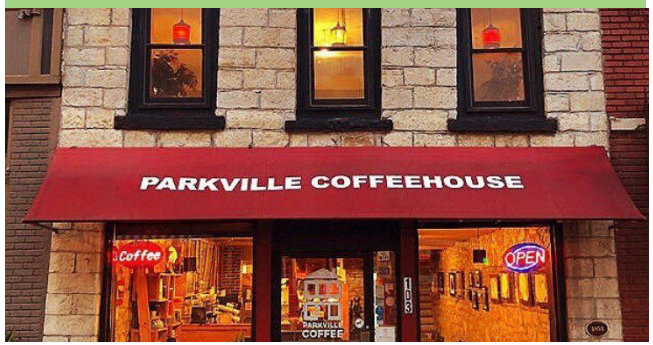
Encourage a relationship between establishments and the street, for example, sidewalk dining, patio spaces, outdoor music, etc.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Allow for new mutli-family residential units in or near to downtown to help support local businesses and provide needed expanded housing options in Parkville.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

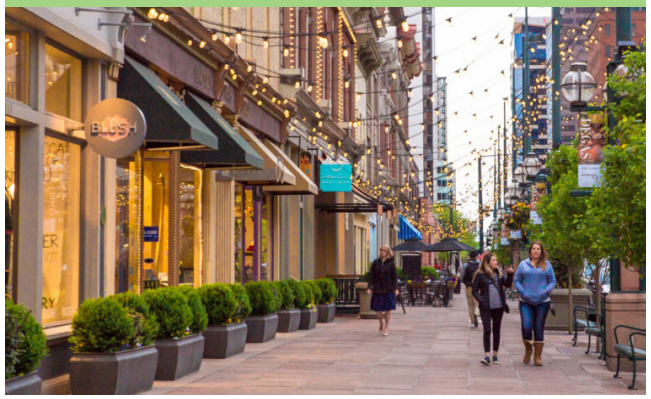
Manage pedestrian crossings along Highway 9 to ensure crossing locations are abundant, well-marked, and safe .	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Strengthen the relationship between Park University and Downtown.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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

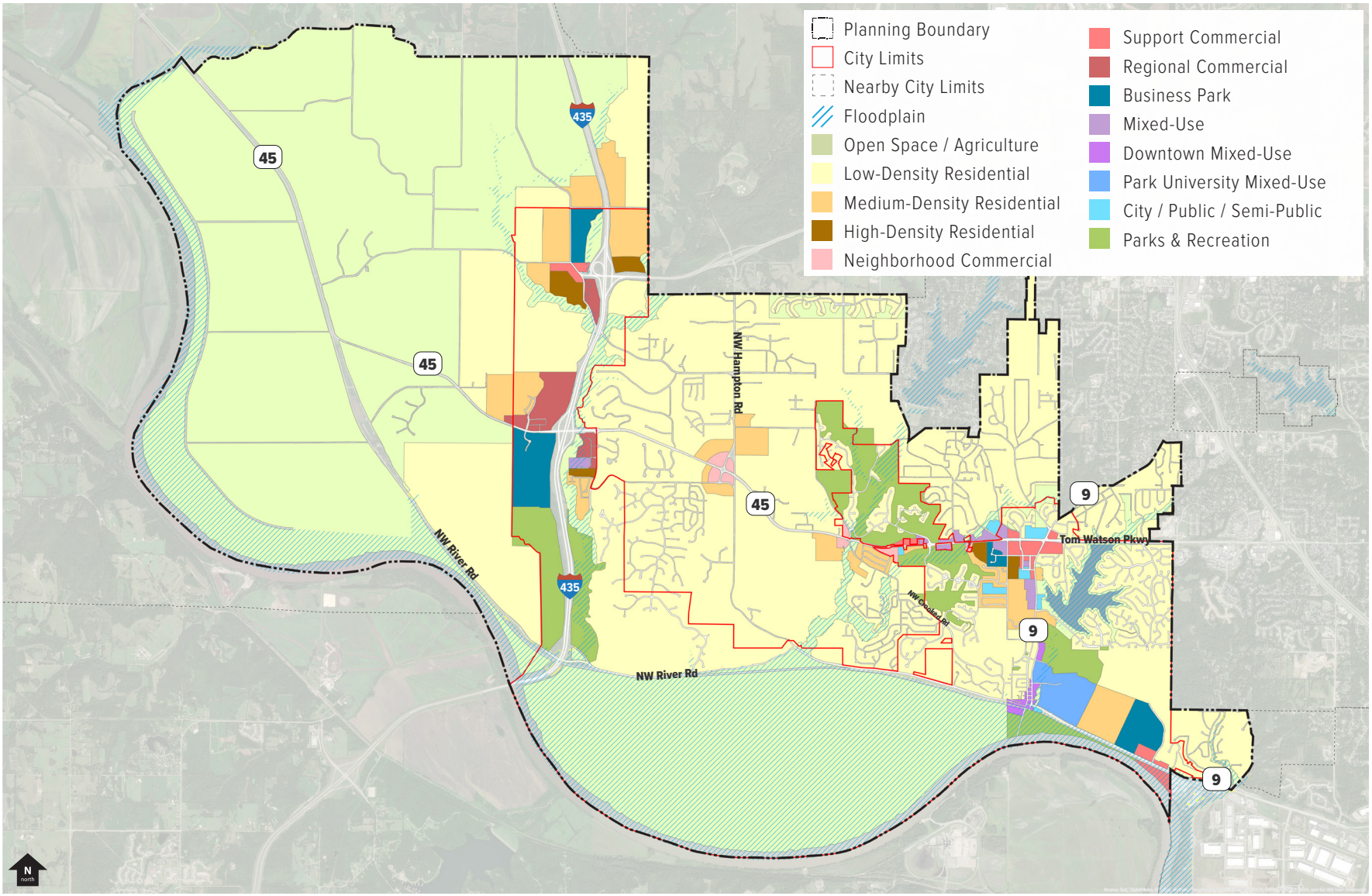
Develop downtown design guidelines to influence the aesthetic quality of the built environment in order to retain the character and charm of the district.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)



IMPLEMENTATION

GROWING WITH A PURPOSE

Future Land Use Map, Parkville, Missouri



IMPLEMENTATION

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 Item: 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
Responsible Entity	
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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

IMPLEMENTATION

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 Item: 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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Update the B-4 Planned Business District to allow for 4-story apartment buildings.	
Priority Level	Low
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

IMPLEMENTATION

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

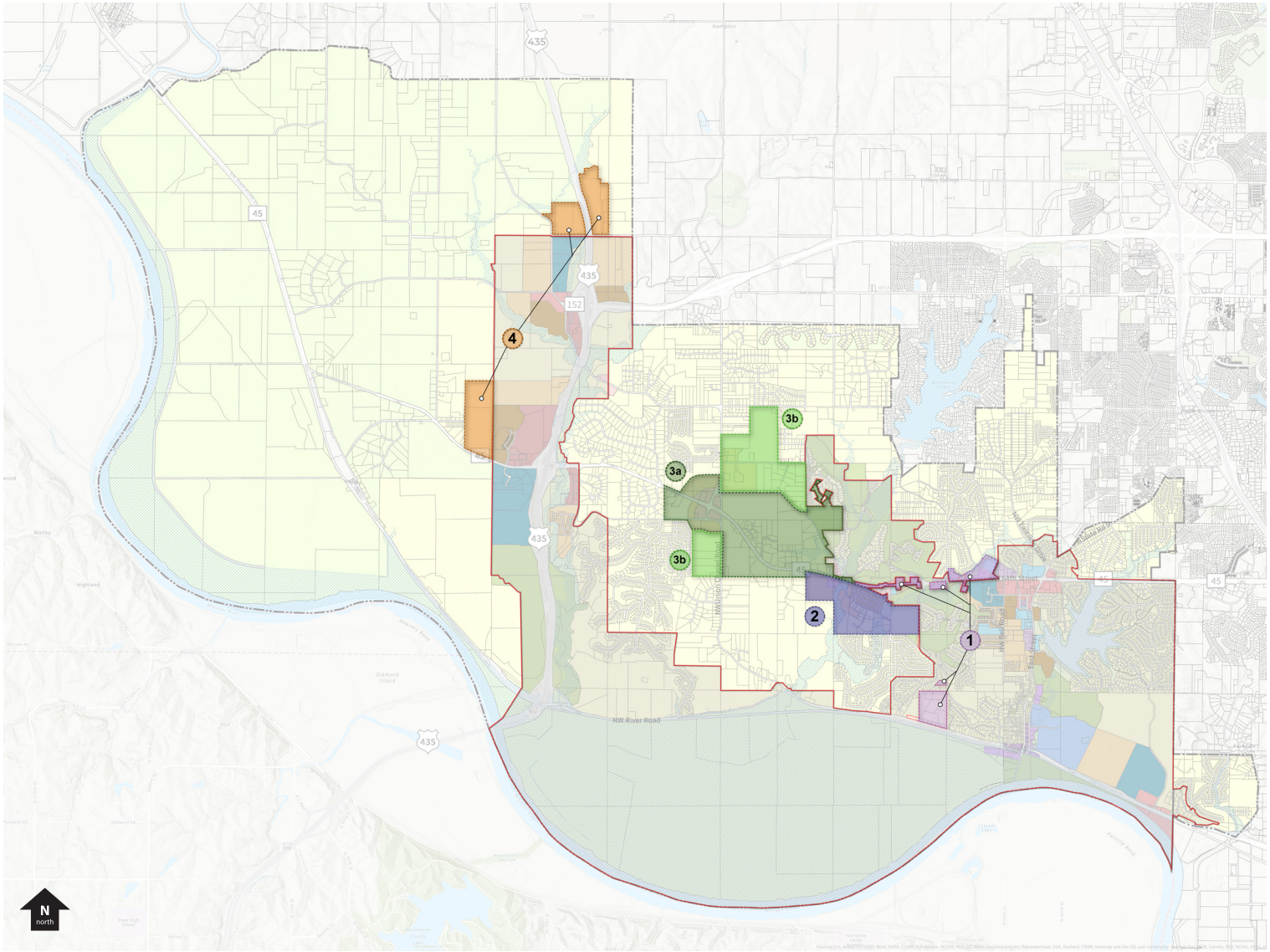
Action Item: Future Land Use

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
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

Create an ordinance to preserve areas with significant tree cover.	
Priority Level	High
Responsible Entity	
Timeframe	Short-Term (0 to 4 Years)

IMPLEMENTATION

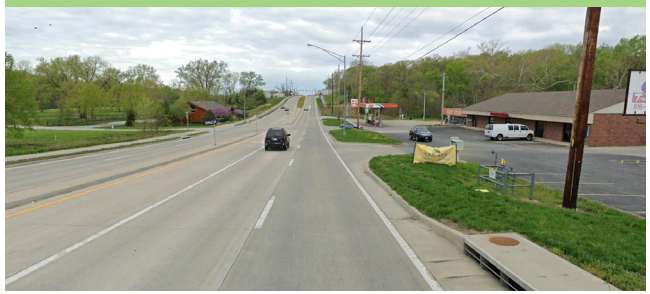
Annexation Priority Areas



IMPLEMENTATION

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 Item: Annexation

Actively pursue voluntary annexation of the in-fill properties identified as Annexation Priority Area 1.	
Priority Level	Low
Responsible Entity	
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.



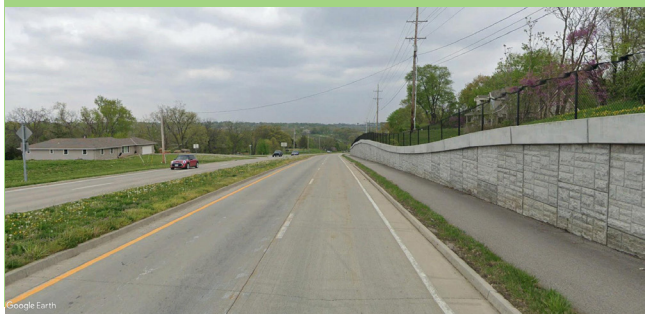
Strategic Opportunity 5.2
Protect Parkville's borders and preserve its chracter as it grows

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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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 Item: 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
Responsible Entity	
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

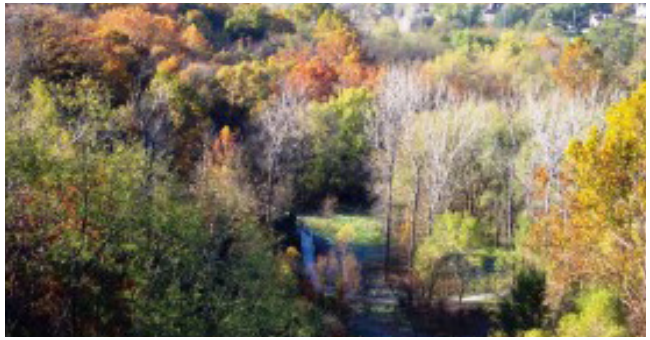
Annexation of property in the Priority 4 Area should only be approved for an active development project that is of sufficient value to be of a financial benefit to the City.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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 Item: 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
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Discourage the development of private roads to serve new single-family subdivisions.	
Priority Level	Low
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Create an ordinance to preserve areas with significant tree cover.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

IMPLEMENTATION

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 Item: Annexation

Support and encourage in-fill, redevelopment that is consistent with the adopted comprehensive master plan.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

Only approve rezonings and development proposals that are consistent with the adopted comprehensive Master Plan and Future Land Use Map.	
Priority Level	High
Responsible Entity	
Timeframe	Long-Term (10+ Years)

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

Staff Analysis

Agenda Item: 5.A; 5.B

Proposal: Application for Zoning Map Amendment and Application for Preliminary Development Plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152.

Staff Recommendation: Approval (with conditions)

Case No: PZ 2021-13; PZ 2021-14

Applicant: Todd Kobayashi, Genesis Companies

Owners: Todd Kobayashi, Parkville 38, LLC

Location: Generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152

Zoning: Existing: Platte County “RMD” Residential Multiple Dwelling and “R-7” Single-Family High Density

Proposed: “R-5-P” Multi-Family Residential and “R-4-P” Mixed-Density Residential

Parcel #s: A portion of Platte County parcel #20-8.0-27-100-002-006.000 (38.24 acres, more or less)

Exhibits:

A. This Staff Analysis
B. Application for Zoning Map Amendment (Case No. PZ 2021-13)
C. Application for Preliminary Development Plan (Case No. PZ 2021-14)
D. Subject Area Property Map
E. Platte 38 – Preliminary Development Plans (prepared by Renaissance Infrastructure Consulting; dated April 30, 2021)
    1. Sheet C01 (Title Sheet)
    2. Sheet C02 (Preliminary Plat)
    3. Sheet C03 (Existing Conditions)
    4. Sheet C04 (General Layout)
    5. Sheet C05 (Apartment Site Plan)

6. Sheet C06 (Grading Plan)
7. Sheet C07 (Development Plan)
8. Sheet C08 (Utility Plan)
9. Sheet C09 (Pedestrian Plan)
10. Sheet C10 (AutoTurn Plan)
11. Sheet C11 (Photometric Plan)
12. Sheet L1.00 (Tree Landscape Plan)
13. Sheet L1.10 (Site Section Plan)
14. Sheet A1.00 (Elevation Plans)
15. Sheet SP1.00 (Site Plan Render)

F. City of Parkville staff review comments (prepared by Stephen Lachky; dated April 20, 2021)
G. Applicant response letter to staff review comments (prepared by Felipe Braga, IE, Design Engineer, Renaissance Infrastructure Consulting; dated April 30, 2021)
H. Platte 38 Traffic Impact Study Report – On-Call Traffic Engineering Review (prepared by David J. Mennenga, P.E., PTOE, George Butler Associates, Inc.; dated April 28, 2021)
I. Preliminary Review for Platte 38 Site (prepared by Sarah Beers, P.E., VSM Engineering, LLC; dated April 29, 2021)
J. South National Crime Stats (prepared by Kevin Chrisman, Chief of Police, Parkville Police Department; dated April 26, 2021)
K. Utility Provider Verification Correspondence
    1. Spire Energy (Chris Collins, Area-Manager, Construction Engineering; dated April 16, 2021)
    2. Platte County Regional Sewer District (Dan Koch, Executive Director; dated April 20, 2021)
    3. Missouri American Water (Roger Sparks, Project Manager; dated April 21, 2021)
    4. Platte County Planning and Zoning (Jason Halterman, Assistant Director; dated April 29, 2021)
    5. Missouri Department of Transportation (Melissa Roberts, Traffic Specialist; dated May 5, 2021)
L. Public Comments
    1. E-mail – Nikki Fisher (6126 S National Dr., Parkville, MO)
    2. E-mail – Jerry Felker (6215 Brassie Ln, Parkville, MO)
    3. E-mail – Jordan Frost (6202 S National Dr., Parkville, MO)
    4. E-mail – Ray Miller (10210 Magnolia Lane, Parkville, MO)
    5. E-mail – Christopher Fisher (1200 Main St., Kansas City, MO)
    6. E-mail – Sam and Vickie Stewart (6170 Lime Stone Court, Parkville, MO)
    7. E-mail – Shawn Frost (6202 S National Dr., Parkville, MO)
    8. E-mail – Brandi Whitaker (6210 Brassie Ln, Parkville, MO)
    9. E-mail – Leslie Clark (6120 Persimmon Ct, Parkville, MO)
    10. E-mail – Hilary Murray (6207 Brassie Ln, Parkville, MO)
M. Additional exhibits as may be presented at the public hearing

By Reference:

A. Parkville Municipal Code, Title IV – Development Code in its entirety (https://www.ecode360.com/PA3395-DIV-05)
    1. Section 403.030 Zoning Map Amendment
    2. Section 403.040 Master Planned Development

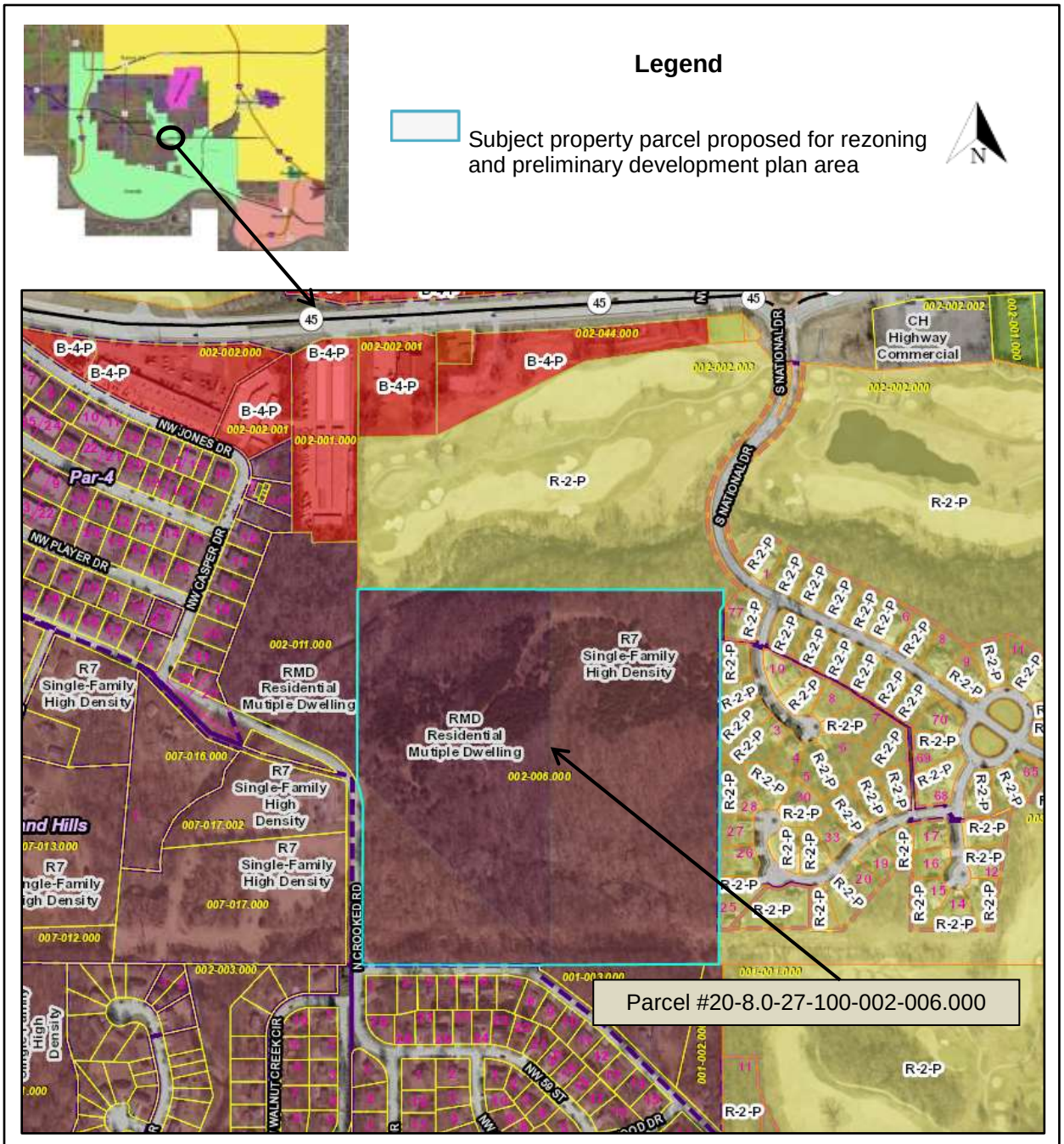
3. Chapter 404 Subdivision Regulations
4. Section 405.010 Zoning Districts Established
5. Section 405.020 Districts & Uses
6. Section 405.030 Standards Applicable to All Districts
7. Appendix B. Great Trees for the Kansas City Region

B. Parkville Master Plan (http://parkvillemo.gov/departments/community-development-department/master-plan/)
C. Notice of Public Hearing mailed certified mail to owners within 185 ft. of the subject property
D. Hearing notice published in The Platte County Citizen newspaper on April 21, 2021
E. Hearing notice published on the Parkville City webpage (http://parkvillemo.gov/government/public-hearings/)
F. Planning and Zoning Commission (February 9, 2021) Special Workshop Agenda
G. Planning and Zoning Commission (February 9, 2021) Special Workshop Video Recording (https://vimeo.com/532352965)
H. Macro Storm Water Drainage Study, Platte 38, City of Parkville, Missouri (prepared by Renaissance Infrastructure Consulting; dated April 2021)
I. Traffic Impact Study, Parkville Muiltifamily (prepared by Janelle Clayton, PE, PTOE, Merge Midwest Engineering; dated April 7, 2021)
J. Professional Resume – Stephen Lachky, Community Development Director
K. Professional Resume – Alysen Abel, Public Works Director

Comments Received: The Community Development Department received ten (10) public comments pertaining to the Platte 38 planned residential development proposal (see Exhibits L.1-L.10).

Overview

The applications propose rezoning and re-platting the subject property to accommodate Platte 38, a planned residential development consisting of two apartment/condominium buildings and 21 lots for duplexes. The development includes internal circulation, private drives and parking, and access off of N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152.



Subject Area Property Map

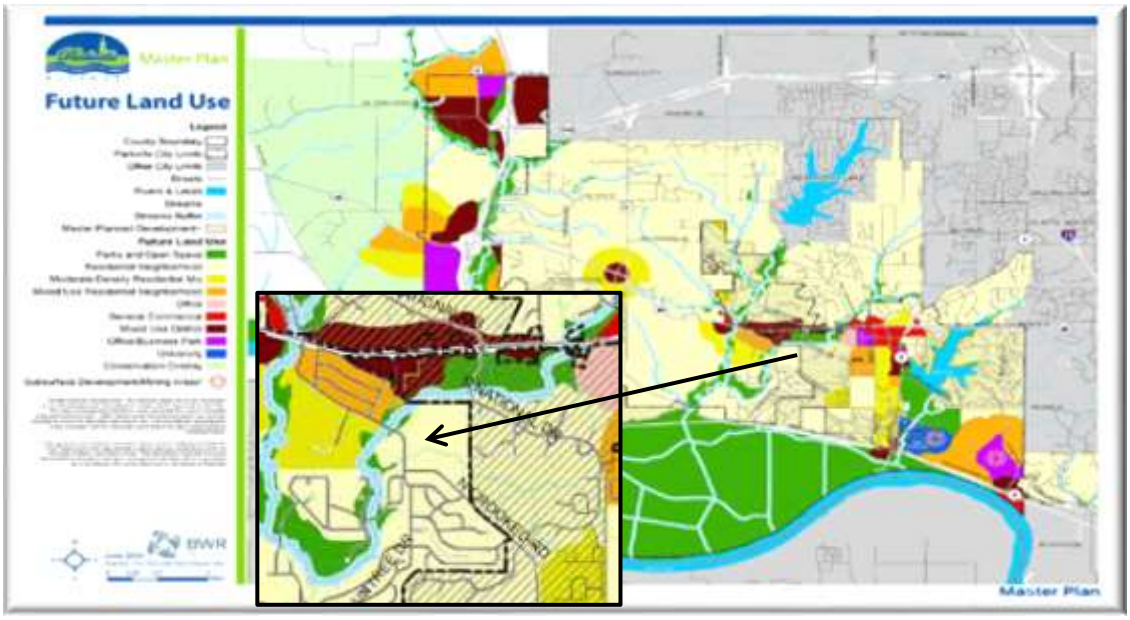
The applications propose re-platting the subject property and creating internal circulation, public streets, private drives, and access off of N Crooked Rd and S National Dr. to serve the development. The subject property is currently undeveloped and vacant.

These applications has been reviewed against the City of Parkville's Development Code, including the applicable general requirements in Table 403-1, Section 403.010, Section 403.030, Section 403.040, and Section 403.050. Per these requirements, notice of the public hearing has been published in a newspaper in general circulation in the City, The Platte County Citizen newspaper on April 21, 2021; a sign announcing the time, place and nature of the public hearing was placed on the subject property within view from public right of way; and mailed notice via certified mail was provided to all property owners within 185 ft. of the subject properties.

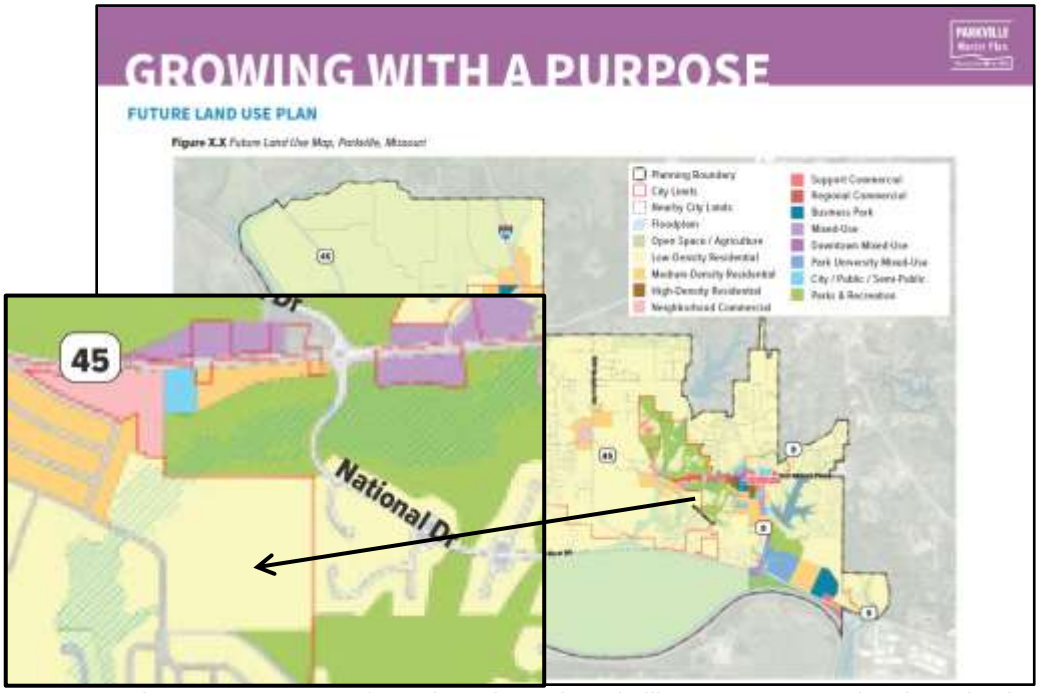
Review and Analysis
The applications have been reviewed against the Parkville Municipal Code, including the applicable "R-5-P" and "R-4-P" zoning district regulations, the adopted *Parkville Master Plan (2009)* and its Future Land Use map, as well as the *Parkville 2040 Master Plan (2021)* and its Future Land Use Map. Parkville Municipal Code, Section 403.030, Subsection B. provides review criteria for how the Planning and Zoning Commission shall determine if a zoning map amendment is appropriate. The following are staff's findings and conclusions.

1. **The application is consistent with the Master Plan and any official plan or program developed under the guidance of the Master Plan, and in particular the relationship of land uses within the proposed district and relationship with uses existing or anticipated in surrounding districts.**
   The *Parkville Master Plan (2009)* projects Residential Neighborhood future land use for the subject property. This typology is primarily intended for single-family, detached residential development, but also may include a variety of supporting residential building types such as clustered or attached single-family units, and townhomes designed to function as a neighborhood, master planned in accordance with the Neighborhood Design Policies and Design Expectations. This category is also appropriate for planned public and semi-public uses designed to be compatible with residential uses, such as schools, religious institutions, and civic uses. In terms of density, the *Parkville Master Plan (2009)* finds that up to four (4) units per acre is appropriate for this typology.

   The *Parkville 2040 Master Plan (2021)* projects Low-Density Residential land use for the subject property. This use is primarily comprised of single-family residential detached, single-family residential bi-attached, single-family residential +1 accessory dwelling unit, civic uses, schools and churches. The *Parkville 2040 Master Plan (2021)* finds that one (1) to five (5) dwelling units per acre is appropriate for this typology.



Future Land Use map excerpt from the adopted *Parkville Master Plan (2009)*. The subject property parcel is identified by the arrow. The beige color represents the Residential Neighborhood land use projection. Per Table 405-1 of the Title IV – Development Code, "Typically Applicable Zoning Districts" for this future land use category include the "R-1", "R-2", "R-3" districts; as well as "R-4" if mixed in a planned pattern integrated around mixed-use or commercial areas.



Future Land Use map excerpt from the adopted *Parkville 2040 Master Plan (2021)*. The subject property parcel is identified by the arrow. The beige color represents Low-Desnity Residential land use projection.

It's important to understand that Future Land Use Maps within the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)* are but one means of conveying future development projections; and are not intended to function alone or be the sole determinant for deciding whether or not a specific zoning district is appropriate or not. Table 405-1 of the Title IV – Development Code also states, "*Nothing in the table or plan would preclude the finding that a different application of the zoning districts is also consistent with the Future Land Use element of the Master Plan, or other more specific plans if the context of a specific application, and the goals, policies and strategies of the plan support that finding."* For example, sections of both the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)* state the importance of considering housing choice and diversity in land use decisions:

Parkville Master Plan (2009)
"The city's future development areas would be strongly enhanced by accommodating and encouraging 'neighborhoods' with a range of housing choices…Residential neighborhood development should provide a well-integrated mix of housing choices with a range of housing types and price levels allowing for a mix of residents with diverse ages, races and incomes… this includes a mix of housing choices where no single housing type monopolizes a large area."

"A neighborhood should include a well-integrated mix of housing choices — single-family detached, single-family attached (townhouse, row house, condominiums), two-family (duplex rental), multifamily (rental), and public or semi-public uses."

Parkville 2040 Master Plan (2021)
"Parkville's housing stock today is primarily composed of single-family detached residential homes and neighborhoods… 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."

2. The character of the neighborhood, including the design of streets, civic spaces and other open spaces; the scale, pattern and design of buildings; the zoning of property and compatibility of potential future uses; and the operation and uses of land and buildings.
To the north of the subject property is golf course hole #8 of The Deuce at The National Golf Club of Kansas City. To the south of the subject property (across from N Crooked Rd) is the Walnut Creek Acres No. 4 subdivision in Unincorporated Platte County (zoned Platte County "R-7" Single-Family High Density) and consisting of single-family detached homes. Immediately adjacent to the east are single-family detached homes in The National 7th subdivision (zoned City of Parkville "R-2-P" Single-Family Residential). And

to the west (across from N Crooked Rd) is the Talented Tots Learning Center (10801 N Crooked Rd) and The Links At Parkville multi-family apartments in the Par-4 subdivision in Unincorporated Platte County (zoned Platte County "RMD" Residential Multiple Dwelling). Based on the character of existing uses are their proximity to the subject property area — including existing topography, vegetation, and property size — staff finds:

- The proposed "R-4-P" Mixed-Density Residential district appropriate and compatible to the character of the surrounding neighborhoods.
- The proposed "R-5-P" Multi-Family Residential district compatible with the existing Platte County "RMD" Residential Multiple Dwelling zoning on the subject property, as well as on subject properties to the west; however, the "R-5-P" zoning may not be compatible with character of the surrounding neighborhood to the adjacent east, The National 7th subdivision.

3. **The application furthers the intent of the proposed zoning district and supports that of any abutting zoning districts, and in particular the building form, site design, and other development patterns and urban design aspects of the proposed project in furthering the intent.**
   In conjunction with the proposed preliminary development plan (Case No. PZ 2021-14), the application for zoning map amendment furthers the intent of accommodating a planned residential development consisting of apartment/condominium and duplex uses. Specifically, the rezoning would support the Platte 38 development.

4. **Compliance of any proposed development with the requirements of the development code, and the intent or design objectives associated with any specific standards.**
   The application for zoning map amendment is proposed in conjunction with preliminary development plans (Case No. PZ 2021-14). The "R-4-P" Mixed-Density Residential district provides residential living in a medium-density neighborhood setting and compact, walkable character. The district provides primarily detached houses and integrates a range of small-scale, civic and multi-unit building types at strategic locations. This district should have strong connections to a broad range of amenities, retail needs and support services to promote walkable patterns. The "R-5-P" Multi-Family Residential district provides residential living in a higher density pattern in planned apartment complexes or other large-scale multi-dwelling building formats. The uses and buildings proved a transition between neighborhoods and more intense uses, where a concentration of residences have high level of accessibility to public amenities and support services.

5. **The ability of the City or other government agencies to provide any services, facilities or programs that might be required if the application were approved.**
   The proposed rezoning does not appear to significantly impact the ability for the City or other governmental agencies to respond with public and emergency services; this includes police, fire and the ability to maintain the peace. Staff reached out to local utility providers — electricity, natural gas, water, sanitary sewer — as well as the Southern Platte Fire Protection District (SPFPD), Missouri Department of Transportation (MoDOT) and Park Hill School District (PHSD), Platte County Planning and Zoning Department, and Parkville Special Roads District. See Exhibits K.1-K.4 for more information. Additionally, staff coordinated with Dean Cull, SPFPD Fire Marshall, who has reviewed

the preliminary development plans to determine if adequate fire protection can be provided.

6. **The effect of approval on the condition or value of property in the city or in the vicinity including the likelihood of surrounding areas to be developed in accordance with the Master Plan.**
   Currently the total assessed valuation of the 38.24 acre (more or less) subject property is $1,035. Per Platte County Collector's Office tax records, Platte County collected a total of $80.22 in taxes for the year 2020. Approval of the zoning map amendment would substantially increase the value of the subject property parcels, as the parcels would be rezoned to a City of Parkville district and be permitted for the variety of residential uses allowed by the City's Title IV – Development Code. In turn, the rezoning would increase taxable assessments on the subject property once developed to the extent of the associated preliminary development plans.

7. **The consistency of the application with other adopted policies of the City, including any other relevant implications of the change beyond any specific proposed project.**
   The application has been reviewed against the Parkville Municipal Code, including the applicable "R-4-P" and "R-5-P" zoning district regulations; as well as the adopted *Parkville Master Plan (2009)*, the *Parkville 2040 Master Plan (2021)* and their Future Land Use Maps. The "R-4-P" district can be consistent with both master plan's future land use projections, character of the existing surrounding neighborhoods, and uses permitted in said district. While the "R-5-P" district is not consistent with the both master plans' future land use projections (as detailed in review criteria #1 above), it can accomplish other goals & objectives within the plans such as the need for more housing choice and diversity within the community. Additionally, the associated preliminary development plan (Case No. PZ 2021-14) is considered a master planned development and can consider relevant implications to the proposed project.

8. **The recommendations of professional staff or other technical reviews associated with the application.**
   Aside from staff's analysis and recommendations contained within the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan*, staff received technical assistance from the Parkville Police Department after receiving concerns from residents and adjacent property owners regarding existing crime in The South National neighborhoods and frequency of motor vehicle crashes already along S National Dr., as well as potential crime and motor vehicle crashes that would result from the proposed Platte 38 development (Case No. PZ 2021-14).

   <u>Crime Statistics</u>
   The Parkville Police Department provided crime statistics for The South National neighborhoods from January 1, 2020 – April 26, 2021 (see Exhibit J). In summary, there was a total of three (3) thefts from automobiles and four (4) burglaries. Our Chief of Police, Kevin Chrisman, stated that all of them would have been prevented if 1) residents closed their garage doors at night; and 2) locked their cars while unattended.

   <u>Motor Vehicle Crashes</u>
   The Parkville Police Department also provided motor vehicle crash statistics for The South National neighborhoods from January 1, 2020 – April 26, 2021 (see Exhibit J). In summary, there were no Property Damage Only, Minor Injury, Serious Injury, or Fatality

incidents in The South National neighborhoods; rather, there was one (1) injury crash but it occurred within the N National Dr. / MO-Hwy 45 roundabout.

The master planned development process is intended for development concepts that require a higher degree of specific planning based on the complexity of the project, the relationship of the site to the context, and the ability to meet or exceed the purpose, intent and objectives of the Development Code through more flexible application of the standards. This preliminary development plan application is the first of two steps through the process which generally looks at: *Public Realm Plan* (e.g., location, streets/circulation, and stormwater management), *Development Plan* (e.g., building types/scales, building design), *Existing Conditions* (e.g., infrastructure, utilities, and vegetation), *Public Input Summary* (e.g., previously adopted plans), *Phasing or Implementation*, and an *Illustrative Plan* (applicable renderings).

Parkville Municipal Code, Section 403.040, Subsection C. provides criteria for how the Planning and Zoning Commission shall determine if a preliminary development plan is appropriate. The following are staff's findings and conclusions for the preliminary development plans (Case No. PZ 2021-13; Case No. PZ 2021-14).

1. **The plan represents an improvement over what could have been accomplished through strict application of otherwise applicable base zoning district standards, based on the goals of the Master Plan, and based upon generally accepted planning and design practice.**
   Due to the size, scale and complexity of the project, a master planned development represents an improvement to a traditional major site plan development, and can better meet the goals of the adopted *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)*. The preliminary development plans allows the intentional subdivision of property and placement of public streets and private access drives to support a phased approach for construction of the lot for apartment/condominium uses, and lots for duplex uses. Moreover, the apartment/condominium buildings can be oriented in a manner and height on the subject property complimentary to the existing creek, topography and hole #8 of The Deuce.

2. **The benefits from any flexibility in the standards proposed in the plan promote the general public health, safety and welfare of the community, and in particular of the areas immediately near or within the proposed project, and are not strictly to benefit the applicant or a single project.**
   An advantage of having a master planned development for the subject property is that public health, safety and welfare can be addressed through the site planning process; specifically building location/orientation, landscaping/buffering, lighting, circulation/access, and stormwater management. As noted in review criteria #3 below, staff believes the proposed density is not significantly outside of the Title IV – Development Code standards, would allow the "R-5-P" district to achieve the intent of the Multi-Family Residential district and its relationship to the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)*, and would promote the general public health, safety and welfare of the community by accomplishing goals & objectives in both master plans by creating more housing choice and diversity within the community. With regard to flexibility for the building height requirements, the Planning and Zoning Commission should consider the proposed 4 story + basement level standard per the context of the subject property (i.e., including existing & proposed grading, surrounding neighborhoods & characteristics, site section & elevation views) to determine whether

such flexibility would promote the general public health, safety and welfare of the community.

3. **The benefits from any flexibility in the standards proposed in the plan allow the project to better meet or exceed the intent statements of the base zoning district(s) and the standards proposed to be modified when applied to the specific project or site.**
   The applicant has made a diligent effort to conform to all aspects of the Development Code as much as possible, and avoid modifying and standards of the Code to the greatest extent they can; the includes meeting all landscaping/buffering, lighting, circulation/access, and parking count & design requirements. However, the applicant requests flexibility for the City's Height, Area and Bulk Standards — specifically flexibility to the "R-5" Multi-Family Residential district standards for maximum building height of 45 ft. and 3 stories. The preliminary development plan proposes a building height of 57.5 ft. and 4 stories + a basement level (finished floor elevation of 885 ft.; see Exhibits E.4, E.13, and E.14). Additionally, the number of residential units for both the apartment/condominium and duplex buildings would exceed the "R-5" district's maximum density allowance of 8 units/acre by 1.5 units/acre (see review criteria #4 below).

   Staff does not find the flexibility of the density allowance to be significantly outside of the Title IV – Development Code standards, and finds it still allows the "R-5-P" district to achieve the intent of the Multi-Family Residential district and its relationship to the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)*. With regard to flexibility for the maximum height requirements, the Planning and Zoning Commission has made such exception for other similar multi-family residential developments in The National Golf Club of Kansas City, specifically the Bella Vista at the National apartment complex along MO Highway 45 adjacent to the Townhomes at the National – 2nd Plat subdivision (4 stories + basement level; Case No. PZ 2015-11). Additionally, the Planning and Zoning Commission has approved maximum building height flexibility for other multi-family residential developments in the City of Parkville — The major site plan for Lake Pointe Lodge (3 stories + basement level; Case No. PZ 2017-03B); and Six At Park (4 stories + basement level; Case No. PZ 2018-02D). The Planning and Zoning Commission should consider this application's request for a 4 story building + basement level per the context of the subject property (i.e., existing & proposed grading, surrounding neighborhoods & characteristics, site section & elevation views) to determine whether such flexibility is appropriate or not.

4. **The plan reflects generally accepted and sound planning and urban design principles with respect to applying the Master Plan and any specific plans to the area.**

   Parkville Master Plan (2009)
   The *Parkville Master Plan (2009)* projects Residential Neighborhood future land use for the subject property. This typology is primarily intended for single-family, detached residential development, but also may include a variety of supporting residential building types such as clustered or attached single-family units, and townhomes designed to function as a neighborhood, master planned in accordance with the Neighborhood Design Policies and Design Expectations. This category is also appropriate for planned public and semi-public uses designed to be compatible with residential uses, such as schools, religious institutions, and civic uses. The Platte 38 planned residential development includes a well-integrated mix of housing types and choices, including

apartment/condominium buildings and duplex residential uses. While single-family units and townhomes are preferred for the Residential Neighborhood typology, multi-family units can accomplish other goals & objectives of the *Parkville Master Plan (2009)* as detailed in the application for zoning map amendment review criteria #1 above.

In terms of density, the *Parkville Master Plan (2009)* finds that up to four (4) units per acre is appropriate for this typology. While the gross density of the Platte 38 planned residential development is 9.5 units/acre — a net density of between 1.09-2.2 units/acre for Lots 1-21, and a net density of 31.6 units/acre for Lot 22 — it should be noted this does not include 12.72 acres (more or less) of the subject property outside of the development/annexation limits to remain as undeveloped, natural buffer area.

Parkville 2040 Master Plan (2021)

The *Parkville 2040 Master Plan (2021)* projects Low-Density Residential land use for the subject property. This use is primarily comprised of single-family residential detached, single-family residential bi-attached, single-family residential +1 accessory dwelling unit, civic uses, schools and churches. The Platte 38 planned residential development includes a well-integrated mix of housing types and choices, including apartment/condominium buildings and duplex residential uses. While single-family residential detached and bi-attached are preferred for the Low-Density Residential typology, multi-family units can accomplish other goals & objectives of the *Parkville 2040 Master Plan (2021)* as detailed in the application for zoning map amendment review criteria #1 above.

The *Parkville 2040 Master Plan (2021)* finds that one (1) to five (5) dwelling units per acre is appropriate for this typology. While the gross density of the Platte 38 planned residential development is 9.5 units/acre — a net density of between 1.09-2.2 units/acre for Lots 1-21, and a net density of 31.6 units/acre for Lot 22 — it should be noted this does not include 12.72 acres (more or less) of the subject property outside of the development/annexation limits to remain as undeveloped, natural buffer area.

5. **The plan meets all of the review criteria for a zoning map amendment.**
   The preliminary development plans are proposed in conjunction with an application for zoning map amendment (Case No. PZ 2021-13) to rezone the subject property from its current Platte County “RMD” Residential Multiple Dwelling and “R-7” Single-Family High Density zoning designations to City of Parkville “R-5-P” Multi-Family Residential and “R-4-P” Mixed-Density Residential zoning designations. If the zoning map amendments are approved, they would allow for the range of residential uses proposed by the applicant.

The application for preliminary development plan (Case No. PZ 2021-14) was also reviewed against the City of Parkville’s Municipal Code, including the applicable Title IV – Development Code. The following are staff’s findings and conclusions.

1. **Subdivision Regulations and Standards**

Street Networks and Design

The Title IV – Development Code recommends street networks provide for the continuation of streets in adjacent subdivisions to the subdivision boundary; this includes avoiding dead-end streets when possible. The preliminary development plan does not contain dead-end streets. Rather, the plan proposes public street connections to N Crooked Rd and S National Dr. to ensure the proper arrangement of blocks and lots for

long-range development goals; as well as to increase connectivity, improve options for access in the community. The proposed layout of Platte 38 meets the City's guidance for block size, external connections, and street design types as detailed in Section 404.010 Street Networks and Design.

Civic and Open Space System

Section 404.020 prefers Park, Trail / Greenway, or Green typologies for the "Suburban" planning context (i.e., areas more removed from walkable centers, commercial corridors or large scale projects arranged around a campus plan). The preliminary development plan proposes three large tracts of common open space for stormwater detention and buffer space, as well as natural area to the south to preserve vegetation around an existing creek. The Planning and Zoning Commission should consider whether these tracts of natural area are appropriate per the master planned development.

Block and Lot Arrangement

The preliminary development plans propose 21 lots for duplex uses (42 units) and 1 lot for two apartment/condominium buildings (100 units each; 200 units total). Drive A serves as the main public thoroughfare through the Platte 38 planned residential development, and is bisected by a private access drive to Lot 22, and Drive B which serves as a cul-de-sac; this allows all lots to have access to the street network. Utility easements are provided on all lots for utility service purposes, and are accessible from the public right-of-way for each block.

Required Improvements and Engineering Specifications

Final development plans for improvements (e.g., streets, sidewalks) will need to meet American Public Works Association (APWA) Standard Specifications and Design Criteria. The applicant has submitted a Macro Storm Water Drainage Study for the subject property area (see Exhibit H by Reference). This study contains an assessment outlining the stormwater management needs for the site, detailing the proposed stormwater management infrastructure and rationale for why it's being used. The City's Public Works Department contracted its on-call stormwater hydrology engineer, VSM Engineering, LLC, to conduct and independent review of the submitted stormwater drainage study (see Exhibit H and Stormwater Management section below).

2. Site and Landscape Design Standards

Landscape Design

A detailed Tree Landscape Plan has been provided for the Platte 38 planned residential development and meets all requirements of Section 407.020 (see Exhibit E.12); this includes all street tree requirements for the duplex lots, tree & shrub requirements for the interior parking lot, and buffer planting requirements for the existing and adjacent residential properties in The National 7th subdivision to the east (12 shade trees, 24 evergreens and 48 shrubs). Additionally, the Tree Landscape Plan complies with the City's plant species requirements for street trees (i.e., the *Great Trees for the Kansas City Region* list) and planting specifications meeting the American Standards for Nursery Stock (ASNS) published by the American Nurserymen's Association.

Buffers, Screens and Fencing

Exhibits E.12 details the required Type 3 landscaping buffer along the eastern subject property boundary in order to meet the performance standards per Section 407.030 (Buffers, Screens and Fencing) for screening the adjacent residential properties in The

National 7th subdivision; this includes 12 shade trees, 24 evergreens and 48 shrubs. Additionally, the applicant has provided Type 1 Buffer Type Screening for the trash enclosure area along the eastern end of the parking lot for the apartment/condominium buildings.

Outdoor Lighting

A photometric plan is included as Exhibit H.11 and details the general footprint and impact of lighting throughout the development, the majority of lighting being in the parking lot serving the two apartment/condominium buildings on Lot 22. The exterior lighting pole heights of 25 ft. meets the "R-5" base district's maximum mounting height limit, as well as the shielding requirements and design and performance criteria specified in Section 407.040.

Stormwater Management

The applicant has submitted a Macro Storm Water Drainage Study for the subject property area (see Exhibit H by Reference). This study contains an assessment outlining the stormwater management needs for the site, detailing the proposed stormwater management infrastructure and rationale for why it's being used. The City's Public Works Department contracted its on-call stormwater hydrology engineer, VSM Engineering, LLC, to conduct and independent review of the submitted stormwater drainage study (see Exhibit I). In summary:

- **Best Management Practices (BMP)** – BMPs per the *MARC/APWA Manual of Best Management Practices for Stormwater Quality, October 2021* should be added to the consultant's study.
- **Emergency Spillway** – Emergency spillway (overflow elevation) should not be the same as the top of pond elevation, and should be 0.5 ft. above the 1% storm elevation of the pond per APWA requirements.
- **Calculations** – Verification of the inlet time for the existing south basin is needed; justification for the NE Undetained area's proposed conditions curve number is needed; verification for the correct land use and group soils.
- **MACRO Watershed Impact** – A general analysis of the project on the larger watershed is required per APWA.

As a result, a condition of approval will be for these comments/findings from VSM to be addressed by the consultant, and the stormwater drainage study revised if necessary.

3. Access and Parking

Access and Circulation

The preliminary development plans propose access via a new public street connected to N Crooked Rd on the southwest end of the development, and access via a new public street connected to S National Dr. Off of this local road will be private drive access to the Lot 22 parking lot serving the apartment/condominium buildings. The City's Public Works Department has reviewed the proposed section widths of the streets (see Exhibit E.7) and determined they meet American Public Works Association (APWA) standards. Additionally, the SPFPD has reviewed the width of the streets and curb radii and concluded there are no issues with either as proposed. Additionally, the applicant has provided AutoTURN movements to ensure internal site circulation can support adequate turning movements from a Pierce Fire Truck (duel axle; 110 ft. ladder; see Exhibit E.10).

Sidewalks are provided throughout the development and meet all requirements with Section 408.020 Access and Circulation.

Traffic Impact Study

Per Section 408.020, Subsection D., the Director of Public Works can request a Traffic Impact Study to analyze the impacts of the function of the transportation network in the vicinity of the site. A traffic impact study was prepared by Janelle Clayton, PE, PTOE of Merge Midwest Engineering (see Exhibit I by Reference). The purpose of the study is analyze the effect of the proposed Platte 38 development — specifically traffic via motor vehicle trip generation estimates — on traffic at the proposed driveway intersections with S National Dr. and N Crooked Rd, as well as at the intersections of MO-45 Hwy & N Crooked Rd, and MO-45 Hwy and S National Dr. Results from the study are shown below:

Existing Traffic Volumes		
MO-Hwy 45 (between S National Roundabout and N Crooked Rd intersection**)**	Eastbound	6,724 vpd
	Westbound	6,754 vpd
	Total	**13,478 vpd**
N Crooked Rd (just north of Talented Tots Drive)	Northbound	1,340 vpd
	Southbound	1,288 vpd
	Total	**2,628 vpd**
S National Dr. (south of MO-Hwy 45 roundabour)	Northbound	384 vpd
	Southbound	398 vpd
	Total	**782 vpd**

*Trip Generation		
Multi-Family Units	1,088 vpd	**1,556 total vpd**
Single-Family Detached Units	468 vpd	
Multi-Family Units	68 AM peak vph	**103 total AM peak vph**
Single-Family Detached Units	35 AM peak vph	
Multi-Family Units	86 PM peak vph	**130 total PM peak vph**
Single-Family Detached Units	44 PM peak vph	

*Statistics based upon the 10th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*

Trip Distribution	
To/From the east via MO-Hwy 45	47%
To/From the west via MO-Hwy 45	43%
To-From the south/west via N Crooked Rd	5%
To-From the south/east via S National Dr.	5%

The traffic impact study also provides sight-distance measurement recommendations — based on AASHTO's *A Policy on Geometric Design of Highways and Streets* — for the proposed intersection connections to N Crooked Rd and S National Dr. While the recommended intersection sight distance length (measured along the centerline of the

intersecting street) is greater than the City's requirements listed in Table 404-4: Clear Sight Distance, the Public Works Department will evaluate the intersections further and take the recommendations under consideration.

Lastly, the traffic impact study analyzes the Level of Service (LOS) for existing traffic conditions and future conditions based on the proposed development, which are shown below:

Existing LOS	
Intersection of S National Dr. with Missouri Highway 45	B AM peak
	B PM peak
No auxiliary turn lanes warranted	
Intersection of N Crooked Rd with Missouri Highway 45	D AM peak
	F PM peak
No auxiliary turn lanes warranted	

Future + Site + Planned LOS	
Intersection of Drive A with N Crooked Rd	B AM peak
	B PM peak
No auxiliary turn lanes warranted	
Intersection of Drive A with S National Dr.	B AM peak
	B PM peak
No auxiliary turn lanes warranted	
Intersection of S National Dr. with Missouri Highway 45	B AM peak
	B PM peak
No auxiliary turn lanes warranted	
Intersection of N Crooked Rd with Missouri Highway 45	F AM peak
	F PM peak
Close to meeting an eastbound right-turn warrant. A traffic signal or roundabout needs to be considered at this intersection in the future.	

The City contracted its on-call transportation engineer, George Butler Associates, Inc. (GBA), to conduct an independent review of the submitted traffic impact study (see Exhibit I by Reference) in association with the proposed Platte 38 development (see Exhibit H). In summary:

- **Methodology** – The traffic impact study followed accepted industry-standard procedures and methodologies.
- **Traffic Counts** – An appropriate amount of traffic counts were collected (for both peak periods).
- **Traffic Data** – The consultant made good use of current vs. historic traffic counts (using data from MoDOT and previous traffic impact studies previously submitted to the City).
- **Trip Distribution** – Trip distribution patterns utilized were logically based on existing volumes and traffic flows.
- **Future Traffic** – An appropriate 2% annual growth rate to project future traffic was utilized.
- **Future Developments** – Consideration was appropriately given to potential traffic resulting from other unbuilt development projects along MO-Hwy 45.

- **Capacity Analysis** – The capacity analysis utilized the latest software and recommended methodologies.
- **Sight Distance** – There are no apparent sight distance issues at the intersections of the proposed public streets and N Crooked Rd or S National Dr.
- **Traffic Signal Warrant** – The consultant's recommendation for a traffic signal or roundabout at the intersection of N Crooked Rd. and MO-Hwy 45 sometime in the future is justified.
    - Traffic generated by the development would represent less than 3% of the total traffic at this intersection.
    - Nevertheless, it's advisable for the City to consider requesting an escrow contribution from the developer toward the future design/construction costs for this intersection.
    - A traffic signal is estimated to cost $200,000-$250,000, and a multi-lane roundabout is estimated to cost $2,000,000 for design & construction.

Both the consultant's traffic impact study and the City's independent review memorandum were provided to the Missouri Department of Transportation (MoDOT), Platte County Planning and Zoning Department, and Parkville Special Road District for review & reference. It should be noted that both the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)* recommend realigning both the N and S ends of Crooked Rd to eliminate offset access, and to coordinate such improvements with development around this intersection. Staff submitted applications to the Mid-America Regional Council's (MARC) Regional Transportation Plan (RTP) 2050 Call For Projects and improvements to the N Crooked Rd and MO-Hwy 45 intersection ranked #3 out of the 7 Parkville project submitted; therefore, would by a good candidate for federal-aid and Missouri state transportation funding in the future if Platte County were interested in partnering with the City of Parkville.

Required Parking

The applicant has met the requirements of Section 408.030 Required Parking by providing the required parking spaces (and dedicated ADA spaces) throughout Lot 22, the parking lot for the apartment/condominium buildings as detailed on Exhibits E.5 and E.7. The preliminary development plan proposes a total of 300 parking stalls.

Parking Design

Section 408.050 of the Title IV – Development code requires parking stalls of 9 ft. by 18.5 ft., with 26 ft. aisle widths. Per the "R-5-P" planned district submission, the applicant proposes 25 ft. drive aisles through the parking lot of the apartment/condominium buildings. Although they're a slight reduction, staff does not have any issues with the dimensions as the Planning and Zoning Commission has approved several developments with the similar specifications, including commercial development parking lots with 24 ft. drive aisles.

4. Sign Standards

The City has sign allowance requirements for all residential districts in the Parkville Municipal Code, Chapter 409. Projects proposed and approved through the planned district process can propose a specific sign package with deviations to these standards through the review process. However, at this time, no sign package has been submitted; thus, future signs will adhere to the proposed standards of Chapter 409 unless requested as part of any subsequent Final Development Plan submission.

Public Input Summary
Per Section 403.040, a preliminary development plan shall generally include *Public Input Summary*, a summary of the type, extent and outcomes from any public or community engagement regarding the plan and future development. Following the February 9, 2021 special workshop with the Planning and Zoning Commission, the applicant made contact with Dale Brouk of Homeowner Association (HOA) of The National Golf Club of Kansas City. The development concept was then shared with the HOA's Board and discussed at a subsequent HOA meeting to become a part of the HOA. Concerns raised by the Board during their meeting included:

- Traffic onto S National Dr. (and the preference of not having a thru-street connection between S National Dr. and N Crooked Rd.)
- The development needs to have its own amenities
- The development must become part of the City of Parkville
- More discussing to be forthcoming and shared with the Board

On April 21, 2021 the applicant, Todd Kobayashi, met with residents of The South National neighborhoods and HOA members to hear their concerns and address them if possible. The biggest concerns revolved around cut-thru traffic, and if there was a way for the development to address it, including a one-way (entrance-only) off of S National Dr. that would only extend to the main access to the Lot 22 parking lot; the idea being to enable access but not egress onto S National Dr. The applicant shared these comments with City staff to discuss, and our Public Works Director deferred this idea to the City's on-call transportation engineer to evaluate. Per his analysis, he ranked traffic management alternatives by least to most difficult:

- *If you would like to prevent eastbound right-turns onto S. National Drive, I'd suggest that a No Right Turn sign wouldn't be enough. It is a regulatory solution only that drivers can still choose to ignore at the risk of receiving a ticket from police. However, you could consider some geometric "encouragement" as well by making the southwestern curb return very sharp (i.e., small radius) and more difficult to perform that undesirable maneuver.*
- *If the roadway connection to S. National Drive was restricted to one-way westbound traffic only, then we'd be reassigning a significant amount of the outbound development traffic (69%) to the west. This would drastically increase the northbound traffic on NW Crooked Road which currently experiences the worst operations at any of the study intersections, further degrade those northbound traffic operations, and accelerate the overall need for a traffic signal at that location.*
- *If the roadway connection to S. National Drive was fully closed to development traffic, then a majority of the inbound development traffic (64%) would also be redirected to MO-45/NW Crooked Road for access (i.e., in addition to the 69% of outbound traffic). This would further increase the overall need for a traffic signal at MO-45/NW Crooked Road, and possibly also result in a heavy enough turning movement where an eastbound right-turn lane might be recommended as well.*
- *For either of these last two alternatives, we would probably need to recommend/require a revised traffic analysis and report from the developer and Merge Midwest to fully quantify these associated traffic impacts due to the diversions.*

Staff Conclusions and Recommendations

Zoning Map Amendments

Staff concludes that, with the exceptions noted above: The proposed "R-4-P" district can be consistent with the future land use projections of the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)*, is appropriate and compatible to the character of the existing surrounding neighborhoods. While the "R-5-P" district is not consistent with the either master plans' future land use projections, it can accomplish other goals & objectives within the plans such as the need for more housing choice and diversity within the community. Furthermore, the district is compatible with the existing Platte County "RMD" Residential Multiple Dwelling zoning on the subject property, as well as on subject properties to the west; however, the "R-5-P" zoning may not be compatible with character of the surrounding neighborhood to the adjacent east, The National 7th subdivision. The application for zoning map amendment complies with the requirements of the Title IV – Development Code as shown in the accompanying Platte 38 preliminary development plan (Case No. PZ 2021-14); does not appear to significantly impact the ability for the City or governmental agencies to respond with public and emergency services (including police, fire and the ability to maintain the peace); would substantially increase the value of the subject property parcels if developed to the extent of the associated Platte 38 preliminary development plan; and would allow for a variety of residential uses, all of which are currently permitted on the subject property via the existing Platte County "RMD" and "R-7" zoning designations.

Preliminary Development Plans

Staff concludes that, with the exceptions noted above: The proposed preliminary development plan accomplishes the goals of both the *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)* through a master planned approach vs. piece meal development; promotes the general public health, safety and welfare of the community as a result of flexibility from the "R-5-P" Multi-Family Residential and "R-4-P" Mixed-Density Residential district standards for density by creating more housing choice & diversity within the community; however, flexibility to the "R-5-P" district's maximum building height allowance should be carefully evaluated by the Planning and Zoning Commission per context of the subject property (i.e., existing & proposed grading, surrounding neighborhoods & characteristics, site section & elevation views) to determine whether such flexibility would promote the general public health, safety and welfare of the community or be appropriate or not; reflects generally accepted and sound planning and urban design principles with respect to applying the adopted *Parkville Master Plan (2009)* and *Parkville 2040 Master Plan (2021)*; meets all review criteria for a zoning map amendment; and meets the City's applicable subdivision regulations and standards, site and landscape design standards, access and parking, sign standards, and minimum standards thereof.

Following review, staff recommends neither approval nor denial of the Application for Zoning Map Amendment (Case No. PZ 2021-13) and Application for Preliminary Development Plan (Case No. PZ 2021-14); and will defer discretion to the Planning and Zoning Commission per a roll call vote to determine if the proposed zoning and planned residential development is appropriate given the context of the project within the City of Parkville and subject property area. Staff bases this decision on the merits of the application and the findings and conclusions in the report, subject to the following conditions:

Zoning Map Amendment

- Submittal of a valid Voluntary Annexation Petition for the portion of property included in associated preliminary development plan currently located outside of the existing City

boundaries, and said property is thereafter annexed into City of Parkville municipal limits via ordinance.
- The subject property be platted via an Application for Subdivision – Final Plat to allow for the zoning layout per the Preliminary Development Plan.

Preliminary Development Plan

- Submittal of a valid Voluntary Annexation Petition for the portion of property included in associated preliminary development plan currently located outside of the existing City boundaries, and said property is thereafter annexed into City of Parkville municipal limits via ordinance.
- The subject property be platted via an Application for Subdivision – Final Plat — prior to construction permits being issued — in order to accommodate the lots and tracts for the Platte 38 planned residential development.
- The applicant address comments/findings from the City's independent review (performed by VSM Engineering, LLC) of the submitted stormwater drainage study.
- Any other conditions the Planning and Zoning Commission determines are necessary.

It should be noted that the recommendation contained in this report is made without knowledge of facts, public comments or any additional information which may be presented during the public hearing. For that reason, the conclusions herein are subject to change as a result of evaluating additional information; additionally, staff reserves the right to modify or confirm the conclusions and recommendations herein based on consideration of any additional information that may be presented.

Necessary Action

Following consideration of the Application for Zoning Map Amendment and Application for Preliminary Development Plan, supporting information, associated exhibits, factors discussed above and any testimony presented during the public hearing, the Planning and Zoning Commission should recommend approval (with or without conditions), denial, or postpone the application for further consideration. If approved subject to conditions, the conditions should be noted for the record. Unless postponed, the Planning and Zoning Commission's action will be forwarded to the Board of Aldermen on June 1, 2021 for first action.

End of Memorandum



05-05-2021

Stephen Lachky, AICP, CPM, CFM — Date
Community Development Director

Application #: _____
Date Submitted: _____
Public Hearing: _____
Date Approved: _____

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Application for Zoning Map Amendment

Pre-application meeting required per Parkville Municipal Code Title IV, Section 403.010, Subsection C

1. Applicant / Contact Information

Applicant(s)
Name: Todd Kobayashi Genesis Companies
Address 4420 Madison Ave, Ste 104
City, State KCMO
Phone: 804-221-8746 Fax: _____
E-mail Toddk@builtbygenesis.com

Engineer/Surveyor(s) preparing legal description
Name: Dustin Burton - RIC
Address: 1815 McGee, Ste 200
City, State: KCMO
Phone: 913.832.5683 Fax: _____
E-mail dburton@ric-consult.com

Owner(s), if different from applicant(s)
Name: Parkville 38, LLC
Address: 4420 Madison Ave, Suite 104
City, State: Kansas City, MO
Phone: (816) 520-2233 Fax: _____
E-mail: toddk@builtbygenesis.com

Contact Person, if different from applicant(s)
Name: _____
Address: _____
City, State: _____
Phone: _____ Fax: _____
E-mail: _____

We, the undersigned, do hereby authorize the submittal of this application and associated documents and certify that all information contained therein is true and correct. We acknowledge that rezoning in the City of Parkville is subject to the Municipal Code of the City of Parkville. We do hereby agree to abide by and comply with the above- mentioned codes, and further understand that any violations from the provisions of such or from the conditions as stated herein shall constitute cause for fines, punishments and revocation of approvals as applicable.

Applicant's Signature *(Required)* T. Kobayashi Date: 4-8-21

Property Owner's Signature *(Required)* Steven Brink Date: 4-7-21

2. Property Information

Legal description: Attach a separate sheet with complete writing and graphical legal description of the subject property.

Property address / general location:
38 acres between Crooked Rd. and MO-45 highway, west of S. National Drive

Parcel ID Number: 002-006.000

Present zoning: RMD / R7 Proposed zoning: R-5-P

Present use of the property:
Undeveloped, wooded land

Length of use:
50+ years

Application #: _____

3. Neighboring land uses and zoning

Describe the existing land use and zoning on the surrounding properties:

	Existing Land Use		Existing Zoning
North:	Golf course	North:	R-2-P
South:	Residential, single family	South:	R7/RMD (County)
East:	Resdiential, single family	East:	R-2-P
West:	Residential, multi-family	West:	R7 (County)

Attach a narrative addressing:

1. How the application is consistent with the Master Plan and any official plan or program developed under the guidance of the Master Plan. In particular, the relationship of land uses within the proposed district and the relationship with uses existing or anticipated in surrounding districts.
2. The character of the neighborhood, including design of the streets, civic spaces and other open spaces; the scale, pattern and design of buildings; the zoning of property and compatibility of potential future uses; and the operation and uses of land and buildings.
3. How the application furthers the intent of the proposed zoning district and supports that of any abutting zoning districts, in particular, the building form, site design, and other development patterns and urban design aspects of the proposed project in furthering the intent.
4. Compliance of any proposed development with the requirements of the development code, and the intent or design objectives associated with any specific standards.
5. The ability of the City or other government agencies to provide any services, facilities or programs that might be required if the application were approved.
6. The effect of approval on the condition or value of property in the city or in the vicinity, including the likelihood of surrounding areas to be developed in accordance with the Master Plan.
7. The consistency of the application with other adopted policies of the City, including any other relevant implications of the change beyond any specific proposed project.
8. The recommendations of professional staff or other technical reviews associated with the application.

4. Checklist of required submittals

- ☑ Completed application, including all required details and supporting data.
- ☑ Nonrefundable application fee of $300.00. Applicant will be billed to recover costs for required publication, posted and mailed notice per Parkville Municipal Code, Title IV, Section 403.010, Subsection E.
- ☑ Complete written and graphical legal description of subject property in paper and electronic formats, an area map showing the subject property and surrounding major features including roads.
- ☐ If the proposed rezoning is for a Master Planned Development (i.e., "planned" district) such as a *"B-4-P" Planned Business District*, a complete site plan/development plan is required per Parkville Municipal Code, Title IV.
- ☐ Notarized affidavit of ownership and authorized signature of the applicant and owner of record of the property.

For City Use Only

Application accepted as complete by: _____ _____
Name/Title Date

Application fee payment: Check #_____ M.O. _____ Cash

Final reimbursable costs paid (if applicable). Date of Action: _____

Planning Commission Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____

Conditions if any: _____

_____

Board of Aldermen Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____

Conditions if any: _____

Application #: _____
Date Submitted: _____
Public Hearing: _____
Date Approved: _____

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Application for Preliminary Development Plan

Pre-application meeting required per Parkville Municipal Code Title IV, Section 403.010, Subsection C.

1. Applicant/Contact Information

Applicant(s)

Name: Todd Kobayashi
Company: Genesis Companies
Address: 4420 Madison Ave, Ste 104
City, State: KCMO
Phone: 804-221-8746 Fax: _____
E-mail: Toddk@builtbygenesis.com

Owner(s), if different from applicant

Name: Todd Kobayashi
Company: Parkville 38, LLC
Address: 4420 Madison Ave, Suite 104
City, State: Kansas City, MO
Phone: (804) 221-8746 Fax: _____
E-mail: toddk@builtbygenesis.com

Engineer/Surveyor(s) preparing plans & legal desc.

Name: Dustin Burton
Company: RIC
Address: 1815 McGee, Ste 200
City, State: KCMO
Phone: 913.832.5683 Fax: _____
E-mail: dburton@ric-consult.com

Contact Person, if different from applicant

Name: _____
Company: _____
Address: _____
City, State: _____
Phone: _____ Fax: _____
E-mail: _____

We, the undersigned, do hereby authorize the submittal of this application and associated documents and certify that all information contained therein is true and correct. We acknowledge that development in the City of Parkville is subject to the Municipal Code of the City of Parkville. We do hereby agree to abide by and comply with the above-mentioned codes, and further understand that any violations from the provisions of such or from the conditions as stated herein shall constitute cause for fines, punishments and revocation of approvals as applicable.

Applicant's Signature (Required) T. Kobayashi Date: 4-9-21

Property Owner's Signature (Required) Steven B Brink Date: 4-7-21

2. Property Information

Property address and general location: 38 acres between Crooked Rd. and MO-45 highway, west of S. National Drive
Legal description (may be attached): Attached

Description of proposed use(s): Mixed use of duplex homes and multi-family/condominiums

Zoning district: R-5-P
Gross acreage of lot: 26.04 Ac
Open space acreage: 7.72
Proposed block and lot pattern: 1 block, 22 lots

Lot coverage: 40% max (duplex lots)
Density/Intensity: 9.3 DU/Ac
Net acreage of lot: 23.68
Building types/scale: Duplex & Multifamily

3. Factors affecting the project

Are any public improvements required for this project? Yes

Explain (may be attached):

Road to connect S. National Drive to Crooked Rd. & public utilities (water/storm/sewer)

Application #: _____

4. Public Realm

- **All public improvements must be designed to city standards and require approval, guarantees and permits prior to installation.**

Functions of proposed new roadways: Residential street

Proposed surface material: Asphalt Maximum grade: 9%

General design characteristics, open spaces, civic spaces and circulation network:

See plans

Are area streets and utilities sufficient to serve the property once developed? Yes
(Note: a traffic study may be required in order to adequately address this question)

Explain: Traffic study is completed

Attach a stormwater management study showing facilities/improvements needed to handle stormwater adequately.

Attach a narrative addressing:

1. *How the plan represents an improvement over what could have been accomplished through strict application of otherwise applicable base zoning district standards, based on the goals of the Master Plan, and based upon generally accepted planning and design practice.*
2. *How the benefits from any flexibility in the standards proposed in the plan promote the general public health, safety and welfare of the community, in particular areas immediately near or within the proposed project, and not strictly to benefit the applicant or single project.*
3. *How the benefits from any flexibility in the standards proposed in the plan allow the project to better meet or exceed the intent statements of the base zoning district(s) and the standards proposed to be modified when applied to the specific project or site.*
4. *How the plan reflects generally accepted and sound planning and urban design principles with respect to applying the Master Plan and any specific plans to the area.*
5. *How the plan meets all of the review criteria for a zoning map amendment.*

5. Checklist of required submittals

- ☑ Completed application, including site plans with all required details and supporting data.
- ☑ Nonrefundable application fee of $300.00.
- ☑ Five (5) copies 24" x 36" size, or larger sets, and one (1) electronic set (PDF format) of the site plan and elevations for staff and service providers to review.
- ☑ Authorization signature of the applicant and owner of record of the property.
- ☐ If subject to covenants and/or deed restrictions, signed approval of the association/entity enforcing such.

For City Use Only

Application accepted as complete by: _____ _____
Name/Title Date

Application fee payment: Check # _____ AA Amount $ _____
Final reimbursable costs paid (if applicable). Date of Action: _____

Planning Commission Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____
Conditions if any: _____

_____

Board of Aldermen Action: ☐ Approved ☐ Approved with Conditions ☐ Denied Date of Action: _____
Conditions if any: _____

6. Preliminary Development Plan checklist for staff review

1. **Basic Information**
   a. Name of the development
   b. Name, address, contact information of person or firm that prepared the plan
   c. Date plan was prepared, including any revision dates
   d. Graphic, engineering scale
   e. North arrow
   f. Vicinity map identifying boundaries and location of property in relation to City

2. **Development Summary Table** | *Provided on site plan in chart format*
   a. Existing zoning and proposed zoning if applicable
   b. Total land area in square feet and acres
   c. Proposed use or uses of each building and/or structure
   d. Height above grade of buildings and structures and number of stories of each building and/or structure
   e. Gross floor area per floor and total for each building/structure
   f. Residential buildings shall also include residential building type and total number of dwelling units. Residential development shall identify gross and net density
   g. Building coverage and floor area ratio
   h. Ratio of required number of parking spaces for each use and amount of proposed parking spaces

3. **Plan Drawing**
   a. Property lines and lot dimensions
   b. Proposed building footprint with lines
   c. Building(s) with dimensions and distance to property lines
   d. Cross-sections of the site detailing the height of buildings/structures, distances, and relationship to existing topography, and if applicable, proposed topography
   e. Existing and proposed rights-of-way improvements (curb/gutter/sidewalk/driveways, etc.) and easements
   f. All radii, acres, points of tangency, central angles and lengths of curves
   g. Existing and proposed topography, with major contour lines at intervals of 10 feet, and minor contour lines at an interval of 2 feet
   h. Indication of FEMA Special Flood Hazard Areas (SFHA) if applicable
   i. Location and identification of any proposed and any existing site features to be retained, including detention areas, retaining walls, existing mature trees, and other pertinent site features
   j. Identification of proposed or existing use or uses within each building, building entrances and exits, docks or other service entrances, utility entrances and screening to them, trash enclosures if applicable, outdoor storage and sales areas, and other paved areas.
   k. Architectural renderings of the completed project be provided, including elevations of each side of each structure and delineation of building materials.

4. **Parking and Circulation**
   a. Location and dimensions of the widths of existing or proposed private vehicular access into the property from perimeter streets and location of existing or approved accesses on properties adjacent or opposite the property
   b. Location of proposed or existing parking spaces, aisles, and drives with setback dimensions from proposed streets right-of-way and adjacent property lines; typical width and length of parking spaces; number of parking spaces per row; and width of parking and drive aisles
   c. Illustration of AutoTURN vehicular movements for emergency vehicle access to development, specifically a Pierce Velocity fire truck (duel axle type w/ 110 ft. ladder; vehicle specifications are 43.3 ft. length X 8 ft. width)
   d. Location of proposed trash enclosures if applicable
   e. Identification of all public and private existing and proposed sidewalks, trails, bicycle facilities, and/or open space areas (Tracts A, B, C, etc.)
   f. Indication of compliance with access and parking standards per City Code (Chapter 408)

5. **Landscaping and Screening**
    a. A plan for landscaping design and screening in conformance with City Code (Section 407.020 and 407.030)
    b. A lighting plan in conformance with City Code (Section 407.040)
    c. A stormwater management plan in conformance with City Code (Section 407.050)
    d. A landscape schedule showing compliance with City Code (Chapter 407)

6. **Other Requirements**
    a. All survey monuments and benchmarks, together with their description
    b. Show windows and entrances
    c. Label all materials
    d. Show canopies and awnings if proposed
    e. Information regarding signage if proposed, in compliance with City Code (Chapter 409)

Note: *Submissions of preliminary development plans to the Planning and Zoning Commission that do not conform to the above checklist may, at the discretion of the Planning and Zoning Commission, be subject to delay until unfulfilled items are complied with.*

All that part of the Northeast Quarter of Section 27, Township 51 North, Range 34 West of the Fifth Principal Meridian in Platte County, Missouri, being more particularly described by Jed A.M. Baughman, PLS #2014020708 of Renaissance Infrastructure Consulting, Inc. as follows:

Beginning at the Northwest Corner of said Northeast Quarter;

thence South 00°13'30" West, along the West line of said Northeast Quarter, a distance of 1321.18 feet to the Northwest corner of the Southwest Quarter of said Northeast Quarter;

thence leaving said West line and along the North line of said Southwest Quarter, North 89°59'23" East, a distance of 1312.49 feet to the Northeast Corner of said Southwest Quarter;

thence leaving said North line and along the East line of said Southwest Quarter, South 00°11'06" West, a distance of 504.02 feet;

thence leaving said East line, North 89°51’38” West, a distance of 198.92 feet;

thence South 00°07’36” West, a distance of 125.94 feet;

thence South 45°07’23” West, a distance of 202.02 feet;

thence South 00°43’36” East, a distance of 250.41 feet;

thence South 82°26’56” West, a distance of 118.01 feet;

thence North 63°08’07” West, a distance of 182.65 feet;

thence South 86°54’47” West, a distance of 123.61 feet;

thence North 61°42’44” West, a distance of 134.97 feet;

thence South 67°24’46” West, a distance of 227.70 feet;

thence North 89°43’59” West, a distance of 223.11 feet to a point on the East right-of-way line of Crooked Road, as now established;

thence along said East right-of-way line, North 00°13’30” East, a distance of 339.34 feet;

thence continuing along said East right-of-way line, North 75°40’30” West, a distance of 20.62 feet to a point on the West line of said Northeast Quarter;

thence leaving said East right-of-way line and along said West line, North 00°13’30” East, a distance of 639.81 feet to the Point of Beginning, containing 1,138,576 square feet, or 26.138 acres, more or less.

GENESIS
CONSTRUCTION MANAGEMENT

April 7, 2021

Stephen Lachky
Community Development Director
8880 Clark Ave
Parkville, MO 64152

Re: Platte 38 – Multifamily Development – Annexation, Rezoning, and Preliminary Plan

Mr. Lachky,

We are excited to submit today the Preliminary Development Plan, Annexation request, and Zoning Map Amendment application for a new multifamily development located just to the south of The National Golf Course. The proposed development will consist of two new apartment/condominium buildings and 21 high quality duplex lots. The apartments will be situated at the north end to overlook the golf course while the duplex lots will run along the midpoint of the parcel from east to west. The total development is proposed to take up roughly the northern half of the overall parcel, the southern half is planned to remain undeveloped and undisturbed natural woodland area. A wooded buffer at the east property line will also be maintained to help buffer between the adjacent single family and this higher density use.

The City's 2009 future land use plan highlights this area as future single family residential. However, we feel this development will create a density buffer between the existing R-2 zoning to the east and much higher density (RMD) located just to the west of this property. This buffering is further enhanced by the heavily wooded areas that will remain in place at the east and south property lines. We also feel this is a good compromise between the current County zoning (R7/RMD) which would allow for a much denser multifamily development if the parcel would remain within the County.

We look forward to future discussions on this project and are available for any questions you may have.

Sincerely,

T. Kobayashi

Todd Kobayashi
Chief Financial Officer
Genesis Construction Management, LLC

4420 Madison Ave. Suite 104
Kansas City, MO 64111

O: 816-756-2331
www.builtbygenesis.com

Platte 38

City Of Parkville, Platte County, MO
Section 27, Township 51N, Range 34W

Preliminary Development Plans

LEGEND

	Existing Section Line		Proposed Right-of-Way
	Existing Right-of-Way Line		Proposed Property Line
	Existing Lot Line		Proposed Lot Line
	Existing Easement Line		Proposed Easement
	Existing Curb & Gutter		Proposed Curb & Gutter
	Existing Sidewalk		Proposed Sidewalk
	Existing Storm Sewer	ST	Proposed Storm Sewer
	Existing Storm Structure		Proposed Storm Structure
	Existing Waterline		Proposed Fire Hydrant
	Existing Gas Main		Proposed Waterline
	Existing Sanitary Sewer		Proposed Sanitary Sewer
	Existing Sanitary Manhole		Proposed Sanitary Manhole
	Existing Contour Major		Proposed Contour Major
	Existing Contour Minor		Proposed Contour Minor
			Future Curb and Gutter
U/E	Utility Easement		
SS/E	Sanitary Sewer Easement	A/E	Access Easement
D/E	Drainage Easement	T/E	Temporary Easement

Legal Description:
All that part of the Northeast Quarter of Section 27, Township 51 North, Range 34 West of the Fifth Principal Meridian in Platte County, Missouri, being more particularly described by Jed A.M. Baughman, PLS #2014020708 of Renaissance Infrastructure Consulting, Inc. as follows:

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thence North 61°42'44" West, a distance of 134.97 feet;

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thence North 89°43'59" West, a distance of 223.11 feet to a point on the East right-of-way line of Crooked Road, as now established;

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thence leaving said East right-of-way line and along said West line, North 00°13'30" East, a distance of 639.81 feet to the Point of Beginning, containing 1,138,576 square feet, or 26.138 acres, more or less.

FLOOD PLAIN NOTE

According to the F.E.M.A. Flood Insurance Rate Map Number 29165C0379D, revised April 2, 2015, this tract graphically lies in:

- OTHER AREAS, ZONE X, defined as areas determined to be outside the 0.2% annual chance floodplain.

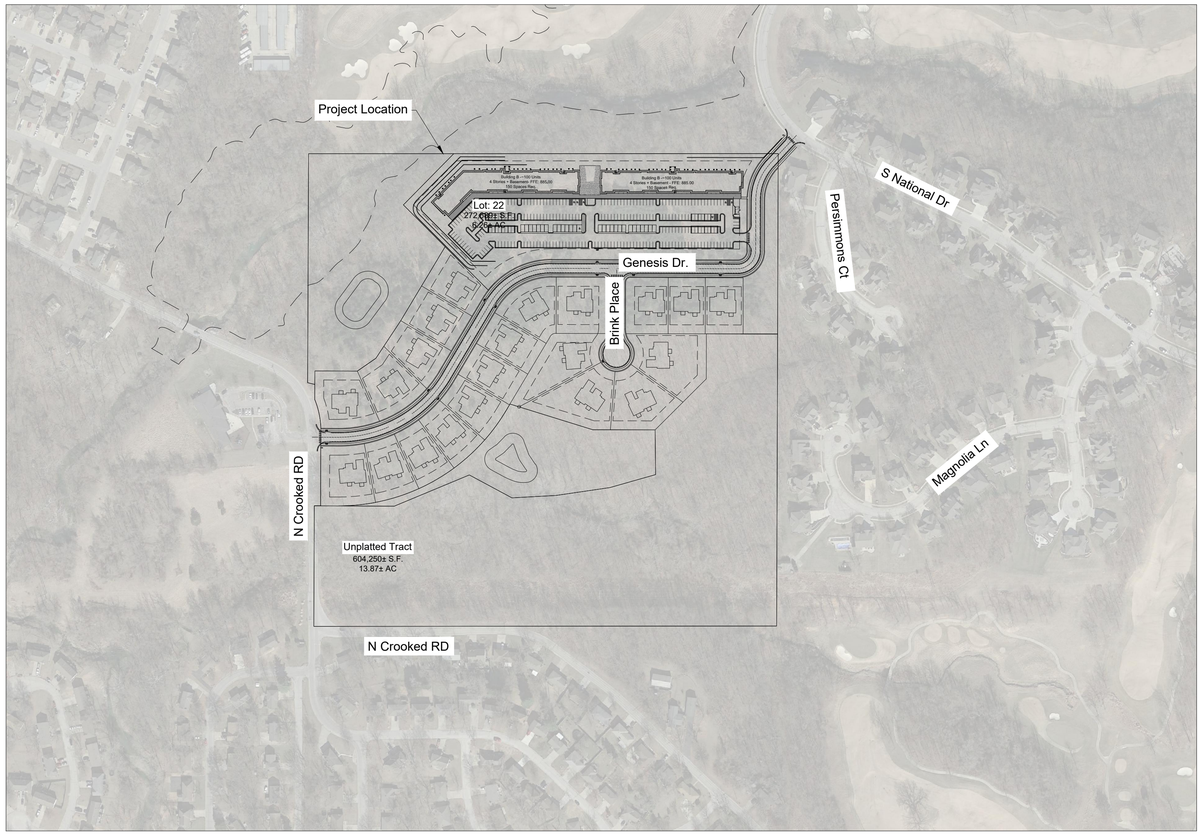
- SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD, ZONE AE, defined as Base Flood Elevations determined.

- OTHER FLOOD AREAS, ZONE X, defined as areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

- FLOODWAY AREAS IN ZONE AE, defined as the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

The information concerning locations of underground utilities shown hereon which are not visible from the surface, has been taken from the records and field locations of the various utility companies and has not been field verified by this company. These locations are not to be constructed as accurate or exact.

811 Know what's below. Call before you dig.



Summary Table:

Description:
Planned residential development with internal circulation, public streets, private drives, duplex lots and 2 apartment complex buildings with access off of N crooked Rd and S National Dr.

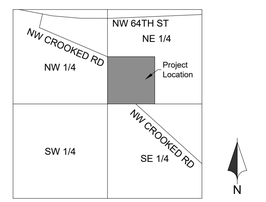
Zoning:
Current zoning: Platte County RMD-Residential Multiple Dwelling and R-7 Single-Family High Density.

Lot Purpose/Use
Lots 1-21: Duplex residential buildings.
Lot 22: 2 Apartment complex buildings. (100 units/bldg)
Provided Parking: 300 stalls.

UTILITY CONTACTS

City of Parkville	(816)741-7676
CPWSD #1 of Platte County	(816) 891-3457
Platte County Regional Sewer District	(816) 858-2052
Spire Energy	(800) 562-0000
Evergy	(800) 544-4852
Platte Clay Electric	(816) 807-7502
Century Link	(816) 243-5642
Unite Private Networks	(816) 903-9400
Time Warner Cable	(816) 431-5818
Missouri One Call	(800) DIG-RITE
AT&T	(800) 464-7928
Comcast	(913) 891-3457
Missouri State Highway Department	(816) 622-6500
Park Hill School District	(816) 359-5000

NORTH
1"=200'
0 100' 200'



LOCATION MAP
SECTION 27-T51N-R34W
Scale 1" = 2000'

Sheet List Table

Sheet Number	Sheet Title
C01	Title Sheet
C02	Preliminary Plat
C03	Existing Conditions
C04	General Layout
C05	Apartment Site Plan
C06	Grading Plan
C07	Development Plan
C08	Utility Plan
C09	Pedestrian Plan
C10	AutoTurn Plan
C11	Photometric Plan
L1.00	Landscape Plan
L1.10	Building Section
SP1.00	Site Plan Render
A1.00	Building Elevations

Consultant/Applicant:
Renaissance Infrastructure Consulting
1815 McGee Street
Kansas City, MO 64108

Aplicant:
Genesis Companies
Todd Kobayashi
4420 Madison Ave, Ste 104
Kansas City, MO 64111
toddk@builtbygenesis.com

Sheet
C01

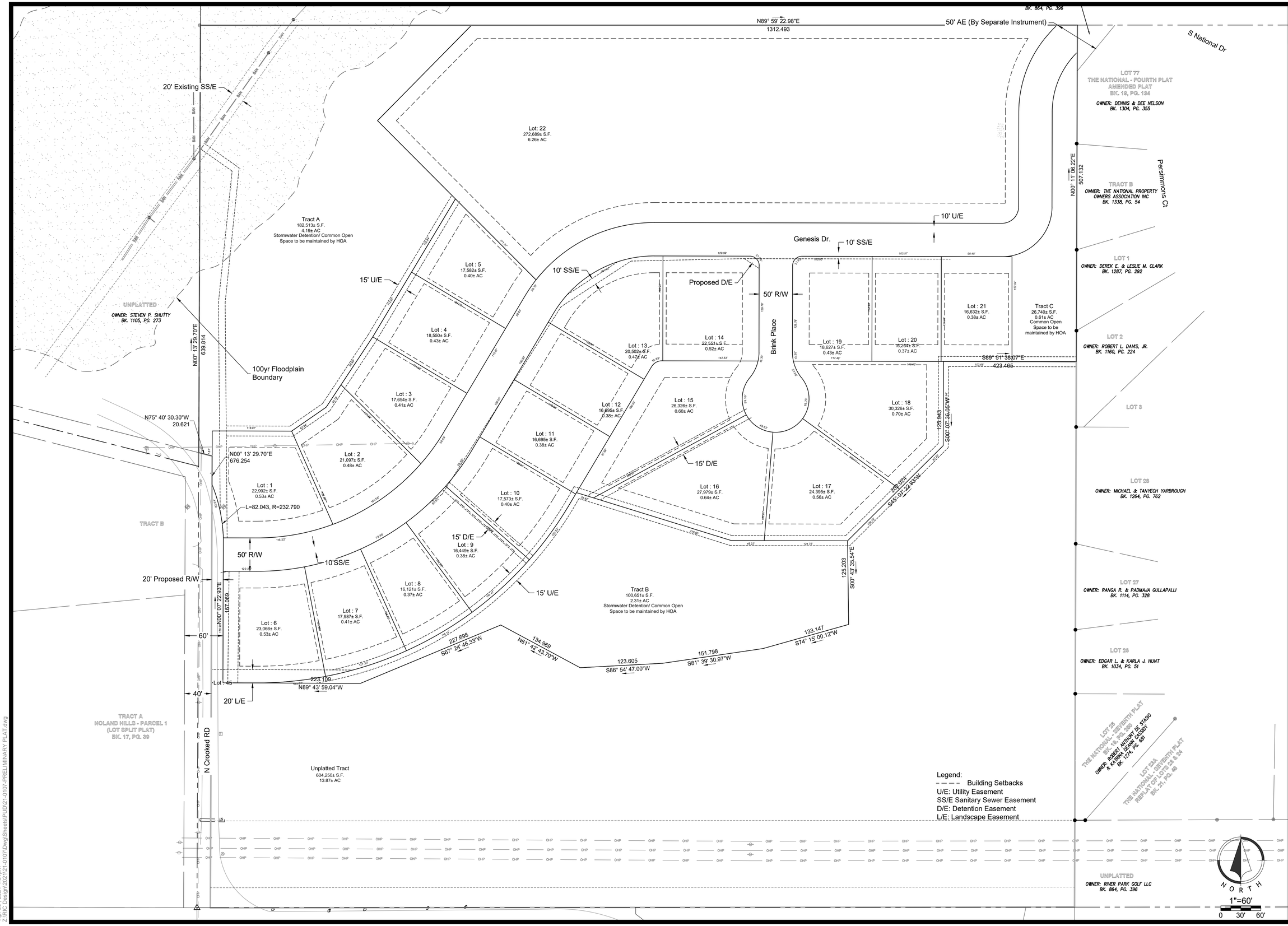
Preliminary Development Plans
21-0107
Platte 38
City Of Parkville, Platte County, MO

Title Sheet

NO.	BY	DATE	REVISION
01	FB	04/09/2021	Original Submittal
02	FB	04/30/2021	City Comments

Renaissance Infrastructure Consulting
1815 McGee Street, Suite 200
Kansas City, Missouri 64108
816.800.0950
www.ric-consult.com
MO Certificate of Authority: E-2010033630

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Sheet
C02

Preliminary Development Plans

21-0107
Platte 38
City Of Parkville, Platte County, MO

Preliminary Plat

NO.	BY	QD	DATE
02	FB	DB	04/30/2021
01	FB	DB	04/09/2021

City Comments
Original Submittal
REVISION

Renaissance Infrastructure Consulting
132 ABBIE AVENUE
KANSAS CITY, KANSAS 66103
913.317.9500
www.RIC-CONSULT.COM
MO Certificate of Authority: E-2010033830

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Sheet
C03

Preliminary Development Plans

21-0107
Platte 38
City Of Parkville, Platte County, MO

Existing Conditions

Zoning - County:
RMD - Residential
Multiple Dwelling

Zoning - City:
R2 - Single Family Residential

Zoning - County:
R7 - Single Family
High Density

Zoning - County:
R7 - Single Family High Density

Zoning - County:
R7 - Single Family
High Density

Zoning - County:
R7 - Single Family
High Density

Zoning - City:
R2 - Single Family
Residential

Owner - RIVER PARK GOLF LLC
Acres - 21.74

Owner - SHUTTY, STEVEN P
Acres - 6.70

Address - 10909 N CROOKED RD
Owner - PLATTE COUNTY
Acres - 0.33

Address - 10801 N CROOKED RD
Owner - KBL MANAGEMENT LLC
Acres - 3.17

Owner - EDWARDS, DREW ALEXANDER & DONIELLE SUSANNE
Acres - 7.69

Address - 6124 PERSIMMON CT
Owner - NELSON, DENNIS & DEE
Acres - 0.45

Owner - THE NATIONAL PROPERTY OWNERS ASSOCIATION INC
Acres - 0.33

Address - 6120 PERSIMMON CT
Owner - CLARK, DEREK E & LESLIE M
Acres - 0.29

Address - 6118 PERSIMMON CT
Owner - DAVIS, ROBERT L JR
Acres - 0.462

Address - 6116 PERSIMMON CT
Owner - PRYOR, BLAKELY J & KELLI A
Acres - 0.43

Address - 10365 MAGNOLIA LN
Owner - YARBROUGH, MICHAEL & TANYECH ALICIA
Acres - 0.50

Address - 10355 MAGNOLIA LN
Owner - GULLAPALLI, RANGA R & PADMAJA
Acres - 0.29

Address - 10345 MAGNOLIA LN
Owner - HUNT, EDGAR L JR & KARLA J
Acres - 0.32

Address - 10335 MAGNOLIA
Owner - DE STASIO, ROBERT ANTHONY & CASSIDY, KATRINA DEANN
Acres - 0.47

Address - 10315 MAGNOLIA LN
Owner - MC DONALD, MEGAN
Acres - 0.73

Owner - RIVER PARK GOLF LLC
Acres - 8.12

Owner - RIVER PARK GOLF LLC
Acres - 21.19

Address - 10705 N CROOKED RD
Owner - SMITHMIER, BRANDI M
Acres - 0.19

Address - 10701 NW CROOKED RD
Owner - BERKHOUSE, MARK K
Acres - 0.19

Address - 10707 N CROOKED RD
Owner - FABELA, ROBERT & MALISSA
Acres - 0.19

Address - 10609 N CROOKED RD
Owner - STEELE, SANYA P
Acres - 0.25

Address - 10711 N CROOKED RD
Owner - HUTCHENS, TIMOTHY
Acres - 0.35

Address - 10709 N CROOKED RD
Owner - SULLIVAN, LYNNEDA J
Acres - 0.21

Address - 10703 N CROOKED RD
Owner - NOLAN, FRANCIS M JR & YASMINE A
Acres - 0.19

Address - 10607 N CROOKED RD
Owner - GASCA, REFUGIO & LENORA JEAN
Acres - 0.21

Address - 10605 N CROOKED RD
Owner - TROWER, ROBERT & ANNA
Acres - 0.19

Address - 10600 N CROOKED RD
Owner - LORD, BRANDON D
Acres - 2.80

Address - 10500 N CROOKED RD
Owner - LASKER, JEROME STEPHEN
Acres - 1.4

100 Year Floodplain Boundary

1% Annual Floodplain Boundary

Annexation boundary line

Proposed area for annexation into City of Parkville: 1,111,660.38sqft = 25.52ac.

Area outside of development/annexation limits: 604,250 sqft = 13.87 ac.

Lot 46
Area - 604251.41

KCP&L Item 12

CP #101
N.=1106508.28
E.=2730476.89
SET 1/2" REBAR W/ CONTROL CAP

CP #300
N.=1106508.21
E.=2730422.97
SET 1/2" REBAR W/ CONTROL CAP

N89°59'23"E 1312.49'

N89°59'23"E 1312.56'

N00°13'30"E 639.81'

N00°13'30"E 676.25'

S00°13'30"W 681.17'

S00°11'06"W 1320.48'

N75°40'30"W 20.62'

S89°57'25"W 1293.41'

S89°57'25"W 20.00'

S89°39'42"W 15.54'

S89°57'25"W 1313.05'

N89° 51' 38.07"W 198.925

S45° 01' 22.93"W 202.024

S00° 43' 35.84"E 125.203

S74° 15' 00.12"W 133.147

S61° 39' 30.97"W 151.798

S86° 54' 47.00"W 123.605

N61° 42' 45.00"W 134.969

S67° 24' 46.45"W 227.698

N89° 43' 59.04"W 223.109

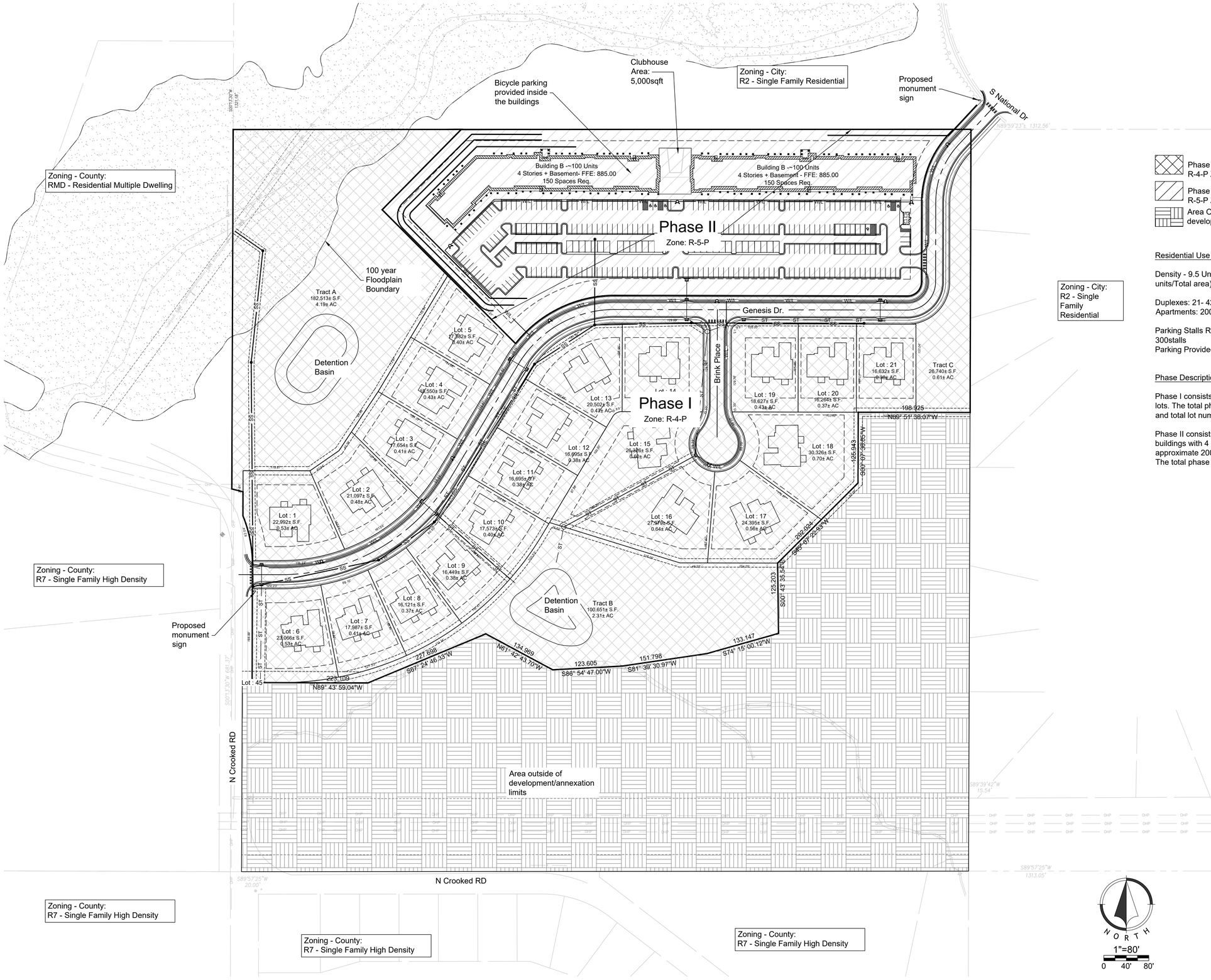
N Crooked Rd

NO	BY	QD	DATE	REVISION
02	FB	DB	04/30/2021	City Comments
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Renaissance Infrastructure Consulting
132 ABBIE AVENUE
KANSAS CITY, KANSAS 66103
913.317.9500
www.RIC-CONSULT.com
MO Certificate of Authority: E-2010033630

NORTH
1"=20'
0 10' 20'

Apr 30, 2021 - 1:52pm
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Residential Use Table

Density - 9.5 Units/Acre (Dwelling units/Total area)

Duplexes: 21- 42 Residential Units
Apartments: 200 Units

Parking Stalls Required - 1.5 per DU = 300stalls
Parking Provided - 300 Stalls

Phase Description

Phase I consists of duplex residential lots. The total phase area is 19.26Ac and total lot number is 21.

Phase II consists of 2 apartment buildings with 4 stories and approximate 200 total dwelling units. The total phase area is 6.26Ac.

Sheet
C04

Preliminary Development Plans

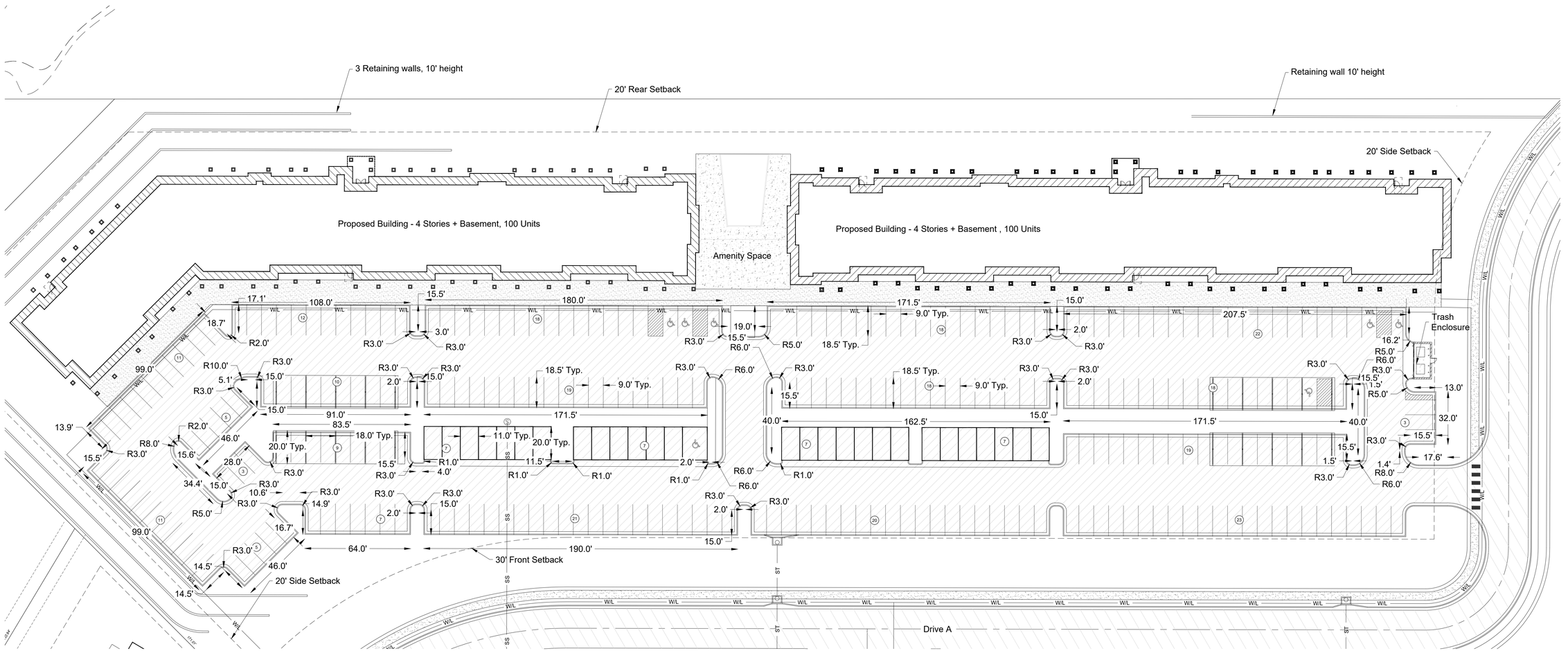
21-0107
Platte 38
City Of Parkville, Platte County, MO

General Layout

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Renaissance Infrastructure Consulting
1815 McGee Street, Suite. 200
Kansas City, Missouri 64108
816.800.0950
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C05

Preliminary Development Plans

21-0107
Platte 38
City Of Parkville, Platte County, MO

Apartment Site Plan

NO.	BY	DATE	REVISION
02	FB	04/30/2021	City Comments
01	FB	04/09/2021	Original Submittal
	DB	DB	QD

Renaissance Infrastructure Consulting
1815 McGee Street, Suite 200
Kansas City, Missouri 64108
816.800.0950
www.ric-consult.com
MO Certificate of Authority: E-2010033630

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Note:
"Per Title IV –
Development Code, Section 407.050, Subsection A. a Macro Storm Water Drainage
Study for Platte 38, City of Parkville, Missouri (prepared by Renaissance Infrastructure
Consulting; dated April 2021) has been submitted to the City of Parkville's Public Works
Department for review and approval."

Zoning - County:
RMD - Residential Multiple Dwelling

Zoning - City:
R2 - Single Family Residential

Building B –~100 Units
4 Stories + Basement- FFE: 885.00
150 Spaces Req.

Building B –~100 Units
4 Stories + Basement - FFE: 885.00
150 Spaces Req.

S National Dr

100 year Floodplain Boundary

Genesis Dr.

Brink Place

Zoning - City:
R2 - Single Family Residential

Zoning - County:
R7 - Single Family High Density

Unplatted Tract
604,250± S.F.
13.87± AC

Area outside of development/annexation limits

N Crooked RD

Zoning - County:
R7 - Single Family High Density

Zoning - County:
R7 - Single Family High Density

Zoning - County:
R7 - Single Family High Density

N O R T H
1"=80'
0 40' 80'

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C06

Preliminary Development Plans

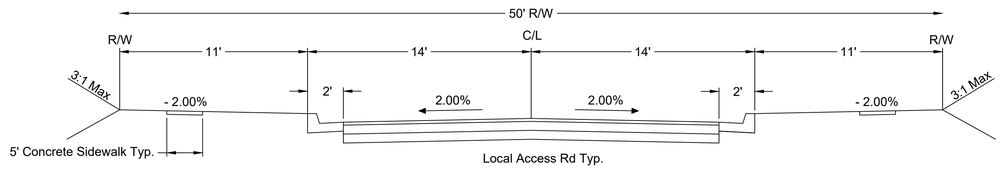
21-0107
Platte 38
City Of Parkville, Platte County, MO

Grading Plan

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Site Data Table:

Existing zoning: RMD/R7 (County Land)
Proposed Zoning: R-5-P and R-4-P
Total Area: 25.52 Acres
Open Area: 7.11 Acres
New RW: 2.36 Acres

Density - 9.5 Units/Acre (Dwelling units/Total area)

Duplexes: 21- 42 Residential Units
Apartments: 200 Units

Duplex Lots (R-4-P)
Area - 19.26 Ac
No of Lots - 21
Setbacks:
Front - 10ft to 35ft
Rear - 25ft
Side - 5ft

Minimum Lot size: (16,120 sf = 0.37Ac)
Max lot coverage: 40%

Apartment Lot (R-5-P)
Area - 6.26 Ac
Setbacks:
Front - 30ft
Rear - 20ft
Side - 20ft

Max Building Height - 60'
Stories - 4
Gross Floor Area
- East Building: 115,940sqft
- West Building: 123,480sqft
- Clubhouse - 4,790sqft
Total Dwelling Units - 200

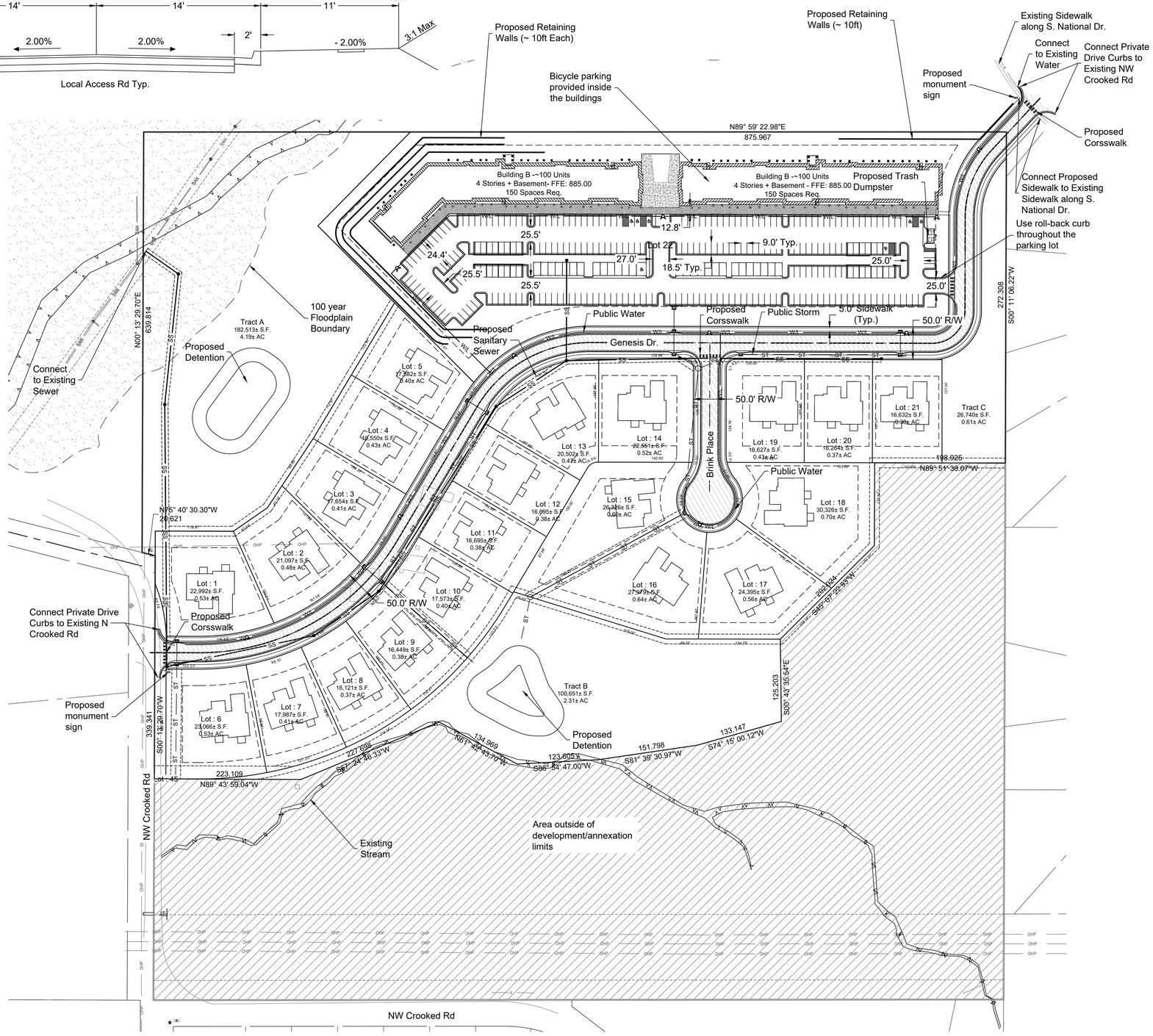
Parking Stalls Required - 1.5 per DU = 300stalls
Parking Provided - 300 Stalls

Tract Description:
Tract A
- Reserved for common open space & stormwater detention area.
Tract B
- Reserved for common open space & stormwater detention area.
Tract C
- Reserved for common open space & landscaping to serve as a buffet between the development and the adjacent residential neighborhood to the east area.

Lot Table	
Lot #	Area (sf)
1	22,991.76
2	21,096.99
3	17,653.69
4	18,549.61
5	17,582.04
6	23,065.68
7	17,986.93

Lot Table	
Lot #	Area (sf)
8	16,120.98
9	16,448.99
10	17,572.74
11	16,695.00
12	16,695.00
13	20,502.27
14	22,551.22

Lot Table	
Lot #	Area (sf)
15	26,325.84
16	27,978.77
17	24,394.80
18	30,326.43
19	18,627.06
20	16,264.33
21	16,632.35





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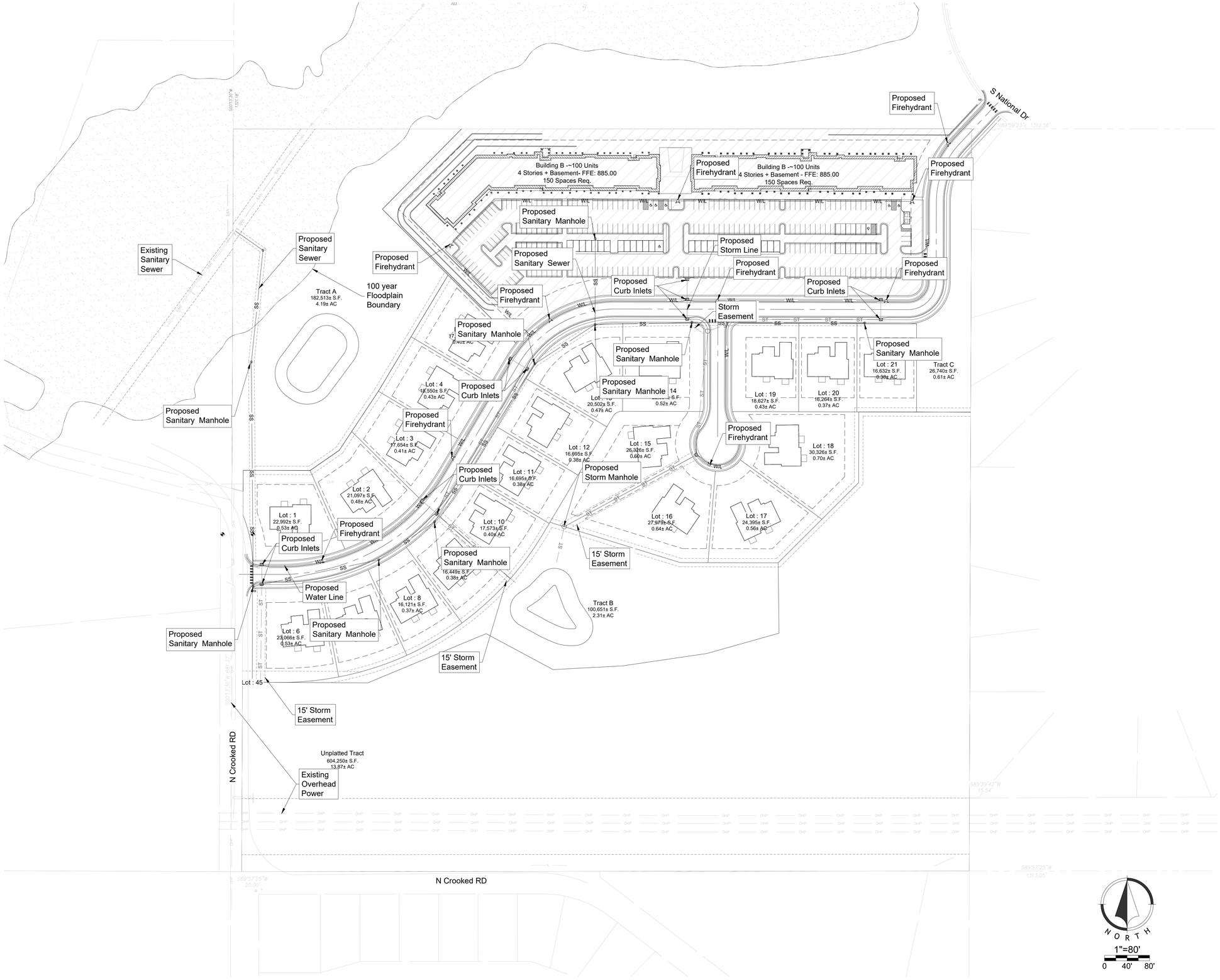
Preliminary Development Plans
21-0107
Platte 38
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Development Plan

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C08

Preliminary Development Plans

21-0107
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Utility Plan

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Connect Proposed Sidewalk to Existing Sidewalk at S. National Dr.

S National Dr

Proposed Internal Development Crosswalk

Connect proposed internal development sidewalk to building's sidewalk

Proposed Internal Development Crosswalk

Proposed Internal Development Crosswalk

Proposed Internal Development Sidewalk

Proposed Internal Development Crosswalk

N Crooked RD

N Crooked RD

N O R T H

1"=80'

0 40' 80'

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C09

Preliminary Development Plans

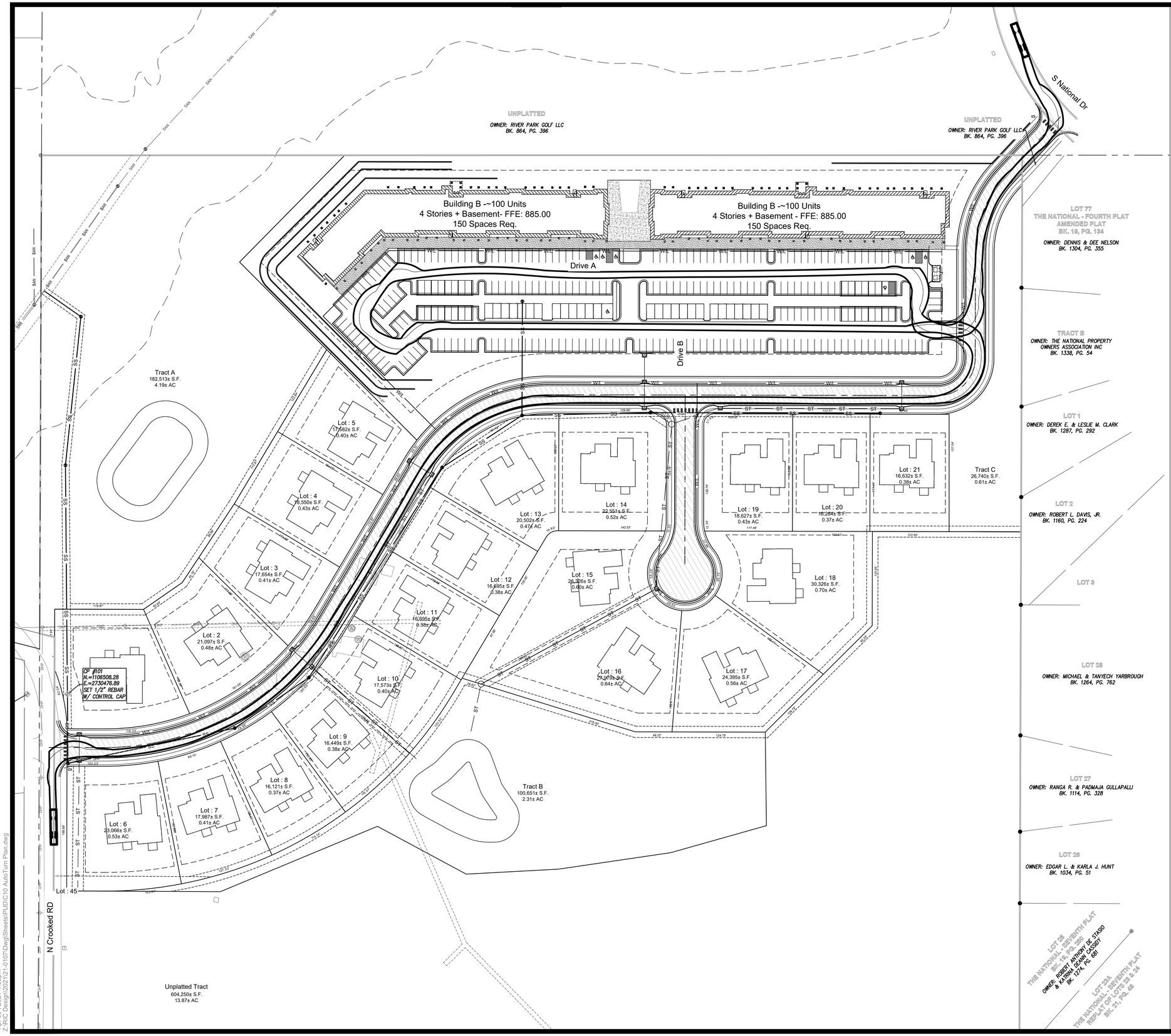
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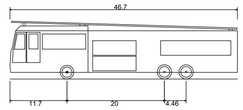
Pedestrian Plan

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01	FB	DB	Original Submittal
		04/30/2021	
		04/09/2021	

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Parkville Fire Truck	
Overall Length	46.700ft
Overall Width	8.000ft
Overall Body Height	11.872ft
Min Body Ground Clearance	1.373ft
Max Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

NORTH
1"=60'
0 30' 60'

Sheet
C10

Preliminary Development Plans

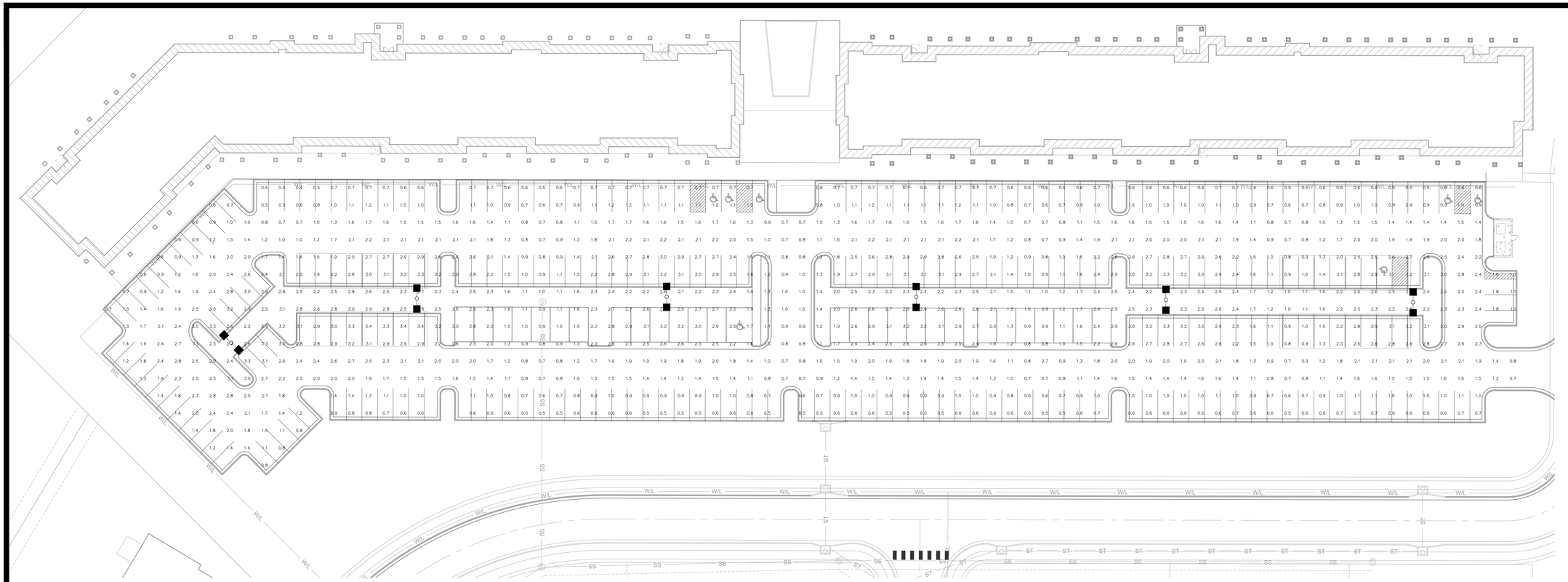
21-0107
Platte 38
City Of Parkville, Platte County, MO

AutoTurn Plan

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FEATURES

- Low profile LED area/site luminaire with a variety of IES distributions for lighting applications such as retail, commercial and campus parking lots
- Featuring Micro Strike Optics which maximizes target zone illumination with minimal losses at the house-side, reducing light trespass issues
- Visual comfort standard
- Compact and lightweight design with low EPA
- 3G rated for high vibration applications including bridges and overpasses
- Control options including photo control, occupancy sensing, NX Distributed Intelligence™ and 7-Pin with networked controls
- Best in class surge protection available

c UL us IP66 DLC DLC PREMIUM BUY AMERICAN SOLUTIONS

See Certification Specifications

CONTROL TECHNOLOGY

SiteSync LIGHTING CONTROLS NX DISTRIBUTED INTELLIGENCE wiSCAPE™

HUBBELL Lighting

RAR2 EPA

KEY DATA	
Lumen Range	3,000–48,000
Wattage Range	25–340
Efficacy Range (LPW)	118–155
Fixture Projected Life (Hours)	L70>60K
Weights lbs. (kg)	13.5–24 (6.1–10.9)



RELATED PRODUCTS

Airo | Cimarron LED | Ratio Family

SPECIFICATIONS

CONSTRUCTION

- Rectilinear form mimics the traditional shoebox form factor keeping a similar but updated style and appearance, ideal for retrofit applications
- Die-cast housing with hidden vertical heat fins that are optimal for heat dissipation while keeping a clean smooth outer surface
- Corrosion resistant, die-cast aluminum housing with powder coat paint finish

OPTICS

- Entire optical aperture illuminates to create a larger luminous surface area resulting in a low glare appearance without sacrificing optical performance
- 80, 160, 320 or 480 midpower LEDs
- 3000K, 4000K or 5000K (70 CRI) CCT
- Zero uplight at 0 degrees of tilt
- Field rotatable optics

INSTALLATION

- Standard square arm mount, compatible with B3 drill pattern
- Optional universal mounting block for ease of installation during retrofit applications. Available as an option or accessory for square and round poles.
- Knuckle arm fitter option available for 2-3/8" OD tenon. Max tilt of 60 degrees with 4 degree adjustable increments. (Restrictions apply for 7-pin options)

ELECTRICAL

- Universal 120-277 VAC or 347-480 VAC input voltage, 50/60 Hz

ELECTRICAL (CONTINUED)

- Ambient operating temperature -40˚C to 40˚C
- Drivers have greater than 90% power factor and less than 20% THD
- LED drivers have output power over-voltage, over-current protection and short circuit protection with auto recovery
- Field replaceable surge protection device provides 20kA protection meeting ANSI/IEEE C62.41.2 Category C High and Surge Location Category C3; Automatically takes fixture off-line for protection when device is compromised

CONTROLS

- Photo control, occupancy sensor and wireless available for complete on/off and dimming control
- 7-pin ANSI C136.41-2013 photocontrol receptacle option available for twist lock photocontrols or wireless control modules (control accessories sold separately)
- 0-10V dimming leads available for use with control devices (provided by others, must specify lead length)
- SiteSync™ wireless control system is available via 7-pin See ordering information and details at: www.hubbelllighting.com/sitesync
- NX Distributed Intelligence™ available with in fixture wireless control module, features dimming and occupancy sensor
- wiSCAPE® available with in fixture wireless control module, features dimming and occupancy sensor via 7-pin

CERTIFICATIONS

- DLC® (DesignLights Consortium Qualified), with some Premium Qualified configurations. Please refer to the DLC website for specific product qualifications at www.designlights.org
- Listed to UL1598 and CSA C22.2#250.0-24 for wet locations and 40˚C ambient temperatures
- 3G rated for ANSI C136.31 high vibration applications
- Fixture is IP66 rated
- Meets IDA recommendations using 3K CCT configuration at 0 degrees of tilt
- This product qualifies as a "designated country construction material" per FAR 52.225-11 Buy American-Construction Materials under Trade Agreements effective 04/23/2020. See Buy American Solutions

WARRANTY

- 5 year limited warranty
- See HLI Standard Warranty for additional information

GENERAL PHOTOMETRIC SCHEDULE

AVERAGE FOOT–CANDLES	1.64
MAXIMUM FOOT–CANDLES	3.4
MINIMUM FOOT–CANDLES	0.4
MINIMUM TO MAXIMUM FC RATIO	0.11
MAXIMUM TO MINIMUM FC RATIO	8.81
AVERAGE TO MINIMUM FC RATIO	4.26

LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	QUANTITY	MODEL	WATTAGE	MOUNTING	MOUNTING HEIGHT	LAMP DEPRECIATION
L1	○— ■	12	HUBBELL OUTDOOR, RAR2–320L–140–4K7–4W	140 W	POLE	25 FT.	0.9

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C11

Preliminary Development Plans

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Photometric Plan

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132 ABBIE AVENUE
KANSAS CITY, KANSAS 66103
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PLANT LIST - TREES

	Common Name	Botanical Name	Size	Notes
Shade Trees				
FEM	Frontier Elm	Ulmus carpinifolia x parvifolia 'Frontier'	2" Cal.	B&B
FFM	Fall Fiesta Sugar Maple	Acer saccharum 'Fall Fiesta'	2" Cal.	B&B
LLL	Greenspire Littleleaf Linden	Tilia cordata 'Greenspire'	2" Cal.	B&B
PSM	Pacific Sunset Maple	Acer truncatum x A. platanoides 'Warrenred'	2" Cal.	B&B
ROK	Red Oak	Quercus rubra	2" Cal.	B&B
SWO	Swamp White Oak	Quercus bicolor	2" Cal.	B&B
Evergreen Trees				
ERC	Red Cedar	Juniperus virginiana	6' Ht.	B&B
NWS	Norway Spruce	Picea abies	6' Ht.	B&B
PFJ	Perfecta Juniper	Juniperus chinensis 'Perfecta'	6' Ht.	B&B

PLANT LIST - FOUNDATION

Evergreen Shrubs				
ASJ	Armstrong Juniper	Juniperus horizontalis 'Armstrong'	5 Gal.	
CGH	China Girl/Boy Holly	Ilex x meserveae 'Mesog/Mesdob'	5 Gal.	5:1 Ratio
BRJ	Blue Rug Juniper	Juniperus horizontalis 'Blue Rug'	5 Gal.	
BXW	Winter Green Boxwood	Buxus microphylla 'Winter Green'	5 Gal.	24-36"
DFY	Densiformis Yew	Taxus x media 'Densiformis'	5 Gal.	
ELY	Everlow Yew	Taxus x media 'Everlow'	5 Gal.	
GBS	Globe Blue Spruce	Picea pungens 'Glavea globosa'	5 Gal.	
GMC	Gold Mop Cypress	Chamaecyparis pisifera 'Yellow Thread Branch'	5 Gal.	
PFJ	Perfecta Juniper	Juniperus chinensis 'Perfecta'	5' Ht.	B&B
PRB	Green Mountain Boxwood (Pyramidal)	Buxus microphylla 'Green Mountain'	5 Gal.	
SGJ	Sea Green Juniper	Juniperus chinensis 'Sea Green'	5 Gal.	24-30"
TMJ	Tam Juniper	Juniperus sabina 'Tamariscifolia'	5 Gal.	
WYW	Wardii Yew	Taxus x media 'Wardii'	5 Gal.	
Decidious Shrubs				
CPB	Crimson Pygmy Barberry	Berberis thunbergi var. atropurpurea 'Crimson Pygmy'	2 Gal.	
DBB	Dwarf Burning Bush	Euonymus Alatus 'Compacta'	2 Gal.	
DGW	Varigated Red Twigged Dogwood	Cornus sericea 'Bailhalo'	2 Gal.	
DKL	Dwarf Korean Lilac	Syringa meyeri 'Palibin'	2 Gal.	
DRT	Dwarf Red Twig Dogwood	Cornus sericea 'Kelseyi'	2 Gal.	
GMS	Goldmound spirea	Spirea japonica 'Goldmound'	2 Gal.	
GLS	Grow Low Sumac	Rhus aromatica 'Gro-Low'	2 Gal.	
HYD	Endless Summer Hydrangea	Hydrangea macrophylla 'Bailmer'	5 Gal.	
KNR	Knockout Rose	Rosa knockout	2 Gal.	
LHS	Little Henry Sweetspire	Itea virginica 'Little Henry's Garnet'	2 Gal.	
LPS	Little Princess Spirea	Spiraea Japonica 'Little Princess'	2 Gal.	
MCS	Magic Carpet Spirea	Spirea japonica 'Magic Carpet'	2 Gal.	
MHV	Mohawk Viburnum	Viburnum x burkwoodii 'Mohawk'	2 Gal.	
MRV	Maresei Viburnum	Viburnum plicatum var. tomentosum 'Maresei'	2 Gal.	
SSV	Summer Snowflake Viburnum	Viburnum plicatum var. tomentosum 'Summer Snowfla	2 Gal.	
WIG	Fine Wine Weigela	Weigela florida 'Bramwell'	2 Gal.	
WTB	Red Sprite Winterberry	Ilex verticilata 'Red Sprite'/'Jim Dandy'	2 Gal.	3/1 Ratio
Grasses				
DFG	Dwarf Fountian Grass	Pennisetum alopecuroides 'Hameln'	2 Gal.	
KFG	Karl Foerster Grass	Calamagrostis x acutiflora 'Karl Foerster'	2 Gal.	
LIR	Tidwell's Big Blue Liriope	Liriope muscari	6" pot	
HVM	Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass	2 Gal.	
MLG	Morning Light Maiden Grass	Miscanthus sinensis 'Morning Light'	2 Gal.	
NWG	Northwind Switch Grass	Panicum virgatum 'Northwind'	2 Gal.	
VLR	Varigated Liriope	Liriope muscari variegata	6" pot	
Perennials				
AST	New York Aster	Aster novae-belgii	1 Gal.	
BES	Black Eyed Susan	Rudbeckia hirta	1 Gal.	
BFM	Butterfly Milkweed	Asclepias tuberous	1 Gal.	
COR	Moonbeam Coreopsis	Coreopsis vericillata 'Moonbeam'	1 Gal.	
CAT	Catmint	Nepeta x faassenii 'Walker's Low'	1 Gal.	
DAY	Daylily	Hemercallis 'Black Eyed Stella' or 'Little Business'	1 Gal.	
DSY	Shasta Daisy	Leucanthemum x superbum 'Becky'	1 Gal.	
HOS	Big Daddy Hosta	Hosta 'Big Daddy'	1 Gal.	
HSS	Sum & Substance Hosta	Hosta 'Sum & Substance'	1 Gal.	
IRS	Blue Flag Iris	Iris virginica v. shrevei	1 Gal.	
LIA	Gayfeather	Liatris spicata	1 Gal.	
MSG	Meadow Sage	Salvia nemorosa	1 Gal.	
PCF	Purple Cone Flower	Echinadea purpurea	1 Gal.	
RSS	Russian Sage	Perovskia atriplicifolia	1 Gal.	
SED	Tall Sedum	Sedum grandiforuim 'Autumn Fire'	1 Gal.	

THE ABOVE PLANT LIST IS A RANGE OF POTENTIAL PLANT MATERIAL AND IS SUBJECT TO CHANGES.

FOUNDATION PLANTING AREA

PERMEABLE SURFACE

GENERAL NOTES:

1. EACH BIDDER SHALL VISIT THE SITE OF THE PROPOSED WORK AND EXAMINE THE SITE CONDITIONS. HE SHALL ALSO CAREFULLY EXAMINE THE DRAWINGS FOR THE PROPOSED WORK AND FAMILIARIZE HIMSELF WITH ALL CONDITIONS, WHICH MAY AFFECT THE PROPOSED WORK.

2. THE PLANTING PLAN GRAPHICALLY ILLUSTRATES OVERALL PLANT MASSINGS. EACH PLANT SPECIES MASSING SHALL BE PLACED IN THE FIELD TO UTILIZE GREATEST COVERAGE OF GROUND PLANE. THE FOLLOWING APPLIES FOR INDIVIDUAL PLANTINGS:
   A. CREEPING GROUNDCOVER SHALL BE A MINIMUM OF 6" FROM PAVING EDGE.
   B. ALL TREES SHALL BE A MINIMUM OF 3' FROM PAVING EDGE.
   C. ALL PLANTS OF THE SAME SPECIES SHALL BE EQUALLY SPACED APART AND PLACED FOR BEST AESTHETIC VIEWING.
   D. ALL SHRUBS SHALL BE A MINIMUM OF 2' FROM PAVED EDGE.

3. NOTIFY LANDSCAPE ARCHITECT 1 WEEK PRIOR TO ANTICIPATED START OF PLANT MATERIAL INSTALLATION. LANDSCAPE CONTRACTOR SHALL STAKE ALL PROPOSED PLANTING BED EDGES, SET OUT SHRUBS IN INTENDED LOCATIONS, AND STAKE TREE LOCATIONS FOR APPROVAL BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

4. ALL NEW PLANT BED AREAS TO BE IRRIGATED. REFER TO SPECIFICATIONS FOR IRRIGATION SYSTEM DESCRIPTION.

5. IN THE EVENT OF WORK IN OR ON THE SANITARY MAIN. ANY TREES OR PLANTINGS PLACED WITHIN THE SEWER EASEMENT MAY BE REMOVED WITHOUT REPLACEMENT OR COMPENSATION THERE OF AND SHALL BE REPLACED BY THE PROPERTY OWNER AS REQUIRED BY THE CITY.

6. STRIP TOP SOIL & SAVE FOR PLANTING AREAS. EXCAVATE TO A DEPTH OF 18" FOR ALL PLANTING BEDS AND REPLACE WITH PLANTING SOIL MIX.. REFER TO L3.00 FOR PLANTING SOIL MIX.

7. ALL LANDSCAPE MATERIALS SHALL MEET THE AMERICAN STANDARDS FOR NURSERY STOCK (ASNS), PUBLISHED BY THE AMERICAN NURSERYMEN'S ASSOCIATION, AND BE SELECTED FOR ITS NATIVE CHARACTERISTICS OR SURVIVAL IN THE CLIMATE FOR THE KANSAS CITY REGION, AND BE PLANTED AND MAINTAINED PER ASNS SPECIFICATIONS.

LANDSCAPE REQUIREMENTS:

STREET TREES: 1 TREE PER 40 L.F.

	REQUIRED:	PROVIDED:
INTERIOR STREET = +/- 3973 L.F. /40 =	100 TREES	100 TREES

BUFFER LANDSCAPING: TYPE 3 = 1 SHADE OR 2 ORNAMENTAL PER 40 L.F, 1 EVERGREEN PER 20 L.F., 1 SHRUB PER 10 L.F.

	REQUIRED:	PROVIDED:
EAST PL = +/- 480 L.F. =	12 SHADE TREES	12 SHADE TREES
	24 EVERGREENS	24 EVERGREENS
	48 SHRUBS	48 SHRUBS
WEST AND SOUTH PL	BUFFER NOT REQUIRED, ADJACENT LAND IS COUNTY PROPERTY	

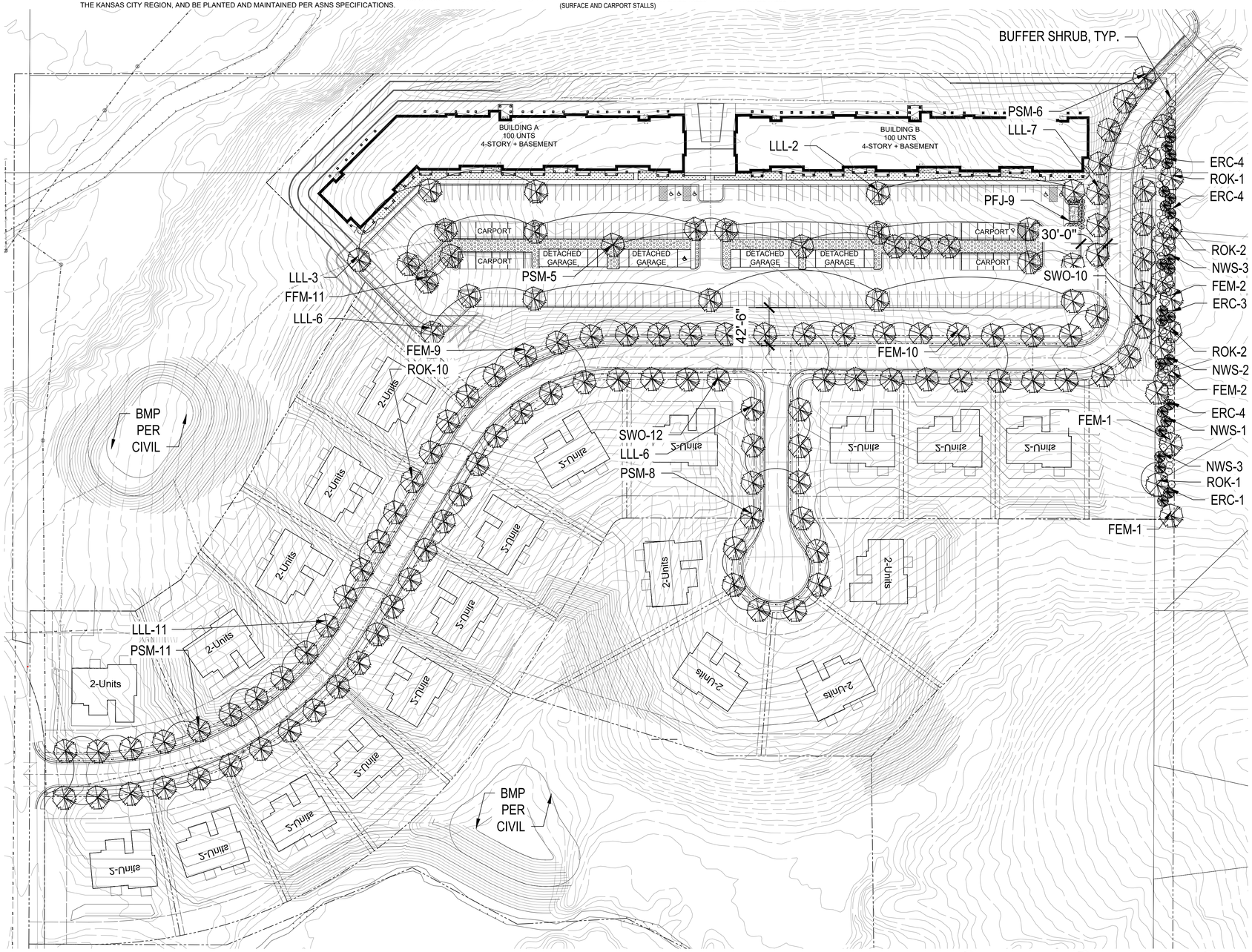
FOUNDATION PLANTINGS: 1 LARGE TREE PER 50 LINEAR FEET, 1 SMALL OR EVERGREEN TREE PER 50 LINEAR FEET AND 1 SHRUB PER 10 LINEAR FEET

	REQUIRED:	PROVIDED:
EAST BUILDING = 394 L.F.	8 SHADE TREES	8 SHADE TREES
	8 EVERGREENS	8 EVERGREENS
	40 SHRUBS	40 SHRUBS
WEST BUILDING = 394 L.F.	8 SHADE TREES	8 SHADE TREES
	8 EVERGREENS	8 EVERGREENS
	40 SHRUBS	40 SHRUBS

TREES AND SHRUBS WILL BE SHOWN IN PLANTING BEDS AS SPECIFIED ON PLAN

PARKING LOTS: 1 SHADE TREE PER 25 STALLS

	REQUIRED:	PROVIDED:
PARKING STALLS = 272 STALLS (SURFACE AND CARPORT STALLS)	11 SHADE TREES	11 SHADE TREES



TREE LANDSCAPE PLAN
1" = 60'-0"

PRELIMINARY DEVELOPMENT PLAN

NSPJ ARCHITECTS, PA
ARCHITECTURE LANDSCAPE ARCHITECTURE ENERGY SERVICES
3515 W. 75TH ST., SUITE 201
PRAIRIE VILLAGE, KS 66208
P. 913.831.1415
F. 913.831.1563
NSPJARCH.COM

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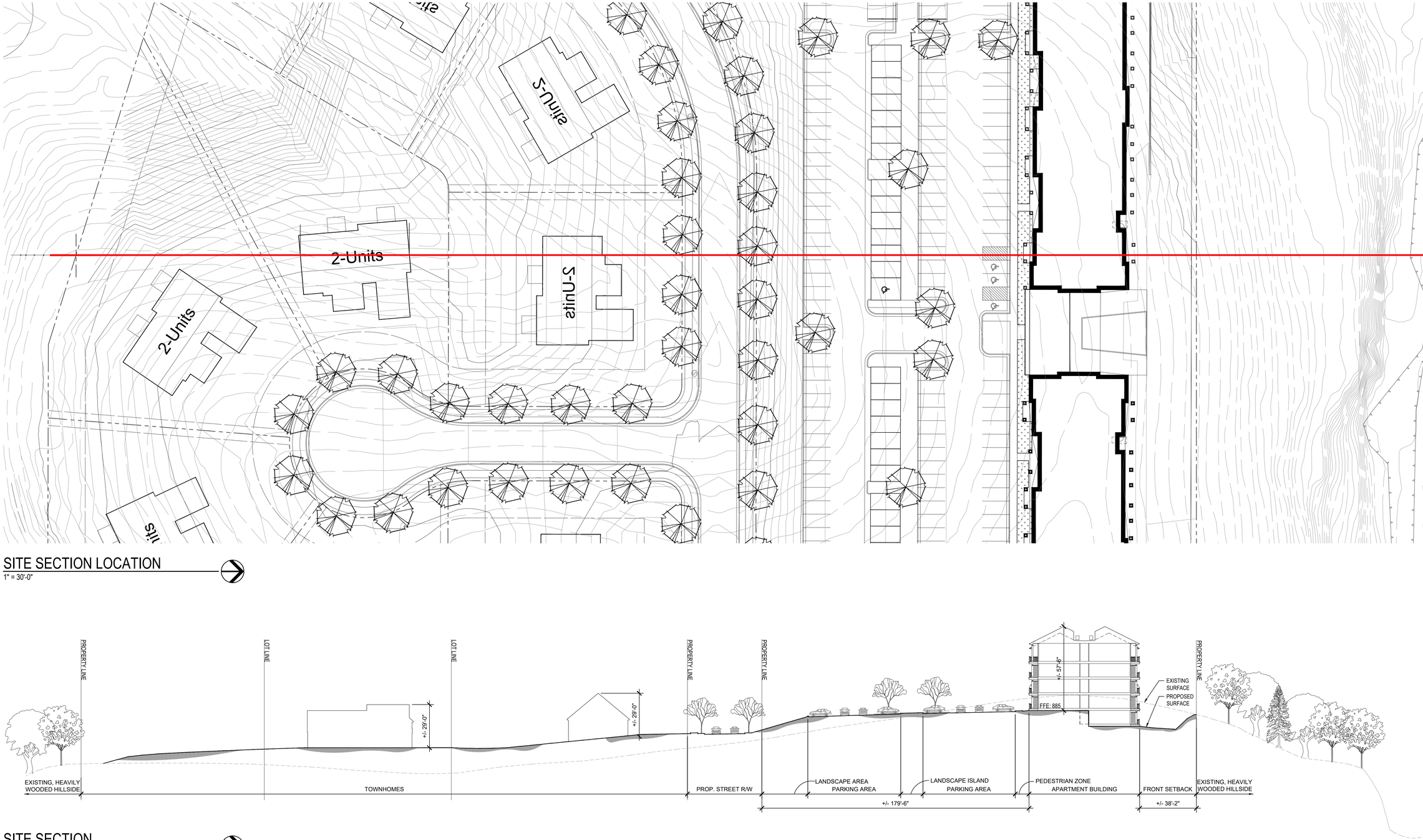
A NEW DEVELOPMENT FOR:
NATIONAL MULTI-FAMILY
PARKVILLE, MISSOURI

DRAWING RELEASE LOG
- 04.09.2021 - PDP SUBMITTAL
- 04.30.2021 - PDP ReSUBMITTAL

REVISIONS

DATE
04/09/2021
JOB NO.
687321
DRAWN BY:

SHEET NO.
L1.00



SITE SECTION LOCATION
1" = 30'-0"

SITE SECTION
1" = 30'-0"

NSPJ
ARCHITECTS PA
3515 W. 75TH ST., SUITE 201
PRAIRIE VILLAGE, KS 66208
P. 913.831.1415
F. 913.831.1563
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LANDSCAPE ARCHITECTURE
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NOT FOR CONSTRUCTION

A NEW DEVELOPMENT FOR:
NATIONAL M
PARKVILLE, MISSOURI

DRAWING RELEASE LOG
- 04.09.2021 - PDP SUBMITTAL
- 04.30.2021 - PDP ReSUBMITTAL

REVISIONS

DATE
04/09/2021
JOB NO.
687321
DRAWN BY:

PRELIMINARY DEVELOPMENT PLAN

SHEET NO.
L1.10



RIGHT SIDE ELEVATION - BUILDING 'B'

SCALE 1/8" = 1'-0"



FRONT ELEVATION - TWIN VILLAS

SCALE 1/8" = 1'-0"



FRONT ELEVATION - BUILDING 'B'

SCALE 1/16" = 1'-0"

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LANDSCAPE ARCHITECTURE
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A NEW DEVELOPMENT FOR:

NATIONAL MULTI-FAMILY

PARKVILLE, MISSOURI

DRAWING RELEASE LOG

REVISIONS

DATE
04/09/2021
JOB NO.
687321
DRAWN BY:

SHEET NO.

NOT FOR CONSTRUCTION

G:_____-National Multi-Family Genesis, KCMO\02-Current Drawings\01-CAD\01-Revit\ELEVATIONS scheme 1.dwg, 4/9/2021 9:46:54 AM, THauschild, © NSPJ Architects



SP1.00

NSPJ ARCHITECTS PA

SITE PLAN RENDER

THE NATIONAL MULTI-FAMILY PARKVILLE, MISSOURI

SITE PLAN
1" = 60'-0"

687321 04.29.2021

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

Tuesday, April 20, 2021

Todd Kobayashi
Genesis Companies
4420 Madison Ave, Ste 104
Kansas City, MO 64111

Dustin Burton
Renaissance Infrastructure Consulting
1815 McGee, Ste 200
Kansas City, MO 64108

RE: City of Parkville staff review comments – Platte 38 Preliminary Development Plan (prepared by Renaissance Infrastructure Consulting; dated April 9, 2021)

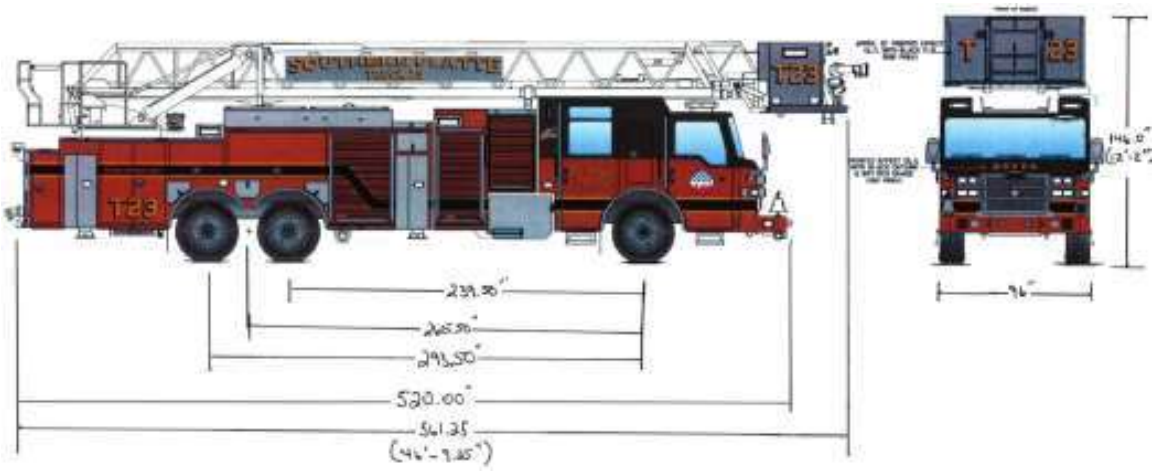
Dear Todd and Dustin,

The following is a compilation of all Parkville staff review comments received to-date regarding the Application for Zoning Map Amendment and Application for Preliminary Development Plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152.

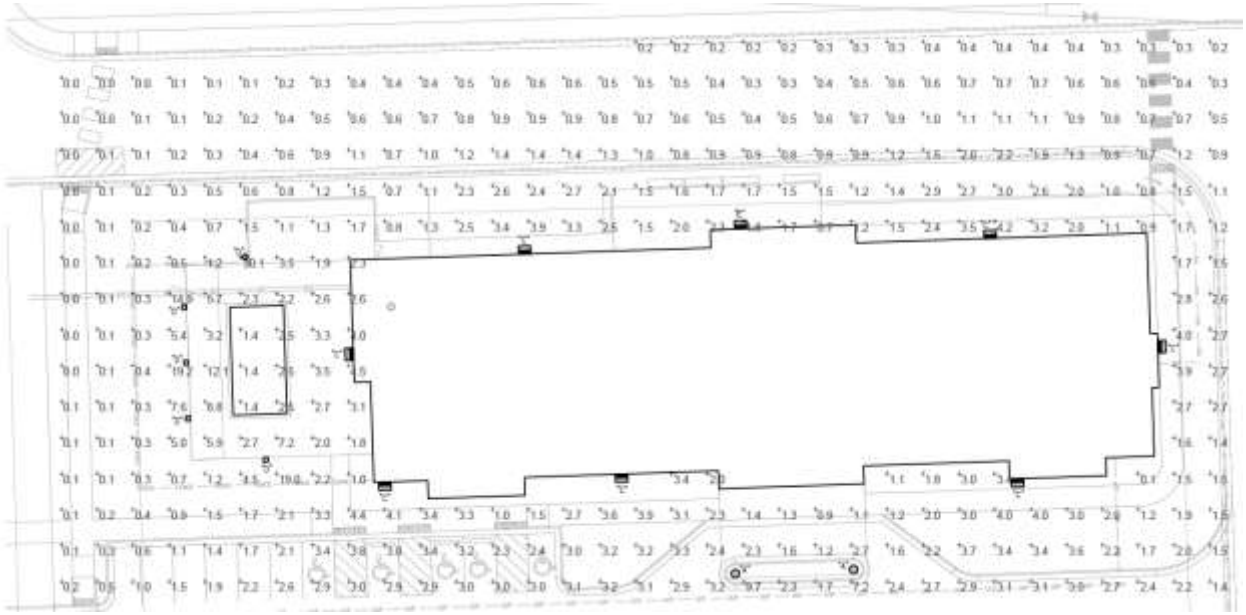
Review comments are provided by myself (Community Development Director), Brad Stanton (Planner), Alysen Abel (Public Works Director), and Dean Cull (Fire Marshall, Southern Platte Fire Protection District). Please distribute these comments to your team, revise the plan sheets and provide us an updated paper (2 copies) and electronic copy (1) of the revised plan sheets by **9:00 a.m. of Friday, April 30, 2021**. Thank you.

General Comments

1. **Application for Zoning Map Amendment** – While the City's "R-5-P" Multi-Family Residential district permits *Apartment Complex* uses, it does not permit *Duplex* uses. As a result, staff recommends utilizing the City's "R-4-P" Mixed-Density Residential district for all lots proposed for *Duplex* or *Detached House* uses. Please designate this information on one of the plan sheets, such as the General Layout (Sheet C03).
2. **Floodplain Development Permit/Application** – Staff will require a Floodplain Development Permit/Application be submitted for any development in a Special Flood Hazard Area (SHA) or "floodplain"; this includes:
    - Filling
    - Grading
    - Excavation
    - Minimum Improvements
    - Routine Maintenance
    - Substantial Improvements
    - New Construction
3. **Line Typologies** – Some labeling / line-work for features (such as floodplain area) is difficult to distinguish on the plan sheets. As a result, staff recommends utilizing different line typologies better distinguish features on the plan sheets.
4. **Preliminary Plat Sheet** – Because this development will require the subject property to be subdivided in order to accommodate lots for the proposed apartment/condominium buildings, duplex buildings, and tracts for private open space to be used for stormwater detention, a preliminary plat should be included in the plan sheets. That said, please include a Preliminary Plat plan sheet with proposed parcel divisions for the specific lots and tracts. Any un-platted lots will need to be identified as tracts and designated by letters (ex: A, B, C…); whereas, all lots will need to be designated by numbers (ex: 1, 2, 3…). All areas will need to be labeled in acres and sq. ft.; labels will need to be provided for specific property use/purpose (e.g., common open space, private open space, stormwater detention area); and detail needs to be provided for who will be responsible for their maintenance in a notes section on the sheet (ex: Tract A to be maintained by the Homeowners Association). All public and private street names will need to be labeled, and staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid. Lastly, you'll need to indicate (either via watermark, crosshatching or other method) the location of the 100-year floodplain (i.e., Special Flood Hazard Area) and 500-year floodplain (i.e., Regulatory Floodway) if applicable. Also please add a label referencing the FIRM map number and its effective date. A copy of the FIRM Map can be downloaded from FEMA's website via https://msc.fema.gov/portal/ or can be viewed on the Platte County, Missouri website (https://www.co.platte.mo.us/) through their GIS/Mapping webpage.
5. **AutoTurn Sheet** – Please include a plan sheet showing AutoTurn movements of a Pierce Velocity fire truck throughout the development, including turning into and out of all parking lot access drives and aisles. This sheet should also include the following specifications of a Pierce Velocity fire truck for reference:

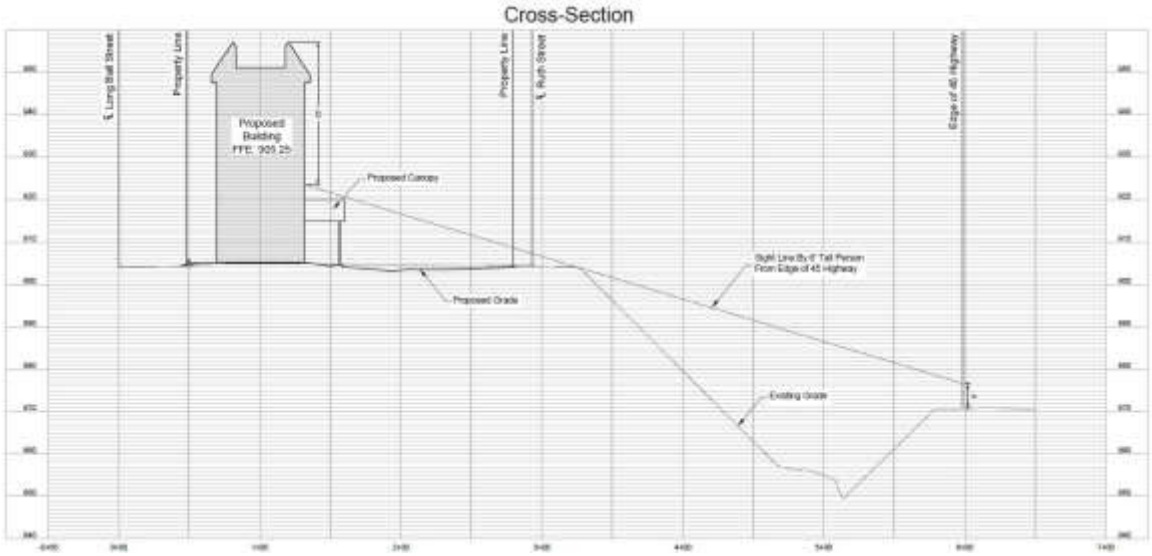


6. **Utility Plan Sheet** – Please include a plan sheet showing the location of proposed utility lines and easements (showing widths/dimensions) along with labels; this should include any public storm, public sanitary and public water lines. These labels should be included in a legend on the Title Sheet (Sheet C01) as well.
7. **Fire Hydrant Locations** – On the Utility Plan Sheet, please identify the location of fire hydrants to be provided. Please coordinate with Dean Cull (Fire Marshall, Southern Platte Fire Protection District) regarding the proposed location for the fire hydrant, and whether or not a single fire hydrant is sufficient to provide emergency water service to the entire site per the City's adopted 2018 International Fire Code. Please indicate their locations, as well as utility water line connections to them.
8. **Pedestrian Plan** – Please include a Pedestrian Plan sheet detailing the location of pedestrian infrastructure (via bolder labeling, cross-hatching, or other symbols) including the location of existing sidewalks along N Crooked Rd and S National Dr., proposed internal development sidewalks (specifically those along any public streets, to any existing sidewalks along N Crooked Rd and S National Dr.), the location of any marked pedestrian crosswalks (staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.) and the proposed widths of sidewalks.
9. **Photometric Plan Sheet** – Please include a lighting plan sheet, in conformance with Section 407.040, showing the location, dimensions/specifications (e.g., mounting height), shielding standards/type and photometric general footprint and impact of lighting throughout the development and on any adjacent properties. See images below as examples.





10. **Section View** – Please include a cross-section drawing (or drawings if needed) of the site detailing the height of buildings/structures, distances and relationship to adjacent property parcels, relationship to existing topography, as well as proposed topography following grading/land disturbance. This drawing should include a person or motor vehicle for reference/scale. See image below as an example.



11. **Illustrative Plan** – Per Section 403.040 Master Planned Development in our Title IV – Development Code, an *Illustrative Plan* is required; this may include an illustrative plan that includes renderings, elevations or plans of buildings, streetscapes, and public spaces or other urban design and architectural details demonstrating how the plan will be executed according to the applicable development standards. Staff recommends including colored visuals of the proposed development from different perspectives (see images below as an examples). The *Illustrative Plan* can be an extension to Sheet A1.00, or renderings on a separate plan sheet.





12. **Signage Plans** – If known at this time, please include any proposed signage (e.g., monument, wall) for the proposed building and/or site, along with specifications/dimensions. If no signage is proposed at this time, future Applications for Sign Permits will need to comply with the requirements of Section 409.040 Sign Allowances (https://www.ecode360.com/33171498).

Title Sheet (Sheet C01)

13. **Utility Contacts** – Please change the names of Missouri Gas Energy to Spire Energy, and Kansas City Power & Light to Evergy.
14. **Summary Table** – Please include a brief description of the project (ex: a planned residential development with internal circulation, public streets, private drives and access off of N Crooked Rd and S National Dr.), current zoning (Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density) and summary table conveying the proposed uses / residential building types, number of units and parking spaces provided.

Existing Conditions (Sheet C02)

15. **Property Area** – Please label the area (in acres and sq. ft.) of the subject property area, both the portion proposed for annexation into City of Parkville municipal limits and the portion of area outside of the development/annexation limits.
16. **Major Contour Lines** – Please distinguish major contour lines/intervals on the map; this can be done by bolding them or making them thicker than the other contour lines.
17. **Existing Zoning** – Please label the existing Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density zoning on the subject property. If there's

too much clutter on this sheet to depict this, you can add an additional sheet to the plan set.

18. **Adjacent Property Owners** – Please label all property owners for adjacent property parcels, specifically those to the south and west of NW Crooked Rd that are not depicted.
19. **Adjacent Property Addresses** – Please include the property addresses of adjacent property owners, as well as Platte County parcel ID numbers.
20. **Adjacent Property Area** – Please include the total acreage of all adjacent property parcels.
21. **Roadway Name** – Please verify if the adjacent roadway is NW Crooked Rd or N Crooked Rd. The Platte County Assessor's Office labels it as "N Crooked Rd".

General Layout (Sheet C03)

22. **Residential Use Table** – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
23. **Density Table** – Please include a table on the sheet listing the density of the residential units on the subject property as a whole.
24. **Parking Table** – In a separate table, or in the residential use table, please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces per Section 408.030, Subsection D.).
25. **Phase Description** – Please include a short description on the plan sheet of the anticipated timeline for the proposed Phase I and Phase II construction/implementation.
26. **Street Names** – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.

Development Plans (Sheet C04)

27. **Lot and Tract Descriptions** – Please include a table on the sheet providing a brief description of each Tract and Lot / Group of Lots (Example: "Tract C is reserved for private open space and landscaping to serve as a buffer between the development and the adjacent residential neighborhood to the east." "Tract A is reserved for private open space for stormwater detention.").
28. **Landscape Easement** – Consider adding a landscape easement at the intersection with N Crooked Rd, which provides access to Tract B should City staff need to access the proposed stormwater detention area.
29. **Residential Use Table** – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
30. **Bicycle Parking Table** – Please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces). Per Section 408.030, subsection D. of our Development Code, all multifamily uses within 1,000 ft. of a designated bicycle route or trail shall provide 1 bicycle parking space per multi-family dwelling unit. Please indicate on the plan where bicycle parking will be provided; in the past developers have provided bicycle racks outside the building, or in the building inside garages or storage closets.
31. **Street Names** – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.
32. **Existing Sidewalks** – Please detail the location of any existing sidewalks along N Crooked Rd and S National Dr.

33. **Proposed Sidewalks** – Please connect the internal development sidewalks (specifically those along any public streets) to any existing sidewalks along N Crooked Rd and S National Dr. If there are no existing sidewalks along N Crooked Rd., please coordinate with the Platte County Planning and Zoning Department and/or Public Works Department regarding how to design the end of the sidewalks so they're compatible with future plans for pedestrian infrastructure along N Crooked Rd.
34. **Proposed Crosswalks** – Please indicate the location of any marked pedestrian crosswalks. Staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.
35. **Sidewalk Widths** – Please indicate the proposed widths of sidewalks throughout the development on the sheet.
36. **Public vs. Private Infrastructure** – Please delineate any public streets from private streets/drives in the development plan in more detail, as well as public vs. private curbs. This can be done on a subsequent plan sheet if needed to avoid clutter.
37. **Street Dimensions** – Please add the width dimensions for Drive A and Drive B, as well as the radius of the cul-de-sac in Drive B.
38. **Parking Lot Dimensions** – Please indicate the dimensions of the parking lots, specifically the drive aisle widths and parking stall dimensions.
39. **Building Dimensions** – Please show the dimensions / distance from the apartment/condominium building facades to the curb where the parking stalls begin.
40. **Parking Lot Island Dimensions** – Please show the dimensions of median islands throughout the parking lot.
41. **Drive Aisles** – Consider widening any drive aisles where there are tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
42. **Roll-Back Curbs** – Consider utilizing roll-back curbs throughout the parking lot, especially on drive aisles with tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
43. **Off-Street Loading** – Please indicate if any off-street loading spaces will be provided for the apartment/condominium buildings.
44. **Trash Dumpsters** – Please indicate the location of any trash dumpsters to be provided for the apartment/condominium buildings. Please be aware that any outdoor dumpsters / trash receptacles will need to be stored inside a structure or enclosure constructed of a durable material designed to withstand regular use by heavy equipment; or a fence (typically opaque) or ornamental wall that provides a solid screen.

Grading Plan (Sheet C05)

45. **Reference** – Please include the following reference on the plan sheet: "Per *Title IV – Development Code*, Section 407.050, Subsection A. a Macro Storm Water Drainage Study for Platte 38, City of Parkville, Missouri (prepared by Renaissance Infrastructure Consulting; dated April 2021) has been submitted to the City of Parkville's Public Works Department for review and approval."

Apartment Site Plan (Sheet C06)

46. **Retaining Wall** – Please note that any retaining walls greater than 48 in. in height will require an Application for Building Permit be submitted to the Community Development Department, as well as a structural engineer's report for said retaining wall(s).
47. **Parking Lot Dimensions** – Please include all dimensions throughout the parking lot (i.e., parking lot aisle widths, parking stall dimensions)
48. **Sidewalk Hatch Legend** – It's hard to distinguish the location of sidewalks based on the hatching symbology used. Please use a different hatching or darker color to distinguish on the plan sheet.

Tree Landscape Plan (Sheet L1.00)

49. **American Standards for Nursery Stock (ASNS)** – In the "General Notes" section, please include the following note: "All landscape materials shall meet the American Standards for Nursery Stock (ASNS), published by the American Nurserymen's Association, and be selected for its native characteristics or survival in the climate for the Kansas City region, and be planted and maintained per ASNS specifications."

Elevation Plans (Sheet A1.00)

50. **Color Renderings** – Please include color renderings of what the proposed elevations/facades would look like. See below for an example.



51. **Material Board** – Please include a material board palette of proposed siding materials. See below for an example.



Again, please distribute these comments to your team, revise the plan sheets and provide us updated paper (2 copies) and electronic copy (1) of the revised plan sheets by **9:00 a.m. of Friday, April 30, 2021**. We are also happy to meet again or conference to discuss these comments in more detail if necessary. Please let us know if you have any questions. Thank you.

Sincerely,

CITY OF PARKVILLE

Stephen Lachky, AICP, CPM, CFM
Community Development Director

CC: Alysen Abel, Public Works Director
Brad Stanton, Planner
Dean Cull, Fire Marshall (Southern Platte Fire Protection District)

Renaissance Infrastructure Consulting

132 Abbie Ave.
Kansas City, KS 66103
P: 913.317.9500
ric-consult.com

April 30, 2021

Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave,
Parkville, MO 64152Blue Springs, Missouri 64015

Re: **City of Parkville staff review comments – Platte 38 Preliminary Development Plan**

The preliminary development plans have been revised and resubmitted for your approval.

General Comments

1. Application for Zoning Map Amendment – While the City's "R-5-P" Multi-Family Residential district permits *Apartment Complex* uses, it does not permit *Duplex* uses. As a result, staff recommends utilizing the City's "R-4-P" Mixed-Density Residential district for all lots proposed for *Duplex* or *Detached House* uses. Please designate this information on one of the plan sheets, such as the General Layout (Sheet C03).
   Zoning updated.

2. Floodplain Development Permit/Application – Staff will require a Floodplain Development Permit/Application be submitted for any development in a Special Flood Hazard Area (SHA) or "floodplain"; this includes:
   - Filling
   - Grading
   - Excavation
   - Minimum Improvements
   - Routine Maintenance
   - Substantial Improvements
   - New Construction

   Acknowledged

3. Line Typologies – Some labeling / line-work for features (such as floodplain area) is difficult to distinguish on the plan sheets. As a result, staff recommends utilizing different line typologies better distinguish features on the plan sheets.
   Line colors/weight updated.

4. Preliminary Plat Sheet – Because this development will require the subject property to be subdivided in order to accommodate lots for the proposed apartment/condominium buildings, duplex buildings, and tracts for private open space to be used for stormwater detention, a preliminary plat should be included in the plan sheets. That said, please include a Preliminary Plat plan sheet with proposed parcel divisions for the specific lots and tracts. Any un-platted lots will need to be identified as tracts and designated by letters (ex: A, B, C…); whereas, all lots will need to be designated by numbers (ex: 1, 2, 3…). All areas will need to be labeled in acres and sq. ft.; labels will need to be provided for specific property use/purpose (e.g., common open space, private open space, stormwater detention area); and detail needs to be provided for who will be responsible for their maintenance in a notes section on the sheet (ex: Tract A to be maintained by the

Homeowners Association). All public and private street names will need to be labeled, and staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid. Lastly, you'll need to indicate (either via watermark, crosshatching or other method) the location of the 100-year floodplain (i.e., Special Flood Hazard Area) and 500-year floodplain (i.e., Regulatory Floodway) if applicable. Also please add a label referencing the FIRM map number and its effective date. A copy of the FIRM Map can be downloaded from FEMA's website via https://msc.fema.gov/portal/ or can be viewed on the Platte County, Missouri website (https://www.co.platte.mo.us/) through their GIS/Mapping webpage.
Preliminary plat sheet added.

5. AutoTurn Sheet – Please include a plan sheet showing AutoTurn movements of a Pierce Velocity fire truck throughout the development, including turning into and out of all parking lot access drives and aisles.
Auto turn sheet added.

6. Utility Plan Sheet – Please include a plan sheet showing the location of proposed utility lines and easements (showing widths/dimensions) along with labels; this should include any public storm, public sanitary and public water lines. These labels should be included in a legend on the Title Sheet (Sheet C01) as well.
Utility plan sheet added.

7. Fire Hydrant Locations – On the Utility Plan Sheet, please identify the location of fire hydrants to be provided. Please coordinate with Dean Cull (Fire Marshall, Southern Platte Fire Protection District) regarding the proposed location for the fire hydrant, and whether or not a single fire hydrant is sufficient to provide emergency water service to the entire site per the City's adopted 2018 International Fire Code. Please indicate their locations, as well as utility water line connections to them.
Fire hydrants added every 300ft and at intersections.

8. Pedestrian Plan – Please include a Pedestrian Plan sheet detailing the location of pedestrian infrastructure (via bolder labeling, cross-hatching, or other symbols) including the location of existing sidewalks along N Crooked Rd and S National Dr., proposed internal development sidewalks (specifically those along any public streets, to any existing sidewalks along N Crooked Rd and S National Dr.), the location of any marked pedestrian crosswalks (staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.) and the proposed widths of sidewalks.
Pedestrian plan added.

9. Photometric Plan Sheet – Please include a lighting plan sheet, in conformance with Section 407.040, showing the location, dimensions/specifications (e.g., mounting height), shielding standards/type and photometric general footprint and impact of lighting throughout the development and on any adjacent properties. See images below as examples.
Photometrics sheet added.

10. Section View – Please include a cross-section drawing (or drawings if needed) of the site detailing the height of buildings/structures, distances and relationship to adjacent property parcels, relationship to existing topography, as well as proposed topography following grading/land disturbance. This drawing should include a person or motor vehicle for reference/scale. See image below as an example.
Site cross-section has been provided. Please see sheet L1.10.

11. Illustrative Plan – Per Section 403.040 Master Planned Development in our Title IV – Development Code, an *Illustrative Plan* is required; this may include an illustrative plan that includes renderings, elevations or plans of buildings, streetscapes, and public spaces or other urban design and architectural details demonstrating how the plan will be executed according to the applicable development standards. Staff recommends including colored visuals of the proposed development from different perspectives (see images below as an examples). The *Illustrative Plan* can be an extension to Sheet A1.00, or renderings on a separate plan sheet.
    Illustrative plan has been provided. Please see Sheet SP1.00. Perspective images per staffs recommendation my be provided at a later date.

12. Signage Plans – If known at this time, please include any proposed signage (e.g., monument, wall) for the proposed building and/or site, along with specifications/dimensions. If no signage is proposed at this time, future Applications for Sign Permits will need to comply with the requirements of Section 409.040 Sign Allowances (https://www.ecode360.com/33171498).
    Monument sign added.

Title Sheet (Sheet C01)

13. Utility Contacts – Please change the names of Missouri Gas Energy to Spire Energy, and Kansas City Power & Light to Evergy.
    Utility contacts updated.

14. Summary Table – Please include a brief description of the project (ex: a planned residential development with internal circulation, public streets, private drives and access off of N Crooked Rd and S National Dr.), current zoning (Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density) and summary table conveying the proposed uses / residential building types, number of units and parking spaces provided.
    Summary table updated.

Existing Conditions (Sheet C02)

15. Property Area – Please label the area (in acres and sq. ft.) of the subject property area, both the portion proposed for annexation into City of Parkville municipal limits and the portion of area outside of the development/annexation limits.
    Labels added.

16. Major Contour Lines – Please distinguish major contour lines/intervals on the map; this can be done by bolding them or making them thicker than the other contour lines.
    Line weights updated.

17. Existing Zoning – Please label the existing Platte County "RMD" Residential Multiple Dwelling and "R-7" Single-Family High Density zoning on the subject property. If there's too much clutter on this sheet to depict this, you can add an additional sheet to the plan set.
    Existing zoning updated.

18. Adjacent Property Owners – Please label all property owners for adjacent property parcels, specifically those to the south and west of NW Crooked Rd that are not depicted.
    Adjacent property owners' info added.

19. Adjacent Property Addresses – Please include the property addresses of adjacent property owners, as well as Platte County parcel ID numbers.
    Adjacent property info added.

20. Adjacent Property Area – Please include the total acreage of all adjacent property parcels.
    Adjacent property info added.

21. Roadway Name – Please verify if the adjacent roadway is NW Crooked Rd or N Crooked Rd. The Platte County Assessor's Office labels it as "N Crooked Rd".
    Roadway name updated.

General Layout (Sheet C03)

22. Residential Use Table – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
    Residential use table added.

23. Density Table – Please include a table on the sheet listing the density of the residential units on the subject property as a whole.
    Density table added.

24. Parking Table – In a separate table, or in the residential use table, please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces per Section 408.030, Subsection D.).
    Parking table added. Bike parking spaces will be provided inside the building.

25. Phase Description – Please include a short description on the plan sheet of the anticipated timeline for the proposed Phase I and Phase II construction/implementation.
    Phase description added.

26. Street Names – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.
    Street names added.

Development Plans (Sheet C04)

27. Lot and Tract Descriptions – Please include a table on the sheet providing a brief description of each Tract and Lot / Group of Lots (Example: "Tract C is reserved for private open space and landscaping to serve as a buffer between the development and the adjacent residential neighborhood to the east." "Tract A is reserved for private open space for stormwater detention.").
    Lot and tract description added.

28. Landscape Easement – Consider adding a landscape easement at the intersection with N Crooked Rd, which provides access to Tract B should City staff need to access the proposed stormwater detention area.
    Landscape easement added.

132 Abbie Ave.
Kansas City, KS 66103
P: 913.317.9500
ric-consult.com

29. Residential Use Table – Please include a table on the sheet listing the number of residential units per type (i.e., apartment/condominium, duplex) and which lots are applicable to those uses, number of total lots, and number of total units.
    Residential use table added.

30. Bicycle Parking Table – Please indicate the total number of required parking spaces and the total number of provided parking spaces (including accessible parking spaces and bicycle parking spaces). Per Section 408.030, subsection D. of our Development Code, all multifamily uses within 1,000 ft. of a designated bicycle route or trail shall provide 1 bicycle parking space per multi-family dwelling unit. Please indicate on the plan where bicycle parking will be provided; in the past developers have provided bicycle racks outside the building, or in the building inside garages or storage closets.
    Note added indicating that bike parking spaces will be provided inside the building.

31. Street Names – Please identify and label all public and private street names; staff will review the proposed street names against the regional 911 grid to confirm the names do not conflict with existing addresses on the grid.
    Street names added.

32. Existing Sidewalks – Please detail the location of any existing sidewalks along N Crooked Rd and S National Dr.
    Existing sidewalks' location indicated.

33. Proposed Sidewalks – Please connect the internal development sidewalks (specifically those along any public streets) to any existing sidewalks along N Crooked Rd and S National Dr. If there are no existing sidewalks along N Crooked Rd., please coordinate with the Platte County Planning and Zoning Department and/or Public Works Department regarding how to design the end of the sidewalks so they're compatible with future plans for pedestrian infrastructure along N Crooked Rd.
    Proposed sidewalks' connections to existing indicated.

34. Proposed Crosswalks – Please indicate the location of any marked pedestrian crosswalks. Staff will require these at the internal public streets where they intersect with N Crooked Rd and S National Dr.
    Proposed crosswalks indicated.

35. Sidewalk Widths – Please indicate the proposed widths of sidewalks throughout the development on the sheet.
    Sidewalk widths indicated.

36. Public vs. Private Infrastructure – Please delineate any public streets from private streets/drives in the development plan in more detail, as well as public vs. private curbs. This can be done on a subsequent plan sheet if needed to avoid clutter.
    Acknowledged.

37. Street Dimensions – Please add the width dimensions for Drive A and Drive B, as well as the radius of the cul-de-sac in Drive B.
    Street dimensions provided.

38. Parking Lot Dimensions – Please indicate the dimensions of the parking lots, specifically the drive aisle widths and parking stall dimensions.
    Parking lot dimensions added.

39. Building Dimensions – Please show the dimensions / distance from the apartment/condominium building facades to the curb where the parking stalls begin.
    Building to the sidewalk dimensions provided.

40. Parking Lot Island Dimensions – Please show the dimensions of median islands throughout the parking lot.
    Parking lot dimensions added.

41. Drive Aisles – Consider widening any drive aisles where there are tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
    Acknowledged.

42. Roll-Back Curbs – Consider utilizing roll-back curbs throughout the parking lot, especially on drive aisles with tight turning radius' or where there are conflicts with AutoTurn movements from a Pierce Velocity fire truck.
    Acknowledged.

43. Off-Street Loading – Please indicate if any off-street loading spaces will be provided for the apartment/condominium buildings.
    No off-street loading will be provided.

44. Trash Dumpsters – Please indicate the location of any trash dumpsters to be provided for the apartment/condominium buildings. Please be aware that any outdoor dumpsters / trash receptacles will need to be stored inside a structure or enclosure constructed of a durable material designed to withstand regular use by heavy equipment; or a fence (typically opaque) or ornamental wall that provides a solid screen.
    Trash dumpster location indicated.

Grading Plan (Sheet C05)

45. Reference – Please include the following reference on the plan sheet: "Per *Title IV – Development Code*, Section 407.050, Subsection A. a Macro Storm Water Drainage Study for Platte 38, City of Parkville, Missouri (prepared by Renaissance Infrastructure Consulting; dated April 2021) has been submitted to the City of Parkville's Public Works Department for review and approval."
    Note added.

Apartment Site Plan (Sheet C06)

46. Retaining Wall – Please note that any retaining walls greater than 48 in. in height will require an Application for Building Permit be submitted to the Community Development Department, as well as a structural engineer's report for said retaining wall(s).
    Acknowledged.

47. Parking Lot Dimensions – Please include all dimensions throughout the parking lot (i.e., parking lot aisle widths, parking stall dimensions)
    Dimensions added.

Renaissance Infrastructure Consulting

132 Abbie Ave.
Kansas City, KS 66103
P: 913.317.9500
ric-consult.com

48. Sidewalk Hatch Legend – It's hard to distinguish the location of sidewalks based on the hatching symbology used. Please use a different hatching or darker color to distinguish on the plan sheet.
    Hatch updated.

Tree Landscape Plan (Sheet L1.00)

49. American Standards for Nursery Stock (ASNS) – In the "General Notes" section, please include the following note: "All landscape materials shall meet the American Standards for Nursery Stock (ASNS), published by the American Nurserymen's Association, and be selected for its native characteristics or survival in the climate for the Kansas City region, and be planted and maintained per ASNS specifications."
    Note has been added to sheet L1.00.

Elevation Plans (Sheet A1.00)

50. Color Renderings – Please include color renderings of what the proposed elevations/facades would look like. See below for an example.
    Proposed elevations have been rendered. Please see sheet A1.00.

51. Material Board – Please include a material board palette of proposed siding materials. See below for an example.
    Material board palette has been included on sheet A1.0.

RENAISSANCE INFRASTRUCTURE CONSULTING

Felipe Braga, IE
Design Engineer

9801 Renner Boulevard
Lenexa, KS 66219

DESIGN MEMORANDUM

To: Stephen Lachky, AICP, CPM, CFM (Community Development Director)
Alysen M. Abel, P.E., MPA (Public Works Director)
From: David J. Mennenga, P.E., PTOE
Date: April 28, 2021
Subject: Platte 38 Traffic Impact Study Report – On-Call Traffic Engineering Review

As requested by the City of Parkville, GBA's traffic engineers have completed an independent review of the submitted Traffic Impact Study (TIS) in association with the proposed Platte 38 development, which will be located to the south of Missouri Highway 45 / Tom Watson Parkway (i.e., MO-45) between the existing intersections with S. National Parkway and NW Crooked Road. The TIS report for this "Parkville Multifamily" development was prepared by Merge Midwest Engineering and submitted on April 7, 2021.

Overall, we find that this TIS process followed the accepted industry-standard procedures and methodologies for a traffic study that is appropriate in scope/scale for a development like the one that is proposed. We are in concurrence with the assumptions and engineering judgements made within this report, which lead to the general conclusion that overall traffic operations within the study area will not be drastically affected by vehicle-trips associated with this development. We would offer the following comments and general observations about the submitted TIS report, the study procedures, and its conclusions/recommendations:

- The TIS procedure included an appropriate set of traffic counts at the specified study intersections and along the adjacent roadway corridors. Both peak period turning movement counts for all study intersections and two-way Average Daily Traffic (ADT) counts on the adjacent roadways were completed.
- The consultant provided a thorough review of the current traffic counts versus historic counts available from both MoDOT and other TIS reports that have been previously submitted to the City. Except for one specific case (i.e., eastbound MO-45 during the A.M. peak hour), most existing volumes were found to be higher than pre-COVID levels in 2019. For that eastbound MO-45 traffic flow, an appropriate COVID-related volume increase was made. We agree with the need for an adjustment and approve of the methodology of adjustment that was used by the consultant. In summary, we concur with the resulting "existing baseline" traffic volumes that have been used as a basis for the remainder of the traffic study.

- Based on the discussions and photographs provided on pages 4-5 of the TIS report, there are no apparent sight distance issues at the proposed development street connections onto either NW Crooked Road or S. National Parkway.
- As shown in *Table 3* on page 7, the anticipated trip generation for this proposed multi-family development is expected to be relatively low. Site-generated trip production (i.e., 103 total trips during the A.M. peak hour, and 130 total trips during the P.M. peak hour) only slightly exceeds the generally accepted minimum threshold from the Institute of Transportation Engineers (ITE) that indicates the need for a detailed traffic study.
- The trip distribution pattern utilized in this traffic study was logically based on the existing volumes and traffic flows. We agree that this pattern, as shown on *Figure 2*, is appropriate, particularly the assignment of east-west traffic accessing MO-45 via the NW Crooked Road and S. National Parkway study intersections. It should be noted that the traffic study assigns a small amount of development-related traffic to/from the south along both NW Crooked Road and S. National Parkway (i.e., only 5% on each route) in order to provide a conservative evaluation of these potential trips. While it is not expected that most residents of this development will choose to utilize these routes, as compared to the improved access/capacity provided by the MO-45 corridor, these public roads do provide direct connections to Highway FF/River Road, Limestone Road, and Bell Road that may be desirable for certain specific trips that these residents may need to make.
- This traffic study includes an appropriate consideration of additional "planned" traffic from the unbuilt portions of three developments that have been previously approved by the City. These previously approved developments included the Apex Plaza mixed-use commercial development and the Bella Vista apartments located to the east of the study area near MO-45/Bell Road, as well as the National Offices site that is located along the north side of MO-45 just to the north of this proposed development (i.e., with its access provided between the two study intersections).
- We agree that the consultant's use of a 2% annual growth rate based on historic growth MO-45 traffic volumes from MoDOT maps is both appropriate and conservative. It should be noted that this future traffic growth was applied to the mainline highway volumes only, and not to the turning movements at the two study intersections on MO-45. We agree with the consultant's assessment that, except for this proposed multi-family development site, the surrounding vicinity is already generally developed. While some future development areas do still exist to the west, direct access to NW Crooked Road and these study intersections would not be possible without providing bridge crossings of Rush Creek.
- The capacity analyses reported in the TIS used the latest softwares and recommended methodologies. The consultant's use of Synchro 11 and SIDRA 9 represent the traffic engineering industry's current 'best practices' for the scope and scale of this study.

- The TIS reports that MUTCD traffic signal warrant criteria at the study intersection of MO-45 with NW Crooked Road is satisfied for the existing and "existing + site" conditions during the P.M. peak hour (i.e., Warrant 3). The current Level of Service (LOS) and vehicle queuing for the northbound approach to this intersection will obviously be degraded further with the addition of traffic from both this proposed multi-family development and the nearby development projects that have already been approved by the City. We do agree with the consultant's current recommendation to continue monitoring the traffic conditions and any future crash experience at this location to ultimately determine the critical need for future safety improvements, at which time the installation of a traffic signal should be considered by the City and MoDOT.
- However, it may also be advisable for the City to consider requesting an escrow contribution from this developer toward the future design/construction costs of a traffic signal at this location that is commensurate with the site's projected traffic contributions. The consultant indicates in the Summary & Recommendations section on page 12 of the report that only about four percent of the total entering traffic volume at MO-45/NW Crooked Road is generated by the proposed development during the "existing + site" traffic volume scenario. With the addition of traffic from the previously approved "planned" projects and future background traffic growth on MO-45, we have calculated that the development-related traffic will represent less than three percent of the intersection's total entering traffic under the projected 20-year conditions.
- The TIS report indicates that the auxiliary turn lane warrants for an eastbound right-turn lane on MO-45 at the NW Crooked Road intersection is nearly satisfied under the "existing + site + planned" traffic volume scenario. However, we concur with the consultant that this geometric improvement would no longer be justified if the intersection is instead signalized in the future.
- Regarding future improvements at the intersection of MO-45/NW Crooked Road, the TIS report provides supplemental analyses of the future peak hour conditions with either the addition of traffic signal control or conversion to a roundabout. The reported results indicate that better LOS and vehicle queuing conditions could generally be achieved with a future roundabout. However, we would note the significant differences in design/construction costs to the City and MoDOT that would be expected for these two improvement alternatives. Currently, we would estimate the cost of a traffic signal at this location to be in the $200,00 to $250,000 range. Even with inflation and material cost escalations associated with deferring this improvement into the future, the installation of a traffic signal will still be a considerably more cost-effective alternative for improving the operations and safety of the intersection, as compared to a multi-lane roundabout configuration that could cost upwards of $2,000,000 for design/construction.

cc: KGM, BAB, file

APRIL 29, 2021

MEMORANDUM TO: ALYSEN ABEL, CITY OF PARKVILLE

FROM: VSM ENGINEERING, LLC - SARAH BEERS, P.E.

RE: PRELIMINARY REVIEWS FOR PLATTE 38 SITE

We have reviewed the following initial study stormwater study and have the following initial comment listed below. Criteria used was APWA 5600.

Project: Platte 38, Parkville, MO - Submittal Date: April 2021

1. If the City of Parkville has adopted the "MARC/APWA Manual of Best Management Practices for Stormwater Quality, October 2012", addition of BMPs according to these guidelines should be added to this drainage study. Provide worksheets 1 and 2, and a map showing all BMPs and drainage areas to each BMP.

2. Emergency spillway (overflow elevation) should not be the same as the top of pond elevation, and should be 0.5 feet above the 1% storm elevation in the pond. Top of embankment elevation should be 1 foot above the 1% storm elevation in the pond. See APWA requirement below.

> **F. Emergency Spillways:** The emergency spillway may either be combined with the outlet works or be a separate structure or channel meeting the following criteria:
>
> 1. **Elevation:** Emergency spillways shall be designed so that their crest elevation is 0.5 feet or more above the maximum water surface elevation in the detention facility attained by the 1% storm.
>
> 2. **Capacity:** In cases where the impoundment/emergency spillway is not regulated by either State or Federal agencies, the emergency spillway shall be designed to pass the 1% storm with 1 foot of freeboard from the design stage to the top of dam, assuming zero available storage in the basin and zero flow through the primary outlet. This design provides an added level of protection in the event of a clogged primary outlet or a subsequent 1% storm event that occurs before the flood pool from the initial storm event recedes to the principal outlet elevation.

3. Time of concentration of 38.69 minutes for existing south basin may exceed APWA requirements. APWA limits “Inlet time” (a portion of the total time of concentration) to a maximum of 15 minutes. Verify that inlet time calculated is less than 15 minutes. Adjust as necessary.

4. Table 4 – Curve number for the NE Undetained area decreases in the proposed condition. This is unexpected since a duplex is added in this drainage area. Provide justification for proposed conditions curve number.

5. Model input data for area NE Undetained – Some soil group designations changed between the existing and proposed models. Also, the “1/3 acre lots, 30% impervious” land use refers to single family neighborhoods, but is used for duplexes in this study. This affects curve numbers. Verify that correct land use and soil groups are used.

6. APWA requires that MACRO study show impacts on the larger watershed such that the project site is only 10% of the total watershed. A more general watershed analysis is required as part of this study. See APWA guidance below (page 56-9).

> To identify existing local flooding problems, the stormwater management study for a development project shall include an analysis of the existing downstream drainage system to the point the development’s land mass is less than 10% of the total watershed, unless waived by the City/County. The City/County may require additional analysis of the downstream drainage system to identify flooding problems, especially in sensitive areas or where flooding has occurred downstream.

South National Crime Stats

January 1 through December 31, 2020

Stealing from Autos – 3

10200 block of Magnolia – 1-29-20/9:45pm to 1-30-20/9:00am

Vehicle parked in front of residence unsecured and a backpack was taken.

10300 block of Magnolia – 7-31-20/9:00pm to 8-1-20/4:30pm

Vehicle left unsecured and wallet with cash taken.

6100 block of South National – 7-31-20/8:00am to 8-1-20/7:00am

Victim stated truck was locked but no signs of forced entry were observed. Several thousand dollars worth of personal items were taken.

Burglary – 3

5800 block of South National -4-7-20 from 6:00pm to 9:30pm

Garage door left open with miscellaneous tools taken.

6200 block of South National – 10-12-20/7:00pm to 10-13-20/7:00am

House vacant and being renovated with a paint sprayer taken. Plastic cut covering the garage door to gain entry.

10300 block of Magnolia – 11-8-20/11:30pm to 11-9-20/6:30am

Suspect apparently used a garage door opener from an unsecured vehicle in the driveway to enter the garage and took a vehicle with the keys left in it along with a purse.

South National Crime Stats

January 1 through April 26, 2021

Stealing from Autos – 0

Burglary – 1

9800 block of Apple Blossom Lane – 1-22-21/5:00pm to 1-23-21/4:30am

Garage door left open and miscellaneous tools taken from a vehicle.

Motor Vehicle Crashes – 1 with injury

January 1, 2020 through April 26, 2021

45 Highway and North National in the roundabout – 5-26-20/4:34pm

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

To: Utility Providers
From: Stephen Lachky, Community Development Director
Date: Wednesday, April 14, 2021
Re: Utility Provider Verification – Platte 38 Planned Residential Development

Enclosed for your review and comment is the preliminary development plan for Platte 38, a planned residential development consisting of apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N Crooked Rd and S National Dr. in Unincorporated Platte County, MO 64152. Please take a moment to answer the following questions pertaining to your awareness of the project, potential service limitations, adequacy of proposed easements and additional issues. Please mail or email your responses by Monday, May 3, 2021 to:

Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

1. Have you met with the applicant to review the proposed site plan? ☐ Yes ☑ No

2. Can you provide adequate service to the proposed development? ☑ Yes ☐ No
   If limitations, please explain _____

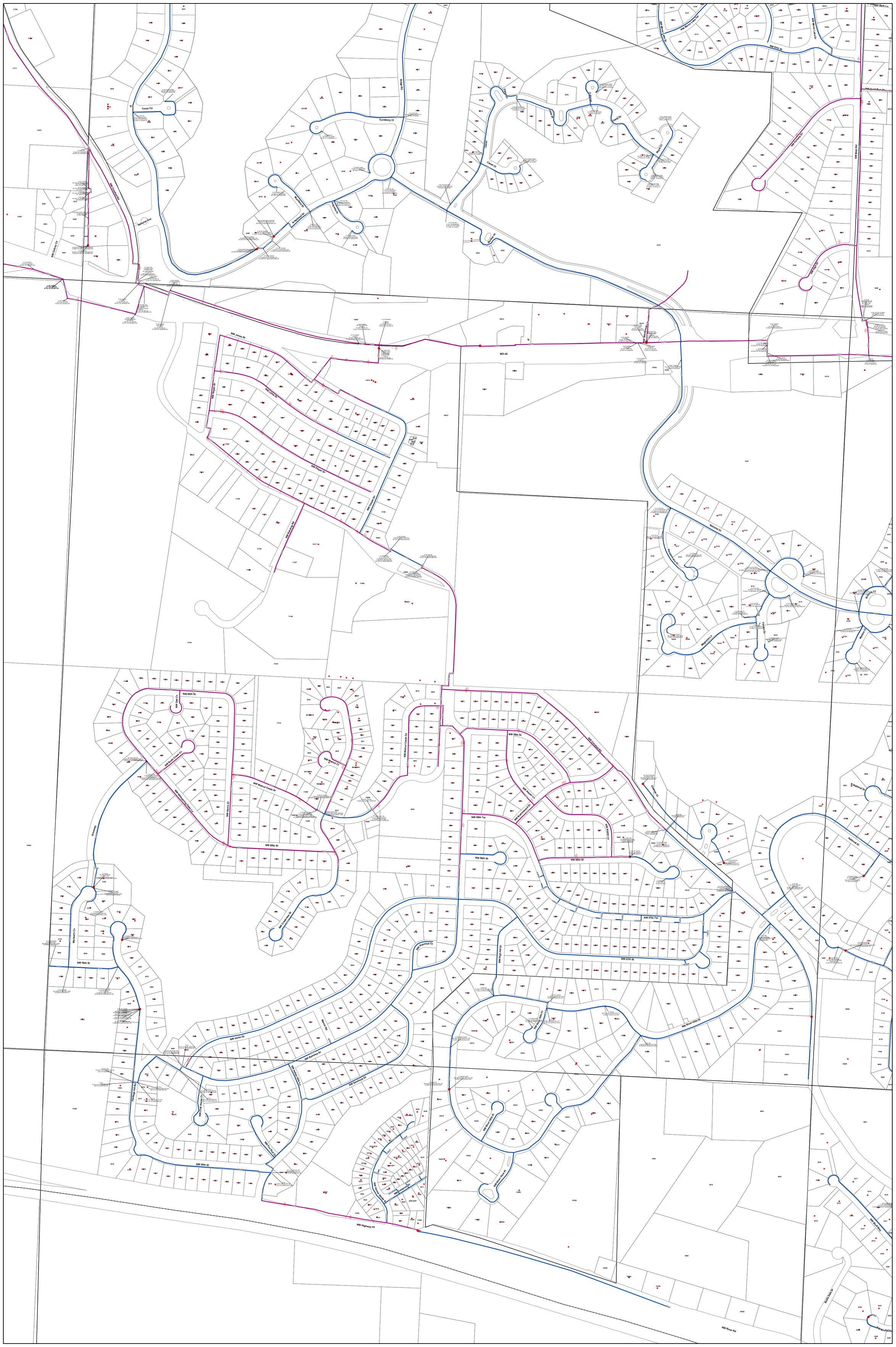
3. Are the utilities and easements shown on the plans adequate? ☑ Yes ☐ No
   If not, please explain _____

4. Are there any other issues that need to be addressed? ☐ Yes ☑ No
   If so, please describe _____

Additional comments may be included on a separate sheet

Name: Chris Collins
Title: Area Manger - Construction Engineering
Agency: Spire
Date: 4/16/2021

Signature: Chris Collins



CAUTION: The gas mains/facilities information that is provided on this map/print are for planning purposes only.

- **This map/print should not be shared with any other parties**
- **Location and depth of our facilities, is based on record information at time of installation**
- **Due to possible changes that could take place since our installation, the exact location and depth may differ from what is depicted on this map/print**
- **THE LOCATION OF GAS SERVICE LINES ARE NOT SHOWN ON THIS MAP**

Prior to construction, you must contact the state one call system to have the exact location of Spire facilities located. Excavators are reminded that they are required to dig in a careful and prudent manner, including exposing the facility by hand before the use of mechanical equipment. You should call two working days prior to digging. In no event should you begin any underground construction until gas facilities have been located and marked. Missouri One Call must be notified (1-800-DIG-RITE or 811), or online at www.mo1call.com

spire

Revised: 4/7/2021

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

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Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

1. Have you met with the applicant to review the proposed site plan? ☐ Yes ☒ No

2. Can you provide adequate service to the proposed development? ☒ Yes ☐ No
   If limitations, please explain _____

3. Are the utilities and easements shown on the plans adequate? ☐ Yes ☐ No
   If not, please explain N/A NO SEWER PLANS

4. Are there any other issues that need to be addressed? ☐ Yes ☒ No
   If so, please describe _____

Additional comments may be included on a separate sheet

Name: DAN KOCH
Title: EXECUTIVE DIRECTOR
Agency: PCRSD
Date: 4/20/21
Signature: _____

CITY OF PARKVILLE · 8880 Clark Avenue · Parkville, MO 64152 · (816) 741-7676 · FAX (816) 741-0015

To: Utility Providers
From: Stephen Lachky, Community Development Director
Date: Wednesday, April 14, 2021
Re: Utility Provider Verification – Platte 38 Planned Residential Development

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Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

1. Have you met with the applicant to review the proposed site plan? ☐ Yes ☒ No

2. Can you provide adequate service to the proposed development? ☒ Yes ☐ No
If limitations, please explain _____

3. Are the utilities and easements shown on the plans adequate? ☐ Yes ☒ No
If not, please explain No easements shown. Water line is shown in right-of-way.

4. Are there any other issues that need to be addressed? ☐ Yes ☐ No
If so, please describe Unknown at this detail level. fire lines & meters for condominiums

Additional comments may be included on a separate sheet

Name: Roger Sparks
Title: Engineering Manager
Agency: Missouri American Water
Date: 4-21-21
Signature: _____

Platte County Planning and Zoning

Planning * Zoning Enforcement * Engineering * Stormwater Management * Building Inspections * GIS

April 29, 2021

City of Parkville
ATTN: Stephen Lachky, AICP
8880 Clark Avenue
Parkville, MO 64152

RE: Public Hearing Notice.

Dear Stephen:

We appreciate notification of the upcoming Public Hearing to consider an Application for Zoning Map Amendment and an Application for Preliminary Development Plan for Platte 38, a planned residential development consisting apartment/condominium buildings and duplexes on 38.24 acres, more or less, generally located to the north of Walnut Creek Acres No 4 subdivision, to the south of The Deuce at The National Golf Club of Kansas City, and to the west of The National 7th subdivision between N. Crooked Rd and S. National Drive in Unincorporated Platte County, MO. We assume annexation of the property will be forthcoming. If not, the applicant will need to contact the Platte County Planning and Zoning Department about filing the appropriate rezoning and development applications. We suggest the applicant perform an appropriate Traffic Impact Study to show any impact the development would have on the surrounding roadway network including roads not currently within the City of Parkville such as N. Crooked Road. Please include Platte County, the Parkville Special Road District and MoDOT in the Traffic Impact Study review process. We also suggest the applicant perform an appropriate Storm Drainage Study to assess stormwater run-off from the site.

Sincerely,

Jason Halterman
Assistant Director

415 Third Street, Room 016 * Platte City, Missouri 64079
Phone: (816) 858-3338 * Fax: (816) 858-3369 * www.co.platte.mo.us

Parkville
Missouri

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

To: Utility Providers
From: Stephen Lachky, Community Development Director
Date: Wednesday, April 14, 2021
Re: Utility Provider Verification – Platte 38 Planned Residential Development

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Stephen Lachky, AICP, CPM, CFM
Community Development Director
8880 Clark Ave
Parkville, MO 64152
slachky@parkvillemo.gov

Thank you for your time and attention to this matter.

1. Have you met with the applicant to review the proposed site plan? ☒ Yes ☐ No
   I have reviewed the site plan, but not met with applicant.
2. Can you provide adequate service to the proposed development? ☐ Yes ☐ No
   If limitations, please explain Because the TIS was based on Peak Hour Volumes only, we were not able to determine if a signal or right/left turn lanes were warranted at the Crooked Rd/MO 45 intersection.
3. Are the utilities and easements shown on the plans adequate? ☒ Yes ☐ No
   If not, please explain _____
4. Are there any other issues that need to be addressed? ☐ Yes ☐ No
   If so, please describe Please copy me in on your recommendations and any phasing for this development.

Additional comments may be included on a separate sheet

Name: Melissa Roberts
Title: Traffic Specialist
Agency: Missouri Dept of Transportation
Date: 5-5-2021

Signature: Melissa Roberts

From: Melissa A. Roberts <Melissa.Roberts@modot.mo.gov>
Sent: Tuesday, May 04, 2021 12:44 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: RE: Platte 38 Development

Stephen,

Thank you Stephen for the summary and independent review of the traffic study. I apologize for getting back to you after 5/3. I am still fairly new to this position and have a background in construction and maintenance, so weeding through a traffic study and finding the pertinent information is still a struggle for me. I will return the forms to you either late today or early tomorrow morning.

Here is a response from Newell Reeser, MODOT Senior Traffic Studies Specialist ,

I didn't see any improvements that would be included in the TIS. There could be a possible signal improvement in the future at Crooked RD an MO 45, however they only used Peak hour volumes to determine the need. This is Warrant 3, for our purposes, we would use Warrants 1A&B, 2, and 7. So this intersection will need to be watched after this is built till sometime in the future.

Have you spoken with anyone from Parkville asking what they have recommended? The report discussed right and left turn lanes at MO 45 and Crooked Rd also. But it didn't recommend them at this time either. Future developments would probably make it warrant better.

Thanks,

Melissa Roberts
Traffic Specialist
Missouri Dept. of Transportation
600 NE Colbern Rd
Lee's Summit, MO 64086
Office: (816)607-2183
Cell: (816)835-5617

Renaissance Infrastructure Consulting

5015 NW Canal St., Suite 100
Riverside, MO 64150
P: 816.800.0950
ric-consult.com

May 7, 2021

Mr. Stephen Latchky, AICP, CPM, CFM
Community Development Director
City of Parkville, Missouri
8880 Clark Ave
Parkville, MO 64152

RE: Platte 38
Traffic Impact Study Review

Dear Stephen,

We have reviewed the Traffic Impact Study dated April 7, 2021 as well as the Design Memorandum from GBA dated April 28, 2021, on behalf of the Parkville Special Road District. Please see comments below:

1. The proposed development will have an impact on the intersection of MO-45 Hwy and N Crooked Rd. As indicated in the GBA Memorandum, the Road District would agree an escrow contribution is warranted from this development for improvements to the intersection of MO-45 Hwy and N Crooked Rd. Escrow contribution to be coordinated with Platte County, in conjunction with the Road District.
2. Per Sec 405.170.A.16 of the Platte County Subdivision Regulations, right-of-way for ½ of N Crooked Rd shall be dedicated with the Final Plat. N Crooked Rd is classified as a Secondary Arterial road and requires 40ft of right-of-way from centerline. Also N Crooked Rd shall be improved along the entire frontage to Secondary Arterial standards.

If you have any further questions, or if we can be of any assistance, please do not hesitate to email at bcox@ric-consult.com or call at (816) 800-0953.

Sincerely,



Brett A. Cox, P.E.
Project Manager

From: Nikki Fisher <nfisher@avidphone.com>
Sent: Wednesday, April 14, 2021 9:37 AM
To: Stephen Lachky <SLachky@parkvillemo.gov>; Robert Lock <RLock@parkvillemo.gov>; Doug Wylie <DWylie@parkvillemo.gov>
Subject: Deuce High Density Apartments

Hello,

I am a homeowner on South National Drive (6126). I oppose the proposed development of apartments above the eighth hole at the Deuce. We already experience street crime in the form of vandalism and car break-ins, and we already have unsafe traffic with people cutting from Crooked Road to Tom Watson Parkway by way of South National Drive. This makes me nervous for my children, who play in the neighborhood and walk to their friends' houses.

Both of these issues would be worse if the proposed development moves forward, particularly in that there is proposed access directly to South National Drive.

Thank you,

Nikki Fisher
Sr. Account Executive
NFisher@avidphone.com
Avid Communications
816-994-7050 Avid Button
816-994-7065 direct and text
816-979-3965 fax
913-999-0195 cell and text
LinkedIn
MEET THE STAFF

For all customer service related questions and requests, please be sure to use service@avidphone.com or call 816-994-7050

From: jerryonly.felker <jerryonly.felker@gmail.com>
Sent: Monday, April 19, 2021 3:58 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Platte 38

I as a long time resident of the national, do not feel that the proposed Platte 38 project is acceptable for our community. I have been told that traffic studies have been done and the current infrastructure is adequate for the project on both hy45 and south national drive. I do not see how that can be true as much of the roads here are in need of repair.
I see the plan of 200 apartment and 300 parking spaces with 4 story buildings not fitting in our town, or in my neighborhood. Several duplexes on the site (closer to crooked road) and no drive thru to South national drive is a far better plan.
Thank you for your time
Jerry Felker
6215 Brassie lane

Sent via the Samsung Galaxy A52 5G, an AT&T 5G smartphone

From: Jordan Frost (PMC) <JFrost@primehealthcare.com>
Sent: Wednesday, April 21, 2021 3:29 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Cc: Shawn Frost <shawn.frost@me.com>
Subject: Proposed Senior Complex on hole #8

Hello Mr. Lachky,

I am emailing you in regards to the new Senior Complex that is proposed to go in just south of hole #8 on the Deuce side of the National.

We believe, with the support of many others on South National Drive and the neighborhood, that the HOA should not allow access for this project to South National. This will not only damage and hurt the neighborhood, but also will create chaos for several months, if not years, for our access out of South National Drive. It will lead to more "cut throughs" and heavier traffic for those of us who access South National Drive each and every day. Lastly, this will eliminate our ability to ever privatize our neighborhood roads, which was a big priority just recently for the HOA and one I feel many of us are in favor of doing sooner rather than later. There is no reason if this project is approved by the Planning and Zoning Committee, that the access cannot be zoned and done off of Crooked Road. Of course many of us are not in favor of this project at all, but we definitely do not want an access point leaking into our neighborhood off of South National Drive.

As for the planning and zoning of this project, which is why I am emailing you, the above is just one issue we have with this proposed project and complex. The main issue that I would like shared with P&Z as part of your May 11th meeting is a 4 story construction (townhomes) in the middle of a residential neighborhood is not appropriate for the residential areas of Parkville. The south side of the National does not have the capacity for the density that this complex would bring, nor do we want a 2-4 story complex part of a home-based residential development. The proposed access road off of South National Drive would also be entirely too close to the corner home off of Persimmons and would drastically impact Persimmon's ability to exit their road with increase traffic flow. Unless the Master Plan has changed for Parkville or the National, there should not be allowed a complex like this to be built to increase high density in a multifamily area.

Thank you for your listening ear and I hope this will be shared at the May 11th P&Z Meeting and brought to the attention of those who are proposing this complex. I know I speak on behalf of the majority of the South Side residential home owners of the National. I plan on being at the meeting as well.

Jordan Frost
Regional Manager, Volunteer Services and Gift Shop Manager
8929 Parallel Parkway Kansas City, KS 66112
Phone: (913) 596-4195
jfrost@primehealthcare.com

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From: Ray Miller <1ray.miller@gmail.com>
Sent: Thursday, April 22, 2021 1:27 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Cc: Robert Lock <RLock@parkvillemo.gov>; Doug Wylie <DWylie@parkvillemo.gov>
Subject: Platte 38 High Density Apartment Project...

Dear Mr.Lachky,
My wife and I have several issues with the proposed project being discussed along the hill on #8 fairway at the Deuce... I have copied our Aldermen so they are aware of our concerns as well.

1. Accessing the proposed project from S. National creates another cut through from Crooked Road through the neighborhood. As the connection to Crooked did several years ago, this will lead to even heavier "cut through" traffic on our neighborhood streets.

2. Density of new project inside the existing neighborhood is not consistent with the National planned community (the townhouse units aside) or the cities Master Plan.

3. 4-story construction in the middle of the residential neighborhood is not appropriate for the residential areas of Parkville much less, the National community. It along with the cut through from Crooked road and the high density units being proposed on 45 highway along the 10th Fareway will create a tremendous amount of traffic for the neighborhood at the roundabout and National Drive. Currently, at certain times of the day, this traffic feature is dangerous to those trying to enter into the neighborhood be it north or south!

4. The proposed access road on National Dr. far too close to Persimmon and far too close to the houses near that corner.

Mr. Lachky, as a long time National resident (17yrs), I believe the Planning and Zoning should not approve the proposed project and that if granted, it will damage property values and create a dangerous level of traffic when accessing either the neighborhood or the golf course!

Thank you and please contact either of us with questions...

Regards,

Ray and Kim Miller
10210 Magnolia Lane
1ray.miller@gmail.com

From: Fisher, Christopher <cjfisher@bclplaw.com>
Sent: Monday, April 26, 2021 9:40 AM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Cc: allysonberb@yahoo.com
Subject: Platte 38 - Neighborhood Concerns

Stephen- I am sending this to you for distribution to the members of P&Z in preparation for the May 11 meeting. Please place this communication into the P&Z meeting packets for each member. Thank you.

Ladies & Gentlemen-

My family has owned and lived in a home on the South side of the National for about 15 years. I am engaged in the Parkville community and am a former Ward 3 Alderman. I am writing in opposition to the Platte 38 apartment project proposed to be located just South of The Deuce Golf Course between S. National Drive and Crooked Road.

While we have several concerns, our most serious objection is to the connection of the project to S. National Drive. Adding another connection between Crooked Road and S. National will make even worse, the traffic problems that were created when Crooked Road was connected to Bell Road though our neighborhood (and which has resulted in the placement of two permanent radar-based speed indicators signs along the route). The proposed new access to S. National will not only result in another 450 +/- vehicles on the neighborhood streets every day just from the new residents, but will create a convenient traffic-light-free access through our neighborhood from anywhere West of Crooked Road to Parkville Commons, downtown Parkville and the 9 Hwy corridor to NKC and Downtown KC. The developer's access to S. National exists for no other reason than the financial benefits they will derive from that entry point. The project could be completed with Crooked Road access only (which access is outside of an immediate neighborhood), but that is just not as valuable the developer.

In addition, based on the proposal we have seen, the connection to S. National is unreasonably close to existing homes at and near the corner of Persimmon and S. National. In fact, it will leave the house on the SW corner of S. National and Persimmon with roads up to the property line on three sides of the house and will result in a steady stream of headlights shining into the living rooms of the two houses on the East side of S. National at Persimmon. In addition, it appears (but would need to be confirmed with actual drawings) that the centerline of the proposed new road might be less than 150 ft. from the centerline of Persimmon, thereby creating a potentially dangerous traffic situation at the two intersections. It is very close to the minimum APWA standard for separation, and that is before accounting for the fact that the roads are on a relatively steep grade off of S. National.

We understand that the developer has a traffic study which indicates a 5% increase in neighborhood traffic. I believe that is based on travel time to Parkville Commons. I don't buy the conclusions in the traffic study because I think there is a preference (having to do nothing to do with drive time) to go through the neighborhood instead of navigating a busy 45 highway (especially during Graden Elementary drop off and pick up times) to get to Parkville Commons, downtown Parkville or Riverside. I think people would gladly trade a 30 second difference (and a risk of hitting one, two or three stoplights depending on where they are headed) for the more calm and pleasant drive through the neighborhood. The traffic study just does not take the human factor into account.

Apart from the traffic issues, I am also very concerned about the appropriateness of the project in this part of Parkville at all. While there may or may not be a need for senior housing, I don't think this is the right place for a couple of high density apartment buildings. I understand the overall acreage supports the number of units, but that is a misleading calculation. Much of the 38 acres is not developable (or usable for much of anything), and those areas are still counted for the density tests. So as a practical matter (as opposed to a technical legal matter), what that really means is that the project is a high density project being put in the middle of a pretty low density residential neighborhood. I suspect the developer would not be getting as much pushback if the entirety of the project was low density multi (similar to the Limestone Neighborhood). But I don't think that would allow the developer to make enough profit for them to do the project.

The proposed development property currently lies in unincorporated Platte County. Further, it does not actually connect to S. National Drive from the West. The National Property Owner's Association (the "**HOA**") owns a 10ft strip between the development property and S. National Drive (which was presumably put in place for this exact situation – so that the HOA has some control over what gets connected to S. National Drive). As a result, the developer will need the HOA to grant an easement to it in order to bridge the gap between the development property and S. National (unless the City is considering some sort of a taking, in which case we have an entirely different issue to deal with). My sense is that approval of an easement by the HOA is not a slam dunk (and in fact, I have not spoken with a single HOA member who has suggested that the connection it S. National should be approved). As this is a gating item for the project as proposed, I don't think P&Z should be considering an approval of the project unless and until the developer has an arrangement with the HOA.

This project is not appropriate in this neighborhood and is not what any of us bargained for when we invested here. It is certainly not part of the development plan for the neighborhood and is not consistent with what the Parkville Master Plan says about this area. The 2009 Master Plan projects Residential Neighborhood future land use for the proposed development property, which is primarily intended for single-family, detached residential development, but also may include a variety of supporting residential building types such as clustered or attached single-family units, and townhomes designed to function as a neighborhood. It does not contemplate 4-story apartment building, and it didn't contemplate them when we all decided

to invest in the neighborhood. Parkville historically does not approve those kinds of apartment projects, and certainly doesn't allow them in residential neighborhoods.

I do not believe this project is in the best interest of the neighborhood or of Parkville generally (at least in its present form). I ask that P&Z either defer consideration of the project unless and until the developer has obtained approval of the HOA or, in the alternative, deny approval of this project in the form it is in, and in particular to deny access to and from S. National and deny the construction of a 4-story apartment building in the middle of a residential neighborhood. In the event P&Z elects to move forward and approve the plan for delivery to the Board of Aldermen, I request that the approval specifically be conditioned upon the developer obtaining an easement from the HOA for the connection to S. National.

Please do not hesitate to call or e-mail with any questions or comments.

Chris

-----Original Message-----
From: Sam Stewart <sbstewartjr@gmail.com>
To: dwylie@parkvillemo.gov; rlock@parkvillemo.gov; Vickie Stewart <vickiestewart.designer@gmail.com>
Sent: Tue, Apr 27, 2021 4:10 pm
Subject: New Development West of South National

Mr. Robert Lock and Mr. Douglas Wylie,
As a residents of the 3rd Ward of Parkville, MO, we are writing to the two of you, our 3rd Ward Alderman, to bring up two issues for your review.

We have become aware that a new development is being proposed that would be located west of South National on the hill just south of the Deuce Golf Club, hole #8. Crooked Road would run to the south and west of the new development. My understanding is this development is for approximately 200 condos catering to people 55 and over.

We are not opposed to the new development per se. However, we have also been informed that it is proposed the development would cut a street through to the east opening up to Persimmon Street and then to South National. People using this could then turn east on South National and then on to Lime Stone Road in order to get over to Bell Road and points east.

Lime Stone Road already has significant traffic from both the South National and Cider Mills developments, as does Bell Road, and does not need more. Bell Road is dangerous enough already as it does not have sidewalks, and simply does not need this increased traffic load.

It would be preferable, in our opinion, for the new development traffic to be routed west to Crooked Road and then south to Hiway 45 if the residents wanted to go east. Hiway 45 is much better suited to handle the additional traffic load then is South National, Lime Stone Road and Bell Road.

Secondly, what would it take to get a flashing yellow left turn light installed at the intersection of Hiway 45 and Bell Road for those heading west on Hiway 45. The intersection allows for a view of oncoming traffic for quite a distance. It is very similar to the intersection of Hiway 45 and Riss Lake Drive where a flashing yellow left turn light is already installed. It is frustrating to site there waiting to turn left on to Bell Road with no oncoming traffic. I know this is a state hiway, but somehow accomodations were made for Riss Lake Drive and the situation is very similar in terms of view, etc.

Your attention to and review of these matters are greatly appreciated.

Sincerely,
Sam and Vickie Stewart
6170 Lime Stone Court
Parkville, Mo. 64152

From: Frost,Shawn <Shawn.Frost@Cerner.com>
Sent: Friday, April 30, 2021 1:21 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Platte 38 - Proposed High Density Apartments project

Greetings Mr. Lachky –

My name is Shawn Frost and I am a Sr. Manager with Cerner Property Development Inc. I manage the development, construction, and corporate real estate growth for Cerner Corporation.
I am writing to express our strong opposition to the proposed apartment complex project, in particular the access off S. National Drive. When my wife and I bought property and eventually built our home here in the National, not one time did we review any kind of apartments in the master plan for the overall development. My experience tells me that special zoning would be required for the addition of 4 stories of apartments in a highly dense residential area, and I cannot find one reason this would benefit the neighborhood. This proposed development is not consistent with the surrounding residential area.

Our neighborhood, and S. National Drive, is riddled with cut through traffic from NW Crooked Rd. Traffic has increased to dangerous levels enough for our HOA to install speed detectors along the cut through route. Adding another point of entry, particular to non-residents of the neighborhood, will only add to this growing issue. Safety of our children playing in the green spaces coupled with the high speeds we are currently experiencing, are major major concerns for us and our neighbors. We are finally getting to a point where construction is nearing completion and we can live in peace in our community. The project would disrupt this for years.

Just to be clear:
We are in support of proceeding with privatizing portions of S. National Dr. and adding operational gates. We are not in support if this apartment complex or proposed access points onto S. National Dr.

Please include or share this correspondence with your colleagues or to whom you deem this concerns.

My wife and I will be in attendance on May 11 to voice our opposition with this project.

Thanks

Shawn Frost, PMP™
Sr. Manager – Construction & Real Estate
Cerner Property Development
Mobile 816.590.7197 **www.cerner.com**



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From: Dr Brandi Whitaker <drb@drbwhitaker.com>
Sent: Monday, May 03, 2021 7:49 AM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Development

Dear Stephen,

We purchased a home on Brassie Lane in South National last year. We are very concerned about the apartment and townhome development proposed off Hole 8 on the Deuce.

We strongly oppose the proposal because of the additional traffic on South National that will result from 300 additional cars traveling through our neighborhood. This will drastically increase traffic on South National and decrease safety for the children in this neighborhood.

One reason we purchased a home in this neighborhood is because of the safety it offers for children to travel on foot. We are currently comfortable with our child walking home from the bus stop, to and from neighbors, and gathering at both “eggs” on South National.

We also feel the development does not fit the character of the neighborhood. It is our understanding that apartments and townhomes facing the golf course were not part of the master plan. We are concerned this could decrease the value of our home.

Please consider these points of view when considering the development.

Thank you,

Brandi Whitaker

-----Original Message-----
From: Leslie Clark <leslieclarkmail@gmail.com>
Sent: Tuesday, May 04, 2021 12:37 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>
Subject: Public Hearing May 11th for Case No. PZ 2021-13 and PZ 2021-14

Dear Mr. Lachky,

I am writing this letter to you so that I may share my opinion regarding the proposal for rezoning and re-platting the property behind my home. I live on Persimmon Court in The National just south of The Duece at The National Golf Club Kansas City.

I am very much against the idea of the property behind my home being turned into a parking lot and home to hundreds of people living in an apartment complex. I believe having this kind of structure placed in the neighborhood will be disappointing and hurt the value of my home and community. Furthermore, as described in the proposal plans, I believe having another driving access to our neighborhood from Crooked Road will bring an exponential amount more traffic than our residential streets are designed to accommodate, putting our children and homes at greater risk.

When my family and I relocated to Parkville five years ago from Chicago, Illinois, we found Parkville to be very charming with its winding canopy roads and quaint downtown shops and restaurants. We still love this area. We are surrounded by nature and it is very inspiring for my family and I to live here. I know that my neighbors on Persimmon Court feel the same way that I do, when it comes to preserving the nature around our homes. I understand that Parkville is growing, but to allow a four-story high density apartment building to be placed at the front of our neighborhood, and essentially behind our homes, would be disheartening.

But just as important, it erodes the charm and distinction of Parkville. The more high density development that is allowed in residential areas, the more Parkville will lose its identity and become just another extension of Kansas City. We love this town and would hate to see it go the way of other towns being gobbled up by the intoxicating tax dollars of urban sprawl.

Please consider how close this project is to my property on Persimmon Court. It seems very inconsiderate to allow a development like this to occur, where all of our homes on Persimmon Court have ample space and privacy around us. I am extremely concerned about an increase of traffic around my house, and especially an increased amount of outside traffic cutting through the neighborhood from Crooked Road. I appreciate your time and consideration for my concerns.

Sincerely,
Leslie Clark and family
6120 Persimmon Court
Parkville, MO 64152

From: Hilary Murray <hilarytmurray@gmail.com>
Sent: Wednesday, May 05, 2021 1:17 PM
To: Stephen Lachky <SLachky@parkvillemo.gov>; Brad Stanton <BStanton@parkvillemo.gov>
Subject: Fwd: National

Hi Stephen,

Thanks again for sending the information. Below are my thoughts if you could share with members of P&Z at the upcoming meeting on May 11th?

I am a Parkville resident living at the South side of the National with my husband and children. We are active members of the Parkville community and property owners of two historic buildings in downtown Parkville. I was very involved with the first level Main Street retail initiative that was supported by the City and passed a few years ago. I am writing in opposition to the Platte 38 apartment project proposed at the entrance to the Deuce with a new road and access point off S. National Drive.

The biggest concern I have about this project is the traffic that will be added to S. National Drive and the safety issues that will be created. Adding hundreds of apartments and hundreds of parking stalls at the entrance to a single family neighborhood doesn't seem consistent with the master plan nor the vision of the National. It certainly wasn't something we considered when purchasing our home as this land doesn't even connect with S. National Drive or even shown on the master plan for the National.

There are multiple green space areas dubbed "the Eggs" that are located along S. National Drive and provide places for children to gather and play games. These were designed so that our neighborhood would have community gathering places and they are used regularly by kids of all ages who gather for a pick-up game of kick ball or families teaching their little ones how to play baseball. This apartment project would create a large increase in traffic driving past these green spaces and most certainly would create safety concerns. Speeding is already an issue and two permanent radar based speed indicators have been installed in the neighborhood. There are also multiple "Caution Children Playing" signs located along S. National Drive as well as Cart Crossing signs as The National is a golf based community.

In closing, please take into consideration that our neighborhood is pedestrian friendly where you have kids playing in the green areas, golfers walking or driving their carts and families walking their pets. With the exception of a well designed, low density Lime Stone Town Home development off Bell Road, we are a single family residential development. Attached are a few pictures for reference.

Appreciate your time.

Best,

Hilary Murray

Permanent radar based speed indicator (one on Limestone and one on S. National Dr)



Children Playing sign located on S. National Drive



Golf Cart Crossing sign on S. National Drive





Existing green spaces along S. National Drive



