

HIGHWAY 45 CORRIDOR PLAN

Platte County and Parkville, Missouri

8 March, 2016



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INTRODUCTION

INTENT

The Highway 45 Corridor represents a significant travel corridor and primary gateway to southern Platte County and Parkville, Missouri. The corridor is also a local and regional retail destination and economic generator. The corridor has seen significant investment recently, in both public and private investment, through roadway improvements and adjacent development within the corridor. The Highway 45 Corridor Plan represents an opportunity to capitalize on those recent investments, by guiding the design of future improvements, and strengthen the role of the corridor in the region.

The plan will define the future design of the corridor amenities in conjunction with the recent and planned roadway improvements. Similarly the plan will address development design in a manner that respects the value and character of the corridor created by the roadway design. The design guidance will provide the city, county, developers and landowners with the necessary



Figure 1: Highway 45 Corridor Plan Study Area

tools to create a corridor that continues to define the region, as a connector, economic engine and gateway in southern Platte County and Parkville.

PROCESS

The Highway 45 Corridor Plan process focused on the length of corridor between Interstate 435 on the west and Highway 9 on the east, reaching just outside each of those extents, and to those properties adjacent to the highway frontage (Figure #1).

The planning process was defined by four primary tasks:

- Corridor Assessment – an analysis of the previous improvements and studies addressing the roadway, public improvements and development design to create initial corridor concepts.

- Development Framework – defines the development pattern and character for the corridor based on development scenarios.
- Corridor Plan – defines the corridor vision and plan components, both public and private, that will create the future corridor.
- Strategic Implementation – defines the actions and tools necessary, for public improvements and private development, to implement the vision stated.

The process was led by a citizen’s advisory committee that helped to frame issues, identify potential solutions and define implementation measures. Additionally a public meeting was held to define the vision for the corridor and review the public improvements and development concepts prepared. The plan has been adopted by the City of Parkville, MO and Platte County as the design policy for Highway 45.

BACKGROUND

EXISTING PLANS

City of Parkville Comprehensive Plan

Highway 45 is a specific sub-area for study identified by the Parkville Comprehensive Plan. The plan sets the development policies for the corridor and identifies three development nodes for the corridor. The land use identified for the corridor is a mix of commercial, office, office/business park, parks and open space, moderate density residential, mixed-use residential and mixed-use, from Highway 9 west to approximately Crooked Road. The plan also identifies mixed-use, office/business park, mixed-use residential, moderate density residential and parks and open space at the interchange of Highway 45 with Interstate 435.

The development nodes on Highway 45 identified by the plan include:

- Crooked Road – mixed-use node surrounded by a variety of housing options;
- Interstate 435 – opportunities for higher-density, larger scale development including

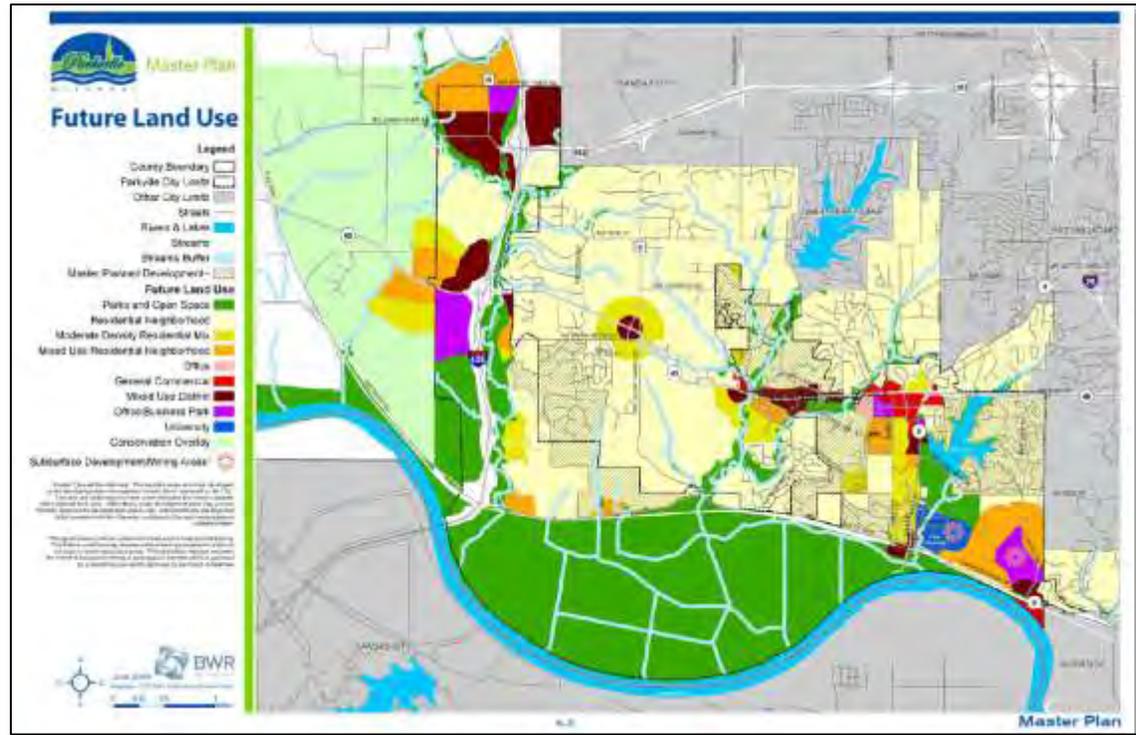


Figure 2: Future Land Use Plan, Parkville

a blend of mixed-use, office/business park, mixed-use residential and moderate density residential uses clustered around the interchanges

The policies for future improvements and development within the corridor include:

- Preservation of the roadway capacity and safety;
- Annexation of land for future urban development patterns;

- A nodal development pattern for higher intensity commercial and residential development;
- Adopt design standards for the roadway and development;
- Integrate local and regional trail systems;
- Retain the natural character of the community; and
- Improve connectivity between Parkville and regional employment centers and services.

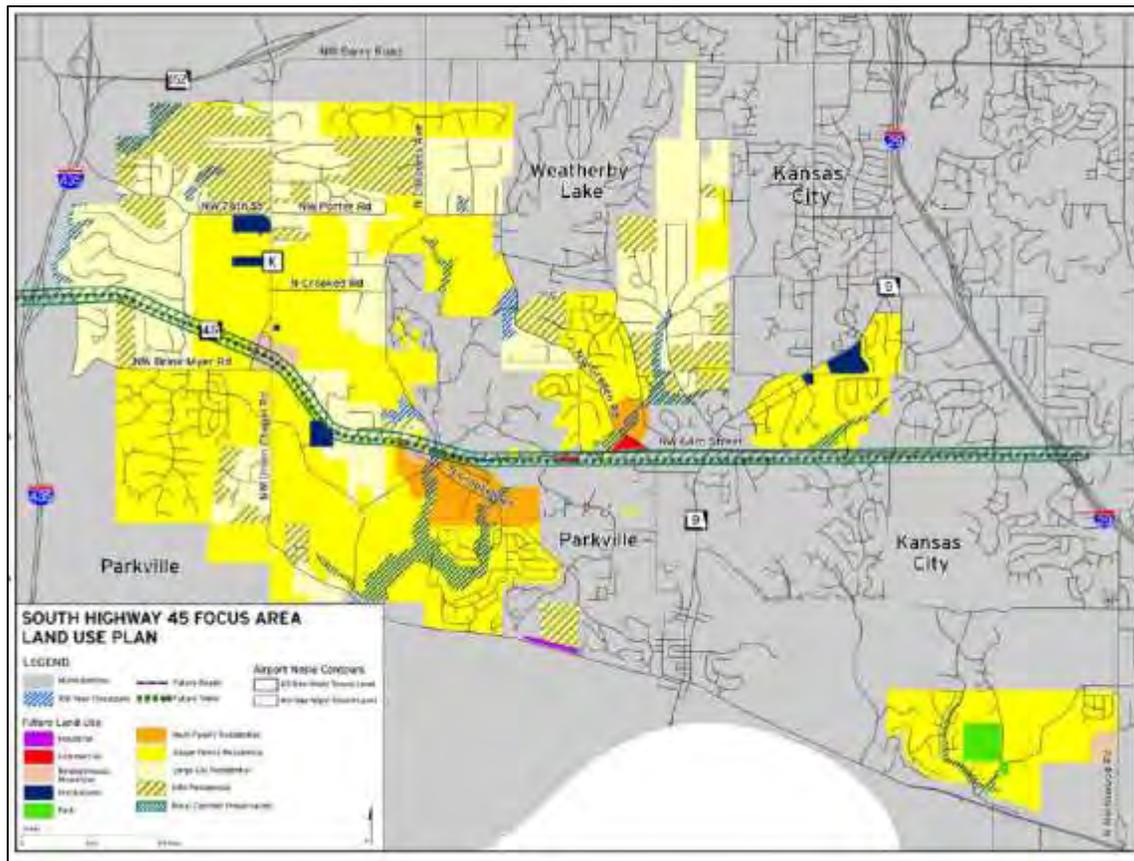


Figure 3: Future Land Use, Platte County

Platte County Comprehensive Plan

The plan for Platte County recognizes the importance of the Highway 45 Corridor to the future growth of the County. Future growth of the county and the Highway 45 Corridor will leverage several unique assets that are present in the county or are planned for the future. As a fast-growing county on the urban fringe of the Kansas City metropolitan area, Platte County has

identified several issues that will guide the continued growth and development of the county. Those issues include the preservation of the natural character, provision of adequate infrastructure and the stewardship of limited natural resources.

The county has identified the connectivity and accessibility, trail connections, residential and

agricultural land uses and the topography as elements that will shape the future of the corridor. To ensure that future development of the corridor enhances the character of the corridor and the county goals have been prepared. Several of those goals are applicable to the Highway 45 Corridor and include:

- balancing the protection of property rights and protecting the health, safety and welfare of residents;
- minimizing the impact of development to environmentally sensitive areas;
- conservation of distinct natural features that contribute to the character of the community;
- maintenance of the architectural and natural character of the county;
- conserve distinctive man-made features that contribute to the character of the county;
- protect and reuse valuable historic resources;

- ensure that development improvements are sensitive to the historic context of communities;
- acknowledge that an efficient and balanced transportation system supports a healthy economy and access;

Additional guidance for the corridor is found in the County’s Comprehensive Plan through defined policy areas. The policy areas defines specifics regarding future development within the county. Three specific policy areas help to define the future development of the Highway 45 Corridor, including

- Neighborhoods – intended to protect established areas of development through context sensitive infill development, through:
 - Compatibility of density and scale,
 - Integration of existing development and natural features, and
 - Transitions between development densities through buffering and use of topography.

- Corridor Preservation - intended to protect and enhance the natural setting along roadways, through:
 - Preservation of natural topography, major tree stands and existing vegetation,
 - practical design and engineering to address current and future needs,
 - incorporation of green solutions for stormwater management,
 - incorporation of hiking / biking trails,
 - development of architectural standards, and
 - improved roadway function and safety.
- Mixed Use Centers – intended to guide development of a Neighborhood Mixed Use node at Highway K and Highway 45. Policies include:
 - residential in character,
 - low-scale monument signage,
 - transitions between different densities, and
 - trail and sidewalk connections,

Finally the plan makes recommendations for implementation of the goals and policies as

applied to future development. Those actions that would influence the development of the Highway 45 Corridor include:

- adoption of countywide design guidelines,
- identification of natural resources in areas proposed to be developed,
- development of specific corridor preservation guidelines, and
- consideration of intergovernmental agreements to coordinate land use and infrastructure agreements

The Comprehensive Plans for Parkville and Platte County provide the foundation for the preparation of this plan for Highway 45. The direction provided by this plan will provide additional guidance for future development along the corridor in pursuit of the City and County vision for the corridor and communities.

CURRENT CONDITIONS

Roadway Design

Currently Highway 45 has been improved, within the study area from east of Highway 9 to a realigned Missouri K, on the west. The improved section has been constructed with two travel lanes in each direction with protected (by a median) left turn lanes at primary intersections with cross-streets, as well as anticipated future access points. Limited aesthetic or character improvements have been made to the corridor. Where a median is present, to divide the east and west bound travel lanes, it is planted with grass.

Similarly, the two roundabouts in the corridor, at South National Drive and at Missouri K, are landscaped. The National Drive Roundabout is planted with a variety of soft and hardscape and is maintained by the National Golf Club. The Highway K roundabout is planted with grass. The improved section of roadway also includes a 10 foot wide, asphalt multi-use path along the south side, within the right-of-way. The right-of way of the improvements varies throughout the corridor to accommodate the roadway and other improvements and respond to the topography of the area. An illustration of the current improved



Current Corridor Conditions

roadway section can be found in Figure 7 on Page 12 of this plan.

Access

Currently ingress and egress from Highway 45 to adjacent property is limited throughout most of the corridor. Access in the eastern portion of the corridor between Crooked Road on the west and Highway 9 on the east, has been reestablished as development has occurred from side streets and streets internal to development. The central portion of the corridor that remains primarily single-family residential has many individual drive ways reaming to serve adjacent homes. The western end of the corridor, also primarily residential has fewer access points as residential

neighborhoods are accessed from single entryways.

Access to the corridor itself is good as it is served by I-435 on the west and I-29 on the east. The corridor is also served by several state and local routes including State Highways 9 and K.

Roadway Character

Recent transportation improvements have been made with limited design enhancements to improve the character of the corridor. A grass median, boulevards strips adjacent to the roadway and a multi-use trail has improved the corridor. However, the corridor still lacks streetscape and pedestrian / bicycle amenities.

Currently the roadway west of K Highway to I-435, at west end of the corridor, remains an unimproved two-lane section. Improvements are planned similar to recent improves, through this section of the corridor, completing the roadway upgrades from 9 Highway of the east to I-435 on the west.



Current Corridor Conditions – Near Highway 9

Development Character

The current development character of the corridor changes across its length. The eastern portion of the corridor, generally between Highway 9 and Lakecrest Lane, is an active development character developed with commercial uses that provides services. Moving west through the corridor a more green development character exists between the Lakecrest Lane and NW Crooked Road. This section of the Highway 45 Corridor, through the presence of the golf course provides a manicured, green development character through its open spaces. West of Crooked Road a natural, un-manicured development character exists, preserving much of the original character of the land. The natural setting takes precedence over that of development with the preservation of

the trees, topography and viewsheds with less intensive development along the corridor.

The visual quality of much of the corridor is defined by its visual clutter including utility poles, inconsistent signage and varied building quality. This is certainly true in the portions of the corridor east of Crooked Road in the more active section of the roadway.

ANTICIPATED CHANGES

The remainder of the unimproved corridor, from Highway K on the east to west of 435 on the west, is being designed for a cross-section similar to that of the improved Highway 45. Because of the topography within this section of the corridor the right-of way will be varied to accommodate the

roadway and other necessary improvements. The multi-use trail constructed with the previous improvements will continue throughout these improvements. Like the previous widening project this portion of the roadway will contain a roundabout, at Highway 45 and NW Brink Meyer Road. The section is currently in preliminary design and the widening should be under construction in 2016.

Currently limited commercial development has occurred at the Highway 45 and Interstate 435 interchange, it is anticipated in the future that additional commercial development will occur. Much of the land around the intersection lies within the City of Parkville City Limits and the Comprehensive Plan for the community identifies

the northwest and southeast corners of the interchange for future commercial development. Similarly, it identifies the southwest corner of the interchange for future office / business park development. The northeast corner is primarily in Platte County and identifies large-lot residential as the future land use policy, consistent with its current use. Future commercial and office development will change the character of this area. As development occurs this area will become a major gateway to the corridor and the region.

Development has been occurring throughout the corridor and continued development is expected. The impact of future development to the corridor and its design character will define the corridor for future generations. The intent of this plan is to guide improvements to the corridor and development along the corridor to provide a quality experience that respects and enhances the different character of the corridor.



Current Corridor Conditions – Near Highway K

Summary

The current character of the corridor is defined by the following attributes:

- natural, wooded, green setting on the western end of the corridor (west of Crooked Road)
- manicured green space in the middle section of the corridor
- active development pattern at the eastern section of the corridor
- a lack of beautification & amenities
 - the generic roadway design lacks interest for users

- no corridor identity
 - lack of cohesive design elements throughout the corridor
- rolling topography adds to the natural character of the western portions of the corridor
- visual clutter – power lines, signage, fencing, etc.

These attributes define the user experience for local, daily users of the corridor and visitors to the area experiencing the corridor and communities for the first time.

CORRIDOR DESIGN

The Highway 45 corridor benefits from a widened roadway, between Highway 9 and Highway K, which has increased the capacity of the roadway and access to the region. Those improvements are planned to be extended to the I-435 interchange at the west end of the corridor. The improvements to the corridor have been focused almost exclusively on capacity improvements to accommodate the automobile. The addition of a multi-use trail adjacent to the roadway provides a facility for bicyclists and pedestrians.

The visual quality of the corridor has largely been ignored with the design and implementation of the transportation improvements. The design of the corridor is an important factor in the use of the corridor, by all modes of transportation – automobile, pedestrian, cyclists and transit. Design has many benefits including, improved safety, improved wayfinding and accessibility, creates an identity and a more comfortable experience for users.

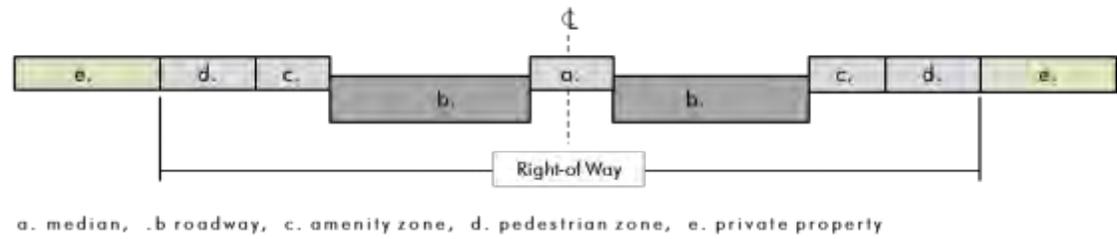


Figure 4: Public Realm / Private Property

This chapter will define those physical improvements to the corridor that enhance the visual quality, connectivity and accessibility and safety of the corridor. Improvements are intentionally defined for both the public realm, typically the extents of the right-of-way, and private development, in particular those properties immediately adjacent to the Highway 45 corridor. Additionally, this chapter will identify the challenges with implementing enhancements to the corridor.

DESIGN ELEMENTS

Urban design is the stitching that holds our communities and places together. To improve the character and comfort of the Highway 45 Corridor design elements should be implemented for both the public portion and the private development that abuts the corridor. Applied correctly the design elements proposed can stitch together the Highway 45 Corridor as a cohesive route to support different places that

serve the surrounding the communities. Similarly, design elements can provide a framework within which future individual actions, of improvements and development, can contribute to the character of the corridor over time.

The design elements strive to create those places that people enjoy, whether they are active or passive spaces through further definition of the public realm and the quality and pattern of development.

The design elements for the Highway 45 corridor include:

Public Realm – this can easily be defined as the space that everyone uses, the public spaces including the rights-of-way as well as parks, plazas, civic spaces and other public spaces.



Current Corridor Development

- Streetscape – includes soft elements like trees and plantings and hardscapes like plazas, specialty pavements that can create a comfortable environment for people use.
- Amenities – the elements can include benches, bike racks, trash receptacles, lighting and other features the supplement the streetscape and encourage use of the area by pedestrians and cyclists.
- Connectivity – facilities like the roadways, sidewalks, trails and crosswalks provide connectivity for automobiles, pedestrians and cyclists both locally and regionally.

- Access – the public realm provides access to adjacent property and development through sidewalks, trails and driveways.

Development Framework – this can be defined as the private realm or private property and the intent is to define how the pieces of a site and its development are designed and relate to the public realm.

- Orientation – defines a developments relationship to the public realm through its placement on the land.
- Scale – defines the size and mass of the building and relationship to other development.

- Landscape – provides natural amenities that support the design of the development site and the building. Landscape should complement the streetscape design.
- Parking – defines the location, size and screening of parking within the development context.
- Signage – the method of identifying a development or business, including any design elements that identify the corridor.
- Design Details – defines the character and quality of development – topics can include the general style of architecture and building materials.

While each of the elements defined, both for the public realm and private development, contribute to the character of the corridor and the quality of the user experience, their application should vary throughout the corridor to define and enhance the different characters present.



Figure 5: Existing Roadway Section & Plan

IMPLEMENTATION CHALLENGES

The vision for the Highway 45 Corridor defines the fundamental design for future improvements. While the future design and development of the corridor address the desires of the community for connectedness, access and character, the implementation of that design comes with challenges. In an age of limited resources, particularly those federal and state transportation resources, implementation of the vision for Highway 45 will take time. It will be important to focus on the incremental improvements that can help obtain the greater vision.

Funding

The primary challenge for implementation of the corridor design is a lack of funding, but that single issue has larger consequences. Much of the funding for state and federal roadways, like Highway 45, comes from the Federal Government through past transportation bills and funding. Today resources allocated for funding roadways, both the maintenance of existing routes and the construction of new or expanded routes, are severely limited.



Corridor Design Improvements

The greatest cost of implementation, is not only the initial construction cost, but the long-term maintenance cost of the roadway and improvements. Maintenance is such an issue, that the long-term commitment and cost of upkeep, combined with shrinking local budgets is enough of a deterrent to keeping cities from building currently funded and future projects of all types.

Ownership of Improvements

In addition to the cost of improvement and maintenance, ownership of the improvements in the corridor is also an issue. With ownership comes liability and maintenance costs, as previously discussed. Although these issues are factors in deciding to pursue improvements, the root of these factors is financial, the needed funding necessary to maintain improvements and address liability matters.

Safety

In addition to creating a visually appealing corridor, it must be safe for all users. The design speeds, expanse of rights-of-way, wide lane widths, and lack of visual cues within the right-of-way encourage higher speeds than the posted speed limits. These design elements increase risks for automobiles and non-motorized users of the right-of-way and adjacent trail system. Many of the design elements proposed will improve the safety, function and appearance of the corridor.

Implementation of the corridor improvements will take time. As development within the corridor continues both public and private improvements identified in this plan should be implemented. Additionally, sources of funding should be sought to support the implementation and maintenance of the public improvement. To ensure the completion of the improvements the following action are necessary.

- An overlay district codifying the development design criteria should be adopted for the corridor.



Corridor Context

- Basic public improvements should be required with development.
- Annual CIP budgeting processes should identify investments in the corridor for implementation of public improvements.
- Funding for future improvements and maintenance of the public corridor improvements should be sought from local, state and federal source as well as other sources.

CORRIDOR PLAN

INTRODUCTION

The future design of the Highway 45 corridor enhancements are rooted in the continuation and improvement of the existing character areas in the corridor. To achieve this the corridor has been divided into segments (Figure 8) that allow specific design elements to shape the character of that segment. The application of the design elements, previously described will improve the character and quality of the corridor and its development.

This chapter of the plan provides the details of the application of the design elements, defined in the previous chapter, to the Highway 45 Corridor, in pursuit of the vision for the corridor.



Highway 45 Corridor

The plan for the corridor is broken into three sections: vision, corridor and place. The vision for the corridor defines the future state in which the corridor design and development are striving to attain. The corridor section focuses on the application of the design elements applied across the corridor the help to create a unified corridor design, within the different settings defined. The places section applies specific design elements to areas within the corridor that deserve special attention to create unique places for the local residents and visitors to the corridor.

VISION

Highway 45 is an important feature of southern Platte County through the connectivity and access it provides. The corridor also provides a front door to the region as well as the City of Parkville. As the county and communities in the region continue to develop, the character and image of the corridor is being impacted. The natural character of the area, including the natural vegetation and the rolling topography define this corridor and area of the metropolitan area. The development of the corridor provides local living opportunities as well as goods and services. The future balance of development and design character will most benefit the corridor and the area, physically and economically.

Vision Statement:

The Highway 45 Corridor will physically, socially and economically connect southern Platte County community by balancing the provision of efficient access, preservation of the natural, scenic character and encouraging quality development.

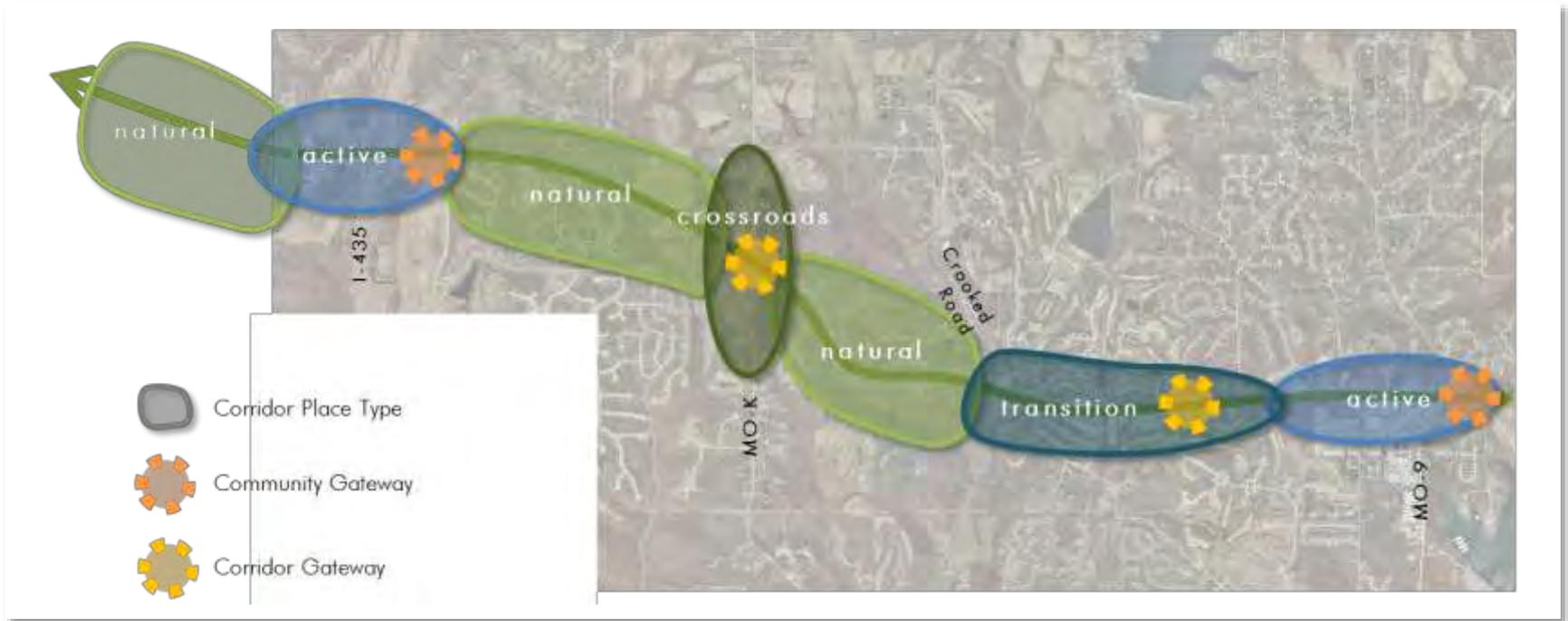


Figure 6: Corridor Segments

CORRIDOR

Across the 5 mile section of Missouri Highway 45 corridor, various development patterns and context exists. These patterns and context define the experience of the corridor today, and will provide the basis for the design character in the future. To adequately address the future design character of the corridor it has been segmented by its current character. The segmentation of the corridor will allow the creation of unique settings and assist in defining the character of the corridor.

While each of these segments will focus on a specific character the design consistency across the corridor is important. The use of common design themes, development scales and patterns and materials will help to create a unified character across the corridor and allow unique places within it.

To support the design of the corridor and development character, three different segments types have been defined. Each of these segments is respective of the existing character and of its location. The segments also define the future corridor context desired and include, *Natural, Active and Transition.*



Corridor Elements - Concept



Site Design Elements - Concept

Corridor Design	
<i>Corridor Design</i>	
streetscape	Use of natural materials as the streetscape base elements will provide consistency throughout the corridor.
amenities	Use of quality, corridor specific pedestrian amenities including lighting, benches, trash receptacles, etc. to serve users of the corridor.
connectivity	Implementation of a connected trail and sidewalk networks to connect people to places throughout the corridor.
access	Provide necessary access to support development patterns along the corridor – limited access in natural places and frequent access in active places.
<i>Site Design</i>	
orientation	Development should respond to the place type and context within which it is occurring to further the development patterns appropriate for the area.
scale	Development should support the place type pattern and place being created through the correct scale, massing and height of structures.
landscape	Landscape should support the place type and development context in which it is being used.
parking	Parking should be located away from Highway 45 to reduce visual impact on the corridor.
signage	Signage should be unique within a place type however, common design elements should provide consistency across the corridor.
design details	The design character of development should be unique to the place type and context. The high quality of development should support the corridor design and provide lasting investment.

Figure 7: Design Character

Natural

The natural segments are defined by their existing natural character including the topography, forest, natural systems (watercourses and drainage ways) and prairie lands. The future of the natural area will strive to protect the character and feel of the area defined by nature.

One simple rule guides the development of natural places; *what we build should not disturb the character of the area.*

The natural areas of the corridor area generally located between NW Brink Myer Road and Crooked Road and west of I-435. The natural area defines much of the western portion of the corridor. In the near future the roadway will be improved to a 4-lane divided roadway between MO-K and I-435 which will change the character of the area. As this section of the corridor changes it is important that the natural character of the corridor is retained and where possible enhanced. Much of the existing development within this section of the corridor would fit the recommendations within this chapter for future development.

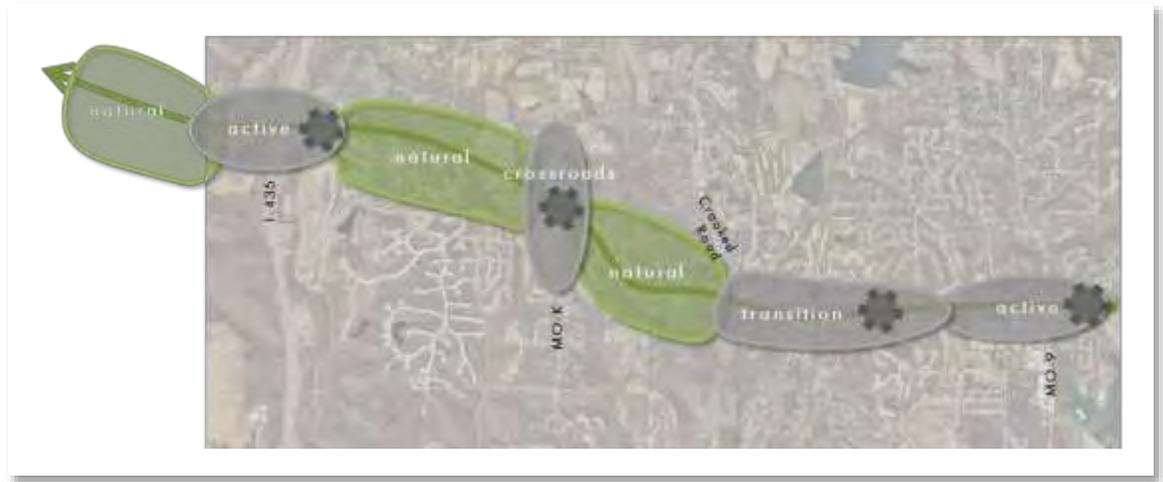


Figure 8: Natural Segments

Neighborhoods such as Timber Ridge, Countrywood and Thousand Oaks have limited impacts to the natural character of the corridor, including limited access, natural entry signage, limited visibility from the roadway and a landscaped highway frontage. Development that can achieve these limited impacts and address the design character elements identified in Figure 9 are desired within this place type of the corridor.



Corridor Design - Concept



Corridor Design - Concept

Natural Design	Design and improvements strive to retain or mimic the natural character, including topography, vegetation and access, of the corridor while accommodating development.
<i>Corridor Design</i>	
streetscape	Planted and treed within the right of way, including the median and adjacent boulevard strips to improve the visual aesthetic of the corridor and the comfort of pedestrians.
amenities	Limited and infrequent pedestrian amenities, only those to support trail users - lighting, benches, trash receptacles, etc.
connectivity	Adjacent trail provides connectivity throughout the corridor with connection to localized sidewalk connections to adjacent development.
access	Automobile access is limited from Highway 45. Crossing and side streets provide access to adjacent development.
<i>Site Design</i>	
orientation	Development is oriented away from Highway 45 to minimize the visual impact and the need for access.
scale	Development is smaller in scale and lower in profile, including single and two story structures for, including commercial and office development.
landscape	Landscape should strive to be natural or mimic a natural appearance including the preservation of topography and natural systems and the retention and enhancement of the vegetation within the first 100' from the right-of-way, where appropriate. <i>See Buffer Type table.</i>
Parking (non-residential)	Parking should be located away from Highway 45 to the rear or side of the primary structure and landscaped from surrounding views.
signage	Signage should be consistent within the segment and reflect the natural character of the area through the use of appropriate materials – stone, wood, masonry, etc.
design details	Design elements taken from the natural vegetation are appropriate for key site elements of a development.

Figure 9: Design Character - Natural



Green Buffer - Concept



Corridor Design - Concept



Figure 10: Corridor/Development Concept - Natural

Figure 10 provides an illustrative concept of development appropriate for the natural segment of the corridor. Figure 12 provides an illustrative example of the corridor and development improvements appropriate within the natural corridor segment.

This plan recognizes that there numerous ways that future improvements can meet the intent of these design standards.

A key element of the natural segment is the Green Buffer that aligns with the corridor. The green buffer provides a green / natural setback from the corridor right-of-way in which development is restricted. Implementation of the green buffer is flexible by using a different type of buffer, depending on the setback provided by the development. The details and application of the buffer types can be found in Figure 11.

Buffer Type	Application	Landscape Criteria
1: Natural	Minimum 100' setback from Highway 45 right-of-way	Provide a mix of Kansas City native deciduous and evergreen trees and native shrubs to enhance the natural aspects of the buffer area. Planting requirements – 5 of each, trees and shrubs (mixed type and species) per 100 linear feet of highway frontage, dispersed throughout the buffer area.
2: Enhanced	Minimum 50' setback from Highway 45 right-of-way	Provide a mix of Kansas City native deciduous and evergreen trees and native shrubs to enhance the natural aspects of the buffer area. Planting requirements – 15 trees and 25 shrubs (mixed type and species) per 100 linear feet of highway frontage.
3: Screened	Minimum 35' setback from Highway 45 right-of-way	Provide a mix of Kansas City native deciduous and evergreen trees and native shrubs to enhance the natural aspects of the buffer area. Planting requirements – 25 trees and 50 shrubs (mixed type and species) per 100 linear feet of highway frontage, or landscaping in sufficient quantity to create a nearly opaque screen of the development.

Figure 11: Buffer Types - Natural Segment

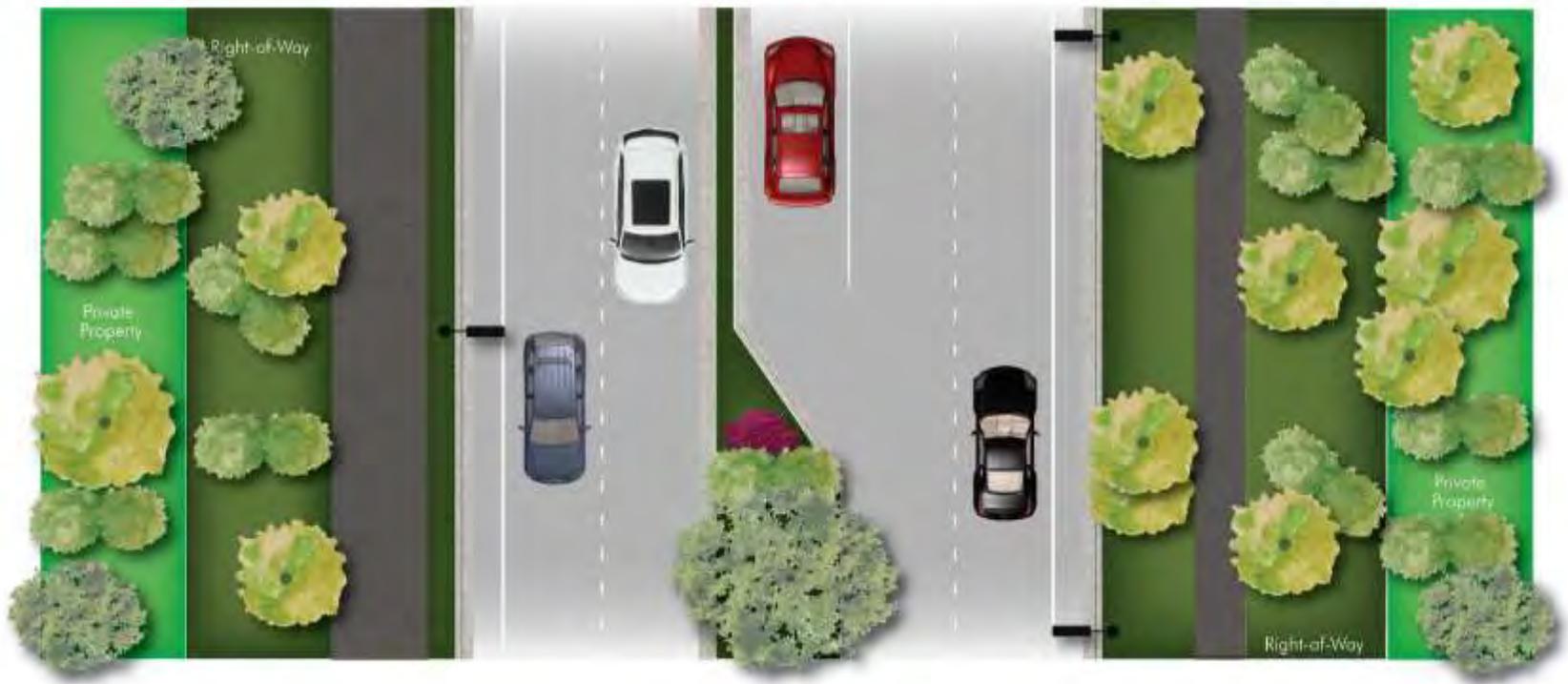
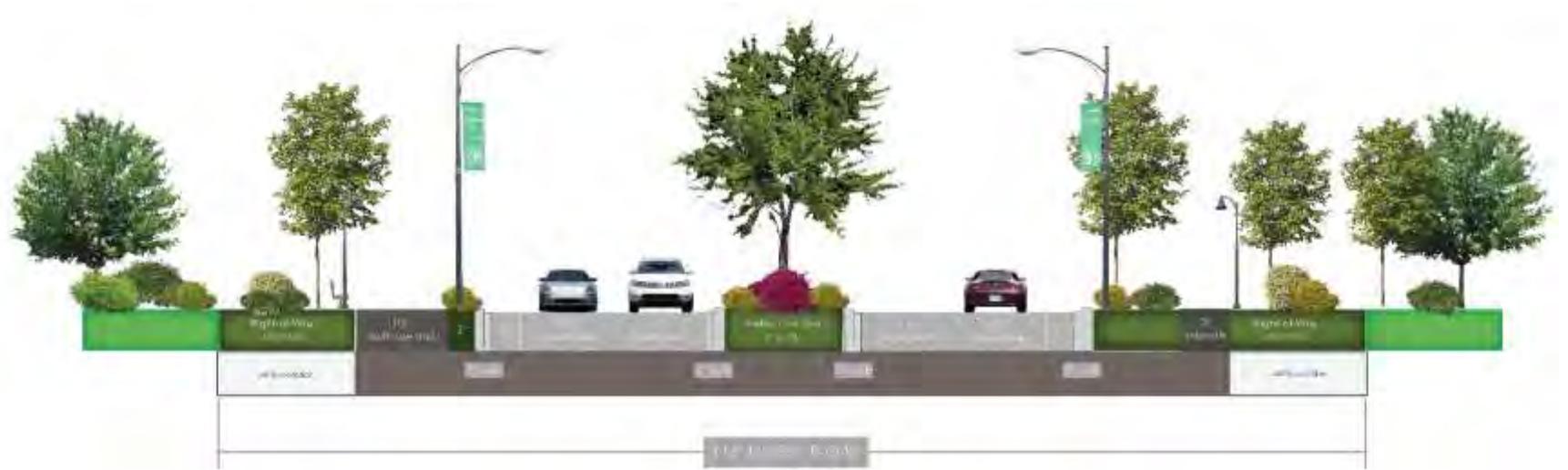


Figure 12: Roadway Section & Plan - Natural

Active

Active segments are designed to encourage activity and building the places that are currently providing interaction. Active segments will be developed to encourage human interaction by providing people scaled development patterns that provide civic spaces and good and services. Additionally, the development of the active segments assists in the preservation of the natural segments within the corridor.

One simple rule guides the development of active places; *what we build shapes the character of the area.*

The active areas defined within the Highway 45 corridor bookend the study area. The areas have been identified based on their existing development pattern and /or their location and context within the larger area. One existing active segment is located generally between Highway 9 and Lakecrest Lane. Much of this area is developed and serves as a commercial center for the corridor and the region. The Parkville Common is a good example of the type of development pattern and improvements that the active segments are aspiring to be.



Figure 13: Active Segments

A second active segment is proposed around the intersection of the I-435 and Highway 45 on the west end of the corridor. Development has started in this segment. As development of this segment continues it should strive to promote connected, walkable, quality development that adheres to the design criteria identified in Figure 14.



Development Design - Concept



Development Design - Concept

Active Design	The pattern and form of what we build defines the character of the place. The design and improvements encourages the development of an lively space for people.
<i>Corridor Design</i>	
streetscape	Planted and treed within the right of way, on Highway 45 and side streets, to improve the visual quality of the corridor and development as well as the comfort for pedestrians.
amenities	Significant pedestrian amenities including lighting, benches, trash receptacles, etc. within the right-of-way and in civic spaces are incorporated.
connectivity	A sidewalk network that mirrors the street network to support development provides pedestrian connectivity. Connection of the sidewalk network to the trail system provides broader connectivity throughout the corridor.
access	Multiple automobile access points from Highway 45 supports development centers.
<i>Site Design</i>	
orientation	Development is oriented to Highway 45 and the adjacent street system. Buildings should be built to the street, or with a minimal setback, encourage pedestrian connectivity.
scale	Development of a pedestrian scale, up to 3 to 4 stories in height is appropriate.
landscape	Streetscape improvements to side and internal streets, replaces individual site landscaping. Civic/public spaces, either hardscape or green, are incorporated into new development to provide gathering areas.
parking	Off-street parking is located away from Highway 45, and the side street right-of way, as a secondary use to the primary structure. On-street parking on side and internal streets should be maximized.
signage	Signage should be consistent within the development context and contemporary to compliment the building design.
design details	Quality, contemporary design details are appropriate within active segments. Consistency with a development segment is a goal.

Figure 14: Design Character - Active

Figure 15 provides an illustrative concept of development appropriate for the active segment of the corridor. Figure 18 provides an illustrative example of the corridor and development improvements appropriate within the active corridor segment.

This plan recognizes that there numerous ways that future improvements can meet the intent of these design standards.

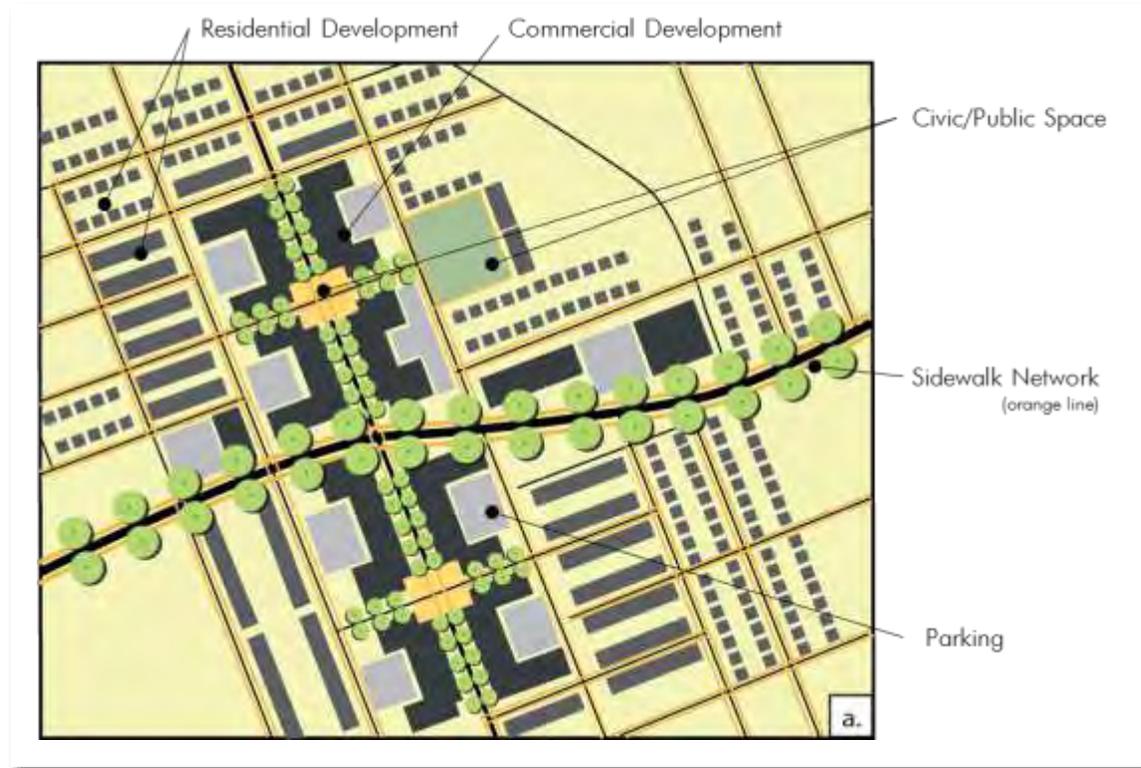


Figure 15: Corridor/Development Concept - Active

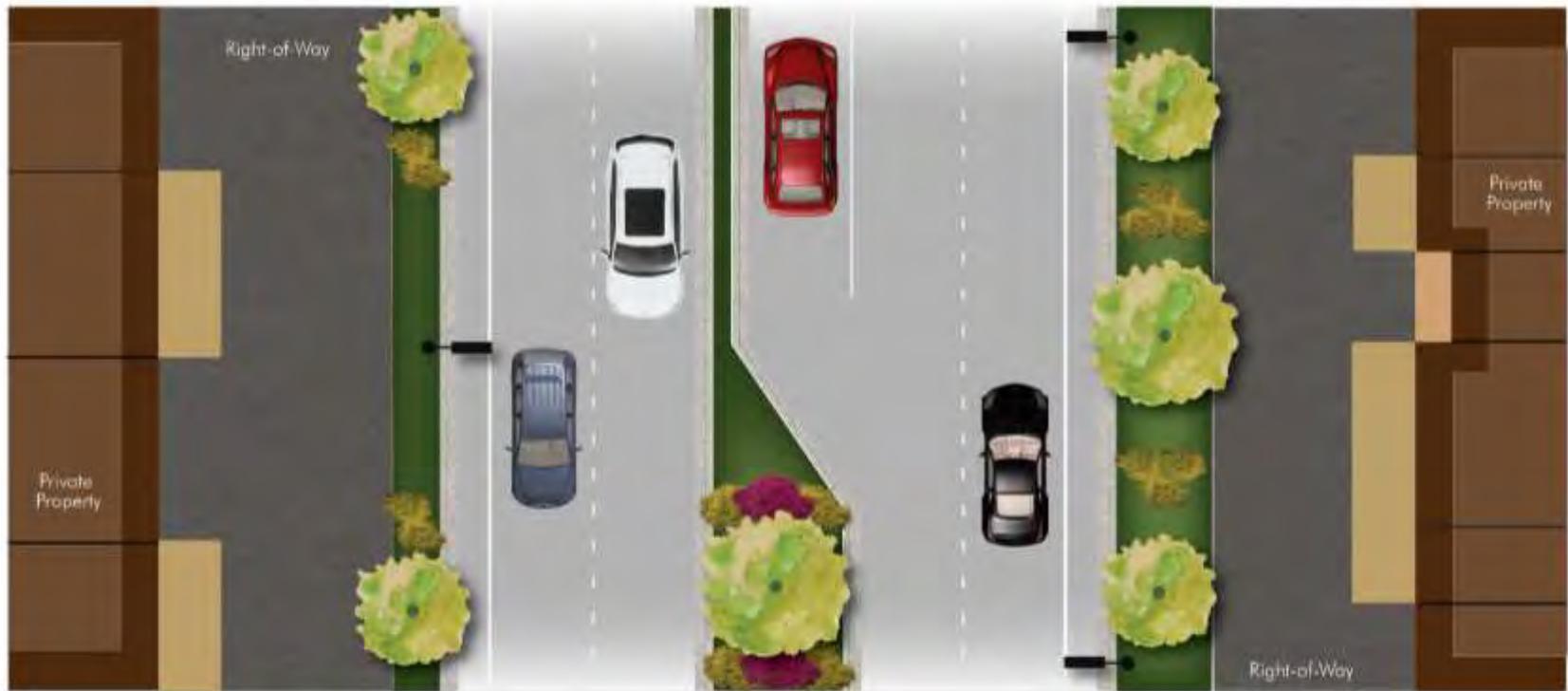


Figure 16: Roadway Section and Plan - Active

Transition

The transition segment incorporates both development and nature, including the topography, forests, natural systems and open spaces. As development within the transition place type occurs nature should be a theme of the development pattern, including both natural and created green space. The character of the corridor should remain natural until development takes place. This area should subtly define the change from the natural segments of the corridor to the west and the active, destination segment at the east end of the corridor.

One simple rule guides the development of transition places; *the balance of development and nature will define the character of the area.*

The transition segment of the Highway 45 Corridor is generally between Lakecrest Lane and Crooked Road (north of Highway 45). The area is currently a mix of developed and undeveloped properties with the largest development being the National Two Golf Course. The golf course introduces a man-made, manicured natural area to the corridor. The introduction of this type of green space, in conjunction with the preservation



Figure 17: Transition Segment

of natural areas should define the future character of this segment.

The roadway design for the transition segment should mirror that of the natural segment, and the development pattern is similar to that of the active segments. The connection, both design and physical, between the streetscape and improved site landscape is an important character of the within the transitional section.



Green Features

Figure 18 provides an illustrative concept of development appropriate for the transition segment of the corridor. The corridor and improvements appropriate within the transition are the same as in the natural corridor segment. The development improvements in the transition segment of the corridor should evolve to meet the pattern of development within the active corridor segments.



Figure 18: Corridor / Development Concept - Transition

PLACE

Places within the Highway 45 corridor are defined as those special locations that represent the design quality of the corridor.

Two types of places have been identified; the Crossroads and the gateways. Additionally, two types of gateways have been identified, community gateways that provide entry and regional identification for the corridor, and corridor gateways that provide corridor identification opportunities within the corridor. Each of the places contribute to the identification and design character of the corridor.



Civic Space



Gateway Feature



Themed Development



Icon Feature

Crossroads

The intersection of Highway 45 and Missouri-K provides an opportunity to create a development center that serves the surrounding area within a natural setting. The context and the design character of development should remain natural, but the pattern should be similar to that of a smaller-scale active center. Future development in this area should seek to limit the impact on the visual aesthetic of the Highway 45 corridor, providing only hints of the adjacent development through breaks in the streetscape and landscape to reveal the country/small town architecture, signage and amenities.

One simple rule guides the development of the crossroads; *a village found in nature will serve the area, and enhance the natural character of the area.*

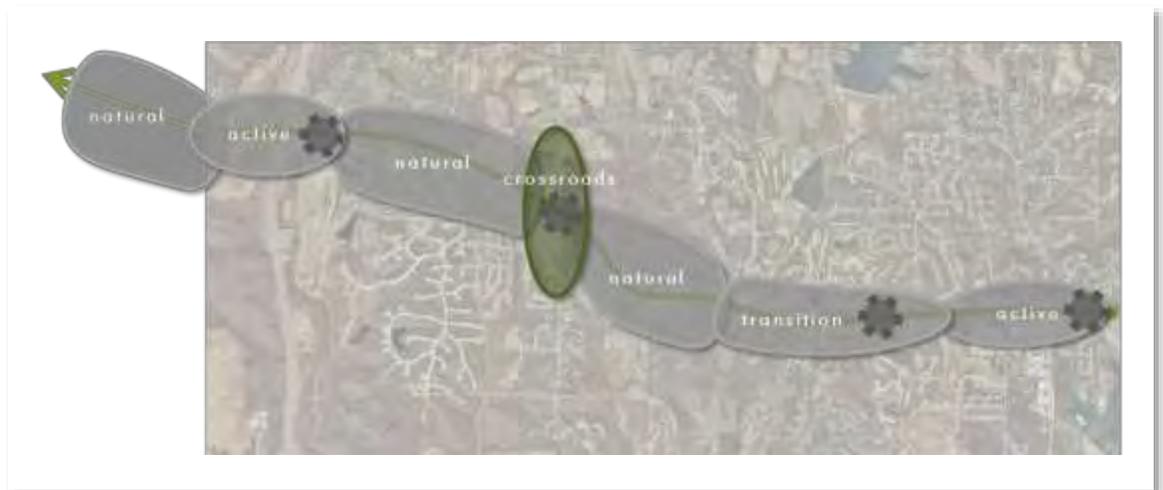


Figure 19: Crossroads Segment



Limited Development



Adjacent Development Buffered

Crossroad Design	Development and improvements create a countryside village that is connected, provides services and is design with nature.
<i>Corridor Design</i>	
streetscape	Planted and treed within the right of way. Use of natural streetscape elements, plantings, stone and other elements will enhance the natural character.
amenities	Pedestrian and bicycle amenities, benches, bike racks, light etc. will enhance the connectivity of the crossroad development to the surrounding neighborhoods.
connectivity	Connectivity of the crossroads by roadway, trail and sidewalk is necessary to surrounding neighborhoods.
access	Automobile access from the MO-K will preserve the natural character of Highway 45. Direct sidewalk and trail access should be encouraged.
<i>Site Design</i>	
orientation	Development should be oriented away from Highway 45 and screened from view.
scale	Development should be of a natural design character, including a scale that is supportive of the surrounding neighborhoods and the natural setting. Up to 2 stories in height would be appropriate.
landscape	Landscape should soften the development and screen it from Highway 45, providing only small glimpses of what is beyond the corridor. Small civic / public spaces should support development.
parking	Parking should be located away from Highway 45 and landscaped to reduce visual impact on the corridor.
signage	Signage that uses natural materials should provide limited notification of the crossroad development.
design details	The design character should incorporate nature thorough the use of natural building materials – stone, masonry and wood – as the primary materials, and support from contemporary materials.

Figure 20: Design Character - Crossroads

Figure 21 provides an illustrative concept of development appropriate for the crossroads segment of the corridor. The corridor and development improvements appropriate within the crossroads are the same as in the natural corridor segment.

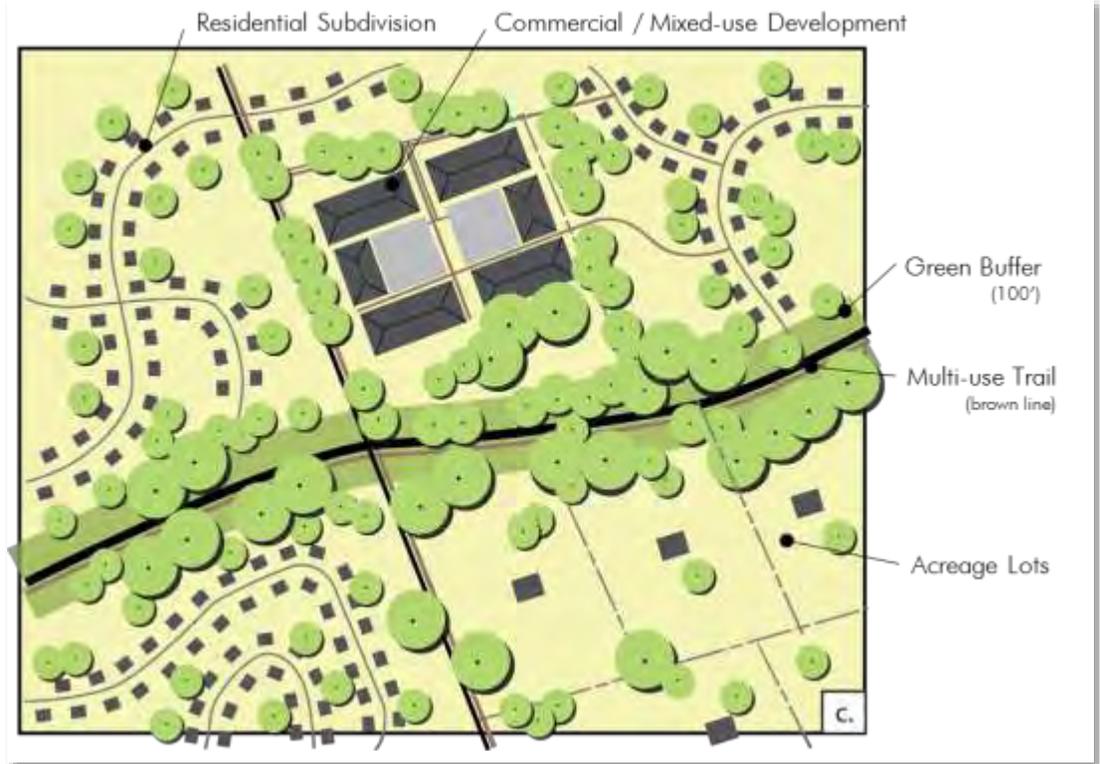


Figure 21: Corridor / Development Concept - Crossroads

Gateways

Various places along the corridor provide an opportunity to identify the corridor and communities to users. The community gateways are an opportunity for Parkville and Platte County to identify themselves and their relationship to the corridor. These gateways are at the edges and entry points to the corridor, near Highway 9 and I-435. The corridor gateways are opportunities within the corridor to provide a signature gesture that identifies the corridor. Improvements for either type of gateway can be in the form of art, public improvements, signage or the development pattern and character. Any gateway feature created should be in keeping with the character of the underlying corridor segment. Similarly, there should be a consistency in the design of the gateways throughout the corridor, through the use of similar materials, shape or style.



Figure 22: Gateway Locations

IMPLEMENTATION

The Highway 45 corridor is a valuable asset to Southern Platte County and the communities it serves, like Parkville. The benefits of the corridor include physical, social and economic. As the corridor continues to develop it is important to remember that all of these aspects are important and that the corridor will best provide for the area when they are in balance.

It is also important to remember that the implementation of the improvements to the corridor will take time. The challenges to implementing the corridor vision including, funding, ownership and safety restrict rapid change to the corridor. However, it is time to focus on improvement of the Highway 45 corridor as an undervalued asset in the region. The physical improvements to the corridor and adjacent development will provide the platform to generate community and regional value.

To enhance the implementation potential of the plan recommendations the following items are activities to focus the community attention.



Natural Segment Concept



Active Segment Concept

CORRIDOR IMPROVEMENTS

Improvements to the public portions of the corridor need to be proactive and collaborative to be successful. Thus, different sources of funding and implementation need to be pursued.

Capital Improvements Programming (CIP)

Corridor improvement projects, for implementation and maintenance, should be an annual request within the Platte County and City of Parkville CIP processes. Public funding should be packaged or leveraged to provide a greater impact with improvements to the corridor.

Development Improvements

Explore the creation of the Corridor Capital Fund that would provide necessary capital for the improvement and maintenance of the corridor. The necessary steps to create the account include:

- Define a minimum specification for the capital improvement of the corridor – sidewalk, streetscape and amenities, etc.
- Require development to build to the minimum standard or make a payment in lieu of construction that goes in to the capital fund for future projects.

Street Tree List

Establish a preferred tree list to identify suitable trees for street tree planting. Use the *Great Trees for the Kansas City Region* as a resource. The resource is available at:

gouldevans.com/treelists/GreatTrees.pdf

Alternative Funding Sources

In addition to traditional funding sources including local, state and federal government sources, non-traditional sources should be pursued for the implementation and long-term maintenance of improvements. Sources could include:

- Community Improvement / Transportation Development Districts – The creation of a taxing jurisdiction to dedicate funding to improvements and maintenance of the corridor improvements, should be investigated.
- Public / Private Partnerships – Opportunities for public and private entities to support an improvement should be pursued. Either for implementation or long-term maintenance

of the improvement, relationships should be forged to make implementation happen.

- Grants – Money, in the form of grants or forgivable loans, from non-profit agencies that can assist in the implementation of improvements should be considered. Where possible grant money should be leveraged to expand the impact of the money provided.

Pursuit of these different methods of funding and improvements should not preclude the continued pursuit of traditional funding measures.

DESIGN TOOLS

Design tools will address future development adjacent to the corridor to ensure that it supports the public improvement and provides the quality and character that this plan prescribes. When possible the design tools should be coordinated with the Corridor Improvements to maximize the impact of changes in the corridor.

Design Overlay

The intent of creating a design overlay is to guide the character and quality of development with the Highway 45 corridor. The overlay district would complement the use, size and site standards in the Platte County and Parkville zoning ordinances to implement the design guidance of this plan. The creation of a design overlay for the entire corridor would also provide consistent guidance for future development in both Platte County and Parkville. The City of Parkville is currently in the process of updating their zoning ordinance and the creation of this overlay district is anticipated as part of that project, and will be provided to Platte County for their use.

Figure 23 identifies the topics and guidance to be addressed in the overlay district:

Design Element	Natural <i>(applicable to transition and crossroads)</i>	Active
building form	Establish the separation of development and the roadway, tied to the buffer types identified in the plan. Encourage low-scale development to support the natural character of the segment.	Establish a walkable, connected development pattern and a scale and intensity of development that encourages activity.
landscaping	Establish the buffer types and landscaping requirements tied to the setback of development.	Establish a system of civic / public spaces that relates to the streetscape and support development.
access	Establish a pattern of limited access to adjacent property from Highway 45. Encourage access to occur from side streets and limit new access point to the corridor.	Establish an access network to support development and improve connectivity for users. Encourage site / business access from side streets.
parking	Establish parking as a secondary site use and limit parking areas away from the corridor. Establish landscape standards that hide the parking and complement the natural	Establish parking as a secondary site use and restrict parking to behind, or limited amounts of parking to the side of, a building. Explore methods to reduce off-street parking, by allowing on-street parking to fulfill parking requirements.
design	Establish a natural materials design palette for buildings and improvements to include – stone, masonry, wood and fiber materials. Consider natural metals also.	Establish a contemporary design palette for buildings and improvements – glass, stucco, metal, etc. - that includes the use of natural materials for consistency throughout the corridor.

Figure 23: Design Overlay Framework

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