



APPENDIX B: Existing Conditions



Appendix B

Existing Conditions

B.1 Introduction

This chapter provides a brief summary of the various existing condition elements that make Downtown Parkville what it is today. The observations, information, and data used in the existing conditions inventory were collected in the following ways by the planning team:

- On-Site Inventory – Surveyed the downtown area, either by foot or by car, and recorded all relevant observations. Photos were also taken at this time to document the existing conditions of the area.
- Available GIS Data – Identified and collected all the relevant GIS data that was available.
- Google Earth – The Google Earth application has a variety of useful tools that were used to verify and supplement information gathered in the inventory process.
- County GIS Data-The County GIS data provides parcel and ownership data.
- Parkville Master Plan, 2009.
- Parkville Regional Multi-Modal Access and Livable Community Study, 2012.
- Fishburn Archives and Special collections, McAfee Library, Park University, Carolyn Elwess.
- Excerpts from articles written by Carolyn Elwess for the Parkville Luminary based upon “reminiscences of Parkville” originally published in the 1885 Parkville Independent, McAfee Library, Park University.
- An Architectural/Historic Survey of Parkville, MO, Reference No. 977.8135 AK25 BL.1, 1994.

The collected information was then used to create a series of maps, spreadsheets, and image boards to help the planning team understand the downtown area in its proper context.

B.2 Downtown Study Area Boundaries

To the north, the study area extends just beyond the point where Main Street and 9 Highway intersect. To the south, the boundary is the Missouri River. To the west, the project area extends to Crooked Road and Bell Road. And to the east, the boundary is defined by the edge of the Park University endowment land.

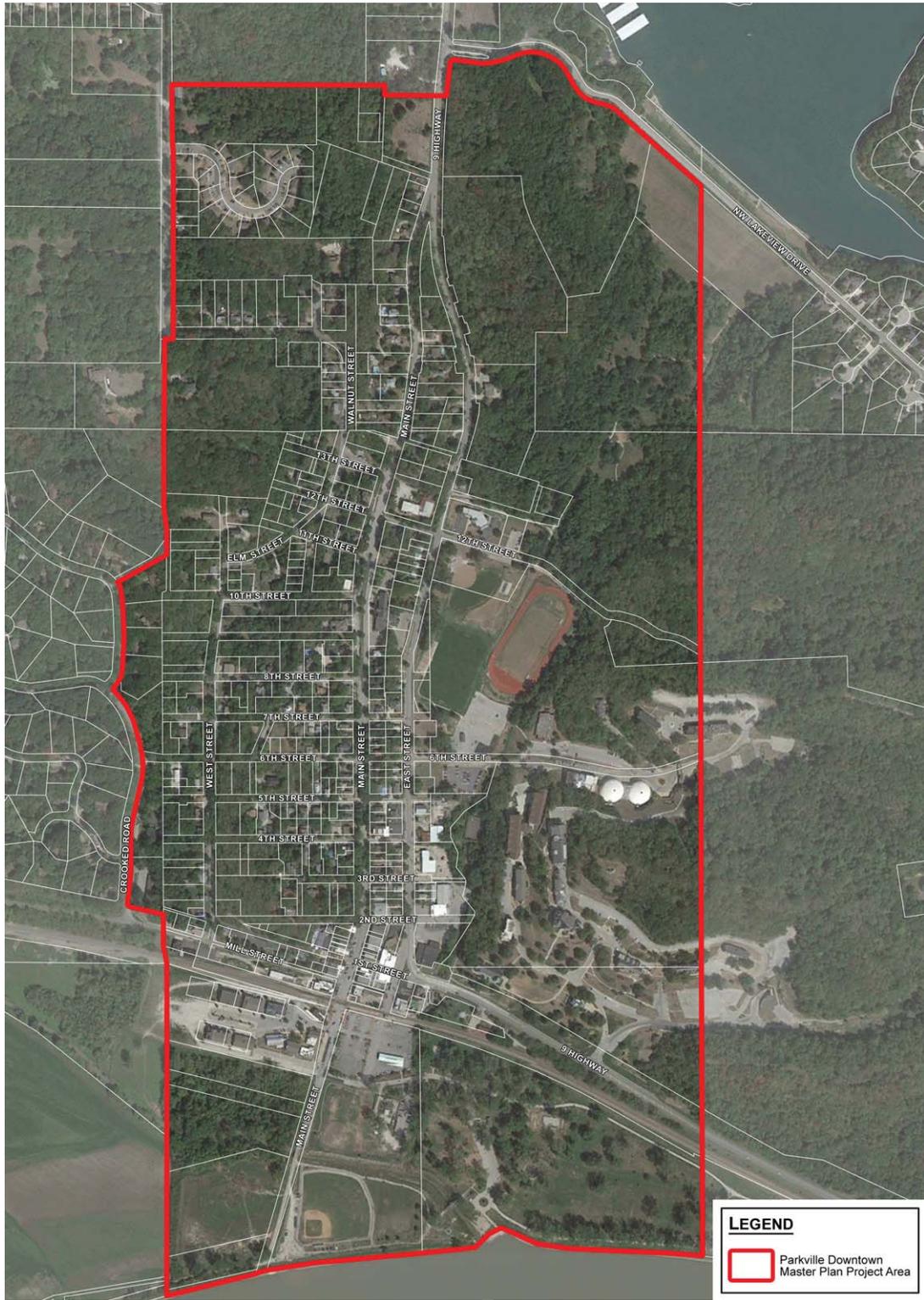


Fig. B.1 – Project Area Plan



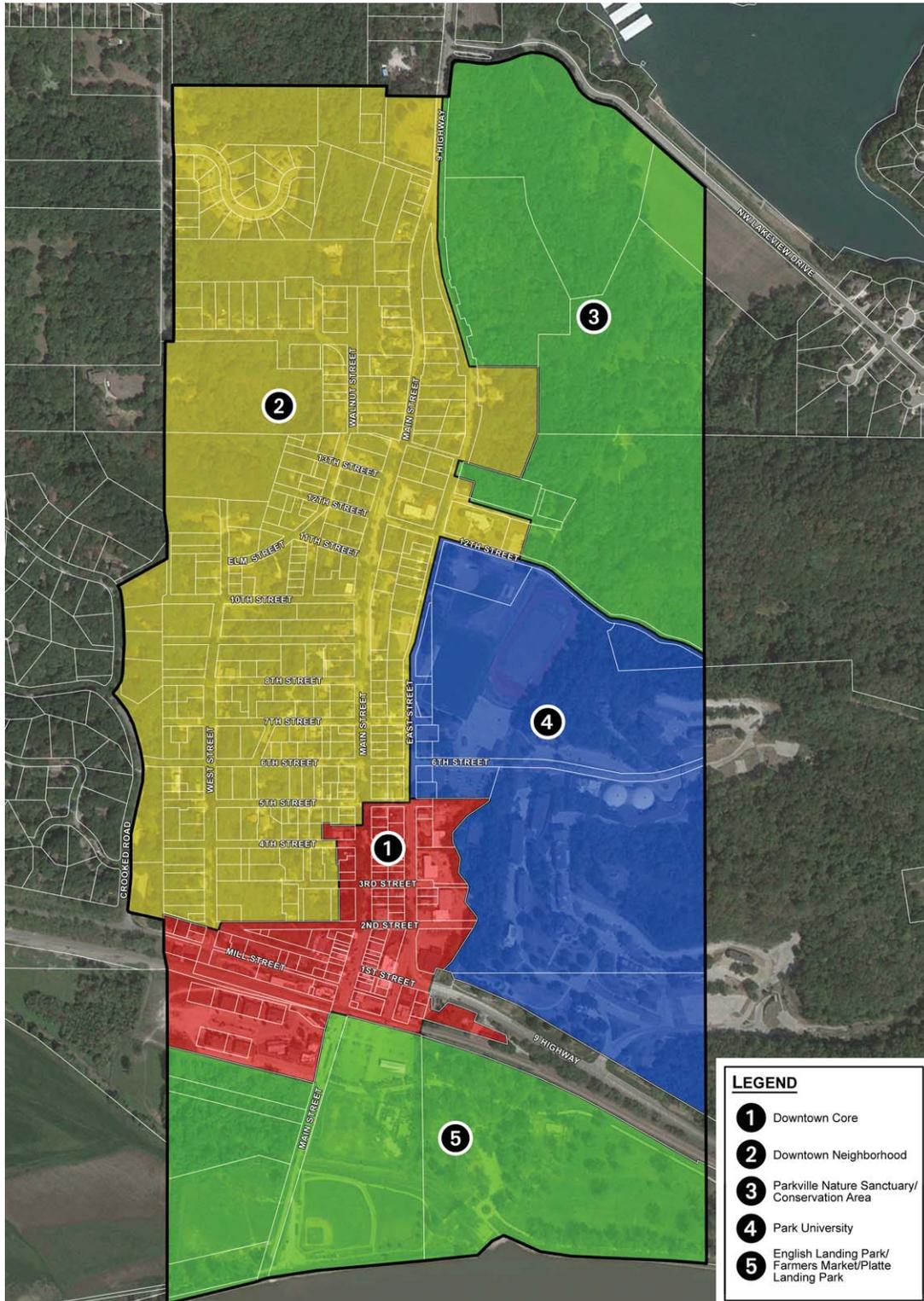
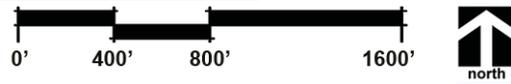


Fig. B.2 – Existing Land Use Diagram



B.3 Land Use

Downtown has been divided into five (5) areas, as seen in Figure B.2. What follows is a description of the existing land uses within each area.

Downtown Core

The downtown core is made up of a broad mix of uses typical of a downtown, including:

- South of 2nd Street, Main Street and the west side of East Street are mostly commercial. The commercial uses range from bars and restaurants to specialty shops and services. Many of the two story buildings along Main Street have the ability to function as mixed use, though they currently do not.
- The land uses from 2nd Street to 5th Street are much more mixed in nature. Main Street and the west side of East Street include a nice blend of single family, multifamily, commercial, and office. Some of the commercial and office uses are actually located in single family structures.
- The east side of East Street consists of a combination of commercial, public, and quasi-public uses. Commercial development is mostly of the large lot, single story variety, while public and quasi-public uses include the Post Office, Missouri Water, and Firehouse #1.
- Mill Street consists of commercial development on both sides of the street, including a large parking lot on the north side.
- The buildings within English Landing Center are multiple stories and mixed use in nature, including two buildings with office and commercial in front and residential in back.
- Vacancy in Downtown is fairly limited. Some of the second story office and residential appear to be vacant or unused, but that is difficult to verify based on visual observation. Compared to the rest of Downtown, English Landing Center has a higher rate of vacancy. One of the mixed use buildings on the south end appears to be completely vacant on the first floor. However, all the buildings from English Landing that front Main Street are occupied.

Downtown Neighborhood

As one might expect, the downtown neighborhood is predominantly single family in nature. The homes and the lots they occupy range in size throughout the neighborhood. Other uses include:

- There are four churches intermixed within the residential neighborhood, with the Parkville Presbyterian Church (819 Main Street) being the largest of the four.
- There are two neighborhood parks (Adams Park and Watkins Park) that serve the residents. Both are further discussed in the 'B1.8 Parks and Open Space' section of this appendix.
- Multifamily homes are sprinkled throughout the neighborhood. This includes duplexes, multi unit buildings (4-10 units), and a senior assisted living facility.
- There is a fair amount of vacant land throughout the west half of the residential neighborhood. This is most likely due to challenges created by the natural topography and vegetation of the area. The elevation drop from west to east is fairly dramatic and the vegetation is quite dense, which makes direct vehicular access to some parcels an issue. For instance, 7th and 8th Streets dead end west of West Street, extending just far enough to provide vehicular access for the adjacent residential properties. On the other hand, 9th and 10th Streets west of West Street have been platted but never constructed, leaving some parcels with very limited access.
- Some commercial and office uses do exist within the area, including a collection of properties along Crooked Road. Overall, the properties are fairly spread out and mostly fit within the context of the neighborhood.

Parkville Nature Sanctuary/White Alloe Creek Conservation Area

The Parkville Nature Sanctuary (49 acres) and the adjacent Alloe Creek Conservation Area (66 acres) account for a total of 115 acres of natural forest land along the northeastern portion of the study area. A 2.8 mile trail systems offers visitors a chance to hike and observe flora and fauna in their natural environment.

Park University

Park University sits along the east edge of the downtown area, just south of the Parkville Nature Sanctuary. Park University is an independent, non-profit private institution that offers 40 campus locations throughout 21 states and has an annual student enrollment of approximately 23,000. The Parkville location serves as the flagship campus. It is spread out across 800 acres and has an annual enrollment of approximately 1,600. The campus includes a combination of educational and administrative buildings, student dormitories, and athletic facilities in addition to significant underground facilities in the undermined area of the campus.

The University has a large international population, many of who live on campus and have limited access to vehicular transportation. The student population also includes a significant number of commuters who live in the Kansas City metropolitan area.

Though the University is adjacent to the downtown core, the two are partially segregated from one another due to a combination of factors like topography and pedestrian connectivity.

English Landing Park, Farmers Market, & Platte Landing Park

English Landing Park and the future Platte Landing Park occupy the southern edge of the downtown study area.

English Landing Park is Parkville's largest park and one of downtown's most valuable resources. The park encompasses 68 acres of recreational open space and

includes 3 miles of walking trails, playground facilities, a boat ramp, picnic shelters, a sand volleyball court, a disc golf course, and baseball fields. It is the most visited parks and recreation site in the County.

The Parkville Farmers Market sits in a large parking lot adjacent to the northwest edge of English Landing Park. The parking lot serves the downtown commercial core, as well as the park, the farmers market, and large festivals/events. The Farmers Market itself runs on Saturdays from late April to late October, and on Wednesdays from late June to late October.

Platte Landing Park represents a planned extension of English Landing Park to the west. The master plan for the 144-acre park extension includes additional ball fields, a nature trail and boardwalk, boat ramp, dog park, concessions, restroom facilities, and a riverfront plaza/stage.

Existing Land Use Map

For a closer examination, the Existing Land Use Map shown in Figure B.3 identifies the land uses for each parcel within downtown Parkville.

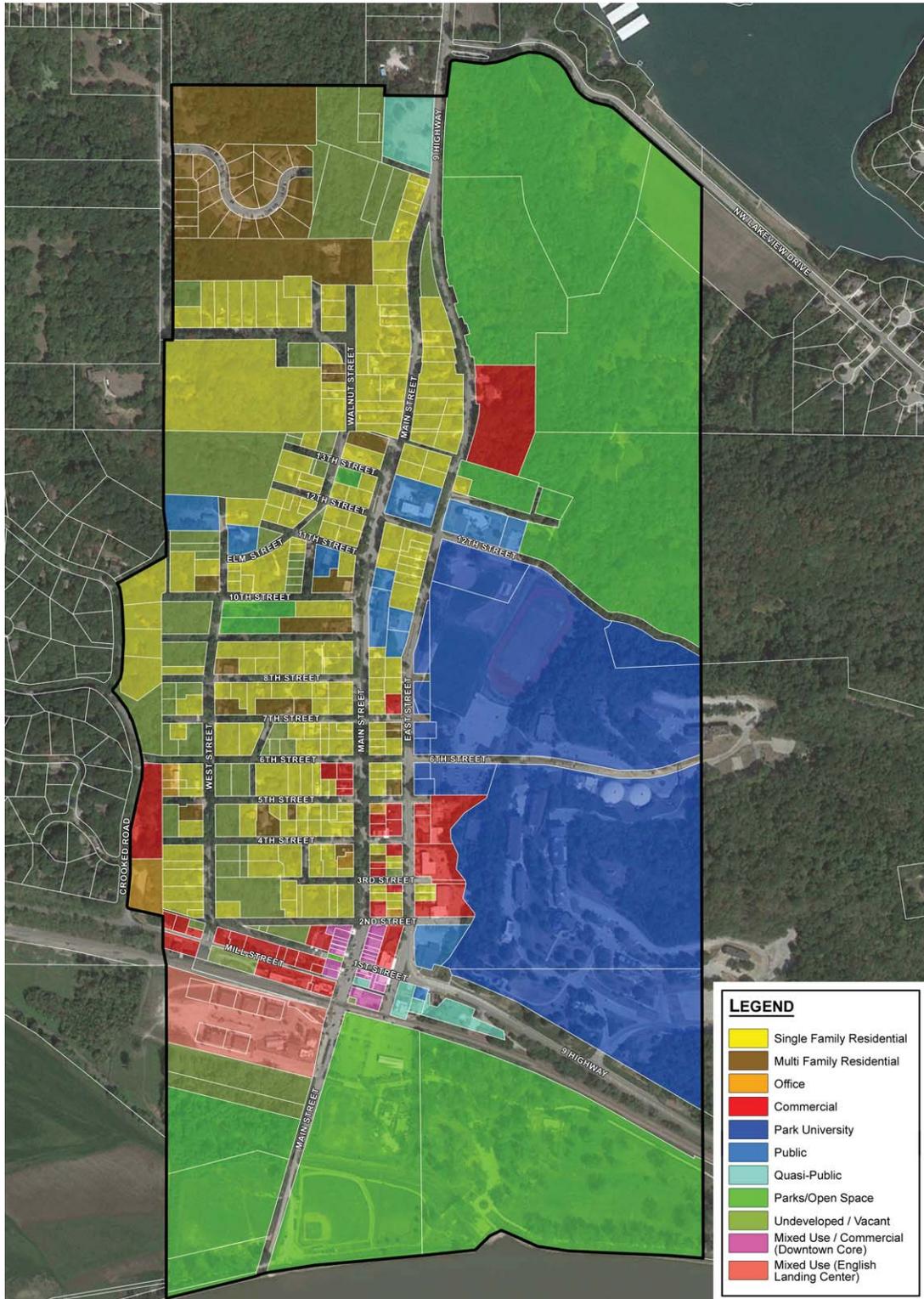
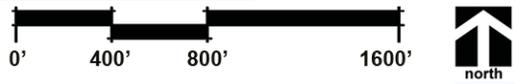


Fig. B.3 – Existing Land Use Map



B.4 Zoning

The City of Parkville adopted the current zoning map, depicted in Figure B.4, in December, 2008. The map projects development of the City in a manner that protects the health, safety, prosperity, and general welfare of its residents. Zoning within the downtown area includes the following districts:

- **PLCD** Parkland and Conservation District
- **R-1** Single Family District
- **R-2** Single Family Residential District
- **R-4** Multiple Family Residential District
- **PEC** Planned Educational Campus
- **OTD** Old Town District
- **B-4** Planned Business District
- **I-2** Light Industrial District
- **I-3** Heavy Industrial District

The downtown residential neighborhood is zoned “R-4” throughout. This district allows for single family, two family, multifamily, apartment buildings, lodging and bed and breakfast establishments, and religious or non-profit uses.

The commercial core of downtown is zoned “OTD.” The Old Town District permits a mix of uses typical of downtown development. Residential dwellings units are allowed, “when located within a structure that contains retail space on the street level” (Source: City of Parkville Zoning Code). The OTD has design guidelines and detailed sign requirements that aim to maintain the look and character of downtown. Currently, while this designation is a part of the code, no properties have been rezoned OTD.

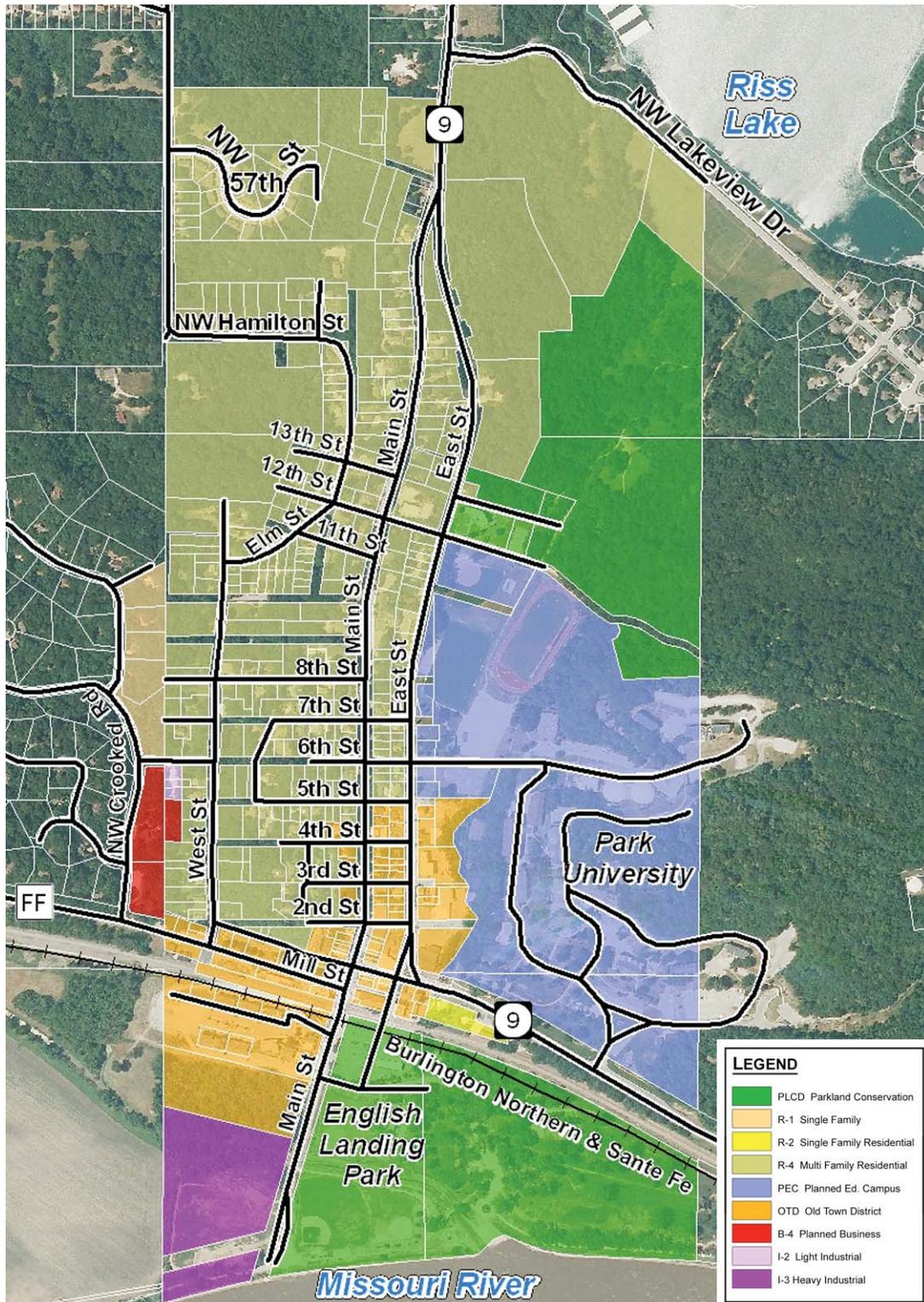


Fig. B.4 – Existing Zoning Map



B.5 Housing Characteristics

As mentioned under land use, housing in downtown consists predominantly of single family residences. The size, architectural style, and age of the homes varies throughout the downtown area. The historic Downtown Parkville core consists of a collection of commercial and residential structures of varying architectural styles, construction types and construction dates ranging from the mid 1840's – 1960. Typical housing architectural styles include, Queen Anne, Folk Victorian, Foursquare, Early American, Neo-Ecclectic and Craftsman Bungalow to name a few.



Fig. B.5 – View looking south along Main Street (SRJA, 2012)

To help understand the quality of housing and property condition that exists, a housing conditions survey was completed. This was a quick windshield survey that used a simple rating system and considered both the housing structure and the site. Each parcel was given a score of 5 to 1, with 5 representing excellent conditions and 1 representing dilapidated conditions. Below is a brief description of each rating:

5 Rating

Site and structure in excellent condition. Very well maintained.

4 Rating

Site and structure in good condition. Well maintained.

3 Rating

Site and structure in sound condition with only minor deficiencies. Adequately maintained.

2 Rating

Significant deficiencies in condition of site and/or structure. Poorly maintained.

1 Rating

Dilapidated site and/or structure conditions. Maintenance appears minimal to non-existent.

Housing structure elements that were reviewed for condition quality included roofing, paint, windows,

siding, observable foundation, porches, and general architectural aesthetics. Similarly, site elements were reviewed and scored based on the maintenance of driveways, retaining walls, lawns and landscaped areas, as well as site access and overall aesthetics. The results of this survey are as follows:

- **20%** of houses received a 5
- **33%** of houses received a 4
- **35%** of houses received a 3
- **11%** of houses received a 2
- **1%** of houses received a 1

In general, conditions are excellent to sound throughout much of the eastern half of the study area. Main Street and East Street, as well as the side streets directly west of Main Street include a number of excellent properties. Moving farther west of Main Street, the conditions are much less consistent. Though there are still a number of sound properties in this area, there are also an increasing number of deteriorating ones. Dead-end streets, deteriorating retaining walls and dramatically sloped properties are all common issues. Gravel driveways, poor lawn and overall site maintenance and general building deterioration also contribute to the inconsistency in this portion of the study area.

B.6 Character of the Built Environment

The historic Downtown Parkville core consists of a collection of commercial and residential structures of varying architectural styles, construction types and construction dates ranging from the mid 1840's – 1960.

Many of the commercial buildings are traditional one and two part commercial block buildings located along Main Street and 1st Streets. Typical construction materials are brick, concrete block, wood and stone. Several of these buildings have bronze oval plaques depicting their date of construction which are installed on the building's main facade. The majority of these one and two part commercial block buildings are located along Main Street from 5th Street to the North; Highway 9 to the East; and the railroad to the South. The historic buildings are in good to fair condition overall. Several buildings with wood trim, windows, storefronts and buildings of wood construction are in need of wood repair and/or replacement and many need regular, routine maintenance.

Character defining features of the built environment in the downtown core include, but are not limited to, the following items:

- Storefront windows
- Signage
 - Painted Wood Signs
 - Screenprinted/Vinyl Signs on Storefront Windows
 - Flag/Blade Hanging Signs
 - Banners
- Second story fenestration (if applicable)
- Parapets with flat or low slope roofs beyond
- Awnings (fabric, wood or steel)
- Defined front door or main entry
- Angled parking in front of storefronts
- Planters
- Sidewalks
- Streetlights with banners and overhead power lines



Fig. B.6 & B.7 – Views looking east along Main Street (SRJA, 2012)

Main Street

One of the most identifiable areas of downtown is the two block stretch of Main Street from the railway to 2nd Street. The buildings are occupied by a mix of shops, services, and dining options. Buildings vary in quality, level of maintenance, and repair. There is a significant amount of original context still remaining in Parkville's historic downtown, though throughout the years, it has been concealed below layers of non-original and sometimes inappropriate materials.

The 'historic feel' to Main Street still exists and per the National Park Service's Secretary of the Interior's Standards for Rehabilitation with a minimum level of improvements could meet the requirements for listing on the National Register of Historic Places either individually or as a historic district.

In many cases, residential quality materials have been used to modify storefronts and buildings, reducing the overall appearance of the area. A lack of attention to quality maintenance and upkeep further reduces the overall appearance.

Parking lines both sides of the two-lane street. This leaves 8'-10' of pedestrian streetscape from the edge of the buildings to the edge of the street curb. The streetscape is primarily a pedestrian walkway, but it is also used by property/business owners to attract traffic. Site furnishings, landscape pots, and sandwich boards often occupy the space directly in front of the buildings. Though these amenities are essential elements of a downtown streetscape, they have the effect of making a cramped walkway even tighter.

South of the railroad tracks, newer development exists on the west side of Main Street known as English Landing Center. This mixed use retail, office, service, and housing development is internally designed and focused. It has an internal parking lot with buildings on the north and south. Quality of the development is good, with an architectural style that mimics eastern-stacked, mixed use seen on main streets or urban nodes. Materials are brick and siding that are in good condition.

Aesthetically, the streetscape along Main Street feels tired and worn out. The large fields of well worn reddish-grey concrete pavers are monotonous, offering little beyond a surface to walk on. The benches and landscape pots are appealing, but there are so many styles, sizes, colors, and types of materials being used that the end result is a mishmash of elements that do not always appear to belong together. There are no street trees along this stretch of Main Street, and the street lights are spaced too far apart to be a unifying element.

All this adds up to create a cramped, cluttered, and uninviting streetscape that lacks an identity beyond the names on the fronts of the buildings.

The streetscape in the residential neighborhoods north of 2nd Street along Main Street, is in good condition. Existing large trees line the streets and sidewalks are on both sides of the street. These features add significantly to the overall character and quality feeling of the neighborhood. Existing vegetation overhangs the sidewalks which are deteriorated in places. These conditions need to be addressed to help provide a safe and convenient route for pedestrians.



Fig. B.8 – View looking north down Main Street (SRJA, 2012)

Fig. B.9 – View looking south down Main Street (SRJA, 2012)



Fig. B.10 – View looking northwest along Main Street (SRJA, 2012)

East Street

When viewing the study area as a whole, it is important to identify the relationship between Main Street and East Street as it relates to character and context. Main Street is densely defined by buildings on both sides, and the character of those buildings gives it a vibrant “downtown” feel. While the west side of East Street is still quite dense, the east side is fronted by a number of large parking lots, undefined open space, and more modern development patterns. As a result, East Street lacks the same “downtown” qualities that make Main Street special. Furthermore, East Street does not offer any visual connections that would invite travelers west toward Main Street. Given the amount of vehicular traffic that exists along East Street, this appears to be a missed opportunity to capitalize on such an asset.

Fig. B.11 – View looking east along East Street (OHH, 2012)



Fig. B.12 – View looking west along East Street (OHH, 2012)

West Street

West Street is residential in nature and has a completely different character than Main Street. Trees in front yards take the place of street trees. Streets are uncurbed. Sidewalks are sporadic. The general character of the homes varies greatly and includes many suburban style homes that are incongruous with the historic nature of the rest of the project area. There are numerous properties with distressed conditions, and vacant properties as well.



Fig. B.13 – The character of the built environment along West Street is quite different from Main Street.



Fig. B.14 – The hilly topography and dense woodlands that border the east side of West Street would make further development in this area difficult.

Historic Structures

Parkville has a long and rich history in the region and actually has a number of individual structures that are currently listed on the National Register of Historic Places. However, the only structure within the downtown area that is currently listed on the National Register is the ‘Waddell “A” Truss Bridge’ located in English Landing Park.



Fig. B.15 – Historic ‘Wadell “A” Truss Bridge (SRJA, 2012)



Fig. B.16 – Historic ‘Wadell “A” Truss Bridge (SRJA, 2012)

B.7 Attractions

The Attractions, Activities & Areas of Interest Plan shown in Figure B.17 identifies important functional assets to the downtown area. The identified uses are those which actively attract people to the corridor, both as residents and as visitors. In doing so, they play a substantial role in defining the public perception of downtown and the surrounding community.

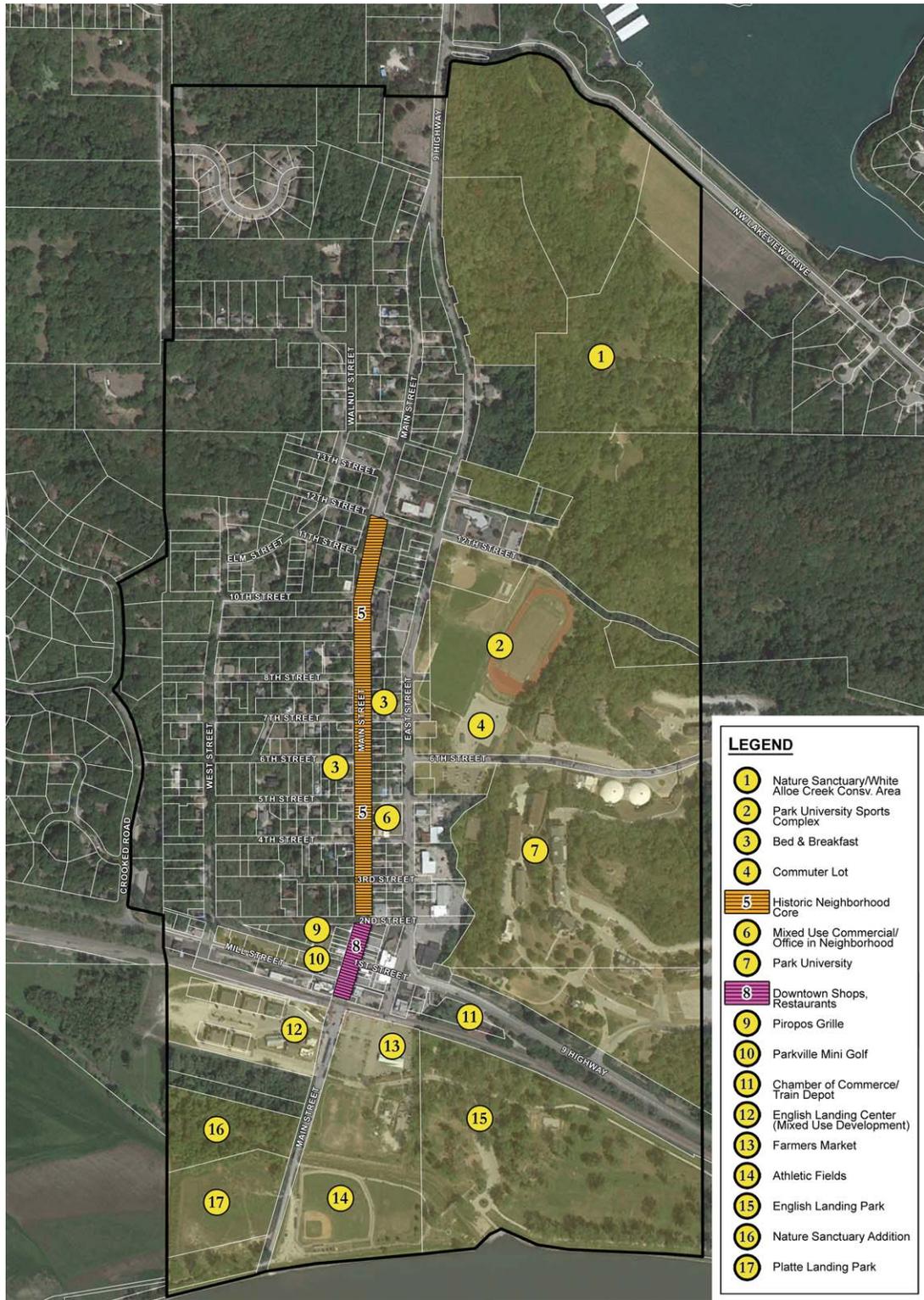


Fig. B.17 – Existing Attractions Map





Fig. B.18 – Existing Parks Map

B.8 Parks and Open Space

There are six parks located with the downtown study area, as described below:

Parkville Nature Sanctuary/White Alloe Creek Conservation Area

The Parkville Nature Sanctuary (49 acres) and the adjacent Alloe Creek Conservation Area (66 acres) account for a total of 115 acres of natural forest land along the northeastern portion of the study area. A 2.8 mile trail systems offers visitors a chance to hike and observe flora and fauna in their natural environment.

Adams Park

Located at the corner of 13th Street and Walnut Street, this mini-neighborhood park includes a small shelter and picnic area.

Bruce Watkins Park

Located at the corner of 10th Street and West Street, Watkins Park includes a short oval trail, open lawn space, a picnic shelter, a basketball half court, and an area for horseshoes.

Main Street Pocket Park

Located directly west of the intersection of 1st Street and Main Street, this urban park consists of a small gathering area with three benches, a trash receptacle, a water fountain, terraced retaining walls, and seasonal landscaping. The park also provides stair access to the commercial properties to the west.

Platte Landing Park

Platte Landing Park represents a planned extension of English Landing Park to the west. The master plan for the 144-acre park extension includes additional ball fields, a nature trail and boardwalk, boat ramp, dog park, concessions, restroom facilities, and a riverfront plaza/stage.

English Landing Park

Located south of the railway, the park encompasses 68 acres of recreational open space and includes 3 miles of walking trails, playground facilities, a boat ramp, picnic shelters, a sand volleyball court, a disc golf course, and baseball fields. It is the most visited parks and recreation site in the County.

Additionally, the park hosts several large events each year, including RiverJam, Parkville Days, Turkey Trot, and Christmas on the River.

B.9 Trails

There are several existing trails within and adjacent to the study area that need to be considered for potential connections. These include the South Platte Pass trail along MO Rte 45, the trail system within the Nature Sanctuary, and the trail system within English Landing. In addition to these existing trails is a proposed trail from the junction of MO Rte's 9 and 45 south to the junction of MO Rte FF (Mill St) and Main Street. The proposed trail is shown in Figures B.19 and B.20 and is delineated in two phases. Phase I at approximately 0.9 miles from MO Rte 45 to Honor Lane is currently funded with design underway. Phase II is not yet funded. The location is schematic and subject to refinement. The trail is envisioned as a 10-foot wide paved surface separated from any roadways.

Phase I of the trail would start on the east side of MO Rte 9 and travel south for nearly 2,000 feet until crossing MO Rte 9 at the Platte County Community Center. Here the trail becomes an off-road trail connecting to a path around an existing detention pond west of the community center before heading south again for another 2,000 feet passing near the east edge of 51st Street and then connecting into Honor Lane.

The Phase II trail is shown schematically along Honor Lane crossing Hamilton Street and heading south following along the western property lines of homes along Elm Street for approximately 1,500 feet. A connection is shown along 12th Street towards Main Street. The trail then crosses Elm Street and 10th Street entering

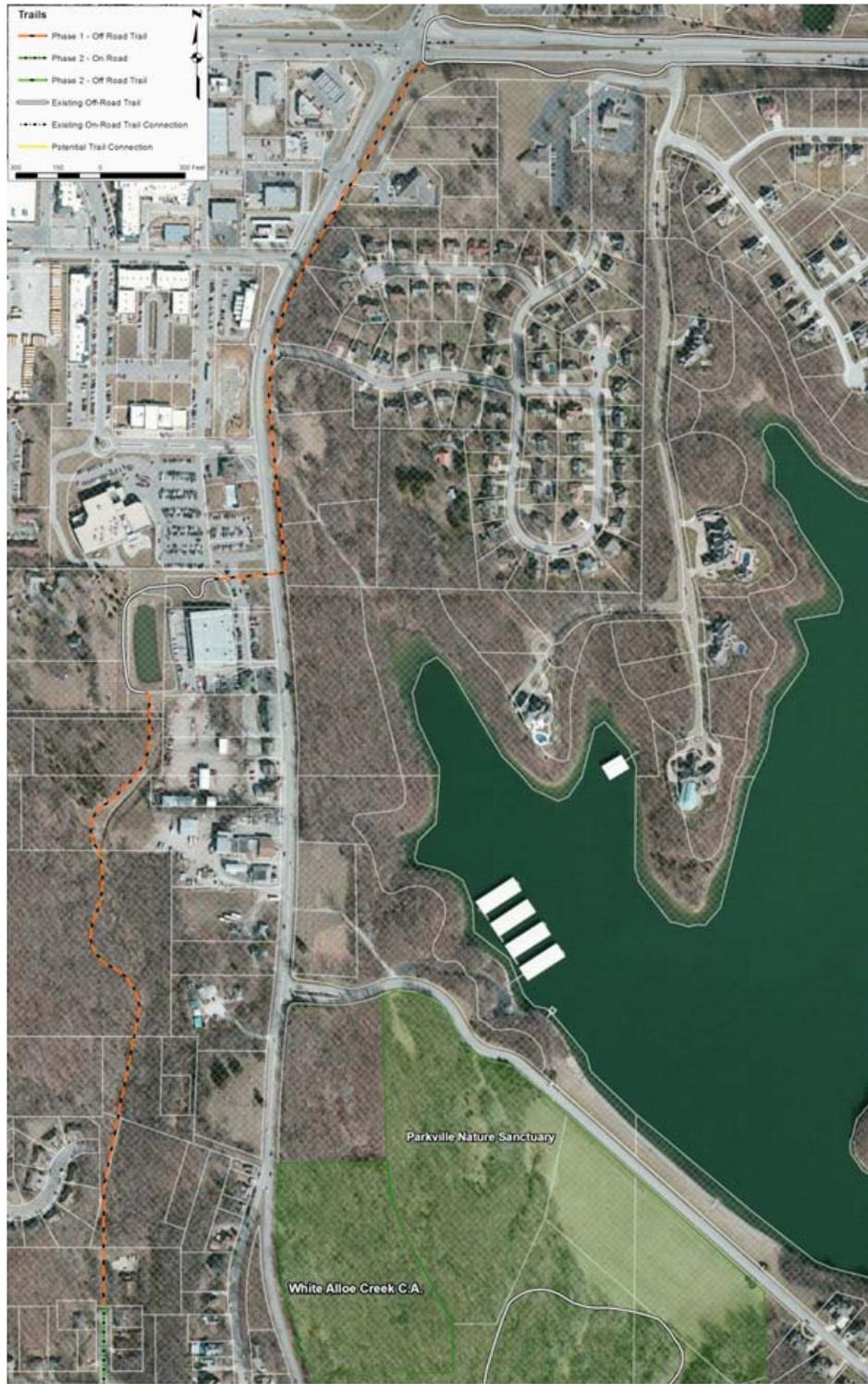


Fig. B.19 – Phase 1 Trail Exhibit (TranSystems 2012)

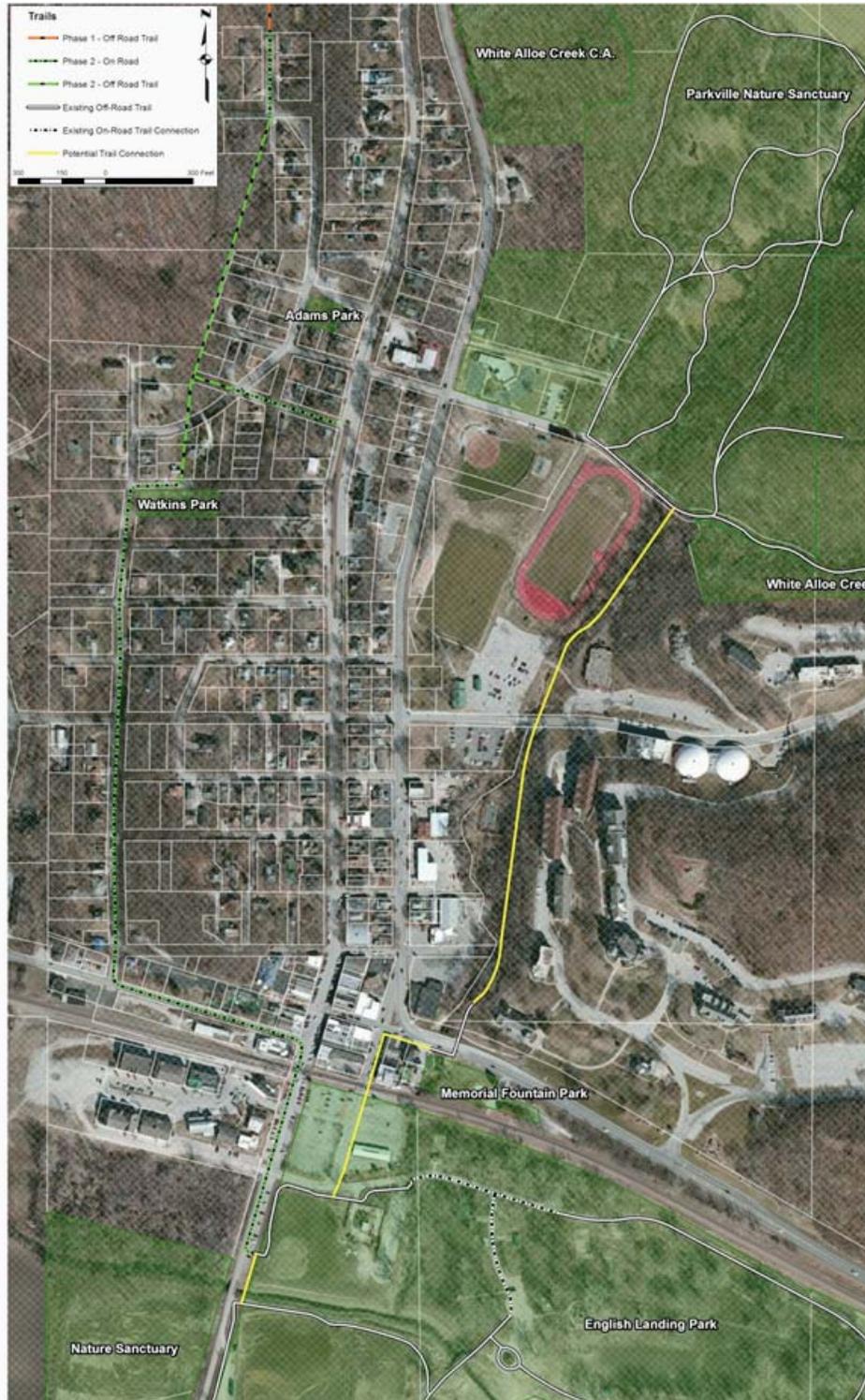


Fig. B.20 – Phase 2 Trail Exhibit (TranSystems 2012)

Watkins Park. The trail then exits Watkins Park and heads south along West Street for approximately 1,500 feet before turning easterly along Mill Street for 700 feet to Main Street.

The Phase II trail poses several connectivity issues. The connection via 12th Street is only 100 feet from Adams Park. 12th Street also leads to Parkville Nature Sanctuary and its trail system. The trail passes by (or potentially through) the National Register property of the Benjamin Baker School before crossing Elm Street into Watkins Park. The trail is shown stopping at Mill and Main Streets less than 500 feet from the existing English Landing trail network. Eventually future trails are likely to connect through Park University.

A brief description of the parallel street network is provided under the assumption that the trail is a 10-foot wide path separated at least 5 feet from the edge of travel way.

- Honor Lane – This 50-foot wide right-of-way and 32-foot wide roadway would require modification unless an on-road system was utilized.
- Elm Street – While the 40-foot right-of-way is relatively narrow, the 28-foot wide roadway could be utilized for a shared roadway. Nonetheless, sidewalks would be desirable.
- West Street - The 40-foot right-of-way is relatively narrow and so is the 20-foot wide roadway. Creating a separated trail in this section may require permanent easements or property takings.
- Mill Street - The 40-foot right-of-way is relatively narrow and so is the 22-foot wide roadway. Conditions are made more challenging by a retaining wall on the north side and a steep drop-off on the south side.
- Main Street – The 80-foot right-of-way provides opportunities for a separated trail. It could connect to the existing trail on the east side of Main Street south of Herb Bush Drive.
- 12th Street - The 40-foot right-of-way is relatively narrow with a 24-foot wide roadway. Conditions are

made challenging by a retaining wall on the north side. Crossing MO Rte 9 may also be challenging.

B.10 Topography

One of the defining features of Downtown Parkville is the dramatic grade change that occurs throughout the study area. In general, the entire area slopes toward the Missouri River along the south edge. Rush Creek feeds into the river from the west, and White Alloe Creek feeds into Rush Creek from the north. Park University sits on a ridge east of White Alloe Creek that isolates it from much of the downtown area to the west. There is also a major ridge that runs through the center of the downtown, west of Main Street. The ridge has a significant impact on the residential neighborhood between 2nd Street and 12th Street. The vacant property and undeveloped streets that exist within the west half of the neighborhood are likely a result of challenges created by the steep slopes and dense vegetation of the area.



Fig. B.21 – Existing Topography Map

B.11 Flooding

The 1% flood zone encompasses all of English Landing Park, the future Platte Landing Park, and the BNSF railway. It also encroaches on Mill Street, Crooked Road, and portions of the downtown commercial core. The first two blocks of Main Street north of the railway are impacted by the flood zone, as well as much of the development along the east side of East Street.

The City and the U.S. Army Corps of Engineers monitor Missouri River levels every year for the potential for flooding. Historically, flooding has been addressed by building dams using portable units and sandbags. Damages to English Landing Park are caused by flood waters that are unable to drain.

Flooding due to heavy rain events occurs along White Alloe Creek and Crooked Road. The new Rte 9 bridge over White Alloe Creek has improved flow along this channel during heavy rain events.

B.12 Vegetation

Much like the topography, the natural vegetation of downtown is both a challenge and an asset. A large portion of the west half of the residential neighborhood is protected by dense, overstory vegetation. This overstory undoubtedly adds to the beauty of the area, but it is also a limiting factor when considering the ability infill undeveloped residential lots.

Additionally, the Parkville Nature Sanctuary/White Alloe Creek Conservation has a total of 115 acres of natural forest land that serves to both preserve nature and attract visitors. The beautiful land offers a unique refuge near the heart of Downtown Parkville.

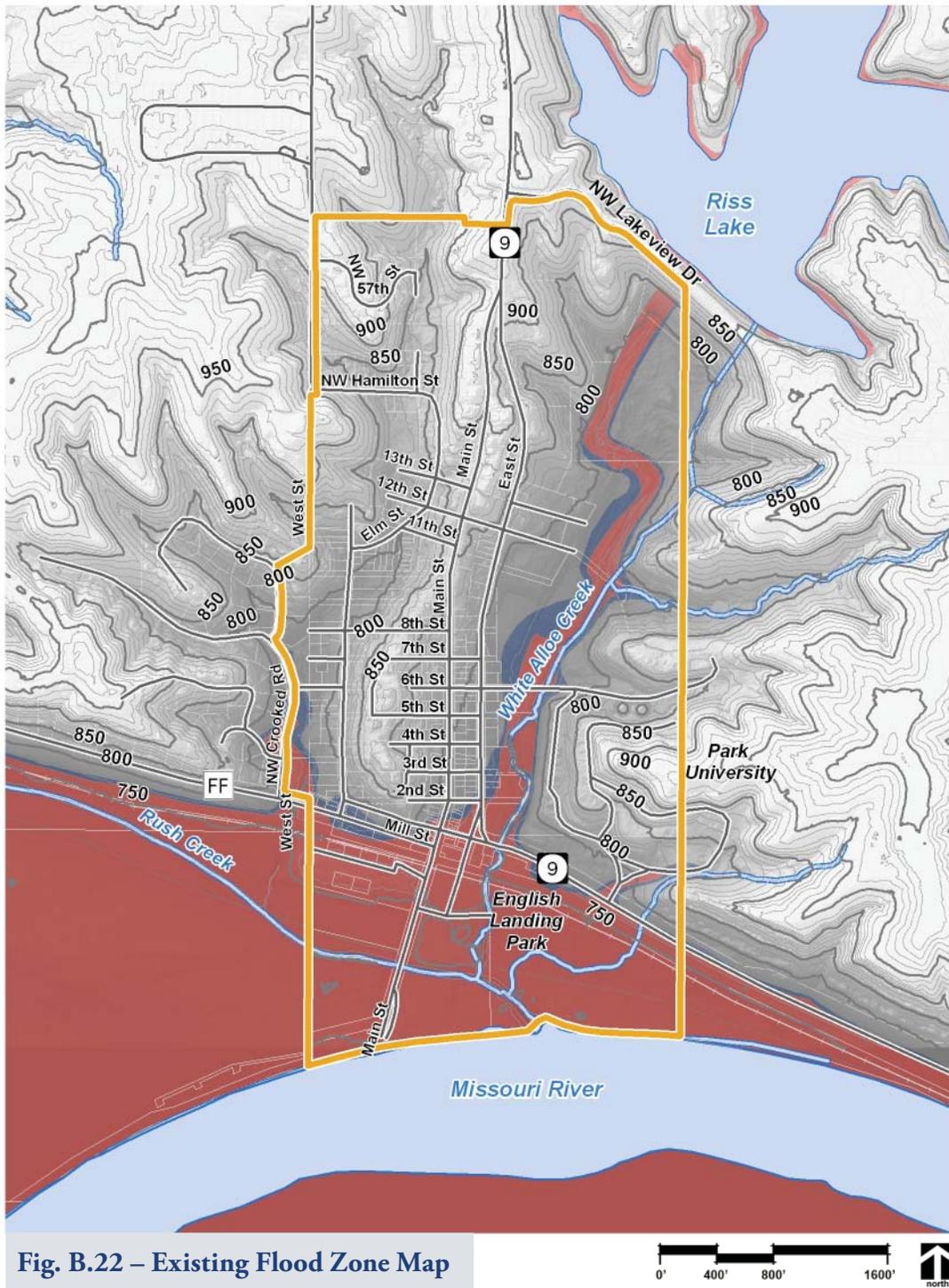


Fig. B.22 – Existing Flood Zone Map

B.13 Transportation Systems

As part of the data collection efforts and means to document existing conditions, the key street network was identified and information regarding traffic volumes, railroad crossings and accidents was assembled, reviewed and is summarized here. Site visits and observations were conducted during Summer 2012. Elements from the observations included street conditions and an inventory of sidewalks and on-street parking. The study area reviewed includes approximately 1.5 square miles with nearly 3.6 centerline miles of roadway.

B.13.1 Roadway and Traffic Volumes

The majority of streets are two-lane, two-way, undivided, narrow-asphalt roadways. A few of the ways are alleys and 2nd Street is a one-way street. Main Street, between 7th and 11th Streets, has a median which accommodates the split-profile of directional travel.

Streets are classified in three basic categories; local, collector and arterial. The majority of streets are local and account for 64% of the centerline miles. Collector streets consist of MO Rte FF (Mill and 1st Streets) and Main Street. MO Rte 9 is the only arterial street. Over half of the streets (55%) are considered primarily residential in character. Just less than 20% of the streets have centerline pavement markings, mostly single yellow dashed lines. Based upon observations only, 70% of the pavement is considered in good condition. Traffic control Stop signs are located at the following intersections:

- Main Street (SB/NB) at 13th Street/Walnut Street
- MO Rte 9 (SB) at 1st Street
- 1st Street (EB) at MO Rte 9
- 1st Street (WB) at Main Street
- Mill Street (EB) at Main Street

Prior traffic counts were reviewed to understand historic growth trends and ascertain travel patterns. The initial focus is upon the State highway system that affords both current and historic traffic volumes. The State highway system through Parkville includes Interstate 435, MO Routes 45 and 9, as well as State Highways K and FF. The two state routes of importance to Downtown Parkville are MO Rte 9 (River Park Drive/ East Street) and Highway FF (Mill Street/River Road). The daily traffic volumes on each highway reflect their function with 2,500 vehicles per day (vpd) on Highway FF and a range of 11,000 vpd (north of 1st Street) to 16,400 vpd (east of East Street) on MO Rte 9. Recent traffic counts conducted in September 2012 indicate some slightly different volumes. Traffic on Highway FF has grown to nearly 6,000 vpd while traffic on MO Rte 9 continues to decline to less than 10,000 vpd (north of 1st Street) and to less than 14,000 vpd (east of East St.).

Historic growth along the state highways through the Downtown and a few other highways around Parkville show a consistent decline along many of the corridors including MO Routes 9 and 45 as well as Highway FF. Over a 10-year period from 2000 to 2010, traffic volumes as reported from MoDOT traffic volume maps, all showed a decline as illustrated in Figure B.23. While many of the count locations are not directly in the Downtown area, they should reflect an overall trend in traffic volumes. In many locations, changes over a five year period (either 2000 to 2005, or 2005 to 2010) were nominal. Traffic volume data was not available for the year 2000 along Highway FF.

Traffic distributions follow expected commuter patterns of predominantly eastbound in the AM and westbound in the PM along the MO Rte FF/9 corridor. A similar patterns occurs on Route 9 in the north-south orientation; southbound in the AM and northbound in the PM. The FF/9 corridor also follows a near equal total peak for both the AM and PM traffic reaching just shy of 1,200 vehicles per hour (vph) for MO Rte 9 (east) and nearly 600 vph for Highway FF. On the other hand, MO Rte 9 to the north has a higher PM peak (at 900 vph) that the AM peak (over 600 vph) although these volumes last for more than the one hour peaking period.

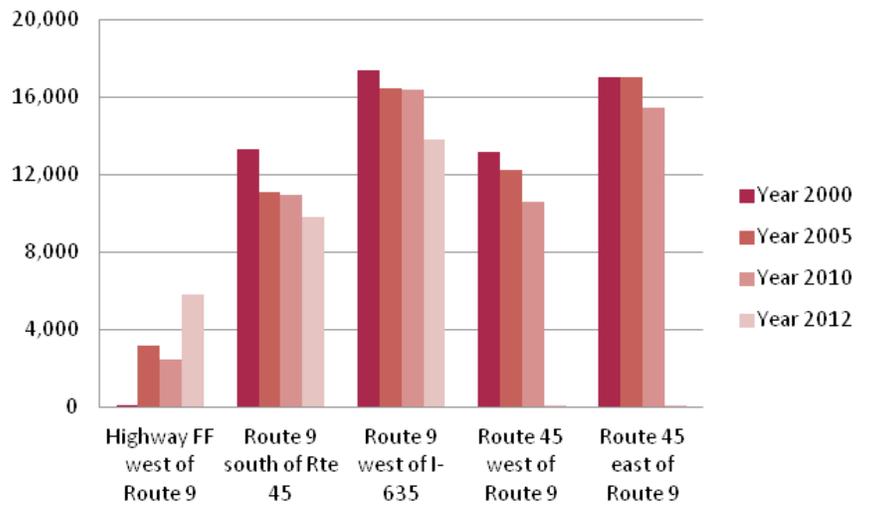


Fig. B.23 – Historic Traffic Volumes

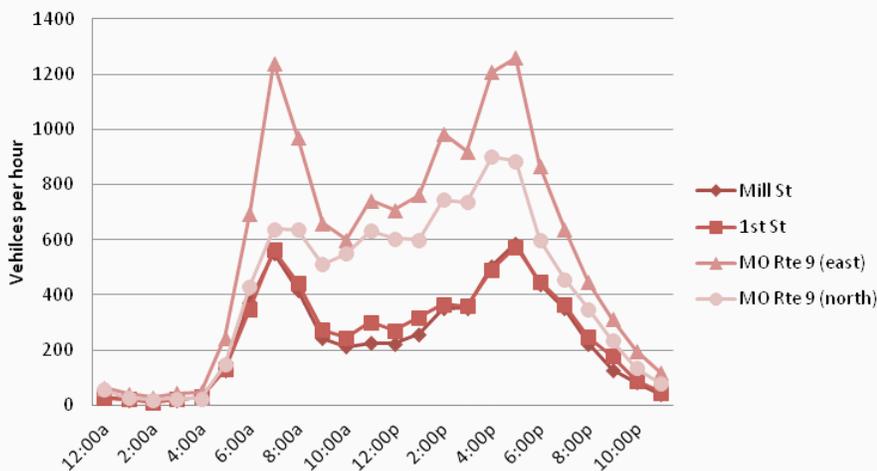


Fig. B.24 – Hourly Traffic Volumes

A recent study conducted through the Traffic Engineering Assistance Program (TEAP) involved a series of intersections along MO Rte 9 and Highway FF. These intersections were also reviewed to gain an understanding of travel patterns. At the stop controlled junction of MO Rte 9 with 1st Street, approximately 60% of traffic (based upon peak hour turning movement counts) goes to and comes from the north. The remaining 40% goes to and comes from the west along Highway FF. It should be noted that the projected peak hour volumes, as shown in Figure B.25, are approaching the practical capacity of a one-lane roadway for MO Rte 9, east of East Street.

When discussing travel along Highway FF from the west, one travels along Mill Street and stops at Main Street. The majority of traffic turns left and then immediately right onto 1st Street. 1st Street continues through East Street and encounters a stop control at the junction with MO Rte 9. When travelling from the east, westbound traffic on MO Rte 9 does not stop and continues either northward on East Street (essentially turning right) or straight on 1st Street until encountering a stop sign at Main Street. The majority of traffic turns left, then immediately right onto Mill Street, following the route of Highway FF. While Main Street has considerably less traffic volume, both Mill Street and 1st Street are considered the side streets in a typical 3-legged “T” shaped configuration.

Existing and Projected Intersection Peak Hour Volumes						
Location	Existing			Projected		
	WB	EB	Total	WB	EB	Total
1st Street – Highway FF (West of Main Street)						
AM	78	394	472	116	587	703
PM	434	189	623	647	281	928
River Park Drive – MO Rte 9 (east of East Street)						
AM	298	882	1,180	461	1,345	1,806
PM	1,103	216	1,319	1,679	660	2,339
East Street – MO Rte 9 (south of 2nd Street)						
AM	472	169	641	735	269	1,104
PM	301	655	956	459	1,130	1,589

Fig. B.25 – Peak Hour Volumes

Speed data along these roads was also collected, as shown in Figure B.26. The posted speed limit in all these segments is 25 mph. Only the 1st Street segment achieved a lower 85th percentile speed. The 85th percentile speed is typically used to assess posted speed limits. The 85th percentile speed on MO Rte 9 (east) was highest at 36 mph; this data was collected on Route 9 between the White Alloe Creek bridge and traffic signal at the entrance to Park University. The eastbound approach traffic travelled at 37 mph while the westbound was 34.4 mph. A greater difference might be expected as westbound traffic is attempting to slow down from a posted speed of 55 mph farther east.

B.13.2 Safety and Vehicular Crashes

MoDOT provided accident data for the study area over

a five-year period from 2007 through 2011. During that time period, 149 total accidents were recorded with 15 injury accidents and one fatal accident. The fatal accident involved a pedestrian along MO Rte 9 at 4th Street. The total number of accidents jumped from 27 in 2008 to 37 in 2010. Figure B.27 shows the total accidents and injury accidents by month over the five-year period. January had the most accidents (at 18) followed by June and September (at 16 each). Figure B.28 shows the breakdown of accidents by classification. The top three types of accidents were rear-end, out of control, and right angle. These three classifications encompass 45% of the total accidents and include a majority (56%) of the injury accidents. The overall percentage of injury accidents is 10% which is relatively low. A dot-plot over the five year period of the crash locations is shown in Figure B.29.

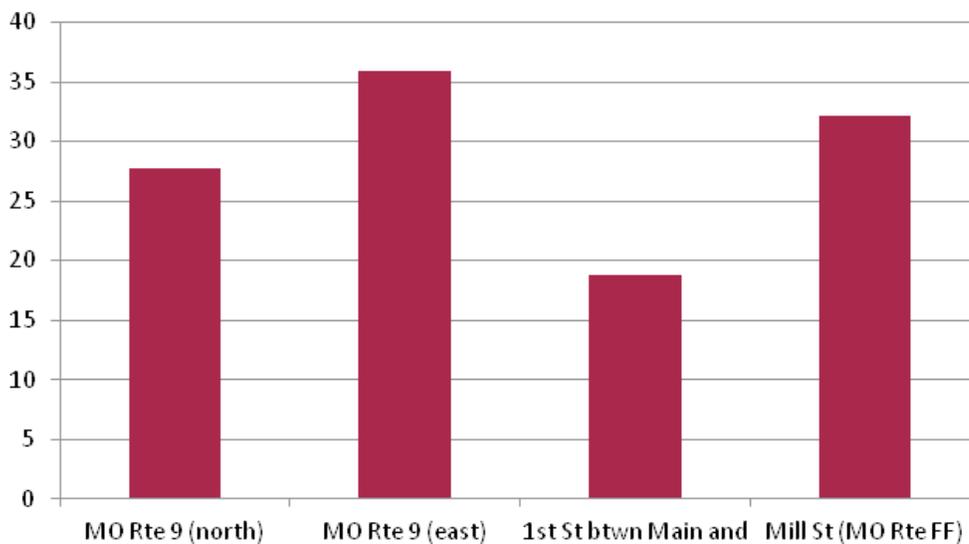


Fig. B.26 – 85th Percentile Speed Data

5-year Accidents by Month

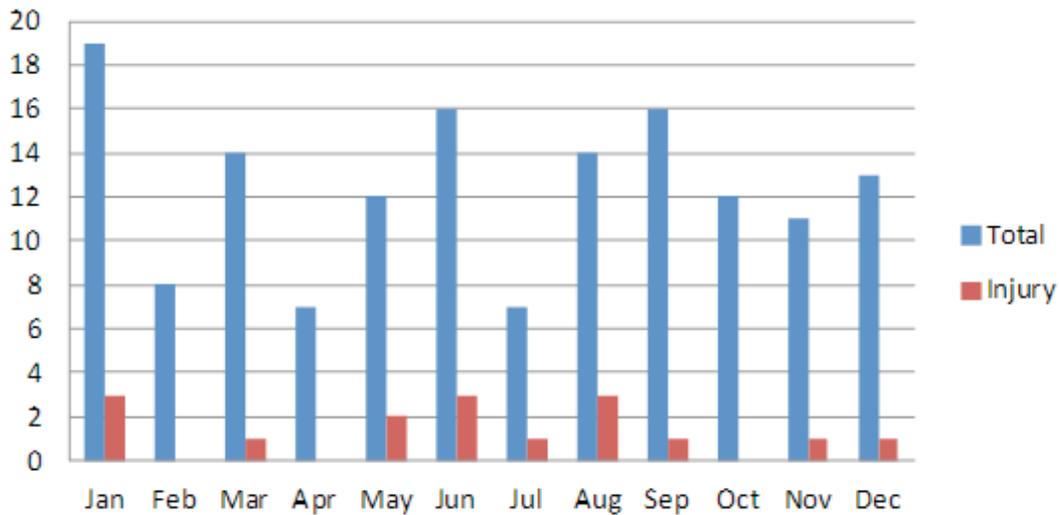


Fig. B.27 – 5-Year Accidents (2007-2011)

Downtown Parkville Accident Types

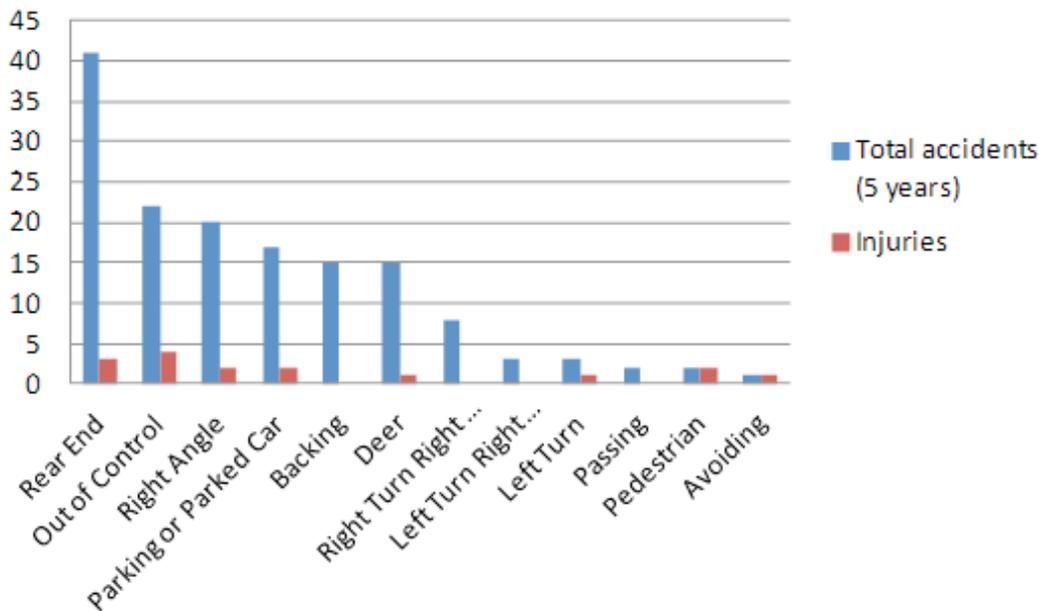


Fig. B.28 – 5-Year Accidents (2007-2011) by Type



Fig. B.29 – 5-Year Accident Locations

Other accident characteristics note:

- The majority (82%) of all accidents are intersection related.
- The majority (75%) of all accidents occur under clear weather.
- The majority (79%) of all accidents occur under dry road surface conditions.
- The majority (73%) of all accidents occur under daylight conditions.
- Half (50%) of injury accidents occur during daylight conditions.

While several accidents occurred in the study area and some clustering of accidents can be noted, a positive aspect is that in general the injury percentage is low. Unfortunately a fatal accident occurred with a pedestrian across MO Rte 9. A comparison to statewide average accident rates is not applicable as the segment lengths within the study area are shorter than required and would result in artificially high crash rates.

B.13.3 BNSF Railroad

There are two at-grade railroad crossings in the Downtown area which include Main Street and East Street just 225 feet apart centerline to centerline. East Street is milepost (MP) 9.64 and Main Street is MP 9.66. Consequently, when a train passes through, both streets are blocked. The Main and East Street junctions are controlled by gates and mast mounted flashers. Wrought iron fencing is installed along the north side of the railroad track between and adjacent to Main and East Streets in order to control pedestrian crossings. The crossing surface is concrete. No pavement markings are present on the approaches. Both streets are classified as urban local streets that provide access to English Landing Park. Traffic volumes as reported by the FRA in 1994 are 1,000 vehicles per day (vpd) for Main Street and 1,750 vpd for East Street.

The rail line is owned by BNSF Railway and is part of the Nebraska/St. Joseph/KC-Carling division/subdivision/branch. There are 23 to 45 trains per day on the one main track. Many of the trains are coal trains. By track classification, trains can operate up to 60 mph. However, loaded coal trains typically operate up to 40 mph while empty coal trains may travel up to 45 mph. The right-of-way varies though it is typically 80 to 100 feet wide. The rail line is an important freight corridor for the BNSF. Discussion with the BNSF indicates that increases in train traffic are likely to result in a capital improvement to go to two main tracks into the BNSF Yard next to Wheeler Airport in Kansas City. At this time there is no schedule for implementation yet the expansion is considered a long term improvement.

A review of accident history notes a recent fatality (less than five years ago) with a pedestrian that had stopped on the Main Street crossing at night. Figure B.30 summarizes the five accidents from the Federal Railroad Administration (FRA) database.

Exhibit 13. Crash History at At-Grade Railroad Crossings

Date	USDOT Crossing	Street Name	Time	Visibility	Type of Accident	Casualty	Position	Speed of Train (mph)
10/08/2008	079389S	Main Street	8:40 PM	Dark	Pedestrian	Fatality	Stopped on Crossing	38
06/12/1994	079389S	Main Street	12:35 PM	Day	Auto	Property Damage Only	Moving over Crossing	36
10/07/1987	079389S	Main Street	5:30 PM	Day	Truck	Property Damage Only	Moving over Crossing	40
03/22/1988	079388K	East Street	3:30 PM	Day	Auto	Property Damage Only	Stopped on Crossing	40
09/16/1989	079388K	East Street	9:40 AM	Day	Auto	Property Damage Only	Stopped on Crossing	30

Fig. B.30 – Crash History at At-Grade Railroad Crossings

Parkville has its former passenger depot located on the north side of the tracks some 500 feet east of East Street. The next at-grade crossing to the east is at a private crossing to Ball Power Equipment (approximately MP 8.5) approximately 400 feet west of Coffey Road at the eastern edge of Parkville. The next at-grade crossing to the west is at Rush Creek Road (MP 11.77).

B.14 Parking and Utilization

A total of 189 marked, on-street parking spaces were counted within the study area. Parking varies amongst parallel, angle in, and perpendicular parking spaces. The majority of spaces are perpendicular spaces, typically located south of the railroad tracks. None of the marked spaces are under time control (signs or meters). The majority of marked parking spaces are adjacent to commercial or public/institutional uses. Unmarked parallel parking is primarily used by residents along local streets.

No formal utilization study was completed but informal observations were made while manual traffic and pedestrian counts were collected. It appears that during normal peak travel hours, there is regular parking and vehicle turnover activity. Observers did note that some

cars remained parked through the duration of the counting period indicating that parking duration can last for several hours.

The Americans with Disabilities Act (ADA) does not specifically address on-street parking, though when on-street ADA spaces are provided, various regulations apply. Some general suggestions regarding on-street ADA spaces include:

- Clearance Space can be provided by opening space on the sidewalk side of the parking space.
- Angled spaces are acceptable as ADA-compliant parking.
- One in eight spots should be van accessible to the full 96-inch specification. It is acknowledged that for on-street parking, van spaces may be difficult to accommodate.
- When considering location, the shortest route is not necessarily the best benchmark.

The access board also discusses “the project” or “project area” and suggests that on-street spaces be dispersed within the project area. It also notes that “accessible on-street parking shall be permitted to be combined with off-street parking under the same jurisdiction serving the same project area.” This is interpreted to mean that ADA parking in the nearby municipal lots could adequately serve the project area. However, spaces dispersed throughout the area should be considered. Review of other discussions regarding on-street ADA parking noted the need for clarity in signing and the use of a map identifying the location of ADA parking spaces.

A total of 10 off-street (in the municipal lot) ADA parking spaces plus 2 on-street spaces (one each) on Main Street and East Street are provided in the study area. Two former spaces on the east side of Main Street north of 1st Street have been removed. Both of the on-street ADA spaces could “double up” and provide additional ADA spaces IF the access aisle had a ramp to the sidewalk. Individually and collectively, both the central parking lot (6 ADA spaces from total of 102 spaces) and the Farmer’s Market parking lot (4 ADA from a total of 71 spaces) meet the total number of ADA parking spaces required. None of the ADA spaces are signed as being van accessible. When reviewing the district as a ‘project area’ and including the on-street spaces along Main and East Streets as well as 2nd Street (total parking of 294 spaces), the number of ADA spaces also appears adequate, although they may not be considered to be well dispersed. For less than 300 spaces, a total of 7 ADA spaces are required. For 301 spaces, a total of 8 ADA spaces are required.

This parking assessment does not consider private off-street spaces or any land use assessment for the number of parking spaces by square foot of commercial or office, or spaces per residential units.

B.15 Street Infrastructure

B.15.1 Streets and Curbs

The public streets in downtown, which are almost entirely asphalt, are generally in good to adequate condition. As has been previously mentioned, there are multiple locations within downtown where streets have been platted but not actually built to completion. In these cases, the street either dead ends, or it has simply been replaced with a narrow driveway for vehicular access to the adjacent properties. The infill of undeveloped parcels within the residential neighborhood would require the completion of some of these streets.

The condition of the concrete curbs varies throughout the area. The curbs in the downtown core are in fairly good condition. However, the condition and even existence of the curbs in the residential neighborhood is much more inconsistent. The west half of the residential neighborhood (west of Main Street), extending up to 11th Street, is essentially devoid of consistent curbing. Main Street is also lacking curbs from 8th Street to the northern downtown area boundary. Those curbs that do exist within the neighborhood vary in quality. Many of the older curbs have begun to show signs of the “disappearing curb” effect. Multiple overlays of the asphalt streets over the years have essentially raised the elevations of the streets to the extent that only two to three inches of the curb are visible in some locations. This can sometimes cause drainage concerns along the fronts of residents’ properties.

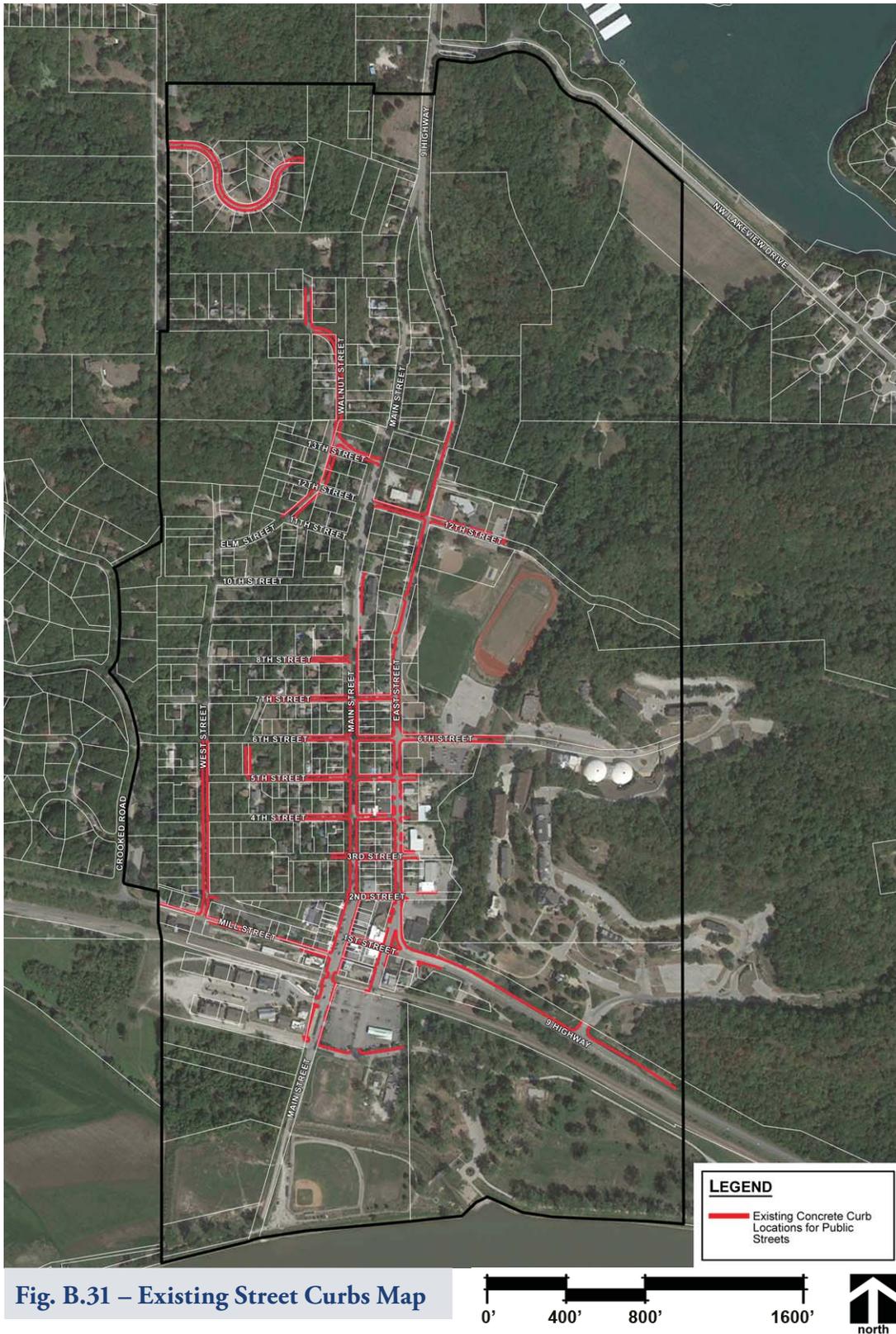


Fig. B.31 – Existing Street Curbs Map

B.15.2 Sidewalks and Pedestrians

Just under half of the streets inventoried (49%) have sidewalks. One-third of the sidewalks are four feet wide or less, which is considered a narrow width. Several segments of sidewalk are at a different (often higher) elevation than the roadway. The majority of sidewalks are concrete with 8% being brick. Not all sidewalks are ADA accessible. A total of 66 ramps were inventoried. Crosswalk delineation occurs at:

- MO Rte 9 at 6th Street, 1st Street, and mid-block east of Aloe Creek
- 2nd Street at Main Street
- 1st Street at Main Street and East Street
- Main Street at 1st Street
- Mill Street at Main Street
- East Street at 1st Street (north and south)

East St./MO Rte 9 - Beginning at Herb Bush Drive, a brick sidewalk is present on the west side north of English Landing Drive. The sidewalk on the west side changes to concrete north of the alley, north of the railroad tracks. Only a partial sidewalk is present on the east side. 1st Street is marked with a crosswalk.

North of 2nd Street, sidewalk is present on both sides until 6th Street. However, several wide driveways create a near continuous curb cut exist along commercial properties on both sides. None of the side streets are marked with crosswalks. A crosswalk is delineated across MO Rte 9 on the north side of 6th Street, with advance warning signs posted. Parking is prohibited on both sides. North of 6th Street, sidewalk is only present on the west side for approximately 800 feet until it stops and is interrupted by a paved surface used for parallel on-street parking. The study limit boundaries stop at 12th Street. North of 12th Street, no sidewalks are present though a 120 foot long pocket of on-street parking is provided.

Main Street - Beginning at Herb Bush Drive, a concrete sidewalk is present on the west side north until English Landing Drive. North of English Landing Drive, a brick sidewalk is present along both sides, crosses the railroad

tracks and continues to 2nd Street. Mill Street, as well as 1st and 2nd Streets, is marked with crosswalks. North of 2nd Street, sidewalk is present on both sides until 12th Street. None of the side streets are marked with crosswalks. Stop bars are delineated across Main Street at 6th Street, though a STOP control is not in place. On-street parallel parking is provided on both sides, though this is in part accomplished by the apparent removal of a grass strip. Angle parking is provided in front of a church in the northbound direction. Here the sidewalk is flush with the roadway pavement. Between 7th and 12th Streets, a median is provided that accommodates varying elevations. The northbound roadway is lower than the southbound roadway.

West/Elm Streets - Beginning at Mill Street, a narrow concrete sidewalk is present on the west side north until 6th Street. North of 6th Street no sidewalks are present on either side. West Street effectively ends north of 10th Street where it turns northeasterly and becomes Elm Street. North of 8th Street on the east side is a short paved area for on-street parking. A similar on-street parking area is created on the west side north of 10th Street. An internal asphalt path is provided within Watkins Park on the east side south of 10th Street. Along Elm Street, no sidewalks are present on either side.

Pedestrians - Observations of pedestrians were made on a Friday and Saturday at approximately noon. The locations included 1st and MO Rte 9, Main Street at the railroad tracks, and the “square” at Mill, Main and 1st Streets. Saturday was busier except at the crossing of MO Rte 9. On Friday, six of the 23 observations crossing MO Rte 9 were observed to enter the Patriot Bank.

Saturday observations of pedestrians crossing the railroad tracks at both Main Street and East Street indicate several groups of people. Statistically there were 1.9 people per crossing observation. The Main Street crossing was busier and accounted for 87% of all crossings observed. The heavily traveled direction was northbound at 53% of all crossings. During the one hour count period, three trains went through the crossing and blocked the crossing for approximately four minutes each time. The off-street parking lot

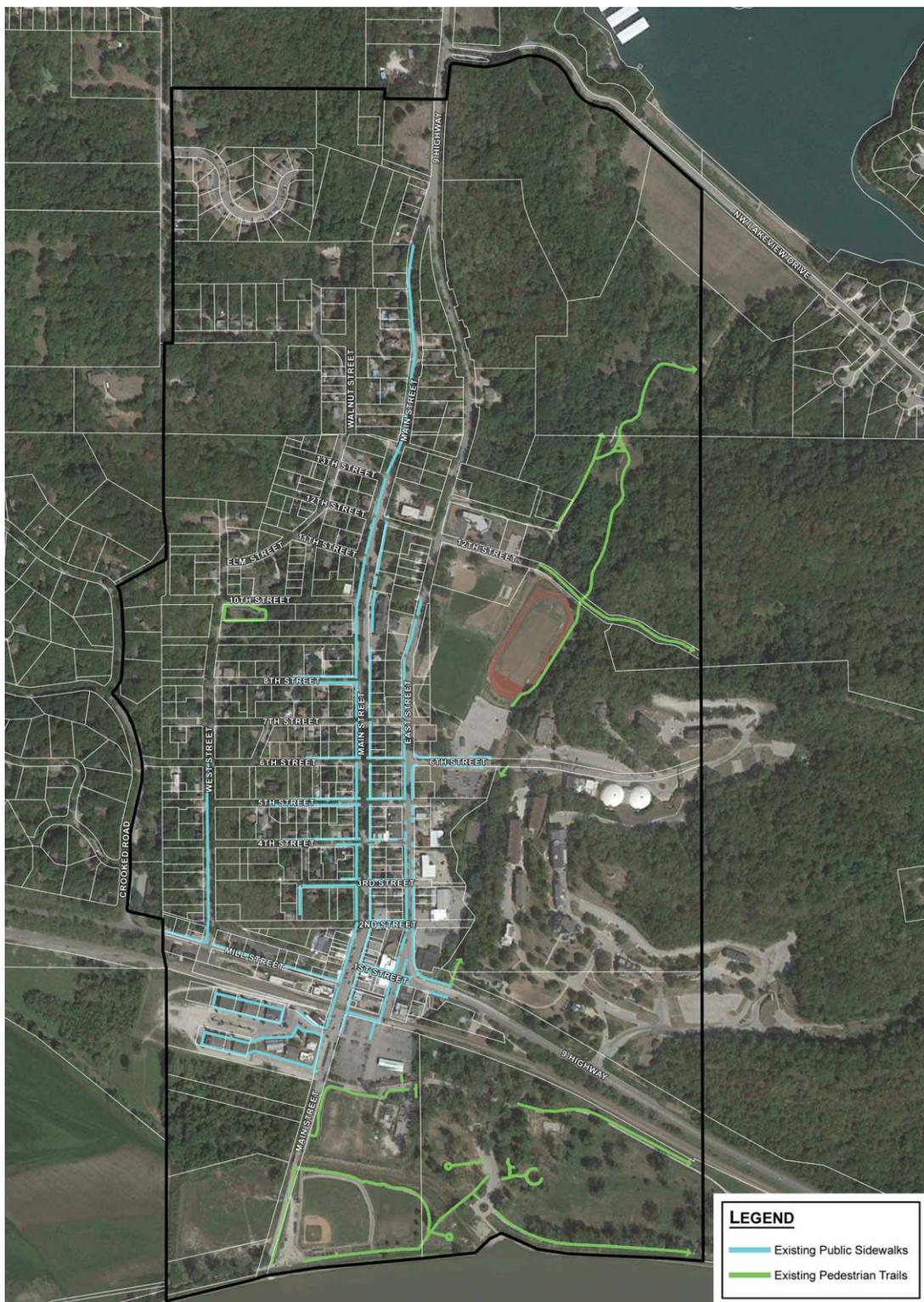


Fig. B.32 – Existing Sidewalks and Trails Map



was observed to be more than half full on Saturday. A similar crossing pattern utilizing Main Street was noted on Friday. On Friday, the off-street parking lot was only marginally utilized.

The junction of Mill/Main/1st Street is a busy intersection for pedestrians. Nearly double the number of pedestrians were observed on Saturday as compared to Friday. Again many observations had groups of people, up to four in a crossing. Crossings were nearly equal in a cardinal direction; 29% cross to the west, 25% cross to the east, 25% cross to the south and 23% cross to the north. On several occasions crossings were made in multiple directions by the groups being observed. On-street parking was fully utilized (greater than 80%) on both Friday and Saturday. Observations indicated little parking turnover within the hour.

B.15.3 Street Lights

The downtown area appears to be well lit to safely accommodate vehicular and pedestrian activity.

B.16 Utilities

Downtown Parkville has access to all major public and private utilities. Property owners report that utility service in the downtown is adequate but much of the underground utility infrastructure is aging. This creates backflow issues and occasionally odor concerns.

Most of the underground water and sewer infrastructure will eventually need to be replaced and resizing based on development potential should be considered. Some utility access south of the railroad tracks is limited (mainly centered on high-speed internet). Some private utilities do not see an adequate return on investment for serving such a small area with the needed investment of crossing the railroad tracks.

B.17 Operations and Function

B.17.1 Wayfinding

Wayfinding for both vehicular users and pedestrians is mostly absent in Downtown Parkville. Vehicular users entering the downtown area are given no direction beyond the typical street signs. This is especially problematic for visitors entering the downtown area from the east along 9 Highway. Those who are not familiar with the area could easily continue traveling north along 9 Highway and miss downtown entirely.

Pedestrian wayfinding downtown is limited to a single kiosk that is located within the pocket park along Main Street. It sits back from the street and is not easily identifiable for new visitors. Those who park south of the railroad and walk north toward the commercial core are given no direction.

English Landing Park does have some wayfinding/signage, but it is all internally focused and does not address the surrounding downtown.

B.17.2 Hours of Operation

Hours of operation for businesses were observed for the downtown core, particularly those located on Main Street. The following observations were made based on a visual survey as well as an internet search of Downtown businesses:

- Many of the businesses on Main Street do not post their typical hours of operation at all.
- For those that do, most appear to open at 10:00 a.m. and close between 4:00 and 6:00 p.m. from Monday to Saturday. Sunday hours are typically 12:00 to 5:00 p.m.
- The restaurants and cafes tend to stay open later to accommodate evening visitors.
- The office and professional service types typically keep standard business hours.
- The unique specialty shops and galleries on Main Street appear to be the businesses most likely to maintain limited or irregular hours.

B.17.3 Organizations

The following organizations exist or have influence within the downtown study area:

Main Street Parkville Association

Per the Main Street Parkville Association website (www.parkvillemo.org):

The Main Street Parkville Association's (MSPA) mission is dedicated to the preservation and promotion of Historic Downtown Parkville. MSPA was originally formed to assist with revitalization efforts in Historic Downtown Parkville following the 1993 flood. In accordance with the guidelines established by the National Trust for Historic Preservation's National Main Street Center, MSPA focuses on:

- Preserving and maintaining Parkville's historic downtown, including beautification initiatives
- Promoting the economic development of downtown
- Promoting and supporting the small businesses located downtown

MSPA is governed by a volunteer Steering Committee. Leadership of the Steering Committee includes the volunteer Chair, Vice Chair, Subcommittee Co-Chairs, Secretary, and Treasurer. Several subcommittees are organized to address specific issues, i.e., beautification efforts, marketing, festivals, etc.

Parkville Community Development Corporation

Per the Main Street Parkville Association website (www.parkvillemo.org):

The Parkville Community Development Corporation (PCDC) was founded in 1994, following the 1993 flood. PCDC is a 501©3 Non-Profit Organization governed by a volunteer Board of Directors.

The Board of Directors consists of 13 members, representing various interested groups, including the City of Parkville, Parkville Chamber of Commerce,

Park University, and representatives from the leadership of the three components, as well as at-large members.

Purpose of PCDC

Furthering the economic development of the area within the boundaries of the city limits of Parkville, Missouri, including preserving the city's historic structures and records, promoting the economic development of the business area, particularly the downtown, assisting small businesses to bring customers to the city, plan and carry out community activities, celebrations.

PCDC Annual Events

- Parkville Jazz
- Blues and Fine Arts River Jam

Parkville Old Towne Market Community Improvement District

The Parkville Old Towne Market Community Improvement District (POTMCID) was established in 2006 with the intent of providing the following services:

- Develop and implement a master plan, including a comprehensive image, marketing, and promotions program
- Improve the visual appearance of the district, including, but not limited to, the installation of kiosks and the purchase and maintenance of street furniture, banners, flower baskets, art, and other amenities.
- Organize and fund annual and special events benefiting the district
- Provide maintenance of public areas within the district
- Advocate and provide assistance to attract further investment within the district

The POTMCID is funded by a self-imposed 1% sales tax of all properties within the district. For reference, the boundaries of the district are essentially the same as the boundaries of the Old Town District identified on Parkville's Zoning Map (See Figure B.4).

Parkville Chamber of Commerce

Per the Parkville Chamber of Commerce website (www.parkvillechamber.com):

The Parkville Chamber of Commerce evolved from The Downtown Merchants Association. In the 1980's and early 90's the Chamber was the primary organization in the community responsible for promotions, festivals, and public relations. Membership consisted of businesses and local residents. In 1993 more than two-thirds of the downtown became victim of a 100 year flood. The area was hit hard when a predicted 12 inches of water rose to eight feet. A new non-profit organization was formed to focus on flood recovery and historic preservation for the downtown. The Chamber joined with others to rebuild the heart of the city and support the downtown focus. A limited Chamber board continued to promote tourism, enhance public relations, and complete one major community project each year. This small, but dedicated, group of volunteers worked to keep the Chamber active until the community was ready for a city-wide focus.

In 2002, this group of volunteers realized the time was right to begin growing the Chamber again. The historic downtown was fully recovered and new businesses in Parkville and the surrounding area were eager to become part of the greater Parkville community. Business owners and local stakeholders agreed it was time for the Parkville Chamber of Commerce to begin conducting regularly organized events and to once again accept memberships. The Parkville Chamber of Commerce established a tiered membership structure and continued to grow. Officers were elected and committees were formed. The Chamber once again had a presence at festivals, and special events. Since that time, membership has grown to over 300.

In 2005 the Parkville Chamber of Commerce and the City of Parkville formed a partnership that allowed the Chamber office to relocate to the historic train depot in the downtown area. This prominent location across from Park University, near the English Landing Park and the "Spirit" Fountain, continues to provide an ideal location for Chamber activities, a Parkville Visitor's Center, and an ever-expanding Railroad Museum.

Parkville Economic Development Council

Per the Parkville Economic Development Council website (www.parkvilleedc.com):

The Parkville Economic Development Council (Parkville EDC) is a public private partnership between the City of Parkville and private investors. The Parkville EDC was formed in 2011 following the creation of the Parkville Plan for Progress with a directive to help bolster the Parkville economy. The Parkville EDC's mission is to help maintain and enhance the valued quality of life of Parkville by encouraging and coordinating responsible economic activity and community improvement, by helping recruit new businesses to Parkville and helping retain and foster growth of existing business

Each year the Parkville EDC identifies key economic priorities, forming committees and task forces to help address each. In 2013, major task forces and committees included:

- Creative Community Builders which focuses on residential growth and sustainability opportunities. Entrepreneurship will also be a focus for this committee as well as talent attraction and retention. The committee will look for ways to connect the community through the Parkville Trading Company.
- The Partnerships Committee which focuses on developing partnerships/relationships with our local, regional and state partners such as the Chamber, Main Street, Park Hill School District, Platte County EDC, KCADC, MARC, the Missouri Department of Economic Development and many others. This committee serves as the government relations arm of the board. It will review federal and state legislation that has potential impact on businesses and economic development in Parkville.
- The Infrastructure Task Force which reviewed Parkville's infrastructure needs in existing and future developments in support of the the City of Parkville's Master Plan goal to: "provide enhanced infrastructure systems throughout Parkville."
- The Parks & Trails Task Force which reviewed Parkville's existing trails and parks system, explore future opportunities for expansion.

-
- The Western Edge Task Force which explored opportunities to develop a financially viable project located adjacent to the I-435 corridor.

Parkville Original Plat Neighborhood Association

The Parkville Original Plat Neighborhood Association (POPNA), a voluntary neighborhood association representing the residents of the older residential portions of downtown Parkville was formed in 2004. POPNA was created to help organize neighbors around common objectives including preservation and improvement of the residences in downtown. POPNA is represented by Board members elected from within their membership. Major initiatives in recent years include the development of the Old Town Residential zoning district, created to provide an alternative to preserve the general architectural character of the neighborhood without forming a ridged historic preservation district.