

ZONING & SUBDIVISION REGULATION UPDATE

STREET & STREETScape DESIGN

PARKVILLE, MISSOURI

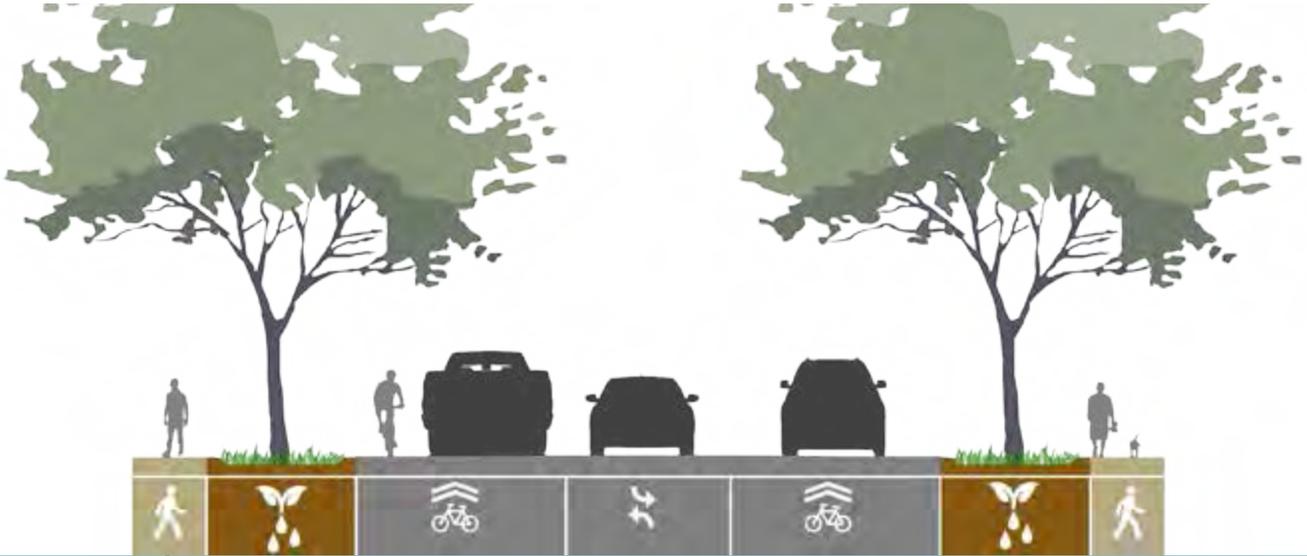
INTRODUCTION

The public right-of-way is the largest public asset of any community. The design of the street and streetscape influences the development pattern and connectivity of the community. The streets and streetscapes of Parkville should be designed to define the context, connections and reflect the quality and values of Parkville.



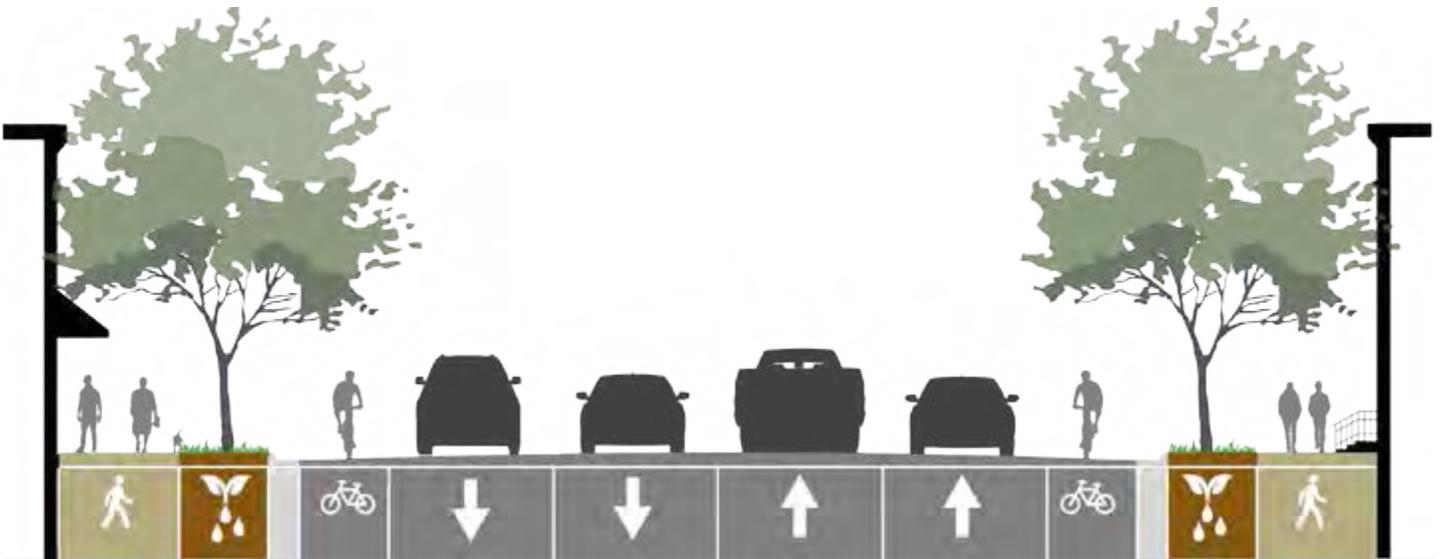
WHAT YOUR PLANS SAY

- Improved public realm design (streetscapes, civic space and open spaces) is important to Parkville's distinct character.
- Better connectivity improves transportation options and provides more efficient and integrated development patterns.
- Streets should be designed to support the context and physical development patterns in Parkville. The redesign of existing streets, to better fit the existing development patterns, should be considered.
- Building form, scale, placement and architectural design should reinforce the street as civic space.
- Scenic natural beauty should be incorporated into public realm design.
- Gateways should emphasize transitions between distinct neighborhoods, districts or areas of the community.
- Develop tree preservation and tree replacement plans, particularly for neighborhoods.
- Incorporate green infrastructure to reduce the reliance on traditional hardscape water management systems while improving the roadway aesthetics and reduce continued maintenance costs.



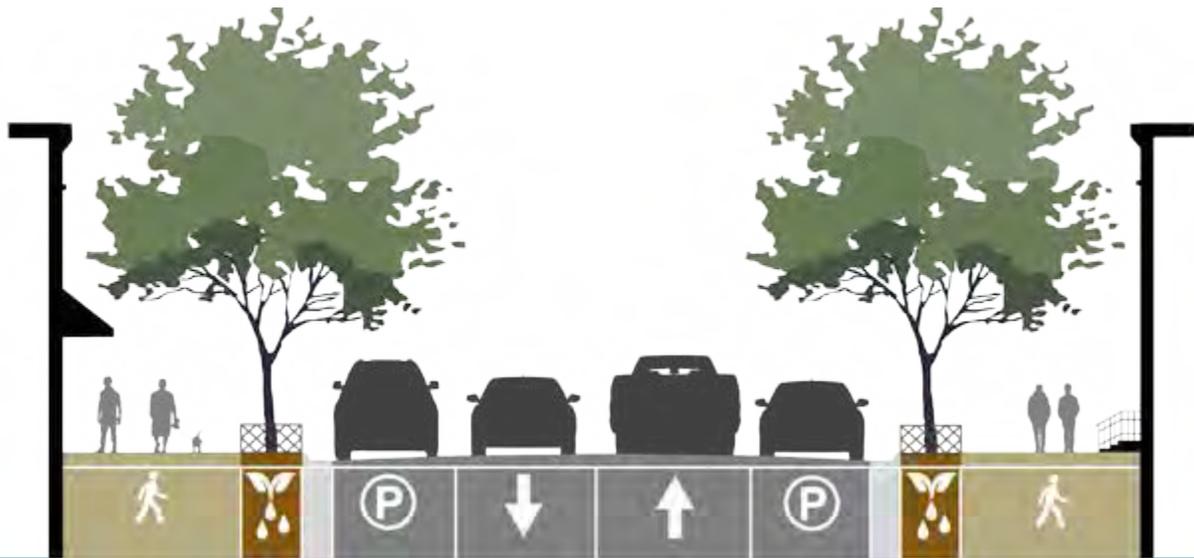
NATURAL STREET

Sidewalks	Opt. or trail on one side 4' - 5'	Lane Widths	10' to 12'
Bicycle Facilities	Lane 6' or sharrow 14'	Parking	N/A
Landscape / Amenity Area	70% to 100% tree canopy	Drainage	10' natural swale
Street Furniture / Amenity Area	N/A		



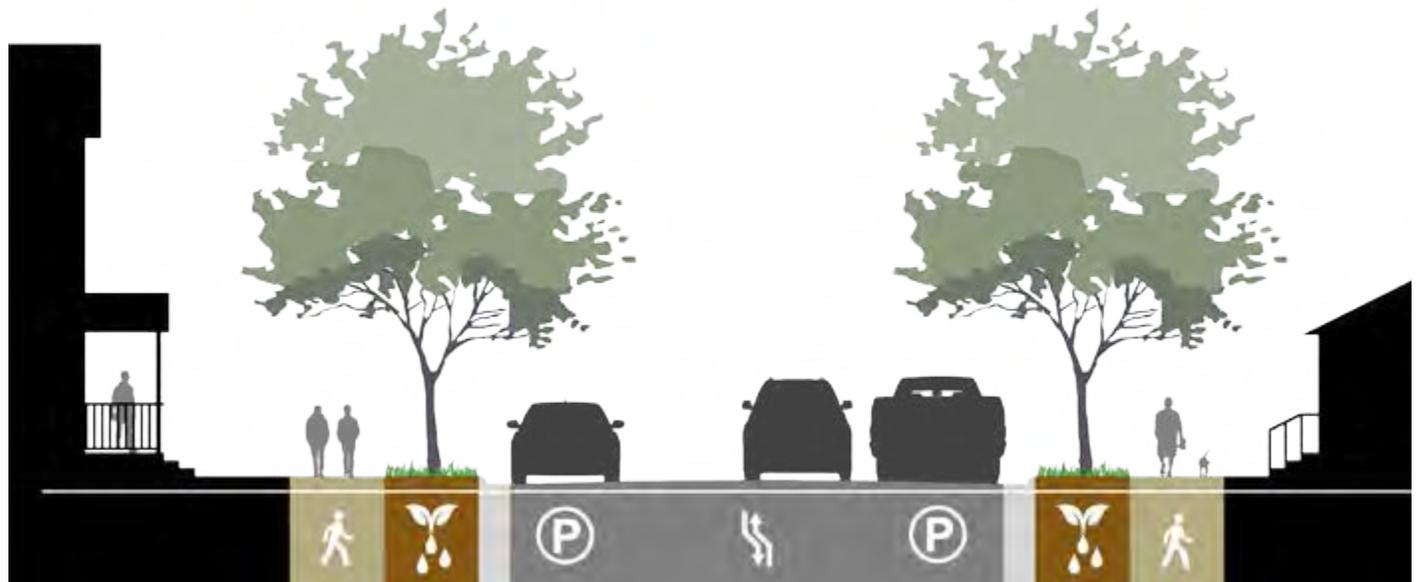
SUBURBAN STREET

Sidewalks	5' - 12'	Lane Widths	10' to 12'
Bicycle Facilities	6' lane or 14' sharrow	Parking	N/A
Landscape / Amenity Area	4' - 8'	Drainage	Curb & Gutter
Street Furniture / Amenity Area	N/A, unless abutting pedestrian area		



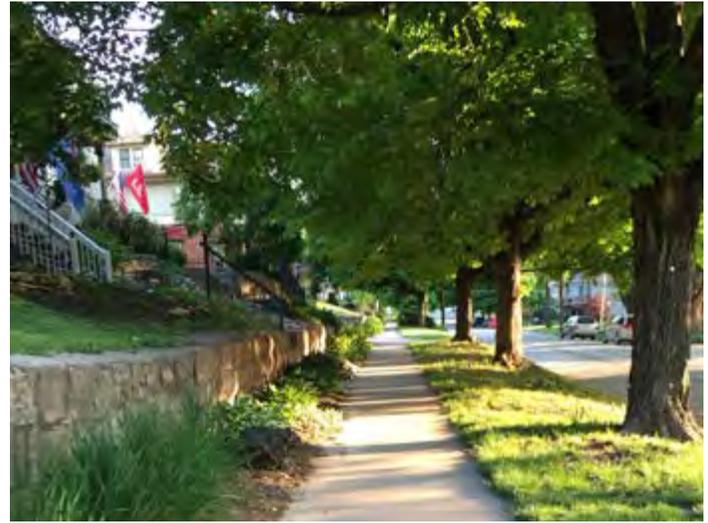
URBAN STREET

Sidewalks	8' - 16'	Lane Widths	10'
Bicycle Facilities	N/A or mix with vehicles	Parking	7' - 8' parallel or 18' angled
Landscape / Amenity Area	Tree well within sidewalk	Drainage	Curb & Gutter
Street Furniture / Amenity Area	4' - 6' on from curb		



NEIGHBORHOOD STREET

Sidewalks	5' - 6'	Lane Widths	10' or 14' yield flow
Bicycle Facilities	N/A or with vehicle	Parking	7' parallel
Landscape / Amenity Area	6' - 8' +	Drainage	Curb & Gutter
Street Furniture / Amenity Area	N/A		



WHAT YOUR REGULATIONS SAY

- Streetscape standards are absent from the regulations.
- Minimum standards do not reflect different needs and goals for public realm design in different contexts.
- Requirements often reference APWA engineering drawings not visible in the document making it difficult to use. (505.090)
- The Community Land and Recreation Board section (Sect. 150) includes references to a street tree list, but it is not accessible and is not integrated with street design standards.
- Minimum sidewalk requirements do not exceed 5 feet – this may not be sufficient in many contexts.
- Overall the references to other documents and guides limits the effectiveness of Parkville’s existing regulations to coordinated planning and design goals for these important public spaces.

WHY IT’S IMPORTANT

- Street design should support adjacent uses, their access, and visibility.
- The quality of design reflects the values of the community.
- Streetscapes soften the normally hard, concrete environment.

OPTIONS TO CONSIDER

- Create context sensitive street standards that provide flexibility in their implementation based on specifics of the context.
- Create streetscape standards that are appropriate for the development context – i.e., natural, suburban, urban, and activity.
- Encourage the use of natural design amenities within the streetscape to soften the environment and accommodate stormwater runoff.
- Consider streetscape standards that require street trees.
- The use of rain gardens or other natural detention should be considered to mitigate the strain on the storm sewer system.

USEFUL RESOURCES:

MARC SUSTAINABLE DEVELOPMENT NAVIGATOR - COMPACT, WALKABLE CENTERS

MARC SUSTAINABLE DEVELOPMENT NAVIGATOR - TRANSPORTATION CHOICE

10 TECHNIQUES FOR MAKING CITIES MORE WALKABLE

GOULDEVANS TREE LIST

NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS