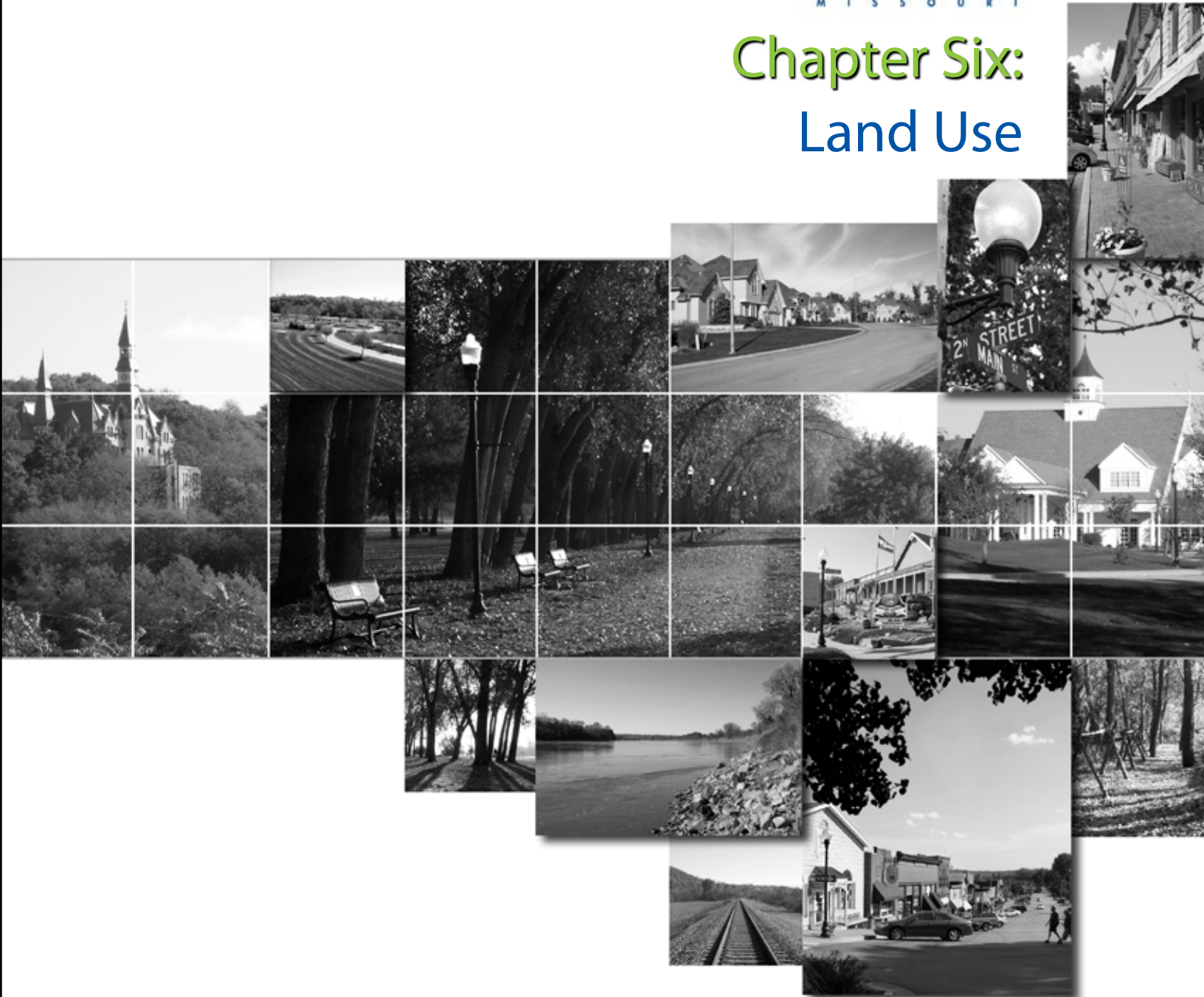




Chapter Six: Land Use





“One of the top 50 places to live in America”

— Men’s Journal, April 2007

Introduction

The existing built environment in Parkville includes a wide range of characteristics ranging from the historic Downtown – Old Town core and surrounding neighborhoods to new upscale golf course communities and subdivisions on the developing fringe of the community.

Much of Parkville’s newer development has occurred in the northern portion of the community in the 45 Highway corridor. Developments such as The National Golf Club, Riss Lake, and Parkville Commons have brought upscale housing and enhanced commercial development that compliments the historic downtown area.

Newer developments in and around Parkville have been largely single use developments, such as subdivisions that are limited strictly to single-family dwellings. During the planning process, both residents and private development representatives emphasized the need to revise the City’s development regulations to accommodate flexible low impact development options and compatible uses intermixed within a neighborhood. The City has previously limited the ability to intermix residential and retail uses vertically within a structure or commingled in close proximity as developed in the Downtown – Old Town area of Parkville.

The city’s future development areas would be strongly enhanced by accommodating and encouraging “neighborhoods” with a range of housing choices and neighborhood-scale services located where they are reasonably accessible for pedestrians and alternative modes of transportation.

The consistent emphasis that emerged from the citizens of Parkville during the planning process was the desire to maintain Parkville’s character, visual integrity, and small town ambience, and to replicate the mix of development that makes Parkville a unique community.



New development should maintain Parkville’s character and small town ambience



Integrated Land Use

Cooperative City-County Planning

Both the City of Parkville and Platte County play a role in managing the growth and development of the unincorporated portion of the Parkville planning area. Until annexation to the city occurs, any development in the unincorporated area must be managed in a manner that results in a logical urban pattern with long-term value rather than short-term gains—thus avoiding haphazard suburbanization that impacts natural resources and creates incompatible land uses with the long-term growth of the city. Therefore, it is essential for the City and County to partner together with a long-term vision.

Neighborhood Design

Neighborhoods in Parkville are the building blocks of the community. Well designed quality neighborhoods are more than subdivisions, and are defined as much by the sense of community they create for their residents as by the structures, streets and amenities within their boundaries. Quality neighborhoods in Parkville should offer choices, provide residents with a sense of identity and connections, and encourage continuous renewal and reinvestment. Future neighborhood designs should be in accordance with the **Neighborhood Design Policies and Design Expectations**.

Future Land Use Plan

The **Future Land Use Plan** serves as a guide for the direction and magnitude of future growth and, at the same time, accommodates changes in market demand. The **Future Land Use Plan** is but one aspect of the **Master Plan**. The entire **Plan**, including the Guiding Principles, Goals and Policies, and the **Development Design Expectations**, should be referenced and considered when viewing the maps and when judging the appropriateness of the land uses they may display.

The **Future Land Use Map** identifies the generalized location for land use classifications and development intensities in the planning area.

The **Map** is not intended to identify the precise boundaries or acreage of each land use designation since areas classified as mixed use are intended to accommodate gradual transition from one land use to another. The Master Plan encourages the integration of compatible land uses, rather than a strict segregation of different land uses.

Land Use Categories

Parkville is a small, predominantly moderate-density, single-family community historically developed around the river, a central business district, and the Park University campus. Housing diversity is accomplished by a limited mix of other residential types located throughout downtown and along transportation corridors like 9 Highway, Bell Road, and 45 Highway. The community is supported by a mix of commercial, institutional, industrial and other non-residential developments that provide goods and services, and limited employment opportunities. The **Future Land Use Plan** projections follow suit, projecting predominantly single-family growth supported by clusters of mixed-use and non-residential development in strategic locations throughout the community. The projected uses provide for new neighborhoods that build on the Parkville character, and promote reinvestment in the community.

The land use categories on the following pages and their definitions are used in the **Future Land Use Plan Map**. Flexible design standards should be considered in all land use categories (such as: reduced lot sizes and setbacks, or increased density) in exchange for providing additional open space and recreational amenities, and preserving environmentally sensitive resources in areas that otherwise could be developed.

The land use definitions include general residential density expectations. Density may be lower in locations where land is severely restricted by floodplain, slopes, vegetative cover, or other significant natural features. However, net density on portions of a site may be greater in exchange for preserving natural resources and open spaces in accordance with the **Development Design Expectations**.



Master Plan

Future Land Use

Legend

County Boundary

Parkville City Limits

Other City Limits

Streets

Rivers & Lakes

Streams

Streams Buffer

Master Planned Development

Future Land Use

Parks and Open Space

Residential Neighborhood

Moderate Density Residential Mix

Mixed Use Residential Neighborhood

Office

General Commercial

Mixed Use District

Office/Business Park

University

Conservation Overlay

Subsurface Development/Mining Areas*

- Master Planned Development: This denotes areas which are developed or are developing under development "master plans" approved by the City. The land use projections for these areas represent the overall character of the planned land uses. Within these areas development plans may provide flexibility to allow for densities and uses to vary, but cumulatively are projected to be consistent with the character and intent of the land use projections contained herein.

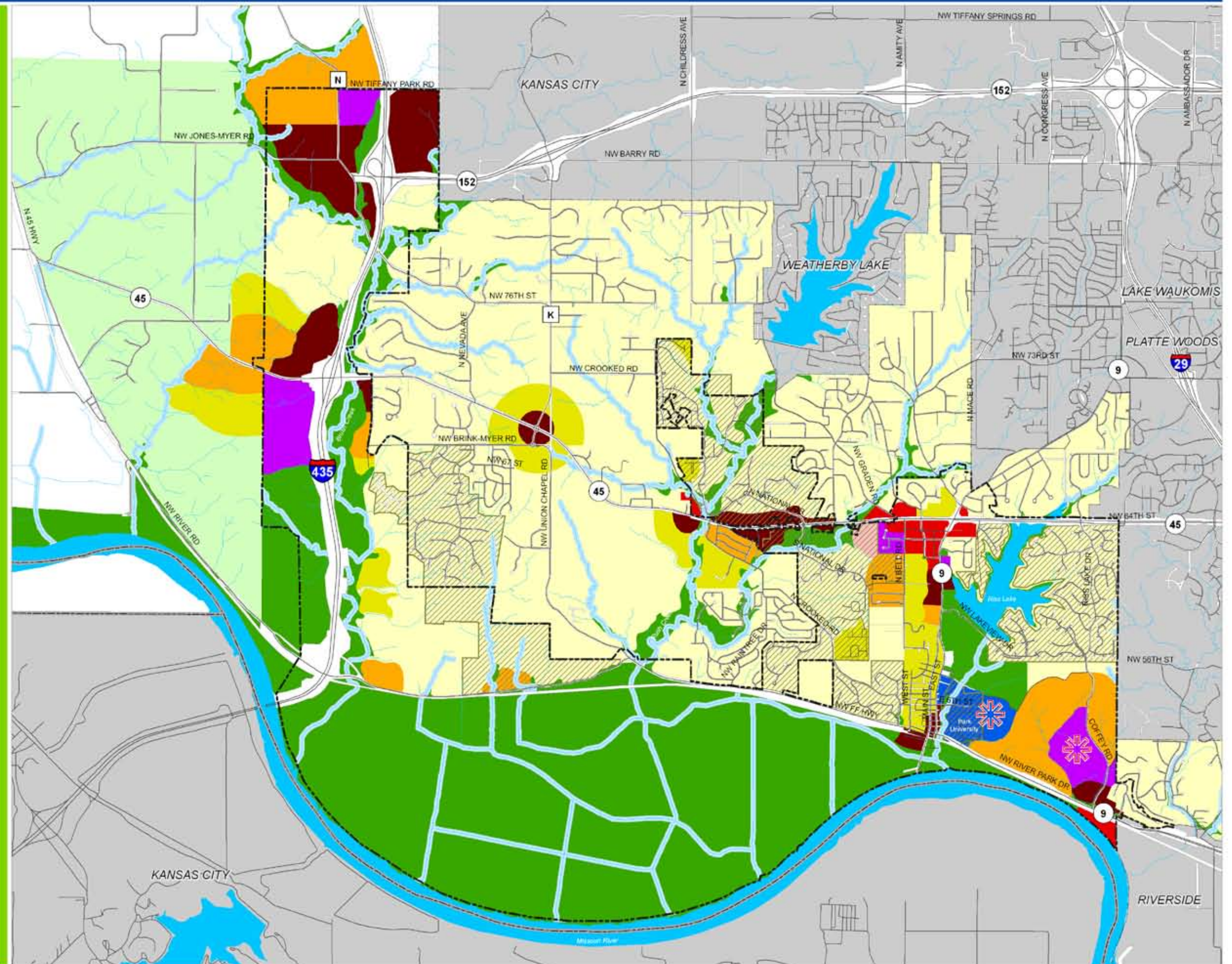
* This general area contains subsurface mines and/or underground districts. The Future Land Use map denotes surface land use projections which do not apply to these subsurface areas. This denotation does not represent the extent of subsurface mining or underground activities which is governed by a conditional use permit approved by the Board of Aldermen.



June 2009

Projection: NAD 1983 State Plane Missouri West

0 0.25 0.5 1 Miles





Stream Buffers

This category consists of buffer zones around creeks and streams throughout the planning area. The width of this zone varies based on terrain, floodplains, and existing vegetation, and is wider in areas with wider floodplains or areas with the presence of slopes greater than 15 percent. The minimum width of buffer areas must be no less than required by the Municipal Code, but may be greater if necessary to preserve the long-term environmental health and sustainability of the local creek or stream corridor.



Parks and Open Space

Public or private land reserved for active and passive parklands, trails, recreation uses, environmentally sensitive areas, natural resources, or any other lands reserved for permanent open space purposes.



Residential Neighborhood

Primarily intended for single-family, detached residential development, but also may include a variety of supporting residential building types such as clustered or attached single-family units, and townhomes designed to function as a neighborhood, master planned in accordance with the Neighborhood Design Policies and Design Expectations. This category is appropriate for planned public and semi-public uses designed to be compatible with residential uses, such as schools, religious institutions, and civic uses. Residential density in this category may be up to four units per acre.



Moderate Density Residential Mix

Intended for single-family development, supported by a variety of other building types where appropriate, at densities up to eight units per acre. Small lot or cluster single-family development, and attached



residential development primarily consisting of two-unit houses, townhomes, multiplexes, and garden apartment/condo dwellings may be intermixed within the single-family development to provide for greater housing diversity and choice. These areas are intended to be master planned developments to ensure compatibility, long-term value, and connectivity between housing types, in accordance with the Neighborhood Design Policies and Design Expectations. More intense residential development is intended for a Mixed Use District.

Mixed Use Residential Neighborhood

This category is intended for a variety of moderate-density, residential land uses including small lot single-family, attached residential dwellings primarily consisting of two-unit houses, townhomes, multiplexes, and garden apartment/condo dwellings, and institutional and civic uses intermixed throughout a master planned neighborhood design. Additional uses including live/work, offices, and neighborhood scale retail stores (not including automotive-oriented uses and free-standing pad sites) are permitted in this category under strict architectural and land use controls including the provisions of the Neighborhood Design Policies and Design Expectations and the Mixed Use Design Policies and Design Expectations. Such non-residential uses are intended to provide services only to residents of the surrounding area and be placed in locations with a design character that blends into the neighborhood.



Development form may include vertical mixed-use development with a variety of business and residential choices. All areas of a Mixed Use Residential Neighborhood are designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic. Residential densities may vary throughout the neighborhood and may be higher than conventional single-family subdivisions.

Mixed Use District

This category includes a mixture of neighborhood and community-serving office and retail services, live/work, institutional, civic, and medium to higher density residential uses intermixed in a master planned development through compatible site

planning and building design in accordance with the **Mixed Use Design Policies and Design Expectations**.

The development form includes a mix of business and residential uses that enhance the pedestrian environment of the community. Nonresidential uses are limited to compact, pedestrian/neighborhood-oriented services rather than large-scale or automotive-oriented uses. Residential uses may be located on upper floors of a building's business use, or may include attached or multi-unit residences, multiplexes, or apartment/condo buildings commingled nearby to promote diversity and a successful pedestrian environment. The Mixed Use District accommodates the highest residential densities in Parkville.



All areas of a Mixed Use District are designed in a manner to promote pedestrian activity through a system of interconnected streets and varied streetscapes that also provide safe and efficient movement of vehicular traffic.

Office

Buildings used for the conducting of business where no sales of stock-in-trade, manufacturing, or warehousing occur. Examples include dental and doctor offices, professional offices and large-scale office buildings with single or multiple tenants.



General Commercial

Primarily intended to accommodate "heavier" or highway oriented commercial activities and/or outdoor operations that are not found in or compatible with downtown or mixed-use oriented environments. Uses typically include offices and retail establishments, medium-to-large scale businesses, and automotive-oriented uses including drive-through facilities.



Office/Business Park

Primarily intended for office, research, limited retail, and limited flex industrial uses space in an office park setting. These areas are intended to promote

the economic viability of employment uses. This category is not considered appropriate for "heavier" intensity or industrial uses such as manufacturing, outdoor storage, warehousing, distribution, wholesale, and other similar industrial uses.



University

This special district is intended to accommodate a master planned university education campus, allowing for design flexibility and innovative development integrated within a campus setting and maintaining compatibility with the historic character and patterns of nearby development. A variety of educational and ancillary uses are allowed in accordance with the "P-EC" Planned Educational Campus District of the City Zoning Code.



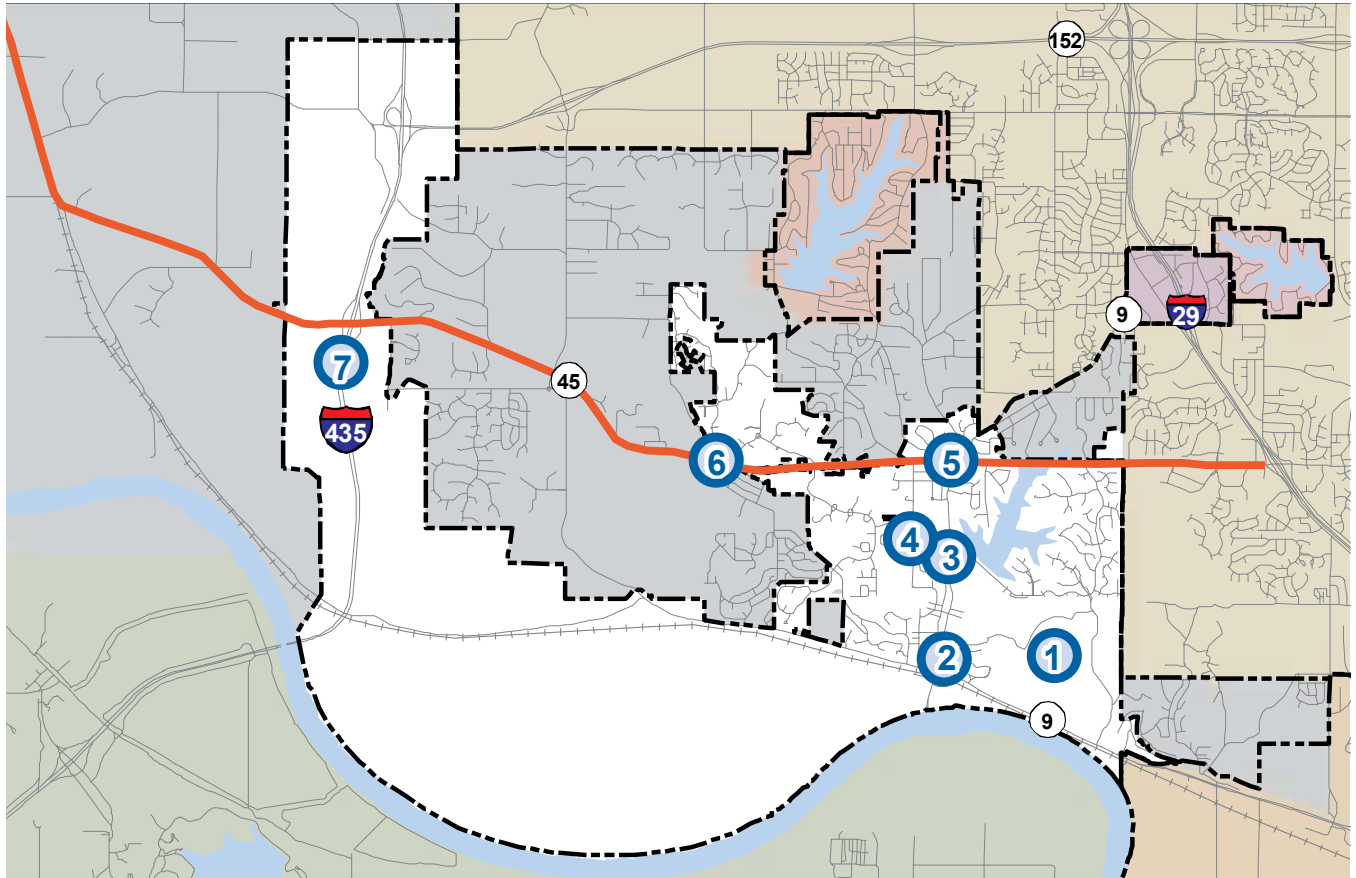
Conservation Overlay

Primarily intended for agricultural lands and rural residences with an average density not more than one dwelling unit per 40 acres until such time as urban services are available and the area is appropriate for development. The intent of the overlay is to allow limited rural development in a manner that can be integrated into long-term urban development patterns.



Subsurface Development/Mining Areas – The Park University campus and endowment lands to the east of the campus contain subsurface mines and/or underground districts. The Future Land Use map shows only surface land use projections which may occur on the surface above these underground districts provided that such development is feasible while maintaining the structural integrity of the underground space. Post-mining, subsurface land uses are projected to be a combination of educational, institutional, commercial, light industrial and warehousing activities whose traffic and other surface impacts are compatible with the surrounding surface uses.

Development / Reinvestment Nodes



The **Future Land Use Map** is but one means of conveying future development projections and is not intended to function alone. Several of the land uses on the **Future Land Use Map** were projected conditionally with expectations of sequencing, coordination, redevelopment objectives, and other factors. The following is a brief background and summary of expectations for specific development and reinvestment nodes. These expectations must be considered in addition to other subarea recommendation, and other goals and objectives of the Master Plan.

Node (1) – Park University Endowment Grounds

This approximate 500-acre property represents one of Parkville's largest development opportunities, generally bounded by the Park University Campus to the west, Riss Lake Subdivision to the north and the City of Kansas City to the east. The property contains undeveloped land, as well as the active mining operations of Hunt Martin's Parkville quarry. The property is currently zoned for light and heavy industrial, general commercial and multifamily residential development. However, the Parkville Master Plan identifies uses more compatible with the wooded, sloped setting abutting the University and



residential uses. The Master Plan projects a mixed use commercial / office node fronting on River Park Drive (9 highway), an office business park where the surface quarry operations are currently located, and residential moderate- to low-density residential uses surrounding the non-residential development. This site should be developed under a comprehensive master development plan that compliments Park University's historic character, integrates natural storm water management systems, preserves key natural features, connects to surrounding road networks, and preserves the integrity of existing residential development to the north and east.

Node (2) – East Street in Downtown

During the planning process, participants identified key areas of Parkville where reinvestment in existing infrastructure and development is needed. East Street from First Street to 6th Street was identified as one of the highest reinvestment priorities. This area is highly visible and has a significant impact on the visual impression of the community. Issues to address to improve the character and viability of this corridor and to bridge the historic Park University campus to the historic Main Street corridor include:

- upgrading the aging State Highway,
- providing new curb, gutter and sidewalks,
- access management,
- gateway features and streetscape improvements, and
- redevelopment, renovation or redesign of existing structures.

A corridor development plan should be developed in conjunction with citizens, business and property owners and other stakeholders. Infill, redevelopment, and renovation should be designed to move the building and pedestrian activities toward the street with parking to the side or rear (particularly for those properties abutting White Alloe Creek). Targeted public investments in infrastructure and amenities, and economic development tools for reinvestment should be considered as incentives to improve this corridor.

Node (3) – East Street (9 Highway) between Platte County Community Center and the Intersection of Main and East Streets

This area contains a mix of previously undeveloped ground, residential structures converted to non-residential uses and single-lot service, commercial and office uses. Much of the corridor is inconsistent with the desired character of Parkville. Most of the developed properties are very close to 9 Highway providing little room for improved access, road widening, access management, parking, sidewalks or other improvements. The character of the existing development has been cited as stifling to investments in the area. A corridor plan should be developed (possibly in conjunction with a plan for the southern portion of East Street) identifying more detailed land use patterns, design standards, access management and streetscape standards. As part of the planning process, options for access management should be evaluated, such as restricted center-turn lanes. New development must include pedestrian connections from the Community Center and Downtown, and between 9 Highway and the surrounding residential neighborhoods to the east and west to Bell Road. Alternative transportation connections should also be identified.

Node (4) – Bell Road

The community has long discussed the need for improvement of Bell Road, the possibility of improved connection to Downtown and the need for reinvestment or redevelopment of properties along this corridor. The projection of commercial and industrial uses greatly represents the existing conditions of the corridor. Mixed residential uses to the south reflect the diversity of housing along the corridor to the south. A plan for improvement of Bell Road should be developed, including opportunities to provide new pedestrian facilities, and infill and redevelopment. Any proposed development in the interim should make accommodations for future Bell Road improvement.

Node (5) – 45 Highway Corridor

The 45 Highway corridor includes a mix of existing commercial and small office uses, and large undeveloped properties. The 45 Highway widening (projected to be completed in 2011) will improve capacity and access management and accommodate projected increases in traffic volumes. With these improvements will come increased vitality and development and redevelopment opportunities. The Parkville Master Plan envisions new mixed-use commercial and office development accessible from 45 Highway and integrated into the surrounding residential development. The corridor is envisioned to have the appearance of a boulevard rather than a state highway. Preservation of natural vegetation along the corridor edges and planting infill trees is necessary to preserve a rural appearance. Preparation of a joint City / County Corridor Development Plan is necessary to realize this vision and to ensure coordinated development patterns, uniform design standards and details, and coordinated infrastructure improvements. The Corridor Plan should address strategies and standards for reinvestment and redevelopment of properties that are inconsistent with the desired character of the corridor.

Node (6) – Crooked Road and 45 Highway

Preliminary plans of the 45 Highway widening project included visions of realigning north and south Crooked Road to create a four-way intersection and reduce conflicts from the current intersection offset. Although physically feasible, budget cuts in the project eliminated the realignment. The Parkville Master Plan projects a mixed-use node surrounded by a variety of housing options on the undeveloped property at the southeast corner of the intersection of South Crooked Road and 45 Highway. This projection is intended to create the density necessary to help offset costs of realignment. This Plan does not envision development of this node without realignment.

As opposed to the southwest corner, the southeast corner contains existing high-density residential development and commercial development. The plan projects mixed-use commercial and retail development surrounded by a moderate density residential mix. This projection envisions the moderate density residential development in conjunction with redevelopment of the existing high-density residential development. The vision for this node includes reinvestment or redevelopment of the commercial district to integrate and connect with the surrounding redeveloped residential uses.

Node (7) – I-435 Highway Corridor

The I-435 Corridor provides new opportunities for higher-density, larger scale development than is envisioned elsewhere in Parkville. The intersections with 45 Highway and I 52 Highway provide some of Parkville's larger development opportunities. Both benefit from large undeveloped properties with quick access to regional arterials and the interstate that connects Parkville to major employment and activity centers. Based on their access to major transportation corridors and large undeveloped acreage, these areas provide two of the largest opportunities for integrated land-use development. Projections for this area include a blend of mixed-use, office/business park, mixed-use residential and moderate density residential uses clustered around the interchanges. Development in these areas should be guided by the development of one or more master development plans and should not be developed prematurely in a piecemeal manner. Areas outlying the interchange should be designed to be compatible residential patterns served by centralized sewer and water services. Development of the I-435 corridor is crucial to the economic viability of the community and premature residential and low density development on package plants or similar systems should not be allowed to stifle economic development at these interchanges.



Unique and intimate gathering spaces should be integrated throughout the Old Town area.



New development or major renovations should enhance the existing character of Old Town.



Train traffic creates challenges for traffic and pedestrian circulation. However, the railroad is a significant part of the history and character of Old Town Parkville and should be embraced for its charm.

Subarea Planning Recommendations

Physical and geographical boundaries, and existing development patterns help define seven distinct planning subareas within the Parkville planning area. Although many of the Master Plan's goals and objectives apply universally, these "subareas" have unique challenges and opportunities. The following are recommendations for each of the subareas, and similar to the Development / Redevelopment Nodes, the recommendations must be considered in addition to the other projections, and goals and objectives of the Master Plan.

Downtown – Old Town

- Develop a Downtown Master Plan in partnership with business owners and community residents that creates a common vision and identifies achievable goals to preserve downtown as the heart of Parkville.
- Identify design expectations for infill and redevelopment to ensure compatibility with the desired character of downtown.
- Promote redevelopment of non-compatible uses and reinvestment in aged buildings and infrastructure.
- Develop a historic preservation program and guidelines, to help preserve the history of Parkville and the character of the Old Town commercial and residential areas.
- Accommodate transit and alternative means of transportation to and from downtown.
- Develop regional recreational and conservation amenities along the Missouri River to preserve the river bottoms and spiritually reconnect the community to its river.
- Promote the arts, historic preservation, eco-tourism, entertainment and other unique draws as major components of economic sustainability in downtown.
- Integrate intimate public and private spaces throughout downtown as a means of promoting community and social interaction.





Major investment in community facilities such as the Platte County Community Center and Parkville City Hall show a commitment to reinvestment in the 9 Highway corridor.



Well planned infill and redevelopment provide opportunities to bridge the gap between historic downtown and newer residential developments, and also provide attractive higher density housing.



Mixed-use development provides opportunities to live, work and play within a neighborhood. Attached housing and office / commercial options such as this example should blend with the character of nearby single-family neighborhoods.

9 Highway generally from Hamilton St. to 45 Highway

- Adopt design standards for development that create a Parkville character, addressing issues such as walkability, human scale, building placement, building design, streetscape and internal connectivity.
- Plan for improving 9 Highway with turn lanes through access management planning to ensure long-term capacity and safety.
- Promote infill development along 9 Highway in a traditional mixed-use development pattern as a continuation of and connection to downtown – old town.
- Provide east-west street connectivity between Bell Road and 9 Highway.
- Provide pedestrian and alternative transportation linkages between downtown – old town and the 45 Highway corridor, including connections to surrounding neighborhoods.
- Promote redevelopment of non-compatible uses in the corridor and reinvestment in aged development and infrastructure.
- Create nodes of neighborhood scale non-residential uses.





45 Highway Growth Area Corridor

- Conduct a joint City-County Corridor Plan and jointly adopt policies for growth to accommodate near-term rural development in a manner that protects natural resources and accommodates future growth.
- Preserve the highway capacity and protect public safety through access management, shared access, nodal development, and development of supporting local infrastructure providing alternative local access.
- Annex land along the corridor prior to urban development occurring.
- Direct commercial and higher intensity residential development to mixed-use “nodes” rather than a continual linear strip pattern along the highway frontage.
- Adopt design standards for development and highway improvements that create a “boulevard” character, addressing issues such as building placement, building design, streetscape, landscaping, and other elements consistent with the character and vision of Parkville.
- Integrate regional trails through local and regional partnerships.
- Integrate natural landscapes and buffers to intentionally retain the community’s natural appearance.
- Accommodate future transit services, connecting Parkville to employment centers and regional services, and connecting the metro to Parkville’s goods and services.

Chapter Six: Land Use



The National Golf Club of Kansas City, a master planned community along the 45 Highway corridor, helps establish the area character



New development should incorporate places for socializing, congregating, and building on the small town character



Development along 45 Highway should include natural landscaping and buffers to retain the corridor character



Development in the I-435 Corridor is dependant upon major infrastructure and utility investments. Pre-planning and coordination across jurisdictions is necessary to ensure utilities meet current needs and accommodate future growth.



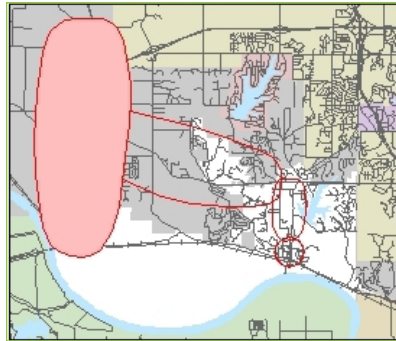
The 45 and I52 Highway interchange areas provide the opportunity for large master-planned developments, similar to Briarcliff, that establish positive first impressions and a Parkville character.



Regional trails will connect the corridor, Downtown Parkville, and Tiffany Springs Park. The Master Plan identifies the Brush Creek trail along I-435.

I-435 Growth Area Corridor

- Plan for centralized sewer and water systems to serve development. Limit the use of individual treatment or package treatment plants when proposed to accommodate island and premature development patterns.
- Require master planned development and disallow small isolated lot by lot development. Although single lot development may respond to small, immediate market needs, the pattern reduces the potential of larger more integrated developments.
- Require abutting developments to provide arterial and collector connections to surrounding development. Generally limit use of dead-end streets to short cul-de-sacs necessary to protect valuable resources. Where used, additional pedestrian connections should be provided.
- Plan for a combination of local and regional storm water management solutions and restrict development in the floodplain to preserve water quality and reduce downstream impacts. Erosion control, sediment mitigation and implementation of BMPs should be designed into each development.
- Include open spaces and constructed public gathering places throughout new developments to connect to regional trail systems along Brush Creek and the highway.
- Accommodate future transit services along the highways and interstate, connecting development to employment centers and regional services and the metro to Parkville's goods and services. Incorporate transit stations and stops and park and ride opportunities at projected transit nodes.
- Identify and develop a new police substation location to serve future development in the area and western Parkville.
- Develop partnerships with the rural road, sewer and water districts to proactively plan for utilities necessary to accommodate growth.



Goals, Policies and Implementation Actions

Goal: Provide a sustainable and well designed realm of vibrant neighborhoods, parks and environmental conservation open spaces, and civic institutions within walking distance of shops, services, jobs, and transportation services.

Policy: Partner with Platte County to joint plan for and ensure appropriate future growth in Parkville's future growth areas and corridors.

Policy: Provide neighborhoods and a built environment with a mix of uses.

Implementation Actions:

- Prepare a joint City-County 45 Highway Corridor Plan to address land use and design standards.
- Adopt an intergovernmental agreement with Platte County for development design review and approval in the 45 Highway and I-435 corridors.
- Work with Platte County to ensure unincorporated land around Parkville is not prematurely developed with rural low density uses (e.g., residential large lots) before logical annexation and higher intensity development can occur in the City of Parkville.
- Plan for future annexation of unincorporated "infill" and future growth areas along 45 Highway and west of I-435.
- Plan for and identify funding mechanisms to support necessary roads and sewer infrastructure for future development in the city's growth areas.
- Require new development to be compatible and connected to existing established neighborhoods.
- Update City development regulations to allow for interconnected mix-use development, both horizontally within a development and vertically within buildings.
- Update City development regulations to incorporate standards and guidelines consistent with Green Build and Sustainable Neighborhood Design.
- Engage master developers to implement large-scale mixed-use developments with residential, office, research and retail components.
- Emphasize the design of new developments to include an interconnected mix of uses, limiting the amount of any isolated single-use areas.
- Provide transitions between dissimilar land uses through appropriate site design.
- Adopt design guidelines for residential, office, commercial, industrial and mixed use development.



New development should be designed with vibrant and inviting public and private spaces such as this outdoor patio.

Neighborhood Design Policies and Expectations

Intent

Residential neighborhood development provides a well integrated mix of housing choices with a range of housing types and price levels allowing for a mix of residents with diverse ages, races and incomes.

Policies

Policies provide specific direction to achieve the intent statement. Compliance with policy statements is expected unless it can be demonstrated that an acceptable alternative meets the same spirit and intent.

- Provide pedestrian-friendly neighborhood design with a “sense of place” in which the development is seamlessly integrated with the natural environment.
- Provide flexibility in development standards for lot sizes and setbacks, street design and layout and storm water management to minimize environmental impacts.
- Include a mix of housing choices where no single housing type monopolizes a large area.
- Provide interconnected networks of streets to encourage walking and biking, thus reducing the number and length of automobile trips.
- Require “master plan” development for areas with a variety of housing types to ensure compatibility, long-term value and connectivity.



Residential sidewalks in Parkville should be buffered from traffic by street trees, green strips, and other suitable setbacks.



A variety of housing options appeals to a wider demographic and enhances the character of the community.



Design Expectations

The design expectations act as guidelines and provide direction as to how the policy statements may be achieved. Expectations use the term “should” to denote that they are considered pertinent to achieving the stated intent but allow discretion based on site and project conditions. Expectations are strongly considered if there is a request to waive a related policy statement.

- Natural green space areas should serve as the basis for laying out a network of streets that will maintain the spaces as continuous and interconnected as possible. Natural green spaces should remain visible and accessible to the public, rather than isolated or secluded behind development.
- Neighborhood design should provide interconnected networks of pedestrian-friendly and attractively landscaped streets, trails and sidewalks that encourage walking and bicycling. Such streets, trails and sidewalks should provide multiple connections within and between neighborhoods and give residents, particularly youth and the elderly, choice and control in their mobility and easy access to important destinations from their residences.
- A neighborhood should include a well integrated mix of residential housing choices --single-family detached, single-family attached (townhouse, rowhouse, condominiums), two-family (duplex rental), multifamily (rental), and public or semi-public uses. While not every new residential development will be of appropriate size to accommodate a full range of residential uses, the following is an ideal mix of land uses for larger planned neighborhoods:
 - Single-family residences allocated to not less than 50 percent and not more than eighty (80) percent of gross land area within the neighborhood.
 - Two-family residences allocated to not more than 10 percent of land area within the neighborhood, and dispersed to avoid concentrations of rental housing.
 - Townhouse, row house, condominiums, or other multifamily dwellings not exceeding 25 percent of the housing units in a neighborhood.
 - Civic uses allocated to not less than 2 percent of the land area within the neighborhood.
- Areas of moderate and higher density residential should incorporate similar urban design elements as provided by the Open Space Design Expectations and the Mixed Use Design Expectations, including providing a neighborhood green/park/plaza area.
- Encourage a distinct neighborhood identity to foster pride and belonging among residents. The identity features of a neighborhood may include neighborhood gathering spaces such as a park or an open space “green”, or a street intersection with a prominent focal point or sculpture.
- Provide convenient access to neighborhood services from residential areas so activities of daily living can occur within walking distance. Neighborhoods should include nearby access to stores, workplaces, schools and recreation places.
- Public and semi-public uses should be well integrated into the neighborhood fabric and easily accessible from within the neighborhood by local streets. They should serve as neighborhood “centers” and located within proximity to the greatest number of residents, rather than isolated at the edge with limited direct accessibility from the neighborhood. Such uses must not be placed as isolated pods fronting onto an arterial street.

Mixed Use Development Design Policies and Expectations

Intent: Mixed Use Districts include a mixture of neighborhood and community-serving office and retail services, live/work, institutional, civic and medium to higher density residential uses intermixed through compatible site planning and building design.

Policies: Policies provide specific direction to achieve the intent statement. Compliance with Policy statements is expected unless it can be demonstrated that an acceptable alternative meets the same spirit and intent.

- Provide a wide variety of building types and land uses intermixed throughout the development.
- Ensure building placement, scale and orientation is consistent with pedestrian oriented development and reinforces the character of streets as civic spaces.
- Nonresidential uses should be compact and oriented toward a network of supporting streets emphasizing a pedestrian environment.
- Provide a tight network of interconnected streets.
- Provide nonresidential uses that blend into the residential character of the area both in terms of site design and building design.
- Provide usable public open spaces such as a park or plaza, which may be shared between residential and nonresidential uses.

Design Expectations:

The design expectations act as guidelines and provide direction as to how the policy statements may be achieved. Expectations use the term “should” to denote that they are considered pertinent to achieving the stated intent but allow discretion based on site and project conditions. Expectations are strongly considered if there is a request to waive a related Policy statement.

- Design buildings to provide human scale and architectural features in areas where pedestrian activity occurs.
- Provide ground floor retail with direct pedestrian entries oriented toward public streets, parks or plazas.
- Provide a substantial proportion of transparent glass oriented toward streets and pedestrian areas.
- Incorporate residential uses either above retail or as freestanding buildings in close proximity.
- Provide residential dwelling designs with alternatives to street oriented garages, such as a mixture of rear and side loaded garages, attached and detached garages, and porte-cocheres.
- Provide a “street-oriented” pedestrian environment between the building and street using a consistent building setback line; entrances, storefronts and display windows facing the street; on-street parking and on-site parking areas located on the side or rear of the building.



Mixed Use Development

Design Expectations:



- Residential uses provide a broad range of housing types and price levels in neighborhoods through a master plan design that allows for a mix of people with diverse needs. Residential types such as small lot single-family, attached residential dwellings primarily consisting of two-unit houses, townhomes, multiplexes, and garden apartment/condo dwellings, and institutional and civic uses should be intermixed through compatible design.
- Civic, institutional and commercial activity should be embedded within neighborhoods, rather than isolated in remote, single-use complexes.
- Higher building densities and more intense land uses should be provided within and around a neighborhood "center."
- Buildings and landscaping should be designed and oriented to define thoroughfares as civic spaces.
- Nonresidential uses are limited to compact, pedestrian/neighborhood-oriented services rather than large-scale or automotive-oriented uses.
- Residential uses may be located on upper floors of a building's business use, or may include attached or multi-unit residences, multiplexes, or apartment/condo buildings commingled nearby to promote diversity and a successful pedestrian environment.
- A neighborhood green/park/plaza should be sized to allow for active use and surrounded predominantly by public streets.
- The neighborhood street network layout should consist of an interconnected street pattern adjusted to topography, natural green spaces and corridors.
- Where through street connections are not desirable due to topographic features, avenues/collectors parallel to open space areas or looped streets with neighborhood greens to create a sense of place are preferred over cul-de-sac streets.

General Commercial

Intent: High quality commercial development provides needed goods and services, local employment opportunities and supports the economic sustainability of Parkville.

Policies: Policies are intent statements which set forth the goals for development. Compliance with Policy statements is expected unless it can be demonstrated that an acceptable alternative meets the same spirit and intent.

- Use durable building materials and architectural design compatible with the small town ambiance of Parkville and which also compliments the upscale residential neighborhoods.
- Require building designs that accommodate multiple uses and discourage “corporate” architecture and designs found in conventional freestanding pad and strip commercial districts.
- Development should be interconnected and integrated with adjoining land uses, rather than “backing up” to and creating a barrier.



Design Expectations:

The design expectations act as guidelines and provide direction as to how the policy statements may be achieved. Expectations use the term “should” to denote that they are considered pertinent to achieving the stated intent but allow discretion based on site and project conditions. Expectations are strongly considered if there is a request to waive a related Policy statement.

- Use uniform design standards for all buildings within the development.
- Incorporate landscaping, entry features and development amenities (benches, decorative lighting, public art, streetscape, etc.) that create interest and encourage interaction.
- Building designs should include motifs and materials that are common to the unique small town character, rather than use of corporate architecture.
- Strip development that is set back behind a large parking lot is discouraged. Parking should be dispersed throughout the site so it does not dominate the view from the public street. ■



