

Docket Item No. 4.

Case No. CD-CPC-2024-00055

Major Street Plan Amendment

July 17, 2024

City Plan Commission



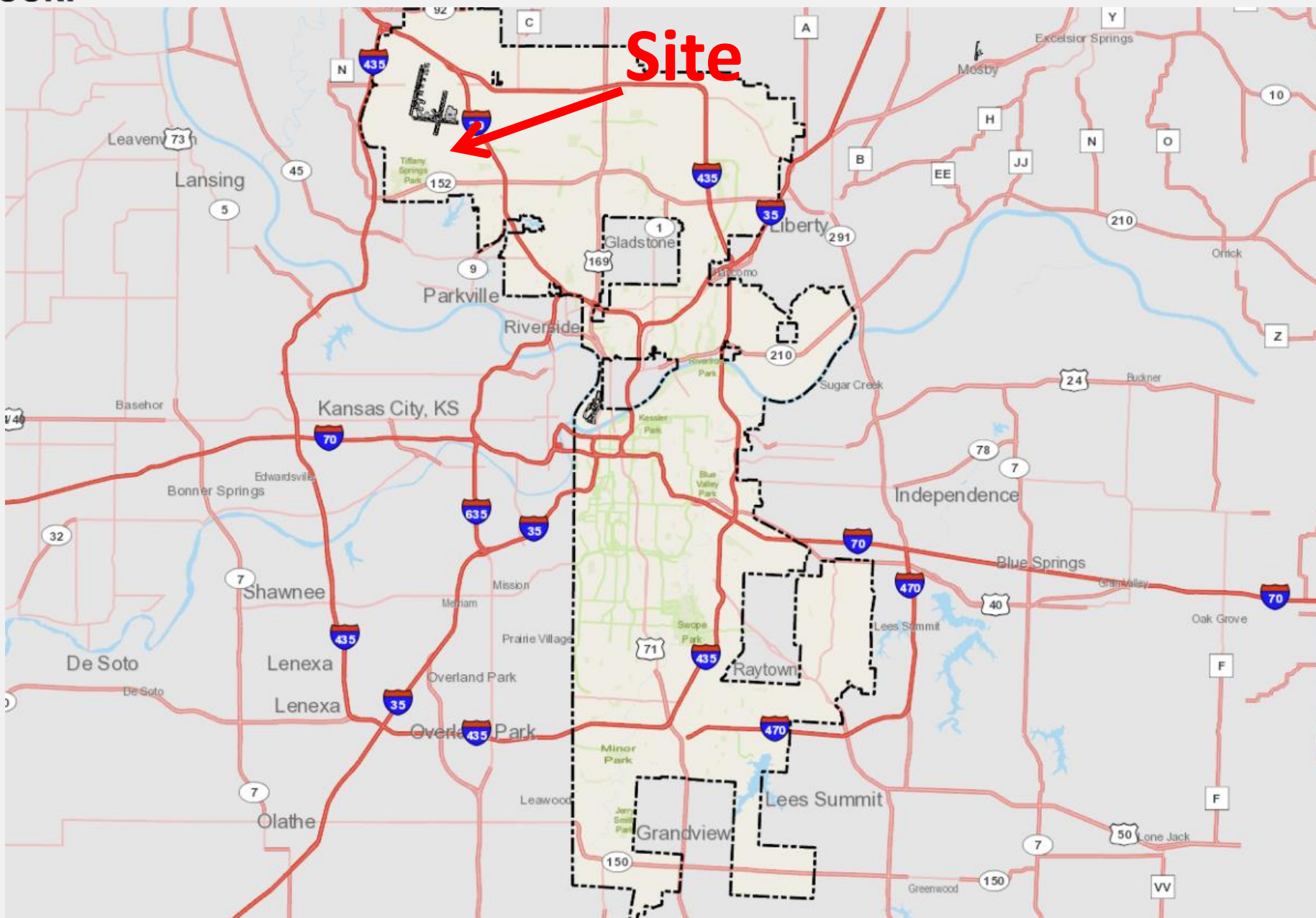
- **REQUEST:**
- **To amend the Major Street Plan on NW Tiffany Springs Parkway to change the Street Typology designation from Parkway to Local Link.**
- **From I-29 on the east to N. Hampton Avenue on the west. (3.5 miles)**

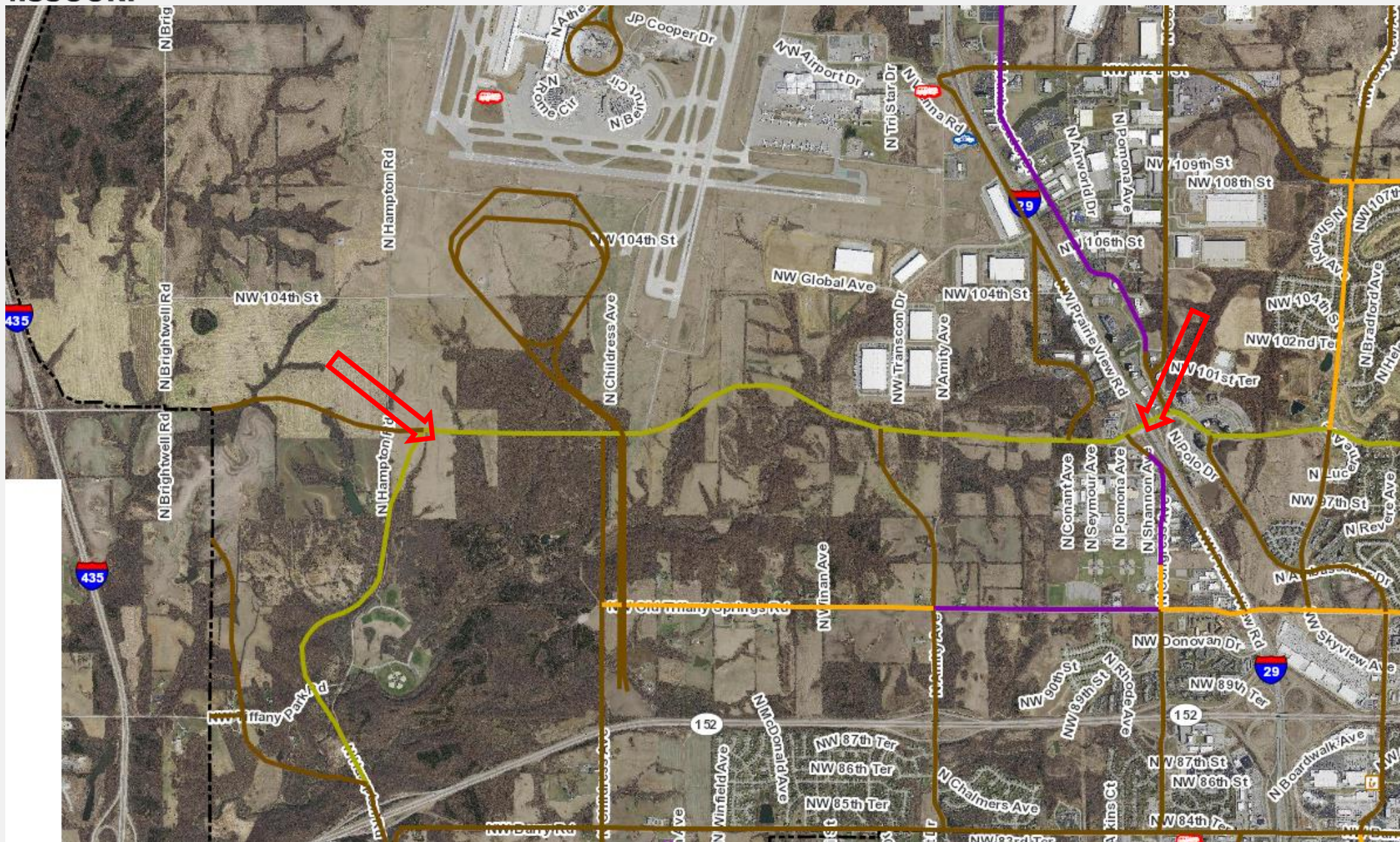
- **At the June 18, 2024, CPC hearing this case was continued with the following directives:**
 - 1. To allow staff to come up with alternatives to the Parkway designation.**
 - 2. And to understand what the setback requirements would be if the typology changed.**
 - **Zero setback for M3-2 zoning district.**
 - **Boulevard & Parkway Standards apply to Boulevards and Parkways unless variance is obtained, or the standard modified.**
- **Due to the holiday, it took some time for staff to meet prior to meeting with the development team. Meeting was held on July 10th.**

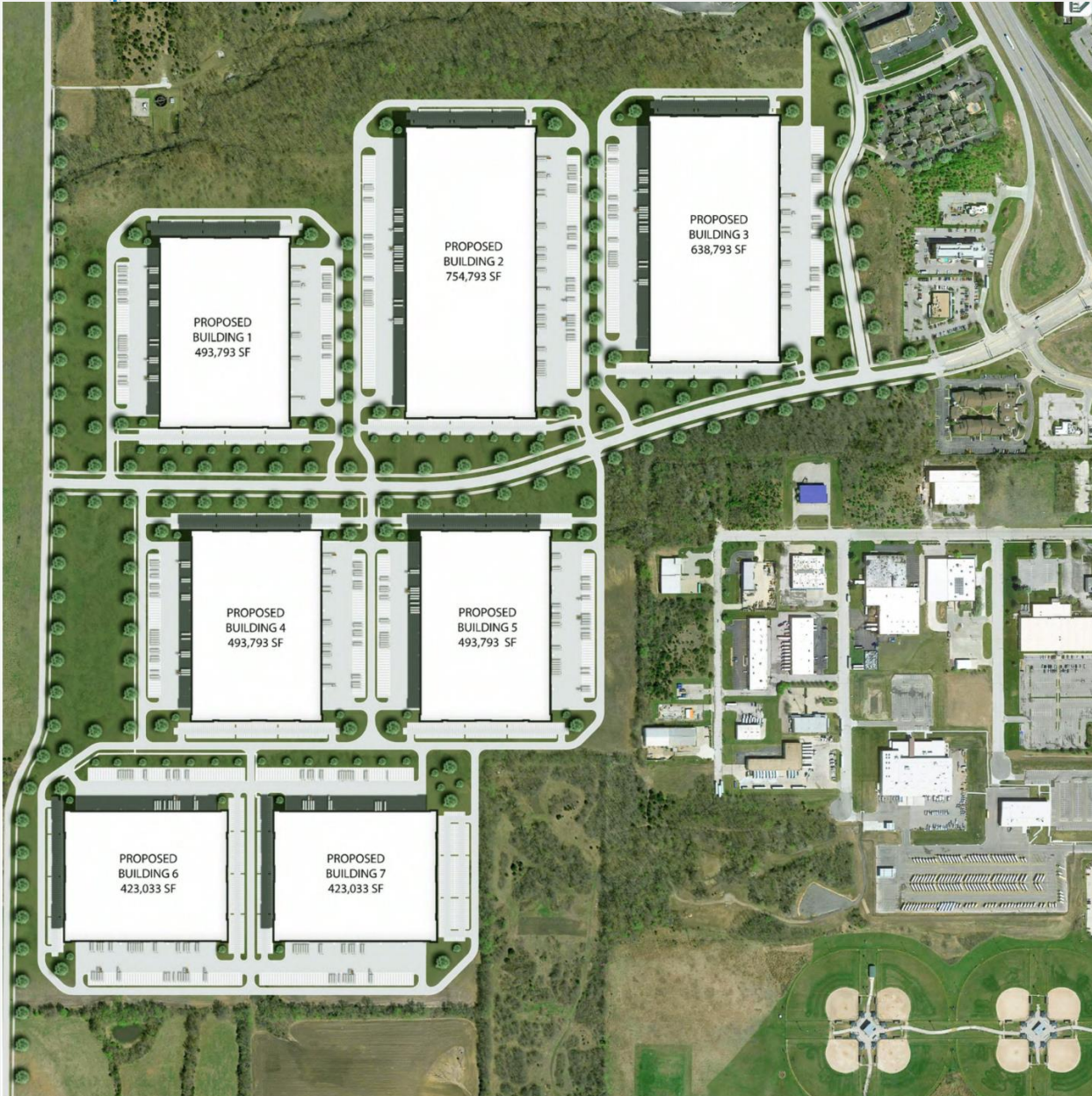


City Planning and Development

4



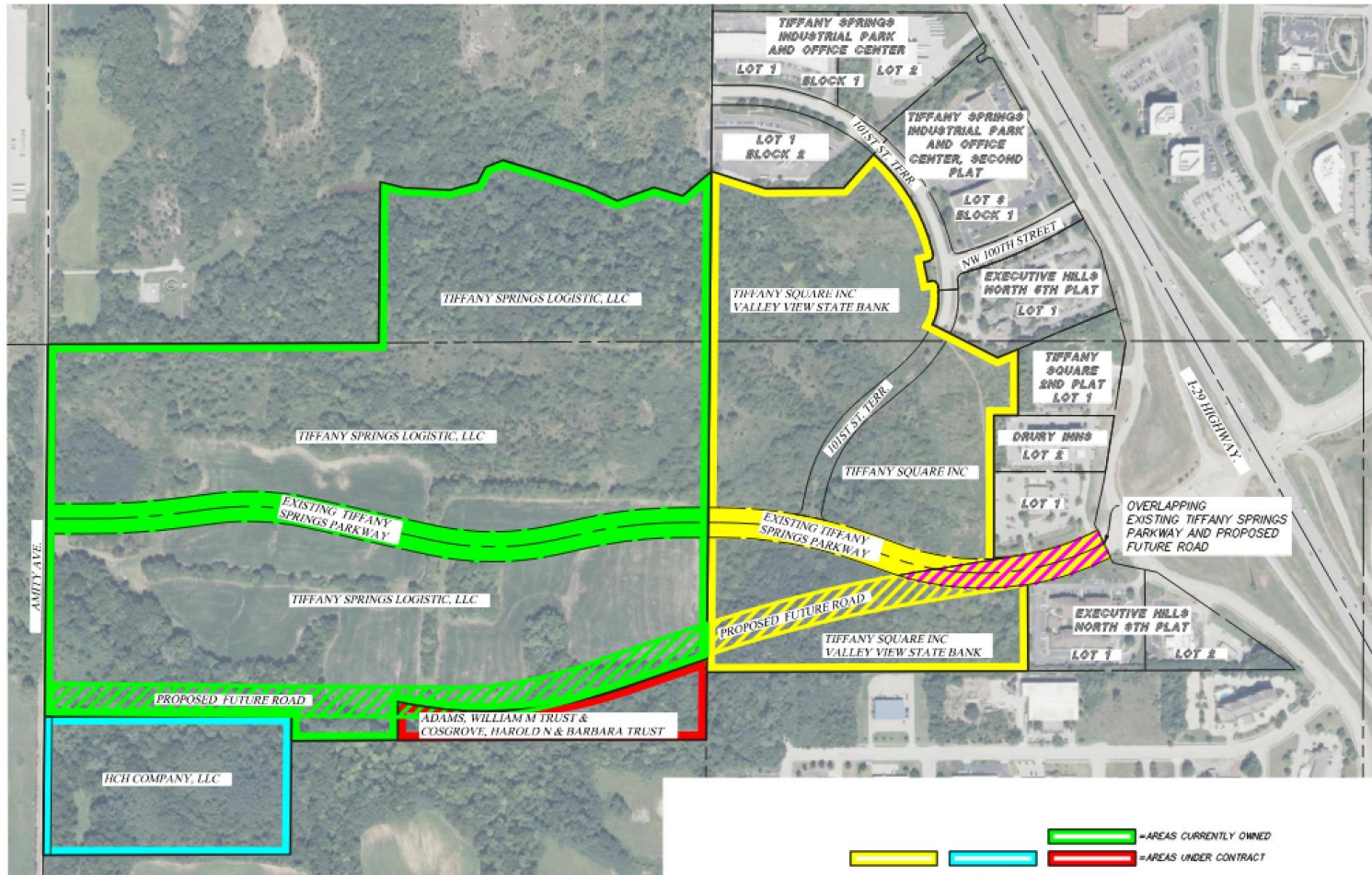




BACKGROUND

- **Ordinance No. 230500 passed by City Council on June 13, 2023, rezoned about 280 acres from districts B3-3 & M2-3 to M2-3 and approved a development plan/prelim. plat allowing for 3.7 M sq. ft. spec logistic office/ warehouses in 3 phases on 7 lots. (Tiffany Springs Logistic Center)**
- **Approved by CPC on May 16, 2023, subject to Major Street Plan amendment.**

Tiffany Springs Parkway Alignment



Major Street Plan amendment approved by CPC on June 6, 2023.

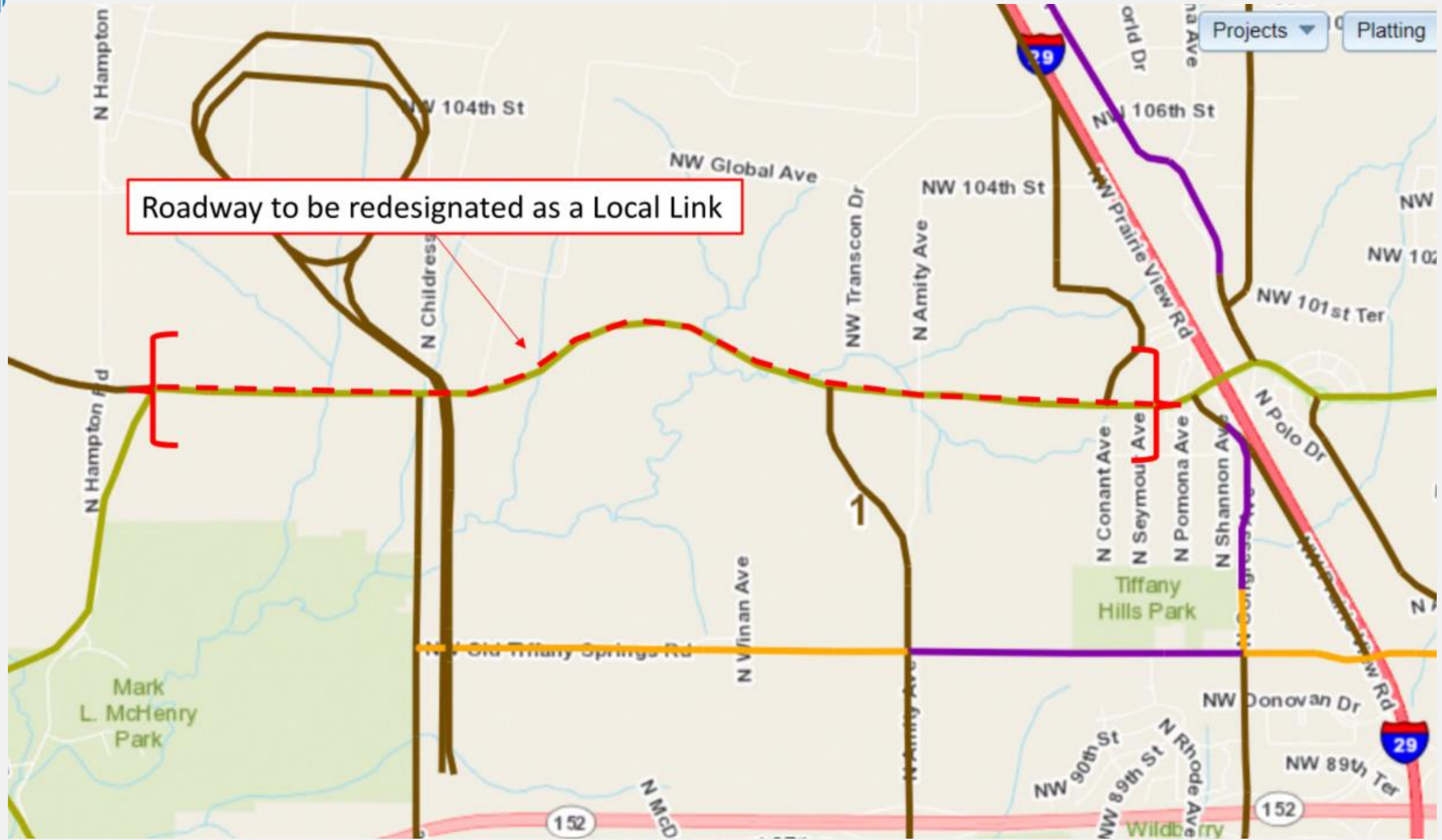
Ordinance No. 230499 passed 06/13/2023, approved an amendment to the Major Street Plan for the realignment of NW Tiffany Springs Parkway.

VARIANCES GRANTED BY BZA FOR PHASES 1, 2 & 3:

CD-BZA-2023-00148 - At its meeting on December 12, 2023, the Board of Zoning Adjustment granted variances to the Boulevard and Parkway Standards to permit phase 3 of a logistics center in an M2 zoning, plus any additional variances.

CD-BZA-2023-00147 - At its meeting on December 12, 2023, the Board of Zoning Adjustment granted variances to the Boulevard and Parkway Standards to permit phase 2 of a logistics center in an M2 zoning, plus any additional variances.

CD-BZA-2023-00100 - At its meeting on August 8, 2023, the Board of Zoning Adjustment granted variances to the Boulevard and Parkway Standards to permit phase 1 of a logistics center in an M2 zoning, plus any additional variances for Lots 1, 2 and 3 of Tiffany Springs Logistic Center.



- **Major Street Plan Amendment – Tiffany Springs Parkway**
- **Background:**
 - **November 2022 – Passed by vote of the people to remove from the system.**
 - **April 28, 2023 - Application filed for MSP realignment.**
 - **June 6, 2023 – CPC recommended approval.**
 - **June 13, 2023 – Ordinance No. 230499 passed by City Council approved an amendment to the Major Street Plan for the realignment of TSP per staff recommendation.**
 - **April 15, 2024 – Application to amend the MSP to change the Typology.**

Section 88-810-810 of the Zoning and Development code discusses the Major Street Plan. This is the only reference to the Major Street Plan in the code.

The plan established by the city, pursuant to RSMo 89.480, showing the general alignment and functional classification of streets, highways and parkways of an ultimate urban arterial network. The purpose of this plan is to guide development of the arterial street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting. The plan may be amended, added thereto, or otherwise refined by the subdivision platting process or by the plan commission and city council.

The criteria below was used to review the Major Street Plan Amendment application to realign NW Tiffany Springs Parkway.

- **The Zoning and Development Code does not have specific review criteria for Major Street Plan Amendment, so staff sent out public notice and advertised the request to inform affected owners. In reviewing the proposed realignment staff looked at the following:**
 - 1. Conflict with existing development/ uses.**
 - 2. Conflict with sensitive environmental natural resources (regulated streams, riparian vegetation, floodplain/ floodway, etc.).**
 - 3. Proximity to existing city owned property to avoid purchase of right of way and condemnation.**
 - 4. Overall network connectivity.**



Street Typology

About this Map

Although the Through Lanes Map controls the number of lanes on the Major Streets, the Typology Map influences many of the other elements that contribute to street width, use, and right-of-way required.

Street Typologies classify streets by:

- their physical surroundings, and
- the types of users traveling on them.

This map illustrates the typology of each of Kansas City's major streets, and the typical sections on the following page include descriptions of the typical context and intent of each typology.

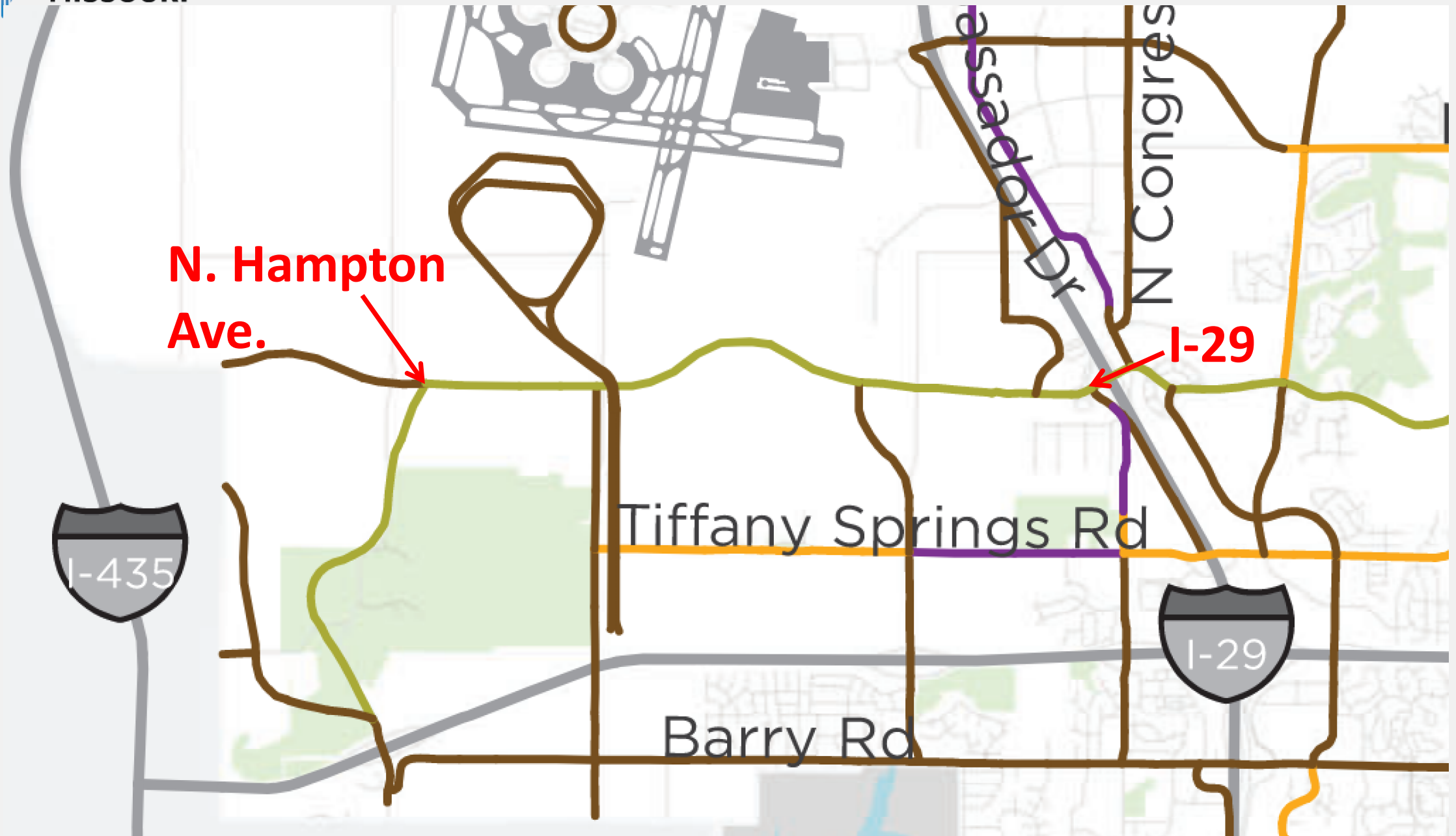
The map also shows parks, as connecting parks is the essential function of Parkways.

- | | |
|-----------------------|----------------------|
| Activity Street | Established Arterial |
| Boulevard | Parkway |
| Established Boulevard | Established Parkway |
| Local Link | Thoroughfare |
| Commerce/Mixed-Use | Freeway |



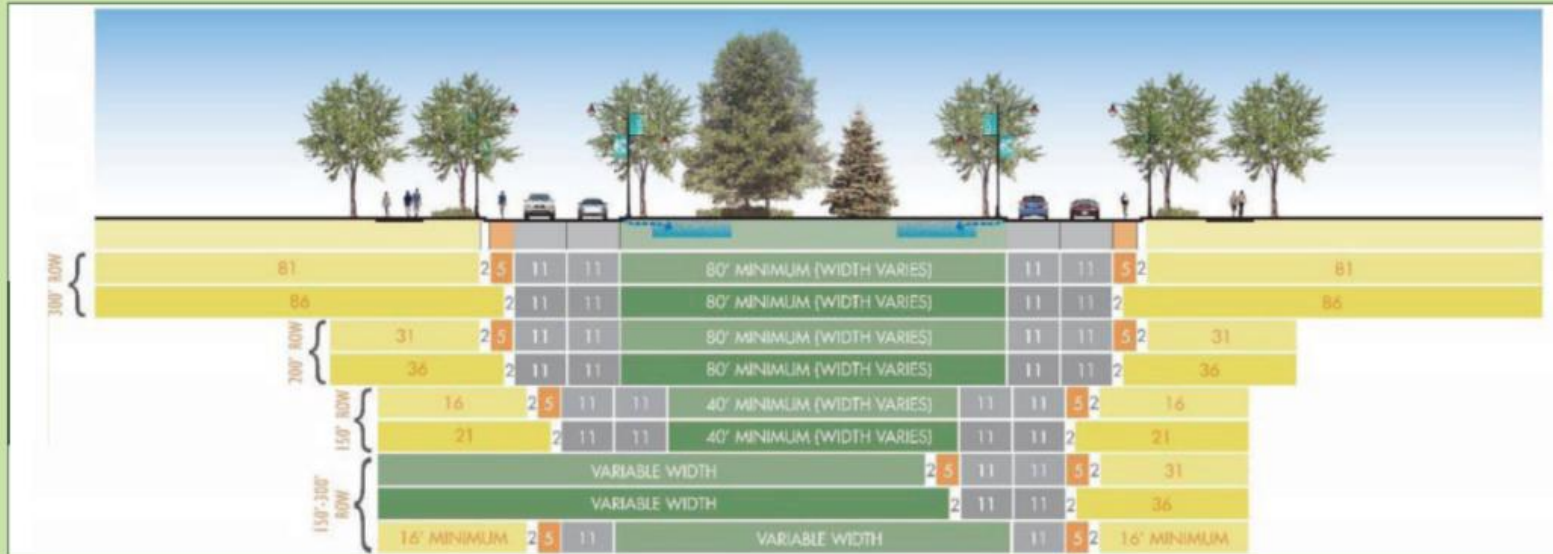
N. Hampton Ave.

I-29





Parkway*



Typical Context

Connecting the City's parks. Less formal in alignment, following natural terrain. Augmented with both formal and informal features.

Intent

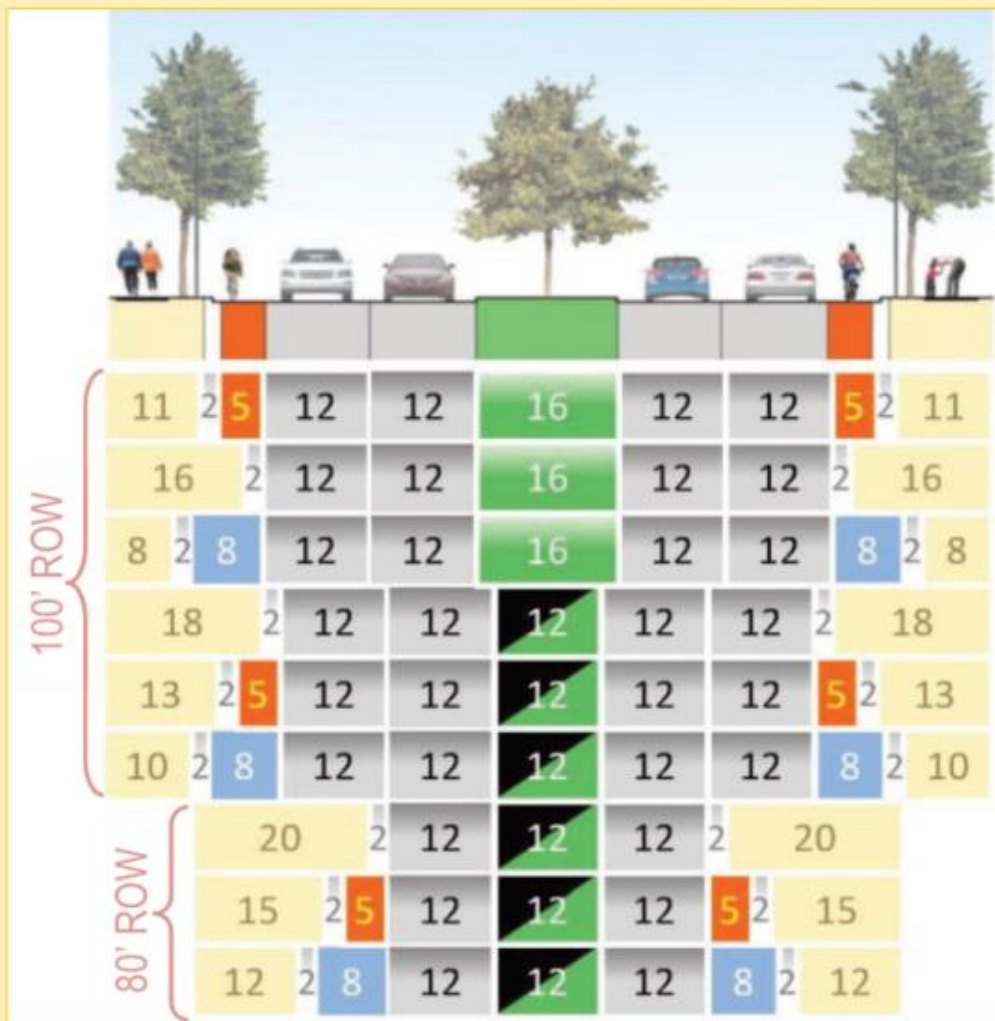
Retaining a pastoral quality even while winding through developed areas. There are several segments in the Major Street Plan named "Parkway" that have a Boulevard typology and cross-section.

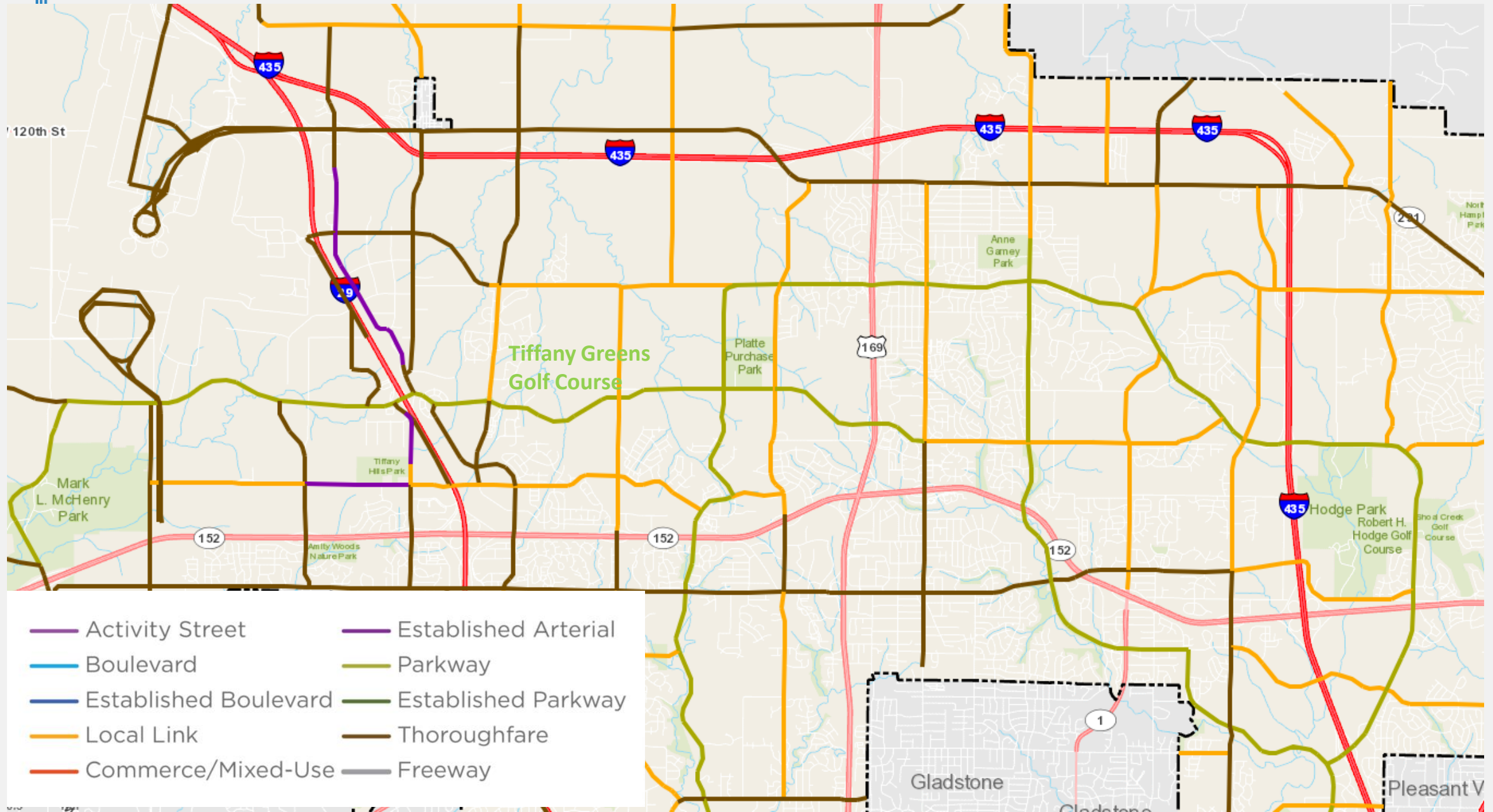
*Note that Boulevards and Parkways are also subject to the *Boulevard and Parkway Standards* of the Parks and Recreation Department. Those standards are not adopted as part of the Major Street Plan, with the exception of pages 300-3 and 400-3 of the standards (excerpted on the following page). The typical sections above are consistent with those standards. It should also be noted that trucks are restricted on most Boulevards and Parkways.

Typical Context

Intent

Serve residential traffic to and from destinations, linking neighborhoods and services. Encourage walkability and multi-modal transportation. Carry moderate levels of traffic in a way that is compatible with bicycle and foot traffic.





- 1. Maintain connectivity of the overall street network as shown on the Major Street Plan.**
- 2. The Parkway Typology links Hodge Park and Shaol Creek Golf Course on the east – Anne Garney Park via Shoal Creek Parkway - Platte Purchase Park – Twin Creek Athletic Complex via Line Creek Pkwy – Tiffany Greens Golf Course and Mark L. McHenry Park on the west.**
- 3. Local link designation and Typology is not suitable for this segment as shown on the Major Street Plan.**
- 4. Broader notification, public engagement and due process to ensure the entire properties affected by this change are involved.**

The criteria below was used to review the Major Street Plan Amendment application to realign NW Tiffany Springs Parkway.

- **The Zoning and Development Code does not have specific review criteria for Major Street Plan Amendment, so staff sent out public notice and advertised the request to inform affected owners. In reviewing the proposed realignment staff looked at the following:**
 - 1. Conflict with existing development/ uses.**
 - 2. Conflict with sensitive environmental natural resources (regulated streams, riparian vegetation, floodplain/ floodway, etc.).**
 - 3. Proximity to existing city owned property to avoid purchase of right of way and condemnation.**
 - 4. Overall network connectivity.**

- **At the June 18, 2024, CPC hearing this case was continued with the following directives:**
 1. **To allow staff to come up with alternatives to the Parkway designation.**
 2. **And to understand what the setback requirements would be if the typology changed.**
 - **Zero setback for M3-2 zoning district.**
 - **Boulevard & Parkway Standards apply to Boulevards and Parkways unless variance is obtained, or the standard modified.**
- **Due to the holiday, it took some time for staff to meet prior to meeting with the development team. Meeting was held on July 10th.**

Preface

to the 2011 Update

Transportation is a derived demand. It exists to support economic and social activity, and is not an end unto itself. Kansas City's Major Street Plan is designed to recognize this role by prescribing a transportation network that supports the City's long-term vision for the kind of community it wants to be. The movement of people and goods is essential to the health and vitality of a city and community, and thus the Major Street Plan is an important contributor to the City's long-term success.

Precursors to the Major Street Plan have been found in the City archives dating as far back as 1911, but the document considered the City's first official Major Street Plan was adopted in 1972. Since that time, revisions have been made to the plan on an as-needed basis, as new Area Plans have been adopted, specific development plans have moved forward, roadways have been added to or removed from the City's jurisdiction, the Parkway and Boulevard Master Plan has been updated, and constructed roadway alignments have been better reflected. These efforts have allowed the Plan to respond to changing local conditions in various parts of the City.

The 2011 update of the Major Street Plan creates a living document, by establishing both a thorough technical underpinning for the Plan, as well as the processes to sustain ongoing meaningful updates. The plan addresses – in new ways and with much more flexibility – the *capacity* needs of the City's major streets, as well as *context-reflective, multi-modal* street designs. It also expands on the collaborative history and abilities of three City departments – City Planning and Development, Parks and Recreation, and Public Works – in order to more fully integrate visions into one plan.

Purpose and Authority

The Major Street Plan is defined in Section 66-3 of the City's Code of Ordinances as:

The plan established by the city, pursuant to RSMo 89.480, showing the general alignment and ... classification of streets, highways and parkways of an ultimate urban arterial network. The purpose of this plan is to guide development of the arterial street network and to identify appropriate street rights-of-way to be secured at the time of subdivision platting.

In fact, at least four Missouri Statutes apply to the Major Street Plan.

- *RSMo 89.400.1*: Approval of plats with relation to the Major Street Plan.
- *RSMo 89.460*: Construction and improvement of streets with relation to the Major Street Plan.
- *RSMo 89.470*: Issuance of building permits with respect to the Major Street Plan.
- *RSMo 89.480*: Regulation of building or setback lines with respect to the Major Street Plan.

In short: legally, the Major Street Plan serves to define the ultimate arterial network and preserve the right-of-way needed to support that network. Each of these two purposes has an important corollary:

- *Defining the ultimate arterial network* allows for, and supports, orderly development within the City.
- *Preserving right-of-way* allows the arterial network to support other modes of transportation allowed to occur within that right-of-way where appropriate, including bicycling, walking, and public transit.

Therefore, the Major Street Plan has a much broader scope than just providing roads for automobile travel. It is integral to the cultural and economic development of the City, and it is vital to basic mobility for all its citizens.



Review/Update Procedures

Section 66-3 of the City Code of Ordinances describes how changes to the plan may be made:

The plan may be amended, added thereto or otherwise refined by the subdivision platting process or by the Plan Commission and City Council.

The Major Street Plan should be updated under the following circumstances:

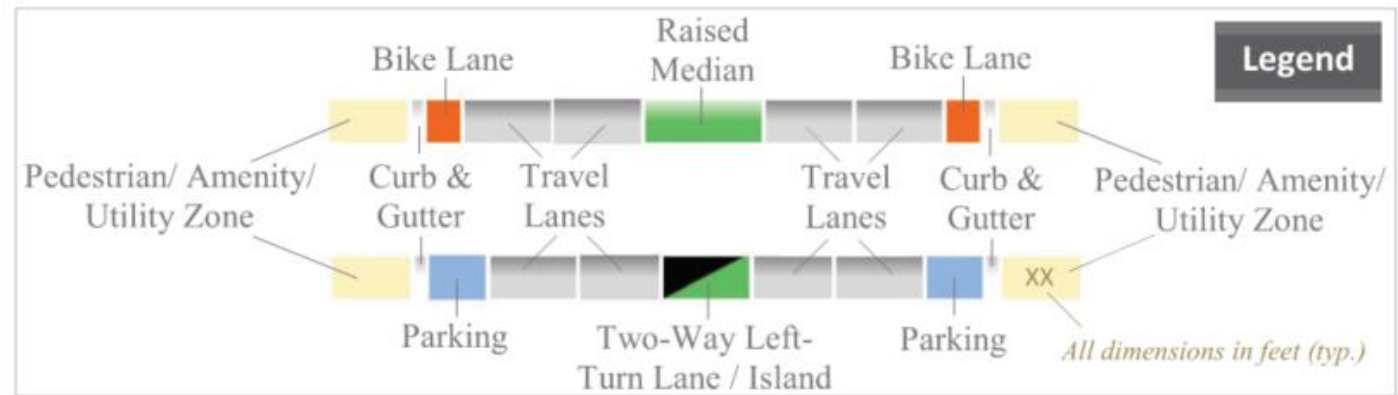
- When an Area Plan is adopted that has a material effect on the contents of the Major Street Plan (typology change, street added/re-designated).
- When the proposed or constructed alignment of a major street changes materially from the conceptual alignment shown in the Major Street Plan.
- When subdivision platting or other development approvals/plans dictate a change to the alignment, number of through lanes, typology or designation of a major street.
- When proposed major land-use changes result in forecasted traffic volume changes of sufficient magnitude to affect lane requirements on major streets or re-designation of a major street.
- When a major street or highway owned and/or operated by others, but shown on the Plan for informational purposes, undergoes a material change in constructed or planned alignment.
- When the Parkway and Boulevard system is modified in a way that affects the Major Street Plan.
- When major regional transit (on-street or fixed guideway) system changes are planned or implemented.
- When parks are added to, or removed from, the City's Park System.
- When City limits change.
- When other updates are warranted as determined by the City Plan Commission and/or City Council.

Major comprehensive updates should be conducted at least once every 10 years in conjunction with transportation model or Comprehensive Plan updates. At these times, it is appropriate for the City to examine its buildout land-use assumptions, and its near- and long-term multi-modal transportation needs. Public and stakeholder input should be sought in conjunction with such comprehensive updates.

Typology

TYPICAL SECTIONS

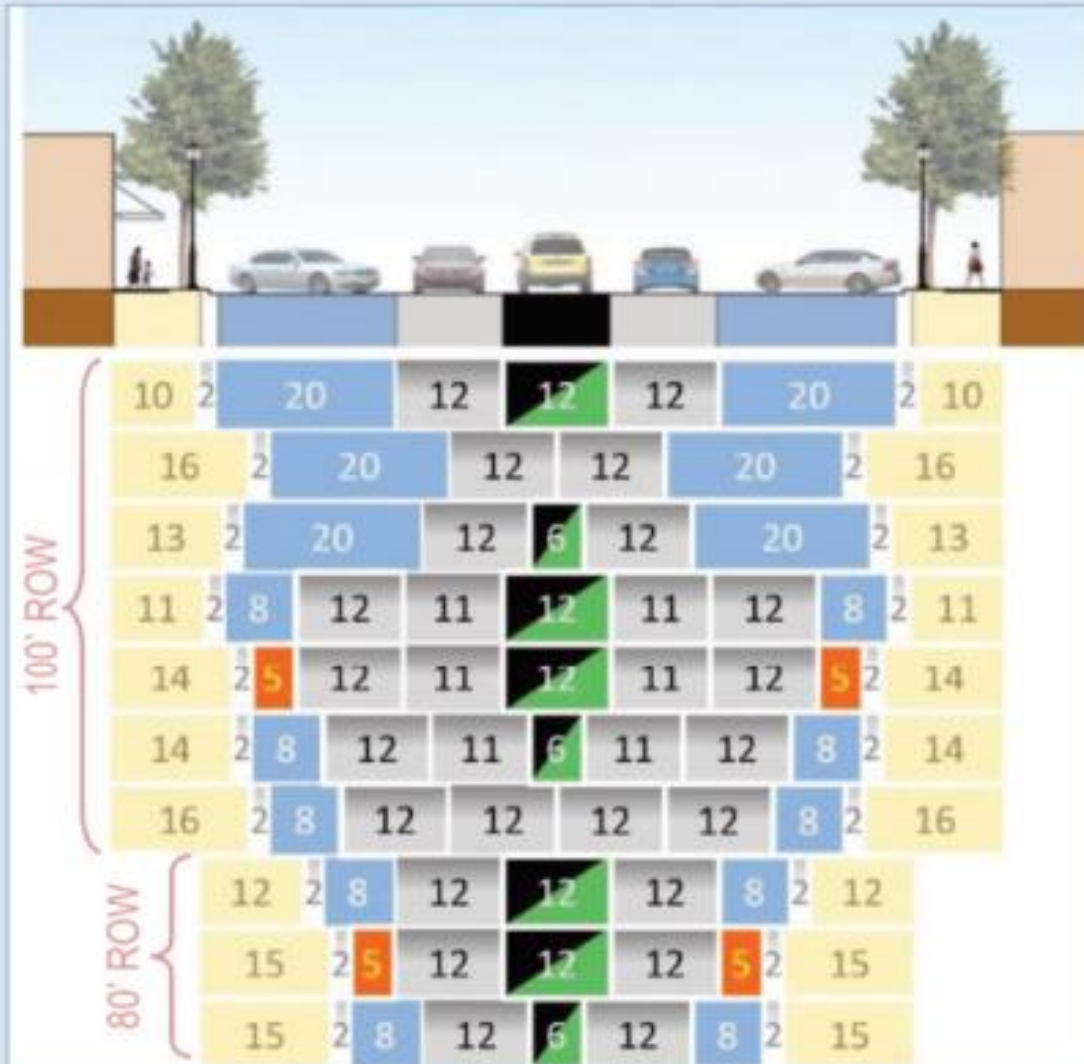
Each of the Street Typologies has a unique context and intent. Six of the eight typologies each have a series of applicable typical sections. The choice of the appropriate section is a function of other contextual parameters and may vary by segment. The graphics below illustrate the typical sections, with widths (in feet) shown for elements within the section, as well as the overall right-of-way requirement for each section. The following page provides more definition of the section elements, and summarizes the process for determining which section is appropriate for a given street segment.



*Note that Boulevards and Parkways are also subject to the *Boulevard and Parkway Standards* of the Parks and Recreation Department. Those standards are not adopted as part of the Major Street Plan, with the exception of pages 300-3 and 400-3 of the standards (excerpted on the following page). The typical sections above are consistent with those standards. It should also be noted that trucks are restricted on most Boulevards and Parkways.



Activity Street/Corridor



Typical Context

Unique activity centers, often including a variety of land uses, most notably retail-oriented high-intensity mixed-use.

Intent

Create a reduced emphasis on automobile traffic and a heightened pedestrian environment. May be closed to vehicular traffic at certain times for entertainment and street retail activity.



Boulevard*



Typical Context

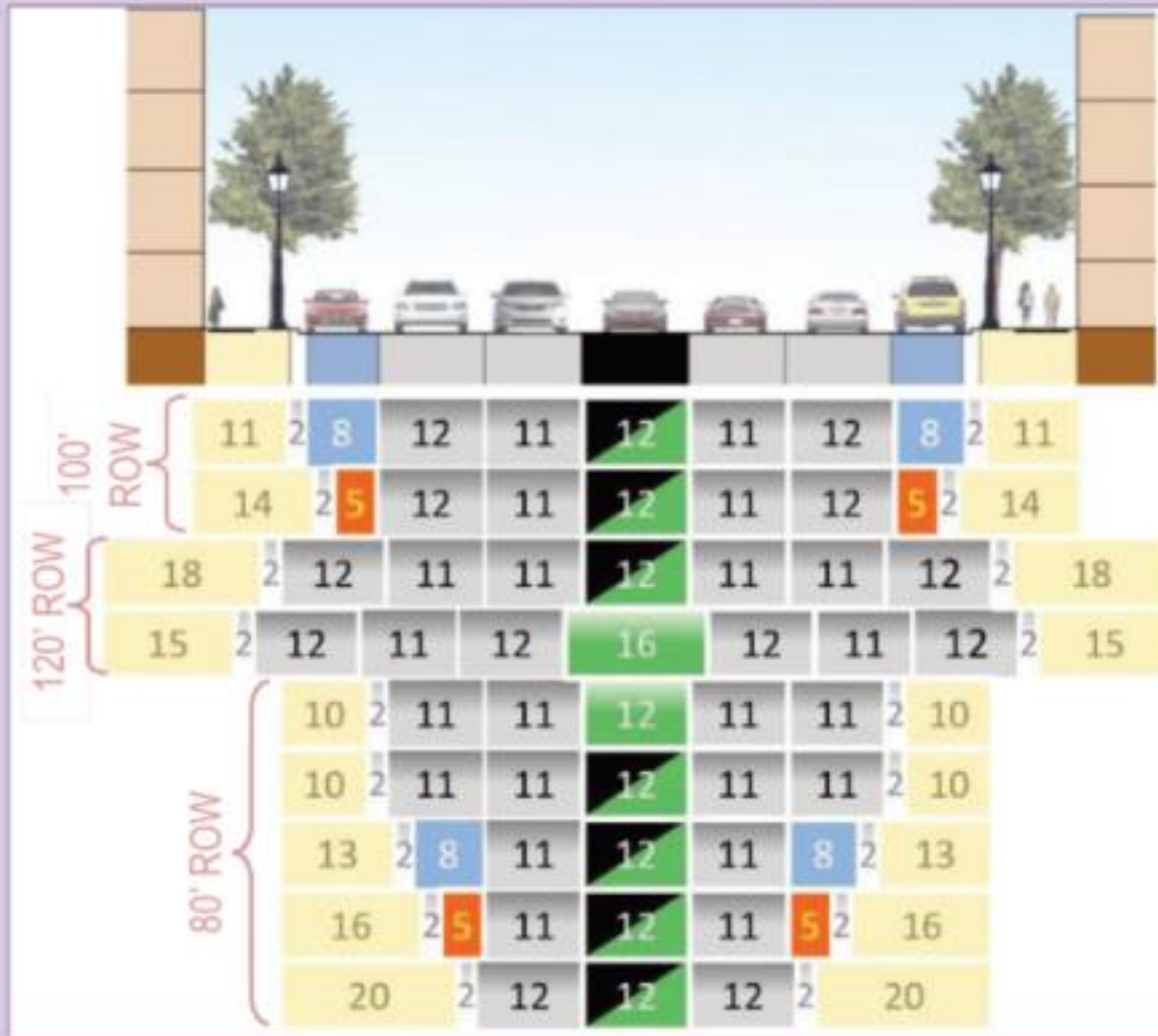
A variety of land uses, but primarily residential. Generally characterized by rolling topography and stately homes, apartments, and commercial centers. Boulevard rights-of-way tend to be wide and formally landscaped.

Intent

Provide a pleasant drive through a variety of land uses; an environment where vehicles and pedestrians can coexist. Follow the grid system, accommodating multiple points of access with intersections at cross-streets.



Commerce/Mixed-Use Street



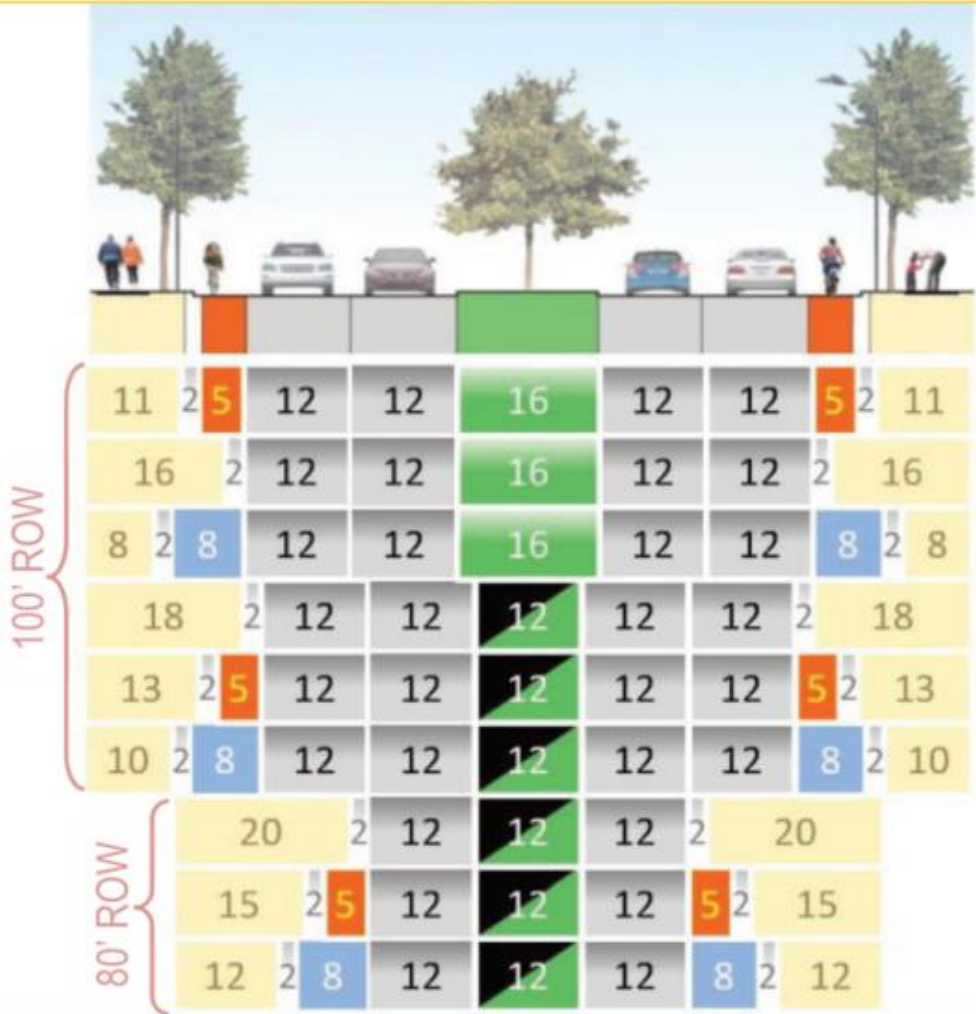
Typical Context

High-quality public spaces offering a variety of building types and land uses – particularly employment-oriented mixed-use – generating activity and diversity.

Intent

Form a highly interconnected network (grid), dispersing “through” traffic and providing convenient routes for pedestrians, bicyclists, and transit users.

Local Link



Typical Context

Connecting neighborhoods
and services.

Intent

Serve residential traffic to and from destinations, linking neighborhoods and services. Encourage walkability and multi-modal transportation. Carry moderate levels of traffic in a way that is compatible with bicycle and foot traffic.



Thoroughfare



Typical Context

Commercial areas with many small strip centers and pad sites with buildings typically set back behind front parking lots.

Intent

Emphasis placed on vehicular mobility and “through” or “destination” traffic.



Established Arterial

No specified
cross-section

Typical Context

Built-up urban settings with rights-of-way constrained by established development.

Intent

Retain existing cross-section (for Major Street Plan purposes); no additional right-of-way required.

Historic/Established Boulevard / Parkway*

No specified
cross-section

Typical Context

Historic: Parkways and Boulevards from the original Kessler system. *Established:* Facilities already built to previous standards.



Typology Boulevard and Parkway Standards

The following tables were extracted from pages 300-3 and 400-3 of the *Boulevard and Parkway Standards*. As stated on the previous page, this portion of the standards is adopted with the Major Street Plan.

A Standard Boulevard Design Criteria	
Description	Design Criteria
1. Right-of-way width	100 to 200 ft.
2. Median	Yes.
3. Lane width	11 ft.
4. Number of through lanes > than lanes for access only	Two or four
5. Left turn & acceleration lanes	Yes.
6. Truck traffic	Prohibited.
7. On-street, angled parking	Allowed both sides > 8 ft. width.
8. Curb return radius	15 ft.
9. Maximum design speed and posted speed	30 mph.
10. Signalized intersections	Concrete.
11. Concrete	As concrete slabs or raised or stamped concrete.
12. Intersection medians / median use	Minimum of 400 ft., within the Historical System for Park Road segment.
13. Distances / curb cut	25 ft. maximum width**
14. Checkered utility lines	Prohibited.
15. Utility boxes	Allowed with appropriate screening.
16. Fences	Prohibited in front of the setback line.*
17. Walls	Permitted with only if necessary. Back to natural stone preferred.
18. Signs	Not within right-of-way.
19. Sidewalks	Minimum 8 ft. on both sides.
20. Trees	Yes.
21. Landscaping	All buildings screened to face the boulevard.
22. Symmetrical landscaping	Symmetrical tree spacing with a minimum of two rows of trees, evenly spaced along both sides of sidewalks.
23. Median landscaping	Yes.
24. Tree lanes	Minimum of 15 ft. wide. City segment only of road access zones.
25. Landscaping, screens & buffers for adjacent properties	As Park Road segment.
26. Recreational spaces	None other than sidewalks.
27. Street furniture	As Park Road segment.
28. Streetlights / BMPs	Yes**
29. Natural features	Yes.
30. Water features	Yes. Exception at intersection headwalls.
31. Artwork and ornamentation	Yes.
32. Monuments	Yes.
33. Wayfinding	As Park Road segment.
34. Wayfinding, intersection design and historical markers	As Park Road segment.
35. Barriers	As Park Road segment.
36. Street lights, screens & style	Revised 100-185 ft. section. Style As Park Road segment.**
37. Pedestrian facilities	As Park Road segment.
38. Street furnishings	Yes. Exception in urban centers, requires Park Road segment.
39. Bike facilities	Yes**

A Standard Parkway Design Criteria	
Description	Design Criteria
1. Right-of-way width	150 to 300 ft. Standard width is 200 ft. Minimum width is 150 ft. with curbside bus stop.
2. Median	30 ft. standard. Minimum width 40 ft. with curbside bus stop.
3. Lane width	See typical section.
4. Number of through lanes > than lanes for access only	2 or 4
5. Left turn & acceleration lanes	Yes.
6. Truck traffic	Prohibited, see Sec. 20-802.
7. On-street, angled parking	As Park Road segment.
8. Curb return radius	15 ft.
9. Maximum design speed and posted speed	35 mph.
10. Signalized intersections	Concrete segment.
11. Concrete	Colored concrete segment with concrete or stamped concrete drive lanes.
12. Intersection medians / median use	Minimum of 400 ft.
13. Distances / curb cut	25 ft. maximum width**
14. Checkered utility lines	Prohibited.
15. Utility boxes	Allowed with appropriate screening.
16. Fences	Prohibited in front of the setback line.*
17. Walls	Permitted with only if necessary. Back to natural stone preferred.
18. Signs	Not within right-of-way.
19. Sidewalks	Minimum 8 ft. on both sides.
20. Trees	Permitted as part of recreation facilities. 12' wide concrete.
21. Landscaping	Permitted as part of recreation facilities. 12' wide concrete.
22. Symmetrical landscaping	Permitted as part of recreation facilities. 12' wide concrete.
23. Parkway edge landscaping	Naturalistic spacing of trees with wide, variable right-of-way widths. Symmetrical tree spacing within standard right-of-way widths.*
24. Median landscaping	Naturalistic spacing of trees within the median.*
25. Tree lanes	Minimum of 17 ft. wide. City segment only of road access zones.
26. Landscaping, screens & buffers for adjacent properties	As Park Road segment for median & street medians.
27. Recreational spaces	Yes. Exceptional, designed as design.
28. Street furniture	As Park Road segment.
29. Streetlights / BMPs	Yes.
30. Natural features	Yes.
31. Water features	Yes.
32. Artwork and ornamentation	Yes. Exception in design.
33. Monuments	Yes.
34. Wayfinding, intersection design and historical markers	As Park Road segment.
35. Barriers	Yes.
36. Street lights, screens & style	Revised 100-185 ft. section. Style As Park Road segment.**
37. Pedestrian facilities	As Park Road segment. Designed at intersections and all street higher such as standards.**
38. Street furnishings	As Park Road segment.
39. Bike facilities	Yes. minimum 10 ft. wide width of 5 ft.

*Refer to Landscape and Aesthetics Section (200) for further information.

**Refer to Traffic Engineering & Design Section (200) for further information.

Typology TYPICAL SECTION DESCRIPTIONS

Right-of-Way Widths

The Major Street Plan includes four right-of-way widths:

- 80 feet** This width is generally used for two- and three-lane sections, although there are two Commerce/Mixed-Use Street typical sections that include four through lanes within the 80-foot right-of-way (using a minimal ten-foot-wide pedestrian/amenity/utility zone). A few two-lane sections do not fall within the 80-foot right-of-way. Activity Street sections with back-in angle parking, and the Boulevard sections with two through lanes.
- 100 feet** This width is generally used for sections with four through lanes, with the exceptions noted above.
- 120 feet** This width is used for six-lane Thoroughfares.
- 200 feet** This width is used for Parkways.

Section Elements

Travel Lanes Through lane widths vary from 11 to 12 feet, with 11-foot widths appearing more commonly in slower-speed or constrained typologies such as Activity Streets and Commerce/Mixed Use Streets.

- Raised Medians** Center continuous raised medians are used to:
 - buffer opposing travel directions from each other,
 - restrict left-turn access to and from properties adjacent to the street,
 - "shadow" intersection left-turn lanes
 - provide a space for landscaping or additional aesthetic amenities, and
 - provide pedestrian refuge when legally crossing wide streets.

Raised medians included in the typical sections are generally 16 feet wide, with two exceptions: all Parkway sections, which are defined by their typology to include 80-foot medians, and one Commerce/Mixed-Use street section with a 12-foot median acknowledging constrained right-of-way situations. Note that median width may vary from these standards at intersections based on turning-movement requirements.

- Two-Way Left-Turn Lanes/Islands** Continuous center two-way left-turn lanes (TWLTLs) are used to allow left-turn access to and from properties adjacent to the street. In some cases, short islands may be provided within portions of these lanes, to provide pedestrian refuge, locations for aesthetic amenities, landscaping, or traffic-calming functions. The majority of these lanes/islands are shown with 12-foot widths, with two exceptions:

- On Thoroughfares, where speeds and volumes are generally higher than on other arterials, a 14-foot width is shown;
- On some Activity Streets, a 6-foot island width is shown that may be appropriate either when narrower pavement widths are desired, or along a roundabout corridor where turn lane provisions are not needed.

- Bike Lanes** Ordinance 011288 adopts certain revisions to the Major Street Plan, specifically to add bicycle routes to the Major Street Plan and to state that the dedication of additional right-of-way width along designated bicycle routes shall be made by the developer at the time of platting. Some of these routes follow streets on the Major Street Plan, although many follow collector streets or off-street pathways. Of those that fall on the Major Street Plan, a subset are designated to carry bike lanes. The Major Street Plan typical sections show how these bike lanes integrate into the various Street Typologies. Though bike lanes can vary in width from four to six feet, the bike lanes on the Major Street Plan typical sections are all five feet in width.

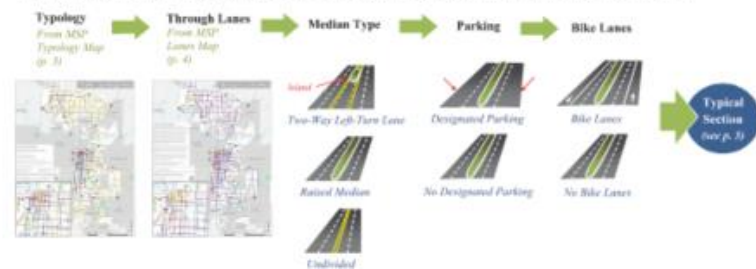
- Curb & Gutter** All Major Street Plan typical sections show curb and gutter on both sides of the street, with a total width of two feet on each side. Although certain street segments may be designed without curb or gutter due to special drainage considerations, such configurations are considered design exceptions for the purposes of the Major Street Plan.

- On-Street Parking** Parallel parking, with a width of eight feet, can be found within certain sections of Local Links, Commerce/Mixed Use Streets, and Activity Streets. Back-in angle parking, with a width of 20 feet, can be found on Activity Streets. It should be noted that one of the Boulevard sections shows 11-foot parking widths; these may be used in an interim condition (when a Boulevard is known to ultimately require four lanes but will only require two lanes for a period of years until additional capacity is needed).

- Pedestrian Amenity/Utility Zone** This area from the back of curb to the right-of-way line can have many functions. First and foremost, it should include a sidewalk or trail, with minimum widths as prescribed in the City standards. In addition, this zone should serve as a utility corridor so that the need to access utilities under the vehicular travel lanes is minimized or eliminated. Other amenities may be provided in this zone, but are neither mandated nor summarily prohibited by the Major Street Plan. Such amenities could include bus shelters/waiting areas, benches, landscaping, outdoor dining accommodations, and miscellaneous street furniture.

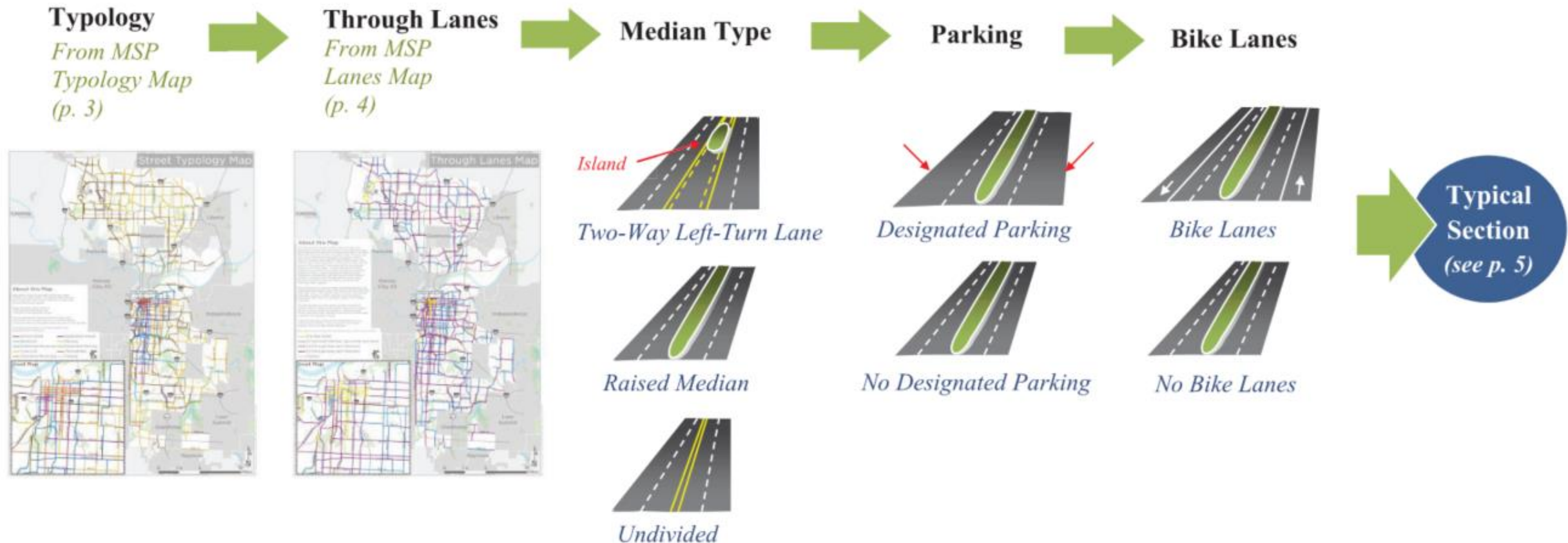
Typical Section Selection Process

The graphic below illustrates the process that is used to select the appropriate typical section for a segment on the Major Street Plan.



Typical Section Selection Process

The graphic below illustrates the process that is used to select the appropriate typical section for a segment on the Major Street Plan.



Boulevard – A type of street owned by the Kansas City Parks and Recreation Department, boulevards are typically four-lane undivided facilities within a 100-foot right-of-way and substantial setbacks. Boulevards typically offer good grades, are located in a naturally attractive locality, and abut generally residential areas.

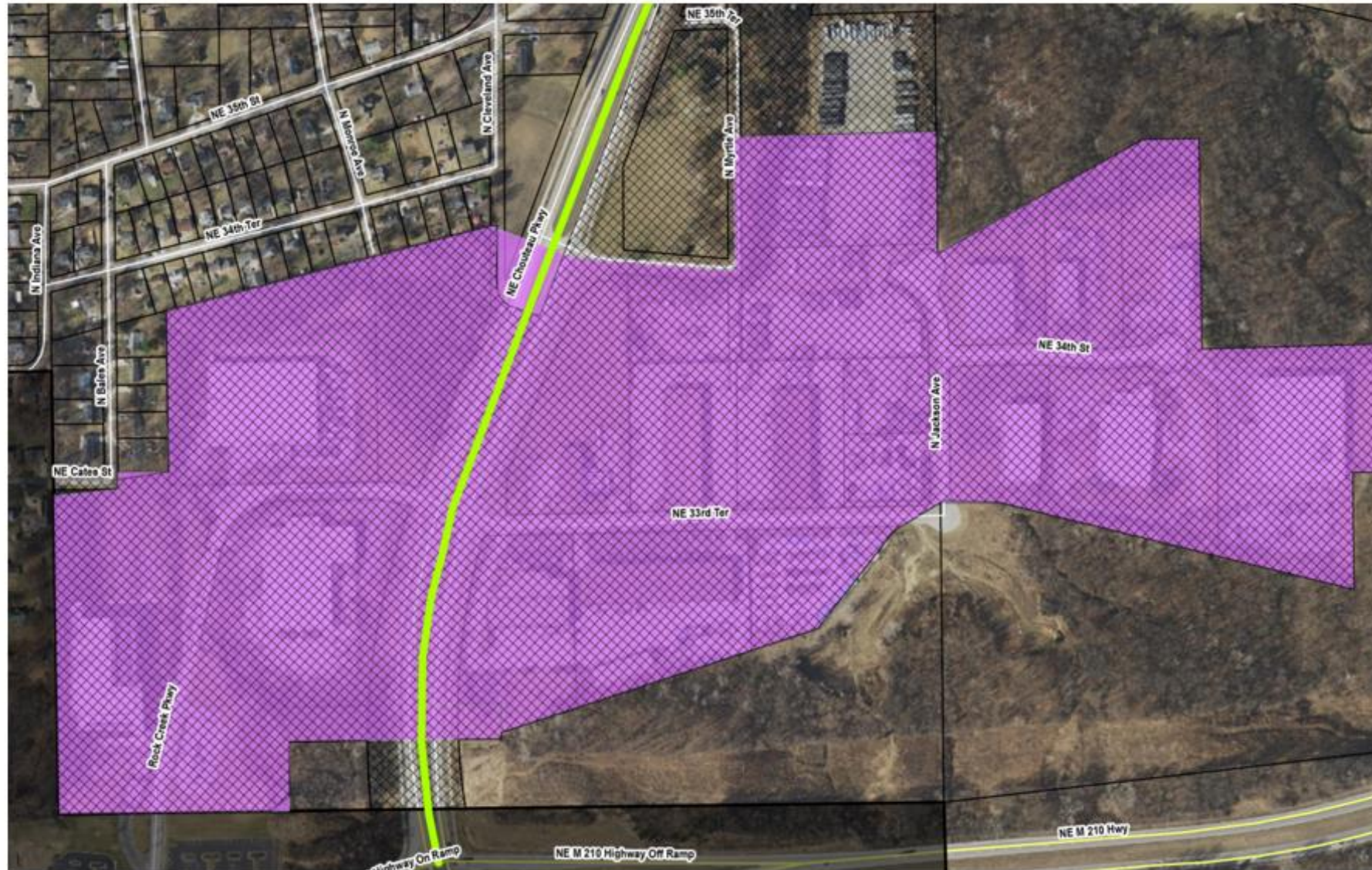
Parkway – A type of street owned by the Kansas City Parks and Recreation Department, parkways are typically four-lane divided facilities within a 200-foot right-of-way including a wide landscaped median. Functionalities are much the same as for boulevards, with the additional purpose of connecting the City's parks and other recreational facilities.

Typology – A method of roadway classification that is based on the roadway's surrounding uses, as well as the types of users traveling on it.



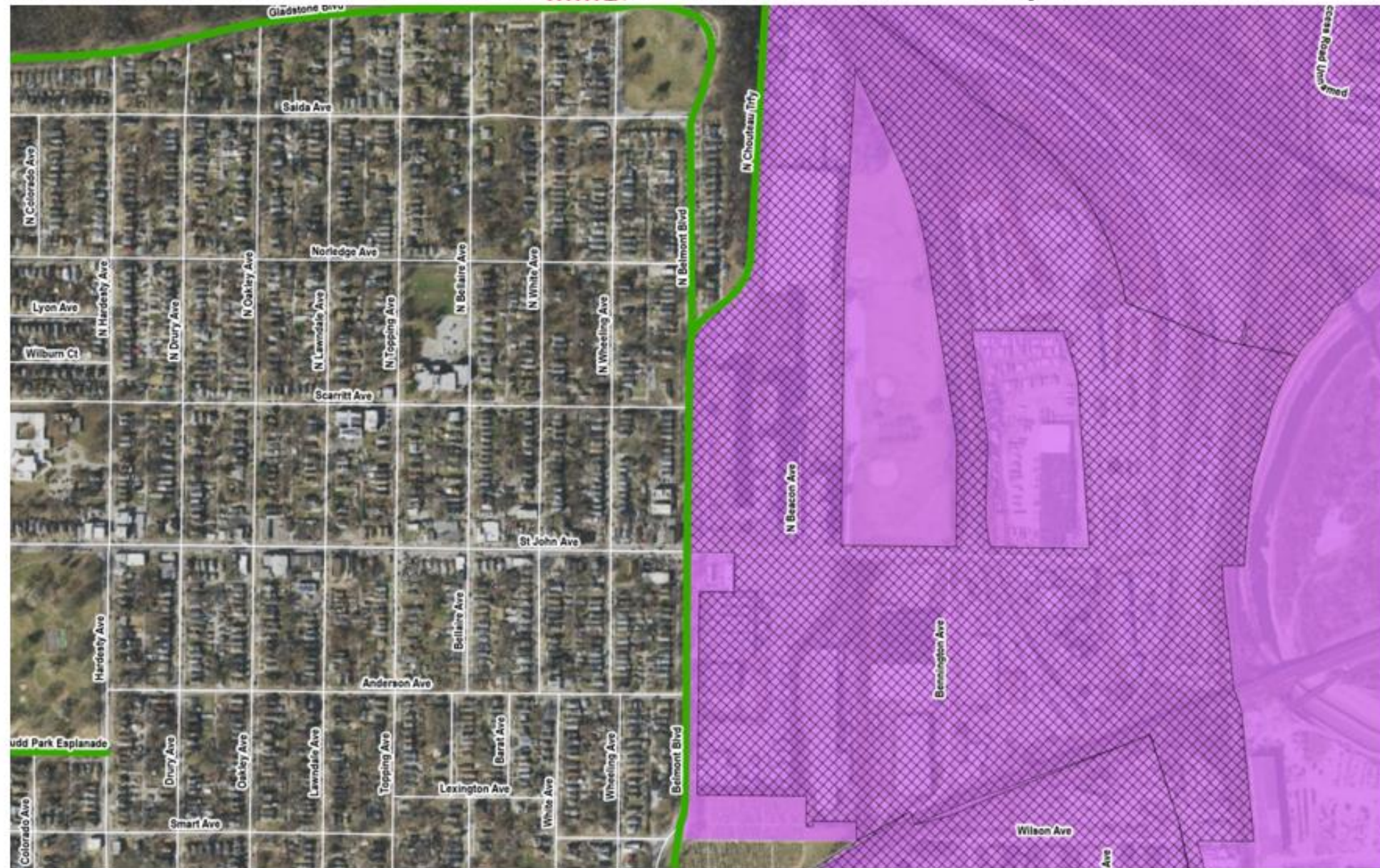
Parkways and Boulevards adjacent to M-zoned areas (in purple) and industrial land uses (hatched).

210 and Chouteau Parkway – Buckeye Industrial Park



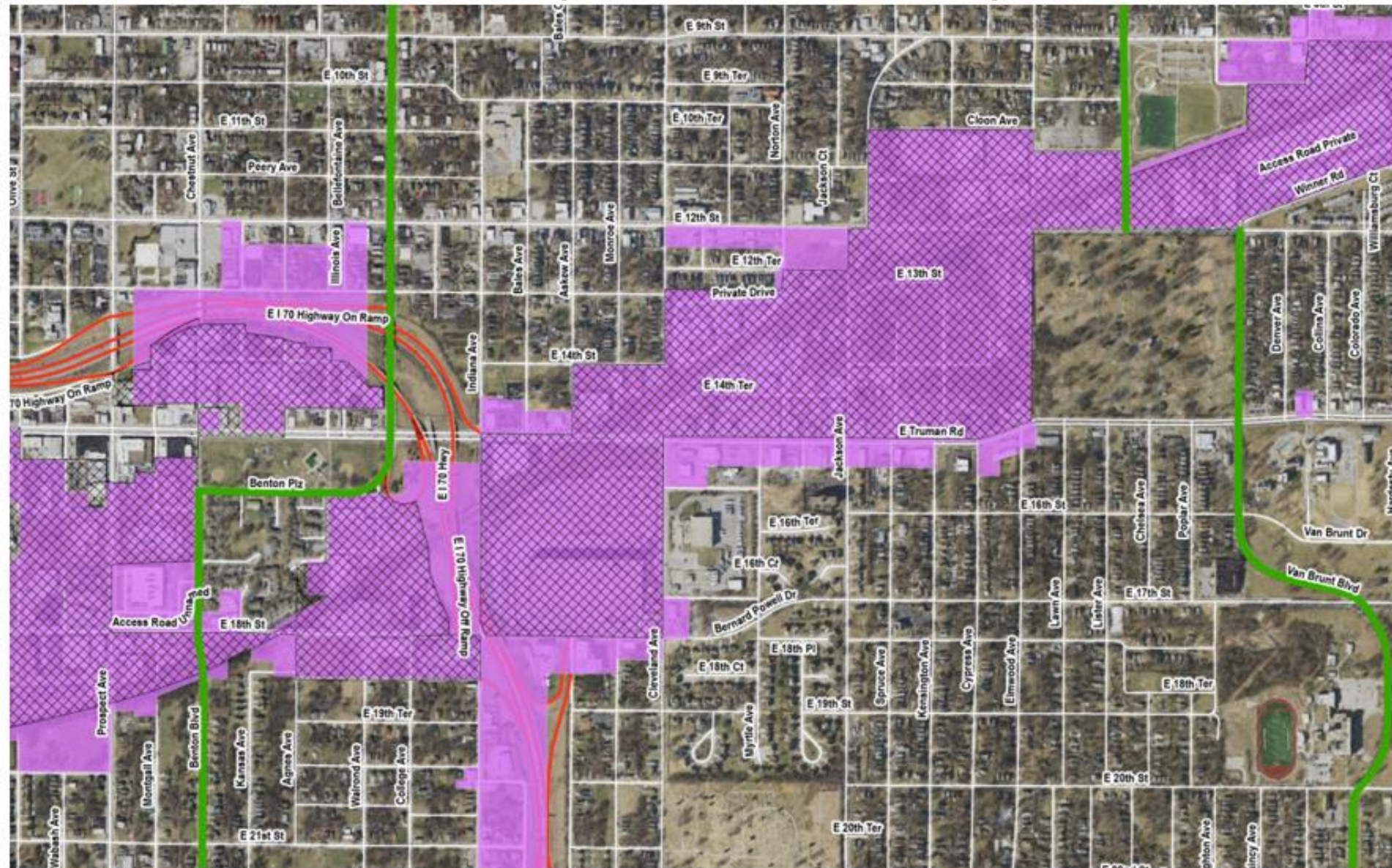


Belmont Boulevard – Chouteau Trwy to Wilson Avenue/ Independence Aven



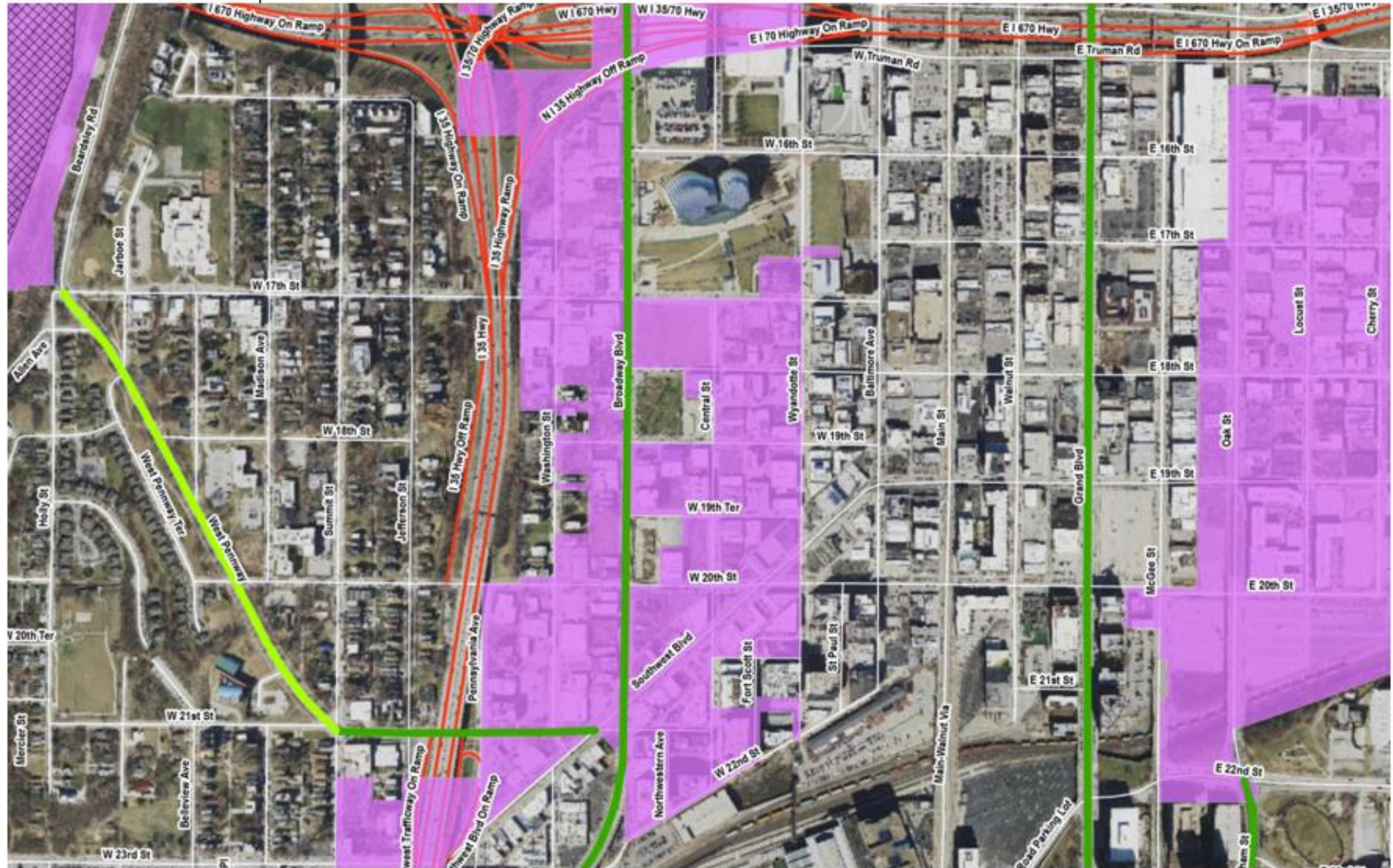


Benton Blvd and Van Brunt Blvd (South of I-70/ Truman Rd)





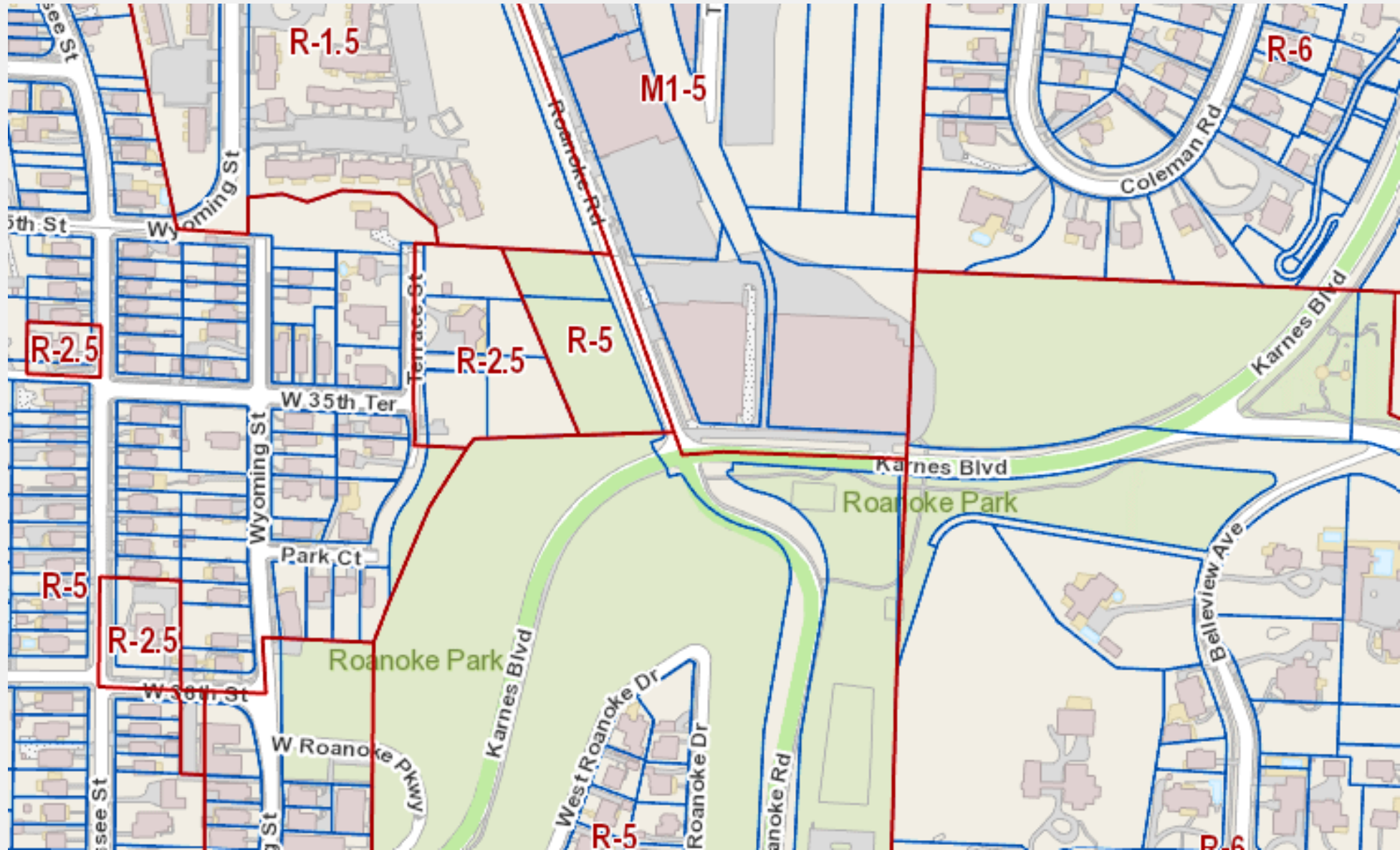
Broadway Blvd



[illegible]



Karnes Blvd & Roanoke Park



RECOMMENDATION:

Denial

Retain the Parkway Typology.

- **CD-CPC-2023-00036 - Ordinance No. 230217 passed by City Council on June 8, 2023, amended the Major Street Plan to change and amend the street typology of N. Line Creek Parkway from N.W. Barry Road to N.W. 68th Street from parkway to special segment parkway with special parkway standards. (CD-CPC-2023-00063)**
- **CPC approval was on June 6, 2023.**

MAJOR STREET PLAN

Segment 1 begins at the south boundary of Frank Vaydik Park along the alignment of NW Waukomis Drive to NW 68th Street. This segment is constructed as a two-lane, hard surfaced but unimproved street.

Segment 2 begins at NW 68th St and follows its own alignment along, initially the east side of Line Creek, then crossing to the west bank continuing northward on NW Barry Rd. This segment is partially constructed in that it has not been built to the full width required of a parkway about ¾ of a mile where it ends. The remainder of the segment is unconstructed and, when constructed, will traverse a heavily forested area with challenging terrain.

Segment 3 begins at NW Barry Rd then continues northward to its current terminus at Erika's Place residential subdivision, which is currently under development. This segment is constructed to parkway standards.

Segment 4 continues from Erika's Place northward to NW Tiffany Springs Parkway along the west side of Platte Purchase Park, then curving east and intersecting N Platte Purchase Drive. After this point the same road becomes NW Shoal Creek Parkway. This segment is unconstructed and, when constructed, will traverse mainly agricultural land with rolling terrain.

SPONSORED AMENDMENT

Councilmembers Fowler and Loar have sponsored Ordinance No. 230217 which proposes to reclassify Segment 2 from a parkway to a local link.

STAFF RECOMMENDATION

Staff proposes that Segment 2 remain classified as a parkway, but not be subjected to typical parkway construction and right-of-way standards given the challenging and sensitive terrain in the area.

Typical parkway standards require the dedication of 150-300 feet of right-of-way, a standard width for the right-of-way is 200 feet maximum and minimum width is 150 feet with contributing factors. The parkway standards also require the construction of an 80-foot-wide landscaped median, a roadway width of 200 feet and 8-foot sidewalks on both sides. A 10-foot wide trail is also encouraged as part of recreation facilities.

The proposed special segment would reduce the parkway standards for the required right-of-way dedication to 160 feet and require construction of only one side of the parkway built to residential local street construction standards.

The special segment standards significantly reduce the impact on the surrounding sensitive land, reducing the number of trees that will require removal, allowing more flexibility with regard to specific alignment, and significantly reduce the cost.

Staff from City Planning & Development, Parks, and Public Works Departments collaborated on the staff recommendation. All parties agreed that retaining a major street corridor in this area is fundamental to the growth of this area of the city as the nearest parallel major streets are Green Hills Road, about one mile to the west, and I-69 Highway about 3 miles to the east. Platte Purchase Drive exists in intermittent segments about two miles east, but the terrain in this area is also challenging and its completion is further complicated by development lying in the path of any extension making it relatively less likely to be constructed as compared to Line Creek Parkway, which in this segment has no impeding development and only a couple affected landowners.



Line Creek Parkway Major Street Plan Amendment City Plan Commission Staff Report
June 6, 2023

Docket #12

While the sponsored ordinance does retain a major street in this corridor it would switch the classification from a parks jurisdiction street to a public works street and create a gap in the larger parkway system of the Northland. As described above, this parkway connects to Shoal Creek Parkway and when taken together form a large parkway ring around the Northland. One of the primary historical features of the parkway system is that it is continuous and links parks to other parks and parkways to other parkways.

ATTACHMENTS

1. Special Segment Exhibit

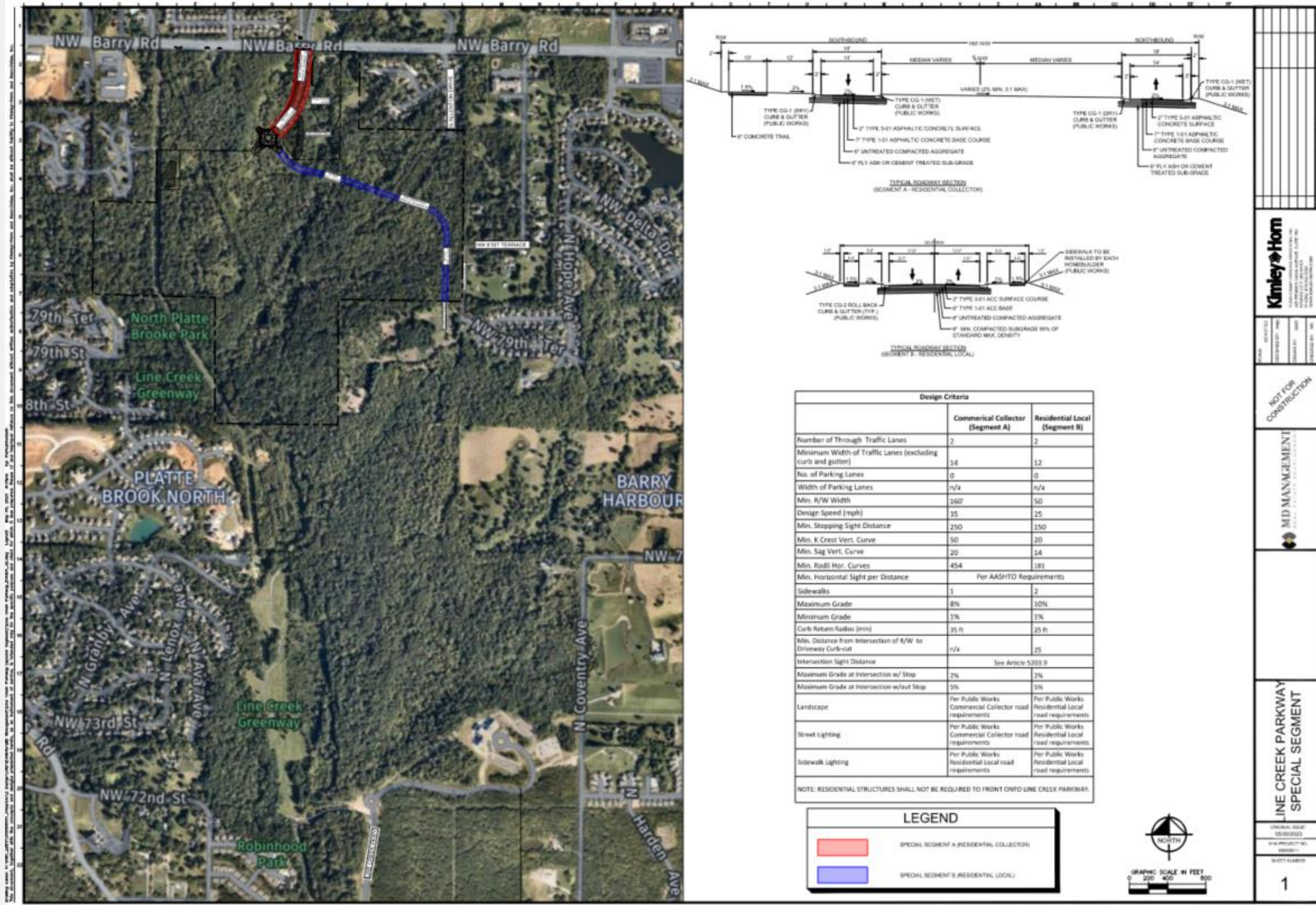
PROFESSIONAL STAFF RECOMMENDATION

City staff recommends **APPROVAL** without conditions.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Joe Rexwinkle".

Joseph Rexwinkle, AICP
Division Manager





COMMITTEE SUBSTITUTE FOR ORDINANCE NO. 230217

Amending the Major Street Plan to change and amend the street typology of N. Line Creek Parkway from N.W. Barry Road to N.W. 68th Street from parkway to special segment parkway with special parkway standards. (CD-CPC-2023-00063)

WHEREAS, a Major Street Plan for Kansas City was adopted by Second Committee Substitute for Ordinance No. 64073, passed September 28, 1989; and

WHEREAS, further changes were recommended and approved by Ordinance No. 64760, passed November 22, 1989; by Ordinance No. 911308, passed November 27, 1991; by Ordinance No. 960104, passed March 7, 1996; by Committee Substitute for Ordinance No. 971243, passed February 5, 1998; by Committee Substitute for Ordinance No. 000742, passed June 29, 2000; by Ordinance No. 020136, passed March 6, 2002; by Ordinance No. 011406, passed July 18, 2002; by Committee Substitute for Ordinance 011288, passed August 15, 2002; and by Ordinance No. 030928, passed September 11, 2003, by Ordinance Nos. 051158, 051159, 051160 and 051161, all passed October 6, 2005; by Ordinance No. 060579, passed June 15, 2006; by Committee Substitute for Ordinance No. 061235, passed November 30, 2006; by Ordinance 080150, passed March 6, 2008; by Ordinance 080204, passed March 13, 2008, by Ordinance 090187, passed April 9, 2009, by Ordinance No. 110249, passed October 23, 2011; by Ordinance No. 160336, passed June 23, 2016; by Ordinance No. 210837, passed September 23, 2021, by Ordinance No. 220661, passed on August 25, 2022 and Ordinance No. 220884, passed on October 6, 2022.

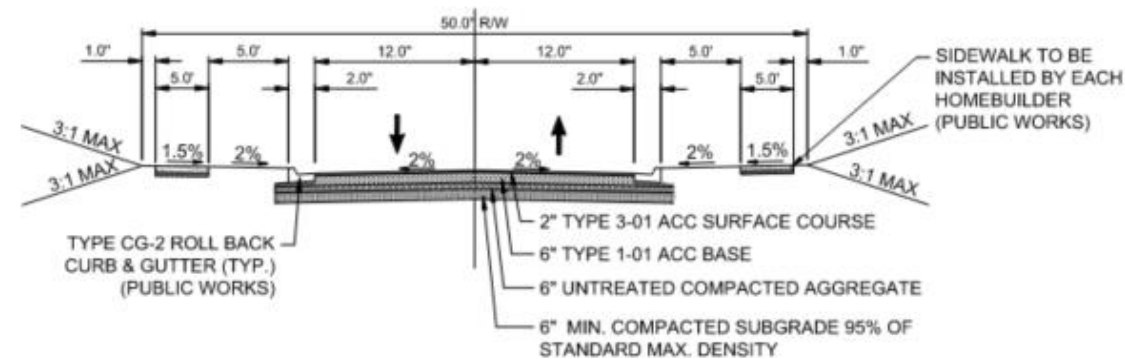
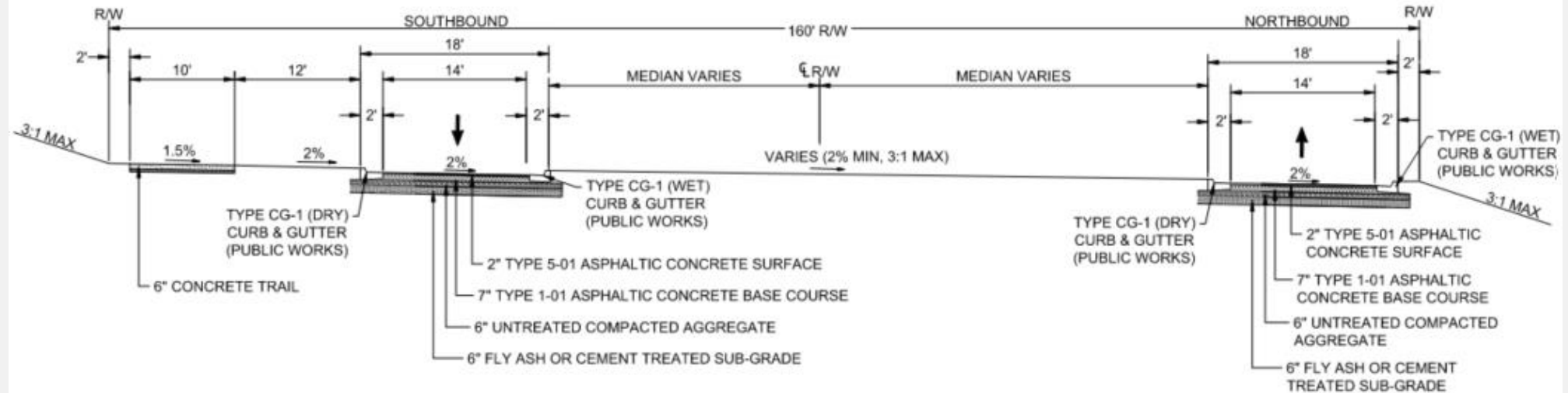
WHEREAS, further review and revisions have been initiated concerning certain issues related to the Major Street Plan; and

WHEREAS, the review includes recommendations for revisions to the Major Street Plan to change and amend the street typology from a parkway to a special segment parkway with special parkway standards for N. Line Creek Parkway from N.W. Barry Road to N.W. 68th Street; and

WHEREAS, the City Plan Commission has reviewed the proposed amendment to the Major Street Plan and, pursuant to public notice and hearing, did on June 6, 2023, recommend approval of the revisions to the Major Street Plan, specifically to change and amend the street typology from a parkway to a special segment parkway with special parkway standards for N. Line Creek Parkway from N.W. Barry Road to N.W. 68th Street as shown on the map and Appendix A attached hereto; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the Major Street Plan of Kansas City is hereby amended to change and amend the street typology from a parkway to a special segment parkway with special parkway standards for N. Line Creek Parkway from N.W. Barry Road to N.W. 68th Street on the map and Appendix A, attached hereto.



- **CD-CPC-2023-00044 & 00045 - Ordinance No. 230500 passed by City Council on June 13, 2023, rezoned about 280 acres from districts B3-3 & M2-3 to M2-3 and approved a development plan/ prelim. Plat allowing for 3.7 M sq. ft. spec logistic office/ warehouses in 3 phases on 7 lots. (Tiffany Springs Logistic Center)**
 - **Staff recommended approval subject to condition that Major Street Plan amendment to ensure the alignment does not conflict with existing development.**

- **CD-CPC-2023-00068 – Ordinance No. 230499 passed by City Council on June 13, 2023, approved an amendment to the Major Street Plan for the realignment of NW Tiffany Springs Parkway from N. Congress Avenue on the east to a point about 7,000 feet west of N. Amity Avenue (around N. Childress Avenue extended).**

Section removed from staff report issued on June 14, 2024.

AR No. 1-13, Administrative Regulation No. 1-13 approved by City Manager on 4/1/16, established the Kansas City, Transportation and Development Committee whose function shall be: 3.2 to review and coordinate proposed infrastructure projects and their impact on development, and 3.2.6 Reviewing and coordinating changes and additions to the Major Street Plan. This request has not been before the Transportation and Committee as recommended by the policy. Staff recommends that this occur.