

Boulevard & Parkway Standards of Kansas City, Missouri January 2010

“The system presented in 1893 may be considered properly in two divisions, boulevards and parks. These divisions, however, were inseparable. It was not contemplated that Kansas City should have boulevards without parks or parks without boulevards.”

George Kessler, “Report of the Board of Park Commissioners”,
Kansas City, Missouri, 1909

Acknowledgements

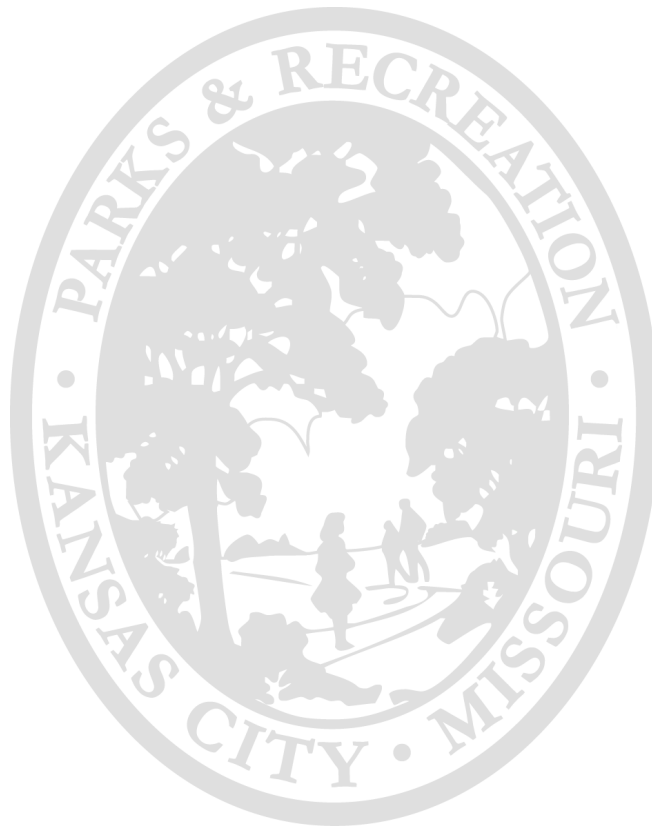
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The color photographs included in this document were taken by the consultant team. The historic, black and white photographs came from the Kansas City Missouri Parks, Recreation and Boulevards Department and the book *"A Legacy of Design, An Historical Survey of the Kansas City, Missouri, Parks and Boulevards System, 1893-1940"*.



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The Paseo at 10th Street looking north toward The Pergola



Introduction **Historical**

Kansas City is fortunate to have a strong legacy of open space preservation largely dependent on a unique and historic Parks and Boulevard System. The historic Parks and Boulevard System is a defining feature of Kansas City's character. Protecting Kansas City's historic identity while allowing the boulevard and parkway network to respond positively to future demands is the challenge. The Board of Parks and Recreation Commissioners takes seriously its responsibility to augment the system as the city grows. Appendix A-600 gives additional historical information on the system.

The purpose of this document is to preserve, protect, and extend the Kansas City, Missouri Parks and Boulevard System as first envisioned by the first board of Park Commissioners and George Edward Kessler in 1893.

Philosophy Background

“The development of Kansas City’s interlocking system of boulevards and parkways [at the turn of the 20th century] enhanced virtually all elements of urban life then, as it still does today. . . It remade an ugly boomtown, giving it miles of graceful boulevards and parkways flanked by desirable residential sections, acres of ruggedly beautiful parkland dotted with recreational improvements, and several neighborhood playgrounds in crowded districts. . . Its boulevards helped define the natural demarcations among commercial, industrial, and residential sections, and were a boon to neighborhood stability in the years before effective zoning. It reached into every part of the city, establishing unity through its own pervasiveness. In later years another set of city planners would find the . . . City Beautiful architects had willed them a boulevard grid to ease the mounting loads of automobile traffic, had pointed the way to greater use of the park and boulevard system’s recreational opportunities, and had left to them a precious legacy of urban beauty.” This sentiment expressed by William Wilson in *The City Beautiful Movement in Kansas City* still rings true today.

It is by way of honoring the sense of “unity through . . . pervasiveness” that guides, in many respects, the formulation of these Boulevard and Parkway Design Standards. As stewards of the original Kessler Boulevards and Parkways System, it is an obligation of the Board of Parks and

Recreation Commissioners and the city as a whole, to preserve the historic integrity of that system to the extent possible. Part of the responsibility rests in the assurance that the system itself will remain distinct and that travel on and proximity to a boulevard or parkway will convey its special status.

In addition to preservation of the historic portions of the system, unity is established by encouraging the development of new boulevards and parkways which, as often as possible, mirror the unique and distinct qualities of the system as a whole. Therefore, Kessler’s criteria for boulevard routes remain, to a great extent, the current requirements:

- The routes must offer good grades
- They must be located in a naturally [attractive] locality
- The lands that abut upon such boulevards must be of a character satisfactory and suitable for good residences
- There must be no costly natural or artificial obstacles to remove [in order] to permit proper widening of the streets selected

Parkways, with many of the same considerations, continue to be built as connectors with parks and other boulevards and parkways. They also continue to provide opportunities for recreation with playgrounds, pools, baseball fields, tennis courts as well as bicycle and pedestrian trail options.

Introduction to Standards and Guidelines

The standards, as adopted by the Board of Parks and Recreation Commissioners, are set out in this document by type of roadway (boulevard, parkway, park roads and streets), with notations of design standards that apply to each roadway type. The standards noted as Boulevards and Parkway Standards are generally those which differ from the general requirements used by the City of Kansas City Public Works Department. In addition, in keeping with the special nature of the park properties, there is a discussion about use of landscaping, and other decorative aspects, along these roadways.

Furthermore, there is a series of land use criteria which differ from the underlying zoning in areas which abut a boulevard, parkway or city park land. These are set out in the land use section of this document.

Finally, there is an extensive appendix to the document which includes information to assist in implementing the design and land use portions of the standards. The appendix includes:

- Boulevard and Parkway Examples
- A comprehensive listing of properties owned by the Parks and Recreation Department, including boulevards, parkways, park roads and streets.
- Guidelines on the use of traffic signals on the boulevards and parkways, as adopted by the Board of Parks and Recreation Commissioners, June 20, 2006 by Resolution #27762.
- Information about the historic nature of the system and further distinctions between boulevards and parkways, as designed.

These planning and design criteria set out expectations related to preservation of the existing system as well as appropriate expansion of the system. Assessment of the existing system served as part of the basis for the criteria.

May 22, 2007, per Resolution #28073, the Board of Parks and Recreation approved the Boulevard and Parkway Standards approach, which sets out engineering standards and aesthetic considerations as the framework for preserving the historic portions of the system and for creating a foundation for further development.



Northwest corner at the intersection of Gillham Road and Armour Boulevard looking west

Standards Land Use

The land use policies regarding private and public property adjacent to parks, boulevards and parkways is an issue that has never been comprehensively addressed in one document. As a result, many uses currently exist that may not enhance the experience of these roadways and properties as the amenities they are created to be. This section of the Boulevard and Parkway Standards identifies prohibited uses and uses that require Park Board Approval. Parks staff has worked closely with consultants

and city staff on the revision of the City of Kansas City zoning code. In consideration of that effort, numerous references will tie the Boulevard and Parkway Standards and the revised zoning code of the city together so that they may be considered as a whole. As one attempt to dovetail the two documents, definitions used in this list of prohibited uses and uses requiring board approval employ the same definitions codified in the zoning code as provided in the appendix.

Prohibited Uses

Uses Requiring Specific Park Board Approval

Adult Business and Adult Media	Drive-through Facility
Outdoor Advertising	Eating and Drinking Establishments
Business Support Service – Day Labor Employment Agency	Food and Beverage Retail Sales
Financial Services – Check Cashing, Short Term Loan/Title Loan Establishment – Pawn Shop	Gasoline and Fuel Sales
Junk/Salvage Yard	Liquor Store
Manufacturing, Production and Industrial Service – General and Intensive	Lodging
Residential Storage Warehouse	Manufacturing, Production and Industrial Service – Artisan & Limited
Utilities and Services, major	Mining/Quarrying
Vehicle Sales and Service	Parking surface or structure
Warehousing, Wholesaling, Freight Movement	Personal Improvement Service
Waste-related Use (including Recycling Center)	Repair or Laundry Service
Communications Facility - freestanding (including Wireless)	Utilities and Services, minor
Detention and Correctional Facilities	Vehicle Sales & Service – Motor Vehicle Repair, limited

August 28, 2007, per Resolution #28122, the Board of Parks and Recreation adopted the first ever definitive land use policies for the land abutting the City's parks, boulevards, and parkways.



Meyer Boulevard between Wornall Road and Ward Parkway

Standards Boulevard

“The object of boulevard construction is two-fold: to provide agreeable driveways, and by giving certain special advantages and a handsome appearance to such avenues, to make the abutting land, and the land near them, especially sought after for residence purposes, and thereby to enhance the value of such lands.”

“The Kansas City Park System and Its Effect on the City Plan”, George Kessler in Good Roads, New York, June 2, 1917.

“The chief objects sought in making this class of improvements are to fix for residence purposes the character of the districts through which the boulevards lead, and to provide pleasant driveways leading from populous centers through proper surroundings to points of special interest.”

1893 Report of the Board of Park and Boulevard Commissioner of Kansas City, MO

Generally speaking, boulevards are wide, formally landscaped streets that follow the gridiron street system, accommodate multiple points of ingress/egress and have intersections at all cross streets. Historically boulevards occurred within a hundred foot right-of-way with forty foot streets and thirty foot margins (tree lawn) for wide grass verges, sidewalks and triple rows of trees equally spaced. The original description of the margin was seventeen feet of turf with a

double row of trees, an eight foot sidewalk, and then five feet of turf with a single row of trees to the property line. The double row of trees between the curb and the sidewalk allowed for the street to be widened, without removing all the trees, only the row closest to the curb.

To this day the boulevards are some of the city’s most pleasant corridors and resemble this original design while accommodating changing vehicular traffic. When developing new boulevards, the right-of-way shall be one hundred feet in width or more without a center median. The boulevard consists of a forty-four foot roadway, fifteen foot tree lawns and eight foot sidewalks. Symmetrical plantings of one or two rows of trees in the tree lawn shall be evenly spaced on both sides of the sidewalk.

To meet current land use trends, it is desired and appropriate that the template on new roadways change from boulevard to parkway and vice versa along its length. For instance, within the same corridor, there may be commercial or high density residential areas which are more appropriately served by a boulevard section leading to lower density residential areas better served by the parkway section. This is not, however, a desired approach on existing boulevards or parkways.

A Standard Boulevard

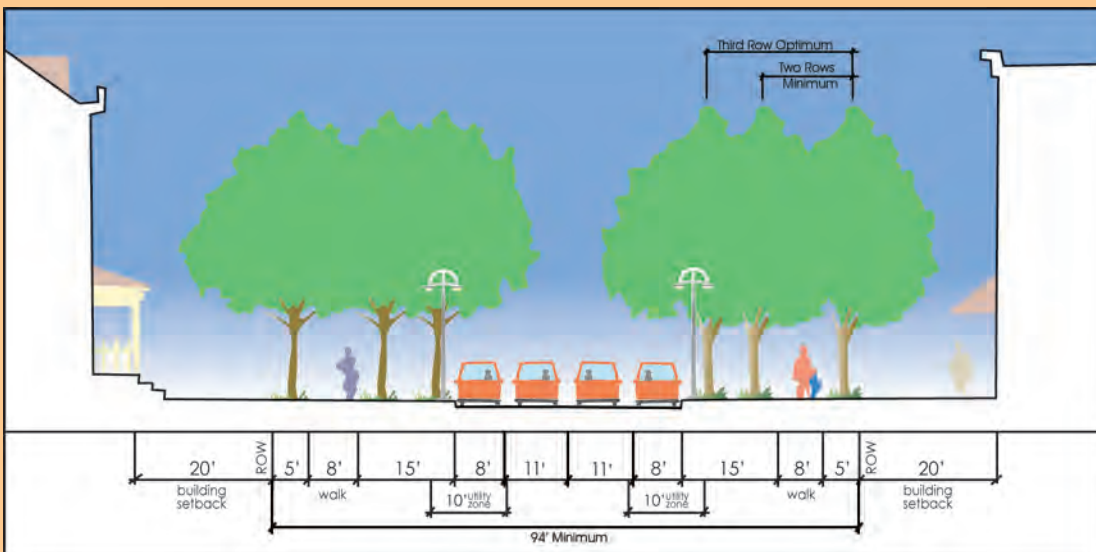
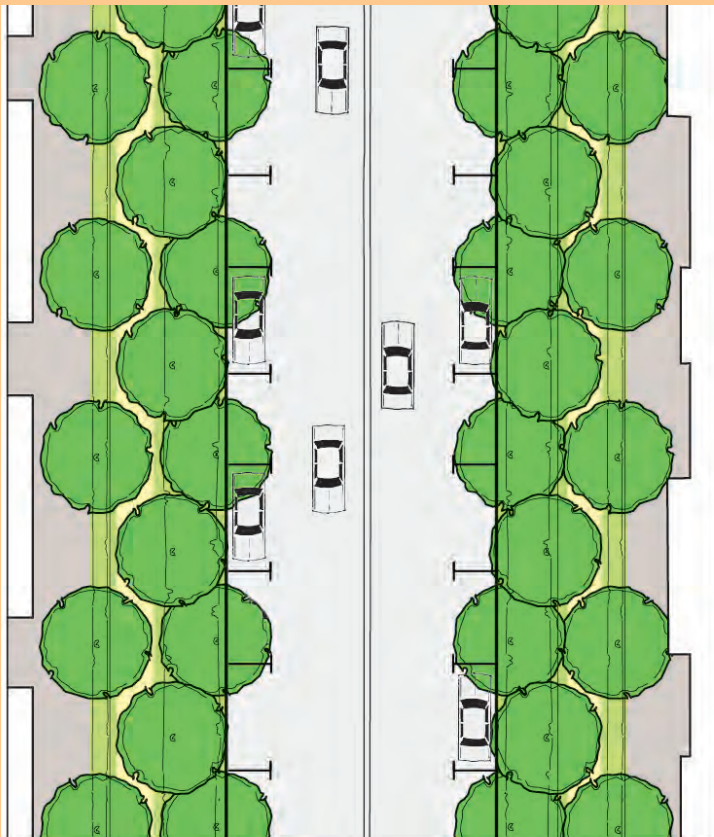
The following standard is generally common to all boulevards and sets the expectations for redevelopment as well as new development. The standard is not all inclusive. Additional information can be found later in this document in sections titled Landscape & Aesthetics and Traffic Engineering & Design. It is understood that there are and will be exceptions to these general criteria. The segment sheets following this section illustrate acceptable characteristics where differences currently exist. They are included to guide Park and Recreation Board decision discussions.



Benton Boulevard at Morrell Avenue looking south



Broadway Boulevard at 32nd Street looking south



A Standard Boulevard Design Criteria

Item No.	Description	Design Criteria
1	Right-of-way width	100 – 200 ft.
2	Median	No
3	Lane width	11 ft.
4	Number of through lanes – turn lanes by permit only	Two or Four
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited
7	On-street, parallel 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	Crosswalks	Brick or concrete pavers, or colored or stamped concrete
12	Intersecting roadways/ median cuts	Minimum of 600 ft., within the Historical System by Park Board approval
13	Driveways/curb cuts	25 ft. maximum width**
14	Overhead utility lines	Prohibited
15	Utility Boxes	Allowed with appropriate screening
16	Fencing	Nothing in front of the setback line *
17	Walls	Retaining walls only if necessary. Brick or natural stone preferred.
18	Stairs	Not within the right-of-way
19	Sidewalks	Minimum 8 ft. on both sides
20	Trails	No
21	Buildings	All buildings required to face the boulevard
22	Boulevard landscaping	Symmetrical tree plantings with a minimum of two rows of trees, evenly spaced along both sides of sidewalks
23	Median landscaping	No
24	Tree Lawns	Minimum of 15 ft. wide; City approved mix of cool season grasses
25	Landscape, screening & buffering for adjacent properties	By Park Board approval
26	Recreational spaces	None other than sidewalks
27	Plant Species	By Park Board approval
28	Stormwater BMPs	Yes**
29	Natural features	No
30	Water features	No- Exception at intersecting boulevards
31	Artwork and ornamentation	No
32	Memorials	No
33	Monuments	By Park Board approval
34	Wayfinding, interpretive signage and historical markers	By Park Board approval
35	Banners	By Park Board approval
36	Street lights, spacing, & style	Required, 100-185 ft. spacing. Style by Park Board approval **
37	Pedestrian lighting	By Park Board approval
38	Street furnishings	No -Exception in urban settings, requiring Park Board approval
39	Bike facilities	Yes **

* Refer to Landscape and Aesthetics Section (500) for further information

** Refer to Traffic Engineering & Design Section (600) for further information



Searcy Creek Parkway north of 33rd Street looking north

Parkway Standards

In 1922, George Kessler, architect of the Kansas City Park and Boulevard System, wrote “. . . the great north and south parkways (have) sufficient change in alignment and grade to largely obliterate the impression of formal lines, giving very fine picturesque drives and still directly in the line of travel to and from the business city.”

The Park and Boulevard System Has Made Kansas City Famous, 1922, states “Of all the actual accomplishments that American cities can boast, within the last twenty years, none surpass the park and parkways system of Kansas City. That system, by and of itself, is making that city world famous.”

To this day, Kansas City’s parkways tie the community together with ribbons of green, truly taking parks to the people. The parkways generally run north and south with wide medians and side panels. The right-of-way can be as much as two hundred feet with at least an eighty foot median. They are intended to be less formal in alignment, following the natural terrain and retaining a pastoral quality even as they wind through developed areas.

Each parkway is designed to be distinct and unique. They are each augmented with both formal and informal features, although the landscape character overall is more informal. Defining characteristics of the parkway system must take into account the variety of parkways that exist. The following criteria establish the basis for future decisions which must balance the need to move traffic with the mission of building a “city within a park”.

It should be noted that to meet current land use trends, it is desired and appropriate that the template on new roadways change from parkway to boulevard and vice versa along its length. For instance, within the same corridor, there may be commercial or high density residential areas which are more appropriately served by a boulevard section leading to lower density residential areas better served by the parkway section. This is not, however, a desired approach on existing boulevards or parkways.

A Standard Parkway

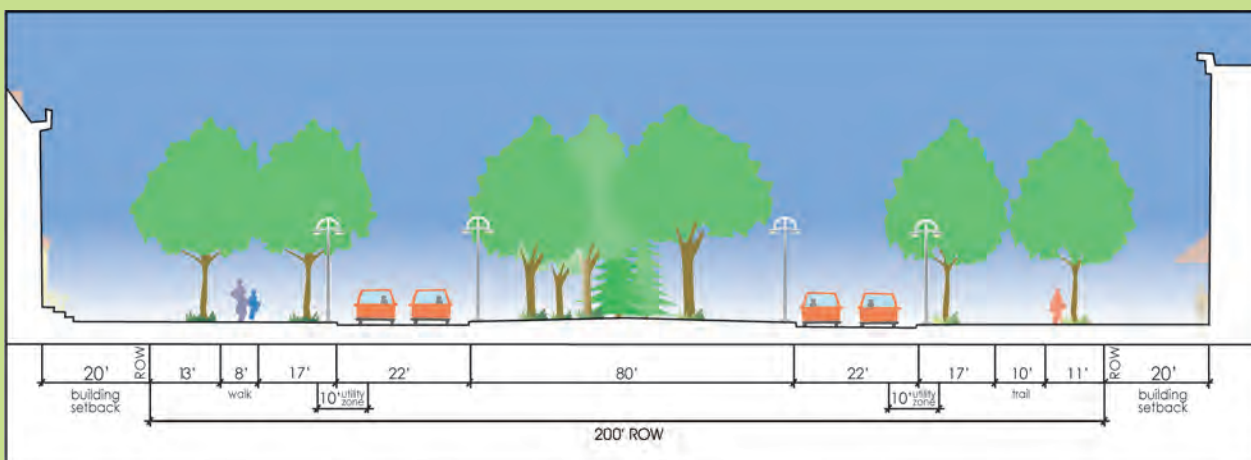
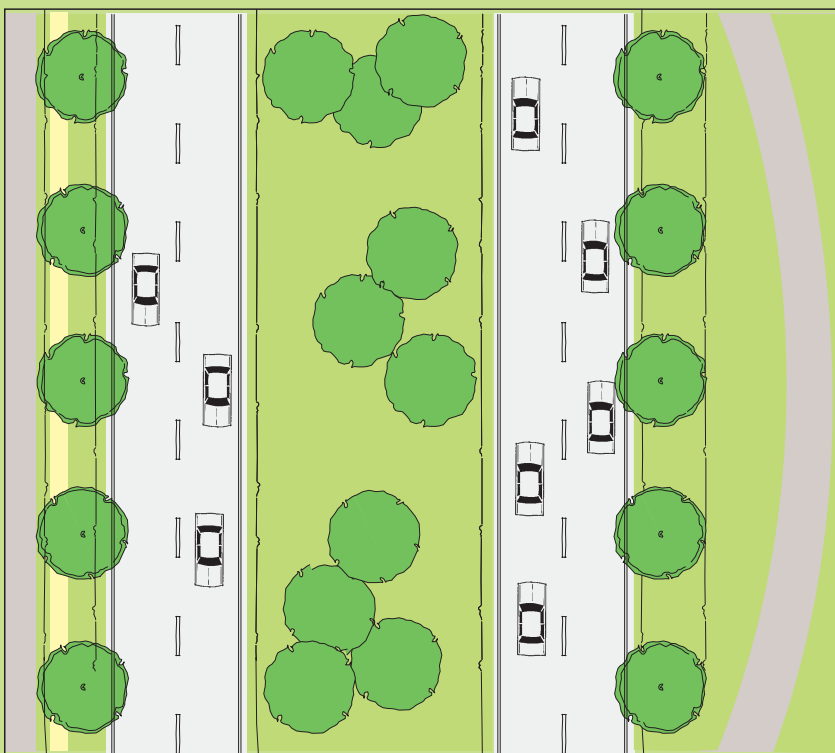
The following criteria are generally common to all parkways and set the expectations for redevelopment as well as new development. The criteria are not all inclusive. Additional information can be found later in this document in sections titled Landscape & Aesthetics and Traffic Engineering & Design.. It is understood that there are and will be exceptions to these general criteria. The “Parkway Examples” found in Appendix A-200 illustrate acceptable characteristics where differences currently exist. They are included to guide Parks and Recreation Board decisions.



Searcy Creek Parkway north of 33rd Street looking north



Ward Parkway at 58th Street looking north



A Standard Parkway Design Criteria

Item No.	Description	Design Criteria
1	Right-of-way width	200 ft.–300 ft.
2	Median	Required, minimum 80 ft.
3	Roadway width	22 ft. on each side of median
4	Number of through lanes – turn lanes by permit only	4
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited
7	On-street, parallel parking	By Park Board approval
8	Curb return radius	15 ft.
9	Maximum design speed and posted speed	35 mph
10	Signalized intersections	Concrete pavement
11	Crosswalks	Brick or concrete pavers, or colored or stamped concrete
12	Intersecting roadways/ median cuts	Minimum of 600 ft.
13	Driveways/curb cuts	25 ft. maximum width**
14	Overhead utility lines	Prohibited
15	Utility boxes	Allowed with appropriate screening
16	Fencing	Nothing in front of the setback line *
17	Walls	Retaining walls only if necessary. Brick or natural stone preferred.
18	Stairs	Not within right-of-way
19	Sidewalks	Minimum 8 ft. on both sides.
20	Trails	Encouraged as part of recreation facilities, 10' wide
21	Commercial buildings	All buildings are required to face the boulevard
22	Residential buildings	It is preferred that all residential buildings face the parkway**
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 lawns	Minimum of 17 ft. wide. City approved mix of cool season grasses
26	Landscape, screening & buffering for adjacent properties	By Park Board approval for grading & plant materials
27	Recreational spaces	Yes - Encouraged depending on design
28	Plant species	By Park Board approval
29	Stormwater BMPs	Yes
30	Natural features	Yes
31	Water features	Yes
32	Artwork and ornamentation	Yes - Depending on design
33	Memorials	No
34	Monuments	By Park Board approval
35	Wayfinding, interpretive signage and historical markers	By Park Board approval
36	Banners	No
37	Street lights, spacing & style	Required, 100-185 ft. spacing. Style by Park Board approval **
38	Pedestrian lighting	By Park Board approval -located at intersections and all meet higher parkway standards **
39	Street furnishings	By Park Board approval
40	Bike Facilities	Yes

* Refer to Landscape & Aesthetic Section (500) for further information

** Refer to Traffic Engineering & Design Section (600) for further information



Ward Parkway at Romany Road

Guidelines **Landscape & Aesthetics**

Introduction

Kansas City's Parks and Boulevard System represents unique and high quality approaches to landscape design. This is an extension of the Kessler legacy, landscaping and other aesthetic features continue to be an important aspect of the Parks and Boulevard System development. This commitment will be extended and maintained as the environment surrounding Kansas City's Parks and Boulevard System continues to develop and evolve.

This document sets out a series of design guidelines for use on a Parks and Boulevard System. They have been developed to respect the City's heritage, protect its unique assets, encourage the use of established and proven design practices and meet requirements for accessibility and sustainability. These design guidelines, being locally based, promote a cohesive character and strong identity and sense of place. They provide the strategic framework to guide decision-making and set expectations related to the preservation of the existing system as well as appropriate expansion of the system.

There are three aesthetic elements that must be incorporated into every park and boulevard: sidewalks, street trees and street lights. In addition to these basic elements, there is a wide range of elements that improve the richness of the design statement.

Design guidelines are not universal in their application. They provide general principles to people and organizations involved in the growth and development of the City's network of boulevards and parkways. Following is a general discussion of aesthetic principles that should be considered when designing boulevards and parkways. For specific applications, refer to the section in the beginning of this document titled "Boulevard Standards" (section 300) and "Parkway Standards" (section 400).

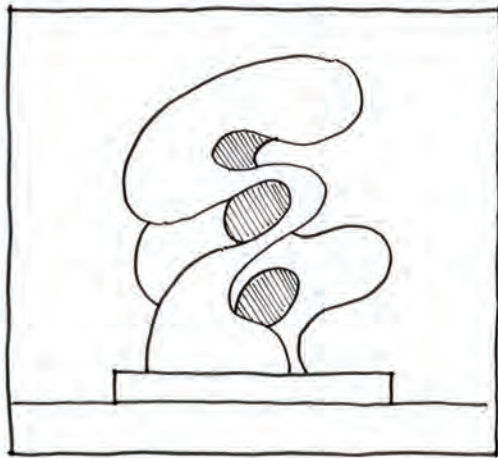
Design Guidelines

Art Features

Art installations, whether temporary or permanent, can offer visual interest and create a sense of neighborhood and community identity.

Design Approach

- Not permitted on boulevards.
- Permitted on parkways with Park Board approval.



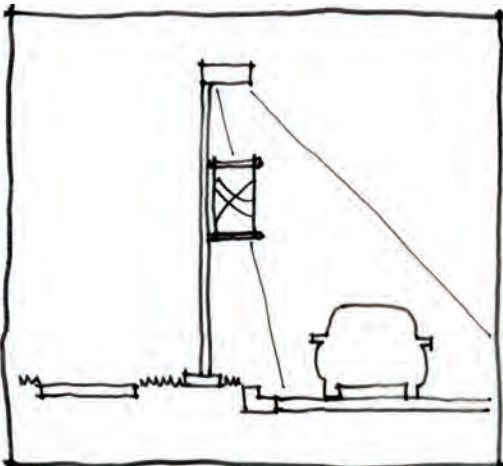
Art Feature

Banners

Banners are a way to designate special neighborhoods or districts.

Design Approach

- Permitted on boulevards with Park Board approval.
- Not permitted on parkways.



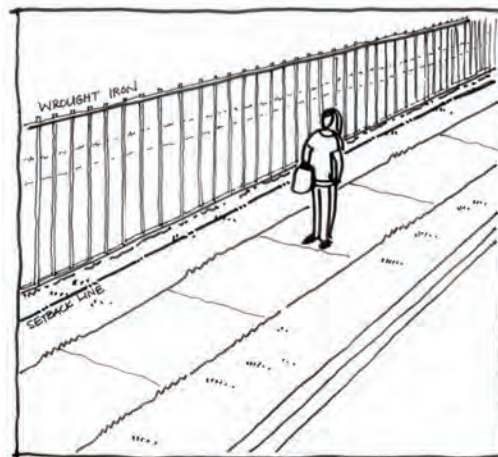
Banners

Fencing

Fencing often helps define boundaries between two different property owners. Since the boulevards and parkways are in the public right-of-way, visual obstructions to the view corridors are discouraged.

Design Approach

- Fences for side and rear yards shall not be constructed in front of the setback line.
- Fences shall be 80% transparent.
- Fences shall be open style, wrought iron-like with vertical pickets.
- Wood, vinyl, or chain link fences are not permitted.
- Stone columns or low walls may be used in combination with the open fence.
- Additional screening next to open style fences can be done by landscaping.
- No fencing shall be used in front of houses or businesses unless by Park Board approval prior to installation.
- No solid fencing of any kind shall be used in front of homes or businesses that front on to a boulevard or parkway.
- Landscape buffering shall be used in place of solid fencing, but should not hinder views for vehicular ingress and egress requirements (sight lines).



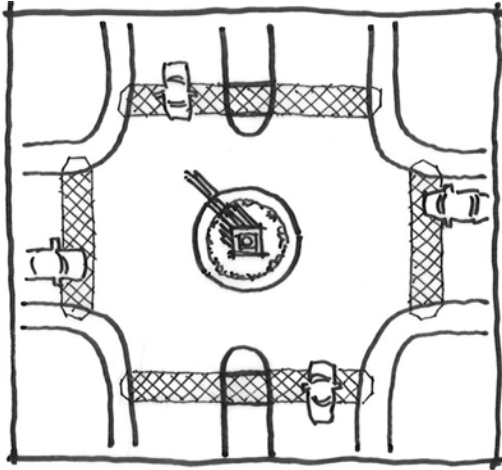
Fencing

Intersection – Special Features

When boulevards and parkways intersect themselves or each other, special features shall be placed at these locations and could include fountains, planters, sculpture and landscaping.

Design Approach

- Design of these features requires Park Board approval.



Intersection Special Feature

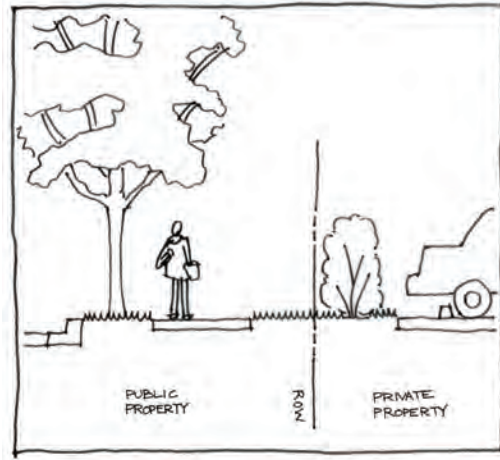
Landscape Screening and Buffering

Landscape screening and buffering shall be used in place of fencing. It is a natural way to hide undesirable views from the boulevards and parkways.

Design Approach

- Shall not hinder views for vehicular ingress and egress requirements (sight lines).
- Shall be located on private property.
- Parking lots abutting boulevards, parkways, and parks shall incorporate a Park Board approved landscape planting/screening plan.

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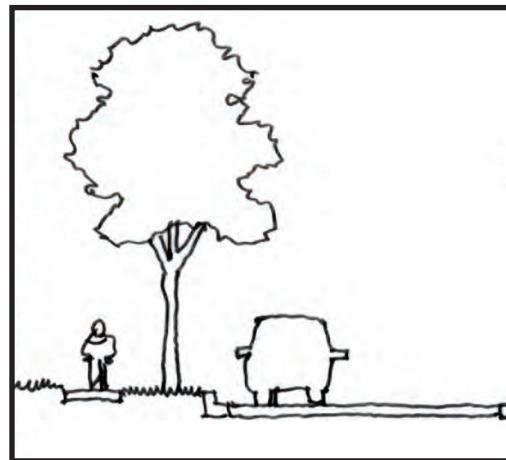
Landscape Screening

Tree Lawns

Lawn areas are very important to both boulevards and parkways as they form the ground plane to the system.

Design Approach

- Cool season grass mixes shall be from the Park Board approved list.



Tree Lawns

Memorials

A memorial is an object which serves as a reminder of a person who has died or an event in which people died. Some forms of memorials include landmark objects such as statues, fountains and even entire parks.

Design Approach

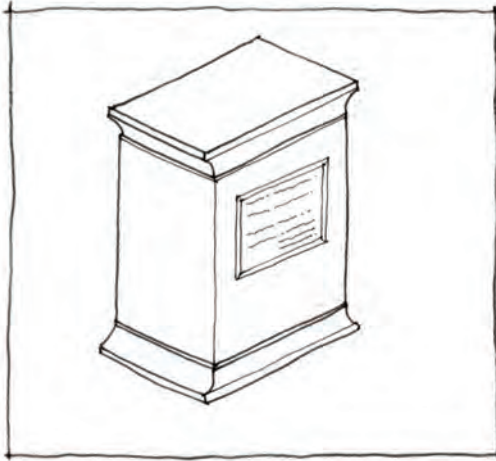
- Use of memorials along boulevards and parkways is not permitted.

Monuments

A monument is a statue or other element created to commemorate a person and their accomplishments, event or as an artistic object. They are used to enhance the visual appearance along boulevards and parkways.

Design Approach

- Use of monuments along boulevards and parkways requires Park Board approval.



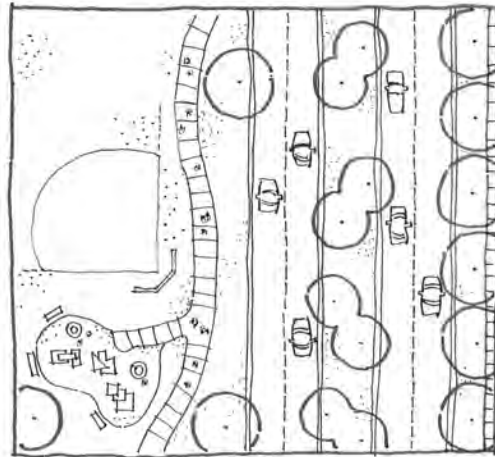
Monument

Recreational Spaces

Passive green space adds to the quality of the aesthetic environment and sense of place along parkways.

Design Approach

- Permitted and encouraged along parkways, depending upon use.
- Not permitted along boulevards.



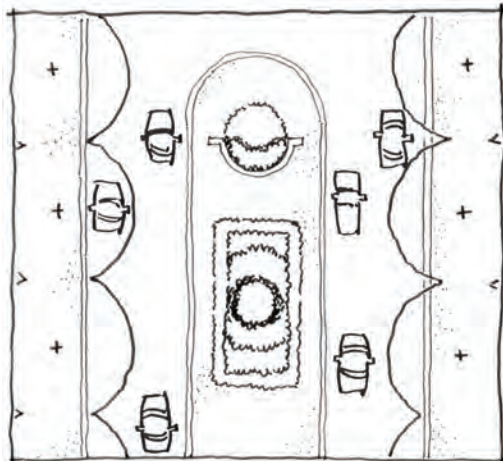
Recreational Spaces

Ornamental Plantings

Ornamental plantings can help define special spaces, highlight certain areas in medians and focal points along parkways.

Design Approach

- Use around fountains, focal points and sculpture.



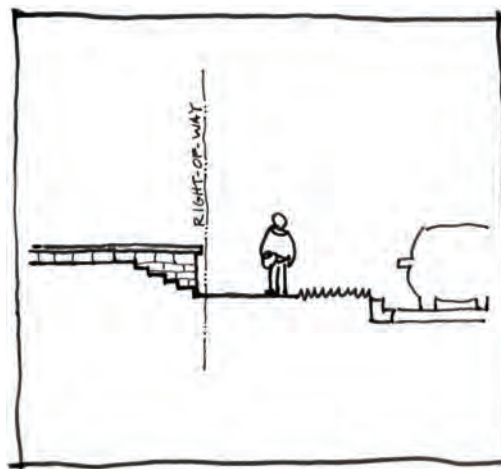
Ornamental Plantings

Stairs

Stairs offer pedestrians a way to navigate steep slopes abutting boulevards and parkways.

Design Approach

- Shall be located on private property.
- Shall include an ADA accessible route.



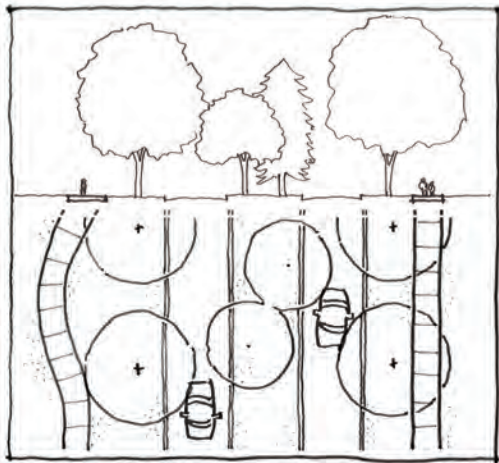
Stairs

Sidewalks

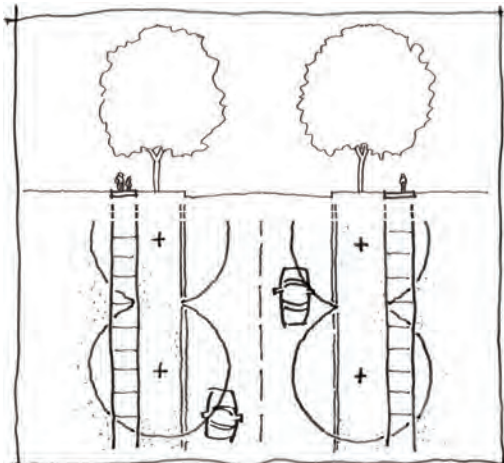
Sidewalks should be present on each side of the driving lanes on a boulevard and on the outer lanes of a median-divided parkway, unless replaced by a trail segment.

Design Approach

- On boulevards the right-of-way is a minimum of 100 ft.; the sidewalks should be 8' wide.
- On parkways the right-of-way is a minimum of 200 ft.; the sidewalks should be a minimum of 8 ft. wide.
- Sidewalks should be parallel to the curb line on boulevards and could be curvilinear on parkways to address natural features.
- Shall follow Americans with Disabilities Act guidelines.



Sidewalks Parkway



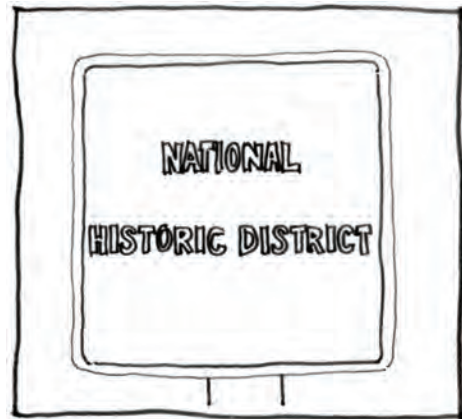
Sidewalks Boulevard

Signage: Interpretive, Historical and Wayfinding

Special signage types such as these can create points of interest along boulevards and parkways. They create opportunities to showcase the system and points of interest along the way. (Historical markers, etc.)

Design Approach

- Design and location requires Park Board approval.
- Shall be minimized in both number and size to reduce clutter and to limit the impact on the visual environment by placement in appropriate locations.
- They shall be limited to areas of significance.
- Shall hold to the highest standards for signage quality, design and fabrication.
- All signage design shall consider people with disabilities, particularly those with mobility and vision impairments.
- Special signage types shall be consistent in shape and color.



Historic Signage



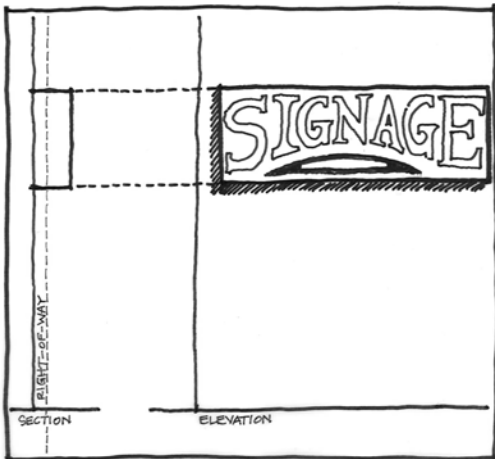
Wayfinding Signage

Signage - Encroachment

Sometimes it is necessary to mount signage on buildings that may overhang or abut the right-of-way of boulevards and parkways.

Design Approach

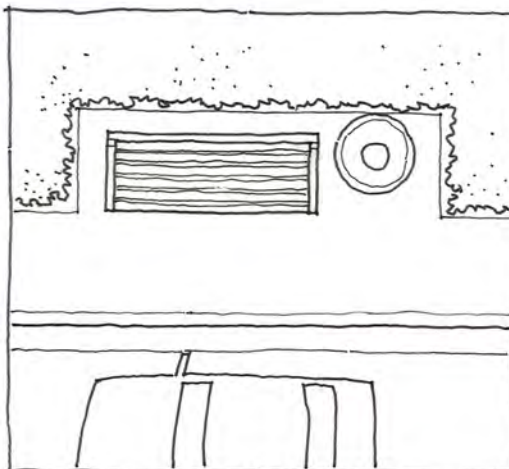
- Approval of design and authorization to place such a sign shall be granted by the Park Board.
- No pole signs and no signs over 100 sq feet along and abutting the boulevards or parkways.



Signage-Encroachment (needs Park Board approval)

Street Furniture

Street furniture shall be used to provide amenity for pedestrians and recreational users. It shall be located in high pedestrian traffic areas such as urban settings, at major cross streets and adjacent to parks or public spaces.



Street Furniture

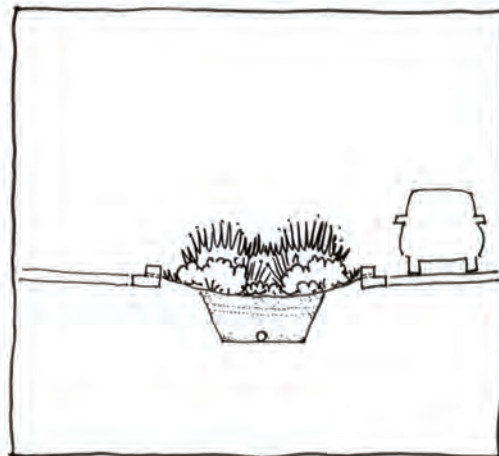
Design Approach

- Street furniture including benches, trash receptacles, bike racks, etc. must be approved by the Park Board.
- Street furniture shall be placed with the greatest level of security and public safety in mind, visible from the parkway or boulevard but not too close to the street
- Generally should not be located along boulevards, except where approved by the Park Board.

Stormwater BMP's

Improving water quality is essential to protecting our natural resources. Stormwater BMP's (Best Management Practices) when appropriately designed, constructed and maintained serve to reduce roadway and other site pollutants from entering streams and waterways. They are also valuable in slowing runoff and reducing erosion and siltation of waterways. There are a variety of ways to design such facilities and they can often serve double duty as site amenities (ponds, wetlands, rain gardens).

Often BMP's involve the use of native plant materials to filter pollutants and process stormwater, however, more structural applications are also helpful especially in urban areas where space can be limited. The science of BMP design is evolving and it is important to remain open to new approaches.



Storm Water BMP's

Design Approach

- Appropriate to use on parkways but not on boulevards.
 - Stream Buffers
 - Bioretention
 - Rain Gardens
 - Infiltration Basins
 - Infiltration Trenches
 - Porous Pavement
 - Wetland
 - Wetland Swales
 - Bioswales
 - Native Vegetation Swales
 - Catch Basin Retrofits
 - Dry Detention Basin
- Appropriate strategies to use on boulevards:
 - Bioretention
 - Rain Gardens
 - Porous Pavement
 - Catch Basin Retrofits

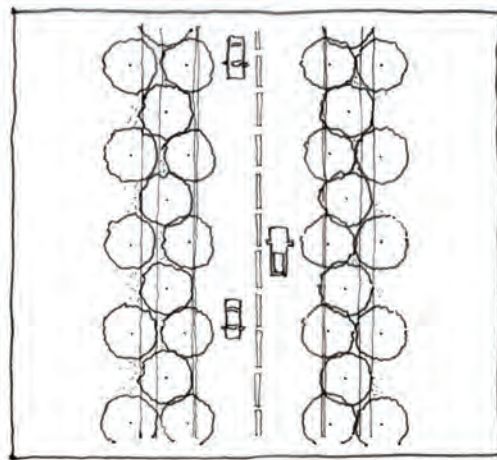
Street Trees

Street trees provide environmental benefits by serving as habitat and corridors for urban wildlife. They provide shade and protection from the sun and help to purify the atmosphere. They provide functional benefits by linking spaces, increasing the economic value of spaces and delineating spaces of conflicting land use. They add a park-like quality to boulevards and parkways and can be used to signify a special place, frame views or screen undesirable elements.

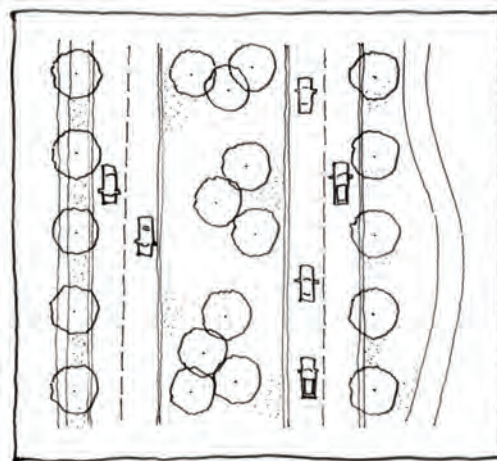
Design Approach

- On boulevards symmetrical tree plantings with one to two rows of trees shall be evenly spaced along both sides of sidewalks.
- On parkways, there shall be naturalistic spacing of trees with wide, variable right-of-way widths. Symmetrical tree spacing required within standard right-of-way widths.

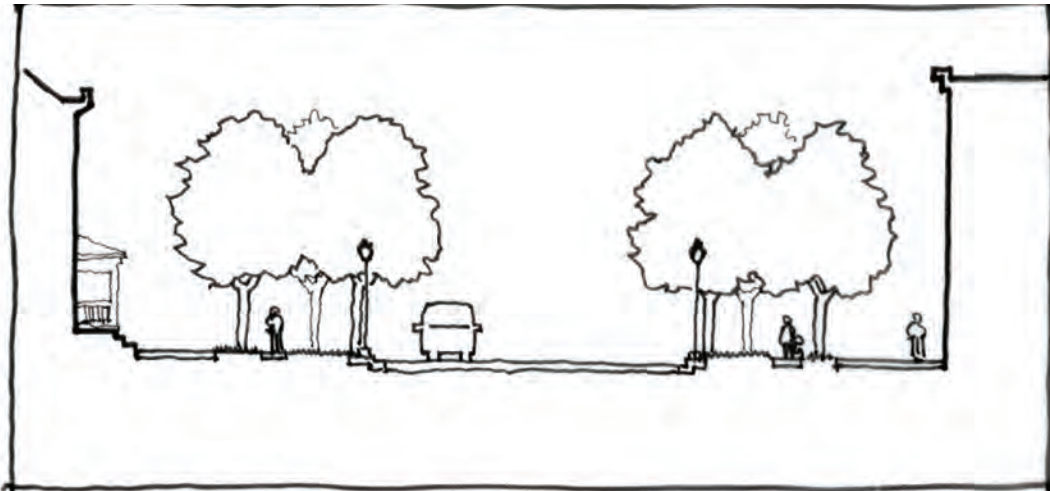
- Natural clustering and spacing, as in park design, shall be in parkway medians.
- Selection and spacing is dependent on several factors including:
 - Continuation of existing pattern.
 - Keeping with the scale of the built environment.
- Plant species shall be from approved list (appendix section A-600).
 - Deciduous trees on boulevards.
 - Coniferous and deciduous trees on parkways.
 - Avoid monoculture plantings.
- Adequate clearance shall be provided from vertical objects and existing underground utilities.



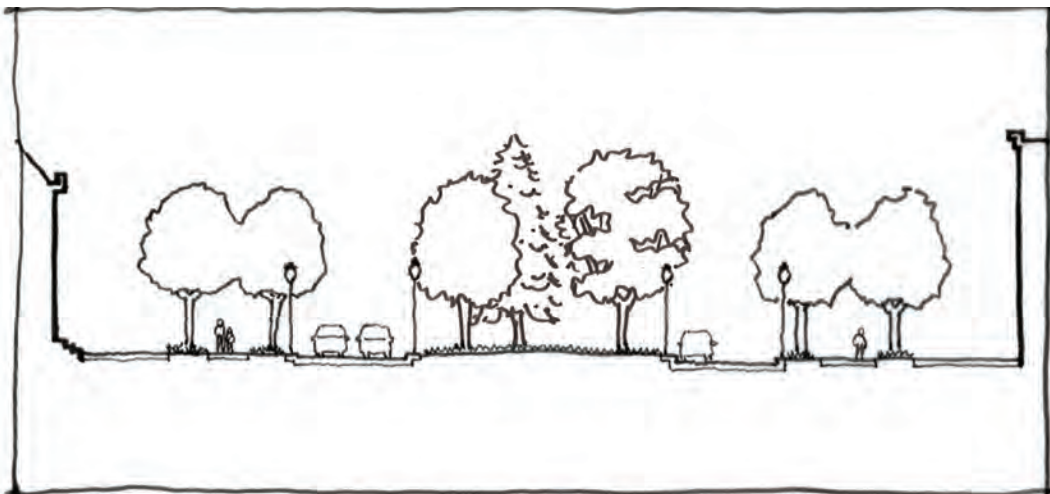
Street Trees Boulevard



Street Trees Parkway



Street Trees Boulevard Section



Street Trees Parkway Section

Trails

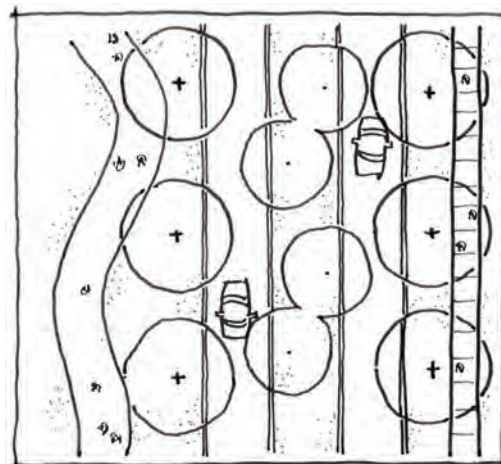
Trails provide systems for non-motorized transportation and recreational opportunities for bicyclists, joggers and walkers. They shall be designed to meet the recommendations in the AASHTO Guide to the Development of Bicycle Facilities and the City Wide Trails Plan.

Design Approach

- Trails shall not be permitted on boulevards.
- Trail segments along parkways shall be designed as a part of the recreational space and in some cases transportation route.
- Adequate access shall be provided to trails.
- Trails shall be direct and convenient.
- Route shall be attractive, safe and

secure.

- Americans with Disabilities Act Accessibility Guidelines shall be incorporated.
- Trail segments shall respond to the topography.
- Trail segments shall blend with natural environment.



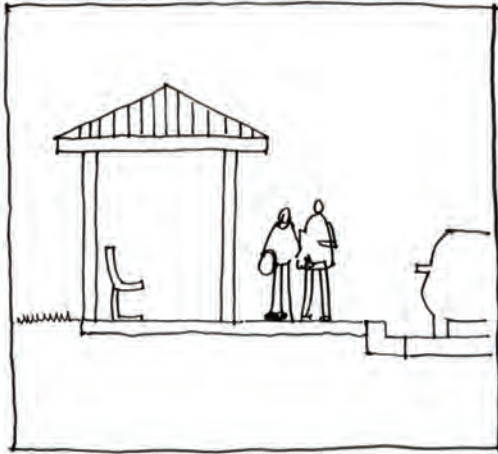
Trails

Transit Stops

Transit stops are essential along all parts of boulevard and parkways system. They should always be open air and fit into the particular environment or neighborhood they are placed. They should not all be the same and must offer some differentiating characteristics in a traditional style.

Design Approach

- Design and color schemes shall be approved by Park Board.



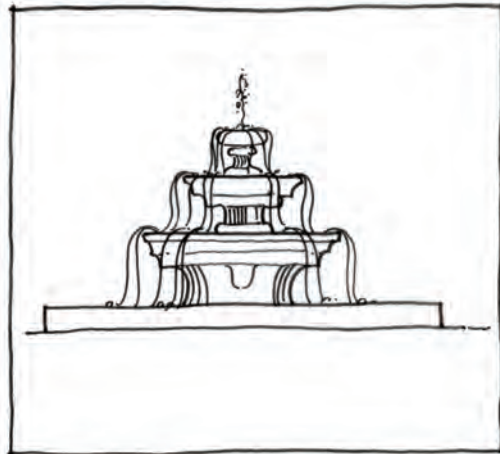
Transit Stop

Water Features

Water features such as fountains, pools and lakes offer visual interest along parkways.

Design Approach

- Not permitted on boulevards.
- Permitted on parkways with Park Board approval.
- Permitted at the intersections of boulevards and parkways, ie. Sea Horse Fountain.



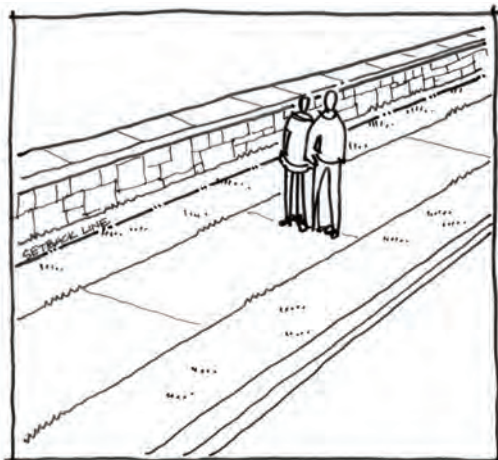
Water Feature

Walls

Walls shall be used only if needed to retain the grade. They shall be constructed on private property (including footing).

Design Approach

- Materials shall be natural\ native material, stone or brick.
- Height limit of 4 feet.



Walls



Sea Horse Fountain at Meyer Circle and Ward Parkway

Guidelines **Traffic Engineering & Design**

Introduction

Kansas City's Parks and Boulevard System has been described as a cornerstone of the "city within a park". The original Kessler Plan for the historic portions of the system recognized that the boulevards and parkways increase the value of adjacent land development by creating scenic transportation corridors that connect the city's parks. Design standards and zoning provisions for development fronting boulevards in newer parts of the city are attempting to keep the greater livability issues of the boulevard system from being lost and maintain this important historic legacy.

Design Guidelines

Bicycle Facilities

Bicycle facilities are important non-motorized transportation opportunities which include bike lanes, bike route signage and share the road signage.

Design Approach

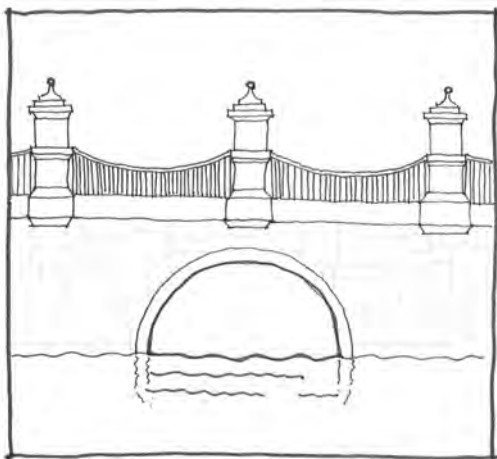
- Encouraged on boulevards and parkways.
- Method of bicycle accommodation must take into account the historic quality of some aspects of the system.

Bridges

Bridges that occur on boulevards and parkways are to be considered as feature element of the system and their design should reflect that.

Design Approach

- Full width of right-of-way must be considered as a part of the design.
- Bicycles and pedestrians must be accommodated.
- Pedestrian lighting is required.
- Natural materials such as stone and brick are preferred.
- All bridge design features must be approved by the Park Board.



Bridge

Building Orientation: Non-Residential Structures

All homes and buildings shall front onto boulevards and parkways to help encourage visual character, safer pedestrian spaces, slower driving speeds and create pleasurable driving experiences.

Design Approach

- Orienting non-residential structures with the side or rear facing a parkway requires dedication of a minimum of 150 feet of additional right-of-way plus additional landscaping and screening as approved by the Park Board.
- Orienting non-residential structures with the side or rear facing boulevard is not permitted.

Building Orientation: Residential Structures

It is preferred that all residential structures front onto boulevards and parkways in order to encourage desirable visual character, safer pedestrian spaces, slower driving speeds and create pleasurable driving experiences. However, residential structures with the side or rear of the structure facing the boulevard or parkway are permitted if this is consistent with surrounding developed property, the condition does not extend for more than 500 lineal feet of frontage.

Design Approach

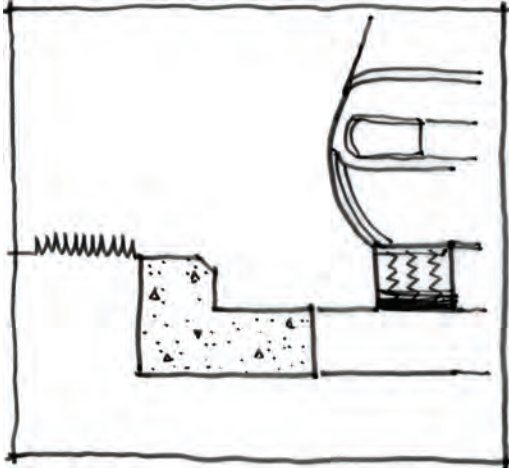
- Orientation of residential structures with side or rear facing the boulevard or parkway is to occur where a transition is necessary from existing rear or side facing to front facing.
- Rear and side facing residential structures may be appropriate in infill situations, with the frontage limits defined above and with approval of the Park Board.
- Side and rear facing residential structures may require additional landscaping and/or screening. Such additional landscaping and/or screening shall be approved by the Park Board.

Curbs and Gutters

The purpose of curbs and gutters is to ensure proper drainage along boulevards and parkways.

Design Approach

- Concrete curbs and gutters are required unless it is a part of a Park Board approved Stormwater BMP.



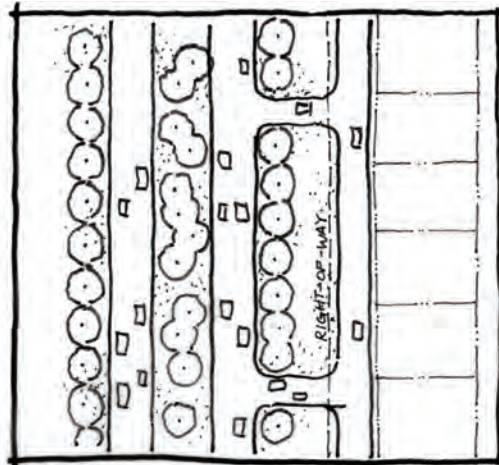
Curb and Gutter

Driveways

Driveways and/or curb cuts on boulevards and parkways help provide access to abutting land uses.

Design Approach

- A minimum of 200 ft. is required from an intersecting right-of-way to a curb cut, except single family residential.
- A minimum of 30 ft. from the property line to the drive centerline.
- A minimum of 150 ft. between driveways on a single parcel.
- All driveways require Park Board approval.
- Single family residential uses are permitted one curb cut per lot.
- Frontage roads could be used to access lots along a parkway.



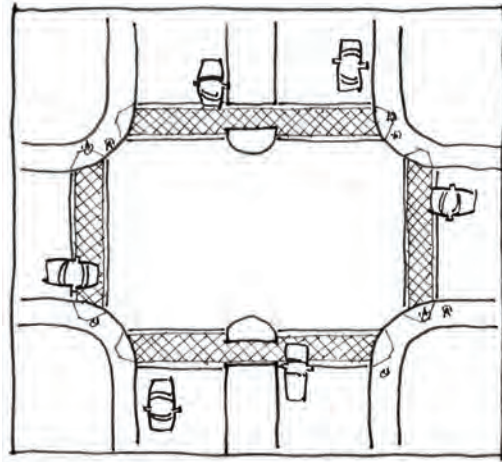
Frontage Road along a Parkway

Intersections and Crosswalks

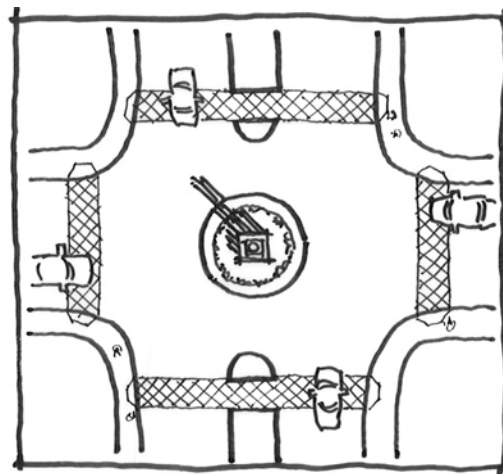
The intersection of two roadways is often an opportunity for unique aesthetic treatments for the pavements and crosswalks. The treatments shall be inviting and distinctive for both pedestrians and motorists. They are designed to keep pedestrians together where they can be seen by motorists and cross the street safely. Crosswalk locations shall be based on the posted speed of the roadway, volumes and type of vehicular and pedestrian traffic, geometry of the roadway at the intersection and the setting.

Design Approach

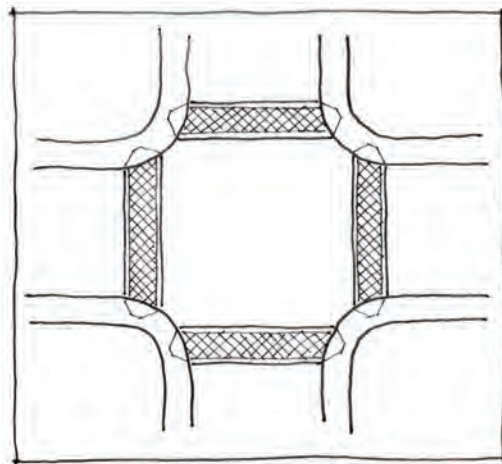
- In locations as approved by the Park Board.
- Use brick or concrete pavers, as approved.
- Do not compromise appearance of full width of right-of-way.
- Crosswalk shall be an inviting and distinctive feature in the right-of-way.
- Concrete material is required within intersection paving.
- Roadways that intersect boulevards and parkways shall consider special treatments.
- When boulevards and parkways intersect themselves or each other special features should be designed, see Landscape and Aesthetics Section – Intersection – Special Features.
- Americans with Disabilities Act Accessibility Guidelines (ADA) shall be incorporated.
- Median breaks or pedestrian refuge islands shall be ADA compliant.



Parkway Intersection and Crosswalks



Intersection Feature



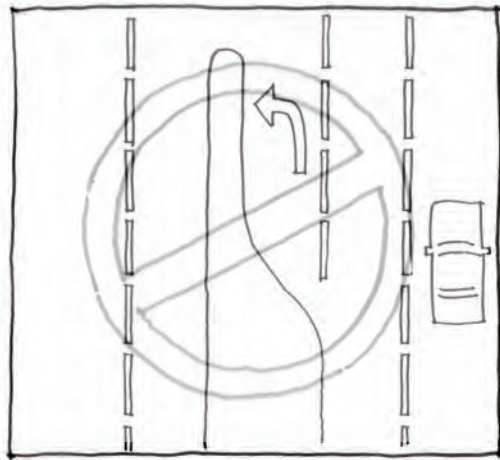
Boulevard Intersection and Crosswalks

Left Turn and Deceleration Lanes

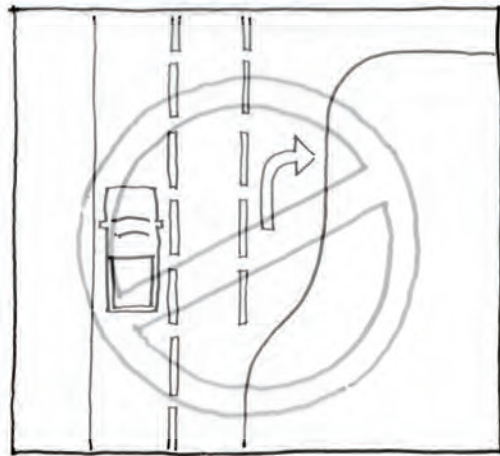
These lanes taper allowing vehicles to leave the through-traffic lane of the roadway to decelerate and make left or right hand turns. These lanes don't help promote slower speeds and traffic calming and are not characteristically found on the parkway and boulevard system.

Design Approach

- Not allowed in either boulevards or parkways.



Left Turn Lane



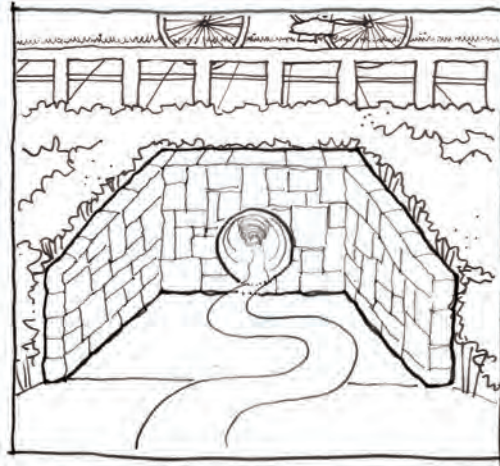
Deceleration Lane

Stone Headwalls

Drainage and culvert pipe outlet headwalls within the boulevard and parkway right-of-way need to be made of stone rather than metal, plastic, pre-cast or straight formed concrete

Design Approach

- No metal, plastic flared-end sections.
- No pre-cast or straight formed concrete end sections.
- Approval is required by the Park Board.



Stone headwalls

Speed Tables

Speed tables are raised sections of pavement placed across the street to force motorists to reduce travel speed. They are a form of vertical traffic control measures and can be installed at a relatively low cost. They can be used as crosswalks to help increase the pedestrian visibility.

Design approach

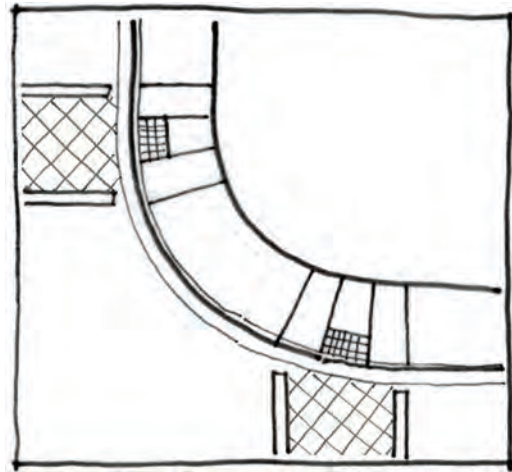
- Shall use detectable warnings when transitioning from sidewalks to crosswalks.
- Shall use a color pavement material to distinguish the speed tables from sidewalks.
- They shall be wide enough to accommodate all four wheels at the same time.

Pedestrian Ramps

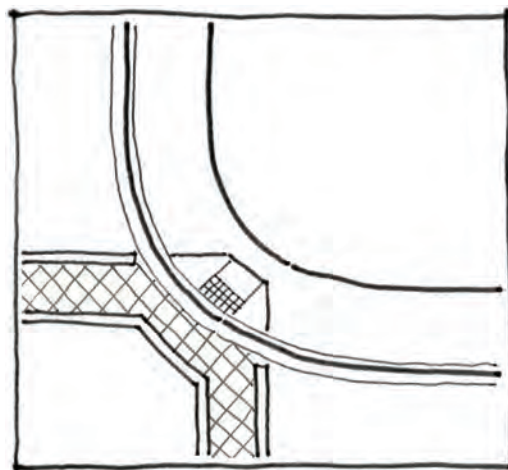
Pedestrian ramps shall be installed at intersections on all new or reconstructed sidewalks. They are an integral part of pedestrian accommodation, accessibility and safety.

Design Approach

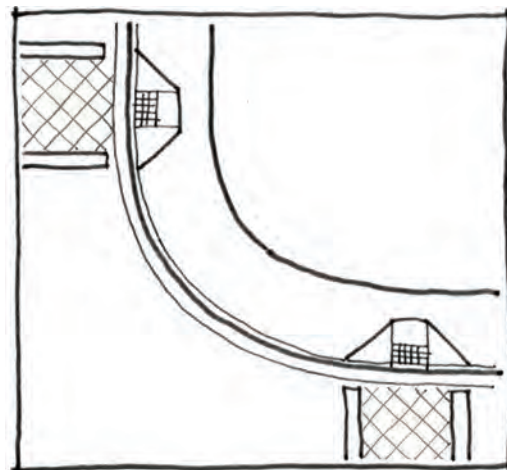
- Ramps can be parallel, diagonal, perpendicular or a combination depending on site conditions.
- Perpendicular curb ramps do not require a pedestrian to travel across the ramp area if they do not intend to make use of it. They have a running slope that cuts through the curb at right angles.
- Parallel ramps have a running slope that is in line with the direction of travel. Blended transitions have slope that is both parallel and perpendicular to the curb.
- Diagonal ramps must have a landing area at the base of the ramp and direct pedestrians into the crosswalks. They should not drop pedestrian into the intersections.
- Pedestrian ramp materials must be approved by the Park Board.
- Tactile warning strips or pavers shall be included as per accessibility rules.



Parallel Ramps



Diagonal Ramps



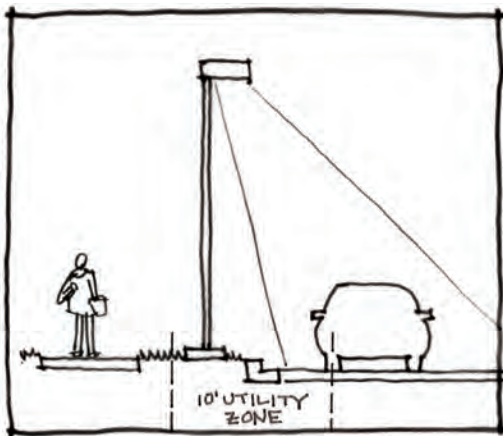
Perpendicular Ramps

Street Lighting

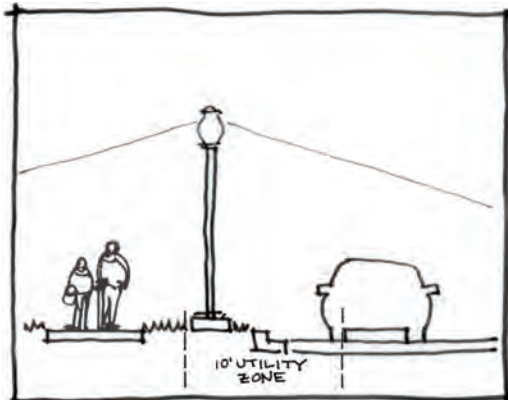
Current literature should be reviewed prior to undertaking any upgrade of an old street lighting system. Safety is paramount and all design shall adhere to appropriate standards.

Design Approach

- Modifications to existing roadways shall incorporate preferred pole design.
- Match existing fixtures when replacement is needed.
- Traditional style fixtures are desired on new boulevards and parkways and must be approved.
- Metal halide fixtures are preferred; low pressure sodium fixtures are discouraged.
- Alignment and integration with other existing vertical features such as traffic signal poles is required.
- Avoid conflicts with street trees.
- Space fixtures at 100 to 185 feet apart.
- Alignment and integration with other existing vertical features such as traffic and signal poles is required.
- Place pole and fixtures within utility zone.



Street Lighting



Pedestrian Scale Lighting

Traffic Barriers/Guardrails

Traffic barriers and guardrails help keep people and vehicles from accidentally straying into dangerous areas or into areas that are considered off-limits.

Design Approach

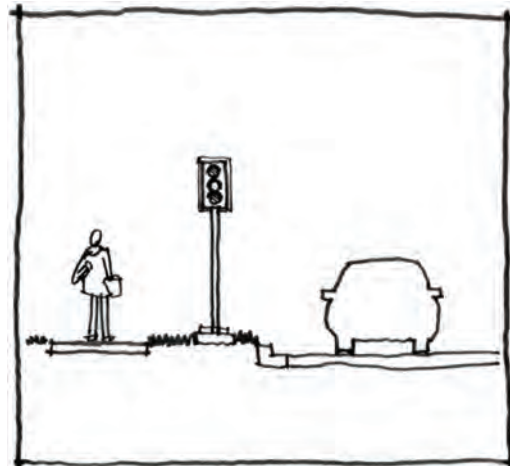
- Natural materials such as rock or stone are required.

Traffic Control Devices

Streetscape standards for traffic control devices are being proposed as a functional, safe means to move traffic along the boulevard and parkway system. See appendix for complete analysis and full standards. (A-300)

Design Approach

- Pursue a policy of post-mounted signals as the standard for boulevards and parkways.
- Always select the least intrusive, effective method.
- Consider mast arms as a last, not a first, measure.
- Consider materials as a design factor.
- Place so that mature landscaping and street trees do not block signals.



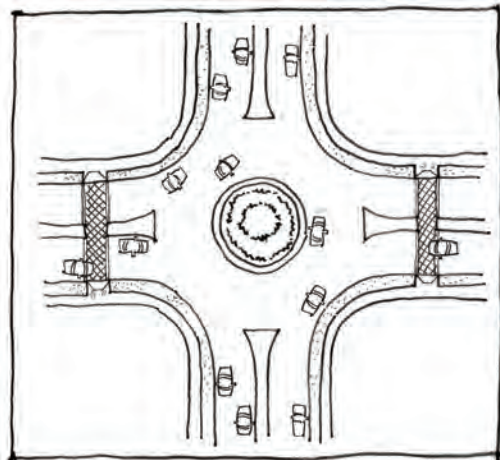
Traffic Signal

Traffic Management through Geometric Design

Traffic Management through geometric design can be done many different ways such as roundabouts, narrower lanes, bulb-outs at the intersections, landscape medians, etc. One of the most common form is the roundabout. They are circular intersections with specific design and traffic control features. All traffic entering the roundabout must yield to traffic within it. They help channelize traffic movements and should be designed with the appropriate geometric curvature to slow speeds.

Design Approach

- Roundabout designs shall always accommodate pedestrians, bicycles and certain large vehicles.
- Mini-roundabouts can be useful in low-speed urban settings with right-of-way constraints.
- Compact roundabouts shall be pedestrian-friendly and capacity should not be a critical issue in this scenario.
- Single-lane roundabouts have a slightly higher speed and capacity than compact roundabouts.
- Double-lane roundabout has one or more entries that flare from one to two lanes.
- One and two lane rural roundabouts generally have higher approach and entry speeds and require additional geometric design and traffic control treatments.
- Unique approaches to traffic management through geometric design that are historic should be encouraged and preserved.
- All traffic management through geometric design approaches requires Park Board approval.



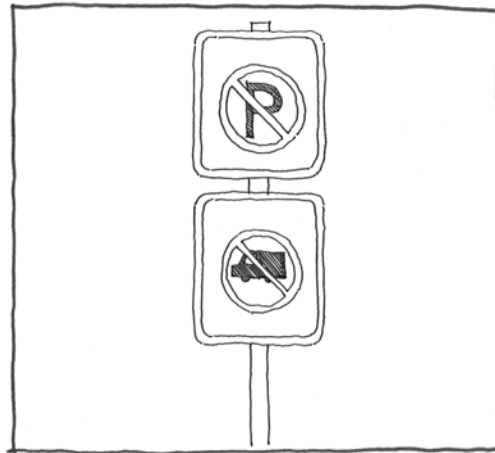
Traffic Management/Roundabout

Traffic Signage

Major types of signage appropriate to boulevards and parkways are traffic/regulatory and street name signage. The Manual of Uniform Traffic Control Devices (MUTCD) provides a guidance of where different types of traffic signage should be located.

Design Approach

- Signage shall be minimized to reduce clutter.
- Backs of signs shall be painted with a dark bronze color.
- Signage shall be placed appropriate locations.
- Quality of signage design and fabrication shall be of the highest standard.
- Signage shall not obstruct the sidewalk or trail system.



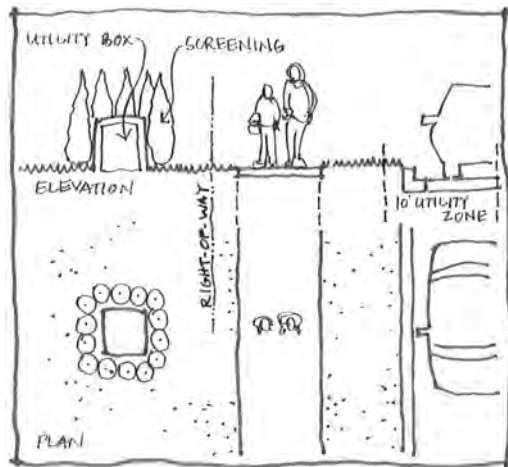
Traffic signage

Utility Lines and Boxes

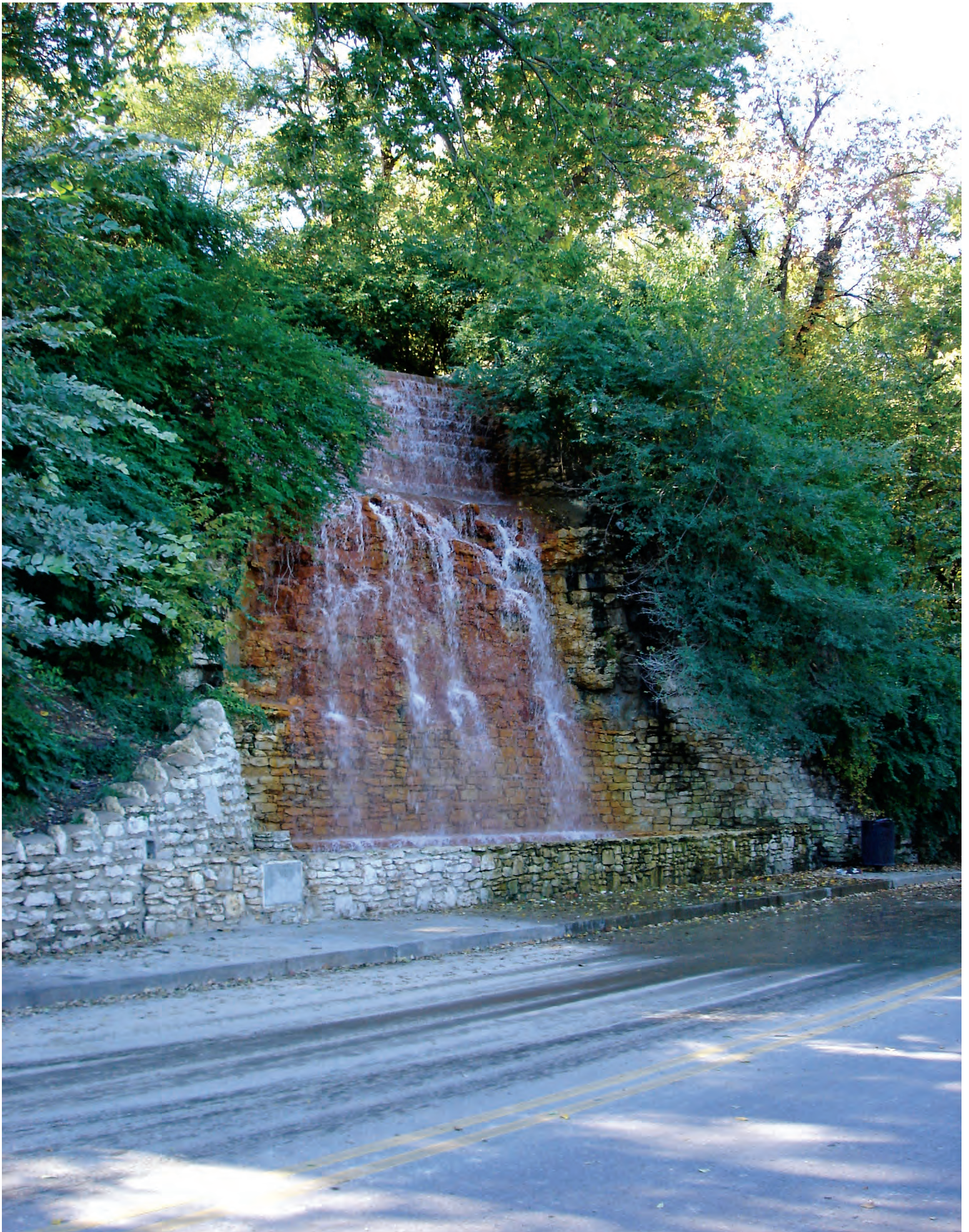
Above ground utility boxes or infrastructure such as electrical, telephone, gas, water, cable tv, etc. are not permitted within the right-of-way of boulevards and parkway.

Design Approach

- Not permitted.
- Water lines are not permitted to run within the medians of parkways.
- 10 foot utility zone shall be included with the outer edge of roadway.



Utilities

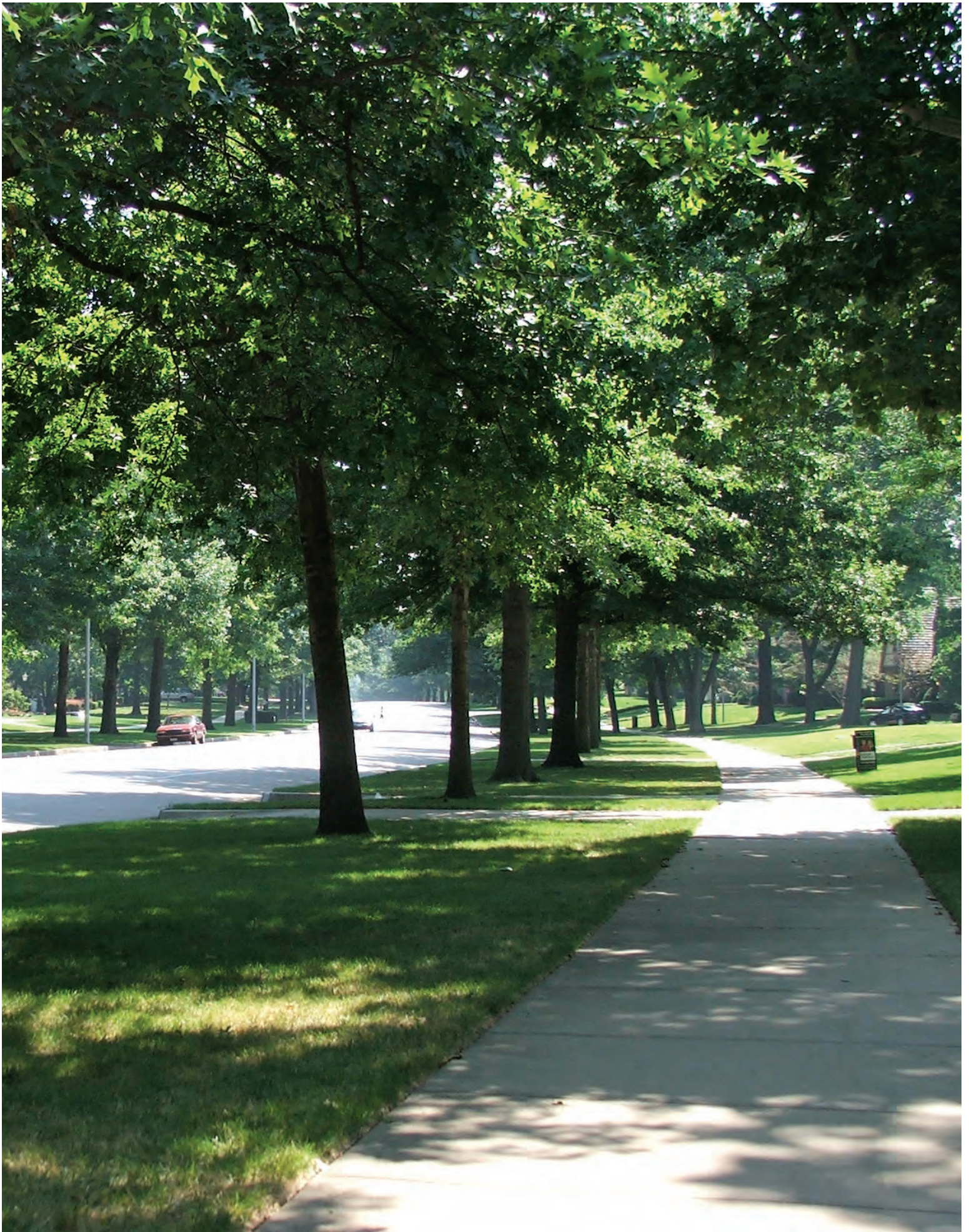


Carl J. DiCapo Fountain at Cliff Drive

Appendix

Boulevard Examples.....	A-100
Parkway Examples	A-200
Park Roads and Streets	A-300
Boulevard and Parkway Inventory	A-400
Listing of Boulevards, Parkways, Roads and Streets	
Maps (inserted in back cover)	
Park Board Adopted Sections.....	A-500
Defining Characteristics of Historic Parkway and Boulevards.....	A-600
Zoning Section 80-805 Use Groups and Categories	A-700
Forestry Operations Approved and Restricted Tree List.....	A-800
Site Plan Approval Process for Park and Boulevard Projects	A-900

June 20, 2006, per Resolution #27762, the Board of Parks and Recreation Commissioners adopted proposed Traffic Signalization Standards for Boulevards and Parkways.



Meyer Boulevard near Wornall Road

Boulevard Examples

Benton Boulevard

Karnes Boulevard

Meyer Boulevard

Broadway Boulevard

Gregory Boulevard

Benton Boulevard (Historic)

Between 27th Street and Emanuel Cleaver II Boulevard

A part of the original Kessler system, Benton Boulevard has many attributes of an ideal boulevard. Benton Boulevard traverses residential developments with wide margins of green space. The tree canopy, which is a traditional amenity of boulevards, is very apparent on this section of Benton Boulevard.



Benton Boulevard south of Truman Road looking southeast



Benton Boulevard south of Truman Road looking north



John F. Kennedy Memorial at St. John Avenue and Benton Boulevard



The Concourse Fountain at Benton Boulevard and St. John Avenue



Benton Boulevard at 13th Street looking northeast

Benton Boulevard Existing Design

Between 27th Street and Emanuel Cleaver II Boulevard

Item No.	Description	Existing Design
1	Right-of-way width	101 ft.
2	Median	No
3	Roadway width	39 ft.
4	Number of through lanes	2
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited
7	On-street, parallel parking	Allowed both sides – 8 ft. width
8	Curb return radius	15 ft.
9	Design speed and posted speed	30 mph
10	Overhead utility lines	Yes*
11	Utility boxes	Allowed with appropriate screening.
12	Sidewalks	7 ft.*
13	Tree lawn	18 ft.
14	Boulevard landscaping	Symmetrical tree plantings with one row of trees*
15	Buildings	All buildings face the boulevard
16	Natural features	No
17	Water features	No
18	Artwork and ornamentation	No
19	Memorials	No
20	Monuments	Yes
21	Wayfinding, interpretive signage and historical markers	Yes
22	Banners	No
23	Street lights, spacing, & style	Yes; 100 ft. apart; aluminum poles with cobra arm*
24	Pedestrian lighting	No
25	Street furnishings	No
26	Bike facilities	No*

* Not in compliance with the Standard Boulevard



Benton Boulevard, north from near Thirteenth Street, 1910s



Benton Boulevard, looking north towards Independence Boulevard, 1989

Karnes Boulevard (Historic)

From 31st Street to 37th Street

Karnes Boulevard meanders through a historic neighborhood with landmark status. The creation of the boulevard was driven by the subdivision developer as a neighborhood amenity and the land was donated to the Parks and Recreation Department.

Other acceptable Boulevard configurations are shown in Appendix A-100. In some cases they show applications that do not conform to the standard but are acceptable. The Park Board welcomes creativity in design. They will consider alternatives that fully meet the intent of the Boulevard designation but may differ in terms of application. The approval of alternative approaches is the sole discretion of the Park Board and will be considered on a case by case basis.



Karnes Boulevard between 32nd Street and 33rd Street, Coleman Highlands.



Karnes Boulevard between 32nd and 33rd Streets



Karnes Boulevard between 34th and 35th Streets



Karnes Boulevard at 39th Street and Roanoke Drive



Karnes Boulevard and Roanoke Road looking north

Karnes Boulevard Existing Design

From 31st Street to 37th Street

Item No.	Description	Existing Design
1	Right-of-way width	100 ft.
2	Median	No
3	Roadway width	39 ft.
4	Number of through lanes	2
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited
7	On-street, parallel parking	No
8	Curb return radius	15 ft.
9	Design speed and posted speed	30 mph
10	Overhead utility lines	No
11	Utility boxes	Allowed with appropriate screening
12	Sidewalks	8 ft.
13	Tree lawn	17 ft.
14	Buildings	All buildings face the boulevard
15	Water features	No
16	Artwork and ornamentation	No
17	Memorials	No
18	Monuments	No
19	Wayfinding, interpretive signage and historical markers	No
20	Banners	No
21	Street lights, spacing, & style	Yes; 160 ft. apart; aluminum poles with cobra arm*
22	Pedestrian lighting	No
23	Street furnishings	No
24	Bike facilities	No



Karnes Boulevard south of Thirty-fifth Street, 1907



Karnes Boulevard, looking south near Thirty-fifth Street, 1995

Meyer Boulevard (Historic)

From Ward Parkway to Swope Parkway

Meyer Boulevard is an east-west connector with the Sea Horse Fountain at Ward Parkway on the west and the entrance to Swope Park on the east. The boulevard travels through impressive residential neighborhoods and institutional uses such as hospitals and churches. East of the intersection with The Paseo, Meyer Boulevard displays many aspects of a parkway as it approaches Swope Park. There are some developments in the Meyer Boulevard and Troost Avenue area which would not be acceptable under current standards.



North side of Meyer Boulevard, looking west towards Ward Parkway



Meyer Boulevard looking west from Brooklyn Avenue



American War Mothers Memorial Fountain on Meyer Boulevard



Delbert J. Haff Circle Fountain on Meyer Boulevard looking east toward Swope Park



Meyer Boulevard at 71 Highway

Meyer Boulevard Existing Design

From Ward Parkway to Swope Parkway

Item No.	Description	Existing Design	
		Ward Parkway east to The Paseo	The Paseo east to Swope Park
1	Right-of-way width	140 - 215 ft	140 - 215 ft
2	Median	No	90 ft.
3	Roadway width	49 ft.*	35 ft. each side of median*
4	Number of through lanes	2	4
5	Left turn & deceleration lanes	Yes*	Yes*
6	Truck traffic	Prohibited	Prohibited
7	On-street, parallel parking	Allowed both sides – 8 ft. width (restricted)	
8	Curb return radius	15 ft.	15 ft.
9	Design speed and posted speed	30 mph	30 mph
10	Overhead utility lines	Yes*	Yes*
11	Utility boxes	Allowed with appropriate screening	Allowed with appropriate screening
12	Sidewalks	8 ft.	6 ft.*
13	Tree lawn	28 ft.	17 ft.
14	Boulevard landscaping	Symmetrical tree plantings with one to two rows of trees	
15	Buildings	All buildings face the boulevard	Some of the buildings face the boulevard*
16	Natural features	No	No
17	Water features	Yes, Sea Horse Fountain in Meyer Circle**	Yes, Haff Circle Fountain & American War Mothers Memorial Fountain
18	Artwork and ornamentation	No	No
19	Memorials	No	Yes, Haff Memorial*
20	Monuments	No	Yes, Statue of Liberty
21	Wayfinding, interpretive signage and historical markers	No	Yes, Battle of Westport Grand Army of the Republic Monument
22	Banners	No	No
23	Street lights, spacing, & style	Yes; 150 to 170 ft apart; Aluminum poles with cobra arm*	Yes; 270 ft apart*; Aluminum poles with cobra arm*
24	Pedestrian lighting	No	No
25	Street furnishings	No	No
26	Bike facilities	No*	No*

* Not in compliance with the Standard Boulevard

** intersects with a Parkway



Statue of Liberty replica, circa 1930



East end of Meyer Boulevard, showing divided 40-foot- wide roadways, 1190

Broadway Boulevard

North of Westport Road

Before it was designated as a boulevard, Broadway Boulevard was a well-established commercial corridor connecting the River Market area to Westport. Periodic redevelopment has changed the streetscape and resulting amenities with bump outs to slow traffic and narrow the driving lanes (a successful traffic calming attribute). Many current commercial uses on Broadway Boulevard would not be acceptable under current standards.



Broadway Boulevard at Armour Boulevard looking south



Broadway Boulevard at 9th Street looking north



Broadway Boulevard at 8th Street Fountain.



Broadway Boulevard near Armour Boulevard looking north



Broadway Boulevard near 42nd Street looking south

Broadway Boulevard Existing Design

North of Westport Road

Item No.	Description	Existing Design
1	Right-of-way width	96 ft.*
2	Median	No
3	Roadway width	60 ft.*
4	Number of through lanes	4*
5	Left turn & deceleration lanes	Yes*
6	Truck traffic	Prohibited
7	On-street, parallel parking	Parallel & angled parking allowed on both sides
8	Curb return radius	15 ft.
9	Design speed and posted speed	30 mph
10	Overhead utility lines	Yes*
11	Utility boxes	Allowed with appropriate screening
12	Sidewalks	8 ft. wide
13	Tree lawn	5 ft.*
14	Boulevard landscaping	Symmetrical tree plantings with one row of trees*
15	Buildings	All buildings face the boulevard
16	Natural features	No
17	Water features	Yes, Eighth Street Fountain*
18	Artwork and ornamentation	Yes, The Needle*
19	Memorials	No
20	Monuments	Yes, The Pioneers
21	Wayfinding, interpretive signage and historical markers	Yes, Westport Memorial Marker
22	Banners	No
23	Street lights, spacing, & style	Yes; 230 ft. apart*, square brown pole with round fixture
24	Pedestrian lighting	10 ft. tall square brown pole with round fixture, 40 to 100 ft. apart.
25	Street furnishings	Yes - concrete/stone trash receptacles and benches
26	Bike facilities	No*

* Not in compliance with the Standard Boulevard



Broadway Boulevard, north of Thirty-third Street, 1910s



Broadway Boulevard at Knickerbocker Place looking south

Gregory Boulevard

From State Line to Holmes Road

This boulevard provides a commercial corridor between Wornall Road and Oak Street, with businesses largely fronting wide sidewalks, spacious tree lawns and walkable design elements. The residential housing generally fronts the roadway with generous set backs and high end housing stock. A few of the commercial uses would be considered unacceptable under current standards.



Gregory Boulevard just east of Holmes Road



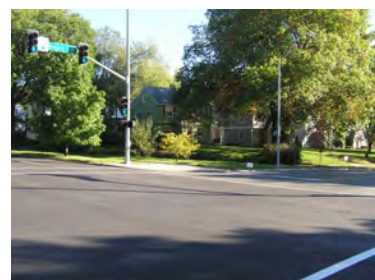
Northeast corner of Gregory Boulevard and Oak Street



Gregory Boulevard looking east towards Cherry Street



Gregory Boulevard at Oak looking southwest



Gregory Boulevard and Holmes Road

Gregory Boulevard Existing Design

From State Line to Holmes Road

Item No.	Description	Existing Design
1	Right-of-way width	75 ft.*
2	Median	No
3	Roadway width	40 ft.*
4	Number of through lanes	2
5	Left turn & deceleration lanes	Yes*
6	Truck traffic	Prohibited
7	On-street, parallel parking	Allowed both sides – 8 ft. width
8	Curb return radius	15 ft.
9	Design speed and posted speed	30 mph
10	Overhead utility lines	Yes*
11	Utility boxes	Allowed with appropriate screening
11	Sidewalks	Each side - 5 ft. or wider*
12	Tree lawn	12 ft.*
13	Boulevard landscaping	Symmetrical tree plantings with one row*
14	Buildings	All buildings face the boulevard
15	Natural features	No
16	Water features	No
17	Artwork and ornamentation	No
18	Memorials	No
19	Monuments	No
20	Wayfinding, interpretive signage and historical markers	No
21	Banners	No
22	Street lights, spacing, & style	Yes; 110 ft. apart; Aluminum poles with cobra arm*
23	Pedestrian lighting	No
24	Street furnishings	No
25	Bike facilities	No*

* Not in compliance with the Standard Boulevard



Southwest corner of Rockhill and Gregory



Gregory Boulevard at Cherry Street looking northeast



Ward Parkway at Mirror Pool

Parkway Examples

Gillham Road

The Paseo

Ward Parkway

Searcy Creek Parkway

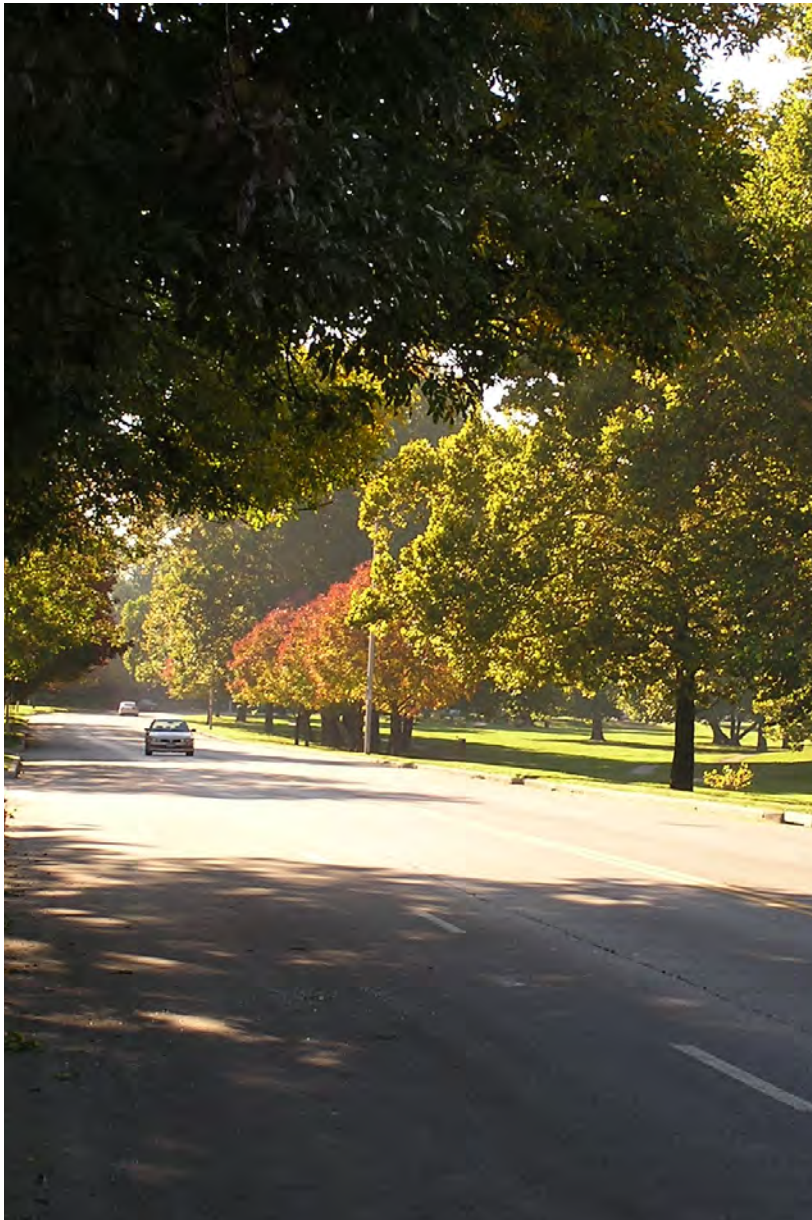
Shoal Creek Parkway

Gillham Road (Historic)

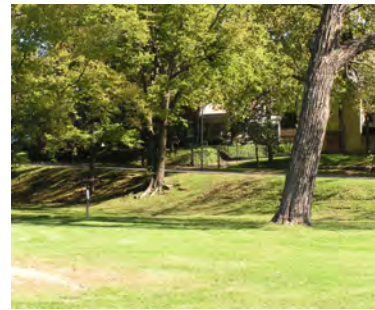
From Lynwood Boulevard to Emanuel Cleaver II Boulevard

Hyde Park, landscaped by George Kessler as his first big commission in Kansas City, Missouri, was a rugged hollow dedicated by developers hoping to attract high-end housing that would hold its value. The parkway, that became Gillham Road, was designed to circle the small park as a way to encourage the homebuilders to front their homes along the roadway. Although more multifamily residences now exist in the area than when it was originally designed, it remains a historic gem. The median is particularly unique in the way it responds to and takes advantage of the hilly terrain.

The design characteristics depicted here predominate in parkway applications, however there is quite a lot of variation on details and layout given parkways are intended to fit into the natural terrain, and each corridor is different. It is important that the natural attributes of any proposed parkway corridor be thoroughly inventoried, understood and incorporated to best advantage into the alignment



Gillham Road looking south to Brush Creek Boulevard



Hyde Park, Gillham Road and 38th Street looking north



Gillham Road and Charlotte Street looking north



Gillham Road and Charlotte Street looking south



Gillham Road and 45th Street looking south

Gillham Road Existing Design

From Lynwood Boulevard to Emanuel Cleaver II Boulevard

Item No.	Description	Existing Design
1	Right-of-way width	380 ft.
2	Median	280 ft.
3	Roadway width	33 ft. on each side of the median*
4	Number of through lanes	4
5	Left turn & deceleration lanes	Yes
6	Truck traffic	Prohibited
7	On-street, parallel parking	No
8	Curb return radius	30 ft.
9	Maximum design speed and posted speed	30 mph
10	Overhead utility lines	Prohibited
11	Utility boxes	Allowed with appropriate screening
12	Sidewalks	5'-8' on both sides
13	Tree lawn	10 ft.*
14	Trails	8 ft. wide located within the median (Hyde Park)
15	Commercial buildings	All buildings face the parkway
16	Residential buildings	It is preferred that all residential buildings face the parkway**
17	Recreational spaces	Yes; Hyde Park is located within the median. Hyde Park has 2 tennis courts and a swing set.
18	Median landscaping	Naturalistic spacing of trees within the median
19	Parkway edge landscaping	Symmetrical tree spacing with in the tree lawn
20	Natural features	Yes
21	Water features	Yes; Eagle Scout Memorial Fountain
22	Artwork and ornamentation	No
23	Memorials	No
24	Monuments	No
25	Wayfinding, interpretive signage and historical markers	Yes; Santa Fe Trail Marker
26	Banners	No
27	Pedestrian lighting	No
28	Street furnishings	No

* Not in compliance of the Standard Parkway



Gillham Road at Thirty-first Street, 1912



Casting pool at Forty-first Street and Gillham Road, 1922

The Paseo (Historic)

From Independence Avenue to Meyer Boulevard

In 1893, in the new Park Board's first comprehensive planning effort, August Meyer, in partnership with George Kessler, proposed the first (and for a long time, only) elaborate formal boulevard that is now The Paseo area. The northern-most portion of The Paseo, now a parkway, still has the vestiges of the decorative aspects of its design. There are statues, pergolas, formal flower gardens and fountains embellishing the median from Independence Avenue to south of Truman Road. From there, south to Meyer Boulevard, the median remains wide, the land use primarily residential and there are occasional decorative bursts, such as the pergola and flower baskets at 63rd Street.



Looking south from The Terrace towards 12th Street and The Paseo



Looking north from 11th Street and southbound The Paseo



The Paseo at 70th Street looking north



Harold D. Rice Plaza at 72nd Street and The Paseo



The Paseo at 63rd Street looking northeast

The Paseo Existing Design

From Independence Avenue to Meyer Boulevard

Item No.	Description	Existing Design
1	Right-of-way width	220 ft.
2	Median	108 ft.
3	Roadway width	30 ft. on each side of the median
4	Number of through lanes	6*
5	Left turn & deceleration lanes	Yes*
6	Truck traffic	Prohibited
7	On-street, parallel parking	Yes
8	Curb return radius	30 ft.
9	Maximum design speed and posted speed	35 mph
10	Overhead utility lines	No
11	Utility boxes	Allowed with appropriate screening
12	Sidewalks	5 ft.* on east side & 8 ft. on west side of parkway
13	Tree lawn	15 ft.
14	Trails	No*
15	Commercial buildings	All buildings are required to face the parkway
16	Residential buildings	It is preferred that all residential buildings face the parkway**
17	Recreational spaces	No*
18	Median landscaping	Symmetrical tree spacing within the median*
19	Parkway edge landscaping	Symmetrical tree spacing with standard right-of-way width*
20	Natural features	No
21	Water features	Yes; Women's Leadership Fountain, William T. Fitzsimons Memorial Fountain, and Troost Lake.
22	Artwork and ornamentation	The Terrace
23	Memorials	Yes; Salvatore Grisafe Memorial, August R. Meyer Memorial, and Morman Memorial.
24	Monuments	Yes
25	Wayfinding, interpretive signage and historical markers	Yes; Spanish Cannon
26	Banners	No
27	Street lights, spacing & style	Yes; 115 ft. apart; aluminum poles with cobra arm*
28	Pedestrian lighting	No
29	Street furnishings	Brown round trash receptacle
28	Bike facilities	No*

* Not in compliance of the Standard Parkway



Sunken Garden, looking south from Twelfth Street, 1921



The Pergola, between Tenth and Eleventh Streets, 1900

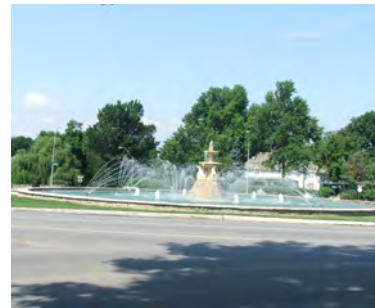
Ward Parkway (Historic)

From 55th Street to Meyer Boulevard

A jewel among the boulevards and parkways, Ward Parkway sets a standard for a well used roadway that creates a pleasant driving experience and a beautiful residential setting. Sections of the parkway to the north of 55th street contain Brush Creek in its natural state, a large open space for passive recreational use and tennis courts. As the parkway extends to the south, it is framed by large residential homes and the median contains pools, fountains, ornamental sculptures and plantings. At the intersection of Meyer Boulevard and Ward Parkway is Sea Horse Fountain, a celebrated Kansas City icon.



Ward Parkway at 62nd Street looking north



Sea Horse Fountain at Ward Parkway and Meyer Boulevard



Ward Parkway at 55th Street looking north from the west side



Ward Parkway at 55th Street looking south



Ward Parkway at Gregory Boulevard

Ward Parkway Existing Design

From 55th Street to Meyer Boulevard

Item No.	Description	Existing Design
1	Right-of-way width	225'–500'
2	Median	90 ft.
3	Roadway width	33 ft. on each side of median
4	Number of through lanes	6*
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited
7	On-street, parallel parking	No, except for Sunday use
8	Curb return radius	30 ft.
9	Maximum design speed and posted speed	35 mph
10	Overhead utility lines	Yes*
11	Utility boxes	Allowed with appropriate screening
12	Sidewalks	6 ft. both sides of parkway*
13	Trails	No*
14	Tree lawn	9 ft. on west side & 7 ft. on east side of parkway*
15	Commercial buildings	Some buildings face the parkway
16	Residential buildings	It is preferred that all residential buildings face the parkway**
17	Recreational spaces	No
18	Median landscaping	Naturalistic spacing of trees within the median & some symmetrical spacing of trees*
19	Parkway edge landscaping	Symmetrical tree spacing with standard right-of-way widths
20	Natural features	No
21	Water features	Yes; Sea Horse Fountain & Mirror Pool
22	Artwork and ornamentation	Yes; Venetian Relief
23	Memorials	Yes; Meyer Circle Gateway & Memorial Avenue of Trees & United Daughters of the Confederacy Memorial*
24	Monuments	No
25	Wayfinding, interpretive signage and historical markers	No
26	Banners	No
27	Street lights, spacing & style	Yes; 277 ft. to 295 ft. apart*; aluminum poles with cobra arm*
28	Pedestrian lighting	No
29	Street furnishings	No
30	Bike facilities	No

* Not in compliance of the Standard Parkway



Ward Parkway looking east from Jefferson Street, Brush Creek to right, 1932



Romany Road Fountain, 1932

Searcy Creek Parkway

From 210 Highway to Parvin Road

Searcy Creek Parkway connects two major arterials in the Northland. It is located inside the Searcy Creek Greenway and utilizes the valley floor as the roadway. This design leaves intact the native limestone and mature trees of the area. It is one of the first streets in the northland to be built to Parkway standards and creates the pleasurable experience of driving through a park. Newer roadways would need to include sidewalks and trails.



Searcy Creek Parkway north of 210 Highway looking north



Searcy Creek Parkway north of 33rd Street looking north



Searcy Creek Parkway looking north



Searcy Creek Parkway looking south



Searcy Creek Parkway near 210 Highway looking southwest

Searcy Creek Parkway Existing Design

From 210 Highway to Parvin Road

Item No.	Description	Existing Design
1	Right-of-way width	110 ft.*
2	Median	33 ft.*
3	Roadway width	26 ft. on each side of the median*
4	Number of through lanes	4
5	Left turn & deceleration lanes	Yes*
6	Truck traffic	Prohibited
7	On-street, parallel parking	No
8	Curb return radius	30 ft.
9	Maximum design speed and posted speed	35 mph
10	Overhead utility lines	No
11	Utility boxes	Allowed with appropriate screening
12	Sidewalks	No*
13	Tree lawn	13 ft.*
14	Trails	No*
15	Commercial buildings	Buildings face the parkway
16	Residential buildings	It is preferred that all residential buildings face the parkway**
17	Recreational spaces	No*
18	Median landscaping	Naturalistic spacing of trees within the median
19	Parkway edge landscaping	Symmetrical tree spacing
20	Natural features	Yes
21	Water features	No
22	Artwork and ornamentation	No
23	Memorials	No
24	Monuments	No
25	Wayfinding, interpretive signage and historical markers	No
26	Banners	No
27	Street lights, spacing & style	Yes; 140 ft. to 150 ft. apart; aluminum poles with cobra arm*
28	Pedestrian lighting	No
29	Street furnishings	No
30	Bike facilities	No*

* Not in compliance of the Standard Parkway



Median along Searcy Creek Parkway



Searcy Creek Parkway looking north

Shoal Creek Parkway

From I-435 north to NE 90th Street

Located in a beautiful natural setting, Shoal Creek Parkway traverses through open farm land which has yet to be fully developed. The area adjacent to the parkway near I-435 and Hwy 152 is master-planned to be developed with a retail area, senior housing and single family residences. Portions of the roadway that are under construction are being developed to a great extent, using the considerations of these standards.



Shoal Creek Parkway at 72nd Street looking southwest



Shoal Creek Parkway north of 72nd Street looking north



Shoal Creek Parkway north of 85th Terrace looking southwest



Shoal Creek Parkway at 85th Terrace looking north



Fountain near Shoal Creek Golf Course

Shoal Creek Parkway Existing Design

From I-435 north to NE 90th Street

Item No.	Description	Existing Design
1	Right-of-way width	214 ft. to 220 ft.
2	Median	83 ft.
3	Roadway width	26 ft. on each side of the median*
4	Number of through lanes	4
5	Left turn & deceleration lanes	No
6	Truck traffic	Prohibited
7	On-street, parallel parking	No
8	Curb return radius	30 ft.
9	Maximum design speed and posted speed	35 mph
10	Overhead utility lines and utility boxes	No
11	Sidewalks	5 ft. sidewalk on east side of the parkway*
12	Tree lawn	15 ft. to 27 ft.
13	Trails	No*
14	Buildings	Homes back up to the parkway*
15	Recreational spaces	Yes, adjacent to Hodge Park
16	Median landscaping	Symmetrical spacing of trees within the median*
17	Parkway edge landscaping	Symmetrical tree spacing with standard right-of-way widths
18	Natural features	No
19	Water features	Yes; Shoal Creek Golf Course Entry Fountain & Shoal Creek Parkway Garden Fountain
20	Artwork and ornamentation	Yes
21	Memorials	No
22	Monuments	No
23	Wayfinding, interpretive signage and historical markers	No
24	Banners	No
25	Street lights, spacing & style	Yes; 135 ft. to 140 ft. apart; brown aluminum tapered poles with round flat fixtures
26	Pedestrian lighting	No
27	Street furnishings	No
28	Bike facilities	No

* Not in compliance of the Standard Parkway



Shoal Creek Parkway north of 85th Terrace looking southeast



Fountain near Shoal Creek Golf Course

Park Roads & Streets

Unlike boulevards and parkways which are built to create a particular pleasurable driving experience, the design issues regarding park roads and park system streets are quite different.

Park Roads

Park Roads are a part of the park system and are contained exclusively within a designated park. These roads are built to the standards of local streets, may have curbs and catch swales, or may be un-curbed with culverts and ravines for drainage. There are seldom traditional sidewalks included along park roads. Although their purpose may be largely to connect parts of a park or part of the city street grid through the park, the driving experience on park roads can still be very pleasurable. Some excellent examples of beautiful park roads include Cliff Drive, traversing through the historic Kessler Park and designated as a State Scenic Byway in its own right. Kessler Drive, through Memorial Hill Park, although without curbs or sidewalks, provides a meandering, bucolic experience on a road that follows the topography of the park. A park road with more amenities includes Starlight Road, which has been upgraded as a result of being a part of the parking and access infrastructure of Starlight Theatre.

Development issues along a park road are only considered as a result of involvement and approval by the Board of Parks and Recreation commissioners. All development considerations must be provided for public use and for a public purpose. Development along a park road, however serve as great community amenities, such as Starlight Theatre, golf courses and community centers.

Park Streets

Park Streets are built according to local street standards and are generally considered a part of the park system by virtue of their proximity to historic parks and/or original boulevards and parkways. They may also provide connections between boulevards and parkways. Some park streets are quite ordinary in their appearance such as Holmes Street adjacent to Tower Park and John "Buck" O'Neil Way, which connects The Paseo with the Gregg-Klice Community Center. A street may also include many amenities like St. John's street in the Historic Old Northeast area, which fronts the pergola in Kessler Park as well as the Benton Memorial at the end of Benton Boulevard.

Development issues along Park Streets should be considered in light of the proximity to other park property. Although many exceptions exist, the preference is still to maintain an uncluttered, harmonious experience for the park customer.

Boulevard & Parkway Inventory

Listing of Boulevards

Boulevard Name (Council District) and Location	Acres	Roadway Mileage	Map Grid
40TH STREET (MANHEIM) (4) 1 block from Virginia Ave. (1300 east) to The Paseo (1400 east)	0.38	0.05	HK21
ADMIRAL BOULEVARD (2 & 3) Grand Ave. (200 west) to Highland Ave. (1700 east)	13.20	1.05	HK18
ARMOUR BOULEVARD (3 & 4) Broadway (400 west) to The Paseo Broadway (400 west) to The Paseo	15.88	1.23	HJ21 - HK21
BELMONT BOULEVARD (1) Saida Ave. (500 north) to Independence Ave.	14.00	1.03	HN17
BENTON BOULEVARD (1, 3 & 5) St. John Ave. (100 south) to Swope Parkway (4900 south)	67.69	5.81	HM17 - HM22
BENTON PLAZA (3) Benton Boulevard (2800 east) to Bellefontaine Ave. (3100 east), south side of The Grove	(In Benton Blvd.)	(0.26 miles included in Benton Blvd.)	HL9
BROADWAY BOULEVARD (2 & 4) From I-70 to south line of W. 25th St. as it intersects West Pennway; the Broadway-West Pennway viaduct; and W. 31st St. to W. 43rd St.	32.51	2.97	HJ18 - HJ22
BROOKSIDE BOULEVARD (4) W. 48th St. & Main St. to Meyer Boulevard (6400 south)	29.12	2.38	HJ22 - HJ24
BRUSH CREEK BOULEVARD (4 & 5) Rockhill Road to The Paseo	7.16	0.62	HK22
CLEAVER II, EMANUEL, BOULEVARD (4 & 5) J.C. Nichols Pkwy. east and north to E. 31st Street & Hardesty Ave. (5400 east)	165.12	7.65	HJ22 - HN21
GLADSTONE BOULEVARD (1) Independence Avenue, north and east to Belmont Boulevard (6200 east)	25.10	2.82	HM17-HO17
GRAND BOULEVARD (2 & 4) E. 28th St. & Main St. to MO River Levee Rd. at ASB Bridge	27.85	2.61	HK17
GREGORY BOULEVARD (4 & 5) From Ward Parkway (1100 west) to east loop of I-435	44.34	5.72	HJ25 -HM25 SJ25 -SP25
HARRISON BOULEVARD (4) Armour Boulevard (3500 south) to E. 39th St.	19.44	0.77	HL21
HIGHLAND AVENUE (1) 1 block, from Independence Boulevard to Admiral Boulevard	1.01	0.08	HL18
HOLMES ROAD (4) E. 66th St. Terr. to a point 180 ft. south of the center line of E. 77th St.	12.51	1.32	HK25 -SK26
INDEPENDENCE BOULEVARD (1 & 3) Highland Ave. (1700 east) to Benton Boulevard (3200 east)	10.95	0.95	HL18
KARNES BOULEVARD (4) West line of Pennsylvania Ave. at W. 31st St. (600 west) to W. 37th St. & Wyoming St.	9.10	1.2	HJ21 -HJ20

Boulevard Name (Council District) and Location	Acres	Roadway Mileage	Map Grid
LINWOOD BOULEVARD (3 & 4) Van Brunt Boulevard (5400 east) to Main St.	51.19	4.02	HJ21 - HN21
MANHEIM ROAD (3 & 4) The Paseo northwest to Holmes St. (700 east)	3.99	0.58	HK21
MAPLE BOULEVARD (1) Independence Ave. (600 south) to Missouri Ave. (500 south)	2.20	0.18	HL18
MEYER BOULEVARD (4 & 5) Ward Parkway (1100 west) to Swope Parkway (3800 east)	63.17	4.20	HJ24 - HM25
PROSPECT BOULEVARD (1) Independence Boulevard (600 south) north to Lexington Ave. (300 south)	3.03	0.32	HL18
RED BRIDGE ROAD (6) Wornall Road (400 west) to Blue River Road	21.00	0.74	SJ20 - SK30
ROANOKE ROAD (4) Karnes Boulevard south to Valentine Road	1.59	0.30	
ROCKHILL ROAD (4) Gregory Boulevard (7100 south) north to E. 45th St.	37.20	3.71	HK22 - HK25
ROCKHILL TERRACE (4) Brush Creek Boulevard north and west to West Gillham Road	2.74	0.28	HK22
VALENTINE ROAD (4) Broadway (400 west) to Genessee St. (1700 west)	8.51	1.08	HI21 - HJ21
VAN BRUNT BOULEVARD (1 & 3) Gladstone Boulevard (500 north) to E. 31st St.	48.48	5.25	HN18 - HN20
VOLKER BOULEVARD (4) Brookside Boulevard (200 east) to The Paseo (1400 east)	(In Brush Creek Greenway)	1.05	HJ23 - HK23
WARWICK BOULEVARD (4) Armour Boulevard (3500 east) to Emanuel Cleaver II Boulevard (4700 south)	14.12	1.54	HJ21 - HJ22
WEST PASEO BOULEVARD (3) E. 24th St. to E. 27th St.	(In The Paseo)	0.40	HK20
TOTALS	752.58	61.91	

* Boulevard Total Length is based on centerline miles.

Listing of Parkways

Parkway Name (Council District) and Location	Acres	Roadway Mileage	Map Grid
63RD STREET TRAFFICWAY (5) Swope Parkway (3800 east) to Zoo Drive (4600 east)	8.57	0.64	HM24
BLUE PARKWAY (5) Swope Parkway & Benton Boulevard (3500 east) to Elmwood Avenue (4600 east)	6.06	0.62	HM23
BRIARCLIFF PARKWAY (2) N.W. Briarcliff Road to MO Hwy. 9	17.92	0.70	HJ14 - HK14
BUDD PARK ESPLANADE (1) Van Brunt Boulevard (4800 east) to Hardesty Avenue (5400 east)	3.92	0.50	HN18
CHESTNUT PARKWAY (1) Independence Boulevard north to north boundary of Kessler Park	11.85	0.32	HL17 - HL18
GILLHAM PLAZA (4) E. 31st St. to E. 34th St.	5.06	0.54	HK20 - HK21
GILLHAM ROAD (4) Brush Creek Boulevard (4600 south) northwards to south line of KC Terminal RR	128.61	7.14	HK20 - HK22
HARRISON PARKWAY (4) Gillham Road & E. 39th St., northeast to Harrison Boulevard	14.37	0.48	HK21
HARRISON STREET (4) Brush Creek Boulevard to Emanuel Cleaver II Boulevard	0.69	0.11	HK21
LINE CREEK PARKWAY (2) N.W. Barry Road to Stagecoach Road	52.36	1.67	NI8
MAPLEWOODS PARKWAY (1 & 2) MO Route 152 to N.E. 96th St.	24.73	0.62	NL7
NICHOLS, J. C. PARKWAY (4) Ward Parkway (4800 south) north to W. 43rd St.	19.92	1.67	HJ22
PERSHING ROAD (4) Gillham Road & E. 25th St., north and west to West Pennway	10.62	0.72	HJ20 - HK20
ROANOKE PARKWAY (4) Ward Parkway (4900 south) north to Westport Road, west to Genessee St.	15.01	0.97	HI22 - HJ22
SEARCY CREEK PARKWAY (1) MO Hwy. 210 north to Claycomo city limits	231.48	0.79	HN14
SHOAL CREEK PARKWAY (1) I-435 north to N.E. 90th Street; N. Harrison St. west to Oak St. Trfwy. (parallel to N.E. 107th St. Terr.)	59.31	4.40	NP7 - NO10
SWOPE PARKWAY (5) The Paseo (1400 east) to E. 49th St. & Benton Boulevard (3500 east), then south to E. 67th St.	65.83	5.02	HK22 - HM25

Parkway Name (Council District) and Location	Acres	Roadway Mileage	Map Grid
THE PASEO (1, 3 & 5) Center line of Lexington Ave. south and east to a point 205 ft. south of the center line of E. 79th St.	223.10	18.99	HL18 - H25 SK25 - SK26
TIFFANY SPRINGS PARKWAY (2) From Amity Ave. (9200 west) to 0.5 mile east of Skyview Dr. (5400 west)	41.59	1.08	NE6 - NG6
WARD PARKWAY (4 & 6) W. 49th St. & Main St., west and south to W. 92nd St. & Wornall Road South (400 west)	211.14	12.16	HJ22 - HI25 SI25 - SJ28
WEST GILLHAM ROAD (4) Rockhill Road to E. 42nd St.	(In Gillham Road)		HK22
WEST LONGVIEW PARKWAY (6) Bannister Road (9500 east) north to E. 93rd St., and E. 107th St., south and east to Raytown Road	19.31	2.53	SP28
WEST PENNWAY (4) W. 17th St. & Beardsley Road, southeast and south to W. 26th St.	19.48	1.75	HJ18 - HJ20
TOTALS	1,190.93	63.42	

* Parkway Total Length is based on centerline miles.

Listing of Park Roads

Park Road Name (Council District) and Location	Park	Roadway Mileage	Map Grid
27TH STREET (3) Vine Ave. (1600 east) to Woodland Ave. (1800 east)	Spring Valley Park	0.14	HK20 - HL20
29TH STREET (4) Wyandotte St. (200 west) to Broadway (400 west)	Penn Valley Park	0.14	HJ20
BLUE RIVER ROAD (5) Oldham Road to southwest limit of Swope Park	Swope Park	0.65	SN26
CLIFF DRIVE (1) (State Scenic Byway) The Paseo, north and east to Gladstone Boulevard	Kessler Park	2.6	HL17 - HM17
HILLCREST ROAD (5) Oldham Road to south line of Swope Park	Swope Park	0.30	SN26
KESSLER ROAD (4) Pershing Road (200 west) south to Pioneer Mother Drive (300 west)	Penn Valley Park	0.52	HJ20
LEWIS ROAD (5) E. 63rd Street Trafficway to Wildcat Hollow Drive (Includes loop road)	Swope Park	0.75	HN24 - HN25 SN25
LEXINGTON AVENUE (1) Bellefontaine Ave. to Montgall Ave.	Kessler Park	0.10	HM18
THE MALL DRIVE (5) Starlight Road to Zoo Drive	Swope Park	0.82	HM25
OAKWOOD DRIVE (5) Oldham Road to Oakwood Road	Swope Park	0.79	SN26
OAKWOOD ROAD (5) Oakwood Drive to Oldham Road	Swope Park	0.34	SN26
OLDHAM ROAD (5) Gregory Boulevard to south limits of Swope Park	Swope Park	1.21	SN26 - S026
PAVILION ROAD (5) A loop off Starlight Road	Swope Park	0.24	HM25
PENN VALLEY PLACE (4) Pennsylvania Ave. to Pennsylvania Dr.	Penn Valley Park	0.37	HJ20
PENNSYLVANIA DRIVE (4) Pennsylvania Ave. (600 west) to W. 27th St.	Penn Valley Park	0.37	HJ20
PENNSYLVANIA STREET (4) Penn Valley Place to W. 31st St.	Penn Valley Park	0.47	HJ20

Park Road Name (Council District) and Location	Park	Roadway Mileage	Map Grid
SPRING VALLEY DRIVE (3) E. 27th St. to E. 29th St.	Spring Valley Park	0.37	HL20
STARLIGHT ROAD (5) Swope Parkway (3800 east) to Zoo Drive	Swope Park	0.88	HM25
SWOPE MEMORIAL DRIVE (5) From Gregory Boulevard to Swope Memorial Clubhouse	Swope Park	0.85	SN25
TROOST LAKE DRIVE (3) The Paseo (1400 east) to Vine St. (1600 east)	The Paseo	0.11	HK20
WILDCAT HOLLOW DRIVE (5) Lewis Road to east limits of Swope Park	Swope Park	0.50	SN25
ZOO DRIVE (5) Starlight Drive to E. 63rd St. Trfwy.	Swope Park	0.16	SM25
TOTAL		12.68	

Listing of Park Streets

Park Street Name (Council District) and Location	Roadway Mileage	Map Grid
8TH STREET (2) Washington St. (500 west) to Broadway (400 west)	.05	HJ18
12TH STREET (2 & 3) Broadway (400 west) to Benton Boulevard (3200 east)	2.24	HJ18 - HM18
23RD STREET (4) Grand Boulevard to Cherry St.	0.25	HK19
26TH STREET (4) Broadway (400 west) to Jefferson St. (700 west)	0.20	HJ20
27TH STREET (3) West Paseo (1350 east) to Vine Ave. (1600 east)	0.15	HK20 - HK20
31ST STREET (3) North half of Right-of-way from Tracy Ave. (1300 east) to west line of The Paseo (1400 east)	0.09	HL19
31ST STREET (4) From the east line of Wyandotte St. (200 west) to the east line of Pennsylvania Ave. (600 west)	0.24	HJ20
37TH STREET (4) 1 block, Harrison St. to west line of Troost Ave.	0.05	HK21
38TH STREET (4) Broadway (400 west) to Roanoke Road (1200 west)	0.49	HJ21
40TH STREET (4) Kenwood Avenue (600 east) to Holmes Road (700 east) (1 block)	0.05	HK22
41ST STREET (4) Oak St. eastwards to 131.75 ft. east of Locust St. (approx. 1.5 blocks)	0.09	HK22
45TH STREET (4) Kenwood Avenue (600 east) west to Rockhill Terr. (approx. 2 blocks)	0.26	HK22
46TH STREET (4) Rockhill Road to Holmes Road (1.5 blocks)	0.08	HK22
67TH STREET (5) Swope Parkway (3800 east) to Elmwood Avenue (4600 east)	0.23	HM25
BLUE HILLS ROAD (5) E. 58th St. to E. 59th St. (1 block)	0.13	SM25
BRIGHTON AVENUE (1) St. John Avenue south to south line of Budd Park Esplanade (approx. 1.5 blocks)	0.17	HN18
CHERRY STREET (4) E. 25th St. south to a point 204 ft. south of E. 26th St.	0.16	HK20
ELMWOOD AVENUE (5) E. Gregory Boulevard (7100 south) north to E. 67th St.	0.50	HM25 SM25
EUCLID AVENUE (3) South line of Spring Valley Park south to E. 29th St.	0.08	HL20
GLEED TERRACE (4) Parallel to Harrison Parkway, from Holmes St. (700 east) to Campbell St. (900 east)	0.05	HK21

Park Street Name (Council District) and Location	Roadway Mileage	Map Grid
HOLMES STREET (4) Harrison Parkway south to E. 39th St. (1 block)	0.05	HK21
KENWOOD AVENUE (4) E. 39th St. south to E. 43rd St.	0.49	HK21 - HK22
KENWOOD AVENUE (4) E. 45th St. to E. 46th St.	0.14	HK22
LOCUST STREET (4) E. 39th St. to E. 40th St.	0.13	HK22
McCOY AVENUE (4) E. 23rd St. to E. 24th St. (east side of Truman Medical Center)	0.07	HK20
McGEE STREET (4) Armour Boulevard (3500 south) to E. 36th St.	0.11	HK21
MONTGALL AVENUE (1) Lexington Ave. south to Smart Ave. (1 block)	0.02	HL18
MYRTLE AVENUE (5) E. Gregory Boulevard south to E. 71st St.	0.68	HM25 SM25
OAK STREET TRAFFICWAY (2) Admiral Boulevard north to E. 6th St. Trfwy (1 block)	0.04	HK18
JOHN "BUCK" O'NEIL WAY (3) The Paseo (1500 east) to Woodland Ave. (1800 east)	0.16	H19
ST. JOHN AVENUE (1) Garfield Ave. (2100 east) to Wabash Ave. (2500 east)	0.24	HM18
SUNRISE DRIVE (1) Gladstone Boulevard to Askew Ave. (approx. 2 blocks)	0.13	HM18
WOODLAND AVENUE (1) 75 ft. south from south boundary of Traber Garden	0.01	HM18
WYOMING STREET (4) Valentine Road (3800 south) north to W. 37th St.	0.09	HJ21
TOTALS	7.87	

* Streets Total Length is based on centerline miles.

Park Board Adopted Sections

Traffic Control Guidelines

I. Introduction

The boulevard and parkways system has been described as a cornerstone of the “city within a park” for the city of Kansas City. The original Kessler Plan for the historic portions of the system recognized that the boulevards and parkways increase value for adjacent land development by creating scenic transportation corridors that connect the city’s parks. Where these roadways pass through residential areas, there are provisions for medians that may be used as linear parks, wide sidewalks and trails that serve pedestrian and bicycle traffic. The landscaping is intended to serve as an extension of the residential front yards. There is a restriction of truck traffic and a generally lower speed than other arterial streets. Design standards and zoning implications of building boulevards in newer parts of the city are attempting to keep the greater livability issues of the boulevard system from being lost in the drive to decrease traffic congestion and to accommodate more suburban residential parts of the city.

It is within this context that streetscape standards for traffic control devices are being proposed along with the need for functional, safe means to move traffic along the boulevard and parkways system. Article III of the City Charter charges the Board of Parks and Recreation Commissioners with the responsibility to “devise, extend, develop and maintain a system of public parks, boulevards and parkways.” It further requires consent of the Board to place utility wires and supports in any park, parkway or boulevard. Article III further authorizes the City Council, upon the recommendation of the Parks Board, to regulate traffic on all boulevards, parkways and highways under its control. That is done by designating the Public Works department as the entity responsible for location, construction and erection of all poles in, on or over public grounds and highways unless they are under the control of another department. The hybrid nature of this system for implementing this policy then is shared between the Parks and Recreation Department and its Board of Commissioners as stewards of the historic boulevard and parkways

system and the Public Works Department for compliance with the engineering standards that dictate safe and uniform traffic control devices, traffic (pedestrians and vehicles) safety and flow.

Specifically, the Board of Parks and Recreation Commissioners is charged with overall responsibility for the boulevard and parkways system and may seek public/private funding partnerships to help offset the cost of enhancing traffic control devices on boulevards and parkways. The Public Works Department has responsibility for designing, building, operating and maintaining traffic control devices on all Kansas City streets, and is required by Federal law to ensure that these traffic control devices comply with the Manual on Uniform Traffic Control Devices (MUTCD). Public Works is the contracting department for the installation or upgrading of traffic control devices on the city streets of Kansas City, including the boulevard and parkway system.

II. Recommendations to the Board of Parks and Recreation Commissioners require the evaluation and implementation of the following considerations on each boulevard or parkway before signalization is installed:

- A. Pursue a policy of Post-Mounted Signals as the Standard for Boulevards and Parkways.
 - 1. Conformance with acceptable safety standards is mandatory and the decision to use federal funding assistance can impact the type of design used.
 - 2. Aesthetics and historical considerations are to be given great weight in determining the number and type of safety feature to be included in a location. In accordance with federal transportation requirements recommendations will be made in the best overall public interest based upon a balanced consideration of the need for

safe and efficient transportation; of the social, economic and environmental impacts of the proposed transportation improvement and of government environmental protection goals. Public involvement and a systemic interdisciplinary approach will be essential parts of the development process for proposed actions.

3. It is recommended that the least-intrusive, effective method always be selected.
 - a. Post-mounted signals have been the design, within the Park system, since the beginning of traffic signal control on streets in Kansas City. The mounting of signals on a vertical pole is consistent with the other street furniture (street lights) that are part of the boulevard/parkway design.
 - b. Preserving the “tree canopy” is vital to the appearance of the boulevards and parkways and therefore all reasonable efforts to preserve the canopy will be a consideration factor in determining the type of hardware to be installed.
 - c. Streetlights installed on boulevards and parkways shall reflect the neighborhood character when selecting hardware color, ornamentation and mounting height as long as the lighting illumination criteria are satisfied and subject to available funding. Identification of funding may include public/private partnerships. Consideration can also be given, subject to funding assistance or availability, to hardware that is more unique in nature; such as fluted poles or poles with ornamentation.
 - d. Reduction of “pole pollution” is a must through consolidation of poles and vertical projections on boulevards and parkways by incorporating street light and signing installations onto traffic signal poles where possible. Where reasonable, sign posts will be minimized by placing traffic control signs on signal and street light poles when installations would occur within 25’ of a new signal or street light pole.
 - e. The environmental impact requirements in Section 4f of 49 U.S.C. Section 303 of any improvements as they apply to park land will be submitted for its approval to the Board of Parks and Recreation Commissioners in a timely fashion.
4. In determining if post-mounted signals are adequate or if supplemental, visibility measures are required. Each intersection’s traffic accident patterns will be analyzed to specifically identify whether the type of accidents experienced are considered correctable by the use of supplemental measures. Mutually agreeable methodology will be selected to determine each intersection’s traffic accident patterns. Accident evaluation methodology will include:
 - a. Video Loop surveillance
 - b. Sequenced series of improvements
 - c. Review of detailed accident records
 - d. Emphasis on injury accidents

- B. Consider Mast Arms as Last, Not First Measure. Supplemental measures should take safety improvements into account by using the following options:
 1. Improving the Visibility of Post-Mounted Signals.
 - a. Larger, brighter signal heads.
 - b. Higher signal mounting on posts.
 - c. Strobe flash in red signal, at beginning of red signal cycle, to add to signal visibility.
 - d. Near side post mounted signal.
 - e. Advance red indication warning (roadside sign, possibly illuminated in coordination with a traffic signal, which warns motorists of that signal).
 - f. More signal heads
 2. Reduce the Probability of Conflict
 - a. All-red signals.
 - b. Time-variable all-red signal.
 3. Reduce Red-Signal Running Behavior
 - a. Reduce number of lanes
 - b. Temporary camera enforcement or camera warning.
- C. Signalization materials will be considered as a design factor.
 1. The same color and ornamentation themes will be used for street light poles and traffic sign posts. Over time, the City should, subject to available funding, strive for replacement of existing galvanized traffic signal poles and mast arms, street light poles and traffic sign posts on boulevards/parkways with the new standards.
 2. Also, as funding allows, the City should strive to move galvanized or spun aluminum street light poles from the boulevard or parkway system and replace them with poles having the same color and ornamentation theme as the traffic signal hardware.
 3. Traffic signal and street light control boxes shall be of a color to match the traffic signal and street light hardware and will be placed in the least obtrusive location. Where their visibility can't be minimized, they will be camouflaged with landscaping.
 4. When new traffic signals are installed or existing signals upgraded on boulevards and/or parkways and either pedestal mounted signals are installed or when overhead horizontal mast arm installations are warranted, the posts and mast arms will not be galvanized metal.

Defining Characteristics

Historic Boulevards and Parkways

Defining the characteristic differences between boulevards and parkways is not easy and exceptions are not uncommon as noted earlier.

Boulevard	Parkway
Generally follow the formal gridiron street system. Keeping the corridor green is the main premise.	Generally have sufficient change in alignment and gradient to largely obliterate the impression of formal lines. May follow a creek. Exception examples are parts of The Paseo and Ward Parkway. Most of the exception parkways have wide, landscaped medians.
Multiple egress/ingress points.	Frontage road for private drives, i.e. infrequent intersections, no or few private driveways and some grade-separated crossings.
No median. Exception is east end of Meyer Boulevard from The Paseo to Swope Park and Van Brunt Boulevard (20' median) south of 26th Street. Traffic medians added after 1960 along Brush Creek and Rockhill Road along Nelson Art Gallery.	Some parkways have duel roadways with wide, extensively landscaped medians with recreational facilities. May be formal or informal plantings. Budd Park Esplanade had the smallest median at 30 feet. The Paseo and Ward Parkway were 90 feet. Swope Parkway was 40 feet.
Did not have crossing points except at intersections.	
Generally do not contain purely decorative and ornamental plantings.	May contain purely decorative and ornamental plantings.
No recreational facilities.	Multiple recreational facilities.
No water features.	Water features maybe fountains, pools, or small lakes.
No ornamentations.	May contain ornamentations.
Formal tree plantings (symmetrical) with one to two rows of same type trees, evenly spaced along both sides of sidewalks.	Symmetrical tree plantings same as boulevards on parkways with standard right-of-ways and may be formal or natural in medians. Trees in parkways with wide, variable right-of-way are naturalistic on the parkway side and follow the boulevard pattern on the side of the street that residences front. Some parkways may contain both designs.
100' of right-of-way – 3 rows of trees	
80' of right-of-way – 2 rows of trees	
Design consistent from boulevard to boulevard.	Design varies from parkway to parkway and within parkways.
T- intersection with regular street, a Boulevard is different from a street.	
Consistent right-of-way width.	Variable right-of-way width either in whole or part.
Residents almost always front. No backyards front the boulevard.	Residents may front border roads like Glead Terrace and Manheim Road along Harrison Parkway. It was not intended that residences would back up to the right-of-way.
Symmetrical. Simple	Generally asymmetrical but may have some symmetrical sections.

80-805 Use Groups and Categories

draft

80-805-01 GENERAL

80-805-01-A. USE GROUPS

This development ordinance classifies land uses into 5 major groupings: “residential,” “public and civic,” “commercial,” “industrial” and “other.” These are referred to as “use groups.”

80-805-01-B. USE CATEGORIES

Each use group is further divided into more specific “use categories.” use categories classify land uses and activities based on common functional, product, or physical characteristics. Characteristics include the type and amount of activity, the type of customers or residents, how goods or services are sold or delivered and site conditions.

80-805-01-C. TYPICAL USES

Typical uses cited in the description of use categories are not intended to be exclusive or restrictive.

80-805-01-D. DETERMINATION OF MOST SIMILAR USE CATEGORY

When a specific use type cannot be readily classified into a use category or appears to fit into two or more use categories, the planning and development director is authorized to determine the most similar, thus most appropriate, use category based on the following considerations:

1. the actual or projected characteristics of the activity in relationship to the stated characteristics of each use type;
2. the relative amount of site area or floor space and equipment devoted to the activity;
3. relative amounts of sales from each activity;
4. the customer type for each activity;
5. the relative number of employees in each activity;
6. hours of operation;
7. building and site arrangement;
8. vehicles used with the activity;
9. the relative number of vehicle trips generated by the use;
10. signs;
11. how the use advertises itself; and
12. whether the activity is likely to be found independent of the other activities on the site.

80-805-02 RESIDENTIAL USE GROUP

The residential use group includes uses that provide living accommodations to one or more persons. The group includes two use categories: household living and group living.

80-805-02-A. HOUSEHOLD LIVING CATEGORY

Residential occupancy of a dwelling unit by a household with tenancy arranged on a monthly or longer basis.

80-805-02-B. GROUP LIVING

Residential occupancy of a dwelling by other than a “household,” typically providing communal kitchen/dining facilities. Examples of group living uses include but are not limited to fraternities, sororities, convents, monasteries, nursing homes and the following specific use types:

1. GROUP HOME

A single dwelling occupied on a permanent basis by a group of unrelated persons with disabilities. Group homes may also be occupied by paid staff and caregivers. Group homes are typically operated for the care of developmentally disabled persons. It expressly excludes halfway houses for alcoholics, drug addicts, prisoners or juvenile delinquents, or any facility for individuals under court-mandated supervision.

Commentary: Group homes for 8 or fewer persons with disabilities are considered “households” and are allowed as of right in all districts that allow household living uses.

2. DOMESTIC VIOLENCE RESIDENCE

A residential building in which temporary housing is provided for up to 8 persons who are victims of domestic violence. Any children or support staff using sleeping accommodations at a domestic violence residence will be counted in determining maximum occupancy.

3. DOMESTIC VIOLENCE SHELTER

A building in which temporary housing is provided for more than 8 persons who are victims of domestic violence.

4. NURSING HOME

As defined in Chapter 198, RSMO.

5. CONVENT/MONASTERY

A residential building housing persons (such as nuns or monks) under religious vows.

80-805-03 PUBLIC AND CIVIC USE GROUP

The public and civic use group includes uses that provide public or quasi-public services. The public and civic use group includes the following use categories:

80-805-03-A. COLLEGE/UNIVERSITY

Colleges and other institutions of higher learning that offer courses of general or specialized study leading to a degree. They are certified by the state or by a recognized accrediting agency. Colleges tend to be in campus-like settings or on multiple blocks. Examples include universities, liberal arts colleges, community colleges, nursing and medical schools not accessory to a hospital, conservatories and seminaries.

80-805-03-B. DAY CARE

Uses providing care, protection and supervision for children or adults on a regular basis away from their primary residence for less than 24 hours per day. There are 4 types of day care:

1. HOME-BASED DAY CARE

Day care provided within a dwelling unit for up to 4 children or adults, in addition to members of the day care provider’s household.

2. FAMILY DAY CARE

Day care for 5 to 10 children or adults, in addition to members of the day care provider’s household.

3. GROUP DAY CARE

Day care for 11 to 20 children or adults, in addition to members of the day care provider's household.

4. DAY CARE CENTER

Day care for 21 or more children or adults, in addition to members of the day care provider's household.

80-805-03-C. DETENTION AND CORRECTIONAL FACILITIES

Facilities for the judicially required detention or incarceration of people. Inmates and detainees are under 24-hour supervision by peace officers, except when on an approved leave. Examples include prisons, jails, probation centers and juvenile detention homes.

80-805-03-D. HOSPITAL

Uses providing medical or surgical care to patients and offering inpatient (overnight) care.

80-805-03-E. LIBRARY/CULTURAL EXHIBIT

Museum-like preservation and exhibition of objects in one or more of the arts and sciences, gallery exhibition of works of art, or library collection of books, manuscripts, etc., for study and reading.

80-805-03-F. PARK/RECREATION

Recreational, social, or multi-purpose uses associated with public parks, public open spaces, public community centers, public play fields, public or private golf courses, or other public recreation areas or buildings.

1. COMMUNITY CENTER

A facility for meetings, recreation or social activities.

80-805-03-G. RELIGIOUS ASSEMBLY

Religious services involving public assembly such as customarily occur in synagogues, temples, mosques and churches.

80-805-03-H. SAFETY SERVICES

Public safety services that provide fire, police or life protection, together with the incidental storage and maintenance of necessary vehicles. Typical uses include fire stations, police stations and ambulance services.

80-805-03-I. SCHOOL

Public and private schools at the primary, elementary, junior high, or high school level that provide state-mandated basic education.

80-805-03-J. UTILITIES AND SERVICES**1. MINOR, BASIC**

Infrastructure services that need to be located in area where the service is provided. Minor utilities and services generally do not have regular employees at the site and typically have few if any impacts on surrounding areas. Typical uses include water and sewer pump stations; water towers and reservoirs; electrical substations; water conveyance systems; stormwater facilities and conveyance systems; telephone switching equipment and emergency communication broadcast facilities.

2. MAJOR

Infrastructure services that typically have substantial land-use impacts on surrounding areas. Typical uses include but are not limited to water and waste water treatment facilities and major water storage facilities.

Commentary: Major utilities and services do not include "waste-related uses."

80-805-04 COMMERCIAL USE GROUP

The commercial use group includes uses that provide a business service or involve the selling, leasing or renting of merchandise to the general public. The commercial use group includes the following use categories.

80-805-04-A. ADULT BUSINESS

"Adult business" is an inclusive term used to describe collectively: adult cabaret; adult motion picture theatre; adult media store; bathhouse; massage shop; modeling studio; and/or sex shop. This collective term does not describe a specific land use and will not be considered a single use category.

1. ADULT CABARET

An adult live entertainment facility, or that part of an adult live entertainment facility, that regularly features or otherwise offers to the public, customers or members in a viewing area, any live exhibition, performance or dance by persons whose exhibition, performance or dance is characterized by the exposure of any specified anatomical area, or by specified sexual activities, or who otherwise appear unclothed or in such attire, costume or clothing so as to expose to view specified anatomical areas.

2. ADULT MEDIA STORE

An establishment that rents and/or sells adult media and that meets any of the following tests:

- (a) More than 40% of the gross public floor area is devoted to adult media;
- (b) More than 40% of the stock in trade consists of adult media; or
- (c) A media store that advertises or holds itself out in any forum as "XXX," "adult," "sex" or otherwise as an adult business.

3. ADULT MOTION PICTURE THEATER

A building or portion of a building (including any portion of a building that contains more than 150 square feet) used for presenting motion pictures, movies, videos or other projected images if such building or portion of a building as a prevailing practice excludes minors by virtue of age, or if, as a prevailing practice, the movies, videos or other material presented are distinguished or characterized by an emphasis on the depiction or description of "specified sexual activities" or "specified anatomical areas" for observation by patrons therein.

4. BATHHOUSE

An establishment or business that provides the services of baths of all kinds, including all forms and methods of hydrotherapy, unless operated by a medical practitioner or professional physical therapist, licensed by the state.

5. MASSAGE SHOP

An establishment that has a fixed place of business having a source of income or compensation derived from the practice of any method of pressure on or friction against, or

stroking, kneading, rubbing, tapping, pounding, vibrating or stimulation of, external parts of the human body with the hands or with the aid of any mechanical, electric apparatus or appliances with or without such supplementary aids as rubbing alcohol, liniments, antiseptics, oils, powders, creams, lotion, ointment or other similar preparations commonly used in the practice of massage, under such circumstances that it is reasonably expected that the person to whom the treatment is provided or some third person on his or her behalf will pay money or give any other consideration or gratuity provided that this term shall not include any establishment operated by a medical practitioner, professional physical therapist, or massage therapist licensed by the state.

6. MODELING STUDIO

Modeling studio means an establishment or business that provides the services of modeling for the purposes of reproducing the human body, wholly or partially in the nude, by means of photography, painting, sketching, drawing or otherwise.

7. SEX SHOP

A business offering goods for sale or rent and that meets any of the following tests:

- (a) It offers for sale items from any two of the following categories: adult media; sexually-oriented toys or novelties; lingerie; leather goods marketed or presented in a context to suggest their use for sadomasochistic practices; and the combination of such items constitutes more than 10% of the stock in trade of the business or occupies more than 10% of the gross public floor area of the business;
- (b) More than 5% of the stock in trade of the business consists of sexually-oriented toys or novelties; or
- (c) More than 5% of the gross public floor area of the business is devoted to the display of sexually oriented adult toys or novelties.

80-805-04-B. ANIMAL SERVICES

The following are animal services use types:

1. SALES AND GROOMING

Sales and grooming of dogs, cats and similar small animals. Typical uses include pet stores, dog bathing and clipping salons and pet grooming shops.

2. SHELTER OR BOARDING KENNEL

Animal shelters and kennel services for dogs, cats and small animals. Typical uses include boarding kennels, pet resorts/hotels, dog training centers and animal rescue shelters.

3. VETERINARY

Typical uses include pet clinics, dog and cat hospitals and animal hospitals.

4. STABLE

Stables and boarding facilities for horses and similar large animals.

80-805-04-C. ARTIST WORK OR SALES SPACE

Floor space devoted to the production, showing, or sale of art. Typical uses include art galleries and artist studios, but not including art museums. Art museums are classified in the "Libraries and Cultural Exhibits" use category.

80-805-04-D. BUILDING MAINTENANCE SERVICE

Provision of maintenance and custodial services to commercial and industrial establishments. Typical uses include janitorial, landscape maintenance and window cleaning services. Also includes exterminator services for residential, commercial or industrial applications.

80-805-04-E. BUSINESS EQUIPMENT SALES AND SERVICE

Sales, rental, or repair of office, professional and service equipment and supplies to companies rather than to individuals. Excludes automotive and heavy equipment sales or service. Typical uses include office equipment and supply firms, small business machine repair shops and hotel equipment and supply firms.

80-805-04-F. BUSINESS SUPPORT SERVICE

Provision of clerical, employment, protective, or minor processing services to firms rather than individuals. Typical uses include employment agencies and telephone answering services and business or trade schools. Business or trade schools that involve outdoor storage or manufacturing processes are not considered business support services but rather are to be classified in an Industrial use group category.

1. DAY LABOR EMPLOYMENT AGENCY

Any enterprise, other than a labor union or a not-for-profit organization, engaged in procuring or providing persons to perform temporary unskilled work at a site other than the day labor business premises in which (1) the day laborers are paid, by the day labor business or a third party employer, each work day or on the business day following the work day, and (2) persons arrive at the day labor business premises to make application for work as a day laborer, to obtain assignment for day labor, to obtain transportation to a day labor site or to obtain payment of wages or benefits for day labor. For purposes of this definition, "unskilled work" means work involving physical tasks for which the (1) the worker is not required by law to hold a professional or occupational license, or (2) the employer or contractor controlling the site of the work does not require the worker to have (a) a high school diploma or its equivalent, or (b) education beyond high school, or (c) relevant vocational education or (d) demonstrated proficiency with a specified type of machinery to be used in the work, but does not include white collar, secretarial, clerical or professional work.

80-805-04-G. COMMUNICATIONS SERVICE ESTABLISHMENTS

Broadcasting and other information relay services accomplished through use of electronic and telephonic mechanisms. Excludes services classified as "major utilities and services" and "Minor Utilities." Typical uses include recording studios, television and radio studios, telecommunication service centers and telegraph service offices.

80-805-04-H. DRIVE-THROUGH FACILITY

Any service window, automated device or other facility that provides goods or services to individuals in a motor vehicle. Also includes "drive-in" businesses and facilities, such as drive-in restaurants and car washes.

80-805-04-I. EATING AND DRINKING ESTABLISHMENTS

Provision of prepared food and/or beverages for on- or off-premises consumption. Typical uses include restaurants, taverns and nightclubs.

1. RESTAURANT

An establishment primarily engaged in serving prepared food to the public and in which sales of such prepared foods and meals constitutes at least 50% of the establishment's gross income, pursuant to Chapter 10 of the municipal code

2. TAVERN OR NIGHTCLUB

An establishment that is primarily engaged in serving alcoholic liquor for consumption on the premises and in which the serving of prepared food, live entertainment and dancing are permitted.

Commentary: Chapter 10 (Alcoholic Beverages) of the municipal code.

80-805-04-J. ENTERTAINMENT AND SPECTATOR SPORTS

Provision of cultural, entertainment, athletic and other events to spectators, such as occurs in theaters, cinemas, auditoriums, fairgrounds, sports stadiums and racetracks. The following are spectator sports and entertainment use types:

1. SMALL VENUE

Entertainment and spectator sports establishments with a capacity of no more than 149 persons. Typical uses include small theaters and meeting or banquet halls.

2. MEDIUM VENUE

Entertainment and spectator sports establishments with a capacity of more than 149 and fewer than 500 persons. Typical uses include theaters and meeting or banquet halls.

3. LARGE VENUE

Entertainment and spectator sports establishments with a capacity of 1,000 persons or more. Typical uses include large theaters, cinemas and meeting or banquet halls.

80-805-04-K. FINANCIAL SERVICES

Financial or securities brokerage services. Typical uses include banks, savings and loans, consumer investment businesses, pawnshops, and check cashing/loan services.

1. BANK

An establishment that is engaged in the business as a bank or trust company, and is federally chartered or state chartered.

2. CHECK-CASHING/LOAN SERVICE

A business engaged in cashing checks or providing short-term loans for members of the general public as a principal purpose of its operation and that is not a bank, savings and loan association, or other financial service, including businesses offering payday loans, signature loans, small loans, and other similar loans, but not including pawnshops or title loan establishments.

3. SAVINGS AND LOAN ASSOCIATION

An establishment that is engaged in the business as a savings and loan association and is federally chartered or state chartered.

4. PAWN SHOP

Businesses that lend money on the security of pledged goods or that is engaged in the business of purchasing tangible personal property on condition that it may be redeemed or repurchased by the seller for a fixed price within a fixed period of time. Pawnshops and pawnbrokers are further governed by Chapter 367 RSMo.

80-805-04-L. FOOD AND BEVERAGE RETAIL SALES

Retail sale of food and beverages for home consumption. Typical uses include groceries, liquor stores and wine stores.

80-805-04-M. FUNERAL AND INTERMENT SERVICES

Provision of services involving the care, preparation or disposition of human dead. The following are funeral and interment services use types:

1. **CEMETERY/COLUMBARIUM/MAUSOLEUM**
Land or facilities used for burial of the dead, including pet cemeteries.
2. **CREMATING**
Crematory services involving the purification and reduction of the human body by fire. Typical uses include crematories and crematoriums.
3. **UNDERTAKING**
Undertaking services such as preparing the dead for burial and arranging and managing funerals. Typical uses include funeral homes and mortuaries.

80-805-04-N. GASOLINE AND FUEL SALES

A building or portion of a building used for offering for sale at retail to the public, fuels, oils and accessories for motor vehicles, where repair service and automobile washing is incidental, where no storage or parking space is offered for rent and where no motor vehicles or boats are offered for sale or rent.

80-805-04-O. LODGING

Provision of lodging services on a temporary basis with incidental food, drink and other sales and services intended for the convenience of guests. The following are lodging use types:

1. **BED AND BREAKFAST**
A detached house in which the owner offers overnight accommodations and meal service to guests for compensation.
2. **HOTEL/MOTEL**
An establishment, other than a detached house, in which short-term lodging is offered for compensation and that may or may not include the service of one or more meals to guests. Typical uses include hotels, motels and boarding houses.
3. **RECREATIONAL VEHICLE PARK**
A development site, parcel or tract of land designed, maintained or intended to be used for the purpose of providing short-term accommodation—no more than 30 days—for placement of two or more recreational vehicles, include all buildings used or maintained for the use of the occupants in the recreational vehicle park.

80-805-04-P. MEDICAL SERVICE

Personal health services including prevention, diagnosis and treatment, rehabilitation services provided by physicians, dentists, nurses and other health personnel and medical testing and analysis services. Typical uses include medical and dental offices, medical/dental laboratories, health maintenance organizations, blood banks, plasma centers and government-operated health centers. Excludes use types more specifically classified, such as hospitals.

Commentary: Commercial plasma centers where individuals donate blood or plasma in exchange for compensation are generally regulated more strictly than other medical service uses.

80-805-04-Q. OFFICE

Professional, governmental, executive, management or administrative offices of private organizations or government agencies. Typical uses include government offices, administrative offices, legal offices and architectural firms.

80-805-04-R. PARKING, NON-ACCESSORY

Parking that is not provided to comply with minimum off-street parking requirements and that is not provided exclusively to serve occupants of or visitors to a particular use, but rather is available to the public at-large. A facility that provides both accessory parking and non-accessory parking is classified as non-accessory parking.

80-805-04-S. PERSONAL IMPROVEMENT SERVICE

Informational, instructional, personal improvement and similar services of a nonprofessional nature. Typical uses include hair salons, barber shops, beauty shops, nail salons, health clubs, yoga or dance studios, driving schools and martial arts studios.

80-805-04-T. REPAIR OR LAUNDRY SERVICE, CONSUMER

Provision of repair, dry cleaning or laundry services to individuals and households, but not to firms. Excludes vehicle and equipment repair. Typical uses include laundry/dry cleaning drop-off stations (with no dry cleaning on the premises), hand laundries, appliance repair shops, locksmiths, shoe and apparel repair and musical instrument repair.

80-805-04-U. REUSE OF HISTORIC STRUCTURE

The reuse of an existing structure on the National Register of Historic Places or locally designated as a landmark.

80-805-04-V. RESIDENTIAL SUPPORT SERVICES

Commercial uses provided primarily to serve the needs of residents in large, multi-unit residential buildings or residents within the immediate area. The following are considered residential support services:

1. Restaurants;
2. Financial services, except pawnshops, consumer loan agencies and payday loan stores;
3. Food and beverage retail sales;
4. Medical service (other than blood/plasma center);
5. Offices;
6. Personal improvement service; and
7. Retail sales establishments.

80-805-04-W. RETAIL SALES

Businesses involved in the sale, lease or rent of new or used products, merchandise to consumers. Typical uses include drug stores, grocery stores, department stores and apparel stores.

80-805-04-X. SPORTS AND RECREATION, PARTICIPANT

Provision of sports or recreation primarily by and for participants. (Spectators would be incidental and on a nonrecurring basis). Examples include bowling alleys, skating rinks, billiard parlors driving ranges and miniature golf courses, shooting and archery ranges, batting cages, and go-cart tracks.

80-805-04-Y. VEHICLE SALES AND SERVICE

Sales of motor vehicles or services related to motor vehicles. The following are vehicle sales and service use types:

1. **CAR WASH/CLEANING SERVICE**
A building or site containing facilities for washing automobiles. It may use automatic production line methods—a chain conveyor, blower, steam cleaning device, or other mechanical device—or it may provide space, water and equipment for hand washing, cleaning or detailing of automobiles, whether by the customer or the operator.
2. **HEAVY EQUIPMENT SALES/RENTALS**
Sale, retail or wholesale and/or rental from the premises of heavy construction equipment, trucks and aircraft, together with incidental maintenance. Typical uses include heavy construction equipment dealers and tractor trailer sales.
3. **LIGHT EQUIPMENT SALES/RENTALS**
Sale, retail, wholesale, or rental from the premises of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, recreational vehicles and boat dealers, together with incidental maintenance. Typical uses include automobile and boat dealers, car rental agencies and recreational vehicle sales and rental agencies.
4. **MOTOR VEHICLE REPAIR, LIMITED**
 - (a) A vehicle repair establishment that provides lubrication and/or checking, changing, or additions of those fluids and filters necessary to the maintenance of a vehicle. Customers generally wait in the car or at the establishment while the service is performed. Examples include quick lube services.
 - (b) Also included vehicle repair establishments that provide replacement of passenger vehicle parts or repairs that do not involve body work or painting or require removal of the engine head or pan, engine transmission or differential. Examples include tire, muffler and transmission shops.
5. **MOTOR VEHICLE REPAIR, GENERAL**
Any vehicle repair activity other than “minor vehicle repair.” Examples include repair or servicing of commercial vehicles or heavy equipment or body work, painting, or major repairs to passenger vehicles.
6. **VEHICLE STORAGE AND TOWING**
Storage of operating motor vehicles or vehicle towing services. Typical uses include towing services, private parking tow-aways (tow lots), impound yards and fleet storage yards. Includes the use of a site for temporary storage of motor vehicles for a period of not more than 15 days, not including temporary storage facilities for vehicles that are to be sold, rented, salvaged, dismantled, repaired or returned to owners upon payment of towing and storage fees.

80-805-05 INDUSTRIAL USE GROUP

The industrial use group includes uses that produce goods from extracted materials or from recyclable or previously prepared materials, including the design, storage and handling of these products and the materials from which they are produced. It also includes uses that store or distribute materials or goods in large quantities. The industrial use group includes the following use categories:

80-805-05-A. JUNK/SALVAGE YARD

An open area where waste or scrap materials are bought, sold, exchanged, stored, baled, packed, disassembled, or handled, including but not limited to scrap iron and other metals, paper, rags, rubber tires and bottles. A junk or salvage yard includes an auto wrecking yard, but does not include waste-related uses or recycling facilities.

1. AUTO WRECKING

The collecting and dismantling or wrecking of used motor vehicles or trailers, or the storage, sale or dumping of dismantled, partially dismantled, obsolete or wrecked motor vehicles or their parts.

80-805-05-B. MANUFACTURING, PRODUCTION AND INDUSTRIAL SERVICES**1. ARTISAN**

On-site production of goods by hand manufacturing, involving the use of hand tools and small-scale, light mechanical equipment. Typical uses include woodworking and cabinet shops, ceramic studios, jewelry manufacturing and similar types of arts and crafts or very small-scale manufacturing uses that have no negative external impacts on surrounding properties.

2. LIMITED

Manufacturing of finished parts or products, primarily from previously prepared materials. Typical uses include: catering establishments, printing and related support activities; machinery manufacturing; food manufacturing; computer and electronic product manufacturing/assembly; electrical equipment, appliance, component manufacturing/assembly; furniture and related product manufacturing/assembly; and other manufacturing and production establishments that typically have very few, if any, negative external impacts on surrounding properties.

3. GENERAL

(a) Manufacturing of finished or unfinished products, primarily from extracted or raw materials, or recycled or secondary materials, or bulk storage and handling of such products and materials. Typical uses include: textile mills; textile product mills; apparel manufacturing; leather and allied product manufacturing; wood product manufacturing; paper manufacturing; chemical manufacturing; plastics and rubber products manufacturing; nonmetallic mineral product manufacturing; transportation equipment manufacturing; primary metal manufacturing; and fabricated metal product manufacturing.

(b) Industrial service firms engaged in the repair or servicing of industrial or commercial machinery, equipment, products or by-products. Typical uses include: welding shops; machine shops; industrial tool repair; fuel oil distributors; solid fuel yards; laundry, dry-cleaning and carpet cleaning plants; and photofinishing laboratories. Excludes uses classified as "repair or laundry services."

4. INTENSIVE

Manufacturing of acetylene, cement, lime, gypsum or plaster-of-Paris, chlorine, corrosive acid or fertilizer, insecticides, disinfectants, poisons, explosives, paint, lacquer, varnish, petroleum products, coal products, plastic and synthetic resins and radioactive materials. Also includes smelting, animal slaughtering and oil refining.

80-805-05-C. MINING/QUARRYING

The extraction of mineral or aggregate resources from the ground for off-site use. Examples include quarrying or dredging for sand, gravel or other aggregate materials; mining; and oil and gas drilling.

80-805-05-D. RECYCLING SERVICE

Any building, portion of building or area in which recyclable material is collected, stored, or processed for the purpose of marketing the material for use as raw material in the manufacturing process of new, reused or reconstituted products.

1. LIMITED

A recycling facility in which recyclable materials are temporarily stored or collected, or processed by manual separation. (Note: consumer-oriented collection boxes for newspapers, cans and glass items are considered an accessory use and may be allowed in any zoning district.)

2. GENERAL

A recycling facility that, in addition to any activity permitted as part of a limited recycling service, engages in processing of recyclable materials such as cleaning, bundling, compacting or packing of recyclable materials.

80-805-05-E. RESIDENTIAL STORAGE WAREHOUSES

Storage or warehousing service within a building for individuals to store personal effects and for businesses to store materials for operation of an industrial or commercial enterprise elsewhere. Incidental uses in a residential storage warehouse may include the repair and maintenance of stored materials by the tenant; but in no case may storage spaces in a residential storage warehouse facility function as an independent retail, wholesale, business, or service use. Spaces may not be used for workshops, hobby shops, manufacturing, or similar uses. Human occupancy is limited to that required to transport, arrange and maintain stored materials.

80-805-05-F. WAREHOUSING, WHOLESALING AND FREIGHT MOVEMENT

Storage, wholesale sales and distribution of materials and equipment. Typical uses include storage warehouses, moving and storage firms, trucking or cartage operations, truck staging or storage areas, wholesale sales of materials and equipment to parties other than the general public.

80-805-05-G. WASTE-RELATED USE

Waste-related uses are characterized by the receiving of solid or liquid wastes from other users and sites for transfer to another location; by the collection of sanitary wastes, or other approved waste materials for on-site disposal; or by the manufacture or production of goods or energy from the composting of organic material.

1. DEMOLITION DEBRIS LANDFILL

A facility or site used for the disposal of demolition waste, construction materials, used building materials, brush, wood waste, soil, rock, concrete and inert solids soluble in water.

2. SOLID WASTE SEPARATION FACILITY

A facility where mixed municipal solid waste is separated into recovered materials and other components either manually or mechanically and further processed for transporting to other facilities, including a solid waste disposal area.

3. TRANSFER STATION

A facility for the transfer and packing of solid waste from smaller collecting vehicles to larger transport vehicles.

80-805-06 OTHER USE GROUP

The "other" use group includes the following:

80-805-06-A. AGRICULTURE, CROP

The use of land for the production of row crops, field crops, tree crops; timber, bees, apriary products, or fur-bearing animals.

80-805-06-B. AGRICULTURE, ANIMAL

The feeding, breeding, raising or holding of cattle, swine, poultry or other livestock, whether held in a confinement area or open pasture.

80-805-06-C. WIRELESS COMMUNICATION FACILITY

Facilities related to the use of the radio frequency spectrum for the purposes of transmitting or receiving radio signals, and may include, but is not limited to radio towers, television towers, telephone exchanges, micro-wave relay towers, telephone transmission equipment buildings, commercial mobile radio service facilities or other personal wireless services (such as cellular, personal communication service [PCS], paging, specialized mobile radio [SMR], and other similar services). This use category includes all associated equipment unless the written context clearly indicates that another meaning is intended. The term "associated equipment" is to be read broadly and in context. Associated equipment may include, but is not limited to: antenna, equipment shelter or platform, lighting, monopole tower, mounting hardware, supporting electrical or mechanical equipment, access road, and guy system.

1. CO-LOCATED FACILITY

A wireless telecommunication facility that is attached to an existing pole, tower, or other structure including, but not limited to, a structure that can accommodate the future installation of 2 or more antenna systems.

2. FREESTANDING FACILITY

A new tower, monopole, or other unattached structure erected to support wireless communication antennas and connecting appurtenances.

Forestry Operations Approved and Restricted Tree List

Preferred Street and Boulevard Trees

COLUMNAR (trees with mature spread of less than 15'-20')

Sugar Maple (<i>Acer saccharum</i> 'Endowment') - Med
Ginkgo (<i>Ginkgo biloba</i> 'Princeton Sentry')- Lg
Tuliptree (<i>Liriodendron tulipifera</i> 'Fastigiatum') - Lg
White Oak, Crimson Spire (<i>Quercus alba</i> x <i>robur</i>) - Med
White Oak, Regal Prince (<i>Quercus bicolor</i> 'Long') - Lg
European Hornbeam (<i>Carpinus betulus</i> 'Fastigiata') - Med
Zelkova (<i>Zelkova serrata</i> 'Musashino') - Med

SMALL (trees with mature height of less than 30')

Amur Maple (<i>Acer ginnala</i>)
Tatarian Maple (<i>Acer tataricum</i> 'Summer Splendor')
Paperbark Maple (<i>Acer griseum</i>)
Pacific Sunset Maple (<i>acer</i> x 'Warrenred')
Redbud (<i>Cercis reniformis</i> 'Oklahoma')
Whitebud (<i>Cercis canadensis</i> 'alba')
Pear (<i>Pyrus calleryana</i> , 'Cleveland Select')
White Dogwood (<i>Cornus florida</i>)
American Hornbeam (<i>Carpinus caroliniana</i>)
Lilac (<i>Syringa reticulata</i> , 'Japanese Tree Lilac')

MEDIUM (trees with mature height of less than 40')

Norwegian Sunset Maple (<i>Acer</i> x 'Keithsform')
Norway Maple (<i>Acer platanoides</i> 'Emerald Queen')
Norway Maple (<i>Acer platanoides</i> 'Crimson King')
Locust (<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Imperial')
American Hophornbeam (<i>Ostrya virginiana</i>)
Overcup Oak (<i>Quercus lyrata</i>)
Hedge Maple (<i>Acer campestre</i>)
Elm (<i>Ulmus propinqua</i> 'JFS-Beirberich' Emerald Sunshine)
Elm (<i>Ulmus carpinifolia</i> x <i>parvifolia</i> 'Frontier')

LARGE (trees with mature height of more than 40')

Red Maple, Autumn Blaze (<i>Acer x freemanii</i>) 'Jeffsred'
Red Maple, Red Sunset (<i>Acer rubrum</i> 'Red Sunset')
Tuliptree (<i>Liriodendron tulipifera</i>)
Swamp White Oak (<i>Quercus bicolor</i>)
Northern Red Oak (<i>Quercus rubra</i>)
Ginkgo (<i>Ginkgo biloba</i> 'Autumn Gold')
Silver Leaf Linden (<i>Tilia tomentosa</i>)
Caddo Maple (<i>Acer saccharum</i> 'Autumn Splendor')
Bald Cypress (<i>Taxodium distichum</i>)
Shumard Oak (<i>Quercus shumardii</i>)
Locust (<i>Gleditsia triacanthos</i> var. <i>inermis</i> 'Shademaster')

Restricted Street and Boulevard Trees (Do not plant)

Sweetgum, all fruit bearing (<i>Liquidambar styraciflua</i>)
Ginkgo, female (<i>Ginkgo biloba</i>)
Ash, all (<i>Fraxinus</i> spp)
Silver Maple (<i>Acer saccharinum</i>)
Bradford Pear (<i>Pyrus calleryana</i>)
Boxelder (<i>Acer negundo</i>)
Locust, all thorny varieties (<i>Robinia pseudoacacia</i>)
Golden Raintree (<i>Koelreuteria paniculata</i>)
Elm, all non-dutch elm disease resistant (<i>Ulmus</i> spp)
Cottonwood (<i>Populus deltoides</i>)
Tree-of-Heaven (<i>Ailanthus alissima</i>)
Austrian Pine (<i>Pinus nigra</i>)
Scotch Pine (<i>Pinus sylvestris</i>)

Approval Process for Waivers and Modifications

of Boulevard and Parkway Standards

General Authority: By charter, the Board of Parks and Recreation Commissioners are given the authority to manage the property used for boulevards and parkways, parks and park roads and streets and the right of way as platted in each instance.

Proposed improvements within Park Right of Way or property: For any proposed improvement which in any way changes an existing boulevard or parkway or any Parks and Recreation property, a review of such improvement is required.

Improvements in Compliance

If the proposed improvement complies with the standards as set out in this document, the review process will include:

1. Submission of application regarding proposed improvement to Parks and Recreation Development Review Committee, which may include a map and other drawings or graphic information if necessary to appreciate the proposed improvement.
2. Development Review Committee may request information about any proposed improvement, including traffic impact, impact on residential property in the surrounding area, how change may impact pedestrian access to the right of way, and other use and safety considerations. The Development Committee may also ask the applicant to review the aesthetic impact of how an improvement will impact the area surrounding the proposed improvement.
3. If a proposed improvement requires review of other City entities in addition to the Parks and Recreation Department, all efforts will be made to first include other impacted departments in the Parks review process. If that accommodation is not feasible, the Parks department staff will attempt to attend City Planning and Development Reviews.

4. If a proposed improvement, made in accordance with Boulevard and Parkway standards, is approved by the Parks Development Review Committee, no further Parks Department action is required.

5. If a proposed improvement is denied at the Development Review Committee level, or modified in a way which is unacceptable to the applicant, the applicant is permitted to appeal to the Board of Parks and Recreation Commissioners for their consideration.

Improvements Not in Compliance

If the proposed improvement does not comply with the standards as set out in this document, the review process will include review by the Parks Development Review Committee as well as review by the Board of Parks and Recreation Commissioners.

Steps 1 through 3 inclusive shall be complied for this section as well.

If the applicant's proposed improvement does not comply with the Boulevard and Parkway standards, and if the Parks Development Committee approves of the proposal it must make a finding that the following conditions exist:

1. that there are special circumstances or conditions affecting the right of way property;
2. that the waiver or modification in the right of way is necessary for reasonable and acceptable development of the adjacent or abutting property and is not a greater modification or waiver than is required to allow reasonable and acceptable development of the applicant's property; and
3. that the granting of the waiver or modification will not be detrimental to the public welfare or injurious to other property in the vicinity in which the applicant's property is located.

If the Parks Development Committee makes a finding that the proposed changes to the right of way should be granted, the matter is then referred for docketing to the Board of Parks and Recreation Commissioners for their consideration. The recommendation of the Development Committee, in addition to the Board's own finding of the conditions above must be included as a part of the consideration resolution.

If the Parks Development Committee declines to approve a request which does not comply with the standards, that recommendation shall reference the above stated conditions. This refusal to approve may be appealed to the Board of Parks and Recreation Commissioners upon applicant's request and the Board will make a finding on the conditions as a part of the consideration resolution.