

I. THE PLAN

More so than in any other community in the Kansas City metropolitan area, Downtown Kansas City, Kansas and the neighborhoods that surround it are intimately tied together. Downtown Kansas City, Kansas is at the heart of a community of distinct neighborhoods that form the foundational elements of the area. These neighborhoods and the Downtown have historically been a focal point for people exploring the territory, seeking freedom and desiring opportunity. Native American, European, African, Hispanic and Asian cultures, in the past and present, have influenced the evolution of Downtown and the surrounding neighborhoods. For this reason the people have indicated that **Downtown Kansas City, Kansas is "everyone's neighborhood."**

That phrase is a very telling phrase in the search for understanding how the Downtown has become what it is today. As "everyone's neighborhood" many civic and community institutions have made Downtown their home. As "everyone's neighborhood" Downtown has evolved in an opportunistic fashion. This plan continues to envision Downtown as "everyone's neighborhood" but in a more strategic manner.

Within the past decade several development efforts have shaped today's Downtown including the EPA Building, the Board of Public Utilities Building, the



Minnesota Avenue

Federal Courthouse and a new hotel to name a few. These efforts have been positive additions to Downtown and the momentum of these successful projects and other development efforts in Wyandotte County have fueled a community passion for advancing Downtown in the future. The recently completed Retail Market Analysis points to more development capacity within Downtown. But, what will be the guiding vision for these projects? And how will they tie together?



Granada Theater

This Downtown Master Plan is intended to serve as the vision and development framework that can guide future actions in a manner that answers these questions. This plan not only applies to government actions, but most importantly guides actions by public/private partnerships, the private sector, and community, neighborhood, and individual residents of Kansas City, Kansas as they work to improve Downtown. Therefore, the plan is the result of determining a vision related to existing assets, potential opportunity and the leveraging of future opportunities in a strategic manner.

This plan is not about the continuation of existing trends, or about merely planning for development or facilities that will support existing activities and patrons. Instead it is about implementing a vision and leveraging significant public and private investment over time. Furthermore, this plan is about the creation of a vibrant successful place where people come to enjoy an evening, attend an event, work, experience something new or unique, or spend a portion of their life enjoying the community.

To accomplish this vision, let there be no doubt that the community as a whole must be willing to work together over an extended period of time. But it is that commitment in pursuit of a vision that truly makes a community great.

Downtown Kansas City Kansas is "everyone's neighborhood". Everyone is a stakeholder and everyone needs to work together to accomplish this vision.

A. VISION

The vision statement for this plan was created to recognize the importance of the regional context in which Downtown exists, and the diversity of people that influence this unique place. In support of the vision statement, value statements

have been identified to recognize those specific values that are important to the community as it seeks to achieve the vision for Downtown. The vision and values identified provide a solid foundation from which the Downtown Kansas City, Kansas Master Plan has been built upon.

1. VISION STATEMENT

“Create a vibrant downtown that is diverse – economically, physically and culturally - in its function and unique in its context, seizing the opportunities created by its location and people.”

2. VALUE STATEMENTS

Community Assets - Embrace and incorporate architectural, geographic, cultural and recreational community assets to provide a cornerstone for downtown revitalization.

Place Diversity - Encourage and promote the cultural, historic and ethnic diversity unique to Downtown and surrounding neighborhoods by maximizing opportunities created by such diversity.

Safety and Image - Acknowledge and proactively address negative perceptions and realities tied to safety, cleanliness and image.

History of Place - Protect and promote the local and regionally significant historical assets of Downtown Kansas City, Kansas and Wyandotte County. *(See Table)*

Connections - Promote movement through a variety of transportation methods within downtown and between the adjacent neighborhoods.

Historic Landmarks in Downtown

Structure	Year Constructed
1. Huron Indian Cemetery	1843 et seq.
2. Strawberry Hill Museum	1887 et seq.
3. Seventh Street Methodist Episcopal Church	1887-88
4. St. Mary’s Catholic Church	1890-1903
5. Maunder Residence	1895
6. Scottish Rite Temple	1908-09
7. Old Kansas City, Kansas City Hall	1910-11, 1929-30, 1938
8. Winkler’s jewelry Store Clock	1914
9. Huron Building	1922-24
10. Memorial Hall	1923-25, 1935-37
11. Wyandotte County Courthouse	1925-27, 1930
12. The Granada Theater	1928-29
13. Kansas City, Kansas Fire Headquarters	1929-30
14. Huron Place Historic District	1843 et seq.

Location - Take full advantage of the central geographic location of Downtown within the context of the metropolitan area.

Vitality - Improve the vitality of Downtown through the creation of an influx of people seeking housing, employment, commerce, entertainment and arts, education, and regional destination opportunities.

Infrastructure and Facilities - Plan, provide and maintain efficient and effective infrastructure and facilities that promote sustained development, connect neighborhoods and centers, are aesthetically pleasing and environmentally sound, and evoke community pride.

Economic Development - Create an economic environment that attracts business, encourages entrepreneurship and seeks diversified employment growth and opportunities that support surrounding neighborhoods and draw people into downtown.

B. PRINCIPLES FOR CREATING SUCCESSFUL PLACES

The following principles include both physical and perceptual items that define a successful place whether it is a downtown or a neighborhood or some other part of a community. These general principles, in concert with the vision and value statements, serve as the foundation for creation of the land use, mobility and design frameworks depicted in the plan. Additionally, the vision, values and principles are linked to the strategic actions in **Chapter II: Plan Implementation**.

Create an Organizing Structure - The primary physical elements of organization, defining both private and public space, addressed in this plan are streets, blocks, buildings and open space.

Foster a Distinctive Identity - This plan is intended to encourage a distinctive, yet complementary, identity that will establish this area as a vibrant piece of Kansas City, Kansas, Wyandotte County and the metropolitan area. The history and historic elements of downtown should provide a foundation for one of many potential distinct characteristics of downtown.



Big 11 Lake

Encourage Variety and Interest - This plan promotes and encourages a mixture of uses and development patterns or styles to create experiences that are interesting and inviting.

Ensure Visual and Functional Continuity - The general design guidelines for public and private improvements in this plan have left opportunity for creativity and flexibility, yet they promote continuity within the Downtown.

Maximize Convenience - The mobility framework of this plan establishes connections and linkages to allow for convenience and movement of people via multiple methods (i.e. transit, pedestrian, vehicular) in Downtown.

Provide for Comfort and Safety - The recommendations in this plan focus on providing safe and comfortable experiences, and on giving people reasons for staying in Downtown Kansas City, Kansas for extended periods of time.

Emphasize High Quality – Because successful places are most often places that have enduring qualities, this plan encourages quality development that will define the place and ensure the long-term viability of the area.

Provide Mixed-use Development - The provision of mixed-use development in this plan provides the opportunity to live, work, shop and play in Downtown Kansas City, Kansas.

C. THE DOWNTOWN MASTER PLAN

For the purpose of this plan, Downtown Kansas City, Kansas is defined as the area generally bounded by Nebraska and Washington Avenues on the North, the Kansas River and 3rd Street on the East, Sandusky and Armstrong Avenues on the South and 18th Street on the West (***Figure I-1***). The plan is based on the philosophy that land use, mobility and design are interdependent elements for future planning and development of Downtown.

In light of the vision, values and principles described previously, several key assumptions are reflected in this master plan –

- *Downtown is the primary community destination point east of I-635 in Wyandotte County.*
- *Downtown will develop in a manner that respects the qualities of and maintains an intimate tie to the adjacent neighborhoods.*
- *Downtown will be a regional destination for community events and activities, employment and living options, and be served by effective transit.*
- *Cultural and community heritage will be celebrated in Downtown.*
- *A willingness to create effective partnerships will prevail in seeking solutions that will create unique places and opportunities in Downtown*

The Downtown Master Plan (*Figure I-2*) is comprised of three frameworks:

1. Land Use
2. Mobility
3. Design

It is important that these frameworks are supportive of one another in order to achieve the vision.

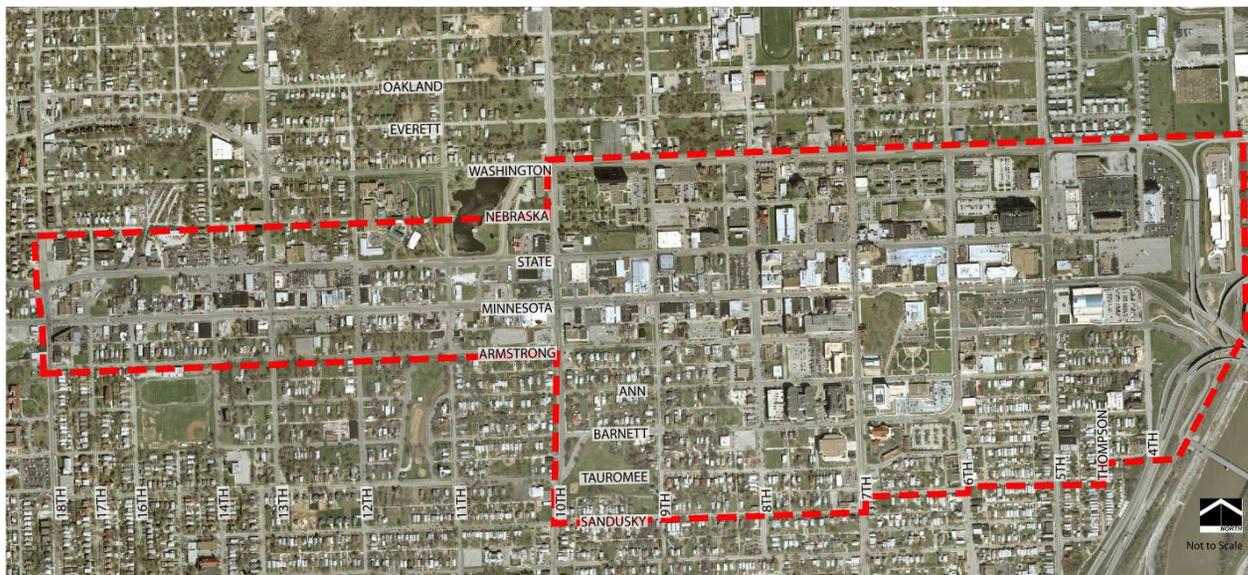


Figure I-1: Study Area Map

Source: Gould Evans Associates

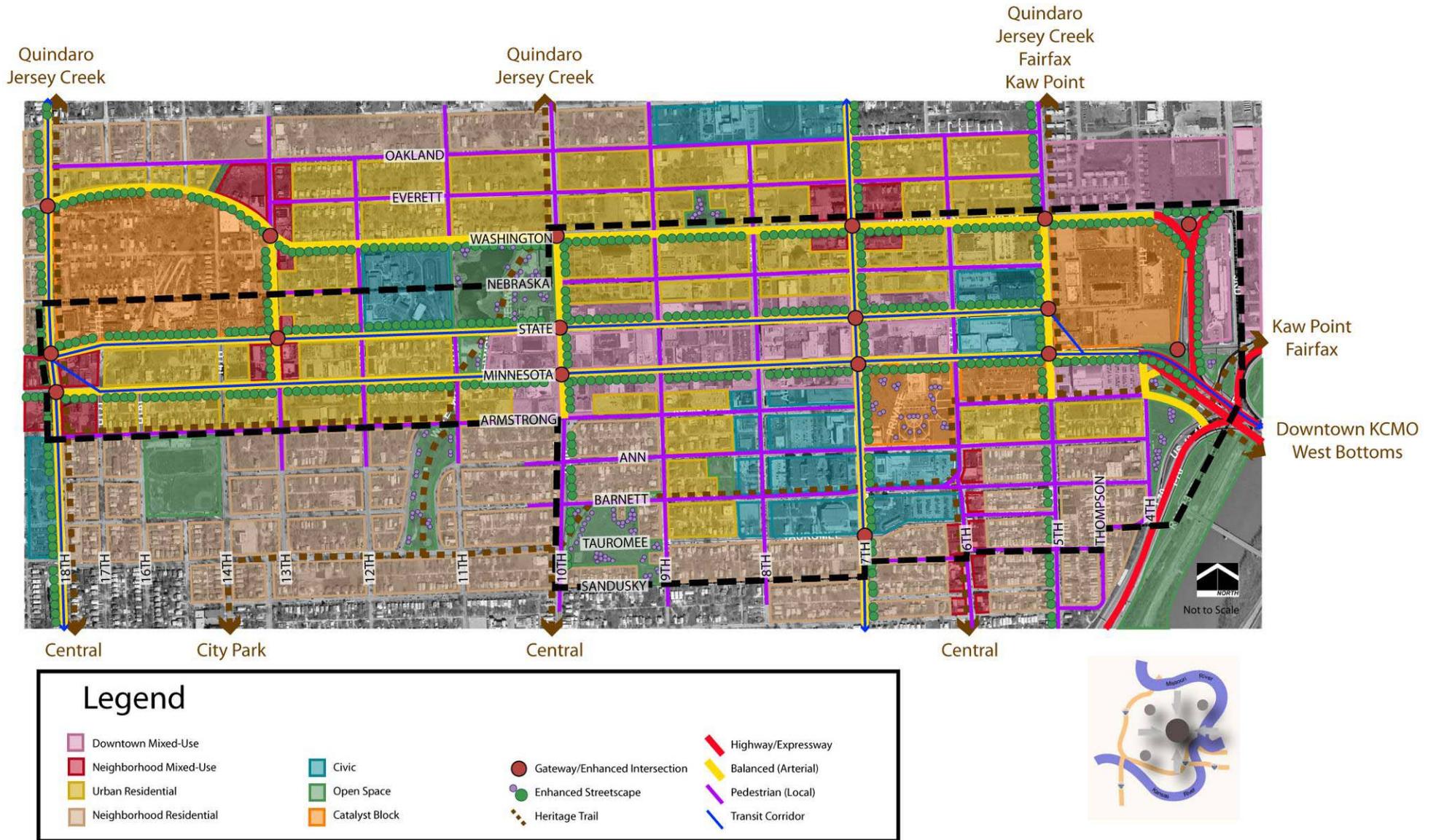


Figure I-2: Downtown Master Plan Map
 Source: Gould Evans Associates

DOWNTOWN MIXED-USE



Use Definition:

Multi-story buildings with commercial/retail uses at street level preferred, with office uses and some residential uses above. Office uses may be allowed on first floor but should not dominate any block face. Similarly, access to residential uses is allowed at street level but residential units themselves are not. Live/work units with commercial/retail on the first floor and residential above are allowed if the work units on the first floor contribute to the commercial/ retail nature of the block.



Character:

- Mixed-use multi-story parking structures
- Pedestrian amenities and spaces – plazas, mid-block walkways, enhanced crosswalk, streetscape furnishings
- Outdoor café and display area to allow periodic extension of business activity outdoors
- Multi-story, mixed-use buildings
- Alley access for limited surface parking, services and equipment
- Transit – local and regional availability
- Maximized on-street parking
- Zero building set-back, except to allow entry, plaza, small park or outdoor use spaces





NEIGHBORHOOD MIXED-USE



Use Definition:

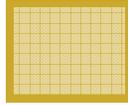
Commercial/retail and/or office uses at street level with residential and or office uses above. Access to residential uses is allowed at street level. Live/work units with work space on the first floor and living space above are allowed. Buildings are typically 1 to 3 stories with multi-story buildings preferred.

Character:

- Buildings anchored at highly visible intersections
- Uses that primarily support surrounding neighborhoods
- Maximized on-street parking opportunity near-by
- Surface parking behind structures with alley or shared access points
- Dedicated parking for residential uses
- Transit stops and transfer points associated with this use



URBAN RESIDENTIAL



Use Definition:

Higher density residential, 12 units per acre or greater, in an urban format (typically attached units – townhomes/stacked flats). Detached patio homes/zero lot line or single family homes may be acceptable based upon density, design and location. Live/work units with commercial/retail/office on the first floor and residential above are allowed at the corners of blocks and if they do not deter from the residential character of the neighborhood. Institutions including schools and churches would be allowed within the urban residential land use designation.

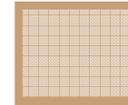
Character:

- Front setbacks to accommodate stoops, porches and small yard spaces
- On-street parking available
- Alley access for dedicated parking integrated with building design
- Neighborhood scale civic uses encouraged
- Highly walkable pedestrian scale streets and buildings
- Neighborhood mixed-use locations provide commercial support
- Small park, open spaces and courtyards created for use by residents





NEIGHBORHOOD RESIDENTIAL



Use Definition

Single-family residential uses at a density of 6 to 12 units per acre. In areas adjacent to urban residential or mixed-use land uses attached units may be appropriate, but should not exceed 12 units per acre. This category is most applicable to the existing neighborhoods adjacent to downtown to reinforce the neighborhood pattern and promote infill development that is consistent with the existing development pattern and context. Twenty-five foot wide lots should be redeveloped within existing neighborhoods under the new ordinance.

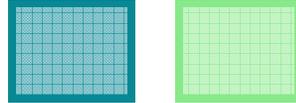
Institutional uses are allowed.

Character:

- Reinforced neighborhood character and context with proper infill design
- Primarily single family detached units (properly designed, duplex or four-plex allowable along collectors/arterials or as transitions from commercial or mixed-use development)
- Pedestrian scale buildings and walkable areas
- On-street parking/alley access for services/garages
- Front porches, yards and small park or community garden/gathering areas encouraged.



CIVIC & OPEN SPACE



Use Definition:

Civic –

Uses dedicated to public buildings and sites that have local, state and federal government functions or serve a public function.

Character:

Civic –

- Prominent, substantial, iconic structures showing stability and long term public investment
- Scale related to adjacencies and surrounding area (i.e. Downtown core, Neighborhood, etc.)



Open Space –

Park, recreation and open space that is for the use of the general public.

Open Space –

- Views and unique physical features preserved for public use
- Space designed and programs appropriately for primary use/context (i.e. Neighborhood, Community, Regional)
- Open spaces connected via public sidewalks and trails for maximized access and convenience
- Use design principles that create safe places.



The intent of the land use framework is to guide the future redevelopment of downtown and the surrounding neighborhoods. Future development should respect the urban form and context in which it occurs. Current procedures including the Urban Traditional Neighborhood Design and Small Lot code amendments support the land use framework to ensure future development is compatible and contextual within downtown. Redevelopment should occur in a planned manner addressing one-quarter, by area, of the block in which it is occurring. This will assist in establishing a development pattern that is efficient and consistent within downtown. Reuse or rehabilitation of existing facilities should happen on individual properties and should occur within the context of the surrounding blocks.

In addition to the land use designations, Downtown has been divided into 3 districts. In each district catalyst blocks have been identified and are viewed as critical to building momentum or achieving long term success within Downtown. Additional detail regarding the districts, specific desired use and development types or styles, and catalyst blocks can be found in ***Chapter II: Plan Implementation.***

2. MOBILITY FRAMEWORK

The Mobility Framework (***Figure I-4***) defines how people, using different modes of transportation (i.e. walking, bicycles, automobiles, and transit) will access and move throughout Downtown.

Additionally, the Mobility Framework takes into consideration the interface between development influences in and around the area. Therefore, the public right-of-way network must support the function of movement, the overall development pattern and the location of parking. The mobility framework has two primary functions.

- ***Create an integrated, multi-modal mobility system that includes all modes of transportation with parking; and***
- ***Create a balanced mobility system that serves the downtown and connects it to other areas of the city, county and metropolitan area.***

The Mobility Framework is comprised of five elements including streets, pedestrian connections, streetscape, transit and parking. All five elements work together to create the Mobility Framework that accommodates all modes of transportation to and within Downtown.

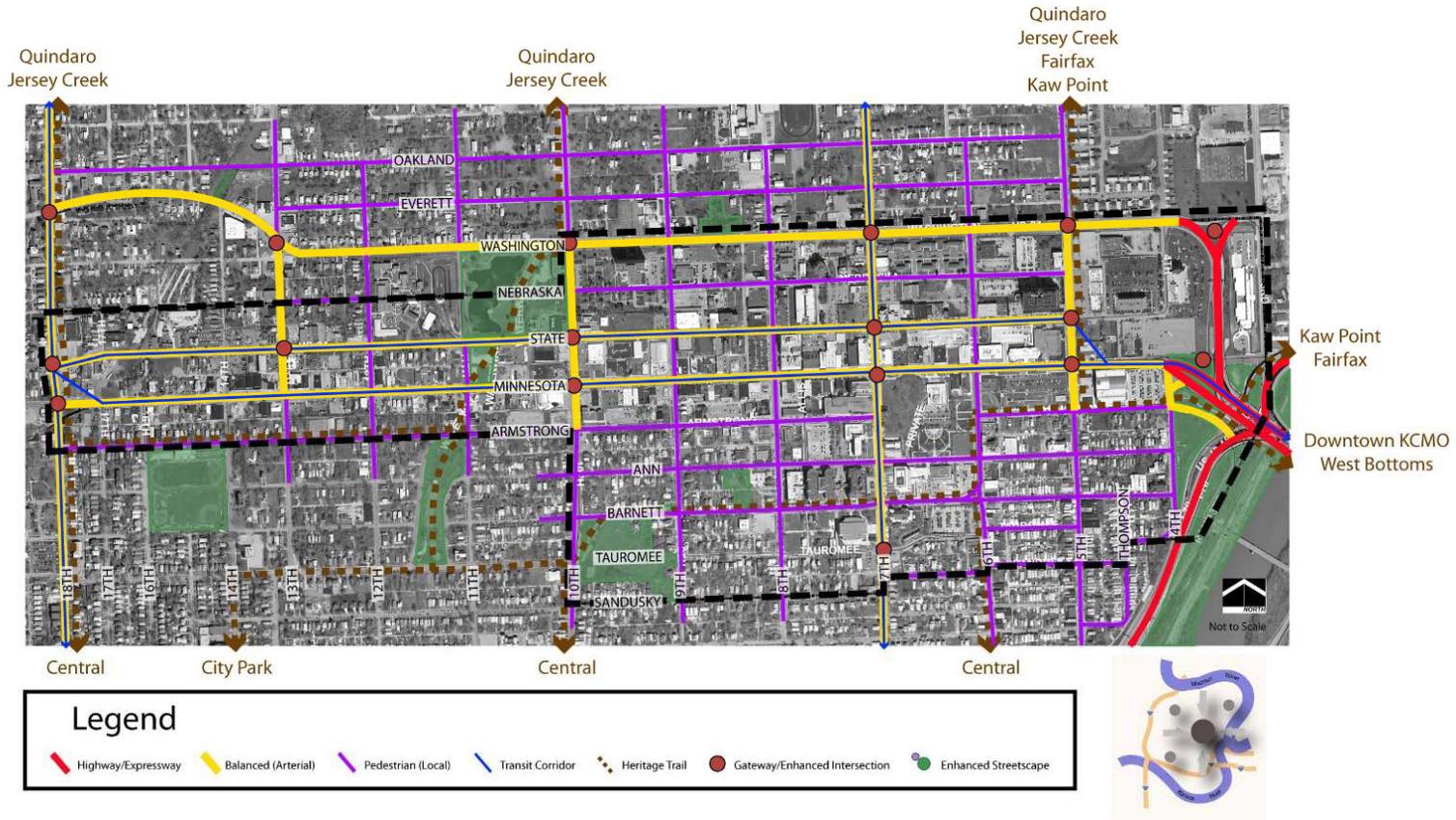


Figure I-4: Mobility Framework Map
Source: Gould Evans Associates

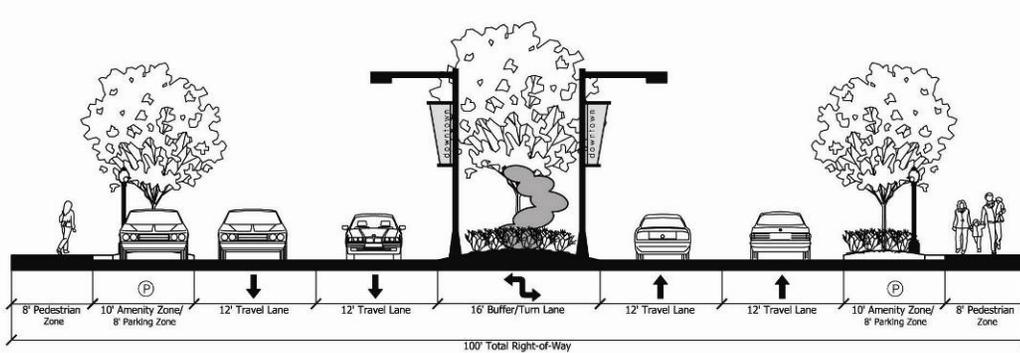


Figure I-5: Balanced Street Section - Washington

Source: Gould Evans Associates

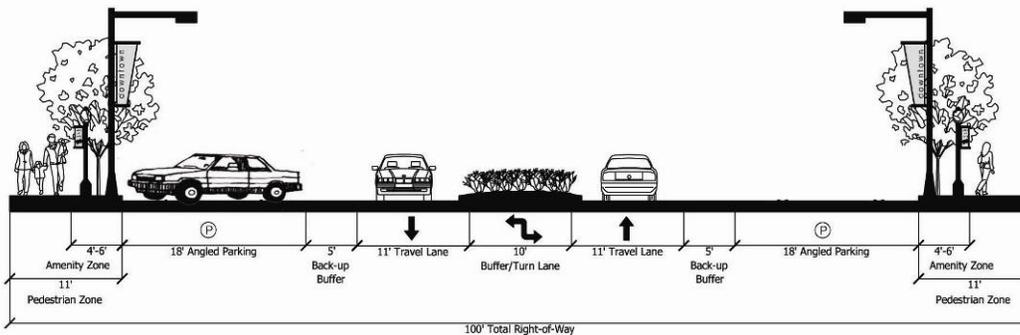


Figure I-6: Balanced Street Section – Minnesota (Core)

Source: Gould Evans Associates

a. Streets

The basic element in defining the Mobility Framework is the street right-of-way network. However, the streets in the Downtown are not only for moving automobiles, they are also for moving pedestrians, bicyclists, and transit users, thus creating an integrated and balanced street network that serves multiple modes of transportation. To create this integrated and balanced network, three types of streets have been identified. The general definition of each type is as follows.

Highway/Expressway – This category is limited in its application in the Downtown area, although the Mobility Framework recognizes that the eastern entryway into Downtown is via I-70 and US Highway 24. Thus the initial portions of those roadways are shown as highway/expressway. The master plan calls for landscape enhancement of the open space associated with these roadways, as well as gateway features at key locations in order to enhance the initial experience and sense of entry into this special place – Downtown Kansas City, Kansas. The characteristics for this type of street include:

- Limited/no access to roadway
- Prominent streetscape application – plantings, public art or other visual elements
- Gateway enhancements at entry point into Downtown and at Washington Avenue – significant features

Balanced Streets – This category accommodates automobile and pedestrian use, and serves as a primary corridor through the area. The balanced streets in the study area are Washington, State, Minnesota, 18th, 13th, 10th, 7th and 5th. These streets primarily consist of either 80 feet or 100 feet of right-of-way. In the case of Washington and Minnesota where the right-of-way is 100 feet there is the opportunity to create premiere urban boulevards. Typical cross-sections and planviews for this type of street are shown in **Figures I-5 through I-8**. A balanced street has many of the following characteristics:

- Two to four lane section, wide sidewalk, on-street parking, left turn lanes at key intersections or continuous in some locations
- Pedestrian and vehicular amenities are encouraged, such as planters, trees, separation from traffic, transit shelters, area banners, parking signage, etc.
- Crosswalks at all intersections, enhanced materials, signaled at key intersections with other balanced streets
- Primary transit routes with stops at intersections with other balanced and pedestrian streets (*See Transit section below for accommodations*)

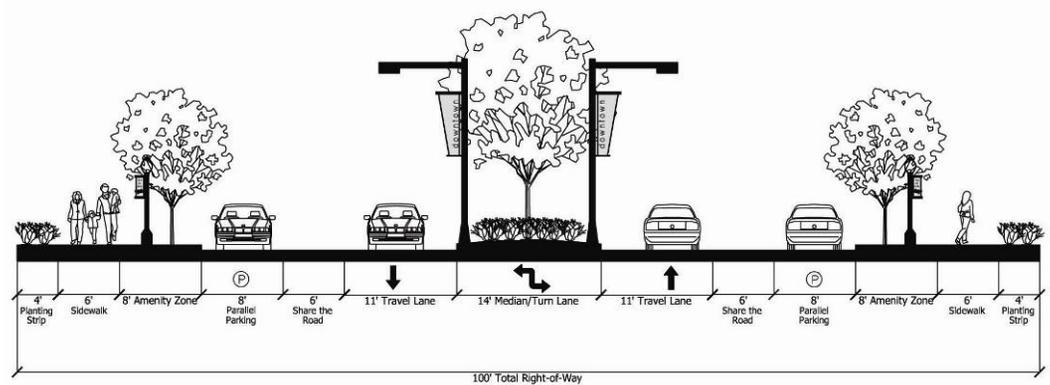


Figure I-7: Balanced Street Section – Minnesota (West End)
Source: Gould Evans Associates

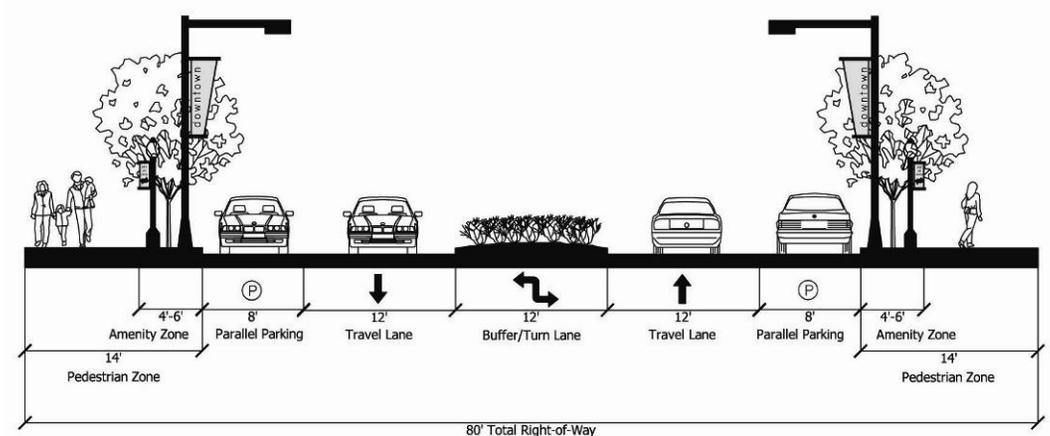


Figure I-8: Balanced Street Section – State Street
Source: Gould Evans Associates

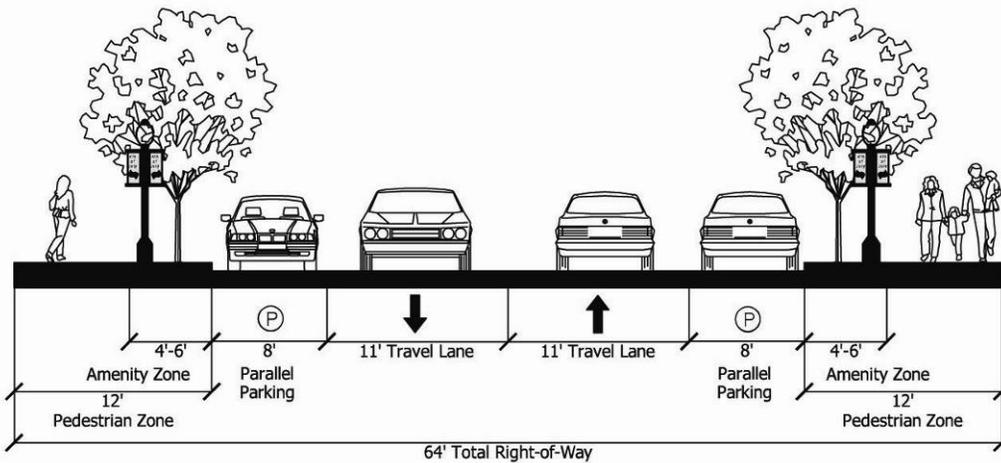


Figure I-9: Pedestrian Street Section (Typical)

Source: Gould Evans Associates

Pedestrian Streets – This category provides enhanced pedestrian routes and primarily supports mobility within Downtown (Figure I-9). These streets exist in a 64 foot right-of-way and are considered secondary vehicular traffic movers in Downtown. Transit facilities and routes would not typically be located on these streets. A pedestrian street would have many of the following characteristics:

- 2 lane section, wide sidewalks desirable, on-street parking required
- Enhanced pedestrian amenities – pedestrian lighting, signage, banners, benches, planters and trees, and trash receptacles
- Crosswalks – may incorporate crossing table, different paving material, signaled, etc.

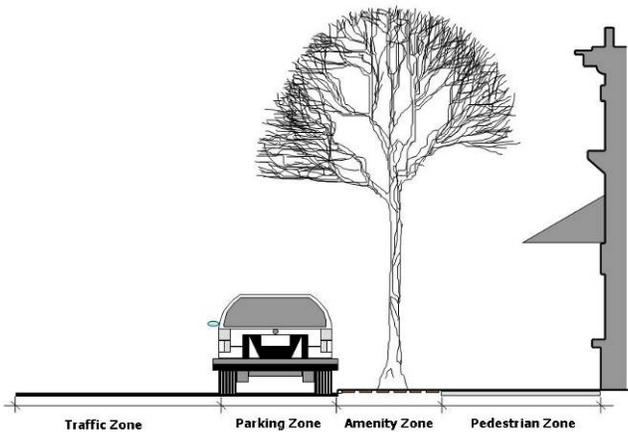


Figure I-10: Streetscape Zones

Source: Gould Evans Associates

b. Streetscape, Enhanced Intersections and Gateways

The term streetscape generally refers to elements and items located in the public domain of a right-of-way such as streets, trees, sidewalks, plantings, pedestrian amenities and on-street parking. In general the streetscape is divided into four zones (Figure I-10):

Traffic zone – Allows the movement of traffic to and through the area, should be unobstructed to vehicular traffic except at intersections. May also accommodate transit and bicycle functions.

Parking zone – Provides on-street, in-front parking opportunities and provides a buffer between pedestrians and moving cars. May be periodically intersected for transit, turning and other functions.

Amenity zone – Provides an additional buffer to the street with pedestrian oriented amenities such as street trees, lighting, benches, trash receptacles, kiosks, newspaper stands, public art and additional landscaping.

Pedestrian zone - Facilitates the movement of pedestrians and provides access to buildings. Should remain relatively clear of obstructions. In some instances seasonal amenities such as outdoor cafes, sidewalk sales and street vendors are allowed provided pedestrian movement is not compromised.

The elements and items in the streetscape for Downtown Kansas City, Kansas assist in defining its character. To further delineate a distinct, identifiable image and character for the Downtown, the plan proposes a hierarchy of streetscape related to the street designation and the intensity of the public right-of-way activity. The streetscape sections, previously shown in the plan, provide an idea of what a typical streetscape for each type of street might look like. Design details, element placements and specific themes or furnishings or plantings will need to be addressed at the next level of streetscape planning and design.

In relation to the streetscape as a defining element, specific intersections should be identifiable pieces of Downtown. Several key intersections are identified as gateways or enhanced intersections:

- Washington at 18th, 13th, 10th, 7th, 5th and at the curve to I-70.
- State at 18th, 13th, 10th, 7th, and 5th
- Minnesota at 10th, 7th, 5th, and I-70
- Tauromee at 7th

These intersections should be enhanced through physical design. In general, enhanced intersections should include:

- Enhanced crosswalks with different paving treatment and signalization to increase pedestrian comfort and use

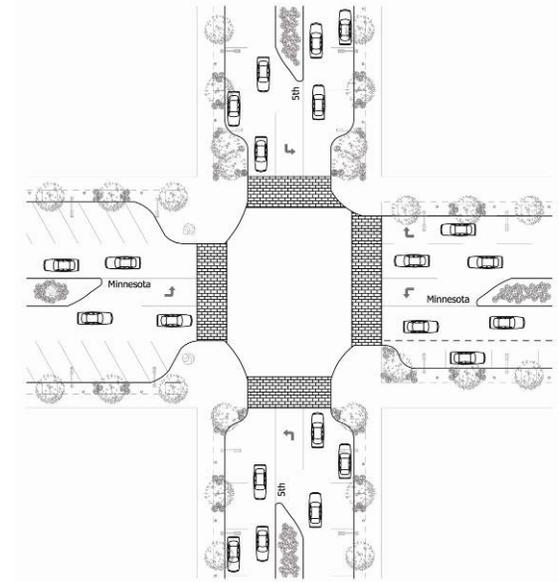


Figure I-11: 5th and Minnesota Intersection
Source: Gould Evans Associates

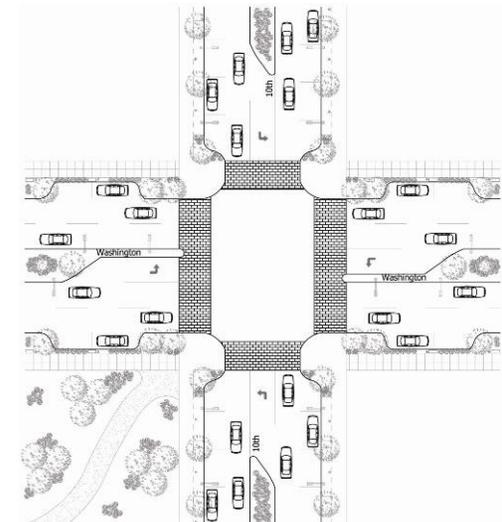


Figure I-12: 10th and Washington Intersection
Source: Gould Evans Associates

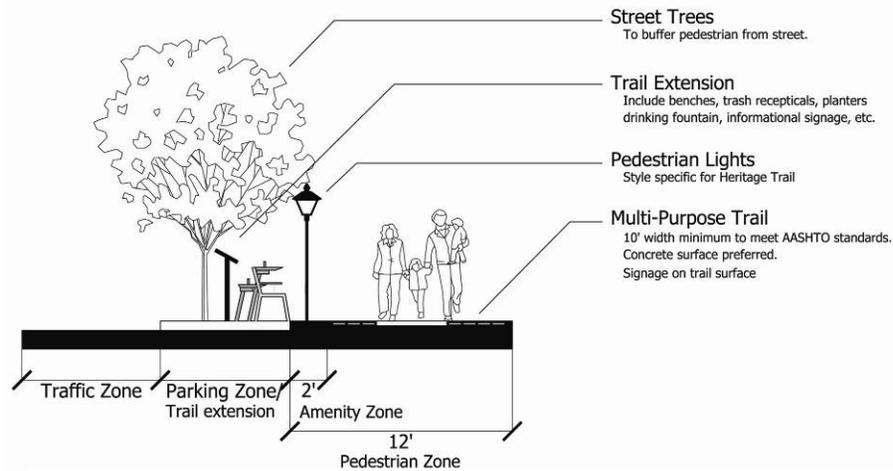


Figure I-13: Trail Section – On-street

Source: Gould Evans Associates

- Pedestrian amenities including benches, trash receptacles, lighting and planters or street trees
- Public art amenities and wayfinding elements or features
- Downtown, district and/or neighborhood gateway, entry or welcome monument signage feature where appropriate
- Transit accommodations where appropriate

Figures I-11 and I-12 provide examples of two typical enhanced intersection locations.

c. Pedestrian Connections

Another element of mobility consists of dedicated pedestrian connections. Often times these connections link places or destinations that people frequent within an area. Connections of these types are often themed and can tell a story as pedestrians walk along them. In this case the extension of the Riverfront Heritage Trail network provides an opportunity to develop both on-street and off-street pedestrian linkages (Figure I-13 & I-14) to a variety of Downtown and community destinations.

Riverfront Heritage Trail – provides a pedestrian connection between open space and points of interest in Downtown and the surrounding neighborhood and community sites. Currently, the Riverfront Heritage Trail traverses the West Bottoms and the Kansas River as it makes its way from Downtown Kansas City, Missouri to Downtown Kansas City, Kansas. The trail terminates at 6th and Armstrong. Extensions of this trail are proposed to connect Downtown with Kaw Point, Jersey Creek, Quindaro

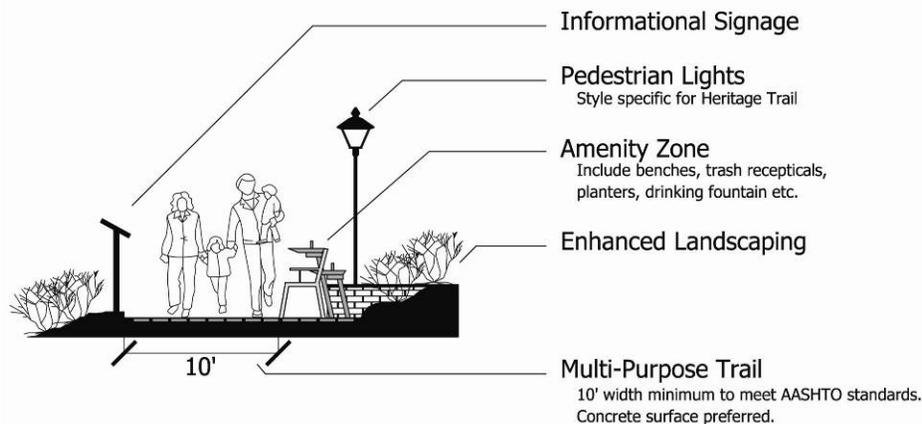


Figure I-14: Trail Section – Off-street

Source: Gould Evans Associates

Boulevard, Fairfax District, Central Avenue and City Park. The trail should have the following characteristics:

- Minimum 10' multi-use trail, off-road, where feasible
- Directional signage and pedestrian lighting.
- If themed, artistic monuments/markers portraying theme specifics or reflecting local heritage, historical or cultural events/sites/people
- Meet ADA, AASHTO standards for trail design

d. Transit

Transit creates important connections to and within Downtown. Transit is most effective when a critical mass of development is achieved and transit serves to connect people to jobs or commerce or other destinations of community importance. In Downtown Kansas City, Kansas transit has the opportunity to do all of this. The future location of transit services and facilities needs to be flexible and accommodate different transit technologies as they change from bus, to bus rapid transit, to light rail, to other technologies and methods.

Transit, based on the land use patterns and street network proposed, should operate on the balanced streets within Downtown. The balanced streets provide an opportunity to capture both commercial and employment traffic. These streets are also major connectors to other parts of the community. The accommodation of transit technologies such as light rail will require the reconfiguration of the balanced street sections. Changes may include removal of the median or a parking lane to accommodate transit and associated

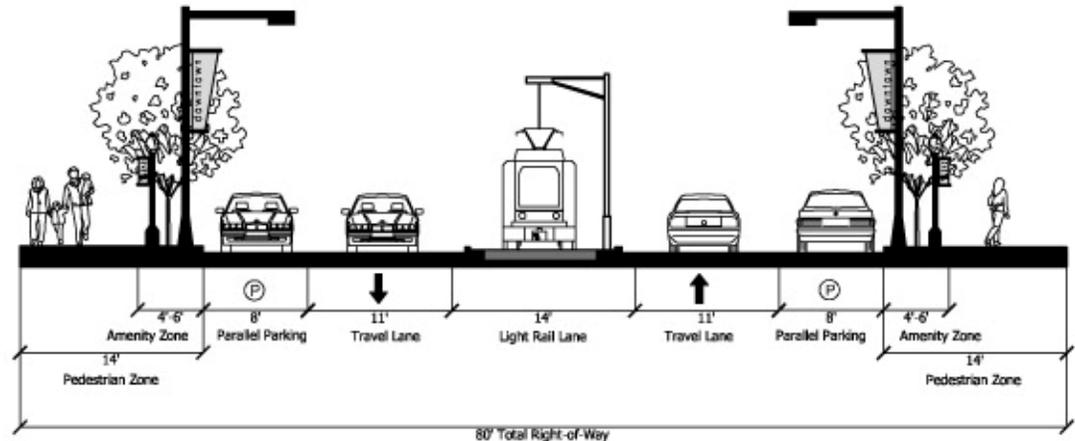


Figure I-15: Light Rail Street Section Concept – State Avenue
 Source: Gould Evans Associates

stops. It should also be noted that the 80 foot right-of-way on State Avenue will only accommodate a single lane of rail transit that would need to be paired with a second street (Minnesota Avenue) to provide service in the other direction. **(See Figures I-15 and 16: Light Rail Street Sections)**

Transit should also accommodate residential traffic at key intersections of balanced and pedestrian streets. The mobility network calls for transit accommodations on Minnesota and State to connect the Downtown and community east and west, and on 7th and 18th Streets to connect north and south.

(See Figure I-4: Mobility Framework) To make transit efficient and effective throughout downtown new technologies such as signal preemption should accommodate physical improvements. Signal preemption allows transit to preclude the normal traffic signal operation giving transit the right-of-way. This technology also increases the safety of transit by reducing conflict and collisions between transit and other modes of transportation.

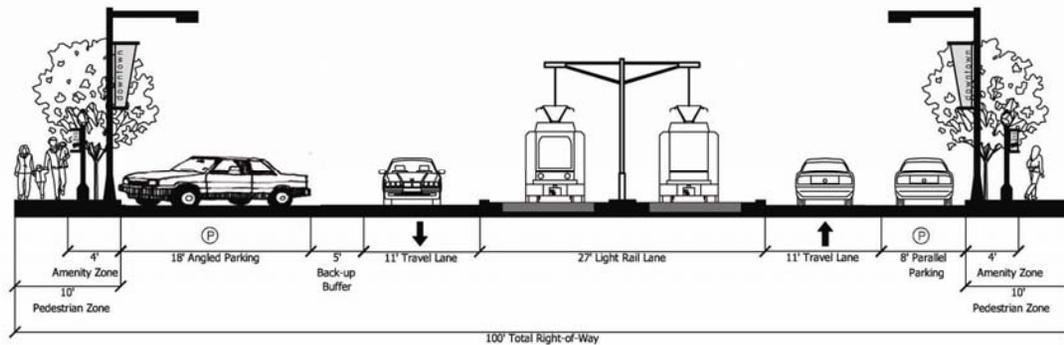


Figure I-16: Light Rail Street Section Concept – Minnesota Avenue

Source: Gould Evans Associates

The east/west routes are seen as larger regional connectors. Connections east are to Downtown Kansas City, Missouri and further east to the Truman Sports Complex. Connections west are to Kansas City, Kansas Community College and further to the speedway and Village West. The north/south routes are also seen as connectors. Connections north are to Quindaro, Jersey Creek and Fairfax. Connections south are to Central Avenue and Kansas University Medical Center. The intersections of these routes (north/south and east/west) are ideal locations for transfer points to ease the use of the transit system throughout the community.

In addition to the intersections of routes, major transit facilities may be associated with development at the major catalyst blocks near 5th and Minnesota, and 18th

and State. Such facilities would be integrated into the proposed development of these areas and could accommodate a variety of transit modes and multiple mode trips.

As a priority of redevelopment, the implementation of transit systems, beyond bus, should be planned for; physically as discussed above, and financially. The cost of light rail and other fixed-guideway systems is expensive. The community should begin to understand the magnitude of those costs and look at creative funding sources that can assist with implementation. In addition to federal assistance state and local money should be identified.

One local mechanism that is available is the creation of the Transportation Development District or TDD. A TDD is defined area in which an additional tax (i.e. sales tax) can be imposed to pay for transportation improvements. The creation of the district allows the collection of funds to pay for future improvements. One strategy would be to put a TDD in place now that would fund the creation of a light rail system in five to ten years. Downtown could be the start of a system that would eventually serve employment centers and destinations within Wyandotte County. A TDD is a single example of a funding mechanism, all sources should be investigated for their applicability to funding future transit needs of the community.

e. Parking

The amount, location and design of parking are integral components of the overall experience and perception of Downtown. As an urban space, it is important to note that much of the land in Downtown is too valuable to use as surface parking, especially along street frontages. A few simple principles for parking provision are represented in this master plan.

- The provision of on-street parking is maximized throughout Downtown, except to make accommodation for transit and pedestrian enhancements.
- Minimal curb cuts are made for surface or structured parking – shared access (ingress and egress) points and alley access to parking is preferred
- Surface parking in the East Bluff and Downtown Core Districts is discouraged

- Surface parking must meet design guidelines that reinforce an urban street front in the West End District and it is encouraged that it be located behind buildings or secondary frontages
- Structured parking should be located in mixed-use formats to maintain active street fronts
- Urban parking standards should be applied to on-site parking provisions with credits provided for on-street parking and participation in a parking district to create shared use facilities for public parking
- Residential development must have dedicated parking provided

3. DESIGN FRAMEWORK

The third framework, design, provides an organizing structure for addressing critical elements associated with the perceived character and identity of the area. A primary component of any redevelopment effort is the recognition of the context and urban environment in which the development occurs. This framework sets the stage for addressing design through guidelines (*see Appendix A*).

To address design throughout Downtown Kansas City, Kansas, three framework elements of design - *building envelope*, *street level design* and *character* - have been identified as critical to future development initiatives. These elements are addressed further in the district discussion in **Chapter II Plan Implementation**. Each element includes multiple components that assist in achieving the vision for Downtown. These design elements and features described and depicted apply to both public and private projects.

a. Building Envelope

The building envelope is the area in which structures can be built. In a Downtown or an urban setting, the building envelope is best defined by parameters related to setbacks and height. The character of an attractive and inviting Downtown is significantly shaped through the use of proper and consistent setback and height requirements.

Setback – defines the buildable area on the site using the front, rear and side setbacks and should encourage a continuous street front of buildings, except for plaza, courtyard, entry or other desired areas.

Height – defines the buildable volume on the site through a maximum or minimum number of stories or feet that is consistent with the surrounding development context. It should encourage full utilization of land by establishing minimum building heights.

b. Street Level Design

The character of a place is impacted by how structures and spaces are perceived and function in relationship to the street. Most people experience the place from the street; their perceptions and experiences are formed by what they see and experience while walking and driving in the place. Useable and welcoming outdoor spaces, pedestrian friendly façade qualities and well designed parking facilities promote comfort and safety within a successful urban place.

Outdoor Spaces – define outdoor activity spaces for residents and patrons by encouraging well designed:

- Public gathering places including plazas or courtyards
- Building entries
- Outdoor business activity areas including dining areas and outdoor cafes
- Use of public areas including parks, open space and rights-of-way

Façade Qualities – define the character of the primary and secondary frontage (i.e. corner buildings) of a building to reinforce a pleasant experience along public pathways (i.e. streets, alleys, sidewalks, trails, etc.). Features that influence this experience include:



- Windows that provide transparency to buildings
- Design details such as moldings and accents that provide articulation in the building form
- Façade widths that break up block lengths
- Awnings and canopies that can bring the scale of the building to street levels
 - Architectural embellishments that add design character to the building



Parking Facilities – define functional and design characteristics that interface with the street level experience. Both surface and structured parking facilities should be integrated into the urban context.

Surface lots should be designed to encourage appropriate:

- Edge treatments – screening/buffering/landscaping or building façade continuation
- Surface treatment – appropriate surface materials and maintenance for the area
- Ingress/egress locations – in light of automobiles impact on pedestrian and traffic flow at the sidewalk and street
- Internal layout – addressing automobile and pedestrian flow as well as landscaping/softening within the parking area



Structured parking should be designed in an integrated manner with other structures to encourage a continuous street-front of active uses:

- Façade treatment – to blend visually with other buildings and structures
- Mixed-use structures - other uses on the ground level along public streets to minimize dead space along the street
- Function – providing a mixture of uses as part of the garage structure including retail, office or residential
- Building materials – in context with surrounding structures
- Ingress/egress locations – in light of automobile impact on pedestrian and traffic flow

Existing parking facilities that effectively provide parking within downtown should be redesigned/redeveloped to incorporate these design elements.

c. Character

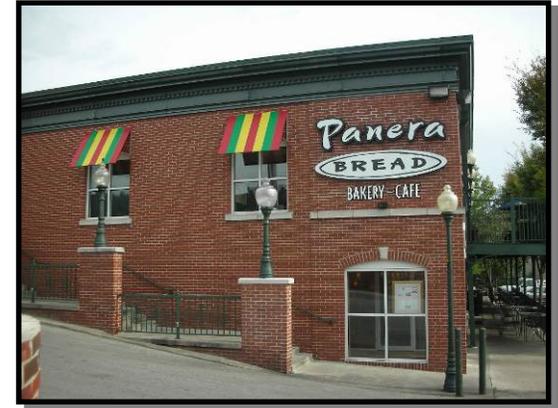
Other functional elements associated with public and private projects impact the character of a place and the perception people have of that place. The type and amount of various building materials and signage impacts the feeling of quality (i.e. historic, contemporary, eclectic, etc.) and long-term viability of a place. Service area and equipment placement and screening are associated with the cleanliness of a place. The quality of streetscape and public spaces also contribute to the sense of comfort and safety within a place.

Building Material - provides definition and identity to the Downtown, districts and uses by addressing primary and secondary facades, and all visible areas in a manner that reflects long-term investment and stability. Masonry materials (i.e. brick and stone) should be dominant materials along with the use of glazing (i.e. glass) and metal in traditional urban/Downtown forms.

Signage – should encourage creativity and should provide identification and direction through cohesive design standards that address size and scale, type and location within the context of the area. Signage should be oriented to pedestrians through smaller wall, projecting or window signs.

Service Area and Equipment – should integrate service areas and equipment into site design by addressing location, screening and operations. The intent is to encourage hiding such functions and equipment. Screening of these areas should be consistent with adjacent building design

Streetscape – encourages pedestrian movement, separation from traffic, and softening of hard edges of the urban environment though furnishings (i.e. benches, light fixtures/methods, bike racks, transit shelters, etc.), landscaping, public art and pedestrian amenities (i.e. crosswalk design, pavement types and designs, etc.)



Parks and Open Space – should be integrated as public spaces and amenities into the Downtown in a manner such that they add to the aesthetic character of the Downtown and are useable by residents and visitors.

D. SUMMARY

The vision, principles for creating successful places and the plan frameworks – Land Use, Mobility and Design – will guide the future development of Downtown Kansas City, Kansas. The vision (as created through the input of citizens, the Downtown Shareholders, elected officials and other stakeholders) identifies a Downtown that is economically, physically and culturally vibrant and diverse.

The principles of successful places represent sound planning practices that result in the creation of places for people and can influence the development and redevelopment of Downtown Kansas City, Kansas. Similarly, the plan frameworks that have been created address those elements that can make Downtown Kansas City, Kansas unique and special. The frameworks provide an organizing structure that encourages public and private development that will positively affect the physical structure, economic viability and cultural diversity of Downtown.

The focus of the next chapter is implementation. In this chapter the Downtown Master Plan is discussed in greater detail through the description of three districts, example catalyst development blocks, and an implementation matrix that outlines necessary action for accomplishing the vision of this master plan.



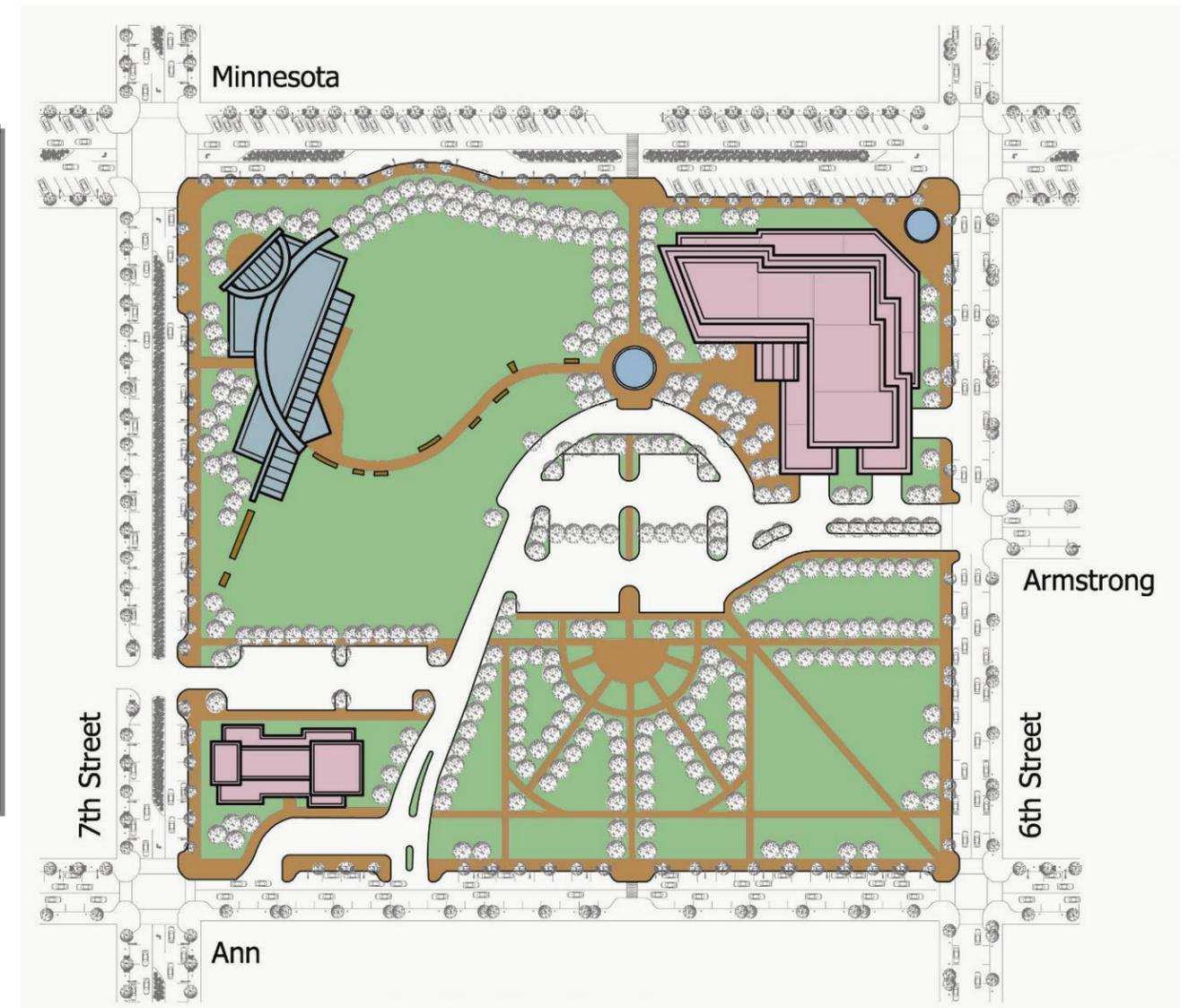
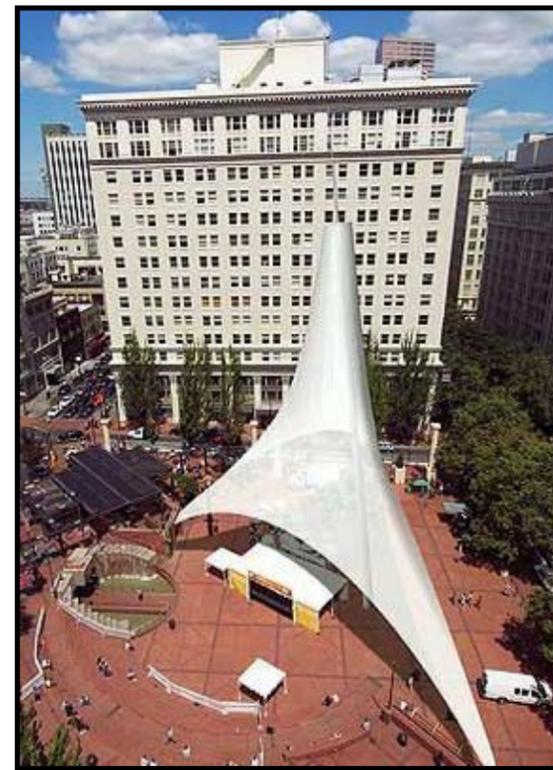
WEST END NEIGHBORHOOD CENTER

CENTER PRINCIPLES

- Mixture of commercial office and residential land uses at a neighborhood scale.
- Provide a mixture of housing types and densities, single family detached and attached, flats, row houses and townhomes with ownership and rental opportunities.
- Urban format of development – buildings at the street with parking to the rear or side.
- Create a street network of balanced and pedestrian streets that promote connectivity within the center and to surrounding areas for both automobiles and pedestrians.
- Incorporate open space and natural areas/amenities within the neighborhood for recreational and leisure activities.
- Incorporate transit service to the center.

CENTER CONCEPT (AS SHOWN)

- Develop commercial uses at the northeast corner of State and 18th Street with neighborhood mixed-use support commercial at the intersections of 13th and State, and 13th and Washington.
- Develop different housing opportunities including patio homes, town homes, senior facilities around the periphery of the center and single family detached and attached in the middle of the center of both ownership and rental formats.
- Develop a parkway with significant green space as a development amenity in the alignment of the old railroad right-of-way.
- Street pattern (retaining a modified grid) provides connections, pedestrian and vehicular within the center and to adjacent areas.



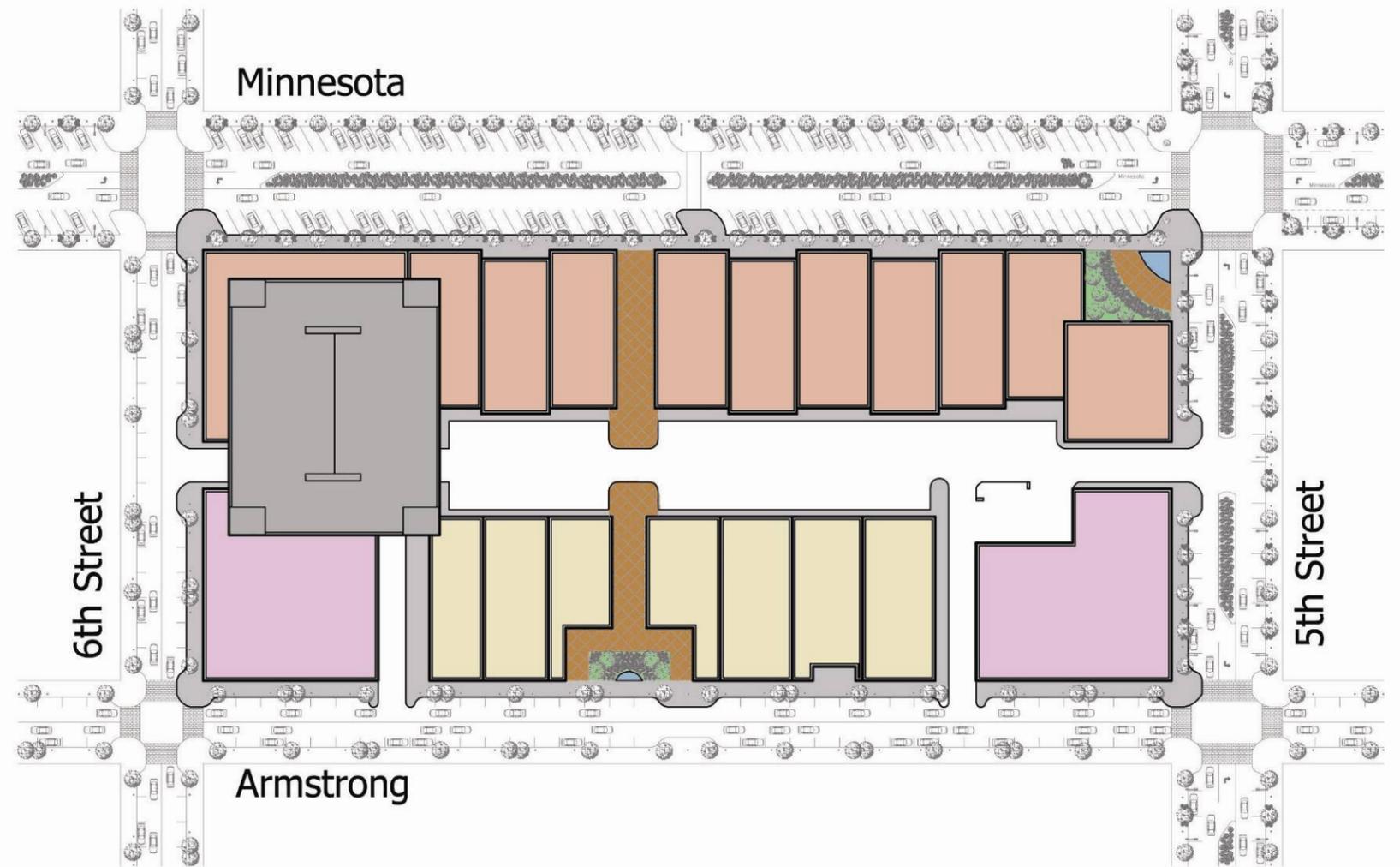
HURON BLOCK

BLOCK PRINCIPLES

- Create a community/regional cultural destination.
- Provide mixed-use development opportunities that can contribute to the development of a cultural destination (i.e. education, research, arts, events, etc.) in downtown. (In addition to physical development, unique partnerships will need to be forged to create this special destination – the library, higher education institutions, school district, private business, the Wyandotte Tribe, community and cultural organizations, all levels of government, etc.).
- Maintain public open space on the block.
- Provide enhanced pedestrian connection to and within the block.
- Preservation of the Huron Cemetery.
- Maintain historic presence (i.e. Scottish Rite Temple) on the block.

BLOCK CONCEPT (AS SHOWN)

- Provide education opportunities that focus on the history of the region and the cultures that have contributed to it, past and present.
- Redevelop the existing public library and UMB buildings into a mixed-use cultural center that focuses on education, research and arts incorporating a new public library, office uses and a possible boutique hotel.
- Redevelop the northwest quadrant of the block to provide educational and cultural facilities that to supplement the Huron Cemetery.
- Form partnerships with local, regional and national cultural groups and institutions to develop the concept for this block and raise funds.
- Preserve and enhance the Huron Cemetery grounds.
- Preserve the Scottish Rite Temple building for cultural/educational uses.
- Develop a connection to the Riverfront Heritage Trail
- Enhance the grounds of Huron Park through additional landscaping and amenities.



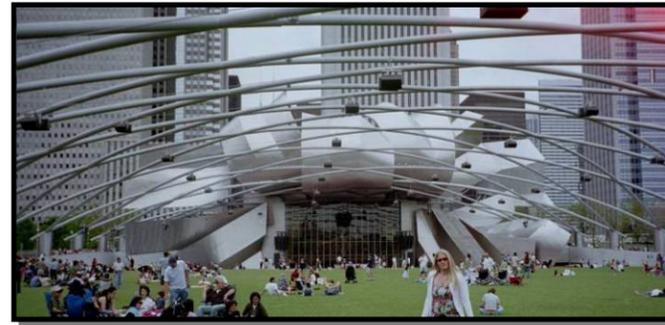
5TH AND MINNESOTA BLOCK

BLOCK PRINCIPLES

- Re-establish Minnesota Avenue as part of the commercial/office core of Downtown Kansas City, Kansas.
- Uses on Minnesota should relate to and support near-by convention and conference uses.
- Transition intensity of development from higher intensity along Minnesota to lower intensity along Armstrong to provide a transition to existing neighborhood south of Armstrong.
- Improve street network to enhance accessibility to the block for pedestrians and vehicles.
- Maintain urban character of development within the block.
- Development should make a design statement that sets the tone entry and anticipation for downtown.

BLOCK CONCEPTS (AS SHOWN)

- Provide higher density commercial/office uses along the north side of the block, office/residential on the southeast and southwest corners of the block and urban density residential on the south side.
- Decrease intensity/density of development from north (3 to 6+ stories) to south (up to 3 stories) across the block.
- Encourage development that is sensitive to the design and scale of development to the south (2 story structures – fire station, condominiums, and single family residential).
- Development of north side of block should be complementary and supportive of the office and commercial use in East Bluff Place and near-by convention center.
- Improve Minnesota and 5th Street to balanced street standards.
- Improve 6th and Armstrong to pedestrian street standards.
- Create a district monument feature at the 5th and Minnesota intersection through the use of public art and a plaza.



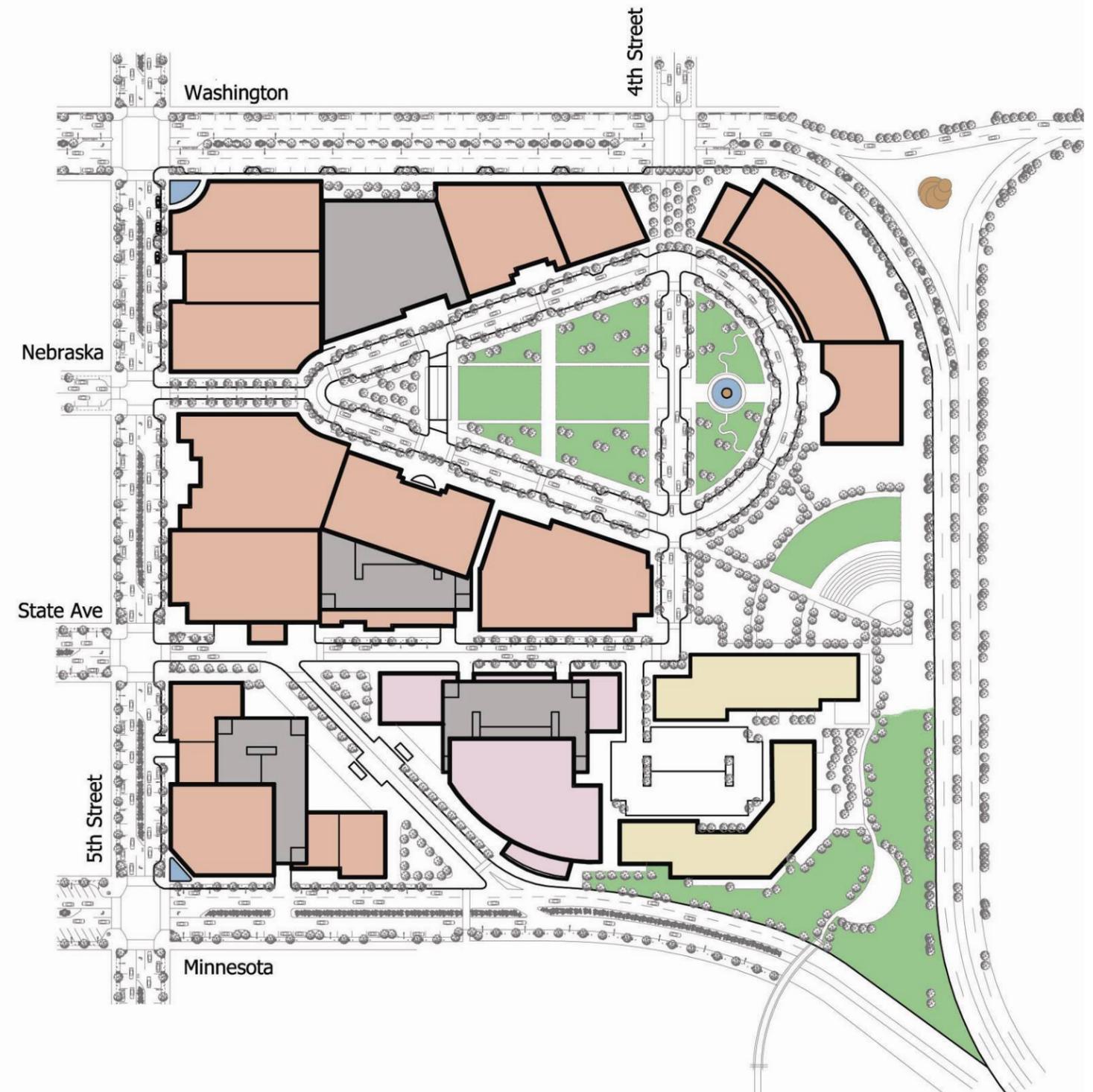
EAST BLUFF PLACE

PLACE PRINCIPLES

- Creation of a unique, high-profile, urban mixed-use destination that incorporates office, residential, open space and support commercial.
- International, ethnically and culturally diverse businesses should be encouraged.
- The development pattern should take advantage of views and topography.
- Formal outdoor festival/event space should be integrated into East Bluff Place.
- A cohesive unique design should be encouraged for the entire development site.
- Redevelop the street network to enhance accessibility to and within the development for pedestrians, transit and vehicles.

PLACE CONCEPT (AS SHOWN)

- Development should be intensive (4+ stories), dense, high quality with uses integrated that provides views of surrounding area
- Focus development around public park open/event space to activate the space and provide a community amenity
- Retain public access and visual corridors to surrounding views
- Unique destination uses such as museums, an aquarium, international marketplace, and recreational, event or festival activities should be encouraged
- Improve Minnesota, Washington and 5th Street to balanced street standards
- Design internal streets to pedestrian street standards
- Provide pedestrian connections to the riverfront (Kaw Point) and downtown
- Provide a mixed-use transit center to serve Downtown Kansas City, Kansas and Wyandotte County
- Minimize surface parking – use mixed-use parking structures



- Design of East Bluff Place should reflect a unified district

II. PLAN IMPLEMENTATION

It is the intent of this plan to allow flexibility while at the same time providing valuable guidance for public and private decision-making well into the future. In Chapter I of this plan, the vision to be accomplished is described from a large-scale perspective. Connections to the community and metropolitan area, physical organization of the Downtown, and key frameworks are used to convey concepts for the future.

In this chapter attention is turned to the importance of having an implementation framework or approach that will guide decision-making and implementation actions in the future. To do this, the plan is broken down into three districts. Additionally, example catalyst blocks within each district are discussed and represented in order to better define the vision for Downtown. An implementation matrix follows the district discussion so that specific actions and improvements are outlined in support of achieving the vision.

A. DISTRICTS

The three organizing districts identified within Downtown are the West End District, the Downtown Core District and the East Bluff District (*Figure II-1*). Based on the overall vision of “a vibrant diverse Downtown” and the existing context of these districts, a desired development goal has been formulated for each district:



Figure II-1: Downtown Districts

Source: Gould Evans Associates

- ***West End District*** - a neighborhood of many residential types that supports a new mixed-use neighborhood center, transit development and Downtown.
- ***Downtown Core District*** - a walkable urban district with commercial uses at street level and office above, urban residential formats and a defined civic component.
- ***East Bluff District*** - a high-profile mixed-use district containing employment, residential, unique public destinations and support commercial uses that serve as a community and regional destination.

1. WEST END DISTRICT

The West End District (*Figure II-2*) represents an opportunity to create a dynamic neighborhood center and residential area that is connected to destinations throughout the community and metropolitan area via the roadway network, trails and transit availability. The West End is bounded by Washington Boulevard on the north, 10th Street on the east, Armstrong Avenue on the south and 18th Street on the west.

This location is close to the geographic center of the area of Kansas City, Kansas that is east of I-635. Currently, this area is a mix of land uses and development types including commercial, light industrial, residential, open space and civic uses. To successfully re-establish this district as a premiere urban neighborhood it needs a defined development pattern, mobility network and visual enhancements.

Originally, Big Eleven Lake/Waterway Park denoted the west end of downtown. Today those facilities and others such as the School for the Blind and the Granada Theater provide anchors for future development of the West End. And, accessibility to other public areas as well as agencies to well established urban neighborhoods and the recently rehabilitated Granada Theater provide an excellent context in which to develop a strong and active living environment.

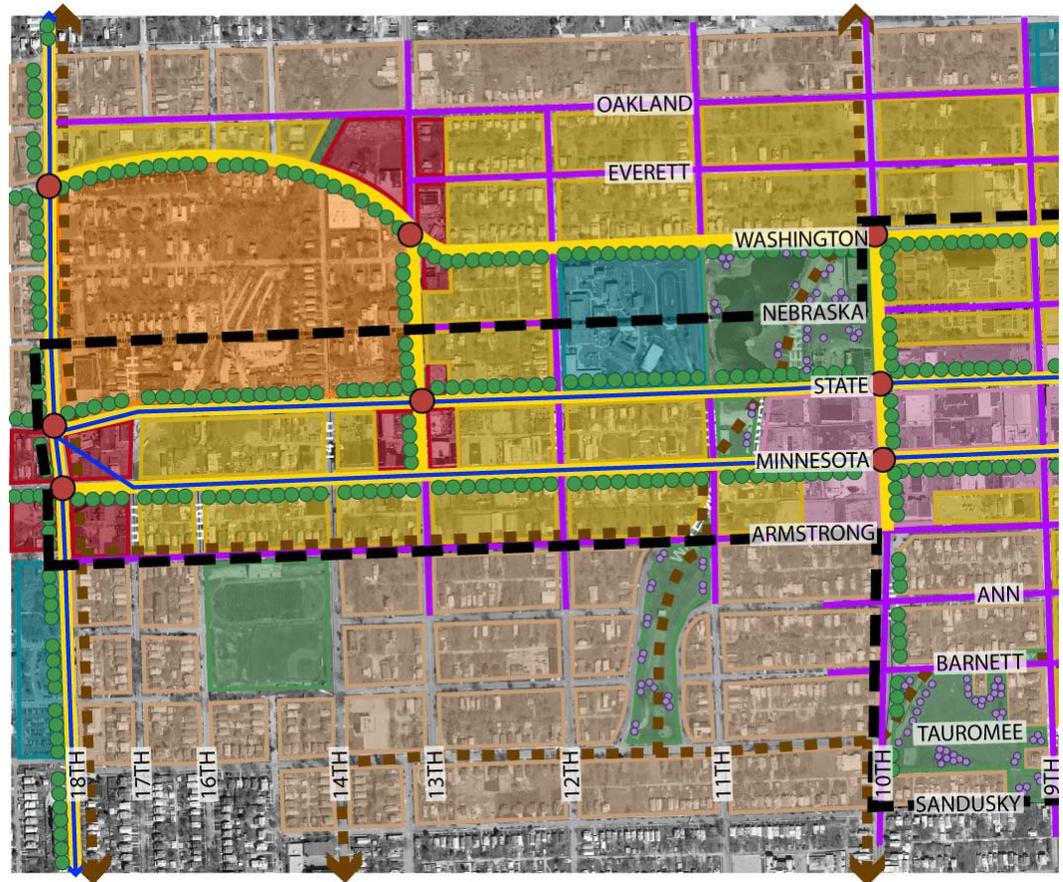


Figure II-2: West End District
Source: Gould Evans Associates

a. Land Use Framework

The land use designations in the West End District will provide a development framework for the establishment of new housing opportunities in an urban neighborhood. The future land use pattern in the West End District is developed around several recommendations:

- *Develop the State and Minnesota Avenue Corridors as urban residential neighborhood.*
 - Consolidate commercial uses to the Downtown Core, West End neighborhood center and primary intersections along Minnesota and State Avenue
 - Encourage and incent private market redevelopment of commercial and light industrial uses to residential uses.
 - Discourage redevelopment of existing use patterns in the corridors.
 - Support the proposed neighborhood center and transit spines along State and Minnesota Avenues with higher density development
 - Take advantage of visibility and neighborhood revitalization with mixed-use nodes for smaller commercial and office uses at major intersections
 - Along State and Minnesota at 10th Street, 13th Street and 18th Street
 - At 13th and Washington
- *Create the West End Neighborhood Center (between Washington and State, and 13th and 18th).*
 - Create large, long-term incremental public/private partnership project
 - Create neighborhood/community scale mixed-use commercial center with at least 2 support anchors (grocery, hardware, drug store, etc.)
 - Include a mixture of housing types including patio homes, town homes, senior facilities, single family detached and attached of both ownership and rental formats
 - Create greenspace, utilizing railroad right-of-way that is incorporated to provide open space and recreational opportunities for residents
 - Design a street pattern that encourages connectivity within the area, as well as to adjacent areas

- Maintain historic structures and provide design guidelines to new development along 18th Street that respects the historic Westheight Manor neighborhood and historic district.
 - Provide guidance to development, through design, in the neighborhood center that is within the Westheight Manor Historic District Environs.
- *Expand Big 11 Lake Park and improve connections between park lands via the Riverfront Heritage Trail*
- *Strengthen and enhance the surrounding neighborhoods south of Armstrong (Waterway Neighborhood) and north of Washington (Strugglers Hill – Roots and Boulevard Neighborhoods)*
 - Provide financial and regulatory assistance to encourage neighborhood reinvestment and home improvement
 - Encourage neighborhood infill that is design sensitive to the context of the neighborhood

b. Mobility Framework

The mobility framework within the West End District will foster connectivity throughout the district and to Downtown and adjacent neighborhoods. This framework also supports the land use pattern proposed for the district. Implementation recommendations related to mobility address streets, pedestrian connections and transit in order to achieve the vision.

- *Redesign and build Minnesota and State Avenues to balanced street standards*
 - Support residential development through the provision of on-street parking
 - Improve streets with balanced street streetscape standards to create an effective interface with adjacent land uses
 - Enhance intersections at mixed-use nodes to foster pedestrian activity and provide district and neighborhood signage.
 - As allowable within the established right-of-way, provide for shared road lanes that can safely accommodate bicycling (primarily along Minnesota)

- Design for transit accommodations along Minnesota and State Avenues to serve the mixed-use nodes, as well as the residential uses and surrounding neighborhoods
- *Investigate and possibly vacate 11th Street between Washington and State to integrate the School of the Blind Campus with Big 11 Lake Park*
- *Vacate and reroute the existing Highway 24 route between Washington and State to support the rejoining of Waterway Park (Big 11 Lake) and the creation of a segment of the Riverfront Heritage Trail*
 - Work with the State Department of Transportation to re-designate the route for Highway 24 and achieve local control of right-of-way design through the Downtown
- *Improve pedestrian streets to foster walking connections throughout the district and to foster connections to other districts and surrounding neighborhoods*
 - Improve streets to pedestrian streetscape standards
 - Make pedestrian oriented enhancements at key intersections to reinforce key crossing points
 - Washington at 18th, 13th, 10th
 - State at 18th, 13th, 10th
 - Minnesota at 18th and 10th
- *Provide transit accommodations for bus rapid transit/light rail/other emerging transit technologies along State and Minnesota Avenues to encourage connections to the east (Downtown Kansas City, Kansas and KCMO) and to the west (Village West)*
 - Provide transit transfer point at 18th Street, as well as possible stops at 13th and 10th Streets
 - Explore the feasibility of a mixed-use transit center/station at 18th and Minnesota/State to support transfers related to bus, bus rapid transit, light rail or other transit technologies
 - Identify areas in which transit improvements will impact street design and preserve locations for future transit right-of-way and stops
- *Explore feasibility of a Downtown circulator transit route on State and Minnesota between 5th and 18th Streets as reinvestment occurs.*

- *Develop the Riverfront Heritage Trail system to provide a pedestrian trail to the West End District*
 - Ensure connection to adjacent districts and neighborhoods, Downtown, and the riverfront
 - Provide off-street connections through Waterway Park to connect points north and south via the trail
 - Implement off-street trail design standard
 - Develop on-street trail routes along 18th Street, Armstrong Avenue and Tauromee (the old Grandview Boulevard route). Trail design and location will depend upon width of right-of-way.

c. Design Framework

To support the envisioned development of the West End District as outlined by the Land Use and Mobility Frameworks, the Design Framework for the district becomes important (See **Appendix A** regarding other applicable design guidelines). In particular:

- *The Minnesota and State Avenue corridors are viewed as urban neighborhood corridors with community and regional functions. Thus, these corridors must accommodate a pedestrian friendly experience at the street level reinforced by enhanced sidewalk, intersections, furnishings and other amenities. Additionally, they serve as primary and secondary transit corridors and must be developed at a density that supports transit.*
- *Within the Neighborhood and Downtown mixed-use nodes, commercial uses at ground level are encouraged to promote an active street life with other uses, such as office and residential on upper floors.*
- *Residential uses should front the street and create an active street setting that is pedestrian friendly.*

Height – ranges from a minimum of 1 story to a maximum of 4 stories.

- 2 to 3 stories on the interior of blocks with 4 stories allowed at major intersections
- 1 story buildings are allowable based on proposed use and consideration of location within the context of the neighborhood (the development of single story buildings should be minimized to certain commercial uses and

residential formats that still meet urban neighborhood densities and urban formats)

Setbacks – intention is to create an urban environment

- Commercial and mixed-use buildings should have a zero foot front setback
- Residential buildings should have a front setback no greater than 20 feet depending upon the residential building form and the type of street
- Well designed public gathering places, courtyards and plazas can be used to maintain the street wall
- In locations where surface parking lots exist and remain, screening in the form of fencing, shrubs or a combination of both should be implemented

Streetscape/Gateways – should support pedestrian activity following the principles outlined in Chapter I of the plan for the various types of streets within the West End District. At the identified enhanced intersections public art and gateway/wayfinding features should be considered as part of the list of enhancements or improvements.

d. Pattern Pages

Because the Land Use, Mobility and Design Frameworks must work together to create the desired character and identity for Downtown and the District the following pattern page(s) have been created to provide examples of possible types of development that may occur on an identified catalyst block (**See Figure II-3**) within the context of the district.

This representation should be viewed as a depiction of desired principles and patterns discussed throughout the plan and not as specific development proposals.

PLAN IMPLEMENTATION



Figure II-3: West End Neighborhood Center
Source: Gould Evans Associates

WEST END NEIGHBORHOOD CENTER

CENTER PRINCIPLES

- Mixture of commercial office and residential land uses at a neighborhood scale.
- Provide a mixture of housing types and densities, single family detached and attached, flats, row houses and townhomes with ownership and rental opportunities.
- Urban format of development – buildings at the street with parking to the rear or side.
- Create a street network of balanced and pedestrian streets that promote connectivity within the center and to surrounding areas for both automobiles and pedestrians.
- Incorporate open space and natural areas/amenities within the neighborhood for recreational and leisure activities.
- Incorporate transit service to the center.



CENTER CONCEPT (AS SHOWN)

- Develop commercial uses at the northeast corner of State and 18th Street with neighborhood mixed-use support commercial at the intersections of 13th and State, and 13th and Washington.
- Maintain and enhance historic structures along 18th Street and encourage development that respects the Westheight Manor Historic District to the west.
- Develop different housing opportunities including patio homes, town homes, senior facilities around the periphery of the center and single family detached and attached in the middle of the center of both ownership and rental formats.
- Develop a parkway with significant green space as a development amenity in the alignment of the old railroad right-of-way.
- Street pattern (retaining a modified grid) provides connections, pedestrian and vehicular within the center and to adjacent areas.
- Encourage and incent redevelopment efforts that implement the mixed-use neighborhood center concept.





Figure II-4: Downtown Core District

Source: Gould Evans Associates

2. DOWNTOWN CORE DISTRICT

A primary focus within the Downtown Core District (*Figure II-4*) is the establishment of a strong mixed-use commercial and employment area along Minnesota and State Avenue's. This area would become a primary destination and activity area as an urban Downtown Core supporting transit development. People may live near-by in townhomes or stacked flats or condominiums and apartments that serve as transition uses between the intensity of the Downtown Core and near-by neighborhoods.

The development of the Downtown Core District is also guided by the need to consolidate civic functions during the planning period. It is suggested that most of this civic activity be located to the southwest of Huron Place. Several civic uses (i.e. the Federal Courthouse, the BPU Building and the convention center) are shown in their current locations.

Huron Place, the original town square of Kansas City, Kansas, offers a very unique opportunity to become a mixed-use community cultural education/research/experiential/event space. The block is restricted to public uses except for the four corners. Through a variety of partnerships with

various cultural groups and institutions the establishment of a highly interactive indoor/outdoor multi-cultural experience could be created on this block. Creating signature architecture that can be used for interpretive purposes, a mixed-use public library and multi-cultural research, education and arts institution(s), boutique hotel, corporate or central offices as well as employment or business development incubation services would bring another level of development and activity to the Downtown Core. Outdoor space in the southeast quadrant of this block could be utilized for farmers markets and cultural festivals and other events throughout the year. (*See Huron Place catalyst block for development concept.*)

a. Land Use Framework

The land use designations in the Downtown Core provide an organizational element to the district and foster future development in Downtown. The future land use pattern for the Downtown Core is based on the establishment of strong activity areas associated with a mixed-use traditional urban Downtown core, a civic center and associated public institutions and activities, as well as higher density urban residential uses.

- *Re-establish the mixed-use urban Downtown core along State and Minnesota generally between 5th and 10th Streets*
 - Dominant uses should include commercial and office with support residential on upper floors
 - Commercial should have an active presence at street level
 - Commercial uses should support employment and resident populations created by the office and residential development, as well as civic and other uses in surrounding districts and neighborhoods
 - Internal support services (cafeterias, post offices, gift shops, etc.) for offices should be discouraged in order to add street activity in Downtown
- *Create a prominent consolidated Civic Center.*
 - Generally located between Armstrong on the north, 6th street on the east, Tauromee on the south and 8th Street on the west
 - Consolidate of government functions and offices, school district, local, state and federal, within Downtown
 - Include office buildings, Municipal Auditorium, Wyandotte County Jail and Courthouse uses
 - Retain the Federal Courthouse, Reardon Center and Board of Public Utilities facilities in their current location due to new facilities and recent investments. As time and age warrant some of these facilities may be relocated into the civic center to open up more opportunities for private commercial investment in the Downtown Core
- *Establish the Huron Block as a community/regional cultural destination*
 - Maintain Local Historic Designation of the block.
 - Preserve and enhance of the Huron Cemetery grounds
 - Preserve the Scottish Rite Temple Building

- Redevelop the existing public library and UMB buildings into a mixed-use cultural center that focuses on education, research and arts incorporating a new public library, support office uses and possibly residential or boutique hotel (*Recognize public use deed restrictions on the block*)
- Form partnerships with local, regional and national cultural groups and institutions to develop the concept for this block and raise funds
- Enhance the Riverfront Heritage Trail connection to Huron Place
- *Redevelop of the 5th and Minnesota block* (Minnesota on the north, 5th on the east, Armstrong on the south and 6th Street on the west)
 - Provide higher density commercial/office uses along the north side of the block, office/residential on the southeast and southwest corners of the block and urban density residential on the south side.
 - Decrease intensity/density of development from north (up to 5 stories) to south (up to 3 stories) across the block.
 - Encourage development that is sensitive to the design and scale of development to the south (2 story structures – fire station, condominiums, and single family residential).
 - Develop of the north side of block to be complementary and supportive of the conference and convention uses, as well as the office and commercial uses in the East Bluff area.
- *Redevelop and enhance of the residential uses on the periphery of the district.*
 - Establish urban density residential as a transition use between commercial, office and civic uses and the surrounding neighborhoods.
 - Establish an urban density residential neighborhood from the south side of Nebraska north to Washington, between 5th and 10th Streets.
 - Redevelop the 7th Street Corridor between the south side of Nebraska and Everett as a mix of neighborhood commercial and residential uses.
 - Reestablish the neighborhood residential pattern north of Washington between 5th and 10th streets.

- Establish urban density residential development west of the civic center to provide a buffer between the civic uses and the existing Waterway Neighborhood.
- Support and enhance the existing residential neighborhoods through infill opportunities and property maintenance assistance.
 - Ensure that infill opportunities are sensitive to the neighborhoods and context in which they are located.

b. Mobility Framework

The Mobility Framework within the Downtown Core District will foster connectivity throughout the district and to adjacent districts and neighborhoods. This framework also supports the land use pattern proposed and encourages the development of a vibrant, walkable urban core. The implementation recommendations for the Mobility Framework include:

- *Implement Downtown street standards for balanced and pedestrian streets*
 - Balanced – Washington, Minnesota and State Avenues, 10th, 7th and 5th Streets
 - Pedestrian – 5th, 6th, 8th, 9th and 10th Streets, Nebraska, Armstrong, Ann, Barnett, Tauomee and Sandusky
- *Provide enhanced transit accommodations along Minnesota and State Avenues*
 - Provide a transit transfer point at 7th Street for north/south routes
 - Explore feasibility of Downtown circulator transit route on State and Minnesota between 5th and 18th Streets
- *Improve pedestrian streets to foster walking connections throughout the district and connections to other districts and surrounding neighborhoods.*
 - Improve streets with pedestrian streetscape standards
 - Develop the Riverfront Heritage Trail route in this district along the old Grandview Boulevard alignment
 - Ensure connection to adjacent districts and neighborhoods and the riverfront
 - Utilize on-street and off-street trail design and development standards as appropriate
 -

- *Create enhanced intersection treatments at key intersections*
 - 10th Street – Washington, State and Minnesota
 - 7th Street – Washington, State and Minnesota
 - 5th Street – Washington, State and Minnesota

c. **Design Framework**

This district represents the heart of the community and proper development and design reflects its importance to the community (See **Appendix A** regarding other applicable design guidelines). In particular:

- *The Minnesota and State Avenue corridor should be a pedestrian friendly experience at the street level reinforced by enhanced sidewalk, intersections, furnishings and plazas, as well as active building and storefronts*
- *Commercial uses at ground level are encouraged along Minnesota and State to promote an active street life with other uses, such as office and residential on upper floors*
- *The core should reflect an urban density and intensity through taller buildings, minimal setbacks and the creation of public spaces that are comfortable and safe*

Height – ranges from a minimum of 2 stories to 4+ stories.

- Buildings in urban residential areas should be 2 to 4 stories with taller buildings being located at corners or on blocks that are shared with the Downtown Core commercial uses
- In the commercial areas along Minnesota and State Avenue a variety of building heights should be encouraged with 2 stories being a minimum on the interior portions of blocks and four stories being a minimum at the corners. Buildings exceeding 4 stories in height are encouraged in this area

Setbacks – intention is to create an urban environment

- Commercial and mixed-use buildings should have a zero foot front setback
- Residential buildings should have a front setback no greater than 10 feet depending upon the residential building form and the type of street
- Well designed public gathering places, courtyards and plazas can be used to maintain the street wall

- In locations where surface parking lots exist and remain, screening in the form of fencing, shrubs or a combination of both should be implemented

Streetscape/Gateways – should support pedestrian activity following the principles outlined in Chapter I for the various types of streets within the Downtown Core District. At the identified enhanced intersections public art and gateway/wayfinding features should be part of the list of enhancements or improvements.

d. Pattern Pages

Because the Land Use, Mobility and Design Frameworks must work together to create the desired character and identity for Downtown and the District the following pattern page(s) have been created to provide examples of possible types of development that may occur on an identified catalyst block (***See Figures II-5 and II-6***) within the context of the district.

This representation should be viewed as a depiction of desired principles and patterns discussed throughout the plan and not as specific development proposals.

PLAN IMPLEMENTATION

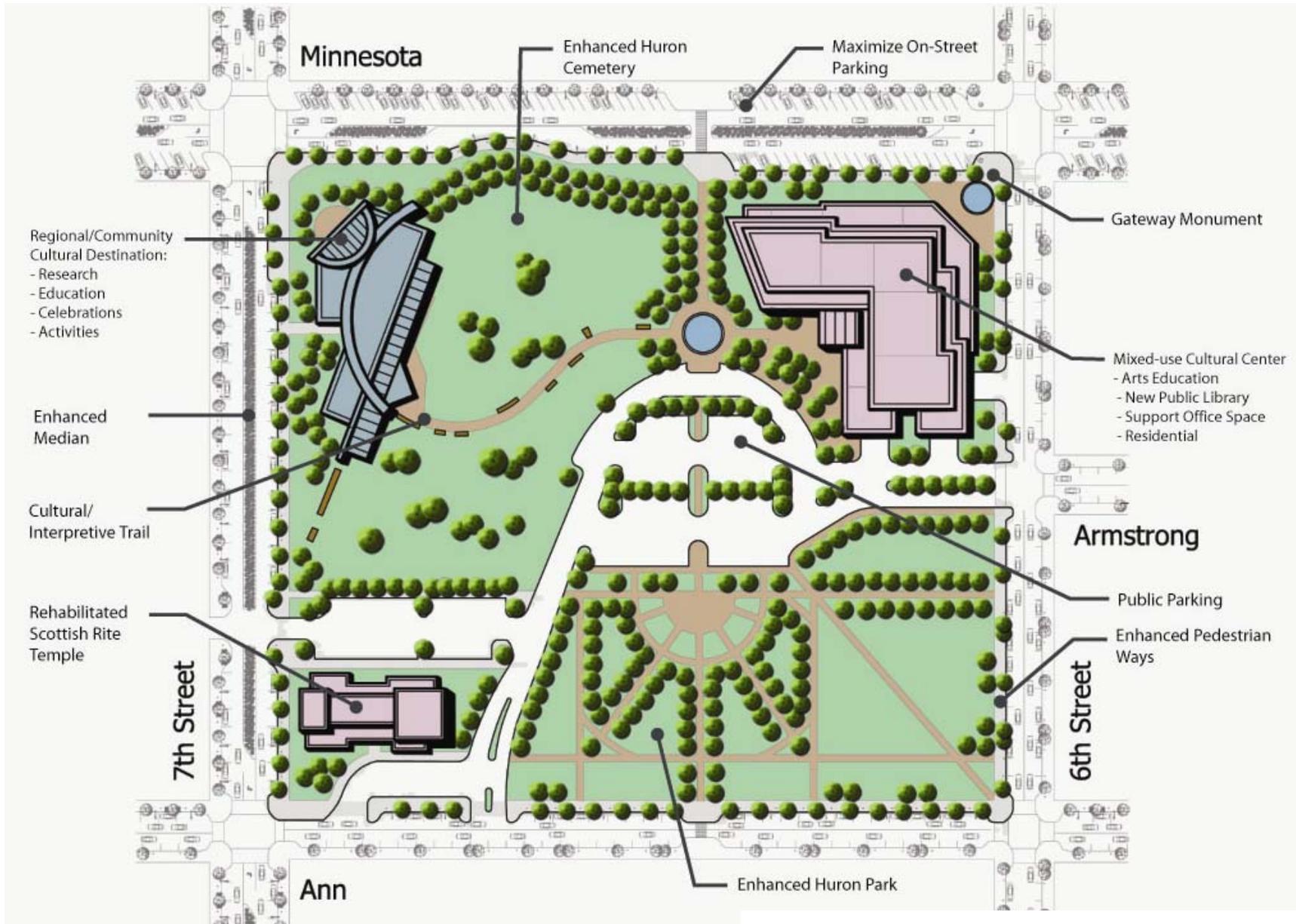


Figure II-5: Huron Block

Source: Gould Evans Associates

HURON PLACE

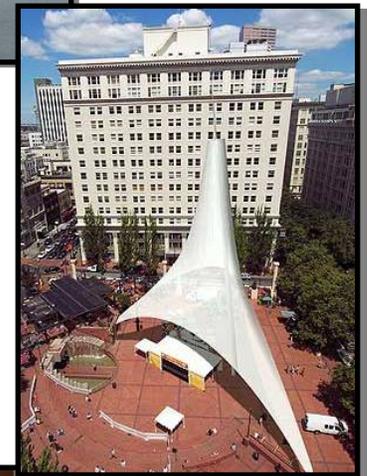
BLOCK PRINCIPLES

- Maintain Local Historic Designation of block.
- Create a community/regional cultural destination.
- Provide mixed-use development opportunities that can contribute to the development of a cultural destination (i.e. education, research, arts, events, etc.) in downtown. (In addition to physical development, unique partnerships will need to be forged to create this special destination – the library, higher education institutions, school district, private business, the Wyandotte Tribe, community and cultural organizations, all levels of government, etc.).
- Maintain public open space on the block.
- Provide enhanced pedestrian connection to and within the block.



BLOCK CONCEPT (AS SHOWN)

- Provide education opportunities that focus on the history of the region and the cultures that have contributed to it, past and present.
- Redevelop the existing public library and UMB buildings into a mixed-use cultural center that focuses on education, research and arts incorporating a new public library, office uses and a possible boutique hotel. (Recognize public use deed restrictions on the block.)
- Redevelop the northwest quadrant of the block to provide educational and cultural facilities that to supplement the Huron Cemetery.
- Form partnerships with local, regional and national cultural groups and institutions to develop the concept for this block and raise funds.
- Preserve and enhance the Huron Cemetery grounds.
- Preserve the Scottish Rite Temple building.
- Develop a connection to the Riverfront Heritage Trail
- Enhance the grounds of Huron Park through additional landscaping and amenities.



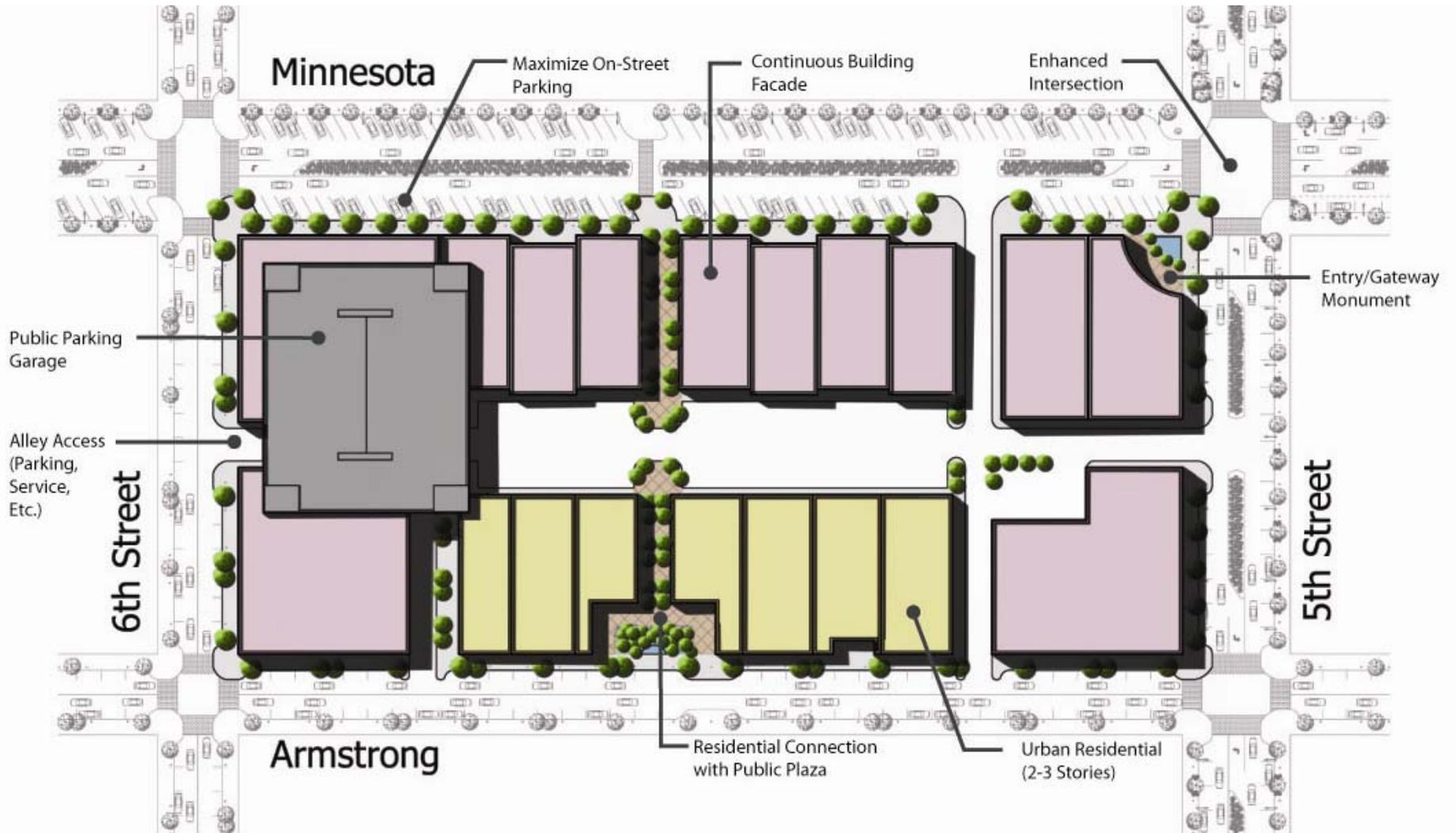


Figure II-6: 5th and Minnesota Block

Source: Gould Evans Associates

5TH AND MINNESOTA BLOCK

BLOCK PRINCIPLES

- Re-establish Minnesota Avenue as part of the commercial/office core of Downtown Kansas City, Kansas.
- Uses on Minnesota should relate to and support near-by convention and conference uses.
- Transition intensity of development from higher intensity along Minnesota to lower intensity along Armstrong to provide a transition to existing neighborhood uses.
- Improve street network to enhance accessibility to the block for pedestrians and vehicles.
- Maintain urban character of development within the block.
- Development should make a design statement that sets the tone entry and anticipation for downtown.



BLOCK CONCEPTS (AS SHOWN)

- Provide higher density commercial/office uses along the north side of the block, office/residential on the southeast and southwest corners of the block and urban density residential on the south side.
- Decrease intensity/density of development from north (3 to 6+ stories) to south (up to 3 stories) across the block.
- Encourage development that is sensitive to the design and scale of development to the south (2 story structures – fire station, condominiums, and single family residential).
- Development of north side of block should be complementary and supportive of the office and commercial use in East Bluff Place and near-by convention center.
- Improve Minnesota Avenue and 5th Street to balanced street standards.
- Improve 6th and Armstrong to pedestrian street standards.
- Create a district monument feature at the 5th and Minnesota intersection through the use of public art and a plaza.



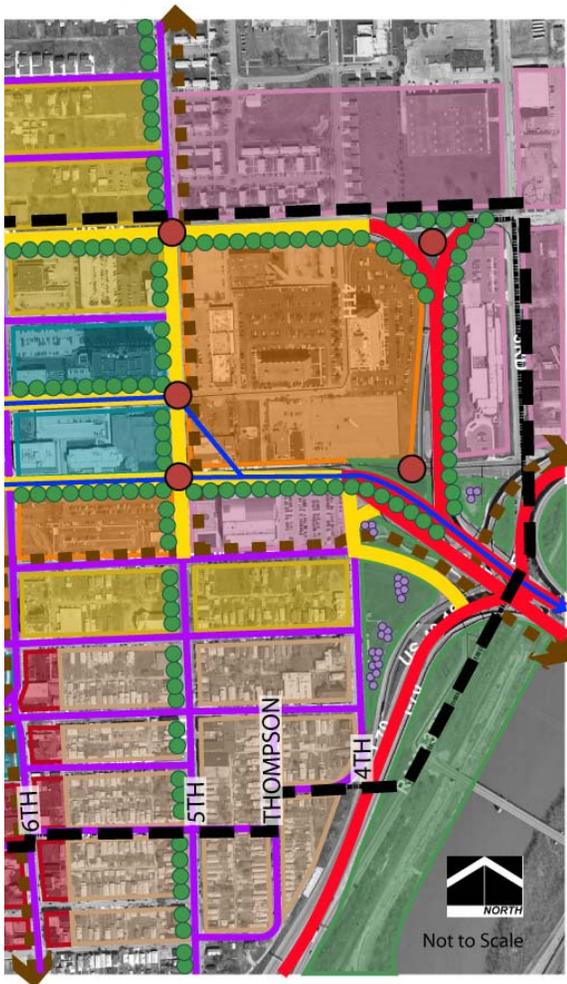


Figure II-7: East Bluff District

Source: Gould Evans Associates

3. EAST BLUFF DISTRICT

The East Bluff District (*Figure II-7*) located east of 5th Street to 3rd Street, between Washington and Sandusky is the primary entrance to Downtown Kansas City, Kansas. The connection of I-70 and I-670 from the east and south brings large amounts of traffic and visibility to Downtown. This area also offers great views of other parts of the metropolitan area.

The south portion of the area is comprised of the Strawberry Hill Neighborhood a traditionally strong immigrant neighborhood and home to the Strawberry Hill Museum, a destination within the metropolitan area. The northern portion of the district is made up of a mixture of commercial and civic uses. Redevelopment of this district will focus on the northern portion of the district while maintaining the strength of the existing neighborhood as a priority.

The opportunity to create a unique entry into Downtown exists and should be a priority for redevelopment in the East Bluff District. This is the location where a statement can be made, this is the front door. East Bluff Place is seen as a mixed-use long range redevelopment project incorporating public destination uses, community festival and event space, access to the Riverfront Heritage Trail, high density residential, corporate office, hotel, structured parking and mixed-use transit center. This development would take advantage of existing views and convenient access and build on current successes in the area like the Strawberry Hill Museum.

Additionally, opening and enhancing access to Kaw Point and the Kansas Riverfront, as well as enhancing existing open space and adding dramatic gateway features and elements along the interstate can create a unique destination within the metropolitan context.

a. Land Use Framework

The future of the East Bluff is focused on the redevelopment of the area north of Minnesota and east of 5th Street. The area presents the opportunity to create a mixed-use urban development that can serve the residents of the City, County and metropolitan area, as well as become a gateway and visual statement for Downtown Kansas City, Kansas. The East

Bluff area south of Ann should remain largely unchanged with support for neighborhood reinvestment to strengthen the Strawberry Hill neighborhood.

- *Create a unique high-profile mixed-use development that serves as a regional destination for Downtown. (East Bluff Place)*
 - Located north of Minnesota and east of 5th Street
 - Include corporate office, residential, open space and support commercial uses
 - Encourage a unique mixture of international, ethnically and culturally diverse businesses in an urban marketplace format
 - Incorporate open space including a formal outdoor festival and event space into the development
 - Encourage destination uses that contribute to a unique urban experience, such as museums, an aquarium, recreational uses or festival activities
 - Encourage a cohesive unique design for the entire development site
 - Encourage continued development of a mix of uses in the area to the north of Washington Boulevard as the downtown continues to grow.
- *Create a Gateway Park*
 - Create a defined green space around the entrance to Downtown along the I-70 connection to Minnesota Avenue
 - Create an iconic monument announcing the entry into Downtown Kansas City, Kansas
 - Create connections from Gateway Park to Downtown, to the riverfront, to Kaw Point
 - Investigate the use of an artistic pedestrian bridge that complements or is part of an iconic gateway monument connecting Downtown to the riverfront and/or Kaw Point
- *Reinvest in adjacent neighborhoods*
 - Encourage infill through new residential and rehabilitation efforts in existing residential neighborhoods

Concept 1



Concept 2



b. Mobility Framework

The Mobility Framework within the East Bluff District will foster connectivity throughout the district and to adjacent districts, neighborhoods and the riverfront. This framework also supports the land use pattern proposed and encourages the development of a regional mixed-use destination and enhancement of the existing neighborhoods. The implementation of the Mobility Framework to achieve the vision for Downtown includes the following recommendations:

- *Implement Downtown street standards for balanced and pedestrian streets*
 - Balanced – Washington, Minnesota and 5th
 - Pedestrian – 4th, 5th Armstrong, Ann, Barnett, Tauomee and Sandusky
- *Create enhanced iconic gateways at the east entry into Downtown*
 - Washington – I-70 connection to include Downtown gateway markers
 - 5th Street - Washington, State and Minnesota – include Downtown and district gateway markers
 - Investigate relocating the interstate to create a Downtown Riverfront (**See Figure II-8**)
- *Provide enhanced transit accommodations along Minnesota Avenue*
 - Explore the feasibility of a transit center in the vicinity of 5th and Minnesota to serve Downtown Kansas City, Kansas
 - Promote connections of mixed-use transit center to the west (KCKCC, Kansas Speedway and Village West) and other points within Kansas City, Kansas and Wyandotte County as part of transit provision via bus rapid transit, light rail or other forms of transit
 - Explore feasibility of Downtown circulator transit route on State and Minnesota between 5th and 18th Streets

Figure II-8: Interstate Realignment Concepts

Source: Gould Evans Associates

- *Ensure pedestrian accessibility and circulation within East Bluff Place, as well as connections to surrounding districts and neighborhoods and the riverfront*
 - Improve streets with pedestrian streetscape standards
 - Enhanced intersection treatments on 5th street at Washington, State and Minnesota
- *Encourage expansion of the Riverfront Heritage Trail system to provide a pedestrian connection to East Bluff Place and throughout Downtown*
 - Provide pedestrian bridge connection to riverfront from East Bluff Place and/or Gateway Park
 - Bridge should represent the journey of immigrants into Kansas City, Kansas (i.e. Native Americans, pioneers, Eastern Europeans, African Americans, Hispanics, etc.)
 - Where on-street connections are necessary, implement appropriate trail design standard
 - Provide trail connection from Kaw Point to Gateway Park to East Bluff Place

c. Design Framework

The East Bluff District is the primary entry into Downtown Kansas City, Kansas, especially for visitors, and is the first impression that many visitors will have of Downtown. The development of the district, in large part due to the design, should portray a unique, vibrant area that will leave a lasting positive impression. This district also represents the opportunity to create and take advantage of truly unique assets in Downtown Kansas City, Kansas and should be complemented by an equally significant design (See **Appendix A** regarding other applicable design guidelines). In particular:

- *Support new gateway structure over Minnesota Avenue with an enhanced entry way into Kansas City, Kansas in Gateway Park with art, signage and landscaping that sets the expectation for Downtown design.*
- *Reinforcement of the entry into Downtown at 5th and Minnesota and 5th and Washington through enhancements.*
- *Commercial and office uses at ground level are encouraged to promote an active street life with other uses, such as office and residential on upper floors.*

- *Implementation of new streetscape enhancements along all balanced and pedestrian streets.*

Height – ranges from a minimum of 1 story (residential) encouraging 6+ stories in East Bluff Place.

- In residential areas buildings from 1 to 3 stories are acceptable depending on residential format and density context within existing and adjacent neighborhoods
- In commercial areas buildings should be 4 stories or greater and are encouraged to be taller except when adjacent to neighborhood residential areas.

Setbacks – intention is to create an urban street wall along all streets with a zero foot setback.

- Residential front yard setbacks may vary but should not exceed 20 feet depending on the type of residential development
- Well designed public gathering places, courtyards and plazas can be used to maintain the street wall, but should comprise less than 30% of any block face.
- In locations where surface parking lots exist redevelopment should be encouraged.
- Public areas and rights-of-way should be designed with public amenities and art incorporated.

Streetscape/Gateways – should support pedestrian activity following the principles outlined in Chapter I for the various types of streets within the East Bluff District. At the identified enhanced intersections public art and gateway/wayfinding features should be part of the list of enhancements or improvements.

d. Pattern Pages

Because the Land Use, Mobility and Design Frameworks must work together to create the desired character and identity for Downtown and the District the following pattern page(s) have been created to provide examples of possible types of development that may occur on an identified catalyst block (**See Figure II-9**) within the context of the district.

This representation should be viewed as a depiction of desire principles and patterns discussed throughout the plan and not as specific development proposals.

PLAN IMPLEMENTATION

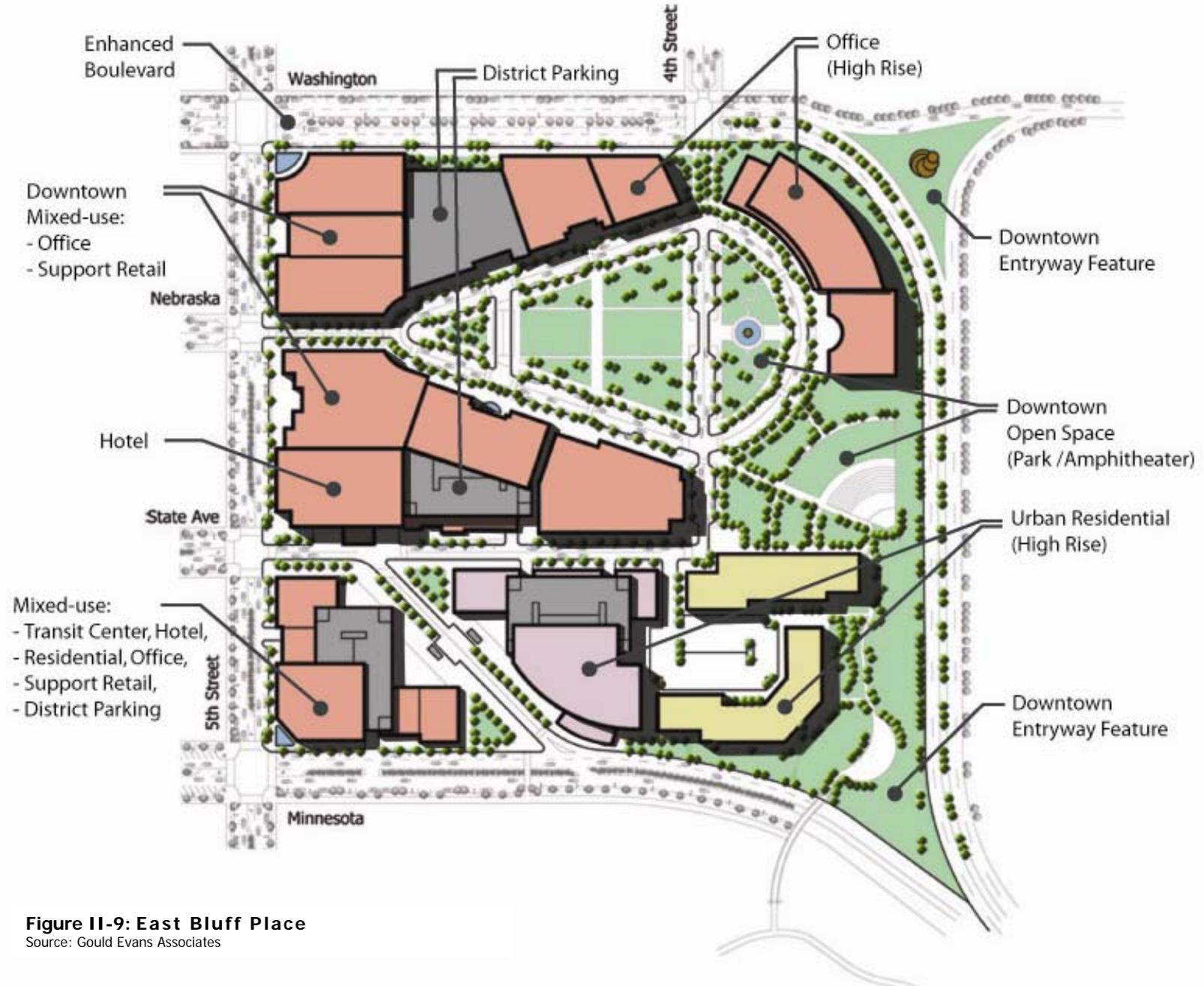


Figure II-9: East Bluff Place
Source: Gould Evans Associates

EAST BLUFF PLACE

PLACE PRINCIPLES

- Creation of a unique, high-profile, urban mixed-use destination that incorporates office, residential, open space and support commercial.
- International, ethnically and culturally diverse businesses should be encouraged.
- The development pattern should take advantage of views and topography.
- Formal outdoor festival/event space should be integrated into East Bluff Place.
- A cohesive unique design should be encouraged for the entire development site.
- Redevelop the street network to enhance accessibility to and within the development for pedestrians, transit and vehicles.



PLACE CONCEPT (AS SHOWN)

- Development should be intensive (4+ stories), dense, high quality with uses integrated that provides views of surrounding area
- Focus development around public park open/event space to activate the space and provide a community amenity
- Retain public access and visual corridors to surrounding views
- Unique destination uses such as museums, an aquarium, international marketplace, and recreational, event or festival activities should be encouraged
- Improve Minnesota, Washington and 5th Street to balanced street standards
- Design internal streets to pedestrian street standards
- Provide pedestrian connections to the riverfront (Kaw Point) and downtown
- Provide a mixed-use transit center to serve Downtown Kansas City, Kansas and Wyandotte County
- Minimize surface parking – use mixed-use parking structures
- Design of East Bluff Place should reflect a unified district



B. Implementation Matrix

The decisions that have put this plan into action have come from a variety of sources – both public and private – and from a variety of perspectives – regulatory, fiscal, and strategic. The following strategies are intended as a guide for implementation of the Downtown Kansas City, Kansas Master Plan in pursuit of the identified vision. Several key objectives will guide successful pursuit of the vision via the implementation actions taken by the community. These objectives include:

A paradigm shift. Successful redevelopment of Downtown will require creativity and the ability to be driven by a long-term vision and not short-term market trends. The community will need to look toward the creation and use of new and unique partnership, policy, program and financial tools and methods to effectively develop.

Remain flexible. Plan implementation will need to be monitored, evaluated and adjusted within the context of market changes. Success of the plan and the Downtown will be determined by how well the plan and community can adapt to change.

Know when to say “no”. Determinations will need to be made in a manner that takes into account not only the existing context and condition but also the anticipated future. When considering development proposals a “no” decision in the short-term may be painful, but it may also be the right thing to do.

Demand quality development that can be sustained. As part of Downtown, development should be held to the highest standard, but it should not be prohibited by costly requirements. Buildings and aesthetic improvements should be designed and built to last for long periods of time and adaptable reuse. Within Downtown, development is not just about a short-term economic success but also about the legacy of what one generation will leave to the next.

Commitment to preserving historic assets for future generations.

Downtown represents the start of Kansas City Kansas and Wyandotte County as it grew from the Missouri and Kansas Rivers. Similarly the downtown is home to many of the artifacts and structures that tell the history of Kansas City and how the City and County have grown. A commitment of the residents and the Unified

Government to save and celebrate historic structures is needed. Recently redevelopment of several historic structures has taken place. This momentum should be sustained to allow the history of Kansas City, Kansas and Wyandotte County to contribute to the place that will be downtown.

These general objectives set the tone for pursuing the plan vision through a series of implementation actions that address partnership, policy, program and physical improvement strategies. The following Implementation Matrix contained in this section outlines necessary actions and anticipated timelines related to plan implementation.

The strategies in the matrix are the direct result of an assessment of the overall vision and district recommendations in the plan. As such, the strategies are organized into the three districts within Downtown: **West End, Downtown Core and East Bluff**. To address those items that encompass the Downtown as a whole a **Downtown** category has been included in the matrix. For each strategy implementation phasing and responsibility are assigned.

There are three suggested phases: Short Term (0-5 years), Medium Term (5-10 years) and Long Term (10+ years). For those strategies that should become everyday policies or practices of the City and others, an “on-going” category has been established.

Additionally, the responsibility for implementing each particular strategy is assigned using the following code:

- (UG) Elected officials of the Unified Government (KCK and Wyan. Co.)
- (S) Unified Government Staff
- (COC) Chamber of Commerce
- (DS) Downtown Shareholders
- (D/LO) Developers and land owners
- (B/I) Businesses, industries, and business and industry organizations
- (C) Citizens / Neighborhoods

In situations where multiple entities are given responsibility for the implementation of a strategy the lead entity has been **bolded**.

The implementation matrix includes an estimated cost for public improvements within downtown and each district. These costs include public street costs, including streetscape and on-street parking, and trail costs. Development costs associated with private property have not been estimated. The costs represent an order of magnitude cost that is based on a constant per linear foot estimate of improvement. The actual cost for improvement will be determined by the level of design that is desired. The costs should be recognized as a preliminary estimate of public cost.

Within the matrix the total cost of improvement (\$91 Million) is found under the *Downtown* section. The numbers within the district portion of the matrix represent a piece of the total for downtown. Because of the scope of the different implementation actions the total for each district does not equal the total for Downtown. The strategies and actions were figured separately from the downtown as a whole.

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
DOWNTOWN							
<i>Vision: Create a vibrant Downtown that is diverse – economically, physically and culturally - in its function and unique in its context seizing the opportunities created by its location and people.</i>							
1. Adopt the Land Use Framework for Downtown that encourages a mix of uses, including commercial, office, residential, civic and open space, to create quality places within Downtown.	UG, S, DS	●				I-8	
1a Encourage the mixing of uses on a single property that creates interest and provides complementary uses.	UG, S, DS, C	●				I-9 & 10	
1b Preserve and promote the history and historic structures within and surrounding Downtown.	UG, S, COC, DS, C	●				I-3	
2. Adopt the Mobility Framework that promotes a multi-modal transportation system, including parking, to provide connections within Downtown and throughout the metropolitan area.	UG, S, DS	●				I-15	
2a Adopt the Boulevard, Balanced, Pedestrian streets and Riverfront Trail standards including streetscape for streets Downtown to enhance the circulation and transportation networks in Downtown.	UG, S, DS	●				I-16 TO I-21	
2ai Prepare a phasing and finance plan to construct street and streetscape improvements according to the Boulevard, Balanced and Pedestrian Street sections throughout Downtown.	UG, S, DS	●			\$83 M – Total for Streets and Trails	I-16 to I-21	

PLAN IMPLEMENTATION

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
2a ii Prepare a phasing strategy for the extension to the Riverfront Heritage Trail to provide connections from the 6 th and Armstrong to and through Downtown.	UG, S, DS		●		9 M	I-20 & 21	
2b Adopt a defined transit policy regarding routing, stops and the location of a transit center in Downtown.	UG, S, DS	●				I-21 to 23	
2b i Provide connections across the County and throughout the metropolitan area with transit accommodations on State Avenue.	UG, S, DS	●				I-21 to 23	
2b ii Provide connections within Downtown Kansas City, KS with transit accommodations on Minnesota Avenue.	UG, S, DS	●				I-21 to 23	
2b iii Develop of a transit center to support commercial, office and residential uses within Downtown and connect to the surrounding neighborhoods.	UG, S, DS, D/LO, B/I		●			II- 28 & 29	
2b iv Investigate funding mechanism and options for implementation of current and future transit systems.	UG, S, COC, DS, B/I		●			I-21 to 23	
3. Adopt design standards for development to promote quality and longevity of development within Downtown.	UG, S, DS	●				I-24 to 28, App. A	

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
3a Identify common design elements for each of the districts to create a unique design palate for each.	S, DS, D/LO, B/I, C	⊙				I-24 to 28, App. A	
3b Encourage creativity through bonuses for all elements to which design may apply, including the structure, signage, streetscape, parking, etc.	S, DS, D/LO, B/I	⊙				I-24 to 28, App. A	
3c Recognize the historic development styles as a design style for redevelopment within Downtown.	S, DS, D/LO, B/I	⊙				I-24 to 28, App. A	
4. Assist in the enhancement and revitalization of existing adjacent neighborhoods to encourage redevelopment efforts and provide support for Downtown.	S, DS, D/LO, B/I, C	⊙				I-7 & 8 I-12	
4a Provide incentives for rehabilitation of existing housing stock and new housing construction within adjacent neighborhoods.	UG, S, D/LO, B/I, C	⊙				I-7 & 8 I-12	
4b Encourage the use of State Historic Tax Credits for the rehabilitation of qualifying residential units around and within Downtown.	UG, S, COC, DS, D/LO, BI, C	⊙				I-7 & 8 I-12	
5. Use the Urban Traditional Neighborhood Development and Small Lot zoning amendments to protect the urban form of downtown and the surrounding neighborhoods and encourage redevelopment that is consistent with the urban form.	UG, S, D/LO	⊙				I-12	

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
WEST END DISTRICT							
<i>Goal: A predominately residential district that supports a new mixed-use neighborhood center.</i>							
6. Implement the land use framework for the West End District.	S, COC, DS, D/LO , B/I, C	⊙				II – 3	
6a Redevelop the State and Minnesota Avenue corridor as a higher density urban residential neighborhood with commercial nodes between 10 th and 18 th Streets.	S, DS, D/LO, B/I, C		⊙			II – 4	
6ai Encourage mixed-use nodes at 10 th , 13 th and 18 th to provide support commercial and office uses.	S, DS, D/LO, B/I, C		⊙			II – 4	
6b Create the West End Neighborhood Center between Washington and State and 13 th and 18 th .	S, DS, D/LO, B/I, C			⊙		II – 4 & 5, II- 10 & 11	
6bi Create a mixed-use center that provides at least 2 support anchors (grocery, hardware, drug stores, etc.) 6bii Provide a mixture of housing types including patio homes, townhomes, senior facilities, single family detached and attached both ownership and rental. 6biii Decrease intensity of development as it moves away from the 18 th and Minnesota intersection and north from Minnesota Avenue.	S, DS, D/LO , B/I, C			⊙		II – 4 & 5	

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
6c Rejoin Waterway Park/Big 11 Lake east to 10 th Street.	UG, S, DS, D/LO, C		⊙			II - 6	
6ci Extend Riverfront Heritage Trail through Waterway Park.	S, COC, DS, D/LO, B/I, C		⊙		1.2 M	II - 7	
6d Strengthen commercial node at 18 th and Minnesota Avenue through redevelopment and property enhancement.	S, COC, DS, D/LO, B/I	⊙				II - 4	
6e Relocate US 24/40 from Waterway Street and State Avenue between 10 th and 18 th Street to Washington Avenue.	UG, S, COC, DS, D/LO, C		⊙			II - 6	
6f Encourage redevelopment, infill and property rehabilitation in the neighborhoods surrounding this district.	UG, S, COC, DS, D/LO, B/I, C	⊙				II - 5	
6fi Encourage the use of financial incentives including local, state and federal to fund neighborhood revitalization efforts.	UG, S, COC, DS, D/LO, B/I, C	⊙				II - 5	
6fii Encourage neighborhood revitalization that is sensitive to the existing context of the neighborhood.	UG, S, COC, DS, D/LO, B/I, C	⊙				II - 5	
7. Implement the mobility framework for the West End District.	S, COC, DS, D/LO, B/I, C	⊙				II - 5 to 7	
7a Implement the balanced, pedestrian and trail recommendations per sections.	S, DS, D/LO, B/I, C	⊙			36 M	II - 6 & 7, I-16 to 18	
7b Redesign Minnesota Avenue to accommodate residential development per street section.	S, DS, D/LO, B/I	⊙			6 M	II - 5 & 6	
7c Relocate US 24/40 from Waterway Street and State Avenue between 10 th and 18 th Street to Washington Avenue.	UG, S, COC, DS, D/LO, C		⊙			II - 6	

PLAN IMPLEMENTATION

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
7d Improve pedestrian streets to foster connections to other district and the surrounding neighborhoods.	UG , S, COC, DS, D/LO, C	⊙			7.7 M	II - 6	
7e Provide transit accommodations along State Avenue to encourage connections to the east (KCMO) and the west (Village West).	S , D/LO, B/I	⊙				II - 6	
7f Expand the Riverfront Heritage Trail to provide a pedestrian connection through Downtown and to the Riverfront from the West End.	S , DS, D/LO, B/I, C		⊙		3.8 M	II - 7	
8. Implement the design framework for the West End District.	S , COC, DS, D/LO, B/I, C	⊙				II - 7 & 8	
8a Encourage unique creative design that is respectful of the existing design context of those contributing structures in the West End.	S, COC, DS , D/LO, B/I, C	⊙				II - 7	
8b Allow development of 2 to 3 stories on the interior of the blocks and up to 4 stories at major intersections.	S , DS, D/LO, B/I	⊙				II - 7	
8c Create an urban street wall along all streets with a zero setback requirement.	S, DS, D/LO , B/I					II - 8	
9. Implement the St. Peter/Waterway Neighborhood Quality of Life Plan initiatives prepared by LISC.	S, DS, D/LO, B/I, C, LISC	⊙				LISC	
9a Construction of 40 new homes as part of the approved TIF plan.	S, DS, D/LO, B/I, C, LISC	⊙				LISC¹ - 10	
9b Rehabilitate and sell 10 rehabilitated homes.	S, DS, D/LO, B/I, C, LISC	⊙				LISC¹ - 10 - 10	
9c Offer three minor home repair grants to neighborhood homeowners.	S, DS, D/LO, B/I, C, LISC	⊙				LISC¹ - 10 - 10	
9d Create a Waterway Park Master Plan.	S, DS, D/LO, B/I, C, LISC	⊙				LISC¹ - 10 - 10	

			SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
IMPLEMENTATION ACTION	RESPONSIBILITY							
9e Prepare a St. Peter/Waterway Neighborhood Plan.	S, DS, D/LO, B/I, C, LISC	⊙					LISC ¹ - 10 - 10	
9f Prepare an infrastructure assessment and improvement plan.	S, DS, D/LO, B/I, C, LISC	⊙					LISC ¹ - 10 - 11	
9g Prepare a pedestrian circulation inventory including alleyways, sidewalks and trails.	S, DS, D/LO, B/I, C, LISC	⊙					LISC ¹ - 10 - 11	
9h Document the need and programming for a neighborhood community center.	S, DS, D/LO, B/I, C, LISC	⊙					LISC ¹ - 10 - 11	
DOWNTOWN CORE								
<i>Goal: A walkable urban mixed-use district with primarily commercial (office and retail) and civic uses supported by residential uses.</i>								
10. Implement the land use framework for the Downtown Core District.	S, COC, DS, D/LO , B/I, C	⊙					II - 12 & 13	
10a Create a mixed-use corridor along State and Minnesota generally between 6 th and 10 th Streets.	S , DS, D/LO, B/I, C	⊙					II - 13	
10ai Locate commercial and office uses at street level in these corridors. 10aaii Locate residential and office uses to occupy upper floors. 10aaiii Discourage internal support services (cafeterias, post offices, gift shops) to encourage activity on the streets at all hours of the day.	S, DS, D/LO , B/I, C	⊙					II - 13	
10b Create a civic center that consolidates local, state and government functions and offices.	S , DS, D/LO, B/I, C			⊙			II - 13	

PLAN IMPLEMENTATION

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
<p>10bi Locate civic center generally between Armstrong and Tauromee and 6th and 8th Streets.</p> <p>10bii Retain the federal courthouse, Reardon Center and Board of Public Utilities in their current locations.</p>	S, DS, D/LO, B/I, C		⊙			II - 13	
<p>10c Work with the Wyandotte Tribe, Wyandotte Nation of Kansas the Federal Government and other stakeholders to redevelop Huron Place.</p>	UG, S, DS, D/LO, B/I, C	⊙				II – 13 & 14, II- 18 & 19	
<p>10d Redevelop the block of 5th and Minnesota (southwest quadrant).</p>	S, DS, D/LO, B/I, C	⊙				II – 14	
<p>10di Provide higher density commercial and office uses on the north side of the block (6+ stories).</p> <p>10dii Development on the south side of the block should be office/residential and urban residential that respects the scale and character of the residential to the south (up to 3 stories).</p> <p>10diii Provide district monument at the northeast corner of the site.</p>	S, DS, D/LO, B/I, C	⊙				II – 14, II- 20 & 21	
<p>10e Encourage redevelopment and enhancement of the residential uses on the periphery and surrounding the district.</p>	S, DS, D/LO, B/I, C	⊙				II – 14 & 15	

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
<p>10ei Redevelop the area from the south side of Nebraska north to Washington, between 5th and 10th streets as an urban density residential neighborhood.</p> <p>10eii Reestablish the neighborhood residential pattern north of Washington between 5th and 10th streets through infill and redevelopment.</p> <p>10eiii Redevelop the 7th Street corridor between the south side of Nebraska and Everett as a mix of neighborhood commercial and residential uses.</p> <p>10eiv Establish urban density residential uses as a buffer between the civic center and the Waterway neighborhood to the south and west.</p> <p>10ev Support and enhance the existing neighborhoods through infill and redevelopment opportunities and property maintenance assistance.</p>	S, DS, D/LO , B/I, C		⊙			II – 14 & 15	
<p>11. Implement the mobility framework for the Downtown Core District.</p>	S, DS, D/LO, B/I, C	⊙				II -15 & 16	
<p>11a Implement the balanced, pedestrian and trail recommendations per sections.</p>	S, DS, D/LO, B/I, C	⊙			46 M	II – 15 & 16, I-16 to 18	

PLAN IMPLEMENTATION

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
11b Create enhanced intersections to delineate the district and foster pedestrian activity and connections throughout the district and Downtown.	S, DS, D/LO, B/I, C	●			750 K	II - 16, I-18 & 19	
11c Provide enhanced transit accommodations along Minnesota and State Avenues.	S, DS, D/LO, B/I, C	●				II - 15, I- 21 & 22	
<p>11ci Explore the feasibility of a transit center at the northeast quadrant of the 5th and Minnesota intersection.</p> <p>11cii Provide transit transfer points at 7th Street for connections north and south.</p> <p>11ciii Explore the feasibility of a Downtown circulator transit route on State and Minnesota between 5th and 18th Streets.</p>	S, DS , D/LO, B/I, C		●			II - 15, I- 21 & 22	
11d Expand the Riverfront Heritage Trail to provide a pedestrian connection through Downtown and within the Downtown Core district.	S, DS, D/LO, B/I, C		●			II - 15	
12. Implement the design framework for the Downtown Core District.	S, DS, D/LO , B/I, C	●				II - 16 & 17	
12a Encourage unique creative design that is respectful of the existing design context of those contributing structures in the Downtown Core.	S, DS , D/LO, B/I, C	●				II - 16	

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
12b Allow development of up to 3 stories on the north and south periphery of the district and minimum of 2 stories to 4 stories in the interior of the district specifically along Minnesota and State Avenues, however higher structures are acceptable.	S, DS, D/LO, B/I, C	⊙				II - 16	
12c Create an urban street wall along all streets with a zero setback requirement.	S, DS, D/LO, B/I, C	⊙				II - 17	
13. Implement the Douglass-Sumner Quality of Life Plan initiatives prepared by LISC.	S, DS, D/LO, B/I, C, LISC	⊙				LISC	
13a Prepare a history of the Douglass-Sumner Neighborhood.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 8	
13b Implement a physical infrastructure project.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 8	
13c Create a written neighborhood development agenda.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 8	
13d Create a neighborhood walkability analysis.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 8	
13e Create a neighborhood infrastructure analysis.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 8	
13f Prepare a pedestrian circulation inventory including alleyways, sidewalks and trails.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 9	
13g Prepare a redevelopment plan and implementation strategy for the Jersey Creek area.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 9	
13h Create a housing development plan that infill opportunities and strategies.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 10	
13i Rehabilitate and sell 5 rehabilitated homes.	S, DS, D/LO, B/I, C, LISC	⊙				LISC ² - 10	

PLAN IMPLEMENTATION

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
13j Offer three minor home repair grants to neighborhood homeowners.	S, DS, D/LO, B/I, C, LISC	●				LISC ² - 10	
East Bluff District							
<i>Goal: A high-profile mixed-use district containing employment, residential, unique public destinations and support commercial uses that serve as a community and regional destination.</i>							
14. Implement the land use framework for the East Bluff district.	S,COC, DS, D/LO , B/I, C	●				II – 22 & 23	
14a Create a unique, high-profile mixed-use development that serves as a regional destination for Downtown at the northeast quadrant of 5 th and Minnesota, East Bluff Place.	S, DS, D/LO , B/I, C			●		II – 23, II – 28 & 29	
<p>14ai Include office residential, open space and support retail uses.</p> <p>14aii Include a unique mixture of international, ethnically and culturally diverse businesses in development.</p> <p>14aiii Incorporate a formal outdoor festival space.</p> <p>14aiv Encourage unique urban destination uses such as museums, an aquarium, recreational uses or festival activities.</p> <p>14av Expand development pattern over time to the area north of Washington Boulevard east of 5th Street.</p>	S, DS, D/LO , B/I, C			●		II – 23, II – 28 & 29	
14b Create Gateway Park.	S, DS, D/LO, B/I, C		●			II - 23	

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
<p>14bi Provide defined green space around the entrance to Downtown at I-70.</p> <p>14bii Create an iconic monument within Gateway Park announcing the entrance to Downtown Kansas City, Kansas.</p> <p>14biii Create connections from Gateway Park to Downtown and Kaw Point.</p>	S, DS, D/LO, B/I, C		●			II – 23	
14c Strengthen adjacent neighborhoods.	S, DS, D/LO, B/I, C	●				II – 23	
<p>14ci Encourage urban density residential, new and infill development on the block bounded by Armstrong and Ann Avenues, 4th and 5th Streets.</p> <p>14cii Encourage infill and rehabilitation efforts in existing neighborhoods.</p>	S, DS, D/LO, B/I, C	●				II – 23	
15. Implement mobility framework for the East Bluff District.	S, DS, D/LO, B/I, C	●				II – 24 & 25	
15a Implement the balanced, pedestrian and trail recommendations per sections.	S, DS, D/LO, B/I, C	●			10 M	II – 24, I- 16 to 18	
15b Create enhanced intersections to delineate the district and foster pedestrian activity and connection throughout the district and Downtown.	S, DS, D/LO, B/I, C	●			150 K	II – 25 & 19, I – 18 & 19	

PLAN IMPLEMENTATION

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
15c Provide enhanced transit accommodations along Minnesota and State Avenues.	S, DS, D/LO, B/I, C		⊙			II – 24, I – 21 & 22	
15ci Explore the feasibility of a transit center at the northeast quadrant of the 5 th and Minnesota intersection. 15cii Explore the feasibility of a Downtown circulator transit route on State and Minnesota between 5 th and 18 th Streets.	S, DS , D/LO, B/I, C		⊙			II – 24	
15d Ensure pedestrian accessibility in East Bluff Place and connections to surrounding districts, neighborhoods and the riverfront.	S, DS, D/LO , B/I, C			⊙		II – 28 & 29	
15e Expand the Riverfront Heritage Trail to provide a pedestrian connection to the East Bluff district, Kaw Point and through downtown.	S, DS, D/LO, B/I, C		⊙		2 M	II – 25	
15ei Construct a pedestrian bridge that connects the riverfront (Kaw Point to the East Bluff district). 15eii Provide a trail connection through Gateway Park to the East Bluff District. 15eiii Provide trail connection south to the Strawberry Hill Museum	S, DS, D/LO, B/I, C		⊙			II – 25	
16. Implement the design framework for the East Bluff district.	S, COC, DS, D/LO , B/I, C	⊙				II – 25 to 27	

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
16a Encourage unique creative design that is respectful of the existing design context of those contributing structures in the East Bluff.	S, DS , D/LO, B/I, C	⊙				II – 25	
16b Allow development of 6+ stories north of Armstrong and 2 to 3 stories south of Armstrong.	S, DS, D/LO, B/I, C	⊙				II – 26	
16c Create an urban street wall along all streets with a zero setback requirement.	S, DS, D/LO , B/I, C	⊙				II – 26	
17. Implement the Downtown of Life Plan initiatives prepared by LISC. (Some initiatives may apply to the Downtown Core District.)	S, DS, D/LO, B/I, C, LISC	⊙				LISC	
17a Construct 75 infill housing units on the edges of downtown.	S, DS, D/LO, B/I, C, LISC	⊙				LISC³ – 8	
17b Create and support a broad housing framework plan with defined development phasing.	S, DS, D/LO, B/I, C, LISC	⊙				LISC³- 8	
17c Promote a more stable and appealing mixed use and mixed income housing environment.	S, DS, D/LO, B/I, C, LISC	⊙				LISC³ – 11	
17d Promote a stable and appealing, clean & safe commercial and pedestrian environment.	S, COC, DS, D/LO, B/I, C, LISC	⊙				LISC³ – 11	
17e Recruiting and attracting working artists downtown through incentives and affordable studio & live-work space.	S, COC, DS, D/LO, B/I, C, LISC	⊙				LISC³ – 14	
17f Encourage a long-term, vibrant and visible art community.	S, COC, DS, D/LO, B/I, C, LISC	⊙				LISC³ – 14	
17g Create a mixed-use zoning district, to encourage density & critical mass.	S, DS, D/LO, B/I, C, LISC	⊙				LISC³ – 18	
17h Encourage building and business owners to invest in their buildings.	S, DS, D/LO, B/I, C, LISC	⊙				LISC³ – 23	

PLAN IMPLEMENTATION

IMPLEMENTATION ACTION	RESPONSIBILITY	SHORT TERM 0-5 YRS.	MEDIUM TERM 5-10 YRS.	LONG TERM 10+ YRS.	ESTIMATE PUBLIC COST	PLAN REFERENCE (PAGE #)	STATUS
17i Facilitate the conversion of vacant buildings into viable retail and commercial storefronts.	S, DS, D/LO, B/I, C, LISC	<input checked="" type="radio"/>				LISC ³ – 23	

ABBREVIATIONS:

LISC – Local Initiative Support Corporation

Neighborhoods Now Quality of Life Plans

¹ = St. Peter/Waterway Neighborhood Plan Initiatives

² = Douglass/Sumner Neighborhood Plan Initiatives

³ = Downtown Plan Initiatives

M = MILLION

K = THOUSAND

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APPENDIX A: DESIGN GUIDELINES

Urban design is the relationship of the design characteristics of buildings, open spaces, and streetscapes – and specifically how each of these, through inter-related designs, contributes to a larger whole, shaping the character of Downtown Kansas City, Kansas.

The design guidelines in this Appendix are intended to provide general guidance during the review of new development and redevelopment projects, both public and private, within Downtown Kansas City, Kansas.

As introduced in Chapter I of this plan, the design guidelines are primarily concerned with the building envelope, street level design and character of place. Within that chapter some of the important aspects of design are pointed out and some district oriented recommendations, related primarily to heights, setbacks and general character, are provided because they influence the experience people will have in the Downtown and the various districts.

This experience is the result of several key features that create a “sense of place”:

Area scale:

- Each of the three districts has character and scale elements that complement other elements within Downtown – created by design features and/or use patterns.
- Street-level uses, pedestrian-scale building elements and streetscapes create the character of each district.
- Scale begins at the unit of the building-front; a series of building-fronts comprise a block; and a group of blocks result in a district. This creates a distinctly intimate and manageable scale of a neighborhood.
- Corners and other points of visual interest accommodate focal points and landmark features at a district, Downtown or neighborhood scale.

Pedestrian character:

- Walkable block lengths give the sense that everything is within easy walking distance.
- Well designed paths provide interesting walks through the area, with animated building-fronts at street level, awnings and overhangs protecting pedestrians, and buildings with frequent entrances activating the street.

- Sidewalks and streets have special attention paid to materials, lighting, planting and maintenance focusing on pedestrian needs – in essence, the streetscape is the public realm and the pedestrian is most important in this realm.
- Merchandising and signage directly addresses the pedestrian rather than the motorist.

Building scale:

- Building-front width and height are marked by vertical articulation, piers and columns, differentiated awnings, and/or material and cornice breaks.
- Bases below merchandising windows anchor buildings.
- Where upper stories occur, the street-level is differentiated by a single-story storefront, and emphasized with bases below merchandising windows.
- Larger scale buildings or retail uses where parking areas may be more prevalent, primary frontages are located off or parallel to the primary commercial streets.

Automobile recognition:

- Front door, on-street parking invites customers to drive the retail street and provides a sufficient supply of premium parking spaces.
- On-street parking slows traffic and provides a buffer between pedestrian areas and moving traffic.
- Back-door or secondary access accommodates employee or overflow parking, vendors and service.
- Curb cuts interrupt the pedestrian flow.
- Drive-through or other automobile-oriented customer services are directed away from primary retail streets, or are located internal to blocks and sites.

Threats to the desired experience or “sense of place” exist and manifest themselves in design decisions focused on (1) the interests of individual property owners exclusively; (2) the general trends and market characteristics of the development industry; or (3) at times the City’s own policies and actions. Several of the most significant design threats to achieving the vision of the Downtown Master Plan are:

- Automobile-oriented development policies and site designs that lead to a “automobile scale” rather than a “pedestrian scale.”
- Large-scale horizontal development trends, including larger retail formats, increased dwelling sizes, and the associated building masses that accommodate these trends.
- The presence of undesirable land uses. Certain uses should be discouraged (i.e. outdoor storage, salvage, vehicle sales, freight terminals, warehousing, parking as the primary use, and resource processing industries – recycling, concrete, oil and gas, food, etc.)
- Franchise architecture that conveys a corporate (often national) message, rather than reflecting the local context and character.

- Use of undesirable materials, masses, or patterns. This is not necessarily style-specific, but all styles should pick up on desired scale, patterns, and material composition themes in the plan.
- Imitation historic themes that attempt to replicate past conditions or specific architectural styles through the use of inferior or faux materials.

The design guidelines that follow seek to minimize these threats and encourage appropriate development within Downtown KCK. The recommendations are intended to focus the many public and private development decisions that occur incrementally, site-by-site, on a daily basis, and redirect them to collectively strengthen the overall character of the three districts and Downtown. They are not meant to substitute for professional design expertise. However, they serve as the appropriate starting point to identify appropriate design solutions for new development and redevelopment initiatives and projects.

The general design guidelines in this section are organized into the primary elements of urban design – streetscape design, site / space design, building design and open space design. They are intended to be applicable to all projects in the Downtown, and should embellish and support the base zoning district standards and any other applicable standards that result as part of plan implementation.

STREETSCAPE DESIGN

General Description

The Streetscape Design refers to the design of all components of the public right-of-way, and specifically how that design establishes the public realm of Downtown and the transitions from the public realm to private lots, buildings and development sites. The Streetscape Design guidelines are grouped into three elements of the streetscape:

- Vehicle Lanes and Parking
- Vehicle Access (to blocks and lots)
- Pedestrian Areas

Design Objective

The design objective of the Streetscape Design guidelines is to provide balance between the many uses of the public rights-of-way – specifically creating a well-designed public realm for Downtown Kansas City, Kansas that serves the needs of pedestrians and vehicles.

Vehicle Lane and Parking Standards

- Maximize on-street parking on all streets. Use angled parking wherever possible, and parallel parking where rights-of-ways are constrained.

- Clear through-lanes for vehicles should be approximately 10' to 11' wide on area streets to support slower vehicular design speeds and increased pedestrian activity.
- Use of dedicated turn-lanes should be minimized to preserve narrow, balanced streets and to minimize pedestrian crossing distances.
- Curb-radii at intersections should be small – typically 5' to 15' to slow turning movements of vehicles and maintain shorter pedestrian crossing distances. Where frequent, large-vehicle movements are expected, greater distances may be necessary.

Vehicle Access Standards

- Direct all individual site service access to the existing alley system, or create new alley systems wherever possible.
- Where alley access for services is not possible, use smaller, shared access areas to serve multiple sites on a block.
- Minimize the width of vehicle access points to maintain the continuity of the pedestrian area.
- Vehicular access to parking, especially structures, should be primarily from balanced streets.
- Vehicle crossings of pedestrian areas should maintain the material, and wherever possible the grade, of the pedestrian area – particularly on pedestrian streets indicated in the plan.

Pedestrian Area Standards:

- Ensure that all buildings and sites have pedestrian connections to the public pedestrian area by the most direct access possible.
- Provide continuous and direct pedestrian routes throughout the area, at the frequency at least equal to that of street connections, or at greater frequency where blocks are larger.
- Avoid jogs in the pedestrian area along block faces due to site-specific needs such as on-site parking, vehicle access points, or building placements.
- Maintain adequate pedestrian areas, of at least 7' and 10' wide. This distance is determined by the amount of available rights-of-way.
- Streetscape enhancements should be geared towards pedestrians, such as small street-trees and planting wells, street furniture, bike racks, pedestrian lighting, wayfinding signage and receptacles where ample sidewalk space exists – typically greater than the ideal Pedestrian Area ranges expressed above and a continuous clear walking path of at least 5' is maintained.
- Streetscape enhancements should complement the design character of streetscape improvements and elements established throughout downtown. The intensity by which such improvements are made should be guided by the type of street, importance of the intersection and uses along the street as indicated in the plan.
- Promote (no fee) outdoor seating, cafes and allow periodic product display on sidewalks associated with businesses if ample sidewalk space exists – typically greater than the ideal Pedestrian Area range expressed

above. The type of furnishings associated with such seating areas should either be viewed as an extension of the interior business decor and/or complement the furnishing styles of the public streetscape.

- Seek opportunities for unutilized right-of-way areas to contain pedestrian-scaled Gateway features that incorporate predominant downtown or district themes. Gateway themes should be consistent at all entries, although variations within the themes are desired for different locations, dependant on the context of the location.
- Provide pedestrian-scale lighting – typically between 12' to 16' high and at a frequency to provide low-level night lighting.
- Allow sidewalks to directly abut the street edge where there is on-street parking. Otherwise, pedestrian areas should be separated from moving vehicle lanes on the street by a Streetscape Amenity Zone (as depicted on the various Street Sections in the plan), unless it is a constrained right-of-way.

SITE AND OPEN SPACE DESIGN

General Description

Site and Open Space Design refers to the design, arrangement and location of all non-building elements of a development site, and specifically establishing good transitions from the public streetscape to the buildings while serving the function of the site and building. The Site and Open Space Design guidelines are grouped into three elements of the site design:

- Public or Quasi Civic Space
- Site utility, Parking, or Service Areas
- Landscape Materials

Design Objective:

The design objective of the Site and Open Space Design guidelines is to create efficient use of spaces on private development sites, enhance the relationship of private development to the public realm, and establish appropriate transitions and buffers for the many different activities that occur in Downtown.

Public or Quasi-civic Open Space Standards

- Relate open space to the streetscape at all times to create a seamless transition from public to private areas.
- Emphasize a relationship between buildings on the site and the open space.
- Create effective transitions from the public streetscape to private portions of buildings and sites through the use of Plazas, Courtyards, Passages or other formal building frontages.
- Plazas, Courtyards, Passages or other formal building frontages should be designed as active public spaces where outdoor seating areas, product displays, landscaping, outdoor art or aesthetic features and pedestrian circulation can occur in a complementary manner to the public streetscape.

- Provide pedestrian-scale lighting for all open areas accessible to the public – at a frequency to provide low-level night lighting and a sense of comfort and safety.
- Ensure that any on-site lighting does not impact adjacent residential areas nor compete with public street lighting, through the use of shields or other similar devices that direct light to the appropriate location.

Site-utility, Parking or Service Area Standards

- Maintain strong edges along the streetscape with landscape or decorative fencing or screening wherever on-site surface parking is permitted adjacent to the street.
- Parking structures should be designed as mixed-use structures with active storefronts at street level along primary and secondary frontages. The exterior materials used along the street front should reflect the desired character of the area.
- Parking facilities (i.e. surface or structured) should be integrated with other development and primarily located internal to the block with minimal exposure to the street frontages.
- Design site utility areas to perform multiple-functions wherever possible – either through areas that can perform simultaneous functions, such as open space or parking area that also performs stormwater functions; or areas that can accommodate different functions at different times, such as a parking area that is designed to host occasional special events.
- Parking areas should be designed to accommodate multiple functions and shared use (i.e. special events, day and night use, etc.)
- Locate service areas at the most-remote portions of sites where exposure from public areas is least – typically the side or rear of the property. Consider site lines from windows and other indoor or outdoor active elements of adjacent sites as well.
- Use landscape and screening materials consistent with the site, building, or streetscape designs (i.e. wrought iron fencing, shrubs and trees with irrigation, etc.) to minimize impacts where visibility of site utility elements is unavoidable.
- Incorporate service, storage, or loading areas into the skin of the building or internal to the block wherever possible.

Landscape Material Standards (public streetscape and other open areas):

- Encourage small-scale seasonal (and portable) planters provided in front of individual businesses, provided ample pedestrian areas exist.
- Seek opportunities to convert any unutilized space in the right-of-way into attractive and low-maintenance annual or perennial landscape planting.
- Locate street trees strategically between buildings and storefronts and select higher-canopy species so the business visibility is not obscured.
- Ensure ample planting areas for the survival of selected street-tree species. Construction techniques that allow root access to nearby soils may be necessary on difficult sites or for constrained rights-of-ways.

- Use raised tree wells or low fencing to accommodate decorative or natural mulch, low ground cover or seasonal plantings in tree wells and planting beds. An alternative is to utilize tree grates that are adjustable to accommodate tree growth or that have a minimum 24" diameter opening. Appropriate applications should be based on the accepted streetscape standard for downtown and the context of the block (i.e. residential, commercial, event oriented).
- Replicate / complement public streetscape and landscape improvements, even if at a smaller scale, on semi-public or private access areas that may have high public exposure.

BUILDING DESIGN

General Description

Building Design refers to the relationship of individual buildings to the public realm (streetscape), open spaces, and to other buildings in the district, downtown or surrounding neighborhoods. The Building Design guidelines are grouped into three elements of building design:

- Mass and Orientation
- Facades and Storefronts
- Architectural Details

Design Objective:

The design objective of the Building Design guidelines is to identify patterns and forms of buildings that allow a diversity of styles to effectively and compatibly mix within the Downtown, while maintaining a desired character for a specific district.

Mass and Orientation Standards:

- All buildings should have their primary orientation to the public street.
- New buildings should reflect the desired form for the district which it is located. Where a larger mass may be permitted, articulated elements of the larger building should reflect the form of urban style / type buildings.
- New buildings should follow the height and setback standards provided by the district in the plan. Where new multiple story buildings occur, step-backs of upper stories or other complex massing techniques (articulation, fenestration, architectural details) should be used to help achieve the desired visual interest, pedestrian scale and character of the district.
- New buildings should have a building footprint of an urban scale that complements the desired character within the district. As a general rule, the taller the building, the larger the building footprint.
- Allow taller buildings or landmark architectural features to be placed at important intersections and key view termini along the streets. Use of this technique should convey a consistent, downtown character, rather than

purely emphasize a single building, site, or use. Generally these landmark features should be a limited portion of the overall building mass.

- Large wall and roof planes visible from the public streets should be broken up by small off-sets or architectural details. Streetwall planes over 750 square feet should have offsets and overhangs, window bays, or other ornamentation to break up the plane. Street-side roof planes greater than 500 square feet should be broken up by, dormers, compound and intersecting planes, or other appropriate treatments.

Facades & Storefront Standards:

- Avoid occurrences of several individual free-standing buildings along a single block, except for Civic buildings. Civic buildings should be free-standing and may be set back from the predominant building line if they provide enhanced Public or Quasi-civic open space between the streetscape edge and the building frontage.
- Ensure that all buildings convey a pedestrian scale, with prominent single-story storefronts.
- All buildings, whether single- or multiple story, should include a base (a base plate and bulkheads on single-story or the storefront on multiple-story), a body (the merchandising window and sign panel on single story or the upper façade on multiple-story), and a top (a cornice line and parapet on flat roofs or an eave line and roof structure on pitched roofs).
- Street-level storefronts should convey a pedestrian-scale rhythm by general differentiation of building bays approximately every 25 feet, with structural pillars and piers in the façade, even if the building is larger or houses a larger tenant.
- Maintain a Street Wall wherever site parking or site utility areas are permitted on the street edge by continuing an Alternative Street Wall (i.e. ornamental fencing, landscaping, etc.) as an extension of predominant building lines.
- Blank walls should be avoided on the primary and secondary street frontages. Windows, building entrances, or use of architectural details and ornamentation should be used to break up any linear expanse of facades greater than 25.'
- All window openings should be square or of vertical proportions to emphasize a pedestrian scale. Horizontal openings should be created by a grouping of square or vertically-proportioned windows.

Architectural Detail Standards

- Architecturally, no single style or theme is envisioned as predominant in the area. Architectural style and theme should be sensitive to the envisioned context of the district in which it is located – an eclectic approach to architectural style / theme is appropriate.
- The use of appropriate building materials is critical to the perception of the Downtown. New buildings should convey a high quality and long standing presence and investment. Masonry materials (i.e. brick and stone) should be dominant materials, along with the use of glazing (i.e. glass) and metal in building methods and

forms traditionally found in urban / downtown areas is encouraged. The application and percentage use of such materials is dependent upon the context and the intended architectural style of the building.

- Building materials or applications such as Drivet, EFIS, stucco, wood / vinyl / metal siding, or hardy board should not occur on the first floor of any structures. Such materials and applications are acceptable as secondary or accent materials on upper stories of buildings in the area.
- Innovative / new building materials should be reviewed on a case-by-case basis.
- Buildings systems consisting of the assembly of prefabricated materials (i.e. poured concrete, corrugated metal, etc.) are discouraged in Downtown. Such applications may be allowable for the upper levels of mixed use parking structures where the use of other appropriate materials are used on lower levels.
- Accentuate building entrances, street-level windows, and first floors on multi-story buildings with details and ornamentations such as decorative moldings, cornice lines, and awnings.
- Awnings should be canvas, barrel or angled, and differentiate different storefront or shop ownership along the block.
- Signs should be oriented to pedestrians, primarily through smaller wall, projecting or window signs. Signs oriented to vehicles in the roadway should be limited to the traditional sign band portion of the building above the storefront, and typically no taller than 2' high.

OPEN SPACE DESIGN

General Description

Downtown Kansas City, Kansas is an urban place with compact spaces. Therefore, in order to implement an effective urban design strategy for the area, greater attention must be paid to maximizing smaller, well designed spaces and creating the "gathering spaces" needed to make the districts and area vibrant. These spaces can tie the community together both physically and aesthetically.

The creation of open space areas should be encouraged whenever possible within the overall design context of a development site within the district and Downtown. A small poorly designed or located open space in an urban setting can have a tremendous detrimental impact on the perception and use of the space. Therefore, while open spaces should be encouraged attention must be paid to design details more so than the amount of space. An overall target for open space in Downtown could be 7 to 12% of the net developable area.

These Design guidelines identify specific types of open spaces that are appropriate for Downtown Kansas City, Kansas. The Design guidelines should be applied in conjunction with the general Site and Open Space Design guidelines related to both private development and public improvements and any regulatory requirement of the base zoning district or any regulations for a particular parcel.

These standards recognize five types of open space with different design features and applicability in Downtown:

- ***Pedestrian Passages***
- ***Pocket Parks***
- ***Courtyards***
- ***Plazas***
- ***Greens***

All of these open spaces can exist in different ownership forms, typically categorized as:

- ***Public*** – Government owned property – open for public use.
- ***Quasi-civic***– Privately or commonly owned, but generally visible to and accessible for the public.
- ***Common*** – Private or commonly owned, but with limited access to the public.
- ***Private*** – Privately or commonly owned, removed from view of the public and/or accessible only by common or individual property owners.

PEDESTRIAN PASSAGES

General Description

- A linear area primarily designed for pedestrian traffic or balanced pedestrian and vehicle traffic where pedestrians clearly have priority.
- The typical ownership is Public, Quasi-civic, or Common.

Passage Standards

- At least 8' wide for pedestrian only.
- No wider than 9' where one-way vehicle traffic is permitted; no wider than 18' where two-way vehicle traffic is permitted; passages will widen where they also access off-street parking or other site utility or service areas.
- If vehicle traffic is permitted, surfaces should be colored or textured pavement, individual paver systems, or other differentiated surface that calms vehicle speeds.
- If vehicle traffic is permitted, entrance ways should be narrowed with bollards or gateway features to calm traffic and create a pedestrian scale.
- Building facades along passages should contain windows, entrances or other building elements that create pedestrian interest and activity.
- Used to provide mid-block connections between streetscapes in high pedestrian areas where on-street connections are less frequent – typically blocks greater than 600' should provide passages.
- Used to access public spaces that are internal to a block.
- Lighting should be pedestrian scale, enhance the quality of the Passage experience, and meet Unified Government standards for light levels in public areas and sidewalks within the Downtown.

POCKET PARK

General Description

- A small space with a more formal design, often with street visibility or immediate streetscape adjacency.
- The typical ownership is Public or Quasi-civic.

Pocket Park Standards

- Typically between 500 square feet and 5,000 square feet.
- Creates an extension of the streetscape.
- Contains heavy landscape materials to create a garden-like character.
- Utilize small seating, public art or focal point features to invite pedestrians to linger.
- Used on secondary frontages to screen less desirable portions of buildings and sites.
- Used on longer blocks to add visual interest and diversity to the streetscape.
- Used at entrances or transition areas to neighborhoods or projects, often associated with a gateway feature.

COURTYARD

General Description

- A small open space accessible to the public, but generally serving one or a few surrounding buildings and heavily landscaped.
- The typical ownership is Common or Private.

Courtyard Standards

- Typically 200 square feet to 2,000 square feet.
- At least one side should be accessible to a public street, although this side may be screened by a decorative fence or wall, or access may be provided by a Passage.
- Facades fronting on the Courtyard should have frequent windows or building entrances
- No more than 50% of the area should be hard surface.
- Seating or other gathering spaces should be provided.

PLAZA

General Description

- A small or medium area with significant hardscape, art features or other focal points, and designed for public gathering. Often this is the extension of the public sidewalk.
- The typical ownership is Public, Quasi-Public, or Common

Plaza Standards

- Typically 500 square feet to 5,000 square feet.

- At least one side should abut the public street and be designed as an extension of the public streetscape.
- At least one side should feature a building entrance, fronting directly on the Plaza, unless it is a very large Plaza serving as a focal point for a large-scale development, in which case it should be bordered by streets on all sides.
- All building facades fronting on the Plaza should be designed as Primary Facades.
- Seating areas and at least one significant focal point such as an art piece, fountain, or significant landscape feature should be provided.
- Intermittent lawns, landscape beds, or trees should be arranged in a formal pattern to create visual interest.

GREEN*General Description*

- A large landscape area with a formal design and located to be a focal point and give identity to a specific development area.
- The typical ownership is Public, Quasi-civic, or Common.

Green Standards

- Typically 2,000 square feet to 2 acres.
- At least 2 sides should abut a public street.
- Buildings should front on the streets opposite the green, or on up to two sides that do not front on public streets.
- Pedestrian paths should extend from the public streets into the green.
- Occasional public seating should be provided
- No more than 15% of the Green should be hard surface.
- All permeable surfaces should have ground cover, typically with large lawn areas.
Greens should be bordered by shade and ornamental trees, arranged in a formal pattern.

APPENDIX B:

STREET SECTIONS, STREETSAPES AND INTERSECTIONS

The sections and plans included in this appendix represent the typical sections for the different types of streets pedestrian ways and intersections for Downtown Kansas City, Kansas. Details are included for balanced and pedestrian streets, as well as for the Heritage Trail, both on and off-street.

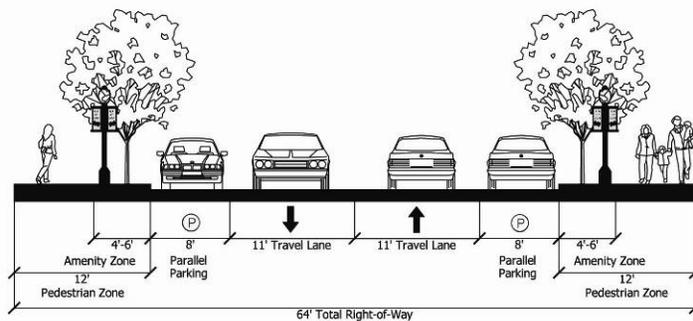
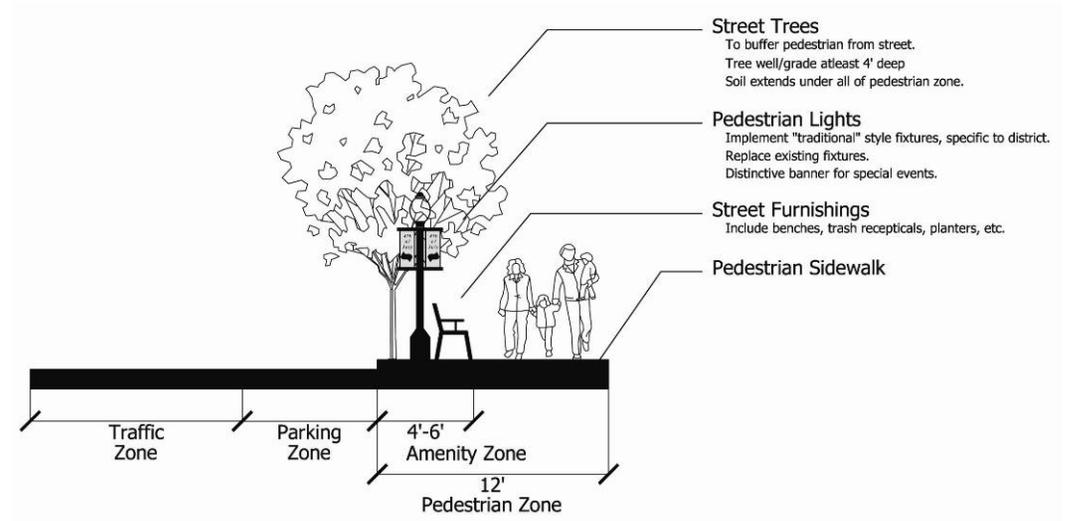
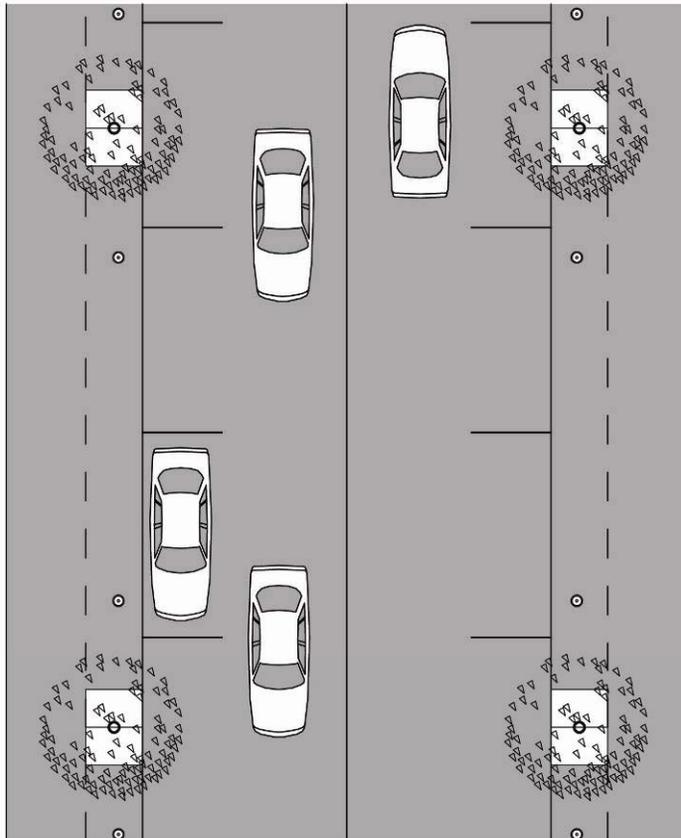


Figure B-1: Pedestrian Street

Source: Gould Evans Associates

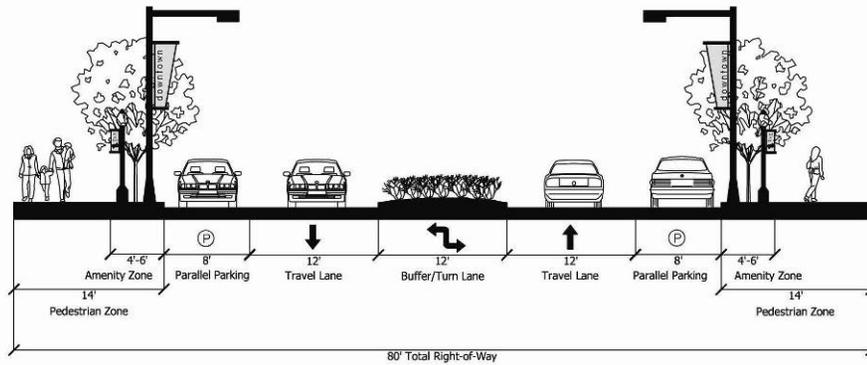
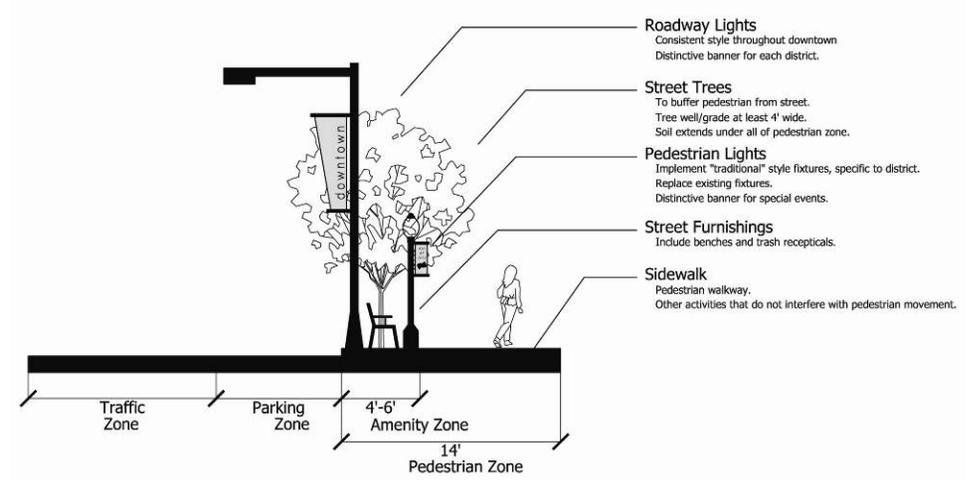
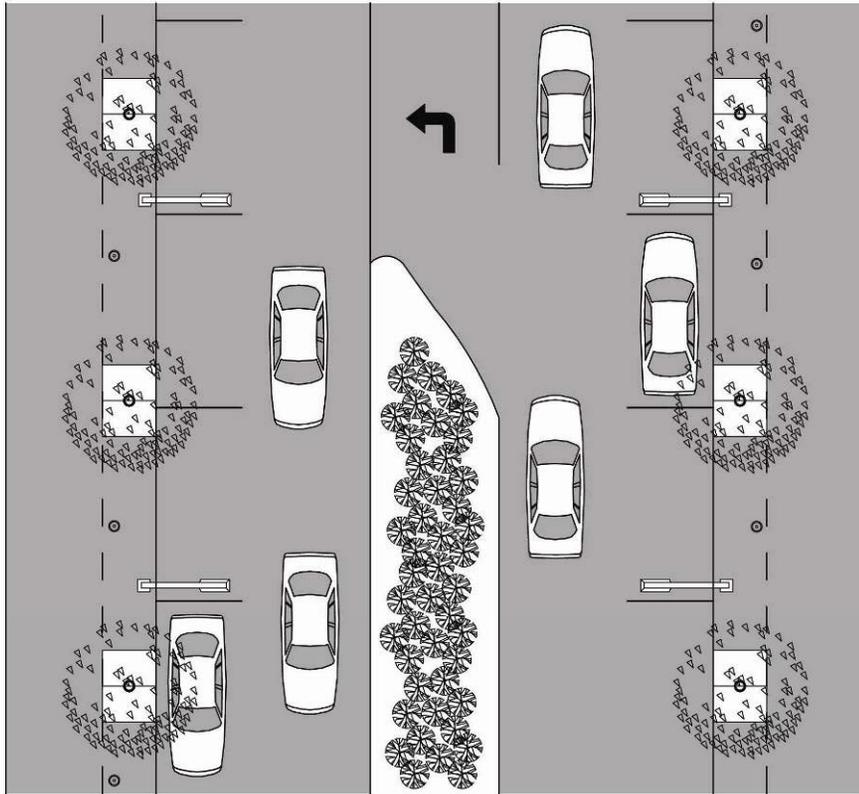
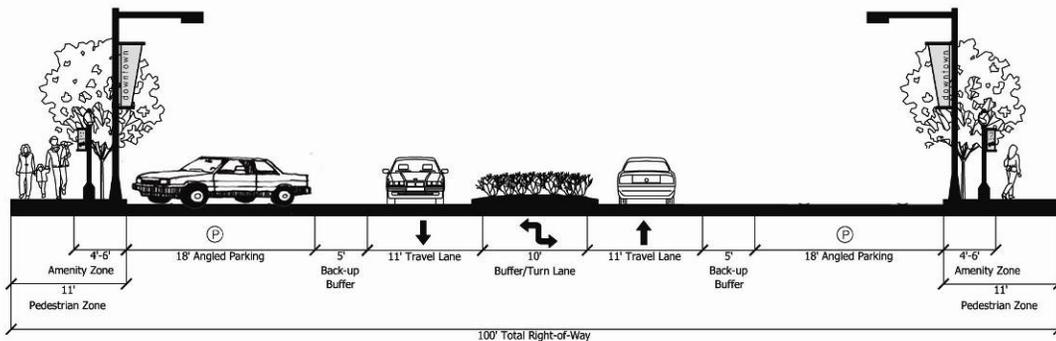
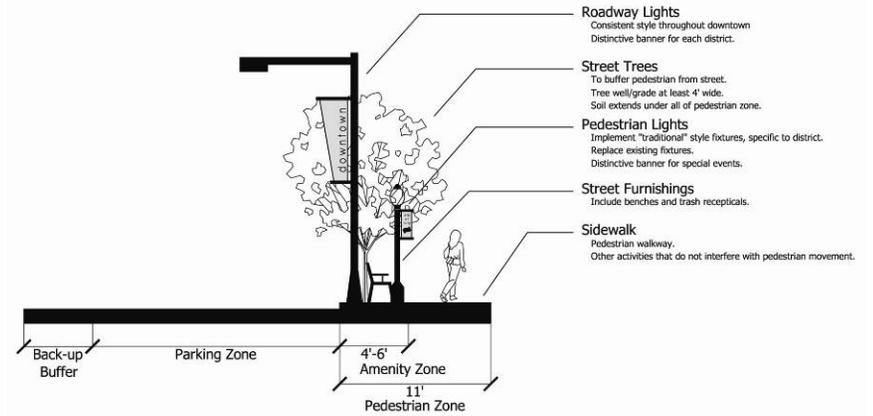
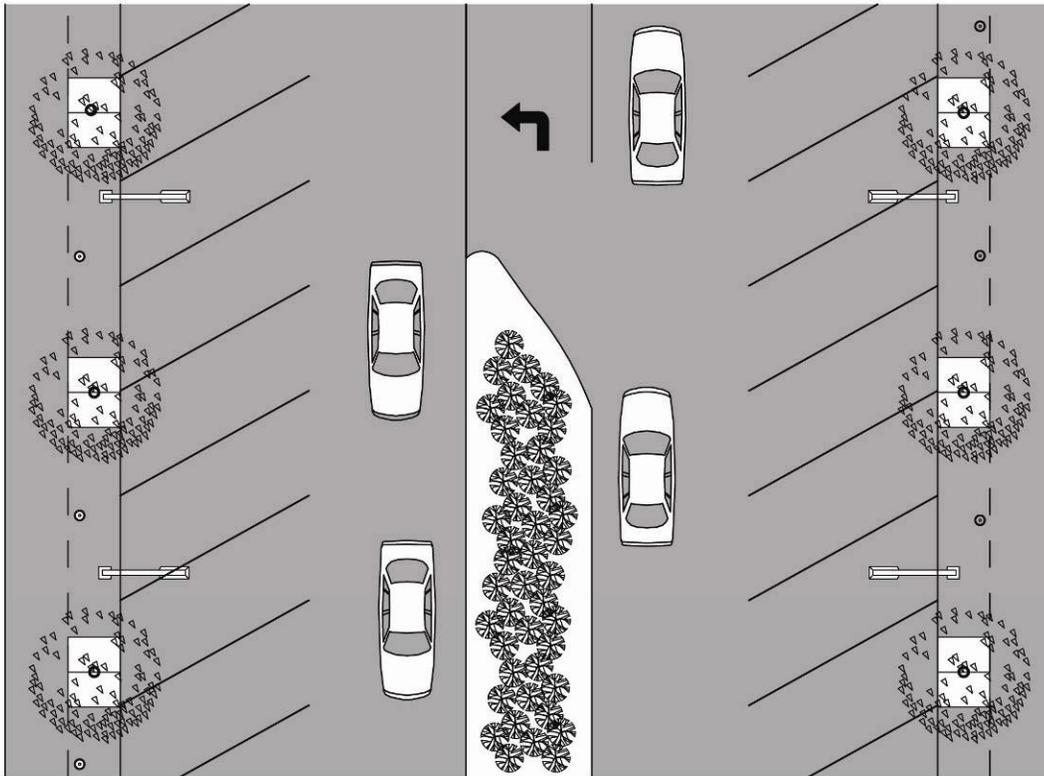
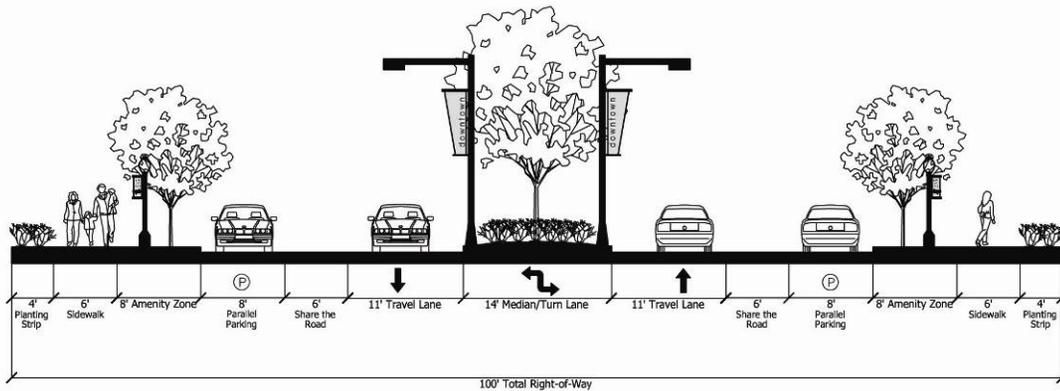
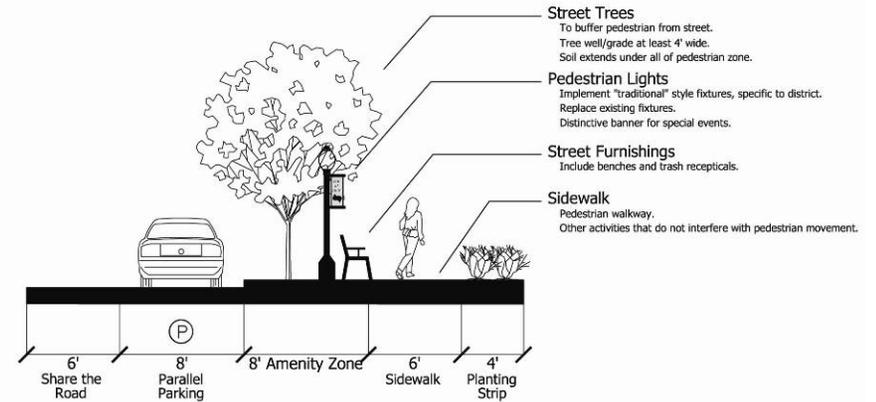
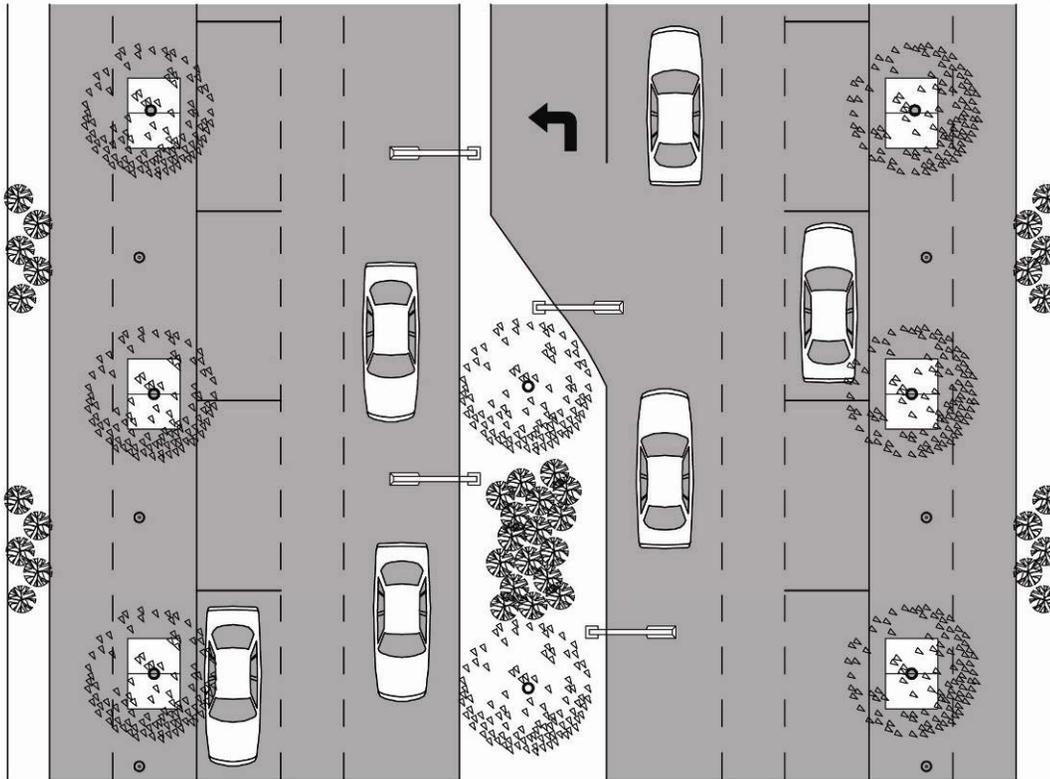


Figure B-2: Balanced Street – 80' Right-of-way
 Source: Gould Evans Associates

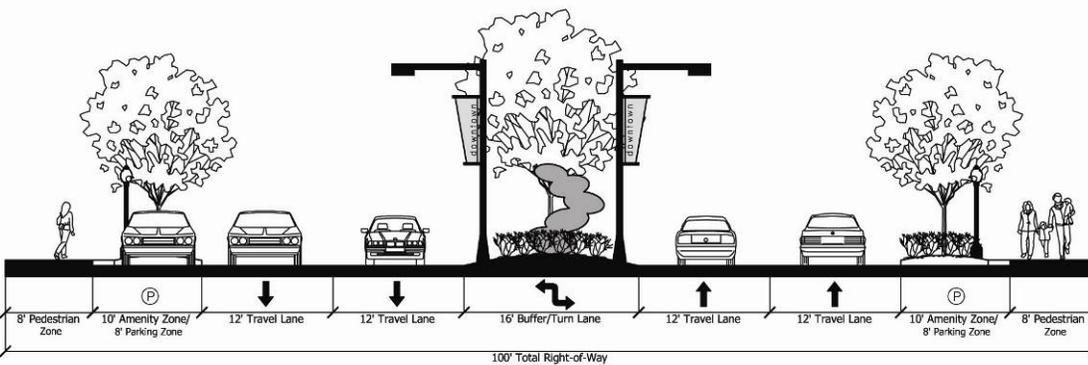
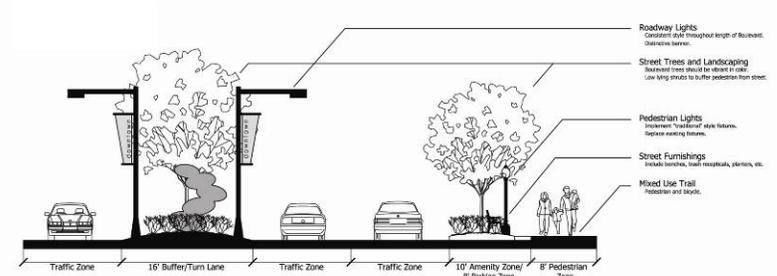
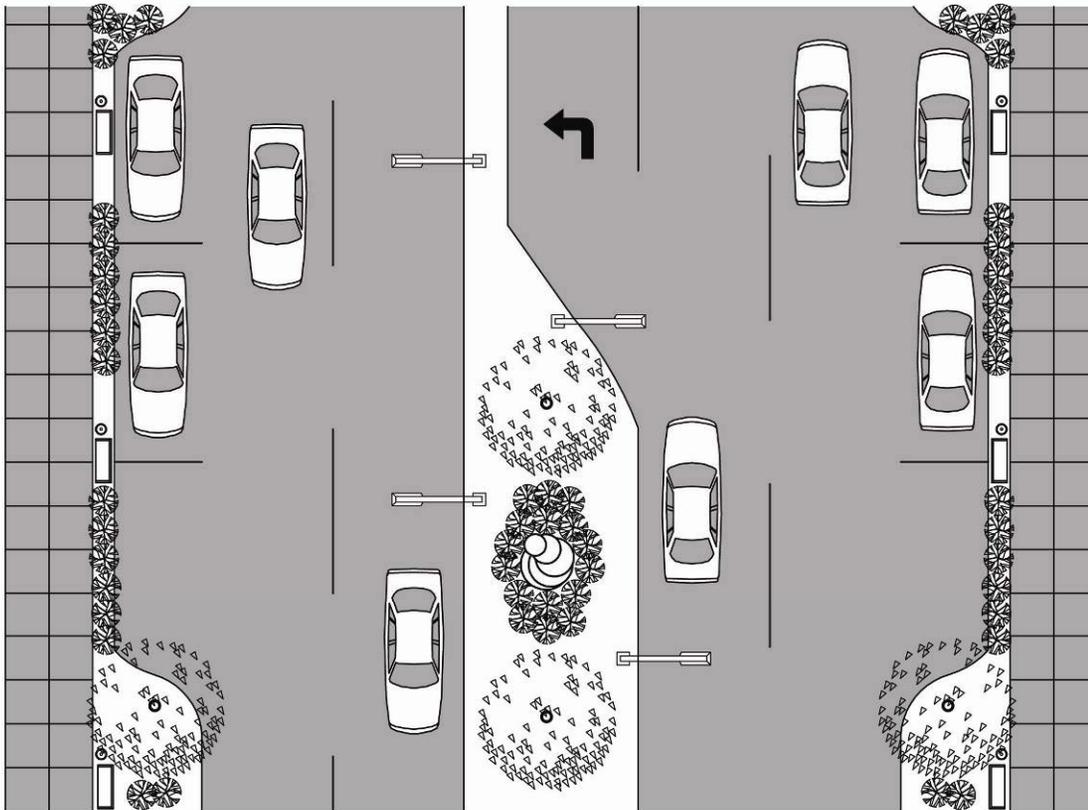


**Figure B-3: Balanced Street – 100' Right-of-way
Minnesota - Downtown Core**

Source: Gould Evans Associates

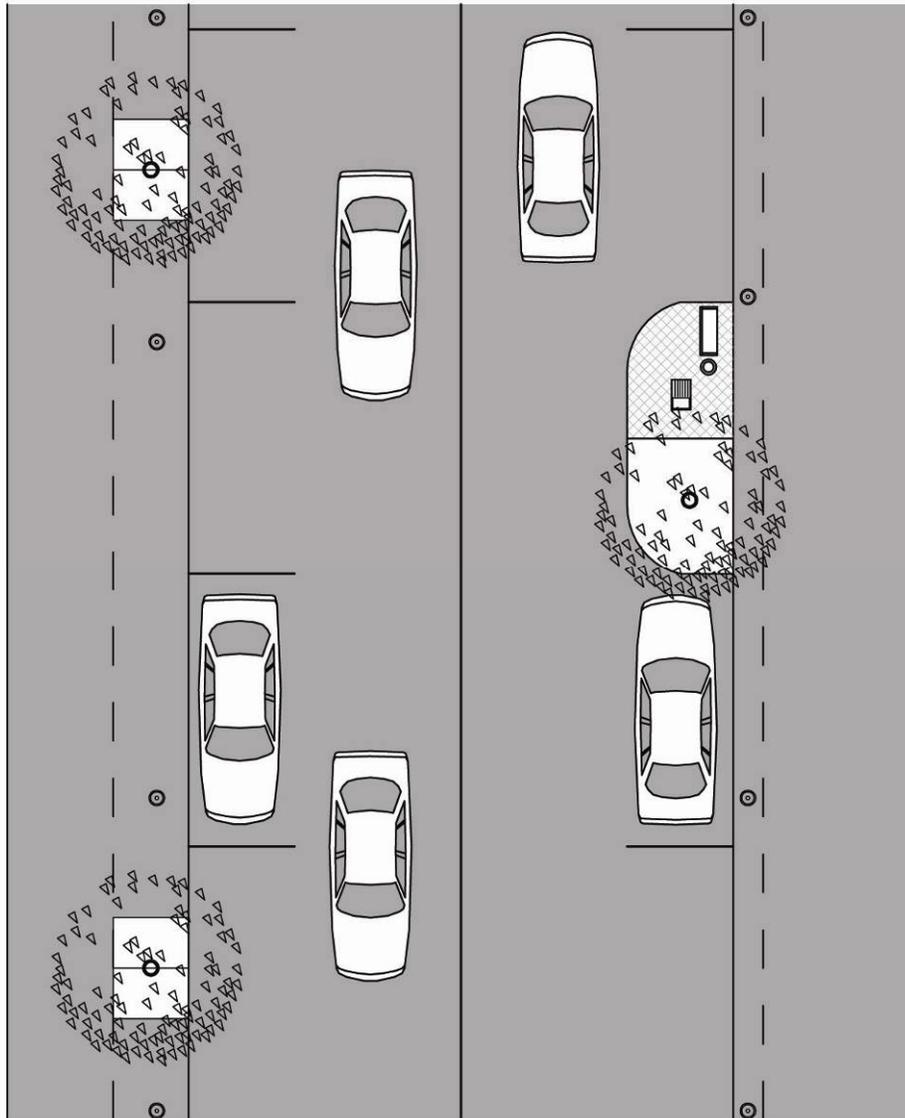


**Figure B-4: Balanced Street – 100' Right-of-way
Minnesota – West End**
Source: Gould Evans Associates

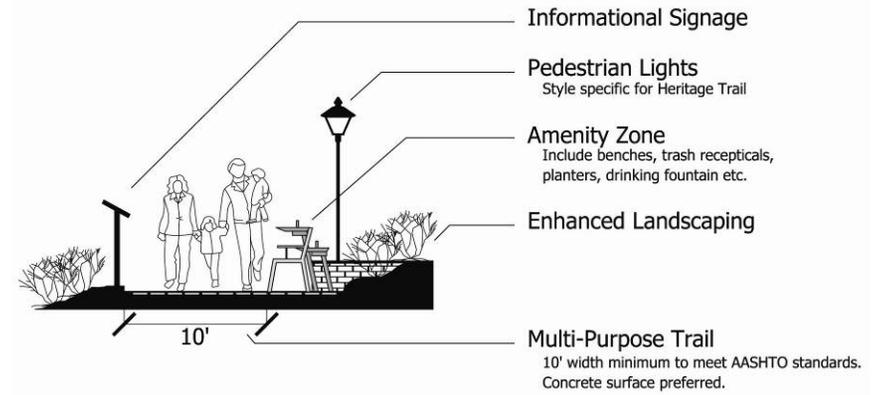


**Figure B-5: Balanced Street – 100' Right-of-way
Washington Avenue**

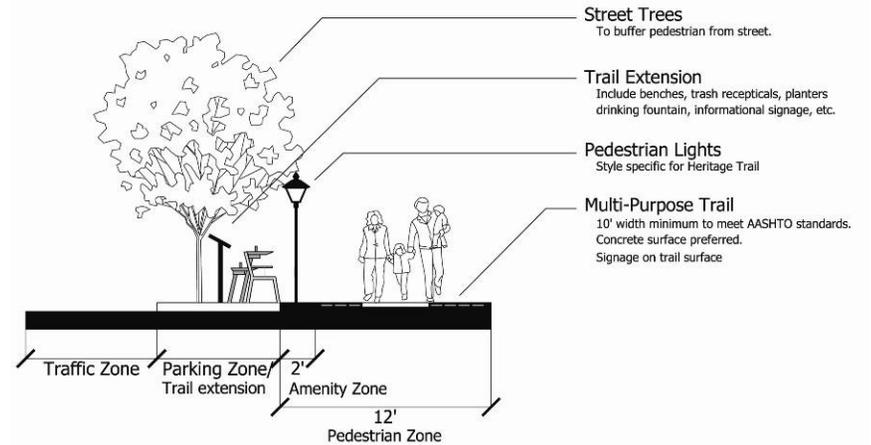
Source: Gould Evans Associates



On-Street Plan



Off-Street Section



On-Street Section

Figure B-6: Heritage Trail – On and Off Street

Source: Gould Evans Associates

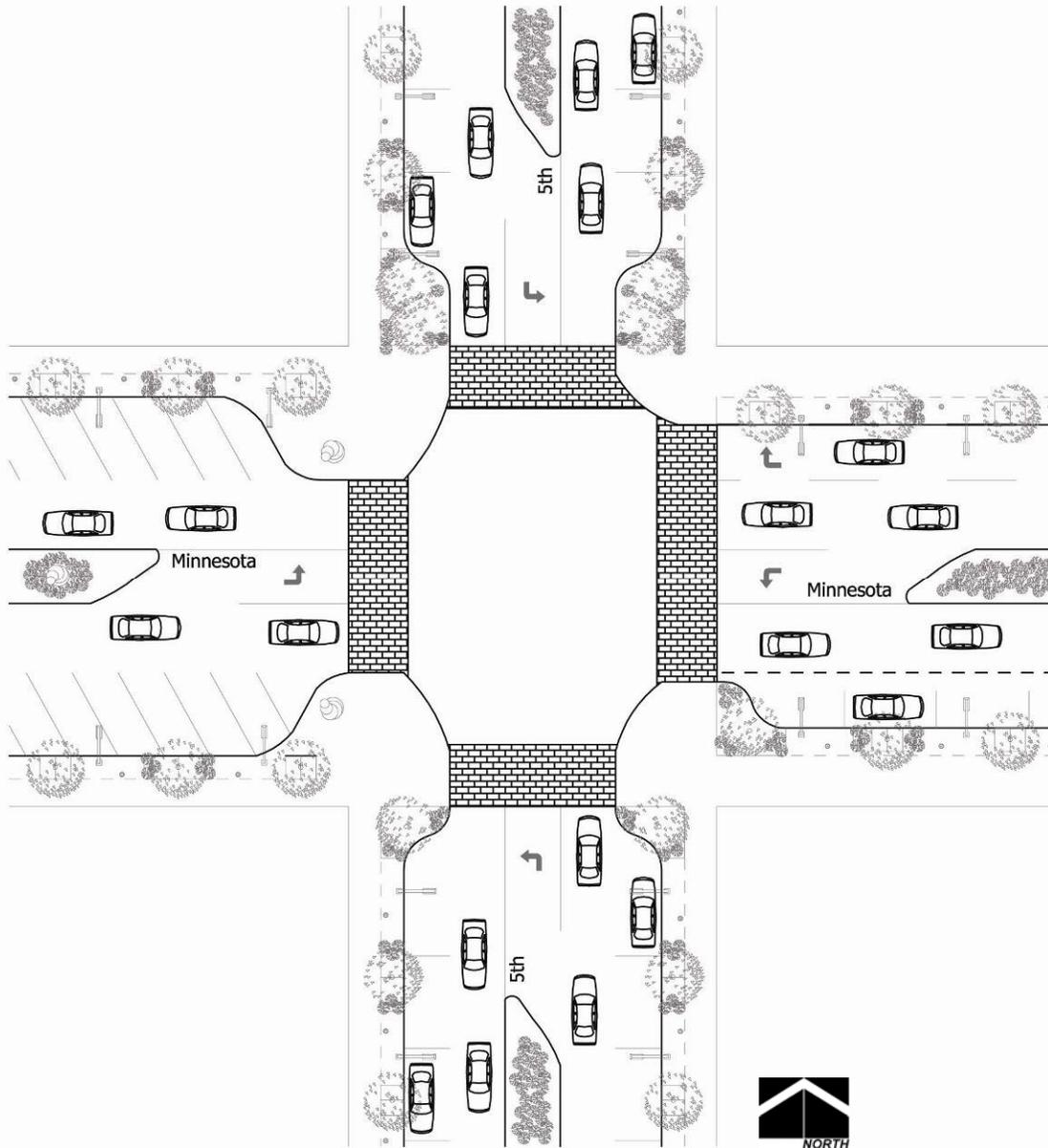


Figure B-7: 5th and Minnesota Intersection
Source: Gould Evans Associates

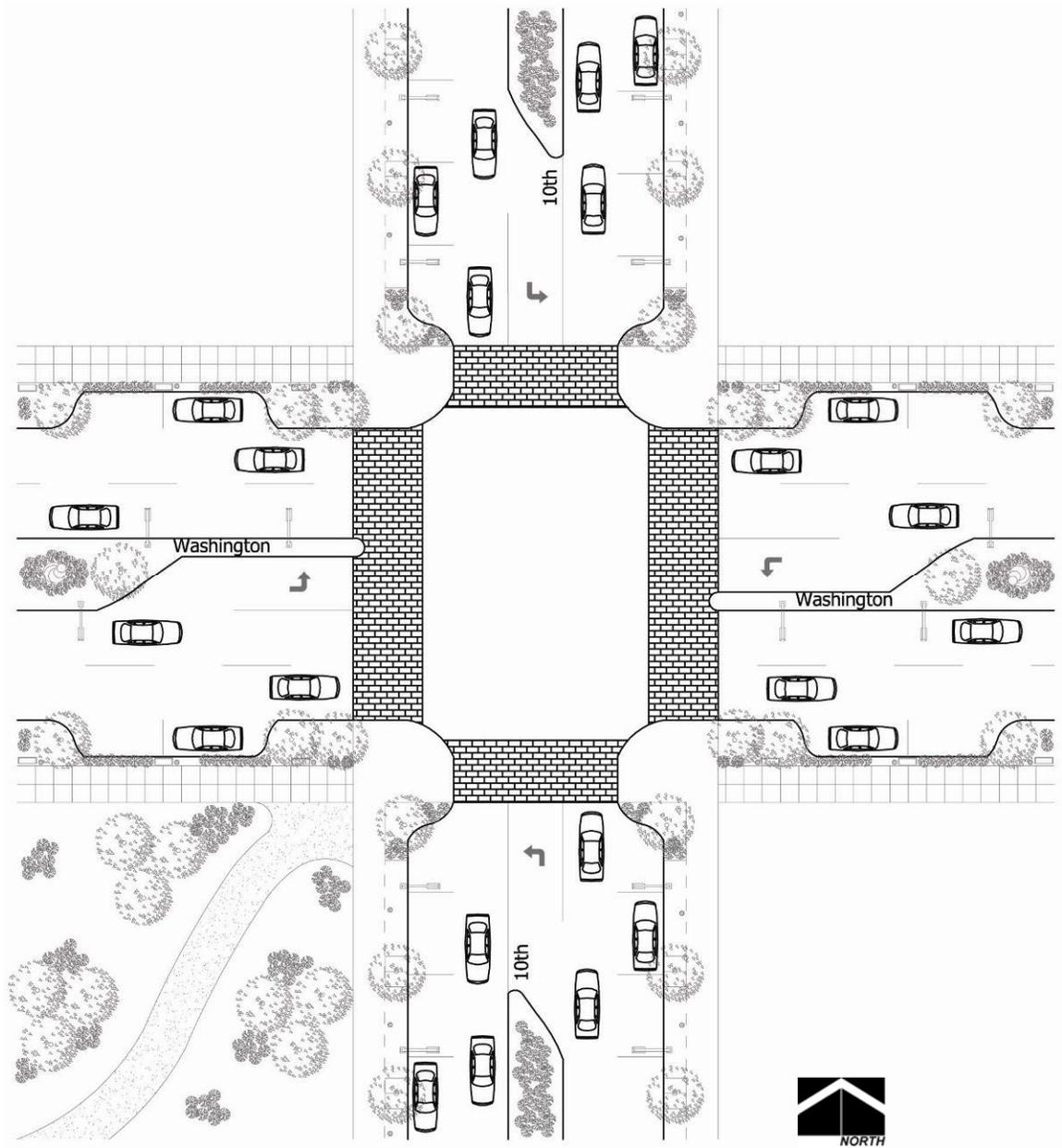


Figure B-8: 10th and Washington Intersection
Source: Gould Evans Associates

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