



GREATER DOWNTOWN AREA PLAN



CITY OF
KANSAS CITY,
MISSOURI

CITY PLANNING
AND DEVELOPMENT

KANSAS CITY, MISSOURI

Approved by the City Planning Commission on July 2, 2019
Approved by the City Council on October 10, 2019
by Resolution 190565



RESOLUTION NO. 190565

Approving an update to the Greater Downtown Area Plan as a guide for the future development and redevelopment and public investment within the area generally bounded by the city limits of North Kansas City on the north, the state line on the west, 31st Street on the south, and Woodland Avenue on the east; and repealing and replacing the Greater Downtown Area Plan approved in 2010. (CD-CPC-2019-00092)

WHEREAS, on March 11, 2010 the City Council by Committee Substitute for Resolution No. 100049 adopted the Greater Downtown Area Plan; and

WHEREAS, the City Council amended said plan by Resolution No. 121046 on January 17, 2013; and the City Council further amended said plan by Resolution No. 130323 on May 9, 2013; and the City Council further amended said plan by Resolution No. 150475 on June 18, 2015; and the City Council further amended said plan by Resolution No. 160482 on July 14, 2016; and the City Council further amended said plan by Resolution No. 170584 on August 17, 2017; and the City Council further amended said plan by Resolution No. 180975 on December 20, 2018; and the City Council further amended said plan by Resolution No. 180408 on June 7, 2018; and the City Council further amended said plan by Resolution No. 180384 on May 24, 2018; and the City Council further amended said plan by Resolution No. 180193 on March 29, 2018; and the City Council further amended said plan by Committee Substitute for Resolution No. 180022 on March 3, 2018; and

WHEREAS, these amendments have been incorporated into the updated Greater Downtown Area Plan; and

WHEREAS, the stakeholders of the Greater Downtown Area in conjunction with the City Development Department have conducted a study delineating the characteristics of the Greater Downtown Area; and

WHEREAS, legal notice for the public hearing before the City Plan Commission was published on June 17, 2019, in conformity with state and local laws; and

WHEREAS, after all interested persons were given the opportunity to present testimony, the City Plan Commission did on July 2, 2019, recommend approval of the proposed repeals of existing plans and approval of the update to the Greater Downtown Area Plan; and

WHEREAS, the Greater Downtown Area Plan has incorporated the policies of the FOCUS Kansas City Plan and other appropriate planning documents; and

WHEREAS, the policies within the Greater Downtown Area Plan, which will serve as the plan of record for this area, are consistent with the policies of the FOCUS Kansas City Plan. Any future amendments to the Greater Downtown Area Plan should be

guided by and comply with the policy direction set forth in the FOCUS Kansas City Plan, adopted by Resolution No. 971268 on October 30, 1997; and

WHEREAS, as a result of the study, the City Planning and Development Department has proposed a framework for the orderly development and redevelopment within the Greater Downtown Area; and

WHEREAS, said framework provides a guide for future development and redevelopment of the area, for specific and general policies to guide future decisions, and for identification of public and private needs throughout the community and possible solutions to those needs; and

WHEREAS, the City Planning and Development Department has incorporated its findings in an update to the Greater Downtown Area Plan; and

WHEREAS, after considering additional testimony, the Council has determined it appropriate to approve the updated Greater Downtown Area Plan and repeal and replace previous versions; NOW, THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF KANSAS CITY:

Section A. That the Greater Downtown Area Plan is hereby adopted as a guide for the future development and public investments for that area generally bounded by the city limits of North Kansas City on the north, the state line on the west, 31st Street on the south and Woodland Avenue on the east. A copy of the Greater Downtown Area Plan is attached hereto, in substantial form, and is hereby approved.

Section B. That the Greater Downtown Area Plan is consistent and complies with the FOCUS Kansas City Plan, adopted on October 30, 1997, by Committee Substitute for Resolution No. 971268, and is adopted as a supplement to the FOCUS Kansas City Plan.

Section C. That the Council finds and declares that before taking any action on the proposed Greater Downtown Area Plan hereinabove, all public notices have been given and hearings have been had as required by law.



Authenticated as Passed

Quinton Lucas, Mayor

Marilyn Sanders, City Clerk

OCT 10 2019

Date Passed

ACKNOWLEDGEMENTS

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The Honorable Quinton Lucas

-CITY MANAGER-

Troy Schulte

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Introduction & Area Overview



FOREWORD

Between 2008 and 2010 the City and their consultant team led by BNIM Architects worked extensively with Greater Downtown area stakeholders to prepare the first Greater Downtown Area Plan. The plan was adopted by the City in 2010 and reflected the community's enthusiasm and the momentum of the recent downtown transformation. Between 2000 and 2010 the area had experienced \$5.2Billion in new development. The Power and Light District and Sprint Arena had recently been completed. Despite a failed citywide vote for light rail, hopes remained high for a future rail transit in the downtown area (which has since been realized). Business areas in the downtown core were seeing an influx of new residents, transforming the traditional business center into mixed use and residential neighborhoods. And the community embraced a goal to double the downtown population. There was a great deal of agreement and excitement over the plans recommendations and strategies. And for the first time, the downtown business community and downtown neighborhoods shared common goals and a vision for the future of downtown expressed in a unified plan. An implementation process began immediately with a renewed spirit of cooperation, which continues today.

By 2018 the evolution and growth of the GDA had continued to the point where the City decided it was time to update the Greater Downtown Area Plan. Much progress towards implementing the plans' recommendations had been made and it was time to refresh the plans to-do list, while keeping the policy framework of the original GDAP intact. This document is the product of that process to update the GDAP between June 2018 and June 2019.

As a strong and vital core, a vibrant downtown strengthens the entire region, making Kansas City more competitive with other successful cities in attracting workers and visitors from the region and beyond.

*Kansas City Downtown Corridor Strategy
Sasaki Associates, June 2005*



INTRODUCTION

This Plan represents a collective vision for the Greater Downtown Area that will capitalize on our strengths and lead us progressively toward the city core we want to become. Just as in 2010, we believe now is the time to find solutions that improve quality of life, protect precious natural capital, and strengthen economic vitality to competitively position Downtown as the region's cultural, economic, and activity center and to create and enhance desirable and equitable neighborhoods in the Greater Downtown Area. There are many initiatives that can move forward without significant new financial investments and many others that will result in economic benefits over time. The Plan reflects the needs and hopes of all neighborhoods within the area and outlines a path to nurture a vibrant, healthy society that embraces its heritage and celebrates its role as the real and symbolic heart of Kansas City.

This is an ambitious plan made possible by the high level of agreement behind its recommendations. Every recommendation came directly from extensive community outreach, in-depth team analysis and past work by stakeholder groups. The dedication of the community to crafting the Plan reinforces the importance of implementation even when disagreements occur because the collective vision is compelling.

In a 1917 article by George Kessler, the individual credited with the creation of our Parks and Boulevards system, Kessler bemoans the lack of planning over the previous 20 years that prevented our city from becoming "one of the most beautiful in the world." His work in Kansas City is largely credited with reversing that trend and setting in motion many of the positive physical attributes of our modern community. Much good planning has occurred since Kessler, but it is time for us to carry on Kessler's legacy and put into motion, with clarity of purpose, the ideas we hold in common for the future of our community.

Home to our most venerable neighborhoods, active commercial centers, significant cultural institutions and the majority of our historical assets, the urban core is the real and symbolic heart of our city. Enhancing its health and vibrancy is critical to the long-term success of our entire Metropolitan Area.

*FOCUS Kansas City Plan
Plan for the Heart of the City*



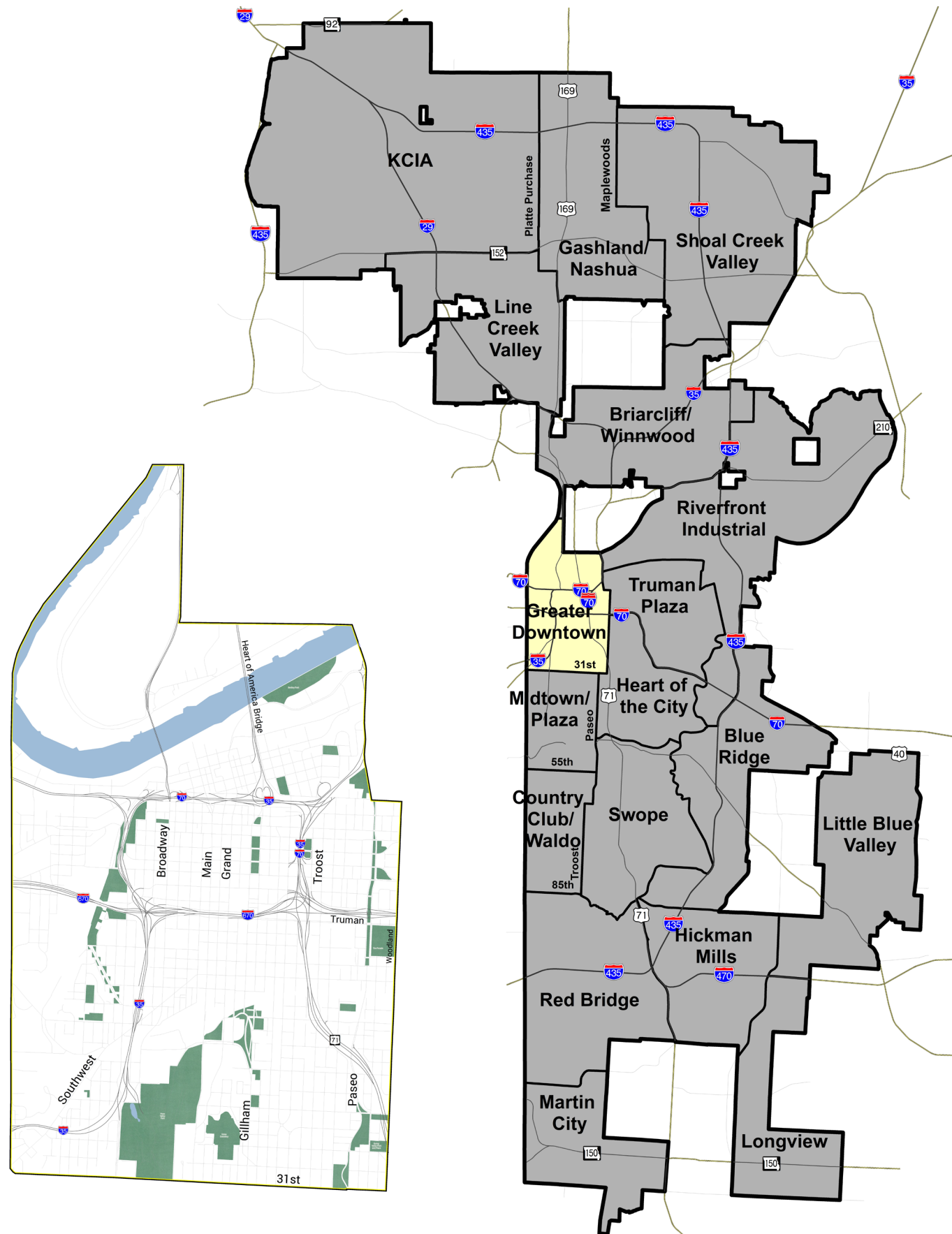


PURPOSE OF AN AREA PLAN

Kansas City, Missouri is divided into 18 geographic areas for which area plans have been prepared (see area map). Area plans recommend strategies to help realize a community's long term vision for the future and provide a comprehensive framework to guide public decisions on land use, housing, public improvements, community development, and city services. Area plans provide both proactive strategies (phased action steps which are outcome driven) and reactive guidelines (evaluation tool to guide future decision making). These plans are used by the City and the Community alike and become an element of the City's Comprehensive Plan.

Area plans are guided by a range of Citywide planning documents including the FOCUS Kansas City Plan (the City's comprehensive plan), the Trails KC Plan, and others. The area plan applies the broad citywide policies from these documents to a smaller area of the city, typically at a higher level of detail. Area plans sometimes recommend amendments to these upper level plans, but generally try to work within their policy framework.

Planning is the process by which a community assesses what it is and what it wants to become, then decides how to make it happen. Specifically, planning guides public policy decisions on development, infrastructure and public services





AREA OVERVIEW

Planning Area Location

The Greater Downtown Area includes 22 diverse neighborhoods in Kansas City, Missouri (see map) on both sides of the Missouri River from 31st Street on the south, North Kansas City on the north, State Line on the west, and Woodland Avenue on the east.

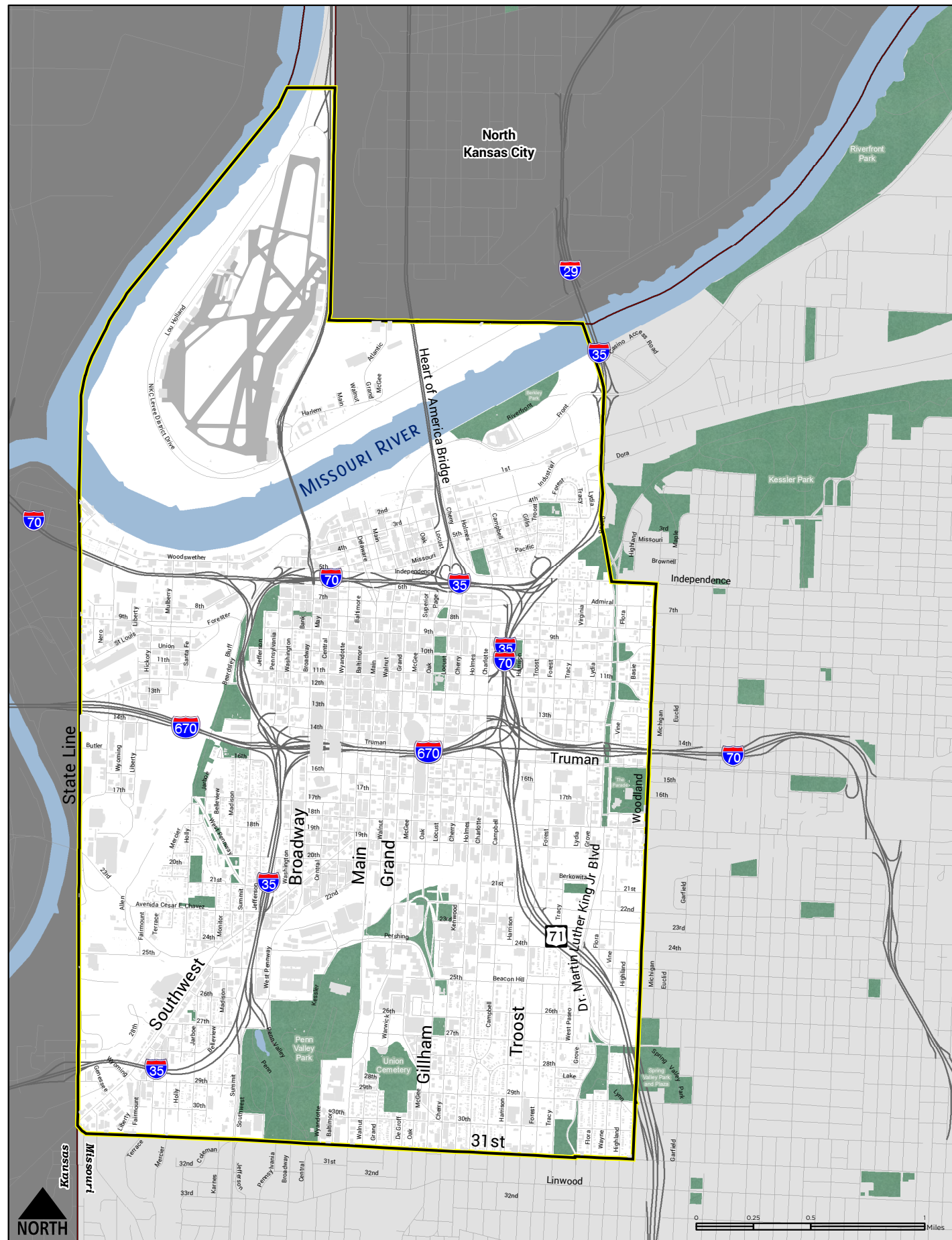
Area Description

Downtown is the heart of the Kansas City region and its health and vibrancy are in many ways linked to the health of the larger community. This is why the recent downtown resurgence is so significant and remarkable.

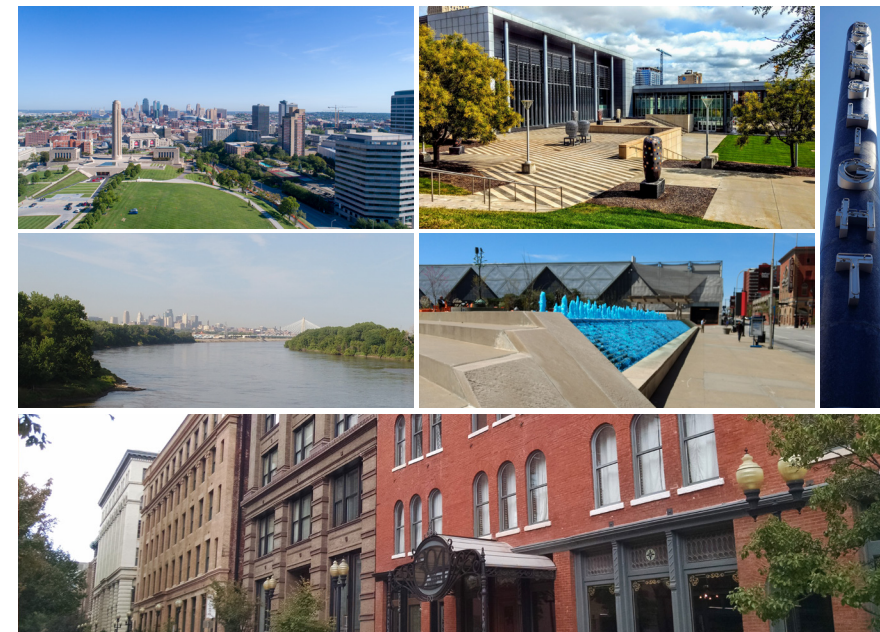
The GDA has grown considerably since 2010 (4,789 additional residents, 1,144 new housing units and more than \$865 million in new construction). A resurgence in residential growth combined with the construction of major community anchors and commercial developments have positively transformed downtown as a place to live, work and play. Accompanying public sector planning and investment have complemented this infusion of private development including a new 2-mile streetcar starter route, and planning underway for two streetcar extensions. The momentum from these accomplishments is strong and must be sustained in order to realize the Vision for Greater Downtown.

Strengthening neighborhoods adjacent to the Downtown Core is a parallel need. Just as the health of downtown and the region are linked, so are the health of the downtown core and its surrounding neighborhoods. Diverse challenges face downtown neighborhoods including increasing development pressures, affordable housing and displacement concerns, outdated plans, economic distress, problems related to homeless encampments and inadequate infrastructure. There are also mounting concerns about our ecological systems, the need to stoke our local economy, and quality of life.

The Greater Downtown Area Plan provides strategies to sustain the rebirth of the downtown core, while providing solutions to the unique needs of Greater Downtown neighborhoods.



MAP 1.2: AREA PLAN LOCATION





PLANNING PROCESS

2010 Greater Downtown Area Plan

Between 2008 and 2010 the City and their consultant team led by BNIM Architects worked extensively with Greater Downtown area stakeholders to prepare the first Greater Downtown Area Plan. The plan reflected the community's enthusiasm and the momentum of the recent downtown transformation. There was a great deal of agreement and excitement over the plans recommendations and strategies. And for the first time, the downtown business community and downtown neighborhoods shared common goals and a vision for the future of downtown expressed in a unified plan. An implementation process began immediately with a renewed spirit of cooperation, which continues today.

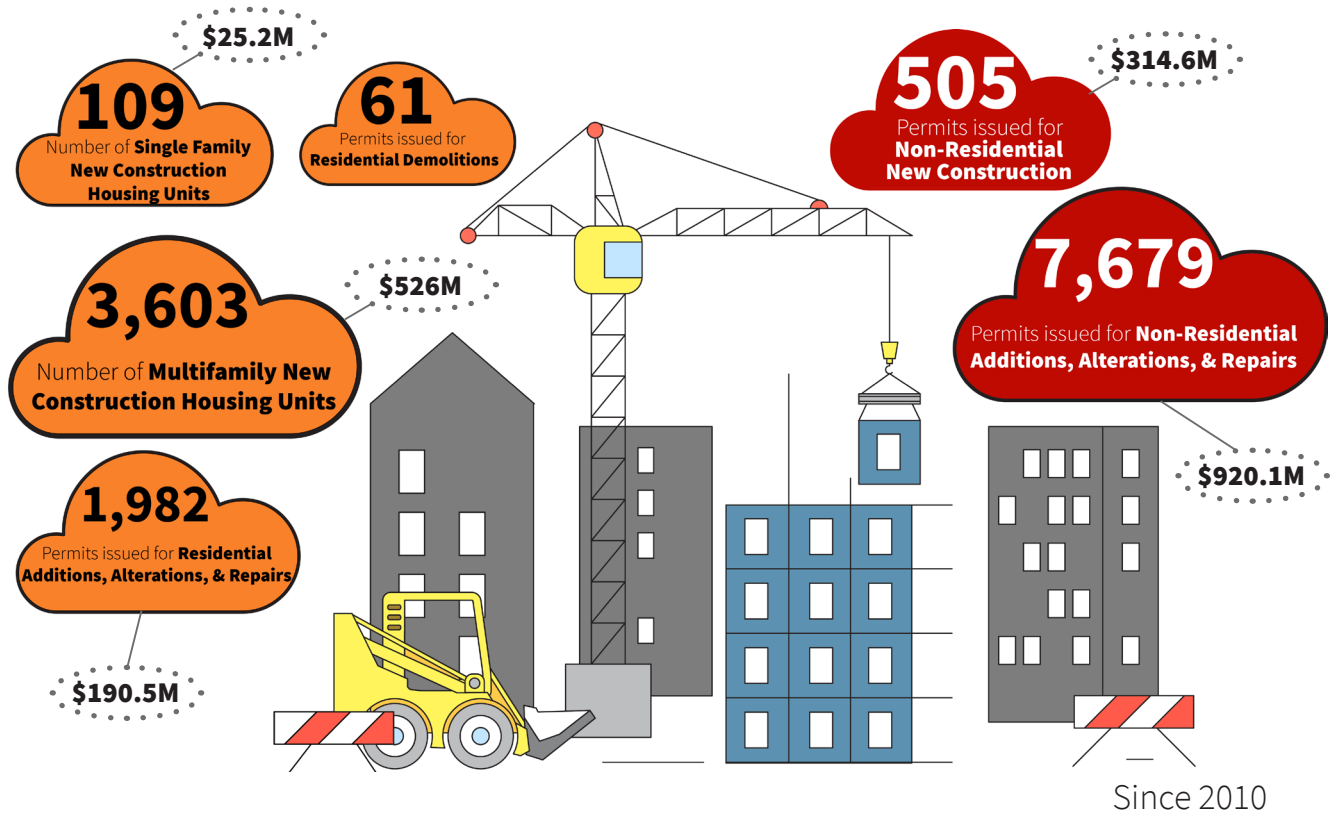
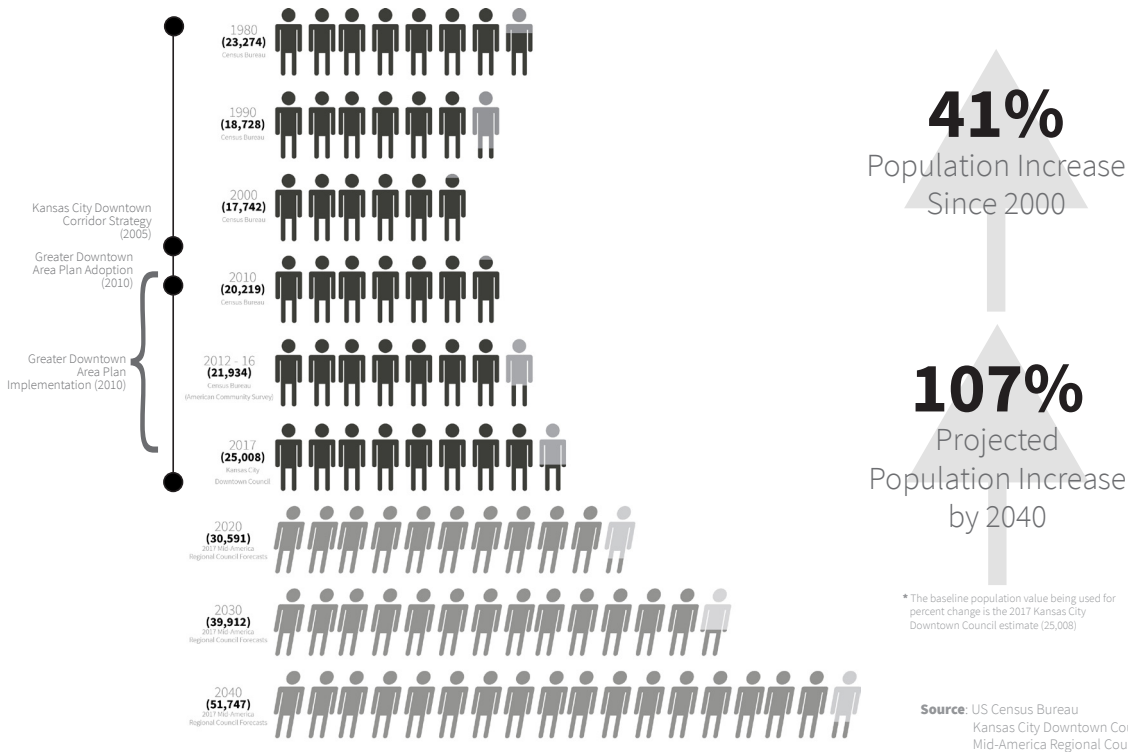
2018-2019 Greater Downtown Area Plan Update

By 2018 the evolution and growth of the GDA had continued to the point where the City decided it was time to update the Greater Downtown Area Plan. Much progress towards implementing the plans' recommendations had been made and it was time to refresh to plans to-do list and update strategies and priorities, while keeping the vision, goals and policy framework of the original GDAP intact. This document is the product of that process to update the GDAP between June 2018 and June 2019.

2018-19 Planning Process Overview

The City Planning and Development Department began the process to update the GDAP in 2018. The GDAP update process kicked off in June of 2018 and was completed in May of 2019. The planning process included extensive outreach and engagement with area residents, institutions, businesses and stakeholders utilizing the following:

- Steering Committee composed of residents, neighborhood leaders, property owners, institutions and businesses. The committee was utilized to articulate the overall direction and review principles and concepts throughout the planning process.
- Interviews and meetings with various agencies and City departments who provided technical expertise and guidance on a range of issues.
- Interactive Public Meetings, as well as additional meetings and presentations with individual neighborhood groups, institutional partners and other area stakeholders.
- Mentimeter online polling, which provided an opportunity for area stakeholders to provide input and feedback on key concepts throughout the planning process as well as during public and Steering Committee meetings. 19 weekly polls were administered over a 5 moth period during the planning process yielding valuable responses on a variety of topics and allowing the conversations and feedback to continue between in-person meetings. The results of these polls are included for reference throughout the document.
- Project web site was utilized to post documents and provide information about the project and upcoming meetings



Source: City of Kansas City, MO Building Permits
* Using 2017 Constant Dollars





SUMMARY OF AREA ISSUES

2010 Resident and Business Surveys

Although about 10 years old now, the resident and business surveys completed for the original GDAP are still relevant and provide valuable insight into the priorities and values of GDA stakeholders. Below is a summary of the results of those surveys, which helped to inform the original vision and goals for the GDAP and which are still important today. The purpose of the surveys was to provide a statistically valid measurement of the opinions of residents and businesses on the many issues relevant to plan. The results established direction for plan recommendations; provided balanced input on the opinions of residents and businesses in all neighborhoods; and helped determine priorities for the plan.

A recommendation of this plan is to continue to use the survey tool to evaluate the success of plan implementation and to monitor community (resident and business) priorities and needs.



91% of residents and 81% of businesses agree that it is *Very Important* or *Somewhat Important* to establish building guidelines for **ENERGY EFFICIENCY AND ENVIRONMENTAL PERFORMANCE**.

88% of residents and 80% of businesses say that it is either *Very Important* or *Somewhat Important* to establish building guidelines for new developments that are compatible with the current **CHARACTER OF THE NEIGHBORHOODS** of the Area.

The three most important components of **PUBLIC SPACE** to residents are: enhanced streetscapes; walkable connections; and additional landscaping, trees and pocket parks.

47% of businesses think that the Greater Downtown Area is a **BUSINESS-FRIENDLY COMMUNITY**.

69% of businesses say that it would be *Very Helpful* or *Somewhat Helpful* to have an expanded **REGIONAL TRANSPORTATION SYSTEM** to attract employees.

56% of businesses say that they are in favor of **REDUCED PARKING REQUIREMENTS** for all businesses within close proximity of new or existing transit stations. 36% are not in favor.

Residents are neutral or dissatisfied with the **IMAGE** of their neighborhood (50%), the quality of **SERVICES** provided by City (63%) and the **VALUE** received for tax dollars and fees (75%).

74% of residents are either very supportive or somewhat supportive of **HIGHER DENSITY DEVELOPMENT** near light rail stations.

81% of residents are either *Very Supportive* or *Somewhat Supportive* of an **INCREASED** population to support goods and services.

68% of residents would use **TRAILS** to get to work or shop frequently or a majority of the time.

76% of residents and 65% of businesses are in support of economic incentives for existing developments to **REVITALIZE UNDERUTILIZED AREAS**. 94% of residents and 90% of businesses felt it is important to **PRESERVE HISTORIC BUILDINGS AND HERITAGE** of the Downtown area.

While upgrading the sewer system, 88% of residents and 80% of businesses agree that other issues should be upgraded simultaneously such as: street, curb and sidewalk improvements and **GREEN ENHANCEMENTS** that help with stormwater runoff, appearance and air quality.

79% of residents feel neutral or **UNSAFE** in downtown parks during the day and 83% feel neutral or unsafe in neighborhoods other than their own during the day.



BIG ISSUES FOR THE GREATER DOWNTOWN AREA

The following are some of the larger issues for the Greater Downtown Area which were identified through the planning process.

Continuing The Momentum

- » There has been much progress and investment (public and private) in the GDA since the GDAP was adopted in 2010. It is important to capitalize on this momentum and recognize that there is still much more work to do.

Providing Adequate Affordable Housing and Creating an Equitable Community

- » There is growing concern about the amount of affordable housing that will be available in the GDA. Many new residential developments advertise as “luxury” housing and there have been no new Low Income Housing Tax Credit (LIHTC) projects in the GDA since 2012. Some analysis indicates that downtown remains affordable relative to the other areas of the region.¹ However, some GDA neighborhoods are expressing concerns about growing property values and threats of displacement due to gentrification.

Increasing and Focusing Density

- » Kansas City, Missouri’s downtown area has a lower density of population and employment than is typically found in some of our peer cities downtown areas. This is according to analysis done by both the Downtown Council¹ and the City Planning Department (see Density Mapping on page 34). The previous GDAP adopted in 2010 included a goal to Double the Population and to Increase Employment. These analyses indicate that in order to achieve similar densities to comparison cities, we need to both double the population (currently estimated to be 21,934 ²) and double jobs in the GDA (currently estimated to be 77,381 ³). Furthermore, this new growth needs to be focused to the “right” areas, primarily to the Streetcar Corridor and Transit Corridors and Activity Centers. As density and new development occurs, it is critical to preserve existing historic buildings and maintain community character.

¹ <https://dashboards.mysidewalk.com/state-of-the-downtown-kcmo/home>

² US Census Bureau 2012-2016 American Community Survey

³ US Census Bureau 2015 Longitudinal Employer-Household Dynamics (LEHD)

Addressing Aging Infrastructure

- » The GDA has some of the oldest neighborhoods and oldest infrastructure in the City. This infrastructure supports the economic center of the region. As new development occurs it is important to upgrade infrastructure and or mitigate impacts to infrastructure (particularly stormwater). The downtown area experiences significant issues related to stormwater runoff and combined sewer overflows. It is also important to continue to invest in infrastructure upgrades in the GDA and to plan for and prioritize upcoming large investments. Some areas of the GDA are also protected from flooding by a levee system, which needs to be improved and maintained.

Provide a “Complete Community” (Amenities, Parks, Retail, Services, Schools etc..)

- » In order to attract and retain residents and employers to the GDA, there is a need to create a more robust amenity package. These include a broader slate of retail and service options, better programmed parks and activated public spaces, streetscaped corridors, schools and improved transportation options. It will be important to understand what residents and employers value most in area amenities and also to tailor amenities to broaden the range of residents and businesses that would be attracted to the GDA.

Maximizing Mobility Options (Including Emerging Technology)

- » It is clear that maximizing non-automobile transportation options is very important not only to effectively move people around the GDA, but also to attract people and employers to the area. Walkability enhancements are needed to better connect neighborhoods and activity centers. Many more bike lanes are needed to accommodate bike as well as scooters. The streetcar starter route has been a major catalyst for investment and new development and continued extensions of the streetcar system will strengthen the appeal and effectiveness. New policies are needed to better address how we share our pavement space in a safe and efficient manner. More effective wayfinding is needed that is intuitive and that utilizes mobile phone and smart city technology to get people to their destinations via a variety of transportation options. And as new technologies and transportation modes are introduced, there is a need to prepare appropriate policies and infrastructure (as evidenced by the emergence of dockless scooters during the preparation of this plans).



Vision for the Area, Goals, & Guiding Principles

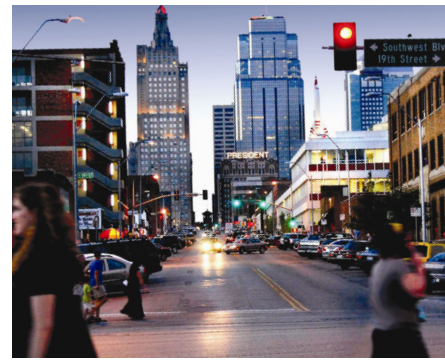


VISION STATEMENT

Envision a Downtown Kansas City that is recognized as the premier location to live, work, and play. 21st century thinkers and green collar jobs drive the downtown economy. Mixed-use centers, dense activity nodes, and innovative public spaces attract entrepreneurial businesses. A variety of public parks that are programmed to serve their area support these spaces.

Pedestrian thoroughways, bike lanes and improved public transit better connect the downtown area. Mixed income neighborhoods support walkable amenities.

Density puts more “eyes on the street” and increases safety. Children walk to quality schools. Green building practices are the norm and Downtown Kansas City is a model sustainable community for the nation. This is the vision defined in the Greater Downtown Area Plan.



The following vision statement emerged from the public workshops, steering committee meetings, and the planning team's observations:

“We must focus on connecting our neighborhoods to create a strong urban community, flourishing with diversity, fostering business, maintaining historic neighborhood identities, and sustaining a safe, vibrant, and healthy Greater Downtown Area for current and future generations.”

The following elements complement the vision statement by reflecting the intended character of downtown neighborhoods and describing intended future outcomes of successful plan implementation. Greater Downtown Neighborhoods should exhibit the following characteristics:

Urban
Thriving
Sustainable
Livable
Vibrant
Walkable
Distinct
Authentic
Safe
Connected





Urban

The Greater Downtown Area should have a dense and diverse mix of buildings and uses situated on compact pedestrian scale blocks with high lot coverage and typically at a higher scale and intensity than other areas of the City.



Thriving

The Greater Downtown Area should have a dense and diverse mix of buildings and uses situated on compact pedestrian scale blocks with high lot coverage and typically at a higher scale and intensity than other areas of the City.



Sustainable

Downtown development is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity) and environmental (planet) systems are aligned to work toward the Plan vision and that none of these systems are compromised in the process.

Greater Downtown neighborhoods should provide the diversity, culture, amenities, services, employment, housing options and education opportunities that urban dwellers desire.



Livable



Vibrant

An active and lively 24-hour environment* with a diverse array of events, attractive public spaces, and opportunities for social interaction.



Walkable

The highest pedestrian level of service is achieved and transportation alternatives are abundant. Street crossings are not barriers, routes are direct, sidewalks are continuous, wide and in good condition, private development and public spaces are designed to encourage pedestrian activity.



Distinct

Providing an environment unique to the region and an inviting alternative to suburban living.



Authentic

The character of downtown development (public and private realm) should reflect the culture and history of Downtown Neighborhoods and should not include forced elements that are non-urban, artificial or simulated (while also not precluding creative or innovative elements).



Safe

An environment where residents and visitors alike feel safe during night or day and characterized by a dense, active environment with many "eyes on the street".



Connected

Provide visual and physical connections between neighborhoods and districts. Roadways should connect, not divide neighborhoods.

* 24-hour environment refers to a community where people live, work, and play..



ACHIEVING THE VISION

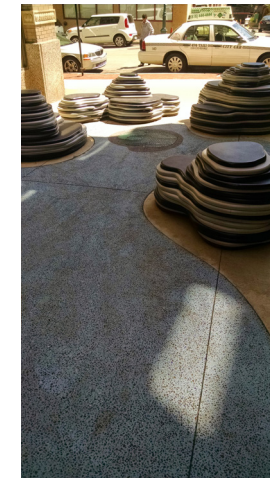
5 PRIMARY GOALS

The following goals support the Vision Statement and are the core components of the plan. These also serve as the differentiator from past plans and a common thread uniting the neighborhood feedback and recommendations. These are the most important goals to accomplish the plan Vision and are the guiding framework for the detailed implementation recommendations found in later chapters.

1. Create A Walkable Downtown
2. Double The Population Downtown and Focus Density
3. Double Employment and Increase Visitors Downtown
4. Retain and Promote Safe, Authentic Neighborhoods
5. Promote Sustainability

Create A Walkable Downtown

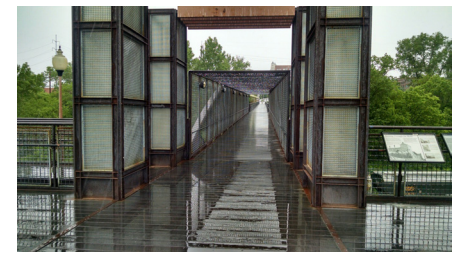
Elevate walking as the most important mode of transportation.



- Implement Pedestrian level of service improvements as recommended in the Walkability Plan
- Utilize the pedestrian scale to guide design decisions.
- Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks.
- Implement development standards for walkability to support, encourage and reinforce pedestrian activity.
- Provide pedestrian active uses at street level.
- Implement a district parking strategy (park once for multiple destinations).
- Conduct and maintain a complete inventory of pedestrian infrastructure.
- Complete key gaps in the sidewalk system.
- Coordinate sidewalk closures ensuring that one side of the street remains open.
- Develop a "Citywalk" pedestrian loop.
- Give pedestrians signal priority.
- Reduce sidewalk encroachments and blockages due to street and parking lot snow removal, etc.
- Improve education and enforcement to reduce pedestrian and bike conflicts with automobiles.

Connect all districts with safe, walkable pathways.

- Implement streetscape improvements, focusing on Corridor Streets
- Improve street crossings, bridges, underpasses and railroad crossings and mitigate barriers.
- Investigate alternatives to the existing highway system including:
 - » Capping I-670 south of the Downtown Loop.
 - » Study alternative alignments for I-35 south of the Loop (see page 90).
 - » Reconfigure the interstate north of the loop and bring Highway 9 down to grade.
 - » Improve overpasses/underpasses adjacent to the Central Business District and activity centers.
 - » Improve public spaces to enhance the pedestrian experience and encourage pedestrian activity.



Support transportation options beyond automobile.



- Create "Complete Streets" and implement BikeKC and the TrailsKC Plan. Implement the Complete Streets ordinance, road diets and lane narrowings, and improve bike infrastructure
- Adopt pedestrian and bike friendly street standards (GDAP as pilot area)
- Encourage non-automobile parking and end of trip facilities in new developments to make downtown more bike and scooter friendly.
- Develop policies, regulations, data gathering and infrastructure for micromobility options.
- Pursue transit options:
 - » Pursue extensions of the Streetcar starter route and implement transit oriented development
 - » Pursue commuter rail and enhanced connections to regional transit and regional passenger rail.
 - » Market transit and improve quality of transit information.
 - » Enhance the development of connected mixed-use activity centers which serve as nodes for the transit system.

Double The Population Downtown and Focus Density

Create and implement a comprehensive Housing Policy for Greater Downtown.



- Develop proactive and clear policy for the City to work with developers to provide an adequate supply of affordable housing units.
- Identify public investments to lead private development.
- Remove zoning and other barriers to new housing in Downtown neighborhoods. Encourage new areas of mixed use development.
- Implement housing efforts in concert with economic development efforts.

Attract and retain residents by providing a dynamic urban experience, amenities, quality education options and housing choices.

- Align City service delivery with resident’s needs.
 - » Conduct periodic reexamination of what City services are needed.
- Improve access to and programing of parks, and increase retail, services, and public education choices.
- Market downtown neighborhoods.
- Preserve and restore historic buildings.
- Create attractive and inviting public spaces and streetscapes to make the area more appealing.
- Focus on capital improvements that most improve neighborhood livability.
- Improve code enforcement.



Promote density.



- Promote higher density residential developments adjacent to established transit routes and within activity centers
 - » New density in neighborhoods should be at a scale and character that is compatible with existing neighborhoods and which adds value to neighborhood authenticity.
- Ensure an adequate transportation system for all modes to accommodate future population and employment growth.

Provide diverse housing options and increase housing opportunities for those with moderate and low incomes.

- Promote mixed income housing and ensure an adequate supply of affordable housing Set an affordable housing goal for the GDA.
- Develop tools, incentives and requirements for providing affordable units in new development.
- Continue to access state funding resources to rehabilitate older buildings with historic tax credits, low income housing tax credits and other incentives.
- Explore new possibilities to finance low-income housing such as tax credits for home-buyers, revolving loan funds, and the Affordable Housing Trust Fund.
- Pursue strategies to prevent displacement of existing residents and preserve affordable housing.
- Accommodate homeless/disadvantaged population - Consolidate and improve the social services delivery system.



Track progress in housing.

- Track the change in the area’s housing stock, projects underway, and the need among low and moderate income households.

Double Employment and Increase Visitors Downtown

Create a proactive economic development strategy which is outcome oriented.



- Create a comprehensive and goal oriented strategy.
- Build on current marketing initiatives.
- Identify key industries to target for recruitment, retention, and expansion.
- Create or refresh development strategies for the Vine Street District, Southwest Boulevard, West Bottoms, Paseo West, East Loop, Beacon Hill and Harlem.

Increase and Focus Density.

- Create a proactive economic development strategy which is outcome oriented.
- Focus new growth to create a “critical mass” of density in strategic areas: the Streetcar Corridor, Activity Centers and the Central Business Corridor.



Continue the Momentum and Finish What We’ve Started.



- Growth in the GDA has been considerable since 2000, but is important to remember that growth is still underway.
- Continued investment, planning and service delivery is needed realize the area’s growth potential.

Ensure Adequate Office Supply.

- Monitor class A office space and ensure an adequate supply for business attraction.
- Explore the need for a new office tower in the GDA. Identify building sites and potential development partners.



Explore the Creation of an Innovation District.



- Establish walkable and transit accessible areas where research institutions, established companies, startups, accelerators and other entities can locate in close proximity to facilitate and encourage knowledge-sharing, collaboration and innovation.
- Provide amenities and housing options near innovation districts.
- Identify innovation niches, partners, and locations (suggested candidate areas include Hospital Hill, East Loop and West Bottoms).

Improve Area Amenities and Housing Options.

- Create a more complete amenity package and ensure that downtown has a diverse range of housing types and prices in order to attract a broad range of residents, visitors and employers.
- Surveys of residents and employers should be utilized to identify additional amenity needs.



Pursue Catalyst Projects.

- Large scale projects like the I-670 Lid, North Loop reconfiguration, Paseo Gateway, new rail transit improvements, and a new downtown stadium can catalyze additional growth and investment.

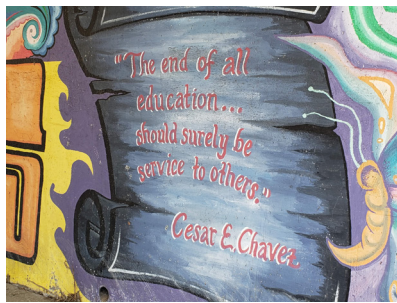
Invest in Critical Infrastructure and Transportation.

- Improve infrastructure to support GDA neighborhoods and business districts and to protect areas from flooding and stormwater runoff problems.
- Implement upgrades to area sewers and levees.
- Build and enhance a transportation system to efficiently move people by a variety of means.

Retain and Promote Safe, Authentic Neighborhoods

Maintain the unique character of our neighborhoods.

- Identify and protect iconic features and buildings.
- Market the identity of Downtown neighborhoods both within the City and to visitors and tourists
- Create a system of Historical and Cultural information points
- Continue civic art and expand 1% for art
- Implement Public Realm improvements.
- Implement streetscape improvements on Corridor Streets to connect activity centers.
- Establish a system of district gateways
- Use public realm improvements as a marketing and economic development tool.
- Program and improve security in parks
- Reconnect to the Missouri River.



Promote compatible infill.

- Ensure changes in the urban fabric reflect and strengthen the existing urban character of downtown neighborhoods.
 - » Implement design guidelines for new development.
 - » Adhere to the development guidelines (land use, building height, development form, etc.)
 - » Explore new development regulations that require urban and pedestrian oriented development, preserves historic resources, and removes barriers to urban development

Repair streets, sidewalks, and other infrastructure, and develop programs to keep them maintained and clean.

- Create and implement strategies to improve the maintenance of public infrastructure and decrease long-term costs.



Keep residents and visitors safe.

- Promote dense, mixed use neighborhoods to create “eyes on the street” and sense of safety.
- Implement guidelines to ensure that new development is designed to be safe using Crime Prevention Through Environmental Design principles
- Create an inviting and well maintained public realm which generates activity. An active public realm will be safer to all users.
- Clean up and remove homeless camps and pursue preventive strategies

Build Social Capital.

- Work to organize and engage neighborhoods without established or active organizations.
- Encourage neighborhoods to engage in succession planning for neighborhood leadership
- Engage residents in the Citizen Engagement University and other programs to build leadership capacity.
- Neighborhood leaders should work to create a better system for inter-neighborhood communication.
- Explore the creation of a unified or “umbrella” neighborhood organization for GDA neighborhoods.
- Improve communication between the City and neighborhood groups.



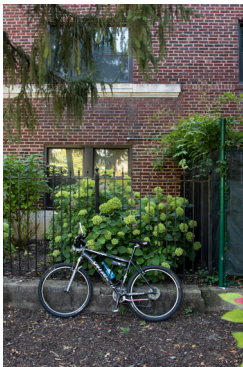
Promote Sustainability

Use sustainable practices to guide policy recommendations and development decisions.

- Align the social (people), economic (prosperity) and environmental (planet) systems to work toward the Plan vision.
 - » Implement sustainable economic development.
 - » Recognize and support downtown infill development and reuse of historic buildings as a sustainable approach to development
 - » Continue to reinforce Kansas City as an emerging leader in green stormwater infrastructure.

Enhance existing infrastructure and utilize new development as a means to improve air and water quality, manage stormwater and mitigate urban “heat island”.

- Promote sustainable building practices and reinforce alternative modes of transportation in private development:
 - » Green stormwater management strategies.
 - » Rainwater harvesting and greywater reuse.
 - » Encourage renewable energy sources and highly efficient building systems (mechanical, electrical and plumbing).
 - » Encourage sustainable materials.
 - » Create provisions to allow urban agriculture.
 - » Create incentives for green or sustainable practices.
 - » Provide recycling services in new multi-family development
- Recognize that downtown development is inherently sustainable. Encourage downtown development that uses existing infrastructure and developed land
- Explore incentives and requirements for green construction practices.
- Increase transportation options and promote alternative modes of transportation, decrease dependency on single occupancy automobiles.
- Implement green solutions in infrastructure and public realm improvements.
- Increase greenspace, better utilize existing open space and expand urban forestry.



3

Land Use & Development





CHAPTER ORGANIZATION

The Land Use and Development chapter contains a set of guidelines and recommendations to direct the future physical development of the Greater Downtown area. Specifically, the Land Use Plan, Development Form Map and Guidelines work together to shape future development. The Land Use Plan (LUP) identifies where various types and intensities of land uses should be located while the Development Form Map and Guidelines describe how the built environment should look, feel, and function (independent of the type of use). Together the LUP and Development Form recommendations provide a construct to guide the future development of the area. These guidelines should be applied in both a reactive way (used to evaluate individual development proposals) and in a proactive way (to incorporate relevant components into the City's Development Code and apply new zoning tools in the area).

Relationship to Five Plan Goals

The chapter provides recommendations to guide future development in Greater Downtown. These recommendations promote the following goals of the plan:



Double Downtown Population and Focus Density

By delineating and encouraging new areas of mixed use development (including residential).



Double Downtown Jobs and Increase Visitors

By encouraging and focusing new density along the central business corridor, transit corridor and in activity centers.



Create a Walkable Downtown

By encouraging private development to be designed to support, encourage and reinforce pedestrian activity.



Retain and Promote Safe, Authentic Neighborhoods

By providing guidelines to ensure that new development is designed to be safe, enforcing code requirements, and ensuring changes in the urban fabric reflect and strengthen the existing character of downtown neighborhoods.



Create a Sustainability Community

By promoting sustainable building practices, reinforcing alternative modes of transportation in new development and encouraging sustainable economic development.

GUIDING PRINCIPLES

The following guiding principles support and provide additional detail for the 5 Plan Goals; and help to inform the Land Use Plan, Building Height and Development Form recommendations that follow.

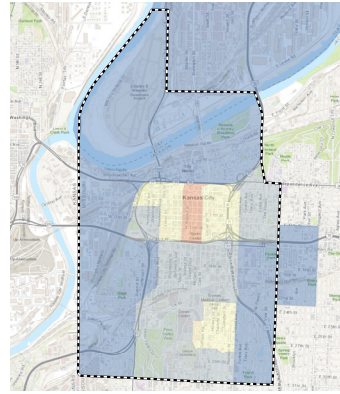
Increase and Focus Density

Many of the goals for the GDA will be advanced by increasing and focusing the density of people (residents, workers and visitors) and activity in the area. Density helps to create a more walkable and vibrant downtown; it supports the amenities and services needed by area workers and residents; it helps make transit more viable and mobility options more efficient and convenient by concentrating jobs and residents in close proximity; and it helps to generate the resources necessary to improve and maintain area infrastructure. It is important to ensure that the highest densities are focused around transit corridors and activity centers.

While the GDA has grown considerably since 2010 (4,789 additional residents, 1,144 new housing units and more than \$865 million in new construction since 2010), downtown Kansas City lags behind many of our peer cities in total resident and jobs. Furthermore, peer cities tend to exhibit higher and more concentrated densities. And the GDA has tremendous capacity for additional density. Despite the growth since 2010 in the GDA, there remain numerous vacant lots and surface parking lots which hold capacity for significant additional growth. There are 236.5 acres of parking lots and vacant lots within ½ mile of the streetcar which could accommodate a large portion of the population and job growth goals for the GDA.

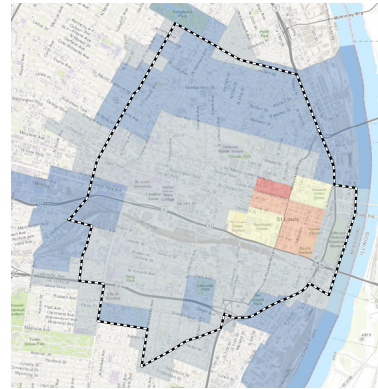


Kansas City, Missouri



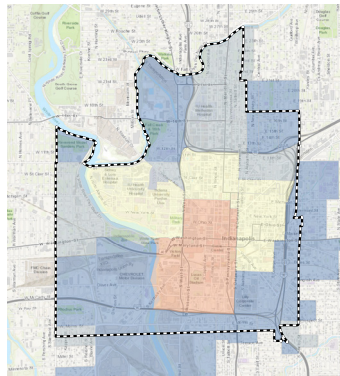
9.3 *Square Miles*
77,381 *Jobs*
13 *Jobs per Acre*
21,934 *Population*
3.7 *Persons per Acre*
99,315 *Persons + Jobs*
16.7 *Persons + Jobs per Acre*

St. Louis, Missouri



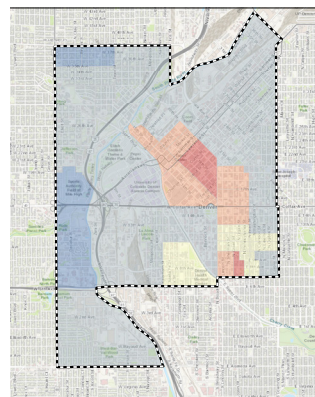
9.4 *Square Miles*
104,893 *Jobs*
17.4 *Jobs per Acre*
63,512 *Population*
10.5 *Persons per Acre*
168,405 *Persons + Jobs*
27.9 *Persons + Jobs per Acre*

Indianapolis, Indiana



8.9 *Square Miles*
167,673 *Jobs*
29.6 *Jobs per Acre*
37,145 *Population*
6.6 *Persons per Acre*
204,818 *Persons + Jobs*
36.1 *Persons + Jobs per Acre*

Denver, Colorado



9.3 *Square Miles*
202,457 *Jobs*
33.9 *Jobs per Acre*
73,184 *Population*
12.3 *Persons per Acre*
275,641 *Persons + Jobs*
46.2 *Persons + Jobs per Acre*

Job data: 2015 Longitudinal Employer-Household Dynamics (LEHD)
Population data: 2012 - 2016 American Community Survey (ACS)
Metropolitan boundaries: Local government sources

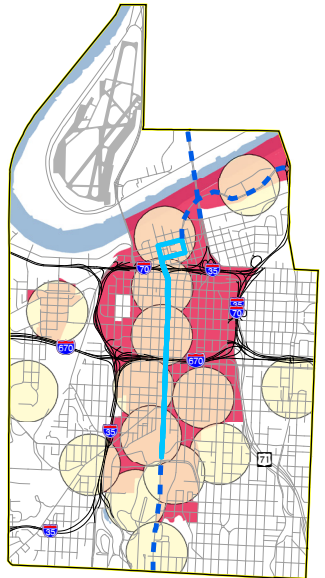
As new density is created, existing historic buildings should be preserved and reused. The focus for creating new density should be on infill development on existing parking lots/vacant lots and reuse of existing structures over demolition of existing buildings. New density in area neighborhoods should respond to the context and scale of adjacent development.

- Promote Mixed Use and Transit Oriented Development.
- Generally, focus the highest densities to the Streetcar Corridor (areas within ¼ mile of stations), and areas designated as "Downtown" on the Development Form Map.
 - Concentrate the highest scale of development within the Downtown Loop and the Crown Center/Hospital Hill districts (see building height recommendations on page 51).
 - Implement Transit Oriented Development within the Streetcar Corridor.
 - A secondary focus for new density should be in activity centers.
 - Smaller scale development in neighborhoods will also play an important role in creating new density, but development should be compatible with neighborhood context (see land use, building height and development form recommendations).
- Develop and maintain the Central Business Corridor and the Streetcar Corridor (see map) as:
 - A regional population center.
 - A regional business and employment center.
 - The center of government.
 - A center for cultural, entertainment, conventions and tourism activity.
 - A major retail destination.
- Encourage infill development on surface parking lots and vacant lots.
- Reinforce and embrace dense, mixed use development in the Central Business Corridor (see map).
- Explore amendments to the development code to facilitate and remove barriers to adding new residential density (e.g. providing flexibility in housing unit types in residential zoning, permitting residential uses in industrial areas etc....).

Promote "Urban" Development (compact, connected, dense, pedestrian oriented, diverse)

"Urban" development is characterized by a highly connected street grid forming pedestrian scale blocks; buildings set close to the street and defining the street edge; a compact development footprint; a diverse mix of well-connected uses and diverse housing options; and development that supports and reinforces walking, biking, scooters and transit.

- Explore application of appropriate zoning overlays (e.g. pedestrian overlay and transit oriented development overlay) and additional walkability standards in the development code in Pedestrian Zones/Corridors and Transit Corridors.
 - Currently the Downtown Loop has pedestrian oriented development standards (see "Downtown Development" standards in section 88-338 of the development code) and portions of Troost Avenue, Independence Avenue and Main Street have zoning overlay districts which include pedestrian/transit oriented development requirements.



--- Future Streetcar Extensions
--- Streetcar Starter Line
● Activity Centers
■ Downtown Areas (see Development Form)



- » Extend the “Downtown Development” standards or similar pedestrian and transit oriented development standards or zoning overlays to areas designated as Downtown, Corridor or Node (see Development Form map) as well as to all transit corridors and mixed use areas (all areas designated as Downtown Residential, Downtown Mixed Use, Downtown Core or Neighborhood Mixed Use on the Land Use Plan).
- Ensure urban development by incorporating this plans development guidelines into the development review process and new zoning or development standards.
- Review existing development codes and requirements and make necessary amendments to remove barriers to traditional (historic) urban development (e.g. development on historically small lots, etc.)

Promote High Quality, Compatible Development

The Land Use Plan and Development Form Guidelines (“Development Guidelines”) together are designed to ensure that new development meets a minimum standard of quality. It is necessary to apply these guidelines in both a reactive way (to evaluate individual development proposals) and a proactive way (to incorporate relevant elements into the Development Code and apply new zoning tools in the area). New development should incorporate relevant Development Guidelines. The highest quality of architectural detail and design should be utilized on Corridor Streets (see Development Form map on page 53). New development should be harmonious with the historic, urban, walkable character of the Greater Downtown area. Historic structures and sites should be preserved as new development occurs.

- Require the highest quality standards for development on Corridor Streets and pursue streetscape improvements.
- Add architectural design standards to the development code for the GDA.
- Incorporate the Plan’s Development Form Guidelines into any development project that requires a rezoning, development plan, project plan, special use permit, and / or receives tax incentives.

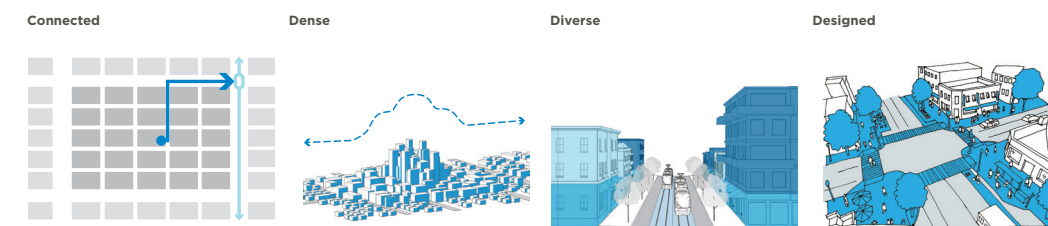
Create A Walkable and Bikeable Community and Transit Supportive Development Patterns

All new development should be built in a walkable, pedestrian oriented format (building orientation and setbacks, compact, mix of appropriate uses, pedestrian connections and high pedestrian level of service), particularly along transit corridors, in activity centers as well as areas designated as Downtown, Corridor or Node on the Development Form map. Existing auto oriented areas should gradually be converted to a walkable format. New development should also integrate and support other modes of transportation, including transit and biking, and connect to adjacent trails. Development near transit stations and along Transit Corridors should incorporate the principles of Transit Oriented Development (TOD) as outlined in Kansas City’s Transit Oriented Development Policy (mix of transit supportive uses, compact, dense and pedestrian focused, reduced parking). Streets should form a connected network and should safely accommodate all modes of transportation. Mixed Use areas should create a compact, walkable development pattern with commercial uses that are connected to and integrated in a compatible manner with adjacent residential areas. Activity centers and mixed use areas should be located in close proximity and be well connected to residential areas to provide convenient access to jobs, services and goods.

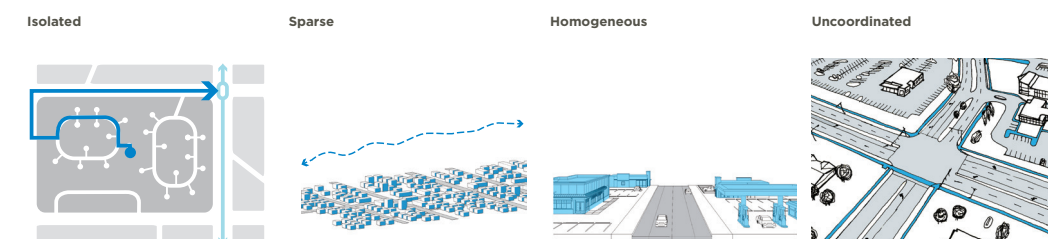


- Implement pedestrian and TOD development standards and zoning tools in recommended areas.
 - » Expand Rezoning’s and code amendments to require transit supportive mix of uses, pedestrian oriented design and parking exemptions.
- Require pedestrian oriented design in new development.
 - » Include uses that are likely to attract pedestrian activity in new development.
 - » Maintain attractive, interesting and active uses; high transparency; wide sidewalks; and public spaces along the street.
 - » Avoid blank walls, parking and inactive uses at street level.
 - » Maintain pedestrian scale façade elements at ground level and lower floors of taller buildings.
- Apply the concepts of Transit-Oriented Development (TOD) along transit corridors and near future transit stations:
 - » Focus density.
 - » Encourage a variety of uses and housing types and prices.
 - » Create an environment that is designed for cycling and walking, with adequate facilities and attractive street conditions.
 - » Reduce parking requirements to be comparable with conventional development.
 - » Ensure that transit stops and stations that are convenient, comfortable and secure.
 - » Proactively apply incentives to encourage Transit Oriented Development.

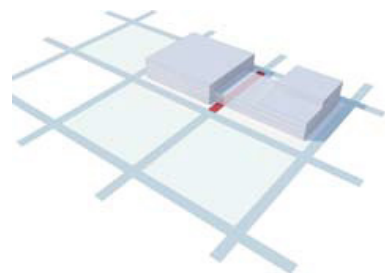
Transit-Oriented Development Is:



Transit-Oriented Development Is Not:



- Improve pedestrian level of service in new development (as recommended in the Walkability Plan).
- Maintain the existing street grid and increase street connectivity where possible.
- Create complete streets in new development. Incorporate biking into site design and layout and implement Bike KC Plan recommendations.





Promote Mixed Use Development In Commercial And Industrial Areas.

Many of the areas business districts have historically been limited to commercial and industrial uses, with little or no residential or similar uses. This plan generally encourages the evolution of these areas to mixed use development (see Land Use Plan). Much of the GDA remains zoned for industrial use and many areas remain viable industrial districts. However, some industrial areas are being transformed into mixed use districts with new residential, retail, entertainment and office uses. This evolution of industrial and commercial areas is encouraged and the Land Use Plan reflects this transition, while recognizing that these areas might remain industrial for the foreseeable future.

As areas convert from industrial or commercial to mixed use and areas are rezoned, some industrial uses should be allowed to remain in these areas. However, industrial uses which are undesirable or incompatible within a mixed use neighborhood are discouraged and future rezoning efforts or development code amendments should prohibit these uses. Discouraged industrial uses including the following: auto-oriented uses; outdoor storage or excessive outdoor staging or operations (industrial uses should generally be contained within a structure); adult uses; or uses which generate excessive noise, odor or heavy truck traffic. Industrial uses which are desirable include (but are not limited to) the following: artisan manufacturing; or industrial uses with compact building and lot size requirements and which are contained within a structure and which satisfy above criteria.

- Support Mixed Use Development in areas currently dominated by industrial and commercial development.
 - » Allow some industrial/business areas to evolve into mixed use areas as has happened in the Crossroads and River Market districts (see Land Use Plan).
 - » Explore changes to heavy industrial zoning districts to conditionally allow residential development.
 - » Explore mixed use zoning for industrial areas.

Create a Sustainable Community and Promote Sustainable Development

Downtown development is inherently sustainable in that it utilizes existing infrastructure and building stock, potentially increases walking, biking and transit (and reduces automobile trips) and reduces outward development pressure on the fringes of the region. New downtown development should also integrate "green" elements and sustainable approaches to stormwater management, energy efficiency, alternative energy production, sustainable building materials (e.g. low embodied energy), and integrate transit, walking and biking (see Development Guidelines). New development should be economically sustainable as well by striving to add value to surrounding areas, promoting physical and social connections between areas and reinforcing the community identity. New development should help to create a safe, healthy and livable community which meets the housing, employment, shopping, care and educational needs of a diverse range of residents.

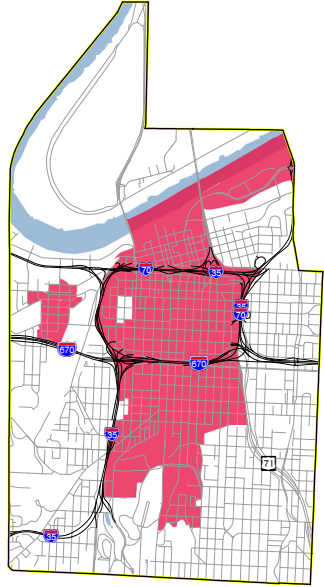
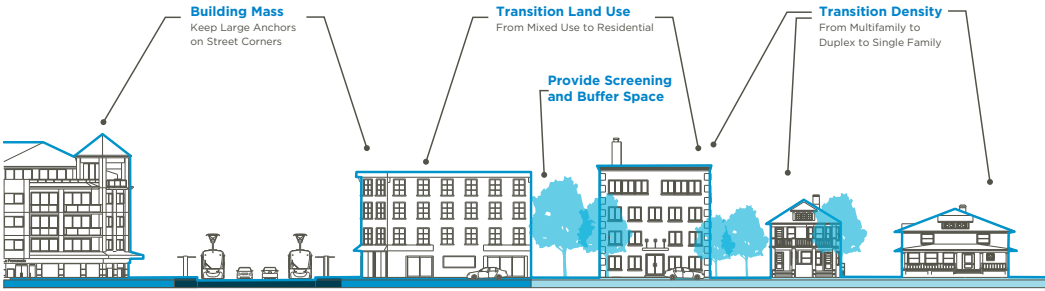
- Pursue requirements and incentives for sustainability in new development.
- New development should follow the "sustainability" principles of equity, environment and economic development.
- Include sustainable considerations in new capital improvements and policies.
- Evaluate projects through a sustainability lens.



Promote Compatible Development and Prevent Encroachment Into Neighborhoods

Neighborhoods should be well connected to but appropriately buffered from adjacent downtown areas, districts, nodes and corridors. In particular neighborhoods on the edges of the Central Business Corridor should be protected and buffered from commercial and other encroachment (see the Land Use Plan for areas designated for residential land use). Development within or adjacent to neighborhoods should be compatible and harmonious with the neighborhood character, provide appropriate transitions to adjacent properties and be well integrated with the natural environment (see Development Guidelines). Development in neighborhoods should add value to neighborhood character and authenticity. Building design and orientation, site layout, density, massing and scale should be compatible with adjacent neighborhoods. Where higher intensity uses abut lower intensity uses transitions should be provided (see Transitions in Development Guidelines). Multi-family or non-residential development should be focused within downtown, corridors and nodes and should be prohibited within established single-family residential areas. Uses that disrupt neighborhood livability should be limited or appropriately conditioned.

- Ensure zoning and codes support authentic neighborhoods. Incorporate the development form guidelines in new development. Explore the codification of these guidelines through code amendments and overlay zoning districts.
- Explore development code text amendments to revise permitted uses in neighborhood zoning districts and explore additional development standards and architectural standards.
- Explore historic districts and landmarks where appropriate.
- Remove code barriers to traditional, historic, urban development (building on small lots, etc....).
- Explore neighborhood downzonings where supported by the Land Use Plan.
- Increase housing variety and density in the area as supported by the Land Use Plan.
- If Institutional properties or other large development sites (large school sites, former hospitals, etc.) are redeveloped, and the reuse differs from the Land Use Plan, before a request to amend the Plan is submitted, community engagement and interaction is needed to ensure the reuse is suitable for the area and consistent with the other recommendations of this Plan.

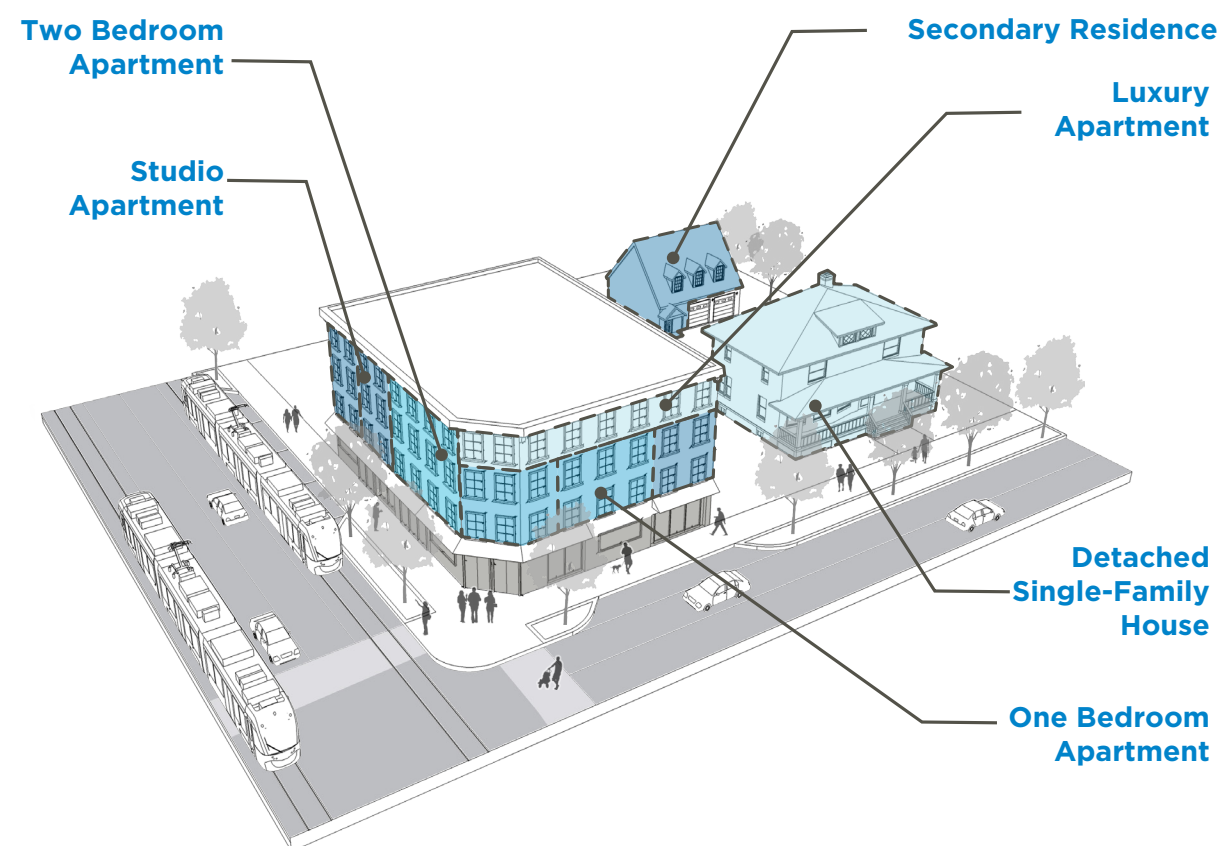


Downtown Areas





Appropriate use of modern building materials on a new construction project contributes to a sense of place



A Variety of Housing Types

By accommodating the housing needs of a variety of people, TOD areas can remain diverse and affordable. Young professionals in their first jobs living in studio apartments can live on the same block as a family in a detached house, and a summer intern can find a temporary space to stay in a secondary residential unit above a garage.

Encourage The Preservation And Adaptive Re-Use Of Historic Buildings

There are many historic districts and historic structures throughout the Greater Downtown area. And many significant historic buildings are not formally designated. Retaining historic structures is important to the character and authenticity of the Greater Downtown neighborhoods and steps should be taken to ensure the buildings are preserved for future generations adapted for reuse.

- Historic buildings (whether designated or not) contribute to the area identity and should be preserved and integrated into new development when feasible.
 - » Redevelopment that will result in demolition or a significant exterior change to an historic structure is not recommended. This plan encourages the preservation and adaptive re-use of historic buildings. Even if the original intent of the structure is obsolete, reusing the building in new ways may be the best solution to retain the structure.
- To protect historically and/or architecturally significant structures, they should be listed on the National and/or Local Register of Historic Places (local Register of Historic Places offers more "protection").
 - » Conduct a survey to identify existing and potential national and locally designated and eligible resources that merit attention and whose development patterns define that area's character. For rehabilitation projects, emphasis should be placed on the Secretary of the Interior's Standards for rehabilitation and guidelines for rehabilitating historic buildings.
 - » Explore the use of the Historic Overlay District or similar zoning tool.
- When a historic building (designated or potentially eligible for historic designation) is part of a redevelopment, it might be appropriate to be flexible in the application of the recommended land use while also achieving the goals of the Plan. Any potential impacts to adjacent properties/neighborhoods should be minimized and the physical attributes of the structure should remain and appear to fit within the character of the surrounding neighborhood.
- Development projects requesting incentives should be encouraged to preserve any historic resources.

Promote Diverse Housing Options

Since 2010 the GDA has added 1,144 housing units ⁴ and 4,789 residents ⁵ (primarily in the Central Business Corridor). As the development continues, there is growing concern that the cost of housing in certain areas of the GDA is becoming out of reach for lower income households and that there is a need to maintain a level of affordability downtown to provide opportunities for persons and households of a wide range of incomes to be able to find housing and enjoy the benefits of living downtown (close to jobs, transit, amenities).

The GDA remains relatively affordable compared to some peer cities according to a recent Downtown Council report ⁶. When considering housing and transportation costs together, the downtown area maintains competitive affordability compared to the region. But as population and residential growth continues, many new residential developments are not including affordable units. According to data provided by the Downtown Council, no new income restricted units have been built downtown since 2012.⁷ A concern is that many of those built prior to 2012 are at risk for converting to market rate.

⁴ US Census Bureau; Decennial Census, American Community Survey

⁵ 2017 Downtown Council of Kansas City Estimate. 2010 population was 20,219 persons according to US Census.

⁶ <https://dashboards.mysidewalk.com/state-of-the-downtown-kcmo/affordability>, US Census Bureau; American Community Survey (2012-2016)

⁷ Downtown Development Report, May 2019





- Craft a Comprehensive Housing Policy for the GDA and establish affordability goals based on an analysis of housing market conditions in the planning area.
- Promote a variety of housing options that make it easier for most people to live in housing in the planning area, regardless of their housing needs or price ranges.
- Incentivizing Affordable Housing. Proactively engage developers to provide affordable housing using available incentives in areas where affordable housing is needed. Work to increase the availability and variety of affordable housing incentives, credits and financial tools.
- Requiring affordable housing in areas where affordable housing is particularly scarce and development demand is high, require new housing developments to incorporate affordable units in their development or contribute to a housing fund.

Preserve and Enhance a Highly Connected Street Grid

A key component of the GDA's historic development pattern is the grid street network, with frequent street and alley connections forming small pedestrian scale blocks. These blocks provide the basic foundation for urban and pedestrian oriented development and help facilitate circulation and increased mobility.

- Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks.
- Consolidation into "super blocks," street closures and vacations that incrementally erode the character and connectivity of the area should be avoided.
- Impacts of a single project may seem small, but the cumulative impacts of these decisions are significant.

Provide the Amenities, Uses and Housing to Support Population Growth Goals

In order to double the population and to become a truly walkable community (two of the primary goals for the plan) the GDA must have the amenities and housing types that existing and potential downtown dwellers desire in close proximity or easily accessible by modes other than an automobile. This package of amenities includes shopping, eating and drinking establishments, entertainment venues, cultural destinations, worship opportunities, recreational opportunities, services and employment. Each activity center and GDA neighborhood should ideally have close, convenient and walkable/bikeable access to these amenities.

- Utilize resident surveys and interviews with real estate professionals to monitor and gauge the need for various amenities in each GDA neighborhood.
- Inventory, map and monitor the supply of amenities and develop strategies to fill gaps where needed.
- Encourage the inclusion of amenities (particularly those missing in an area) in new development projects.
- Develop a parks and open space strategic plan for the GDA.
- Encourage the inclusion of public spaces in new development.

Connect Neighborhoods and Activity Centers

The Public Realm Chapter identifies key Corridor Streets which are intended to be GDA image streets with a higher level of streetscape improvements, gateway features located at key entrances to the area and individual neighborhoods/districts, and enhancements to highway bridges and underpasses. These Corridor Streets also form the primary connections between neighborhoods and activity centers. These corridors are also opportunities to provide or improve physical connections for pedestrians, bikes, scooters and transit.

- As development occurs on Corridor Streets, particular attention should be given to reinforcing these connections through street level pedestrian activity, buildings that embrace the street, high quality architecture, streetscape enhancements, and public spaces.
- Link commercial/business, mixed use, and residential areas with various transportation modes and community amenities.
- Improve the connectivity between neighborhoods and enhance the sense of arrival to the area.
- Enhance the development of connected mixed-use activity centers which serve as nodes for the transit system.

Revitalize and Redevelop Distressed Areas and Large Undeveloped Areas



Although the GDA has benefited from a large influx of new development and investment in recent years, there remain some areas which are undeveloped or are distressed and in need of revitalization and redevelopment. Some of these are large undeveloped tracts, perhaps the target of a previous development initiative. Others are aging commercial corridors in need of an infusion of activity and investment to improve vitality.

As growth and development thrives in the other parts of the GDA, it is important to promote new development and to focus efforts to these areas as well. It is also imperative that new development initiatives in these areas (and throughout the GDA) be sensitive to and employ measures to minimize any potential displacement of existing residents and to maintain an adequate level of affordability.





Although some of these areas have previous development strategies and initiatives, there is a need to maximize the potential for renewed investment in these area by keeping strategies fresh, making sure partners are engaged and that critical paths are identified.

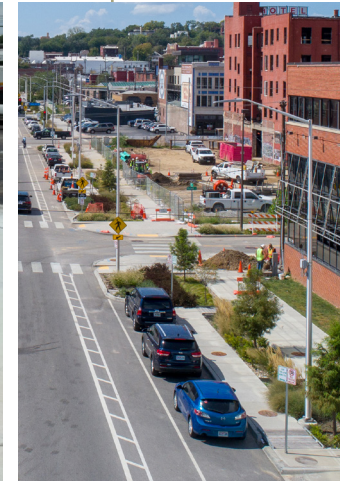
- Create, implement and update development strategies for underutilized, distressed and undeveloped areas. Identify key development tracts and pursue site specific strategies to encourage development (e.g. brownfield remediation and infrastructure improvements, etc.).
- Coordinate public improvements with development initiatives.
- Implement roadways, trail, bike route, transit improvements to improve access to development areas.
- Create special districts (CID's, etc.) and incentive areas to assist with revitalization efforts in struggling commercial areas. Organize businesses and property owners and build capacity through the creation of special districts (CID's, etc.), business associations, etc.
- Explore incentives, or funding (loans and grants) for property owners to make improvements to building facades or other site improvements, particularly along corridor streets.

Create And Promote A Sustainable Stormwater System

Stormwater infrastructure has long been designed with the purpose of efficiently collecting rainwater and conveying it to a creek or river as quickly as possible. In older communities, this began by installing inlets or catch basins in low areas to give rainwater a place to go, and connecting these to an existing pipe whose purpose was to convey sanitary, or wastewater, and stormwater flows for small rainfall events to a treatment facility. These pipe system and treatment facilities were not designed for larger rainfall events, which has resulted in this combined sewer flow being released to creeks or rivers instead of a treatment facility. This is a combined sewer overflow.

Land redevelopment and improvement to the transportation network are innovative opportunities to integrate stormwater improvements. These improvements can take on many versions, from preserving open space to building new separate storm sewers to identifying opportunities to collect and infiltrate stormwater. See the Infrastructure Chapter for specific recommendations on green stormwater solutions.

- Encourage all new development and capital improvements within the street right of way to include measures to capture stormwater and allow it to infiltrate or release it at a rate that delays introduction into the sewer system.
- Encourage the installation of productive rainwater runoff mitigation strategies such as: Green Roofs; Cisterns; Reuse of Rainwater and Greywater; Native Streetscaping/Bioswales; and Pervious Paving.
- Create landscaping regulations that encourage appropriate plant and tree choices (native, good performance in terms of habitat, stormwater absorption, etc.).





THE LAND USE PLAN

The land use plan should be consulted with the building height map and development guidelines to guide the appropriate land use, character, scale and intensity of future development. The land use plan promotes the densest activity in the Downtown Loop and Crown Center districts and along the existing and future streetcar corridor. This corridor will provide the density needed to support transit and expanded amenities. Large areas of the West Bottoms, Crossroads, Paseo West, and 18th and Vine are designated for mixed-use, allowing these industrial areas to grow organically and create a varied and vital urban fabric. Although mixed uses are predominant, the land use plan also delineates areas to preserve existing (and future) residential neighborhoods. The following land use designations for the greater downtown area plan are for planning purposes and do not represent a change to existing zoning.



Downtown Core



Downtown Mixed Use



Downtown Residential



Industrial



Mixed-Use Neighborhood



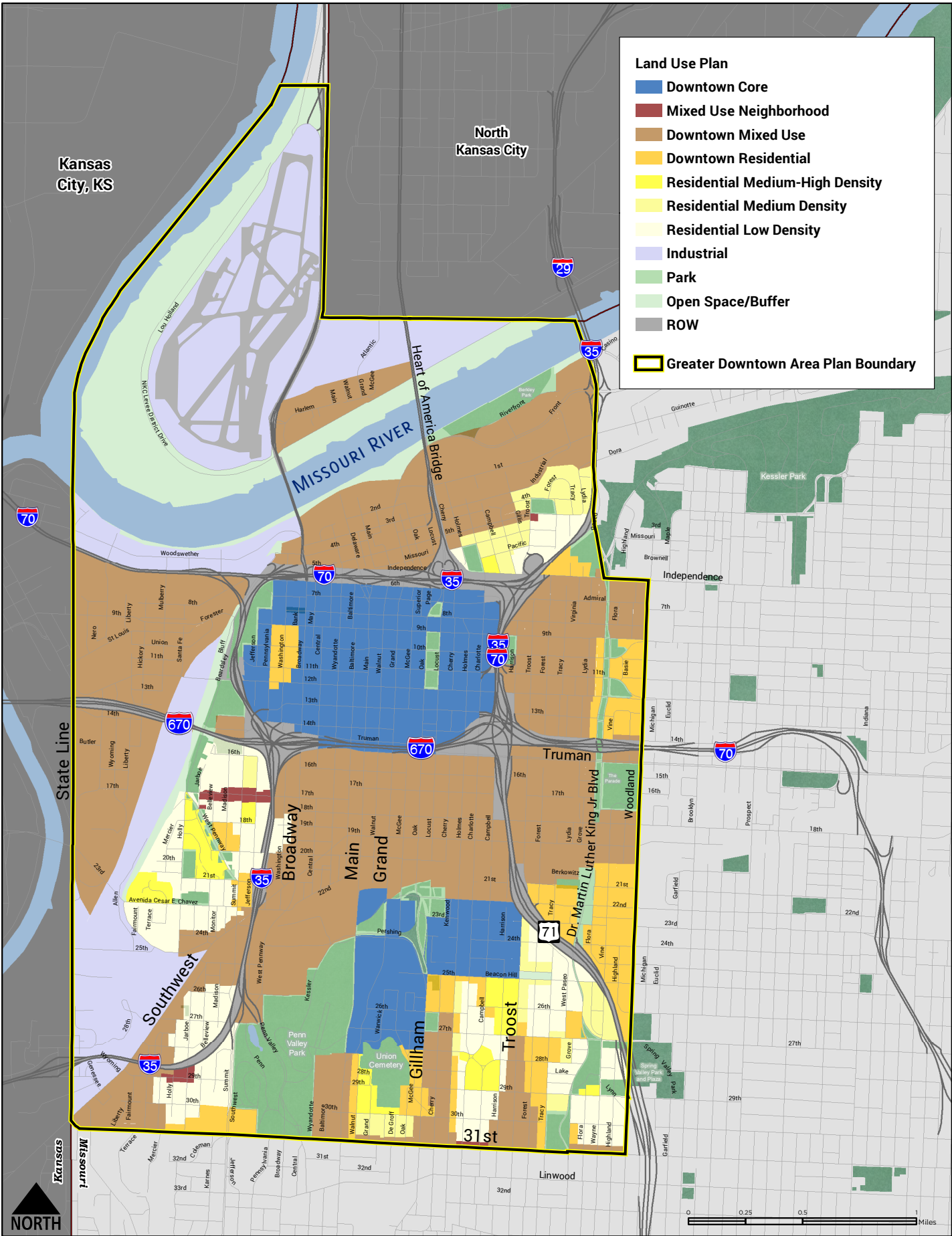
Residential Low (Urban)



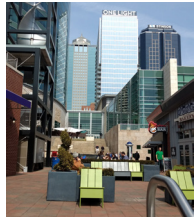
Residential Medium-High



Residential Medium



MAP 3.1: LAND USE PLAN



Downtown Core



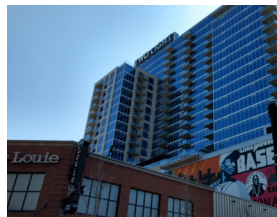
Downtown Core



Downtown Mixed-Use



Downtown Mixed-Use



Downtown Residential



Downtown Residential



Industrial

DOWNTOWN CORE (DC)

The DC is primarily intended to promote high-intensity office and employment growth within the downtown core. The DC district regulations recognize and support downtown's role as a center of regional importance and as a primary hub for business, communications, office, government, retail, cultural, educational, visitor accommodations, and entertainment. The DC district also accommodates residential development, both in a stand-alone high-density form and mixed with office and retail uses. This land use classification corresponds with the dc zoning district within the zoning ordinance.



DOWNTOWN MIXED-USE (DMX)

The DMX district is primarily intended to accommodate office, commercial, custom manufacturing, some light industrial, public, institutional and residential development, generally at lower intensities than in the dc district. The DMX

district promotes a mix of land uses both horizontally (i.e. Adjacent to one another) and vertically (i.e. within the same building). This land use classification corresponds with the DX and DR zoning districts within the zoning ordinance.

DOWNTOWN RESIDENTIAL (DR)

The DR district is primarily intended to accommodate residential development and small-scale commercial uses on lower floors, with residential units above. This land use classification corresponds with the DR zoning district within the zoning ordinance.



INDUSTRIAL (I)

The I district is primarily intended to accommodate manufacturing, warehousing, wholesale and industrial uses. The regulations are intended to promote the economic viability of manufacturing and industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas. This land use classification corresponds with the "M2" and "M3" zoning categories within the zoning ordinance.

MIXED-USE NEIGHBORHOOD

Primarily intended to accommodate and promote neighborhood serving retail sales or service uses, as well as mixed-use development consisting of business uses on a building's lower floors and residential uses on upper floors. This land use classification corresponds with the "b1" zoning category



RESIDENTIAL LOW (URBAN)

Primarily intended for single family detached residential development. In order to be consistent with the historic development of single family neighborhoods in Greater Downtown area, a density between 4 and 8.7 units per acre is appropriate for single-family detached developments. This land use classification generally corresponds to the R-5, R-6, R-7.5 and R-10 zoning categories within the new zoning ordinance. Neighborhood conservation overlay zoning is also recommended to more effectively match the density, intensity or established character of an area.



RESIDENTIAL MEDIUM

Intended for single family, semi attached, townhome, & two-unit building types that allows up to 8.7 units per acre. This land use classification corresponds with the "R-5" zoning category.

RESIDENTIAL MEDIUM-HIGH

Intended for single family, townhome, two-unit houses, and multi-unit houses (3 to 8 dwelling units) up to 17.4 units per acre. This land use classification generally corresponds with the "R-2.5" zoning category within the zoning ordinance.



PARK

Public or private land intended to accommodate active and passive recreational uses, parkways, trails, environmentally sensitive areas, or any other lands reserved for permanent open space purposes.

OPEN SPACE/BUFFER

Consists of private or public lands that are in some way either temporarily or permanently reserved from development, including lands unsuitable for development. This includes but is not limited to creeks and stream buffers, floodplains, woodlands, severe slopes, and buffer zones around natural resources (areas difficult for development due to topography, hydrology, aged woodlands, archaeological findings, etc.).



Mixed Use Neighborhood



Mixed Use Neighborhood



Residential Low (Urban)



Residential Low (Urban)



Residential Medium



Residential Medium High

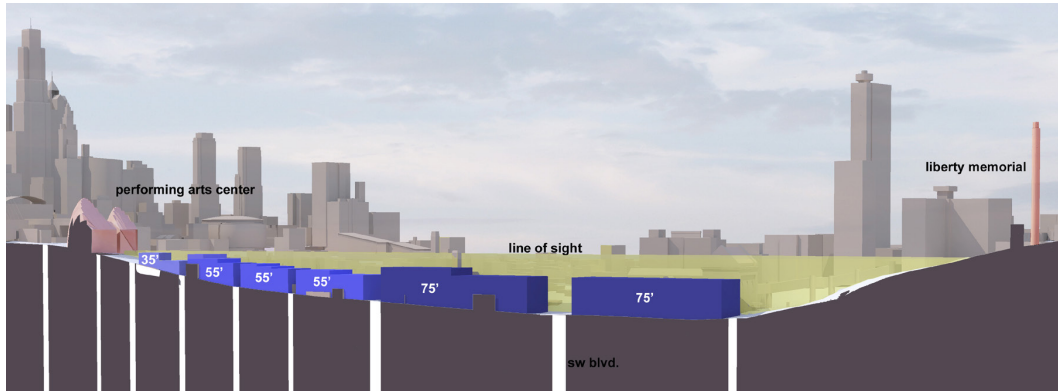


BUILDING HEIGHT

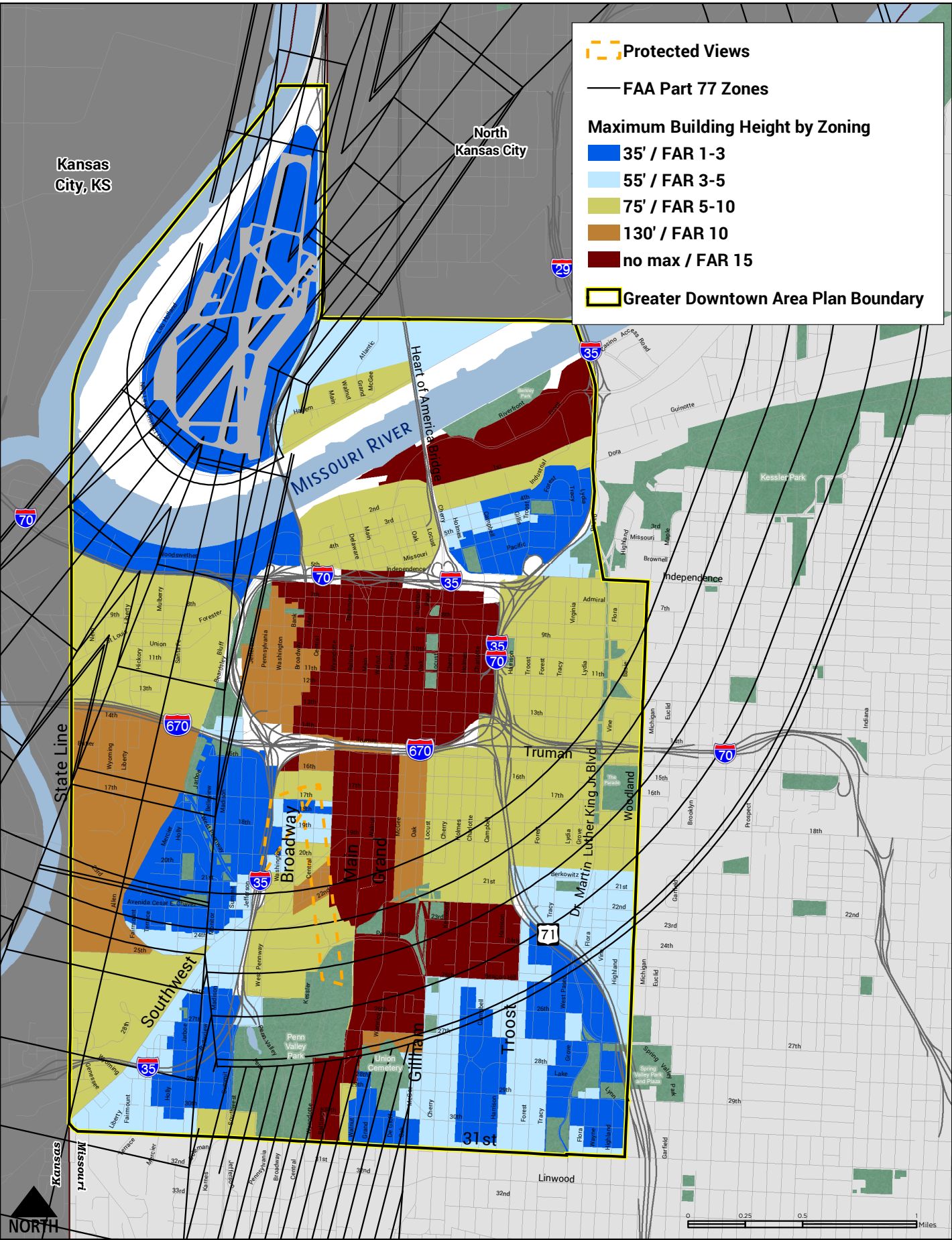
The height recommendations are intended to balance the need for increased height and density with protecting key views, (particularly of the Liberty Memorial and the Performing Arts Center), and neighborhood character, as well as approach and departure corridors for the Charles B. Wheeler Downtown Airport. New development should conform to these recommendations and provide appropriate transitions when adjacent to areas of lower height and intensity. These recommendations should be used in conjunction with the Land Use Plan and Development Form Guidelines.

Recommendations

- New development should be consistent with these building height recommendations in order to focus density in appropriate areas (transit corridors, activity centers) and protect neighborhood character.
- Preserve important view corridors (see Building Height map) as new development occurs.
- Transition from higher scale areas to less intensive areas by gradually stepping height down to be sensitive to neighborhood scale and character (see also Transition Guidelines on page 178).
- All exceptions to the building height recommendations should be consistent with the plan Vision and Goals (see page 166 for Decision Making Criteria). A height study should accompany any proposed exception where view corridors may be impacted which illustrates 3-dimensionally (and with various sections views) the relationship of the height of the building to protected views (see map).
- Coordinate with the design guidelines and establish appropriate scale and articulation of new building development with streetscape and street type for pedestrian and transit oriented activity.
- No changes to existing ordinances or codes that regulate height around the airport should be made that might negatively impact airport operations.



Although airport approaches and flight elevations have been factored into recommended building heights, developers should work with the FAA to complete an obstruction evaluation / airport airspace analysis to demonstrate that new buildings and additions do not encroach into aviation airspace. Allowable building heights might be lower than the maximum heights depicted on the recommended building height map.



MAP 3.2: BUILDING HEIGHT RESTRICTIONS

DEVELOPMENT FORM

The Development Form Guidelines and Map describe how the built environment should look, feel and function (independent of the type of use). The Development Form recommendations should be used together with the Land Use Plan and the Building Height Recommendations to evaluate and guide future development proposals and zoning changes. There are five types of areas that comprise the framework for the Development Form Guidelines (See Development Form Map on page 53). These areas are described below.

Neighborhoods

Areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces, the road patterns and civic space (parks, boulevards, etc.).



Corridors

Linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and / or residential uses. Corridor guidelines should also be generally applied to Corridor Streets (see Public Realm Chapter) , although in non-Corridor areas they should be secondary to the primary development from typology (Neighborhood, Node, District or Downtown).

Nodes

A small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.



Districts

Regional destinations that are a distinct place - different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

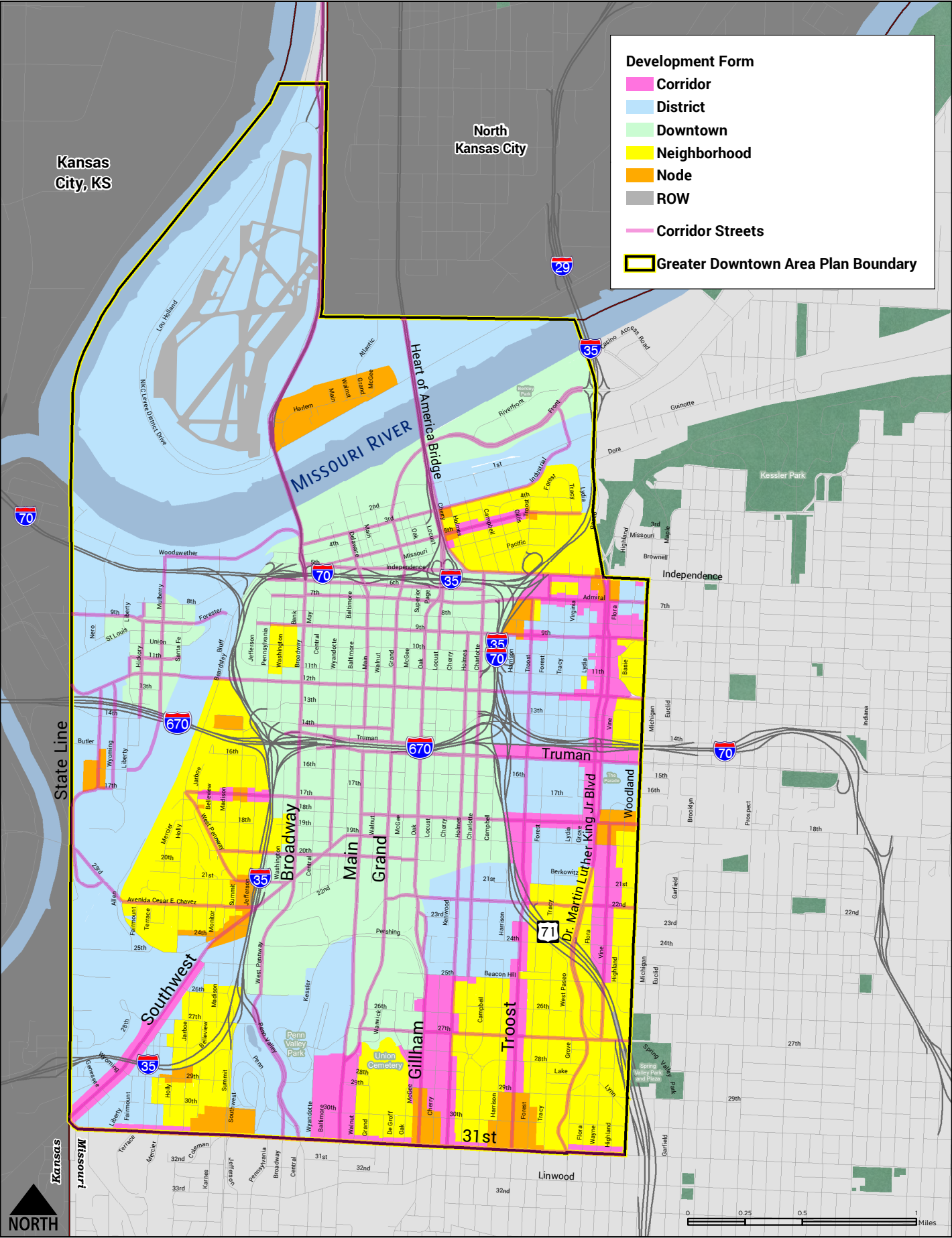


Downtown

The regional center for culture, entertainment, employment, government and transportation. Downtown areas typically have the highest population and employment densities, highest scale of buildings, and highest levels of activity in a walkable and pedestrian oriented development pattern.



A complete listing of the Development Form Guidelines that are to be used with the Development Form Map is located in Appendix A (page 183).



MAP 3.3: DEVELOPMENT FORM



4

Transportation

E 20th St

bricche
FRESH
BREWED
KALDI'S
COFFEE

ROAD
DETOUR



CHAPTER ORGANIZATION

The Transportation Chapter provides recommendations to guide the development of a multi-modal transportation system in the Greater downtown area, including automobiles, walkability, biking, scooters and transit.

The intent of FOCUS is to increase the ease of, and broaden the options for, moving about our city, and to create logical extensions of the existing transportation network. ...Many people will walk if there is a direct, continuous, safe, pleasant, and secure pedestrian route for doing so. People will ride bicycles if they can do so safely. People will use public transit if it is convenient and pleasant and there are pedestrian connections between the transit stop and destination. People will use modes of transportation besides the automobile if the other modes provide reasonable options. Moving about the city requires attention to, and integration of, many different ways of moving from place to place – called multi-modal transportation.

FOCUS Kansas City Plan



Relationship to Five Plan Goals

Based on strong community support, the overarching goal of this chapter is to make walkability the highest transportation priority in the downtown area. Other goals of the chapter are to improve access for commerce, support multi-modal transportation options including bikes, scooters, public transit, and automobiles; understand and manage parking needs in the downtown area; and explore sustainable solutions. The recommendations in this chapter promote the following goals of the plan:



Double Downtown Population and Focus Density

By creating a walkable downtown that is appealing to urban dwellers.



Double Downtown Jobs and Increase Visitors

By providing a transportation system that supports existing development, maximizes access for worker and visitor mobility, and encourages future growth.



Create a Walkable Downtown

By elevating the importance of walkability and providing strategies and infrastructure to ensure Downtown is walkable.



Retain and Promote Safe, Authentic Neighborhoods

By promoting pedestrian activity, which creates more "eyes on the street". Strategies in the Chapter also improve pedestrian safety (i.e. improved street crossings, reduced vehicular conflicts, etc.).



Promote Sustainability

By promoting alternative modes of transportation, increasing transportation options and decreasing dependency on single occupancy automobiles.





GUIDING PRINCIPLES

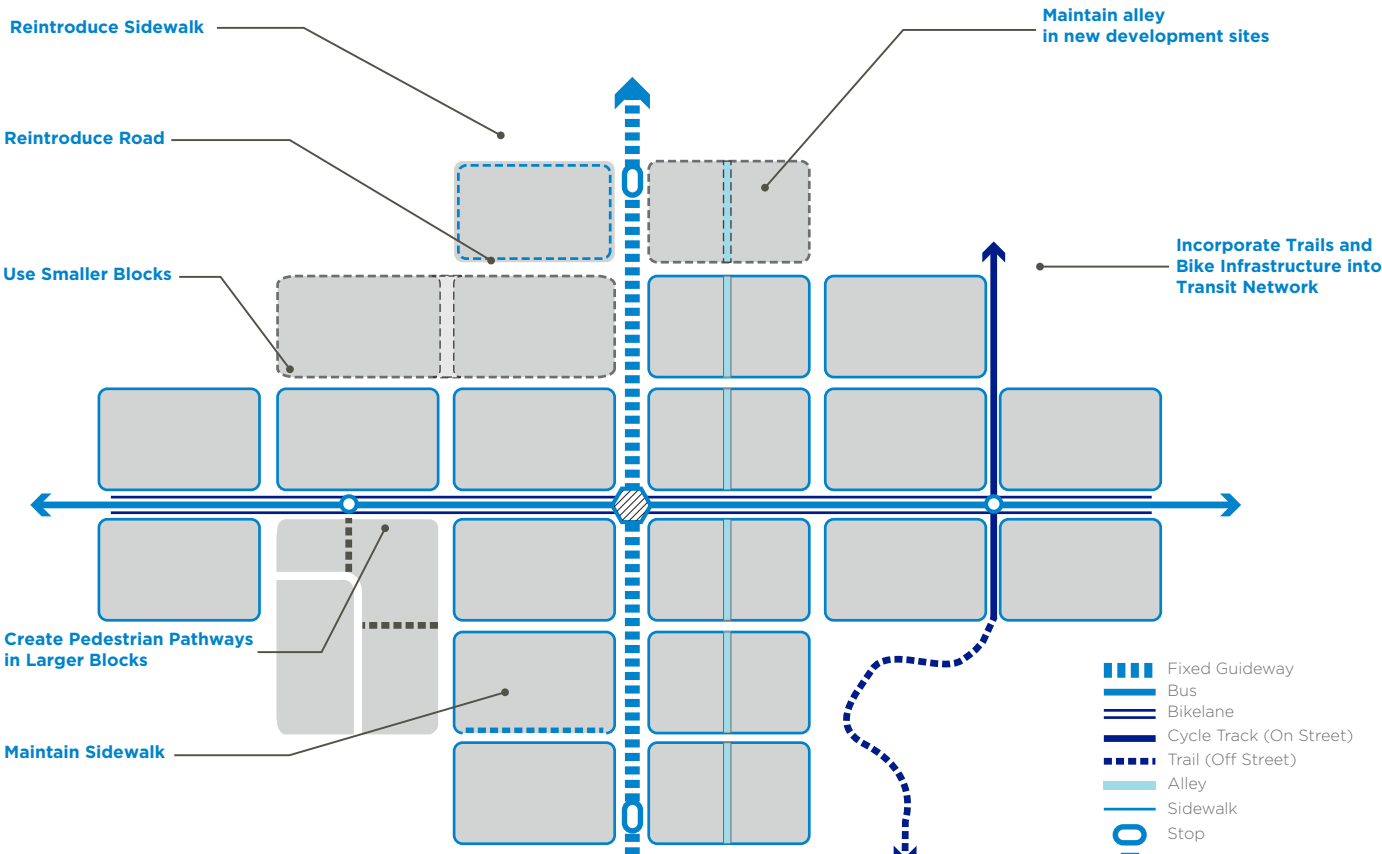
The guiding principles provide a policy framework to guide the more detailed recommendations that follow for each mode of transportation in the Greater Downtown area.

Create a Walkable Community

This is an overarching goal of the Greater Downtown Area Plan, and is therefore a primary goal of the transportation chapter. Land uses and development patterns should promote pedestrian access, convenience and activity; streets should promote pedestrian mobility and safety for persons of all abilities; and public spaces should be designed, programmed and activated to attract pedestrian activity.

Accommodate All Modes And Promote Choice In Transportation

This Plan promotes a “balanced” transportation system that considers the needs of automobiles, transit, pedestrians, and bicycles. Streets in the Greater Downtown area should be “complete streets,” which safely accommodate all modes. New roads and new development should support transit strategies, implement walkability level of service guidelines, include facilities for biking (where recommended on the BikeKC Plan), and provide bike/pedestrian connections to area trails.



A Connected, Multi-Modal System
Together, a network of fixed guideway, local bus, bicycle, and pedestrian paths make up our city's circulatory system. This map demonstrates at an abstract level how these connectivity elements knit together destinations in the urban fabric.

Create an Integrated System of On-Street and Off-Street Bike Routes and Multi-use Trails

The system should be comprised of a hierarchy of on-street and off-street trails and bike routes that are well-connected to area neighborhoods and activity centers and that serve both a recreational and transportation function.



Utilize Smart City Infrastructure and Data to Improve the Transportation System

Continue to build out smart city infrastructure (public Wi-Fi, kiosks, cameras and sensors etc..) and use smart city infrastructure and data to monitor system performance and utilization; improve the user experience (system information, accessibility, parking, wayfinding, etc..); and improve future system planning and capital improvement decisions.



Make Transportation Investment Strategically

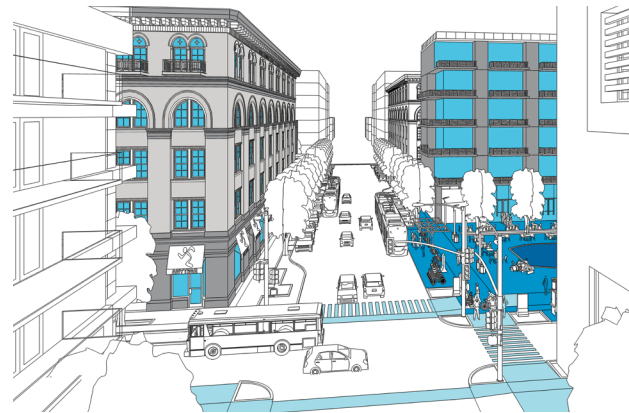
The need for improvements in the area is substantial and investments in new transportation infrastructure must be focused in a strategic manner to those areas with the greatest need. A Transportation Plan for the GDA integrating all modes will help to guide transportation system improvements in a strategic manner. See recommendations for each mode for recommended priorities.





Ensure That the Transportation System and Development Patterns Are Mutually Reinforcing

The transportation system will ensure access to area activity centers and neighborhoods and direct future development in an orderly manner. Future development should likewise reinforce and support the transportation system with complementary land uses, appropriate densities, site layout and design. Higher intensities of development should be focused to areas within activity centers and along major corridors. Ensure the highest densities and highest pedestrian access within close proximity to major transit nodes. New development should incorporate Pedestrian and Transit Oriented Development on the areas primary transit corridors and activity centers.



Maintain and Enhance an Interconnected Street System

A system of through streets with frequent street connections and small block sizes will distribute traffic and provide multiple route options; provide access for existing and future neighborhoods; help to minimize the capacity needs (and therefore, required width) of individual streets; and help create a walkable and bikeable community.



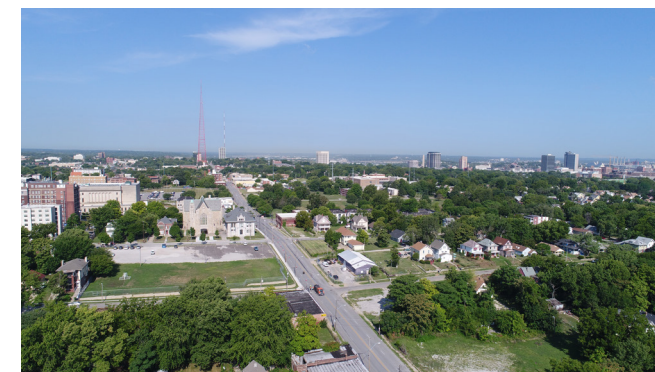
Increase and Focus Density

A key strategy to improving bikeability and walkability in the downtown area is to increase development density. As is noted in the Land Use and Development Chapter, there is considerable capacity for new development within the GDA and new density will help to make mobility options more efficient and convenient by concentrating jobs, entertainment, shopping and residents in close proximity. It is important to ensure that the highest densities are focused around transit corridors and activity centers. See the Land use and Development Chapter for strategies and guidelines for increasing density.



Create a Cohesive and Connected Community

Create a transportation system that increases connections between area neighborhoods and activity centers, promoting a cohesive community and orderly development. Use the transportation system to knit the area together, and promote orderly development. The transportation system should maximize connections to activity centers in the area for each mode of transportation. Activity centers are places where jobs or services are located, where there is a high density of residents or where lots of people will congregate for various reasons. Future requests for improvements should be prioritized when they provide these connections.



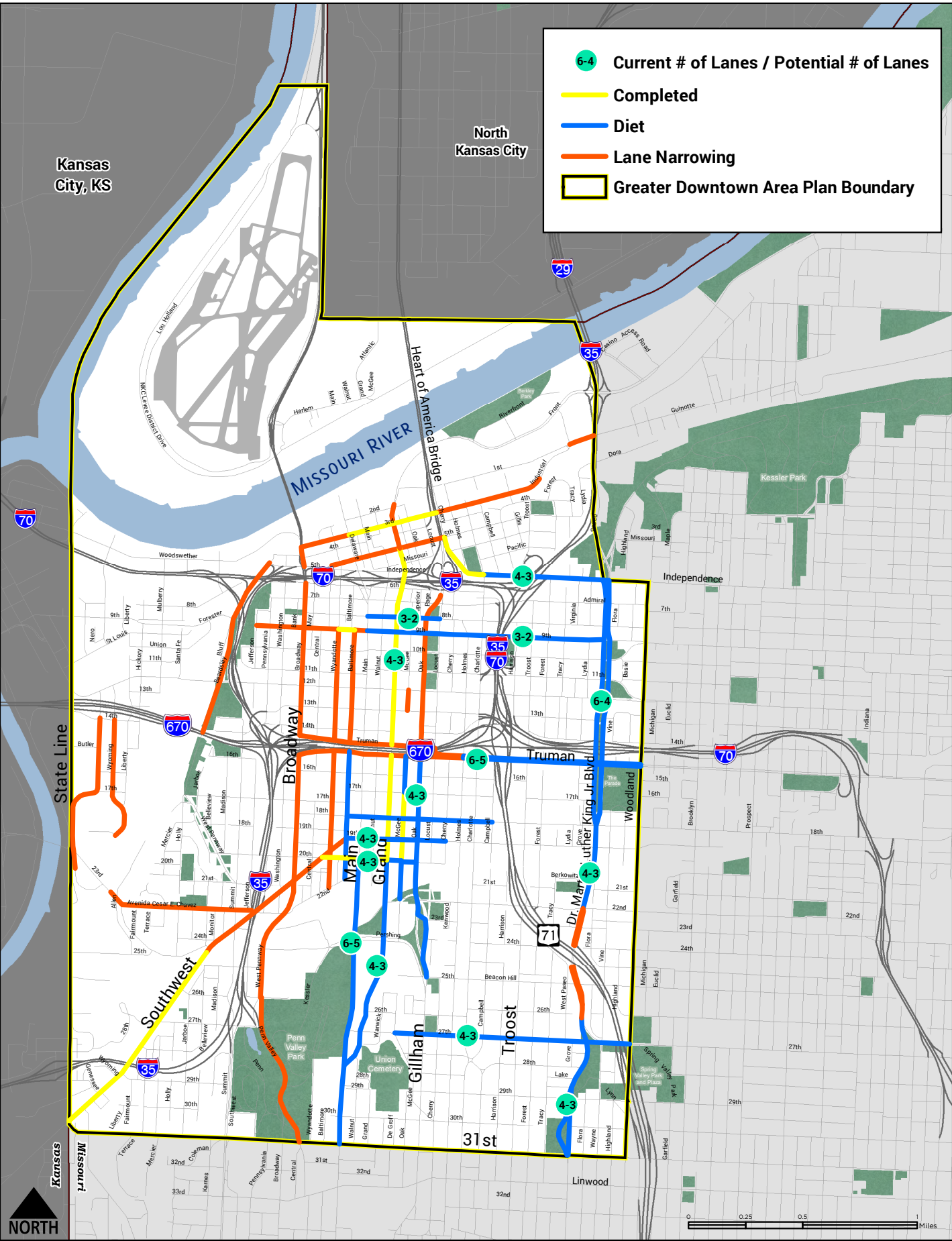
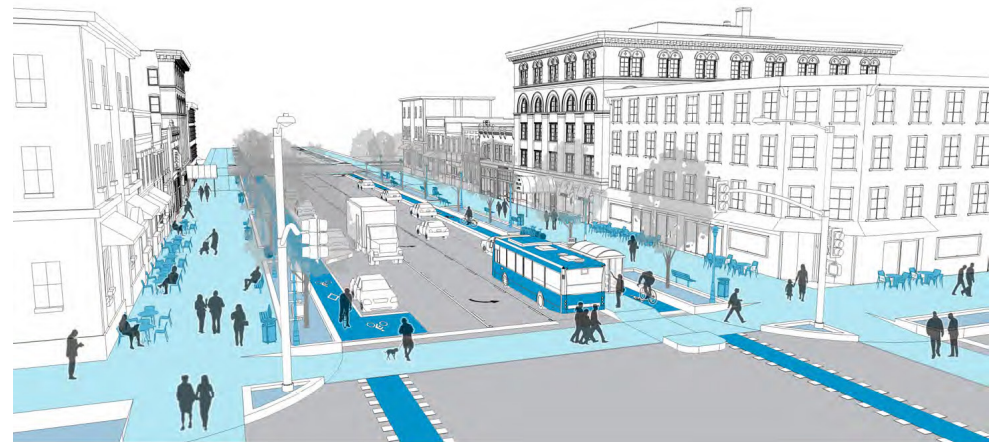


WALKABILITY RECOMMENDATIONS

Create Complete Streets, Pursue Road Diets, And Continue To Implement Streetscape Improvements.

The definition of a “road diet” includes the removal of unneeded lanes from a roadway to provide additional space for other functions (most notably, improved pedestrian and bicycle accommodations, on-street parking). Recent road diet examples include 20th Street and Grand Boulevard, where travel lanes were removed to allow for protected bike lanes, landscaping and enhanced walkways. The “Complete Streets” concept also looks at narrowing streets, without removing lanes, to achieve the same goal. The downtown area’s dense grid system allows many vehicular routing options, diffusing traffic and providing an opportunity to consider these tactics. The Road Diet Map illustrates areas where lanes could potentially be removed (based on an initial review of daily traffic volumes), as well as locations where road narrowing may be an option. It is cautioned that each roadway would need more detailed traffic engineering studies before finalizing decisions to “re-purpose” pavement.

- Implement Road Diets on roadways identified as diet candidates on the Potential Road Diets & Lane Narrowing map.
- Implement the Complete Streets Ordinance (Ordinance 170948, adopted on December 14, 2017).
- Create complete streets that support all modes of transportation, not just the automobile, and provide a minimum level of streetscaping on all streets (see also Public Realm Chapter).
- Create and adopt new pedestrian friendly street standards as well as a complete streets design manual that incorporates resilient stormwater management with transportation needs.
- Ensure the appropriate street typology in the Major Street Plan. Utilize street typologies that have a high level of service for transit, pedestrians, bikes and streetscape, such as the Activity Street typology.
- Identify areas on road pavement which have been marked for non-use and explore repurposing for landscaping, bulb-outs, extensions of sidewalks, and pedestrian and bike improvements.



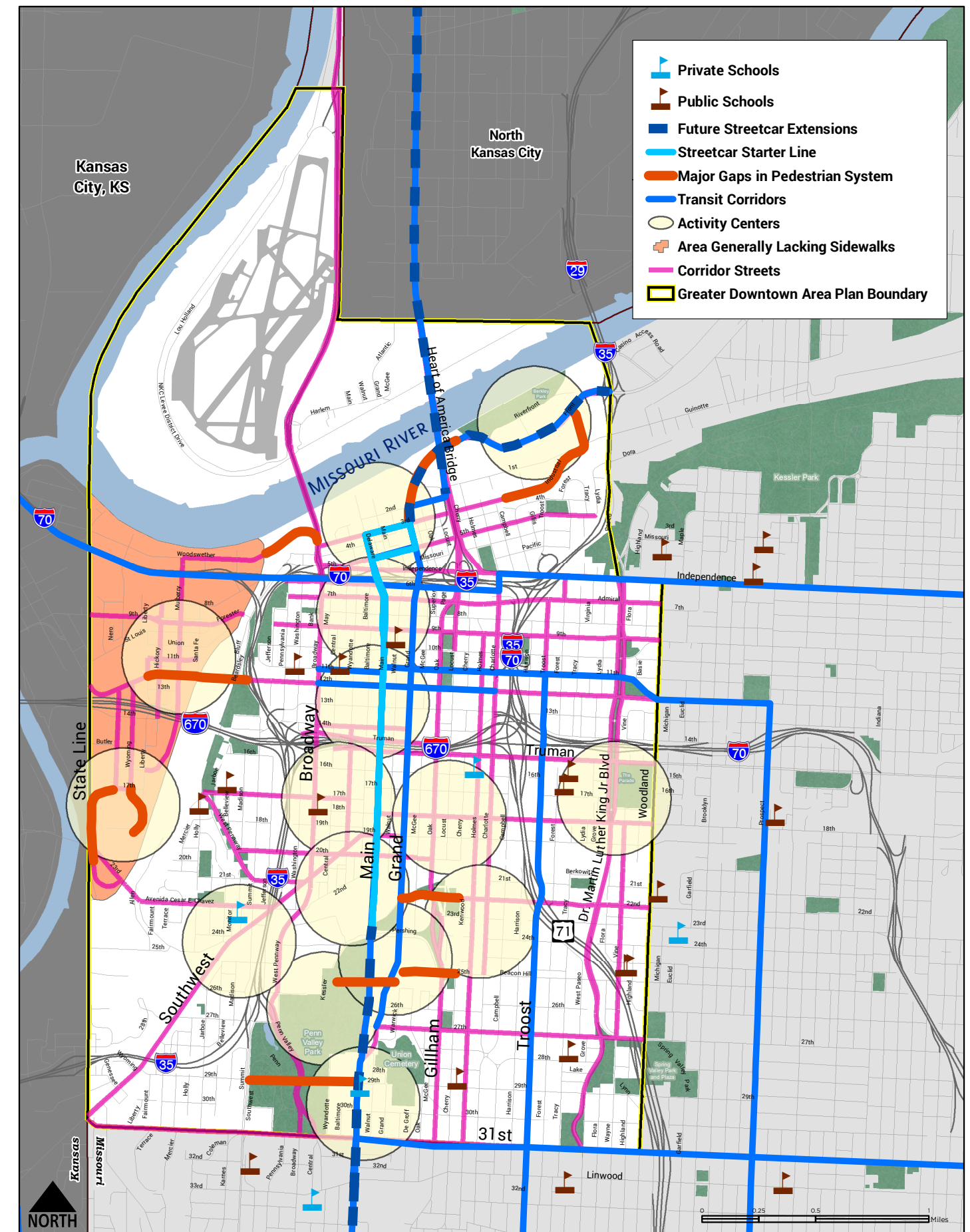
MAP 4.1: ROAD DIET AND LANE NARROWING RECOMMENDATIONS



- Implement streetscape enhancements, gateways and underpass enhancements on Corridor Streets.

Complete Gaps in the Sidewalk System

- Fill gaps in the pedestrian network and create policies that result in unified sidewalk and public realm design (see Public Realm Chapter).
- Prioritize transit corridors (and streets that lead to transit corridors); activity centers; and major streets and collector streets in areas that connect to schools.
- Some notable gaps in the pedestrian system include:
 - » The 12th Street overpass - The only non-interstate connection between the Downtown Loop and the West Bottoms. Every other crossing of the loop includes some sort of pedestrian facility (see Barriers Map).
 - » American Royal Drive - Surrounding Hy-Vee Arena, and Wyoming Street leading to the Arena.
 - » Connection between Hospital Hill and Crown Center - The steep topography and intersection safety concerns between these activity centers hampers what could be a high-volume east-west pedestrian movement. New walkways and a pedestrian signal on Gillham have improved the connection, but additional connections and street crossing improvement opportunities should continue to be explored.
 - » Penn Valley Park - The topography in Penn Valley Park and the Liberty Memorial site hampers east-west pedestrian connectivity.
 - » Main Street – The east side of the road from 27th Street to Pershing Road lacks an east-side sidewalk.
 - » Woodswether Bridge – Connecting West Bottoms to the Riverfront. As both districts continue to densify, an improved pedestrian connection will be needed.
 - » Grand Blvd Viaduct – Connecting Riverfront to Rivermarket districts. As the streetcar is extended on this viaduct either a parallel bridge should be built for bike/pedestrian movement or some accommodation on the existing structure should be explored.
 - » NE Industrial Trafficway/1st Street/Lydia – As the Riverfront develops and connection between Columbus Park and the Riverfront become more important pedestrian facilities (which are totally lacking in this area) might be needed.
 - » West Bottoms – Throughout the Historic West Bottoms and Stockyards Districts sidewalks are missing on many of the streets. This area has seen significant new mixed use and residential development, with more anticipated and hosts numerous large events (First Saturdays, Boulevardia, etc..) with large numbers of pedestrians.
 - » 31st Street - The stretch of 31st Street between Southwest Blvd and Jarboe is generally lacking sidewalks.



MAP 4.2: GAPS IN THE SIDEWALK SYSTEM



Improve Pedestrian Crossings of Barriers and Connections between Neighborhoods And Activity Centers

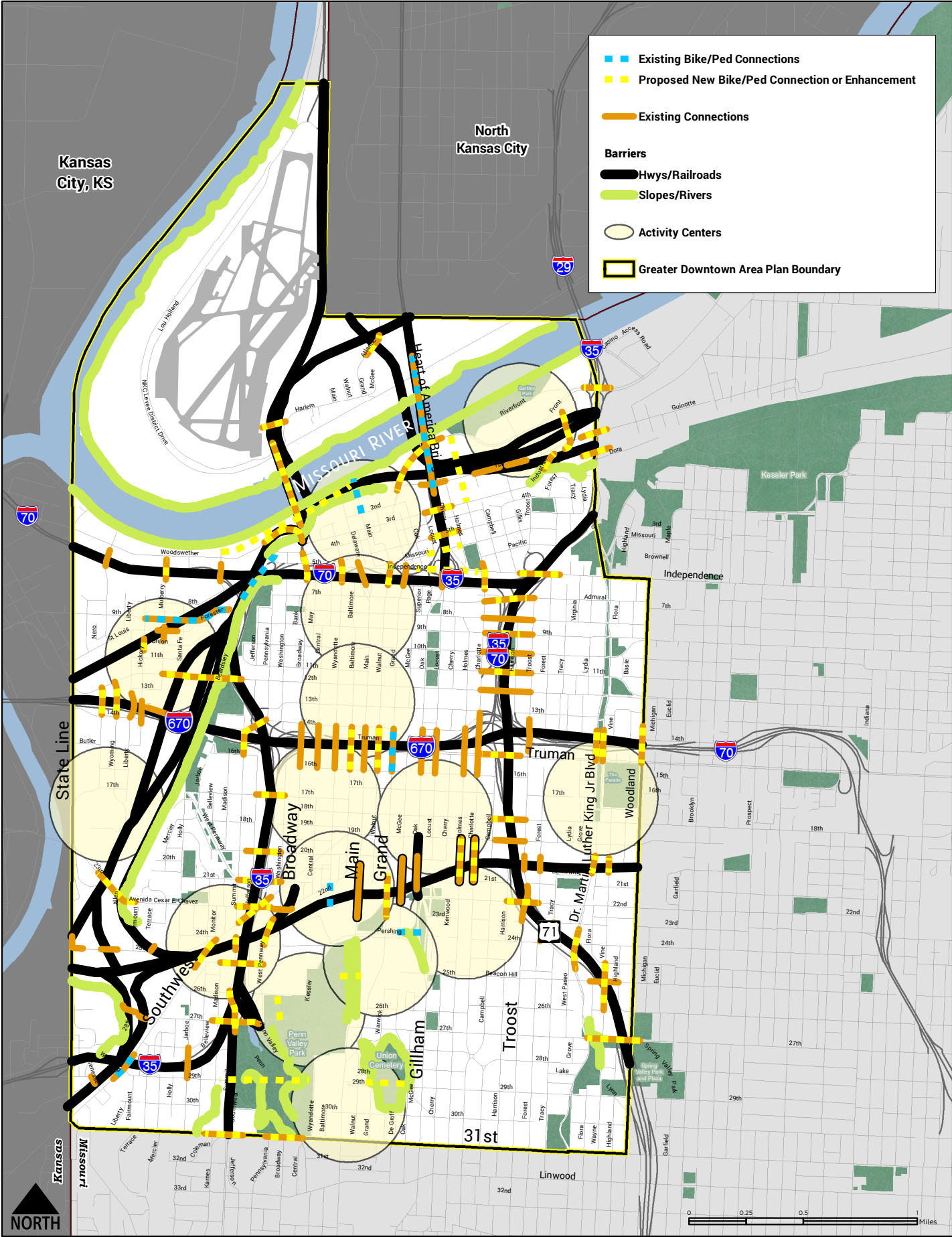
- Improve the quality, safety and pedestrian level of service of existing connections over barriers (see map on page 67). Connections should also be enhanced with streetscape improvements when located on Corridor Streets (see the Public Realm Chapter).
 - » Enhance existing connections and create new connections when feasible.
 - » Continue pedestrian enhancements to overpasses, as has been done on the south side of the Loop (Pedestrian Strands project).
- Improvements should generally accommodate bikes, scooters and pedestrians.
- Improve the lighting and safety of underpasses in the GDA, focusing on Corridor Streets and streets that provide a connection between activity centers and neighborhoods. See map on page 99 for locations and recommended priorities.
- Focus improvements to enhance connections between Activity Centers.
 - » Implement the 18th Street Connector Project.
 - » Focus improvements to Corridor Streets that connect Activity Centers.

Maintain Existing Pedestrian Connectivity and Create New Pedestrian Connections

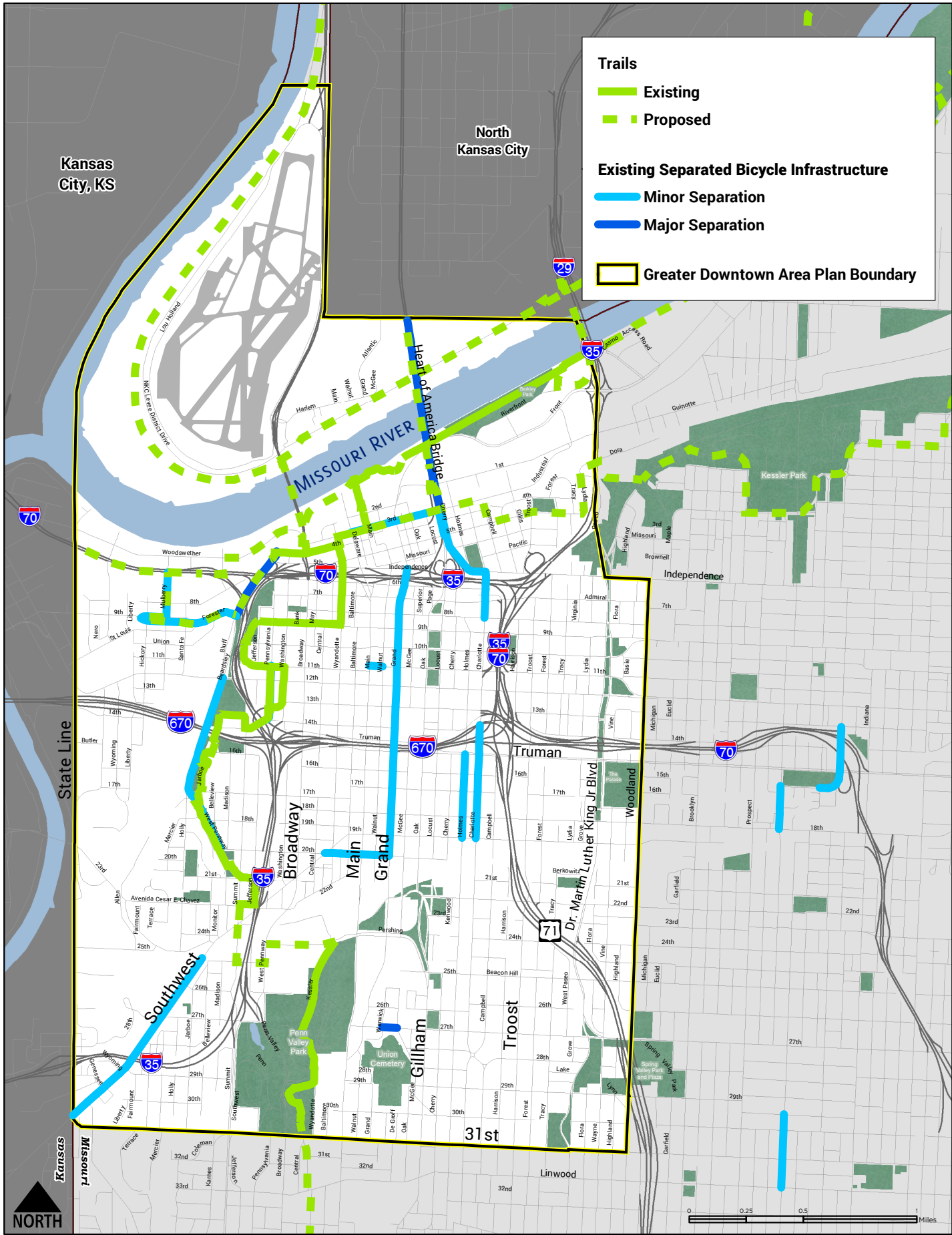
- Maintain and enhance a high level of street connectivity. Maintain existing street connections and create future street connections as new development occurs.
 - » Street and alley vacations are strongly discouraged because they erode street connectivity and pedestrian mobility.
 - » Encourage placemaking and activation of alleys.
- As areas with long block length, large block size or poor street connectivity redevelop, create pedestrian scale blocks and frequent pedestrian connections.
- Provide pedestrian connections where street connections are not provided or where street connections are indirect.

Complete The Trails KC Plan

- The connections included in the City's approved plan will eliminate some of the gaps in the pedestrian network. Trail implementation should be determined by the priorities identified in the Trails KC Plan.
- Explore a new trail connection between the Town of Kansas Pedestrian bridge at Main Street and the West Bottoms along the riverfront.



MAP 4.3: PEDESTRIAN BARRIERS AND CROSSINGS



MAP 4.4: BICYCLE AND TRAIL INFRASTRUCTURE

Improve Street Crossings

- Broadway Boulevard, Southwest Boulevard, Gillham Road/Oak, Truman Road, Admiral Blvd, Dr. Martin Luther King Jr. Blvd and Main Street are all key corridors that would benefit from improvements to pedestrian crossings. See the Kansas City Walkability Plan for more specific recommendations.
- The City should also implement automatic walk signals at signalized intersections, particularly along transit corridors and within pedestrian zones (see map).
- Explore additional pedestrian-only phases at signalized intersections in Activity Centers and near transit corridors.

Sidewalk Closures and Obstructions

- Coordinate sidewalk closures for construction, public improvements and utility maintenance to ensure that there is a visible, continuous path for pedestrians (both sides of street are not closed at the same time).
- When sidewalk closures occur, maintain a temporary pedestrian path in the street where feasible.
- Limit and minimize the amount of time a sidewalk is allowed to be closed.
- Enforce existing ordinances for snow removal and obstructions on sidewalks. Explore additional policies as needed.
- During snow events, ensure that street plows don't block pedestrian ramps/ access or unnecessarily cover sidewalks with snow.
- Reduce sidewalk encroachments (e.g. parking and drive aisles on sidewalks or in right of way).

Conduct an Assessment of Pedestrian Level of Service and Inventory Of Pedestrian Facilities

- Update assessments in the Kansas City Walkability Plan for Pedestrian Zones and expand to new areas focusing on the Streetcar Corridor, other Transit Corridors and "Pedestrian Zones" (see map).
- Identify, prioritize improvements and provide costs needed to meet recommended pedestrian level of service.
- Provide a benchmark to measure progress and facilitate a data-driven prioritization process.
- Address all 5 measures of pedestrian level of service: Street Crossings; Directness; Continuity; Safety; Visual Interest.



PEDESTRIAN ZONE MINIMUM LEVEL OF SERVICE

DIRECTNESS	A
COMPLETENESS	A
STREET CROSSINGS	B
VISUAL INTEREST AND AMENITIES	B
SECURITY	B



Implement Pedestrian Development Standards in New Development and Capital Improvements

- Incorporate the pedestrian LOS standards as recommended in the Kansas City Walkability Plan into development plans, and public improvements.
- Require Walkability Studies for new development and implement walkability level of service (per Kansas City Walkability plan guidelines).
- Explore application of appropriate zoning overlays (e.g. pedestrian overlay and transit oriented development overlay) and additional walkability standards in the development code in Pedestrian Zones/Corridors and Transit Corridors.
 - » Currently the Downtown Loop has pedestrian oriented development standards (see “Downtown Development” standards in section 88-338 of the development code) and portions of Troost Avenue, Independence Avenue and Main Street have zoning overlay districts which include pedestrian/transit oriented development requirements.
 - » Extend the “Downtown Development” standards or similar pedestrian and transit oriented development standards or zoning overlays to areas designated as Downtown, Corridor or Node (see Development Form map) as well as to all transit corridors and mixed use areas (all areas designated as Downtown Residential, Downtown Mixed Use, Downtown Core or Neighborhood Mixed Use on the Land Use Plan).

Increase the Safety of The Public Realm

As mentioned earlier, safety is important to the public when considering walkability. Safety recommendations include the following:

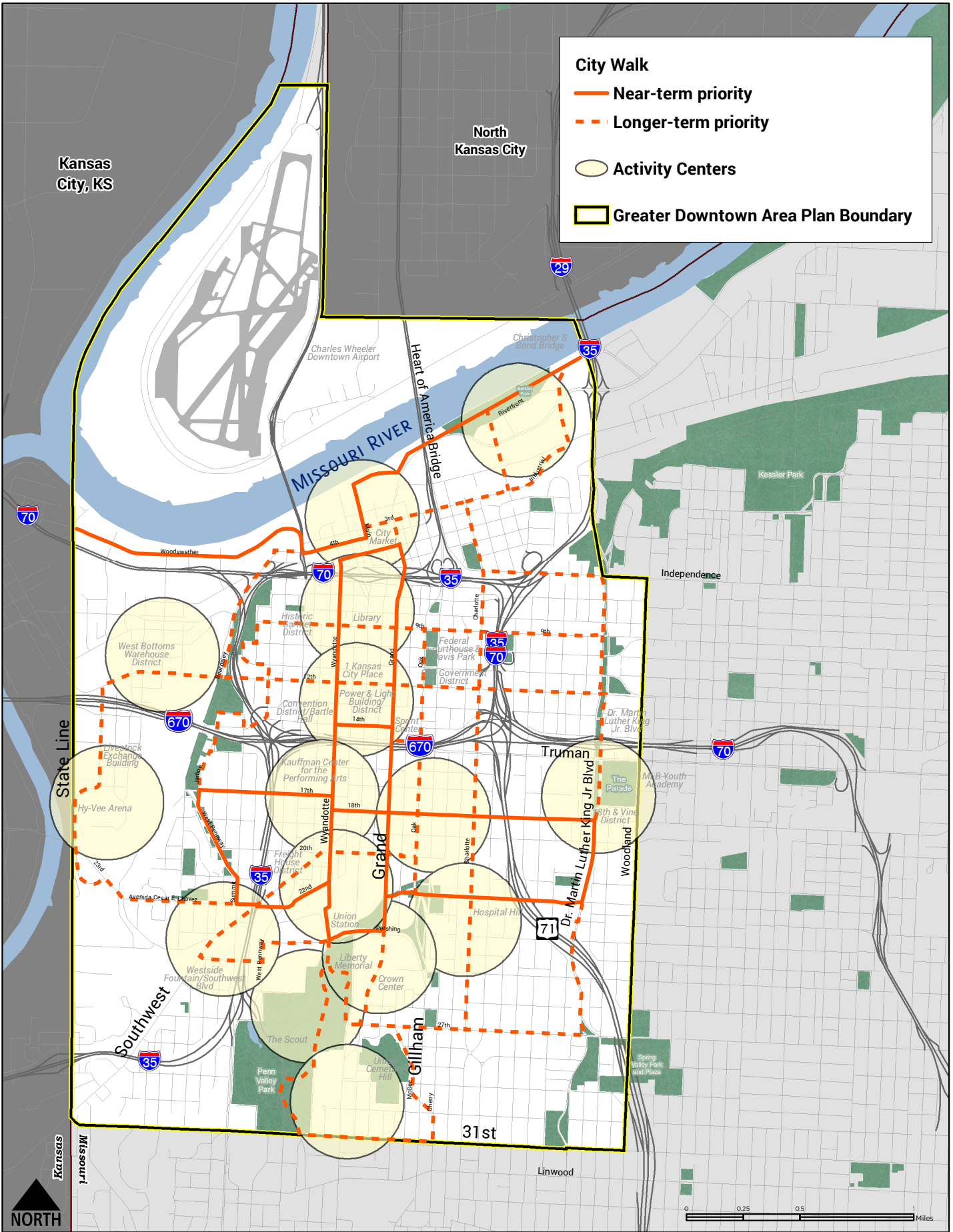
- Apply Walkability Plan Criteria for safety and security. Includes visibility from adjacent buildings, good line of sight, lighting and separation from passing vehicles.
- Improve security at underpasses. In addition to lighting, these spaces should be programmed (see Public Realm recommendations).
- Implement Crime Prevention Through Environmental Design (CPTED) principles in new capital improvements, public spaces and development projects.

Develop A “Citywalk” Pedestrian Loop

By emphasizing provisions for tourists/ visitors, this loop could connect major attractions and function and serve as a model for walkability improvements throughout the rest of downtown. The Citywalk should have an accompanying phone application and markers along the route to designate historical buildings or points of interest. Pedestrian infrastructure, streetscape improvements, and public art would need to be attractive to destination oriented pedestrians. The route should be designed for bikes, pedestrians and automobiles.

Prioritize Pedestrian Improvements In:

- The Streetcar Corridor and Other Transit Corridors.
- Activity Centers.
- Schools (explore Safe Routes to School opportunities).



MAP 4.5: CITYWALK



BIKE AND SCOOTER RECOMMENDATIONS

Many of the walkability recommendations previously mentioned would also facilitate bicycle transportation. Additional bicycle-specific recommendations include the following.

Bicycle Friendly Community Designation

- Achieve Silver designation by League of American Bicyclists by 2024. This is a program which recognizes communities that actively support bicycling and demonstrates bicycle-friendliness in five areas: engineering, education, encouragement, enforcement, and evaluation/planning. The other recommendations included in this section support this initiative.

Bike Lanes

- Implement bike infrastructure along routes designated in the 2019 Bike KC Master Plan. The City's plan includes bicycle routes on many downtown streets (see map on page 75).
- As major roadway projects, streetcar extensions or redevelopment activity occurs, examine the appropriateness of linking any remaining gaps in the Bike KC Master Plan network.

Emphasize Infrastructure

- Make bike infrastructure a priority with new projects.
- Implement facility type recommendations in the Bike KC Master Plan.
- Achieve a high level of rider comfort when implementing bicycle infrastructure (low traffic stress score) to accommodate the "interested but concerned" average bicyclist.

Street Standards

- Critique and revise city street standards to reflect current bike safety thinking. Adopt Complete Street friendly street standards in the GDA (perhaps as a pilot area).
- Develop a complete streets manual as directed in the Complete Streets Ordinance.
- Design and review all projects with a "complete streets" mentality described earlier in this document, by designing roadways in consideration of all users.
- Utilize bicycle friendly storm grates and traffic signal activators that detect bicyclists and scooters.
- Evaluate the benefits & trade-offs of one-way street conversions on bicycle and transit corridors.

End of Trip Facilities

- Work towards implementation of "End of Trip Support" recommendations in the 2019 Bike KC Master Plan, including Bike Parking, Shower & Changing Facilities, & Bicycle Repair Stations.

Emerging Technology

The emergence of micromobility options that use new technologies and business models such as electric scooters and e-bicycles in late 2018 has injected a renewed enthusiasm for non-automobile based transportation while underscoring the need for infrastructure and policies that support the varying modes of transportation and protect vulnerable road users. Low-stress bikeways, easily accessible and supported end-of-trip facilities, coordinated use of new data, and education and outreach efforts will help ensure that all road users are safe and supported.

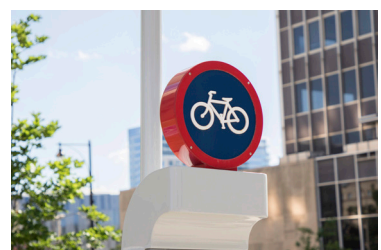
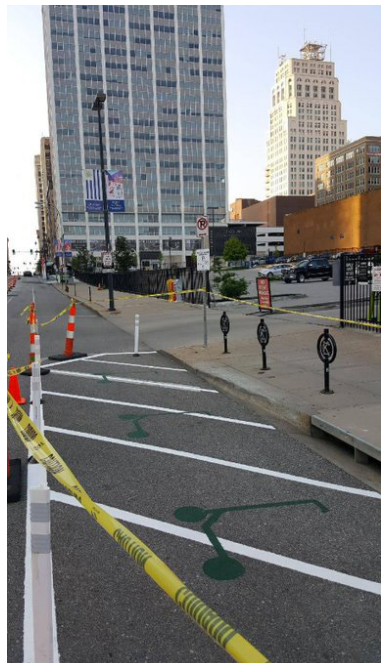
- Develop a comprehensive framework for the regulation and operation of micromobility devices after evaluation of the citywide Micromobility Pilot Program taking place in 2019/20.
- Utilize micromobility data in capital project planning and policy creation.
- Regularly provide funds for maintenance and infrastructure that supports micromobility and other active transportation.
- Accommodate micromobility parking in the right of way, especially as part of road diets, streetscape and curb lane management initiatives.
- Create an annual citywide "request a rack" bicycle parking program.
- Develop a community application for micromobility/bike corrals installed in the ROW.
- Require attended micromobility/bicycle parking at large/special events.

Minimize Driver Behaviors that Conflict with Bikes and Scooters

- Increase education and enforcement to prevent the blockage of bike lanes by delivery trucks & other vehicles and other potentially dangerous driver behaviors.
- Support a three phased approach to enforcement – educate the community/user, warn the first time offender, and lastly appropriately penalize the offender.

Implement Bike and Pedestrian Improvements as Streetcar Extensions Occur

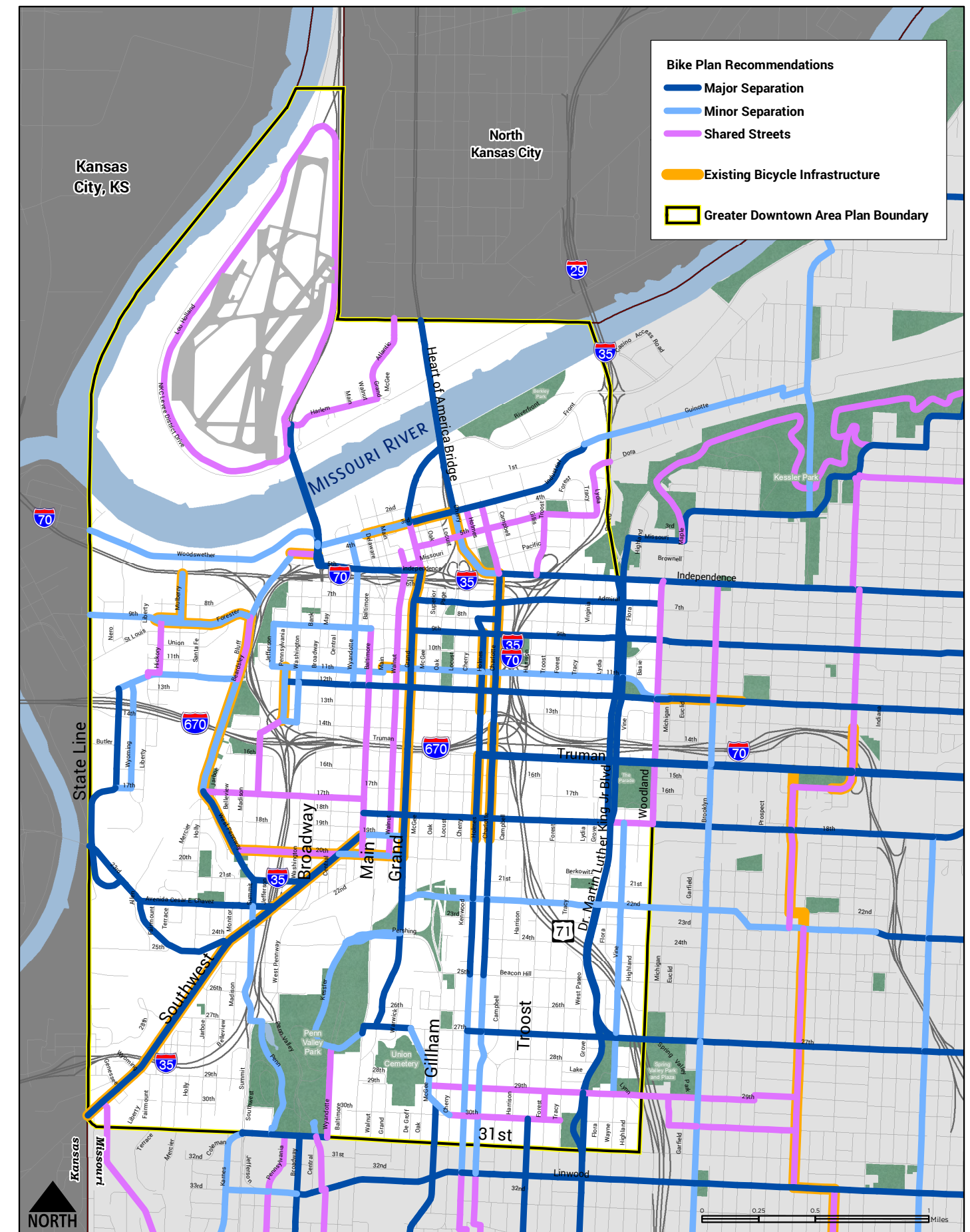
- Create bike facilities to connect the Rivermarket with the Riverfront as a north extension of the Streetcar is implemented.
- Explore a bike facility on Main Street as a south extension of the Streetcar is implemented.





How do we measure success?

- Percentage of citywide residents who bicycle to work regularly (commute mode share).
- Centerline miles of new bicycle infrastructure constructed.
- League of American Cyclists Bicycle Friendly Community Status.
- Tracking annual expenditures on bike network and program implementation.
- Miles of bike lanes built through annual resurfacing program.
- Annual citizen satisfaction survey related to bicycle infrastructure.
- Survey bicyclists to find rider habits and demographics.
- Installation of end-of-trip facilities.



MAP 4.6: BIKE PLAN RECOMMENDATIONS



TRANSIT RECOMMENDATIONS

Expand and Enhance Transit Alternatives

- Expand Streetcar.
 - » Initial focus on a north expansion to Riverfront and south expansion to 51st on Main Street.
 - » Explore additional expansions as recommended in the Next Rail plan.
 - » Adopt Transit Oriented Development zoning and extend parking exemptions/reductions along existing and future streetcar corridors and primary transit corridors.
- Expand Bus Rapid Transit.
 - » Complete Prospect MAX.
 - » Implement MAX/BRT route on Independence Avenue and explore additional MAX routes.
- Continue to implement enhanced/expanded fixed-route transit, and demand-responsive mobility services as identified in MARC's Smart Moves 3.0 Plan (see Transit Emphasis Corridors and Smart Moves Enhanced Transit Corridors on Transit Framework Map).
 - » Transit Emphasis Corridors – These are corridors identified by RideKC as the primary bus corridors for the downtown area. These include the 11th Street/12th Street corridor and the Grand Boulevard corridor.
 - » Smart Moves “Fast and Frequent” Enhanced Transit Corridors – Implement fixed route transit on these corridors which refers to traditional transit service provided by a vehicle such as a bus or a streetcar on a regular route.
- Implement Mobility Hubs as recommended in the Smart Moves plan. Mobility hubs are central places or districts that act as converging points for public transit and an integrated suite of mobility services, scaled for their respective environments and functions. Mobility hubs are also areas where there is an intensive concentration of working, living, shopping and/or playing in the form of mixed-use development. Mobility hubs serve three critical roles in the new Smart Moves 3.0 system: origin, destination and transfer point.⁸ Potential mobility hub locations within the GDA include:
 - » On Grand at 3rd & 12th Streets.
 - » At Union Station.
 - » At 12th and Charlotte.
 - » At Independence and Dr. Martin Luther King Jr. Boulevard.
 - » On 31st at Main and Troost.
- Explore the creation of transit circulators in GDA activity centers, particularly to assist with parking access and utilization of parking garages as well as to improve connections between GDA Activity centers.



Implement Pedestrian and Bike Improvements on Transit Corridors

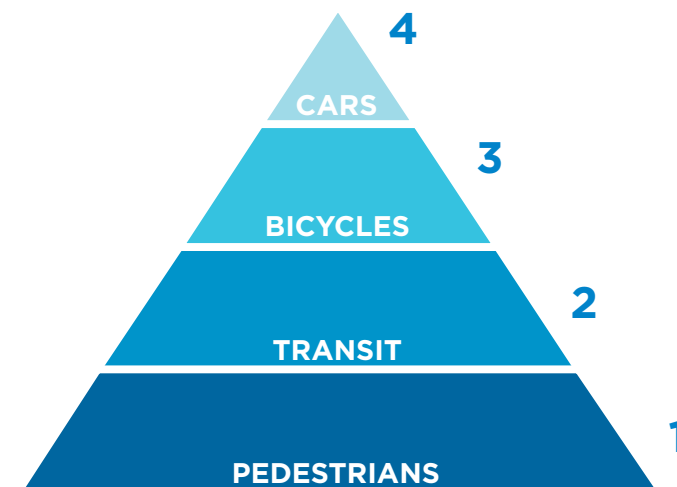
- Prioritize pedestrian improvements along the Streetcar Corridor and all Transit Emphasis Corridors.
 - » Conduct a pedestrian study of these corridors to identify and prioritize improvements.
- Implement bike and pedestrian improvements as part of future extensions. Examine the appropriateness of linking any remaining gaps in the Bike KC Master Plan network.
- Continue to implement bus stop and bike lane improvements on Grand Blvd to reduce conflicts between bus and bike traffic.

Continue to Improve Real Time Transit-Related Information

- Improve the quality of transit-related information system-wide.
- Implement Smart Kiosks and other smart city technology to provide transit information.

Market Transit Services

- Continue to increase marketing of transit services and include in downtown marketing – both to residents and visitors.



Mode Hierarchy

In transit-oriented development areas, pedestrians are the foundation of the transportation system. Decisions ranging from the geometric design of streets and intersections to intersection signalization should be based upon this understanding of mode hierarchy.

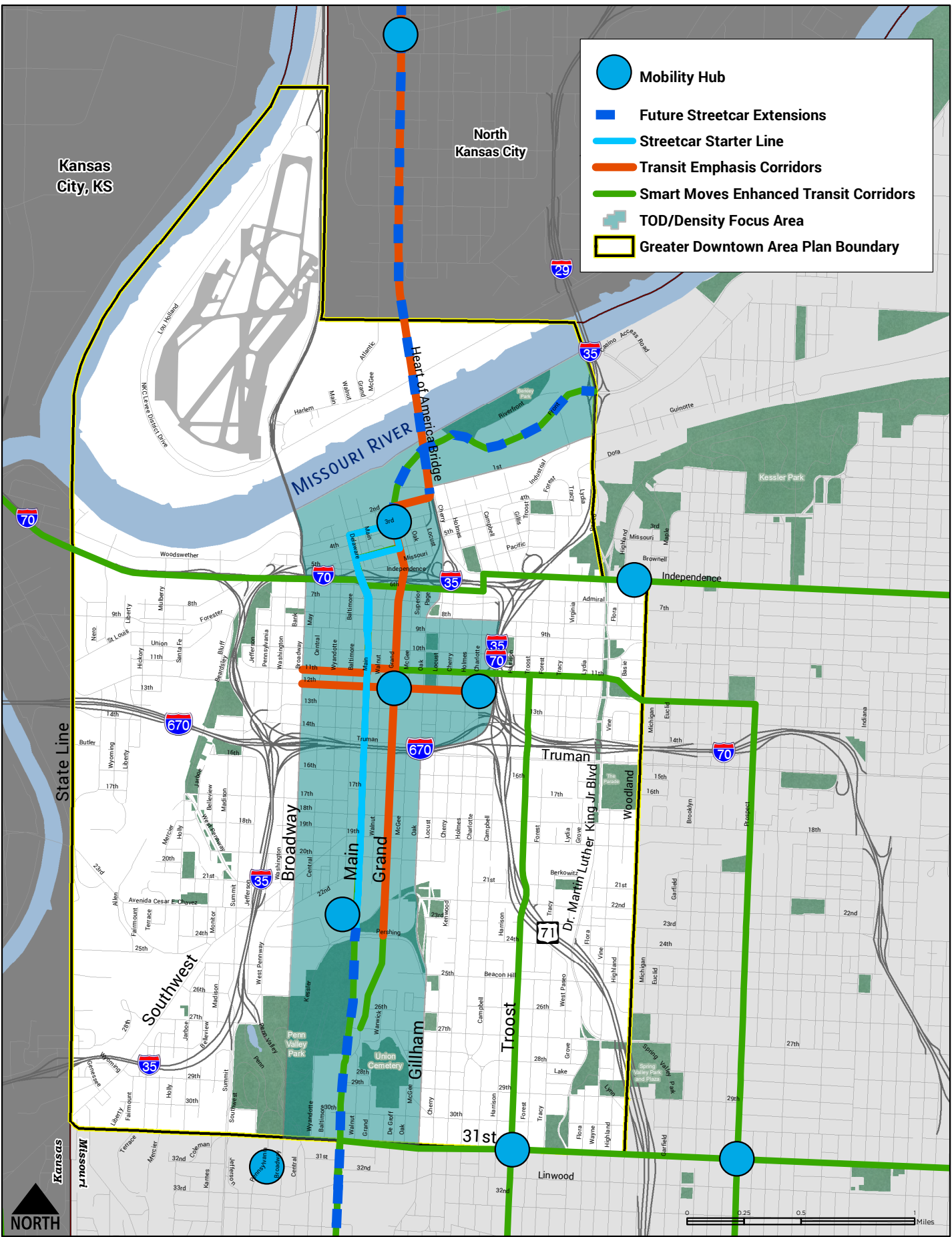
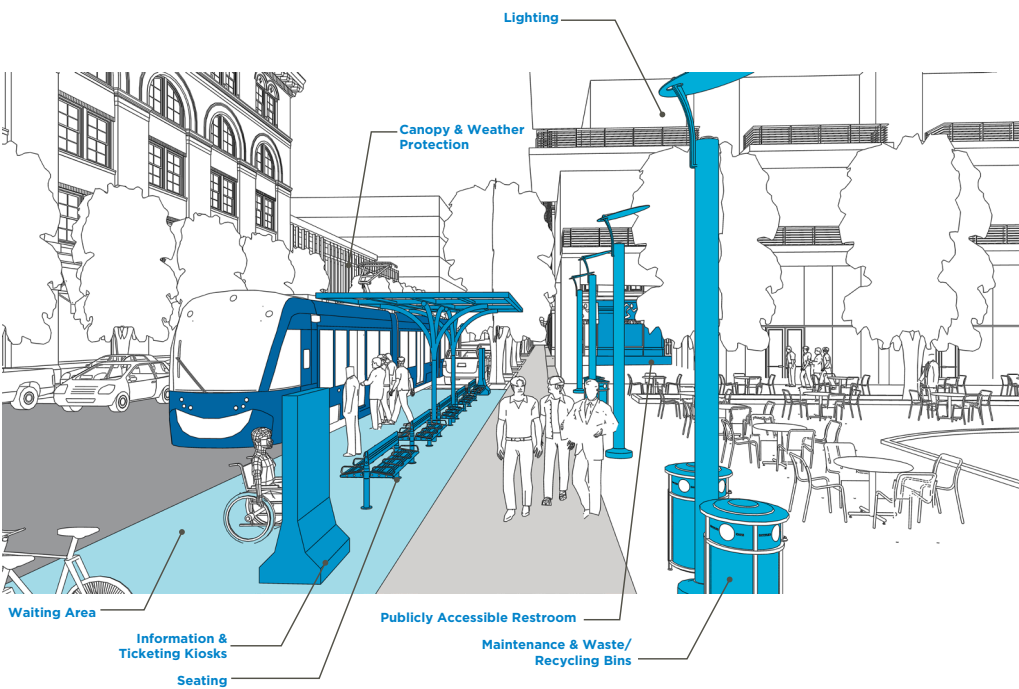


⁸ Smart Moves 3.0, Transit And Mobility Plan For The Kansas City Region



Improve Transit Stop Design and Amenities

- Employ the station and transit stop design guidelines in Kansas City's Transit Oriented Development Policy:
 - » Integration with Sidewalk and Public Space - Locate dynamic, flexible and inviting public spaces near transit stops. Where integrated with transit facilities, design public spaces to include amenities such as bike racks, lockers, ticket kiosks, or other amenities that support the use of transit and greater mobility in general.
 - » Coordination with Surrounding Uses – Leverage the concentration of transit users to support more active and vital destinations, and providing transit users convenient access to a variety of opportunities and services.
 - » Transit Facility Placement - Transit facilities vary based on type, volume of service and street configuration. Apply NACTO standards based on the type of transit facility.
 - » Transit Facility Design - Transit facilities can function as icons or landmarks for destinations, with design elements that provide wayfinding along transit corridors, or unifying features that strengthen connections between neighborhoods.
 - » Universal Design - When designing transit facilities, meet or exceed ADA accessibility standards to make facilities as aesthetic and accessible for all users, regardless of age, ability, or status in life.
 - » Include other stop amenities like seating, shelter, wayfinding, and trash receptacles.



MAP 4.7: TRANSIT FRAMEWORK



Establish Park and Ride Facilities

- Explore the creation of a new park and ride facility at the northern terminus of the streetcar.

Pursue New Intercity Connections

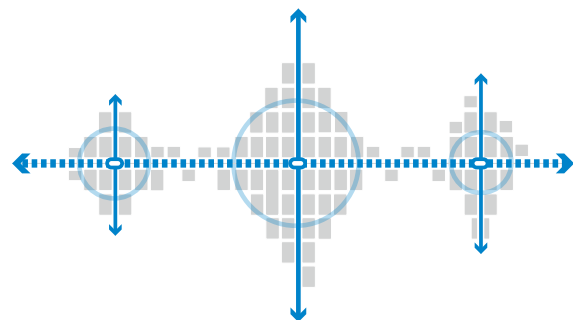
- Explore a commuter rail connection to better connect Downtown to the region.
- Explore a high speed rail and/or Hyperloop connection in the GDA to better connect Kansas City to St Louis and other regions.

Follow Densification and Implement Transit Oriented Development

- Target dense mixed use development and Transit Oriented Development (TOD) along Transit Corridors (see map) to ensure the viability of existing transit and future mass transit (see the Land Use Plan and Development Guidelines and Smart Moves).
- Implement the Transit Oriented Development Policy.
 - » Create a TOD Plan (Station Area Plan) for GDA Streetcar Corridors and Transit Corridors.
 - » Incorporate TOD Overlay Zoning guidelines into new development and TOD requirements into the development code. Extend parking exemptions to all future streetcar extensions and transit corridors.
- Implement access management along streetcar.
 - » Limit garage entrances/exits and driveways.
 - » Create a zoning overlay (similar to south Main Street).
- Monitor areas with high resident and employment growth and evaluate the need for improved transit service (e.g. West Bottoms).

Regional Transit

- Support, market, and enhance connections to regional transit services. Greyhound, Amtrak, Unified Government Transit (UGT) and RideKC suburban express all provide service to the downtown area. These need to be emphasized and coordinated as part of the overall transportation strategy for downtown.
- Expand access for GDAP residents to areas in the region with limited transit.



PARKING RECOMMENDATIONS

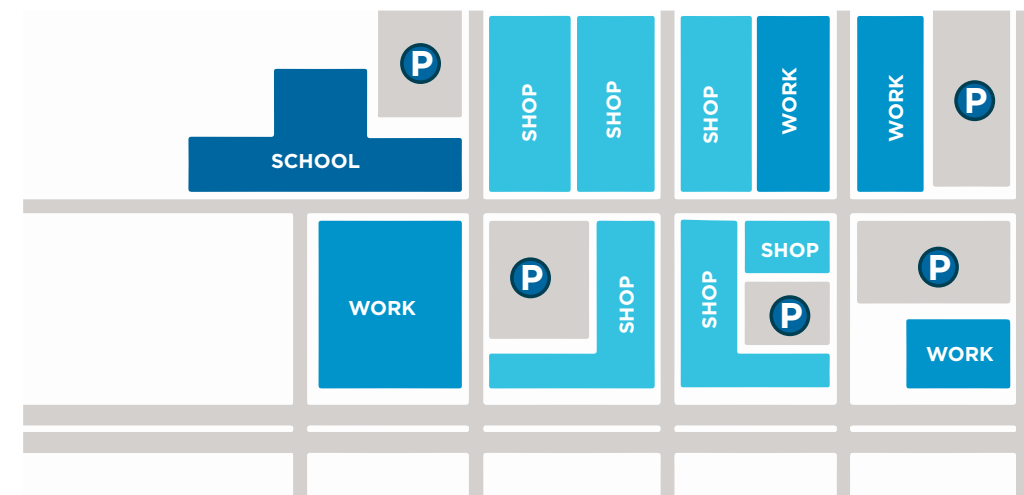
The overarching goals of the parking strategies are to improve utilization of existing parking resources, to support transit use, to reduce overall demand for parking and support the parking needs of area residents, employees and visitors.

Parking Exemptions

- Extend parking exemptions to future streetcar areas and transit corridors.
 - » Consider including UR zoning in parking exemptions.
- Explore additional alternatives to parking exemptions that are designed to encourage mode shift including (but not limited to) credits for Transportation Demand Management (TDM) plans with higher credits near streetcar.
- Establish a parking maximum for new development in TOD areas.

Parking Management Strategy

- Complete and Implement Parking Management Studies in GDA activity centers.
 - » Focus on shared parking approaches.
 - » Analyze on and off street parking supply and demand.
 - » Strategies to maximize utilization and ensure adequate supply.



Parking District

In a single, compact district, establishments can share parking lots, drivers can find one parking space and walk to multiple destinations without moving their car.





Parking Enforcement

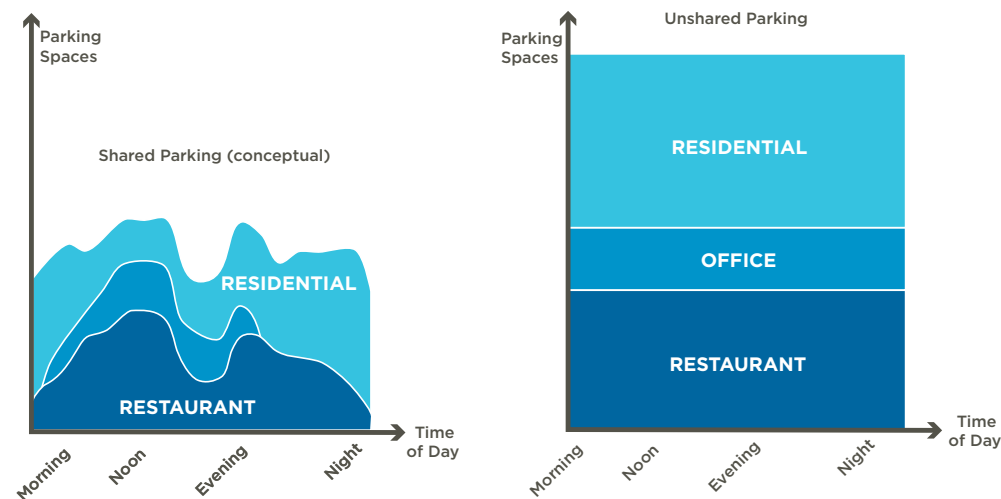
- Proactive on-street parking enforcement is required to ensure parking and mobility policies meet their intended goals.
- Parking enforcement should make use of available technology to improve coverage area and increase frequency in a cost-effective manner.
- Improved proactive parking enforcement would help to keep on-street supply more available and off-street more fully utilized.
- Fines should be set at an amount to discourage violations and make “gaming the system” inadvisable; fines should increase for multiple violations.

Encourage Transit-Oriented Development

- Reduce the need for parking by encouraging Transit-Oriented Development (TOD). These types of developments can reduce parking demand and support a shared-parking approach.

Surface Parking Lots

- Discourage new large surface parking lots. Implement district/shared parking strategies to reduce demand for surface lots and create a policy that prohibits large new lots.



Shared Parking Decreases Necessary Parking

Different uses require more parking at different times of the day. Because they are compact and mixed-use, TOD areas make it possible to share parking and therefore reduce the total number of parking spaces necessary to accommodate drivers.

Consolidation of Lots

- Actively encourage consolidation of lots into structured parking at the periphery of activity centers. Referred to as “freeing the middle”, consolidation into structures increases efficiencies. Pulling parking to the periphery helps to calm the heart of activity centers, promoting a more walkable downtown.
- Consider downtown area circulators to effectively shorten distance between user destinations and peripheral parking facilities.
- Improve the pedestrian experience for corridors between peripheral parking and activity centers to shorten the perceived walking distance (lighting, streetscape improvements, visual interest and street level activity).
- Identify appropriate locations for park and ride facilities, with consideration of the surrounding urban environment and quality of transit connections in particular locations.

Standardize Parking Identification

- Encourage use of a standardized parking symbol on all public and private lots. Way finding advantages include:
 - » Reducing driver frustration and wasted time in the automobile.
 - » Creating the perception of a unified parking system even for shared private facilities.
 - » Enhancing the sense of the downtown as a destination.

Curb Lane Management

- Create a policy toolbox for use of the curb lane using industry resources (ITE Curbside Management Practitioner’s Guide and others).
- Create strategies to address the needs for automobile parking, bike/scooter parking, loading and unloading and ride hailing.
- Identify roadways that should include paid parking, time restricted parking, no parking, and flex parking (policy varies based on time of day or weekday/ weekend), which contrast with roadways with transit movement, bicycle movement or mobility node priority.





Parking Garage Design

- Encourage new garages to be designed for future adaptive reuse.
 - » Explore requirements for new development.
- Encourage use of below-grade parking to meet on-site parking needs; a mix of below-grade and above-grade would be acceptable with ground floor street frontages reserved for commercial uses or building lobbies (open to the public preferred).
- New garages should be designed with potential to convert an internal drop-off/pick-up area for Rideshare and/or Autonomous Vehicles.
- See the Development Guidelines in Appendix A for more on parking design.



Smart City Strategies

- Adjust GPS routing to major destinations to direct people to perimeter parking instead of the center of activity centers.
- Incorporate/Improve mode shift assistance in GPS apps (where to get transit, link to scooter or bike share, etc....).
- Expand/Improve Smart Infrastructure and algorithms for traffic and parking counts utilization information.
- Explore expanded utilization of smart phone data to improve traffic planning.
- Provide live data on parking garage vacancies and ability to reserve a space.



ROADWAYS AND AUTOMOBILE CIRCULATION

Vehicular Access and Circulation

- Update and maintain the traffic model developed for the GDA.
 - » Consider expanding south to 31st and perhaps to Midtown/Plaza area.
- Continue one-way street conversions (back to two-way).
 - » Create a plan for implementation. Utilize updated traffic model for GDA.
 - » Avoid conversions when conflicting with planned bike route and transit corridors.
- Create a plan for vehicular access and circulation and designate “emphasis” streets for each mode.
 - » Identify streets which are important to vehicular access, egress and circulation.
- Implement access management along streetcar.
 - » Limit garage entrances/exits and driveways.
 - » Create zoning overlay (similar to south Main Street).
- Explore strategies to reduce or eliminate free right turns and right turn on red in the GDA.
- Create event traffic routing plans for key activity centers.



Repurpose Unused Pavement Areas

- Identify areas on pavement which have been marked for non-use and explore repurposing for landscaping, bulb-outs, extensions of sidewalks, and pedestrian and bike improvements.
- Coordinate with Complete Street planning and improvements.



Preserve and Enhance an Interconnected Grid Street System

“Urban” development is characterized by a highly connected street grid forming pedestrian scale blocks. A system of through streets with frequent street connections and small block sizes will distribute traffic and provide multiple route options; maximize access for existing and future districts and neighborhoods; help to minimize the capacity needs (and therefore, the required width) of individual streets; and help create a walkable and bikeable community.

- Maintain the urban street grid, pedestrian scale blocks and an interconnected street system.
- Create new street connections in future development where street connectivity is low.
- Avoid street closures and vacations. Maintain the urban street grid and pedestrian scale blocks.





- Street vacations are discouraged because they erode street connectivity and mobility.
- Street connections should be re-established whenever possible.
- Where street connections are not present (on “superblocks”), provide pedestrian cut-throughs.
- Any street/alley closure or vacation should preserve public access and continue to serve a transportation/access function.
- Continue to explore conversion of one- way streets to two-way operation, except where two-way operation would conflict with planned bike routes and transit corridors.

Pursue Signal Timing Improvements

- Continue efforts to improve signal communications, coordination and timing downtown. Signal removals contemplated in the CBD Traffic Circulation Study should also be evaluated and pursued.

Support Truck Movements

- Accommodate trucks on downtown streets. It is recommended that, in developing “complete streets”, road diets, and streetscape plans, that truck-related needs be considered.
- Commercial truck traffic through Neighborhoods should be discouraged, particularly on 3rd Street in the River Market and on 26th and 27th Streets in the Westside Neighborhood.
- Create a truck routing plan for the GDA and/or for individual districts (Rivermarket, Westside, Streetcar Corridor are areas that would potentially benefit from truck route planning).
- Implement truck routes already identified in the West Bottoms Streetscape and Wayfinding Plan.

Regional Transportation Planning

- Integrate downtown transportation systems with regional transportation planning. It is important to keep the needs of the downtown area in focus when planning regional transportation systems. Since many of the region’s most important transportation facilities (I-35, I-70, I-670, I-29, US-71, MO-9) pass through the downtown area, regional decisions affect local opportunities.

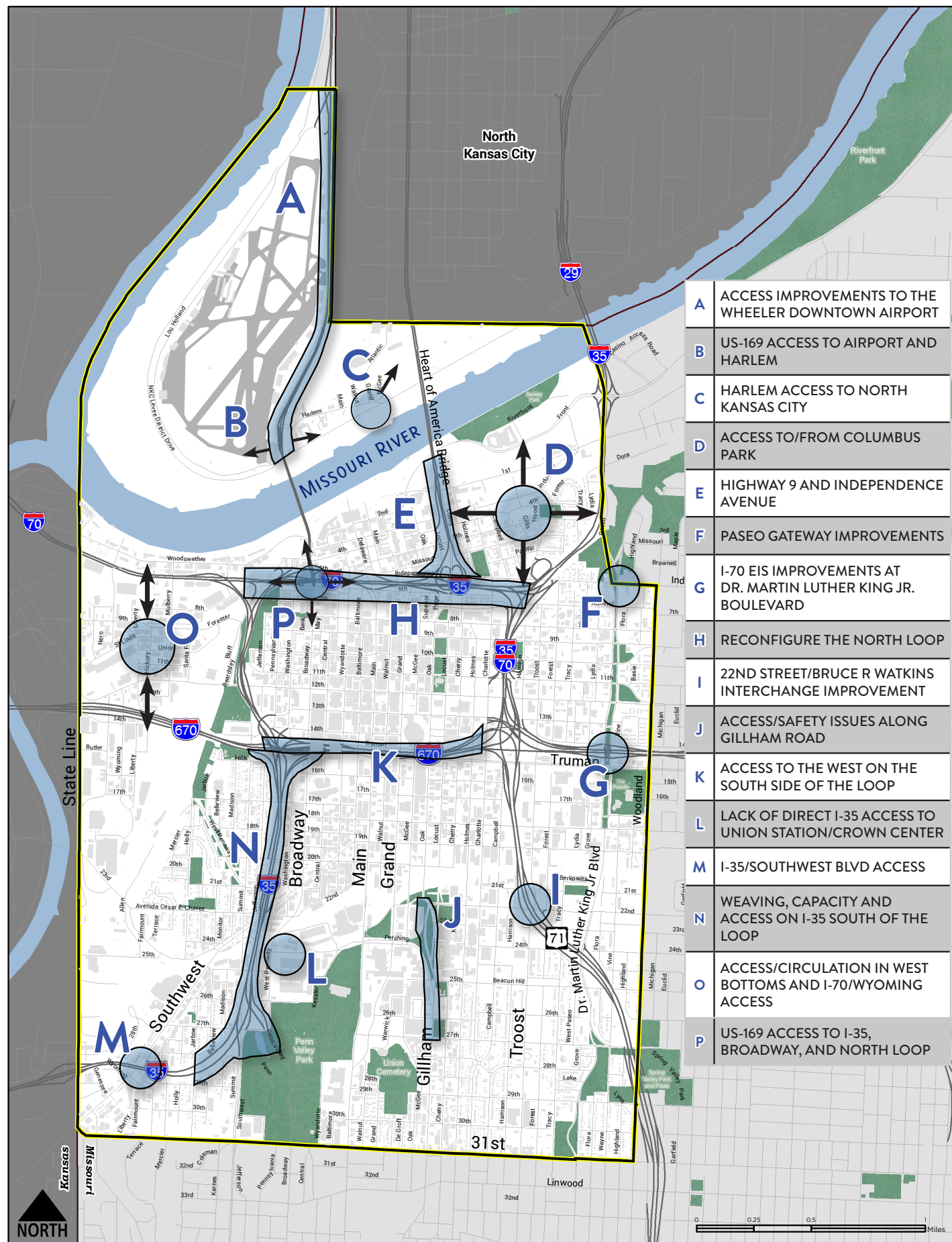
Autonomous Vehicles/Emerging Tech

- Create policies and strategies to prepare for the introduction of Autonomous Vehicles. Utilize the “Autonomous and Connected Vehicle Framework” report prepared by Mid-America Regional Council in 2018.
- Emphasize the utilization of a fleet of vehicles as opposed to individual AV ownership.
- Include consideration of AV’s in Curb Lane Management Policy including the need for more drop off/pick up areas, AV staging areas etc.

Address Access And Capacity Concerns Through Improvements

- Access Improvements to the Wheeler Downtown Airport** – Implement access improvements as recommended in the Beyond the Loop Planning and Environmental Linkages (PEL) Study. Improvements address safety concerns and mobility at the north and south interchanges and the southbound right-in / right-out located on the east side of the airport.
- US-169 Access To Airport And Harlem** - In conjunction with future improvements to the Broadway Bridge, improve access and safety to and from the airport and Harlem (see Beyond the Loop PEL Study).
- Harlem Access To North Kansas City** - If the Harlem area is ever to redevelop, the connection to North Kansas City must be strengthened.
- Access To/From Columbus Park** - Currently, Columbus Park has heavy exposure but extremely limited direct access to the interstate. It is recommended that Columbus Park, especially from the west and to/from I-29, be studied and incorporated appropriately into future plans for the Loop and I-29. Also explore additional vehicular access to the Riverfront from Columbus Park, including a new viaduct if warranted, as well as I improvements to existing access.
- Highway 9 and Independence Avenue** – Implement recommendations of the Beyond the Loop PEL Study including bringing Hwy 9 down to grade and reconnecting Independence Avenue.
- Paseo Gateway Improvements** - The Paseo Gateway project will reconstruct the intersection of Dr. Martin Luther King, Jr. Blvd and Independence Blvd. Proposed improvements include realignment of the Dr. Martin Luther King, Jr. Blvd, new sidewalks, two-way cycle tracks, new streetlights, signalization enhancements, landscaping, and green stormwater infrastructures. This project will improve traffic safety, and enhance pedestrian and bike access at the Intersection.
- I-70 EIS Improvements at Dr. Martin Luther King Jr. Boulevard** – Implement improvements as recommended in the I-70 EIS including lengthening ramps, removing the 14th Street ramp, and adding an east-west connection to Prospect Ave.
- Reconfigure the North Loop** - Include highway, local road, and interchange modifications along I-70 North Loop as recommended in the Beyond the Loop PEL Study. Strategies include: Access Consolidation; Compressed Footprint; Remove and Reclassify; and One-Way Circulation Strategies.
- 22nd Street/Bruce R Watkins Interchange Improvement** – Explore implementation of a split diamond interchange with connector.
- Access/Safety Issues Along Gillham Road** - The configuration of the intersections of Gillham Road at Pershing Road and 23rd Street presents concerns with regard to safety. The 22nd/23rd Street Replacement and Crosstown Circle Plan recommended extending 22nd Street from McGee Street to Main Street which would reduce traffic at the Gillham Road/Pershing Road intersection. However, the safety concerns would remain. It is recommended that a comprehensive study of improvements to both the 23rd Street and Pershing Road intersections be conducted, including control and configuration options, as well as consideration of alternative connections between Pershing Road and Gillham Road.
- Access To The West On The South Side Of The Loop** - The Wyandotte on-ramp to westbound I-670 was removed during the Bartle Hall expansion and a commitment was made by the City to replace the ramp in another downtown location at a date to be determined. The need and subsequent location for a replacement ramp should be identified. Any proposed location for a replacement ramp should be coordinated with proposed South Loop Link improvements.





MAP 4.8: MAJOR TRAFFIC ISSUES

- L. Lack Of Direct I-35 Access To Union Station/Crown Center** - The 22nd/23rd Street Replacement and Crosstown Circle Plan recommended reconfiguring the interchange at I-35/Southwest Trafficway/Broadway to provide more direct access to Broadway and the Crown Center/Union Station area. The plan also recommended considering a new ramp access to I-35 at Southwest Boulevard to help divert trucks from 20th Street and 27th Street. It is recommended that these concepts be pursued.
- M. I-35/Southwest Blvd Access** – Explore improved access to the I-35 interchange at Cambridge to/from Southwest Boulevard.
- N. Weaving, capacity and access on I-35 south of the Loop** - Weaving issues exist in both the northbound and southbound directions of this segment of I-35. The 22nd/23rd Street Replacement and Crosstown Circle Plan recommended a collector-distributor (C-D) concept on this portion of I-35. This system would eliminate much of the weaving by consolidating local access onto the C-D facility. It is recommended that this concept be pursued. I-70 EIS - Lengthen ramps, remove 14th St. ramp. Add east-west Prospect connector.
- O. Access/Circulation In West Bottoms And I-70/Wyoming Access** - Freeway access to/from the West Bottoms is fairly limited. Pursue more direct access to the West Bottoms from I-70.
- P. US-169 Access To I-35, Broadway, And North Loop** - In conjunction with future improvements to the Broadway Bridge, pursue a more direct freeway-to-freeway connection.

A	ACCESS IMPROVEMENTS TO THE WHEELER DOWNTOWN AIRPORT
B	US-169 ACCESS TO AIRPORT AND HARLEM
C	HARLEM ACCESS TO NORTH KANSAS CITY
D	ACCESS TO/FROM COLUMBUS PARK
E	HIGHWAY 9 AND INDEPENDENCE AVENUE
F	PASEO GATEWAY IMPROVEMENTS
G	I-70 EIS IMPROVEMENTS AT DR. MARTIN LUTHER KING JR. BOULEVARD
H	RECONFIGURE THE NORTH LOOP
I	22ND STREET/BRUCE R WATKINS INTERCHANGE IMPROVEMENT
J	ACCESS/SAFETY ISSUES ALONG GILLHAM ROAD
K	ACCESS TO THE WEST ON THE SOUTH SIDE OF THE LOOP
L	LACK OF DIRECT I-35 ACCESS TO UNION STATION/CROWN CENTER
M	I-35/SOUTHWEST BLVD ACCESS
N	WEAVING, CAPACITY AND ACCESS ON I-35 SOUTH OF THE LOOP
O	ACCESS/CIRCULATION IN WEST BOTTOMS AND I-70/WYOMING ACCESS
P	US-169 ACCESS TO I-35, BROADWAY, AND NORTH LOOP



OTHER RECOMMENDATIONS

Charles B. Wheeler (Downtown) Airport

- Promote the Downtown Airport as an economic engine and transportation hub. The Master Plan for the Wheeler Downtown Airport aims to increase the number of operations by 70% ultimately. Interstate connections to the airport need to be strengthened, and access will always be an important consideration. It is recommended that the expansion of the airport per the Master Plan be supported.

Study alternative alignments for I-35 South of the Loop

- When the time comes to replace the I-35 structure south of the Loop, a study should be initiated to evaluate alternatives, including realigning I-35. This plan does not endorse a specific alignment. However, an alignment to the west should be explored. Impacts to access should be carefully considered. This recommendation should not deter needed improvements and upgrades.

Reinforce and Enhance the Boulevard System

- Kansas City's world-famous historical Boulevard system was conceived by George Kessler over 100 years ago, and is still being refined and expanded. It is recommended that roadway improvements in the downtown area respect the many designated Boulevards and Parkways, and find ways to enhance this system where possible.

Waterborne Transportation

- The port of Kansas City's barge-shipping terminal in the West Bottoms reopened to barge traffic in 2014. It is recommended that, in conjunction with the development of the Riverfront, that barge transportation and recreation options along the Missouri River be supported.

Support Rail Freight Needs

- Kansas City has a very dense rail network, and serves as an important national rail freight hub. The downtown area contains approximately 29 miles of rail track, the vast majority of which is grade-separated from the streets and highways. It is recommended that rail freight continue to be considered in transportation and development decision-making. Items might include opportunities to close or grade-separate at-grade crossings, support for rail-freight infrastructure needs (e.g., increased capacity), and support for rail-served developments and industry.



5

Public Realm





CHAPTER ORGANIZATION

Public realm is defined as the space around, between and within buildings that are publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction. The following are the plan’s strategies to elevate the role the public realm in the urban fabric of the area.

Relationship to Five Plan Goals

The chapter provides recommendations to improve the quality of the public realm, characterized by a connected street grid with attractive, well-defined public spaces which support a wide variety of activities. The recommendations in this chapter promote the following goals of the plan:

- Double Downtown Population and Focus Density –**
 By creating inviting, well programmed public spaces and amenities to attract and retain residents.
- Double Downtown Jobs and Increase Visitors –**
 By using public realm improvements to lead private investment and creating an attractive and active public realm that will help attract businesses to the area.
- Walkability is the most important mode of transportation and the pedestrian scale will guide urban design decisions –**
 Improving public spaces that enhances the pedestrian experience and encourages pedestrian activity.
- Retain And Promote Safe, Authentic Neighborhoods –**
 Attractive and well maintained public spaces can encourage investment and upkeep on adjacent private property. A more active public realm will also be safer and hospitable to all types of users.
- Sustainability is the guiding framework for policy recommendations and development decisions –**
 Public realm improvements should incorporate landscaping and “green solutions” that contribute to stormwater management, heat island mitigation and air quality.

GUIDING PRINCIPLES

Activate the Public Realm

This strategy involves programming public spaces and increasing the activities and amenities in the public realm to attract people and promote activity. A new Parks and Open Space Plan for the area should identify the types of amenities and programming that would have the greatest impact and develop strategies to improve area public spaces. Activation of these spaces could include public art, performances, events, vendors, pedestrian amenities, exercise stations, seating, fountains, and other things that attract people to use these spaces. It is also recommended to create additional iconic features and public art installations that create visitor interest and draw people to public spaces. Examples of existing iconic features in Kansas City include the Sky Stations on Bartle Hall, the Scout sculpture in Penn Valley Park and the Shuttlecock sculptures at the Nelson-Atkins Museum of Art. Examples from other cities include the Cloud Gate sculpture in Chicago. Activation of public spaces will require nurturing existing partnerships and creating new ones to successfully and consistently activate and program these spaces. The focus of public realm activation should generally (but not exclusively) be within activity centers and along the streetcar corridor.



Connect Area Neighborhoods and Activity Centers with Streetscape Enhancements and Attractive Public Spaces

Public streets and public spaces play an integral role in stitching together the urban fabric. The downtown street grid has enormous potential to increase connectivity between neighborhoods and destination areas, which is vital to creating a walkable downtown. Creating continuity downtown will require raising the design standards of the entire street grid, reinforcing the grid with dense transit corridors, and improving gateways into the downtown area, and individual activity centers.

Streetscape and gateway enhancements should be targeted to Corridor Streets (see maps on pages 101 and 103), which are the most important image streets in the area and should exhibit the highest quality development and reflect a positive area image through streetscape enhancements focusing on segments within or connecting to activity centers. This includes improvements to underpasses (security and aesthetic enhancements) and overpasses and creating attractive gateways.



Strengthen Connections to Area Parks and Open Spaces



Public input indicates that access to parks and public spaces (as well as a lack of amenities and activities) are the primary reasons for not utilizing area parks and public spaces. This strategy involves establishing “park connector routes” that improve transportation connections to key public spaces, parks, and open spaces. This network will serve to connect the community through new or

improved transit, walking and cycling options as well as enhancements to connections such as increased tree canopy and streetscape improvements. The City should develop a Parks and Open Space Plan that includes strategies to maximize access to area parks and public spaces by introducing wayfinding elements and transit, bike and pedestrian improvements. Mobility, gathering, and access should be the objectives of the plan, with emphasis on creating enduring, enjoyable experiences in public spaces throughout the plan area.

Fill the Gaps

Focusing new development around activity centers and parks is also a good way to build on downtown’s strengths and increase public realm activity. As we connect the neighborhoods in the downtown area we must concurrently fill the gaps in the urban fabric. Vacant lots, surface parking lots, and suburban style development detract from the urban environment. A well-defined urban space has multi-story buildings placed on either side of the street with little or no setback. New development should create new public spaces and make improvements to existing public spaces. Examples of public spaces include, but are not limited to parks, streetscapes, plazas, pedestrian pathways, streets, and indoor spaces such as atriums.



Develop Gateways that Create a Sense of Arrival and Enhance Local Identity

Gateways are important entry points to a neighborhood, community or a city that have a key role in identifying a distinct area. Gateways Features provide a visual “point of reference” or “announcement” as well as a visual transition from one area to another. Gateways are focal points generally located at the edge of the Plan Area, or major intersections, or key entry points into area activity centers and neighborhoods. Gateways can include features such as fountains, monuments, public art, landscaping, lighting, intersection enhancements, plazas and signage and should be coordinated with streetscape enhancements. Gateways should announce entry into an area as well as reinforce the areas character.



Make Physical and Technological Improvements to Wayfinding

Expand upon the overall wayfinding system for the area by utilizing a variety of wayfinding tools including both physical signage and digital applications. Wayfinding should reinforce the character of the area and individual districts and neighborhoods. Wayfinding should include increased emphasis open smart city technology and mobile device applications and smart city infrastructure should be expanded. Visual clutter due to too much signage should be avoided and all signs in the public realm should be consolidated whenever possible. Wayfinding should be focused to activity centers and major destinations and should be oriented to all modes of transportation (cars, transit, pedestrians, bikes and scooters).





RECOMMENDATIONS

Mitigate Barriers

The following strategies can help repair the urban fabric and reconnect districts and neighborhoods within the Greater Downtown area which are divided by barriers such as major roadways, highways, railroads and other natural features.

- Improve the walkability, safety and activation of underpasses, bridges and railroad crossings.
 - » Ensure underpasses are well lit to improve security.
 - » Activate underpasses, such as the Interstate 35/Southwest Boulevard underpass with safety enhancements and activities like a public art, bazaar or skateboard park.
 - » Prioritize improvements to underpasses on corridor streets that connect neighborhoods and activity centers.
 - » Work with the railroads to improve connectivity in areas where their facilities create barriers (see the Walkability section of the Transportation Chapter).
 - » Implement streetscape improvements and create better pedestrian and bike facilities on overpasses, focusing on those adjacent to the Central Business District. Currently overpasses are predominately designed to accommodate motorized vehicle traffic. In the future they should be designed to better accommodate all modes of transportation.
- Investigate alternatives to the existing highway system including:
 - » **Capping I-670 south of the downtown Loop.** Prioritize recommendations within the adopted South Loop Link Truman Road Feasibility Study to enhance Truman Road, develop buildings up to the edge of the roadway, and cap the highway with programmed greenspace (see illustration below).
 - » **Study alternative alignments for I-35 south of the Loop.** When the time comes to replace the I-35 structure south of the Loop, a study should be initiated to evaluate alternatives (see Transportation Chapter).
 - » **Transform the interstate system to the north of the downtown Loop into a boulevard** and implement the recommendations of the “Beyond the Loop” study including: bringing Highway 9 down to grade, review alternatives for the alignment of the Buck O’Neil Bridge, create a boulevard north of the loop and creating additional buildable lots to accommodate future development. (See the Roadways section of the Transportation Chapter).



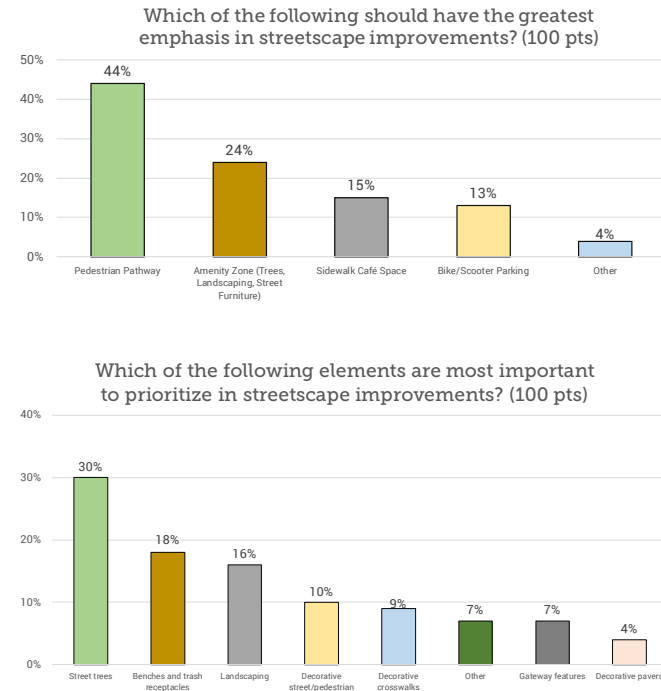
MAP 5.1: BARRIERS & UNDERPASSES



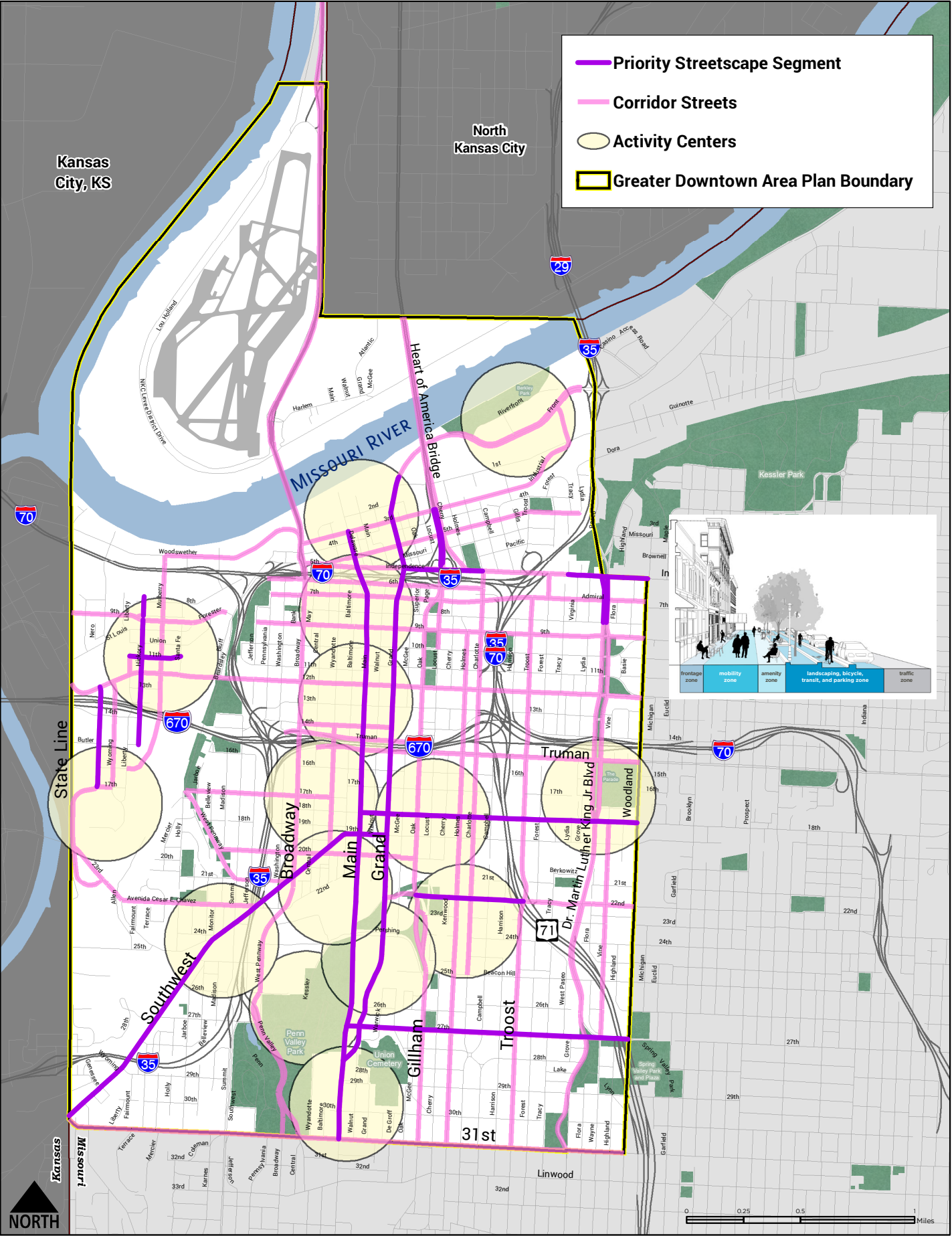
Enhance Streetscapes on Corridor Streets

The level of design for all streets should be raised by providing enhanced streetscape, gateways and public spaces. Priority should be given to Corridor Streets for improvements, focusing on those segments that are within or connect to activity centers and along transit corridors.

- Corridor Streets (see map on page 101) form connections between neighborhoods. Their larger capacities often support denser development and greater, more diverse, transportation loads. Streetscape improvements on these Corridor Streets are among the highest priorities, beginning with segments that are within or connect to major activity centers.
- The following Corridor streets were identified as priorities for streetscape planning and enhancements during the planning process:
 - » Grand Boulevard
 - » 18th Street
 - » Southwest Boulevard
 - » Main Street
- Create streetscape plans for activity centers and corridor streets where no streetscape theme has been established (see map for existing streetscape plans within the area).
- Continue to implement the Downtown Streetscape Plan standards. Focus on corridor streets.
- Support Transit Corridors – Implement streetscape improvements on streets identified for transit oriented development (see Transit Framework Map on page 79).
- Design streetscape to prioritize pedestrian movement and reinforce walking as the primary mode of transportation (see Transportation Chapter). A wide pedestrian pathway without “choke points” should be preserved as a priority during streetscape improvements. Prioritize street trees, benches, trash receptacles and landscaping over other enhancements in streetscape improvements.



RESULTS FROM ON-LINE POLL OF GDAP STAKEHOLDERS DURING THE 2018-19 PLANNING PROCESS



MAP 5.2: PRIORITY STREETScape SEGMENTS



- Increase the street tree canopy. Focus on areas where street trees are absent. Pursue partnerships for tree planting and maintenance.
- Implement road diets and improve bikeability in conjunction with streetscape enhancements (see Transportation Chapter).
- Implement minimum streetscape enhancements on all downtown streets.
 - » Bring all streetscape up to basic city standards as it relates to sidewalk condition, curb lines, street trees.
 - » Encourage the use of native plantings that do not require much moisture or maintenance.
 - » Use consistent lighting & signage and provide street furniture near activity centers and transit corridors.
 - » Create a flexible “base” palette that can be applied to different streets and districts.
 - » Reinforce the hierarchy of streets with the level of streetscape improvements.
 - » Identify unique districts or places with their own streetscape character or identity.
 - » Include guidelines for streetscape design that prioritizes pedestrian movement and other elements identified through this process.
 - » Identify areas on road pavement which have been marked for non-use and explore repurposing for landscaping, bulb-outs, extensions of sidewalks, and pedestrian and bike improvements.

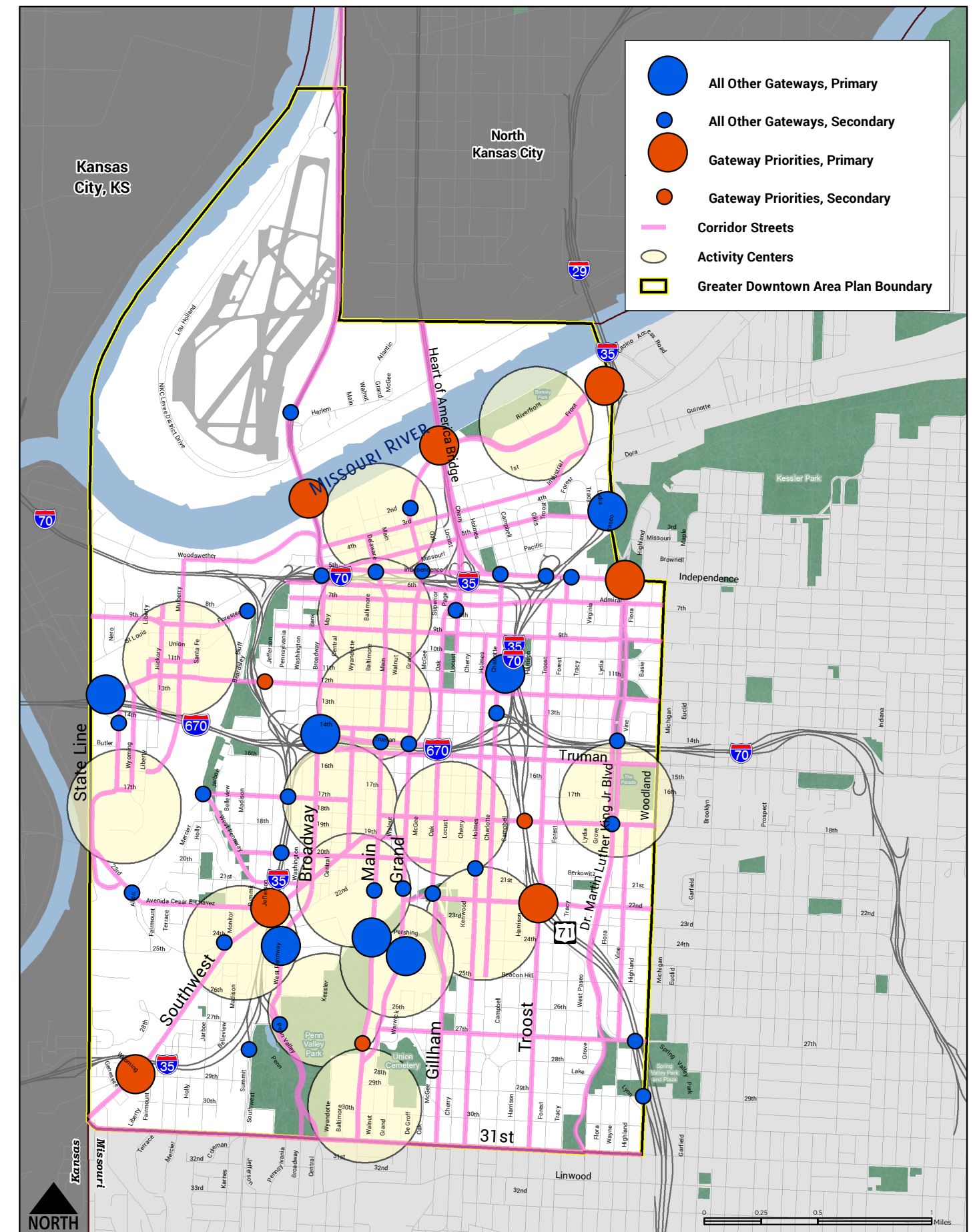
Gateways

Create a series of gateways to communicate entry into a distinct area and help define edges. These could be physical landmarks, signs that mark a transition or simply discernible changes in built character. There are two general types of gateways in the Greater Downtown Area: primary gateways that signify entry into the downtown area and secondary gateways that designate passage between neighborhoods or districts (see Gateways Map 103).

- » Invest in streetscape improvements and gateway features/signage at identified gateways.
- » Priority gateway locations include those gateways on corridor streets at major entry points into the area or activity centers. See map for initial priority locations identified during the planning process.

Create a System of Open Spaces That Serve the Entire Community

- Create a plan for Parks and Open Spaces in the GDA that identifies existing and future parks, plazas and open spaces that are planned as a connected system
- Create an inventory of public land and underutilized properties and evaluate which locations are suited for public space uses
- Support the activation of public spaces that will involve private & public sector.
- Support the revitalization of existing and creation of new, public spaces that enhance the quality of life that promote equity and social and community inclusion
- Establish locational criteria of public spaces should be established that support the overall goals of the plan as they relate to land use, transportation, and housing and neighborhood identity.



MAP 5.3: GATEWAY PRIORITIES

Connect Downtown Neighborhoods and Activity Centers

The following are major activity centers in the Greater Downtown Area that are destinations for a variety of reason including recreation, employment, culture, shopping, dining, and entertainment. Each has a unique flavor and each one offers the opportunity to uncover the heritage of the city with interesting architecture, street activity, and special events, in a way that complements the core areas of the downtown.



Riverfront A

A newly developing mixed-use neighborhood on the Missouri River between the Heart of America Bridge and the Kit Bond Bridge. After many years of staging, infrastructure has been put in place which has attracted retail and housing developments and is likely to be connected to the City’s streetcar line.



City Market B

A major venue in the River Market is home to one of the largest farmers’ markets in the Midwest. The Steamboat Arabia Museum, a rich variety of restaurants and shops, and a diversity of housing options complement the City Market.

Historic West Bottoms/Stockyards C

A historic industrial area immediately to the west of downtown Kansas City, Missouri, near the confluence of the Missouri River and the Kansas River. The area is one of the oldest industrial areas of the city that has been transitioning to a mixed use area, which includes traditional industrial uses and antique shops, haunted houses art galleries, restaurants and a growing housing stock.

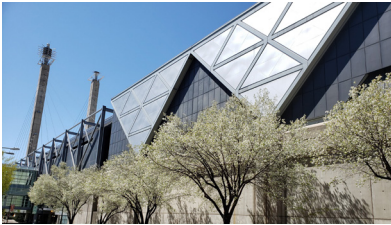


Power & Light District D

This shopping, entertainment and residential district in Downtown Kansas City is adjacent to the Sprint Center, Bartle Hall, and the Municipal Auditorium. It includes many restaurants and bars; the “Living Room” outdoor concert and gathering space; as well as several new residential developments (and more planned).

Convention District E

Encompassing more than 800,000 square feet of space, the Kansas City Convention facility is the centerpiece of an area that is close proximity to hotels, entertainment venues and the City’s Streetcar line.



Library District F

The Library District has undergone one of the largest transformations of any district in Downtown. The former historic First National Bank has been renovated into Kansas City’s Central Library, the “bookshelf” parking garage was built, and extensive streetscaping has been completed. This amazing cultural amenity served as a catalyst initiating the development of over one million square feet of obsolete office space into hundreds of units of market rate condominiums and apartments as well as affordable workforce housing. The Library District is also home to live theatre venues and several of Downtown’s architecturally significant buildings, making it one of the more charming neighborhoods Downtown.



Crossroads Arts District G

A mixed use district, located south of the downtown loop, with art galleries, small businesses, restaurants, and apartments side-by-side with light industrial uses. This area is also home to the Kauffman Center for the Performing Arts.

18th & Vine Jazz District H

This world premier Jazz district is home to the American Jazz Museum, the Negro Leagues Baseball Museum, and the Gem Theater. Restaurants and a variety of housing complement these uses.



Southwest Boulevard I

Located in the historic Westside neighborhood, Southwest Boulevard is a regional destination for authentic Mexican, Spanish and South American dining. The boulevard is also home to major employers including Boulevard Brewing Company, one of the largest craft breweries in the country, and the Roasterie Coffee headquarters.

Crown Center J

Shopping, entertainment, hotels, and a residential community surround the world headquarters of Hallmark Inc. Crown Center square is a major venue that functions as an outdoor gathering space for dining and festivals.



Hospital Hill K



One of the primary employment centers in the downtown area, this district is home to Truman Medical Center, Children’s Mercy Hospital and the UMKC Health Sciences building and UMKC School of Dentistry. Located on a hill between 22nd Street and 25th Street; and Gillham Road and Troost Avenue, this districts name reflects not only the geography on which the buildings rest, but also a history of public hospitals on the same site dating back to 1870.

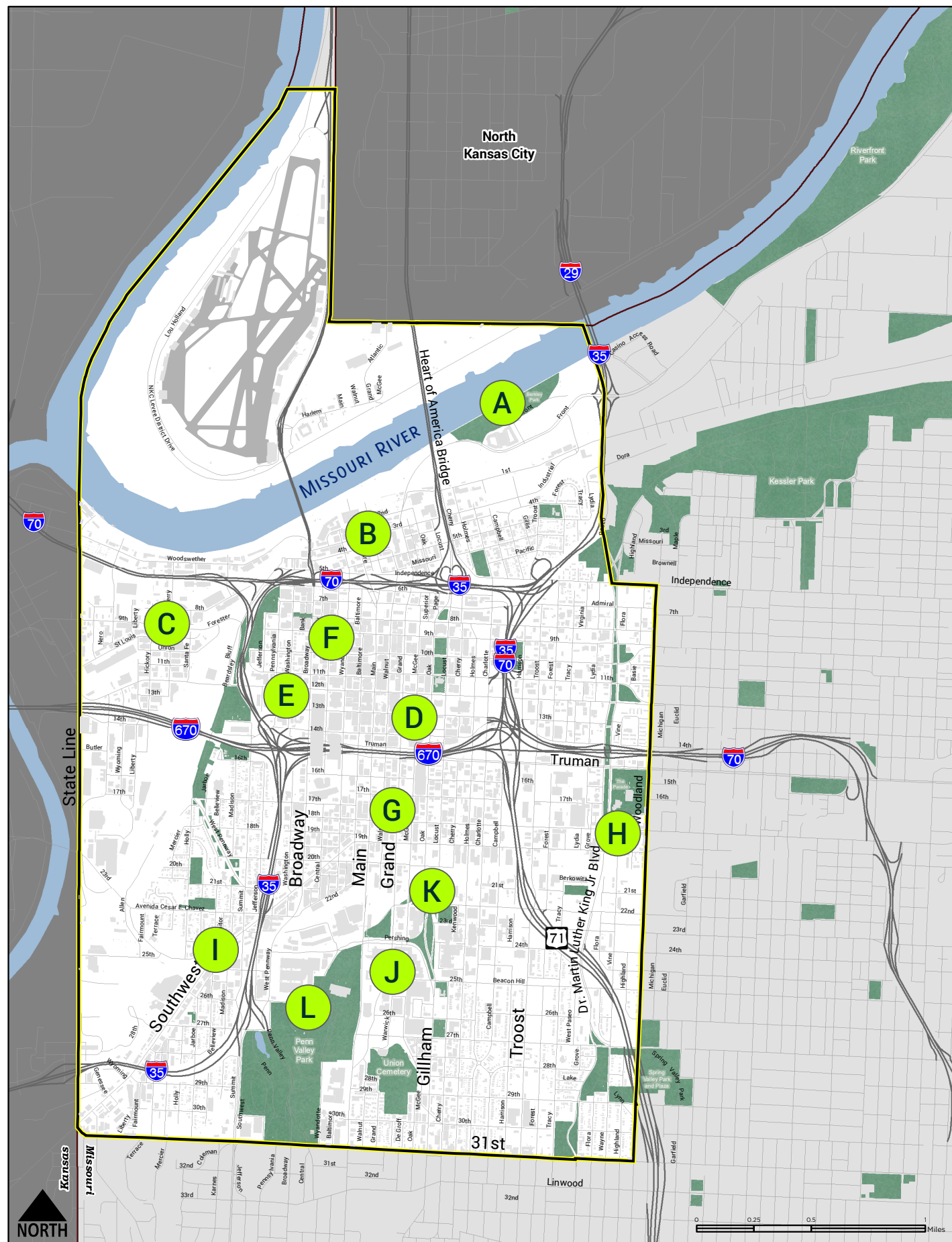
Penn Valley Park and Union Station L

Penn Valley Park is a regional park is located in the southern portion of the plan area in close proximity to Union Station, and Crown Center. The park was built in an historic area once called the Penn Street Ravine. The ravine was originally a heavily-forested route for pioneers heading west on the Santa Fe Trail. Today the park is home to the Liberty memorial, National World War I Museum, the Scout sculpture and recreational amenities including trails, a dog park, a skate park and baseball fields.

Union Station is an iconic Kansas City historic structure and transportation hub in downtown Kansas City. It contains a passenger rail station, event spaces, restaurants, shops, and Science City exhibits and is in close proximity to Crown Center and the Liberty Memorial World War I Museum. Union Station also serves as a mobility hub and the current southern terminus of the streetcar.



★ SEE PAGE 106 FOR A MAP OF THESE AREAS



MAP 5.4: NEIGHBORHOODS AND ACTIVITY CENTERS

Activity Center Recommendations

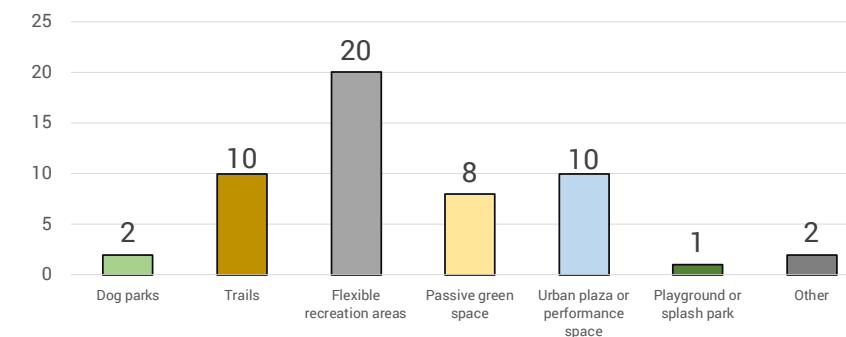
- Connect activity centers and public gathering spaces. Prioritize investments in streetscape projects and underpass/overpass enhancements that connect neighborhoods to activity centers.
- Prioritize gateway improvements on corridor streets at major entry points into activity centers
- Create vibrant urban community nodes that integrate neighborhood services with living, working, shopping, eating, cafes, and night life.
- Reduce the need for automobile usage in activity centers by targeting and incenting dense mixed use development within ¼ mile of existing activity centers and transit stops.
- Concentrate development on focal points that tie together activity centers.
- Connect neighborhoods to activity centers along identified corridor streets

Parks and Open Space Recommendations

When designed for human use and effectively programmed, downtown parks can function as gathering spaces or activity centers.



What type of park or open space is most needed in the Downtown area?

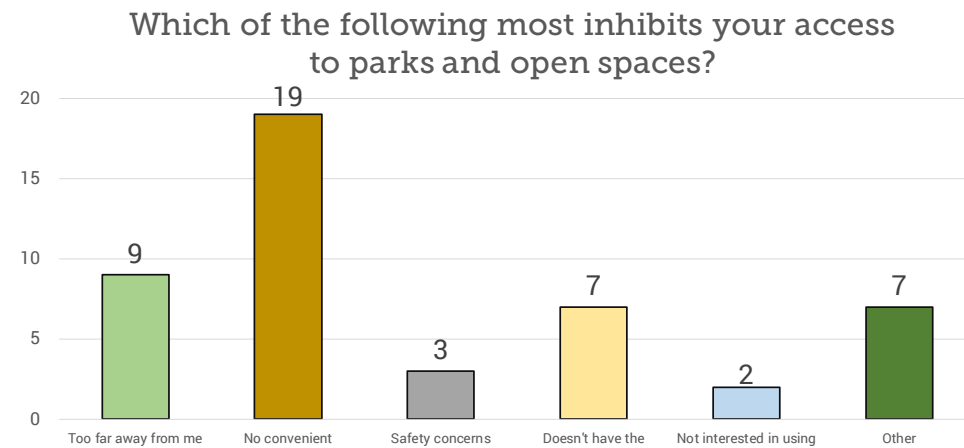


RESULTS FROM ON-LINE POLL OF GDAP STAKEHOLDERS DURING THE 2018-19 PLANNING PROCESS

- Create a Parks and Open Space Plan for the Greater Downtown Area.
 - » Create an actionable plan for parks and open spaces to serve the diverse needs of area residents, businesses, employees and visitors. Identify the parks and open space needs for each district and strategies to address those needs. Build on the “Comprehensive Vision Plan for Green + Civic Spaces in Greater Downtown Kansas City” completed by the Kansas City Design Center in 2013.
 - » Although some areas are generally lacking parks, the general focus should be on better utilization of existing parks through activation, programming, and safety and access improvements.
 - » Some areas with significant residential growth are lacking parks (like the West Bottoms) and the plan should identify these areas and appropriate locations for new park and open space amenities, along with implementation strategies (partnerships and funding).
- Improve programming and activation of area parks with diverse activities to increase utilization (trail, game fields, band shells, playgrounds, etc.).
 - » Nurture existing partnerships and create new partnerships to assist with programming and activation.

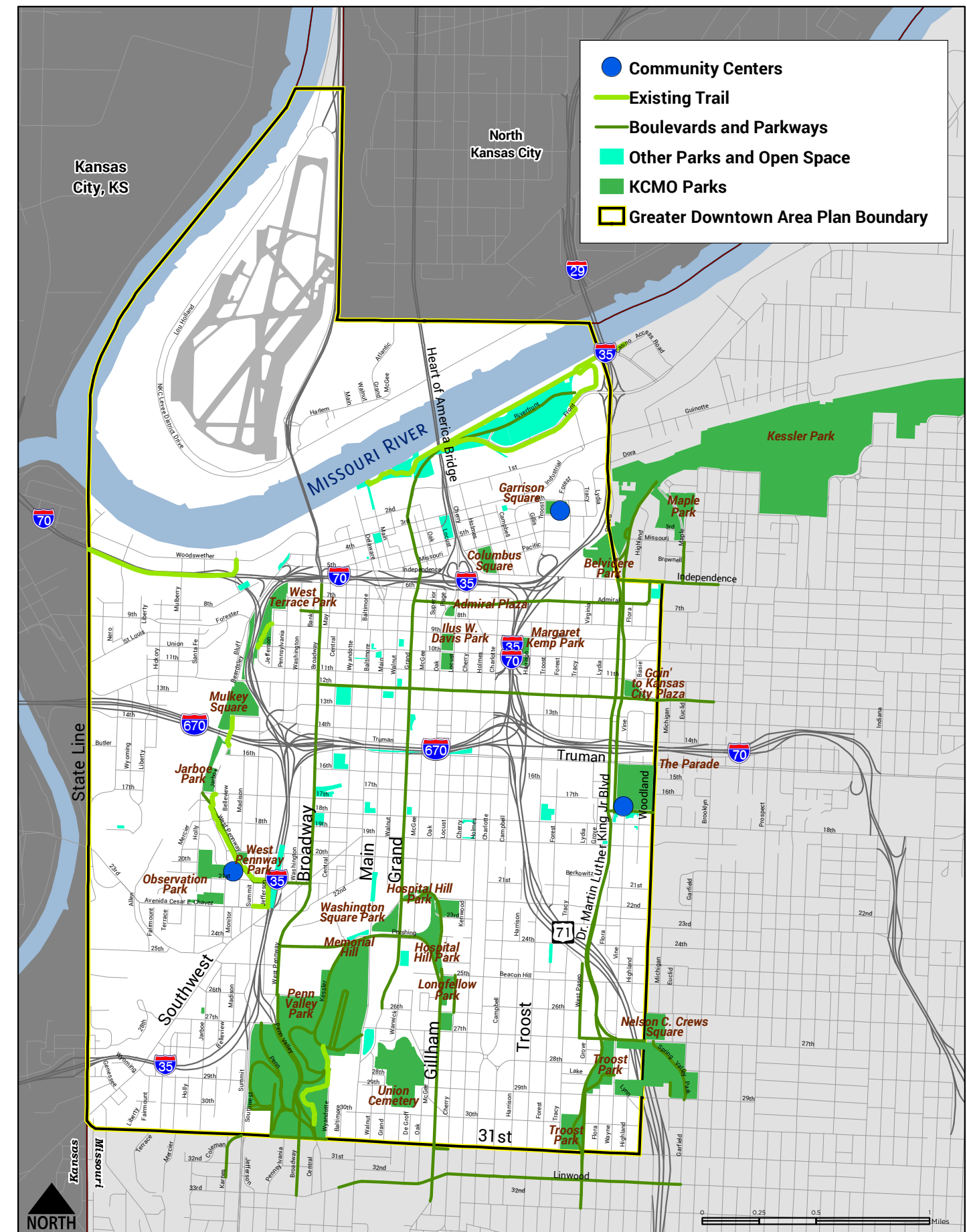
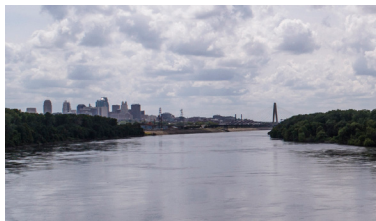


- Make transportation improvements to increase access to area parks. Create pedestrian, bike and transit connections to area parks.



RESULTS FROM ON-LINE POLL OF GDAP STAKEHOLDERS DURING THE 2018-19 PLANNING PROCESS

- Improve the security of existing parks.
- Develop additional iconic features and landmarks in area parks to increase interest and attract people.
- Encourage, through incentives and Zoning and Development Code requirements, new development to include small parks and public plazas and spaces or similar amenities.
- Promote residential development, new schools and small local business development around parks.
- Encourage a low maintenance landscape of native plants.
- Remove volunteer vegetation.
- Utilize open space areas for urban forestry to improve air quality and mitigate heat island effect (see land use) including areas around the highways.
- Recommendations for specific park locations:
 - » Improve appeal and safety of Penn Valley Park with people oriented amenities and programming consistent with the Park Department's Penn Valley Park Master Plan. Improve pedestrian and bike access to Penn Valley Park from adjacent districts and neighborhoods and improve bike and pedestrian circulation within the park.
 - » Redevelop Barney Allis Plaza.
 - * Redesign and redevelop the plaza to improve programming, utilization, access and visibility.
 - » Make the Missouri River a priority natural and cultural resource.
 - * Encourage sustainable mixed use development, high density housing, office space and community attractions adjacent to Richard L Berkley Riverfront Park.
 - * Make improvements designed to provide access to the river.
 - * Increase non-motorized river crossing opportunities (pedestrian bridges).
 - * Extend the streetcar to the Riverfront Area to improve access to Riverfront Park.
 - » Continue to pursue potential redesign and programming for Washington Square Park and redevelopment opportunities adjacent to the park. Activity



MAP 5.5: PARKS AND OPEN SPACE



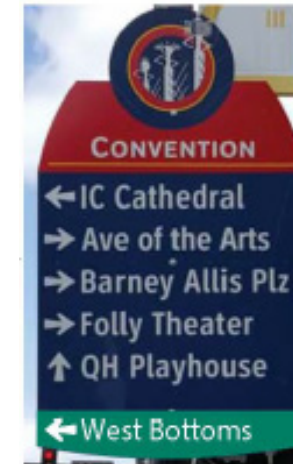
Centers near Washington Square Park need stronger connections and a more cohesive identity. With medical students and employees, office workers, visitors, and residents, Union Station, Hospital Hill, Crown Center, and Liberty Memorial will become stronger as an urbane district as future development occurs.

- » The emphasis on the Downtown Loop should be on completing major projects that have begun (Barney Allis Plaza improvements, South Loop Link).

Public Signage and Wayfinding

Effective signage in the public realm conveys information simply and elegantly and adds to a way-finding system in a way that enhances and reinforces the district or neighborhood character.

- Character of Signage - Signage should reinforce area character, or define it. Signage identifying specific districts should be visible but secondary to surrounding character.
- Avoid Sign Clutter - Reduce traffic signage to the minimum allowed within city signage standards. In locations where multiple signs are necessary, consolidate signage to fewer poles in order to reduce visual clutter. This is particularly important in pedestrian focus areas and on priority streets.
- Improve Wayfinding - Build upon the City's existing way-finding signage system to make the location of the City's natural and cultural assets easier for the visitor to understand.
 - » Fully fund an effective wayfinding signage system.
 - » Emphasize Smart City strategies.
 - * Utilize interactive kiosks, maps and signs and integrated mobile apps.
 - * Continue to expand smart city infrastructure and explore how to use for wayfinding and improved mobility.
 - » Focus physical wayfinding signage primarily to activity centers.
 - * Areas with wayfinding plans should be the priority for signage installation. Districts with wayfinding plans include the Downtown Loop and West Bottoms.
 - * Create new wayfinding plans where needed, focusing on activity centers.
 - » Include neighborhoods in wayfinding.
 - » Design wayfinding for all transportation options.

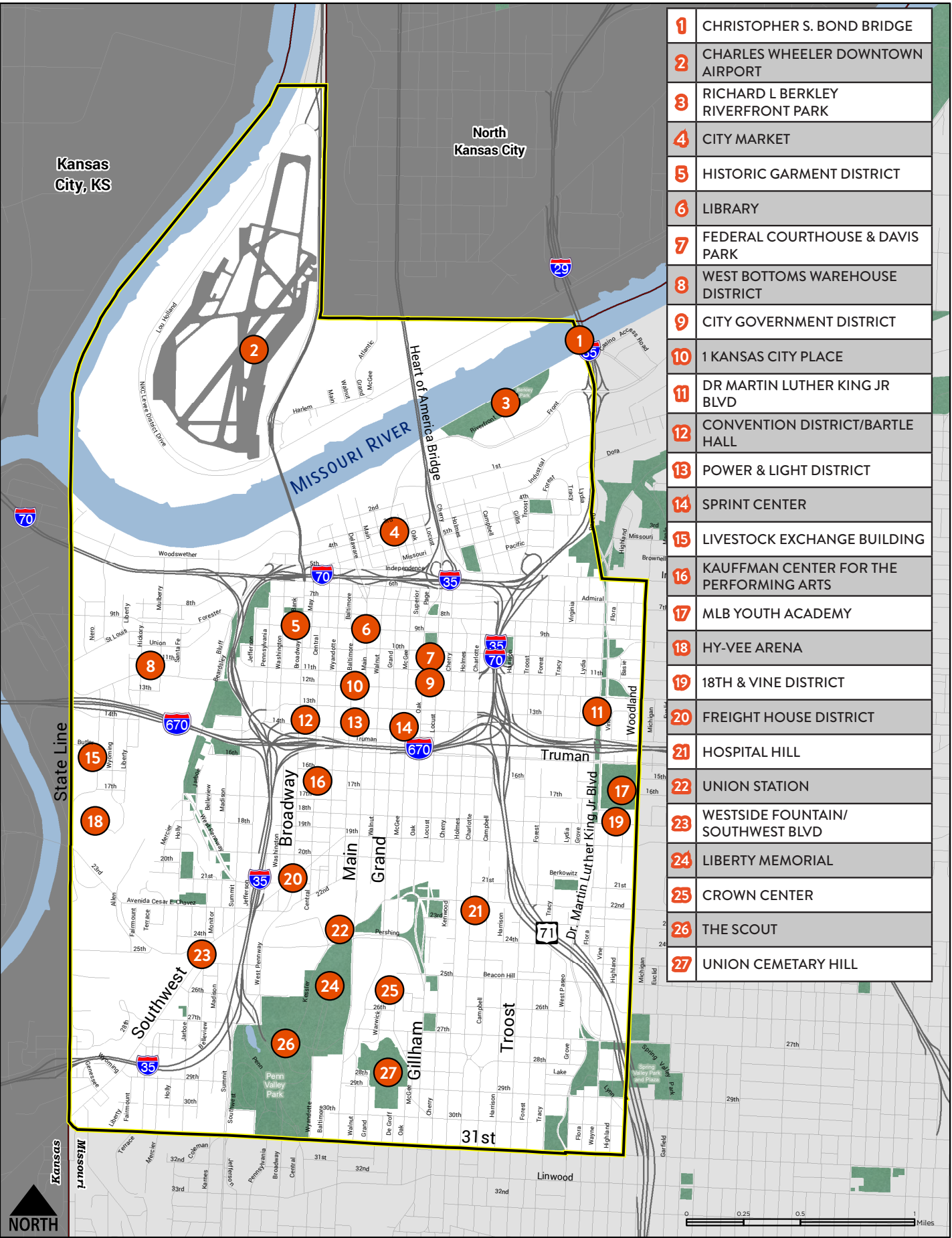




Area Identity

Features that add to the Greater Downtown Area’s identity include historic buildings, architecture that exemplifies different eras, and features that memorialize the past and reflect the current culture. The area identity map (page 113) identifies features that add to area identity. For example, Union Station, a historic building, exemplifies an era, the Charlie Parker Statue at 18th and Vine memorializes the past, and the memorial fountain in the Westside Neighborhood reflects current cultural identity. The clusters of historic brick buildings in the West Bottoms, the art-deco architecture in the urban core, and the eclectic built character of the Crossroads are all further examples of features that add to area identity.

- Identify and protect existing iconic features and buildings and historic resources
 - The city should identify existing features and opportunities for new identity features. New identity features should be encouraged on both an area-wide scale, such as the Performing Arts Center, and a neighborhood scale.
 - Encourage the preservation and adaptive reuse of area historic buildings (see Land Use Chapter)
- Infill development should respond to and complement existing district and neighborhood character by incorporating the Development Form Guidelines into development plans (see Land Use chapter).
- Use public realm improvements as a marketing, economic development and visitor attraction tool.
- Create a system of Historical/Cultural/Information points.
 - Establish a set of strategic educational points within the downtown.
 - Take the form of plaques mounted on buildings, information on transit shelters, murals, commemorative sculpture, elements in the sidewalk, walking tour brochures.
 - Provide elements, programs or brochures that tell what happened in a place.
 - Incorporate into proposed “Citywalk” concept (see Transportation Chapter).
 - Utilize mobile device applications and smart city infrastructure (public Wi-Fi, smart kiosks) to guide people to these area landmarks and points of interest.
- Expand 1% for Art fund - Expanding public art in capital improvements and public buildings can catalyze the construction of new identity features. Civic art should:
 - Incorporate civic art into public infrastructure projects.
 - Explore opportunities to express local history and identity through functional and ornamental design elements and works of civic art.
 - Include civic art in gateway and streetscape enhancements.



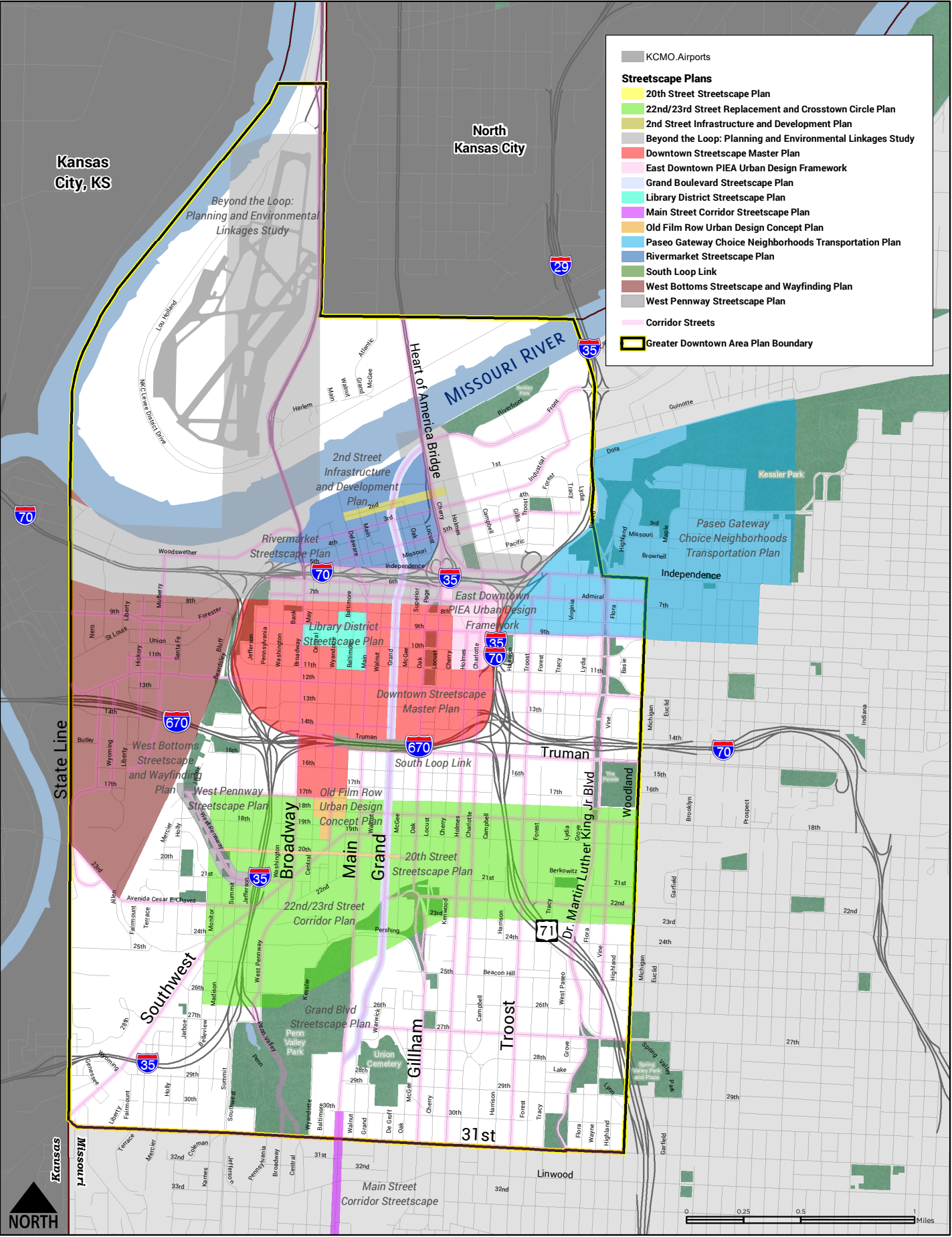
MAP 5.6: AREA IDENTITY



Previous Public Realm Recommendations

This plan incorporates by reference the streetscape and public realm recommendations in the following plans which will remain in place (see map on page 115):

- 2nd Street Infrastructure and Development Plan
- 20th Street Streetscape Plan
- 22nd/23rd Street Replacement and Crosstown Circle Plan
- Beyond the Loop Planning and Environmental Linkages Study
- Downtown Streetscape Master Plan
- East Downtown PIEA Urban Design Framework
- Grand Boulevard Streetscape Plan
- Library District Streetscape Standards
- Main Street Corridor Streetscape Plan
- Old Film Row Urban Design Concept Plan
- Paseo Gateway Choice Neighborhoods Transformation Plan
- Rivermarket Streetscape and Amenities Plan
- South Loop Link Truman Road Feasibility Study / Planning Improvements over I-670
- Transit Oriented Development Policy
- West Bottoms Streetscape and Wayfinding Plan
- West Pennway Streetscape Plan



MAP 5.7: PREVIOUS STREETSCAPE PLANS

6

Infrastructure





CHAPTER ORGANIZATION

The overarching goal for this chapter is to encourage sustainable solutions for Greater Downtown water, sewer and stormwater infrastructure as a way to improve the public realm, decrease long-term costs, steward our water resources, and stimulate job growth.

Relationship to Five Plan Goals

The overarching goal for this chapter is to encourage sustainable solutions for Greater Downtown water, sewer and stormwater infrastructure as a way to improve the public realm, decrease long-term costs, steward our water resources, and stimulate job growth. The recommendations in this chapter promote the following goals of the plan:

- **Double Downtown Population and Focus Density** –
By improving basic infrastructure to make downtown neighborhoods more desirable.
- **Double Downtown Jobs and Increase Visitors** –
By completing ongoing infrastructure projects and making targeted improvements that help to support and attract future growth.
- **Walkability is the most important mode of transportation and the pedestrian scale will guide urban design decisions** –
By promoting green stormwater infrastructure which make these areas more attractive and comfortable to pedestrians.
- **Retain And Promote Safe, Authentic Neighborhoods** –
By providing strategies to improve the maintenance of public infrastructure and decrease long-term costs.
- **Promote Sustainability** –
By promoting a continued trend towards infrastructure solutions that reinforce Kansas City as an emerging leader in green stormwater infrastructure.

GUIDING PRINCIPLES

Address Maintenance and Upgrades to Aging Infrastructure

The majority of the existing water, sanitary and storm infrastructure systems in the GDAP study area are 80-100 years old, or older. Maintenance or replacement of aging infrastructure, streets, curbs, gutters, sidewalks, water, and sewer lines is one of the most costly challenges in this area of the city.

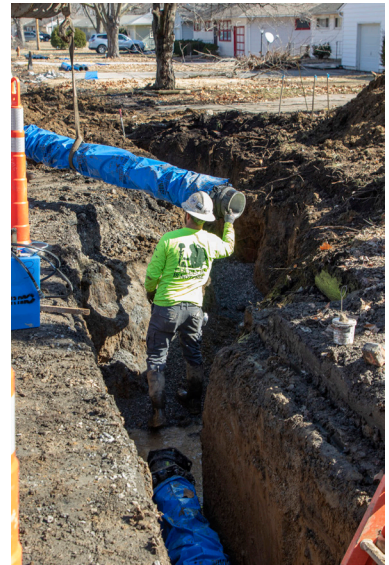
Address Combined Sewer Overflows

While the GDAP planning area represents only 15% of the combined sewer area, it accounts for more than half of the annual overflow volume of combined sewage flows. The two basins that encompass the GDAP area - Turkey Creek/CID and Northeast Industrial District - contribute more than half of sewer overflows in the City.

Expand the Implementation of Sustainable, Green Solutions and Achieve Multiple Benefits

When it rains, stormwater runoff contributes to combined sewer overflows, pollutes our rivers with fertilizers, oil and sediment, destroys valuable aquatic and riparian habitat, and floods homes and businesses. In order to capture rainwater where it falls rather than moving it away as quickly as possible, the City has expanded its use of “green” stormwater management. This effort is being undertaken to mimic natural processes that slow and absorb runoff naturally before it enters the traditional gray infrastructure system. This approach reduces the need for costly conventional improvements to the underground system. These technologies are an integral part of how capital, development, and redevelopment projects are designed and constructed. Green Solutions offer the direct benefit of reducing stormwater runoff volume, pollutants and treatment cost, in addition to multiple indirect benefits:

- * Cleaner Water
- * Cleaner Air
- * Reduced Urban Temperatures
- * Moderated Impact of Climate Change
- * Increased Energy Efficiency
- * Source Water Protection
- * Aesthetic Community Benefits





New Projects within the Plan Area Will Adhere to the City's Sustainable Stormwater Solutions Guiding Principles

- **Sustainable:** Through strong creative leadership and a stewardship ethic, the community will take action to manage the City's water resources in a sustainable way.
- **Watershed-Based:** Considers all sources of problems and solutions so that stormwater management strategies account for the interrelationship of water, land use, air quality, and human communities within a watershed, leading to project outcomes with multiple benefits.
- **Maximize Environmental, Community, and Economic Benefits:** Prefer options that create multiple benefits for the community, environment, and the regional economy so that the legacy is a stronger, more appealing, and more prosperous.
- **Financial:** Manage the community's resources with a long-term view, pursuing fairness in the distribution of the economic benefits and burdens.

Focus Improvements and Coordinate Projects

Focus improvements where they will have the greatest economic benefit and meet the functional needs as part of a comprehensive economic development strategy. Coordinate projects in order to maximize use of public funds. On-going planning and implementation should occur between City Planning and Development and other departments and agencies.

Expand Connections and Mobility Between Jobs, Amenities, and Nearby Communities

The plan recommends pairing green stormwater infrastructure with transportation improvements to provide a means of managing stormwater as well as better connecting areas with a variety of transit options. Streets and highways account for a large amount of the areas impervious surfaces and often help to direct stormwater to sewer inlets and serve as a flow path for stormwater runoff. Incorporating green stormwater infrastructure in street improvements can help reduce the effects of flooding and combined sewer overflows.

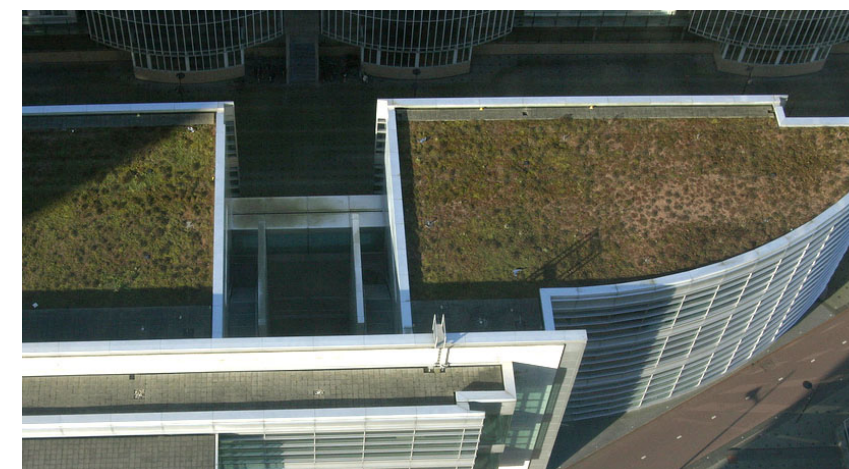


Build Upon the Area's Economic Competitive Strengths and Unlock Development Opportunities

The primary goal of investments into infrastructure is to support the economy and environment and protect human health. Infrastructure investments set the base for building a sustainable community. The recommendations in this chapter build upon the economic development goals and the associated land use that enables economic activity. Ensuring that adequate infrastructure serves new development and redevelopment creates new and competitive opportunities. Most pressing, infrastructure investment needs to decrease the risk of flooding, reduce sewer overflows, and ensure desirable and livable neighborhoods and activity centers.

Implement the Recommendations of the City's Green Stormwater Infrastructure Manual

The City of Kansas City, Missouri's Green Stormwater Infrastructure Manual (GSI Manual) covers how to implement green stormwater infrastructure (GSI) from the conceptual design phase, through detailed design, construction, initial establishment, and long-term maintenance. The GSI Manual takes a "design component" based approach, breaking GSI down to the features that ultimately work together to promote the overall stormwater and water quality function of the practice. The manual provides "how to use" instructions, design guidelines, detail templates, construction specifications, and maintenance activities for the GSI components.





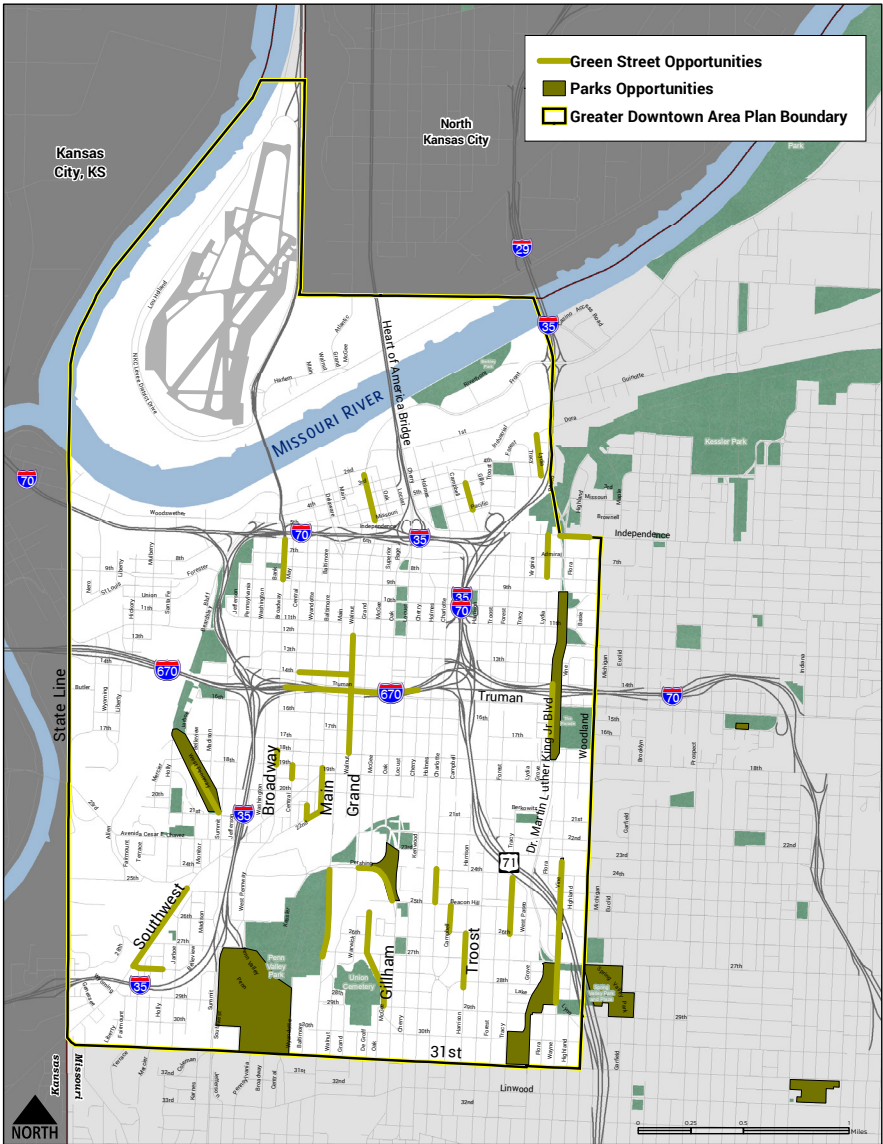
RECOMMENDATIONS

Provide Quality Basic Infrastructure for all Downtown Neighborhoods

- The infrastructure in some areas is old and deteriorated (e.g. the West Bottoms). Leading public investments in basic infrastructure in these areas is critical to attracting new development.
- Perform infrastructure inventory for each GDA neighborhood and create a Capital Improvement Management Plan to prioritize improvements with periodic updates.
- Work with the City to replace existing deteriorated, aging, and inefficient infrastructure that may contribute to flooding and backups in homes and businesses, using modern sustainable techniques.
- Define long-term pro-active maintenance strategies for all infrastructure.

Incorporate Green Solutions in Public Spaces and Private Development

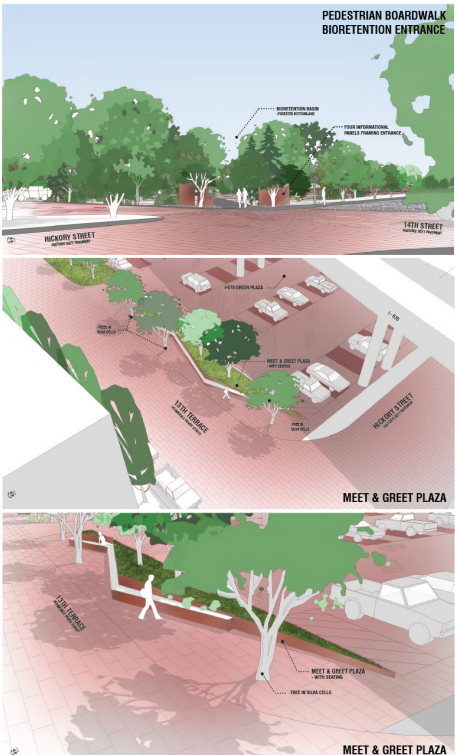
- Incorporate green stormwater infrastructure whenever possible in new development, public improvements and throughout the public realm and public right of way.
 - » Utilize the Green Stormwater Infrastructure Manual.
 - » Formalize a green stormwater infrastructure maintenance ordinance.
- Utilize Roadways and Parks to implement green stormwater infrastructure and manage stormwater runoff. The Green Stormwater Infrastructure Opportunities map depicts strategic opportunities for green streets and green stormwater infrastructure in parks based on overland flow paths.
 - » Transportation and streetscape improvements provide a large opportunity to introduce green stormwater infrastructure to help reduce impervious surfaces and increase stormwater infiltration.
 - * Establish a green street standard within the Major Street Plan.
 - * There are prospects of overlaying the overland flow paths on the existing street grid. As water is already using these corridors to move downstream, it is a great opportunity to explore the integration of green stormwater infrastructure for stormwater management. The
 - » Explore opportunities for green stormwater infrastructure in parks. These opportunities are also along and/or adjacent to overland flow paths. The following are examples of what these opportunities could look like:
 - * Integration into the medians of Parks streets. Many of these streets have either large medians and/or adjacent property owned by Parks that are within existing flow paths. An example of how this can be done is found in Dr. Martin Luther King Jr. Blvd in the Marlborough area (south of 75th Street).
 - * Integrated with existing ponds in parks. This could consist of real-time stormwater controls to adjust the levels in the ponds to store more stormwater. There are also opportunities upstream of these ponds to integrate green stormwater infrastructure into the existing flow path to pre-treat stormwater before it gets to the pond.
- Consider expanding the City's ordinances and design criteria to incorporate resilient stormwater management that mimics natural processes.
- Implement an Urban Forestry program to include both streetscaping combined



MAP 6.1: GREEN STORMWATER INFRASTRUCTURE OPPORTUNITIES



GREEN STORMWATER INFRASTRUCTURE PROJECT, CENTRAL INDUSTRIAL DISTRICT/WEST BOTTOMS I-70 VIADUCT (HNTB, TALIAFERRO & BROWNE)

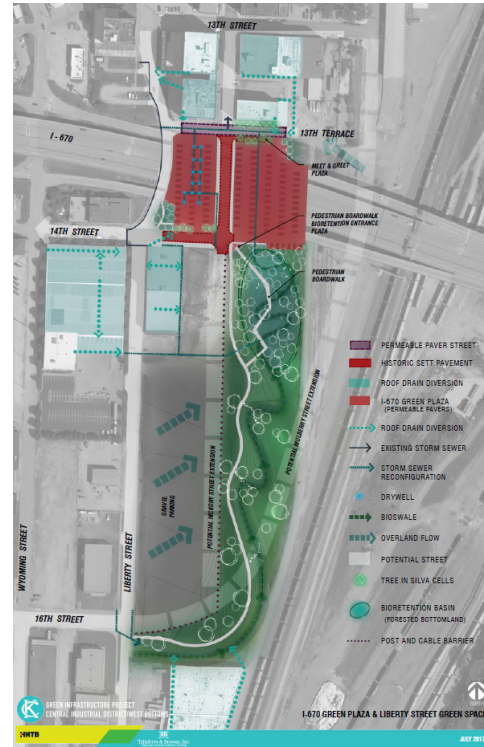


GREEN STORMWATER INFRASTRUCTURE PROJECT, CENTRAL INDUSTRIAL DISTRICT/WEST BOTTOMS I-670 (HNTB, TALIAFERRO & BROWNE)



with green stormwater infrastructure as well as trees in permanent open spaces (e.g. highway right-of way).

- Increase the street tree canopy. Focus on areas where street trees are absent. Pursue partnerships for tree planting and maintenance.
- Showcase green stormwater infrastructure in City-owned facilities.
- Define long-term maintenance strategies for all green stormwater infrastructure.
- Establish a watershed-scale green stormwater infrastructure pilot area within Greater Downtown to track construction cost, maintenance, and relative effectiveness of green stormwater infrastructure in an urban environment. Identify additional opportunities areas for large scale green stormwater infrastructure projects in the area.



Reduce and Control Sewer Overflows To Address Sewer Issues

- Work with property owners to remove building stormwater connections to laterals to address and reduce sewer overflow issues.
- Work with the City and property owners to identify and fix problems in the collection system to reduce and control sewer overflows.
- Work with the City and property owners to identify problems in private sanitary laterals to benefit the user and the City.

Create Incentives for Green Solutions

- Evaluate green solution incentive programs from other communities as a first step in developing a local incentive program for green solutions in new and rehabilitation building projects.
- Utilize federal programs and recognitions that will help establish Kansas City as a national leader in sustainable stormwater best management practices.

Give Priority Consideration to Infrastructure Projects that:

- Facilitate new development in priority areas like areas adjacent to the streetcar line, within the plan's existing activity centers or areas where there is an initiative to redevelop an area (e.g. Beacon Hill, 18th and Vine, Troost Corridor, Paseo Gateway, etc.)
- Improve basic infrastructure and other City services in areas like the West Bottoms where infrastructure is deteriorated.
- Have multiple benefits:
 - » Improvements are designed to address secondary objectives (as identified in this plan). For example, a stormwater improvement that also improves the public realm, water quality, air quality and reduces the heat island.
 - » Improvements are coordinated to implement other improvements simultaneously.
- Enhance safety/reduce potential damage
- Lead to private investment projects or development.
- Have financial leverage, such as matching grants or multiple funding sources.

Coordinate Capital Improvement Projects

- Improve public and interdepartmental access to information about where capital projects are being constructed and use standard format across departments. Information should be centralized. Provide interactive/printable online maps.
- The City has existing infrastructure plans and policies that should be consulted as public improvements are planned and executed in order to identify collaborative infrastructure opportunities. These plans include but are not limited to:
 - » Kansas City, Missouri Water Services Department, Overflow Control Program, Overflow Control Plan January 30, 2009 (Revised April 30, 2012)
 - » KC-One City-Wide Comprehensive Stormwater Management Plan, 2010
 - » Kansas City's Major Street Plan, December 2016
 - » Bike KC Master Plan
 - » Complete Streets Ordinance
 - » Tree Management Resolution

Planned improvements interdepartmentally allow the community to benefit from leveraging infrastructure dollars to benefit multiple aspects. Examples of this process and partnership include:

- **Paseo Gateway Project.** This project leveraged a KC Parks intersection reconfiguration at Independence Avenue and The Paseo. Smart Sewers Program joined KC Parks to include green stormwater infrastructure in the project. Kansas City University also joined the partnership, including a stormwater separation project adjacent to the intersection to bring stormwater to the green stormwater infrastructure.
- **Central Industrial District Green Stormwater Infrastructure** (partnership between Smart Sewers and KC Water). This project integrated green stormwater infrastructure into the Riverview District, the Warehouse District, and the





Stockyards District to complement with the primary goal of reducing combined sewer overflows. It was critical that infrastructure improvements complement the historical characteristics of the area, and integrate with uses of the future; therefore, technologies such as cisterns, permeable pavers, and a bioretention area will be integrated into the existing landscape. Water main replacement and strategic sewer separation integrate with the planned infrastructure improvements for the area.

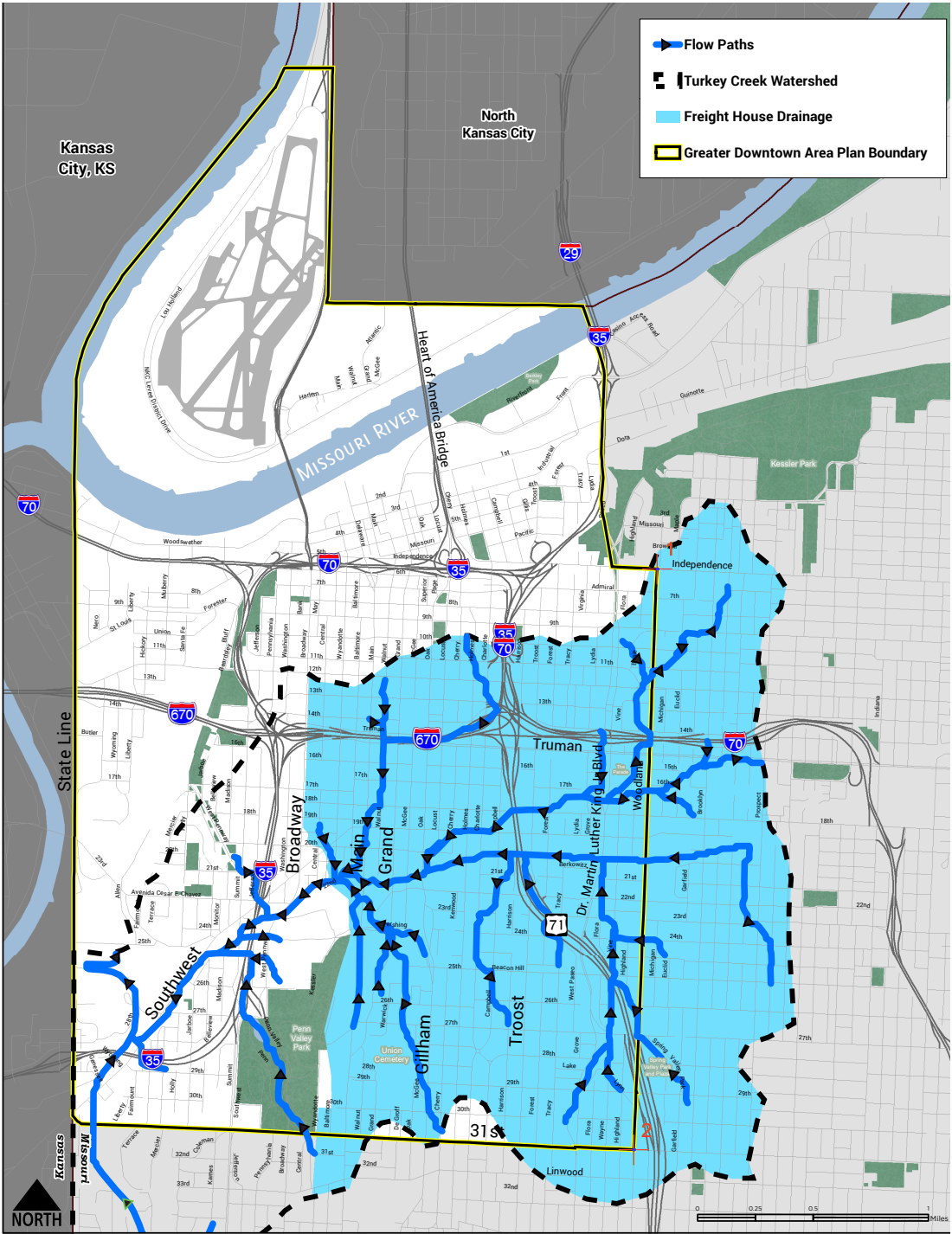
- **Walnut Extension from 3rd to 5th** (partnership between Public Works and Smart Sewers). This project is redefining the use of an existing paved area, improving access while preserving the many uses of the River Market space. In addition to transportation improvements, integration of green stormwater infrastructure can provide stormwater management and desired vegetation in this highly impervious area.
- **Redevelopment of 9th & Wyoming Public Private Partnership** (KC Planning, Smart Sewers, KC Water). With the redevelopment of this building, came an opportunity to use a parking lot for stormwater management of both private and public rainfall runoff, for the greater area's benefit.
- **Barney Allis Plaza Redevelopment** (General Services, Smart Sewers, Planning, KC Water). Transportation, water distribution, and stormwater infrastructure can be improved with this redevelopment, while also integrating in desired green space in the heart of the city.
- **31st & Broadway Sewer Separation** (Smart Sewers). This project includes new sanitary sewers and repurposing former combined sewers as storm sewers. In addition, localized stormwater ponding will be addressed through both green and traditional stormwater management strategies.
- **Main Street Streetcar Extension** (Public Works; KC Water). Extension of the streetcar south provides opportunities for infrastructure improvements throughout the corridor. Many of these improvements are spurred due to the necessary relocation of the existing infrastructure; however, the new cross section provides an opportunity to reimagine both below and above grade infrastructure for the future. Opportunities beyond relocation of existing water main and sewers include incorporation of green stormwater infrastructure planters along corridor and improved pedestrian connections.

Make Improvements to Limit Stormwater Runoff in Areas that Currently Experience Flooding Issues

- Implement improvements recommended in the Overflow Control Plan and the KC-One Citywide Comprehensive Stormwater Management Plan, as well as any subsequent stormwater or watershed planning.
- Mitigate stormwater runoff and strategically make improvements to manage stormwater runoff.
 - » Identify areas with major flooding issues and create plans to identify strategic improvements to alleviate flooding.
 - » Local knowledge and lived experience is incredibly valuable in this process. For example, the community identified the Freight House area as having stormwater flooding problems. Additional analysis revealed that there are multiple drainage paths converging at this area, over the historic OK Creek. Additionally, the Freight House and its surroundings have a high percentage of impervious area, with over 3,000 acres of drainage area. These factors and more add up to be a serious cause for concern for the business owners and residents in the area. (see map below that depicts drainage area to the Freight House area).



- » In order to effectively mitigate some of the issues related to stormwater and flooding, particularly in the dense urban core, a holistic approach must be taken, with strategies including:
 - * Reduce and/or manage stormwater in the upstream drainage paths
 - * Preserve drainage paths throughout sites and along the right-of-way
 - * Retain and infiltrate stormwater onsite
 - * Use construction strategies with multi-solutions such as pervious parking, stormwater planters, and green roofs
 - * Integrate with other transportation and redevelopment projects to reduce costs and maximize efficiency



MAP 6.2: FREIGHT HOUSE DISTRICT DRAINAGE AREAS

Housing & Neighborhoods





CHAPTER ORGANIZATION

The Housing and Neighborhoods chapter contains a strategy framework to create livable and desirable neighborhoods in the Greater Downtown area. The Guiding Principles set the stage and are the “big ideas” related to neighborhood livability. The overarching goal of this chapter is to increase and ultimately double the population of the downtown area. This will be accomplished by meeting the housing needs and desires of residents with diverse and equitable housing options, and promoting livable neighborhoods with rich history and unique identity needed to retain and attract residents.

Relationship to Five Plan Goals

The Housing and Neighborhoods chapter contains a strategy framework to create livable and desirable neighborhoods in the Greater Downtown area. The Guiding Principles set the stage and are the “big ideas” related to neighborhood livability. The overarching goal of this chapter is to increase and ultimately double the population of the downtown area. This will be accomplished by meeting the housing needs and desires of residents with diverse and equitable housing options, and promoting livable neighborhoods with rich history and unique identity needed to retain and attract residents.

- **Double Downtown Population and Focus Density –**
By ensuring a diverse range of housing options and creating attractive and desirable neighborhoods.
- **Double Downtown Jobs and Increase Visitors –**
Increasing the population downtown (and therefore creating a larger employee and customer pool) will help attract and retain businesses to the area and creating more attractive neighborhoods will help attract more visitors.
- **Create a Walkable Downtown –**
As more people live downtown, the streets will become more active with people and the services and amenities they support.
- **Retain And Promote Safe, Authentic Neighborhoods –**
More “eyes on the street” improves the actual and perceived safety of the downtown area. Strategies in the chapter are designed to create stronger, healthier neighborhoods which are clean and well maintained.
- **Create a Sustainable Community –**
Increasing density downtown places more people closer to jobs, reduces commute distances and times, reinforces alternative modes of transportation, capitalizes on existing infrastructure, and contributes to economic and fiscal sustainability.

GUIDING PRINCIPLES

Maintain Identity

Each neighborhood in the GDA has a strong identity. Investment and development should align with that identity to support authentic places.

- The City and community should market the identity of Downtown neighborhoods both within the City and to visitors and tourists.
- In order to preserve the Downtown Area’s history and character, older buildings should be rehabilitated into and resused via the use of historic tax credits and other incentives wherever feasible instead of being torn down.
- Explore new development regulations that require urban and pedestrian oriented development and preserves historic resources. Remove any barriers to urban development, including but not limited to development on small lots.
- Explore neighborhood downzonings, overlay zoning or historic districts where appropriate to ensure infill development is consistent with the historic urban character of area neighborhoods.
- Ensure that infrastructure and city services adequately serve our neighborhoods
- Create an inventory of area infrastructure conditions and prioritize improvements
- Utilize resident surveys to prioritize and improve city service delivery
- Incorporate neighborhood identity into future Downtown wayfinding efforts.
- Identify, develop, enhance, and invest in the area’s regional destinations.

Create Livable Neighborhoods

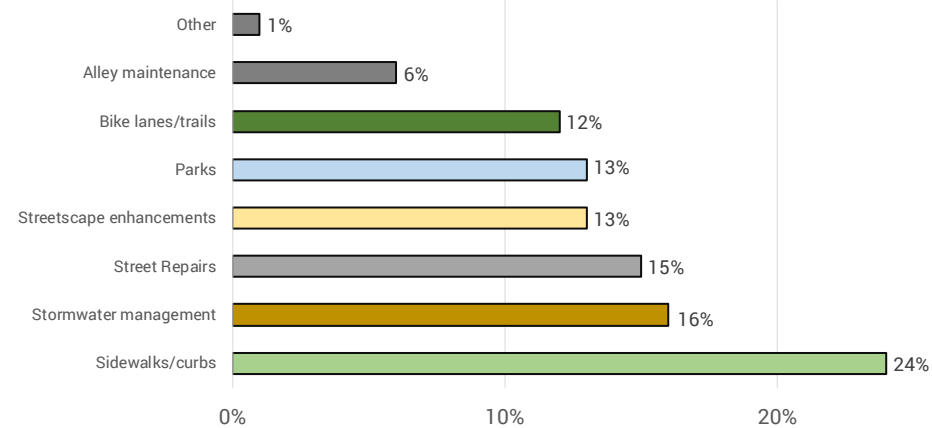
In order to attract new residents as well as retain a higher percentage of existing residents, downtown neighborhoods must provide a high quality of life for a diverse range of people and families. Neighborhoods must be safe, healthy, and provide transportation alternatives and must offer the right housing options and amenities for people in every phase of life.

- Provide a “complete community” that reduces barriers to attracting people Downtown (quality schools, jobs, transit, retail, parks, etc.).
 - » Increase education options for downtown residents and families.
 - » Tax incentive projects should include improvements within the neighborhoods like streetscape, sidewalk repairs, and affordable housing allocations.
- Continue to ensure there is an adequate supply of affordable housing and housing types for all ages and lifestyles.
 - » Monitor the supply of affordable housing and balance with the goal of increasing market rate or non-income restricted housing (see Comprehensive Housing Strategy).
- The City should direct service delivery to retain existing residents and attract new residents. The City and community should conduct periodic reexamination of the “where,” “how,” “how much” and “what kind” of City services provided in the Greater Downtown, given increasing and changing residential patterns.
- Focus on capital improvements that most improve neighborhood livability. Planning participants indicated that sidewalks, curbs and stormwater improvements were most important.





Infrastructure Upgrades that are Most Important to your Neighborhood



RESULTS FROM ON-LINE POLL OF GDAP STAKEHOLDERS DURING THE 2018-19 PLANNING PROCESS

- Housing initiatives need to be planned and implemented in concert with economic development efforts. A strong, diverse resident population needs economic activity (retail, grocery, restaurants, etc.) and vice-versa.

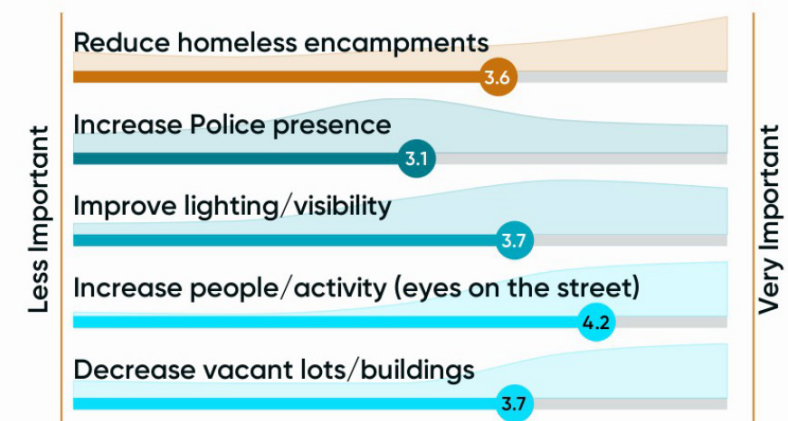


- Provide appropriate regulation of noise to prevent loud noises in late evening and early morning.
- Improve Code Enforcement.
 - Expand capacity for code enforcement by increasing staff and training residents to identify and report violations
 - Target code enforcement, clean sweeps and resources/tools for property owners to blocks adjacent to areas targeted for major public investments or new development and to blocks with chronic and long standing problems.
 - Coordinate code enforcement efforts with resources for maintenance and repairs.
 - Continue vacant property registration and rental licensing.
- Connect neighborhoods to activity centers along streetscaped corridor streets that prioritize pedestrian movement.
- Reduce trash, illegal dumping and litter.
 - Measure and track the litter index for the area.
 - Expand clean sweeps, trash carts and other programs to help reduce and prevent litter.
 - Implement the KC Safe City Initiative Plan recommendations to "Break the Cycle of Trash": clean it up; maintain it; prevent it from falling back into the trash cycle.

Better Serve the Area's Houseless Population and Reduce Encampments

- Work with all organizations that manage public spaces (Parks and Recreation Department, KCATA, Community Improvement Districts etc..) and owners of large tracts of land or vacant properties to reduce elements that attract houseless camps (maximize visibility, secure vacant lots and buildings, etc..).
- Work with service providers and City departments to provide needed assistance and housing to houseless persons in the area.
- Clean up and remove encampments and pursue preventive strategies.

Please rate the how important each of the following is to neighborhood safety:



RESULTS FROM ON-LINE POLL OF GDAP STAKEHOLDERS DURING THE 2018-19 PLANNING PROCESS





Be Targeted and Equitable

Public investments should be targeted to lead and support private investment in housing and new tools should be developed to attract new housing that serves individuals of all income levels. There is also a need to make sure that all neighborhoods in the Plan area benefit from the Plan and its initiatives. Equity should be considered as a component of all public infrastructure investment considerations to benefit the less advantaged communities in the area. Compact development on pedestrian scale blocks with high lot coverage is encouraged and should be prioritized.

- Create and implement a comprehensive Housing Policy for Greater Downtown.
- Develop proactive and clear policy for the City to work with developers to provide an adequate supply of affordable housing units and formats (co-ops, rental, owner occupied) for individuals at all income levels.
- Identify leading public and private improvements.
- Remove zoning and other barriers to new housing in Downtown neighborhoods to allow ADUs, Carriage houses, and residential developments in transitioning industrial areas.

Provide Diverse Housing Options

Every neighborhood should have a mixture of housing options. Although each neighborhood may have slightly different models for diversity, there should be a minimum expectation for affordability and a mix of housing types throughout the Greater Downtown Area.

- Track units by housing type and availability and monitor demand for various housing types. Make information readily available to the public.
- Provide adequate housing options to retain existing residents.
- Cluster high density housing near activity centers with amenities and along established transit corridors.
- Allow residential in the West Bottoms and other previously prohibited areas, particularly where there is opportunity for use of Historic Tax Credits.
- Increase housing opportunities for those with moderate and low incomes.
 - » Promote mixed income housing that does not create concentrations of low income housing.
 - » Recognize that housing is essential for stronger and vibrant neighborhoods and the housing policy must emphasize holistic revitalization, promote mixed-income development, and help existing homeowners and first buyers live and remain in their homes.
 - » Continue to access state funding resources (as available) to rehabilitate older buildings with historic tax credits and other incentives [e.g., West Bottoms has many of the remaining buildings not yet rehabbed].
 - » The City should explore other possibilities to finance low-income housing (in addition to low-income and historic tax credits) such as tax credits for home-buyers below certain income levels, revolving loan funds, and other tools.
 - » Develop tools, incentives and requirements for providing affordable units in new development.
 - » Allow developers to build at higher densities than permitted by zoning in exchange for affordable housing units.

- » Support non-profit and private developers with resources, less burdensome regulations and appropriate incentives.
- » Identify methods to utilize publicly owned land for affordable housing developments.
- » Accommodate houseless/disadvantaged population - Consolidate and improve the social services delivery system to better impact the affected community.
- » Pursue methods to prevent displacement of existing residents and preserve affordable housing in neighborhoods experiencing rapid changes in housing costs.
- » Set an affordable housing goal for the GDA.
- » Encourage affordable housing near activity centers and along established transit corridors. Identify transportation improvements that can increase access to the downtown area.
- » Examine affordable housing supply, barriers to access, strategies and tools to increase and maintain inventory of affordable units.

Promote Density

Creating a critical mass of people and services is important to the sustainability of individual neighborhoods and the entire greater downtown area. Neighborhood centers with centralized amenities and vibrant urban districts attract visitors and make the unique neighborhoods more accessible. The increase in economic sustainability created by centralizing amenities also strengthens the tax base of the area.

- Promote higher density residential developments adjacent to established transit routes and within activity centers.
- Revise minimum parking requirements for residential developments along transit lines and in activity centers.

Build Social Capital

- Although many of the neighborhoods in the Downtown area are known for their strong neighborhood associations there is always room to build the social capital of the area.
- Neighborhoods with active and united associations should work to maintain their current state and those without established or active organizations should work to create better communication and community coordination.
- Encourage neighborhoods to engage in succession planning for neighborhood leadership positions to ensure knowledge and experience are not lost, new leaders are prepared, and neighborhood groups go through a smooth transition.
- Engage residents in the Citizen Engagement University and other programs to ensure neighborhood leadership capacity continues to grow.
- Neighborhood leaders should work to create a better system for inter-neighborhood communication.
- Explore the creation of a unified or “umbrella” neighborhood organization for GDA neighborhoods.
- Improve communication between the City and neighborhood groups.





Track Progress in Housing

Metrics should be used to track the change in the area's housing stock, projects underway, and the need among low and moderate income households. Proposed metrics include:

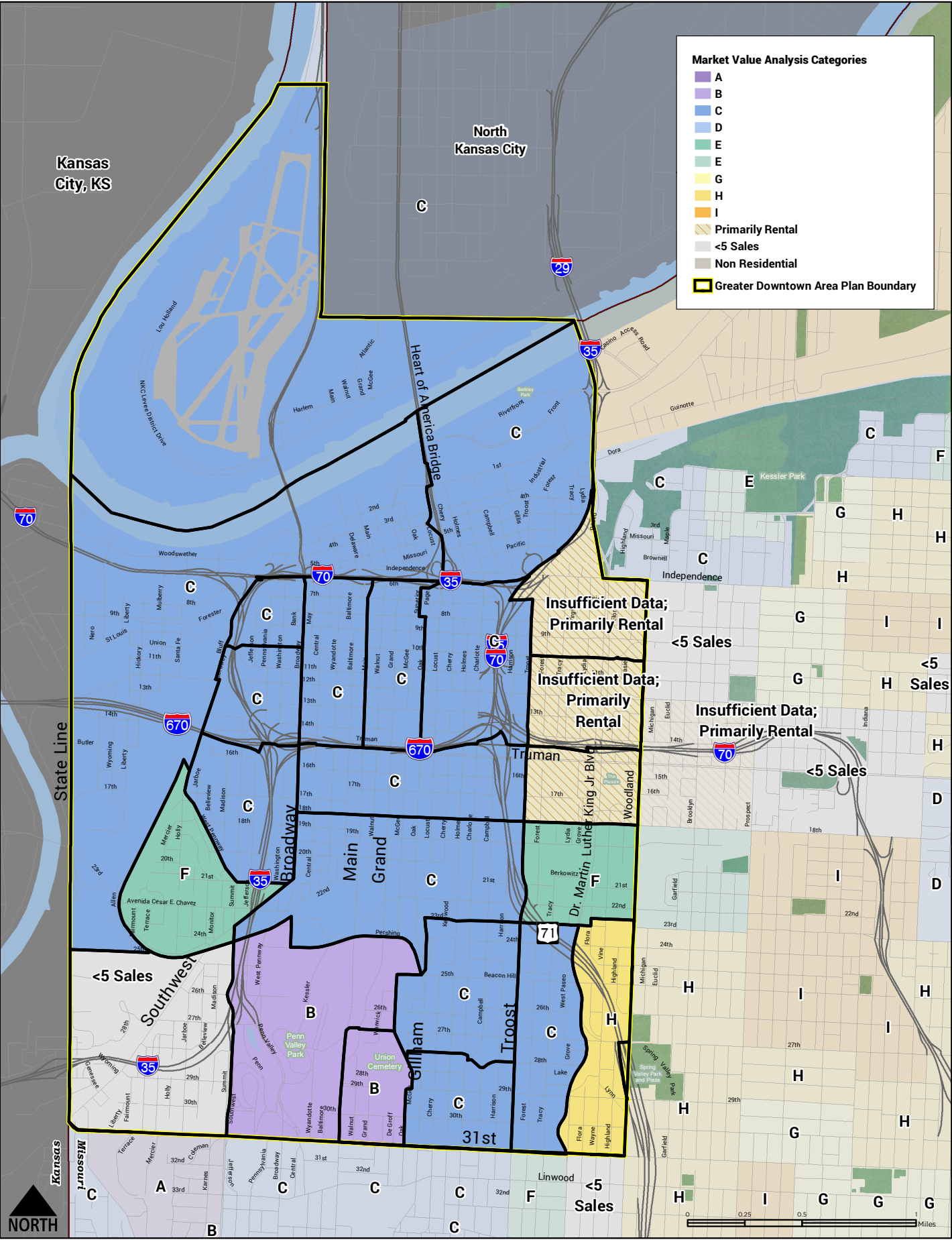
- Update the Reinvestment Fund's Market Value Analysis that assesses residential market strength on a Block Group level basis.
- Percentage of Downtown residents who indicate their next move will be Downtown. Also track reason for move (price, livability, services, etc..) and type of housing sought.
- Median Value and Average Rent
- Number and Value of New Projects – Separated by Rentals and Sales.
- Number and Value of Projects Using Low Income and Historic Tax Credits.
- Measures to be Calculated on Decennial Census:
 - » Percent of Extremely Low-Income⁹ Renter Households with a Severe Housing Burden.¹⁰
 - » Percent of Very Low-Income Renter¹¹ Households with a Severe Housing Burden.
- To monitor progress towards its key housing goals, the effort should:
 - » Develop annual or biannual metrics to track the change in the area's housing stock, its value, housing projects underway, and the need among low and moderate income households.
 - » Update the Reinvestment Fund's Market Value Analysis that assesses residential market strength on a Block Group level basis.

⁹ Extremely Low-Income households defined as those with income at or below 30% of area median.
¹⁰ Severe housing burden defined as spending more than 50 % of income on housing costs.
¹¹ Very Low-Income households defined as those with income between 30% and 50% of area median.

Average Characteristics for Kansas City Market Types

	Median Sales Price	Variation Sales Price	Household Density	Percent Owner Occupied	Pct. Renters in Single Family Homes	Number Rental Households	Percent Subsidized Households	Percent Homes with Violations	Percent of Homes with Permits	Percent Vacant Homes	Percent Distressed Sales
A (34)	\$318,900	0.34	6.14	89%	97%	97	1%	3%	12%	2%	1%
B (27)	\$294,847	0.39	10.60	74%	14%	310	1%	4%	20%	1%	2%
C (64)	\$173,861	0.49	26.10	30%	30%	289	15%	13%	13%	3%	3%
D (65)	\$154,520	0.37	5.24	80%	91%	138	2%	7%	5%	1%	3%
E (51)	\$84,335	0.53	3.27	74%	96%	203	5%	14%	3%	4%	10%
F (45)	\$93,351	0.55	4.72	42%	44%	162	21%	14%	4%	5%	12%
G (53)	\$39,034	0.80	4.72	52%	89%	156	20%	23%	3%	12%	27%
H (34)	\$18,962	1.10	6.67	50%	87%	163	20%	23%	2%	23%	47%
I (27)	\$6,175	1.31	4.68	45%	82%	165	17%	19%	2%	24%	58%

The City of Kansas City, Missouri pursued the Market Value Analysis with a group of community development stakeholders in order to improve collective understanding of our residential housing market. Understanding how markets differ across neighborhoods, and where different markets intersect, potentially allows the city and other stakeholders to target appropriate housing and community development interventions to locations throughout the city. The MVA will be used in tandem with other datasets to better understand what impacts the residential housing market.



MAP 7.1: MARKET VALUE ANALYSIS

8

Economic Development





CHAPTER ORGANIZATION

The Economic Development Chapter is intended to provide an outline for economic development related strategies and provide a framework for priorities that support the Plan’s goals and guiding principles. The economic development strategies for the Greater Downtown area are framed by the following four Guiding Principles:

- **Business Strategies**
Designed to help retain and attract employers to the area and increase job opportunities for Greater Downtown residents.
- **Place Strategies**
Designed to improve area image and attractiveness.
- **Workforce Strategies**
Designed to help prepare the workforce and assist employers with recruitment needs.
- **Downtown Development Strategies**
Designed to help encourage and shape new development in the area.
- **Economic Development “Big Ideas”**
Key overarching ideas, initiatives and opportunities to promote growth in the GDA.

“The central city is home to an exciting, involved and committed business citizenry. These prized organizations are not taken for granted; the city will focus first on the retention of existing businesses to ensure that support of them is in balance with efforts to attract new businesses. It will then work to attract new businesses, encouraging their location in central city areas targeted for development and redevelopment initiatives. These areas will be designed to cluster businesses into activity centers to create the opportunities inherent to dense urban environments. These efforts will be driven by the primary goals of maintaining and creating good jobs for the people of Kansas City.”

FOCUS Kansas City Plan,
Plan for the Heart of the City
(Urban Core Plan)

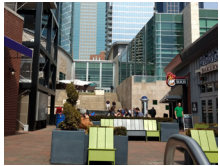
Relationship to Five Plan Goals

The chapter provides recommendations to improve the area’s viability in attracting new employers and workers by creating an environment where people want to live, and businesses want to start or grow. The recommendations in this chapter promote the following goals of the plan:



Double Downtown Population and Focus Density

A larger population downtown (and therefore a larger employee and customer pool) will help attract and retain businesses to the area.



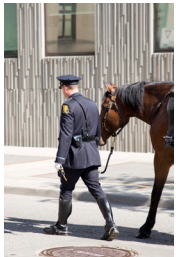
Double Downtown Jobs and Increase Visitors

By implementing a proactive, layered and focused economic development strategy.



Create a Walkable Downtown

A denser GDA places more people in close proximity to more destinations. As more people live and work downtown, the streets become more active with people and the services and amenities they support.



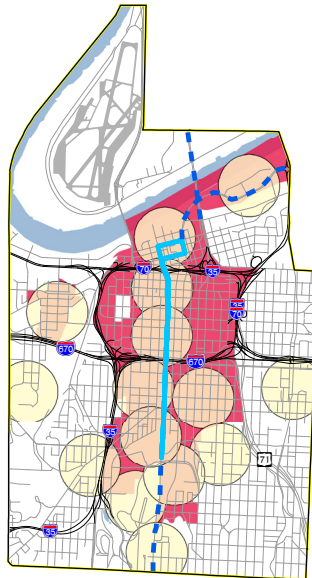
Retain and Promote Safe, Authentic Neighborhoods

More “eyes on the street” improves the actual and perceived safety of the downtown area. Strategies in the chapter are designed to attract new development and investment which in-turn improves the overall maintenance and health of downtown neighborhoods.



Promote Sustainability

The utilization of existing infrastructure and reuse of historic buildings is a sustainable approach to development. Increasing density downtown places more people closer to jobs, reduces commutes, reinforces alternative modes of transportation, capitalizes on existing infrastructure, and contributes to economic and fiscal sustainability.



- Future Streetcar Extensions
- Streetcar Starter Line
- Activity Centers
- Downtown Areas (see Development Form)



GUIDING PRINCIPLES AND RECOMMENDATIONS

The following principles create a policy framework to guide the economic development strategies that follow. These guiding principles support and provide additional detail for the chapter goal and the primary aspirations.

Business Strategies

Retain and attract employers to the area and increase job opportunities for area residents. The priority should be on retaining and expanding existing businesses. Efforts should include improving business outreach and assistance, organizing employers to pursue common goals and targeting job attraction employers to key sectors which show the most promise in the area.

Create a Comprehensive Economic Development Strategy

- The Economic Development Strategy should include the following components:
 - » Provide proactive, outcome-oriented strategies, including specific strategies tailored for each Target Sector and each greater Downtown focus area.
 - » Identify locations to proactively apply development tools and public investments and implement other Advance KC recommendations.
 - » Develop a strategy to address remaining office vacancies
 - » Explore a variety of strategies including the use of incubators, incentives, marketing/ branding, etc.
 - » Build on the Downtown Council's (DTC) marketing initiative. Look for ways to leverage individual neighborhood character and events.
 - » Develop sector specific incubators to diversify and grow the job sector mix in the area
 - » Finalize a streamlined, proactive, and coordinated tax incentive policy.
 - » Identify competitive advantages to be leveraged and challenges to be overcome.
 - » Identify roles, responsibilities and partnerships in economic development.
 - » Identify opportunities for high-wage job growth and small business growth.
 - » Identify industries to target for recruitment, retention, and expansion (see "Maintain Business Diversity").
 - » Leverage best practices from other cities.
 - » Conduct a systematic review of development incentives to align their application and administration with the objectives and priorities outlined in this plan.
 - » Explore opportunities to consolidate, simplify and utilize incentives more creatively.
 - » Evaluate tools being used in other communities.
 - » Create or refresh distinct development strategies for the Vine Street District, West Bottoms, Paseo West, Southwest Boulevard, and Harlem to shape a vision for development and appropriate mix of uses in each neighborhood. Implement existing development strategies where completed including Paseo Gateway, East Loop, Beacon Hill, Riverfront and others.

Pursue Strategies to Improve Business Attraction and Retention in the Greater Downtown Area

- Improve small businesses retention and assistance. Small businesses, often fall "under the radar" for existing business retention and assistance efforts which are typically targeted to businesses with more than 40 employees. The large number of small businesses requires a new approach and potentially additional resources.
 - » Create policies and provide the tools, process and structure to foster small business development. Continue to streamline permits and inspections.
 - » Develop tools specifically designed for small projects and small businesses.
- Direct assistance and retention efforts to better meet the needs of area employers.
 - » Utilize an Employer Survey to direct and focus business retention and assistance efforts.
 - » Conduct additional interviews/focus groups to refine assistance needs.
 - » Proactively direct assistance to those employers planning to expand.
- Organize Area Businesses and Employers
 - » Utilize tools such as Community Improvement Districts to fund needed services and improvements and to champion area businesses and their needs.
 - » Increase participation in local business/trade associations.
 - * Identify what services are desired by area employers and work with area business organizations to provide.
 - * Market services provided by area business organizations.

Maintain Business Diversity

Grow and maintain a diverse mix of businesses and industries providing high-paying jobs. Target industries with a focus on quality jobs and diverse industries.

- Complete a SWOT analysis of each target industry to better understand the opportunities and areas for improvement to encourage development of each industry (e.g., site/building availability, workforce, incentives and funding, infrastructure, etc.).
- Sectors that show promise in the GDA include:
 - » Hospital/healthcare services.
 - » Life sciences (e.g., the Downtown Corridor Strategy recommends capacity for 250,000-300,000 square feet of research space).
 - » Green technology jobs (energy, design, research).
 - » Creative economy including galleries and other arts related businesses.
 - » Printing and publishing.
 - » Architecture and engineering.
 - » Universities.
 - » Specialized manufacturing and distribution.
 - » Document transaction and record management.
 - » Communications and graphic design.
 - » Regional financial center.





Workforce Strategies

Improve access to jobs and assist employers with recruitment needs. Efforts should focus on job training particularly for skills needed by area employers), recruitment assistance for employers and ensuring the transportation system effectively provides access to jobs for area residents (improve the jobs/housing balance).

Improve the Availability and Preparedness of the Workforce for Area Employers

- Conduct focus groups and business interviews to determine the types of recruiting assistance needed.
- Work with employers to identify those skills which are in demand or are lacking and partner with the local schools, Metropolitan Community Colleges, the Full Employment Council and others to develop strategies.

Improve Access to Jobs for Area Residents

- Coordinate transportation improvements with job access.
 - » Implement transit, bike routes and trail improvements that improve access to activity centers (see Transportation Chapter)
- Conduct a housing/transportation study that examines low-income residents' ability to access major employment centers and affordable housing.
- Improve the Jobs/Housing Balance
 - » Strategies to improve the jobs housing balance include (but should not be limited to): training area residents to meet the workforce needs of area employers; attracting employers who provide jobs that better align with the skills and education of area residents; and transportation system improvements that better connect area residents with area jobs.
 - » Conduct a study of area residents and area jobs to determine the extent to which jobs are in balance with the workers who live in the area. Efforts should look beyond the Greater Downtown area boundary and include some analysis of workers and jobs within 3 miles.
 - » The extent to which more jobs are available in the Greater Downtown area for residents will potentially reduce commuting time and expense, decrease congestion and improve air quality.
- Work with area major employers to explore offering incentive programs for employees who live near work. Survey workers to determine housing and neighborhood preferences.

Place Strategies

Pursue code enforcement, crime prevention, critical infrastructure and aesthetic improvements (see recommendations for streetscape and gateways improvements on page 103) in employment areas, particularly along Corridor Streets. Improving the image and perception of the area will help to attract employers and new development to the area.

Create Synergy

Focus complementary uses strategically together to reinforce existing districts, anchors and activity centers and protect previous City investments:

- Government office buildings in the Government District.
- Hotel and entertainment projects in the Power and Light and Convention District.
- New cultural destinations in Union Station, and near the Performing Arts Center.
- New large office projects in the Downtown Loop.
- Health care/life sciences in Hospital Hill.
- Creative economy in the River Market.
- Logistics and distribution in the West Bottoms and the airport.
- Design, communications and arts businesses in the Crossroads Arts District.
- Explore the creation of innovation districts to build on job sector clusters throughout Downtown.

Increase Grocery/Retail Services

Develop an interactive strategy with population growth objectives, requiring public-private partnerships.

- Focus this initiative on under-served areas surrounding the Downtown Core such as 18th and Vine.
- Complete a gap analysis to demonstrate the purchasing power of each neighborhood relative to current services available (i.e., average incomes may not attract private investment, so need to emphasize density of population and aggregate income).

Be Proactive and Use Layered Approaches – More Than Incentives

- Establish a more diverse amenity package to attract and retain businesses and residents. Including improved delivery of city services and strategic public investment in projects that enhance the area's distinct sense of place and image.
- Lead with targeted public investments and marketing to support / attract private investment.
- Utilize improved public realm improvements, enhanced public transit, land assembly, job training, incubators, etc.
- Launch a branding and marketing campaign for the area.





New Development Strategies

Implement AdvanceKC

This is the citywide strategy and policy document for economic development in Kansas City, Missouri. Implementation strategies in the chapter are designed to attract development and investment which improves the overall prosperity and health of the Greater Downtown area neighborhoods, corridors, nodes and districts through:

- Attraction of development to commercial areas that have low levels of economic activity
- Improvement of access for people to jobs through:
 - » Encouraging a wide range of housing options for residents
 - » Enhancement of the areas multi-modal transportation network
 - » The reinforcement of district activity centers
- Maintaining an environment that is attractive to existing and perspective business owners
- Attraction of new residents while maintaining the scale of our existing historic neighborhoods

Target Development Initiatives

The city must be deliberate and targeted with economic development strategies to advance the goals of this plan. Examples of specific tactics include:

- Proactively target resources to encourage development.
 - » Identify areas with the greatest potential for long term, sustained success and areas where there have been significant public and private investments.
 - » Coordinate where possible with Housing and Neighborhood Development strategies, capital improvement projects and development initiatives.
- Leverage the momentum of recent successes (i.e. Power and Light District, streetcar, new residential projects, Paseo Gateway, etc.) and complete projects already started.
- Direct public investments and marketing to lead private investment.

Use a Holistic Approach

Employ more than incentives alone to attract private investment and do so in a focused manner.

- Efforts should include capital improvements, City services and amenities, public realm improvements, enhanced public transit, land assembly, job training and other tactics.
- Address and improve core public service needs (education, public transit, water/sewer).
- Continue to improve the City permitting and development process:
- Complete and implement the collaborative work of the EDC and City to allow for a single point of entry and consistent EDC/City project manager.
- Communicate improvements to the development industry.
- Increase City coordination and accountability to ensure that: a) responses to private developers are consistent; and b) issues and delays are minimized and addressed.
- Work with the Downtown Council on recent efforts to brand and market the Downtown Area, highlighting the advantages of Kansas City.

Sustainable Economic Development

Create the conditions which foster economic growth, the outcome of which is an improvement in the quality of life.

- Create quality jobs.
- Strengthen the economy and build the wealth of Kansas City.
- Sustain a high quality of life.
- Promote stewardship of the City's resources.
- Maintain and develop affordable, quality housing opportunities.
- Promote comprehensive opportunities for education, skills development and life-long learning.

Facilitate Small Projects

The cost and complexity often associated with incentive programs can put them out of reach for smaller projects. Develop and promote tools to simplify the process and assist small projects.

Build Community

Development projects requesting incentives should improve the surrounding physical environment and facilitate connections. Avoid an inward focus within the boundaries of the site.

Balance Infill with Rehabilitation

Explore the extent to which existing tools favor rehabilitation over new construction and develop new tools or mechanisms as needed to encourage infill in key areas where the stock of historic buildings is less abundant.

Maintain Greater Downtown as the Regional Center

Ensure that Greater Downtown continues to be the center of culture, employment, government, and entertainment.

Improve Fiscal Health

Sustaining the fiscal health of the City must be a top priority, including efforts to increase the tax base and be more transparent regarding fiscal conditions, incentives, and other municipal finance issues.

Create a "24 Hour City"

As the population begins to increase continued economic development is catalyzed. A larger population can support more retail space and create a larger labor pool. It attracts the amenities desired by a creative workforce and bolsters the attractiveness of downtown for future employers. Population growth must occur through a mutual respect of a mixed-use community.

Development Opportunities

The Development Opportunities Map identifies areas with the potential for larger development projects. Generally, these are areas where development is currently underway or being planned, or areas which make important connections or fill critical gaps. This map does not show the numerous opportunities for small infill projects or building renovations.





Economic Development “Big Ideas”

The following Big Ideas are a list of projects and recommendations that cut across the guiding principles below. These are the key overarching ideas, initiatives and opportunities to promote growth in the GDA.

• Increase and Focus Density –

A primary goal of the GDAP is to increase jobs, visitors and residents in the GDA, but also to focus this new growth and establish a “critical mass” of density in strategic areas. Density should be focused generally to the Streetcar Corridor, Activity Centers and Central Business Corridor (see map in sidebar). Neighborhoods also have a role to play in new population and job growth, but it should be at a scale and character that is compatible with existing neighborhoods and which adds value to neighborhood authenticity.

• Continue the Momentum –

While growth in the GDA has been considerable since 2000, it is important to remember that growth is still underway. Continued investment, planning and service delivery is needed realize the area’s growth potential.

• Ensure Adequate Office Supply –

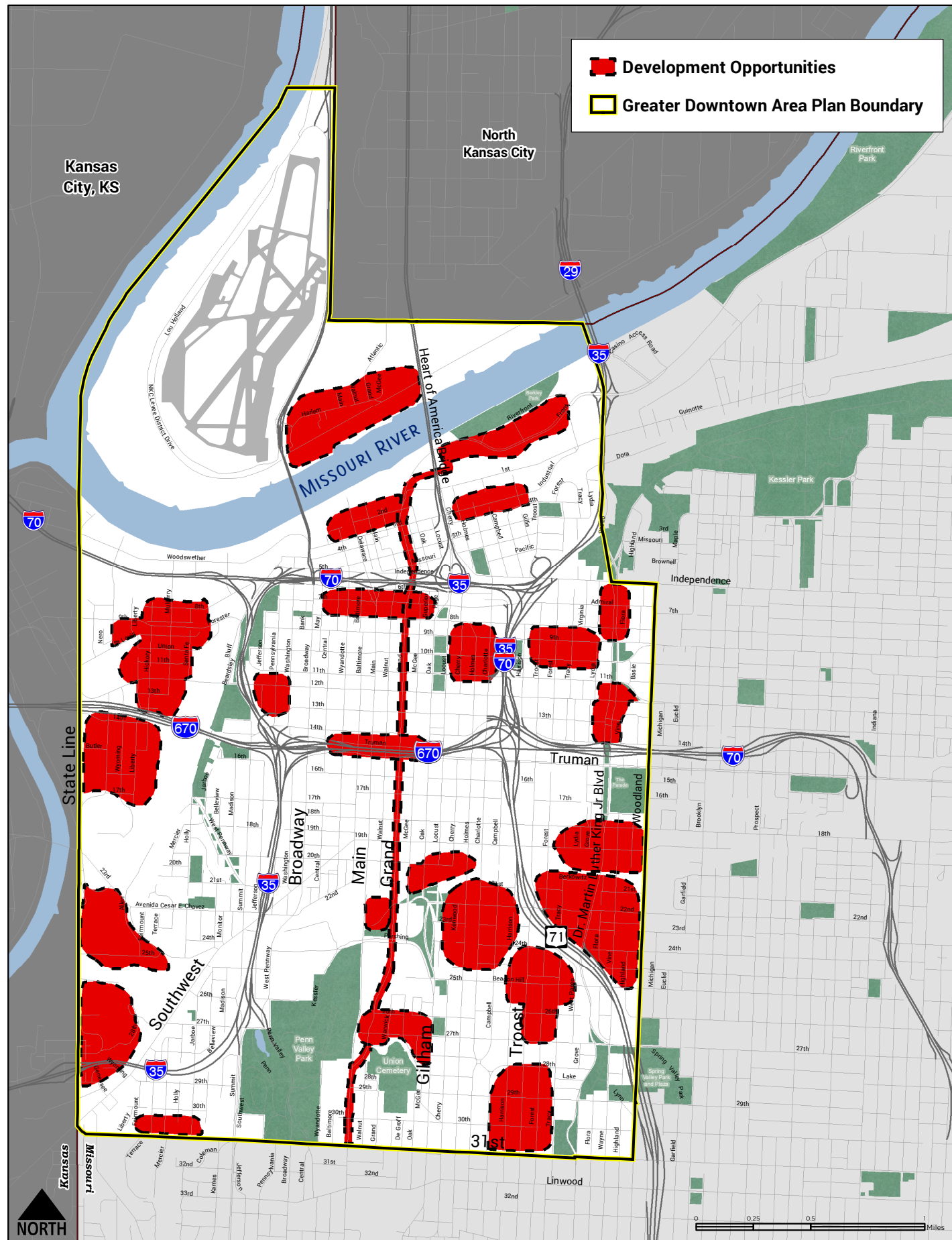
There is a need to monitor the supply of class A “turnkey” office space and ensure an adequate supply to accommodate new downtown business attraction efforts. Many have suggested that there is a need for a new Class A office tower in the GDA. Initiatives to this end should include identifying and securing strategic building sites, and identifying development partners.

• Explore the Creation of Innovation Districts –

An innovation district is an area where research institutions, established companies, startups, accelerators and other entities locate in close proximity to facilitate and encourage knowledge-sharing, collaboration and innovation. These districts are also typically compact, accessible by transit, walkable and contain other amenities such as restaurants, bars, shopping and housing options for district workers. For the GDA, there is a need to identify potential innovation niches, research and business partners, and potential district locations (suggested candidate areas include Hospital Hill, East Loop and West Bottoms).

• Improve Area Amenities and Housing Options –

There is a need to create a more complete amenity package and to ensure that downtown has a diverse range of housing types and prices in order to attract a broad range of residents, visitors and employers. Most needed amenities include: programming and access improvements to area parks and open spaces; new parks and open space amenities in “park deserts” (the West Bottoms for example); a more robust slate of retail and service options; and enhancements to streetscapes. Surveys of residents and employers should be utilized to identify additional amenity needs. And a new Housing Strategy for the GDA should identify recommendations for new policies, investments and initiatives to create the types of housing most needed and to ensure an adequate supply of affordable housing in the GDA.



MAP 8.1: DEVELOPMENT OPPORTUNITIES



• Pursue Catalyst Projects –

Large scale projects like the I-670 Lid, North Loop reconfiguration, Paseo Gateway, new rail transit improvements, and a new downtown stadium can catalyze additional growth and investment. These projects will be explored and refined in the upcoming Downtown 2030 Strategic Plan process being led by the Downtown Council, which will dovetail with the GDAP.

Potential catalyst projects include (but are not limited to) the following:

- Streetcar extension
- “The Lid” over I-670
- Washington Square Park redevelopment
- Making Grand Grand
- North Loop redesign
- Lowering Hwy 9/Independence Avenue reconnection
- Commuter Rail/High Speed Passenger Rail

• Invest in Critical Infrastructure and Transportation –

Improving area infrastructure is important to support GDA neighborhoods and business districts and to protect areas from flooding and stormwater runoff problems. Major upgrades to area sewers and levees are needed and should be prioritized. There is also a need to continue to build and enhance a transportation system designed to move people efficiently, by a variety of means and to circulate people to help solve parking issues. This system will provide a high level of access to the GDA's activity centers and help to foster new growth.

• Create a Welcoming Downtown –

Downtown should be inviting to a diverse range of people and employers. Proactive marketing and area ambassadors should be continued and expanded. Parking, wayfinding and transportation options should be intuitive, coordinated and convenient. Public spaces should be active, well-lit and safe. Expand family-friendly activities and events.

Track Metrics

Identify partners to establish benchmarks and track metrics outlined in this chapter. The following metrics should be tracked for the area to help monitor the economic health of the area and gauge the success of this plan's economic development strategies.

- Retail, Industrial and Office vacancy/rents.
- Unemployment (area residents).
- Percent of population with college degree.
- Household Income.
- Population and Households (annual estimates).
- Number of Business Establishments and Employees.
- Number of New Business Starts.
- Patent Activity.
- New payrolls.
- Taxable Sales (volume, seasonal trends, by ZIP Code).
- Periodically update the survey of Greater Downtown Area employers to track changes in employers' perceptions and needs.
- Track the number (and change over time) of establishments and employment ranges for the following AdvanceKC target industries:
 - » Health Sciences & Services
 - » Financial and Technical Services
 - » Design & Engineering
 - » Arts
 - » Specialized Manufacturing
 - » Supply Chain Management
 - » Non-Profit Management



Implementation





CHAPTER ORGANIZATION

The chapter includes an overall framework to guide plan implementation, including overall priorities, what elements and resources are needed to realize the plan vision. The Decision Making Criteria provides guidance on how to evaluate future proposals and requests to change the plan to ensure that projects are substantially advancing the goals of the plan. The Implementation Matrix identifies a general phasing, cost, and responsible entities to carry out key policies and projects recommended in each chapter.

The Implementation Chapter identifies phasing, priorities, and responsible parties to carry out policies and projects identified in the plan. The following points represent some of the over-arching elements to guide plan implementation.

Plan Ownership and Implementation Overview

The plan requires champions. To be successful and realize the plan vision, it is imperative for the community to be a proactive partner to achieve plan goals whether acting independently or working as part of a cooperative effort and to remain engaged in implementation activities. Success also hinges on coordination of City activities, with ownership and responsibility of City agencies. The City and the community must strive to move forward in unison toward common goals.

The first and perhaps most critical step in the implementation program is to organize the community around plan goals and then to build capacity within community organizations to help carry out and advance plan initiatives.

Key elements of the implementation program include:

- Build strong, consistent leadership in support of the Plan.
- Identify a strong community champion to take a lead role in implementation.
- Create an Implementation Committee as steward of the Plan to work with the City to oversee plan implementation activities.
- Coordinate actions between City departments and other agencies (i.e. KCATA), and incorporate plan recommendations into service delivery.
- Improve communication between the City and neighborhoods.

Build Community Organizational Capacity and Engagement

The following actions are recommended as initial steps to organize the Greater Downtown community, build capacity and identify champions.

- Identify Plan Champions. Not only for overall plan implementation, but individual champions will be needed for each project to maximize the chance of successes.
- Build capacity. It is imperative for a successful sustained implementation program to have dedicated staff, resources and skills necessary to carry out initiatives. Initial steps should focus on identifying and securing funding sources to help build organizational capacity with those organizations identified to champion plan goals and initiatives.
- Keep Stakeholders Involved. No one knows the issues as well as the collective group of stakeholders participating in this Plan. Those connections must be maintained and stakeholders must remain engaged. The Stakeholders should be

proactive about Plan implementation and be empowered to champion the vision and projects.

- Keep Community Informed. Continued outreach to the community will be important to ensure community buy-in and support on projects and developments.

Align City Departments and Other Government Agencies to Implement Plan Goals

Another important step in achieving the goals of the pan is to identify and coordinate City departments and other government agencies responsible for implementing recommended plan actions to work towards plan goals and initiatives. This should begin in the early stages of plan implementation and is anticipated to be an ongoing effort.

- The vision of the plan is kept by everyone who contributed to the work, but they will need the support of City departments to coordinate efforts in order to be effective.
- It is critical that new City initiated projects from every department happen in conjunction with the Plan.
- Continue dialogue and coordination with departments to ensure that service and project delivery are in line with the goals and priorities of the Plan.

Strengthen Area Plan Implementation in City Ordinances and Policies

Area plan goals, guidelines and projects should be integrated into city codes and ordinances, policy documents and the City's capital improvement planning processes to help ensure consistent implementation of plan goals.

- Implement new codes and ordinances to advance plan goals. Examples include codes related to pedestrian-oriented overlay zoning district, new zoning changes to support land use recommendations and standards for new development that advance area plan goals.
- Integrate area plan recommendations into the capital improvement planning process. Work with the Public Improvements Advisory Committee to consider area plan guidelines and priorities in evaluating project requests. Work with the City Plan Commission to consider area plan recommendations as they review the 5-year capital improvement plan.
- Incorporate area plan goals and recommendations into other City policy documents like the Consolidated Plan and other similar documents





Implementation Matrix

The general cost, phasing and responsible entities for implementation projects are outlined in the Implementation Matrix on the following pages. For each project the matrix identifies the following:

- Entities primarily responsible for implementation (not necessarily the project champion – just the entity most likely to carry out the project).
- Potential partners (secondary responsibility).
- General phasing and timeframe:

Short: 0-2 Years
Mid: 2-5 years
Long: 5+ years
Ongoing

- Relative project cost expressed in general terms:

\$\$\$\$- \$0-\$100k
\$\$\$\$- \$100k – 250k
\$\$\$\$ - \$250k-\$1M
\$\$\$\$ - \$1M+

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe		Cost		Reference
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$		
							Mid		\$\$		
							Long		\$\$\$		
							Ongoing		\$\$\$\$		
LAND USE AND DEVELOPMENT											
Focus density to the Streetcar Corridor, “Downtown” areas and Activity Centers.	●		○		●	○			\$		Pages 16, 26, 27, 33-35, 96, 135, 149
W	P	E	N	S							
Remove development code barriers to adding new residential density.	●			○	○				\$		Pages 26, 35
W	P	E	N	S							
Apply zoning overlays (e.g. pedestrian overlay and transit oriented development overlay) and walkability standards in the development code	●			○	○				\$		Pages 35-37, 70
W	P	E	N	S							
Incorporate development form guidelines into new development and the development code.	●				●				\$		Pages 28, 36, 39, 112
W	P	E	N	S							
Remove barriers to traditional (historic) urban development in the development code.	●			○	○				\$		Pages 28, 36, 39, 131
W	P	E	N	S							
Add architectural design standards to the development code for the GDA.	●			○	○				\$\$		Page 36
W	P	E	N	S							
Explore mixed use zoning and development code amendments to allow residential development in industrial areas.	●		○	○	○				\$		Page 38
W	P	E	N	S							
Explore neighborhood downzonings where supported by the Land Use Plan.	●			○	○				\$		Pages 39, 131
			N								
Pursue requirements and incentives for sustainability in new development.	●				●				\$		Pages 29, 38
					S						
Conduct a survey of potential historic resources and explore historic designation and application of the Historic Overlay District.									\$\$		Page 41
	P	E	N	S	●		○	○			
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)						W - Walkability; P - Double Population; E - Double Employment; N - Neighborhoods; S - Sustainability					

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe	Cost	Reference
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short	\$	
							Mid		
							Long		
							Ongoing		
TRANSPORTATION									
Implement road diets on roadways identified as diet candidates.	●							\$\$\$\$	Pages 25, 62, 73, 86, 102
W N S									
Implement the Complete Streets Ordinance.	●	○				○		\$	Pages 25, 62, 72, 125
W N S									
Create and adopt new bike and pedestrian friendly street standards.	●	○				○		\$	Pages 25, 62, 72
W N S									
Identify unused pavement areas and explore repurposing for landscaping, bulb-outs etc..	●	○						\$\$\$	Pages 62, 85, 102
W N S									
Fill gaps in the pedestrian network.	●	○						\$\$\$\$	Pages 25, 64-65, 66
W N									
Improve the quality, safety and pedestrian level of service of barrier crossings.	●	○						\$\$\$\$	Pages 25, 64, 66-67, 69, 98
W P E N S									
Implement Trails KC Plan segments in the GDA.	●	○				○		\$\$\$\$	Pages 25, 58, 59, 66, 68
W N S									
Explore a new trail connection between the Town of Kansas Pedestrian bridge and the West Bottoms along the riverfront.	●					○		\$\$\$\$	Pages 66, 68, 69
W N S									
Explore additional pedestrian-only phases at signalized intersections in Activity Centers and transit corridors.	●							\$\$\$	Page 69
W									
Ensure a visible, continuous path for pedestrians and limited time allowed for sidewalk closures.	●							\$	Pages 25, 69
W									
Enforce existing ordinances for snow removal and obstructions on sidewalks. Explore additional policies as needed.	●					○		\$	Pages 25, 69
W N									
Conduct an assessment of pedestrian level of service and inventory of pedestrian facilities.	●					○		\$\$	Page 69
W N									
Incorporate the pedestrian LOS standards as recommended in the Kansas City Walkability Plan into development plans, and public improvements.	●	○						\$	Pages 25, 37, 69, 70, 180, 189
W N S									
Develop A “Citywalk” Pedestrian Loop.	●					○		\$\$\$	Pages 25, 70-71, 112
W E									
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)									
W - Walkability; P - Double Population; E - Double Employment; N - Neighborhoods; S - Sustainability									

Policies and Projects Goals Supported						Responsible Entities: ● Primary ○ Secondary		Timeframe		Cost		Reference				
						City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$		
												Mid		\$\$		
												Long		\$\$\$		
												Ongoing		\$\$\$\$		
TRANSPORTATION																
Achieve Silver Bicycle Friendly Community designation by 2024.						●	○							\$		Page 72
W			N	S			○							\$\$\$\$		Pages 25, 58, 72
Implement bike infrastructure along routes designated in the 2019 Bike KC Master Plan.						●	○									
W				S			○									
Develop a complete streets manual as directed in the Complete Streets Ordinance.						●	○							\$\$		Page 72
W																
Develop a comprehensive framework for the regulation and operation of micromobility devices						●	○							\$		Page 73
W																
Utilize mobile phone, micromobility and smart city data in capital project planning and policy creation.						●	○							\$		Pages 17, 73
W																
Create an annual citywide “request a rack” bicycle parking program.						●	○							\$		Page 73
W																
Develop a community application for micromobility/bike corrals installed in the ROW.						●	○							\$		Page 73
W																
Require attended micromobility/bicycle parking at large events.						●								\$		Page 73
W																
Increase education and enforcement to prevent blockage of bike lanes by vehicles.						●	○							\$\$		Page 73
W																
Expand streetcar and bus rapid transit.														\$\$\$\$		Pages 25, 73
W	P		E	N	S	○	●									
Create bike connection from Rivermarket to the Riverfront with north extension of the Streetcar.						●	○							\$\$\$\$		Page 64, 77
W				S												
Explore a bike facility on Main Street with south extension of the Streetcar.						○	●							\$\$\$\$		Pages 73, 77
W				S												
Implement Mobility Hubs as recommended in the Smart Moves plan.						○	●							\$\$\$\$		Pages 76, 79
W				S												
Explore transit circulators in activity centers, particularly to assist with parking access.						●	●							\$\$		Pages 76, 83
W																
Implement pedestrian and bike improvements on transit corridors.						●								\$\$\$\$		Pages 64, 73, 77
W				S												
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)						W - Walkability; P - Double Population; E - Double Employment; N - Neighborhoods; S - Sustainability										

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe		Cost		Reference
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$		
							Mid		\$\$		
							Long		\$\$\$		
							Ongoing		\$\$\$\$		
TRANSPORTATION											
Create a new park and ride facility at the northern terminus of the streetcar.		●							\$\$\$\$		Pages 80, 83
W											
Pursue new rail transit connections (regional commuter rail, and intercity high speed rail).	○	●							\$\$		Pages 27, 76, 80, 150
W	P	E				S					
Implement the Transit Oriented Development Policy.		○			○	○			\$\$\$\$		Pages 25, 35, 36, 50, 60, 70, 76, 78, 80
W	P	E		N	S						
Implement access management along the streetcar corridor.		○							\$		Pages 80, 85, 180
W											
Evaluate the need for improved transit service in areas with high growth.		●							\$\$		Pages 80, 96
W	P	E		N	S						
Support, market, and enhance connections to regional bus transit services.		●							\$		Pages 26, 77, 80
W	P	E		N	S						
Extend parking exemptions to future streetcar areas and transit corridors.		●							\$		Pages, 37, 76, 80, 81
W						S					
Complete and implement parking management studies in activity centers.		○				○			\$\$		Page 81
W	P	E			S						
Improve Parking Enforcement.		●							\$\$		Page 82
W			E	N							
Implement district/shared parking strategies.		●							\$\$		Pages 81, 92
W	P	E		N							
Create curb lane management policies and strategies.		○							\$\$		Pages 73, 83, 86
W											
Continue to explore conversion of one- way streets to two-way operation.		●							\$\$\$\$		Pages 72, 85
W											
Pursue signal timing improvements.		○							\$\$\$\$		Page 86
Create a truck routing plan for the GDA.		○							\$		Page 86
W			E	N							
Create policies and strategies for Autonomous Vehicles.		○							\$		Pages 84, 86
W	P	E		N							
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)											

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe		Cost		Reference									
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$											
							Mid		\$\$											
							Long		\$\$\$											
							Ongoing		\$\$\$\$											
TRANSPORTATION																				
Pursue Improvements for Major Traffic Issue Areas.							●	●										\$\$\$\$	Pages 87-89	
	P	E	N				○													
Promote the Downtown Airport as an economic engine and transportation hub.							●	○										\$		Pages 50, 87, 91
		E																		
Investigate alternatives to the existing highway system.																		\$\$\$\$	Pages 25, 98	
W	P	E	N	S			○													
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)							W - Walkability; P - Double Population; E - Double Employment; N - Neighborhoods; S - Sustainability													

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe		Cost		Reference	
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$			
							Mid		\$	\$		
							Long		\$	\$	\$	
							Ongoing		\$	\$	\$	\$
PUBLIC REALM												
Improve the walkability, safety and activation of underpasses, bridges and viaducts.	●			○		○			\$\$\$\$		Pages 25, 43, 66, 70, 95, 98	
W				N								
Enhance streetscapes on corridor streets.									\$\$\$\$		Pages 25, 28, 36, 43, 44, 64, 95, 98, 100, 102	
W				N		S						
Create streetscape plans for activity centers and corridor streets where needed.				○		○			\$		Pages 100, 114	
W				N								
Implement gateway improvements.				○		○			\$\$\$\$		Pages 28, 43, 95, 97, 102-103	
		P		E		N						
Develop a parks and open space strategic plan for the GDA.	●								\$\$		Pages 42, 95, 96, 102	
W		P		E		N		S				
Improve programming and activation of area parks.									\$\$\$\$		Page 107	
W		P		E		N						
Make transportation improvements to increase access to area parks	●	○							\$\$\$\$		Page 108	
W					N							
Develop additional iconic features and landmarks in the GDA.	●						○		\$\$\$		Pages 95, 108	
		P		E								
Require/Encourage new development to include small parks, public plazas or similar amenities.	●								\$\$\$		Page 108	
		P		E		N						
Utilize open space areas for urban forestry and Increase the urban street tree canopy.	●						○		\$\$\$		Pages 29, 108, 124	
W						S						
Improve appeal and safety of area parks.	●						○		\$\$\$		Page 108	
		P		E		N						
Improve pedestrian and bike access from adjacent areas and circulation within Penn Valley Park	●						○		\$\$\$		Pages 65, 67, 68, 71, 75, 108	
W					N	S						
Redevelop Barney Allis Plaza.	●								\$\$\$\$		Pages 108, 110, 126	
		P		E								
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)												
W - Walkability; P - Double Population; E - Double Employment; N - Neighborhoods; S - Sustainability												

Policies and Projects Goals Supported					Responsible Entities: ● Primary ○ Secondary		Timeframe		Cost		Reference					
					City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$			
											Mid		\$\$			
											Long		\$\$\$			
											Ongoing		\$\$\$\$			
INFRASTRUCTURE																
Perform infrastructure inventory of GDA neighborhoods & create a Capital Improvement Management Plan.					○			●		●			\$		Pages 122, 131	
	P		N		○			●		●						
Consider green stormwater infrastructure opportunities to reduce impervious area as part of public improvement projects.													\$\$\$\$		Pages 29, 120, 122	
			N	S	●				○							
Expand the City’s ordinances and design criteria to incorporate resilient stormwater management that mimics natural processes.													\$		Page 122	
				S	●											
Require all development to capture stormwater and allow to infiltrate or delay release.													\$		Pages 44, 119	
				S	●											
Reduce sewer overflows - remove private stormwater connections to laterals, fix problems with collection system & private sanitary laterals.													\$\$\$\$		Pages 44, 119, 124	
	P		E	N	S	●			○							
Create incentives for green solutions.													\$		Pages 29, 119, 124	
				S	●											
Make improvements to limit stormwater runoff in areas that currently experience flooding issues.													\$\$\$\$		Page 126	
	P		E	N	S	●			○							
Improve and maintain area levees.													\$\$\$\$		Page 17, 27, 150	
	P		E	N		●	○									

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe		Cost		Reference
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$		
							Mid		\$\$		
							Long		\$\$\$		
							Ongoing		\$\$\$\$		
HOUSING AND NEIGHBORHOODS											
Craft a Compressive Housing Policy for the GDA and establish affordability goals (based on City Housing Policy).	●								\$		Pages 26, 42, 134
Utilize surveys to gauge the need for various amenities and prioritize city service delivery.	●			○		○			\$		Pages 17, 26, 131, 136, 143, 146
Market the identity of Downtown neighborhoods both within the City and to visitors and tourists.	○			○		●			\$		Page 28, 131
Increase education options for downtown residents and families.		●				○			\$\$\$\$		Page 26, 131
Monitor the supply of affordable housing.	●	○				○			\$		Pages 131, 134
Improve code enforcement.	●			○					\$		Pages 26, 133, 145
Coordinate code enforcement efforts with resources for maintenance and repairs.	●								\$\$		Page 133
Develop strategies to serve the area’s houseless population and reduce encampments.	○				○	●			\$		Pages 26, 28, 133, 167
Explore the creation of a unified or “umbrella” neighborhood organization for GDA neighborhoods.				○		●			\$		Page 28, 135
Track progress in housing – update the Market Value Analysis.	●								\$		Pages 26, 136
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)											
W - Walkability; P - Double Population; E - Double Employment; N - Neighborhoods; S - Sustainability											

Policies and Projects Goals Supported	Responsible Entities: ● Primary ○ Secondary						Timeframe		Cost		Reference
	City Government Agency	Non-City Government Agency	Business Community	Neighborhood Organization	Property Owners / Developers	Community Organization	Short		\$		
							Mid		\$\$		
							Long		\$\$\$		
							Ongoing		\$\$\$\$		
ECONOMIC DEVELOPMENT											
Create a Comprehensive Economic Development Strategy.									\$		Pages 27, 120, 142
P E	●		○			○					
Ensure adequate office supply and explore a new class A office tower downtown.									\$		Pages 27, 149
E			○		●	○					
Explore the creation of innovation districts.									\$		Pages 27, 145
P E	○		○		●	○					
Improve area amenities and housing options.									\$\$\$\$		Pages 17, 22, 27, 33, 42, 108, 134
P E N	●					○					
Work to prioritize and pursue catalyst projects.									\$\$\$\$		Pages 27, 150
P E	●	○				○					
Invest in critical infrastructure and transportation.									\$\$\$\$		Pages 27, 145, 150
P E N S	●	○				○					
Continue to create a welcoming environment downtown.									\$		Page 150
P E N	○					●					
Create policies and provide the tools to foster small business development.									\$		Page 142
E	●					○					
Develop tools specifically designed for small development projects.									\$		Pages 143, 147
P E	●					○					
Utilize an employer survey to direct and focus business retention and assistance efforts.									\$		Page 143
E	●					○					
Create, implement and update development strategies for underutilized areas.									\$		Pages 27, 44, 142
P E N S	●										
Create special districts (CID’s, etc.) and incentive areas to revitalize struggling commercial areas.									\$		Pages 44, 143
P E N	○					●					
Explore incentives, or funding for improvements to building facades or other site improvements.									\$		Pages 44, 145
P E N	●					○					
Work with major employers to explore offering incentives to employees who live near work.									\$		Page 144
P E S	○		●								
Increase grocery/retail services.									\$\$\$\$		Page 17, 26, 131, 132, 145
P E N	○		●		●	○					
Work with the Downtown Council to brand and market the Downtown Area.									\$		Page 145, 146
P E	○					●					
The letters below each project or policy correspond to the following Plan Goals (see pages 24-29)											
W - Walkability; P - Double Population; E - Double Employment; N - Neighborhoods; S - Sustainability											



DECISION MAKING CRITERIA

Amendments and Decision Making Criteria

A major role of the plan is to provide a basis for decision-making based upon the vision identified through the process. The decision making criteria is intended to be used as a quick reference guide for decision-makers when reviewing development applications or other proposals within the plan area:

Will the proposed development or action advance the goal of creating a walkable downtown. Examples that advance this goal include:

- Adhering to the plan's Development Guidelines (pedestrian oriented buildings, pedestrian scale blocks, encourage street level pedestrian activity, etc.).
- Satisfying the minimum Level of Service criteria in the Kansas City Walkability Plan.
- Supporting transportation alternatives:
 - » Create "Complete Streets" and incorporate recommendations of the BikeKC Plan and Trails KC Plan.
 - » Reinforce a dense transit corridor with Transit Oriented Development or otherwise improve access to transit (if not on the Transit Corridor).
 - » Implement the walkability and bikeability recommendations (see Transportation Chapter).
- Providing connections between districts and activity centers with direct, safe, and walkable pathways.
 - » Implement streetscape improvements, improve street crossings and mitigate barriers.

Will the proposed development or action advance the goals of doubling the population, doubling employment and increasing visitors by attracting and/or retaining residents and businesses. Examples that advance this goal include:

- Focusing density to the streetcar corridor, other transit corridors or activity centers.
- Providing density in neighborhoods at a scale and character that is compatible with existing neighborhoods and which adds value to neighborhood authenticity.
- Providing a dynamic urban experience, amenities, quality education options and diverse housing choices.
- Increasing housing opportunities for those with moderate and low incomes and mitigating displacement of existing residents.
- Improving perceptions of education choices.
- Reinforcing Greater Downtown as the center of culture, employment, government, and entertainment.

- Pursuing holistic, targeted approaches consistent with a Comprehensive Economic Development Strategy.
 - » Advance or complete projects already started.
 - » Strategically target economic development tools.
 - » Provide leading public improvements that are likely to attract additional private investment
 - » Promote small projects and infill projects.
 - » Encourage formation and growth of small businesses.
- Helping to create or enhance innovation districts.
- Providing improvements to infrastructure, streetscapes and the public realm which will attract private investment.
- Provide amenities such as retail and services, parks and public spaces (including programming) and education opportunities.
- Advance a catalyst project as identified in this plan or the upcoming 2030 Downtown Strategic Plan.
- Making improvements to the transportation system.

Will the proposed development or action retain and promote safe, authentic neighborhoods. Examples that advance this goal include:

- Maintaining the unique character and improving the appearance of downtown neighborhoods.
 - » Incorporate the elements and characteristics of "Urban Development" (see Vision Chapter and Land Use and Development Chapter).
 - » Preserve or enhancing historic buildings and icons.
 - » Implement Public Realm improvements as recommended in the plan.
 - » Adhere to the land use, building height and development guidelines.
- Improving neighborhood health, reduce vacancies, and improve housing/building conditions.
- Repairing streets, sidewalks and other infrastructure and maximizing the use of public funds.
 - » Target infrastructure improvements to priority areas.
 - » Coordinate multiple improvements concurrently to prevent "digging the same hole twice".
 - » Provide multiple benefits (i.e. water quality, stormwater management, and recreation/transportation).
- Keeping residents and visitors safe.
 - » Promote dense, mixed use neighborhoods to create "eyes on the street" and sense of safety.
 - » Integrate principles of Crime Prevention Through Environmental Design.
 - » Clean up and remove homeless camps and employ preventive strategies



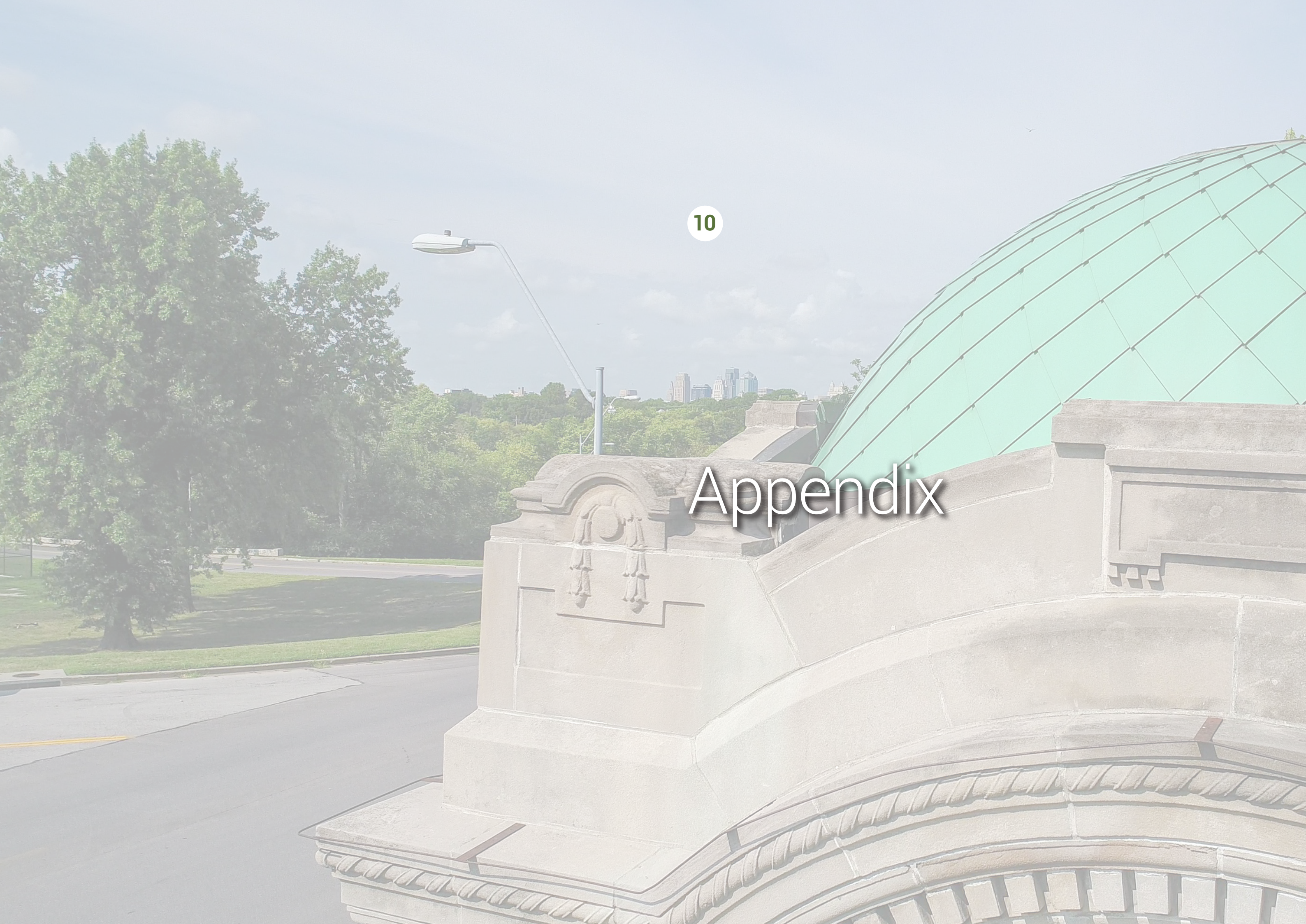


Will the proposed development or action Promote Sustainability. Examples that advance this goal include:

- Adhering to the plan’s Development Guidelines.
- Protecting or enhancing environmental resources.
- Implementing green solutions in infrastructure and public realm improvements.
- Increasing greenspace or better utilizing existing open space and expanding urban forestry.
- Implementing sustainable economic development.
- Supporting multi-modal transportation.
- Providing alternative energy production and/or reducing energy consumption
- Integrating green roofs, rain gardens and other stormwater BMPs.
- Providing measures to reduce the “Urban Heat Island”.



Appendix





APPENDIX A

Development Form Guidelines

Development Form Application

Currently, the Development Form Map and Guidelines provide urban design guidance. Any property that requires a rezoning, a special use permit, receives tax incentives or requires a development plan shall be subject to the plan's development form guidelines.

There are two key ways to require conformance with the design guidelines provided in the Development Form Map and Guidelines for every development: amending the development code and adopting zoning overlay districts.

For the guidelines that are fundamental, quantifiable, and could be applied citywide, the recommendation is to amend the Zoning and Development by adding those guidelines from the Development Form Map and Guidelines directly into the Zoning and Development Code.

These guidelines would then be required and reviewed and approved by city staff, not requiring an applicant to apply to a separate board or committee and not changing the time required for city staff review.

Some design guidelines are appropriate only to certain neighborhoods, corridors, nodes and districts. When customization is needed and enforcement is desired zoning overlays are the tool within the Development code that should be utilized. Stakeholders can work with city staff to establish an overlay zoning district (further defined on page 32 & 40) that is more appropriate for their specific area and needs.

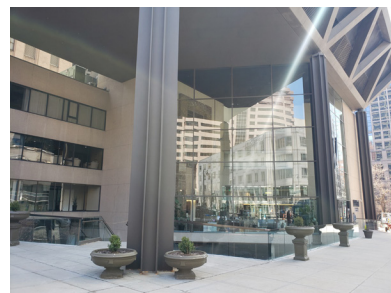
Guideline Organization

The Development Form Guidelines include a set of citywide guidelines that apply generally to all areas. These are supplemented by a set of development guidelines for each of the five area types: Neighborhood, Corridor, Node, District, and Downtown (see below).

The general development form guidelines are organized into the following **categories**:

Architectural Character – These guidelines address the design and appearance of buildings and structures on the site. Guidelines are provided for the following topics:

- » General Character
- » Massing and Scale
- » Materials
- » Structured Parking
- » Windows/Transparency
- » Topography



Public and Semi Public Spaces – These guidelines address the design, programming and location of public and semi-public spaces, streetscape enhancements and gateway treatments. Guidelines are provided for the following topics:

- » Public Spaces
- » Streetscape
- » Gateways



Site Arrangement – These guidelines address the preservation of open and natural spaces location of buildings and parking and the general pattern of development. Guidelines are provided for the following topics:

- » Building Placement
- » Development Pattern
- » Parking
- » Resource Preservation



Transitions and Screening – These guidelines address how to appropriately buffer and transition from one type of use to another and guide the use of walls, fences and landscaping to appropriately screen certain site elements. Guidelines are provided for the following topics:

- » Transitions
- » Screening





Access and Circulation – These guidelines address how all modes of transportation access the site and move around within the site and how streets accommodate each mode of travel (private automobile, transit, cycling, and pedestrian) in a new development. These guidelines also address how different modes move between the site and adjacent areas. Guidelines are provided for the following topics:

- » Multimodal
- » Pedestrian
- » Vehicular



Additional guidelines are provided for each of the four types of areas that comprise the Development Form framework. These areas are described below.

Development Form Areas

Neighborhoods

Areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.).

Corridors

Linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses.

Nodes

A small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.

Districts

Regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

Downtown

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities. Transit, bike and pedestrian oriented design is of the highest importance in these areas

Use and Interpretation

The guidelines are intended to be flexible. While not every guidelines will apply for each project as many guidelines should be incorporated into development as are practical, feasible and applicable to the unique site characteristics. Exceptions to the guidelines should be weighed against the goals and objectives of the applicable area plan and the principles of the FOCUS Kansas City Plan. These guidelines are not intended to be all inclusive of acceptable materials and/or design features or to precluded or inhibit creative and eclectic ideas.

These guidelines are not meant to supersede any applicable laws, regulations, standards, or other requirements related to the development of a site as may be required by existing city code or other governmental agencies. These guidelines are intended to guide future development to consistent with the character of the existing urban development form.

Guidelines for Development Form Categories

Architectural Character

- General Character
 - » Preserve and enhance historic and cultural resources as development occurs.
 - » Encourage public art to be integrated into the building and site design.
- Massing and Scale
 - » New construction should relate to the mass, pattern, alignment and proportion/ scale of the existing or traditional building stock.
 - » Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
 - » Design buildings to provide human scale, interest, and variety using the following techniques:
 - * Use the highest level of architectural detail and incorporate human scale elements near streets and entries, and around the ground floor. Incorporate building entry details like porches and recesses, occupied spaces like bay windows and balconies
 - * Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
 - * Windows and other openings should relieve blank walls where possible, adding visual interest, improving pedestrians’ sense of security, and introducing a human scale to street-level building frontages.
 - » Building orientation and massing should respond to the existing character and built environment.
- Materials
 - » Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry.
 - » Applied ‘faux’ facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs.





- » Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of stormwater runoff, enhance the local environment and reduce energy costs.
- » New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
 - * Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
 - * This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.
- Structured Parking
 - » Design new parking structures so that they are not significantly visible from the public right-of-way. Underground parking is encouraged.
 - » Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible.
 - » When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services unless inconsistent with the land use plan.
 - » "Parking podiums," where new development is placed above structured parking, are not desirable.
 - » Parking structure façades should relate to the scale, proportion, and character of the district.
 - » The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the park-ing area. Blank walls on parking structures are discouraged.
 - » Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a street.
 - » Screening should not reduce visibility for "natural surveillance".
- Windows/Transparency
 - » The street level of commercial/mixed use structures should have a dominant transparent quality.
 - » Windows at the street level of all buildings should be transparent. Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.
 - » Windows and doors on street-fronting facades shall be vertically proportioned that are similar in size and shape to those used historically.
 - » Design buildings to minimize long windowless walls and service areas visible from public streets. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should be designed to increase pedestrian comfort and interest, through Some combination of the following methods:
 - * Installing vertical trellis in front of the wall with climbing vines or plant materials;
 - * Providing art over a substantial portion of the blank wall surface;
 - * Providing active display windows;
 - * Dividing the mass of the wall into sections.



- Topography
 - » Topography that varies greatly on a site could present a design challenge, but should not result in blank walls, screens, or other façade treatment that is not pedestrian friendly. Active uses should occupy ground floors.

Site Arrangement Guidelines

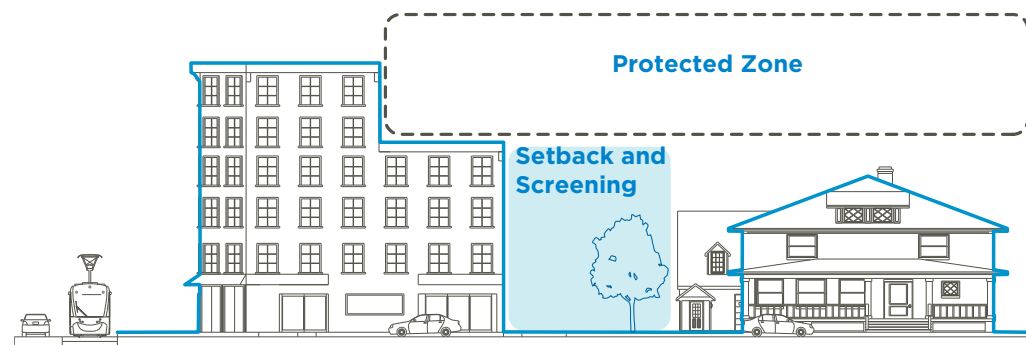
- Building Placement
 - » Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
 - » Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:
 - * Outdoor café
 - * Primary entrance enhancement
 - * Sidewalk retail
 - * Public plaza
 - * Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use)
 - » In order maintain a pedestrian scale development pattern, buildings built to the street line should consider stepping back after three floors in order to avoid the "canyon effect" along corridors, nodes and districts.
 - » In mixed use areas, buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This should include a design that:
 - * Provides street-level, pedestrian-oriented uses.
 - * Maintains a continuous, transparent, highly permeable and active street wall.
 - » Where a consistent street setback exists along a block, that setback should be maintained.
 - » Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- Development Pattern
 - » In mixed use and commercial areas create a compact, dense and pedestrian friendly development pattern. Avoid large scale; auto dominated commercial developments with large parking areas and impervious surfaces.
- Parking
 - » Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
 - » Parking Lot Location - Design new development so that parking is not located between the street and the building frontage, in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment.
 - » If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
 - » Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.



- » Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways.
- Natural Resource Preservation
 - » Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character and drainage patterns.
 - » Natural areas should be accessible to neighborhoods, nodes, corridors or districts and connected to greenways where possible.
 - » Manage stormwater runoff as part of the overall open space system.
 - » Discourage development and grading / filling on steep slopes and in floodplains.
 - » Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
 - » Alternative stormwater solutions should be considered in the design / construction phase, examples include: stormwater inlet alternatives, rain gardens and drought tolerant plants.
 - » Retaining walls should be avoided. If necessary, walls should be architecturally incorporated into the design of the building. Retaining walls should be designed to reduce their apparent scale. Materials like brick or stone should be used, or architectural treatments that create an appropriate scale and rhythm. Hanging or climbing vegetation can soften the appearance of retaining walls. High retaining walls should be terraced down and include landscaped setbacks.

Transitions and Screening Guidelines

- Transitions
 - » Dissimilar or incompatible uses should be separated by a street or alley when possible.



Transition from Node to Neighborhood

The portion of a development site in a node near a neighborhood should be set back from the neighborhood and match the heights of existing buildings in the neighborhood in order to preserve neighborhood character.

- » When dissimilar or incompatible uses are located adjacent to one another, the following Architectural Transitions and Green / Open Space Transitions techniques should be the primary transition technique used:
 - * Architectural Transitions include:
 - ◇ Use similar building setbacks, height, roof forms, and massing.
 - ◇ Mitigate any larger mass of buildings with façade articulation.

- ◇ Reduce building heights, intensity of use and densities as development moves closer to low intensity areas.
- ◇ Use complementary materials, architectural character, and orientation of buildings.
- ◇ Building elevations facing a less intensive use shall provide “finished” edges using materials consistent with primary elevations and adjacent neighborhood.
- ◇ Reduce building height, scale, and intensity of use as development moves closer to low intensity areas.
- » Green/Open Space Transitions include:
 - ◇ Small green spaces, courtyards, squares, parks and plazas.
 - ◇ Existing natural features, including changes in topography (not retaining walls), streams, existing stand of trees, etc.
- » A combination of landscaping, walls, and / or fences should be used where other transitions tools are not possible or not adequate.
- » Transitions and screening should not mask areas from view and decrease “natural surveillance.”
- » Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods (see Access and Circulation guidelines).
- Screening
 - » Screen all trash dumpsters, storage areas, service areas, loading areas and mechanical and technology equipment with a combination of landscaping, decorative walls, fences and / or berms.
 - » Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood that complement the materials used in the building facade. Plywood, chain link, and transparent materials are discouraged.
 - » Where chain link or security fencing is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative.
 - » Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above.
 - » Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings.
 - » All screening should be designed to maintain visibility for “natural surveillance” and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.

Public and Semi Public Spaces

- Public Spaces
 - » Locate and design public spaces to support dense, mixed use development, ensuring that the provision of public space does not inhibit the potential to concentrate development in transit corridors.
 - » Design public space to maintain a comfortable sense of enclosure for pedestrians, with a size, proportion, and location that integrate thoughtfully with surrounding uses.
 - » Locate public space in high use areas with good visibility, access, and





proximity to active uses in order to encourage activity and “eyes on the street”.

- » Ensure that public spaces are accessible and comfortable for all users. Private, fenced, and restricted access open spaces and open spaces that are isolated from activity are discouraged.
- » Incorporate elements in public space design that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
- » Include a variety of amenities in public space design to enhance user experience, including seating, lighting, shade landscaping, wayfinding, art, interpretive and interactive features public facilities, special pavement and other amenities.
- » Where integrated with transit facilities, design public spaces to include amenities such as bike racks, ticket kiosks or other amenities that support the use of transit and greater mobility in general.

- Streetscape

- » Streetscape enhancements should include “green” stormwater management elements.
- » On-street parking should be preserved or included wherever possible. Where possible, design on-street parking to function as a buffer for pedestrians and cyclists.
- » Design sidewalks to comfortably accommodate pedestrians, with landscaping, amenities, and other functions supportive of a complete street.
- » Support a quality pedestrian environment by focusing active uses and amenities at street level, orienting buildings toward the street, and encouraging transparency, variety, visibility, and interactivity for ground level uses fronting the sidewalk.
- » Design streets and sidewalks to incorporate elements that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
- » Design streets to enhance comfort and safety, and minimize conflicts between pedestrians, cyclists, transit, and automobiles, using access management, buffering, intersection treatments, and other design elements.
- » Incorporate traffic calming measures for streets to manage the speed of traffic and increase the comfort and safety of pedestrians and cyclists (see Walkability Plan level of service guidelines).
- » Design intersections to efficiently manage all modes of transportation while enhancing comfort, safety, and ease of use. Implement Kansas City Walkability Plan level of service guidelines for pedestrian street crossings.

- Gateways

- » Gateways should be integrated into overall streetscape design where appropriate. Place gateways at key intersections, and entries into neighborhoods, nodes and districts.
- » Gateways and intersection enhancements should include vertical architectural features or focal points constructed of high-quality materials such as stone, cast stone, tile, metal, or masonry and a combination of the following elements:
 - * Landscaping, water features and public art.

- * Plazas with pedestrian amenities such as seating, shade, and triangulation elements.
- * Decorative lighting, walls or fencing.
- * Monument-style signs, if appropriate, with landscaping to announce district or neighborhood.
- * Enhancement to crosswalks, including color, stenciling, and pavement treatment
- » Where right-of-way permits, develop intersections enhancements such as a gateways and landscaped focal points at nodes and major intersections. Focal point could include vertical architectural features, fountains, public art, and/or public plazas.
- » Parking areas should not abut a major street intersection or gateway.

Access and Circulation

- Multimodal

- » Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, transit and automobiles. Minimize street crossing distances and meet minimum level of service as recommended in the Kansas City Walkability Plan.
- » Provide on-site bicycle parking areas in visible, active, well lit areas near building entries.

- Pedestrian

- » Each development should provide and contribute to an on-site system of pedestrian walkways. To the maximum extent feasible, on-site walkways should provide the most direct access route to and between the following points:
 - * The primary building entry to the street sidewalk. Buildings should have pedestrian entrances accessible directly from the adjacent street.
 - * All buildings, plazas, open space and parking areas within a development
 - * All internal streets/drives to sidewalks along perimeter streets
 - * Major pedestrian destinations located within the adjacent areas, including but not limited to parks, schools, commercial districts, multi-family residential, adjacent major streets, transit stops and park and rides
- » Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design whenever applicable.
- » Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks. Consolidation into “super blocks,” street closures and vacations that incrementally erode the character and connectivity of the area should be avoided. When large developments do occur, they should be designed to maintain pedestrian permeability.
- » In mixed use area, drive-through uses are discouraged.
- » Ensure that pedestrian street crossings meet Walkability Plan level of service recommendations. At a minimum provide crosswalks that:
 - * Are well-marked and visible to vehicles;
 - * Include pedestrian and intersection amenities to notify drivers that there is a pedestrian crossing present and enhance the local urban design context and character





- * Provide for safety for all age/ability groups.
- * Ensure adequate line-of-sight from pedestrian to automobile and automobile to pedestrian.
- » Avoid barriers that limit mobility between commercial developments and residential development and transit.
- * When commercial uses abut residential areas, there should be a pedestrian connection (public or private) from residential area to the commercial area at least once a block.
- » Pedestrian and bike access should be provided to adjacent or onsite regional trail corridors (see Trails KC Plan) or other established trail corridor.
- » Provide pedestrian access along all publicly controlled portions of the city's waterways, and encourage pedestrian access for privately controlled areas. Pedestrian walkways and plazas should be clearly delineated or spatially separated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.
- » Ensure design that is accessible to all people including those with physical limitations.
- Vehicular
 - » Streets should form a network with frequent intersections and connect neighborhoods, nodes, corridors and districts. Continue streets through to as many adjacent developments as possible or allow for future connections where topography permits. Maximize street connections in new development.
 - » Preserve, enhance, and restore the existing grid network of streets where applicable. Avoid street closures and vacations, as they erode the connectivity of the area.
 - » Locate major entry driveways away from front of stores where pedestrians cross.
 - » Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
 - » Curb cuts should be kept to a minimum. Continuous curb cuts are not appropriate. Where curb cuts and entry drives are allowed, they should be kept as narrow as possible.
 - » New development should incorporate a system of interconnected collector and "through" streets, with a collector street connection approximately every 1/3 mile.
 - » Streets should follow natural contours to minimize the impact on the natural terrain.
 - » Create context-sensitive roads by utilizing street sections in the Major Street Plan that allow a generous open space strip along roadway frontages.

Sustainability

- LEED Certification or equivalent sustainable design is encouraged, particularly for public facilities and projects requesting incentives.
- Stormwater Management - Green Solutions and BMPs that achieve multiple benefits are encouraged. Examples include, but are not limited to:
 - » Pervious Surfaces.

- » Rainwater Harvesting.
- » Landscaping and Street Trees.
- Promote and encourage building practices that effectively manage stormwater (reduced impervious surface, improved water quality, rainwater harvesting, trees/landscaping to improve air quality, etc.).
- Energy - Energy efficient design and measures to reduce energy consumption are encouraged. Examples include, but are not limited to:
 - » Providing alternative energy production.
 - » Employing efficient design practices, utilize efficient heating and cooling technology, and proper solar orientation.
- Materials - "Sustainable" materials are encouraged (see Building Materials).
- Reduce Heat Island and improve air quality.
 - » Minimize impervious hard surfaces and provide trees and landscaping.
 - » Consider green roof or light color of roof to reduce heat.
- Transportation and Mobility - Encourage transit, biking and walking.
- Waste - Provide opportunities for recycling/composting.
- Encourage development projects requesting incentives to provide public spaces.

Neighborhood Design Guidelines

Definition - Neighborhoods are areas for household living featuring primarily residential land uses but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.).

Neighborhood Characteristics

- Neighborhoods are connected to, but buffered from adjacent development with appropriate transitions.
- Neighborhood streets should be "calm" while also providing a high level of access for area residents without encouraging high "through" traffic or high traffic volumes or speeds within neighborhoods.
- Neighborhoods should provide physical and social connections, have an identity, meet residents housing needs, and be clean, healthy and well maintained.
- Neighborhoods should be connected by providing physical links (bike, pedestrian and automobile connections) with other neighborhoods, corridors, nodes and districts. Neighborhoods should have community gathering spaces for neighborhood events which help create social connections.
- Neighborhood identities will support through design standards for new housing and for quality infill housing that helps create a "sense of place" and through adaptive re-use and conservation of existing buildings and preserving historic assets.
- Neighborhoods should be inviting and safe places to live, learn, worship and recreate and to interact with other people.
- Neighborhoods accommodate a variety of building types and densities, albeit at a lower scale, intensity and level of activity than development within Corridors, Nodes or Districts. Neighborhoods should provide a variety of housing types to increase housing choice.





Alignment

Alignment is the arrangement of objects in a straight line. The *directional emphasis* of those objects is also important (i.e. horizontal, vertical, north/ south). Alignment also may refer to how a building is sited on a lot and how the setbacks relate to other buildings along the street.



The floor lines, roof, windows, and entry of the third house do not align with those typically found along this street.

Proportion/Scale

Proportion is a *ratio* which compares the *dimensions* of one object to another. Proportion can be used to relate elements of a building (i.e. windows, porches, trim) to the building as a whole, or it can relate one building to another. When the dimensions of an element or a building are too small or too large, it is described as being "out of scale."



Although the second house reflects alignment in the placement of the windows, entry, cornice and roof, its proportions are not appropriate. Note the large horizontal windows, the double doors, and the overall width of the house.

Mass

Mass deals with the *size* of a building (or building part) as well as its *form*. The dimensions of height, width, and depth contribute to a building's overall *volume* (the amount of space a structure occupies). The *form* of a building gives *shape* to a building's volume.



The volume and form of the third house distracts from the streetscape.

Pattern

Pattern is the arrangement of similar objects in a *regular* and *repetitive* manner. Patterns can be found within individual buildings, such as the arrangement of windows, or in groupings of buildings along a street.



The patterns found along this street are not reflected in the second house. Unlike the other houses, this house has disproportionate windows, no porch, a low hip roof, and sits low to the ground.

Neighborhood Development Guidelines

- Arterials or through traffic streets should be located on the periphery of residential neighborhoods. Arterials should not bisect neighborhoods.
- Homes should have prominent front doors facing the street.
- Avoid direct driveway access on major streets for low density residential properties or development with frequent driveway access.
- Building and lots should front the street and the rear of lots should back on other lots (double frontage lots should be minimized).
- Usable porches facing the street are encouraged in order to promote social interaction and provide passive "eyes on the street".
- Locate houses parallel to the street to further define the street edge and public presence.
- Transitions should be provided adjacent to parking lots and between developments of varying intensity and scale. Transitions should fit within the context of the area, utilizing the techniques listed in the Citywide "Transitions and Screening" section.
- Preserve the environmental qualities (topography, mature vegetation, etc.) of the site to protect sensitive natural areas and drainage patterns.
- Natural areas should be accessible to the neighborhood and connected to greenways where possible.
- Dead-end and cul-de-sac streets are discouraged.

Additional Guidelines for Infill Housing in Neighborhoods

As new construction on infill sites occurs within older, established urban neighborhoods the following basic guidelines should be utilized. To preserve the special qualities of an older neighborhood, new construction should respect the existing character. New construction includes "infill" (replacement) buildings, additions to existing buildings and new outbuildings such as garages, sheds, and carports. New construction should be compatible but differentiated from the older buildings. It should reflect the use of mass, pattern, alignment and proportion/scale of other buildings on the block

Corridor Design Guidelines

Corridors are linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses. Corridors represent more than mere physical connections. They also link history, culture, and ideas. Like all cities, Kansas City is made up of many corridors. In all their varieties, they provide an overlapping web, which gives the City form and enriches the lives of its residents. Corridors link areas within and outside the City, provide settings for important amenities, and establish a series of landmarks by which to navigate.



Corridor Characteristics

- Corridors serve to connect our vital institutions and activity centers, carrying all forms of transportation.
- Corridors generally benefit from a high level of access for vehicles, transit and pedestrian and therefore are appropriate for higher intensity uses.
- Corridors are often a part of the Great Streets framework identified in the FOCUS Kansas City Plan and/or “Image Streets” which are the streets that help set the tone of the area by establishing visual and aesthetic standards.
- Corridors should have a diversity and density of activities to encourage pedestrian activity.
- Corridors generally provide “through” access to connect different areas of the city.
- Corridors can be predominantly residential or mixed use with typically higher scale and intensity than adjacent neighborhoods.

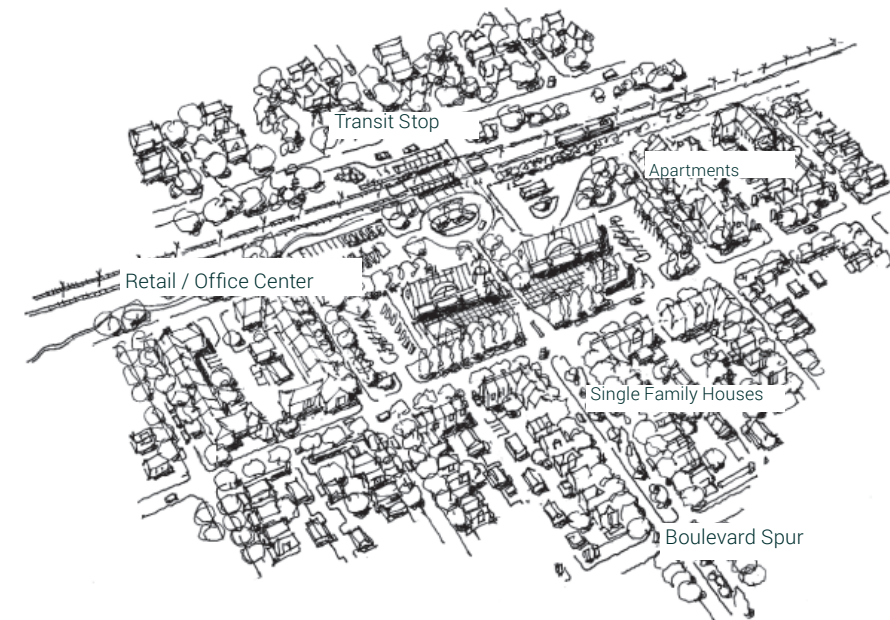
Corridor Development Guidelines

- Corridors should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Zero or near zero lot line development in many instances is the most appropriate siting for a building along a corridor.
- Where corridors also correspond with an area’s image streets or Great Streets (FOCUS), enhanced streetscape/gateway improvements and a high quality of development should be provided.
- Corridors should have attractive streetscape amenities such as lighting, benches, signage, trees, etc.
- Corridor should include “green” stormwater management elements as well as landscaped open spaces.
- Curb cuts and access points should be consolidated and kept to a minimum to manage access and enhance walkability.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Corridors should be highly permeable to provide frequent “local” access to adjacent neighborhoods, districts and nodes, particularly for pedestrians.
- Development along transit corridors should incorporate the principles of Transit Oriented Development.
- Building massing and orientation should generally run parallel to the corridor.
- Corridors are an area of higher pedestrian activity. Provide abundant windows on the corridor facing façade to allow more opportunities for “eyes on the street”. Views into and out of windows should not be obstructed by signage or obstructed by window material.
- Parking should be located at the rear of the property behind buildings, or in a garage.
 - » Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block.
 - » Where feasible, parking is encouraged to be in below grade structures.
- Additional surface parking lots are discouraged.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For

corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

Node Design Guidelines

Nodes are small, compact areas that diverge from the surrounding patterns, but due to scale and design complement both the function and character of the area. Nodes typically occur at or adjacent to the intersection of major corridor. Nodes can have different intensities of use and building scale.



Node Characteristics

- An example of this development type is the historical fabric demonstrated at 39th Street and Main Street.
- Nodes are compact development with a small development “footprint”.
- Buildings that reinforce or re-create the street wall place inviting entrances on the sidewalk and shift parking lots to the side and rear areas.
- Intersections are reinforced with building mass.
- Nodes serve the motorists, the transit-user and the pedestrian.
- Nodes range in scale (per the FOCUS Urban Core Plan) from small neighborhood centers to regional centers.
- Nodes have Clearly Defined Edges and Transitions





Node Development Guidelines

All new development within nodes should incorporate the following elements where applicable. Corridor guidelines should also be consulted and incorporated into the development design as applicable.

- Small pedestrian scale blocks should be utilized in nodes. Large “superblocks” that degrade the street connections and are discouraged.
- Traffic calming strategies should be applied at entry points to neighborhoods.
- A dense and diverse mix of buildings should be situated on compact pedestrian scale blocks with high lot coverage, and typically at a higher scale and intensity than other areas of the City.
- Transitions to a Node from other area types should be relatively seamless while maintaining a sense of place and arrival to the Node (see Transition and Screening Guidelines).
- Nodes should be well connected to but appropriately transitioned to adjacent neighborhoods, districts and corridors.
- Nodes should complement adjacent development.
 - » Special care should be taken to protect surrounding neighborhoods from encroachment of mixed-use development and potential resulting nuisances.
 - » Building architecture, orientation and scale are harmonious with adjacent residential areas.
- Building placement should reinforce the street edge.
- Surface parking lots should be located behind or alongside buildings.
- Any new structure should be built with the facade covering at least 70% of the primary street frontage.
- Buildings should be designed to provide “human scale” and high level of transparency at the ground level. All buildings shall maintain a continuous, transparent, highly permeable and active street wall. The use of spandrel, reflective and mirrored glass is not appropriate.
- Nodes should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Streets within nodes should accommodate all modes.
- Sidewalks should be wide within a node and accommodate landscaping, pedestrian lighting, outdoor seating and other elements/activities that encourage pedestrian activity.
- Nodes should include streetscape improvements, gateways, and public spaces/plazas integrated with development to create a cohesive and special character.
- Some nodes may have a special or distinctive architectural theme and where this exists it should be reflected in new buildings.
- Development within nodes should preserve and reuse historically valuable buildings.

District Design Guidelines

Districts are regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, or the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

District Characteristics

- Districts include a diverse range of regional destinations for tourism, shopping, culture, entertainment, education and employment.
- Districts are often in a campus setting with a collection of buildings and grounds that belong to a given institution.
- Districts are diverse and each should have a unique set of guidelines which are customized to their architectural character, predominant use, setting and location. Ideally a district should have a “master plan” prepared to guide future development which addresses all topics covered in the Citywide Guidelines. It is recommended that these master plans be enforced through a Master Planned Development (MPD) zoning or similar planned zoning district, particularly in single ownership situations.

District Development Guidelines

Districts of all types should generally follow these guidelines:

- Districts should have clearly defined edges which provide harmonious transitions to adjacent areas.
 - » It is important to ensure a harmonious interface with adjacent neighborhoods, nodes and corridors. Appropriate transitions should be employed where a higher scale or intensity of development is adjacent to lower scale or intensity.
 - » Locate buildings, parking lots and access to avoid conflicts with adjacent areas.
 - » Where applicable, incorporate relevant guidelines of the adjacent area as a means to help ensure compatibility.
 - » Service facilities, loading docks, parking lots and open storage areas should be located away from public view and adequately screened from surrounding uses with landscaping, fencing or walls.
- In districts with an established or unique character (e.g. architectural theme) new development should reflect and complement that character by incorporating key materials and building styles; utilizing consistent building heights and setbacks, massing, scale and pattern; and including similar or complementary uses.
- Development within districts should generally avoid being overly insular. Development and overall district layout should embrace adjacent major corridors and nodes. Where possible development should be oriented to and well connected (visually and physically) to adjacent areas. High quality architectural finishes should be used on all buildings facing adjacent areas.
- Districts are regional attractions and therefore should be designed to ensure a high level of access and way finding for all modes of transportation.
 - » Districts should generally be walkable, bikeable and transit accessible, exhibiting high pedestrian connectivity at the edges and overall highest pedestrian level of service (see Walkability Plan) throughout.
 - » Vehicular access and circulation should be designed to provide multiple





vehicular entrances to provide route options and not overload an individual street. Districts should balance the need to be highly permeable along their edges, with the need to avoid excessive traffic on adjacent neighborhood streets.

- » Districts should include a clear way finding system for both pedestrians and vehicles, which directs visitors to key destinations and parking. Districts which host large events should consider a traffic management plan.
- » For industrial areas, truck traffic through adjacent neighborhoods should not be permitted.
- » High pedestrian level of service may not be necessary for industrial districts which are inherently more vehicular oriented with a lower need for pedestrian mobility.
- Districts should include individual gateways features which establish an overall gateway theme for the district (see Citywide Guidelines for Gateways). Where topography permits, key view sheds and view corridors should be established and utilized to create a gateway effect as visitors approach the district.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than an oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

Downtown Design Guidelines

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities of residents, employees and visitors and the highest scale of development. Transit, bike and pedestrian oriented design is of the highest importance in these areas.

Downtown Characteristics

- Downtown areas are characterized by a high density and high level of activity, with buildings situated on small pedestrian scale blocks, with high lot coverage and a compact footprint.
- Development in downtown areas should create a distinct, authentic and vibrant urban environment that is attractive and safe to residents, workers and visitors
- Development in downtown areas will provide an environment unique to the region and an inviting alternative to suburban living.
- Development in downtown areas will maintain downtown areas as a center of center of business, employment, government, culture, entertainment and tourism.
- Development in downtown areas will create an active and lively 24-hour environment with a diverse array of events, attractive public spaces, and opportunities for social interaction.
- Development in downtown areas will be walkable, providing the highest pedestrian level of service with abundant transportation options. Street crossings are not barriers, routes are direct, sidewalks are continuous, wide and in good condition, private development and public spaces are designed to encourage pedestrian activity.
- Development in downtown areas will provide visual and physical connections between adjoining neighborhoods and districts.
- Development in downtown areas is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity) and environmental (planet) systems are aligned to work toward the Plan vision and that none of these systems are compromised in the process.

Downtown Guidelines

- In downtown development, pedestrian access and circulation is paramount and building design, building orientation and site access for automobiles should reflect this. Pedestrian, bike and transit oriented design is important to downtown character and automobile oriented uses/site layouts are strongly discouraged.
- In the downtown areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm.
- In the downtown areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
 - » Provides street-level, pedestrian-oriented uses.
 - » Maintains a continuous, transparent, highly permeable and active street wall.
 - » No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic.
- Drive-through uses and surface parking lots are discouraged.
- Vehicular access is encouraged from side streets or alleys. Vehicular driveways should be limited to minimize conflicts with pedestrian and streetcar operations.





- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
- On residential streets, buildings may be set back (see Functional Use Diagrams) to allow for landscaped planting beds. For row houses, elements like stoops should provide rhythm and interest along the street.

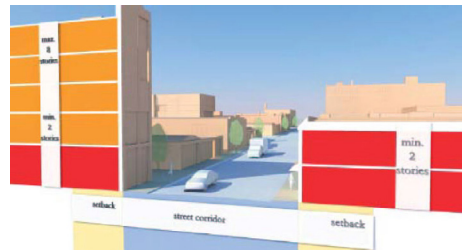
The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.



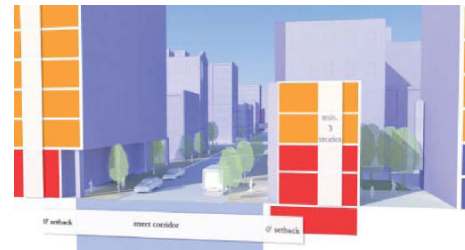
Residential districts represent areas consisting of single family structures, or a mix of single family and smaller scale multi-plex units. Pockets of commercial uses and public facilities such as schools are highly encouraged.



Downtown Residential districts are districts with a mix of commercial and residential structures. The residential units in these districts tend to be in multi-plex structures of various sizes, or in upper floors of commercial structures.



Downtown Mixed Use districts contain commercial uses, but are most successful when incorporating many diverse uses.

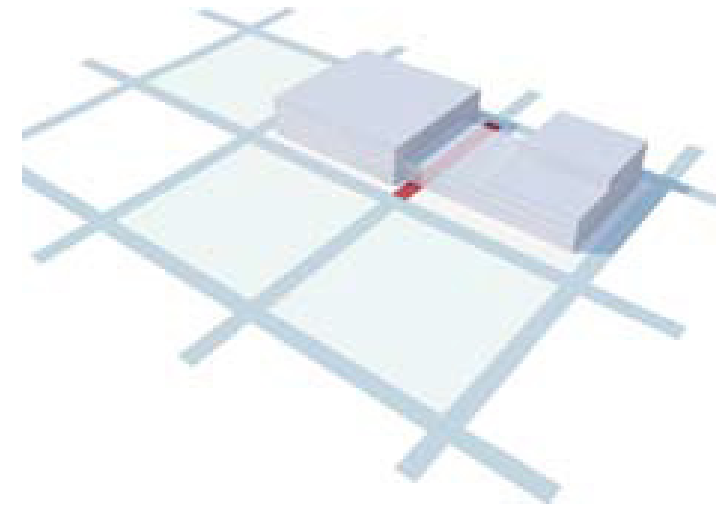


Downtown Core districts represent the most dense urban environments. They are most successful when they contain a broad mix of commercial, residential, and other uses.

- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added, but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Doors on building entrances should not swing out onto sidewalks or public right of way



- Downtown development should occur on pedestrian scale blocks supported by a highly connected grid street system. Vacations of streets and alleys and the creation of super blocks is strongly discouraged.



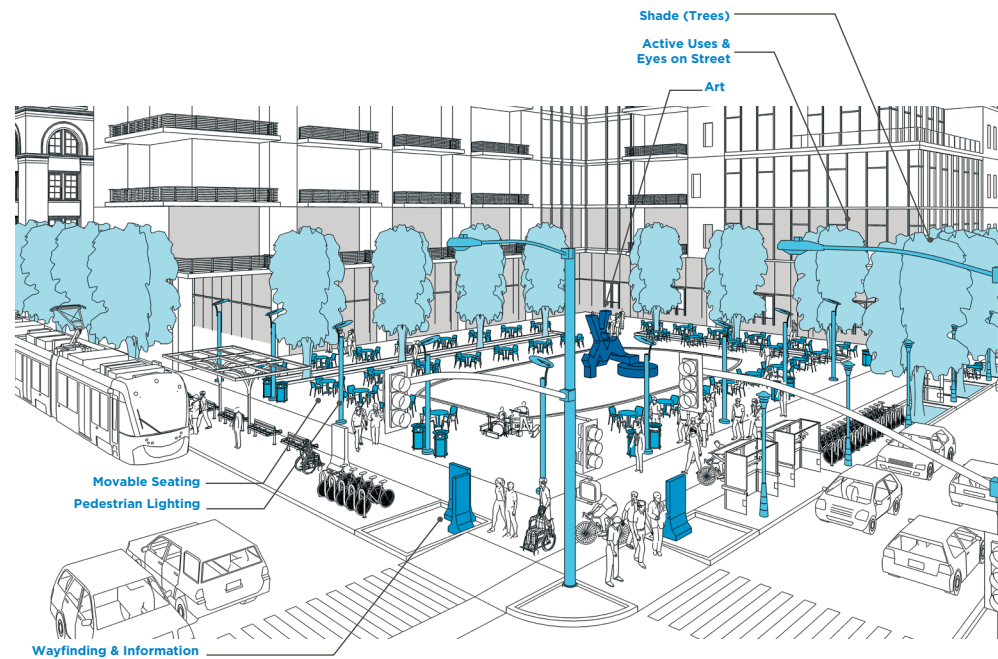
- In order to enhance the pedestrian environment and to make taller buildings feel less imposing, taller buildings should maintain a pedestrian scale at street level. This should include storefronts and entrances and other elements that are designed to human scale. Large and bulky architectural elements should generally not be expressed on lower floors and should be restricted to upper floors.



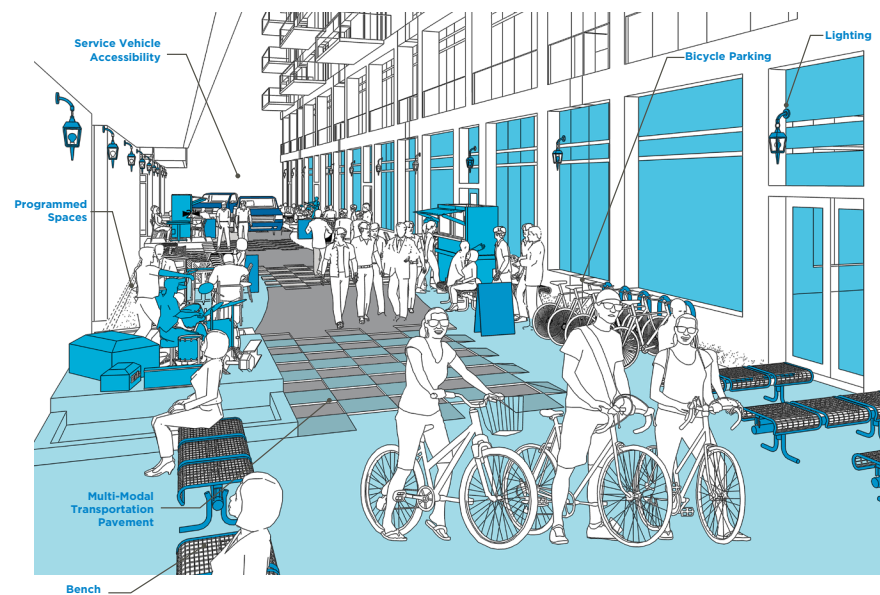
- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Downtown development should generally be denser than other parts of the GDA and should include uses with a high concentration of employees, residents and visitors. Lower intensity uses and large footprint/large format uses are strongly discouraged.
- Downtown development should be compact with very high lot coverage.



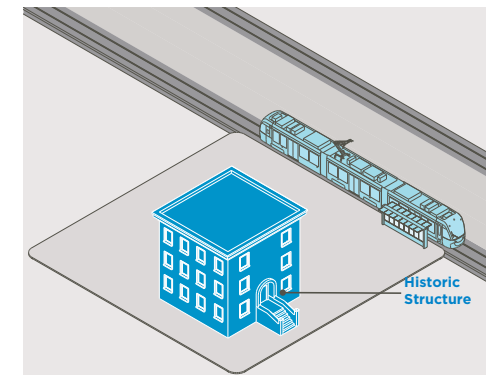
- Development in downtown should follow the Transition Guidelines when adjacent to neighborhoods or areas with lower scale development (see page 178).
- New downtown development should include public art and public open spaces and plazas.



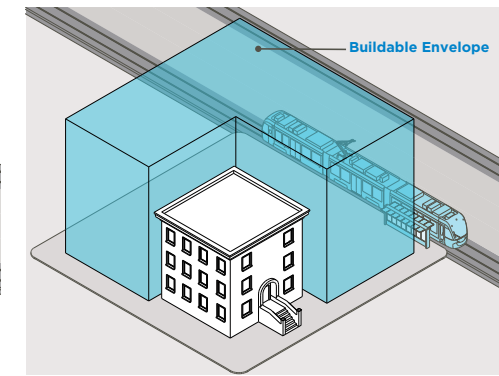
- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian oriented areas.



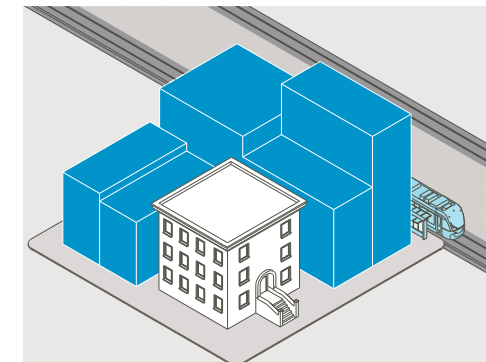
- Development in the Downtown areas should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and vacant lots before tearing down and replacing existing buildings.



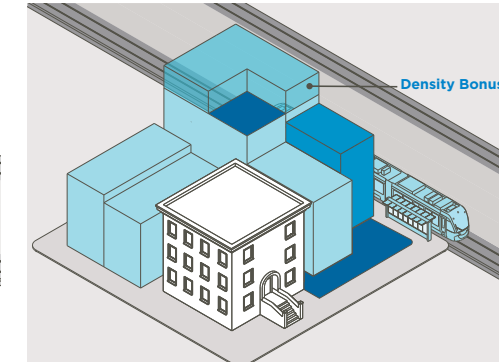
Step 1
Identify and preserve historic or otherwise significant structures in development area.



Step 2
Identify maximum height and F.A.R. allowed by zoning.

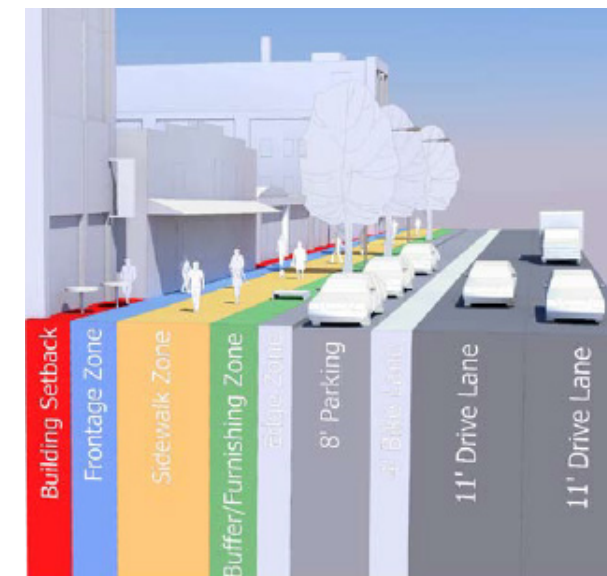


Step 3
Adjust massing to increase density on transit corridor and match existing neighborhood scale.



Step 4
Provide open space and pathways for pedestrian flow.

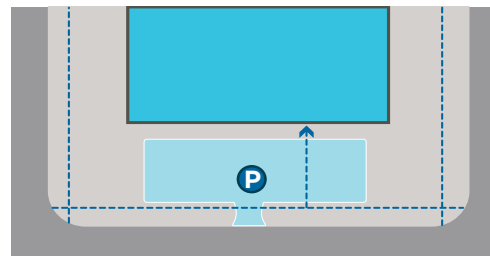
- Downtown development should include some enhanced level of pedestrian streetscape. Where streetscape plans have been completed, new development should implement the streetscape recommendations in those plans (see page 115 for a map of existing streetscape plans)



- Downtown development should accommodate on-site bike and scooter circulation and parking.
- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where onsite parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed use garage. Where this is not feasible, parking beside the

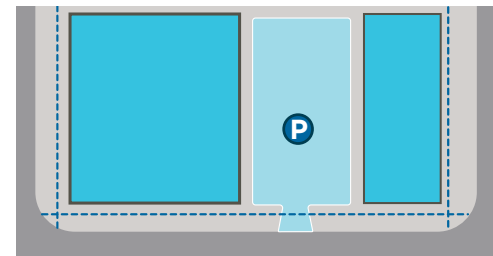


building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures). Additional surface parking lots in downtown areas, particularly those with street frontage, are discouraged. If street frontage parking is absolutely necessary, it should be inset within the block and not placed on block corners which should be occupied by commercial or residential uses. See page 177 for additional guidelines for parking lots and parking structures.



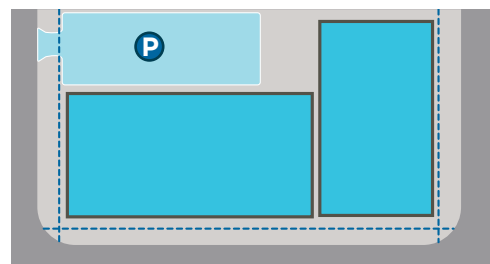
Avoid

Parking should never be placed in front of a building because it places distance between a pedestrian and the building entrance.



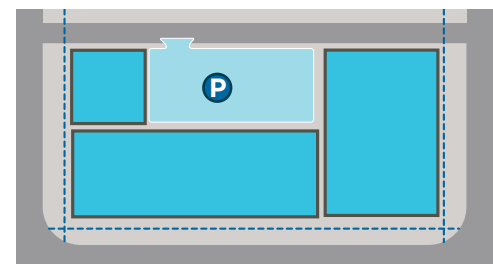
Acceptable

Parking lots on the side of buildings, while not ideal, can facilitate future infill development in the longer term.

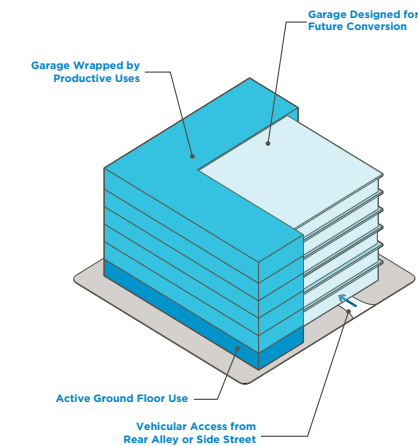


Ideal

Whenever possible, surface parking should be placed behind buildings and accessed by side streets or by rear alleys.



- Design new parking structures so that they are not significantly visible at street level. Structured parking garages should be designed to accommodate future adaptive reuse (level floors, appropriate ceiling heights, etc...). When located along a street frontage (particularly corridor streets), parking structures should include first floor pedestrian active uses such as retail and services. See additional guidelines for structured parking on page 176.



- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management, and renewable energy production (see Sustainable Development guidelines on page 182)





APPENDIX B

Enlarged Land Use Map

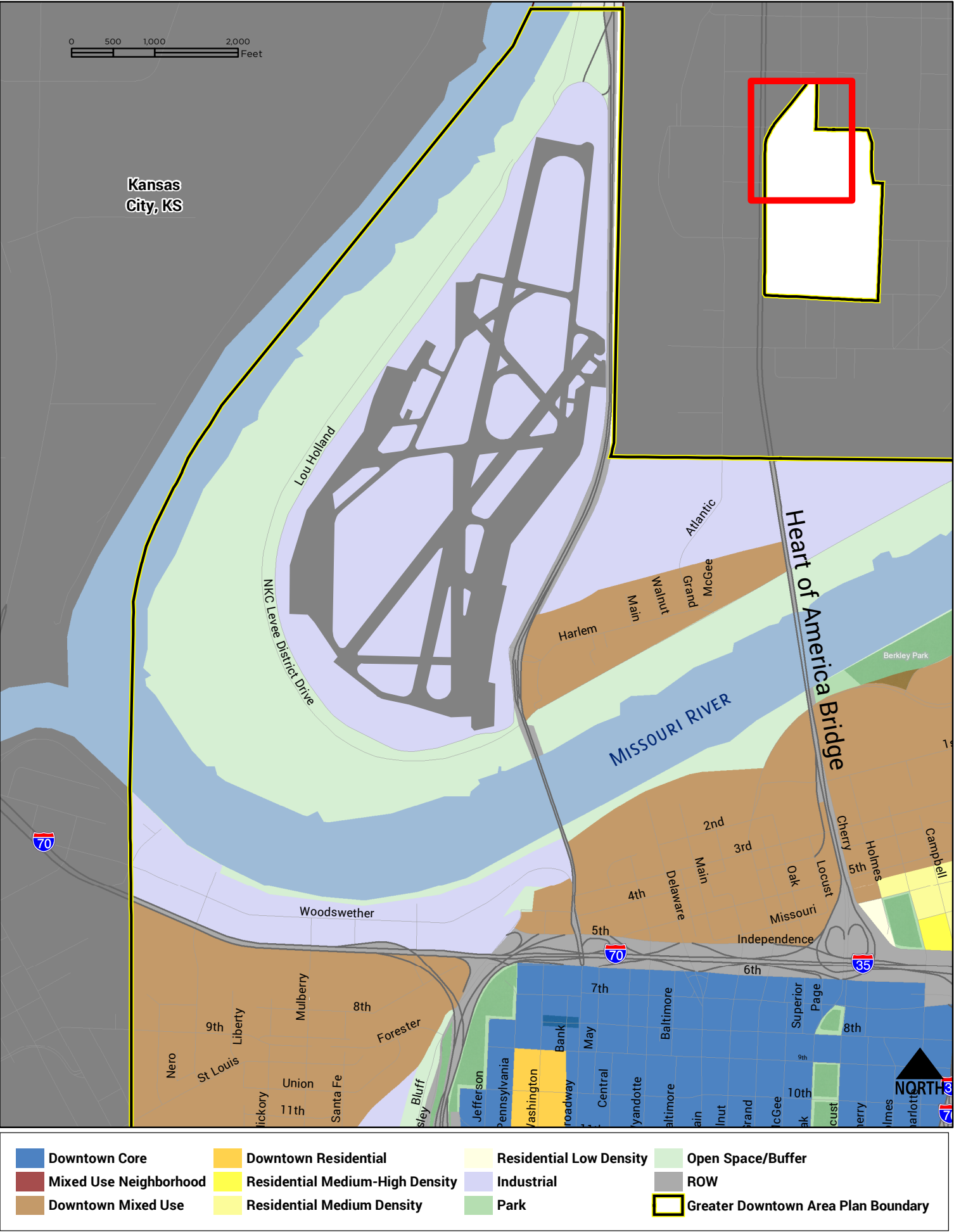
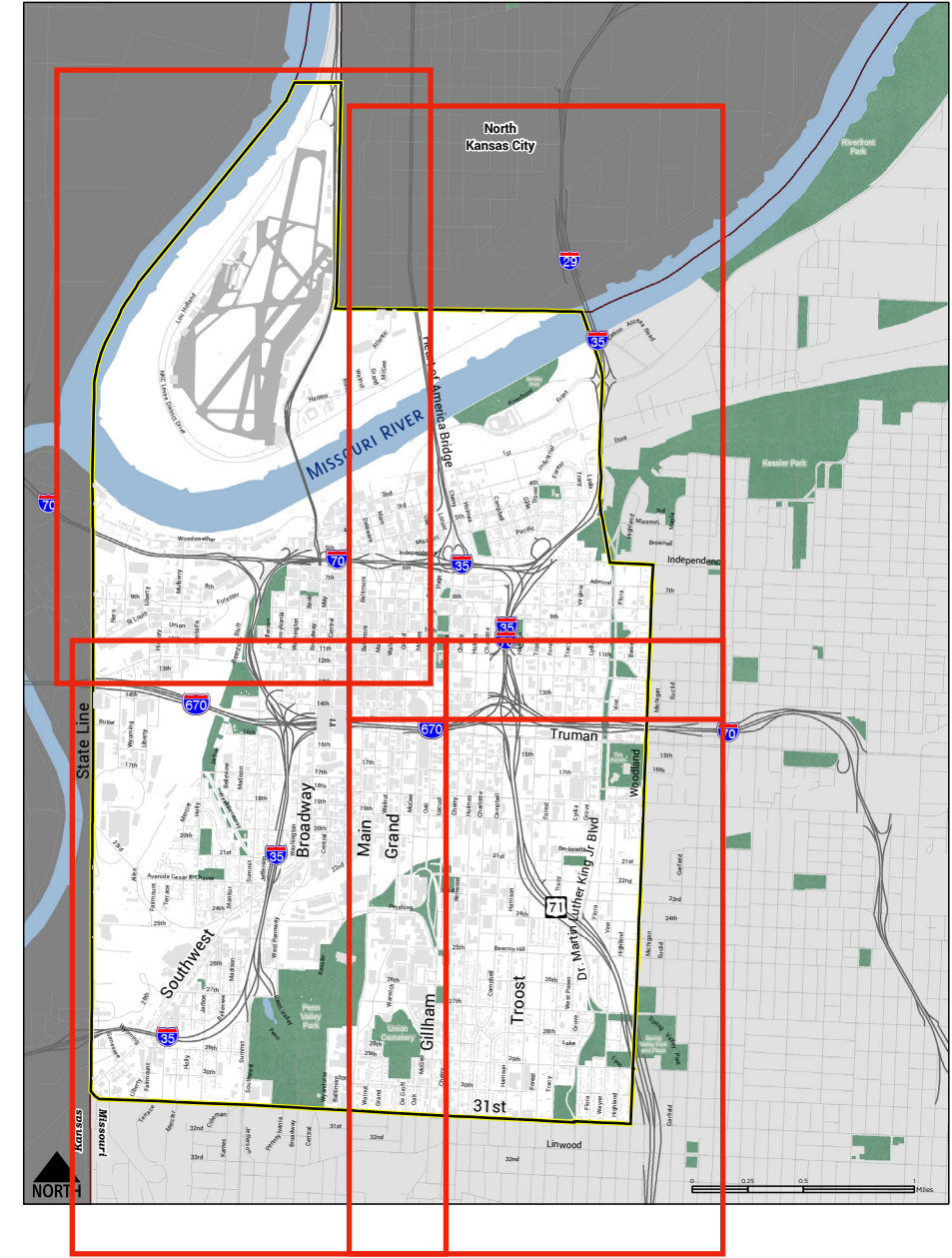
Purpose

This appendix contains five enlarged sections of the Land Use Map (see page 47). The purpose of this section is to provide a larger format land use map that users of this document can read at a “block-by-block” scale.

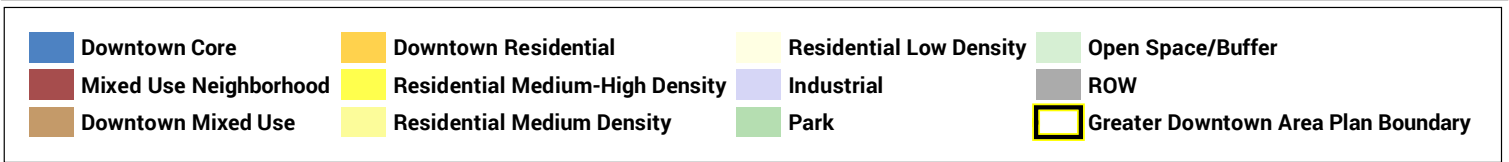
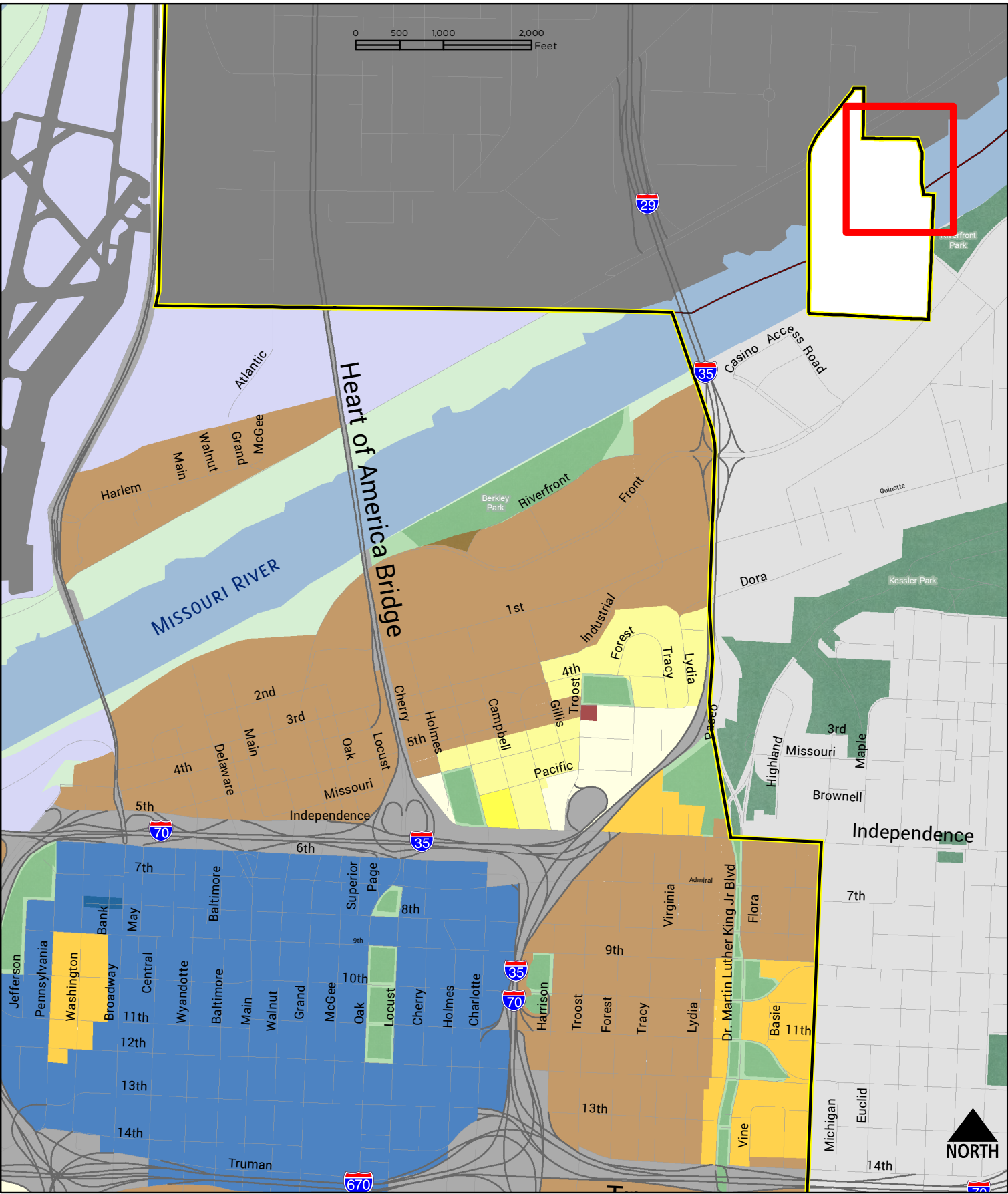
Each smaller sub-area map focuses on a specific area, and the approximate boundaries of each sub-area are identified in the area map to below. Each map’s description identifies the area shown and the precise boundaries of the area.

The Greater Downtown area is bounded on the west by State Line Road, on the south by 31st Street and on the east by Woodland Avenue and on the north by North Kansas City city limit.

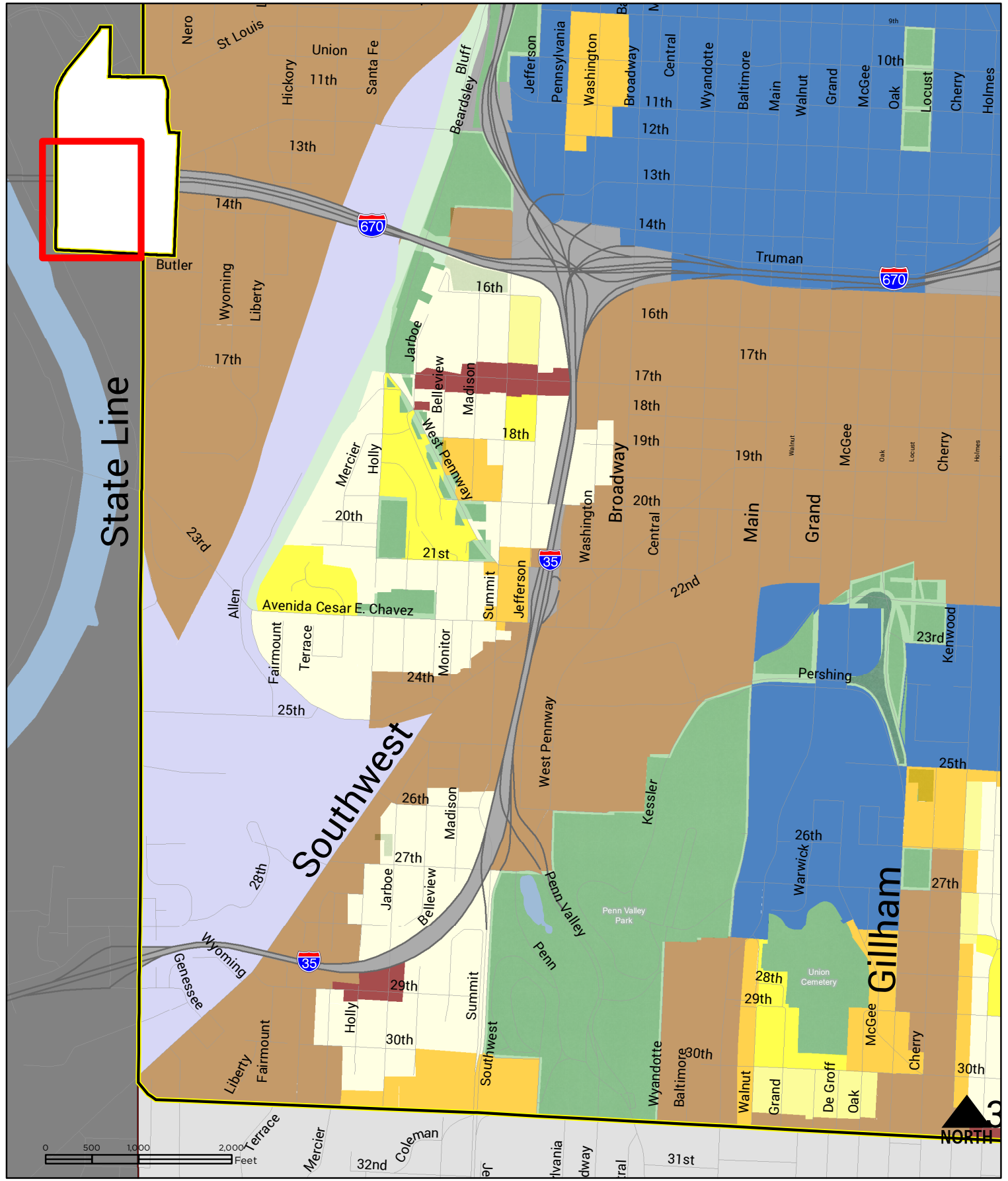
There are four sections in total: northwest, northeast, southwest and southeast.



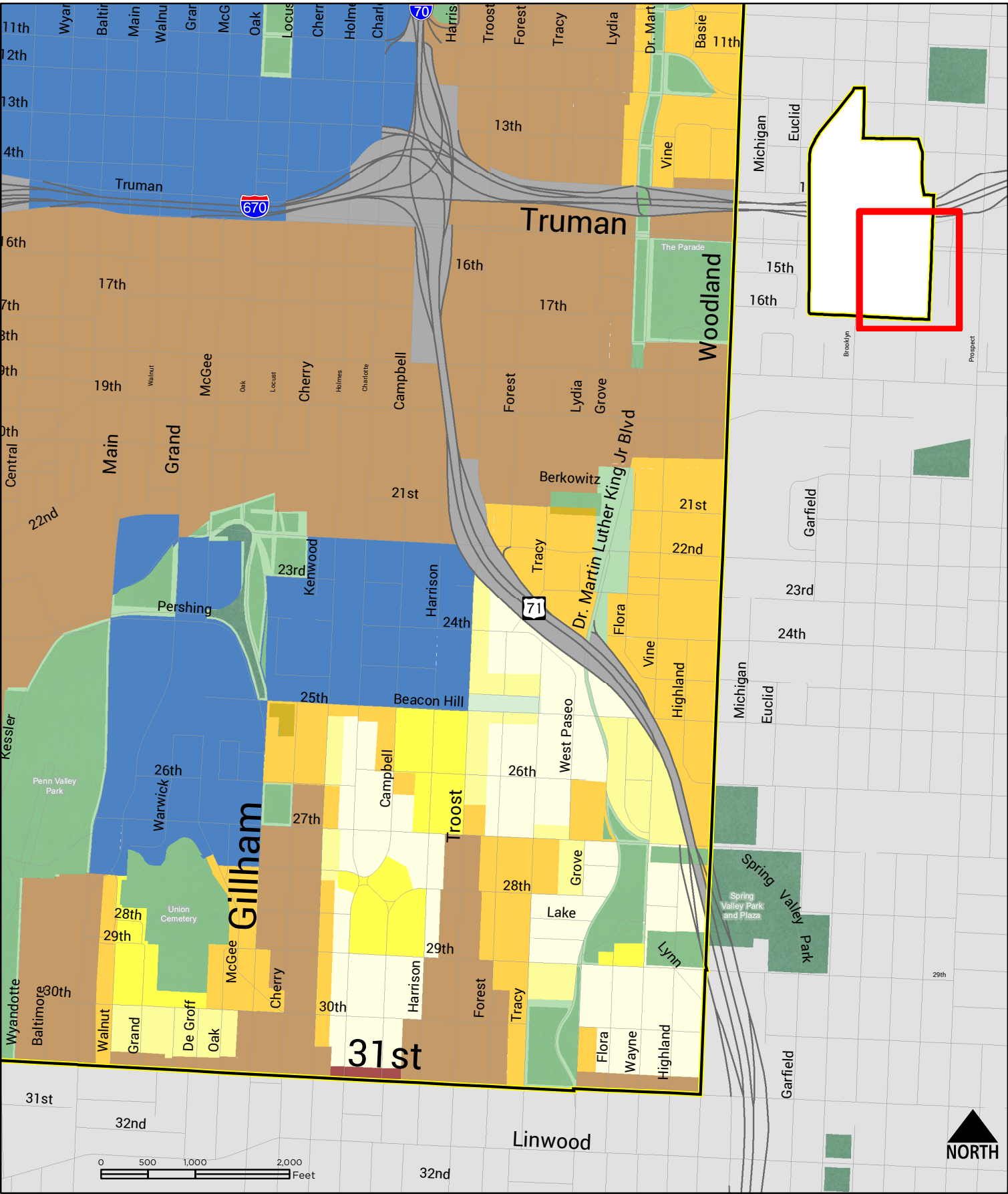
LAND USE PLAN - NORTHWEST QUADRANT



LAND USE PLAN - NORTHEAST QUADRANT



LAND USE PLAN - SOUTHWEST QUADRANT



LAND USE PLAN - SOUTHEAST QUADRANT

GREATER DOWNTOWN AREA PLAN



CITY OF
KANSAS CITY,
MISSOURI

CITY PLANNING
AND DEVELOPMENT