KANSAS CITY

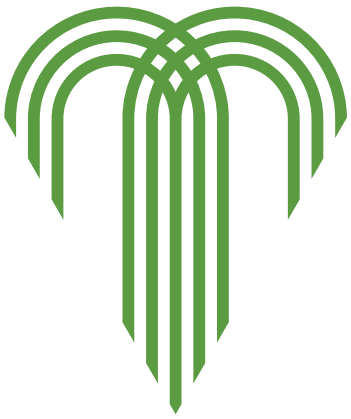
Downtown Streetscape Master Plan

Prepared for the City of Kansas City, Missouri and The Downtown Council

August 24, 2005

Including Appendex A:
12th Street Streetscape Schematic Design
Dated June 14, 2005

Prepared By:
Skidmore, Owings & Merrill LLP
Consoer Townsend Environdyne, Inc.
Young + Dring
Taliaferro & Brown Consulting Engineers
Hanscomb, Faithful and Gould
Architectural & Historic Research, LLC
Phillips-West



KANSAS CITY

Downtown Streetscape Master Plan

Prepared for the City of Kansas City, Missouri and The Downtown Council

August 24, 2005

Including Appendex A:
12th Street Streetscape Schematic Design
Dated June 14, 2005

Prepared By:
Skidmore, Owings & Merrill LLP
Consoer Townsend Environdyne, Inc.
Young + Dring
Taliaferro & Brown Consulting Engineers
Hanscomb, Faithful and Gould
Architectural & Historic Research, LLC
Phillips-West

The Participation Process

In order to engage the Kansas City community in the master planning process, the City of Kansas City established a participation structure that allowed stakeholder groups, downtown leaders and the public to build agreement on goals, principles and specific design recommendations for the city's streets. The Downtown Streetscape Steering Committee was formed to articulate overall directions and review principles and concepts as they were being developed. Initially, the committee participated in a walking tour of downtown streets to identify current streetscape conditions and assessed best practices from other cities.

The Steering Committee also reviewed guiding themes and design principles and assessed alternative guidelines developed to address different types of streets in the Downtown Loop. In addition, the Steering Committee evaluated alternative streetscape palettes of landscape, lighting, paving and furniture and identified a preferred direction.

A series of public meetings were held throughout the process. Attendees of the first meeting were divided into groups that reflected business, resident, arts and institutions, and public sector perspectives. These groups raised specific issues, thereby suggesting goals for the plan. The second meeting considered the alternative guidelines, while the third meeting reviewed and commented on the preferred palette selected by the Steering Committee.

How the Plan is Organized

The Downtown Streetscape Master Plan provides a guide to the renovation of the public right-of-way in the Downtown Loop. It sets out a vision for a wonderful public realm that celebrates the existing and expanding downtown businesses, corporate neighbors, and residents. The plan builds on energy that is currently being infused in the area by downtown residents, corporate offices, new entertainment and shopping destinations, a new arena and a growing convention and hotel sector.

Methodology

The *Downtown Land Use and Development Plan* identified four street types that encompass the range of streets within the Downtown Loop. These street types are "Pedestrian Priority Streets," "Image Streets," "Streets of Special Character" and "Support Streets." The City then identified actual streets to represent each of these street typologies. They are as follows:

Pedestrian Priority Street:	12th Street
Image Street:	Grand Boulevard
Street of Special Character:	Baltimore Street
Support Street:	11th Street

Each street within the Downtown Loop is identified as one of these street typologies and should follow the appropriate palette. It is important to note that this Master Plan does not replace the required design and engineering for the specific street requirements and conditions but does provide the design intent. The City shall oversee interpretation of this document, as well as administer the final design approval for each streetscape improvement covered by the Master Plan. As the Downtown Loop will transform with the new influx of development, so should the streetscape designations; therefore, the city has the right to change streetscape designations as new development takes place.

Aspirations

The aspirations for Downtown's streetscapes, as set forth by the desires of the community, guiding themes, and streetscape design principles, are identified. These are important foundations on which to guide future decision making.

Context

The context set by Downtown Kansas City for this new design approach for its streets is considered from an architectural and historical perspective, and the opportunities presented by a new generation of renovation, adaptive re-use and new development. Existing streetscape schemes that will remain are acknowledged.

The Streetscape Palette

A palette of streetscape elements is identified and schematic designs of these elements are provided. How these elements are combined and installed will vary by street type. The Master Plan provides a template of how this is to be implemented. The Plan identifies the minimum palette to be utilized. As agreed to by the City, enhancements may be allowed beyond these minimum appointments.

Typical Plans and Sections

The Kansas City Downtown Streetscape Master Plan provides guidelines that allow the City and the community to make decisions regarding the design of streets in the Downtown Loop. Typical plans and sections are provided for major street types. The specific design of each street may vary according to street conditions and adjacent development, while adhering to the intent of the design templates.

A Demonstration Project

12th Street from Wyandotte to Locust streets was selected to show how all of these elements can come together to create a successful streetscape. Preliminary plans, sections, elevations and preliminary details are available under separate cover.

The Kansas City Downtown Streetscape Master Plan is an organizational tool for the City of Kansas City and a reference guide for City Departments and private owners that will rebuild streets block by block. The plan also offers a vivid representation of how streets will look, feel and serve as the connective fabric of Downtown.

Introduction

The Kansas City Downtown Streetscape Master Plan is intended to define streetscape standards for the Kansas City's Downtown, generally known as the "Downtown Loop."

This area is bounded by Interstate highways an all four sides. The Loop area includes a variety of districts, street types and street conditions. These districts range from tree-lined residential streets in Quality Hill to the busy arterial streets of the Financial, Convention, Government and Library districts to the festive streets proposed for the new KC Live! entertainment district.

The purpose of the Kansas City Downtown Streetscape Master Plan is to:

1. Reach a decision on how to transform the character and spirit of the pedestrian experience in Downtown.
2. Establish a strategy to create a unique, cohesive image for Downtown Kansas City.
3. Build on the success of major new investments.
4. Continue the process of creating a vibrant, active, mixed-use urban center.
5. Promote compatibility, consistency and maintainability.
6. Identify a range of levels of enhancements that may be applied to various street types.
7. Address transitions where different street types abut, including where existing streetscapes have been implemented, to provide a smooth, complementary transition of designs and elements.

The mission of the Master Plan is to set streetscape design guidelines and standards that can be applied throughout Kansas City's Downtown Loop, and also respond to a variety of street contexts.

TABLE OF CONTENTS

Introduction

1. Best Practices in Streetscape Design
2. Goals set by the Public and Steering Committee
3. Downtown Kansas City Yesterday and Today
4. Streetscape Elements
5. Streetscape Guidelines
6. Preliminary Costs and Implementation

Meetings and Acknowledgements

Area of Downtown Streetscape Master Plan

Goals Set by the City of Kansas City for the Downtown Streetscape Master Plan

Building on the recommendations of the *Downtown Land Use and Development Plan*, and needs stated by the steering committee, general public, city officials and staff, the following goals were set for the Streetscape Master Plan by the City of Kansas City:

- Reinforce Kansas City's civic character
- Enhance unique and recognizable districts
- Promote sidewalk activity and economic vitality
- Provide safe pedestrian movement
- Maintain a sense of history
- Incorporate public art opportunities
- Create a safe and attractive environment
- Integrate public transit facilities
- Ensure reasonable maintenance

01

Best Practices in Streetscape Design

Ensure Streets are for People

- Begin by seeing streets as great public places
- Create great places to walk and gather
- Balance the needs of pedestrians, public transit, and vehicles

Establish Consistency

- Establish a coordinated and consistent palette
- Establish consistency with color, materials, scale of elements, proportion of components, architectural style
- Simplify the number and type of streetscape elements
- Identify common elements that appear on all streets

Allow for Flexibility

- Create a flexible "base" palette that can be applied to different streets and districts
- Create flexibility by using different combinations of streetscape elements
- Reinforce the hierarchy of streets with the streetscape palette
- Relate the scale and intensity of streetscape elements to the scale and intensity of activity on the street
- Identify unique districts or places with their own streetscape character or identity

Maximize Streetscape Value

- Achieve economies of scale with consistent elements and repetition of basic components
- Understand the costs of both visible and non-visible elements; budgets are rarely balanced on the visible, above grade items

Provide Long-term Maintenance

The investment in streetscaping should not be a short-term investment but should be viewed as providing a long-term amenity to the community. To ensure this, maintenance must be taken seriously by both the City and the local community. Community ownership is essential to a successful long lasting project, as City resources can only go so far. This is especially true for the landscape elements. An un-kept planter will bring down an entire street just as an un-kept yard reflects poorly on an entire neighborhood. Examples of maintenance requirements include:

Landscape Elements

- New trees and shrubs should be watered for the first two years until firmly established
- New trees, shrubs and perennials should be pruned annually to remove dead or damaged wood and growth. Perennials and herbaceous shrubs should be pruned before the onset of new growth
- Mulch in planting beds should be maintained at a depth of 3"
- All planting beds and tree mulch beds should be weeded regularly

Streetscape Elements

Sidewalks

- Sidewalks should be regularly power washed
- Sidewalks should be sealed every 5 years with clear sealer to ensure enhancement of the concrete color, mix and texture
- Gum removal should occur regularly

Street Furniture

- All damaged glass, metal or stone elements should be replaced immediately
- Metal elements should be reviewed yearly and refinished as required
- All glass should be cleaned at least 4 times a year
- All graffiti should be removed within 48 hours of notification

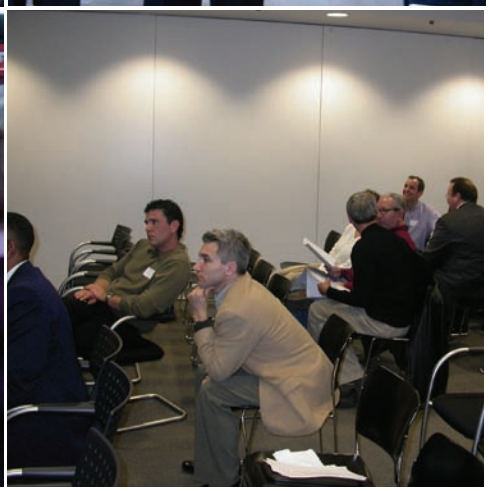
Lighting

- All light outages should be repaired within 48 hours of notification
- Metal elements should be reviewed yearly and refinished as required

A maintenance agreement between the City and the property owner or the owner's authorized representative needs to be in place to ensure that maintenance tasks and their associated costs are accounted for. This should be done as an agreement so there is no confusion as to who is responsible for a given task.

02

Goals Set by the Public and Steering Committee



Goals set by the Public and the Steering Committee

The following goals for Kansas City's Downtown Loop streets were set by stakeholders, leaders and the community as part of the public process for the Master Plan. These ideas clearly illustrate how important the quality of streets is to the Kansas City community. They also provide significant direction to this Master Plan.

Emphasize Pedestrians

- Streets should be pedestrian friendly, comfortable night and day, easy to navigate, smart, iconic
- Create walkable streets
- Create a safe, friendly environment
- Make way-finding easier
- Calm traffic

Ensure Quality

- Design should be timeless
- Emphasize quality – this is more important than quantity

Maximize Landscape

- Integrate a variety of green elements
- Promote the landscaping of streets: trees, planters, medians

Ensure Consistency

- Create continuity with the streetscape
- New streetscape should continue along blighted blocks, as continuity is important in encouraging private investment
- Avoid excessive repetition
- Create distinctions and transitions between districts

Incorporate Art

- Bring water, color and light into the public realm
- See the public realm as a gallery
- Ensure a place for public art work
- Incorporate permanent and temporary art opportunities, allowing space for the eclectic – unique and changeable art
- Create an experience

Ensure Reasonable Maintenance

- Ensure the elements and materials chosen will be durable, replicable and reasonable to maintain

03

Downtown Kansas City Yesterday and Today

Architectural and Design Heritage

Kansas City at the close of the 19th century was beginning to shed its cowtown image and assume an urbane character. With a marked shift in the location of the central business district to the area around 9th Street, heralded by the construction of the New England and New York Life buildings, Kansas City declared its commitment to building an impressive skyline. At the time, Kansas City also boasted of having the third largest cable car system in the country and had become a national center for manufacturing and shipping, livestock sales and transportation. Its parks and boulevard system, envisioned by the brilliant landscape architect George Edward Kessler in 1893, is still recognized as his greatest achievement.

The building boom of the 1880s that announced the Renaissance Revival and subsequent eras of architectural expression, including the Chicago Style and Art Deco, continued to define and develop Kansas City's central core. However, one major component of the Central Business District (CBD)—that of a comprehensive plan for the city's streetscape—was never attained. It is unfortunate that at the turn-of-the-20th century, while city leaders and developers were engaged in creating a vibrant downtown, the growth of the urban core was left in the backwash of the planning of Kessler's framework for beautifying and fusing the entire city with a lattice of parks and boulevards.[1]

Historians have suggested several reasons as to why Kessler's parks and boulevard plan for Kansas City was never integrated into the CBD. The most common, and perhaps obvious, reason is that the rigid city grid imposed a rectangular discipline that did not lend itself to Kessler's picturesque system. For example, Admiral Boulevard and West Pennway stopped at the edge of downtown, preventing Kessler from bringing the tree-lined boulevards and parks into the business district. A lack of a distinct civic center in Kansas City during the nascent years of Kessler's planning may have also contributed to the failure of, or at least the planning for, a distinguishable landscape plan to link the two.[2]

Efforts at rescuing the assets and building on the strengths of Kansas City's CBD beginning in the mid decades of the 20th century were overshadowed by key events, including strict traffic ordinances that fractured most of downtown, the development of the Interstate Highway loop (which further isolated the CBD from the rest of the city) and the creation of a sea of surface parking lots through the elimination of blighted buildings.[3]

Over the years there have been several plans that have attempted to integrate our buildings with the surrounding infrastructure, including "Kansas City-1980", the largest project ever undertaken by the Kansas City Chapter of the AIA. "Kansas City-1980" (later revised and referred to as "KC/80") developed a master plan in 1958 for portions of the CBD, including the Civic Center and the Central Retail Core.[4] This broad and somewhat idealistic look into the future emphasized the "great potential of downtown residential facilities," the need for museums, the development of a more efficient radial expressway system and the conversion of Twelfth Street to an important pedestrian link with the Central Retail core. Fred Fitzsimmons, a *Kansas City Star* editor, referred to the plan as "an artful concept of how the downtown district could be transformed by greenery and design into a place of more aesthetic wonder by, say, 1980."[5]

Today the revitalization of Kansas City is at an upswing and the preservation and adaptive reuse of some of our most notable landmarks is complete. However the condition of our infrastructure lags behind. Furthermore, there is inadequate relationship between our buildings and our streetscape. We need a pedestrian-friendly atmosphere that encourages city life; we need a city that is, again, urbane. Today, the opportunity for a better environment in which to enjoy and engage in our city's central core exists.

It has been well over 100 years since Kessler introduced his comprehensive city plan for Kansas City—a plan that "integrated one of the principal goals of the City Beautiful Movement - the monumental and scenic restructuring...of the city."[6] And now, with the Kansas City Downtown Streetscape Plan, we have reframed our image for what may make the city more sustainable. This plan is not a nostalgic embrace of Kessler's design but a resolve to extend his remarkable treatise, in contemporary language, into the heart of the city. With the use of appropriately scaled lighting that evokes the city's architectural legacy, tree-lined streets, places to sit and places for new, exciting civic art, we may contribute to the enhancement of city life.

1.) The architectural historian Daniel Bluestone states that during the late 19th century politicians and businessmen were "self-consciously setting out to ennoble commerce with monumental forms, using rich materials, traditional architectural motifs and expressions of white-collar cultivation." As quoted in: Witold Rybczynski, City Life (New York: Simon and Schuster, 1995), 122.

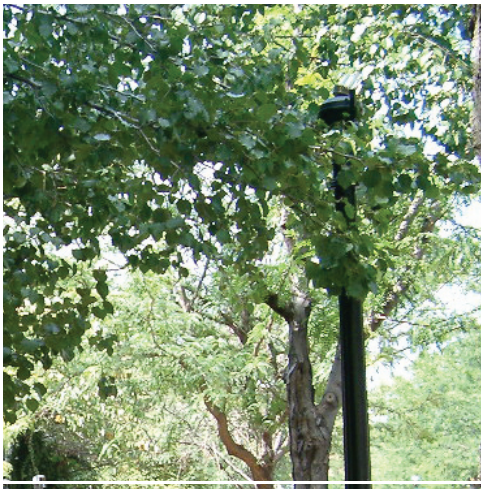
2.) Kessler had presented a civic center plan to be placed in groups on the south side of the proposed Union Station, to include short radial streets "interspersed with small parks" to the station plaza. This plan, as well as Hare and Hare's plan for a civic plaza centered at 15th Street, was never realized. Kansas City's Civic Center was finally erected during the 1930s with bond money from the Ten-Year Plan, and funds from the WPA and the PWA. As Rybczynski points out, ""Thanks to City Beautiful activists, American cities started to look at themselves critically. One way to improve a typical grided downtown was to introduce a formal civic center...placed around a landscaped mall." See City Life, 136.

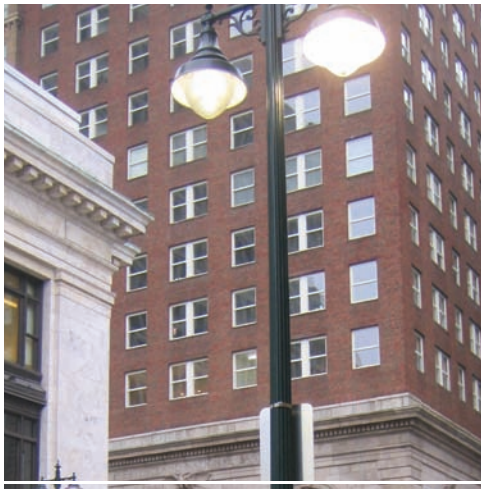
3.) A 1917 ordinance restricted parking between 7th, 13th, Wyandotte and McGee; and later, several streets were changed to one-way.

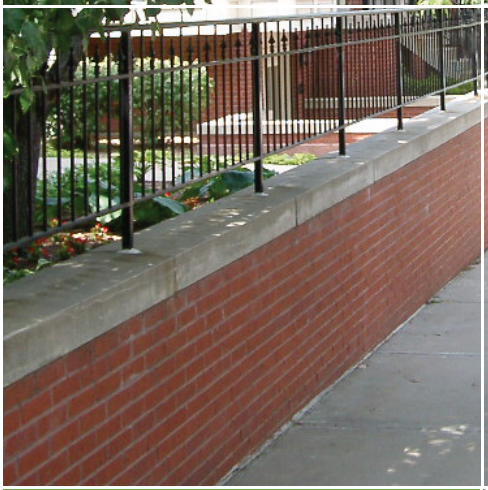
4.) Kansas City Chapter of the American Institute of Architects, "Kansas City-1980", copy. Reprinted in Skylines, October 1957, 5-35. A Phase II of this plan, referred to as "KC/80" was completed in October 1961.

5.) Fred Fitzsimmons, "Prescription for Ailing Downtown: Beautification," The Kansas City Star, 6 December 1964, F1. "Kansas City-1980" was undoubtedly influenced by Kessler's 1893 plan for Kansas City.

6.) Giorgio, Ciucci, et. al, The American City from the Civil War to the New Deal (Cambridge: MIT Press, 1979), 177.





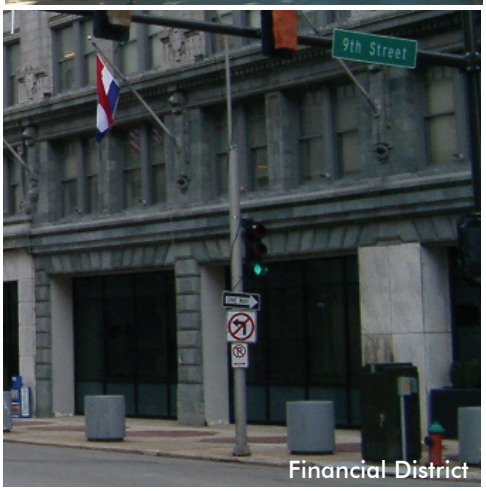


Quality Hill

Library District

Garment District

9TH ST


9th Street
Financial District

Existing Districts

The Existing Districts and Streetscapes

Quality Hill

The western edge of this historic district overlooks the West Bottoms from Cast Park. This residential district dating from the Civil War is comprised of tree-lined streets, gaslight-inspired lighting and red brick and concrete sidewalks fronting masonry row houses. Quality Hill is listed in the National Register of Historic Places.

The Garment District

This historic district originally housed wholesale firms and was the main location of Kansas City's garment industry. Today, the majority of these buildings have been converted into lofts and studios, as well as entertainment destinations. Historic lighting and intermittent landscaping line streets of low-rise and mid-rise masonry buildings.

The Library District

The Library District is anchored by the recently renovated historic First National Bank building, now the location of the Kansas City Public Library. A playfully executed 500-car parking garage is sited to the west of this renovated facility. New Victorian-inspired double headed light fixtures with landscaped streets line the district.

Financial District

The core of Kansas City is generally comprised of high-rise office buildings dating from the turn-of-the-century to the present. The streetscape in this district lacks consistency and includes cobra-head and shoe box street lighting and columnar pedestrian lighting with limited landscaping. Existing remnants of an unrealized former streetscape palette of granite cobbles, custom pedestrian lighting, and custom transit shelters have not worn well or were not adequately maintained. These elements were not implemented as a comprehensive streetscape program.

Government and Civic District

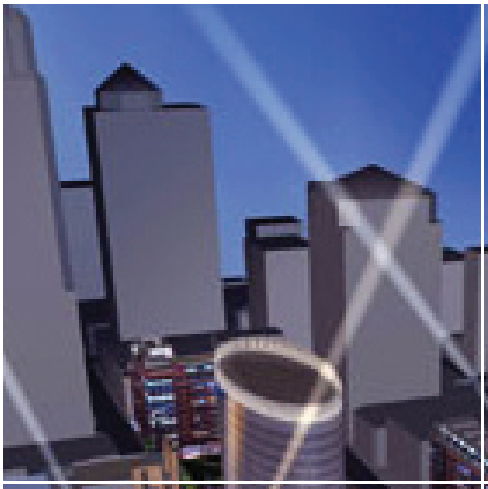
This district is distinguished by the Civic Center that includes the Art Deco styled City Hall and Jackson County Courthouse. The new Federal Courthouse, sited across Ilus W. Davis Park, anchors the northern edge of this district. Streetscape elements in this district are not consistent and are in need of repair.

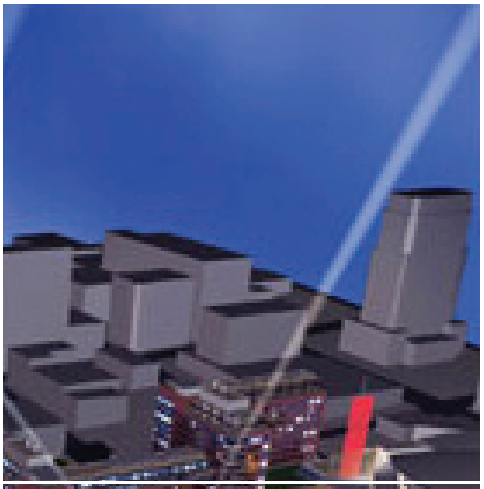
Convention and Entertainment District

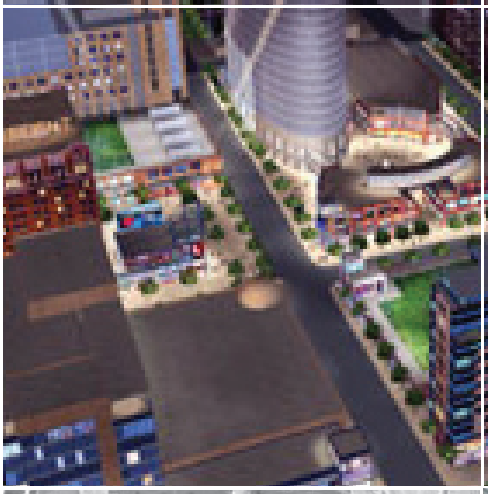
Bartle Hall and the Municipal Auditorium are fronted by Barney Allis Plaza. This district is sited west of the new KC Live! entertainment district. Adjacent hotels make this one of the nations desirable convention destinations. The streetscape in this district lacks consistency and includes cobra-head and shoe box lighting with limited landscaping.

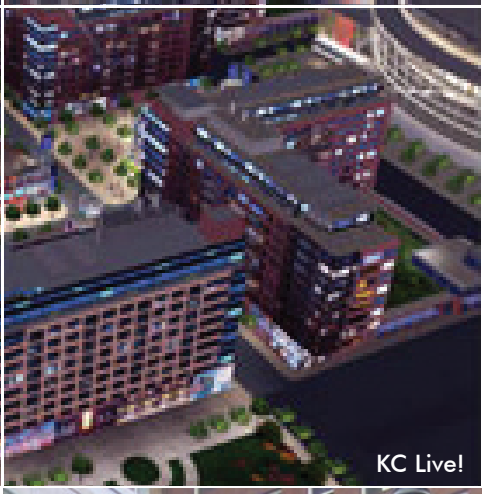
KC Live! entertainment district

This is a new entertainment district currently in design.









KC Live!

Library District

Major New Developments

Major New Developments

Summary of major new developments

H&R Block Headquarters

500,000 square foot Corporate Headquarters that creates the center piece of the KC Live! entertainment district.

KC Live! entertainment district

Developed by the Cordish Company, Baltimore, the district encompasses seven square blocks creating a 24-hour district of restaurants, retail and office space.

Sprint Center

State of the art 18,000-to-20,000 seat arena will anchor the eastern edge of the KC Live! entertainment district.

Kansas City Convention Center Expansion

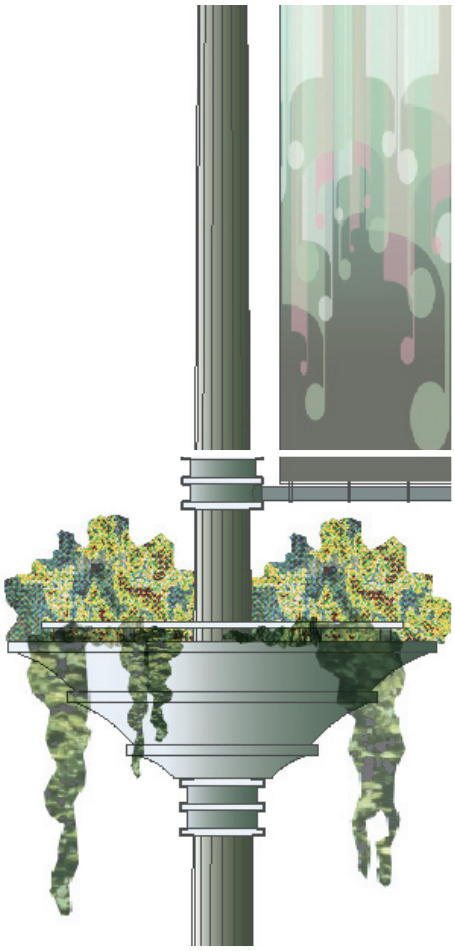
Continuing the renovation of the Kansas City Convention Center will be a new 46,450 square foot Ballroom built over I-670.

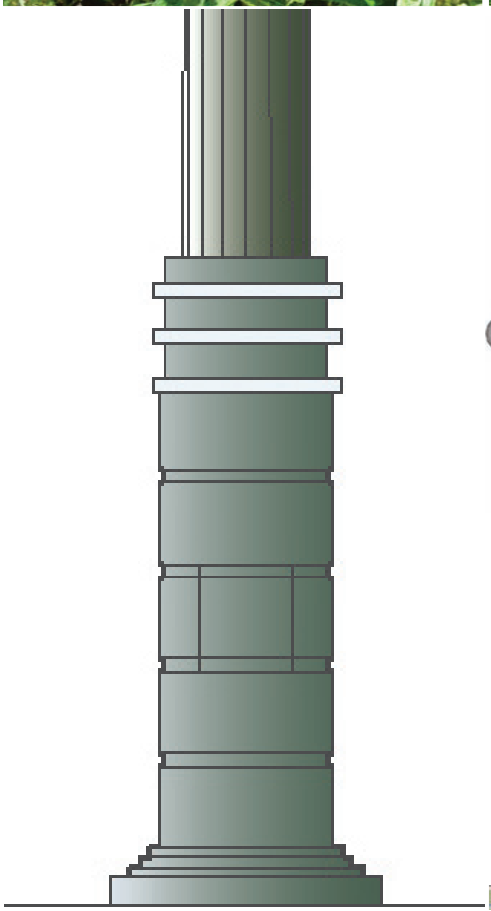
Kansas City Public Library and Streetscape Improvements

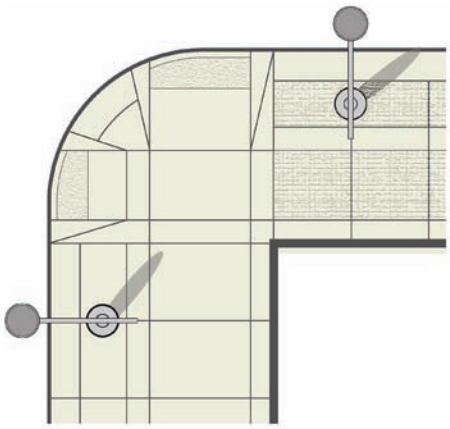
Housed in the former First National Bank the recently completed new public library and 500-car parking structure anchor the newly improved Library District.

Metropolitan Kansas City Performing Arts Center

The Performing Arts Center, now being recommended to be relocated into the Downtown Loop, would serve as home to multiple functions, including the Kansas City Symphony, the Kansas City Ballet, The Lyric Opera and other arts organizations. In addition, a new adjacent Performing Arts Center will be the training facility for classical dancers.

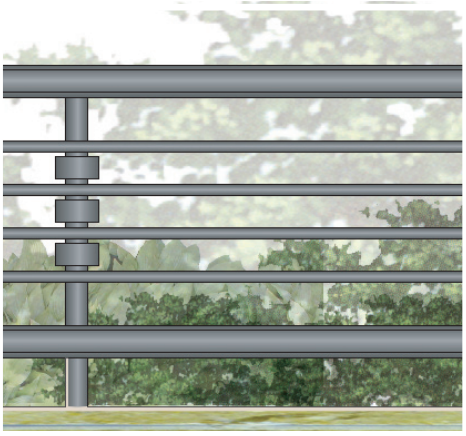






04

Streetscape Elements



Approach

The conceptual design approach complements and is inspired by Kansas City's architectural heritage, capitalizing on the unique qualities of the collective memory of Downtown. The era between World War I and World War II saw the construction of many of Kansas City's most distinctive and beloved buildings. This period, often referred to as "Art Deco," unified the visual arts, infusing art and architecture, as well as other creative disciplines, with themes of industry and nature.

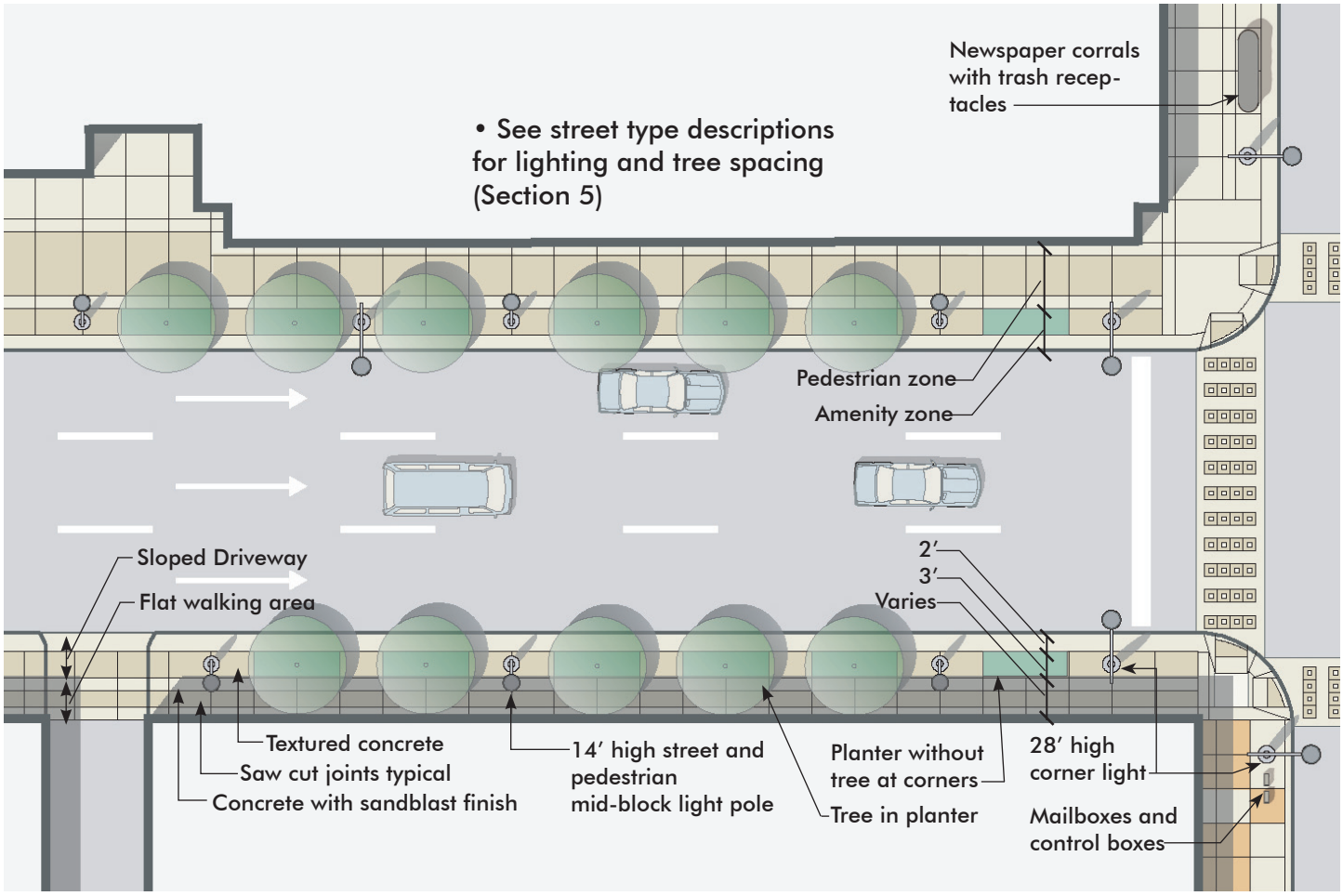
This streetscape design is inspired by the spirit of the Art Deco era, as seen in this noteworthy collection of buildings. Machined elements are contrasted with natural materials and colors, and streamlined geometries are combined with organic forms.

A fundamental objective is to green Downtown. The unifying concept of introducing as much landscaping as possible will provide summer shade, winter interest, and a more comfortable and inviting environment for pedestrians year-round. This has the power to provide the largest positive change to the urban experience.

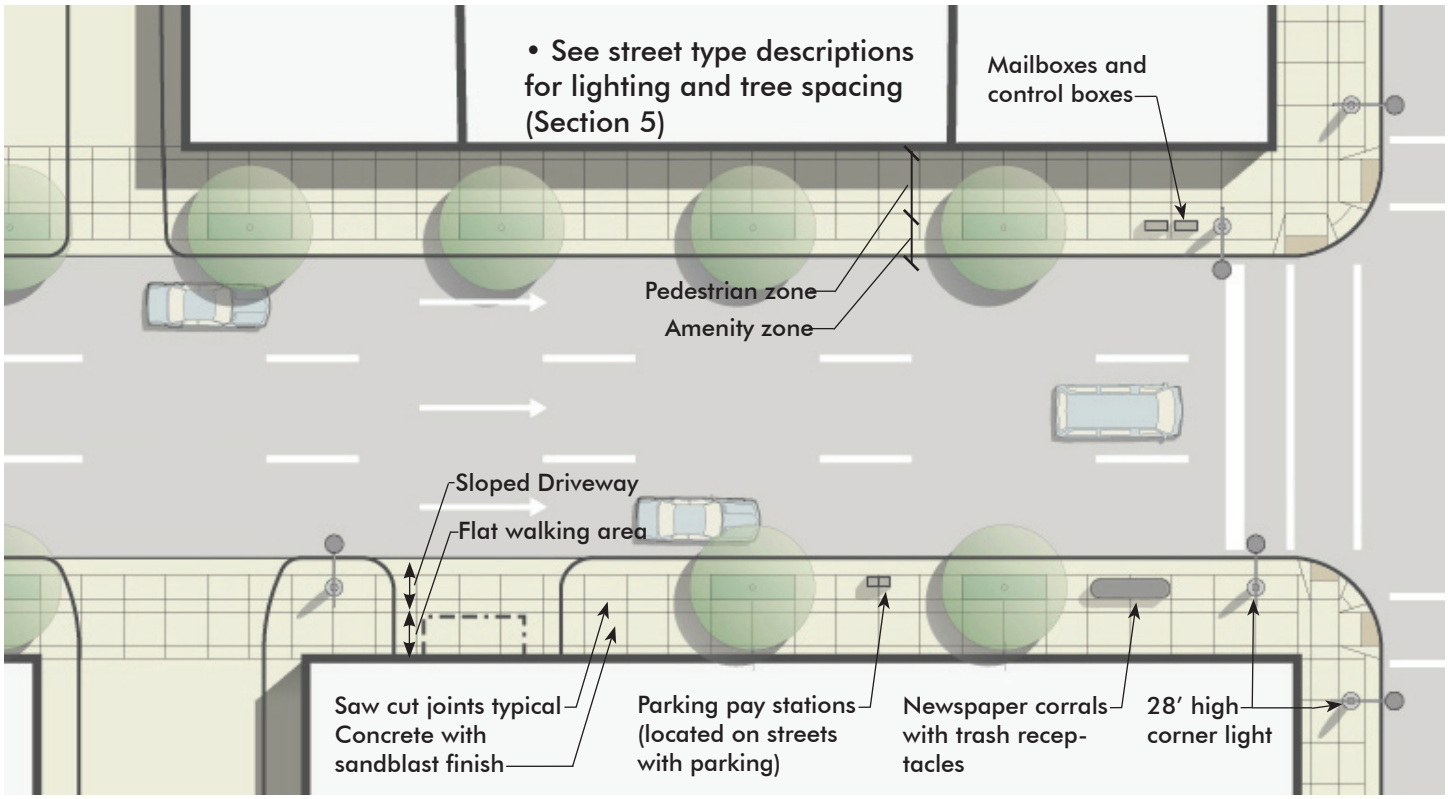
The guiding principle is to keep the palette simple and clean, allowing improvements and upgrades to occur over time, and offering a smooth transition from the existing streetscape designs. The streetscape design will complement a wide variety of building designs from historic to contemporary. The clarity and simplicity of the plan will be maintainable over time.

Streetscape Palette Design Principles

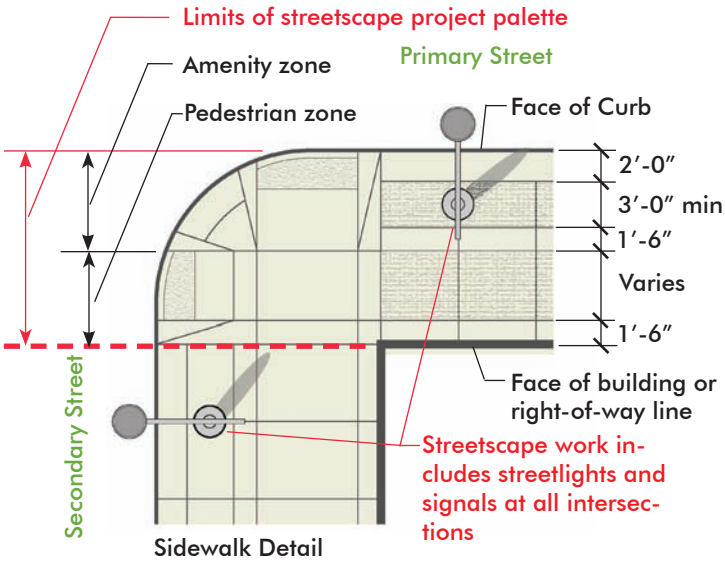
1. **Sidewalks**: Design the most positive walking experience for all times of the day and all seasons.
2. **Street Lights**: Lighting must balance aesthetic and functional goals.
3. **Landscaping**: Develop continuous "Green Streets".
4. **Street Furniture**: Develop a coordinated palette of street furniture
5. **Information Signage**: Establish a pedestrian way-finding system to provide direction and civic information.
6. **Intersection Treatments**: The treatment of intersections and crosswalks, while not addressed in this plan, can be an extension of the sidewalk.
7. **Public Transit**: Coordinate streetscape design with transit initiatives.
8. **Constructability**: Build high quality, durable streetscapes that are maintainable.
9. **Control Cost**: Manage costs by identifying possible funding sources by major streetscape components.
10. **Public Art**: Incorporate art into the public realm.



Primary Street: Pedestrian Priority and Image Streets



Secondary Street: Special Character and Support Streets



Sidewalk Detail

The sidewalk will be zoned to provide an amenity zone adjacent to the curb and a pedestrian walking zone adjacent to the buiding:

Amenity Zone

- Streetlights
- Planters
- Trees
- Benches, Bicycle Racks, Parking Meters
- Newspaper Corrals, Trash Receptacles
- Signage

Pedestrian Zone

- A safe and comfortable walking area adjacent to the buildings, free of obstructions.

Transition Zones

Transitions occur between different street typologies and different districts. Common to all streets are a uniform 2-foot curb dimension and a border edge adjacent to the building face or right-of-way line. Intersection street lighting will be consistent for all corners in order to have uniformity from a traffic signalization standpoint. Pavement change occurs at the right-of-way line.

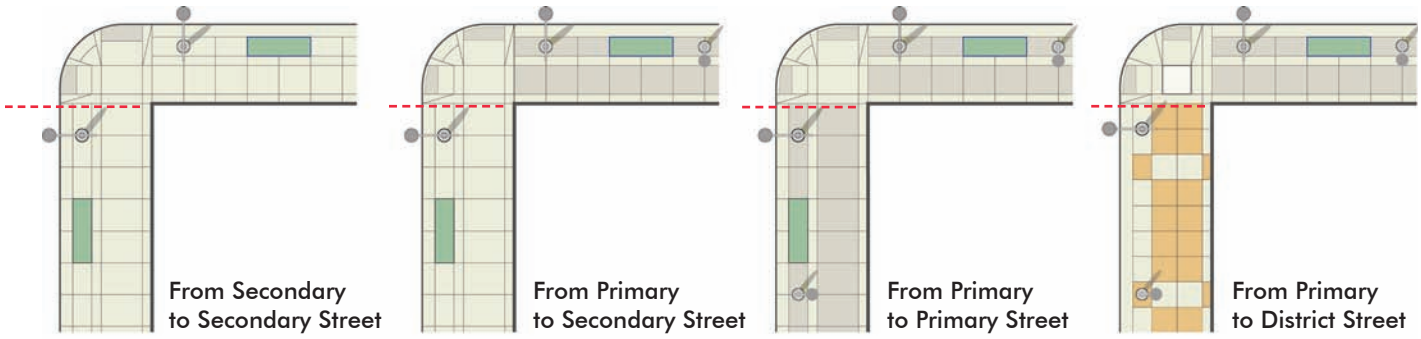
Sidewalks and Curbs

The sidewalk design is classified into two typologies. **Primary Streets** which include Pedestrian Priority and Image Streets and **Secondary Streets** which include Special Character and Support Streets. All streets within the Downtown Loop are characterized as one of these typologies.

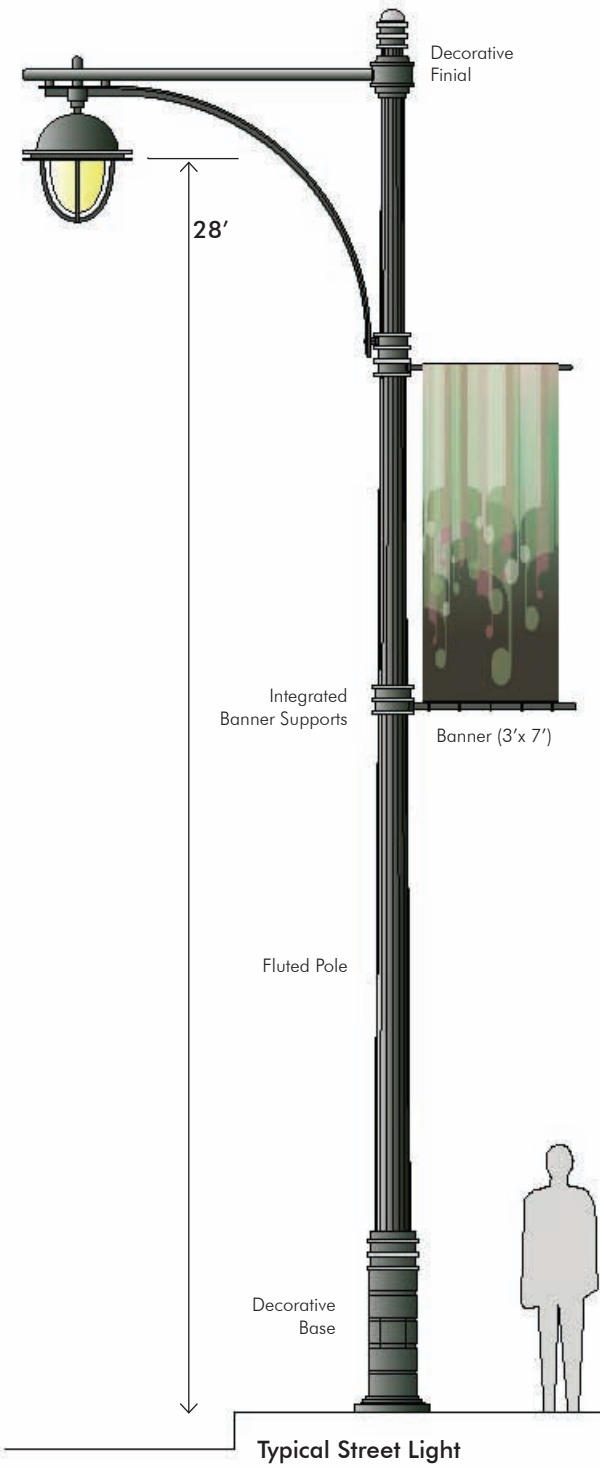
Primary Streets have a recognized importance to the Downtown Loop and Kansas City in general. Pedestrian Priority and Image Streets are the gateways and main spines linking the Downtown Loop to the city at large. Examples are 12th, Grand, Main, and Broadway.

Secondary Streets are all other streets. Streets of Special Character, while classified as secondary streets, are enhanced due to distinctive features or events that make them unique. Examples are Central, Baltimore and Wyandotte south of 12th.

- The sidewalk surface is proposed as poured-in-place concrete using a mix design that allows a variety of finishes and tonality.
- Color will be established with cement and aggregate selection in lieu of color additives to ease maintenance, reduce the cost of repair and maintain consistency over time.
- Two-foot wide curbs provide a carriage way area between the face of the curb and raised planter edge.
- Pedestrian Priority and Image streets will have a two-finish pattern.
- Special Character and Support streets will have a one-finish pattern.
- The concrete will be saw cut to provide control joints, and have a linear pattern of 1′-6″ wide bands with 5′ wide panels. See street type descriptions for lighting and tree spacing.



28′
14′
Pedestrian Light
Grand Boulevard Street Light



Typical Street Light

Street and Pedestrian Lights

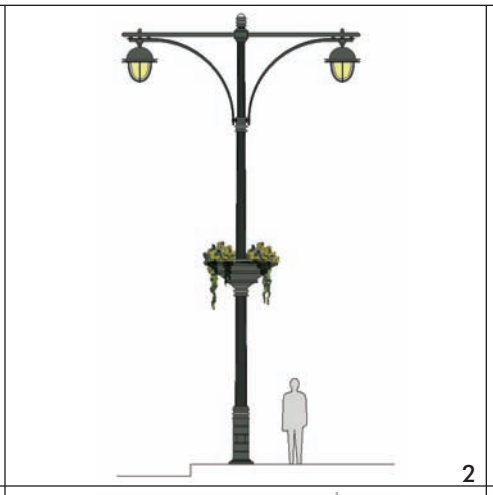
Street Lighting

- Street lighting will be provided by corner and mid-block poles as needed to provide IES standard lighting levels for urban streets. (1.5 to 2 FC).
- The street lighting poles will consist of a powder coated fluted steel pole, an ornamental base and a straight arm braced by a graceful arch.
- The luminaire will be a drop lens shape utilizing a color-corrected high pressure sodium source. This source offers maximum life cycle, a modest initial cost and good color rendition.
- All streets are proposed to have a single mast configuration except Grand Boulevard which is proposed to have a double mast arrangement.
- The street pole will be designed to accommodate banners, flower baskets or traffic signal masts as appropriate. Pedestrian lighting can also be accommodated on these poles.

Pedestrian Lighting

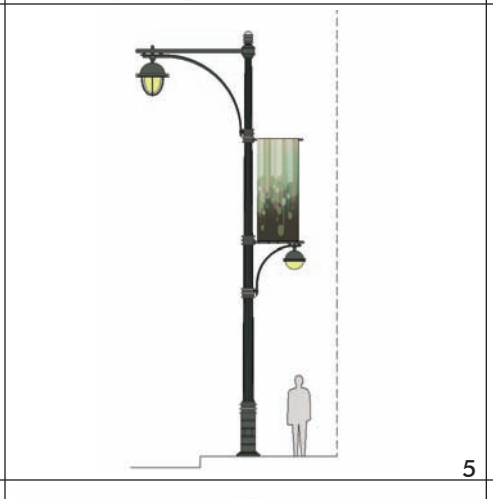
- Pedestrian lighting will supplement the street lighting on selected streets. Pedestrian lighting will provide vertical illumination to enhance facial recognition and perceived safety by the pedestrian.
- The pole design is a miniature of the street light to provide continuity.
- The pedestrian fixture will be directed over the pedestrian zone of the sidewalk to provide an illuminated corridor along the building frontage.
- The luminaire will be a globe lens shape utilizing a color-corrected high pressure sodium source. This source offers maximum life cycle, a modest initial cost and good color rendition.

1

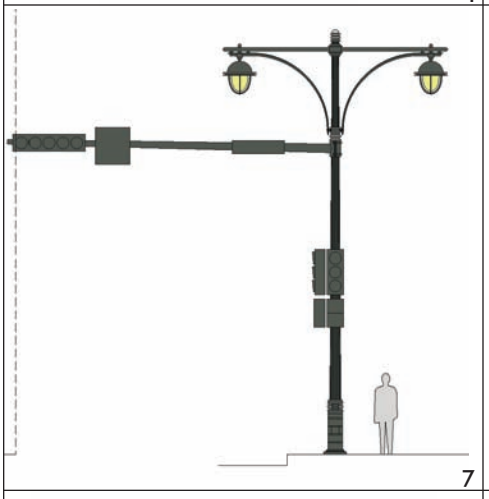

2

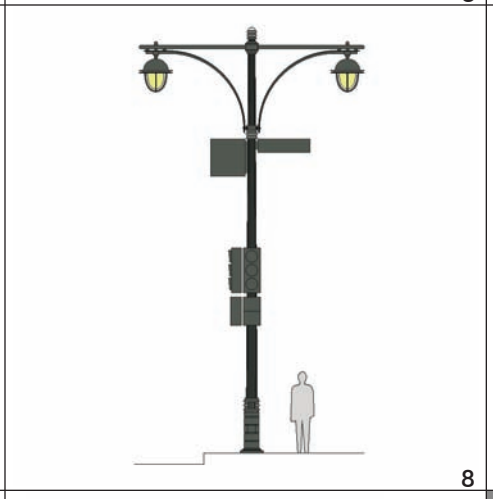
3

4

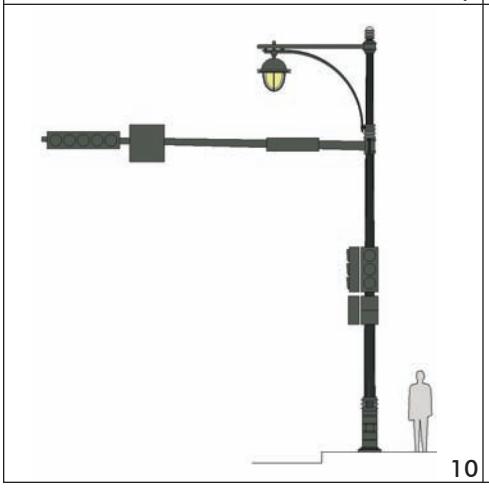

5

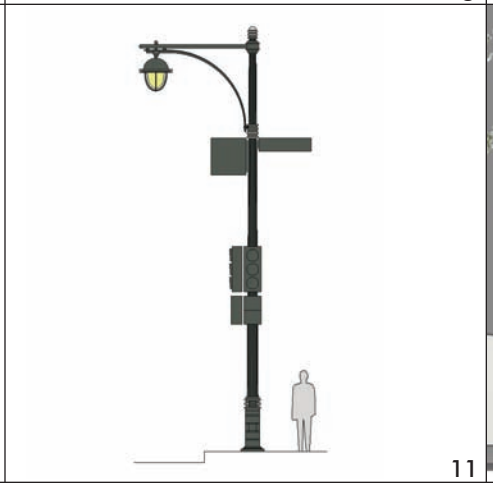
6


7

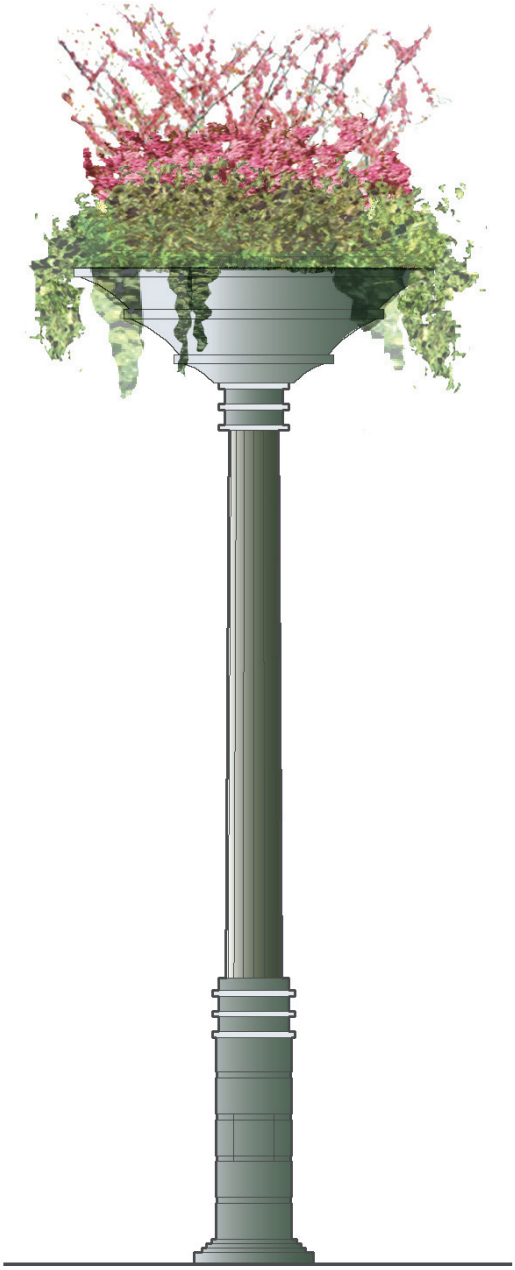

8

9


10


11

12



Torchere planter

Street and Pedestrian Light Options

The street lighting pole family is designed to be flexible and accommodate a variety of configurations. Single head, as well as double head arrangements, can accommodate all right-of-way widths and conditions.

Planters, banners, and integrated pedestrian fixtures have all been accommodated.

An additional configuration is provided for special areas of attention; the torchere planter could be used along the street or as a gateway.

Traffic signalization configurations are proposed for the variety of applications in the Downtown Loop. Mast arm configurations for both the single head and double head street lighting pole, median applications and standard traffic signal arrangements are provided.

GRAND BOULEVARD

1. Basic, double-headed
2. Integrated flower basket
3. Flower basket and banners

ALL OTHER STREETS

4. Basic with banner
5. Banner and pedestrian light
6. Banner and flower basket

TRAFFIC SIGNALIZATION

7. Mast arm (Grand)
8. Pole mounted signal (Grand)
9. Median signal pole
10. Mast arm (standard)
11. Pole mounted signal (standard)

UPLIGHTING

12. Uplighting will be provided in planters on Grand Boulevard and 12th Street to distinguish these important connectors with the larger city network.

Traffic Signal and Lighting Control Boxes

Traffic signal control boxes shall be located at intersections with direct line of sight to the signals. Lighting control boxes will occur at two-block intervals.

Columnar Maple

Ginkgo

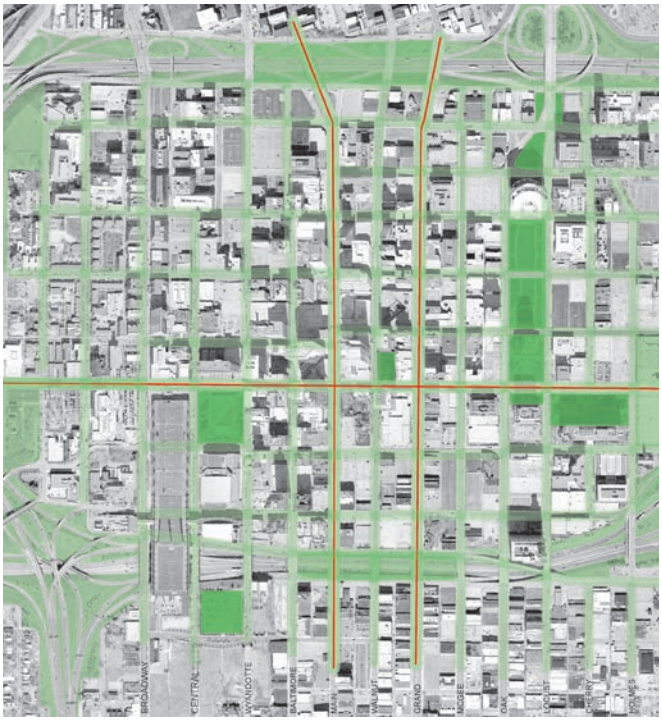
Plane Tree

Sugar Maple

Red Maple

Honey Locust

Shingle Oak



The Greening of Downtown

Landscaping

Trees

The greening of Downtown begins with the greening of the streets. All streets are proposed to be lined with trees to enhance pedestrian comfort and soften the existing harsh urban environment. Unlike sidewalks, light poles and benches, plants are living, dynamic elements within the streetscape. The lifespan of urban trees can be increased with appropriate maintenance, water and area for root growth. Large openings for tree pits and planters are required for tree vigor and should be a minimum of 30 square feet. The use of structural soil beneath sidewalks is to be integrated into the design to allow for tree root growth. Open planters beneath the trees will be the standard. Only in conditions where no other satisfactory option may be utilized will tree grates be allowed. Grates have been shown to be detrimental to the long-term growth of the tree.

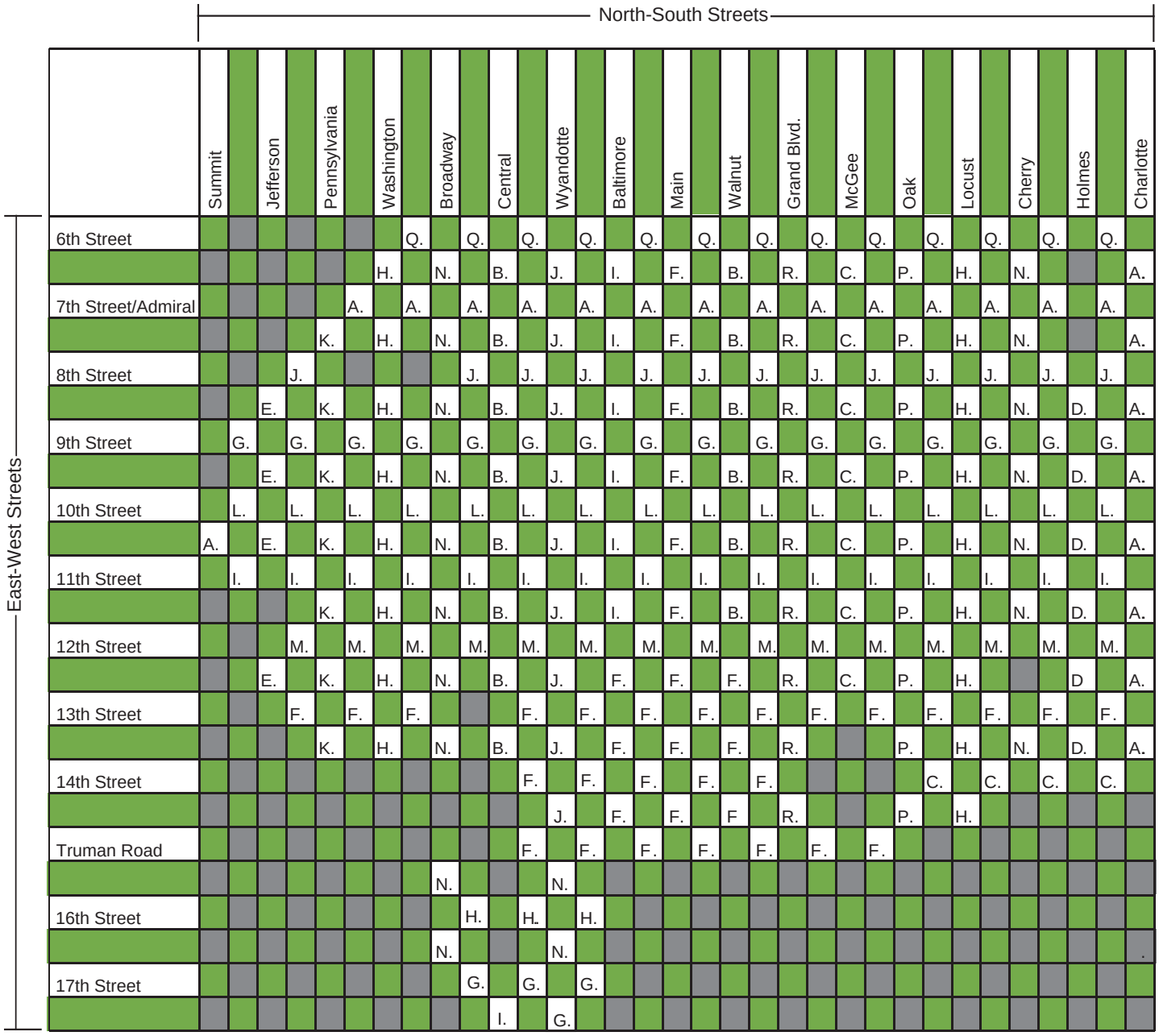
It is important to plant a variety of trees to maintain a healthy urban forest. At the turn of the 20th century, many urban streets in this country were lined with American Elm trees; subsequently, Dutch elm disease wiped out 90% of these trees. As the trees had been overplanted in a monoculture, entire streets and neighborhoods were denuded. To help ensure biological balance, moderate sudden outbreaks of pests and diseases, and protect the capital investment of the installation, multiple species should be planted downtown.

Downtown is a challenging environment for trees. It is important to identify trees that can meet this challenge. A variety of trees have been selected for their tolerance of urban conditions, adaptability to a variety of soils, disease and pest resistance, medium to high wood strength, and salt tolerance. Selected trees are also appropriate for a downtown area as they are medium to large size, with the ability to be limbed up to accommodate pedestrian and vehicular traffic under the canopy; they provide a relative lack of clutter and a strong form with a single trunk.

Suggested tree species are listed on the Downtown Tree Matrix.

For additional information regarding structural soils see the Cornell Horticultural Institute website at www.hort.cornell.edu/uhi/outreach/csc

Downtown Tree Matrix



Downtown Tree Matrix

Abbrev.	Common Name	Scientific Name	Notes
A.	Oak, Shumard	Querus shumardi	matching
B.	Zelkova, Japanese	Zelkova serrata	matching
C.	Locust, Sunburst Honey	Gleditsia triantbos inermis	matching
D.	Elm, Dynasty	Ulmus parvifolia 'Dynasty'	matching
E.	Elm, Allee	Ulmus parvifolia 'Allee'	matching
F.	Magyar Gingko	Ginko biloba 'Magyar'	male only; matching
G.	Ginkgo, Princeton Sentry	Ginkgo biloba 'Princeton Sentry'	male only; columnar form, matching
H.	Honeylocust, Skyline	Gleditsia triacanthos var. inermis 'Skyline'	matching
I.	Hornbeam, Columnar	Carpinus betulus pyramidalis 'Fastigiata'	columnar form, matching
J.	Linden, Glenleven	Tilia cordata 'Glenleven'	wrap trunks, matching
K.	Linden, Greenspire	Tilia cordata 'Greenspire'	wrap trunks, matching
L.	Maple, Columnar	Acer rubrum 'Columnare'	columnar form, wrap trunks, matching
M.	Maple, Bowhall	Acer rubrum 'Bowhall'	columnar form, wrap trunks, matching
N.	Maple, Red Sunset	Acer rubrum 'Red Sunset'	wrap trunks, matching
O.	Maple, Norwegian Sunset	Acer truncatum 'Norwegian Sunset'	wrap trunks, matching
P.	Oak, Northern Red	Quercus rubra	matching
Q.	Oak, Shingle	Quercus imbricaria	matching
R.	Maple, Amur	Acer Ginnala	single stem

NOTES:
All trees shall be nursery grown, balled & burlapped, a minimum of 3.5" caliper, and limbed up to a minimum of six feet. All trees shall be vigorous; superior in form, number of branches, and compactness and symmetry. Trees shall be true to species and variety and conform to sizes specified, except that larger trees may be used.

Grasses

Rudbeckia

Yarrow

Cone Flower

Fount Grass

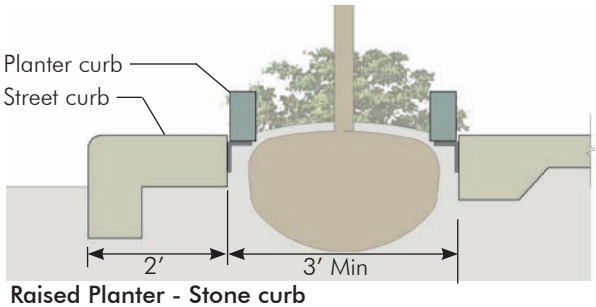
North Sea Oats

Juniper

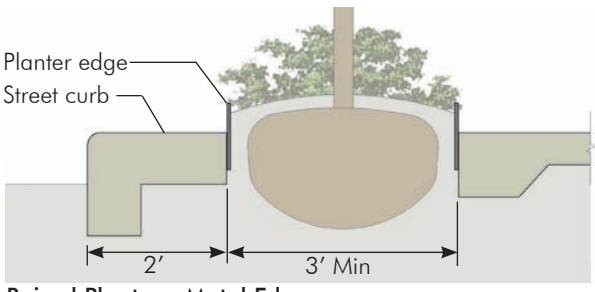
Sumac

Prairie Dropseed

Grand Avenue Planter



Raised Planter - Stone curb



Raised Planter - Metal Edge

Landscaping and Planters

Plantings beneath the trees in open planters will provide color, texture and softening within the public right of way. The planters will be surrounded by raised curbs that help keep salt and chemicals from washing into the planter soil. In addition the curbing will be level across the top and each planter will step down with the slope of the sidewalk. This configuration helps alleviate soil and mulch washing out of the beds and onto the sidewalk and street. Hose bibs located in the planters will be provided to facilitate watering and pavement washdown.

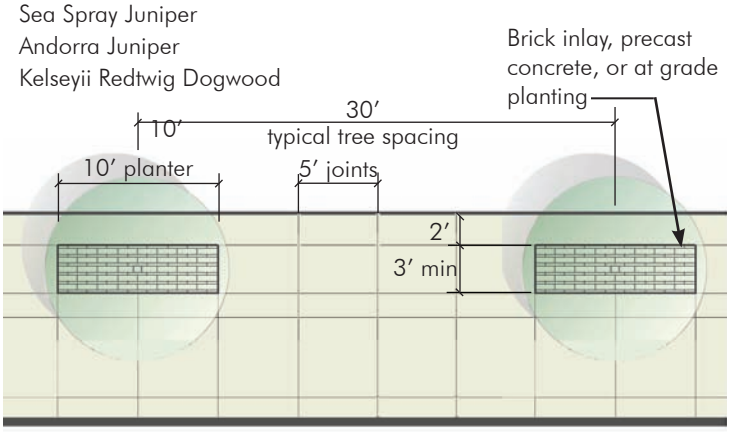
The under-story planting will be a mix of flowering perennials, shrubs, and ornamental grasses but favoring the herbaceous material. The perennials are more forgiving in an urban environment and provide a dynamic presence in the planters. The intent of the planting is to create the feel of the native northwest Missouri landscape, a mix of prairie grasses and wild flowers.

Among the criteria for plant selection are blooms that last for six weeks or longer, one to three feet in height, adaptable to urban conditions, tolerance to a variety of soils, and visual interest in the winter without necessarily being evergreen.

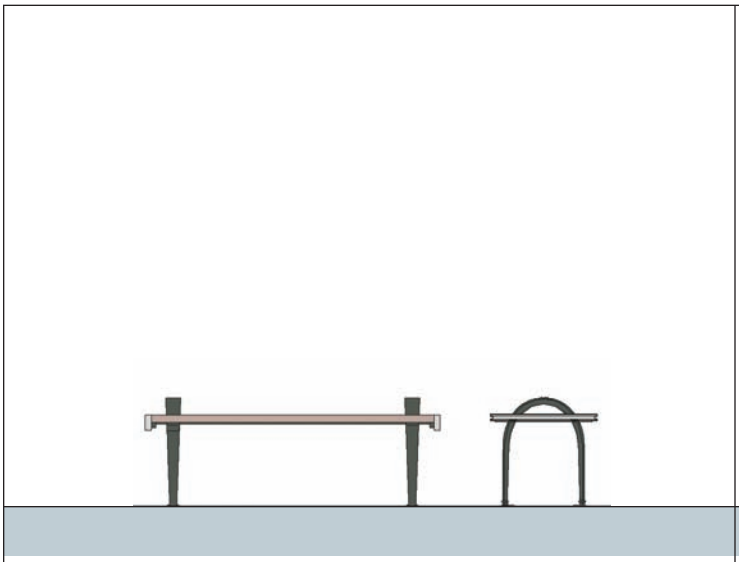
Recommended grass species include:
Dwarf Fountain Grass
Northern Sea Oats
Prairie Dropseed
Bunny Grass
Feather Reed Grass

Flowering perennials may include:
Yarrow
Purple Coneflower
Rudbeckia

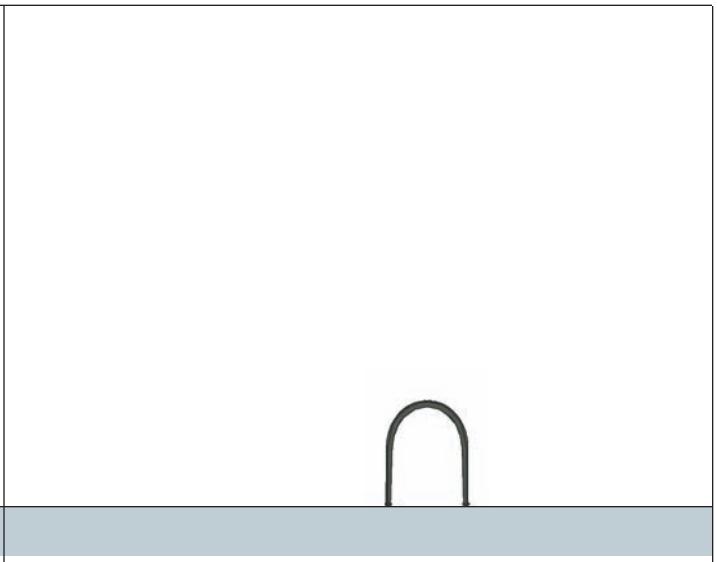
Recommended shrubs include:
Lo-Gro Sumac
Bush Cinquefoil
Sea Spray Juniper
Andorra Juniper
Kelseyii Redtwig Dogwood



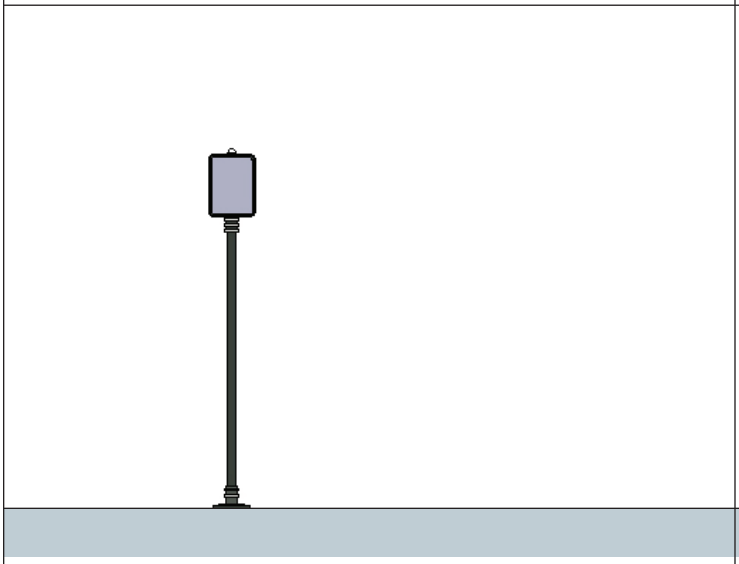
Planter Panel Treatment at Secondary Street



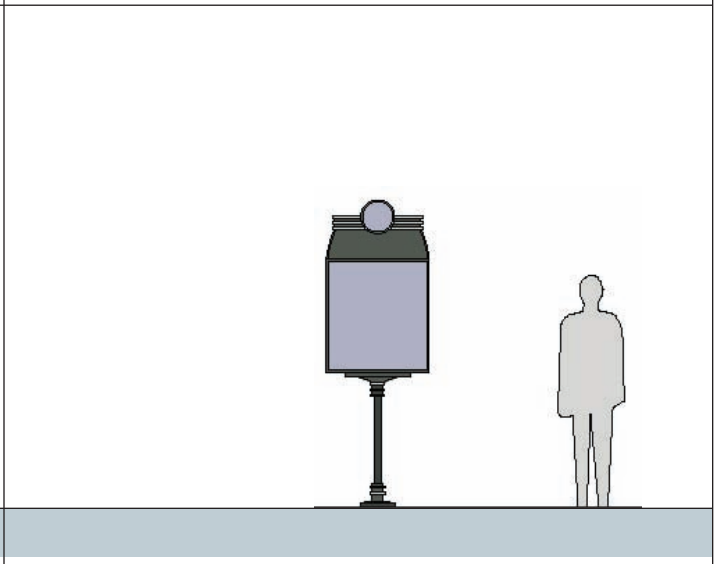
Bench



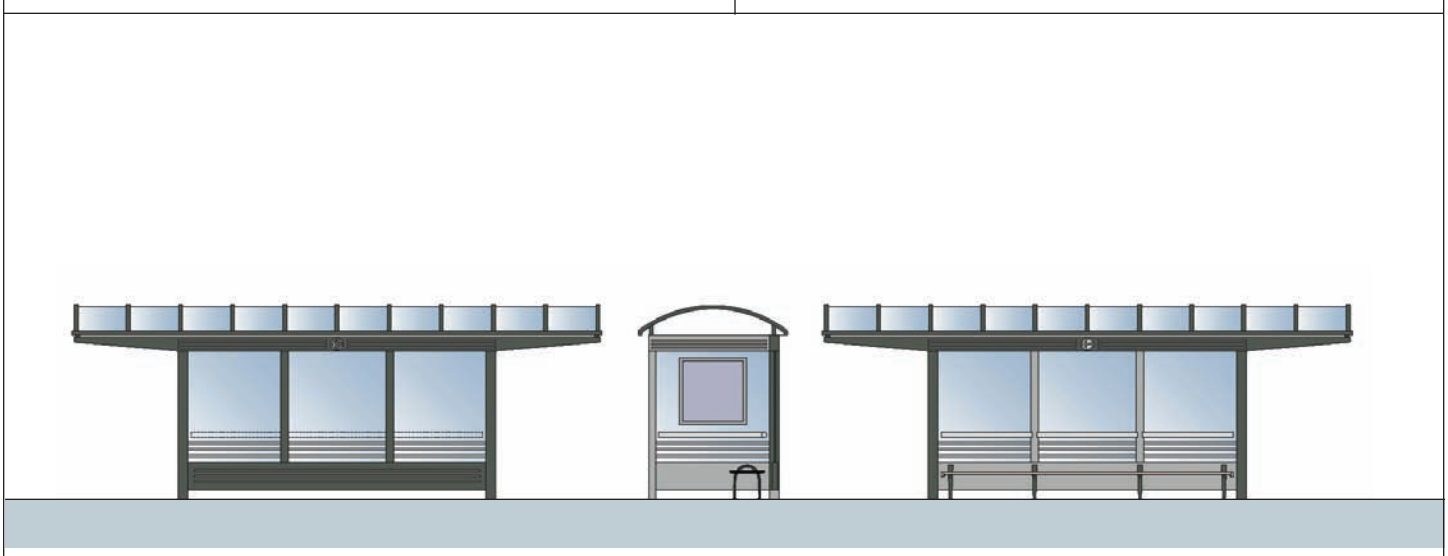
Bicycle Rack



Regulatory Signage



Informational Signage



Bus Shelter

Street Furniture

Benches
Benches consistent with the new streetscape palette will have wood or reconstituted wood slatted seats and powder coated metal legs and dividers that are comfortable in both hot and cold weather and allow drainage.

Bicycle Racks
Designed to coordinate with the streetscape palette.

Regulatory Signage
Regulatory signage such as no parking and loading zones will be located on unique poles separate from street lighting poles, but in the same vocabulary. These signs will be face mounted to coordinate with the City of Kansas City, Missouri Wayfinding System signage by others. Signage color and base shall coordinate with the light pole design.

Cultural and Informational Signage
Signage design will be consistent with the proposed Master Plan palette as well as the City of Kansas City, Missouri Wayfinding System. Signage will be strategically located to identify points in history, points of interest and important architecture within the Downtown Loop. Signage color and base shall coordinate with the light pole design. Signs shall be back plated to a bordered edge and allow interchangeability.

Parking Meters
While not part of this plan, parking meters can be either car specific as typically seen, or centralized pay stations. Centralized pay stations will reduce clutter and labor costs as only two collection points per block are required (one per side). These stations can be solar powered and can be remotely monitored to adjust parking rates at various times. Payment flexibility includes paper, coin, credit and debit cards. These systems are in place in Chicago, Montreal, and Seattle.

Mail Boxes
Mail box locations shall be located at intersections opposite from newspaper corrals. General locations shall remain as is to maintain familiarity and consistency.

Intersection Treatments
Intersection treatments are not addressed in this study.

Public Transit
Public transit is a key component of this plan, as accommodation for the new MAX system includes lane modifications, as well as new bus and signage elements by others.

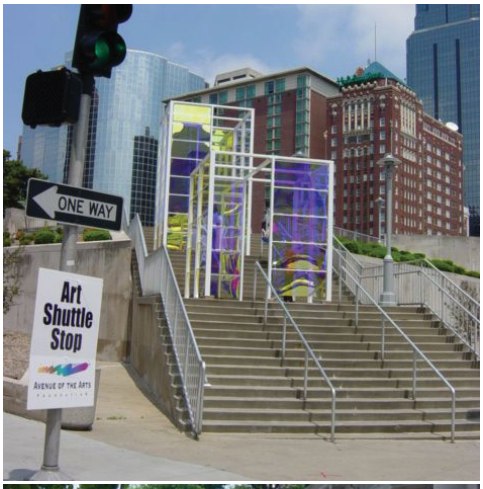
Bus Shelters
The palette considers two types of bus shelters. One is the newly designed shelter for the MAX mass transit by others. The second is the existing ATA local shelters, which will be refurbished with new glazing, trim, seating and a new paint scheme consistent with the Downtown Streetscape color palette. Signage will be incorporated into the shelters in lieu of free standing signage.

Constructability
Material selection and detailing will be developed keeping constructability and maintenance at the forefront. Detailing of these materials will allow flexibility, ease of construction, economies of scale, and upkeep.

Cost Control
The use of local materials will keep costs down, as well as relate the palette to Kansas City. Construction considerations that simplify the installation of materials, reduce costs due to economies of scale, and keep maintenance costs under control, shall be given priority. The use of cost centers will allow for a balanced design where materials are at a consistent level with one another.

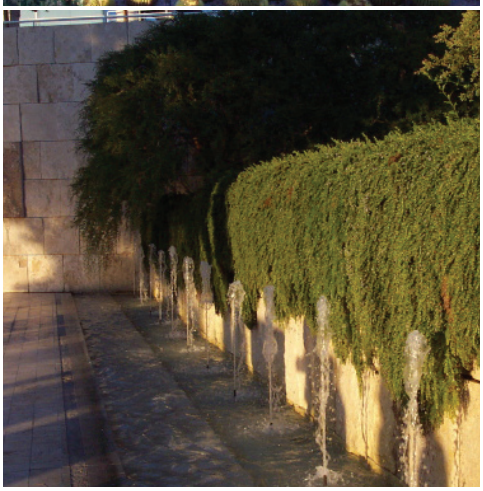
Parking pay station

MAX bus shelter and pylon (HNTB)


ONE WAY
Art
Shuttle
Stop
AVENUE OF THE ARTS

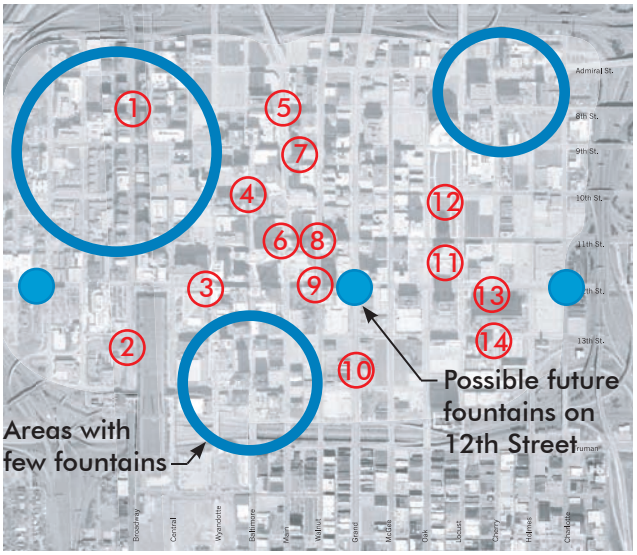
12
NOWLIN HALL
1204

RESTORATION



Public Art

1. Library Parking
2. Sky Stations
3. Modern Communications
4. Avenue of the Arts
5. Pulse
6. Rodin Rodannadanna



Fountains

1. Eighth Street
2. Trinity Cathedral Courtyard
3. Barney Allis Plaza
4. Bank of America
5. Muse of Missouri
6. City Center Square
7. Commerce Tower Garden
8. Kemper Memorial
9. Rain Thicket
10. United Missouri Bank
11. City Hall
12. Ilus Davis Civic Mall
13. Federal Building
14. Missouri State Building

Public Art

Kansas City's art community is extensive and significant. In response to that reality, a series of integrated art-related approaches are included in the Master Plan. Four types of art opportunities are suggested. These ideas are not intended to limit the activity of artists within the downtown, rather they are starting points for a continuing dialogue with the larger community. It is understood that the Kansas City art community will find unique paths and interventions in the built environment beyond those identified in this study.

There are no parameters or limits for the installations embodied in this study. It is recommended that the selection of artists will utilize a system which includes an open call for entries and a selection panel process in association with the City's Municipal Art Commission. This will insure an individual approach to each opportunity and encourage broad participation, fairness and a valid public process.

Opportunity 1: Integrated art involvement in the design development of street furniture. These may include lighting pole bases, newspaper corral panels, historic markers, banner systems and other informational signage.

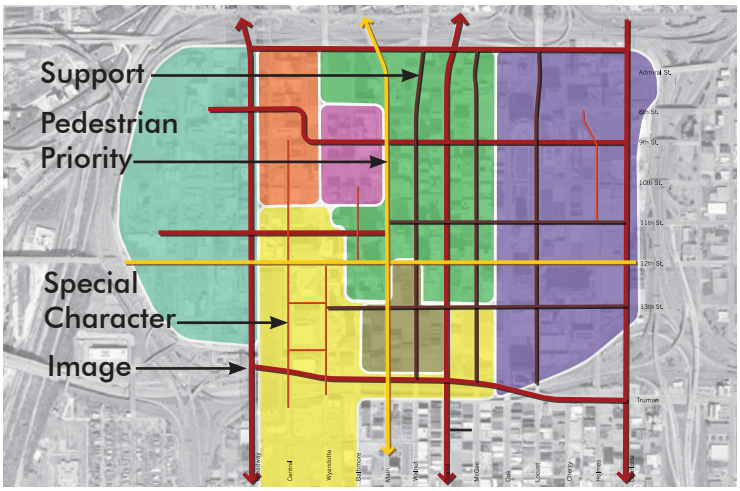
Opportunity 2: Integrated art involvement in the design development of the median planting on Grand Boulevard. The gardens at the Getty Museum in Los Angeles, designed by the internationally known artist Robert Irwin, represent a good example. An arts program might be developed for Grand Boulevard which would provide for a rotating installation of landscape and other elements in the median on a seasonal basis.

Opportunity 3: Development of new fountains and related elements in distinct locations in the Downtown Loop. These opportunities might include the intersection of 12th Street and Grand Boulevard or within the Civic Center. Additional opportunities might exist where Grand Boulevard and 12th Street enter the Loop zone. Other locations will emerge over time, associated with ongoing development.

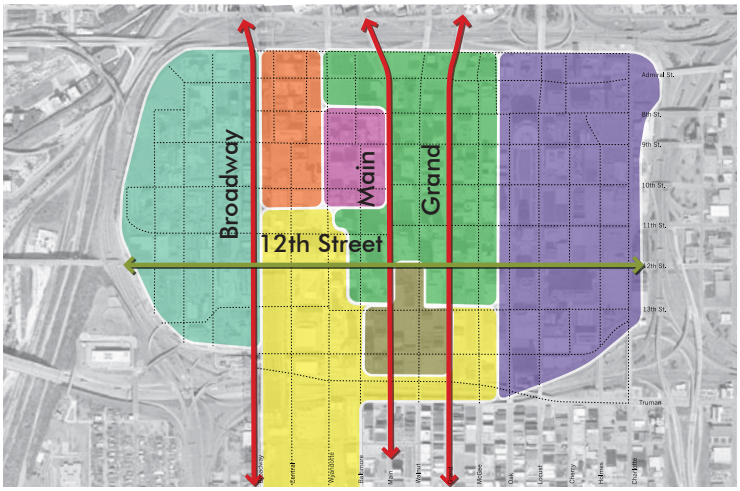
Opportunity 4: Art installations at the transition zone between sub-districts. The intention is to distinguish entry from one district to another. For example, pedestrian movement between 12th Street and the new KC Live! entertainment district might be identified by an art installation. There are no parameters or limits for these installations embodied in this study. It is incumbent upon the artist, in association with the City's Municipal Art Commission and a qualified selection committee, to develop an individual approach to each opportunity.

05

Streetscape Guidelines



Downtown districts with four street types



Downtown districts highlighting important streets

Street Typologies

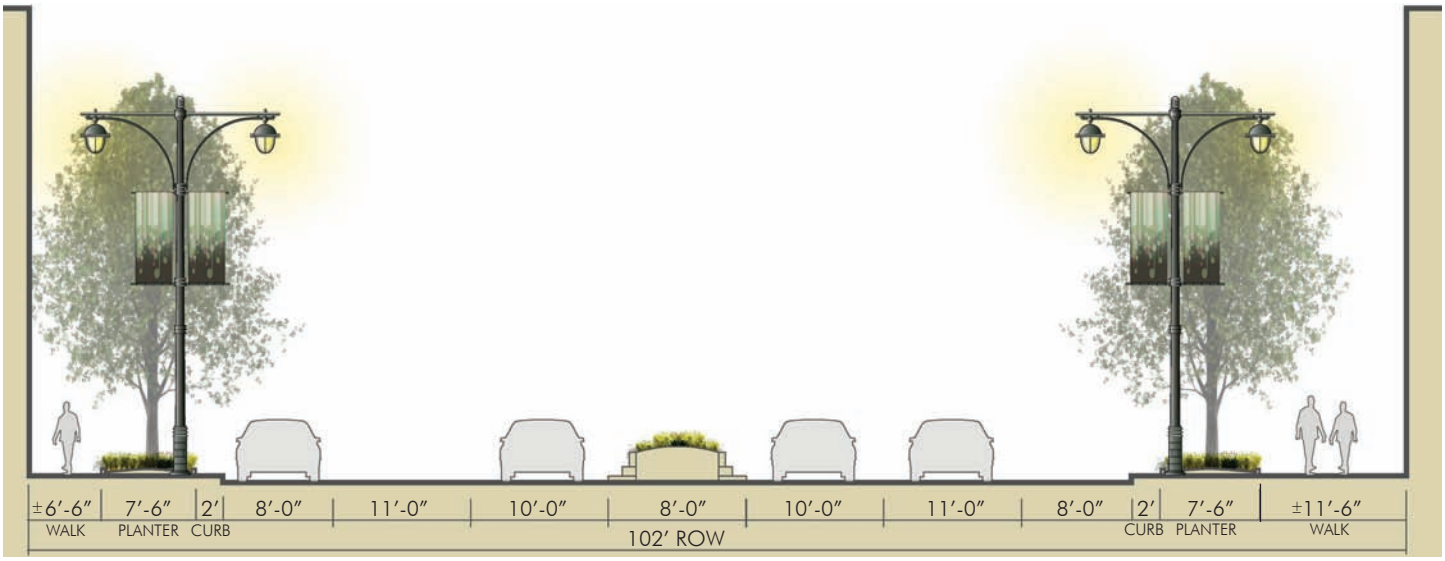
Previous streetscape plans identified several districts within the Downtown Loop principally through the character and use of the surrounding buildings. The *Downtown Land Use and Development Plan*, adopted in 2003, and *The City's Comprehensive Plan,* called *The Focus Plan*, adopted in 1997, identified Quality Hill, The Garment District, The Library District, The Financial District, The Government/Civic District, and the Convention and Entertainment District. Since these studies the KC Live! entertainment district has been created.

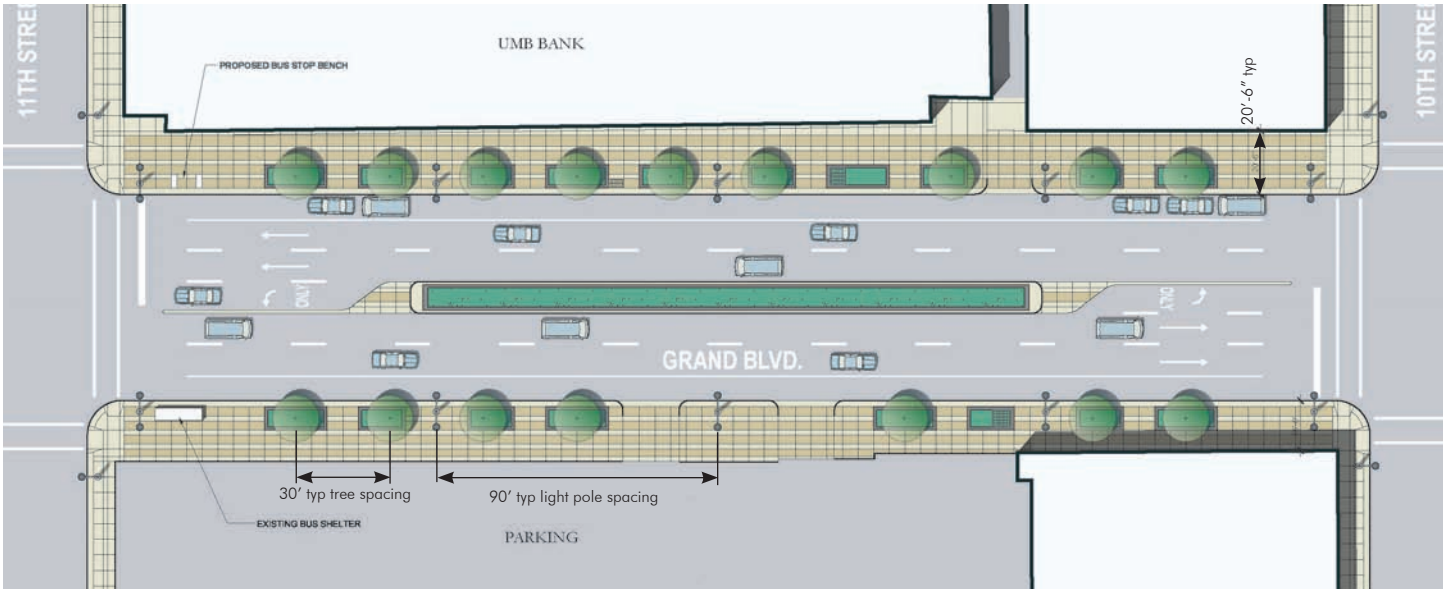
These earlier plans also categorized a majority of the streets in the Downtown Loop into four types: "Pedestrian Priority Streets" such as 12th, "Image Streets" such as Grand, "Special Character Streets" such as Baltimore, and "Support Streets" such as 11th. This report recommends design palettes for each typology, however, through the course of study it became apparent that these typologies could be thought of in a slightly different way.

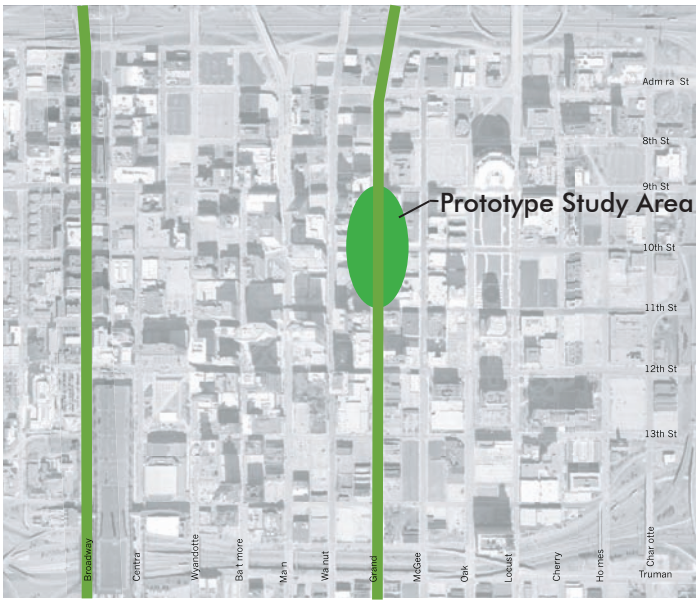
The public realm consists of a network of many streets acting together to form a fabric. A few streets are more important than others. Some have a special quality for several blocks due to their surroundings. Others serve as support or service streets.

The important streets are: Grand Boulevard for its civic image and heroic scale, 12th Street for its intimate scale and connections to areas east and west of the loop, and Main Street and Broadway Boulevard for their connections to areas north and south of the loop. The design palette of each of these streets, due to the street's importance, will continue through all districts to maintain the street's identity. The design palette of other streets will terminate at district boundaries to reinforce the district's identity. Main Street is an exception to this direction, as it takes on the character of the KC! Live entertainment district within its boundaries. Broadway's development proceeded prior to these guidelines and will continue its present design intent.

The design palettes identified herein are based on a kit-of-parts which subtly defines the hierarchy of streets through the addition or subtraction of various elements such as trees, planters, density and range of light fixtures, and other decorative elements.


±6′-6″
WALK
7′-6″
PLANTER
2′
CURB
8′-0″
11′-0″
10′-0″
8′-0″
10′-0″
11′-0″
8′-0″
2′
CURB
7′-6″
PLANTER
±11′-6″
WALK
102′ ROW


11TH STREET
UMB BANK
PROPOSED BUS STOP BENCH
20′-6″ typ
10TH STREET
GRAND BLVD.
30′ typ tree spacing
90′ typ light pole spacing
EXISTING BUS SHELTER
PARKING



Prototype Study Area - Grand Boulevard from 9th to 11th

Image Streets: Grand Boulevard

Lighting

- Double head street lights paired every 90 feet on both sides of street.
- Tree up-lighting.

Landscaping

- Shade street trees located every 30 feet (three between light poles).
- 7′-6″ x 15′ to 20′ planters at sidewalks.
- Continuous median planters with turning lanes.
- Naturalistic planting / grasses.
- Stone curb with decorative metal railings.

Sidewalks

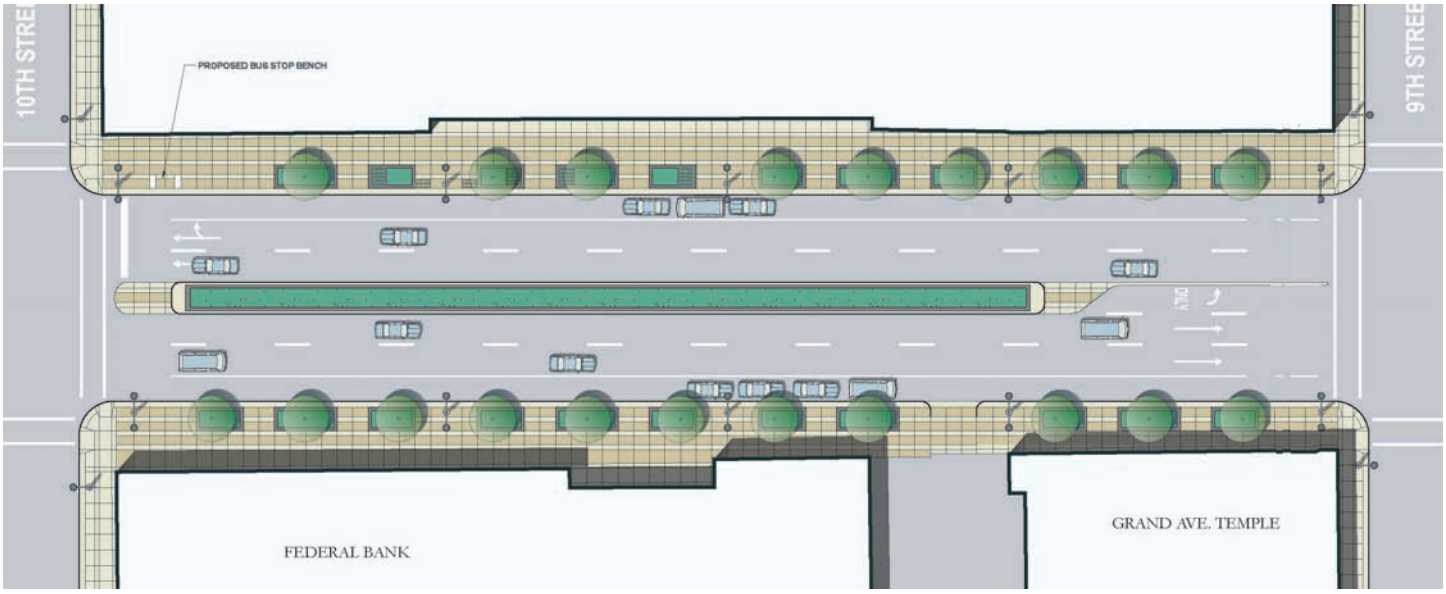
- Two-tone colored/textured paving with saw cut pattern.
- Sidewalk air grates incorporated into foot-print of planters where applicable.

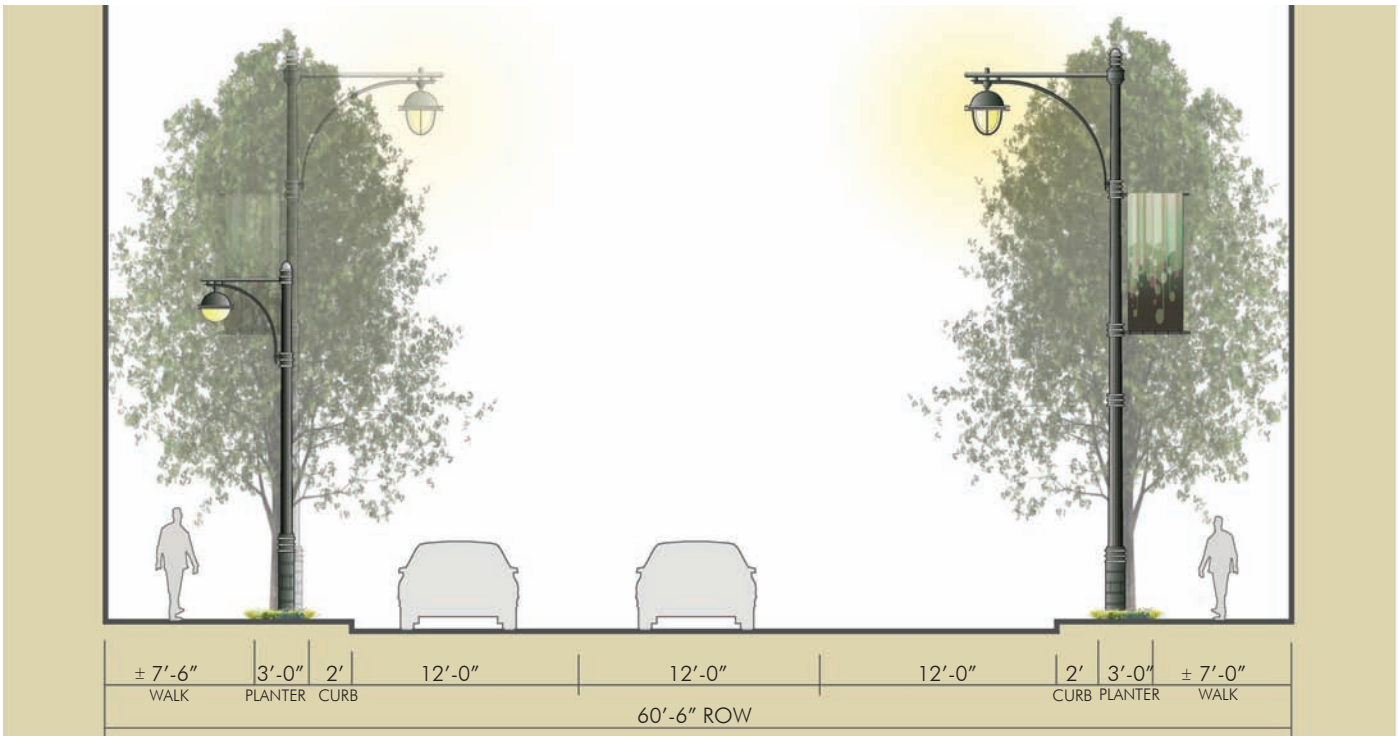
Signage

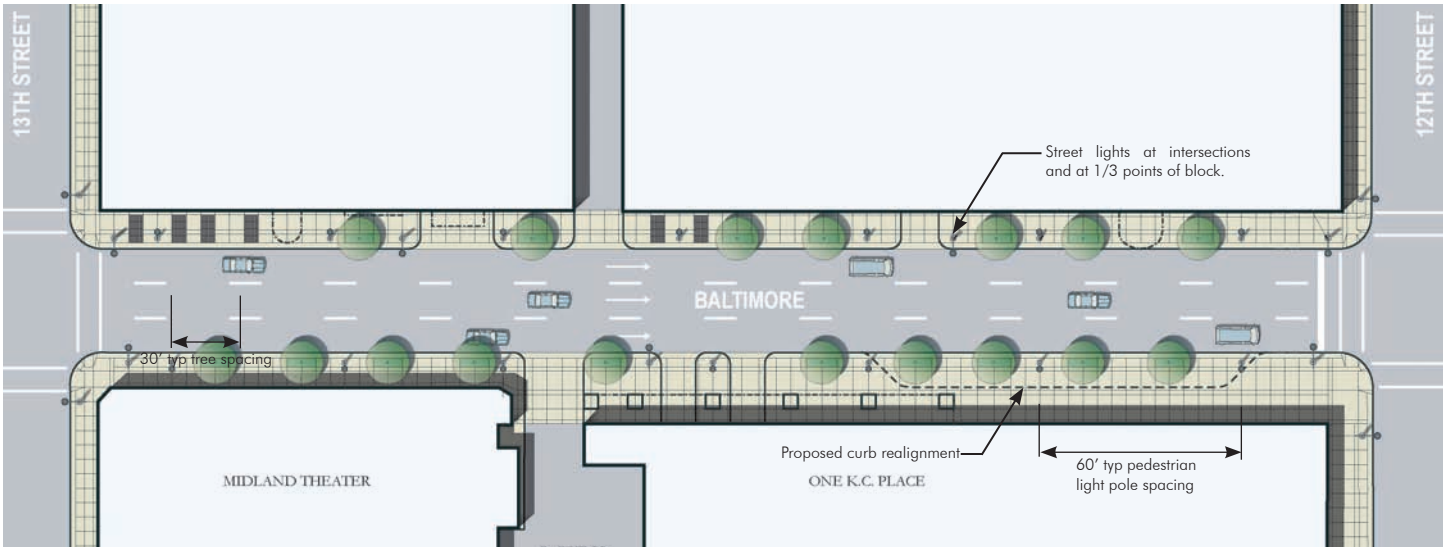
- Regulatory signage on separate poles
- Cultural signage on separate poles

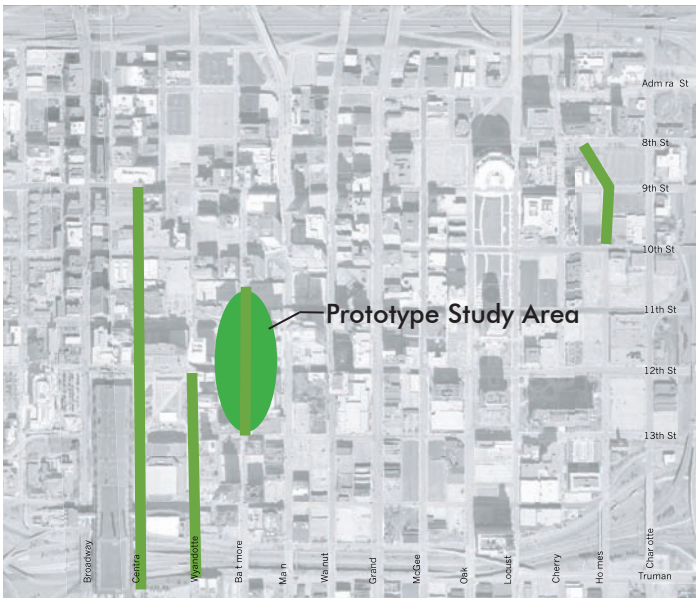
Furniture

- Benches with wood seating.
- Refurbished bus shelters.




± 7′-6″
WALK
3′-0″
PLANTER
2′
CURB
12′-0″
12′-0″
12′-0″
2′
CURB
3′-0″
PLANTER
± 7′-0″
WALK
60′-6″ ROW


13TH STREET
12TH STREET
Street lights at intersections and at 1/3 points of block.
BALTIMORE
30′ typ tree spacing
MIDLAND THEATER
Proposed curb realignment
ONE K.C. PLACE
60′ typ pedestrian light pole spacing



Prototype Study Area - Baltimore Street from 11th to 13th

Primary Streets: Special Character Streets

Lighting

- Street Lighting:
  paired at intersections, 1/3 points alternate sides of street.
- Pedestrian Lighting:
  60 feet intervals paired on both sides of street.

Landscaping

- Shade trees located every 30 feet.
- 3'x10' planter with option of pervious paving or ground cover.

Sidewalks

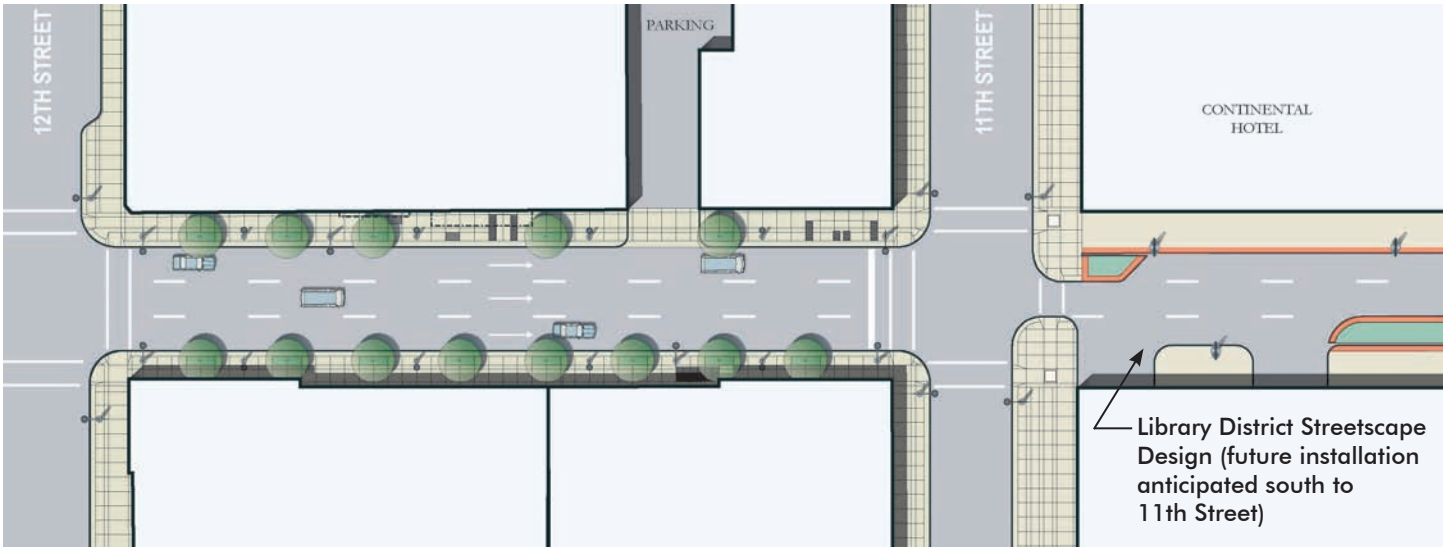
- Single tone color/texture paving with saw cut pattern.

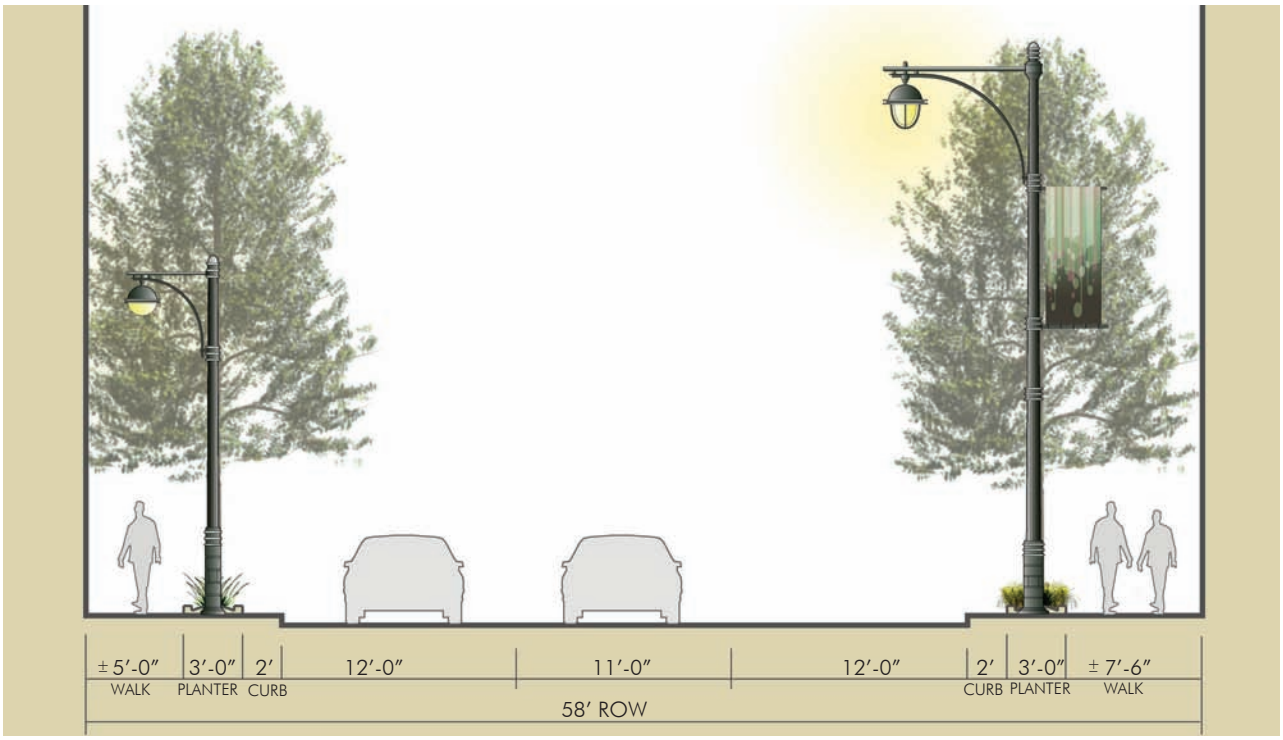
Signage

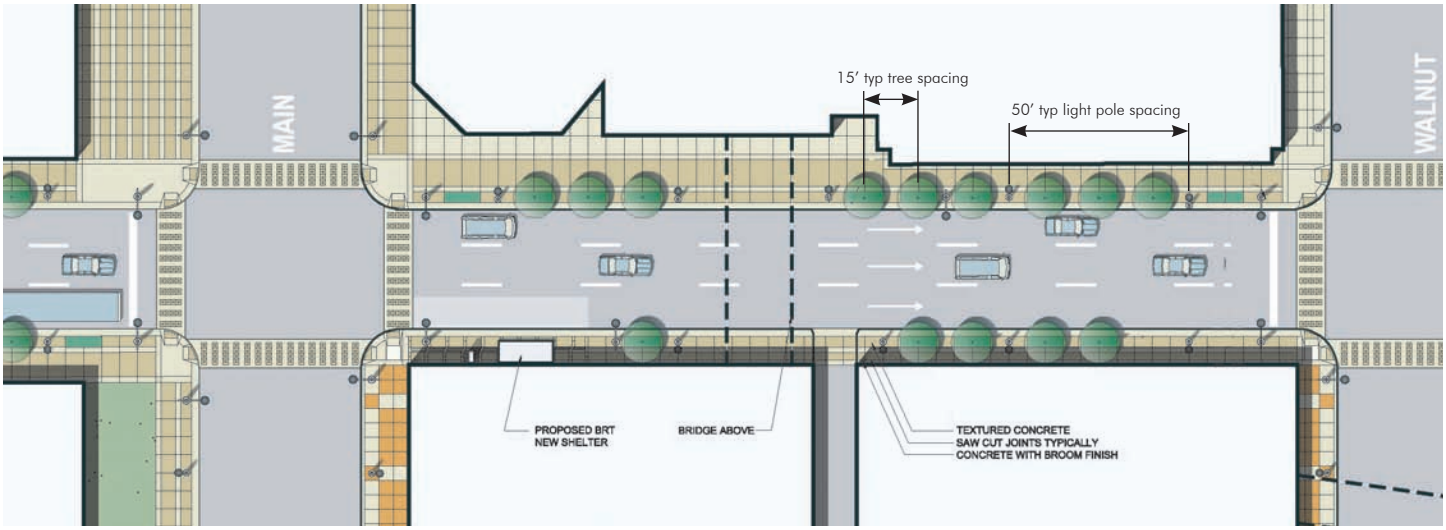
- Regulatory signage on separate poles.

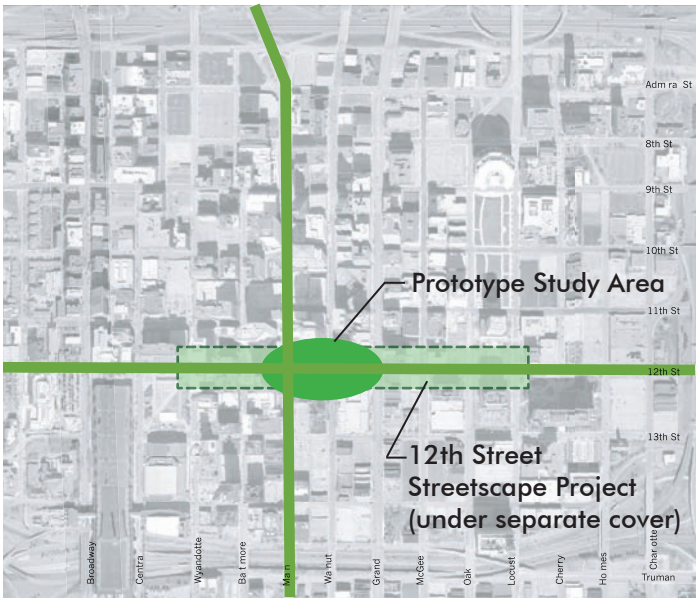
Furniture

- Benches with wood seating.
- Refurbished existing bus shelters.




± 5′-0″
WALK
3′-0″
PLANTER
2′
CURB
12′-0″
11′-0″
12′-0″
2′
CURB
3′-0″
PLANTER
± 7′-6″
WALK
58′ ROW


MAIN
15′ typ tree spacing
50′ typ light pole spacing
WALNUT
PROPOSED BRT
NEW SHELTER
BRIDGE ABOVE
TEXTURED CONCRETE
SAW CUT JOINTS TYPICALLY
CONCRETE WITH BROOM FINISH



Prototype Study Area - 12th Street from Main to Grand

Primary Streets: Pedestrian Priority Streets

Lighting

- Street Lights: paired at intersections, 1/3 points alternate sides of street.
- Pedestrian Lighting: 50 feet intervals paired on both sides of street.

Landscaping

- Columnar street trees located every 15 feet.
- 3'x 10' planters with naturalistic planting / grasses.
- Minimal curb without railing, 2" to 6" height.

Sidewalks

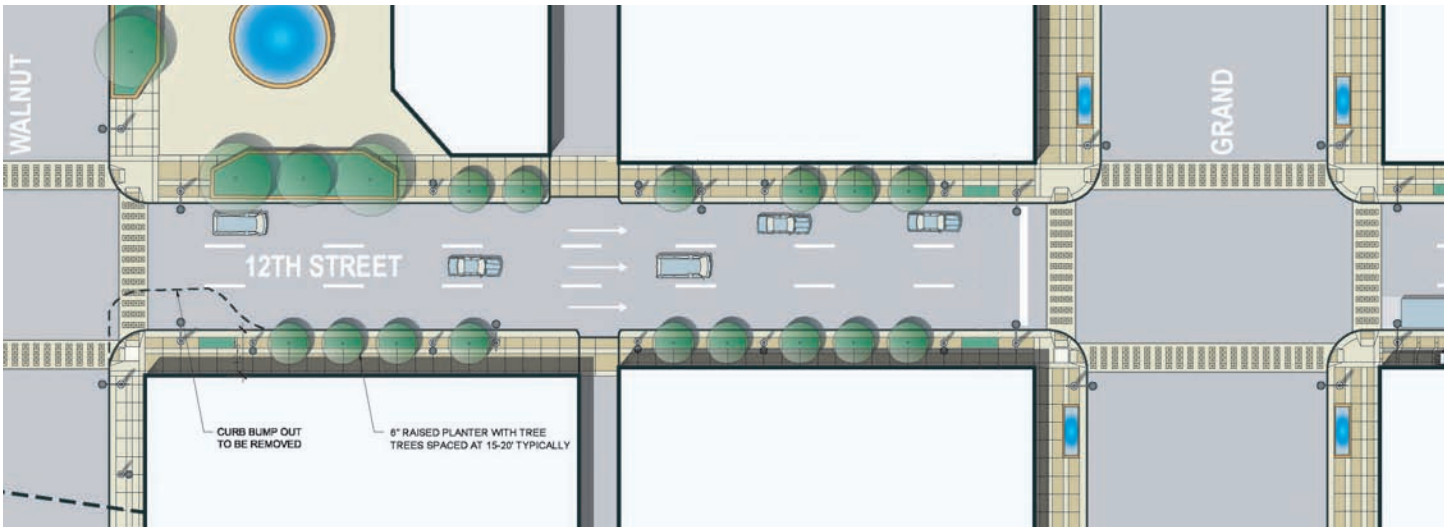
- Two tone color/texture paving with saw cut pattern.

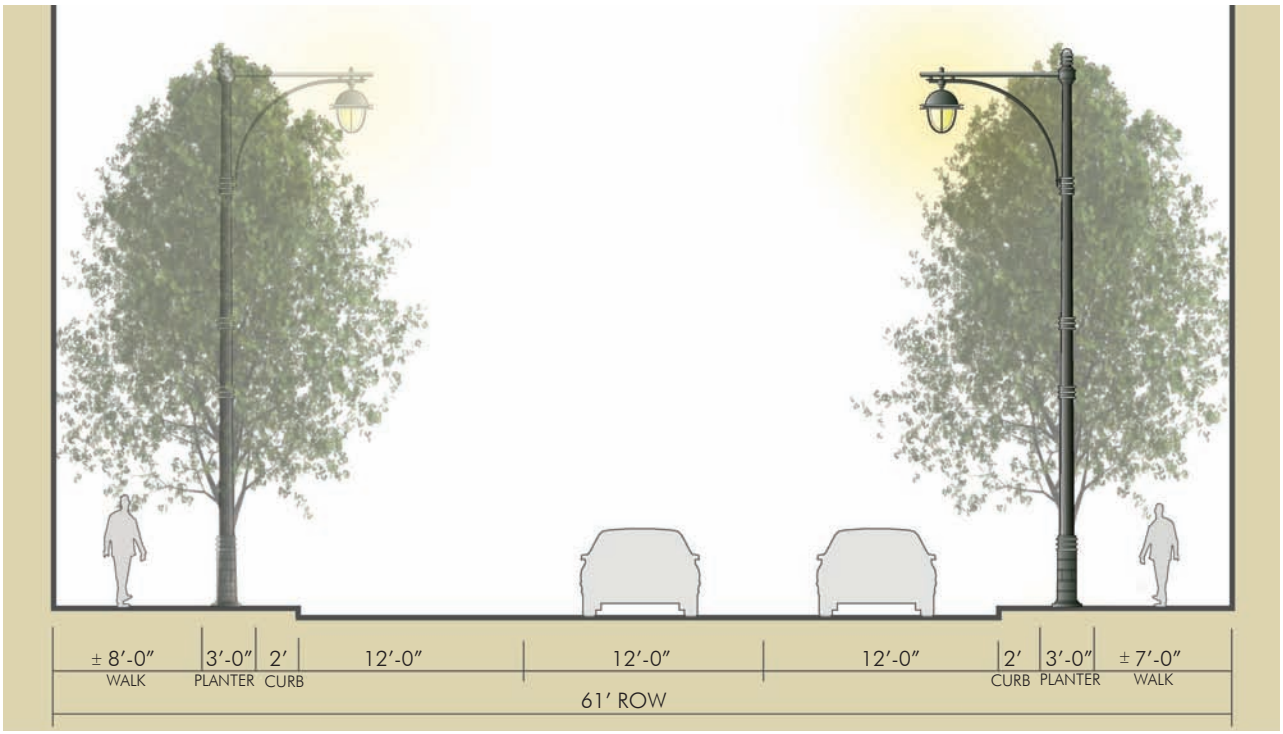
Signage

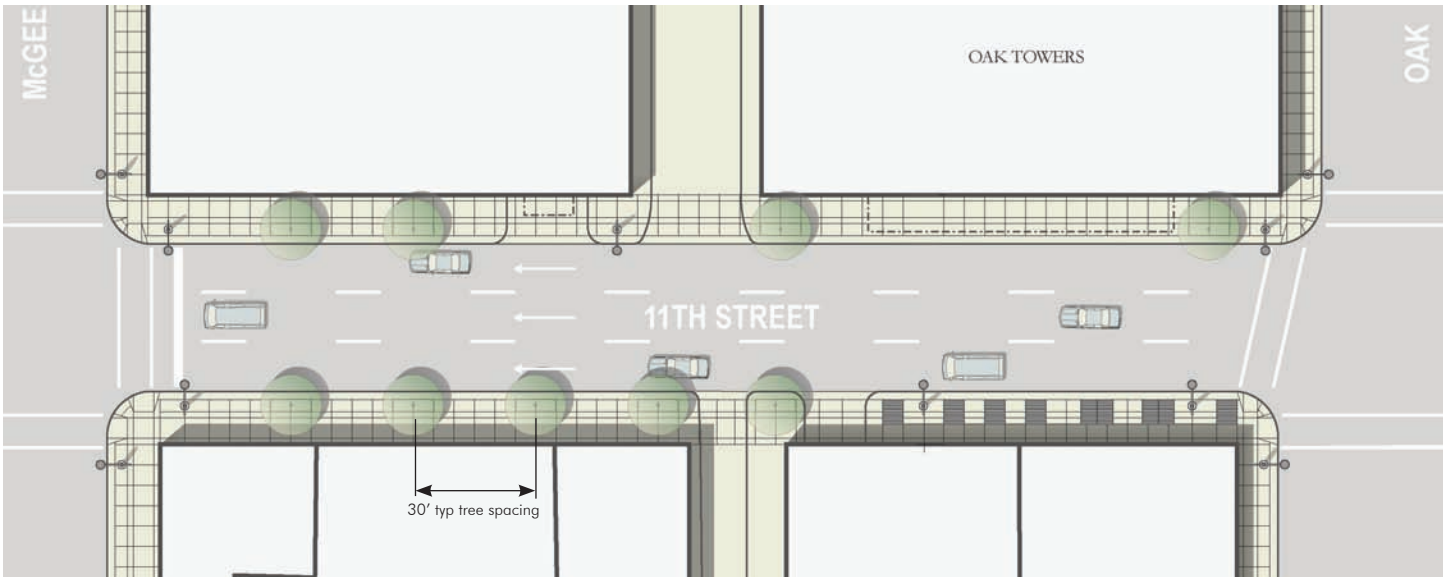
- Regulatory signage on separate poles.
- Cultural signage on separate poles.

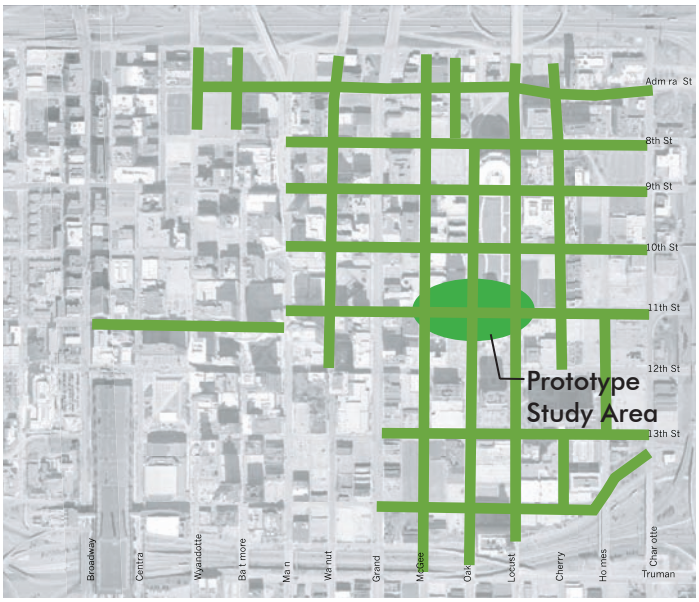
Furniture

- Refurbished bus shelter.
- Benches with wood seating.
- New bus shelters by others.




± 8′-0″
WALK
3′-0″
PLANTER
2′
CURB
12′-0″
12′-0″
12′-0″
2′
CURB
3′-0″
PLANTER
± 7′-0″
WALK
61′ ROW


McGEE
OAK TOWERS
OAK
11TH STREET
30′ typ tree spacing



Prototype Study Area - 11th Street from McGee to Locust

Secondary Streets: Support Streets

Lighting

- Street Lights: paired at intersections, 1/3 points alternate sides of street
- No pedestrian light poles.

Landscaping

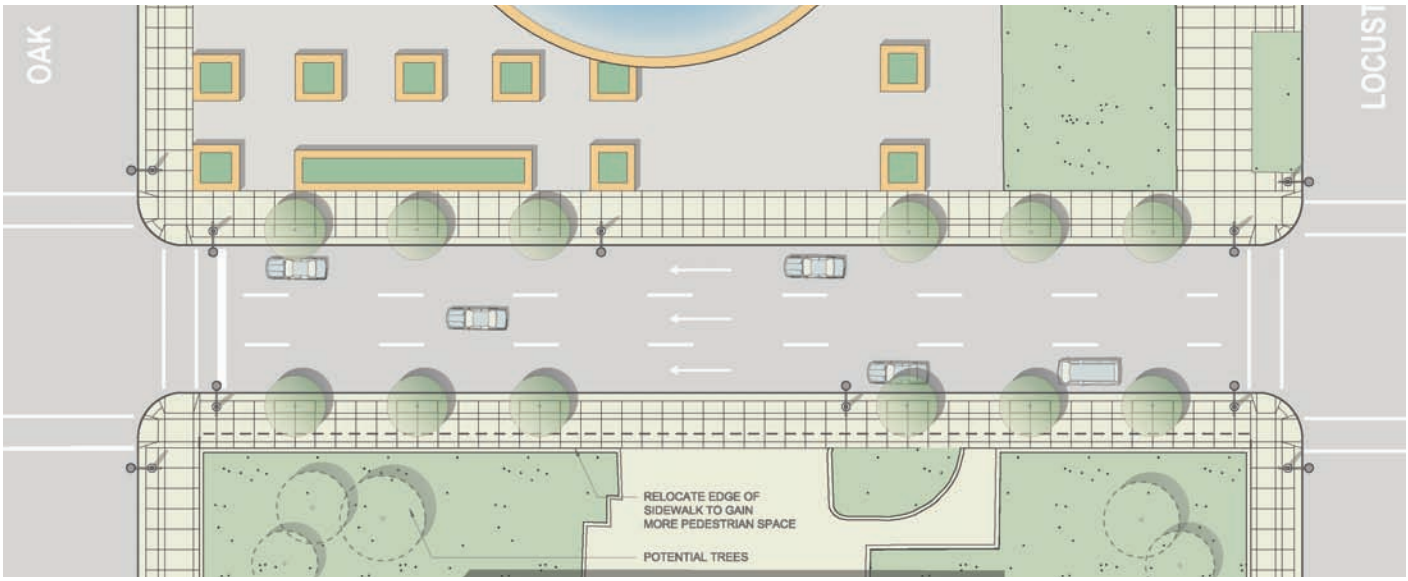
- Shade street trees located every 30 feet.
- 3'x 10' planter with option of pervious paving or ground cover.

Sidewalks

- Single tone color/texture paving with saw cut pattern

Signage

- Regulatory signage on separate poles

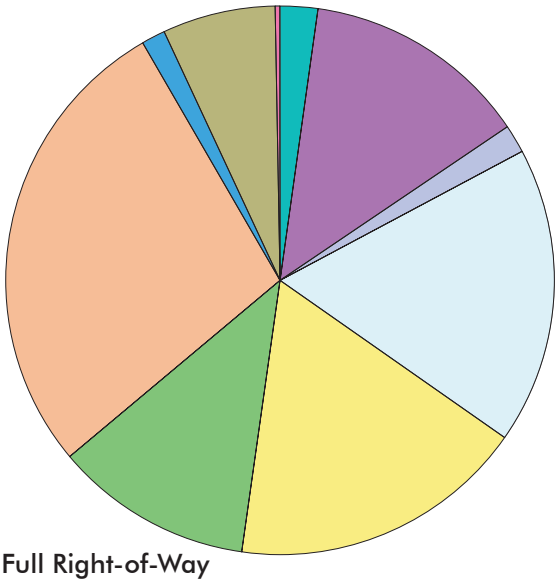


06

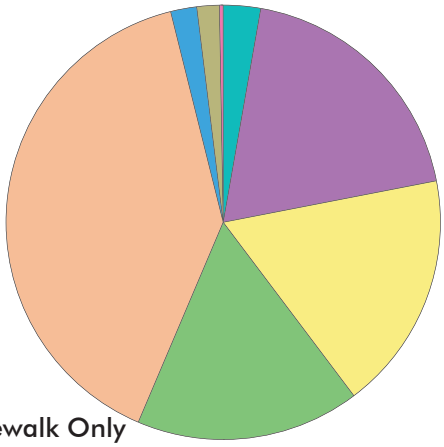
Preliminary Costs and Implementation

Preliminary Costs and Implementation

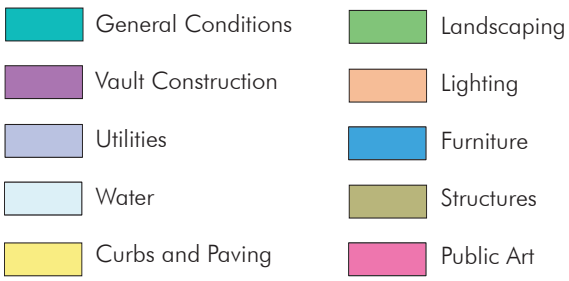
Preliminary Costs



Full Right-of-Way



Sidewalk Only



Preliminary costs are are in 2004-year construction dollars and are for an average pedestrian priority street block, excluding intersections. Costs are by Hanscomb Faithful & Gould.

Pedestrian Priority Street	Full ROW including street	Sidewalk Only
General Conditions	$115,000	$105,000
Vault Construction 18 vaults adjustments	$710,000 Included	$710,000
Utilities (Allowance) Sewer Adjustments	$90,000 Included	0
Water (Allowance) Water Main Adjustments	$935,000 Included	0
Curbs and Paving Paving-Sidewalks Curb Ramps Crosswalk Treatment Paving-Streets	$935,000 Concrete Saw-cut Joints Upgrade Mix Design Two Finishes Granite Concrete with unit masonry infill Asphalt	$665,000
Landscaping Landscaping Planter edge Irrigation New Structural Soil	$630,000 Trees and Planting Stainless or Masonry Included Included	$630,000
Lighting Lighting - Vehicular Lighting - Pedestrian Lighting - Pole Base Lighting - Tree Uplight Lighting - Traffic Signal Foundations Controls, Conduit, Trenching, Cabling	$1,475,000 Catalog - Modified Catalog- Modified Precast Concrete Catalog Catalog - Modified Included Included	$1,475,000
Furniture Signage Newspaper Corrals Seating, Bike Racks	$75,000 Enhanced Informational Cultural Signage Custom Custom	$75,000
Structures Bus Shelters	$358,000 Refurbish Existing New Max Stations	$58,000
Public Art (Allowance)	$15,000 Placed Art	$15,000
Total	$5,338,000	$3,733,000
Total per Linear Foot	$2,443	$1,708
Total per Block	$762,571	$533,286

Sample Maintenance Responsibility Matrix
(From the City of Chicago - Streetscape Guidelines - 2005)

STREETSCAPE DESIGN ELEMENTS
MAINTENANCE AND MANAGEMENT RESPONSIBILITIES

STREETSCAPE ELEMENT	AGENCY RESPONSIBLE
Regulatory Signage, Directional Signs, Traffic Flow and Analysis, Street Traffic Direction, Traffic Signal Placement, and Timing	Chicago Department of Transportation, Bureau of Traffic
Roadway and Curb Marking, Sign Installation	Chicago Department Transportation, Bureau of Signs and Markings
Parking Meters, Driveway Permits, Building Sign Permits, and Vault Permits	Chicago Department of Revenue
Roadway Resurfacing and Reconstruction, Industrial Street Construction, Triangles, Roadway Median Planters, Irrigation	Chicago Department of Transportation, Bureau of Highways
Street Lighting, Viaduct Lighting	Chicago Department of Streets and Sanitation, Bureau of Electricity
Street Trees	Chicago Department of Streets and Sanitation, Bureau of Forestry
Bike Lanes and Racks	Chicago Department of Transportation, Bureau of Traffic
Park and Open Space Design	Chicago Park District, Chicago Department of Planning and Development
Economic Development, Tax Increment Financing, Special Service Areas, Facade Rebate Program	Chicago Department of Planning and Development
Capital Improvement Funding	Chicago Office of Budget and Management
Streetscaping as part of affordable housing	Chicago Department of Housing, Chicago Housing Authority
Large Kiosks, Pavillions, and Bus Shelters	Mayor's Office, Infrastructure Liaison
Fountains	Chicago Department of Transportation, Bureau of Bridges and Transit
Sewer Mains and Services	Chicago Department of Water Management
Water Mains and Services	Chicago Department of Water Management
Emergency Communication Lines	Chicago Office of Emergency Management and Communications
Permits for work in the public right-of-way	Chicago Department of Transportation, Bureau of Inspections

Implementation

Implementation is contingent on the amount of available funds, the impact on the area and coordination with new developments. 12th Street between Wyandotte and Locust has been selected as the first streetscape improvement under this plan. Continuation of this project to the expressway ring would complete this project. Grand Boulevard and Main Street should be undertaken next due to their civic importance as well as their contribution to the new KC Live! entertainment district. Other streetscape projects can occur as development warrants but this should not be done piecemeal. It is recommended that streetscape improvements should be no less than approximately a mile in length and be continuous.

In order to acheive the desired continuity of streetscaping, the city itself will need to implement street improvement projects. This will ensure uninterrupted streetscapes, even on streets with undeveloped sites. Where property owners wish to improve their frontage or are building new frontage, the streetscape guidelines shall be followed.

Special service areas or business improvement districts may provide funding to extend streetscape improvements to undeveloped sites. This will encourage future investment and ultimately raise the property values for the improved areas. TIF funding designated for streetscape improvements will increase individual property values as well as adjacent property values, thus fostering additional development. Voluntary contributions or adopt-a-street programs allow interested benifactors the ability to give back to their community.

Funding Sources

Funding sources for streetscape projects are available from federal, state and local agencies. Local enhancements should be planned from general maintenance sources as well as leveraging the effect of new local development. As new development occurs the master plan guidelines should be utilized to reduce the burden on the City to finance an entire streetscape project. Additionally, streetscape enhancements which exceed the standard palette should not be a City expense.

Other funding sources include:

- TIF Funds
- Missouri Transportation Enhancement Funds (STP-E)
- Federal Highway Administration Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Special Service Area (SSA) or Business Improvement District (BID) special taxing.
- Voluntary cash contributions for specific elements, such as median planting
- Other local public and private funding

Enforcement

The City government should identify which agency will enforce these guidelines. City approvals, such as planning or zoning approval or permits for specific building projects which impact the public realm could be tied to implementation of these guidelines. Failure to implement these guidelines could be tied to the Certificate of Occupancy. Where landscape installation is delayed by weather conditions, a performance bond to insure implementation within a reasonable time period should be required.

Guidelines or Ordinance

A requirement that all new streetscape design development meets the Master Plan guidelines should be established. Varying approaches to enforcement of the downtown streetscape design palette are possible. An ordinance makes the design palette fully enforceable with only limited city interpretation. In contrast to an ordinance, guidelines may result in additional interpretation and oversight. This will require a committee to interpret the intent of the design palette. Some communities have ruled that portions of a given set of recommendations are defined in an ordinance while other portions are open to further interpretation for site-specific conditions or intent. For example, an ordinance for landscaping could be supported by guidelines for streetscape design. If an oversight committee is selected it should include city staff, design professionals, business leaders, and other stakeholders so that design, technical, and business considerations are balanced correctly.

Maintenance and Management Responsibilities

All maintenance within the public right-of-way should be controlled, directed and administered by City staff where appropriate. This provides a single source of responsibility and allows no confusion as to how work shall be done. Tasks and responsibilities should be assigned to the appropriate City agencies as well as budgets that provide adequate funding. Private funding contributions from groups like the Downtown Council, other vested community groups or "Friends" could ease this burden. The organizational objective should be to eliminate finger pointing, delay and confusion.

Maintenance costs can be reduced by leveraging community and local involvement related to maintenance. Property owners or associations which maintain their "front stoops" contribute to maintenance cost reduction. Banner programs that ensure regular maintenance as new banners are installed, utilization of church or mission-sponsored work programs to water plants or sweep sidewalks and adopt-a-street programs offer other opportunities to reduce maintenance costs. These and other methods will reduce maintenance costs to insure a successful and long-lasting project.

An example has been provided of a Maintenance and Management Responsibilities matrix from the City of Chicago which lists each design element of the streetscape palette with the City agency responsible.

Meetings

The design process used for the Kansas City Streetscape Master Plan utilizes the principles of context sensitive design. This includes an open process with the public and private sectors. Public meetings, as well as meetings with a steering committee selected to represent the interests of Kansas Citians, involved the user completely in the design process.

Kansas City Downtown Streetscape Master Plan Meetings

Steering Committee Meeting	Feb-04
Streetscape Tour	Feb-04
Perspectives Group Meeting	Feb-04
Steering Committee Meeting	Mar-04
Second Public Meeting	Mar-04
Steering Committee Meeting	Jun-04
Project Meeting	Jul-04
Steering Committee Meeting	Apr-05
Project Meeting: City Departments	Apr-05
Final Presentation	Jun-05

12th Street Streetscape Meetings

Project Meeting: City Departments	Dec-04
Project Meeting: KC Live! entertainment district Coord.	Dec-04
Project Meeting: Streetscape Steering Committee	Dec-04
Project Meeting: Arts Community	Jan-05
Mayoral Presentation	Jan-05
Steering Committee Meeting	Jan-05
Project Meeting: City Departments	Feb-05
Steering Committee Meeting	Feb-05
Project Meeting: Arts Community	Mar-05
Steering Committee Meeting	Apr-05
Project Meeting: City Departments	Apr-05

Meetings and Acknowledgements

The Master Plan Group recognizes the efforts and involvement of the Steering Committee. The committee members include:

Downtown Streetscape Master Plan Steering Committee:
Daniel Serda, Kansas City Design Center
Ed Drake, Planned Industrial Expansion Authority
Jean Paul Chaurand, Greater KC Community Foundation
Jewel Scott, Civic Council
Joan Israelite, Metropolitan Arts Council of Kansas City
Jon Copaken, Copaken White and Blitt
Juanita Moore, Kansas City Jazz District
Katherine Shields, Jackson County, Missouri
Mark Huffer, Kansas City ATA
Sandra Aust, Parks Board of Kansas City Missouri
Tom Davis, Rev UP Kansas City
Leo Morton, Aquila Energy
Raphael Garcia, Raphael Architects
Herb Hardwick, Hardwick Law Firm
Tom Trabon, Trabon Consulting
Alan Lankford, Lankford and Associates
Elizabeth Amirahmadi, International Architects Atelier
AJ Grochowski, Downtown Council CID
Mike Sturgeon, Columbus Park Neighborhood Assocation
Suzie Aron, Crossroads District Neighborhood Association
Jonathon Kemper, Commerce Bank

12th Street Streetscape Schematic Design Steering Committee:
John Delich , Executive Hills Inc.
Tom Pratt, Hotel Phillips & Muehlebach Hotel
Phil Gesue, Time Equities - Philip Geuse
Jon Copaken, Copaken White & Blitt
Bruce Berry, Alpha Graphics
Bonnie Gibson, Traders Bank Bldg
Patty Noel, Argyle Building
Dale Schulte, SW Corner 12th & Walnut Chamber Lofts
Felisha Mason , Abbott Properties
Katherine Shields, Oppenstein Park - Jackson County Parks
Atty. Cain L. Preston, SW Corner 12th and McGee
Dr. Bernard Taylor, Superintendent, Kansas City School District Bldg
Alan Hicks, The Cordish Company

The Master Plan Group also recognizes the efforts and involvement of the people and organizations of Kansas City:

Mayor
The Honorable Kay Barnes, Mayor

City Council
Deb Hermann, First District
Bill Skaggs, First District
Bonnie Sue Cooper, Second District
John Fairfield, Second District
Troy Nash, Third District
Saundra McFadden-Weaver, Third District
Jim Glover, Fourth District
Jim Rowland, Fourth District
Becky Nace, Fifth District
Terry Riley, Fifth District
Alvin Brooks, Sixth District
Charles A. Eddy, Sixth District

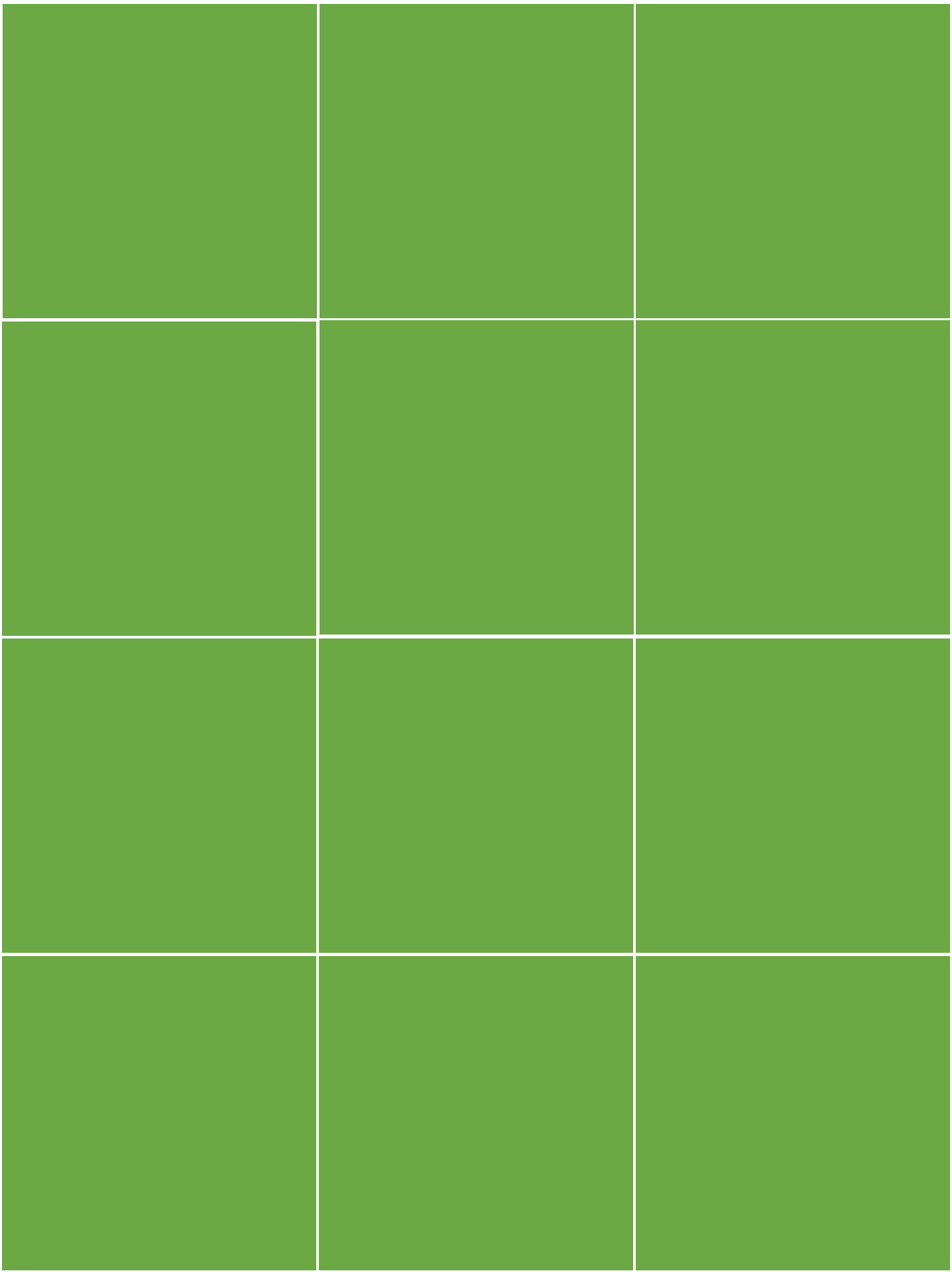
City Manager
Wayne Cauthen, City Manager

City Planning and Development Department
Tom Coyle, AICP, Director, City Planning and Development Department
Bob Langenkamp, AICP, Assistant Director, City Planning and Development Department
Debra L Smith, AIA, AICP, Division Manager, Planning, Preservation and Urban Design (project manager)
John DeBauche, AICP, Area Planner
Ron Simmons, Graphic Design Specialist

Downtown Council Board of Directors and Members
William Dietrich, President and CEO
Marlo Darrington, Development Project Manager

We would also like to thank the following organizations, who have been extremely helpful and informative throughout this long process.

Black Chamber of Commerce
Board of Parks and Recreation Commissioners
Capital Improvements Management Office
Civic Council Board of Directors
Council's Oversight Committee for the Kansas City Convention Center Expansion
Economic Development Corporation of Greater Kansas City and their Board of Directors
Greater Kansas City Chamber of Commerce Board of Directors
Jackson County Legislature Members

We would also like to thank all the other participants not listed for their involvement and efforts.

The Design Team:
Skidmore, Owings & Merrill LLP – Urban Design and Infrastructure
Consoer Townsend Environdyne, Inc. – Civil Engineering
Young + Dring – Landscape Architecture
Taliaferro & Brown Consulting Engineers – Civil Engineering
Hanscomb, Faithful and Gould – Cost Estimating
Architectural & Historical Research, LLC – Historical Research
Phillips-West – Public Relations and Communications