

## PREVIOUS PLANS ASSESSMENT 6

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6.1 INTRODUCTION

The project team underwent extensive research of previous plans that had been developed for or within the Invest Northeast Study Area. The following plans were outlined so as to create a quick reference of each previous plan’s overall goals, community feedback, and implementation suggestions.

> Truman Plaza Area Plan

January 2012

- 1. General:
  - a. Led by City Planning / Development Dept., Citywide Planning Division
  - b. Supporting Documents: Truman Plaza Area Plan Data Book (provides background on neighborhoods, goals, issues, other adopted plans), Survey Final Report (provides specific data from the survey, charts, mapping of surveyors), Truman Area Plan MindMixer results
  - c. Boundaries: North - U.P. railroad tracks, East - BNSF railroad tracks & Big Blue River, South - I-70, West - I-35 & Woodland Ave.
  - d. Community involvement: committees, public meetings, survey, MindMixer
  - e. Vision Statement: “Truman Plaza residents, businesses, and stakeholders take pride in and promote their vibrant, self-sustained community which consists of diverse, safe, historic, and affordable neighborhoods with easy access to area services, resources, and jobs.”
  - f. 5 Primary Goals:
    - i. Promote safe and clean neighborhoods and decrease the crime rates.
    - ii. Promote Truman Plaza as the ethnic and cultural hub in the city of Kansas City.
    - iii. Attract businesses and organizations that increase employment for area residents.
    - iv. Capitalize on and encourage a walkable layout of the community and promote multi-modal transportation.
    - v. Emphasize, promote, and protect the attractive and historic character of the area’s neighborhoods and corridors.
- 2. What should be preserved – resident feedback:
  - a. Historic buildings / heritage
  - b. There is high support for establishing design guidelines that are compatible with existing character.
- 3. What should change – resident feedback:
  - a. Residents generally do not feel safe in their neighborhoods.
  - b. There is high support for making other improvements while infrastructure needs are addressed.
  - c. Top three overall priorities of residents:
    - i. Maintenance of residences in their neighborhood
    - ii. Condition of streets and bridges
    - iii. Overall image of their neighborhood
  - d. Housing:
    - i. Lack of quality housing / schools, subsidized housing too concentrated
    - ii. Most do not plan to move, but 33% plan to relocate elsewhere looking for single family homes to own
  - e. Transportation:
    - i. 49% satisfied with traffic flow in the area
    - ii. 55% say the area is pedestrian friendly, 45% say it is not. Priorities for improvement:
      - 1. reduction in crime
      - 2. better sidewalks
      - 3. reduction in traffic speed
    - iii. 46% say the area is bike friendly, 54 say it is not. Priorities for improvement:
      - 1. bike lanes
      - 2. share the road signs
      - 3. more trails
    - iv. Most do not travel by bus (10% travel by bus more than half the time, 25% travel by bus sometimes). Priorities for usability improvement:
      - 1. Increase in bus frequency (and extend past business hours)
      - 2. Improved lighting / safety
      - 3. Improved bus shelters

- v. Majority support commuter rail service to outlying communities, half support high-density development near rail stations.
  - f. Prioritized area identity issues:
    - i. Vacant buildings maintenance/security/demolition
    - ii. Vacant lot maintenance/upkeep/reuse
    - iii. Sidewalk maintenance
  - g. Prioritized goods and services needed:
    - i. Groceries
    - ii. Restaurants other than fast food
    - iii. Doctors / Dentists / Pharmacy
    - iv. Gasoline
    - v. Hardware
- 4. Suggested Solutions: (refer to plan for action lists for each principle)
  - a. Housing and Neighborhoods Guiding Principles:
    - i. Preserve and enhance neighborhood character.
    - ii. Build capacity and work with organizations to carry out plan goals.
    - iii. Target strategic areas for development.
  - b. Economic Development Guiding Principles:
    - i. Target key industries and focus job attraction efforts to sectors that are more likely to employ existing and future area residents.
    - ii. Promote the abundance of ethnic businesses.
    - iii. Ensure that development tools and revitalization programs are addressing area needs and plan goals.
    - iv. Revitalize commercial nodes and corridors.
  - c. Land Use and Development Guiding Principles:
    - i. Focus commercial uses at nodes.
    - ii. Promote high quality, compatible development and prevent encroachment.
    - iii. Encourage urban development.
    - iv. Orient redevelopment and new development to facilitate the use of transit and multi-modal transportation.
    - v. Redevelop vacant / under utilized areas.
  - d. Transportation Guiding Principles:
    - i. Modify the transportation system to ensure it serves all modes of transportation (“complete streets” or “livable streets”)
    - ii. Reinforce and extend the boulevard system.
    - iii. Improve pedestrian access / walkability.
    - iv. Enhance the public transportation system locally and regionally to improve access and rideability.
- 5. Implementation: Matrix includes First Year Priority Projects, Ongoing Implementation Items, and Initiated Implementation Items.

## > Truman Plaza Area Plan MindMixer Results

March – May 2011

### 1. General:

- a. MindMixer was used as an online resource to gather ideas from citizens about six topic areas. Residents submit ideas under each topic area and others can improve upon the ideas through feedback and support.
- b. Statistics:
  - i. 1,367 visitors, 562 unique
  - ii. 7,108 page views
  - iii. The site was online from March 2011 through early May 2011.

### 2. Topic 1 – Transportation + Infrastructure

- a. How can public transportation be improved in Truman Plaza? Are there areas where the infrastructure could be improved? How can KC make it easier to move people and goods through and around Truman Plaza?
  - i. MAX Bus (11)
  - ii. Include Bike Paths (8)
  - iii. Curbs and Sidewalks (5)
  - iv. Directional Signage (5)
  - v. North-South Connections (4)
  - vi. Truman Road Needs Attention (4)
  - vii. Support Bike Paths (3)
  - viii. Bus routes (3)
  - ix. Road Diet for Truman Road (2)

### 3. Topic 2 – Neighborhoods

- a. What makes a neighborhood a desirable place to live? How can we make our neighborhoods safer and friendlier places to live? Where are there opportunities to improve housing options and quality?
  - i. Beautification and Building Community through Community Gardening (10)
  - ii. Vacant Homes (9)
  - iii. Avoid Concentrating Low Income Households (9)
  - iv. Monitor and Coordinate with Efforts to Reuse Vacant Schools (7)
  - v. Targeted Incentives (5)
  - vi. Marketing Lykins Value (5)
  - vii. Golf (4)
  - viii. Revive Urban Homesteading Program (4)
  - ix. Need a Neighborhood-Oriented Community Development Corporation (4)
  - x. More Soccer Fields (3)
  - xi. More Police and Other City Employees Living in NE (2)
  - xii. Amenities and Events (1)
  - xiii. Neighborhood Watch Can Help Build Community (1)
  - xiv. Work with Realtors (1)
  - xv. Encourage Local and Responsible Landlords (0)
  - xvi. Allow More Than 15 Chickens Per Household (0)

### 4. Topic 3 – Urban Design + Community Character

- a. What neighborhoods in town have a desirable “look and feel”? What commercial areas in town possess quality design characteristics? What kinds of design elements would you like to see present in Truman Plaza? What are the places with historic significance that need to be preserved?
  - i. Streetscapes (7)
  - ii. Coffee shops (7)
  - iii. Trees Are Important (6)
  - iv. Modest Affordable Workforce Housing (6)
  - v. Community Character and Questionable Businesses (5)
  - vi. Clean and Orderly (5)
  - vii. Recognize the Differences Between Neighborhoods (4)
  - viii. Preservation and Rehabilitation (4)
  - ix. Targeting Key Properties (3)
  - x. Neatness Counts (2)
  - xi. Sound Barriers (1)

### 5. Topic 4 – Land Use

- a. What areas are most suitable for redevelopment? What are the desirable land uses in Truman Plaza?
  - i. Land Use Cuts Crime. 700+ Disgusting Lots into Beautiful Farms (11)
  - ii. Goats and Chickens vs Pitbulls – Changing the Zoning Code (4)
  - iii. More Density (4)
  - iv. Need to Match Zoning and Actual Land Uses (4)
  - v. Armco and Sheffield (3)
  - vi. Zone Historic Areas Appropriately to Preserve Our Assets (3)
  - vii. Agricultural Uses (1)
  - viii. Strengthening Both Neighborhoods and Commercial Areas (0)
  - ix. Zoning Review (0)

### 6. Topic 5 – Economic Development

- a. What locations in Truman Plaza should be prioritized for public investment in order to attract new development and redevelopment? What areas are most suitable for redevelopment? What kinds of workforce training opportunities are needed? What are appropriate uses for economic incentives?
  - i. Strong Business District Organizations Needed (7)
  - ii. Practical Job Training Needed (7)
  - iii. Hardesty Federal Complex (5)
  - iv. Home Improvement Store / Lumberyard (4)
  - v. Truman Road Industrial Area (4)
  - vi. Reduce / Restrict Amount of Commercial Zoning (3)
  - vii. Additional Resources (2)
  - viii. Build on Existing Business Clusters (2)
  - ix. New Grocery Store(s) Needed (2)
  - x. Restore Shuttered Shopping Strips to Improve Walkability (2)
  - xi. New Business Incentives (2)
  - xii. Some “Problem” Businesses Could Be Opportunities (1)
  - xiii. Family Dollar (0)

### 7. Topic 6 – One Thing Today

- a. What's one thing that could be done today (literally today) to improve Truman Plaza?
  - i. Enforced Regulation of Scrap Yards – Good Regs No Enforcement (5)
  - ii. Emphasize the Ethnic Diversity of Area Businesses (4)
  - iii. Neighborhood Associations (4)
  - iv. City Hall (3)
  - v. Improved Services for the Homeless (3)
  - vi. Demolition of Empty Dangerous Houses / Buildings (3)
  - vii. Quick Followup and Resolution of Nuisances, Preservation, Etc. (3)
  - viii. Clean It Up (2)
  - ix. Children's Playground (1)
  - x. Employment for Ex-Offenders (0)

> St. John Corridor Infrastructure and Land Use Plan

March 2005

1. General:
    - a. Led by City Planning and Development Department, Planning, Preservation & Urban Design Division, and the City of Kansas City, MO
    - b. The St. John Corridor plan provides the framework for improving infrastructure and identifying preferred land uses along the St. John Avenue according to the community's vision.
    - c. Boundaries: Along St. John Avenue from Gladstone Blvd on the west to Belmont Blvd on the east. St. John links the Indian Mound and Scarritt Renaissance neighborhoods to nearby amenities Gladstone Blvd, KC Museum, Budd Park and Holy Cross Church.
    - d. Community involvement: input from community workshops is the basis for much of the plan
  2. What should be preserved – resident feedback:
    - a. Make the corridor a unique, recognizable, desirable, identifiable place with strong residential neighborhoods supported by quality neighborhood services complimentary with the corridor's historic development pattern.
  3. What should change – resident feedback:
    - a. Challenges detracting from the sense of place are motor vehicle speeding, perception that parking is limited, lack of street maintenance, limited walkability, neglected infrastructure, and safety concerns.
  4. Suggested Solutions:
    - a. Identity and appearance
      - i. Sense of arrival and sense of place – beautification
      - ii. Property maintenance and code enforcement
      - iii. Rehab buildings before they become dilapidated
    - b. Transportation
      - i. Streetscape improvements for accessibility / walkability
      - ii. Shared off-street parking desired
      - iii. Proposed bicycle route along St. John
      - iv. Upgrade bus stop amenities to encourage use of transit
    - c. Land use and zoning
      - i. Currently "open zoning"
      - ii. Discourage commercial encroachment into existing neighborhoods
      - iii. Development of single family, multi-family, and neighborhood-oriented services encouraged
      - iv. Redevelopment should be compatible with historic pattern
      - v. Discourage automobile-oriented strip commercial development, replace with pedestrian friendly mixed-use pattern
    - d. Housing
      - i. 93% of parcels in area are residential, nearly 80% of housing is single family
      - ii. Variety of new housing options desired, while preserving existing
      - iii. Infill should be compatible with historic pattern
      - iv. Incentives desired to encourage reinvestment – enforce city's building and property maintenance codes
    - e. Infrastructure
      - i. Water services are adequate
      - ii. Stormwater control is not adequate – existing curbs are deteriorated, inlets prone to clogging
      - iii. Street lighting adequate, pedestrian level does not exist
      - iv. Basic infrastructure is the priority, then sidewalks / curbs
      - v. View lack of funding for infrastructure improvements on Independence as a failure by the city to maintain investment – include maintenance costs in total project lifecycle costs and include maintenance program plans
    - f. Economic development
      - i. Help bridge language gap – especially when expressing corridor expectations, opportunities for business development, rehab and maintenance
      - ii. Promote multicultural business development and expansion – cluster complementary businesses
  - iii. Limit non-residential encroachment into single family neighborhoods
  - iv. Implement incentives to assist in restoration of historic properties
  - v. Provide positive publicity of events, new initiatives and emerging development opportunities
  - g. Safety
    - i. Safety comes from public and private initiatives – community policing and neighborhood watch programs
    - ii. Encourage active participation in community clean up
    - iii. Implement public safety and crime prevention programs – educate residents and business owners
    - iv. Budd Park needs safety attention
    - v. Traffic calming (crosswalks, signage, signal improvements) to increase pedestrian safety
  - h. Urban design guidelines (aesthetics, character, parking, streetscaping)
  - i. Recommended gateways and mixed-use centers: Benton Blvd Gateway, Van Brunt Blvd Gateway, Belmont Blvd Gateway, Askew Neighborhood Center, Elmwood Neighborhood Center, Budd Park Neighborhood Center
5. Implementation: Matrix includes action steps and time frame for each primary issue in the plan.

> Independence Avenue Corridor Plan

April 1993

1. General:
  - a. Sponsored by City Planning / Development Dept., City of Kansas City, MO, NEAT
  - b. Boundaries: along Independence Avenue, from Paseo to I-435
  - c. Community involvement: 5 major community forums (public meetings)
  - d. Community Goal: "To make the Independence Avenue Corridor an ideal place to live, shop, work, play, and worship."
  - e. Plan Organization:
    - i. Corridor and Area Analysis
    - ii. Planning Framework – divides corridor into 4 distinct districts
    - iii. Corridor Design Guidelines
    - iv. Implementation
2. What should be preserved – resident feedback:
  - a. "Hometown" or "small town" atmosphere – family owned businesses
  - b. Historic buildings / heritage
  - c. Ethnic diversity
  - d. Parks and boulevards – utilize more effectively, perhaps extend in the future
  - e. Easy access to I-70 and I-435, proximity to downtown / River Market / City of Independence – make these better connections
3. What should change – resident feedback:
  - a. Public safety
  - b. Physical deterioration – infrastructure maintenance
  - c. Individual and property security / drug use / prostitution / juvenile problems
  - d. Vacancies, absentee landlords, undesirable tenants
  - e. Red-lining (financial institutions avoid investment in the area)
  - f. Lack of code enforcement
  - g. Placement, nature, and amount of public housing
  - h. Loss of neighborhood oriented public schools
4. Suggested Solutions (Development Strategy by District):
  - a. District A – The Paseo to Benton Blvd:
    - i. Institutional / commercial zone – maintain / add jobs in redevelopment of hospital
    - ii. Intersection of Prospect & Independence as commercial complex – concentrated pedestrian environment with improved parking and streetscaping
  - b. District B – Benton to Van Brunt:
    - i. Mixed commercial uses and housing
    - ii. Suggested rezoning to Moderate Residential – facilitate multifamily apartments
  - c. District C – Van Brunt to Hardesty:
    - i. Automobile-oriented commercial strip – frequent curb cuts, parking lots, signage
    - ii. Reinforce this use, but adopt aesthetic guidelines and streetscaping elements for beautification
  - d. District D – Hardesty to I-435:
    - i. Primarily industrial
    - ii. Abundant rail access
    - iii. Former Armco properties to the east were to be developed into a Sheffield Station Industrial Park with bike/jog trail along Blue River connecting the Missouri River to Swope Park

5. Suggested Solutions (Key Summary):
  - a. Extend the designation of Independence Ave as a Boulevard to Columbus Park (with connections to the River Market) to the west and to Belmont Blvd to the east.
  - b. Support retention of University of Health Sciences in the area and the redevelopment of the vacant Osteopathic Hospital.
  - c. Target public infrastructure development at the Prospect Commercial Node. Study traffic and roadway alignment options at this intersection.
  - d. Create a planning implementation organization.
  - e. Address jobs and economic development issues through NEAT, Chamber of Commerce, and / or local economic development agencies.
  - f. Create a comprehensive Public Safety Program for the area in cooperation with the KC Police Department.
  - g. Establish a formal design review process for both renovation projects and new construction.
  - h. Portray, develop, and market the entire area as a historic asset to the city for both external and internal visitors.
6. Corridor Design Guidelines:
  - a. Urban Streetscape Zones (Paseo to Van Brunt):
    - i. Pedestrian walkways / sidewalks, accessible design, street furniture, lighting, plant materials, walls and gateways
  - b. Urban Storefronts:
    - i. Building scale / proportion, facades, setbacks, materials, awnings, roof lines, rear entrances, equipment screening, signage, color, masonry cleaning
  - c. Strip Commercial Zones (Van Brunt to I-435):
    - i. Public amenities, parking, dumpster screening, signage
7. Implementation: Matrix includes Quick Victories, Middle Range Strategies, and Long Range Strategies.



> LISC Quality of Life Plan - Scarritt Renaissance

2006 - present

- 1. General:
  - a. Led by the Greater Kansas City LISC program NeighborhoodsNOW, which seeks to turn neglected neighborhoods into sustainable communities through partnerships with lead agency leadership and neighborhoods.
  - b. Supporting Documents: 2008 Plan Update, 2009-2014 Plan Update, 2009-2011 Progress Report, 2013-2014 Plan Update
  - c. Community Involvement: partnered with SRNA, mailings / notices, community workshops
  - d. Boundaries: Cliff Drive to the north, Jackson to the east, Independence Ave to the south, Chestnut Ave to the west
- 2. Suggested Solutions:
  - a. Concourse programming – program park activities and surveillance network w/ Parks & Rec
  - b. Infill housing with historic context designation
  - c. School reuse – as senior housing
  - d. Gladstone / Benton Corridor – provide support for market rate housing with targeted rehab and minor home repair
  - e. Bellefontaine Mews – redevelopment of vacant sites with compatible units building on existing market strength of Gladstone, renovation and minor home repair
  - f. Traffic pattern study – public improvements and traffic enforcement at main arterials
  - g. Multicultural business development – with codes education
  - h. Multi-family redevelopment – renovation of existing multi-family buildings
  - i. Peavley building reuse – renovation to include first floor retail and potential multicultural marketplace with upper floors as housing
- 3. Initiatives:
  - a. Housing and Other Property Conditions
    - i. Be a clean, attractive, and diverse neighborhood with a variety of housing options.
  - b. Public Investment
    - i. Maintain and enhance image as a neighbor-friendly neighborhood.
    - ii. Traffic calming and traffic control methods to support pedestrian activities.
    - iii. Use parks and streets for activities and community events.
  - c. Decrease Crime
    - i. Implement safety programs through WHO, SRNA, and other key partners, the KCPD and Community Safety Initiative (CSI).
  - d. Culture and Commerce
    - i. SR is a diverse but unified neighborhood – a vibrant commercial setting that uses its multicultural identity as a strategic advantage in the metropolitan marketplace.
- 4. Implementation (thus far):
  - a. Cliff Drive Car-Free Weekends
  - b. Graffiti cleanup, murals to deter graffiti, monthly adopt-a-street recycling / trash cleanup
  - c. “Good Hammer” program – reduce code violations and safety hazards and “Safe Locks for Safe Blocks” - free safety repairs for 24 homes
  - d. Youth entrepreneurial program by Grace Church of the Nazarene
  - e. LISC, with Economic Development Corp of KC completed a Business District Market Study of Independence Ave in SR – promotes SR as a “World Marketplace”
  - f. Approved Scarritt Renaissance Urban Renewal Plan - provides 10 year (from 2007) property tax abatement for homeowners who complete up to \$5,000 in repairs and commercial property owners who make up to \$10,000 in improvements.
  - g. Passed ordinance for down-zoning 63.5 acres of residential property to single-family
  - h. Six resident-led crime abatement programs and 21 crime watch blocks established
  - i. Bilingual Crime Prevention Through Environmental Design workshops with KCPD
  - j. Measurable home repair, vacant lot occupation, demolition of vacant homes
  - k. 16 family events along Cliff Drive and Concourse Park
  - l. 6 new businesses, 15 economic development educational programs
  - m. Northeast Community Resource Guide published
  - n. \$40,000 grant for CID on Independence Ave

> LISC Quality of Life Plan - Scarritt Renaissance UPDATES

2006 - present

- 1. 2013-2014 Action Plan:
  - a. Compliance with Crime Prevention Through Environmental Design (CPTED) guidelines will be encouraged throughout the neighborhood wherever possible, including in parks, residences, and businesses. Funding will be pursued to provide CTPED for Scarritt residents and businesses.
  - b. Improvements will be made to Scarritt's parks, including the construction of new improved playgrounds and restrooms.
  - c. Communication and internal marketing among residents, the neighborhood association, and other organization serving Scarritt will be improved. Residents will be better informed about events, programs, and projects taking place in the neighborhood and throughout the Northeast and will be better connected with one another.
- 2. Priority Project:
  - a. A comprehensive effort will be undertaken to “rebuild” Scarritt Renaissance, with residents taking responsibility for the community's future and playing an active role in the rebuilding of the neighborhood's real estate. A strong emphasis will be placed on revitalizing the St. John Avenue commercial corridor, including attracting new dining, retail, and service options to that corridor. Residents and stakeholders also recognize that the success of these efforts hinges on a reduction in crime; as such they will implement strategies to reduce all types of crime, but especially property crimes and quality of life crimes, in the neighborhood and its commercial corridors.
- 3. 2009-2014:
  - a. Plan calls for crime and safety programs to address the increase in gang-related activity and ongoing property related crime that residents and business owners are experiencing.
  - b. The Plan calls for cohesive design, revitalized store fronts, new businesses, workforce development programs, and a police presence Independence Avenue that discourages prostitution and drug trafficking.
  - c. Improvement of parks and infrastructure
  - d. Address housing needs. Return empty houses to productive use and minor home repair provided free of charge to those unable to afford it.

> Paseo Gateway: Choice Neighborhoods Transformation Plan

December 2012

1. General:

- a. Led by the Housing Authority of Kansas City Missouri (HACK)
- b. The Paseo Gateway Neighborhood Transformation Plan was completed through a HUD Choice Neighborhoods Initiative Planning Grant and matching funds from HAKC (Housing Authority of Kansas CityMO) and its planning partners.
- c. The Plan aims to build on the neighborhoods' locational assets and tap into the base of engaged stakeholders to offer a multitude of strategies that comprehensively addresses the community's needs for housing, economic development, safety, and quality of life.
- d. Community Involvement: High and diverse. A diverse group of stakeholders and residents were included in the public engagement process. Public meetings as well as individual interviews were conducted in the area. Interpreter services were provided for diverse ethnic groups and accommodations for those with disabilities.
- e. Boundaries: Union Pacific Railroad Lines to the north, Chestnut and Prospect to the east, 9<sup>th</sup> St to the south, I-29/I-35 to the west

2. What should be preserved – resident feedback:

- a. Historic Pendleton Heights, a district on the National Register of Historic Places
- b. The Regional Park System: the Kessler Park System and the Cliff Drive Scenic Byway
- c. Boulevards and Parkways: The Paseo
- d. Available Land: The neighborhoods high vacancy rate and large amount of publicly owned land lends itself to unique redevelopment opportunities.
- e. Closed Woodland Elementary School Site

3. What should change – resident feedback:

- a. Marginal and conflicting land uses
- b. Vacancy and disinvestment
- c. Lack of neighborhood retail and amenities
- d. Lack of cohesive character and walkability along key commercial corridors
- e. Crime and safety

4. Primary Goals:

- a. Promote a safe and clean neighborhood
- b. Capitalize and encourage a walkable layout and promote multimodal transportation
- c. Create economic development opportunities
- d. Improve the neighborhood's housing stock

5. Initiatives:

- a. Create and implement a public safety strategy designed to increase "eyes on the street" with the goal of decreasing crime and increasing safety.
- b. Develop a culture where the community is clean from trash and litter by encouraging neighbors and their children not to litter.
- c. Develop higher quality public transportation to and from Northeast Kansas City, as public transportation continues to be an essential service for residents.
- d. A Metro Center transfer station will be located in the Northeast at Paseo and Independence Ave. with kiosks, restrooms, transit information, etc.
- e. Improve the economic activity and perception of the community through the CID along one block of Independence Ave from Paseo to Interstate 435.
- f. Improve housing stock in the community by enhancing home upkeep, enforcing current housing codes and laws, enacting stricter standards for landlords, and keeping historic standards. New development is appropriate.

6. Suggested Solutions:

a. Safety

- i. Promote a safe and clean neighborhood
- ii. Improve the physical environment through the repurposing of vacant property
- iii. Provide for safe multimodal access (pedestrian, bikes, transit and vehicles) this includes redesigning crosswalks, improving signage and lane markings, creating bump-outs, raised curbs and accessible ramps where needed.
- iv. Redesign and re-program public park land and open spaces that met residents' needs and create places to gather and support community building.

- v. Emphasize, promote, and protect the attractive and historic character of the area's neighborhoods and corridors by ensuring the quality and scale of new development is appropriate.
- vi. Use Crime Prevention Through Environmental Design CPTED in new development

b. Transportation and Access

- i. Improving the layout of independence avenue to one that supports all uses and adequately balances uses providing space for pedestrians, cyclists, motorists, drivers and public transit riders in a way that improves safety for all modes while also making the street a more attractive part of the neighborhood fabric.
- ii. Capitalize and encourage a walkable layout and promote multimodal transportation
- iii. Work with KATA to enhance bus stops at strategic locations with improved shelters, bike racks, trash receptacles and signage. Explore the opportunity to create a transit innovation center modeled after the The Metro Center on 39<sup>th</sup> and Troost.
- iv. Use green infrastructure to increase neighborhood connectivity through targeted streetscape improvements and tree planting that can help ameliorate urban heat island effect and improve aesthetics and walkability of life for residents
- v. Create a Northeast neighborhood gateway at Independence and Paseo Blvd.
- vi. Strategic realignment of Paseo Blvd to improve safety and traffic access to I-35.
- vii. Signage for motorists entering the district off I-35/I-70 directing them to Downtown, River Market, and the Kansas City Museum.
- viii. Roadway improvements and traffic signal work to increase pedestrian access.
- ix. Linkage off the Paseo and Cliff Drive as an opportunity to extend George Kessler's vision with new park gateway.
- x. Implement "complete streets"

c. Economic Development

- i. Attract Businesses and organization that increase employment for area residents
- ii. Focus new development initiatives and investment along major corridors and adjacent to existing assets.
- iii. Implement the CID-Independence Avenue pilot project
- iv. Create Community "Corners" at Independence and Prospect.
- v. Establish an "International Marketplace" which builds off the community's base of ethnic-oriented businesses
- vi. Create spaces for new community uses that address the needs identified by area residents (this includes retail amenities, schools, recreation, employment center).
- vii. Implement a Redevelopment District focused on the core of the Paseo Gateway district around the intersection of Independence and Paseo- Address nuisance properties; provide incentives to attract business development and retention; Repurpose vacant and underutilized properties.
- viii. Develop a business retention strategy through physical and programmatic improvements.
- ix. Encourage a higher mix of uses along the intersections of Independence Avenue, and the Paseo Greenway as well as Admiral Boulevard. Encouraging a mix of uses allows for higher compatibilities along industrial land edges to develop and increases future residential development access to amenities.
- x. Encourage business reinvestment and façade improvements by promoting the KC Community Development Entity programs for micro lending and façade rebates.

d. Housing

- i. Improve the neighborhood's housing stock
- ii. Provide tools and resources for upkeep and rehabilitation
- iii. Enforce current housing codes
- iv. Establish stricter standards for landlords
- v. Historic standards in Pendleton Heights
- vi. Concentrate limited public-sourced housing resources in zones likely to leverage private reinvestment, stabilize the community, contribute to economic development
- vii. Work with the City to enforce existing property maintenance

> KCDC Charrette Interview Notes

March 2013

1. East Gateway – “Our conversation was focused on four primary categories – Businesses, Transit/Transportation, Employment, and Perception. The following is a record of the conversation as it occurred, and the “sections” as we intended include all digressions.”
  - a. Businesses
    - i. Piecemeal development leaves the area disconnected and fragmented
    - ii. Churches, grocery stores and gas stations are needed to support a growing population, as seen in small towns yet limited options exist for stores that provide basic needs, more options within walking distance are a must
    - iii. Businesses need to be supported by the people in their area – ie nothing like a jewelry store would be appropriate for sheffield now, because there simply aren’t people buying jewelry
    - iv. Is it possible vacant buildings could be used as warehouse for smaller businesses?
    - v. Need to make money locally, and invest locally
    - vi. Right now most people in sheffield shop on independence ave or other areas for necessities
    - vii. Need to get people off the fast food, need better food in our neighborhoods
    - viii. Have to go to river market for produce and the idea of a farmer’s market in sheffield for sale of the produce of the zipper group was extremely well received
    - ix. Don’t increase area where crime can occur, don’t void spaces unplanned
    - x. Ethnic diversity is what will save us and needs to be enhanced as much as possible
  - b. Transit / Transportation
    - i. George washington carver anecdote: letting the people choose the path and then placing the sidewalks.
    - ii. Visit the sites at different times of day, walk them
    - iii. People don’t come out and express their opinions enough on these things
    - iv. Businesses with strong backing financially are needed
    - v. Need jobs requiring little education at first, then more educated later
    - vi. Need to reduce people on the “public dole”
    - vii. Need training for jobs
    - viii. Push for employment and productivity
    - ix. Without jobs, transit is unimportant, and unrealistic
    - x. Need to work locally to spend locally to live locally
    - xi. Microloan models for small businesses are possible here?
    - xii. Consider the world, we have a whole world to learn from; identify the successes and failures of precedents to better address our design goals
    - xiii. Maintain, enhance diversity
    - xiv. St john and ind currently served by the metro service
    - xv. More would use bus if it felt safer to use
    - xvi. Need training for people to feel self secure
    - xvii. Currently bus stops deliver riff raff to each stop on a regular basis
    - xviii. Signage is important to use of public transportation
    - xix. Simply need a car to get around kc [all agreed]
    - xx. Auto industry intentionally undercut the streetcar system decades ago
  - c. Employment
    - i. Custom truck and equipment employs a lot of people, but not many from the area, can employees from this company be encouraged to move to sheffield? What about other companies with similar situations?
    - ii. Diversity in way of life present here
    - iii. “homes to be taken. Looks like homes will be taken. Will homes be taken?”
  - d. Perception + Identity
    - i. Draw the residents in and giving them reasons to have pride and hope in the community
    - ii. Work on ways to have more and better parking when possible
    - iii. Armco bridge, an important landmark and ways to improve the initial impression of ne from armco bridge to topping ave are needed
    - iv. These residents have pride in their community and would like to bring back a sense of place that once existed and that can foster this pride in more residents; beautification, clean-up and safety
    - v. False mindset prevails that people of color increase crime

- vi. Better balance needed of permanent residents and rental properties
    - vii. Appearance needs to be considered in relation to ownership
    - viii. City, land trusts, need to maintain their properties as exemplary for other residents
    - ix. Should there be standardized appearance minimums?
    - x. Welfare should be considered conditionally on how much the recipient attends training for self-empowerment
    - xi. Change begins with neighbors, then blocks, then neighborhoods, then communities
    - xii. Address the bilingual nature of the community, signage and outreach especially
    - xiii. Not up to the government to solve problems
    - xiv. Perception – what do people see when they arrive, when they visit
    - xv. Designing buildings to contribute to changing the mindset of the community, not proposing solutions to handle and correct every issue and problem.
    - xvi. Despite our best design intentions of creating spaces and buildings that intend to revive the community, a pervasive problem exists in the consciousness and mindset that we can not possibly address through the design of our master plan.
    - xvii. Curb appeal in fact benefits many facets of life there
  - e. Final comments
    - i. Need to address with more focus the issue of crime
    - ii. Need precedents of community building around job reinvention and creation
    - iii. Need more traffic for comfort of use of the area
    - iv. Walk the area with someone from the neighborhood. Walk the area at night, at all times of day, at all times of year; understand the site better by walking it, during the day and at night.
2. West Gateway
    - a. Program
    - b. Community center? Mixed-use, hotel, residential, office, retail
    - c. Active life in the area
    - d. Monument to symbolize arrival on the avenue (in the middle)
    - e. Pedestrian bridge connecting Kessler to mixed-use spaces
    - f. Paseo and independence
      - i. Don’t condense space on Paseo (choking the traffic is a concern)
      - ii. Urban activity
      - iii. Secondary entry
    - g. Space should be provided in front of the mixed use buildings
    - h. Need a strong/bold visibility for gateway
    - i. Sub-transit hub?
    - j. Signage and way-finding are important, develop a cohesive plan
    - k. Connectivity
    - l. Positive program
    - m. Establishing gateway condition
    - n. Development issues: mixed-use, convention support, signage, established identity
  3. Zipper
    - a. Stakeholder’s expressed residential infill to be in forms of duplexes, row houses, fourplex, etc.
    - b. NE has a lot of untapped potential but there is an anti-renter attitude.
    - c. Volunteering at the farms does not work. In Indian Mound there is a high level of interest in urban farming but no follow through.
    - d. Farming logistics need to be addressed. Need ideas on how to get soil, mulch and transportation.
    - e. The primary concern of the residents in the Lykins area is unemployment.
    - f. The churches in the area are an avenue on reaching out to the residents of the neighborhoods.
    - g. Stakeholders expressed interest in biking if there was a designated lane protected from traffic. Amenities are not needed, improved infrastructure is the primary concern.
    - h. The only reason people would spend time on an urban farm is for a monetary reward.
    - i. Walk-ability to the farms is crucial. Crops will not be taken care of if the farm is not in walking distance.
    - j. Area is lacking basic things: Petco, Hyvee (with quality produce and foods), fitness centers, recording studios, art supply stores, child care, space for artists to express themselves



> KCDC Community Conversation Notes

March 2013

1. How we divide Independence Ave / Branding
  - a. Use Main St. As an example
  - b. Flags like the Boulevard of the Americas
  - c. Consistent signage
  - d. No applications for sign permits?
  - e. Safety through street facade transparency
  - f. Use traditional style/inspired by location
  - g. Necoc zeeds to educate business owners:
  - h. Merchandising
  - i. Displays
  - j. Signage
2. Design / Style
  - a. Indep. Ave. Needs more green space, trees, landscaping
  - b. Prefer "historic" style
  - c. Tree pruning/sculpting
  - d. Remove awnings from buildings: bring back original facade
  - e. Design solid, unsleepable, unbreakable objects
  - f. Color: black iron
  - g. More lighting
  - h. More Trash Cans: keep them away from street to prevent people using them for household trash
  - i. Smaller trash cans
  - j. Weird trash cans, make sounds, elephant, that kind of stuff
  - k. Use public art as major part of streetscape/kit of parts: 3 mile art gallery
  - l. Murals: not just Hispanic/urban
  - m. Stairs under railroad
3. Prospect and Independence: Vacant Theater Lot
  - a. Put in cafe/diner
  - b. Something classy
  - c. Up to street
  - d. Or renovate existing building and extend it down the block
4. Post Office / Cricket Wireless Store
  - a. Might be turning into an auto parts store
5. Boost / Jmart store
  - a. Historic feel
  - b. Footprint/second story
  - c. Make it like chubby's on Broadway?
6. Services
  - a. Need senior housing
  - b. Non-ethnic hair salons
  - c. Soaps/jewelry/gift shops
  - d. Fitness centers
  - e. High quality meeting/event space
7. Parking
  - a. Need more of it, or at least more consistent
  - b. Indep. Ave. Used to have angled parking: bring it back
  - c. City standard is back-in angled parking
  - d. Need bike racks on avenue
  - e. Bike routes along avenue, or just off of it?
8. Right of Way
  - a. Turn lanes
  - b. Deal with left turn issues
  - c. Angled parking
  - d. Traffic calming: keep amount of traffic, but control it more
9. Crosswalks
  - a. Lighted crosswalks
  - b. Bump-outs and medians
  - c. Balance traffic and pedestrians: allow traffic to move

10. Nodes
  - a. Prospect
  - b. Stronger commercial uses
  - c. Benton
  - d. Hardesty
  - e. Landscaping and branding focuses on nodes, fill in in-between
  - f. Education for store owners
  - g. Use of landscaping for bad activity
  - h. Prevent sleeping/loitering
  - i. Consider implementation and funding
  - j. Social purposes
  - k. Perception
  - l. See: facade restoration in Topeka
11. Identity
  - a. KC museum area
  - b. Momentum
  - c. Prospect to Chestnut
  - d. Little Hispanic/Asian restaurants
  - e. Mixed culture
  - f. Benton/Gladstone mansions
  - g. Cleaning - improvement is happening
  - h. Place-taking spaces
  - i. Safer
  - j. Thatcher: make sure it doesn't get destroyed
  - k. Historic Northeast / Old Northeast

> Independence Avenue East Special Review District

November 1998

1. General: The Independence Ave SRDs provide a review of building / site design prior to issuance of a building permit. Standards and regulations are adopted for each district and address features such as building scale and proportion, facades, gateways, materials, awnings, roof lines, rear entrances, screening and buffering, signage, color, and parking.
2. Boundaries: Van Brunt Blvd on the west, Sixth St on the south, Winchester on the east and Roberts St on the north.

Standards and Regulations

1. Parking Lots  
The maximum number of driveways shall be as follows:  
1 for up to 150 feet of frontage;  
2 for 150 feet to 500 feet of frontage;  
3 for 500 feet or greater frontage;  
1 additional driveway for each additional 500 feet of frontage.

If a development is on a corner, the frontage on each street shall be considered separately when determining the maximum number of driveways.

All parking lots shall be set back at least four feet from the public right-of-way. This area shall be landscaped so as to provide screening between the sidewalk and the parking area by providing at least a four-foot screen of evergreens, a stone wall, a berm, or a combination thereof sufficient to block the view of the cars.

Commercial parking lots of 1,000 square feet or more shall be "broken up" with planting buffers and islands. A minimum of 6% of any parking lot interior shall be landscaped in a reasonably dispersed manner. A parking lot interior shall be calculated by multiplying the number of parking spaces shown on the plan by 280 square feet. Plantings along the outside perimeter of a parking lot shall not be included as part of interior lot landscaping. A single planting area shall be greater than 60 square feet, and no dimension shall be less than five (5) feet. If the parking lot is larger than 2,000 square feet, there must be multiple planting buffers and/or islands, each greater than 60 square feet. Vertical concrete curbs shall be provided throughout all parking lots at any pavement edge.

Trees shall be the primary form of internal parking lot landscaping. Trees may be supplemented by shrubbery or other forms of ground cover. In no instance, however, shall trees be placed such that they obstruct visibility, obstruct sight lines at street or driveway intersections, or create a hazard in any other way.

If parking is to be provided between the property line and the building, no more than one row of parking, a vehicular access drive, and a pedestrian path shall be provided between the building and the property line.

Parking lot lighting shall be so designed that no flashing or direct glare from any light source is focused, beamed, or directed toward adjacent residences.

Commercial parking lots that are adjacent to one another and that abut Independence Avenue shall provide physical connections to one another so that cars do not have to return to Independence Avenue when patrons go to adjacent businesses unless topography or the depth of the development site prohibits such connection.

Rear and side lot lines abutting residential properties shall employ screening in the form of fences or in the form of a combination of trees and evergreen shrubs dense enough to form a solid screen within five (5) years of Design Review Committee approval. Fences or screening shall be at least four (4) feet in height. Masonry and wood fences shall be allowed. Chain link, barbed wire, or razor wire fences and barricades shall not be allowed.

Parking lots and signage within parking lots shall be designed to minimize commercial traffic through adjacent neighborhoods.

2. Screening and Buffering  
Residential uses shall be buffered from adjacent commercial uses and from parking lots by providing landscaping on the commercial side of all side and rear property lines where residential and commercial uses abut one another. This landscaping shall be a combination of trees and evergreen shrubs dense enough to form a solid screen within five (5) years of Design Review Committee approval.

All dumpsters or similar receptacles shall be screened on at least three sides by a six-foot-high, solid wall or fence. Walls shall be constructed of masonry; fences shall be constructed of wood. All other service areas and ground-mounted equipment and meters shall be screened with a material that is compatible with the materials, colors, and design of the building they serve. If appropriate, dense landscaping (trees or shrubs dense enough to form a solid screen in 5 years if there is no wall or fence) may replace or complement this screening. The site on which dumpsters and similar receptacles are placed shall be graded to provide adequate drainage and prevent pooling of liquids.

A double row of landscape screening shall be provided along all freeways and expressways (as defined in the Major Street Plan) in any development adjacent to a freeway or expressway. This landscaping shall include trees and evergreen shrubs that will form a solid screen within five (5) years of Design Review Committee approval.

3. Landscaping Plan  
Landscaping shall be in accordance with a landscaping plan, submitted by the property owner (or designated agent) and approved by the Design Review Committee.
4. Signage  
Any sign shall contain only the name and logo of the business it identifies, shall be complementary to the design, materials, and colors of the building on which it is attached, or (if free-standing) of the building the sign identifies.

Buildings shall have only one wall sign on their primary storefront, not exceeding 10% of the area of the facade on which it is located. One free-standing sign shall be allowed for each lot, whether occupied by a single business or group of businesses. Free-standing signs shall be a maximum of forty (40) square feet in area and seventeen (17) feet in height.

Permitted signs not requiring design review include: directional and informational signs; sale, exchange or lease signs; and other temporary signs as defined in the Zoning Ordinance. Such signs shall only be displayed on the property they serve and shall be limited in size to 15 square feet per sign.

No off-site advertising signs shall be allowed.

5. Buildings and Structures  
New buildings and structures shall have the following characteristics:  
1. Masonry materials are preferred and recommended, but not required, for building facades.  
2. Buildings shall be no more than two stories in height, except at major intersections (Van Brunt, Hardesty, Winner Road, and I-435). At major intersections, buildings shall be no more than four stories in height. The four-story building shall be the first building located at the actual intersection of Independence Avenue with Van Brunt, Hardesty, Winner Road, or I-435. Any additional buildings adjacent to the first building at the intersection shall transition in height and step down and relate in height to adjacent buildings not part of the new development.
6. Appeal.  
Any appeal shall be in accordance with the provisions of Section 80-811, Code of Ordinances of the City of Kansas City, Missouri.

Section C. That the Design Review Committee for the Independence Avenue East Special Review District, hereinafter referred to as the Independence Avenue East Design Review Committee, is hereby created as follows:

Administrative and Application Procedures  
Independence Avenue East Design Review Committee

- A. Composition of the Committee:  
1. Each voting member shall be either an owner or lessee of property within the District or the employee of an owner or lessee of property within the District, except as provided herein, and shall be appointed by the Mayor, with the consent of the City Council; provided that the majority of the Committee shall be owners, or their employees, within the District.  
2. In the event that an owner of property is a partnership, a partner or employee of a partner of same shall be eligible for membership; for a corporation, a member of the board of directors, officer, or employee of same shall be eligible for membership.

3. Non-voting members, including representatives of adjacent residential areas, may be appointed by the Mayor, with the consent of the City Council, said members being representatives of the City and the community.
  4. Independent contractors employed by an owner or lessee shall not be voting nor non-voting members.
  5. Insofar as practicable, members of the Committee shall be familiar with matters of design. At least one person shall have a background in architecture, urban design, or city planning. The Mayor may appoint any such person as a voting member or non-voting member of the Committee, provided that the Mayor shall appoint a maximum of only one such person as a voting member who is not an owner, lessee, or their employee within the District.
- B. Appointment of Committee Members: The Committee shall have five (5) voting members appointed by the Mayor with the advice and consent of the City Council.
- C. Selection of Chairman:
1. The members of the Design Review Committee shall elect a chairman and vice-chairman of the Committee by a majority of the members of the Committee for a term of one year.
  2. No Design Review committee member shall succeed himself/herself as chairman and/or vice-chairman for more than three consecutive terms.
- D. Terms of Service: The term of service on the Design Review Committee shall be for four (4) years, except that one (1) of the first five (5) appointees shall serve for two (2) years, two (2) for three (3) years, and the remaining two (2) for the full four (4) year term.
- E. Removal: Removal shall be on recommendation of the Mayor, concurred in by a majority vote of the City Council, and only for good cause.
- F. Rules and Regulations - Adoption: The Design Review Committee shall have the right to develop and shall adopt its own rules and regulations. These rules and regulations shall be based on "Robert's Rules of Order" and shall be approved by the City Plan Commission. On approval and after having been filed with the City Clerk, the rules and regulations shall become effective. Amendments to the rules and regulations shall be made in the same manner.



> Independence Avenue West Special Review District

November 1998

- 3. General: The Independence Ave SRDs provide a review of building / site design prior to issuance of a building permit. Standards and regulations are adopted for each district and address features such as building scale and proportion, facades, gateways, materials, awnings, roof lines, rear entrances, screening and buffering, signage, color, and parking.
- 4. Boundaries: Lydia Ave on the west, Sixth St on the south, Van Brunt Blvd on the east and Roberts St on the north.

Standards and Regulations

- A. Building Scale and Proportion  
Building facades in any given block shall relate in height and massing to adjacent structures on that block and on adjacent block(s) fronting, and directly across, such street. Buildings located on the same, or directly across the street from, blocks that contain the major civic and institutional structures of the University of Health Sciences and the former Hospital, and the Independence Boulevard Christian Church shall not be required to match the height of those structures. Buildings in these blocks shall relate in height to the other buildings in the surrounding blocks—typically one or two stories. For the urban storefronts along Independence Avenue in this area, the height is typically one or two stories. Cornice or parapet heights of new buildings shall not be more than 10% higher nor more than 10% lower than those of adjacent buildings if the number of stories is the same. No new building shall be more than three (3) stories in height, and the facade of any three-story building shall contain an architectural element that reflects the height and scale of any shorter adjacent buildings.
- B. Facade Repetition and Setback. The primary street frontage shall be designed to possess at least one of the following elements:
  - 1. The facade of the building shall be located at the street line, unless the building is 100 feet or more in height, in which case, a setback from the street line of no more than 10% of the height of the building; provided, however, residential buildings must meet required residential setbacks for the underlying zoning district; OR
  - 2. A free-standing wall or fence located within five (5) feet of the street line, which shall meet the conditions of Design Guideline IV., and also be subject to the following criteria:
    - i. If solid (forming a barrier to visibility), the wall shall be at least 18” in height and shall not be more than 42” in height.
    - ii. If not solid (such as a wrought iron or other configuration offering visual penetration), the fence or wall shall have regular openings comprising no less than 60% of the surface; OR
  - 3. Outdoor courtyard that shall include seating, ornamental pillars, sculpture, fountains, or other amenities; OR
  - 4. Landscaping in accordance with a landscaping plan, submitted by the property owner (or designated agent) and approved by the Design Review Committee; such landscaping plan shall include the following:
    - i. Compatibility with species, scale and design of appropriate landscaping of adjacent and nearby properties, and
    - ii. Appropriate treatment for the subject property, incorporating design elements of the building facade, if appropriate.

The facade on Independence Avenue/Boulevard (or on the primary street frontage if there is not a facade on Independence Avenue) shall contain at lease one building entrance and windows. "Primary street frontage" as used herein shall mean any arterial street defined by the Major Street Plan. If the site fronts on two arterials, there shall be windows abutting all arterials, and there shall be at least one entrance on the Independence Avenue/Boulevard frontage.
- c. Gateways
  - 1. A gateway statement shall be created at the four corners of The Paseo intersection by using markers, signage, plantings, or the physical design of buildings, or by a combination of the four. Such statements shall not block sight lines at street or driveway intersections. The physical design of buildings could include build-to lines, towers, or other treatment consistent with these guidelines and acceptable to the Design Review Committee. The markers, signage and plantings shall be of sufficient size to create a significant visual statement. Gateways and other markers shall be constructed of stone and shaped similarly to the low stone walls existing along Independence Avenue.
  - 2. Archways or other overhead constructions that cross a street shall not be allowed.
  - 3. Gateway or marker signage shall include only neighborhood or street names and the date of construction. Such signs shall be either engraved stone panels or metal.

- D. Materials
  - 1. New building construction shall be consistent with that used in the neighborhood; masonry (typically brick or brick and stone with ornamental decorations) or stucco is preferable. Renovations shall also use masonry or stucco materials. Metal or wood sheathing shall not be placed over a masonry or stucco facade.
  - 2. Wood or metal may be used in detailing around doors or windows (i.e.: carved doors, door moldings, steel lintels), in building signage (i.e., ornamental ironwork, carved wood signs), and at cornices (i.e., lintels or other cornice detailing).
  - 3. Development shall continue the low walls around property edges, in texture, pattern and height similar to those of the existing stone walls and pylons that remain along portions of Independence Avenue. This guideline shall not apply in cases where topography or other physical features make it impossible to implement or if the wall would obstruct sight lines at street or driveway intersections or pedestrian movement. Walls shall be made of stone. Brick and all other incompatible materials shall not be considered as complying with this plan.
  - 4. Fences shall be of wrought iron unless wrought iron is inappropriate in relation to the design of the building it surrounds or to the area in which it is located. In no case shall chain link or wood fences be allowed.
- E. Awnings
  - 1. Awnings shall be of fabric, and not aluminum, plastic, or wood. They shall not serve as the primary store sign. A single building shall have the identical pattern and color on all awnings on the building.
  - 2. If a building color is generally unified (such as a single color brick pattern), then either a single or multiple colored (or striped) awning shall be used. If several building colors (such as a multi-colored brick pattern) are used, then a single color awning shall be used. In either case, the awning color shall be complementary to the overall color scheme used for the entire building facade. Awnings with patterns or colors that are not complementary to the building facade shall not be allowed.
  - 3. Adjacent awnings in a block shall be mounted at similar heights. The minimum height of any awning from the ground shall be 7 feet 6 inches, and no awning shall cover more than 50% of the sidewalk width.
- F. Roof Lines
  - 1. Flat (slightly sloped for drainage, but not visible from street level) roofs shall be used for commercial buildings in infill locations where adjacent buildings have flat roofs. In other infill locations and on freestanding commercial buildings, sloped or visible (from street level) roofs shall be acceptable. Only commercial-grade roofing materials such as clay tile, slate, or metal roofing shall be used. HVAC units shall be screened from view from street level, and materials used for screening shall be consistent with facade materials.
  - 2. Towers or atrium spaces may have sloped roofs, provided that tower, atrium space, and roof designs shall be compatible with the overall building design in terms of massing, scale, materials, detailing, and color.
- G. Rear Entrances.  
When parking is located at the rear of a commercial building, entrances to the building from other than the Independence Avenue facade shall be designed to complement and be similar to the front facade in terms of materials (see Section IV), colors (see Section X), lighting (see this Section) and other architectural details. Awnings (see Section V), signage (see Section IX), and displays are all appropriate at a rear entrance, as allowed or required by other sections of these guidelines. Lighting for the parking lot shall be included and submitted as part of the facade or site design or both, whichever is appropriate. Such lighting shall be so designed that no flashing or direct glare from any light source is focused, beamed, or directed toward adjacent residences. Light standards for parking areas shall not exceed 17 feet in height. Rear entrances shall not be visually dominant over the primary front entrance.
- H. Screening and Buffering
  - 1. A double row of landscape screening shall be provided adjacent to a freeway or an expressway (as defined in the City's Major Street Plan) in any development that abuts a freeway or expressway. This landscaping shall include trees and evergreen shrubs that will form a solid screen within five (5) years of Design Review Committee approval.
  - 2. Whether on a roof or at grade, all mechanical equipment and dumpsters shall be screened. Screening materials shall be compatible with the overall building design, materials, and landscaping. When at grade, the site on which dumpsters and similar receptacles are placed shall be graded to provide adequate drainage and prevent pooling of liquids.



3. Landscaping shall be provided on the commercial side of all property lines contiguous to residential uses, in order to buffer residential uses from adjacent commercial uses. This landscaping shall be a combination of trees and evergreen shrubs dense enough to form a solid screen within five (5) years of Design Review Committee approval.

I. Signage

1. The front facade of a building shall have only one major store sign. A smaller store sign may be appropriate for secondary facades or entrances or as minor signage on an awning. Minor or supplemental signs (such as store hours, directories, credit cards accepted), shall be permitted as long as the total area of all signage (major and minor) on any building facade shall not exceed 5% of the wall facing the street. Such signage shall also include banners and balloons. When computing wall area for a facade on a multistory building, the total height of the wall the sign is affixed to shall not exceed 20 feet for computation purposes.
2. Awnings over the public right-of-way require an encroachment ordinance, shall meet the criteria of Chapter 18 (the City's Building Code), and shall only include the name and logo of the business.
3. Permanent, free-standing signs, such as building identification markers and directories, shall be allowed. Their signage area, however, shall apply against the 5% maximum area allowed for the nearest facade of the building the sign is identifying.
4. No attached sign shall extend higher than the roof line or any parapet of a building or structure. Rooftop signs shall not be allowed.
5. Any sign shall contain only the name and logo of the business it identifies, shall be designed specifically for the building it identifies, and shall integrate with and complement a specific storefront in design, color, and materials.
6. No off-site advertising signs shall be allowed.
7. No sign shall flash, blink, or fluctuate.
8. No sign shall be animated or change physical position by any electrical or mechanical movement.
9. Permitted signs not requiring design review include: directional and informational signs; sale, exchange, or lease signs; and other temporary signs as defined in the Zoning Ordinance. Such signs shall only be displayed on the property they serve and shall be limited in size to 15 square feet per sign.

J. Color.

Trim or other elements of buildings shall maintain or complement the natural color of the material used on the rest of the building, such as natural stone or brick. If painting of the building is required, the colors shall be neutral or earth tones. Building details, such as storefront windows or door trim, shall use colors complementary to the color scheme established by the building.

K. Parking Lots.

1. Parking lots and signage within parking lots shall be designed to minimize commercial traffic (that is entering or exiting the business) that goes through adjacent neighborhoods.
2. Parking lots shall be screened between the public right-of-way and the parking area by providing an area at least four feet wide with evergreens, a stone wall, a berm, or a combination thereof, sufficient to totally block the view of the cars.
3. The maximum number of driveways shall be as follows:
  - 1 for up to 150 feet of frontage;
  - 2 for 150 feet to 500 feet of frontage;
  - 3 for 500 feet or greater frontage;
  - 1 additional driveway for each additional 500 feet of frontage.
4. If a development is on a corner, the frontage on each street shall be considered separately when determining the maximum number of driveways.

3. Standards and regulations – Single Family and Duplex Housing.

The following standards and regulations are adopted for properties which consist of single family housing and duplex (two (2) family dwellings) housing:

- A. Buildings and Structures. Single-family and duplex housing shall be limited to three stories or 45 feet in height; masonry materials are preferred and recommended, but not required for building facades.
- B. Façade repetition and setback. Single family and duplex housing shall meet the required residential setbacks for the underlying zoning district.
- C. Signage. No signage shall be allowed on property used for single family and duplex housing.
- D. Parking. Parking shall be allowed in the side or rear yard only.

4. Appeal. Any appeal shall be in accordance with the provisions of Section 80-811, Code of Ordinances of the City of Kansas City, Missouri.

Section C. That the Design Review Committee for the Independence Avenue West Special Review District, hereinafter referred to as the Independence Avenue West Design Review Committee, is hereby created as follows:

Administrative and Application Procedures

Independence Avenue West Design Review Committee

A. Composition of the Committee:

1. Each voting member shall be either an owner or lessee of property within the District or the employee of an owner or lessee of property within the District, except as provided herein, and shall be appointed by the Mayor, with the consent of the City Council; provided that the majority of the Committee shall be owners, or their employees, within the District.
2. In the event that an owner of property is a partnership, a partner or employee of a partner of same shall be eligible for membership; for a corporation, a member of the board of directors, officer, or employee of same shall be eligible for membership.
3. Non-voting members, including representatives of adjacent residential areas, may be appointed by the Mayor, with the consent of the City Council, said members being representatives of the City and the community.
4. Independent contractors employed by an owner or lessee shall not be voting nor non-voting members.
5. Insofar as practicable, members of the Committee shall be familiar with matters of design. At least one person shall have a background in architecture, urban design, or city planning. The Mayor may appoint any such person as a voting member or non-voting member of the Committee, provided that the Mayor shall appoint a maximum of only one such person as a voting member who is not an owner, lessee, or their employee within the District.

B. Appointment of Committee Members: The Committee shall have five (5) voting members appointed by the Mayor with the advice and consent of the City Council.

C. Selection of Chairman:

1. The members of the Design Review Committee shall elect a chairman and vice-chairman of the Committee by a majority of the members of the Committee for a term of one year.
2. No Design Review committee member shall succeed himself/herself as chairman and/or vice-chairman for more than three consecutive terms.

D. Terms of Service: The term of service on the Design Review Committee shall be for four (4) years, except that one (1) of the first five (5) appointees shall serve for two (2) years, two (2) for three (3) years, and the remaining two (2) for the full four (4) year term.

E. Removal: Removal shall be on recommendation of the Mayor, concurred in by a majority vote of the City Council, and only for good cause.

F. Rules and Regulations - Adoption: The Design Review Committee shall have the right to develop and shall adopt its own rules and regulations. These rules and regulations shall be based on "Robert's Rules of Order" and shall be approved by the City Plan Commission. On approval and after having been filed with the City Clerk, the rules and regulations shall become effective. Amendments to the rules and regulations shall be made in the same manner.

> Mayor’s New Tools

2009

- 1. General:
  - a. The New Tools Task Force was appointed by Mayor Mark Funkhouser and is comprised of 30 members comprising business owners from the area, residents, community association representatives, elected officials, education experts, and financing experts.
  - b. The New Tools Plan encompasses the entire city of Kansas City, MO and identifies four regions which are “most distressed” and thus their recommendations are targeted towards those four regions. Most of the Northeast KC area is within the New Tools Region 1.
  - c. Community Involvement: Community driven approach; three rounds of village forums. The first round focused on community assets. The second round focused on visioning. The third focused on strategic planning.
  - d. Mission Statement: “To create and support self-sufficient, self-sustaining communities with unlimited potential and opportunities.”
- 2. Task Force Recommendations: Recommendations were divided into two categories: 1) items that require direct actions by the City of Kansas City; and 2) items that require the city to act in collaboration to create a public/private/community partnership.
  - a. Items/recommendations that require direct action by the City of Kansas City:
    - i. Establishing an ordinance designating the distressed areas as the New Tools District for the next 10 years.
    - ii. Designating an existing full-time staff person as liaison to support the New Tools District projects and the formation of a Community Development Credit Union for a period of two years.
    - iii. Making the existing development process easier and more accessible for the New Tools District by:
      - 1. Simplifying the development review process.
      - 2. Establishing a “mobile development review team.”
      - 3. Creating a one-stop shop, located within the New Tools District, for services needed to open a business.
      - 4. Eliminating or reducing development application fees for projects located in the New Tools District.
    - iv. Modify the City of Kansas City, Mo.'s policies to:
      - 1. Use a vetting process as part of the overall evaluation for awarding tax incentives. Vetting process is a series of questions:
        - a. Does the project pass the leaky bucket test? – As a result of this project do more financial resources remain within the New Tools District than escape it?
        - b. Is the project locally owned?
        - c. Are there import substitution opportunities?
        - d. Are there export opportunities?
      - 2. Minimize the net value effect of various financing mechanisms on school districts within the New Tools District.
      - 3. Provide premium incentives for projects within the New Tools District.
      - 4. Make it possible for small businesses and property owners within the New Tools District to be granted micro-TIFs and tax abatements.
      - 5. Provide an earnings tax abatement to business owners or homeowners as an incentive to make improvements to their current facilities. Provide the same benefit to potential business or homeowners.
    - v. Maximize employment and contracting opportunities for residents and businesses within the New Tools District by conducting job opportunity analyses for all publicly funded projects.
    - vi. Perform an analysis of impediments to employment opportunities that identifies barriers—such as felony convictions, low credit scores, and age discrimination--and develop an action plan to remove those barriers.

- vii. Capitalize on targeted government spending in the New Tools District, including the America's Recovery & Reinvestment Act, the City's Capital Improvements Program, the City's Sewer Overflow Program and the Green Impact Zone Initiative by developing a policy that gives preference to businesses and labor force of the New Tools District.
- viii. Expand the provisions of the city's One Percent for Art Program to provide a substantial and reliable source of revenue to finance an Arts Empowering Neighborhoods program in the New Tools District as well as to support arts in all of City of Kansas City, Mo.
- b. Items/recommendations that require the city to collaborate with public, private and institutional partners:
  - i. Support the establishment of a Community Development Credit Union (CDCU).
  - ii. Support the establishment of an Entrepreneurial Innovation Center that:
    - 1. Develops entrepreneurial and small business collaboration;
    - 2. Creates entrepreneurial opportunities;
    - 3. Develops a no barrier-job and workforce training partnership; and,
    - 4. Develops a network of knowledge partnerships.
  - iii. Use creative methods of making capital available, including:
    - 1. Supporting the development a community investment fund;
    - 2. Partnering with the State of Missouri for the establishment of a State Seed and Venture Capital Fund.
  - iv. Transforming Manual Technical and Career Education Center into a national model for Pathways Out of Poverty.
  - v. Impact youth and adult achievement by creating community domain partnerships, including supporting the establishment of Zone Two 7-Anchor of Hope (Kansas City's Children's Zone.)
  - vi. School districts serving the New Tools District should consider incorporating aspects of The Turnaround Challenge--a successful case study for distressed areas--as a potential model to substantially improve academic outcomes for children in the district.
- c. Projects from Strategic Planning Forum: At the third village planning forum 10 projects emerged comprised of members from the community.
  - i. Community skilled trades center: The Community Skilled Trades Center will be a facility whereby members of the New Tools District will be able to receive an education and a certificate in a number of the building trades: electrical, plumbing, HVAC, carpentry, cement & brick masonry, roofing, weatherization etc.
  - ii. Land Acquisition: The project team acts a service for all of the other project teams and will assist other teams with the property acquisition process and proactively research community land banking as a viable alternative to the acquisition of land and property for future community vetted projects
  - iii. Urban Boutiques: The Urban Boutiques project will showcase the community’s various jewelry maker, clothing designers, tailors and seamstresses in one large place with several individual boutiques where by individuals could benefit from sharing overhead cost and have other synergies and economies of scale.
  - iv. New Environmental Technology: The goal is to become the manufacturing hub for green products that can be exported to the rest of the country
  - v. Sustainable Transportations Systems: This project team is looking at creating a transportation cooperative that will encourage the use of low emission and no emission vehicles for primary daily use.
  - vi. Locally Owned Grocery Store: This project team is exploring the concept of niche cooperatively owned grocery stores scaled to neighborhood size but that has the economies of scale of larger stores because of collective buying power, member ownership, and broader membership into larger regional grocery owners cooperatives.
  - vii. Arts in Our Neighborhoods
  - viii. Recycling Center
  - ix. Construction Cooperative: The construction cooperative team is looking at grouping existing tradesmen and small businesses in the building trades in to a working cooperative to reduce overhead, exploit economies of scale, and increase capacity to perform on larger contracts.

- d. Community Development Credit Union (CDCU): Establishing a CDCU is heavily emphasized by the community outreach committee and the New Tools Task Force. The structure is similar to that of a regular credit union, however, because CDCUs are non-profit, they are tax exempt. CDCUs offer services not provided by mainstream banks, such as small loans at below market rates to people who might not qualify for bank loans in a competitive situation. CDCUs rely heavily on banks, foundations, and other investors for deposits to support their work. Federally chartered CDCUs are regulated by the state in which they operate. The CDCU provides a pathway out of the vicious cycle of predatory lending and financing. Through continuous community learning, specialized educational programs, participation in government initiatives, private sector partnerships, and member/owners of the CDCU will increase their collective financial literacy and replace wealth draining practices with wealth building ones. Suggestions as to how launch and establish a CDCU in Kansas City are discussed in pages 35-38.