

Final Report
23 March 2005
The East Downtown PIEA
Urban Design Framework



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Figure 1. Aerial photograph showing Kansas City urban core with the location of the East Downtown PIEA Urban Design Framework Area.

INTRODUCTION

The creation of the East Downtown PIEA Urban Design Framework District represents an important step for the future redevelopment of the Downtown Loop in Kansas City, Missouri. This Urban Design Framework establishes principle-based guidelines for future growth and change. The study area boundaries are generally defined from:

North:	Admiral Boulevard
South:	11th Street
East:	Interstate 35/70
West:	Cherry Street

The *Downtown Land Use and Development Plan* has designated the study area as the “Eastside Residential District”, which is a sub-district of the Plan’s Government and Civic District. The Plan identifies the area as a future urban neighborhood that will serve as a linkage between lower density neighborhoods outside of the Downtown Loop, such as Columbus Park, with higher density areas within the Loop.

The East Downtown PIEA Urban Design Framework will also be an important resource for evaluating development initiatives, building upon the recommendations of adopted plans including, but not limited to *the FOCUS Kansas City Plan, Downtown Land Use and Develop-*

ment Plan (DLUDP), the Kansas City Walkability Plan, a Plan for Parks, Recreation, Boulevards and Greenways, and the Major Street Plan.

History, Change and Hopes for the East Downtown PIEA Area

It is difficult to imagine how different the east side of Downtown of Kansas City once was. Early photographs and Sanborne Fire Maps from the first half of the twentieth century documented how a single family residential neighborhood evolved into a multi-family district. Rich building forms, predominately masonry structures, varied from two to four stories in height. Streetscape and utilities, however, were sparse and functional, with the exception of the grand east-stretching Admiral Boulevard. However, this park-like amenity and overlook to the Missouri River Valley known as “the view” is now occupied by a renovated mid-century residential high-rise by the same name. One church, St. Patrick’s, the oldest in Kansas City, anchored the community for over a century.

Just like other areas of downtown, the recessed highway system, known as the Loop, eroded urban fabric for blocks beyond its borders. This, paired with “suburban flight”, typified Post WWII decline, setting the stage for the flawed urban renewal efforts of the 70’s. Today, very little remains of the old historic fabric of East Downtown. (Continued on Page 4)



Aerial view of the PIEA Area from the 1940’s illustrates urban density.



Photographs of the PIEA Area from the 1940’s illustrate the streetlife that mixed-use blocks create.

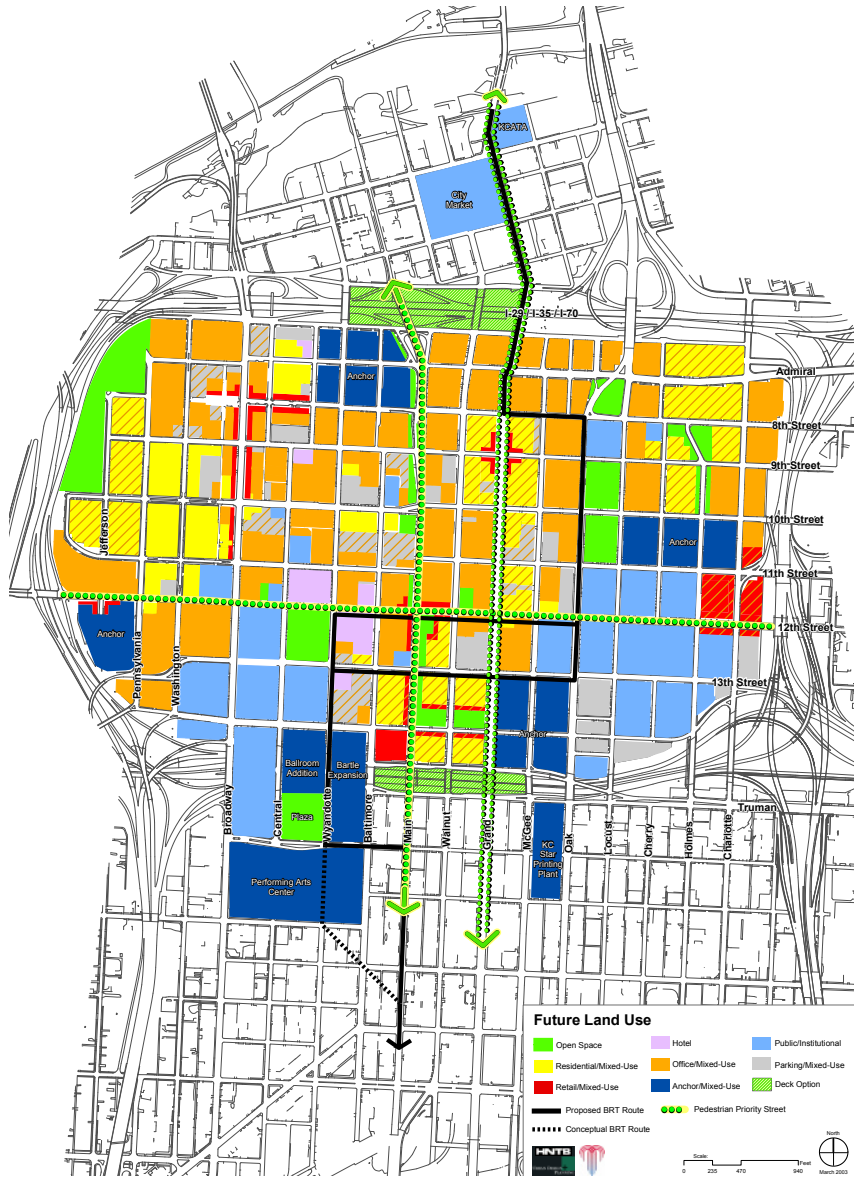


Figure 2. Downtown Land Use and Redevelopment Plan: Adopted by the City Council, March 27, 2003, this map establishes the East Downtown PIEA Urban Design Framework District as primarily a mixed-use residential neighborhood.

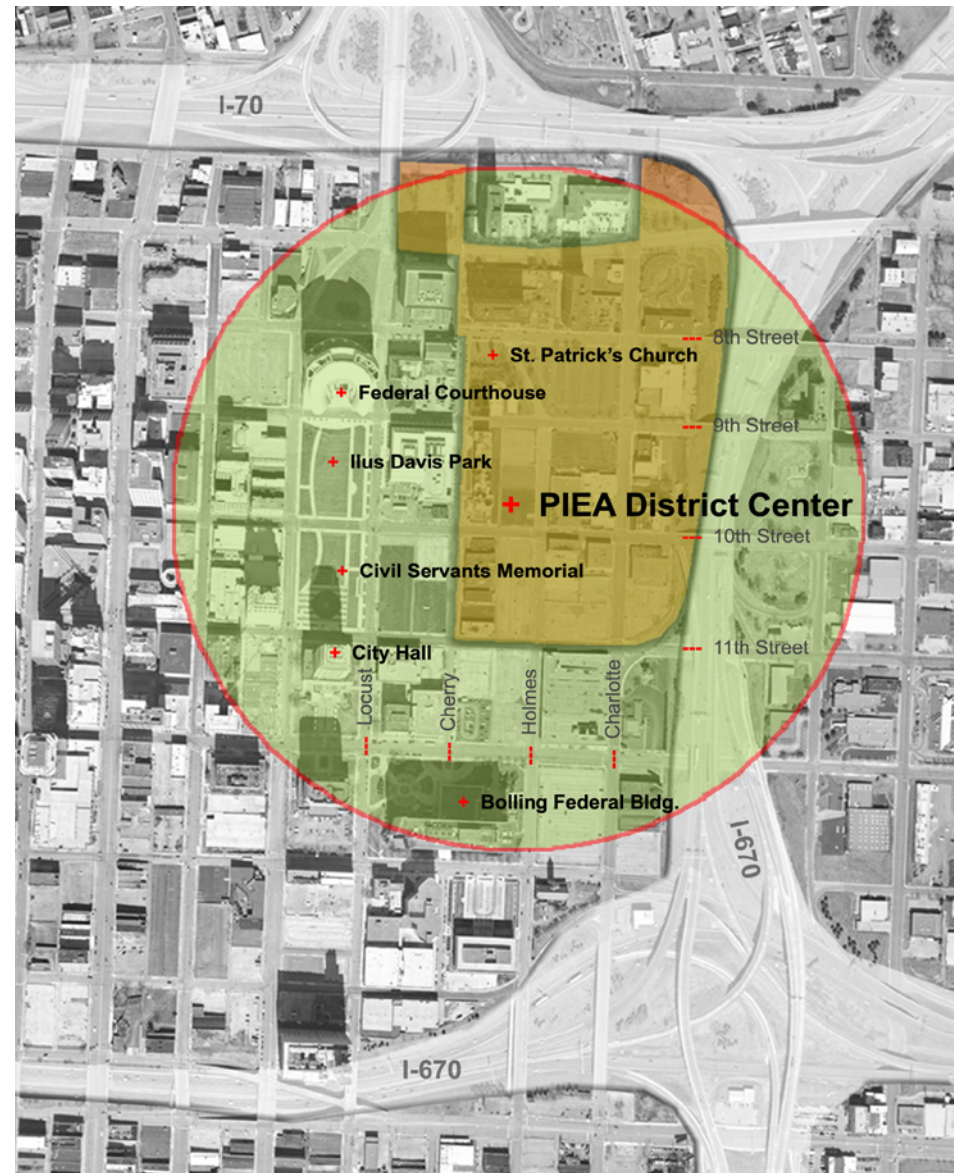


Figure 3. Five Minute Walking Radius Map of the East Downtown PIEA Urban Design Framework Area: The above map illustrates a 1/4 mile radius from the corner of 10th and Holmes. This is known as a PEDSHED (Pedestrian Catchment Area), where basic services such as a corner grocer are within 1320 feet, or a five minute walk.



Figure 4. Looking south-west from Admiral and Charlotte - an aerial view of the East Downtown PIA Urban Design Framework Area illustrating how potential building forms reinforce the block pattern and may incorporate mid-block connectors.

Things have changed; some for the good, and some not. The old multi-family urban apartments and transient hotels, while charming, consisted of small units with minimal closets, galley kitchens, fold-down Murphy beds, and meager windows. In this sense, they are not what the market demands today. Kansas City had a great street car system, and the city was diverse and walkable. Today, the Loop creates urban barriers, but provides access for our automobile dependent lives.

The hope of the East Downtown Area is to take the best attributes of the past and adapt them for how we live today. Is it possible to create a dense and walkable environment, yet also accommodate adequate

and convenient parking for cars? Is it possible to create streets that are the main public space, engaging, comfortable and safe? Can the new apartments, lofts and town homes be full of light and environmentally sustainable?

The Plan offers recommendations on how the East Downtown Area may be developed to provide an appealing mixed-use urban neighborhood for the way people live today.

The Vision

This Urban Design Framework sets the stage for redevelopment to occur over time. The goal is to re-establish a predominantly residential mixed-use district, with basic services provided on the ground floor and living above. Mostly masonry in character, the structures should be contemporary and acknowledge, rather than mimic, past architectural styles to achieve compatibility for the district's character.

The description of the plan starts from east to west. The plan proposes that existing viable office uses on the eastern loop "edge" should be supplemented by more mixed-use office buildings. These buildings are called "buffer buildings" for two reasons, one they buffer the residential areas from the highway, and two, they themselves are buffered from the highway by a proposed landscape planting program.

To the west, the Plan creates combinations of town home and courtyard building types on the larger city blocks. These two types are oriented east-west for better environmental performance in terms of energy and daylighting. They also support east-west movement of people and cars by creating new pedestrian dominated ways, known as mid-block connectors.

This defining urban structure deals with the urban vacancy created by the Loop on the east edge. It also

creates stronger linkages to the west, including public parks, civic memorials, the City's financial district, the new Central Library, and several loft districts throughout the Downtown and adjacent areas.

Within this new urban system, it is important to have a center. This is proposed to be located on the south end of the open space recommended in *DLUDP*, at 10th and Holmes. This prime building site should be designed to support public amenities and exterior plaza areas in order to look and function like the center of the community.

This new vision for East Downtown consists of a variety of elements, which are best described in a series of plans that focus on particular urban concerns. Together, they illustrate the *spatial and developmental qualities* of this new mixed-use district:

- **An Enhanced Urban Structure**
- **The Public Realm**
- **Build-to-lines, Building Heights, and Massing**
- **Street Hierarchy, Character and Sustainable Strategies**
- **Architectural Design**

These are followed by detailed descriptions of urban elements that guide development choices. A summary and rating of the existing buildings follows, and lastly, the appendix documents the workshop process with the City and the consultants advisory committee.

Spatial and Developmental Qualities

The elements of *The East Downtown PIEA Urban Design Framework* are best described in the following plans and architectural design narratives, focusing on specific issues that contribute to the whole. They are as follows:

■ An Enhanced Urban Structure

This plan identifies the area's strengths and weaknesses, and transforms the original city block structure to a more relevant form for three reasons:

1) The original Kansas City blocks are north/south in orientation, and are platted such that the majority of building frontages are facing east/west. However, *best sustainability practices* recommend buildings should be elongated to face the southern sun, for energy conservation and maximum daylight potential.

2) Revitalization of the city to the west, consisting of the Library District, Financial District and the Civic Center, along with the need for a more substantial buffer to the east highway loop, reinforces why east/west movement is more meaningful today and in the future.

3) Diversity of building types on each block with integrated parking strategies are key ingredients to successful urban environments.

Therefore a new urban structure is proposed which uses the urban tool known as *Mid-Block Connectors*. This central organizing device solves each of these concerns and will result in a pedestrian friendly environment.

■ The Public Realm

The public realm is the common ground shared by residents and visitor alike. Typically these are the streets, sidewalks, parks and plazas of the city. We also know that the ground floors of buildings facing the street play an important role in safe and active downtowns. This plan identifies locations for ground floor retail services and open spaces, including a public space in the center. These recommendations strengthen Holmes Street, the "special character street" (identified in the *Downtown Land Use and Development Plan*), as well as 10th Street, an important link to western destinations.

■ Build-to-lines, Building Heights, and Massing

Build-to lines refer to the primary facades meeting the street. The Plan indicates the desired building lines with a thickened red line (Figure 6, Page 9), illustrating the goal to achieve uniform street walls

throughout the district.

It is also important to think of this issue relative to building heights and massing, such as how existing buildings and new development should acknowledge each other. Therefore this Plan illustrates the long range view of how a mid-rise district might appear, demonstrating its cohesive form and strong street wall definition.

■ Street Hierarchy, Character and Sustainable Strategies

Streets are the most multi-functional component of the city. They move goods and services, serve as social meeting spaces, and are the support system for urban pedestrian movement. However, there are many versions of streets. They all usually emphasize priorities, such as moving traffic locally or to distant places. They might provide shopping, amenities, or are mostly service in nature. Since all streets are different, it is important to describe the desired functional and aesthetic nature of the streets and adjacent landuses in *The East Downtown PIEA Urban Design Framework*.

■ Architectural Design

This section is a narrative that describes the intended objectives of the new architecture in the district. Contemporary architectural solutions are promoted, using high quality materials which provide flexibility, adaptability and sustainability.



Mid-Block Connector as linear open space.



The public realm is where people meet and interact in their daily lives.



The proposed eastern linear buffer could also support recreational and cultural use in the future.

An Enhanced Urban Structure

As described in the previous section, the following recommended elements provide basic components of *The East Downtown PIEA Urban Design Framework*:

- **New mixed-use building typologies** for development are proposed on the large 300 foot by 400 foot blocks. These building types reinforce the urban structure plan, and create a lively mix of scale and choices. The southern end of the blocks are suited for larger courtyard-type development, and the northern end offers smaller scaled town home or linear building possibilities. *Solar access rights*, or the ability to maintain strong daylight potential in buildings and along east/west streets, is also maximized by stepping the buildings down from south to north.
- Pairing the new building types with a new system of movement creates **new Mid-Block Connectors (Item 1-8, Figure 5, Page 7)**. These passageways accommodate cars and parking, but in a slow moving, pedestrian dominated environment. Seen together, the linkages create important visual termini, provide destinations, access routes, and bind together the unique qualities of the district.

Existing street patterns in the area are mostly one-way. However, two-way traffic patterns are recommended in the future. Therefore new development should anticipate ingress and egress patterns for this possibility. The Mid-Block Connector System supports the objectives and principles of the Framework at both the site and building level. These include, but are not limited to solar access for individual buildings, creation of off-street parking mews, and improved urban stormwater management.

- Within this Urban Framework, the district is focused on the **new center (Item 9, Figure 5, Page 7)**. The center is recommended to have a civic character, achieved by the successful integration of public open space, civic art, and flanking ground floor retail or commercial services. Parking should be convenient and in adequate supply to serve daily residents and visitors alike. The position of the center recognizes the important cross axis of Holmes and 10th Street.
- It is the intent of this Plan to comply with current and future parking requirements required by the City of Kansas City, Missouri. Generally, all new development will be required to meet off-street parking requirements within the confines of each block interior. Current surface parking lots that serve existing office buildings

will need to become structured parking to create land for future development. This Framework does not try to restrict how or where the private development community might address this issue. It is probable some parking may be provided in certain areas to meet needs beyond the block. Therefore this plan shows recommended locations for **new parking structures (Item 10, 11, Figure 5, Page 7)** which are centrally located, to also support the pedestrian network of services and places.

- Consistent with this idea, **new clusters of retail/commercial services (Figure 6, Page 9)**, serving local and adjacent districts are shown in their positions considered optimum to achieve the goals of the Framework. More detail regarding the recommended ground floor storefront spaces are described in the following sections. It is recommended that the majority of ground floor spaces serve commercial or live/work occupancies.
- The north end of Holmes celebrates the unusual break from the city grid through the proposed creation of two **urban open spaces (Item 12, 13, Figure 5, Page 7)**. Similar to the parks described in the *DLUDP*, these small, privately owned open spaces provide a meeting place for local residents. Maintenance of the spaces might be funded through private civic organizations or property ownership groups.

■ It is intended that redevelopment will create incentives for the Parks Department to improve **Admiral Boulevard (Item 14, 15, Figure 5, Page 7)**. Admiral Boulevard was part of Kessler's park and boulevard system plan of 1909, an effort coinciding with the City Beautiful Movement in Kansas City and was the historic public amenity in the area.

- The opportunities for open space continues to the east, where the highway Right-of-Way (R.O.W.) is recommended to be heavily landscaped to create a **linear buffer zone (Item 16, Figure 5, Page 7)** to reduce highway noise while creating a potential recreational amenity and urban ecological zone. This land is currently owned by the Missouri Department of Transportation (MDOT) and as such, any change of this magnitude will need to have MDOT initiative and community support.
- The bridges of 9th and 10th street over the highway have the potential to become important gateways to the area (**Item 17, 18, Figure 5, Page 7**), slowing traffic and announcing the district from the east. Future bridge renovation or replacement efforts should improve pedestrian and vehicular comfort and safety, and set a higher aesthetic standard for bridges in the Loop.

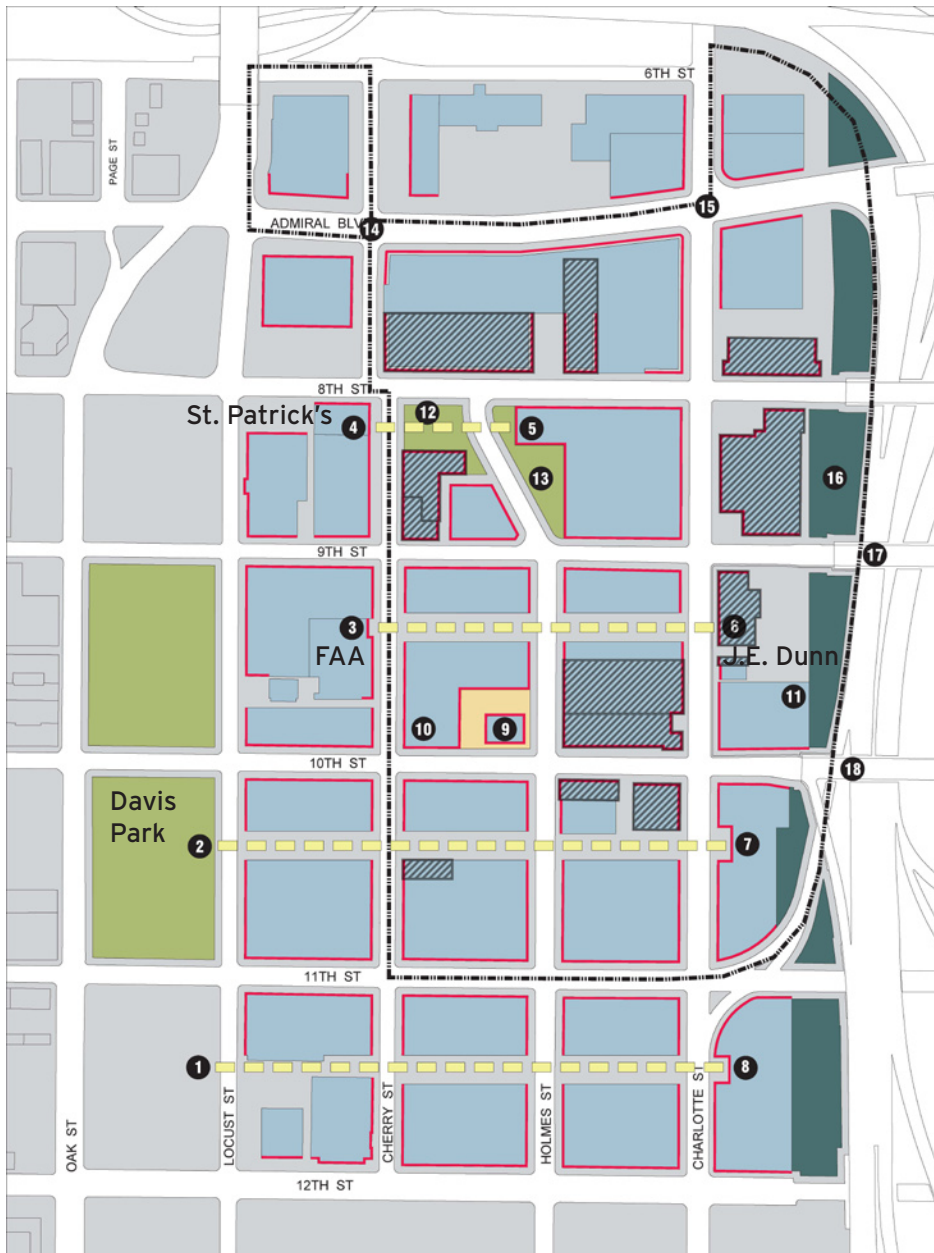


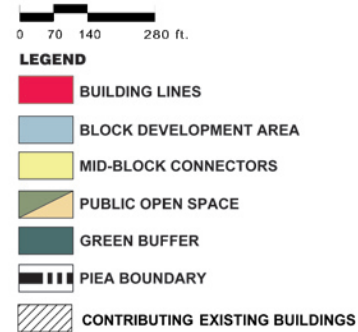
Figure 5. Enhanced Urban Structure Map: This plan diagrams the improvement of existing block pattern using new Mid-Block Connectors. The numbered elements shown above are explained in the accompanying text on Page 6.



2. Civil Servants Memorial in Davis Park - visual terminus.



3. FAA Offices - visual terminus.



6. J.E. Dunn Corporate Offices - visual terminus.



4. St. Patrick's Cathedral - visual terminus.

Public Realm

The public realm is the common area between buildings and along streets, it is the public face we present to the world. The success of the East Downtown PIEA Area is dependent upon a strongly defined public realm. This Framework defines a clear hierarchy of new routes and spaces, all of which should be designed to the highest standard and incorporate public art. The following is recommended (Figure 6, Page 9):

- Diverse types and sizes of ground level activities are critical to the success of vital urban districts. They also reinforce pedestrian activity, that creates safer urban environments.

- This Plan recommends substantial street plantings throughout the area. Many parts of Kansas City do not have street trees because of underground vaults (extension of basement areas) below sidewalks. The East Downtown PIEA District offers a great opportunity to create a more comfortable urban landscape with wider sidewalks and a regular pattern of street trees. Future streetscape plans will define paving, lighting, street furniture and signage, and these elements will serve to guide selections for individual projects.

- It is proposed that all components of urban infrastructure,

including bridges, parks, plazas and parking garages should be designed as items of architecture and public art. With this in mind, artists should be included as part of the design team, and community groups should be involved in the programming process.

- It is recommended that new development incorporates best urban ecological practices into the design and construction of buildings, streets, courtyards, plazas, pedestrian greenways and parks, encouraging sustainability in all forms.

- A collaborative approach should be fostered with local artists throughout the evolution of the East Downtown PIEA District to signal innovation and change, enlivening blocks awaiting development, and raise awareness of the aspirations of the district. These actions should be encouraged to take the form of both temporary and permanent art installations, festivals and other events.

- New public improvements should include thoughtful inclusion of the “percentage for art” program. Current city policy states that “all new public construction and renovation projects must have 1 percent of their budget set aside for original works of art to adorn the project.”



All components of urban infrastructure, including plazas and playgrounds, should be designed as items of architecture and public art.



Ground level activities are critical to the success of vital urban districts. Residential areas can provide this life with on-street parking, bicycles, large picture windows, and entries at frequent intervals, such as this street in Society Hill, Philadelphia, PA.

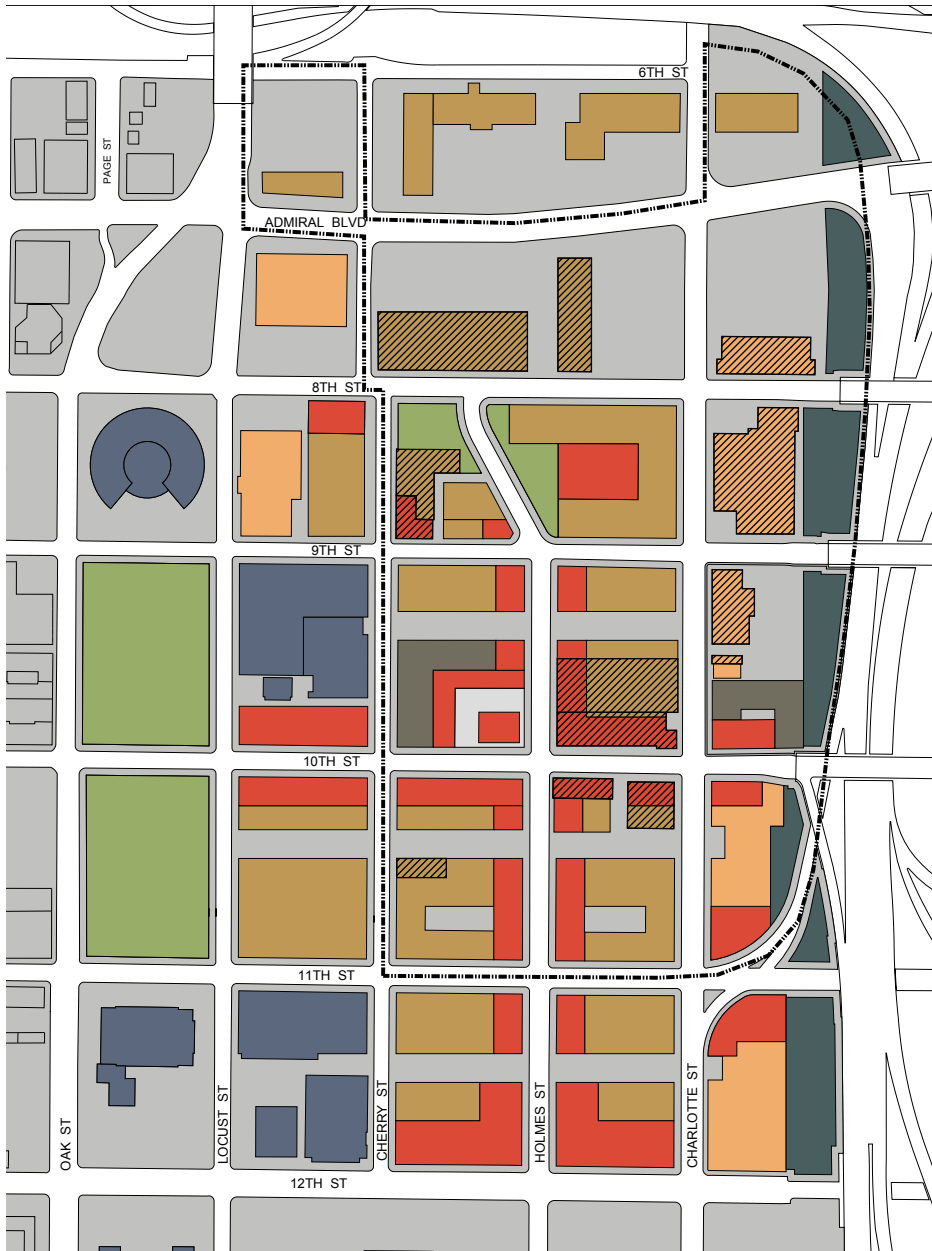


Figure 6. Public Realm Map: This Plan depicts the important components at the ground floor of buildings, and public meeting places. These spaces support streetlife, and the variety of activities needed to provide a complete urban experience.



Ground level services that are needed to support density and create a truly walkable district are demonstrated in this example from Amsterdam.



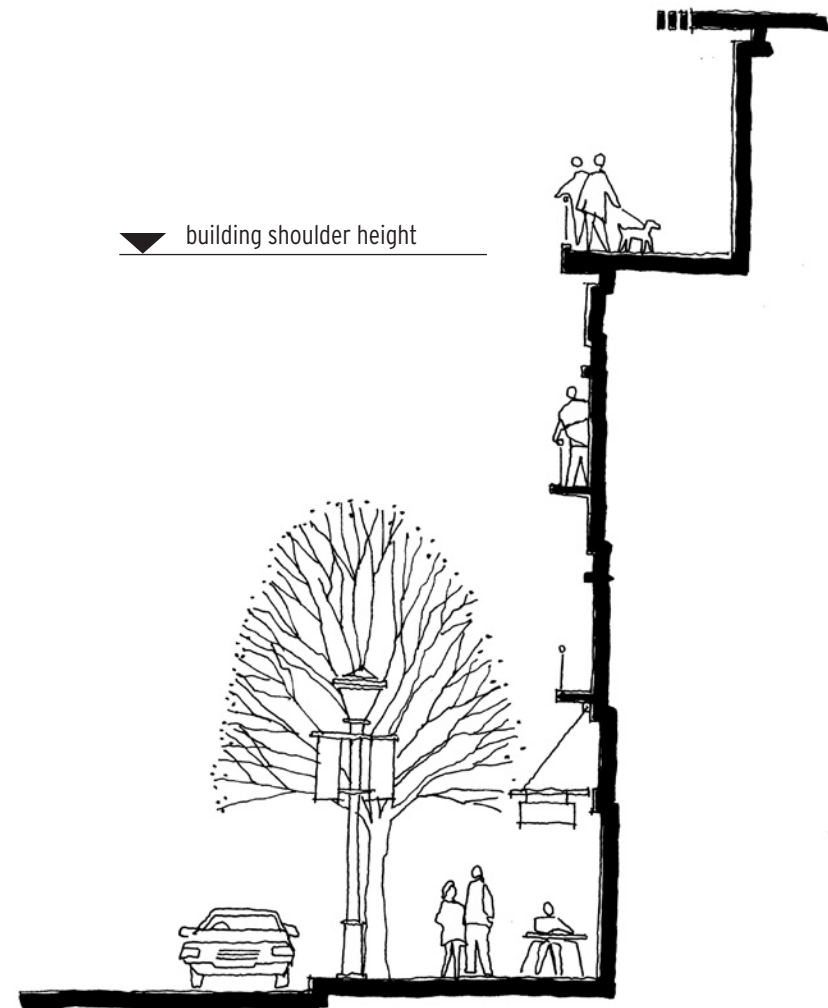
Build-to-lines, Building Heights, and Massing

The following design principles define the character and scale of the urban fabric relative to the public realm. The intent is to derive a sense of unity, cohesion and sense of place, avoiding voids or inconsistencies in the new urban structure. As a general rule, the following principles are recommended (Figure 7, Page 11):

- It is recommended that building height remain a maximum of 4 stories above grade along Tenth Street, supporting a pedestrian scaled environment, emphasizing the streetscape and residential tower at the PIEA Center.
- This plan recognizes the existing taller buildings to the north, with decreasing building heights to the south. Top floor set backs are encouraged, which vary the rooflines and promote roof deck spaces. Whereas some buildings may need mechanical penthouses within this zone, it is recommended residential units buffer them where possible.
- The intent is that on sloping sites, the height shall be determined from the highest elevation of street frontage.
- Minimum heights are to be maintained along key routes and spaces to maintain uniform

development through a strong sense of enclosure and continuity.

- The amount of balconies which protrude from the building facades is recommended to not exceed 25% of the facade areas. Recessed terraces or balconies are excluded from this rule. It is intended for building mass to predominate over balconies in terms of built form, and for verticality to prevail over horizontality.
- Ground floor spaces shall be a minimum of 18 feet in height, reflecting the appropriate scale for storefronts within a mixed-use district. Where residential properties front the street, the ground floor unit may be elevated up to five feet to maintain privacy within individual units. Live/work spaces work well in both conditions.
- Build-to-lines are identified according to **Figure 7, Page 11**, where new building facades are shown 15 feet from existing curb lines. This creates a sidewalk adequate for street trees and streetscape furniture, such as a single row of cafe tables, plantings, public art opportunities, etc, and is encouraged over the 11 feet minimum width.



Street Section: An example of 3+1 building with 15 foot wide sidewalk width.

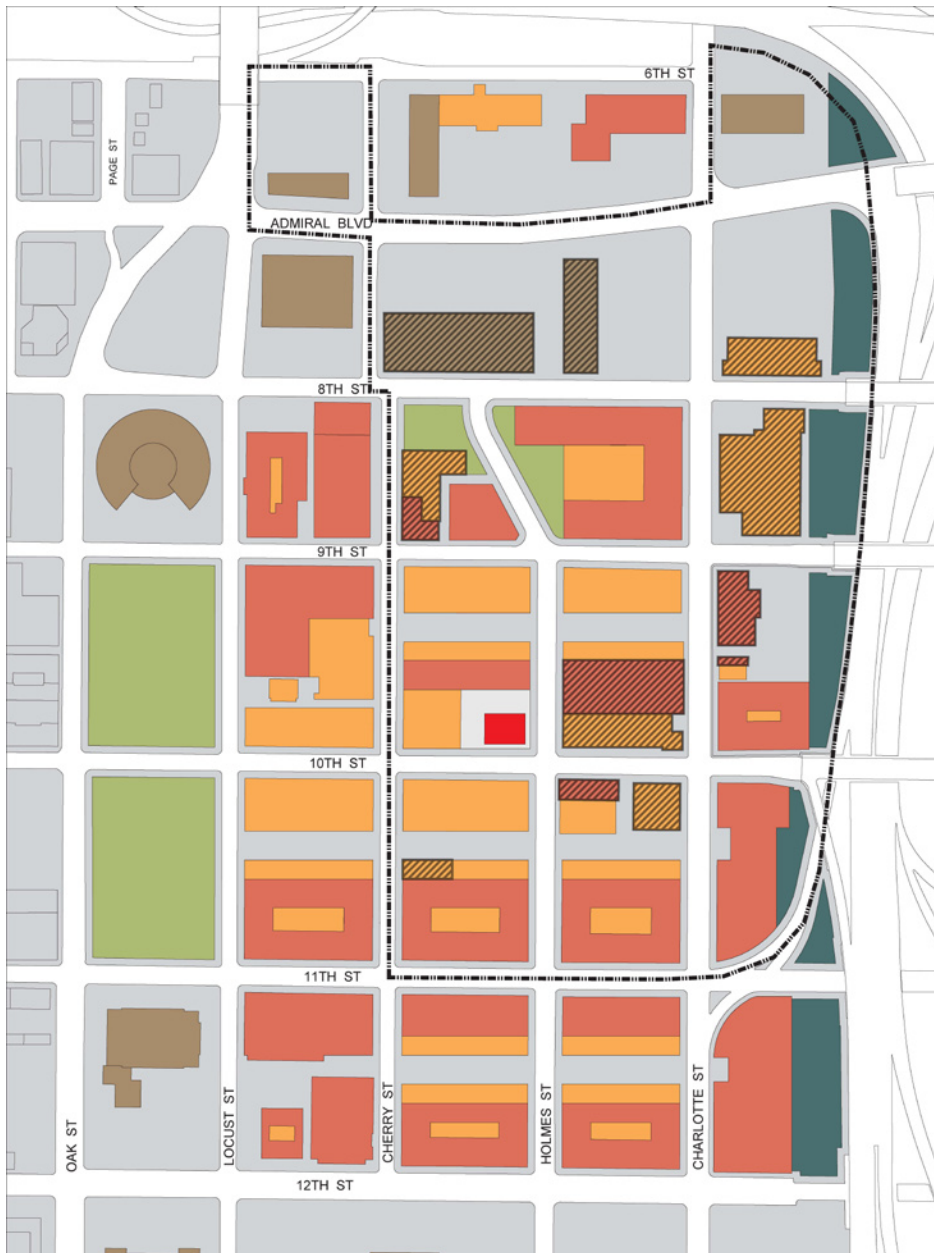


Figure 7. Build-to-lines, Building Height, and Massing Map: This Plan depicts a general view of desired built form, lower along Mid-Block Connectors and 10th Street, and taller elsewhere.



Top floor setbacks are encouraged, which vary the rooflines and promote roof deck space.



LEGEND

-  2 - 4 STORY DEVELOPMENT
-  4 - 8 STORY DEVELOPMENT
-  12 STORY CENTRAL RESIDENTIAL TOWER
-  EXISTING HIGH RISE DEVELOPMENT
-  PUBLIC OPEN SPACE
-  GREEN BUFFER
-  PIEA BOUNDARY
-  CONTRIBUTING EXISTING BUILDINGS

Street Hierarchy, Character and Sustainable Strategies

This Framework recommends the development of a street hierarchy which promotes a pedestrian-friendly environment (Figure 8, Page 13):

- Establish streets which support retail and commercial activity. Small retail spaces require high turn-over on-street parking, and slow traffic creates safer pedestrian zones. Cherry, Holmes, Charlotte and 10th Street form the backbone of this proposed local street system.

- Off-street parking should be carefully integrated. Other than the opportunity for parking along the Mid-Block Connectors, all other parking is encouraged to be within buildings or parking structures.

- The once-great Admiral Boulevard should be enhanced. Due to existing long blocks in the district, it would be possible for the Parks Department to improve the area by creating safer pedestrian crossings.

- The proposed system of street trees creates micro-climatic effects for human comfort, while reducing noise, adding beauty, and natural habitats. These trees should be consistent with the city's streetscape standards in the *Downtown Streetscape Plan*.

- Sustainable strategies that improve urban stormwater conditions are encouraged. Permeable pavement systems are encouraged within the Mid-Block Connectors. These systems should be linked to green roofs and other urban landscape areas, creating the opportunity to filter water and reduce urban heat island effects.



Local streets emphasize the pedestrian and semi-private spaces such as these porches in Richmond, VA.



Wide sidewalks encourage diverse activities and services, as in San Francisco near Union Square.



People can replace on-street parking in select areas such as cafes.

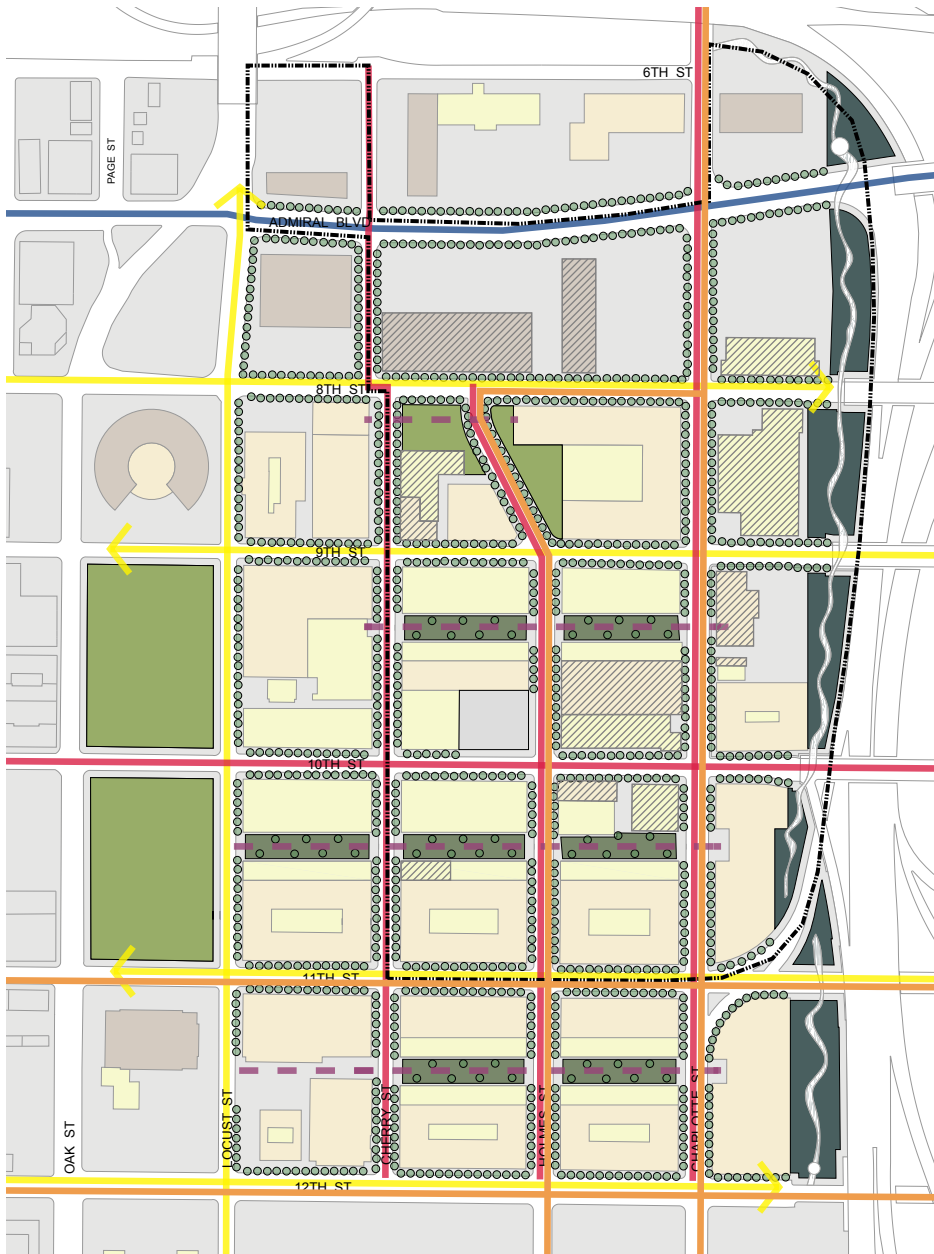
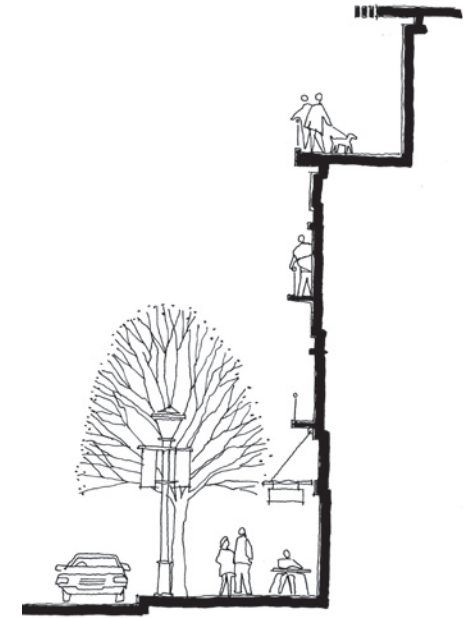


Figure 8. Street Hierarchy Map: A robust streetscape is encouraged for the East Downtown PIEA Urban Design Framework Area. This Plan recommends changing selected one-way streets to two-way patterns in the future, to promote a more pedestrian friendly district.



Local example: Sidewalk width between Fourth and Fifth Street, on the west side of Delaware is a recommended model for the East Downtown PIEA Urban Design Framework.



Future Recommended Circulation Patterns:

0 70 140 280 ft.

LEGEND

- TWO-WAY LOCAL ST.
- ONE-WAY LOCAL ST.
- TWO-WAY BOULEVARD
- MID-BLOCK CONNECTOR
- BIKE PATH ROUTE
- PUBLIC OPEN SPACE
- GREEN BUFFER
- PIEA BOUNDARY
- CONTRIBUTING EXISTING BUILDINGS

Architectural Design

The East Downtown PIEA Urban Design Framework provides a performance-oriented approach to architectural design to foster innovation and creativity in design and construction quality, in a manner which is contemporary yet respectful to the character of adjacent historic districts.

- The use of building materials are encouraged to be an extension of the material palette of the adjacent Government/Civic District, favoring limestone, brick, metal and concrete in a tan and buff color range, with darker monochrome accents for depth and diversity. This is intended to complement, yet be distinct from, the predominately red masonry structures in Quality Hill, the River Market, and the Garment District. Existing structures within the *East Downtown PIEA Urban Design Framework Plan* boundaries also consist of this color/material range.

- Metalwork and other components of the building arts are encouraged to lend distinction and individuality to building design.

- The character and scale of buildings should reflect their internal use, however, drastic departures from the planned residential nature of the area should be avoided. Design examples to avoid include ribbon windows or all glass solution reminiscent of suburban office parks.

- The new buildings added to the area should permit adaptability, allowing for change over time. The loft buildings heritage provide this type of flexibility, where present and future possibilities include office, housing, retail or institutional use.

- Entrances to residential units, whether single family town houses or multi-family lofts shall have appropriately scaled entrances on the primary street frontage. Multi-family structures and offices are encouraged to entrance canopies to protect groups entering in inclement weather.

- The ground floors of buildings are to be expressed with storefront treatments using larger expanses of glass in specific recognition of the pedestrian zone. This includes strong vertical patterns such as structural bays paired with short length awnings to establish primary and secondary rhythms at grade.

- The use of sustainable building practices and materials beyond what is identified in this Framework is encouraged.



Storefronts with living above along 10th Street is recommended.



A lost building from the district demonstrated skillfull masonry detailing.



Awnings are recommended as protection over storefronts and entries.



Example of a 4+1 Building.



Canopy protection is recommended for major building entries.

Typologies for the Mid-Block Connectors

The Mid-Block Connector breaks the large city block system into manageable pieces that support a finer grain of development. Specifically, these achieve the following:

- New development may be created with town homes facing the Connectors, incorporating landscape zones, and ground level parking which is sensitively designed to promote pedestrian activity.
- The perimeter of adjacent buildings should be public use (retail, services, assembly, daycare, etc.), especially where indicated on **Figure 6, Page 9**.
- Larger courtyard buildings should be sized for efficient use of underground parking, where modularity is carried vertically through ground floor uses to the living units above. This simple building modularity creates building efficiencies that will enable quality development.

- Permeable pavement systems are recommended within the Mid-Block Connectors. These systems should be linked to green roof and hard surface discharge areas, creating the opportunity to filter water and mitigate urban stormwater runoff.

- Some short term parking along Mid-Block Connectors is recommended for guests.



Example of a Mid-Block Connector in Portland's Pearl District.



Building arts enliven the public realm.



Signage links district with individual places.



Pedestrian lighting should meet LEED standards.



An urban grocer in the Portland Pearl District with parking below grade.

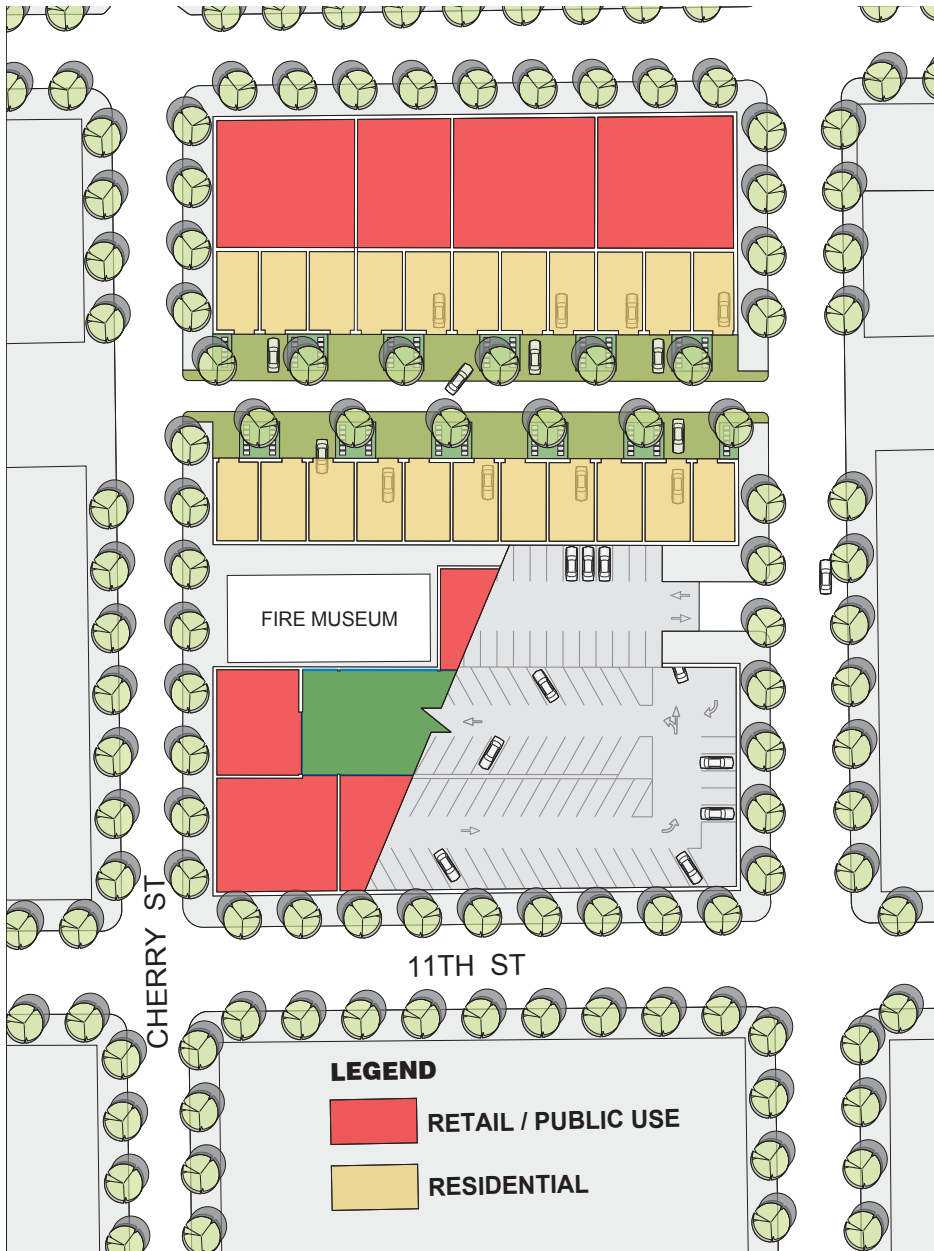


Figure 9. Mid-Block Connector Plan: The perimeter edges of buildings should be public use (retail, services, assembly, daycare, etc.), while the connectors should incorporate landscape zones and ground level parking.



An example of a Mid-Block Connector with nested townhomes and parking access; visually terminating on a building beyond.-



Street trees create micro-climatic effects for human comfort, reduce noise, while also adding beauty.

Elements of The East Downtown PIEA Urban Design Framework Plan

The following guidelines are intended to convey desirable elements of *The East Downtown PIEA Urban Design Framework*.

1.1 Build-to Lines

Objective:

Buildings in the East Downtown PIEA Urban Design District should work together to create the street wall effect.

Principles:

New construction and infill buildings must maintain the alignment of facades along the sidewalk edge. Exceptions may be granted if the setback area is pedestrian-oriented and contributes to the quality and character of the streetscape - for example to accommodate outdoor dining, or an entry plaza. Seventy-five percent of the street frontage should meet the build-to line. In instances where there are parking areas or interior courtyards abutting the street, the sidewalk edge should be delineated with edge treatment(s) that is consistent with the streetscape theme and is in accordance to the City's surface parking lot requirements.

A minimum sidewalk width of 12 feet from the existing curb line is acceptable, 15 feet is recommended. An additional 5 to 10 feet setback for town home development may be necessary (in some designs) to allow for front stoops, and to permit elevating units up to five feet above grade for privacy.

1.2 Roofs and Parapets

Objective:

Rooflines should maintain harmony by recognizing adjacent buildings where possible.

Principles:

Flat roofs (slightly sloped to drain) are preferred, with parapets that articulate the rhythm of the building massing. Parapets should be embellished with masonry or metal detailing and be stepped or sloped to achieve a visually interesting yet harmonious sequence along the building façade.

Pitched roofs are discouraged unless the roof form is concealed by a parapet or false front. Exceptions may be when a pitched roof is used on top of a multi-story building to help reduce the overall height of the façade and define the residential character of the upper floors.

Penthouse units stepped back from the parapet level are recommended. In this case, parapet breaks with

guardrails may be used to increase site lines from roof terraces. Incorporation of "green roofs" is encouraged. Green Roofs with turf and other indigenous plantings, can greatly improve roof lifespan, create enhanced thermal and water retention capabilities, and reduce urban heat-island effects.

1.3 Mid-Block Connectors

Objective:

Mid-Block Connectors provide a secondary system of movement across blocks linking infill buildings on the eastern district boundary with civic, cultural, residential and business destinations to the west. They also create a new block form with two scales of development on each block, larger courtyard type developments to the south, and linear town home development to the north.

Principles:

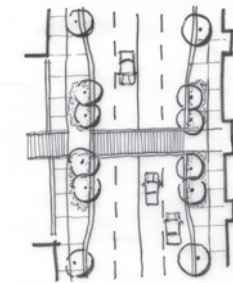
Mid-Block Connectors are recommended in the Kansas City Walkability Plan (Pages 122-3, Resolution No. 030211). In accordance to this recommendation, Mid-Block Pedestrian Neckdowns should be integrated when street improvements are made. By necking down the street at pedestrian crossings, and integrating contrasting material at the pedestrian crossing, a safer pedestrian environment may be achieved. Mid-Block Connectors within the



Town home development with at-grade access is encouraged in addition to elevated schemes.



Rooflines and parapets should be continuous.



Mid-Block Connectors provide a secondary system of movement across blocks.

block interior are encouraged to enhance the pedestrian experience through the use of permeable pavers, landscape areas, and lighting. Town homes are encouraged to front these areas, and automobiles activity, if allowed, should be slow moving and not dominate the environment.

1.4 Building Heights

Objective:

New development and redevelopment should complement the evolving pattern of building heights, and support the overall vision of the plan as described in the *Building Heights, Massing and Setbacks Plan* (Figure 7, Page 11).

Principles:

Buildings are encouraged to be no less than two stories high. The recommended vertical element in the District Center at 10th and Holmes (Item 9, Figure 5, Page 7), should be sufficiently tall to create orientation and the potential for landmark status on the east side of Downtown.

1.5 Building Proportion and Fenestration Patterns

Objective:

To encourage large, open views into ground floor commercial and work spaces, enhancing the pedestrian experience by providing a visual connection to the use and activity

inside the building. Upper level live/work and commercial spaces should have independent or shared entries via a vestibule from the sidewalk. On upper levels, windows should provide privacy while aesthetically and functionally serving the building use.

Principles:

The restoration or renovation of an existing storefront should attempt to return the façade to its original character. Preserve original materials, details, shape and size of original door and window openings. Replace missing original elements such as transom windows to complement original design character.

On the upper floors of the new structures, the windows should be vertically oriented, except where openings incorporate balconies or recessed terraces. Horizontal fenestration schemes are discouraged, but if used, should be the exception rather than the rule.

A minimum of 33% of the ground level façade and sides of buildings adjacent to public right of ways should be transparent (windows and doors). A minimum of 20% of the building's rear façade facing a public right of way, Mid-Block Connector, parking area or open space is encouraged to be transparent. Reflective glass is discouraged, and glass tinted more than 40% is discouraged.

1.6 Material and Detailing

Objective:

Rehabilitation or redevelopment projects should be constructed to be long lasting and use materials and detailing that maintains the desired contemporary character and harmony of the East Downtown PIEA Urban Design Framework Area.

Principles:

Durable materials such as brick, stone (including cast stone) and metal panels are encouraged to be used as the primary building materials. Tile, stone, glass block, copper flashing, metal and wood are encouraged to be considered for accent materials. A high level of design and architectural detail is encouraged. At rear secondary entrances, the primary materials should be used in a way that highlights the entrance.

Infill construction is encouraged to reflect some of the detailing of surrounding buildings in window shape, profile, operation and proportions, cornice lines, important horizontal datum and brick work.

Building renovation and alterations should restore architectural details of cornices, brickwork, transom, display windows and bulkheads.

Materials that attempt to mimic traditional materials (an example would be fiberglass or PVC panels that are



An example of ground floor live/work spaces with commercial type storefronts and vertical windows above.



An example of quality building materials in Charlotte, NC.

molded to look like brick or stone) are not permitted. Painting previously unpainted brick is discouraged.

Recommended:

- standard brick
- stone
- cast stone
- metal panels
- decorative iron fencing
- glazed or ground face concrete block
- integral colored stucco

Discouraged:

- grey concrete block
- oversized brick
- exterior insulation and finish system
- interlocking concrete block retaining walls
- vinyl siding and fencing

1.7 Color

Objective:

To encourage a varied but complementary use of color.

Principles:

The colors of buildings are encouraged to complement the historic buildings in the adjacent Civic District. The color of brick or other natural building materials should dictate the overall building color family choice. Bricks in earth tones are encouraged. The accent colors

should complement the primary building material color.

1.8 Landscaping

Objective:

Landscaping treatments should be used to enhance the public realm, improve the pedestrian experience by the creation of color, texture, shade and movement. It should also be used to complement architectural features and screen utility areas. Landscaping also provides shade and creates bio-climatic conditions which reduce heat-island affects.

Principles:

Street trees and landscaping of mid-block connectors is encouraged. The use of flower boxes, planters and hanging flower baskets is encouraged at hard paved areas.

Street tree selection should be coordinated with the Department of Parks and Boulevards and the City Forester of the Public Works Department, and cross referenced with the *Downtown Streetscape Plan*.

1.9 Screening

Objective:

Utility areas and mechanical equipment should be located and screened so that they do not detract from the aesthetic appeal of

the district.

Principles:

The screening of exterior trash and storage areas, service yards, loading areas, transformers and air conditioning units must use the same materials, color and/or style as the primary building in order to be architecturally compatible with the building it is adjacent to. If the utility area is separate from the building it serves, it should be consistent with the streetscape theme. All roof equipment must be screened from public view.

All exterior trash and storage areas, service yards, loading areas and air conditioning units must be screened from view. Camouflaging air conditioning units is an acceptable screening method.

Screening of elements should not provide a refuge for undesirable threats. Therefore screening should provide some degree of transparency to discourage criminal activity.

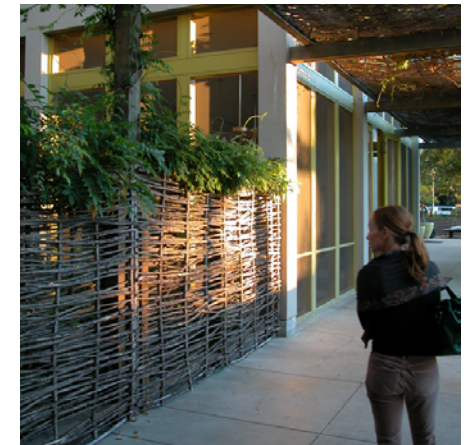
1.10 Streetscape

Objective:

The streetscape should be uniform so that it acts to provide a sense of identity for *The East Downtown PIEA Urban Design Framework*, and is in compliance with the *Downtown Streetscape Plan*.



An example of varied but complimentary use of color.



An example of unconventional but artistic screening in downtown Healdsburg, CA.



An example of a courtyard building with garden wall street edge.

Principles:

When making improvements to private property, including the addition of benches, trash receptacles, fencing, bike racks, or trash enclosures, owners should match or complement the approved Plan Streetscape for these elements.

When a redevelopment project disturbs existing streetscape elements those items must be replaced with approved *Downtown Streetscape Plan* elements.

1.11 Lighting

Objective:

Site lighting design should provide a sense of safety and security while reducing excessive light levels, light trespass, and glare.

Principles:

Full cut-off fixtures, mounting heights, and shielding should be utilized to effectively control glare and light trespass especially into residential units.

Any exterior lighting designs shall take into account all existing and planned exterior lighting sources.

Architectural lighting, if proposed, should only be utilized to highlight special features. Lighting of expansive wall planes and roofs or the use of architectural lighting that results

in “hot spots” should be avoided. Exceptions are artistic lighting designs produced in collaboration with artist/architect teams. In these cases, however, sensitivity to the intent of light pollution principles should be demonstrated.

Landscape lighting should only be utilized to accent landscaping, point away from the property line, and fixtures shall contain extension shields in minimize glare and light source visibility.

The use of lighting should be integrally designed as part of the urban environment and should reflect a balance for the lighting needs for contextual ambient light level and the surrounding nighttime characteristics of the district. Follow and meet the City’s guidelines. Recommended light level guidelines and uniformity ratios established by the Illumination Engineering Society of North America (IESNA), in the IESNA Lighting Handbook (current edition), may be used as a reference when determining appropriate lighting design solutions. Recommended Maintained Foot-candles (based on IESNA RP-20-98) (horizontal fc measured at grade) is an average of 2.5, and a maximum of 10.

Lighting designs should be designed to minimize glare and light trespass; optimize energy conservation, and to maintain dark skies. The lighting designers should consider automatic or timed control systems that reduce

light levels during periods of reduced street activity and building activity. Recommended Light Trespass Limitations: Ambient Light Level foot-candles (IESNA RP-33-99 vertical fc measured 6’ above grade at property line) is 1.5.

1.12 Parking and Access

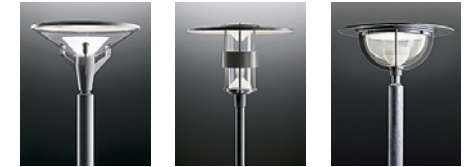
Objective:

Parking in the East Downtown area should adequately serve the users without detracting from the compact design that makes it a successful urban district.

Principles:

Off-street parking should be located in the rear of buildings, or in appropriately designed parking garages fronting the street.

Parking lots should be in the interior of the blocks. Parking structures are encouraged to use the multiple story “wrapper building” typology (occupied spaces face the street). If this is not possible, and parking structures occupy primary street frontage, then 75% of the frontage of garage structures should be devoted to public use, such as lease or live/work spaces. Transparency of ground floor retail should be a minimum of 50% of the required frontage.



Examples of lighting for urban environment, with cut-off shields to focus light down.



An example of a compact parking arrangement along a Mid-Block Connector.



Parking is buffered by an architectural screen wall.

1.13 Awnings

Objective:

To enhance the pedestrian feel of streetscapes while providing sun protection for display windows, shelter for pedestrians, and a sign panel for businesses.

Principles:

Retractable or operable awnings are encouraged. Long expanses of awning should be broken into segments that reflect the door or window openings beneath them.

Awnings should not extend across multiple storefronts and/or multiple buildings. Awnings should be constructed of durable, protective, and water repellant material, however, plastic or fiberglass awnings are strongly discouraged. Backlighting or illuminating awnings is also strongly discouraged. Awnings should project a minimum of 36" from the building. Open ended and retractable awnings are encouraged as the most desirable type.

Signage on awnings should be discrete and secondary in nature. More detail is included in the following signage principles.

1.14 Signage

Objective:

Signage should provide advertisement of local services or needs, such as business identification or leasing signs for property within the district. Wayfinding, interpretation and building identification is encouraged to be provided. Adherence to good signage practices will enhance the overall image and sense of place as well as contribute to the economic vitality of the East Downtown PIEA Urban Design Framework District.

Principles:

Signage should be visible but fit appropriately with building architecture.

Commercial signage should be designed for the purpose of identifying a business location in an attractive and functional manner, rather than to serve primarily as general advertising for business or product advertising.

Signage is encouraged that is creative and uses innovative approaches within this established framework.

Sign materials should be complementary and consistent with architectural materials.

Individual storefront/shop signage at entries should be encouraged at

a pedestrian scale, such as hanging signs under eaves, awning signs and building mounted signs.

Signage should be ground-lit or otherwise washed with light from a concealed light source. Pole-mounted signs are discouraged.

Permanent billboards are discouraged.

Internally lit cabinet-type signs are discouraged.

Monument signs, frequently attributed to suburban sites, are discouraged.

Storefront/Shop signage:

- Indirect illumination is preferred.
- Sign area and intensity as per Municipal code.
- Illuminated signs must be off after hours of operation.

Regulatory signs on private property:

- Opaque signs limited to a maximum of 18 inches by 24 inches only.
- One is permitted at each entrance/exit.
- Must be mounted at a finished height no higher than 5 feet.



An example of operable, open-ended awnings.



Permanent awning protection is encouraged.



Artful alternative awnings are encouraged.

Projecting Signs (Blade Signs)

These are affixed to the face of a building or structure and project in a perpendicular manner more than 12 inches from the wall surface of that portion of the building or structure to which it is mounted. Projecting signs are strongly encouraged and should be carefully designed to reflect the character of each building and business as well as fitting comfortably with other adjacent signage.

The design of the sign should consider visually interesting elements such as square or rectangular shapes with painted or applied letters, two or three dimensional symbols or icons, irregular outlines, and/or internal cut-outs. Projecting signs shall be small in scale and provide a minimum vertical clearance of 8 feet along pedestrian areas. Projecting signs shall be oriented to pedestrians passing on the sidewalk in front of the buildings rather than to automobiles or pedestrians on the far side of the street.

Mounting hardware should be an attractive and integral part of the sign design. Simple round pipe brackets with plugged ends or added decorative end elements are generally appropriate for signs. However, metal brackets of a more decorative and complex shape are encouraged where appropriate to add to the character of the building.

Marquee Signs

These are projecting signs attached to or supported by a permanent canopy often made of metal and glass. Marquee signs are to be installed on buildings occupied by theaters, cinemas, performing arts facilities, and parking structures. The sign copy of marquee signs should be limited to include only the facility's name and changeable copy related to current and future attractions. The facility name portion of the sign should not exceed 40% of the total sign area and the changeable copy portions of the sign should not exceed 80% of the total sign area.

Wall Signs

These are to be mounted flush and fixed securely to a building wall, projecting no more than 12 inches from the face of a building wall, and not extending sideways beyond the building face or above the highest line of the building to which it is attached. Wall signs should be located on the upper portion of the storefront, within or just above the storefront opening. The length of the sign should not exceed the width of the storefront. Wall signs shall be placed within a clear signable area. Signable areas are defined as an architecturally continuous wall surface uninterrupted by doors, windows or architectural detail. Wall signs shall not exceed the City's standard of 10% of the building façade (the exterior walls of a building exposed to public view). Wall signs should be mounted in locations that respect

the design of a building, including the arrangement of bays and openings. Signs should not obscure windows, grille work, piers, pilasters, and ornamental features. Typically, wall signs should be centered on horizontal surfaces (i.e., over a storefront opening). Wall signs should be designed to be compatible with the storefront in scale, proportions, and color. Signs should be designed to create a clearly defined edge, provide shadow relief, and a substantial appearance.

Window Signs

These are signs that are painted, posted, displayed, or etched on an interior translucent or transparent surface, including windows or doors. This type of signage generally contains only text but in some circumstances can express a special business personality through creative graphic logos or images combined with color. Window signs shall not exceed 15% of the window area so that visibility into and out of the window is maintained. Window sign copy should be applied directly to glazed area. Window signs should be created from high-quality materials such as paint, gold-leaf, or neon. Other appropriate window signs include sandblasting or etched glass. Window signs should be applied directly to the interior face of the glazing or hung inside the window thereby concealing all mounting hardware and equipment. Well-designed window graphics should be used in the construction of the sign to attract attention but still allow pedestrians to view store interiors



An example of creative, projecting signage.



An example of creative, horizontal wall signage.

Plaque Signs

These are small versions of Wall Signs that are attached to surfaces adjacent to shop front entries. Plaque signs should be located only on wall surfaces adjacent to tenant entries. Plaque signs should fit within an imaginary rectangle with a maximum area of 2 square feet. Limit plaque sign projections from wall surfaces to a maximum of 2 inches. Signs should include the business name and a business logo. Plaque signs are encouraged to include unique designs or other visually stimulating decorations including an unusual outline shape.

Tenant Directory Signs are used to identify multi-tenant buildings and businesses that do not have direct frontage on a public street. Tenant directory signs should be constructed and oriented to the pedestrian. Tenant Directory signs should be mounted flat against a solid wall. The maximum sign height, including the sign base, should not exceed 6 feet. The sign copy may include the following: building or project name, project logo, address, business tenant names, and suite numbers or letters. Tenant Directory signs should be constructed out of materials that compliment both the building structure and its use.



Signage on or behind glass should not hinder visibility.



An example of a tenant directory sign that relates to the architecture of the building.

Existing Building Survey



1 600 E 11TH STREET

American Bail Bonding Co.

Number of stories: 1, basement
Floor to ceiling height: 9'

Dimensions/area per floor:
128' x 49' = 6,272 s.f.

Total building area: 12,544 s.f.

Exterior wall materials: brick



2 1019 CHERRY

K.C. Fire Brigade Museum

Number of stories: 2
Floor to ceiling heights: 12'

Dimensions/area per floor:
101' x 42' = 4,242 s.f.

Total building area: 8,484 s.f.

Exterior wall materials: brick



3 600 E 11TH STREET

Cherry Street Inn Motel

Number of stories: 5 story section,
3 story section, 1 story reception
Floor to ceiling heights: 8'

Dimensions/area per floor:
5 story, 64' x 48' = 3,072 s.f. x 5
stories = 15,360 s.f.
3 story, 273' x 62' = 16,926 s.f. x 3
stories = 50,778 s.f.
1 story, 50' x 27' = 67,488 s.f.

Total building area: 66,138 s.f.

Exterior wall materials: concrete,
exterior insulation and finish system



4 606 E 9TH STREET

Blackstone Hotel

Number of stories: 4
Floor to ceiling heights: first floor
11', upper floors 9'

Dimensions/area per floor:
76' x 40' + 49' x 41' = 5,049 s.f.

Total building area: 20,196 s.f.

Exterior wall materials: brick



4 B BLACKSTONE PARKING

Number of stories: 1
 Floor to ceiling height: 11'

Dimensions/area per floor:
 $133' \times 49' + 79' \times 48' + 49' \times 38' = 12,171$ s.f.

Total building area: 12,171 s.f.

Exterior wall materials: brick



5 610 E 9TH STREET

Number of stories: 1
 Floor to ceiling height: 11'

Dimensions/area per floor:
 $100' \times 52' = 5,200$ s.f.

Total building area: 5,200 s.f.

Exterior wall materials: brick



6 612 E 9TH STREET

Missouri Senior Citizens LLC

Number of stories: 3, basement
 Floor to ceiling heights: 9'

Dimensions/area per floor:
 $96' \times 39' = 3,744$ s.f.

Total building area: 14,976 s.f.

Exterior building materials: painted brick



7 OUTSIDE BOUNDARY

Old St Patrick's Church

KC's oldest church, erected 1875, still in service

Dimensions/area: $68' \times 116' = 7,888$ s.f.

Total building area: 7,888 s.f.

Exterior building materials: brick, stone



8 600 E 8TH STREET

Metropolitan Condo

Number of stories: 14
Floor to ceiling heights: 9'

Dimensions/area per floor:
215' x 113' = 24,295 s.f.

Total building area: 340,130 s.f.

Exterior wall materials: brick



9 700 E 8TH STREET

University Tower

Number of stories: 14
Floor to ceiling heights: 9'

Dimensions/area per floor:
218' x 80' = 17,440 s.f.

Total building area: 244,160 s.f.

Exterior wall materials: brick



10 821 E ADMIRAL BLVD

Kansas City Regional Center

Number of stories: 2
Floor to ceiling heights: 9'

Dimensions/area per floor:
194' x 77' = 14,936 s.f.

Total building area: 29,872 s.f.

Exterior wall materials: glass, brick



11 777 ADMIRAL BLVD

SMACNA

Number of stories: 1
Floor to ceiling heights: 11'
Dimensions/area per floor:
60' x 76' = 4,560 s.f.

Total building area: 4,560 s.f.

Exterior wall materials: exterior
insulation and finish system



12801 CHARLOTTE

Number of stories: 2, access on adjacent roof deck
Floor to ceiling heights: 9'

Dimensions/area per floor:
 $120' \times 48' + 167' \times 162' + 97' \times 11' + 84' \times 44' - 85' \times 90' = 29,927$ s.f.

Total building area: 59,854 s.f.

Exterior wall materials: brick



13889 CHARLOTTE

Number of stories: 1
Floor to ceiling heights: 9'

Dimensions/area per floor:
 $85' \times 90' = 7,650$ s.f.

Total building area: 7,650 s.f.

Exterior wall materials: concrete



14901 CHARLOTTE

JE Dunn

Number of stories: 1 story section (existing building), 2 story section (addition)
Floor to ceiling heights: 8', 9', 11', 20'

Dimensions/area per floor:
2 story, $10' \times 15' + 27' \times 63' + 75' \times 74' + 4' \times 54' + 6' \times 8' = 7,665$ s.f.
 $\times 2$ stories = 15,330 s.f. + $10' \times 54'$ cantilever = 15,870 s.f.
1 story, $84' \times 50' = 4,200$ s.f.

Total building area: 20,070 s.f.

Exterior wall materials: brick, glass



15929 HOLMES

JE Dunn

Number of stories: 1
Floor to ceiling height: 11'

Dimensions/area per floor:
 $88' \times 37' = 3,256$ s. f.

Exterior wall materials: brick, glass



16915 CHARLOTTE

National Exterminating Co.

Number of stories: 2
Floor to ceiling heights: 9'

Dimensions/area per floor:
63' x 17' = 1,071 s.f.

Total building area: 2,142 s.f.

Exterior wall materials: stone, glass
block



17929 HOLMES

JE Dunn

Number of stories: 1
Floor to ceiling height: 11'

Dimensions/area per floor:
255' x 128' - 21' x 42' + 41' x 6' =
32,004 s.f.

Total building area: 32,004 s.f.

Exterior wall materials: brick



18915 CHARLOTTE

National Exterminating Co.

Number of stories: 1
Floor to ceiling height: 9'

Dimensions/area per floor:
55' x 27' = 1,485 s.f.

Total building area: 1,485 s.f.

Exterior wall materials: painted
stone



191000 CHARLOTTE

Della Lamb Charter School

Number of stories: 2
Floor to ceiling height: 14', 9'

Dimensions/area per floor:
97' x 97' = 9,409 s.f.

Total building area: 18,818 s.f.

Exterior wall materials: brick



20801 E 10TH STREET

Southwestern Bell Telephone Co.

Number of stories: 1, basement
Floor to ceiling height: 9'

Dimensions/area per floor:
124' x 39' = 4,836 s.f.

Total building area: 9,672 s.f.

Exterior wall materials: brick, glass,
metal



21800 E 10TH STREET

All Seasons Heating and Air Condi-
tioning - for sale

Number of stories: 1
Floor to ceiling heights: 9'

Dimensions/area per floor:
94' x 60' = 5,640 s.f.

Total building area: 5,640 s.f.

Exterior wall materials: brick



22808 E 10TH STREET

Cordon Building - for sale

Number of stories: 2
Floor to ceiling heights: 9'

Dimensions/area per floor:
37' x 69' = 2,553 s.f.

Total building area: 5,106 s.f.

Exterior wall materials: brick



23703 E 10TH STREET

Wiltshire Apartments

Number of stories: 4
Floor to ceiling heights: first floor
11', upper floors 9'

Dimensions/area per floor:
125' x 42' = 5,250 s.f.

Total building area: 21,000 s.f.

Exterior wall materials: brick

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Appendix

**East Downtown PIEA Urban Design Guidelines
Consultant Advisory Committee Meeting
Metropolitan Condominiums
Thursday, June 30, 2004**

MEETING ATTENDEES:

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Tom Knittel facilitated the meeting and began by asking meeting attendees to introduce themselves.

Knittel facilitated the meeting and presented a power point presentation (*see attached*) in order to:

1: Explain the Goals of Workshop.

A UDF (Urban Design Framework) is a document which describes how planning and urban design strategies and principles can be implemented in urban areas where there is a need to promote and coordinate change.

To produce an Urban Design Framework Plan, informed by a diverse group of leaders and stakeholders.

The Advisory Committee is intended to be a resource for the Consultant, and is independent of the City Development and Planning Department.

An Urban Design Framework is a vehicle to help a community to set an overall direction for a particular place or locality. Recommendations are fed into capital budgets, guidelines and zones for implementation.

An Urban Design Framework differs from a strategic plan, or a master plan: *it combines the direction-setting and coordination aspects of strategic planning with the detailed and practical design process of a master plan, in three dimensions.*

Unlike a master plan, which only gives a final vision for how an area will develop, an Urban Design Framework should provide flexibility by identifying key principles rather than finite solutions. It is not a fixed view of the future nor is it a land-use report. It includes a design vision for how a place might develop and should include sufficient detail at key locations so that the vision can be tested for economic and functional viability.

2: Provide the Project Background:

Objectives

Understand existing conditions, policies and planning to date

Consider history, what makes this area unique?

What are the attributes of successful mixed-use urban neighborhoods: Case Studies

What about Sustainability?

What are the Strengths, Weaknesses, Opportunities and Threats within and beyond the project area?

Scope

Setbacks, massing, building proportions, architectural character, awnings and setbacks, signage, screening, lighting, landscaping, linkages, access, parking

Boundaries

Blocks between 11th and 7th Street, from Cherry to Charlotte, plus two areas in the north

Plans and significant influences within the region

What is the housing market?

What does the housing market need to help build a robust climate for change?

3: Explain of the Historic and Existing Conditions of the Area: Activities and events, Economic activities, Movement Patterns, Urban Form.

4: Provide Examples and Case Studies From Other Communities.

5: SWOT Analysis: Work with the Citizen Advisory Committee to ascertain the Strengths, Weaknesses, Opportunities and Threats of the project and adjacent areas.

6: Identify and Summarize Key Issues and Action Strategies.

SWOT DISCUSSION

At the conclusion of the power point presentation, Knittel led a discussion of the areas Strengths, Weaknesses, Opportunities and Strengths with the members of the Consultant Advisory Group. The following is a summary of the results of that dialogue:

Area Strengths:

Kokes listed the following strengths for the area:

1. Its central location in the metropolitan area
2. Being on the local street grid
3. Due to its many vacant lots demolition costs can be minimal
4. The areas vacant land increases the opportunity to develop comprehensively
5. The large employers that are in close proximity to the district make it an attractive location.
6. Its proximity to the KCATA's upcoming rapid bus transit line.

Cochrane listed the area's strengths as its high visibility within the metropolitan area and the existing physical infrastructure.

Wolf feels that the Della Lamb School is a positive factor and said future development should promote other "people oriented" activities into the study area.

Sally explained that the relatively low cost of land as compared to the "A" market areas within the Downtown is strength.

Waterman mentioned the areas existing affordable housing for perspective residents. This includes both rental and owning opportunities.

Arneill feels that the sports activities occurring in Ilus Davis Park and the activity associated with

Della Lamb School create a positive energy for the area.

Pritchard likes the urban environment of the area and its residential affordability.

Area Weaknesses:

Sally explained that this is not an 'A' market and it will be tough to attract developers into this area without the presence of many tax incentives. He also mentioned the presence and questionable activities associated with the Cherry Street Hotel and the transient traffic as weaknesses.

Cochrane agrees that the transient traffic is a problem both because of crime and negative perceptions that outsiders have toward the area.

Kokes feels that the east edge of the district is a weakness because of the noise associated with the interstate highway and the lack of transition between the district, the highway, and points east.

DeBauche mentioned the lack of common ownership on some of the blocks as a problem. He added that many of the newer buildings seemed to be developed with a "bunker mentality" - being designed as fortresses to keep things out. He explained that future development should be oriented toward the street.

Smith explained that although this area is within the Downtown Loop, it doesn't feel as if its part of the Downtown. She added that new development should strive to create a "sense of community" that connects to other areas of the Downtown and adjacent neighborhoods.

Heschmeyer feels that even if you do improve the area, it will be difficult to attract families due to the areas schools. She thinks that there needs to be more schools in addition to Della Lamb and the development of safe places for children to use.

Arneill explained that the area doesn't feel safe to him and it appears to be a forlorn and forgotten portion of the City.

Harvey shared her experience as a past resident and feels that attention needs to be paid to the safety issues and amenities for residents. She said that when she walked in this area she had to think about her surroundings from home to work.

Waterman thinks that this area is not a priority for police and feels that things that are not allowed in some areas of the city are ignored here. He feels this might be ending once new residents from The View, The Metropolitan Condominiums and The University Towers are in place.

Area Opportunities:

Sally explained because this area is not an "A" market area, it is likely that there will be opportunities to create affordable housing. He feels that a number of programs such as the Low Income Housing Tax Credit could be a positive tool for the areas development. He also feels that the City will have to be a major player in the redevelopment of the area to assist developers in everything from parking to property assembly.

Smith feels that parking for new development should be designed as mixed-use structures. This could include street level retail or office and/or residential above parking.

Arneill talked about attracting groups that will bring life to the area such as artists in live/work situations, places to take classes, recreational sports for adults (i.e. Frisbee golf) restaurants and non-profit organizations. He feels that this will help to give the area a new sense of place and vitality because people will be around the area after 5 p.m.

Arneill also spoke about making the area more walkable, connecting it to the "positive" things happening in the area. Things like public art and designing parking lots so that people can cut through them were ideas to make this improvement.

Kokes spoke about the need for new development to create a strong edge on the periphery of the district. This edge should serve as a gateway entrance and should work to tie it into the fabric of the remainder of the community. He also feels that lack of development in the area is an opportunity because there is a "blank slate" from which to build upon. He believes new development should be oriented toward the street to help build community.

Waterman sees the available housing as a draw for many different types of homeowners. These homeowners will help to create a stronger area presence and will be an indication of the ongoing investment into the area which may make it more attractive to future developers.

Pritchard also feels the affordability for ownership will be positive and hopes that this new activity will cause the City and/or developers to add amenities.

Area Threats

There seemed to be a general consensus of the threats and they were repeated throughout the discussion. The main things identified include:

- Activities occurring at and negative perceptions relating to the Cherry Street Motel.
- The homeless population movement across the district and the possibility for negative confrontation with them.
- A general perception that this is not a safe area of the City.
- Problems related to trash and maintenance issues related to both private property and infrastructure.

CLOSING STATEMENTS: At the conclusion of the meeting, participants were asked to list their number one priority or thought for the area.

- Chris Sally: The Cherry Street Motel obstacle needs to be removed.
- Porter Arneill: The areas perception could be changed quickly through temporary initiatives such as a public art program. It is important to involve the art community early!
- Brad Wolfe: New development should work to improve connectivity, both visually and physically, to the remainder of the community.
- Katie Heschmeyer In order to understand how to make the area successful, you need to understand the people who are now moving here. There should be a focus group with Metro Condo buyers examining their hopes/dreams, motives for the future of the area.
- John DeBauche Development should be looked at as occurring incrementally and we should stress quality over quantity.
- Kelli Cochrane: We must develop at increased densities and pay particular attention to the areas pedestrian environment
- Kevin Kokes: Future development should have an outward oriented design and not the current "bunker mentality."
- Triveece Harvey: The area should be designed to maximize eyes on street in order to create a safe environment
- Debra Smith: Tie objectives with implementation strategies.
- George Pritchard: The perspective of Metro Condo buyer is that it is affordable with more risk, but they are optimistic.

Alan Waterman: This area needs to be a defined neighborhood to help it create its identity with the remainder of the city.

Christina Assmann: We need to create a center for the district.

Flip Chart Notes

STRENGTHS

- Connected
- Existing street grid
- Site cleared
- Great infrastructure in place
- Strong employment center
- Entertainment
- 700 units within 3 block radius: Metropolitan Condo + east + north
- Easy highway access
- Bus Rapid Transit (planned two blocks west along Oak Street)
- Sports activities starting to happen @ Davis Park

WEAKNESSES

- Not an 'A' market
- East edge: limit to view, high noise factor
- Not under common ownership
- Lack of maintenance
- Bunker mentality
- Separate + undefined
- Existing office uses need more parking
- No school except 'Della Lamb'

OPPORTUNITIES

- Low Income Housing Tax Credit (34 - 36.000 \$ threshold)
- Neighborhood Preservation
- Parking will improve
- 'Create a district'
- Take advantage of momentum
- Office as buffer on east edge

- Live + work opportunities
- Need TIFF and PIEA for garages
- Create opportunities for Not For Profits
- Learning center would add vitality

THREATS

- Cherry Street Motel
- Homeless population movement across site + confrontation
- Perception of crime > fear
- Trash, bottles + drugs

NEXT STEPS

- City to acquire Cherry Street Motel - needs to step forward - '3 million \$'
- TIFF could pay back
- City needs to create affordable housing incentives
- Look at rental opportunity - master reality: 'property is going Condo'
- Think 'incremental' development
- Think 'Retail follows rooftops'
- Involve artists early

SUGGESTIONS

- Single story buildings could be transformed into art studios
- Mid-block circulation, greenways
- Easy pedestrian pass ways
- B.R.T. - special bus routes for events
- Flexibility for a range of densities
- Once credibility is established, families would be willing to move in

East Downtown PIEA Urban Design Guidelines
Consultant Advisory Committee Meeting
J.E. DUNN
Tuesday, July 13, 2004

MEETING ATTENDEES:

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Tom Knittel began the meeting by summarizing the results from the first workshop that was held on June 30, 2004. He asked the participants to review the notes from that meeting and provide comments. No comments were offered.

He then continued by explaining the purpose of the East Downtown PIEA Urban Design Guidelines. He then led the Consultant Advisory Committee (CAC) through a power point presentation and subsequent discussion that was meant to provide him with enough input to complete a draft of the guidelines. (See Attachment 1).

In general, the power point presentation covered the following issues:

1: Concepts and Planning Principles

Conditions analysis:

- Vehicular Circulation and Transit
- PEDSHED (Pedestrian Catchment Area)
- Physical Barriers, Boundaries and High Security Zones
- Parks and Opens Spaces
- Existing Buildings
- Historic Assets
- Future Land Use: Downtown Land Use and Development Plan, April 2003
- Plan Priorities: Downtown Land Use and Development Plan, April 2003

2: Materials, Forms and Features:

Planning Principles

- Streets as the Primary Public Space
- Places to walk for leisure and enjoyment
- Provide physical comfort

- Are well defined vertically and horizontally
- Maintain transparency, especially at the street level

Setbacks, or How Buildings Engage the Street

- Setbacks shall encourage pedestrian activity, safety and comfort
- Sidewalks, Street trees which provide canopy and framing of storefronts

Massing and Proportion

- Complementary massing makes better streets
- Ground floor 12 to 16 foot high

Secondary Movement Systems

Fenestrations Patterns and Protruding Features

- Fenestration patterns should describe spaces within buildings. Special fenestration patterns should be reserved for special activities, architectural features or key locations in the district.

Public Spaces, Semi-Public Space

Architectural Character - old and new

The Importance of Creating "a center" for the district

Parking and Access

Landscaping and Screening

Lighting

Awnings and Canopies

Signage and Wayfinding

Near the conclusion of the presentation, Knittel shared three urban visions for the future of the area. It was explained that these concepts were not meant to be taken literally, but rather they should serve as an illustrative example of how the concepts discussed during the process could be applied to the study area:

- Option A
- Option B
- Option C

General Discussion:

During the presentation, the CAC members shared the following opinions:

Steve Dunn discussed the City of Portland, Oregon as an example of the level of quality that we should aspire to achieve.

Knittel shared that utilizes best management practices (i.e. Green Buildings) and develops at a high development density.

Talking about vehicular circulation, **Porter Arneill** raised the question of changes on I-70. **Cindy Frewen** responded by explaining that the one-way-street situation at 10th Street wouldn't be a problem since it wouldn't be a matter of a highway access any more.

Steve Dunn questioned the value of the apartment buildings identified as "contributing historic buildings" by the Consultant. He feels that they appear to be in bad shape and stand in the way of "the highest and best use" of the land.

Porter Arneill made an analogy with what happens to people being pushed out of the crossroads and questioned what will happen to the homeless population when the district get improved?

Tom Knittel admitted that gentrification always means someone's loss is someone else's opportunity, and this implies an obligation to address relocation issues.

Chris Sally shared some information about an article he had read in the newspaper talking about concentrating homeless services in Paseo West.

Cindy Frewen made the comment that the obviousness of the homeless population is stressed due to the lack of development in the area.

Steve Dunn supported the 4-story typology with retail on the first floor and Housing above.

John DeBauche explained that the City favors alley parking and parking schemes Tom Knittel explained in his presentation.

Option Discussion:

Option A:

"Option A" features mid-block connections, a combination of strip buildings (double loaded buildings with parking at the base) and wrapper building (parking in the core), green space and a tower to mark the center of the neighborhood. The planning area is divided in a "Tower District" in the North, and a 4 story district with a landmark tower.

Steve Dunn talked about the potential development to the east of the FFA site, where is generally discussed the goal of building a parking garage on the Cherry Street Motel site. He identified the Cherry Street Motel as a definitive obstacle and how it hurts the whole district.

Chris Sally stressed the need of strategic parking locations, and explained how retail could be integrated on the example of the Oak Street Parking Garage.

Porter Arneill pointed out the psychological effect that would come into play once the Cherry Street Motel would be demolished.

Steve Dunn questioned if there a market for potential housing on the planning site and the feasibility of settling on it but admitted the blocks between 8th and 9th

Street and Cherry and Holmes presented opportunities for housing.

Option B:

A linear urban park establishes the visual east-west connection from Davis Park to the Wiltshire Apartments and a secondary north-south connection to the Metropolitan Condominiums.

Porter Arneill pointed out Davis Park couldn't be considered recreational and stressed the need for a park that is dedicated to recreation and leisure, maybe including a playground.

Chris Sally said that sun shades would be installed in Davis Park to make it more usable in the summer, but declared it a formal park.

John DeBauche agreed with Chris Sally and called Davis Park a formal park.

Option C:

Della Lamb School as a central feature of the scheme establishes "dynamic connections and breaking views" diagonally through the block structure. A neighborhood park takes spot of the Cherry Street Motel, followed by a distributed set of green spaces.

Chris Sally pointed out the asset the sloping topography presents between 11th and 12th Street: The fantastic view all the way over to the Western Auto Building could be kept by designing the buildings in a stair stepping fashion.

The outcome of the workshop was concensus for a mixed-use district, a community that is modern and contemporary in nature. This can be achieved by using substantial and quality materials that can stand up to the historic areas of the city, such as Quality Hill, and the River Market. The best qualities from scheme A and B will be merged. Emphasis on the importance of 10th Street as a connection, through Davis Park, and beyond to the Library District is reflected in the placement of a symbolic tower, flanking services and community facilities at 10th and Holmes.

CaseStudies:

Pearl District,
Portland, Oregon

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Developmental Densities up to 147
dwelling units per acre

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Buildings designed in cool shades of 'green'

Lower costs, higher demand produce eco-friendly projects across the USA

By John Fitzer
USA TODAY

PORTLAND, Ore.

Step inside a new condominium at the Henry, an upscale residential tower in the heart of this city's booming downtown.

See the doors and windows carefully made of pressed straw. Notice no new building smell from paint, glue and carpet. Praise at the fancy tubs with two flush bottoms. Be aware that end-of-project lights are useless to be found. Stroll down the hall to the handy recycling bins. Turn on tap water. Insulated by radiant floor radiant floors and ramps. Marvel at the abundance of natural light and ventilation. Tap on hardwood floors cut exclusively from sustainable forests.

Welcome to Portland's new "green" building — energy efficient, water saving and full of features among the new set of buildings across the city. The 12-story Henry is part of a wave of green projects sweeping the country, and it's only getting started. The way we design and build.

Whether the tag is "eco-friendly," "sustainable" or "high-performance," green buildings are going mainstream in a big way. In 2003, the U.S. Green Building Council has certified 45 office or apartment buildings, manufacturing plants, schools and libraries. More than 1,100 buildings have applied for the recently created Leadership in Energy and Environmental Design (LEED) certification.

It's not the putting on a hat and using a raincoat, says Dennis White, senior project manager for the 30-story building. "It's about how you build, not what you wear."

One of the most important, a legacy of the 1970s energy crisis that never faded, is the green building boom. It's a movement that started in California and spread to New York City, Chicago, and elsewhere.

A growing number of cities and states are now passing laws that require new buildings to meet certain green standards. In Portland, the city has passed a law that requires new buildings to be LEED certified.

Portland's new green buildings are not just about saving money. They are about saving the planet. They are about saving the environment. They are about saving the future.



The Henry Condominiums were sold out almost immediately after the building was completed.



Ambitious: Senior project manager Dennis White, left, and developer Robert Corning in a visit at the Henry in Portland, Ore.

let. The initial cost to go green may be slightly higher, but the payback is energy efficiency, water conservation and other productivity gains that more than make up the difference.

"To build a green building is only very marginally more expensive, and that margin is decreasing all the time," says Scott Lurie, a green building consultant in Portland.

The 545.5 million, 15-story Henry is one of the country's first large residential buildings to go green, in the city's most expensive project. From 2000 to 2003, the city's most expensive projects were from 2000 to 2003, the city's most expensive projects were from 2000 to 2003.

As cost falls as a result, green building is gaining virtually mainstream status in the real estate market. There's a growing list of green buildings in the pipeline, and many more are under construction.

Portland's new green buildings are not just about saving money. They are about saving the planet. They are about saving the environment. They are about saving the future.

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USA WEDNESDAY, MARCH 21, 2004 USA TODAY

Nation

'Green' tenets attract tenants

Continued from 15A

with skylights, many experts expect that worker productivity also improves in eco-friendly settings. Some employers report lower absenteeism and higher retention rates in green buildings.

"In our old space, people complained about bad air," says John Zimski, executive vice president of Lewis Creek Homes in Seattle. "We haven't had a complaint in six years."

Saving energy

Because energy is a significant operating cost, saving it is a key green goal. The Henry has a rooftop "chiller" to cool water for air conditioning, save an estimated \$100,000 a year in energy costs.

The city's most expensive projects were from 2000 to 2003, the city's most expensive projects were from 2000 to 2003.

Portland's new green buildings are not just about saving money. They are about saving the planet. They are about saving the environment. They are about saving the future.

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Portland's new green buildings are not just about saving money. They are about saving the planet. They are about saving the environment. They are about saving the future.

'Green' design elements

Many features of the Henry development promote environmental friendliness.



Woodwork: The hardwood floors in the Henry are all from sustainably sourced forests. The doors and windows are made of pressed straw.

Water saving: The Henry has a rooftop "chiller" to cool water for air conditioning, save an estimated \$100,000 a year in energy costs.

Energy efficient: The Henry has a rooftop "chiller" to cool water for air conditioning, save an estimated \$100,000 a year in energy costs.

Water saving: The Henry has a rooftop "chiller" to cool water for air conditioning, save an estimated \$100,000 a year in energy costs.



Support: A building across from the Henry has a roof planted with greenery to insulate and to reduce runoff.

Portland's new green buildings are not just about saving money. They are about saving the planet. They are about saving the environment. They are about saving the future.

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Case Studies:

GWL-TERREIN
ecological housing project
car free zone

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CaseStudies:

Eastern Docklands
Amsterdam, Netherlands

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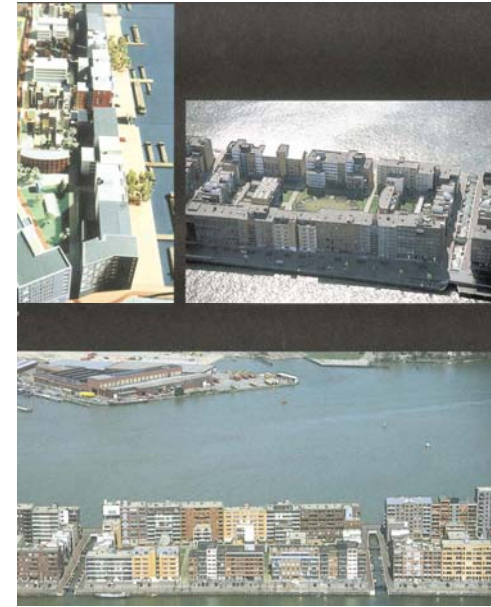
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CaseStudies:

San Diego Little Italy: Small Projects Make a Block

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PROJECTS

At the LITTLE ITALY NEIGHBORHOOD DEVELOPMENT a group of San Diego architects-turned-developers push the housing envelope.

By Clifford A. Pearson

block was too big for any one of these players to handle alone. To replicate a group of them banded together as the Little Italy Neighborhood Development (LIND) and put together a comprehensive proposal that allowed each developer to work as an individual project.

One of the design goals included in the request for proposals was "to avoid the appearance of large, full-block development and to instead create the appearance of a series of smaller individual projects varying in size, character, and scale." According to Paula Hamilton, senior vice president of the CDCX and James Winkler, vice president of real estate operations for the CDCX, the LIND proposal did the best job of meeting this goal. And LIND participants such as both Wellington Capital, ASLA, and South, together with Segal, ASA, and James Brown had been active in projects downtown and were well respected by Little Italy residents. "LIND was the neighborhood favorite," says Hamilton. The CDCX selected LIND as the site's developers later that year.

Breaking away from homages

Hamilton also laid the ground rules for the project: no parking on the street, no parking, no parking on the street, no parking on the street. The LIND proposal offered a range of housing types, such as Segal's "convertible" townhomes, whose open use could be in either office or separate space.

AS THEY DIVIDED THE SITE AMONG THEMSELVES, THE ARCHITECTS ENGAGED IN "MILITARY CAMPAIGNS" FOR LAND.

meets buildings by South & O'Brien and Public. O'Brien and James Gates that feature three floors of residential units over one level of commercial or residential space, and a 17-unit apartment building by Ogilvy. The development also included converting existing Italian Market building, a simple two-story structure, for industrial space on the ground floor and apartments above, and building a small mixed-use structure next to Ogilvy's heavily retrofitted apartment building.

All of the projects within the block, except for Ogilvy's, feature balconies and awnings. Hamilton says that the project was a public, nonprofit agency created by the city of San Diego to implement downtown redevelopment activities—regional proposals in February 1993 to develop an entire city block in Little Italy. Some of these architect-developers were excited by the opportunity. But the 200-by-300-foot

use shared work spaces while retaining separate entrances, sleeping areas, and bathrooms.

The city still laid for the rental housing project for a dollar each, since these projects would include units for low- and moderate-income residents. However, the land for Segal's townhome development, which consists of units for sale, was sold by the city at market value. Although most of the architects acted as their own developers, Ogilvy, who had the largest project, brought in an established company, James Gates Architects. McCannick also worked with them on a residential-commercial residential building set to start construction soon.

The master plan for the entire block was developed by South and Hamilton, with input from all of the participants. In fact, the process of dividing up the site was anything but simple. To accommodate the various parking, vehicular access, and fire egress needs of each piece of the development, the architects had to work out a complex web of easements, all over the place.

SAYS ONE OFFICIAL, NEXT TIME THEY'LL SIMPLIFY PROPERTY LINES.

The city and the architects have been from the beginning that this would be a model project and that negotiations are difficult. "You see this block as a showcase," says Winkler. "We wanted to show how urban infill could work downtown." The project's density is slightly less than 48 dwelling units to the acre, about a third less than what the CDCX would like to achieve in downtown areas, says Winkler. The project set that the two streets in the center of the block and the generous amount of private outdoor space for the townhomes are welcome amenities for the residents. But to meet the CDCX's goal of attracting 30,000 new residents downtown in the next 20 years, future projects will have to achieve a higher density.

While the project fulfills the city's requirement of half a parking space per dwelling unit, the CDCX would have preferred more parking, since some townhomes cover an entire story of their property or other private use arrangement that is allowed in this area. A single developer for the entire block might have been able to do more parking on the site, says Winkler.

There is little doubt, though, that the project is a success. A year after Segal's townhome approval, they have already completed construction, giving them a range of \$100,000 to \$200,000 to a new phase of \$200,000 to \$300,000, says the architect-developer. Ultimately, the project has managed to change the image of its surrounding neighborhood. "It's a very good billboard for downtown," remarks Winkler. "The message it sends is that downtown is where you can live, work, and play. It's a message that is hard to ignore."

1. Kettner Row (James Segal, architect and developer)
2. O'Brien development (South & O'Brien, architect)
3. Public (Public, architect and developer)
4. Hamilton (Hamilton, architect and developer)
5. Ogilvy (Ogilvy, architect and developer)
6. James Gates (James Gates, architect and developer)
7. Wellington Capital (Wellington Capital, architect and developer)
8. ASLA (ASLA, architect and developer)
9. South (South, architect and developer)

THE OUTRA-BROWN BUILDING PACKS SMALL LOFTS WITH BIG VOLUMES ONTO A TIGHT SITE

Working with the smallest parcel on the block (just 1,300 square feet), James Brown and James Gates designed a project that changes structure and character as it moves from street to street. From a 100-foot-high tower of apartment townhomes, the building morphs into a wood-frame, ground-floor retail structure and then into a penthouse penthouse.

Inside, the individual living units repeat vertically, about 20 feet of inches on the ground floor and 200 feet on the second. Although relatively small (from 500 to 1,200 square feet), the residences feature big and have the swagger of Santa Anita. Like most of the other projects on the block, the Outra-Brown Building has a flexible number of units. This is achieved by retaining the ground floor with three full townhomes and two bedrooms, so that the space can be rented as one unit or divided into two or three. It is currently one large work space. The entire building is apartment, which allows it to rise to 50 feet taller than 40.

Project: Outra-Brown Building
Developer: James Brown and James Gates
Architect: South & O'Brien
Developer: South & O'Brien
Architect: South & O'Brien
Developer: South & O'Brien
Architect: South & O'Brien
Developer: South & O'Brien
Architect: South & O'Brien
Developer: South & O'Brien

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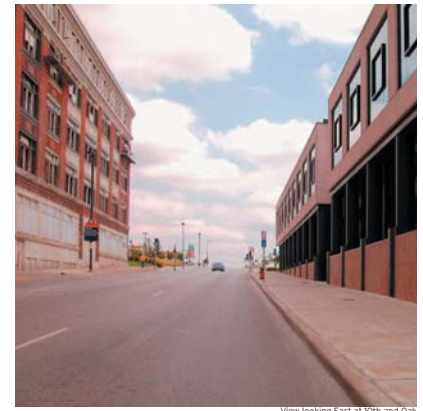
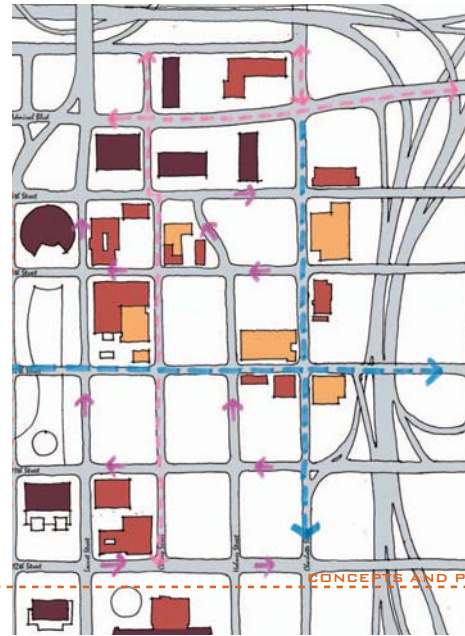


KETTNER ROW OFFERS CONVERTIBLE SPACES FOR YOUNG PROFESSIONALS

Jonathan Segal, AIA, knew he met with young professionals in their 20s and 30s who want a house with traditional amenities but modern feel. He designed Kettner Row, a set of 60 two-story townhomes, in an urban setting with some familiar details: front porches and wrap-around porches that are already integrated into the middle and top. But it also has a few big features—clear lines exposed by early 20th-century historic preservation buildings and two-story-high living rooms made.

Segal also knew that some of the people who would live in the townhomes could need help making the mortgage payments. So he designed some of the units as “rental” townhomes with ground-floor spaces that can be rented out as small apartments or used as offices. Part of the townhomes also have ground-floor garages that can be rented out. The units range from three apartments (one rental) to the difference in parking spaces. “It’s a mix of living with the high end of housing in California,” says Segal. The conversion of the townhomes also means that people can grow into their homes, taking over the rental units when their income improves and even getting up their own businesses in ground-floor office spaces.

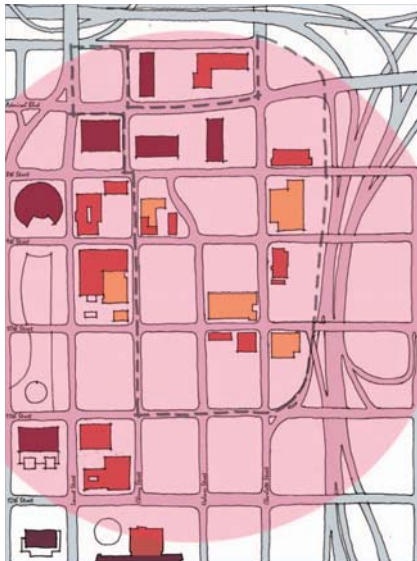
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View looking East at 10th and Oak

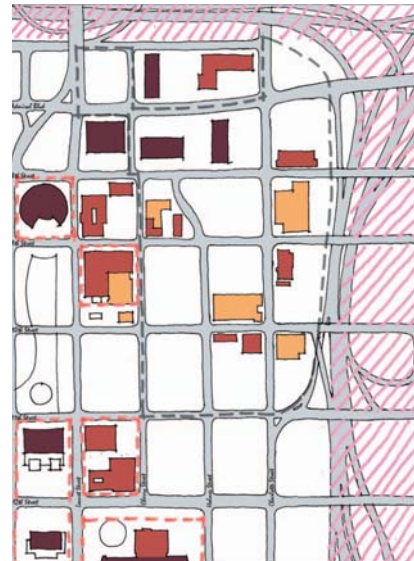
CONCEPTS AND PLANNING PRINCIPLES
VEHICULAR CIRCULATION AND TRANSIT

City Planning and Development Department, Kansas City, MO



CONCEPTS AND PLANNING PRINCIPLES
PEDSHED PEDESTRIAN CATCHMENT AREA

City Planning and Development Department, Kansas City, MO



CONCEPTS AND PLANNING PRINCIPLES
PHYSICAL BARRIERS, BOUNDARIES AND HIGH SECURITY ZONES

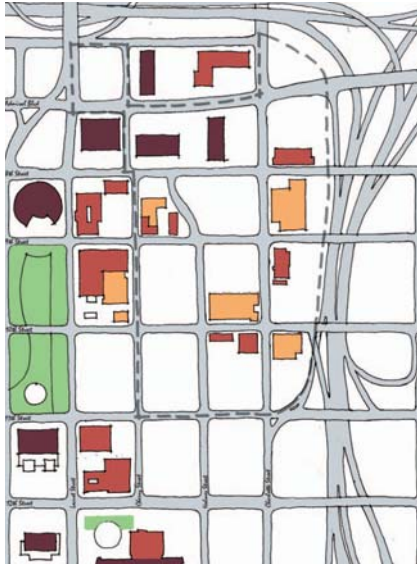
City Planning and Development Department, Kansas City, MO



Panorama looking North and West at 9th Street



Panorama looking West 9th Street



Bolling Federal Plaza Looking West at 12th



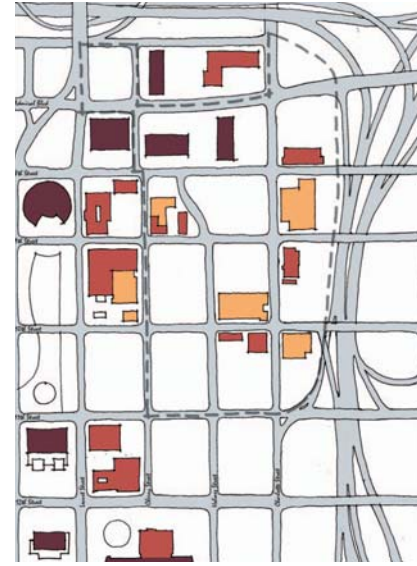
Looking West at Civil Servants Memorial

CONCEPTS AND PLANNING PRINCIPLES
PARKS AND OPEN SPACES

City Planning and Development Department, Kansas City, MO

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DESIGN FRAMEWORK EAST DOWNTOWN PIEA PLAN



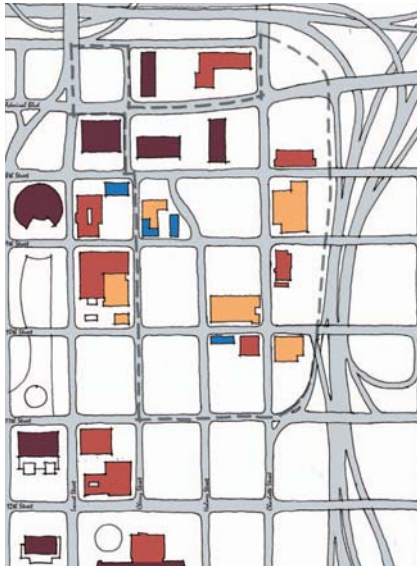
Aerial View looking South from Metropolitan Condominiums

CONCEPTS AND PLANNING PRINCIPLES
EXISTING BUILDINGS

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St. Patrick's Church



Blackstone Hotel



642 E 9th Street



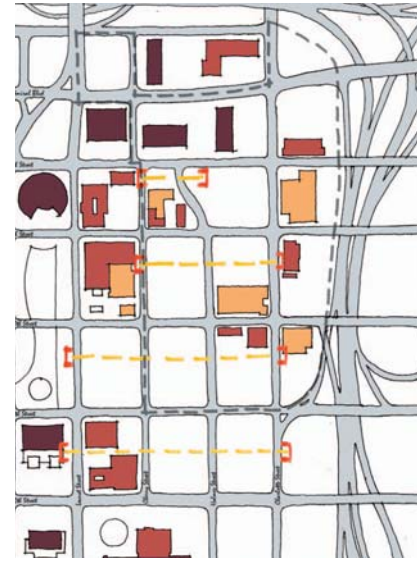
Wiltshire Apartments

CONCEPTS AND PLANNING PRINCIPLES
HISTORIC ASSETS

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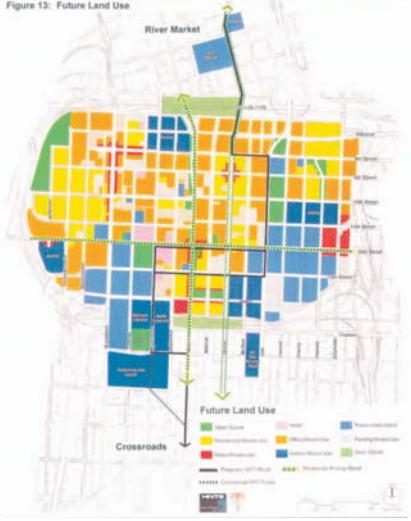
CONDITIONS ANALYSIS
SECONDARY MOVEMENT SYSTEMS

City Planning and Development Department, Kansas City, MO

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Figure 13: Future Land Use



MATERIALS, FORMS AND FEATURES

FUTURE LAND USE:
DOWNTOWN LAND USE AND
DEVELOPMENT PLAN, 04/03

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Figure 14: Plan Priorities



MATERIALS, FORMS AND FEATURES

PLAN PRIORITIES:
DOWNTOWN LAND USE AND
DEVELOPMENT PLAN, 04/03

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MATERIALS, FORMS AND FEATURES

STREETS AS THE PRIMARY
PUBLIC SPACE

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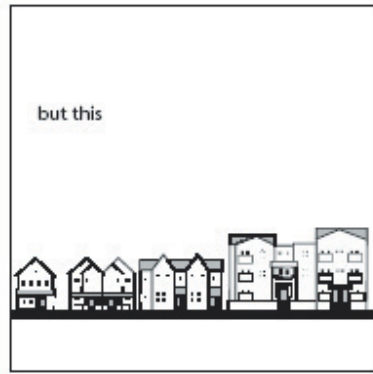


MATERIALS, FORMS AND FEATURES

SETBACKS OR
HOW BUILDINGS ENGAGE
THE STREET

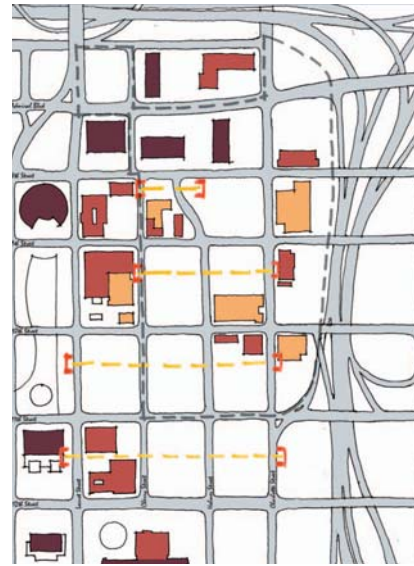
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MATERIALS, FORMS AND FEATURES MASSING AND PROPORTION

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MATERIALS, FORMS AND FEATURES SECONDARY MOVEMENTS SYSTEMS

City Planning and Development Department, Kansas City, MO



MATERIALS, FORMS AND FEATURES FENESTRATION PATTERNS AND PROTRUDING FEATURES

City Planning and Development Department, Kansas City, MO

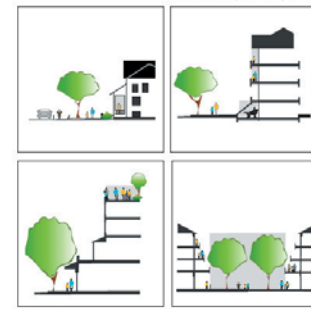
42 Provide semi-private open spaces for each house
The building is not only a place that can be enjoyed privately but also one that is a good city — one which enables its inhabitants to be good for each other. — Donald Norman, *Pasadena, in 1970*

There is something wonderful about having materials and activities at their own level. It provides both a certain sense of security and opportunities for social interaction (e.g., with neighbors and passers-by). When located next to a street or public park, these private open spaces can provide useful, integrated outdoor space. Make a house by providing appropriate open space (e.g., a front porch, terrace or study) between the inside of the dwelling and the street.

42.1 The Front Porch
A front porch is ideal for watching street activity. Connections with neighbors or acquaintances to converse allow when combined within the secure porch space. The front porch also acts as a transition between public and private space. A front porch gives each house a public and friendly face that is most contributing to a more secure and social public realm.

42.2 The Balcony and Patio
A balcony provides a strong sense of security, allowing for the anonymous viewing of the public realm. Less visible than a front porch, balconies on the ground floor make that elevated space. In a place, a wide window ledge and a window that opens onto a public area can be used to create a balcony or a patio. The balcony, the ledge, and the window ledge, in a public area, should be used to provide many of the amenities offered by a front porch.

Related Guidelines
E2.15, M2, M3, M5, M6, M7, M8, M9, M10, M11, M12, M13, M14, M15, M16, M17, M18, M19, M20, M21, M22, M23, M24, M25, M26, M27, M28, M29, M30, M31, M32, M33, M34, M35, M36, M37, M38, M39, M40, M41, M42, M43, M44, M45, M46, M47, M48, M49, M50, M51, M52, M53, M54, M55, M56, M57, M58, M59, M60, M61, M62, M63, M64, M65, M66, M67, M68, M69, M70, M71, M72, M73, M74, M75, M76, M77, M78, M79, M80, M81, M82, M83, M84, M85, M86, M87, M88, M89, M90, M91, M92, M93, M94, M95, M96, M97, M98, M99, M100



42.3 The Rooftop Garden
Even single-family houses to apartment towers and town- and multi-family houses to multi-story buildings offer a unique outdoor experience. Rooftop gardens can be the opportunity to add the roof and a rooftop garden offers a perfect chance to do so. It is an ideal location for children's garden because it is safe. Use the roof with a view can also be a great place to host a party or picnic look at the sky. A rooftop garden can also be an opportunity to be both outdoor and at home.

42.4 The Courtyard
In multi-story houses it is not always possible to have a private outdoor space for each house. A shared courtyard and garden provides a place that is open to all but not visible and at home. These courtyards can be fully contained within the building. Located at the edge of the property for the street, courtyard, like a front porch, can provide opportunities for interaction between residents and passers-by.

MATERIALS, FORMS AND FEATURES PUBLIC SPACE, SEMI-PUBLIC SPACE

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MATERIALS, FORMS AND FEATURES ARCHITECTURAL CHARACTER

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MATERIALS, FORMS AND FEATURES CREATE A CENTER

City Planning and Development Department, Kansas City, MO

24 Provide parking to help...

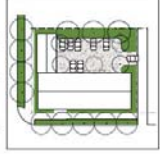
Related Character Strategies...



PARKING...



24.2 Parking at the Base...



PARKING RECOMMENDATIONS...

CONCEPTS AND PLANNING PRINCIPLES PARKING AND ACCESS

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CONCEPTS AND PLANNING PRINCIPLES LANDSCAPING AND SCREENING

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MATERIALS, FORMS AND FEATURES

LIGHTING

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MATERIALS, FORMS AND FEATURES

AWNINGS AND CANOPIES

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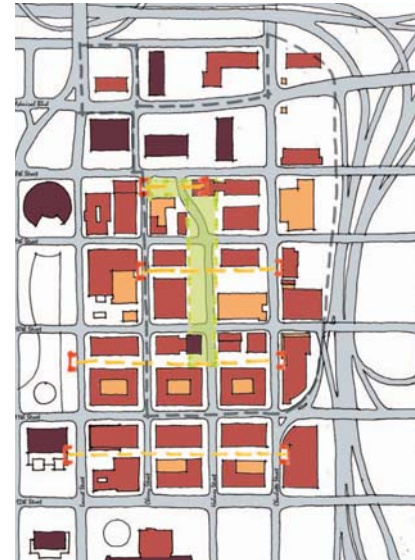
MATERIALS, FORMS AND FEATURES

SIGNAGE AND WAYFINDING

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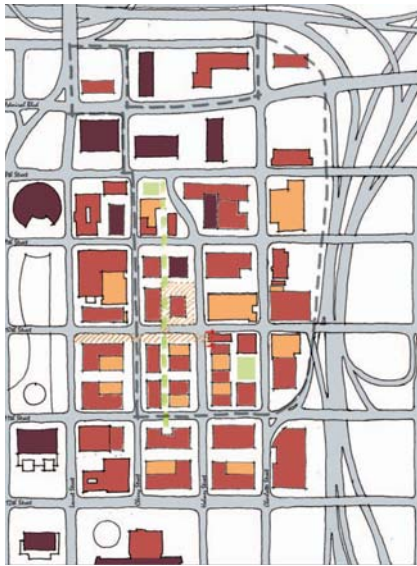
MATERIALS, FORMS AND FEATURES

OPTION A

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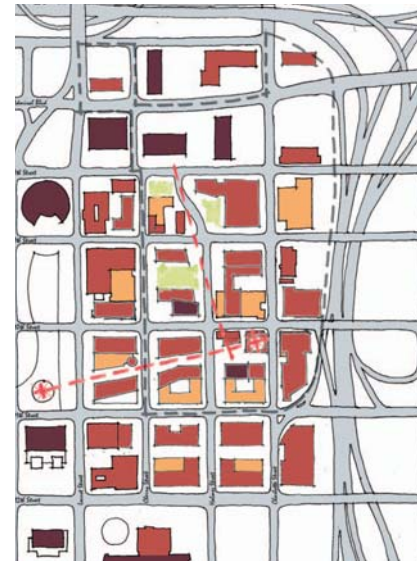
MATERIALS, FORMS AND FEATURES

OPTION B

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DESIGN FRAMEWORK EAST DOWNTOWN PIEA PLAN



MATERIALS, FORMS AND FEATURES

OPTION C

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DESIGN FRAMEWORK EAST DOWNTOWN PIEA PLAN

NEXT STEPS...

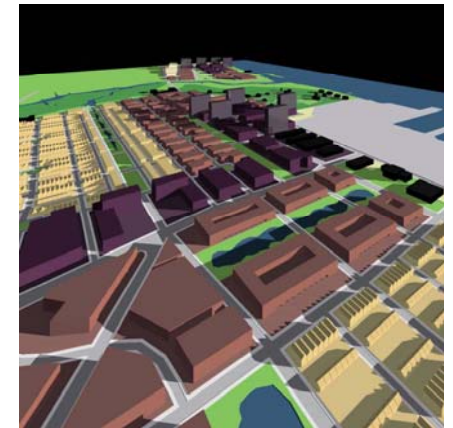
MATERIALS, FORMS AND FEATURES

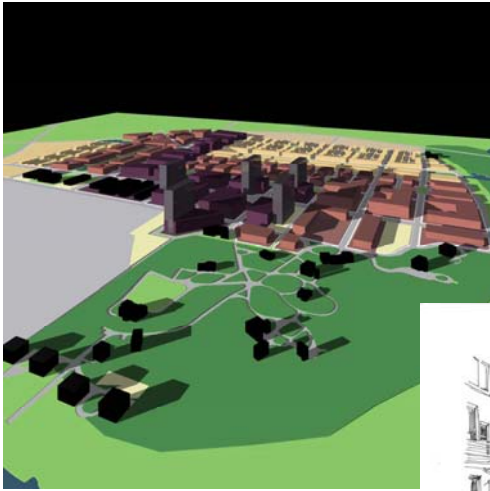
NEXT STEPS

City Planning and Development Department, Kansas City, MO

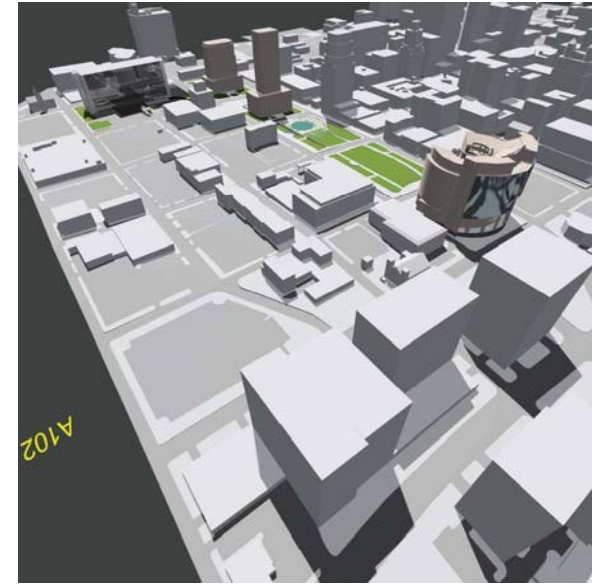
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DESIGN FRAMEWORK EAST DOWNTOWN PIEA PLAN





PIEA Urban Design Framework:
Workshop , July 30, 2004



PIEA Urban Design Framework:
Workshop , July 30, 2004

Next Steps

An Implementation Strategy report identifying planning, project and management actions regarding:

- immediate, medium-term and long-term actions
 - key stakeholders and beneficiaries
 - potential sources of investment or finance.
- Appendixes, when relevant, including, for example:
 - nominated performance criteria
 - lists of people contacted during the framework process
- economic analysis including costings, economic impact studies, etc.
 - traffic and technical studies
 - infrastructure initiatives
 - a marketing plan
- draft briefs for action areas or projects identified in the framework
 - draft briefs for further studies arising from the framework.

PIEA Urban Design Framework:
Workshop , July 30, 2004

Next Steps Housing/Development Implementation Strategy

PIEA Urban Design Framework:
Workshop , July 30, 2004