

April 29, 2005

RE: Summary of the 12<sup>th</sup> St. Streetscape Design  
& the Downtown Streetscape Design Guidelines Master Plan

The Steering Committee and Consultant design team have been faithfully working to establish a streetscape design for recommendation to the Parks Board and the City Council that accomplishes the following, the streetscape design:

- is implementable at a large scale,
- is reasonable to maintain for the long-term,
- provides continuity of design features and standards and
- creates a sense of character unique to downtown Kansas City.

The design being developed for 12<sup>th</sup> St. is specific to 12<sup>th</sup> St., but will provide the palette of design elements and features to be used throughout downtown Kansas City, known as the “kit of parts”. This “kit” will be used to provide consistency and compatibility to improvements throughout downtown by tailoring the features to accommodate specific street character and use.

At the Steering Committee meeting for the 12<sup>th</sup> St. Streetscape and the Downtown Streetscape Design Guidelines Master Plan on April 26, 2005, the following items were agreed to by consensus of the group:

- Agreement by all present for the Streetlight design and pedestrian light currently tagged “Option #6”;
- The concept to “green downtown” by incorporating street trees as much as possible and to use planting beds, instead of metal tree grates.
- Provide indigenous plants, such as grasses and blooming plants that are well-suited to an urban setting and the climate we have in Kansas City;
- Plantings to be perennials so as to reduce cost and maintenance involved in the use of annuals and to allow plants to get established and attain significant substance of plant material;
- Use a variety of trees throughout downtown, to avoid losing everything to a disease such as “Dutch elm disease”, but to use a single species on a single street;
- Trees at 12<sup>th</sup> St. to be of a columnar species to address the limited space available in the existing public R-O-W on 12<sup>th</sup> St.
- All tree species to be urban tolerant, disease resistant and well-suited to urban conditions, including pedestrian activities and snow/ice storms;
- Sidewalks will be paved with concrete to allow for reasonable maintenance, patch and repair, such as from utility work, and to avoid a patchwork appearance when sections need to be removed and replaced;
- Sidewalks will include a scoring pattern to add interest and a sense of human scale to avoid a tedious strip of concrete;
- Streets with higher pedestrian activity will include sidewalks with stained panels or a form of texturing to further add scale and interest to the concrete sidewalks;
- Streets with higher levels of pedestrian activity and significance are targeted for a higher level of enhancements than more purely functional streets. However, all streets will use a common palette of elements, the “kit of parts”, which includes streetlights and pedestrian lights, sidewalks materials and paving/scoring

patterns, tree planting locations (e.g. 30' O.C. as allowed by sight lines at intersections, utilities, alleys, etc.), tree planting techniques, types of plants to be indigenous, or resemble indigenous plants, to the KC area and prairie. Addition of elements, such as railings around planter beds, will be recommended on the highest level of "image" type streets;

- All trees are to be planted as per a structural soils planting techniques to promote better growth and longer life of the tree and therefore reduce cost of frequent replacements and never achieving a mature stand of trees;
- Curb design will provide a two foot (2'-0") from face of curb to planter edge and/or other elements in the "amenity zone" such as streetlights. This curb also provides pedestrians a place to walk when adjacent to a planting bed to avoid cutting through and compacting the soil around the base of the tree and killing plants in the planting bed.

Items to be resolved as the Schematic Design is completed and the Design Development phase is begun:

- Street furniture, such as benches, trash receptacles and bike racks, will be designed to create a comprehensive palette with the streetlight design;
- Streetlights will be located and designed to avoid glare and light spillage into upper floor windows and ensure adequate light on the streets as per City guidelines and a comfortable level of light on sidewalks to promote the perception of a safe pedestrian environment;
- Public Art is considered a desirable feature to be included in the public R-O-W. However, it is believed to be best to allow the public artists to identify sites and create pieces for those sites rather than dictate in the standards where public art should be installed.