

Comprehensive Development Plan



The Downtown Kansas City Riverfront
The Port Authority of Kansas City, Missouri ~ Adopted May 2010



Comprehensive Development Plan

The Downtown Kansas City Riverfront

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01

Introduction

A steady implementation strategy for the downtown Kansas City Riverfront has resulted in opening up the district to its surrounding neighborhoods and serving as a vital public amenity and activity center. Comprised of several distinct nodes, including Richard L Berkley Riverfront Park, the planned Urban Village development site, Riverfront Heritage Trail and Riverfront West interpretive and conservation zone area, the downtown Kansas City Riverfront is becoming one of the most innovative, integrated and pedestrian focused community assets in the region.

The Port Authority is poised to build on the Riverfront's current successes by:

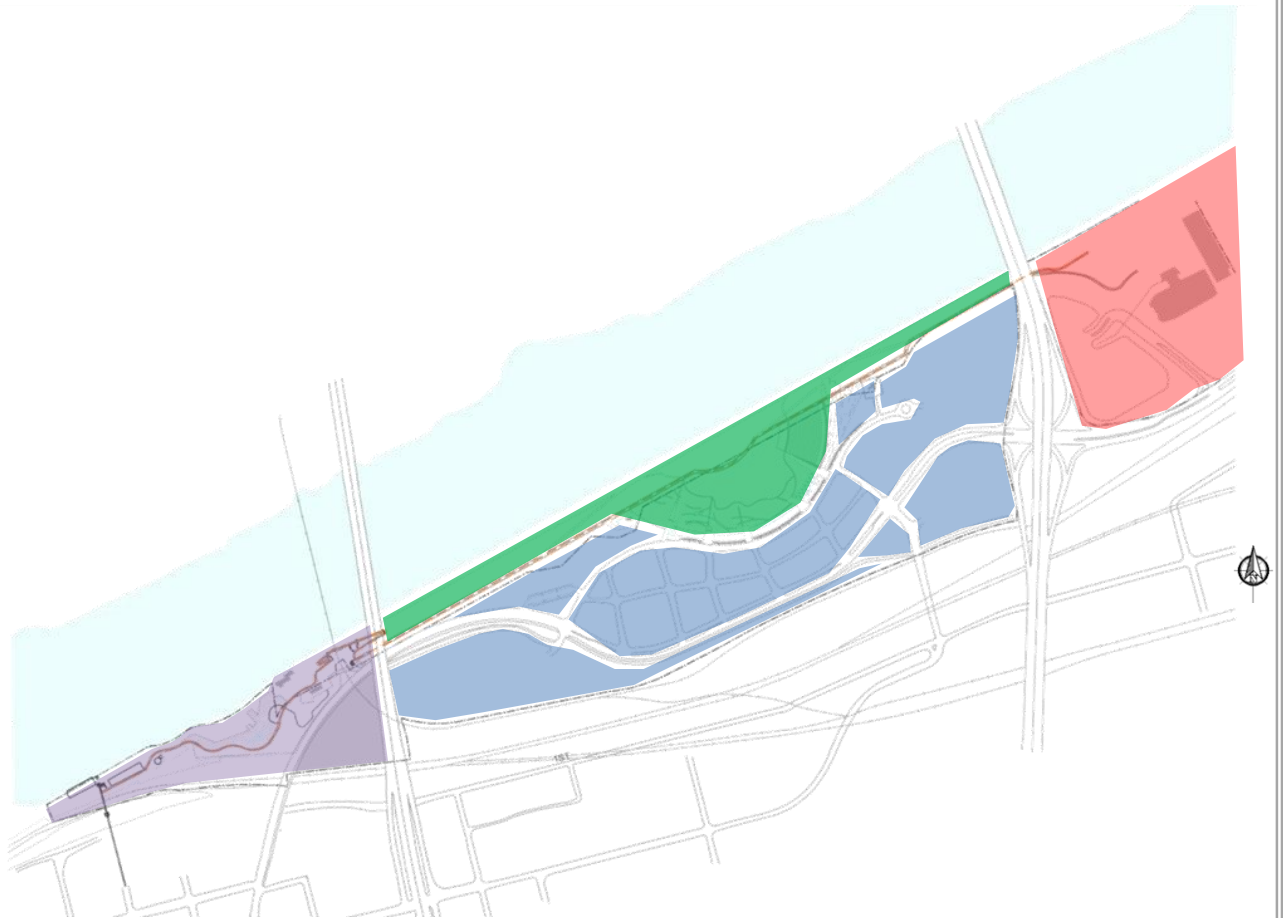
- Creating a vision of the metropolitan area's next great neighborhood in the heart of the city - promoting sustainability and bringing more life to the downtown core.
- Capitalizing on the historic location and natural opportunities to create linkages between Columbus Park and the River Market neighborhoods.
- Developing an integrated approach to creating a sustainable, mixed-use urban village that will serve as a model for other infill developments throughout the area.
- Maximizing the benefits of this site, which is without parallel in the Midwest in terms of availability, accessibility, public ownership, location, proximity, view sheds and future dynamics.

This Comprehensive Development Plan serves to identify the foundational plans that have established the current context of the Riverfront. More importantly, however, this plan provides the first comprehensive framework for the approximately 120 acres of Riverfront property currently under the Port Authority's control.

In this framework, both the public and private realms will be addressed, with a focus on density and connectivity. This will be done by establishing broad planning perspectives that will allow a future neighborhood level design to be crafted; thus, furthering the community's desire to create a healthy, sustainable destination in the heart of the urban core.

Beginning to truly merge the historic front door of the City within an incomparable 21st Century urban environment is the overarching intent of this plan. Through a focus on multi-modal linkages, sustainable infrastructure, specific restricted uses and appropriately scaled development, this comprehensive plan lays the groundwork for a major economic generator for the city for many years to come.





 **Downtown Isle of Capri Casino**

 **Riverfront West**

 **Riverfront Economic
Development Initiative
(REDI) Site**

 **Richard L Berkley Riverfront Park**



02

Riverfront Mission

The Port Authority of Kansas City will continue in its role of responsible leadership in the area of environmental stewardship and sustainable development along the downtown Riverfront. In the 21st Century, the Port Authority and the community, as a whole, have the opportunity to reawaken a long lost interest in our most significant physical asset – the mighty Missouri River. The banks of the Missouri River served as the epicenter of activity as the birthplace of Kansas City, and has long been held as a place of wonder and lore. Years of negligence and environmental degradation, however, created a place less of mystery and more of misery. Through the extensive efforts of the Port Authority and its many partners, those days of neglect are now behind us. The 120 acres of Riverfront under the Port Authority's control are clean, clear and ready for appropriate redevelopment.

The vision for the Riverfront is strong and dynamic. With a mission focused on sustainable design and a conscientious use of resources, the Port Authority is crafting the Riverfront into one of the most unique urban settings in the region. Combining together commerce, nature and a healthy lifestyle environment is a goal that the Port Authority takes very seriously. The projects and processes within this plan illustrate a strong commitment to these ideals and will produce a solid foundation for future investments.



03

City Adopted Plans

In order to communicate the Port Authority's vision of the downtown Kansas City Riverfront, it is first necessary to identify the adopted and published plans that have brought us toward the development of this plan - The Downtown Kansas City Riverfront Comprehensive Development Plan. With the City of Kansas City, Missouri as the driving force behind many of these concepts and strategies, the Port Authority has evolved this comprehensive plan to focus on these past frameworks.

The adopted plans summarized in this section include the following:

- Greater Downtown Area Plan (KCMO, 2010)
- 5 - Year Capital Improvements Plan (KCMO, 2009)
- Columbus Park Urban Renewal Plan (LCRA, 2007)
- Heritage Trail Master Plan (KCMO, 2002)
- Columbus Park Area Plan (KCMO, 1999)
- Riverfront Corridor Concept Plan (KCMO, 1996)
- FOCUS Kansas City Plan (KCMO, 1997)
- Riverfront Area Plan (KCMO, 1978)



Greater Downtown Area Plan

Kansas City, MO 2010

Targeted as a downtown mixed-use district, the Riverfront Economic Development Initiative (REDI) site will focus on office and commercial space, community attractions and medium to high density housing. Connecting with the Missouri River was identified as the highest priority for catalyst projects among the eighteen districts contained in the plan. In order to maintain existing view sheds and increase future view corridors, it is essential that buildings within the REDI site be no more than 130 feet in height and/or feature a maximum floor area ratio of ten.

Improving access to the Riverfront is important to the future development of the area and should be incorporated into the planning of the overall development, including infrastructure efforts, such as improvements to the Heart of America Bridge, a new single point urban interchange to the Christopher S. Bond Bridge and the Front Street Extension. Adequate pedestrian oriented development standards should reinforce walking and bicycling as one of the primary modes of transportation within this neighborhood, as well as district connectors. In this regard, the completion of the Riverfront Heritage Trail is of particular importance. Implementation of bicycle infrastructure, including dedicated lanes and parking, should be a major component throughout the site.

Execution of sustainable, green solutions for stormwater management and urban development projects focus on cleaner water, increased energy efficiency and aesthetic community benefits. Priority consideration for infrastructure projects should focus on the facilitation of new development in priority areas.





greater downtown area plan



CITY OF FOUNTAINS
HEART OF INNOVATION



KANSAS CITY
MISSOURI



Capital Improvements Plan

City of Kansas City, MO 2009

The City of Kansas City's Capital Improvements Plan references infrastructure plans for projects affecting the downtown Riverfront, including the Front Street Single Point Urban Interchange (SPUI) and the Riverfront Heritage Trail. These projects are intended to further drive the existing Riverfront momentum. The SPUI is the key to providing easy accessibility to the Riverfront and the future mixed-use urban village. This roadway will allow for a concise connection from I-29/35 to the Riverfront, including Richard L Berkley Riverfront Park and proposed sustainable development within the REDI site.

The Capital Improvements Plan indicates specific improvements for the Riverfront Heritage Trail including the completion of a critical trail connection, the ASB Underpass, which was completed by the Port Authority in January 2010. The Riverfront Heritage Trail will serve to provide a non-polluting alternative means of transportation; draw Kansas Citians back to both major rivers; educate Kansas Citians about the history and cultural heritage of our community; provide multiple outdoor recreation and exercise opportunities; and stimulate redevelopment of industrial and brownfield sites along the rivers' banks.





Columbus Park Urban Renewal Plan

LCRA of Kansas City, 2007

The first Columbus Park Urban Renewal Plan was originally adopted by the City Council of the City of Kansas City, MO on January 17, 1969; the Sixth Amendment was approved on February 21, 2008. The Columbus Park URA is generally bounded on the north by the Missouri River, on the east by I-29/35, on the south by I-70 and on the west by Missouri Highway 9 (Oak Street). In specific relation to the Port Authority controlled Riverfront, this includes Richard L Berkley Riverfront Park and the Riverfront Economic Development Initiative (REDI) site. The objectives of the renewal plan include the allowance of mixed use development that correspond with the existing neighborhood character in order to preserve viability, stabilize property values, increase connectivity, improve pedestrian safety and to add interest and unity within the corridors of the neighborhood. One of the main focuses of the Fifth Amendment to the plan is the significant development efforts of the Port Authority relating to the mixed-use urban village at the REDI site. The completion of this project will enhance the tax base of the municipality and provide the community a coordinated, sustainable development.



Columbus Park Urban Renewal Area Boundaries



Columbus Park Area Plan

City of Kansas City, MO, 1999

Columbus Park is one of the most urban neighborhoods in the Kansas City area. With the addition of Richard L Berkley Riverfront Park and the mixed-used development at the Riverfront Economic Development Initiative (REDI) Site, the northern boundary of Columbus Park will return to the busy commercial and residential activity node of Kansas City's historic roots.

This plan recommends a complete rezoning of the area into an Urban Redevelopment District, planned district or other appropriate zoning district that would allow for mixed-use and restricted use development with specific design guidelines. Upon completion of the Riverfront Development site as a mixed-use village with major civic attractions, a designed link between the Riverfront and Columbus Park is noted in the plan that would be seen as a benefit to both areas.



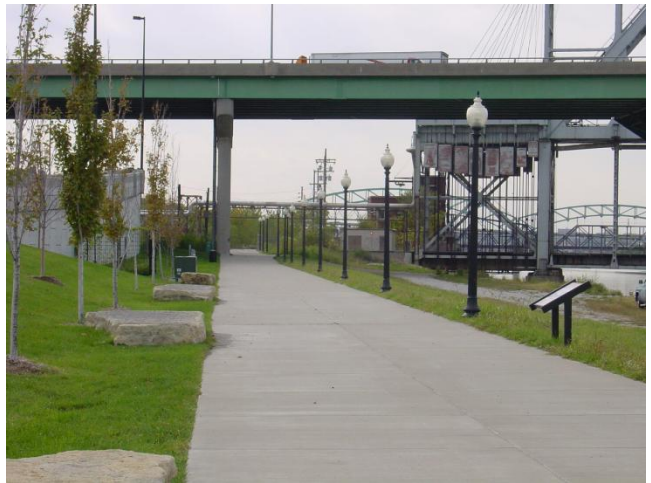


Heritage Trail Master Plan

City of Kansas City, MO, 2002

The Riverfront Heritage Trail is a bicycle and pedestrian pathway that winds through Richard L Berkley Riverfront Park, the River Market, Central Industrial District (French Bottoms), the Westside, Quality Hill, and Strawberry Hill neighborhoods and the downtown business districts of both Kansas Cities. The trail includes trailheads and green spaces that allow alternative transportation for residents throughout the urban core. The Port Authority has completed its portion of the trail along the downtown Riverfront, with future public art, historical markers and other amenities now to be installed along the trail - creating a journey through the early history of bi-state Kansas City.



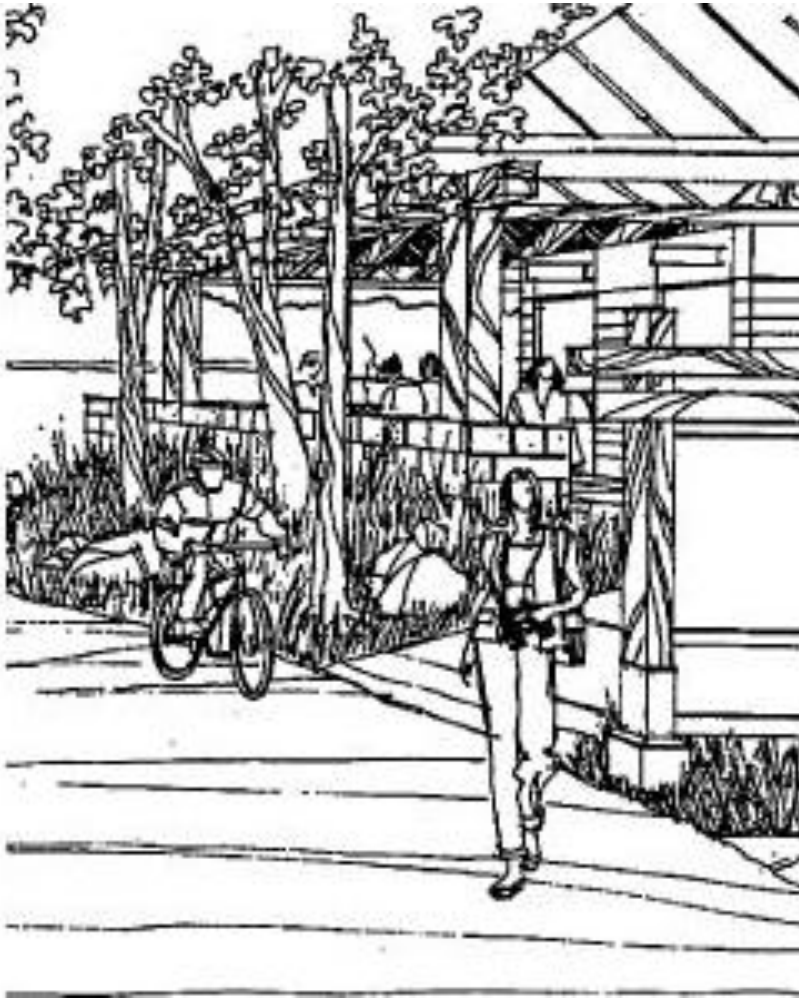


Riverfront Corridor Concept Plan

City of Kansas City, MO, 1996

The Riverfront Corridor Concept Plan establishes the framework to promote an active environment in which public and private initiatives can mutually succeed. By reviewing and assessing adopted and proposed plans, the Riverfront Concept Plan carried forth the recommendations established regarding Riverfront development. Vehicular and pedestrian/bicycle oriented infrastructure in coordination with visual interpretive elements was deemed necessary for public interaction and place-making. The pedestrian scale character of the corridor allows for interpretive signage, sculptural elements, plazas, fountains, special attractions and properly scaled development. Within this multi-transit circulation system is the major component, the Riverfront Heritage Trail. A potential neighborhood trail extension from Richard L Berkley Park, through the mixed-use development (REDI) site, was suggested so as to provide connectivity from the Riverfront into the Columbus Park neighborhood. Also referenced was the proposed Town of Kansas Archaeological Park, as an interpretation of the original Town of Kansas settlement. The Riverfront Concept plan envisions a reinforced linkage of activity between the Missouri River, the Town of Kansas Archaeological Park, River Market neighborhood and the CBD.





FOCUS Kansas City Plan

City of Kansas City, MO, 1994

The Kansas City Focus Plan encourages the development of mixed-use centers. These centers create nodes for neighborhood or regional residents to live, work and play. The characteristics of the centers include full blocks of commercial or mixed use zoning, with sufficient parking and a substantial density of businesses. These centers promote walkability throughout a neighborhood which builds upon a sustainable effort. The plan mentions two types of mixed-use centers. The first is a regional center, which has major land use attractions, such as regional shopping, cultural facilities, major office developments and residential densities greater than twenty units per acre. The other is a community center, which includes community or regional shopping, residential densities greater than fourteen units per acre, cultural facilities, medical or professional offices and financial institutions. A mixture of both types of centers will be vital to consider for the riverfront to become a genuine, sustainable mixed-use urban village.



CITY OF FOUNTAINS
HEART OF THE NATION



KANSAS CITY
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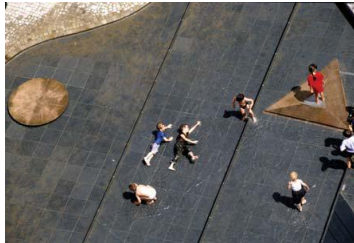


Riverfront Area Plan

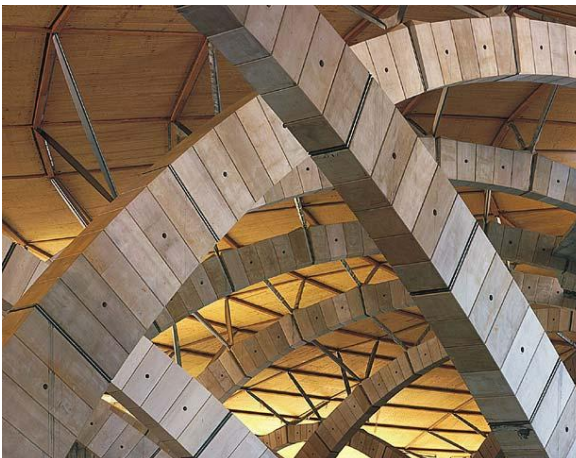
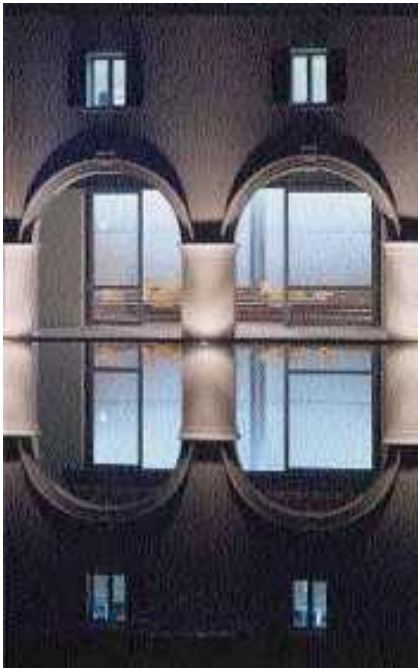
City of Kansas City, MO, 1978

The 1978 Riverfront Plan was an early plan for the Columbus Park area. At that time, the area was one of the largest in the Metropolitan Area for employment and inhabited by 1,300 neighborhood residents. This population had significant decline from the 1,800 residents in 1960. Several factors contributed to the loss of population including the encirclement of industry which created a less attractive living environment, reduction of public facilities, and perhaps most importantly, a loss of about 20 percent of available housing in the area. The Riverfront Area Plan offers guidelines for the future of the neighborhood by promoting river development as well as maintaining residential areas and providing capital improvements for livability.





The Downtown
Kansas City
Riverfront
Comprehensive
Development
Plan ~ 2010



04

Public Realm



Perhaps the most important aspect of the Riverfront is the area within the public realm. It is here within the park, along the trails and in future open spaces that the citizenry of Kansas City will be able to fully enjoy the Missouri River and the land that shapes its edges. As a public interest developer, the Port Authority will maintain its strong history in designing and developing these amenities, and will continue to do so with its numerous civic partners. The Port Authority will work toward its long held goal by transforming the Riverfront into the “gateway to the city.”





Riverfront West ~ Public Realm

The Riverfront West portion of the downtown Kansas City Riverfront opens at the foot of Main Street by way of the Town of Kansas Pedestrian Bridge. Along this walkway lie numerous opportunities to view the original Town of Kansas site below the bridge; the Archaeological site, which will eventually be available to the community as a City of Kansas City project. The bridge provides access to the Riverfront Heritage Trail for bicyclists and pedestrians through use of a stair tower, bicycle U-Rail and an elevator. The continuation of the multi-modal trail through the Riverfront West portion of the River District meanders through the Wetlands Ecosystem Restoration area and beneath the landmark ASB Railroad Bridge on its way to Richard L Berkley Riverfront Park

The Riverfront as a whole promotes healthy activity and social interaction. Cyclists will find amenities throughout the area that make for ease of use, including a number of locking racks for their equipment. The Riverfront also caters to a large number of active residents who use the Riverfront Heritage Trail for walking their pets.

Walking trails winding through native habitats offer unique views of the River, as well as the opportunity to view nature at work. The Wetlands Ecosystem Restoration,

located along the Riverfront Heritage Trail is an ecological design project serving as a catalyst for the Port Authority's overall sustainable vision.

Entertainment destinations will be available for a diverse group of audiences, with an emphasis on multi-generational focused developments. Existing landscapes with potential to serve as public venues may be reserved for uses such as outdoor theater, art exhibitions, playgrounds and/or an energy initiative installation, showcasing the natural production of energy. Many canvases lie within Riverfront West. The opportunity for public art not only exists as a visual amenity, but also to serve as a youth and community enrichment program element. In conjunction with the sustainable mission of the Port Authority, the use of energy producing mechanisms such as the Cause + Effect artwork located along the Town of Kansas Pedestrian Bridge, will be interpreted as educational public art.

The downtown Kansas City Riverfront is a venue for the active, adventurous community, as well as for those seeking a leisurely lifestyle. Within the Riverfront West portion of the district are numerous opportunities for relaxation with a view. Seating areas incorporate historical remnants original to the site, such as concrete weights once used to anchor barges to the levee. Other historical remnants will be reused for public spaces, such as performance venues, community garden installations and artistic canvases.

The landscape of the area will be preserved as an open green space with native plantings, nurtured vegetation and maintained habitats. Missouri River access is planned by means of a waterfront dock structure allowing river traffic the opportunity to anchor at the riverbank and enjoy the amenities of the entire River District.

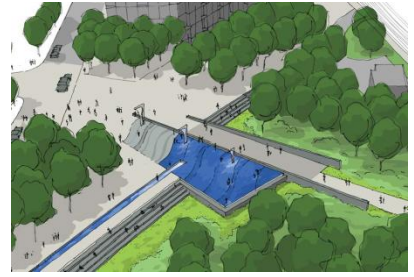
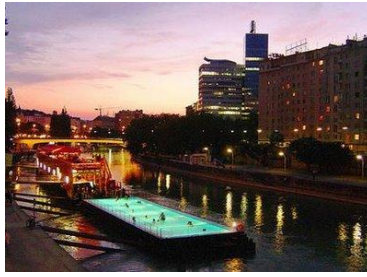




Richard L Berkley Riverfront Park ~ Public Realm

Richard L Berkley Riverfront Park is the current central destination point of the downtown Riverfront, accessible through multi-modal systems, including future planned riverboat traffic. Primary vehicular traffic is attributed to the I-29/35 interchange that directs traffic along Riverfront Drive. This connects to the Grand Avenue Viaduct leading into the River Market neighborhood. Additional pedestrian and bicycle access will be made available along the new roadways through the construction of designated bike/ped lanes. Circulation through the park is possible by way of the Riverfront Heritage Trail, as well as via internal pathways providing access to public resting and seating areas. Berkley Park pavilions and picnic settings provide views of the Missouri River, the new Christopher S Bond Bridge and the downtown Kansas City skyline, amidst a rolling landscaped green space and tree canopies.

Historically, the Port Authority adopted the Kansas City Waterfront Park Plan to identify specific public spaces within the park that allowed for access to the River, a children's playground, picnic areas and recreational entertainment locations. These concepts were further updated in Port Authority adopted Berkley Park Master Plan, with a renewed emphasis on access to the river through a pedestrian stairway and boating ramp/dock was the community goal and key infrastructure improvement to promote the Missouri River as a functional and aesthetic activity. Many of the amenities, including those listed above, had been designated as public art, and are to serve as contributions to the overall objective of the park.



From this the Port Authority is recommending an engineered system for river access that will provide an alternative public accommodation for riverboat traffic, riverfront events and as a community gathering space. With the installation of a cascading stairway, the river has the potential to serve as a site for performing arts, public exhibits and new amenities, such as feature akin to the Neptune Foundation's *Floating Pool*.

This vision, delineated within the Berkley Park Master Plan, identifies intricate storm water retention methods and a substantial reconfiguration of the functional spaces. The stormwater concept networks the collection and conveyance of systems to intercept and guide stormwater to specific detention areas, where it is temporarily held as a community amenity before it flows towards the Missouri River. A gateway plaza would serve as a pedestrian link between the downtown River District neighborhoods and the public spaces of the park, including the amphitheater, promenade, urban rain gardens and river access cascade stairs.





Riverfront Economic Development Initiative (REDI) Site ~ Public Realm

The linking outdoor spaces of the REDI site, as proposed in the Berkley Park Master Plan, will offer residents, consumers and the local workforce public and private gathering spaces that will encourage education and interaction through public art. Amenities such as stormwater retention ponds and rain gardens, will be surrounded by walkable retail establishments that accommodate pedestrian and bicycle traffic. These water management systems will revitalize and replenish the valuable native habitats as a community amenity. The overall goal is to emphasize the need for new infrastructure and amenities that meet the lifestyle needs of the surrounding neighborhood residents.

Perhaps the single most important focus of the Port Authority adopted Riverfront Design Guidelines Plan is the street and block plan, which defines parcels and open space of the new REDI Site. Capacity and walkability of each street is defined through the use of street trees, vibrant building frontages, pedestrian scale setbacks and natural traffic calming components.

The Port Authority adopted Riverfront Development Parcel Plan determined that site access was a major issue facing the future development of the Riverfront and the REDI Site. The plan states the need for a four lane roadway in order to support the new traffic flow along the Riverfront that will be generated by the mix of office, retail and residential uses. As such, the Front Street Extension has been designed to meet these plans.







05

Private Realm

The long term viability of the Riverfront is dependant upon the merging of appropriate public and private interests necessary to create a world class neighborhood. The Riverfront already has a very significant private investment in the Isle of Capri Casino. By maintaining a strong landlord-tenant relationship on the City owned property, the plan encourages further development of the casino site with significant expansion, as had once been planned. Such a development will serve as a strong complement to the REDI site, with its plan for an unmatched, sustainable mixed-use urban village. It is here where the community will benefit from the largest possible return on this long term investment.





Riverfront West and Berkley Riverfront Park ~ Private Realm

Riverfront West has a unique potential for the private development community to design public spaces. This area has the opportunity to feature educational environmental pieces, entertainment space or vendor businesses.

Environmental opportunities could include energy creation through alternative energy sources, and utilizing urban farming or garden techniques to plant food or flowers, as well as other environmental solutions that may arise in the future. These Riverfront elements will serve as educational installations to inform the surrounding communities about planting their own food or creating their own energy sources in this new “green” era. Entertainment opportunities include venues for outdoor shows or other performance events. Riverfront West has several spaces that could easily be transformed into outdoor stages for this particular use.

In conjunction with the entertainment and artistic venues, Riverfront West also has the potential for local businesses to offer vendor services. These could be set up anywhere within Riverfront West to accommodate people during specific events or at other prearranged times.





Riverfront Economic Development Initiative (REDI) Site ~ Private Realm

The build out of the Riverfront Economic Development Initiative (REDI) site is the single most important action necessary for the Riverfront to realize its highest and best use. First and foremost, this will require engaging the private development community. Transformed into a mixed-use urban village, this REDI site will offer diverse accommodations proximal to the Central Business District, River Market, Columbus Park, Northeast Industrial District and Berkley Riverfront Park. The village setting will offer retail and commercial destinations for not only the River District neighborhood, but the entire Kansas City Metropolitan area. Being charged with public interest pre-development responsibilities, the Port Authority will remain a significant investor in the social and economic viability of the River District neighborhood and surrounding communities.

This former brownfield was remediated by the Port Authority with the intent of creating a vibrant mixed-use village as described. The residential portion of the development may include approximately 1,200 low to medium rise condominium and apartment units with views of the Missouri River, Richard L Berkley Park, the River Market District and the Kansas City downtown skyline. The nature of this project is to provide residents with necessities and amenities needed within a reasonable walking distance. This includes approximately 250,000 square feet of service retail, restaurants and attractions and up to 700,000 square feet of office space. The different development elements may have unique requirements for LEED certified building design, storm water management and alternative energy source standards.



A critical juncture exists, however, regarding the redevelopment of the downtown Kansas City Riverfront. According to the findings of Corporate and Public Finance, LLC, in the 2006 Riverfront Development Proposal, in order to move forward with the any plans for redevelopment of the riverfront, the Port Authority would need full site control. Fee simple ownership is required to negotiate and consummate any development agreements for the mixed-use urban village.

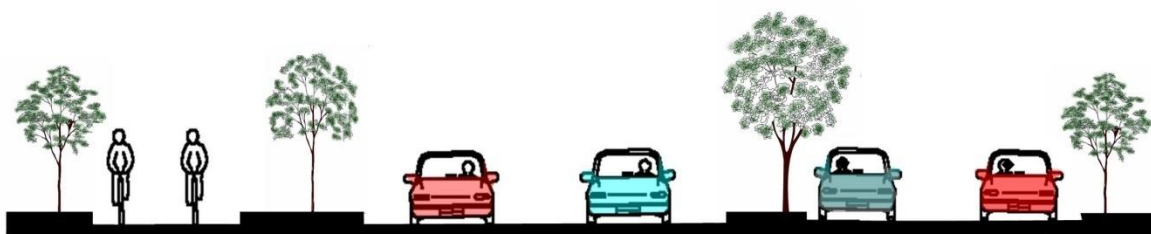
When built out, the entire Riverfront area, with the REDI site's mixed-use village as its focal core, will be a major contributor to the City's economic coffers. Through the proper use of URD zoning and overlay restrictions, the REDI site is designed to meet the substantial need for additional downtown housing and green space centered retail, as well as the demands for truly unique commercial space. All of these will factor into this area - the city's first economic center - to once again becoming a place that is a positive, generative force in the future of Kansas City.





06

Infrastructure



Public Right-of-way

The public right-of-way within the downtown Riverfront includes two major areas – public roadways and trails. Major roadway enhancement will be necessary to handle the new flow of traffic due to the new Christopher S. Bond Bridge and the Single Point Urban Interchange. The Front Street Extension will offer the next major “green” infrastructure to the Riverfront. This collector street has been designed to feature a designated bicycle and pedestrian lane, bioswale sewers, LED street lighting and a recycled concrete roadbase. The new roadway will connect the I-29/35 Single Point Urban Interchange with the Grand Avenue Viaduct leading into the River Market. More importantly, however, it will create a strong opportunity for development along the Riverfront and eventually connect to the roadways within the Riverfront Economic Development Initiative (REDI) Site.

Addressing emergency vehicular access to Riverfront West is part of the overall plan for the area and will likely be done in conjunction with the railroads.

Multi-Use Trails

The Riverfront Heritage Trail provides unique access along the downtown Riverfront, through the River Market and the West Bottoms into Kansas City, Kansas and eventually to Kaw Point Park. As Part of the BikeKC Plan, the trail has an opportunity to connect to the east with other Metro Green trails, thus eventually linking up with the Katy Trail. These trails are vital in creating a connecting circulation system throughout the bi-state metropolitan area and in the foreseeable future with the full Missouri statewide trail system. The Port Authority has invested millions of dollars in developing these trails including the construction of the Town of Kansas Pedestrian Bridge and the ASB Bridge Underpass. Additional pathways connecting to the Riverfront Heritage Trail will be developed and maintained by the Port Authority.







Utility: Riverfront West and Berkley Riverfront Park

Additional utilities are required along the Riverfront to carry out the future projects throughout Riverfront West and Berkley Riverfront Park, as complements to the Riverfront Economic Development Initiative (REDI) Site. For instance, Riverfront West will require the utilities necessary for public facilities and private trade opportunities, as designed in the future development plan. The Port Authority has installed lighting, transformers and lines for water and sewer in the Park and along portions of the trail at substantial cost but will require additional electrical systems to properly facilitate future developments. Future self-contained and renewable systems, such as waterless/composting restrooms and an alternative electrical supply will be implemented in correlation with the sustainable mission.





Utility: Riverfront Economic Development Initiative (REDI) Site

On this former brownfield site, the parcels will be zoned as an Urban Redevelopment District (URD) with the purpose of encouraging redevelopment and document the viable uses within the district. The REDI Site will look to promote “green” utilities necessary for the development of the sustainable urban village. Kansas City Power and Light substations are located along the edges of the Riverfront property; electrical connections to the sites must be constructed in order for the development of the REDI Site. This may also include the adoption of a smart grid with energy produced from the Riverfront West alternative energy resources. Also mandatory for development of the site is the vital connection to three major combined sewer system lines that exist along the Riverfront, as well as the NEID sewer line. The storm water management plan will be incorporated into the redesign of Richard L Berkley Riverfront Park, as programmed in the Berkley Park Master Plan. The REDI Site will connect with the park to collect and recycle the water for use in the park. Other innovative green technologies will be considered for waterlines, wastewater and solid waste.



07

Excluded Uses and Other Planning Issues

The downtown Riverfront will incorporate land use restrictions in conjunction with the City's Planning and Development Department, in order to coincide with adopted plans, zoning and land use ordinances. Excluded uses may include mandatory design restrictions related to existing environmental issues, such as prohibiting on single family housing in the REDI site. Other conditions that will be addressed are:

- Buffer zones at the railroad edge
- Utility and Right of Way easements
- Incorporation of transit connections such as Bus Rapid Transit and Light Rail
- Open space regulations
- Airport Height Restrictions as applicable

The Port Authority will have a comprehensive list of excluded uses in order to ensure a professional and family friendly neighborhood. Riverfront activities and open space must be maintained as the social infrastructure necessary to assemble appropriate density in both the residential and commercial realm.

The base list of exclusions includes, but is not limited to:

- Adult Business
- Billboards
- Check Cashing Facilities
- Haunted Houses
- Heavy Industry
- Meat Packing Operations
- Automobile Dealerships/Services
- Mining and Quarrying
- Waste Related Use
- Heavy Equipment Sales, Rental and/or Repair
- Vehicle Storage/Towing
- Above Ground Storage of Highly Flammable or Hazardous Materials
- Single Family Detached Homes



Plan Acknowledgements

- **Greater Downtown Area Plan**, City of Kansas City, MO:
Adoption Pending
- **Capital Improvements Plan**, City of Kansas City, MO:
Adopted 2009
- **Columbus Park Urban Renewal Plan**, LCRA of Kansas City:
MO: Adopted February 21, 2008
- **Berkley Park Master Plan**, The Port Authority of KCMO:
Approved July 2006
- **Riverfront Development Proposal**, The Port Authority:
Approved May 9, 2006
- **Riverfront Development Proposal**, The Port Authority:
Approved February 2005
- **Heritage Trail Master Plan**, City of Kansas City, MO:
Adopted June 2002
- **Riverfront Design Guidelines**, The Port Authority:
Approved January 20, 2000
- **The Riverfront Master Plan**, The Port Authority:
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- **Columbus Park Area Plan**, City of Kansas City, MO:
Adopted January 7, 1999
- **FOCUS Kansas City Plan**, City of Kansas City, MO:
Adopted October 1997
- **River Corridor Concept Plan**, City of Kansas City, MO:
Adopted 1996
- **Kansas City Waterfront Park**, The Port Authority:
Approved August 28, 1992
- **Riverfront Area Plan**, City of Kansas City, MO:
Adopted 1978

