ACKNOWLEDGMENTS

TASK FORCE MEMBERS:

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Ravin Graham  Southtown Council
Sam Gromowsky  Almar Printing
Mari Lee  Southtown Council
Angie Lile  LifeStyle Productions
Robert McCain  Chartwell Realty
Wes Minder  City of Kansas City, MO Planning & Development
Patrick Sanders  Patrick’s Bar and No Grill
Melissa Saubers  Cowork Waldo
Abe Shirazi  City of Kansas City, MO Public Works
Theresa Van Ackeren  Family Bicycles
Steve Vawter  Waldo CID

CITY OFFICIALS:

The Honorable Sly James  Mayor
Troy Schulte  City Manager
Scott Wagner  City Council - 1st District-at-Large
Dick Davis  City Council - 1st District
Ed Ford  City Council - 2nd District-at-Large
Russ Johnson  City Council - 2nd District
Melba Curls  City Council - 3rd District-at-Large
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Jim Glover  City Council - 4th District-at-Large
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Michael Brooks  City Council - 5th District
Scott Taylor  City Council - 6th District-at-Large
John A. Sharp  City Council - 6th District

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The Waldo area is a bustling, close-knit community that includes an eclectic mixture of residential neighborhoods, shops, restaurants, bars, and services. In 2007, the Waldo Area Business Association formed the Waldo Community Improvement District (CID) to make the Waldo District a better place to shop, work, and live. Property owners approved the CID in July of 2009 for the purpose of supporting activities and improvements within the district.

The Waldo District study area follows the established boundaries of the CID, and is primarily focused along Wornall Road from just north of Gregory Boulevard (71st Street) to just south of 85th Street, and along Gregory Boulevard from just west of Wornall Road to just east of Oak Street. There are numerous residential neighborhoods and commercial uses within the Waldo area. Both Wornall Road and Gregory Boulevard serve as primary transportation corridors within the Waldo District, connecting it to other adjacent areas of Kansas City, Missouri.

The Waldo District currently includes a unique blend of commercial building types, architectural character, and varying site improvements and conditions. As such, the visual appearance of these corridors and their respective streetscape elements is widely varied. With the exception of recent District gateway monument improvements located along Wornall Road at 75th Street and at Gregory Boulevard, it is not easy to discern where the Waldo District is located.

This streetscape enhancement planning effort was envisioned to improve and reinforce the identity of the Waldo District, and to continue building on the CID’s recent efforts to further enhance Waldo’s unique sense of place.
BACKGROUND + PURPOSE

In 1828, Dr. David Waldo purchased 1,000 acres of land located on both sides of what is now Wornall Road and extending from 63rd Street on the north to 75th Street on the south. Dr. Waldo was a physician but also farmed a portion of the land and engaged in several business enterprises including the operation of a stage coach used for mail delivery. These business ventures resulted in the establishment of the town of Waldo at the southern edge of Dr. Waldo’s land.

In the 1860’s a rail line was established between Westport and Dodson, with a main stop located in Waldo. This Westport - Dodson Interurban Transportation Line was key to the success of Waldo as a commercial district. In the 1880’s the community developed into an entertainment destination with a race track and a variety of bars, night clubs, dance halls and honky-tonks. When the rail line was converted to street cars in 1907, a brick station was built at the Waldo location, and it became known as the Grand Central Station of Waldo. During this time Waldo developed as a suburban residential area for Kansas Citians who desired an escape from the urban core. To serve these new residents a number of small businesses were established. To capitalize on the economic benefits of the commercial district at 75th and Wornall, Waldo was annexed by Kansas City in 1909, which pushed the southern city limit from 49th Street to 77th Street, and, later to 85th Street.

As the growth continued, the Waldo area became a main traffic artery of south Kansas City and is now primarily auto-oriented. Today, much of Waldo is a neighborhood friendly area comprised primarily of single family residential with a mix of commercial development located along Wornall Road.

The Waldo Area Plan was prepared by the Kansas City, Missouri City Planning and Development Department, was approved by the Kansas City Missouri City Council on February 11, 1999 and was later amended on March 16, 2000. The purpose of the plan was to “maintain the quality and character of the Waldo area and to ensure that redevelopment respects the important history, commercial character, and residential integrity that already exist in the Waldo area.”

Since the Area Plan was completed, the Waldo CID has completed several site improvements and enhancements including a new gateway marker on the east side of Wornall at Gregory Boulevard and new bike racks at several locations throughout the corridor. These improvements are intended to compliment the previously installed brick and stone gateway marker at 75th and Wornall and the metal “Welcome to Waldo” sign located on the northwest corner of Wornall at 85th Street.

Utilizing a series of interactive meetings with members of the Waldo District Streetscape Design Task Force, this plan was created to serve as a guide for enhancing the visual character of these corridors. The intent of this plan is to create a more consistent overall appearance and sense of District identity, while still maintaining the area’s unique charm and eclectic sensibilities. The following goals was developed early in the planning process to guide these improvement efforts:

STREETSCAPE ENHANCEMENT GOALS:

- Serve as a comprehensive guide for future streetscape improvements within the Waldo District
- Develop a distinctive and consistent District image while also complimenting the improvements already in place
- Enhance the appearance of the public rights-of-way in collaboration the City of Kansas City, Missouri
- Provide concept-level opinions of probable cost to assist in budgeting for future implementation

The recommendations outlined in this document are provided for guiding future planning and streetscape design direction purposes. As specific improvement projects, construction phases, and corridor revitalization opportunities are identified and funded, additional design and engineering assistance will be necessary to further refine these recommendations and adapt them to site-specific conditions within the Waldo District.
EXISTING CONDITIONS

Prior to initiating the planning process, existing site conditions were reviewed to provide a "snapshot" of the project area. The purpose was to provide an understanding of how the area sustains character as well as to determine which elements contribute to the look and feel of the Waldo District.

Waldo has been improving the sense of place within the community for a number of years, evidenced by several gateway enhancements at key intersections throughout the area (Wornall at 71st, 75th, and 79th; and Gregory at 63rd, 72nd, and 81st, respectively). In addition, the Waldo District’s name and logo are well known throughout the city. Over the years, residents and businesses have been encouraged to adopt the name Waldo in their names and logos, contributing to a simple and unified "brand" for the Waldo District.

Throughout the corridor, sidewalk conditions vary - but along much of Wornall and Gregory these sidewalks have recently been replaced and strip of turf now occurs between the back of curb and sidewalk. The width of sidewalks also varies, with some sidewalks as wide as 8 feet. Overhead power lines in the project area are readily visible and detract from the aesthetic appearance. Standard "Cobra" style street lights on metal poles are located along Wornall Road, with the exception of the 71st Street intersection. Spacing is consistent along the corridor, with streetlights occurring approximately every 200 feet. Sidewalk and curb conditions vary along the corridor, with some sidewalks being narrow and others wider, contributing to visual clutter. In addition, numerous signs of various sizes, colors, materials, and heights are used to identify area businesses, and several billboards are located along Wornall Road.

Traffic signals occur at the intersections of Gregory and Oak, Wornall and Gregory, Wornall and 79th, Wornall and 75th, and Wornall and 85th. Painted pedestrian crossings are located at the signalized intersections as well as at the intersections of Grand Rockhill and Oak, and Grand Rockhill and 81st. Although many parking spaces are available throughout the corridor, some areas currently lack parking, contributing to traffic congestion and safety concerns. Pedestrian safety is a concern in several areas, with power lines, trees, and other obstructions contributing to visual clutter. In addition, numerous signs of various sizes, colors, and materials are used to identify area businesses, and several billboards are located along Wornall Road.
In 2012, the Waldo Area Business Association/Waldo CID Board selected Confluence to assist them in creating the Waldo District Streetscape Enhancement Plan. The intent of the plan is to guide future enhancement efforts in the Waldo District with an emphasis on streetscape improvements.

At the beginning of the planning process, a meeting was held with the Waldo CID Board members to introduce the project and gain an understanding of the opinions about the area and desires for improvement. Participants were asked to list words to describe their vision of Waldo today as well as their vision of Waldo in the future. Those responses were compiled into an illustrative display, included in this document as Figure 2.01.

After this meeting, a Streetscape Task Force comprised of District property owners, business owners, city staff, public officials and citizens was formed. Working collaboratively with the Task Force, the design team identified a wide range of issues and opportunities associated with the area and began exploring the scope of the anticipated improvements.

Throughout the planning process, the task force participated in numerous design exercises to gain a deeper understanding of the committee’s varied opinions about the area, their desires for improvement, and their preferences for specific design solutions and aesthetic characteristics. Task Force meetings were designed to promote open dialogue between all participants and the design team to fully understand and integrate their vision into the enhancement plan’s recommendations.

These recommendations are organized into two categories: horizontal improvements and vertical improvements. Horizontal improvements include anticipated changes to streets, sidewalks, driveways, underground utility infrastructure, and pedestrian crosswalks. Vertical improvements include elements above ground such as street lights, pedestrian lights, utility poles and overhead wires, trees, site furnishings, signage, and other visible amenities.
1. Please rank the Kit of Part themes in order of preference:

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<thead>
<tr>
<th></th>
<th>Retro</th>
<th>Traditional</th>
<th>Here's Waldo</th>
<th>Scripted</th>
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2. Please share any ideas for making your preferred theme even better:

3. Please indicate how important the development of an integrated Waldo "brand" image or logo is for the district. A circle on 10 would indicate you believe the development of an integrated Waldo "brand" image or logo to be very important.

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<th>Very Important</th>
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4. Please select your top five priorities for streetscape elements from the following list, with 1 being your highest priority and 5 being your lowest priority:

<table>
<thead>
<tr>
<th></th>
<th>Benches</th>
<th>Gateway and District Identity Monuments</th>
<th>Future Streetlight Replacement</th>
<th>Future Pedestrian Lighting</th>
<th>Consistent Street Trees</th>
<th>Additional Landscape Plantings</th>
<th>Integrated Waldo &quot;Brand&quot; Image/Logo</th>
<th>Litter Receptacles</th>
<th>Planters / Pots</th>
<th>Expanded Sidewalk / Amenity Zones</th>
<th>Bike Racks</th>
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<tbody>
<tr>
<td>1</td>
<td>3,2,4,4,5</td>
<td>4,2,1,4,1,4,4</td>
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<td>4,1,3,5,5,2</td>
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5. Please indicate your level of support for including a preliminary concept for the “Waldo Station” District in the masterplan. A circle on 10 would indicate strongly supporting inclusion of the “Waldo Station” concept in the masterplan.

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<thead>
<tr>
<th></th>
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Due to the varied conditions and length of these existing corridors, an analysis was performed to identify certain neighborhood districts within the overall study area. Each of these districts has a unique and distinctive sense of place, created through a combination of factors such as architectural character, the mixture of uses and the manner in which people interact with these uses (on-street parking, pedestrian-oriented shops and restaurants, etc.).

The existing intersections within the study area were also analyzed as how they are anticipated to serve the District. A hierarchy of intersection types was also created and applied to the study area to assist in providing a framework for future decision-making and prioritizing specific design treatments and improvement recommendations.

These districts and intersections are incorporated on the Corridor Plan, Figure 3.01.

**STREETScape DISTRICTS:**

While much of the corridor has developed in a manner that is very auto-oriented, there are several areas that are more pedestrian-friendly and comprised of a mixture of restaurants, bars, and service-oriented uses with convenient on-street parking. Most of these areas are located at or near major intersections. These include the 85th and Wornall area, the 75th and Wornall area (which generally serves as the "heart" of the Waldo District), the Romanelli area near Gregory Boulevard and Wornall, and the Gregory Boulevard commercial area from just west of Grand Avenue to just east of Oak Street. To further enhance these pedestrian-oriented areas, there is anticipated to be a higher level of streetscape enhancements and amenities in these locations. This typically includes elements such as additional sidewalk expansion, amenity zones and more plentiful site furnishings.

**INTERSECTION HIERARCHY:**

Intersections currently identified with gateway markers, signalized intersections, intersections where frequently traveled cross streets intersect Wornall Road or Gregory Boulevard, and the "gateways" into Waldo have been assigned an intersection hierarchy and will be defined by gateway markers. Various sizes of markers, all sharing similar design elements, are used to define this hierarchy.
EXPANDED SIDEWALK/AMENITY ZONES:

In an effort to provide additional amenity zones and to calm traffic, curb bulb outs are proposed adjacent to on-street parking to "recapture" the areas in which parking is prohibited.

- Curb bulb outs are created by modifying the curb line to extend it into the roadway. These curb bulb outs benefit the streetscape by:
  - Expanding the sidewalk area which can accommodate additional site furnishings and amenities
  - Reducing pedestrian crossing distance
  - Allows pedestrians and approaching vehicle drivers to see each other when vehicles parked in a parking lane would otherwise block visibility

It is important to note that the curb bulb outs identified have been shown conceptually in areas believed to have little or no conflicting infrastructure costs, negative impacts to traffic flow and that would provide noticeably strong benefits to the corridor. Additional consideration and exploration would be required during the design / construction phases.

ACCESS MANAGEMENT AND STREETScape EXPANSION:

Providing a definition of drive aprons at selected auto intensive businesses will increase the sense of safety for pedestrians and allow for a more regular spacing of street and pedestrian lighting. A discussion with affected property owners regarding strategies to define the pedestrian/motorist interaction will need to occur during the design / construction phase.

INFRASTRUCTURE:

Infrastructure should be updated or repaired to the City’s standard. Investment in the area's infrastructure and improvement of aesthetics will encourage private investment.

Key infrastructure items include:

- Sidewalk replacement where upgrades have not occurred
- Selected crosswalk definition (align curb ramps, stripe crosswalk)
- Catch basin repair, upgrade and cleaning

ADDITIONAL CONSIDERATIONS:

Throughout the planning process, task force members identified a variety of issues and areas along the corridor that they felt were in need of improvement. While these issues cannot be resolved as part of this enhancement plan, they should be explored in more detail as investment is made throughout the corridor and as design and construction phases occur.

Issues for further consideration include:

CROSSWALKS:

- The task force expressed concern about the safety and visibility of the mid-block crosswalks that have been installed throughout the corridor. Several of these crosswalks are not utilized as a result of changes in land use or property owners and should be considered for removal. These locations are shown on the concept plans in Appendix A and listed below:
  - Wornall at 74th Street
  - Wornall at 81st Street
  - Wornall at 84th
  - Gregory at Grand/Rockhill

- Where mid-block crossings are utilized, high visibility crosswalk treatments such as HAWK beacons (High-Intensity Activated crossWalk beacon) should be considered.
  - This type of traffic signal is used to stop road traffic and allow pedestrians to cross safely. It is officially known as a “pedestrian hybrid beacon”. The purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed. Research has shown motorists’ compliance with the HAWK beacon up to 97%, higher than with traditional un-signalized crossings. These locations are shown on the concept plans in Appendix A and listed below:
  - Wornall at 74th Terrace
  - 75th Street at Washington
  - Gregory between Wyandotte and Main
  - Wornall at 84th (if added)
  - Gregory at Grand/Rockhill (if added)

Before any crosswalks can be added or modified, coordination with the City of Kansas City, Missouri Division of Public Works would need to occur. Additional traffic studies and design may be required.

- Trolley Track Trail: The KCATA owned Trolley Track Trail runs parallel to Wornall through much of the corridor. The trail stops at the KCATA’s park and ride facility located north of 75th and Wornall and resumes just south of 75th. The task force had concerns about pedestrian safety in this area and desired additional coordination with KCATA for pedestrian considerations.

- In this same area, the park and ride facility and parking for the retail shops that front Broadway are at a lower elevation than Wornall Road. As a result, a jersey barrier and slope have been constructed on the east side of Wornall. These impede pedestrian movement across Wornall and detract from the appearance of Wornall. The task force desires exploration of aesthetic treatments for the barrier as well as improved pedestrian facilities.

TRAFFIC CALMING:

- Speed Limit: Due to the volume of pedestrian activity in the area resulting from a concentration of retail establishments and schools, the task force also inquired about reducing the speed limit for the stretch of 75th Street from Saint Elizabeth Church to Wornall and west to Washington or Pennsylvania. The City of Kansas City, Missouri completed traffic studies at three sections on 75th Street where the schools, library and businesses are located. Review of the traffic counts conducted on March 13, 2013 shows that the 85th percentile speed of traffic is 37 MPH between Grand and McGee, 36 MPH between Baltimore and Main, and 35 MPH between Pennsylvania and Washington. A 24-hr study conducted on 75th Street between Wyandotte Street and Broadway Road on January 17, 2013 showed that the 85th percentile speed is 31 MPH. The volume of traffic on this segment of 75th Street is average at 12,200 vehicles per day.

  Based on these results, the City indicated support to lower the speed limit 35 MPH to 30 MPH on 75th Street from Wyandotte Street to Pennsylvania Avenue but indicated the posted speed limit of 35 MPH on 75th Street between Oak Street and Wyandotte Street should not be reduced. Both Calvary Lutheran and St. Elizabeth schools have school zone speed limit 25 MPH with supplemental flashers during 7:30-9:30 AM and 3:30-5 PM Mon-Fri.

  Traffic signal coordination: Traffic signal coordination occurs when a group of two or more traffic signals are working together so that cars traveling at the speed limit can make the least number of stops possible and the task force viewed this as another possible way to reduce vehicular speeds.
VERTICAL IMPROVEMENTS

SITE FURNISHINGS + AMENITIES:

A variety of options were explored to develop a recommended streetscape program for site furnishings and pedestrian amenities for the area. These options included design themes ranging from very traditional to contemporary collections of furnishings – which can ultimately assist in defining the new visual character of the area. The collection of furnishings is commonly referred to as a streetscape “kit of parts” which can be utilized to address specific needs and opportunities in the project area.

The Task Force was engaged in evaluating several thematic approaches. Ultimately, the City’s existing thematic gateway enhancements - located at key intersections throughout the community - became guiding elements in shaping the final aesthetic recommendations for the Waldo District streetscape. The committee elected to utilize a design approach that compliments the existing use of brick and stone monuments as well as the recently introduced black and green “Waldo” bike racks.

In support of the desired theme, the provision of additional streetscape furnishings and amenities was explored including new benches, litter receptacles, additional bicycle racks, future pedestrian lighting, future streetlight replacement, additional gateway and district identity monuments, consistent street trees, additional landscape plantings, planters and pots, and integrated Waldo District identity image/logo elements. The committee assisted in evaluating and prioritizing the need for each of these streetscape elements.

Based on this evaluation, the following streetscape elements were identified as priorities:

- Future pedestrian lighting
- Expanded sidewalk/amenity zones
- Integrated Waldo “brand” image/logo
- Gateway and District Identity Monuments
- Benches and Bike Racks
**DISTRICT IDENTITY**

Identity is a key marketing tool. Currently there is not one unified “brand” or identity for Waldo. The gateway markers and bike racks introduced along Wornall and Gregory as well as promotional materials used by the local community and merchants utilize a variety of colors, fonts and slogans. A more consistent overall appearance and sense of District Identity should be created while still maintaining the area’s unique charm and eclectic nature.

The first step to building the district identity is to create a strong, timeless logo that is easily understood. The logo must be easily applied to various types of materials and used as a common logo on all marketing and promotional pieces.

Based on the existing gateway markers, the design team developed the “W” logo for use on streetscape elements, wayfinding graphics and marketing pieces. The simplicity of the logo makes it easily used in many ways from shopping bags and stickers for merchants to use on banners, flyers and custom streetscape elements.

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4.01 Waldo District Logo
The recommended palette of site furnishings and pedestrian amenities to be utilized in the Waldo District includes a variety of elements. Street and pedestrian lighting is intended to be provided consistently throughout the corridor with identity markers and site furnishings used to define “key” areas. The final quantity and location of these elements will need to be determined on a case-by-case basis during the final design process in order to adapt to existing conditions and future adjacent development opportunities.

The ‘Kit of Parts’ for use in the Waldo District is outlined below, and was carefully selected to visually compliment the previous enhancements that have been made in several areas of the community. Many of these components are elements that can be added incrementally over time throughout the district as budget priorities and funding allows.

Consideration should be given to modifying the existing gateway markers to conform to the proposed Kit of Parts.

**STREETSCAPE ‘KIT OF PARTS’**

The recommended palette of site furnishings and pedestrian amenities to be utilized in the Waldo District includes a variety of elements. Street and pedestrian lighting is intended to be provided consistently throughout the corridor with identity markers and site furnishings used to define “key” areas. The final quantity and location of these elements will need to be determined on a case-by-case basis during the final design process in order to adapt to existing conditions and future adjacent development opportunities.

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Consideration should be given to modifying the existing gateway markers to conform to the proposed Kit of Parts.

**RECOMMENDATIONS**

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<thead>
<tr>
<th>Component</th>
<th>Company</th>
<th>Model/Description</th>
<th>Color</th>
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<td><strong>PEDESTRIAN LIGHT</strong></td>
<td>Philips Lumec</td>
<td>Fixture: Domus DM550</td>
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</tr>
<tr>
<td></td>
<td>RA61</td>
<td>Pole: RA61</td>
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<tr>
<td><strong>LITTER RECEPTACLE</strong></td>
<td>Landscape Forms</td>
<td>Poe Side Opening</td>
<td>Black</td>
</tr>
<tr>
<td><strong>BENCH</strong></td>
<td>Dumor</td>
<td>Model: Bench 58 - 6’ long with steel seat and center arm</td>
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<tr>
<td><strong>PLANTER POT</strong></td>
<td>Landscape Forms</td>
<td>Model: Sorella - various sizes</td>
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<tr>
<td><strong>BIKE RACK</strong></td>
<td>Dero</td>
<td>Custom</td>
<td>Green and Black</td>
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<tr>
<td><strong>GATEWAY AND DISTRICT IDENTITY MARKERS</strong></td>
<td>Modify existing markers to match “Kit of Parts”</td>
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<tr>
<td>Primary: 10’ Ht. x 4’ W.</td>
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<tr>
<td>Secondary: 6’Ht. x 3’ W.</td>
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<tr>
<td>Tertiary: 3’ Ht. x 2.5’ W.</td>
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4.02 Kit of Parts Components
EXISTING GATEWAY MARKERS
85TH ST. 75TH ST. GREGORY

PRIMARY MARKER Custom 10"W x 7"H
SECONDARY MARKER Custom 6"W x 3"H
TERTIARY MARKER Custom 3"W x 2.5"H

STREET LIGHT POLE WITH OPTIONAL FUTURE METAL ENHANCEMENT
Garden

PEDESTRIAN LIGHT
Company: Siemens Luminous Model: Luna 55 Color: Black

PLANTER
Custom

BENCH
Company: Budler Model: Bench 58-6' Length with Steel Seat and Outer Armrest Color: Black

LITTER RECEPTACLE
Company: Landscape Forms Model: Series 10 Color: Black

PLANTER POTS
Company: Decorative Multi-Purpose Color: Black with Street Lamp

4.03 Kit of Parts
Proposed streetscape elements:

- Existing gateway marker at southeast corner of Wornall and Gregory to be modified to fit 'Kit of Parts'
- Expanded sidewalk/amenity zones at southwest corner of Wornall and Gregory
  - Benches
  - Litter Receptacles
  - Planter Pots
  - Bike Racks
- Pedestrian lights along west side of Wornall and south side of Gregory (at retail) and select areas along west side of Wornall
- Street lights along east & west sides of Wornall
- Street trees and planters on west side of Wornall and south side of Gregory to match spacing of existing
- Sidewalk replacement with lighting installation
- Tertiary gateway markers at 72nd Street
- Add benches to existing KCATA bus stops at 72nd St (NB)

Proposed streetscape elements:

- Pedestrian lights along west side of Wornall
- Street lights along east & west sides of Wornall
- Sidewalk replacement with lighting installation
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Tertiary gateway markers at 72nd Street
- Consider elimination of crosswalk at 74th Street
WORNALL ROAD / 74TH STREET - 75TH STREET

Proposed streetscape elements:
• Expanded sidewalk/amenity zones on west side of Wornall
  ○ Benches
  ○ Litter Receptacles
  ○ Planter Pots
  ○ Bike Racks
• Pedestrian lights along west side of Wornall
• Street lights along east & west sides of Wornall
• Sidewalk replacement with lighting installation
• Secondary crosswalk markings at selected locations with properly aligned curb ramps
• High-Intensity Activated Crosswalk (HAWK) beacon at existing 74th Terrace crosswalk

WORNALL ROAD / 75TH STREET - 76TH STREET

Proposed streetscape elements:
• Existing gateway marker at southeast corner of Wornall and 75th St. to be modified to fit ‘Kit of Parts’
• Consider replacement of existing bench that serves existing gateway marker and fountain at southeast corner of Wornall and 75th St. to conform with ‘Kit of Parts’
• Pedestrian lights along west side of Wornall
• Street lights along west side of Wornall
• Sidewalk replacement on west side of Wornall Road to match recent improvements between 79th Street and 85th Street
• Secondary crosswalk markings at selected locations with properly aligned curb ramps
• Add trees on east side of Wornall to screen parking

LEGEND
• EXISTING TROLLEY TRAIL MARKER
• EXISTING GATEWAY MARKER
• ALLOCATED GATEWAY MARKER
• PROPOSED PRIMARY MARKER
• PROPOSED SECONDARY MARKER
• PROPOSED TERTIARY MARKER
• PROPOSED STREET LIGHT
• PROPOSED PEDESTRIAN LIGHT
• EXISTING TRAFFIC SIGNAL
• PROPOSED HAWK SIGNAL
• EX. BUS STOP
• EX. BUS STOP SIGN/WHEN USING BENCH
• PROPOSED BENCH AT EX. BUS STOP
• PROPOSED BENCH AT EX. BUS STOP AWAY
• PROPOSED STREET TREE
• EXISTING STREET TREE
• PROPOSED STREET TREE IN PLANTER
• POTENTIAL ACCESS MANAGEMENT / STREETSCAPE EXPANSION OPPORTUNITY
75TH STREET / PENNSYLVANIA - WYANDOTTE

Proposed streetscape elements:

- Pedestrian lights along north and south sides of 75th Street
- Street lights along north and south sides of 75th
- Sidewalk replacement with pedestrian lighting installation
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- High-Intensity Activated Crosswalk (HAWK) beacon at existing Washington Street crosswalk
- Secondary gateway markers at Pennsylvania and Wyandotte intersections
- Add trees on east side of Wornall to screen parking lot
- Explore sidewalk connections to retail establishments at southwest and southeast corners of 75th St. and Wornall
- Add bench to southwest corner of 75th St. and Wornall
- Add bench to existing KCATA bus stop at 75th St. & Wyandotte (EB)
- Explore access management and streetscape expansion at 236 W. 75th St.
Proposed streetscape elements:

- Pedestrian lights along west side of Wornall
- Street lights on east and west sides of Wornall
- Sidewalk replacement on west side of Wornall Road to match recent improvements between 79th St. and 85th St.
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Relocate metal gateway marker from 85th St. and Wornall to Ruth Bradford Memorial Park

Proposed streetscape elements:

- Sidewalk replacement on east and west sides of Wornall Road to match recent improvements between 79th St. and 85th St.
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Relocate metal gateway marker from 85th St. and Wornall to Ruth Bradford Memorial Park

Proposed streetscape elements:

- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Sidewalk replacement on east and west sides of Wornall Road to match recent improvements between 79th St. and 85th St.
- Secondary crosswalk markings at selected locations with properly aligned curb ramps

Secondary gateway markers at 79th Street

Explore access management and streetscape expansion at 7819 Wornall Road

**Legend**

- Existing Trolley Trail Marker
- Existing Gateway Marker
- Relocated Gateway Marker
- Proposed Primary Marker
- Proposed Secondary Marker
- Proposed Tertiary Marker
- Proposed Street Light
- Proposed Pedestrian Light
- Existing Traffic Signal
- Proposed Hawk Signal
- EX. Bus Stop Sign
- EX. Bus Stop Sign with EX. Bus Stop Sign
- Proposed Street Sign
- Existing Street Sign
- Proposed Street Tree
- Potential Access Management
- Streetscape Expansion Opportunity
**WORNALL ROAD / 79TH STREET - 80TH STREET**

Proposed streetscape elements:
- Pedestrian lights along east and west sides of Wornall
- Street lights on east & west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Secondary gateway markers at 79th Street
- Explore access management and streetscape expansion at 7953 Wornall Road

**WORNALL ROAD / 80TH STREET - 81ST STREET**

Proposed streetscape elements:
- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Tertiary gateway markers at 81st Street
- Add bench to existing KCATA bus stop at 80th St (NB)
- Explore access management and streetscape expansion at 8009 Wornall Road

**WORNALL ROAD / 81ST STREET - 82ND STREET**

Proposed streetscape elements:
- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Tertiary gateway markers at 81st Street
- Consider removal of crosswalk at 81st St.
- Tertiary gateway markers at 81st Street
- Explore access management and streetscape expansion at 8137 Wornall Road

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**LEGEND**

- EXISTING TROLLEY TRAIL MARKER
- EXISTING GATEWAY MARKER
- RELOCATED GATEWAY MARKER
- PROPOSED PRIMARY MARKER
- PROPOSED SECONDARY MARKER
- PROPOSED TERTIARY MARKER
- PROPOSED STREET LIGHT
- PROPOSED PEDESTRIAN LIGHT
- EXISTING TRAFFIC SIGNAL
- EXISTING STREET TREE
- EX. BUS STOP SIGN
- EX. BUS STOP SIGN WITH EXISTING BENCH
- PROPOSED BENCH AT EX. BUS STOP SIGN
- PROPOSED STREET TREE IN PLANTER
- POTENTIAL ACCESS MANAGEMENT / STREETSCAPE EXPANSION OPPORTUNITY
WALDO DISTRICT STREETSCAPE ENHANCEMENT PLAN

WORNALL ROAD / 82ND STREET - 83RD TERR
Proposed streetscape elements:
- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Explore access management and streetscape expansion at 8203, 8223, and 8240 Wornall Road

WORNALL ROAD / 83RD TERR - 84TH STREET
Proposed streetscape elements:
- Pedestrian lights along east and west sides of Wornall
- Street lights on east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Explore access management and streetscape expansion at 8240, 8314, and 8320 Wornall Road

WORNALL ROAD / 84TH STREET - 85TH STREET
Proposed streetscape elements:
- Existing gateway marker at NW corner of Wornall and 85th to be modified to fit Kit of Parts
- Pedestrian lights along east and west sides of Wornall
- Street lights along east and west sides of Wornall
- Secondary crosswalk markings at selected locations with properly aligned curb ramps
- Relocate existing metal gateway marker to Ruth Bradford Memorial Park. Replace with new primary gateway markers
- Explore access management and streetscape expansion at 8419 and 8431-8447 Wornall Road
- Consider addition of mid-block crosswalk and HAWK beacon just south of Wornall and 84th

LEGEND
- EX. BUS STOP SIGN
- EX. BUS STOP SIGN WITH EXISTING BENCH
- PROPOSED BENCH AT EX. BUS STOP SIGN
- PROPOSED STREET TREE
- EXISTING STREET TREE
- PROPOSED STREET TREE IN PLANTER
- POTENTIAL ACCESS MANAGEMENT / STREETScape EXPANSION OPPORTUNITY
GREGORY / WORNALL - WYANDOTTE

Proposed streetscape elements:
- Street lights along north & south sides of Gregory
- Street trees on north & south sides of Gregory where not existing

GREGORY / WYANDOTTE - MAIN

Proposed streetscape elements:
- Street lights along north & south sides of Gregory
- Street trees on north & south sides of Gregory where not existing
- High-Intensity Activated Crosswalk (HAWK) beacon at mid-block crosswalk
- Secondary gateway markers at Main
5.17 Concept Plan - Gregory from Main to Oak

GREGORY / MAIN - GRAND (ROCKHILL)

Proposed streetscape elements:
- Street lights along north & south sides of Gregory
- Street trees on north & south sides of Gregory where not existing
- Consider addition of crosswalk and High-Intensity Activated Crosswalk (HAWK) beacon at Gregory and Grand (Rockhill)
- Secondary gateway markers at Main

GREGORY / GRAND (ROCKHILL) - OAK

Proposed streetscape elements:
- Street lights along north & south sides of Gregory
- Pedestrian lights on south side of Gregory
- Pedestrian lights 1/2 block south on the west side of Oak (to drive)
- Pedestrian lights 1/2 block north on the east side of Oak (to end of parking)
- Street trees on north and south sides of Gregory where not existing
- Consider replacement of street trees at Oak & Wornall with street trees in planters with decorative railings
- Expanded sidewalk/amenity zone at corners of Gregory and Grand (Rockhill) and the northeast and southwest corners of Gregory and Oak and along south side of Gregory
  - Benches
  - Litter Receptacles
  - Planter Pots
  - Bike Racks
- Secondary gateway markers at NW & SW corners of Gregory and Oak
- Tertiary gateway marker at NE corner of Gregory and Oak
WALDO DISTRICT STREETSCAPE ENHANCEMENT PLAN

IMPLEMENTATION

This plan is intended to offer guidance as the streetscape enhancement project moves from these initial planning stages into final design and construction activities. To build upon the positive momentum achieved by the Task Force in the creation of this plan, an important first step is to receive formal approval of this plan from both the Waldo Community Improvement District (CID) Board as well as the Waldo Area Business Association Board of Directors. Once approved, this plan should also be shared with members of Kansas City, Missouri’s City Council and encourage the City to formally accept this plan as it pertains to the future of the Waldo area.

Just as representatives from several City departments were involved in the evaluation and development of this streetscape enhancement plan, it is important for the Waldo CID and City staff to work together and to coordinate future City-funded improvements that are planned to be implemented within this plan area. These efforts may include, but are not limited to, future sidewalk replacement, speed limit reduction and traffic signal coordination, street and pedestrian lighting upgrades, ADA upgrades, storm water management, water line replacements (and related surface reconstruction), and other similar capital improvement projects that could have potential for public-private partnerships.

Understanding that the CID has limited sources from which to generate capital for implementation, additional strategies should be utilized to pursue assistance and/or funding from through the City’s Public Improvement Advisory Committee (PIAC), Community Development Block Grants (CDBG), and other similar sources. Efforts should also be made to prioritize which public improvements are desired to be implemented initially, and to advocate for their consideration and inclusion in the City’s Capital Improvements Plan (CIP) - which prioritizes the construction of future public infrastructure improvements. Leveraging available CID capital funds as part of a larger overall project effort will likely improve the opportunities for securing additional public funds and provide for quicker realization of this vision for the Waldo District.

As part of this planning effort, conceptual opinions of probable construction costs were developed for the project area and provided as supplementary information to this planning document. These are anticipated to assist the Waldo CID in identifying “order of magnitude” costs and to prioritize future implementation phases. There are a host of issues that can affect the final construction cost for improvements like these, and it is important to also factor in the need for on-going maintenance and operations costs to preserve and protect these investments over time.

Ultimately, a revitalized streetscape within the Waldo District will be most successful and beneficial to the community if a thoughtfully planned and funded implementation strategy is developed and followed. This strategy may involve organizing the overall project recommendations into smaller, achievable phases of construction. A balanced approach will be necessary to successfully address the stated need for these streetscape enhancements within identified budget capacities, available funding sources, and potential project partnership opportunities.