



**Burlington Corridor Study Kick-off Meeting**  
**Thursday September 4<sup>th</sup>, 2008 | 6:30 pm | North Kansas City, MO**

**Attendees:**

BNIM Consultant Team + Project Study Group

**Agenda**

6:30-6:50 Introducing the Project Team + the Project + Schedule

6:50-7:35 Break Out Groups

7:35-7:45 Report Back

7:45-8:00 Final Group Discussion + Wrap Up

**Break Out Group Questions:**

1. What is your current perception of the Burlington Corridor?
2. What is your vision for the future of the Burlington Corridor? What type of businesses do you think should be located on the Burlington Corridor? What are the ideal physical characteristics of the Corridor?
3. Are there key areas or issues that should receive special attention during the study? What characteristics or issues make these areas unique?
4. If light rail is developed on Burlington, how would you like to see the project realized? What supporting services, transit options or development would you like to accompany the light rail? What are the pros and cons of light rail on Burlington?
5. Do you feel there is too much or too little parking on Burlington? What type of parking would you like to see on the Burlington Corridor? Should it be different in some areas than others?
6. Is managing stormwater runoff with natural systems that also serve as amenities to pedestrians, vehicle and businesses an important consideration for the Burlington Corridor?

## Feedback Report

### Table A:

- Rush Hour is Busy but other times are not
- Tree lined industrial road
- Not pedestrian or bicycle friendly
- Has more potential
- Too many people drive by – don't stop
- Parking issues – south
- Need wider setbacks
- Businesses not open to public
- Scary
- Mixed use, pedestrian friendly, light rail
- Safer, slower traffic
- Want people to stop
- Michigan avenue, paris, broadway @ midtown (NYC)
- High tech, service, office, destination
- Warm it up
- Elevated rail?
- Use Burlington to link all of downtown and surrounding areas
- Make it GREEN

**Table B:**

Question #1: What is the current perception of Burlington?

- North-to-south
- Raceway
- I-35 by pass
- At night it is dark, foreboding and cold
- Feels unsafe like a “bad part of town” to people who don’t know NKC or live there
- NKC = industrial town
- No parking
- “ghost town at night”
- Many businesses struggle to exist
- Not much nighttime activity west of swift
- Not pedestrian friendly
- There is an aroma when you enter NKC on the south edge of town – not good
- People driving on Burlington are “on a mission” to get from work to home
- There are some nice new developments
- Some “eyesore” businesses
- Can’t cross @ Armour
- NKC is the only place in the metro where I feel truly family safe
- Goo police enforcement/presence
- Not walkable
  - o No reason to cross
  - o No destinations
  - o Traffic volumes too high
  - o Difficult to cross
  - o Sidewalks vary from block to block
  - o Feels unsafe
  - o For the most part walkers/joggers use Swift
- A lot of lights, but harsh “Gotham City” feeling
- Landscaping projects have made some difference
- Why landscape now when Light rail could be coming soon? (e.g. SW Trafficway the fumes from vehicles kill the greenery.
- Burlington is thought of as the “north bottoms”

Question #2: What is your vision for the future of Burlington?

- Slow down traffic to 25-30 mph
- Narrower, pedestrian friendly
- New businesses – retail
- Not sure you can slow it – it is a major thoroughfare
- Plus the Paseo bridge project is causing more traffic
- Can’t turn Burlington into swift
- Use models from elsewhere in the City – 350 Raytown, Shawnee Mission Pwky

- Q: What needs to be preserved?
  - o Crossroads as an example: new windows, modern features, but keep the character of the historic warehouse buildings.
- Discussed that restaurants on the corridor have gone out of business (in particular one on the south portion) – the consensus was that this had more to do with how they were operated (i.e. poorly) than their location. For instance “Smoking Guns” on Swift is well operated and in a similar location and is always crowded.
- First Watch on Armour is a destination – they don’t serve dinner which makes them appropriate for NKC
- Q: You want/need more destinations along the corridor?
  - o Yes, but we would need lighting, landscaping, and more parking
  - o If they are higher end uses then need more parking (especially for offices)
- On 13<sup>th</sup> / Burlington there has been a nice renovation of a historic building, but there is not enough parking
- Some redevelopment is starting to happen
- Fiber is in place for connecting the whole city digitally
- North end now feels different, redevelopment has had a positive effect.
- Everyone lives north of Armour
- What about residential on the south side of Burlington?

7. Question #3: Are there key areas or issues that should receive special attention during the study? What characteristics or issues make these areas unique?

- Focus on Burlington/Armour, SE corner is blighted (nice landscaping @ Burlington and 10<sup>th</sup>)
- If there was a plan, businesses would be willing to contribute toward it (e.g. landscaping)
- Fountain @ n. end = beautiful but inaccessible

**Table C:**

Question 1: What is the current perception of the Burlington Corridor?

- Highway/arterial
- “ugly” unattractive
- Accumulation of business owners making something of nothing
- 50,000 cars going by, especially @ stop lights, visibility is very important (volume)
- Parking is a problem – opening doors
- Public improvement need to be attractive – one of light industrial only has parking on Burlington
- Pedestrian unfriendly – need sidewalks
- Like buildings close to curb (planning)
- Standardization/continuity is desired
- Only view/impression of NKC
- Sewer smell
- Focus on Armour & Burlington Node
  - o Entry to downtown
- Maintain historic character of city (e.g. buildings built to property line)

Question 2: Vision for the future of the corridor

- Expand warm/hometown experience of Armour to Burlington
- Slow Traffic
- Compete with metro
  - o Don’t duplicate Briarcliff
- More retail
- High density (increased employment)
- Dry-cleaning, ups, service oriented, coffee shop
- Mixed demographics
- More housing (bring in more residential) less light industrial
- Need a “draw”
- Target store
- Dress shop
- Novelty shop
- Experience of arriving across bridge
- Plants, flowers, traffic calming
  - o Median is harsh environment
  - o “soften”
- Create a north gateway