

//fluxspace

TEMPORARY ACTS AS SOCIAL CATALYSTS IN KANSAS CITY

by

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A REPORT

submitted in partial fulfillment of the requirements for the degree

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Department of Landscape Architecture and Regional & Community Planning
College of Architecture, Planning & Design

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ABSTRACT

Kansas City is in the midst of an urban renaissance, with a construction boom within the downtown core in excess of \$4.5 billion over the past several years (CVA 2012). In 2010, Kansas City's Greater Downtown Area Plan (GDAP) was implemented to guide the future transformation and development of the city. Despite its long-term vision and specific goals, including *activating the public realm* and *fostering a strong urban community* (City Planning et al. 2010), the GDAP fails to address opportunities for short-term strategies for interim 'place-making.' Yet, temporary gatherings are critical to fostering and sustaining a sense of 'place.'

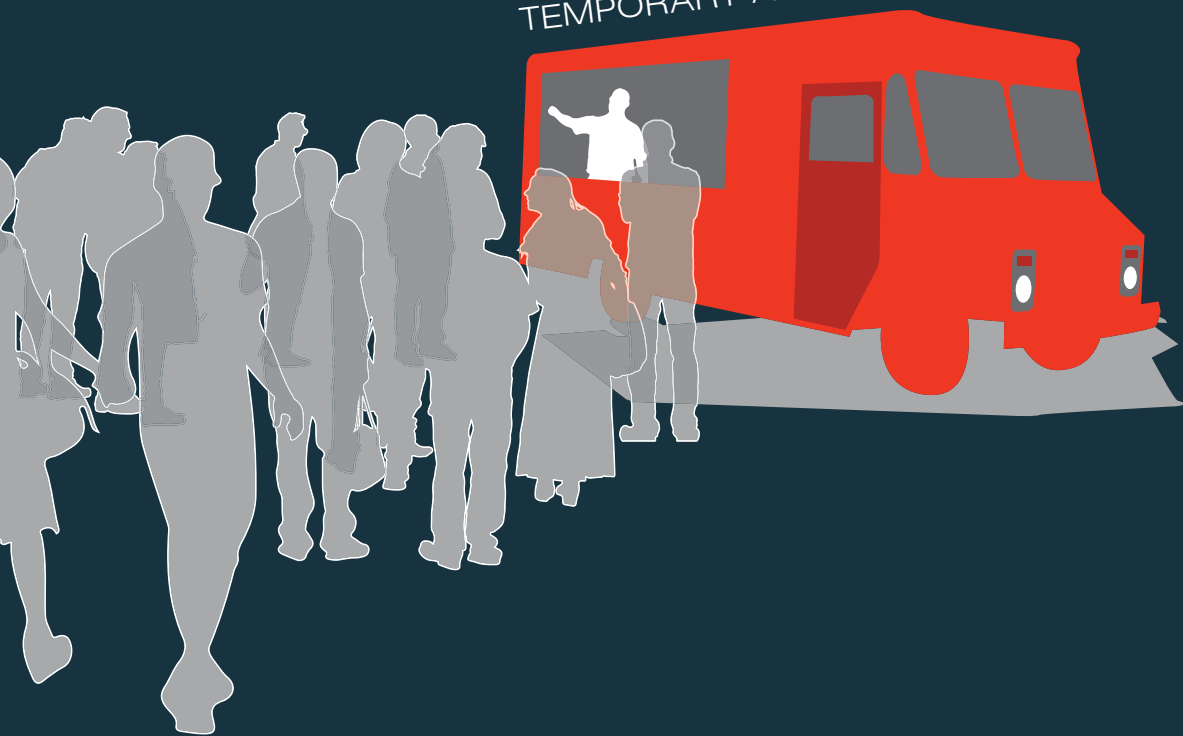
Kansas City currently has an emerging, vibrant urban culture, but it lacks amenities and spaces to support and celebrate spontaneous social activity. To address this issue, this project proposes a series of prototypical fluxspaces – small, temporary interventions activated by the presence of food trucks - throughout Kansas City's downtown area. These new temporary acts exploit the potential of underutilized urban surfaces in the short term while re-invigorating social activity and celebrating an emerging urban culture in the long term. Sites are linked to existing mobile food vending hot spots and interventions are timed in conjunction with major Kansas City events and festivals; this grounds the proposed system in Kansas City's population of temporary users. A detailed schedule ensures that Kansas City's fluxspaces feature a dynamic, rotating population of food trucks, while fluctuating amenities promote diverse, exciting, and attractive temporary places.

Kansas City's new fluxspaces accommodate spontaneous social gatherings and celebrate their vital importance in fostering a vibrant urban environment. //fluxspace activates Kansas City's latent urban surfaces, filling the gap between Kansas City's immediate need for places of temporary gathering and the long-term goals inherent in the vision for Kansas City's future.



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This project is the result of the continued support of numerous individuals within the College of Architecture, Planning & Design during my education here at Kansas State University. Thank you to the faculty and staff of the Department of Landscape Architecture and Regional & Community Planning, who have provided endless support and guidance over these past few years. I would like to extend a heartfelt thank you to major professor Jessica Canfield, whose guidance has been indispensably valuable during this process. Thank you also to secondary committee member Dr. Hyung Jin Kim and tertiary committee member Dr. Jessica Falcone – your thoughtful insights and feedback have shaped and strengthened my ideas throughout this process. Thank you for always pushing me to work harder and strive for the next level.

A sincere thank you to my friends and family for your continued support during these past five years. Thank you for always reminding me to live fully, laugh often, and love deeply. Lastly, a profound thank you to my beautiful fiancée Samantha – you may never know how much your love and support has meant during this process. I cannot wait to start the rest of our lives together.

FOR SAMANTHA
THANK YOU FOR YOUR UNDYING LOVE AND SUPPORT

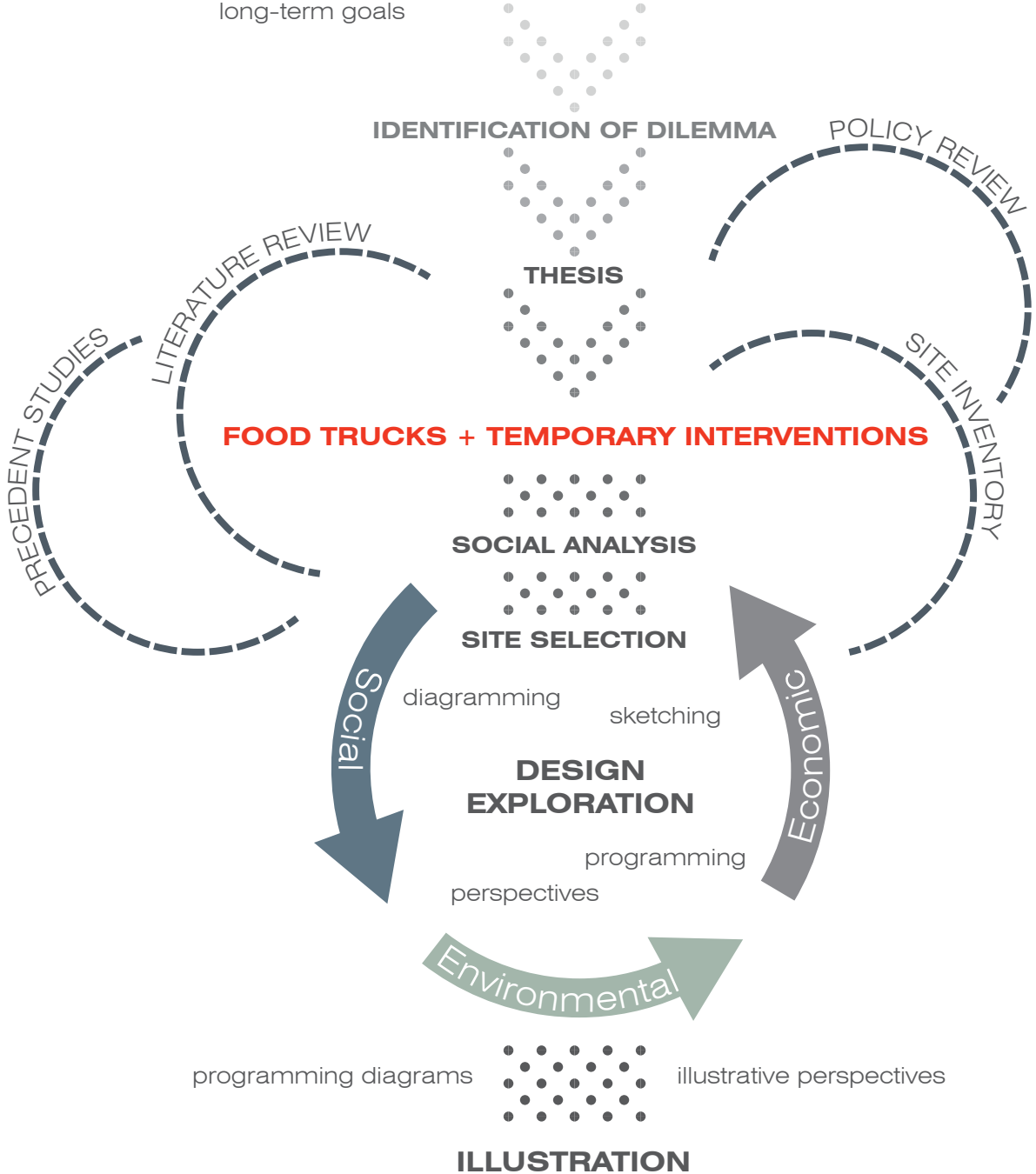
DILEMMA ANALYSIS THESIS DESIGN REFLECTION
INVESTIGATE IDENTIFY IMAGINE

long-term strategies

immediate community issues

GREATER DOWNTOWN AREA PLAN

long-term goals



PREFACE

My passion for this topic and for landscape architecture as a whole is driven by a strong desire to explore new territory in how I, as a manipulator of the outdoor environment, approach the creation of place. I have often been dissatisfied with the trajectory that my academic projects have taken, beginning with extensive site inventory and analysis, and ending with a design solution that is often presented as the de facto answer to a given site's dilemma. While I acknowledge that there are often multiple correct answers to a given problem in the realm of landscape architecture, there are certain intangible qualities within every site that I feel no amount of site analysis could ever successfully address. This calls for a more humble approach to striving for success in the creation of place. By acknowledging that our design solutions are merely scenarios within a vast realm of possibility, and by allowing the testing of design ideas in a temporary capacity, we can move toward the creation of places that more appropriately respond to a site's intangible qualities. Whether or not a given idea is appropriate for a particular site is unimportant - what matters is the attempt. *What matters is taking action and implementing ideas now.*

Although this project has evolved considerably over the last several months, a common thread between each iteration of my thesis statement has been a desire to address the weakness of masterplans. Masterplans, although often effective as planning tools or as a means of envisioning the long-term goals of a particular area, are inadequate in their provision of affordable short-term solutions that address a community's immediate needs.

This desire to offer a solution to the weakness inherent in masterplans, coupled with an interest in the seemingly untapped social benefits of food trucks and temporary urban interventions, has led to the Master's project and report described within these pages.

// 0.1 Project Framework

The diagram at left illustrates the overall process followed to complete this Master's project and report. Although it is specific to this project, the Investigate, Identify, Imagine process reflects a design process that has been cultivated throughout my years as a student of landscape architecture.
(graphic by author)

“When viewed from a sufficient distance, any use is temporary.”

//Florian Haydn and Robert Temel, 2006

01

INTRODUCTION

This chapter introduces foundational aspects of //fluxspace. It begins with a discussion of the genesis of the project and proceeds through the statement of the dilemma, thesis, and research questions. Finally, it outlines the overall goals of the project.

PROJECT GENESIS

In the fall of 2012, when I first began to explore my options as a member of the Productive Public Space Master's project and report group, my interests were many and varied. Therefore, I was faced with a multitude of potential projects to explore in my final year at Kansas State. Arriving where I have, at the time of this writing, nearing completion on my final project as a student of landscape architecture, has been an exciting yet tumultuous journey filled with a number of detours, moments of epiphany, and multiple iterations of a project definition that has seemingly never ceased to evolve.

Prior to beginning my final year, my interests were predominately centered on urban agriculture and edible landscapes. My preliminary attempts to define an appropriate Master's project were largely the product of a temporary position I held as a project assistant with the College of Architecture, Planning & Design during the summer of 2011. For eight short weeks, a project manager, a colleague, and I were tasked with assembling a design charrette that more than 110 landscape architecture and regional & community planning students would undertake during the first few days of the fall semester. The design charrette that we developed, which we branded OneLunch, centered on a single question: If Kansas State University wanted to grow enough food to feed everyone on campus one lunch, what would the campus landscape be like? With the design charrette a success and my fascination with urban agriculture and edible landscapes continuing to grow, I felt confident that I would be able to more than adequately define an appropriate Master's project during our Research Methods course in the fall of 2011.

During our Research Methods course, I quickly jumped into defining a project centered on urban agriculture. At the completion of the course, I remained confident that I would be more than able to define and execute a formidable Master's project on urban agriculture.

In the fall of 2012, I returned to Kansas State following my seven-month professional internship with the Office of Design & Construction Management at The University of Kansas. As a member of the Productive Public Space Master's project and report umbrella group, with four talented colleagues beside me and a more-than-capable major professor at the helm, I had a newfound zeal for my project and was excited to move forward with developing a final proposal. Then, a reality check.

As I began more seriously reviewing the relevant literature, I soon came to realize that very few topics that would be appropriate to a Master's-level project and report remained untitled within the realm of urban agriculture. Disappointed, I scrambled to develop an appropriate project definition. I toyed with a number of project ideas, including developing a website for children centered on learning about fruits and vegetables. Beginning to feel as if I were at sea in a realm of (sometimes ill-conceived) possibilities, I was reassured when I was presented with a unique opportunity in our Environmental Landscape Planning course. Our class, which had been conducting research and working in Geographic Information Systems (GIS) software to define the ecological footprint of Jackson County, Missouri, was given the opportunity to explore a topic of our own interest and conduct a relevant suitability analysis within GIS. Somewhere within my reading, I had come across an article which mentioned the difficulty that mobile food vendors often face in finding suitable, legal sites.

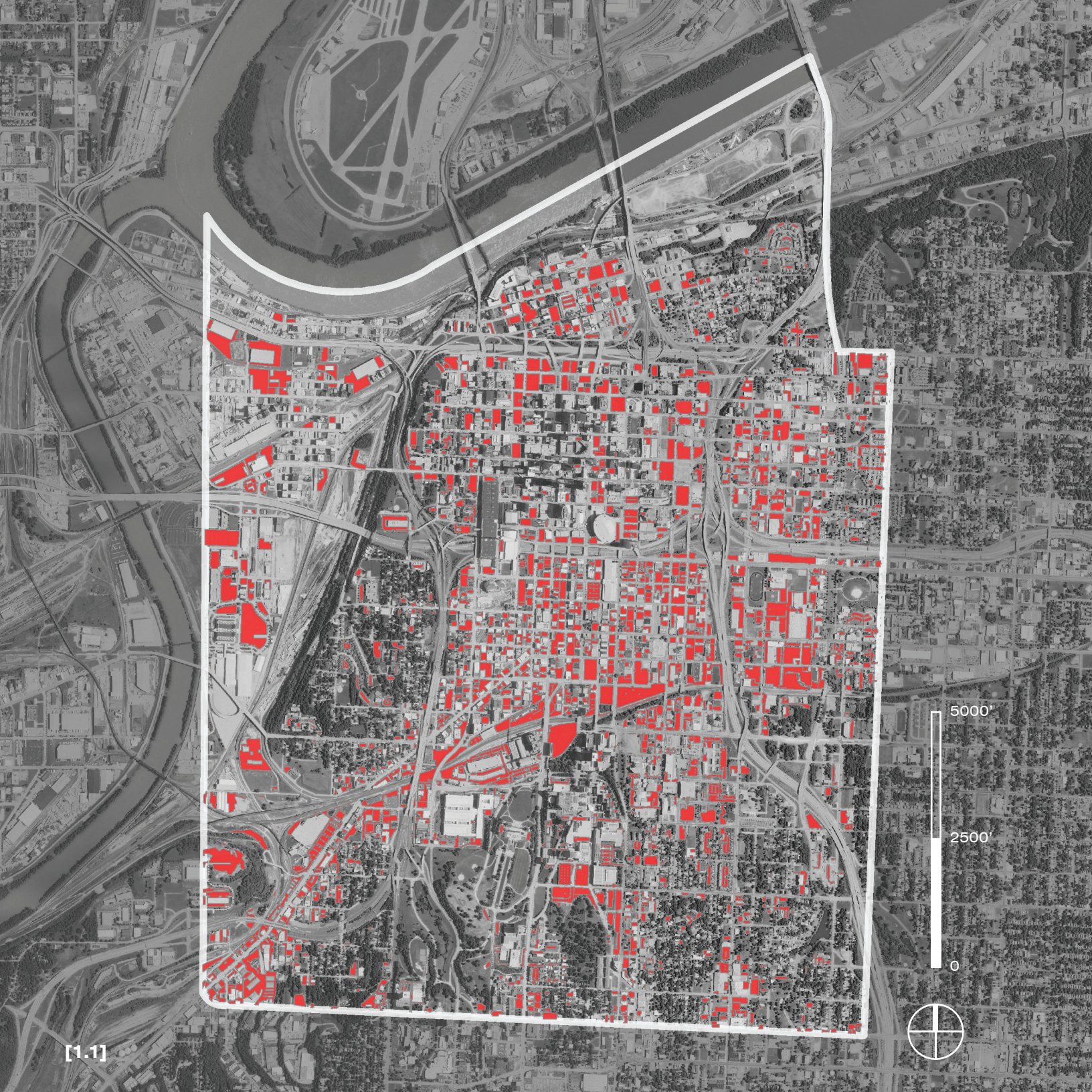
Upon generating a suitability analysis for Jackson County, Missouri that synthesized a number of key factors to identify new, suitable locations for mobile food vending, I felt I had the first steps toward a successful Master's project underway. Then, another reality check.

While I felt convinced that a suitable project would emerge by simply scaling up my work in Environmental Landscape Planning to a larger area of study (perhaps somewhat outlandishly I indicated that my project would encompass the entire nine-county Mid-America Regional Council district enveloping Kansas City), I soon discovered that (a) my analysis methods lacked sufficient rigor for a Master's project and report, (b) my Master's project was somewhat mundane and uninspired, and (c) the scale of my analysis was, as one concerned faculty member put it, "huge."

As I returned to the drawing board once more (at this point rather late in the game), I was simultaneously discouraged and inspired to continue my efforts to develop an appropriate proposal. As I returned to the literature and continued my review of all things mobile food vendor-related, I soon realized there was a foundational aspect of mobile food vending activity that I had simply overlooked: their temporality.

At first, my broad interest in temporality remained linked to the identification of spaces for mobile food vending activity. However, as my project developed, it came to more holistically engage the creation of temporary spaces in urban environments, specifically in downtown Kansas City, Missouri (an area of interest much more manageable than the previous nine-county behemoth). Perhaps more important, it has come to consider the potential of the food trucks, which had initially piqued my curiosity, to activate temporary spaces and lead to the creation of more socially productive environments.

Despite the difficult journey, the experience leading up to this Master's project and report has been an educational one. I have come to appreciate the value of iterative thinking, but perhaps more important, I have learned to accept the associated reiterations as part of the process of developing a richer Master's project and report.





Surface parking lot

DILEMMA

// A Development Boom and a Masterplan

Downtown Kansas City, Missouri is in the midst of an urban renaissance. Kansas City's downtown core has experienced a construction boom within both the private and public sectors in excess of \$4.5 billion over the past several years, a level of development not seen since the founding of the city (CVA 2012). Approved in 2010, Kansas City's Greater Downtown Area Plan (GDAP) was created to help guide the future transformation and development of the city. Despite its long-term vision for Kansas City's future, and specific goals including *activating the public realm* and *fostering a strong urban community* (City Planning et al. 2010), the GDAP fails to address opportunities for short-term, interim place-making. Yet, temporary gatherings are a critical aspect of fostering and sustaining a sense of 'place.'

// An Underutilized Urban Resource

Surface parking lots comprise more than 20 percent of downtown Kansas City's total land cover (MARC). Despite the numerous long-term environmental, economic, and social impacts that surface parking lots present, including increased stormwater runoff and decreased stormwater infiltration and surface albedo, they also present a significant urban resource in the short-term. These underutilized urban surfaces have the potential to become active components of Kansas City's urban culture, generating benefits beyond the mere provision of parking. Kansas City's surface parking lots, if programmed with temporary amenities, have the potential to become productive surfaces, capable of supporting an emerging urban culture, and filling the gap between immediate social needs and long-term planning goals.

// 1.1 An Underutilized Urban Resource

Opposite page: Surface parking lots within the project area, shown in red. Note: this map represents a conservative estimate of the extent of surface parking within the project area. (map by author)



// **1.2** Food Truck Festival
 Opposite page: the Dallas-Fort
 Worth Food Truck Festival.
 (steevithak 2011)

THESIS

A choreographed system of fluxspaces, activated by the presence of food trucks, will benefit Kansas City's vibrant, emerging urban culture by providing temporary activities and amenities that foster social interaction and chance encounters.

PRIMARY RESEARCH QUESTION

Are there opportunities within Kansas City's existing urban fabric to accommodate temporary interventions? If so, how might these new temporary places be programmed to activate their use?

SUPPORTING RESEARCH QUESTIONS

How can temporary interventions be choreographed to complement major cultural events in Kansas City?

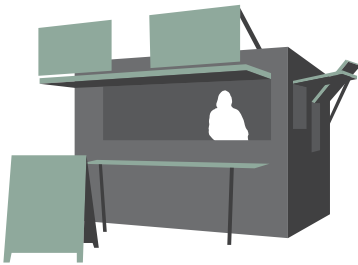
How can temporary interventions be designed to remain cost-effective, simple to implement, and replicable?

What amenities and/or events should be incorporated in temporary fluxspaces to generate renewed and sustained community interest?

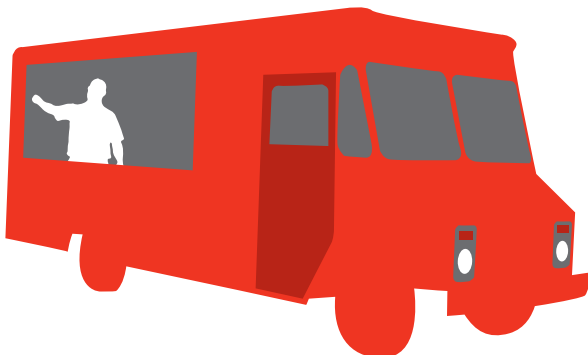
Can a framework be designed that allows other cities or municipalities to implement systems of fluxspaces?



[FOOD CART]



[FOOD SHACK]



[FOOD TRUCK]

// 1.3 Three Types of Food Vending Establishments

Top left: The food 'cart.' These establishments typically vend such fare as hot dogs, pretzels, and roasted nuts.

Left, middle: The semi-fixed food 'shack.'

Bottom left: The food truck. The most mobile of the three types of food vending establishments, food trucks offer a wide variety of food; this is the type of food vending establishment with which this project is exclusively concerned. (graphic by author)

WHY FOOD TRUCKS?

Mobile food vending activity, particularly that of food trucks, has demonstrated itself as having a number of social and economic benefits. The purpose of this section is to more clearly explain the justification for using food trucks as social catalysts in the proposed interventions described within this report. Because the focus of this project is enhancing social vibrancy within downtown Kansas City, this section will focus primarily on the potential social benefits that food trucks offer.

// Social Benefits

Before describing food trucks' potential as social catalysts, it is important to note one critical characteristic of food trucks that differentiates them from food carts and food shacks (see Figure 1.3 at left). The difference is that, because of their mobility, food truck owners are notorious for using social media as a means of connecting with customers and keeping them up-to-date on their whereabouts. Over the past few years, food truck owners have become increasingly sophisticated in their use of social networking sites, including Twitter and Facebook, to announce their vending location to customers or 'followers.' As Heather Shouse states in *Food Trucks: Dispatches and Recipes from the Best Kitchens on Wheels*, "[...] with the advent of Twitter, legions of chowhounds are kept in the loop with updates of [food trucks'] travels" (2011). This important characteristic of food trucks has played a central role throughout this project, and its contribution to the ideas presented in this report is discussed in more detail in Chapter 3: Identify.

The principal social benefit offered by food trucks is their ability to mobilize large numbers of people to a given location almost spontaneously, effectively creating instant gatherings. This benefit is of most interest to this study. The locations that food trucks frequent most often represent social 'hot spots' within the city. Again, the food truck owners' use of social media, particularly Twitter, plays a key role in fostering these spontaneous gatherings. This act is particularly significant because spontaneous

gatherings can generate a 'critical mass' of citizens. This critical mass, which in the case of food trucks may number in the dozens or even hundreds, represents a significant body of users that could potentially activate the spaces that this project proposes. The presence of these individuals also represents a greater likelihood for chance encounters or spontaneous social interaction.

Another social benefit offered by food trucks is tied to increased safety. The presence of food trucks adds "eyes on the street," from the food truck owners themselves as well as their customers (Beresky 2011, 32). This benefit may be particularly meaningful in areas that lack a significant public presence, or in areas that are blighted or neglected in some way.

// Economic Benefits

The principal economic benefit fostered by the presence of food trucks is simply that they generate "increased foot traffic" in the areas they occupy (Ben-Joseph 2012, 129). This increased pedestrian presence represents an economic base of potential customers for not only the food trucks themselves but for surrounding businesses and commercial areas as well (Beresky 2011, 32).

Food trucks stimulate commercial activity in nearby existing commercial centers, but they also offer the potential benefit of creating jobs tied to various "support businesses," including "garbage haulers, gray water removal companies," and even companies that provide delivery of food truck goods (Beresky 2011, 33).

Another potential economic benefit presented by food trucks is to the food truck owners themselves. As an alternative to brick-and-mortar establishments, food trucks are a comparatively cheap way to operate a restaurant, with lower startup costs and reduced staff needs.

WHY TEMPORARY?

The inherent value of temporary activities and amenities has been well-documented by a number of authors. It is important to note a distinction in the literature between those uses that are regarded as 'temporary' and those that are seen as 'interim,' or merely stop-gap measures toward permanent use. Authors who speak primarily to the value of the 'temporary' seek to remind us, as this project does, that temporary uses have value in their own right, and should not be regarded as "merely a substitute for the fully adequate" (Haydn and Temel 2006, 55).

// Temporary Use and Masterplanning

Even though this project proposes a strategy that would work in concert with Kansas City's Greater Downtown Area Plan, it should be noted that numerous authors promote temporary use as either the opposite of or even an alternative to masterplanning. These authors point to the tactical and opportunistic nature of temporary use, as well as its trial-and-error urbanism. In *Temporary Urban Spaces: Concepts for the Use of City Spaces*, Florian Haydn and Robert Temel assert, "Temporary use is the opposite of the master plan: it starts out from the context and the current condition, not from a distant goal; it seeks to use what already exists rather than inventing everything anew; it is concerned with small places and brief spans of time as well as the conditions at various points in time" (Haydn and Temel 2006, 12). They continue, "[...] In contrast to master plans, [temporary uses] always permit a trial-and-error approach. They offer an opportunity to learn from initial steps and, if necessary, go back a little and set off on a different path" (Haydn and Temel 2006, 59). However, this project is not concerned with testing programs on a site to identify an appropriate future or permanent use. The value of the interventions proposed within this report lies not in their potential to transform into permanent uses, but in their inherent ability to spark activity, generating new gathering spaces, unlocking the potential of sites immediately, and imparting a social message.

// Benefits of Temporary Use

There are a number of distinct benefits of temporary use. The first is the ability of such use to "unlock the potential of sites now, rather than in 10 years' time" (Bishop and Williams 2012, 3). Because of their immediate nature, temporary acts have the advantage of teasing out the latent social and economic potential of sites in the short-term; this lies in contrast to the master plan, for instance, which may take several years to extract the full social and economic potential of sites. One of these social benefits is the ability of temporary use to create instant gathering spaces. Because of their limited duration, temporary spaces as gathering spaces have a unique appeal that, much like the presence of mobile food vendors, is likely to attract spontaneous groups of users.

Temporary acts can also instigate action and be socially and/or politically provocative. Michael Mellauner touches on this advantage of temporary use in *Temporary Urban Spaces*: "Temporary spaces are models for a form of appropriation based on civic initiative; they provoke a clandestine revolt [...] Realized projects contain an explosive power. They provoke the question 'Why not here too?'" The knowledge something can be implemented mobilizes sleeping giants" (Haydn and Temel 2006, 15).

A third advantage of temporary use is the potential for re-purposing materials that may otherwise contribute to an already-burdened waste stream. Because of their opportunistic nature, temporary uses represent a significant opportunity to harvest wasted, unwanted, or surplus materials and re-purpose them in temporary activities and amenities.

GOALS

// Overall

- Promote temporary acts as a viable approach to creating socially-rich urban 'places.'
- Improve the perception of surface parking lots by illustrating their potential as socially and economically productive spaces.
- Design a strategically-planned system of temporary spaces without sacrificing the spontaneity of temporary uses.
- Maintain a strong social and/or political message within the proposed temporary spaces.
- Design prototypes of temporary spaces that can be generalizable to other urban areas.

// Social

- Design spaces that provide ample opportunities for gathering and socializing. Increase the possibility of chance social encounters.
- Provide activities and amenities for a wide variety of users through dynamic programming.

// Environmental

- Increase the presence of shade in otherwise barren hardscape environments.

// Economic

- Create a thin 'crust' of seasonal commercial activity.

“Masterplans are too controlling and leave little space for the whimsical or the unexpected.”

//Peter Bishop and Lesley Williams, 2012



02

INVESTIGATE

This chapter provides relevant background information to strengthen the reader's understanding of the project site. It also includes a discussion of the municipal policy relevant to this project, a summary of Kansas City's GDAP, and a handful of precedent studies.

Missouri River

State Line Rd

Woodland Ave

31st Street

670

670

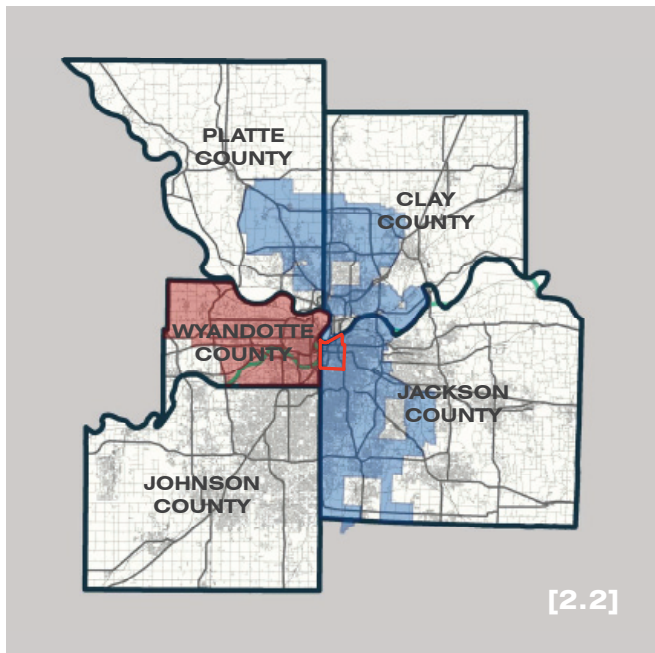
70

70

35

71





THE PROJECT AREA

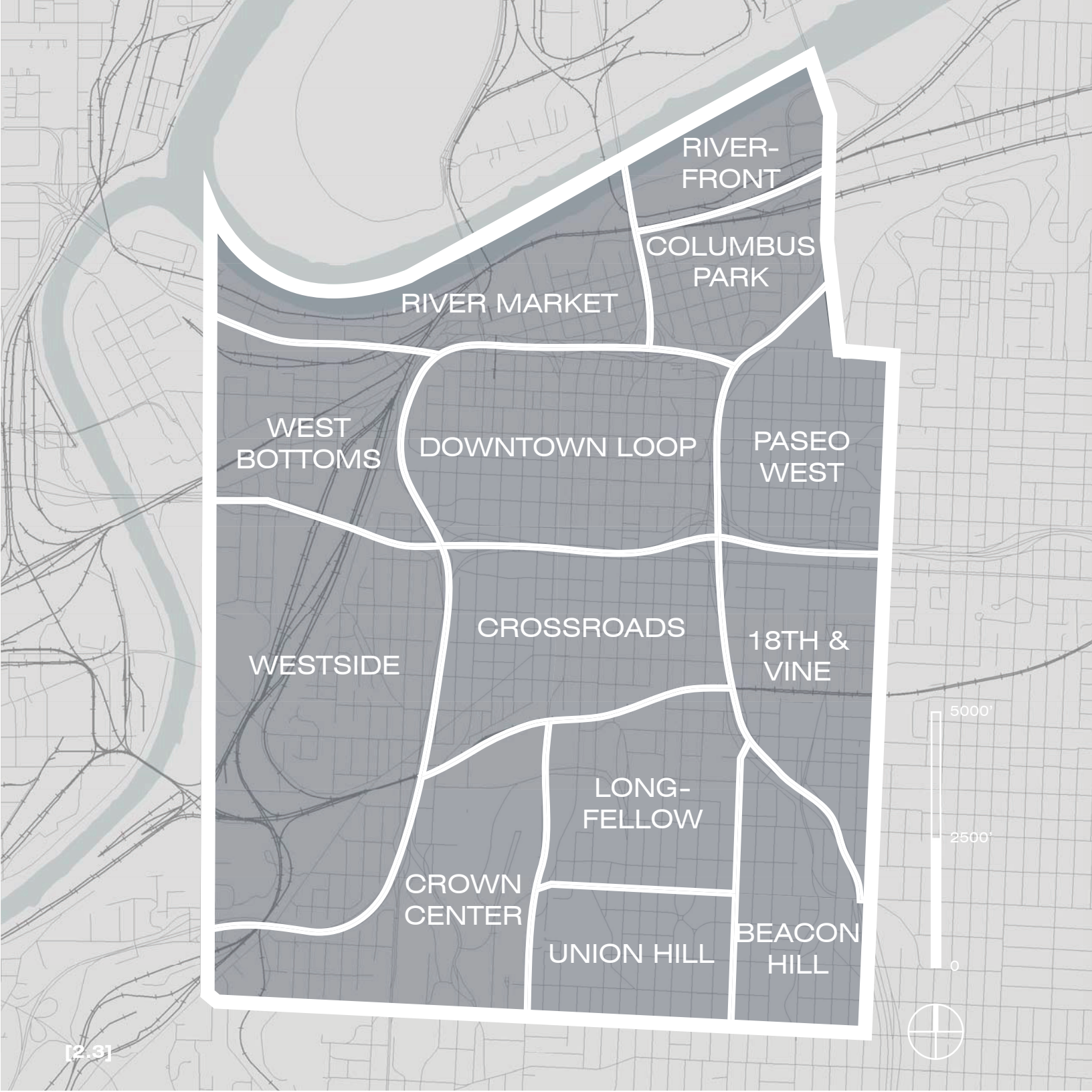
The area of interest for this project encompasses more than 4700 acres, and is defined primarily by the boundary for the greater downtown area of Kansas City, with the area north of the Missouri River being excluded; this area is excluded because it consists of the downtown airport and the neighborhood of Harlem, which has a limited population, and thus offers little potential for this project. This leaves a project area bounded by the Missouri River to the north, 31st Street to the south, State Line Road to the west, and Woodland Avenue to the east. The project area is bisected by numerous highways, including Interstates 70, 670, 35, and 71. Kansas City's central business district falls squarely within the center of the project area, within the downtown 'loop.' In addition to the Missouri River, another major physiographic feature of the project area is the steep bluff west of the downtown 'loop' (see Figure 2.4). A number of locally and nationally significant activity centers and landmarks fall within the project area (see Figure 2.5).

// 2.2 Site Context

Above: Context for the area of interest, shown in orange.
 The area shown in blue is the municipal boundary for the City of Kansas City, Missouri, while the area shown in red is the municipal boundary for the City of Kansas City, Kansas. The counties shown are Platte, Clay and Jackson on the Missouri side, and Wyandotte and Johnson on the Kansas side.
 (map by author)

// 2.1 Project Area

Opposite page: The project area.
 (map by author)



RIVER-FRONT

COLUMBUS PARK

RIVER MARKET

WEST BOTTOMS

DOWNTOWN LOOP

PASEO WEST

WESTSIDE

CROSSROADS

18TH & VINE

LONG-FELLOW

CROWN CENTER

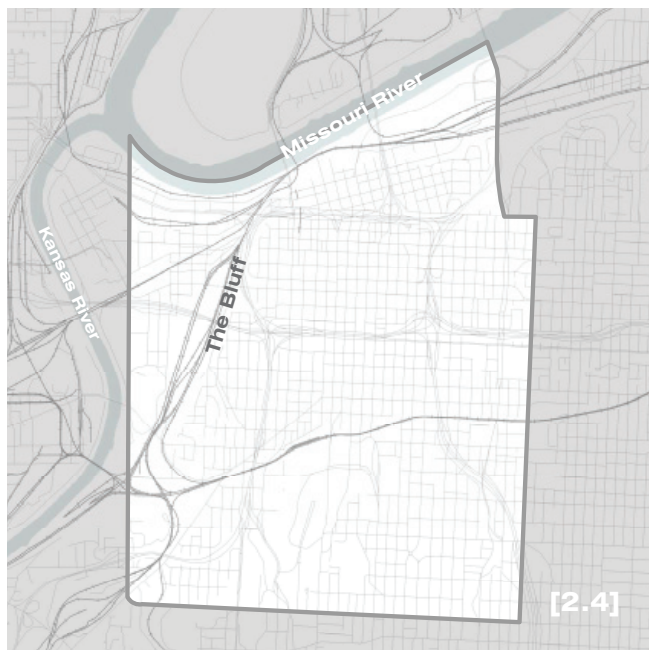
UNION HILL

BEACON HILL

5000'

2500'

0



// 2.4 Site Physiography
 Above: Major physiographic features of the project site and immediate area include the Missouri River, Kansas River, and the bluffs to the west of the downtown loop. (map by author)

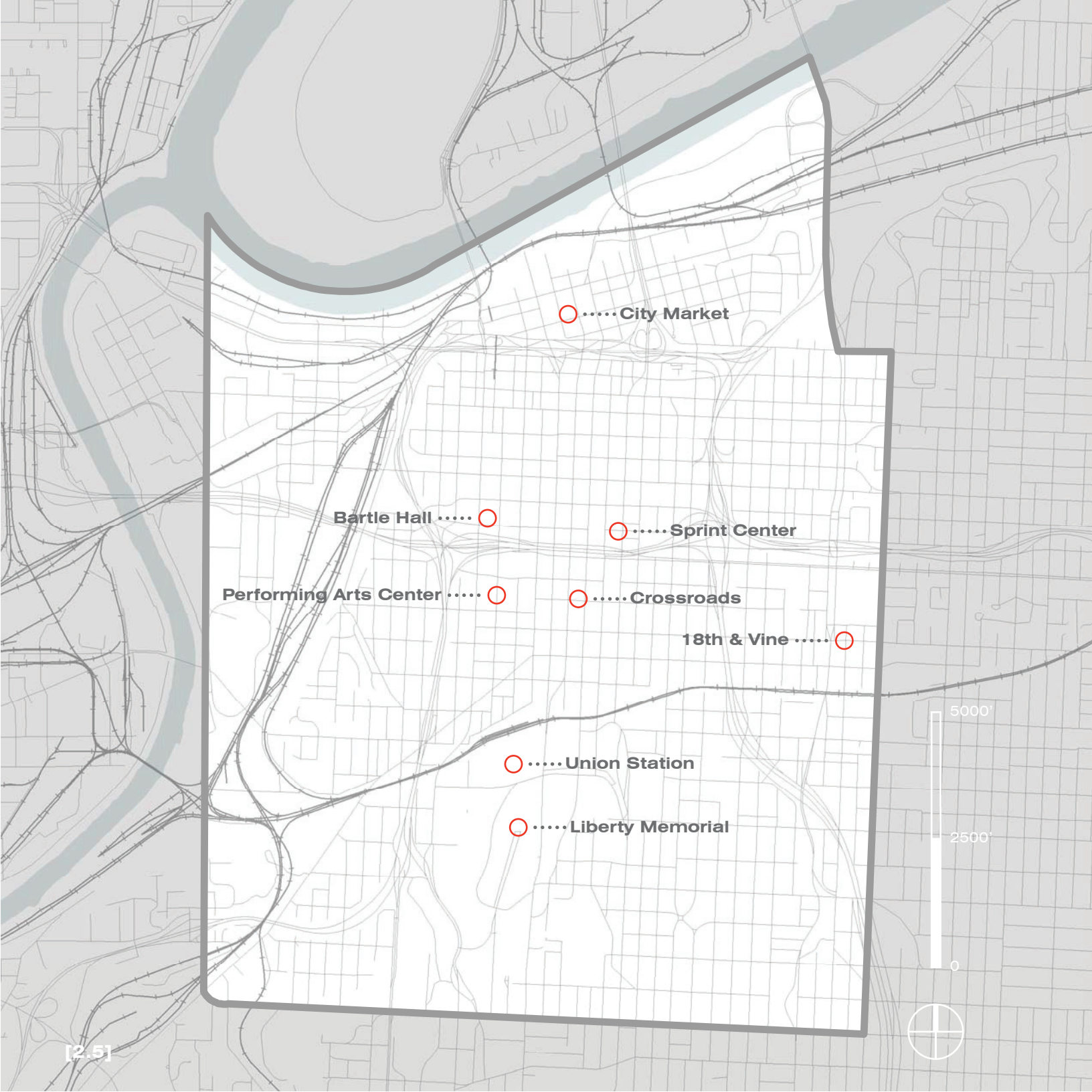
// 2.3 Site Neighborhoods
 Opposite page: The 13 districts that fall within the project area. This map is meant to serve as a reference for those readers who may be less familiar with the Kansas City area, as these neighborhoods will sometimes be referred to within this document. (map by author)

DISTRICTS

There are a total of 13 different districts within the project area. North of the downtown loop are the River Market, Riverfront, and Columbus Park districts. The area within the loop is considered its own district, with the West Bottoms district to the west, and Paseo West to the east. South of the loop is the Crossroads district, with the Westside neighborhood to the west and the 18th and Vine district to the east. Further south are the Crown Center, Longfellow, Union Hill, and Beacon Hill districts.

PHYSIOGRAPHY

The most significant physiographic features of the project site include the Missouri River, which bounds the project area to the north, and the bluffs within the western portion of the project area that separate the Westside neighborhood from the West Bottoms district. Additionally, the Kansas River lies just west of the project area, and coalesces with the Missouri River at the northwestern corner of the site.



.....City Market

Bartle Hall

.....Sprint Center

Performing Arts Center

.....Crossroads

18th & Vine

.....Union Station

.....Liberty Memorial

5000'

2500'

0

ACTIVITY CENTERS & LANDMARKS



[2.5a]

// City Market

A farmer's market, City Market is the main attraction within the Kansas City River Market district, "a vibrant and friendly community [...] rich with history and culture" (River Market Community Association 2010).



[2.5b]

// Bartle Hall

Home to the Kansas City Convention Center, Bartle Hall is a regional attraction as well known for its distinctive architecture as it is for the events it hosts (Kansas City Convention 2012).



[2.5c]

// Performing Arts Center

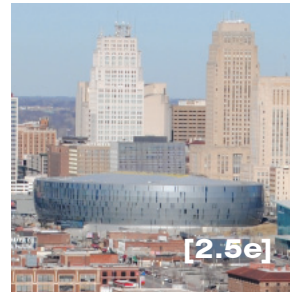
The newly-completed P.A.C. seeks to "enrich the lives of everyone in the community through extraordinary and diverse performing arts experiences" (Kauffman Center 2012). Its unique architecture rivals that of Bartle Hall.



[2.5d]

// Union Station

A thriving train station in its heyday, Union Station is now a popular regional destination, as its many rooms are filled with a variety of unique shops and restaurants (Kansas City Union Station 2013).



[2.5e]

// Sprint Center

A dominant feature of the Kansas City skyline, the Sprint Center was completed in 2007 and hosts dozens of sports events and performances throughout the year (Sprint Center 2013).



[2.5f]

// Crossroads

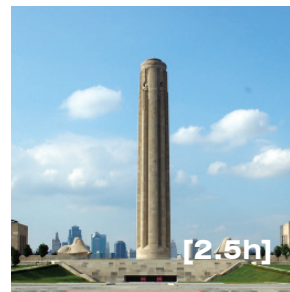
"Home to more than 400 local artists and 100 independent studios, the Crossroads Arts District is one of the most concentrated gallery districts in the nation" (KC Crossroads 2013).



[2.5g]

// 18th & Vine

Located just east of the downtown loop, the historic 18th & Vine district is home to a number of unique attractions, including the American Jazz Museum and Gem Theatre, shown here.



[2.5h]

// Liberty Memorial

Besides dominating the skyline south of the central business district, Liberty Memorial is also the site of the nation's only WWI museum.

// 2.5 Activity Centers

Opposite page: This map shows the location of major activity centers within the project area. (map by author)

KANSAS CITY'S GREATER DOWNTOWN AREA PLAN – A BRIEF OVERVIEW

The purpose of this section is to provide a brief overview of Kansas City's Greater Downtown Area Plan, which has shaped this project's stated dilemma – that the GDAP fails to provide short-term solutions to address the need for temporary gathering spaces within the downtown area in its attempt to create 'place.'

Kansas City's Greater Downtown Area Plan (GDAP) was prepared by a team including the Kansas City Planning and Development Department, BNIM, El Dorado Inc., Taliaferro & Browne Inc., HDR, KC Consulting, ETC Institute, and Architectural & Historical Research. Passed in March 2010, the GDAP asks the reader to "envision a Downtown Kansas City that is recognized as the premier location to live, work, and play" (City Planning et al. 2010, 5). To facilitate this vision, the GDAP outlines a comprehensive vision for the future of Kansas City, centered on five primary goals. The five overarching goals are to (a) Create a Walkable Downtown, (b) Double the Population Downtown, (c) Increase Employment Downtown, (d) Retain and Promote Safe, Authentic Neighborhoods, and (e) Promote Sustainability. The GDAP includes a significant number of recommendations, or strategies, to address these goals; recommendations are outlined within seven key sections of the GDAP: land use, public realm, transportation, infrastructure, housing and neighborhood identity, revitalization and economic development, and education. Included below are a few of the findings and recommendations of the GDAP that are more relevant to the ideas presented in this project:

- "Promote sustainable development standards and incentives in the development code including provisions for: Creating provisions for urban agriculture" (City Planning et al. 2010, 22).
- "Residents were asked about the use of public spaces in the downtown area and the uses that were most important to them. #3: additional landscaping, trees, pocket parks. #4: public plazas and *gathering spaces*" (City Planning et al. 2010, 26).
- "Encourage, through incentives and Zoning and Development Code requirements, the creation of pocket parks or similar *small amenities* in pedestrian priority zones" (City Planning et al. 2010, 32).

Overall, although the GDAP does acknowledge the need to increase the presence of public gathering spaces Downtown, and even indicates support for initiatives such as urban agriculture, it falls short in offering specific, short-term solutions that can address their goals immediately. Despite its merits, the GDAP remains a long-term visioning document excessively focused on sweeping proposals and comprehensive solutions that do little to acknowledge the subtleties of Kansas City's urban vitality. Interestingly, neither the word 'temporary' nor 'food' is mentioned once within the GDAP's 100+ pages.

POLICY OVERVIEW

There are two primary areas of municipal policy with which this project is concerned: (a) code pertaining to mobile food vending operations within urban areas, and (b) code concerning temporary interventions or uses. The purpose of this section is to (a) provide a brief overview of the existing applicable policies in both of these areas within Kansas City, Missouri, and (b) provide an overview of the policies surrounding mobile food vending activity in the city of Chicago, IL, to provide an example of current policy that is functioning well in some regards but failing in others. See Appendix D for the applicable sections of code for each of the items discussed below.

// Mobile Food Vending Activity

With the recent explosion in popularity of food trucks, municipalities are being forced to adapt or die in terms of successfully accommodating food vendors. While the municipalities of some cities, including Los Angeles (where mobile food vending has long been popular), New York, and Austin seem to be accommodating mobile food vendors quite well, others, including Chicago and Kansas City, have been slow to come around.

The need to accommodate food vendors within municipal policy is driven by a long history of restrictive policies surrounding street vending. In 1988, William H. Whyte proclaimed in his book *Rediscovering the Center*, that “virtually all street vending is illegal [...] [street vendors are] banned from almost anywhere” (Whyte 1988, 27). Obviously, the specific laws that prohibited street vending in business districts, light commercial areas, narrow sidewalks, crosswalks and bus stops in the late 1980s have since evolved into something else of been eliminated altogether, but the restrictive nature of many laws pertaining to street vending has not. An article entitled “An Analysis of Public Health Policy and Legal Issues Relevant to Mobile Food Vending,” which appeared in the November 2010 issue of the *American Journal of Public Health*, called out several municipalities where food vending is limited through

municipal policy. In Philadelphia, code refers to specific streets where food vendors are permitted to operate. In Phoenix, San Antonio, and San Diego, vendors are prohibited from operating near schools during the day. In Chicago, vendors are forbidden to locate within 1000 feet of the Maxwell Street Market. In still other cities, vendors are commonly required to move after being in place for a length of time (Tester et al. 2010, 2042).

As with most policies, Kansas City’s policy concerning mobile food vending activities within the city is largely restriction-driven. In other words, much of the policy concerns clearly defining where street vendors may not operate, as opposed to where they could or should operate. Outside the traditional clauses outlining permit requirements and licensing, the City of Kansas City code contains a number of interesting restrictions. The first of these states that, “Street vendors shall not sell or attempt to sell any item or attempt to make any sale within one block of a school on a day in which school is in session during the 30 minute period preceding school or the 30 minute period after adjournment” (KCMO 2013). Presumably, this is to limit the sale of ‘unhealthy’ food items to minors, and although it does not restrict mobile food vending operations to the degree that other restrictions do, it is of interest. The next clause restricting vending locations has perhaps the greatest implications for this project. It states, “Street vendors shall not sell, hawk or peddle, or offer to sell, hawk or peddle any service or item within 50 feet of a public entrance of an established business offering similar products to the public during the hours that the business is open to the public. For purposes of this article, one cannot sell, hawk, or peddle food items within 50 feet of a restaurant, deli, cafeteria, or other eating establishment selling food items during the time that it is open for business” (KCMO 2013). While this is not of great concern to ongoing mobile food vending activity within Kansas City, it is unfortunate that the city has elected to include this clause, especially when one considers that much literature supports the claim that mobile food vending operations support the patronage of brick-and-mortar restaurants by increasing food

traffic in the area (Ben-Joseph 2012, 129). In addition to these provisions, the code prohibits street vending “in or upon any public street now or hereafter designated by the city council as a trafficway, boulevard or parkway” (KCMO 2013).

Overall, while the City of Kansas City, Missouri’s current code concerning mobile food vending operations does not excessively restrict these activities, it also does little to promote them. With the following revisions to the city code, Kansas City could greatly enhance the presence of food vendors in the city, significantly enhancing an already vibrant urban environment:

- Remove the provision restricting mobile food vending within 50 feet of brick-and-mortar restaurants.
- Promote mobile food vending operations in publicly or privately-owned, underused surface parking lots by providing an incentive to food vendors (similar to the provisions of the Kansas City Parks and Recreation Department).

It should be noted that the Kansas City Parks and Recreation Department includes an explicit vending policy that applies to mobile food vendors operating within Kansas City parks and public lands. Although this project does not propose any new vending operations within these areas, the park department’s policy is worth noting. The policy includes a ‘Healthy Vending Guidelines & Requirements’ clause that incentivizes the sale of healthy foods in Kansas City parks by offering qualifying vendors a reduction in the cost of their vending permit. The clause specifies two tiers of qualifying vendors. The first are vendors classified as ‘healthier.’ “Vendors in this category will be required to have 50% of items for sale that adhere to the nutrition guidelines below. ‘Healthier’ food vendors will receive a 50% reduction in the cost of a Parks and Recreation Vending Permit.” The second tier of vendors are those classified as ‘healthiest.’ “Vendors in this category will be required to have

75% of items for sale that adhere to the nutrition guidelines below. ‘Healthiest’ food vendors will receive a ‘roaming’ Parks and Recreation Vending Permit for \$500. ‘Roaming’ permits allow vending in three parks, based on availability, with one permit. ‘Roaming’ permits do not guarantee exclusive rights to any one park” (Kansas City Parks and Recreation 2006). While the Kansas City Parks and Recreation Department’s policy pertaining to mobile food vending operations does not apply to the system proposed by this project, it does represent an innovative model of a policy structure that the City of Kansas City, Missouri itself could look to in the future. The primary implication of a policy like that of the Kansas City Parks and Recreation Department is increasing access to nutritious food in, for example, urban food deserts (Tester et al. 2010, 2042). The park department’s inclusion of a ‘roaming’ permit incentive is particularly noteworthy, as mobility is critical to the system this project proposes.

// Temporary Use

Current policy regarding temporary uses within the City of Kansas City, Missouri is briefly outlined within the Zoning and Development Code of the City of Kansas City, Missouri Code of Ordinances. The code defines a temporary use as “the use of property conducted from an area or structure (e.g., parking lots, lawns, trucks, tents, or other temporary structures) that does not require a building permit and that may not comply with the use or lot and building standards of the zoning district in which the temporary use is located.” It goes on to list activities that are considered authorized temporary uses; these include “Christmas tree and similar holiday sales lots, outdoor carnivals, outdoor concerts and festivals, outdoor religious revivals, construction yards and offices, temporary sales facilities, auctions, and similar uses and activities.” The code also includes a clause concerning a time limit for temporary uses that states, “temporary uses may be permitted for a maximum of 45 days unless the city planning and development director expressly approves a longer time limit” (KCMO 2013).

While Kansas City's current code certainly does not rule out the possibility of implementing a series of temporary interventions, it also does little to facilitate their creation. It is clear in reviewing current policy that certain amendments to Kansas City's code may need to be made to increase the likelihood of success in the proposed system of temporary interventions. The first of these amendments would be to recognize the creation of temporary parks as an authorized use. The second would be to create an exemption that would allow the proposed temporary food parks to remain in place for longer than 45 days. While this second amendment may not be required to facilitate the creation of shorter-term temporary interventions, it would certainly be needed for some of the longer-term interventions that this project proposes. Obviously, a number of other amendments would likely need to be made to not only permit the creation of a system of temporary interventions, but to promote and encourage its ongoing livelihood. That being said, these first two would be most critical in laying the groundwork for future code development concerning temporary interventions.

// **Chicago's Mobile Food Vendor Ordinance**

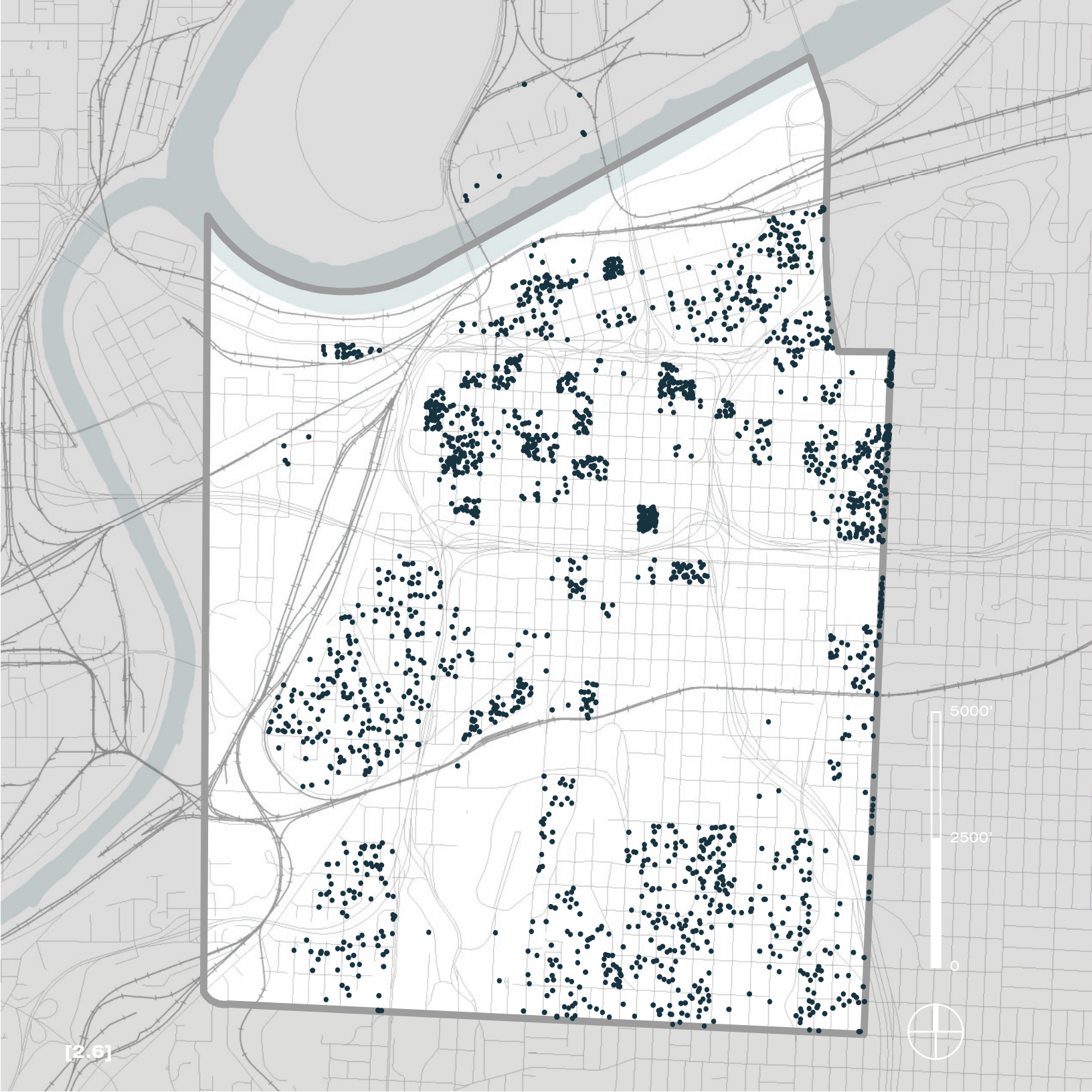
Rather than provide an overview of Chicago's code itself, this section will provide a brief account of the recently- passed Mobile Food Vendor Licensing Ordinance, which already includes many of the restrictions that would pertain to mobile food vendors. Backed by Mayor Rahm Emanuel and passed by Chicago's City Council, the ordinance (actually a series of amendments to the municipal code) was driven primarily by a goal of having fresh produce and meat within one mile of every city resident as a means of easing urban food deserts. The ordinance is being praised by many for its expanded definition of legal food vending activity. According to the City of Chicago website: "The ordinance legalizes expanded food vehicle operations while maintaining public health standards" (Chicago 2013). It legalizes the preparation of fresh food on trucks – something previously prohibited with the old ordinances; it also

extends the legal operating hours for food trucks. Additionally, it legalizes the sale of "whole and uncooked agricultural, plant-based items, including, but not limited to, fruits, vegetables, legumes, edible grains, nuts, spices, herbs, and cut flowers" (Coorens 2012). But for all its merits, the ordinance has also drawn a number of outspoken critics who argue that it significantly limits the activities of food vendors through a handful of new restrictions. The first of these restrictions states that, "No mobile food vehicle shall park or stand such vehicle within 200 feet of any principal customer entrance to a restaurant which is located on the street level with the exception of 12AM-2AM. Mobile food vehicles are not allowed on privately-owned vacant lots, or a lot of a vacant building." The second condition being placed on food vendors concerns equipping trucks with GPS tracking equipment: "Each mobile food vehicle must have a permanently installed Global Positioning System (GPS) device which sends real-time data to any service that has a publicly-accessible application programming interface (API). Device must be fully functioning and activated while the vehicle is operational" (Chicago 2013). Matt Geller, a leading authority on mobile food vending regulations who heads the Southern California Mobile Food Vendors Association, has said, "Chicago's new ordinance that allows cooking on trucks is a step in the right direction. Unfortunately, their 200 foot prohibition harms both the consumer and the burgeoning industry Chicago is trying [to] support" (Linnekin 2012).

While Chicago's new ordinance is, for the most part, a positive impact on the state of mobile food vending activities in Chicago, and their efforts to expand the legality of these activities is admirable, the new restrictions placed on vendors may in the long run have a negative impact on the culture of food vending in Chicago.

INTRODUCTION - SITE INVENTORY

The purpose of this section is to provide background information and context to enhance the reader's understanding of the project area. The maps included in this section outline existing conditions and amenities, including the distribution and density of residents, workers, parks, restaurants, and grocery stores. This section also includes existing infrastructure and land use maps.



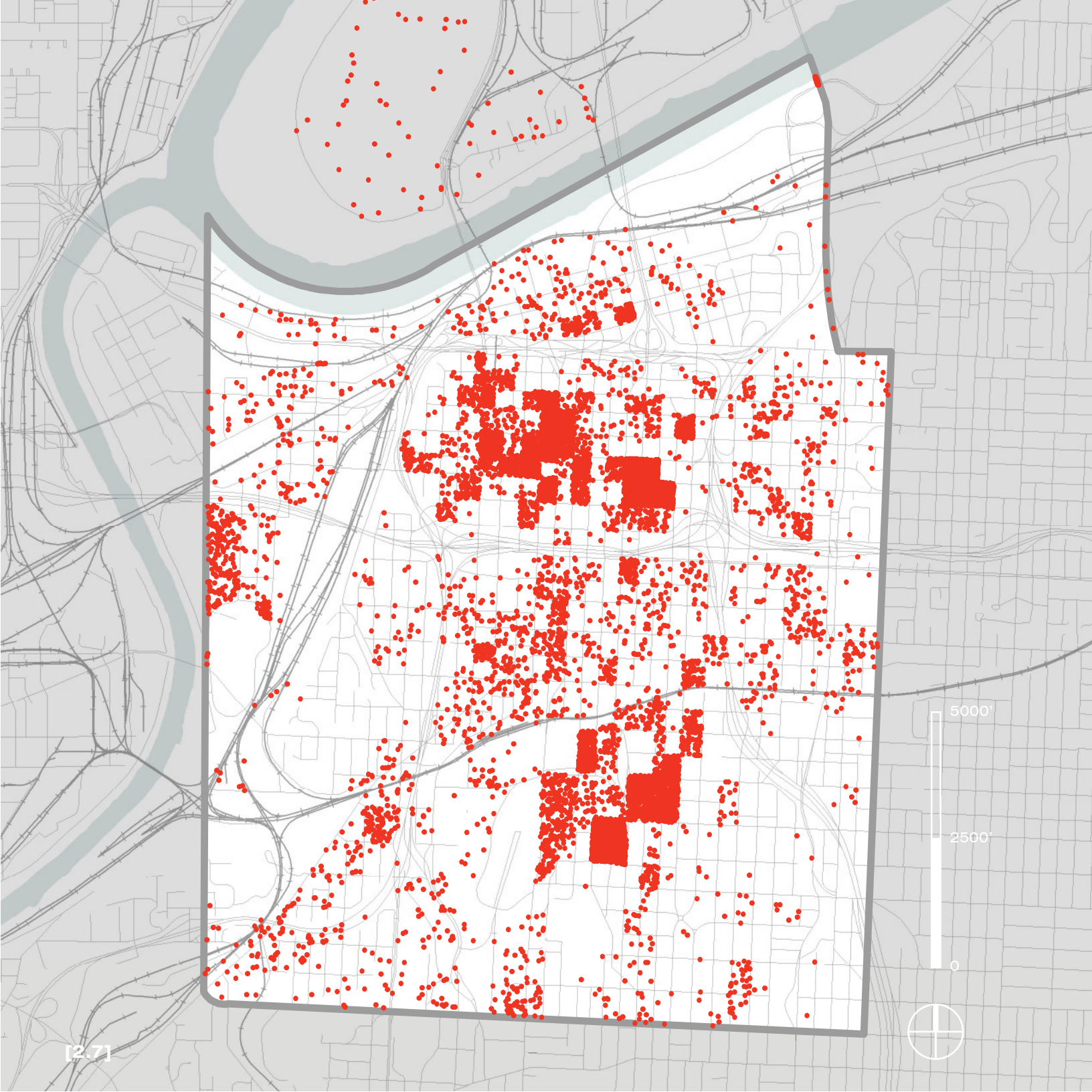
● 10 Kansas City residents

POPULATION DENSITY

As of the 2010 census, the total population within the project area was 21,433. This population was distributed between 337 parcels, with a maximum population of 744 persons within a single parcel. Much of the resident population within the greater downtown area is concentrated in a series of multi-family dwelling units within the downtown loop. The remaining resident population is scattered somewhat evenly throughout the remainder of the project site, with clusters of residents located near the historic 18th & Vine district, and within the Riverfront, Columbus Park, Westside, and Hospital Hill neighborhoods. Note that the West Bottoms district is comparatively void of residents.

// 2.6 Population Density

Opposite page: This map illustrates population density within the project area. (map by author)



● 10 Kansas City employees

// **2.7** Employment Density

Opposite page: This map illustrates employment density within the project area. (map by author)

EMPLOYMENT DENSITY

Employment density within the project area is far greater than resident density. As of the 2010 census, 106,027 individuals were employed within the project area. These employees were distributed between 544 parcels, with a maximum employment density of 12,055 persons within a single parcel. Much of this density is again, concentrated within the downtown loop, where building heights and densities are much greater than the surrounding area. Also of note is a large cluster of employees within the Hospital Hill neighborhood of the downtown area. As its name would suggest, this district is home to a number of area hospitals with large populations of employees and staff. A higher-education medical university in the area also contributes to the spike in this area's employment density.

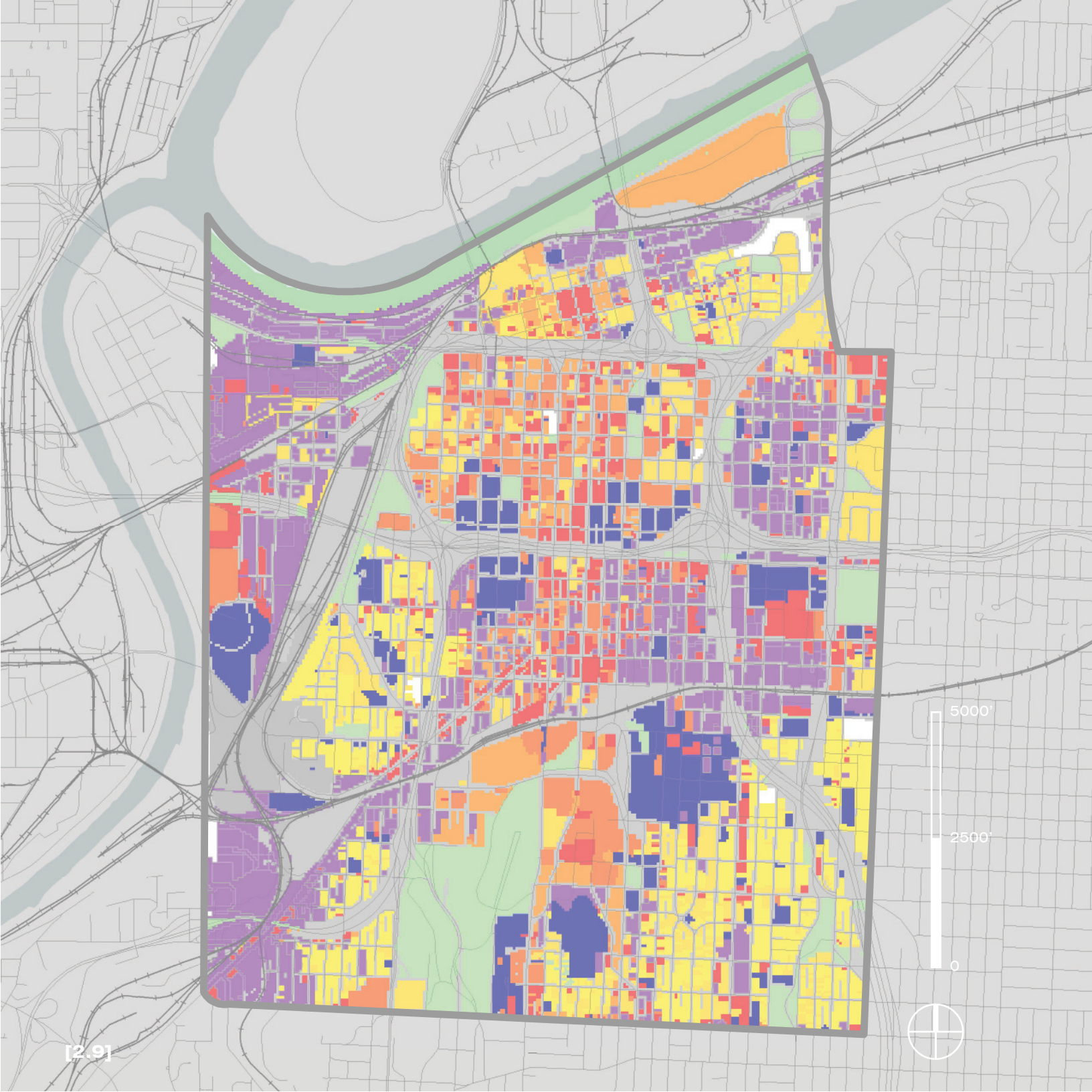











- Building footprint
- Major highway or interstate
- + + Railroad
- Street

INFRASTRUCTURE

Significant existing infrastructure within the project area includes streets, major highways, a number of major railroad corridors, and a significant and varied building stock. Major highways within the project area include Interstates 70, 670, 35, and 71 (see Figure 2.1: Site Map). The project area is bisected by railroad corridors in three separate locations. The first runs east-west across the site between the Crossroads district and Crown Center. This line connects to the Amtrak station at Union Station. The second bisects the site at the base of the bluff which runs north-south along the western edge of the site (see Figure 2.4: Site Physiography), then turns and runs east along the Missouri River. Building stock is most dense within the downtown loop, with much of the industrial building stock concentrated along the riverfront and within the West Bottoms district.

// 2.8 Existing Infrastructure
 Opposite page: This map highlights existing infrastructure within the project area. (map by author)



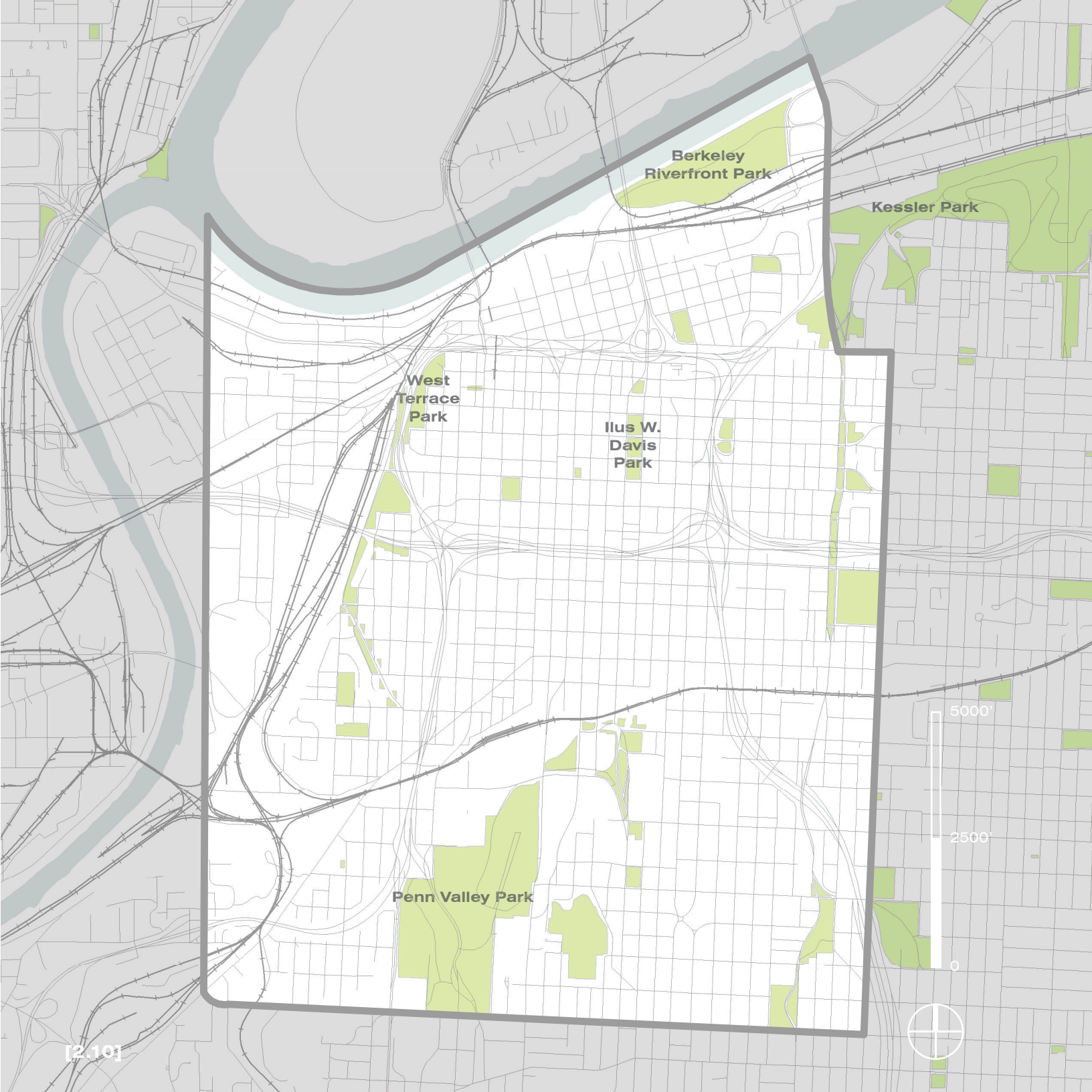
	Commercial
	Industrial/Business Park
	Mixed Use
	Office
	Parks/Open Space
	Public/Semipublic
	ROW
	Multi-Family Residential
	Single-Family Residential

LAND USE

Existing land use within the project area is widely varied, however there are a handful of patterns visible within the land use map at left. Three groups of land uses dominate the map. The first is commercial, mixed use, and office land uses. These uses tend toward the center of the project area, and are more significantly clustered within the downtown loop. The second dominant land use is industrial. This land use occupies much of the area east and south of the downtown loop, as well as the southwest corner of the project site, and the West Bottoms district. Finally, low-density residential land uses dominate the project area within the southeast corner of the project area, the Westside neighborhood, and the Columbus Park and River Market neighborhoods.

// 2.9 Existing Land Use

Opposite page: This map illustrates the existing land use condition within the project area.
(map by author)



Berkeley
Riverfront Park

Kessler Park

West
Terrace
Park

Ilus W.
Davis
Park

Penn Valley Park

5000'

2500'

0



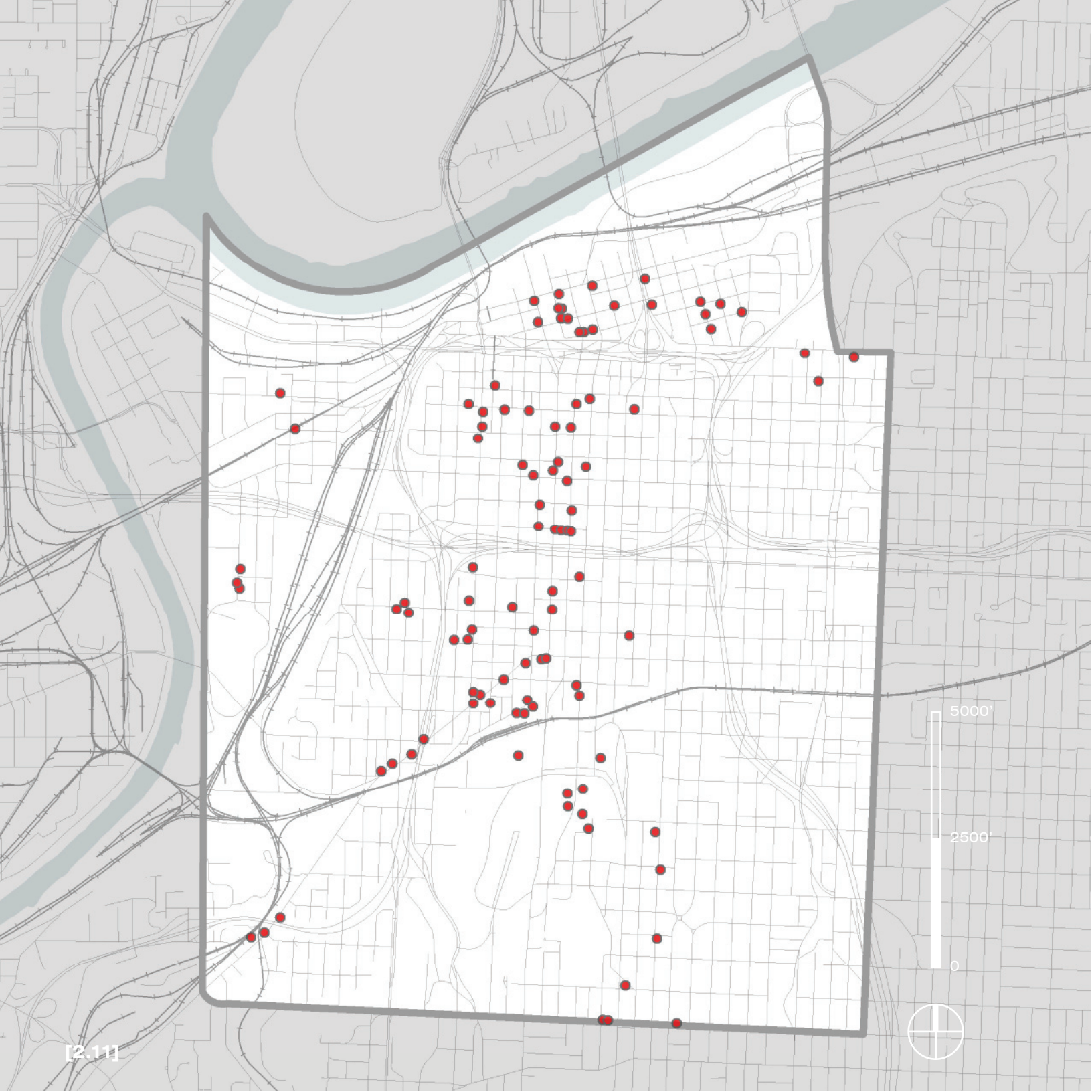
Park or Public Land

// **2.10** Parks

Opposite page: This map highlights parks and public lands within and around the project area. (map by author)

PARKS

Kansas City's parks and boulevards system is historic in its own right. Originally envisioned by pioneer landscape architect George Kessler, Kansas City's public parks remain an important amenity to its residents. One of the more noteworthy parks adjacent the project area is Kessler Park, which encompasses Cliff Drive, the only scenic by-way within an urban area in all of Missouri. Other noteworthy parks within the project area include Berkeley Riverfront Park, West Terrace Park, Ilus W. Davis Park, and Penn Valley Park, which encompasses the Liberty Memorial and WWI Museum.



[2.11]

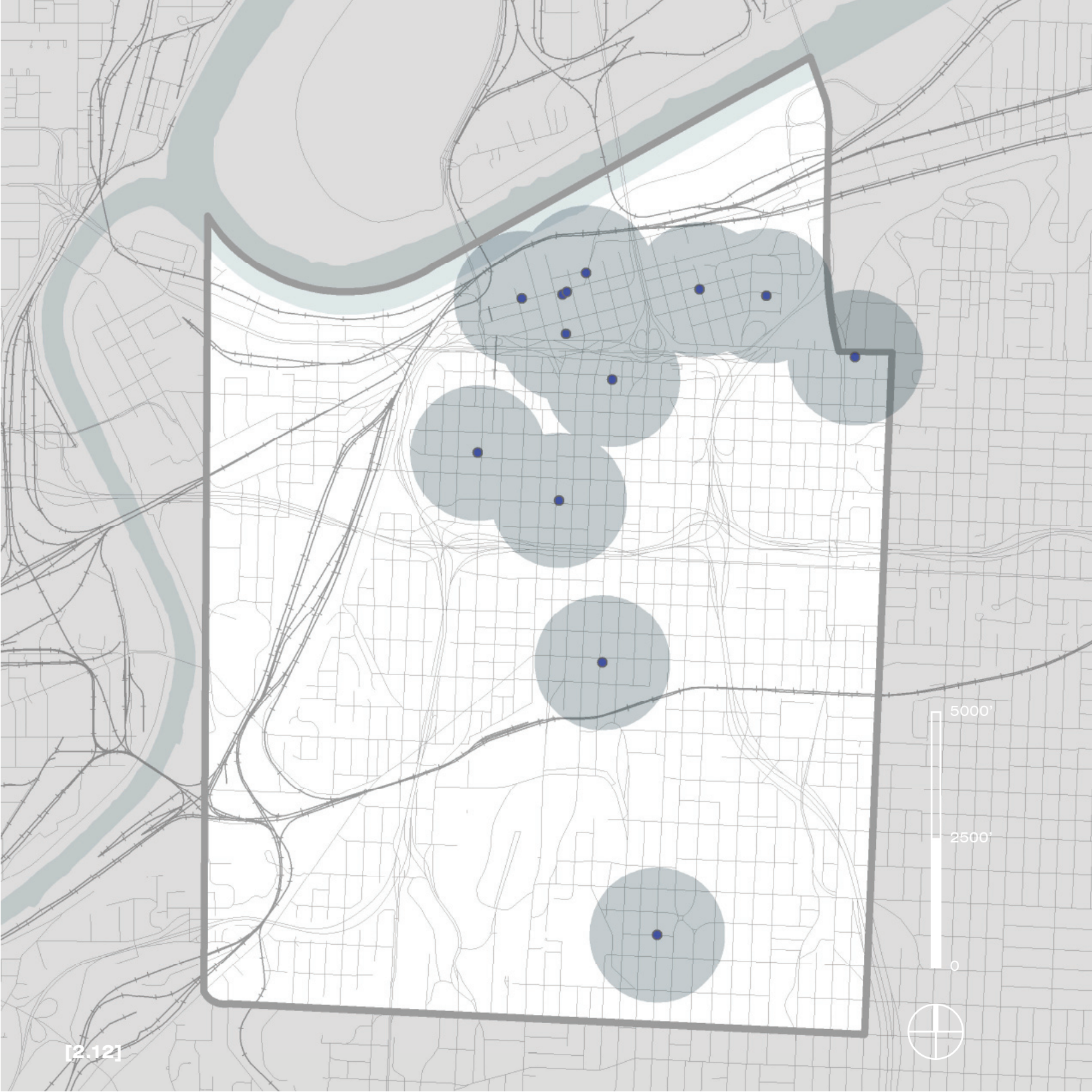
● Restaurant

// **2.11 Restaurants**

Opposite page: This map illustrates the distribution of restaurants within the project area. (map by author)

RESTAURANTS

This map has been included to illustrate the rather one-sided distribution of restaurants within the project area. It should be noted that fast-food restaurants were intentionally excluded from this map. Of the area's 101 restaurants, most are concentrated within the central portion of the project area, either inside the downtown loop or between Interstates 35 and 71, within the Crossroads district.





Grocery Store



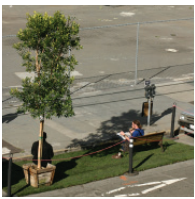
1/4 mile (5-minute walking) radius

// **2.12** Grocery Stores

Opposite page: This map illustrates the distribution of grocery stores within the project area. (map by author)

GROCERY STORES

This map has been included to highlight the dearth of grocery stores within the project area. A total of 13 grocery stores serve the entire greater downtown area, with all but two located north of Interstate 70. Although this project does not specifically seek to address issues of food deserts within Kansas City, a 1/4-mile (5-minute walking) radius has been included around each grocery store to highlight the large gaps in service between locations.



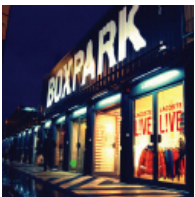
• • • • • **PARK(ING) PROJECT**
 Rebar
 (Image: Rebar Art & Design Studio 2005)



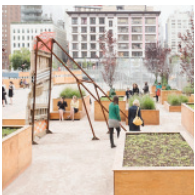
• • • • • **DUMPSTER SWIMMING POOLS**
 Macro|Sea
 (Image: © Macro|Sea 2009, used with permission)



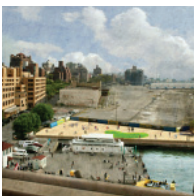
• • • • • **CIVIC CENTER VICTORY GARDEN**
 Rebar
 (Image: Rebar Art & Design Studio 2005)



• • • • • **BOXPARK**
 Roger Wade
 (Image: skene 2011)



• • • • • **LENTSPACE**
 Interboro
 (Image: © LMCC 2013, used with permission)



• • • • • **POP-UP PARK AT PIER ONE**
 dlandstudio
 (Image: © dlandstudio 2008, used with permission)



• • • • • **COOL WATER HOT ISLAND**
 Molly Dilworth
 (Image: © Dilworth 2010, used with permission)

PRECEDENT STUDIES

Seven precedents were examined as part of the Investigate phase of this project, with particular regard to a number of key attributes, including: location, designer, duration, intent, cost, funding source, site context, design components, and size. Examining these particular aspects allowed the most relevant information to be extracted from the precedent studies as it applies to this project. In addition to providing context for this project, the precedent studies have provided design inspiration for the design proposals that appear in the Imagine chapter of this document. Identified from within relevant literature, precedents were selected for their variety in size, program, location, function, and intent. Selecting a range of precedents allowed greater insight into the possibilities of temporary interventions. The following seven precedents are presented in order of total area, from the smallest at 180 square feet, to the largest at 50,000 square feet.



[2.13]

PARK(ING) PROJECT

// Reason for Selection

The Park(ing) project offers an exemplary case of a singular act that has culminated in what can only be described as a movement. The Park(ing) Project embodies the massive social and political commentary that can be achieved through small, tactical temporary interventions.

The Park(ing) Project started in 2005 when Rebar employees fed parking meters in downtown San Francisco and proceeded to fill the legally 'rented' space with artificial turf, a small shade tree in a planter, and a single park bench, creating a pop-up park in an area of San Francisco with little public space. For the two hours that they could legally remain in the space, the operatives at Rebar raised the eyebrows of some and inspired others. Rebar has since held an international PARK(ing) event each year to encourage others in the United States and abroad to try their own hand at temporary intervention. Hundreds of parks based on Rebar's original model now pop-up around the world each year on PARK(ing) Day, effectively transforming what started as a small, concentrated effort by a few individuals into a global movement. Rebar's actions challenged long-held assumptions concerning the dominance of automobiles in the urban environment, and urged visitors to reconsider the value of a 9' x 20' parcel of public space along the street (Bishop and Williams 2012, 106, Rebar 2013). As John Leighton Chase points out in *The Space Formerly Known As Parking*, "Because it is the smallest unit of urban space, the parking space is also the smallest basic increment of potential intervention and change [...] changing a few parking spaces out temporarily or permanently has great value as a measure in its own right" (Chase et al. 2008, 198).

// Location

San Francisco, California

// Designer

Rebar

// Year of Installation

2005

// Duration

Two hours

// Size

180 square feet

// Intent

The driving force behind Rebar's Park(ing) installation was to spark a conversation about the unorthodox acquisition of 'public' space for the purposes of providing an amenity to the public. It questioned the dominance of the personal automobile in downtown San Francisco by presenting an alternative reality for an otherwise mundane parking space.

// Site Context and Adjacencies

Occupying a single parallel parking space, the temporary park was located in an area of San Francisco that is, according to Rebar, "under-served by public outdoor space."

// Design Components

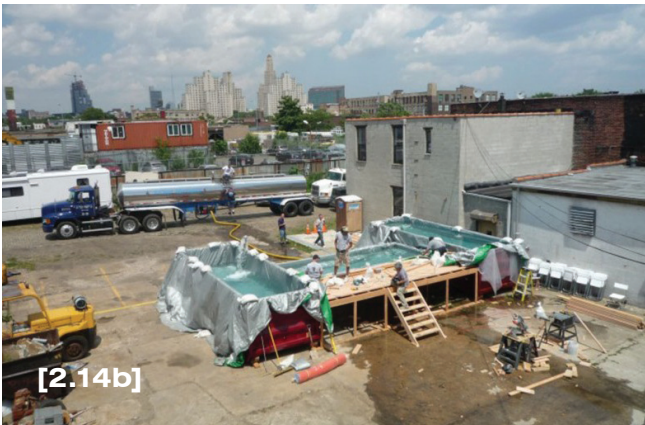
The design consisted solely of three things: enough artificial turf to provide a green backdrop for all 180 square feet of the temporary park, a single tree in a small planter, and a solitary park bench.

// 2.13 Rebar's Park(ing) Project

Opposite page: Rebar's original Park(ing) installation in downtown San Francisco in 2005. (Rebar Art & Design Studio 2005)



[2.14a]



[2.14b]

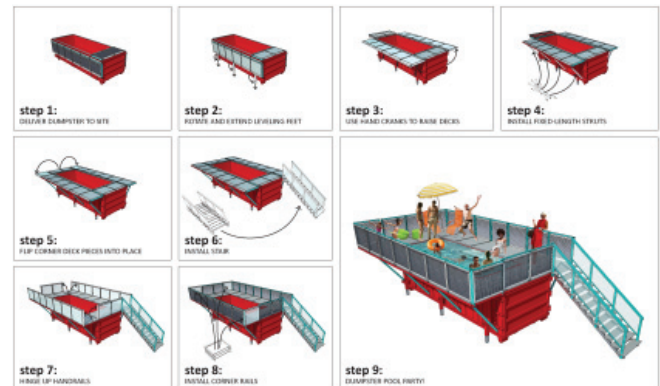


[2.14c]

// **2.14** Dumpster Swimming Pools

Top left: the dumpsters arrive on site. Bottom left: the dumpsters are filled with sand, lined, and fitted with decks. Right: the completed dumpster swimming pools in use.

Opposite page, bottom right: a conceptual rendering of a 'lo-fi' country club. (© Macro|Sea 2009, used with permission)



[2.15]

DUMPSTER SWIMMING POOLS

// Reason for Selection

Macro|Sea's Dumpster swimming pools are yet another example of the creative re-use of surplus material, in this case dumpsters. It is also an example of the potential that exists when private companies become involved in temporary intervention. It is also notable that the project was replicated multiple times, but never lost its appeal, despite losing some of its exclusivity following the first installation in 2009.

// Location

Brooklyn, New York

// Designer

Macro|Sea

// Year of Installation

2009

// Duration

8 weeks (July-August)

// Size

Approximately 2000 square feet

// Intent

The Dumpster swimming pools project was meant to address a single problem: there are very few places to swim in New York. The Dumpsters were converted

and equipped with liners and pumps in less than a week. After a select number of individuals were invited to experience the new 'lo-fi' country club, the project became a phenomenon. The idea was replicated a year later with mobile versions of the pools (see diagram on opposite page) in front of New York's Grand Central Station. Again in 2011, a series of mobile pools were erected in an abandoned bank parking lot; the temporary project, which featured an allée of palm trees, was nicknamed 'The Palms' (Bishop and Williams 2012, MacroSea 2013, Ryzik 2009).

// Cost

\$1000/each

// Funding Source

According to an article about the project that appeared in The New York Times: "the Dumpsters were donated by a construction company that suddenly had a surplus [...] the designers who helped render the plans were recruited through Craigslist, and members of the small crew that erected it in a week were unpaid [...] the furniture came from Ikea. The main cost was the wood for the deck and the water: about 18,000 gallons, delivered from a New Jersey aquifer for \$1200" (Ryzik 2009).

// Site Context and Adjacencies

The original Dumpster swimming pools installation was located in a semi-private industrial lot in Brooklyn, near the Gowanus Canal. The site allowed an adequate degree of privacy and created a sense of destination without being inaccessible.

// Design Components

The original 2009 design for the Dumpster swimming pools featured wooden decking, lounge chairs, a bocce ball court, and cabanas. When the swimming pools were made mobile the following year, they featured swing-up decks, and were able to be transported to the site on a standard dump truck (Bishop and Williams 2012, MacroSea 2013, Ryzik 2009).

// 2.15 Dumpster Swimming Pools Construction Diagram

Opposite page, bottom right: a diagram illustrating the construction procedure for the 2011 mobile dumpster pools. (© Macro|Sea 2011, used with permission)



[2.16a]

// **2.16** Rebar's Civic Center
Victory Garden
Top left: vegetables being grown in
the victory garden. (myravery 2008)
Bottom left: a view of the urban farm
in action. (ol slambert 2008)
Bottom right: sunflowers being
grown in the garden. (the
regeneration 2008)



[2.16b]



[2.16c]

CIVIC CENTER VICTORY GARDEN

// Reason for Selection

Taking its namesake from the so-called victory gardens of World War I and World War II, The Civic Center Victory Garden serves as an important reminder of the potential for food production within public space. It is a reminder that temporary interventions can do more than merely function as social or economic catalysts; they can provide for basic human needs as well. It also provides an example of a temporary intervention near the opposite end of the spectrum in terms of scale.

// Location

San Francisco, California

// Designer

Rebar

// Year of Installation

2008

// Duration

20 weeks

// Size

10,000 square feet

// Intent

A true experiment in urban agriculture, the Civic Center Victory Garden was installed in 2008 under the guidance of Rebar. The temporary garden was designed to stand as a social experiment, and to spark a conversation about global food shortages, the potential of urban agriculture in San Francisco, and a 'broken' food system (Rebar 2013).

// Cost

Expenses for the Civic Center Victory Garden were kept at a minimum by using donated materials and exploiting a volunteer work force.

// Funding Source

Soil for the temporary urban farm was donated. Seedlings were transplanted into the temporary garden by more than 250 volunteers.

// Site Context and Adjacencies

The garden was situated squarely between San Francisco's Civic Center and the 'Tenderloin,' an impoverished area of San Francisco that has succumbed to violence and crime (Rebar 2013).

// Design Components

The design for the Civic Center Victory Garden consisted of dozens of circular ground-level planters, enclosed by sandbags used to retain the soil.



// **2.17** Rebar's Civic Center Victory Garden
Right: visitors to the urban garden rest on makeshift seat walls. (Orin Zebest 2008)

[2.17]



[2.18]



[2.19]

// **2.18** Boxpark Upper Deck
Above: a view of the upper deck of
Boxpark Shoreditch Pop-Up Mall.
(Matt from London 2012)

// **2.19** Boxpark in the Evening
Left: a view of the ground floor of
Boxpark Shoreditch Pop-Up Mall in
the evening. (skene 2011)

BOXPARK

// Reason for Selection

Boxpark is a comparatively massive, retail-based temporary intervention, and embodies the huge economic potential of temporary activity. Boxpark is also an excellent example of the creative re-use of materials, in this case the re-purposing of 60 shipping containers as low-cost, stackable retail stores.

// Location

Shoreditch, London

// Designer

Roger Wade & Waugh Thistleton Architects

// Year of Installation

2011

// Duration

5 years

// Size

Approximately 13,200 square feet

// Intent

Boxpark is the brainchild of Roger Wade, CEO of London-based clothing brand Boxfresh. Based on the model of giving old shipping containers a new lease on life as shops and stores, Wade multiplied the concept to create the world's first 'pop-up mall' in London. Boxpark offers established retailers and start-up businesses alike the opportunity to test the retail market in the area with a one-year lease with relatively low overhead costs. Boxpark takes advantage of space that is currently slated for development in five years time. Boxpark was designed to remain in place for no more than five years. While this represents a short span of time for retailers and consumers, it is a comparatively lengthy installation when viewed in the context of temporary interventions (Bishop and Williams 2012, 60, Boxpark 2013, Cooper 2011, thisbigcity 2011).

// Funding Source

Boxpark was funded by Boxfresh CEO Roger Wade.

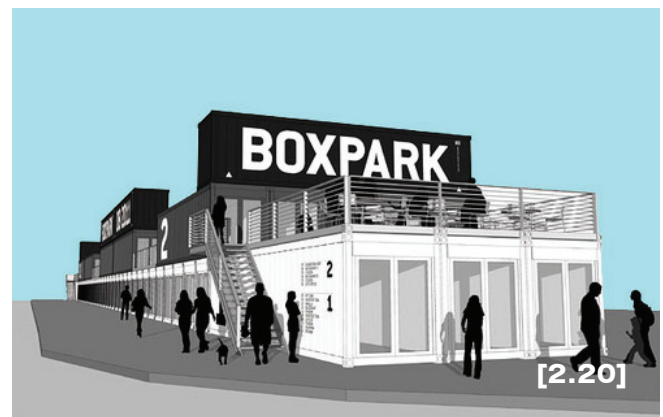
// Site Context and Adjacencies

The Boxpark pop-up mall is located in a freight yard near the Shoreditch, London High Street National Rail station. Shoreditch is a particularly trendy neighborhood located in the heart of London.

// Design Components

The design for Boxpark consists of 60 stripped and retrofitted shipping containers stacked two stories high. The ground floor consists of a series of stores lined up along the street edge, while the upper floor includes gathering spaces and seating for visitors. The shipping containers were designed to be retrofitted within 3 months and placed on site within 3 weeks (Bishop and Williams 2012, 60, Boxpark 2013, Cooper 2011, thisbigcity 2011).

// **2.20** Boxpark Design
Right: a design rendering of the pop-up mall. (ateliertally 2011)



// **2.21** Interboro's Lentspace

Top right: an aerial view of the 0.5-acre Lentspace installation.

Middle right: a view of the planters and street trees within Lentspace.

Bottom right: another view of the linear arrangement of planters at Lentspace. (© LMCC 2013, used with permission)



LENTSPACE

// Reason for Selection

LentSpace provides an excellent case of a project that was intelligently responsive and tactical in its realization, successfully exploiting cooperation between various groups and interests and the existence of an undeveloped site that would only be available for a relatively short amount of time.

// Location

New York, New York

// Designer

Interboro

// Year of Installation

2009

// Duration

Three years

// Size

22,000 square feet (1/2 acre)

// Intent

Installed in 2009 and removed in 2012, LentSpace was designed by the Brooklyn-based design team Interboro; it exploited a vacant site slated for development by transforming it into a temporary gathering space. It also served as an interim nursery space for young street trees to mature before they were to be moved to permanent locations throughout the surrounding neighborhood (Bishop and Williams 2012, 64, Interboro 2009, LMCC 2013).

// Funding Source

The site for LentSpace was temporarily loaned to the Lower Manhattan Cultural Council by the owner, Trinity Real Estate. Other sponsors included: Hudson Square Connection, Ameriprise Financial, Inc., Con Edison, New York City Council, New York City Department of Cultural Affairs, New York City Department of Parks and Recreation, and the Port Authority of New York and New Jersey (LMCC 2013).

// Site Context and Adjacencies

LentSpace abutted publicly-owned land in Hudson Square in New York. LentSpace was strategically located in conjunction with Juan Pablo Duarte Square “to create a larger network of open space” (LMCC 2013).

// Design Components

Interboro's design for LentSpace consisted of approximately 50 similarly-sized planters arranged in a linear fashion across the site. The planters were designed to temporarily accommodate dozens of street trees. The design also integrated ample seating in the form of linear seat walls. Around the perimeter of the site, a custom fence was installed to control access to the site and provide unique configuration opportunities (Bishop and Williams 2012, 64, Interboro 2009, LMCC 2013).



[2.22a]



[2.22b]

// **2.22** Pop-Up Park at Pier One
Top: evening approaches at Pop-Up Park at Pier One.
Left: dlandstudio's Pop-Up Park filled with visitors. (© dlandstudio 2008, used with permission)

POP-UP PARK AT PIER ONE

// Reason for Selection

Pop-up Park at Pier One is a premier example of a temporary installation that was designed to segue into a permanent use of the space. It exemplifies the concept of testing a physical design solution (in this case the appropriation of an abandoned, industrial site for the purpose of implementing a public park) with limited risk.

// Location

Brooklyn, New York

// Designer

dlandstudio

// Year of Installation

2008

// Duration

13 weeks

// Size

Approximately 26,000 square feet

// Intent

Installed in conjunction with Olafur Eliasson's 'Waterfalls' art installation beneath the Brooklyn Bridge, Pop-Up Park at Pier One offered visitors a preview of the future Brooklyn Bridge Park, now under construction in the same location.

// Cost

\$3.00/square foot

// Funding Source

Materials for the park were donated from a variety of sources. From the project description on dlandstudio's website: "A café was operated out of a recycled shipping container. We borrowed trash cans, picnic tables and umbrellas from the Parks Department and the Brooklyn Bridge Park Conservancy. Trees were donated by a local nursery and then used by the NYC Department of Parks and Recreation for other projects" (dlandstudio 2013).

// Site Context and Adjacencies

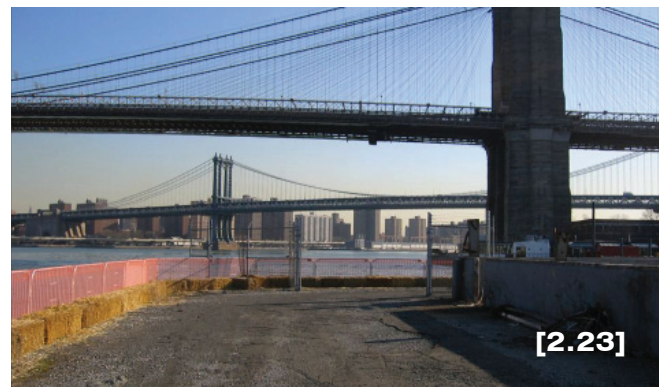
Located just south of Brooklyn Bridge, the installation took advantage of a derelict industrial area along the harbor. The park was located at one corner of the pier, with two sides facing the water. The pier backs up to a residential neighborhood of Brooklyn.

// Design Components

The design featured a trio of large grass-covered mounds atop lightly-painted asphalt. Additionally, a sandbox provided children an opportunity to engage in recreational activity within the space, and palm trees within planters offered relief from the summer sun. Siltation barriers planted with sedum and watered were arranged peripherally around the site as a sort of 'chia-hedge.' A cafe within a shipping container provided refreshments to visitors (dlandstudio 2013, Tropolism 2008).

// 2.23 Pop-Up Park Existing Conditions

Right: the existing conditions at Pier One prior to dlandstudio's installation. (© dlandstudio 2008, used with permission)





// **2.24** Cool Water Hot Island
Top left: looking down Broadway at Dilworth's installation. Top right: visitors occupying the chairs placed around Times Square. Bottom left: pedestrians traverse Dilworth's vibrant intervention. (© Dilworth 2010, used with permission)



COOL WATER HOT ISLAND

// Reason for Selection

Cool Water, Hot Island serves as an important reminder of the potential for artistic expression inherent in temporary intervention. That being said, Dilworth's temporary intervention in New York's Times Square was more than an artistic statement. It was meant to raise awareness of the urban heat island effect in Manhattan. Therefore, it is also a valuable reminder of the potential for social and political messages in temporary interventions.

// Location

Times Square, New York

// Designer

Molly Dilworth

// Year of Installation

2010

// Duration

18 months

// Size

50,000 square feet

// Intent

In 2009, the New York Department of Transportation solicited 150 proposals for a temporary intervention in Times Square. The intervention would remain in place until 2012, when major construction within Times Square was expected to commence.

Dilworth's winning proposal, Cool Water Hot Island, is meant to recall NASA's infrared satellite imagery of New York City that illustrates the urban heat island effect that is particularly pronounced on Manhattan island. Dilworth, who is well-known for her abstract 'pour' paintings, proposed covering a 50,000 square foot stretch of Broadway Street with blue and white paint, to create a sort of river through Times Square. The bright colors used in Dilworth's installation were also meant to help abate the urban heat island effect of Times Square (Bishop and Williams 2012, 108, Dilworth 2012, Meinhold 2010).

// Funding Source

Dilworth's design was commissioned as part of a design competition initiated by the New York Department of Transportation.

// Site Context and Adjacencies

Dilworth's temporary intervention took place in newly car-free, pedestrian-friendly Times Square, in the heart of New York City.

// Design Components

The design was dominated by a five-block stretch of rippling shades of blue and white paint. The space was also peppered with ample seating and shade structures.

“Despite their small size,
[temporary uses] can sometimes
develop a powerful effect [...]”

//Peter Bishop and Lesley Williams, 2012



03

IDENTIFY

This chapter details the process followed, using the social networking site Twitter, to identify suitable sites for the temporary interventions proposed herein. It includes a series of maps that graphically illustrate the site selection process.

8

FOOD TRUCKS

460

TWEETS

55

DISCRETE LOCATIONS

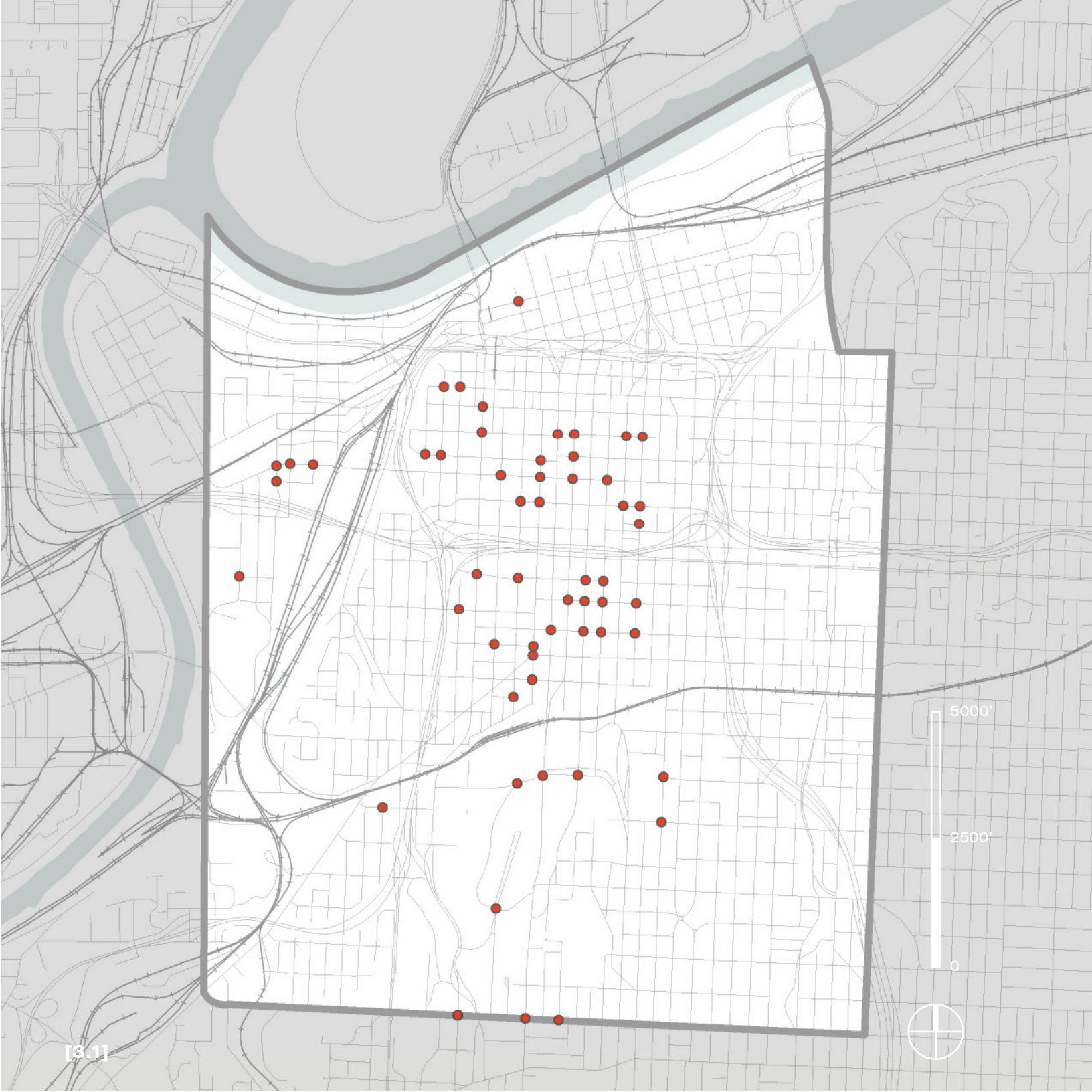
TRACING SOCIAL ACTIVITY USING TWITTER

Spontaneous, temporary social activity is a vital aspect to fostering and sustaining a sense of place. This project uses the social networking site Twitter and the location-specific tweets of food trucks to identify areas of preexisting social activity within the downtown Kansas City area. Without social activity, a space can never truly become place. Locating temporary interventions within walking distance of existing food vending locations (i.e. areas of existing social activity) will increase the base level of social activity in and around the proposed intervention sites, thereby increasing the likelihood that the proposed interventions can function effectively as temporary places.

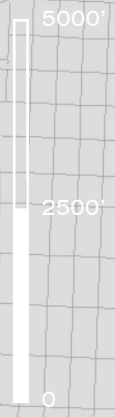
also recorded in a separate column. See Appendix C for a detailed record of the 460 tweets extracted during this process. The next steps involved coding the information in Excel so that each tweet could be assigned geographic attributes and mapped within Geographic Information Systems (GIS) software. This involved reformatting the data in Excel to include four columns of information for each tweet: (a) street intersection (listed as 'Street A & Street B'),

// Site Selection

The site selection process for this project involved two distinct phases. The first phase of the process began with the identification of existing food truck vending locations in downtown Kansas City, Missouri, via data extracted from Twitter. Twitter is a social networking website that allows users to post brief messages (of no more than 140 characters), known colloquially as 'tweets,' to a personalized web page. 'Tweets' are shared with Twitter users' 'followers,' and exist as a continuous stream within a user's Twitter 'feed.' Given the nomadic nature of food vending operations, and the spontaneity and temporality of tweets, Twitter has become a natural platform for food truck owners to disseminate information about their constantly-shifting locations to their customers, or 'followers.' This project sought to capitalize on this trend by collecting data from eight different food truck vendors using Twitter in the Kansas City area. A total of 460 tweets were identified and documented that mention specific vending locations within the project area. Tweets were collected from within a 13-month period beginning January 2012 and ending February 2013. The information, including the name of the business, date, and original message, was recorded as a spreadsheet in Microsoft Excel. Any streets or intersections mentioned in the original tweet were



[3.1]



● Existing food vending location

// 3.1 Food Vending Locations

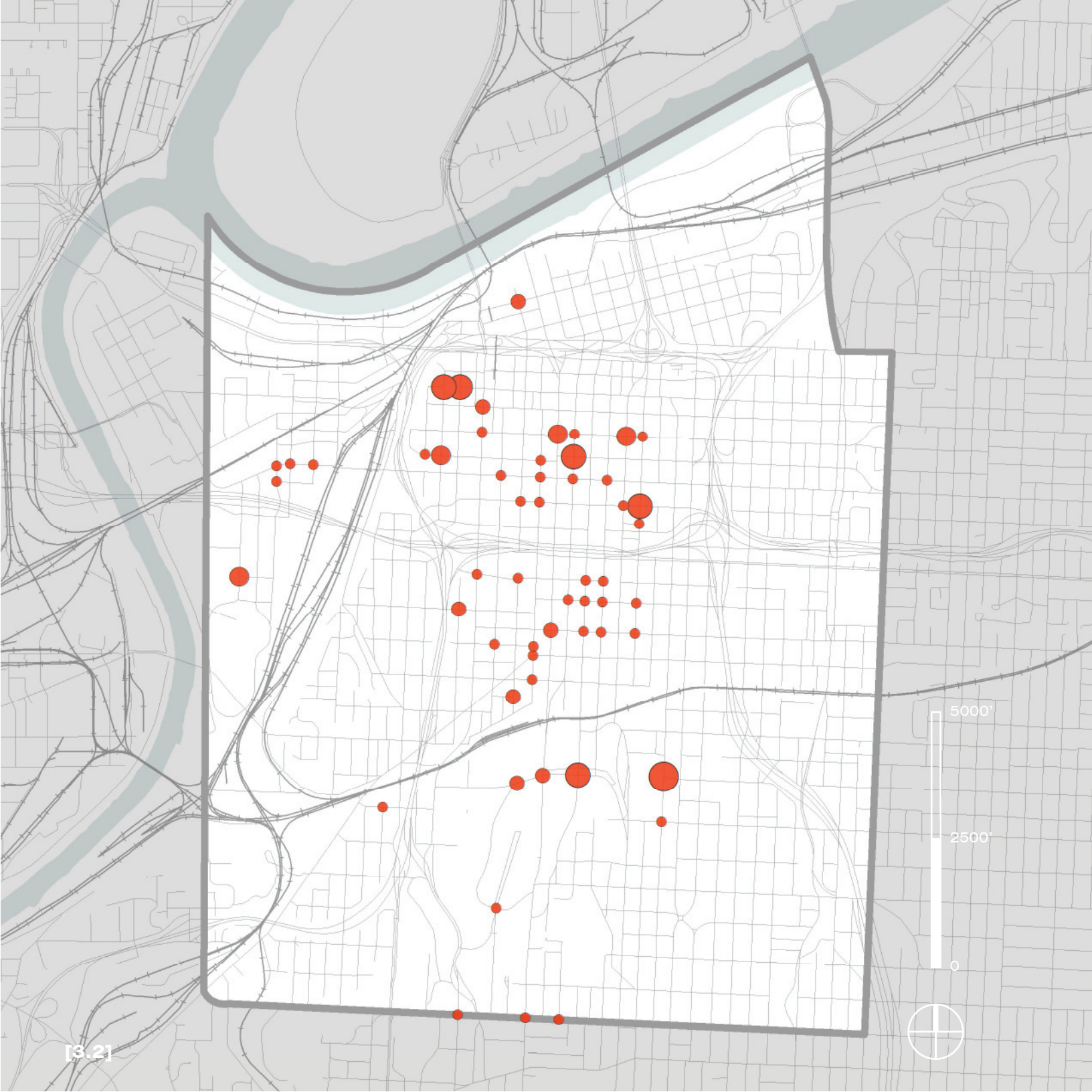
Opposite page: This map shows the 55 existing locations for food vending activity within the project area. Most of the locations identified as existing food vending sites occur near the center of the project area, within the downtown 'loop' and crossroads districts. One can assume that this trend is a result of the relatively high concentration of workers employed in these areas (see Figure 2.7). There are also a handful of sites located near the periphery of the project area, but again these sites seem to coincide with pockets of workers within the downtown area. (map by author)

(b) city (Kansas City), (c) state (Missouri), and (d) zip code.

THE LOCATIONS

The procedure used to map the data, extracted from Twitter, into GIS is known as 'geocoding.' From the tool description within GIS: "Geocoding is the process of assigning a location, usually in the form of coordinate values, to an address by comparing the descriptive location elements in the address to those present in the reference material. Addresses come in many forms, ranging from the common address format of house number followed by street name and succeeding information to other location descriptions such as postal zone or census tract. In essence, an address includes any type of information that distinguishes a place" (ESRI ArcMap 2010). For this project, the 'addresses' used were street intersections referred to within the 460 tweets. The reference material was GIS data including street names, city, state, and zip codes. A total of 55 discrete locations emerged following the geocoding of the Twitter data into GIS. This indicated that there was a considerable amount of overlap between the 460 original tweets, and it was clear that certain locations were frequented by food trucks far more than others. The next step was to identify which locations experienced the greatest frequency of food truck activity, and to subsequently

IDENTIFY



- 1-9 instances
- 10-17 instances
- 18-24 instances
- 25-32 instances
- 33-40 instances

// 3.2 Weighted Locations
 Opposite page: This map shows the ranked locations for food vending within the project area. The larger dots represent a greater number of instances of food vending activity between January 2012 and February 2013.
 (map by author)

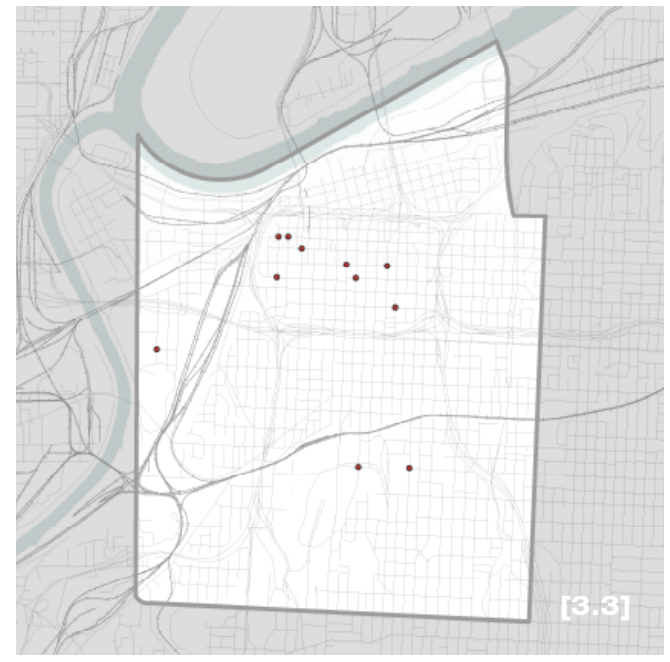
rank each of the 55 locations, from the greatest number of instances to the least.

RANKING THE LOCATIONS

The point data reflecting the 55 locations was then processed using a tool within GIS known as 'collect events,' which aggregates coincident data points and provides a total of the number of instances. The location with the greatest number of discrete instances of food truck activity experienced 40 separate vending events within the 13-month period sampled, while 19 locations experienced only one vending event within the same time frame. Overall, there was an average of 16 instances of vending activity among the 55 locations. Figure 3.2 provides a detailed account of the number of instances of vending experienced at each of the 55 locations. This new weighted data was also reflected graphically as a series of hierarchically-sized dots, with the largest dots representing those locations with the greatest

// IDENTIFY

// 3.3 Selected Locations
 Right: This map shows the eleven locations selected as having the most potential to continue to experience food vending activity in the future.
 (map by author)







1/4 mile (5 minute walk) radius



Potentially suitable parking lot

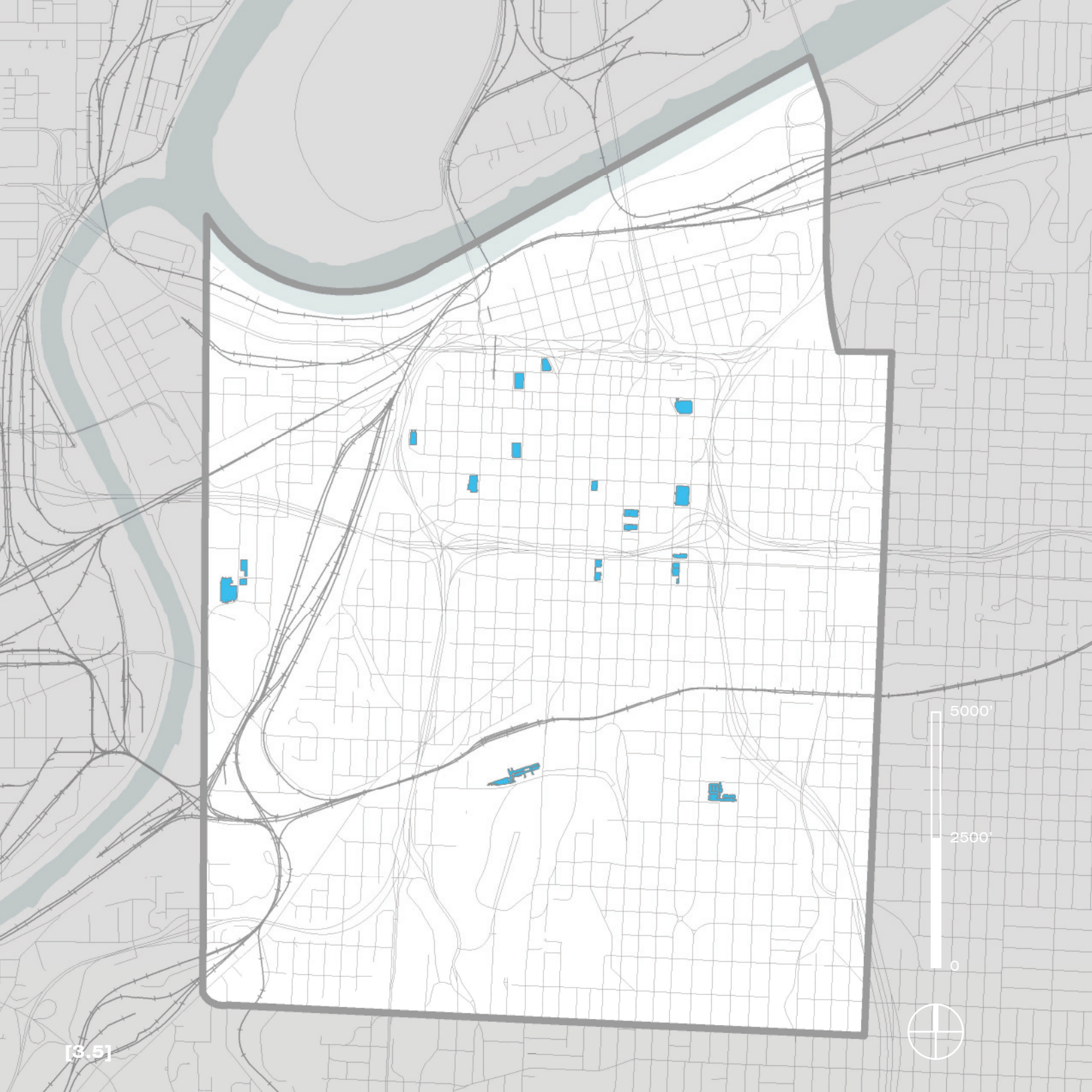
// 3.4 Parking Lot Selection

Opposite page: This map illustrates the process followed to select the most suitable parking lots for food truck-activated temporary interventions. Shown are all of the possible lots collected as a result of the process, prior to the elimination of certain lots. (map by author)

number of instances of vending activity.

PRIORITIZING THE LOCATIONS

The second phase of the site selection process involved identifying suitable surface parking lots to host the proposed temporary interventions. Again utilizing GIS, all surface parking lots were collected within a one-quarter mile radius of the most frequented vending locations. These were defined as the locations that experienced greater than or equal to the average number of instances of vending activity (16 or more instances). A one-quarter mile radius was used as the collection distance because this is the accepted distance for pedestrian walkability (approximately a five minute walk). The remaining 11 locations represent significant vending activity; in other words, there is a greater likelihood that these locations will continue to be frequented by food trucks in the future. To further narrow the field of potential sites, parking lots with a number of other characteristics were eliminated as possibilities. First, any parking lots with a total surface area of less than 15,000 square feet were eliminated. Any lots with dimensions less than 100' x 150' were considered too small to accommodate temporary interventions. Also eliminated were parking lots with electronically-controlled access gates; tightly controlled lots represent too great an obstacle to successful temporary interventions, as users would presumably be denied access to these lots. Parking lots fragmented by buildings or other structures were also eliminated, as were interior parking lots with no street frontage; these sites were considered inferior and were eliminated because the success of the temporary interventions partly depends on a high





Suitable parking lot

// 3.5 Final Lot Selection

Opposite page: This map shows the 18 parking lots identified as the most suitable for temporary interventions as a result of the site selection process. (map by author)

degree of visibility along the street.

THE FINAL SELECTION

In all, a total of 18 separate parking lots were identified as suitable sites for temporary interventions. (see Figure 3.5 at left). The sites range in size from 15,000 square feet at the smallest to nearly 100,000 square feet at the largest. Ten of the sites are located within the downtown 'loop,' with the remaining eight sites distributed between the Crossroads district, Crown Center, Hospital Hill, and the West Bottoms. The next step involved categorizing the 18 sites according to the fluxspace prototypes established as part of this project.

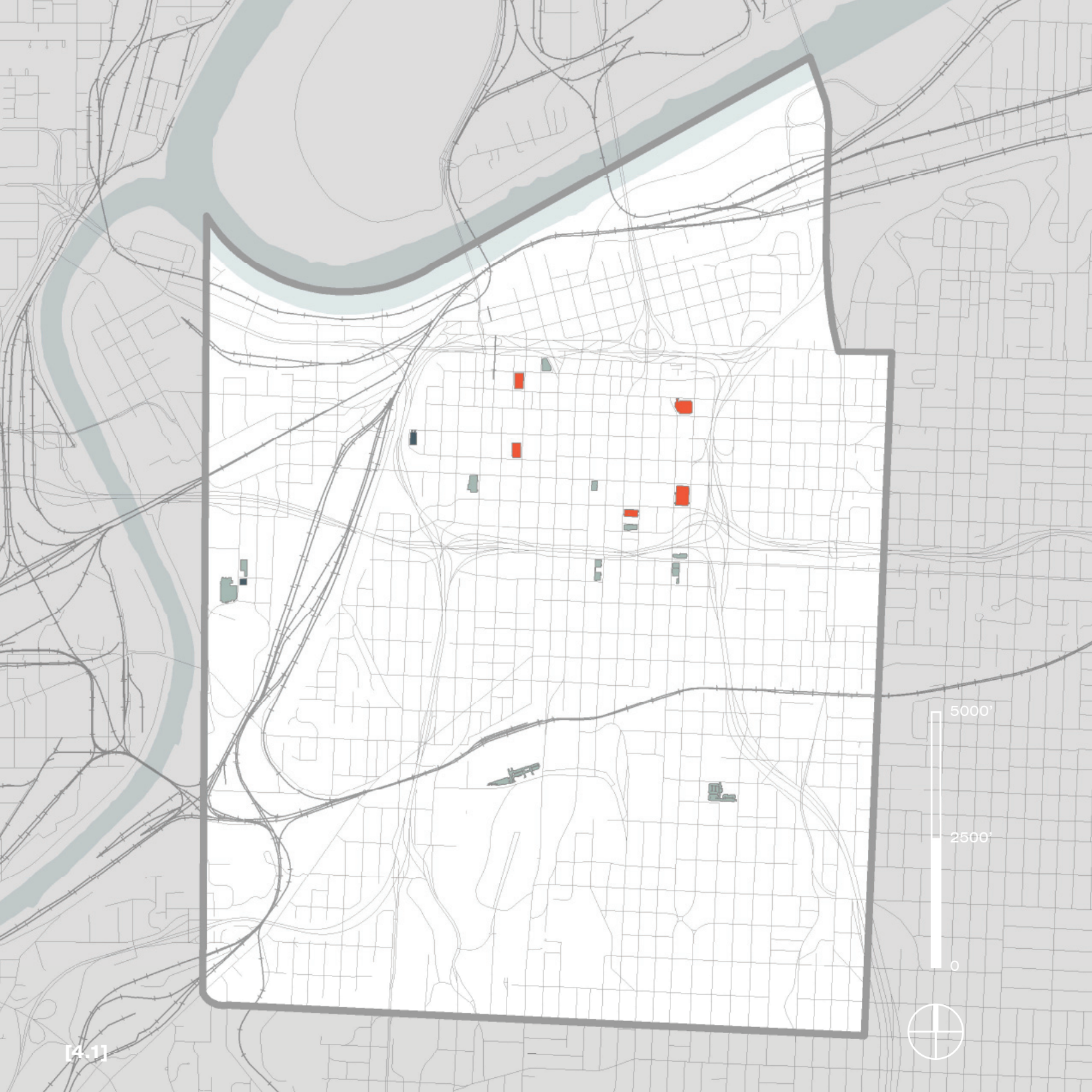
“A use is not temporary until
it has proved to be so, by
disappearing.”

//Peter Bishop and Lesley Williams, 2012



04
IMAGINE

This chapter presents the proposed fluxspace prototypes and explores their design through diagrammatic plans and illustrative renderings. It also outlines the choreography of the proposed system and of Kansas City's food trucks.



- Pop-Up //Flux
- Seasonal //Flux
- One Year //Flux

FLUXSPACE PROTOTYPES

To provide for a variety of user experiences and to create a more dynamic overall system, this project proposes three prototypes of temporary interventions, or fluxspaces, as they are referred to within this report. Each fluxspace prototype interprets the definition of temporary differently, and each has its own set of goals that govern its program and design. The three types of temporary fluxspaces are the Pop-Up Flux, Seasonal Flux, and One Year Flux. Of the 18 sites identified during the site selection process, five were categorized as Pop-Up Fluxspaces, eleven as Seasonal Fluxspaces, and two as One Year Fluxspaces. The criteria governing the categorization of each of the 18 sites will be elaborated on within the descriptions of each type of fluxspace later in this chapter. While the design of each temporary flux ultimately depends on a number of site-specific factors, including users, context, sponsors, and local regulations, clues as to the programming of each flux can be gained by looking to the goals of each type of temporary flux.

It should be noted that although the sites identified for this project have been grouped neatly into the three fluxspace prototypes, it is entirely possible that a given site could fall into multiple prototypes. Although the categorization of sites was fairly clear-cut in this particular instance, it is quite feasible that the process may have been more ambiguous under different circumstances.

The system of fluxspace prototypes is meant to be highly replicable. In other words, it has been designed to promote the replication of the overall system in other urban areas that are seeking alternative approaches to the affordable re-programming of surface parking lots in their downtown cores. Equipped with the information included within this report, municipalities have a clear and creative approach to re-imagining the omnipresent parking lot as a creative, fun, and socially productive aspect of the urban environment.

// 4.1 Categorized Lots

Opposite page: This map shows the 18 suitable parking lots grouped into the three fluxspace prototypes defined within this report. (map by author)



THE POP-UP //FLUX

// Intent

The Pop-Up Flux is designed to appear and disappear quickly, remaining for between two and five days. The Pop-Up Flux contains a limited program, and is the least complex in terms of design.

// Site Selection

Pop-Up Fluxspaces are to be located in functioning parking lots, as their brief duration will not present a significant obstacle to the long-term operation of the lot. As with Seasonal Fluxspaces, Pop-Up Fluxspaces assume cooperation with the lot owner and/or adjacent building manager.

// Duration

Between two and five days.

// Program

Given that the Pop-Up Flux is a primarily user-driven intervention, programming within Pop-Up Fluxspaces should be kept to a minimum (i.e. tables, chairs, shade structures, and/or small trees in planters). Pop-Up Fluxspaces are designed to coincide closely with nearby major events and activities; therefore, programming within these temporary spaces should respond to these events with a complementary program whenever possible.

// Goals

- Build on an existing 'critical mass' to create a social 'sticky spot.'
- Provide a low-cost program.
- Focus on providing spaces for social interaction and increasing the likelihood of chance encounters.
- Take advantage of brief influxes of potential users by timing Pop-Up Fluxspaces to coincide precisely with nearby major events.
- Remain sensitive to changes in season by reflecting macro-climatic conditions in the programming of the fluxspace.
- Remain focused on providing spaces for users to *grow, play, dine, and relax*.

THE SEASONAL //FLUX

// Intent

The Seasonal Flux is designed to be a destination for potential users but to a lesser degree than the One Year Flux.

// Site Selection

Seasonal Fluxspaces may be located in functioning parking lots, as their duration would not considerably disrupt the long-term functionality of the lot. They may also be located in lots that charge a small access fee, as this type of fluxspace assumes cooperation with the lot owner or adjacent building manager. Seasonal Fluxspaces may be located near areas of relatively high population or areas of concentrated employment but should not be located immediately adjacent to these centers. This is to increase the appeal of the Seasonal Flux as a destination for users.

// Duration

Between two and four weeks.

// Program

Unlike the One Year Flux, the program within Seasonal Fluxspaces remains constant throughout its installation period. Although some degree of experimentation is accepted as part of the Seasonal Fluxspaces, programming should respond to major cultural events within the city whenever possible. For example, a Seasonal Flux timed in conjunction with a major athletic event such as a marathon should feature a program that favors athletic activities such as small sports fields and/or recreational amenities.

// Goals

- Respond to major events in the area by providing a complementary program.
- Focus on providing spaces for social interaction and increasing the likelihood of chance encounters.
- Incorporate environmentally-beneficial programming into Seasonal Fluxspaces when appropriate.
- Remain sensitive to the season in which Seasonal Fluxspaces are installed; include program elements appropriate to the season.
- Remain focused on providing spaces for users to *grow, play, dine, and relax*.

THE ONE YEAR //FLUX

// Intent

The One Year Flux is to be a destination for potential users. Due to their extended duration, One Year Fluxspaces have a much larger area of influence and are able to attract users from a much wider region.

// Site Selection

One Year Fluxspaces are to be located exclusively in unused or vacant parking lots. Because of their continuous presence over a greater length of time, One Year Fluxspaces cannot be located in functioning parking areas. Locating a One Year Flux in a functioning parking lot would cause too great a disruption, and would cease to be a functioning aspect of the urban environment, instead becoming a hindrance. One Year Fluxspaces should also be located in areas of relatively low population, and away from concentrated areas of employment. Ideally, One Year Fluxspaces should be located in areas of urban neglect, dereliction, or areas associated with a predominately negative perception. This is to strengthen one of the key attributes of the One Year Flux, which is to draw attention to these areas and showcase their potential to transform into socially productive places.

// Duration

Approximately one year.

// Program

The program within the One Year Flux shall rotate each month. This is to allow the programming to respond appropriately to changes in seasonality, as well as to generate renewed interest in the flux each month. The One Year Flux is designed as a dynamic space with a continuously rotating program in order to appeal to a wider range of potential users. The One Year Flux embraces a trial-and-error approach in

programming in that it acknowledges the possibility of failure, but recognizes the value of implementing programs immediately and continuously throughout the year in an attempt to achieve success. The experiments in programming within One Year Fluxspaces are not specifically designed to test suitable, permanent programs, however, they may reveal unforeseen future opportunities. Programming within the One Year Flux should respond to major cultural events within the city whenever possible.

// Goals

- Draw attention to a neglected or derelict area of the city.
- Provide a rotating program of activities that appeal to a wide range of users.
- Focus on providing spaces for social interaction and increasing the likelihood of chance encounters.
- Incorporate environmentally-beneficial programming into One Year Fluxspaces when appropriate.
- Remain sensitive to changes in season by reflecting macro-climatic conditions in the programming of the flux each month.
- Remain focused on providing spaces for users to *grow, play, dine, and relax*.

// 4.2 Prototype Decision Tree

Following page: This decision tree highlights each critical decision that led to the categorization of each of the 18 sites into the fluxspace prototypes. (graphic by author)

PROTOTYPE DECISION TREE

START HERE

Is access to the parking lot controlled with an electronic key and/or gate?

no

Does the parking lot face the street along at least one side?

yes

Sorry, but this parking lot does not have a future as a fluxspace.

yes

Is the parking lot fragmented by buildings or other permanent structures?

Sorry, but this parking lot does not have a future as a fluxspace.

yes

Congratulations! This parking lot is destined to be a...

**ONE YEAR
//FLUX**

yes

Is the parking lot vacant year-round?

no
Sorry, but this parking lot does not have a future as a fluxspace.

Congratulations!
This parking lot is destined to be a...



yes

no
Is the parking lot immediately adjacent to a large population center, such as an office building, hospital, school, or apartment complex?

yes
Is the parking lot used heavily during the week, but largely empty on the weekend?

no

Sorry, but this parking lot does not have a future as a fluxspace.

no

no
Is the parking lot NEAR a large population center, such as an office building, hospital, school, or apartment complex?

yes
Congratulations!
This parking lot is destined to be a...



LOGISTICS

// Sponsorship and Funding

One of the most important aspects of the system, proposed by this project, is sponsorship of the fluxspaces. Although this project does not address potential sponsors for each proposed fluxspace, sponsorship will be essential for funding and publicity. Public awareness and involvement with the system will be critical to its success, particularly given the limited duration of the interventions. This project posits that much of the publicity for the various fluxspaces could be achieved through online advertisements and electronic notifications such as 'tweets.' This idea is explored visually within the perspective renderings that appear later in this chapter.

// Maintenance

Another important consideration of the proposed system concerns the maintenance and upkeep of the various fluxspaces. While this would not be as critical a concern in the short-lived Pop-Up Fluxspaces, it would be a major concern within the longer-lived One Year Fluxspaces and Seasonal Fluxspaces. This project posits that oversight of the proposed fluxspaces would fall to a steering committee; such a non-profit entity would be responsible for governing the fluxspaces and organizing any associated maintenance activities. More specifically, because there are multiple fluxspaces in effect at different times and at widely varied locations, there could be a significant opportunity for maintenance of the fluxspaces to fall to individuals completing community service hours. Because of their limited duration and distribution across the calendar year, different fluxspaces could cater to a wider range of individuals seeking opportunities for community involvement. Alternatively, maintenance of the proposed fluxspaces could follow the model of the 'Adopt-a-Park' program, designed to link certain individuals to the maintenance of specific parks. This type of program could have the added benefit of generating increased community support for the fluxspace system.

// Safety and Security

Safety and security is another concern that must be addressed specifically for each fluxspace. Each fluxspace would undoubtedly have different safety and security requirements, which would present a challenge to prescribing one universally effective method of providing safety and security measures. Nevertheless, there would likely be ample opportunities to identify volunteers for various security roles, and/or hire certain personnel for specific roles. For example, a lifeguard could be hired to oversee a series of Dumpster swimming pools as needed, or a volunteer from a local retail establishment could be solicited to govern the rental of necessary sporting equipment and gear for a recreational fluxspace.

// Comfort

Another concern that was not addressed in the fluxspace design explorations that follow later in this chapter is the provision of rest facilities for fluxspace patrons. Given that each fluxspace would presumably attract a large number of patrons of various ages, providing appropriate restroom facilities would be an important consideration in any real-world application. Facilities could potentially be provided by adjacent property owners; however, it is more likely that portable facilities would need to be provided, particularly in the case of Seasonal Fluxspaces and One Year Fluxspaces (given their increased duration).

// Authority

Identifying responsible authorities to oversee the proposed fluxspaces would be another important consideration in the proposed system. This project posits that general observation and surveillance of the fluxspaces would fall within the purview of the Kansas City Police Department, given that they are accustomed to patrolling Kansas City's network of parks, and the proposed interventions would be within full view of the street and readily accessible from main arterial roads.

// Access

Because of their exposure and increased visibility, all of the proposed fluxspaces would follow typical daylight operating hours such as 8AM-8PM. Avoiding operation during late evening and early morning hours would limit potential safety and security concerns. In the case of One Year Fluxspaces, these hours of operation would need to be enforced with fences and gates around the perimeter of the fluxspaces. Given that the Seasonal Fluxspaces and Pop-Up Fluxspaces are located predominately in functioning parking lots, such physical methods of controlled access would not be possible. Seasonal Fluxspace and Pop-Up Fluxspace amenities will need to be secured off-site - or on-site when appropriate - when the fluxspaces are not in use.



- 01 (Red)
- 02 (Dark Blue)
- 03 (Red)
- 04 (Red)
- 05 (Red)
- 06 (Green)
- 07 (Green)
- 08 (Green)
- 09 (Green)
- 10 (Green)
- 11 (Green)



POP-UP //FLUX

- 01** 06.01.13 - 06.03.13
- 02** 06.07.13 - 06.10.13
- 03** 07.12.13 - 07.14.13
- 04** 08.02.13 - 08.06.13
- 05** 02.07.14 - 02.09.14

SEASONAL //FLUX

- 01** 06.01.13 - 06.24.13
- 02** 06.15.13 - 06.29.13
- 03** 07.01.13 - 07.26.13
- 04** 08.01.13 - 08.15.13
- 05** 08.29.13 - 09.30.13
- 06** 09.01.13 - 09.15.13
- 07** 09.12.13 - 09.30.13
- 08** 09.22.13 - 10.06.13
- 09** 10.03.13 - 11.04.13
- 10** 10.07.13 - 10.29.13
- 11** 02.06.14 - 02.20.14

ONE YEAR //FLUX

- 01** 06.01.13 - 05.31.14
- 02** 06.01.13 - 05.31.14

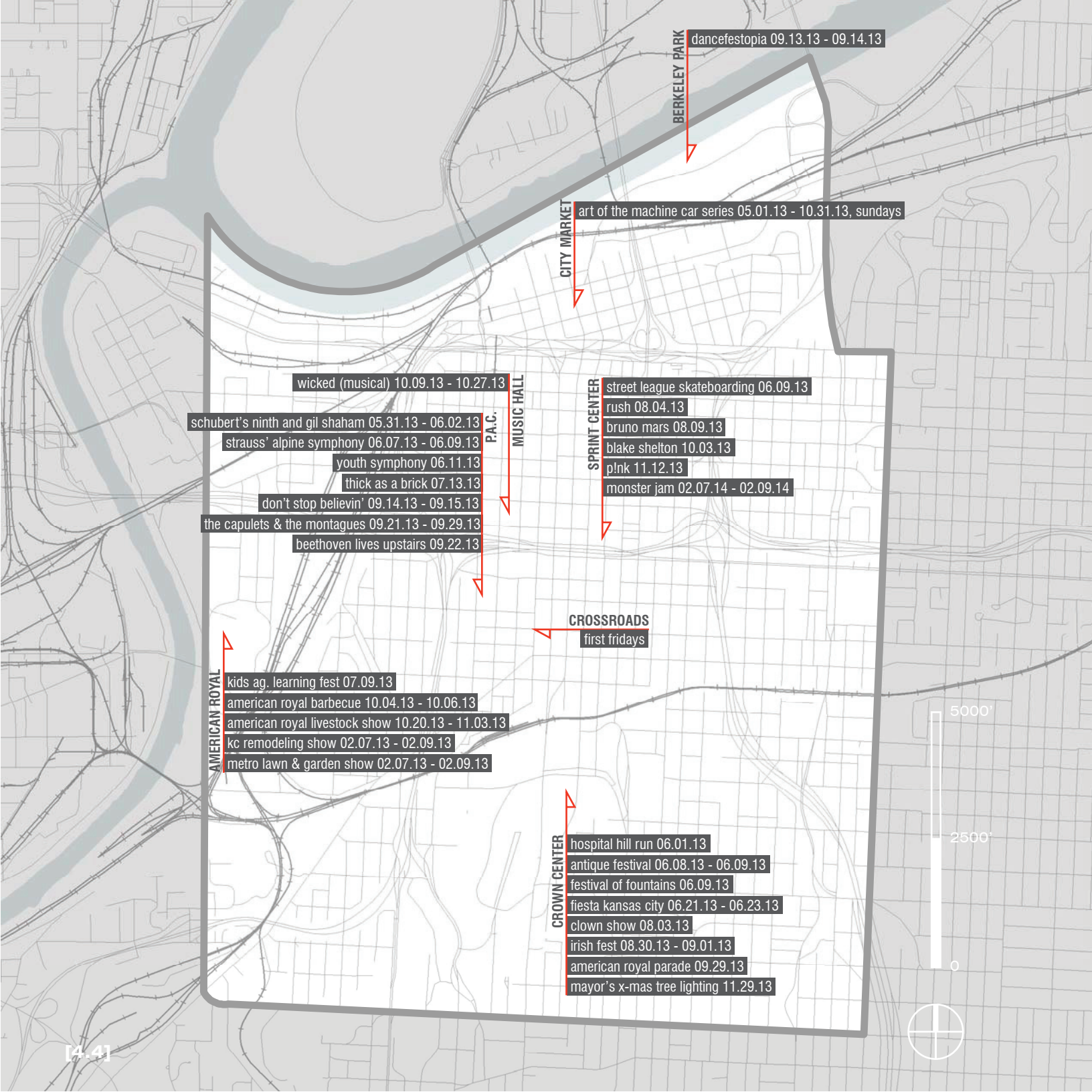
//FLUX CHOREOGRAPHY

As important, if not more important than the site selection and categorization process for this project, is the choreography, or timing and duration, of each proposed temporary fluxspace within the overall system. Construction of the temporary fluxspace system is to begin June 1st, 2013, with the entire system coming to an end on May 31st, 2014. Implementing the entire system within the span of a single year will ensure that the effect is one of spontaneity and extreme temporality. The central idea here is to implement a system of temporary fluxspaces quickly and affordably that will create new gathering spaces and socially-magnetic spaces and leave an indelible impression upon Kansas City's residents and visitors, hopefully inspiring and exciting them into challenging the dominance of surface parking lots within Kansas City's downtown core.

With the exception of the two proposed One Year Fluxspaces, the choreography of the 16 different Seasonal and Pop-Up fluxspaces within the overall system is based on the timing of major cultural events within downtown Kansas City, Missouri. Figure 3.10 is a graphic representation of the major cultural events occurring within downtown Kansas City between June 2013 and May 2014; events are distributed between nine different event centers within the downtown area. Fluxspaces within a reasonable walking distance of a given activity center were designed to coincide with events at that particular location. In most cases, Seasonal Fluxspaces were timed to coincide with multiple events at a given location, while Pop-Up Fluxspaces were timed to coincide with events taking place during a given weekend. Given the number of major events taking place within Kansas City between June 2013 and May 2014, not all events coincide perfectly with a Seasonal Flux or Pop-Up Flux. That being said, the hope is that the two proposed One Year Fluxspaces would be able to accommodate any influx of potential users associated with an event that does not coincide with a Seasonal Flux or Pop-Up Flux.

// 4.3 Flux Choreography

Opposite page: This map highlights the choreography, or timing of each of the 18 proposed temporary fluxspaces. The sequence is shown in color-coded numbers which correspond to the numbers at left. The exact duration of each flux is shown at left. (map by author)



BERKELEY PARK
dancefestopia 09.13.13 - 09.14.13

CITY MARKET
art of the machine car series 05.01.13 - 10.31.13, sundays

wicked (musical) 10.09.13 - 10.27.13

schubert's ninth and gil shaham 05.31.13 - 06.02.13

strauss' alpine symphony 06.07.13 - 06.09.13

youth symphony 06.11.13

thick as a brick 07.13.13

don't stop believin' 09.14.13 - 09.15.13

the capulets & the montagues 09.21.13 - 09.29.13

beethoven lives upstairs 09.22.13

street league skateboarding 06.09.13

rush 08.04.13

bruno mars 08.09.13

blake shelton 10.03.13

p!nk 11.12.13

monster jam 02.07.14 - 02.09.14

CROSSROADS
first fridays

AMERICAN ROYAL

kids ag. learning fest 07.09.13

american royal barbecue 10.04.13 - 10.06.13

american royal livestock show 10.20.13 - 11.03.13

kc remodeling show 02.07.13 - 02.09.13

metro lawn & garden show 02.07.13 - 02.09.13

CROWN CENTER

hospital hill run 06.01.13

antique festival 06.08.13 - 06.09.13

festival of fountains 06.09.13

fiesta kansas city 06.21.13 - 06.23.13

clown show 08.03.13

irish fest 08.30.13 - 09.01.13

american royal parade 09.29.13

mayor's x-mas tree lighting 11.29.13

5000'

2500'

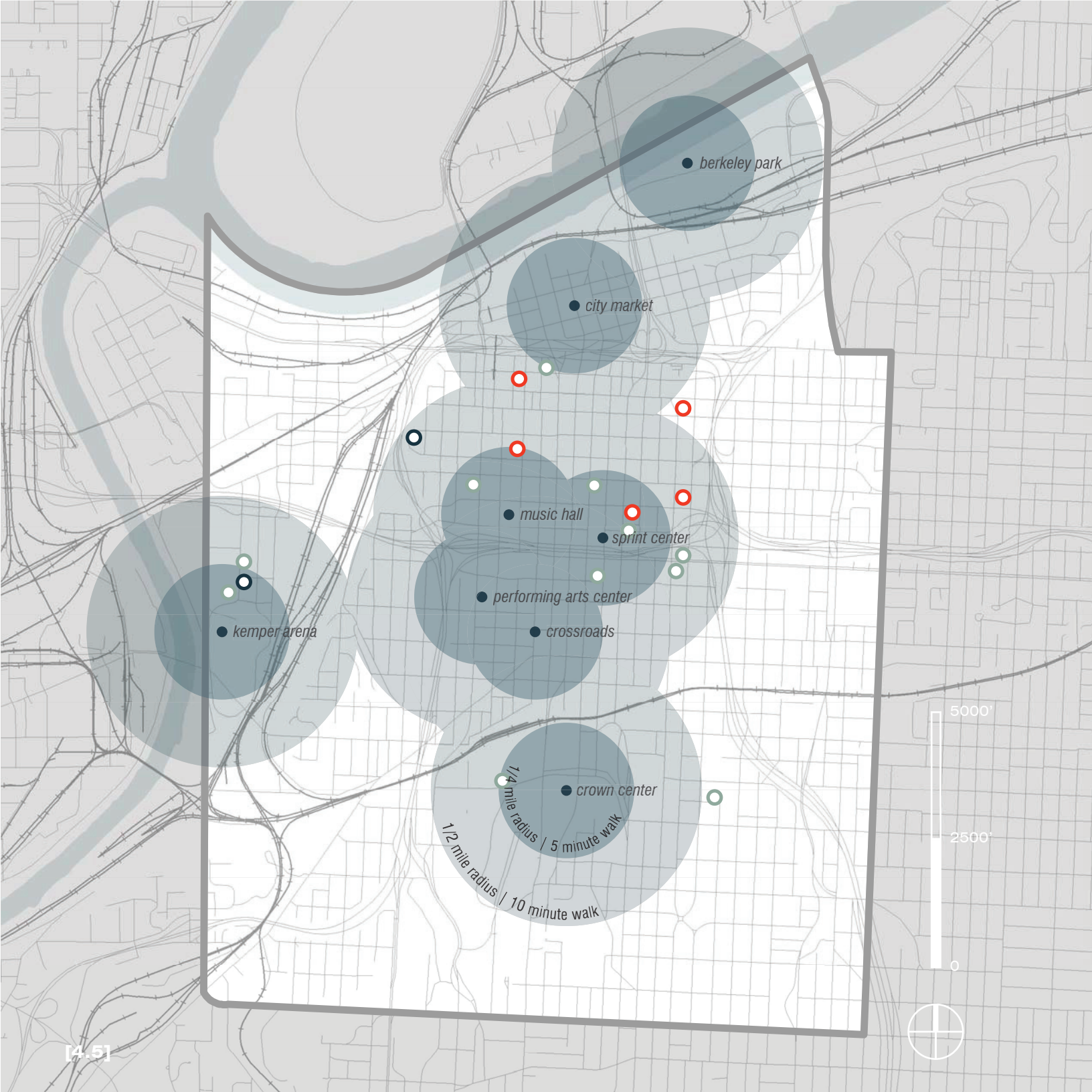


KANSAS CITY FESTIVITIES

Using information gathered from the website www.visitkc.com, which provides a comprehensive snapshot of major upcoming activities within Kansas City, a total of 30 major events were identified within nine different event centers within the project area. The magnitude and duration of the events varies widely, and includes events such as concerts, parades, barbecues, musicals, and various conventions. Many of the events take place over a single weekend, while others are recurring events that take place weekly or monthly throughout the year, or seasonally. The timing of these events was central to the choreography of the proposed system of temporary fluxspaces. As much as possible, the temporary fluxspaces respond directly to a coincident event taking place within a reasonable walking distance of the flux. The exception to this are the two proposed One Year Fluxspaces, as these fluxspaces are in place throughout the duration of all these events, and thus do not react to one scheduled event in particular.

// 4.4 Kansas City Festivities

Opposite page: This map highlights the major events and festivals within the project area, beginning June 2013 and ending May 2014. Event types range from concerts to marathons to parades, and are distributed fairly evenly throughout the 12 months researched. The information was collected from the website www.visitkc.com. (map by author)



berkeley park

city market

music hall

sprint center

performing arts center

crossroads

crown center

kemper arena

1/4 mile radius | 5 minute walk
1/2 mile radius | 10 minute walk

5000'

2500'

0

- Event Center
- Proposed One Year //Flux
- Proposed Seasonal //Flux
- Proposed Pop-Up //Flux

//FLUX WALKABILITY

Of the 18 proposed temporary fluxspaces, 11 fall within a 1/4-mile, or five-minute walking radius of the nearest event center. Another five fall within a 1/2-mile, or 10-minute walking radius of the nearest event center. Only two of the proposed temporary fluxspaces fall just beyond this outside radius, representing more than a 10-minute walk from the nearest event center.

// 4.5 Flux Walkability

Opposite page: This map highlights the walkability of the proposed system of temporary fluxspaces from the nine major events centers within the project area. (map by author)

KANSAS CITY'S EXISTING FOOD TRUCKS

	Truck Name	Type of Food Served
1	3 Girls Cupcakes	cupcakes and pastries
2	Beauty of the Bistro	american bistro/dessert
3	Cajun Cabin	cajun/shaved ice
4	Chef Baldee's Pizza	pizza/italian
5	Coffee Cake KC	coffee/pastries
6	Crave of KC Food Truck	mexican/american
7	Curly's Q	BBQ
8	Detroit Coney	american
9	Driftwood KC BBQ	BBQ
10	Fresher than Fresh	dessert
11	Gary's on the Go	BBQ
12	Indios Carbonsitos	mexican
13	Jazzy B's BBQ	BBQ
14	Little Italy	italian
15	Mad Jacks on Wheels	seafood
16	Moose Truck	american/latin-asian fusion
17	Prairie Fire Oven	sandwiches/pizza
18	Smokin' Fresh Streetside BBQ	BBQ
19	The Dogg House	american
20	The Funnel Cake Truck	carnival fare
21	The Good You	eclectic
22	The Magical Meatball Tour	italian
23	The Roasterie	coffee
24	Westport Street Fare	world fare
25	Wilma's Real Good Food	american/desserts

// 4.6 Kansas City's Food Trucks

Above: This table lists the 25 food trucks currently active in the Kansas City area, and the type(s) of food each serves.

// 4.7 Kansas City Food Truck

Choreography
 Pages 98-101: This graphic illustrates the mobilization of Kansas City's 25 food trucks to the 18 different fluxspaces within the proposed system. The graphic is organized month-by-month. Each color-coded truck shown also includes the number of the fluxspace (see Figure 3.9: Flux Choreography) that it visits that month. The type of food being served by each truck is also shown. (map by author)

FOOD TRUCK CHOREOGRAPHY

Another critical aspect of the overall fluxspace system is the choreography of the food trucks that will vend in the various fluxspaces. The overall concept is that various food trucks will rotate between fluxspaces, spending varying periods of time vending within the different fluxspaces. According to the website roaminghunger.com, which tracks the activity and locations of food trucks in various cities across the United States, there are 25 food trucks currently active in the Kansas City area. This project explores one possible scenario of the mobilization of these trucks to the 18 different temporary fluxspaces throughout the downtown Kansas City area between June 2013 and May 2014. Even though this project presents just one possible scenario, a number of guidelines govern the mobilization of the food trucks to the various fluxspaces.

It should be noted that although these guidelines are designed with specific goals in mind, they should not be regarded as absolute in any way. They have been formulated to match Kansas City's unique situation and to work with the number of food trucks currently active in the Kansas City area. A different city or a different number of trucks participating in the system would undoubtedly call for a different set of guidelines.

// The Guidelines

- Each food truck must visit exactly four different fluxspaces during the year that the overall system is in place; this is to ensure equal participation by each food truck in the system.
- Each food truck must visit at least one of each type of fluxspace (Pop-Up Flux, Seasonal Flux, and One Year Flux); this ensures that each food truck is given equal opportunity to vend in each type of fluxspace.
- No food truck may visit the same fluxspace more than once; this ensures that no single food truck becomes tethered to a One Year Fluxspace.

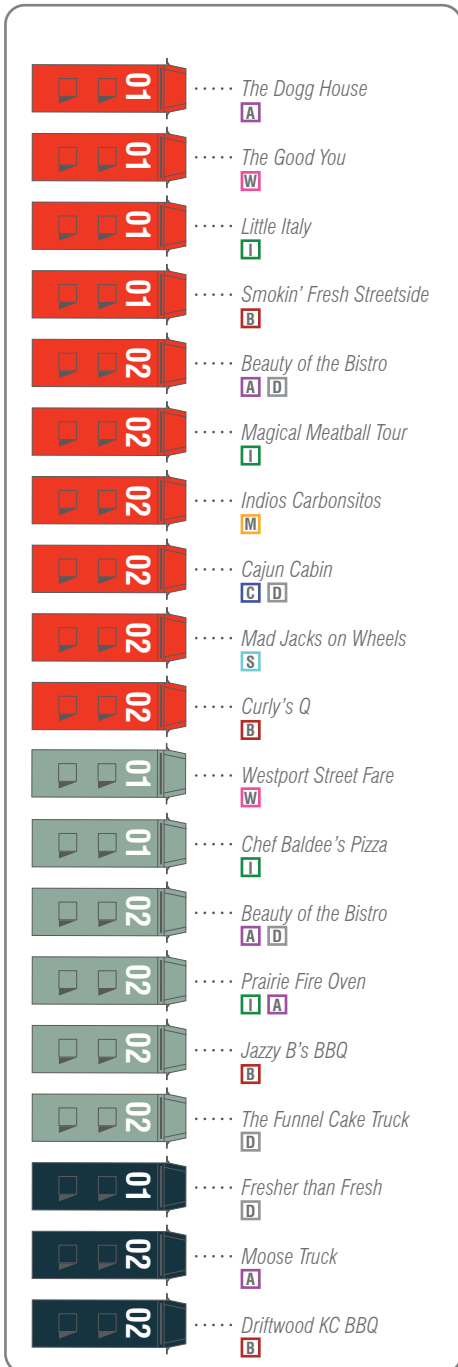
- No two food trucks may be present together at more than one fluxspace; this ensures a dynamic synergy between different food trucks at each fluxspace.
- At each fluxspace, each truck must be serving a different primary type of food; this is to minimize direct competition between food trucks at a given fluxspace and ensure that fluxspace patrons are presented with the greatest variety of choices possible.

// Notes on the Guidelines

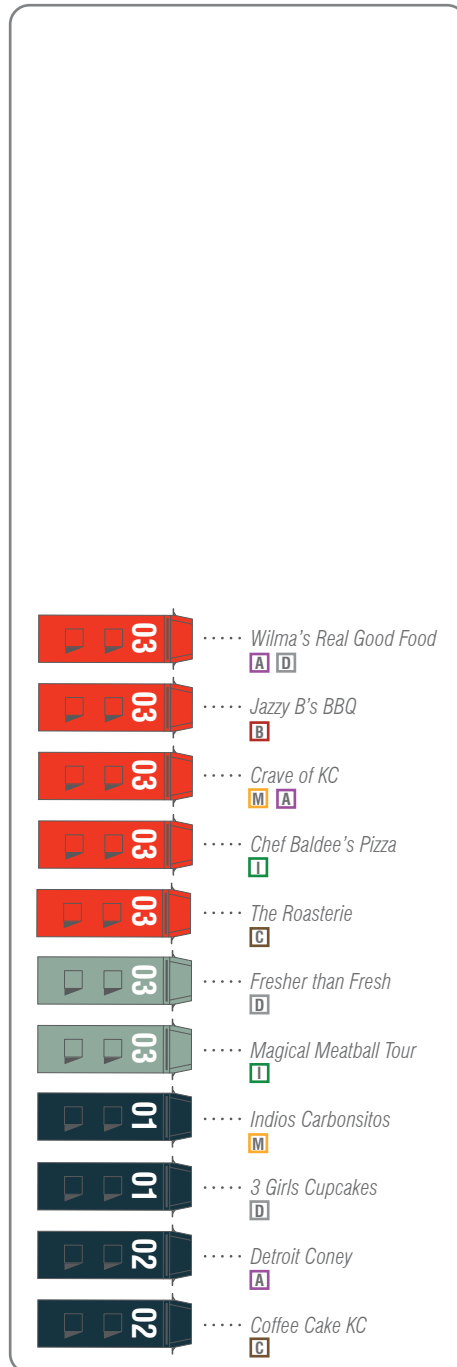
The guidelines governing the choreography of the food trucks within the temporary fluxspace system are designed to ensure that (a) each food truck is given equal opportunity to visit fluxspaces within the system, (b) no food truck spends too much time at one particular type of fluxspace, (c) no food truck spends too much time at one particular fluxspace, and (d) the greatest variety of food possible is being served at each fluxspace every time one is active. Another consideration influencing the choreography of the food trucks was the seasonality of the food being served. For example, Fresher than Fresh, a food truck that serves snow-cones, was not stationed at any fluxspaces during the winter months.

Although some might argue that developing a rotating program of food trucks in which the same food truck is never at the same location twice may actually do more to de-stabilize food vending activity in Kansas City, the goal is to increase the visibility of Kansas City's food trucks to the greatest degree possible, and to foster a dynamic program that constantly experiments with new combinations of food trucks. This project posits that Kansas City's food trucks will emerge following the one-year implementation period of this project with a greater degree of visibility and an increased awareness of viable sites for food vending.

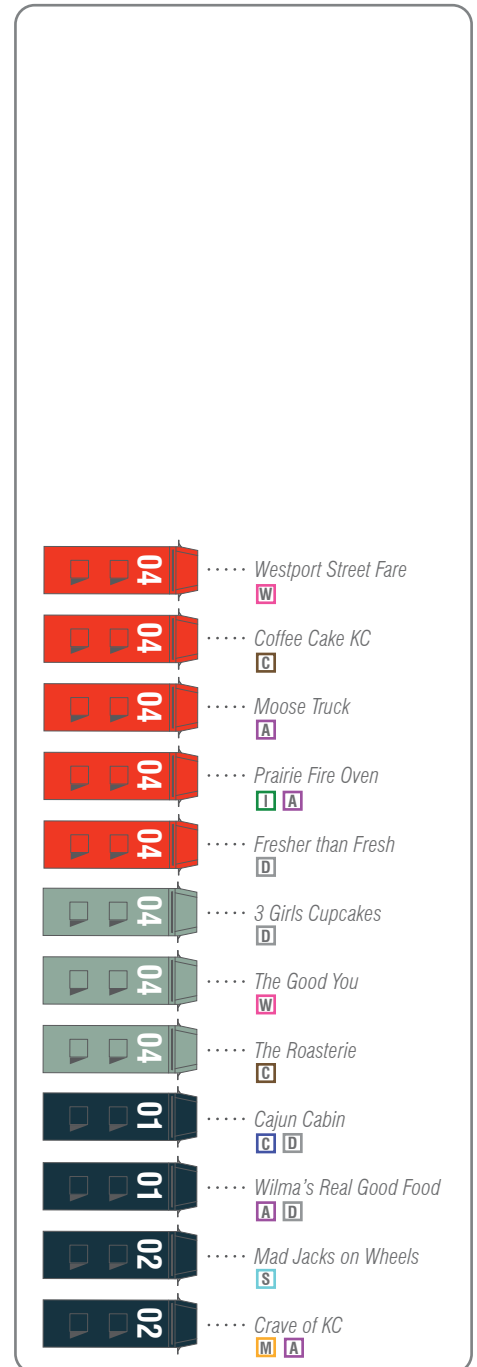
JUNE 2013




JULY 2013

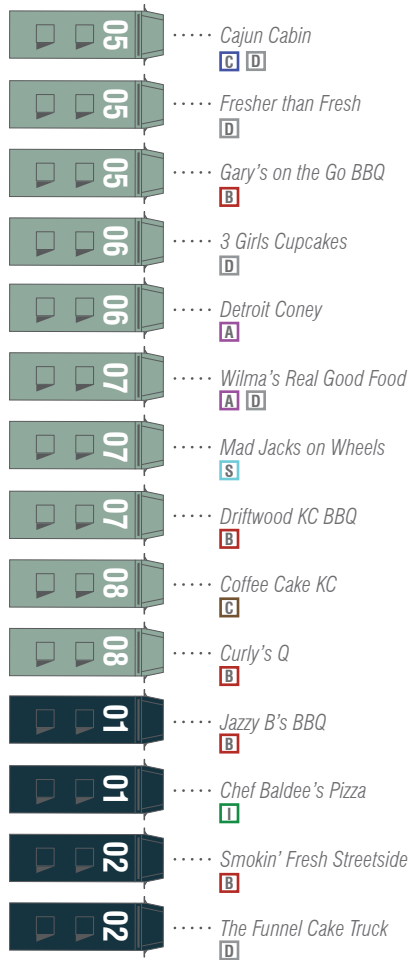


AUGUST 2013

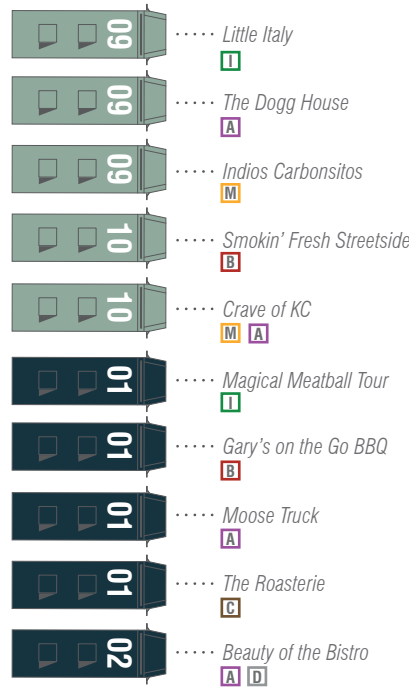


 POP-UP TRUCK
  ONE YEAR TRUCK
  SEASONAL TRUCK

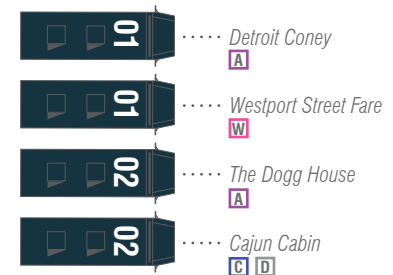
SEPTEMBER 2013



OCTOBER 2013

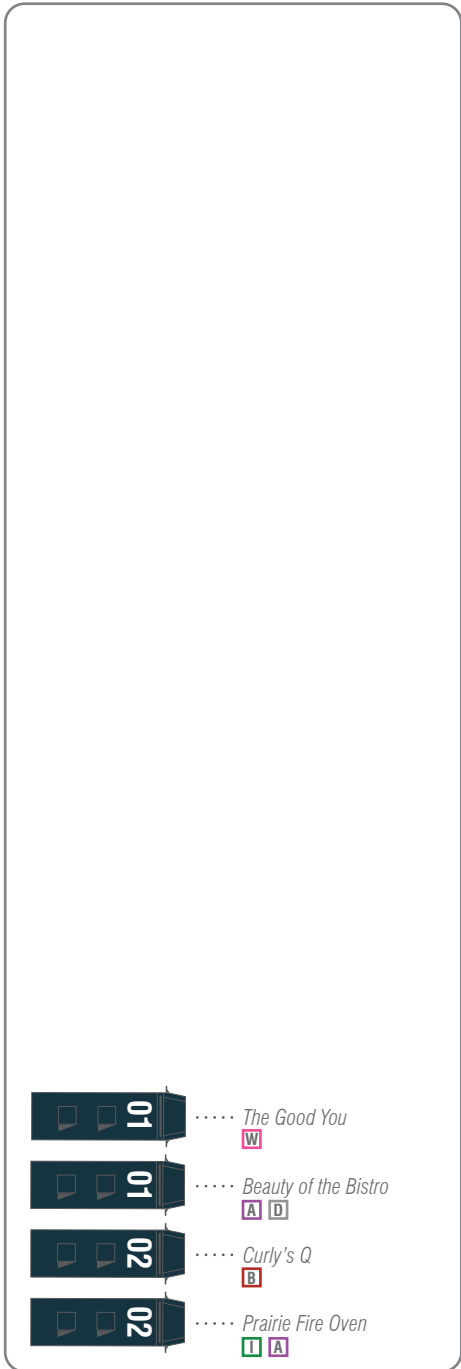


NOVEMBER 2013

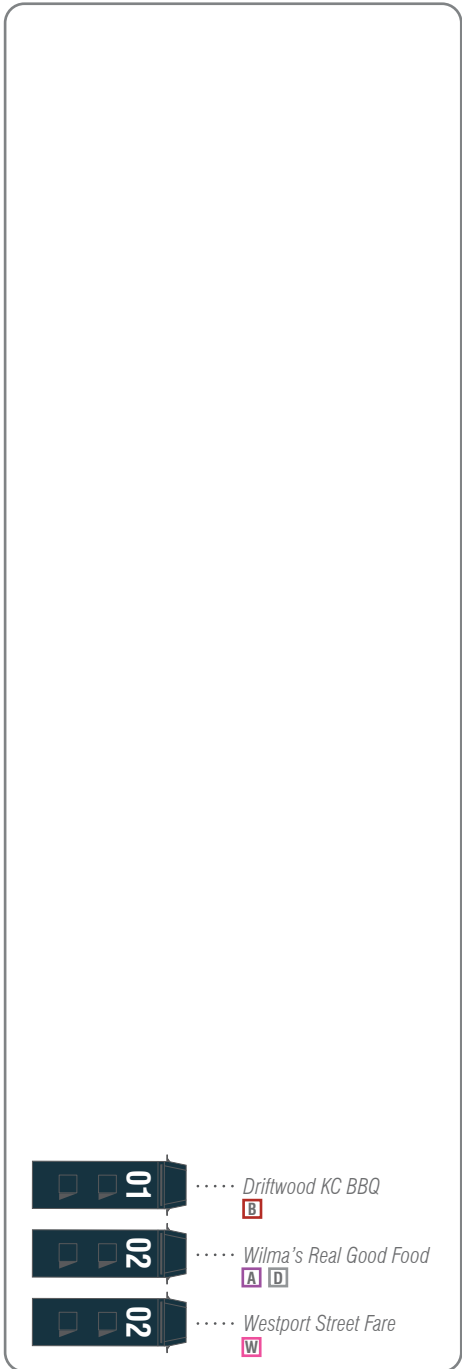


- TYPES OF FOOD SERVED
- A** AMERICAN
 - I** ITALIAN
 - M** MEXICAN
 - C** COFFEE
 - B** BARBECUE
 - C** CAJUN
 - D** DESSERTS
 - S** SEAFOOD
 - W** WORLD FARE

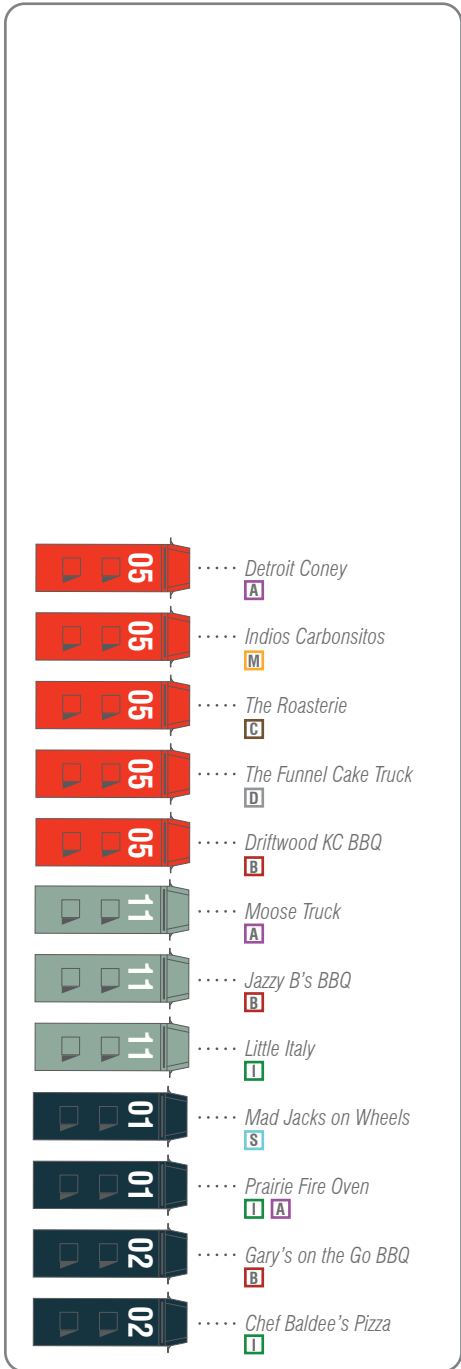
DECEMBER 2013



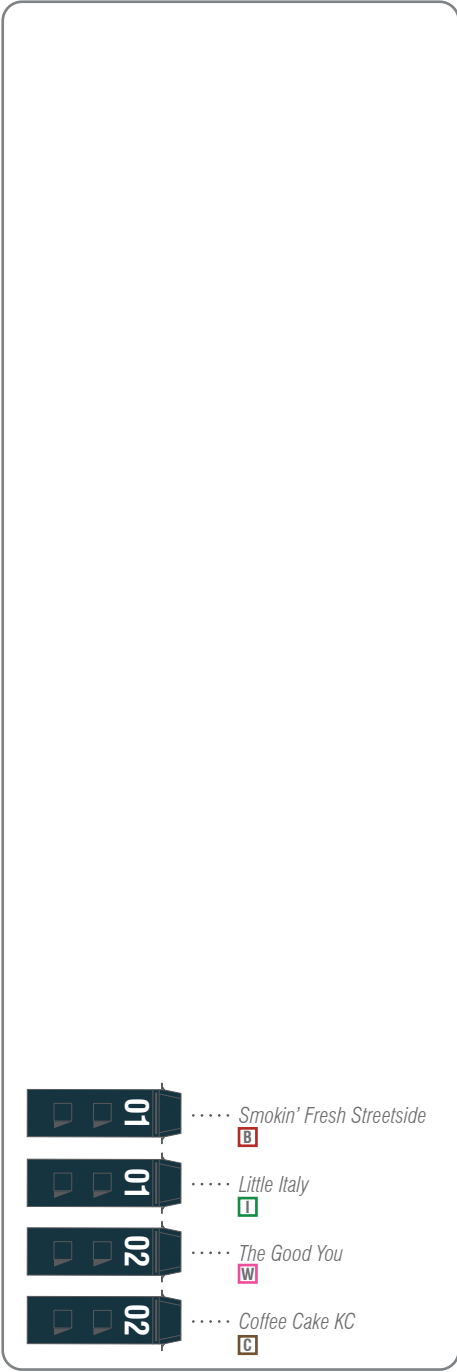
JANUARY 2014



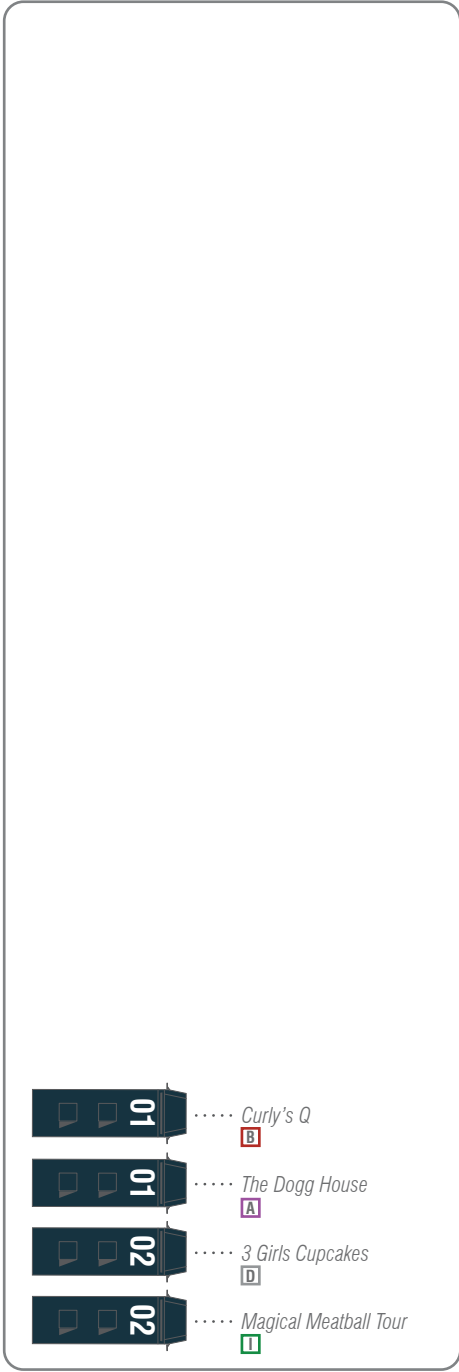
FEBRUARY 2014



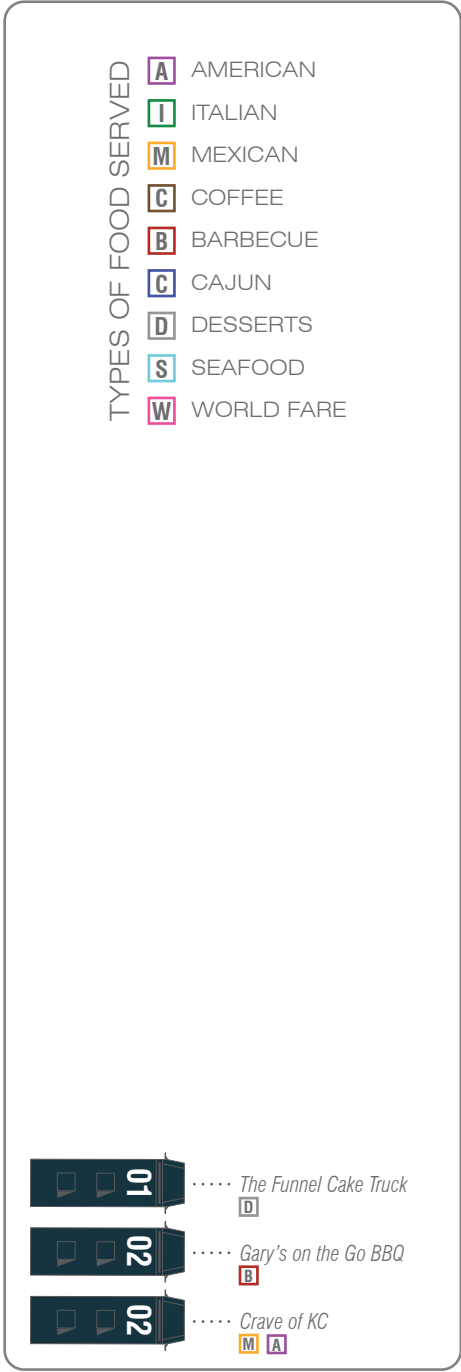
MARCH 2014



APRIL 2014



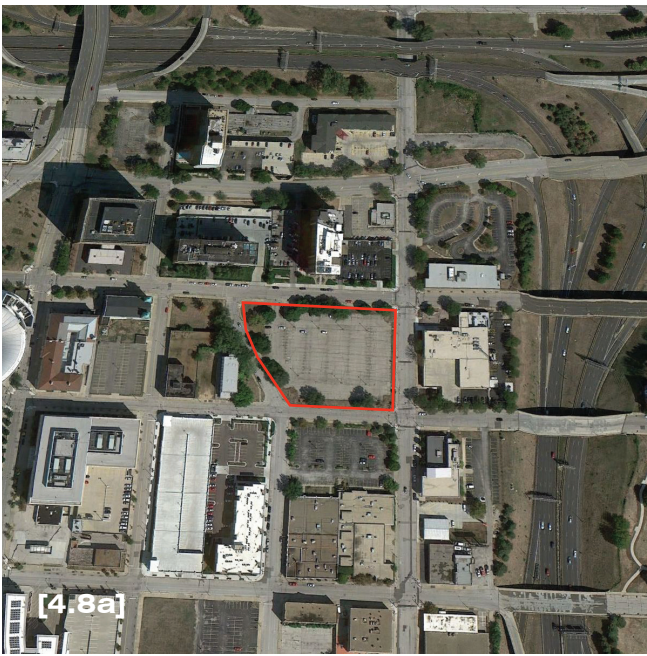
MAY 2014



INTRODUCTION

The purpose of this section is to illustrate the vision for three of the 18 temporary fluxspaces proposed with this project. To present a broader vision of a possible reality for the proposal, one fluxspace of each type has been selected for design exploration. The plans developed for each of the three fluxspaces are intended to be diagrammatic in nature. It is important to reiterate that they represent a plausible scenario for the programming of the fluxspaces. Although in these illustrations, the program indicated has been carefully considered and choreographed, they do not represent a de facto design solution. That being said, these illustrations are meant to be highly pragmatic design solutions that could be implemented quickly and affordably with very little long-term financial risk. Additionally, the food trucks indicated within the fluxspaces are accurate reflections of the food truck choreography discussed earlier in this chapter.

Conversely, the images included in this section are intended to be highly illustrative representations of the design reality, which could result should the proposed program be implemented.



[4.8a]



[4.8b]



[4.8c]

// 4.8 Pop-Up Flux Location

Opposite page, upper left: This aerial view shows the location of Pop-Up Flux 04 within its context in the upper northwestern portion of the downtown loop. (Google Earth)

Opposite page, upper right: This map highlights the location of Pop-Up Flux 04 in the context of the overall project area. (map by author)

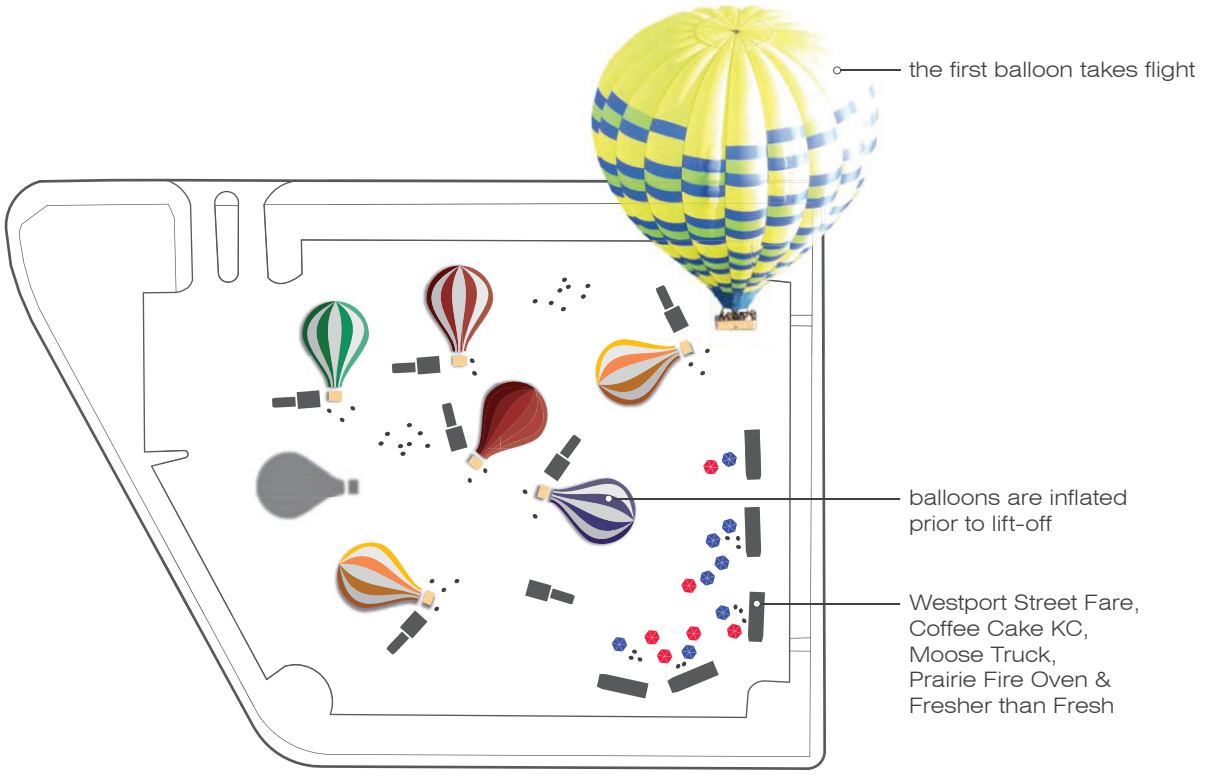
Opposite page, bottom: A street level view of Pop-Up Flux 04 looking west toward the central business district. (Google Maps)

POP-UP //FLUX 04

The Pop-Up Flux selected for design exploration was Pop-Up Flux 04, located in the northeastern portion of the downtown 'loop.' Pop-Up Flux 04 is active from August 2 - August 6, 2013. It coincides with a concert by Rush at the Sprint Center on August 4th. Other major events, including the Art of the Machine Car Series at City Market and First Fridays in the Crossroads will be ongoing while Pop-Up Flux 04 is in play (see Figure 4.4). The site for Pop-Up Flux 04 is a privately-owned parking lot currently operated by Central Parking Services as a pay-by-day surface parking lot.

// Program

The proposed program for Pop-Up Flux 04 is a hot air balloon launch pad, with the only cost associated with providing seating and shade to accommodate the influx of anticipated visitors associated with the event. Much of the success of this fluxspace hinges on successfully mobilizing food trucks to the temporary flux during the time that it is active, and publicizing the fluxspace to attract hot air balloon owners to the site for the few days that it is in place.



// 4.9 Pop-Up Flux Program

Opposite page: This diagrammatic plan highlights the proposed program for Pop-Up Flux 04 during its 5-day installation, which consists of hot air balloons, food trucks, and seating/shade structures.
(graphic by author)

// 4.10 An Afternoon in August at the Northeast Loop Pop-Up Flux

Following page: A perspective view highlighting the scene from the street at Pop-Up Flux 04 during its installation in August.
(graphic by author)



BALLOONS BEING INFLATED



WESTPORT STREET FARE

PUBLIC ANNOUNCEMENT

POP-UP
//FLUX

08.02 - 08.06

THIS WEEKEND ONLY!

HOT AIR BALLOONS

WATCH THEM TAKE FLIGHT

at the

NORTHEAST LOOP

POP-UP FLUX

featuring food by

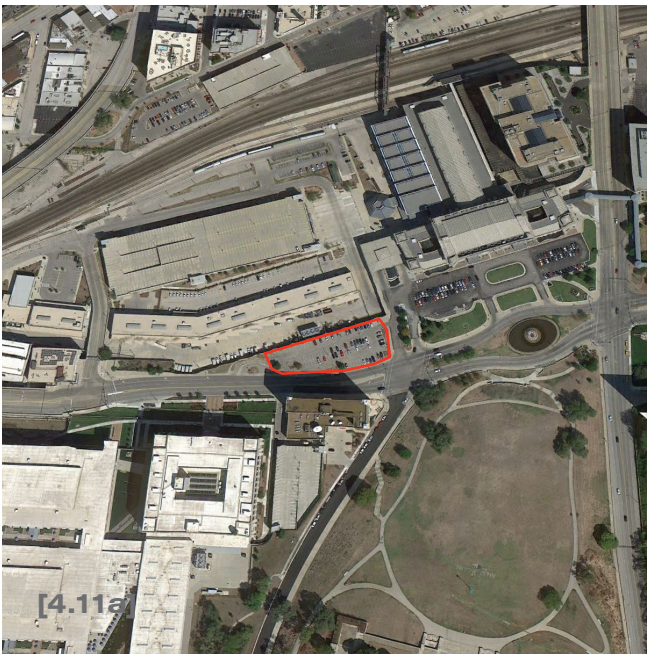
WESTPORT STREET FARE

COFFEE CAKE KC

MOOSE TRUCK

PRAIRIE FIRE OVEN

FRESHER THAN FRESH



SEASONAL //FLUX 01

The Seasonal Flux selected for design exploration was Seasonal Flux 01, located just southwest of Union Station. Seasonal Flux 01 is in place for three weeks between June 1 and June 24, 2013. It coincides with a number of major events in the vicinity, including the Hospital Hill marathon, Antique Festival, Festival of Fountains, and Fiesta Kansas City (see Figure 4.4).

Seasonal Flux 01 represents a significant opportunity for publicity, as it is situated in a prominent location immediately adjacent to a number of activity centers. Seasonal Flux 01 is directly across from Penn Valley Park and the Liberty Memorial and WWI Museum. It is also with walking distance of Crown Center.

// Program

Rather than present a series of programs for Seasonal Flux 01 that would rotate at a given interval, Figure 4.12 presents three possible scenarios for the programming of Seasonal Flux 01 that would remain in place for the entire three weeks that Seasonal Flux 01 is active. The program in scenario one is designed as the lowest cost alternative, with scenario two being a slightly more costly alternative, and scenario three representing the most costly option for programming the flux.

// Potential Sponsor

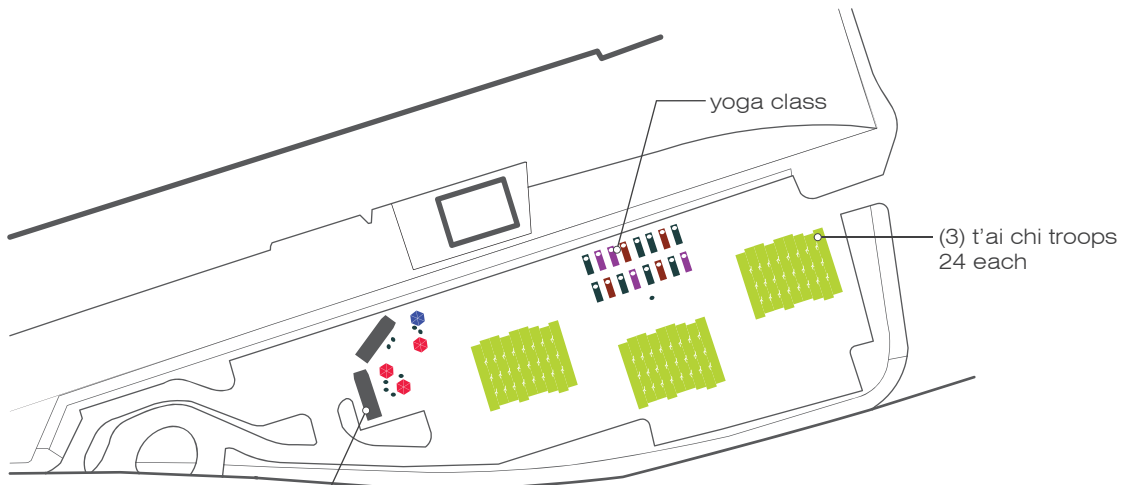
An obvious potential partner or sponsor for this flux is Union Station itself, as the flux's location and connection to Union Station represents a significant opportunity for publicity for Union Station.

// 4.11 Seasonal Flux Location

Opposite page, upper left: This aerial view shows the location of Seasonal Flux 01 within the context of Union Station and Penn Valley Park. (Google Earth)

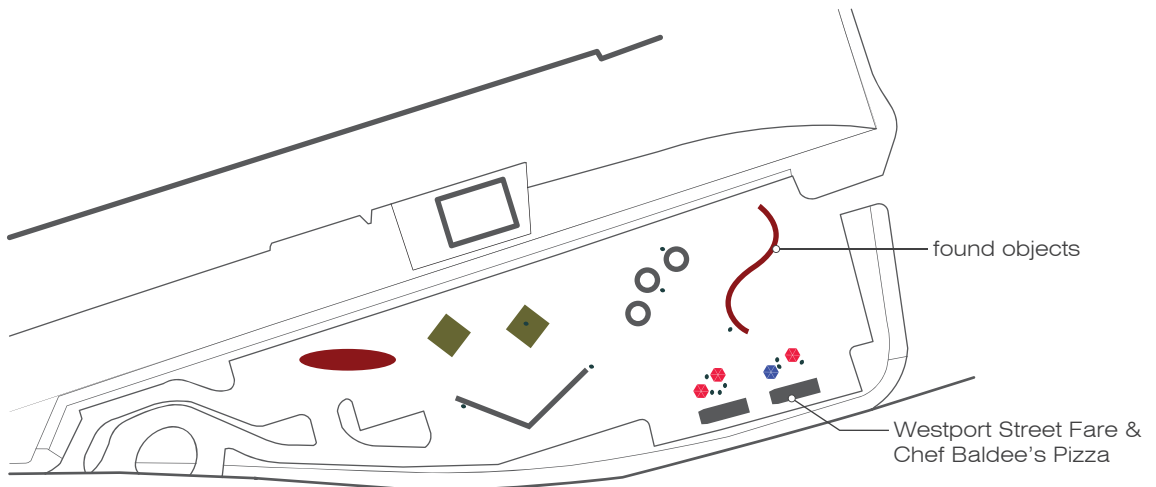
Opposite page, upper right: This map highlights the location of Seasonal Flux 01 in the context of the project area. (map by author)

Opposite page, bottom: A street level view of Seasonal Flux 01 looking toward Union Station, seen on the right hand side of the image. (Google Maps)



Westport Street Fare &
Chef Baldee's Pizza

SCENARIO ONE
{exercise}



found objects

Westport Street Fare &
Chef Baldee's Pizza

SCENARIO TWO
{skate}

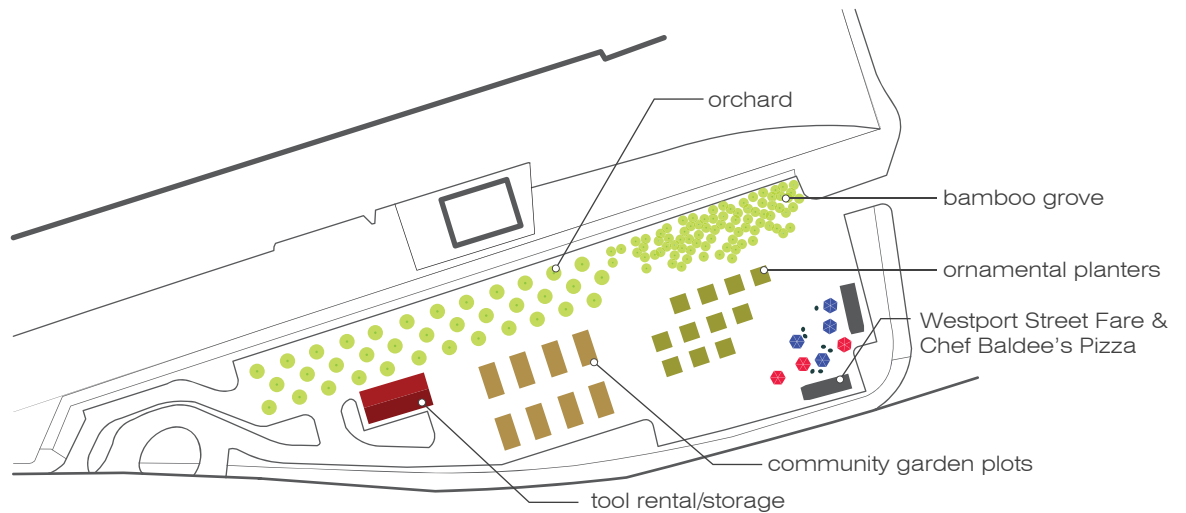
// **4.12** Seasonal Flux Program

Opposite page and below: These 3 diagrammatic plans illustrate three plausible scenarios for the programming of Seasonal Flux 01 during its 3 week installation period. Scenario One represents the lowest cost alternative, with Scenario Two representing the second-lowest cost alternative, and Scenario Three representing the most costly alternative. (graphic by author)

// **4.13** A Warm June Day at the Seasonal Flux at Union Station

Following page: A perspective view of Scenario Three at Seasonal Flux 01 at Union Station. (graphic by author)

IMAGINE



SCENARIO THREE
{grow}



TOOL STORAGE & RENTAL

(8) COMMUNITY GARDEN PLOTS

COMMUNITY APPLE ORCHARD

PUBLIC ANNOUNCEMENT

SEASONAL
//FLUX

06.01 - 06.24

3 WEEKS ONLY!

URBAN GARDEN

COME GROW & LEARN

at

UNION STATION

SEASONAL FLUX

plus, enjoy food by

WESTPORT STREET FARE

CHEF BALDEE'S PIZZA



ONE YEAR //FLUX 01

The One Year Flux selected for design exploration was One Year Flux 01, located at the intersection of 16th Street and Genessee Street in the West Bottoms district of Kansas City. One Year Flux 01 is in place between June 1, 2013 and May 31, 2014. The site is located just east of the Kansas City Livestock Exchange Building, which is now rented out as offices. This privately-owned lot lies just north of Uro Glass Design and the R Bar & Restaurant. This location represents a significant opportunity to draw attention to the West Bottoms district in general, which has historically been associated with a pervasive negative perception by city residents and visitors alike.

// Program

The program and food trucks within One Year Flux 01 are designed to rotate each month, with completely new program elements and food trucks brought in at the beginning of each month. The rationale for this is primarily to ensure that the flux remains highly active and that its dynamic continues to be renewed, so as to generate sustained interest in the flux from a variety of potential users. The other primary reason for rotating the program each month, which may otherwise seem tedious, is to consistently reflect changes in seasonality. Figure 4.15 is a diagrammatic representation of the proposed programming within One Year Flux 01 during the 12 months that it is active.

// Potential Sponsors

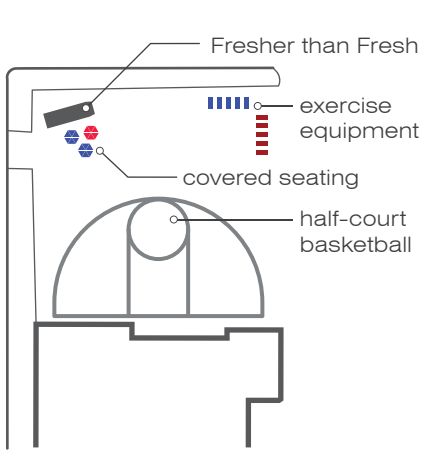
Exploring sponsorships and partnerships is an important consideration in the creation of One Year Fluxspaces, because, despite the potential for sourcing free, re-purposed materials from the area, their extended duration and rotating program would require a greater degree of financial support and commitment.

One of the most prominent features of the site is the bright red painted brick wall that bounds the site to the south. Because of the prominence of this site feature, this project proposes a potential partnership with the (RED) AIDS awareness organization. Although this would be a somewhat unusual partnership for (RED), it represents a significant opportunity for the organization to expand its potential sponsorships and increase AIDS awareness in a new and inventive way.

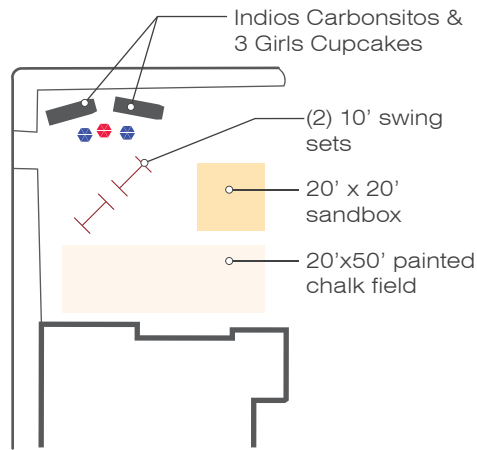
- // **4.14** One Year Flux Location
Opposite page, upper left: This aerial view shows the location of One Year Flux 01 within the context of the West Bottoms district. (Google Earth)
- Opposite page, upper right: This map highlights the location of One Year Flux 01 in the context of the overall project area. (map by author)
- Opposite page, bottom: A street level view of One Year Flux 01 from the corner of 16th and Genessee. (Google Maps)

- // **4.15** One Year Flux Program
Following page: These 12 diagrams highlight the proposed program within One Year Flux 01 over the course of its 12-month installation. (graphic by author)

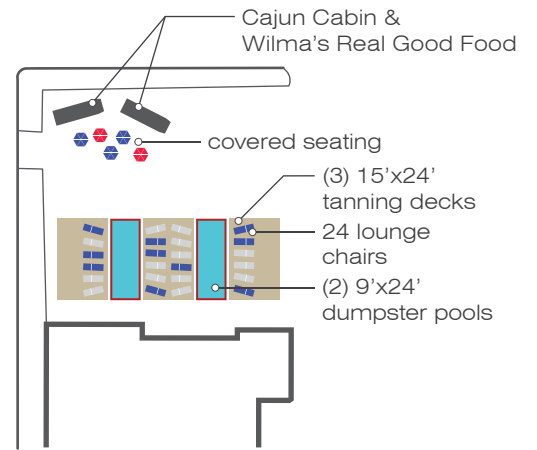
- // **4.16** An Evening in September at One Year Flux 01 in the West Bottoms
Two pages ahead: A perspective view illustrating a possible scenario for an evening in September, when the flux is programmed as an outdoor movie theater. (graphic by author)



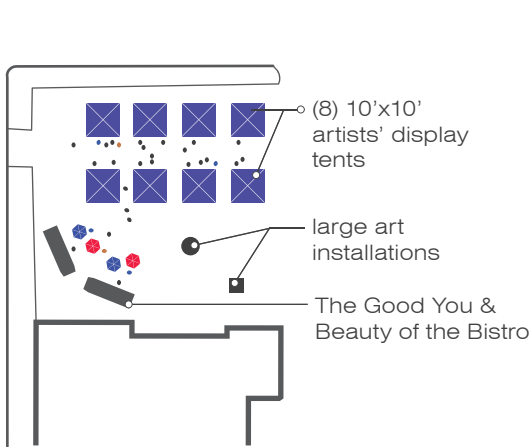
JUNE 2013
{exercise}



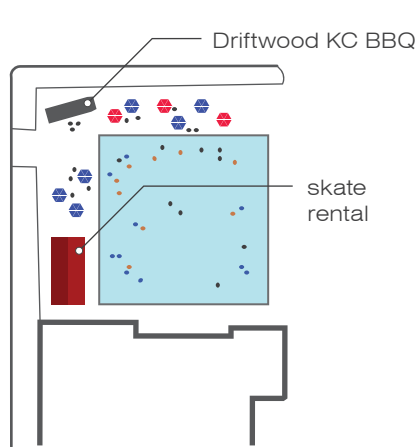
JULY 2013
{play}



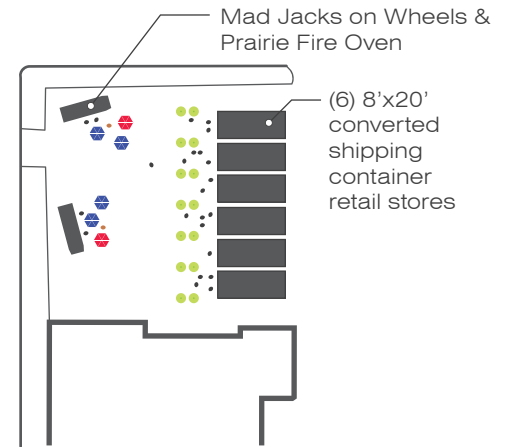
AUGUST 2013
{swim}



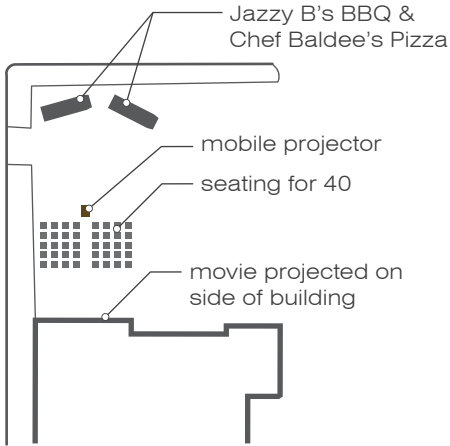
DECEMBER 2013
{art}



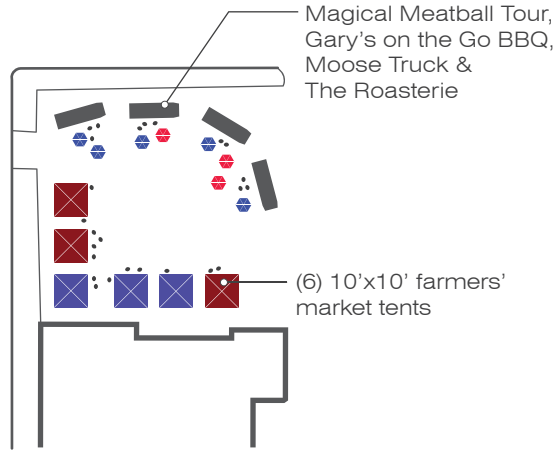
JANUARY 2014
{skate}



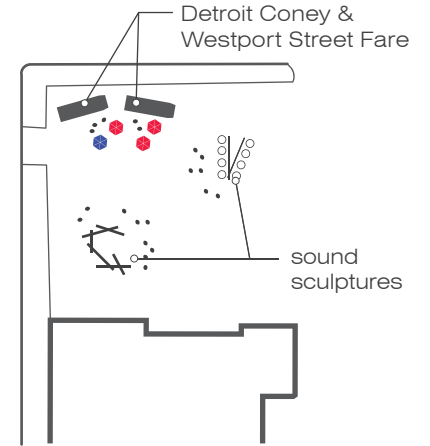
FEBRUARY 2014
{shop}



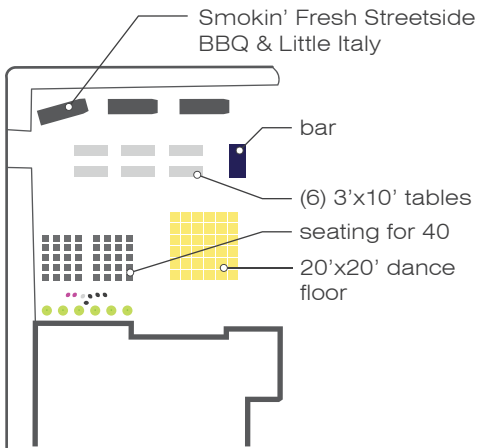
SEPTEMBER 2013
{watch}



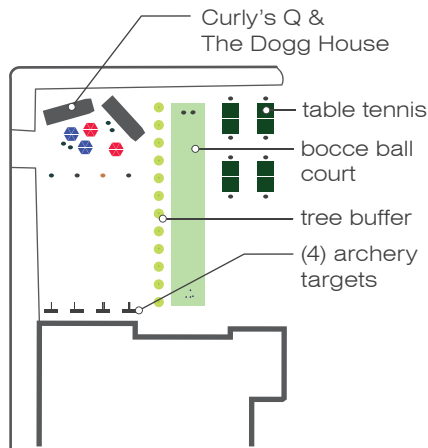
OCTOBER 2013
{eat}



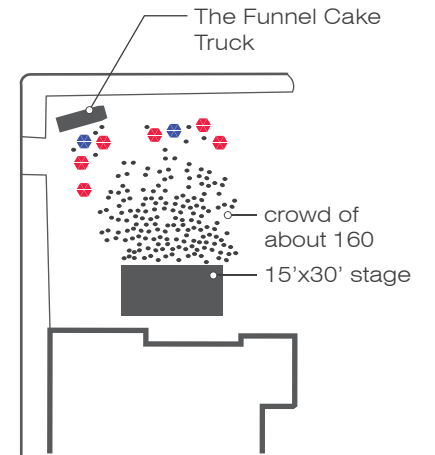
NOVEMBER 2013
{listen}



MARCH 2014
{celebrate}



APRIL 2014
{play}



MAY 2014
{perform}



CHEF BALDEE'S PIZZA

JAZZY B'S BARBECUE

CASABLANCA - DIRECTOR'S CUT

PUBLIC ANNOUNCEMENT

ONE YEAR
//FLUX

6PM

TONIGHT ONLY!

CASABLANCA

DIRECTOR'S CUT

presented under the stars at

WEST BOTTOMS

ONE-YEAR FLUX

featuring food by

JAZZY B'S BBQ

CHEF BALDEE'S PIZZA

THE BENEFITS OF THE FLUXSPACE SYSTEM

// 4.17 Benefits Matrix

While not an exhaustive list, this matrix highlights potential social, economic, and environmental benefits of potential fluxspace program elements. (graphic by author)

POTENTIAL PROGRAM ELEMENTS

● Benefit provided

BENEFITS

SOCIAL

	Yoga/T'ai Chi	Cafe/Coffshop	Community Garden	Biergarten	Farmer's Market	Movie Theater	Ornamental Garden	Outdoor Play
Physical Activity	●		●					●
Access to Healthy Foods			●	●	●			
Education			●		●			
Empowerment			●					
Leisure/Mental Restoration	●	●				●	●	
Social Interaction/Chance Encounters	●	●	●	●	●	●	●	●
Arts and Culture						●		

ECONOMIC

Supports Local Businesses		●	●	●	●			
Food Affordability		●	●	●	●			
Job Creation	●	●	●	●				
Generates Revenue		●	●	●	●			

ENVIRONMENTAL

Increases Green Space			●	●			●	
Repurposes Waste Material		●	●	●			●	

“We deceive ourselves in
believing the world is permanent.”

//Peter Bishop and Lesley Williams, 2012



05
CONCLUSIONS

This chapter presents concluding thoughts and discussion for //fluxspace. Identified in this chapter are implications and areas of future research, challenges, limitations, and closing thoughts for the Master's project described in the previous four chapters.

DISCUSSION AND CONCLUSIONS

// Implications and Future Research

One of the most significant implications of this research is the potential for temporary interventions to transform municipalities' approach to interim place-making in urban environments. As Haydn and Temel note, "Temporary uses also produce a change in the culture of planning." They add, "[Temporary uses] can contribute to a city's development as 'bottom-up' planning instruments [...]" (2006). Although Haydn and Temel would urge us to consider temporary uses as an alternative to masterplanning, this project posits that temporary uses may be more effective, and more readily accepted, by stakeholders and by the public, if they are designed to complement the efforts of the masterplan. Furthermore, if temporary uses were to become a standard approach to place-making in the 'toolkit' of the municipal planner, the wholly underestimated potential of temporary interventions could be fully realized, and the citizens who should benefit the most from temporary acts could reap the rewards.

Another important aspect of temporary interventions, that was not the primary focus of this study, is the notion of more permanent 'temporary' interventions. There could be value in programming fewer sites with a rotating series of temporary interventions (much like the One Year Fluxspaces proposed by this project). This option could prove particularly attractive to municipalities, who may be deterred by a more nomadic approach, such as that proposed by this project. Rotating temporary interventions within a handful of spaces could further decrease costs and reduce the challenges associated with intervening a single time across a large number of sites.

Another important implication of this study concerns the method employed during the site selection process for this project. Using Twitter as a means of generating a trace of social activity in the city represents a rich, emerging area of study that could hold real value for landscape architects and urban planners in the future. As opposed to surveys and/or interviews, collecting data from Twitter is free,

comparatively easy, and far less time-consuming. The information stored in social networking sites like Twitter represents a large source of data (known colloquially as 'big data') that can be harvested, documented, sorted, and coded with relative ease (often by computers, without the need for manual processing). While collecting and displaying this data is not a new concept by any means, collecting the data with the larger goal of using it to foster more vibrant urban environments represents less-thoroughly-explored territory.

Future research into temporary interventions should explore in more depth the potential and need for significant community involvement in planning, implementing, and maintaining the type of temporary interventions proposed by this study. The first group that could play a more significant and meaningful role in the future are the food truck owners themselves. There exists a significant opportunity to target this group of individuals more directly, either through interviews or focus groups, to identify information that could prove critical in a successful system of food truck-activated temporary interventions. Food truck owners could be asked to weigh in on site selection issues, as well as offer insights into the overall choreography of the system of fluxspaces and of the food trucks. The second group that could prove invaluable in creating a successful system of fluxspaces is, of course, the users – the community itself. Targeting Kansas Citians in an effort to identify their specific needs for temporary gathering spaces would be critical in attracting and maintaining grassroots support for a choreographed system of fluxspaces.

Another area of future research are performance evaluations of the kinds of spaces proposed within this report. Whether economic or social in nature, evaluating the performance and subsequent benefits of these temporary interventions will be critical in determining their successes and their potential as future, permanent spaces.

// Challenges

One of the most significant challenges of this project has been inverting my understanding of the creation of place. Until now, my academic and professional work has been largely driven by a desire to create places of permanence. Choosing to upend that understanding for this project, in favor of creating places designed to last only a comparatively short time has been a significant hurdle. When I first began to engage the notion of temporary urbanism as a driving force behind this Master's project, I felt the path to a successful project would be fairly straightforward. Instead what I have discovered is a topic full of hidden nuances, complexities, and challenges that have simultaneously tested my abilities as a student of landscape architecture and strengthened my final project.

Another challenge of this project has been reconciling the oftentimes tactical nature of temporary interventions with the strategic approach inherent in landscape architecture. By and large, temporary interventions are also spontaneous; they exploit a given condition at a particular moment in time. Thus, their appeal often lies in their lack of strategic planning. The challenge here became applying a landscape architecture lens to the concept of temporary urban interventions without sacrificing their somewhat subversive appeal. There is a danger in institutionalizing temporary activity, and caution must be used when attempting to apply a landscape architect's perspective to the notion of temporary acts.

Another potential challenge facing the ideas proposed in this report is linked to a group of individuals who would prove absolutely essential in any real-world application: the food truck owners. This project assumes the full cooperation and participation of each of Kansas City's 25 existing food trucks and their owners. In reality, it may prove difficult to attract and retain the interest of a group that is by definition nomadic and mobile. A great deal more research would be needed to ensure that the food truck owners' participation in the

system would not impact their current, independent earnings. Otherwise, it may be prohibitively challenging to promote the proposed system as an attractive alternative to the status quo. Although this project (for academic purposes) assumes that the food truck owners would be able to match or exceed their current earning levels, the proposed system could represent a significant risk to the food truck owners' livelihoods; this risk would have to be minimized or eliminated to attract widespread interest and buy-in to the proposed system.

// Limitations of the Study

One of the more significant limitations of this study concerns the size of the data sample used in the Twitter-based GIS analysis. Using data from the Twitter feeds of only eight food trucks yielded less accurate results than a larger sample certainly would have. With more time, I would have liked to have completed a more thorough analysis in Twitter sampling data from more food trucks to yield a richer analysis. Additionally, given that I was only able to collect 460 data points, I was somewhat limited in the types of GIS analysis I could conduct with a sufficient degree of accuracy and validity. Initially, I had sought to conduct a GIS hot spot analysis using the data points I compiled to identify statistically significant areas of intense food truck vending activity; however, upon reflection, I came to realize that I was stretching the data further than was justifiable. So, although it was rewarding as an academic exercise, the hot spot analysis did not become part of the final site selection process for this project.

Another limitation of this study was the absence of community outreach and participation in this project's method. Despite the efficiency of extracting data from Twitter as opposed to from surveys or interviews, this project likely misses some of the site scale nuances that could have been identified by speaking with residents and stakeholders in the Kansas City area.

// Closing Thoughts

This project has shown that Kansas City's excess surface parking lots, when programmed with temporary amenities, can become productive aspects of the urban environment, going beyond the mere provision of parking spaces to yield viable social and economic benefits.

The fluxspace prototypes developed as part of this project are highly replicable to other urban areas, and municipalities should be able to look to the prototypes as a means of introducing a comprehensive system of temporary gathering spaces. However, this replicability was arguably achieved at the expense of one of the most significant advantages of temporary use: their potential to impart a strong social and political message. Because the proposed system effectively promotes the institutionalization of temporary acts, the somewhat subversive nature of temporary acts is unfortunately suppressed with this project.

In closing, this project has illustrated that a carefully-choreographed system of temporary interventions, activated by the presence of food trucks, can be an effective tool in the creation of socially productive urban places. Despite their strength as visioning documents, masterplans are ineffective in prescribing short-term solutions; they are too often focused on long-term goals rather than short-term strategies. The lack of recognition of Kansas City's emerging mobile food vending culture represents a missed opportunity in exploiting the potential of food trucks to generate social hot spots in the city. Moving forward, Kansas City is poised to embrace food trucks as a productive aspect of urban vitality, and to recognize the value of both mobile food vending activity and temporary interventions as social catalysts.



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// 2.16a

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// 2.16b

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// 2.16c

"San Francisco Victory Garden" 2008. Photograph by flickr user the regeneration. Accessed 23 April 2013. Reproduced from flickr, <http://www.flickr.com/photos/theregeneration/2897187724/>.

// 2.17

"Hay Bale Hanging Out" 2008. Photograph by flickr user Orin Zebest. Accessed 23 April 2013. Reproduced from flickr, <http://www.flickr.com/photos/orinrobertjohn/3032439247/>.

// 2.18

"Boxpark" 2012. Photograph by flickr user Matt From London. Accessed 7 April 2013. Reproduced from flickr, <http://www.flickr.com/photos/londonmatt/7327780372/>.

// 2.19

"* (Boxpark Pop-Up Mall)" 2011. Photograph by flickr user skene. Accessed 7 April 2013. Reproduced from flickr, <http://www.flickr.com/photos/skene/6620017847/in/photostream/>.

// 2.20

"boxpark-shoreditch-london-august-2011-003" 2011. Photograph by flickr user ateliertally. Accessed 7 April 2013. Reproduced from flickr, <http://www.flickr.com/photos/mamalovesyou/5848951461/in/photostream/>.

// 2.21a

"An aerial view of LMCC LentSpace" 2009. Photograph by unknown. Courtesy of Lower Manhattan Cultural Council (LMCC). Accessed 31 January 2013. Reproduced from "LMCC's LentSpace in Hudson Square," http://lmcc.net/cultural_programs/lentspace/.

// 2.21b

"Planter boxes on-site act as nurseries for trees and plants that will be transplanted into the surrounding neighborhood" 2009. Photograph by unknown. Courtesy of Lower Manhattan Cultural Council (LMCC). Accessed 31 January 2013. Reproduced from "LMCC's LentSpace in Hudson Square," http://lmcc.net/cultural_programs/lentspace/.

// 2.21c

"A free outdoor cultural space open to the public, made possible by the loan of a Trinity Real Estate development site" 2009. Photograph by unknown. Courtesy of Lower Manhattan Cultural Council (LMCC). Accessed 31 January 2013. Reproduced from "LMCC's LentSpace in Hudson Square," http://lmcc.net/cultural_programs/lentspace/.

// 2.22a

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// 2.23

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// 2.24a

"Broadway between 44th and 45th Streets" 2010. Photograph by Molly Dilworth. Courtesy of Molly Dilworth. Accessed 31 January 2013. Reproduced from "Molly Dilworth: Projects," <http://www.mollydilworth.com/timessquare.html>.

// 2.24b

"July 29th, 2010: Duffy Square Plaza opens" 2010. Photograph by New York City Department of Transportation (NYCDOT). Courtesy of Molly Dilworth. Accessed 31 January 2013. Reproduced from "Molly Dilworth: Projects," <http://www.mollydilworth.com/timessquare.html>.

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"Duffy Square Plaza with furniture and pedestrians" 2010. Photograph by Molly Dilworth. Courtesy of Molly Dilworth. Accessed 31 January 2013. Reproduced from "Molly Dilworth: Projects," <http://www.mollydilworth.com/timessquare.html>.

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// 4.2

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// 4.3

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// 4.6

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// 4.7

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// 4.8a

Wagner, Benjamin. 2013. Pop-Up Flux Location. Source map: Google Earth. Kansas City, Missouri. Accessed 8 April 2013.

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// 4.9

Wagner, Benjamin. 2013. Pop-Up Flux Program. Adobe Illustrator.

// 4.10

Wagner, Benjamin. 2013. An Afternoon in August at the Northeast Loop Pop-Up Flux. Adobe Photoshop.

// 4.11a

Wagner, Benjamin. 2013. Seasonal Flux Location. Source map: Google Earth. Kansas City, Missouri. Accessed 8 April 2013.

// 4.11b

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// 4.11c

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// 4.12

Wagner, Benjamin. 2013. Seasonal Flux Program. Adobe Illustrator.

// 4.13

Wagner, Benjamin. 2013. A Warm June Day at the Seasonal Flux at Union Station. Adobe Photoshop.

// 4.14a

Wagner, Benjamin. 2013. One Year Flux Location. Source map: Google Earth. Kansas City, Missouri. Accessed 8 April 2013.

// 4.14b

Wagner, Benjamin. 2013. One Year Flux Location. Adobe Illustrator and ArcGIS. Source data: Mid-America Regional Council (MARC). "Railroads." <http://www.marc.org/gis/gisdata.htm>. United States Department of Agriculture (USDA). "Streets." <http://datagateway.nrcs.usda.gov/GDGOrder.aspx>. Accessed 26 January 2013.

// 4.14c

Wagner, Benjamin. 2013. One Year Flux Location. Source image: Google Maps. Kansas City, Missouri. Accessed 8 April 2013, Reproduced from Google Maps, <https://maps.google.com/maps?hl=en&tab=ll>.

// 4.15

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// 4.16

Wagner, Benjamin. 2013. An Evening in September at One Year Flux 01 in the West Bottoms. Adobe Photoshop.

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// 5.1

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A

APPENDIX A

GLOSSARY

The glossary provides the reader with an operational definition of key terms used within this report that may have multiple meanings, or that may simply require further clarification.

// **Chance encounter**

A chance encounter is any unexpected meeting between two acquaintances.

// **Critical mass**

Critical mass is the number of people required to sustain a given system. In the context of this report, critical mass is used to describe the number of people required to socially activate a given temporary space.

// **Food truck**

A food truck is any road-ready vehicle having four wheels and two axles that is either equipped to prepare and sell food on board, or is equipped to transport food prepared in a secondary location.

// **Hot spot**

A hot spot is a statistically significant cluster of high or low values. In the context of this project, hot spot is used to describe existing mobile food vending locations with the greatest number of instances of vending activity.

// **Strategic**

Haydn and Temel also provide a definition of 'strategy': "'Strategy' means an approach that emerges from the planning desk and the sand table; it works from a position of power that is in a position to force its opponents to accept its conditions and to ignore limitations imposed by circumstances [...] the urban-planning equivalent of strategy is the master plan" (Haydn and Temel 2006, 16).

// **Tactical**

Haydn and Temel define tactics using an analogy to warfare. They explain, "'Tactics' means an approach from the weaker place, which is not in a position to dictate conditions to an opponent but is compelled to try to exploit relationships to its advantage, by waiting for an opportunity and exploiting it flexibly and quickly [...] the urban planning equivalent of tactics is temporary use" (Haydn and Temel 2006, 16).

// **Temporary intervention**

For the purposes of this report, a temporary intervention is defined as a use intended to last only a short period of time that falls within one of the three prototypes of temporary space defined in this report. This means that a temporary intervention could last between two days and one year, depending on its classification. In *Temporary Urban Spaces*, Florian Haydn and Robert Temel define an intervention as "[a] temporary intrusion in a site that seek[s] to make alternatives evident" (Haydn and Temel 2006, 12).

B

APPENDIX B

ANNOTATED BIBLIOGRAPHY

A review of relevant and significant literature has been an ongoing and important aspect of the work completed for this Master's project and report. The purpose of this section is to briefly summarize key pieces of literature that have been central in shaping the foundational theory for this project. The following sources, and a number of others not reviewed here, are referred to throughout this report.

EVERYDAY URBANISM

// **John Leighton Chase, Margaret Crawford, & John Kaliski, eds.**

Everyday Urbanism is a collection of essays exploring the nature of the small, mundane, everyday activities that make cities such vibrant and complex places. Chase et al. have organized *Everyday Urbanism* into three main parts: "Looking at the City," "Making the City," and "Everyday Urbanism 2008." This project is primarily concerned with two of the essays that appear in this volume: "The Present City and the Practice of City Design" by John Kaliski and "The Space Formerly Known as Parking" by John Leighton Chase. Kaliski opens his essay with a quote from the Report of the Planning Commission in Houston from 1929: "The purpose of the plan is to look to the future as well as to the present, to plan with vision, but not be visionary" (Chase et al. 2008, 89). Having set the tone for the remainder of his essay, Kaliski then begins an exploration of the dynamic relationship between urban planning and the everyday. He presents a series of attempts by urban planners and visionaries to capture the spirit of the everyday, as well as a number of examples of plans that fail to recognize the everyday altogether, but he ultimately argues that there is no replacement for the experience of place. He says, "[The everyday] has an energy that architects, landscape architects, planners, and urban designers try repeatedly to capture. Unfortunately, despite substantial and varied professional efforts, only a pale simulation of this everyday vitality is usually achieved in planned practices and projects" (Chase et al. 2008, 90).

In "The Space Formerly Known as Parking," John Leighton Chase succinctly highlights the true cost and the potential of the humble parking space. He draws attention to the 'importance of very small spaces' by describing a number of efforts that are currently underway or have already been completed that re-imagine and transform the average parking space into new, productive places for society. In particular, he highlights the efforts of Rebar – an urban design firm in San Francisco that this project looked to for precedents and design inspiration – to transform parking spaces into productive places, and the subsequent Park(ing) Day movement that has ensued.

INSURGENT PUBLIC SPACE: Guerrilla Urbanism and the Remaking of Contemporary Cities

// **Jeffrey Hou, ed.**

Insurgent Public Space is a collection of essays that explore democracy in public space. Each essay explores temporary use through the lens of a particular site or instance of temporary activity. These instances of temporary activity run the gamut from momentary, shapeless insertions in public space to broad, sometimes subversive, appropriations of public (and sometimes not-so-public) space by the people and for the people. There are two essays within this volume of particular interest: Blaine Merker's "Taking place: Rebar's absurd tactics in generous urbanism" and "Claiming residual spaces in the heterogeneous city" by Erick Villagomez. Primarily of interest because of Rebar's prominent influence on contemporary temporary urbanism, Merker's "Taking Place" describes three primary approaches to urbanism that drive Rebar's work. The first of these urbanisms is *tactical urbanism*, which Rebar defines as "the use of modest or temporary revisions to urban space to seed structural environmental change" (Merker 2010, 49). The second urbanism is *generous urbanism*, which Rebar defines as "the creation of public situations between strangers that produce new cultural value, without commercial transaction" (Merker 2010, 51). The final urbanism Merker describes is *absurd urbanism*, which he explains

thus, “Rebar holds that deep within every rational system holding societies together are assumptions that, if taken to their logical conclusion, tend toward absurdity” (Merker 2010, 55). Although Merker acknowledges that these three driving urbanisms were identified ‘ex-post-facto,’ he does identify three critical aspects of the urban environment that are instrumental to the kind of work that Rebar does; these are *niche*, *loophole*, and *opportunity*. Merker writes, “These tantalizing gaps in the urban structure – these necessary pieces of the urban structure, as long as that structure is generated by strategic forces seated in power and authority – are what feed our practice. As long as we have the right eyes to see them, the cracks in the system will continue to elicit our curiosity” (Merker 2010, 56).

The second essay of interest, Erick Villagomez's “Claiming residual spaces in the heterogeneous city,” explores eight typologies of urban residual space. Villagomez argues for the reclamation of these excess spaces to encourage the reinvigoration of urban environments. The eight types of residual space he presents are: spaces between, spaces around, rooftops, wedges, redundant infrastructure, oversized infrastructure, void spaces, and spaces below (Villagomez 2010).

RETHINKING A LOT: The Design and Culture of Parking

// Eran Ben-Joseph

Eran Ben-Joseph's *Rethinking A Lot* is a thought-provoking assessment of the current status of parking, but it is also an exploration into the many varied forms of the standard surface parking lot. By examining myriad precedents, both historical and contemporary, Ben-Joseph provides a comprehensive overview of everything from parking lots as surfaces for spontaneous social interaction to an extensive review of the origins and evolution of parking lots since before the widespread adoption of the automobile.

TEMPORARY URBAN SPACES: Concepts for the Use of City Spaces

// Florian Haydn & Robert Temel

In *Temporary Urban Spaces: Concepts for the Use of City Spaces*, Florian Haydn and Robert Temel explore the nature of temporality as it pertains to ‘politics,’ ‘practice’ and ‘desire.’ Haydn and Temel also provide a comprehensive glossary of terms related to temporary use that represents an invaluable resource to the reader in itself. The latter half of the book includes dozens of case studies that offer an in-depth review of the current status of temporary use, and the many forms that it can take. In ‘Politics,’ Haydn and Temel explore the inherently political nature of temporary use, particularly in regard to its relationship to urban planning practice. ‘Practice’ explores the potentials of temporary spaces in an urban setting, and the natural flux embodied by the city and echoed by temporary uses. Haydn and Temel describe an urbanity grounded in three basic principles: *community*, *public space*, and *planning* (Haydn and Temel 2006).

THE TEMPORARY CITY

// Peter Bishop & Lesley Williams

This source figured most prominently in shaping the ideas presented by this project. In *The Temporary City*, Peter Bishop and Lesley Williams present temporality as a response to, or even an alternative to the masterplan. They argue, “Masterplans are too controlling and leave little space for the whimsical or the unexpected.” Echoing John Kaliski's sentiments in *The Present City and the Practice of City Design*, they continue, “It is often the unplanned activities that provide the diversity and dynamism that make urban areas attractive and livable. While plans and planning processes have grown increasingly sophisticated, they have never been able to create the spontaneous, unexpected, diverse and often fleeting activities that make cities exciting” (Bishop and Williams 2012, 184). Bishop and Williams describe the conditions that have led to the emergence of temporary use

as an alternative to masterplanning thus, “The fragmentation of political consensus, loss of faith in ‘big government’ and, in the Western economies at least, the economic downturn affecting business confidence and public expenditure amount to an almost ‘perfect storm’ in relation to the usefulness of many traditional masterplans” (Bishop and Williams 2012, 179). In other words, temporary use represents an opportunity to effect big change with limited risk or expense. Additionally, Bishop and Williams present over 100 case studies of temporary uses around the world.



C

APPENDIX C

Data mined from Twitter feed @Food Trucks - Kansas City (includes only location-specific messages within the greater downtown area)

POSTER	DATE	ORIGINAL MESSAGE	STREET A	STREET B	INTERSECTION
3GirlsCupcakes	2.7.13	16th and Genessee until 4:20	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	2.7.13	11th and Penn until 3:45	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	2.7.13	State St until 3:20	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	2.7.13	9th and Broadway until 2:40	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	2.7.13	10th and Main until 1:40	10th St	Main St	10th St & Main St
3GirlsCupcakes	2.7.13	13th and Locust until 1:00	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	2.7.13	Pershing and Kessler until 12:10	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	2.7.13	Hospital Hill until 11:30	24th St	Holmes Rd	24th St & Holmes Rd
cajuncabin	2.7.13	Hospital Hill here we come [...]	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	2.6.13	13th and Locust til 4:35	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	2.6.13	10th and Oak til 3:10	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	2.6.13	8th & Washington til 3:40	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	2.6.13	Hospital Hill at 24th & Holmes 2:50	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	2.6.13	Pershing & Grand till 2:05	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	2.6.13	Pershing & Main till 1:35	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	2.6.13	KOPT at 31st & Grand till 1:05	31st St	Main St	31st St & Main St
3GirlsCupcakes	2.6.13	[...] 12:45pm - E 31st and Walnut	31st St	Grand Blvd	31st St & Grand Blvd
3GirlsCupcakes	1.31.13	Pershing and Kessler until 3:10	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	1.31.13	10th and main until 2:25	10th St	Main St	10th St & Main St
3GirlsCupcakes	1.31.13	11th and Walnut until 1:20	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	1.31.13	9th and Broadway until 12:45	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	1.31.13	State St until 12:10	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	1.31.13	West Bottoms until 11:45	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	1.30.13	3rd & Wyandotte till 4:30	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	1.30.13	13th & Locust till 3:50	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	1.30.13	10th & Oak till 2:50	10th St	Locust St	10th St & Locust St
3GirlsCupcakes	1.30.13	8th & Washington till 2:20	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	1.30.13	Hospital Hill at 24th & Holmes till 1:35	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	1.30.13	Pershing & Grand till 1:05	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	1.30.13	Pershing & Main till 12:35	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	1.30.13	KOPT at 31st & Grand till 12:05	31st St	Grand Blvd	31st St & Grand Blvd
cajuncabin	1.29.13	13th and Oak is where you'll find us for lunch today [...]	13th St	Oak St	13th St & Oak St
DetroitConeyMO	1.28.13	Downtown KC today for lunch, 11-approx 2pm, then heading out to Union Station	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
DetroitConeyMO	1.26.13	We're going to be near the Czar bar again tonight, downtown KOMO	16th St	Grand Blvd	16th St & Grand Blvd
DetroitConeyMO	1.25.13	Near the Czar bar tonight, downtown KOMO!!	16th St	Grand Blvd	16th St & Grand Blvd
3GirlsCupcakes	1.24.13	10th and main until 2:30	10th St	Main St	10th St & Main St
3GirlsCupcakes	1.24.13	11th and walnut until 1:20	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	1.24.13	9th and Broadway until 12:45	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	1.24.13	State st until 12:10	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	1.24.13	16th and Genessee until 11:35	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	1.23.13	3rd & Wyandotte till 4:05	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	1.23.13	13th & Locust till 3:40	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	1.23.13	11th & Penn till 3:15	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	1.23.13	10th & Oak till 2:50	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	1.23.13	8th & Washington till 2:20	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	1.23.13	Hospital Hill at 24th & Holmes till 1:35	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	1.23.13	Pershing & Grand till 1:05	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	1.23.13	Pershing & Main till 12:35	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	1.23.13	KOPT at 31st & Grand till 12:05	31st St	Grand Blvd	31st St & Grand Blvd
IndiosCarbonsitos	1.20.13	Funnel cakes & coffee are in full force at the Guild today! [...]	17th St	Locust St	17th St & Locust St
IndiosCarbonsitos	1.19.13	Meet us at THE GUILD around 11am [...]	17th St	Locust St	17th St & Locust St
DetroitConeyMO	1.18.13	[...] Come hungry to 12th & Walnut tonight, near Big Sky!! [...]	12th St	Walnut St	12th St & Walnut St
cajuncabin	1.18.13	13th and Oak across from the courthouse [...]	13th St	Oak St	13th St & Oak St
DetroitConeyMO	1.18.13	Back downtown again today, near the courthouse [...]	13th St	Oak St	13th St & Oak St
DetroitConeyMO	1.18.13	[...] we are planning on being at the Zoo Bar tonight [...]	12th St	McGee St	12th St & McGee St
IndiosCarbonsitos	1.18.13	Ur lunch destination today is at the Guild East entrance [...]	17th St	Locust St	17th St & Locust St
DetroitConeyMO	1.17.13	We are in downtown KC, near the courthouse [...]	13th St	Oak St	13th St & Oak St
IndiosCarbonsitos	1.16.13	Meatloaf and Taters for lunch at The Guild on Friday [...]	17th St	Locust St	17th St & Locust St
3GirlsCupcakes	1.16.13	At 13th and Locust now until 3:10	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	1.16.13	11th and Walnut until 2:40	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	1.16.13	9th and Broadway until 2:10	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	1.16.13	10th and Main until 1:20	10th St	Main St	10th St & Main St
3GirlsCupcakes	1.16.13	11th and Penn until 12:50	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	1.16.13	8th and Penn until 12:30 [...]	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	1.16.13	8th and Washington until 12:10 with fresh candy bar cupcakes!!	8th St	Washington St	8th St & Washington St
IndiosCarbonsitos	1.15.13	[...] you will find us at the Barista coffee competition at @the_guild [...]	17th St	Locust St	17th St & Locust St
GarysOnTheGoBBQ	1.15.13	BBQ fans, tomorrow is HNTB Wednesday. Our location 715 Kirk Drive [...]	Kirk Dr	Jefferson St	Kirk Dr & Jefferson St

3GirlsCupcakes 1.15.13 16th & Genessee till 3:55
 Little_Italy_KC 1.15.13 Saturday 11ish at The Guild Barista regional coffee competition [...]
 3GirlsCupcakes 1.15.13 Hospital Hill at 24th & Holmes till 2:55
 3GirlsCupcakes 1.15.13 Pershing & Grand till 2:20
 3GirlsCupcakes 1.9.13 13th and Locust until 3:15
 3GirlsCupcakes 1.9.13 Finally to 11th and Walnut! Here until 2:50
 3GirlsCupcakes 1.9.13 9th and Broadway until 2:10
 3GirlsCupcakes 1.9.13 10th and Main until 1:25
 3GirlsCupcakes 1.9.13 11th and Penn until 12:50
 3GirlsCupcakes 1.9.13 State St until 12:25
 3GirlsCupcakes 1.9.13 8th and Washington until 12:00
 3GirlsCupcakes 1.8.13 Hospital Hill at 24th & Holmes till 5
 3GirlsCupcakes 1.8.13 Pershing & Grand till 4:30
 3GirlsCupcakes 1.8.13 Pershing & Main till 4:10
 3GirlsCupcakes 12.19.12 11th and Walnut until 3:55
 3GirlsCupcakes 12.19.12 9th and Broadway until 3:15
 3GirlsCupcakes 12.19.12 8th and Washington until 2:20
 3GirlsCupcakes 12.19.12 13th and locust until 1:35
 3GirlsCupcakes 12.19.12 24th and Holmes until 12:35
 3GirlsCupcakes 12.19.12 Pershing and Grand until 12:10
 3GirlsCupcakes 12.13.12 11th & Penn till 2:25
 3GirlsCupcakes 12.13.12 8th & Penn till 2
 3GirlsCupcakes 12.13.12 10th & Main till 1:25
 3GirlsCupcakes 12.13.12 On Locust at 13th Terr till 12:55
 3GirlsCupcakes 12.13.12 Hospital Hill at 24th & Holmes till 12:10
 3GirlsCupcakes 12.12.12 11th and Walnut until 2:00
 3GirlsCupcakes 12.12.12 At 13th and locust until 1:20
 3GirlsCupcakes 12.12.12 10th and Oak until 12:20
 3GirlsCupcakes 12.12.12 9th and Broadway until 11:40
 3GirlsCupcakes 12.12.12 8th and Washington until 11:05
 3GirlsCupcakes 12.11.12 16th & Genessee till 5
 3GirlsCupcakes 12.11.12 Hospital Hill at 24th & Holmes till 4:25
 3GirlsCupcakes 12.11.12 Pershing & Grand till 4
 3GirlsCupcakes 12.6.12 11th & Walnut till 2:50
 3GirlsCupcakes 12.6.12 10th & Oak till 2:15
 3GirlsCupcakes 12.6.12 10th & Main till 1:40
 3GirlsCupcakes 12.6.12 8th & Penn till 12:50
 3GirlsCupcakes 12.6.12 11th & Penn till 12:20
 3GirlsCupcakes 12.5.12 11th and Walnut until 1:05
 3GirlsCupcakes 12.5.12 13th and locust until 12:35
 3GirlsCupcakes 12.5.12 10th and Oak until 11:50
 3GirlsCupcakes 12.5.12 On Broadway between 9th and 10th until 11:10
 3GirlsCupcakes 12.5.12 8th and Washington until 10:30
 3GirlsCupcakes 12.4.12 16th & Genessee till 4:30
 3GirlsCupcakes 12.4.12 Hospital Hill at 24th & Holmes till 3:55
 3GirlsCupcakes 12.4.12 Pershing & Grand till 3:25
 3GirlsCupcakes 11.29.12 11th & Walnut till 3:55 [...]
 3GirlsCupcakes 11.29.12 Hospital Hill at 24th & Holmes till 3:40
 3GirlsCupcakes 11.29.12 10th & Oak till 2:10
 3GirlsCupcakes 11.29.12 10th & Main till 1:35
 3GirlsCupcakes 11.29.12 [...] Between 9th and 10th on Broadway till 12:50
 3GirlsCupcakes 11.29.12 8th & Washington till 12:40
 3GirlsCupcakes 11.29.12 13th & Locust till 12
 3GirlsCupcakes 11.29.12 11th & Penn till 11:35
 3GirlsCupcakes 11.29.12 8th & Penn till 11:15
 3GirlsCupcakes 11.28.12 3rd and Wyandotte until 4:00
 3GirlsCupcakes 11.28.12 11th and Walnut until 3:15
 3GirlsCupcakes 11.28.12 10th and oak until 2:30
 3GirlsCupcakes 11.28.12 At 9th and Broadway until 2:00
 3GirlsCupcakes 11.28.12 8th and Washington until 1:15
 3GirlsCupcakes 11.28.12 13th and Locust until 12:40
 3GirlsCupcakes 11.28.12 Pershing and Main until 11:50
 3GirlsCupcakes 11.28.12 24th and Holmes until 11:10
 3GirlsCupcakes 11.28.12 16th and Genessee until 10:20
 3GirlsCupcakes 11.27.12 Pershing & Grand till 3:30
 3GirlsCupcakes 11.15.12 10th & Main till 3:10
 3GirlsCupcakes 11.15.12 Hospital Hill at 24th & Holmes till 2:35
 3GirlsCupcakes 11.15.12 10th & Oak till 2
 3GirlsCupcakes 11.15.12 Between 9th & 10th on Broadway till 1:30

16th St Genessee St 16th St & Genessee St
 17th St Locust St 17th St & Locust St
 24th St Holmes Rd 24th St & Holmes St
 Pershing Rd Grand Blvd Pershing Rd & Grand Blvd
 13th St Locust St 13th St & Locust St
 11th St Walnut St 11th St & Walnut St
 9th St Broadway St 9th St & Broadway St
 10th St Main St 10th St & Main St
 11th St Pennsylvania Ave 11th St & Pennsylvania Ave
 8th St Pennsylvania Ave 8th St & Pennsylvania Ave
 8th St Washington St 8th St & Washington St
 24th St Holmes Rd 24th St & Holmes Rd
 Pershing Rd Grand Blvd Pershing Rd & Grand Blvd
 Pershing Rd Main St Pershing Rd & Main St
 11th St Walnut St 11th St & Walnut St
 9th St Broadway St 9th St & Broadway St
 8th St Washington St 8th St & Washington St
 13th St Locust St 13th St & Locust St
 24th St Holmes Rd 24th St & Holmes Rd
 Pershing Rd Grand Blvd Pershing Rd & Grand Blvd
 11th St Pennsylvania Ave 11th St & Pennsylvania Ave
 8th St Pennsylvania Ave 8th St & Pennsylvania Ave
 10th St Main St 10th St & Main St
 13th Terr Locust St 13th Terr & Locust St
 24th St Holmes Rd 24th St & Holmes Rd
 11th St Walnut St 11th St & Walnut St
 13th St Locust St 13th St & Locust St
 10th St Oak St 10th St & Oak St
 9th St Broadway St 9th St & Broadway St
 8th St Washington St 8th St & Washington St
 16th St Genessee St 16th St & Genessee St
 24th St Holmes Rd 24th St & Holmes Rd
 Pershing Rd Grand Blvd Pershing Rd & Grand Blvd
 11th St Walnut St 11th St & Walnut St
 10th St Oak St 10th St & Oak St
 10th St Main St 10th St & Main St
 8th St Pennsylvania Ave 8th St & Pennsylvania Ave
 11th St Pennsylvania Ave 11th St & Pennsylvania Ave
 11th St Walnut St 11th St & Walnut St
 13th St Locust St 13th St & Locust St
 10th St Oak St 10th St & Oak St
 9th St Broadway St 9th St & Broadway St
 8th St Washington St 8th St & Washington St
 16th St Genessee St 16th St & Genessee St
 24th St Holmes Rd 24th St & Holmes Rd
 Pershing Rd Grand Blvd Pershing Rd & Grand Blvd
 11th St Walnut St 11th St & Walnut St
 24th St Holmes Rd 24th St & Holmes Rd
 10th St Oak St 10th St & Oak St
 Main St Main St
 9th St Broadway St 9th St & Broadway St
 8th St Washington St 8th St & Washington St
 13th St Locust St 13th St & Locust St
 11th St Pennsylvania Ave 11th St & Pennsylvania Ave
 8th St Pennsylvania Ave 8th St & Pennsylvania Ave
 3rd St Wyandotte St 3rd St & Wyandotte St
 11th St Walnut St 11th St & Walnut St
 10th St Oak St 10th St & Oak St
 Broadway St Broadway St
 9th St Broadway St 9th St & Broadway St
 8th St Washington St 8th St & Washington St
 Locust St Locust St
 13th St Locust St 13th St & Locust St
 Pershing Rd Main St Pershing Rd & Main St
 24th St Holmes Rd 24th St & Holmes Rd
 16th St Genessee St 16th St & Genessee St
 Pershing Rd Grand Blvd Pershing Rd & Grand Blvd
 10th St Main St 10th St & Main St
 24th St Holmes Rd 24th St & Holmes Rd
 10th St Oak St 10th St & Oak St
 9th St Broadway St 9th St & Broadway St

APPENDIX C

3GirlsCupcakes	11.15.12	8th & Washington till 1	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	11.15.12	13th & Locust till 11:25	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	11.15.12	11th & Penn till 10:55	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	11.15.12	8th & Penn till 10:25	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	11.13.12	Pershing & Grand till 4:30	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	11.8.12	8th & Penn till 2:30	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	11.8.12	10th & Main till 2	10th St	Main St	10th St & Main St
3GirlsCupcakes	11.8.12	Pershing & Main, on Pershing today, till 1:20	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	11.7.12	11th and Penn until 5:10	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	11.7.12	At 11th and Walnut until 4:35	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	11.7.12	At 10th and Oak until 4:10	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	11.7.12	At 9th and Broadway until 3:30	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	11.7.12	At 8th and Washington until 2:45	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	11.7.12	At 13th and Locust until 2:00	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	11.7.12	At 24th and Holmes (hospital hill) until 1:25	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	11.6.12	Pershing & Grand till 3:25	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	11.4.12	[...] at the Liberty Memorial now until 10am [...]	Kessler Rd	Wyandotte St	Wyandotte St & Kessler Rd
3GirlsCupcakes	11.2.12	Parked at Good Juju in the West Bottoms until 11:00!	Liberty St	Liberty St	13th St & Liberty St
3GirlsCupcakes	11.1.12	8th & Penn till 2:25	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	11.1.12	10th & Main till 1:50	10th St	Main St	10th St & Main St
3GirlsCupcakes	11.1.12	Concorde Career College at 31st & Broadway till 1:05	31st St	Broadway St	31st St & Broadway St
3GirlsCupcakes	10.31.12	At 16th and Genessee until 4:30	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	10.31.12	At 11th and Penn until 4:00	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	10.31.12	At 8th and Washington until 3:25	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	10.31.12	At 10th and oak until 2:40	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	10.31.12	At 11th and Walnut until 2:05	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	10.31.12	On broadway between 9th and 10th until 1:25	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	10.31.12	At 13th and Locust until 11:45	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	10.31.12	At 24th and Holmes (Hospital Hill) until 11:05	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	10.31.12	At Pershing and Grand until 10:30	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	10.24.12	At 10th and Oak until 1:55	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	10.24.12	At 11th and Walnut until 1:25	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	10.24.12	At 9th and Broadway until 12:40	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	10.24.12	At 10th and main until 12:00	10th St	Main St	10th St & Main St
3GirlsCupcakes	10.24.12	At 11th and Penn until 11:30	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	10.24.12	At 8th and Penn (state st) until 11:00	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	10.24.12	At 8th and Washington until 10:20	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	10.23.12	16th & Genessee till 4:55	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	10.23.12	13th & Locust till 4:15	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	10.23.12	Hospital Hill at 24th & Holmes till 3:40	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	10.23.12	Pershing & Grand till 3:15	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	10.18.12	16th & Genessee till 3	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	10.18.12	11th & Penn till 2:30	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	10.18.12	8th & Penn till 2:05	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	10.18.12	10th & Oak till 1:35	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	10.18.12	11th & Walnut 1:05	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	10.17.12	At 13th and Locust until 4:45 or sell out!!	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	10.17.12	On broadway between 9th and 10th until 4:05	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	10.17.12	At 8th and Washington until 3:35	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	10.17.12	At 10th and Main until 3:10	10th St	Main St	10th St & Main St
3GirlsCupcakes	10.17.12	At 17th and Washington until 1:10	17th St	Washington St	17th St & Washington St
3GirlsCupcakes	10.17.12	At Pershing and Grand (Assurant) until 12:15	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	10.17.12	At 24th and Holmes (Hospital Hill) until 11:35	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	10.10.12	At 8th and Washington until 12:20	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	10.10.12	At 13th and Locust until 11:45	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	10.10.12	At hospital hill until 11:10	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	10.5.12	[...] in the KC Star parking lot near 17th & Grand [...]	17th St	Grand Blvd	17th St & Grand Blvd
3GirlsCupcakes	10.4.12	10th & Oak till 4:55	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	10.4.12	Pershing & Grand till 4:30	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	10.4.12	8th & Penn till 12:20	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	10.4.12	11th & walnut till 11:50	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	10.3.12	At 10th and main until 12:15	10th St	Main St	10th St & Main St
3GirlsCupcakes	10.3.12	On broadway between 9th and 10th until 11:40	9th St	Broadway St	9th St & Broadway St
3GirlsCupcakes	10.3.12	At 8th and Washington until 11:00	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	10.3.12	At 13th and Locust early. Here until 10:25	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	10.2.12	16th & Genessee till 4:50	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	10.2.12	Hospital Hill at 24th & Holmes till 3:55	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.27.12	Hospital Hill at 24th & Holmes till 5:30	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.27.12	13th & Locust till 4:55	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	9.27.12	10th & Oak till 4:30	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	9.27.12	11th & Penn till 4	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave

3GirlsCupcakes	9.27.12	11th & Walnut till 3:30	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	9.27.12	Pershing & Grand till 1:30	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	9.27.12	8th & Penn till 11:10	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	9.25.12	3rd & Wyandotte till 5:45	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	9.25.12	16th & Genessee till 5:05	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	9.25.12	Hospital Hill at 24th & Holmes till 4:05	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.20.12	16th & Genessee till 4:10	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	9.20.12	11th & Penn till 3:45	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	9.20.12	11th & Walnut till 3:15	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	9.20.12	10th & Oak till 2:45	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	9.20.12	8th & Penn till 2:15	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	9.20.12	Hospital Hill at 24th & Holmes till 1:40	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.20.12	13th & Oak, on Oak today, till 10:40	13th St	Oak St	13th St & Oak St
3GirlsCupcakes	9.18.12	Hospital Hill at 24th & Holmes till 4:45	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.13.12	3rd & Wyandotte till 4:40	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	9.13.12	16th & Genessee till 4:15	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	9.13.12	11th & Penn till 3:30	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	9.13.12	11th & Walnut till 3	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	9.13.12	10th & Oak till 2:30	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	9.13.12	8th & Penn till 1:55	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	9.13.12	Pershing & Kessler till 1:10	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	9.13.12	Hospital Hill at 24th & Holmes till 11	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.13.12	13th & Locust till 10:25	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	9.11.12	Hospital Hill at 24th & Holmes till 4:45	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.11.12	KOPT/TLC at 31st & Grand till 2	31st St	Grand Blvd	31st St & Grand Blvd
3GirlsCupcakes	9.7.12	Yay! The sun is out! I'm at the Truck Stop at 21st & Wyandotte [...]	21st St	Wyandotte St	21st St & Wyandotte St
3GirlsCupcakes	9.6.12	3rd & Wyandotte till 5:15	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	9.6.12	16th & Genessee till 4:40	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	9.6.12	11th & Penn till 4:10	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	9.6.12	11th & Walnut till 3	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	9.6.12	10th & Oak till 2:30	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	9.6.12	Pershing & Main till 2	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	9.6.12	Pershing & Kessler till 1:30	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	9.6.12	KOPT/TLC at 31st & Grand till 1	31st St	Grand Blvd	31st St & Grand Blvd
3GirlsCupcakes	9.6.12	Hospital Hill at 25th & Holmes till 11	25th St	Holmes Rd	25th St & Holmes Rd
3GirlsCupcakes	9.6.12	Good morning, KC! 13th & Locust till 10:30	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	9.6.12	Hospital Hill at 24th & Holmes till 4:45	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	9.6.12	13th & Locust till 4:10	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	8.23.12	3rd & Wyandotte till 2:30	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	8.23.12	16th & Genessee till 2	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	8.23.12	Pershing & Grand till 1:15	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	8.23.12	Pershing & Kessler till 12:45	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	8.23.12	Hospital Hill at 24th & Holmes till 12:10	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	8.23.12	Concorde Career College at 31st & Broadway till 11:30	31st St	Broadway St	31st St & Broadway St
3GirlsCupcakes	8.22.12	At 11th and Walnut until 3:45	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	8.22.12	At the corner of 12th and Baltimore until 3:20	12th St	Baltimore Ave	12th St & Baltimore Ave
3GirlsCupcakes	8.22.12	At 10th and Broadway until 3:00	10th St	Broadway St	10th St & Broadway St
3GirlsCupcakes	8.22.12	At 10th and Oak until 2:15	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	8.22.12	At 10th and Main until 1:50	10th St	Main St	10th St & Main St
3GirlsCupcakes	8.22.12	At 13th and Locust until 1:15	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	8.22.12	At 11th and Penn a little early [...]	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	8.22.12	At 8th and Penn until 12:15	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	8.22.12	At 8th and Washington until 11:50	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	8.22.12	At Pershing and Grand until 11:05	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	8.21.12	Hospital Hill at 24th & Holmes till 4:40	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	8.17.12	11th and penn here I come!!	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	8.17.12	At 8th & Penn until 2:40	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	8.17.12	Around the corner from 8th and Washington until 2:15	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	8.17.12	13th and oak until 12:55	13th St	Oak St	13th St & Oak St
3GirlsCupcakes	8.15.12	At Pershing and Grand until 2:35	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	8.15.12	At 24th and Holmes until 2:10	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	8.10.12	At 11th and penn until 2:25	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	8.10.12	At 8th and Pennsylvania until 1:45	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	8.10.12	At 8th and Washington for about 5 more minutes	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	8.10.12	At 10th and main until 12:50	10th St	Main St	10th St & Main St
3GirlsCupcakes	8.9.12	On Oak street between 10th and 11th. Here until 2:20 [...]	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	8.9.12	On 11th street between baltimore and wyandotte until 1:50	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	8.9.12	At 13th and locust until 1:20. Right on the corner [...]	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	8.9.12	Across from Assurant on grand blvd, just south of Pershing until 12:35	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	8.9.12	At hospital hill until 12:00 (24th and Holmes on the south side of the building)	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	8.3.12	[...] 20th & Baltimore, 19th & Central [...]	20th St	Baltimore Ave	20th St & Baltimore Ave
3GirlsCupcakes	8.3.12	[...] 20th & Baltimore, 19th & Central [...]	19th St	Central St	19th St & Central St
3GirlsCupcakes	8.3.12	[...] by Grinders at 18th & Locust till 9! [...]	18th St	Locust St	18th St & Locust St
3GirlsCupcakes	8.2.12	3rd & Wyandotte till 5	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	8.2.12	16th & Genessee till 4	16th St	Genessee St	16th St & Genessee St

APPENDIX C

3GirlsCupcakes	8.2.12	11th & Walnut till 3:25	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	8.2.12	11th & Penn till 2:55	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	8.2.12	8th & Penn till 2:30	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	8.2.12	8th & Washington till 2	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	8.2.12	10th & Main till 1:30	10th St	Main St	10th St & Main St
3GirlsCupcakes	8.1.12	10th & Walnut till 1:45	10th St	Walnut St	10th St & Walnut St
3GirlsCupcakes	8.1.12	10th & Oak till 1:30	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	8.1.12	11th & Baltimore till 12:50	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	8.1.12	13th & Locust till 12:15	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	8.1.12	Crossroads Screenland at 17th & Washington till 11:30	17th St	Washington St	17th St & Washington St
3GirlsCupcakes	8.1.12	Pershing & Grand till 11	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	8.1.12	Pershing & Kessler till 10:20	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	7.31.12	Hospital Hill at 24th & Holmes till 4:30	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	7.31.12	Pershing & Main till 4	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	7.28.12	[...] at the World War I Museum [...]	Wyandotte Rd	Kessler Rd	Wyandotte St & Kessler Rd
3GirlsCupcakes	7.26.12	Pershing & Main till 2	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	7.26.12	11th & Walnut till 1:30	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	7.26.12	10th & Main till 12:55	10th St	Main St	10th St & Main St
3GirlsCupcakes	7.26.12	8th & Washington till 11	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	7.25.12	Pershing & Kessler till 1:20	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	7.25.12	11th & Baltimore till 12:45	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	7.25.12	13th & Locust (but actually closer to Oak) till 12:15	13th St	Oak St	13th & Oak St
3GirlsCupcakes	7.25.12	10th & Oak till 11:30	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	7.25.12	Pershing & Grand till 10:55	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	7.24.12	3rd & Wyandotte till 4:30	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	7.24.12	16th & Genessee till 4	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	7.24.12	Hospital Hill at 24th & Holmes till 3:15	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	7.20.12	10th & Oak till 11:35	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	7.20.12	Pershing & Main till 11	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	7.19.12	11th & Penn till 11:40	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	7.18.12	Concorde College at 31st & Broadway till 2:45	31st St	Broadway St	31st St & Broadway St
3GirlsCupcakes	7.18.12	Pershing & Kessler till 2:15	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	7.18.12	Hospital Hill at 24th & Holmes till 1:45	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	7.18.12	13th & Locust till 1:15	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	7.18.12	11th & Baltimore till 11:45	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	7.18.12	16th & Genessee till 11:15	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	7.18.12	3rd & Wyandotte till 10:45	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	7.17.12	Pershing & Grand till 3:45	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	7.12.12	Hospital Hill at 24th & Holmes till 3:35	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	7.12.12	Pershing & Main till 3:05	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	7.12.12	13th & Locust till 2:30	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	7.12.12	10th & Main till 1:30	10th St	Main St	10th St & Main St
3GirlsCupcakes	7.12.12	11th & Walnut till 1	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	7.12.12	3rd & Wyandotte till 12:30	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	7.12.12	8th & Washington till 12	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	7.12.12	8th & Penn till 11:30	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	7.12.12	11th & Penn till 11	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	7.11.12	Concorde Career College at 31st & Broadway till 12:10	31st St	Broadway St	31st St & Broadway St
3GirlsCupcakes	7.11.12	Pershing & Kessler till 11:35	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	7.11.12	11th & Baltimore till 11	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	7.11.12	16th & Genessee till 10:15	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	7.10.12	Pershing & Grand till 3:45	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	7.5.12	13th & Locust till 3:35	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	7.5.12	Pershing & Main till 3:05	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	7.5.12	Hospital Hill at 24th & Holmes till 2:35	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	7.5.12	Screenland at 17th & Washington till 2	17th St	Washington St	17th St & Washington St
3GirlsCupcakes	7.5.12	10th & Main till 1:20	10th St	Main St	10th St & Main St
3GirlsCupcakes	7.5.12	11th & Walnut till 12:50	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	7.5.12	3rd & Wyandotte till 12:20	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	7.5.12	8th & Washington till 11:55	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	7.5.12	8th & Penn till 11:35	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	7.5.12	11th & Penn till 11	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	7.5.12	11th & Baltimore till 10:40	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	7.3.12	Pershing & Grand till 3:55	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	6.28.12	10th & Oak till 4:10	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	6.28.12	11th & Walnut till 3:45	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	6.28.12	13th & Locust till 3:15	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	6.28.12	Pershing & Main till 2:35	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	6.28.12	16th & Genessee till 1:55	16th St	Genessee St	16th St & Genessee St
3GirlsCupcakes	6.28.12	8th & Penn till 12:50	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	6.28.12	3rd & Wyandotte till 12:10	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	6.27.12	Hospital Hill at 24th & Holmes till 2:30	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	6.27.12	Screenland at 17th & Washington till 1:55	17th St	Washington St	17th St & Washington St
3GirlsCupcakes	6.27.12	Pershing & Grand till 1:25	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd

3GirlsCupcakes	6.27.12	Pershing & Kessler till 12:50	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	6.27.12	10th & Main till 12:20	10th St	Main St	10th St & Main St
3GirlsCupcakes	6.27.12	11th & Baltimore till 11:50	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	6.27.12	8th & Washington till 11:10	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	6.22.12	8th & Washington till 3:40	8th St	Washington St	8th St & Washington St
3GirlsCupcakes	6.22.12	10th & Main till 3:15	10th St	Main St	10th St & Main St
3GirlsCupcakes	6.22.12	Screenland at 17th & Washington [...]	17th St	Washington St	17th St & Washington St
3GirlsCupcakes	6.21.12	16th & Wyandotte till 4:10	16th St	Wyandotte St	16th St & Wyandotte St
3GirlsCupcakes	6.21.12	3rd & Wyandotte till 3:40	3rd St	Wyandotte St	3rd St & Wyandotte St
3GirlsCupcakes	6.21.12	11th & Penn till 3:10	11th St	Pennsylvania Ave	11th St & Pennsylvania Ave
3GirlsCupcakes	6.21.12	8th & Penn till 2:45	8th St	Pennsylvania Ave	8th St & Pennsylvania Ave
3GirlsCupcakes	6.21.12	Pershing & Main till 2:15	Pershing Rd	Main St	Pershing Rd & Main St
3GirlsCupcakes	6.21.12	Concorde Career College at 31st & Broadway till 1:20	31st St	Broadway St	31st St & Broadway St
3GirlsCupcakes	6.19.12	11th & Walnut till 2:45	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	6.19.12	13th & Locust till 2:10	13th St	Locust St	13th St & Locust St
3GirlsCupcakes	6.19.12	Pershing & Grand till 1:30	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	6.19.12	Hospital Hill at 24th & Holmes till 12:50	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	6.15.12	All set up at the Folly Theatre at 12th & Central [...]	12th St	Central St	12th St & Central St
3GirlsCupcakes	6.15.12	northland til 4, then quality hill downtown	10th St	Broadway St	10th St & Broadway St
3GirlsCupcakes	6.14.12	JE Dunn at 10th & Locust till 3:45	10th St	Locust St	10th St & Locust St
3GirlsCupcakes	6.14.12	10th & Oak till 3:15	10th St	Oak St	10th St & Oak St
3GirlsCupcakes	6.14.12	11th & Baltimore till 2:40	11th St	Baltimore Ave	11th St & Baltimore Ave
3GirlsCupcakes	6.14.12	11th & Walnut till 2:15	11th St	Walnut St	11th St & Walnut St
3GirlsCupcakes	6.14.12	Hospital Hill at 24th & Holmes till 1:40	24th St	Holmes Rd	24th St & Holmes Rd
3GirlsCupcakes	6.14.12	Pershing & Kessler till 1	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
3GirlsCupcakes	6.14.12	Near the Boulevard Brewery at 25th & Madison till 12:20	25th St	Madison Ave	25th St & Madison Ave
3GirlsCupcakes	6.13.12	Pershing & Grand till 2:25	Pershing Rd	Grand Blvd	Pershing Rd & Grand Blvd
3GirlsCupcakes	6.13.12	Screenland at 17th & Washington till 1:50	17th St	Washington St	17th St & Washington St
IndiosCarbonisitos	1.5.13	Sun is out...Run, dont walk down to the west bottoms [...]	12th St	Mulberry St	12th St & Mulberry St
IndiosCarbonisitos	11.9.12	[...] We will be at downtown at the Kauffman center of the arts [...]	16th St	Broadway Blvs	16th St & Broadway St
IndiosCarbonisitos	11.3.12	[...] getting ready to head down to the bottoms [...]	12th St	Mulberry St	12th St & Mulberry St
IndiosCarbonisitos	11.2.12	[...] See u tonight at the truck stop in the crossroads	21st St	Wyandotte St	21st St & Wyandotte St
IndiosCarbonisitos	10.5.12	Gang, we are on 12th st at the bottoms next to the edge of hell [...]	12th St	Mulberry St	12th St & Mulberry St
IndiosCarbonisitos	10.4.12	Who is going to the star tomorrow to get fed? [...]	17th St	Grand Blvd	17th St & Grand Blvd
IndiosCarbonisitos	9.11.12	Remember folks 12th and central noon tomorrow by bartle hall [...]	12th St	Central St	12th St & Central St
IndiosCarbonisitos	7.1.12	See everyone on Friday at the crossroads 21st and Wyandotte [...]	21st St	Wyandotte St	21st St & Wyandotte St
IndiosCarbonisitos	6.24.12	Heading out to union station within the hour [...]	Pershing Rd	Kessler Rd	Pershing Rd & Kessler Rd
IndiosCarbonisitos	6.1.12	1817 McGee [...]	18th St	McGee St	18th St & McGee St
IndiosCarbonisitos	4.30.12	Friday 5 to 8, 18th and Grand	18th St	Grand Blvd	18th St & Grand Blvd
IndiosCarbonisitos	2.25.12	At retro 16th and mcgee [...]	16th St	McGee St	16th St & McGee St
IndiosCarbonisitos	1.30.12	[...] 13th and oak [...]	13th St	Oak St	13th St & Oak St
Little_Italy_KC	11.3.12	West Bottoms by antiques right in Restaurant Depots parking lot [...]	12th St	Liberty St	12th St & Liberty St
Little_Italy_KC	11.2.12	Tonight: Truck stop at the crossroads, 21st & Wyandotte [...]	21st St	Wyandotte St	21st St & Wyandotte St
Little_Italy_KC	10.5.12	Tonight we will be at The KC Star for First Fridays [...]	17th St	Grand Blvd	17th St & Grand Blvd
Little_Italy_KC	9.29.12	Tonight we will be under the 12th St bridge [...]	12th St	Mulberry St	12th St & Mulberry St
Little_Italy_KC	7.6.12	Tonight we will be at First Fridays at 21st & Wyandotte [...]	21st St	Wyandotte St	21st St & Wyandotte St
Little_Italy_KC	4.6.12	We will be at the Crossroads tonight at Wyandotte & 21 [...]	21st St	Wyandotte St	21st St & Wyandotte St
smokinfreshbbq	9.30.12	[...] at the Screenland Crossroads 1656 Washington [...]	17th St	Washington St	17th St & Washington St
smokinfreshbbq	9.7.12	Tonight at The Truck Stop [...]	21st St	Wyandotte St	21st St & Wyandotte St
smokinfreshbbq	8.5.12	Tonight at Screenland Crossroads 1656 Washington [...]	17th St	Washington St	17th St & Washington St
smokinfreshbbq	8.3.12	TONIGHT at The Truck Stop in the Crossroads (21st & Wyandotte) [...]	21st St	Wyandotte St	21st St & Wyandotte St
smokinfreshbbq	7.22.12	Window is open at Screenland Theater 1656 Washington KC MO [...]	17th St	Washington St	17th St & Washington St
smokinfreshbbq	4.5.12	Tomorrow night, First Fridays at The Truck Stop [...]	21st St	Wyandotte St	21st St & Wyandotte St
CoffeeCakeKC	1.5.13	Heading to the West Bottoms to hang with our friends BellaPatinaKC [...]	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	12.8.12	[...] come get some coffee in front of BellaPatinaKC 12th & Hickory [...]	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	12.6.12	[...] Are you coming to barkleyus for a refill?	18th St	Main St	18th St & Main St
CoffeeCakeKC	11.15.12	[...] at Screenland [...]	17th St	Washington St	17th St & Washington St
CoffeeCakeKC	11.8.12	[...] barkleyus from 11-1130	18th St	Main St	18th St & Main St
CoffeeCakeKC	11.3.12	West Bottoms is where its at today! We're in front of BellaPatinaKC [...]	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	11.2.12	[...] We're at our First Friday spot, 19th & Baltimore [...]	19th St	Baltimore Ave	19th St & Baltimore St
CoffeeCakeKC	11.1.12	[...] at HNTB [...]	Kirk Dr	Jefferson St	Kirk Dr & Jefferson St
CoffeeCakeKC	10.6.12	[...] West Bottoms in front of BellaPatinaKC	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	10.5.12	First Friday Food Truck Fest KCStar parking lot 18th & McGee [...]	18th St	McGee St	18th St & McGee St
CoffeeCakeKC	9.28.12	we are at 13th & Wyandotte [...]	13th St	Wyandotte St	13th St & Wyandotte St
CoffeeCakeKC	9.28.12	Set up at 13th and Baltimore [...]	13th St	Baltimore Ave	13th St & Baltimore Ave
CoffeeCakeKC	9.13.12	[...] Parked by KC Star on 17th & Grand	17th St	Grand Blvd	17th St & Grand Blvd
CoffeeCakeKC	9.7.12	[...] 19th & Baltimore in front of the fabulous hammerpress [...]	Southwest Blvd	Baltimore Ave	Southwest Blvd & Baltimore Ave
CoffeeCakeKC	9.6.12	We'll be in front of barkleyus at 11a...	Main St	Main St	18th St & Main St
CoffeeCakeKC	8.14.12	[...] at HNTB [...]	18th St	Jefferson St	Kirk Dr & Jefferson St
CoffeeCakeKC	8.9.12	We're heading to HNTB downtown at 9	Kirk Dr	Jefferson St	Kirk Dr & Jefferson St
CoffeeCakeKC	8.4.12	[...] we're in the West Bottoms [...] under 12th St	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	8.3.12	[...] We'll be parked near 19th & Baltimore near Hammerpress [...]	Southwest Blvd	Baltimore Ave	Southwest Blvd & Baltimore Ave
CoffeeCakeKC	8.2.12	[...] parked on Main now	18th St	Main St	18th St & Main St
CoffeeCakeKC	7.12.12	Hey hey barkleyus ifs CoffeeCakeKC time!	18th St	Main St	18th St & Main St
CoffeeCakeKC	7.12.12	Hey kostar parked outside 1715 Grand for the next 30	17th St	Grand Blvd	17th St & Grand Blvd

CoffeeCakeKC	7.7.12	We are in the West Bottoms [...] Restaurant Depot lot [...]	12th St	Liberty St	12th St & Liberty St
CoffeeCakeKC	7.6.12	Slinging beans and buttercream in front of Hammerpress!	Southwest Blvd	Baltimore Ave	Southwest Blvd & Baltimore Ave
CoffeeCakeKC	7.5.12	[...] heading to barkleyus around 11a [...]	18th St	Main St	18th St & Main St
CoffeeCakeKC	7.5.12	At Screenland now [...]	17th St	Washington St	17th St & Washington St
CoffeeCakeKC	6.21.12	Hey there barkleyus	18th St	Main St	18th St & Main St
CoffeeCakeKC	6.14.12	Parked at 18th & Main for barkleyus until 11:30 ish	18th St	Main St	18th St & Main St
CoffeeCakeKC	6.14.12	[...] KCStar until 10:20	17th St	Grand Blvd	17th St & Grand Blvd
CoffeeCakeKC	6.14.12	Here at HNTB until 9:40	Kirk Dr	Jefferson St	Kirk Dr & Jefferson St
CoffeeCakeKC	6.7.12	[...] Barkley around 11 ish	18th St	Main St	18th St & Main St
CoffeeCakeKC	6.7.12	[...] over to the KCStar [...]	17th St	Grand Blvd	17th St & Grand Blvd
CoffeeCakeKC	6.7.12	[...] @ Screenland now [...]	17th St	Washington St	17th St & Washington St
CoffeeCakeKC	6.1.12	[...] 21st & Wyandotte at The Truck Stop [...]	21st St	Wyandotte St	21st St & Wyandotte St
CoffeeCakeKC	5.4.12	[...] getting ready to head down to the kstar lot [...]	16th St	McGee St	16th St & McGee St
CoffeeCakeKC	4.7.12	We're parked at 12th & Hickory in the West Bottoms [...]	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	4.6.12	[...] 21st & Wyandotte at The Truck Stop!	21st St	Wyandotte St	21st St & Wyandotte St
CoffeeCakeKC	3.29.12	Been awhile Hospital Hill! Parked @ 24th and Holmes until 2:15 [...]	24th St	Holmes Rd	24th St & Holmes Rd
CoffeeCakeKC	3.3.12	We're hanging out in the West Bottoms [...] 12th & Hickory	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	3.1.12	[...] 17th & Walnut	17th St	Walnut St	17th St & Walnut St
CoffeeCakeKC	3.1.12	[...] 19th & Baltimore near Hammerpress [...]	Southwest Blvd	Baltimore Ave	Southwest Blvd & Baltimore Ave
CoffeeCakeKC	2.9.12	We're at 10th & Main folks [...]	10th St	Main St	10th St & Main St
CoffeeCakeKC	2.9.12	Over at 13th & Locust [...]	13th St	Locust St	13th St & Locust St
CoffeeCakeKC	2.9.12	[...] at 17th & McGee 1-145	17th St	McGee St	17th St & McGee St
CoffeeCakeKC	2.9.12	were at 17th & Walnut till 1145 [...]	17th St	Walnut St	17th St & Walnut St
CoffeeCakeKC	2.4.12	Down in the West Bottoms taking care of all the antique seekers.	12th St	Hickory St	12th St & Hickory St
CoffeeCakeKC	1.19.12	1716 Grand is where you'll find us for the next 30 mins [...]	17th St	Grand Blvd	17th St & Grand Blvd
CoffeeCakeKC	1.19.12	Parked at 17th & Walnut [...]	17th St	Walnut St	17th St & Walnut St
CoffeeCakeKC	1.6.12	[...] Right in front of Hammerpress, 110 SW Blvd	Southwest Blvd	Baltimore Ave	Southwest Blvd & Baltimore Ave
CoffeeCakeKC	1.5.12	Parked in front of kstar 16th & McGee [...]	16th St	McGee St	16th St & McGee St
CoffeeCakeKC	1.5.12	Anyone else near 17th & Walnut [...]	17th St	Walnut St	17th St & Walnut St

D

APPENDIX D

CITY OF KANSAS CITY TEMPORARY USE POLICY

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Kansas City, Missouri, Code of Ordinances >> - STATE LAW REFERENCE TABLE >> - ZONING AND DEVELOPMENT CODE CITY OF KANSAS CITY, MISSOURI >> **88-370 - TEMPORARY USES** >>

88-370 - TEMPORARY USES

[88-370-01 - DESCRIPTION AND PURPOSE](#)

[88-370-02 - AUTHORITY TO APPROVE](#)

[88-370-03 - EXEMPTIONS](#)

[88-370-04 - AUTHORIZED USES](#)

[88-370-05 - TIME LIMIT](#)

[88-370-06 - PROCEDURE](#)

[88-370-07 - TEMPORARY PORTABLE STORAGE CONTAINERS](#)

88-370-01 - DESCRIPTION AND PURPOSE

88-370-01-A. A temporary use is the use of property conducted from an area or structure (e.g., parking lots, lawns, trucks, tents, or other temporary structures) that does not require a building permit and that may not comply with the use or lot and building standards of the zoning district in which the temporary use is located.

88-370-01-B. The temporary use regulations of this article are intended to permit such occasional, temporary uses and activities when consistent with the purposes of this zoning and development code and when the operation of the temporary use will not be detrimental to other nearby uses.

88-370-02 - AUTHORITY TO APPROVE

88-370-02-A. Except as expressly stated in [88-370-03](#), all temporary uses require city approval.

88-370-02-B. The city planning and development director is authorized to approve temporary uses that comply with the provisions of this article and to impose conditions on the operation of temporary uses that will help to ensure their general compatibility with surrounding uses.

88-370-02-C. The city planning and development director is also authorized to require that temporary use requests be processed as special use permits in accordance with 88-525.

88-370-03 - EXEMPTIONS

The following are permitted as temporary uses without complying with the permit requirements of this section:

88-370-03-A. Garage sales conducted in R districts or on lots occupied by residential dwelling units for no more than 6 days total in any calendar year; and

88-370-03-B. Temporary uses of no more than 3 days duration conducted on city parkland or public property, provided such uses have been approved by the parks board or other duly authorized city official.

88-370-04 - AUTHORIZED USES

The following may be approved as temporary uses when the city planning and development director or other authorized decision-making body determines that the operation of such use will be generally

compatible with surrounding uses and will not be detrimental to public safety:

- 88-370-04-A.** Christmas tree and similar holiday sales lots;
- 88-370-04-B.** Outdoor carnivals;
- 88-370-04-C.** Outdoor concerts and festivals;
- 88-370-04-D.** Outdoor religious revivals;
- 88-370-04-E.** Construction yards and offices;
- 88-370-04-F.** Temporary sales facilities;
- 88-370-04-G.** Auctions; and
- 88-370-04-H.** Similar uses and activities.

88-370-05 - TIME LIMIT

Temporary uses may be permitted for a maximum of 45 days unless the city planning and development director expressly approves a longer time limit. Upon expiration of a temporary use permit, another permit for the same premises may not be obtained for at least 30 days. The applicant must submit a written explanation of the length of time needed for the temporary use.

88-370-06 - PROCEDURE

Upon receipt of a complete application for a temporary use, the city planning and development director must review the proposed use for its likely effects on surrounding properties and its compliance with the general provisions of this article. The city planning and development director may impose such conditions of approval as are necessary to ensure compliance with this article.

88-370-07 - TEMPORARY PORTABLE STORAGE CONTAINERS

Temporary portable storage containers are an allowed temporary, accessory use on lots containing a dwelling, subject to all of the following.

88-370-07-A. On lots developed with detached houses:

1. Temporary portable storage containers are permitted for a period not to exceed a total of 30 days within any consecutive 6-month period. However, in cases where a dwelling has been damaged by natural disaster or casualty, the city planning and development director is authorized to allow a temporary portable storage container for a longer period.
2. Temporary portable storage containers may not exceed a cumulative gross floor area of 260 square feet.
3. Temporary portable storage containers may not be located in a setback abutting a street unless located on a driveway or other paved surface.

88-370-07-B. On lots developed with residential buildings other than detached houses:

1. Temporary portable storage containers are permitted for a period not to exceed 72 hours within any consecutive 6-month period. However, in cases where a dwelling has been damaged by natural disaster or casualty, the city planning and development director is authorized to allow a temporary portable storage container for a longer period.
2. Temporary portable storage containers may not exceed a cumulative gross floor area of 130 square feet for each dwelling unit.
3. Temporary portable storage containers may not be located in a setback abutting a street unless located on a driveway or other paved surface.

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88-370-07-C. Temporary portable storage containers may not exceed 8.5 feet in height.

88-370-07-D. Temporary portable storage containers may not be located in any required open space, landscaped area, on any sidewalk or trail, or in any location that blocks or interferes with any vehicular and/or pedestrian circulation.

88-370-07-E. Signs on temporary portable storage containers must comply with all applicable sign regulations of this zoning and development code.

88-370-07-F. Rail cars, semi-trailers, and similar structures may not be used for temporary or permanent storage on lots containing a dwelling.

CITY OF KANSAS CITY MOBILE VENDING POLICY

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Kansas City, Missouri, Code of Ordinances >> PART II - CODE OF ORDINANCES >> Chapter 50 - OFFENSES AND MISCELLANEOUS PROVISIONS >> ARTICLE XI. - STREET VENDING >>

ARTICLE XI. - STREET VENDING

[Sec. 50-451. - Definitions.](#)

[Sec. 50-452. - General provisions.](#)

[Sec. 50-453. - Conditions.](#)

[Sec. 50-454. - Prohibited locations.](#)

[Sec. 50-455. - Exemptions.](#)

[Sec. 50-456. - Related provisions.](#)

[Sec. 50-457. - Vendor certificates required on private property, when.](#)

[Sec. 50-458. - Penalties and enforcement.](#)

[Secs. 50-459—50-474. - Reserved.](#)

Sec. 50-451. - Definitions.

The following terms shall have the following definitions for purposes of construing this article, except where the context clearly implies that another definition was intended:

Mobile unit: A vehicle-mounted restaurant type establishment designed to be readily movable.

Push cart: A non-self-propelled vehicle used for street vending.

Street vending: the act of selling, hawking, peddling, or offering to sell, hawk or peddle any personal service or item, perishable or otherwise, in or upon any public street, public sidewalk, public alley, public way, public building, public park, or other public place in the city.

Street vendor: One who sells, hawks, peddles, or offers to sell, hawk or peddle any personal service or item, perishable or otherwise, in or upon any public street, public sidewalk, public alley, public way, public building, public park, or other public place in the city.

(Ord. No. 060056, § 1, 1-19-06)

Sec. 50-452. - General provisions.

- (a) No person shall engage in street vending except as specifically authorized by this article.
- (b) Subject to the conditions established by this article, and except as otherwise prohibited by [section 50-454](#), street vending shall be permitted in or upon any public street, public sidewalk, public alley, or public way, within the city.

(Ord. No. 060056, § 1, 1-19-06)

Sec. 50-453. - Conditions.

- (a) The following conditions are made applicable to street vending within the city:
 - (1) Any lawful service or item may be sold, hawked or peddled, or offered for sale, hawking or peddling, except that any items other than newspapers, magazines, periodicals, flowers, food or beverage may be sold, hawked or peddled, or offered for sale, hawking

- or peddling only from a push cart or from the street vendors person.
- (2) Any person engaging in street vending must apply for and obtain all business licenses and permits required by [chapter 40](#) of this Code, and must maintain those licenses and permits in a current state.
 - (3) Any person engaging in street vending who offers to the public any food or beverage item must also apply for and obtain all licenses and permits required by [chapter 30](#) of this Code, and must maintain those licenses and permits in a current state.
 - (4) A vendor certificate including all required licenses and permits must be prominently displayed on the vehicle or push cart from which the street vendor operates, and in a manner prescribed by the directors of the department of finance and department of health, or the department of parks and recreation, as applicable. If a street vendor vends without a push cart or mobile unit, the street vendor must prominently display a hanging street vendor certificate upon his or her person. It shall be a violation of this article to vend without a properly displayed vendor certificate.
 - (5) Any person engaging in street vending shall have prominently displayed upon the side of the vehicle or push cart from which the street vendor operates his or her name or the name of his or her business, if registered with the secretary of state, in letters not less than four inches in height.
 - (6) Any street vendor who changes his or her place of residence or business, or who transfers ownership of the vehicle or push cart from which the street vendor operates, shall notify the department of finance and department of health of the change or sale, as applicable, within 15 days.
 - (7) Street vendors shall not sell or attempt to sell any item or attempt to make any sale within one block of a school on a day in which school is in session during the 30 minute period preceding school or the 30 minute period after adjournment.
 - (8) No person under the age of 16 years, other than the street vendor or the street vendors employees, shall be allowed in or upon any vehicle or push cart engaged in street vending.
 - (9) No street, alley or way, public or private, shall be blocked by the street vendors vehicle or push cart, or by anything being offered for sale, hawking or peddling.
 - (10) Where the street vending occurs on a public sidewalk, a three-foot passageway for pedestrians shall be left open, and all merchandise shall be securely and adequately placed so as not to endanger a passerby or protrude into any street, alley or way.
 - (11) Street vendors shall not sell, hawk or peddle, or offer to sell, hawk or peddle any service or item in a manner which causes a nuisance, creates a fire hazard, interferes with the flow of vehicular and pedestrian traffic, or interferes with ingress or egress to or from any occupied building.
 - (12) Street vendors shall not sell, hawk or peddle, or offer to sell, hawk or peddle any service or item in a manner or location that would result in the street vendors violation of any ordinance, including but not limited to those ordinances pertaining to parking and traffic control.
 - (13) Street vendors selling, hawking or peddling, or offering to sell, hawk or peddle any service or item must comply with all ordinances applicable to the business in which they are engaged and the services and items being offered to the public.
 - (14) Street vendors offering food or beverage shall provide a trash receptacle and must clean the litter and food deposits from that receptacle as often as necessary to ensure compliance with all applicable health code ordinances and regulations, but in no event less than once per day.

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- (15) Street vendors shall not sell, hawk or peddle, or offer to sell, hawk or peddle any service or item within 50 feet of a public entrance of an established business offering similar products to the public during the hours that the business is open to the public. For purposes of this article, one cannot sell, hawk or peddle food items within 50 feet of a restaurant, deli, cafeteria or other eating establishment selling food items during the time it is open for business.
- (b) The failure of a street vendor to satisfy any of the conditions established by this article shall render the street vending unlawful.

(Ord. No. 060056, § 1, 1-19-06)

Sec. 50-454. - Prohibited locations.

- (a) Street vending is prohibited at the following locations:
- (1) In or upon any public street now or hereafter designated by the city council as a trafficway, boulevard or parkway, except as permitted by subsection 50-454(3).
 - (2) In or upon any public street, public sidewalk, public alley, or public way of the territory bounded by Brookside Boulevard and Ward Parkway on the south, Summit Street on the west, 45th Street on the north and Grand Avenue on the east, such streets being included.
 - (3) In or upon any public street, public sidewalk, public alley, or public way on or along 13th street between the centerline of Broadway Boulevard and the centerline of Wyandotte, on or along 14th street between the centerline of Broadway and the centerline of Central, on or along the south side of the 14th street right-of-way from centerline of Central to the centerline of Wyandotte, on or along the west side of Central street from the centerline of the right-of-way of 12th street and the centerline of 13th street, on or along Central street between the south side of 13th street from the centerline of 13th street and the southern most edge of the 14th street right-of-way, and with the exception of mobile units, on or along Central Street from the centerline of 12th street to the auditorium parking garage entrance lanes.
 - (4) In or upon any public street, public sidewalk, public alley, public way, public building, public park, or other public place in the city bearing postings placed by the city indicating that street vending is prohibited.
 - (5) In or upon any public street, public sidewalk, public alley, public way, public building, public park, or other public place in the city where engaging in street vending would result in a violation of this Code.
 - (6) Within the Truman Sports Complex on the property, including all roads, parking lots, sidewalks, walkways or plazas, enclosed by the road known as Dubiner Circle, except for sales by any tenant of the Truman Sports Complex or its designee.
 - (7) Reserved.
- (b) Vending in any public building or other public place not specifically provided for by this article is prohibited except as may be authorized by the governmental agency having charge of the facility. Such vending shall comply with all the conditions applicable to street vendors.
- (c) Street vending in or upon any property under the jurisdiction of the department of parks and recreation, including any and all public streets, public sidewalks, public alleys, public ways, public buildings and other public places in or upon the property, is prohibited unless authorized by the director of parks and recreation or his designee. Any authorized vending in or upon any property under the jurisdiction of the department of parks and recreations shall be conducted in accordance with the terms and conditions applicable to street vendors and such additional rules and regulations as may be established by the department.

(Ord. No. 060056, § 1, 1-19-06; Ord. No. 120217, §§ 1, 2, 3-15-12; Ord. No. 120926, § 2, 11-8-12)

Sec. 50-455. - Exemptions.

- (a) Nothing in this article shall be construed to prohibit businesses from operating a sidewalk cafe, provided they have obtained an annual sidewalk cafe permit pursuant to [section 64-164](#).
- (b) Nothing in this article shall be construed to alter or prohibit the operation of any municipal market, presently existing or established in the future by an act of the city council.
- (c) Nothing in this article shall be construed to prohibit street vending within an area closed by special permit issued by the city, including, but not limited to, permits for street fairs, parades and block parties, but vendors must comply with permittees' vending requirements.
- (d) Nothing in this article shall be construed to prohibit street vending in a marked city-designated vending area.

(Ord. No. 060056, § 1, 1-19-06)

Sec. 50-456. - Related provisions.

Nothing contained within this article shall be construed as to alter or amend any provision of this Code relating to the licensing, permitting, taxation, and regulation of street vendors, or to the licensing, permitting, taxation and regulation of the service or thing being sold, hawked, peddled, or offered for sale, hawking or peddling.

(Ord. No. 060056, § 1, 1-19-06)

Sec. 50-457. - Vendor certificates required on private property, when.

- (a) Any person vending from a mobile unit or push cart upon any private property within the city must obtain and display a vendor certificate, including all required licenses and permits, as provided by [section 50-453\(d\)](#).
- (b) For the purposes of this section, street vending as defined in [section 50-451](#) shall also include the act of selling, hawking, peddling, or offering to sell, hawk or peddle any personal service or item, perishable or otherwise, in or upon any private property within the city.

(Ord. No. 060056, § 1, 1-19-06)

Sec. 50-458. - Penalties and enforcement.

- (a) Penalties. Any violation of this article is an ordinance violation and shall be punishable by a fine not exceeding \$500.00 or by imprisonment of not more than 180 days or both. Each offense shall constitute a separate and distinct offense.
- (b) The city police department shall be charged to enforce and carry out the provisions of this article.
- (c) City departments having responsibility under this or other related laws have authority to enforce the provisions of this article.

(Ord. No. 060056, § 1, 1-19-06)

Secs. 50-459—50-474. - Reserved.

KANSAS CITY PARKS AND RECREATION DEPARTMENT POLICY

APPENDIX A

KANSAS CITY PARKS AND RECREATION VENDING POLICY 4.7.08

REVISED April 7, 2008

The Director of Parks and Recreation is authorized to establish rules, regulations and fee schedules for vending permits in City Parks pursuant to, and not inconsistent with, ordinance No. 060056. Vending permits will be at fixed locations designated by the Parks and Recreation Department.

All applications will be reviewed by the Parks Director or authorized designee. Park vending permits will be granted to those applicants who best meet the needs of the public that the Parks and Recreation Department is trying to serve at locations deemed appropriate by the Parks and Recreation Director. It is strongly recommended that an applicant obtain a preliminary park vending permit approval before purchasing vending equipment or City licenses, because only a limited number of park vending permits will be issued.

PARKS AND RECREATION DEPARTMENT VENDING RULES AND REGULATIONS

APPLICATION PROCEDURES

- 1) All persons, partnerships and corporations interested in vending in a City park are required to submit the following documents to the Parks and Recreation Department, 4600 E. 63rd Street, Kansas City, MO 64130; (816) 513-7720.
 - A letter of application which includes the applicants full name; name of business; residence and business addresses, phone numbers, and email address; the type of vending permit requested (standard or healthy); and the vending location requested.
 - A photograph and measurements of the vending unit to be used in the vending operation.
 - A typed list of items to be sold and the prices to be charged for same.

- 2) A letter confirming preliminary approval will be issued by the Parks and Recreation Department should the application be approved. Once confirmation has been received, the following documents must be submitted to the Vending Permit Section prior to the issuance of a park vending permit. Failure to submit all documents within 30 days from the date of preliminary permit approval shall render the application null and void without additional notice.
 - A copy of the food permit obtained from the Health Department, 2400 Troost Avenue, Kansas City, MO 64108; (816) 513-6008; health@kcmo.org
 - A copy of the occupation license issued by the Revenue Division, 414 E. 12th Street, Kansas City, MO 64106; (816) 513-1124; planning@kcmo.org
 - Present proof of insurance in the amount of \$25,000/\$50,000 bodily injury and property damage in the amount of \$10,000, and auto liability of at least \$250,000 for vendors using vehicles for food/beverage vending (such as ice cream vans, etc.).
 - A completed and signed application form (provided with preliminary approval letter), which includes a statement that the applicant will adhere to all City ordinance provisions, and Parks and Recreation Department rules and regulations governing sidewalk and mobile unit vending.

- A cashier's check or money order in the amount as stated in the preliminary approval letter made payable to the Kansas City Parks and Recreation Department (Note: This fee may be prorated for terms of less than one year).

GENERAL VENDING RULES & REGULATIONS FOR CITY PARKS

- 3) A vendor certificate including all required licenses must be prominently displayed on the mobile unit from which the vendor operates. Park vendors must keep a copy of the approved Parks and Recreation application available for inspection at all times.
- 4) A park vending permit shall be valid from the date issued until December 31 of the current year, and may be renewed between December 1 and December 31 for the following year for a period not to exceed two consecutive years.
- 5) Parks and Recreation Department reserves the right to limit the number of vendors allowed in any one park and the total number of permits issued in any one year. The department further reserves the right to limit the vending unit size based on park aesthetics and available vending space in each park.
- 6) No person, partnership or corporation will be issued more than two park vending permits at any one time.
- 7) The fee for a park vending permit shall be \$500 per year payable in advance; however this fee may be prorated for terms of less than one year. A permit is required for each vending unit in one authorized park; allowances for multiple parks for one permit fee may be granted under the "Healthy Vending" requirements.
- 8) A park vending permit may be revoked at any time by the Parks and Recreation Director upon seven days notice by mail to the permit holder's business address of record. No refund of permit fees will be granted.
- 9) The business of park vending shall be conducted between the hours of 6:00 a.m. to 11:00 p.m.
- 10) Every park vendor shall indemnify and save harmless the City of Kansas City from all suits or actions brought against the City for or on account of any injuries or damages received or sustained by any party or parties by or from said vendor, his/her employees or agents, or by or on account of any act or omission of said vendor.
- 11) Park vending permits shall not be assigned by vendors in whole or part, nor any portion of the premises sublet.
- 12) A park vending permit does not grant exclusive use of the area assigned. Special events permitted in adjacent areas are allowed to provide vendors during the course of such an event. Further, the Parks and Recreation Director reserves the right to exclude dates from the vending permit if special event, festival, fair or parade permits are issued within 300' of the park vending permit location.
- 13) The items to be offered for sale at park locations shall include food and non-alcoholic beverages only. Park vendors are not authorized to sell services, merchandise or souvenirs. All products offered for sale and for public consumption by park vendors, shall be number one, first grade quality. All Federal, State, and local regulations pertaining to the quality of products offered for sale shall be met by vendors.
- 14) Park vendors shall dispense all beverages and liquids in cans or paper/plastic cups. No glass bottles or containers shall be served to customers in the park.
- 15) Park vendors shall provide at their own expense all equipment necessary to provide the items for sale in the conduct of the business. All equipment used shall be in a self-contained unit. No storage area, water, electric or other utilities will be supplied by the Parks and Recreation Department. Generators may be used in the vending operation with approval from the Parks Director or authorized designee.
- 16) Pushcarts or other vehicles and equipment related to the vending operation shall not be parked, stored or left overnight in any park location.

- 17) Park vendors shall not block the passage of the public through a public area or interfere with access to ramps, curb cuts or other conveniences for individuals with disabilities.
- 18) Park vendors shall not leave their pushcart or other vehicle or equipment unattended at any time.
- 19) Park vendors shall collect all litter and garbage generated in the operation of the business at the end of each business day and remove same from the park. In addition, vendors shall retrieve any containers or food or litter that may be carried away and left on the park grounds. Vendors may not put refuse from the operation of their business in or beside any public trash container or in any drain along or in the streets or sidewalks.
- 20) Permits shall be issued on a first come basis. The Vending Permit Section will file and maintain a list of permit requests in chronological order. Requests will remain on file for two years.
- 21) Each vending unit shall be inspected and approved by the Parks and Recreation Department. Each vending unit shall be kept in a clean and sanitary condition at all times.

HEALTHY VENDING GUIDELINES & REQUIREMENTS

To increase access to healthier food and beverage alternatives in our parks, the Kansas City Parks and Recreation Department encourages vendors to implement the following food and beverage guidelines.

Healthy vending will fall into two categories: "Healthier" and "Healthiest." Inclusion in one of these categories will depend upon the percentage of healthy items for sale.

"Healthier" Food Vendors – Vendors in this category will be required to have 50% of items for sale that adhere to the nutrition guidelines below. "Healthier" food vendors will receive a 50% reduction in the cost of a Parks and Recreation Vending Permit.

"Healthiest" Food Vendors – Vendors in this category will be required to have 75% of items for sale that adhere to the nutrition guidelines below. "Healthiest" food vendors will receive a "roaming" Parks and Recreation Vending Permit for \$500. "Roaming" permits allow vending in three parks, based on availability, with one permit. "Roaming" permits do not guarantee exclusive rights to any one park.

A suggested list of healthier food/beverage items is attached at the end of this policy. Guidelines for the healthier alternatives are as follows:

Food Nutrition Guidelines*

- 5 grams of Total Fat or fewer per serving (not including nuts and seeds).
- 30 grams of Carbohydrates or fewer per serving (Candy is not considered to be healthy; fruit in any form is permitted, regardless of carbohydrate count).

Foods such as non-fat or low-fat hotdogs or similar items may be considered a healthier alternative to regular hotdogs or similar items.

Beverage Nutrition Guidelines*

- Beverages that contain 50 percent fruit or vegetable juice with no added sweeteners.
 - Water – Pure or vitamin enhanced.
 - Milk – Lowfat (1%) or Nonfat preferred, any flavor
 - Low-Calorie Beverage – <50 calories per 12 oz. serving
- Nutrition guidelines meet with approval of the Kansas City, Missouri, Health Department

Mandatory Pricing Standards

Food/Beverages meeting the nutrition guidelines must be sold at a price that is not more than 10% over the price of similar food/beverages that do not meet these nutrition guidelines.

Oversight

Healthier vendors will be routinely monitored by Parks and Recreation to assure full compliance of rules and regulations, as well as ensure healthier items for sale are on-hand and meet the nutrition guidelines.

PERMIT REVOCATION

The Parks and Recreation Department reserves the right to revoke a permit:

- Should park vendors fail to abide related City ordinances, and the Parks and Recreation Department policy on vending. No refund will be issued and the permit (decal) will be forfeited by the park vendor.
- In cases where excessive (as determined by Parks and Recreation) litter, grease, and/or other debris results from the vending activity.
- Should the park vendor become involved in misconduct, misbehavior, and/or illegal activity. Examples of this type of behavior might include, but not be limited to, the use of profanity or discriminatory practices.

AUTHORIZED PARKS FOR VENDING

NORTH REGION

The Concourse

Benton Blvd and St. John Ave

Kessler Park

Paseo to Belmont Blvd

Maple Park

Maple Blvd and Lexington Ave

Budd Park

St. John Ave & Brighton Ave

Waterworks Park

NE 32nd Street and N Oak Trafficway

Lakewood Greenway

I-35 to Penguin Park

Penguin Park

Vivion Road and N. Norton Ave

Harmony Park

E. 10th St & Agnes Ave

CENTRAL REGION

Illus W. Davis Park

11th & Oak

Washington Square

Pershing & Main Street

Mill Creek Park

47th & Main

Penn Valley Park

Broadway to SW Trafficway only

Brush Creek Channel

Roanoke Parkway to Elmwood

SOUTH REGION

Sunnyside Park

83rd St and Summit

Tower Park

75th & Holmes

Holmes Park

69th & Holmes

Longview Tract

7101 Longview Rd

Swope Park

Elmwood to 67th to Gregory Blvd
and parking lot at Oldham Road
and Gregory

Minor Park

111th & Red Bridge Rd
(excluding golf course proper)

SUGGESTED ITEMS FOR HEALTHIER VENDING

HEALTHIEST	HEALTHIER	EXCLUDED
SNACKS		
Animal Crackers, Graham Crackers	Granola Bars, Whole-Grain Fruit Bars	Cookies (including low-fat)
		Candy, Candy Bars, Toaster Pastries, Marshmallow treats
	Baked Chips, Corn Nuts, Rice Cakes, Cereal/Nut Mix	Regular Chips, Cheese-Flavored Crackers, Cracker Sandwiches
Nuts and seeds – plain or with spices	Nuts with light sugar covering; honey roasted	Candy or Yogurt coated nuts
Trail Mix – cereals and dried fruit (no fat added)	Popcorn/nut mix	Trail mix with chocolate, yogurt or candy
Fresh, canned or individually packed fruit – natural juices only	Canned or individually packaged fruit in light syrup	Canned or aseptic-packed fruit in heavy syrup
Dried Fruit – raisins, dried cranberries; fruit leather	Fruit-Flavored Snacks (containing some fruit juice)	Candy or sugar coated dried fruit
Pretzels – any flavor		Candy or yogurt coated pretzels
Fat-Free Popcorn	Light Popcorn	Popcorn – buttered
Beef Jerky – 95% Fat Free		Sausages, Pork Rinds
Yogurt – non-fat or light	Yogurt – regular	
Sugar-free Gelatin	Fat-Free Pudding	Pudding made with whole milk
BEVERAGES		
Milk, any flavor – non-fat or 1%	Milk, any flavor	
Juice – fruit or vegetable that contains 100% juice	Juice – fruit or vegetable that contains 50% juice	Fruit flavored soft drinks
Water, pure	Flavored or Vitamin-enhanced fitness water, Sparkling Water	
	Low-calorie, diet sodas; low-cal iced tea; low-cal coffee	Regular soft drinks and sports drinks

VENDOR CERTIFICATE
City of Kansas City, Mo.



V C 8 8 8

This certificate is not valid without a appropriate permits and licenses affixed as required under Chapter 50, Code of Ordinances, City of Kansas City.

CITY OF CHICAGO MOBILE FOOD VENDING ORDINANCE

4/7/13

City of Chicago :: Mobile Food Vendor Licenses



English | Español

Mobile Food Vendor Licenses

Mayor Emanuel introduced an ordinance passed by the City Council to expand mobile food vehicle operations in neighborhoods across Chicago. The ordinance legalizes expanded food vehicle operations while maintaining public health standards. The following charts illustrate the provisions of the upgraded Mobile Food Dispenser (MFD) license and the new Mobile Food Preparer (MFP) license, and the procedural steps required to obtain them:

Definitions and Fees

	Mobile Food Dispenser	Mobile Food Preparer
Definition	<ul style="list-style-type: none"> A Mobile Food Dispenser (MFD) is any person who, by traveling from place to place upon the public ways from a mobile food vehicle, serves individual portions of food that are totally enclosed in a wrapper or container and which have been manufactured, prepared or wrapped in a licensed food establishment. Such food may undergo a final preparation step immediately prior to service to a consumer in conformity with the rules and regulations of the board of health. 	A Mobile Food Preparer (MFP) is any person who, by traveling from place to place upon the public ways, prepares and serves food from a mobile food vehicle.
Mobile Food Vehicle (MFV)	A motorized vehicle registered as a commercial vehicle and shall not be used for any purposes other than a mobile food dispenser or mobile food preparer business.	
Application and License Fees	\$700 application fee, 2-year term.	\$1,000 application fee, 2-year term.

Free Vehicle Assessment

To help mobile food vehicle license applicants prepare for the Department of Public Health (CDPH) and, if applicable*, Chicago Fire Department (CFD) inspections, we are providing a FREE Mobile Food Vehicle (MFV) Assessment prior to submitting an application.

The MFV Assessment consists of a mobile food vehicle review by CDPH and CFD inspectors, who will provide applicants with an inspection report explaining the results of their compliance assessment. A Business Consultant from our department will be onsite to assist with the process, and coordinate any additional services.

MFV Assessments are conducted by appointment only. To make an appointment, please contact us by phone at (312) 74-GOBIZ / 744-6249, or by submitting an online request at this link.

* Mobile food vehicles equipped with propane or natural gas system, fire suppression hood and/or a generator, are required to be inspected by the Chicago Fire Department.

Step 1: Submit License Application at Business Affairs & Consumer Protection (BACP)

	Mobile Food Dispenser	Mobile Food Preparer
License Application Requirements	Meet with BACP Business Consultant and discuss overall food operations, ordinance and operational requirements. Appointments can be made by calling (312) 74-GOBIZ / 744-6249.	
	Complete Business Information Sheet to include applicants' full name, residence address, business address, e-mail, telephone number(s), date of birth and Social Security Number.	
	Provide government-issued photo ID from ALL applicants, owners, and business entity controlling	

APPENDIX D

persons and registered agents.	
Provide Federal Employer Identification Number (EIN) and State of Illinois File Number (if a business entity); and Illinois Department of Revenue Account ID.	
Supply the name and address of the commissary where the vehicle will be cleaned and serviced; and if the vehicle is not stored at the commissary, the name and address of the place where such vehicle will be stored when not in use.	
A valid retail food establishment or shared kitchen user license is required if the mobile food dispenser is producing food for sale.	City of Chicago Food Sanitation Manager Certificate issued to the applicant or the applicant's employee who will operate the mobile food vehicle.
A certificate of commercial general liability insurance with limits of not less than \$350,000.00 per occurrence, required for applicants that will use a propane tank or natural gas in the mobile food vehicle.	

Step 2: Health Consultation and Fire Safety Permit

	Mobile Food Dispenser	Mobile Food Preparer
Health Consultation Requirements	<p>At time of application at the BACP, the applicant must complete a consultation with a Sanitarian from the Department of Health to review the following:</p> <ul style="list-style-type: none"> Proposed menu including a list of all food items the applicant intends to serve. Blueprints (plans) of the vehicle. Specification sheets on equipment installed and used within the vehicle. Inspection report from within the last 90 days from the state or local health authority where the food source or commissary is located, if the applicant is from outside of Chicago. Blueprints (plans) of the commissary, if the applicant is from outside of Chicago. [MFVPs only] If the mobile food vehicle has a propane or natural gas system, fire suppression hood, and/or generator, then applicants must also submit an MFV Fire Safety Permit application to the Chicago Fire Department (CFD) for approval. 	
Fire Safety Permit	<p>All MFVs with a gasoline or electric generator, propane, compressed natural gas or a fire suppression hood will need a Fire Safety Permit.</p> <p>Fire Safety Permit Application Applicants must submit a completed "MFV Fire Safety Permit Application" along with:</p> <ul style="list-style-type: none"> A \$100.00 check or money order made payable to the "City of Chicago" for the MFV Fire Safety Permit Application Fee, and Any required documents. The MFV Fire Safety Permit Consultation Packet may be found under "Resources" below. <p>Application with Propane/Natural Gas Systems Applicants with a propane or natural gas system installed on their MFV, must register the MFV operator(s) for the required Fire Safety Class (FSC).</p> <ul style="list-style-type: none"> A Driver's License, State ID, or another Government-issued photo ID will have to be presented before the start of the class. If unable to attend the FSC class that you are registered in, reschedule with BACP. Fire Safety Class Information and Registration Instructions at this link. <p>Applications with Fire Suppression System Applicants with a Fire Suppression System (FSS) installed on their MFV must:</p> <ul style="list-style-type: none"> Have the COMPANY that designed/installed their vehicle's fire suppression system submit vehicle plans, on company letterhead, to the CFD at the Bureau of Fire Prevention Headquarters, 444 N. Dearborn, 2nd Floor. Forward a \$150.00 check, or money order, made payable to the "City of Chicago" for the FSS Plan Review. 	

	<p>On-site Inspection</p> <ul style="list-style-type: none"> • An onsite inspection of the applicant’s mobile food vehicle will be conducted with CDPH at 2133 W. Lexington, Chicago, Illinois. • Onsite inspections will be scheduled by BACP. <p>Permit Issuance</p> <p>A Fire Safety Permit will be issued once the following has been verified:</p> <ul style="list-style-type: none"> • The vehicle has passed the onsite inspection. • The owner and employees (MFV operators) have attended the Fire Safety Class (FSC). • All fees have been paid.
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Mobile Food Vehicle (MFV) Requirements

	Mobile Food Dispenser	Mobile Food Preparer
MFV Requirements	The vehicle shall be enclosed with top and sides, hand wash sink, hot and cold water, equipment to maintain temperatures, waste water retention tank and the business name and license number legibly painted in letters and figures at least two inches in height in a conspicuous place on each lateral side of the vehicle.	The vehicle shall be enclosed with top and sides, a 3 compartment sink, hand wash sink, hot and cold water, equipment to maintain temperatures, waste water retention tank and the business name and license number legibly painted in letters and figures at least two inches in height in a conspicuous place on each lateral side of the vehicle.
	The vehicle shall maintain a suitable, tight, non-absorbent washable receptacle for refuse. The refuse receptacle shall be adjacent to, but not an integral part of, the mobile food vehicle.	
	The vehicle shall not be used for any purpose other than a mobile food vehicle.	
	The vehicle shall be registered as a commercial vehicle and any person who operates such vehicle must have a valid driver’s license issued by the state of Illinois or another state, district or territory of the United States.	
	The vehicle shall be inspected and maintained by a licensed professional, including mechanics and, if applicable, by professionals who install and maintain fire prevention equipment, and propane tanks on mobile food vehicles, as often as necessary but not less than every 90 days, and copies of the last four maintenance reports must be kept in the vehicle at all times while the vehicle is in use.	
	If propane is to be used in the vehicle, there shall be no more than 40 pounds of propane in the vehicle at any time. The design and maintenance of the vehicle must conform to CFD regulations as outlined in the applicant’s fire safety permit.	

Step 3: On-Site Inspection by Health, and Fire if applicable.

	Mobile Food Dispenser	Mobile Food Preparer
On-Site Inspection(s)	After payment of the application fee, the mobile food vehicle must be made available for inspection by the Department of Health, and if applicable, the Fire Department.	

Step 4: License Issuance

	Mobile Food Dispenser	Mobile Food Preparer
License Issuance Requirements	The mobile food vehicle must pass required Department of Health, and if applicable, Fire Department inspection(s) in order for the license certificate/decals to be processed.	
	Mobile food vendors may not operate until the license certificate and decal are issued.	
	Any City debt must be resolved prior to the issuance or renewal of, or changes to, any business license.	

Recurring and License Renewal Inspections

	Mobile Food Dispenser	Mobile Food Preparer
Recurring Inspections	Like any other restaurant or food establishment, after issuance of the license, mobile food vehicles will be subject to routine sanitation inspections by the Department of Health. Such inspections will also include a fire safety compliance evaluation if using a propane or natural gas system, fire suppression hood, and/or generator.	
License Renewal Inspections	At time of license renewal, all mobile food vehicles are required to be inspected.	

Operational Requirements

	Mobile Food Dispenser	Mobile Food Preparer
Storage and Preparation	No food that is sold or served from a mobile food vehicle may be stored or prepared in a residential home. All operators must work in conjunction with a commissary or shared kitchen to store and prepare food.	
Mobility and Duration	Mobile food vehicles shall move from place to place upon the public ways and shall not be operated at a fixed location. Stops shall be made to service customers and shall not exceed a total of two hours or the maximum permitted period for parking, whichever is lesser, in any one block.	
Hours	Hours of operation are 5AM – 2AM, unless otherwise allowed from a mobile food vehicle stand.	
Food Stands	Mobile food vehicles may operate from a designated food stand not to exceed a 2-hour service limit. No other mobile food vehicle may park or operate on such block of the designated stand. Food Stand address locations may be found at this link.	
Private Property	Mobile food vehicles may operate on private property, not to exceed service limits of two hours, as long as; the property meets the applicable requirements of the Chicago Zoning Ordinance, and the property owner provides written permission to utilize the property.	
Location Restrictions	No mobile food vehicle shall park or stand such vehicle within 200 feet of any principal customer entrance to a restaurant which is located on the street level with the exception of 12 AM – 2AM. Mobile food vehicles are not allowed on privately-owned vacant lots, or a lot of a vacant building.	
Fire Safety	Mobile food vehicles must be in a continual compliance with CFD regulations governing the use of a propane or natural gas system, fire suppression hood, and/or generator, and uphold the terms of the vehicle's fire safety permit.	
GPS	<p>Each mobile food vehicle must have a permanently installed Global Positioning System (GPS) device which sends real-time data to any service that has a publicly-accessible application programming interface (API). Device must be fully functioning and activated while the vehicle is operational.</p> <p>GPS Tracking Device Guidelines</p> <ul style="list-style-type: none"> • An "active", NOT "passive", device that sends real-time data to a GPS tracking service provider; • Permanently installed in, or on, the vehicle; • Broadcasting GPS coordinates no less frequent than once every five (5) minutes; • Functioning at all times when the MFV is in operation, regardless if the engine is on or off; • Accurate no less than 95% of the time. <p>GPS Tracking Device Service Provider Guidelines</p> <p>Must be able to provide, upon request of the city of Chicago:</p> <ul style="list-style-type: none"> • Reports of each transmitted position including arrival dates, times and addresses, and duration of each stop; • At least six (6) months of historical information/reports, in a downloadable format (i.e. PDF, CSV or Excel); 	

- An application programming interface (API) that is available to the general public.

Currently Licensed Mobile Food Dispensers

- If you ONLY sell prepackaged food that is prepared and packaged at a licensed commissary, you will not be required to apply for a new license.
- If you plan to cook food on a mobile food vehicle, you will need to apply for the Mobile Food Preparer license. Food may not be prepared on the vehicle until the vehicle is inspected and the Mobile Food Preparer license is issued.
- If you use propane or natural gas, a fire safety permit is required in addition to commercial general liability insurance with limits of not less than \$350,000 per occurrence.
- Mobile Food Dispensers will be allowed to provide a "final preparation" of food prior to service. In order to do so, you will need to complete a Health Consultation and upgrade your Mobile Food Dispenser license. Contact us at (312) 74-GOBIZ / 744-6249 to schedule an appointment.
- New operation requirements include the installation of a permanently mounted and functioning GPS device in the licensed mobile food vehicle, with the ability to send real-time data to any service that has a publicly-accessible application programming interface (API). GPS devices must be in compliance by October 1, 2012.

How do I apply?

You may apply **in-person** at BACP's Business Assistance Center, 121 North LaSalle Street, Room 800.

- Application intake hours are from 8:30 AM through 3:30 PM, Monday through Friday.
- An appointment is recommended, and can be made:
 - Online - Schedule an appointment with a Business Consultant at this link, or
 - Call - (312) 74-GOBIZ / 744-6249.

Resources

- Ordinance
- BIS Form
- Certificate of Insurance (SAMPLE)
- Food Stands Press Release
- Mobile Food Dispenser (MFD) Fact Sheet
- Mobile Food Preparer (MFP) Fact Sheet
- Mobile Food Vehicle (MFV) Checklist
- Mobile Food Vehicle (MFV) Fire Safety Permit Consultation Packet
- Mobile Food Vehicle (MFV) Rules and Regulations

