

Terminal Replacement Project, Kansas City International Airport (KCI)
Mitigation Commission Recommendation
June 11, 2020

Introduction

Per the Programmatic Agreement, the following have been or are being completed:

- Create a plan for monitoring during construction of the new, single terminal
- Plan for any unanticipated discoveries of cultural resources during construction
- Plan for any inadvertent discoveries of human remains during construction
- Develop a photographic record of Terminal A prior to demolition
- Create a Mitigation Commission of local community leaders to determine additional mitigation measures

The Mitigation Commission was created with the following members:

- Mike Reik, Platte County R-III Schools
- Lisa Briscoe, Historic KC
- Lisa Wittmeyer, Platte County Historical Society
- Bruce Watkins, Watkins Foundation
- Joy L. Coleman, TreanorHL (representative for AIA of KC)
- Bradley Wolf, City of Kansas City, Planning Department
- Aaron Schmidt, Platte County EDC
- Sabin Yanez, Northland Regional Chamber of Commerce
- Pamela Blaschum, TWA Museum

The Mitigation Commission met seven times:

- June 24, 2019
- July 22, 2019
- August 26, 2019
- September 30, 2019
- December 9, 2019
- February 24, 2020
- June 8, 2020 (Virtual Meeting)

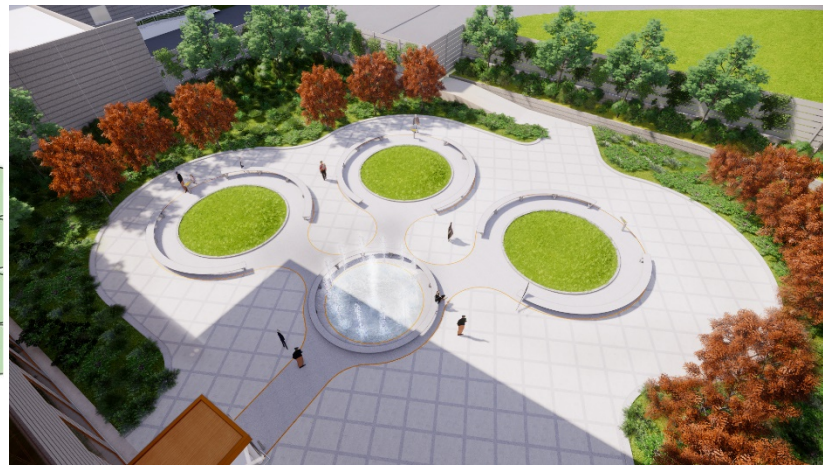
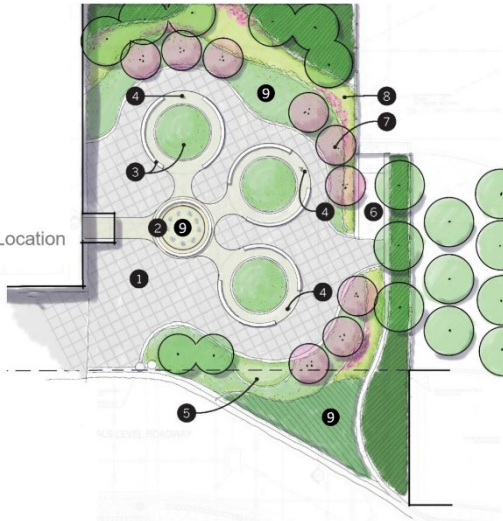
During these meetings (located at 601 Brasilia, Aviation Department), usually between 11:30am and 1pm CDT, the Kansas City Aviation Department (KCAD) provided a history of the historic property and the proposed undertaking. The Mitigation Commission developed a process to assess potential creative mitigation options. The meeting materials have been provided to KCAD, the Federal Aviation Administration (FAA), and the Missouri State Historic Preservation Office (SHPO).

Identification of the Additional Mitigation Measures

The Mitigation Commission has recommended the Mitigation Plan include creation of a website and video. The website would include information on the Environmental Assessment/mitigation process, the historic district, Trans World Airlines (TWA), architecture of the terminals, and links to documents and resources that were part of the mitigation process. The video would focus on the history of the terminals and would be included on the website.

The Mitigation Commission has also recommended the Mitigation Plan include development of a north courtyard in the new terminal to represent the historic district. The north courtyard mitigation provides an opportunity for the public to learn more about the importance of KCI with the Jet Age and TWA, as well

- 1 Diagrid Paving
- 2 Fountain
- 3 Benches + Landforms
- 4 Interpretive Signage
- 5 Pet Relief
- 6 Maintenance Ramp
- 7 Accent Trees
- 8 Pastoral Landscape Layer
- 9 Potential Future Sculpture Location



as its early architectural significance. It incorporates and preserves the main themes of the historic district within the overall new terminal project.

Formal Recommendation

At the Mitigation Commission meeting held on June 8, 2020 at 11:30 am CDT all Mitigation Commission members present voted in favor of the Mitigation Plan. The Mitigation Commission stated the Mitigation Plan does a good job at interpreting the historic district and conveys a clear message to visitors that this is a representation of the historic district and terminals.

The Formal Mitigation Commission Recommendation is unanimously approved by a quorum of Mitigation Commission members. Per the Programmatic Agreement, the Mitigation Commission Recommendation will be submitted to KCAD, FAA, and SHPO for a 30-day review period.

Additional Recommendations

The Mitigation Commission recognizes the design of the north courtyard is not stagnant and would like to see additional elements added to the design when future funding becomes available.

An additional recommendation is to include a vertical element in the central fountain. This would provide a focal point even when the water jets are not active and would serve to orient someone to the layout of the historic district. This would also provide a more literal interpretation of the historic district, with the vertical element acting as the control tower.

An additional recommendation is to provide signage within the terminal on the upper and/or lower level directing visitors to the north courtyard and explaining its significance. The additional signage would improve awareness of the historic district.