

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Leawood, Kansas
Partnering Local Government:	

### Project Information

Project Name:	135th Street Plan
Project Location:	135th Street, State Line Road to Nall Avenue, 133rd Street to 137th Street

### Project Budget

Source of Local Match:	City of Leawood	Requested Funding:	120,000
		Local Match:	30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>150,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes

### Project Summary

Earlier this year the City of Leawood in cooperation with MARC brought Mr. Jim Heid, principal of Urban Green, to Kansas City to review the 135th Street plan in Leawood and to comment about the opportunities and constraints in developing a sustainable mixed use plan for 135th Street, Nall to State Line Road.(See slides in Supporting Documents) A joint meeting with the Governing Body and the Planning Commission resulted in a consensus to address the area with a new sustainable plan.

The intent of the proposed plan for the 135th Street is built upon the lessons learned from successful sustainable developments, the development of Park Place, a mixed use, walkable urban district in Leawood, and emerging trends in urban development to create several mixed-use developments, closely linked through, activity centers, residential communities, greenways and multi-modal transportation systems.

To achieve this, the City of Leawood proposes to work with a consultant to develop the plan that would start by engaging the community and property owners to create a sustainable vision for the last major undeveloped tract of land in the City of Leawood. The plan would provide a specific framework for all future development in the area. The plan would address the necessity of developing parcels of land in a cohesive and integrated way. The plan would place an emphasis on alternative transportation systems that are integrated into the land use pattern. Because the project is to be a complete community with structured parking, bicycle stations, and alternative forms of transportation the number of automobile trip generation will be considerably less than that of conventional suburban development.

The factors that are to make up the plan are:

The Vision – Building a consensus for the development of the last large tract of property in the City of Leawood by engaging the property owners and the community in the planning process. Leawood is landlocked and therefore envisions a community of a limited population and finite development. The City recognizes that we only have one chance in our generation to get it “right”. The 135th Street area could have been developed as a conventional suburban strip development but the City believes that would not be in the long term interest of the City or the region. With the development of Park Place in Leawood, as an example of a successful higher density mixed use development, the Vision would extend this model to include greater floor area ratio’s and greater integration of transportation.

The Plan – Develop detailed development standards that foster an integrated sustainable mixed use community. The plan would be a blueprint for the development of several distinct communities. These communities would integrate a work /live land use pattern that focuses on livable streets with employment centers and a wide variety of residential models. Key to the project is the integration of the transit and land use, each integrated with the other. Important to the plan would be a series of overlays of uses both horizontally and vertically. The infrastructure plan would include; utilities, stormwater management and BMP’s. In addition a walkable street grid pattern, bicycle plan, complete streets plan, open space plan, greenway plan, and transit plan would be integrated.

The catalyst for this proposal is the realization that there is an opportunity to put in place a sustainable plan during this period of slow economic development. Before development pressures arise there are several areas that need to be addressed.

- The low density suburban development pattern prevalent along 135th Street (Hwy 150) needs to be reversed as this pattern does not allow for the creation of a walkable community.
- The development of this infill needs to be coordinated and guided to achieve a more urban and sustainable development.
- A plan needs to be created to provide transition from low density housing to higher density.
- Currently the transportation network is almost entirely dependent on the automobile. A plan that provides opportunities for alternative transit patterns is needed.
- Integration with the Cities Development Ordinance, bicycle plan, trail plan and parks plan is needed.
- The proposed plans transit and land use pattern will need coordination with the Johnson County Transportation Department.

Unlike neighboring developments, the proposed plan will establish a blueprint for the development of a true mixed use activity centers in an innovative and comprehensive manner. The proposed plan will create an urban environment where automobile trips will be reduced, water quality improved, air pollution mitigated, greenways created, pedestrian activities encouraged, and diverse choices in housing realized.

In conclusion the City would like to be proactive in developing a plan that guides development to create a sustainable and vibrant place in which to live and work.

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## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Grandview, MO
Partnering Local Government:	n/a

### Project Information

Project Name:	I-49/US-71 Sustainable Redevelopment Corridor Plan
Project Location:	Grandview, MO

### Project Budget

Source of Local Match:	Grandview Transportation Sales Tax Fund	Requested Funding:	150,000
		Local Match:	45,000
		<b>Total:</b>	<b>195,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

No.

### Project Summary

A Planning Sustainable Places grant will allow the City of Grandview to undertake an I-49/US-71 Sustainable Redevelopment Corridor Plan focusing on the transportation and land use connections necessary to support the redevelopment of auto-oriented, strip commercial development along I-49/US-71 into walkable, livable, interconnected centers. This corridor – a future transit corridor connecting a series of activity centers within environmental justice tracts – includes already-developed areas that are in need of redevelopment as well as infill sites that could capitalize on existing infrastructure. Within Grandview, I-49/US-71 is a 4.5 mile corridor that carries 75,000 vehicles per day and bisects the City. This project will encompass a half-mile on each side of the highway corridor.

The Sustainable Redevelopment Corridor Plan will address the following tasks:

- Create a plan and related strategies and tools to guide the sustainable redevelopment of the corridor, including: a vision for the future of the I-49/US-71 corridor through Grandview; a land use plan based upon the established vision and long-term community needs; a multi-modal transportation network that allows for pedestrian and bicycling connections, transit-readiness and improved vehicular traffic circulation; strategies for improved stormwater management along the corridor; and a parks, trails, and open space framework that connects assets and destinations on each side of the highway corridor.
- Develop design standards for non-residential development in the corridor based on the established vision.
- Build consensus around the corridor vision with key stakeholders, including businesses and property owners.
- Audit the City's organizational capability to encourage and manage redevelopment.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	Bridging the Gap
Partnering Local Government:	City of Kansas City Parks and Recreation Dept.

### Project Information

Project Name:	Grand Boulevard Streetscape
Project Location:	Kansas City, Mo on Grand Blvd from 20th to I-670

### Project Budget

Source of Local Match:	City of Kansas City, MO	Requested Funding:	150,000
		Local Match:	30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>180,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes. The entire length of Grand Boulevard is eventually planned for redevelopment, but we can start with a small model of the proposed "complete street" concept. The target area for starting the project is the corner of 20th and Grand, moving northward.

### Project Summary

The project is for traffic studies and detailed design drawings for a proposed, sustainable renovation of Grand Boulevard in downtown Kansas City to a modern "complete street" standard, with multiple modes of transportation and abundant green space. The project aims to attract residents and economic development downtown by making the city green, walkable, liveable, and beautiful. The width of Grand Boulevard, combined with relatively little traffic and development, makes it an ideal candidate for the removal of a lane of automobile traffic, creating space for wider sidewalks, a bike lane, and green space. The Grand traffic study will be conducted in cooperation with Public Works proposed comprehensive downtown traffic study later this year.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	Land Clearance for Redevelopment Authority of Kansas City, MO
Partnering Local Government:	NA

### Project Information

Project Name:	CleaverII and Troost Redevelopment
Project Location:	An area in KCMO bounded by: 45th Street on the North, Paseo on the East, Brush Creek on the South and Harrison on the West

### Project Budget

Source of Local Match:	\$12,000 -LCRA funded, \$25,500 pending KCMO review	Requested Funding:	\$150,000
		Local Match:	37,500
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$187,500.00</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, a project with the LCRA sourced funding is possible:

\$12,000 LCRA Match  
\$48,000 Grant funding  
\$60,000 TOTAL Project

### Project Summary

#### Project Summary

The LCRA of KCMO will use the Planning Sustainable Places grant funding, along with match funding (\$12,000 secured by the LCRA, \$25,000 pending KCMO review) to implement four community development projects identified in previous public and private planning exercises in the area near Cleaver II and Troost Ave. Projects have been defined by work with area institutions, including the Kauffman Foundation and Nelson Atkins Museum of Art and with the active involvement of Gates and Sons as a private developer. This alliance will be the foundation for continued development execution, along with a community advisory group composed of representatives of the Green Impact Zone, adjacent neighborhoods and area community organizations. Gates has provided a Community Planning Center for use during the year long project period. Four projects will be initiated with development financing sources, preliminary architectural design and engineering, market evaluations, blight analysis and filed redevelopment plans. The development projects will realize sustainable land use projects in response to recent transportation improvements along Cleaver II and Troost.

The Cleaver II and Troost KCMO Land Clearance for Redevelopment Authority Plan (LCRA) will address projects within the area bounded by 45th Street on the North, Paseo on the East, Brush Creek on the South and Harrison on the West. The redevelopment plan and target projects are a part of the Green Impact Zone, MARC designated redevelopment area and are within the MARC designated Activity Center. The redevelopment plan will provide:

#### Target Projects

Four anticipated target projects will be defined with stated blight removal characteristics, repurposing of lower order land use for sustainable economic development, adaptive reuse of historic structures and development financing.

#### Sustainable Places Development Framework Plan

Principles of sustainable land use, integrated transportation planning, sustainable structure design, integrated bicycle and pedestrian environments and a connective approach to the public and private development setting will all be incorporated in the framework plan. Area institutional planning and private developer proposals will shape the plan with the intent of a highly connected district scheme.

#### Developer Designation

The LCRA is a recognized redevelopment agency of KCMO and has a long history of selecting and managing developers.

#### Development Project Execution

Projects will have definitive development information such as market premise, development financing, preliminary architectural design, entitlement analysis that will provide the basis for project execution with in the LCRA Framework Plan.

Within the planning area, Gates and Sons is an active, pioneering developer, offering support to this proposal. With 15 years of redevelopment in the Plaza East Development at Cleaver and Troost, Gates has made substantial private investment in the area. Further, Gates has organized and

# Planning Sustainable Places Program 2012

## Call for Projects

hosted the monthly Plaza East Coordinating Committee for the last 15 years. This group provides a forum for discussing and coordinating the construction and planning projects of area community groups, private developers, City agencies, institutions and utilities. The committee includes:

Gates Professional/Technical Team

Gates Representatives

UMKC Representatives

KCMO Water Services

KCMO Public Works

KCMO City Planning

KCMO Parks and Recreation

KCPL

Green Impact Zone

Brush Creek Community Partners

MGE

Other community groups as situations arise that involve their issues

Also, the last five years have included a number of transportation and sustainable place improvement projects:

Troost Avenue Streetscape and Transit Improvements with BRT stations, rain gardens and pedestrian improvements

Cleaver II Boulevard Streetscape and Transportation Improvements with BRT, rain gardens, pedestrian, bicycle lanes and greenspace and planting

Brush Creek Boulevard Streetscape Improvements with BRT stations, rain gardens, pedestrian improvements and planting greenspace.

Troost Bridge and Street construction

Public, Private and institutional planning in the area provides a well established premise for redevelopment. Current planning efforts are underway by both the City and MARC. The established basis for redevelopment projects is:

Troost Corridor Plan

Green Impact Zone Planning

Plaza East PIEA Redevelopment Plan

Plaza East UR Plan

Oak Park South Area Plan

Westport/Plaza Area Plan

South Central Area Plan

Brush Creek Corridor Plan

Plaza Plan

Nelson Atkins Development Framework Study

These planning and development activities are a reflection of the major public and private commitments to sustainable redevelopment in the area.

This proposed redevelopment is targeted on adding projects that will continue the efforts pioneered with the Gates and KCMO efforts- with a sustainable, mixed income approach for the next generation of work. The transportation and green streetscape improvements serve as a leading public investment that can attract a higher level of private investment through a managed redevelopment approach, as is proposed here. Further, the civic leadership expressed by Gates to help with the LCRA planning has already begun. Mr. Gates has reached out to the Nelson Atkins and Kauffman Foundation to engage them in a discussion of area reinvestment and revitalization. He has also committed the use of a building located on Cleaver II for use as a Planning Center.

The LCRA is a KCMO public redevelopment agency that has a history of active and innovative approaches to urban core redevelopment. The LCRA has worked directly with private developers and community groups alike to promote blight removal and community regeneration. Also, LCRA has staffed unique community housing improvement initiatives that have proven effective examples of community revitalization strategies. The LCRA has committed to provide \$12,000 in matching funds.

KCMO is evaluating all grants submitted to MARC prior to committing funds and has a \$25,000 match commitment for this proposal, pending review.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	Marlborough Community Coalition
Partnering Local Government:	City of Kansas City, Missouri

### Project Information

Project Name:	The CATALYST PROJECT: A plan for a holistic Marlborough
Project Location:	Kansas City, MO, Jackson County; specifically, the Marlborough Community Coalitions boundaries that generally run from Gregory to 87th Street, Troost to 71 Highway

### Project Budget

Source of Local Match:	\$20,000 (City of Kansas City, MO); \$10,000 (Marlborough Community Coalition)	Requested Funding:	70,000
		Local Match:	30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>100,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, the project is scalable, and the project sponsor will accept partial funding.

### Project Summary

The CATALYST PROJECT is the cornerstone of a larger community development vision that has grown from the opportunity presented by the vacant Marlborough Elementary School at 1300 E. 75th St. During the KCPS's Repurposing Initiative process, the Marlborough Community Coalition (Coalition) has taken an active role building partnerships that will transform the school from a vacant and blighting presence to a valuable asset for the community.

The Coalition, in partnership with an architect-led team of local designers, artists, planners and musicians, is in the midst of a six-month collaborative campaign called "we live here" - a broad arts-based endeavor with the mission of engaging the people of the Marlborough neighborhood - and telling the story of the community through recorded conversations, photography, music and visual art. The insight gained from this undertaking was originally intended to both foster a larger movement toward personal engagement within the greater Kansas City community and form the basis for a community-driven development plan for the school site. The campaign has brought to light the need and desire to look beyond a redevelopment plan for just the school site, and to instead develop a holistic neighborhood-based model to address Marlborough's pressing issues.

The Coalition's neighborhoods have benefited recently from transit infrastructure, including the Troost MAX, as well as innovative green solutions for stormwater and sewer overflow issues. Despite these significant public investments, the area still lacks an integrated strategy that capitalizes on these public investments to promote and position the area for sustainable development and private reinvestment. Without such a strategy, the full potential of the public improvements will never be realized. The CATALYST PROJECT aims to do just that; it will enable the Coalition to develop a neighborhood-based vision and implementation strategy that will serve as a catalyst and roadmap for sustainable physical and community development in the area's activity centers.

The CATALYST PROJECT includes the following key components: 1) improving mobility within the project area, most importantly access to transit corridors and centers of activity; 2) developing a healthy foods access strategy that includes opportunities for urban farming as well as improved access to groceries/produce within the project area; 3) utilizing arts and social services to build and strengthen community connections; 4) developing innovative redevelopment/reuse strategies for vacant residential and commercial parcels; and 5) developing a plan for redevelopment of the Marlborough School to serve as a community asset and hub for the neighborhood.

Comprehensively, the CATALYST PROJECT will provide a roadmap for future implementation and development. It will be integrated into the City of Kansas City's Swope Area Plan planning process and align with the outcomes of the Troost Corridor Planning Study, ensuring that the effort is consistent with and supports the goals and priorities of the larger area. The CATALYST PROJECT will provide the community the means to develop a plan of action around local issues and position the area for positive and sustainable development.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Grain Valley
Partnering Local Government:	City of Grain Valley

### Project Information

Project Name:	South Buckner-Tarsney (Main Street) Improvements
Project Location:	Grain Valley, MO

### Project Budget

Source of Local Match:	General Fund	Requested Funding:	150,000
		Local Match:	180,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>330,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The funds requested are for design and are not scalable; however, partial funding would be acceptable.

### Project Summary

This request includes the design of roadway improvements along Grain Valley's downtown corridor. The project includes a dedicated bike lane, dual sidewalks, enhanced crosswalks, enhanced street lighting, new asphalt, and a segment of on-street vehicle parking. The goal is to provide improved access to businesses, and all other modes of traffic while enhancing public safety. The design will follow the MARC Complete Street Policy as closely as possible.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Independence
Partnering Local Government:	City of Independence

### Project Information

Project Name:	Truman Road Green Gateway
Project Location:	Truman Road

### Project Budget

Source of Local Match:	City of Independence, Council Goals; Maywood Merchants Association, Mt Washington Cemetary Corp	Requested Funding:	40,000
		Local Match:	20,500
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$60,500</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The proposed project is a complete Sustainable Places Plan. The project could be scalable in two different ways either geography or scope of work. The proposed project is three-quarters of a mile long. If necessary, a shorter segment of the road including the intersection of Winner Rd and Truman Rd and one-quarter mile to the west to Brookside could be studied. The other scalable option is to analyze the development needs of the area at a higher level.

### Project Summary

The proposed project seeks to create a Sustainable Places Plan for the three-quarter mile segment of Truman Rd from the intersection with Winner Rd west to the City Limits at the Stone Arch Bridge. The project will identify strategic connections to improve transportation options, recreational amenities, gree infrastructure benefits, and increased potential of landuse through public and private partnerships. This process will utilize stakeholder engagement to identify the social, environmental, and economic needs of the proposed area and determine how to move solutions forward.



# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	Kansas City Area Transportation Authority
Partnering Local Government:	City of Kansas City, MO / Jackson County, MO

### Project Information

Project Name:	3rd and Grand Multi-Modal Transportation Hub Area Planning
Project Location:	3rd Street and Grand Avenue in Kansas City, MO

### Project Budget

Source of Local Match:	KCATA, City of Kansas City, MO, Jackson County, MO	Requested Funding:	\$120,000
		Local Match:	\$30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$150,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The 3rd and Grand Multi-Modal Transportation Hub Planning project is not scalable. In order to complete the in-depth level of planning necessary for this critical transportation node in the River Market District near downtown Kansas City, the full request of \$120,000 is required. Local match will be provided by the project partners consisting of; the Kansas City Area Transportation Authority, City of Kansas City, Missouri, and Jackson County in the amount of \$10,000 each. All three of the partnering entities will, as well, donate staff time and resources to the project as a source of overmatch towards the project.

### Project Summary

The Kansas City Area Transportation Authority (KCATA) currently owns a 1.8 acre facility at 3rd Street and Grand Avenue in the River Market area of Kansas City, Missouri, that serves as a park-and-ride, bus transfer point, transit operator rest station, bike share location, trail head, and Mega Bus departure/arrival point. Future plans call for this area to serve as a connection node between commuter rail, streetcar, trails, bus service, and continue to function as a park-and-ride facility.

The proposed project will provide planning analysis, building off of conceptual plans developed by the Kansas City Streetcar and Jackson County Commuter Rail projects, necessary for the development of a large multi-modal transportation hub at the current KCATA Park-and-Ride Facility / MAX Bus Rapid Transit (BRT) terminus. Today the existing facility accommodates both local bus transit and MAX BRT service with over 400 boardings and alightings taking place on an average weekday. The current park and ride lot has a total of 185 spaces available and is highly used on weekdays. On several weekends, the lot is used for special event parking for the River Market. Along with KCATA services at 3rd and Grand today, Mega Bus (Intra-City Bus Service to Chicago) uses the facility as a boarding and alighting location for the Kansas City Metro area. Other transportation amenities near the 3rd and Grand area are existing trail connections and the recent addition of a B-Cycle - bike share station.

This proposed planning project would integrate the transportation services and amenities at the existing KCATA facility with future planned transit projects that call for the project area to function as a terminus and transfer point. Both the Streetcar project in Kansas City, Missouri (KCMO) and the Jackson County Commuter Rail project have specifically identified the 3rd and Grand location as a likely interface between these two high capacity transit services. Funds provided in this project would help all parties evaluate not only how the various modes of transit will be integrated at this node, but also how the future facility would integrate with the surrounding neighborhoods including the River Market and Columbus Park. The project would provide planning for enhanced pedestrian amenities, greater connections to the Riverfront Heritage Trail, mixed used development opportunities, higher density, and possible strategies for sustainable development. To complete this planning study, the partnership team would look to competitively select consulting services to aid in the analysis and planning for the multi-modal transportation hub.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Shawnee
Partnering Local Government:	Johnson County Transit

### Project Information

Project Name:	Community Connections – Nieman Road
Project Location:	The project encompasses Nieman Road between Shawnee Mission Parkway and Johnson Drive in Shawnee, Kansas.

### Project Budget

Source of Local Match:	City of Shawnee and Johnson County Transit funds
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Requested Funding:	\$150,000
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Local Match:	\$37,500
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<b>Total:</b>	<b>\$187,500</b>
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(Requested Funding + Local Match)

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, the Community Connections – Nieman Road Study is scalable and could accept partial funding.

The consultant scope of work for the Shawnee/Merriam component of the Creating Sustainable Places Grant (CSP) for Shawnee Mission Parkway and Nieman identified several additional follow-on tasks that helped to form the basis for this application.

Specific tasks we seek to address with this study include:

- \* A review and assessment of transit needs and opportunities on both ends of the Nieman study area
- \* A review of existing and projected traffic volumes leading to guidance on the long term feasibility of road dieting along Nieman Road
- \* A review and recommendations for improvements for enhanced bicycle and pedestrian features through the area, with or without a road dieting
- \* Further market study work as appropriate, which may be reduced to only include a review of market study work done by a prior downtown study
- \* Continue community visioning and equity efforts for the study area that build on synergy from the on-going CSP work

Each of these tasks are scalable, and will continue progress towards further realizing the sustainable potential of this area.

### Project Summary

The Community Connections – Nieman Road Study represents a planning effort that will build upon the work being done at the Nieman and Shawnee Mission Parkway node with CSP, and the planning efforts already completed for downtown Shawnee. Shawnee seeks a vibrant and sustainable Nieman Road area that encourages pedestrian and bicycle connections within our City and lends itself well to improved transit connections to the rest of the region.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Lees Summit
Partnering Local Government:	

### Project Information

Project Name:	View High Sustainable Development Plan
Project Location:	I-470 and View High Dr

### Project Budget

Source of Local Match:	City general fund and Happy Valley Properties LLC	Requested Funding:	150,000.00
		Local Match:	\$40,000.00 City Match and \$25,000.00 Private Match
		<b>Total:</b> (Requested Funding + Local Match)	<b>225,000.00</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

This project is scalable and the sponsor of this project will accept partial funding of the requested amount.
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### Project Summary

This planning area encompasses 213 acres of land with land parcels owned by the City of Lees Summit, Jackson County and Happy Valley Properties. This area is not in MARCs designated existing activity centers, nor is it in its redevelopment areas. However, it is one of the primary gateways along a key highway corridor as well as the Rock Island Rail Line and greenway corridor for both Lees Summit and Kansas City Missouri. This planning area is on both MARCs regional Smart Moves and MetroGreen systems. Through a strong public-private partnership, a joint vision is emerging for this area to become an economically, environmentally and socially sustainable activity center that implements the regional Creating Sustainable Places strategies. The ultimate goal for this study is to ensure that all aspects of sustainability are properly addressed before any development occurs. The vision for this area is consistent with the Citys Comprehensive Plan.
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# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Lees Summit
Partnering Local Government:	

### Project Information

Project Name:	US 50/South M-291 Area Redevelopment Activity Center Plan
Project Location:	South of US 50 Hwy on both sides of M-291

### Project Budget

Source of Local Match:	City general fund	Requested Funding:	150,000.00
		Local Match:	35,000.00
		<b>Total:</b> (Requested Funding + Local Match)	<b>185,000.00</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

This project is easily scalable and the sponsor will accept partial funding of the requested amount.
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### Project Summary

<p>This planning area includes one of the City's oldest industrial districts. Many of the original businesses have closed over the past decade leaving behind abandoned and underutilized properties. This area is located in one of MARCs defined existing activity centers as well as the redevelopment areas and it is right at the southern edge of the heart of the City. It is critical for the City to revitalize the area by bringing in the right mix of uses and promoting sustainable development patterns and practices for long term prosperity. Over the last few years, the City has been working collaboratively with existing businesses, land owners, and developers as well as businesses interested in relocating into this area to promote new development and redevelopment of this area. More recently, the City has been actively working with Exergonix, a manufacturer of large scale batteries, and the University of Central Missouri to develop part of the area into a university innovation campus.</p> <p>This project will help to establish a long term vision for this redevelopment area incorporating sustainable development practices and use of renewable and efficient energy. It will also help to set the tone for new development in the area further south, for which the City intends to prepare a similar plan as the next phase. The City as well as its partners will also ensure that the plan promotes and reinforces regional strategies of sustainability.</p>
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# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Overland Park, Kansas
Partnering Local Government:	City of Overland Park, Kansas

### Project Information

Project Name:	Implementing Structured Parking in Downtown Overland Park
Project Location:	Downtown Overland Park (roughly 1/2-mile radius around 80th & Santa Fe)

### Project Budget

Source of Local Match:	\$25,000 - City of Overland Park; \$5,000 - Downtown Overland Park Partnership	Requested Funding:	\$90,000
		Local Match:	\$30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$120,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, to a degree. The project scope could be scaled back by roughly 20 or 25 percent if only partial funding were available.

### Project Summary

Overland Park has been active for several decades in efforts to revitalize its downtown area. Starting with the Vision Metcalf plan in 2008, the city has focused its revitalization efforts on the strategy of redeveloping the downtown area into a higher density, mixed-use node along the Metcalf corridor. From the beginning, this strategy recognized the need to support these higher densities with both mass transit and structured parking. The mass transit line is now in place and there is growing support for building a parking garage, but there are a number of unanswered questions about how best to proceed. The goal of this study would be to (1) answer those questions, (2) build support from the downtown business community, the surrounding residential neighborhoods, and elected officials, and (3) to layout the appropriate steps for getting structured parking built.

The bulk of this project would be an alternatives analysis that would be aimed at answering several fundamental questions:

- Where are the best locations for structured parking?
- Would the city be better served with one or two large structures or several smaller ones?
- What are the advantages and disadvantages of public versus private ownership?
- How can structured parking best be integrated with the type of private redevelopment projects that were envisioned with Vision Metcalf?
- How can structured parking be designed so that it is cost efficient, easy to use, and consistent with the design requirements of the recently adopted Form Based Code for the downtown area?
- How best can structured parking support the existing transit line with park-and-ride functionality?
- How can stormwater "best management practices" be incorporated into structured parking sites so as to minimize the impact on downstream properties?

There are a variety of answers to each of these questions, but finding the right answers for Overland Park will be critical to building long-term redevelopment success.

In order for the alternatives analysis to be valid and useful, of course, there needs to be a broad spectrum of public input. In particular, it will be important to listen to the current needs and future goals of downtown business owners, downtown property owners, residents of the downtown and surrounding neighborhoods, and of shoppers from outlying areas. Additionally, we need input from a variety of developers to see what their needs are and to hear their vision for how parking garages fit into a public/private partnership strategy.

Finally, in order to build momentum for implementation, it is important for the project to include schematic design work and illustrations so that the public, the business community and the City Council can envision how structured parking could be incorporated into the fabric of downtown. This project would not include final site plans or construction drawings. Instead, the drawings are intended to illustrate the range of probable solutions and to serve as a visual aide in policy discussions about how to move to implementation.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Pleasant Hill, Missouri
Partnering Local Government:	

### Project Information

Project Name:	Pleasant Hill Sustainable Development Planning Project
Project Location:	Downtown Pleasant Hill

### Project Budget

Source of Local Match:	City of Pleasant Hill	Requested Funding:	60,000
		Local Match:	15,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>75,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, with the following proviso: the City would be willing to accept a grant in an amount less than requested, but would not be in a position to increase our level of funding to make up for the reduction.

### Project Summary

This project will focus on implementation strategies that will build upon previous planning work for Downtown Pleasant Hill, including the CSP Rock Island Corridor Study.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Merriam, Kansas
Partnering Local Government:	

### Project Information

Project Name:	Shawnee Mission Parkway from Antioch Rd to Eby St Corridor Plan
Project Location:	The area one block north to one block south of Shawnee Mission Parkway from Eby Street to Antioch Road

### Project Budget

Source of Local Match:	\$37,500 from the City of Merriam with \$10,000 from Johnson County Transit	Requested Funding:	150,000
		Local Match:	47,500
		<b>Total:</b> (Requested Funding + Local Match)	<b>197,500</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes.
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### Project Summary

<p>The project area generally consists of the area one (1) block north to one (1) block south of Shawnee Mission Parkway between Antioch Drive and Eby Street. The end result of the grant will be the adoption and amendment of the City of Merriam Comprehensive plan to incorporate the corridor plan being conducted by MARC through HUD's Creating Sustainable Places planning grant.</p> <p>The project will work to successfully integrate transportation, environmental, and land use planning. Key areas of interest will be the existing K-Mart, library, gas station, and vacant properties located within the corridor.</p> <p>For the transportation component, Johnson County Transit (JCT) has provided the City of Merriam with a letter of support for this application. The intent is to work with JCT on evaluating mass transit opportunities along this section of the Shawnee Mission Parkway corridor.</p> <p>The project will include significant public input and will elicit buy in from local businesses impacted by this corridor.</p>
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# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Kansas City, MO
Partnering Local Government:	

### Project Information

Project Name:	N. Oak Trafficway roundabout and neighborhood improvements
Project Location:	N. Oak Trafficway and I-29

### Project Budget

Source of Local Match:	City of Kansas City, MO - N. Oak TIF	Requested Funding:	150,000
		Local Match:	30,000
		<b>Total:</b>	<b>180,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The project sponsor will accept funding of the requested amount, along with opportunities to create funding from the N. Oak TIF & PIAC
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### Project Summary

<p>The North Oak Corridor Streetscape Plan serves as a comprehensive guide for future streetscape/ROW/road improvements within the planning area, which extends one-half block to the east and west of North Oak from North 32nd Street to Englewood Boulevard.</p> <p>The North Oak Corridor Streetscape Plan includes areas that are within the boundaries of the Briarcliff – Winnwood Area Plan and is an implementation measure of said plan.</p> <p>One of the implementation goals of the plan was to design and develop a project to eliminate the separation between the neighborhoods and the I-29 overpass. This interstate has bisected the neighborhoods from connecting N-S through this corridor. This project will recognize the need to improve the physical configuration and aesthetic appearance of this interchange, transforming it to become a welcoming gateway intended to reduce corridor traffic speeds and provide appropriate pedestrian and bicycle accommodations.</p>
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# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Olathe
Partnering Local Government:	

### Project Information

Project Name:	South Cedar Creek Corridor Sustainability Plan
Project Location:	Olathe, Johnson County, Kansas (roughly (Hedge to Ridgeview, 151st Street to 167th Street)

### Project Budget

Source of Local Match:	City General Fund	Requested Funding:	\$120,000
		Local Match:	\$60,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$180,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The project would be difficult to scale and result in a meaningful plan.

### Project Summary

The South Cedar Creek Corridor The South Cedar Creek Corridor Sustainability Plan (SCCCSP) in Olathe, Kansas is a project that will include the development of a sustainability plan t that will include the following elements:

- Integration of the natural ecosystem components of the City's stream setbacks, Cedar and Olathe lakes;
- Incorporation of the Olathe Trails Plan and leveraging of multi-modal transportation opportunities of bicycle and pedestrian walkways, off-street trails and transit with integrated automobile facilities to enhance accessibility to major activity centers within the planning boundary.

The South Cedar Creek Corridor includes activity centers identified by MARC such as the Great Mall of the Great Plains which has a JO park and ride in lot 27, the Olathe Medical Center, which may be connected by a trail system, several schools, recreational amenities, churches, businesses and residential areas. Other activity centers include the YMCA, senior citizen housing developments and numerous additional activity centers along 151st Street, I-35, and 169 Highway. Prominent transportation in the corridor includes I-35, the BNSF railroad main line, and 169 Highway. Johnson County Transit Administration and the Olathe Public Works building are also located in the heart of the corridor. In addition to these activity centers, the historic Santa Fe Trail traverses through the middle of the planning area which provides opportunity for education and a distinct sense of place.

While the area contains a unique set of historic and ecological resources combined with economic vibrancy, these resources are not connected and therefore do not benefit from synergies. On the other hand the area does have excellent existing transportation connections. The vision of the plan is to complement the existing transportation system and leverage its reach with new pedestrian and bicycle connectivity. The Plan will integrate the multi-modal transportation needs of the City's parks, residential, office and industrial activity centers that currently exist as well as those planned for the future of the corridor and will make these resources accessible for all members of the community. The Plan will also tie in with non-motorized commuting opportunities, such as those promoted by the JO of Johnson County and Metro by facilitating combined bicycle-transit commutes by providing bike racks on buses.

The Plan will identify actionable tools and stand-alone projects within a cohesive, sustainable vision, building upon existing planning initiatives and leveraging existing and future funding, while engaging local communities. Existing areas, such as the City's historic, 150-year-old downtown, will benefit tremendously from the increase in sustainable, trail and transit-oriented planning in the corridor.

For additional information, see South Cedar Creek Corridor Sustainability Plan Map (accompanying this application).

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	Westside Housing Organization
Partnering Local Government:	Kansas City, MO

### Project Information

Project Name:	West High-Switzer Development Plan
Project Location:	The Westside North Neighborhood: Boundaries are 14th Street to the North, 21st to the South, Broadway to the East, and Allen Ave. to the West

### Project Budget

Source of Local Match:	Pre-development reserves already on hand.	Requested Funding:	\$80,000
		Local Match:	\$45,000
		<b>Total:</b>	<b>\$125,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

No.

### Project Summary

The Westside neighborhood has seen considerable investment over the past several years. With a diverse and tight-knit community, eclectic mix of homes, businesses, services, and community facilities, and with convenient access to all of the amenities that greater Downtown has to offer, the Westside is emerging as one of downtown Kansas City's signature urban neighborhoods.

Today, at the heart of the Westside neighborhood is the West High-Switzer Complex - a vacant, blighted, former school building. This proposal seeks to create a development plan for the site and its surrounding area that transforms it from a gap in the neighborhood fabric into an amenity that catalyzes new investment and activity, and introduces new uses, housing types, and amenities that can position the Westside neighborhood for a thriving and sustainable future.

This proposal seeks to create a development plan to revitalize the West High Switzer Complex, pursue an integrated approach for streetscape improvements and connectivity, and incorporate best practices for neighborhood infill in the surrounding areas. The plan will provide strategies to facilitate redevelopment of the site while enhancing the neighborhood street grid and mitigating parking issues. Strategies for sustainably managing stormwater will be pursued. Connectivity will be enhanced through planning for pedestrian and bicycle paths in and around the complex. Planning work will also build upon and leverage the important streetscape planning already underway in the immediate neighborhood, including 20th St, 17th St, and West Pennway St, promoting transit and integrating amenities in the area. Finally the plan will include the development of guidelines for infill development that promote connectivity, walkability, and transit-oriented development through recommendations for land use and streetscape design.

Because the West High-Switzer Complex is an existing site with unique scale and position in the Westside neighborhood, it provides an opportunity to introduce new density in a manner that supports the existing neighborhood character. This density will help to increase the vitality and activity of the neighborhood over time. When coordinated with streetscape improvements, enhanced transit, sustainable infrastructure, and a variety of other amenities, this vacant complex can become an anchor at the heart of a healthy, connected, sustainable neighborhood, and a catalyst for a connected, vibrant downtown area.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Grain Valley
Partnering Local Government:	City of Grain Valley

### Project Information

Project Name:	Grain Valley Comprehensive Plan Update
Project Location:	City of Grain Valley

### Project Budget

Source of Local Match:	General Fund	Requested Funding:	76,000
		Local Match:	19,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>95,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Although this study itself is not scalable, partial funding would be acceptable with the City providing any additional funds necessary to complete the project.

### Project Summary

The comprehensive plan update will ensure that future development in the City is in line with the goals of the community including the use of sustainable developments and connectivity for all modes of transportation to population centers. When the original comprehensive plan was adopted in 2001 there were approximately 5,600 people in Grain Valley. That number has grown to nearly 13,000 in the 2010 census. This growth was not anticipated in the current plan and must be accounted for.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Kansas City, Missouri
Partnering Local Government:	

### Project Information

Project Name:	Evaluate underutilized parcels within new Downtown TDD and construct development plan to spur development in support of Streetcar
Project Location:	Business Loop - Downtown Kansas City, Missouri

### Project Budget

Source of Local Match:	4th District PIAC - City of Kansas City, MO	Requested Funding:	150,000
		Local Match:	30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>180,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The project is scalable and will get the acceptable funding required, once approved.

All agencies are aware of the application

### Project Summary

The Corridor Study Area encompasses the Central Business District of Kansas City Missouri. The Corridor extends from the River Market area on the north, through the Central Business District and the Crossroads areas to Crown Center on the South. The corridor, home to streetcar service in the early to mid-1900s is extremely well-positioned for a rail transit renaissance. Over the past 5-10 years, significant amounts of public and private investment in Kansas City's downtown have allowed it to re-emerge as the cultural center of the region. City planning actions are advancing this renaissance on the commercial and residential side, creating a vibrant, livable, mixed-use downtown. Regional and local plans and policies have formally identified the need for a north-south downtown fixed-guideway transit spine. With this investment, there are still vacant and blighted parcels that will need specific goals and incentives to create a sustainable and cohesive area for a successful streetcar project. Another goal of the City Council and Mayor want to double the population in the downtown core in the next decade.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Edwardsville
Partnering Local Government:	Same as applicant - City of Edwardsville

### Project Information

Project Name:	110th/I-70 Sustainable Places Plan / Design Guidelines
Project Location:	Southside of the 110th and I-70 interchange, Edwardsville, KS

### Project Budget

Source of Local Match:	City of Edwardsville - Economic Development Funds	Requested Funding:	\$45,000
		Local Match:	\$15,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$60,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

No. In order to achieve the desired product outcome full funding is necessary.

### Project Summary

The 110th / I-70 Sustainable Places Plan / Design Guidelines project will be an area planning project focused on the "new front door" of and identified current growth area for the City of Edwardsville. As such, the area has been identified as a future mixed use area per the comprehensive plan. The purpose of this project is three fold:

1. Investigate and identify the application of sustainable development principles in the area.
2. Recommend a development pattern that details the mixed-use land use concept identified in the comprehensive plan and provides design guidance, as well as the integration of transportation and environmental components.
3. Establish a matrix of strategies and actions necessary to implement the plan.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	Kansas City, Missouri
Partnering Local Government:	

### Project Information

Project Name:	Knobtown Station Area Plan and Transit Oriented Development Zoning
Project Location:	Generally located on the Rock Island Corridor at the intersection with the 350 Highway Corridor, to include those areas adjacent to proposed future commuter rail station.

### Project Budget

Source of Local Match:	5th District "PIAC" Funds	Requested Funding:	\$100,000
		Local Match:	\$20,000
		<b>Total:</b>	<b>\$120,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes
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### Project Summary

The focus of this plan will be to ensure that future development in the Knobtown activity center is well connected to and integrated with the proposed commuter rail line (and Knobtown station) and Katy Trail extension along the Rock Island Corridor. Through extensive and varied public outreach and engagement (continuing the discussion already begun as part of the Little Blue Valley Area Plan and Rock Island Corridor Planning Study processes) the project will develop a plan for transit oriented development (TOD) adjacent to the proposed commuter rail station in the Knobtown area along the Rock Island Corridor. The plan will define the extent of the TOD area; detail development densities, types and locations (including appropriate mix of housing, jobs and transit supportive uses); provide a plan for future pedestrian/bike connections, and other necessary elements to create a detailed plan for the future physical development of the activity center. The plan will identify approaches and provide development guidelines and illustrations to ensure that future development preserves and enhances the area's rural character (a top priority of the recently completed Little Blue valley Area Plan). This will be achieved through such means as: identifying/preserving key view corridors; preserving open spaces in environmentally sensitive/valuable areas; preserving existing topography (and strategies to restore where it has been disturbed); preserving trees and creating open spaces adjacent to area roadways; preserving historic structures and sites; creating a compact, dense mixed use development form that maximizes the use of space and minimizes development footprint. The plan will include recommended enhancements to public spaces (which build off strategies already identified in the Little Blue Valley Area Plan) and provide recommendations for future vehicular circulation, pedestrian and bicycle connections (and active living development pattern) and supporting bus transit strategies. The plan will explore connections to nearby activity centers, and will be integrated with plans to develop the activity center at View High Drive and I-470 (also a grant project submitted by the City of Lee's Summit which would be closely coordinated with this planning study should both be awarded). The plan will also provide implementation strategies, which will detail next steps, phasing, specific improvements and funding sources, as well as a future organizational structure and public/private partnership model to be utilized to facilitate area development. Implementation plan will include draft language for a TOD zoning district that can be applied in the Knobtown area as well as other TOD areas in the city.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Independence
Partnering Local Government:	City of Independence

### Project Information

Project Name:	Englewood Art District Circulation Plan
Project Location:	Winner Road from Appleton to Hardy

### Project Budget

Source of Local Match:	City of Independence, Council Goals; Englewood Business Association	Requested Funding:	\$40,000
		Local Match:	\$10,200
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$50,200</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The project could be scalable to look only at the five-way intersection at Winner, Northern and 18th St. This intersection creates a barrier to free movement of pedestrians, bicyclists, and motorists at the western gateway to the Englewood Arts District. However, to improve mobility and address environmental conditions, it would be better to create a circulation plan for the full area requested.

### Project Summary

The proposed project will create a circulation plan from Appleton to Hardy. This five-block area was proposed for creation of a circulation strategy in the Englewood Arts District Feasibility Study.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Independence
Partnering Local Government:	City of Independence

### Project Information

Project Name:	Independence Historic Square Mixed Use Site Plan
Project Location:	Northwest corner of Truman Rd and Main St

### Project Budget

Source of Local Match:	\$10,000 City of Independence, \$10,000 McProperties Developer	Requested Funding:	\$40,000
		Local Match:	\$20,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$60,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

No, the project is not scalable due to small size.

### Project Summary

The project will complete a Sustainable Site Plan for the mixed use development identified in the Independence Square Revitalization Plan (ISRP). The site is a city-owned surface parking lot which is approximately 1.5 acres in size and is located within one block of the historic square, the Independence Transit Center, the farmers market site, the MyArts complex, and civic center. The ISRP calls for the site to be utilized for mixed use development including retail, office, residential and green space to complement existing surrounding uses.



# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Kansas City, Parks and Recreation Department
Partnering Local Government:	

### Project Information

Project Name:	West Pennway Streetscape Improvements
Project Location:	West Pennway, 17th to 21st Street

### Project Budget

Source of Local Match:	City of Kansas City Parks & Recreation funds.	Requested Funding:	150,000
		Local Match:	30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>180,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes.
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### Project Summary

The West Pennway Streetscape Plan defines the future of West Pennway as a 21st Century Parkway – a multi-modal corridor that will become a national model of sustainable infrastructure and an enhanced neighborhood asset, while continuing to demonstrate the wisdom of Kansas City's one hundred+ year old Parks and Boulevard System. The Plan seeks to reinstate connectivity with the broader network of trails and parks throughout downtown Kansas City. The Plan unifies a number of projects and ideas proposed over the years, while adding newly beneficial ones that emerged over the course of preliminary design. The design process involved a significant effort to engage local stakeholders. Efforts ranged from public meetings to open site visits to a dedicated project website and design team member participation in seasonal events occurring along West Pennway. The Plan presented here is an expression of community-driven vision.

The West Pennway Streetscape Plan is ambitious. Overall changes will occur in how space is structured and utilized – from modifying intersection designs to favor multi-modal movement to reconfiguring the space between curbs to include bicycle lane, additional landscaping and storm-water facilities. We also propose improving pedestrian safety, connectivity amongst historical park assets and park facilities, improved wayfinding and measures to secure the health and longevity of the character-defining canopy of London Plane trees along the West Pennway corridor.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Kansas City Parks and Recreation Department
Partnering Local Government:	

### Project Information

Project Name:	Lake of the Enshriners Restoration Plan
Project Location:	The Lake of the Enshriners is an impoundment of Brush Creek in Kansas City, Missouri.

### Project Budget

Source of Local Match:	City of Kansas City Parks & Recreation funds.	Requested Funding:	150,000
		Local Match:	30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>180,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

No
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### Project Summary

<p>The Lake of the Enshriners (the Lake) is filling with sediment from Brush Creek and increased upstream urbanization, which has reduced the storage capacity and water quality of the Lake. The Lake is defined as being bounded by an upstream dam located east of Prospect Avenue and a downstream dam located east of Elmwood Boulevard. The use of the Lake and associated recreation facilities are often restricted because Brush Creek and the Lake receive raw sewage from periodic combined sewer overflows during storm events. Being located within a designated Floodway Boundary presents additional restrictions on the types of improvements that might be available to restore the Lake. The City is seeking input on restoration alternatives, presented in the recently completed lake restoration plan. The plan includes storm water green solutions and options for increasing the community amenities and recreational opportunities. All of the options include alternative transportation opportunities that will tie into the expanding regional trail system.</p>
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# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	Downtown Peculiar Arts & Culture District
Partnering Local Government:	City of Peculiar

### Project Information

Project Name:	Downtown Rail Bed Center
Project Location:	W. Broadway & W. 2nd Street to W. Tracksider Dr & Peculiar Dr

### Project Budget

Source of Local Match:	\$5500 City of Peculiar; \$500 Downtown Peculiar Arts & Culture District	Requested Funding:	\$24,000
		Local Match:	\$6000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$30,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Unfortunately, unable to move forward with partial funding.

### Project Summary

In keeping with our approved Downtown revitalization plan and in a cooperative effort between the City of Peculiar and the Downtown Peculiar Arts & Culture District, or DPACD as the organization is called locally (a 501(c)(3), not for profit organization and Missouri Main Street Affiliate) with assistance from Missouri Main Street, intends to convert initial rail bed site areas into a unique retail destination to draw new businesses, residents, visitors and employees to Downtown thus marrying our past as a railroad town to our future as a destination location. The project would be undertaken with an innovative business incubator approach. The project would include a larger anchor business (most probably a restaurant with a regional name) surrounded by small shops designed to resemble rail cars. Shops would be intentionally small to be manageable for start up businesses and to act as a feeder source to infill existing Downtown buildings. A comprehensive incentive package has already been designed to draw the appropriate businesses. Businesses chosen to participate would also have to attend small business success classes to best prepare for success and sustainability.

The project would also incorporate a walking and biking trail immediately adjacent to the businesses (on the original rail bed). It is our goal that this trail will continue to extend and grow to connect to other such trails in Cass County to provide a destination for a balanced mix of pedestrian and bike travel along with the surface travel for motorized vehicles in town and to what will soon be I49 (currently 71 Highway).

Solar lighting, native plantings, water run off mitigation, green space areas and conservation are all elements of the plan.

This plan creates that critical mass of like business needed to enable success for all. Should only one or two like businesses move in to our Downtown currently, the chances of success would not be nearly so great.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Gladstone
Partnering Local Government:	The City anticipates coordination with KCMO

### Project Information

Project Name:	Gladstone North Oak Opportunity Area
Project Location:	N. Oak Trafficway (north of 72nd Street)

### Project Budget

Source of Local Match:	Transportation Sales Tax Fund or General Fund	Requested Funding:	100,000
		Local Match:	20,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>120,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, we would be accepting of a scaled project. In addition, we could possibly consider a larger contribution as well if accepted.
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### Project Summary

This project is along N. Oak just north of 72nd St. in Gladstone. The project area is also north of the Downtown Village Center Master Plan (work currently in progress). The "opportunity area" was introduced during the development of the City's 2008 Comprehensive Plan. Area residents defined several areas along major corridors that should address additional planning effort for successful development and redevelopment in the area. Attached with this application is a more detailed summary of the recommendations and considerations for the area.
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# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	Clay County, Missouri
Partnering Local Government:	Village of Claycomo, Missouri and City of Pleasant Valley, Missouri

### Project Information

Project Name:	69PV Corridor Plan
Project Location:	US 69 Highway / Pleasant Valley Road corridor approximately 2.65 miles in length with 500 feet in width along either side of the corridor through the Village of Claycomo and City of Pleasant Valley.

### Project Budget

Source of Local Match:	Local Cash Match - \$10,000 from the Village of Claycomo, \$10,000 from the City of Pleasant Valley, \$2,500 from Northland Neighborhoods, Inc. (NNI), and	Requested Funding:	\$75,000.00
		Local Match:	\$25,000.00
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$100,000.00</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, the 69PV Plan is very scalable as the project currently is proposed to cover approximately 2.65 miles in length with 500 feet in width along either side of the corridor, but that area could be scaled down to the principle nodes (activity centers) or intersections of the corridor if necessary.

### Project Summary

The 69PV Corridor Plan (also "69PV Plan", or the "Plan") will be a comprehensive planning effort aimed at exploring the most sustainable approach to (re)development throughout the proposed study area. The plan will encourage new infill/(re)development along a principle transportation corridor that will create a vibrant, livable, and walkable community with diversified options for housing, employment, access to natural and historic resources, transit, mobility and connectivity between the major nodes and beyond.

Additionally, the plan's focus on providing transportation choices will improve accessibility and mobility for people while improving the safety and efficiency of the existing transportation infrastructure.

The 69PV Plan study area follows the US 69 Highway / Pleasant Valley Road corridor and covers approximately 2.65 miles in length with 500 feet in width along either side of the corridor. The Plan's study area across the majority of the corridor includes a number of disjointed, mostly incompatible commercial businesses along with a sprinkling of a few residential properties, with mostly wide open access to the roadway.

The 69PV Plan corridor serves as a regional transportation passageway to both I-35 and I-435 for The Ford Claycomo assembly plant and associated local businesses, along with nearby residents and visitors.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Blue Springs
Partnering Local Government:	

### Project Information

Project Name:	Downtown Blue Springs Transit Village
Project Location:	Downtown Blue Springs. Walnut St. to Main St., Railroad Tracks to 14th St.

### Project Budget

Source of Local Match:	City of Blue Springs General Fund	Requested Funding:	\$100,000
		Local Match:	\$20,000
		<b>Total:</b>	<b>\$120,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The project is scaleable. The intent is to create an executable plan for the site. The consultant, in partnership with the City, will be required to prepare a development plan including a feasibility analysis within the defined budget.

### Project Summary

Mid-America Regional Council (MARC) completed a regional study in 2002 of potential commuter rail corridors. One of the corridors studied was the KC Southern line that runs from Odessa to downtown Kansas City. This line passes through downtown Blue Springs.

A centerpiece of long-term improvements is the future transit station along the railroad. The line connects downtown Kansas City, and has the potential to serve several hundred people a day. The plan suggests developing this location as a multi-modal transit station, with access for trains and buses. This location is ideal for the train platform, as it is the straightest portion of the track. The station also coordinates with future bus service, and allows locations for several buses to queue up. The station itself would be ideal as a mixed-use building, which would provide enclosed waiting space and services for commuters, but operates regardless of the commuter traffic.

West of the railroad tracks, the 2006 Downtown Master Plan envisions a "21st century transit village." This large area, from Walnut north to Main, west to 14th street, is ripe for a large-scale redevelopment. It is well situated between our residential historic district and the heart of the City's commercial Main Street, as well as the future transit station. The property is ideal for a mix of multifamily and small-lot single family building types, to provide a new residential base for downtown. It is particularly suited to the younger professional market. Some potential for ground-level commercial space exists along Main Street, but the primary focus should be new, urban residential space.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Belton
Partnering Local Government:	

### Project Information

Project Name:	North Cass 2040
Project Location:	Cities of Belton, Raymore, Kansas City, Missouri

### Project Budget

Source of Local Match:	City of Belton Department of Community Planning and Development	Requested Funding:	\$10,000
		Local Match:	\$2,000
		<b>Total:</b>	<b>\$12,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, the project is scaleable.
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### Project Summary

The North Cass 2040 Plan will profoundly and positively impact the more than 40,000 residents of northern Cass County, Missouri by planning for the redevelopment of key corridors with multimodal transportation, accessible activity centers, affordable housing, new higher education opportunities and a robust entrepreneurial ecosystem. North Cass 2040 will be a multi-jurisdictional planning effort, tying together the MARC Activity Centers of the Port Authority's Richards Gebaur Commerce Park; the 155th Street corridor along US 71/Future Interstate 49; the North Scott/Missouri Highway 58 corridor running through Belton and Raymore; and the US 71/I-49 Corridor itself from Missouri Highway 58 to Missouri Highway 150 near Richards Gebaur. Multimodal transportation options and transit oriented development will be planned along the North Scott/MO 58 corridor from the Richards Gebaur facility through Belton to Raymore, with a focus on better organizing and enhancing the corridor's natural status as small business incubator. The plan will tie in with identified MARC MetroGreen trails and pedestrian corridors as well. The planning team will also work with educational institutions such as the Metropolitan Community College and the University of Central Missouri to develop a new MCC Campus and North Cass County Business Incubator on or close to Richards Gebaur. This business incubator will be linked with other activity centers such as Old Downtown Belton and future mixed use development in Raymore with a new local bus circulator service. The plan will also work with local organizations such as Kansas City Power & Light to establish Electric Vehicle Charging Stations at key Activity Centers and at new Park & Ride lots to be constructed along the I-49 Smart Moves corridor in the planning area.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	Jackson County
Partnering Local Government:	St. Peters Catholic Church

### Project Information

Project Name:	Truman Road Gateway Development Plan
Project Location:	Truman Road between I-435 and Blue Ridge Boulevard, Jackson County, Missouri

### Project Budget

Source of Local Match:	Jackson County	Requested Funding:	\$69,000
		Local Match:	\$31,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$100,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes

### Project Summary

Truman Road is a major east/west arterial in Jackson County, Missouri. It serves Kansas City, Independence, and eastern unincorporated Jackson County. It is named after Harry S. Truman, the 33rd U.S. President and runs through his hometown Independence. This segment of the corridor is framed by the I-435 interchange on the west and the historic Blue Ridge Boulevard arch bridge on the east.

The segment of Truman Road proposed for this study mainly consists of down-market retail along the south side and industrial development on the north side. While development plans have been proposed in the area, there continues to be a struggle to gain investment along the corridor. This project intends to capitalize on the gateway potential of this corridor and the area's natural assets. The project will establish a gateway transportation corridor that incorporates a parkway roadway cross section, trails, transit amenities and compatible, adjacent land use recommendations.

The project will establish a consistent, comprehensive design approach for the study area to promote efficiency and functionality, and better define a unique and distinctive sense of place. The project will use a combination of the community's vision, the study partner's goals, and complete streets design practices. The project will respect the policies of the Jackson County Master Plan (adopted January 1994) and further investigate a complete streets design approach that incorporates multiple modes and is environmentally sensitive. Jackson County adopted a Complete Streets Policy on August 27, 2012.

The project scope will follow this outline:

1. Background Investigation – Complete existing conditions inventory, analysis, and mapping that includes data on land use, zoning, demographics, transportation, environment, community facilities, and parks and recreation facilities. Initial community outreach.
2. Analysis and Gateway Development – Evaluate the transportation network and adjacent land uses to develop a roadway and development concept plan for the corridor. Continue community outreach.
3. Draft Recommendations – Discuss preliminary recommendations, design concept plans, and development scenario results with the community.
4. Finalize Draft Recommendations – After obtaining community input, finalize preliminary recommendations.



# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	Jackson County, Missouri
Partnering Local Government:	

### Project Information

Project Name:	Jackson County Bike Share Plan
Project Location:	Jackson County, Missouri

### Project Budget

Source of Local Match:	Kansas City B-Cycle General Budget - not part of any other federal project	Requested Funding:	190,000
		Local Match:	40,000
		<b>Total:</b> (Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

This project is scalable. If partial funding is received some of the number of engagement activities will have to be reduced. Additional local match may be available to cover some deficit.

### Project Summary

The Jackson County bike share plan is meant to compliment the existing Kansas City B-Cycle program and plan for bike share expansion into other parts of the county.

**Deliverable 1: Provide a feasibility study for all of Jackson County**  
This project will perform a bike share feasibility study of the entire area of Jackson County and provide a heat map based on findings.

**Deliverable 2: Analyze all future Jackson County Rapid Rail commuter corridors for integration with Bike Share**  
The purpose of this deliverable is to determine where bike share can be integrated into the future commuter rail or BRT corridors. This piece of the planning project will also consider mixed-use transit oriented development that may result from the corridors.

**Deliverable 3: Station recommendation for all feasible activity centers and commuter corridors**  
Once feasible areas are established the plan will include general locations and recommendations on station density for each particular area.

**Deliverable 4: Financial modelling and implementation budget for entire Jackson County system**  
Financial modeling for a complete Jackson County bike share system including business pro-forma, revenue estimation and expense budgeting. This will also include a recommended phasing plan and offer a solution to making bike sharing equitable and accessible to low-income communities.

**Deliverable 5: Detailed plan for 20 priority stations and recommended installation timeline**  
Prioritize the potential locations into a list of 20. Each of these 20 stations will receive a detailed plan including: specific location, prep work required, right of way acquisition (if necessary), ADA compliance, plan for power (solar or AC and plan to access AC power), etc. A detailed diagram for each proposed site will be included in the plan.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Lenexa
Partnering Local Government:	

### Project Information

Project Name:	City Center Parking Assessment Tool
Project Location:	87th Street Parkway & Renner Boulevard

### Project Budget

Source of Local Match:	City funds	Requested Funding:	\$100,000
		Local Match:	\$30,000
		<b>Total:</b>	<b>\$130,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes, this project is scalable. The total budget amount is for the assessment of the entire area designated and zoned as "City Center." However, an assessment of the area on the southwest corner of the intersection at 87th Street Parkway & Renner Boulevard would be fully funded, even with a partial award. This City-owned property is the initial focus of planning and construction at City Center.

### Project Summary

City Center will be a mixed-use neighborhood and regional activity center with access to multimodal transportation that serves the surrounding community through bike lanes and paths, walking trails, and sidewalks. As a neighborhood, City Center will include a variety of attractions and employment opportunities. Spaces will provide uses for offices, locally- and nationally-owned businesses, public gathering places, cultural attractions, recreational spaces, and residential units. Shopping and employment opportunities at this location will lure people from surrounding communities to live, work, and play. In keeping with the principles of New Urbanism and the Creating Sustainable Places Initiative, a parking assessment for the area will be necessary in guiding the construction and transportation decisions made by the City as well as any developers wanting to be part of such a vibrant community. Similar to the evolution of parking at the Country Club Plaza District, it is envisioned that current surface parking in City Center will become unsustainable and the valuable land will be needed to create the essential density for an urban development. Therefore, an assessment is necessary to determine the capacity, location, time line, and cost of land used for parking. The goal of the proposed assessment tool is to ensure parking would be neither too little nor too much for the area as the site develops. The nature of the assessment is not intended to be static, but rather to change as the uses evolve. Additionally, this study will factor in the timing for a multimodal transit hub within the area. The objective for creating this dynamic parking assessment tool is to guide and balance multiple land uses and differing parking demands.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	Mattie Rhodes Center
Partnering Local Government:	City of Kansas City, Missouri

### Project Information

Project Name:	Historic Northeast – Sustainable Redevelopment Project
Project Location:	This project will involve activities impacting the broader area commonly referred to as the Historic Northeast (HNE) which is generally bounded by Cliff Drive on the north, Truman Road on the south, I-29/I-35 on the west, and I-435 on the east

### Project Budget

Source of Local Match:	\$50k KCMO + \$20k LISC and Hardesty Renaissance EDC	Requested Funding:	\$150,000
		Local Match:	\$70,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$220,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The tasks that would be completed in conjunction with this grant, if awarded, work best if implemented concurrently and we respectfully request that the project be considered for funding in total and not as individual components. Completion of these tasks is urgently needed in order to achieve a sufficient level of predevelopment activity to attract financially capable development partners. Implementation of multiple activities simultaneously maximizes the budget, the efficiency of the redevelopment schedule, and limits further delays stimulating new development.

### Project Summary

This project proposes the implementation of a comprehensive set of pre-development and business development activities aimed at optimizing economic conditions within the focus area:

- to attract and retain residents and businesses
- to enhance opportunities for future redevelopment
- to create favorable conditions to secure investment from private developers
- to enhance transportation choices and accessibility
- to utilize zoning tools as a means to ensure quality, compatible development

In support of these objectives, funding for this project would provide resources for consulting services to implement the following tasks:

1. Conduct a Blight Study to advance the creation of a new Urban Renewal Area (URA) for the Indian Mound and Lykins neighborhoods as recommended as a 1st year priority in the Truman Plaza Area Plan. An Urban Renewal Area would provide up to 100% real property tax abatement for up to 10 years for any increase in taxes as a result of improvements to real property; this will help to encourage rehabilitation and new construction of both commercial and residential properties within the boundaries of the URA. In conjunction with this study a quality of life assessment for the Indian Mound neighborhood would also be conducted by the University of Missouri Kansas City's Institute for Human Development (IHD). IHD is expected to include LISC as an advisor in the development of this document.
2. Establish a Neighborhood Conservation Overlay District, as recommended in the Truman Plaza Area Plan. The purpose of the overlay is to ensure future development is designed with the appropriate site layout, architectural design, and density to ensure that the rich historic, cultural, and multi-ethnic character of the area is preserved and property values are enhanced. The Overlay District regulations would also help to enhance walkability and pedestrian experience and improve connectivity throughout the district. Utilizing transit-oriented design elements, these regulations could be used to facilitate and increase pedestrian and public transit uses along neighborhood corridors. While the Kansas City Development Code allows Neighborhood Conservation Overlays, this would be the first application.
3. Identify Priority Transportation System Improvements needed to enhance linkages between existing and planned modes of transportation in the study area. This would be accomplished through the development of an inventory of existing transportation modes and routes, identification of transportation access barriers, analysis of how transportation systems currently function and relate to one another, and assessment of impacts and relationships of future rapid transportation options on the system. In addition, identification of specific recommendations for system improvements which would improve opportunities for modal connections, for transit oriented development, improved commerce, and quality of life within the corridor would be developed.
4. Real Estate Market Analysis to identify the potential market for and financial feasibility of transit-oriented redevelopment along Independence Ave/Blvd. The study will incorporate an analysis of the existing transportation options, transportation improvements, and long-term transit goals in its economic projections. The objective of the study would be to determine optimal mixes and location of uses needed for residential, retail, commercial and other uses within the area to recapture economic leakage, support sustainable economic development and maximize opportunities for growth of commerce.
5. Hardesty Renaissance planning and design to build off of the environmental remediation and feasibility study currently underway. Planning and design work will assist in determining how to best reuse a 210,000 sq ft building on Hardesty and ways to improve accessibility to the site from adjacent neighborhoods.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Louisburg
Partnering Local Government:	City of Louisburg

### Project Information

Project Name:	Louisburgs Plan for Revitalization Implementation for Downtown: economy, ecology and civic energy (PRiDe)
Project Location:	Downtown Louisburg, Kansas

### Project Budget

Source of Local Match:	1/4 cent sales tax earmarked for this project + local sponsorship	Requested Funding:	\$90,000
		Local Match:	\$30,000
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$120,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

Yes. Louisburgs Plan for Revitalization Implementation for Downtown: economy, ecology and civic energy (PRiDe) is multi-faceted and scalable both by measured area studied and/or reduction of study component layers as needed.

### Project Summary

#### Quick Summary:

Louisburgs PRiDe Plan will provide the City with defined logical steps to successful downtown revitalization based upon extensive public input and best sustainable community practices. The three main areas of emphasis for the PRiDe Plan are:

1. Alternative Transportation
2. Sustainable Practices
3. Reinvestment in Existing Infrastructure

#### Components that fit within the above emphases:

- 1.Developed on a backbone of healthy alternative modes of transportation.
- 2.Engaging the public and instituting their ideas.
- 3.Enhancing connectivity with walks and trails.
- 4.Addressing accessibility needs.
- 5.Promoting mixed land use patterns within the "urban core".
- 6."Completing" the streets.
- 7.Filtering and slowing stormwater through natural systems.
- 8.Enhancing community gathering and festival spaces.
- 9.Tying into and supporting current planning efforts and jump-starting a City-wide comprehensive plan.
- 10.Promoting dark skies
- 11.Updating utility infrastructure that will provide upgrades in fire protection.
- 12.Incorporating street trees and native plants for environmental benefit.
- 13.Improving walkability in the Citys lower-income housing area.
- 14.Preserving Louisburgs remnant historic district.

#### Project Background:

Encompassing the sixteen square blocks surrounding the Citys "main" street, named South Broadway, the project is bounded on the north by Kansas Highway 68, on the east by South Elm Street, on the south by South 4th Street, and on the west by South Doyle Street. This is the heart of Louisburg; where the City began back in 1875, before the City was even incorporated.

Louisburg was known then as a key border supply town, benefitting from being located on the MKT rail line, along 68 Highway and near the 69 Highway junction. These early transportation routes were the key to Louisburgs success and, minus the MKT line, continue to be just as valuable today.

#### Downtown Louisburg today:

Well over 100 years after downtown Louisburgs infrastructure was first installed, time has taken its toll. While the roads themselves are in good shape, many of the other public improvements have crumbled. As historic buildings were lost, vacant lots sprang up. Where the few infill buildings were constructed, several lack the timeless architectural character of the original structures.

Though the PRiDe Plan will supply more detail, it is estimated that today, 30% of the land in downtown is vacant, and 60% of the available building

# Planning Sustainable Places Program 2012

## Call for Projects

square footage is also vacant. Less than 15% of all storefronts are accessible to the all-abilities community, and less than 5% of all remaining sidewalks are traversable by a wheelchair.

It has been observed that buildings that have been vacant have remained vacant for five or more years. Louisburg lost another local restaurant business from one of the historic buildings this August. The struggle with aging infrastructure is obvious.

Where the Louisburg PRIDe Plan will take us:

Downtown Louisburg needs more than a facelift, it needs a new plan for rebuilding its heritage identity. We need new pedestrian and stormwater infrastructure; but even more-so, we need a plan for rebuilding, reconnecting and injecting life into an aging beauty that is about to be lost.

The PRIDe Plan can do this by defining the most pertinent future capital investments that are structured by sound, sustainable principals and benefit the downtown district and the City as a whole. The City's investment in the district is expected to spur into action those business owners and private developers who have been waiting for a safer return on their investment in the downtown.

Louisburg is proud of its heritage - its sense of place - and we are ready to reinvest in our small town, forsaking suburban strip mall/big box development for the benefit of our local businessmen and women. We are ready to earn our stature as a boutique town; one that draws visitors from across the state, and does so with a healthy, bicycle and pedestrian dominated transportation structure that slows neighbors down and encourages them to interact in festivals, art fairs and civic gatherings. All in downtown Louisburg.

The PRIDe Plan will serve Louisburg as a district comprehensive plan that, once adopted, will give the City the tools to seek support for component projects that incrementally advance the district to the ultimate goals of regeneration, sustainability, healthy community, recreational opportunity, reduced dependence on cars, and environmental stewardship.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Implementation Activities
Applicant Organization:	City of Kansas City, Missouri
Partnering Local Government:	

### Project Information

Project Name:	KCMO Bicycle Master Plan
Project Location:	Kansas City, MO city limits (Jackson, Platte, Clay and Cass counties)

### Project Budget

Source of Local Match:	Health Care Foundation of Greater Kansas City grant	Requested Funding:	\$100,000
		Local Match:	\$20,000
		<b>Total:</b>	<b>\$120,000</b>
		(Requested Funding + Local Match)	

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The project is scalable and we will accept partial funding.

### Project Summary

The City of Kansas City, Mo needs a comprehensive bicycle master plan in order to achieve the goal of becoming a more bicycle friendly community. The City adopted Bike KC, Kansas City's current bike plan, in 2001. Bike KC achieved the first and most difficult part of a master plan--identifying which streets should have bicycle facilities. However, no timeline for constructing the identified facilities was included in the Plan. Moreover, Bike KC took the one-size-fits-all approach that all 600 miles of city streets identified in the plan should add bike lanes. Given the street typologies represented in the 600 miles of identified routes, the current toolbox for on-street facilities provided by AASHTO, MUTCD and even the newest NACTO Guide allow a wider range of facility types.

Having a bicycle master plan that includes not only a basic but a detailed and user-friendly map along with an implementation guide with well-defined policies, short- and long-term strategies, as well as clear engineering design standards and facility identification will greatly increase the rate and prioritization of facility completion. A bicycle master plan will also help to better define requirements to construct bicycle facilities in connection with the City's recently updated Major Street Plan and other relevant adopted plans. This will prevent opportunities from being missed to construct facilities in conjunction with street overlay projects and new development.

This planning project would build on the network of streets identified in Bike KC developing a strategic matrix for facility type for each segment of the 600 mile adopted system as well as establish a prioritized implementation plan. Additionally, the master plan would incorporate the 230 mile shared use trail system adopted in the Trails KC plan, thereby ensuring an integrated system of on-street and shared use trails providing optimal transportation, recreation, health, and fitness opportunities for all residents and visitors.

The City has started the initial work toward the creation of a bike master plan by collecting data for each roadway segment. Data on street type, posted speed, percent of truck traffic, and existence of automobile parking were collected. The next step in the process is to hire a consultant to complete an engineering analysis of the data collected and determine the appropriate facility type for each of the 600 miles of roadway previously adopted in Bike KC. The consultant will need to create design standards for each facility type as well as develop guidelines for the application of the standards.

In preparation for a comprehensive bicycle master plan, the City is developing a bicycle facilities map that will be distributed in January 2013. This map integrates Bike KC and Trails KC and highlights all bike facilities currently completed by facility type. (e.g., bike lane, signed bike route, sharrows, share the road signage, and trails). The printed map will be available free to the general public with distribution through local retailers, hotels, CIDs, libraries, community centers, and others. A digital version will be available online and provide the most current updates to the bikeway system in Kansas City. This map will be key in the development of the master plan as well as integral to public engagement.

Both Bike KC and Trails KC planning efforts included a robust public engagement process involving multiple sectors of the bicycle community and residents from all six council districts.

During the bicycle master plan work, the City will need to engage residents to review facility recommendations and identify any gaps in the bikeway system. Existing committees and commissions internal to the City will be engaged, including the Bicycle Pedestrian Advisory Committee and Technical Team, Transportation Development Committee, Environmental Management Commission, and others as appropriate. BikeWalk KC and the Black Health Care Coalition have also pledged their support and involvement in this planning effort (see attached letters of support).

In addition to including much of MARC's Redevelopment Area and many activity centers, the routes indicated in Bike KC include two Creating Sustainable Places corridors: North Oak and Rock Island. Several Bike KC routes also intersect Troost, another of the Creating Sustainable Places

# Planning Sustainable Places Program 2012

## Call for Projects

corridors. Extra efforts will be made to coordinate planning work for North Oak, Rock Island, Troost and other corridors that are priorities for the City. The scopes of work for both North Oak and Rock Island include the provision of bicycle facilities. For North Oak, the consultant will conceptually describe how bicycle and pedestrian infrastructure will be integrated into potential transit nodes and stations. The consultant will also describe gaps in existing bicycle and pedestrian facilities and recommend improvements to support increased accessibility around transit stations and activity centers. Adding to this effort, through the bike master plan process, the City will hire an engineering consultant to create facility design standards that will complement these transit stations and activity centers. As for Rock Island, the scope identifies Knobtown as one of five activity centers in the corridor. Engineering work for bike facilities in this activity center and for all facilities on the Rock Island corridor in KCMO will be included in the bike master plan.

By adding quality and appropriate bike facilities to North Oak, Rock Island, and many other roadways through the bike master plan, the City will be addressing the Plan Goals of Transportation Outlook 2040. Adding these bicycle facilities will: increase accessibility (Goal #1) to bicycling through adding facilities; decrease the usage of fossil fuels (Goal# 2) by generating mode shift away from car trips to bicycle trips; spur economic development (Goal #3) by facilitating bicyclists in reaching commercial and retail establishments; help protect the environment (Goal #4) by reducing greenhouse gases and other pollutants; create quality places (Goal #5) through increasing activity on corridors especially around nodes and activity centers; promote public health (Goal #6) through providing avenues for active living; and improve the safety and security (Goal #7) of bicyclists and other transportation users through clear and appropriate provision of bicycle facilities. Transportation Outlook 2040's last two goals: ensure that the transportation system is maintained in good condition (Goal #8) and manage the system to achieve reliable and efficient performance (Goal #9) will also be included in the bike master plan update through policies addressing maintenance and engineering work ensuring that the appropriate facilities are chosen for the appropriate locations.

Besides aligning with Transportation Outlook 2040, the bike master plan update also fits in well with Smart Moves corridors and goals, most notably Goal #4 which calls for better coordinating transit, bicycle, pedestrian, and roadway planning and infrastructure improvements and promoting active lifestyles through transit mobility, walking, and bicycling. The bike master plan will thoroughly address integration of bicycle and other transportation facilities, most notably with KCATA buses as combining bicycle and bus transit can greatly extend the "reach" of using a bicycle for transit purposes.

In conclusion, the creation and subsequent implementation of the Bike Master Plan will support bicycling in Kansas City in multiple ways. While the City has managed to assemble \$20,000 in funding to hire an engineering consultant, more funds are needed for this task. \$100,000 of additional funds for an engineering consultant are needed (for a total of \$120,000) to identify bicycle facility types by roadway and to create bicycle facility standards, drawings, and application guidelines for the master plan.

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Parkville
Partnering Local Government:	

### Project Information

Project Name:	Downtown Master Plan
Project Location:	Downtown Parkville and immediately surrounding area. See project map.

### Project Budget

Source of Local Match:	City of Parkville (\$20,000 available from the general fund) & Park University (\$1,500 committed).	Requested Funding:	\$80,000
		Local Match:	\$21,500
		<b>Total:</b> (Requested Funding + Local Match)	<b>\$100,000</b>

***Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?***

The project is scalable. The requested amount is based on an estimated cost to complete the proposed scope. Although we believe the fee is realistic and would not desire to reduce the scope, the scope could either be reduced, or we could seek additional local funding from our project partners if necessary (many of which desired to participate financially but could not commit to funding due to budgetary cycles). In addition, Park University has donated \$1,500.00

### Project Summary

Parkville proposes a Downtown Master Plan.

The City of Parkville and our project consultant are currently conducting a Parkville Regional Multi-Modal Access and Livable Community Study. The study was initiated to identify enhancements to increase multi-modal access in southern Platte County and the City of Parkville. This study is one of many recent implementation projects resulting from the 2009 Parkville Master Plan.

With the addition of a 140-acre regional park; bicycle/pedestrian trails along Route 9 and in the park; a potential second mainline railroad track through downtown; and development in and around downtown Parkville, there are concerns that transportation network congestion will detract from the livability of Parkville. Transportation is important to the success of growing communities, and the Downtown Parkville Livable Community Study (for short) will bring together a long-term planning vision for Parkville's transportation system and address on-going issues.

The Downtown Livable Community Study will determine feasibility and cost to improve multi-modal access through southern Parkville, including but not limited to the following: enhancing roadway corridors; expanding bicycle/pedestrian routes; reducing vehicle congestion; connecting trails; assessing environmental impacts and coordinating with stakeholders. In order to evaluate the alternatives, the study will address broad scenarios including no further development, some infill and major redevelopment. The study will result in recommended concepts for improvements but will not include strategies based on refined development and redevelopment strategies, or integrate the concepts into the greater plans for downtown Parkville.

With the livable community study concluding in spring 2013, the proposed Downtown Parkville Master Plan is a logical extension of the project. Downtown Parkville has a unique opportunity to create a truly sustainable future. Unlike many emerging activity centers, downtown already has many of the components necessary for sustainability. With plans for improved transportation alternatives, greater housing choices, strategic infill and redevelopment, coordinated public and private investments and preservation of key natural resources, downtown Parkville can become a regional model for sustainability. However, to get there, common goals and objectives must be identified, a common vision developed, strategies, policies and plans identified and initiatives from multiple agencies must be identified. The Downtown Master Plan is the logical vehicle.

The study area for the Downtown Master Plan is the downtown area, bounded by the Missouri River on the South, Park University on the east, Twelfth Street on the north, and Crooked Road on the west. This area encompasses the historic commercial / office / mixed-use development on Main Street, infill development between the railroad tracks and river, the Park University campus and over 500-acre endowment lands, over 200 acres of park land, State Highways 9 and FF, and the downtown residential neighborhoods.

The Downtown Master Plan would include a robust public involvement process building forward from the model developed from our current study. We would utilize an established "LetsTalkParkville.com" online forum (through MindMixer), town hall meetings, open houses, stakeholder interviews, a survey and storefront charrettes to obtain broad public participation. This process would identify common goals and objectives, identify priority projects, develop a common vision and develop well supported strategies, solutions and plans for implementation. This collaborative process will be supported by our project partners and their diverse stakeholders.



# Planning Sustainable Places Program 2012

## Call for Projects

Beyond broad goals, objectives and implementation strategies, the Downtown Master Plan will drill down and develop strategic plans and strategies for corridor improvements, removal of blight, infill and redevelopment, and other site and corridor specific strategies. Although the plan will not result in construction documents, the Master Plan will allow for consensus to be built around detailed plans, supporting implementation and corridation of public and private investments.