

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Richard C. Coleman, AIA, AICP, LEEDap
Contact Title:	Director of Community Development
Contact Phone #:	913-339-6700 x161
Contact Fax #:	913-339-6736
Contact Email:	richardc@leawood.org

Project Budget:

Requested Funding:	120,000
Local Match:	30,000
Total:	150,000

(Requested Funding + Local Match)

Project Information

Project Name:	135th Street Plan
Project Location:	135th Street, State Line Road to Nall Avenue, 133rd Street to 137th Street
Source of Local Match:	City of Leawood
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

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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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

Yes. The City Comprehensive Plan shows the Project site land use as Mixed –Use (MXD).

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The plan will 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 transportation modes to be incorporated;

- Walkable Streets System
- Complete Streets
- Bicycle Network
- Bicycle Rentals
- Structured Parking-Reduced Parking Footprint
- Compact Street Network
- Car Pooling/Rideshare
- Electric Charging Stations
- JoCo Bus Transit (The Jo)

This highly connected network will provide increased opportunities for other modes of travel including, walking, bicycling and transit. With fewer trips by automobile, a reduction in energy consumption will be achieved. By providing a walkable environment link to the surrounding community a healthier population will be achieved. The City will encourage employers to provide flex-time work schedules and ride sharing programs through bonus incentives.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

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.

The proposed plan would create mixed-use centers with a traditional street grid overlay on the existing corridor. This pattern would facilitate a walkable street block that incorporates a layering of zones that would include; an auto zone/bicycle zone, utility zone, landscape zone and pedestrian zone. The Complete Street principles would be implemented to create a pedestrian environment that allows for multi-modal transportation. To achieve this, the City of Leawood proposes to work with a consultant to develop the plan that would start by engaging the

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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 density for most suburban commercial and residential areas is around .25 with a majority of the land occupied by drives and parking lots. Density in Leawood's Park Place has an overall density of .85 with structured parking. The proposed plan would increase the density above that of Park Place. While some areas may be less dense than .85, the goal would be to see the overall density increase to achieve a mixed-use pattern that would allow a sustainable urban pattern to emerge.

Land use would be integrated both vertically and horizontally. This flexible development pattern would provide opportunities for a diverse set of housing including;

- Condominiums
- Townhouses
- Apartments
- Retirement housing
- Single-family

Housing densities would increase to more than 15 units per acre based on the bonus provisions. For example the apartments at Mission Farms West, are 61 units to the acre. Housing is intended to be diverse with many choices, to provide a range of life styles from apartments, to entry level condominiums to retirement living. The intent is to provide an environment that would provide lifetime housing opportunities so that in theory you could live in the community your entire life and be able to choose housing that is appropriate to your needs at any time in your life.

Housing would in the mixed use development be integrated both horizontally and vertically with apartments/condominiums over retail and townhouses creating traditional neighborhoods horizontally. The project centers would follow our Complete Streets policy and be linked through greenways and trails which will also connect to the regional trails along Tomahawk Creek and the Blue River trail in Missouri. Offices and are also anticipated to have ground level retail storefronts providing an animated street experience.

11) Describe how the project includes a robust citizen engagement component.

The project will include a robust citizen engagement component wherein the City will seek public involvement through various means including contacting individual property owners, neighborhood associations and the Blue Valley School District, among others. Interested persons will be able to follow and contribute to the planning process in several ways including but not limited to, in person at public meetings, via project website, interactive mapping, and social media.

The City and/or its consultant will create and maintain a project website. The website will be the primary media platform for the project. Other platforms such as social media will provide project status updates, alerts and announcements as well as direct readers to the website to view the updates, alerts and announcements in greater detail. Draft copies of the plan and other documents including maps and graphics will be posted to the website as they are created/updated. Opportunities for comment and feedback on any document, as it is updated will be made available through the website and social media. The website will host an interactive map showing the project area and identifying key features. The map will be updated as the planning process proceeds.

The Blue Valley School District will be a partner in the planning process. The 135th Street corridor in Leawood is entirely within the district's boundaries and the corridor represents the largest contiguous area of undeveloped land available for infill development within the district's boundaries. How the corridor develops will have a significant impact upon the district and the children it serves. In recognition of this, the district will partner with the City, its consultant, and other stakeholders in the planning process. A letter of support for the grant is attached.

The City's neighborhood associations are active and the City and/or its consultant will engage all neighborhood associations, with an emphasis on those within one mile of the planning area's boundaries. The City has several standard forms of communicating with the neighborhood associations, including routine association fairs, hosted by the city as well as direct contact with association board members via mail and email. The City's website also hosts an interactive map of all associations with their contact information and link to their respective websites, if available. The City will build upon this existing communication infrastructure and its solid relationships with associations to engage the association boards and the individual residents in this planning process.

Prior to the initiation of the planning process, the City and/or its consultant will directly contact all residents within 1 mile of the planning area boundary via US Mail, notifying each resident of the forthcoming process and inviting their participation. Residents will be offered the opportunity to participate and interact across several different platforms, including following the project on social media such facebook, the project website, and/or signing up for email and/or text alerts of the project status via the project and/or city's website. Through these platforms, residents can follow the project as it progresses and be alerted to any meetings, announcements and general project status updates. If the resident cannot attend a meeting, they can contribute with comments and ideas via social media and/or the project website.

12) Describe how the project advances environmental stewardship and improved public health.

(A project that advances environmental stewardship and improved public health is one that protects natural areas, restores natural areas, includes natural stormwater solutions, uses native landscaping, incorporates infrastructure for active living and includes other environmentally friendly elements.)

The project will include integrated multi-use trails, parks and open space with connections to existing trails and parks and complete streets. These

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proposed facilities will allow people to move throughout the corridor without their car, reducing air pollution and associated respiratory diseases. There are several wooded areas that could be maintained to create preserved natural features and become a primary focus for parks and for storm water treatment areas. The BMP's will consist of green roofs, native vegetation, rain gardens, bio-retention areas and extended detention wetlands located to create treatment drains.

The project, in furthering its goal of creating a sustainable place, will require protection of stands of mature trees and one existing small stream corridor in their natural states. Though stormwater best management practices are already required, the project will consider development and density bonuses to encourage low-impact development and energy efficient development both on a site by site basis and throughout the corridor.

The project will consider the creation of a native landscape manual component of the plan. The manual would identify preferred native materials by type (tree, shrub, grass, etc.). The plan would require use of native materials by both private developers and the City on city-owned property and right-of-way within the planning area.

It is anticipated that the plan will set a minimum density and increase the maximum density permitted. The city's existing density bonus policy will be modified to provide greater bonuses and thus increased density in exchange for incorporation of native landscaping, low-impact development strategies, and provision of exception pedestrian accommodation.

The plan will establish a new small-block, grid street network within the framework already established and building upon the existing pedestrian network (existing sidewalks and shared use paths along 133rd and 137th). The city has adopted a complete streets policy and is currently preparing a complete streets corridor map. The draft map proposes numerous corridors within the planning area providing greater connectivity for alternate modes of travel both within the planning area and from the planning area to the remainder of the city. The policy and corridors identified will be incorporated into the plan.

The city will build upon existing infrastructure to create a more active living environment by building upon existing policies that are intended to create a dense, walkable, mixed use environment. These may include establishing a boulevard streetscape along 135th Street that accommodates all modes of transportation, establishing a small-block, grid street network and incorporating the city's complete streets policy. Additional policies may include, requiring maximum building setbacks, building orientation toward the street, and establishing a street wall. The plan will identify other necessary regulatory changes such as a bicycle parking requirement and initiatives such as bicycle rental/sharing programs.

13) Describe how the project supports investment in areas with existing infrastructure.

The proposed project is an in-fill project and is surrounded by residential, office and retail. All of the utilities are surrounding and crossing the existing properties. This includes electrical, sanitary sewer, water, phone and cable. Because development has bypassed this area, an opportunity exists to create a highly sustainable place that will help to contain sprawl.

14) Describe how this project and outcomes relate to transportation issues.

The vision of this mixed use development is to create a secondary system of streets and paths to increase walking and biking to decrease traffic congestion. The plan will support policies that will improve the environment and the quality of life by reducing the regional demand for automobile travel and creating mixed-use nodes that are within walking distance of residents. The project will also provide links to Johnson County Transit (The Jo).

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The project area is shown with activity centers on the MARC map above. The project supports a major planned activity center. The project is included in Marcs redevelopment area.

16) Does the project serve a future transit corridor?

Yes. The project will include working with Johnson County Transit to serve a future transit corridor along 135th Street and to promote, incorporate and to make prominent public transportation within the study area. The 135th Street Corridor is thirty miles in length; extending from the western city limits of Olathe to Missouri 7 Highway before jogging north for ½ mile and then continuing east to I-70. It crosses through Olathe, Overland Park and Leawood in Kansas and through Grandview and Lee's Summit in Missouri. The 2012 ADT on 135th Street through Leawood is 29,000 and the estimated ADT in 2030 is 50,000.

Partnership

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17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Leawood with its consultant will partner with many entities in the development of proposed plan. Partners will include:

- The Leawood Chamber of Commerce
- Property Owners within the plan area
- Property Owners outside the plan area
- Home Owners Associations
- Church of the Resurrection
- The Blue Valley School District
- The Leawood Sustainability Committee
- The Leawood Arts Council
- Bicycle Friendly Committee

We believe it is essential in the development of a successful plan to have all of the stakeholders at the table. Each partner will participate in the development of the plan and will represent their interests in the plan. Partner letters of support are attached.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City of Leawood is committed to providing higher density mixed-use centers that create work live environments. This commitment is evident in the development of Park Place (<http://destinationparkplace.com/>) an urban work live development in the town center district of Leawood. Other mixed use developments include Mission Farms and Parkway Plaza. In addition the project area on 135th Street has been designated mixed-use in the City's comprehensive plan.

Park Place was a commitment on the part of the City to create a hotel tax and use the City's Transportation Development funding mechanism to help fund the construction of structured parking in the development. It was recognized at the beginning of the design of Park Place that to achieve the density required, structured parking was a necessity. The City also showed its commitment in working with the neighboring single family subdivisions to relieve their concerns over the height and density of the project. The City recognizes that we were fortunate in that the developer and the City were able to agree on the development plan and its density. A lessor developer would not have met the City's expectations under the current development standards. That is why it is important for the creation of a plan in the 135th Street project area that will help to ensure that whoever develops in the area will meet the City's expectation for a high quality mixed use project, with density that will provide the kind of urban environment that meets the criteria for a vibrant sustainable place. See Governing Body resolution in supporting documentation, 2.

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Applicant Information

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

Contact Information

Contact Name:	Sara Copeland
Contact Title:	City Planner
Contact Phone #:	816-316-4822
Contact Fax #:	816-316-4809
Contact Email:	scopeland@ci.grandview.mo.us

Project Budget:

Requested Funding:	150,000
Local Match:	45,000
Total:	195,000

(Requested Funding + Local Match)

Project Information

Project Name:	I-49/US-71 Sustainable Redevelopment Corridor Plan
Project Location:	Grandview, MO
Source of Local Match:	Grandview Transportation Sales Tax Fund
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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

This project is consistent with many of the goals and policies expressed in the City's 2002 Comprehensive Plan.

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In the Business Development and Retention goal area, one Plan objective is to “Continue active City involvement with the private sector to create infill development and foster needed redevelopment.” A related policy is to “initiate partnering with land owners/developers to redevelop targeted parcels.” This project is consistent with that policy by facilitating the development of a shared vision for ongoing redevelopment and the establishment of targeted implementation strategies and tools to guide both the public and private sectors.

In the Transportation System Maintenance and Enhancement goal area, one objective is to “Provide for alternative transportation modes throughout Grandview.” Policies include “design and develop a network of sidewalks and off-street trails to connect major activity centers” and “plan for the expansion of transit services for an aging population.” This project is consistent with these policies by supporting expanded travel choices along the corridor.

In the Housing Development, Neighborhood Stabilization and Preservation goal area, one objective is to “continue a positive attitude within the City toward acceptance of change for the good of the community as a whole.” Plan policy for this objective is to “develop quality infill standards that permit developments of different forms and densities/intensities to co-exist with existing neighborhoods, and then actively pursue infill projects that meet the standards, diversify the City’s housing stock, and maximize the use of existing infrastructure investments.”

This project will also be consistent with the M-150 Highway Sustainable Development Corridor Plan, which was adopted as an appendix to the Comprehensive Plan in June 2012.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

Currently, travel choices along the I-49/US-71 corridor are extremely limited. Whether one is traveling to the area from outside Grandview or moving from one destination along the corridor to another, vehicular traffic dominates.

The corridor contains a number of key destinations – Truman Corners shopping center, which is undergoing redevelopment; the future International House of Prayer (IHOP) world headquarters campus and the International House of Prayer University (IHOPU); Grandview City Hall and the Grandview C-4 School District central offices; the Truman Farm Home historic site; commercial development at the I-49/US-71 and M-150 highway interchange; six City parks; and several apartment complexes. These destinations could both benefit from improved travel choices and support the future expansion of transit.

Transit service is limited to one KCATA route, 28X, that offers limited rush hour service between the Truman Corners shopping center and downtown Kansas City. The US-71 corridor was designated a high priority Commuter Corridor in the 2008 Smart Moves plan.

Walkability along the corridor is limited by the current development patterns, which feature extensive parking lots and a high number of curb cuts. In addition, adjacent land uses are often not connected to each other. For example, the Truman Farm Villas apartment, a senior apartment complex, is immediately adjacent to both Truman Corners and the Truman Farm Home historic site. However, the apartment complex is separated from both neighbors by a fence, forcing senior pedestrians to take more circuitous routes on arterial roads or take to their cars to reach either destination.

There is also a lack of crossing points across I-49/US-71 and existing crossing points are unfriendly to pedestrians. As a result, travel from a destination on one side of the corridor, such as IHOPU, to a destination on the other side, such as Downtown Grandview, is most likely to be by car. With the increased student population at IHOPU and the likelihood of future residential development as part of the IHOP campus across from Truman Corners, planning for improved crossing points as part of the circulation network through the corridor has great potential to support increased pedestrian and bicycle travel. In addition, the student population at IHOPU includes a robust and growing number of international students, who arrive in Grandview without access to private vehicles. Expanded travel choices will offer these students increased access to off-campus destinations in Grandview and in the Kansas City metro area.

The I-49/US-71 Sustainable Redevelopment Corridor Plan will address improved travel choices by integrating multi-modal connections between land uses, including connections between activity centers along I-49/US-71. Improved travel choices will have positive impacts on public health and the environment by reducing the number of vehicle miles traveled through the city, improving air quality and reducing other adverse impacts from vehicular traffic.

Other studies have addressed transit and walking connections in Grandview, but these efforts have been largely separated from the issue of land uses and development. Jackson County is currently spearheading the US-71 Transit Study. This project will initiate discussions regarding land use

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near potential station areas and provide key concepts that will be incorporated into this corridor plan. In addition, Grandview adopted a Trails Master Plan in 2010 that identified needs for future trail development. The I-49/US-71 Sustainable Redevelopment Corridor Plan provides an opportunity to integrate the recommendations of these plans with surrounding land use and to address expanded travel choices that support redevelopment.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The I-49/US-71 corridor tells the story of the Kansas City metro area's post World War II development. The corridor is anchored on the north by the Truman Corners Shopping Center, opened in the 1950s to great fanfare as one of Kansas City's original suburban shopping centers, and to the south includes the strip centers, power centers, and pad sites of development in the last half of the twentieth century.

Many of these strip centers and commercial buildings are now deteriorating, experiencing escalating vacancies, and in need of reinvestment. In addition, the central and southern portions of the corridor have been fragmented into small lots with diverse ownership, which presents challenges for large-scale redevelopment. Along with the strip development pattern, the corridor lacks connections between individual commercial centers and with adjacent neighborhoods.

The City has attempted to use TIF districts to spur redevelopment along the corridor. The City has formed nine current or former TIF districts in our proposed planning area, but few of these districts have resulted in successful revitalization, indicating that redevelopment along this corridor will require more than financial incentives. This project will identify the strategies necessary to facilitate redevelopment.

I-49/US-71 is a key corridor for Grandview and a major conduit from suburban areas to the south to downtown Kansas City. The existing land use pattern reflects the corridor's history but not its potential for capitalizing on its key location. Both the infrastructure and development is aging, underutilized and losing its prominence as a destination. As the conversion process from US Highway to Interstate Highway proceeds this year, and given the designation as a transit corridor, the creation of a Sustainable Redevelopment Corridor Plan will serve as the guiding force for future redevelopment and infill policies and projects.

This project will incorporate connections between land uses, particularly connections to existing residential neighborhoods and to destinations off the corridor, such as downtown Grandview, Grandview High School, and The View community center, and integrate commercial uses with residential uses at densities that support transit development, incorporate the natural environment through open spaces, and connect trails and pedestrian paths. One key outcome of this planning project will be to reach consensus on a sustainable land use pattern and to identify the changes to the adopted Future Land Use Map and Zoning Ordinance that are necessary to support it. The project will incorporate recommendations from the First Suburbs Coalition's sustainable development code audit.

The application of sustainable land use and development concepts will allow Grandview to re-invigorate a series of important activity centers and increase the value of the entire corridor to the City's citizens and visitors. This approach will ensure that transit-oriented solutions mesh with desired development densities and destinations, and that multiple modes of transportation are supported throughout the corridor, connecting people to activity centers.

Beyond these land use and development frameworks, this plan will also develop design standards for non-residential development based upon the vision for the corridor, ensuring effective integration with adjacent neighborhoods and within new mixed use development. Design standards, as well other identified implementation strategies related to zoning and financial incentives, will assist in establishing the policy and programmatic framework in which future public and private projects can be successfully implemented.

To achieve these outcomes, our outreach will build on our partnership with the Chamber of Commerce to engage property owners and businesses in public education as well as a visioning process. The Chamber has been a key partner in the M-150 Highway corridor planning process, assisting the planning team in outreach to the business community. The Chamber's assistance resulted in increased participation by business stakeholders as well the support of the Chamber Board of Directors for the final product, the M-150 Highway Sustainable Development Corridor Plan. The City plans to build on this successful plan for the I-49/US-71 planning effort.

We will also use our relationships with RED Legacy and IHOP to build on the redevelopment of Truman Corners and the IHOP campus development as anchors for the redevelopment of the corridor.

11) Describe how the project includes a robust citizen engagement component.

The I-49/US-71 Sustainable Redevelopment Corridor Plan will be based on a foundation of public engagement that is focused on engaging four main stakeholder groups – citizens, business owners, property owners, and institutional partners.

We recognize that this project, touching on both the most visible areas of Grandview as well as our commercial spine, and bringing with it the potential for change in development patterns, may raise concerns for our community. However, the M-150 corridor planning process showed that the community recognizes that Grandview needs to change in positive ways in order to grow and flourish. The community is willing to embrace new ideas and development patterns that demonstrate the potential for improving the City when community members are given an opportunity to prioritize and refine those new ideas and patterns.

To build a shared vision that will be sustained through coming years and political changes, the engagement process must draw in those who haven't participated before as well as the "usual suspects." Our outreach to new participants is particularly focused on younger residents, students, renters, and the African American population. Grandview is a majority-minority community, with a population that is 48.4 percent White. However, the City still struggles to engage African-American residents in proportion to the population in community workshops and other outreach efforts. Engagement efforts focused on these constituents will use a combination of new technology and old-fashioned personal contact.

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The M-150 Sustainable Development Corridor Plan process was a learning experience for City staff in terms of engaging Grandview citizens. This planning process was the first land use focused plan undertaken by the City since the 2002 Comprehensive Plan update. At the first community workshop, publicized through flyers, email blasts, the local newspaper, and the City's website, we asked participants how they'd heard about the meeting. Half of all participants were at the meeting because they had read about it in the local paper, the Jackson County Advocate. A later community workshop, which was not covered in advance by the newspaper, received dramatically lower attendance. The lesson learned from this experience is the ongoing importance of our local paper to educate and notify the community. Staff has a good relationship with the publisher and will be working to ensure comprehensive news coverage throughout the planning process.

The M-150 corridor planning process effectively used community workshops to determine the appropriate character for development along the corridor, including desirable and undesirable characteristics. Workshops incorporated dot polling, preference surveys, and comment cards. Additionally, the workshops considered and refined frameworks for future development, including land use, transportation and open space. Similar workshops focusing on the I-49/US-71 corridor will assess long-term community needs and desires, address land use and development interface issues with adjacent neighborhoods and developed properties, and capture useful feedback for the planning team.

Given the existing development pattern that is in place, as well as the focus on redevelopment, it will be critical that existing business interests and property owners are engaged directly through one-on-one interviews and topical focus groups. These activities will not only broaden ownership in the outcome of the planning project, but also will allow for more detailed discourse than the typical community meeting.

Receiving this grant will allow us to better incorporate new technologies to expand our engagement efforts. Digital engagement will be used in two ways: conventional online engagement and mobile outreach. We anticipate using an online service such as MindMixer or MetroQuest to take the planning process online. Our hope is that this option will be particularly compelling for digitally savvy groups such as IHOPU students.

Mobile engagement will take the online engagement out to the community through the use of iPads or tablets. Our planning team will attend community events such as the Grandview Heritage Festival, Music on Main, and School District events to engage residents personally and capture their input using the tablet and the online engagement tool to determine constituents' preferences for the corridor. In addition, we will be organizing mobile workshops at our largest apartment complexes to engage renters, who are often under-represented in public input.

12) Describe how the project advances environmental stewardship and improved public health.

A focus area of the I-49/US-71 Sustainable Redevelopment Corridor Plan will be improving public health by increasing pedestrian opportunities through the corridor. Currently, pedestrians are limited by disconnected land uses and barriers such as large parking lots, curb cuts, and a lack of crossing points along I-49/US-71. The City's Trails Master Plan identified a need for two I-49/US-71 pedestrian crossings, as well as improvements to the existing vehicular overpasses at Blue Ridge Boulevard and Main Street to make these crossings more attractive and safer for pedestrians.

The urbanized corridor offers many opportunities to incorporate water quality features such as filter strips, bioswales, permeable pavement, and retention facilities. The main receiving waters on each side of the corridor are Blue River to the west and Longview Lake to the east. Oil Creek, Little Blue River, and the associated floodplain are also immediately adjacent to the highway corridor near the M-150 highway interchange. Currently, stormwater through the corridor is discharged without any treatment other than where the stormwater flows across vegetated areas. Existing stormwater facilities are primarily designed for flood control and drainage only.

This corridor has a great deal of potential for stormwater improvements given proper planning. The Sustainable Redevelopment Corridor Plan will provide an opportunity to holistically examine stormwater management practices and to establish a paradigm to capture more stormwater within the corridor and treat it before it moves downstream into rivers and lakes. The plan will examine methods for encouraging infiltration, retention on site, biological treatment of stormwater with the use of native species, and reduction in effective runoff. The MARC/APWA Management of Best Practices for Stormwater Quality will be the basis for redevelopment as much as practical within the corridor.

Additional environmental enhancement and improvement initiatives that will be part of the study along the corridor along with enhanced water quality features (Permanent Best Management Practices) are more environmentally friendly redevelopment techniques, areas for green spaces to reduce heat islands, landscape buffers along I-49 to improve aesthetics and reduce noise pollution and environmentally friendly parking lot and street lighting. The ultimate plan will incorporate strategies for the use of green infrastructure solutions, particularly adjacent to the Oil Creek floodplain through the southern portions of the corridor.

13) Describe how the project supports investment in areas with existing infrastructure.

The proposed study corridor is approximately one mile in width, centered on I-49/US-71, 4.5 miles long, and comprises approximately 2,720 acres. Nearly 90 percent of the corridor has been developed with commercial and residential uses on either side of the highway since the 1940s.

The study corridor is well-served by existing infrastructure, including utility trunk lines and roadways. Any new development or redevelopment within the corridor will likely have minimal expense for major utility extensions or provision of additional service capacity. Sewer service to the corridor is provided by Little Blue Valley Sewer District. Water service is provided by Jackson County Public Water Supply Number 1. Undeveloped property includes large parcels on the east side of the highway corridor and at the M-150 interchange. Development of these parcels would take advantage of existing infrastructure.

The I-49/US-71 Sustainable Redevelopment Corridor will establish a framework to support investment that maximizes the use of existing infrastructure and maximizes the performance and service life of existing facilities. Implementation strategies will look for short term development opportunities by identifying underutilized properties with market demand for reinvestment.

The planning process will include the Missouri Department of Transportation (MoDOT), the Jackson County Water District, and other service providers to ensure that land use planning incorporates service corridors, rights of way and easement management, service capacity, maintenance

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and capital replacement strategies.

14) Describe how this project and outcomes relate to transportation issues.

The I-49/US-71 corridor is the the key spine of Grandview, and the Sustainable Redevelopment Corridor Plan will result in a range of outcomes related to transportation issues, including expanded travel choices, improved access management, and an improved street circulation system. The corridor plan will address these transportation issues by bringing together disparate plans and agencies in a framework that is focused on setting an agenda for implementation as well as by improving the transportation framework through this corridor.

This project will identify ways to encourage pedestrian and bicycle travel through the corridor and will emphasize nodal development/redevelopment, which will support future transit routes. The land use component of the plan will incorporate improved connections to the neighborhoods adjacent to the corridor to connect to other assets throughout the City.

This project will also address access management, which is a challenge on the developed segments of the frontage roads, and address gaps in the circulation network with continuous frontage and reverse access/backage roads. Currently, frontage road segments are missing through the undeveloped parcels for the IHOP world headquarters campus and at the M-150 interchange. In addition, 15th Street on the west and Spring Street on the east function as reverse access roads; however, neither street runs continuously from north to south. The lack of a well-developed reverse access system impedes circulation, particularly with one-way frontage roads, by creating barriers to circulation that does include highway access. Many travelers unfamiliar with Grandview find movement along the corridor confusing or difficult. Implementation strategies for addressing these gaps will set the stage for transportation improvements by the City in cooperation with MoDOT.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the I-49/US-71 Sustainable Redevelopment Corridor Plan serves a number of activity centers located in Grandview, and the project is focused on strengthening these activity centers and providing improved connections between these centers and to surrounding neighborhoods. Activity centers include the Truman Corners area west to Grandview Road, along both US-71 Frontage Roads from Harry Truman Drive to 135th Street, the Main Street corridor on both sides of US-71, the Grandview Crossing shopping center at 139th Street, and commercial areas adjacent to the Belvidere neighborhood between M-150 Highway and 155th Street.

16) Does the project serve a future transit corridor?

Yes, the I-49/US-71 corridor is identified as a high priority Commuter Corridor in the 2008 Smart Moves plan. The US-71 Transit Study is currently evaluating transit services along this corridor that could provide improved service to commuters and spur economic development.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Partnerships will allow us to achieve the level of community engagement we desire for this project, to reach key population segments that have been under-represented in the past, and to ensure a consensus based plan with the necessary level of support to be implemented.

Several of our partnerships are focused on engaging other planning projects and influential stakeholders. The Missouri Department of Transportation is a key stakeholder in this process as the agency responsible for the I-49/US-71 highway. The City has a close working relationship with MoDOT and we will be involving MoDOT staff in this project to assist with technical details as well as to provide their feedback. Similarly, the City will be working with Jackson County in order to build on the outcomes of the US-71 Transit Study. The Jackson County Advocate is Grandview's local newspaper. We will work closely with the Advocate to ensure the community is informed of the project through its news coverage.

Grandview is a majority-minority community, with a population that is 48.4 percent White. However, the City still struggles to engage African-American residents in proportion to the population in community workshops and other outreach efforts. The Grandview C-4 School District is even more diverse than the City. According to data from the Missouri Department of Elementary and Secondary Education, the Grandview C-4 School District's 2011 enrollment was 73.5 percent non-White, with Black students comprising 56.3 percent of total enrollment and Hispanic students comprising 13.3 percent of total enrollment. A partnership with the Grandview C-4 School District will allow us to better engage those families by building on their established relationship with the schools. We anticipate using this partnership in two ways. First, we will be working with the District's public relations staff to disseminate information about the planning process to families. Second, we anticipate using mobile engagement efforts at School District events such as athletic events and school fairs to reach families who otherwise would not participate in the process.

To ensure we are building consensus with the Grandview business community, we will be relying on our existing partnerships with the Chamber of Commerce, IHOP, and RED Legacy. City staff has a close working relationship with the Chamber of Commerce and has partnered with them on

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previous projects such as the M-150 Sustainable Development Corridor Plan.

IHOP is one of the largest property owners along the corridor. IHOP is currently planning for the development of its World Headquarters campus on land abutting the eastern US-71 Frontage Road. IHOP is also responsible for the renovation of a formerly-deteriorated and underutilized strip center at the Main Street interchange into IHOP University.

RED Legacy is the developer chosen to lead the redevelopment of the Truman Corners shopping center. They have national expertise in the development and redevelopment of high quality commercial centers and will be a key stakeholder in the planning process.

Each of these partners has provided a letter of support for this project that is attached.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City of Grandview has a record of complementary projects that demonstrates our ability and commitment to adopt and implement the I-49/US-71 Sustainable Redevelopment Corridor Plan.

This plan will build on the City's M-150 Highway Sustainable Development Corridor Plan. That project, built on a long-term vision for the future of the corridor, established a framework for land use and development, traffic circulation, open space and trails, and urban design along M-150 Highway. The project built on the City's partnership with the Chamber of Commerce and the local development community. The Framework Plan component of the Corridor Plan, which is attached to this application, was adopted in June 2012 and the Implementation Plan and Design Guidelines components are expected to be adopted in October 2012.

As described earlier in this application, the Grandview Comprehensive Plan supports City actions to "create infill development and foster needed redevelopment" as well as to "initiate partnering with land owners/developers to redevelop targeted parcels." This corridor plan, like the M-150 Highway Sustainable Development Corridor Plan, will ultimately be adopted as an appendix to the Comprehensive Plan.

The City is committed to the redevelopment of the I-49/US-71 corridor, as shown through our work towards the redevelopment of Truman Corners. The City has acted to terminate the previous TIF district for this area, make findings of blight for the existing shopping center, select RED Legacy as the new developer, and create a new TIF district to support the redevelopment project. RED Legacy has provided a letter of support for this application.

Receiving a Planning Sustainable Places grant will enable the City of Grandview to undertake this project, which the City otherwise does not have the resources to complete. The I-49/US-71 Sustainable Redevelopment Corridor Plan will establish a long-term framework for walkable, livable, interconnected centers that will reinvigorate Grandview. We look forward to working with MARC on this project.

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Applicant Information

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

Contact Information

Contact Name:	Kristin Riott
Contact Title:	Executive Director
Contact Phone #:	(816) 561-1061 x. 106
Contact Fax #:	816-513-7605
Contact Email:	kristin.riott@bridgingthegap.org

Project Budget:

Requested Funding:	150,000
Local Match:	30,000
Total:	180,000

(Requested Funding + Local Match)

Project Information

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

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

The Greater Downtown Area Plan (GDAP) identified Grand Boulevard as a Catalyst project. The Grand Boulevard Streetscape Plan is a direct offshoot from the GDAP. The boulevard enhancements also align with KCMO Park and Recreation Boulevard and Parkway standards and Downtown Streetscape Standards.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question? ☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

A) This project has engaged the public through 3 public meetings, a project website, an on-line crowd sourcing tool used to gather ideas, and stakeholder, City Staff and land owner meetings conducted between August 2011 and May of 2012.
B) The project concerns the development of a multi-modal, "complete street" streetscape concept that encourages new development along the corridor while improving the environment. Hundreds of new trees, landscape areas and stormwater Best Management Practices are proposed

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throughout.

C) The Grand Boulevard Master Plan identified the need for a pilot project to develop the design standards further. Cost estimates were developed, defining the scope of improvements within the overall concept of making a livable, green and complete street.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The central premise of the Grand Boulevard project is to promote improved travel choices in downtown Kansas City, specifically to add walkability and bike-ability to the existing automobile and public transit options along Grand Boulevard. The street as it exists currently is neither attractive nor safe for walkers and bikers; in fact, in some spots it is downright scary, such as the bridge over I-670, which is off-putting for residents and tourists alike. Under the proposed vision for Grand, the dominance of automobiles would be tempered by the removal of a lane of traffic, replaced by wider sidewalks, safer crosswalks, and a buffered bike lane, as well as trees, planters, and pocket parks to increase the enjoyment of walking.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

This project follows the Greater Downtown Area Plan by promoting increased downtown population density and new employment opportunities. By working to reinvest in this activity zone through the downtown, the infrastructure improvements will be the catalyst for numerous land use gaps along Grand that will transform this corridor into a destination zone with more shopping and housing options. Discussions are currently being held to develop affordable housing within the pilot project areas, in a mixed-use pattern with ground floor retail and residence. These residents would enjoy the first protected bike lane through downtown, which will encourage all types of users, not just biking experts. The enhanced public spaces, vegetation and wider sidewalks will provide visitors and residents transit-friendly access to the many bus lines on Grand. It is our intention to encourage sustainable design with development; the first builder to look at the project has built to LEED gold standards in other communities.

11) Describe how the project includes a robust citizen engagement component.

As described in question 8 above, the planning stages were very robust with community feedback and stakeholder buy-in. As part of the implementation phase, an additional community meeting will be held, amenity mock-ups created, and stakeholder and technical review meetings conducted. The different City departments, Downtown Council and Crossroad community will be involved throughout the process as the vision for Grand is further developed within the details. Feedback from the community and stakeholder engagement process will be incorporated into the project.

12) Describe how the project advances environmental stewardship and improved public health.

Sprawl, or the lack of population density, remains Kansas City's overarching environmental problem. Our city is the size of New York City, and yet has only 1/40 of its population—only 1/20 of which lives downtown. This accounts for our higher-than-average per capita automobile mileage, a major source of air pollution and greenhouse gases, and perhaps higher-than-average obesity rates as well. Making Grand into a complete street improves the environment and public health on several fronts: encouraging people to live downtown instead of commuting from the suburbs, encouraging walking and biking instead of heavy reliance on automobiles, and introducing a lengthy swath of native trees, shrubs and groundcover which will help absorb air pollution, cool the "heat island effect", and absorb stormwater. BMPs for stormwater management will also be used in the renovation.

13) Describe how the project supports investment in areas with existing infrastructure.

While the Grand project involves some new infrastructure (removing a lane of traffic and building wider sidewalks, bike lanes and pocket parks), it will link existing, substantial investments in infrastructure, such as the Power and Light district, Hallmark and Crown Center, Lathrop and Gage, UMB, and the Kansas City Star. Currently these distinguished and well-maintained entities along Grand alternate with pockets of blight and empty parking lots. Investing in a redeveloped Grand is likely to result in improved values and traffic for existing businesses, while attracting new businesses too. In addition, Grand is a boulevard in Kansas City's boulevard system (though devoid of much greenery in its current state). Using its width to create a swath of beautiful greenery through downtown repeats and reinforces the idea of boulevards, which make our city beautiful and distinctive. In this larger sense, the project supports the existing infrastructure of our boulevard system.

14) Describe how this project and outcomes relate to transportation issues.

As the widest north-south artery in downtown Kansas City, and one that is currently a major bus corridor, Grand is integral to the successful flow of traffic in the greater downtown area. The redeveloped Grand Boulevard will support the high bus ridership along Grand, while promoting other modes of transportation. The protected bi-directional bikeway and wider sidewalks will encourage safe movement of visitors and residents within a

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design focused on the most vulnerable (our children and elders).

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the project area is within an activity center as defined by MARC. The corridor connects the River Market, Downtown, Crossroads and Crown Center Districts. According to MARC, the Grand corridor is considered "regionally significant".

16) Does the project serve a future transit corridor?

Yes, Grand Boulevard is currently one of the busiest streets for buses in the entire city and is considered a "regionally significant" corridor by MARC. Buses will continue to be accommodated with the new streetscape, and will include new bus stops and other features, such as queue jumps and strategically placed stops, which will minimize conflict between buses and other motorized vehicles. Pedestrian and bicycle travel will also be improved with the new design by creating a protected bi-directional bikeway that is separated from vehicle traffic and has specialized crossing signals at intersections. The pedestrian zone will also be widened to accommodate sidewalk cafes, public art, lush landscaping and other amenities. Street crossing distances will also be shortened to increase safety.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The Grand Boulevard project has more partners than most: private, public, and non-profit. The project began in 2010 when UMB CEO Mariner Kemper asked Bridging The Gap, an environmental non-profit, to "bring him a (sustainability) project". BTG convened a team of representatives from KCMO City Planning, OEQ, Parks and Rec, and Bike/Ped, Tom Jacobs of MARC, UMBs sustainability director, and the Downtown Council. The team chose Grand Boulevard from a long list of sustainability projects, have continued to meet for nearly two years, selected BNIM architects for the conceptual plan, and have pulled in other experts such as the KCATA and Hallmarks Bob Kipp, who identified developer McCormack Baron, which is advising the group on real estate development. The Infrastructure Committee of the Downtown Council retains a strong interest in the project and has proposed including it in a major traffic study of several downtown streets.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Other streetscape projects recently completed by the city of Kansas City, Missouri include the renovation and revitalization of Main Street south of Grand and the Broadway Westport Streetscape. Planning and design is being conducted at the 18th Street and 20th Street connectors, and streetcar connections at Pershing Road and along Grand in the River Market.

Bridging the Gap is currently administering the implementation of a \$720,000 grant through the Office of Environmental Quality.

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Applicant Information

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

Contact Information

Contact Name:	Joe Egan
Contact Title:	Executive Director
Contact Phone #:	816 221 0636
Contact Fax #:	816 221 0189
Contact Email:	jegan@edckc.com

Project Budget:

Requested Funding:	\$150,000
Local Match:	37,500
Total:	\$187,500.00
(Requested Funding + Local Match)	

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
Source of Local Match:	\$12,000 -LCRA funded, \$25,500 pending KCMO review
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

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

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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 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 will 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 begin. 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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The comprehensive plan for the City of Kansas City, Missouri – Forging Our Comprehensive Urban Strategy (FOCUS) – calls for the Brush Creek Corridor to become a “prototypical” mixed-use center, with particular attention paid to those nodes of activity that cross Troost Avenue, Kansas City’s historic racial divide, as well as the area along Emanuel Cleaver II Boulevard between Troost Avenue and The Paseo. Such urban mixed-use centers are to serve the driver, the transit-user, and the pedestrian and contain a mix of dense commercial and residential uses, just as called for with the projects that are proposed as part of the Troost/Cleaver II Project Area.

In addition to FOCUS, the City currently has three Plans of Record for the Troost/Cleaver II Project Area. That part of the Project Area that is located east of Troost Avenue and north of Cleaver II Boulevard is located within the Oak Park South Area Plan (adopted in 1977). That part of the Project Area that is located east of Troost Avenue and south of Cleaver II Boulevard is located within the South Central Area Plan (adopted in 1980). That part of the Project Area located west of Troost Avenue is located within the Westport Area Plan (adopted in 1972). The Project Area is also included in the Plaza Urban Design and Development Plan (adopted in 1989) as well as the Brush Creek Corridor Land Use and Development Plan (adopted in 1998). A planning process for the Midtown/Plaza Area Plan is currently underway and once completed will replace all previous plans as the Plan of Record for the entire Project Area.

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As a result of the FOCUS planning effort, a new land use plan has been adopted by the City that replaces the land use maps contained in the various area plans that cover the Project Area. The Midtown/Plaza land use plan calls for retail and retail commercial on Troost Avenue, medium density residential west of Troost Avenue, commercial and low density residential north of Cleaver II Boulevard, and mixed use south of Cleaver II Boulevard. All of the projects proposed within the Troost/Cleaver II Project Area are in compliance with the land use plan.

In addition to complying with the proposed land uses for the area, the reuse of existing buildings is also proposed as a part of the Troost/Cleaver II projects and is one of the aspirations of the FOCUS Plan. The project located on the west side of Troost Avenue between 45th Street and Brush Creek Boulevard will provide for placing one of the buildings on the National Historic Register. A former firehouse in the same project is already on the Register and now has a commercial use. The Gallery Apartments on the west side of Troost Avenue and north of Cleaver II Boulevard will be rehabbed and will continue to serve as multifamily residential units.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

c) Detailed implementation plan

Two previous plans – the Troost Corridor Plan adopted by the City of Kansas City in July 1998 and the Green Impact Zone, completed in 2009 – contain the core plan elements stated above.

The Troost Corridor Plan was the collective effort of neighborhoods, businesses, institutions and City agencies to initiate redevelopment of the Troost Avenue corridor between 22nd Street and Volker. The planning process began with a series of neighborhood assessment workshops for areas adjoining Troost Avenue in the project area. Community workshops followed the neighborhood assessments and formed the basis for recommendations in the Plan.

An advisory group of development professionals, including commercial and residential developers, construction contractors, designers and institutional funders, also participated in the workshops and assisted in preparing the Implementation Strategy in the Plan.

The basis for the recommendations in the Plan was largely focused on land use, transportation, and economic development. Troost Avenue has been and continues to be a vital part of Kansas City's transportation system, and new transit centers were recommended, along with the need to eliminate blight, rehabilitate housing, and create mixed-use nodes. In 1998 environmental strategies had not yet become an important policy matter for the City and as such were not addressed in the Plan.

A detailed implementation plan is included in the Troost Corridor Plan, outlining actions that are to be taken throughout the entire project area as well as actions to be undertaken within four separate redevelopment zones. The Plan was considered a "starter kit" for redevelopment and was to be refined as progress was made. Teams of citizens involved in the planning process, with help from the City Planning & Development Department and the advisory group would be responsible for carrying out the Plan recommendations.

The Troost/Cleaver II Project Area, the subject of this submittal, is consistent with the recommendations of the Troost Corridor Plan with activities that will bring about the clearance of blighted properties and cause the development of commercial and mixed-use projects on both sides of Troost Avenue, and advance the planning for mixed-use development in that area north of Emanuel Cleaver II Boulevard between Troost Avenue and The Paseo.

The Green Impact Zone Plan was adopted in 2009, a planning process that was and continues to be managed by the Mid-America Regional Council (MARC). The Green Impact Zone is a targeted, cooperative effort to transform a 150-square block community that includes ten neighborhoods in Kansas City, between 39th Street on the north, 51st Street on the south, Troost Avenue on the west, and Prospect to 47th Street to Swope Parkway on the east.

Public engagement in the Green Impact Zone has been extensive and is an important part of the on-going revitalization of the area. MARC is including information and promoting neighborhood engagement/participation in various city sustainability priorities/initiatives and in door-to-door activities and during other Green Impact Zone education/training opportunities.

The vision of the Green Impact Zone is to develop an environmentally, economically, and socially sustainable community that is stronger tomorrow than it is today. Such a vision requires the planned comprehensive integration of land use, transportation, and environmental strategies. Such strategies are meant to provide good paying jobs, quality neighborhood amenities, good quality housing, and a vibrant, active neighborhood. As detailed in the project summary, the proposed Troost/Cleaver II projects contribute to the strategies and goals of the Green Impact Zone with mixed-use development, community engagement, utilization of multi-modal transportation, and access/connections to natural areas.

Implementation of the Green Impact Zone Plan is carried out by neighborhood leadership, a Coordinating Council, service providers and strategic partners, with progress tracked and announced in public progress reports issued by MARC every forty-five days.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

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9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

Plans for housing, commercial, and mixed-use development will take advantage of the recently completed infrastructure improvements that enhances and provides multiple transportation modes. Those recent and near-future public investments include the \$30+ million Troost MAX line with its associated access and infrastructure improvements completed in 2011 and the Cleaver II Boulevard streetscape improvements currently underway that will provide, in addition to street furniture and native landscaping, bicycle lanes. The projects included in the Troost/Cleaver II Project Area will take advantage of and promote the use of these and other future modal improvements, including the Metro Greenway on Paseo and other pedestrian enhancements on Brush Creek.

The increase in population throughout the day and the development of needed neighborhood services that will be caused by the Troost/Cleaver II projects will increase usage of the various transportation modes that currently exist and that are planned for the future to serve the area, including bicycling, walking, and transit (urban and commuter). The Troost/Cleaver II projects will serve the Green Impact Zone, a 150 square-block area including the neighborhoods between 39th and 51st Streets and Troost Avenue to Prospect Avenue, which has a history of high unemployment, abandoned houses, and crime, as well as a high usage of public transit. The Troost Avenue transit lines have the highest ridership in the KCATA system.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The Troost/Cleaver II Projects include mixed-use development, multifamily residential development, and commercial development in a dense neighborhood that is walkable and extremely well-served by urban and commuter transit on Cleaver II Boulevard and on Troost Avenue. The housing that is planned as part of the projects includes a mix of affordable and market rate housing, including the potential for artist live/work housing that could strongly enhance economic development efforts within the neighborhood. Commercial and mixed-use development is planned to provide necessary neighborhood services for residents of the Green Impact Zone and neighborhoods located to the west, thereby reducing trips to other shopping areas outside of the neighborhood and encourage other modes of transportation beside individual vehicle trips.

11) Describe how the project includes a robust citizen engagement component.

Mr. Ollie Gates, a longtime businessman and developer of the Troost/Cleaver II Project Area, has offered at no cost the use of a building located at 1326 Emanuel Cleaver II Boulevard as a planning center that would make available to the public meeting space and information regarding the Troost/Cleaver II Project Area. Community engagement for the implementation activities would also follow the structure as outlined in the Troost Corridor Plan and the ongoing engagement work MARC is performing as part of the Green Impact Zone to work with neighborhood leadership and a steering committee to obtain stakeholder input and feedback about the planning activities.

12) Describe how the project advances environmental stewardship and improved public health.

The Troost/Cleaver II Project Area does not contain any natural areas, although Brush Creek is located immediately south of the Project Area. Native landscaping will be employed in the project planning where appropriate, and connections will be planned to adjacent natural areas at the Missouri Department of Conservation's Discovery Center and Brush Creek. Such connections, in conjunction with the pedestrian enhancements currently under construction on Cleaver II Boulevard, and the services and infrastructure improvements contemplated as part of the implementation of the Troost/Cleaver II projects, will encourage neighborhood residents and visitors alike to enjoy a combination of natural areas and a dense urban environment within the area using alternative means of transportation such as walking and bicycling.

13) Describe how the project supports investment in areas with existing infrastructure.

The Troost/Cleaver II Project Area is located in one of the oldest areas of Kansas City. Originally platted in the late 19th century, homes built within the Troost/Cleaver II Project Area were built as long ago as 1895 and many were built before 1920. Redevelopment plans, whether urban renewal, tax increment financing, or other public assistance such as the Green Impact Zone, have been in place as early as the 1960s. The Troost/Cleaver II projects will not require new infrastructure and will be served entirely with existing infrastructure improvements.

14) Describe how this project and outcomes relate to transportation issues.

The area is at the intersection of both the Troost Corridor and the Shawnee Mission Parkway/Metcalf service, with commuter transit, urban transit and a major fixed route. The proposed project is intended to increase density of development in the area with proposed land uses that contribute to and benefit from the active transit corridors present at Cleaver and Troost. As well, the Target Projects proposed, will advance the land use planning that was anticipated by the transportation and transit improvements along both Cleaver II Boulevard and Troost Ave. The Development Framework is also intended to explore ways that the Target project designs can incorporate transportation improvements into the development projects and perhaps explore further introduction of transit oriented development and a possible transit facility that can recognize the intensity of use in the area.

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Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The entire planning area is classified as an MARC Activity Center and also a MARC Redevelopment Area. The area has some reinvestment with public infrastructure improvement and private redevelopment, that reinforce the potential for future regeneration. Development planning is needed to advance the community agenda recognized by the MARC designation and the LCRA has the legal and policy capacity to codify that designation.

16) Does the project serve a future transit corridor?

The location is at the intersection of the JO corridor and the Troost BRT Corridor and includes all three Smart Moves categories, Commuter, Fixed Route and Urban. The location also includes a MetroGreen Planned Corridor along the Paseo, facilitating pedestrian and other travel choices. New bicycle lanes are added to Cleaver II with the current and planned transportation improvement projects by the KCMO Parks and Recreation Department and bike facilities are a part of the recently adopted Plaza East redevelopment plan. The planned, underway and recently completed pedestrian improvements on Cleaver, Troost, Brush Creek Boulevard and along the Creek itself contribute significantly to pedestrian connectivity in the area.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The LCRA as a public redevelopment agency has formed an alliance with the Gates development group to oversee area planning through this project. Further, Gates has begun to mobilize the involvement of other area institutions directly interested in redevelopment projects in the area. Gates is scheduling meetings with Nelson Atkins and Kauffman Foundation leadership to engage their participation in the development agenda. Further, Gates has committed the use of a space for a Planning Center at the corner of Virginia and Cleaver II, for the year, rent free.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

LCRA is an authorized redevelopment agency of Kansas City, MO and has successfully managed developer solicitation and development projects. Further, the Gates Plaza East project has completed the first two phases of a \$40m, four phase mixed use development plan as of mid 2012, with another phase currently underway. KCMO completed the Troost Bridge and associated street and pedestrian improvements earlier in 2012. ATA and the KCMO Parks Department have recently completed and have underway phased construction projects of streetscape improvements for Troost and Cleaver II. The area currently has two CID's being considered and this planning effort will explore Transportation Development District use as a part of the development initiative.

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Applicant Information

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

Contact Information

Contact Name:	Betty Ost-Everyley
Contact Title:	President
Contact Phone #:	(816) 444-1010
Contact Fax #:	(816) 418-7750
Contact Email:	marlboroughcoalition@gmail.com

Project Budget:

Requested Funding:	70,000
Local Match:	30,000
Total:	100,000

(Requested Funding + Local Match)

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

Source of Local Match:	\$20,000 (City of Kansas City, MO); \$10,000 (Marlborough Community Coalition)
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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.
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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

Planning Sustainable Places Program 2012

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develop a plan of action around local issues and position the area for positive and sustainable development.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

Yes, the project supports the main tenants of FOCUS, the City's adopted comprehensive plan as it promotes several of FOCUS' key principles, including: revitalize the urban core; strengthen neighborhoods; ensure environmental stewardship; and advance education, culture and the arts. In addition, the project will be integrated into the Swope Area Plan planning process that is kicking off this fall. This integration will ensure that the CATALYST PROJECT supports the larger vision and priorities of the surrounding area.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The project area is currently served by multiple bus lines, including the Troost MAX with stops at 71st, 75th, and 82nd, a signed bike route facility along Paseo (north of 79th Street) and the popular Trolley Track Trail. These travel options are important since 16% of households in the area have no access to an automobile, and 7% of Marlborough residents commute via public transit vs just 4% citywide. The CATALYST PROJECT will promote improved travel choices in several ways: 1) identifying opportunities to enhance walkability and bikeability to and around transit stops (with a focus on the Troost MAX and Paseo routes) and activity centers; and 2) developing strategies to promote reuse of vacant/underutilized commercial space as well as use of vacant residential lots (urban agriculture, etc) so that local residents can access more services via walking/biking.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

In order to sustain Marlborough's positive attributes (affordable housing with strong home ownership rates, access to transit options, etc) and foster growth, the area is in need of a strategy that addresses local land use issues. The CATALYST PROJECT will develop a strategy to promote bolstering density and an innovative mix of uses for vacant and underutilized commercial space within the area's activity centers. In addition, the project will investigate the feasibility of redeveloping of the Marlborough School as a hub for neighborhood activity and programming, including serving as a home for the Coalition and other non-profit partners (urban agriculture, arts and social services focus). The school's proximity to the Troost corridor will allow for ease of pedestrian and transit access. The CATALYST PROJECT will also promote sustainable strategies for addressing vacant residential property. This will include infill housing opportunities but also interim solutions such as urban gardening, rain gardens, etc.

11) Describe how the project includes a robust citizen engagement component.

key point of differentiation for the CATALYST PROJECT is our approach to citizen engagement. We believe that it is essential to first understand the people and potential of the neighborhood before embarking on a plan. The Coalition, in partnership with an architect-led team of local designers, artists, planners and musicians, is currently participating in 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. This process is intended to strengthen the bonds between the members of the neighborhood, clarify and build awareness of the pressing issues facing the neighborhood, inspire engagement in the process, and demonstrate the power of the arts as a medium for community building. The CATALYST PROJECT will continue to employ this same approach to community empowerment and engagement. As this project will be led by the community through the Marlborough Community Coalition, in partnership with the City and other entities, the project has great potential to foster and develop strong community partnerships that will be critical to the successful implementation of the planning strategies.

12) Describe how the project advances environmental stewardship and improved public health.

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The CATALYST PROJECT is an opportunity to build off of the significant investment the City has recently made to public rights-of-way to address sewer overflows in Marlborough, by investigating and promoting additional green solutions opportunities on vacant lands in partnership with the Water Services Department. These include such strategies as urban agriculture installations, rain gardens and integration of native landscaping. In addition, access to healthy foods is a major public health issue for the Marlborough neighborhood. The CATALYST PROJECT will develop a strategy to improve access to healthy foods, which will include promoting opportunities and locations for urban agriculture as well as for improving access to groceries/fresh produce.

13) Describe how the project supports investment in areas with existing infrastructure.

The Marlborough area is an established, built-out area of South Kansas City with existing, yet aging public infrastructure. It has benefited from significant public investment in the last few years through the Middle Blue River Basin Green Solutions Pilot Project which aims to use green solutions to address sewer overflows. Through this pilot project, the City has installed 2.5 miles of new sewer line, more than 150 stormwater best management practices, as well as approximately 2 miles of new curb and sidewalks. The CATALYST PROJECT is an opportunity to develop a strategic plan that will promote private redevelopment that builds off of and maximizes the City's investment in the area's public infrastructure.

14) Describe how this project and outcomes relate to transportation issues.

Transportation options and mobility are critical to the Marlborough neighborhood as 16% of households in the area have no access to an automobile and 7% of residents commute via public transit. The CATALYST PROJECT will take an integrated approach to land use, transportation and environmental issues, developing strategies that promote mobility and livability in order to retain and attract residents and businesses. The project builds off of significant transit investments that have been made, including the Troost MAX, and will identify opportunities to enhance walkability and bikeability to and around transit stops and activity centers. The project will also develop strategies to promote reuse and redevelopment of vacant/underutilized commercial space around key transit stops/activity centers to ensure that transit dependent residents have access to necessary goods and services.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The CATALYST PROJECT serves three MARC activity centers within the south Kansas City area. The four activity centers included are: the Troost Corridor from 72nd to 80th and 85th to 87th, Prospect from 77th-87th, and Paseo from 78th to 81st. While these corridors were once thriving with commercial activity, they no longer adequately provide the services local residents need and desire. The CATALYST PROJECT will identify priority areas for reinvestment and strategies for promoting that needed investment. In addition, the CATALYST PROJECT will identify opportunities to provide better multi-modal connectivity to these activity centers.

16) Does the project serve a future transit corridor?

There are several transit corridors in the area that serve the transit dependent population in Marlborough, including the Troost MAX corridor which has the highest transit ridership in the region. The CATALYST PROJECT aims to promote improved mobility and reinvestment within and around these transit corridors/activity centers within the Marlborough area by: 1) identifying opportunities to enhance walkability and bikeability to and around transit stops (with a focus on the Troost MAX and Paseo routes) and activity centers; and 2) developing strategies to promote reuse of vacant/underutilized commercial space so that residents can access more goods and services via transit.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The Marlborough Community Coalition in itself is a partnership of four neighborhood associations working to enhance the opportunities offered in their area. It was established early on that the key to driving change in the neighborhood would be the collaboration of many nonprofit, private, and governmental agencies. By partnering with groups such as MORE2, Southtown Council and the Tower Homes Neighborhood Association, the Coalition began setting a precedent of completing projects successfully.

To complete the CATALYST PROJECT, the Coalition will work with existing partners and some new relationships developed through the "we live here" campaign. One key partnership is with the City of Kansas City, Missouri. This fall the City Planning Department will be kicking off its planning process for the Swope Park Area Plan, which includes Marlborough. The CATALYST PROJECT presents an opportunity to work with the City to build off of the land use, transportation, housing and economic development principles and priorities established for the Swope Park Area Plan, and develop a targeted strategy and implementation plan specific for the Marlborough area. This type of assessment isn't possible at the Area Plan level, but is critical to help facilitate the implementation of the Area Plan's objectives. In addition, the CATALYST PROJECT is an opportunity to

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continue working with the Water Services Department which already has an active presence in the area through the Middle Blue River Basin Green Solutions Pilot Project. Through the CATALYST PROJECT, the Coalition will be working with Water Services to identify opportunities to implement green solutions on private property that weren't possible through the Pilot Project.

Community partnerships are essential to the success of the CATALYST PROJECT. Marlborough will collaborate with existing partners, including those previously identified, as well as the new partnerships garnered through the KCPS Repurposing Initiative and the "we live here" campaign, which have opened doors to innovative ideas, broadened the reach, and strengthened the capacity of the Coalition. All of these resources will be utilized to their fullest potential to successfully accomplish the CATALYST PROJECT.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The Marlborough Community Coalition (Coalition) is a 501c3 non-profit organization founded in 2008 by the Marlborough East, Pride, Renaissance, and Battleflood Heights neighborhoods in South Kansas City that wanted to create a more sustainable community. The Coalition represents a diverse neighborhood of approximately 3800 households and works to achieve its mission of making Marlborough a better place to live and work.

Over the past five years the Coalition has worked to rebrand and revitalize the neighborhood through grassroots projects and neighborhood initiatives, which demonstrate the capacity and commitment necessary to successfully complete the CATALYST PROJECT. The Coalition brought the Tulips on Troost project to Marlborough, planting over 20,000 bulbs in three years along Troost and areas on Paseo and Prospect. It has also helped organize several neighborhood cleanups, resulting in several tons of trash and debris removed from the area. The Coalition has brought a sense of pride back to the Marlborough name through many beautification projects. In 2010, this effort was rewarded by the Parks Board which renamed the fountain at 79th & Paseo as the Marlborough Plaza Fountain. In January 2011, the City Council renamed the bridge at 85th & Troost as the Marlborough Troost Bridge. Next, the Coalition began addressing food desert issues by bringing Beans & Greens to the area in May 2011. Beans & Greens Mobile Farmer's Market brings fresh fruit and vegetables, meats and eggs weekly, and offers dollar for dollar match for those on SNAP. The Coalition also coordinated an email campaign that was instrumental in helping secure an ATA bus route on 85th & Paseo to State Line in order to provide Marlborough residents access to a grocery store/shopping center.

The Coalition's drive and energy that successfully kicked off the "we live here" campaign, accomplished the aforementioned community projects, and built critical partnerships demonstrate the Coalition's commitment to and ability to implement the CATALYST PROJECT.

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Applicant Information

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

Contact Information

Contact Name:	Rick Arroyo
Contact Title:	City Engineer
Contact Phone #:	816-847-6220
Contact Fax #:	816-847-6206
Contact Email:	rarroyo@cityofgrainvalley.org

Project Budget:

Requested Funding:	150,000
Local Match:	180,000
Total:	330,000
(Requested Funding + Local Match)	

Project Information

Project Name:	South Buckner-Tarsney (Main Street) Improvements
Project Location:	Grain Valley, MO
Source of Local Match:	General Fund

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The City currently has an adopted overlay district along this corridor that promotes multi-use zoning for both commercial and residential uses. This project will also satisfy a portion of Grain Valley's Trail Master Plan adopted in 2008 and supported by the public with a ½ cent sales tax. The Main Street Corridor Plan adopted in 2006 also promotes "smart growth" along this portion of Buckner-Tarsney as outlined in the adopted overlay district.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

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9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

This project includes sidewalks on both sides of the street along with enhanced crosswalks. A dedicated on-street bike lane with highly visible markings will be provided along with on-street parking along one block as part of the project scope.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

This project scope will improve a section of roadway through an existing overlay corridor (adopted by code) that includes multi-use zoning with commercial use on the first floor and residential living on the 2nd floor etc. With the included bike and pedestrian accommodations, this project supports the sustainable land use model along with connectivity to downtown homes and Grain Valleys Armstrong Park and Community Center.

11) Describe how the project includes a robust citizen engagement component.

This project was included in a current cost share project with the Missouri Department of Transportation and as such has had many public meetings pertaining to stakeholder's needs and input. The design phase will provide additional public involvement prior to its finalization.

12) Describe how the project advances environmental stewardship and improved public health.

By providing dedicated bike and pedestrian accommodations, the City expects a reduction in local vehicular traffic reducing the harmful effects of carbon emissions and promoting healthier lifestyles within the community. Also following the complete street concept, narrower lanes are anticipated which will promote slower speeds and safer accommodations for pedestrians crossing the roadway. Enhanced street lighting along with enhanced crosswalk will provide a safer commute to all travelers. The final design will incorporate as many current APWA storm water quality aspects as possible.

13) Describe how the project supports investment in areas with existing infrastructure.

This project exists along Grain Valley's downtown Main Street corridor and the design anticipates the use of existing roadway and utility infrastructure. With the project linkage to downtown homes and Grain Valleys Community Center, reinvestment in existing Main Street building infrastructure is expected. The redevelopment of this corridor will promote job creation and improve economic viability of the region.

14) Describe how this project and outcomes relate to transportation issues.

The project design involves the reconstruction of a half mile section of Buckner-Tarsney (Main Street) through Grain Valley's downtown core. Roadway improvements for vehicular traffic and enhancement for cyclist and pedestrians will be provided along with connectivity to parks and multi-use commercial and residential facilities.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

This project does serve the Armstrong Park activity center identified as area 343 on the Planning Sustainable Places reference map.

16) Does the project serve a future transit corridor?

The project is within the MARC MPO boundary map and the scope is directly within Jackson County's Commuter Corridor study for alternative transit.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

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Initially the City of Grain Valley had partnered with the Missouri Department of Transportation (MoDOT) for a cost share project involving the Buckner-Tarsney and I-70 interchange improvements. The portion of the project requested in this application was included in that cost share agreement but was removed for budgetary concerns. The City will continue to partner with MoDOT on the design to successfully tie both projects together.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Activities that show commitment to the project include a nine million dollar bond initiative passed by residents to support Main Street and downtown improvements in 2007 and a ½ cent sales tax passed by the community in support of funding a Trail Master Plan to connect all major parks within the City to central activity centers. A municipal code overlay district along this corridor has also been supported by elected officials promoting multi-use zoning along the downtown corridor. Lastly, Grain Valley is currently working with MoDOT on a cost share project improving a portion of roadway that includes pedestrian and vehicular traffic just north of this project scope.

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Applicant Information

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

Contact Information

Contact Name:	Jennifer Clark
Contact Title:	Community Development Director
Contact Phone #:	816-325-7415
Contact Fax #:	816-325-7400
Contact Email:	jclark@indepmo.org

Project Budget:

Requested Funding:	40,000
Local Match:	20,500
Total:	\$60,500

(Requested Funding + Local Match)

Project Information

Project Name:	Truman Road Green Gateway
Project Location:	Truman Road
Source of Local Match:	City of Independence, Council Goals; Maywood Merchants Association, Mt Washington Cemetary Corp

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

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

The project lies in the Neighborhood Preservation Area defined by the Comprehensive Plan. This area seeks to preserve existing land use patterns which are walkable and promote mixed uses within a defined area. The Comprehensive Plan amendment was approved in 2010.

The project is also within the boundaries of the Fairmount Carlisle 353 Redevelopment Area which established a need for reinvestment and blight removal in this area.

This project also closely coordinates with the Maywood Merchants Associations vision for the creation of a Community Improvement District along Truman Road.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question? ☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

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Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

Truman Road is a designated future MetroGreen trail and this project will evaluate the ability to increase the multimodal capacity of Truman Road to implement the trail plan. Travel choices are also central to this project application because of the location of Van Horn High School at the eastern boundary. Currently the area includes a four lane highway with no sidewalks, several unregulated intersections, and a four way signalized intersection with a divided collector street. There is bus transit along Truman Rd and Winner Rd connecting the Independence Transit Center with downtown Kansas City which helps to support travel choices; however, there is only one dedicated bus shelter.

The project will recommend options for travel choices for all underserved populations with potential outcomes such as bicycle lanes, sidewalks, trail connections, and additional bus shelters.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The project presents the opportunity to create more sustainable land use patterns through increased connectivity. The area contains multifamily residential developments, single family residences, commercial uses, industrial uses, a high school, a pocket park, and an historic cemetery. Just to the east is the Maywood Business District which contains a small neighborhood market and several neighborhood retail establishments. This project will seek to identify ways to increase pedestrian and bike-friendly connections between activity nodes, as well as potential for infill development that complements the scenic views to the east and west.

11) Describe how the project includes a robust citizen engagement component.

Stakeholders in this area have been working together to build consensus about the vision for the future of the Truman corridor. This project is an opportunity to advance this vision and engage property owners, residents, business owners, and employees who have a stake in the planning process and development of strategies to address common goals. The Independence School District is one of the key stakeholders at the far east end of the study area. The Brookside apartments are one-quarter mile to the west of Winner Rd, and the Mt Washington Cemetery lies along the northern boundary of Truman Rd. Each of these organizations in concert with homeowners of the area will be asked to engage in an informed dialogue about this area and prioritize next steps for achieving common goals. The Truman Gateway Committee has agreed to partner with this project and spearhead local engagement activities to promote feedback.

12) Describe how the project advances environmental stewardship and improved public health.

Truman Road has the potential to be the signature green street in Independence. Not only is Truman Road a designated future MetroGreen trail but it can also build upon the future alignment of the Rock Creek Trail and Charles Long Park on Truman Road as a way to create new walkable recreation opportunities. The study area includes a large combined stormwater/sewer overflow project which could benefit from green stormwater infrastructure and native landscaping. Identification of multimodal travel choices reduce the need for the single occupancy vehicle that currently dominates this stretch of road and provides new options for currently underserved populations to access employment, recreation, education, and social networks. In addition, there are opportunities to evaluate several industrial sites along the study area as potential brownfields for remediation.

13) Describe how the project supports investment in areas with existing infrastructure.

This project builds on the prior successful implementation of a Neighborhood Improvement District and will coordinate to provide a path forward for the public improvements that could be constructed through a desired Community Improvement District. The project area was originally developed in the 1940s and contains all of the infrastructure necessary to support new development and renovations of existing projects. Along with the very large Rock Creek combined stormwater/sanitary sewer overflow project, any new investment would support the existing infrastructure. The area is within the approved Fairmount Carlisle Redevelopment Area which seeks new investment through the use of tax abatement for blight removal.

14) Describe how this project and outcomes relate to transportation issues.

Truman Road is a designated future MetroGreen trail and this project will evaluate the ability to increase the multimodal capacity of Truman Road to accomplish this goal. The project is a three-quarter mile area along a State right of way (Missouri 12 Highway) known as Truman Road in Independence. The study will evaluate how to connect land uses within the study area and how to safely implement travel choices. It is strictly a motor vehicle thoroughfare with only auto and bus choices.

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Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The Truman corridor links a number of activity nodes from Downtown Independence to Downtown Kansas City, MO. The three quarter mile study segment connects the activity center at Winner and Truman Road, known as the Maywood Business District, and the activity center at I-435 and Truman Road, in unincorporated Jackson County. This activity center extends one-tenth of a mile west of Winner Rd into the study area. The entire segment lies in a designated Redevelopment Area. The majority is included in the Environmental Justice Tract 109.01.

16) Does the project serve a future transit corridor?

This project represents a convergence of regional transit initiatives. It includes a component of the Smart Moves plan, MetroGreen trail system and a number of other transit routes. The entire study area lies on the Urban connector bus route (15X) and the alignment for the 24 major fixed route intersects with the site at Winner Rd. One-tenth mile east of the intersection of Winner Rd and Truman Rd is the proposed alignment of the Commuter Rail Corridor. The entire study area lies on the proposed alignment of the 12th St./Truman Road Corridor (MetroGreen Greenways) and intersects the proposed alignment of the Rock Creek Grnwy (MetroGreen Greenways).

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Independence will partner with the Maywood Merchants Association, a long standing retail district, through their Truman Gateway Committee. This group of property owners, residents, business owners, and stakeholders will host public engagement opportunities. The Independence Parks & Recreation Department, Water Pollution Control Department, owner of the Brookside Apartments and the Independence School District are also key stakeholders in the project. These entities will seek to identify and include underrepresented stakeholders such as the Iglesia de Dios Pentecostes located just west of Winner Rd. and NorthWest CDC.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The Truman Gateway Committee started meeting in 2011 to address shared concerns and a vision for reinvestment. This committee was established by the Maywood Merchants association but is more inclusive of property owners along the corridor such as the Independence School district, the Groves Senior Living Center, the Independence Economic Development Corporation, the Mt Washington Cemetary corporation, the City of Independence and residents on Truman Rd. In the past, the Maywood Merchants Association has spearheaded major infrastructure projects such as a Neighborhood Improvement District (NID) for the undergrounding of utilities, construction of sidewalks, and improvement of pedestrian-scale street lighting in the heart of the business district. The association also partnered with the City of Independence on a Transportation Enhancement project to complete streetscape enhancements along with the sidewalks from Winner Rd east to Hardy and the sidewalk project under the rail bridge at Hedges.

The project area begins at the Stone Arch Bridge on the western boundary of the City of Independence. In a complementary application, Jackson County is proposing that a green parkway continue west from the Stone Arch Bridge through the unincorporated segment of Truman Rd to I-435 and the City Limits of Kansas City. Together, these projects will enhance livability for all of the residents and business owners along the corridor.

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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

Contact Information

Contact Name:	Jared Gulbrasnon
Contact Title:	Planner
Contact Phone #:	816-346-0349
Contact Fax #:	816-346-0305
Contact Email:	jgulbranson@kcata.org

Project Budget:

Requested Funding:	\$120,000
Local Match:	\$30,000
Total:	\$150,000
(Requested Funding + Local Match)	

Project Information

Project Name: 3rd and Grand Multi-Modal Transportation Hub Area Planning

Project Location: 3rd Street and Grand Avenue in Kansas City, MO

Source of Local Match: KCATA, City of Kansas City, MO, Jackson County, MO

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

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The most current, adopted planning document for the 3rd and Grand project area is the Greater Downtown Area Plan (GDAP). GDAP was adopted by the Kansas City Council on March 11, 2010 and established five overarching goals for the Downtown area. These goals are:

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- 1.) Creating a walkable downtown
- 2.) Increasing employment
- 3.) Doubling the population
- 4.) Promoting sustainability
- 5.) Retaining/promoting safe, authentic neighborhoods

To achieve these goals the GDAP provides specific recommendations that will be addressed in this 3rd and Grand Multi-modal Transportation Hub planning effort, including the following:

- Support transportation options beyond the automobile
 - Enhance the development of connected mixed-use activity centers which serve as nodes for the transit system
 - Implement infrastructure improvements which support and attract future growth
 - Ensure an adequate transportation system for all modes to accommodate existing and future population and employment growth
 - Promote sustainable building practices and reinforce alternative modes of transportation and decrease dependency on single occupancy automobiles
 - Implement streetscape improvements
 - Implement strategies to improve the maintenance of public infrastructure and decrease long term costs
 - Create an inviting and well maintained public realm which generates activity
- (Greater Downtown Area Plan pp. 8-11, March, 2010)

This planning project would work to assimilate the proposed transportation options for the future commuter rail and streetcar with existing services along with the vision and recommendations of the Greater Downtown Area Plan, and strive to achieve many of the goals identified through the study outcomes. This project will also support the City of Kansas City's Comprehensive Plan, FOCUS, MARC's Transportation Outlook 2040, as well as Smart Moves.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The 3rd and Grand Multi-modal Transportation Hub Planning Project will help in promoting travel choices for several modes of transportation. Planning for a future multi-modal facility at 3rd and Grand will integrate existing KCATA bus transit and MAX BRT service, future streetcar and commuter rail services, trails, bicycle, park and ride opportunities, and enhanced pedestrian amenities. By planning to make this critical transportation node compact, efficient, and safe it will help to make transit by all modes more convenient and attractive to current and future public transit riders, and will provide more travel choices for commuters and residents of the surrounding neighborhoods.

According to the Kansas City Greater Downtown Area Plan,

"many people will walk if there is a direct, continuous, safe, pleasant and secure route for doing so. People will ride bicycles if they can do so safely. People will use public transit if it is convenient and pleasant and there are pedestrian connections between the transit stop and the destination. People will use modes of transportation besides the automobile if the other modes provide reasonable options. Moving about the city requires attention to, and integration of, many different ways of moving from place to place" (Greater Downtown Area Plan p. 35, March, 2010).

This project would endeavor to plan for just such an integrated, safe, and attractive node that will promote greater travel options and choices.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

This project would promote sustainable land use patterns by reusing the existing transit facility at 3rd and Grand for the development of a new multi-modal transportation hub. Plans developed in this project would examine ways to incorporate a mix of uses both within and surrounding the new multi-modal center. Plans would not only integrate the operations and connections of the various modes of transportation to be accommodated at the center including; bus, streetcar, commuter rail, park and ride, bicycle and pedestrian, but how to make the area surrounding the facility easily walkable and bicycle friendly. The planning work would detail strategies to develop a multi-modal transportation center that would be well integrated with the adjacent neighborhoods and land uses.

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11) Describe how the project includes a robust citizen engagement component.

The project will build off of the extensive public engagement conducted as part of the Downtown Corridors Alternatives Analysis examining streetcar alternatives, as well as the Jackson County Commuter Corridors Alternatives Analysis looking at future commuter rail options from eastern Jackson County. From these two planning efforts a series of public meeting have been held in the River Market area and other locations across the Kansas City Metro region that showed the 3rd and Grand area as a connection interface between the two project and existing transit services.

Public engagement for this planning project would seek input on developing a more detailed plan for the multimodal transportation hub from the residents, business owners, and property owners in the River Market, Columbus Park, and Downtown areas, as well as potential future patrons of the new transportation facility. This input will be used to help layout the future multi-modal facility in a way that best serves the end users in a convenient, safe, and attractive manner for all modes of transit merging at this high density, mixed use node.

12) Describe how the project advances environmental stewardship and improved public health.

Planning for the 3rd and Grand Multi-modal Transportation Hub would include elements that promote environmental stewardship. Plans would detail best practices in construction and operation of a facility that would be environmentally friendly and promote sustainability. Plans may include opportunities for LEED certification of the facility, innovative methods for storm water management and the use of native plantings around the facility.

Pedestrian and bicycle amenities in and around the transportation hub will make walking and biking more safe and enjoyable. Planning for these accommodations improve walking and biking to transit connections, and, in turn, can give citizens more active and healthy transportation options.

13) Describe how the project supports investment in areas with existing infrastructure.

This project would help to maximize the reuse an existing Kansas City Area Transportation Authority facility for development of the 3rd and Grand Multi-modal Transportation Hub. This project would likely be constructed on existing KCATA property or within the City of Kansas City's right of way, details of which will be developed in this planning effort.

14) Describe how this project and outcomes relate to transportation issues.

The 3rd and Grand Multi-modal Transportation Hub Planning Project relates directly to the future of transit and transportation operation in the downtown and River Market areas of Kansas City. Future development of a multi-modal transportation hub at the existing 3rd and Grand facility would integrate existing KCATA bus transit service, future streetcar and commuter rail services, trails, bicycle, park and ride opportunities, and provide enhanced pedestrian amenities. This plan will also evaluate increases freight truck and automobile volumes in the area that may be generated by a higher intensity land use at 3rd and Grand than exists today. To make this critical transportation node compact, efficient, and safe, planning efforts will focus on making multi-modal transportation options more convenient and attractive to current and future public transit riders, and providing more coordinated travel choices for commuters and residents of the surrounding neighborhoods.

As both the streetcar planning effort and commuter rail study have called for the 3rd and Grand area to be the common connection point for their services, it is highly important that detailed planning is conducted to integrate these and other modes of transit as seamlessly as possible.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the project is located in the vicinity of 3rd Street and Grand Avenue in the River Market area of downtown Kansas City, Missouri and is on the list of MARC's activity centers and redevelopment areas.

16) Does the project serve a future transit corridor?

This project will serve several future transit corridors as well as established transit corridors. The 3rd and Grand Multi-modal Transportation Hub project would serve the future Jackson County commuter rail corridor and the downtown streetcar corridor. Today the 3rd and Grand Park and Ride serves the established Main Street MAX Bus Rapid Transit Corridor along with local bus routes. Please see project maps included in the Supplemental Information section of the application.

Partnership

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17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

For this project the Kansas City Area Transportation Authority, City of Kansas City, Missouri, and Jackson County, Missouri will continue a partnership that was formed over a year ago to study enhanced transit options in downtown Kansas City corridors as well as commuter corridors to eastern and south-eastern Jackson County. The downtown transit study concluded that a streetcar serving the Main Street corridor, terminating at 3rd and Grand and Pershing and Main, would best meet the transit needs of the corridor. The Jackson County commuter transit study concluded that commuter rail serving eastern Jackson County, terminating at 3rd and Grand, would best meet the goals and objectives outlined in the study's purpose and need.

This partnership has worked very well since these two transit studies were initiated. This planning project would help give highly detailed information as to exactly how these two modes would integrate and work together to provide the most seamless connections possible. To show their support and commitment to this project, each of the three partner organizations (KCATA, KCMO, Jackson County) will commit \$10,000 to make up the \$30,000 needed for the 20% local match requirement for a \$120,000 grant request. Please see the attached letters of support from the partnering entities in the Supplemental Information Section of the application.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

There have been several examples of local activities recently that have shown a commitment and need for this planning project. In July, 2012, the City of Kansas City was successful in the formation of a Transportation Development District that will be needed to generate the revenue to finance the construction and ongoing operation of the planned streetcar line through downtown. Along with this, KCMO recently requested funds through the Surface Transportation Program at the Mid-America Regional Council for the procurement of streetcar vehicles, as well as a Congestion Mitigation and Air Quality funds for streetcar stations. These requests and financial obligations show a strong commitment to implementation of the streetcar project and the need to conduct more in-depth planning analysis for a 3rd and Grand Multi-modal Transportation Hub. To complement this progress, Jackson County continues to develop and refine plans for the commuter rail alternatives. The County is also sponsoring an ongoing transportation education campaign to help raise public awareness to the benefits of a robust public transportation system in Jackson County.

KCATA is committed to working with the City of Kansas City and Jackson County on this project. Coordination between all three entities will be critical for a successful project that integrates existing transit services and future transportation options that will serve as a multi-modal transportation hub and activity node for the neighborhood as well as the City.

All of the above activities illustrate a clear commitment to this project. Each of the partnership agencies have able staff to implement and complete the proposed planning project and will have complementary support in the form of professional consulting services.

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Applicant Information

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

Contact Information

Contact Name:	Mark Sherfy
Contact Title:	Transportation Manager
Contact Phone #:	913-742-6280
Contact Fax #:	913-248-2314
Contact Email:	msherfy@cityofshawnee.org

Project Budget:

Requested Funding:	\$150,000
Local Match:	\$37,500
Total:	\$187,500

(Requested Funding + Local Match)

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.
Source of Local Match:	City of Shawnee and Johnson County Transit funds

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.
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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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

Yes, the Community Connections—Neiman Road Study is consistent with the following local planning efforts previously or currently undertaken:

- *City of Shawnee Comprehensive Plan (Chapter 8 – “Street Standards, Circulation Plan, and Transit Plan”)
- *Shawnee Downtown Action Agenda (Hyett Palma, 2002)
- *Shawnee Downtown Design Guidelines (Treanor Architects, 2003)
- *Johnson County Transit Strategic Plan (2011 Update)
- *Creating Sustainable Places Corridor Planning (Currently in progress)

Shawnee views the Community Connections—Neiman Road Study as the next step to enhance existing planning and visioning for downtown Shawnee and connects the downtown along Nieman Road to the Shawnee Mission Parkway corridor. This project fosters recently adopted policies in 2009 by the Shawnee Governing Body in the City’s Comprehensive Plan. Language added to the Comprehensive Plan specifically encourages “Complete Streets” elements in public and private development projects. Chapter 8, “Street Standards, Circulation Plan and Transit Plan” added the following goals to the Plan text:

- * “To encourage convenient mobility options that foster economic development, are sustainable, and environmentally sensitive.”
- * “To promote and foster transportation alternatives that include additional bus routes into adjoining communities, as well as the Kansas Speedway, Village West, and other adjacent trade areas to the north in Wyandotte County.”
- * “To encourage new development and re-developing areas to provide transit infrastructure such as Park & Ride designated parking areas, bus passenger kiosks, and bicycle lockers.”

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These goals aim to provide a “transportation network that promotes safe and convenient access and travel for users including pedestrians, bicyclists, motorists and transit riders”.

Additional local land-use plans for the area include the 2002 Hyett Palma study known as the “Shawnee Downtown Action Agenda” and the later 2003 Shawnee “Downtown Design Guidelines.” These studies specifically planned for downtown Shawnee identified the need for increased density in housing choices, recommended strategies for four (4) pedestrian districts and developed a plan to enhance pedestrian sidewalks and streetscapes.

Finally, The Community Connections—Neiman Road Study lays the groundwork for planning (and eventual implementation) of transit and pedestrian improvements at Nieman and Shawnee Mission Parkway—a node that is currently being studied as part of the six corridor analysis underway as part of MARC’s Creating Sustainable Places project. Linking downtown Shawnee to Shawnee Mission Parkway is critical in order to maintain a community-based transit service to serve specific local needs, and support access to local goods, services and employment locations in the City and areas beyond. The Community Connections—Neiman Road Study, furthers planning efforts by providing steps to make the Neiman Road area an effective and inclusive transportation network that works in tandem with the land-use planning done in the area.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

Presently, there are provisions provided through different planning documents for transportation choices along and on both ends of the Community Connections—Neiman Road Study that would be enhanced through this effort. These transportation alternatives to the automobile include transit, pedestrian and biking options. The way each of these choices is promoted is as follows:

Promotes Transit Choices: The Nieman and Shawnee Mission Parkway node is a location where two Johnson County transit routes currently intersect. The Community Connections—Neiman Road Study would evaluate the feasibility for a transit stop or future transit transfer points, as well as identify locations and needs for optimal transit appurtenances.

Promotes Pedestrian Choices: The signalized intersections on each end of the Study area currently have pedestrian signals with crosswalks. Sidewalks are also already provided on both sides of the street. This Study would evaluate pedestrian improvements such as intermediate refuge at the signalized intersections or a mid-corridor pedestrian crossing location to promote better pedestrian activity along Nieman Road.

Promotes Bicycle Choices: Nieman Road (north of the project area) is identified as a Share the Road route on the City’s “Bicycle Routes and Trails Future Plan”. The Community Connections – Nieman Road Study would evaluate the feasibility of on-street bicycle lanes or a residential recreational trail along this corridor. This would serve to further connect the area to the City’s bicycle master plan.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The Community Connection—Nieman Road study promotes sustainable land use patterns through enhanced mobility between Shawnee’s downtown and the transit node at Nieman and Shawnee Mission Parkway. Mobility in this case should not simply be focused on “getting somewhere”. The transportation system and surrounding development pattern must not only be designed to get you to the place, but should be designed to be “the place.” The neighborhood scale of the study area calls for a plan that overlaps the local street network with transit, pedestrian and bicycle connections tying previous land use planning with transportation. Development of this nature is sustainable because it will reduce reliance on the automobile, promote healthy life choices through enhanced walking and biking opportunities, and will link City Hall, the community pool and surrounding development areas to Shawnee Mission Parkway- our major transit corridor.

The project will enhance current conditions that lend themselves to sustainable redevelopment in the area. The City’s downtown and Nieman area is a diverse mix of retail, office and residential uses that include garden apartments, townhomes, and single-family residences. Single family home values and residential rental rates in this area of the City are lower than median rates for Shawnee as a whole, and provide affordable price points for a diverse choice of housing types. Bluejacket Lodge, an affordable high-rise residence specifically targeted for seniors, is also located approximately two blocks from the Johnson Drive and Nieman intersection.

Adopted downtown design policies established in 2002-2003 encourage mixed use, and promote a pedestrian-friendly design pattern. Established design guidelines encourage buildings to be oriented to the street, and promote human-scale development that relates in size and scale to the people who live, work and shop in the downtown area.

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Additionally, the project area is zoned TSQ (Townsquare). This zoning district permits mixed use, and encourages zero setbacks from the right-of-way for buildings that provide pedestrian sidewalks and pavilions to the public sidewalk system. This zoning lends itself to redevelopment that combines residential with office and retail in the areas around City Hall, and southward on either side of Nieman Road.

11) Describe how the project includes a robust citizen engagement component.

Shawnee recognizes the importance active community participation plays in any long term planning and visioning process. Engagement and inclusivity are paramount to any process if a community hopes to move beyond a plan by making that plan a reality. The City of Shawnee recognizes that there are active community groups in this area that are already engaged and will be further engaged in our community. These groups include our Shawnee Downtown Partnership, Downtown Business Association, as well as community members that will participate in the Creating Sustainable Places corridor planning process that is in close proximity to where the Community Connections-Nieman Road Study will be.

Additionally, there are Neighborhood Focus Areas that fall within this area that we will engage and seek input from. These neighborhoods typically have qualified for CDBG project funding and bring in a diverse mix of demographics to the table. The City is currently looking at ways to better engage these neighborhoods and will build in support of this initiative (Community Connections-Nieman Road Study) as part of our outreach and engagement process. The City will also be reaching out to these Neighborhoods during the Creating Sustainable Places initiative and hopes to build on the energy from that process to energize the Community Connections-Nieman Road Study.

Finally, we will build off the outreach tools and lessons learned from the Creating Sustainable Places outreach and equity components to further enhance our engagement efforts.

12) Describe how the project advances environmental stewardship and improved public health.

The Community Connections-Nieman Road Study will continue to look at connectivity of our downtown to the Nieman and Shawnee Mission Parkway node with an eye for environmental stewardship and public health. If we were to obtain this planning grant, we would concentrate our broader sustainable goals as discussed above into a focused neighborhood scale plan geared towards clear implementation processes. These broader goals to be focused include our priority to include complete street elements, tying in our bike master plan, promoting transit use that connects our community to our neighbors through local routes and enhancing walkability in the area.

Increasing the alternative transportation options of biking, walking, and transit lend themselves to having healthy and active lifestyle that promotes public health. Additionally, by putting more people on buses, bikes and walking we anticipate a reduction in vehicle emissions. Reducing car emissions also aids in improved public health by improving air quality.

Finally, we would seek stormwater solutions that are natural in design. Specifically, we would be interested in looking at the open drainage channel at the southern section of the Nieman Road area and any potential it may have for a return to a more natural state. Other natural improvements we would like to see incorporated include street plantings that would aid in the more natural purifying of stormwater runoff. Air quality will also be enhanced with plantings and street tree designs that would come out of this process. Plantings will also help with urban cooling.

13) Describe how the project supports investment in areas with existing infrastructure.

Nieman Road between Johnson Drive and Shawnee Mission Parkway lies within the heart of the City's original downtown area dating back as far as 1856 when the City was first established. Many homes and businesses surrounding the Nieman Corridor date back to the early 1900's. Over the years, Nieman was widened to accommodate increased traffic volumes, but often to the detriment of other modes of transportation. Its present four-lane configuration was constructed in the 1980's.

The Nieman Road Study area is not on some suburban fringe. This proposed study, and resulting redevelopment/infill will define the term "anti-sprawl." This study is very much a tool to encourage sustainable investment to redevelop this area and to further enhance it with better transportation alternatives. The study will evaluate existing right-of-way widths and determine the best future uses of that area including a review of road dieting. The hope is that by adding well-planned, mixed-use density with multi-modal transportation choices to the Nieman Road area, the central core will follow to sustain itself for decades into the future.

Benefits of funding a project in this area are two-fold. First, the proposed Community Connections project would build on planning efforts already completed (and partially implemented) since 2002, and would supplement the Creating Sustainable Places Node planning effort that is currently underway. Today, these previous planning efforts for enhanced pedestrian and streetscape improvements on Nieman Road terminate at 59th Street (one block south of Johnson Drive). Funding this first Community Connections project will fill the planning gap that exists between the Nieman and Johnson Drive intersection and the Nieman and Shawnee Mission Parkway node.

Second, the proposed project is in an area where infrastructure has been constructed to accommodate a suburban traffic pattern, which has been maintained for more than 50 years. There have been internal discussions in the past about focusing aspects of the "Shawnee Downtown Action Agenda" for further implementation. These discussions have included consideration of a potential "road diet" for Nieman that reduces it from four lanes to a three-lane collector. The reduction in pavement width could facilitate on-street parking, bicycle lanes, streetscape/stormwater quality elements, transit stops, and enhanced pedestrian amenities. Feasibility of such changes cannot be determined until an appropriate design study has been completed.

Community Connections—Nieman Road will lay the foundation to restore the Nieman Road vicinity to a more traditional downtown form. This project only calls for enhancements to the existing infrastructure system. Funding this planning project would provide the "legs" that would allow for

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southward expansion of pedestrian and streetscape improvements that were completed by the City in 2006 which terminate at 59th street. Finally, it will provide the added element of tying the previous land use planning to more transportation planning choices and clearer implementation steps.

14) Describe how this project and outcomes relate to transportation issues.

Despite Nieman Road being an existing bus route with four traffic lanes, complete sidewalks on each side, and pedestrian accessible traffic signals, there are transportation issues that may be improved.

In early 2012, Johnson County Transit (The JO) met with the City of Shawnee to discuss a West Shawnee Mission Parkway Transit Planning Study nearly bisected by Nieman Road. The JO had identified Shawnee Mission Parkway as a key transit corridor in need of additional study for expanded transit service concepts, feasibility of route transfer stations, phased bus stop improvements/appurtenances, and preliminary alternatives analysis work. Among advancing the planning for increased transit options for this area, the study hoped to open the area to future TIGER fund opportunities.

In the spring of 2012, despite all time high ridership numbers, The JO faced difficult budget decisions impacting existing service levels and routes. While continued planning remains vitally important, there are more pressing operations issues at this time; but, Johnson County Transit is committed to working with the City on this project.

The Community Connections—Nieman Road study seeks to incorporate some of the work that would have been addressed by The JO's proposed Transit Planning Study. Potential outcomes from the completed scope of the Community Connections – Nieman Road Study could include:

- * Potential suitable locations for scalable on-street transit stations in downtown Shawnee for Route 546/D – Johnson-Quivira
- * Potential suitable locations for scalable transit transfer stations at the Nieman and Shawnee Mission Parkway node, and/or a park-and-ride function
- *One or two locations along the Nieman corridor for improved bus stops

In addition to providing a potential basis for future engineering and design of transit stations, the project would provide other positive transportation outcomes including:

- *Potential recommendations for appropriate pedestrian intermediate refuge islands on Shawnee Mission Parkway;
- *Proposed pedestrian sidewalk enhancements along the corridor, including the feasibility of a designated future midblock pedestrian signal in the corridor;
- *Potential for increased vehicular safety in the event a road diet that includes a dual use left turn lane can replace the current four lane cross section;
- *Designation of future opportunities to consolidate the many vehicular access locations along Nieman; and
- *Recommendations for on-street bicycle lanes, or a residential recreational bicycle trail in the corridor which would expand the City's existing master bicycle plan and provide the multimodal community connection we seek for this area of Shawnee

Each of these items are intended to be addressed with this work.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The Community Connections—Nieman Road Study location on the Shawnee Mission Parkway Corridor, and its proximity to both I-435 and I-35 place it at the hub of several (six) Activity Centers. The Nieman/Shawnee Mission Parkway intersection is designated as a "Neighborhood" activity center on MARC's inventory of Land Use Activity Centers. The other five of six Activity Centers in close proximity include:

1. The designated "Urban Regional Center" located approximately 4 miles to the west on Smart Moves fixed route at the intersection of I-435 and Shawnee Mission Parkway;
2. The "Community" activity center area located approximately 2.5 miles to the west at the intersection of Lackman and Shawnee Mission Parkway;
3. The "Community" activity center area 0.5 miles to the west at Quivira and Shawnee Mission Parkway;
4. The "Neighborhood" activity center located approximate 0.5 miles to the east at Switzer and Shawnee Mission Parkway;
5. and the "Community" activity center located 1 mile to the east at Merriam Town Center (I-35 and Shawnee Mission Parkway).

All of these activity centers link to the project area by way of Shawnee Mission Parkway which is a "Major fixed-route" on MARC's Smart Moves Kansas City Regional Transit Vision.

16) Does the project serve a future transit corridor?

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Call for Projects

Yes, this area connects directly to The Smart Moves Kansas City Regional Transit Vision fixed route service corridor—Shawnee Mission Parkway. This corridor has activity nodes located both east and west of Nieman Road and the south end of the study area is designated as a “Neighborhood Activity Center”.

This project area also serves two transit corridors in The JO system. The JO Route 546/D Johnson – Quivira, follows the entire study corridor with a scheduled stop at Johnson Drive and Nieman Road and serves 116th and Renner, Johnson County Community College, Oak Park Mall along with downtown Shawnee and downtown Mission. The JO Route 678/S - Shawnee Xpress, is one of the fastest growing JO Routes using Shawnee Mission Parkway to connect K-7 highway with downtown KCMO and Crown Center/Union Station.

The study’s goal of encouraging sustainable redevelopment along Nieman Road with better transportation choices will only add to the vitality of the area.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Shawnee will build upon its current relationship with Johnson County Transit (The JO) on this project as we have agreed to both contribute funding for the local match of the project. This partnership will insure that the project not only meets the needs and expectations of the City, but also the needs of The JO. Bringing the staff and resources of the City and The JO together will provide more expertise to the process. A letter of support has from The JO has been submitted with this application.

As mentioned throughout this application, the City of Shawnee has a strong partnering relationship with the City of Shawnee Downtown Partnership which meets on a quarterly basis. Shawnee City Hall itself is located downtown and serves on the Downtown Partnership committee. This committee consists of many of the area business owners, among others, and meets on a scheduled quarterly basis and did not have a meeting scheduled during the Planning Sustainable Places application period. As this project would be expected to positively impact the downtown area, the Downtown Partnership would play a valuable role in the planning process and will be ready and willing to do. This committee will serve as a tremendous benefit for this project.

The City of Shawnee governing body is aware of the Creating Sustainable Places work underway at Shawnee Mission Parkway and Nieman with one Councilman serving on the project Steering Committee. A letter of support from Mayor Jeff Meyers has been submitted.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

In the past ten years, the City has drastically accelerated planning and community engagement efforts in the proposed project area. The City of Shawnee has done this by completing recommended pedestrian improvements of the first-phase pedestrian zone, implementing neo-traditional design guidelines, and updating goals in the Comprehensive Plan that encourage sustainable development. The intent is to enhance streetscape elements in the other pedestrian zones identified in the “Shawnee Downtown Action Agenda” (Hyett Palma Study) as funding becomes available.

Since adoption of the 2002 “Shawnee Downtown Action Agenda” and supplemental “Downtown Design Guidelines” (2003, Treanor Architects) by the Governing Body, two mixed use retail/office/loft developments have been constructed that upon completion of all phases will add 7 residential lofts above more than 10,000 square feet of retail/office space in the downtown area. While small in scope, this project was a giant leap in City efforts and thinking about transformation of the downtown land use mix and development pattern. Besides the new infill development, there are significant redevelopment opportunities (vacant and underutilized properties) along the Nieman Road Study area southward toward the Nieman and Shawnee Mission Parkway node.

To foster public involvement in government and development processes, the City also created the Shawnee Downtown Partnership (SDP) in late 2002. The SDP exists for the purpose of aiding, promoting, and encouraging the enhancement of Downtown Shawnee. Members are Downtown business owners and other community leaders who share an interest in the growth of Downtown. Maintaining a positive image is important to the City and the Shawnee Downtown Partnership. Because of this, the Shawnee Downtown Improvement Program was created.

The Shawnee Downtown Improvement Program, based on a Kansas Neighborhood Revitalization Act, is an overlay area that is eligible for 4 key financial incentives: The Loan Incentive Program (Façade), Business Loan Program (Expansion), Downtown Improvement Grant (\$5,000) and the Downtown Improvement Incentive (Tax Rebate Program).

As a result of these programs and continuing commitment of the Governing Body, over \$42,900,000 in public and private investment has been undertaken in the KNRA zone that overlaps the Community Connections—Nieman Road Study area. To date, 31 properties participate in the tax rebate program, including 18 commercial properties and 13 residential properties. The Governing Body has also taken recent action to maintain these incentives for another 10 years.

All of these efforts are aimed at creating a three-tiered social, economic, and environmental development strategy that augments cohesive (re)growth that connotes a sense of place, is high-quality and long-lasting.

Planning Sustainable Places Program 2012

Call for Projects

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Heping Zhan
Contact Title:	Manager of Long Range Planning
Contact Phone #:	816-969-1609
Contact Fax #:	816-969-1619
Contact Email:	Heping.Zhan@cityofls.net

Project Budget:

Requested Funding:	150,000.00
Local Match:	\$40,000.00 City Match and \$ 25,000.00 Private Match
Total:	225,000.00
(Requested Funding + Local Match)	

Project Information

Project Name:	View High Sustainable Development Plan
Project Location:	I-470 and View High Dr
Source of Local Match:	City general fund and Happy Valley Properties LLC
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.

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

The Citys current 2005 Comprehensive Plan calls for a mixed use of retail and office as primary uses on privately owned properties at the northeast corner of the interchange and recreational uses on City owned property. Jackson County owned properties are categorized as natural preserves. To promote and accommodate MARCs regional sustainable development initiatives, in March of 2012, Lees Summit Planning Commission adopted a Comp Plan amendment (Res. #12-03) to officially designate this area as one of two potential TOD development locations. This proposed project will be consistant with the Citys Comprehensive Plan.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question? ☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Planning Sustainable Places Program 2012

Call for Projects

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The plan area, though primarily undeveloped currently, has the advantage of direct access to I-470 at View High interchange and directly backs up to the Rock Island railroad. Both I-470 and Rock Island Rail Line are part of MARCs Smart Moves regional transit corridors. Currently there are existing pedestrian/bike facilities (Shared Use Trails) bordering the project area along View High Drive from I-470 to the south. Due to the strategic location of this planning area and the fact that the area is primarily undeveloped, this plan will promote multi-modal transportation connections to the regional as well as local networks and will improve bicycle and pedestrian connectivity, movement and safety. The multiple modes of transportation consist of a commuter rail or bus rapid transit (BRT) along the Rock Island Rail Line, and a diverse trail system for pedestrian and bicycle use. The trail connections will be integrated with the KCMO Bicycle/Pedestrian Friendly Communities Action Plan and the MetroGreen multi-use trail system. Future roads and boulevards to be developed in this area will apply the City's Livable Streets policies.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The plan area is envisioned to consist of a sustainable land use pattern integrating a well balanced mix of commercial, office, affordable housing, and recreational development. The future development will promote a transit-oriented district, as already established in the current Lees Summit Comprehensive Plan, along the Rock Island corridor. Overall, the development pattern will promote walkability within and around the development site area and will promote choice travel options. The project will also reinforce the concept of bringing residence, employment, services and recreation together in proximity.

11) Describe how the project includes a robust citizen engagement component.

This project will include a strong citizen engagement component with an emphasis on target areas of the underserved population. An example of a citizen participation process will include open houses for stakeholders such as residents, homeowner associations, developers, and property owners of vacant properties within the area as well as those along the Rock Island corridor. Other public participation efforts will include web-based information such as Mindmixer, public media channels such as government TV and news releases, ads in newspapers, city publications, utility bills, and door hangers. The project sponsor will ensure that the process is completely open and the public has opportunities for participation throughout the entire process.

12) Describe how the project advances environmental stewardship and improved public health.

This project will consist of a significant recreational component that will promote public health and sustainable development practices. This greenfield development will involve the reclamation of undevelopable land, restoration of natural habitat, and preservation of natural channels, flood plains, and open space while enhancing human activities in relation to the ecological environment. The development site will also consist of alternative forms of energy such as solar power, wind energy, and energy efficient mechanical systems to minimize natural resources consumption.

13) Describe how the project supports investment in areas with existing infrastructure.

Currently, this project area has existing infrastructure of sanitary sewer and water lines as well as direct access to the I-470 interchange at View High Dr. The existing regional trail system MetroGreen runs through the project site along both the Little Blue River and Cedar Creek. Also, there is a single use trail along View High Dr. However, additional public and private investments will be needed as the area is developed to provide needed improvements to the infrastructure.

14) Describe how this project and outcomes relate to transportation issues.

The outcomes of this planning effort will promote multi-modal transportation connections to the regional as well as local networks and will improve bicycle and pedestrian connectivity, movement and safety. The multiple modes of transportation will consist of a commuter rail or bus rapid transit (BRT) along the Rock Island Rail Line, and a diverse trail system for pedestrian and bicycle use. The trail connections will be integrated with the KCMO Bicycle/Pedestrian Friendly Communities Action Plan and the MetroGreen multi-use trail system. Future roads and boulevards to be developed in this area will apply the City's Livable Streets policies.

Project Location

Planning Sustainable Places Program 2012

Call for Projects

15) Does the project serve an activity center on MARC's list of activity centers?

The project area is primarily undeveloped currently, therefore, not in a MARC identified existing activity center, nor does it directly serves an existing activity center. With proactive and proper planning before development occurs in the area, this location will become an innovative, powerful and sustainable mixed-use center that implements MARCs Creating Sustainable Places strategies.

16) Does the project serve a future transit corridor?

View High has several arterials that serve a future transit corridor for MARCs Smart Moves program. These corridors are I-470, View High Dr., and Rock Island. The Rock Island Rail Line is also a Jackson County Alternative Analysis Corridor.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

There has been a strong collaboration between the City of Lees Summit and Happy Valley Properties, LLC over the past 2 years or so regarding the future development of this area. This partnership will continue through this planning effort and beyond with the City-owned property of 77 acres as an integral part of the master planning and development of this project. Kansas City, Missouri has also been actively involved in the planning efforts and will continue to support future efforts. Happy Valley Properties is contributing \$35,000 towards the local match for the grant. In addition, the project has received support from the following agencies/organizations: The Lees Summit Economic Development Council, and the Lees Summit Gateway Business Alliance. The City also keeps close working relationships with Kansas City, Missouri, Jackson County and MoDot. (See attached letters of partnership/support)

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City of Lees Summit and its partners are committed to the successful implementation of the development concepts, strategies and recommendations as a result of this planning study. This commitment, which has previously demonstrated through the level of collaboration between partners and actions taken so far, has shown faith and confluence in achieving the goal of long-term sustainability and resiliency at this location.

Previously, Lees Summit has demonstrated strong commitment through the successful implementation of past development studies throughout the City. Examples of such development projects include Chapel Ridge, Summit Woods, and Summit Fair.

For this application, the City of Lees Summit will be combining public and private financial resources to provide a minimum of 50% toward the Study.

Letters of support are attached from City Manager Steve Arbo and Happy Valley Properties. The letter of agreement between Happy Valley Properties and the City of Lees Summit demonstrates commitment in obtaining control of properties in the View High project area. In a continued show of faith to further enhance the projects probability of success beyond the initial study, the City has agreed to the issuance of bonds in order to improve the current conditions of View High.

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Heping Zhan
Contact Title:	Manager of Long Range Planning
Contact Phone #:	816-969-1609
Contact Fax #:	816-969-1619
Contact Email:	Heping.Zhan@cityofls.net

Project Budget:

Requested Funding:	150,000.00
Local Match:	35,000.00
Total:	185,000.00
(Requested Funding + Local Match)	

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
Source of Local Match:	City general fund

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.

Project Summary

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.

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The current 2005 Comprehensive Plan with a major amendment in September 2005 (Res. \$05-03) designated this area as a Planned Mixed Use (PMIX) district. The primary goal of the 2005 amendment to the Comprehensive Plan for this area was to ensure that any new development and redevelopment will be required to be master planned and will promote sustainable development concepts and support regional efforts in development of quality places.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

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If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The plan area has the advantage of direct access to both US 50 Hwy and M-291 within proximity of AmTrak Station. However, this area is currently served by only automobiles and does not provide safe and easy access for bicycles and pedestrians.

Consisting of green development and redevelopment, US 50/M-291 area plan will promote multi-modal transportation and will implement a more seamless integration of pedestrian connectivity. The multiple modes of transportation consist of a commuter rail such as bus rapid transit (BRT) along the existing Rock Island Rail Line, and a diverse trail system for pedestrian and bicycle use. The trail connections will be integrated with Lees Summits Greenway Master Plan. Future improvements to the transportation system in the area will apply the City's Livable Streets policies.

The Bailey Road connection between Hamblen and M-291 is already in its design phase and the construction is anticipated to be completed by the City by the end of 2014. This improvement demonstrates the City's commitment to multi-modal transportation enhancement in the area.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

This plan area will consist of sustainable land use integration with residential and commercial development. The transit-oriented land use pattern will promote mixed-use and high density development. Well integrated land uses will increase pedestrian activity such as walkability and further incorporate bicycle connections. This area has an employment center focus. Although a majority of the current land use is industrial/heavy industrial, the US 50/M-291 Redevelopment Activity Center Plan will explore the development of clean and high-tech industry types. The plan area will be a great source of employment for the expected increase in the professional and technical services industry. Residential land use is the secondary focus of the project. Residential land use will consist of well diversified housing types including affordable housing and senior assisted living units.

11) Describe how the project includes a robust citizen engagement component.

This project will include a strong citizen engagement component with an emphasis on target areas of the underserved population. An example of a citizen participation process will include open houses for stakeholders such as residents, homeowner associations, developers, and property owners of vacant properties within the area as well as those along the Rock Island corridor. Other public participation efforts will include web-based information such as Mindmixer, public media channels such as government TV and news releases, ads in newspapers, city publications, utility bills, and door hangers. The project sponsor will ensure that the process is completely open and the public has opportunities for participation throughout the entire process.

12) Describe how the project advances environmental stewardship and improved public health.

The US 50/M-291 Redevelopment Activity Center Plan will promote public health and sustainable development practices through redevelopment and greenfield development efforts. Redevelopment efforts will involve the reclamation of brownfield uses of Adesa, Calmar, and Pfizer sites. Greenfield development will utilize alternative forms of energy such as solar power and wind energy for ecological purposes.

Implementation of sustainable development and multi-modal transportation options will result in reduction in energy use, reduction of air, noise, water pollution and improvement of human health.

13) Describe how the project supports investment in areas with existing infrastructure.

Currently, the plan area of US 50/M-291 supports investment and reinvestment in an area that has existing infrastructure such as direct access to the US 50 and M-291 interchange and the collector system and the existing water and sanitary sewer infrastructure currently available for most of the existing developments. The City is currently making improvements to the sanitary sewer system that serves this area with \$1 million grant from the EPA. Adesa and Calmar at the north end of this plan area has sanitary sewer and water lines. The undeveloped areas to the south and east of the Pfizer building requires new sanitary sewer improvements for new development. Additionally, the City is already investing in building a road connection for Bailey Road between Hamblen and M-291 and the construction is anticipated to be completed by the end of 2014.

14) Describe how this project and outcomes relate to transportation issues.

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Call for Projects

While enjoying direct access to a major highway interchange, currently, this area has many challenges as far as transportation is concerned. Missouri Department of Transportation (MODOT) has identified the replacement of this bridge as a priority in 2040 Transportation Outlook Plan. In the meantime, the City has been working towards improving local connections as well. Bailey Road connection to M-291 is under design and will be completed in 2014 with City bond funds. The outcomes of this planning effort are anticipated to lay out a long term comprehensive strategy towards multi-modal connectivity and mobility.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

US 50/M-291 serves as an activity center on MARCs Planning Sustainable Places Program.

16) Does the project serve a future transit corridor?

The Rock Island Rail Line serves as a future transit corridor for MARCs Smart Moves program. The Rock Island corridor is also under consideration as part of the Jackson County alternative analysis corridor study.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

There has been a strong collaboration between the City of Lees Summit and the major property owners and partners including Exergonix and University of Central Missouri recently. Other agencies and organizations that support this project include the Lees Summit Economic Development Council and the Lees Summit Gateway Business Alliance. The City also keeps close working relationship with Missouri Department of Transportation regarding future land use, development/redevelopment and transportation improvement needs.
(See attached letters of partnership/support)

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Currently, the City has a strong support of partners that demonstrate a great commitment toward implementation. The City of Lees Summit is committed with a local match of its own funds toward the Planning Sustainable Places Study. Previously, Lees Summit has demonstrated strong commitment through the successful implementation of past development studies. Examples of such development projects include Chapel Ridge, Summit Woods, and Summit Fair. The City of Lees Summit has been working with Exergonix regarding acquisition of properties and future planning and development efforts. Letters of support are attached from City Manager Steve Arbo and development partner Exergonix. The following development/improvements are examples of the City's commitment toward the ultimate implementation of this project. The Bailey Road improvement and connection to M-291, anticipated to be completed by the City by end of 2014, is funded by Bond Issue. The City also initiated a rezoning several years ago to change the area zoning to PMIX on Adesa property in order to accommodate sustainable mixed use. There was also a Comprehensive Plan amendment for this plan area to change land use designation to PMIX to strengthen the PMIX rezoning decision. In addition, the City of Lees Summit has included future infrastructure improvements of storm sewer, sanitary sewer, and water improvements of these areas to be integrated in the Capital Improvement Plan.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Doug Johnson
Contact Title:	Manager, GIS & Support Services
Contact Phone #:	913-895-6209
Contact Fax #:	913-895-5013
Contact Email:	doug.johnson@opkansas.org

Project Budget:

Requested Funding:	\$90,000
Local Match:	\$30,000
Total:	\$120,000
(Requested Funding + Local Match)	

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)
Source of Local Match:	\$25,000 - City of Overland Park; \$5,000 - Downtown Overland Park Partnership
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

Planning Sustainable Places Program 2012

Call for Projects

and to serve as a visual aide in policy discussions about how to move to implementation.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

For areas that are slated for redevelopment along the Metcalf corridor such as downtown Overland Park, the city's comprehensive plan references the Vision Metcalf plan which was adopted by the City Council in 2008. That plan specifically called for structured parking in the downtown area and included a large parking garage in its illustration of the downtown node. However, the Vision Metcalf document did not include any details on how structured parking should be designed, financed or integrated with other redevelopment activities. In addition, the city recently adopted a form based code for the downtown area which also explicitly referenced structured parking as a likely element of any major redevelopment project.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

a) Localized public engagement process:

The Vision Metcalf plan, which first proposed the idea of structured parking, contained an extensive public engagement process. That effort included neighborhood meetings at several locations along the corridor, design charrettes attended by a wide variety of community stakeholders, an interactive website where citizens could express their preferences, and several large public forums. All in all, several thousand people participated in one form or another.

b) Integrated land use, transportation and environmental strategies:

Again, the Vision Metcalf plan contained all of these elements. The land use component emphasized mixed-use developments at key nodes along the corridor with densities three to four times higher than current densities and with a form that de-emphasized the automobile and the parking lot. The transportation component emphasized multi-modal transportation options including mass transit, pedestrian and bicycle travel as serious alternatives to the automobile. While higher densities and multi-modal transportation options have their own environmental benefits, Vision Metcalf also contained a strong environmental message. One of the eight goals for Vision Metcalf was: "Make sustainability a theme of future development and redevelopment that guides land use and transportation decisions."

c) Detailed implementation plan:

Vision Metcalf included a variety of implementation recommendations including building prototypes, typical street sections, and land use recommendations. However, it was always understood that there would need to be follow-up studies that went into greater detail in determining specific implementation steps. The City has already started that process with the development and adoption of a Form Based Code to govern redevelopment projects. In addition, Overland Park is cooperating with the City of Mission and MARC to study the best ways to enhance bicycle and pedestrian access into the respective downtown areas.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

We believe that structured parking is a necessary prerequisite for the downtown area to have a significant increase in development density. It is this increase in density that will, in turn, promote multi-modal transportation choices. Walking, biking and using mass transit are all more feasible and enjoyable in areas that have more urban densities, as opposed to the relatively low densities that are common in Overland Park. For example, the success of the Metcalf bus route may well depend upon increases in density in areas like downtown Overland Park.

In addition, this study will evaluate parking garage options based on the potential for park-and-ride functionality in conjunction with the bus route that runs through downtown. The recommendations will also be integrated with the results of the study that is currently underway by Design Workshop on improving bicycle and pedestrian access in the downtown area.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

We believe that this proposed project would promote sustainable development in several ways:

1. Structured parking is essential to achieving the increased densities that were called for in the Vision Metcalf plan. Increased densities, in turn, will lead to less greenfield development on the edge of the metro area and to a more "walkable" downtown area that will reduce the need for multiple trips by car. By increasing density in an area that is already developed, it is possible to take advantage of existing streets, utility lines and public services rather than building new streets, new utility lines, new schools, new fire stations, etc. further and further out from the metro core.

Planning Sustainable Places Program 2012

Call for Projects

2. This study would also include a stormwater "best management practices" component to propose ways to lessen stormwater runoff issues that already exist in the area. The downtown area is surrounded by older, residential neighborhoods that have inadequate stormwater facilities. Consequently, all redevelopment proposals that significantly increase the amount of impervious surface area are currently required to provide on-site detention basins. Our goal with this study would be to evaluate the feasibility of having parking garages include large-scale detention, stormwater harvesting facilities, or a similar stormwater strategy to replace the inefficient, piecemeal approach that is currently in place and potentially improve the quality of stormwater runoff.

11) Describe how the project includes a robust citizen engagement component.

The general concept of structured parking has already been the subject of a great deal of public comment during the development of both Vision Metcalf and the Form Based Code. In each case, there was strong support voiced from the public and from downtown merchants. This proposed project would contain additional opportunities for public input as the details of parking garage options are explored. In particular, we would focus on getting involvement from property owners, businesses, and residents in the downtown area, along with representatives from the development community and the surrounding customer base of downtown shoppers. Since the core of this project would be to evaluate the advantages and disadvantages of various options, it might be appropriate to gather input through preference surveys (both online and in person) and through hands-on design charrettes.

12) Describe how the project advances environmental stewardship and improved public health.

This project would advance environmental stewardship in three ways:

1. The stormwater "best management practices" component has the potential to directly reduce downstream flooding issues and, depending upon the chosen solution, might also improve stormwater quality. In addition, by taking more of a district-wide approach to this problem rather than a site-by-site approach, there is the potential to be far more efficient in our use of land which bolsters our goal of achieving more urban development densities.
2. We view structured parking not as an end in itself, but as a necessary prerequisite for significantly increasing density in the downtown area. It is this increased density that will pay the greatest environmental dividends. A more intensive and economically vibrant downtown will reduce the need to convert farmland or natural areas on the perimeter of Overland Park into new developments and to further extend urban infrastructure to serve those developments. In addition, more intensively developed nodes are critical to the long-term success of mass transit lines like the one that runs along Metcalf and through the downtown area.
3. Finally, structured parking will allow an eventual reduction in the amount of surface parking which will improve the experience of walking in downtown. Reliance on surface parking increases the distance that people must walk to get from one place to another, and it decreases the enjoyment of walking because parking lots are basically dead zones that provide little visual stimulation. Structured parking will allow the businesses, farmers market, and public gathering places to define the character of downtown rather than parking lots. As downtown becomes more "walkable," more people will choose to walk instead of driving which will have both environmental and health benefits.

13) Describe how the project supports investment in areas with existing infrastructure.

This project is entirely focused on supporting redevelopment in an area that is already fully served by existing infrastructure. Downtown Overland Park began developing in the early 1900s and was essentially fully developed before the City of Overland Park was even incorporated. Our goal is to revitalize the downtown area with redevelopment projects that are more intensive and more mixed-use without the need to create new infrastructure for transportation, utilities, and municipal services. This type of redevelopment, however, needs to be supported with additional parking. Rather than expand the use of surface parking lots, the City is planning on using structured parking that can be directly integrated with redevelopment and which will make the area more pedestrian friendly.

14) Describe how this project and outcomes relate to transportation issues.

The majority of trips in the metro area are still made by car, which means that at each trip-end we must still deal with the issue of parking. The redevelopment efforts in downtown Overland Park are aimed at increasing density which in turn will increase the number of trips into and out of the area. This project is an attempt to address that increase in trips (and the accompanying increase in parking demand) in a way that is compact, efficient and supportive of the urban character that we are trying to create.

Secondly, an important aspect of this project is to evaluate how structured parking could support park-and-ride functionality for the bus route that currently runs through downtown. In addition, the increased density which structured parking would support would in turn set the stage for a potential increase in transit demand. The integration of parking and transit is an important component of our efforts to increase multi-modal travel.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Planning Sustainable Places Program 2012

Call for Projects

Yes. This project is focused entirely on downtown Overland Park which is one of MARCs defined activity centers. The goal of the project is to further its redevelopment potential for mixed-use, higher density development in line with the recommendations of Vision Metcalf and the principles of the Creating Sustainable Places initiative.

16) Does the project serve a future transit corridor?

Yes. Metcalf Avenue, which runs through the project study area of downtown Overland Park, is one of MARCs SmartMoves Regional Transit Corridors. In addition, this corridor was recently the subject of a TIGER grant for transit and pedestrian improvements in support of enhanced bus service from Johnson County Transit. This project would further support Metcalf Avenue as an important transit corridor by supporting the increased density that will make multi-modal travel a reality.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Overland Park is teaming up with the Downtown Overland Park Partnership (DOPP) for the funding of this grant proposal, and both organizations would play key roles in administering the project should the grant be awarded. DOPP is a not-for-profit corporation composed of downtown businesses and property owners that promotes the economic revitalization of the downtown area through marketing, events and business recruitment activities. The DOPP Board of Directors has agreed to provide \$5,000 of the local matching funds.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Overland Park has a long record of support for the downtown area, both in terms of planning and implementation projects. On the planning side, Overland Park recently completed the Vision Metcalf study which identified the downtown area as one of five redevelopment nodes along the Metcalf Corridor. Vision Metcalf was a turning point for the city in terms of its focus on redevelopment of existing areas instead of new development at the edge of the community, and it called for increased development densities in the downtown node supported by structured parking. In addition, the city recently adopted new development regulations, known as the Form Based Code, which are designed to implement the type of higher intensity, mixed-use development that was envisioned by Vision Metcalf.

On the implementation side, the City has constructed a variety of physical improvements in the downtown area including streetscape enhancements, the Clock Tower plaza, and the Farmers Market pavilion. Finally, the City recently opened the Matt Ross Community Center with over 50,000 square feet of exercise facilities, recreational opportunities, and community meeting rooms.

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Mark Randall
Contact Title:	City Administrator
Contact Phone #:	(816) 540-3135
Contact Fax #:	(816) 987-5141
Contact Email:	admin@pleasanthill.com

Project Budget:

Requested Funding:	60,000
Local Match:	15,000
Total:	75,000

(Requested Funding + Local Match)

Project Information

Project Name:	Pleasant Hill Sustainable Development Planning Project
Project Location:	Downtown Pleasant Hill
Source of Local Match:	City of Pleasant Hill

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

This project is consistent with a number of previous plans, including the Creating Sustainable Places Rock Island Corridor Study, the Downtown Pleasant Hill Strategic Plan, the Pleasant Hill Trail Master Plan, and the Pleasant Hill Comprehensive Plan.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

These core elements are included in planning work associated with the Creating Sustainable Places Rock Island Corridor Study, the Pleasant Hill Downtown Strategic Plan, and the Pleasant Hill Comprehensive Plan. All of these prior studies included public engagement. Land use was a focus of the Comprehensive Plan, which also touched on transportation and environmental issues. Transportation and transit oriented development were topics of discussion in the CSP study process. Rail transportation was also a focus of the Jackson County Commuter Corridors Alternatives Analysis. The Pleasant Hill Downtown Strategic Plan also looked at transportation issues, particularly development of the Rock Island Trail, as well as land use issues.

Planning Sustainable Places Program 2012

Call for Projects

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The Downtown Pleasant Hill activity center represents a point of convergence for several modes of transportation, including the Rock Island Connection to the KATY Trail, the Old MOPAC Trail, AMTRAK access on the Union Pacific, potential Commuter Rail along the Rock Island, and vehicular traffic on M-58 Highway and Business 7 Highway. This project will develop strategies to further utilize and promote use of these various travel choices.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The project area project will focus on sustainable development in a historic activity center which is already walkable, characterized by mixed use development, and blessed with significant but underutilized transportation assets. It is a certainty that the Rock Island Trail will pass through this area, and its possible that an AMTRAK stop and a Commuter Rail connection will happen in the future. Transit-oriented development would be a natural fit in such an environment, and for that reason TOD would be an element of the planning project. It is vital that strategies be developed now to ensure that future development is done in a manner that is sustainable, innovative, and calculated to preserve the history of this area.

11) Describe how the project includes a robust citizen engagement component.

This project will build upon citizen engagement activities carried out in previous plans, and will include charrettes to further engage citizens and stakeholders in development of implementation activities.

12) Describe how the project advances environmental stewardship and improved public health.

Much of the Downtown Pleasant Hill activity center is located within the flood plain of Big Creek, which passes through this area. Downtown has experienced periodic flooding problems for 150 years, and major transportation assets, including the Rock Island Trail, AMTRAK, and the future Commuter Rail route, are located in this area. This project will have to address major stormwater challenges and incorporate strategies for preservation of wetlands, trees, and other natural areas within the study boundaries. The project will also contribute to improving public health by promoting access to trails and sidewalks essential to active living. In addition, future transit plans will allow people to avoid the health consequences associated with vehicular travel.

13) Describe how the project supports investment in areas with existing infrastructure.

The activity center in question is over 150 years old. It is our intent to re-invest in this area by encouraging redevelopment and re-tasking of existing infrastructure to new uses, including re-tasking the Rock Island rail line for trail and commuter rail uses. Development of these assets will be followed by transit oriented development in a mixed use environment. This will allow Pleasant Hill to develop in a more sustainable way, without following the typical suburban playbook of building more and more lane miles of highway to serve a growing population.

14) Describe how this project and outcomes relate to transportation issues.

Transportation will be a major focus of this project. Several modes of transportation come together currently in Downtown Pleasant Hill, including the Rock Island Trail, the Old MOPAC Trail, local sidewalks, M-58 Highway, Business 7 Highway, and local streets. In addition to these current assets, major new transportation assets are envisioned for this area, including an AMTRAK stop on the Union Pacific and Commuter Rail from Kansas City on the old Rock Island. Additional rail passenger potential rests with the Missouri-North Arkansas line, which connects Pleasant Hill with Branson via Carthage. All these transportation assets will be integrated into a sustainable development plan for Downtown Pleasant Hill. It is our hope that this project will help develop a blueprint for future development which will avoid the typical pitfalls of automobile dependent, outer ring development.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the project will primarily focus on Downtown Pleasant Hill, which is on the MARC list of activity centers.

Planning Sustainable Places Program 2012

Call for Projects

16) Does the project serve a future transit corridor?

Yes. The project area is within the MARC MPO boundary and is included on MARCs list of activity centers. The project will serve a future transit corridor, the Rock Island Corridor, which is already being studied for Commuter Rail service from Kansas City to Pleasant Hill.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

While the City will be the sole contributor for the 20% match for this grant, other community partners are supportive of this project and will support it in other ways. Our principal partner will be the Pleasant Hill Downtown Association, which represents Downtown stakeholders, and its associated Community Improvement District. These Downtown stakeholders will play a central role during the public engagement phase, and will participate financially in implementing some of the improvements contemplated for the Downtown area. In addition to businesses, residents, and churches, the Downtown mix includes the varied operations of the Lay-Clergy Council, which exists to help individuals and families in need. Lay-Clergy currently operates an assistance office, thrift store, food pantry and clothes closet. It is currently engaged in a major expansion into a former Downtown hotel, which will be retasked to accommodate expanded operations as well as a new residential facility. The residents anticipated to dwell in the Lay-Clergy facility are an underserved, financially stressed population who could benefit from nearby alternative modes of transportation and quality development.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City of Pleasant Hill has demonstrated a commitment to the project area and has successfully spearheaded or participated in complementary initiatives. These include: establishment of a local historic preservation district and a National Register District to support historic preservation in the area; establishment of a Downtown Community Improvement District and three Neighborhood Improvement Districts to fund physical improvements; funding of a Downtown Master Plan; establishment of provisions in our Development Codes to allow and promote mixed-use development; development of plans to bring the Rock Island Trail and other trail connections to the Downtown; and participation in the Jackson County Commuter Corridor Alternatives Analysis and other initiatives focused on establishing Commuter Rail along the Rock Island Corridor.

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Bryan Dyer
Contact Title:	Community Development Director
Contact Phone #:	913-322-5520
Contact Fax #:	913-322-5505
Contact Email:	bdyer@merriam.org

Project Budget:

Requested Funding:	150,000
Local Match:	47,500
Total:	197,500
(Requested Funding + Local Match)	

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
Source of Local Match:	\$37,500 from the City of Merriam with \$10,000 from Johnson County Transit
Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?	Yes.

Project Summary

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.

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.

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.

The project will include significant public input and will elicit buy in from local businesses impacted by this corridor.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

A main focal point of the City of Merriam Comprehensive Plan is infill and redevelopment, which is a major emphasis of this project. Additionally, the City's Capital Improvement Program (CIP) plan places a great deal of emphasis on rebuilding and improving the city's existing infrastructure.

As stated above, 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.

This project will create a corridor plan that demonstrates how an important node in the City of Merriam can redevelop with infill development.

Planning Sustainable Places Program 2012

Call for Projects

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

The intent of the grant is to implement the corridor plan being conducted by MARC through HUD's Creating Sustainable Places planning grant. Although this plan is not complete, it will include robust public engagement. When completed, the plan will include land use, transportation, and environmental strategies as well as an implementation plan.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The intent of the proposed project is the adoption and amendment to the City of Merriam Comprehensive plan that incorporates the corridor plan being conducted by MARC through HUD's Creating Sustainable Places planning grant.

This plan will include a robust study of transportation needs along this corridor including pedestrian, bicycle, and mass transit needs. As such, the City of Merriam will be working closely with the Johnson County Transit Department in evaluating this corridor and determining the appropriateness and feasibility of bus lanes, bus stops, and the possibility of a park and ride location within the corridor.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The intent of the proposed project is 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.

This plan will include a study of land use patterns in the area and develop design guidelines that include architectural and sustainability standards. As is consistent with the development plans for other recent developments in the area, mixed use and pedestrian friendly components will be included in the plan.

11) Describe how the project includes a robust citizen engagement component.

The implementation of the corridor study conducted by MARC through HUD's Creating Sustainable Places planning grant will include significant buy in from both residents and area businesses.

This process will be complicated by the number of out of town land owner located within the corridor. However, through the engagement of a public outreach firm as well as public joint and stand alone City Council and Planning Commission meetings, every effort will be made to engage and receive feedback from these groups. These efforts may include public meetings, surveys, visual preferences, polling, and web interaction.

12) Describe how the project advances environmental stewardship and improved public health.

The project will advance environmental stewardship and improved public health through its study of ways to increase green space, increase pedestrian and bicycle use, as well as a desire to incorporate appropriate forms of mass transit.

The signification portion of the project area drains directly to Antioch Creek. The study will also look at necessary stormwater improvements and evaluate ways to address stormwater runoff through Best Management Practices. (BMPs)

13) Describe how the project supports investment in areas with existing infrastructure.

The project area is located within a developed corridor along Shawnee Mission Parkway. The project area is 90% developed with either commercial property or associated parking. The 10% of the undeveloped area consists of five vacant lots totaling approximately three acres. One major goal of the study is to develop a long term plan for addressing the aging nature of this corridor and to address potential future development/redevelopment within the area.

14) Describe how this project and outcomes relate to transportation issues.

Planning Sustainable Places Program 2012

Call for Projects

The City of Merriam will partner with Johnson County Transit on evaluating the appropriateness and feasibility of various mass transit options along this corridor. Possible transit options will include busing lanes, additional bus stops, and a park and ride location.

The plan will also evaluate pedestrian and bicycle options along the corridor.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The entire project area is located within an activity center as indicated by the MARC Planning Sustainable Places Reference Map.

16) Does the project serve a future transit corridor?

The entire project area is located within a future transit corridor as indicated by the MARC Planning Sustainable Places Reference Map.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Merriam will partner with Johnson County Transit in this project for the purpose of determining the appropriateness and feasibility of various mass transit opportunities along the corridor. The City has also made contact with the Johnson County Library.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City of Merriam City Council has chosen to support this application. The City Council voted on August 27, 2012 to approve the local match portion of the proposed project. A letter from the Mayor of the City of Merriam on behalf of the Governing Body has been included.

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Jade Liska
Contact Title:	Division Manager of Citywide Planning
Contact Phone #:	816-513-2828
Contact Fax #:	816-513-2838
Contact Email:	jade.liska@kcmo.org

Project Budget:

Requested Funding:	150,000
Local Match:	30,000
Total:	180,000

(Requested Funding + Local Match)

Project Information

Project Name:	N. Oak Trafficway roundabout and neighborhood improvements
Project Location:	N. Oak Trafficway and I-29
Source of Local Match:	City of Kansas City, MO - N. Oak TIF
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

Project Summary

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.

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.

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☐ PlanLocallyConsistentYN

Please explain:

This project is consistent with the relevant adopted local comprehensive plans that have been completed and adopted by the city council. This plan follows the implementation goals of the 2007 N. Oak Economic Development Plan and the 2009 Briarcliff-Winnwood Area Plan and follows the 2011 N. Oak Streetscape plan.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Planning Sustainable Places Program 2012

Call for Projects

Throughout the Planning Process the public engagement process has engaged the stakeholders. The North Oak Corridor Streetscape Plan has been prepared by a consultant, in close coordination with staff of the City Planning and Development. Throughout 2010-11 the consultant team led a public planning process that was led by a mayoral appointed citizen steering committee made up of representatives of area businesses, residents and institutions. As part of this process the land use, transportation and environmental strategies have been discussed and prioritized, along with the implementation of projects. The plan has completed:

- ☐ Meetings with the Steering Committee throughout the process;
- ☐ An inventory of existing infrastructure and streetscape elements within the study area
- ☐ Public meetings with area residents that provided information to the meeting attendees and provided an opportunity for them to provide input into the process.
- ☐ A series of meetings with a professional staff committee that was made up of representatives from City's Departments that reviewed the progress of the process and provided input throughout;
- ☐ Meetings with individual stakeholders on an "as requested" basis.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

This project promotes travel choices by identifying the connectivity issues along the corridor. This project recognizes 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.

The interchange does not currently provide any pedestrian or bicycle accommodations allowing safe movement north or south along the North Oak Corridor.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

This project will promote sustainable land use patterns by coordinating with MODOT and possible ramp configurations. Interstate 29 Highway interchange creates a physical dividing line between aging small-scale strip commercial and single-family residential uses to the south and newer larger-scale conventional retail, office, institutional, and apartment uses to the north. Due to its current design configuration, the vehicular traffic entering and exiting the southern portions of this interchange do so at a relatively high rate of speed, which is in direct conflict with the single-family homes located in close proximity. The planned interchange improvement consolidates the use of access ramps and adjacent land, resulting in an entire quadrant of the interchange becoming available for future redevelopment – possibly as a new transit facility to better serve the area. The planning effort included coordination with MoDOT representatives to review interchange configuration alternatives.

11) Describe how the project includes a robust citizen engagement component.

This project will again engage the local stakeholders and citizens to create a large engagement level. Similar to the planning efforts in the previous years, this project is actually an implementation goal of those planning efforts and the public citizens are very excited to see this project move forward toward implementation.

12) Describe how the project advances environmental stewardship and improved public health.

As a tangible result that advances environmental stewardship and improved public health is the opportunity for pedestrian improvements to actually be built and connected. Adjoining this project is a project that has incorporated a \$2.5 million design-build Public Works street maintenance project, creating a needed pedestrian connection on the west side of a 4 block area along the corridor. Combination of the work completed in the plan and the design-build process created cost savings for both projects. The City and MoDOT are currently jointly pursuing opportunities for a cost-effective interchange reconfiguration as an initial step in transforming the corridor. The suggested interchange design could save an estimated \$6 million and free up right-of-way for a potential transit station.

13) Describe how the project supports investment in areas with existing infrastructure.

This plan recognizes and supports the investments in the area and the existing infrastructure by improving 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. The planned interchange improvement consolidates the use of access ramps and adjacent land, resulting in an entire quadrant of the interchange becoming available for future redevelopment – possibly as a new transit facility to better serve the area.

14) Describe how this project and outcomes relate to transportation issues.

Planning Sustainable Places Program 2012

Call for Projects

This project identifies barriers to be removed and connectivity to be improved by partnerships with MODOT and local authorities to create improved outcomes for the neighborhoods and businesses along N. Oak Trafficway. Identified pedestrian and bike corridors, that have never been constructed, will now have the ability to connect people and businesses safely.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, this N. Oak Corridor and I-29 are on the Activity Centers list and one the List of Corridors at MARC to look at future transportation options.

16) Does the project serve a future transit corridor?

Yes, N. Oak Trafficway is on the future transit corridor at ATA for possible MAX bus route and also on the KCMO Major Street Plan as a future rapid, transit corridor, in partnership with ATA

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Kansas City has been in partnerships with NKC, Gladstone and MODOT throughout the planning processes, starting in 2007. Our city has been in communication with local partners to develop communication and project priorities along the N. Oak Trafficway corridor. Recent light-rail ballot languages included NKC and KCMO. Along with light-rail, KCMO and Gladstone have been partners to improve N. Oak from I-29 to Englewood Road (Gladstone south border), to assist with new master plans that Gladstone has created for their new town center.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Recent activities show commitment and ability to implement this project and support by local and state officials has made N. Oak Trafficway a priority within the neighborhood, business community and with NKC and Gladstone. As a tangible result of this planning process, interchange/pedestrian improvements in combination of the planning completed in NKC and Gladstone, have provided for a strong support of a new interchange at N. Oak and I-29. The City and MoDOT are currently jointly pursuing opportunities for local, State and Federal funding to implement the plan's cost-effective interchange reconfiguration as an initial step in transforming the corridor.

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Rob Beilfuss
Contact Title:	Stormwater Manager
Contact Phone #:	913-971-9071
Contact Fax #:	913-971-9099
Contact Email:	RJBeilfuss@OlatheKS.org

Project Budget:

Requested Funding:	\$120,000
Local Match:	\$60,000
Total:	\$180,000
(Requested Funding + Local Match)	

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)
Source of Local Match:	City General Fund
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).

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7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

This SSCSP is not only consistent with the Olathe Comprehensive Plan, (the City's current comprehensive plan), but the Comprehensive Plan serves as the platform and provides the fundamental building blocks for this planning effort. The resulting plan for this project will be integrated into a future update of the City's comprehensive plan.

The Olathe Comprehensive Plan states its vision in clear and concise language that the SSCSP is consistent with including:

LAND USE AND COMMUNITY CHARACTER - Promote high quality community growth that will advance Olathe as a vibrant, progressive city, yet preserve positive qualities of a small town. The SSCSP will connect existing and future activity centers through a network of sustainable and environmentally friendly transportation modes. Improved connectivity enables synergy among activity centers, thereby contributing to economic and community growth while preserving the environmental, aesthetic and community qualities of a small town.

MOBILITY -Establish and maintain a balanced multi-modal transportation system that provides effective, efficient, and safe mobility for residents. The SSCSP will connect different modes of transportation and will improve access for all residents to community resources, environmental resources and economic activity. Pedestrian and bicycle connectivity to existing public transportation will enhance the reach of existing transit systems. Special attention will be given to universal access (ADA) and access for seniors and children, including safe and dedicated pedestrian and bicycle routes to schools.

ENVIRONMENTAL SUSTAINABILITY AND RESOURCES - Protect ecological systems and reduce inefficient use of resources. A key component of the SSCSP is the integration of the City's stream setbacks and Cedar and Olathe lakes into the system of bicycle and pedestrian connections. This will contribute to the increased use of non-motorized (and thereby more resource-efficient) modes of transportation over vehicular transportation as destination will become more easily reachable by foot or bicycle. The SSCSP will integrate within the design of the new pedestrian and bicycle connections measures to rehabilitate, protect and enhance existing ecological systems. Examples of this may include the selection of sustainable pavement materials, and restoration of disturbed ecosystems, including restoration of natural hydrology and the development of natural stormwater management systems, integrated into local ecosystems and drought-tolerant, self-sustaining (low maintenance) landscaping of high aesthetic quality.

CULTURAL RESOURCES AND LANDMARKS - Preserve Olathe's historic sites and buildings, and foster a culturally vibrant and diverse community. The SSCSP will improve access to the City's historic, 150-year-old downtown and will tie the City's historic core in with other historic sites in its surroundings, thereby increasing the overall understanding of the historic character of Olathe and its diverse background; not only of its downtown core, but also in the context of its historic landscape and settlement history. The improved access to the City's historic resources will foster increased visitation and contribute to its vibrancy and economic viability.

PARKS TRAILS AND RECREATION -Provide a variety of high-quality parks, trails, and recreational facilities. The SSCSP will tie together a wide variety of settings and functions formerly not accessible or not accessible in combination, ranging from the historic downtown and park settings to undisturbed natural settings along streams and lakes, providing opportunities for passive recreation as well as active recreation and linking sport fields and schools with areas for contemplation and stunning landscape settings.

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

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The existing transportation network serving the Olathe community, while extensive, provides limited non-motorized options and is limited in its penetration of economic, recreational and residential and natural areas. The pedestrian and bicycle plans proposed by the Project complements the existing transportation network and increase its efficacy and reach. It does so by providing more travel choices and reaching more people that would be able to access more destinations with a greater share of more sustainable, non-motorized transportation. This will also provide greater flexibility for users in reaching their destinations, especially during off-peak hours, when transit service may be less frequent, or fewer stops may be economically viable.

The project will develop new transportation connections and enhance existing connections that utilize pedestrian and bicycling modes of transportation (sidewalks, off-street trails), vehicle modes (streets, intersections, bridges) and transit (bus) to serve the many activity centers in the corridor. Once in-place, this infrastructure will provide a variety of transportation choices that connect the City's residential areas with parks, office, industrial and commercial activity centers. These new modes of transportation will also offer new choices for improved connections to currently less reachable parts of the corridor through connectivity to I-35 and the BNSF railroad.

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

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The corridor is currently comprised of a mix of land uses that includes parks, residential, commercial, industrial, office and medical uses. Growth projections indicate that future land use of the corridor would extend southwest with the same mix of land uses toward the City of Gardner and the New Century Airport. Without provisions for non-motorized transportation, the project development will continue to rely on motorized transportation. Complementing the non-motorized transportation modes will help reduce the dependency on motorized transportation and increase the reach and efficiency of future transit services to new growth areas. This would contribute to more walkable development patterns, and a finer grain of combined land uses in specific areas that would be reachable by non-motorized modes of transportation. It would increase access from affordable housing areas to economic activities and community resources without the need for individual motorized transportation, thereby increasing disposable income. The availability of non-motorized transportation could also help reduce the demand for new roadway construction, thereby reducing the landscape and community fragmentation effects of roadways. Pedestrian paths and bicycle trails on the other hand can be easily integrated with existing landscape features and the local street network, thereby creating enjoyable, safe and efficient transportation connections that combine natural settings with improved mobility.

One of the biggest contributors to sustainable land use targeted by this project is the integration of the City's existing trail/sidewalk system within this corridor. The intent of the SSCCSP is to identify off-street trail opportunities along the City's stream setbacks. These off-street trails provide non-motorized transportation opportunities for pedestrians and bicyclists from the residential areas to the multiple activity centers within the planning boundary including recreational, park, commercial, industrial, office and medical areas in the corridor. The trails in this corridor will help to promote healthy residents as well contribute on overall healthy lifestyle for the citizens of Olathe. In addition, these trails will connect with the existing City trails and Johnson County trails and provide greater opportunities to connect with the JO transit system, which has multiple stops within the area. This concept fits the goals of MetroGreen which include the increase in trail connections for the entire metro area. In addition to connecting to the larger metro trail network, the new off-street trails will also provide connections to existing and future sidewalk systems that serve the corridor.

As part of the 159th Street STP project from Old 56 Highway to I-35, scheduled for 2015-2016, the addition of sidewalks will greatly enhance the pedestrian accessibility to the region. This improvement will connect the east and west sides of the I-35 corridor in this region. This sidewalk extension will provide a connection to the Cedar Creek trail system that will improve the walkability and bicycle access and enhance the multi-modal mobility in this part of the corridor and also incorporate natural environmental elements in to the plan.

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

11) Describe how the project includes a robust citizen engagement component.

The City has worked with the Cedar Creek Advisory Committee on a previous project and has thus already established a robust platform for citizen engagement. The stakeholder group for the SSCCSP will include members of that previous group as well as new additional members to ensure adequate input is gained during the citizen engagement activities.

This stakeholder group will be comprised of leaders from the local businesses and residential communities, representatives from schools and churches. It will also include representatives of environmental protection agencies, agricultural districts, historical agencies and societies well as representatives from Johnson County Transit, KDOT and BNSF public projects in the South Cedar Creek Corridor. This will ensure the development of a plan that is implementable, practical and takes into account the various interests that are present within the planning boundary.

The City also plans to disseminate information about the plan through its website and through the City newsletter. In addition, the City would coordinate with MARC to investigate if there might be an applicable use of Mindmixer that is currently employed on the MARC website. The plan will gain input from the public through an initial survey designed to get focused answers on specific transportation, parks, trails, and land use issues within the planning boundary. The City will then coordinate several public planning charettes that will be well publicized at convenient times and places to actively engage the public and to receive valuable community input. As the SSCCSP develops, the City will continue to post updates, gather input and refine the plan. Finally, the City will host an open house to present the results of the planning effort prior to formal adoption by the City Governing Body.

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

12) Describe how the project advances environmental stewardship and improved public health.

Specific to the goal of the SSCCSP is the concept of the integration of off-street trails and the City's stream setbacks. The setbacks protect valuable natural resource areas from invasive development while reducing flood hazards and maintaining healthy urban streams and protecting downstream water bodies such as Lake Olathe and Cedar Lake. The setbacks are also located along streams, which provides habitat for native species, flora and fauna. The integration of off-street trails in these areas provides not only the opportunities for pedestrian and bicycle transportation but also provides the connection of people back to nature. Studies continue to show the benefits of the people-nature interaction for both physical health as well as mental health. In addition, the off-street trails enjoy the added benefit of better air quality and greater safety as compared to trails and walkways that are located next to busy roadways. A major target of the SSCCSP will be to enhance non-motorized connections to all major activity centers, reduce vehicle miles traveled, promote transit options and improve environmental stewardship and public health within the project boundary. Of special interest is the connectivity of schools and active recreation areas to the proposed new trail system. Such connectivity will increase opportunities for children to safely walk or bike to school and in between different activities in an environment with

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better air quality, thereby providing physical exercise and contributing to improved public health. It may also reduce the demand for school buses required thereby reducing emission of air pollutants both at the school and within the community.

Some of the best trail systems in the metro area reside in streamway corridors. The Indian Creek and Mill Creek trails in Johnson County, Kansas are prime examples. These streamway trails allow people to experience a variety of abundant wildlife in a sustainable, environmentally friendly and healthy manner, thereby building support for environmental stewardship of the community's natural resources.

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

13) Describe how the project supports investment in areas with existing infrastructure.

The area within the South Cedar Creek planning boundary is a perfect example of an area composed of existing infrastructure with opportunities for future development. The SCCCSP will focus on identifying opportunities to provide multi-modal access to existing infrastructure and activity centers such as those identified in the SCCCSP project summary. The plan will also focus on areas in the corridor separated by I-35 and the BNSF railroad and will incorporate the City's STP-funded project along 159th Street that will complete the connection from Old 56 Highway to I-35.

The SCCCSP will also serve to support investment outside of Olathe beyond the planning boundary. The South Cedar Creek Corridor connects Olathe with the City of Gardner and the New Century Airport. These existing connections encourage a high level of interaction among residents in neighboring communities and also provide great access to numerous additional activity centers outside of the SCCCSP planning boundary, making the investment in this planning activity affect these other communities in a positive manner.

The investments made in this corridor will improve the value of the existing infrastructure and activity centers by providing improved, more abundant, and more enjoyable access and mobility. In addition, the investments made in the corridor will improve the value of future development and re-development by providing the City with an ideal setting for higher quality and more sustainable business opportunities.

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

14) Describe how this project and outcomes relate to transportation issues.

This project is completely focused on the transportation issues in the corridor. The plan will include the study of on and off road non-motorized connections, transit accessibility, reducing vehicle miles traveled and enhance connections throughout the corridor with a focus on connecting activity centers across major barriers within the study area such as the BNSF railroad and I-35.

The integration of additional transit opportunities and the development of off-street trails will serve to reduce traffic congestion in the corridor and enhance safety and mobility for all users. The future 159th Street connection of Old 56 Highway to I-35 will be included in the study as it provides accessibility across I-35 and the BNSF railroad and will also serve to reduce traffic loads on other collectors within the corridor. This planning study will serve to enhance economic productivity, social equity, environmental quality and enhance the total transportation infrastructure with multi-modal operations.

The 159th Street improvements provide a perfect example of the City's commitment to improving the sustainability of the South Cedar Creek Corridor. This project improves 159th Street to a two lane roadway with curb and gutter, sidewalk, storm sewer and an above grade crossing at the BNSF railway. Its goal is to improve passenger and freight mobility and promote economic development by constructing safe and sustainable infrastructure.

159th Street is a critical link in the areas transportation infrastructure, providing access to existing and future employment centers in the southwest corner of the Kansas City metro area as well as providing I-35 access for regional freight movement.

By completing the project, the improvements will provide a more efficient and safe travel way for freight from proposed and existing industrial warehouse employment centers to the new interchange at I-35. Allowing for quick and efficient access to the interstate highway will provide extensive benefits to the employment center located within the project area as well as a benefit to the region based on the proposed intermodal facility currently being constructed southwest of the project location.

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

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The South Cedar Creek Corridor Sustainability Study Area includes a large grouping of activity centers illustrated on MARC's Planning Sustainable Places References Map between 135th Street and 159th Street and between Clair Road and Ridgeview Road. These locations lie within the heart of the proposed planning boundary.

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

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16) Does the project serve a future transit corridor?

Johnson County Transit is located at Old 56 Highway and Robinson which lies in the heart of the proposed planning area. In addition, a proposed transit center at 159th Street and I-35 will be integrated into the sustainability plan. The Great Mall of the Great Plains has also been identified for future transit opportunities. The SCCSP will fully leverage each of these future transit opportunities when considering all modes of transportation and accessibility within the planning boundary. The SCCSP will advance policy actions within the planning boundary to support MARC's overall regional implementation strategy and approach to Smartmoves by enhancing all modes of transportation to connect to available and future transit operations.

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

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

As part of this project, the City is partnering with Olathe Medical Center, the Rolling Ridge Senior Retirement Center, and other residential communities and businesses in the corridor as stakeholders in the project. They will provide valuable information during plan formulation and valuable comments during the plan review.

The City has also partnered with Johnson County Parks and Recreation as a stakeholder in the development of the off-street trail systems. It is the goal of the City to provide connections to the larger Kansas City Metro trail system through these off-street trails in keeping with the MetroGreen plan. In Johnson County, Johnson County Parks and Recreation is a key stakeholder in that effort. They will be able to provide valuable information throughout the planning process with regards to ideal trail and bicycle path locations.

The City is partnering with Johnson County Transit. As a key stakeholder and resident organization in the heart of the South Cedar Creek Corridor, the City feels strongly that having Johnson County Transit on board to help develop and plan opportunities for future and existing transit within the corridor is essential to the success of the plan.

Finally, the City is partnering with the City of Gardner. The City of Gardner and New Century Airport lie at the southwest corner of the South Cedar Creek Corridor and will play an important role in the development and comment on plan details as they interact with the neighboring city.

We have attached several letters of commitment and support. Additional letters are expected, but may be received after the application deadline. We will forward these letters to you as we receive them.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The evidence of the commitment of the City to implement the proposed project can be seen in several ways. The first is the commitment of a 50% match to the funding of the project. The City's commitment can also be seen in the partnerships that it has formed and the associated letters of support that are attached to this application. This South Cedar Creek Corridor Sustainability Plan will be built from previous trail and transportation studies, as well as the City's Comprehensive Plan. This study will utilize the previously compiled information and develop a plan with greater details that are focused on the goals of sustainability and implementation which will include a proposed CIP for implementation and schedule.

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Applicant Information

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

Contact Information

Contact Name:	Gloria Ortiz-Fisher
Contact Title:	Executive Director
Contact Phone #:	816-421-8048
Contact Fax #:	816-421-8131
Contact Email:	gortizfisher@westsidehousing.org

Project Budget:

Requested Funding:	\$80,000
Local Match:	\$45,000
Total:	\$125,000
(Requested Funding + Local Match)	

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
Source of Local Match:	Pre-development reserves already on hand.
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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

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Yes the project is consistent with guidelines and goals in the Greater Downtown Area Plan, as well as MARCs Creating Sustainable Places Initiative.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ Core Elements Y/N

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The mixed-use development plan for the West-High complex will promote the use of those travel choices by bringing more residents and visitors to the immediate area. This plan will assess circulation and mobility issues, providing strategies to integrate and complement the existing 20th Street, West Pennway, and 17th Street streetscape plans. Strategies will connect enhance connectivity of the redeveloped West High-Switzer Complex to community and economic activities within the neighborhood and to nodes in surrounding areas, such as the Crossroads Arts District, Hospital Hill, and the West Bottoms.

Best practices and criteria for infill development will encourage the advancement of an internal neighborhood infrastructure that enhances convenient, multi-modal transportation options throughout and beyond neighborhood boundaries. Strategic recommendations and schematic designs will emphasize environmentally sustainable landscape design and promote connections to other areas, emphasizing pedestrian and cyclist mobility.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

As a historic neighborhood in the urban core, Westside has a layout, land uses and infrastructure that supports sustainable land use patterns. The redevelopment of the West-High Switzer complex will bring a mix of uses to this previously vacant site. The new complex will consist of a mix of affordable apartments and townhomes, as well as community, office, and gallery space for the neighborhood service providing agencies. The development of this complex will contribute greatly to the density, job and cultural opportunities in this community. The development plan will connect this nodal activity center to the growth of the neighborhood, integrating and enhancing existing community activities, and connecting it to numerous community amenities in the surrounding area.

This plan will recommend infill best practices that will encourage density, additional economic development, and efficient use of services. This infill strategy will determine how to best enhance existing infrastructure so that it utilizes sustainable improvements, and strengthens the resiliency of the neighborhood. Development activities at West High-Switzer will add to the walkable and transit-oriented enhancements planned by the 17th Street, 20th Street, and West Pennway streetscape plans

11) Describe how the project includes a robust citizen engagement component.

The Westside neighborhood values citizen input. The community has a long tradition of active neighbors and engaged residents. Community input is a must for all issues relating to neighborhood development. Community advisory committees are already active in the neighborhood. Streetscape studies of West Pennway, 20th Street, and 17th Street have all had committees made up of residents and stakeholders that helped to inform the process. A West High Advisory Committee, which provides input and feedback on the redevelopment efforts at West High-Switzer has already been formed. Research for the plan will include interviewing a socio-ecological and demographically representative sample of residents. Community meetings around developing feasible parking and traffic plans will be held regularly. On-line outreach will provide yet another method of communication. These efforts will strive to reach consensus to ensure neighborhood buy-in and create a durable plan.

12) Describe how the project advances environmental stewardship and improved public health.

According to a regional air quality study conducted by the EPA, the Westside has some of the poorest air quality. The development plan will provide strategies to mitigate this critical environmental issue. Infill best practice recommendations will encourage sustainable design and alternative transportation choices that mitigate carbon emissions and contribute to air quality in the downtown area. The full utilization of mass-transit will help reduce fossil fuel emissions, in turn improving air quality in the area. Additionally, less vehicular traffic will ultimately help to minimize the region's carbon footprint. Existing, historic infrastructure will be incorporated as much as possible. Preservation of existing trees and addition of new trees and green infrastructure in streetscape plans will contribute to both air quality and sustainable management of storm water. Any infill strategies and infrastructure upgrades will be completed with ecologically responsible performance guidelines. Historic sidewalks will be saved and restored where appropriate. Renewable and efficient energy sources for lighting will be encouraged. The plan will comply with EPA storm sewer standards. It will determine how storm run-off can be diverted from the sewer system, where bio-swales are most appropriately used, or where permeable sidewalks

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are a good solution.

Streetscape infrastructure recommendation and infill best practices will create an environment that encourages active living, benefitting the health of neighborhood residents and visitors. The plan will promote ease of use for cyclists, pedestrians, bus riders, and streetcar riders. This will be promoted through addressing lighting and safety issues, as well as adding aesthetic appeal. Users of these multi-modal regional systems will have to walk or bicycle to transit stops and destination points. Many of destinations in the area are in walk-able distance. This will ultimately promote good physical health.

13) Describe how the project supports investment in areas with existing infrastructure.

Redevelopment of the West-High Switzer complex will revitalize an existing school building in the urban core where existing infrastructure is place, transforming a vacant spot into a catalyst for neighborhood growth. The development plan will build on previous investments that have supported community assets and in the Westside neighborhood. Along with the micro-economic district at 17th and Summit, the development plan will integrate and connect other assets located in the neighborhood, including the Irene Ruiz Public Library and the Tony Aguirre Community Center, both within a block of the West-High Switzer complex. Longstanding resources such as the Cabot Westside Clinic, the Guadalupe Center, and the Mattie Rhodes Center that will be connected through development plan recommendations.

Infill best practices and streetscape recommendations will enhance existing infrastructure investments, reincorporating historic stone staircases and sidewalks into the street grid, so that they again become safe, attractive, usable assets for the community. KCATA is pursuing enhancements with seven bus stops in the area; these planned enhancements will be integrated into plan recommendations, as well as established amenities such as the Riverfront Heritage Trail. In addition to investments within the neighborhood, the West-High Complex development plan will bring population density and connectivity to support investments in surrounding areas including the Crossroads and Downtown Loop.

14) Describe how this project and outcomes relate to transportation issues.

The West High-Switzer Complex development plan will support the use of regional multi-modal transit options to increase ridership and usage. Plan recommendations will also use a holistic approach to planning for additional traffic and parking issues that may arise with increased population density. Streetscape recommendations that build on and integrate existing plans will foster connectivity to other nodes in the activity center through improved footpaths, bicycle lanes, and signage. When combined with best practices for neighborhood infill development, plan recommendations will improve the neighborhood street grid, making it more safe and amenable to those using non-vehicular methods of transportation. Finally, infill development guidelines will promote connectivity and mobility using land and streetscape design that will catalyze and guide further development in the neighborhood. Addressing these transportation and mobility issues in a sustainable manner will encourage density, and allow more people to have access to these enhanced transportation options.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

The project boundary encompasses MARC's activity center 561, the 18th Street Connector Plan, and is within MARC's Redevelopment area. The proximity of the three streetscape plans, the 18th Street Connector plan, and a Metro Greenway, to the complex mean that added density at the complex will impact these plans and amenities directly. A successful infill and density integration plan will determine the best balance of traffic systems with the existing, yet enhanced, neighborhood street grid to accommodate this influx of density, and ensure that these enhanced travel options are promoted and utilized to their fullest extent.

16) Does the project serve a future transit corridor?

The project site directly interfaces with corridors MARC has identified as priorities, including the 18th Street Connector Plan and MARC's MetroGreen network. This site is directly served by multiple transit routes linking the neighborhood to the wider region. This site is also at the nexus of three key streetscape projects which will further increase connectivity to surrounding transit routes. Streetscape and infrastructure recommendations will expand multi-modal options for residents of the West-High complex, Westside neighborhood, and surrounding areas to connect to a variety of future transit corridors.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

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There are many partnerships involved with this important project. Guadalupe Centers, Inc. (GCI) intends to re-use the Switzer Annex as a charter middle school. They would like to incorporate use of the gymnasiums, pool, cafeteria, and theater as part of this space. Additionally, GCI has a long standing neighborhood credit union that they would like to expand into the space formerly used as the school's library.

The Mattie Rhodes Center intends to use the southern facing mechanical arts building as gallery and office space.

William Jewell College, a sponsor of the Harriman Jewell Performing Arts Series, has expressed interest in utilizing the auditorium at the complex as a small stage that will work in concert with activities happening at the Kauffman Center.

The Hispanic Economic Development Corporation is interested in creating a bi-lingual entrepreneurial incubator at the complex.

Westside Housing is determining the feasibility of combining office or studio hotel-ing at the site. New Market tax credits will be sought to aid in adding commercial development at the site, such as a bicycle co-op or a small green grocer that can help provide the neighborhood better access to affordable nutrition.

The complex will be a model for how sustainable, mixed-use, redevelopment is done. The partnerships involved in the redevelopment process will increase the amount of residential, commercial, and cultural opportunities in the neighborhood. Additionally several of the neighborhood residents that have helped to guide the streetscape planning process are on the West High-Switzer Community Advisory Committee. They are committed to the redevelopment of the complex, and are cognizant of the importance of sustainably reintegrating it into the neighborhood.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

There are currently three streetscape plans in progress that are either adjacent or in very close proximity to the West High-Switzer Complex. The 20th St. Streetscape Plan, which runs from West Pennway to McGee is a Greater Downtown Area Plan 2012-13 Capital Projects Priority. A West Pennway streetscape improvement design has been completed, and adopted for implementation by Kansas City Mo. Parks and Recreation. It incorporates traffic calming measures such as a road diet that utilizes bio-swales to mitigate storm-water run-off, and bike lanes that will narrow this very wide road. A 17th St. Streetscape plan, that will improve the sidewalks and the I-35 underpass, which acts as a gateway to the neighborhood, is in progress.

The West High-Switzer development plan aligns with a majority of the guiding principles of the Greater Downtown Area Plan. This project will reinforce and embrace dense, mixed use development in the Central Business Corridor. It connects neighborhoods and activity centers by enhancing travel options. Best practices for neighborhood infill will ensure the provision of adequate infrastructure. The re-purposing of West High-Switzer will encourage the preservation and reuse of historic buildings. Finally, best practices for infill development will enhance the street grid and encourage urban development.

Please find the letter of support from the Kansas City Mo. City Manager's Office included with this application.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Lara Justesen
Contact Title:	Grant Writer
Contact Phone #:	913-594-1845
Contact Fax #:	n/a
Contact Email:	lara@j4life.net

Project Budget:

Requested Funding:	\$90,000
Local Match:	\$30,000
Total:	\$120,000

(Requested Funding + Local Match)

Project Information

Project Name:	Louisburgs Plan for Revitalization Implementation for Downtown: economy, ecology and civic energy (PRIDe)
Project Location:	Downtown Louisburg, Kansas
Source of Local Match:	1/4 cent sales tax earmarked for this project + local sponsorship

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 City's lower-income housing area.
- 14.Preserving Louisburgs remnant historic district.

Project Background:

Encompassing the sixteen square blocks surrounding the City's "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

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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 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 Citys 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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

Yes, the PRIDe Plan is consistent with relevant plans.

Collaboration with plans in place:

Louisburg currently has in place both an Urban Trail Master Plan and a full Safe Routes to School Plan which have assembled the framework for an alternative transportation component of the Plan. Two second priority trail corridors cross through our study area, and in conjunction with Safe Routes, those segments tie the residences in the study area with the schools to the east. The Plan will work from (and build upon) these early initiatives to verify optimal bike/ped and ability community connectivity and movement into and through the study area.

Movement toward this project within the community:

Just this Spring, Louisburg passed a 1/4 cent sales tax initiative that is earmarked to fund planning efforts for seven different infrastructure projects. The PRIDe Plan hits on five of the seven project goals including the following as listed on the City of Louisburg website:

- Storm water study & improvements for older portions of the city.
- Street Improvements.
- Pedestrian route improvements.
- Water infrastructure improvements related to fire safety.
- Downtown revitalization plan.

Future opportunities:

This project will produce a plan that will be one of the most all-encompassing planning efforts Louisburg has undertaken, in a beloved heart of the community. The PRIDe Plan has the ability to become the foundational planning document of the City proper, forming the basis of a community comprehensive plan which is so needed in our City. It is anticipated that the PRIDe Plan will become a part of the whole, inserted as a chapter within the Citys future comp plan, and establishing a standard of sustainability for the rest of the Citys planned growth.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

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Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

Fundamentals of the Downtown Revitalization Implementation Plan are to promote walkability, bicycle access, and reduced dependence on cars within Louisburg. Streetscape improvements will shift priorities from vehicle-centered development to people-centered improvements, while implementing complete-streets ideals.

A parking study will be a component of the Plan, determining existing need and supply as well as need at potential build-out. The Plan will study the need for and the proper placement of commuter services, taking into account the number of Louisburg residents who travel to work into Johnson County and beyond. If additional parking in downtown is deemed appropriate, given the alternative transportation goals of the project, parking will incorporate a shared-use plan where use of the lot(s) for commuters and farmers market and other activities will be encouraged by design.

Louisburg currently offers transit services for the elderly in conjunction with the Senior Center. The Plan will take into account these as well as future transit needs of the community by making room for these services now.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

Louisburg's downtown PRIDe Plan will promote the principal of mixed-use development, recommending the rehabilitation of existing historic buildings to provide retail and office space on the first floor with housing situated above. This is intended to give local businesses an economic boost and provide a fresh supply of affordable housing choices for the community.

Vacant parcels within downtown will be identified and assessed for appropriate mixed-use infill opportunities, restoring the density once seen by the district, and with architectural style that aligns with the original structures.

Neighborhoods that surround South Broadway currently supply the majority of lower-income housing opportunities available in Louisburg. Revitalization in downtown that embraces its adjacencies is expected to ignite interest in vacant parcels adding to the available housing opportunities and bring these neighborhoods the infrastructure quality that other neighborhoods across Louisburg enjoy.

Further, walkability and accessibility will be enhanced with sidewalk and building entry improvements, as well as trails and walks that reach out into the surrounding neighborhoods, inviting residents to eat, shop, visit the library, bank and visit other municipal services all on foot or by bicycle.

11) Describe how the project includes a robust citizen engagement component.

The PRIDe Plan will use a sophisticated assembly of community outreach techniques to promote the project, interact with the community and targeted stakeholders, assimilate their needs and desires and plug that information into the plan results.

We will seek collaborative opportunities and coordinate a range of media to facilitate one-on-one and group interactions. Our goal is to make engagement and communications activities happen in a productive fashion that provides the most feedback from the widest audience to advance the project.

Media tools:

A full menu of media tools for engagement and communication efforts are ready for use on the project. Facebook and Twitter are examples of social media that can be harnessed to garner input and announce activities. We have the opportunity to engage participants with interactive surveys that catch the eye of the younger crowd, but are basic enough not to deter participation from older citizens.

Interactive Conversations:

Traditional methods of interacting at public meetings offer the challenge of getting people there to participate. With this meeting method, it is difficult to gain a full cross-sectional representation from the community. Newer methods can be introduced to track down those who are truly interested and affected by the planning project, and get their input. We can take the meeting to the people, to places where they are already gathering.

Once the target audience is sought out, is sufficiently educated on the topics at hand, and lends a voice, that information goes immediately into the defining structure of the Louisburg PRIDe Plan. We want a plan that is by and for the people to ensure broad public buy-in and implementation success.

12) Describe how the project advances environmental stewardship and improved public health.

The PRIDe Plan seeks to incorporate best management practices to address identified stormwater deficiencies within the study area. Practices may include infiltration basins in parking bump-outs, tree wells designed to capture runoff, raingardens, bioswales and filtering step-pools.

Community members will have new safe trails and walks available to them for recreation and as alternative modes of transportation to shopping, restaurants, civic services and public venues. Safe walking choices will encourage more regular exercise and boost public health overall.

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Regeneration of the downtown will include areas for neighbors to come together, whether impromptu or at the festivals the district will be equipped to host, enhancing ties in the community which has been shown to increase longevity.

Lighting recommendations will address the goals of the dark skies initiative. Louisburgs Powell Observatory offers one of the largest telescopes in the region and one of only a few in the country that are available for public viewing. To help keep the observatory here in Louisburg, the PRIDe Plan will need to lead the way in dark sky stewardship for the City.

The incorporation of street trees will increase shade and comfort while reducing heat island effect. Trees will reduce summer cooling costs, energy consumption, and rainwater runoff volumes while absorbing carbon dioxide and doing their part to reduce the greenhouse effect.

Native vegetation will reduce the need for mowing, which means less gasoline use and fewer air pollutants. Natives will limit the use of chemical fertilizer, pesticide and also assist in restructuring a complete soil profile. They will provide habitat for birds and butterflies, and will reduce City staffs maintenance burden.

13) Describe how the project supports investment in areas with existing infrastructure.

Downtown Louisburg has some of the oldest existing infrastructure in the City. Rather than planning additional suburban-type growth, Louisburg would like to reinvest in this historic area and give it new life. The PRIDe Plan is about addressing existing infrastructure needs, enhancing, appending, and replacing as needed.

This plan plays a vital role in implementing reinvestment in existing infrastructure for Louisburg.

14) Describe how this project and outcomes relate to transportation issues.

Kansas Highway 68 (the PRIDe projects northern boundary) has been identified by the Kansas Department of Transportation as needing significant investment to support its use as an east-west expressway for the trucking industry. The PRIDe plan stands to play a major role in defining the ways the City and Highway relate to one another. "How will the highway corridor accommodate the multi-modal goals of the Plan", and "how can the Plan incorporate the safe passage of pedestrians and bicyclists into and out of downtown, across the highway?" are both questions the PRIDe Plan will answer.

The PRIDe Plan will produce a logical system of connections to and through downtown from the neighboring areas, building off of the Louisburg Urban Trail Master Plan which shows logical tie-ins from the elementary school, community parks, and neighborhoods surrounding downtown. It will provide key access tie-ins to and from downtown for Senior Citizens which frequent the Louisburg Senior Center and Transportation Service, located 4 blocks away from the main street (Broadway) of the downtown district, yet currently inaccessible.

And ultimately, the major goal of downtowns PRIDe Plan is to reduce residents dependence on the automobile. Safe, clean, direct pathways into and through the City center will mean better access for hundreds, if not thousands of community members who can leave their cars at home and get fresh air and improved health by walking, not driving, to the store.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

No.

16) Does the project serve a future transit corridor?

No.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

We are so excited about the level of support the community has shown for the PRIDe Plan. Everyone we have contacted has been outrageously supportive. The City has been blessed by the active efforts of the Louisburg Council of the Arts and the Louisburg Chamber of Commerce in spreading the word within the business and civic organization community. It is because of their efforts that we have the documented pledges of support for PRIDe.

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Partnerships between the City of Louisburg, the Louisburg School District (USD 416), the Chamber of Commerce, the Louisburg Council of the Arts and local businesses are already set. Our local civic organizations are passionate about making this project a reality. We are devoted to follow and support the project through planning and construction. The consensus is so fully in agreement that this is a change for the better for Louisburg, that backers are willing to work this through the process over several years until final construction is complete and downtown Louisburg is ready to celebrate.

Louisburg Chamber of Commerce has pledged support through the contacts they have with local businesses and investors. Communications will be maintained through the Chambers vast connections. Their aid will help with establishing stakeholder steering committees, getting the word out for public meetings, distributing information throughout the community and into the hands of local media. It is anticipated these relationships with local investors can lead to private development action within downtown as implementation progresses.

Louisburg Library can facilitate local meeting locations during the planning process and lend an additional voice for distributing information to the community.

Louisburg School District is ready to help in any way and can be counted on to contribute meeting and charrette space and send materials home to families to get the word out about planning efforts and public input. Additionally, the USD has offered to add to one lucky class curriculum the project of completing a photo inventory of the structures in downtown as an in-kind contribution for the Plan.

Louisburg Council of the Arts offers to be closely involved in the process through completion, gifting support services for all aspects through completion. Whenever an additional set of hands is needed, LCA will step in to assist the City to the benefit of this project. Furthermore, LCA sponsors four art-related events per year and is dedicated to enlivening the renovated downtown with these cultural experiences as further draw for patrons to participate in the downtowns success. It is LCAs dream that downtown could foster the arts community, both organized and unorganized, in the form of public venues, displays and studio spaces - especially spaces where the local artists can display and sell their works to the public; allowing them to expand the economic viability of their passion to a business venture.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Louisburg passed a 1/4 cent sales tax initiative in April of this year that is earmarked to fund planning efforts for seven different infrastructure projects. The PRIDe Plan hits on five of the seven project goals including the following as listed on the City of Louisburg website:

- Storm water study & improvements for older portions of the city.
- Street Improvements.
- Pedestrian route improvements.
- Water infrastructure improvements related to fire safety.
- Downtown revitalization plan.

The PRIDe Plan is a highly supported initiative that fulfills a majority of the hot-topic goals of the City of Louisburg. The revenue generated by the ¼ cent sales tax will provide the majority of the match money if our project is selected for funding. Our opportunity is now, and the community of Louisburg is ready.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Rick Arroyo
Contact Title:	City Engineer
Contact Phone #:	816-847-6220
Contact Fax #:	816-847-6206
Contact Email:	rarroyo@cityofgrainvalley.org

Project Budget:

Requested Funding:	76,000
Local Match:	19,000
Total:	95,000
(Requested Funding + Local Match)	

Project Information

Project Name:	Grain Valley Comprehensive Plan Update
Project Location:	City of Grain Valley
Source of Local Match:	General Fund

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The current comprehensive plan calls for updates as needed. The original plan was adopted in 2001.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

The current Downtown Overlay district was adopted by ordinance and will involve engagement by local businesses and residents along the downtown corridor of Grain Valley. The Main Street Corridor and Adjacent Neighborhood Plan also incorporates a "Smart Growth" plan for the Downtown core of Grain Valley incorporating multi-use zoning and redevelopment of existing structures and parking. The Park Trail Master Plan anticipates walking and biking through the City linking neighborhoods and schools with City parks and population centers and transportation infrastructure has been outlined in the adopted Capital Improvements Plan conforming to the current comprehensive plan.

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Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The goal of the comprehensive plan update would be to bring land use, transportation, and park goals together to provide Grain Valley with a sustainable plan for growth and redevelopment. Travel choices including transit, bike and pedestrian facilities will be integrated into this plan.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The comprehensive plan update would include currently adopted plans such as the Main Street Corridor and Adjacent Neighborhood Plan in promoting sustainable development and redevelopment. This plan update would also outline necessary transportation connectivity through streets, sidewalks, and bike facilities to public centers and recreational parks. The plan update would also identify possible sustainable land use areas throughout the City.

11) Describe how the project includes a robust citizen engagement component.

The City is forming a comprehensive plan committee made up of citizens and business owners. In addition, multiple public outreach meetings are planned to engage public interest and gather feedback.

12) Describe how the project advances environmental stewardship and improved public health.

Land use patterns, multi-use development, trail system connectivity, and bicycle facilities will be the goals within the comprehensive plan update. By promoting a bike friendly and walkable community, it's anticipated that vehicular traffic will decrease causing a decrease in carbon emissions and promoting a healthier lifestyle within the community.

13) Describe how the project supports investment in areas with existing infrastructure.

This comprehensive plan update will attempt to give solutions to new development and redevelopment within the entire City utilizing existing roadway, parking, and building infrastructure.

14) Describe how this project and outcomes relate to transportation issues.

This plan will focus on how to merge multiple modes of transportation with current and future land use patterns. The plan will also allow better forecasting of capital transportation projects that enhance movement choices to the community.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

This project does serve the activity center identified as area 343 on the Planning Sustainable Places reference map.

16) Does the project serve a future transit corridor?

The project is within the MARC MPO boundary map. The comprehensive plan scope will also incorporate Jackson County's Commuter Corridor study on alternative transit.

Partnership

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17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Grain Valley's Chamber of Commerce along with local business owners and residents will play a critical role in developing the comprehensive plan update bringing land use, transportation, and parks department goals together to provide Grain Valley with a sustainable plan for growth and redevelopment.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Activities that show commitment to the project include a half cent sales tax passed by the community in support of funding a Trail Master Plan to connect all major parks within the City to central activity centers. A municipal code overlay district along this corridor has also been supported by elected officials promoting multi-use zoning along the downtown corridor. Lastly, Grain Valley's adopted Main Street Corridor and Adjacent Neighborhood Plan promotes sustainable development and redevelopment while encouraging connectivity from residential areas to public places and recreational areas.

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Applicant Information

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

Contact Information

Contact Name:	Jade Liska
Contact Title:	Division Manager of Citywide Planning
Contact Phone #:	816-513-2828
Contact Fax #:	816-513-2838
Contact Email:	jade.liska@kcmo.org

Project Budget:

Requested Funding:	150,000
Local Match:	30,000
Total:	180,000
(Requested Funding + Local Match)	

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
Source of Local Match:	4th District PIAC - City of Kansas City, MO
Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?	<div>The project is scalable and will get the acceptable funding required, once approved.</div> <div>All agencies are aware of the application</div>

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

This project is consistent with the relevant adopted local comprehensive plans that have been recently adopted. The Greater Downtown Plan approved by City Council in 2010. This plan is one the most successful area plans for the City of Kansas City, MO. This plan is part of an effort to complete 18 area plans to cover the entire city with goals and implementation strategies that citizens and city departments to follow.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question? ☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

The recent and relevant plans (Greater Downtown Area Plan) has core elements that are included and one of the top 5 priorities of the plan is: Walkable and transit oriented development in the downtown core. The public engagement process with the Greater Downtown Area Plan was over

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18 months of discussion and full support of city council. There also has been a recent vote to accept a TDD within the central downtown for support of the streetcar project. Intergated land use, transportation and environmental strategies are all part of the area plan process and the streetcar project. The streetcar project is an implementation measure of the Greater Downtown Area Plan and the City has invested over 1 million dollars for planning and organization of voting for the streetcar.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The downtown core has been fractured by the interstate loop system for decades. Travel north and south and connectivity for bike and pedestrian is minimal. Density and mixed used development is also fractured and sparse and many vacant properties exist and need to be redeveloped. The ability to evaluate underperforming parcels in the TDD, gives the ability to develop proper land use in-conjunction, with the streetcar project. The Downtown Corridor is very auto-oriented, with wide streets and few buffers between vehicles and cars, which discourages many from walking. The development of a more transit-oriented environment, especially on one of the corridor's major arterials, will also improve the pedestrian environment and encourage more people to walk.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

By promoting sustainable land use patterns and redevelop under performing parcels allows the ability to develop the downtown core into a highly functional and sustainable area for the mix of uses that come with the streetcar project. And possible to double the population per the goal of the City.

11) Describe how the project includes a robust citizen engagement component.

There has been years of citizen engagement and continues to keep citizens involved with the properties and streetcar project by allowing them to vote on a new TDD and redevelopment area.

The proposed Kansas City Downtown Streetcar will serve over 65,000 Downtown employees, 4,600 Downtown residents, and 15 million annual visitors to Downtown, it will connect all of these important groups to local, regional, and national transportation infrastructure.

Through substantial policy and planning support, as well as significant local financial contributions, this project will not only create an important and consolidated transit connection, but will also serve as a catalyst for economic development.

12) Describe how the project advances environmental stewardship and improved public health.

This project advances environmental stewardship and improved public health by utilizing the coordination of a unified transportation network with future land use and improved parcel redevelopment for a sustainable project.

The proposed project will provide not only a unifying service between Downtown attractions, but will also connect to regional transportation services such as the MAX BRT lines, a number of local and express bus routes, as well as national Amtrak service. Additionally, as the proposed project has a funding source exclusive to the project, it will not impact KCATA's budget in any way. It is these connections that will allow the City and KCATA to optimize services and focus available funds on those routes that will most enhance connectivity and ridership.

13) Describe how the project supports investment in areas with existing infrastructure.

This planning project supports the investments of existing infrastructure which the downtown has experienced a resurgence and transformation into a vibrant cultural and economic center. Significant investments totaling over \$6 billion, from both private and public sources, have stimulated economic growth and have begun to return the downtown to its rightful position as the economic engine of the region.

14) Describe how this project and outcomes relate to transportation issues.

The existing transportation options are poor. There is very little connectivity between downtown activity centers such as (River Market, downtown, Crossroads, and Crown Center). Currently, these major destinations are geographically separate. Existing transit services, including MAX BRT service, are designed to bring people to and from downtown, but there are no services designed to facilitate shorter trips within the Downtown Corridor. Better service for short trips is needed throughout the day, and also for special events such as "First Fridays", Sprint Center events, and other events throughout the downtown. Downtown transit service is evolving in conjunction with efforts to strengthen the downtown core. The

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Call for Projects

current transit system is not “complete” in that it does not serve visitors and convention attendees sufficiently well, it does not provide “last mile” connectivity from regional services. The lack of a strong downtown circulation is a major deficiency in the existing area.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, this project serves the activity center(s) for which the downtown Kansas City is located.

16) Does the project serve a future transit corridor?

Yes, this whole project has the backing of a recent vote from the residences of the TDD to form a taxing jurisdiction and the ability to build a streetcar. This is a huge asset for the future redevelopment for the vacant and blighted parcels in the downtown area, within the future TDD. The proposed project planning will enable increased efficiencies in the existing transit network with key connections from bus, trails, sidewalks, regional transit and on-street bike.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The partnerships formed from the TDD and streetcar project is enormous. The partnership formed and the benefit of these partnerships will ensure a sustainable and successful redevelopment of the business core/TDD to create a new streetcar system to benefit visitors, residences and businesses. Some of the partners are: MARC, Jackson County, MODOT, Kansas City Parks, Port Authority, KC EDC, KCATA, many local businesses and local unions.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Again, from the recent submittal of the TIGER IV grant in March 2012 by the Mayor and City Council and commitment to support a TDD and a vote from the residences of the TDD on August 7th, 2012 (over 400 residents voted), the creation of a TDD is supported. The ability to implement the proposed project which is, to evaluate underutilized parcels within new Downtown TDD and construct development plan to spur development in support of Streetcar will be an appropriate next step.

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Applicant Information

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

Contact Information

Contact Name:	Michael Webb
Contact Title:	City Administrator
Contact Phone #:	(913) 441-3707 ext 12
Contact Fax #:	(913) 441-3805
Contact Email:	mwebb@edwardsvilleks.org

Project Budget:

Requested Funding:	\$45,000
Local Match:	\$15,000
Total:	\$60,000
(Requested Funding + Local Match)	

Project Information

Project Name:	110th/I-70 Sustainable Places Plan / Design Guidelines
Project Location:	Southside of the 110th and I-70 interchange, Edwardsville, KS
Source of Local Match:	City of Edwardsville - Economic Development Funds
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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

The City of Edwardsville recently adopted a new comprehensive plan. The project area is identified and described as a mixed-use area; a "new front door" to the community; and a current growth area within the comprehensive plan. Additionally, the comprehensive plan calls for further study of the area in order to further define what those terms mean in the sense of future development patterns and design details.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question? ☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

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Call for Projects

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The 110th / I-70 interchange area is uniquely positioned to serve the needs of people commuting in the Kansas City metropolitan area and beyond. Downtown, KCI, Village West, Corporate Woods, Lawrence and Topeka are all easily accessible from this location. Such a location lends it to a concentration of commercial, employment and residential opportunities that if developed at appropriate intensities and densities may support the creation of several alternative modes of transportation at the local and regional level.

To improve local connections into the Kansas Speedway / Village West activity center, as well as the employment and river recreation areas in southern Edwardsville through planned circulatory transit, multi-use trails and pedestrian facilities would greatly enhance the travel choices for people working and playing within, as well in close proximity to the project area.

For regional commuters, the ability to extend or connect to transit associated with the State Avenue SmartMoves corridor is a convenient possibility. Additionally, the potential of this location to serve as a stop, or transfer point for regional to local transportation options, along a future regional transit route serving the I-70 corridor from downtown Kansas City to Lawrence and Topeka may be off in the future, but could be incorporated in the area plan.

These types of choices (as well as effective carpooling, express transit routes, etc.) can only be explored and potentially implemented in this area if the mix and density of land use development in the project area achieves sustainable qualities and levels of performance.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The development pattern and infrastructure support system in this project area is primarily rural in nature. Additionally, public sewer and water systems may be readily extended or expanded to serve more intense development within the area. With the development of the Kansas Speedway / Village West activity center and the transportation improvements (110th / I-70 interchange) that provide access to this activity center, speculative activity and pressure to develop this project area has increased.

The intent of this planning project is to investigate development and land use patterns that are consistent with mixing uses, creating opportunities to support transportation alternatives, enhancing housing choice in Edwardsville, and integrating environmental features within the physical land use framework.

Typically, an area within this proximity of a major interchange and interstate system will develop in an auto / truck / highway commercial or service oriented manner parcel-by-parcel. Warehousing and distribution, light industrial, office and other employment uses may also develop, as has been the case at the Woodend / I-435 interchange area in Edwardsville.

With the recently adopted comprehensive plan identifying this project area as a "new front door" for the community and as a mixed-use land use area and a current growth area, now is a critical time to better define the desired development and land use pattern that the community expects. Both the comprehensive plan and the Riverview Overlay Zoning District provide evidence that the community is expecting a higher more sustainable quality of development than "typical" in this project area.

The future development of this project area is on the horizon, the opportunity to develop a plan that provides guidance on the application of a sustainable land use development pattern (i.e. mixed uses, densities and uses to support transportation alternatives, promoting bike / walk connections, etc.) along with design guidelines and an implementation strategy will help citizens, property owners and potential developers apply sustainable development principles in the project area in the future.

11) Describe how the project includes a robust citizen engagement component.

Citizen engagement will be accomplished through a number of means. Because Edwardsville is a small community, engagement efforts will focus on individual and group opportunities to share information, provide education and seek participatory involvement. A multi-pronged approach will be devised from a pallet of methods for citizen engagement that include:

1. Local Media (i.e. the Bonner Springs Chieftain) - will be involved in the provision of informational and educational articles for the community.
2. Stakeholder Interviews - key individuals will be identified and interviewed as part of this project in order to receive direct input from the development community, property owners and economic development / community development interest groups.
3. Property Owner Focus Groups - specific group meetings for property owners in the project area will held in order to engage these owners in the conceptualization and alternative assessment portions of the project.
4. Community Open House Events - at key points in the planning process community wide open house events will be held in order to identify issues, generate ideas and goals, gauge reaction to concepts, and provide transparency to the plan as it is being developed.

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Call for Projects

5. Electronic Engagement - through the use of the City's web site, as well as other potential tools such as Survey Monkey and MindMixer, citizens will be able to view the project as it progresses; provide information and commentary for consideration; and engage in a managed planning conversation at their convenience 24 / 7.

12) Describe how the project advances environmental stewardship and improved public health.

Because of the topography and natural drainage features in the project area, a variety of BMP practices can be investigated and integrated into the plan, including the use of site oriented BMPs and regional BMPs. Given the location of the project area in the upper reaches of two drainage basins the use of BMPs will have a positive effect on water quality and quantity as water moves further downstream through developed portions of Edwardsville and into the Kansas River which is within 5 miles of the project area. Additionally, the potential use of native plant materials in BMP areas and along drainage courses will reinforce the native landscape in the area.

Another aspect of the planning project will be the guidance that can be provided in regard to the use of alternative energy resources. The opportunity to use solar, passive solar, wind and geo-thermal forms of energy can raise issues regarding building placement and design. As land use and development concepts are explored the application of alternative energy technologies will be taken into consideration and will be addressed through the design guidelines and implementation strategies of the plan.

Finally, as the planning project explores the opportunity for integrating pedestrian and bicycle facilities in the area, as well as connections to near-by destinations, a physical framework plan for supporting active lifestyles will be achieved.

13) Describe how the project supports investment in areas with existing infrastructure.

This planning effort would support transportation and water infrastructure investment that is in place in the proposed planning area.

Significant transportation infrastructure investment has been made in the form of the 110th and I-70 interchange. Additionally, the City of Edwardsville is making investments in improving the Edwardsville Road / 110th Street corridor from K-32 north to I-70.

Potable water is in place in the area and provided by the Board of Public Utilities. Sanitary sewer is not in place currently, but sewer provision and extension has been studied and cost estimates, as well extension possibilities have been identified in support of potential development.

14) Describe how this project and outcomes relate to transportation issues.

Significant investment in transportation facilities that are automobile oriented has already been made in this area. Yet, the location affords itself to better transit connections for both local route and park n ride / express options and carpooling if effective density and destination qualities can be achieved. The convenience of the existing interchange, as well as the growth of and proximity associated with the Kansas Speedway / Village West activity center makes this location a logical place to address transportation options that would more efficiently and effectively connect this area to other parts of the metropolitan region, as well as Lawrence and Topeka along the I-70 corridor.

In addition to the metro / regional connection. Local enhancements to transportation could include the possibility of integrating bicycle and pedestrian features into the development pattern, as well as enhancing connections (i.e. bicycle, pedestrian and circulator transit) between the Kansas Speedway / Village West activity center, the project area and other parts of Edwardsville via Edwardsville Road / 110th Street.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, this project is located adjacent to the Kansas Speedway / Village West Activity Center. Additionally, the 110th and I-70 interchange serves as a primary entry point into the activity center. Given these two points the City of Edwardsville believes that the area covered by this plan effort is a logical extension of the activity center and will experience greater development pressure in the near future. Having a development plan and design guidelines for the area will aid in applying sustainability concepts in the area.

16) Does the project serve a future transit corridor?

Yes, the State Avenue corridor to 118th Street is identified as a SmartMoves Regional Transit Corridor. Just as with the activity center question, this project area while not located on the corridor is within close proximity and could be served through the extension of the transit corridor to this location via a return route that follows Speedway Blvd and Village West Parkway. To justify such an extension requires a certain level of density and destination quality that the proposed plan can address.

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Call for Projects

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

No formal partnerships have been identified that will contribute additional financial resources to the project. The City of Edwardsville is committed to working in close partnership with the citizens and property owners within the study area, as well as the citizens of the community. This will be done to ensure that the resulting plan reflects the desired vision of the community in balance with sustainability goals / criteria.

Additionally, as real estate brokerage interests have increased in the area the City of Edwardsville will also work closely with these interested parties in the development community. Although, a formal partnership with a developer(s) has not been sought because this planning project needs to be a community driven effort at this time.

Finally, the City of Edwardsville will also coordinate with the City of Bonner Springs and the Unified Government in order to understand plans adjacent to the area, as well as inform and engage those jurisdictions in this planning process.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City of Edwardsville recognizes the importance of quality sustainable development, especially in this project area. Two important items reflect the commitment of the City to ensuring quality development in this area.

1. The project area has been identified as a mixed-use area as part of the comprehensive plan for the City of Edwardsville. The comprehensive plan identifies the location as the "new front door" to the community and a current growth area, and as such the need for more detailed planning and the development of specific standards and guidelines is identified.

2. The City has adopted the Riverview Overlay Zoning district in this area which requires architectural and development plan review procedures beyond the typical zoning districts in the City of Edwardsville. These review procedures require additional guidance in the form of development pattern and design guidance.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Gerald Williams
Contact Title:	Lead Planner
Contact Phone #:	816-513-2897
Contact Fax #:	816-513-2838
Contact Email:	gerald.williams@kcmo.org

Project Budget:

Requested Funding:	\$100,000
Local Match:	\$20,000
Total:	\$120,000
(Requested Funding + Local Match)	

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.
Source of Local Match:	5th District "PIAC" Funds
Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?	Yes

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The project is a direct outgrowth of the draft Little Blue Valley Area Plan (LBVAP - anticipated to be submitted for adoption in October 2012), which identifies both 350 hwy and the Rock Island Corridor as Primary Transit Corridors and recommends the implementation of Transit Oriented Development standards and zoning in the Knobtown area and the creation of a Station Area Plan. From the LBVAP:

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•Apply the concepts of Transit-Oriented Development (TOD) near future commuter rail stations and along the primary transit corridors at mixed use nodes:

oPrioritize areas near commuter rail stations (Knobtown) and prepare “Station Area Plans” to guide future development.

The LBVAP also identifies Knobtown as a priority commercial area for revitalization and a priority for new development.

•REVITALIZE STRUGGLING COMMERCIAL CORRIDORS AND PROMOTE COMPACT “NODE” DEVELOPMENT.

oCreate special districts (CID’s) and incentive areas to assist with revitalization efforts in struggling commercial areas

□Priority should be given to the 40 Highway Corridor and the Knobtown district.

□Organize businesses and property owners and build capacity through the creation of special districts, business associations, etc...

□Explore ways to provide incentives, or funding (loans and grants) for site improvements, particularly along primary image streets (Noland Road, 350 Hwy, 40 Hwy).

oCreate sustainable land use patterns to ensure long term viability of commercial districts:

□Commercial or mixed-use development should be limited to nodes at major intersection.

□Encourage mixed use development over single use commercial development.

□Strip commercial development should be strongly discouraged.

□Create and apply new zoning tools which require a more dense, compact mix of uses and support transit and pedestrians

The project is also an outgrowth of the Rock Island Corridor Planning Study (currently underway) and is consistent with the Knobtown Development Plan (2005) which was adopted by the City Council and has been integrated into the draft LBVAP. Although it was created prior to the emergence of plans for commuter rail, the Knobtown Plan envisions a compact, mixed use development pattern in the Knobtown area as well as streetscape improvements, trail connections and environmental protection/stewardship.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

A)Localized public engagement process - The project is a direct outgrowth of the draft Little Blue Valley Area Plan (LBVAP) which is anticipated to be submitted for adoption in October 2012. The plan has included close coordination with a mayor-appointed Steering Committee comprised on area neighborhoods, businesses and institutions as well as a Technical Committee comprised of staff from various agencies (MoDOT, City Staff, Jackson County, etc..). The process also utilized an online community engagement tool called MindMixer which was well utilized and there were a series of community-wide meetings to provide input and feedback as the plan was prepared. A community survey was also administered to gauge resident opinions on a variety of topics. All of this community input was integrated into the plan, with relevant community input highlighted throughout the document to illustrate how input was used.

B)Integrated land use, transportation and environmental strategies - The Little Blue Valley Area Plan (LBVAP) provides a land use plan and transportation plan that are fully integrated and mutually supporting. The plan recommends compact, walkable mixed use development along primary transit corridors and provides a future street, bike route and trails plan to connect neighborhoods with key corridors and activity centers. The plan supports the creation of a through street network with frequent street connections as well as the creation of complete streets. The land use plan and transportation plan were created in tandem and support each other. For the Knobtown area specifically, the plan which identifies both 350 hwy and the Rock Island Corridor as Primary Transit Corridors and recommends the implementation of Transit Oriented Development standards and zoning in the Knobtown area and the creation of a Station Area Plan (Transit Oriented Development Plan). The plan also provides a pan for neighborhood trail connections to regional trail corridors and transit corridors/centers. The LBVAP also identifies Knobtown as a priority commercial area for revitalization and a priority for new development. The project is also an outgrowth of the Rock Island Corridor Planning Study (currently underway) and is consistent with the Knobtown Development Plan (2005) which was adopted by the City Council and has been integrated into the draft LBVAP. Although it was created prior to the emergence of plans for commuter rail, the Knobtown Plan envisions a compact, mixed use development pattern in the Knobtown area as well as streetscape improvements, trail connections and environmental protection/stewardship.

C)Detailed implementation plan – The LBVAP includes a detailed implementation plan including a project matrix with phasing, responsible entities, and champions and funding sources. It also includes Decision making Criteria to guide future requests and proposals in the area and an overarching framework for implementation activities.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The project will help to ensure the success of future commuter rail along the Rock Island Corridor by creating supportive and reinforcing development patterns adjacent to the proposed rail station and regional trails. It will also ensure that roads in the area are designed to accommodate all modes (complete streets) and that the future street network provides frequent streets connections and route options (to improve bike ability and walkability) and adequate vehicular access. The plan will identify appropriate major street segments for the “Activity Street” designation (a context sensitive street typology in the Major Street Plan which is intended for mixed use areas) and create guidelines for complete streets for other roadways. The plan will identify future pedestrian and bicycle improvements which connect future development to adjacent transit stations and regional trails. A key component of the activity center development will be planning for connections to the proposed Katy Trail extension and Little Blue Trace Trail along the corridor. The project will also examine supportive bus transit additions and enhancements for the activity center and expand on the transit strategies identified for this area in the LBVAP.

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10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The project will advance the key recommendation from the draft Little Blue Valley Area Plan and Rock Island Corridor planning to create sustainable land use patterns in Knobtown. The vision established for the Knobtown node is a compact, dense, mixed use, transit-friendly, walkable, and bikeable activity center. The Knobtown Station Area Plan will ensure that future development in Knobtown integrates the principles of Transit oriented design (TOD). From the Little Blue Valley Area Plan:

•SUPPORT TRANSIT AND MULTIMODAL TRANSPORTATION

oCreate Complete Streets - Integrate transit, walking and biking in new development through site design and amenities.

oProvide for pedestrian connections between new development and adjacent developments, trails, parks and other open spaces and transit stops.

oConstruct a system of collector and arterial streets as development occurs (see Transportation Chapter).

☐ Implement a system of connected streets and neighborhoods as the area continues to develop.

☐ Require a minimum distance between street connections in new development and implement a Connectivity Index requirement (see Transportation Chapter).

oProvide trail connections from neighborhoods and mixed use districts to regional trails as development occurs.

oApply the concepts of Transit-Oriented Development (TOD) near future commuter rail stations and along the primary transit corridors at mixed use nodes:

☐ Prioritize areas near commuter rail stations (Knobtown) and prepare "Station Area Plans" to guide future development.

☐ Components of TOD include (but are not limited to) the following:

•Mix of land uses - encourage a variety of uses and housing types. Development should be compact and denser than typical development. Prohibit low intensity uses that may detract from transit usage.

•Provides transit supportive uses (those that cater to convenience goods and service needs of residents, employees, and transit stop users)

•Emphasize pedestrian access to buildings, placing parking lots behind buildings and buildings near the street.

•Reduce parking requirements and apply parking maximums.

•Avoid Transit "Adjacent" Development - Development near transit that is not oriented to or connected to transit and has the same parking ratio, roadway design, density, mix of uses and auto usage as any other development.

•Include a transit stop or station that is a center of activity. Ensure that transit stops are convenient, comfortable and secure.

•Easily accessible via all modes of transportation. Create an environment that is designed for cycling and walking.

•Provides a public place of activity.

The project will apply these guiding principles to specific development concepts and standards for future development in the Knobtown area.

11) Describe how the project includes a robust citizen engagement component.

Planning for the Knobtown activity center will include extensive public engagement and outreach. Opportunities for community input and feedback will be provided at community-wide meetings and on the web. The project team will also work closely with a mayor appointed Steering Committee comprised of area property owners, neighborhood groups, institutions, businesses and other area stakeholders. The public engagement and outreach will build off work begun as part of the Little Blue Valley Area Plan and the Rock Island Corridor Plan processes, maintaining engagement with stakeholders identified during those processes while also seeking out new stakeholders and engagement opportunities. A detailed public engagement plan will be created for the planning process once a consultant is selected.

12) Describe how the project advances environmental stewardship and improved public health.

Two of the primary goals of the Little Blue Valley Area Plan are to preserve the rural character of the valley and to pursue sustainable development. These principles will be integrated into the development plan for Knobtown. Many of the specific strategies identified to support these goals directly advance environmental stewardship and improved public health. The project will identify a compact development area in Knobtown which minimizes impacts to sensitive natural areas and creates an open space system as identified in the Little Blue Valley Area Plan (includes steep slopes wetlands, stream corridors and floodplains, natural depressions to capture stormwater and mature wooded areas). These areas have already been identified in the draft Little Blue Valley Area Plan, and this project will build on and expand those areas at a finer level of detail. The plan will also identify standards for creating open spaces within the development areas including open space within street right-of-ways and public spaces. The project will identify how to utilize natural landscaping in new development and in streetscapes. The project will include strategies to apply "green" infrastructure in future development and to utilize and preserve natural systems to manage stormwater and improve water quality. The project will also examine approaches to restore environmentally damaged areas (e.g. former quarry site). Future development in Knobtown will also support active living through the creation of a compact, dense, mixed use, transit-friendly, walkable, and bikeable activity center. The plan will provide a framework for biking and pedestrian connections, creating complete streets and street typologies that support biking, walking and transit on major streets. The project will also explore the application of alternative and renewable energy in future development. The following policy recommendations from the Little Blue Valley Area Plan will be used to guide the development Plan for the Knobtown activity center which advances environmental stewardship:

•PROMOTE SUSTAINABLE DEVELOPMENT

oIntegrate "green" elements and sustainable approaches to storm water management, energy efficiency, alternative energy production, sustainable building materials (e.g. low embodied energy), and integrate transit, walking and biking in private development (see Development Guidelines).

☐ Emphasize storm water management approaches which enhance environmental stewardship and natural resource preservation consistent with the goals of the Wet Weather Solutions Program.

oPreserve open space and create additional open space and public spaces where feasible in new development.

oAvoid development in stormwater "depressional" areas and floodplains.

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13) Describe how the project supports investment in areas with existing infrastructure.

The Knobtown area is within a "Development Priority Zone" as designated by the Little Blue Valley Area Plan. These are typically areas where there are existing established neighborhoods and infrastructure in place. In the Little Blue Valley even established neighborhoods are in need of infrastructure improvements and it is likely that some new infrastructure will be required in Knobtown. However significant infrastructure is in place and will be utilized. Sewer and water lines are present in the Knobtown area (including major trunk sewer line along the Little Blue River) but upgrades and some extensions of infrastructure are likely. The Knobtown area is characterized primarily by struggling commercial development along 350 Hwy and has been identified as a priority redevelopment area by the Little Blue Valley community because of the condition and appearance of commercial businesses. A recent "353" tax abatement and redevelopment plan approved by the City Council (but never constructed) reflects the blighted conditions and need for renewed investment and thoughtful planning for this important activity center.

14) Describe how this project and outcomes relate to transportation issues.

The project will help to ensure the success of future commuter rail along the Rock Island Corridor by creating supportive and reinforcing development patterns adjacent to the proposed rail station and regional trails. The project will provide critical pieces (Station Area Plan and supporting Zoning) to the future success of commuter rail along the Rock Island Corridor, by ensuring that future development is transit-oriented and transit supportive. The plan will also support the development of 2 future regional trails (Katy Trail and Little Blue Trace) and ensure future development is well connected to these important trial corridors. It will also ensure that roads in the area are designed to accommodate all modes (complete streets) and that the future street network provides frequent streets connections and route options (to improve bike ability and walkability) and adequate vehicular access. The project will include a plan for the complete transportation system within the development site to ensure the accommodation of all modes (transit, walking, biking and automobiles) and to create a dense, compact and walkable development pattern. The plan will identify appropriate major street segments for the "Activity Street" designation (a context sensitive street typology in the Major Street Plan which is intended for mixed use areas) and create guidelines for complete streets for other roadways. The plan will identify future pedestrian and bicycle improvements which connect future development to adjacent transit stations and regional trails. A key component of the activity center development will be planning for connections to the proposed Katy Trail extension and Little Blue Trace Trail along the corridor. The project will also examine supportive bus transit additions and enhancements for the activity center and expand on the transit strategies identified for this area in the LBVAP. The project will include considerations of roadway connections (future and existing) to nearby activity centers (working closely with the City Of Lee's Summit and planning for development at View High Drive and I-470 and future extension of View High Drive to the Knobtown activity center).

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the Knobtown area is identified as an activity center on the maps provided by MARC. The area is also on the Rock Island Corridor, one of MARC's six demonstration corridors which were selected because they are all part of the Smart Moves regional transit plan and are a key focus of other transit investments. The Knobtown area has been identified as an important activity center as part of the Rock Island Corridor Planning Study (currently underway) and as part of planning for future commuter rail along the corridor.

16) Does the project serve a future transit corridor?

The area is also on the Rock Island Corridor, one of MARC's six demonstration corridors which were selected because they are all part of the Smart Moves regional transit plan and are a key focus of other transit investments.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Kansas City, Missouri has been working closely with the neighborhoods, businesses and institutions in Little Blue Valley Community for more than a year to prepare the Little Blue Valley Area Plan. To date there has been a transparent and responsive public engagement process which the community and the City are committed to continue should this important project receive funding. The Little Blue Valley Community Association has provided a letter stating their support for this project and reaffirming that this is a priority development area for the community.

Implementation

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Call for Projects

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City's Water Services Department has completed a study to determine a plan for providing needed sewer extension to serve future development in the area and the Public Works Department is currently implementing improvements to the primary intersection (Noland Rd and 350 hwy) in the activity center. The Parks and Recreation Department recently purchased a former racetrack to convert to a community park and planning for future improvements is underway. Commuter Rail is currently being studied along the corridor by other agencies (MARC, Jackson County) and work to acquire the Rock Island Corridor is underway (led by MARC and Jackson County) with continued involvement and commitment of financial resources by the City of Kansas City, Missouri. As stated previously there is an approved development plan and tax incentive plan in place for some of the area. It demonstrates both the need for development planning to support transit as well as the interest of area property owners to develop properties. The City has also had preliminary discussions with other property owners in the Knobtown area who have expressed interest in pursuing a redevelopment strategy to potentially combine properties and implement the compact, walkable mixed use vision for the area as expressed in the Knobtown Plan and draft LBVAP.

The City of Kansas City, Missouri has a renewed emphasis on implementing area plans and has developed an implementation program with staff committed to working with communities after plans are completed to help achieve plan goals. This has proved to be a successful model in areas such as Greater Downtown Kansas City, where 2 years after forming the Implementation Committee the City and community have been able to achieve numerous successes with broad community support and engagement. Additional successes have been achieved through similar processes in areas such as Hickman Mills, Heart of the City and Truman Plaza.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Jennifer Clark
Contact Title:	Community Development Director
Contact Phone #:	816-325-7415
Contact Fax #:	816-325-7400
Contact Email:	jclark@indepmo.org

Project Budget:

Requested Funding:	\$40,000
Local Match:	\$10,200
Total:	\$50,200
(Requested Funding + Local Match)	

Project Information

Project Name:	Englewood Art District Circulation Plan
Project Location:	Winner Road from Appleton to Hardy
Source of Local Match:	City of Independence, Council Goals; Englewood Business Association

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,

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The Arts District is within the Neighborhood Preservation Area prescribed in the most recent update to the Comprehensive Plan in 2010. This is intended to preserve the mix of uses found in the established neighborhoods in Northwest Independence that were originally built as walkable communities with commercial and mix of residential products in concentrated areas. The Englewood Art District embodies the essence of a walkable district complete with shops, services, and entertainment. However neighborhoods within a few short blocks to the west are impeded from traveling into the district by poor circulation of streets, especially the five-way intersection at Winner and Northern.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

In early 2009 the Englewood Business Association in partnership with the City of Independence and Truman Heartland Community Foundation, issued a Request for Proposals to prospective consultants to undertake a Feasibility Study for a potential Arts District in the Englewood neighborhood on the city's west side. AMS Planning & Research, an arts management consulting firm based in Connecticut with offices in Missouri (St. Louis) and California, formed a team with Berger Devine Yaeger (BDY) architects of Kansas City, and was selected to undertake the feasibility study.

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This plan was a grass-roots planning effort which began with a healthy public engagement process including the Independence Economic Development Corporation, Chamber of Commerce, local business owner and residents, artists, faithbased and civic partners. The consultants undertook a series of interviews with civic and community leaders, a market analysis (demographic and lifestyle segmentation), a cultural inventory analysis (of artist-related districts and programs in the metro area, and of Independence-based arts/cultural groups), model case studies with exemplary arts/cultural districts, and, working with a volunteer Advisory Committee, developed a conceptual approach for the proposed District.

The plan addresses the market viability of an Arts District as well as strategies to improve land use, transportation and environmental conditions through the reuse of existing sites and structures. It lays out specific tools and steps for creation of a fully functional Art District activity center. The implementation plan outlines partners, financial tools, and specific studies that should be completed.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The project is a Circulation Study to connect neighborhoods including residential, civic, and commercial uses to the activity node at Winner between Sterling and Northern. The project will address how to safely move pedestrians, bicyclists, and motorists to and through the district. Currently, the district is served by public transit that connects downtown Kansas City to Independence at the Transit Center.

The project area has barriers that currently impede travel choices. There is a five-way intersection at Winner and Northern where 18th Street connects to both; the traffic signal is confusing and motorists are not aware of the need to watch for bicyclists and pedestrians. There is no sidewalk on 18th Street and only along one side of Winner Rd. To the east, Winner Rd becomes a divided roadway with parking in the center. To the north, Northern Blvd becomes a divided roadway with an island in the middle.

The project would address all modes of transportation and how to safely ensure that travel choices can be made to and from the activity node. The project will make recommendations on how to connect neighborhoods, reduce congestion, improve safety and eliminate unnecessary auto idling during non-peak periods.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

Currently the activity node has been improved from Appleton to Sterling to include a wider sidewalk on the north side of Winner. Wider sidewalks accommodating wheelchairs, enhanced social gathering/interaction, and commerce opportunities. Elimination of curb side parking is improving bicycle safety.

The project would extend the study to the west where relatively few sidewalks exist. The area is compact and currently includes a mix of uses including retail shops, restaurants, a small neighborhood grocery, artist studios, auto repair, offices, personal services, and residences. A large office building has been vacant for several years and has been purchased to convert into artists lofts and live/work space. The increased density of population will demand better walkability and easier access to transit.

There is a mix of single family and multifamily uses along with civic uses such as a Post Office and churches. There are a few vacant sites which are contemplated for additional civic uses such as an open air market and a botanical or community garden. The combination of live, work, and play uses make for a vibrant activity center. The project will address how to better connect those uses.

11) Describe how the project includes a robust citizen engagement component.

The Englewood Civic and Booster club has been active since the early 1900s and formally organized in 1946 after the annexation of the area into the city of Independence. Today, it is the entity that brings together the neighborhood, business and property owners, and the City to discuss issues that impact the area. In partnership with the UMKC Urban Planning Program, the EBA has hosted two charrettes exploring transportation evaluation and options. As a part of this project, the EBA will continue to engage stakeholders in a meaningful way. The EBA will use its social media network and regular meetings to keep the area informed of the progress of the plan and to seek feedback. Monthly Art Walks will be utilized as an opportunity for visitors to view the planning project progress and provide reactions to the plan.

12) Describe how the project advances environmental stewardship and improved public health.

The project will identify which if any parcels along the study area are candidates for the Brownfields program. These parcels may be vacant or underutilized lots that could be redeveloped with financial incentives.

The project will evaluate stormwater needs and will recommend best management practices as solutions for run-off and beautification. The project may address the opportunity to utilize solar power to heat sidewalks and lower maintenance costs. The project will assess tree canopy and identify locations to provide additional shade for sidewalks and civic areas. The project will identify opportunities to incorporate greenspace and community gardens for production of healthy foods and civic engagement.

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13) Describe how the project supports investment in areas with existing infrastructure.

Englewood is a neighborhood retail and entertainment district located at the crossroads of Sterling Avenue and Winner Road. It was established in the early 1900's to service passengers of the trolley that ran from Independence to Kansas City, and remained a viable commercial district through the 1970s when suburban shopping developments and the trolley's demise began to affect the neighborhood-scale shopping district.

In 2009, the Fairmount Carlisle 353 Redevelopment Corporation expanded its redevelopment area to include the Englewood Arts District and surrounding neighborhoods. This provides incentives to residential and commercial property owners who will reinvest in their properties to stabilize the neighborhood.

All of the utilities and infrastructure needed to support redevelopment exists in the activity node. The mixed use center is home to a number of neighborhood cultural, retail and service businesses. There are opportunities for additional residential density in a former office building including affordable housing options and for better connections to the surrounding neighborhoods. The district provides local and regional artists a place to create and display new work. With appropriate connections, it will serve as the catalyst to revive the entire surrounding neighborhood.

14) Describe how this project and outcomes relate to transportation issues.

The primary purpose of this project is to complete a circulation study of the neighborhoods to the west of the Englewood Arts District. In particular, the five-way intersection at Winner, Northern, and 18th street creates a barrier for traffic flow and alternative modes of transportation. With divided traffic flow on the east and north of the intersection and a fifth right of way, the safety and functionality is compromised.

The project will improve flow for all modes of transportation and improve access to the mixed use activity node. Pedestrian, bicycle & auto traffic should enjoy more efficient and safer access and flow with a greater aesthetic appeal.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the project is included in the MARC activity center map.

Yes, the project is part of a defined Redevelopment Area.

16) Does the project serve a future transit corridor?

Yes, the project lies on an existing major fixed bus transit route. Additionally it is within one block of a proposed commuter rail corridor. It is approximately one-half mile from the proposed Rock Creek Trail on the MetroGreen Greenways Plan.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The Englewood Business Association has committed to lead stakeholder engagement throughout this planning project. The EBA has a history of engaging local property owners, neighbors, residents, business owners, as well as faith based and social service institutions. and visitors. They will host a number of public meetings and use social media to keep the public informed of the projects progress. The EBA will also use its monthly Art Walks to receive feedback and reactions to plans and draft plans.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

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Since the early 1900s the Englewood Business Association has planned projects and executed the plans. From paving roads, to building sidewalks, to parking to lighting, the EBA has a history of implementation.

In the past decade, the EBA engaged property owners to pass a Neighborhood Improvement District (NID) to tax themselves to improve lighting, underground utilities and improve the streetscape. The EBA encouraged the City and the Truman Heartland Community Foundation to help fund the Englewood Arts District Feasibility Study in 2009. Since its completion, the EBA has begun implementing the recommendations of the study. The most notable accomplishment was the enabling legislation for an Arts Zoning District and the adoption of the Arts Zoning for this area. Additionally, the EBA partnered with the City of Independence to expand sidewalks on the north side of Winner Rd to improve pedestrian access and create public gathering spaces. It is the first construction project from the 2010 Transportation Enhancement grants to be completed.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Jennifer Clark
Contact Title:	Community Development Director
Contact Phone #:	816-325-7415
Contact Fax #:	816-325-7400
Contact Email:	jclark@indepmo.org

Project Budget:

Requested Funding:	\$40,000
Local Match:	\$20,000
Total:	\$60,000
(Requested Funding + Local Match)	

Project Information

Project Name:	Independence Historic Square Mixed Use Site Plan
Project Location:	Northwest corner of Truman Rd and Main St
Source of Local Match:	\$10,000 City of Independence, \$10,000 McProperties Developer
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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The Comprehensive Plan identifies the area as "mixed use". The area is included in the Independence Square Revitalization Plan which was adopted as part of the Comprehensive Plan in 2005.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

The Independence Square Revitalization Plan, A Comprehensive Revitalization and Development Strategy includes the core elements required in a Sustainable Place Plan.

The four year (2001-2005) planning process was led by the Independence Square Steering Committee. In addition to traditional opinion surveys, public forums, and public hearings, the committee actively sought out the input of stakeholders including property and business owners, visitors, shoppers, agencies, and other interested residents. This included subcommittees for Economic Restructuring, Traffic and Parking, Land Use and Design, and Marketing and Promotions. The Heritage Commission endorsed the plan and the Planning Commission recommended that the ISRP

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be adopted as an amendment to the City's Comprehensive Plan. The City Council approved the plan in February 2005.

The plan analyzed existing conditions of land use, transportation (pedestrian, bicycle, vehicular, transit, etc), greenspace, brownfields, economic values, parking, and historic character, among others. The general plan recommendations included land use, design guideline, parking, traffic/circulation, and character district recommendations.

A detailed Strategic Action Plan including timelines, resources, and lead agencies concludes the document. This entails Basic Revitalization Principles, Target Market Strategy, Organizational Strategies, Commercial Strategy, Development & Business Incentives, Public Policy & Guidance, Sustainable Design, Implementation, and Strategic Goals.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The site is currently a city-owned surface parking lot. It is in an ideal location for a combination of activities including a mix of commercial and residential uses. The site's southern border is Truman Road which is a (major/minor)(arterial/collector) and sees an average daily traffic load of approximately 17,000 vehicles per day. It is located one block west of the Independence Transit Center which routes inter and intracity transit vehicles six days per week. Over 300,000 rides per year depart, arrive or travel through this location.

Due to its proximity to the civic center of Independence, it is ideally located for a short walk to the Chamber of Commerce, Jackson County Election Board, City Hall, Police Department, Jackson County Annex, MyArts youth training and employment center, historic sites, shops, restaurants, a bowling alley and movie theater among other employment and entertainment destinations.

Through its Bicycle Committee, the City has been identifying possible shared path routes including Truman Road and there are plans to connect the Square to the Englewood Art District by marked bicycle lane. A vendor has approached the Tourism Department to allow a kiosk to rent bicycles at both locations allowing residents and visitors to choose an alternative transportation mode between the activity centers.

By creating additional mixed use space - especially residential options - the project will allow for more travel choices to be made.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The site is currently a city-owned surface parking lot. The close proximity to shopping, entertainment, employment and transportation makes this a unique opportunity for creation of a compact and walkable site.

The site plan will identify the size, type, density, location, and design of multistory, attached housing units. The plan will also identify the size, type, location, and design of retail uses that complement housing such as grocery, cleaning, pharmacy or other neighborhood retail elements.

11) Describe how the project includes a robust citizen engagement component.

The planning process will begin with a stakeholder charrette including the developer, surrounding neighborhood, the business district, the National Parks Service, Heritage Commission, the City and County and the Chamber of Commerce. The charrette will identify the initial needs and demands of the stakeholders to ensure success.

The charrette will elevate specific stakeholders to work with the developer and City to ensure clear communication and feedback throughout the planning process. During the development of the plan, the stakeholders will be asked for specific reactions to plan elements and will be asked to grade, rank or otherwise rate the work. At least one additional public meeting will be held during the plan making.

The plan will be presented for endorsement to the stakeholders prior to adoption by the City and developer.

12) Describe how the project advances environmental stewardship and improved public health.

The plan will make recommendations on sustainable design to improve a city-owned surface parking lot. The site currently contains no sustainable features.

From May through October, the Farmers Market holds two events per week. The ISRP calls for the Farmers Market to be relocated closer to the Transit Center. The Farmers Market plan is underway and will be developed in the next three years. The new Farmers Market site will be conveniently located just half a block to the east, next to the Transit Center.

The site is located one block from a Community Garden which allows for cultivation of fresh produce for neighborhood residents and the Community Services League (CSL).

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The site is also just two blocks from the Citys Sermon Center, a complete wellness center including gymnasium, locker room, fitness center with classes and equipment, health counselors, and theater.

The project will advance environmental stewardship through the use of best management practices for stormwater, parking, construction materials, use of green elements such as trees and native plantings and will be convenient to alternative forms of transportation. Any redevelopment will reduce the amount of impervious coverage and increase tree canopy. Safer parking and circulation elements will be included.

13) Describe how the project supports investment in areas with existing infrastructure.

The site is located on one of the oldest platted sections of the Independence township. It is completely supported by public infrastructure including streets, sidewalks, water, sewer, storm sewer, electric, gas, cable and fiber networks. No new infrastructure is necessary to complete this project. On the contrary, it will complement the existing fabric of the neighborhood and reestablish a once-thriving block of residential and commercial uses.

14) Describe how this project and outcomes relate to transportation issues.

The site is located on existing public bus transit. The transit center is located one block away which supports two inter city and six intracity routes. The close proximity to restaurants, shops, entertainment, and employment makes it an ideal match for alternative transportation choices. Regular use of the site will improve vehicular transportation instead of twice weekly, high impact events which may cause congestion, parking, and access issues.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the site lies in an activity center node which is comprised of the entire Independence Square.

It is also within an identified Redevelopment Area.

16) Does the project serve a future transit corridor?

The site lies on Truman Rd as an Urban Corridor and as a Major Fixed Route both of which are part of the SmartMoves Regional Transit Corridors plan.

It is also located on the Three Trails Corridor, part of the MetroGreen Greenways plan. The Three Trails Corridor is an existing trail. The site is also located on the 12th St./Truman Road Corridor (MetroGreen Greenways) which is a planned trail.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Independence is the lead applicant for this project. The partners include the Independence Square 353 Redevelopment Corporation, the Square Business Improvement District, and McProperties the identified developer.

The developer has committed to contribute overmatch of \$10,000 to the project.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Since adoption of the ISRP in 2005, the following goals of the plan have been accomplished: construction of a Transit Center with shelters, bathrooms, outdoor heaters, benches and other amenities for bus riders; expansion of the Harry S Truman District, A National Historic Landmark to include the commercial properties in the Square (this effort doubled the number of designated properties); adoption of enabling ordinance to create

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a special zoning district for the Historic Square; restoration of the Historic Courthouse lot including removal of urban renewal features and restoration of historic traffic flow and parking on the Square; continued internal restoration of the Historic Courthouse to be completed in 2013 for Jackson County offices, the Visitor Orientation Center and Jackson County Historical Society; complete gateway markers at the intersection of Truman and Main in front of the National Park Service Welcome Center; completion of the Independence Square Streetscape Plan; and redevelopment of adjacent buildings including the MyArts facility across Main Street which provides training and employment opportunities for at risk youth in Jackson County.

In relation to this site specifically, the city has completed the process to request a developer for the mixed use building on this city owned site. To complete the agreement with the developer, a contextually appropriate sustainable site plan must be completed.

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Applicant Information

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

Contact Information

Contact Name:	Steve Hatfield
Contact Title:	Senior Landscape Architect
Contact Phone #:	816-513-7780
Contact Fax #:	816-513-7602
Contact Email:	steve.hatfield@kcmo.org

Project Budget:

Requested Funding:	150,000
Local Match:	30,000
Total:	180,000

(Requested Funding + Local Match)

Project Information

Project Name:	West Pennway Streetscape Improvements
Project Location:	West Pennway, 17th to 21st Street
Source of Local Match:	City of Kansas City Parks & Recreation funds.
Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?	Yes.

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The West Pennway plan incorporates or provides opportunities to achieve all of the goals listed within the 2010, Greater Downtown Area Plan.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question? ☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

The West Pennway Streetscape Plan was completed in December 2011. The preliminary design process involved a significant effort to engage

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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. Integrated land use, transportation and environmental strategies were the driving force throughout the preliminary planning process. The final plan includes recommendations and detailed implementation plan.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

This project promotes travel choices by providing both on-street and off-street bicycle facilities and pedestrian access. On-street facilities are proposed to be dedicated bike lanes, and a 10 wide separated path. The proposed intersection improvements will enhance the accessibility and safety of pedestrians' at all street crossings. The project will also include pedestrian enhancements along the travel way such as way-finding signage, landscaping and storm-water green solutions educational opportunities.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

West Pennway plan will promote sustainable land use patterns. The walk-ability will be greatly enhanced all along the corridor, providing access to the community assets in the area. This area has already seen thoughtful infill projects and this project can be the catalyst for sustained compact growth in the area.

11) Describe how the project includes a robust citizen engagement component.

The public participation that was successfully incorporated into the preliminary planning process will be continued in the proposed next phase of the project. The first phase 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.

12) Describe how the project advances environmental stewardship and improved public health.

Planned green storm-water features will include a green gutter on the east side of West Pennway in front of Ruiz Library, and vegetated swales at the south end of Madison and the south end of West Pennway. West Pennway Community Plaza can be used for special events throughout the year: farmers markets, festivals, Back to School Pep Rally, etc. Storm-water runoff from plaza collected into cistern to irrigate community gardens. A large rain garden will intercept storm-water runoff from multi-block stretches of Madison Avenue. Storm-water curb extension will capture runoff from Madison Avenue and direct it to the rain garden.

13) Describe how the project supports investment in areas with existing infrastructure.

West Pennway Parkway was formerly designated Alternate US 40 before construction of I-670. Some of the original Sycamore trees that were planted along the parkway are celebrated their 100th birthday in 2011. Now after completion of the Interstate system and decades of an organic Westside Neighborhood resurgence, neighborhood values and character have begun to reshape streets in the Westside to be multi-modal and context sensitive. The Riverfront Heritage Trail, Jarboe Park and enhancements such as limestone structures, public art and transit shelters line West Pennway Parkway. Increased pedestrian activity to the Tony Aguirre Community Center, the Ruiz Public Library, Alta Vista Charter High School and Primitivo Garcia Elementary School are important considerations for this project.

14) Describe how this project and outcomes relate to transportation issues.

Listed below are some of the elements identified in the preliminary plan that will enhance multi-modal transportation options;
Restripe West Pennway to two 11 traffic lanes and two 5 bike lanes. This will also allow the 100 year old trees more room for continued root development.
Narrow the south end of Jarboe Street for shorter pedestrian crossing distance.
Separate northbound and southbound lanes at north end of West Pennway with planted median. The median will provide a safe zone for pedestrians crossing the street.
Close leg of Belleview Avenue between West Pennway and 18th Street and adapt triangle lot into a storm-water park.
Restripe crosswalks at 18th Street and West Pennway. Extend sidewalk to connect to Riverfront Heritage Trail.
Add a green gutter on east side of West Pennway
Provide street parking on west side of West Pennway.
Replace sidewalk and plant trees on both sides of 18th Street between Belleview and Madison.
Connect West Pennway to historic stair at intersection of 18th Street and Madison

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Align Holly Street with 17th Street at intersection of Beardsley and West Pennway.
Narrow Beardsley Road at 17th intersection. Align with West Pennway.
Close leg of Allen Avenue between Holly Street and West Pennway and reclaim as park space.
Extend London Planetree Allée north onto Beardsley. The Tree canopy provides for a better pedestrian experience providing shade, human scale and cleaner air.
Extend the River Front Heritage trail to close gaps in the expanding regional trail system.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, The project serves many community destinations.

16) Does the project serve a future transit corridor?

Yes, the project ties into commuter transit, along the I-35 corridor near downtown on the south end of West Pennway.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Many local groups as well as city departments were engaged and were part of the steering committee during the preliminary planning stage for this project. That committee included,
Lynda Callon Westside CAN Center
Julie Robinson Irene H. Ruiz Biblioteca
Darby Trotter Riverfront Heritage Trail
John Fierro, President and CEO, Mattie Rhodes Center

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The Parks and Recreation Department is committed to continuing the long history that Kansas City has for developing Boulevards and Parkways as Multi-Model transportation corridors.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Steve Hatfield
Contact Title:	Senior Landscape Architect
Contact Phone #:	816-513-7780
Contact Fax #:	816-513-7602
Contact Email:	steve.hatfield@kcmo.org

Project Budget:

Requested Funding:	150,000
Local Match:	30,000
Total:	180,000
(Requested Funding + Local Match)	

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.
Source of Local Match:	City of Kansas City Parks & Recreation funds.
Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?	No

Project Summary

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

This project is consistent with the goals identified in the adopted Brush Creek Corridor Land Use & Development Plan

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question? ☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

The Lake of the Enshriners Restoration Preliminary Plan includes a localized public engagement process, integrated land use, transportation and environmental strategies.

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Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

This project will include a multi-use trail system that will provide connections to the expanding regional trail plan.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The lake will provide a recreational as well as a green storm water amenity that will benefit the area with recreational opportunities and community building opportunities.

11) Describe how the project includes a robust citizen engagement component.

The preliminary planning efforts included public involvement and that will be continued into the next planning phase. All of the opportunities and constraints that were identified will be presented to the community for input.

12) Describe how the project advances environmental stewardship and improved public health.

The main focus of this project will be to improve the water quality of the lake and Brush creek and provide the area with a safe and comfortable place to gather and recreate.

13) Describe how the project supports investment in areas with existing infrastructure.

This project is located in an established area and many businesses located here to take advantage of the green space that Brush Creek and the lake provides.

The core elements exist today and this project will enhance the way they function and enhance the esthetics of the entire area.

14) Describe how this project and outcomes relate to transportation issues.

Places to walk or ride a bike will be enhanced with this project. The opportunities will be increased within the site as well as making connections to other trails that will allow pedestrians to navigate without the use of an automobile to their daily destinations.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the project is located near established residents and many businesses.

16) Does the project serve a future transit corridor?

Yes, the bike/ped component of this project will connect on the west side to a major fixed route and commuter route via a trail connection.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The Parks and Recreation Department will work with other City departments, community organizations and Federal governmental agencies throughout this project. Water Services, the Army Corps of Engineers and Brush Creek Community Partners as well as others will be engaged

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during all phases of the project.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City and specifically the Parks and Recreation Department has started and completed many projects in the area of the Lake of the Enshriners. Fountains, plazas, boulevards, parkways, community center and miles of multi-use trails reside in the area and connect it to the region. The Bruch Creek corridor and the lake can and will tie the community together with green space and regional amenities.

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Deb Ridgway
Contact Title:	Bicycle Pedestrian Coordinator
Contact Phone #:	8165132592
Contact Fax #:	8165132615
Contact Email:	deb.ridgway@kcmo.org

Project Budget:

Requested Funding:	\$100,000
Local Match:	\$20,000
Total:	\$120,000
(Requested Funding + Local Match)	

Project Information

Project Name:	KCMO Bicycle Master Plan
Project Location:	Kansas City, MO city limits (Jackson, Platte, Clay and Cass counties)
Source of Local Match:	Health Care Foundation of Greater Kansas City grant
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.

Planning Sustainable Places Program 2012

Call for Projects

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 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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The proposed project is consistent with the FOCUS Plan, Kansas City's comprehensive plan. In fact, the FOCUS Plan not only supports the creation of bike-friendly neighborhoods itself but laid the foundation for the creation of Bike KC and Trails KC.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

a. For the creation of Bike KC and Trails KC, extensive public engagement activities were organized to get stakeholder feedback on identifying what streets should have added facilities and what corridors should have trails. Furthermore, public engagement in conjunction with the City's area plans also supports bike facility development. The bike master plan will again require public engagement—presenting the public with draft plan elements, updated maps, and policy text as well as getting and integrating feedback. Since 2001 many new social media tools, such as Mind Mixer and facebook, have opened opportunities for increased methods of public involvement. We plan to utilize these opportunities as well.

b. Bike KC and Trails KC support providing non-personal vehicle options of getting around/commuting that will spur denser development and hence have less impact on the environment. Bicycling also reduces emissions by replacing car trips with bicycle trips. City area plans consider facilities planned in Bike KC and Trails KC – increasing the ability to implement both plans will further support these land use plans.

c. Bike KC and Trails KC provide the basic implementation framework for the bike master plan. In order to truly implement the facilities outlined in Bike KC, however, the City must hire an engineering consultant to complete design standards, application guidelines as well as identify appropriate facilities based on data analysis. This is the component of the bike master plan for which the City is requesting Planning Sustainable Places funding.

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Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

Many studies and projects have demonstrated that with improved or additional facilities, more residents and visitors bike. According to a Portland State University study, adding one mile of bicycle facilities per square mile increases bicycle commuter mode share by one percent ("Bicycle Commuting and Facilities in Major U.S. Cities: If You Build Them, Commuters Use Them – Another Look", Dill and Carr). Cities as diverse as Minneapolis, San Francisco, and Cleveland found that adding bike lanes led to increased ridership (Table 16-11, TCRP Report 95—Pedestrian and Bicycle Facilities: Traveler Response to Transportation System Changes). The City of Austin saw a statistically significant increase in ridership from the introduction of a signed route (Table 16-13, TCRP Report 95). Facilities such as bike lanes, sharrows, and bike route signage make bikers feel secure on city streets and therefore make bicycling easier and more enjoyable. Thus, when communities have access to the appropriate bike facilities, their transportation choices expand. Residents may start biking for short errands, to work, to the bus, or simply for exercise.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

While not a land use plan itself, the bike master plan will fulfill the intent of the City's FOCUS Plan and area plans in promoting bicycling as a transportation option that encourages sustainable land use. Because City area plans consider Bike KC and Trails KC when making decisions about land use, land uses surrounding planned bikeways provide seamless connectivity to major destinations and activity centers for all modes of travel including biking, walking, and transit. A comprehensive bike master plan will affect future land use decisions by impacting facility development that provides areas of the city that currently are auto-centric and without non-motorized transportation options.

11) Describe how the project includes a robust citizen engagement component.

When both Bike KC and Trails KC were developed, the City undertook robust citizen engagement through a series of public meetings held in each of the six council districts. Given that Bike KC was completed 11 years ago, additional public engagement will be necessary to ensure an open process that integrates resident and stakeholder feedback into the updated bike master plan. This time around, citizen engagement will again include a series of public meetings. The meetings will be timed such that citizens can learn about the master planning process as it is initiated as well as provide comments early on and after a draft document is created. The City's Bicycle Pedestrian Advisory Committee, comprised of private citizen appointees, along with stakeholder interview sessions with supporters like the Black Health Care Coalition and BikeWalk KC, will also be used to gather input. Finally, we will use innovative, internet-based tools such as MindMixer, Survey Monkey, and facebook to solicit additional public feedback.

12) Describe how the project advances environmental stewardship and improved public health.

Adopted in 2008, the City's Climate Protection Plan calls for a reduction in greenhouse gas emissions from multiple sectors including single occupancy vehicle trips. One of the key strategies identified by the Climate Protection Plan is the promotion of bicycles as a viable mode of transportation, thereby making the development of a comprehensive bicycle master plan a priority for the City. Therefore, the bicycle master plan will advance environmental stewardship through reducing the number of vehicle miles traveled in the city. As stated previously, research shows that adding one mile of bicycle facility increases bicycle commuting by one percent.

Furthermore, through Trails KC, the City identified natural areas where bicycle facilities should be added. The City's stream buffer ordinance, which protects natural areas by prohibiting commercial and residential development in buffer zones, encourages trail development. Both the Parks and Water Services departments have incorporated trail development as part of natural area preservation and storm water solutions in natural areas. The incorporation of trails in the bikeway system through the bike master plan will encourage a broader range of residents to engage in cycling for transportation when many types of facilities connect to activity centers.

13) Describe how the project supports investment in areas with existing infrastructure.

The 600 mile bikeway system identified by Bike KC is almost exclusively on existing streets, with a few routes identified on future roads that do not currently exist. On-street bike facilities are provided as roadways are improved or through the street overlay program. The bike master plan will prioritize streets for improvements as well as provide a funding and implementation strategy to maximize efficiencies and cost savings.

14) Describe how this project and outcomes relate to transportation issues.

The main goal of both the Bike KC and Trails KC plans is to provide a trail and on-street network of facilities that serve as primary transportation corridors for bicyclists. The bike master plan will integrate these two plans into one comprehensive bikeway system, incorporating design standards, application guidelines, and a prioritized implementation strategy. The bike master plan will provide facilities on key corridors—several of which are identified by Creating Sustainable Places—in order to maximize the ability of people to use biking for transportation purposes.

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The master plan will also provide guidance to City leaders and staff on how to best implement livable streets principles adopted by resolution in 2010. Incorporating cycling in the design of our roadways is integral to a more sustainable, livable Kansas City. The master plan will provide the City the tools needed to achieve the goal of becoming one of the most bicycle friendly communities in the nation.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Since the bicycle master plan will serve all of Kansas City, Mo, it will include all MARC identified activity centers located within the city limits. Connectivity to neighborhoods, key destinations, landmarks, community centers, as well as major employers, schools, and retail businesses is vital to the success of the implementation of the bike master plan. As can be noted from the attached maps of the existing Bike KC and Trails KC plans, identified routes connect to activity centers.

16) Does the project serve a future transit corridor?

The bike master plan will serve all of Kansas City, Mo including connections to transit corridors located within the city limits. Routes identified by Bike KC connect to current KCATA bus routes and future transit corridors like the proposed Streetcar line and MARC Creating Sustainable Places Corridors. The current KCATA system provides buses with front-loading bicycle racks and bicycle parking at key bus stations. The master plan will recommend that facilities in transit corridors be prioritized to augment the ability of bicyclists who wish to use transit to extend their trips.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The bike master plan project will be led by the City's bicycle pedestrian coordinator housed in the Public Works Department. Established by Ordinance, the City's Bicycle Pedestrian Committee (consisting of 13 citizen appointees representing each Council District) and Technical Team (representing seven City departments – Planning, Parks, Health, Public Works, Water Services, Neighborhood Services, and Police) will assist in leading the City's effort to develop a master plan. In addition to the Bicycle Pedestrian Advisory Committee, staff will work with the Environmental Management Commission, which oversees the implementation of the Climate Protection Plan, and the Health Commission.

Existing Public Works staff will be the primary authors of the final planning document. Regional coordination with adjacent municipalities was conducted with the development of both Bike KC and Trails KC. The City will strive to incorporate the same spirit of cooperation with the master plan process.

For the third year in a row, the City has received funding from the Health Care Foundation of Greater KC to establish Active Living KC (ALKC), a multi-departmental pilot initiative to encourage healthy eating and active living with programming focused in the Hickman Mills School District. Part of this work has included policy recommendations, like the Livable Streets Resolution, and funding to support the development of a bicycle master plan. This fall, the City begins its third year of program funding from HCF with the primary task to complete a bicycle master plan. \$20,000 of this award is committed toward a 20 percent local cash match for this application request.

Equity representation for the bicycling community takes many forms, including underrepresented populations in minority communities. This past year, the Public Works Department forged a working relationship with the Black Health Care Coalition (BHCC) as part of the ALKC initiative. With a mutual goal to get more African Americans bicycling, BHCC, the City and the KC Area Bicycle Club (KCABC) partnered to host a family bike and hike day on the newly completed Van Brunt Trail last spring. Additionally, in an effort led by ALKC staff, the past president of KCABC assisted staff with an after-school bicycle club program offered at Ingles Elementary.

While we have a verbal commitment from representatives of KCABC to participate as a partner and stakeholder, we also have letters of commitment and support from the Black Health Care Coalition, BikeWalk KC, and the Environmental Management Commission.

The City's bicycle pedestrian coordinator has well established working relationships with several factions within the cycling community locally and nationally, including: EarthRiders Mountain Bike Association; local cycling race teams and bicycle retail store owners; ReVolve, Inc.; 816 Collective; KanBikeWalk; Missouri Bicycle Pedestrian Federation; Bikes Belong; League of American Bicyclists; and is an active member of the Association of Pedestrian and Bicycle Professionals. Local organizations will be engaged in the master plan process.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

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Despite the current state of Bike KC — a map that simply identifies existing and future bike routes with no identification of facility type or priority of facility creation — the City has been able to construct 56 miles of bike lanes, 180 miles of signed bike routes, 42 miles of trails, and 8 miles of sharrows.

The City is 100 percent committed to improving and adding bicycle infrastructure as evidenced in the attached letter from Sherri McIntyre, Director of Public Works. Additional proof of the City's commitment includes: 1) adoption of Bike KC in 2001; 2) hiring a bicycle pedestrian coordinator in 2007; 3) adopting both Trails KC and the Climate Protection Plan in 2008; and, 4) striving (see City Proclamation) to become a Platinum Bicycle Friendly Community—last year, the City attained a Bronze designation. The City has begun to secure funds for the development of a comprehensive Bike Master Plan to make this goal a reality. While the City has secured \$20,000, an additional \$100,000 is needed to hire an engineering consultant team to move the City's efforts forward.

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Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Brenda Conway
Contact Title:	President
Contact Phone #:	816-806-3698
Contact Fax #:	816-779-1151
Contact Email:	tchc@fairpoint.net

Project Budget:

Requested Funding:	\$24,000
Local Match:	\$6000
Total:	\$30,000

(Requested Funding + Local Match)

Project Information

Project Name:	Downtown Rail Bed Center
Project Location:	W. Broadway & W. 2nd Street to W. Trackside Dr & Peculiar Dr
Source of Local Match:	\$5500 City of Peculiar; \$500 Downtown Peculiar Arts & Culture District

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The City's adopted Comprehensive Plan (which was the culmination of 37 public meetings) identifies and designates our Downtown as the AC District (Arts & Culture District) economic revitalization area. Our zoning maps and land use maps both solidify this intended use and approach. In addition, the AC District has had mixed use zoning allowing live/work use of buildings. This provides a business friendly environment as well as unique, affordable housing opportunities. Due to the efforts of DPACD over the last 5.5 years, there are now several pieces of public art in Downtown, several art/cultural events, and, via their affiliation with Missouri Main Street, the Missouri Arts Council and the Missouri Association of Community Arts Agencies, additional statewide awareness, participation and support of the unfolding revitalization in Downtown.

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8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The intent of our Downtown revitalization program as a whole, and certainly with regard to this element of the plan, is a mix travel approach. Access from I49 (currently 71) will most usually be via car or motorcycle however, with the recent upgrades to the bridge over the highway which included a pedestrian/bike bridge and lane, access from the east side of the City is possible. Once in Downtown, pedestrian travel will be the most relevant travel choice however bike and motorized vehicle travel is certainly still possible. With the inclusion of the walking/biking trail as part of the proposed rail bed arts district business center, we hope to work with the county to tie into an existing (but not as yet implemented) county wide walking/biking trail. However, it will work well as a standalone trail should this not materialize as well.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

In May of 2009, the City Council approved mixed use zoning for our Downtown area. This zoning provides for live/work availability in all Downtown buildings; a non negotiable for art district success. In addition, building scale, size and appearance codes have been adopted to keep the pedestrian scale, bungalow style of our downtown intact. Our intent, supported by our zoning and building/remodeling codes, is to make this area accessible by car, bus or motorcycle from the highway as well as local travel. For those living/working within the District or those who are visiting, we see pedestrian or bike travel as a preferred method of travel (however, vehicular travel is certainly possible should someone prefer). The rail bed portion of our overall revitalization plan incorporates all of these same zoning rules, codes and goals. The housing in Downtown, both for purchase and rent, is already very affordable with very few exceptions. The availability of residential to coexist with commercial in the same building is attractive to small business owners and landlords. Existing and new residents in Downtown will have the availability of services and shopping options outside of their front doors.

11) Describe how the project includes a robust citizen engagement component.

As mentioned above, the AC District was discussed, refined and approved as part of the Comprehensive Plan process undertaken by the City. This process included 37 public meetings. In addition, there is a not for profit, all volunteer organization comprised of citizens, businesses and organizations committed to the revitalization of Downtown. This organization is part of Missouri Main Street, a member of the Missouri Association of Community Arts Agencies, well known to the Missouri Arts Council, a member of the Kansas City Volunteer Lawyers and Accountants for the Arts and the recipient of over \$40,000 in grants from various sources. Most recently, DPACD was gifted a piece of property with two buildings valued at \$500,000. All of this has been accomplished in less than six years. The rail bed project has been part of the overall plan for Downtown since the very beginning of the revitalization process. Much work has already been completed with regard to business attraction and selection, small business class shedule, City approval of using their portion of the rail bed to this end, zoning, signage, lighting, trail creation, and anchor business attraction packet are available. This study is the next step in bringing this project to fruition.

12) Describe how the project advances environmental stewardship and improved public health.

Rain barrels, native plantings, solar lighting and water runoff mitigation are all parts of the existing plan. Existing infrastructure is already intact. The pedestrian nature of the area along with the planned rail bed trail is part of the plan. Protection of mature trees already existing on the site is important to the project. We hope to encourage quality of life and community building by providing a venue for performance art and community functions (e.g. Farmers & Artisans Market) in this location. DPACD has already partnered with Town & Country Disposal to provide recycling on their property for those residents in the county who do not have the curb side recycling available in town. This stewardship of the earth approach would also be applied to the rail bed location including the businesses in this project.

13) Describe how the project supports investment in areas with existing infrastructure.

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The infrastructure for this project is already intact due to its location.

14) Describe how this project and outcomes relate to transportation issues.

This plan compliments the I49 project, the recent MODOT bridge project at J and C and the recent upgrades to the main route in downtown Peculiar. The plan can be a part of the existing (but not implemented) Cass County trail plan if it is moved forward. This plan also has the verbal commitment of current property owners from which easements would have to be obtained to connect it from Downtown to the 66 acre park being developed to the west. In addition, this project encourages pedestrian and bike travel within Downtown. The project is two blocks from where the visitors center will be when renovations are completed. This project is located between Grandview and Harrisonville; two key areas for future transit alternative study.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

While we are a small dot, we are still a dot on MARCs Activity Centers & Planned Transit Corridors map. A new, reference Planning Sustainable Places map has indicated redeveloping areas as our population has doubled in the last decade.

16) Does the project serve a future transit corridor?

N/A

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

This project is a joint project between the City of Peculiar and the Downtown Peculiar Arts & Culture District (DPACD). As a 501(c)(3) not for profit organization, in the truest legal sense, DPACD belongs to (and therefore represents) the community. The members of DPACD include individuals, families, students, businesses and foundations. However, the benefits DPACD brings to the community are available to all community members both inside and outside of the District. In addition, tourism is a key element in the revitalization plan. The benefits this project and the other aspects of the overall revitalization plan provide are available to a very wide scope of people with various backgrounds. The particular approach of revitalization via an arts district fits our unique city name as well as provides arts and cultural venues for a very underserved population. It also supports the school and provides an additional incentive for relocation to our area. The impact of the arts on local economies is well documented within our state via the Missouri Arts Council and our metropolitan area via the Arts Council of Metropolitan Kansas City.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

With regard to the significance of the efforts in our community, it is important to realize that DPACD just began its sixth year in late January of 2012. Before that time, there were no specific plans for Downtown. There was no specialized zoning. There were no annual events to speak of. There was no public art. Our residents had virtually no access to art related events, entertainment, education (except our school children in class) or workshops here locally. On May 19, 2009, City government in partnership with DPACD further solidified the vision for Downtown by ratifying special arts district zoning language to apply to Downtown. Downtown is now host location to many events put on by different community groups and organizations such as the Clara Brierly Festival of the Arts (there is nothing else like this event in Cass County); the Chamber of Commerce Harvest Moon Festival (DPACD has a booth for kids to art it up); Peculiar Elementary PTAs SpringFest and the Mayors Holiday Tree Lighting. Eggzibit (annual childrens temporary public art exhibit) is held Downtown each spring and is a huge favorite of our residents and our young/young at heart artists. The Chamber holds their annual parade in Downtown. With a grant from the Peculiar Charitable Foundation, DPACD created and published a book/DVD set about local artist and prominent community member Clara (Porter) Brierly (Miss Clara as she was known) who lived here from 1904 until the early 1980s. This book received the Cass County Historical Societys Legacy Publication Award in February of 2010. DPACD created and maintains a very informational website (www.downtownpeculiar.com). On this website, a "Peculiar Business Guide" created by their summer intern, Zach Smith, a Purdue student, can be found to assist new, arts related businesses open a business in Downtown. There is also a newly created document with hints and tips for those new to art festivals (as you may note, the theme is "mentoring success"). A multi generational approach is used to involve our community, surrounding communities and the arts community. DPACD created a beautiful sign plaza by using funding from

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local business Heartland Industries to turn a weed infested eye sore in the middle of Downtown into a branding area for the District (the Dr. Oz show filmed a segment in front of this sign). There are now thirteen pieces of public art on the ever expanding art walk in downtown Peculiar. In September of 2011, DPACD became a Missouri Main Street Affiliate Grant award winner. The following January, the group was gifted a 100+ year old church in Downtown with an adjoining hall and a separate parsonage. With the help of the Peculiar Charitable Foundation and the City, they are currently giving the building a face lift and planning for its future as a place for community theatre, arts and fine crafts classes, performances by music, vocal and dance organizations as well as historical events. The parsonage building will be next and will become a visitors center and gallery. And this truly only scratches the surface of the impact this group has had. By choosing art as a way to marry the past to the future; revitalize our downtown, provide opportunities not otherwise available in our immediate area and begin the bedrock for tourism, entertainment, business growth, jobs and art - DPACD is giving Downtown the sense of place that has not been there since the railroad was abandoned in the 1950s and, later, when the relocation of 71 Highway crippled Downtown in the 1970s. All of these accomplishments and all future plans give a nod to our town name and to the small town feel that, according to the public meetings for the Comprehensive Plan, is so important to our residents.

With regard to populations served, there is nothing like what is going on in Peculiar's downtown in Cass County. This concept and plan is completely unique (and so desperately needed) in Cass County, MO and southern Jackson County, MO. To say Cass County is underserved with regard to the arts is an understatement. DPACD's plans for Downtown are playing a prominent role in the effort to promote Cass County as a whole which was recently undertaken by the Cass County Economic Development Corporation. What a wonderful gift to give such an underserved area with regard to ready exposure to the arts and diverse cultural events while revitalizing our downtown. DPACD has opened a more accessible and approachable venue for artists in Cass County as well as the surrounding Kansas City Metro area arts community. Their events have involved artists at a national and international level as well. Our unique name (we are the only town named Peculiar in the United States and its territories) lends itself well to a place filled with one of a kind and unusual things to see and do as the District grows.

With regard to both length of time and intensity, so many volunteer groups are like campfires - blazing brightly and warm at first only to fade to embers and ash as time passes and life gets in the way. Despite the fact that the members of DPACD have lives, jobs and families - they have not lost sight of their ultimate goal and day after day, month after month and now year after year, they continue to accomplish the goals they set, increase their events and activities, involve an ever broadening and, at times, unlikely group of partners and seek out "what next" at every turn. In addition, they are always willing to "pay it forward" by helping other organizations and individuals by sharing what they've learned, what has worked and what hasn't as well as the unique, creative "how to" documents they have written.

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

Contact Information

Contact Name:	Chris Helmer
Contact Title:	Planning Specialist
Contact Phone #:	816-423-4109
Contact Fax #:	816-436-2228
Contact Email:	chrish@gladstone.mo.us

Project Budget:

Requested Funding:	100,000
Local Match:	20,000
Total:	120,000

(Requested Funding + Local Match)

Project Information

Project Name:	Gladstone North Oak Opportunity Area
Project Location:	N. Oak Trafficway (north of 72nd Street)
Source of Local Match:	Transportation Sales Tax Fund or General Fund

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.

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

Please see attached documents. Plan was officially adopted by the Planning Commission and endorsed by the City Council.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Approximately 7 public meetings were conducted throughout the Comprehensive Plan process and an appointed steering committee was formed to assist with the process. The City has also actively worked with the KCATA with their awarded Tiger I grant and many elements of this area of the corridor have received preliminary future transportation options.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

Planning Sustainable Places Program 2012

Call for Projects

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The project area is within close proximity to single-family residential homes and apartment complexes. If the area should experience enhanced rapid transit, additional strategies should be considered to strengthen connections with the Downtown Redevelopment Area and existing neighborhoods.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

Currently the project area is a pattern of traditional corridor development and is not the desired development pattern for the long-term future. Area residents have desired reinvestment of the area and a mix of uses with higher density development were the recommendations of the 2008 Comprehensive Plan. The City envisions this area building on the frame work of the Downtown Village Center Master Plan and transit improvements that will be implemented around the area of 70th Street and N. Oak.

11) Describe how the project includes a robust citizen engagement component.

The City is currently working with Nelson Nygaard on a Tiger II transportation study. As part of this study, the City will be engaging residents through workshops, City website, blogs, facebook, and twitter to name a few. The City has a strong history of citizen engagement and a significant portion of planning dollars will be utilized to gain resident input. We would anticipate this level of engagement of our Comprehensive Plan and Tiger II process to be used as a model for the 72nd and N. Oak Implementation Plan.

12) Describe how the project advances environmental stewardship and improved public health.

Currently the area is heavily served by single-pad development sites. If the area were to be developed and to integrate area neighborhoods, a significant amount of vehicle trips could be avoided. In addition, if transportation options were more compatible in the area easier access by way of walking or bike riding to the village center area could be accomplished.

13) Describe how the project supports investment in areas with existing infrastructure.

There is not any anticipated new infrastructure for the area. The study area is linked by N. Oak and 72nd Street and would require redevelopment of existing land with no new green space development. (see opportunity area exhibit)

14) Describe how this project and outcomes relate to transportation issues.

The project area is adjacent to N. Oak Trafficway and is a defined corridor of the MARC Transportation 2040 Plan. Walking by area residents from the project area would be a major advancement for the project location. Currently many residents have to navigate by vehicle to access an area which is virtually visible from their backyards.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, it appears to be consistent with the MARC map showing activity centers located just north of N. Oak and 72nd Street.

16) Does the project serve a future transit corridor?

Yes, it serves the N. Oak transit corridor.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Planning Sustainable Places Program 2012

Call for Projects

Our project partner is the City of Kansas City, MO. They have been identified in our initial feedback from the Opportunity Area north of 72nd Street on N. Oak during the 2008 Comprehensive Plan process. A letter has been attached by a City representative.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

As mentioned earlier, the project area is consistent with the community Comprehensive Plan. As a result of the City's Village Center project area, the City has implemented a mixed-use zoning district ordinance, energy efficient outdoor lighting ordinance, and an alternative energy systems ordinance. A letter has been included signed by the City Manager stating obligation of city funds and intent of utilizing City resources.

Planning Sustainable Places Program 2012

Call for Projects

Applicant Information

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

Contact Information

Contact Name:	Sean Ackerson
Contact Title:	Assistant City Administrator
Contact Phone #:	816-741-7676
Contact Fax #:	816-741-0013
Contact Email:	sackerson@parkvillemo.com

Project Budget:

Requested Funding:	\$80,000
Local Match:	\$21,500
Total:	\$100,000
(Requested Funding + Local Match)	

Project Information

Project Name:	Downtown Master Plan
Project Location:	Downtown Parkville and immediately surrounding area. See project map.
Source of Local Match:	City of Parkville (\$20,000 available from the general fund) & Park University (\$1,500 committed).

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

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.

Planning Sustainable Places Program 2012

Call for Projects

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.

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The project is consistent with and would implement goals, objectives and strategies from the adopted Parkville Master Plan, Parkville EDC Plan for Progress, Park University Master Plan, Parkville Parks Plan and Platte County Parks Master Plan. In addition, the project is consistent with stated goals of the Parkville Area Chamber of Commerce, Parkville Main Street Association, Platte County Health Department and other area partners.

The project would also help implement strategies and recommendations currently being developed as part of the Downtown Parkville Livable Community Study. This study was funded through the MARC Livable Communities program grant and will be concluded early 2013. Our proposed master plan would integrate conclusions and recommendations from the current study into broader goals, objectives, strategies and improvement plans for downtown. We propose that as part of the Master Plan, area improvement plans/designs would be developed incorporating concepts from the Livable Community Study with other plans for the downtown.

Following is a summary of goals, objectives and strategies that would be furthered through the proposed Downtown Master Plan. Each is identified by Plan and adopting agency:

Parkville Master Plan. Adopted 2009 by the City of Parkville (applicant).

The Parkville Master Plan developed broad land use, transportation, open space and environmental strategies for downtown Parkville. The plan also identified the development of much more detailed Downtown Master Plan as the primary implementation strategy.

Chapter 6 of the Master Plan (copy attached) included more detailed strategies for downtown including: Develop a Downtown Master Plan in partnership with business owners and community residents that creates a common vision and identifies achievable goals to preserve downtown as the heart of Parkville; Identify design expectations for infill and redevelopment to ensure compatibility with the desired character of downtown; Promote redevelopment of non-compatible uses and reinvestment in aged buildings and infrastructure; Develop a historic preservation program and guidelines, to help preserve the history of Parkville and the character of the Old Town commercial and residential areas Accommodate transit and alternative means of transportation to and from downtown; Develop regional recreational and conservation amenities along the Missouri River to preserve the river bottoms and spiritually reconnect the community to its river; Promote the arts, historic preservation, ecotourism, entertainment and other unique draws as major components of economic sustainability in downtown; and Integrate intimate public and private spaces throughout downtown as a means of promoting community and social interaction.

Parkville Plan for Progress. Adopted in 2010 by the Parkville Economic Development Council (project partner) and City of Parkville (applicant).

This strategic plan identifies goals and objectives for seven major categories, including downtown sustainability. The plan calls for "Building upon downtown Parkville's architectural and historical resources along with prospects for new infill development to create a livable and pedestrian friendly downtown that offers a diversity of business, residential and recreational uses." Policies consistent with "integrating multimodal transportation options, redevelopment and sustainable land-use patterns, and environmental stewardship through targeted planning and meaningful public engagement" include: enhancing the natural character of downtown and the Missouri River riverfront; strengthening the connectivity of downtown to surrounding neighborhoods, educational institutions, parks and trail systems; and encourage policies and programs that continue to assist in maintaining downtown as the city center of Parkville.

Implementation recommendations include: adopting a downtown master plan; identifying community investment opportunities for the enhancement of existing uses and amenities; and creating a parking solution plan.

The Parkville EDC has also identified the need for a common vision in downtown. The proposed project will help implement these objectives by addressing how multimodal transportation can be accommodated in downtown, where strategic infill and redevelopment can take place, identifying how downtown can be interconnected, identifying infrastructure improvements needed in downtown, and creating a common vision so that investments can be compounded.

Park University Campus Master Plan. Adopted 2006 by Park University (project partner & private property owner) and City of Parkville (applicant).

The University Master Plan was adopted to guide on- and off-campus development and improvements. The campus is located in the downtown area, but is separate from the off-campus commercial and residential development by 9 Highway. The plan emphasized improvements that would visually and physically connect the campus to the rest of downtown. These connections were identified as particularly important to multi-cultural students, most of which do not own vehicles and rely on alternative means of transportation.

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Call for Projects

The plan calls for: creating a Master Plan that emphasizes connections on and beyond Campus; connecting with Park's diverse and multi-cultural student population; strengthening the connection to Parkville while maintaining a distinct sense of community on Campus; shaping the Campus so it is pedestrian-centered rather than automobile oriented; supporting alternative transportation modes to link downtown Parkville and the Parkville Campus; utilizing planning principles that encourage a healthy attractive environment (including sustainable design principles); and redeveloping the edges of the campus to make a stronger physical connection to downtown.

An updated University Master Plan is currently being developed and is scheduled to be adopted later this year. The plan will emphasize the same or similar objectives. In addition, to physical connections to downtown, the University has announced long-term plans to develop alternative housing choices on nearly 500 acres of endowment ground abutting the east side of the existing campus. This housing will provide a very unique opportunity to greatly increase housing choices in downtown and Parkville in general.

The proposed project would further implement these objectives by planning strategic connections between campus and the rest of downtown, planning common corridor improvements, addressing access management, identifying how to better serve underrepresented stakeholders, and addressing how the planned residential development supports and will be supported in downtown.

Parkville Parks Master Plan. Adopted 2009 by the City of Parkville (applicant).

The Parks Master Plan identified objectives and strategies for the continued development of English Landing Park downtown, the development of a new 140 acre park downtown, and trails necessary to connect the parks to downtown and the rest of the community. A master plan for the 140 acre Platte Landing Park will be jointly adopted by Parkville and Platte County this fall. The plan includes active and passive recreation activities, facilities to accommodate larger public gatherings and preservation of large tracts of floodplain and native vegetation. Design for phase one will begin in fall 2012 with construction to follow in 2013.

The proposed project will address how to maximize connections between the existing and new park, how to connect downtown to regional trails planned and being constructed in both locations, and will help implement transportation strategies from the current Livable Community Study as necessary to support additional traffic resulting from the improved English Landing Park and new Platte Landing Park.

Platte County Parks System Master Plan. Adopted 2009 by Platte County (project partner).

The County Parks Master Plan calls for major investments in downtown Parkville including the development of a 140 acre Platte Landing Park, construction of new boat ramp, preservation of floodplain and natural resources, regional trail construction connecting downtown, English Landing Park and Platte Landing Park to Riverside, Kansas City and Platte County, and completion of the Missouri Riverfront Trail connecting downtown Parkville to Riverside. The plan emphasizes sustainable solutions that help meet local and regional recreational, preservation, alternative transportation and economic development needs.

The plan identifies the existing English Landing Park as the single most popular recreational facility in the County. The project will help address access and connectivity to this and the much larger 140-acre Platte Landing Park which will begin to be constructed in 2013.

The project will help implement the County Parks Master Plan goals and objectives and implement strategies from the Livable Community Study for accommodating increased traffic volumes to and from these regional attractions. The project will also help plan for connections between these major attractions and the surrounding downtown, develop preservation strategies and address how these land uses fit into sustainable development solutions for downtown Parkville.

Additional Objectives – Main Street Parkville Association, Parkville Old Town Market Community Improvement District, Parkville Area Chamber of Commerce and the Platte County Health Department.

Each of these community and business entities is located in downtown Parkville. All have identified the development of a downtown Master Plan, multi-modal access downtown, sustainable development solutions, and coordinated district improvements as top priorities for the future success of downtown Parkville.

Main Street, the Old Town CID and Parkville Area Chamber of Commerce have all pledged support for the project and implementation once adopted. Each has identified current limitations resulting from a lack of common vision for downtown, the need for planned improvements, the desire for a sustainable downtown community, and the need to provide additional transportation alternatives.

In addition, the Health Department like Park University serves underrepresented stakeholders with limited resources, most of which have limited transportation options and would greatly benefit from the development of multi-modal transportation solutions.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

Planning Sustainable Places Program 2012

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9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The current Downtown Parkville Livable Community Study will blend extensive public input with planning and engineering analysis to develop enhancement concepts for Downtown Parkville, address the feasibility and cost to increase multi-modal access in Downtown Parkville and make recommendations for improving multi-modal access such as improvements to streets, overpasses/bridges, trails, green space and parking lots. This current study will evaluate these improvements under broad scenarios ranging from no further development to major redevelopment. The study will not result in a detailed analysis of detailed land use scenarios, strategies for infill and redevelopment, or how travel choices will be integrated into broader goals, objectives and strategies to be identified for downtown.

The proposed Downtown Master Plan is a logical extension of the Livable Community Study and would develop more comprehensive goals, objectives and implementation strategies, development infill and redevelopment strategies, determine how to best coordinate and incorporate the recommendations of the first study, and develop detailed area improvement plans that also incorporate recommendations from the first study. This would allow implementation of the Livable Community Study recommendations, knowing they work within other planned improvements for downtown.

The Downtown Master Plan and resulting plans will include strategies for improving travel choices, detailed plans for improving pedestrian and bicycle connections, plans for accommodating future transit, standards for developing complete streets, and improving mobility for all users.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

Downtown has many components necessary for sustainability – compact, dense development, mixed uses, multiple transportation options, walkability and more. However, over time incompatible land uses, increased barriers to walking and biking, blighted, under developed or vacant areas, greatly increased traffic conflicts, intense competition, a change in the economic function and other influences have affected the role, success and sustainability of downtown Parkville.

A major component of the proposed Downtown Master Plan is to identify sustainable land use patterns, develop strategies for infill and redevelopment, identify options for improving housing choices, develop strategies to integrate and connect Park University plans for development of the nearly 500-acre endowment lands and increased on-campus housing, develop strategies to accommodate and maximize benefits of the new 140-acre Platte Landing Park, and to connect downtown and its internal destinations to nearby neighborhoods, activity centers and other destinations outside downtown.

These strategies and improvement plans will promote sustainable land use patterns, and include expanding housing choices, utilization of existing infrastructure, and promoting compact, dense, mixed use, transit-friendly, walkable destinations.

Downtown Parkville is not currently served by transit. However, it is currently only 2.5 miles from the I-29 corridor transit route and 3.25 miles from the I-635 corridor route. Downtown is triangulated between the Kansas City International Airport, the Legends / Speedway and Downtown KCMO. This central location between regional destinations and proximity to the airport increases the likelihood of being served by a future public transit route or making private alternatives connecting to the public system more feasible.

As recently as spring 2012, the City and project partners met with the KCATA to explore the possible realignment of Route #243 to serve the downtown activity center. Although it was determined to not be financially feasible at this time, the Downtown Master Plan will include plans for strategic transit stops to ensure they can be accommodated should public or private transit solutions become feasible.

11) Describe how the project includes a robust citizen engagement component.

The current Downtown Parkville Livable Community Study includes a robust citizen engagement process. A new "LetsTalkParkville" online forum (through MindMixer) is being used to engage a much broader group of stakeholders outside traditional town hall meetings. The engagement also includes workshops with identified stakeholder groups, public open house meetings, and a phone survey to reach additional stakeholders, as well as use of traditional communication methods like the City website, newsletter and TV channel.

The proposed Downtown Master Plan would follow this model. The current study will be completed in Spring 2013, making it easy to continue using these established lines of communication. In addition, our identified partners represent a large and very diverse group of stakeholders and each has committed to assisting in the public outreach process.

Because the Downtown Master Plan proposes to delve deeper into development, streetscape, and transportation designs and standards, we also propose to utilize storefront design charrettes to be held downtown. These charrettes will allow a larger group of stakeholders to participate in hands on development and evaluation of complex strategies and solutions.

12) Describe how the project advances environmental stewardship and improved public health.

Downtown Parkville is located along the Missouri River and encompasses over 200 acres of riverfront parkland, miles of floodplain and floodway, urban forests on the Park University land, the downtown nature sanctuaries and throughout the downtown neighborhood, and White Alloe, Rush

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Creek and the Missouri River. Strategies, policies and plans to protect, preserve and integrate this very valuable natural resource will be addressed in the development of the Downtown Master Plan. Because downtown is at the bottom of a watershed, the plan will also identify strategies to use natural stormwater solutions and best management practices.

In order to promote and support public health, the plan will develop strategies to complete local trail systems, improve connections between downtown destinations and support alternative transportation. The plan will also develop strategies to integrate access to the existing English Landing Park and new 140-acre Platte Landing Park which will be developed starting spring 2013. These strategies will accommodate improved walking and biking, diverse recreational options and active living, all which support improved public health and sustainability.

13) Describe how the project supports investment in areas with existing infrastructure.

Downtown Parkville is an established area served by existing utilities and infrastructure. Many opportunities exist for infill development or to redevelop incompatible, underutilized or blighted properties. Although improvements or modifications may be required, much of this development could be supported with existing infrastructure.

Project partners like Park University have recently cleared blighted property downtown and plan for additional property clearing. Their intent is to redevelop the property for higher and better uses. These redevelopment areas are served by existing infrastructure. The Downtown Master Plan can help identify land uses that can be supported by the existing infrastructure, improved connections to the property and strategies for coordinating other area investments.

Similarly, the plan will identify land uses that can be supported on other infill and redevelopment properties.

14) Describe how this project and outcomes relate to transportation issues.

The sustainability of Downtown Parkville is greatly dependant on resolving complex transportation issues. Barriers to mobility, traffic conflicts and other transportation issues can only be addressed through the effective coordination of land use, transportation and environmental solutions. The Downtown Master Plan is the vehicle to identify how these systems will work together and to develop highly supported near- and long-term strategies and plans for effectively resolving existing transportation issues and preventing unintended new issues.

The Master Plan will build forward from the existing Livable Communities Study and will integrate and further develop the resulting transportation recommendations. The plan will develop strategies and plans for balancing land use strategies with existing transportation systems and needed improvements. The plan will also address sustainable walking, biking, and multi-modal transportation solutions, including plans for long-term transit options. The plan will incorporate strategies and policies for developing and maintaining Complete Streets.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes. The project is located within and would serve an identified activity center encompassing downtown Parkville. Downtown Parkville includes historic commercial and residential development, two State highways (9 Highway and FF Highway), Park University (existing campus and 500-acre endowment grounds), and two regional parks along the Missouri River (English Landing Park and a new 140-acre Platte Landing Park - planned for phase 1 construction in 2013).

16) Does the project serve a future transit corridor?

The project does not currently serve a SmartMoves Regional Transit Corridor. However, the project is located in and would serve as an activity center encompassing downtown Parkville. This activity center is currently only 2.5 miles from the I-29 corridor transit route and 3.25 miles from the I-635 corridor route.

Downtown Parkville is not currently served by transit. Similarly, Park University is one of only a few metropolitan higher education options not served by transit. Park University and the Platte County Health Department both represent underrepresented stakeholders, many of which are dependent on alternative modes of transportation, including transit. Accordingly, both have identified the need to plan for future public or private transit alternatives. As recently as spring 2012, the City and project partners met with the KCATA to explore the possible realignment of Route #243 to serve the downtown activity center. Although it was determined to not be financially feasible at this time, the project proposes to plan for future transit stops should public or private transit solutions become feasible. Parkville, Park University and Riverside have also discussed the potential for local transit options.

Although not currently on a transit corridor, the downtown Parkville activity center is triangulated between the Kansas City International Airport, the Legends / Speedway and Downtown KCMO. This central location between regional destinations increases the likelihood of being served by a future public transit route or making private alternatives more feasible.

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Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Parkville's project partners include the Main Street Parkville Association, Park University, the Parkville Economic Development Council, the Parkville Area Chamber of Commerce, the Platte County Health Department, Platte County Parks and Recreation and the Parkville Old Town Market Community Improvement District. Each of these partners has submitted a letter of support for the project. Unfortunately, due to budgetary limitations and current budgetary cycles, our partners could not make financial commitments at this time. However, each partner has committed to fully participate in the project, to provide needed organization resources throughout the project and to help adopt and implement the plan once completed. Many of the organizations also have committed to budget funds in subsequent years to help implement the plan.

The Main Street Parkville Association represents business and property owners, investors and other parties interested in the welfare of downtown Parkville. Main Street has the most comprehensive downtown communication resources, and does the majority of marketing for downtown. These resources will be very valuable in the robust citizen engagement process. Main Street will be instrumental in promoting the project, post adoption and helping the City coordinate implementation projects.

Park University represents a unique demographic in downtown, including underrepresented stakeholders. The University has committed its communication resources to help reach students, faculty and alumni. Post adoption, the University has a vested interest in implementing on- and off-campus improvements. The University recently demolished a blighted property and plans to demolish an additional blighted property in the project area. They have committed to develop the property in accordance with the adopted plan. The University will also be instrumental in implementing transit, transportation and other corridor improvements. The University is also one of only a few property owners in a unique position to implement housing choice initiatives in downtown.

The Parkville Economic Development Council was formed in 2010 to help foster sustainable economic development in the community. The development of a downtown master plan was identified among the EDC's top priority. Their membership represents major developers, private investors, community organizations and local utility providers. They have committed their organizational resources and expertise to help with the development and implementation of the plan.

The Parkville Area Chamber of Commerce represents a wide variety of business owners, investors and other members interested in economic development in the area. Although representing more than downtown Parkville, the Chamber offices are located in downtown Parkville and the Chamber has long worked toward improvement of downtown Parkville. They committed their staff resources and can effectively reach a large stakeholder group that can lend experience and expertise to the project. The Chamber has also stated their commitment to helping implement the plan once complete.

The Platte County Health Department serves underrepresented stakeholder groups, many of which rely on alternative transportation and transit. The Health Department is located in downtown and has a specific interest in improving transportation alternatives and bringing transit to Parkville. The Health Department will help foster participation from underrepresented stakeholders and is committed to furthering transit discussions.

Platte County Parks and Recreation represents regional park users, major recreational organizations and other recreation and nature enthusiasts. Through a countywide parks and recreation sales tax the County recently purchased 130 acres downtown, along the Missouri River. The County has funded a master plan which will be adopted later this fall and is funding design and construction of phase one in 2013. The County has committed to coordinate the parks project with the Downtown Master Plan to help ensure a coordinated effort. They have also pledged their staff resources to help reach park users throughout the project.

The Parkville Old Town Market Community Improvement Districts boundaries cover much of the project area. The CID is comprised of property owners, business owners and residents within the district. The CID collects a 1% sales tax and has pledged to participate in the development of the plan and to help implement the plan, post adoption through grants to other organizations. The CID has also pledged to aid with outreach and data collection throughout the project.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

In the last five years alone, the City and project partners have demonstrated commitment to revitalizing and ensuring a sustainable future for downtown.

Since the flood of 2011, the City of Parkville has leveraged hundreds of thousands of dollars of public and private investments in downtown. Major repairs and improvements to public infrastructure and English Landing Park, including parking improvements, constructing a new small concert venue, major landscaping improvements, drainage and infrastructure improvements, rehabilitation of a historic landmark and construction of new recreational amenities demonstrate the City's commitment to the long-term success of downtown. Other recent investments include funding local matches for the construction of the new (and greatly improved) 9 Highway Bridge over White Allee Creek, a 1.5 mile trail connecting 45 Highway to downtown, and the current Livable Community Study. The City has also recently rehabilitated much of the existing sidewalk system, and made major improvements to the sewers throughout downtown. The City has pledged \$20,000 to the project, and is committed to budgeting funds for implementation after the project is adopted.

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In 2007, Park University constructed new dormitories downtown. Their plans originally included constructing the dorms away from the edge of campus, but through discussion of common goals and identification of a common vision, the University agreed to work with the City to relocate the dorms to the edge of campus where students could better access the rest of downtown. The relocation cost the University over a million dollars over the prior location demonstrating the University's commitment to a greater vision for downtown. The resulting new 250 bed dorm was located within easy walking distance of major downtown destinations, was designed to preserve natural resources, utilized existing infrastructure, improved alternative transportation options, and helped poise the University to implement future transit options. The resulting construction demonstrates their strong commitment to downtown and a clear recent success.

Today, the University has cleared blighted properties and plans additional clearing in the future. They pledge to redevelop these sights in accordance with the adopted plans. Likewise, they have over 500 acres of green and brownfield property immediately east of the existing campus. This property is planned for mixed-use and alternative housing choices that can support the University and downtown as a whole.

Platte County has long demonstrated its commitment to downtown, most recently through the purchase of a 130-acre park site in downtown, the development of a master plan for the regional park, and allocation of funds for phase 1 design and construction. The County has also pledged to coordinate improvements with the resulting downtown master plan.

The Parkville Old Town Market CID collects a 1% sales tax from all but a very few commercial properties in downtown. The CID has demonstrated commitment and past success through grants to other organizations including funding for corridor improvements.

Since its creation in 2010, the Parkville Economic Development Council has demonstrated it is not your typical social club. The EDC has developed and updated a strategic plan (including strategies for improving downtown), has created specialized committees and task forces to study and recommend solutions to complex downtown issues, and commissioned and published a downtown survey that was instrumental in identifying market gaps in downtown and helping fill them. The very successful and popular Parkville Coffeehouse located in downtown Parkville was in great part the result of the EDC's survey of students and faculty who identified the need for a downtown coffee shop. Currently, the EDC is partnering with Park University and downtown business owners to help develop an entrepreneurial program aimed at helping international students develop local businesses and to foster, mentor and partner students in their local ventures.

Although our partners were not able to make financial contributions to the project, they have unanimously committed to help fund implementation projects once the plan is adopted.

See also response to number 17 above.

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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

Contact Information

Contact Name:	Matthew (Matt) M. Tapp, AICP, MBA
Contact Title:	Director - Planning & Zoning Department
Contact Phone #:	(816) 407-3380
Contact Fax #:	(816) 407-3381
Contact Email:	mtapp@claycountymo.gov

Project Budget:

Requested Funding:	\$75,000.00
Local Match:	\$25,000.00
Total:	\$100,000.00
(Requested Funding + Local Match)	

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.
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 \$2,500 from Clay County.
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

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The 69PV Plan will be consistent with the City of Pleasant Valley comprehensive plan completed in 2006 by Ochsner Hare & Hare (OHH). Unfortunately the Village of Claycomo has never had a comprehensive plan in the history of their incorporation, and that is precisely why the 69PV Plan is so important to their community as they have never had a guiding long-range planning document directing the review of proposed new (re)development.

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8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The 69PV Plan will employ a full transportation section covering the study area that will include a wide range of transportation modes such as bicycling, walking, and a particular focus on public transit as I-35 is one of the major commuter corridors within the MARC Smart Moves Regional Transit Vision. Serious consideration will be given to a multitude of transportation concepts, including designated bike lanes, traffic calming devices, and other efforts to maximize different modes of transportation for the study area. See transportation question (#14) below for more detailed information.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

Promoting and fostering a connected, transit-oriented, mixed-use from of future (re)development throughout the study area will be one of the principle components to the 69PV Plan. Serious focus will be given to the form and function of new mixed use (re)development for the project by means of a robust public engagement process detailed below under question #11.

Future landuse and various development opportunities will be explored with substantial input from the public throughout the planning process. Identified development opportunities will be those potential redevelopment and new development projects, improvements and initiatives that can be achieved within the study area. Based on ascertained strengths, weaknesses and generators, the 69PV Plan opportunities will be shaped by several local demographic and market factors. Zoning recommendations will also be established as part of the planning process intended to remove barriers and further promote transit-oriented, mixed use (re)development projects throughout the study area.

11) Describe how the project includes a robust citizen engagement component.

Public participation and engagement will be at the very core of the 69PV Plan. The public will be involved every step of the way using multiple communication mediums. For a successful planning study it is imperative to hear all of the voices and integrate them in the planning process.

The key components of the public participation process for the 69PV Plan will be the project team, a stakeholder committee, and the community-at-large.

PROJECT TEAM

A project team will be created to monitor the logistics of the study and schedule. The team will consist of representatives from all the participating entities (Clay County, Village of Claycomo, City of Pleasant Valley, and NNI), MARC, and the consultant team. The goal of the 69PV Plan will be to have the Project Team meet once a month to review documents, study findings, set meetings and schedules, and discuss the various elements of the planning process.

STAKEHOLDER COMMITTEE

This group is envisioned to consist of a larger group of various community stakeholders who have an interest in the 69PV Plan and knowledge of the proposed study area and its key issues. The Stakeholder Committee will serve an advisory role to the Project Team during the planning process. The purpose of the Committee is to provide feedback on key issues, assist in encouraging public participation, and ensure the authoring of a cohesive vision for the study area. This team will consist of community leaders, business/land owners, and other governmental agencies.

COMMUNITY-AT-LARGE

This is an extended group of all folks in the community that will be influenced by the 69PV Plan. As part of the planning process, the Project Team will conduct a community visioning process in tandem with data gathering and analysis. The Project Team will use various forums to engage the community in order to better understand the issues and concerns of the community along with their needs and aspirations to establish the vision for the community. A Public Involvement Plan will be prepared by the Project Team at the beginning of the project to outline the public outreach activities during the development of the Plan. Stakeholder interviews, public open houses, community visioning, design workshops, and various media communication tools will all be utilized as public participation mechanisms throughout the study.

12) Describe how the project advances environmental stewardship and improved public health.

Stormwater management and flooding are both major issues facing the study area of the 69PV Plan. The Shoal Creek traverses nearby or through

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much of the study area, as does Mill Creek at the west end. Large sections of FEMA floodplain exists within a fair amount of the study area and FEMA is currently going through a map modernization effort for the study area in conjunction with Clay County, so the establishment of a green space, parks, and trails plan is paramount.

A map of existing green spaces, parks, and trails will be developed in and around the 69PV Plan. Potential sites for green spaces, parks, trails, and recreational activities will also be studied during the planning process, as the study area has a number of planned trail routes from the MARC MetroGreen initiative. It is a goal of the Plan to formalize a proposed green space and trail network that will have the potential to connect activity centers throughout the study area and beyond. This will provide community residents with alternate transportation choices, offer better pedestrian connections across jurisdictions, and also strengthen the recreational and tourism potential for the study area.

In conjunction with identifying potential sites for green space, parks, trails, and recreational activities, a comprehensive look at various stormwater management solutions will be explored that will focus on the use of native landscaping and other green stormwater infrastructure techniques.

13) Describe how the project supports investment in areas with existing infrastructure.

As mentioned under previous questions, the vast majority of the 69PV Plan study area of US 69 Highway and Pleasant Valley Road contains existing development. Therefore existing infrastructure exists throughout much of the corridor, so most new development projects will fall into the category of infill/redevelopment. It is estimated that at least 90% of the study area currently has the full array of utilities available, including sewer, storm sewer, water, cable, internet, and transportation.

14) Describe how this project and outcomes relate to transportation issues.

The primary goal of the transportation section of the 69PV Plan will be to identify an array of projects that can be implemented to enhance current land uses or to assist in redevelopment efforts. The purpose of this planning effort is to evaluate multi-modal transportation improvements that improve the safety and operation of approximately 2.65 miles of US 69 Highway and Pleasant Valley Road and its cross streets. Considerations will include intersection crossing improvements, pedestrian connectivity, and bicycle routes. Establishing a healthy public engagement plan during the development of the 69PV Plan will be absolutely critical to the success of the transportation section.

In relationship to the primary goal detailed above, the 69PV Plan will also include recommendations for transportation improvements throughout the study area. Current access management for most of the study area represents an inefficient, ineffective, and outdated design that causes a serious threat for both drivers and pedestrians. Proven alternatives for driveway placement along the corridor will be explored in an effort to improve traffic flow and safety. In addition, the roadway's medians and median openings, interchanges, intersections, turn lanes, and traffic signals will all be evaluated. Recommendations for new streetscapes and median treatments will also be included so as to further improve transportation safety for all users, particularly related to connectivity and pedestrian safety.

The Plan will contain an Action Plan identifying 5-year and long-term implementation strategies and the respective roles for the various governmental entities involved. Estimated cost, prospective funding source, and timeframe will be specified for each transportation project. As conditions in the study area change over time, it will be important to establish government entity's roles and responsibilities, identify funding sources, create a phasing plan to implement recommendations, provide information to property owners, and establish all necessary milestones. An implementation schedule will be developed to help ensure that improvements are carried out systematically. Full implementation of recommended improvements may take several years and will depend on the availability of local, state, private, or federal funding, as well as on the support and action of different levels of government.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes. Three (3) major activity centers will be served by the 69PV Plan, including: (1) a long swath of US 69 Highway in the Village of Claycomo, (2) the Ford Claycomo assembly plant, and (3) a large area along Pleasant Valley Road near I-35. In addition, the entire study area except for a small area south of US 69 Highway along I-435 falls within the designated MARC Redevelopment Area.

16) Does the project serve a future transit corridor?

Yes. I-35 is designated as a major commuter corridor within the MARC Smart Moves Regional Transit Vision. As detailed above, the 69PV Plan will place a heavy emphasis on further promoting transit-oriented, mixed use infill/(re)development projects for the study area.

Partnership

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17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The 69PV Plan is a collaborative effort between Clay County, the Village of Claycomo, City of Pleasant Valley, and Northland Neighborhoods Inc. (NNI). As indicated above, Clay County has committed \$2,500, Village of Claycomo \$10,000, City of Pleasant Valley \$10,000, and NNI \$2,500, for a total local cash match of \$25,000 of an estimated total project cost of \$100,000.

Clay County will provide project direction from a staffing standpoint as the project sponsor, and both the Village of Claycomo and City of Pleasant Valley will provide local knowledge and experience with the 69PV Plan study area. NNI will provide expertise and input on affordable housing, socio-economic characteristics, and other related issues to the Plan.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

In regards to stated commitments from the participating local governments, see attached letters from the Village of Claycomo and the City of Pleasant Valley [see Supplemental Information, #2 and #3 below].

As for the project itself, the 69PV Plan will include an implementation section as part of the planning process. The implementation strategy will provide direction for how to make the planning recommendations a reality. An action plan with specific projects and programs will be laid out to implement the vision and goals of the Plan. While the implementation of the plan may take a longer term of 15-20 years, a schedule of projects and programs will be laid out focusing on the first five (5) years and priorities. While the projects within the private sector may rely on market conditions, developer interest and funding, projects will be identified for the public sector that can provide catalysts for new infill/(re)development.

The implementation strategies for the 69PV Plan will align with the major sections of the Plan, including organizational, land use/zoning, urban design, economic, sustainability, and transportation. These strategies will focus on creating a vibrant, livable, and walkable corridor with diversified options for housing, employment, access to natural and historic resources, transit, mobility and connectivity between the major nodes and throughout the corridor.

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Applicant Information

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

Contact Information

Contact Name:	Scott Allen
Contact Title:	Community Development Director
Contact Phone #:	816-228-0211
Contact Fax #:	816-228-0225
Contact Email:	sallen@bluespringsgov.com

Project Budget:

Requested Funding:	\$100,000
Local Match:	\$20,000
Total:	\$120,000
(Requested Funding + Local Match)	

Project Information

Project Name:	Downtown Blue Springs Transit Village
Project Location:	Downtown Blue Springs. Walnut St. to Main St., Railroad Tracks to 14th St.
Source of Local Match:	City of Blue Springs General Fund

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

In 2006, the City of Blue Springs undertook a new master plan for downtown redevelopment. Citizen surveys had repeatedly shown that downtown is one of the top two priorities in the community, and many in the community felt it was time to move ahead with concrete plans. The Downtown Master Plan is the result of those initiatives, and aims to show how a series of future actions can create a vibrant, walkable downtown for Blue Springs.

The City of Blue Springs Downtown Development Code (DDC) is an outgrowth of the City's Downtown Master Plan. A key recommendation of the Master Plan was to implement a new zoning district for the downtown area; one that is form-based so that it could address the unique qualities of downtowns. The DDC addresses social equity through provisions that allow for a mix of density and housing options in residential living and a mix of uses both horizontally and vertically in the various zoning districts. Environmental health is addressed through the sustainable design concepts that

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encourage a live/work relationship, housing/jobs relationship, and redevelopment of the cities center. Finally, economic growth is encouraged through the mix of uses allowed and the desirable setting envisioned by the Master Plan and implemented through the DDC.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

- a) Yes. The master plan was undertaken primarily during a design charrette – an on-site design session where various scenarios were tested and drawn with the input of residents, property owners, city officials and others. The Charrette was attended by over 100 participants, and covered a full range of design, policy and management issues. It ultimately identified a plan that sets a 15-20 year vision, but can be implemented with both short and long-term steps.
- b) Yes. The site is a former lumber yard in the core of downtown Blue Springs. The redevelopment of this site would include integrated land use by promoting mixed use development. Alternative transportation options including commuter trains, bus, bicycle and pedestrian options all would be available at this site. The use of new environmental strategies in the redevelopment of this site will promote long term viability.
- c) The 2006 Downtown Master Plan has a list of long and short term objectives. Some of the short term objectives that have been accomplished include over 1 million dollars of infrastructure improvements (sidewalks, street lighting, and crosswalk enhancements), creation of a downtown association, and the implementation of the Downtown Development Code and associated rezoning. We believe that the zoning that is currently in place can provide continuation and growth of the sustainable environment in the historic core of our City. The Downtown Development Code encourages multiple housing types for a variety of living environments, mixed uses that allow both large and small businesses to thrive, and multiple transportation modes so that people who live and work in the area are not tied to the automobile.

Another effort includes the formation of the Main Center Redevelopment Corporation in May 2001 by the City to act as a 353 redevelopment corporation. The corporation was formed to serve as a tool to promote stabilization and redevelopment in the downtown, and has awarded over one million dollars in tax abatements to downtown property owners. Other efforts include, the EDC's priority focus on downtown, and the work of several civic groups, including a current citizen's visioning process enlisting over 150 citizens called "Renew the Blue" –Reaching Higher, which developed civic priorities for the next 20 years

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The project site abuts a rail line that has been identified as having great potential for commuter trains based on the Smart Moves study and the Jackson County Commuter Corridor Alternatives Analysis. The development of a transit village at this location would provide the residents of Blue Springs commuter service to Kansas City. The immediate proximity of a current Park and Ride facility and the central location in the community all offer a distinct advantage for this site to be transformed into a hub of transit choices.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

This site is a former lumber yard adjacent to a rail line on Main Street. The neighborhood is completely built out in all directions. All utilities and infrastructure currently exist adjacent to this site. This is the definition of an infill site with no substantial need to extend or build new infrastructure to make the site viable. The DDC allows for a mix of density and housing options in residential living and a mix of uses both horizontally and vertically. Environmental health is addressed through the sustainable design concepts that encourage a live/work relationship, housing/jobs relationship, and redevelopment of the cities center. Finally economic growth is encouraged through the mix of uses allowed and the desirable setting envisioned by the Master Plan and implemented through the DDC.

11) Describe how the project includes a robust citizen engagement component.

The City of Blue Springs has a very active downtown association, Downtown Alive, that is currently working through the final steps to become a Missouri Main Street organization. This group will be instrumental in the process of designing and implementing a plan to redevelop this site. The success of the Downtown Master Plan and the implementation of the DDC has set a precedent to the city's leaders in gaining community consensus for projects. The creation of the redevelopment plan will continue the use of this type citizen engagement.

12) Describe how the project advances environmental stewardship and improved public health.

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This project will advance environmental stewardship by redeveloping a 100% hard surface site with 0% green space to current standards. Landscaping, current stormwater regulations and aesthetics will create a site that has less of a negative impact on nearby natural areas, and the immediate neighborhood. Environmentally friendly components will be proposed to be integrated throughout the finished site. The future residents that occupy the site will enjoy better public health than what currently exists with the current situation.

13) Describe how the project supports investment in areas with existing infrastructure.

All utilities and infrastructure currently exist adjacent to this site. This is the ideal infill site with no significant need to extend or build new infrastructure to make the site viable.

14) Describe how this project and outcomes relate to transportation issues.

The project site abuts a rail line that has been identified as having great potential for commuter trains. The development of a train station and related commuter services at this location would provide new and current residents of Blue Springs commuter service to Kansas City. The proximity of a current Park and Ride facility and the central location in the community all offer a distinct advantage for this site to be transformed into a hub of transit choices.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes. The site in downtown Blue Springs is identified as a Community Center in the Transportation Outlook 2040.

16) Does the project serve a future transit corridor?

Yes. The site is located adjacent to the Kansas City Southern rail line identified as the logical commuter rail line to service eastern Jackson County. The site is also within 1 mile of the US Highway 40 corridor that could be utilized for BRT service.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The City of Blue Springs currently owns the proposed site. The City has a very active downtown association, Downtown Alive that will be a vital instrument in community involvement. This group is currently in the process of becoming a Missouri Main Street organization. The City will not have any formal funding partners in this project.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City of Blue Springs is the current owner of the property. In 2006 the City created a Downtown Master Plan that identified this specific site as the location of a Transit Village that would be served by commuter rail service, commuter bus service and the thriving downtown neighborhood. In 2007 the City implemented the Downtown Development Code (DDC) that rezoned a large portion of downtown, including the site, to a Form-based Code that would encourage mixed uses and higher density development. In the past 5 years the City has invested over 1 million dollars of Community Development Block Grant (CDBG) funding in infrastructure in the immediate area of this site. The City has continued to show a strong desire to see the core of the city redevelop by its commitment to downtown with continued CDBG funding, the development of a community garden, the relocation of the Historic rail depot to an adjacent city park and the recent purchase of this site.

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Applicant Information

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

Contact Information

Contact Name:	Jay Leipzig
Contact Title:	Director - Community Planning and Development
Contact Phone #:	8163314331
Contact Fax #:	(816) 331-6973
Contact Email:	JLeipzig@belton.org

Project Budget:

Requested Funding:	\$10,000
Local Match:	\$2,000
Total:	\$12,000
(Requested Funding + Local Match)	

Project Information

Project Name:	North Cass 2040
Project Location:	Cities of Belton, Raymore, Kansas City, Missouri
Source of Local Match:	City of Belton Department of Community Planning and Development
Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?	Yes, the project is scaleable.

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The plan is consistent with the City of Belton's 1992 Comprehensive Plan and Future Land Use Map, 2011 Unified Development Code, and 2012 Old Town Belton Design Guidelines.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

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If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

This planning project will promote improved travel choices and sustainable development patterns by introducing multimodal transportation planning; mixed use and entrepreneurially-focused retail and commercial development; sustainable affordable housing options; and educational opportunities coupled with a business incubator. Historically the project area built out organically with auto-centric commercial and residential development, especially along the North Scott/Missouri-58 corridors. The many commercial strip developments along the North Scott/MO-58 corridor became natural places for new small businesses to establish themselves. Overall, the project area is not a pedestrian-friendly environment. The North Cass 2040 Plan will tie together existing nodes (i.e. Richards Gebaur Commerce Park, Old Downtown Belton) and new nodes with improved sidewalks and new walking trails, dedicated bicycle paths and lanes, and with new local bus service along primary arterials. Consideration will also be given for possible future commuter rail options to downtown Kansas City, Missouri. The sidewalks, trails, and bicycle paths along area arterials will tie in with the City of Belton Parks & Recreation Department's new City Trails Plan and planned MARC MetroGreen trails and greenways. New mixed-use commercial/residential development and sustainable neighborhood development in the project area will be designed to facilitate and encourage telecommuting. At access points to US 71/Interstate 49, a designated Smart Moves Corridor, new development patterns will include parking facilities to promote ridesharing.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The North Cass 2040 Project will promote sustainable land-use patterns with a focus on transit-oriented mixed use development at key nodes, complete streets initiatives along primary corridors, and affordable housing in sustainable neighborhoods. Nodes within MARC-defined Activity Centers such as the Metropolitan Community College Facility, proposed North Cass Business Incubator, Old Downtown Belton, and new development along MO-58 in Raymore will feature compact, dense, walkable, and transit-oriented development. A Complete Streets initiative along North Scott/MO-58, 155th Street, Y Highway and other arterials will make them walkable and bikeable. The North Cass 2040 Plan will also include development of affordable housing and sustainable neighborhoods close to Activity Centers and multimodal transit nodes. In all recommended development, North Cass 2040 will encourage the use of environmentally-friendly landscaping (i.e. native plants, rain gardens, semi-permeable pavement, etc) and building systems (Energy Star-rated mechanical systems; alternative energy systems such as wind, solar, and geothermal; rain barrels).

11) Describe how the project includes a robust citizen engagement component.

Today's population within the project area of North Cass 2040 is estimated at 42,000 residents, and this planning effort will include a robust citizen engagement process to give them a voice in their community's future. The idea for North Cass 2040 began as a collaboration between public, private and civic institutions - the Belton Corporation for Economic Development; Downtown Belton Main Street, Inc.; the City of Belton; and non-profit affordable housing developer Builders Development Corporation. The team is presently reaching out to the City of Raymore and other affected municipalities, the Kansas City Port Authority, and key stakeholders along the North Scott/MO-58 corridor to have initial discussions with them about the future of the area. The second step will be to hold a series of at least 3 public meetings with citizens to gain their ideas and input for the plan; quantitative and qualitative surveys will be completed toward the end of each of these meetings. Once this data is collected and reviewed, the project team will incorporate key ideas into a working draft of the plan, and will send meeting participants the results of the surveys. Another public meeting will be held with stakeholders and citizens to review the elements of the plan and to collect reactions. The project team will also present the findings and draft plan to civic minded groups (HOAs, The Rotary Club, religious organizations, etc), and final impressions will be collected. The final draft of North Cass 2040 will be prepared and presented before the city councils of Kansas City, Belton, and Raymore for review and approval.

12) Describe how the project advances environmental stewardship and improved public health.

North Cass 2040 will advance environmental stewardship and improved public health by encouraging redevelopment of key corridors and neighborhoods with sustainable development patterns, natural storm water retention and drainage solutions, and new transportation and recreation opportunities to encourage active lifestyles. At key access points to the US 71/I-49 Smart Moves corridor, park-and-ride and rideshare facilities will be constructed to encourage use of public and alternative modes of transportation, reducing the number of cars used to commute and thereby improving air quality. The project will seek out the partnership and leadership of utility Kansas City Power & Light to construct Electric Vehicle Charging Stations at key Activity Centers in the project area, including the proposed MCC Facility and Business Incubator at Richards Gebaur, Old Downtown Belton, new mixed-use development in Raymore, and at the Park-and-Ride lots along US 71/I-49; this will encourage residents to purchase new Low-Emission or Zero-Emission electric vehicles, which will improve air quality. Development at Activity Centers will also feature walkable, mixed-use, transit oriented development, and the plan will encourage new buildings to incorporate environmentally-sustainable systems. The North Scott/MO-58 corridor will become a multimodal transportation corridor with compact commercial and residential development, new sidewalks and walking trails, dedicated bicycle lanes, and stations at Activity Centers for new North Cass Circulator bus service. This will also be

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ties in with MARC's MetroGreen trails and greenways plans and those of area jurisdictions. All new development at Activity Centers and along key corridors will include restoration of natural features, rain gardens and other natural storm water filtration and drainage solutions, and landscaping with native plants.

13) Describe how the project supports investment in areas with existing infrastructure.

North Cass 2040 will be a redevelopment and infill plan for an established urbanized area, and will be focused on building on the strengths of existing area infrastructure. The plan first will advocate for the development of Metropolitan Community College's new professional and technical training facility on the grounds of the Kansas City Port Authority's Richards Gebaur Commerce Park, furthering that authority's efforts to redevelop former Air Force Base. The cities of Kansas City, Grandview, and Belton have already joined with the Missouri Department of Transportation to plan for the upgrade of 155th Street and its access point to US 71/Interstate 49, and North Cass 2040 will support that effort. The North Scott/MO 58 corridor is a natural business incubator, and the creation of the North Cass Business Incubator together with infill development and redevelopment of some existing properties along the corridor will strengthen this status. In 2012 the City of Belton approved new Design Guidelines to revive Old Town Belton, the historic heart of the city, and North Cass 2040 would support and strengthen those guidelines with further infill development at the district's edges. Development of other new mixed use development along the Missouri 58 corridor will include infill development and redevelopment of existing properties.

14) Describe how this project and outcomes relate to transportation issues.

The North Cass 2040 Plan and its outcomes are heavily focused on multimodal transit options at Activity Centers, multiple transportation modes, and corridors. The plan will give residents new transportation options such as walking, bicycling, and local bus service, and will tie in with MARC's regional MetroGreen trails and greenways. It will connect new destinations such as the MCC campus with existing destinations such as Old Town Belton through these new transportation modes. The pursuit of KCP&L's leadership in building EV-charging stations at key Activity Centers and at Park-&-Ride lots along the US 71/I-49 Smart Corridor will make it more feasible for residents to own and operate new electric vehicles. The Park-&-Ride Lots will also encourage ridesharing.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

North Cass 2040 serves several of MARC's designated Activity Centers, including the Kansas City Port Authority's Richards Gebaur Commerce Park; the North Scott/Missouri 58 Corridor in Belton and Raymore; the Old Town Belton downtown area; and key access points along the US 71/I-49 Smart Moves Corridor from Missouri 58 to 155th Street.

16) Does the project serve a future transit corridor?

Yes, the project will serve the US 71/Interstate 49 Smart Moves Corridor in south Kansas City, Belton, and Raymore. As a Smart Moves Corridor, Interstate 49 is targeted for improved commuter bus transit options, as well as improvements to accommodate increased truck traffic expected at the nearby Richards Gebaur Commerce Park. MARC's Transportation 2040 study also considered the possibilities of commuter rail along a little-used rail line that runs from downtown Kansas City through Grandview and downtown Belton. The results of this study concluded population density in North Cass were not expected to be high enough to support commuter rail for another 30 years; however, the combined population of Belton and Raymore is currently estimated at 42,569 with a growth rate that is outpacing the state of Missouri. Therefore, North Cass 2040 will also consider the implications and steps to be taken when/if the population becomes sufficient to support commuter rail.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

The North Cass 2040 plan will be the product of numerous existing partnerships between government agencies, economic development agencies, quasi-governmental agencies, non-profits focused on affordable housing, educational institutions, and private corporations. It will involve the partnership of multiple local governments including Cass County and the cities of Kansas City, Grandview, Belton, and Raymore. Economic development agencies and quasi-governmental agencies such as Cass County Corporation of Economic Development; Belton Corporation for Economic Development; Downtown Belton Main Street, Inc.; and the Kansas City Port Authority will also be heavily involved in the creation of the new North Cass Business Incubator. Education providers such as the University of Central Missouri, the Metropolitan Community College, and Belton High School will be significant players. Partnership will also be sought with Kansas City Power & Light for alternative energy solutions. Finally, the non-profit developer Builders Development Corporation will assist with planning efforts, development of affordable housing choices, and serve as a consultant as the plan is implemented.

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Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The North Cass 2040 plan will be the product of numerous existing partnerships between government agencies, economic development agencies, quasi-governmental agencies, non-profits focused on affordable housing, educational institutions, and private corporations. It will involve the partnership of multiple local governments including Cass County and the cities of Kansas City, Grandview, Belton, and Raymore. Economic development agencies and quasi-governmental agencies such as Cass County Corporation of Economic Development; Belton Corporation for Economic Development; Downtown Belton Main Street, Inc.; and the Kansas City Port Authority will also be heavily involved in the creation of the new North Cass Business Incubator. Education providers such as the University of Central Missouri, the Metropolitan Community College, and Belton High School will be significant players. Partnership will also be sought with Kansas City Power & Light for alternative energy solutions. Finally, the non-profit developer Builders Development Corporation will assist with planning efforts, development of affordable housing choices, and serve as a consultant as the plan is implemented.

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Applicant Information

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

Contact Information

Contact Name:	Ferdinand Niemann
Contact Title:	Deputy Director Government Relations
Contact Phone #:	8168811009
Contact Fax #:	8168813133
Contact Email:	fniemann@jacksongov.org

Project Budget:

Requested Funding:	\$69,000
Local Match:	\$31,000
Total:	\$100,000

(Requested Funding + Local Match)

Project Information

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

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN
Please explain:

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Yes, the project is consistent with the Jackson County Master Plan dated January 1994.

The project will also be consistent with the Jackson County Legislature's Resolution #17963 dated August 27, 2012 adopting a complete streets policy.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

The Truman Road Gateway Development Plan is intended to enhance transportation choices along this corridor. Conditions along the existing corridor need improvement to promote use of walking, transit and bicycles.

The existing corridor lacks definition between the edge of the travel way and adjacent properties. Since there are currently no pedestrian facilities, like sidewalks, the ability of pedestrian to travel this corridor requires the use of shoulders or footpaths along adjacent properties. Shoulders along the length of the corridor do provide an opportunity for bicycle accommodations but that is not the intended use. Transit stops along the corridor consist of a sign designating the stop but have no transit amenities and even lack a simple paved area for pedestrians to wait.

Truman Road is part of a Metro Green trail segment intended to connect Kansas City, MO to the Little Blue River. This is a Priority 3 segment and Metro Green indicates this would be a Type 5: Bike & Pedestrian Facilities in Rights-of-Way. This trail type is generally located within the rights-of-way of roadways throughout the metropolitan area. One of the primary purposes for this trail type is to serve as a connector to the off-road network of MetroGreen. Sidewalks, bike routes, bike lanes and wide multi-purpose side paths are envisioned as the constructed facilities. The vision for the Gateway Development Plan is in alignment with Metro Green by incorporating a trail into the plan; implementation of this connection will be one step farther in development.

Integral to the Gateway Development Plan will be a concept that promotes travel choices by providing proper facilities for walking, transit and bicycles. Following the County's Complete Streets policy ensures that the Truman Road Gateway Development Plan will be designed and operated with all users in mind - including bicyclists, transit vehicles and riders, and pedestrians of all ages and abilities.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The project intends to promote sustainable land-use patterns by focusing on pedestrian and bicycle connections to adjacent residential uses. It will also provide a corridor design concept that promotes infill and redevelopment through more sustainable practices.

The existing corridor consists of mainly downmarket, auto-served commercial development along the south side of Truman Road. These developments have continuous driveways with little definition provided for pedestrians or bicyclists. They also are isolated sites with little connectivity between uses and the adjacent neighborhood.

The project will look for opportunities to promote more connections from the intended parkway-style gateway corridor to the adjacent neighborhood and provide development concepts that will integrate best practices for sustainable land use.

Already established development efforts are working toward bringing sustainable industry to the corridor through the Solar Woods development. Solar Woods is intended to be built on top of the existing underground storage and to include businesses focused on green energy. In addition, County clean-up efforts of a contaminated site on Marsh Avenue will allow for future redevelopment parcels that require sound environmental practices for use.

This project will formalize a comprehensive design approach for the study corridor that promotes sustainable land use supported by pedestrian accessibility and existing infrastructure.

11) Describe how the project includes a robust citizen engagement component.

The project team will actively engage a variety of stakeholders interested in creating the Gateway Plan including residents, property owners, transit riders, City of Kansas City, City of Independence, Jackson County, and other community and civic organizations in the surrounding area.

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The outreach program will be tailored to the needs of each community partner.

- City and County departments will be enlisted to address existing problems raised by the community and other stakeholders and consulted with for solution identification.
- Blue Summit and Independence residents will be engaged to understand how they view design of a sustainable, gateway corridor.
- The Truman Road CID and Independence Chamber of Commerce will provide the business perspective, as well as input gathered from local developers (i.e., Dean Realty).
- Interaction with KCATA riders could be conducted at the transit stops or through on-board interaction.
- The Independence School District would be approached as Van Horn High School is approximately one mile from the study corridor.

Engaging each of these stakeholder groups throughout the project will ensure that comprehensive feedback representing varied views will be incorporated into the project recommendations.

Foreign language translation services will be provided, as needed, to ensure full participation by all community members.

12) Describe how the project advances environmental stewardship and improved public health.

The County is actively working in the corridor area today to promote environmental stewardship and to improve public health. Efforts are underway to clean up environmental contamination and to provide a more safe and healthy environment for local residents.

The County is actively working with the Environmental Protection Agency and the Brownfields Coalition to rehabilitate a RCRA contaminated site just south of Truman Road on Marsh Ave. The County's efforts to rehabilitate this site are in anticipation of a future, more sustainable reuse that enhances the character of this corridor.

Dilapidated structures, overgrown lots, and junk and debris lead to public health hazards. Property code violations like these are numerous along this corridor and the County has been actively working to address the violations through routine inspection, fines and county-led clean-up efforts.

This project aims to continue the momentum established by the County's on-going efforts with a plan that will enhance the usage of the corridor. Providing a parkway design that incorporates upgraded facilities for all transportation modes and compatible, adjacent land use concepts furthers efforts to advance environmental stewardship and improve public health.

13) Describe how the project supports investment in areas with existing infrastructure.

The study area is in a MARC designated activity center and redevelopment area. This project intends to capitalize on the gateway feel of this existing roadway corridor by establishing a gateway transportation corridor that incorporates a parkway roadway cross section, trails, transit amenities and compatible, adjacent land use recommendations.

Truman Road is an established and vital connection between Kansas City and Independence that will be supported through this plan.

14) Describe how this project and outcomes relate to transportation issues.

The current transportation issues along this corridor include a lack of facilities for pedestrians and bicyclists, as well as poor roadway definition and in some sections unneeded vehicular capacity. This project intends to more distinctly identify the transportation issues along the corridor through vigorous data collection and analysis. Once the issues are identified, the plan will address the problems through preparation of a design concept that aims to provide a comprehensive transportation solution. It is anticipated that a parkway roadway cross-section that incorporates sidewalks, trails, transit amenities, and compatible, adjacent land use recommendations will be the outcome of the plan.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the study area is in a MARC designated activity center and redevelopment area according to MARC's sustainable places mapping.

The area surrounding the Truman Road corridor from I-435 to Blue Ridge Parkway is an established mixed-use area including low to medium density residential, commercial and industrial uses. It has an established bus route and is a designated Metro Green greenway corridor. Within the greater activity center there are parks, churches, schools, employment centers and significant opportunities for redevelopment.

16) Does the project serve a future transit corridor?

The project is a current transit corridor served by the KCATA Route 15X. Route 15X provides peak period service between Independence and downtown Kansas City via Truman Road.

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The regional rail alignment of the MARC SmartMoves I-70/U.S. 40 from downtown to eastern Jackson County corridor, which is currently under study, runs approximately 1-mile east of the study area.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Jackson County is working with Dean Realty, the Brownfields Coalition and other local property owners to highlight the importance of developing this corridor with a cohesive and positive approach.

The project will benefit from these partnerships as partners like Dean Realty will be able to make the development concept plans become reality through their investments.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Jackson County is responsible for maintaining and improving infrastructure in unincorporated areas of the county. This segment of Truman Road is in unincorporated Jackson County and therefore the county will be responsible for future investment in consultation with MoDOT as this roadway is also designated at State Route 12. Each of these government entities has a strong record of project implementation.

On the local level, the County has supported a Tax-Increment Financing district for the industrial area on the north side of Truman Road for over ten years. While the TIF has just recently expired due to inactivity, the County continues to support the local developer's efforts to capture new industrial development for this area. The reinvigoration of this corridor through the Truman Road Gateway Development Plan is partially aimed at spurring development along this corridor backed by an established developer, Dean Realty. Solar Woods and Solar Stone TIF is a green project that focuses on geothermal advantages to underground storage and above ground office space that incorporates wind and solar power. The County will continue to work with the developer to reactivate the TIF district when investment occurs.

These investments by the local developers and the County show a financial commitment to project implementation.

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Applicant Information

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

Contact Information

Contact Name:	Ferd Niemann
Contact Title:	
Contact Phone #:	(816) 881-3126
Contact Fax #:	
Contact Email:	FNiemann@jacksongov.org

Project Budget:

Requested Funding:	190,000
Local Match:	40,000
Total:	
(Requested Funding + Local Match)	

Project Information

Project Name:	Jackson County Bike Share Plan
Project Location:	Jackson County, Missouri
Source of Local Match:	Kansas City B-Cycle General Budget - not part of any other federal project

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

This project will comply with all relevant area and comprehensive plans and will supplement the adopted Bike KC plan and Trails KC plan. It also will comply with and expand the existing Bike Share KC master plan. This plan will also work with and compliment all bicycle and transit plans in

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municipalities in Jackson County.

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☐ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

BikeShareKC comprehensive plan will consider connections to all transportation modes in the existing and future network. Bike sharing is often used as the first and last mile of journeys made by many different forms of transportation. For example, as regional rail plans take shape, in the metro area, strategic bike share planning can provide important synergy and make rail transit a viable option for those who may not live or work particularly close to a rail station. Existing bus stops, BRT lines and park and rides will be included in the GIS layers that will be included in the planning process. Typically bike share stations will be planned in dense activity centers where walking is a viable option of transportation. By coordinating with any future pedestrian overlays within these activity centers will ensure enhancement to the pedestrian experience.

In other cities, bike share has facilitated increased usage of public transportation and increased the number of walking trips. For example, 20% bike share users in Denver are using bike share to access light rail. In Kansas City, bike sharing will serve many individuals on a daily basis in the first and last miles of their transit journeys and in many cases these will be new bus riders for whom bike share made the bus a viable option. Anecdotal evidence suggests that bike share has encouraged more usage of personal bicycle usage.

Bike share is especially suited to short trips that are the most polluting and make up the majority car trips taken during the day.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

This plan will set a course to increase the vibrancy, visibility and viability of alternative modes of transportation and make transit oriented development more viable. Bike sharing is an affordable, sustainable form of transportation that reduces car dependency and makes living without a car more practical. Much like rail transit, bike share is an economic engine that will yield higher density, mixed-use developments; coordinating planning efforts of bike share with ongoing transit planning will further encourage this development and make transit oriented design more practical in a county that has suffered from lack of transit access. Amenities like bike share are what young, mobile professionals are beginning to look for when looking for places to live. As a result bike share will help create denser and more walkable environment.

Specifically, the bike share plan will include mixed-use infill projects as a key piece in every step of the process. This will happen in the following ways: 1) all proposed and approved such projects will have separate data layers to establish heat mapping (in deliverable 1 in project description). 2) Plan will also outline methods of engagement with developers to include bike share site prep and equipment purchase in construction. 3) Once recommended sites are established consultant will reach out to developers of all infill projects that coincide with station locations.

11) Describe how the project includes a robust citizen engagement component.

Crowd Sourcing: An online request-a-station mapping application will encourage county residents to suggest a station be located at a location of their choosing. This feature has actually been used previously in the New York City planning process. Kansas City B-Cycle also used this feature for the first phase of their bike share implementation. The value of this process comes from learning where the greatest public interest lies.

This feature will be promoted in two phases: Phase 1 happens before the feasibility to provide an additional layer to the heat mapping (Deliverable 1). Phase 2 will happen once feasibility is established to determine more specific locations.

Transit Coordination: The consultant will be required to coordinate at least 2 meetings with Jackson County commuter corridor/rapid rail public engagement. These may be just simple presentations at existing meetings or it may include an engaging planning activity.

Neighborhood Meetings: Once feasibility and heat mapping is complete, the consultant will be required to hold meetings in areas where stations are recommended. These meetings will engage participants in determining specific station locations. Targets for these meetings, in addition to neighborhood associations, will be non-profit organizations, transit advocates, PTA/PTOs, businesses and others. Information from these meetings will inform final station recommendations.

Station Location Recommendation Feedback: Once specific station location recommendations are established and analyzed, feedback will be requested from area residents and potential bike share users. This feedback will be collected in three ways: 1) QR codes will be placed at

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recommended station locations and lead passers-by to a quick online survey. 2) Consultant will hold special events at recommended locations and collect information from passers-by. Events will be promoted to encourage nearby residents, visitors and workers to attend. 3) Neighborhood meetings will latch onto captive audiences at existing meetings like neighborhood association meetings. These will be held in all officially recognized neighborhoods in which the recommended station locations happen to be.

12) Describe how the project advances environmental stewardship and improved public health.

Bicycling is an environmentally friendly form of transportation that has no tailpipe emissions and requires very little space for parking. In the space it takes to park two cars a bike share station can hold as many as 14 bikes. Additionally, the availability of bikes and reliable parking that bike share offers increases the use of the bicycle as an alternative form of transportation.

Bicycling is also a healthy form of transportation. Cities that have higher rates of bike commuting have lower rates of obesity and chronic diseases. Statistics show that a person who begins bike commuting loses 10-20 pounds in the first year without any other significant lifestyle changes. Additionally, people in metros with long car commutes are shown to experience more stress than cities that offer better bicycling, walking and transit options. A community that invests in cycling infrastructure like bike sharing will have happier residents.

Finally, investing in bicycling infrastructure increases transportation equity by providing inexpensive transportation access. Often our most vulnerable residents suffer disproportionately from poor job access, obesity and chronic diseases. By researching options and offering a plan to reach low-income communities, this bike share plan will help bridge this gap.

13) Describe how the project supports investment in areas with existing infrastructure.

As mentioned previously, bike share is a value add to existing transportation networks and providing a detailed master plan for bike share encourages site prep to be incorporated into redevelopment. A letter of support from MainCor is included in this application that indicates any bike share planning will compliment their infill plans and the current streetscaping project. This plan will also consider proposed and approved infill developments in the coverage area. These potential projects will inform the recommended station list and will also be a data layer in the heat mapping. It will also include ways to engage developers to include site prep and equipment purchase for bike share stations when recommended station locations coincide with infill projects.

14) Describe how this project and outcomes relate to transportation issues.

The Jackson County bike share plan will encourage increased use of transit, biking and walking for transportation by making those options more accessible and/or feasible.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

It will serve activity centers in the following ways: 1) MARC activity centers will be a data layer in the heat mapping for deliverable 1. 2) Bike sharing works best in moderately to very dense, mixed-use activity centers. Bike share will be a value add to the existing activity centers. Final station recommendations will likely all fall within MARC activity centers. 3) The bike share plan and engagement process will also encourage mixed-use development in less dense areas inside or on the fringe of the activity centers.

16) Does the project serve a future transit corridor?

Yes.

Future transit lines will be included as a data layer in the GIS analysis for heat mapping.

The Jackson County bike share plan will analyze all future regional transit corridors currently under consideration. It is likely that a Jackson County regional transit funding mechanism will be in place within the next one to two years to fund future BRT, light rail, commuter rail and/or enhanced streetcar. Bike share will be considered in each potential corridor. As mentioned before bike share public engagement will include cooperation with Jackson County commuter corridors engagement.

The downtown streetcar is also a project well on its way to construction. The existing bike share system will complement that project very well. But there may also be additional recommended stations near the streetcar corridor that will provide better connection to streetcar. Expansions of that streetcar line are already in discussion and all potential lines will be considered in the bike share plan.

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Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

Implementation of this process will require partnerships with local jurisdictions, non-profit organizations like BikeWalkKC and Kansas City B-Cycle, neighborhood associations and the business community. The city of Kansas City, Missouri has pledged to partner in the planning process and in implementation of the plan in the future. A letter of support is attached. Additionally community organizations MainCor and Cliff Drive Corridor Committee have also pledged to take an active role in the community outreach process. Letters of support from them are also attached.

A letter of commitment from Kansas City B-Cycle to provide the required 20% local match is also included.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

Kansas City B-cycle is a program that is already in place in downtown Kansas City, Missouri. Financial support from a variety of sponsors indicates a community commitment to future expansions of bike sharing in Kansas City. Additionally, BikeShareKC Phase 2, the first expansion of this program has been recommended for CMAQ funding. However, the recommended funding amount is about half of what was requested and the organization is finding ways to scale the project back and seeking other sources of funding to cover the deficit. The organization has indicated that planning activities will be part of the project that is removed from the budget and excluded from the federally funded project. All programmed dollars and local match for that CMAQ program will go to capital expenses for purchase of equipment and operations. Therefore the proposed project herein will provide the planning for the bike share expansion.

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Applicant Information

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

Contact Information

Contact Name:	Magi Tilton
Contact Title:	Planning & Development Services Administrator
Contact Phone #:	913-477-7712
Contact Fax #:	913-477-7730
Contact Email:	mtilton@lenexa.com

Project Budget:

Requested Funding:	\$100,000
Local Match:	\$30,000
Total:	\$130,000

(Requested Funding + Local Match)

Project Information

Project Name:	City Center Parking Assessment Tool
Project Location:	87th Street Parkway & Renner Boulevard
Source of Local Match:	City funds

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

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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

The proposed parking assessment is consistent with the City Center Master Plan and the City's Comprehensive Plan. The assessment would be a complement to current transportation studies for the area and also support the intense planning efforts by the City and developers for guiding construction already underway and into the future. The City Center Master Plan encourages structured, shared parking rather than the single-use surface lots most developments see today. Furthermore, the Master Plan promotes walkability and other transportation choices. As evidence of this commitment, Lenexa was recently awarded a grant for the construction of a multi-use trail through the area. This initiative was directed by the City's Trail Alignment Study. The parking assessment would fall in line with and inform each of these ongoing projects.

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Call for Projects

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

A) City Center was borne and affirmed through public engagement strategies. Lenexas Vision 2020 and its successor Vision 2030 were the catalysts for the planning and investment activities currently occurring at the site. Our citizens not only desired a dense, mixed-use community, but they mandated it through these documents. When City Center began experiencing the woes of a stagnant economy, Lenexans had the wherewithal to adhere to the vision they had codified a decade before.

B) Elements of integrated land use and commitment to multimodal transportation and environmental stewardship are present throughout City Centers guiding documents and are tangible in the built environment already present. Stormwater best management practices have already been established and are evidenced through the Central Green and the pond on the southern perimeter of the district. These stormwater elements provide recreational space and will have access through the planned trail running across the development.

C) The City Center Master Plan is evidence that the implementation of the vision has been well thought out and planned. The Plan is congruent with the principles of New Urbanism and the Creating Sustainable Places Initiative. It seeks to integrate all aspects of land use, sustainability, community, and commerce in a development that creates a great place to live, work, and play.

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

A parking assessment will aid staff and developers in assessing the capacity of parking for vehicular traffic in City Center. This is important in implementing alternative travel choices such as biking, walking, and mass transit. Sidewalks design for the district will be wider for pedestrians, a multi-use path will wind its way through City Center, and the assessment will help identify the placement and timing of a regional transit hub. The street design is intentionally designed to slow down traffic, include on-street parking, making the area inherently more pedestrian-friendly.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The proposed parking assessment will aid in the development of City Center and the commitment to a sustainable land use pattern. City Center provides for a mix of land uses including mixed densities of residential, retail, and office either within the same building or block. The assessment will serve to determine the location of parking, influencing the placement of nodes for alternative transit.

11) Describe how the project includes a robust citizen engagement component.

City Center is built on the public engagement that came from Vision 2020 and Vision 2030. Over the past decade, the City Center concept has been honed through a citizen engagement process that has included forums, discussions, and social media engagements, all beyond the normal public hearings required for implementation of such a bold vision. As an aspect of the study parking information strategies such as parking mobile applications and parking space counters will be explored

12) Describe how the project advances environmental stewardship and improved public health.

As a cornerstone of urban design, walkability is the single-most important way to promote public health. Environmental stewardship includes the stormwater BMPs, native plantings, and public spaces. There is an inherent environmental benefit to shared, structured parking and alternative travel choices like walking and biking; all of which City Center incorporates and the parking assessment seeks to help plan.

13) Describe how the project supports investment in areas with existing infrastructure.

Roads, storm sewers, fiber optics, traffic management systems, sidewalks, and streets have been built at the site and are currently in use. Private investment has brought a multi-story office building, a fitness center, apartments, and single family detached homes to the area. While not explicitly the City's improvements, these places will be served by the parking solutions that are borne out of the proposed parking assessment.

14) Describe how this project and outcomes relate to transportation issues.

Planning Sustainable Places Program 2012

Call for Projects

The parking assessment is designed to determine demand, capacity, location, time line, and cost of parking as well as the alternatives to building facilities dedicated to it.

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, City Center is located at 87th Street Parkway and Renner Boulevard and is a part of MARCs list of regional activity centers.

16) Does the project serve a future transit corridor?

Although not part of the six demonstration corridors, 87th Street Parkway, Renner Boulevard, and I-435 are all major traffic corridors in Johnson County.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

A) Lenexa Chamber of Commerce:

-assistance in marketing the area and conducting feasibility study for hotels and a convention center

B) Perceptive Software:

-will initially build two multi-story office buildings opening in 2014, employing 1,300 people

C) B.E. Smith:

-purchased and will occupy the existing multi-story building east of Renner

D) Copaken Brooks:

-contracted by the City for development of the SW corner of the intersection

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

The City and other local entities commitment is evidenced by the partners in the project as well as the public and private investments that have already been made.

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Applicant Information

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

Contact Information

Contact Name:	John Fierro
Contact Title:	President/CEO of the Mattie Rhodes Center
Contact Phone #:	816-581-5612
Contact Fax #:	816-471-2521
Contact Email:	JFierro@mattierhodes.org

Project Budget:

Requested Funding:	\$150,000
Local Match:	\$70,000
Total:	\$220,000
(Requested Funding + Local Match)	

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
Source of Local Match:	\$50k KCMO + \$20k LISC and Hardesty Renaissance EDC

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

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.

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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.

7) Is the project consistent with the relevant adopted local comprehensive plan(s)? ☒ PlanLocallyConsistentYN

Please explain:

Yes, this project is consistent with and implements recommendations from the relevant adopted local plans, FOCUS Kansas City (Comprehensive Plan), St. John Corridor Land Use Plan (SJ) and the Truman Plaza Area Plan. The Truman Plaza Area Plan itself further refines and details the policies of FOCUS on an area basis.

Specifically, the grant requested project will implement the following recommendations from the St. John Corridor Land Use Plan and Truman Plaza Area Plan:

St. John Corridor Land Use Plan is generally defined as those blocks immediately abutting the nearly two mile stretch of St. John Avenue between: Gladstone Boulevard to the west; Belmont Boulevard to the east; Windsor and Scarritt Avenues to the north; and Morrell and Anderson Avenues to the south. Recommendations from the SJ Plan:

- Review all future land use and zoning cases within the Corridor to ensure conformance and compatibility with surrounding land uses.
- Evaluate proposed mixed-use development to ensure a diversity of activity, safety for pedestrians, and street level amenities to encourage pedestrian activity.
- Work with business owners to encourage nodal development.
- Prepare a Neighborhood Walkability Survey and incorporate the highest priority projects into the design of the Corridor improvements.
- Review proposed development and ensure that development accommodate multimodal transit options including pedestrian, bicycle, and vehicular facilities.

Truman Plaza Area Plan:

- "Downzone or create overlay districts (neighborhood conservation, pedestrian, historic district) where supported by the Recommended Land Use Map and as recommended by neighborhood residents and leaders..."
- "Revise the Independence Avenue Special Review Districts to include more stringent design guidelines for Independence Avenue." The proposed Neighborhood Conservation Overlay component of this grant request would do that and take the Special Review District Guidelines a step further by including more stringent use restrictions.
- "Proactively promote and apply development incentive tools in target areas..." A targeted location is the Hardesty Renaissance property.
- "Focus large redevelopment efforts at the 'Hardesty Federal Complex' at Independence Ave. and Hardesty Ave..."
- "Promote and utilize existing tax incentive programs..." The Truman Plaza Area Plan specifically recommends this in the Indian Mound and Lykins neighborhoods.

The Truman Plaza Area Plan also includes many Development/Design Review recommendations. One of the grant requested components is transitioning these guidelines (and more) into a Neighborhood Conservation Overlay:

- "Apply the concepts of transit-oriented development (TOD) along the primary transit corridors and near future transit stations..."
- "Encourage a dense and diverse mix of buildings and uses situated on compact pedestrian scale blocks..."
- "...site buildings abutting streets, orient building access points to streets and sidewalks, and provide a direct, delineated connection to transit locations..."

8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?

☒ CoreElementsYN

If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan

a) Localized public engagement process

Public participation was an essential component of preparing the Truman Plaza Area Plan. A citizen-based steering committee of area stakeholders met six times to review and move the plan forward in the right direction. Three meetings were held for the general public. A statistically significant survey was utilized to further gauge public opinions, wants, and needs while creating the Plan. A charrette was held to discuss design components at Independence Blvd & Prospect. Finally, this planning process was the first in the region to utilize the MindMixer online town hall forum platform to gather additional feedback and facilitate a continued dialogue 24 hours a day. The site attracted over 500 unique visitors.

b) Integrated land use, transportation and environmental strategies

The transportation system and recommended land uses within the Truman Plaza area were analyzed together for the Plan, to ensure they could function together properly. Throughout the Plan environmental strategies were incorporated - into vacant lot strategies, recommended infrastructure improvements, and with the Recommended Land Use Map (for example, areas with steep slopes were recommended as "Open Space").

c) Detailed implementation plan

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The Implementation Chapter within both the St. John Corridor Land Use Plan and the Truman Plaza Area Plan describes funding mechanisms and includes a detailed implementation matrix.

The matrix includes action steps (as stated in the Plan), the page number(s) in the Plan where the action step is further discussed, and the responsible party/parties (both lead and supporting) for each action step. .

Project Intent

The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.

9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).

While a variety of transportation options currently exist in the study area, they are not coordinated. Roadways, bike routes, trails, bus transit and other forms of transportation need to be more clearly identified and incorporated into a comprehensive system that supports the needs of the residents and businesses within the study area, but also in a way that connects them effectively with the community at large. This plan will improve the effectiveness of these transit modes through the identification of priority transportation system improvements and will synthesize several prior separate analyses into one cohesive, multi-modal plan. This plan would then serve as a means to prioritize transportation and infrastructure needs of the area so that resources can be effectively targeted to the most needed improvements necessary to stimulate future and sustainable economic development. This comprehensive analysis will also help to identify transportation gaps and help to lay the ground work for future transportation enhancements within the corridor and increase utilization of public transit. Gaps could range from inadequate lighting to disconnects between the systems.

10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).

The project promotes sustainable land-use patterns by fostering infill and redevelopment within existing corridors and neighborhoods. The existing land use plan recommends mixed-use land use along many corridors and at major intersections. The Market Study portion of the project will take that recommendation a step further by determining what specific uses area stakeholders should pursue when attracting potential developers. The transportation system analysis will look at how transit, car, bike, and walking interact and better ways to integrate the modes to support redevelopment. The Neighborhood Conservation Overlay component of the project will ensure that future infill and redevelopment is transit-oriented and supports the pedestrian environment. The Urban Redevelopment Areas portion of the grant request will make residential renovations more financially feasible for property owners. These neighborhoods already contain some of the most dense single family neighborhoods in the region (around 10 units per acre), but renovations are needed in many to turn the already affordable houses into livable homes for the 21st century. The Hardesty Renaissance property, a former federal site which will require several stages of environmental remediation so that it can be repurposed, is a key infill site on Independence Avenue. The reuse and environmental remediation of the property in itself is sustainable. The symbiotic relationship of the four components not only promotes sustainable land-use patterns but also sustainable living.

11) Describe how the project includes a robust citizen engagement component.

This grant request comes from a consortium of area not-for-profits that has been meeting consistently for the past two years and regularly engages a broad group of highly motivated stakeholders. The group will direct various aspects of the project.

Methods of including additional citizen and stakeholder feedback include: community workshops, neighborhood meetings, utilizing the Truman Plaza Area Plan Implementation Committee, utilizing the Independence Ave Special Review District Board, neighborhood associations, a project website, and public meetings.

12) Describe how the project advances environmental stewardship and improved public health.

Infill development is a key component of this project. Infill development itself advances environmental stewardship because it utilizes existing infrastructure and does not disturb natural areas. The Hardesty Renaissance redevelopment project is a great example of environmental stewardship. The project not only reuses a site, but is remediating the brownfield issues that have plagued the site for years. The neighborhood conservation overlay will command design that serves the pedestrian, increasing the likelihood of reducing the number of single occupant vehicle trips. In addition, the transportation connectivity analysis will examine ways to make alternative modes of transportation easier to use, facilitating active living.

13) Describe how the project supports investment in areas with existing infrastructure.

The Historic Northeast is one of the oldest residential areas of the city and is supported by considerable infrastructure. This project takes advantage of that existing infrastructure. The Urban Renewal Area will financially support reinvestment in area neighborhoods, taking advantage of existing infrastructure (instead of building new infrastructure in greenfield development). All of the predevelopment activities stress improvements to and utilization of the existing transportation network. And the Hardesty Renaissance project is a specific redevelopment project that reuses a former GSA property, and its existing infrastructure.

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14) Describe how this project and outcomes relate to transportation issues.

This project would serve to consolidate multiple mode specific transportation plans. It will identify current transportation gaps and develop strategies to address those, which could include better signage, additional bike lanes, additional lighting, and transit transfer stations. It would also, through the creation of a Neighborhood Conservation overlay district, promote and enforce design standards in keeping with a dense, urban transportation corridor. This project enhances walkability in the community and actively promotes alternative transportation uses, as described in #9. Additionally, this project will facilitate healthy, active living and improve safety and security for all transportation users. .

Project Location

15) Does the project serve an activity center on MARC's list of activity centers?

Yes, the entire length of Independence Blvd/Ave is a MARC activity center. The Hardesty Renaissance property is identified as an activity center. The majority of Lykins is identified as an activity center and much of Indian Mound is identified as an activity center. In addition, the entire proposed planning area is identified by MARC as a redevelopment area.

16) Does the project serve a future transit corridor?

Yes, Independence Avenue from downtown to the city of Independence is a "highest priority corridor" identified in Smart Moves because of the corridor's location to activity and employment centers, concentrations of transit-dependent populations, and areas with planning initiatives in place to support transit operation. Independence Ave/Blvd through the study area is identified as for "Major Fixed-Route Service." As stated in the Smart Moves Regional Transit Vision, "The Independence Avenue/Winner Road corridor has long been an important transit corridor. The route is based, in part, upon two old trolley alignments that connect downtown Kansas City and Independence. The importance of this corridor was reinforced in the Smart Moves transit vision update public input process." "This corridor is identified for future higher-intensity bus service along the length of the corridor." The route is naturally conducive to transit, easily connecting several residential neighborhoods to the heart of downtown. The Blvd/Ave itself is sufficiently wide to accommodate transit and already has the dense network of retail shops wanted along such routes. Independence Blvd/Ave is already served by numerous bus routes, most notably #24. In addition, this corridor is always mentioned when BRT and streetcar "next routes" are discussed.

Partnership

17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.

For over two years, the following organizations formed and have gained the support and funding to pursue this project. Partners include:

Communities Creating Opportunities
Don Bosco Centers
Hardesty Renaissance EDC (Asian Americans for Equality)
Hispanic Economic Development Corporation
Kansas City Design Center
LISC

Mattie Rhodes Center
Northeast Chamber of Commerce
Northeast Community Center
Westside Housing Organization

Additionally, the group has pulled in expertise from the following organizations, when needed:

City of Kansas City, Economic Development Corporation of Kansas City, Port Authority of Kansas City, Mallin/Gibson Family LP, and Zimmer Co., and.

These partnerships represent a wide spectrum of interests in the Historic Northeast. Working together, they will not settle for a product that will not further the investment and redevelopment goals the entire group holds. Each entity will continue to volunteer their time to assist with the project.

Implementation

18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.

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Mattie Rhodes Center, in conjunction with organization leaders of an inclusive group of other area not-for-profits and neighborhood stakeholders including Don Bosco Centers, LISC, Westside Housing Organization, the Hispanic Economic Development Corporation, KC Lofts, Communities Creating Opportunities, Economic Development Corporation of Kansas City, Missouri, Northeast Chamber of Commerce, Northeast Community Center, current owners of the former GSA property at Hardesty, facilitated by former Mayor Kay Barnes, have met for over two years and are working with business owners, property owners, city staff, elected officials, and private developers to develop strategies to improve the sustainability of the Historic Northeast and implement the recommendations of prior planning efforts including:

- The Truman Area Plan & Data Book (City of KCMO)
- FOCUS – Forging Our Comprehensive Urban Strategy (Kansas City's Comprehensive Plan)
- Scarritt Renaissance Quality of Life Plans - Ph 1 & 2 (LISC)
- A Revitalization Strategy for Independence Avenue: Final Plan Recommendations and Findings (UMKC)
- Independence Avenue Business District Market Study – 2008 (LISC)
- Latino Civic Engagement Collaborative Strategic Plan
- Indian Mound Promise Neighborhood Plan

Through these collaboration efforts, the group has

- Developed and published a 2012 Community Resource Guide – Northeast HELP (Health, Education, Labor and Public Safety)
- Supported efforts currently underway to form a Community Improvement District for the Independence Avenue corridor. Initial planning for this effort has been completed, petitions to establish the CID are currently being circulated and outreach to property owners to build support for the district are underway.
- Been selected by the Kansas City Design Center as the focus of their 2012-2013 Urban Vision Study – an intense multi-semester project involving graduate students from the University of Kansas and Kansas State University to develop a series of physical massing models, 3-D renderings, textual descriptions, detailed maps, plans, sections and elevations, that can be used to further redevelopment opportunities within the study area. (KCDC's work is partially funded by MARC.)
- Secured commitments for up to \$250,000 in outside funding to establish loan reserves for small business and home improvement loan programs (ex. KC Storefront Initiative – Independence Ave between Paseo and Benton), training programs for small businesses, and infrastructure improvements

In addition to these efforts there have been several recent institutional investments along the corridor upon which this work will help to build and provide further sustainability for redevelopment efforts including – construction of the new Auditorium & Library on the Kansas City University of Medical and Biosciences campus in 2010 and completion of a \$26 million project for the new Samuel U. Rodgers Health Center. As an historic transit corridor whose urban development pattern is highly suitable for transit oriented development and multimodal transportation, this area is also being discussed currently amongst public transit activists as a potential route for future expansion of street car or light rail transit.

The owners of Hardesty Renaissance have completed a Phase 1 Survey of the site, a detailed asbestos survey, completed lead abatement, and are on schedule to complete a feasibility study by November. The Parks & Recreation has developed a \$2M park at 9th & Van Brunt featuring two soccer fields, a walking path, an amphitheater and enclosed concession building. Future plans call for a new community center at the location.