

APPENDIX A - REVIEW OF EXISTING PLANNING DOCUMENTS

Project Stats

General Boundaries	Kansas City, Missouri
Involved Parties	City of Kansas City, Missouri
Completion Date	2003

Summary

The "Kansas City Walkability" report emphasizes the importance of walking and an urban environment that is conducive and safe for pedestrians. This plan assesses the current pedestrian system and provides recommended pedestrian improvements to the community. The plan also identifies how many dollars should be invested in the pedestrian network, and prioritizes the limited number of dollars available.

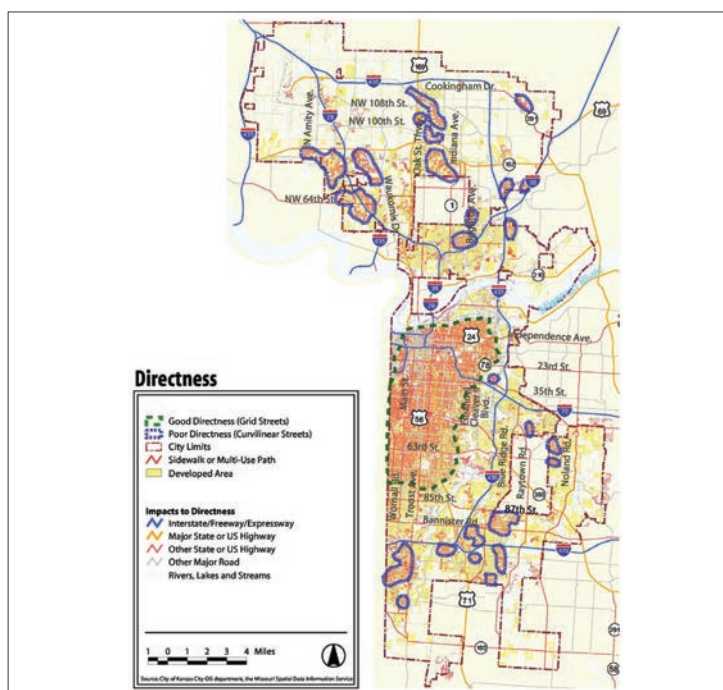
This plan provides recommendations for changes to the current codes, ordinances, standards and policies due to a current lack of specificity. The objective is to target codes and ordinances that 1) provide improvements to the pedestrian environment to increase pedestrian mobility, 2) target simple-to-implement changes that recognize current staff responsibilities and limited City funds.

This plan measures and assesses pedestrian characteristics that affect pedestrian mobility. They include directness, continuity, street crossings, visual interest and amenity, and pedestrian security as well as other types of development characteristics, such as population density, retail employment density, employment density, available transit services, schools and parks as well as different demands of walking based on different land uses.


The North Loop Study Area straddles two different Neighborhoods according to this study; Missouri Riverfront and Downtown.

Missouri Riverfront: This area is being transformed into a mixed-use pedestrian oriented neighborhood. The potential for increased pedestrian activity is immense. This area contains the 11-mile Heritage Riverfront Trail. Street crossings can be a major obstacle in this area, with highways and major bridges creating significant barriers to the surrounding Downtown area and along the riverfront. Priorities include preserving pedestrian scale of residential and mixed-use neighborhoods, improving pedestrian connections between areas within the study area, improve connections to Downtown and construct the proposed Heritage Trail.

Downtown: This area benefits from short blocks but many buildings provide little more than a blank wall to accompany the pedestrian. Improvements needed include improving connections to adjacent areas outside the "loop" that contains Downtown and infill of vacant land and parking lots to better the pedestrian environment.



Percent of Workers who Walk to Work			
Planning District	1990	2000	Differenc
Briarcliff/Winnwood	1.1%	0.9%	-18.5%
Country Club/Waldo	1.8%	1.5%	-15.1%
Downtown	14.5%	12.9%	-11.2%
Gashland/Nashua	0.4%	0.6%	24.9%
Heart of the City	1.9%	2.0%	5.0%
Hickman Mills	1.0%	1.0%	-2.9%
KCIA	1.0%	0.8%	-24.0%
Line Creek Valley	1.0%	0.9%	-10.8%
Little Blue Valley	0.4%	1.2%	238.5%
Longview	0.7%	0.5%	-37.4%
Martin City/Richards-G	3.1%	2.3%	-25.7%
Midtown/Plaza	9.2%	7.8%	-15.0%
Red Bridge	1.8%	1.3%	-26.5%
Riverfront Industrial	0.8%	1.0%	24.7%
Shoal Creek Valley	1.6%	0.8%	-49.8%
Stadium/Park East	1.7%	0.9%	-46.0%
Swope	2.0%	1.3%	-38.3%
Truman Plaza	4.4%	2.2%	-50.5%
Kansas City	2.8%	2.3%	-18.9%
Missouri	2.8%	2.1%	-25.4%
Nation	3.9%	2.9%	-24.9%



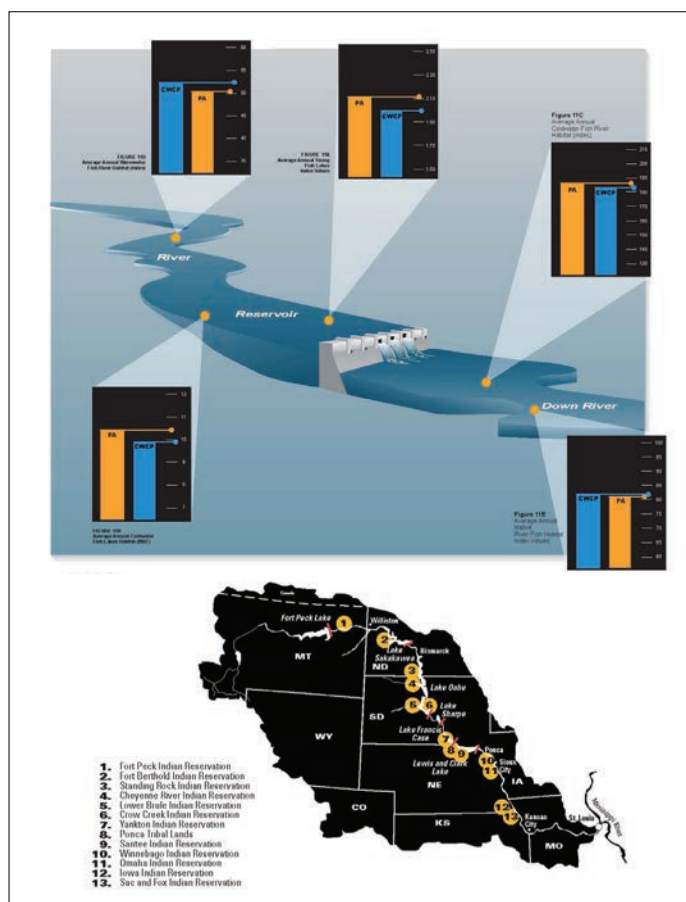
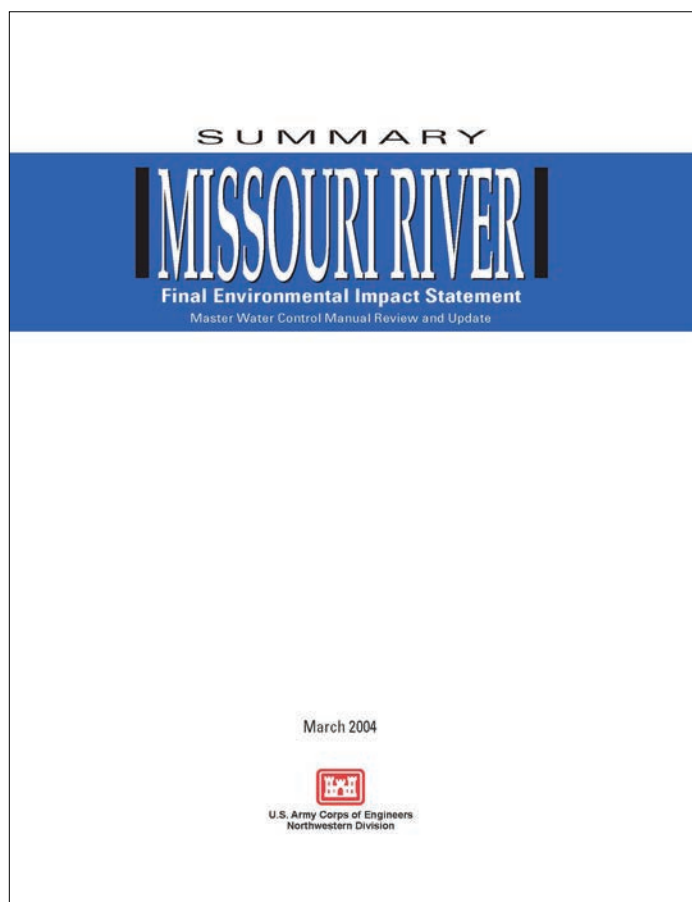
Project Stats

General Boundaries	Missouri River Mainstem Reservoir System
Involved Parties	US Army Corps of Engineers
Completion Date	2004

Summary

The "Missouri River Final Environmental Impact Statement" aimed to identify a Water Control plan that serves the contemporary needs of the basin, complies with environmental laws, serves Congressionally authorized projects, and fulfills the Army Corps of Engineer's responsibilities to American Indian Tribes. This plan contains three main features: Drought Conservation Measures, Summer Non-Navigation Service Level, and Unbalancing the Upper Three Reservoirs.

The study includes a comparison of the Current Water Control Plan and the Preferred Alternative, which will be the update to the current plan, serving to continue as a part of their adaptive management measures.



Project Stats

General Boundaries	Broadway to the west; Holmes to the east, Third Street to the south, and the Missouri Riverfront to the North
Involved Parties	KCMO
Completion Date	2005

Summary

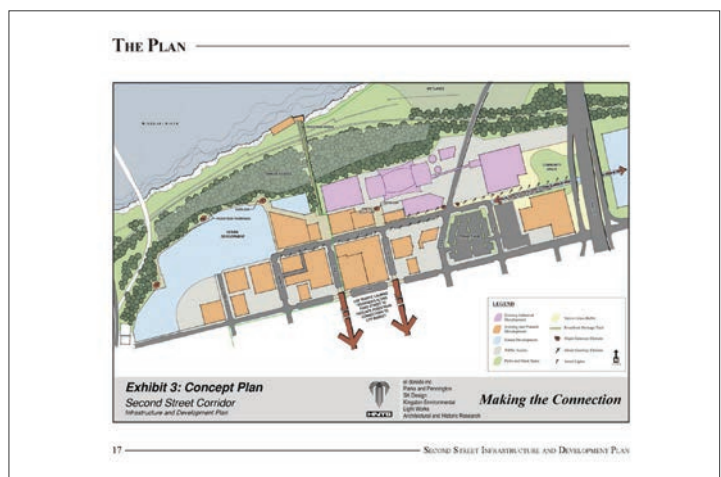
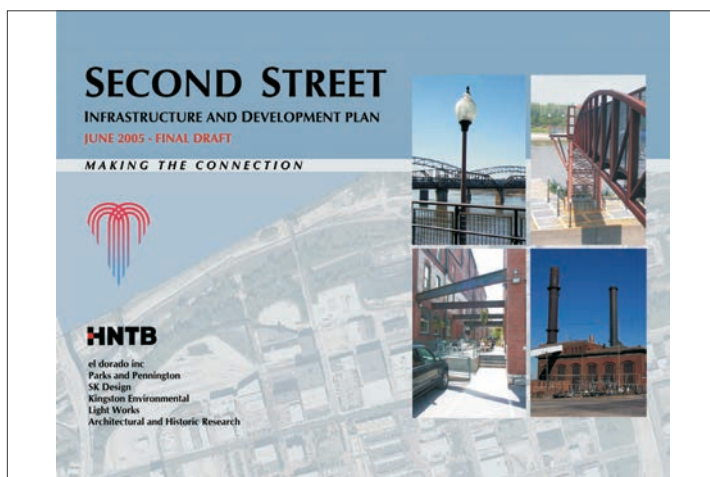
The “Second Street Infrastructure and Development Plan” identifies two entities which were studied: the Study Corridor (Second Street from Delaware Street into the Columbus Park Neighborhood) and the Study Area (River Market Neighborhood from Third Street north to the river and from Broadway to The Heart of America Bridge). The This plan identifies preferred design solutions for the corridor, which aim to use the removal of the railroad tracks as an opportunity to connect the River Market to the riverfront, the Town of Kansas Archaeological Site, and the Columbus Park Neighborhood.

The plan issues, policies and recommendations are organized by four major elements; Second Street and associated infrastructure improvements to facilitate connections to adjacent neighborhoods and amenities; Streetscape recommendations and urban design guidelines to capture the Corridor’s unique character; Unifying elements identified along the Corridor to reinforce the area’s unique sense of place; and future land use guide to identify a balanced mix of land uses along the corridor.

The Urban Design Principles outlined in this document include:

- Embracing the Corridor’s existing urban character.
- Creating an attractive, inviting area for people to live, work, play, shop, and visit.
- Connecting and enhancing the existing street grid.
- Providing for safe and convenient pedestrian movement.
- Incorporating public art opportunities.
- Stimulating sidewalk activity and economic vitality.
- Encouraging public accessibility to and awareness of the Missouri River.
- Promoting the use of the Riverfront Heritage Trail.

The Urban Design Principles provide a framework for quality design that is consistent with the Second Street Corridor Plan. These principles will also enable public agencies, private property owners, and other key stakeholders to coordinate their improvement efforts within the Study area.



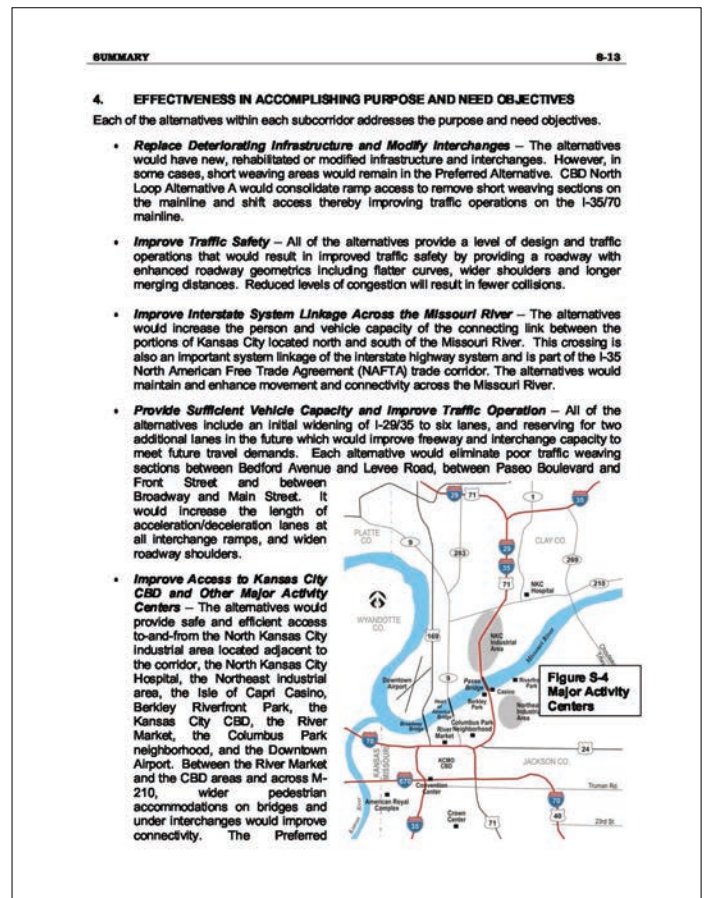
Project Stats

General Boundaries	I-29 / I-35 Corridor from 210 Highway south to Downtown Kansas City, Missouri's North Loop
Involved Parties	MoDOT / FHWA / Jackson County / Clay County / Kansas City, Missouri
Completion Date	2006

Summary

The purpose of the "I-29 / I-35 Environmental Impact Statement" was to support the goals and objectives of the "Transportation Outlook 2030" and Kansas City's "FOCUS (Forging Our Comprehensive Urban Strategy) plans", and to look into efficiently and safely carrying out the construction of the new Interstate 29 / 35 interchange configuration. This statement aims to weigh benefits and impacts of several initial concepts, which are identified as the following: No-Build; Reconstruction; Parallel Arterials; Transportation System and Travel Demand Management; High Capacity Transit; Bicycle and Pedestrian; and Build.

This study has divided the affected region of this project into three subcorridors (North Subcorridor, River Crossing Subcorridor, CBD North Loop Corridor), and has evaluated how each of the proposed concepts would affect each of these subcorridors. The remaining areas of study outlined in this document include the bridge type (regarding how it serves as a gateway from the Northland and Downtown), Missouri River Bicycle/Pedestrian Crossing (which bridges are compatible with pedestrian and bicycle mobility), the Columbus Park Neighborhood (noise, visual effects, and changes in vehicular access), and M-210 / Armour Road Access Management (NKC City-owned properties will need to be removed for the development of this project).



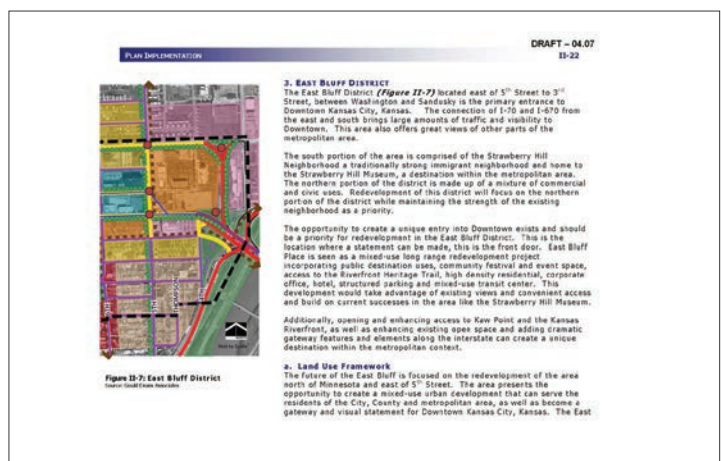
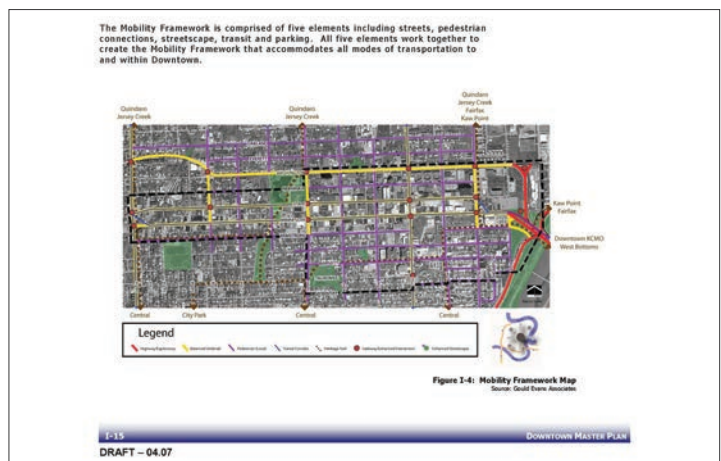
General Boundaries	North to Nebraska and Washington Streets / East to 3rd Street and the Kansas River / South to Sandusky and Armstrong / West to 18th Street
Involved Parties	UGWYCO / City of Kansas City, Kansas
Completion Date	2007

The "Downtown Master Plan" vision statement is "Create a vibrant Downtown that is diverse - economically, physically and culturally - in its function and unique in its context. Seizing the opportunities created by its location and people." One of the value statements includes "Connections," which promotes movement through a variety of transportation methods within Downtown and between the adjacent neighborhoods.

An important existing element is the Riverfront Heritage Trail which provides a pedestrian connection between open space and points of interest in Downtown and the surrounding neighborhood and community sites. Currently, the Riverfront Heritage Trail traverses the West Bottoms and the Kansas River as it makes its way from Downtown KCK to KCMO.

The East Bluff District is the eastern most end of Downtown KCK. It borders the Kansas River and is where Interstate-70 comes into the Downtown area. Some key recommendations for the East Bluff District are:

- Implement Downtown street standards for balanced and pedestrian streets.
- Create enhanced iconic gateways at the east entry into Downtown.
- Provide enhanced transit accommodations along Minnesota Avenue.
- Ensure pedestrian accessibility and circulation within East Bluff Place, as well as connections to surrounding districts and neighborhoods and the riverfront.
- Encourage expansion of the Riverfront Heritage Trail system to provide a pedestrian connection to East Bluff Place throughout Downtown.



Project Stats

General Boundaries	City Limits of Kansas City, Kansas
Involved Parties	UGWYCO / City of Kansas City, Kansas
Completion Date	2008

Summary

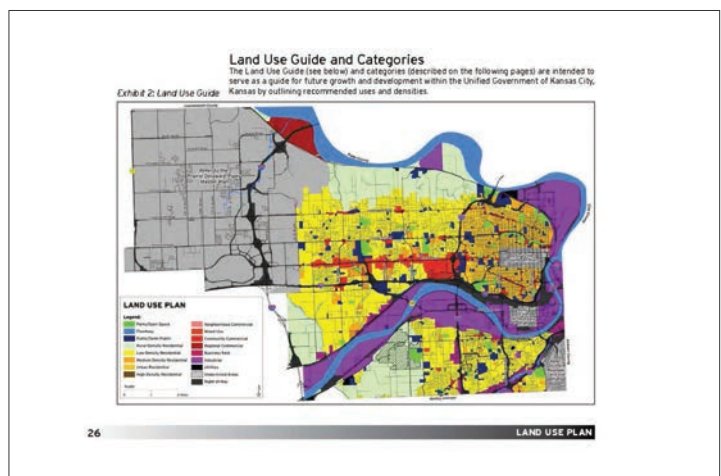
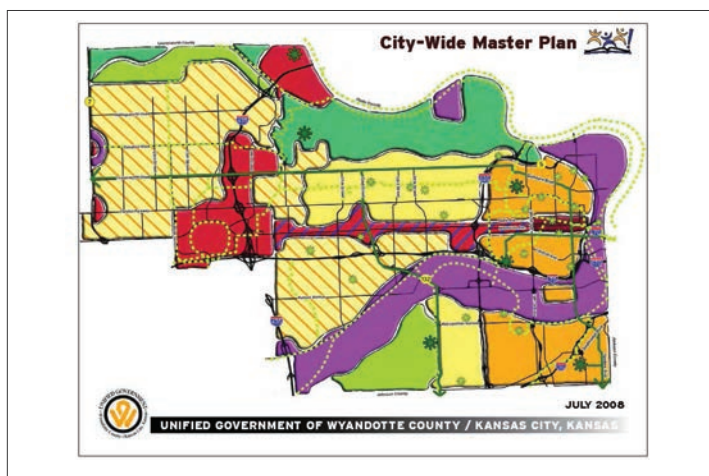
The "City-Wide Master Plan" is meant to plan for the future of Kansas City, Kansas. It contains several land use guides which are intended to serve as a guide for future growth and redevelopment within the Unified Government of Kansas City, Kansas. Each land use includes a 'Green Principle' and a 'Cultural Principle' which help define the importance of these areas. Land uses applicable to the North Loop Study Area include:

- Floodway:** These areas carry the runoff from the adjacent floodplain without causing the flood elevation to increase by one foot or more at any point along the basin.
 Green Principle- Preservation of key natural areas Cultural Principle- Waterways are an important part of the City's heritage.
- Parks and Open Space:** These areas are intended to provide both passive and active recreational opportunities throughout the City.
 Green Principle- Parks and open space areas can serve to mitigate storm water run-off Cultural Principle- Neighborhoods should have access.

This plan also provides guidance for:

- Bus Rapid Transit Corridors and suggests I-70 from Downtown KCK to Downtown KCMO as a possible connection.
- A system of multi-use trails to balance transportation and recreation needs.
- City edges to be more pronounced using aesthetic improvements such as gateway features and urban design elements.
 - Preserve greenways along major streams and creeks.
 - Enhance the Missouri and Kansas River corridors.
 - Promote cluster development along the Missouri River bluffs to preserve key viewsheds, open space and trails.
 - Incorporate generous landscape and public art along the major interstate and highway corridors.
 - Provide safe and convenient pedestrian and bicycle crossings across interstates, highways, arterial roads, railroads, rivers, major creeks and streams.
 - Work with KDOT to plan for landscape and decorative hardscape enhancements along interstates and highways.

This plan covers a vast scope of land uses and is important when considering the effect that the Broadway North Loop project will have on these land uses with emphasis on the river front, floodway, and parks/ open space areas which are all immediately adjacent to the project limits.



Project Stats

General Boundaries	Burlington Street Corridor to City Limits North and South / East to Swift / West to City Limits
Involved Parties	North Kansas City
Completion Date	2009

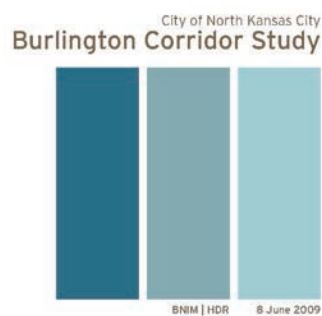
Summary

The “Burlington Corridor Study” aims to endorse the potential of Burlington Street to become a vibrant and successful urban boulevard and an iconic thoroughfare in North Kansas City. The public realm must be imagined. This study aims to create an atmosphere on Burlington Street that will attract high quality, mixed-use development and encourage through traffic to stop and experience all that North Kansas City has to offer.

The following strategies were identified as a means to improve the Burlington Corridor:

- Create a corridor plan.
- Encourage or promote more high-end businesses and mixed-use.
- Consider improvements to the Burlington Street median.
- Look at transportation options parallel to Burlington Street (pedestrian, bicycle, etc.).

This plan aims to reinforce connections to Downtown Kansas City and establishes the desire for a gateway at the southern end of Burlington Street leading into North Kansas City.



THE STUDY AREA

For the purposes of this Study the Burlington Corridor consists of that land between the northern most and southern most City limits, Swift Avenue on the east and the City limits on the west. Although the entire area was considered during technical analysis, the focus for design recommendations is on Burlington Street.



This diagram shows the city limits of North Kansas City with the study area highlighted on the western end of the City.

The project area is shown above with key sites, including a high profile development site and the children's fountain noted.

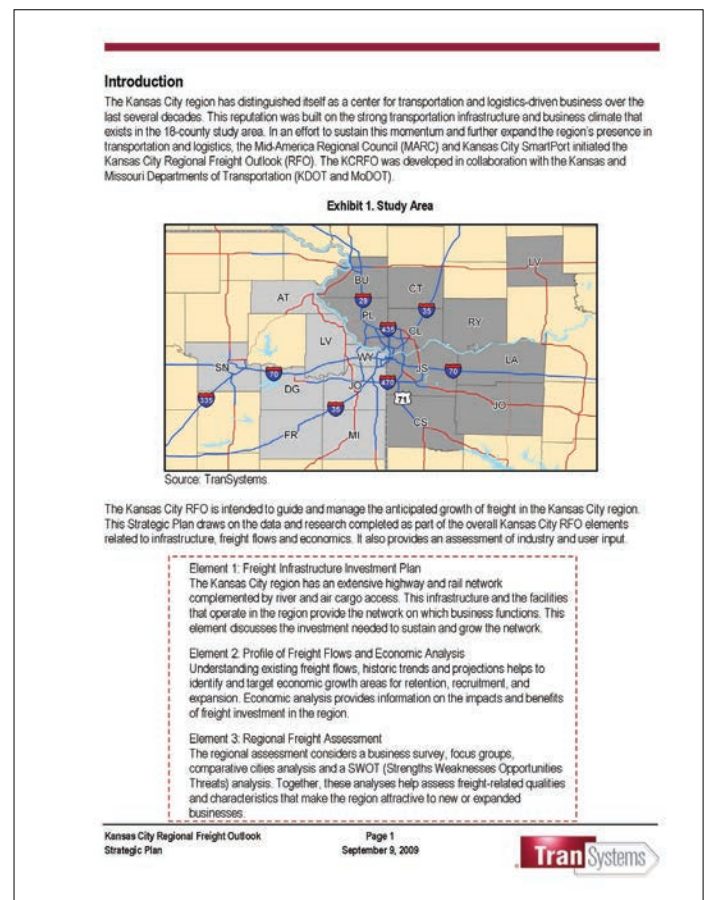
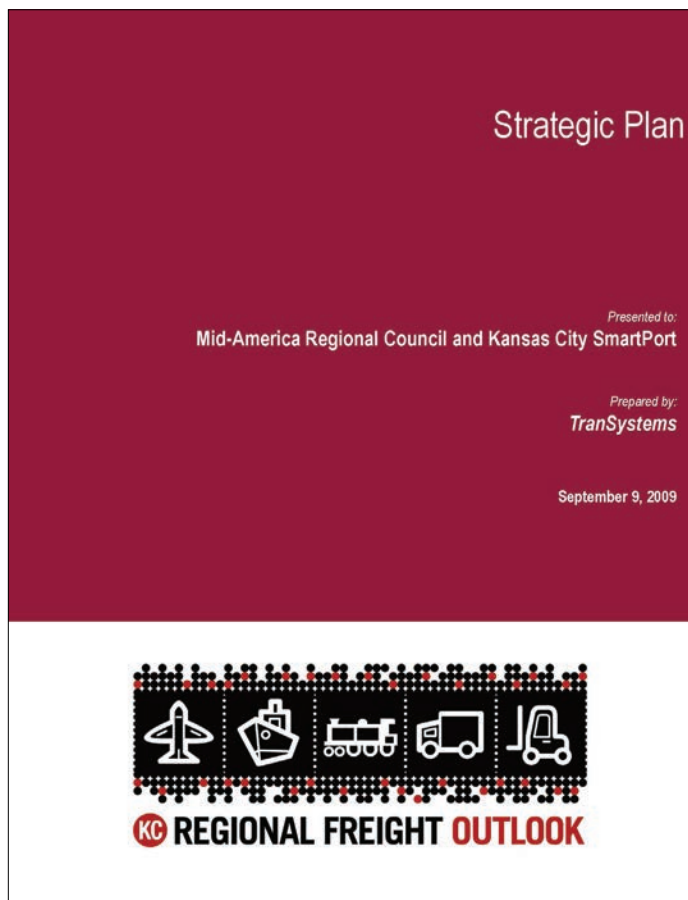
Project Stats

General Boundaries	18 County Region
Involved Parties	MARC / KC SMARTPORT
Completion Date	2009

Summary

The "Kansas City Regional Freight Outlook" report looks at freight transportation and distribution in the 18 county Kansas City region. This article has little to do with the specifics of the North Loop Study Area other than the fact that I-70 and the rail lines located on the riverfront are major arterials for the shipping of goods and commodities.

This plan predicts continued growth in the freight transportation business in the Kansas City area and looks to improve these corridors for the continued economic benefits this industry provides.



Project Stats

General Boundaries	I-670 and Truman Road from Wyandotte Street to Locust Street
Involved Parties	City of Kansas City, Missouri / MoDOT
Completion Date	2009

Summary

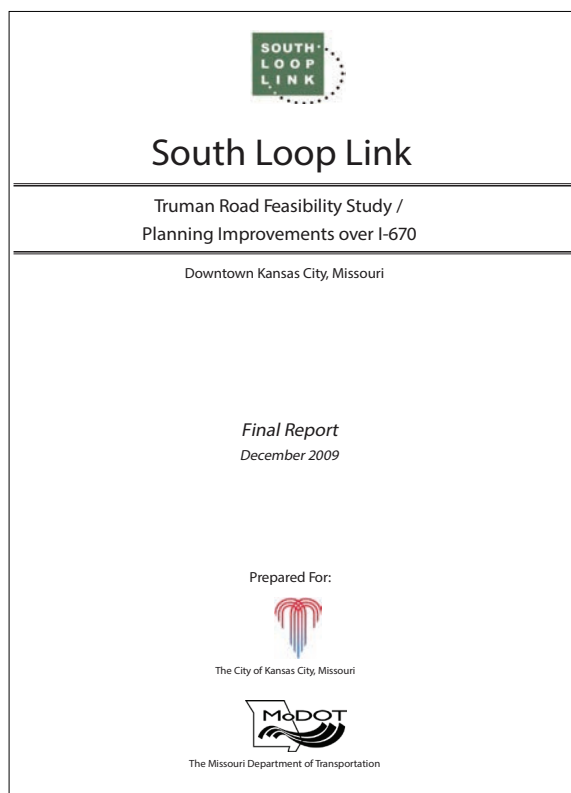
The “South Loop Link Feasibility Study” takes into consideration that, within the next 10 years, four bridges that traverse I-670 will need to be replaced. The City is proactively looking at the bridge replacement as an opportunity to create an asset for the City by building on the recent successes of Downtown, improving the pedestrian environment, and further promoting urban, dense, development and activity.

Several options were visualized during a charrette ranging from:

- Decking over the entire highway with a linear park above.
- Decking over the highway partially.
- Developing the land completely with a tunneled highway, parkways, sculpture parks etc.

Similar proposals could be made for the North Loop Study Area, as it involves a similar scenario of a sunken highway bisecting the City and cutting off several different neighborhoods from one another.

All the options look to increase pedestrian accessibility and connectivity from the Downtown District to the Crossroads Arts District.



Project Stats

General Boundaries	Missouri River to 31st Street, State Line to Woodland Avenue
Involved Parties	City of Kansas City, Missouri
Completion Date	2010

Summary

The “Greater Downtown Area Plan” is a collective vision for the Greater Downtown Area of Kansas City. This plan puts emphasis not just on the health and vitality of Downtown, but of the surrounding neighborhoods. The City’s vision for this area plan is to create a dense, thriving, sustainable, livable and vibrant City center.

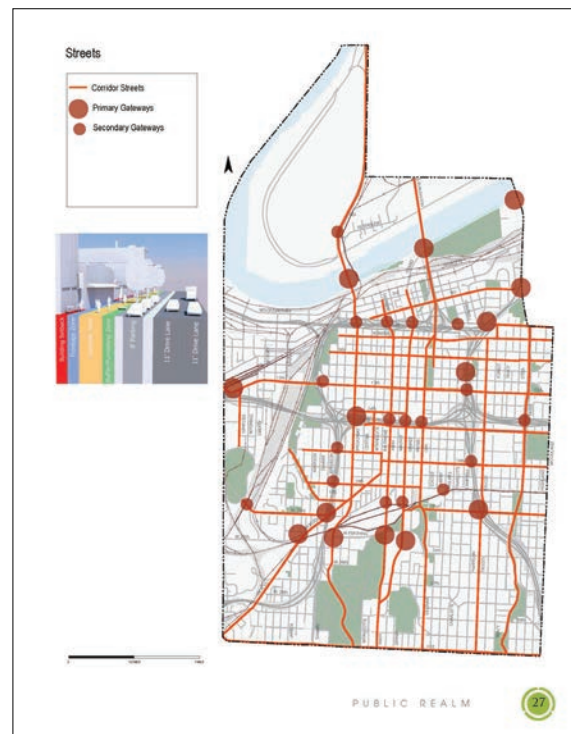
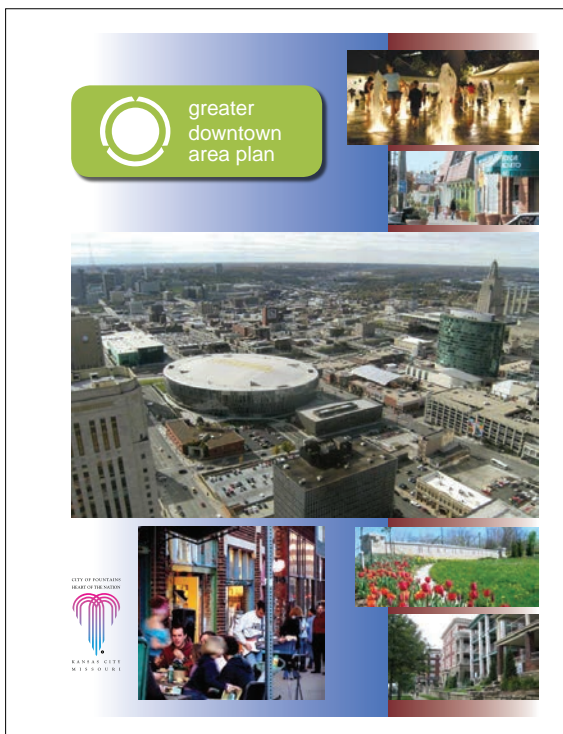
The plan calls for a series of gateways to communicate entry into a distinct area and help define edges. Several of these gateways are identified along I-70 between Downtown and the Riverfront. Also mentioned is connecting Activity Centers of which it lists City Market with its history and attractions as such.

The plan lists making the Missouri River a priority natural and cultural resource as a goal. To do that, the plan: encourages sustainable mixed-use development, high density housing, office space and community attractions adjacent to Richard L Berkley Riverfront Park; proposes improvements designed to provide access to the river; and intends to increase non-motorized river crossing opportunities (pedestrian bridges). Completion of the Riverfront Heritage trail is of particular importance.

A major transportation goal from the plan is to remove barriers and improve connections between neighborhoods and activity centers as a priority. Providing additional connections, improving existing connections, and mimicking the “Pedestrian Strands” art installation project located on the South side of Downtown along Interstate 670 to the North Loop Study Area are all additional priorities.

This plan also includes-

- **Plans for Developing a “Citwalk” Pedestrian Loop.** By emphasizing provisions for tourists / visitors, this loop could connect major attractions, and function and serve as a model for walkability improvements throughout the rest of Downtown. The “Citywalk” should include maps to be provided to the public and markers along the loop to designate historical buildings or points of interest. Pedestrian infrastructure, streetscape improvements, and public art would need to be attractive to destination oriented pedestrians.
- **Preservation and Enhancement of the Existing Street Grid.** A continuous street grid system helps to diffuse traffic and maximize access to businesses. It is recommended that the grid system in the Downtown area be preserved (by discouraging street vacations) and even restored wherever possible - most notably, by converting many of the one-way streets to two-way operations.
- **Conceptual “Greening” of Neighborhoods.** This can be accomplished by providing quality basic infrastructure for all Downtown neighborhoods, utilizing public spaces to implement green solutions, create incentives for green solutions and decreasing impervious surface while increasing density.



Project Stats

General Boundaries	9 County Region
Involved Parties	US Army Corps of Engineers / US Dept of Defense / US Fish and Wildlife Service / Pacific Northwest National Laboratory / University of Nebraska
Completion Date	2011

Summary

The purpose of this framework is to describe the Adaptive Management process for the U.S. Army Corps of Engineers Missouri River Recovery Program and explain how Adaptive Management principles will be used to reduce uncertainty and ensure that the program objectives are achieved over time.

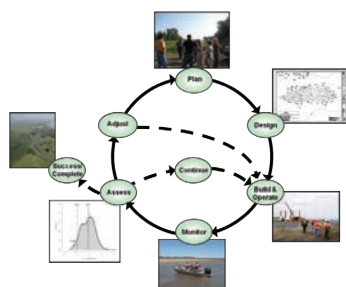
The Missouri River Recovery Program's mission statement is to "Implement actions to accomplish Missouri River ecosystem recovery goals in coordination and collaboration with agency partners and stakeholders."

The Missouri River Recovery Program's vision statement is to "Develop a sustainable ecosystem supporting thriving populations of native species while providing for current social and economic values."

The Missouri River Recovery Program is being managed as a program rather than a series of individual, stand-alone projects. Program management for MRRP focuses on how the various MRRP Sub-Programs and projects work together to meet the Program's goals and objectives: Implement the Reasonable and Prudent Alternative elements; Implement the Missouri River Bank Stabilization and Navigation Project; Develop the Missouri River Ecosystem Restoration Plan; Collaborate and coordinate with Tribes, stakeholders, and agency partners; Implement other congressionally authorized projects.

No specifics mentioned for the Missouri River along the Kansas City corridor. "It is intended to be broad so that it can be applied to all aspects of the MRRP and be understood by a diverse audience of managers, federal and state agencies, scientists, engineers, the Missouri River Recovery Implementation Committee, stakeholders, Tribes and the public."

Missouri River Recovery Program



Adaptive Management Process Framework

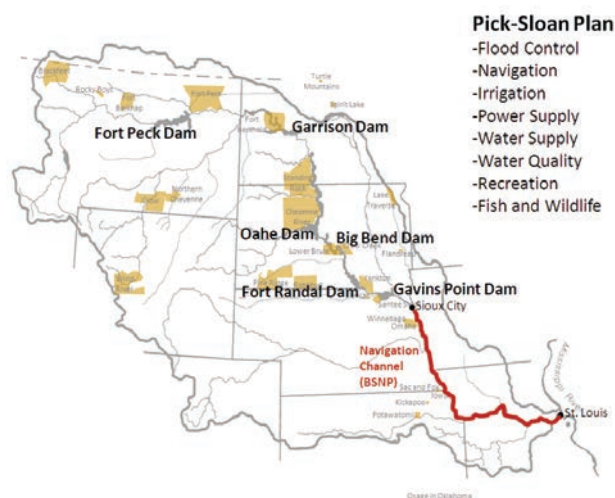
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Version 2
April 2011

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Missouri River Recovery Program Adaptive Management Process Framework



General Boundaries	Along the I-70 Corridor / from Paseo to Blue Ridge Cutoff
Involved Parties	MoDOT / FHA
Completion Date	2012

The "Future of I-70: Second Tier EIS" is a study along I-70 from The Paseo interchange to east of the Blue Ridge Cutoff. The purpose of this study is to plan for future improvements that will be needed along this portion of I-70 as population trends continue to increase and increased usage is expected. This study does not pertain specifically to the North Loop Study Area but references the Future of I-70: First Tier EIS which is relevant as it addressed broad programs or overall corridor strategies and issues in an initial, higher level of environmental impact analysis. This plan has several goals for this study including:

- **Improve Safety:** Reduce crash rates and crash severity on I-70.
- **Reduce Congestion:** Remove key bottlenecks; reduce the potential for ramp back-ups onto the freeway; and improve multi-modal travel times in coordination with plans put forward by local and regional agencies.
- **Restore and Maintain Existing Infrastructure:** Improve bridge and pavement conditions on I-70 and implement cost-effective investment alternatives.
- **Improve Accessibility:** Provide travel options for all residents; increase safe access across I-70 for non-motorized travel; support local and regional land use plans. Highway improvements should be sensitive to the needs of the local diversity of neighborhoods and businesses to access these key destinations located on either side of the freeway.
- **Improve Goods Movement:** Improve the efficiency of freight movement on I-70.

This aerial map illustrates the Blue Ridge Corridor in Jackson County, Missouri. The study area is outlined by a yellow dashed line, following the corridor from the northwest to the southeast. Major transportation routes are highlighted: Interstate 435 (red solid line), U.S. Highway 71 (blue solid line), and U.S. Highway 40 (blue solid line). Other roads are shown as brown lines, and railroads as black lines with cross-ticks. The map includes numerous street names such as Truman, 15th, 17th, 18th, 19th, 22nd, 23rd, 27th, 31st, 35th, 37th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, and 100th. The map also shows the location of the Blue Ridge Corridor, which runs along the eastern edge of the study area. A legend in the top right corner identifies the symbols for the Study Area, Interstate, U.S. Highway, Other Road, and Railroad. A scale bar in the bottom left corner indicates a distance of 0.5 miles. An inset map in the bottom left corner shows the location of the study area within Jackson County, Missouri, and its relationship to neighboring counties (Clay, Wyandotte, Johnson, and Jackson) and states (Kansas and Mississippi). The map is intended for planning purposes only.

Project Stats

General Boundaries	KC Streetcar Line from Union Station to River Market Neighborhood
Involved Parties	City of Kansas City, Missouri / USDOT
Completion Date	2012

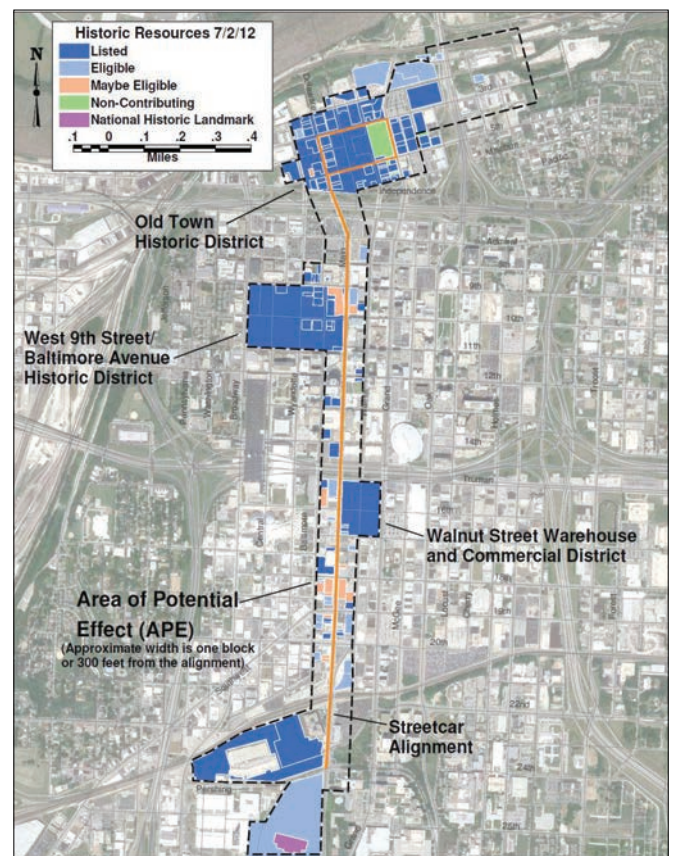
Summary

The purpose of the "Kansas City Downtown Streetcar Historic Properties Survey" is to document compliance with the architectural portion of Section 106 of the National Historic Preservation Act of 1966. It identifies and evaluates potential effects on architectural and cultural resources from the proposed Kansas City Downtown Streetcar Project.

The survey categorizes architectural and cultural resources into 4 categories. They are listed eligible, maybe eligible, non-contributing and national historic landmarks along the streetcar route. "Downtown Kansas City and the proposed Streetcar corridor are rich in historic resources. A total of 287 potential resources were identified within the Area of Potential Effect (APE). The proposed Streetcar alignment would pass through one existing National Register historic district (Old Town Historic District) and pass by three other existing National Register historic districts (West Ninth Street and Baltimore Avenue Historic District, Walnut Street Warehouse and Commercial District and Crossroads Freight District).

The survey documents each individual parcel of all the listed and possibly listed historic properties with the shaded yellow area on the map below. As shown, there are several listed and eligible properties directly adjacent to the North Loop project site. Throughout this project, these buildings need to be protected, preserved and celebrated.

Following the identification of historic properties, the survey explains the next step is to evaluate the possible effects of the proposed project on all identified historic resources or districts. Project related effects could include "no historic properties affected, no adverse effect, or adverse effect" and were defined for all identified resources. The report includes documentation of the historic context of the study area and assessment of whether the proposed action would have an effect on the identified resources, and whether the effect would be adverse.



Project Stats

General Boundaries	State Line to Kansas City, Kansas Entrance
Involved Parties	KDOT / MoDOT / Unified Government / FHA / MARC
Completion Date	2012

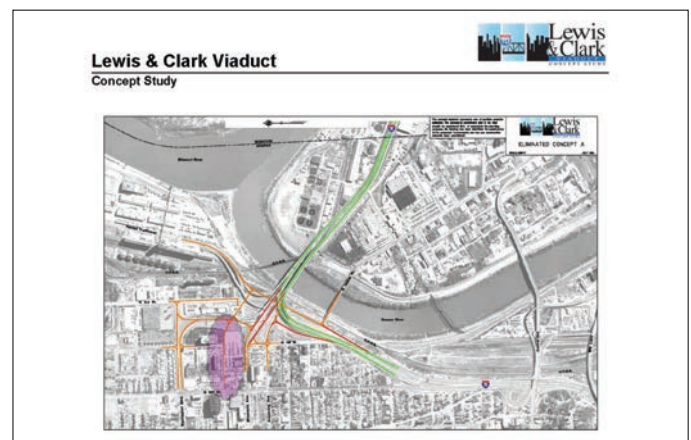
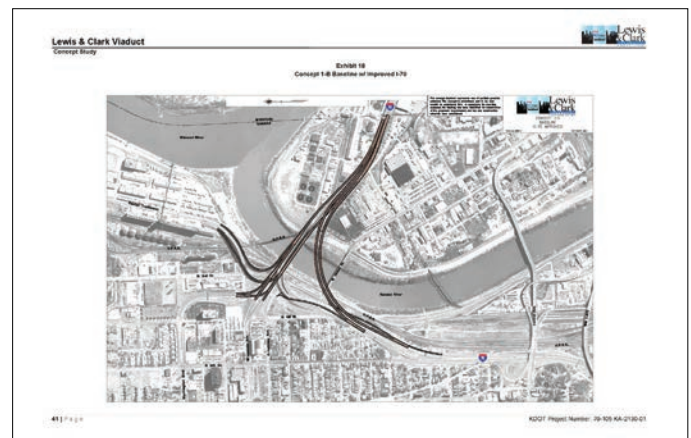
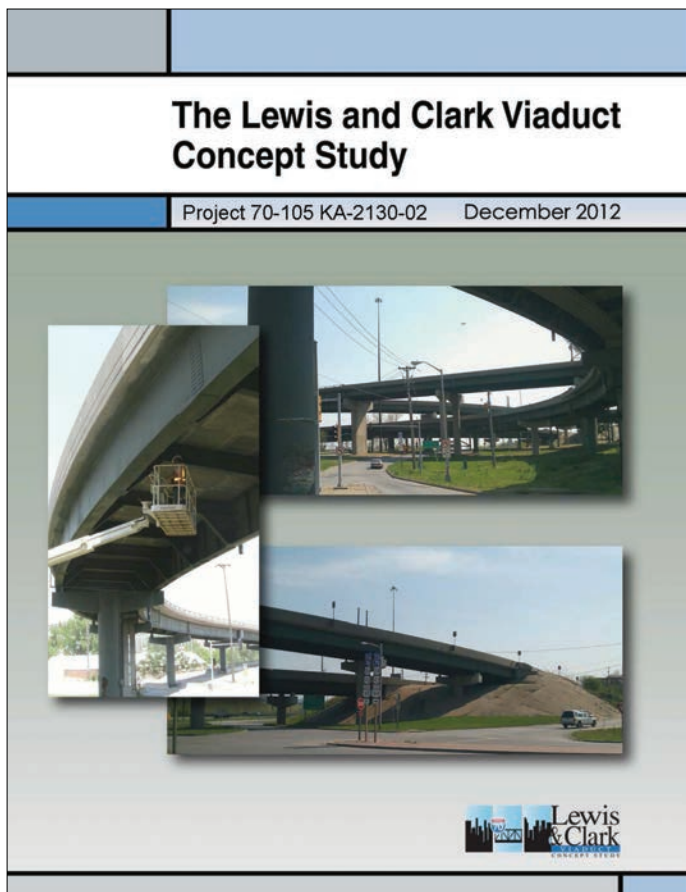
Summary

The “Lewis and Clark Viaduct Concept” is a study of the interchange of I-70, Minnesota Avenue, Washington Boulevard, and the Fairfax Trafficway connecting Kansas City, KS and Kansas City, MO. Parts of the structure date back to 1907 and this plan is looking at possible solutions to issues with annual maintenance and repair costs. The study responds to the needs of improving infrastructure condition, enhancing traveler safety, improving traveler mobility and accessibility, supporting sustainable design and supporting economic development.

Concepts within the study:

- **Concept 1-A: BASELINE:** Replaces the viaduct as it is seen today.
- **Concept 1-B: Baseline w/ Improved I-70:** Same as concept 1-A except that the tight I-70 curves are improved and widened (**Preferred**).
- **Concept 2-A: Box Style:** Removes the Fairfax Trafficway and Washington Boulevard ramps; interchange bridges remain; box intersection.
- **Concept 2-B: Box Style w/ Improved I-70:** all traffic between I-70 and the local street network is consolidated into a single crossing.
- **Concept 3-B: Single Intersection w/ Improved I-70:** Similar to concept 2-B; consolidates traffic into central signalized intersection or roundabout.
- **Concept 4-B: Variation of 1-B:** Washington Boulevard ramps removed, Fairfax Trafficway ramps improved; all traffic on one Kansas River crossing.
- **Downtown Master Plan:** Mirrors concept 1-B; improvements needed to access the 5th Street, Central Avenue, Pacific Avenue, 7th Street interchanges.

This study includes I-70 just west of the North Loop but Study Area and will likely have an effect with the I-70/I-35 Interchange.



Project Stats

General Boundaries	City Limits of Kansas City, Kansas
Involved Parties	UGWYCO / City of Kansas City, Kansas
Completion Date	2012

Summary

The goal of the "Sidewalk and Trail Master Plan" is to balance the needs of motorists, transit users, pedestrians and cyclists. It provides a blueprint for the implementation of a sidewalk and trail network that meets the needs of residents, workers and visitors. The plan is intended to:

Improve the health and well-being of residents

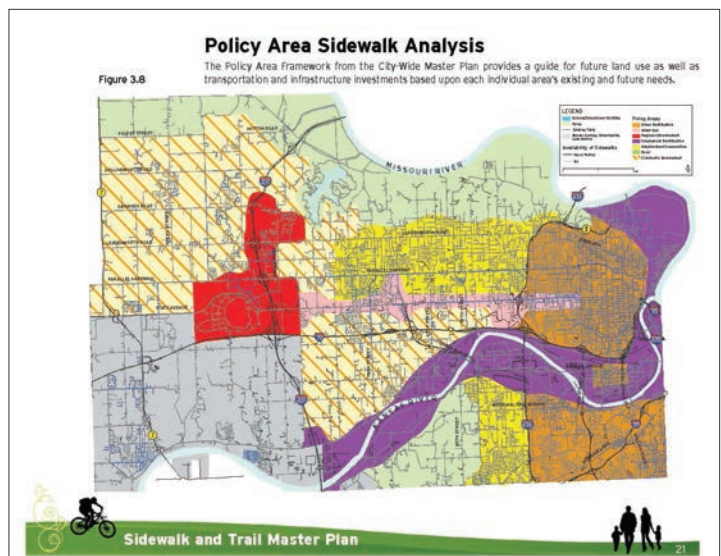
- Provide a safe, convenient and attractive transportation alternative to the automobile.
- Provide a sidewalk and trail network that meets the needs of all skills levels and physical abilities.
- Connect major activity centers and destinations throughout the county.
- Connect to surrounding local and regional pedestrian and bicycle networks.

Key recommendations from the plan include:

- Implement the MetroGreen vision.
- Develop greenways and trails along naturally sensitive areas, such as streams, as part of the overall trail network.
- Celebrate the City's special cultural and historic resources through the development of the greenway system.
- Acquire greenway connections as development occurs. Ensure that neighborhood-level connections are included as part of the platting process.
- Provide information to developers and real estate investors, including homeowners, about the value added from proximity to open space and trails.

The few existing trails are located within existing parks including, but not limited to, Wyandotte County Lake Park, Wyandotte County Park, Jersey Creek Park and Kaw Point Park. Unfortunately, there are few safe and convenient pedestrian connections to these parks. Public workshop participants noted that they had to drive to these locations. There are numerous opportunities for connections to established trail and bicycle networks in adjacent counties, such as the Johnson County, Kansas trail system, the Riverfront Heritage Trail in Kansas City, Missouri and the Northland trails in Riverside and Parkville, Missouri. Connections to these established trail networks could leverage a few miles of improvements into a true regional network and would help to further expand the MetroGreen system.

The expansion of the trail network has several opportunities and constraints: Highways are a significant barrier but they can also provide significant opportunities for trails if planned and coordinated properly. Any major highway improvements should consider future pedestrian and bicycle connections.



Project Stats

General Boundaries	West Bottoms, City of Kansas City, Missouri
Involved Parties	KCMO / ULI
Completion Date	2012

Summary

This presentation is the result of a workshop program put forth by the Urban Land Institute's Rose Center for Public Leadership. The goal of the workshop was to determine how Kansas City can leverage the history, heritage, and recent investment in the West Bottoms, along with the new spirit of bi-state collaboration, to create a sustainable, successful future for the area.

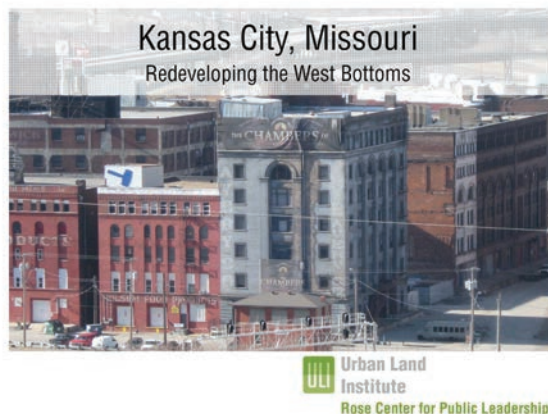
This study divides the West Bottoms into three districts and provides both short and long term recommendations for each. The three districts discussed are the Industrial / Employment District, the Historic Core District, and the Stockyards District.

Highlights of these recommendations for each district is outlined below.

- **Industrial / Employment District:** complete existing bike and walking trail under I-70 with new heritage trail featuring history of Underground Railroad, Kansas City's early history, and the Stockyards with lighting, landscaping, and signage; apply for brownfield funding for assessment and remediation; continue to improve public utilities for industrial customers; advocate for I-70 access by an interchange or an at-grade access; explore commercial viability of redeveloping municipal waste as an enhancement to the Industrial / Employment District.
- **Historic Core District:** create a zoning overlay that encourages live-work and residential uses; encourage events to attract visitors; improve streets by providing better on-street parking and enhancing the pedestrian experience; define 12th Street as the district gateway; explore benefits of historic district designation; improve transit connectivity; improve parking to enhance development potential; consider grade-separated passage across tracks.
- **Stockyards District:** better connect this district to the neighborhood to the south through wayfinding and nonautomotive access; establish possible multi-use land opportunities with the handful of large landowners; seek opportunities for the use of the American Royal facilities; use the riverfront for recreational and other community purposes; consolidate parking options; create a pedestrian / bike connection across the Kansas River (on railroad bridge).

The study poses two "Big Ideas" which are as follows:

- Connect KCK and KCMO Downtowns to Catalyze Development
 - A circulator connecting West Bottoms to activities and amenities in Downtown KCMO and Downtown KCK would be a powerful economic driver.
 - A phased approach is needed to ensure that this area does not compete with planned streetcar in Downtown KCMO.
 - Ideas include a new MAX Route as well as a new Intermodal Hub.
- Connect to the Green and the Blue
 - "The Kansas City region will strive to create and implement cost-effective, green planning and design approaches that contribute to the health and quality of life of local communities, support wildlife species, maintain natural ecological processes, and sustain air and water resources."
 - "River to River Greenway" would connect the the Kansas River waterfront with the Missouri River waterfront through a linear park.



Project Stats

General Boundaries	N/A
Involved Parties	MARC
Completion Date	2013

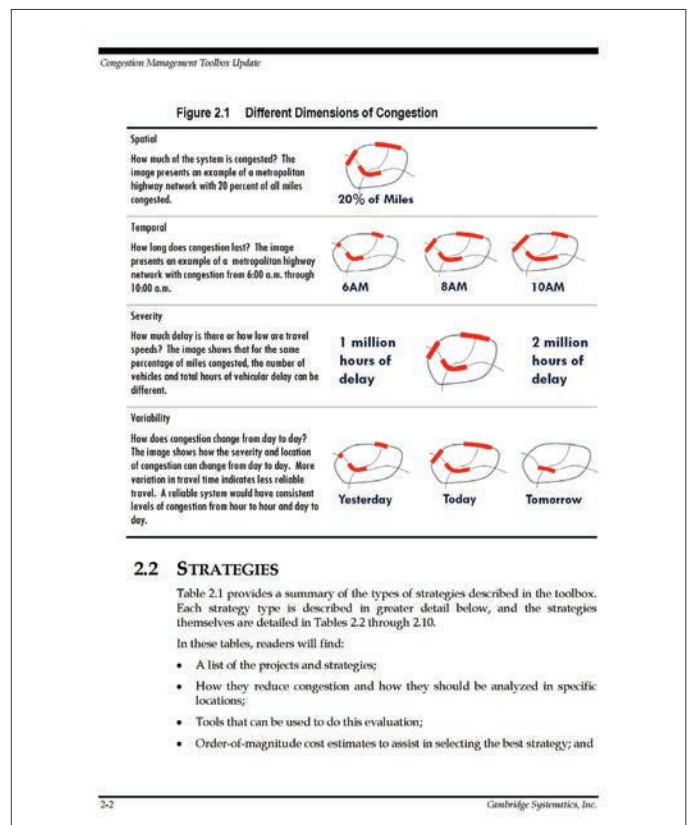
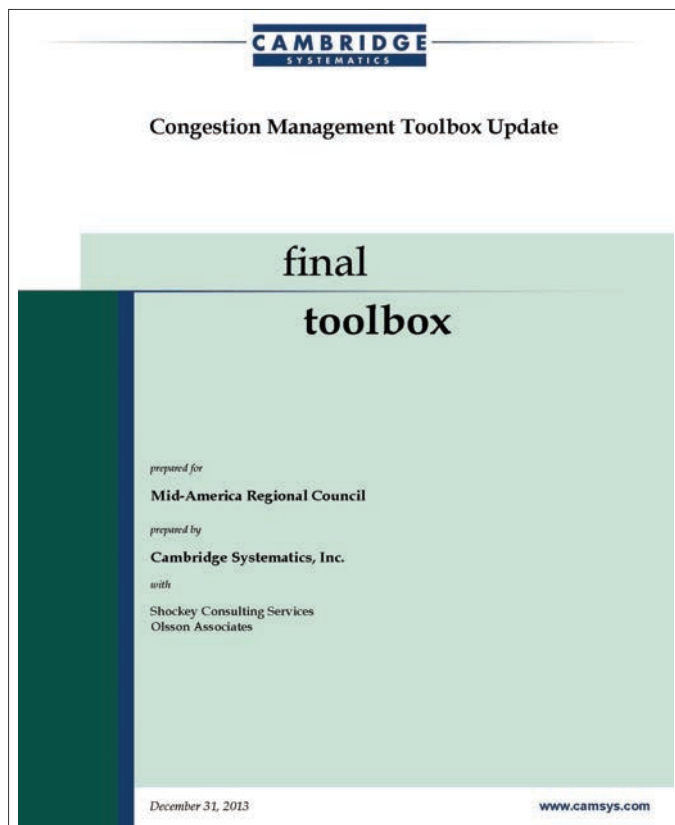
Summary

Federal regulation requires that a congestion management process shall be developed, established, and implemented as a part of the metropolitan transportation planning process. The development of a congestion management process should result in multi-modal system performance measures and strategies that can be reflected in the metropolitan transportation plan (MTP) and transportation improvement program (TIP). When local agencies in the region find themselves considering roadway capacity projects, they can use the toolbox like a checklist.

The “Congestion Management Toolbox” reviews different dimensions of congestion including: Spatial, Temporal, Severity, and Variability. It also provides Access Management Strategies, a broad concept that can include minimum interchange spacing on freeways, eliminating merge points and weaving sections at freeway interchanges, helping to increase the capacity of the facility.

The toolbox goes through several different management strategies including Active Transportation. Under that strategy, it lists, new sidewalks and designated bicycle lanes on local streets, design guidelines for pedestrian-oriented development, improved safety of existing bicycle and pedestrian facilities, bike sharing programs, promote bicycle and pedestrian use through education and information dissemination and adopting and implementing a Complete Streets policy.

Another management strategy pertains specifically to highways. This strategy calls for increasing the number of lanes without highway widening, new collector and local streets among many others. Under the Land Use Strategies, it mentions mixed-use development, transit-oriented development as ways to increase walk trips, decrease Single Occupant Vehicle (SOV) trips, decrease Vehicle Miles Traveled (VMT) and increase transit trips.



Project Stats

General Boundaries	9 County Region
Involved Parties	MARC
Completion Date	2013

Summary

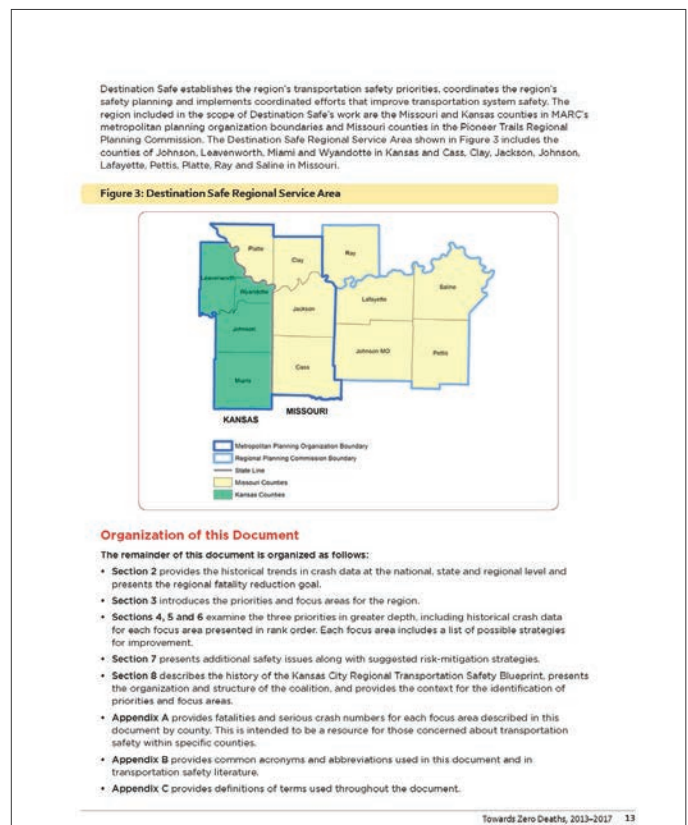
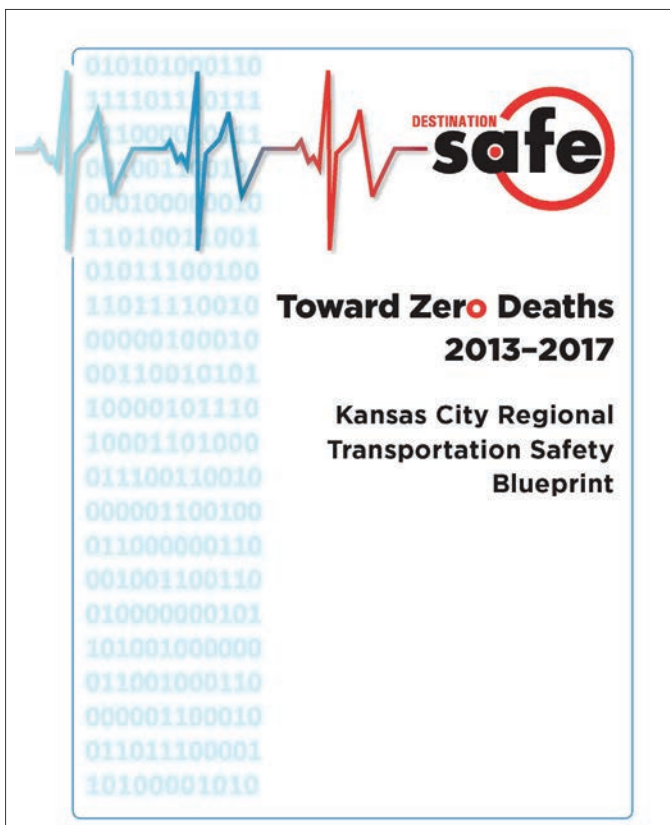
The “Kansas City Regional Transportation Safety Blueprint” “establishes the region’s transportation safety priorities, coordinates the region’s safety planning and implements coordinated efforts that improve transportation system safety.” The report lists 15 focus areas which were based on data gathered for the region and rankings of crash types and contributing factors from greatest number crashes to lowest number of crashes. These focus areas include: Lane Departure, Head-On, Horizontal Curves, Work Zones, etc.

The 15 contributing factors identified as focus areas for this blueprint have been organized into three priorities as follows:

- Infrastructure-related crash types.
- Behavior-related crash types.
- Crashes involving special users.

The infrastructure priority emphasis addresses crash types that are most commonly attributed, at least in part, to an element of the roadway or roadside. In the Kansas City region, the most common infrastructure-related crashes are lane departure crashes - especially at curves - and intersection-related crashes.

Lane Departure and Horizontal Curves are of particular interest is both of these attributes are frequent in the North Loop Study Area which helps explain the higher than average crash rates in this area. According to the report, 33% of fatal crashes involve a horizontal curve.



Project Stats

General Boundaries	River Market to 85th Street
Involved Parties	City of Kansas City, Missouri / MARC / KCATA / Jackson County
Completion Date	2013

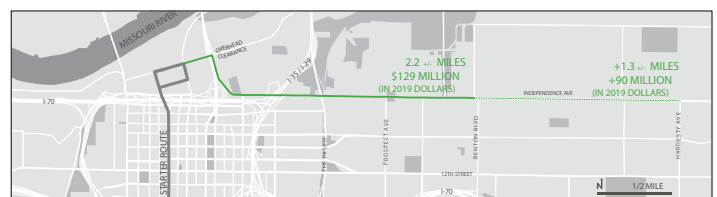
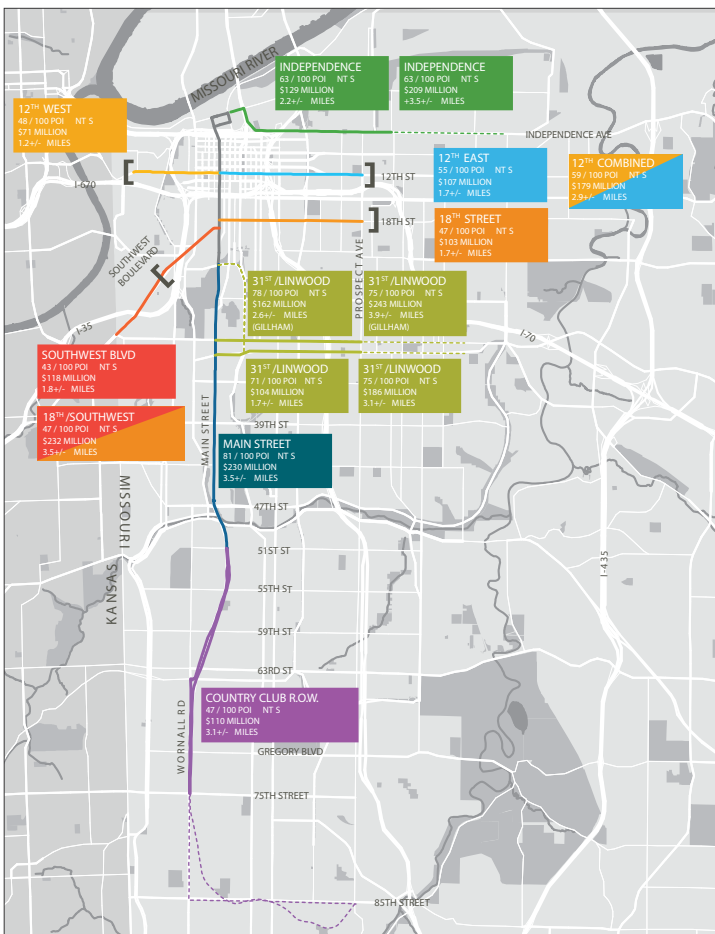
Summary

The “Nextrail KC Streetcar Expansion System Overview” study analyzes the expansion of the current streetcar system throughout Kansas City. One of the proposed expansion routes is Independence Ave from the current terminus of the current route in the River Market Neighborhood. Independence Ave is the northern most edge of the I-70/I-35 North Loop study area and acts as a access road for the interstate.

What the Nextrail KC Streetcar Expansion means for Independence Avenue:

- A streetcar can help achieve the Truman Plaza Area Plan and neighborhood objectives, such as crime prevention through environmental design.
- Streetcar related improvements can improve appearance and increase activity along the corridor.
- Streetcars help promote existing businesses and encourage new small business by increasing pedestrian traffic.
- There is a desire to better connect the Northeast neighborhood with the rest of the City.
- This streetcar would connect the old Northeast to Downtown and enhance its cultural amenities by showcasing and bringing together its diversity.

As recommended by this plan, a streetcar route targeted for expansion is shown along Independence Avenue which is parallel to the North Loop study area. Any expansion down this corridor would have to be coordinated into the overall development plan for the North Loop study area.



Project Stats

General Boundaries 3rd Street and Grand Avenue
Involved Parties KCATA / KCMO / Jackson County / MARC
Completion Date 2013

Summary

The "Third and Grand Transportation Hub Area Plan" used community input, precedents, site analysis, and the review of local planning efforts to consider the future of the 1.8-acre site located at 3rd and Grand in the River Market area of Kansas City. At the time of the study, the site served as a hub for local bus transit service, MAX bus rapid transit service, and Megabus intercity bus service. Anticipated added transit services included commuter rail, streetcar, trails, and other bus service, making the site ripe to become a significant transit-oriented development hub and multi-modal center for Kansas City.

This plan outlines the three concepts that were selected by a technical committee which serve as a guide for potential redevelopment, as well as explicit development guidelines and sustainable redevelopment and implementation recommendations. These concepts differ from each other in the density of the mixed-use development and parking offerings on site. Some of the development guidelines for all three include:

- Provide clear, direct routes for transit system transfers without degrading the pedestrian experience and streetscape character.
- When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services.
- Provide street-level, pedestrian-oriented uses and active street walls in mixed-use developments.
- Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design whenever possible.
- The design of the buildings should respond to unique aspects of the site, such as prominent locations at the termini of key streets and view corridors, prominent locations on bluffs and overlooks, the relationship to nearby historic or landmark buildings, or corner locations.




Final Report

Plan Partners:
 Kansas City Area Transportation Authority
 City of Kansas City, Missouri
 Jackson County, Missouri
 Mid-America Regional Council

THIRD&GRAND
 transportation hub area plan

HNTB viro




Preferred Concept #1: Opinion of Probable Cost

Transit Program	\$304,700
Included in estimate	
Transit Shelter (1)	
Transit Market (1)	
Transit Streetcar Amenities	
Real Time Arrival Signage	
Park and Ride Storage	
Development Program	\$9,921,400
Included in estimate	
Site Prep (Demolition, Utility Access)	
Site Work (Paving, Landscaping, Lighting)	
Building 'A' - mixed-use Elevators	
Building 'B' - Street with Elevators	
Building Averages	
Miscellaneous	\$4,287,290
Included in estimate	
Soft Costs (10%)	
Contingency (50%)	
PROJECT TOTAL	\$14,823,890

Figure 38: Preferred Concept #1 site plan

Conceptual Development Plan

THIRD&GRAND
 transportation hub area plan




Preferred Concept #2: Opinion of Probable Cost

Transit Program	\$6,833,100
Included in estimate	
Building 'A' - Transit Facility	
Transit Market (1)	
Transit Streetcar Amenities	
Real Time Arrival Signage	
Park and Ride Storage	
Development Program	\$11,887,000
Included in estimate	
Site Prep (Demolition, Utility Access)	
Site Work (Paving, Landscaping, Lighting)	
Building 'B'	
Building Averages	
Vertical Circulation Building with Elevators/Stairs	
Parking Garage	
Miscellaneous	\$0,041,030
Included in estimate	
Soft Costs (10%)	
Contingency (50%)	
PROJECT TOTAL	\$26,761,130

Figure 40: Preferred Concept #2 site plan

Conceptual Development Plan

THIRD&GRAND
 transportation hub area plan



Preferred Concept #3: Opinion of Probable Cost

Transit Program	\$919,200
Included in estimate	
Building 'A' - Transit Space	
Transit Corridor	
Transit Market (1)	
Transit Streetcar Amenities	
Real Time Arrival Signage	
Park and Ride Storage	
Development Program	\$24,912,400
Included in estimate	
Site Prep (Demolition, Utility Access)	
Site Work (Paving, Landscaping, Lighting)	
Building 'A' - Development Space	
Building 'B'	
Building Averages	
Vertical Circulation Building with Elevators/Stairs	
Parking Garage	
Miscellaneous	\$10,712,220
Included in estimate	
Soft Costs (10%)	
Contingency (50%)	
PROJECT TOTAL	\$36,834,720

Figure 42: Preferred Concept #3 site plan

Conceptual Development Plan

THIRD&GRAND
 transportation hub area plan

Project Stats

General Boundaries	State Line to Kansas City, Kansas Entrance
Involved Parties	KDOT / MoDOT / Unified Government / FHA / MARC
Completion Date	2014

Summary

The “Lewis and Clark Viaduct Urban Design Guidelines” recognize the importance of this viaduct as a major connection between Kansas City, Missouri and Kansas City, Kansas as well as a gateway into both of these cities. These guidelines seek to place a priority on the creation of aesthetically enhanced, iconic structures that help identify and brand the district. They are designed to be implemented in the phases of the rehabilitation of the viaduct.

Community vision and themes include embracing community assets, encouraging place diversity, acknowledging safety and image, projecting and promoting history of place, promoting connections, taking full advantage of the strategic location, improving the vitality of both Kansas City, Missouri and Kansas City, Kansas, planning, providing and maintaining infrastructure and facilities, and creating an economic environment that attracts businesses.

Themes, zones and a kit of parts were established within the plan.

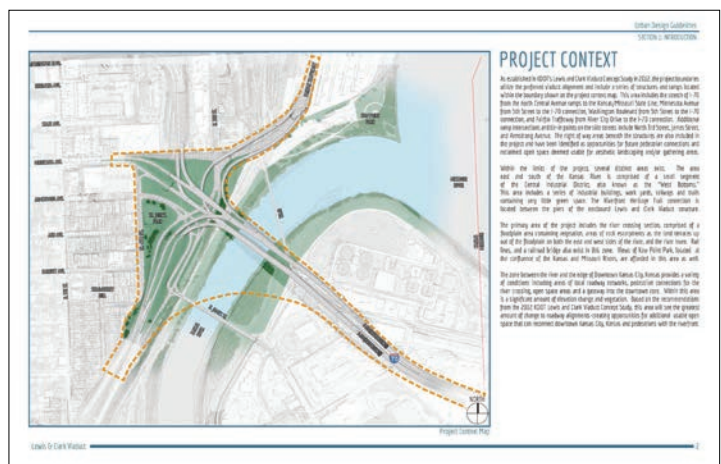
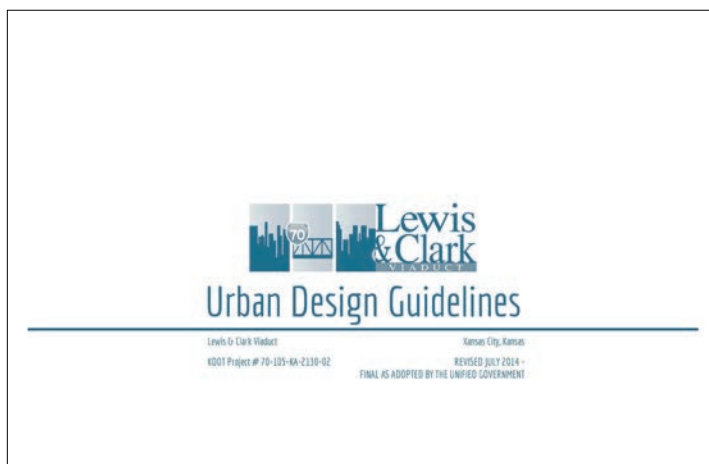
Two design themes:

- **River Prairie Theme**- Imagery and forms representative of the Kansas landscape, existing waterways, rolling prairie and agricultural influences.
- **Urban Industrial Theme** (Preferred)- Representative of the industrious blue collar, hard working value of the area’s residents. Art Deco forms.

Three zones based on hardscape / landscape conditions and areas of aesthetic enhancement. They include:

- **Local Open Space**- Western shore of Kansas River identified for future open space and landscape enhancement.
- **Gateway**- Located at the entry point into Downtown Kansas City, Kansas. Great location to celebrate and announce the entry to Downtown.
- **River Connection**- Limited to bridge structure enhancements at the crossing of the Kansas River. An open roadway barrier will provide visual connectivity.

A variety of opportunities exist to create a cohesive design aesthetic for the new bridge structures and adjacent areas. In order to develop a comprehensive design approach for corridor aesthetics that reinforce the chosen Urban Industrial Theme, a collection of roadway and bridge elements was created for use in the corridor and is referred to as a “**kit of parts**”. Bridge piers, barrier railings, retaining walls, and landscape / open space enhancements are all recommended to provide a cohesive architectural character. The landscape / open space enhancements provide future design opportunities to visually connect those improvements with their surroundings.





THE NATURE OF NATURE IN GREATER KANSAS CITY (NATURAL RESOURCE INVENTORY) AND THE LOOP

Project Stats

General Boundaries	8 County Region
Involved Parties	MARC
Completion Date	2014

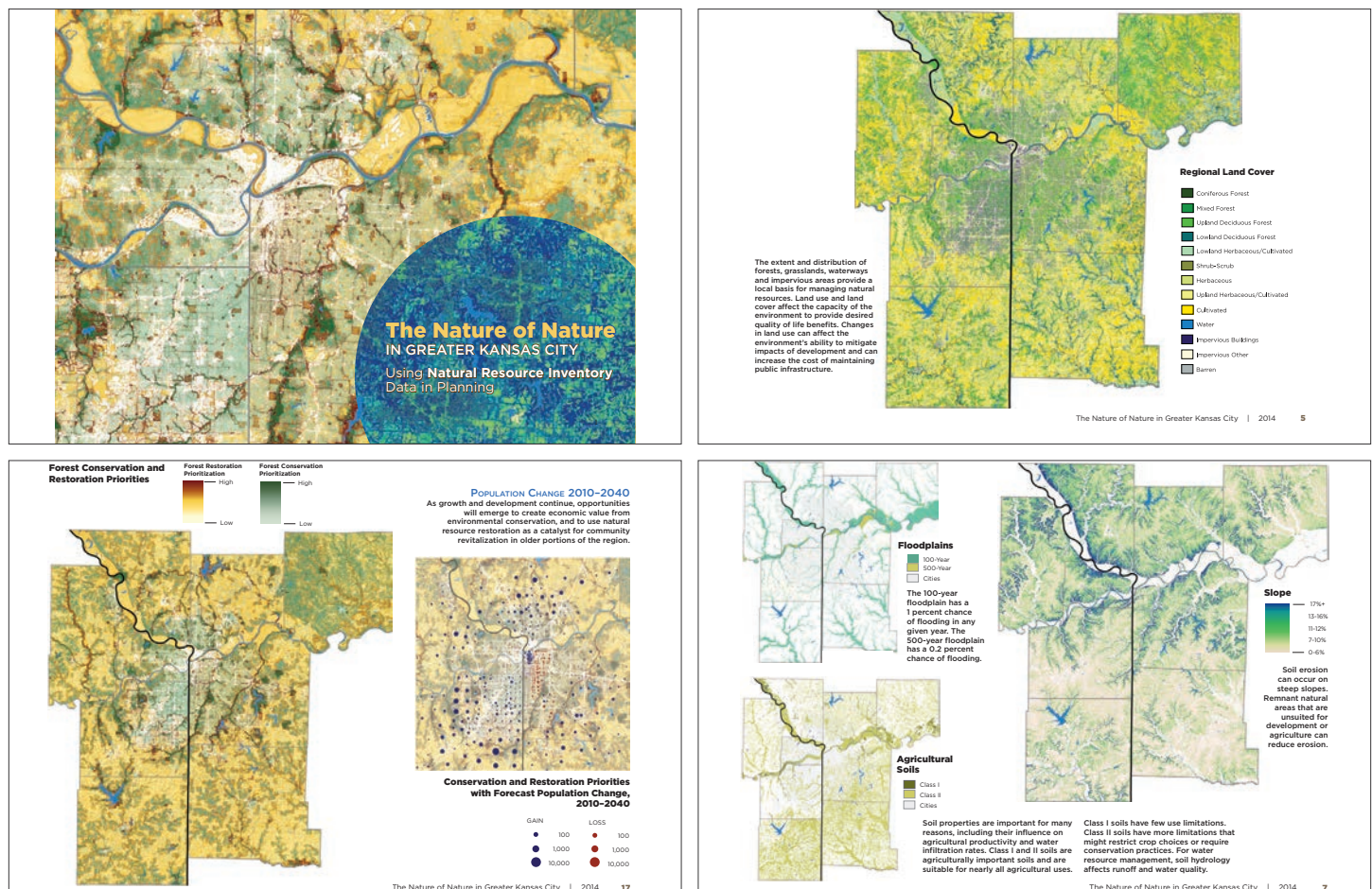
Summary

The “Nature of Nature in Greater Kansas City” plan aims to provide data sets to assess how natural resource conservation and restoration can create beauty, add value, reduce costs and protect community health. The North Loop Study Area straddles very different and very important landscape features, including the Missouri River, its greater floodplain, and the hillsides of which the northern portion of Downtown Kansas City, MO is located. It is important to recognize these landscape features as critical to the regions environmental and natural integrity and must be treated as such.

The Natural Resource Inventory produces tangible data sets that make it easier for communities to prioritize areas for conservation and restoration. Planners can use this data to visualize how environmental quality may complement future community investments. For instance:

- Restoration of riparian corridors supports multiple goals related to flooding, air and water quality, and habitat.
- Tree canopy coverage adjacent to impervious areas addresses heat islands and energy conservation, water quality and quantity, walkability and place making.
- Protection of resources next to parks or natural areas may enhance public amenities while increasing the value of wildlife habitat.

The Mid-America Regional Council's Natural Resource Inventory envisions the future of the community and imagines how environmental quality may complement other community investments. Subsequent maps show how proposed natural resource priorities spatially relate to future growth and development, MetroGreen trails and corridors, or transportation infrastructure.



Project Stats

General Boundaries	Downtown River Market Loop north to 32nd Avenue in North Kansas City
Involved Parties	MARC / North Kansas City / MoDOT
Completion Date	2014

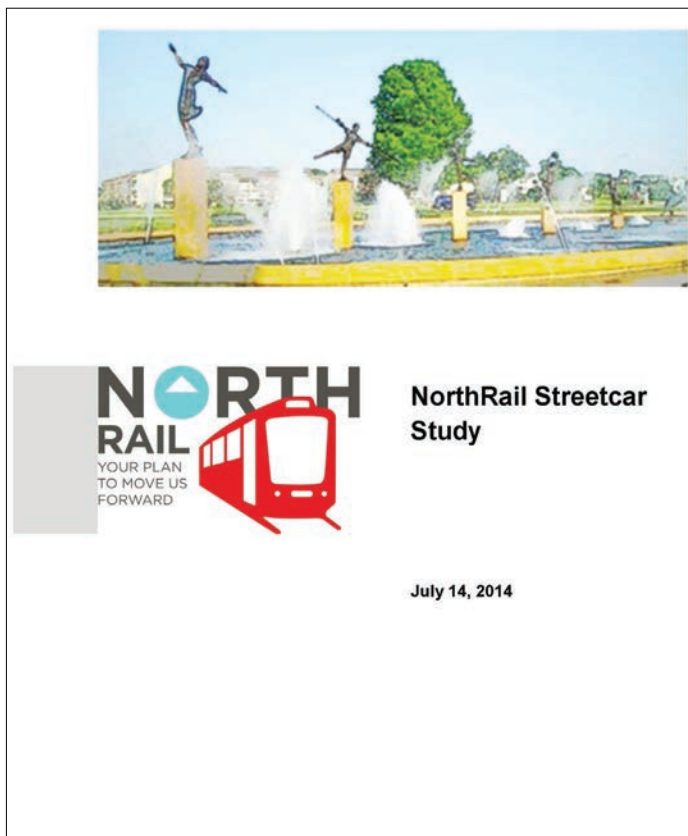
Summary

The purpose of the “Northrail Transit Study” is to develop a plan for a streetcar expansion north of the river to strengthen neighborhoods, encourage development and connect destinations. The plan illustrates extending the current streetcar system north across the Missouri River into North Kansas City. The goals of the plan are to...

- Support efforts to build a more attractive and vital urban community in North Kansas City.
- Better connect North Kansas City with Downtown and bring people on both sides of the River close to jobs, services, and amenities.
- Unlock potential for fixed rail transit in the rest of the Northland by overcoming the major barrier of the Missouri River.

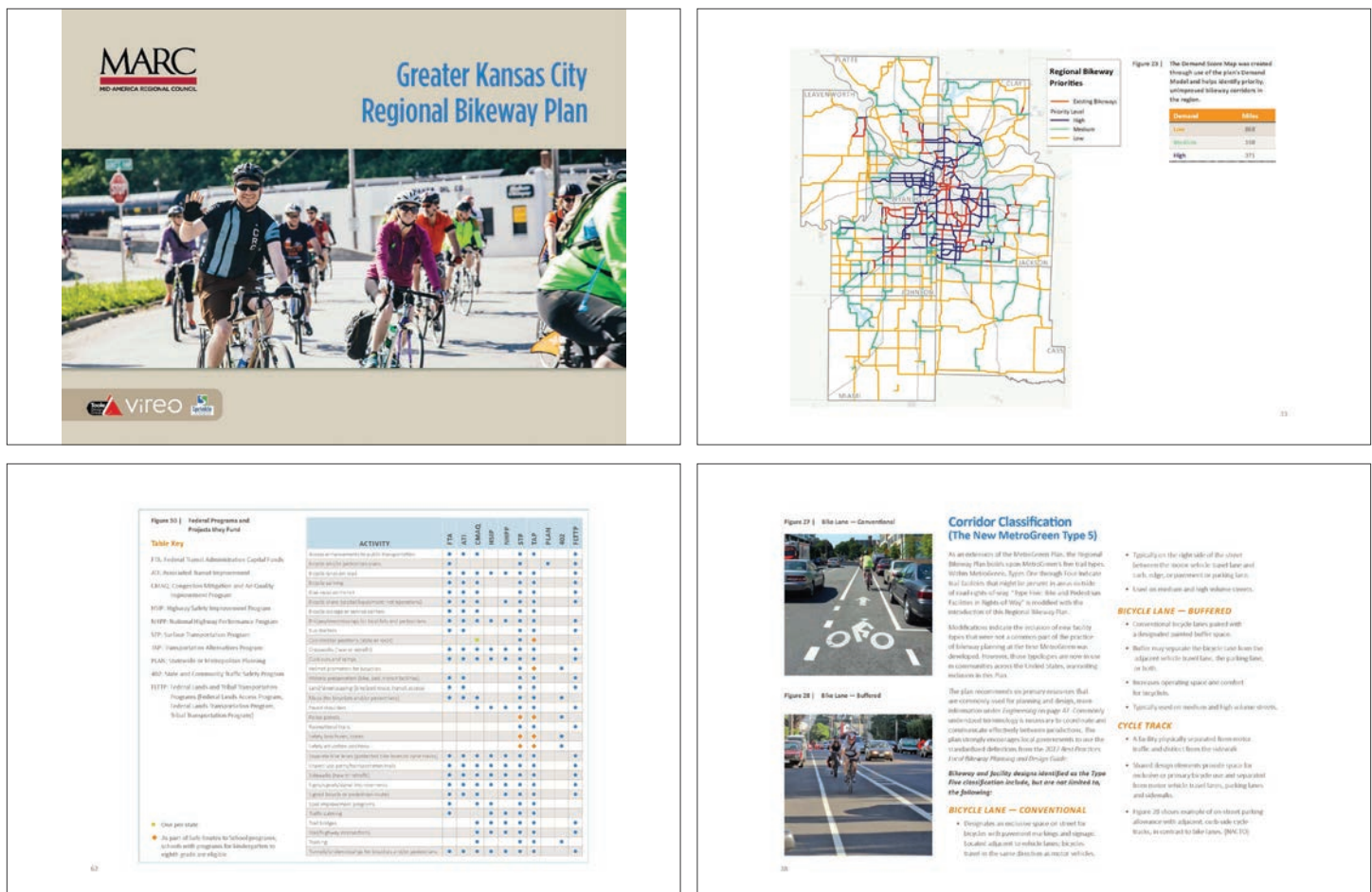
The study analyzes alignment of the streetcar along both Burlington and Swift, and also if the streetcar could utilize The Heart of America Bridge or would need a new freestanding bridge. Regardless, this planned extension will cross the Missouri River and connect in Kansas City through the River Market Neighborhood.

Additional analysis shows that a possible expansion of the existing Kansas City Streetcar could parallel Independence Avenue out to the west. This possible extension would have an impact on the North Loop project as Independence Avenue is parallel to I-35 and would serve as a new role in the North Loop area.



General Boundaries	8 County Region
Involved Parties	MARC / MoDOT / KDOT
Completion Date	2015

Standards are provided for each corridor classification and can be referred to when planning proposed options in the North Loop study area.



Project Stats

General Boundaries	Missouri River Floodplain from River Mile 670 to River Mile 0
Involved Parties	US Fish and Wildlife Service
Completion Date	2015

Summary

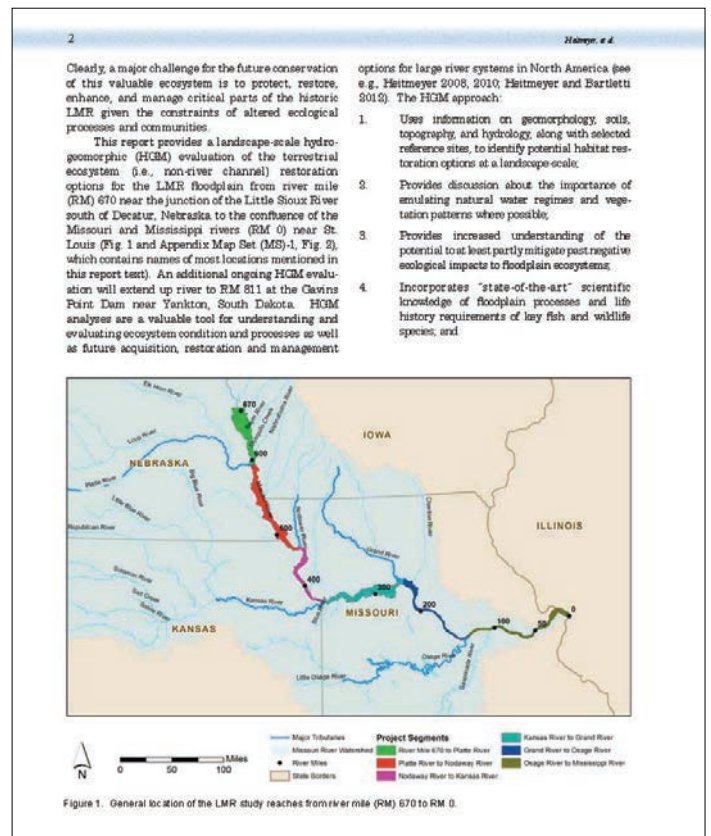
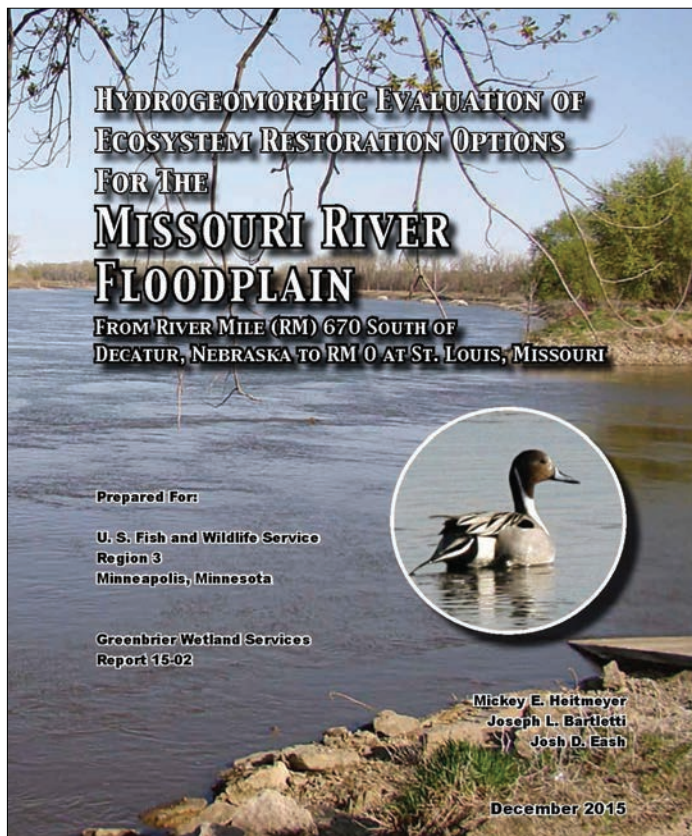
The "Hydrogeomorphic Evaluation of Ecosystem Restoration Options for the Missouri River Floodplain" document identifies pre-European settlement ecosystem attributes, evaluates the differences between these ecosystems and the current conditions, and establishes a restoration and management plan for each of these communities throughout the Lower Missouri River Floodplain. Within this report, the Lower Missouri River has been subdivided into six eco-regions, two of which pass through the Broadway North Loop PEL Study Area: Kansas Reach and Nodaway Reach.

The ecosystem restoration in the Kansas Reach could ideally seek:

- Greater linear connectivity of riverfront forest immediately along the Missouri River channel.
- Larger contiguous tracts of floodplain forest west of Highway 13 on higher ridges and silt or loam type soils.
- Restoration of the large marsh complex.
- Protection, restoration, and management of adjacent lakes as bottomland lake marshes.
- Restoration of large patches of wet-mesic and wet bottomland prairie in high terrace areas with extensions of mesic prairie onto adjacent upland prairie bluffs

The ecosystem restoration in the Nodaway Reach could ideally seek:

- Greater linear connectivity of riverfront forest immediately along the Missouri River channel and throughout the floodplain.
- Interspersed floodplain forest within the floodplain and riverfront forest areas on higher ridges and non-sand soils.
- Restoration of bottomland lake marsh habitats.
- Restoration of a few small slope forest patches on alluvial fans.



Project Stats

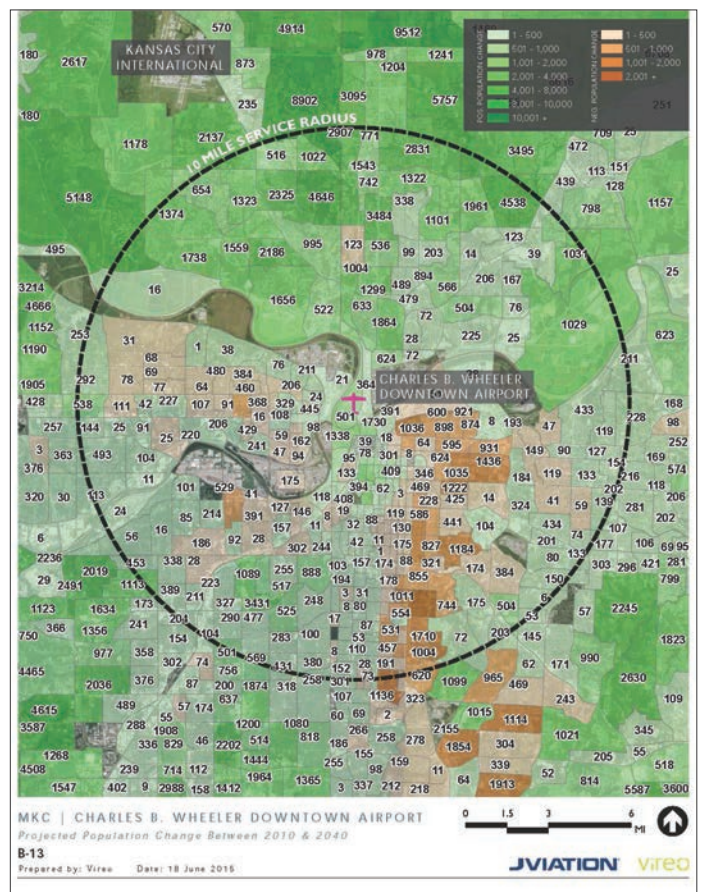
General Boundaries	9 County Region
Involved Parties	MARC / MoDOT / KDOT / FAA
Completion Date	2015

Summary

The "Regional Aviation System Plan" speaks to the Kansas City area airports and each airports current and predicted usage. The report goes into more detail for each specific facility, including the Charles B. Wheeler Downtown Airport, adjacent to the North Loop study area. The report states that the Downtown Airport currently has the highest concentrations of employment and population among all study service airport areas. The airport's 10-mile service area is only expected to experience an 8% increase in population and an 11% increase in employment between 2010 and 2040. These rates are the lowest among all study airports but current concentrations of employment are predicted to remain. While the airport has sufficient operational capacity, future landslide capacity is limited due to the airport's land envelope. The report recommends that the airport should maintain its current system role.

This report includes actions to improve system performance such as:

- Establish a stormwater management plan.
- Work with surrounding municipalities to enact height zoning (This does not currently exist with the Downtown Airport in North Kansas City or Kansas City but is something that the National Plan of Integrated Airport Systems (NPIAS) says the Mid-America Regional Council (MARC) should work with jurisdictions to improve performance).



Project Stats

General Boundaries	Downtown Charles B Wheeler Airport's 10-Mile Radius
Involved Parties	MARC / MoDOT / KDOT / FAA
Completion Date	2015

Summary

The Greater Kansas City Regional Aviation System Plan includes documents outlining topics categorized by Compatible Land Use, Environmental Inventory, Ground Access Plan, and a System Plan Summary for all airports studied within the plan. Below are highlights from each category for the Charles B. Wheeler Airport.

Compatible Land Use

- There are no adopted Height Restriction Ordinances in the nearby planning jurisdictions of KCMO, KCK and KCK but there are adopted Land Use Controls.
- Establishes that one of MARC's key responsibilities as an MPO is to protect / promote transportation resources, including the Downtown Charles B. Wheeler Airport.

Environmental Inventory

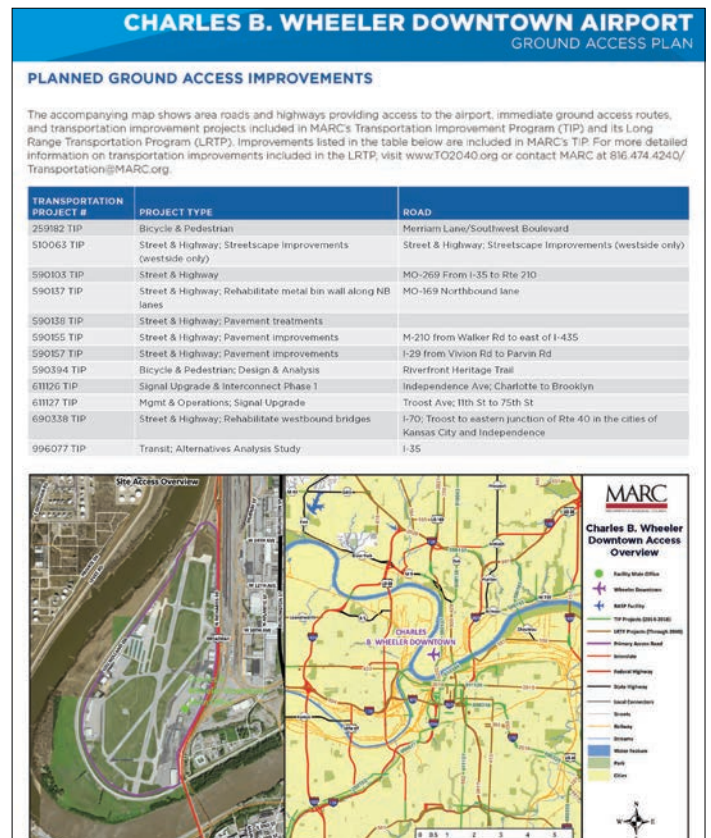
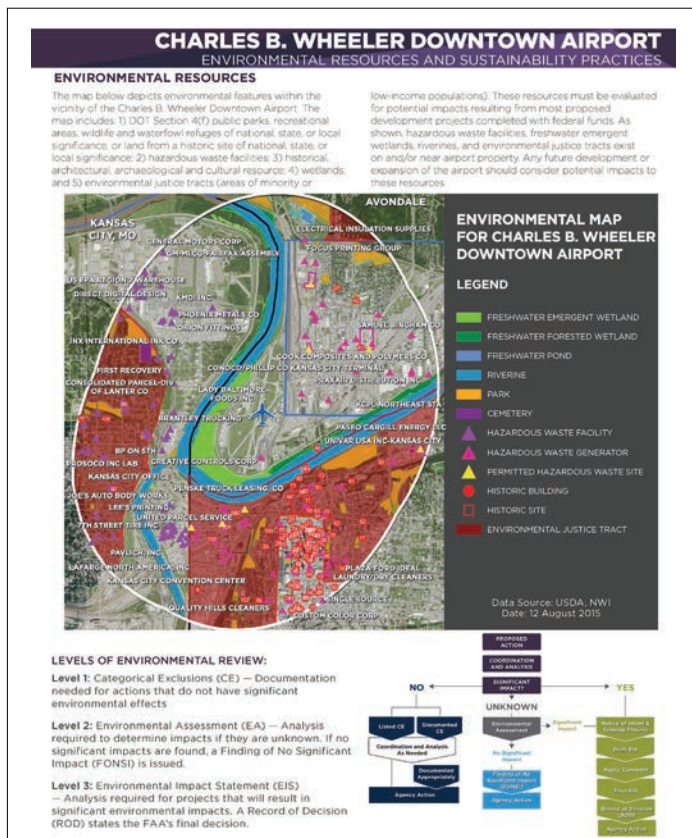
- Lists the Environmental Resource and Sustainability practices and programs that are in place and that need to be established.
- Maps prime farmland, floodplains and general environmental resources that should be considered in the event of any future airport developments or expansions.

Ground Access Plan

- Lists the 12 current transportation projects that are adjacent to the Downtown Airport.
- Outlines access options from the major adjacent roads including US-169, I-35 and East / West access from I-70.

System Plan Summary

- Highlights benefits of the Downtown airport to the Kansas City Metro. Among them, 692 jobs and \$83 million in total economic output.
- Lists amenities that the airport includes and forecasts future aviation demands which include an 11% increase in based aircraft and 22% increase in operations.



Project Stats

General Boundaries	8 County Region
Involved Parties	MARC / KCATA
Completion Date	2015

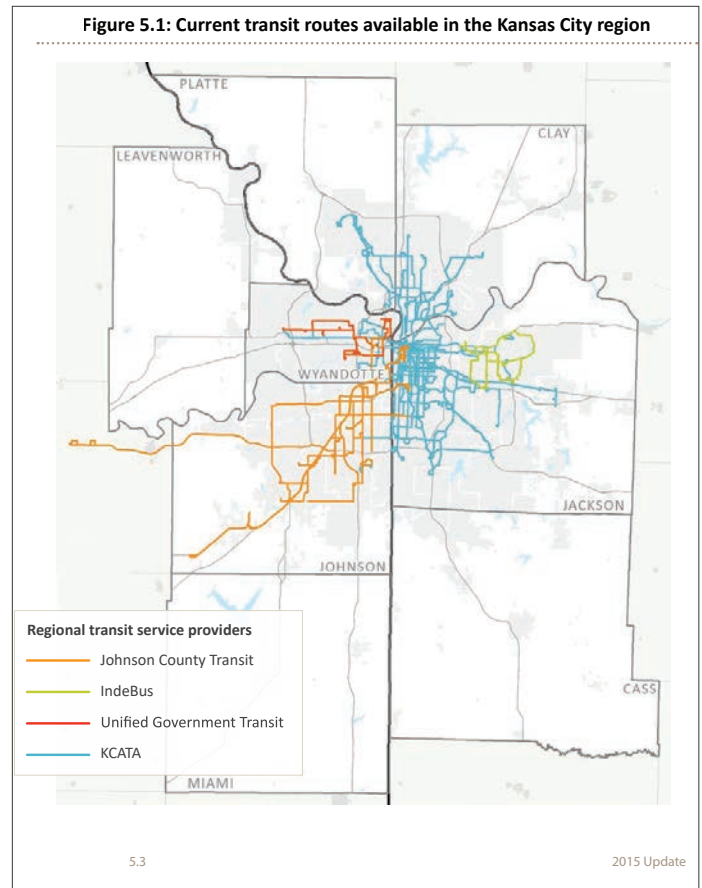
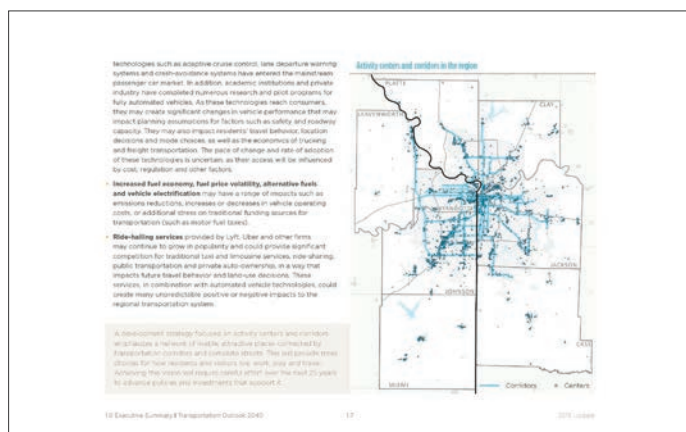
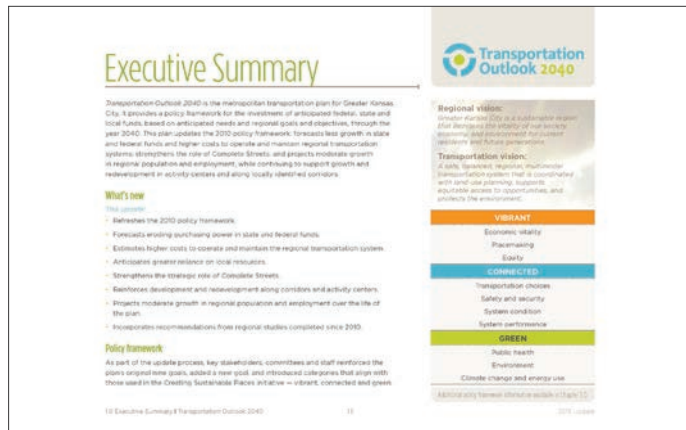
Summary

The "Transportation Outlook 2040" is the metropolitan transportation plan for Greater Kansas City. It provides a policy framework for the investment of anticipated federal, state and local funds, based on anticipated needs and regional goals and objectives, through the year 2040.

The plan states that the region is home to 1.9 million people and that number is expected to grow to 2.5 million by 2040. The population is also becoming older and more diverse. Therefore, residents are looking for more transportation choices. The plan's goal is to make smart decisions - strategic investments with high impact- for the best use of limited funds. Strategies for the region's transportation system include:

- **Maintain Existing System and Services:** Preserve the existing transportation system by investing on the maintenance of existing services and facilities.
- **Foster Complete Streets:** Promote and encourage context-sensitive solutions in transportation planning, project development and project selection.
- **Improve Safety:** Use *Destination Safe's Regional Transportation Safety Blueprint* to help reduce fatalities and serious injury crashes in the region.
- **Expand Public Transit:** Plan, develop, identify opportunities to support the expansion of regional transit and enhance mobility to help people connect to work, etc.
- **Plan for Mixed-uses:** Create quality places that support a range of lifestyles / transportation choices, increase density and use centers-and-corridors strategies.
- **Protect and improve environmental resources:** Continue to implement the MetroGreen plan to connect trails and greenways. Decrease the use of fossil fuels.
- **Increase data collection:** Compile and analyze more data about the transportation system- to better manage system performance.

Bicycle planning efforts continue with emphasis on barrier elimination and regional continuity.



Project Stats

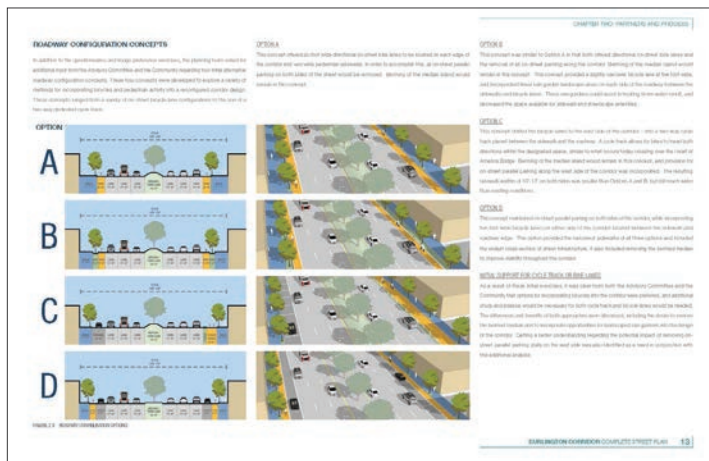
General Boundaries	Burlington Street Corridor / City Limits North and South
Involved Parties	North Kansas City / MARC
Completion Date	2016

Summary

The “Burlington Corridor Complete Street Plan” promotes a significant opportunity to transform the visual appearance and functional characteristics of the existing Burlington Street Corridor in North Kansas City by exploring design and concept options for complete street design and a distinct branding opportunity. This important corridor is one of the three primary roadways connecting Kansas City’s Northland area over the Missouri River into Downtown Kansas City, Missouri – and connects with the only existing bridge that provides pedestrian and bicycle connectivity. While this roadway serves as a vital traffic work horse in the peak morning and evening rush hours, it experiences dramatically less vehicular use during off-peak periods. While also serving as a primary gateway into the City of North Kansas City and their quaint Downtown district, this corridor also provides vital access to an extensive array of commercial and industrial properties in the area.

Recommended improvements include optimizing and narrowing existing traffic lane configurations to create the Kansas City Metropolitan Area’s first dedicated “Cycle Track”. This new facility will provide a designated two-way bicycle facility along the entire eastern edge of the corridor. This facility will help to enhance opportunities for residents and employees to utilize alternative transportation options for daily trips and connect with the region’s emerging trail network. Integration of transit stations/ infrastructure, on-street vehicular parking, and widened sidewalks and pedestrian amenities were other key considerations that are being incorporated into the planned improvements.

The aesthetic character of the corridor’s streetscape appearance is planned to emulate a modern industrial theme that honors the historic use of the corridor while also promoting continued revitalization activities and redevelopment of adjacent properties.



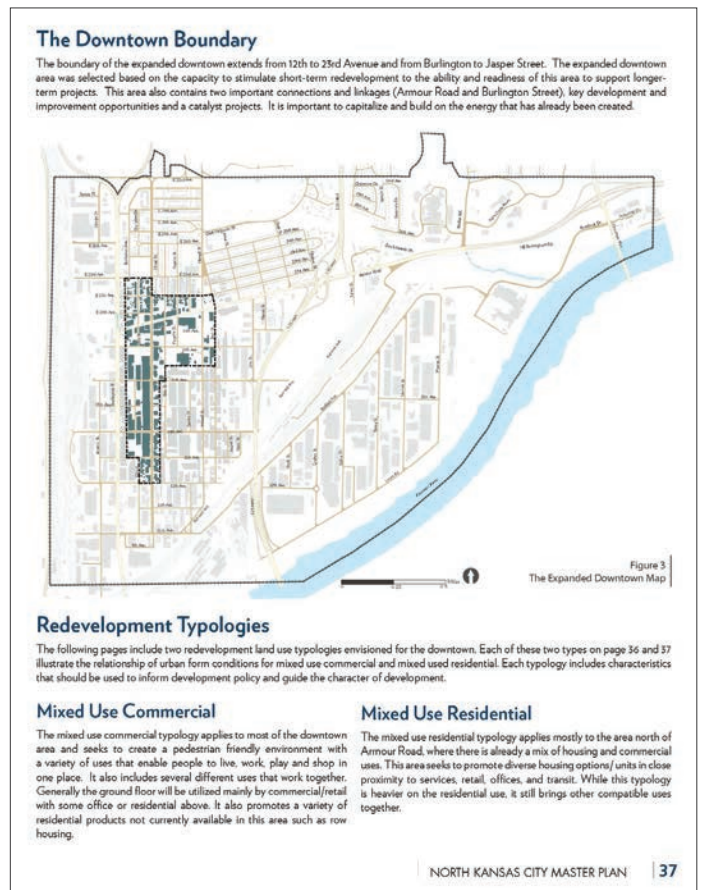
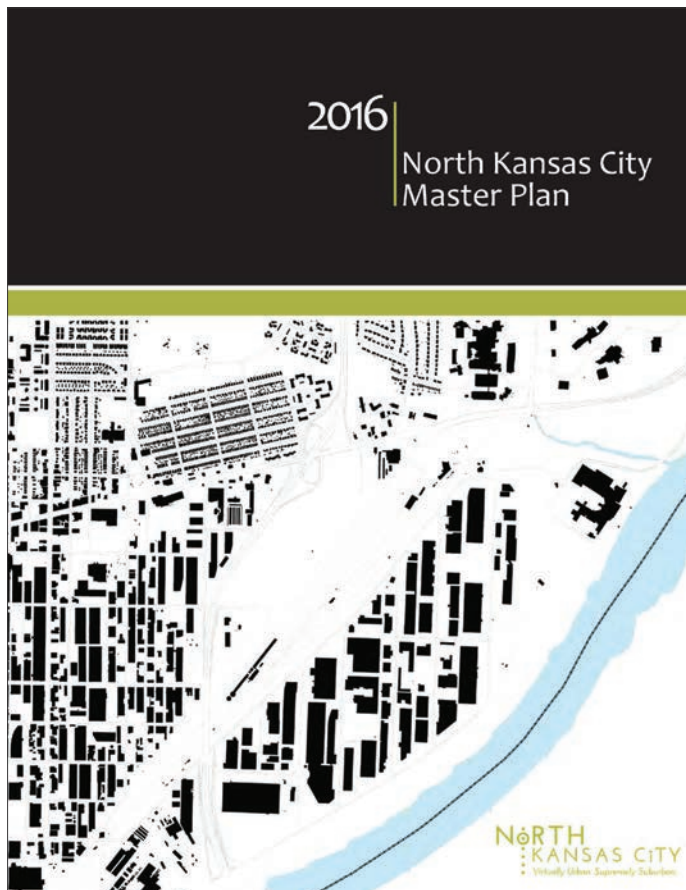
Project Stats

General Boundaries	City Limits of North Kansas City
Involved Parties	North Kansas City
Completion Date	2016

Summary

The “North Kansas City Master Plan” is designed to represent the voice of the community and guide the future growth of the City in a coordinated, efficient, and effective manner. The five themes include:

- Grow and attract new and innovative business opportunities to create jobs, support local economy, and increase tax base.
- Attract new residents and increase home ownership rates that support sustainable economic and social benefits.
- Establish memorable destinations to create authentic and diverse public spaces, while expanding the range of attractions and economic development opportunities.
- Build a safe multi-modal network and enhance the pedestrian-scaled environment.
 - Maximize connectivity and safe pedestrian use of the street grid through direct connections among arterials, collectors and local roads.
 - Connect parks and open spaces to regional parks and destinations through bike and pedestrian trail systems.
 - Improve physical connections to Downtown Kansas City, Missouri.
- Preserve and enhance the local identity, uniqueness, and arts and culture assets of the North Kansas City community.
 - Enhance the character of gateways into the City.
 - Establish clear and safe pedestrian and bicycle connections to and from highly used public areas such as parks and Downtown destinations.



Project Stats

General Boundaries	Kansas City, Missouri / West to Broadway / East to Charlotte
Involved Parties	ULI / MARC / City of Kansas City, Missouri
Completion Date	2016

Summary

The mission of the Urban Land Institute, which commissioned this panel, is to “provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide”. Furthermore, the TAP Panel was assembled to answer the question, what land uses / development if be recommended should the North Loop be decommissioned and the land becomes available?

One of the key themes that emerged from the “ULI-Technical Assistance Panel” was reconnecting the street grid to enhance the connections between the Central Business District and surrounding neighborhoods. This would include reconnecting the interrupted sections of Independence Avenue as well as connecting 6th Street to Admiral Boulevard in order to restore the functionality of the street grid. Another theme was to increase pedestrian access by reducing the height of the Heart of America Bridge to grade level and add parks both in the form of open green space and pocket parks. These parks will be needed to adequately serve the growing population.

Four degrees of development options were also discussed. The *Big Bang* option is looking for the “right” new developer / partner, preferably new to the market, that would develop the site into a corporate campus. The *Evolution* option encourages the City to prepare the site for development generally, and then allow development to evolve incrementally and naturally. The *Back to Nature* option would preserve the decommissioned interstate site as open space or park space indefinitely. And finally, the *Take Me Out To The Ballgame* option proposes to bring a baseball stadium to Downtown Kansas City.

This report encourages a development approach that simultaneously preserves alternatives for one large, institutional user and an evolution of smaller users over time.

