

2014 Planning Sustainable Places Application Summaries

Project Type: Implementation Plan	Budget	Total Budget:	\$170.00
Number: 644	Initial Score: 90	Figures: in thousands	Federal Request: \$120.00
		Local Match:	\$50.00
Project Title: 135th Street Community Implementation Plan			

Location The project is located generally south of 133rd Street, north of 137th Street, East of Nall Avenue and West of State Line Road, in the City of Leawood, Kansas.

Description In 2012, the City began an effort to provide a new plan for the 135th Street Corridor. They brought Jim Heid with Urban Green from San Francisco to talk to the Planning Commission and the City Council about future development along 135th Street (formerly K-150). The City then successfully applied for a Planning Sustainable Places Program Grant through the Mid-America Regional Council to update the plans for 135th Street that had been developed in the 1990's when KDOT turned the highway over to the local jurisdictions. The PSP Program provides local governments with financial support to advance detailed local planning and project development activities in support of Creating Sustainable Places, Transportation Outlook 2040's Activity Centers and Corridors framework, and the Mid-America Regional Council's (MARC) adopted policy statement on regional land use direction. With the grant from MARC, the City hired Design Workshop to develop a plan that encompasses the community's vision for 135th Street. The main components of the plan clustered higher density mixed-use development near 135th Street and provided walkable mixed use centers that will support inter-modal transportation. The City completed the plan and made sure the City's Pedestrian Bicycle Plan, also recently completed with RDG Design, was integrated into the planning effort. With the adoption of the 135th Street Community Plan, the Bicycle Pedestrian Plan and the Complete Streets Plan the City is ready to codify these plans. The objective is to bring about sustainable urban development in line with the objectives of the plan.

The implementation plan will provide a template for execution of any development on 135th Street. The proposed plan will provide: an inter-modal transportation code to ensure that all development provide for future transportation options, that include public/private transit, pedestrian and bicycle integration and facilities to support all means of transportation; a development code plan such as a form based code to guide height, spacing, density, fenestration, spatial relationships, building envelope standards, open space standards, general architectural standards; an environmental code to ensure that natural areas are preserved and utilized to enhance and support development and transportation infrastructure.

In conclusion, the City would like to be proactive in codifying a plan that guides development to create a sustainable and vibrant place with opportunities for all modes of transportation in which to live and work.

Project Type: Implementation Plan	Budget	Total Budget:	\$195.00
Number: 650	Initial Score: 85	Figures: in thousands	Federal Request: \$120.00
		Local Match:	\$75.00
Project Title: Route 9 Corridor Study			

Location The project is a corridor study for Route 9 from Route 45 to Horizons Pkwy. Portions are in Parkville and Riverside. The entire project is within Platte County and on the MODOT highway system.

Description Parkville and Riverside jointly propose a corridor study for MoDOT Route 9 from Route 45 to Horizons Parkway to determine needed vehicular and pedestrian improvements. Route 9 is regionally significant, connecting vehicular and pedestrian traffic on Route 45 to employment centers and regional destinations including downtown Parkville, Park University, the Horizons, over 200 acres of parkland, the South Platte County Community Center and the Platte County Health Department. Corridor improvement is a top priority of Parkville, Riverside and the project partners. The project helps implement top goals and objectives from several adopted plans including MetroGreen, the City of Parkville and Riverside Master

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Plans, Vision Downtown Parkville (a Planning Sustainable Places Plan), the Parkville Livable Communities Study, Northland Trails Vision Plan, Park University Master Plan, Platte County Parks Master Plan and others. As a result, local funding is provided by the cities of Parkville and Riverside with financial support from the MoDOT, Platte County and Park University.

Parkville and Riverside are partnering to ensure seamless design throughout the corridor regardless of jurisdictional boundaries. As recommended by the Parkville Master Plan, last year Parkville completed two master planning efforts: (1) the Parkville Regional Multi-Model Access and Livable Communities Study and (2) the Vision Downtown Parkville master plan. Both studies identified various improvements for Route 9 to mitigate safety and capacity issues and enhance aesthetics and pedestrian movements. Similarly, the 2010 Riverside Master Plan identified the need to accommodate regional traffic and the large percentage of workforce that commutes to Riverside. Identified improvements included the extension of the Route 9 Trail and improvements to the intersection of Mattox Road with Route 9 as well as additional lane improvements. Both cities recognize the corridor's economic role in Platte County and beyond.

Route 9 is a regionally significant link, providing a connection between employment, service and entertainment destinations in southern Platte County and downtown Kansas City. As it exists, Route 9 is an undivided, two-lane road, restricted by existing terrain and development, that lacks adequate shoulders, access control, turn lanes and pedestrian improvements. Recommended improvements include access control, widening where feasible, mitigation of capacity and safety issues, sidewalks/multiuse trails, and accommodation for future transit service for employment centers, including downtown Parkville, the University and Horizons. A corridor study is the next logical step toward implementation of the wide range of improvements envisioned and necessary for Route 9. The outcome will be concept level engineering plans that are adequate to generate cost estimates for future design/construction phases and that will allow Parkville to compel reservation of right-of-way and coordination of improvements as development occurs in the interim. (No ROW acquisition is anticipated in the Riverside portion of the project). Although a top priority of both communities, adequate local funds do not exist to independently fund the project. With approved development plans and additional development pressures in the corridor, the project is paramount to preserving the future capacity of Route 9, minimizing additional conflicts and reducing future construction costs.

Project Type: Implementation Plan	Budget	Total Budget:	\$150.00
Number: 675	Initial Score: 84	Figures: in	Federal Request: \$120.00
		thousands	Local Match: \$30.00
Project Title: Linking Historic Shawnee: A Multimodal Downtown Connectivity Plan			

Location	The project boundary is Shawnee Mission Parkway north to Johnson Drive, Nieman Road east to Switzer, and Nieman Road west to Quivira.
Description	Linking Historic Shawnee: A Multimodal Downtown Connectivity Plan is envisioned to build upon work from the recently completed Community Connections – Nieman Road study. Community Connections established connectivity goals for the Nieman Corridor, and identified linkage to surrounding neighborhoods as a key element to revitalization of the corridor. This study will focus on east / west multimodal connectivity to Nieman from these residential areas. It is anticipated the plan will identify and prioritize multimodal linkage in those neighborhoods, provide best route and alternatives for this connectivity, and provide preliminary engineering and project design for these planned/prioritized linkages. This will allow residents who live around the central business district more direct access to services, restaurants, community assets and transit stops that currently exist (or will exist) in and around Nieman Road. The project will also have a specific trail component that finalizes preliminary engineering design of a trail connection within unimproved right-of-way in Shawnee. As envisioned, this trail will connect with existing street and sidewalk improvements on 61st Street in the City of Merriam.

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Specific tasks will include:

Survey, Base Map, and Master Plan

- * Complete a site reconnaissance of the project area. Inventory existing conditions, compile site photos, utilize aerial photography
 - * Complete a master connectivity plan for the project area: including sidewalks, trails, and alternative methods for on-street pedestrian and bike travel
 - * Obtain AIMS mapping from the City and prepare a base map reflecting right-of-way and pavement widths in the study area
 - * Prioritize the phasing for recommended improvements
 - * Recommend improvements for enhanced bicycle and pedestrian features in the area with connection to Nieman/transit stops in mind
 - * Study feasibility of two alternative connectivity routes to Campbell Park / Turkey Creek Trail located in Merriam
 - * Field survey Nieman intersection points
 - * Perform limited field survey to determine location/elevation of key design controls
- Horizontal/Vertical Alignment(s)
- * Provide typical street cross section for sidewalk placement
 - * Provide typical cross section and vertical profile for the preferred recreation trail alternative
 - * Establish typical cross sections for each type of sidewalk and trail
 - * Provide recommended horizontal and vertical alignments for sidewalk connections
 - * Develop typical vertical profile for prioritized project sidewalk alignments
- Preliminary Engineering Plans
- * Develop typical roadway section
 - * Prepare survey reference sheet
 - * Prepare alignment detail sheet
 - * Prepare preliminary plan and profile sheets at a scale of 1"=20'
 - * Prepare cross section sheets (50-foot intervals)

Project Type: Implementation Plan	Budget	Total Budget:	\$40.00
Number: 661	Figures: in	Federal Request:	\$32.00
Initial Score: 80	thousands	Local Match:	\$8.00
Project Title: Waldo Streetscape – 75th Street & Wornall Road			

Location Pennsylvania Ave to Baltimore Ave, 74th Street to 76th Street, Kansas City, Jackson County, Missouri

Description A traffic study is needed for the intersection at 75th Street & Wornall Road. Due to the complicated turn and pedestrian movements, City staff has requested consultant assistance with this particular study. The goal of the project is to better facilitate left turn movements from east bound 75th Street to north bound Wornall Road. The complicating factor is that this is a walkable area and stakeholders want it to remain a walkable area. Therefore, instead of simply acquiring right-of-way and adding a turn lane, the turn movement needs to function within the existing right-of-way, as to not erode the walkability of the area. Once a solution is identified with the traffic study, costs of implementation should be minimal. In addition, the identified solution could be applied to other intersections throughout the city where a dual goal of facilitating automobile traffic and walkability is needed. Finally, the study area for this project is larger than the intersection, part of this reason is because the Trolley Track Trail is in close proximity to this intersection, and any improvement should also ease bicycle movement within the area. Additional considerations include: the existing bus routes along 75th Street and along Wornall Road (Route 57, Route 175, and the Main Street MAX), the adjacent Main Street MAX stop, and the adjacent park-and-ride facility.

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Project Type: Implementation Plan	Budget	Total Budget:	\$100.00
Number: 667	Figures: in	Federal Request:	\$80.00
Initial Score: 75	thousands	Local Match:	\$20.00
Project Title: Independence Avenue Zoning Overlay			

Location Independence Avenue from Forest Ave to Ewing Ave, Kansas City, Jackson County, Missouri

Description Independence Avenue in the Historic Northeast of Kansas City currently has two Special Review District zoning overlays and is host to one of the busiest bus routes in the City. For these reasons, and more, Mattie Rhodes Center earned the 2nd highest score and was awarded a 2013 Planning Sustainable Places grant. A product of the 2013 Planning Sustainable Places grant was the Invest Northeast Report. The “Neighborhood Conservation Overlay” section within the report sets up the community to create a zoning overlay for Independence Avenue. The “Neighborhood Conservation Overlay” section provides background information on the character and context of the corridor, summarizes community input collected since 2011, presents zoning overlay regulatory options, and presents draft standards and guidelines for further refinement.

Currently, the City of Kansas City, Mo is writing a draft Transit Oriented Development (TOD) Zoning Overlay for the downtown streetcar route, the general corridor design guidelines could (with further refinement) be applied to corridors throughout the City.

While the Invest Northeast report makes character findings for the area, it does not propose zoning overlay language; the general TOD Zoning Overlay does not speak to corridor character, but does propose zoning overlay language. The solution to this situation and the purpose of this grant is to fund the creation of a zoning overlay for Independence Avenue that reflects the character of the area, but also ensures walkability and ease of transit use - a marriage between the Invest Northeast Report and draft TOD overlay.

The Overlay District will utilize citywide and specific neighborhood goals, policies and actions that aim to preserve the scale, character and quality of life of the six neighborhoods comprising Historic Northeast. This Plan will establish the policy of protecting Historic Northeast’s residential neighborhoods as well as Independence Ave, their local-serving commercial area. The zoning overlay would take the design guidelines from the adopted Area Plans and make them law. Potential requirements would include, but are not limited to, the following topics/issues: setbacks, parking lot location, ground-floor transparency, doors and entrances, and driveways and vehicle access.

Considerations that make this a complex undertaking are the Boulevard and Parkway Design Standards of the City’s Parks Department, the existing Independence Avenue Special Review Districts, the Historic Overlay Districts in place over sections of Independence Avenue, and the treatment and character of Independence Avenue itself as it is also Highway 24. Other issues include:

- Inappropriate and piecemeal development that is eroding the unique character and quality of life in the surrounding neighborhoods
- Loss of significant character-defining buildings
- Development patterns, and to provide appropriate transitions in scale and height
- Need for respectful transitions between Independence Ave and adjacent
- neighborhoods
- Desire for better management of the existing parking supply and for alternative parking
- Need to reduce cut-through traffic and congestion

Once this project is completed, it will be the first overlay district of this type adopted within the City of Kansas City, and could serve as a model for other corridors within the City.

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Project Type: Implementation Plan	Budget	Total Budget:	\$75.00
Number: 678	Initial Score: 71	Figures: in	Federal Request: \$60.00
		thousands	Local Match: \$15.00
Project Title: Marlborough Village Placemaking			

Location The Marlborough area is generally bounded by Gregory Boulevard, Troost Avenue, Bruce R Watkins Drive and 89th Street. Marlborough Village is on The Paseo from 79th to 82nd Street.

Description Create an adoptable Zoning District or Overlay to promote sustainable and walkable development in the Marlborough Village area (as identified in the Marlborough CATALYST Plan) and conduct a land use and zoning study of the Marlborough Area. Work will supplement the recently completed CATALYST Plan and will be coordinated with Target Green improvements planned for the area, as well as planning for Prospect BRT and next phases of streetcar (to integrate land use and transit).

Project Type: Implementation Plan	Budget	Total Budget:	\$120.00
Number: 682	Initial Score: 60	Figures: in	Federal Request: \$78.00
		thousands	Local Match: \$42.00
Project Title: Downtown Broadway Complete Street, Green Street Plan			

Location Louisburg, Miami County, Kansas. Broadway from K-68 to South 3rd Street, creating a pedestrian connection across K-68 at Metcalf Avenue and a tie-in to existing Safe Routes and City trail corridor.

Description Louisburg's Downtown Broadway Complete Street, Green Street Plan is an active implementation of the successfully completed Louisburg PRiDe Plan (2012 PSP Grant Award Winner) which defined logical steps to a successful downtown. The three main areas of the PRiDe Plan are:

- a. Alternative (Active) Transportation
- b. Sustainable Practices
- c. Reinvestment in Existing Infrastructure

Located along the Broadway corridor from K-68 to South 3rd Street, and connecting to the near future reconstruction of K-68 and Metcalf Avenue intersection along the K-68 corridor, the Broadway Complete Street, Green Street Plan follows in the path of and takes implementation beyond its forerunner in each of the following ways:

Active Transportation and Equity Service

The Plan promotes improved travel choices by focusing on the improvement of the street corridor as a "complete street" addressing much needed active transportation access. As such, the corridor will naturally address equity within a community by ensuring that mobility and accessibility are addressed. This is done by designing facilities that are safe, accessible, and welcoming for all users.

Employment, Density and Transportation Connections

The project improves connections to employment opportunities by promoting a higher density of employment opportunities in the corridor which is situated within the oldest residential areas of the City. Further connection improvements are made by the inclusion of facilities that allow other modes of transportation to use the corridor and by linking those facilities into local neighborhoods and transportation networks already in place and planned for the future.

Public Health, Sustainable Land Use and Environmental Stewardship

The project promotes public health, sustainable land use patterns and advances environmental stewardship by promoting active transportation; reducing CO2 emissions; filtering, slowing and cooling stormwater; reducing heat island effect (and subsequent energy costs) and promoting clean air by reforestation; and

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further reducing energy demands by including efficient lighting that also reduces light pollution in areas adjacent to the Powell Observatory.

Robust Community Engagement

The Broadway corridor is flanked by the oldest neighborhoods in the City, with the highest proportion of lower incomes and higher ages. A robust community engagement process that includes taking the design work to the neighborhood facilitates better communication between the underrepresented stakeholders and the design team. We believe this results in a better Plan that answers the questions and concerns of those it will serve.

The public's desire to invest is evident; the City must simply keep the momentum. This will lead to ultimate success. As anticipation mounts, a trend is becoming visible where local businesses are beginning to recommit to downtown – expectant and supportive of redevelopment along the Broadway corridor. The City's own government is leading with actions and a significant investment at the corner of South 3rd and Broadway, where plans are currently underway for retrofitting a piece of Louisburg history into a new City Hall. Since the initiation of the 2012 CSP Grant's Downtown Revitalization Plan, Partner's Printing and Bungalow Boutique have already relocated into the project area.

Opportunities like the PSP/CSP grants enable small cities like Louisburg to make these plans become reality. Thank you!

Project Type:	Implementation Plan	Budget	Total Budget:	\$75.00
Number:	670	Initial Score:	48	
Project Title:	North Scott Corridor Plan	Figures: in thousands	Federal Request:	\$60.00
			Local Match:	\$15.00

Location	Belton City, Cass County. All of North Scott Avenue, from 155th Street & Interstate-49, south to E. North Avenue, cross-roads where E. North Ave., N. Scott Ave., and W. North Ave.converge.
Description	The area along the North Scott Avenue corridor is old. The corridor was the primary route for north/south traffic thru the North Cass County area, particularly in Belton. Today, the City of Belton is left with an aged commercial corridor mixed with a variety of land uses, many of which are not compatible with newer commercial uses.

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Project Type: Project Development	Budget	Total Budget:	\$60.00
Number: 656	Initial Score: 90	Figures: in	Federal Request: \$48.00
		thousands	Local Match: \$12.00
Project Title: Truman & Winner Roads Commercial Node			

Location The project is located at the intersection and environs of Truman & Winner Rds. in Independence, Jackson Co. MO. The area is bordered by Brookside Ave., Franklin Dr., 13th St., & Arlington Ave.

Description The proposed projects seeks to expand on the Truman Road Green Gateway (TRGG) Plan for the eastern node of the earlier Planning Sustainable Places Plan. The project will remain committed to the principles and plan elements of the Creating Sustainable Places Plan. The project will focus on the intersection of Truman Rd. and Winner Rd. in western Independence, Missouri. The study area includes portions of Truman Rd located approximately 500 feet east and 900 feet west of the Winner Rd. and approximately 800 feet north and south of the Truman Rd. The scope of the project will include preliminary engineering within the public right-of-way and the public participation and outreach process. The project will explore the recommendations outlined in the earlier plan to determine their technical viability and acceptance by the community and area partners. The preliminary engineering will explore ways of incorporating multiple transportation options including enhancement of public transportation, bicycle and pedestrian amenities and infrastructure, and as well as focusing on the unique attributes presented by the presence of Van Horn High School. The City of Independence selected this node of the TRGG Plan for further study due to the prominence of the site in western Independence and its potential for redevelopment.

Project Type: Project Development	Budget	Total Budget:	\$175.00
Number: 657	Initial Score: 87	Figures: in	Federal Request: \$120.00
		thousands	Local Match: \$55.00
Project Title: Burlington Corridor Complete Street Design			

Location The Burlington/Route 9 corridor through North Kansas City, generally between 10th Avenue and 32nd Avenue. This project is located in Clay County.

Description The Burlington Corridor Complete Street Design is a design for improvements to update the Burlington/Route 9 corridor from an exclusive focus on vehicle trips to a complete street that serves vehicles, bicyclists, pedestrians, and transit riders in a more inviting, greener facility.

This project builds off of the Burlington Corridor Study, a plan for redevelopment to create a vibrant urban boulevard, attracting high quality, mixed-use development.

The Burlington Corridor Complete Street Design project will include the following components:

- Design for improvements within the existing right-of-way to serve vehicles, bicyclists, pedestrians, and transit riders;
- Design that supports and builds off of the design guidelines and intent of the Burlington Corridor Study and Burlington Corridor Overlay District;
- Public engagement to develop consensus on needed improvements;
- Phasing of improvements for the city's Capital Improvements Program and future funding applications.

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Project Type: Project Development	Budget	Total Budget:	\$220.00
Number: 648	Initial Score: 83	Federal Request:	\$120.00
		Local Match:	\$100.00
Project Title: Connect Downtown Olathe			

Location Olathe. Johnson Co.

General boundaries are: Rolling Ridge Trail to the west, Harold to the north, Indian Creek Trail to the east, and 151st to the south. Map of Original Town Olathe included.

Description This application requests funds for professional engineering and design services for 4 of the 12 bicycle and pedestrian opportunities identified in the South Cedar Creek Connectivity Plan (SCCCP). As depicted on the attached map, the project will include the following:

1) Connect Downtown to Olathe North High School, the Olathe Community Center & the Mahaffie Creek Greenway Trail - Include bicycle enhancements such as widening the existing 5-foot sidewalks to 8-foot shared use paths or using signs and pavement markings to delineate the route along the north side of downtown and continuing to the northeast. This connection likely will be along Kansas City Road from Santa Fe north to the Mahaffie Greenway Trail and along Poplar from Kansas City Road west to Kansas Ave.

2) Connect Downtown to West Village & West Market Shopping Centers and the Rolling Ridge Trail – Include bicycle enhancements such as widening the existing 5-foot sidewalks to 8-foot shared use paths along the south side of Santa Fe and/or using signs and pavement markings to delineate a bicycle route along the south side of downtown. This connection will be along Santa Fe from the Rolling Ridge Trail east through the Calamity Line Park to Kansas Ave and then north along the east side of Kansas Ave to Poplar.

3) Connect Downtown with the Great Mall, the Olathe Medical Center and the existing On-Street Bike Lanes on Dennis & Sheridan – Include bicycle and pedestrian enhancements such as a new paved trail along either Little Cedar Creek or Mill Creek and widening existing 5-foot sidewalks to 8-foot shared use paths where appropriate between Dennis and 151st. Cross Old 56 Hwy at the BNSF line. Consider bicycle improvements such as signs and pavement markings along either Kansas Ave or Water or other streets from Santa Fe toward Dennis finding the most appropriate connection with Dennis.

4) Connect Downtown with the Frisco Lakes Park, the Mid-America Nazarene University and the Indian Creek Trail – Add new 5-foot sidewalks along at least one side of Dennis from the Frisco Lakes Park west to the former Delco Battery Site. Add new 5-foot sidewalks to at least one side of Kansas, Harrison and Keeler from Dennis north to downtown to eliminate any gaps. Add new 5-foot sidewalks to at least one side of Southgate from Kansas to Harrison. Use the existing crossing of I-35 at Sheridan. Also, include a new 5-foot sidewalk along the south side of Dennis from Parker (K-7) east to Troost to address a Safe Routes to Schools issue for Westview Elementary.

This project will enhance modal choice options for residents living in or working in Original Town Olathe. This is important as Original Town Olathe is increasingly comprised of low income households.

The project will include appropriate street lighting, trash receptacle, benches, water fountain amenities consistent with city practices and policies. The city is also interested in not only providing the bicycle and pedestrian facilities, but including way-finding signs to help bicyclists and pedestrians navigate through the system to their destination.

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Project Type: Project Development	Budget	Total Budget:	\$150.00
Number: 665	Initial Score: 77	Figures: in	Federal Request: \$120.00
		thousands	Local Match: \$30.00
Project Title: Waldo Streetscape – Pedestrian Improvements			

Location Wornall Road between Gregory Blvd and 75th Street, Kansas City, Jackson County, Missouri

Description In 2013 the Waldo CID hired a consultant to prepare a Streetscape Enhancement Plan for Waldo, within the general CID boundaries and primarily focused along Wornall Road from just north of Gregory Boulevard to just south of 85th Street, and along Gregory Boulevard from just west of Wornall Road to just east of Oak Street. The process led to a series of recommendations including: horizontal improvements, vertical improvements, district identity, and concept plans by block. The requested grant funding would hire a consultant to prepare detailed construction drawings and specifications based on the concept plans from Gregory Blvd to 75th Street along Wornall Road. Conceptual improvements included: expanded sidewalk/amenity zones, access management and streetscape expansion, and site furnishings and amenities. Engineering drawings are the next necessary step prior to construction.

Project Type: Project Development	Budget	Total Budget:	\$150.00
Number: 654	Initial Score: 72	Figures: in	Federal Request: \$120.00
		thousands	Local Match: \$30.00
Project Title: North Locust Street & NE 71st Street Redevelopment Project			

Location Gladstone, Clay, Co.
The project location is bound by N. Oak Trafficway to the west, NE 72nd Street to the north, N. Cherry Street to the east, and NE 70th Street to the south.

Description The proposed N. Locust Street/NE 71st St. Redevelopment Project would contain local and destination retail and commercial uses as part of the intended development scenario when the roadway is completed. Gladstone residents currently use N. Locust Street for local access to the businesses along North Oak Trafficway. Residents can currently use this access road as a means to connect with newly designed and built transit amenities for the KCATA 142 Bus Route. When traveling along NE 71st St. natural paths have been worked into the ground showing the level of foot traffic the area is receiving by area residents.

It is intended for the design of N. Locust St. to become home to small-scale and neighborhood retail. Opportunities exist on Locust Street for infill development to create street-fronting retail fitting with the City of Gladstone's urban design guidelines. Current examples of investment for this type of infill include a mixed-use commercial and residential complex, dentist office, outdoor community amphitheater, restaurant, and northland innovation complex. These projects, along with the nearby Gladstone Community Center, represent an investment of \$90-100 million in Downtown Gladstone development. Infill development of this area would reduce the need for new infrastructure such as water and sewer lines, roads, and other public facilities that support development. It is anticipated redevelopment of N. Locust Street will invigorate the economy, increase property values, and enhance quality of life for local residents. In addition to these features, the redevelopment project will include construction of sidewalks that currently do not exist, streetscape landscaping, and bicycle sharrows for increased transit mobility.

Much planning work for the project limits of N. Locust have been completed and the next phase of the process is seeking funding opportunities to complete preliminary and project design documents. The conceptual image provided with this application shows the proposed area of redevelopment design and how this area fits directly within the Gladstone redevelopment area connecting to the historic Linden Neighborhood. Staff engineers have reviewed the site for a preliminary analysis of the desired

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improvement elements, and has been determined to be a significant candidate for enhanced pedestrian and transit improvement options.

Project Type:	Project Development	Budget	Total Budget:	\$200.00
Number:	673	Figures: in	Federal Request:	\$100.00
	Initial Score: 70	thousands	Local Match:	\$100.00
Project Title:	Truman Road Gateway Implementation Plan			

Location Truman Road between I-435 and Blue Ridge Boulevard, Jackson County, Missouri

Description 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 ("Stone Arch Bridge") on the east.

This project will realize the recommendations from the Truman Road Gateway Redevelopment Plan that was funded by Planning Sustainable Places in 2012-2013. The segment of Truman Road proposed for this implementation plan 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. Developing preliminary engineering and project design to address the mobility issues of the corridor is believed to be a substantial step towards enticing private investment within the corridor.

This project intends to capitalize on the gateway potential of the corridor and the area's natural assets. The project will establish a gateway transportation corridor that incorporates a parkway roadway cross section, trails and transit amenities. Jackson County has already worked to support economic development and promote sustainability through code enforcement, historic bridge preservation of the Stone Arch Bridge totaling \$378,475 of investment, contamination clean up along this corridor, and over \$50,000 in conceptual design for the Truman Road Green Gateway Plan. This Gateway Implementation Plan will build on that success by providing preliminary engineering and project design that promotes mixed-use development supported by multiple modes of transportation.

The project will establish a consistent, comprehensive design approach for the corridor to promote efficiency and functionality, and better define a unique and distinctive sense of place. The project will build off the recommendations of the Truman Road Gateway Development Plan and implement 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 implement 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 a review of the recommendations provided in the Truman Road Gateway Development Plan and continue community outreach.
2. Analysis and Gateway Implementation – Evaluate the topography and current transportation network to implement a roadway and trail concept for the corridor. Continue community outreach.
3. Draft Recommendations – Discuss preliminary engineering and project design to determine the most appropriate manner to implement the recommended roadway and trail concepts established in the Truman Road Gateway Development Plan.
4. Finalize Draft Recommendations – After obtaining community input, finalize preliminary engineering and project design that establishes a consistent, comprehensive implementation approach for the corridor

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that promotes efficiency, safety, and functionality throughout.

Project Type:	Project Development	Budget	Total Budget:	\$165.00
Number:	676	Initial Score:	69	
		Figures: in	Federal Request:	\$120.00
		thousands	Local Match:	\$45.00
Project Title:	Raytown CBD Streetscape Phase 2			

Location Raytown, Jackson County, MO along Blue Ridge Blvd. from 59th Street and 63rd Street.

Description The project will provide the final design for construction of Phase 2 of the Raytown Streetscape Master Plan. Phase 2 will extend from the city's Phase 1 streetscape which will be constructed in 2015 along 63rd Street in the Raytown Central Business District (CBD).

Final design will entail installation of wider sidewalks; pedestrian amenities along sidewalks such as benches, trash receptacles, trees, shrubs, etc.; bike lanes; and installation of new energy efficient street lights.

Project Type:	Project Development	Budget	Total Budget:	\$40.00
Number:	659	Initial Score:	66	
		Figures: in	Federal Request:	\$25.00
		thousands	Local Match:	\$15.00
Project Title:	Downtown Overland Park Wayfinding			

Location Overland Park, Johnson County, Kansas. Specifically, the area within a one-half mile radius of the 80th and Marty intersection, and primarily the area within one-quarter mile of that intersection.

Description This project would fund detailed design and placement plans for a comprehensive set of wayfinding signs in the downtown Overland Park area. These signs would be designed to make it easier for both drivers and pedestrians to find key event locations, popular destinations and public parking facilities.

In 2008, the City of Overland Park adopted the Vision Metcalf plan which called for the downtown area to be redeveloped into a pedestrian oriented, moderate density, mixed use district. That plan called for the area to contain a variety of public event spaces (such as the Farmers Market) and to be supported by shared parking facilities and mass transit.

In 2013, the City completed a detailed parking study of the downtown area as a supporting effort toward implementing the Vision Metcalf plan. One of the key findings of this study was that existing public parking was underutilized in some places because many people were unaware of its existence. The study also promoted a "park once, stop at many places" type of mentality that works best with shared parking rather than each property owner providing their own private parking restricted to only their tenants. Both findings -- better utilize existing parking and promote a shared parking environment -- point to the need for high quality signage that directs both drivers looking for a place to park as well as pedestrians looking for the most direct route to their destination.

Johnson County Transit recently began bus service along the Metcalf corridor. The route detours through the downtown area and two bus stops have been constructed to support that service. The proposed wayfinding signs would reinforce the transit service by making it easier for bus riders who get off in the downtown to find their destination and by making it easier for people wanting to ride the bus to find the bus stops.

Finally, the wayfinding signs would be designed to reinforce the downtown's unique character of creative entrepreneurship. The intent of this project is to design a framework that not only supports informational

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signs but also reflects the unique character of the downtown that distinguishes it from other districts in the metro area. The sign structure will need to be flexible enough to accommodate multiple signs pointing in different directions and to accommodate changing signage needs as attractions, parking facilities and transit services change over time.

Project Type: Project Development	Budget	Total Budget:	\$215.00
Number: 658	Initial Score: 64	Figures: in	Federal Request: \$150.00
		thousands	Local Match: \$65.00
Project Title: Main Street & I-49 Interchange Redevelopment			

Location City of Grandview, in an area bounded by Highgrove Road, 15th Street, 129th Street, and Bennington Area

Description This project involves the preliminary design of two new bypass routes that are part of the conversion of I-49 Frontage Roads in the City. In order to accomplish the conversion frontage road traffic needs to be separated and detoured around the Main Street on and off ramps. This bypass provides a unique opportunity for the City to initiate redevelopment of the Main Street & I-49 area in accordance with the recently completed I-49 Sustainability study that was funded earlier by a sustainability grant.

Phase I of the I-49 Frontage road Conversion project was approved by the STP Committee on August 12, 2014. This project is a part of the Phase 1 project, which is tentatively scheduled for construction/implementation during the fiscal year 2018 (beginning October 1, 2014) Because only conceptual designs for the "frontage road loops" have been prepared to this point, this project will allow indepth study, including the following work: Identification of final locations of route, identification of right-of-way needed for implementation, design and landscaping aspects for new frontage road frontage. The study will also look at potential lot/ parcel aggregation that would allow for new development that corresponded to the findings of the I-49 sustainability study.

Project Type: Project Development	Budget	Total Budget:	\$130.00
Number: 669	Initial Score: 62	Figures: in	Federal Request: \$91.00
		thousands	Local Match: \$39.00
Project Title: Initial Design of Turkey Creek Trail - Mission			

Location Mission, Johnson County, from Mission's city limit with OP near I-635 to Mission's city limit with KCK on a path lying north of and generally parallel to Foxridge Drive along Turkey Creek.

Description This project would fund citizen outreach, geotechnical work, surveying, and preliminary engineering design of Mission's segment of the 10 wide Turkey Creek Trail, which will ultimately connect Mission's city limit with Overland Park near the beginning of I-635 to Mission's city limit with Kansas City, Kan. on a path lying north of and generally parallel to Foxridge Drive.

Project Type: Project Development	Budget	Total Budget:	\$214.50
Number: 660	Initial Score: 60	Figures: in	Federal Request: \$120.00
		thousands	Local Match: \$94.50
Project Title: Main Street Connectivity Hub			

Location This project is located at the northeast corner of Main Street and Walnut Street in Jackson County, Grain Valley, MO.

Description This project will combine multiple functions in one location. The project is located just off of Main Street which is the City's downtown corridor. Included in this request is a multi-use trail, rain gardens, a retention pond, 10ft sidewalks, a parking lot attached to a trail head and the relocation of Walnut Street to create an

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aligned intersection. This project also includes what could be a future bus stop. This will allow visitors a small area to park and enjoy the pedestrian amenities located on this site as well as the amenities being built into the ongoing Main Street improvements.

Project Type: Project Development	Budget	Total Budget:	\$80.00
Number: 677	Figures: in	Federal Request:	\$64.00
Initial Score: 58	thousands	Local Match:	\$16.00
Project Title: MOPAC Trail Design			

Location The project is located along Smart Road in rural Pleasant Hill in unincorporated Cass County between the Pleasant Hill Lake and East 167th Street.

Description The project entails design of the third phase of the MOPAC Trail, which is an extension of the Rock Island/KATY Trail system. The trail will link the existing sections of the MOPAC Trail (which is a northward extension of the Rock Island Trail State Park) to the planned extension of the trail to be constructed by Jackson County. 2016 TAP Funds have been tentatively approved for construction. These funds will be used to design the Trail and connections.

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Project Type: Sustainable Places Plan	Budget	Total Budget:	\$180.00
Number: 679	Initial Score: 76	Figures: in	Federal Request: \$90.00
		thousands	Local Match: \$90.00
Project Title: Tri-City Multi-modal Redevelopment Plan			

Location	This project is located along the K32 Corridor from the intersection of N 57th St and I-70 in Kansas City, Kansas on the east to the western city limit of Bonner Springs.		
Description	<p>The Tri-City Multi-modal Redevelopment Plan will create a vision on how to redevelop the K32 corridor in Wyandotte County. It will include the communities of Kansas City, Kansas, Edwardsville, Kansas and Bonner Springs, Kansas. The plan will address and guide future redevelopment through the exploration of redevelopment scenarios using data indicators, performance measures and other environmental or market driven data along the corridor.</p> <p>These scenarios could include additional industrial development, conversion of industrial uses to other uses that encourage green industries and businesses, reuse of vacant or underutilized buildings, new buildings which meet LEED standards and sustainable practices. The project will also plan for transit access or future interurban commuter rail and designate 'transit oriented development zones' along the corridor providing for better bicycle, pedestrian and transit facilities in the industrial areas and the downtowns of Edwardsville and Bonner Springs.</p>		

Project Type: Sustainable Places Plan	Budget	Total Budget:	\$70.00
Number: 652	Initial Score: 76	Figures: in	Federal Request: \$55.00
		thousands	Local Match: \$15.00
Project Title: Highway 92 Corridor Study			

Location	City of Platte City; Platte County. Highway 92 corridor from eastern city limits at Bethel Road west to Highway 92 intersection with Mo Rt 273		
Description	<p>Highway 92 Corridor Study: A transportation and land use planning process using a combination of professional planning/engineering tasks and a series of community involvement activities, including on line survey and participation tools, to develop an integrated vision of the future Highway 92 corridor and adjacent property in and near the Platte City Activity Center. End product of the planning process will be a implementation plan identifying future improvement actions/projects and funding needs along the Highway 92 Activity Center. The proposed planning process will integrate land use, redevelopment needs and development planning on the Highway 92 corridor/Platte City Activity center to identify specific future transportation improvements and associated funding needs. The project will focus on redevelopment, land use and right of way issues from Marshall Road west to 273; congestion relief improvements from 92 west of I-29; identification of development related improvements and cost east of I-29, and the impact of redevelopment/development on the capacity of the I-29 interchange at Exit 18. While the bulk of the identified projects are expected to address conventional surface transportation improvements, the planning process will include specific review of land and corridor with a focus on sidewalk, pedestrian trail, bicycle and transit connections and other non-traditional transportation elements in an area that has traditionally had little non-automobile planning or focus.</p>		

Project Type: Sustainable Places Plan	Budget	Total Budget:	\$75.00
Number: 662	Initial Score: 70	Figures: in	Federal Request: \$50.00
		thousands	Local Match: \$25.00
Project Title: A New Look at Old Town Lenexa			

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Location	For purposes of this plan (the “Plan”), Old Town Lenexa is considered the area bounded by Park St on the west, 91st St on the north, Noland Rd/Rosehill Rd on the east, and 94th St on the south.
Description	<p>Old Town is the original town site of Lenexa and was founded in 1869 by Octave Chanute, a civil engineer who purchased 41.5 acres near the railroad right-of-way from Charles A. Bradshaw. Old Town Lenexa features traditional mixed use development and includes businesses, homes and churches, some of which are over 100 years old.</p> <p>The purpose of this project is to develop an action plan for revitalizing Old Town Lenexa. Key components of the plan include: improving the pedestrian and bicycling facilities; understanding the right mix of land uses for the area; improving traffic flow, access and circulation in and around Old Town; and ensuring there is adequate parking for the area. Planning will begin by gaining a greater understanding of the characteristics and components of Old Town: understanding demographical information, inventorying existing pedestrian and bicycling facilities, documenting land uses within the area, and studying the access and vehicular circulation in and around Old Town.</p> <p>Old Town Lenexa currently includes a mix of zoning districts and land uses. Design guidelines specific to the area were developed almost 30 years ago as part of the last major planning effort conducted within Old Town Lenexa. As part of this Plan, the design guidelines will be updated to include information about sustainable development practices, include an explanation of financial incentives that may be available to property owners, and ensure that redevelopment and new construction projects are sensitive to the architecture and character of the area.</p> <p>Building on Old Town’s history and character, this Plan is intended to encourage redevelopment of the area by showing how connections can be made among the many activity and employments centers in and around Old Town Lenexa. From the automobile perspective, connections already exist in and adjacent to Old Town. An important component of this Plan will be ensuring that there are strong pedestrian and bicycle connections for both recreational users and commuter cyclists. A greater focus on alternative transportation choices will help sustain the Old Town area as a great place to live, work, and shop. The Plan will address a myriad of existing issues that, when combined, appear to be making it difficult for Old Town Lenexa to thrive. These issues include: the current mix of uses does not attract people to stop and mingle; though sidewalks exist, they are not heavily used; the BNSF railroad is a major barrier within Old Town; and the area is not friendly to pedestrians. By tackling all of these issues in a single, implementable document, the city will have an action-oriented plan that takes into consideration past planning efforts and moves the Old Town area towards being a walkable, economically viable, and celebrated part of the City of Lenexa.</p> <p>An important component of this Plan is how it will connect previous planning efforts affecting Old Town Lenexa. As described in the response to Question #8, there are several other documents that impact the Old Town area. This Plan will take those past planning efforts into account; fuse the various components together and build upon them. This Plan will be incorporated into Lenexa’s Comprehensive Plan, thus paving the way for Lenexa to continue to be recognized as a progressive city that is a great place to raise a family, work, and relax or recreate.</p>

Project Type:	Sustainable Places Plan	Budget	Total Budget:	\$80.00
Number:	681	Figures: in	Federal Request:	\$64.00
	Initial Score: 68	thousands	Local Match:	\$16.00
Project Title:	Planning for the Oregon/California/Santa Fe Trail in Sugar Creek and Independence			

Location	Sugar Creek and Independence, MO (Jackson County). The project location is in the linear corridor that was the historic Oregon/California/Santa Fe National Historic Trails in these two cities
Description	The cities of Sugar Creek and Independence would like to develop the historic trail corridor of the Oregon/California/Santa Fe Trails into a pedestrian/recreational trail. It would begin at the historic steamboat landing of Wayne City Landing, which today is a park in the city of Sugar Creek. It would continue south through the city of Sugar Creek along River Road, joining the city of Independence at Mill

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Creek Park. There, it would hook into the existing 3/4 mile section of trail that connects Mill Creek Park to the Truman Library and McCoy Park. Fromm there, the corridor continues south through the Independence Square, past the National Frontier Trails Museum, south along Santa Fe Trail Drive to Santa Fe Trail Park and on to the south end of the city near I-70 and Blue Ridge Boulevard.

Project Type: Sustainable Places Plan	Budget	Total Budget:	\$150.00
Number: 672	Initial Score: 58	Figures: in thousands	Federal Request: \$120.00
Project Title: Twin Creek Sustainable Infrastructure Plan		Local Match:	\$30.00

Location NW portion of Kansas City, MO. North - KCMO City Limit, South M-152, East -US-169,West - I-29

Description To analyze the benefits of utilizing sustainable methods to prioritize and construct essential public infrastructure in the First and Second Creek Watershed areas, to create a unique and sustainable environment in a manner that capitalizes on the existing natural features, build civic space, promote sustainable construction methods, and utilize a “Triple Bottom Line” approach balancing Environment, Equity, and Economics.

Project Type: Sustainable Places Plan	Budget	Total Budget:	\$50.00
Number: 680	Initial Score: 56	Figures: in thousands	Federal Request: \$40.00
Project Title: Cerner Housing/Connectivity		Local Match:	\$10.00

Location Kansas City, MO, generally located between 87th Street and Bannister Road on the east side of I-435.

Description The study will identify strategies designed to minimize and reduce vehicle miles traveled by Cerner employees who are working at the proposed new Cerner Campus on the site of the former Bannister Mall. The study will explore opportunities for desirable and accessible housing options in close proximity to the campus. The focus will be identifying housing sites that are accessible by multiple modes of transportation with the goal of reducing VMT.

Project Type: Sustainable Places Plan	Budget	Total Budget:	\$60.00
Number: 666	Initial Score: 53	Figures: in thousands	Federal Request: \$40.00
Project Title: City of Prairie Village Bike/Ped Plan		Local Match:	\$20.00

Location This project would be a city wide plan with special emphasis focusing on community places such as schools, parks, business, and retail centers as well as connectivity to adjacent cities.

Description Prairie Village would like to work with skilled consultants and experts in the field of bike/ped transportation to develop a plan which would grow bicycle and pedestrian transportation use in our city. Our goal is to encourage our citizens to choose a healthy lifestyle by creating options for people to use active transportation for their daily needs including reaching shopping and activity areas within our city. This master plan will not just put lines on the map, but will look at our corridors and will fully determine how a certain area can be constructed to better the experience for bicyclists and pedestrians. This plan will show whether a section of road should have improvements made, including adding a new sidewalk, making a sidewalk wider, adding on-street bike lanes or adding bike signage or pavement markings. The recommended improvement will be specific and will act as guidance for future projects. There will be a robust public involvement plan created to help guide these recommended improvements.