

Appendix

Corridor Market Study Overview

Introduction:

The diversity of character areas, commercial centers, and development trajectories across the corridor require division into unique submarkets to analytically understand development opportunities, market trends and redevelopment opportunities. To do analytically understand the diversity of markets along the corridor, the market study segmented the corridor into nine market areas, with each market area analyzed to understand local demographics, economic attributes, and existing housing types. Each market is compared to the corridor as a whole and the broader metro area to provide a baseline understanding of how each market area differs.

Additionally, commercial data was used to understand four major real estate development classes: 1) Multifamily housing development, including market rate, senior, and affordable housing, 2) Retail, broken down into both retail centers, existing retail uses, market rent and vacancy trends and new development, 3) Office space, broken down by secondary office uses, market rent and vacancy trends, and new development, and 4) Industrial space, again broken down by secondary uses, market rent and vacancy trends, and new development. The performance of different real estate classes are contextualized via the broader metro economy.

Hyperlinks for each market area connect to detailed, data-driven analyses of each area in the market study appendix.

On a very high level, the corridor's diversity includes significant strengths. Multi-family housing development continues to shape downtown and downtown adjacent districts into a vibrant work-live-play center. These areas contain more space for expansion, with an attractive mix of pre-War industrial buildings ripe for conversion and developable land that can accommodate future growth. Additional residential density and development is stabilizing downtown in a period of readjustment in the office market, helping to stabilize that market.

Second, the retail and entertainment district in West Village is catalyzing a broader vibrant suburban center, slowly integrating a greater diversity of housing types into a typically low-density suburban area. New multi-family housing in the region is attracting empty-nesters and retirees - many of whom prioritize proximity to walkable retail districts as they downsize. Adding more housing density is helping offset some of the major vacancies in the Village West office market - one of the softest in the region.

Third, continued growth in e-commerce, wholesaling,

and manufacturing are driving robust demand for industrial districts surrounding the perimeter of the corridor, generating strong middle-income jobs and sustaining property values. Expansion of industrial space in the southern portion of Kansas City, Kansas continues to perform well.

Even in less rosy spaces such as downtown Independence and Kansas City, KS, strong public sector employment and continued economic growth have stabilized residential markets, filled existing retail inventory, and maintained office space - enough so that new development is likely to commence. In historic urban cores, neighborhoods have largely stabilized. In the neighborhoods further east of Kansas City, Kansas and into Sheffield, historical disinvestment has limited new investment. Despite lower levels of investment, continued economic growth and wage growth on the bottom half of the labor market has led to low vacancy rates across commercial and multi-family asset classes, and helped reverse decline. Strategic policies can likely unlock new investment. A range of mixed-density housing development in areas with higher proportions of vacant land could help add rooftops and add more economic diversity, further catalyzing growth.

Corridor Overview: Multifamily

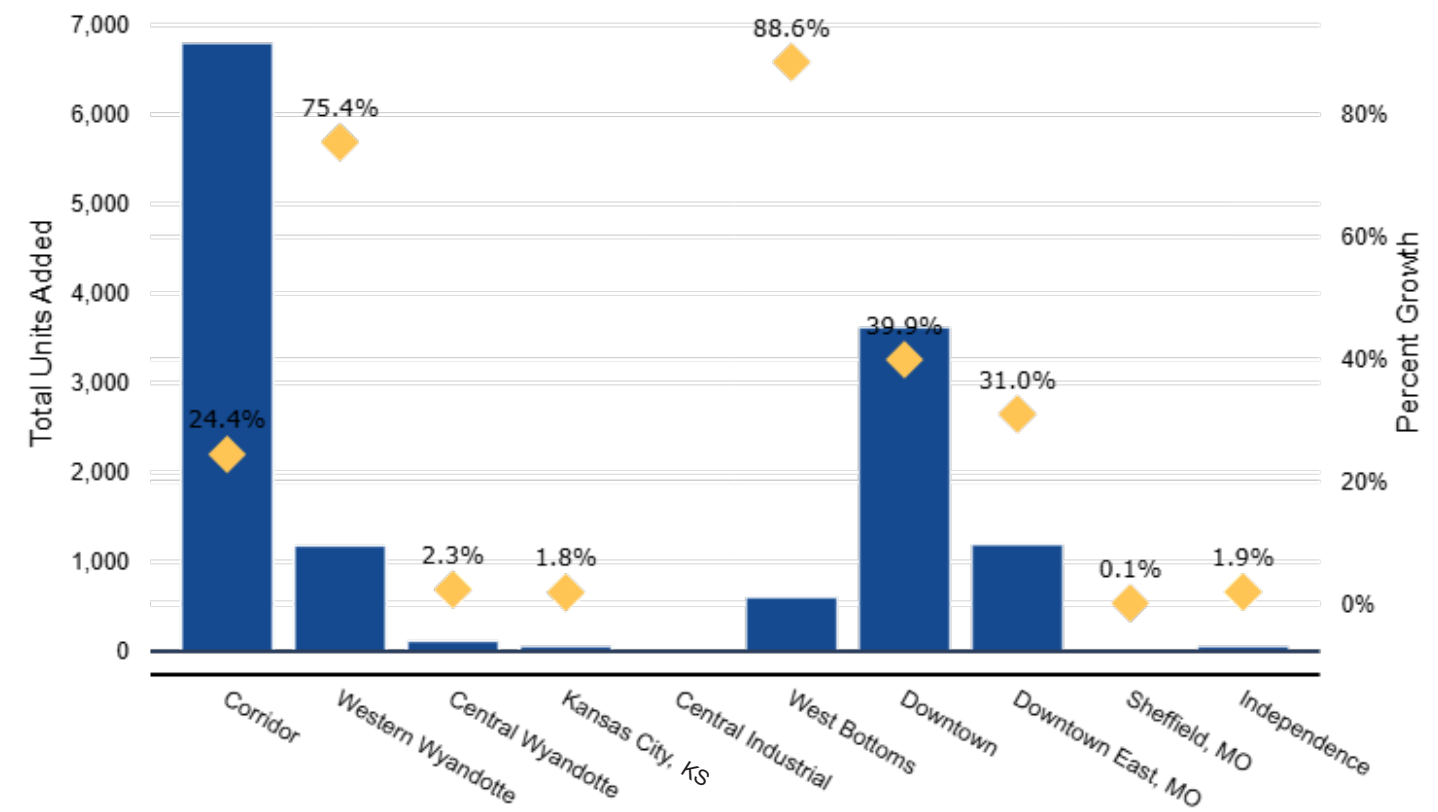
Metro: Like most major metropolitan regions, the last housing investment wave from 2008-2024 has strongly supported multi-family rental construction. Tighter mortgage lending standards, higher levels of household debt, cheap access to capital, and stagnant single-family housing supply have conspired to favor multi-family construction. This is true in the metro, with the region adding 45,409 new units in the last decade - essentially growing existing stock by 25%.

Corridor: The corridor itself has added 6,794 of these units, or about 15%, with most units added Downtown, in East Downtown, in the West Bottoms area, and in Western Wyandotte. Some markets show greater strengths than others. Downtown and downtown adjacent neighborhoods such as eastern Downtown, MO and West Bottoms are currently targets of market-rate development. Efforts to develop a vibrant work, live, play center that can concentrate multiple uses in dense areas is working to attract new multi-family investment.

Of neighborhoods not adjacent to Downtown, Western Wyandotte is one of several suburban clusters formed in the past 20 years concentrating retail, office, and multi-family into new suburban centers. General occupancy multi-family units are renting well – but are largely targeted for higher income renters. Despite a density of low-paying jobs, no affordable or subsidized units have been added. Additionally, and bucking a region trend, no age-restricted or senior units have been added despite very high correlation between market-rate age-restricted units and suburban retail.

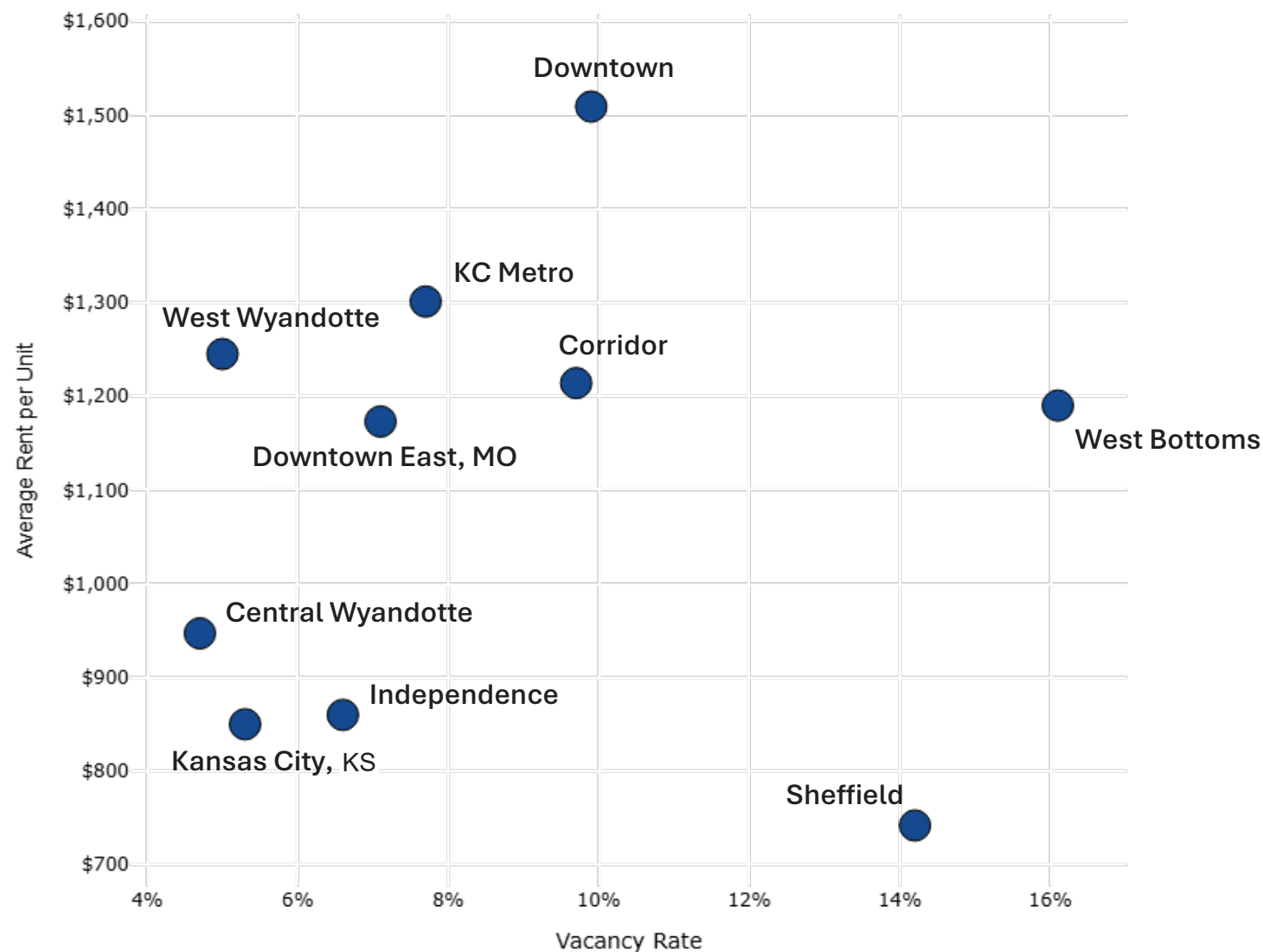
Outside of those main areas, multi-family housing development has been limited, with instead a broad range of lower-rent and older apartment buildings common.

Multifamily Units Since 2014



Corridor Overview: Multifamily

Market Rents and Vacancy by Market



Metro: Rents have grown strongly in the metro and corridor driven by demand outstripping new supply. With home prices rapidly increasing compared to more stagnant wage growth – especially those who do not work in ‘knowledge’ based, college-education dependent jobs – homeownership is increasingly inaccessible, shifting demand into the rental housing. Slow additions to supply and high construction costs in the ownership market have also made renting more attractive. Demand tailwinds accelerated during Covid-19, as more individuals sought to live alone rather than live with roommates, sharply increasing demand that persisted for 3 years. Rent growth was strongest during this time-period. Housing developers, however, have been quick to respond to price signals, and have driven new multi-family investment. This investment has manifested in an increase in supply metro-wide, lessening upward rent pressure as vacancies increase. Nonetheless, stable rent increase have led to very high rates of rent-burdened households, with 47.2% of the corridor rent-burdened compared to 42.1% metro-wide. This despite a very high concentration of affordable housing stock, especially in the Kansas City, KS, Sheffield, Independence and Central Wyandotte markets. In other words, demand for affordable, high quality rental housing remains strong.

Corridor: Downtown remains a premier residential destination, with rents some of the highest in the metro. Increased demand for living in mixed-use, urban neighborhoods close to amenities and transit have also stimulated demand in West Bottoms and east/northeast of Downtown. West Bottoms’ new supply has led to higher vacancy rates as apartments lease up, but demand remains strong.

Despite struggles in West Wyandotte’s office market, vacancy rates remain very low, indicating continued strong demand for suburban living but in close proximity to amenities and retail.

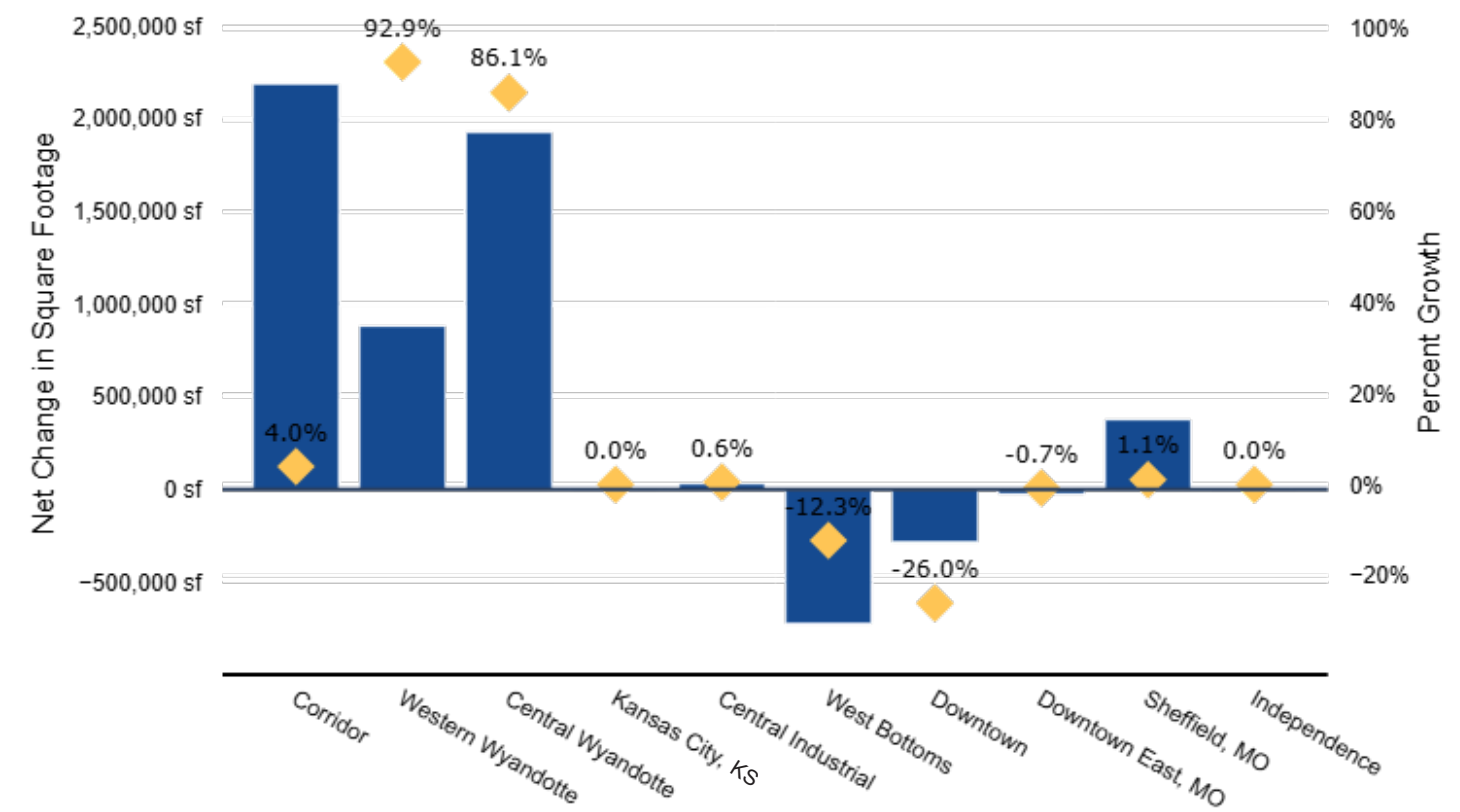
Corridor Overview: Industrial

Metro: Metro demand for industrial space is driven by a robust manufacturing sector and the shift to e-commerce that drives distribution center demand. Strong demand side growth in the early 2020s stimulated record growth in industrial rents from 2021 to 2022. However, as macroeconomic conditions slowed and the lending market tightened demand overall slowed. Slowing demand, however, occurred just as a new wave of supply entered the market. Much new industrial demand is located southwest and east/southeast of the Metro where greenfield development sites offer greater opportunity for speculative development.

Corridor: The corridor’s industrial market is significantly older and largely built out compared to greenfield sites on the suburban fringe. Despite older industrial sites, the corridor added 4% new capacity, with this predominantly based in new spaces like Central and Western Wyandotte, two areas that have nearly doubled their total industrial space in the past ten years. This growth is driven by e-commerce facilities that privilege the close proximity to urban consumers and access to major arterial roadways that bias the Kansas City, KS side of the market. On the other hand, industrial space in West Bottoms, Downtown and Downtown East – three markets that have moving more towards multi-family – have seen a loss of total industrial square footage as highest and best use switches to multi-family.

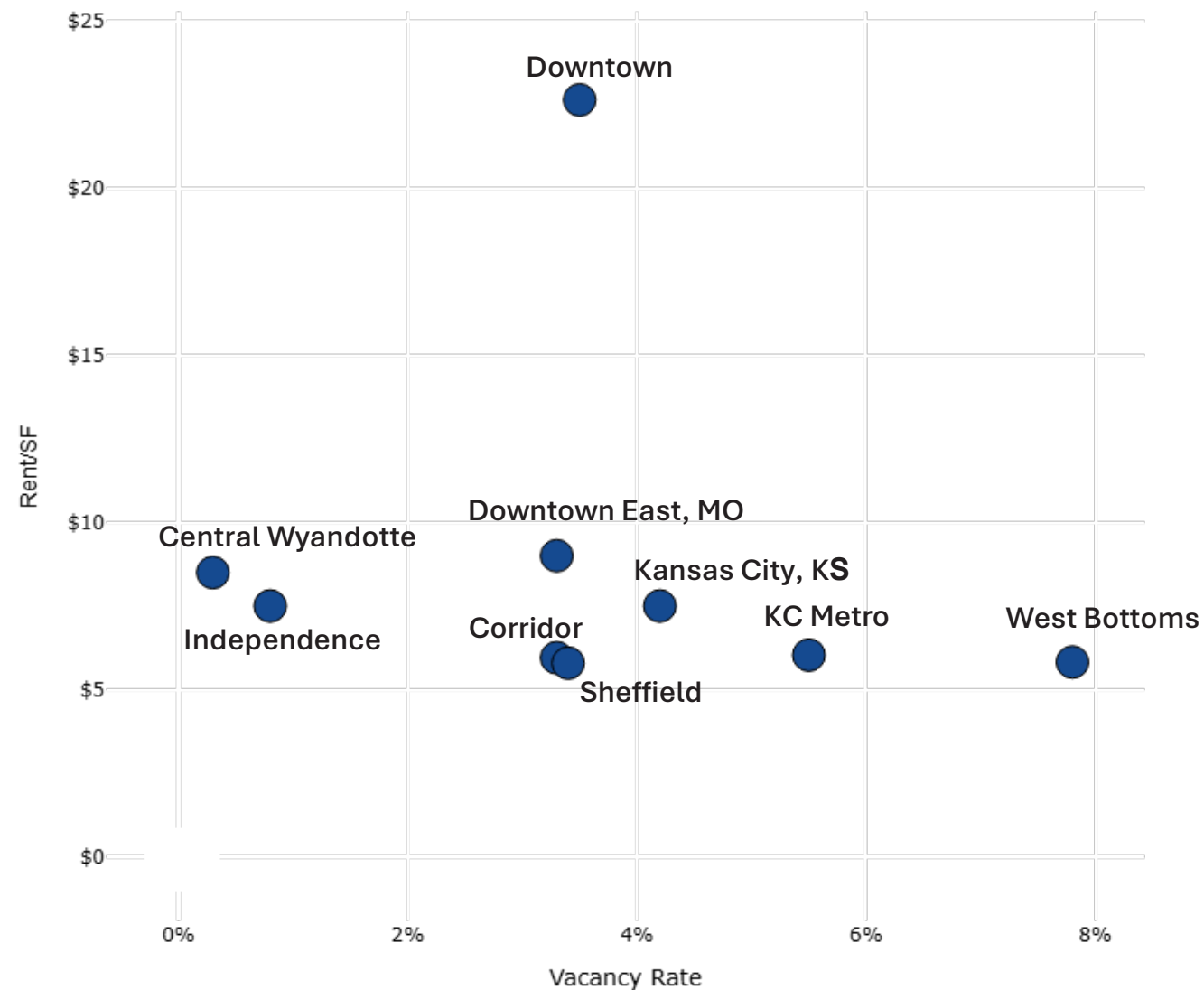
Some industrial redevelopment is also occurring, albeit in limited scale in markets like Sheffield, as older industrial sites are repurposed.

Industrial Square Footage Change Since 2014



Corridor Overview: Industrial

Market Rents and Vacancy by Market



Metro: Strong demand side drivers from 2020-2022 – demand driven by strong consumer spending that drove e-commerce related growth and continued manufacturing investment – induced strong rent hikes. To meet strong demand, a speculative wave of new development increased new supply metro-wide, increasing vacancy rates back up to levels more common in the 2010s. New deliveries in Olathe that were speculative built have been driving up general vacancy in the metro which in general, is higher than the corridor (save West Bottoms). In the current rocky macroeconomic lending environment, supply is likely to slow, much as it is nationwide.

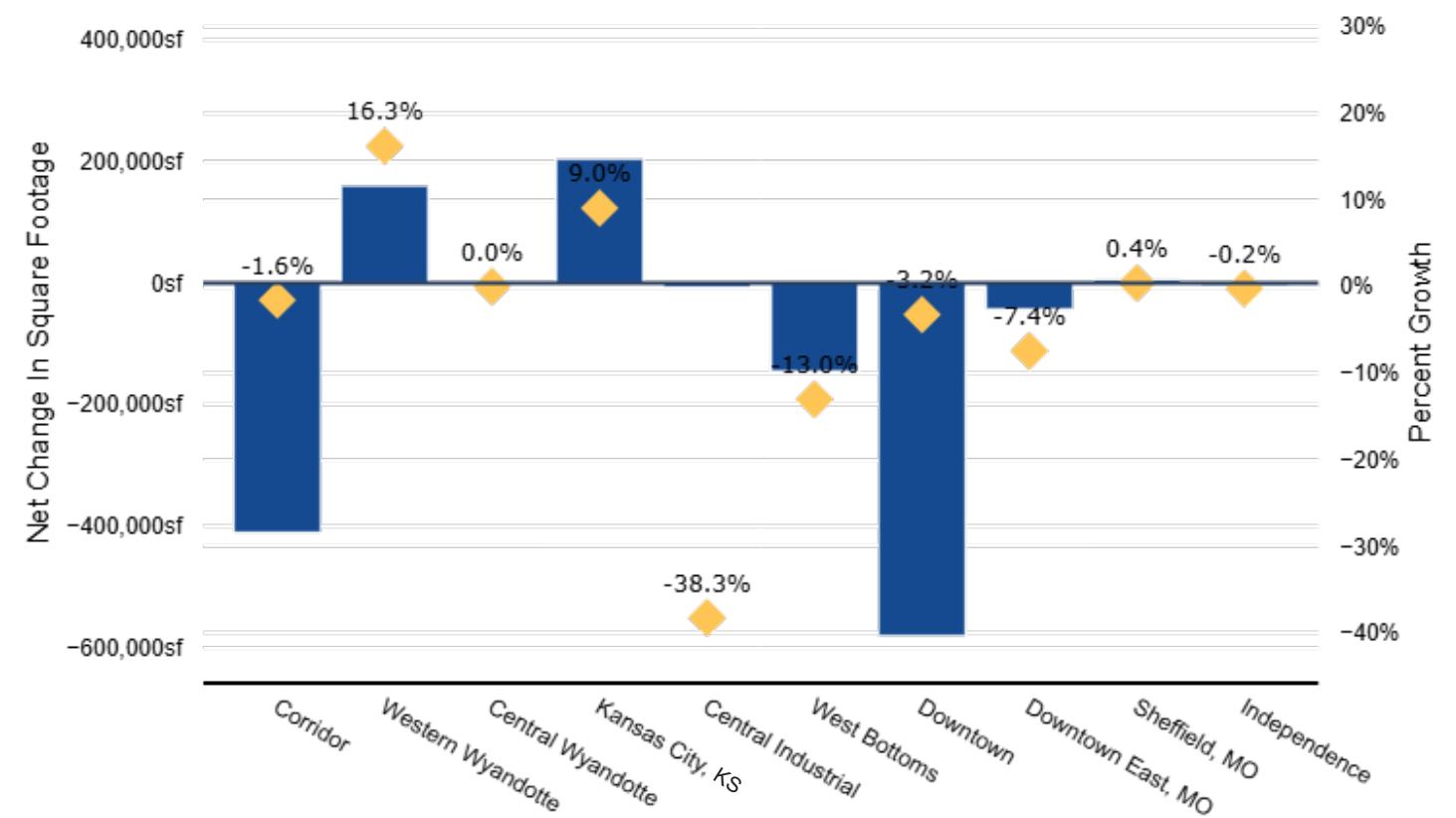
Corridor: Despite being significantly older industrial stock, much of the corridor’s industrial square footage is well positioned in the market. Large speculative projects – mostly financed by large REITs – have focused on large, distribution oriented facilities that often dwarf the smaller, older industrial stock in the corridor. However, smaller industrial buildings still play a major role in a metropolitan economy, operating as an incubation and growth space for smaller businesses – businesses that are often responsible for job growth. Furthermore, industrial closer to the urban core offers unique benefits for e-commerce, including shortening delivery times; a strategy Amazon has seized through building a new distribution center in Central Wyandotte. Strong demand for space is evinced in continued low vacancy rates, and rents that are often on par with the metro.

Corridor Overview: Office

Metro: The office market nationwide is in a period of major transition. Covid-19 fundamentally reworked the relationship between office workers and the office. Work from home trends remain obstinate, significantly weakening demand for new office space. For example, in H&R Block, a major holder of downtown office space, reversed its return-to-office policies, leading the firm to cut 243,000 sf of office space at its 1301 Main St location. In addition to weakened demand due to shifting work relations, Kansas City’s office market is also facing headwinds in the form of declining office related employment. The past four years have seen record office givebacks, in particular in the technology and healthcare sectors, that have significantly weakened the overall market. Within this market, however, slowing office supply has helped curtail major spikes in occupancy. Most new office projects are built-to-suit, however a range of new office that has come online has tended to outperform the broader market as tenants increasing ‘move to quality,’ finding cheaper rents in premier markets and or areas with high proximity to housing, retail, and entertainment. Likewise, firms are consolidating office space and choosing smaller footprints to accommodate fewer workers coming into the office.

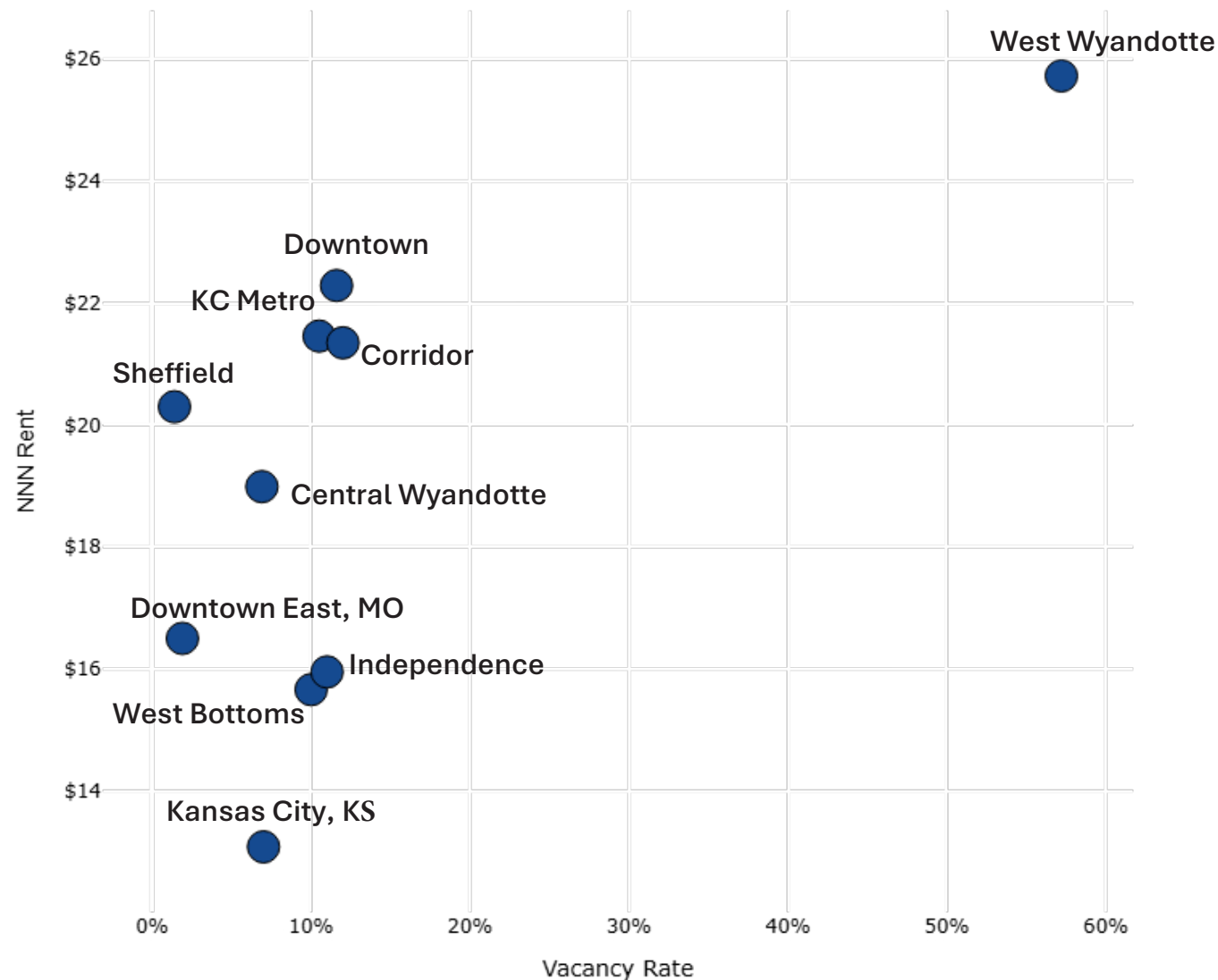
Corridor: The corridor’s office market has seen a decline in total square footage in the past ten years as older buildings are either demolished or converted into alternative uses. Where office space has grown, such as in Western Wyandotte where new offices were built in the past five years, office parks are performing very poorly. A higher density of older office buildings, however, bodes well for conversion to multi-family housing, in particular in areas like West Bottoms, Downtown East, and parts of Downtown. Weak demand drivers are likely to continue to stall new development, spooking investors much like how e-commerce impact the retail market in the decade prior.

Office Square Footage Change Since 2014



Corridor Overview: Office

Market Rents and Vacancy by Market



Metro: Office vacancy rates remain elevated across the metro and the corridor, reaching nearly 11%. These rates, however, are slightly lower than national averages. Office rents remain affordable relative to other metros, still making Kansas City an attractive place for knowledge based work. Strangely, despite declining office utilization, office rents have continued to grow as office property managers seek to maximize rents on existing inventory.

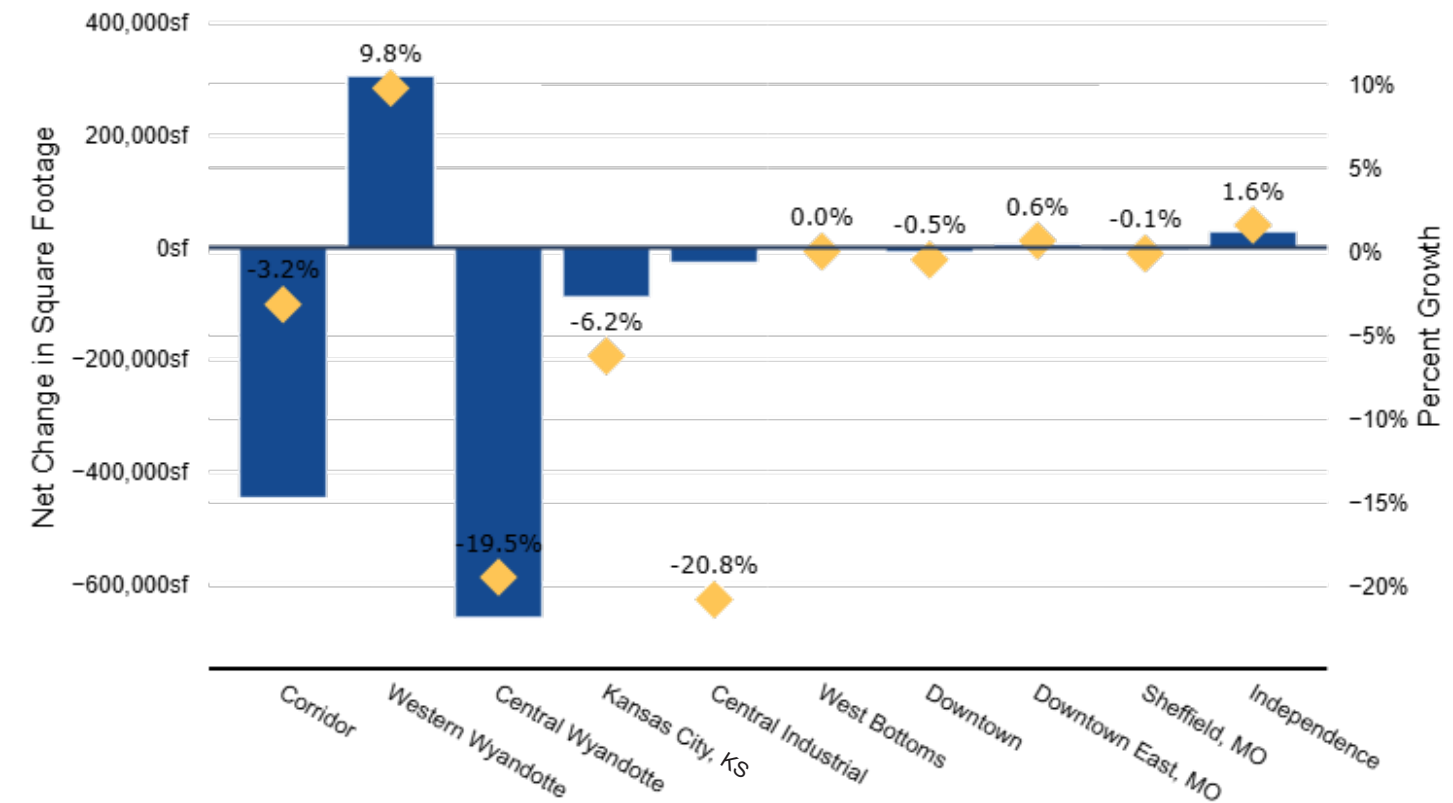
Corridor: Despite losing office space in Downtown to conversions, vacancy sits at 17%, about 4% higher than the corridor average. New office developments in Western Wyandotte are the hardest hit, with market vacancy peaking at 60% since 2023 – a rate five times higher than the metro and corridor vacancies that each sit at 13%. Kansas City, KS, however, is buffered in the office market by the high amount of public sector jobs that anchor office market – vacancy rates sit at 7%. High occupancy, however, has not led to strong rent growth, with rents remaining constant. Due to major headwinds in the market, new office development is unlikely corridor wide due to high investment risk. Rather, office conversions are likely, especially in older buildings with floorplates more amendable to multi-family.

Corridor Overview: Retail

Metro: E-commerce had a significant and lasting impact on the retail market, albeit in ways that were slightly unpredictable. After initially driving big-box store vacancies, e-commerce’s impact on the retail market was to largely chill new retail development, leading to a sustained period of low new inventory. As building supply remains low, demand remains strong, buttressed during Covid-19 from increased consumer spending and persistent consumer spending even as inflation grew. The result has been a tight overall market, and limited new development.

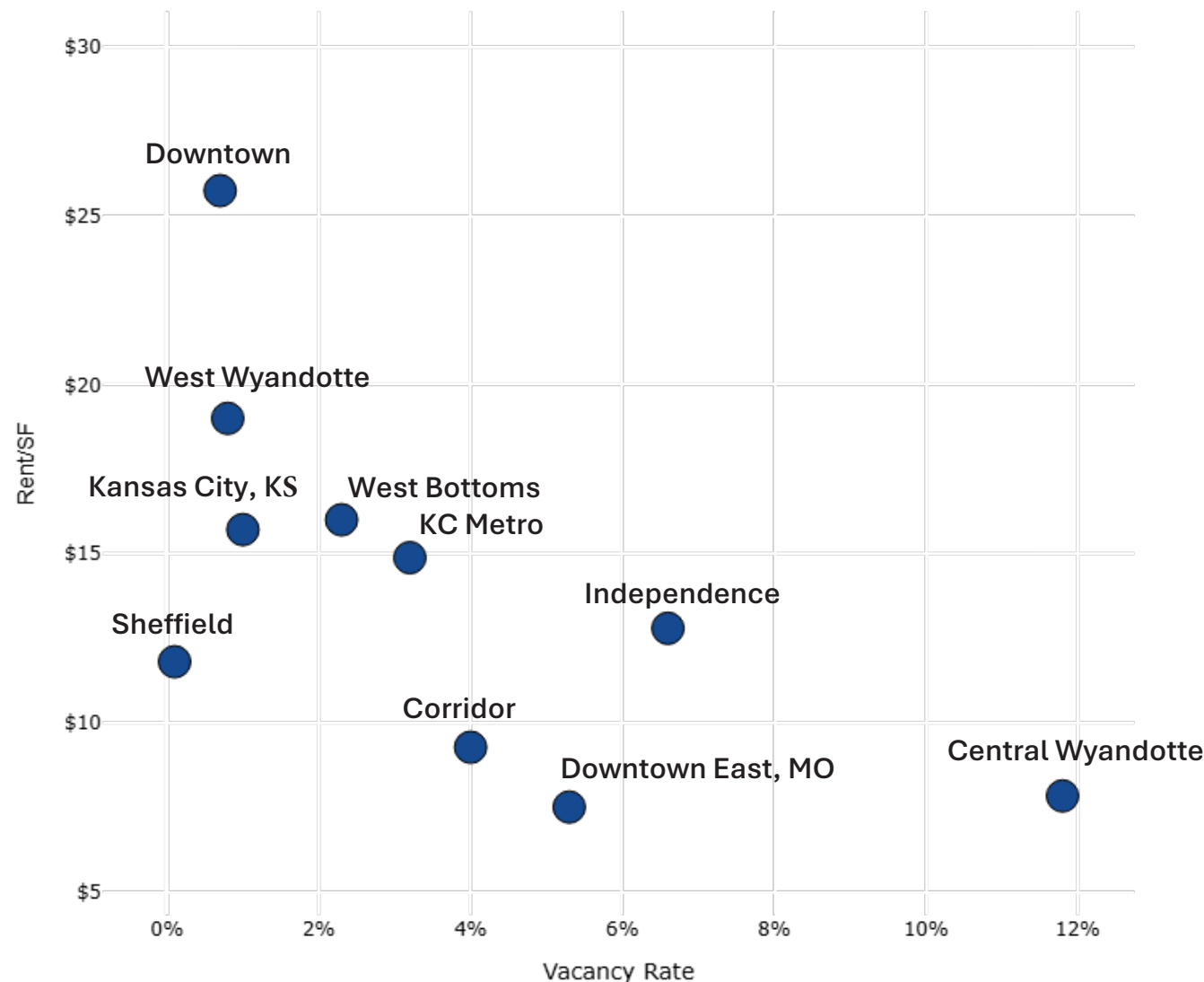
Corridor: Weak consumer demand in the corridor has meant even lower rates of new retail development. Lower household incomes and lower household density have conspired against the retail market east of downtown Kansas City in the Central Wyandotte market area. Closures of strip centers and persistent inability to fill vacancies have driven a lost of 19.5% of total retail space, counterbalancing new supply in Western Wyandotte. Drawing on a much strong consumer base, high household incomes, and destination retailers and entertainment, Western Wyandotte continues to attract new retail development.

Retail Square Footage Change Since 2014



Corridor Overview: Retail

Market Rents and Vacancy by Market



Metro: Across the metro, vacancy rates sit at 4.5%, a near record low of availability, and below the previous five year average of 5.8%. Absorption remains very strong, especially in smaller retail space. Buildings 5,000 sf or below are even more constrained, with vacancies a mere 2.6%. Despite low vacancy rates, rent growth had been relatively tepid. However, emboldened by a tighter market, landlords have increased retail rents by 4.1% in the past year, surpassing the national average. New supply remains limited, so low vacancy and rent growth may continue. Higher rents can induce reinvestment into existing retail corridors where higher rents can justify property improvements.

Corridor: The majority of retail space in the corridor is ‘independent’ retail, or retail not in a defined shopping center that is more typical in suburban markets (say Western Wyandotte and Independence). These smaller retail shops have tended to perform well, with low overall vacancy. However, soft spots do exist. Retail in Central Wyandotte – despite pricing at a major discount to the broader corridor or metro, remains weak due to low overall household income and lower population density. Even in areas with a similar lower income profile like Sheffield or Downtown East, Central Wyandotte is particularly hard hit in its few retail centers that have had a difficult time retaining large, national tenants in existing retail space.

West Wyandotte Overview

Market and Character Area Overview:

West Wyandotte contains a diverse mix of character areas. In the northern portion of the corridor, Upper Middle Class single-family neighborhoods with higher household density transition into High-End Suburban Family character areas. These character areas tend towards lower density, expensive, and lower density single-family neighborhoods. Home-Ownership Rates are some of the highest in the metro, and the neighborhoods attract married families with children with a decent mix of empty-nesters still living in family homes.. These neighborhoods are heavily car dependent, and a higher proportion of residents' work in high skilled, higher paying knowledge-based jobs distributed across the southeastern and downtown office segments. On the southern part of the market, a Low Density Exurban character area points towards very low population density, a mix of agricultural and single-family homes, and a few scattered subdivisions that are lightly developed - these point towards potential growth areas in the mid to long-term.

These predominantly residential character areas transition into a Suburban Retail Center – areas historically that were suburban commercial centers anchored by destination retail and entertainment – in this case The Legends Outlets, the Kansas Speedway, and destination retail anchors like Wal-Mart and

Nebraska Furniture mart. The retail destination site drives nearly 12 million visitors a year. In recent years, these suburban retail destinations have become key sites for suburban retrofit projects, with new multi-family frequently collocating near retail centers. 95% of the multi-family units in West Wyandotte have been built in the past 10 years, all of which are market rate and tend towards 1-2 bedrooms. Occupancy remains high, and rents are on the upper end of the market given the new construction. Although none are technically age-restricted senior units, empty-nesters do live in them in higher proportions than multi-family buildings in more urban locations, with very high correlation rates metro wide between suburban retail and senior rentals. Some may typify these areas as ‘naturally occurring senior housing.’

While the retail market is performing well, attempts to build a robust office park adjacent to the retail and multi-family commercial areas was ill-timed. Work from Home policies and declining office demand have led to very high vacancy rates of nearly 60%, making it one of the poorest performing office markets in the region. The larger footprint of new office buildings also make conversion to alternative uses difficult. No new office is in the pipeline.

The result is that there is a very high economic

dependence on the retail, food and entertainment and hospitality segments – jobs that continue to pay poorly. Nearly 83% of jobs in the area are service sector jobs, of which a total of 32.1% are low age jobs that pay less than 1,200 month, one of the highest ratios in the metro. This labor force is not local - a high proportion work in higher income office related labor metro-wide, and only 18.5% of residents work in low wage jobs. A high density of lower-paying service sector jobs is not met with respective housing affordable to low-income households, with the region drawing heavily on the rest of Kansas City, KS for labor. This does create strong potential transit demand.

Transit scores are higher than more rural parts of the metro, but lower than better served segments of the corridor. Proximity to jobs is relatively high, although it is a slightly longer drive than more central locations to both Downtown and the very job-dense Overland Park and Olathe areas. Demand for transit seems to have multiple drivers, ranging from a higher proportion of senior citizens in multi-family units and commuters from elsewhere in the metro.

Demographics


West Wyandotte

Demographic Overview

Total Population

6,376


2,102,064 - Metro
191,068 - Corridor



Average Household Size

2.8

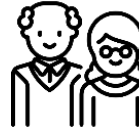
2.4 - Metro
2.54 - Corridor



% Above 65

15.4%


15.2% - Metro
12% - Corridor



% Below 18

45.1%


23.8% - Metro
26.3% - Corridor



% Minority

45.1%


29.9% - Metro
63.4% - Corridor



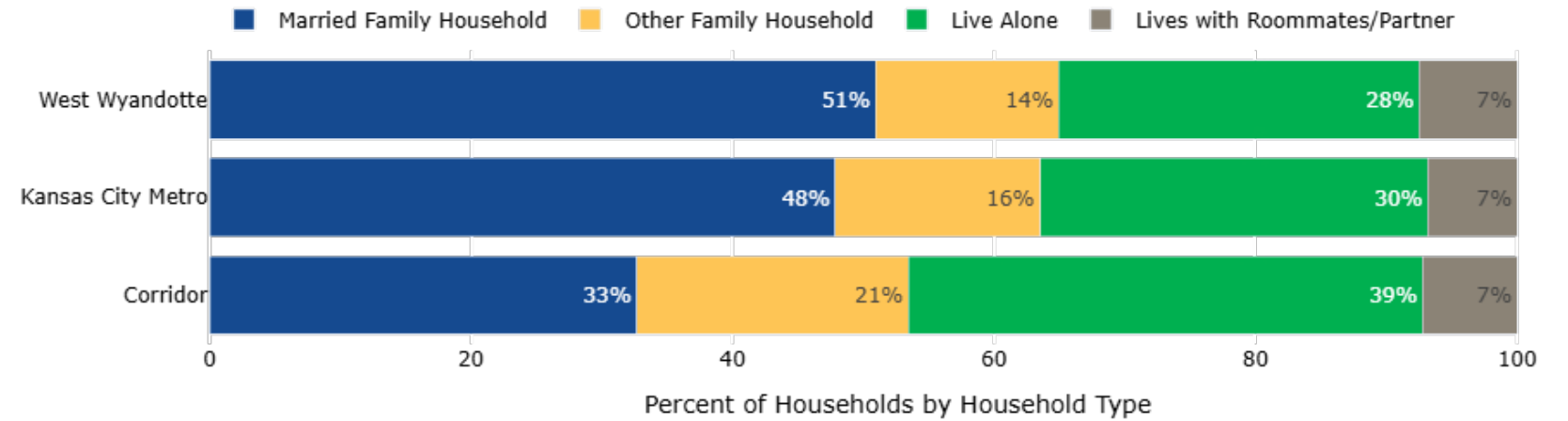
Median Age

36.4

38.2 - Metro
36.2 - Corridor




Household Type



Housing West Wyandotte


Housing Indicators

Median Rent




\$2,077
\$1,148- Metro
\$1,081- Corridor

Vacancy Rate




6%
7.2% - Metro
13.4% - Corridor

Median Home Value




\$241,053
\$246,000 Metro
\$143,260- Corridor

Rent Burdened




35.8%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score




4.42/10
4.25/10 - Corridor

Weighted Average Housing Justice Score



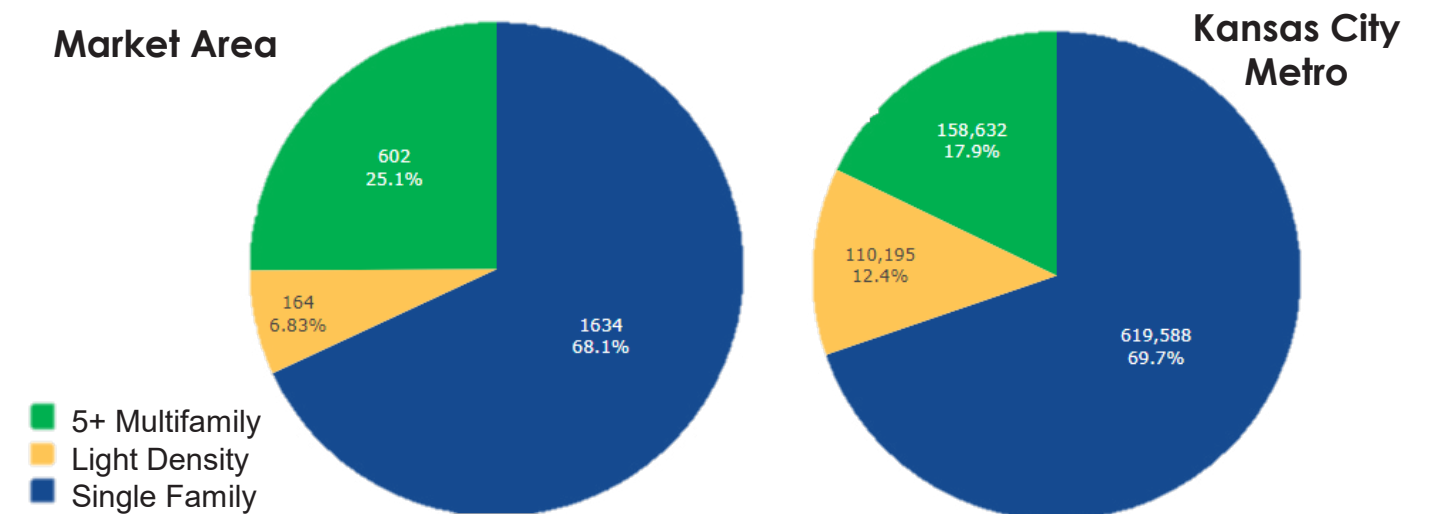
4.22/10
2.85/10 - Corridor

Home Ownership Rate



63.9%
65% - Metro
48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - HH)
\$0-20,000	6.3%	144	<\$70,000	52	<\$500	19	71	(73)
\$20,000-30,000	4.4%	100	\$70,000-\$100,000	23	\$500-\$750	0	23	(77)
\$30,000-40,000	4.0%	92	\$100,000-\$150,000	107	\$750-\$1,000	60	167	75
\$40,000-60,000	11.3%	257	\$150,000-\$200,000	190	\$1,000-\$1,500	280	470	213
\$60,000-100,000	33.5%	761	\$200,000-\$395,000	965	\$1,500-\$2,499	317	1,282	521
\$100,000-150,000	24.5%	557	\$395,000-\$590,000	110	\$2,500-\$3,750	56	166	(391)
>\$150,000	16.0%	363	>\$590,000	7	>\$3,750	57	64	(299)

Multi-family housing

West Wyandotte

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,559	9.0%	0.9%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	1,482	22.3%	3.6%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

By Class

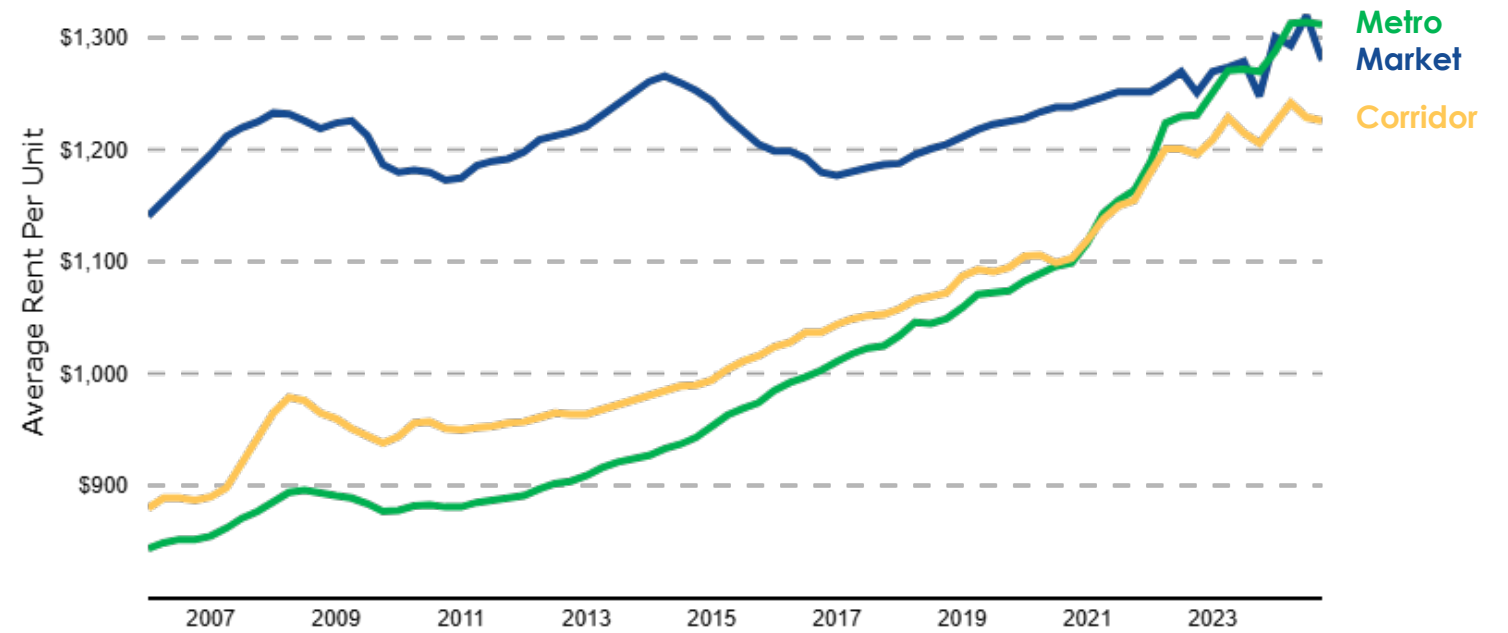
	Unit Total
Class A	578
Class B	981
Class C	0

By Unit Size

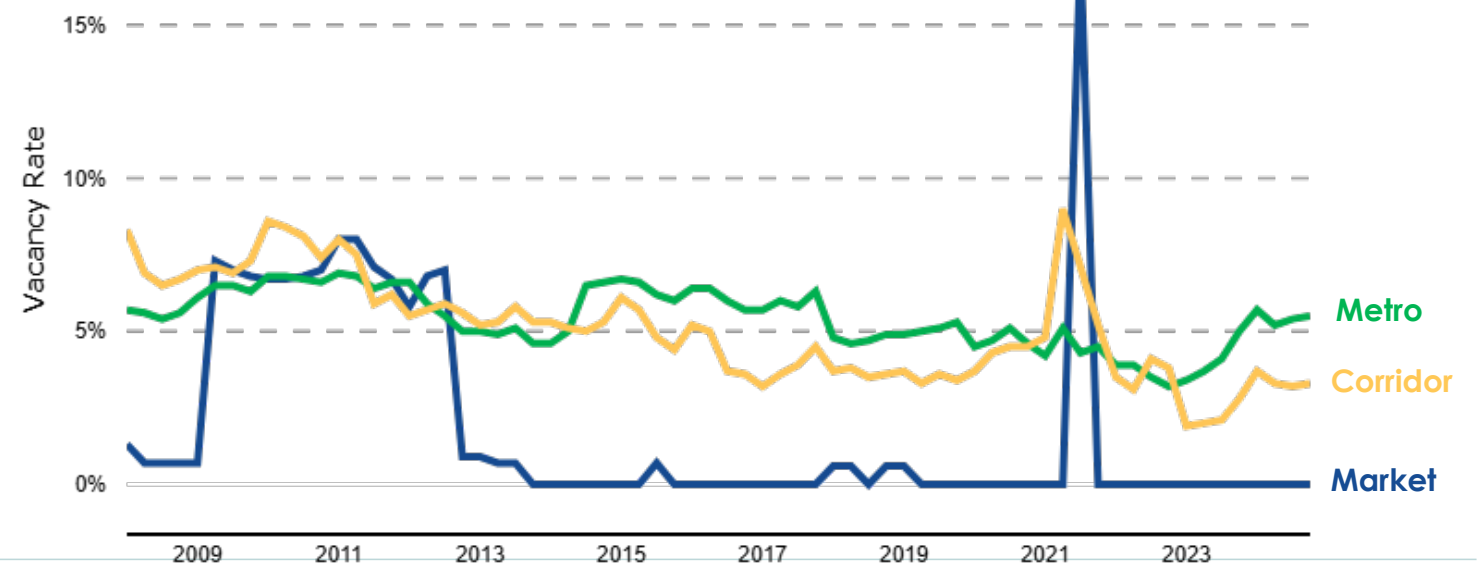
	Unit Total	Avg Rent
Studio	50	\$1,149
1 Bedroom	928	\$1,288
2 Bedroom	533	\$1,633
3 Bedroom	48	\$2,048
4 Bedroom	0	\$0

Median Year Built: 2019

Rent Trends



Vacancy Trends



Economy

West Wyandotte

Transit Indicators

Median Household Income



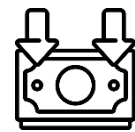
\$88,953
\$73,549 - Metro
\$53,571 - Corridor

Unemployment Rate



7.7%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income



32.1%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs



18.5%
19.4% - Metro
23.5% - Corridor

Percent with Bachelor's Degree



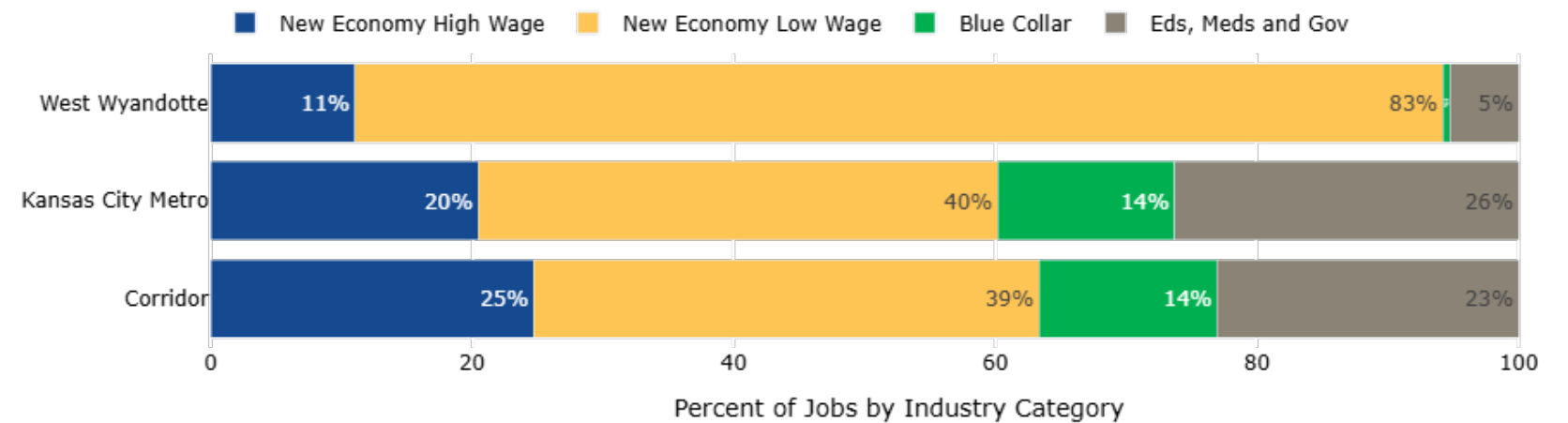
39%
39.3% - Metro
18.9% - Corridor

Weighted Average Economic Justice Score

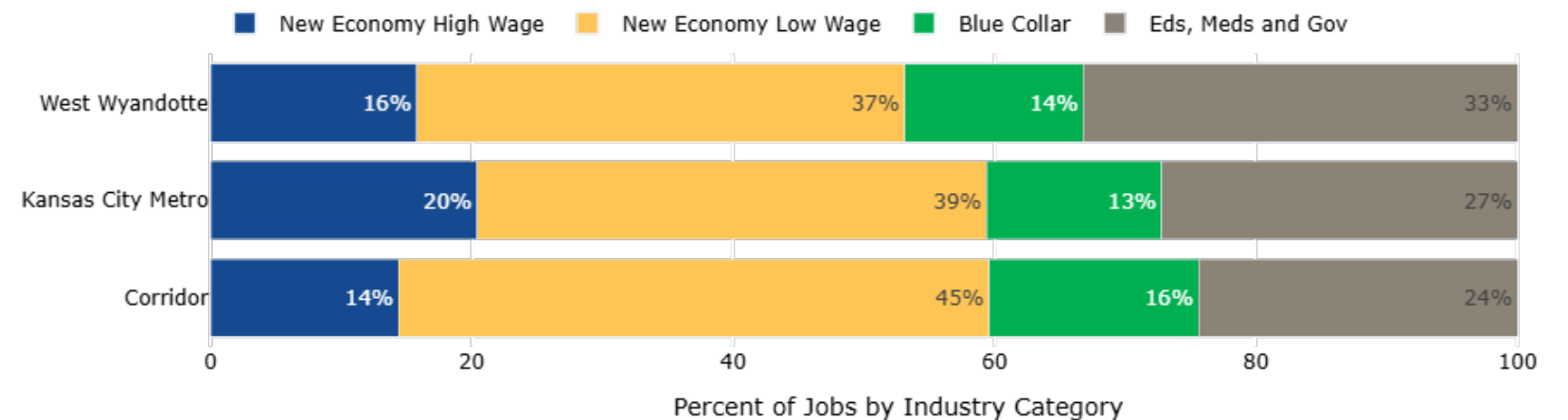


4.56/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Office

West Wyandotte

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
23	977,918	3.8%	0.8%	2005

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	497,348	16.6%	2.9%	59.2%

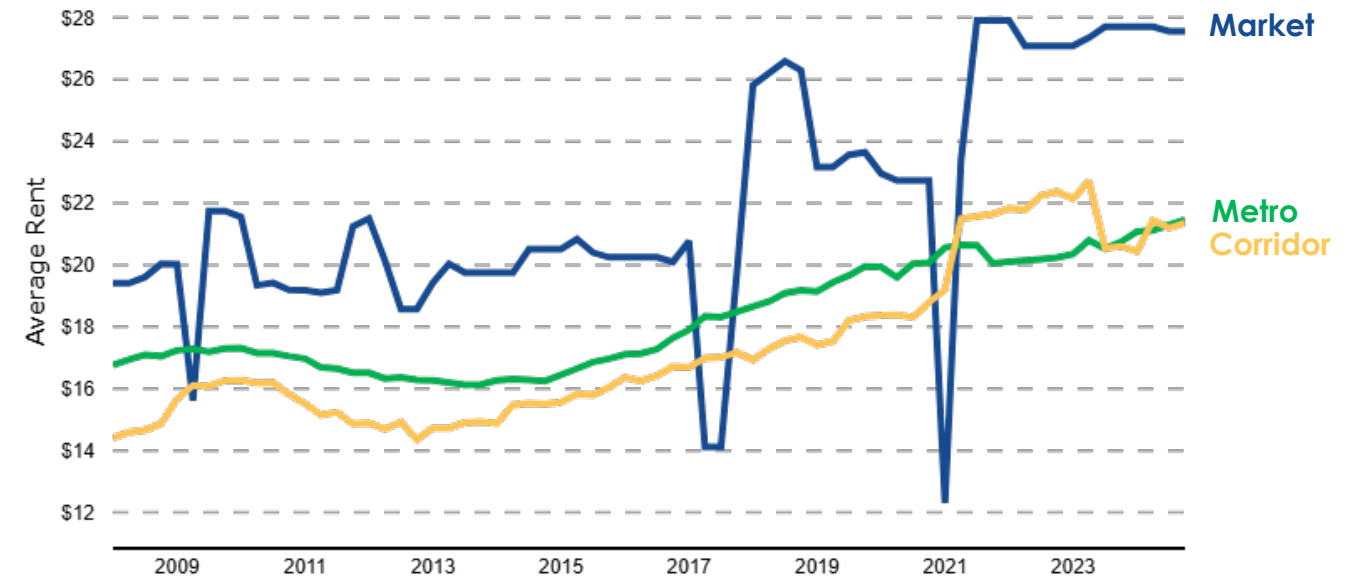
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	12	819,924	64.7%	2004
Medical	9	147,606	20.4%	2006
Loft/Creative Space	1	6,896	0.0%	2007
Office/Residential	1	3,492	0.0%	1950

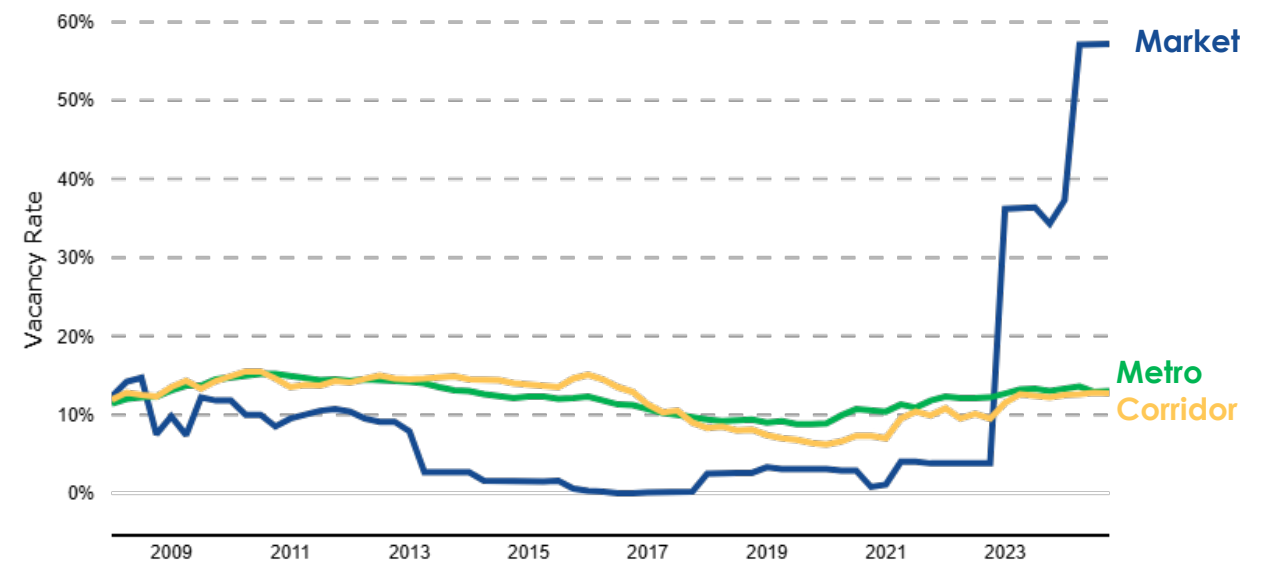
By Class

	Buildings	SF
Class A	4	799,182
Class B	11	123,582
Class C	8	55,154

Rent Trends



Vacancy Trends



Industrial

West Wyandotte

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
4	956,113	1.7%	0.3%	2006

Rent Trends

Last 10 Years

N/A

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
2	895,178	24.4%	1.1%	0.0%

By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Distribution	1	880,254	0.0%	2022
Truck Terminal	1	52,935	0.0%	1995
Warehouse	1	14,924	0.0%	2017
Light Manufacturing	1	8,000	0.0%	1977

Vacancy Trends

N/A

By Class

	Buildings	SF
Class A	0	0
Class B	4	956,113
Class C	0	0

Retail – General Overview

West Wyandotte

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
70	2,848,479	20.6%	2.3%	2006

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
17	359,184	30.8%	2.3%	0.0%

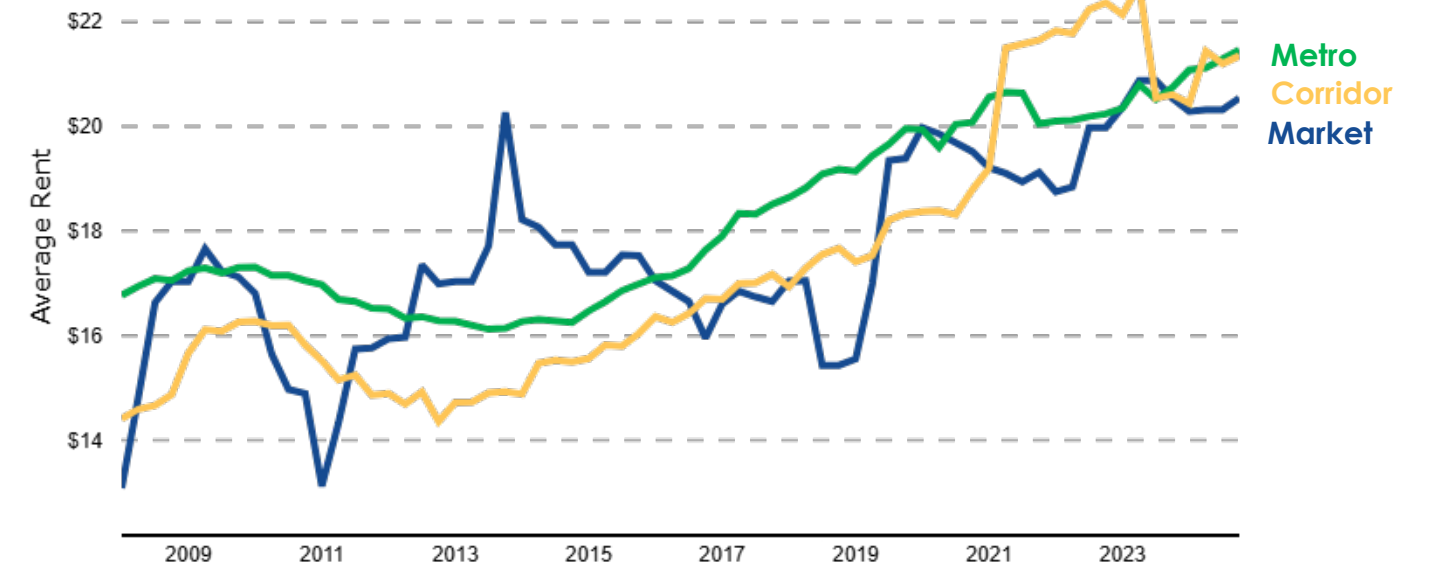
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	29	2,437,575	0.1%	2005
Food/Entertainment	29	2,262,174	0.3%	2005
Auto	7	126,570	0.0%	2016
Daily Goods	4	52,068	0.0%	2012
Services	1	6,052	0.0%	2002

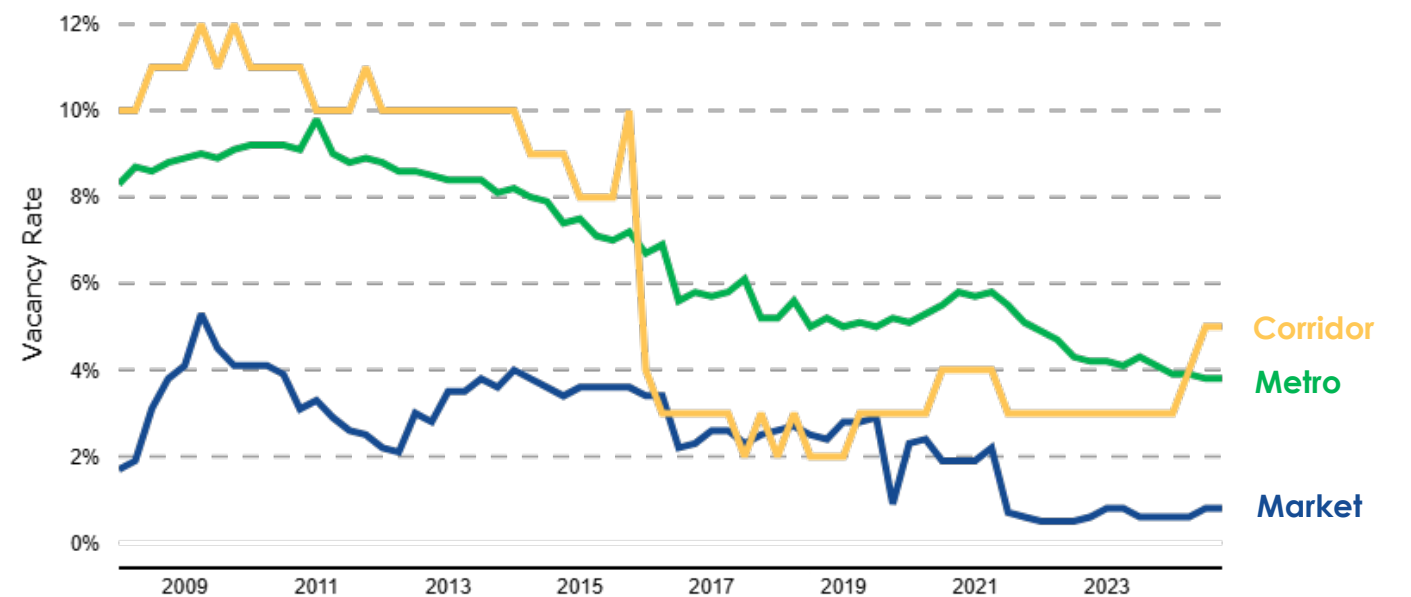
By Class

	Buildings	SF
Class A	6	1,190,705
Class B	50	1,576,740
Class C	14	81,034

Rent Trends



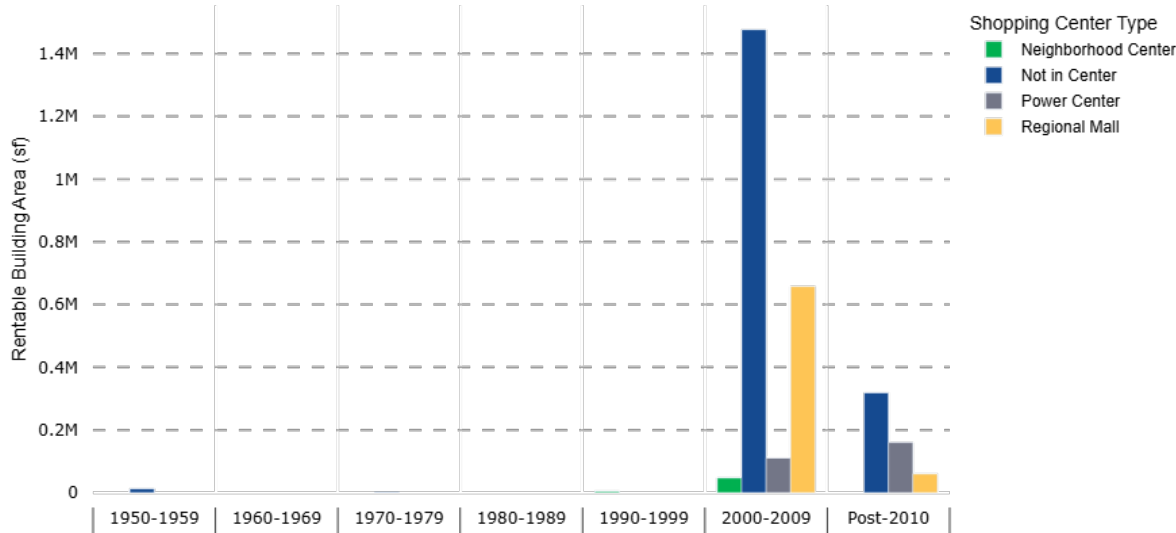
Vacancy Trends



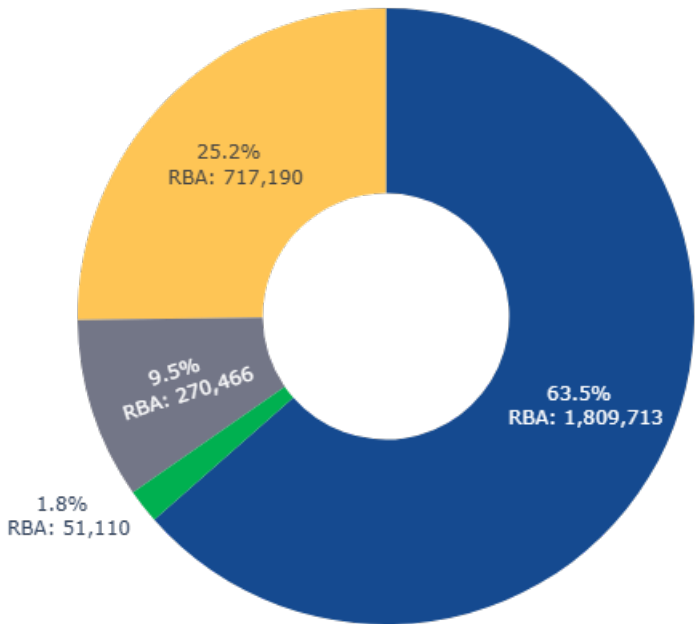
Retail – Shopping Centers

West Wyandotte

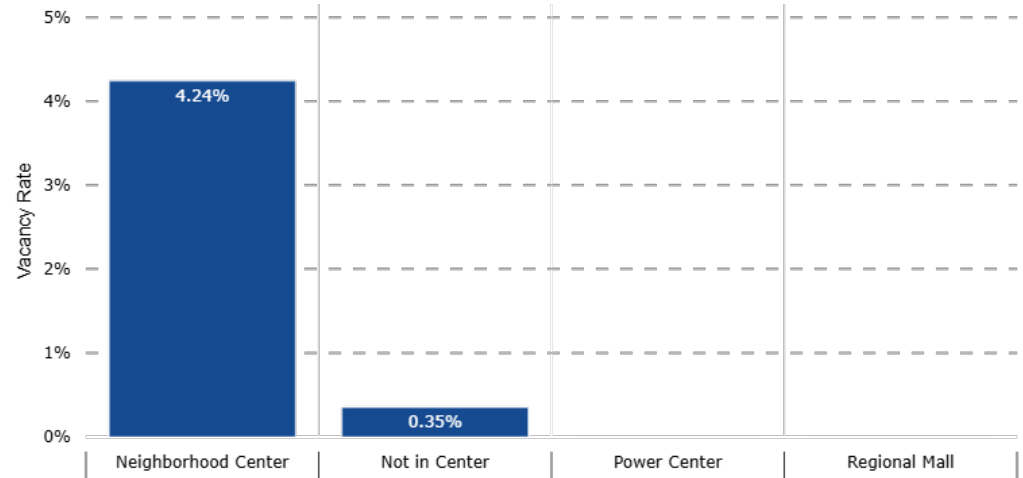
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

West Wyandotte

Transit Indicators

Weighted Average Walk Score



7.43/10
7.27/10 - Corridor

Percent of Households Without a Car



4.7%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit



6.68/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto



3.83/10
6.56/10 - Corridor

Weighted Average Transit Score



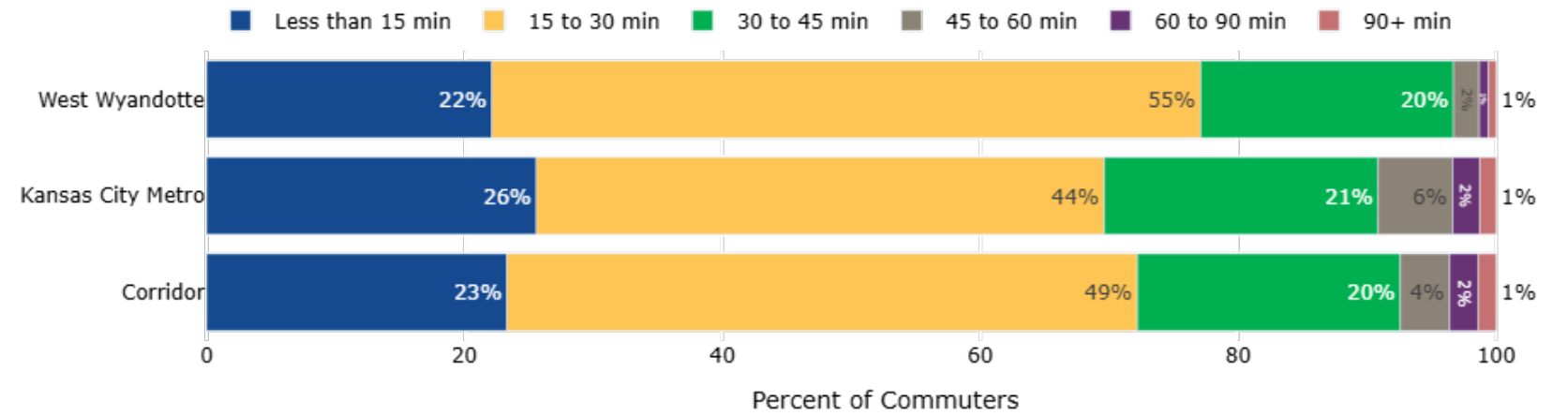
5.49/10
5.82/10 - Corridor

Weighted Average Transit Justice Score

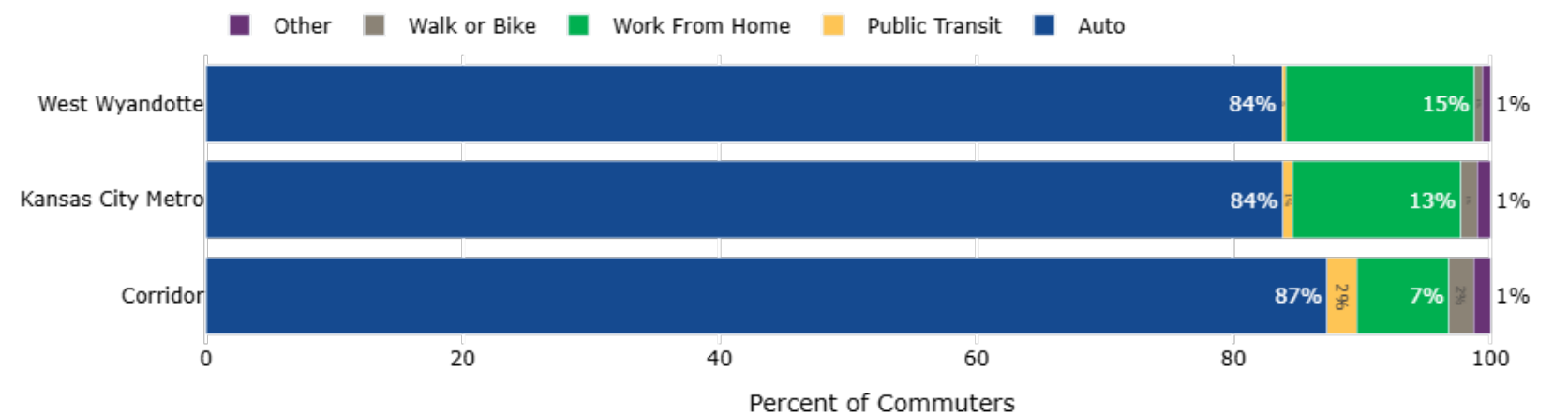


4.66/10
3.60/10 - Corridor

Commute Time



Transportation to Work



Central Wyandotte Market Overview

The Central Wyandotte market area has a diverse mix of character areas. On the eastern portion, a Suburban Subdivisions character area has a high ratio of single-family homes set at or near median home values for the metro as a whole. These areas have a mix of married households with children, relatively high mix of racial diversity, and strongly middle-income homeowners. There are more empty-nesters than some of the higher-income suburban residential character areas.

South of the suburban subdivision area are a mix of Suburban Retail Centers along State Avenue, with a higher mix of institutional buildings and some multi-family, and Suburban Multi-Family district. Compared to the newer destination retail centers in Western Wyandotte, these centers contain more local facing retail, community-based institutions, and more affordable multi-family housing largely built in the 1970s and 1980s, including affordable senior housing communities. Most are B or C class multi-family buildings, although some new Tax-Credit, rent restricted units such as Eileen's Place have been constructed. Occupancy is high, but rent tend towards more 'naturally occurring affordable' due to the age and location of the units. The retail here are mostly independently managed retail properties along suburban arterial corridors, and are performing relatively well. Office in the region tends to be smaller Class B and C buildings, with a higher proportion of medical offices. Vacancy rates are more highly concentrated in Medical Offices than

general office space.

As one moves east in the Market Area, the Character Area trends towards more Disinvested Urban Neighborhoods-neighborhoods with lower median home values, lower single-family homeownership rates, and higher ratios of vacant properties. These neighborhoods tend to have lower household incomes, higher proportions of non-married households with children, and high rates of cost-burdened households. Neighborhood oriented retail is performing less well in this area due to tighter budgets – Strip Centers such as Tower Plaza Shopping Center have had persistent high vacancy rates, with former national retailers leaving the market. This accounts for a large proportion of the areas 13% vacancy rate in the retail sector.

South of State Ave transitions to new industrial parks on the western portion of the corridor. Proximity to major arterial freeways and access to a high number of metro households has made it ideal for distribution centers and logistics, such as the Amazon MKC6 distribution hub. Vacancy rates are very low, and fetching higher rents due to newer inventory.

The sectoral composition of resident employment biases towards lower income service sector jobs and blue-collar jobs, and more middle-income education, medical services and government related sectors. Commutes are high both to other suburban manufacturing and retail

centers as well as to industrial and retail jobs in the area. The community is in a high transit accessibility location, especially for automobile transit. Proximity to both downtowns is complemented by quick access to major employment centers in the southeast I-35 job corridor. Additional public transit service serving the western retail districts and the downtowns is worth further exploring.

Demographics

Central Wyandotte, KS

Demographic Overview

Total Population

61,476
 2,102,064 - Metro
 191,068 - Corridor

Average Household Size

2.87
 2.4 - Metro
 2.54 - Corridor

% Above 65

13.9%
 15.2% - Metro
 12% - Corridor

% Below 18

28.7%
 23.8% - Metro
 26.3% - Corridor

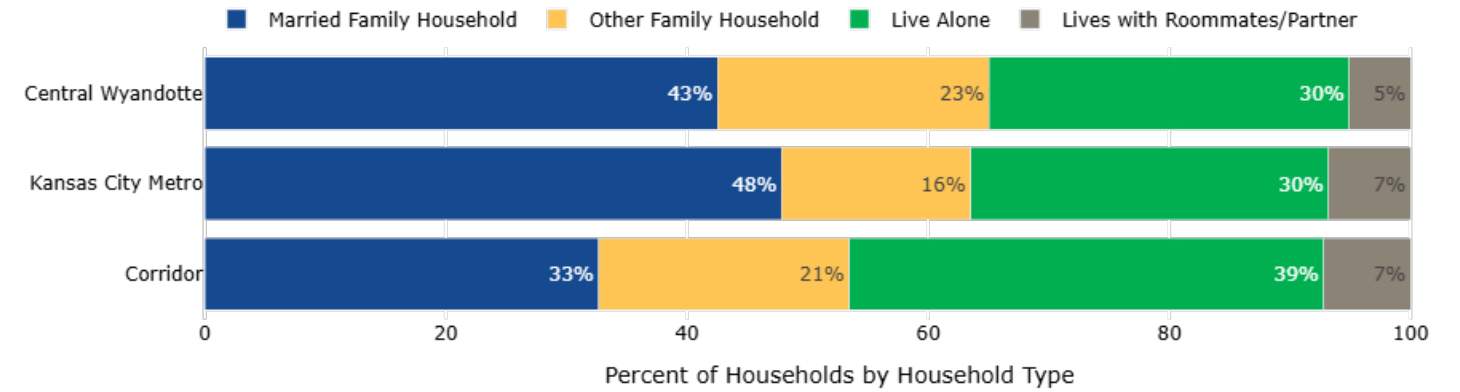
% Minority

75.1%
 29.9% - Metro
 63.4% - Corridor

Median Age

35.8
 38.2 - Metro
 36.2 - Corridor

Household Type



Housing

Central Wyandotte

Housing Indicators

Median Rent



\$1,113
\$1,148- Metro
\$1,081- Corridor

Vacancy Rate



11.4%
7.2% - Metro
13.4% - Corridor

Median Home Value



\$128,185
\$246,000 Metro
\$143,260- Corridor

Rent Burdened



50.2%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score



4.71/10
4.25/10 - Corridor

Weighted Average Housing Justice Score



2.81/10
2.85/10 - Corridor

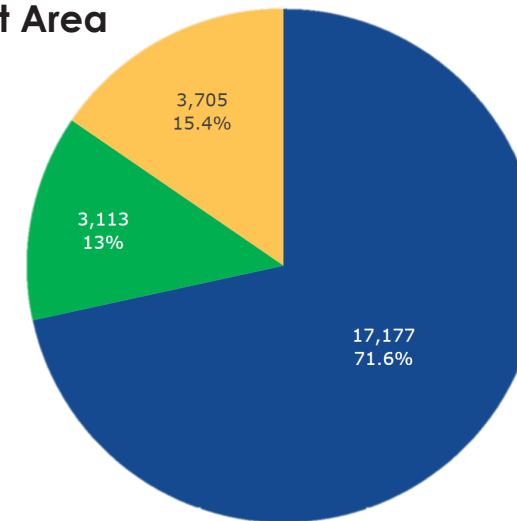
Home Ownership Rate



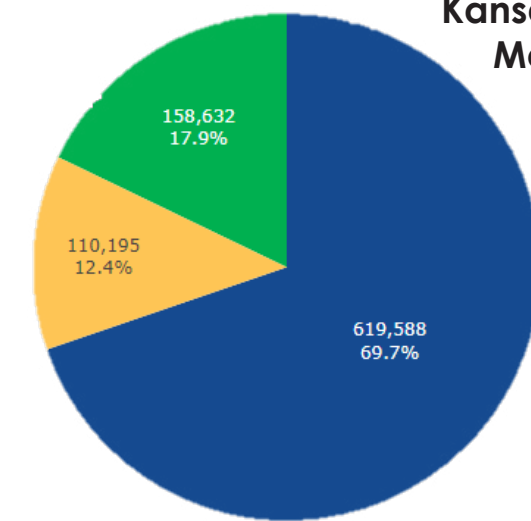
60.6%
65% - Metro
48% - Corridor

Housing Type

Market Area



Kansas City Metro



- 5+ Multifamily
- Light Density
- Single Family

Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
\$0-20,000	15.7%	3,359	<\$70,000	2,523	<\$500	598	3,121	(238)
\$20,000-30,000	10.7%	2,290	\$70,000-\$100,000	2,145	\$500-\$750	622	2,767	477
\$30,000-40,000	10.9%	2,343	\$100,000-\$150,000	3,421	\$750-\$1,000	2,059	5,480	3,137
\$40,000-60,000	18.6%	3,986	\$150,000-\$200,000	2,635	\$1,000-\$1,500	3,822	6,457	2,471
\$60,000-100,000	24.5%	5,246	\$200,000-\$395,000	1,981	\$1,500-\$2,499	1,024	3,005	(2,241)
\$100,000-150,000	12.6%	2,706	\$395,000-\$590,000	169	\$2,500-\$3,750	0	169	(2,537)
>\$150,000	7.0%	1,497	>\$590,000	115	>\$3,750	7	122	(1,375)

Multi-family housing

Central Wyandotte, KS

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	3,196	18.5%	1.9%
Senior (Market Rate)	49	30.8%	0.8%
Senior (Affordable)	502	23.2%	6.6%
Affordable (General Occ)	788	12.4%	3.2%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	119	1.8%	0.3%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	60	7.5%	2.9%

By Class

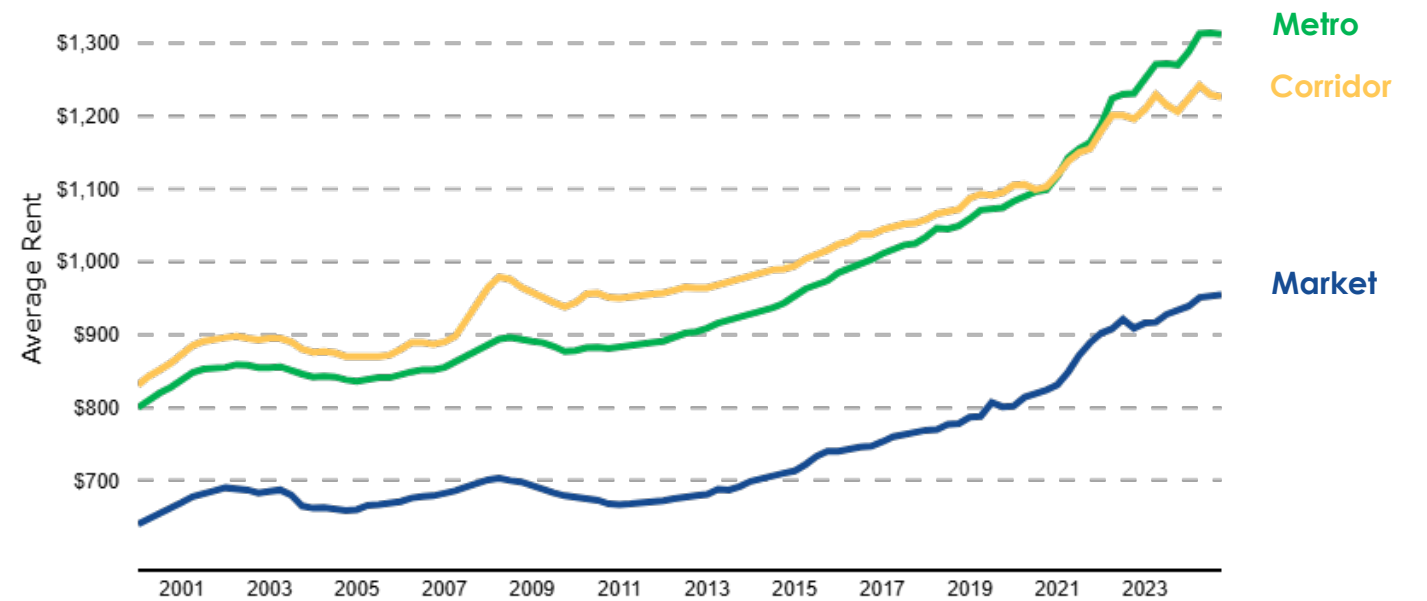
	Unit Total
Class A	0
Class B	1,027
Class C	3,675

By Unit Size

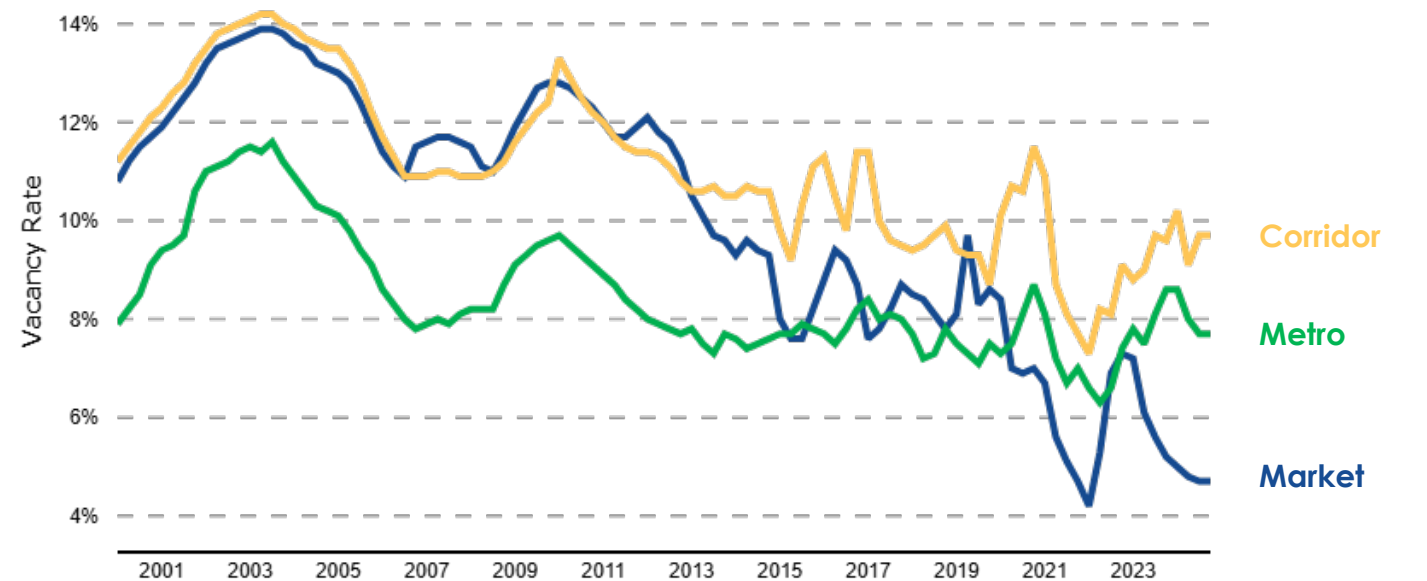
	Unit Total	Avg Rent
Studio	153	\$641
1 Bedroom	1,454	\$796
2 Bedroom	2,122	\$918
3 Bedroom	530	\$1,233
4 Bedroom	69	\$1,603

Median Year Built: 1970

Rent Trends



Vacancy Trends



Economy

Central Wyandotte, KS

Transit Indicators

Median Household Income



\$56,010

\$73,549 - Metro
\$53,571 - Corridor

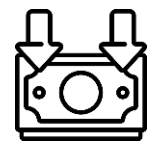
Unemployment Rate



6.5%

4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income



32.4%

19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs



23.3%

19.4% - Metro
23.5% - Corridor

Percent with Bachelor's Degree



15.9%

39.3% - Metro
18.9% - Corridor

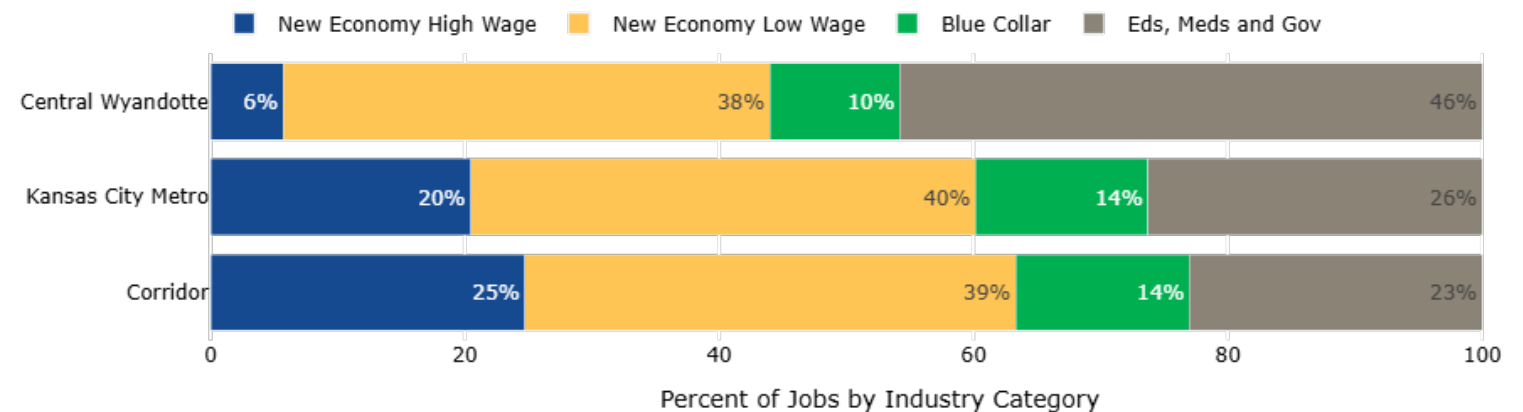
Weighted Average Economic Justice Score



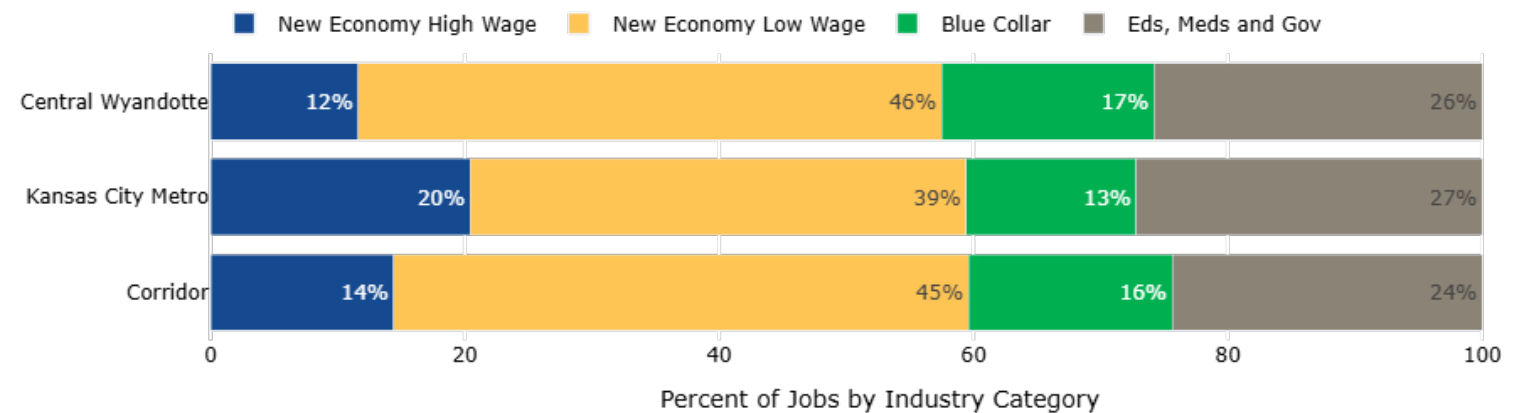
1.84/10

2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Central Wyandotte

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
32	2,249,342	4.1%	0.6%	1977

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	1,920,901	52.4%	2.3%	0.0%

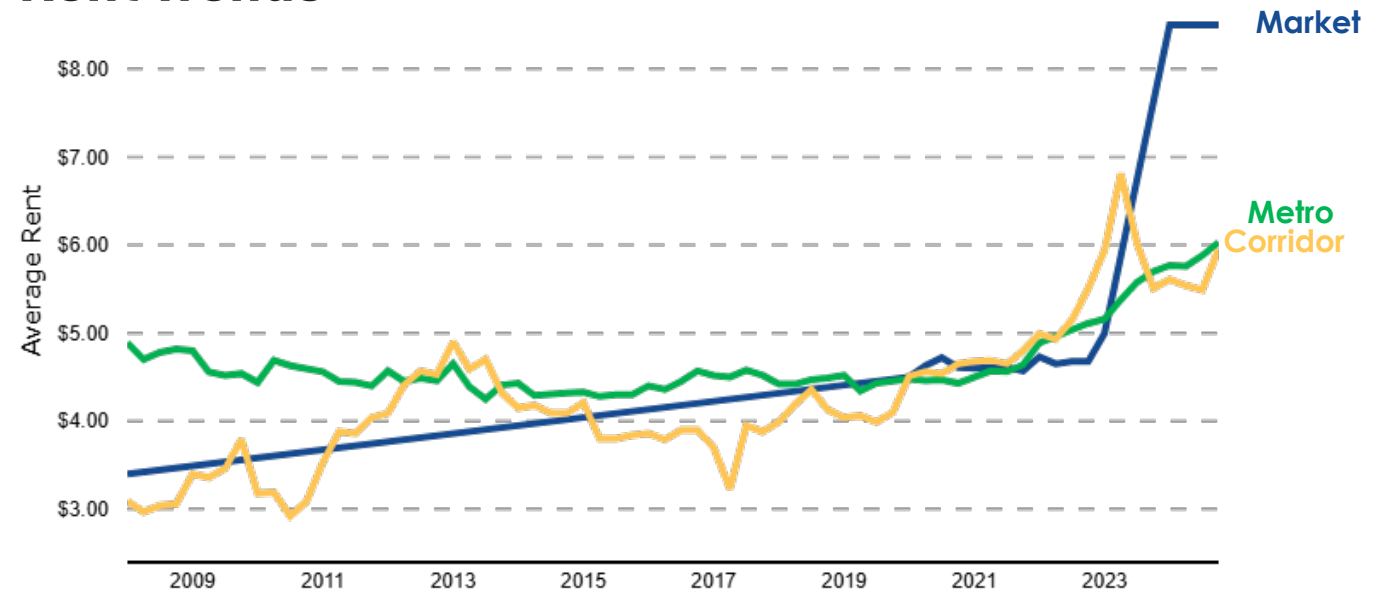
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Distribution	4	1,514,901	0.0%	2021
Warehouse	17	637,620	1.2%	1977
General Ind	6	55,801	0.0%	1984
Service	3	26,754	0.0%	1940
Light Manufacturing	1	8,996	0.0%	1910
Manufacturing	1	5,270	0.0%	1960

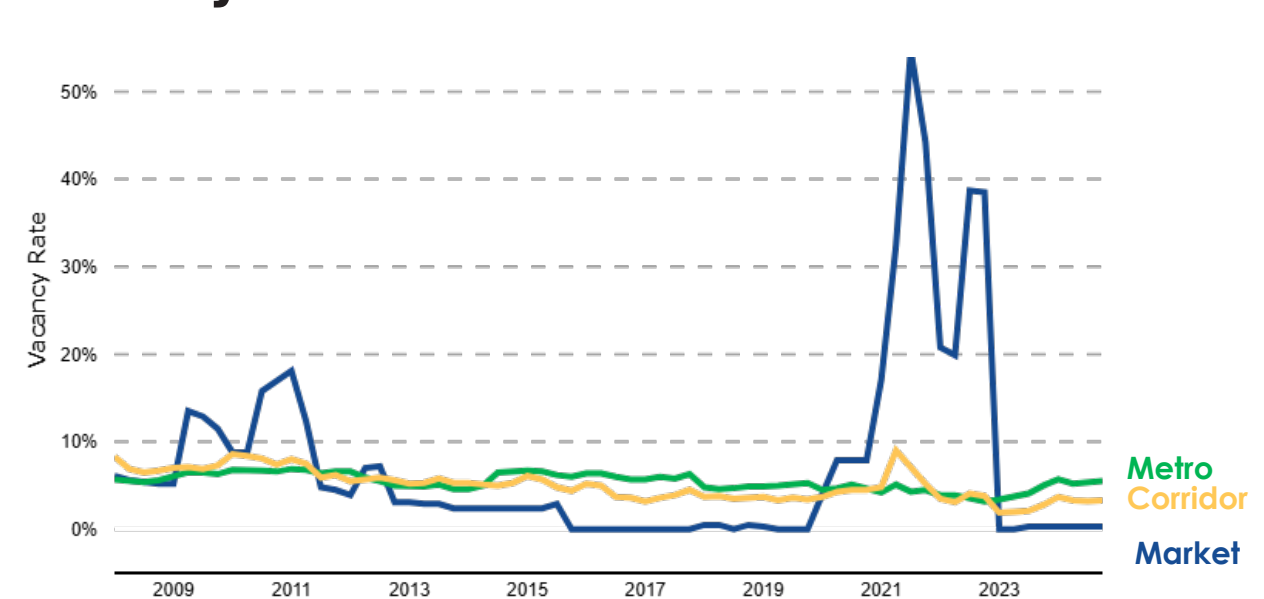
By Class

	Buildings	SF
Class A	5	1,920,901
Class B	6	150,305
Class C	21	178,136

Rent Trends



Vacancy Trends



Office

Central Wyandotte

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
65	581,368	2.3%	0.5%	1971

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	2,500	0.1%	0.0%	0.0%

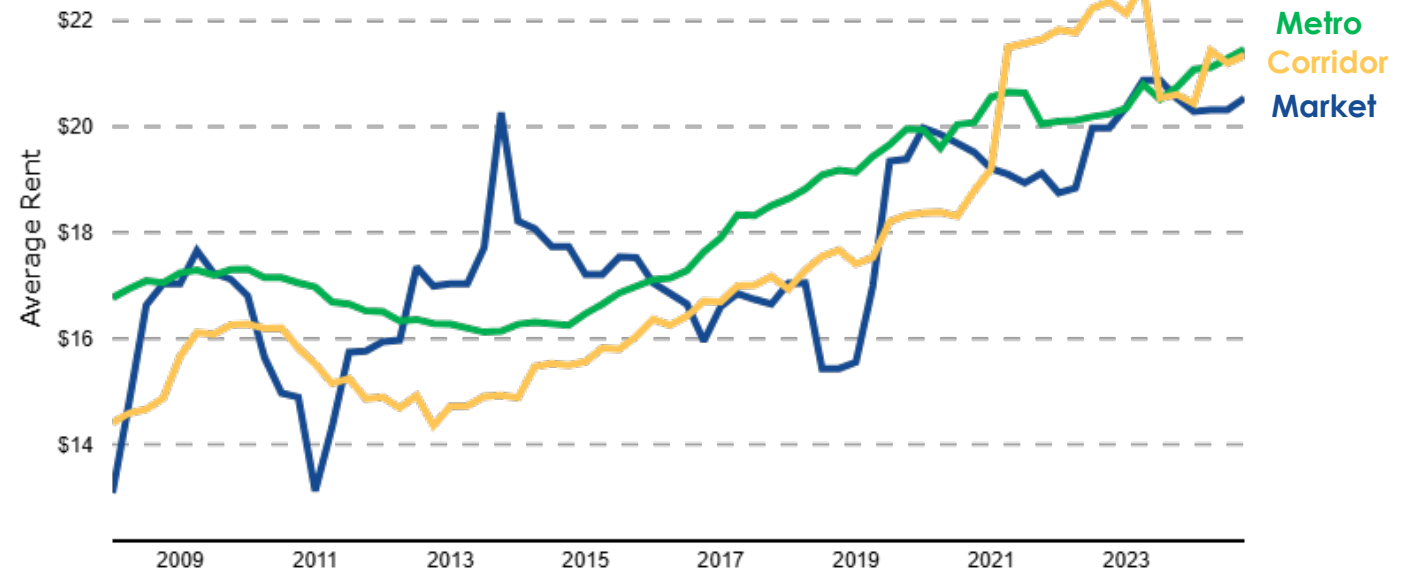
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	46	360,749	4.8%	1968
Medical	17	216,806	15.9%	1984
Office/Residenti	2	3,810	0.0%	1950

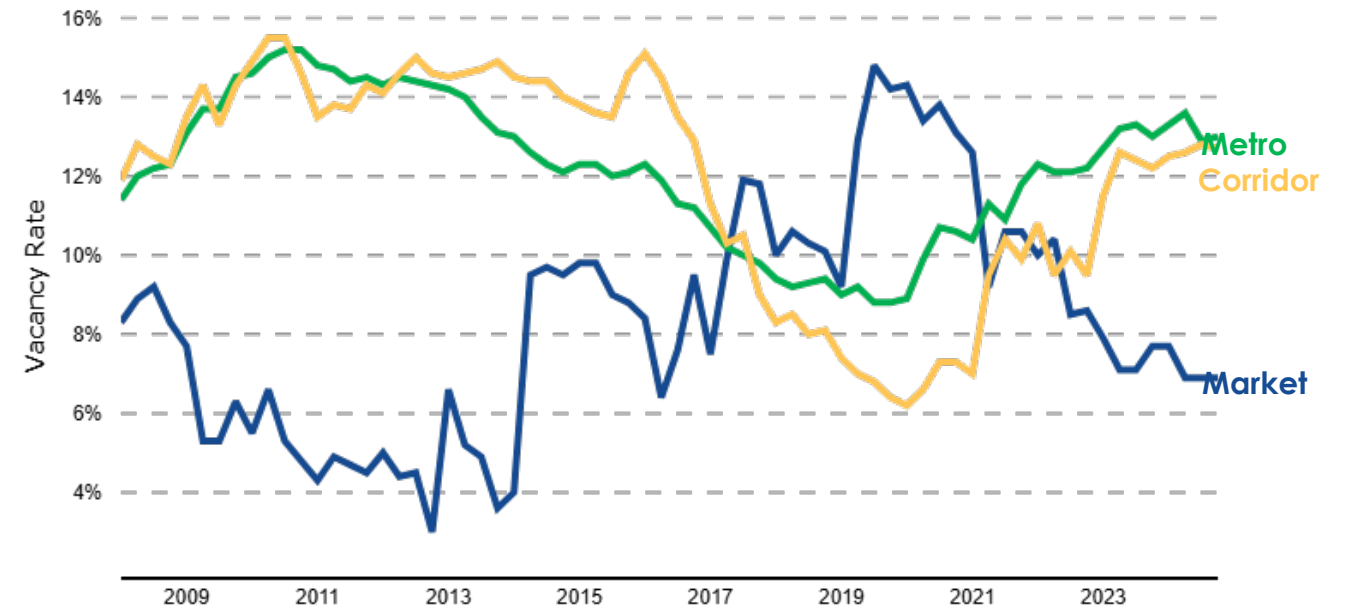
By Class

	Buildings	SF
Class A	0	0
Class B	19	272,371
Class C	46	308,997

Rent Trends



Vacancy Trends



Retail – General Overview

Central Wyandotte

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
278	3,667,952	26.6%	2.9%	1972

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
14	359,143	30.8%	2.3%	1.2%

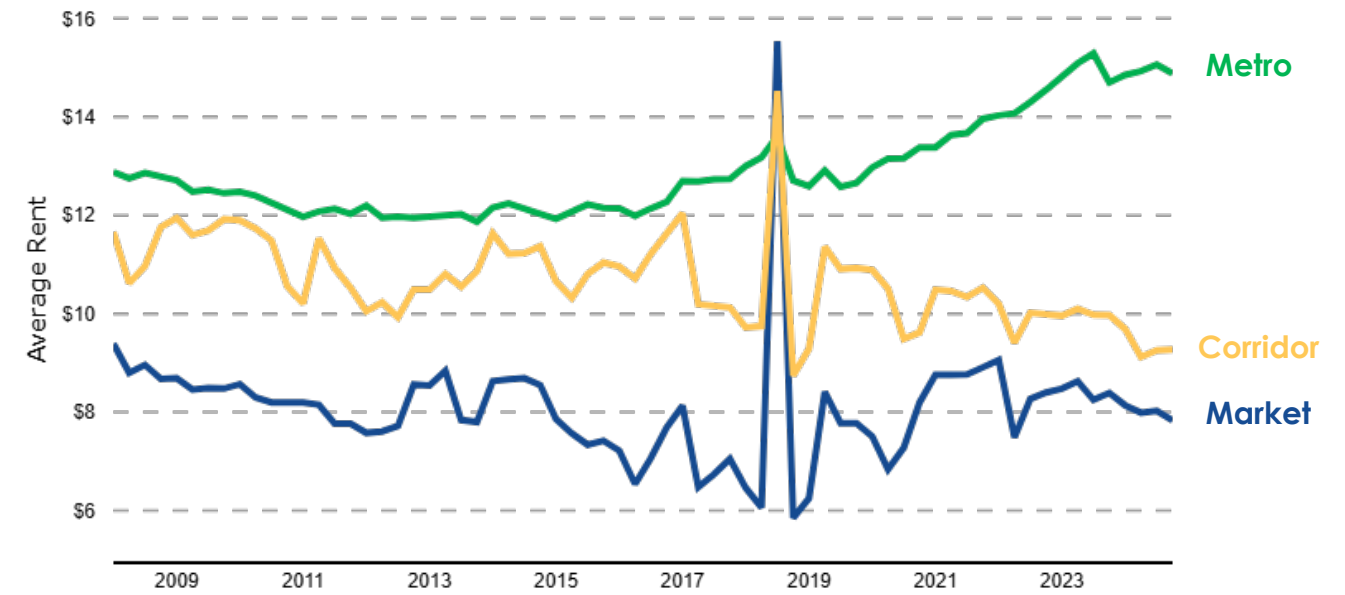
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	159	2,803,912	13.8%	1972
Daily Goods	19	306,358	0.0%	1993
Auto	43	299,653	5.8%	1971
Food/Entertainment	47	172,083	0.0%	1976
Retail/Office	5	68,627	0.0%	1985
Services	5	17,319	0.0%	1955

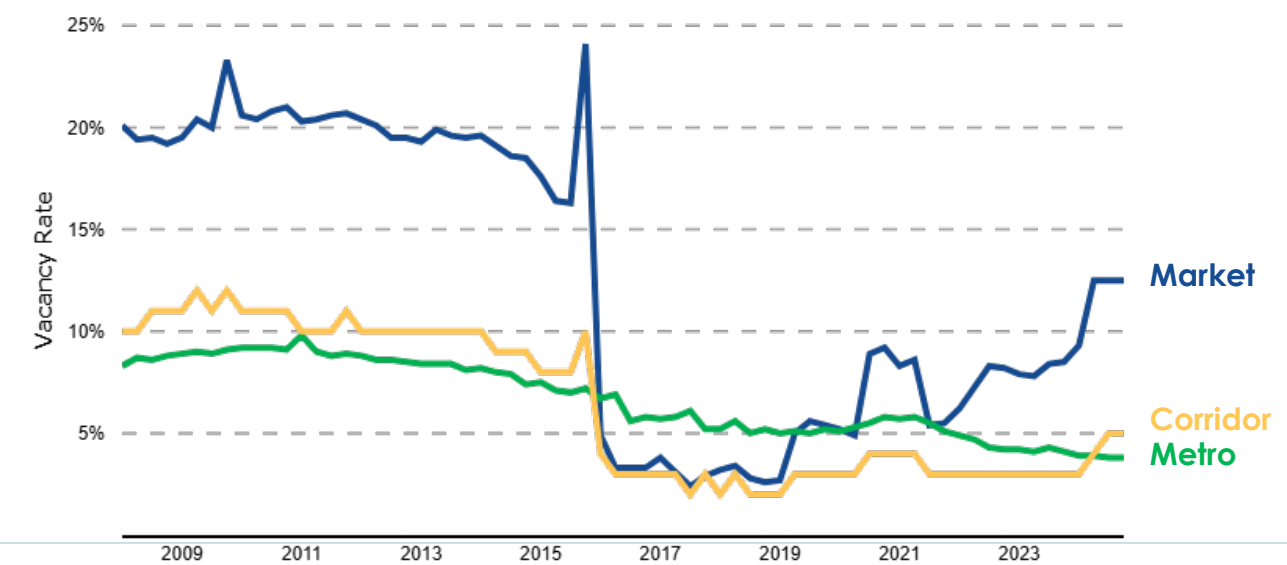
By Class

	Buildings	SF
Class A	0	0
Class B	97	1,329,876
Class C	181	2,338,076

Rent Trends



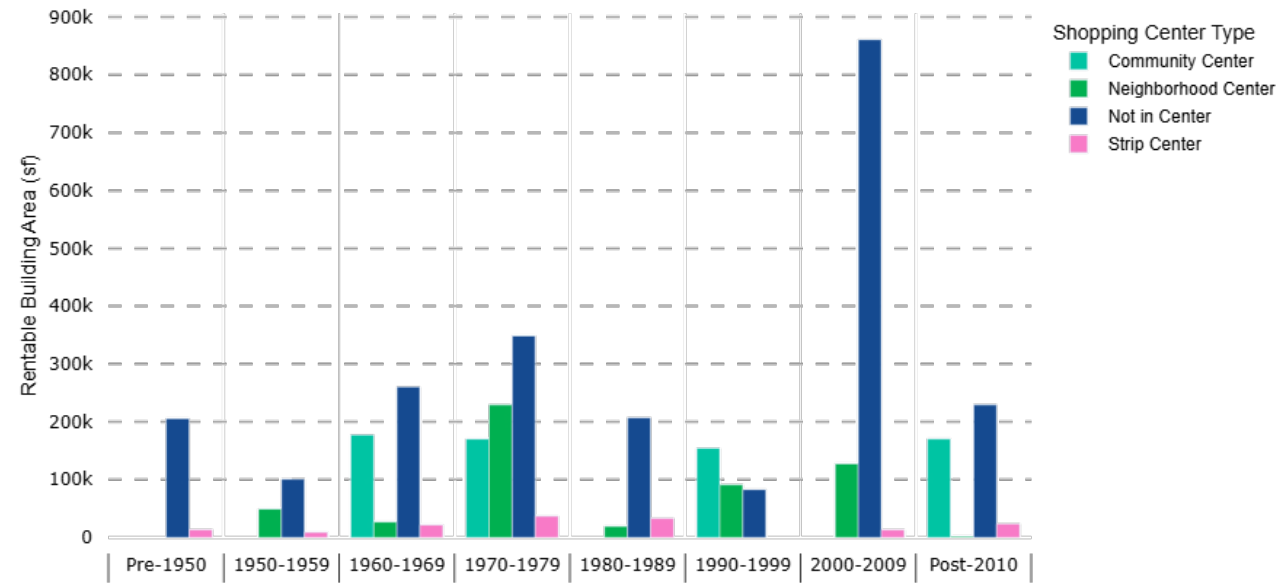
Vacancy Trends



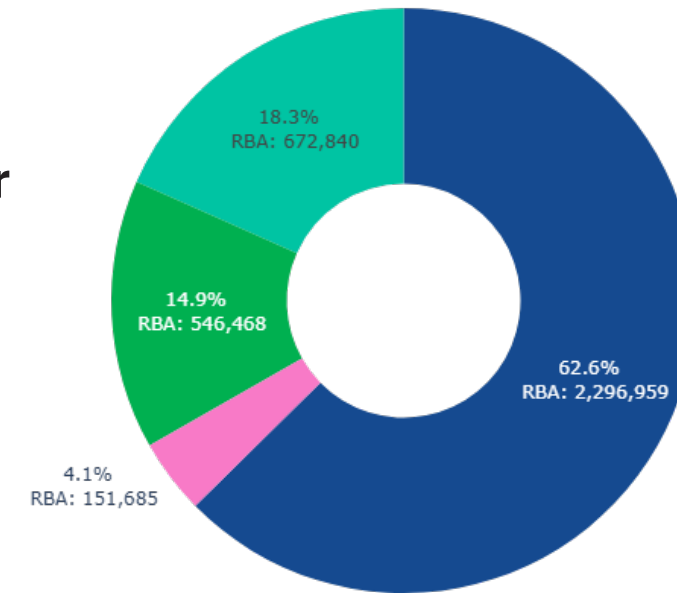
Retail – Shopping Centers

Central Wyandotte

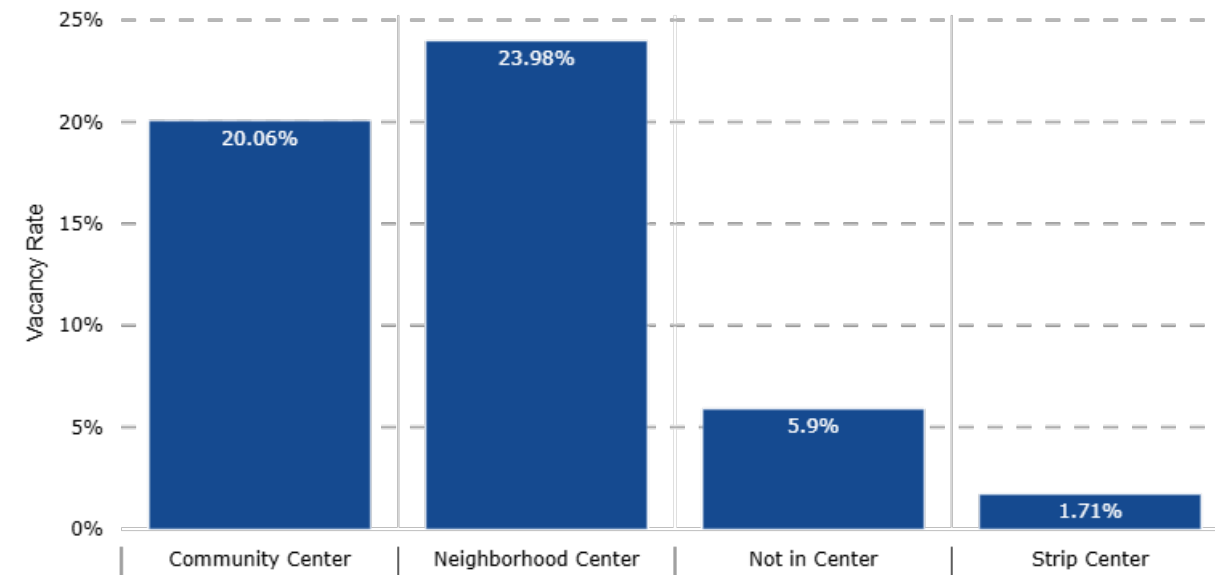
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Central Wyandotte, KS

Transit Indicators

Weighted Average Walk Score



5.98/10

7.27/10 - Corridor

Percent of Households Without a Car



7.6%

5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit



6.56/10

7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto



5.75/10

6.56/10 - Corridor

Weighted Average Transit Score



5.37/10

5.82/10 - Corridor

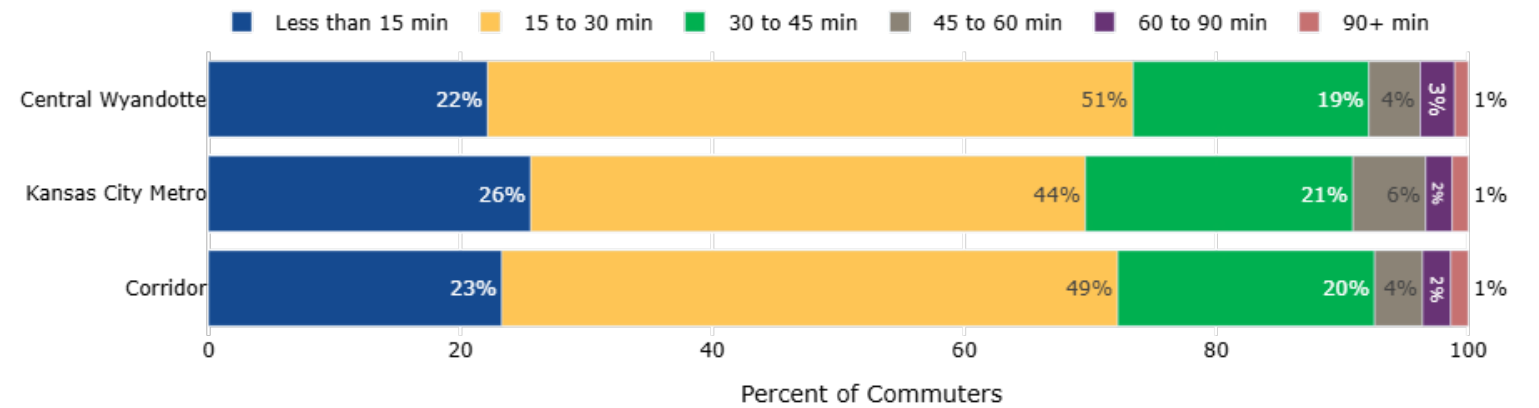
Weighted Average Transit Justice Score



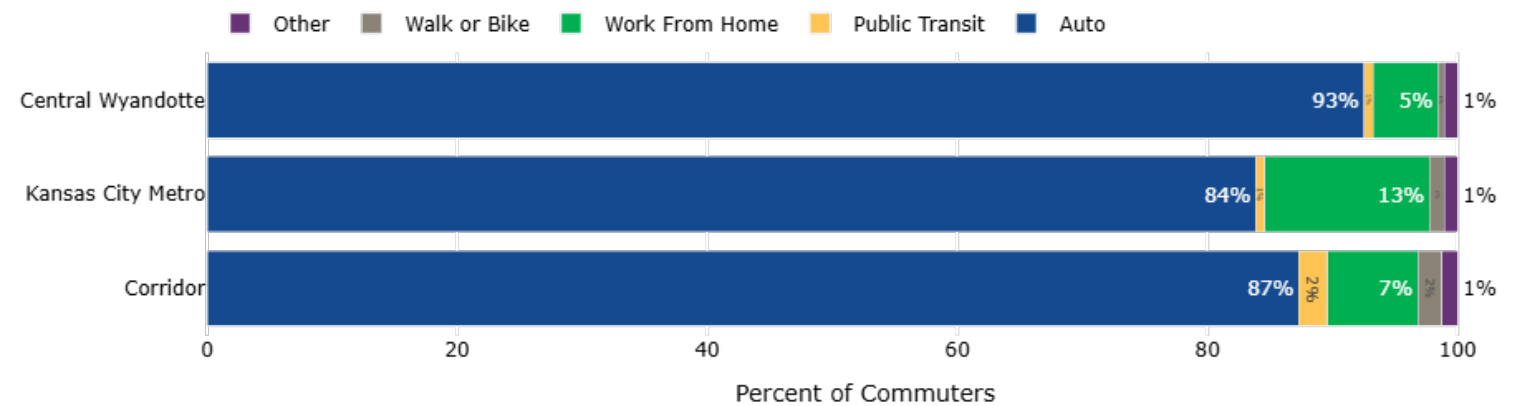
2.24/10

3.60/10 - Corridor

Commute Time



Transportation to Work



Kansas City, KS Market Overview

The downtown Kansas City, KS market is anchored by the public sector. A very high proportion of jobs are situated in education, medical services, and public administration. These industries generate a higher proportion of middle-income occupations, with a higher proportion of those who work in the sector likely to live within the corridor area. The public sector also stabilizes the office market, leading to lower vacancy rates than the corridor or the metro. In other words, the public sector is less volatile than private sector office users. It is also a less dynamic sector, and more in-demand office districts have commanded higher rents over the past decade whereas office rent in Kansas City, Kansas has remained limited.

However, as a more historical Mixed-Use Urban Center neighborhood driven by public sector jobs, the Kansas City, Kansas market has not induced robust multi-family investment, especially newer multi-family buildings oriented towards work-play-live neighborhoods commonly desired by young professionals. Instead, the market has a higher concentration of institutional public housing, affordable multi-family units (although not a high proportion of newer Tax-Credit developments). Within these units, a high proportion of households either live alone or within other household types, including non-married households with children. Rent

subsidized housing remains a crucial support. Despite the age of market rate buildings, many are ‘naturally’ affordable units, which has lowered vacancy rates, and led to rent increases in the past few years that helped reverse general decline. Residential neighborhoods abutting the Mixed-Use Urban Center have higher ratios of ‘missing middle’ duplexes, triplexes, quadplexes and smaller multi-family – housing types more common before more stringent zoning codes. The residential market is lower performing from a market-based perspective - it has higher rates of vacant properties, lower rates of home ownership, and lower property values. However, low property values can make home ownership relatively affordable, especially for those earning middle-income salaries. With demand for more dense urban living continuing to grow (both in public sentiment and in the rent/occupancy data), opportunity may exist for some pioneering multi-family, as well as innovative ‘missing middle’ density housing types.

As a retail district, the existing retail is actually performing very well. Retail is supported both by local customers as well as commuters coming into industrial districts in the south and north and the office market. Retail vacancy rates remain low – much lower than the corridor and the metro – which has caused some sharp increases in rents. Retail rents are now higher than the

corridor and market average. Despite high rents and low vacancies, no new retail has been developed, although strong potential exists.

The area scores highly for transit accessibility – both for the number of employment centers accessible by car and transit, and its accessibility as a destination. Despite the high density of public sector jobs located within the Market, many residents reverse commute to industrial and retail districts, with employment more heavily concentrated in service sector and blue-collar sectors.

On the southern end of the market are clusters of industrial buildings. These are older industrial buildings that tend to serve a range of different functions, including wholesaling and light manufacturing. A lack of greenfield space makes new industrial development challenging. Occupancy remains high, but there is not much space for upward rent growth due to the age of the buildings and new inventory elsewhere in the market.

Demographics

Kansas City, KS

Demographic Overview

Total Population

25,288

2,102,064 - Metro
191,068 - Corridor

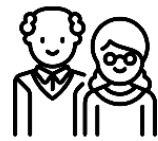
Average Household Size



2.7

2.4 - Metro
2.54 - Corridor

% Above 65



10.4%

15.2% - Metro
12% - Corridor

% Below 18



30.4%

23.8% - Metro
26.3% - Corridor

% Minority



83.8%

29.9% - Metro
63.4% - Corridor

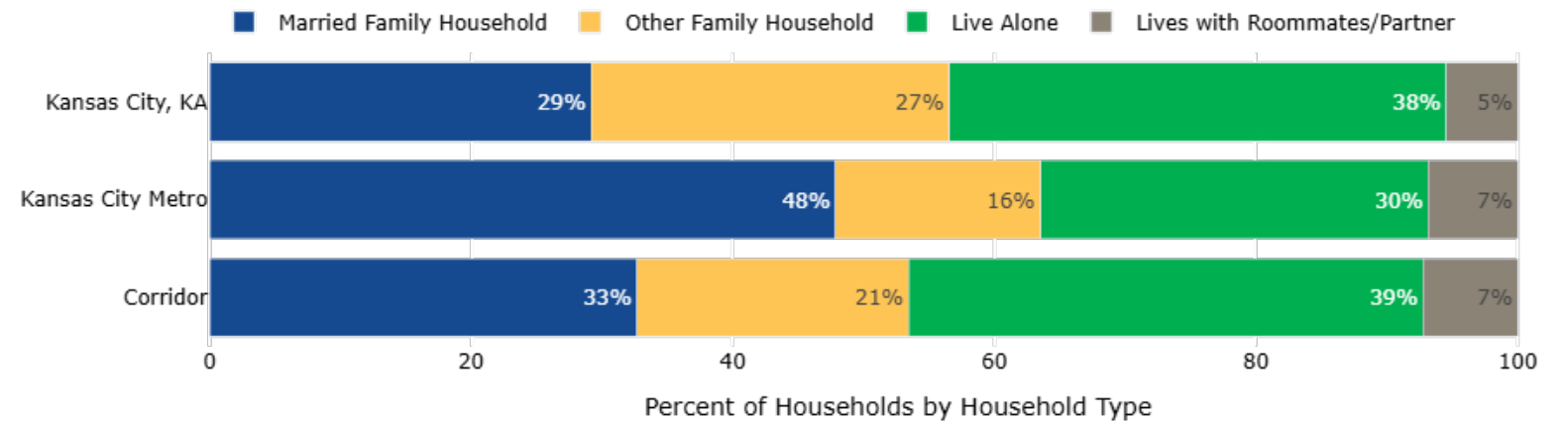
Median Age



33.9

38.2 - Metro
36.2 - Corridor

Household Type




Housing

Kansas City, Kansas


Housing Indicators

Median Rent




\$862
 \$1,148- Metro
 \$1,081- Corridor

Vacancy Rate




17%
 7.2% - Metro
 13.4% - Corridor

Median Home Value




\$123,690
 \$246,000 Metro
 \$143,260- Corridor

Rent Burdened




46.6%
 42.4% - Metro
 47.2% - Corridor

Weighted Average Housing Score




4.44/10
 4.25/10 - Corridor

Weighted Average Housing Justice Score



2.28/10
 2.85/10 - Corridor

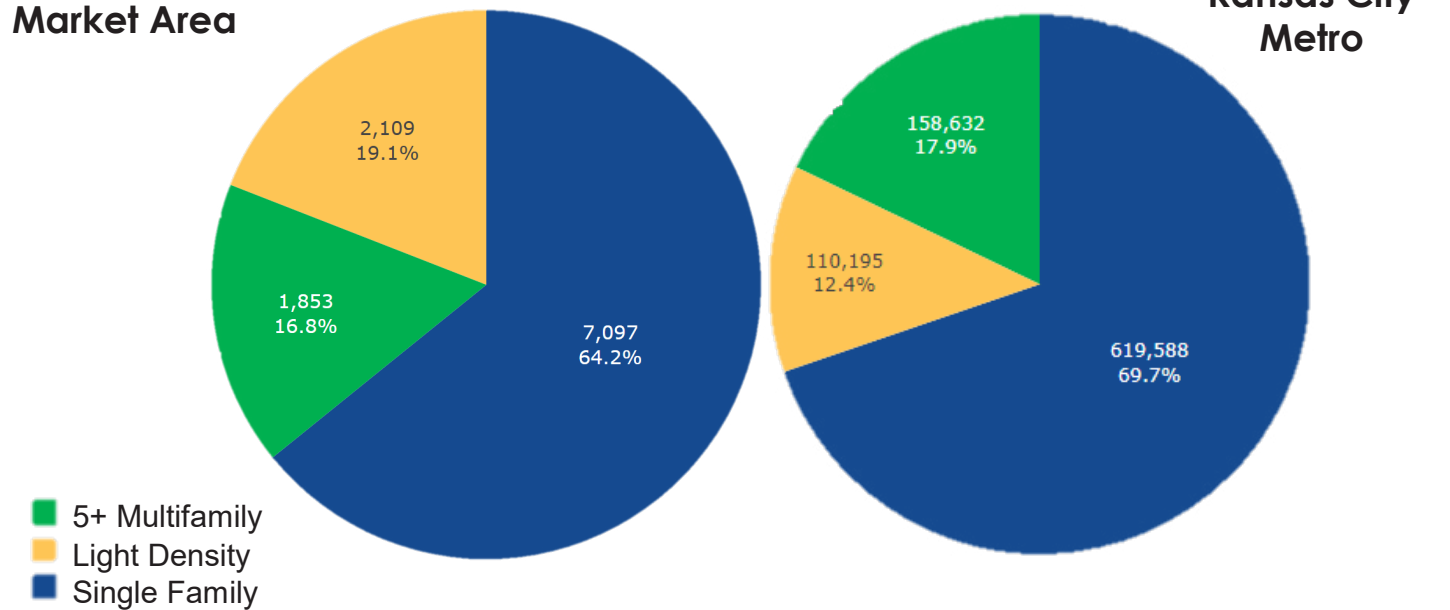
Home Ownership Rate



46.7%
 65% - Metro
 48% - Corridor

Housing Type

Market Area



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
\$0-20,000	26.2%	2,447	<\$70,000	1,814	<\$500	1,244	3,058	611
\$20,000-30,000	12.5%	1,167	\$70,000-\$100,000	795	\$500-\$750	931	1,726	559
\$30,000-40,000	10.3%	959	\$100,000-\$150,000	871	\$750-\$1,000	999	1,870	911
\$40,000-60,000	19.4%	1,816	\$150,000-\$200,000	417	\$1,000-\$1,500	1,173	1,590	(226)
\$60,000-100,000	20.0%	1,866	\$200,000-\$395,000	387	\$1,500-\$2,499	357	744	(1,122)
\$100,000-150,000	8.4%	787	\$395,000-\$590,000	7	\$2,500-\$3,750	0	7	(780)
>\$150,000	3.2%	295	>\$590,000	73	>\$3,750	0	73	(222)

Multi-family housing

Kansas City, KS

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	533	3.1%	0.3%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	653	30.2%	8.5%
Affordable (General Occ)	1,297	20.4%	5.2%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	0	0.0%	0.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	50	6.3%	2.4%

By Class

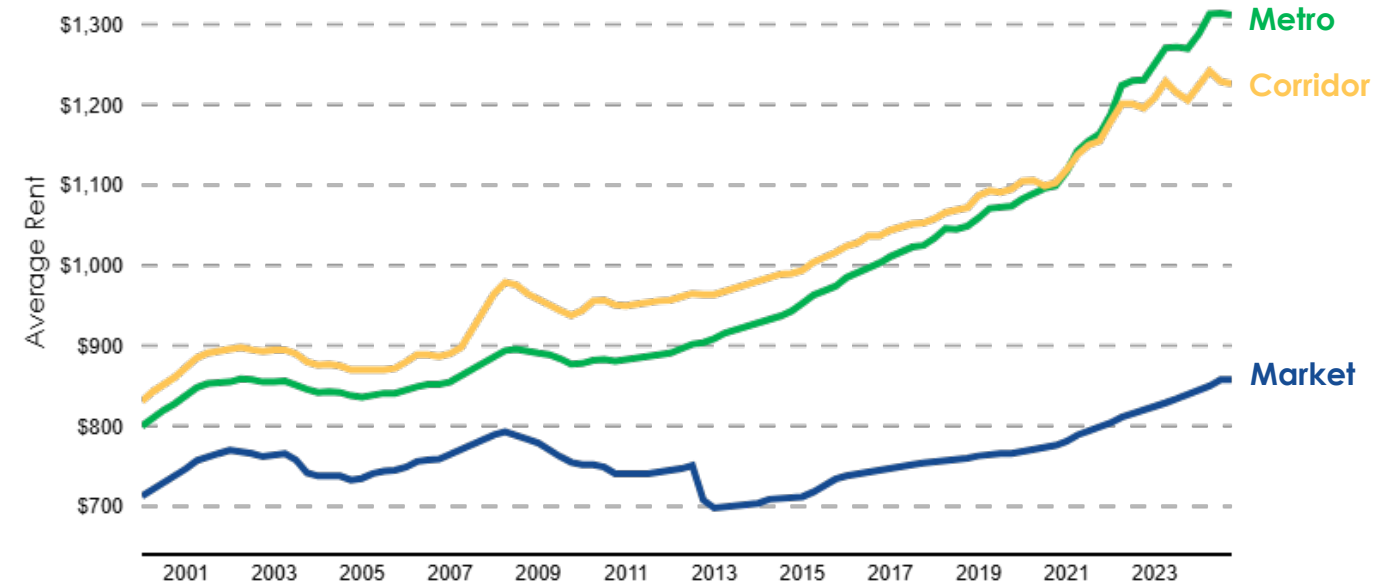
	Unit Total
Class A	30
Class B	525
Class C	1,972

By Unit Size

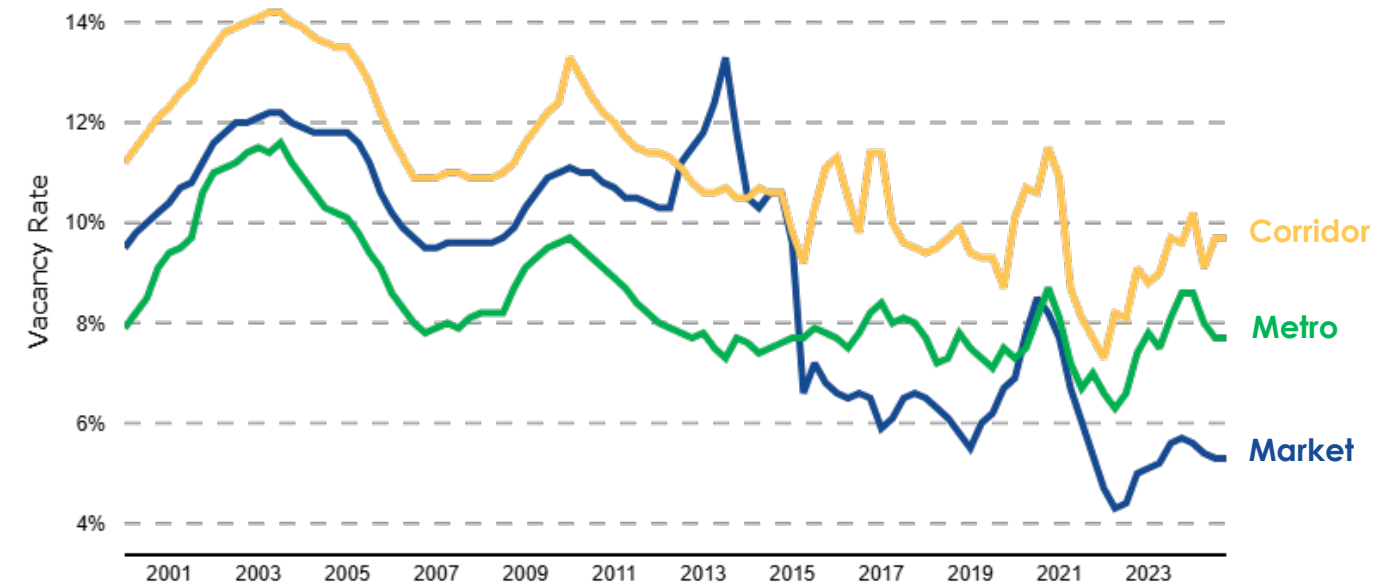
	Unit Total	Avg Rent
Studio	59	\$714
1 Bedroom	862	\$7,410
2 Bedroom	831	\$986
3 Bedroom	179	\$1,086
4 Bedroom	15	\$1,147

Median Year Built: 1946

Rent Trends



Vacancy Trends



Economy

Kansas City, KS

Transit Indicators

Median Household Income



\$42,837

\$73,549 - Metro
\$53,571 - Corridor

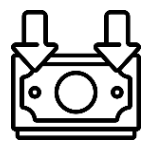
Unemployment Rate



8.1%

4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income



14.2%

19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs



27.1%

19.4% - Metro
23.5% - Corridor

Percent with Bachelor's Degree



12.9%

39.3% - Metro
18.9% - Corridor

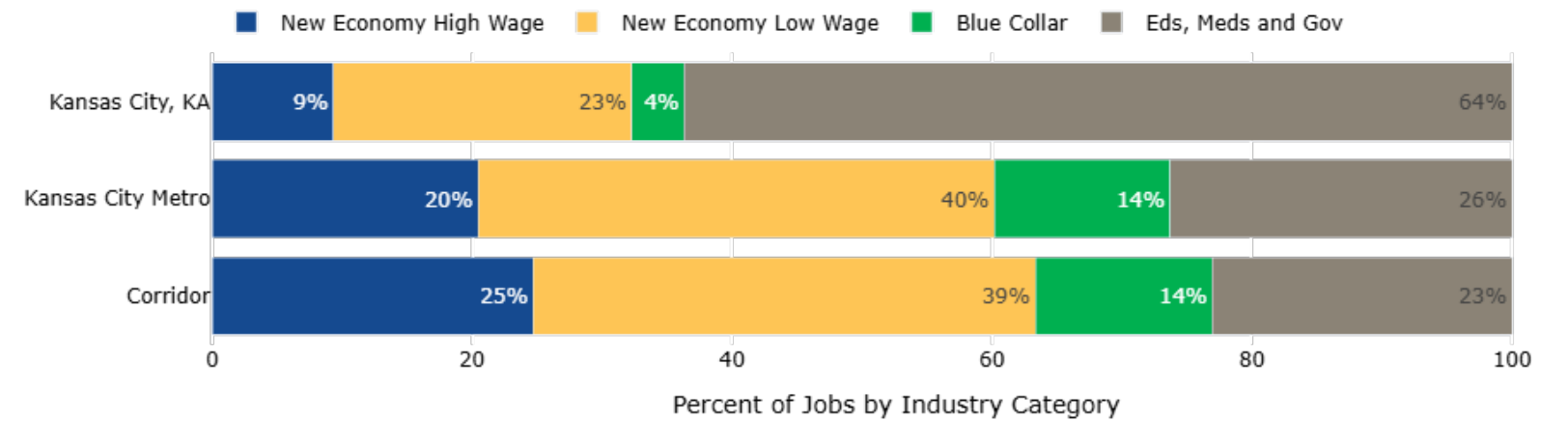
Weighted Average Economic Justice Score



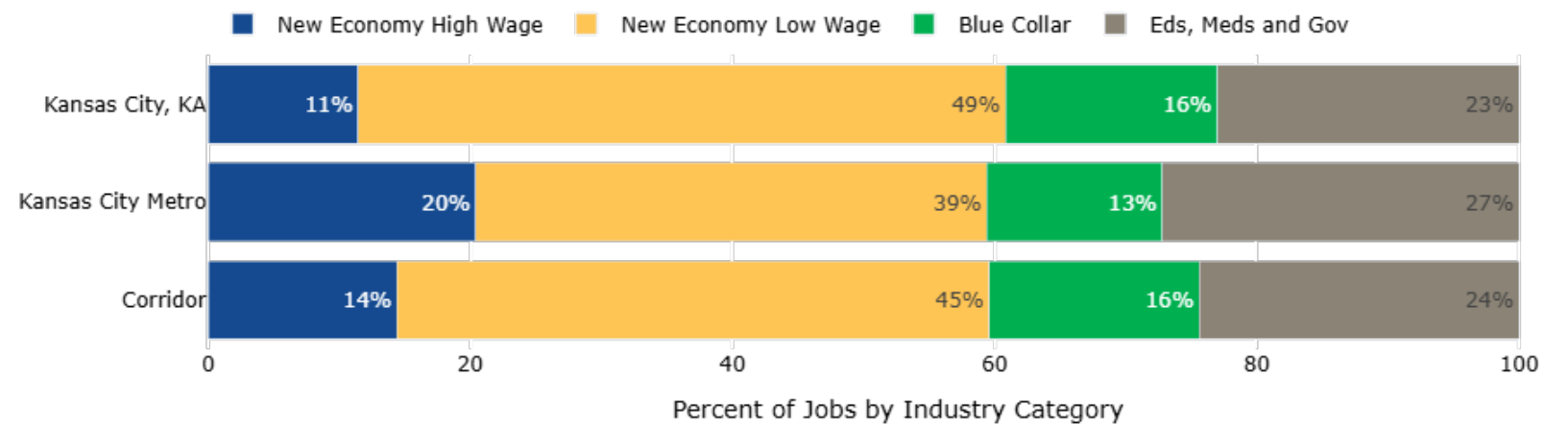
1.43/10

2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Kansas City, KS

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
82	1,289,166	2.4%	0.4%	1952

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
2	25,670	0.7%	0.0%	0.0%

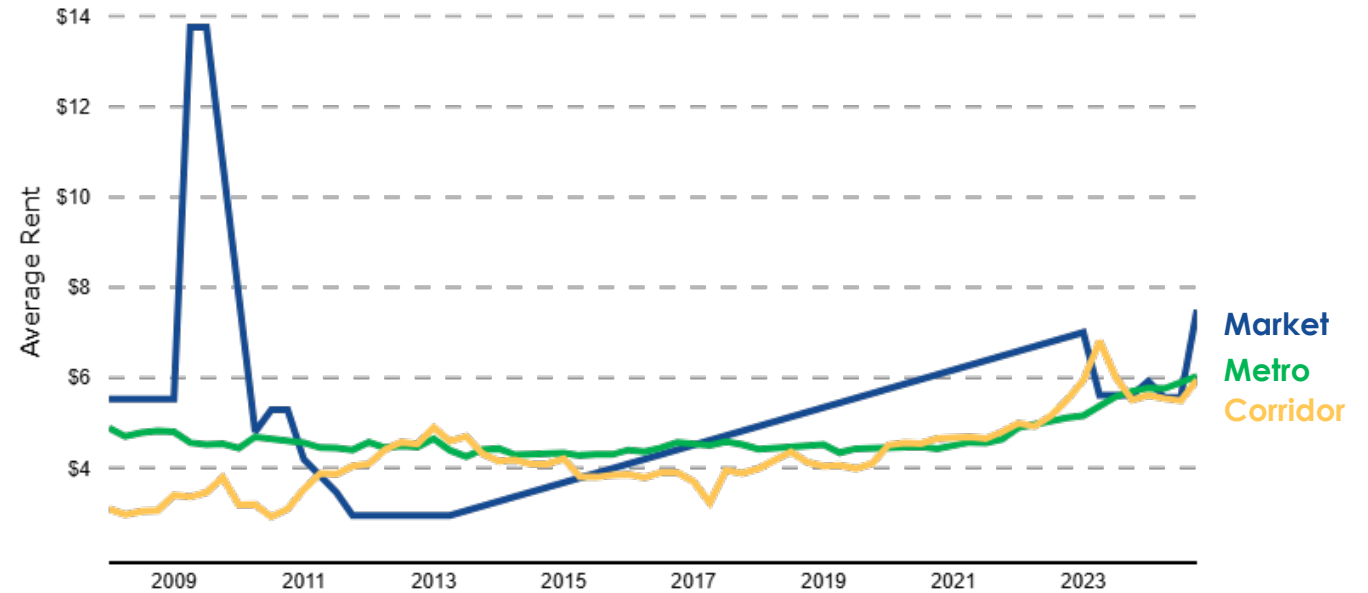
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	61	941,023	1.9%	1951
Manufacturing	7	165,597	0.0%	1965
Service	6	78,706	13.6%	1973
General Ind	6	78,670	0.0%	1945
Showroom	1	16,500	100.0%	1947
Light Dist	1	8,670	0.0%	2020

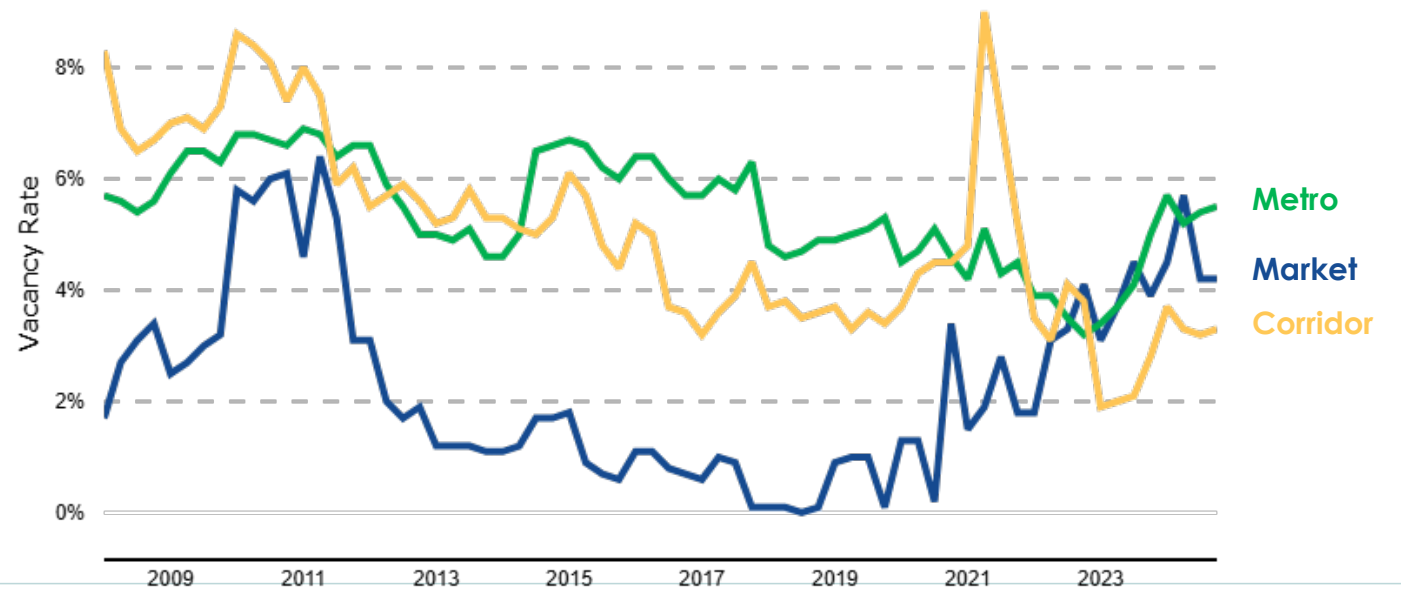
By Class

	Buildings	SF
Class A	0	0
Class B	12	297,280
Class C	70	991,886

Rent Trends



Vacancy Trends



Office

Kansas City, KS

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
82	2,209,128	8.6%	1.8%	1960

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
4	255,693	8.6%	1.5%	3.8%

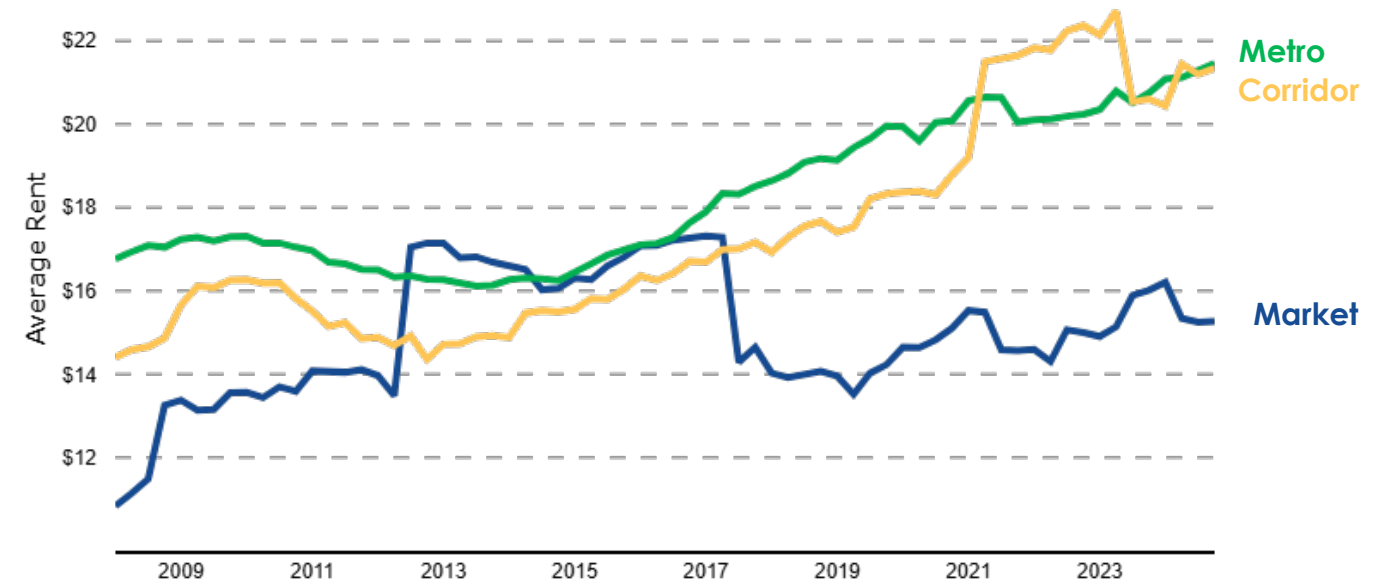
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	67	1,826,932	3.8%	1955
Medical	10	332,060	0.0%	1969
Loft/Creative Space	3	40,987	24.0%	2019
Office/Residential	2	9,149	0.0%	1988

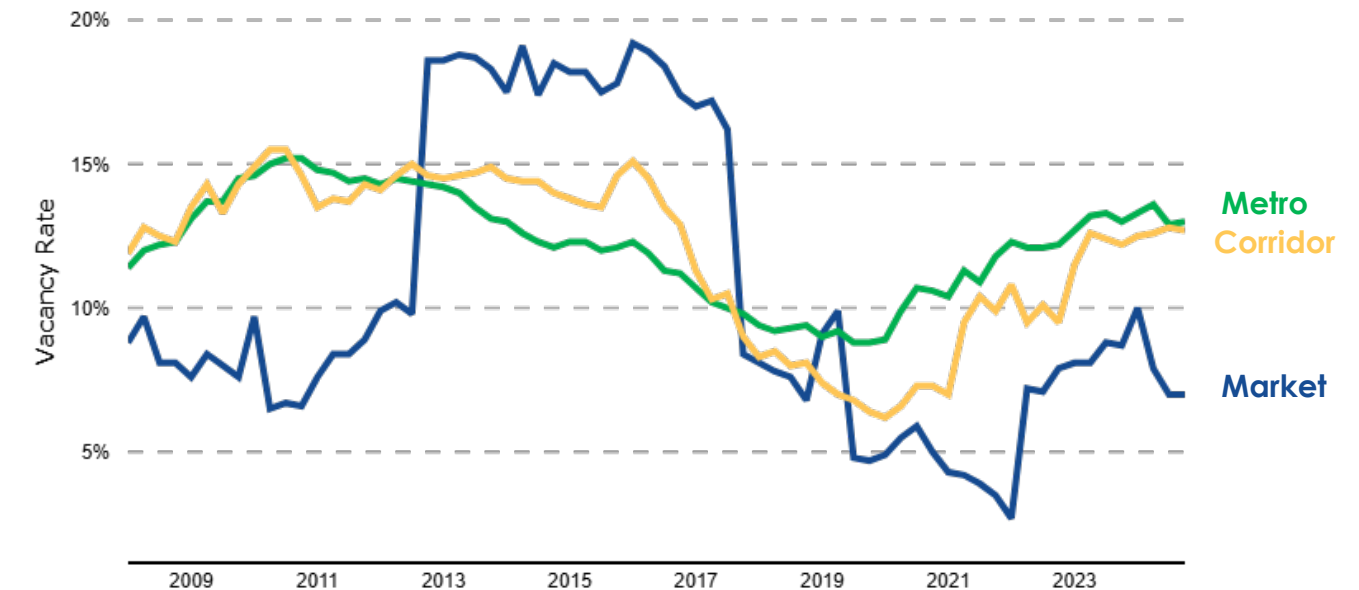
By Class

	Buildings	SF
Class A	2	307,809
Class B	30	873,332
Class C	50	1,027,987

Rent Trends



Vacancy Trends



Retail overview

Kansas City, KS

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
230	1,357,235	9.8%	1.1%	1930

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
7	22,002	1.9%	0.1%	0.0%

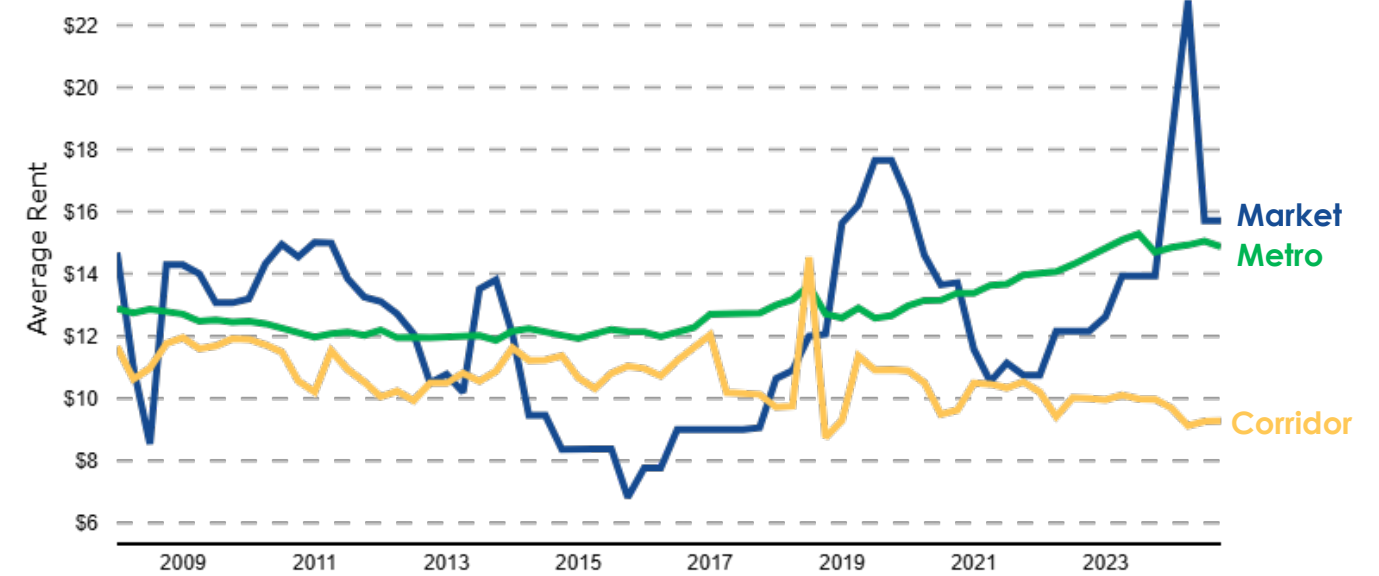
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	242	1,215,116	0.0%	1925
Auto	56	189,924	0.0%	1955
Daily Goods	23	160,578	0.0%	1980
Retail/Office	22	115,744	0.0%	1909
Food/Entertainment Services	30	86,858	1.0%	1975
	9	49,827	0.0%	1950

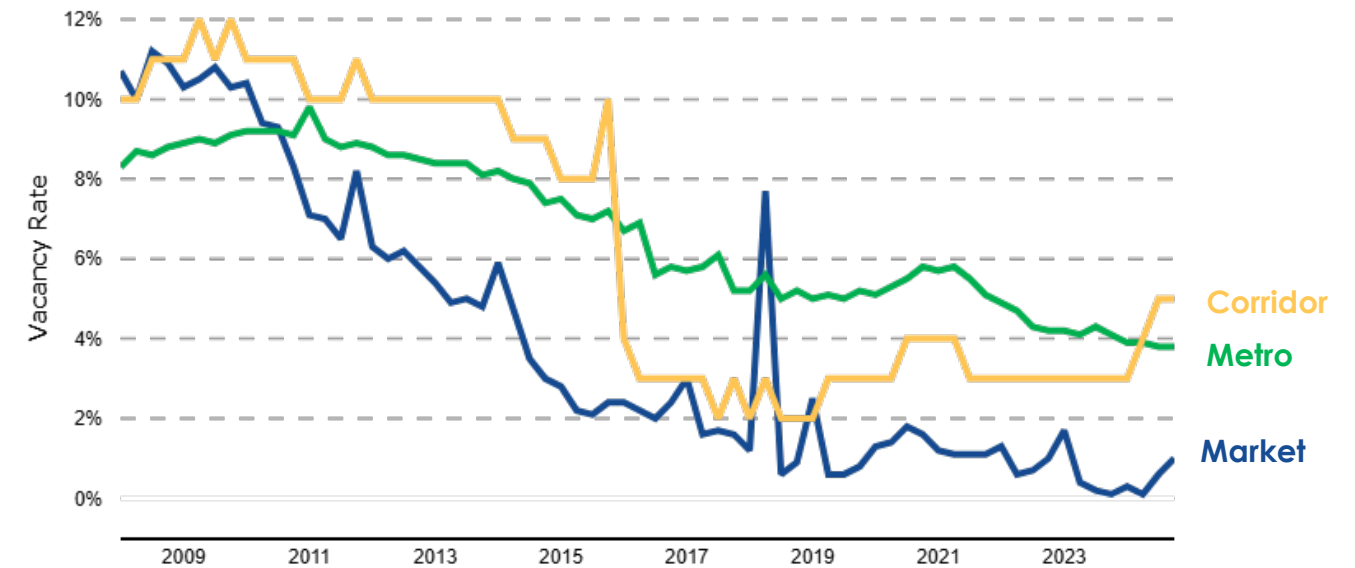
By Class

	Buildings	SF
Class A	1	74,079
Class B	40	224,086
Class C	189	1,059,070

Rent Trends



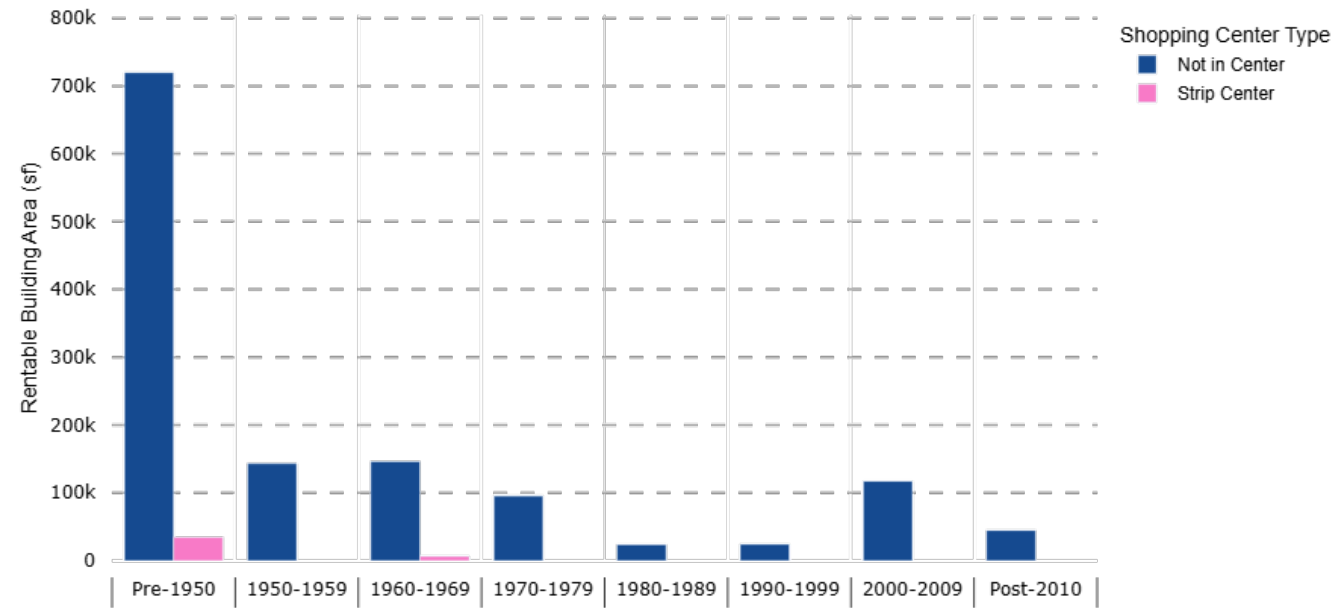
Vacancy Trends



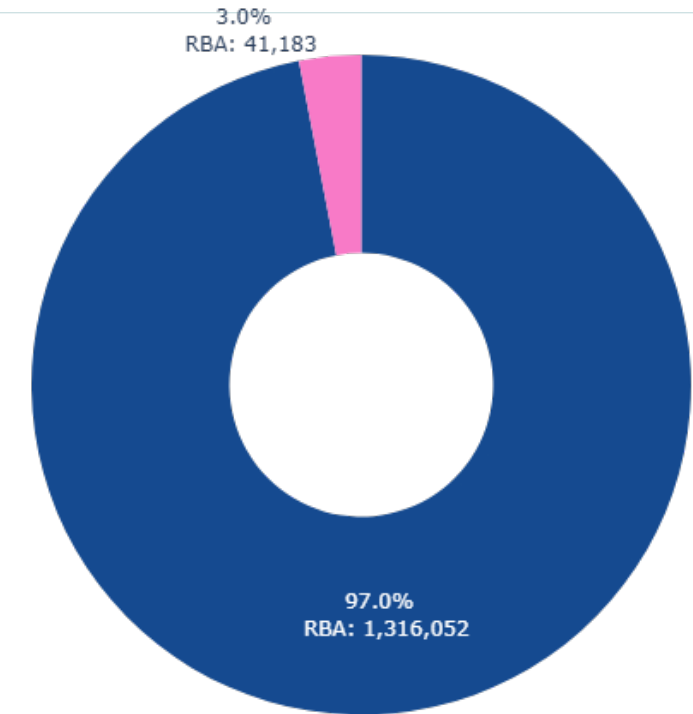
Retail Centers

Kansas City, KS

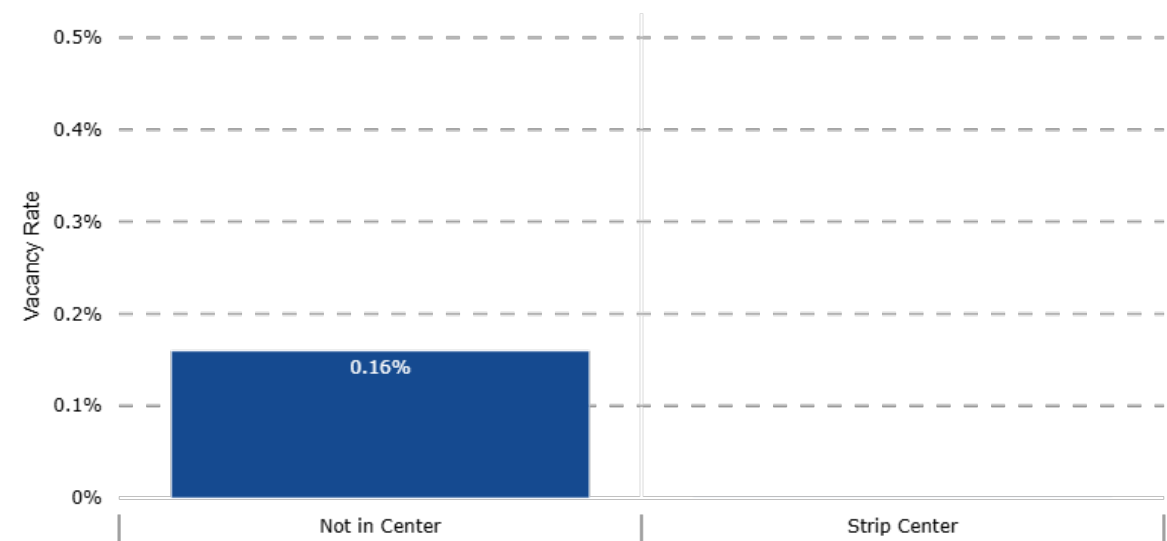
Year Built by Shopping Center Type



Square Footage by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Kansas City, KS

Transit Indicators

Weighted Average Walk Score



7.23/10

7.27/10 - Corridor

Percent of Households Without a Car



17.7%

5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit



7.97/10

7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto



8.59/10

6.56/10 - Corridor

Weighted Average Transit Score



6.27/10

5.82/10 - Corridor

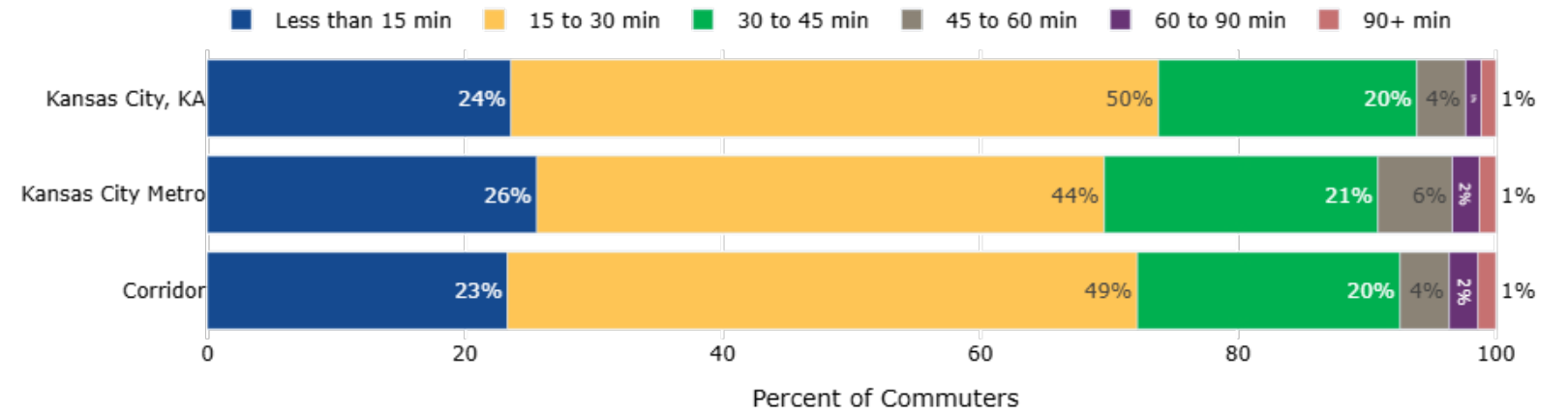
Weighted Average Transit Justice Score



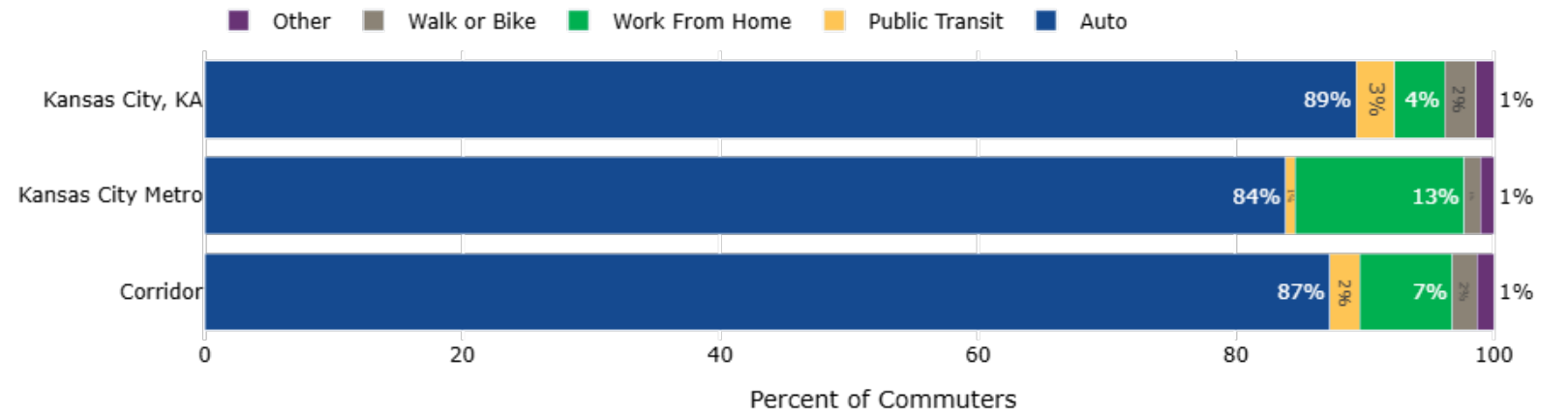
3.40/10

3.60/10 - Corridor

Commute Time



Transportation to Work



Central Industrial Market Overview

The Central Industrial District in Kansas has about 10% of the corridor's industrial square footage. It's historically prime location along the Kansas and Missouri River junction, strong location along major rail lines, and both East/West and North/South connections to the interstate have made it ideal for distribution and manufacturing. Today, it's prime location continues to generate industrial, distribution and wholesaling jobs, with distribution and wholesale increasingly important.

A majority of the buildings, however, date back to earlier eras of industrial expansion. Due to the age and obsolescence of the buildings and the spaces, they in general do not attract surplus market rents, but nonetheless remain competitive spaces with low vacancy rates. New industrial space on the broader metro market has softened some of its competitiveness, but the area still offers a combination of proximity, affordability, and centrality that makes it a vibrant industrial park.

The west side of the Kansas River is likely to remain an exclusively industrial district, however the area just north of the Kansas River and adjacent to the West Bottoms, MO area may slowly trend towards redevelopment into a mixed-use industrial district. A pioneering development – one that feels very integrated into the West Bottom's gentrifying industrial milieu – is in construction. Called 'The Helm', the new multi-family

unit includes 232 new 4-star luxury apartment units, heavily leaning towards studio and one bedroom unit mix attractive to younger professionals.

Economy

Central Industrial District, KS

Transit Indicators

Median Household Income



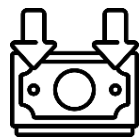
--
\$73,549 - Metro
\$53,571 - Corridor

Unemployment Rate



--
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income



8.5%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs



--
19.4% - Metro
23.5% - Corridor

Percent with Bachelor's Degree



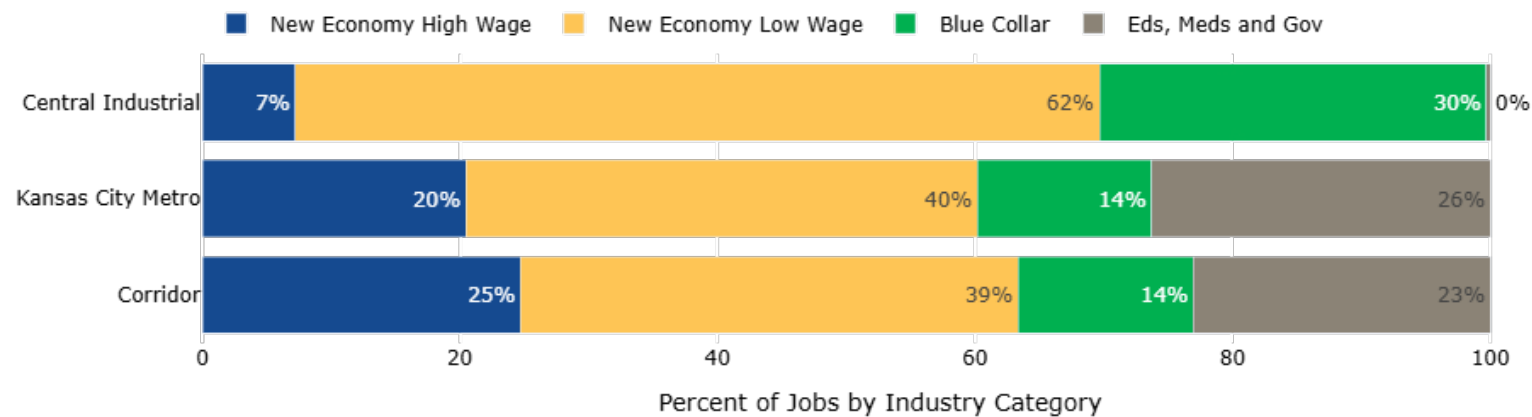
--
39.3% - Metro
18.9% - Corridor

Weighted Average Economic Justice Score



--/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents

Industrial

Central Industrial

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
134	4,969,752	9.1%	1.4%	1965

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	275,627	7.5%	0.3%	0.0%

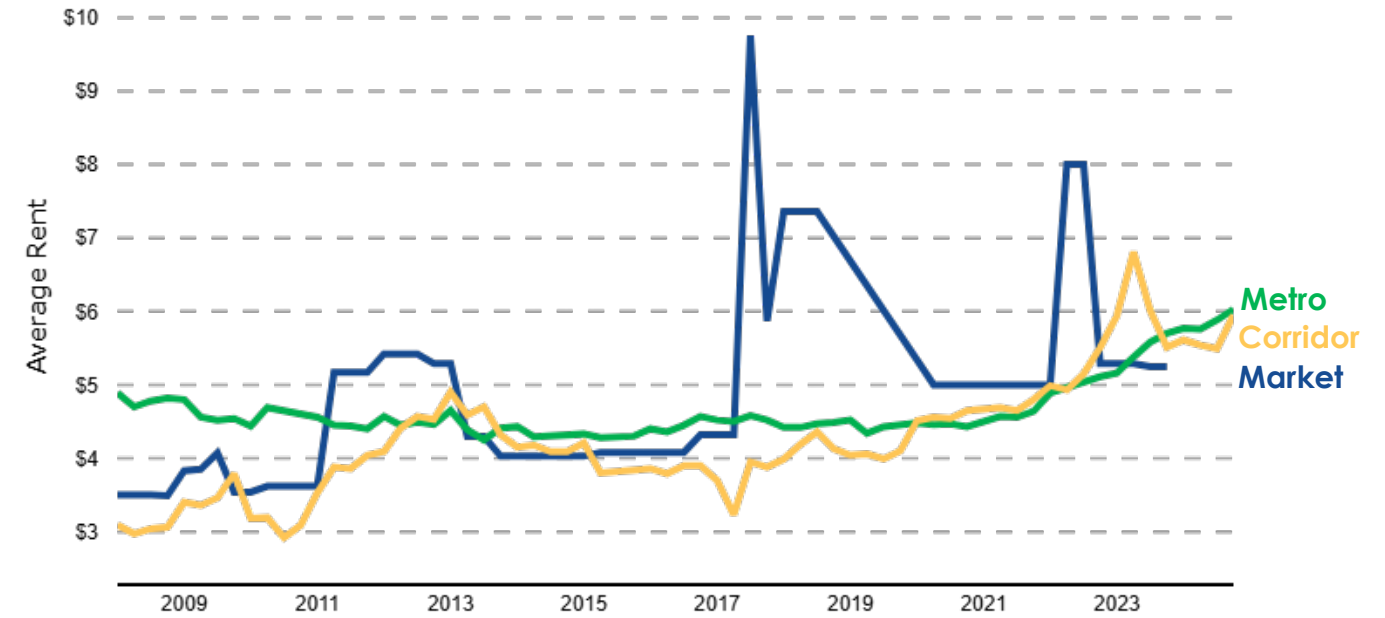
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	100	3,544,055	4.7%	1965
Distribution	7	576,397	0.0%	1952
Manufacturing	14	558,676	0.0%	1971
Food Processing	2	140,852	0.0%	1979
Service	4	63,106	49.8%	1971
Truck Terminal	4	57,872	0.0%	1964
General Ind	3	28,794	0.0%	2021

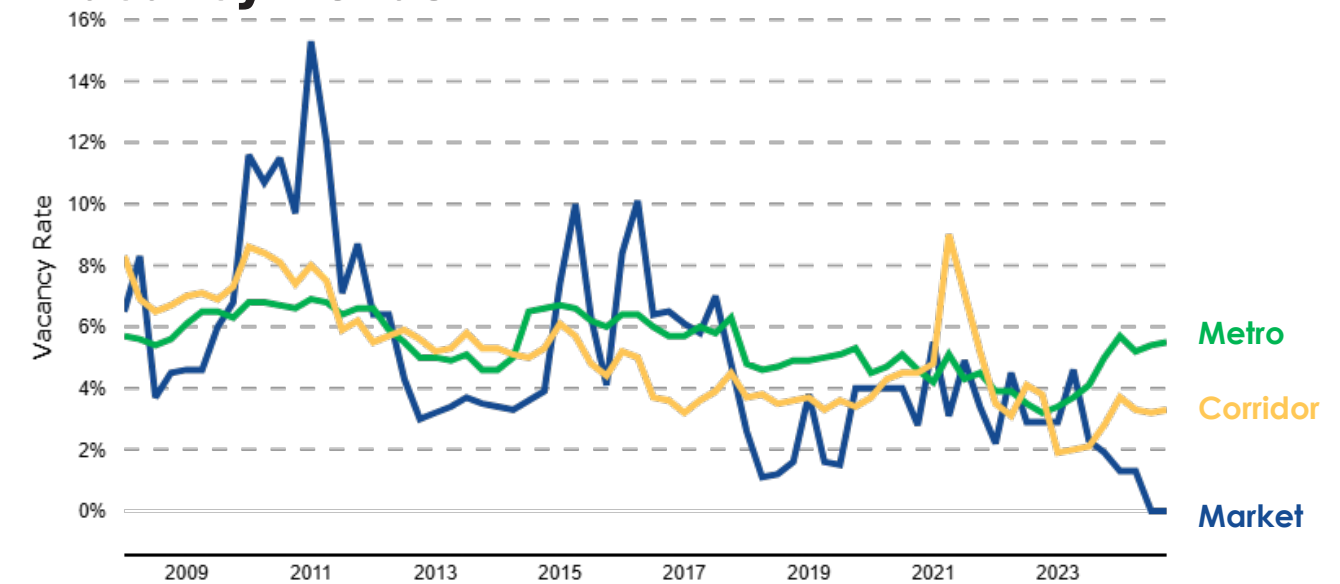
By Class

	Buildings	SF
Class A	6	858,789
Class B	26	1,535,462
Class C	102	2,575,501

Rent Trends



Vacancy Trends



West Bottoms Market Overview

The West Bottoms character area is called Gentrifying Urban Core – a designation it shares with a ring of neighborhoods surrounding Downtown Kansas City. The area – home to a long period of economic neglect and decline – is still home to a high proportion of pre-War brick industrial buildings. Built to incorporate a large amount of light and to maximize vertical space in dense industrial areas, old brick warehouse and industrial buildings have been popular sights of urban renewal and redevelopment for decades. The West Bottoms is in the midst of this transition.

A mix of restored industrial units and new multi-family market rate construction are attracting young professionals into the area. Units have a much higher mix of studio and one-bedrooms, typical of the demand profile for a younger population that is renting longer and having children later. The market is successfully attracting renters into the neighborhood, with rents steadily rising as buildings quickly lease up. A TIF district in the area has helped attract new investment, with some of that including affordable tax-credit units.

Economically, most work in professional or high-end retail service sector jobs, earn higher personal and household incomes than many along the corridor, and prioritize living in hip work-live-play neighborhoods. A high proportion of residents work in office-related jobs, but also a growing share work from home. Transit

ridership is high in this demographic – both here and in other neighborhoods of the same character area.

Industrial uses are still scattered in the area, although the use of the space for industrial purposes is declining. Vacancy rates are high in the industrial segment. Instead, industrial spaces are converting to new retail, much of it neighborhood oriented and higher-end services popular in gentrifying neighborhoods.

The office market is relatively small, with 18 buildings and 1.1 msf, it does have some 'hip' buildings for the creative industries in the area. Strong 'industrial' feel that may continue to draw reinvestment and repurposing of space similar to hip gentrified industrial districts in cities nationwide.

In general, the West Bottoms area offers some very high upside. Neighborhoods have high building character. A density of live-work-play options continue to emerge, and quick access to transit to downtown Office and retail markets make it very attractive for households interested in less time in the car. Additionally, significant vacant space exists for redevelopment. Targeting areas where development can occur without displacement makes sense.

Demographics

West Bottoms

Demographic Overview

Total Population

135
 2,102,064 - Metro
 191,068 - Corridor

Average Household Size

1.8
 2.4 - Metro
 2.54 - Corridor

% Above 65

0%
 15.2% - Metro
 12% - Corridor

% Below 18

0%
 23.8% - Metro
 26.3% - Corridor

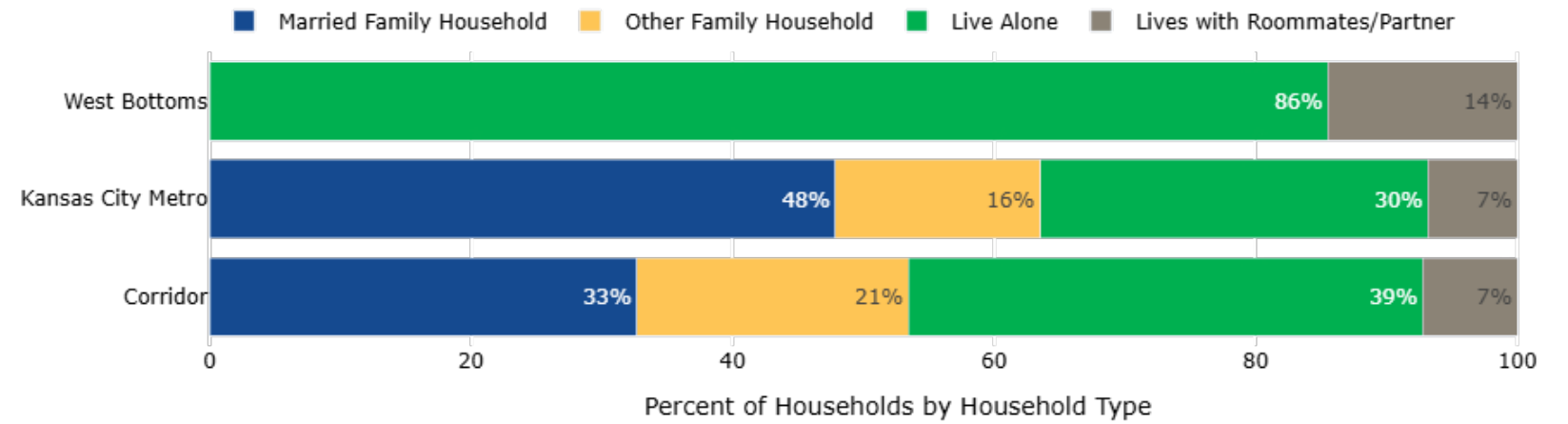
% Minority

45.9%
 29.9% - Metro
 63.4% - Corridor

Median Age

26.7
 38.2 - Metro
 36.2 - Corridor

Household Type




Housing

West Bottoms


Housing Indicators

Median Rent




\$1,178
\$1,148- Metro
\$1,081- Corridor

Vacancy Rate




--%
7.2% - Metro
13.4% - Corridor

Median Home Value




\$--
\$246,000 Metro
\$143,260- Corridor

Rent Burdened




35.5%
42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score




3.17/10
4.25/10 - Corridor

Weighted Average Housing Justice Score



2.72/10
2.85/10 - Corridor

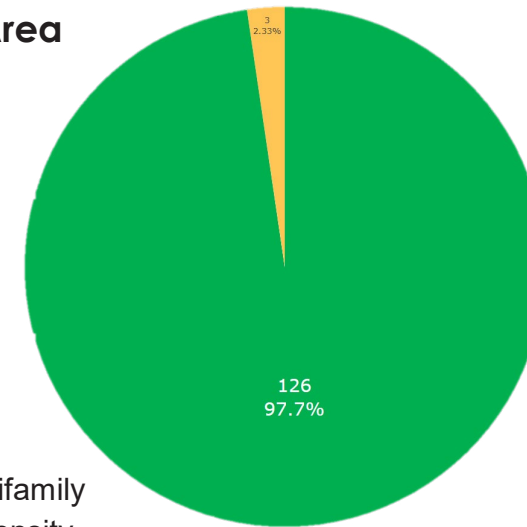
Home Ownership Rate



0%
65% - Metro
48% - Corridor

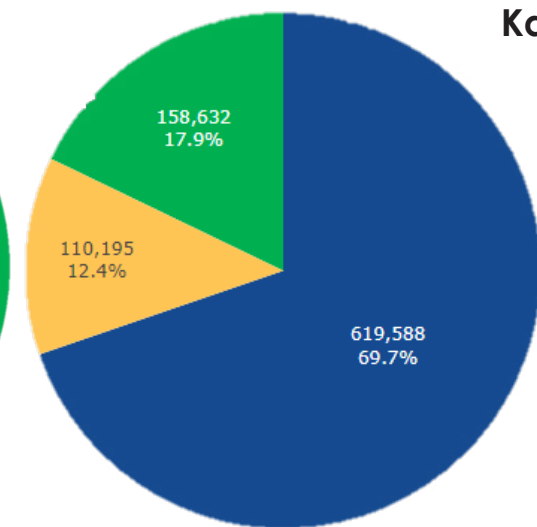
Housing Type

Market Area



- 5+ Multifamily
- Light Density
- Single Family

Kansas City Metro



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
\$0-20,000	21.1%	16	<\$70,000	0	<\$500	0	-	(16)
\$20,000-30,000	0.0%	-	\$70,000-\$100,000	0	\$500-\$750	0	-	-
\$30,000-40,000	0.0%	-	\$100,000-\$150,000	0	\$750-\$1,000	11	11	11
\$40,000-60,000	22.4%	17	\$150,000-\$200,000	0	\$1,000-\$1,500	65	65	48
\$60,000-100,000	56.6%	43	\$200,000-\$395,000	0	\$1,500-\$2,499	0	-	(43)
\$100,000-150,000	0.0%	-	\$395,000-\$590,000	0	\$2,500-\$3,750	0	-	-
>\$150,000	0.0%	-	>\$590,000	0	>\$3,750	0	-	-

Multi-family housing

West Bottoms

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	677	3.9%	0.4%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	600	9.0%	1.4%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	50	6.3%	2.4%

By Class

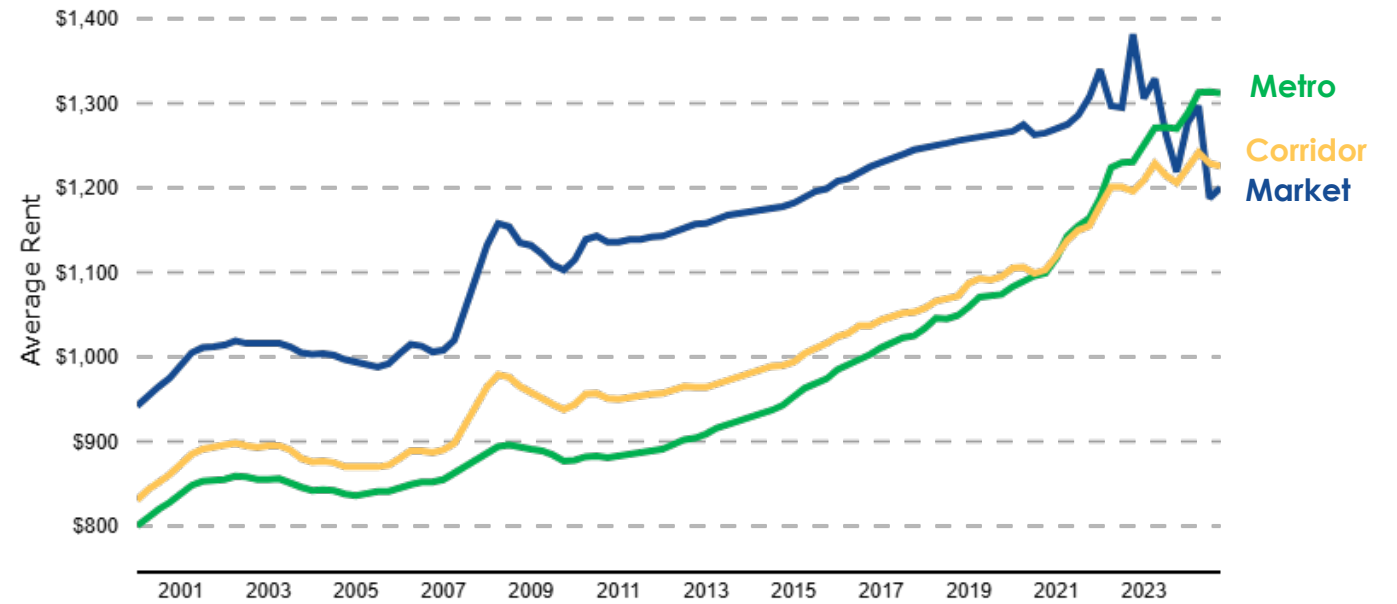
	Unit Total
Class A	241
Class B	422
Class C	14

By Unit Size

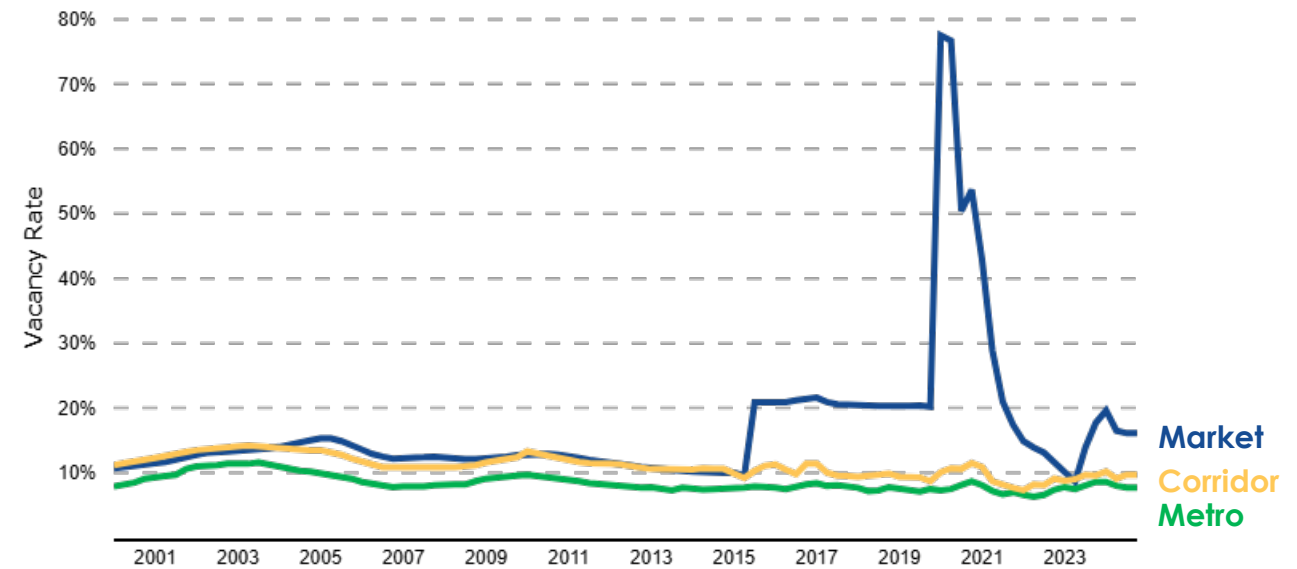
	Unit Total	Avg Rent
Studio	158	\$1,226
1 Bedroom	367	\$1,516
2 Bedroom	151	\$2,193
3 Bedroom	1	\$5,456
4 Bedroom	0	\$0

Median Year Built: 2019

Rent Trends



Vacancy Trends



Economy

West Bottoms

Economic Indicators

Median Household Income



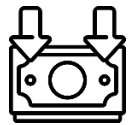
\$83,636
\$73,549 - Metro
\$53,571 - Corridor

Unemployment Rate



0%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income



12.7%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs



14.3%
19.4% - Metro
23.5% - Corridor

Percent with Bachelor's Degree



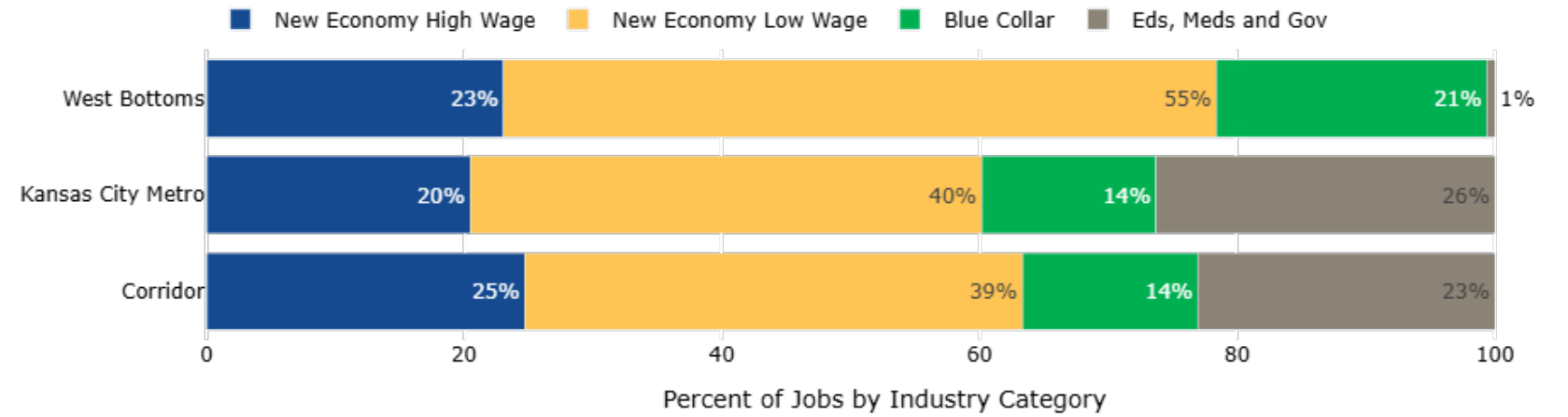
43.4%
39.3% - Metro
18.9% - Corridor

Weighted Average Economic Justice Score

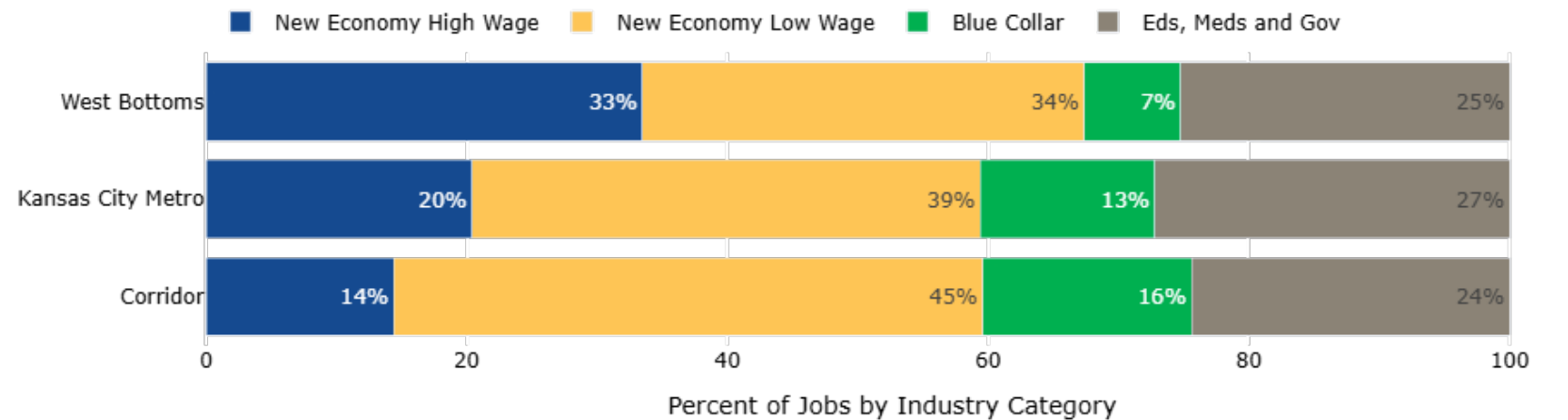


6.0/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

West Bottoms

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
176	6,019,394	11.0%	1.7%	1936

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	44,700	0.0%	0.1%	0.0%

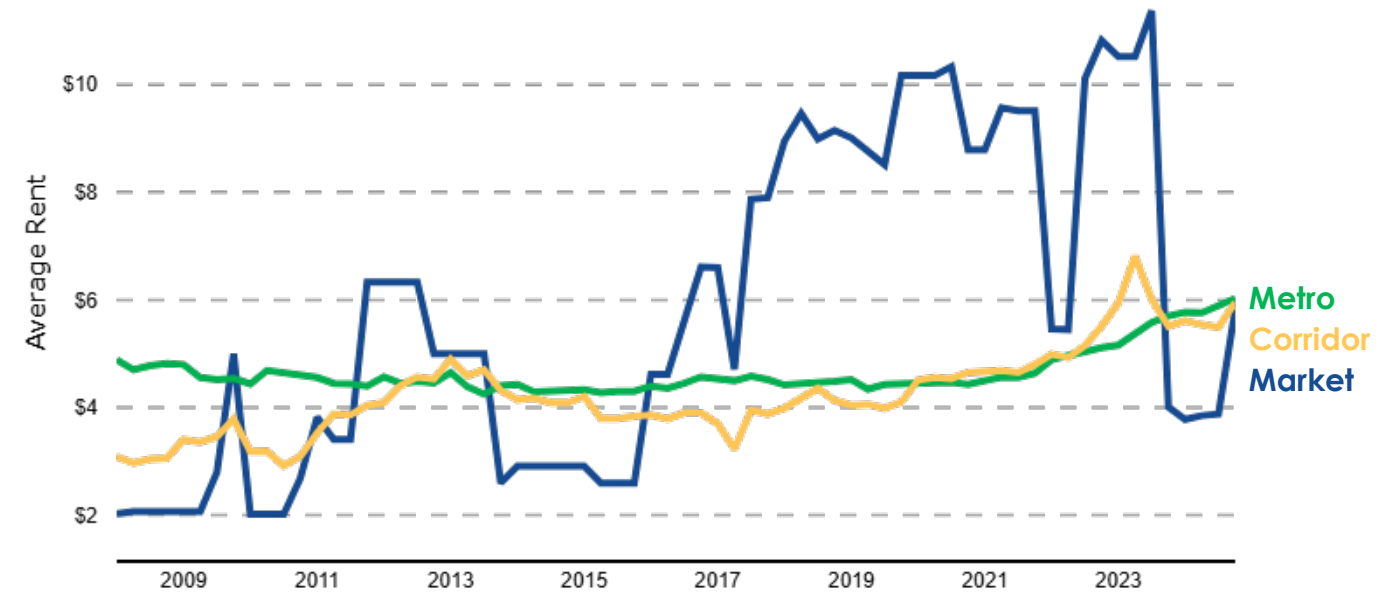
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	143	5,142,222	9.5%	1937
Manufacturing	14	538,648	4.2%	1920
General Ind	8	233,604	9.1%	1920
Service	8	60,835	8.2%	1960
Distribution	1	35,000	0.0%	1920
Showroom	1	5,000	0.0%	1955
Light Dist.	1	4,085	0.0%	1940

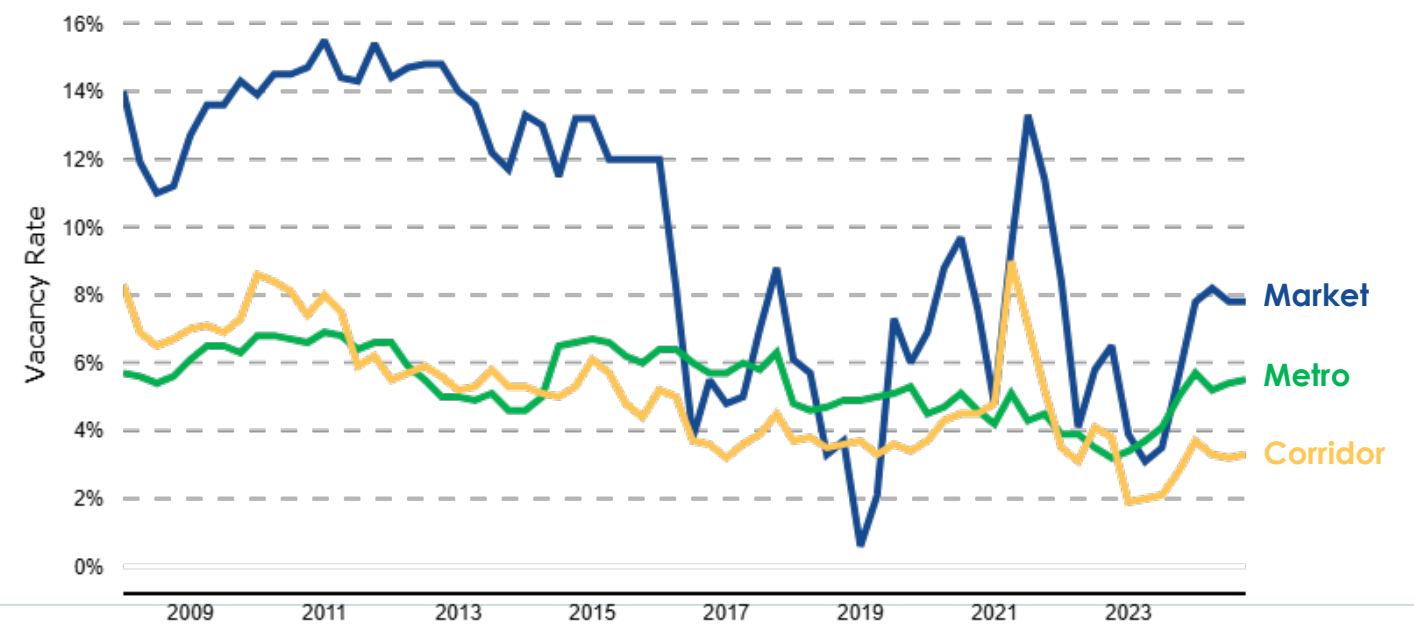
By Class

	Buildings	SF
Class A	1	136,500
Class B	22	1,672,172
Class C	153	4,210,722

Rent Trends



Vacancy Trends



Office

West Bottoms

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
18	1,108,452	4.3%	0.9%	1915

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	52,872	1.8%	0.3%	0.0%

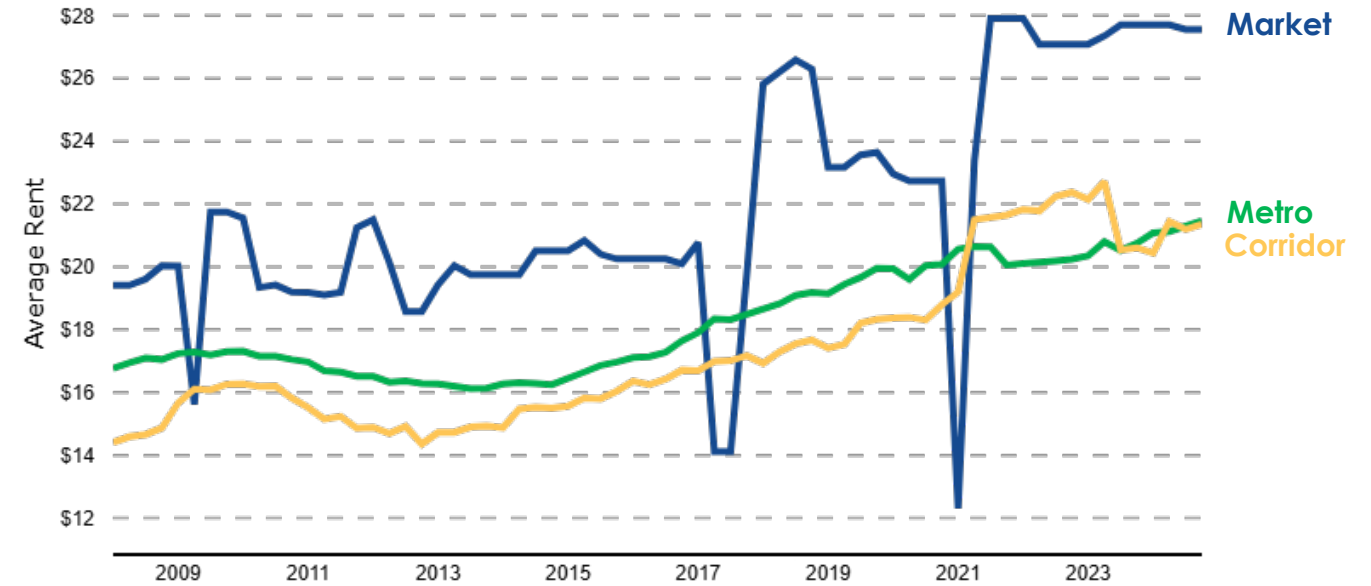
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	17	1,098,452	5.8%	1955
Loft/Creative Space	1	10,000	0.0%	2019

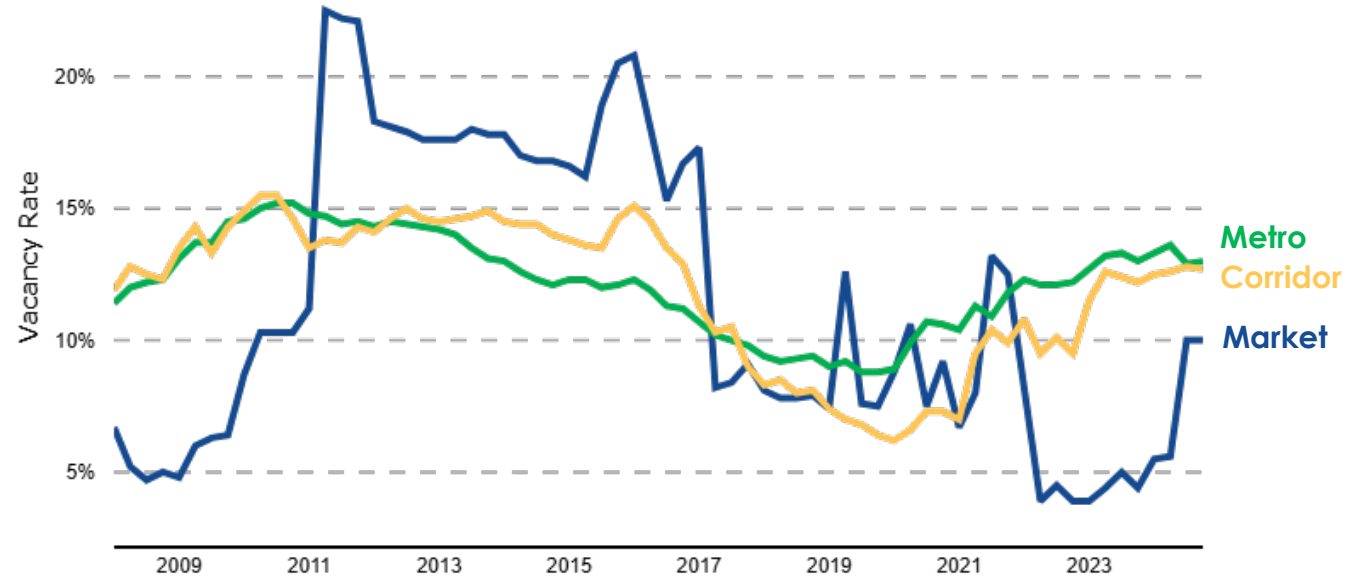
By Class

	Buildings	SF
Class A	1	156,000
Class B	9	700,643
Class C	8	251,809

Rent Trends



Vacancy Trends



Retail Overview

West Bottoms

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
19	125,970	0.9%	0.1%	1930

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
0	0	0.0%	0.0%	0.0%

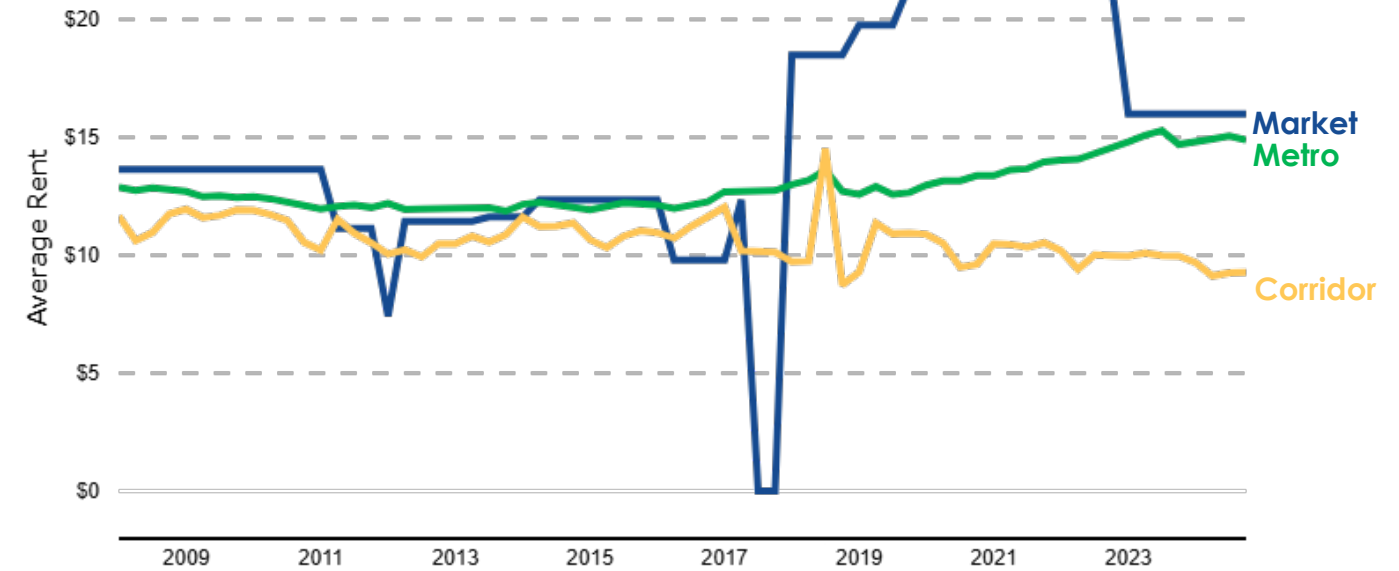
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	14	109,709	2.5%	1925
Retail/Office	1	5,626	0.0%	1910
Food/Entertainment	2	4,847	0.0%	1979
Daily Goods	1	4,400	0.0%	1895
Auto	1	1,388	0.0%	1960

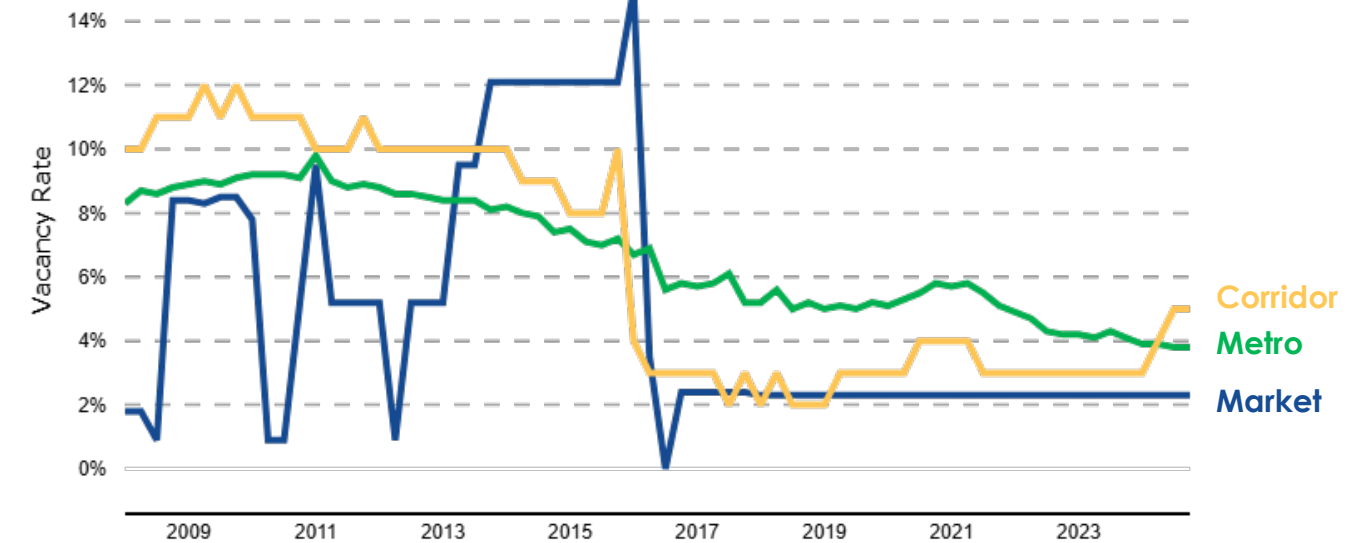
By Class

	Buildings	SF
Class A	0	0
Class B	6	27,941
Class C	13	98,029

Rent Trends



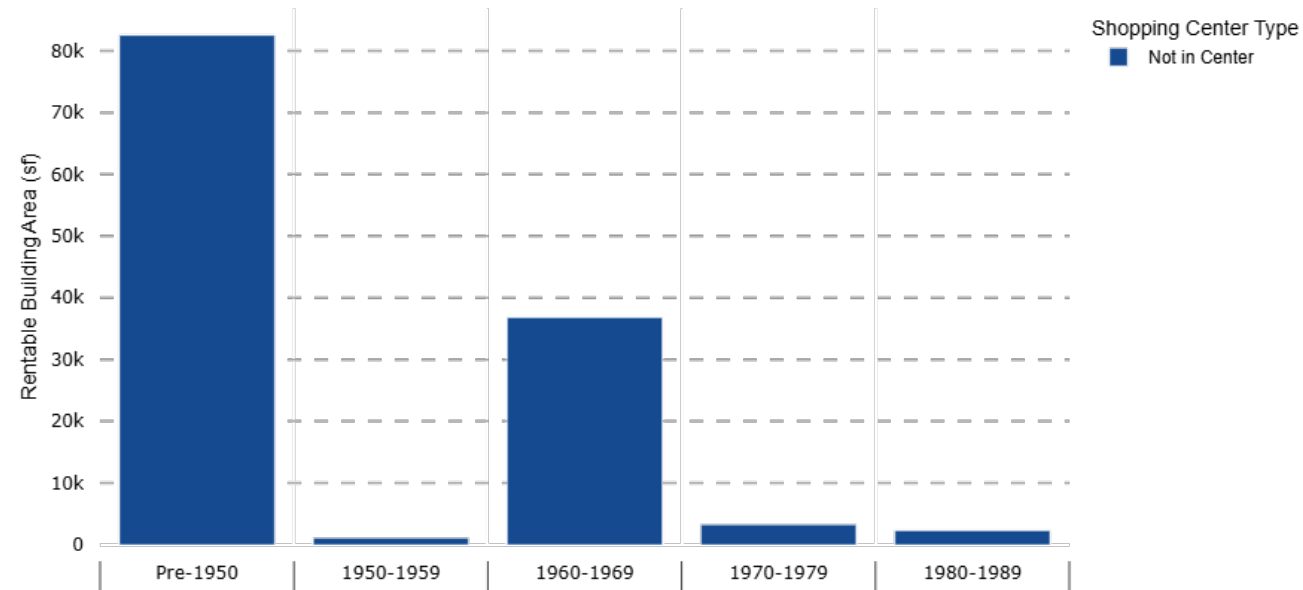
Vacancy Trends



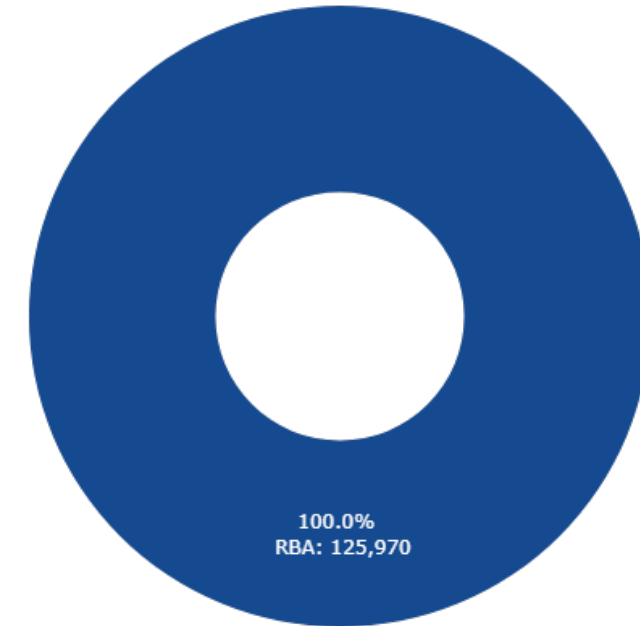
Retail Centers

West Bottoms

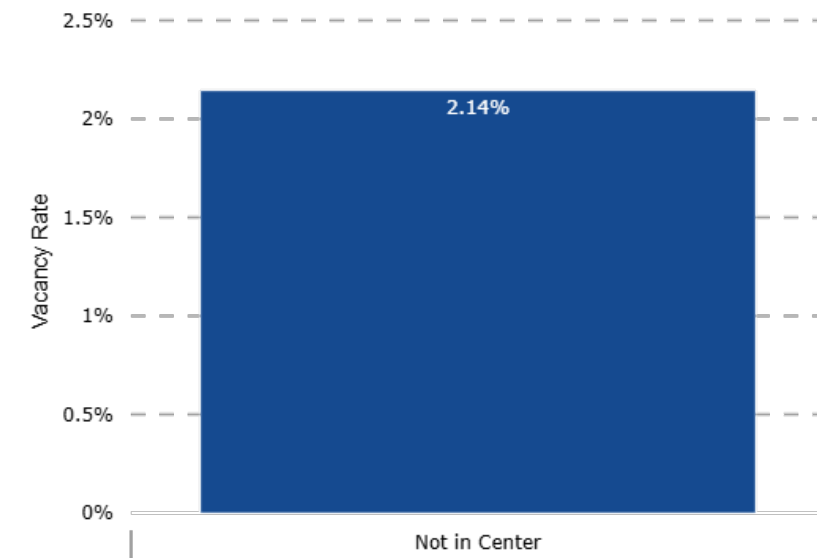
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



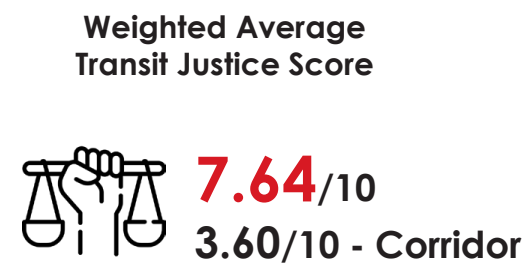
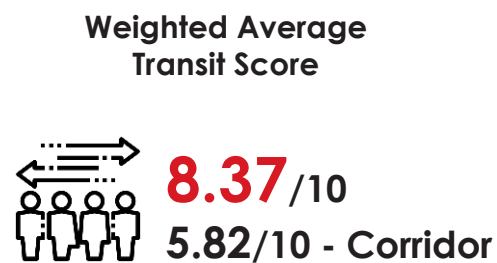
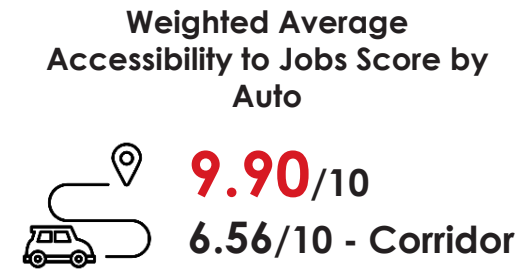
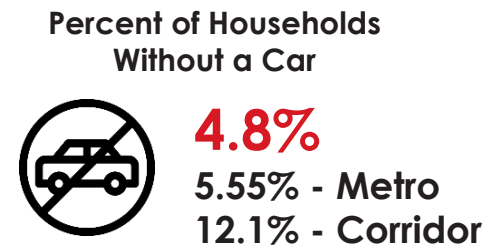
Vacancy by Shopping Center Type



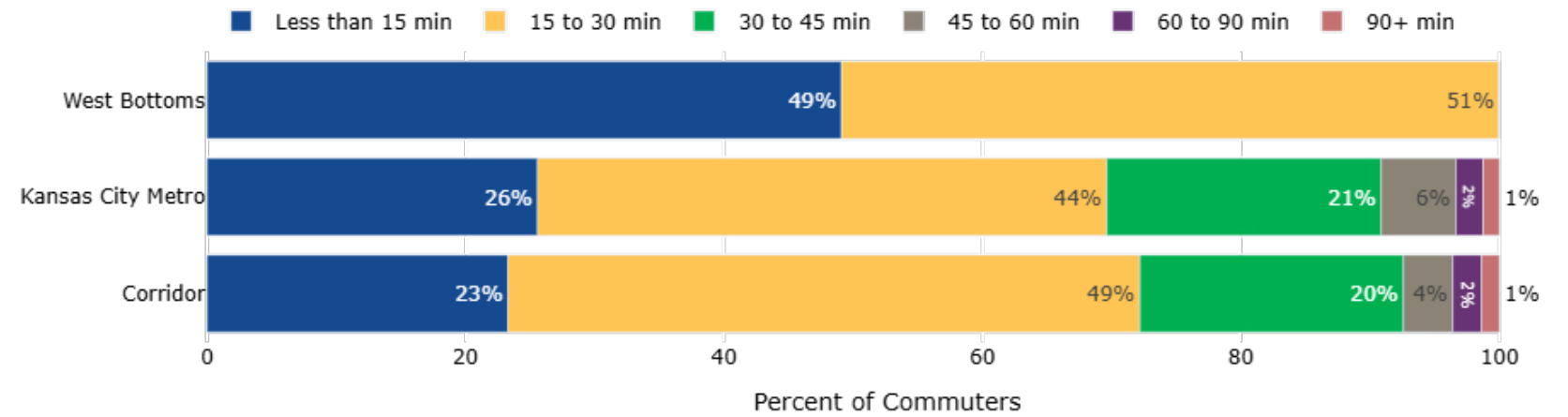
Transit

West bottoms

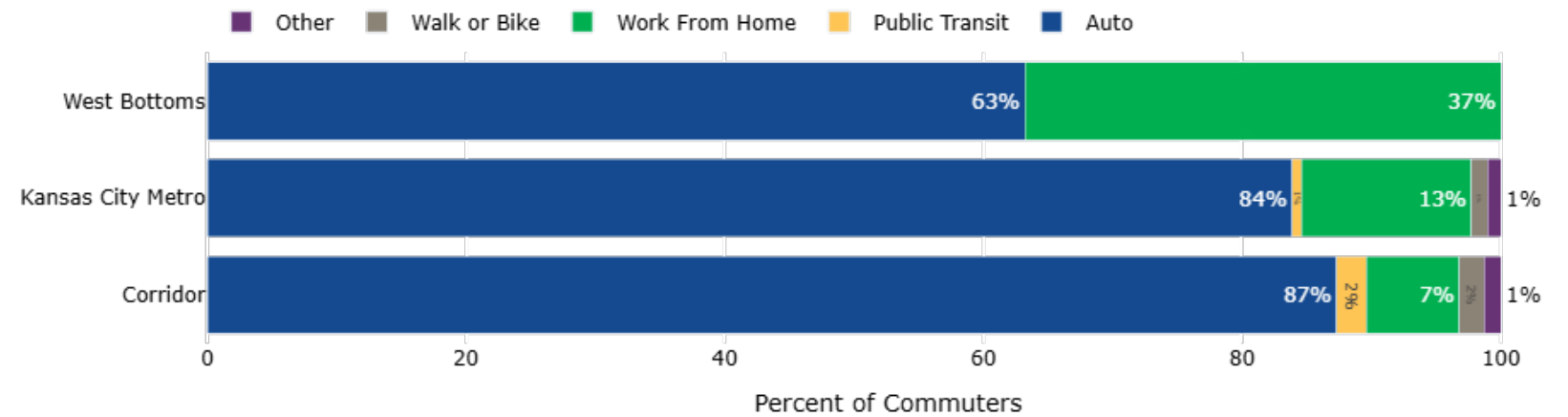
Transit Indicators



Commute Time



Transportation to Work



Downtown, MO Market Overview

Downtown, MO is the central business district of the metro region, housing 70% of the corridor's office space and 15% of the metro total. Historically driven by the office market, the area has been impacted by Covid-19 work-from-home policies, leading to slow office demand and some large employers reducing their office space. This shift, along with negative growth in key office-using sectors, has affected the market.

To increase resilience, Downtown has diversified land use, encouraging multi-family housing. The housing market is strong, with high rents and significantly reduced vacancy rates. New developments include both market-rate and affordable housing, creating a mixed-income neighborhood vital for community health. Downtown, MO has added 3,477 new multi-family units in that past decade, more than half of the corridor's total.

Demographically, Downtown attracts a diverse mix of young adults, though fewer seniors compared to similar areas. Many young adults, working in office and service-sector jobs, live alone and often walk, bike, or use transit. The inclusion of rent subsidized and restricted multi-family units have created a mixed-income community - a relative rarity despite being crucial for economic, social, and civic vibrancy.

The industrial sector, located in the northern and

southern parts of Downtown, has lower vacancy rates than the metro but lacks new investment. Some rehabilitation may occur, but newer industrial parks are likely to attract more investment. As highest and best use shifts towards housing and retail, industrial space has declined due to conversions or demolitions.

Retail remains strong with near-zero vacancy rates, driven by Downtown's vibrant residential hub and day-traffic from office users. This has caused upward rent pressure, which may slow in the future as new supply comes online.

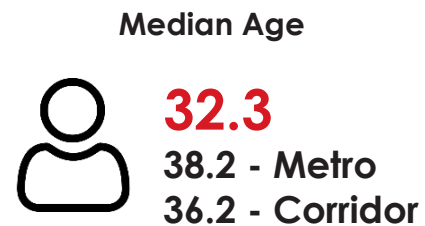
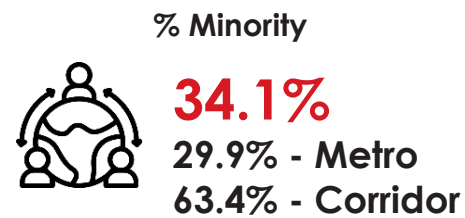
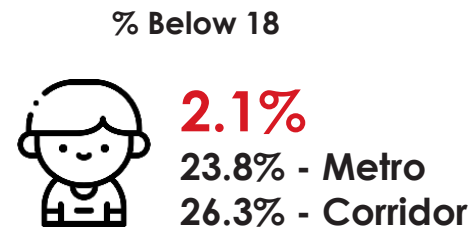
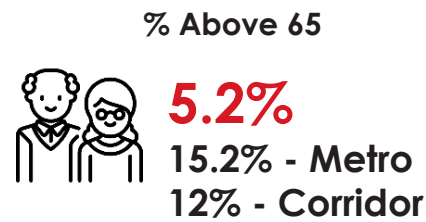
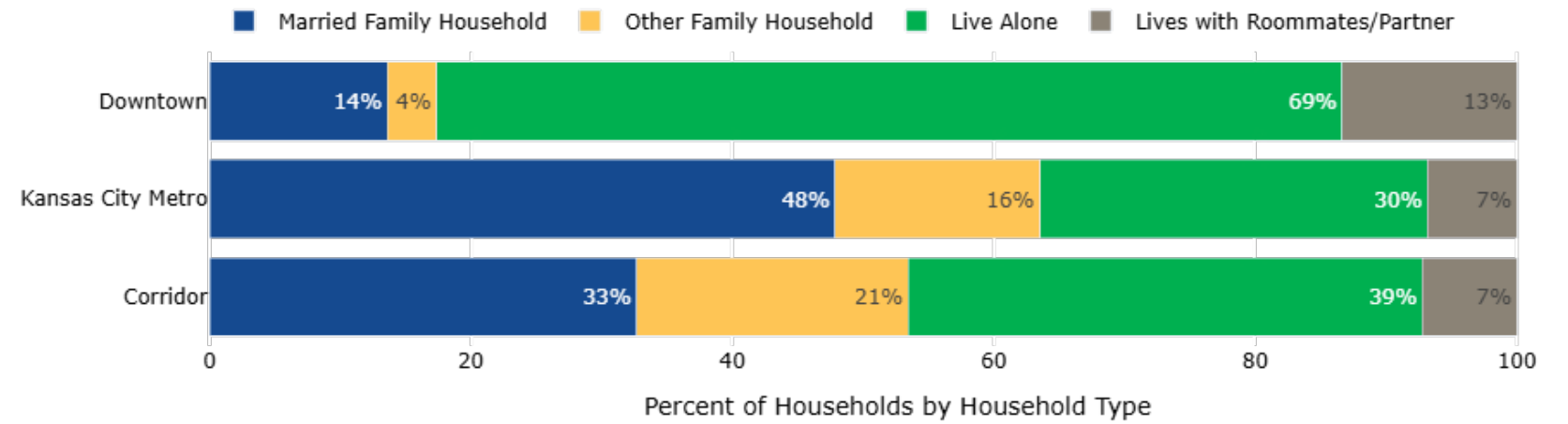
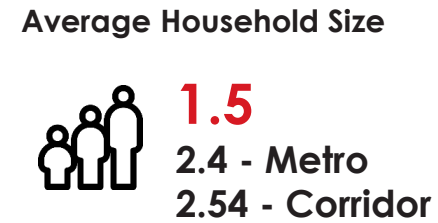
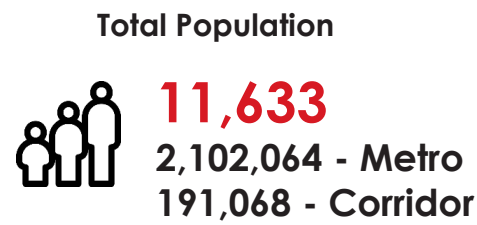
Transit accessibility is excellent, with great access to metro-wide jobs by transit or car. High walkability and transit access mean fewer households own cars. Downtown is expected to continue transitioning into a diverse, mixed-use urban center. While some post-War high rises are unsuitable for conversion, many older buildings can be repurposed. New office construction is unlikely in the mid to long-term due to financing challenges and low demand, with the market slowly adjusting to the new normal.

Demographics

Downtown, MO

Demographic Overview

Household Type




Housing

Downtown, MO


Housing Indicators

Median Rent




\$1,448
 \$1,148- Metro
 \$1,081- Corridor

Vacancy Rate




11.6%
 7.2% - Metro
 13.4% - Corridor

Median Home Value




\$258,273
 \$246,000 Metro
 \$143,260- Corridor

Rent Burdened




38.9%
 42.4% - Metro
 47.2% - Corridor

Weighted Average Housing Score




2.94/10
 4.25/10 - Corridor

Weighted Average Housing Justice Score



3.63/10
 2.85/10 - Corridor

Home Ownership Rate

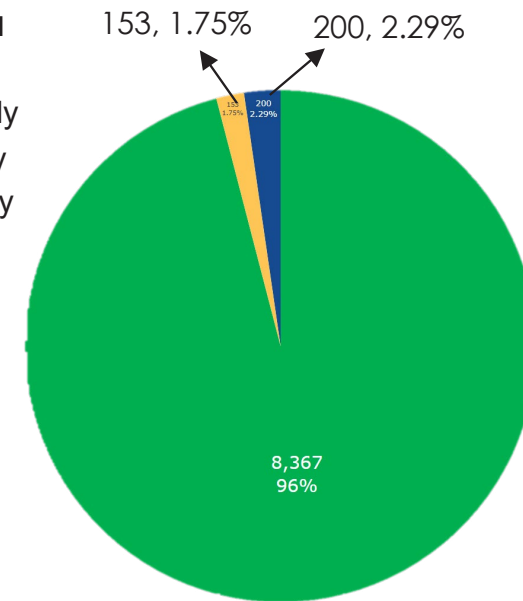


15.4%
 65% - Metro
 48% - Corridor

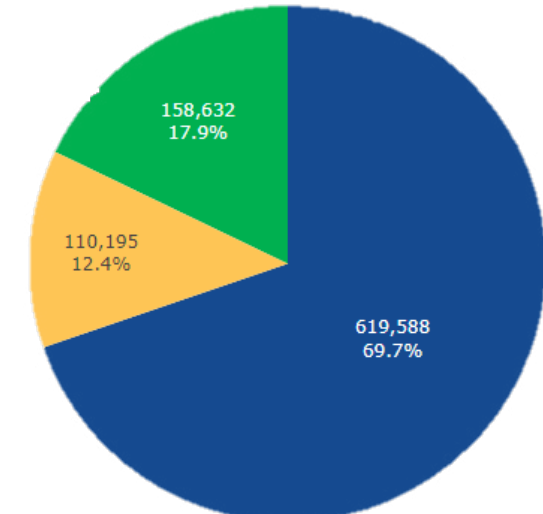
Housing Type

Market Area

- 5+ Multifamily
- Light Density
- Single Family



Kansas City Metro



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
\$0-20,000	15.6%	1,207	<\$70,000	26	<\$500	456	482	(725)
\$20,000-30,000	3.7%	283	\$70,000-\$100,000	20	\$500-\$750	161	181	(102)
\$30,000-40,000	11.1%	854	\$100,000-\$150,000	136	\$750-\$1,000	838	974	120
\$40,000-60,000	13.7%	1,057	\$150,000-\$200,000	313	\$1,000-\$1,500	1,990	2,303	1,246
\$60,000-100,000	24.3%	1,878	\$200,000-\$395,000	394	\$1,500-\$2,499	2,695	3,089	1,211
\$100,000-150,000	18.4%	1,420	\$395,000-\$590,000	170	\$2,500-\$3,750	353	523	(897)
>\$150,000	13.2%	1,019	>\$590,000	132	>\$3,750	11	143	(876)

Multi-family housing

Downtown, MO

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	6,921	40.0%	4.1%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	156	7.2%	2.0%
Affordable (General Occ)	1,266	19.9%	5.1%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	3,477	52.4%	8.4%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	288	36.2%	13.7%

By Class

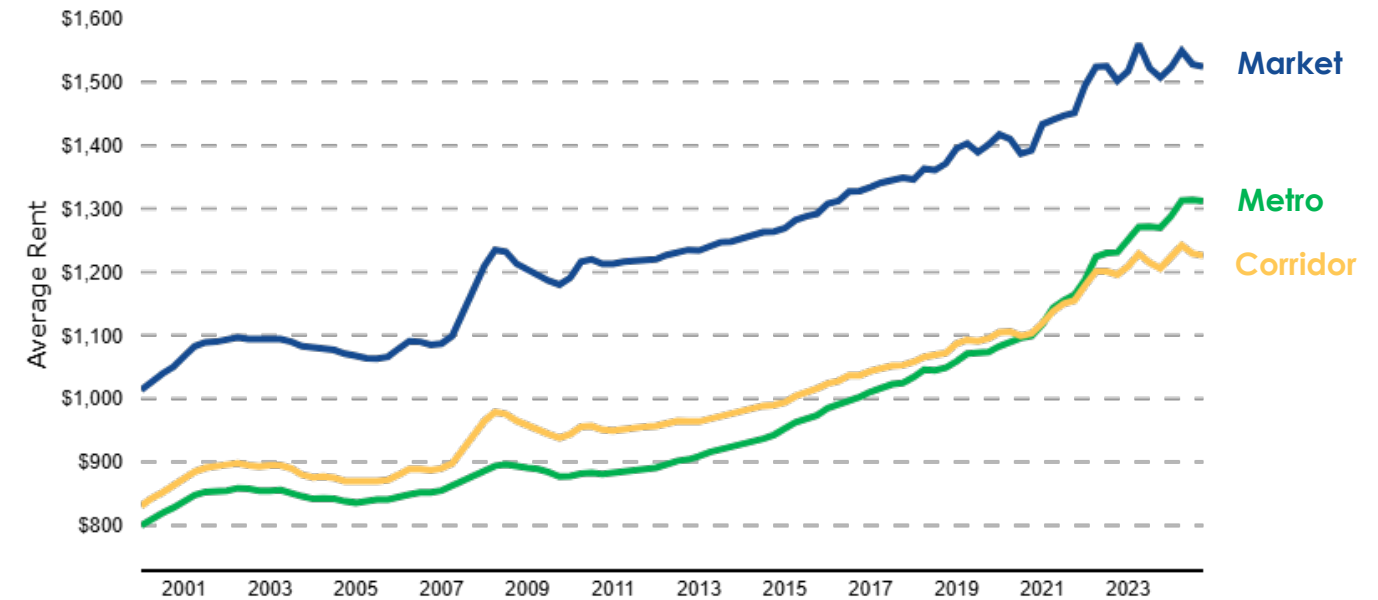
	Unit Total
Class A	2,547
Class B	4,820
Class C	985

By Unit Size

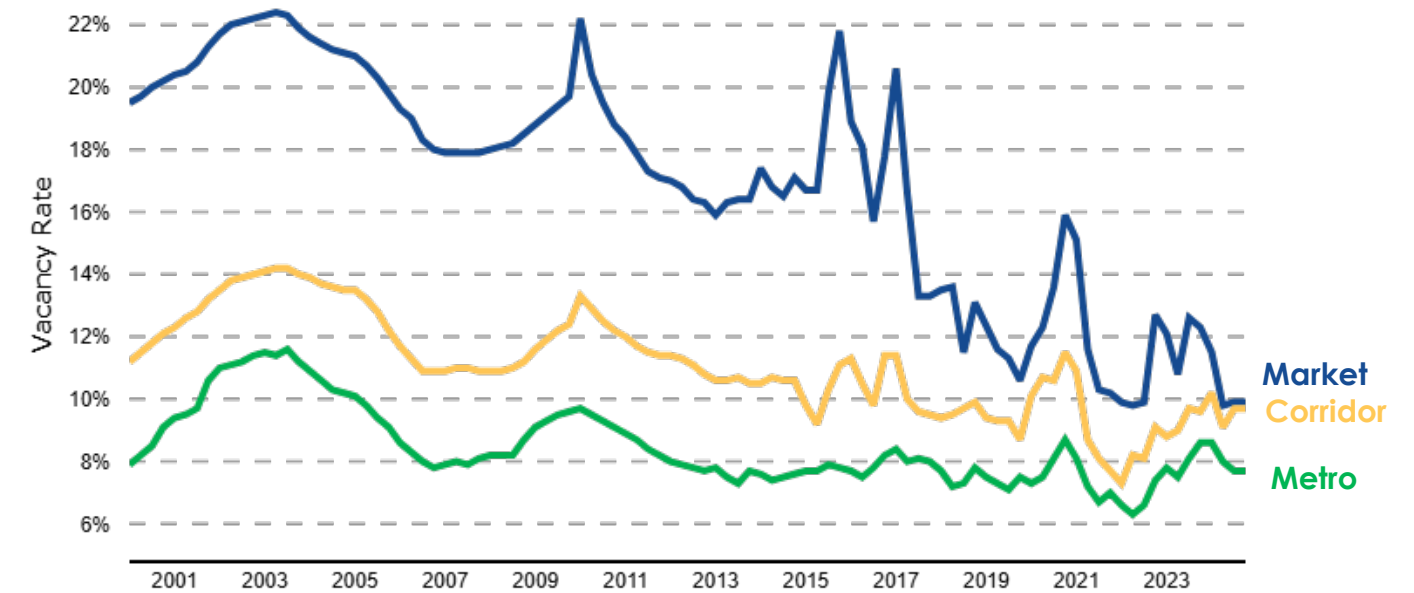
	Unit Total	Avg Rent
Studio	1,025	\$1,087
1 Bedroom	4,519	\$1,256
2 Bedroom	2,638	\$1,713
3 Bedroom	64	\$3,787
4 Bedroom	0	\$0

Median Year Built: 2002

Rent Trends



Vacancy Trends



Economy


Downtown, MO

Economic Indicators

Median Household Income

\$69,271


\$73,549 - Metro
\$53,571 - Corridor



Unemployment Rate

4.2%

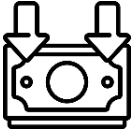
4.1% - Metro
6.8% - Corridor



Percent of Jobs in Work Area that are Low Income

7.8%


19.3% - Metro
15.6% - Corridor



Percent of Residents in Low Income Jobs

15.1%


19.4% - Metro
23.5% - Corridor



Percent with Bachelor's Degree

61.4%


39.3% - Metro
18.9% - Corridor



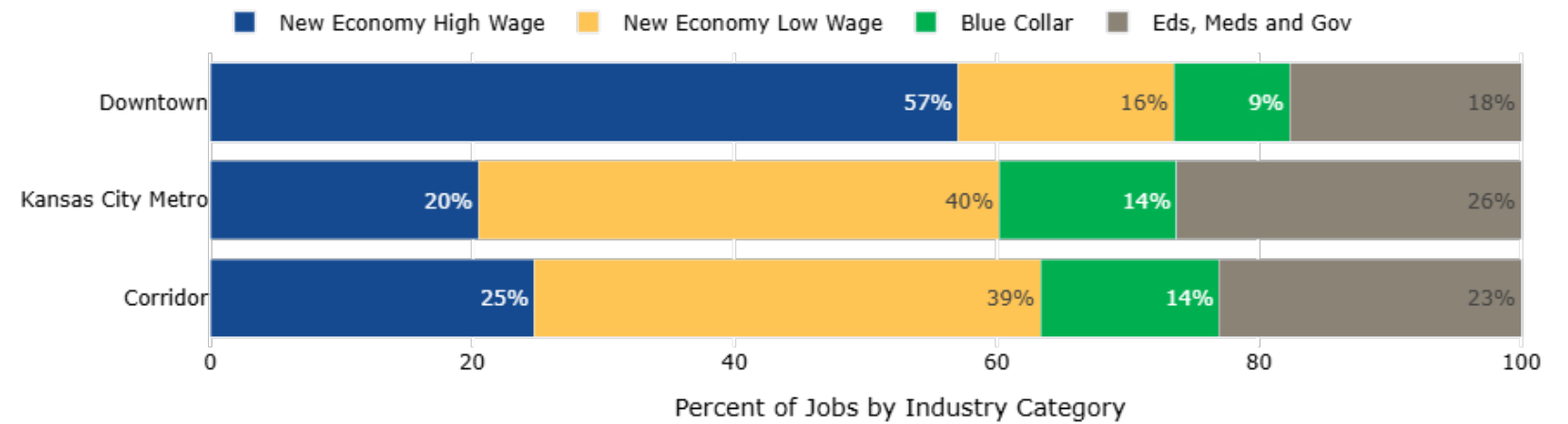
Weighted Average Economic Justice Score

6.53

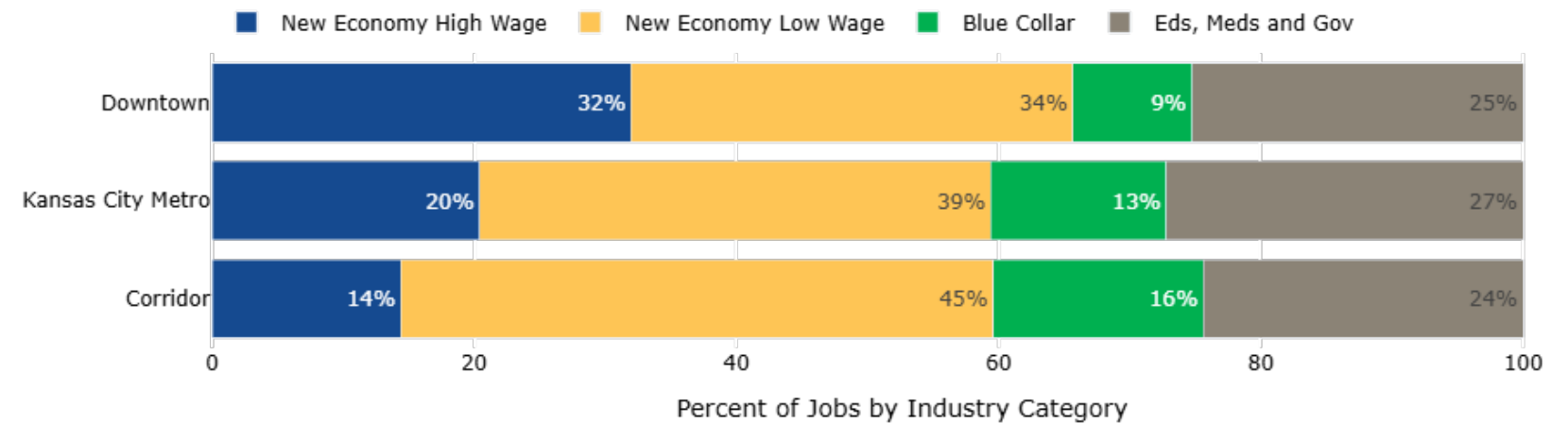
2.52/10 - Corridor



Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Downtown, MO

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
67	1,059,559	1.9%	0.3%	1952

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
0	0	0.0%	0.0%	0.0%

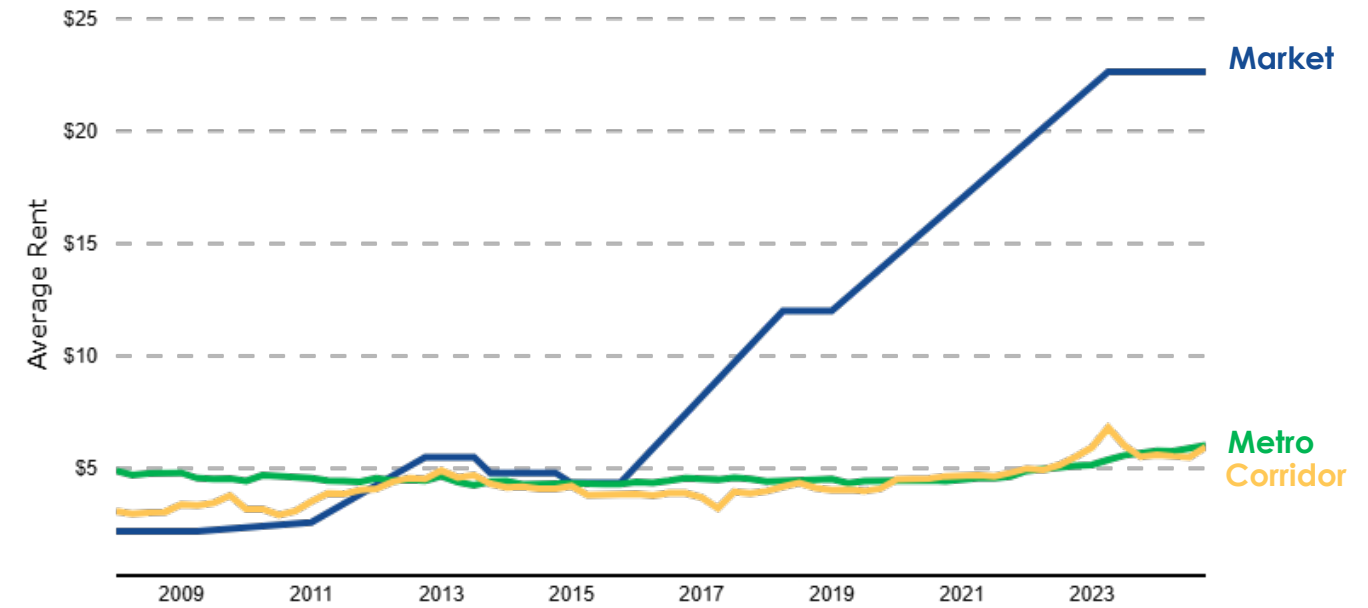
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	45	611,453	3.1%	1955
Manufacturing	11	295,464	0.0%	1950
General Ind	5	74,053	0.0%	1929
Service	3	50,591	0.0%	1966
Light Man.	2	23,886	0.0%	1945
Distribution	1	4,112	0.0%	1971

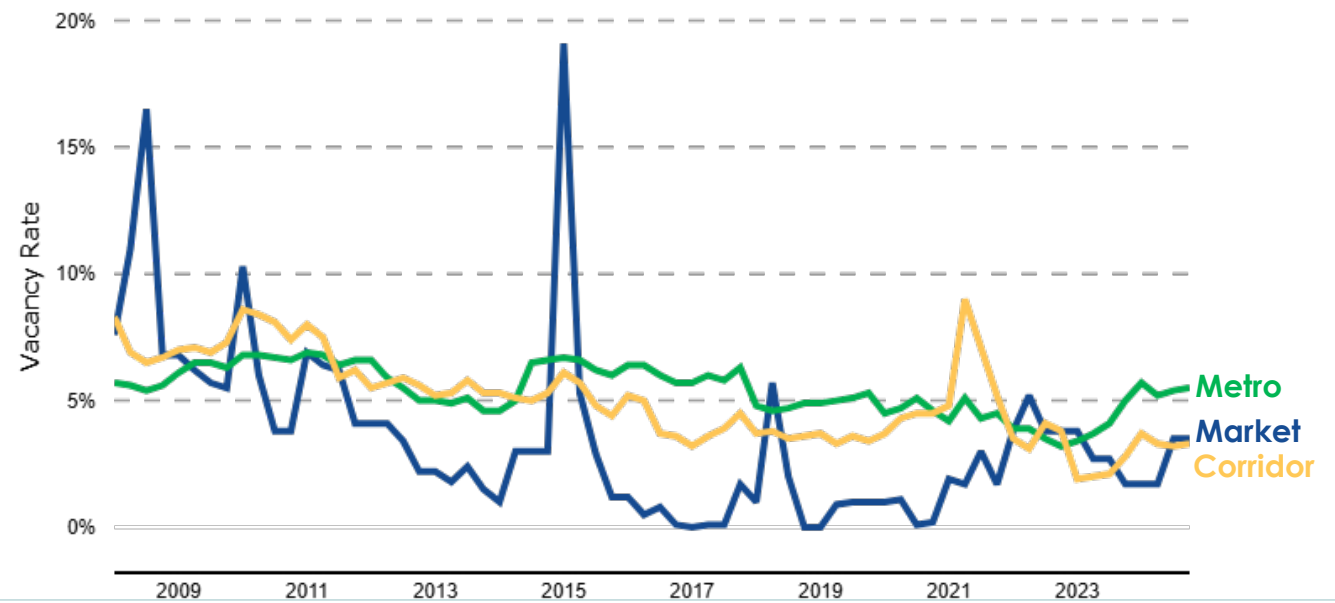
By Class

	Buildings	SF
Class A	0	0
Class B	12	320,917
Class C	55	738,642

Rent Trends



Vacancy Trends



Office

Downtown, MO

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
176	18,089,443	70.6%	14.7%	1983

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
16	2,046,111	68.4%	11.9%	18.1%

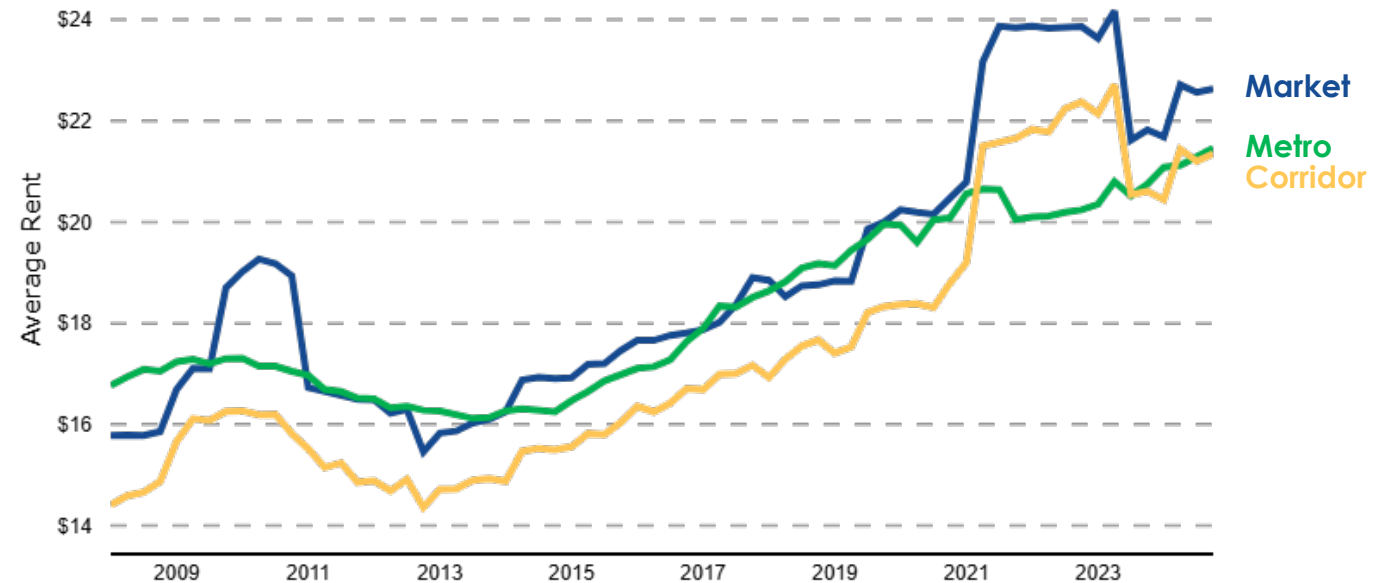
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	158	17,350,802	11.3%	1983
Telecom/Data Host	1	268,356	0.0%	1989
Office/Residential	8	243,244	0.6%	1992
Loft/Creative Space	9	227,041	4.0%	1980

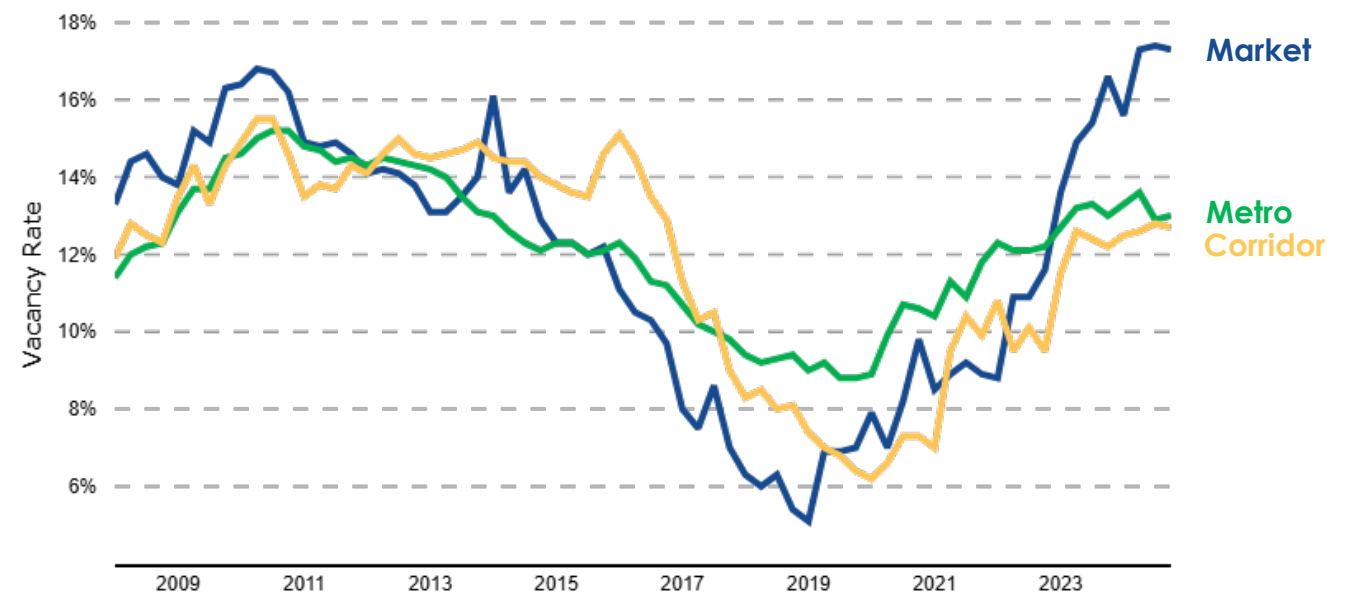
By Class

	Buildings	SF
Class A	16	6,020,763
Class B	103	8,542,697
Class C	57	3,525,983

Rent Trends



Vacancy Trends



Retail overview

Downtown, MO

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
84	1,627,687	11.8%	1.3%	1925

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
8	287,507	24.7%	1.8%	2.2%

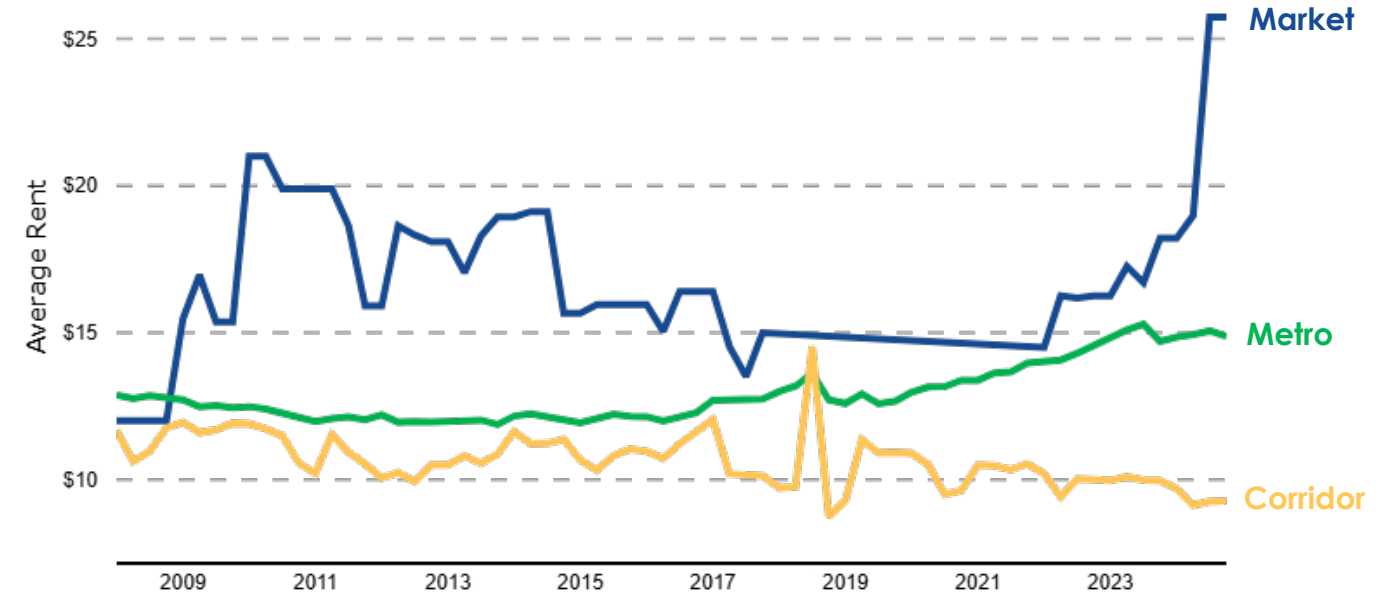
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	50	1,134,371	0.9%	1925
Retail/Office	25	397,387	2.8%	1910
Food/Entertainment	5	59,004	0.0%	1949
Daily Goods	3	34,976	0.0%	1966
Auto	1	1,949	0.0%	1960

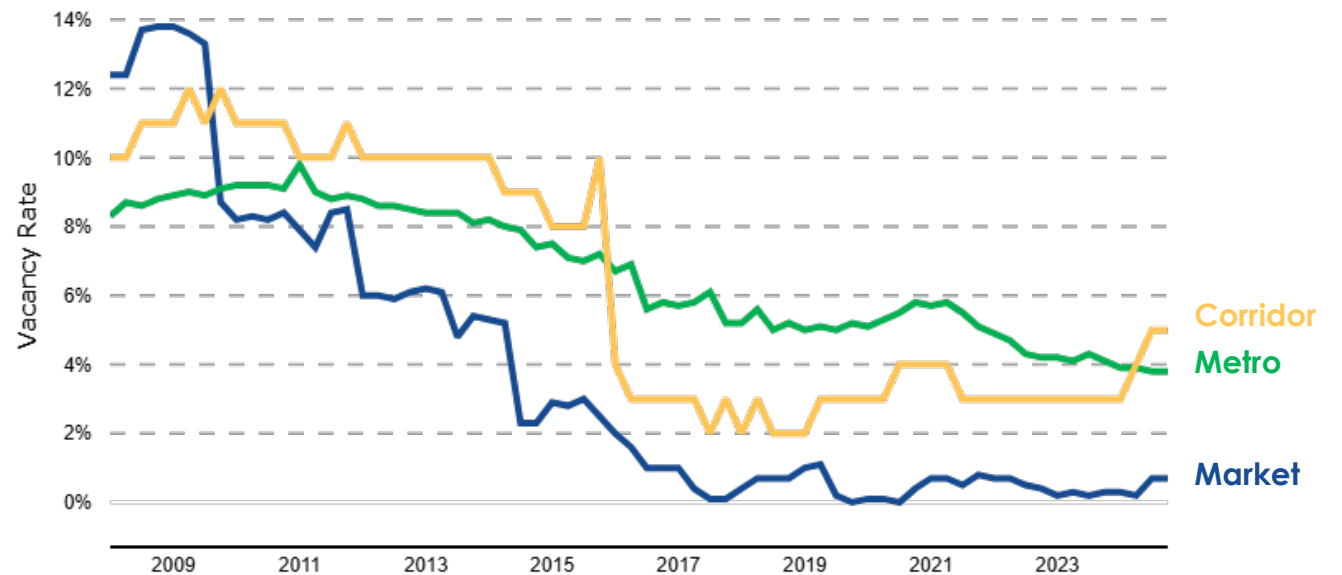
By Class

	Buildings	SF
Class A	3	151,734
Class B	16	343,252
Class C	65	1,132,701

Rent Trends



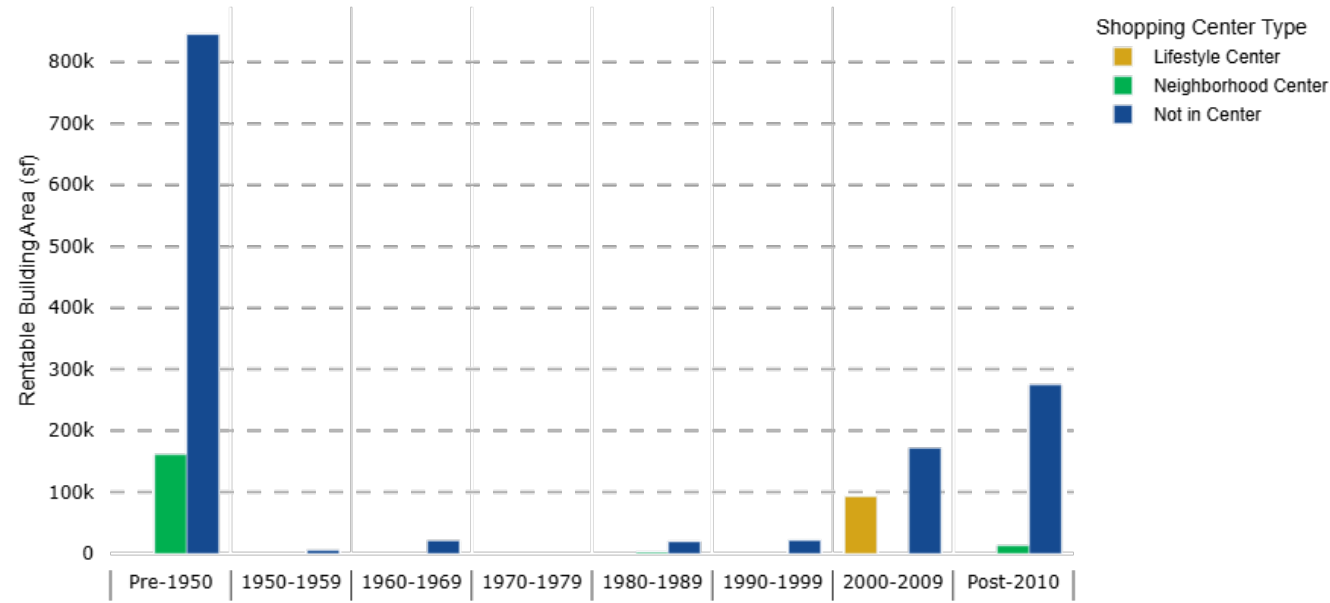
Vacancy Trends



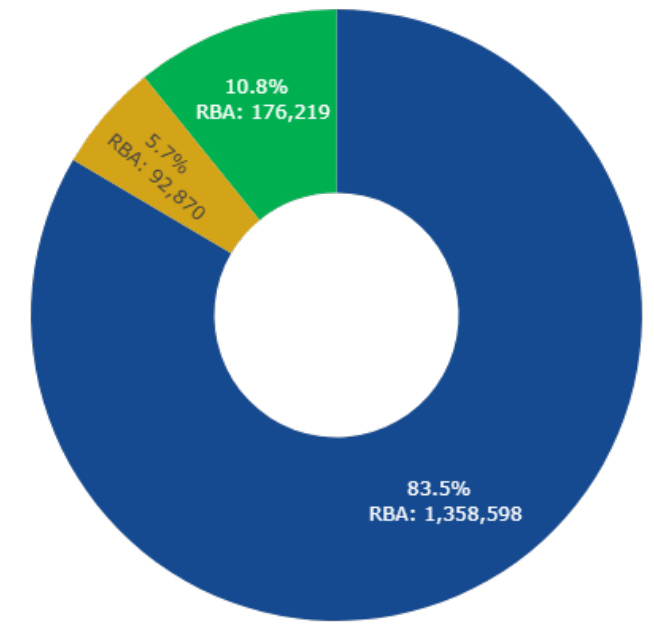
Retail centers

Downtown, MO

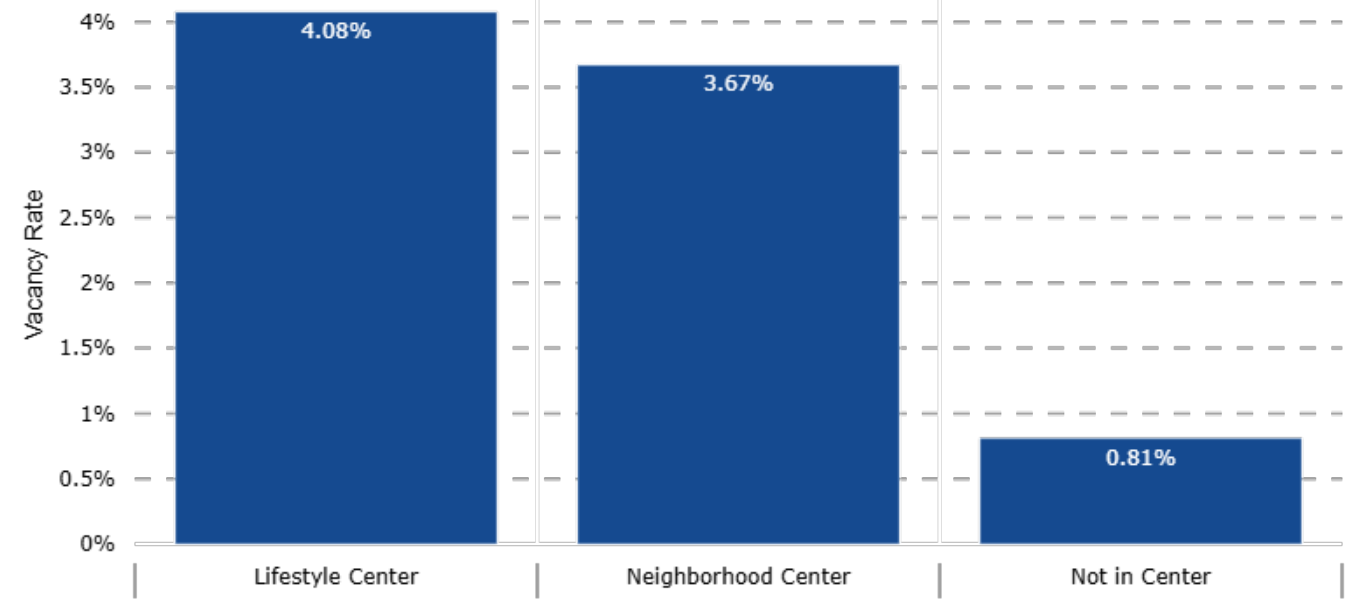
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Downtown, MO

Transit Indicators

Weighted Average Walk Score



9.73/10

7.27/10 - Corridor

Percent of Households Without a Car



18.3%

5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit



9.94/10

7.41/10 - Corridor

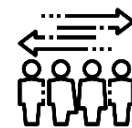
Weighted Average Accessibility to Jobs Score by Auto



9.35/10

6.56/10 - Corridor

Weighted Average Transit Score



8.05/10

5.82/10 - Corridor

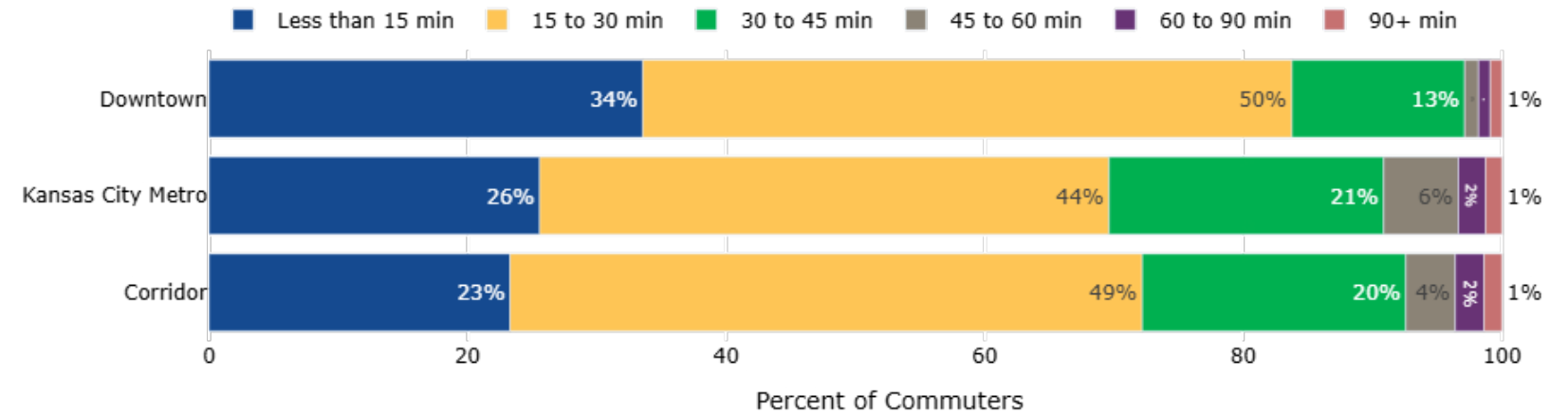
Weighted Average Transit Justice Score



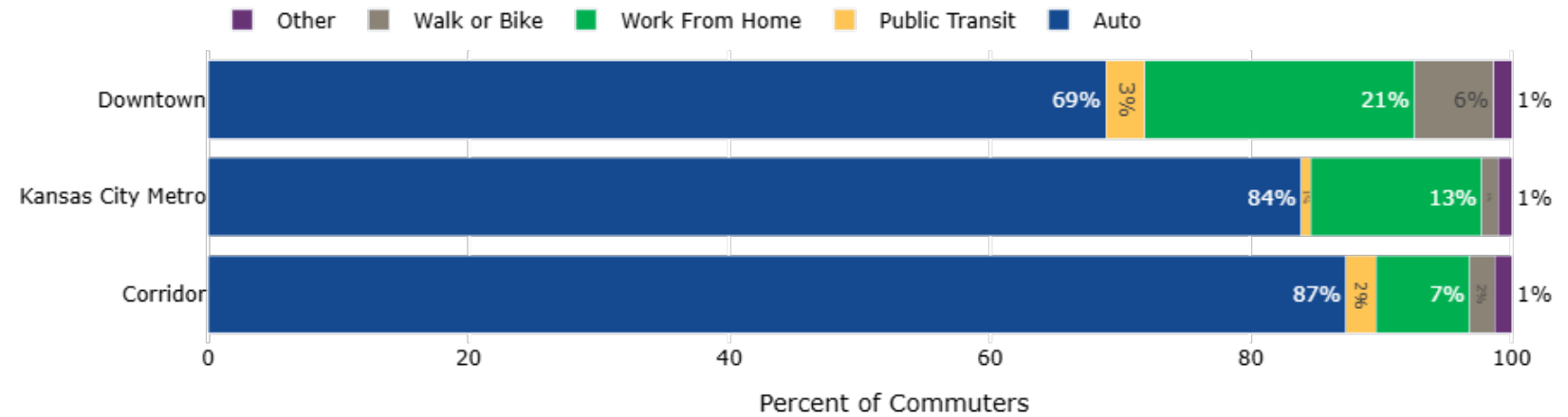
7.82/10

3.60/10 - Corridor

Commute Time



Transportation to Work



Downtown East Market Overview

The neighborhoods east of Downtown, here combined into Downtown East, is an economically, racially, and culturally diverse stretch of the corridor. On the northern boundaries, the Northeast Industrial District contains a mix of warehousing, distribution, wholesale, and light manufacturing operations. Like other industrial districts along the corridor, strategic placement along rail, river and road make it an attractive spot for continued commercial use. Vacancy rates are low, helping generate upward rent pressure, with rents about 30% higher than the metro average.

On the western edge of the industrial district and extending just east of the downtown district, the character area is Gentrifying Mixed Use, as many older industrial, office, and warehouse related buildings are being converted or demolished in favor of multi-family housing. Accelerating the transition were a several 'pioneering' tax-credit affordable housing developments, totaling 398 units, or 50% of the corridor's share of new affordable units and nearly 20% of the metro share. Affordable units are catalyzing new market rate development. These units attract a mix of workforce-employed young adults, which, when in conjunction with new market rate units, are generating more mixed-income neighborhoods with greater age and income diversity. Households here are younger, are more likely to work in office related jobs, and more likely to have a college degree.

Residential neighborhoods just south of the industrial

district – an area that escaped redlining - are also witnessing high degrees of reinvestment and restoration as gentrification proceeds.

The addition of new rooftops are also increasing the occupancy and use of retail space. Existing retail buildings are primarily older buildings not in retail centers. Strong rent growth in the early 2020s aligned with very tight occupancy, however increases in vacancies have softened rent growth.

Extending east, the character areas transition into a Mixed-Use Urban Center, a character area typology heavily influenced by historical patterns of discrimination and disinvestment. Historically a redlined neighborhood, concerted efforts have led to a higher density of public housing and institutional/medical office users in the community. Typical of a pre-War neighborhood, a range of missing-middle housing types are common. Vacant parcels and vacant units – typical of redlined neighborhoods - are more common.

Demographically, a higher proportion of householders live alone – a benefit of affordable, rent-subsidized housing. Unemployment rates tend to be higher, incomes lower, and a higher proportion of residents work in lower-income service sector or blue-collar jobs.

Residential neighborhoods in both the Mixed-Use Urban

Center and the Gentrifying Mixed-Use locations also have higher single-family home values than the corridor average. Reinvestment into these neighborhoods is common, with rehabilitation of properties both for owner-occupied and renter-occupied use common.

The demographic and housing density mix is strongly correlated with transit users, including both young professionals, lower income households, and seniors in affordable housing. 16.9% of residents do not own a car, and the market has some of the highest transit use in the study area. Transit service to major employment markets is robust, as in connection to major employment markets via car (although slightly less auto accessible than the Kansas City, KS side of the corridor that is closer to the southeast I-35 jobs corridor).

Portions of the market are likely to continue to see private investment, potentially opening the opportunity to direct new targeted public support further east. A higher rate of vacant parcels can also aid in redevelopment in this market as developers cobble together available sites, maintaining and increasing the mix of housing types available to increase the diversity of ownership options in the area.

Demographics

Downtown East, MO

Demographic Overview

Total Population

9,942
 2,102,064 - Metro
 191,068 - Corridor

Average Household Size

2.35
 2.4 - Metro
 2.54 - Corridor

% Above 65

11.7%
 15.2% - Metro
 12% - Corridor

% Below 18

31.7%
 23.8% - Metro
 26.3% - Corridor

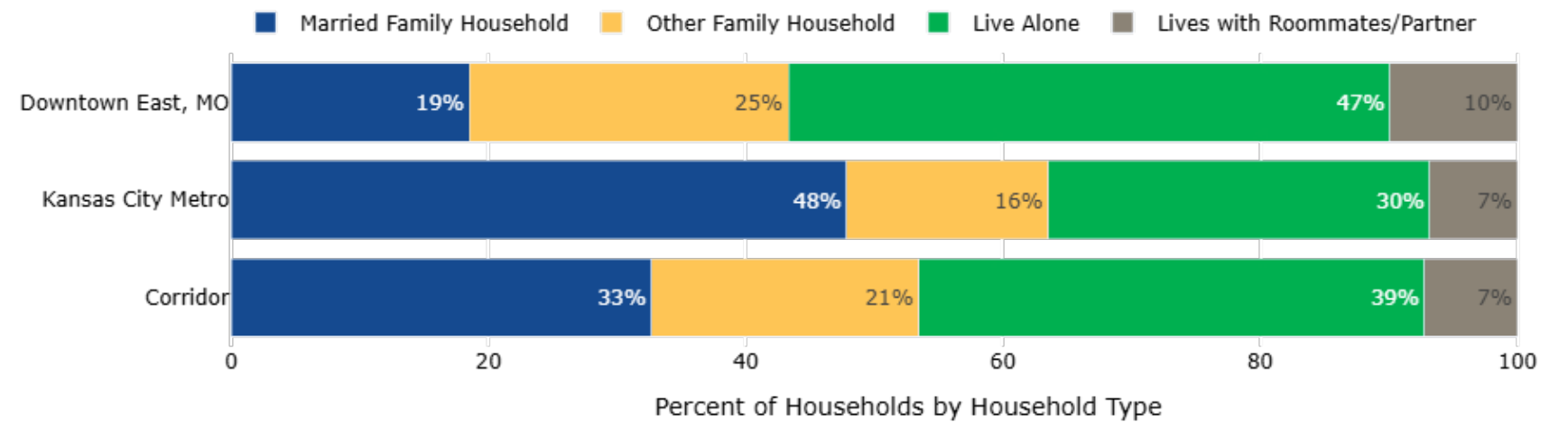
% Minority

71.9%
 29.9% - Metro
 63.4% - Corridor

Median Age

32.4
 38.2 - Metro
 36.2 - Corridor

Household Type



Housing

Downtown East, MO

Housing Indicators

Median Rent

\$1035

\$1,148- Metro
\$1,081- Corridor

Vacancy Rate

13.5%

7.2% - Metro
13.4% - Corridor

Median Home Value

\$225,570

\$246,000 Metro
\$143,260- Corridor

Rent Burdened

55.4%

42.4% - Metro
47.2% - Corridor

Weighted Average Housing Score

3.31/10

4.25/10 - Corridor

Weighted Average Housing Justice Score

2.04/10

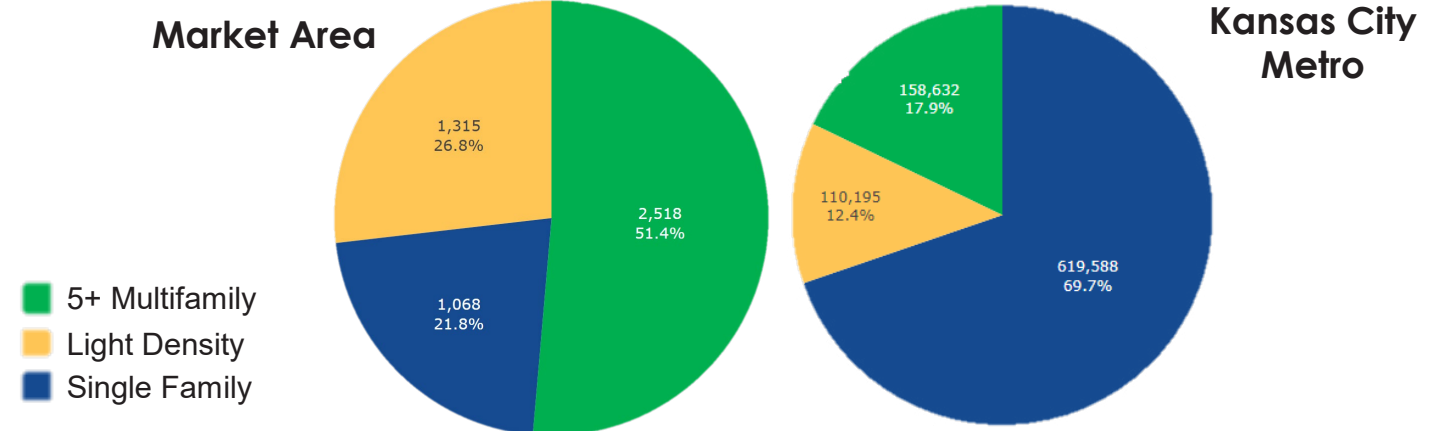
2.85/10 - Corridor

Home Ownership Rate

23%

65% - Metro
48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
\$0-20,000	36.8%	1,560	<\$70,000	53	<\$500	603	656	(904)
\$20,000-30,000	12.8%	541	\$70,000-\$100,000	38	\$500-\$750	684	722	181
\$30,000-40,000	10.8%	457	\$100,000-\$150,000	199	\$750-\$1,000	1,000	1,199	742
\$40,000-60,000	13.6%	577	\$150,000-\$200,000	185	\$1,000-\$1,500	473	658	81
\$60,000-100,000	10.2%	431	\$200,000-\$395,000	370	\$1,500-\$2,499	334	704	273
\$100,000-150,000	11.9%	503	\$395,000-\$590,000	76	\$2,500-\$3,750	16	92	(411)
>\$150,000	4.0%	170	>\$590,000	53	>\$3,750	58	111	(59)

Multi-family housing

East Downtown, MO

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,674	9.7%	1.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	102	4.7%	1.3%
Affordable (General Occ)	1,935	30.4%	7.8%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	960	14.5%	2.3%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	398	50.0%	18.9%

By Class

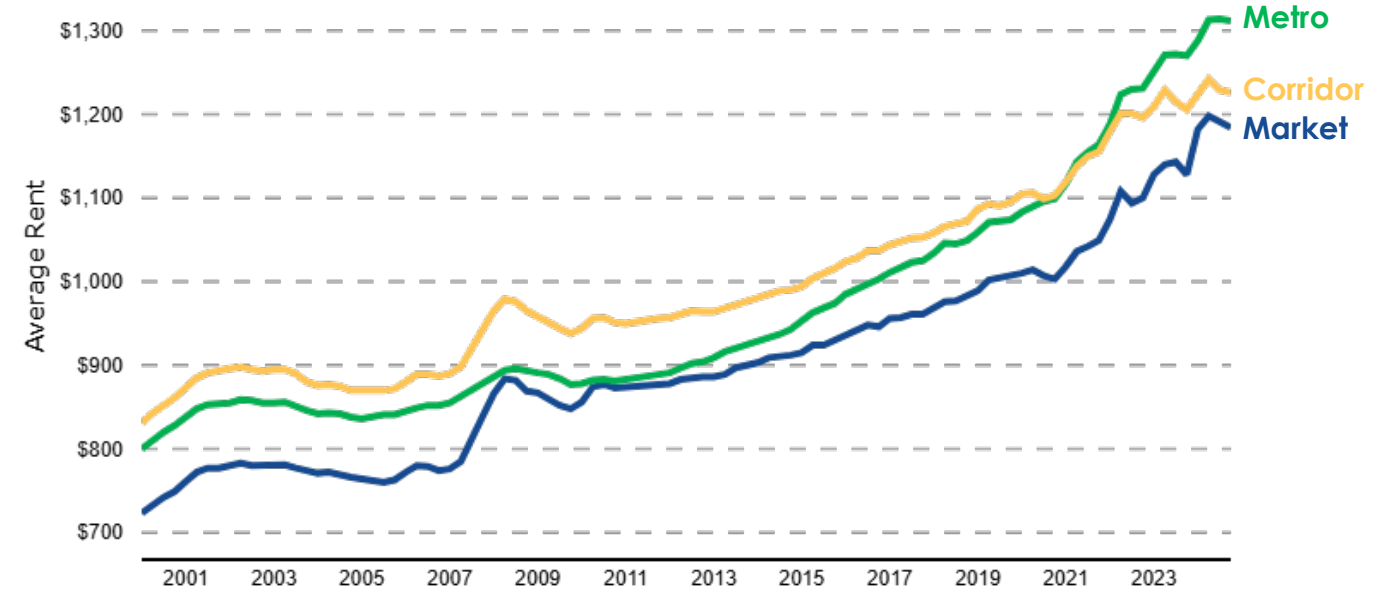
	Unit Total
Class A	762
Class B	918
Class C	2,042

By Unit Size

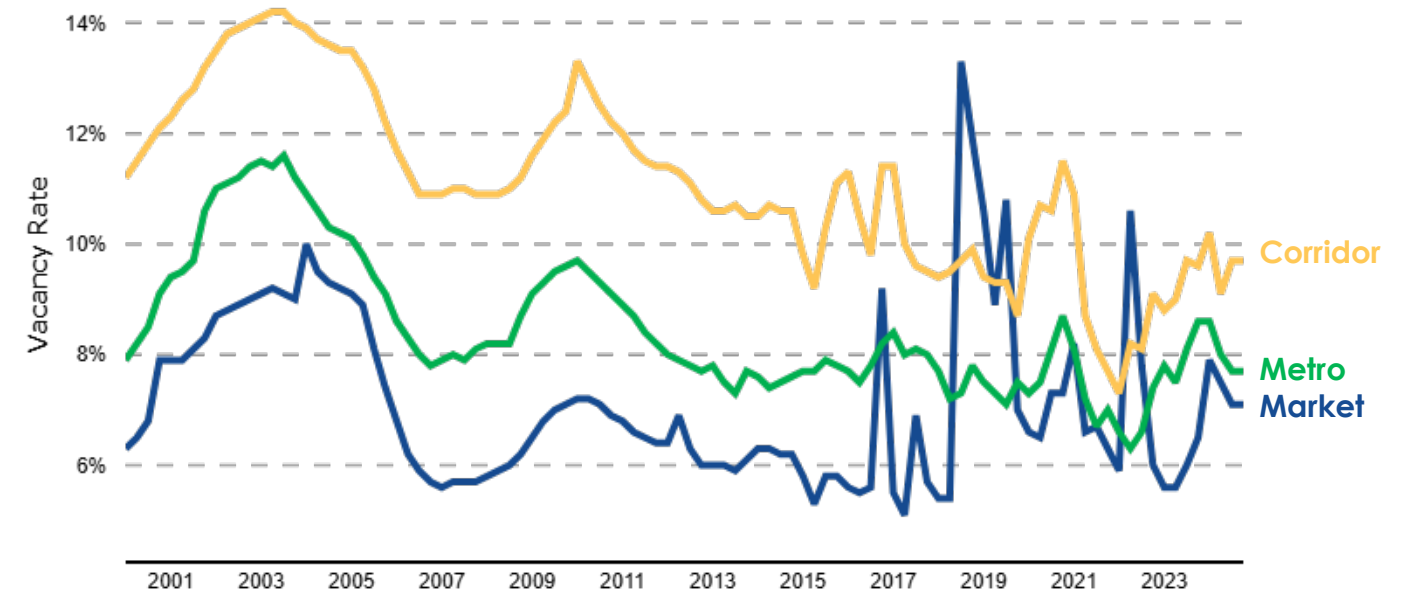
	Unit Total	Avg Rent
Studio	262	\$883
1 Bedroom	1,149	\$836
2 Bedroom	1,096	\$1,030
3 Bedroom	316	\$891
4 Bedroom	122	\$1,219

Median Year Built: 1965

Rent Trends



Vacancy Trends



Economy

Downtown East, MO

Economic Indicators

Median Household Income



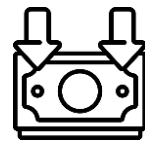
\$36,626
\$73,549 - Metro
\$53,571 - Corridor

Unemployment Rate



10.7%
4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income



24.7%
19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs



27.5%
19.4% - Metro
23.5% - Corridor

Percent with Bachelor's Degree



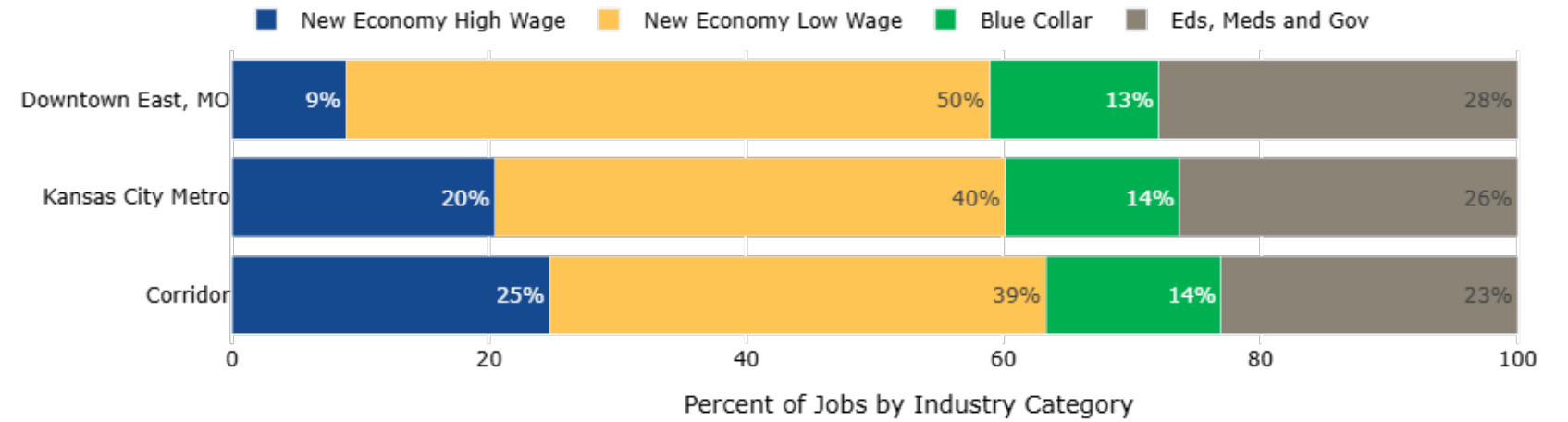
25.7%
39.3% - Metro
18.9% - Corridor

Weighted Average Economic Justice Score

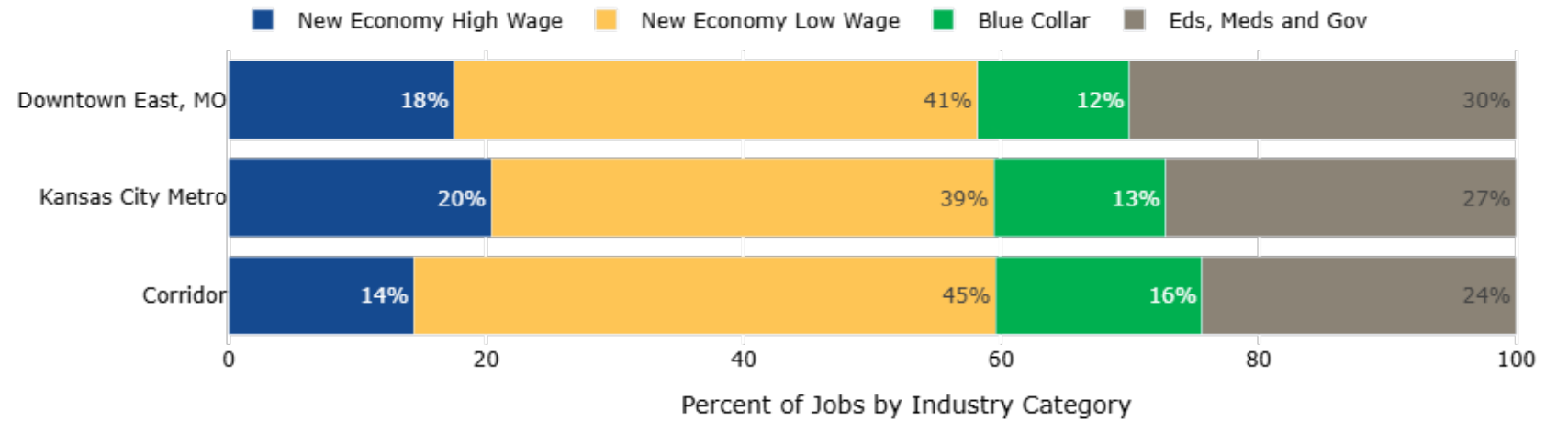


2.22/10
2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial Downtown East, MO

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
150	2,912,704	5.3%	0.8%	1951

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
6	171,917	12.0%	0.2%	0.0%

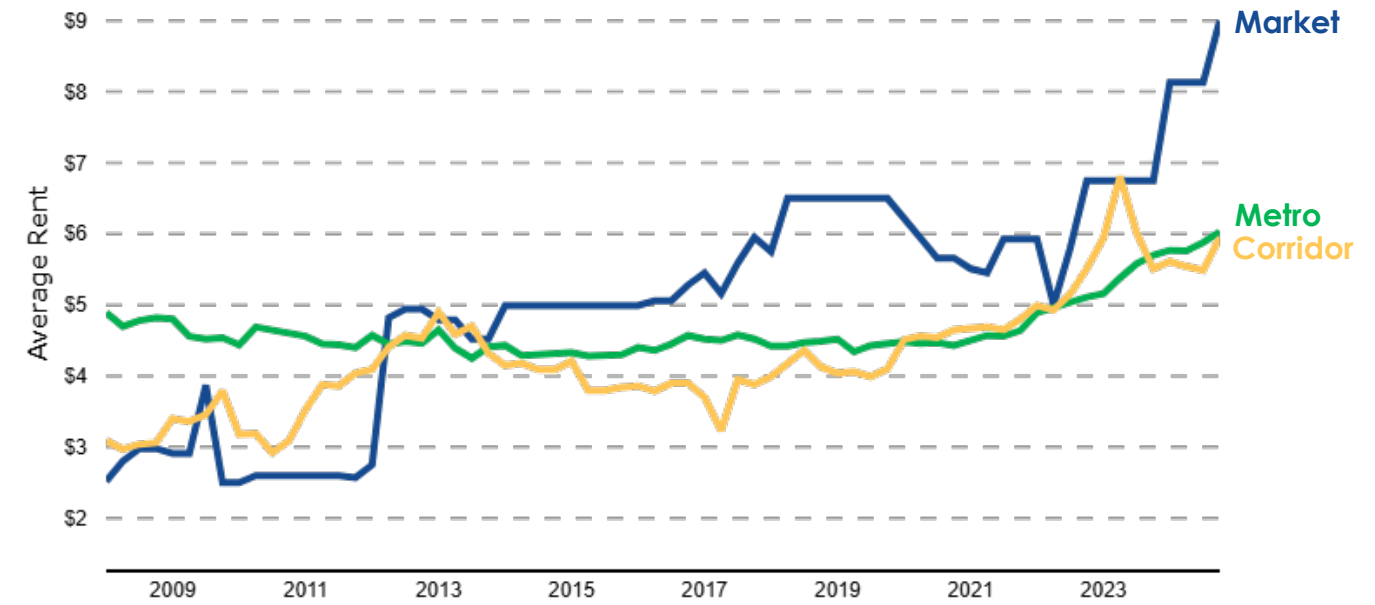
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	127	2,312,452	1.5%	1949
Manufacturing	14	566,497	0.0%	1952
General Ind	5	67,196	0.0%	1980
Service	2	40,399	0.0%	1985.5
Truck Terminal	1	20,900	0.0%	1999
Distribution	1	5,260	0.0%	1981

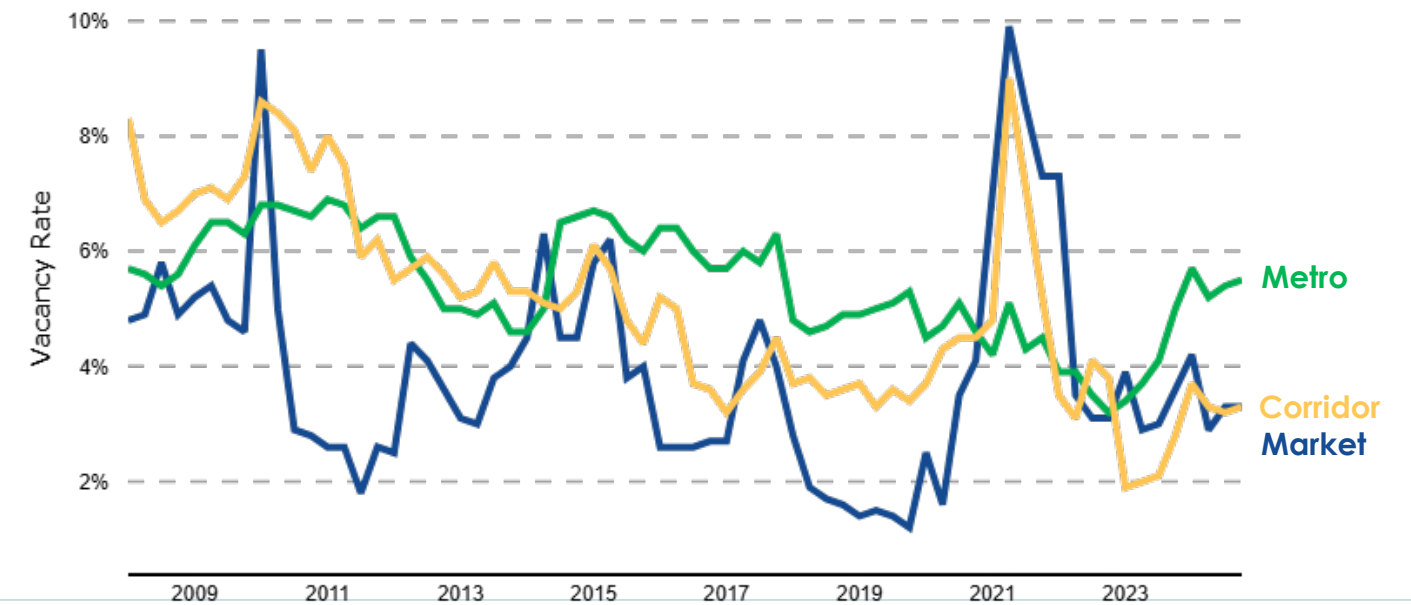
By Class

	Buildings	SF
Class A	0	0
Class B	18	544,521
Class C	132	2,368,183

Rent Trends



Vacancy Trends



Office

Downtown East, MO

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
38	501,830	2.0%	0.4%	1965

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
2	41,687	1.4%	0.2%	0.0%

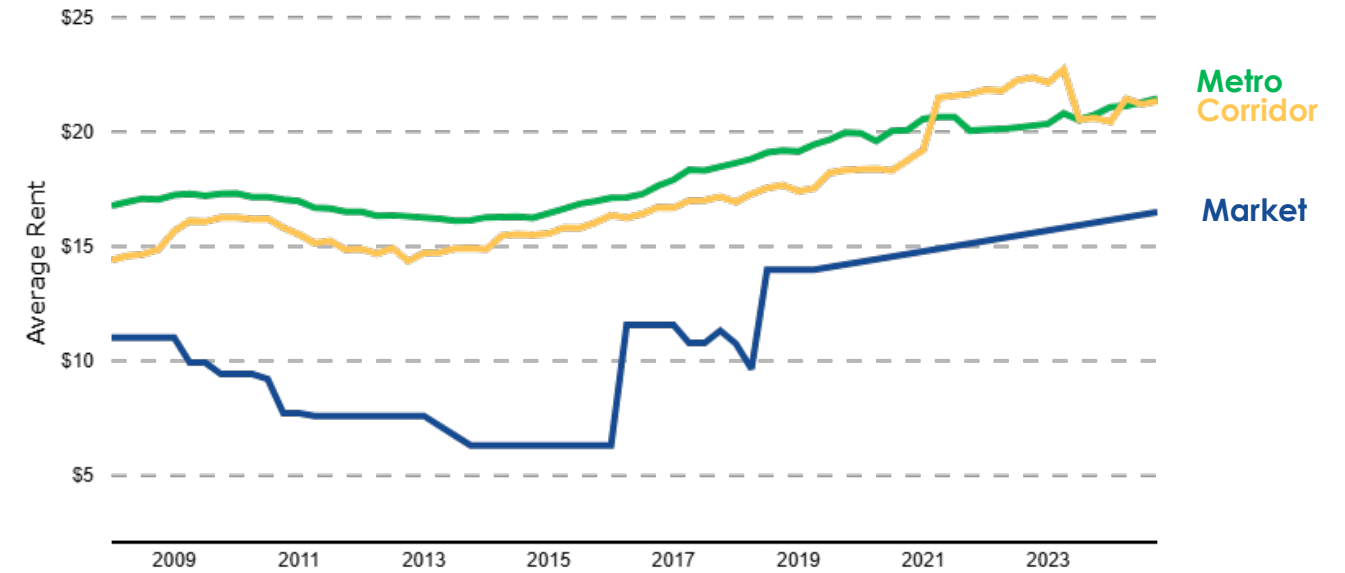
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	31	422,789	2.6%	1968
Medical	2	55,557	0.0%	1965
Office/Residential	4	17,724	0.0%	1907
Loft/Creative Space	1	5,760	0.0%	1915

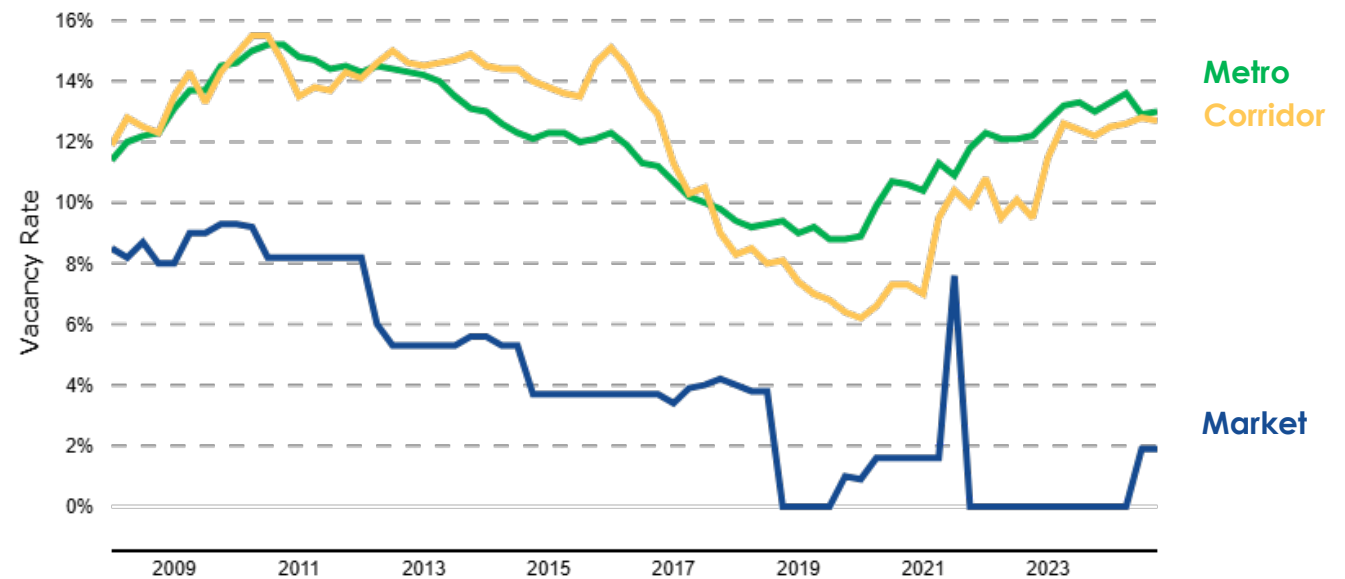
By Class

	Buildings	SF
Class A	1	25,000
Class B	10	139,742
Class C	27	337,088

Rent Trends



Vacancy Trends



Retail overview

Downtown East, MO

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
106	627,574	4.5%	0.5%	1940

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	37,746	3.2%	0.2%	0.0%

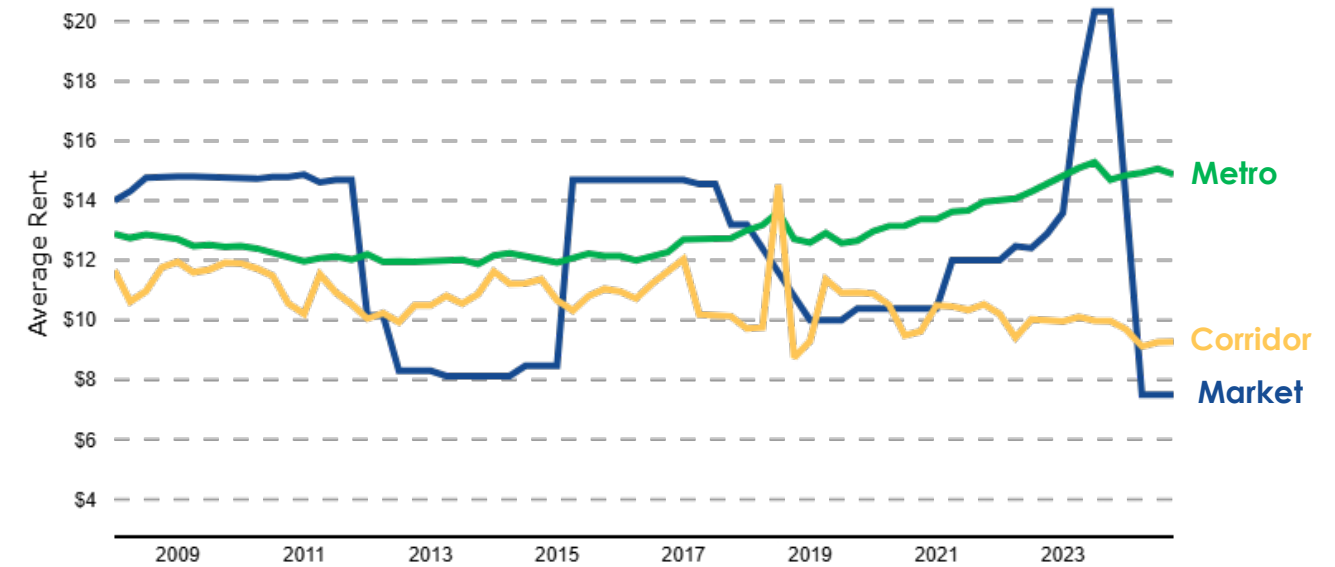
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	69	386,829	3.3%	1929
Retail/Office	17	117,767	0.0%	1920
Food/Entertainment	10	54,054	0.0%	1944
Daily Goods	6	53,560	0.0%	1970
Services	1	10,569	8.5%	1989
Auto	3	4,795	0.0%	1926

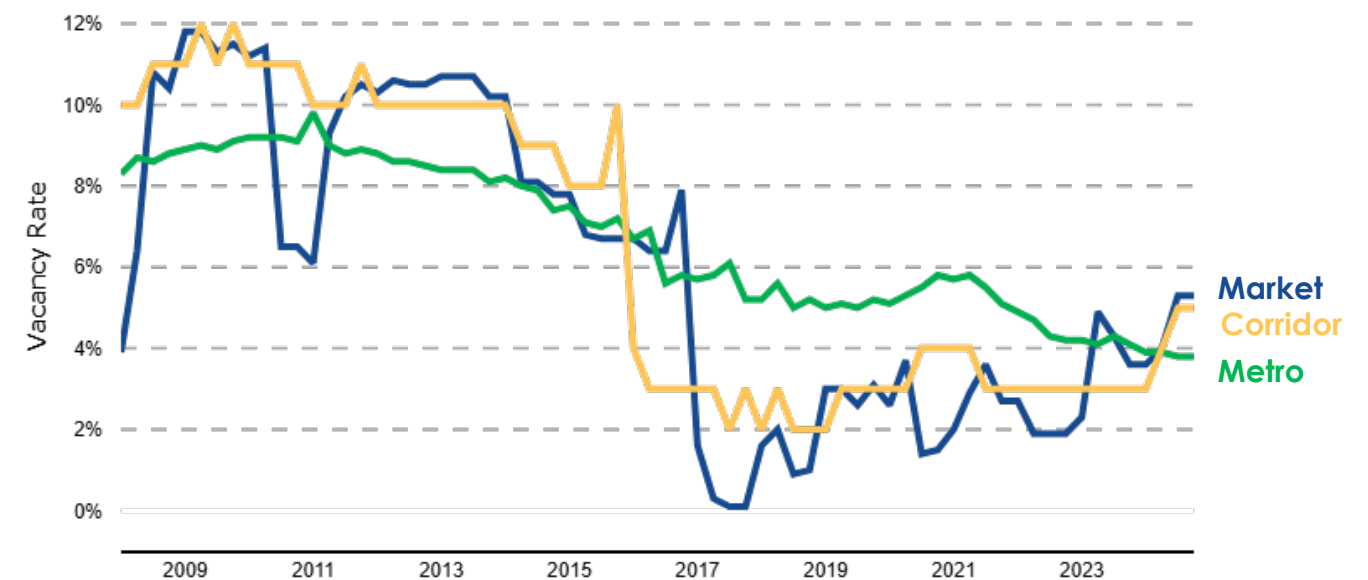
By Class

	Buildings	SF
Class A	0	0
Class B	17	147,277
Class C	89	480,297

Rent Trends



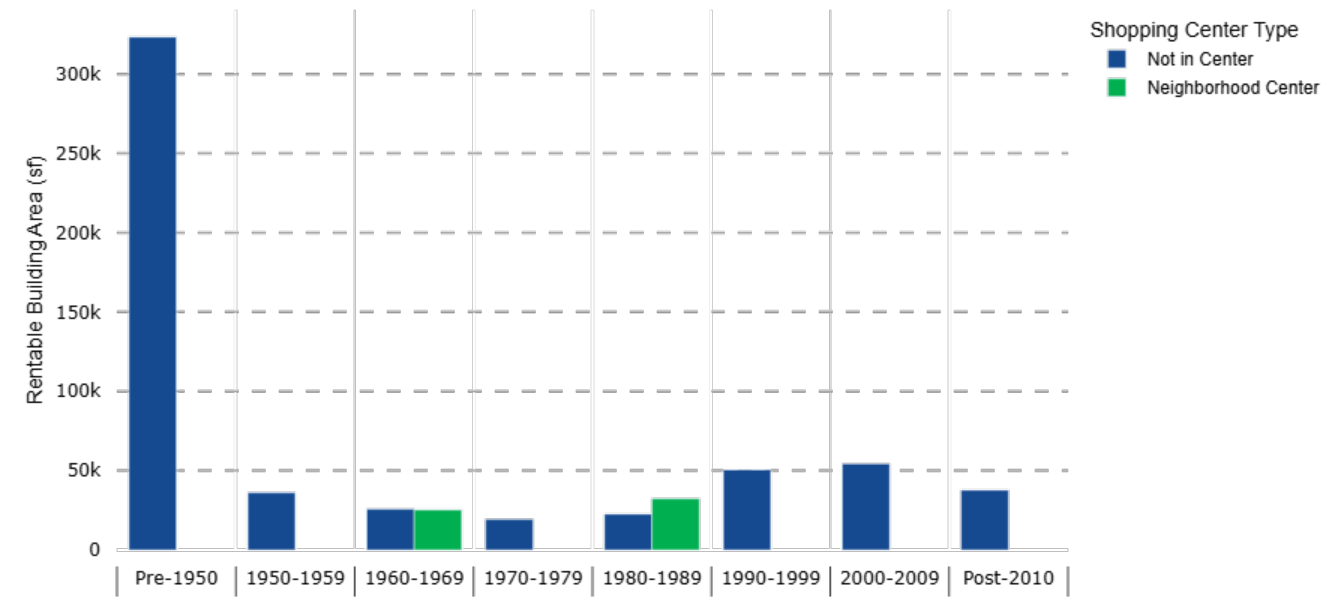
Vacancy Trends



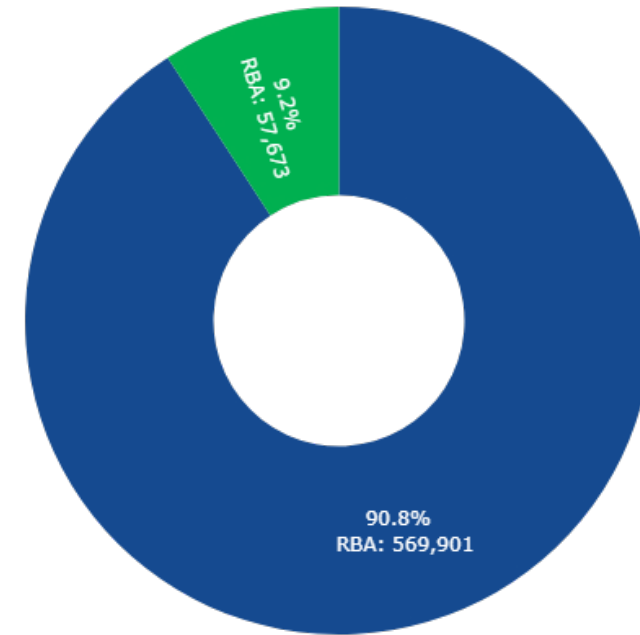
Retail centers

Downtown East, MO

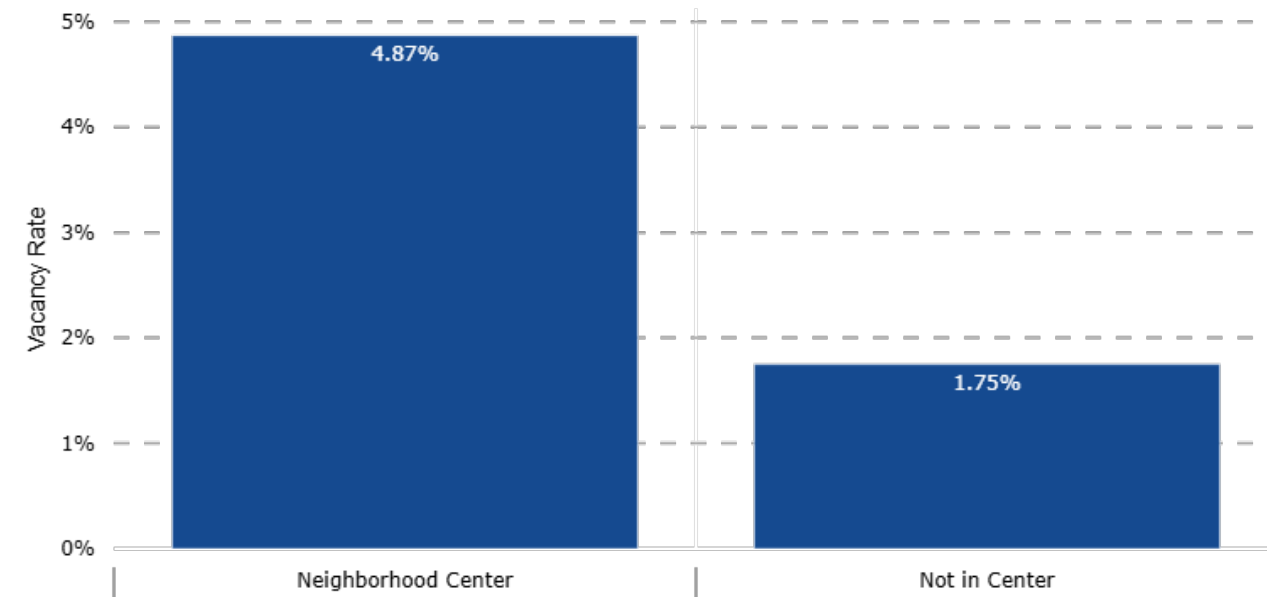
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Downtown East, MO

Transit Indicators

Weighted Average Walk Score



9.07/10
7.27/10 - Corridor

Percent of Households Without a Car



16.9%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit



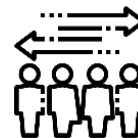
9.63/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto



9.48/10
6.56/10 - Corridor

Weighted Average Transit Score



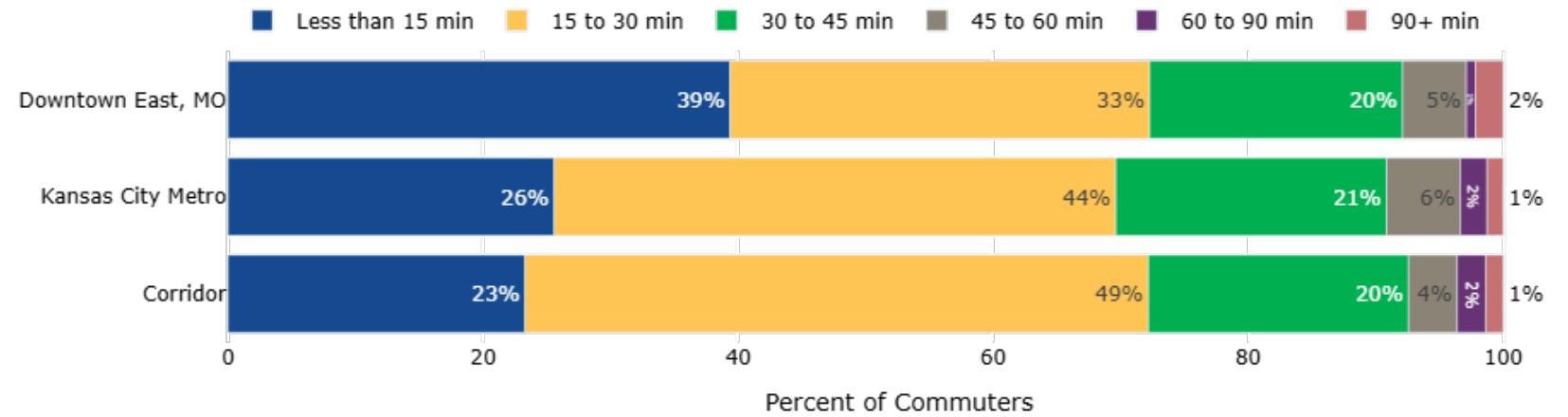
6.97/10
5.82/10 - Corridor

Weighted Average Transit Justice Score

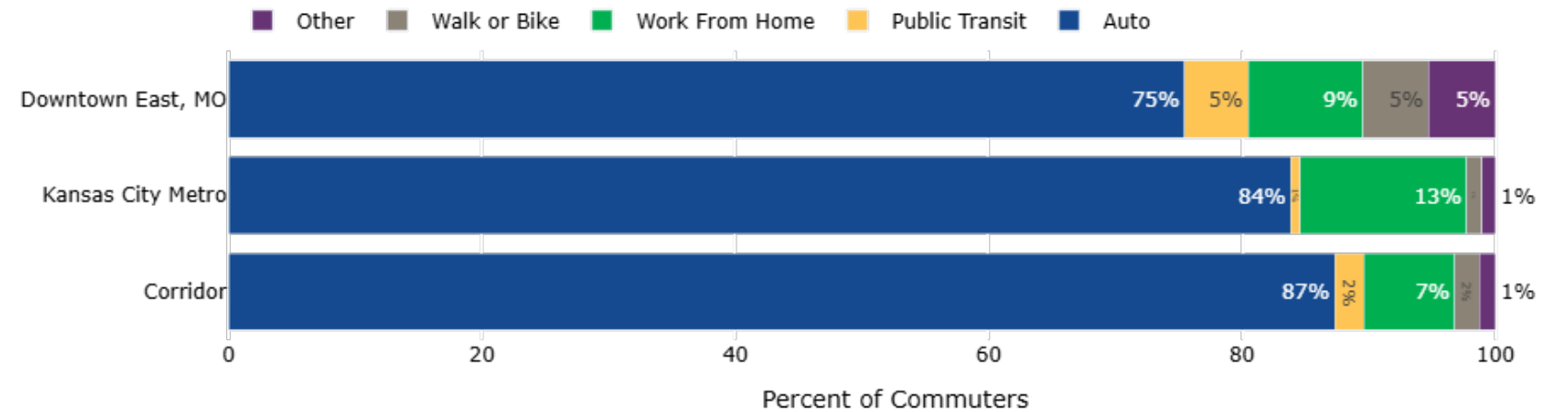


5.73/10
3.60/10 - Corridor

Commute Time



Transportation to Work



Sheffield Market Overview

Sheffield's character areas include a mix of lower-density industrial on the north, east and southeast portion of the market area, a Mixed-Use Urban Center at the intersection of Independence Ave and Wilson/Winner, and Disinvested Urban Neighborhoods. Similar to the Downtown East market, the majority of residential neighborhoods in the Sheffield market area were historically redlined, leading to disinvestment and decline. Further afield from Downtown, MO, few neighborhoods are experiencing significant gentrification.

Residentially, single-family homes predominate, with a much lower proportion of multi-family housing units. Of the units that do exist, about half are rent subsidized. Vacancy rates in the market-rate units remain higher than the metro average, and rents lower. No new multi-family has been added in the past ten years. The residential market has lower home property values, higher vacancy rates, relatively low rates of home-ownership for a single-family neighborhood, and high rates of vacant parcels. Accordingly, the median household size is higher, with a high proportion of family-households, including married and other family types. The median age trends lower, with fewer senior citizens and more kids.

Economically, residents are likely to work in service-sector and blue-collar related jobs, with a slightly higher ratio of households working in professional, nursing, education, and public sector jobs than neighborhoods like East Downtown of Downtown, KS (more single family home ownership rather than rentals). Nonetheless, 26.8% of residents work in very low-income jobs, compared to 23.5% for the corridor as a whole. The main employment sectors are in low-wage service sector jobs and blue-collar industrial jobs in the industrial districts.

Sheffield's industrial market remains very large, especially in the industrial district both to the north and to the east. It is performing well. And attracting redevelopment of some industrial properties. Existing properties, although older in age (1960s-1990s), continue to have high occupancy, putting upward pressure on rents. Again the corridor's industrial profile is strong, less impacted by the expansion of new supply that is a bit slower to absorb elsewhere in the market. Also a very diverse mix of uses types, with warehouse and manufacturing space both leading in total square footage.

Strong demand for retail space corridor wide also applies in Sheffield. Most of the retail stock is old, and very little has

been added to the market – but of the stock that does exist, occupancy rates remain very high. High occupancy has led to some rent increases, pointing towards the possibility of additional new supply succeeding in the market.

Similar to the Central Wyandotte market, efforts to stabilize the commercial and residential real estate market appear successful, although the neighborhood is still awaiting new private investment. Opportunity exists to introduce a range of new, higher density housing types and mixed use spaces, especially along a transit corridor, due to available vacant land, the ability to assemble parcels into larger developments, and the continued strength of the economic environment.

Demographics

Sheffield, MO

Demographic Overview

Total Population

34,462
 2,102,064 - Metro
 191,068 - Corridor

Average Household Size

2.7
 2.4 - Metro
 2.54 - Corridor

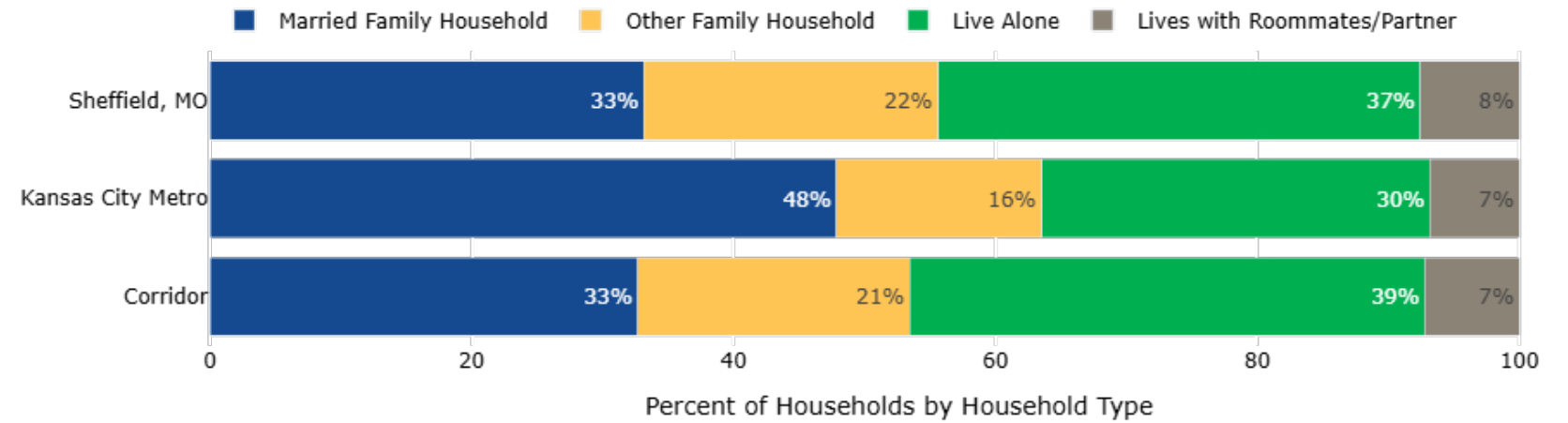
% Above 65
8.8%
 15.2% - Metro
 12% - Corridor

% Below 18
29.9%
 23.8% - Metro
 26.3% - Corridor

% Minority
73.9%
 29.9% - Metro
 63.4% - Corridor

Median Age
34.5
 38.2 - Metro
 36.2 - Corridor


Household Type





Housing


Sheffield, MO


Housing Indicators


Median Rent
 **\$1,035**
 \$1,148- Metro
 \$1,081- Corridor


Vacancy Rate
 **15.9%**
 7.2% - Metro
 13.4% - Corridor

Median Home Value
 **\$114,201**
 \$246,000 Metro
 \$143,260- Corridor

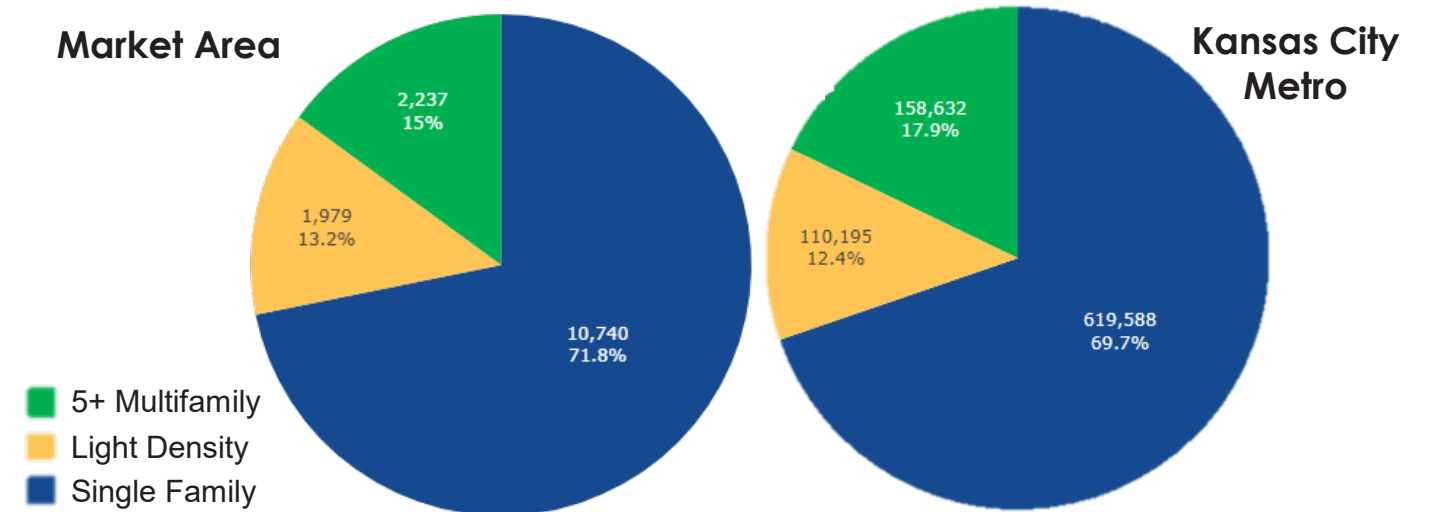
Rent Burdened
 **53.8%**
 42.4% - Metro
 47.2% - Corridor

Weighted Average Housing Score
 **4.05/10**
 4.25/10 - Corridor

Weighted Average Housing Justice Score
 **2.11/10**
 2.85/10 - Corridor

Home Ownership Rate
 **53.4%**
 65% - Metro
 48% - Corridor

Housing Type



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
\$0-20,000	26.2%	3,300	<\$70,000	3,089	<\$500	579	3,668	368
\$20,000-30,000	11.5%	1,455	\$70,000-\$100,000	1,060	\$500-\$750	1,159	2,219	764
\$30,000-40,000	15.4%	1,942	\$100,000-\$150,000	1,241	\$750-\$1,000	1,291	2,532	590
\$40,000-60,000	18.3%	2,305	\$150,000-\$200,000	546	\$1,000-\$1,500	2,040	2,586	281
\$60,000-100,000	18.1%	2,280	\$200,000-\$395,000	548	\$1,500-\$2,499	460	1,008	(1,272)
\$100,000-150,000	6.8%	855	\$395,000-\$590,000	205	\$2,500-\$3,750	11	216	(639)
>\$150,000	3.8%	480	>\$590,000	46	>\$3,750	8	54	(426)

Multi-family housing

Sheffield, MO

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,478	8.5%	0.9%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	412	19.1%	5.4%
Affordable (General Occ)	476	7.5%	1.9%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	0	0.0%	0.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	0	0.0%	0.0%
Affordable (General Occ)	0	0.0%	0.0%

By Class

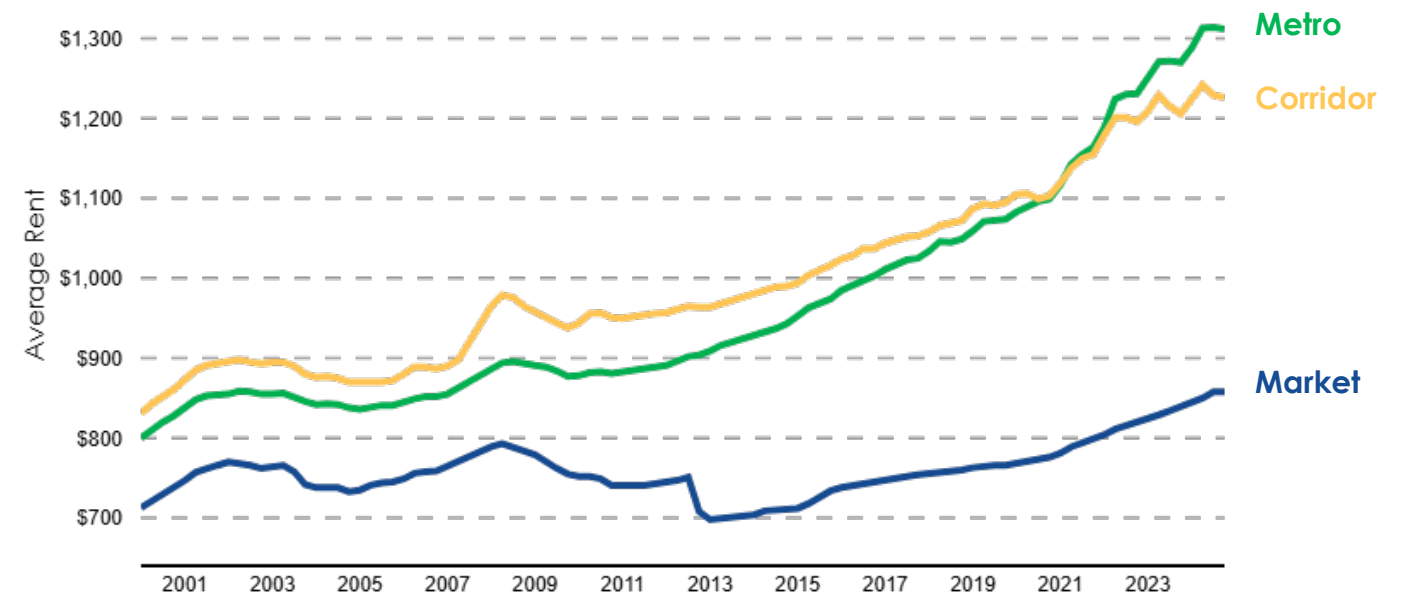
	Unit Total
Class A	0
Class B	72
Class C	2,343

By Unit Size

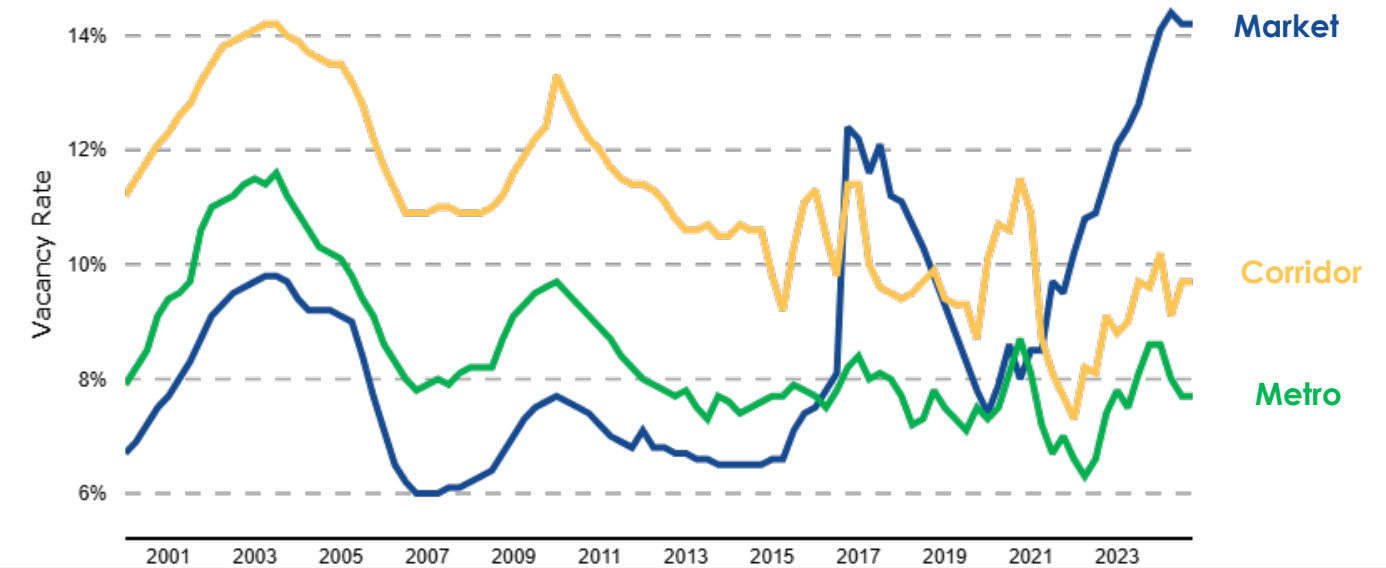
	Unit Total	Avg Rent
Studio	93	\$537
1 Bedroom	1,038	\$595
2 Bedroom	524	\$690
3 Bedroom	212	\$811
4 Bedroom	65	\$1,100

Median Year Built: 1920

Rent Trends



Vacancy Trends



Economy

Sheffield, MO

Economic Indicators

Median Household Income



\$48,264

\$73,549 - Metro
\$53,571 - Corridor

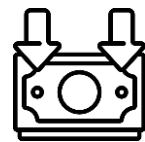
Unemployment Rate



8.2%

4.1% - Metro
6.8% - Corridor

Percent of Jobs in Work Area that are Low Income



13.5%

19.3% - Metro
15.6% - Corridor

Percent of Residents in Low Income Jobs



26.8%

19.4% - Metro
23.5% - Corridor

Percent with Bachelor's Degree



11.4%

39.3% - Metro
18.9% - Corridor

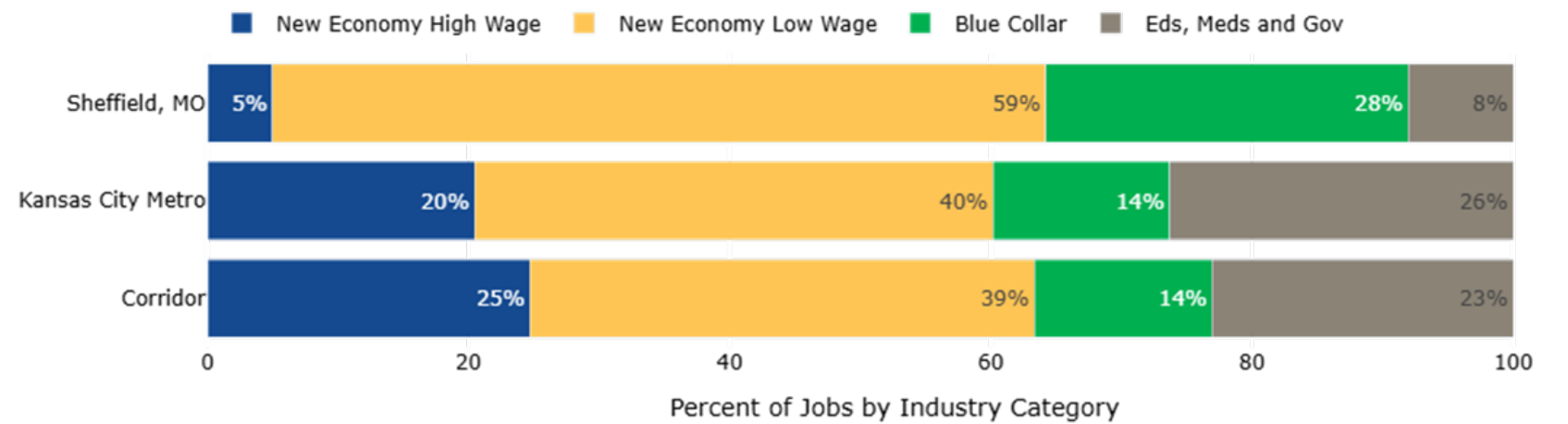
Weighted Average Economic Justice Score



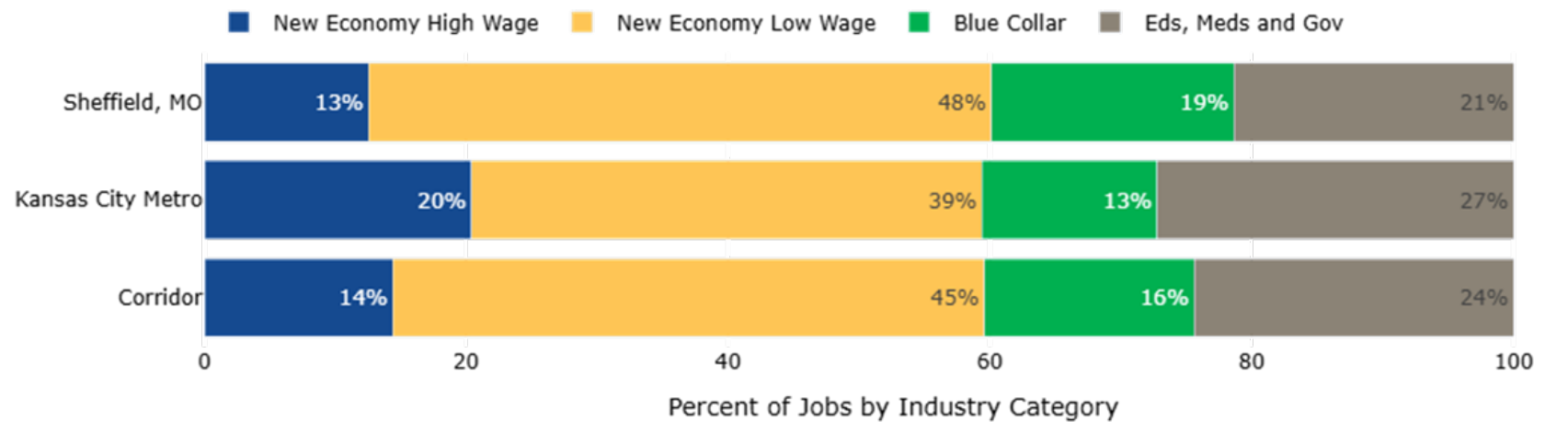
1.44/10

2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Sheffield, MO

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
570	33,131,050	60.6%	9.5%	1963

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
12	787,779	21.5%	1.0%	6.4%

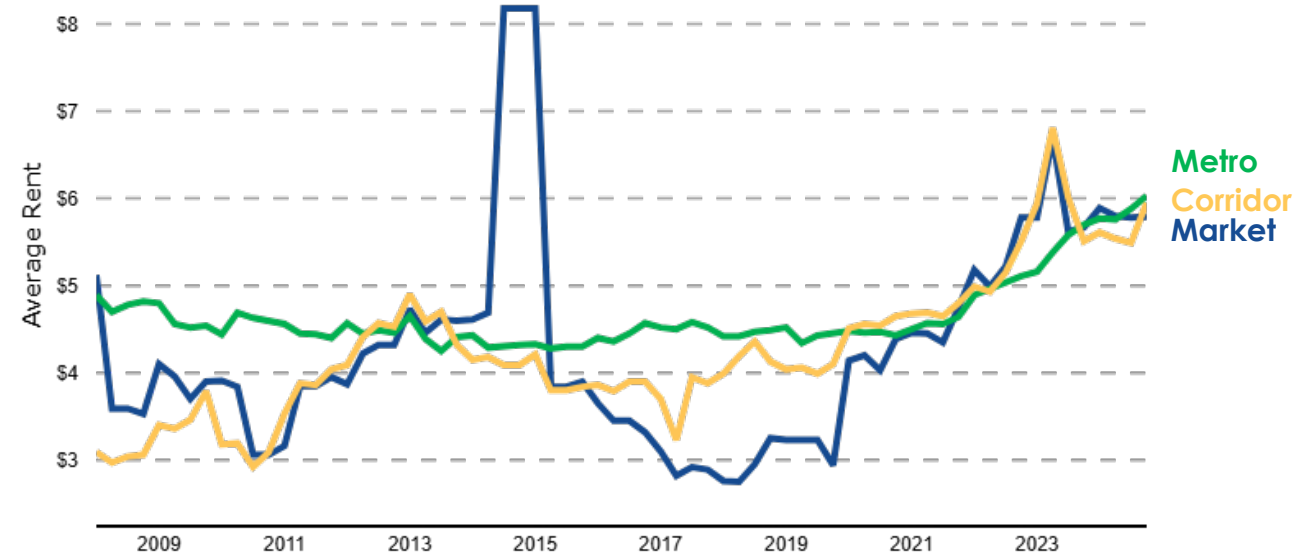
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Warehouse	409	19,375,016	4.9%	1961
Manufacturing	76	8,237,634	2.3%	1957
Distribution	20	3,930,573	0.9%	1990
Truck Terminal	25	721,590	15.9%	1965
Service	20	371,799	5.4%	1966
General Ind	15	362,559	5.4%	1985
Light Dist	2	56,707	0.0%	1985
Food Processing	1	47,090	0.0%	2001
Showroom	2	28,082	0.0%	2019

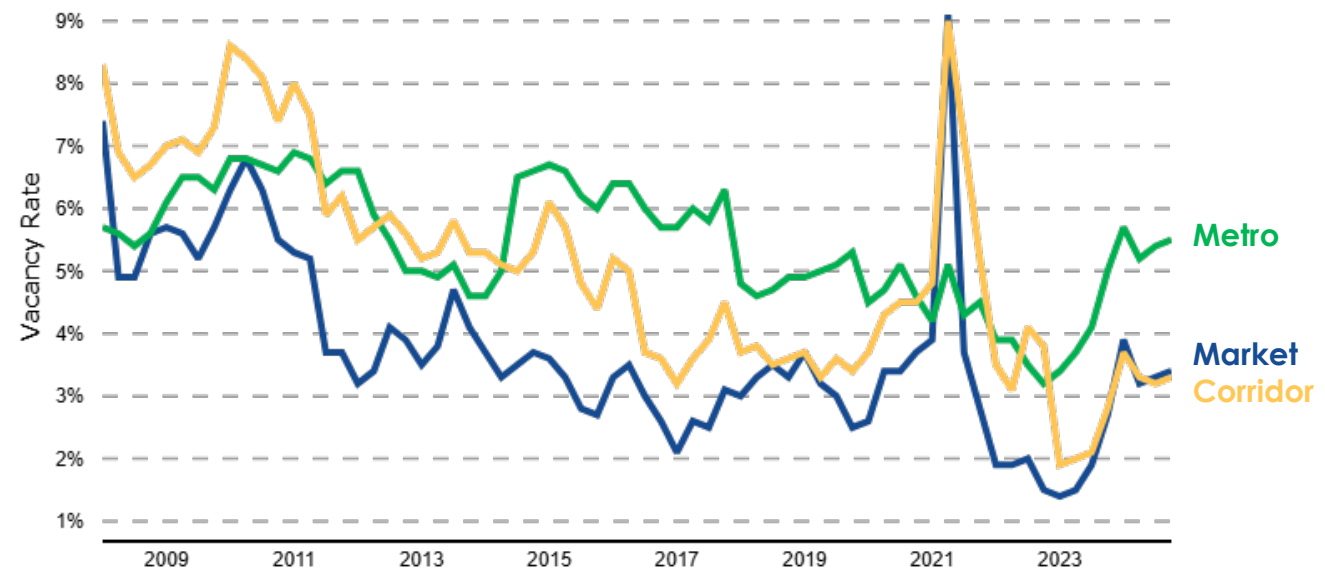
By Class

	Buildings	SF
Class A	9	1,714,830
Class B	157	15,787,572
Class C	404	15,628,648

Rent Trends



Vacancy Trends



Office Sheffield, MO

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
62	1,081,157	4.2%	0.9%	1960

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
3	88,726	3.0%	0.5%	18.2%

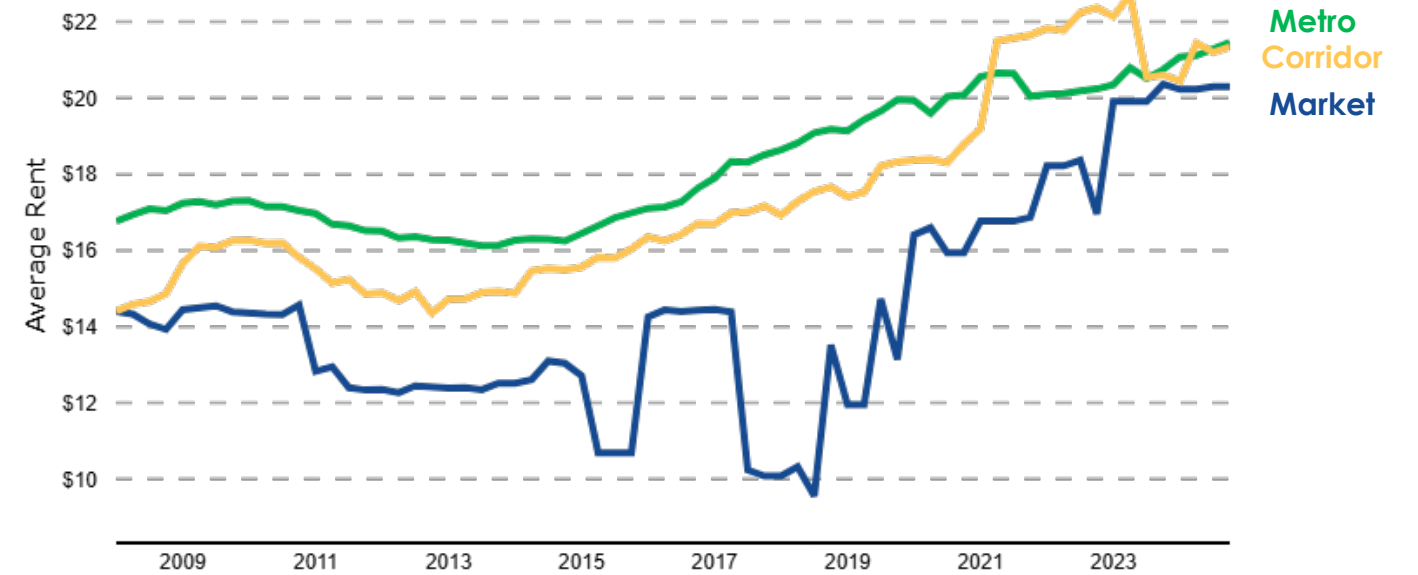
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	58	1,061,162	1.5%	1960
Medical	3	18,099	0.0%	1985
Office/Residential	1	1,896	0.0%	1908

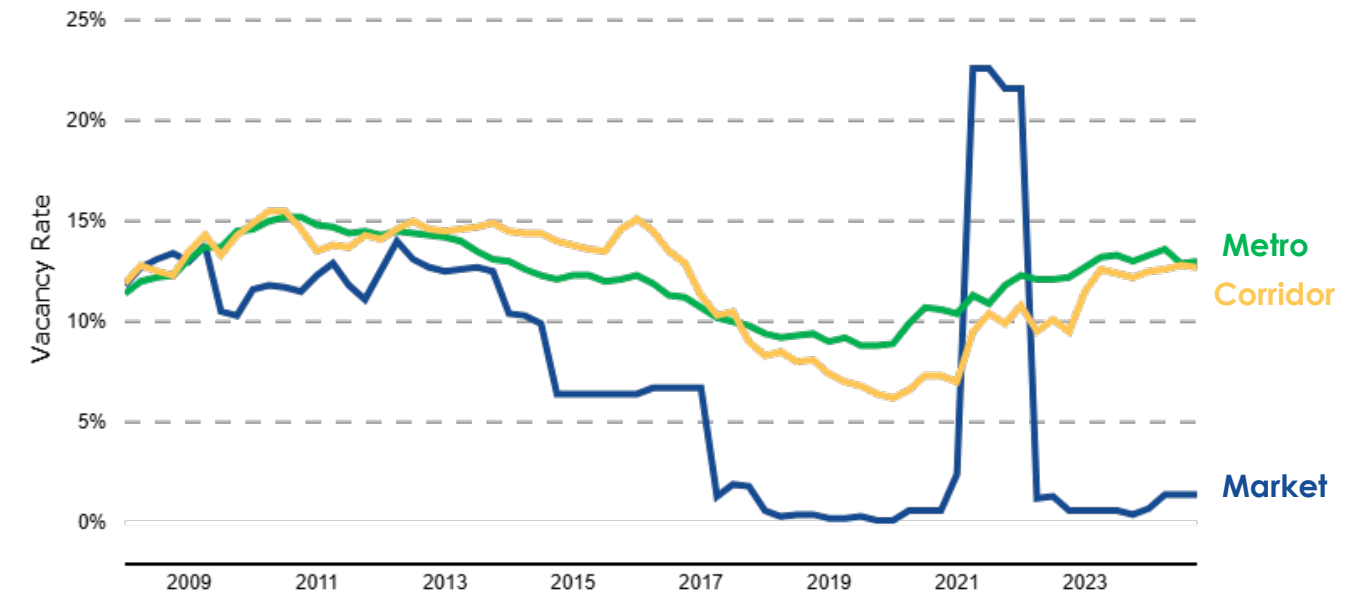
By Class

	Buildings	SF
Class A	0	0
Class B	14	605,929
Class C	48	475,228

Rent Trends



Vacancy Trends



Retail overview

Sheffield, MO

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
382	1,818,047	13.2%	1.4%	1940

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
8	59,336	5.1%	0.4%	0.0%

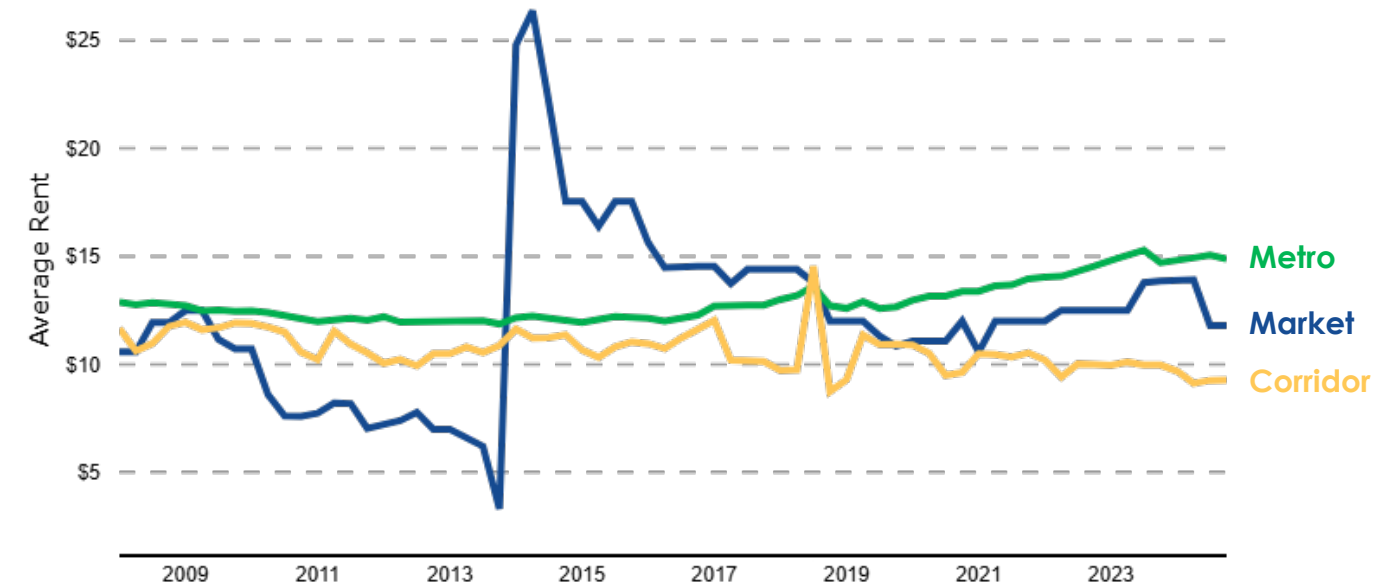
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	242	1,215,116	0.0%	1925
Auto	56	189,924	0.0%	1955
Daily Goods	23	160,578	0.0%	1980
Retail/Office	22	115,744	0.0%	1909
Food/Entertainment Services	30	86,858	1.0%	1975
	9	49,827	0.0%	1950

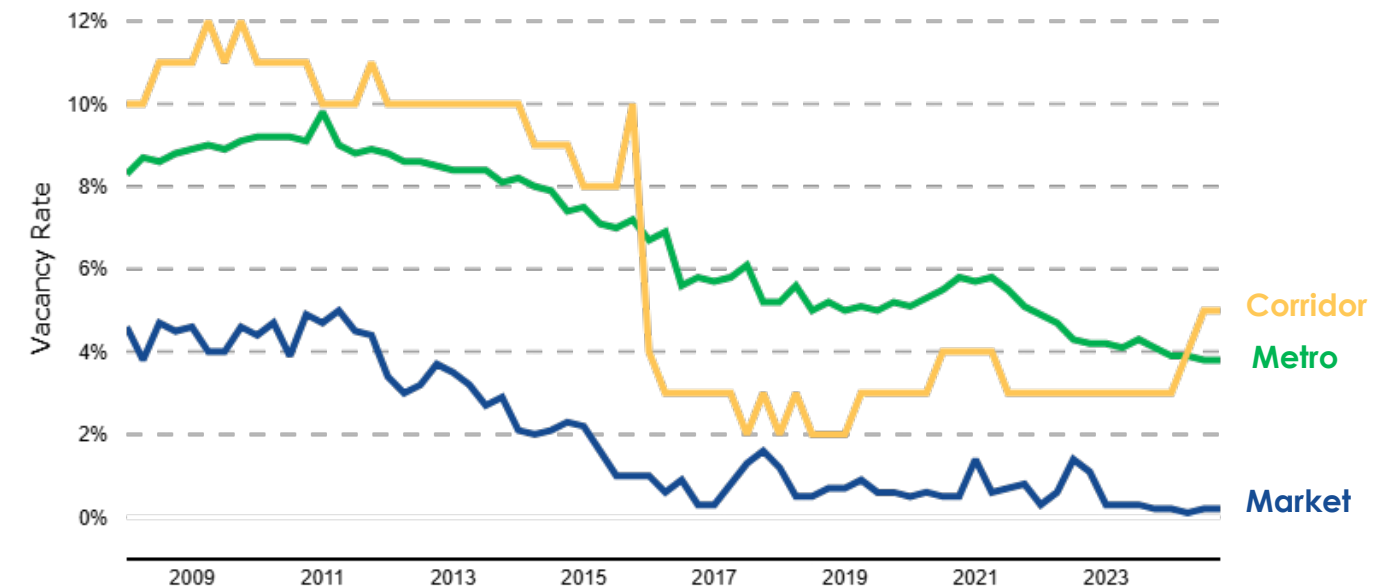
By Class

	Buildings	SF
Class A	0	0
Class B	78	430,962
Class C	304	1,387,085

Rent Trends



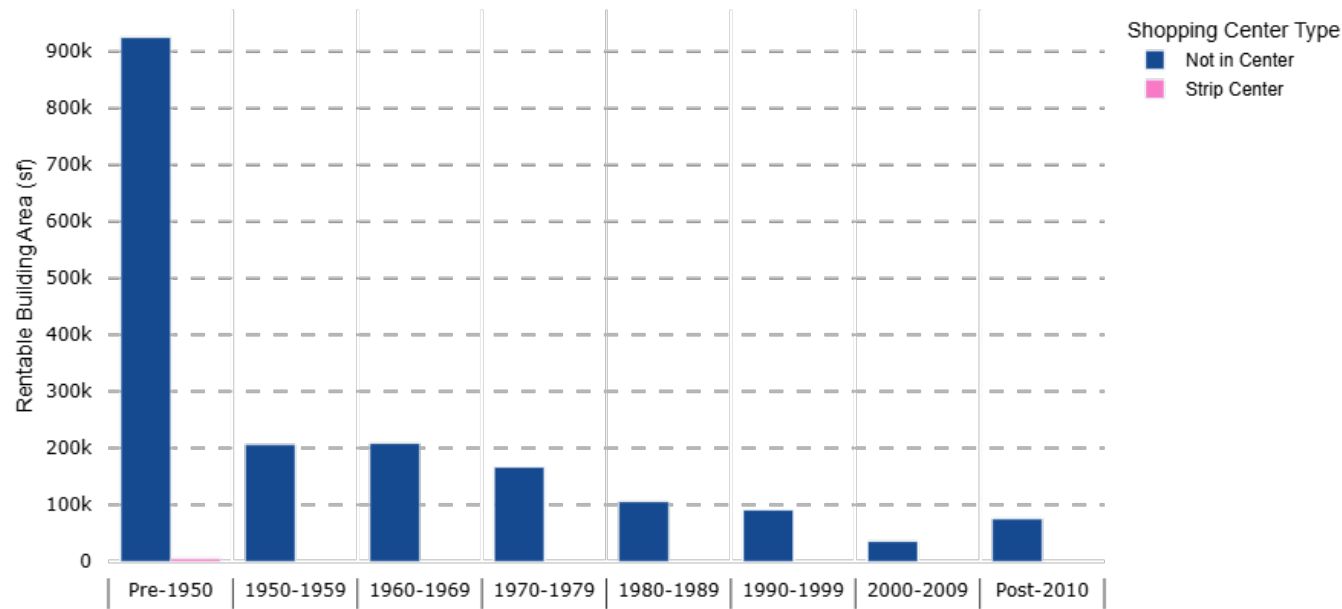
Vacancy Trends



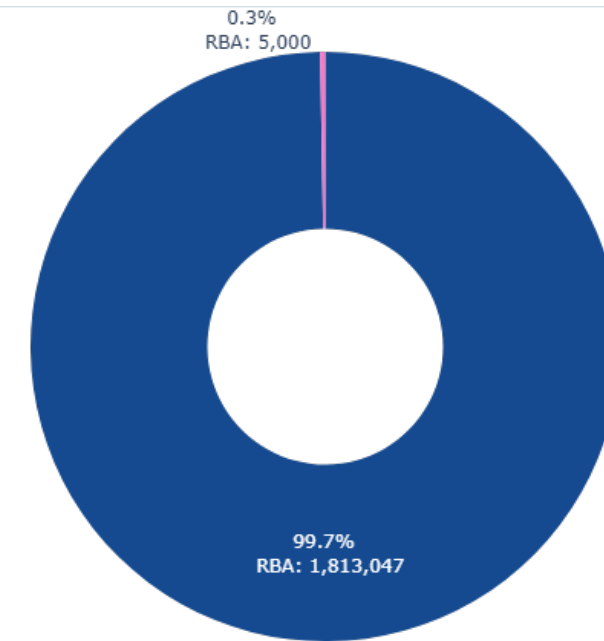
Retail centers

Sheffield, MO

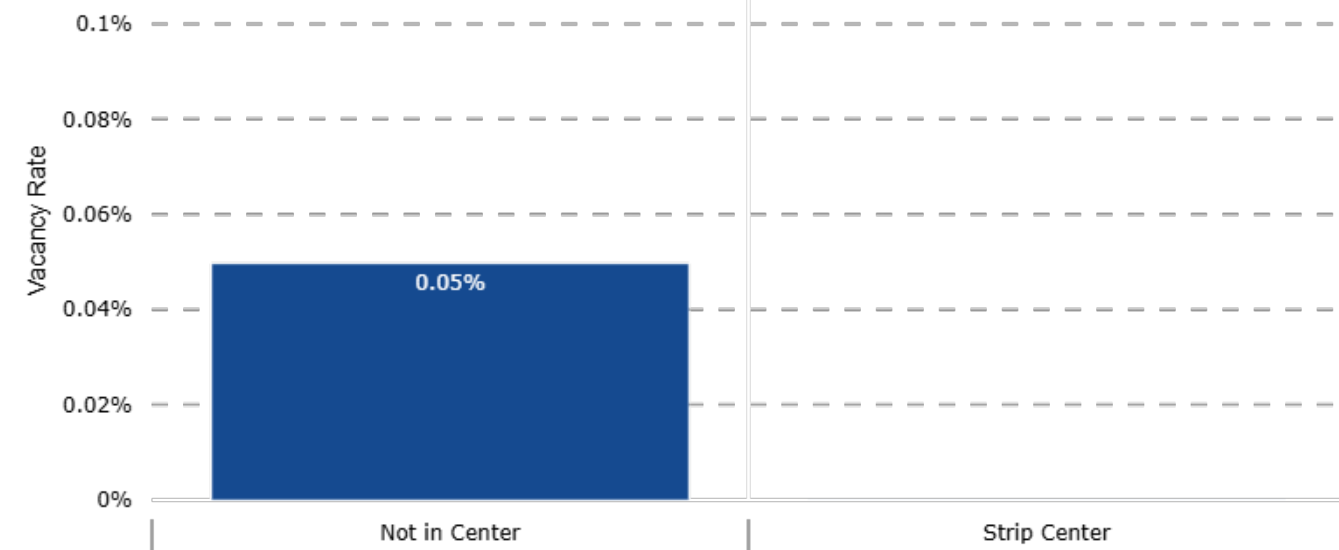
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Sheffield, MO

Transit Indicators

Weighted Average Walk Score



7.73/10
7.27/10 - Corridor

Percent of Households Without a Car



16.7%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit



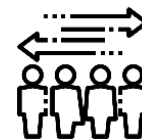
8.69/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto



7.46/10
6.56/10 - Corridor

Weighted Average Transit Score



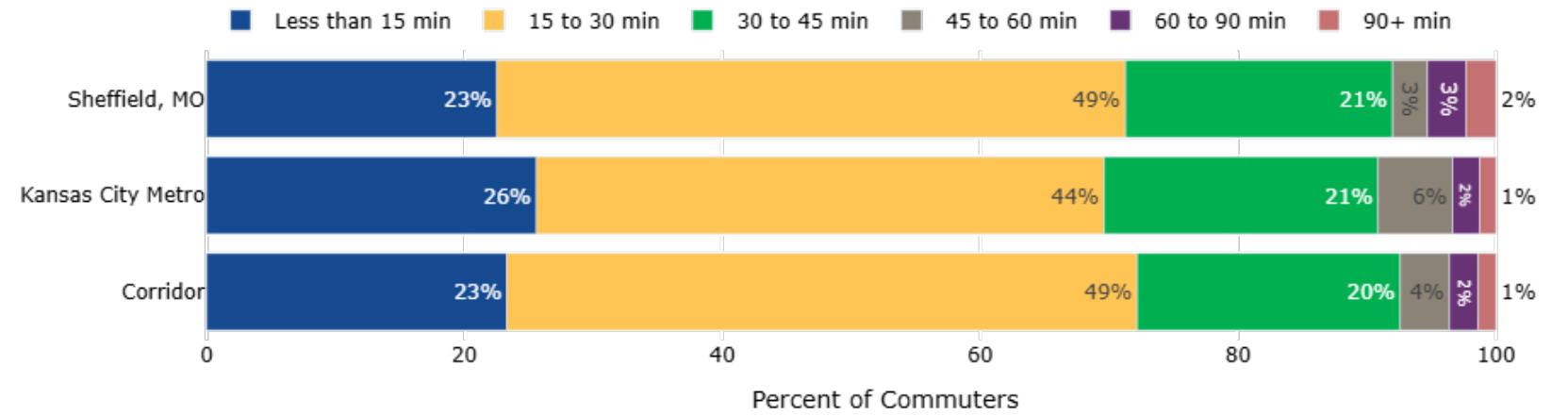
6.11/10
5.82/10 - Corridor

Weighted Average Transit Justice Score

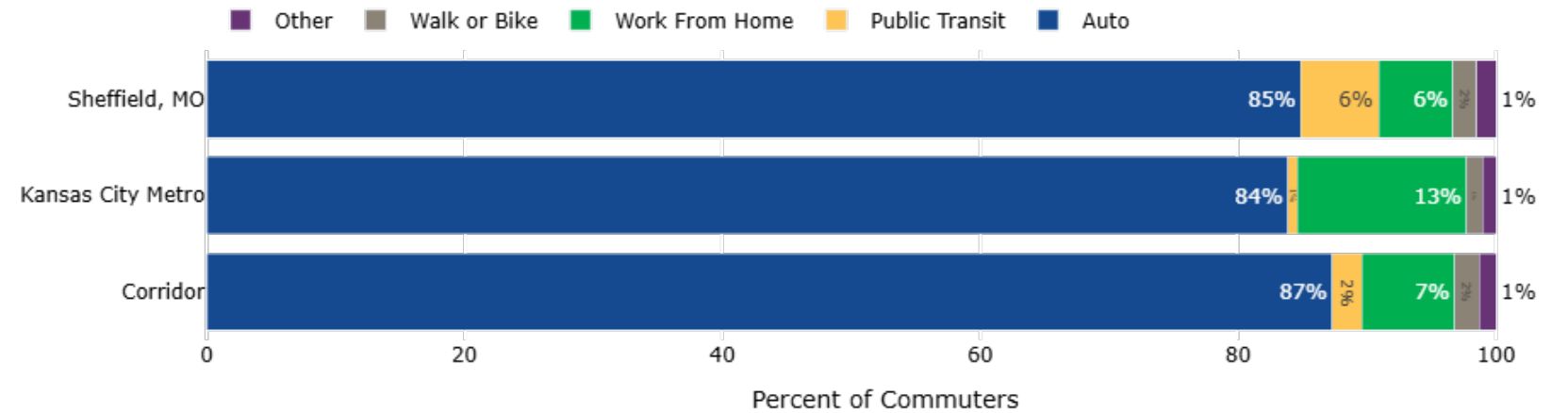


3.50/10
3.60/10 - Corridor

Commute Time



Transportation to Work



Independence Market Overview

Similar to West Wyandotte, KS, Independence contains a similar mix of character areas. To the north and on the eastern edges of the market area, the Suburban Subdivisions character area predominates. The majority of the housing is lower density single-family homes, with homes that are just below the metropolitan median. The median age of 40 is significantly higher than the corridor average, and tends towards both older married households and empty nesters rather than younger families with children in the house. These communities are car dependent, and are not very likely to work in the metropolitan center, with a higher proportion working strongly middle class Blue Collar and those who work in middle-income occupations in education, medical services, and the public sector.

The Suburban Subdivisions area is intermixed with older neighborhoods that more closely resemble the residential and demographic mix in Sheffield and Central Wyandotte. Here, a few major arterial roads contain a mix of multi-family housing, single-family homes tend to be smaller and more affordable, and overall vacancy rates are higher. Household incomes are lower than the incomes in the newer suburban subdivision areas. The majority of multi-family housing are located in these neighborhoods, and tend to be older Class C ‘naturally occurring affordable housing,’ with rents trailing the metro and corridor average. About 1/3 of the market’s multi-family mix is affordable, with a sizeable proportion dedicated to housing senior citizens.

Independence also contains an historic downtown, with an office district supported by public sector employment, institutional/government buildings, independent retail and entertainment, and a range of multi-family housing. At 4.1% of the corridor’s total office space, the office market is relatively limited and increasingly dated (median age of 1961, with only 5,000 new sf added), but sustained by a higher density of public sector and medical office use, keeping its vacancy rate below the metro and corridor averages. Rents, however, remain constrained.

Two main types of retail exist – retail in neighborhood and strip centers, on one hand, that exist along major arterial roads, and independent retail that exists in similar corridors and in the downtown Independence area. Vacancy is more heavily concentrated in the retail centers, especially in Sugar Creek just west of Independence’s city limits. Again, the majority of the retail inventory is Class B or C, with the median age of buildings 1957. Age aside, the town’s historic center maintains its charm and main street businesses are doing well with independent retail.

Transit in the market is heavily auto-oriented. It’s overall transit score is lower, as it is relatively remote from the major employment market along the I-35 corridor. Also, many commuters are suburb-to-suburb commuters, making radial transit networks to Downtown, MO less

useful. A high walk score in Downtown and proximity to a mobility hub make it a potentially desirable location for more dense development patterns.

Despite little new capital investment into the real estate market, Independence seems nicely poised for multi-family growth near its downtown. With an aging population living in large suburban homes, a range of different housing types ranging from missing middle ownership product to multi-family housing serving both the senior market and younger households would likely perform well.

Demographics

Independence, MO

Transit Indicators

Total Population

40,161
 2,102,064 - Metro
 191,068 - Corridor

Average Household Size

2.36
 2.4 - Metro
 2.54 - Corridor

% Above 65

14.6%
 15.2% - Metro
 12% - Corridor

% Below 18

23.1%
 23.8% - Metro
 26.3% - Corridor

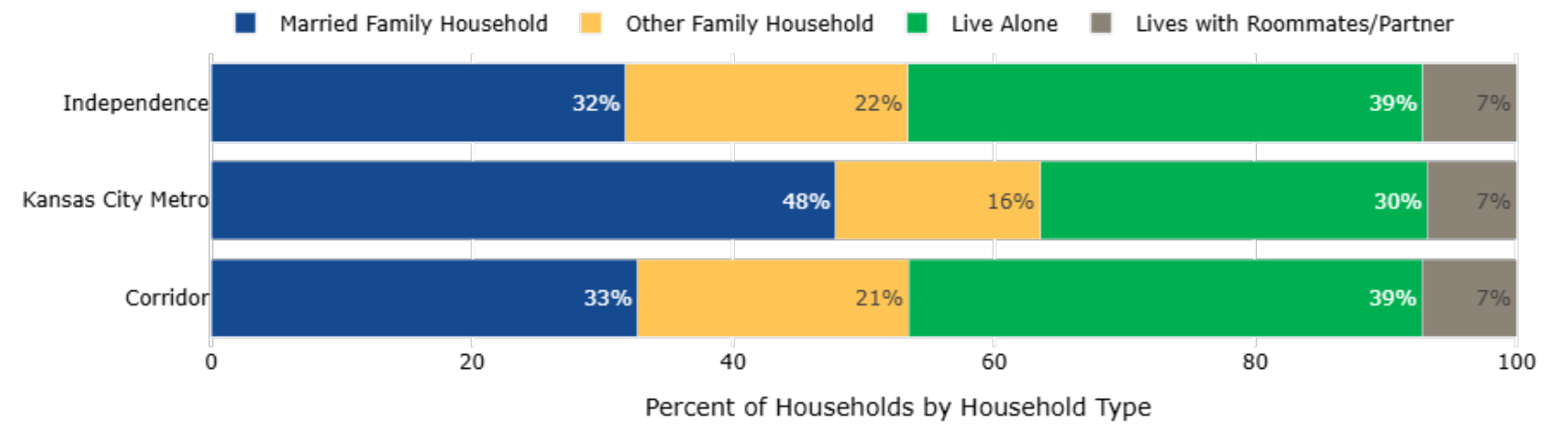
% Minority

32.1%
 29.9% - Metro
 63.4% - Corridor

Median Age

41.52
 38.2 - Metro
 36.2 - Corridor

Household Type




Housing

Independence, MO


Housing Indicators

Median Rent



\$973
 \$1,148- Metro
 \$1,081- Corridor

Vacancy Rate




13.4%
 7.2% - Metro
 13.4% - Corridor

Median Home Value




\$113,790
 \$246,000 Metro
 \$143,260- Corridor

Rent Burdened




53.8%
 42.4% - Metro
 47.2% - Corridor

Weighted Average Housing Score




4.49/10
 4.25/10 - Corridor

Weighted Average Housing Justice Score



3.53/10
 2.85/10 - Corridor

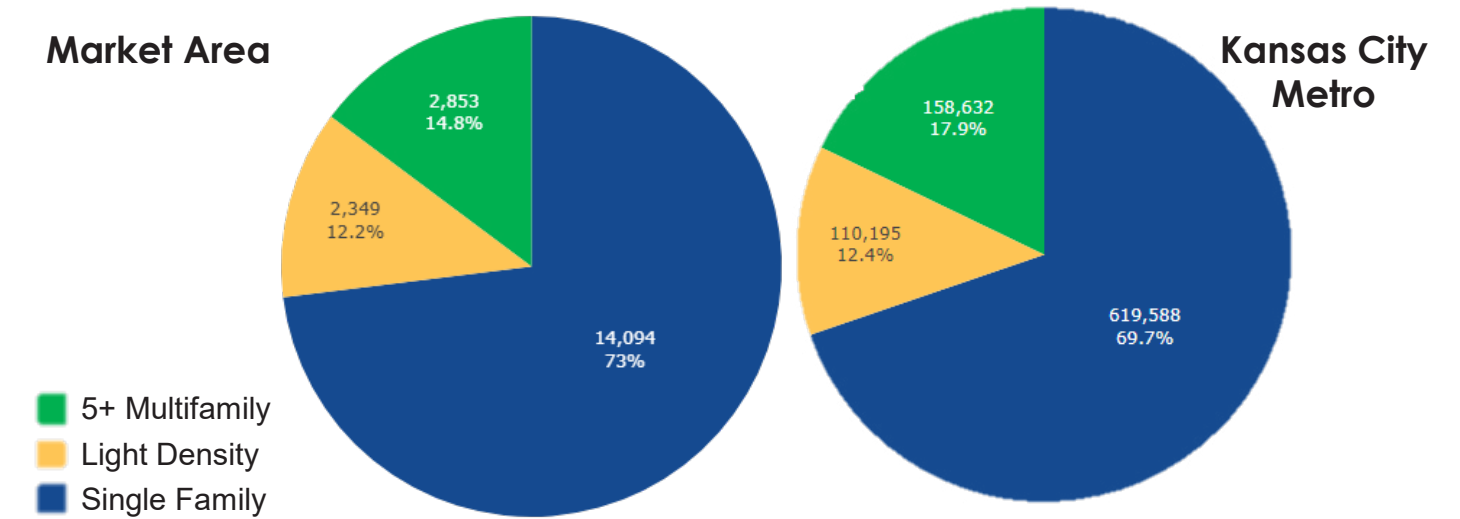
Home Ownership Rate



47.9%
 65% - Metro
 48% - Corridor

Housing Type

Market Area



Housing Gap

Household Income Range	% of HHs	# of HHs in each Range	Affordable Range for Owners Units	# of Owner Units	Affordable Range for Renter Units	# of Renter Units	Total Units	Gap (Units - Households)
\$0-20,000	26.2%	3,300	<\$70,000	3,089	<\$500	579	3,668	368
\$20,000-30,000	11.5%	1,455	\$70,000-\$100,000	1,060	\$500-\$750	1,159	2,219	764
\$30,000-40,000	15.4%	1,942	\$100,000-\$150,000	1,241	\$750-\$1,000	1,291	2,532	590
\$40,000-60,000	18.3%	2,305	\$150,000-\$200,000	546	\$1,000-\$1,500	2,040	2,586	281
\$60,000-100,000	18.1%	2,280	\$200,000-\$395,000	548	\$1,500-\$2,499	460	1,008	(1,272)
\$100,000-150,000	6.8%	855	\$395,000-\$590,000	205	\$2,500-\$3,750	11	216	(639)
>\$150,000	3.8%	480	>\$590,000	46	>\$3,750	8	54	(426)

Multi-family housing

Independence, MO

Multi-Family Totals

	Unit Total	Corridor Share	Metro Share
General Occ	1,281	7.4%	0.8%
Senior (Market Rate)	110	69.2%	1.7%
Senior (Affordable)	336	15.5%	4.4%
Affordable (General Occ)	595	9.4%	2.4%

Last 10 Years

	Unit Total	Corridor Share	Metro Share
General Occ	0	0.0%	0.0%
Senior (Market Rate)	0	0.0%	0.0%
Senior (Affordable)	45	100.0%	23.8%
Affordable (General Occ)	50	6.3%	2.4%

By Class

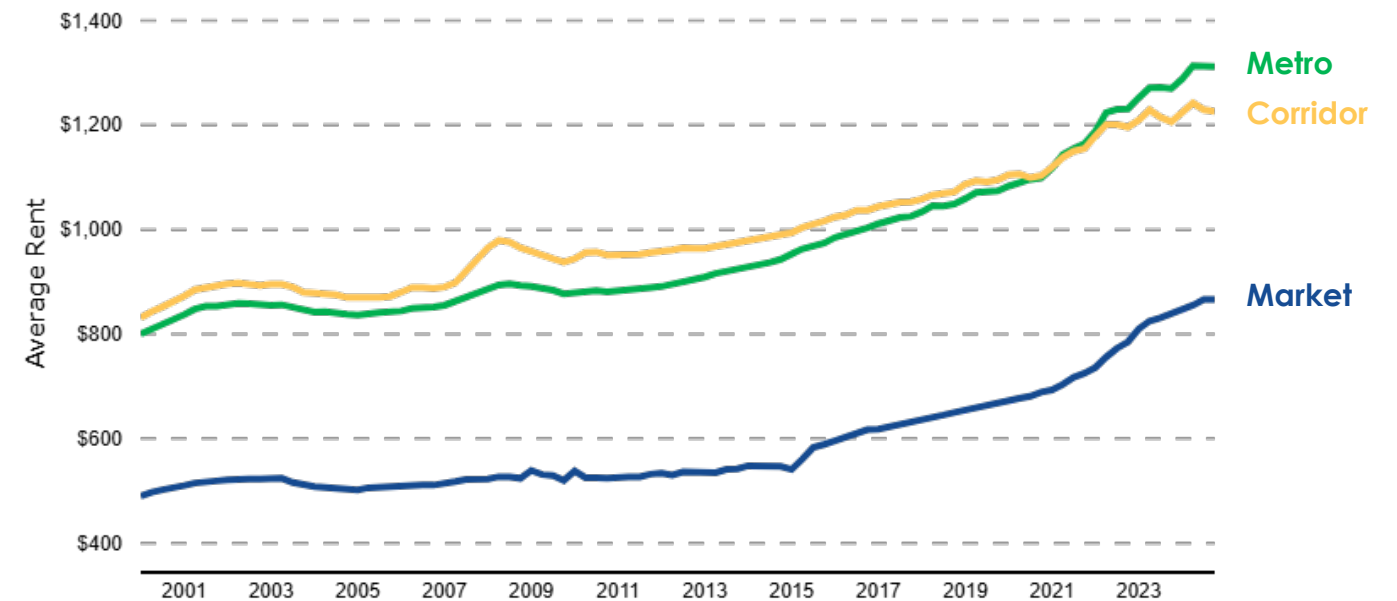
	Unit Total
Class A	0
Class B	72
Class C	2,343

By Unit Size

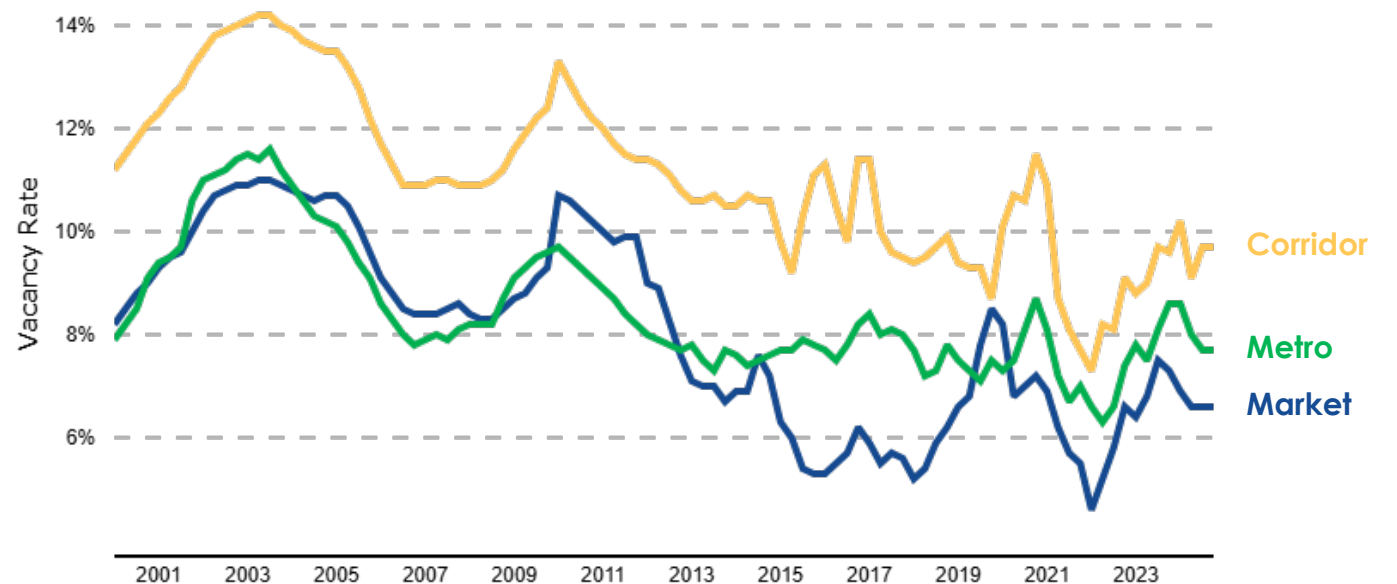
	Unit Total	Avg Rent
Studio	452	\$690
1 Bedroom	1,287	\$712
2 Bedroom	715	\$878
3 Bedroom	35	\$995
4 Bedroom	0	\$0

Median Year Built: 1968

Rent Trends



Vacancy Trends



Economy

Sheffield, MO

Transit Indicators

Median Household Income

\$48,264
 \$73,549 - Metro
 \$53,571 - Corridor

Unemployment Rate

8.2%
 4.1% - Metro
 6.8% - Corridor

Percent of Jobs in Work Area that are Low Income

13.5%
 19.3% - Metro
 15.6% - Corridor

Percent of Residents in Low Income Jobs

26.8%
 19.4% - Metro
 23.5% - Corridor

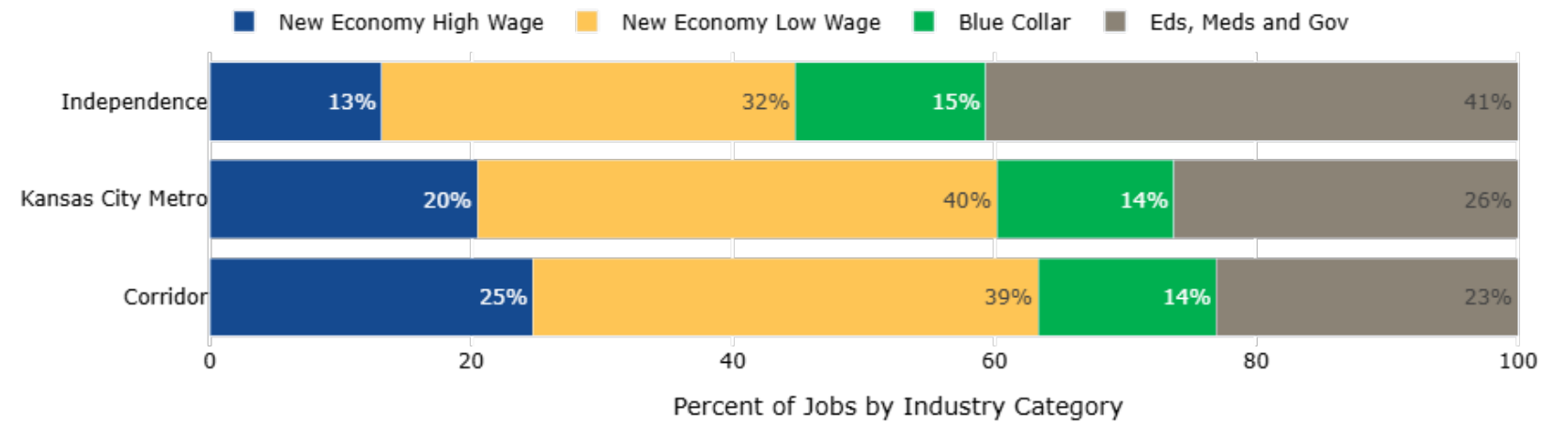
Percent with Bachelor's Degree

11.4%
 39.3% - Metro
 18.9% - Corridor

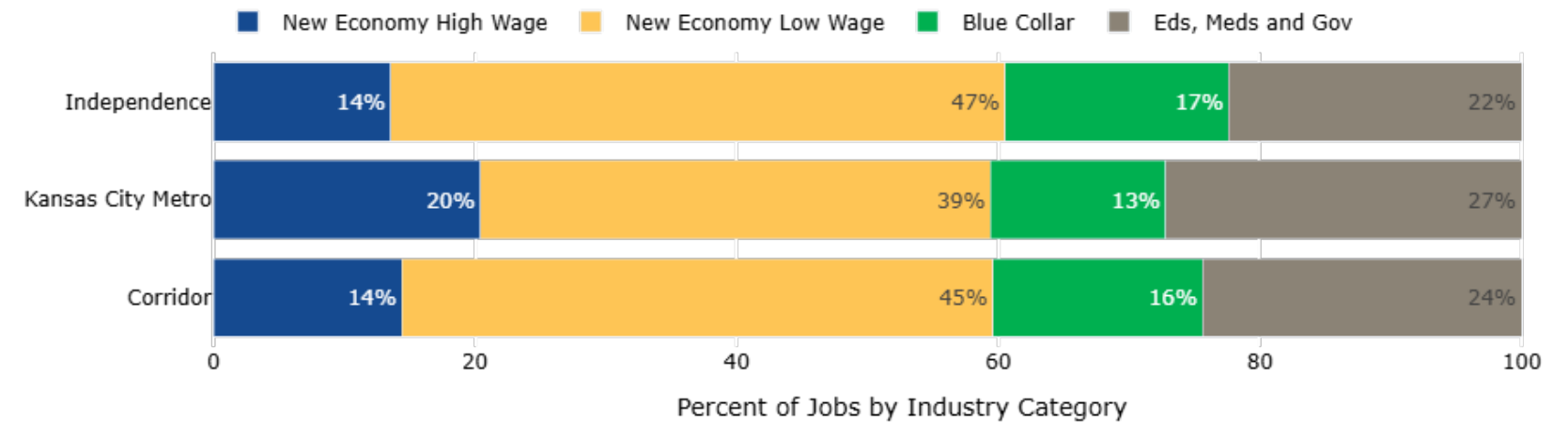
Weighted Average Economic Justice Score

1.44/10
 2.52/10 - Corridor

Industry Diversity: Workplace



Industry Diversity: Residents



Industrial

Independence, MO

Industrial Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
109	2,126,134	3.9%	0.6%	1972

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
3	154,834	4.2%	0.2%	0%

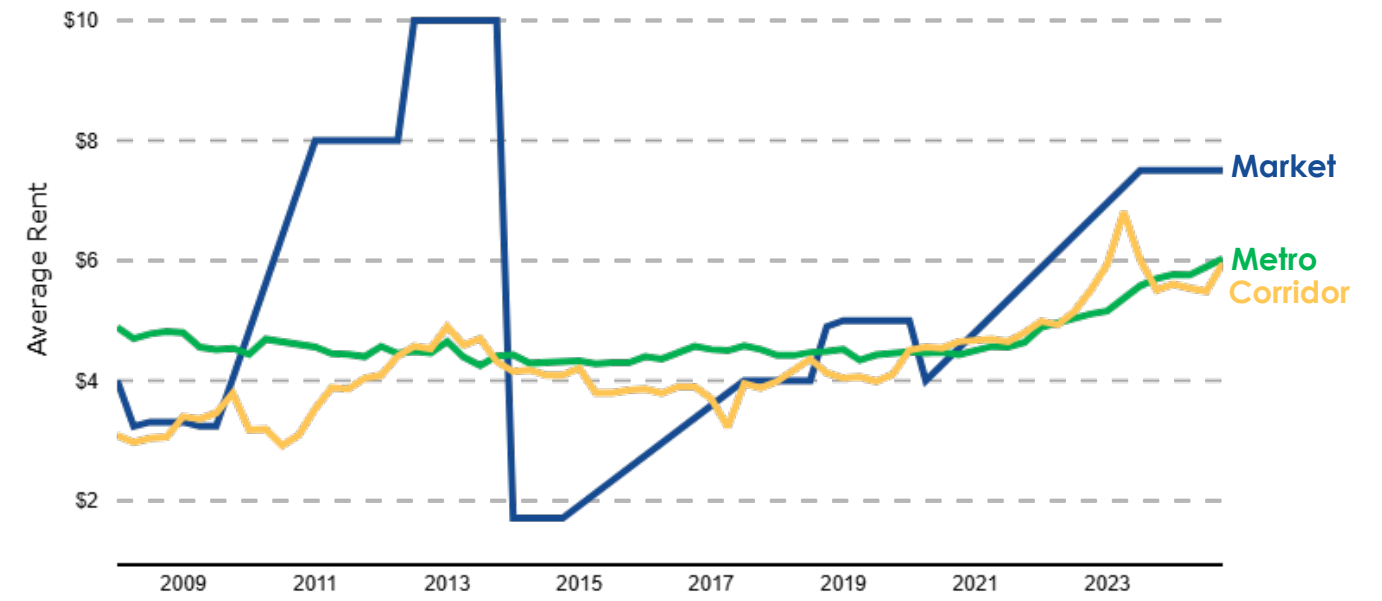
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
Manufacturing	16	1,230,432	0.0%	1961
Warehouse	65	557,455	3.2%	1957
General Ind	15	260,355	4.5%	1990
Service	7	41,504	0.0%	1965
Showroom	4	18,088	0.0%	1966
Truck Terminal	1	13,300	0.0%	1985
Light Man.	1	5,000	0.0%	1985

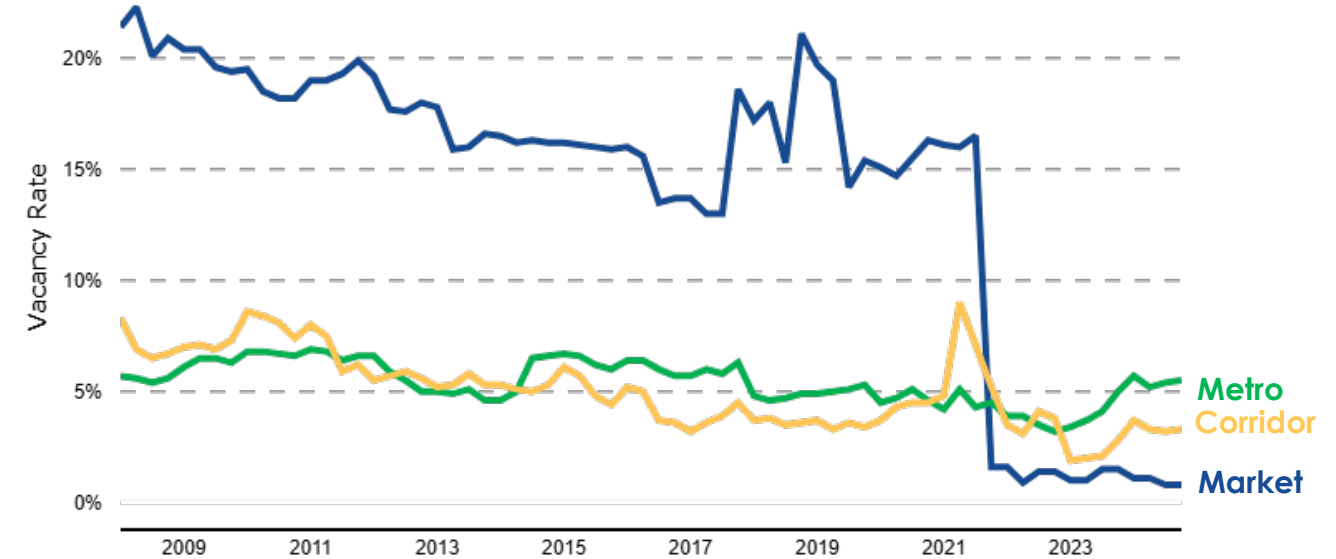
By Class

	Buildings	SF
Class A	0	0
Class B	26	959,980
Class C	83	1,166,154

Rent Trends



Vacancy Trends



Office

Independence, MO

Office Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
82	1,047,133	4.1%	0.8%	1962

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
1	5,356	0.2%	0.0%	0.0%

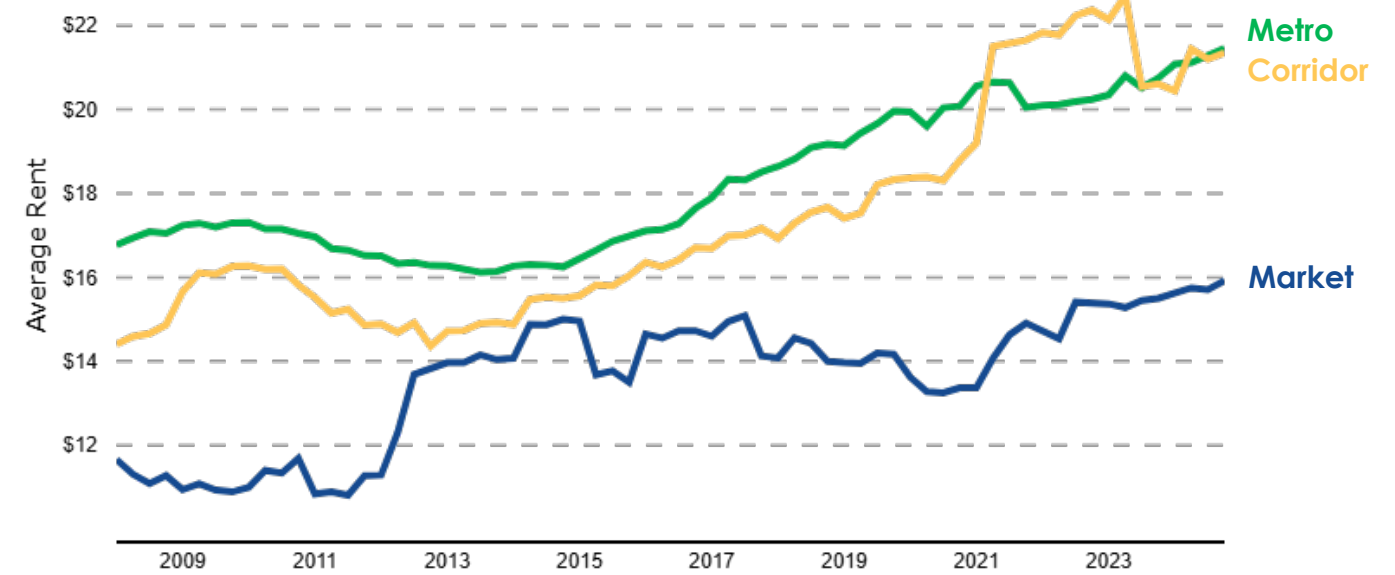
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Office	68	957,076	19.9%	1962
Medical	9	64,720	6.6%	1979
Office/Residential	3	17,976	0.0%	1920
Loft/Creative Space	2	7,361	0.0%	1947

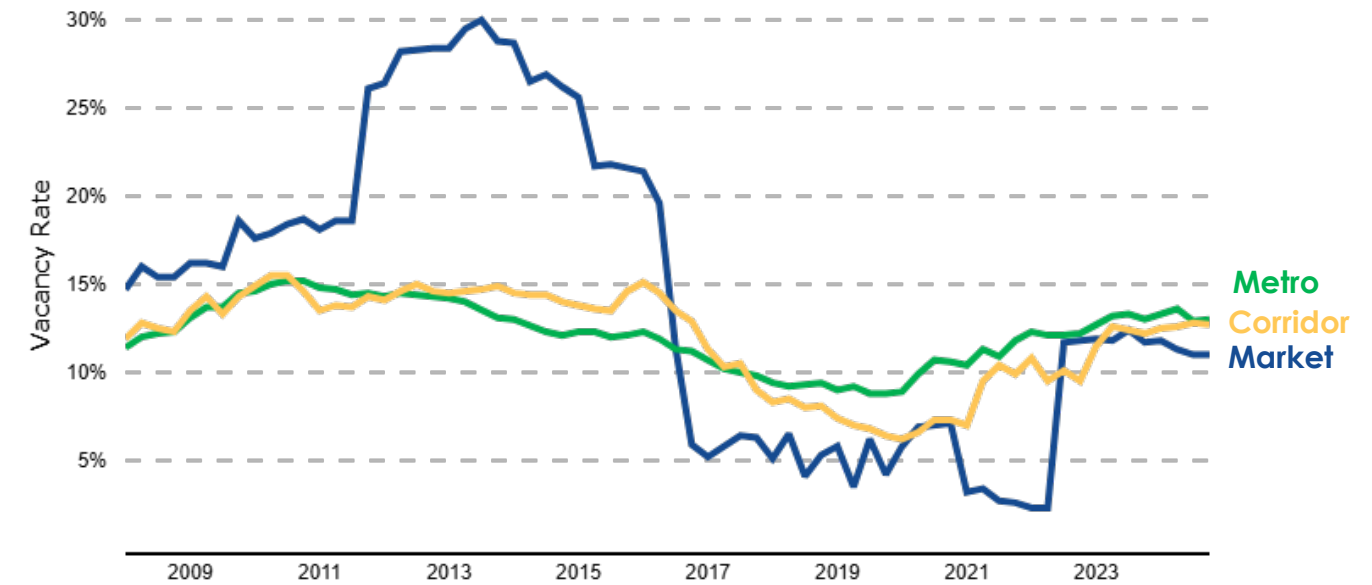
By Class

	Buildings	SF
Class A	0	0
Class B	22	560,775
Class C	60	486,358

Rent Trends



Vacancy Trends



Retail overview

Independence, MO

Retail Totals

Buildings	Square Footage	Corridor Share	Metro Share	Med Year Built
295	1,573,674	11.4%	1.3%	1957

Last 10 Years

Buildings	Square Footage	Corridor Share	Metro Share	Vacancy
5	36,080	3.1%	0.2%	4.8%

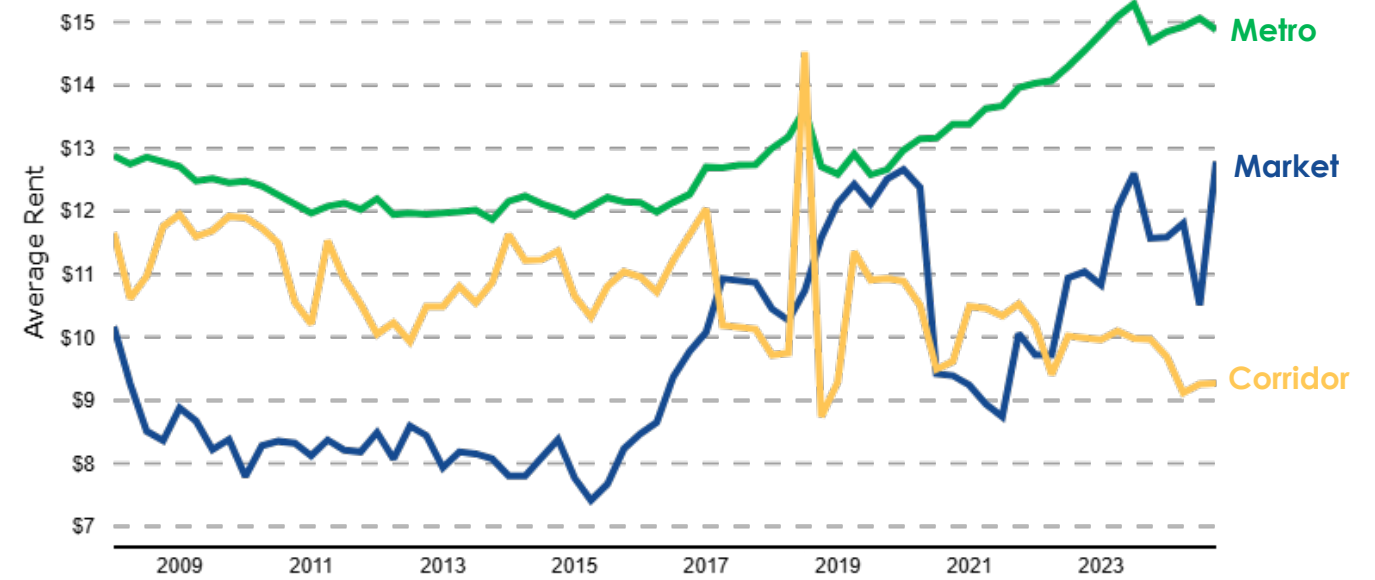
By Subtype

	Buildings	Square Footage	Vacancy	Med Year Built
General Retail	187	995,663	8.9%	1951
Retail/Office	34	272,297	11.4%	1932
Auto	41	116,496	0.0%	1965
Food/Entertainment	16	87,518	0.0%	1973
Daily Goods	12	73,959	0.0%	1978
Services	5	27,741	0.0%	1989

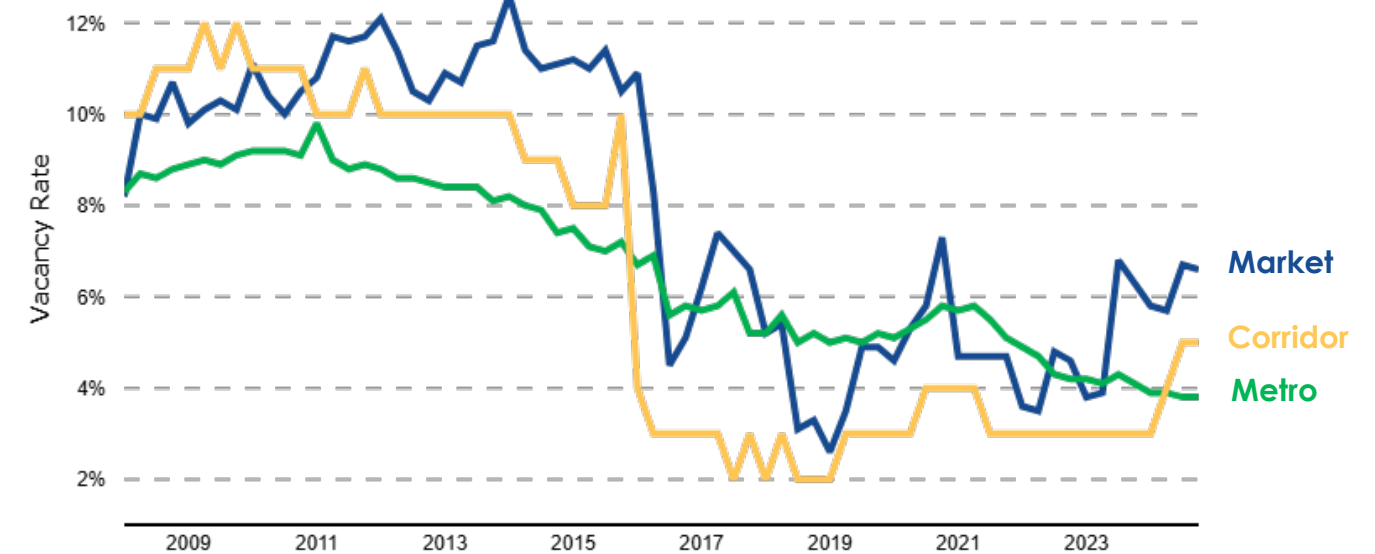
By Class

	Buildings	SF
Class A	0	0
Class B	56	302,877
Class C	239	1,270,797

Rent Trends



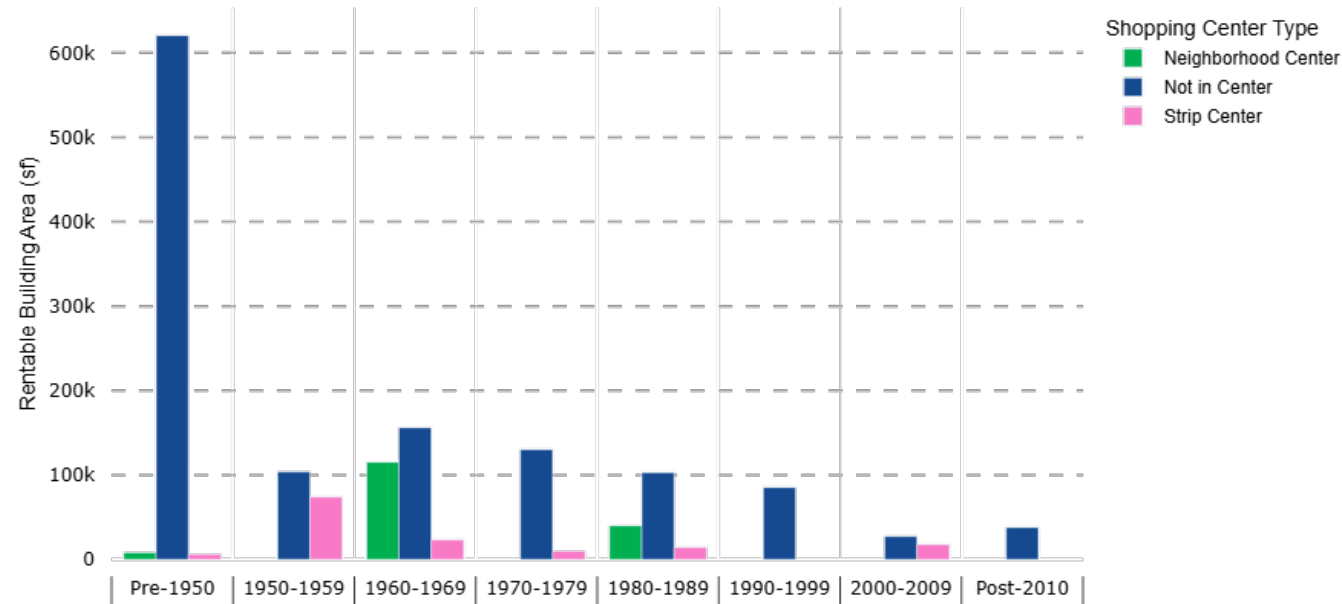
Vacancy Trends



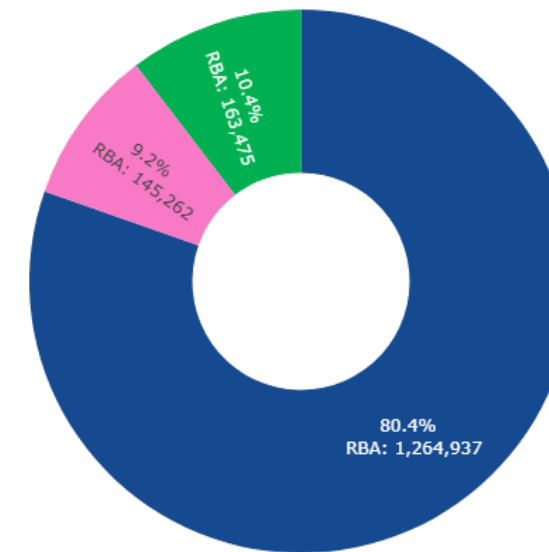
Retail centers

Independence, MO

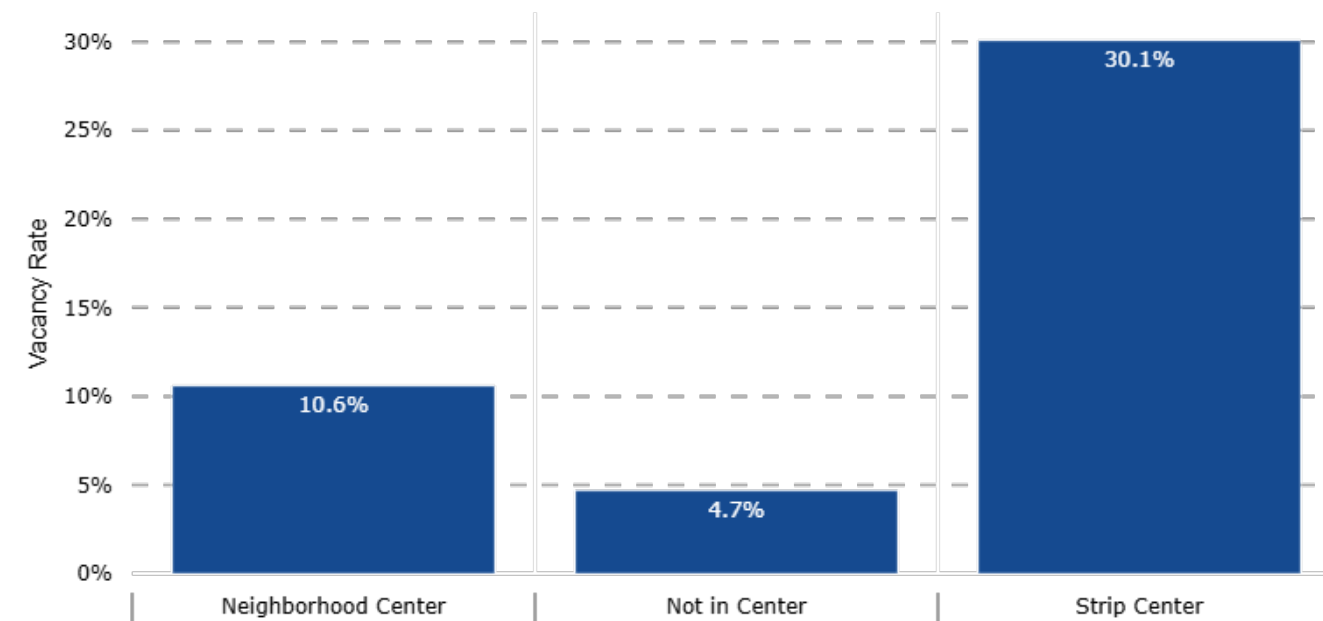
Square Footage by Shopping Center Type



Year Built by Shopping Center Type



Vacancy by Shopping Center Type



Transit

Independence, MO

Transit Indicators

Weighted Average Walk Score



6.92/10
7.27/10 - Corridor

Percent of Households Without a Car



9.5%
5.55% - Metro
12.1% - Corridor

Weighted Average Accessibility to Jobs Score by Transit



6.55/10
7.41/10 - Corridor

Weighted Average Accessibility to Jobs Score by Auto



4.07/10
6.56/10 - Corridor

Weighted Average Transit Score



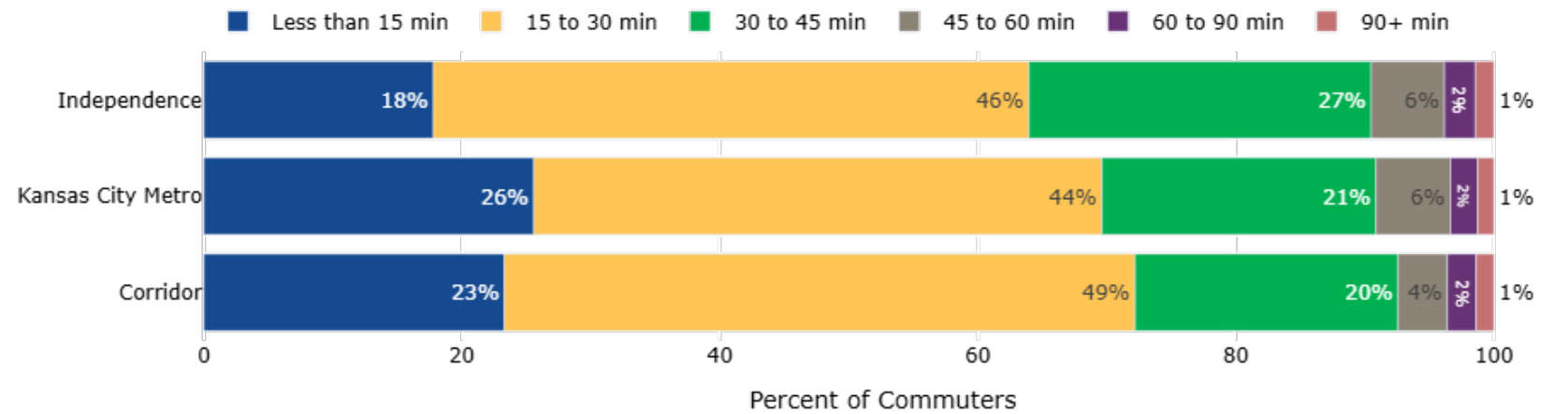
4.64/10
5.82/10 - Corridor

Weighted Average Transit Justice Score

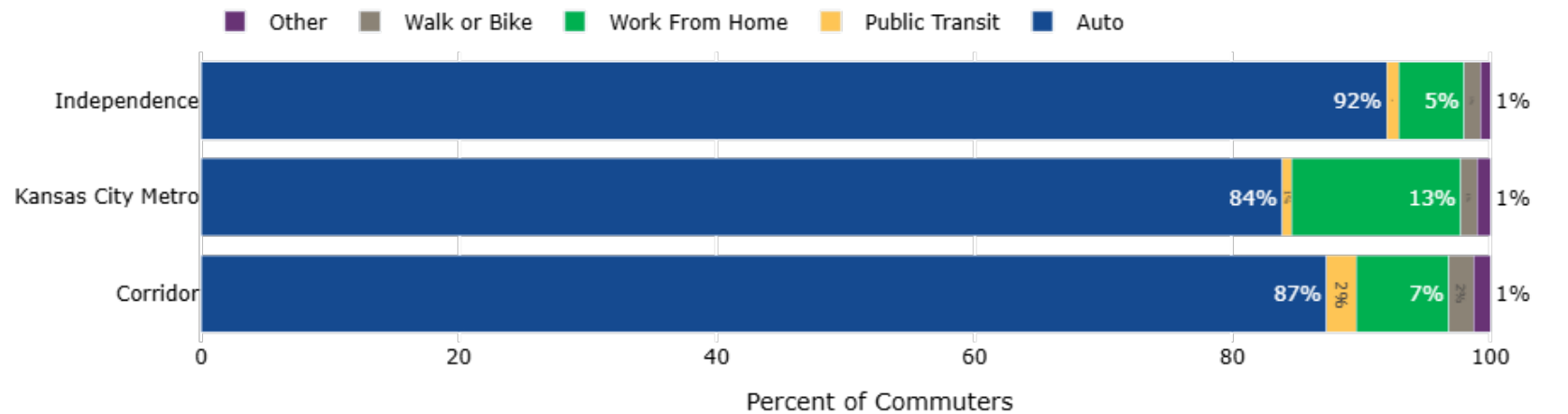


2.85/10
3.60/10 - Corridor

Commute Time



Transportation to Work



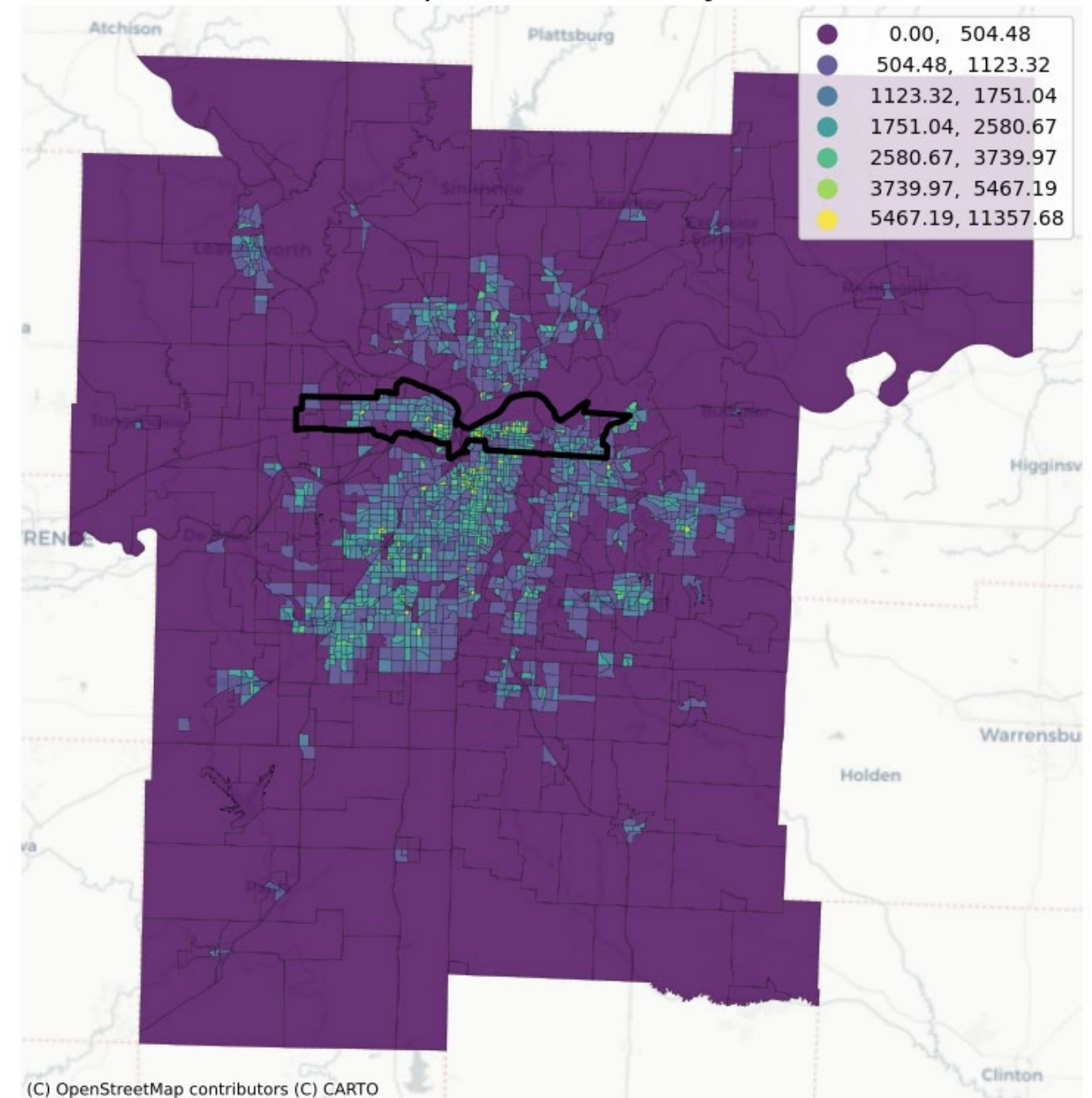
Variable: Population Density

Comparison

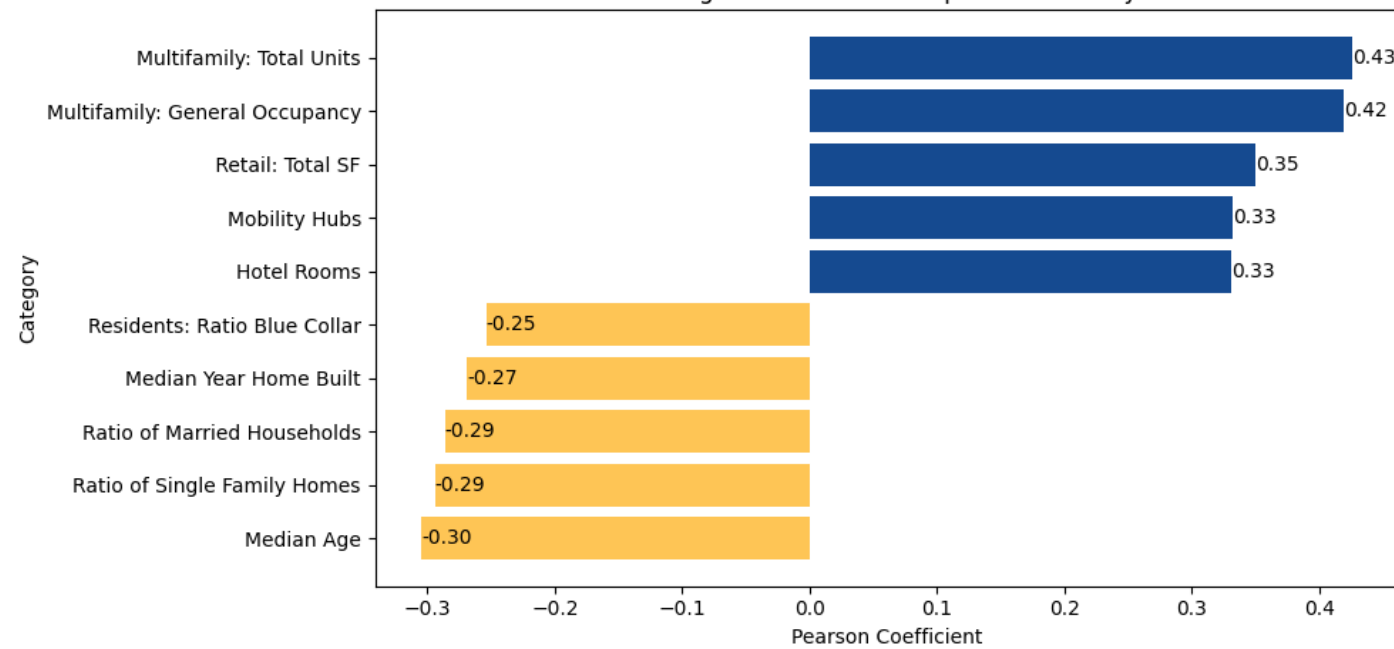
Metro: 116.5 persons/sf
 Corridor: 914.2 persons/sf

Kansas City, MO: 620.8 persons/sf
 Kansas City, KS: 481.1 persons/sf
 Independence: 605.7 persons/sf
 Sugar Creek: 113.6 persons/sf

Population Density



Strongest Correlations: Population Density

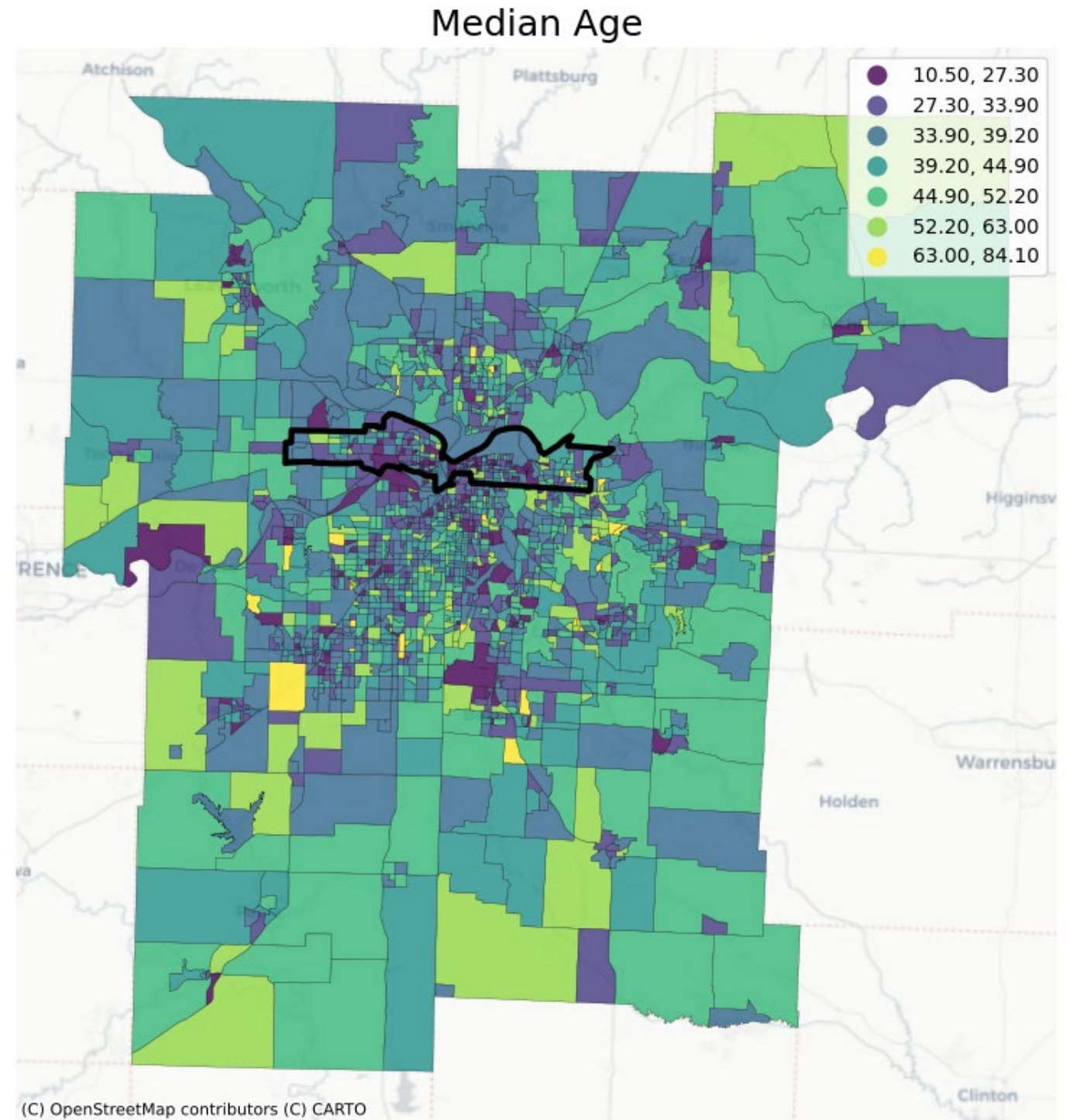
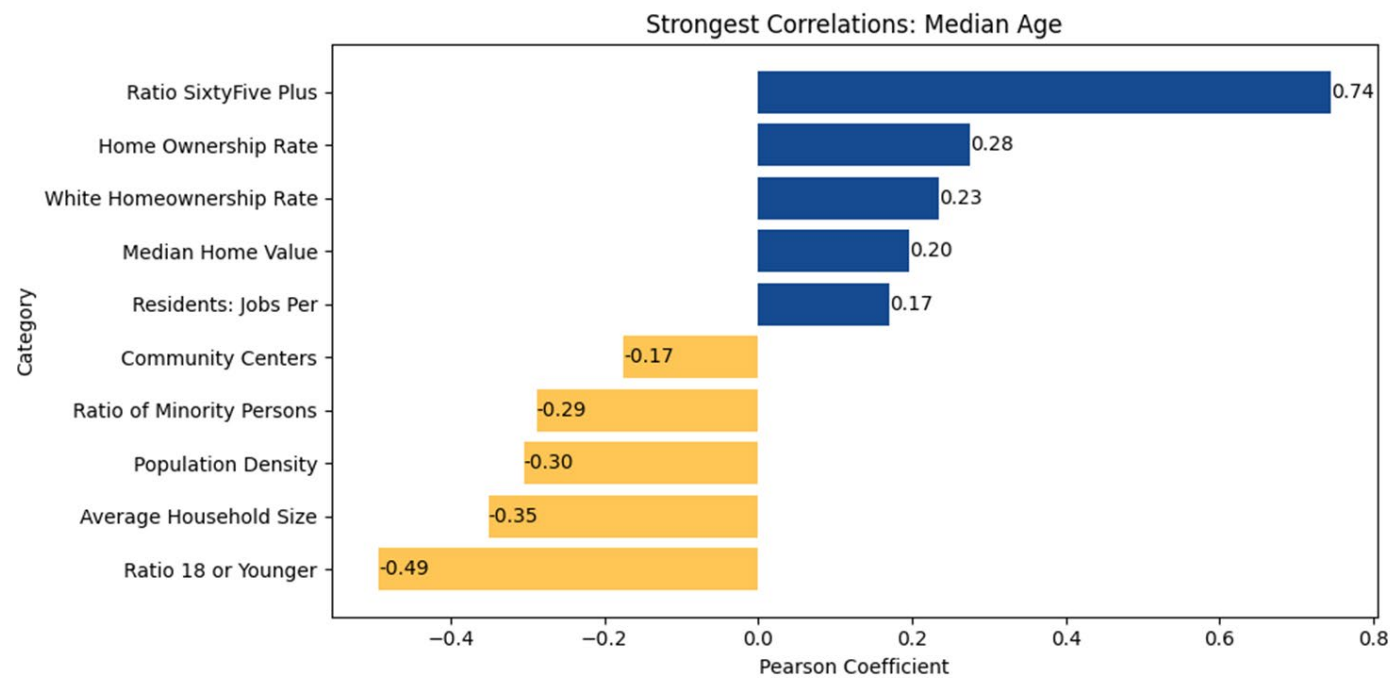


Variable: Median Age

Comparison

Metro: 37.7
Corridor: 34.7

Kansas City, MO: 35.4
Kansas City, KS: 34.1
Independence: 39.5
Sugar Creek: 43.9



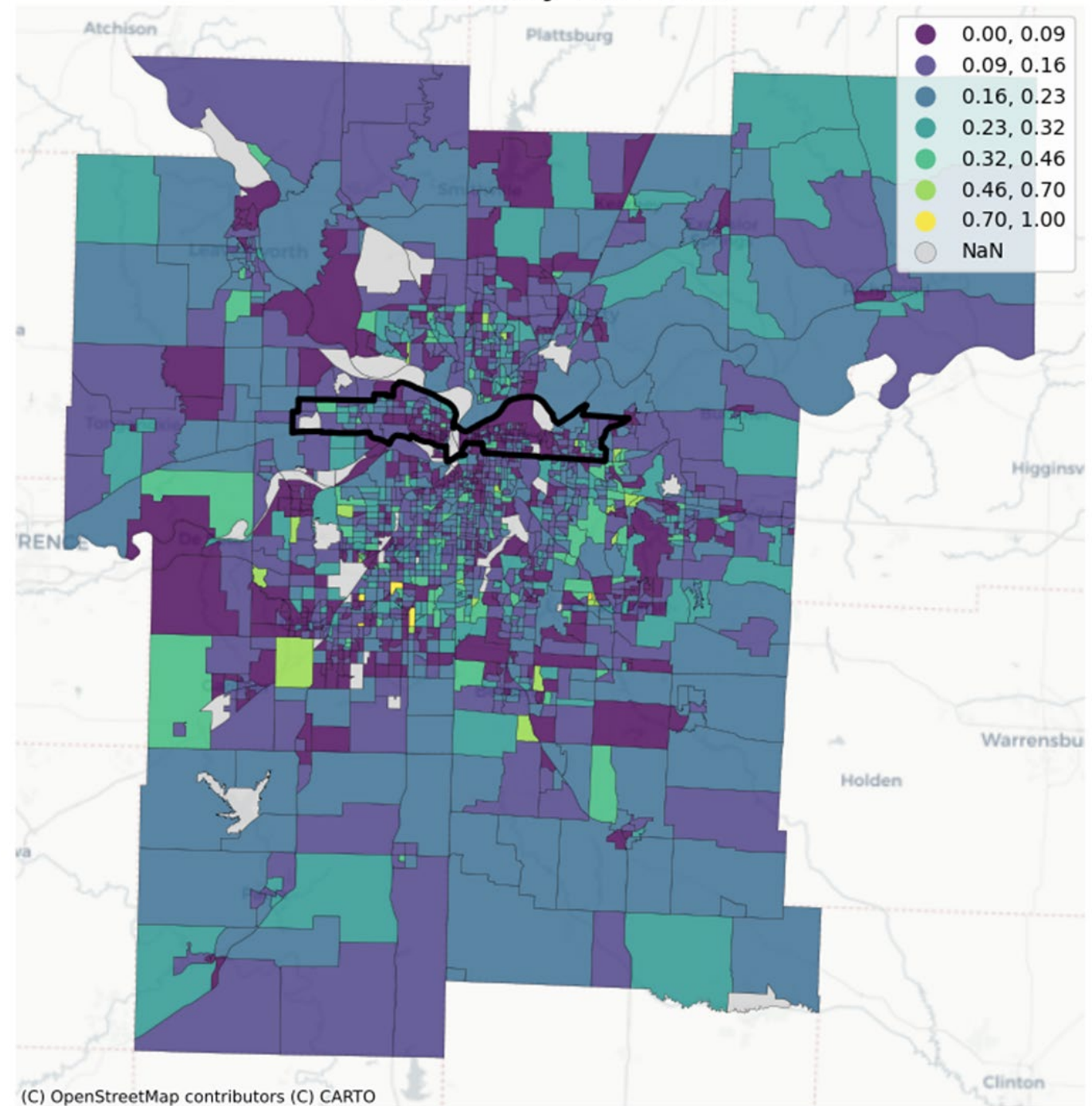
Variable: Ratio 65+

Comparison

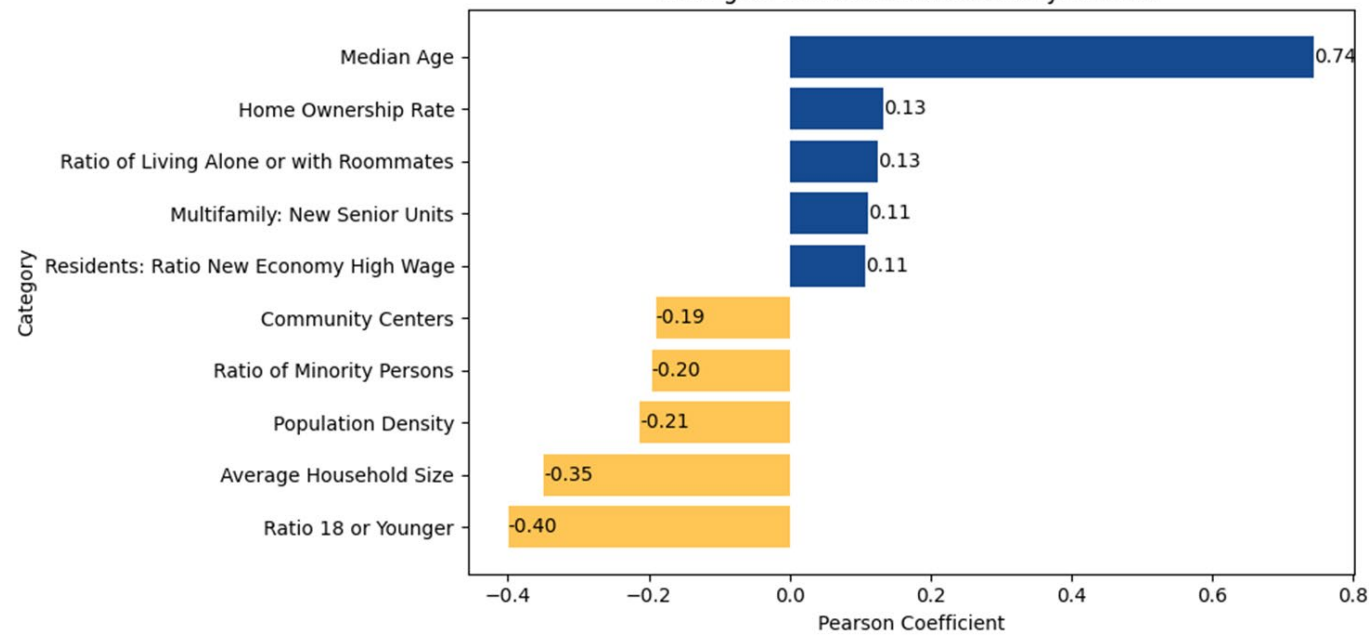
Metro: 15.4%
Corridor: 12%

Kansas City, MO: 13.9%
Kansas City, KS: 13.0%
Independence: 18.4%
Sugar Creek: 14.5%

Ratio Sixty-Five Plus



Strongest Correlations: Ratio SixtyFive Plus

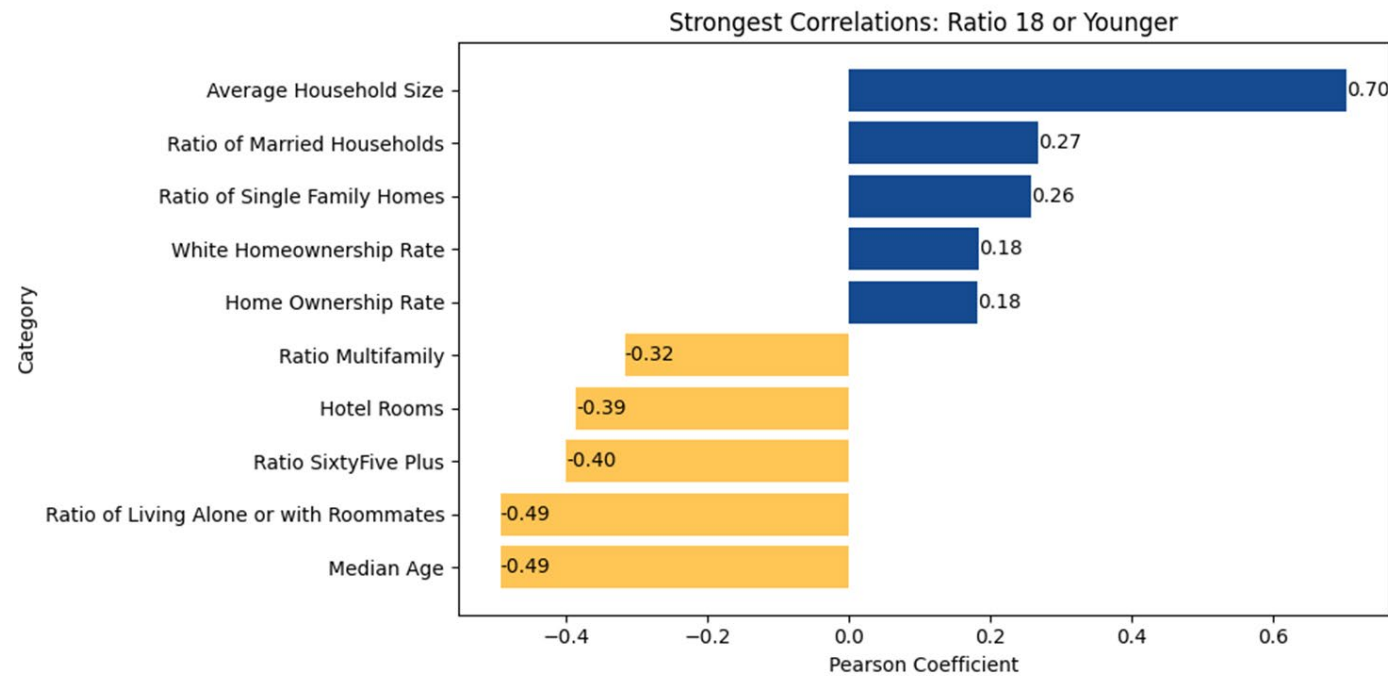


Variable: Ratio 18 or Younger

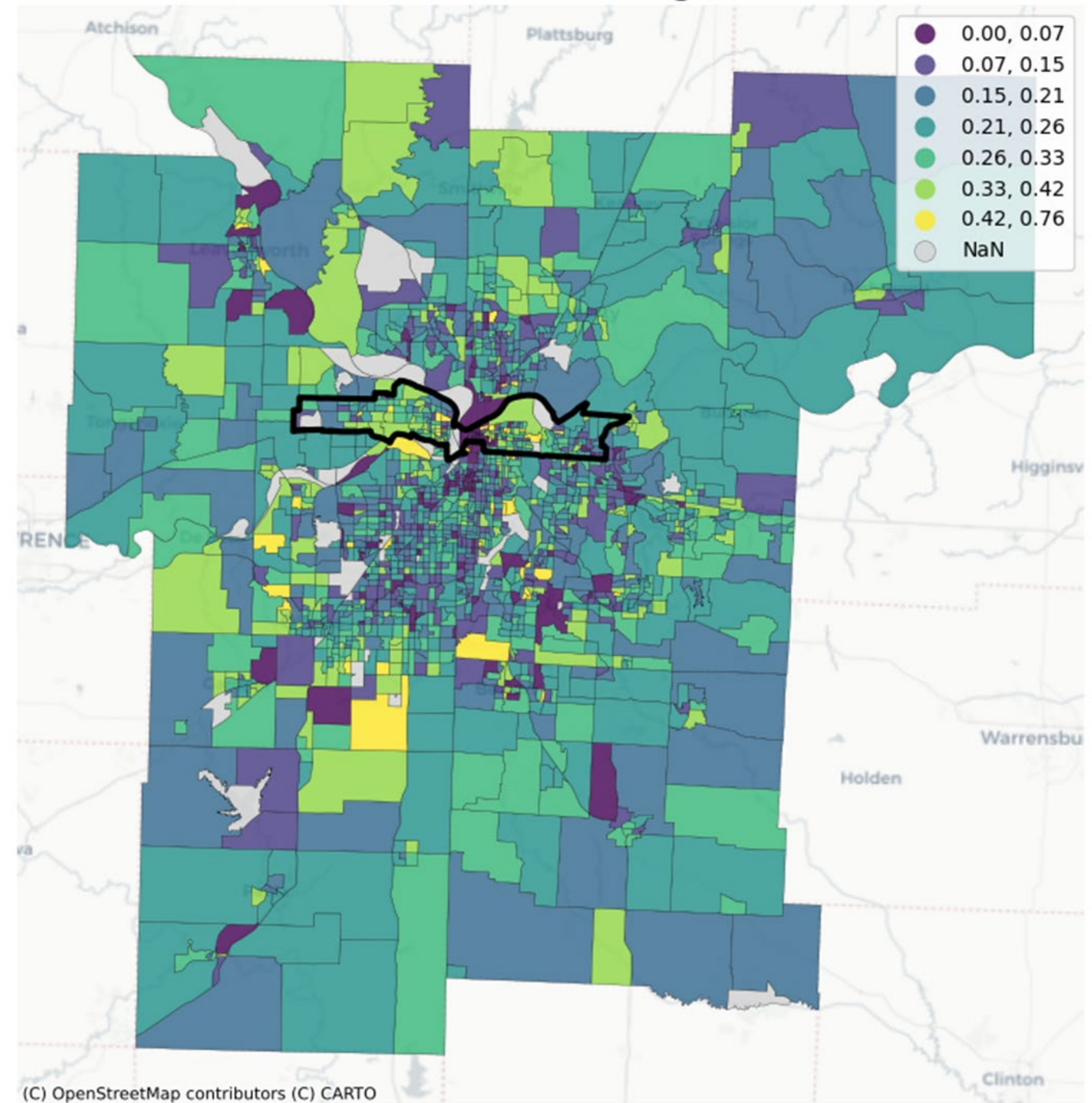
Comparison

Metro: 23.8%
Corridor: 26.3%

Kansas City, MO: 22.4%
Kansas City, KS: 27.2%
Independence: 22.6%
Sugar Creek: 21.8%



Ratio 18 or Younger



Variable: Average Household Size

Comparison

Metro: 2.48 persons per household
 Corridor: 2.49

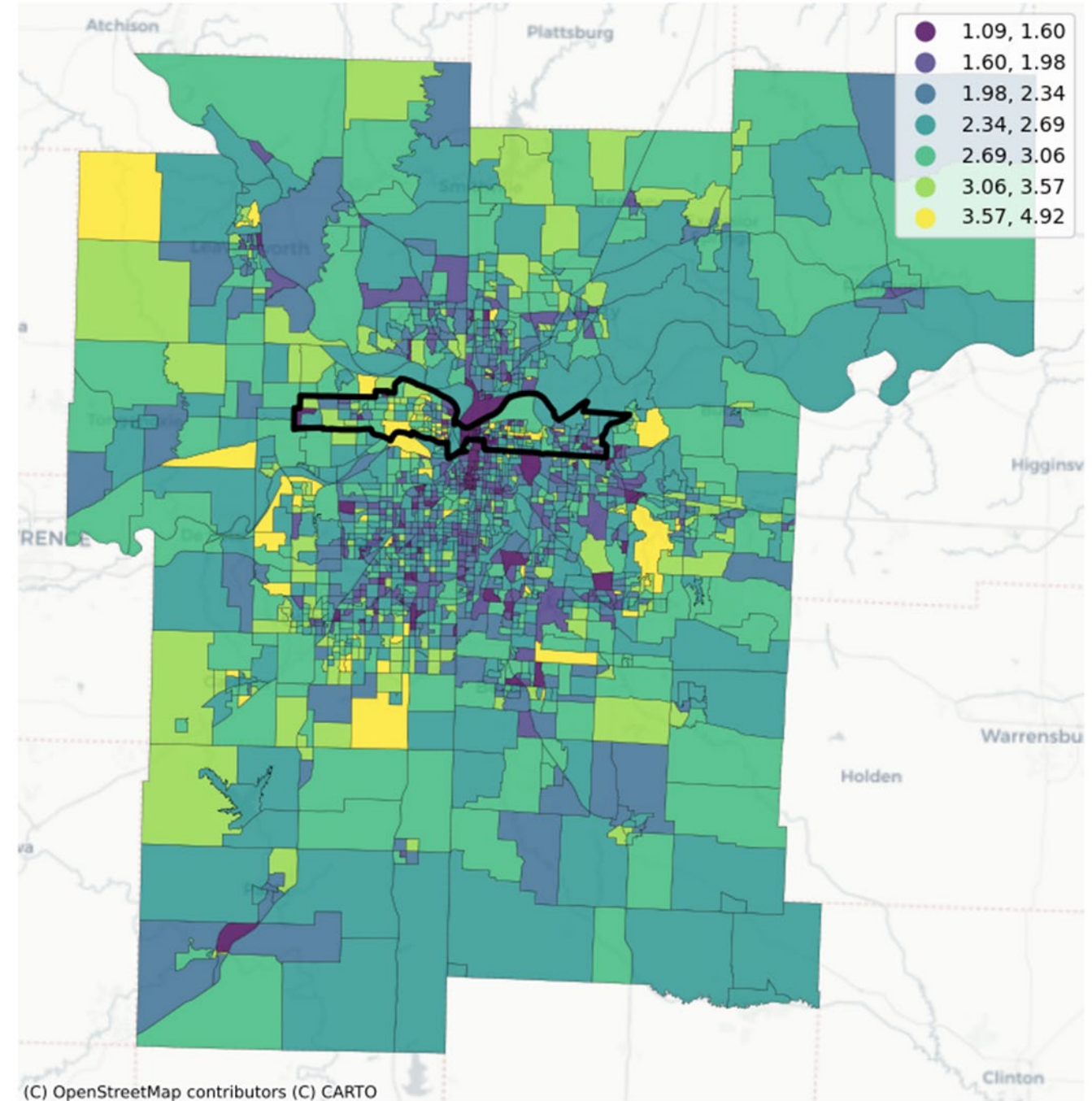
Kansas City, MO: 2.30

Kansas City, KS: 2.71
 Independence: 2.36

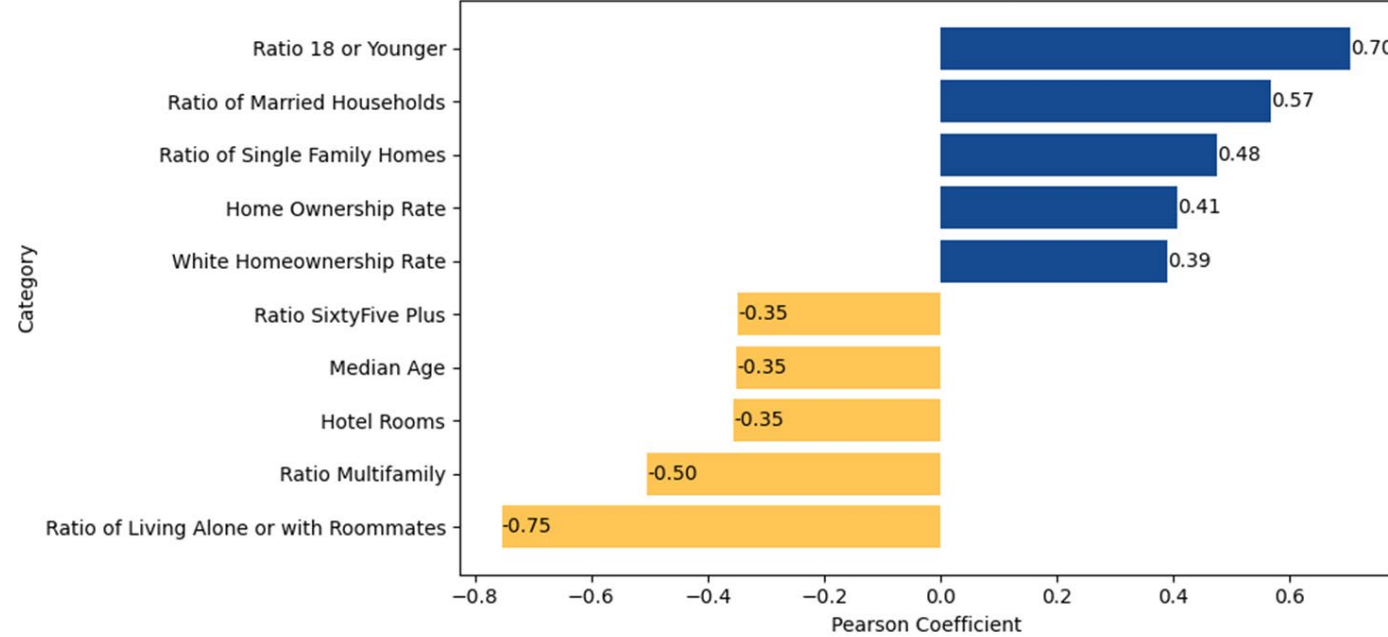
Sugar

Creek: 2.50

Average Household Size



Strongest Correlations: Average Household Size

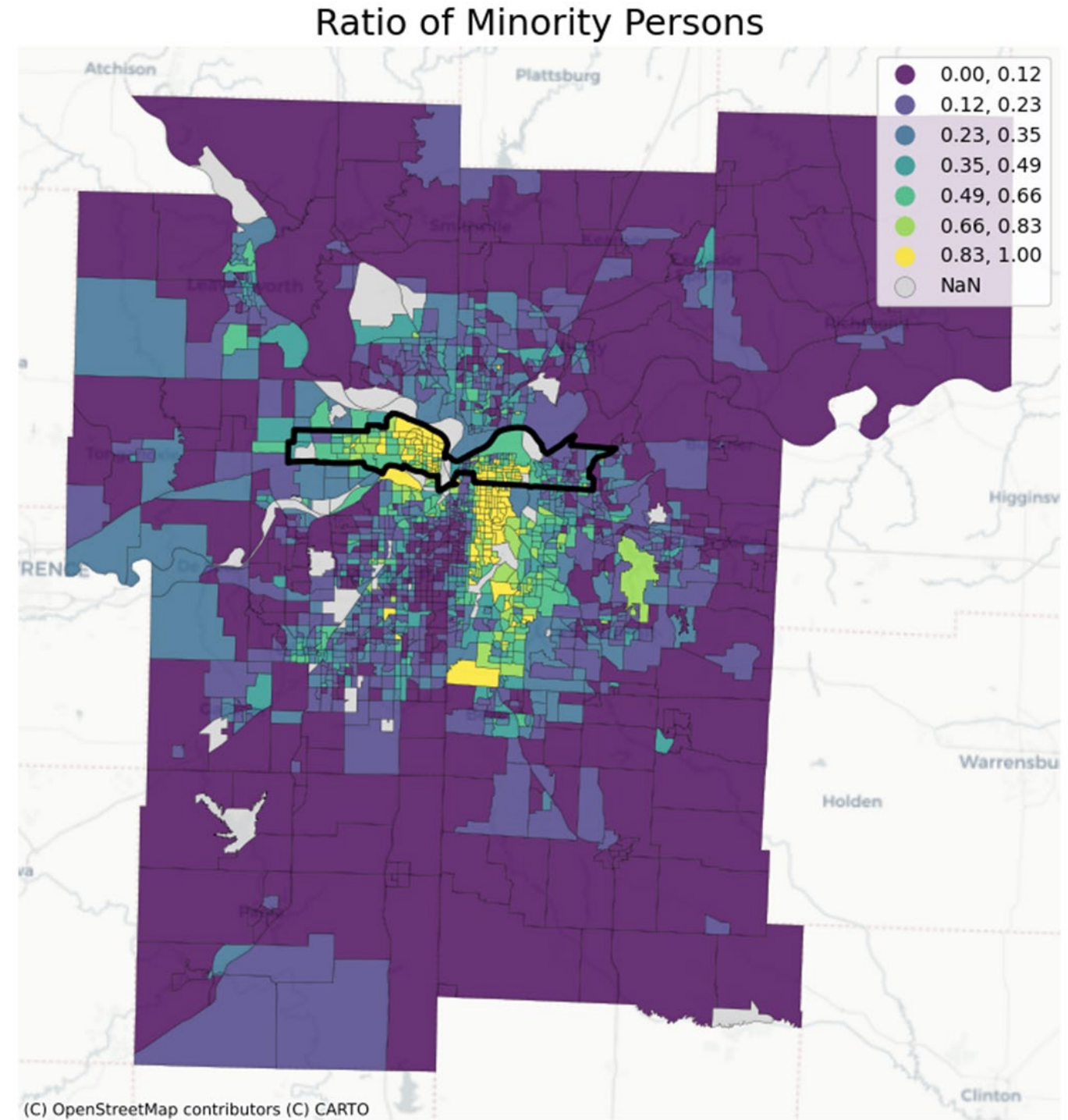
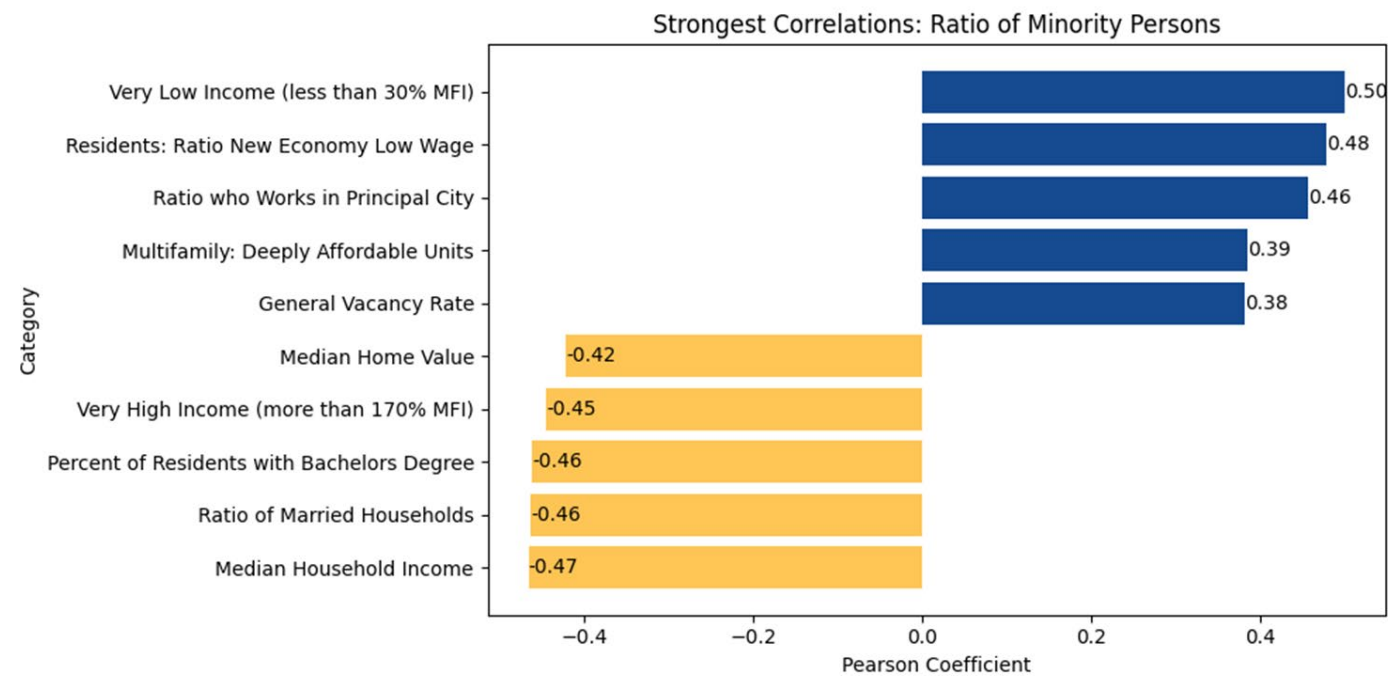


Variable: Ratio of Minority Persons

Comparison

Metro: 29%
Corridor: 63.4%

Kansas City, MO: 44.8%
Kansas City, KS: 63.6%
Independence: 27.1%
Sugar Creek: 16%



Variable: Ratio of People with a Bachelor's Degree or More

Comparison

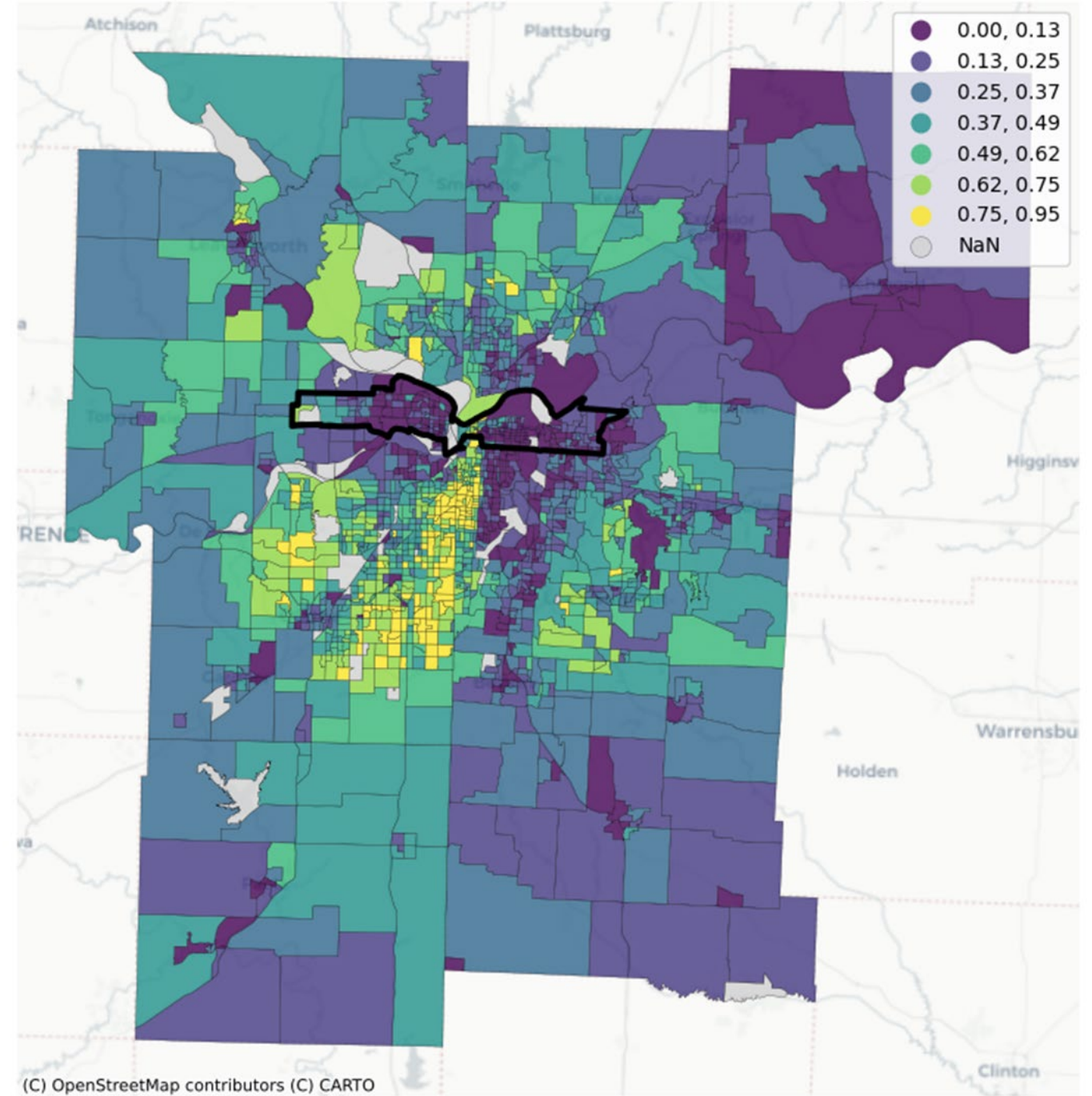
Metro: 38.5%
Corridor: 18.9%

Kansas City, KS: 19.7%
Kansas City, MO: 37.1%
Independence: 19.5%
Sugar Creek: 16.2%

Strongest Correlations: Percent of Residents with Bachelors Degree



Ratio of Residents with Bachelor's Degree

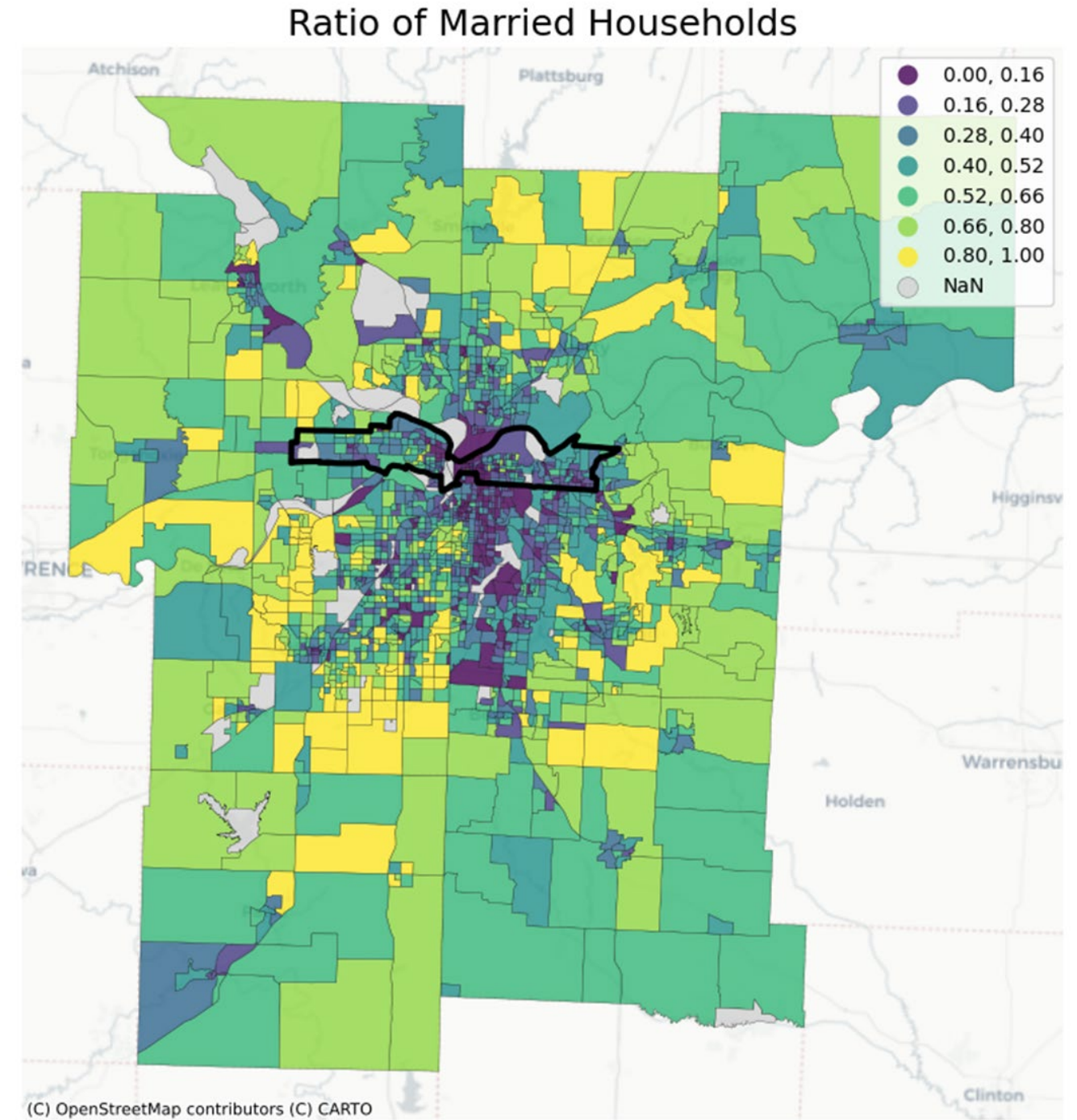
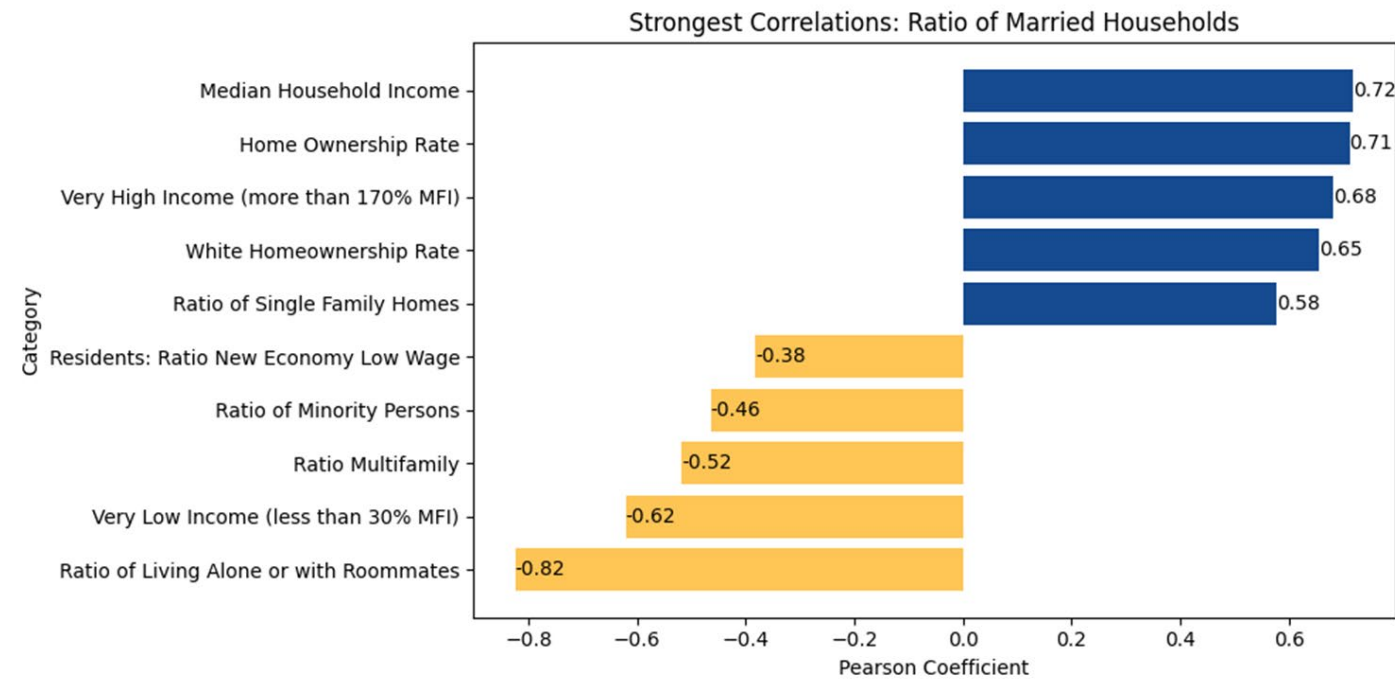


Variable: Ratio of Married Households

Comparison

Metro: 48.1%
Corridor: 32.7%

Kansas City, MO: 35.7%
Kansas City, KS: 40.6%
Independence: 39.6%
Sugar Creek: 40.2%



Variable: Ratio Live Alone or with Roommates

Comparison

Live Alone or with Roommates

Metro: 36.3%

Corridor: 46.5%

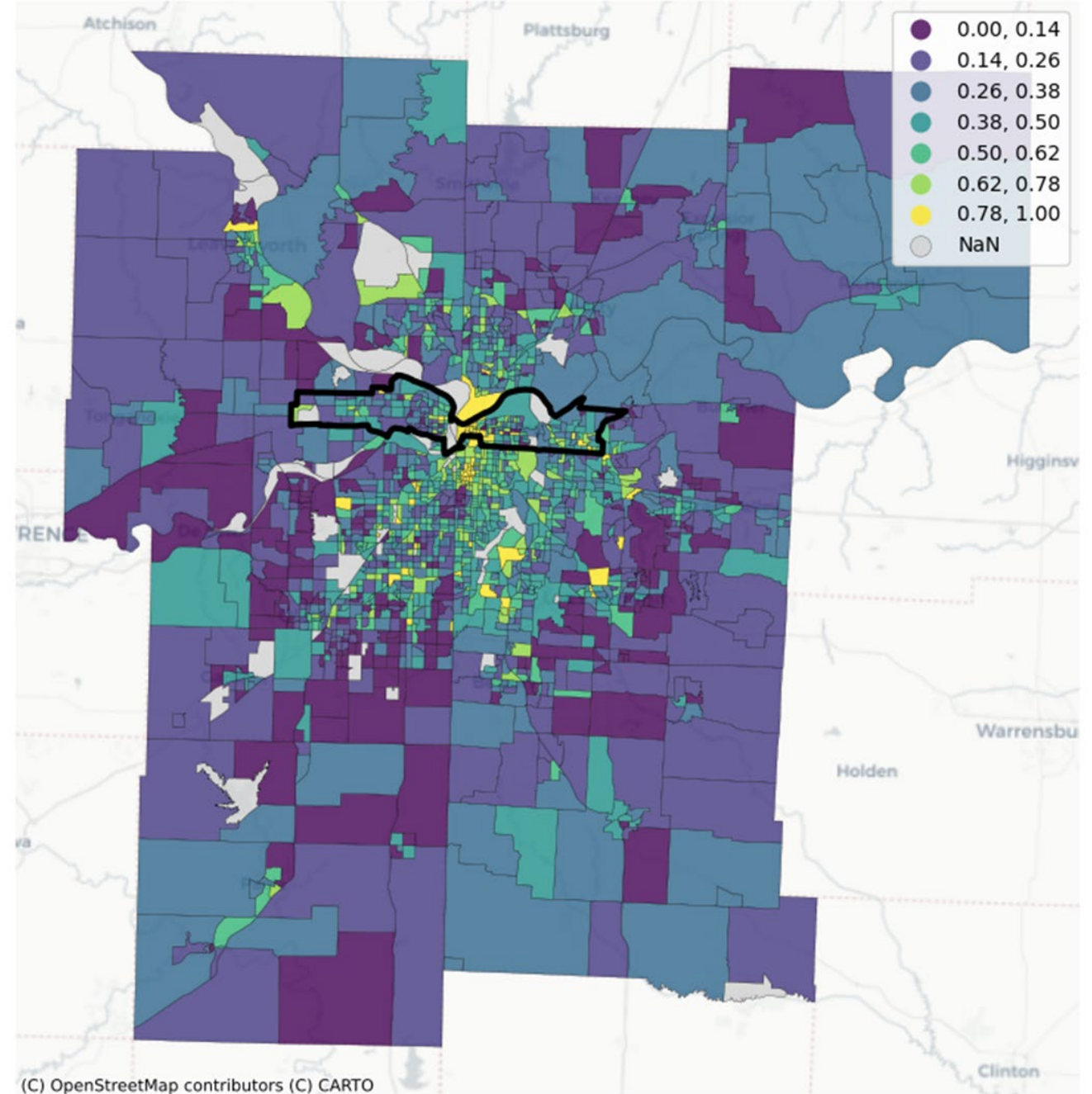
Kansas City, KS: 37.5%

Kansas City, MO: 46.7%

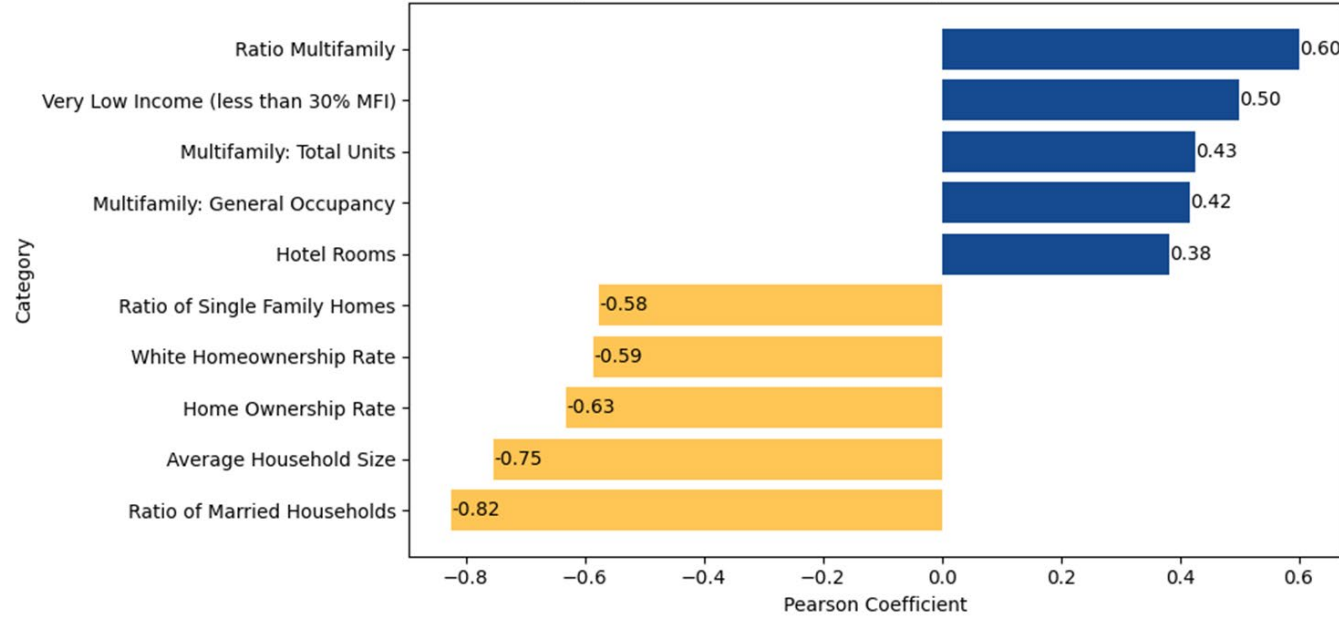
Independence: 41.4%

Sugar Creek: 42%

Ratio of Living Alone or with Roommates



Strongest Correlations: Ratio of Living Alone or with Roommates



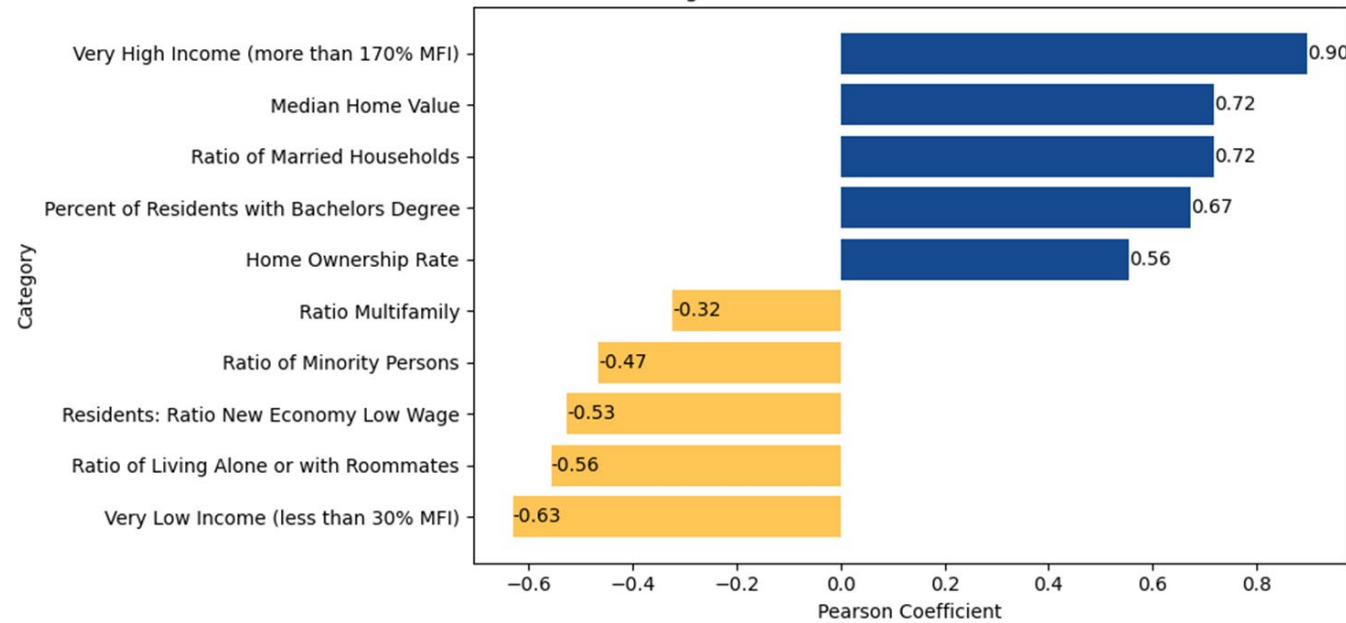
Variable: Median Household Income

Comparison Median Household Income

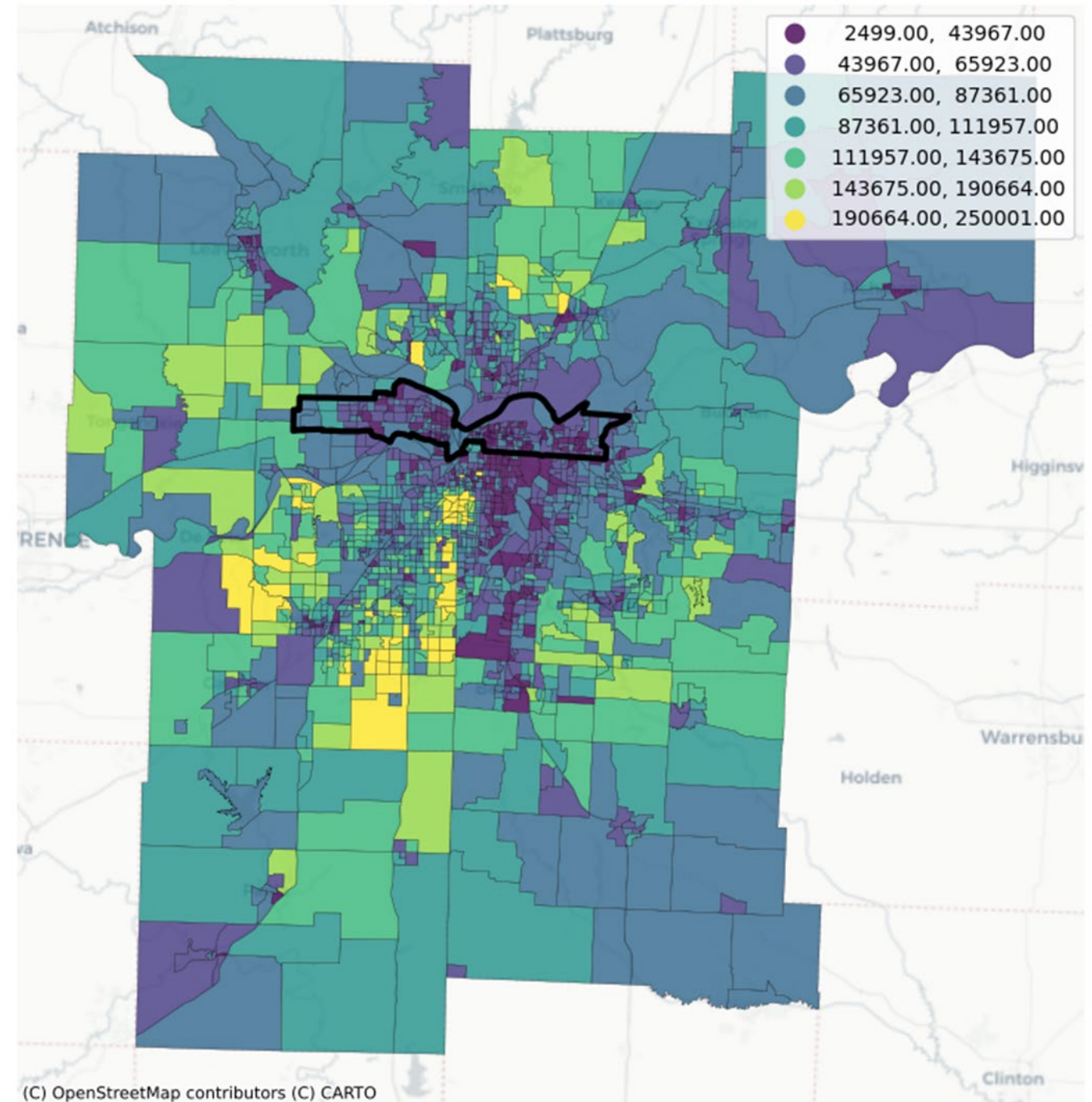
Metro: \$78,827
Corridor: \$53,571

Kansas City, MO: \$65,256
Kansas City, KS: \$56,120
Independence: \$57,415
Sugar Creek: \$55,201

Strongest Correlations: Median Household Income



Median Household Income



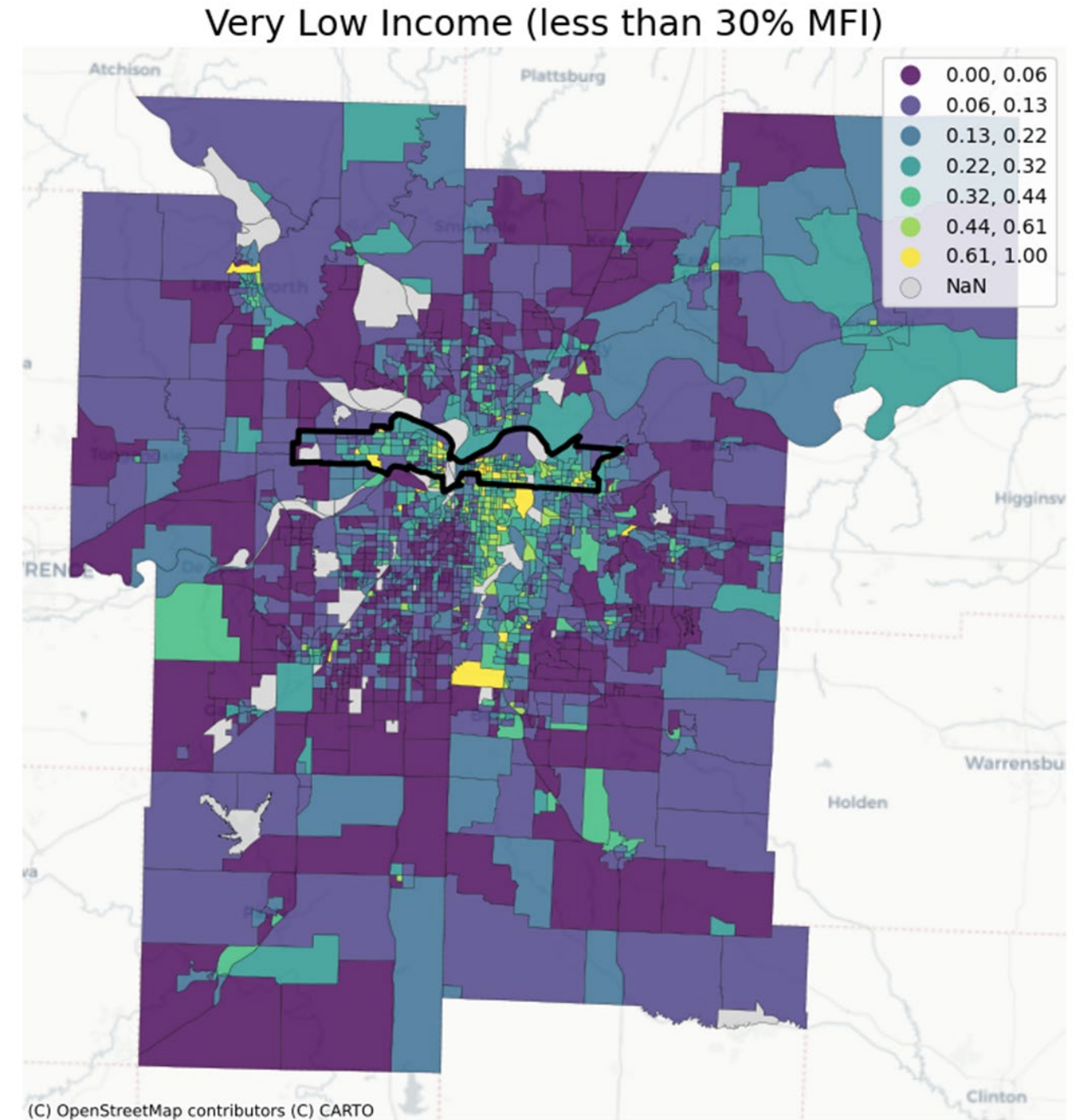
Variable: Proportion Very Low Income (Household Income below 30% of the metro's Median Family Income)

Comparison

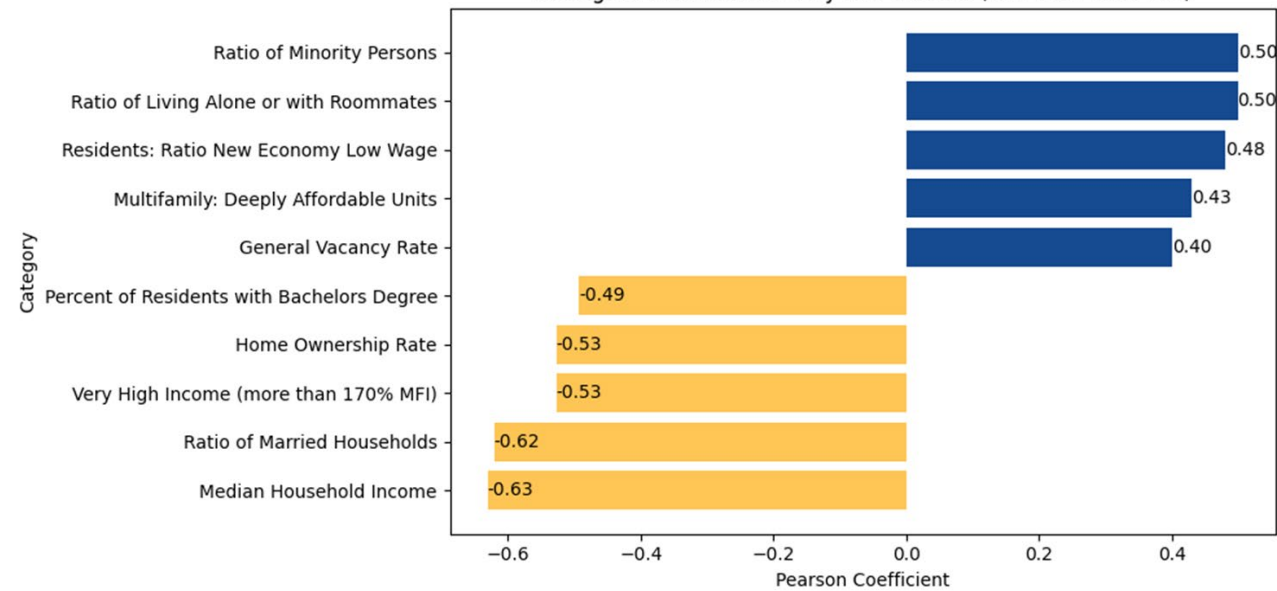
Proportion Very Low Income

Metro: 16.3%
Corridor: 30.6%

Kansas City, MO: 22.0%
Kansas City, KS: 25.0%
Independence: 23.1%
Sugar Creek: 23.5%



Strongest Correlations: Very Low Income (less than 30% MFI)



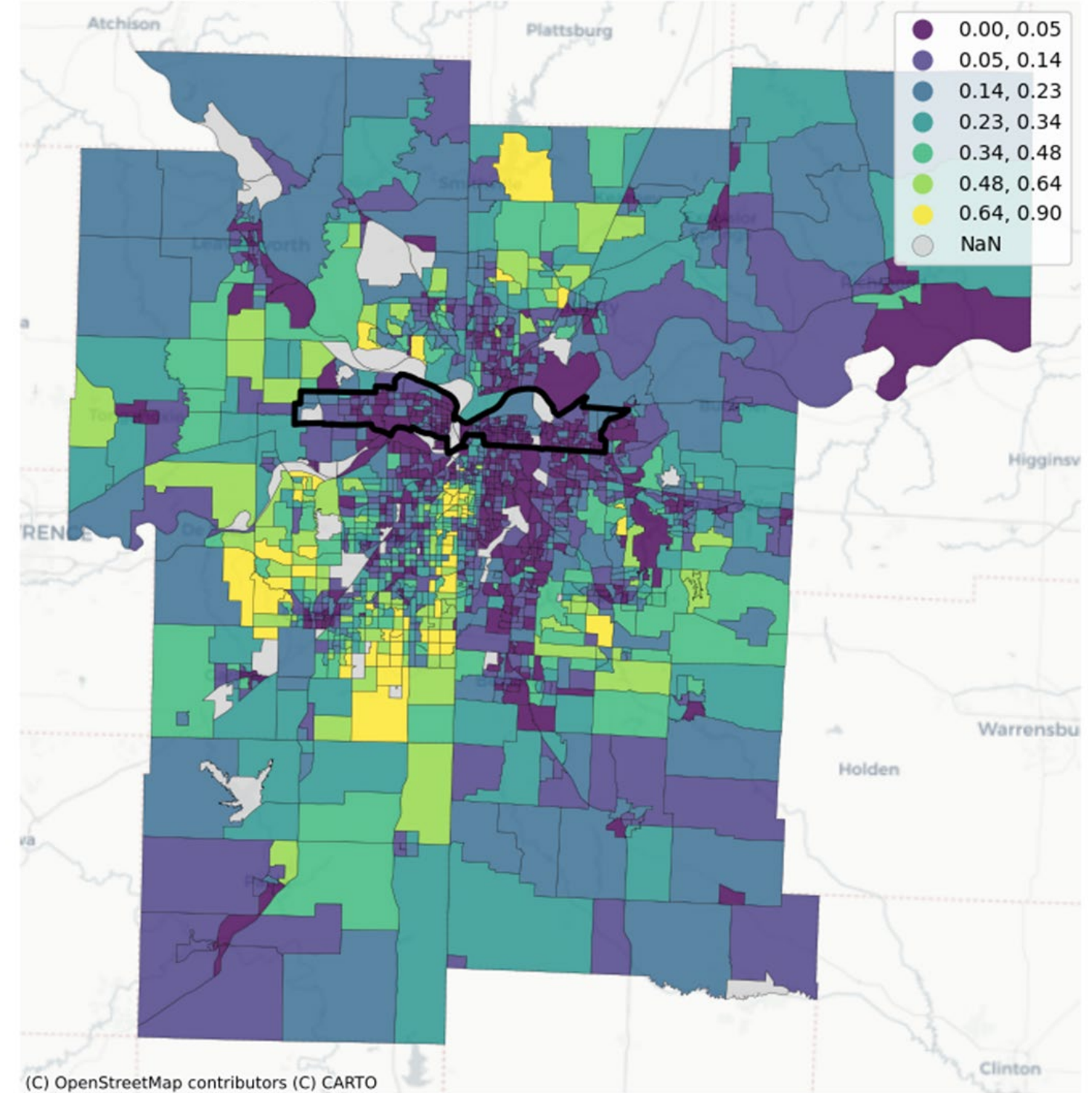
**Variable:
Proportion Very High Income (Household Income below 170% of the metro's Median Family Income)**

Comparison
Proportion Very High Income

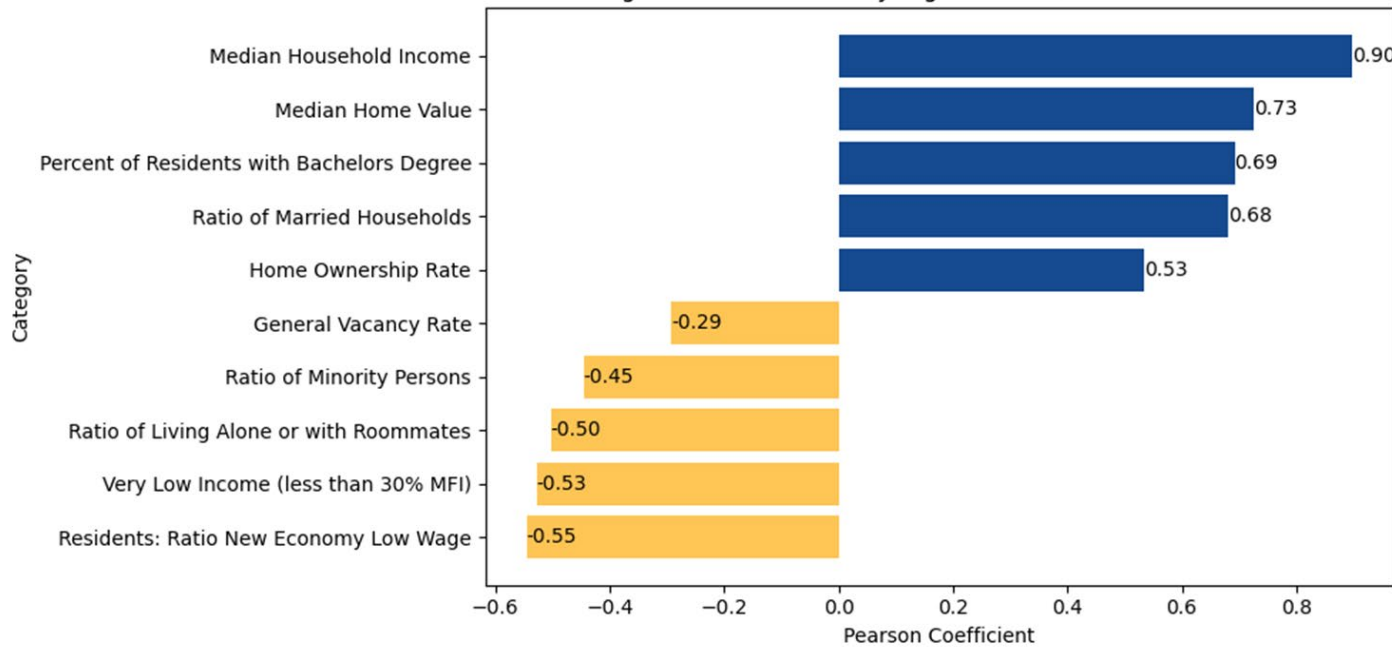
Metro: 20%
Corridor: 6.6%

Kansas City, MO: 8.8%
Kansas City, KS: 8.6%
Independence: 8.8%
Sugar Creek: 9.2%

Very High Income (more than 170% MFI)



Strongest Correlations: Very High Income (more than 170% MFI)



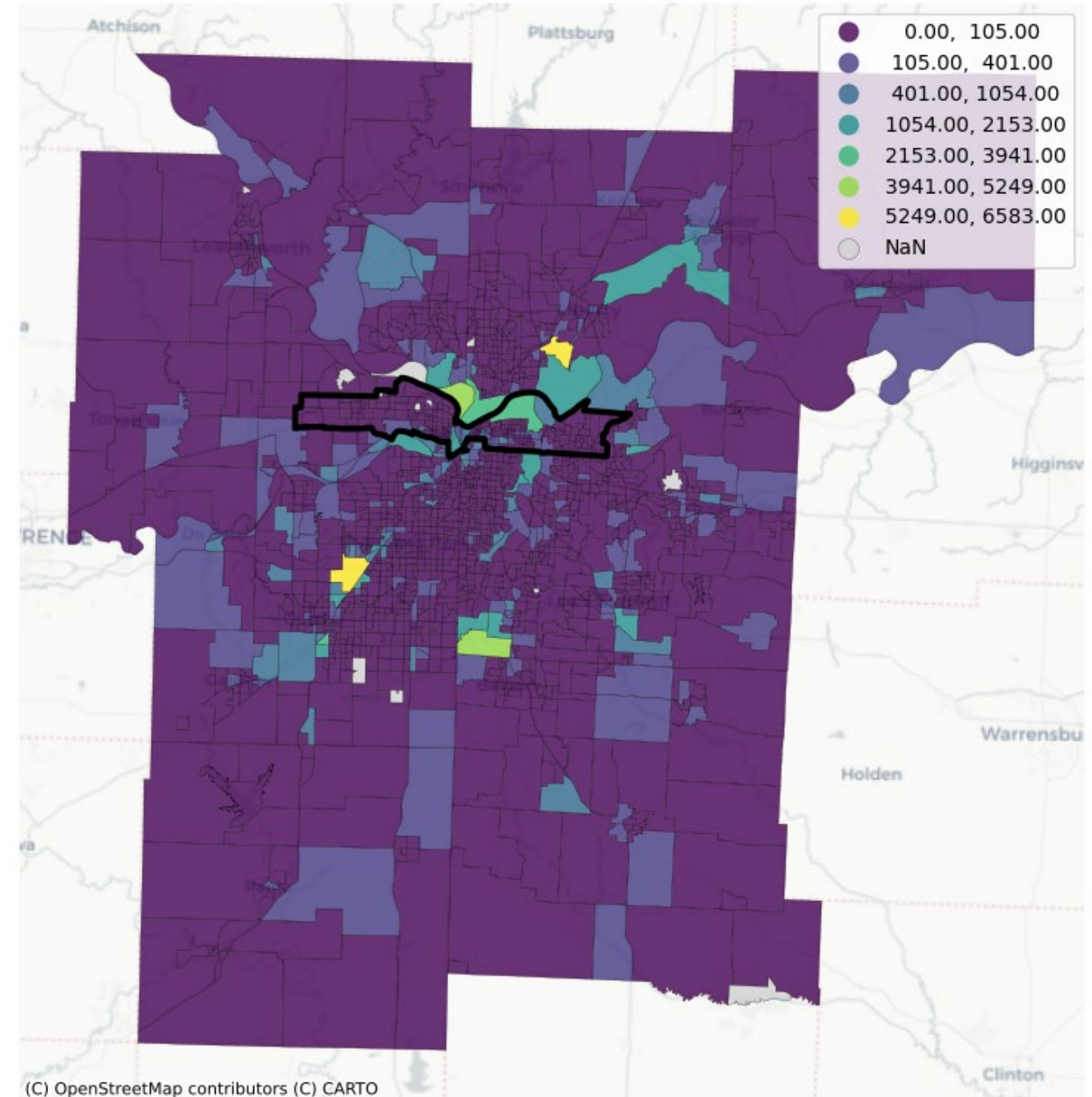
Variable: Ratio with a Long Commute (> 45 minutes)

Comparison
Proportion Very High Income

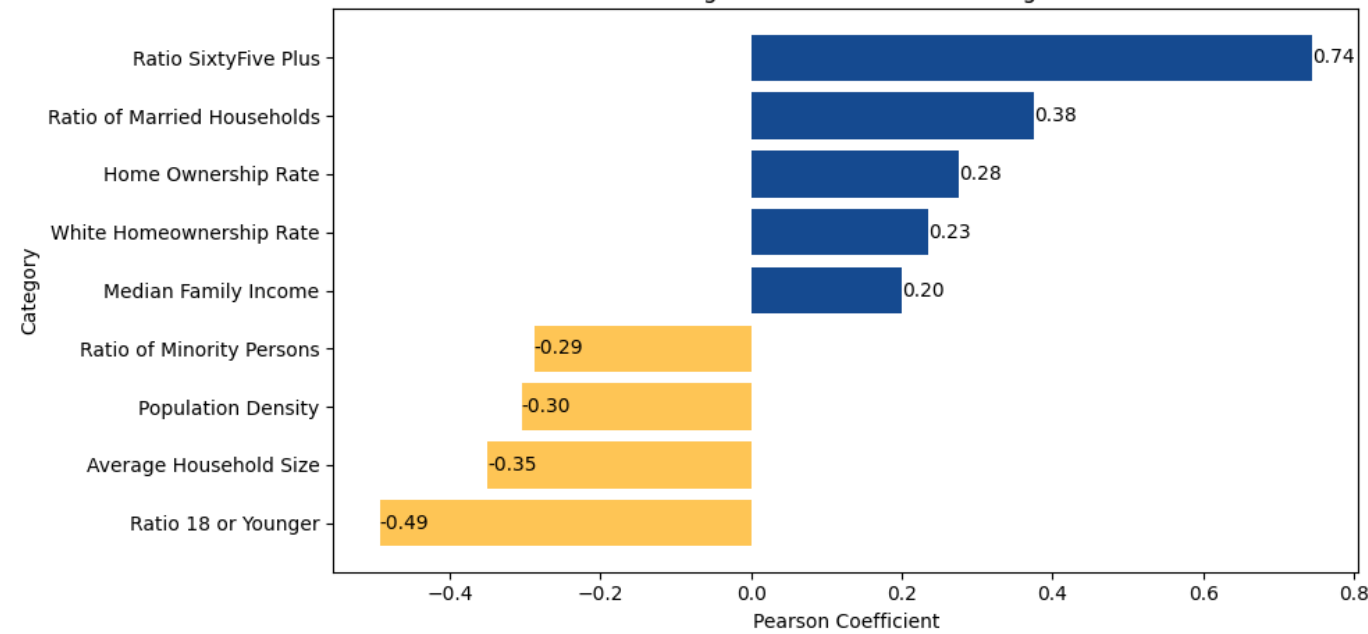
Metro: 3.3%
Corridor: 3.4%

Kansas City, MO: 2.7%
Kansas City, KS: 2.8%
Independence: 2.5%
Sugar Creek: 2.4%

Blue Collar: Workplace



Strongest Correlations: Median Age



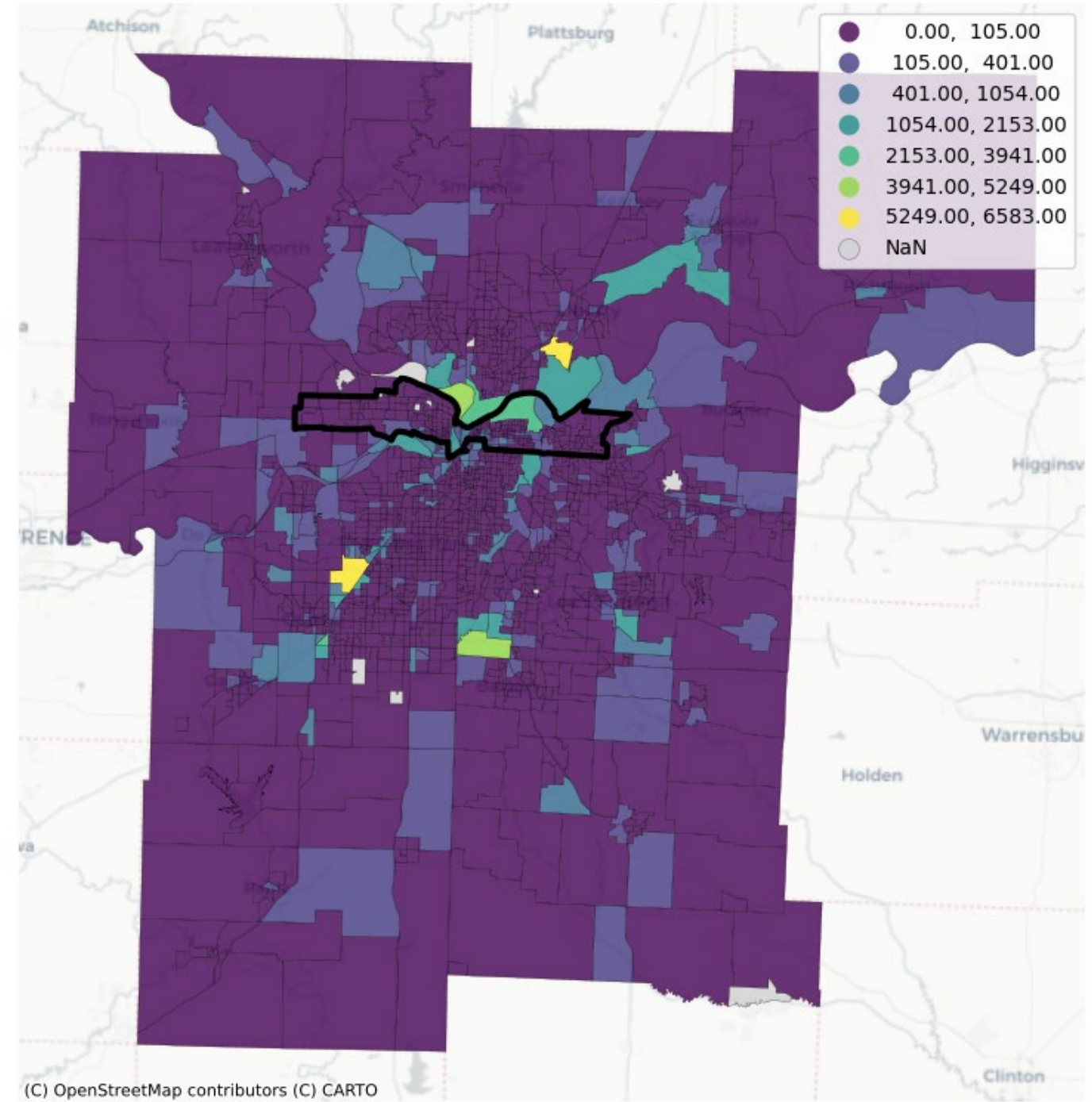
Variable: Ratio with a Short Commute (Less than 30 Minutes)

Comparison Ratio with a Short Commute

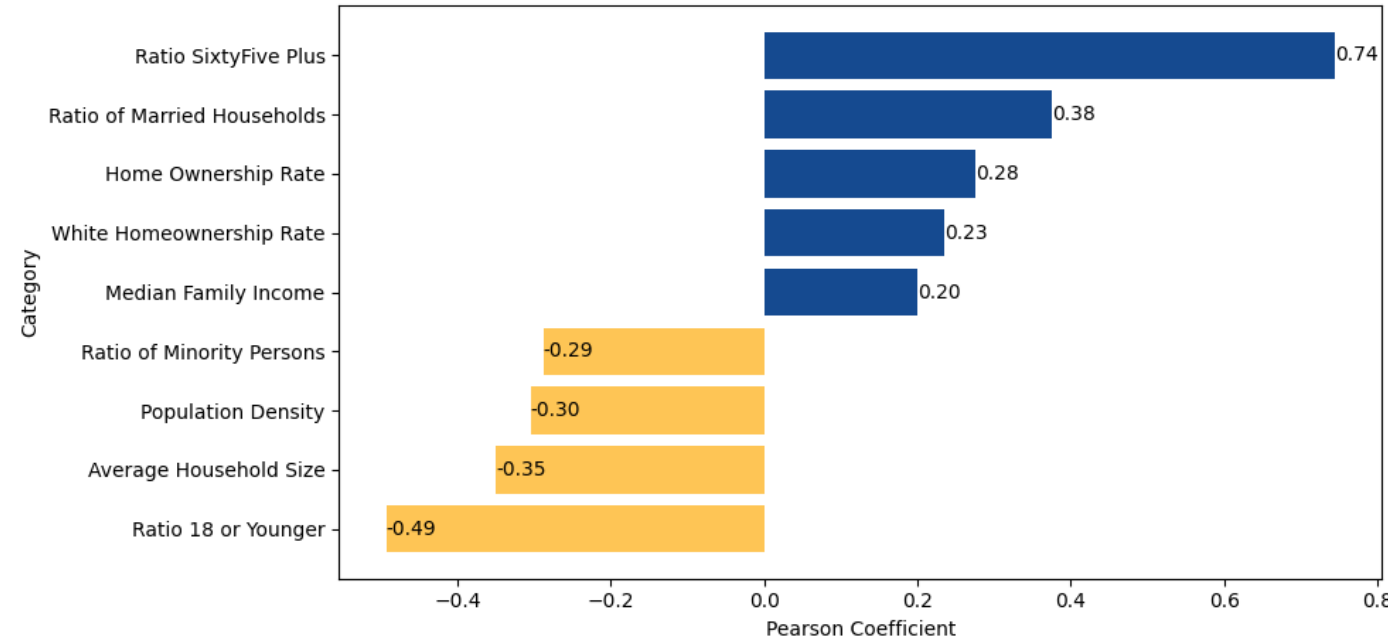
Metro: 60%
Corridor: 67%

Kansas City, MO: 64.9%
Kansas City, KS: 69.6%
Independence: 60.1%
Sugar Creek: 53.6%

Blue Collar: Workplace



Strongest Correlations: Median Age



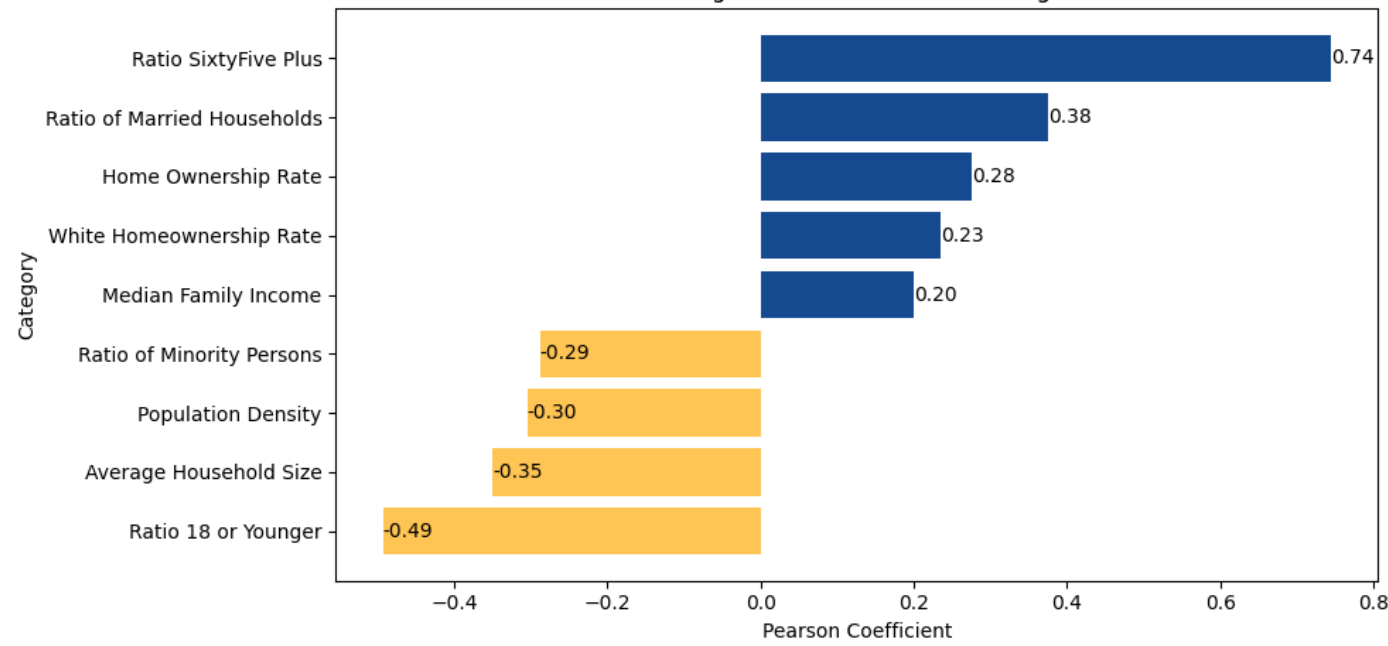
Variable: Ratio Public Transit Commuters

Comparison Ratio Public Transit Commuters

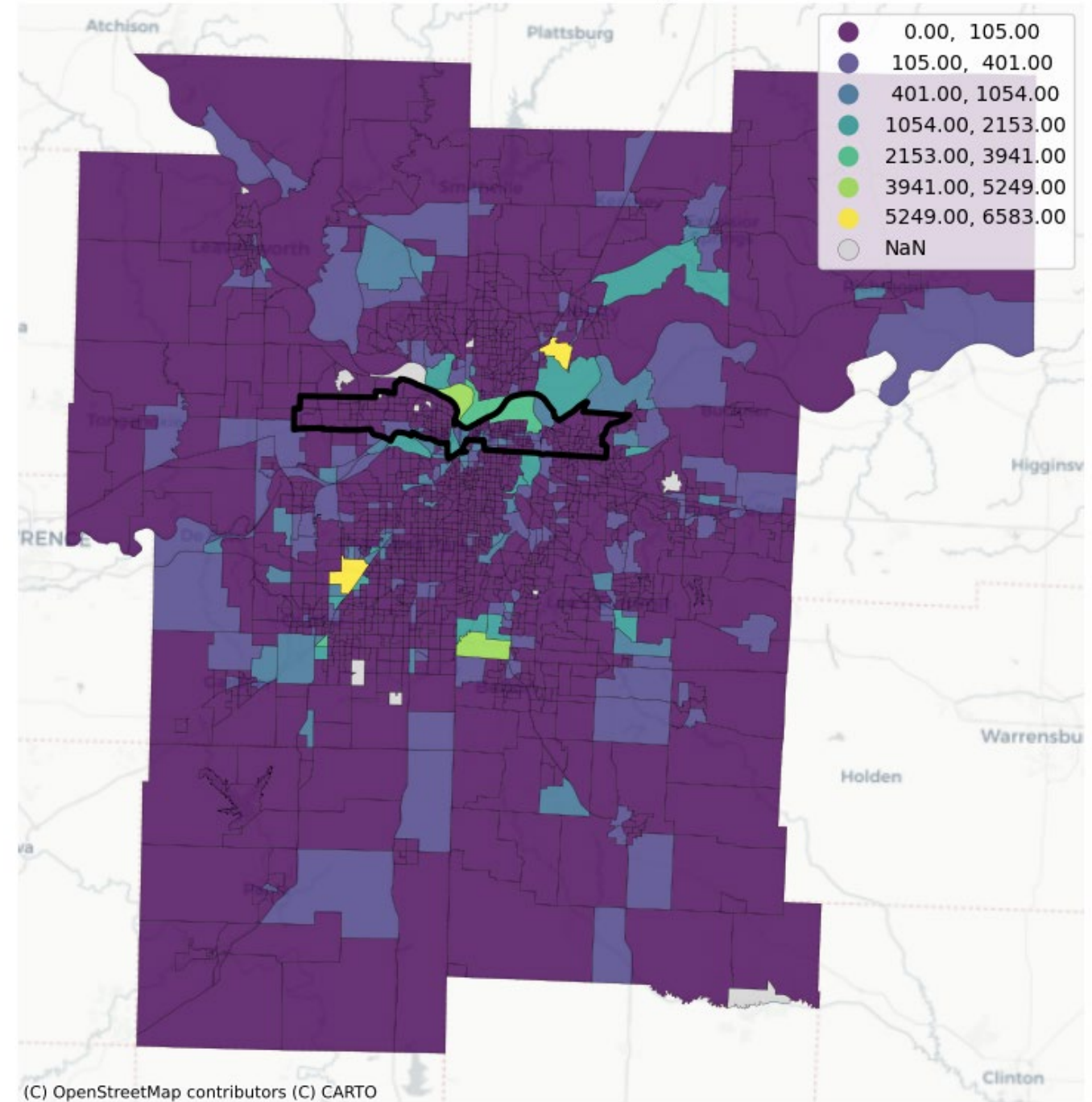
Metro: 0.7%
Corridor: 2.3%

Kansas City, MO: 0.3%
Kansas City, KS: 0.9%
Independence: 0.3%
Sugar Creek: 0%

Strongest Correlations: Median Age



Blue Collar: Workplace



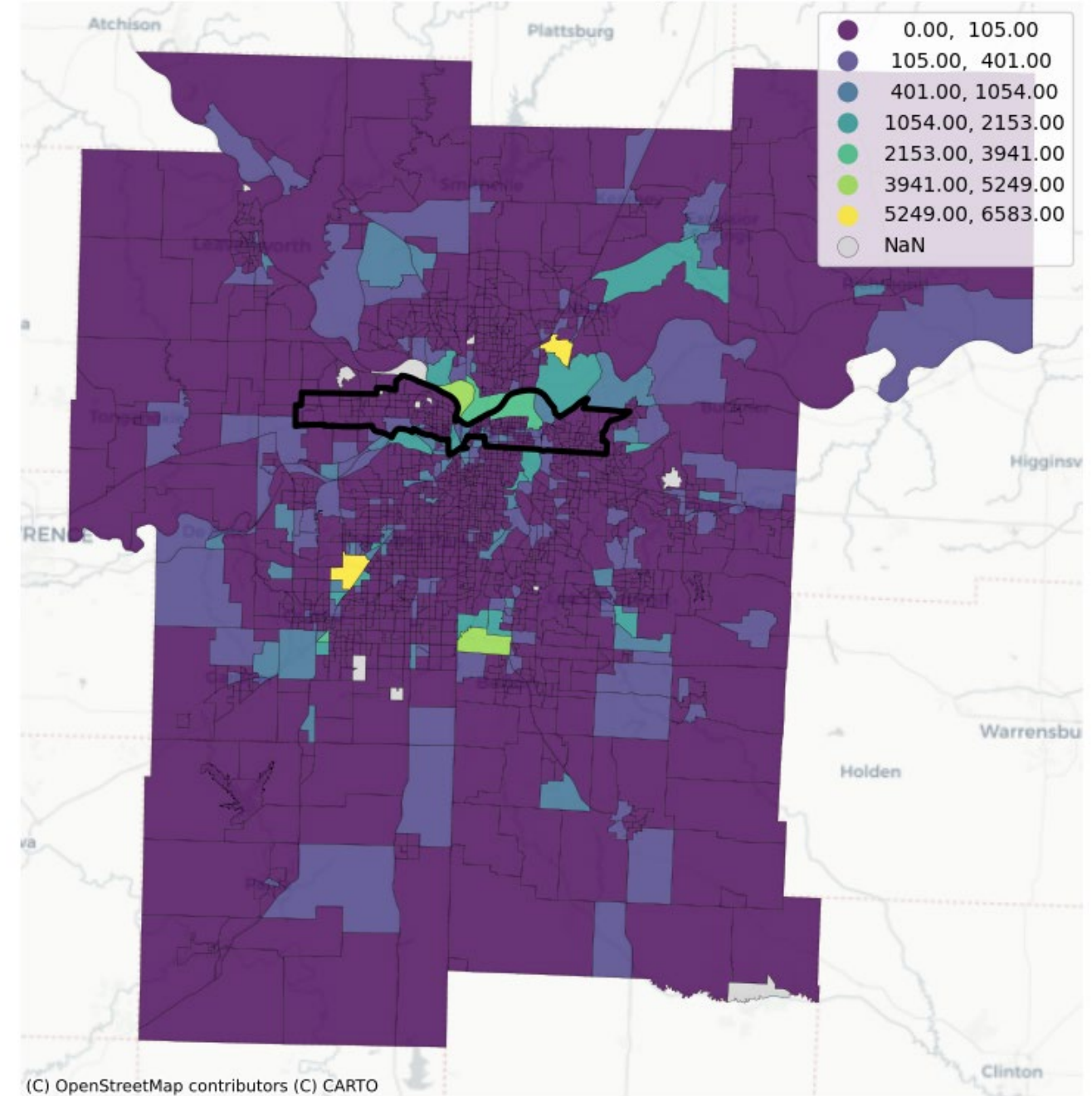
Variable: Ratio who walk or bike commute

Comparison Ratio who walk or bike

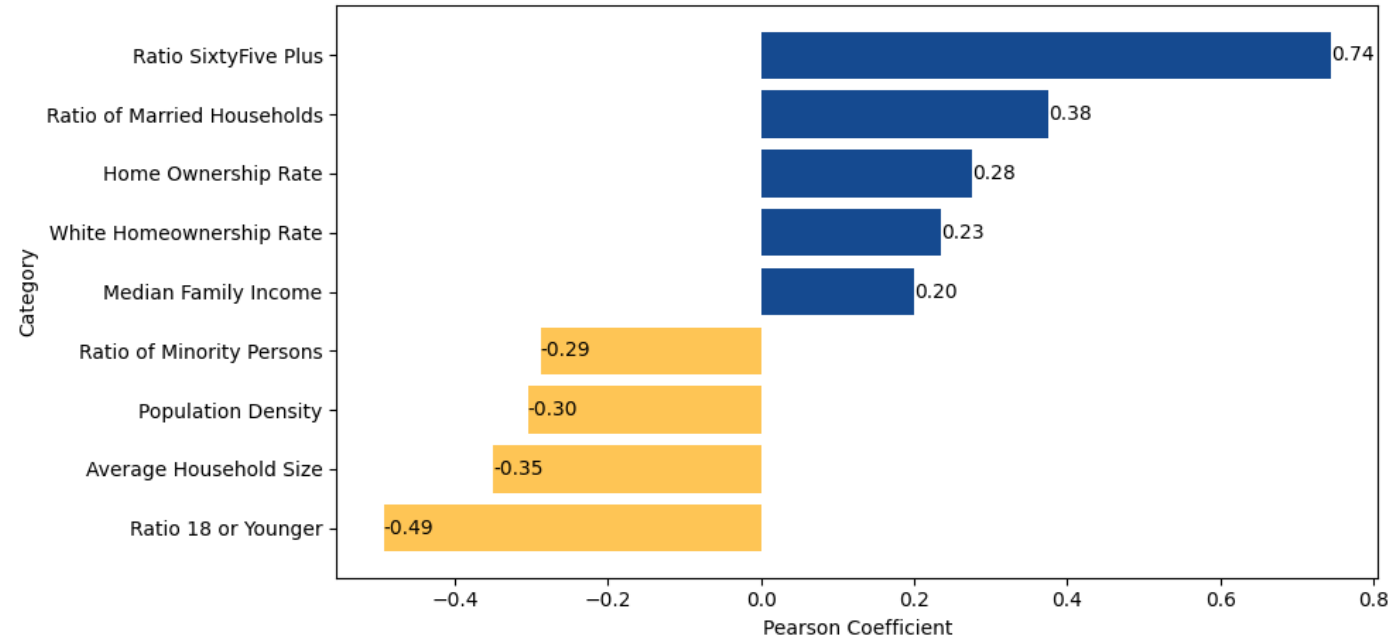
Metro: 1.2%
Corridor: 1.9%

Kansas City, MO: 1.7%
Kansas City, KS: 1.3%
Independence: 0.6%
Sugar Creek: 3.5%

Blue Collar: Workplace



Strongest Correlations: Median Age



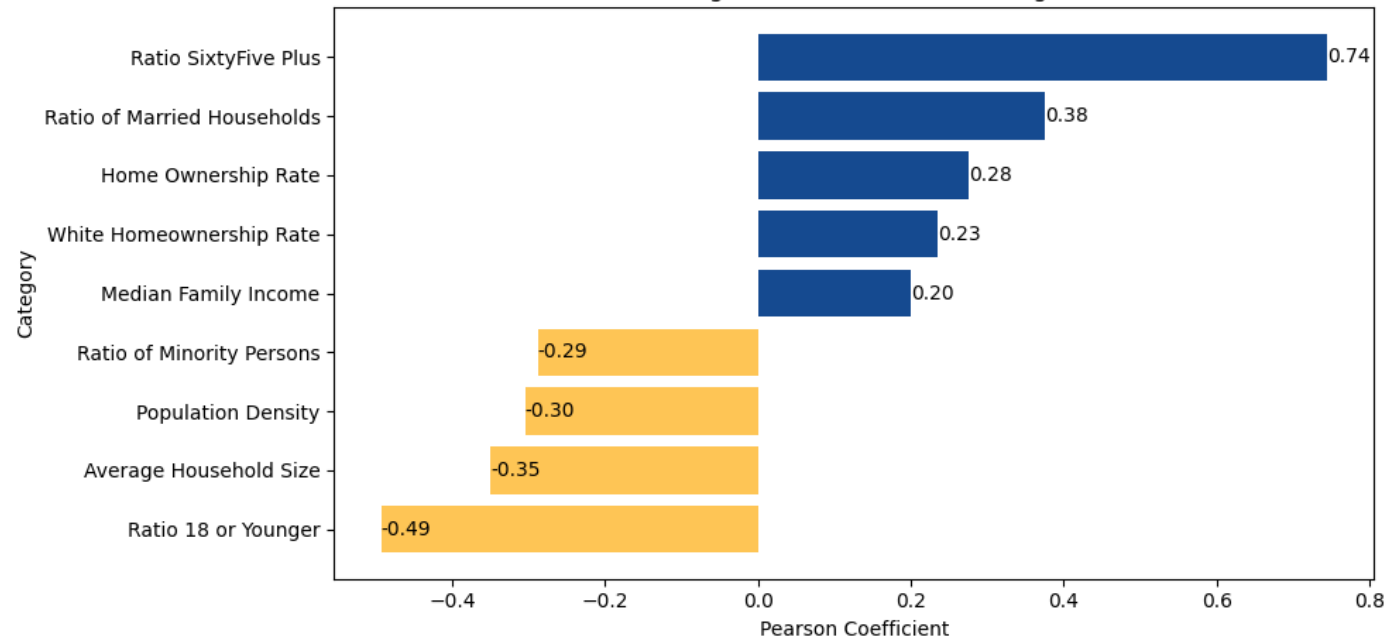
Variable: Works in Kansas City, MO

Comparison Work in the 'Primary City'

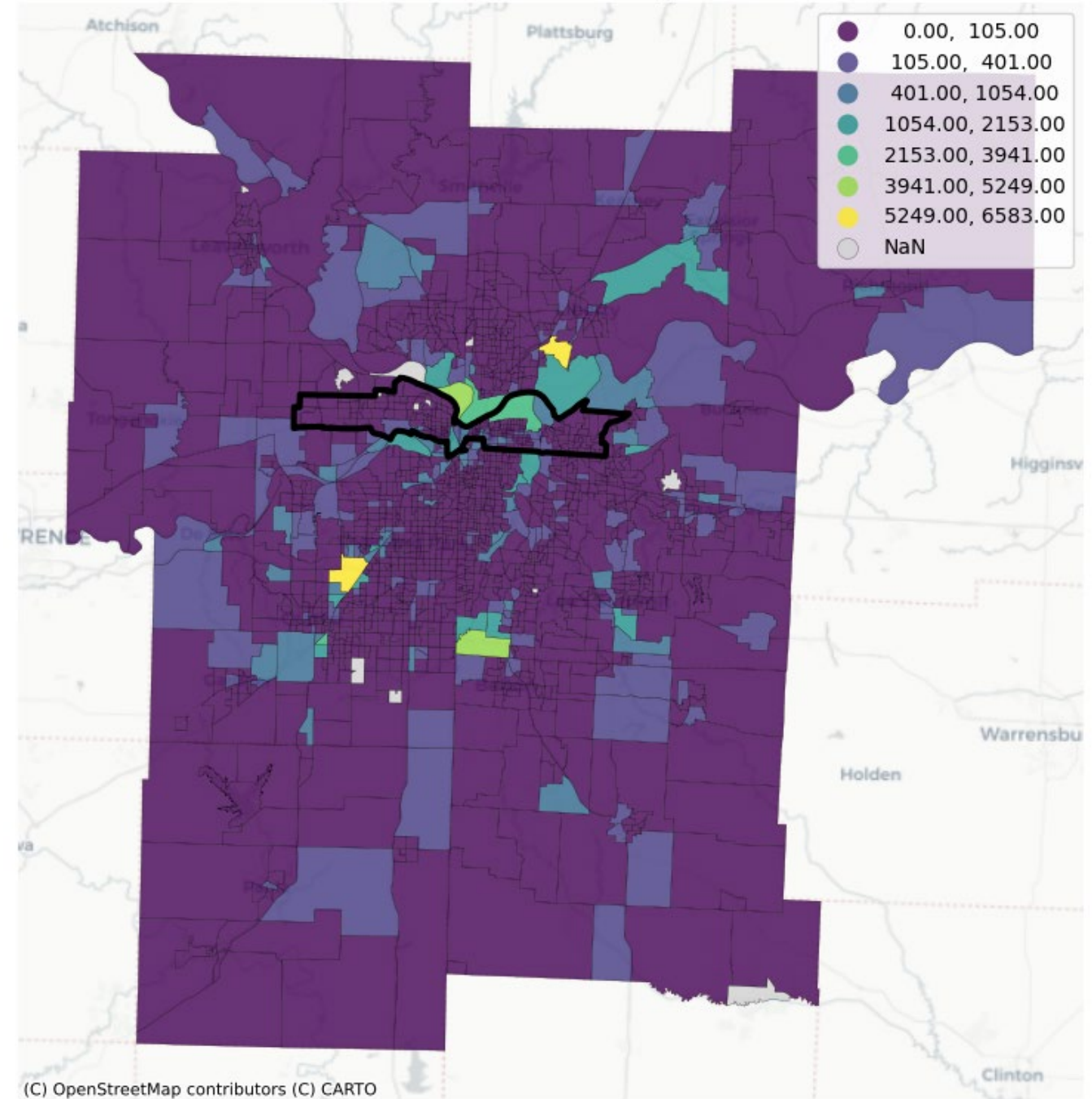
Metro: 52.5%
Corridor: 69.8%

Kansas City, MO: 74.5%
Kansas City, KS: 75%
Independence: 40.3%
Sugar Creek: 60.2%

Strongest Correlations: Median Age



Blue Collar: Workplace



Variable: Live and Work in Kansas City KS/MO

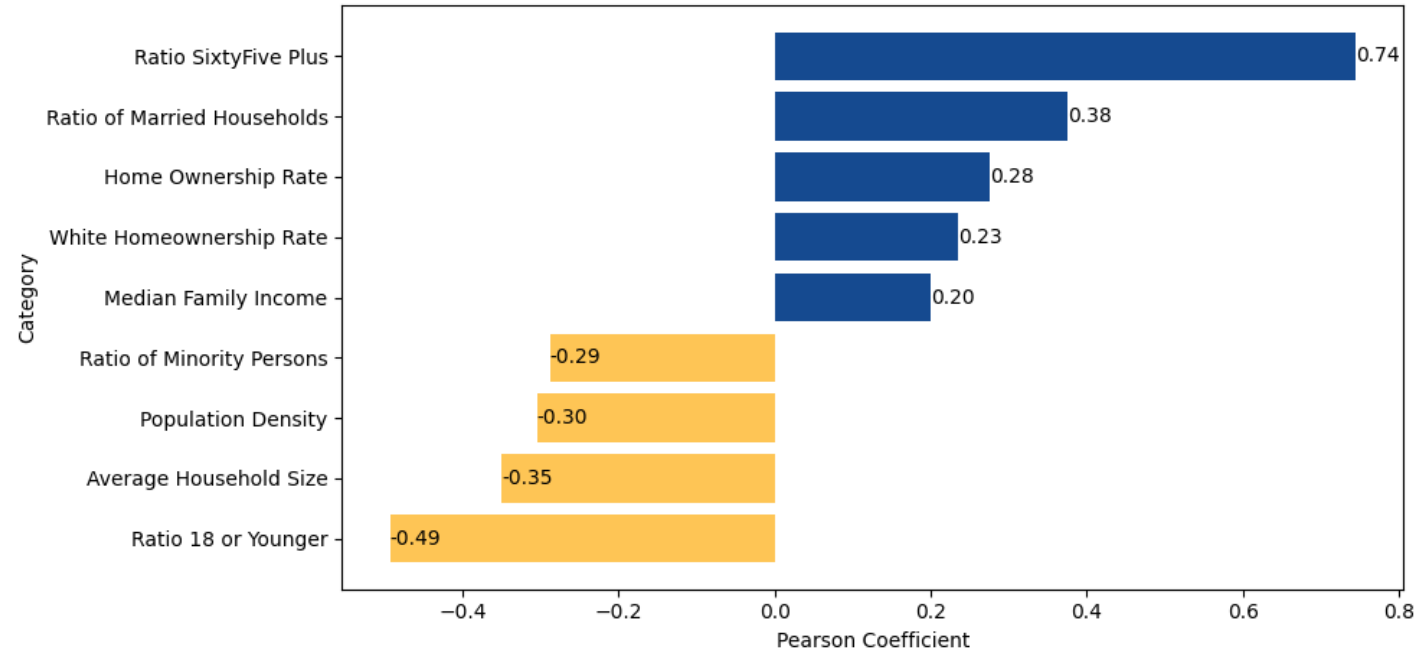
Comparison Ratio who walk or bike

Metro: 52.5%
Corridor: 64.2%

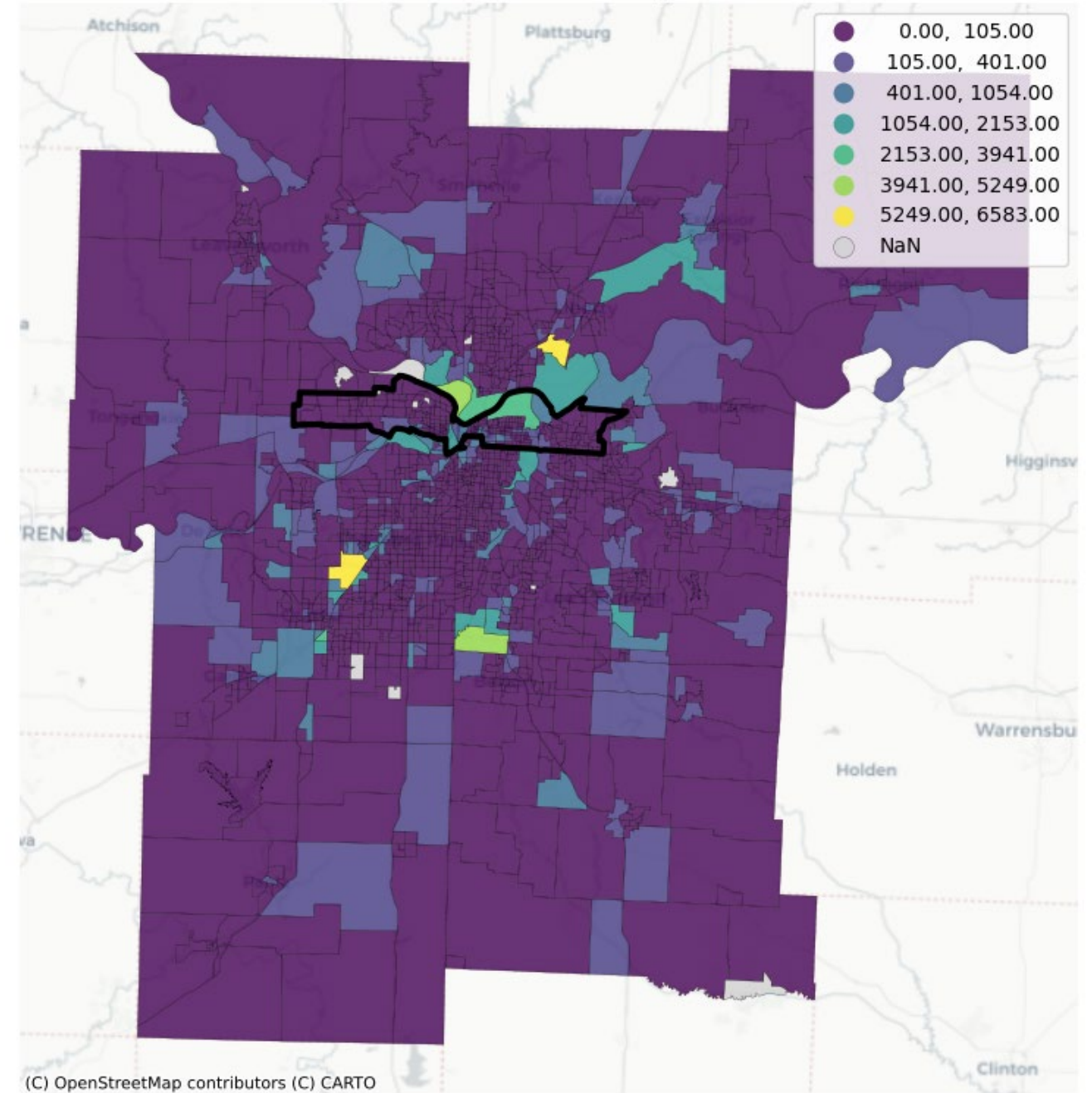
Kansas City, MO: 74.5%

Kansas City, KS: 75%
Independence: 40.3%
Sugar Creek: 60.2%

Strongest Correlations: Median Age



Blue Collar: Workplace



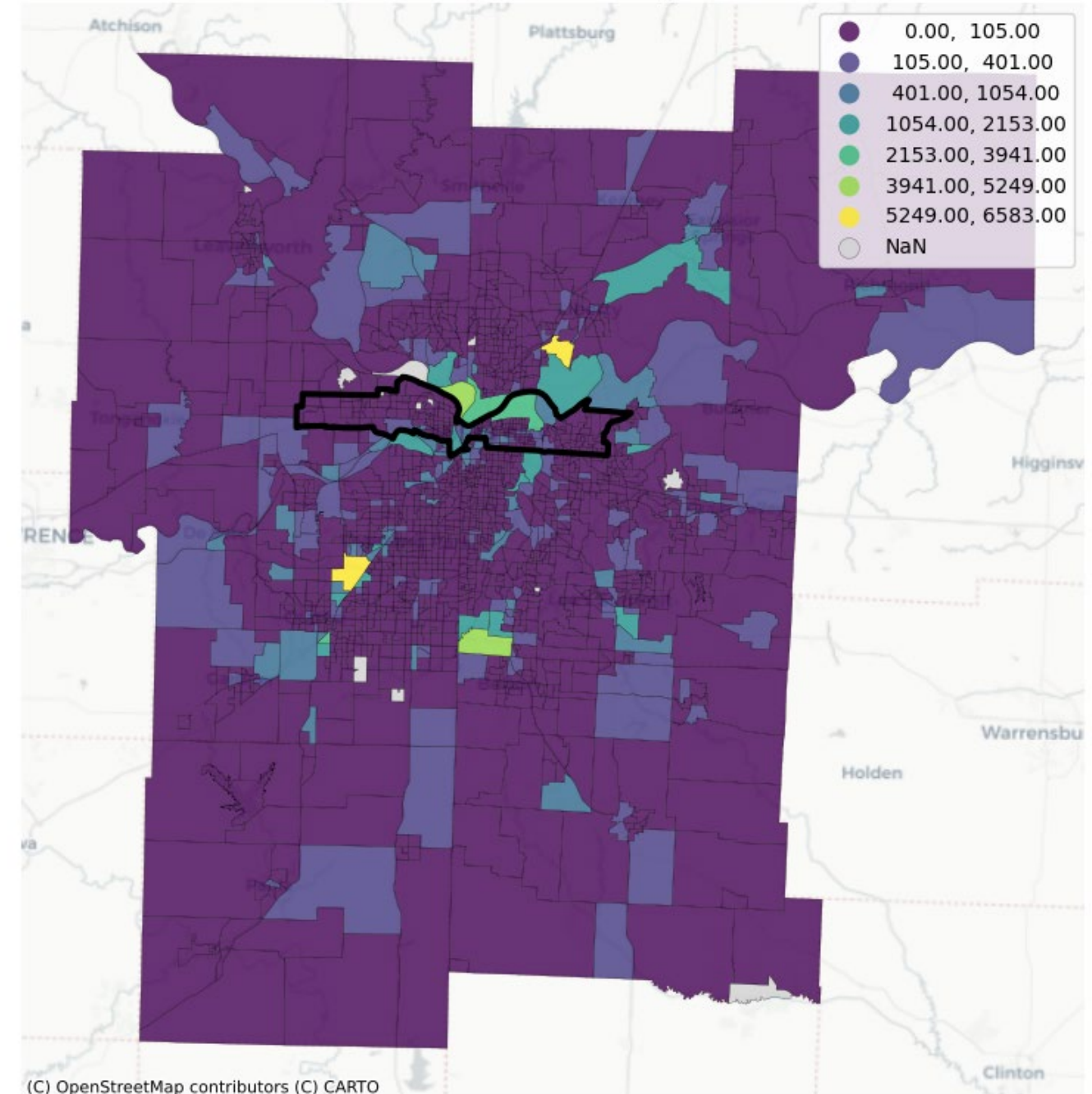
Variable: Live in Kansas City MO/KS, but Work Outside

Comparison Live In, Work Out

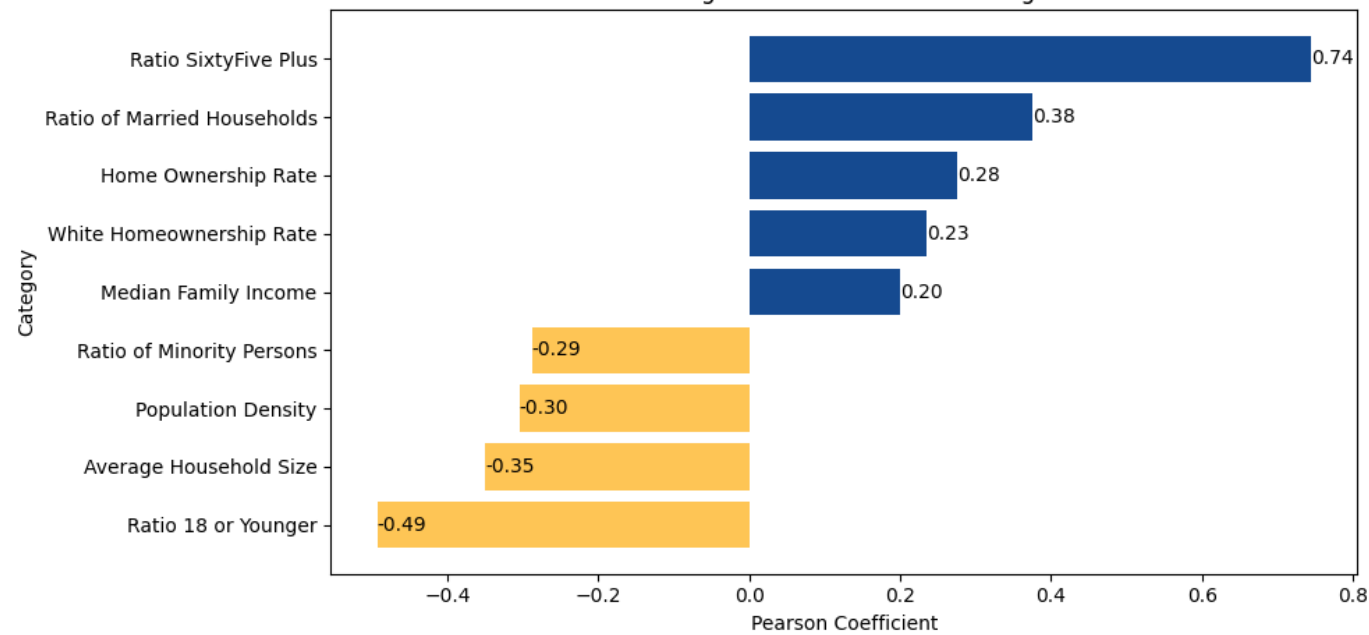
Metro: 10.2%
Corridor: 17.3%

Kansas City, MO: 24.0%
Kansas City, KS: 23.3%
Independence: --
Sugar Creek: --

Blue Collar: Workplace



Strongest Correlations: Median Age





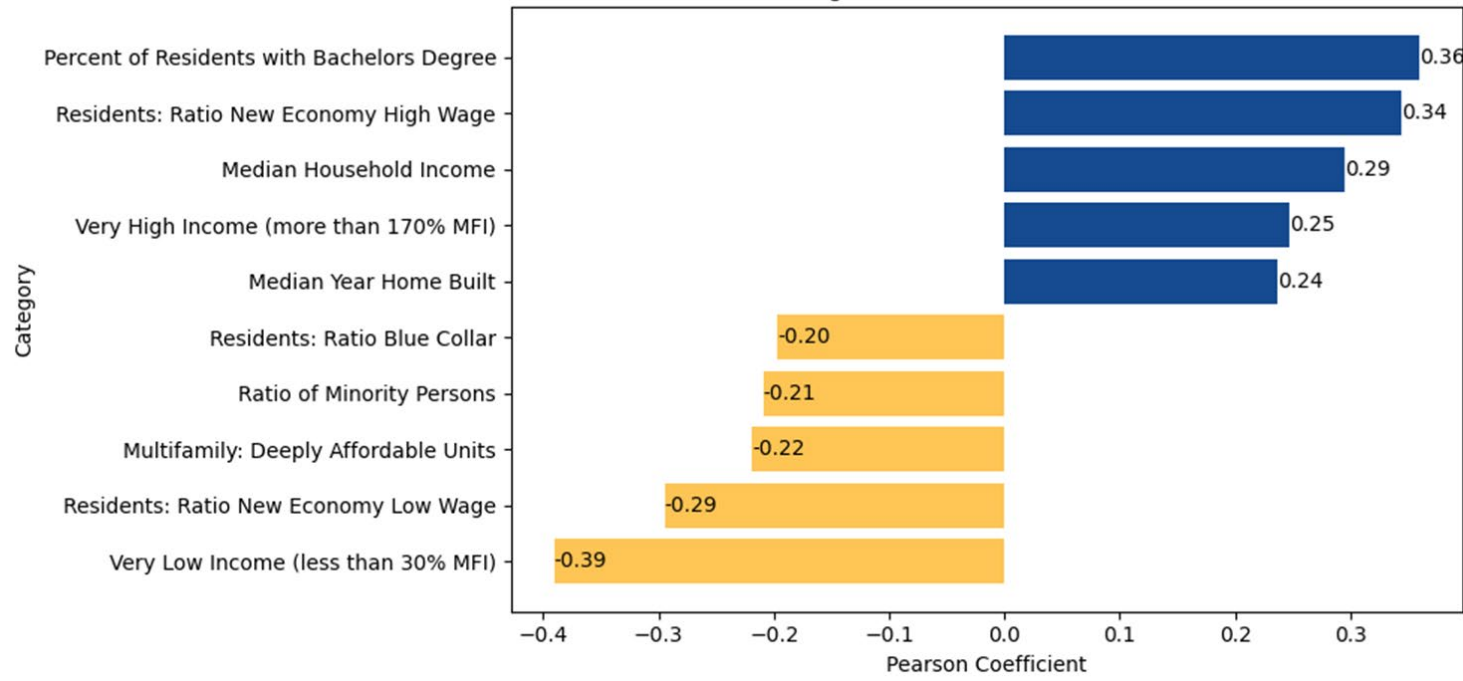
Variable: Median Rent

Comparison
Median Rent

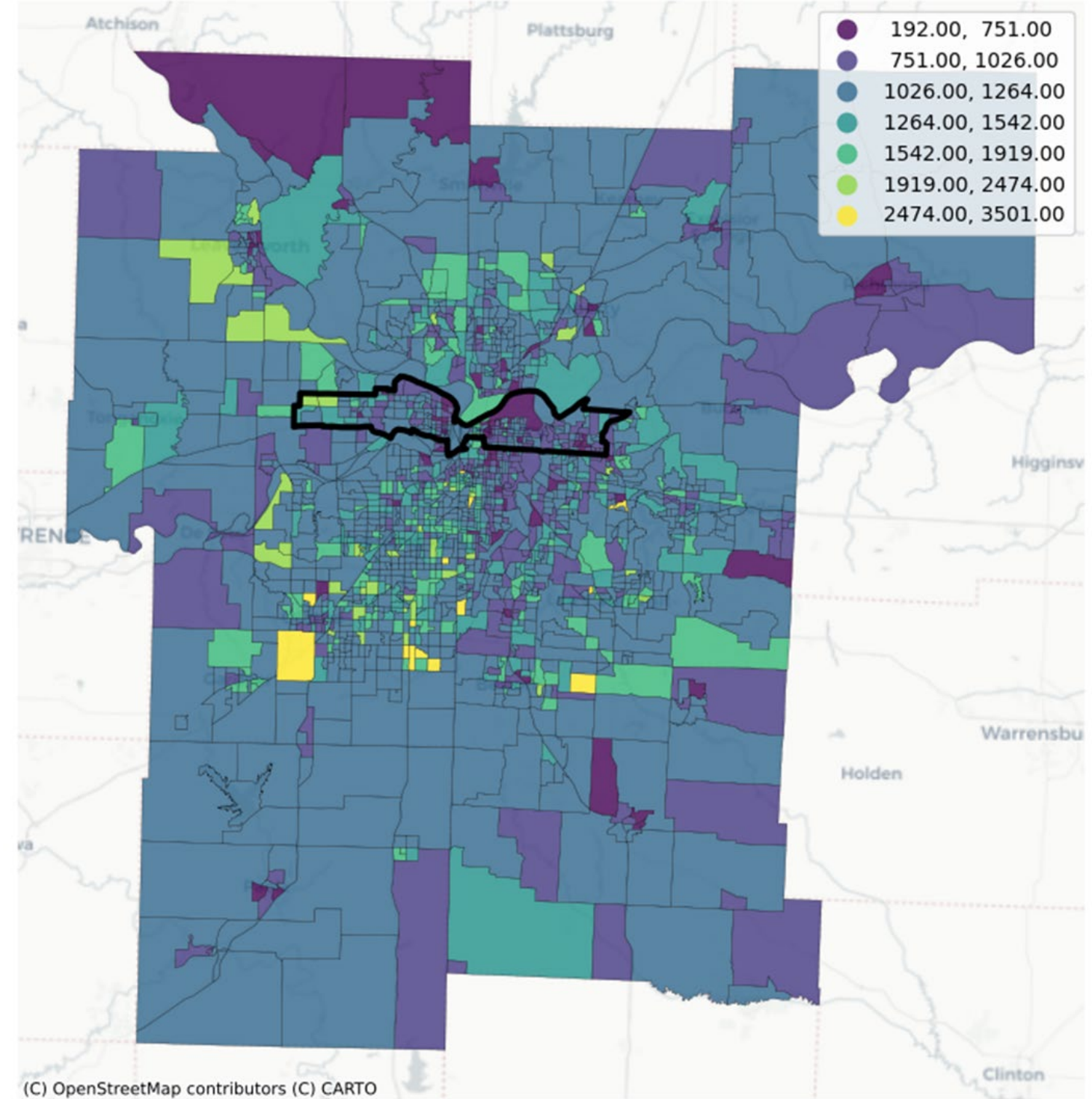
Metro: \$1,148
Corridor: \$1,090

Kansas City, MO: \$1,131
Kansas City, KS: \$1,044
Independence: \$1,020
Sugar Creek: \$922

Strongest Correlations: Median Rent



Median Rent

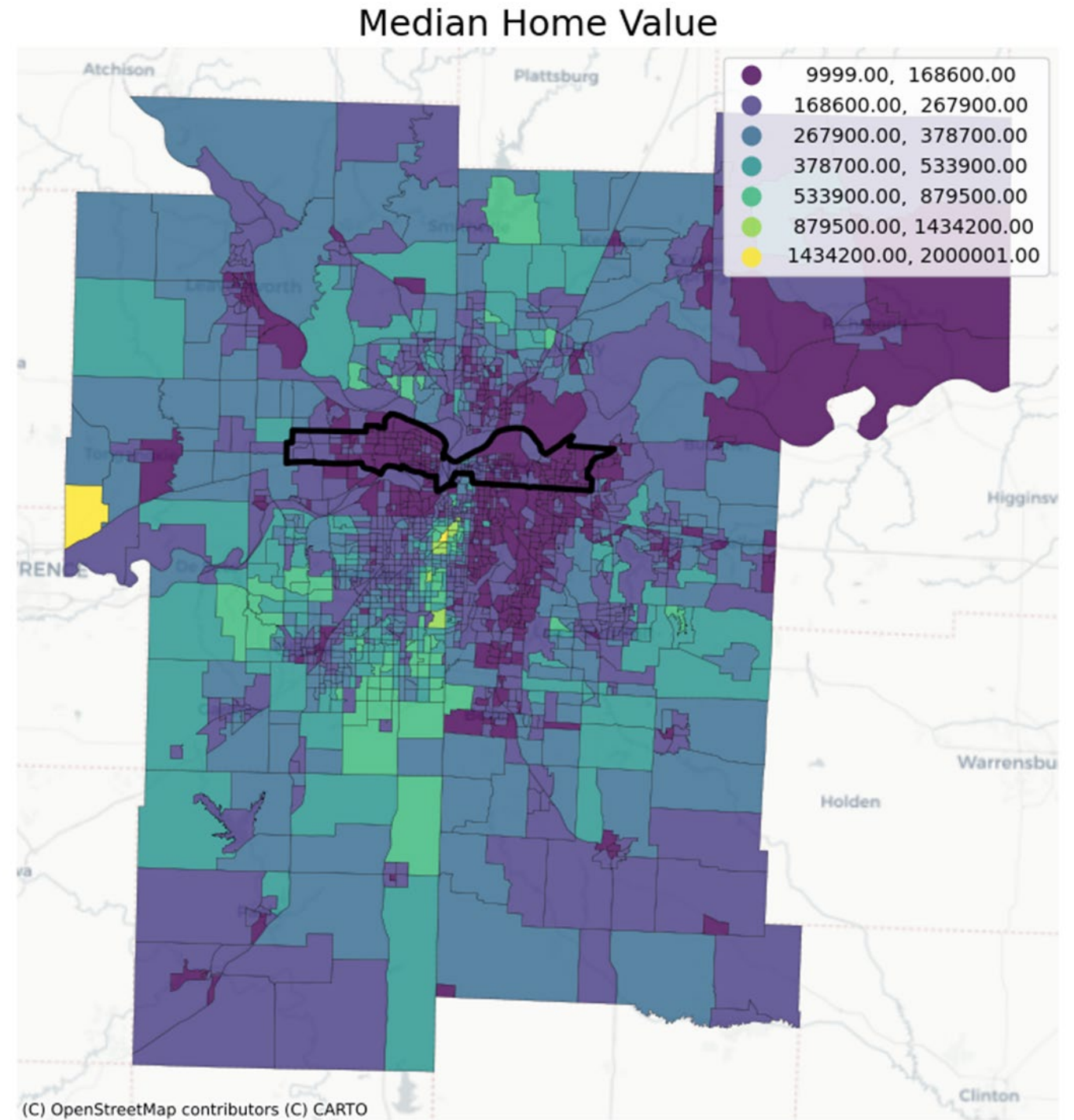
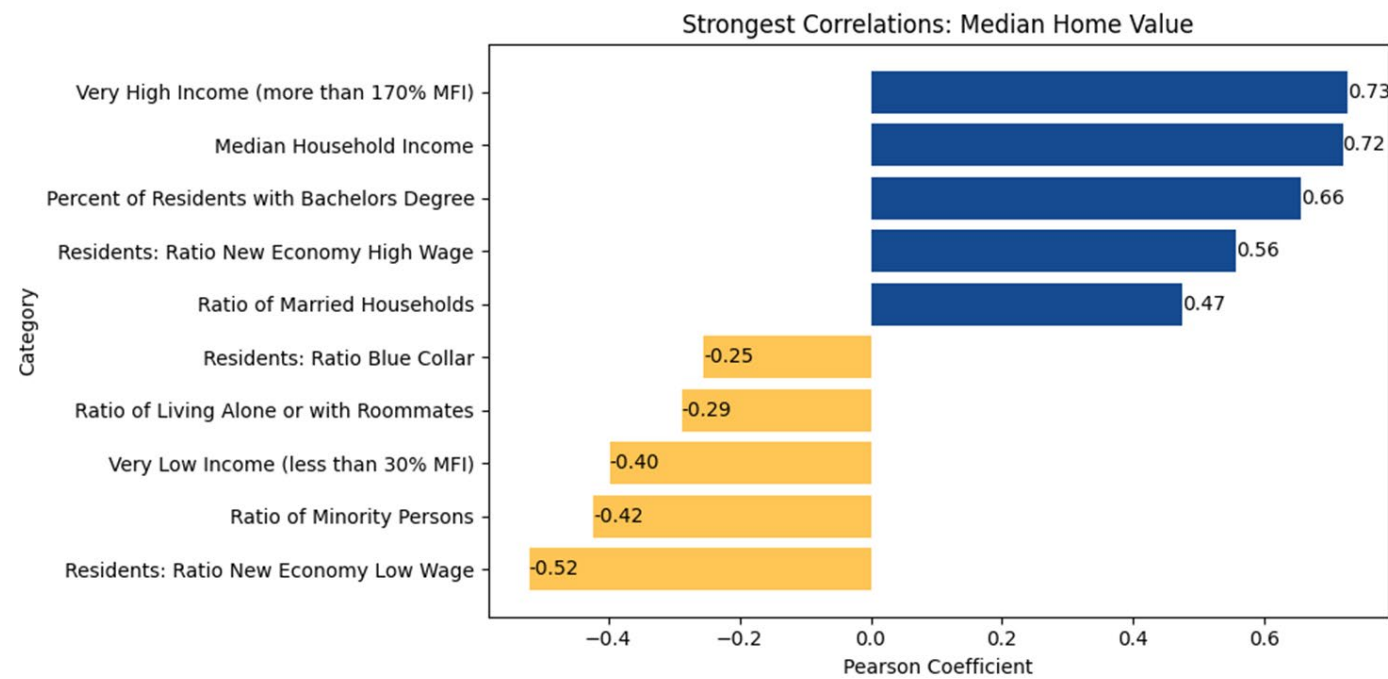


Variable: Median Home Value

Comparison Median Home Value

Metro: \$246,000
Corridor: \$144,355

Kansas City, MO: \$208,900
Kansas City, KS: \$133,800
Independence: \$150,800
Sugar Creek: \$87,600



Variable: Home Ownership Rate

Comparison

Home Ownership Rate

Metro: 65.4%

Corridor: 48%

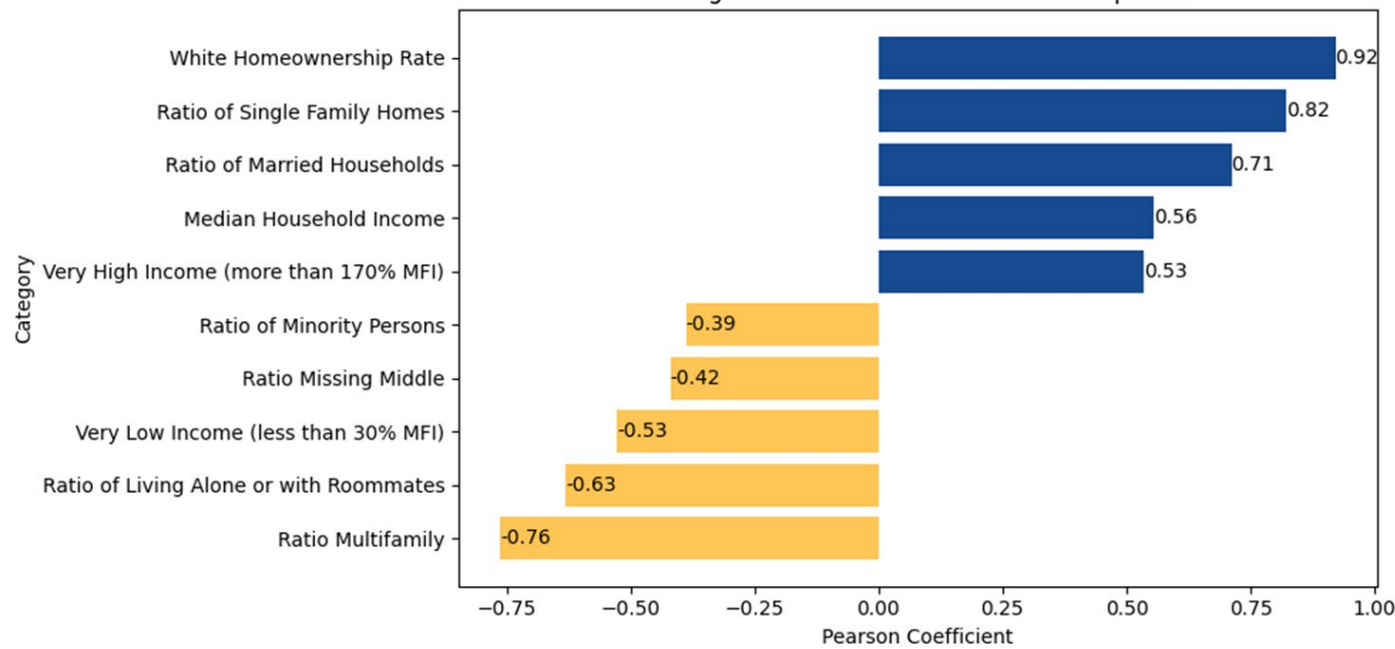
Kansas City, MO: 54.4%

Kansas City, KS: 59.5%

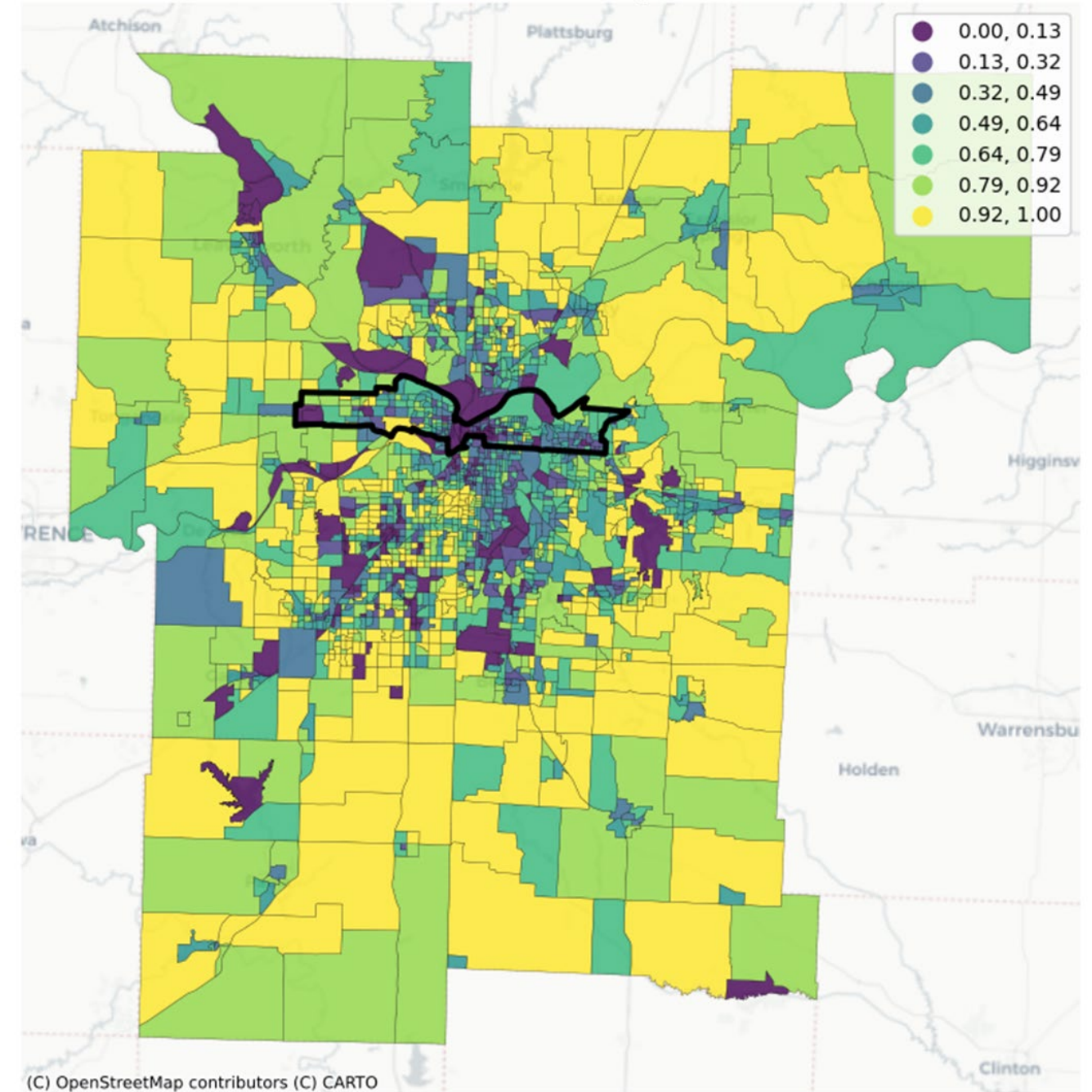
Independence: 60.5%

Sugar Creek: 66%

Strongest Correlations: Home Ownership Rate



Home Ownership Rate



Variable: Black Home Ownership Rate

Comparison

Black Person Home Ownership Rate

Metro: 37.9%

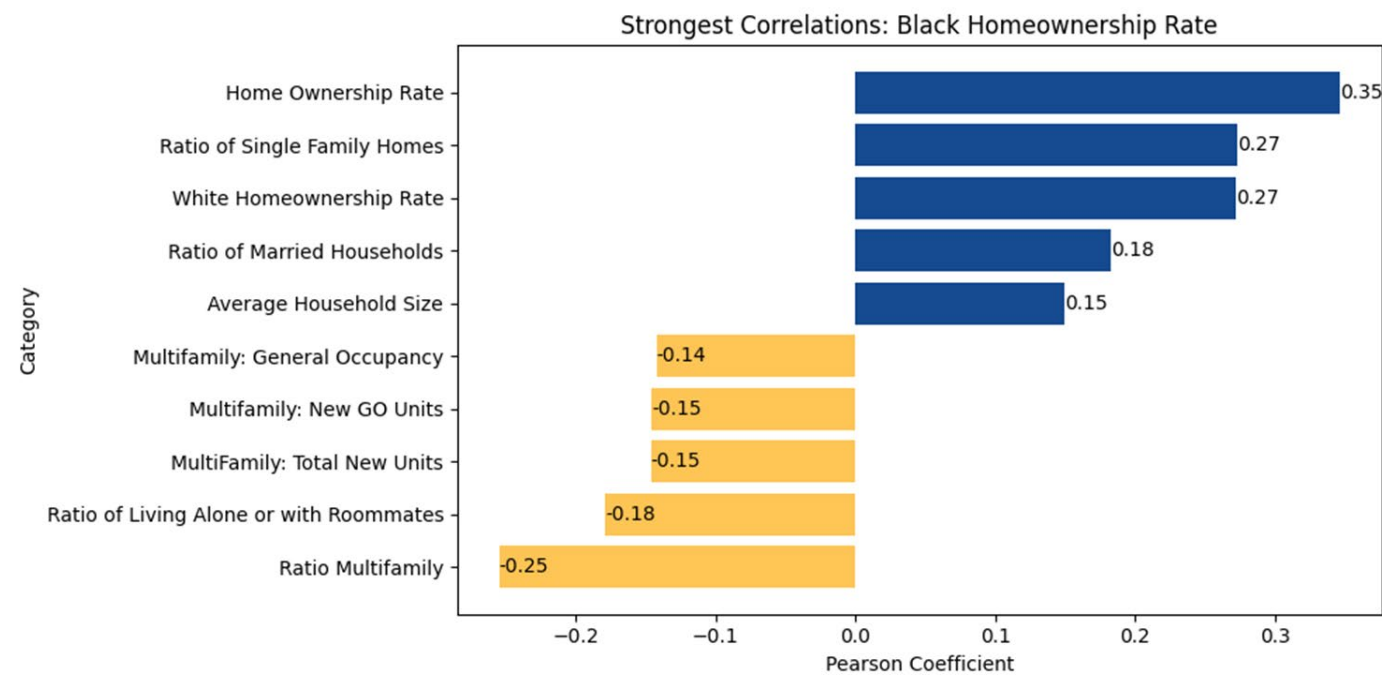
Corridor: 34.7%

Kansas City, MO: 37.9%

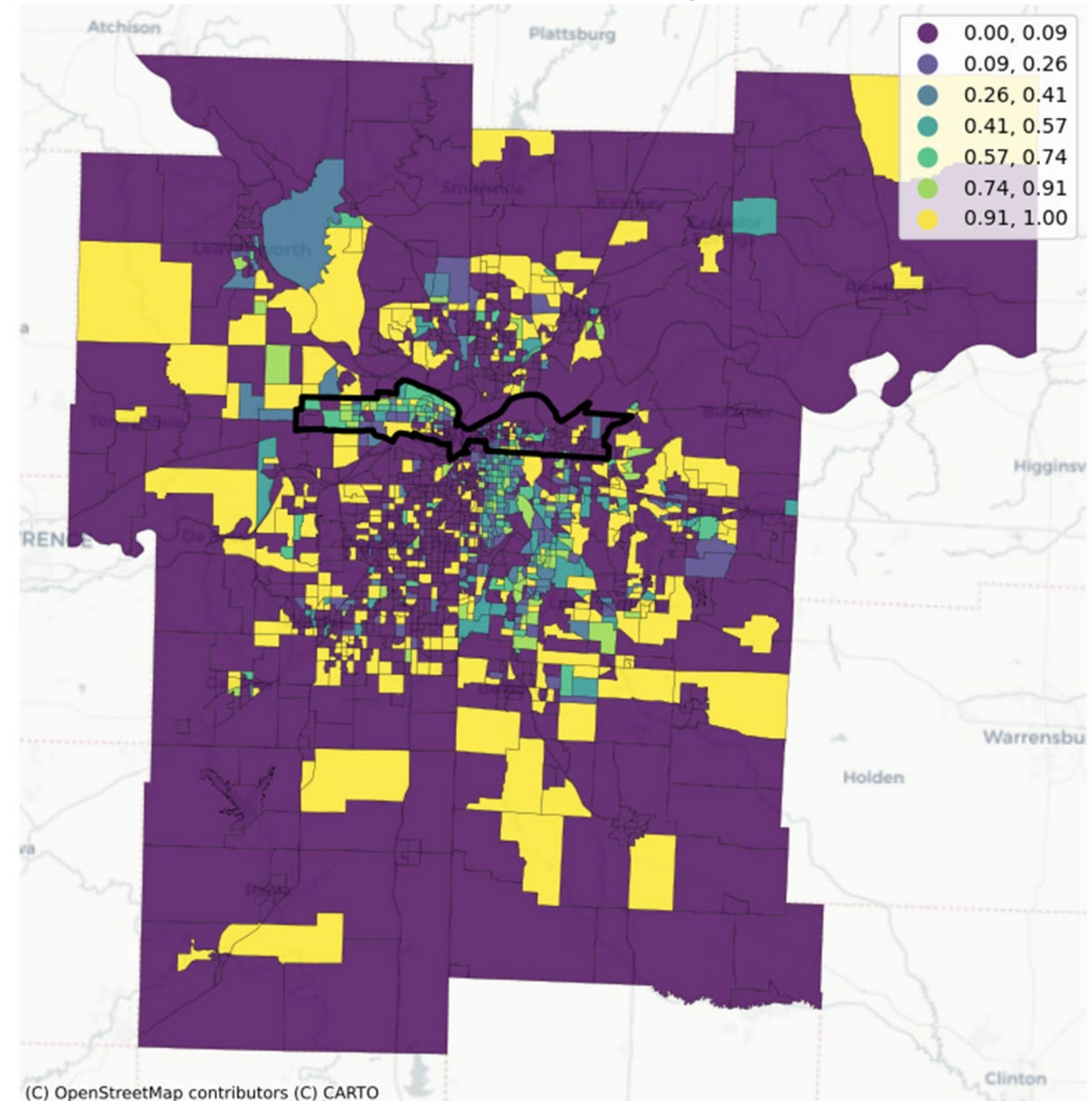
Kansas City, KS: 44.3%

Independence: 27.3%

Sugar Creek: 42.9%



Black Homeownership Rate



Variable: White Home Ownership Rate

Comparison

Black Person Home Ownership Rate

Metro: 70.6%

Corridor: 51.6%

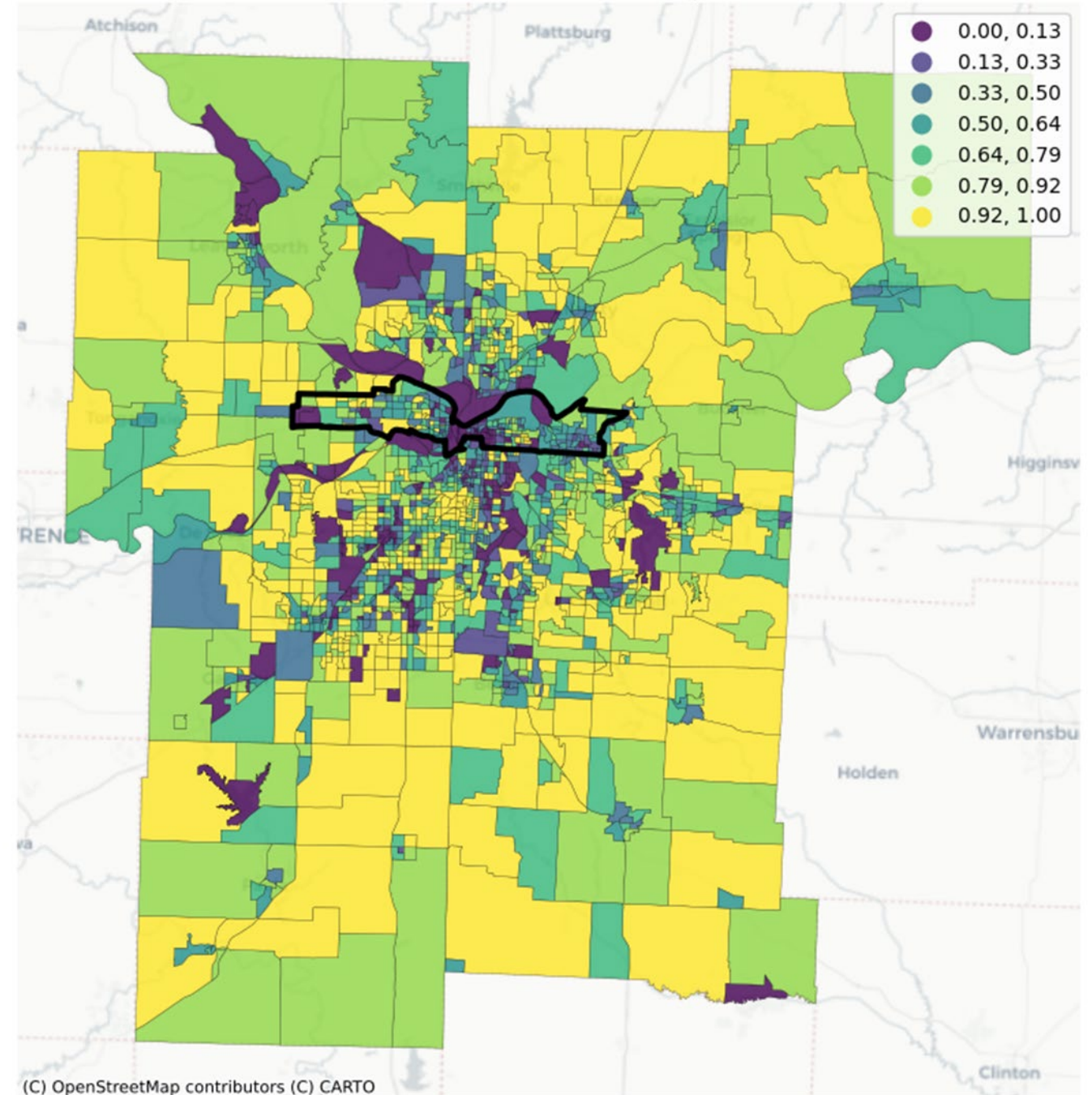
Kansas City, MO: 61.1%

Kansas City, KS: 67.6%

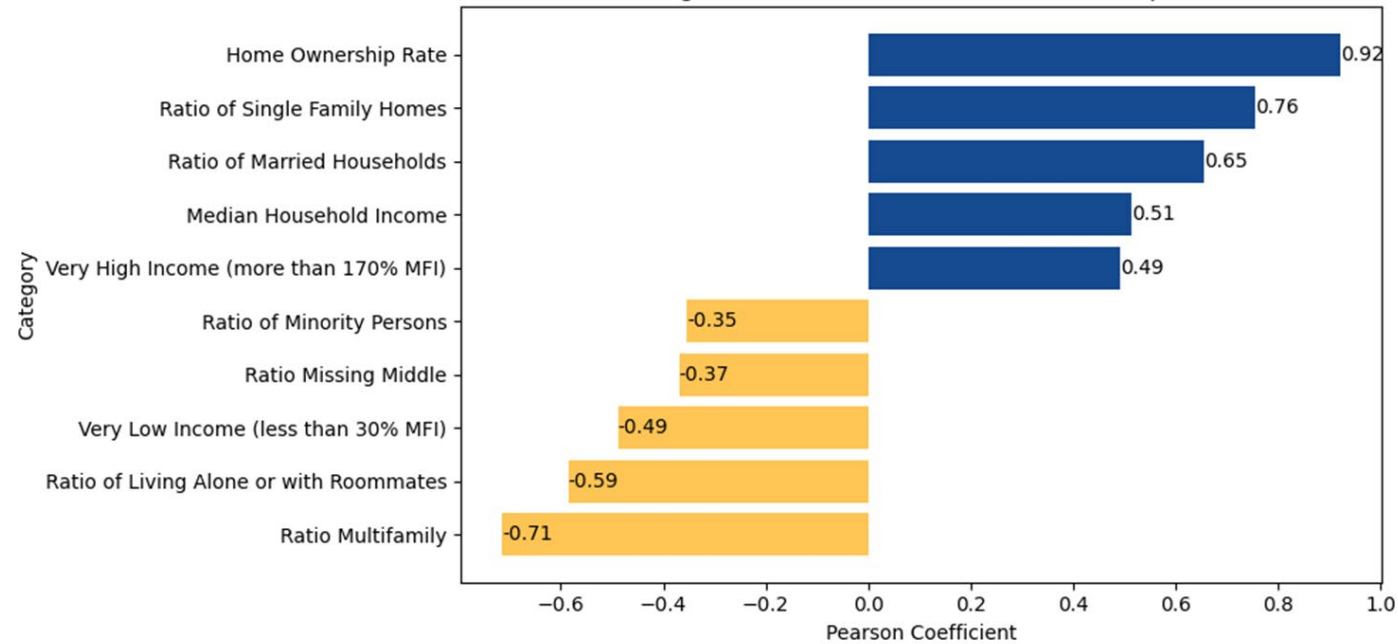
Independence: 64.5%

Sugar Creek: 67.4%

White Homeownership Rate



Strongest Correlations: White Homeownership Rate



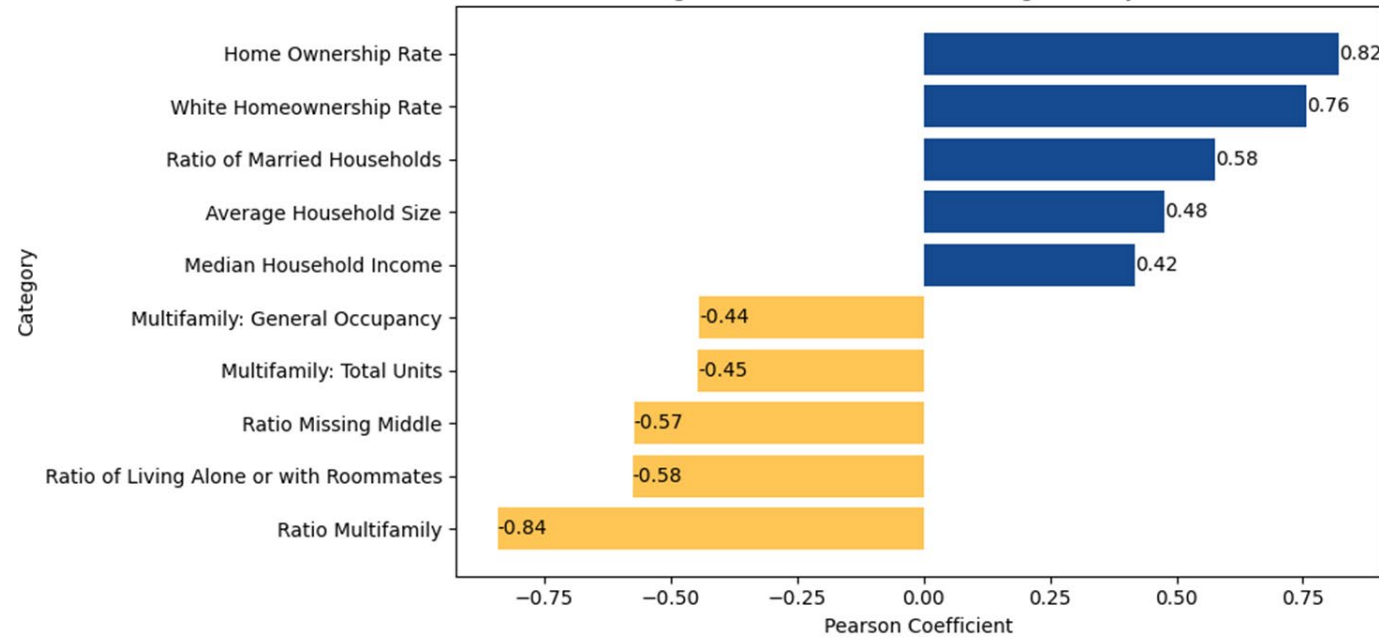
Variable: Ratio Single Family Homes

Comparison Ratio Single Family Homes

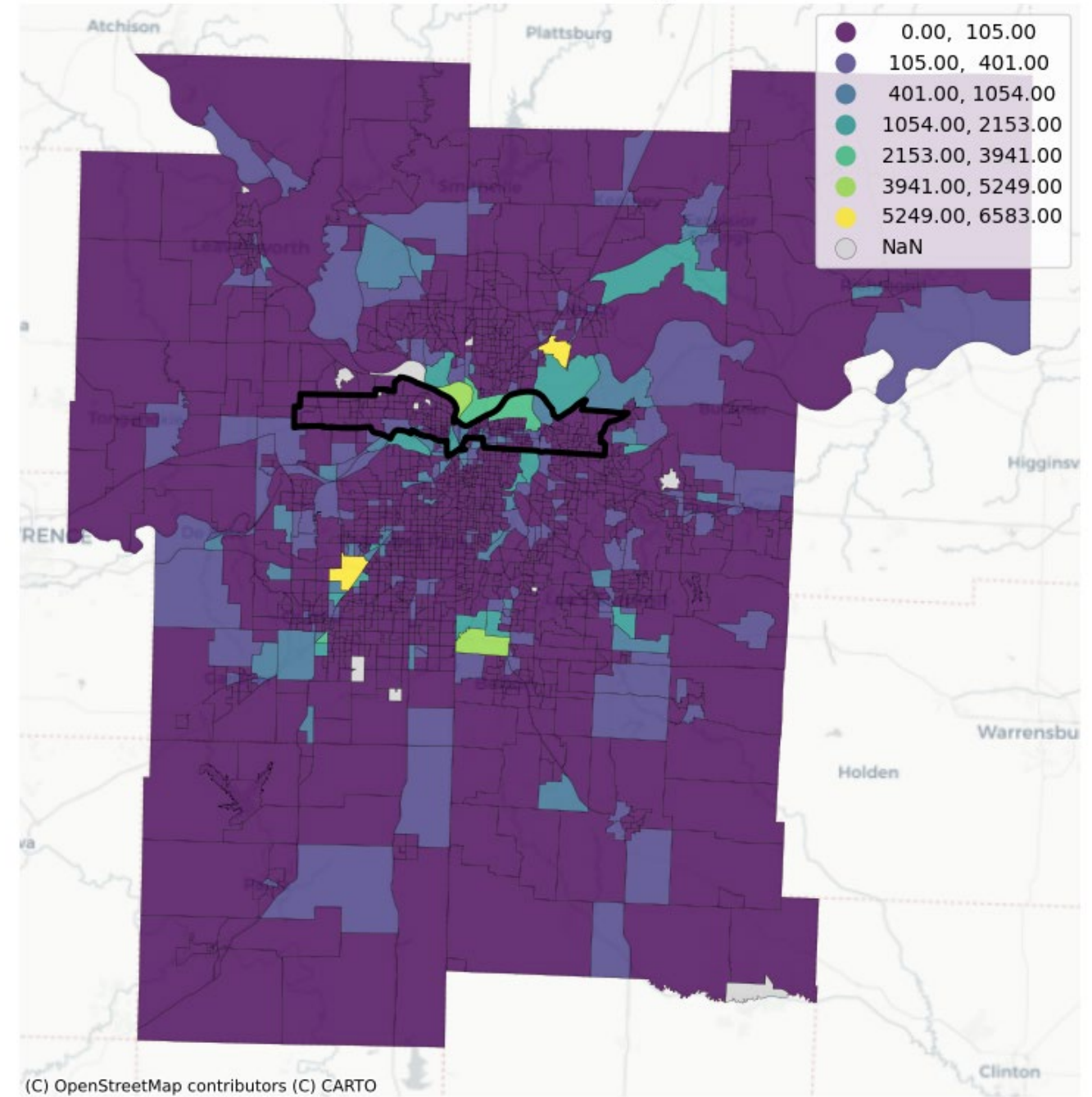
Metro: 69.3%
Corridor: 60.3%

Kansas City, MO: 60.8%
Kansas City, KS: 69.1%
Independence: 71.9%
Sugar Creek: 84.4%

Strongest Correlations: Ratio of Single Family Homes



Blue Collar: Workplace



Variable: Ratio Missing Middle (Townhomes, Duplexes, Triplexes and Quadruplexes)

Comparison Ratio Missing Middle

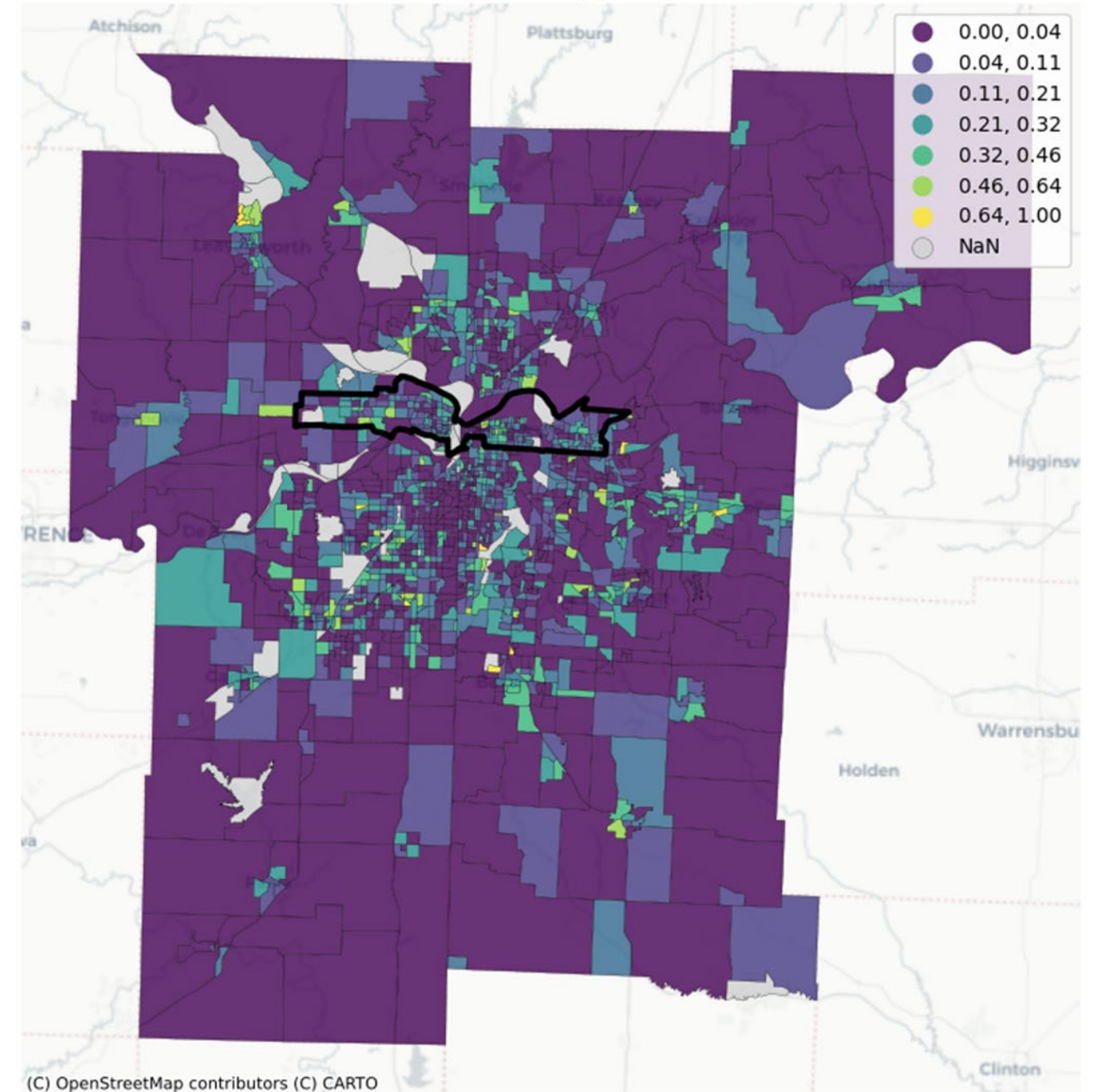
Metro: 12%
Corridor: 13.6%

Kansas City, MO: 11.7%
Kansas City, KS: 13.7%
Independence: 10.3%
Sugar Creek: 14.4%

Strongest Correlations: Ratio Missing Middle



Ratio Missing Middle'



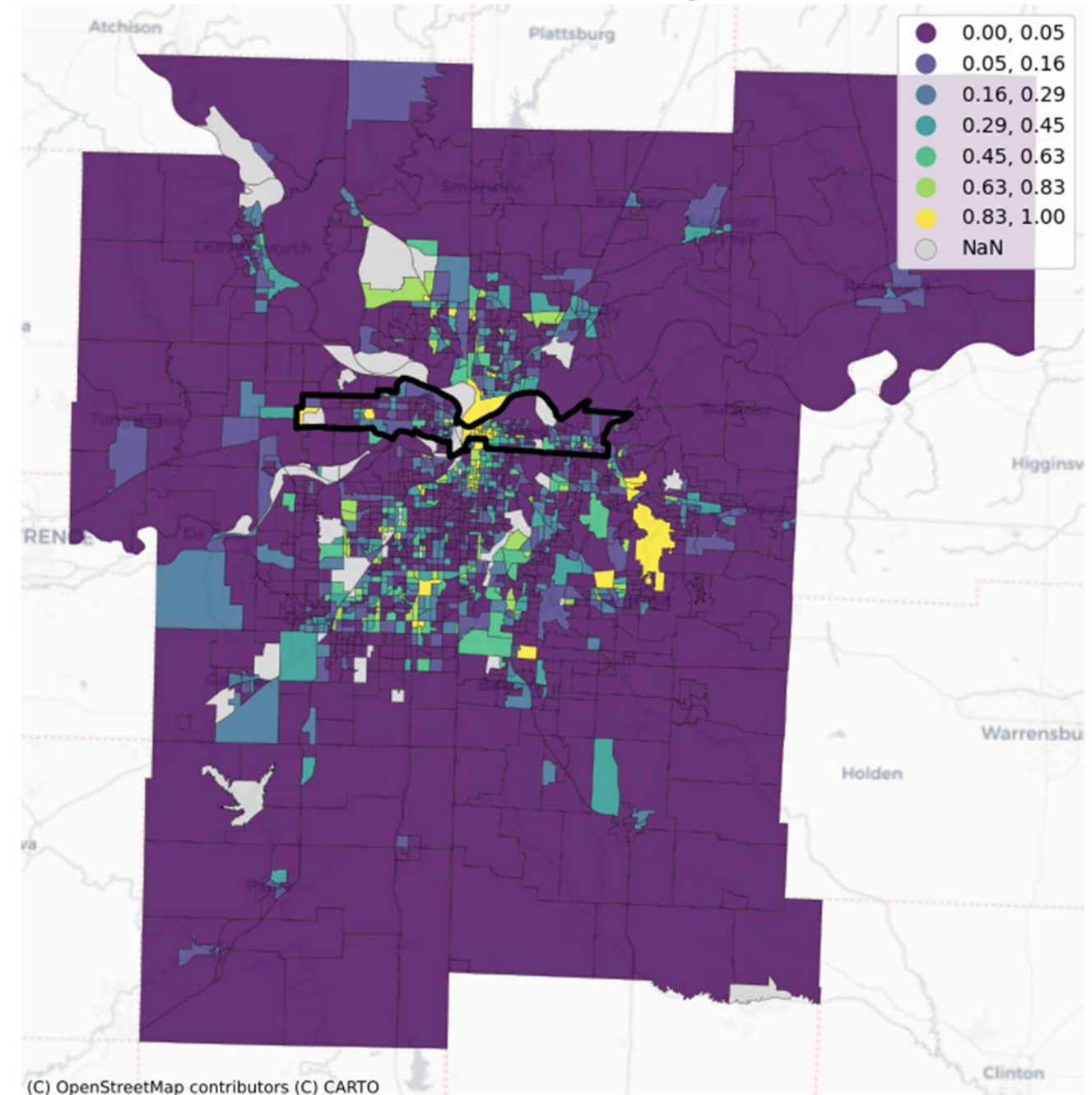
Variable: Ratio 5+ Units Multifamily

Comparison Ratio 5+ Multifamily

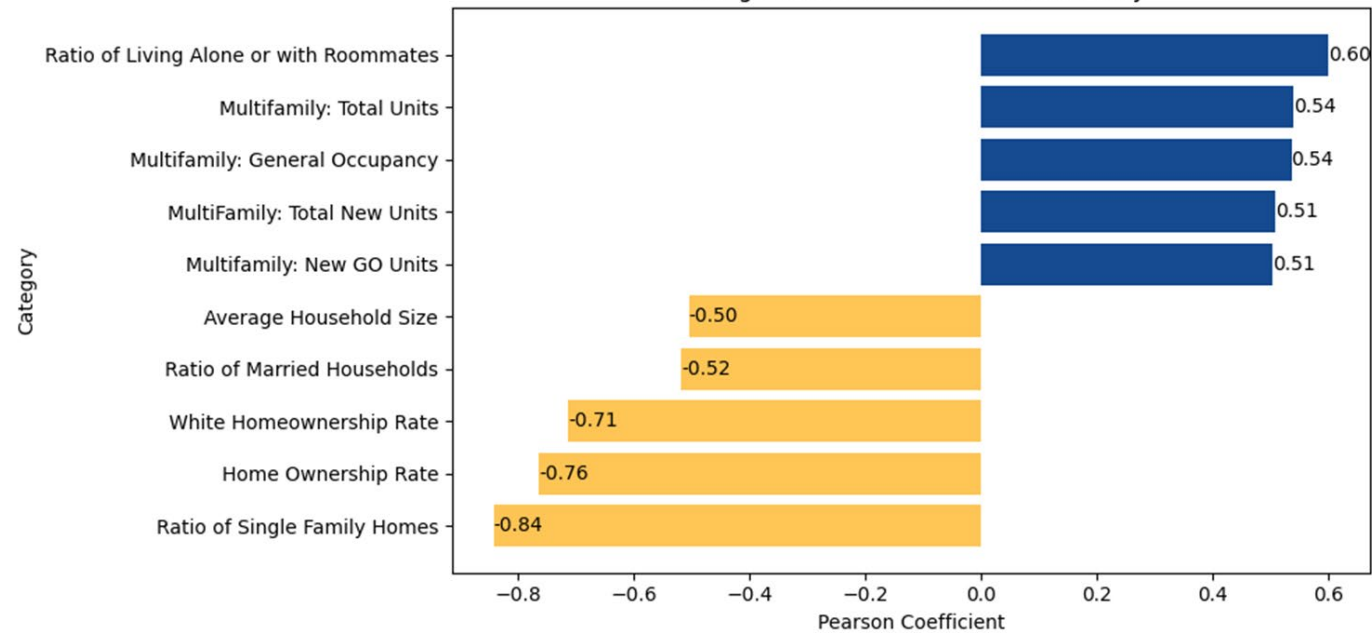
Metro: 17.0%
Corridor: 25.1%

Kansas City, MO: 26.8%
Kansas City, KS: 15.1%
Independence: 14.9%
Sugar Creek: 0.4%

Ratio Multifamily



Strongest Correlations: Ratio Multifamily

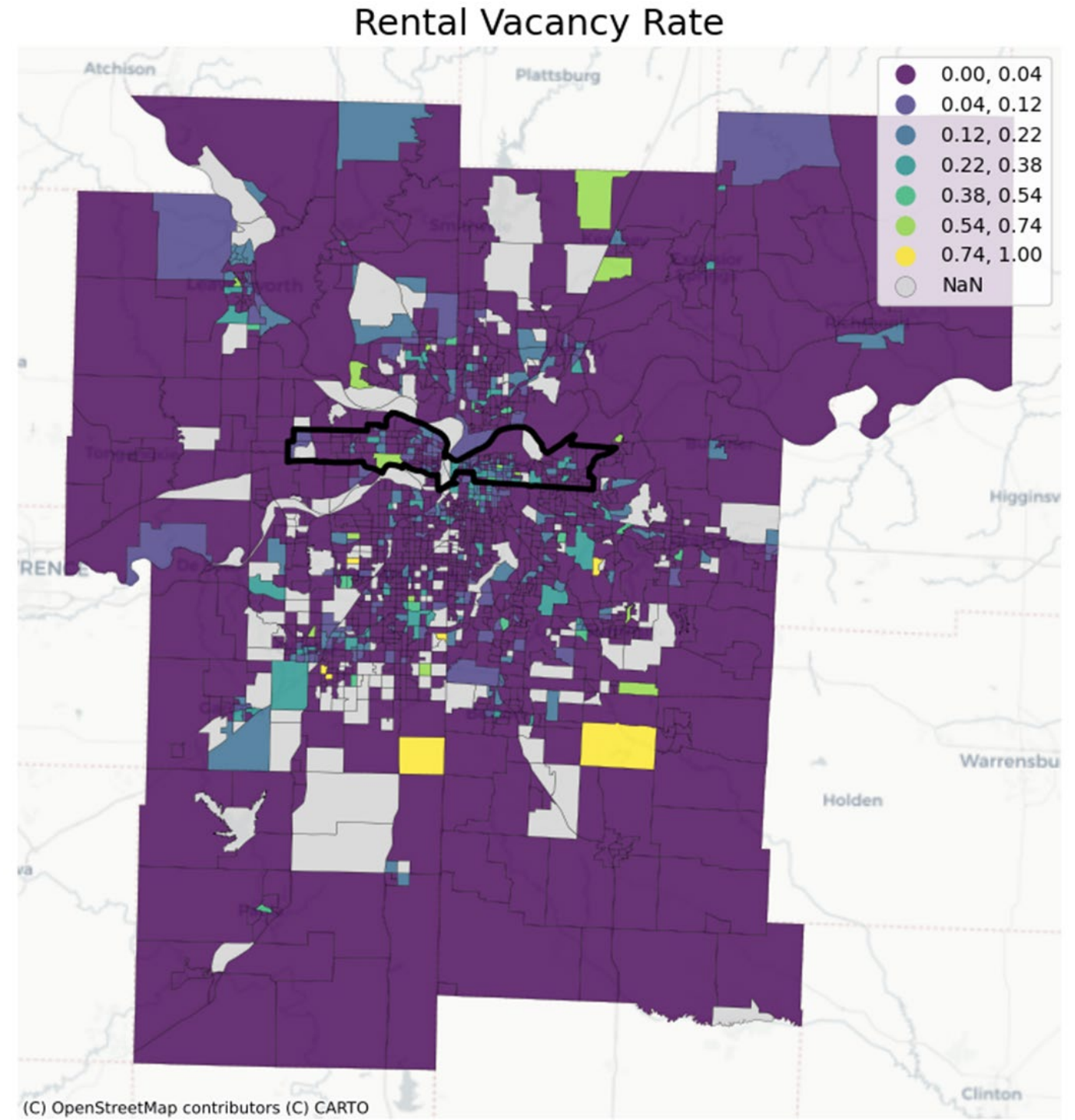
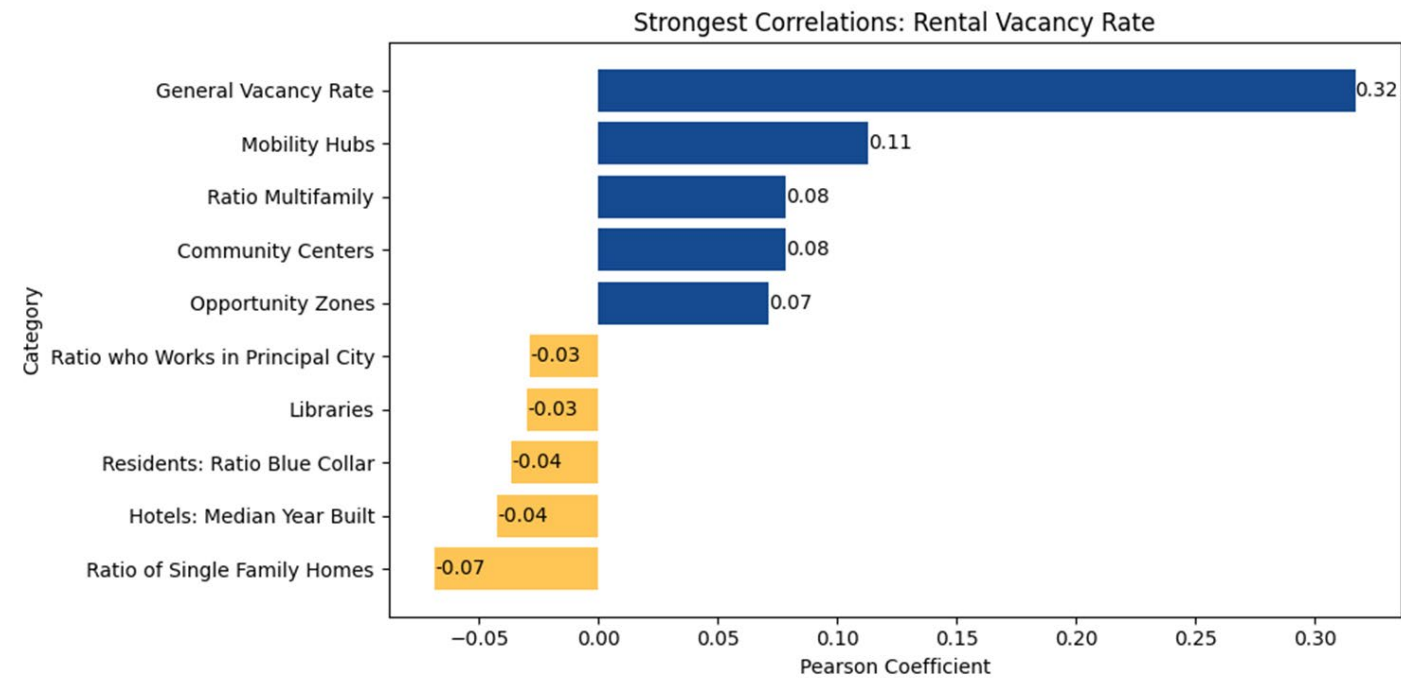


Variable: Rental Vacancy Rate

Comparison Rental Vacancy Rate

Metro: 5%
Corridor: 6.1%

Kansas City, MO: 5.5%
Kansas City, KS: 5.2%
Independence: 4.0%
Sugar Creek: 11.1%



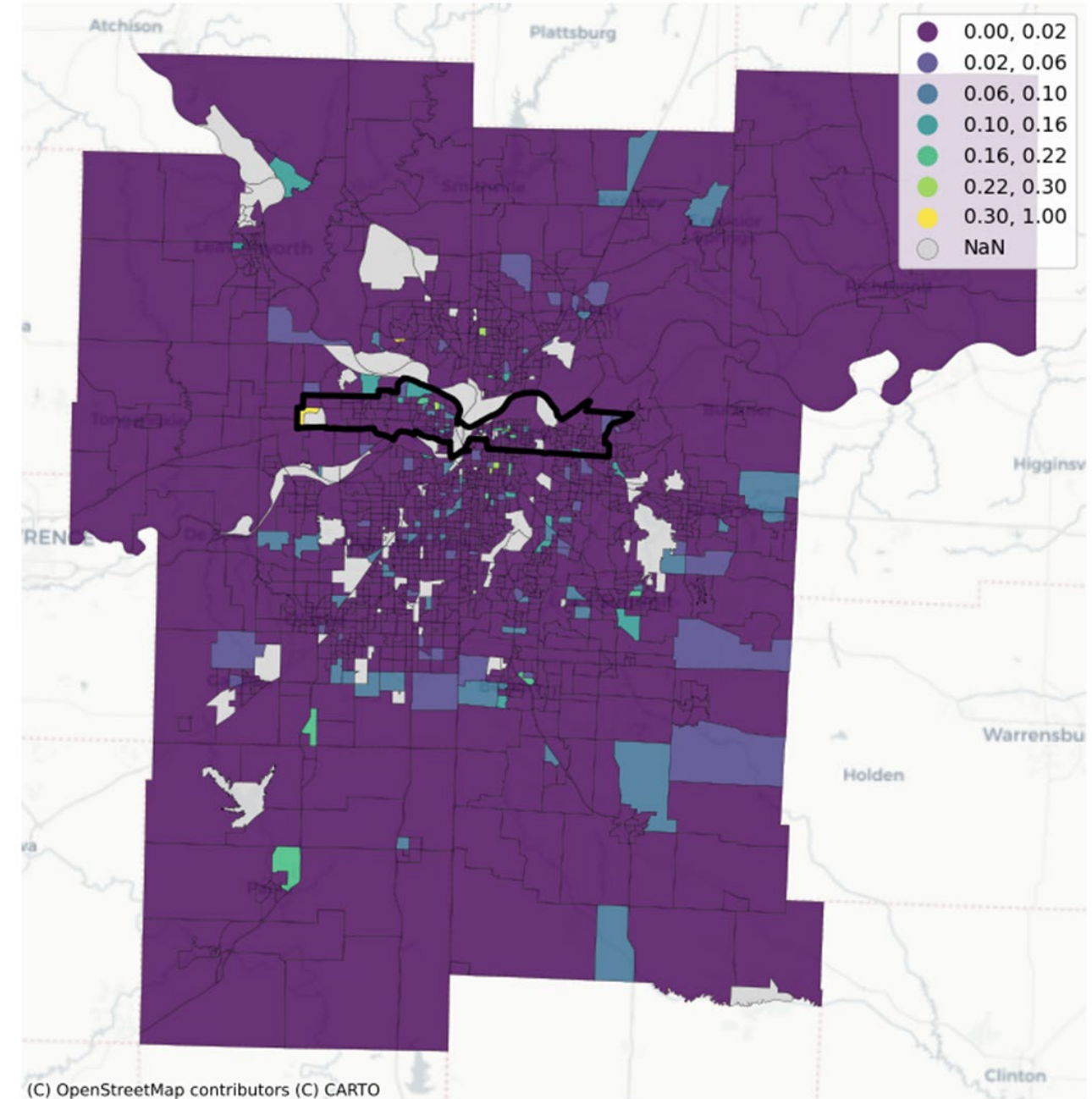
Variable: Ownership Inventory Rate (Owner-Occupied, Vacant for Sale divided by Total Owner-Occupied and Owned For Sale)

Comparison Rental Vacancy Rate

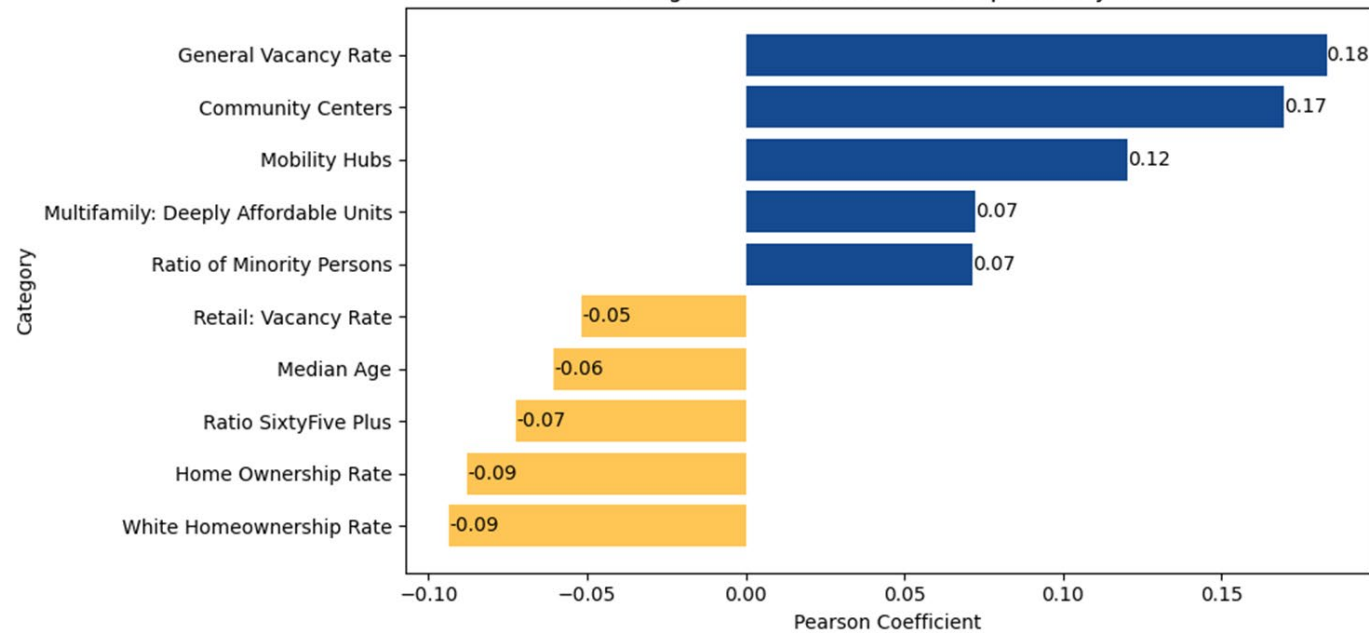
Metro: .8%
Corridor: 1.7%

Kansas City, MO: 0.7%
Kansas City, KS: 1.5%
Independence: 0.4%
Sugar Creek: 0%

Ownership Vacancy Rate



Strongest Correlations: Ownership Vacancy Rate

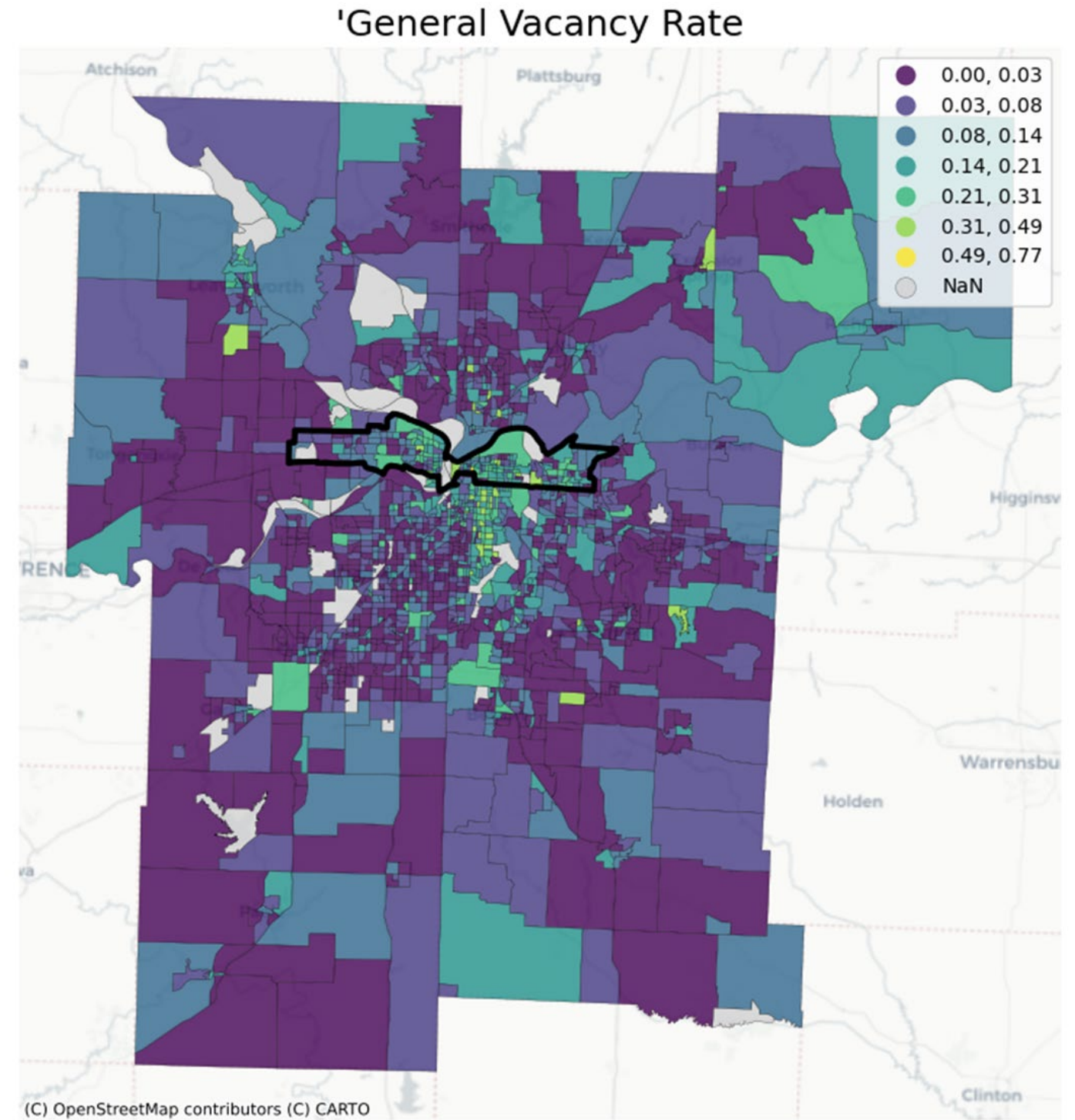
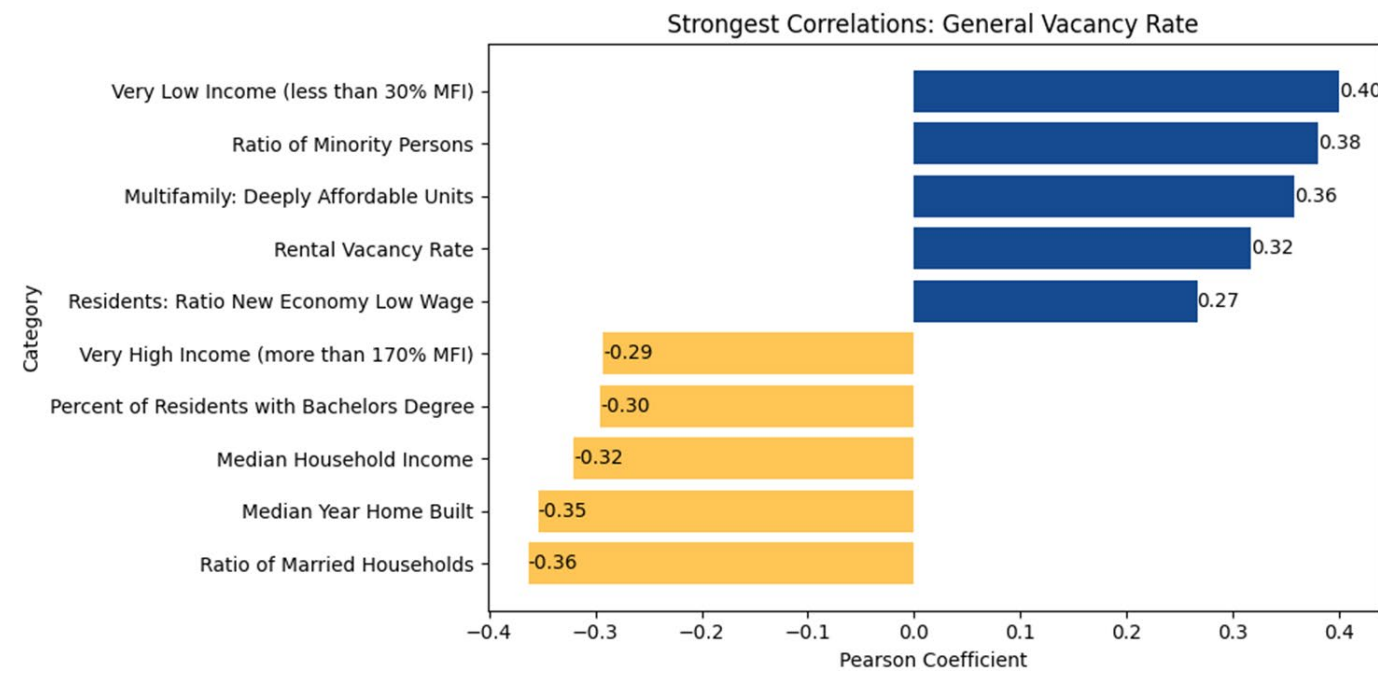


Variable: General Vacancy Rate

Comparison General Vacancy Rate

Metro: 7.5%
Corridor: 13.4%

Kansas City, MO: 10.5%
Kansas City, KS: 10.9%
Independence: 8.3%
Sugar Creek: 16.7%



Variable: Ratio Rent Burdened

Comparison

General Vacancy Rate

Metro: 42.1%

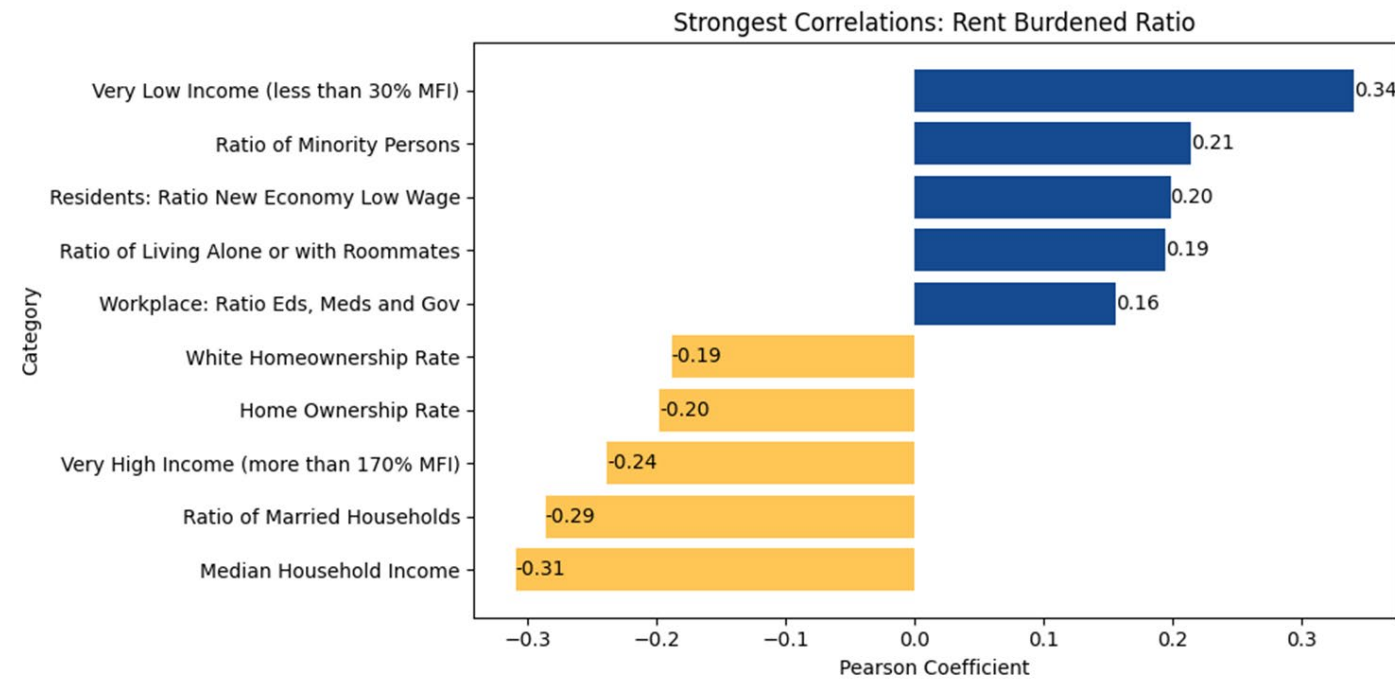
Corridor: 47.2%

Kansas City, MO: 44.8%

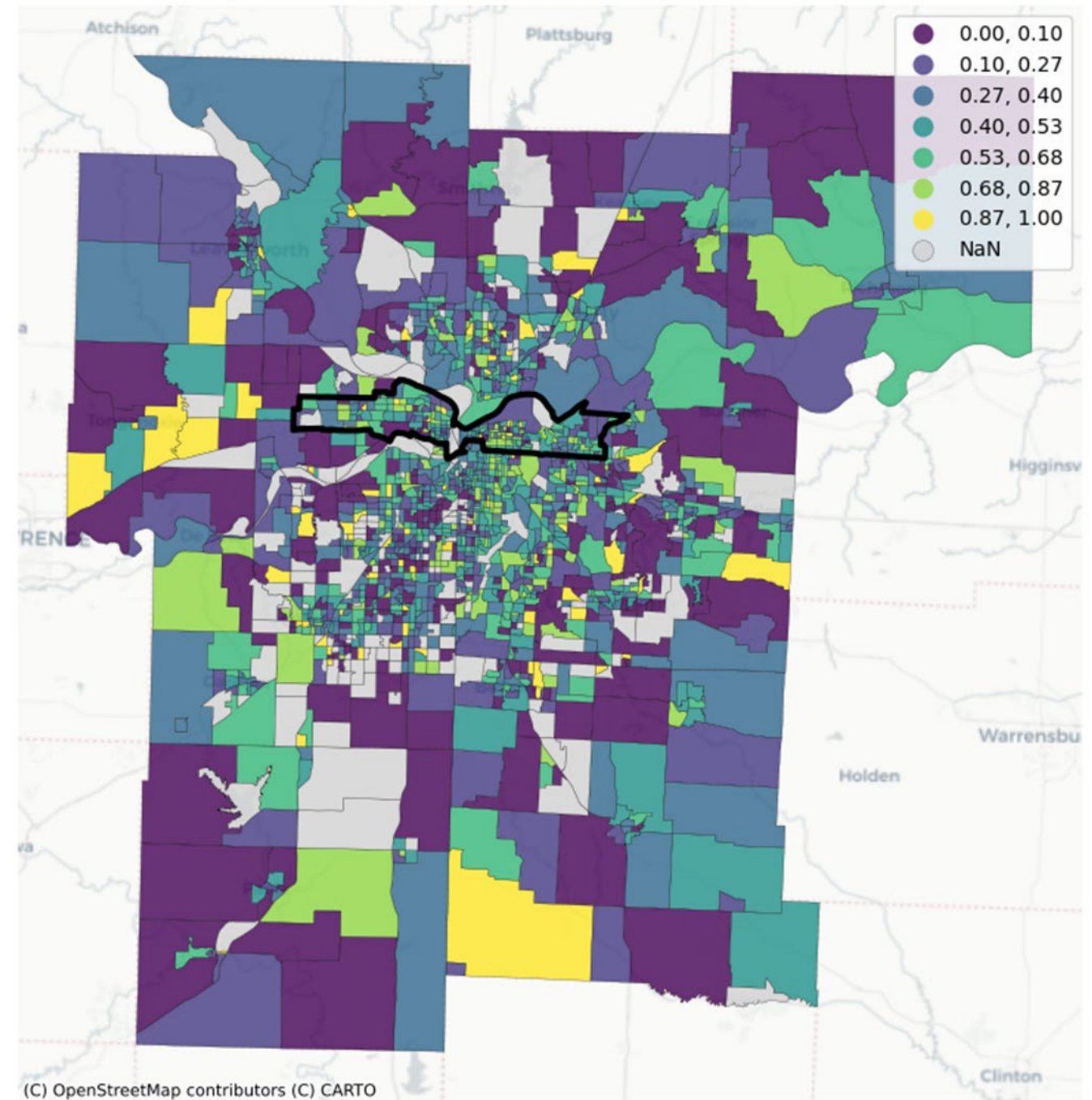
Kansas City, KS: 45.9%

Independence: 46.7%

Sugar Creek: 27.1%



Rent Burdened Ratio



Variable: New Multifamily Units (Since 2013)

Comparison

New Multifamily Units (% of total)

Metro: 49,855

Corridor: 7,533 (15.1%)

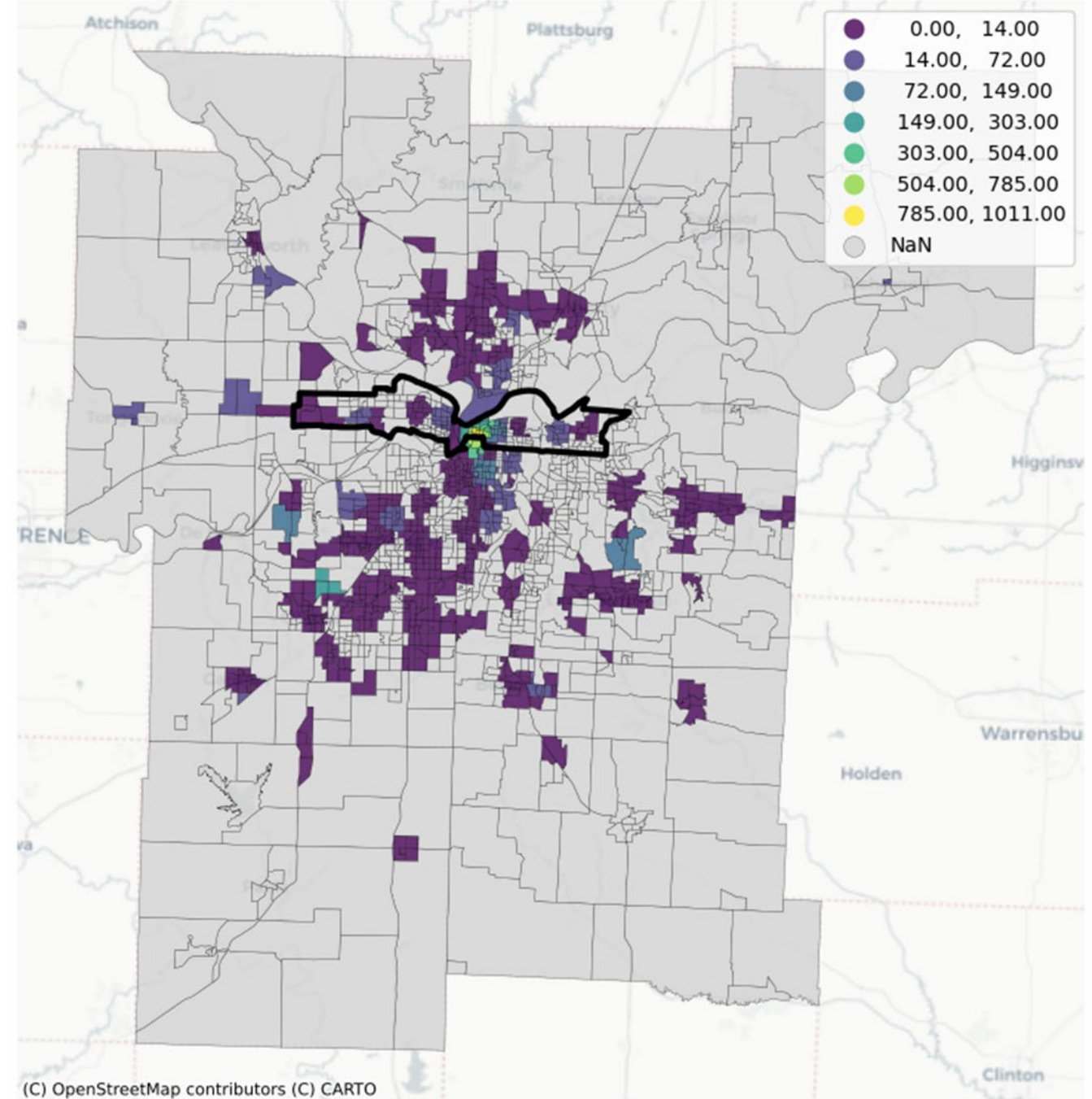
Kansas City, MO: 17,990 (36.1%)

Kansas City, KS: 2,124 (4.3%)

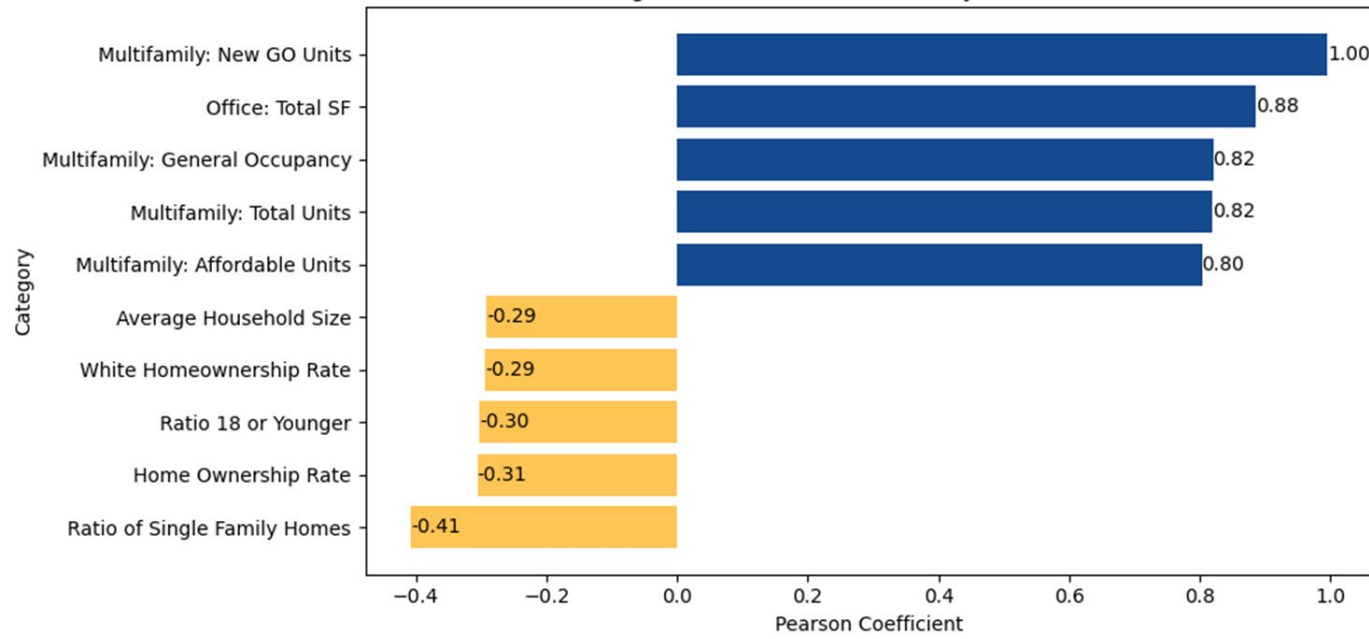
Independence: 631 (1.3%)

Sugar Creek: 0 (0%)

Multifamily: New Affordable



Strongest Correlations: MultiFamily: Total New Units



Variable: Total Multifamily Units

(*Costar includes most larger commercial multi-family buildings)

Comparison

Total Multifamily Units (% of total)

Metro: 210,729

Corridor: 26,513 (12.6%)

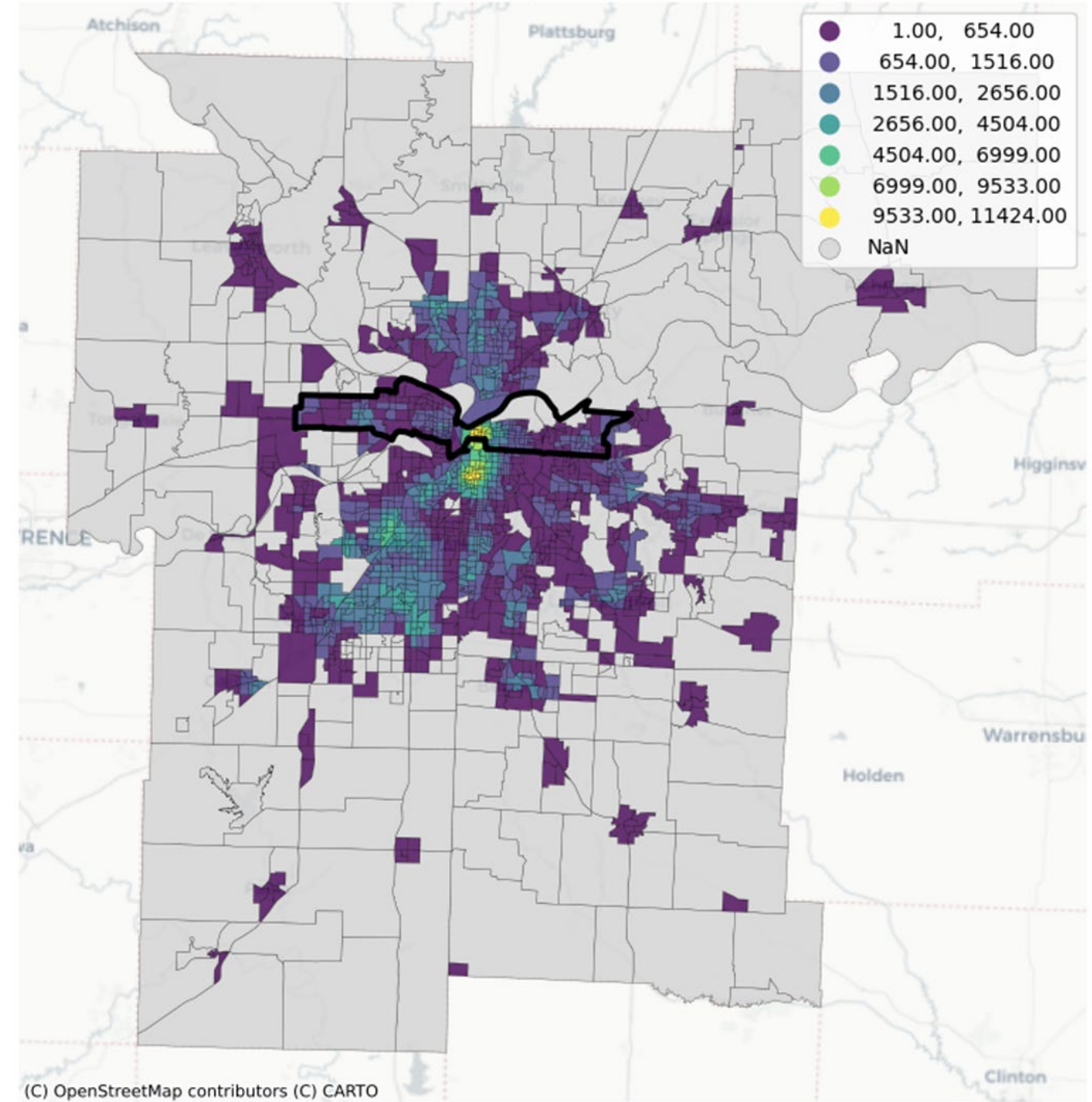
Kansas City, MO: 76,359 (36.2%)

Kansas City, KS: 110 (6.7%)

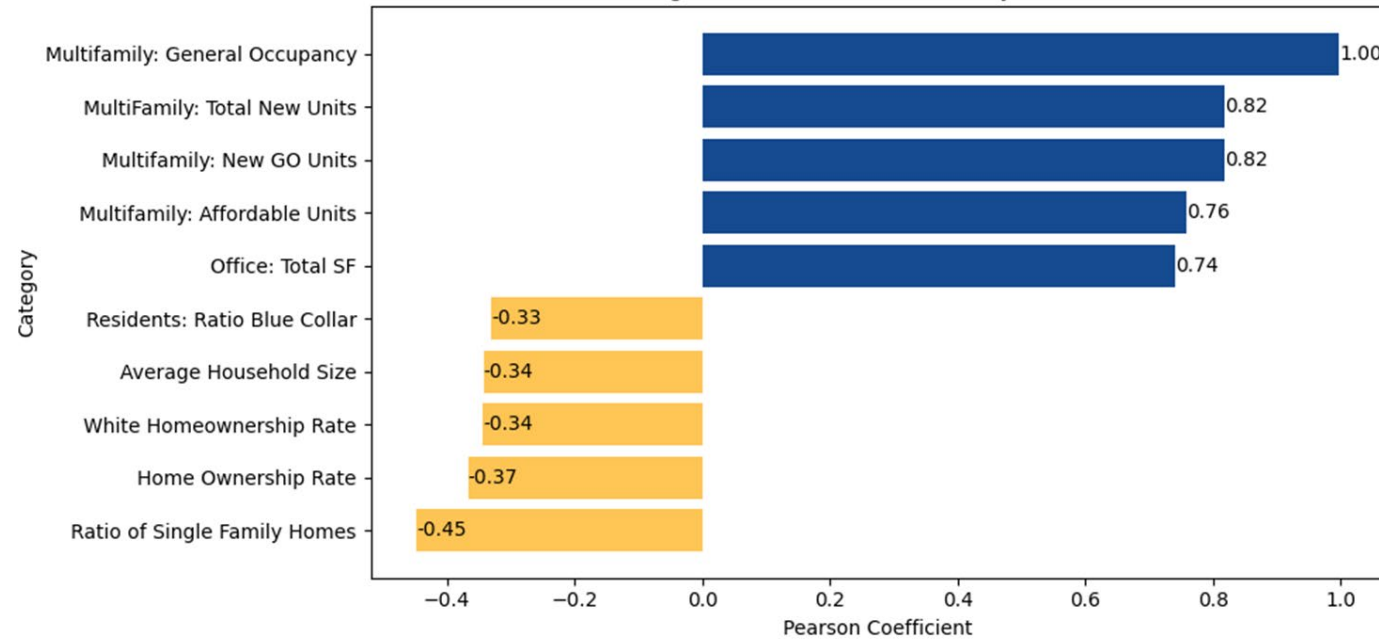
Independence: 8,132 (3.9%)

Sugar Creek: 0 (0%)

Multifamily: Total Units



Strongest Correlations: Multifamily: Total Units



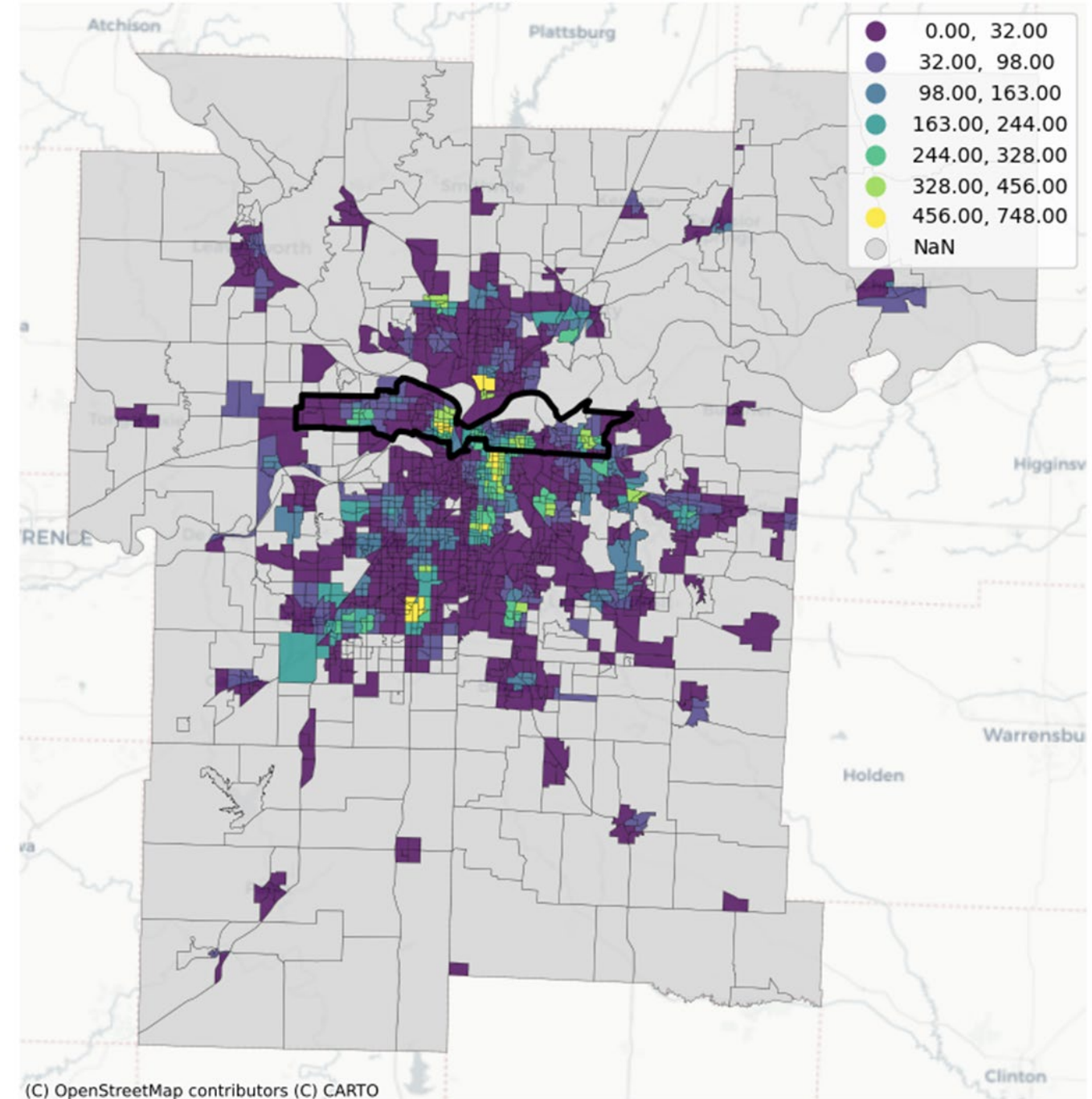
Variable: Total Senior Units

Comparison New Senior Units (% of total)

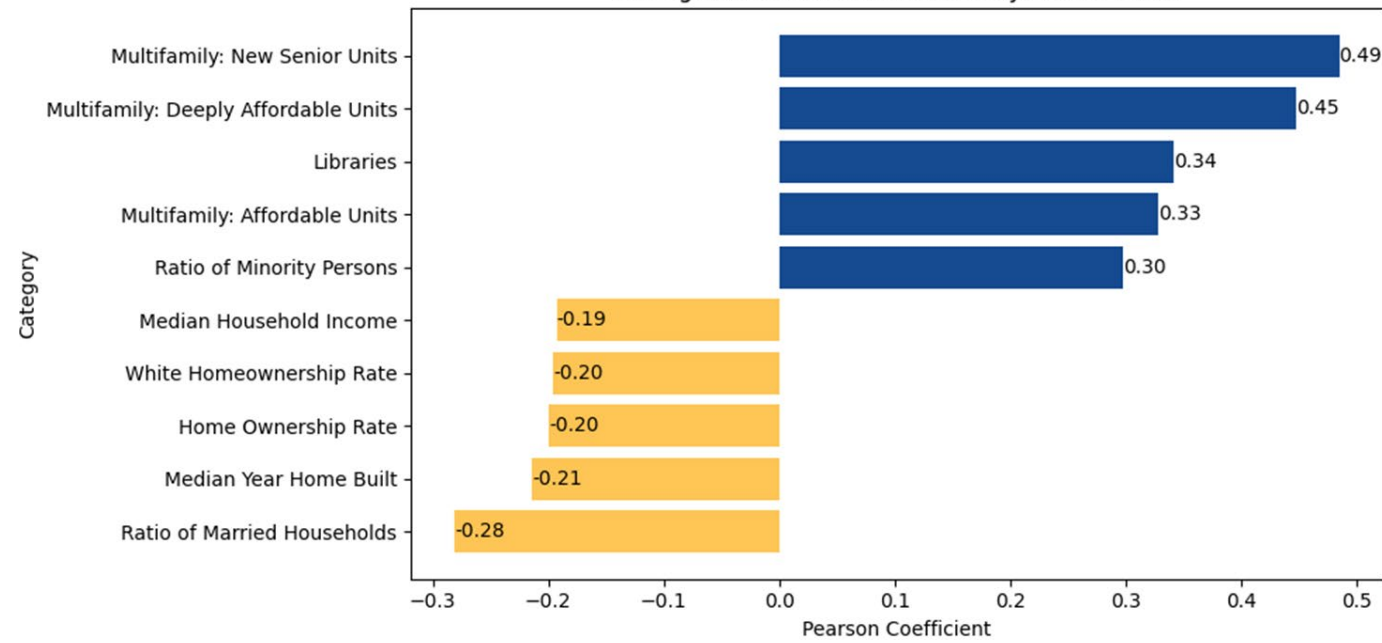
Metro: 13,801
Corridor: 2,320 (16.8%)

Kansas City, MO: 3,755 (27.2%)
Kansas City, KS: 1,204 (8.7%)
Independence: 1,106 (8%)
Sugar Creek: 0 (0%)

Multifamily: Senior Units



Strongest Correlations: Multifamily: Senior Units

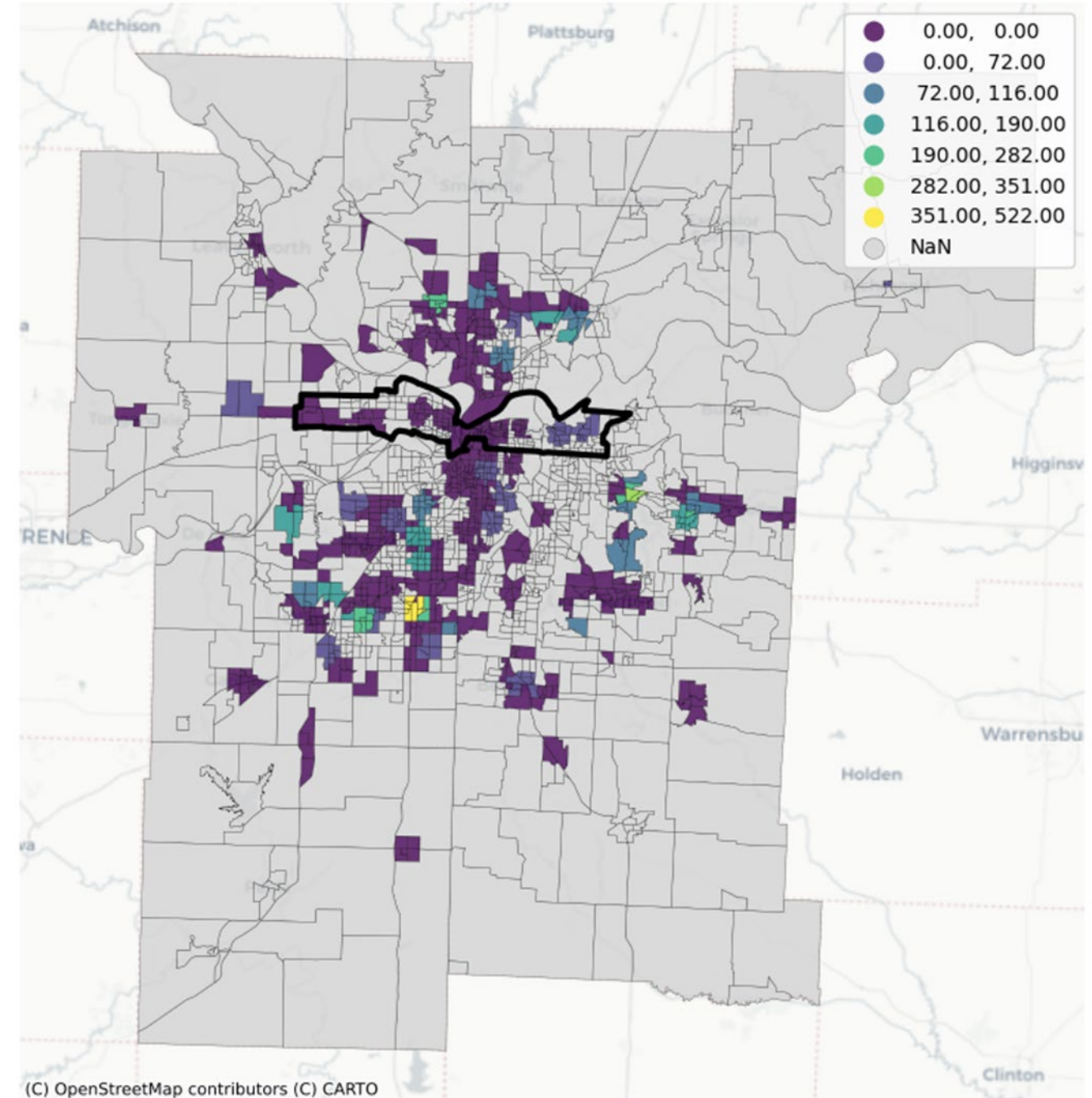


Variable: New Senior Units (Since 2013)

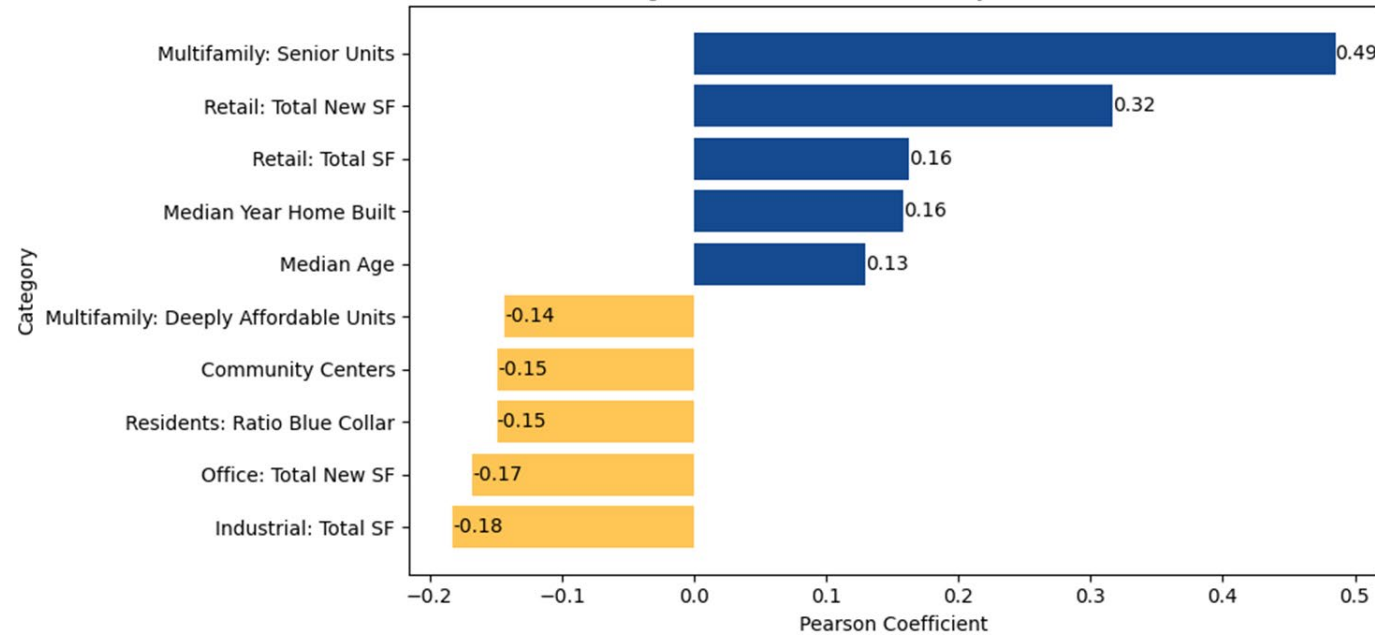
Comparison New Senior Units (% of total)

Metro: 3,985
 Corridor: 95 (2.4%)
 Kansas City, MO: 950 (23.8%)
 Kansas City, KS: 0 (0%)
 Independence: 351 (8.8%)
 Sugar Creek: 0 (0%)

Multifamily: New Senior Units



Strongest Correlations: Multifamily: New Senior Units



Variable: LIHTC/Light Subsidy Units

Comparison

LIHTC/Light Subsidy Units (% of total)

Metro: 16,743

Corridor: 3,981 (23.8%)

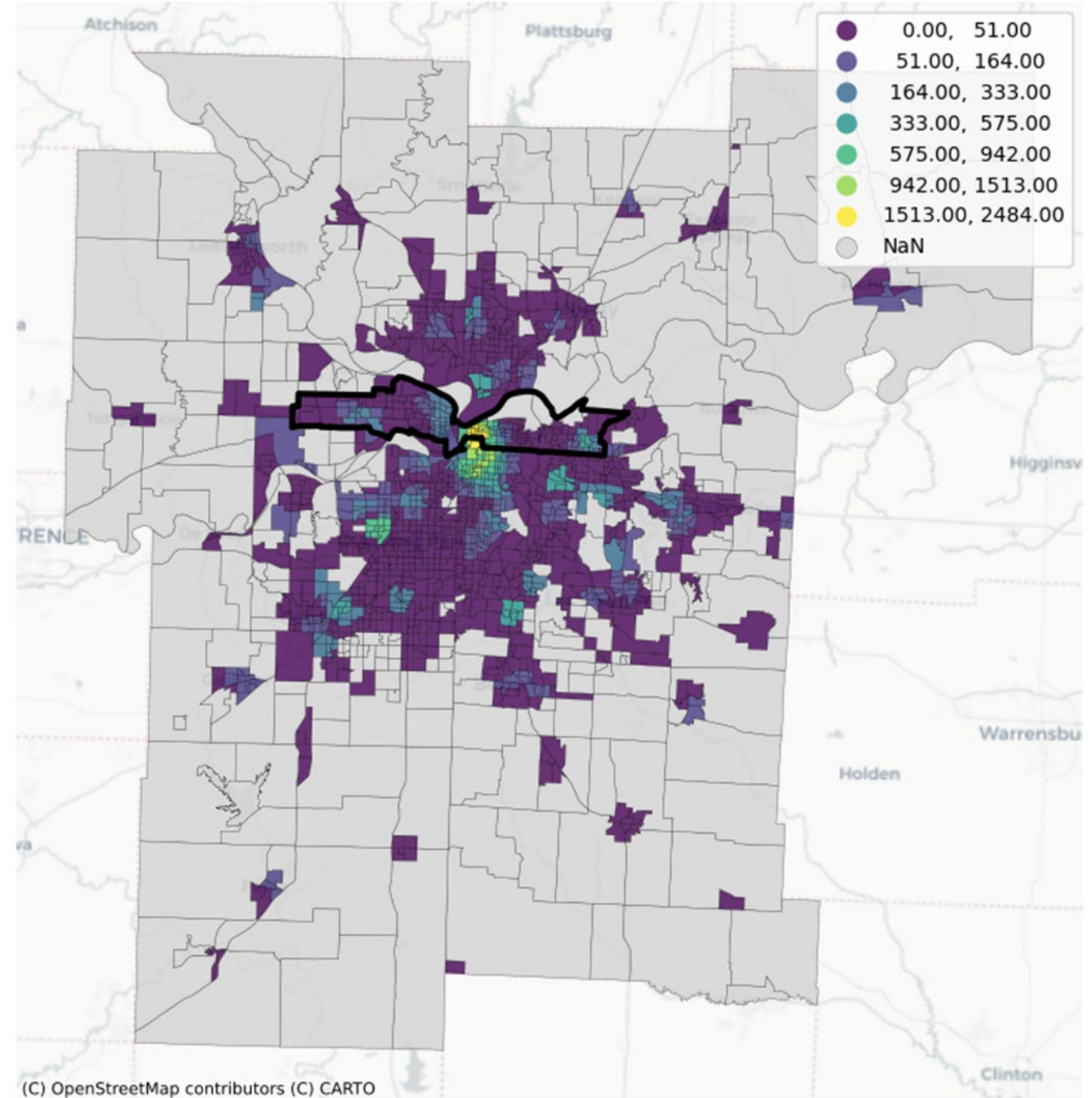
Kansas City, MO: 7,692 (45.9%)

Kansas City, KS: 1,428 (8.5%)

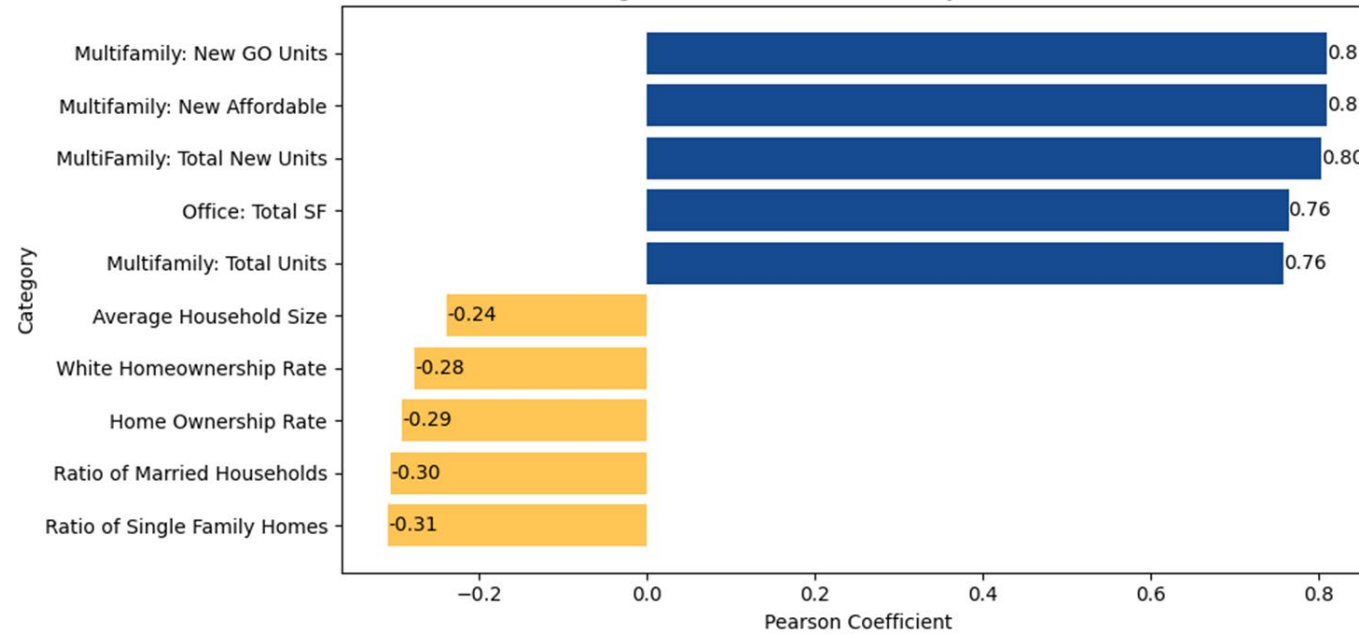
Independence: 581 (3.5%)

Sugar Creek: 0 (0%)

Multifamily: Affordable Units



Strongest Correlations: Multifamily: Affordable Units



Variable: New LIHTC/Light Subsidy Units (Since 2013)

Comparison

LIHTC/Light Subsidy Units (% of total)

Metro: 2,733

Corridor: 808 (2.4%)

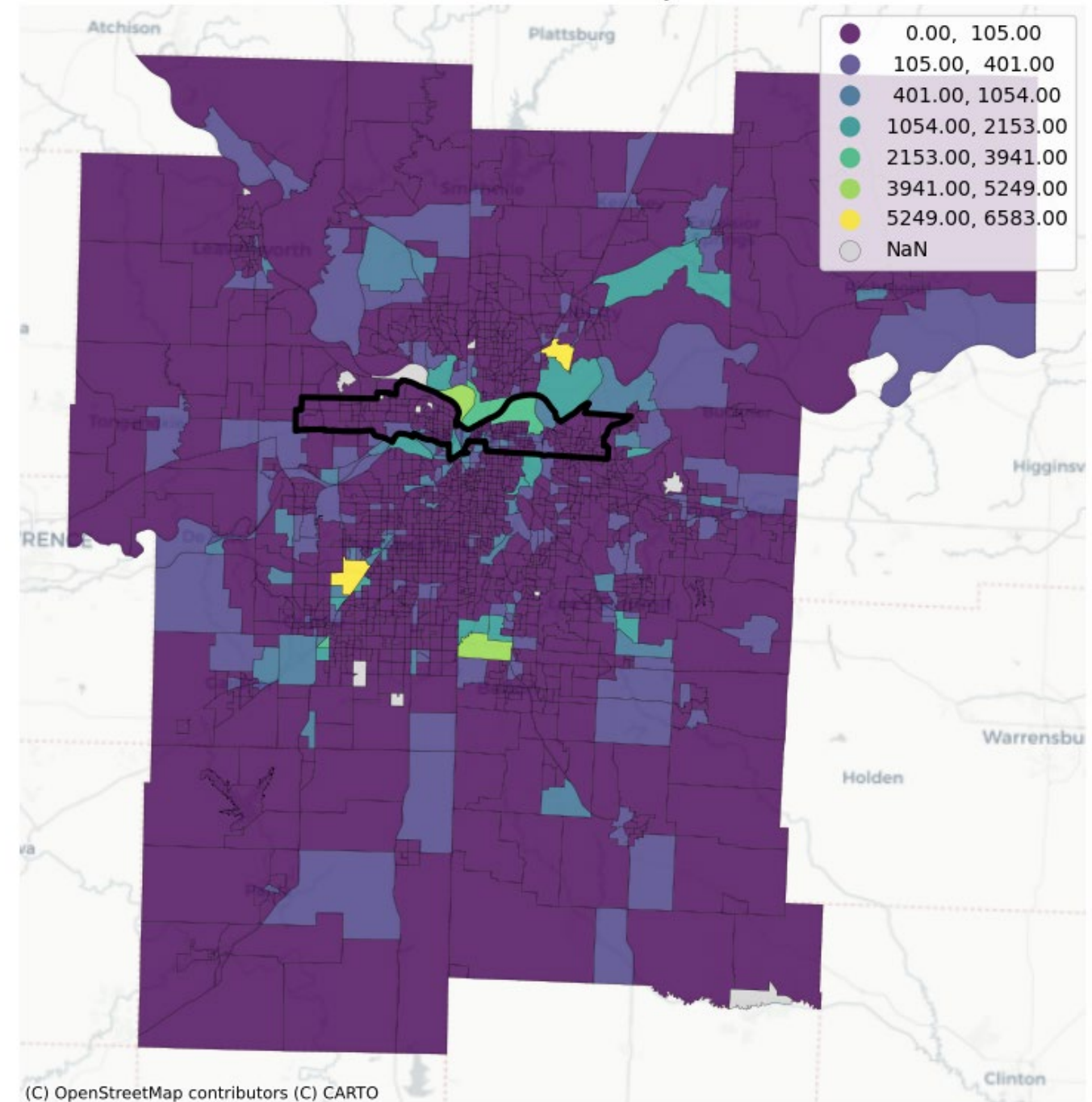
Kansas City, MO: 1,535 (23.8%)

Kansas City, KS: 110 (0%)

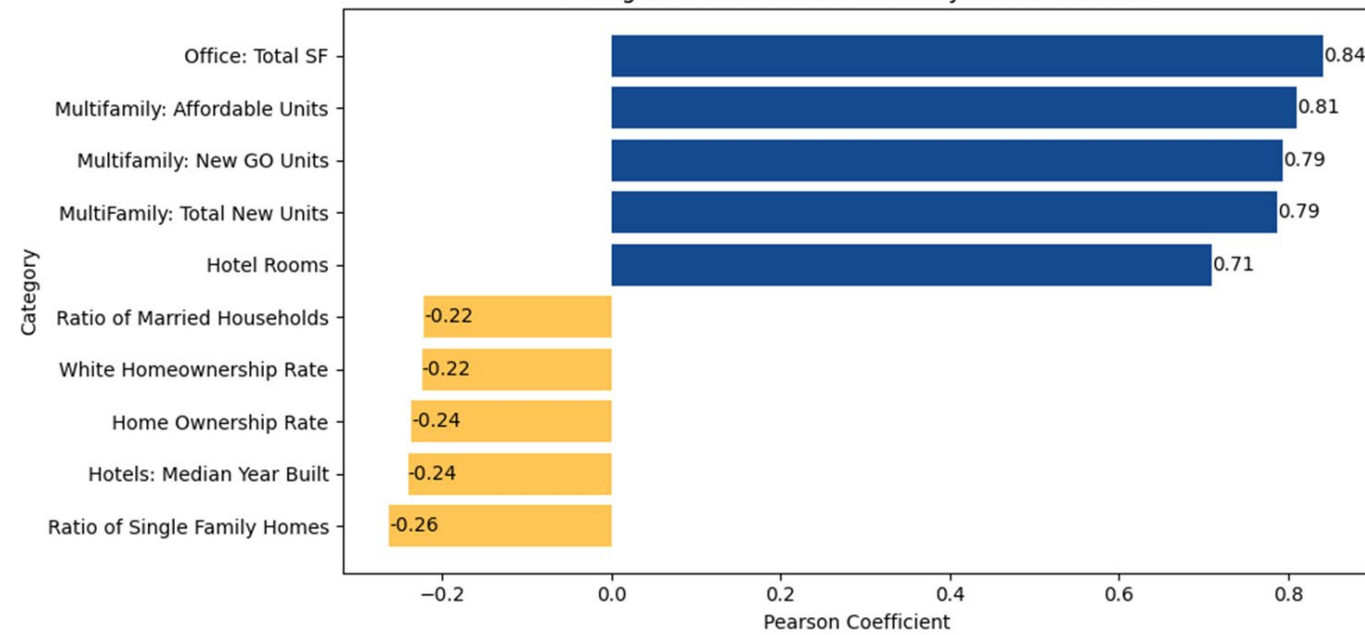
Independence: 0 (8.8%)

Sugar Creek: 0 (0%)

Blue Collar: Workplace



Strongest Correlations: Multifamily: New Affordable



Variable: deep subsidy (section 8)

Comparison

Deep Subsidy Units (% of total)

Metro: 14,600

Corridor: 4,540 (31.1%)

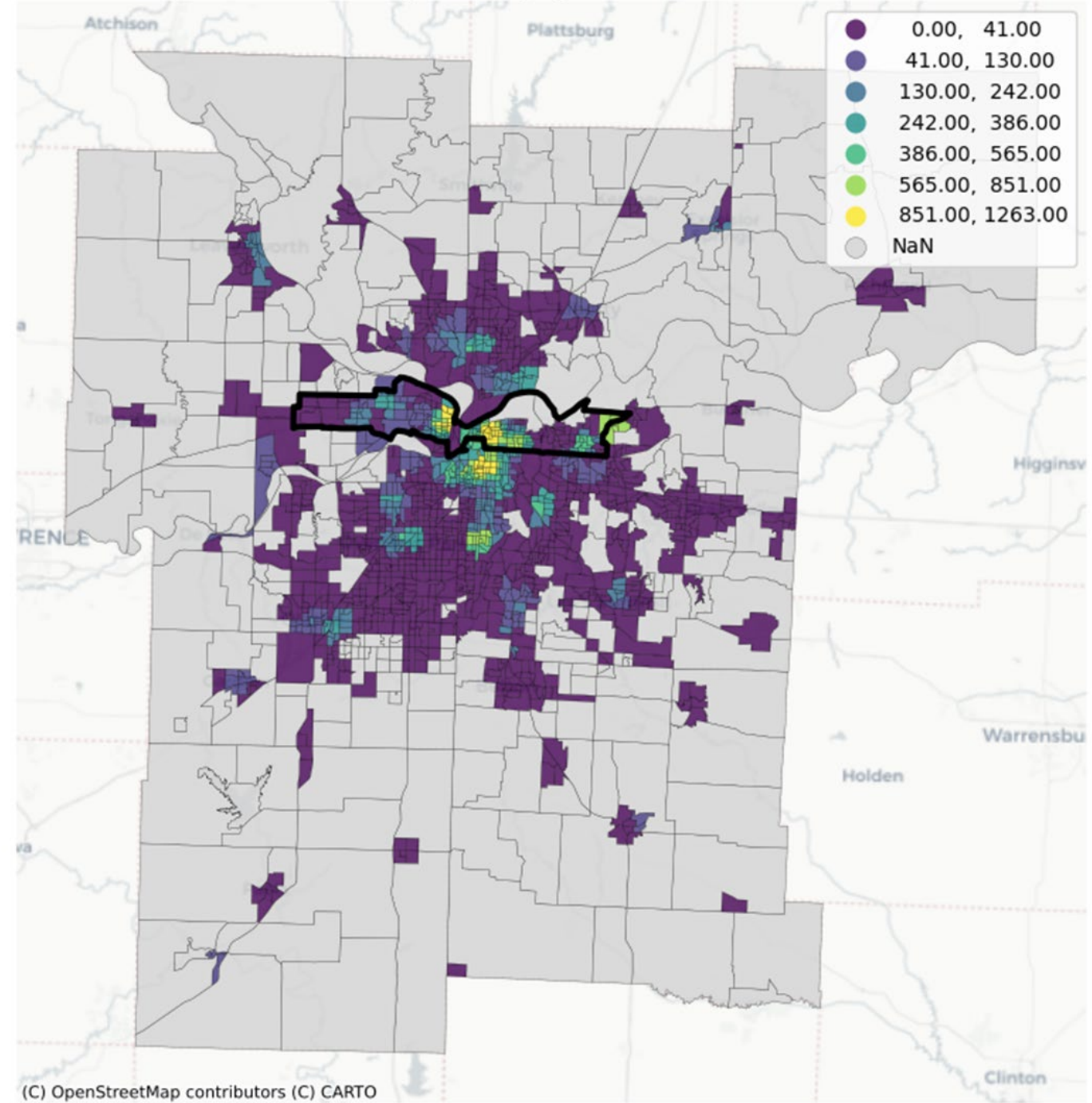
Kansas City, MO: 6,876 (47.1%)

Kansas City, KS: 2,688 (18.4%)

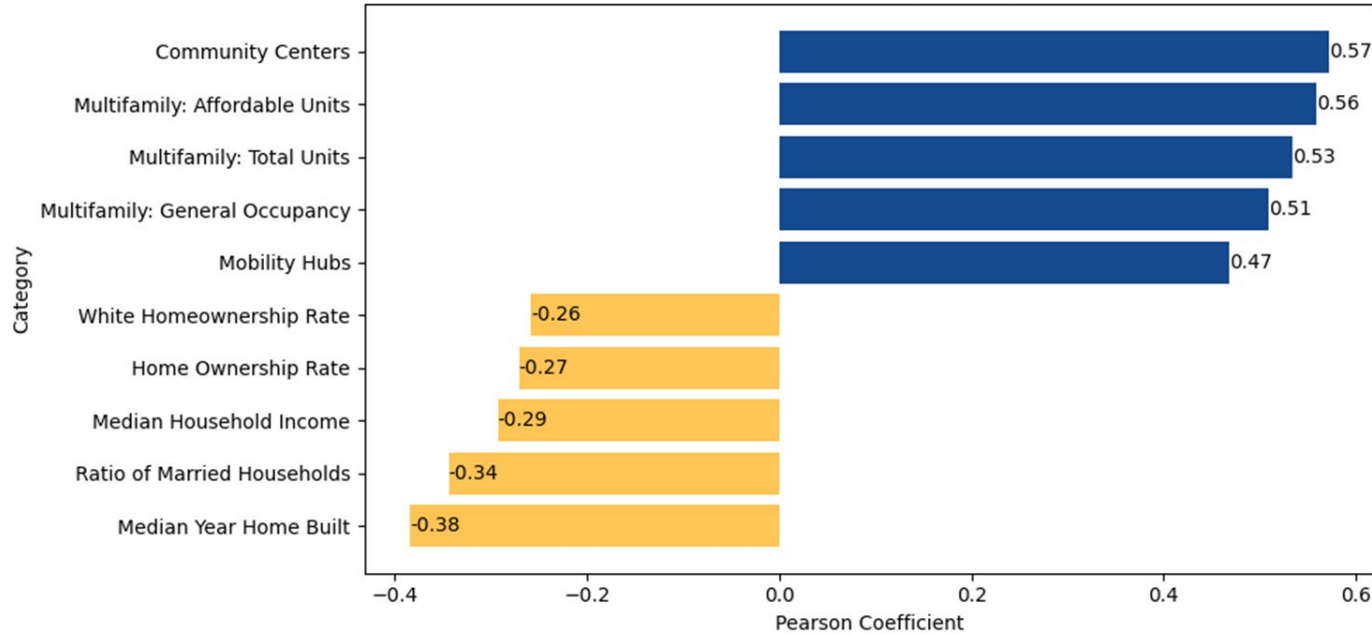
Independence: 1,364 (9.3%)

Sugar Creek: 0 (0%)

Multifamily: Deeply Affordable Units



Strongest Correlations: Multifamily: Deeply Affordable Units



Variable: workplace area – total jobs

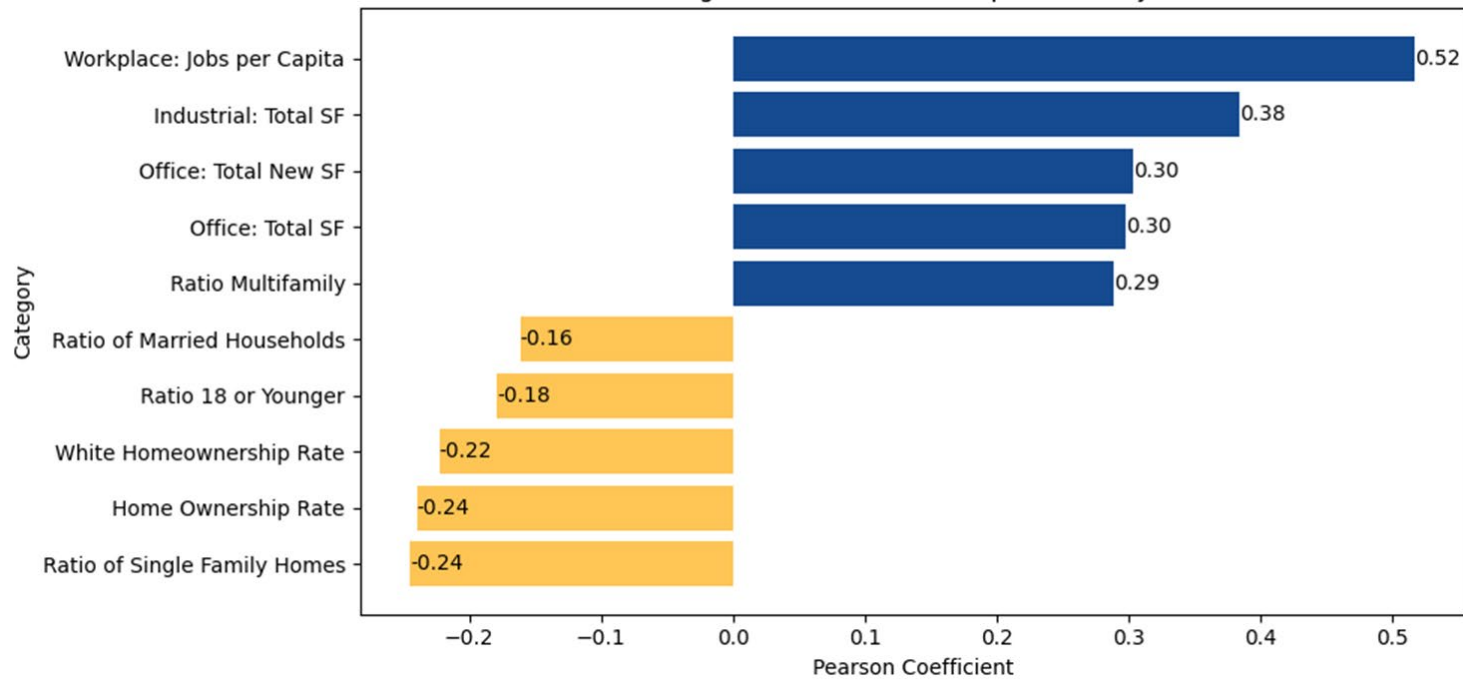
Comparison

Workplace Area: Total Jobs
(% of total)

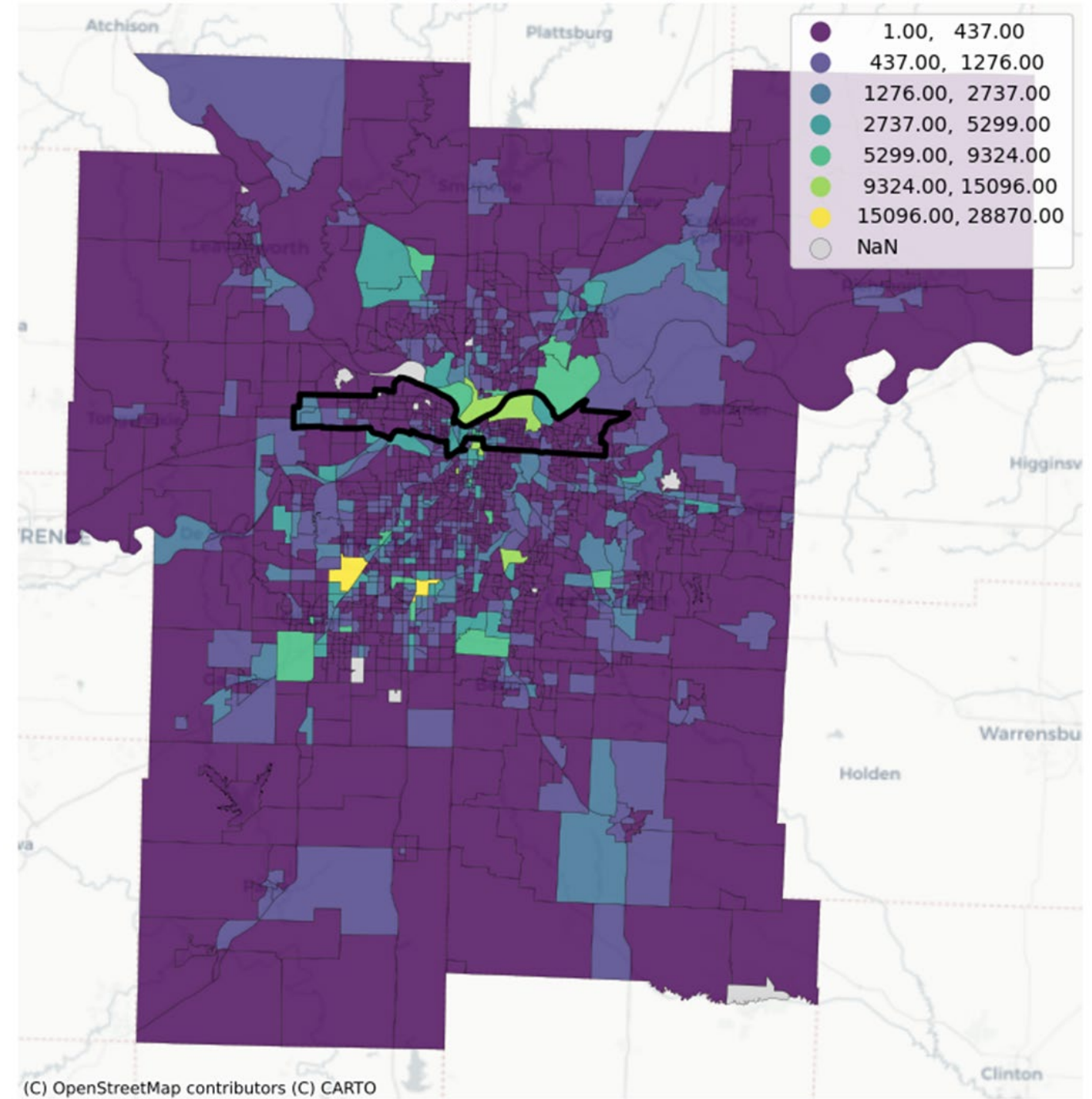
Metro: 1,054,415
Corridor: 108,821 (10.3%)

Kansas City, MO: 309,299 (29.3%)
Kansas City, KS: 80,158 (7.6%)
Independence: 38,393 (3.6%)
Sugar Creek: 1,126 (0.1%)

Strongest Correlations: Workplace: Total Jobs



Workplace: Total Jobs

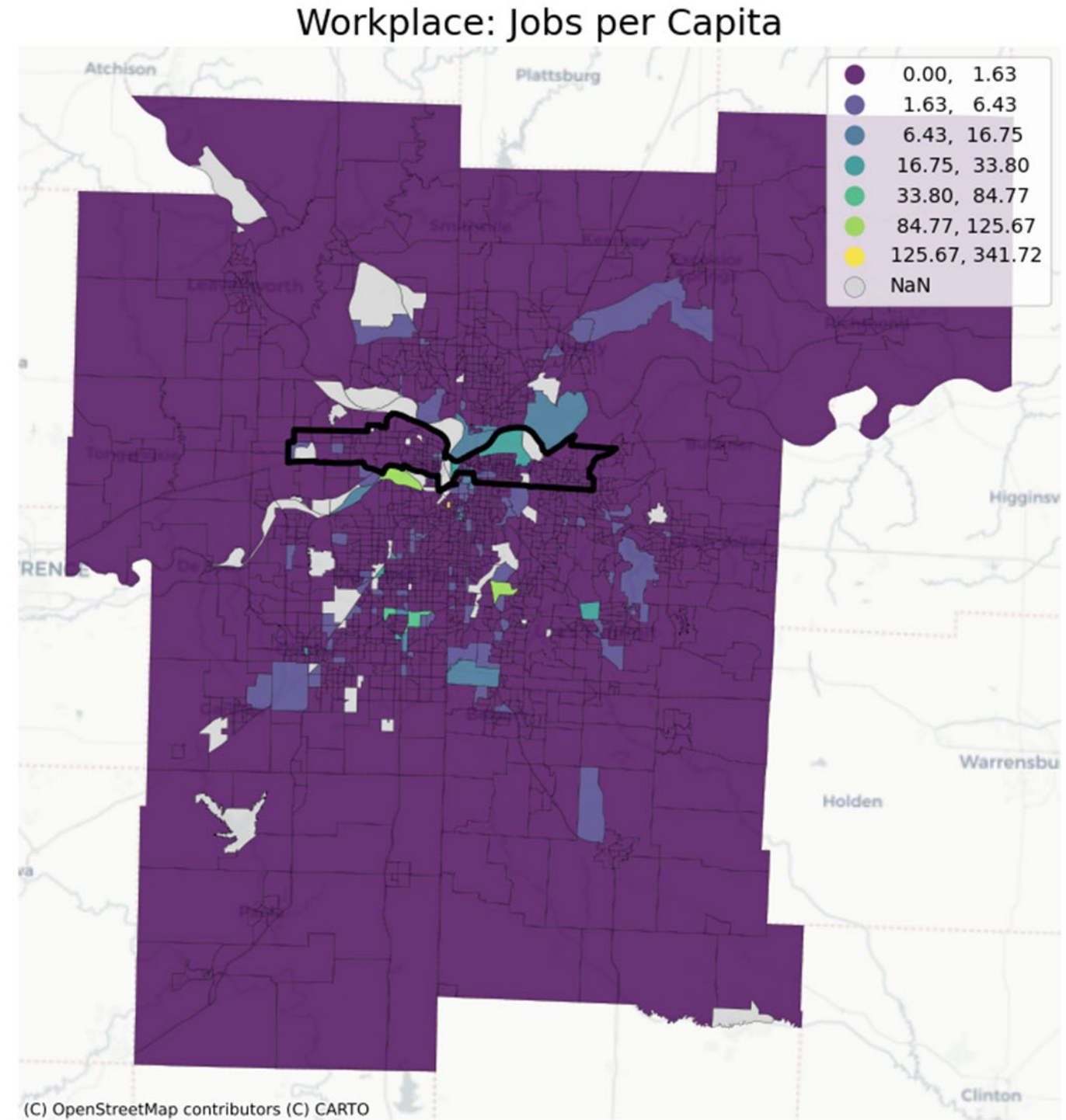


Variable: Workplace – Jobs per capita

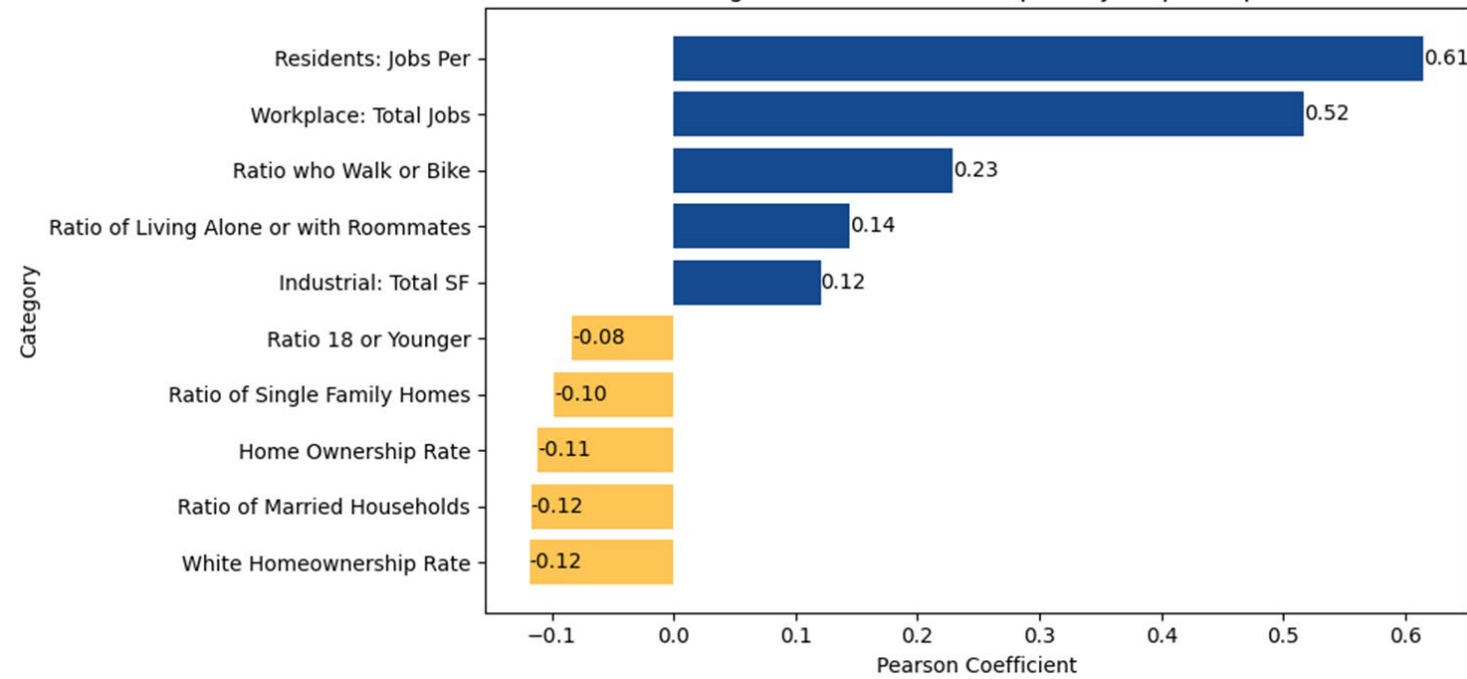
Comparison Workplace Jobs per Capita

Metro: .481
Corridor: .570

Kansas City, MO: .611
Kansas City, KS: .516
Independence: .314
Sugar Creek: .347



Strongest Correlations: Workplace: Jobs per Capita



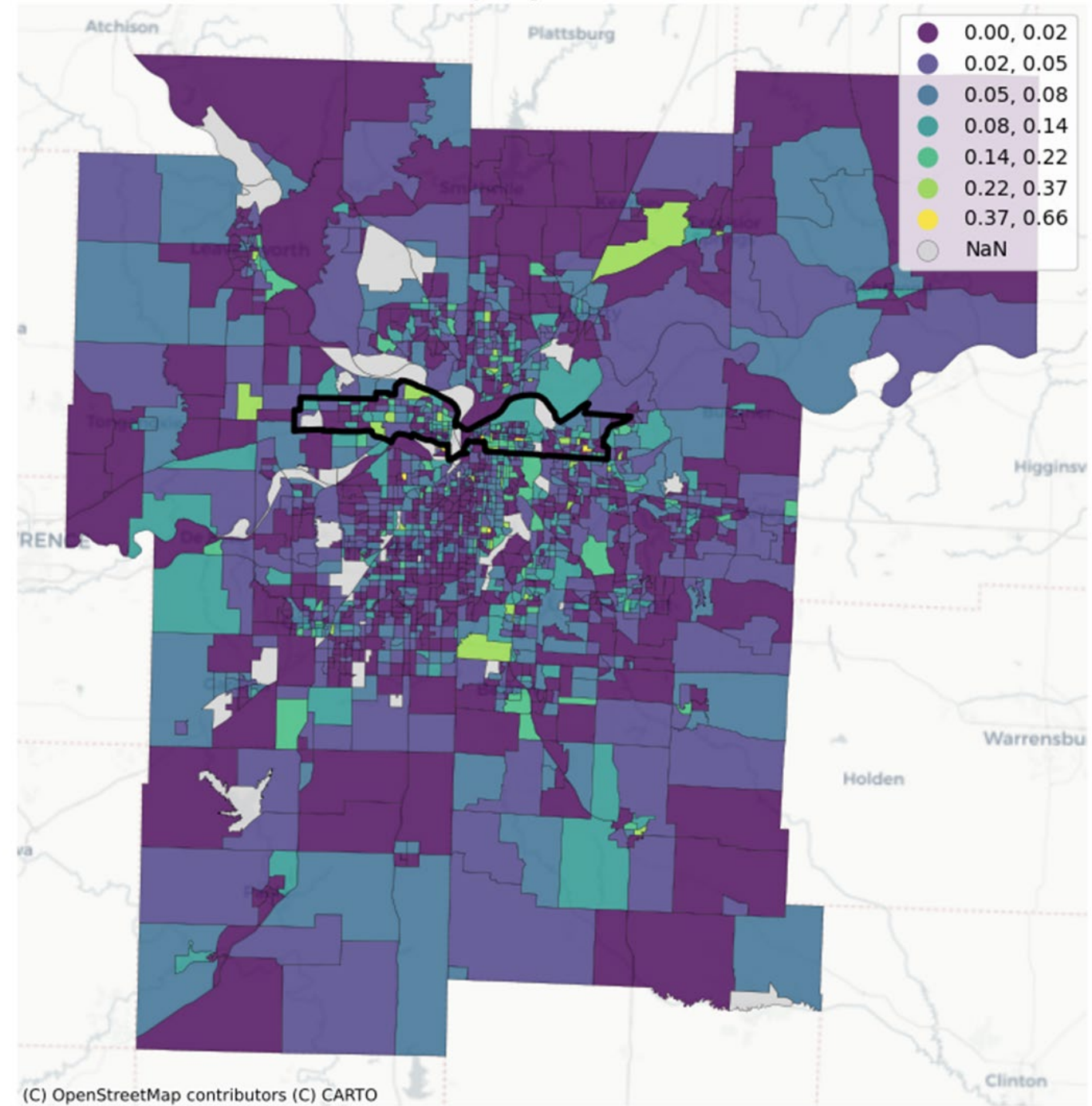
Variable: unemployment rate

Comparison Unemployment Rate

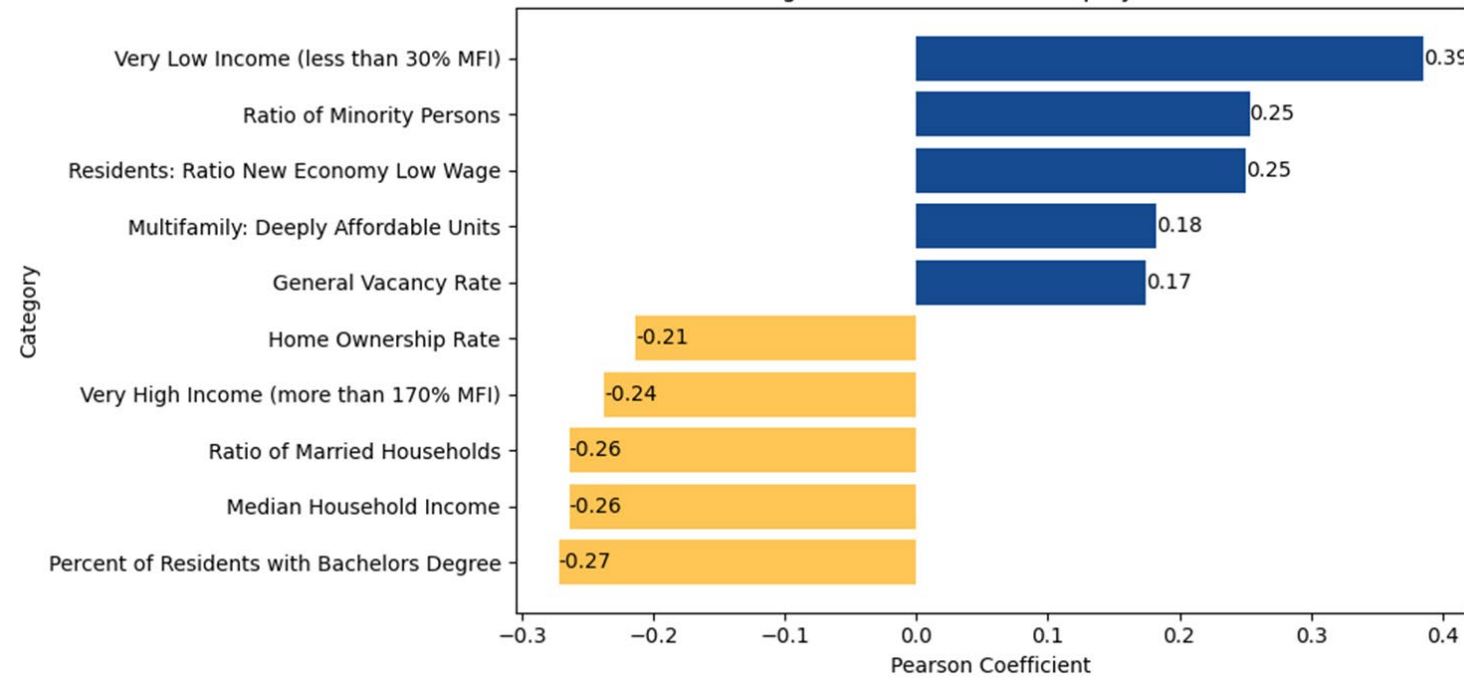
Metro: 4.2%
Corridor: 6.8%

Kansas City, MO: 4.8%
Kansas City, KS: 6.0%
Independence: 6.2%
Sugar Creek: 5.8%

Unemployment Rate



Strongest Correlations: Unemployment Rate



Variable: workplace – ratio of eds, meds and gov

Comparison

Workplace: Eds, Meds and Gov

Metro: 26.5%

Corridor: 23%

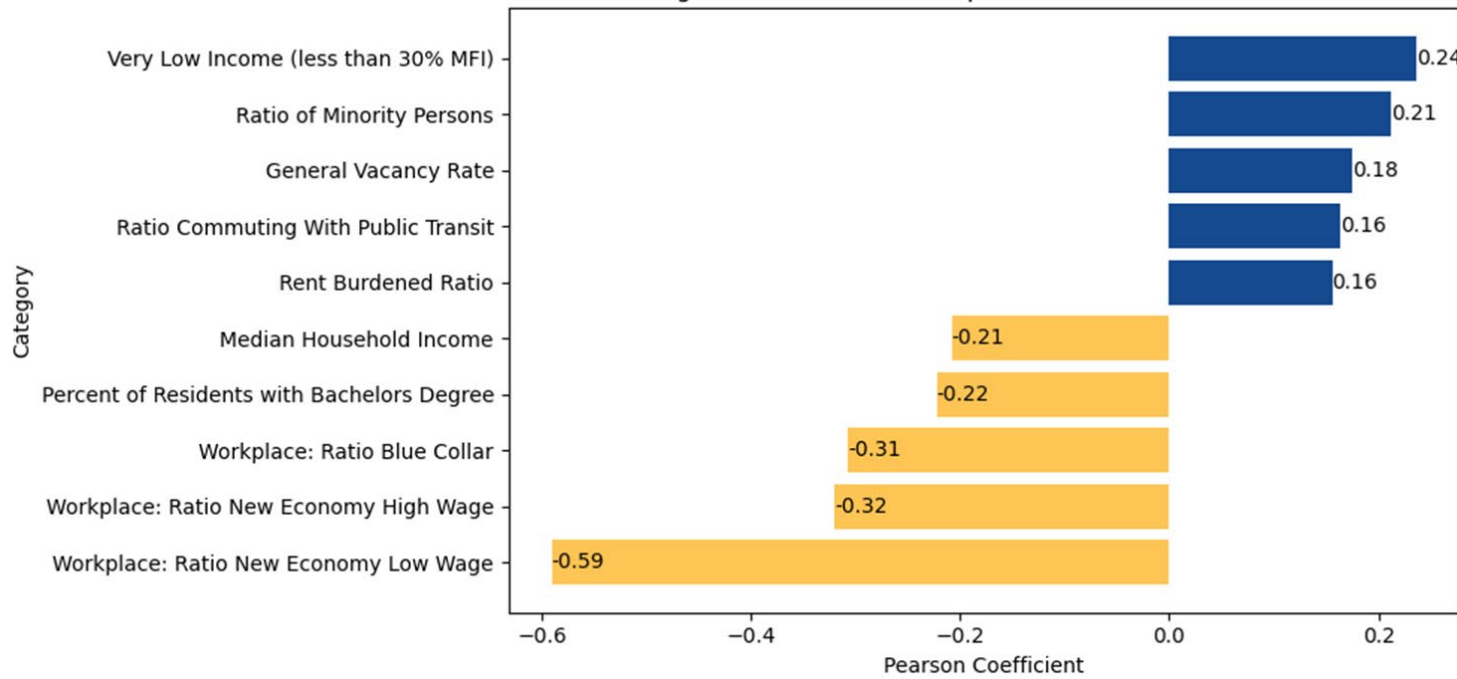
Kansas City, MO: 27.7%

Kansas City, KS: 33.7%

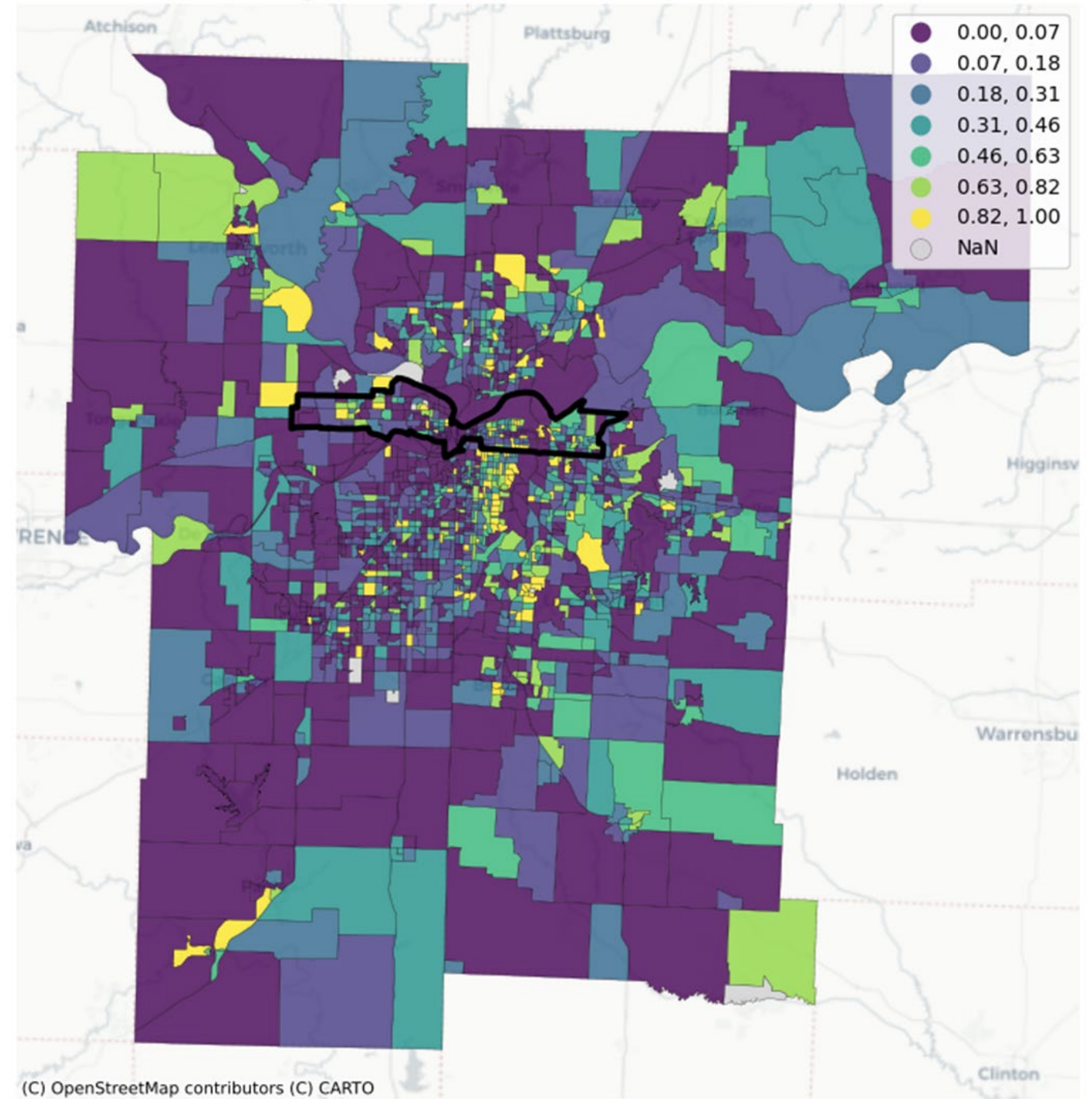
Independence: 29.6%

Sugar Creek: 9.5%

Strongest Correlations: Workplace: Ratio Eds, Meds and Gov



Workplace: Ratio Eds, Meds and Gov



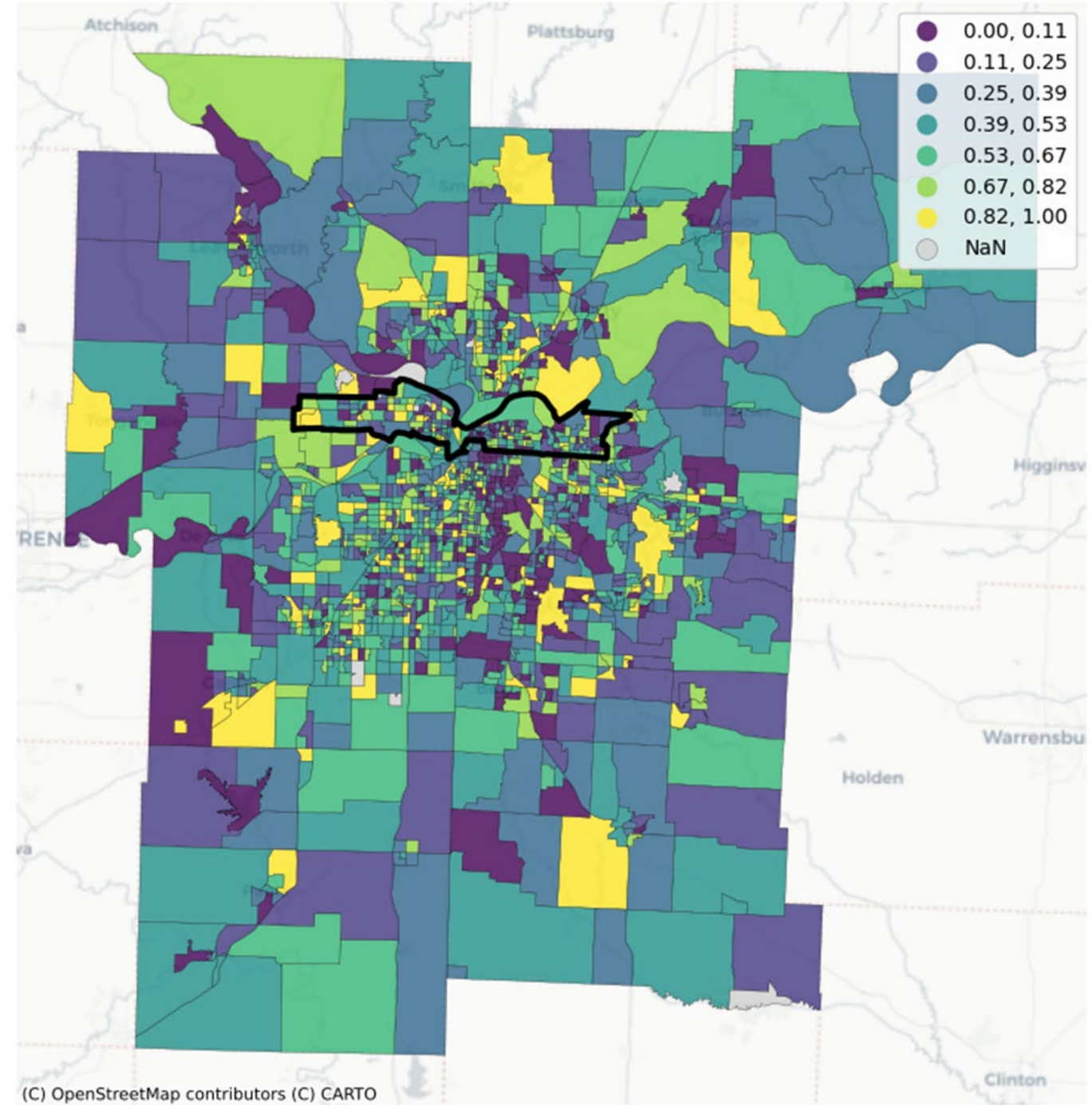
Variable: workplace – new economy low wage jobs

Comparison
Workplace Area: NELW

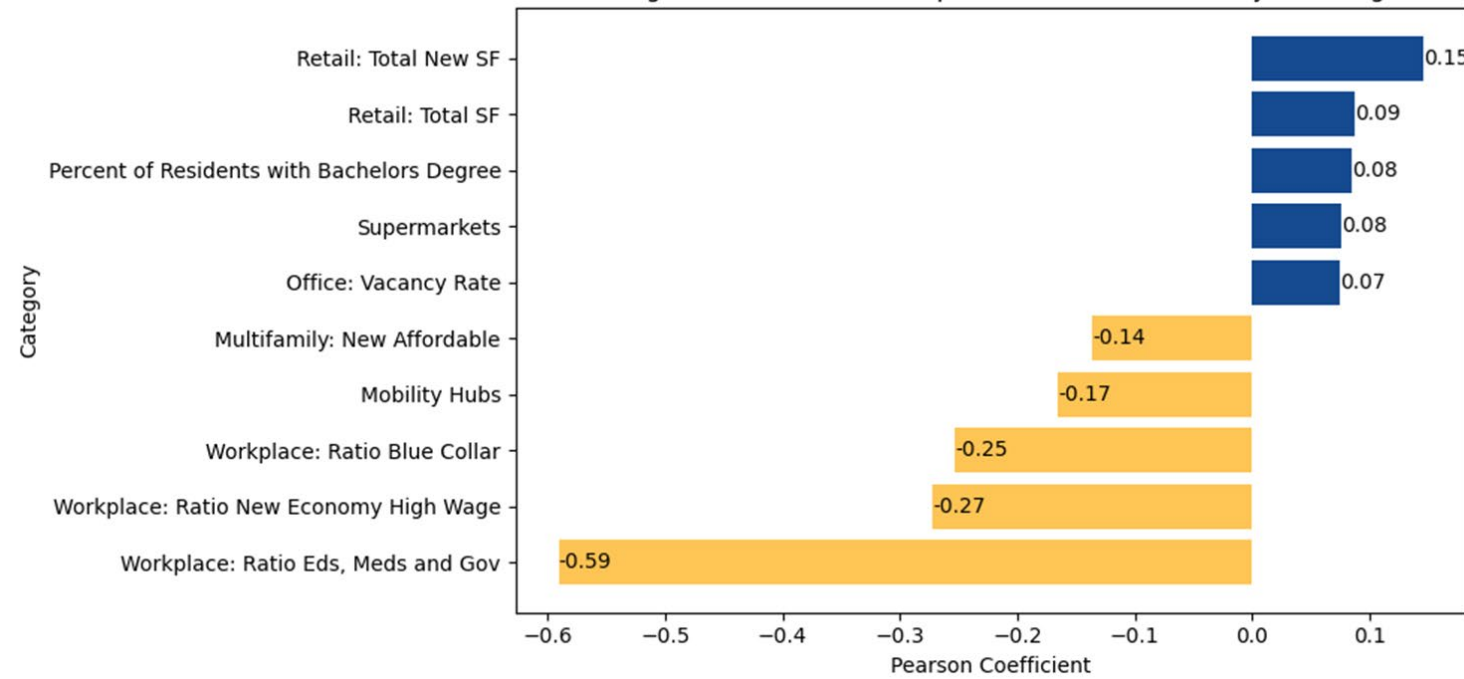
Metro: 20.2%
Corridor: 24.7%

Kansas City, MO: 27.3%
Kansas City, KS: 6.6%
Independence: 10.5%
Sugar Creek: 4.2%

Workplace: Ratio New Economy Low Wage



Strongest Correlations: Workplace: Ratio New Economy Low Wage



Variable: workplace area – new economy high wage jobs

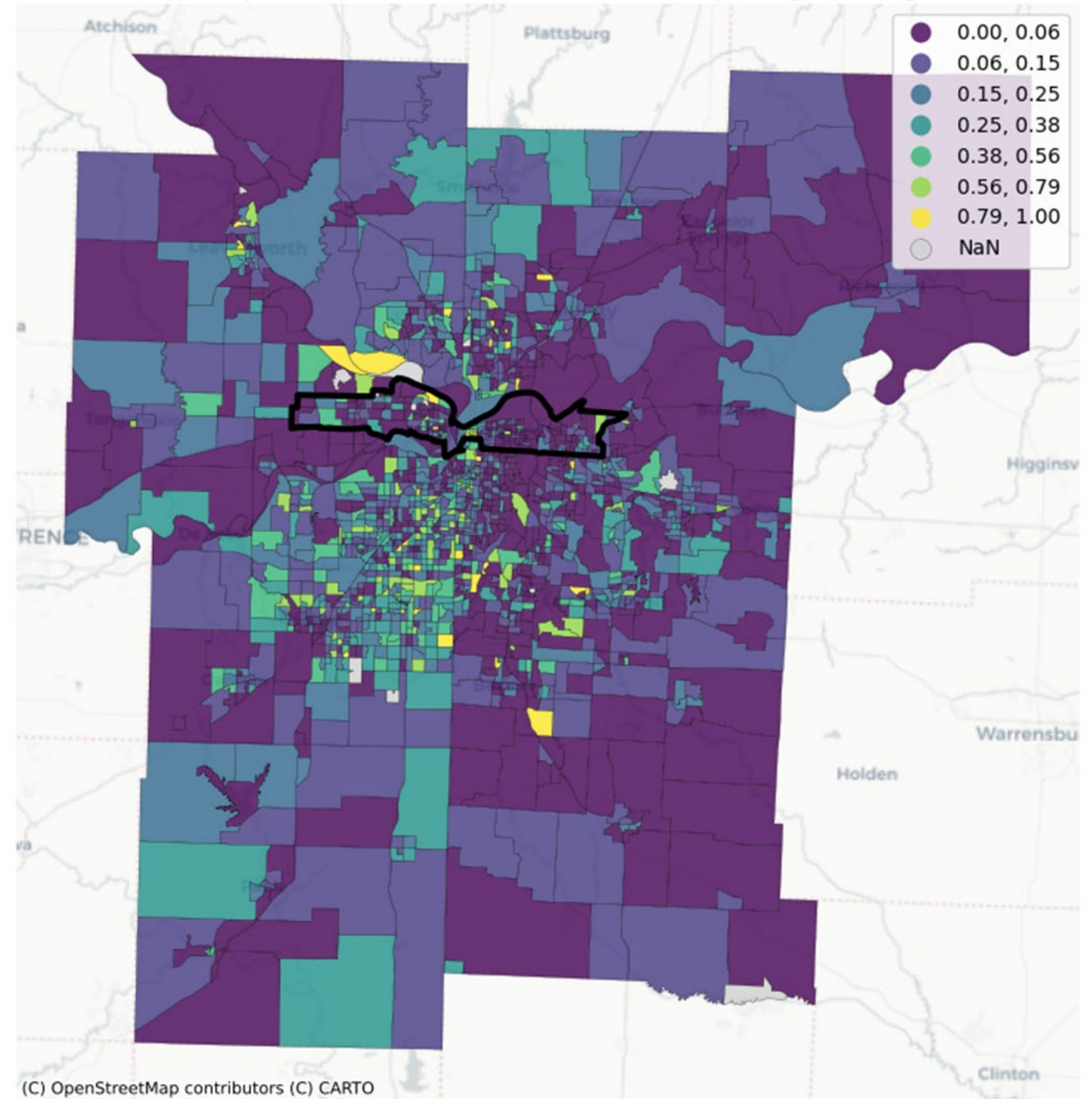
Comparison

Workplace Area: Total Jobs
(% of total)

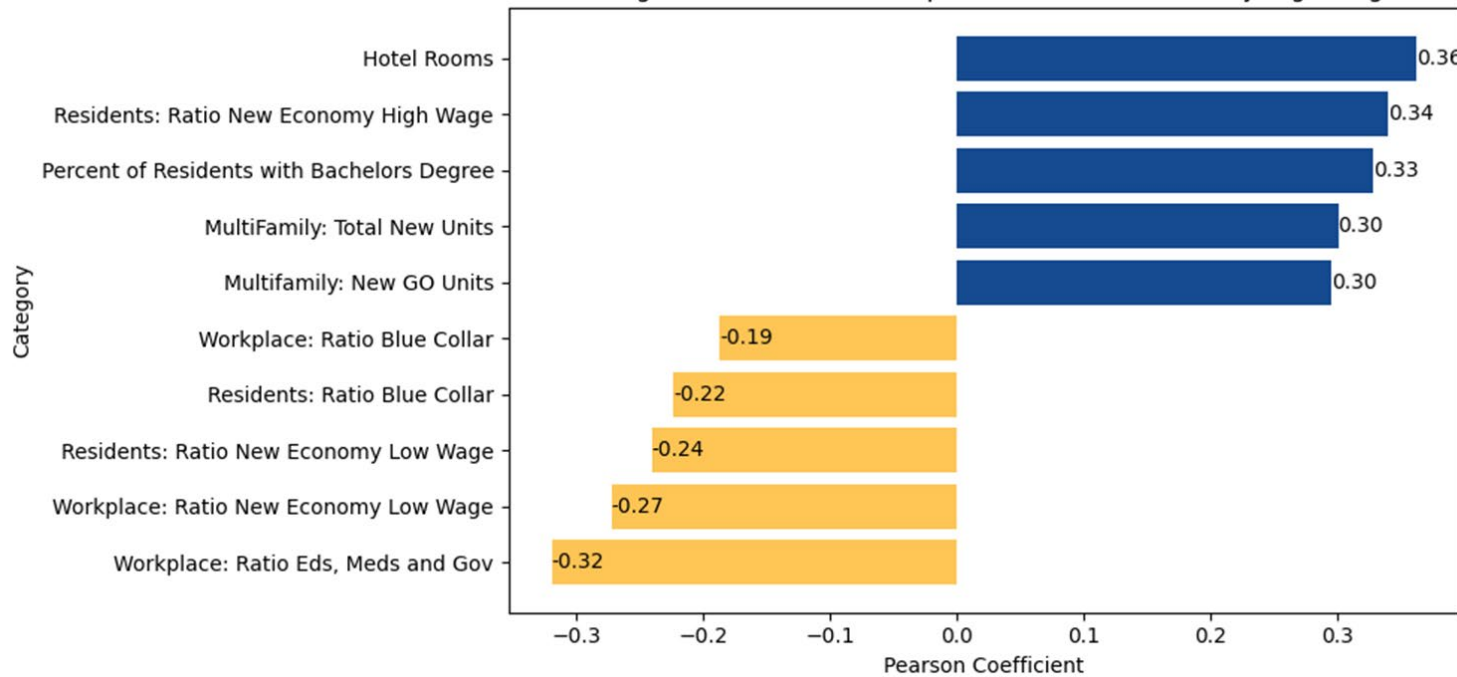
Metro: 13.6%
Corridor: 13.6%

Kansas City, MO: 10.6%
Kansas City, KS: 17.6%
Independence: 11.8%
Sugar Creek: 25%

Workplace: Ratio New Economy High Wage



Strongest Correlations: Workplace: Ratio New Economy High Wage



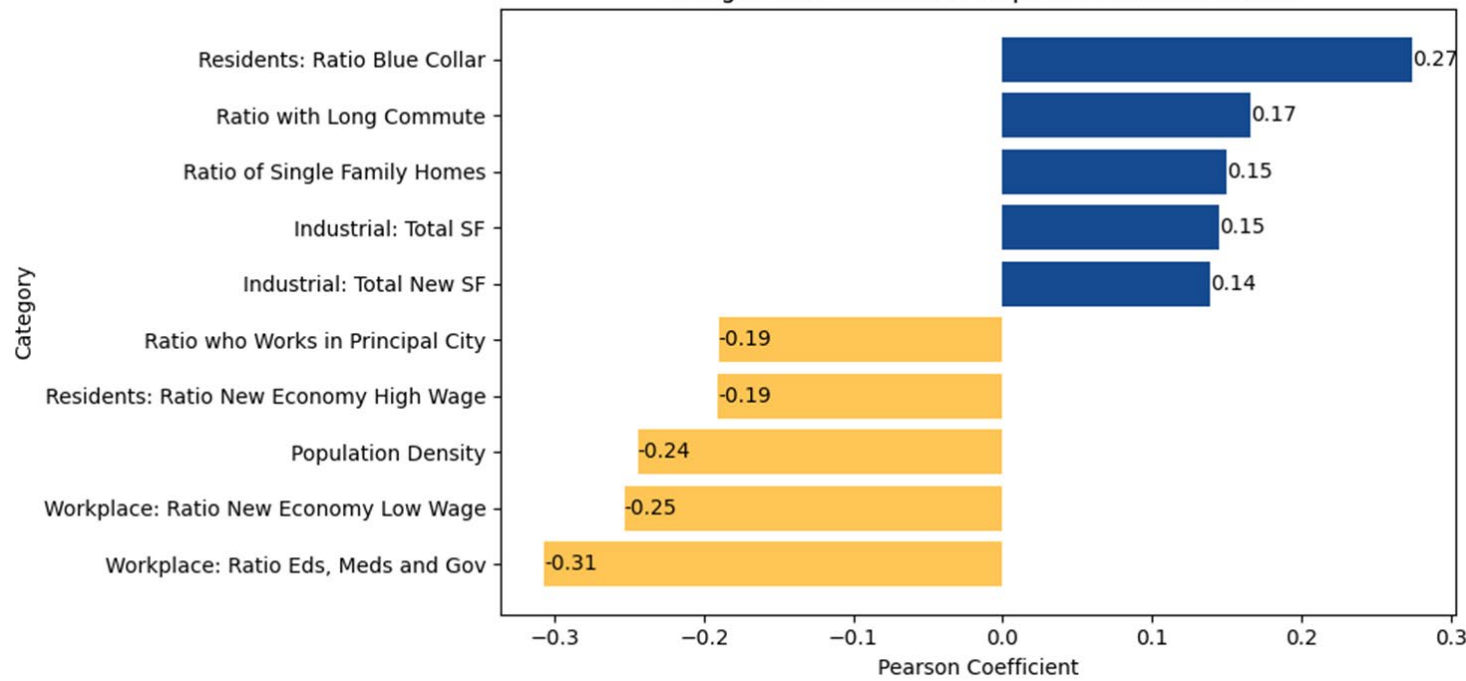
Variable: workplace area – ratio blue collar

Comparison
Workplace Area: Blue Collar

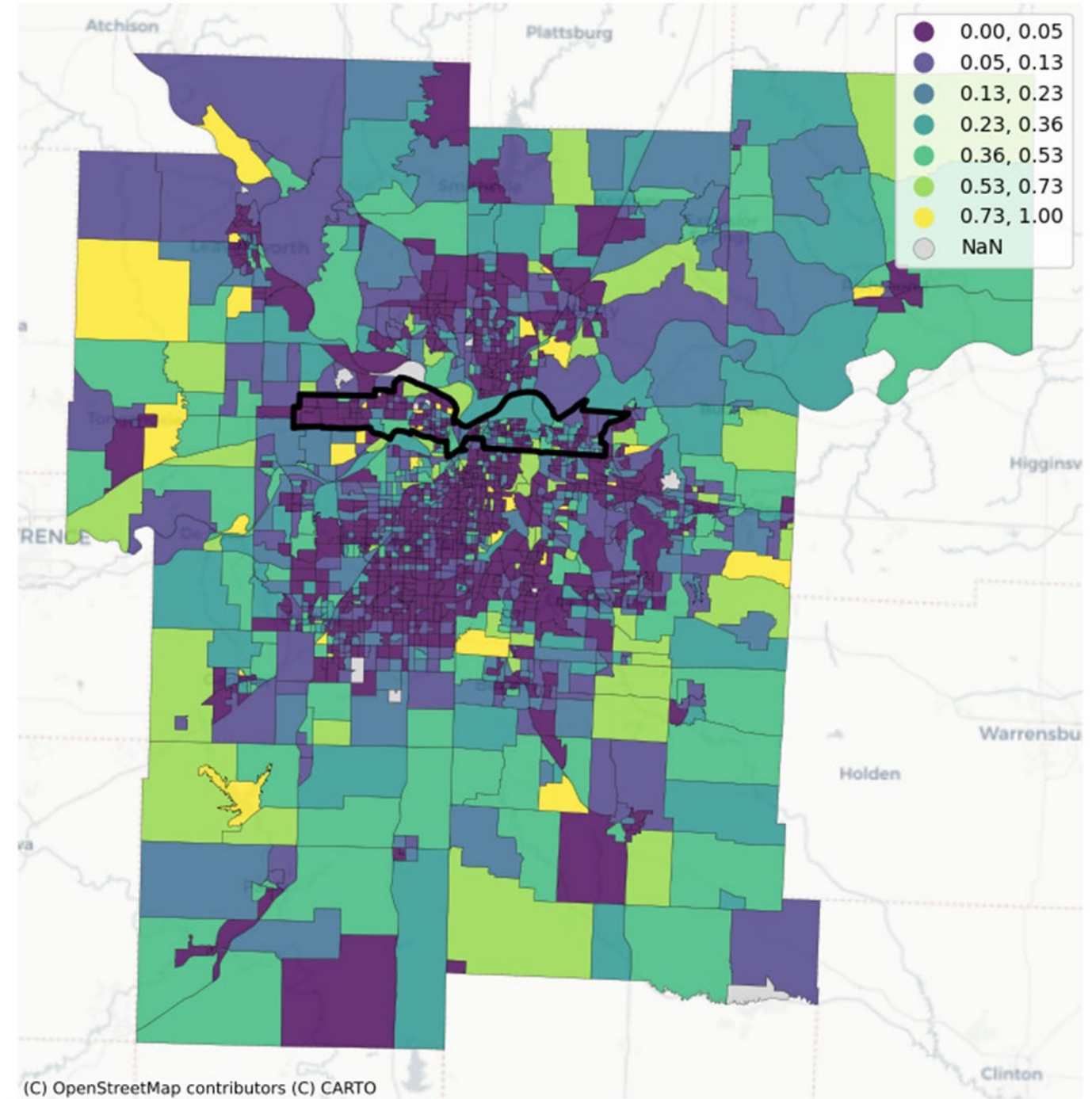
Metro: 13.6%
Corridor: 13.6%

Kansas City, MO: 10.6%
Kansas City, KS: 17.8%
Independence: 11.8%
Sugar Creek: 25%

Strongest Correlations: Workplace: Ratio Blue Collar



Workplace: Ratio Blue Collar



Variable: resident area – eds, meds and gov

Comparison

Workplace Area: Total Jobs
(% of total)

Metro: 27.3%

Corridor: 24.4%

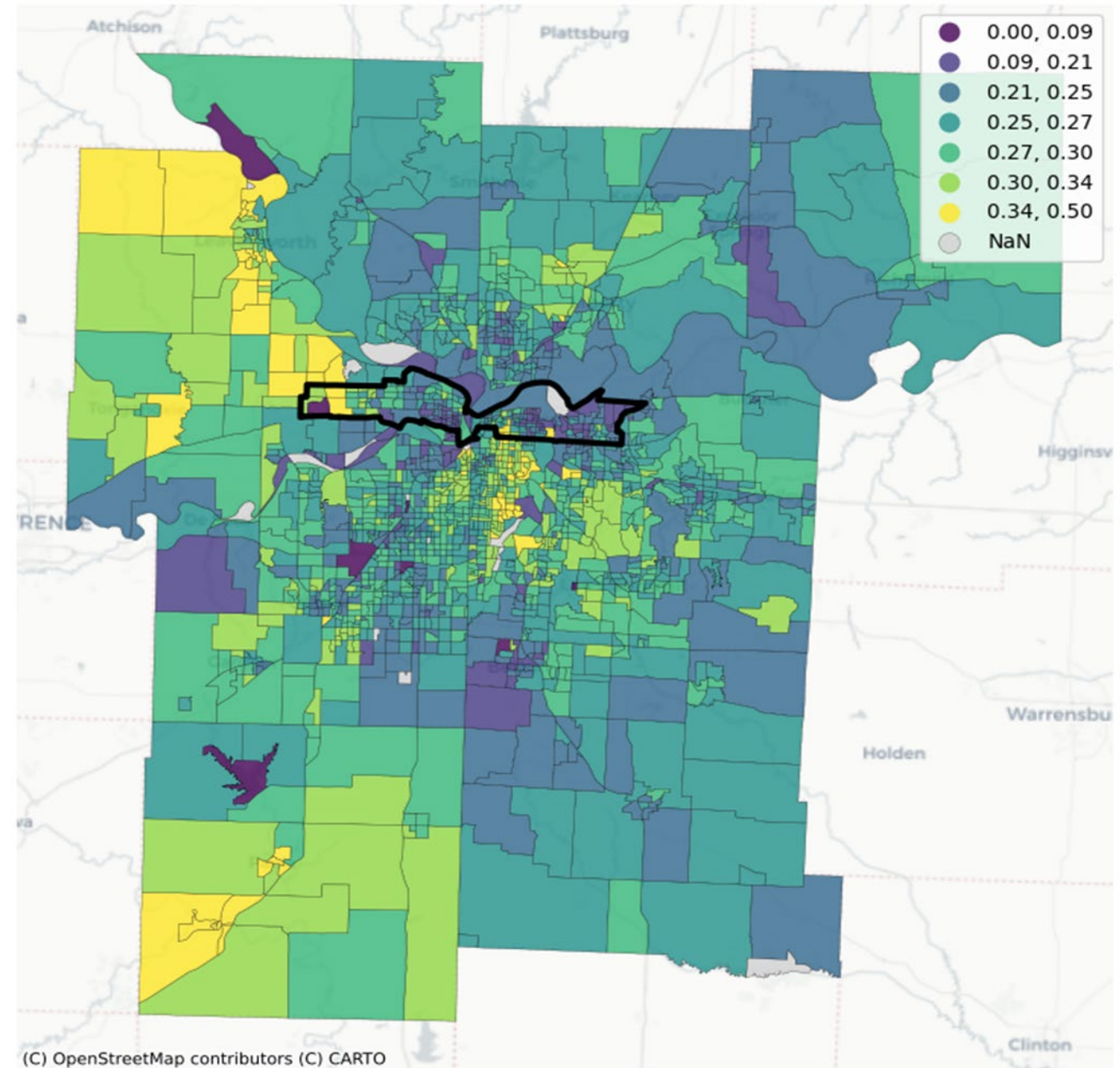
Kansas City, MO: 28.2%

Kansas City, KS: 26%

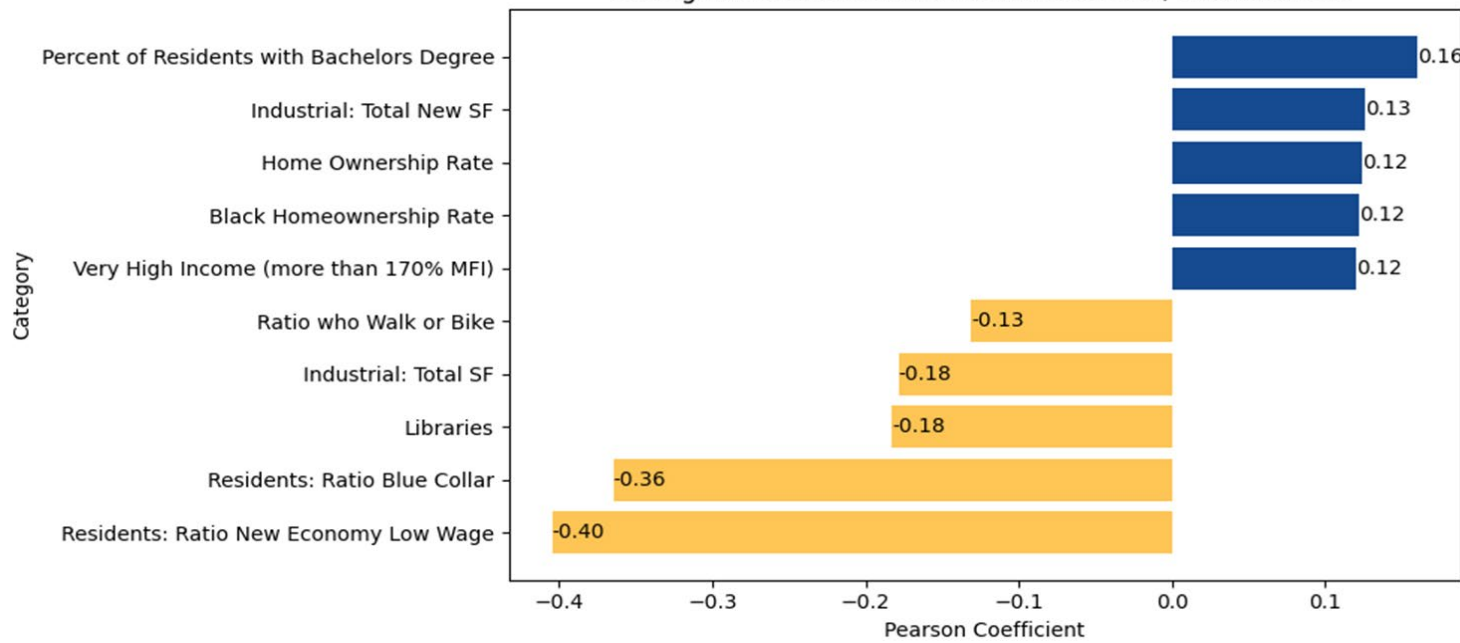
Independence: 24.9%

Sugar Creek: 21.3%

Residents: Ratio Eds, Meds and Gov



Strongest Correlations: Residents: Ratio Eds, Meds and Gov



Variable: resident area – new economy low wage jobs

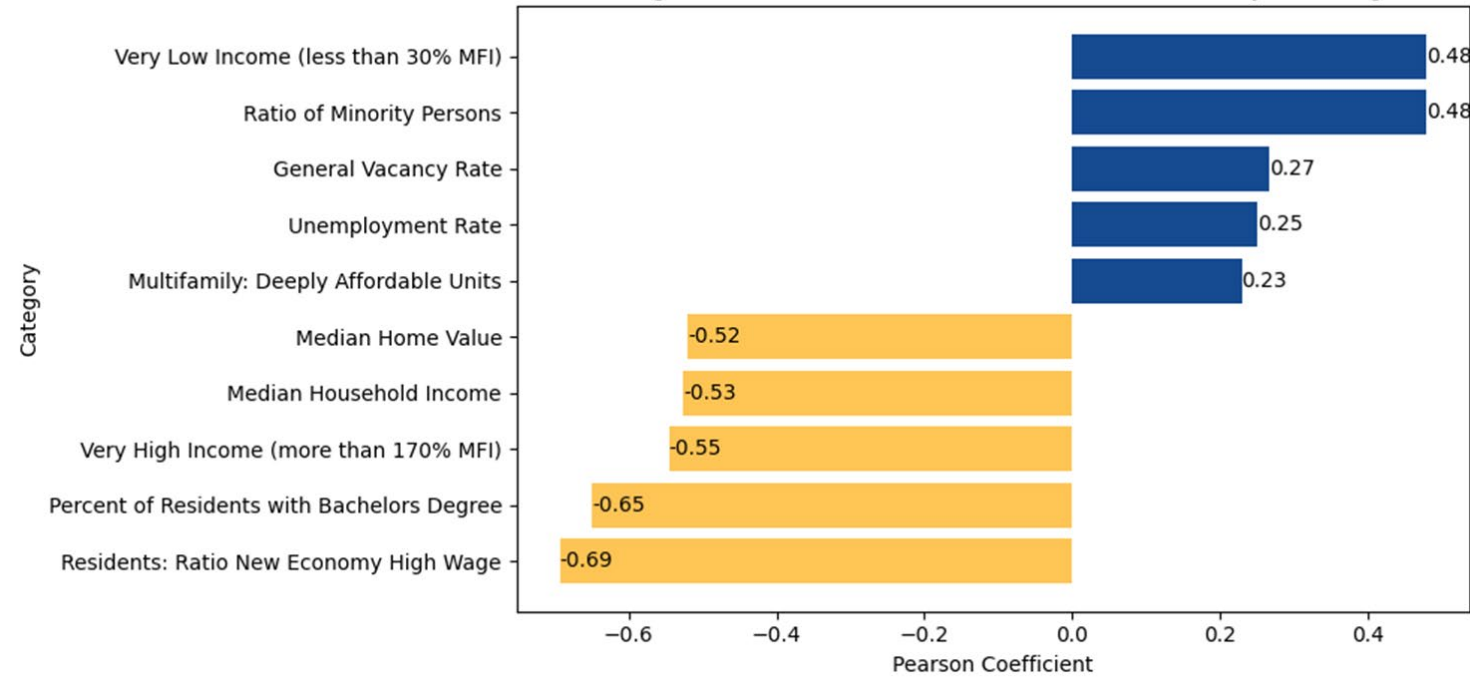
Comparison

Resident Area – Ratio
New Economy Low Wage Jobs

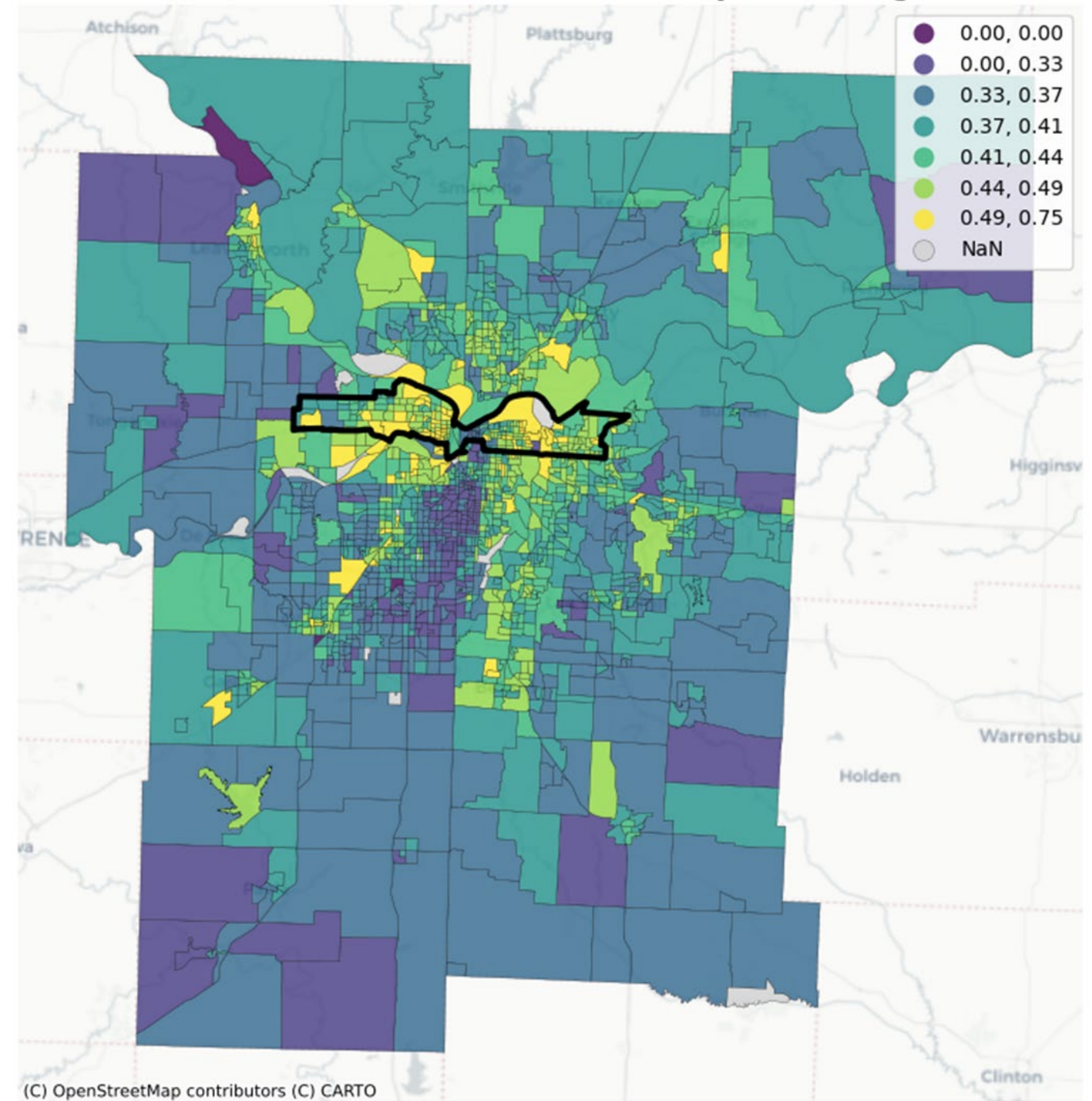
Metro: 38.9%
Corridor: 45.2%

Kansas City, MO: 43.8%
Kansas City, KS: 44.8%
Independence: 43.8%
Sugar Creek: 43.3%

Strongest Correlations: Residents: Ratio New Economy Low Wage



Residents: Ratio New Economy Low Wage



Variable: resident area – new economy high wage jobs

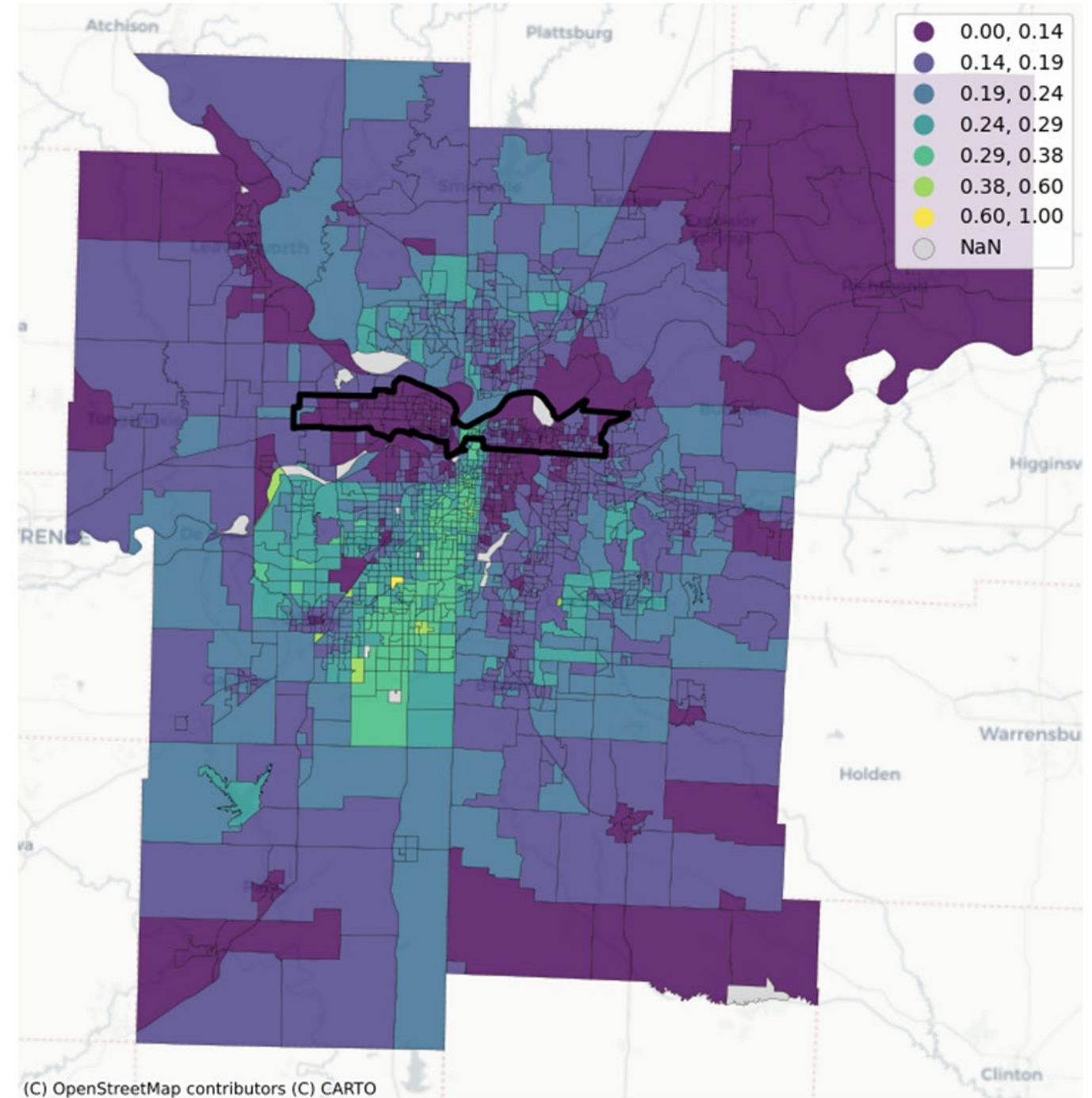
Comparison

Workplace Area: Total Jobs
(% of total)

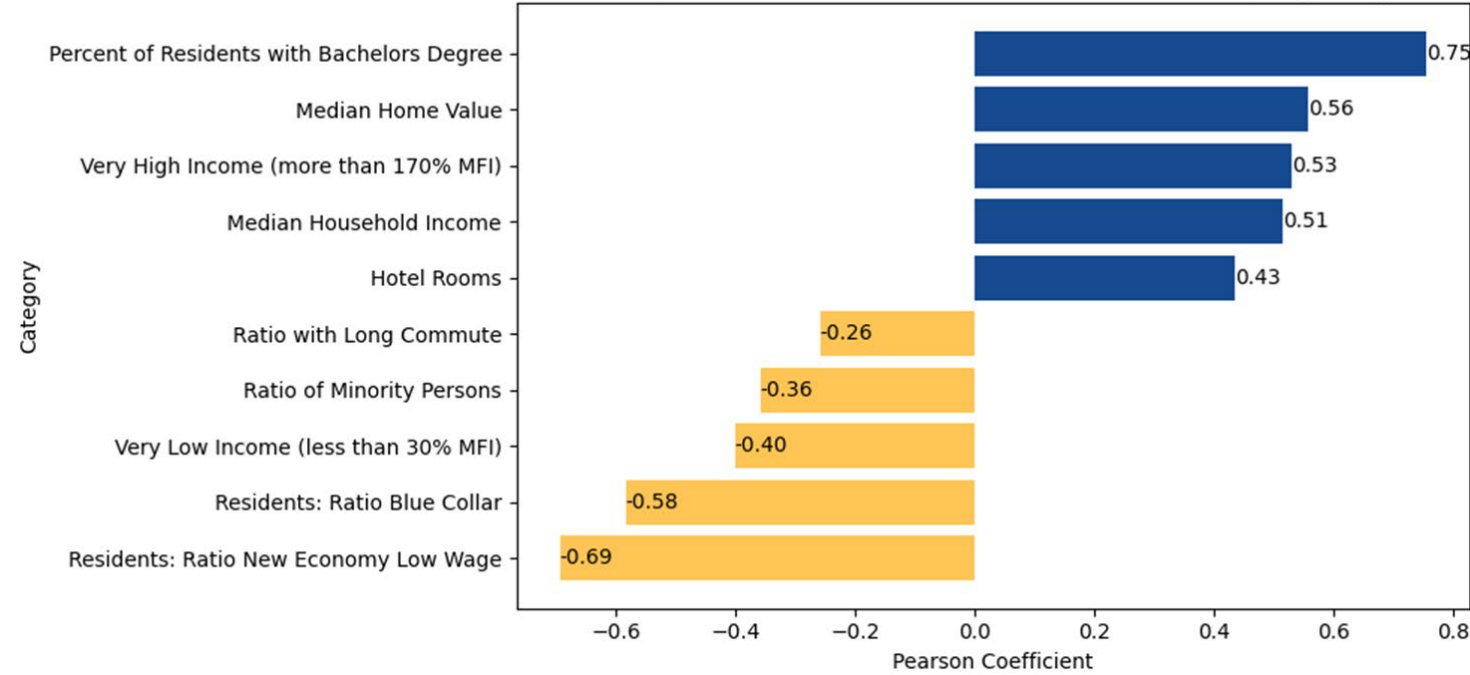
Metro: 20.1%
Corridor: 14.4%

Kansas City, MO: 20.4%
Kansas City, KS: 13.3%
Independence: 15.7%
Sugar Creek: 15.3%

Residents: Ratio New Economy High Wage



Strongest Correlations: Residents: Ratio New Economy High Wage



Variable: resident area – blue collar jobs

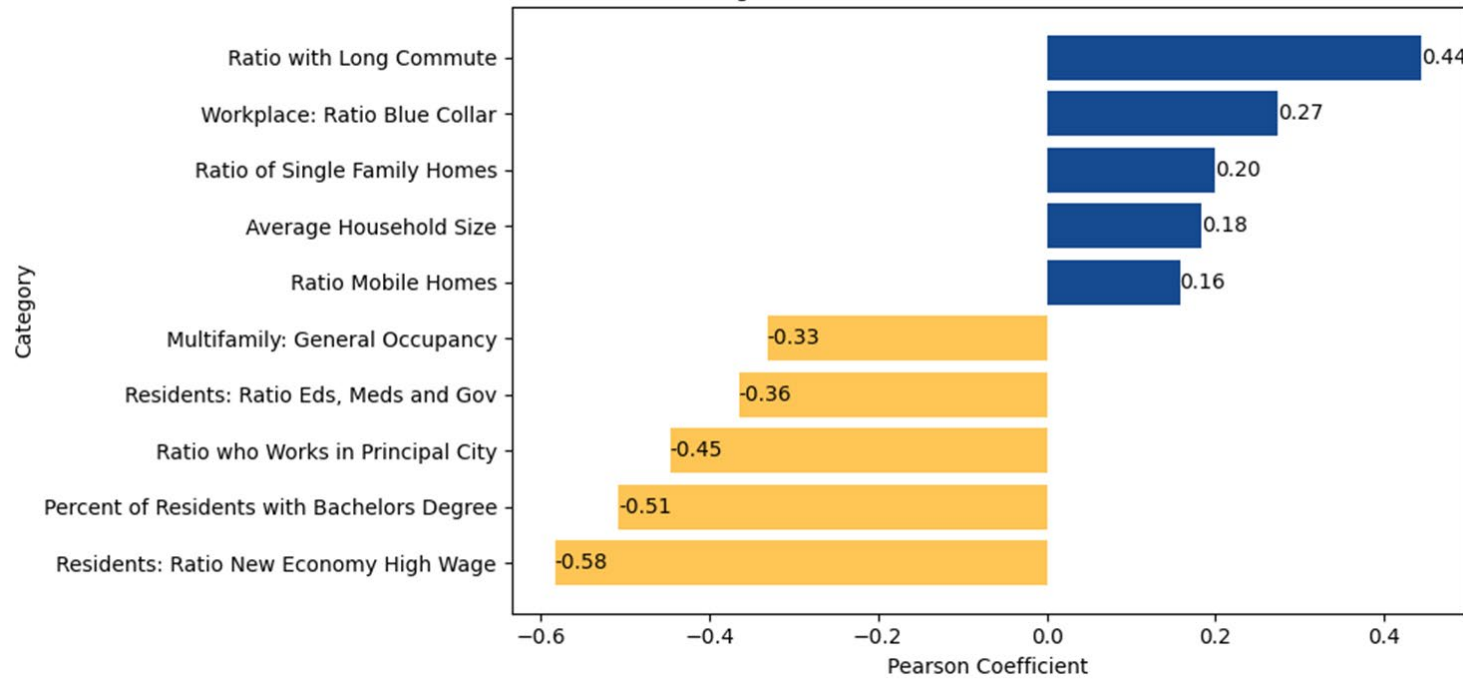
Comparison

Workplace Area: Total Jobs
(% of total)

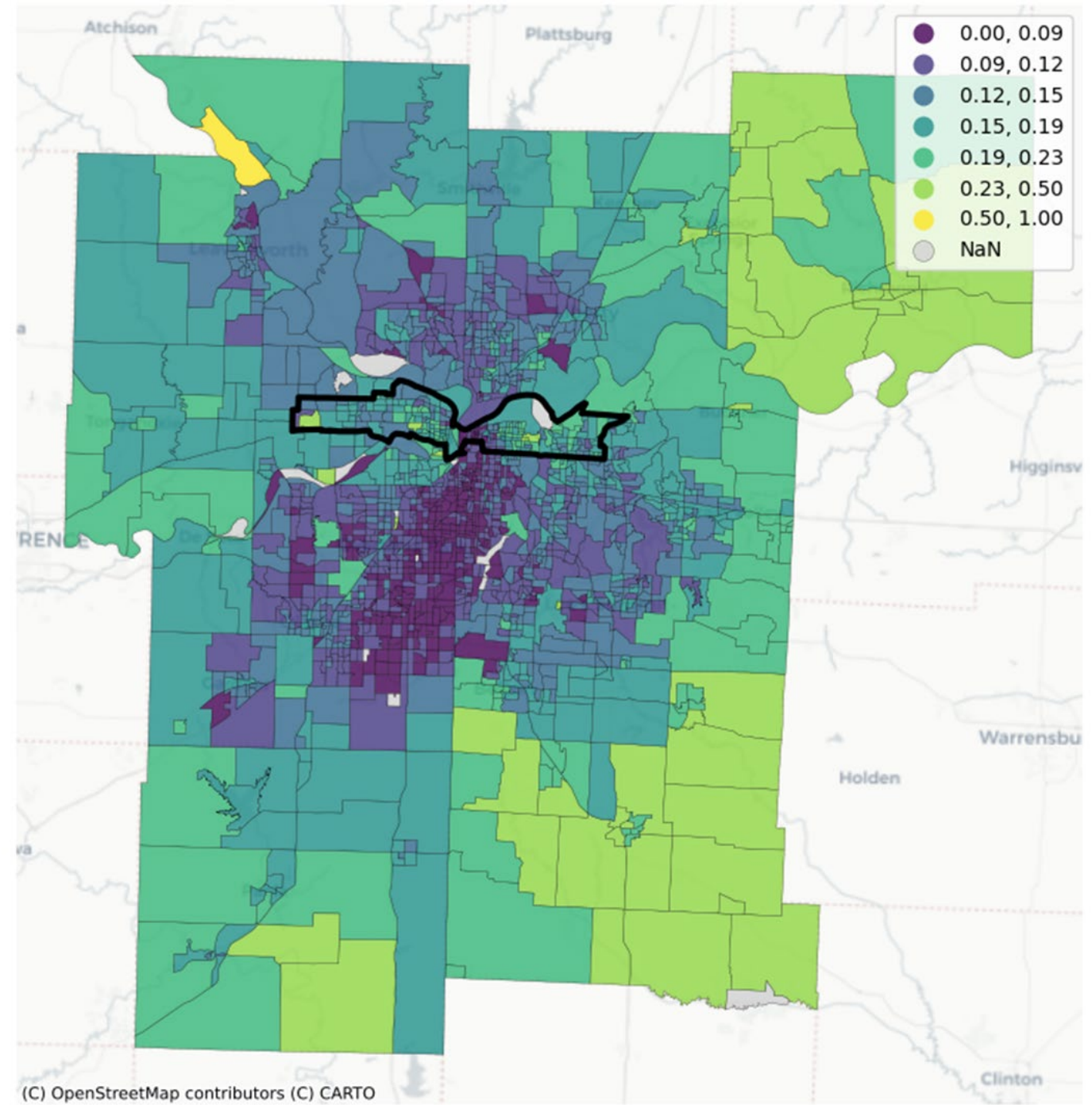
Metro: 13.7%
Corridor: 16%

Kansas City, MO: 11.5%
Kansas City, KS: 15.9%
Independence: 15.5%
Sugar Creek: 20.1%

Strongest Correlations: Residents: Ratio Blue Collar



'Residents: Ratio Blue Collar



Variable: industrial SF

Comparison

Workplace Area: Total Jobs
(% of total)

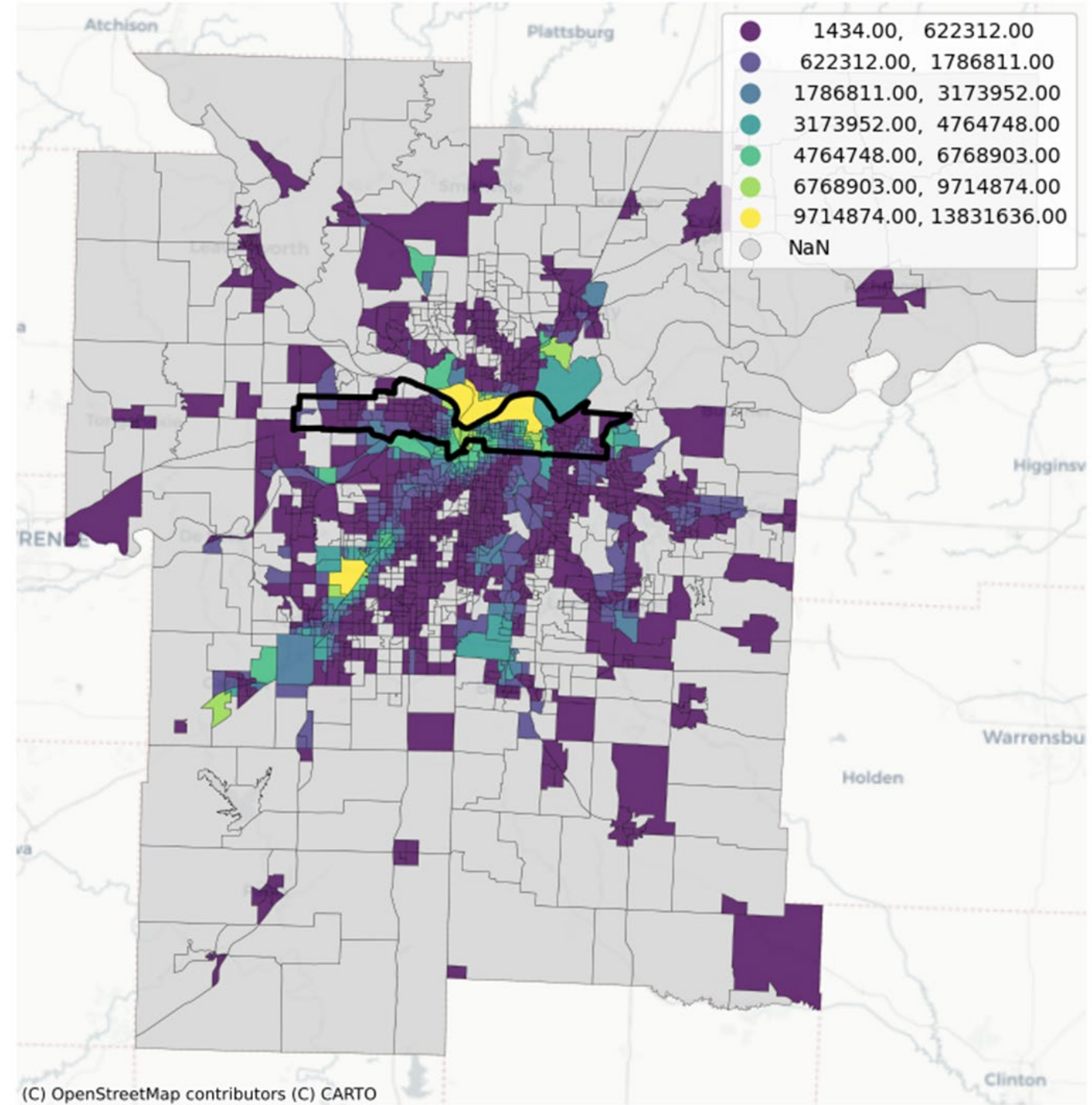
Metro: 348.4 million sf
Corridor: 54.7 million sf (15.7%)

Kansas City, MO: 75.5 million sf (21.74%)

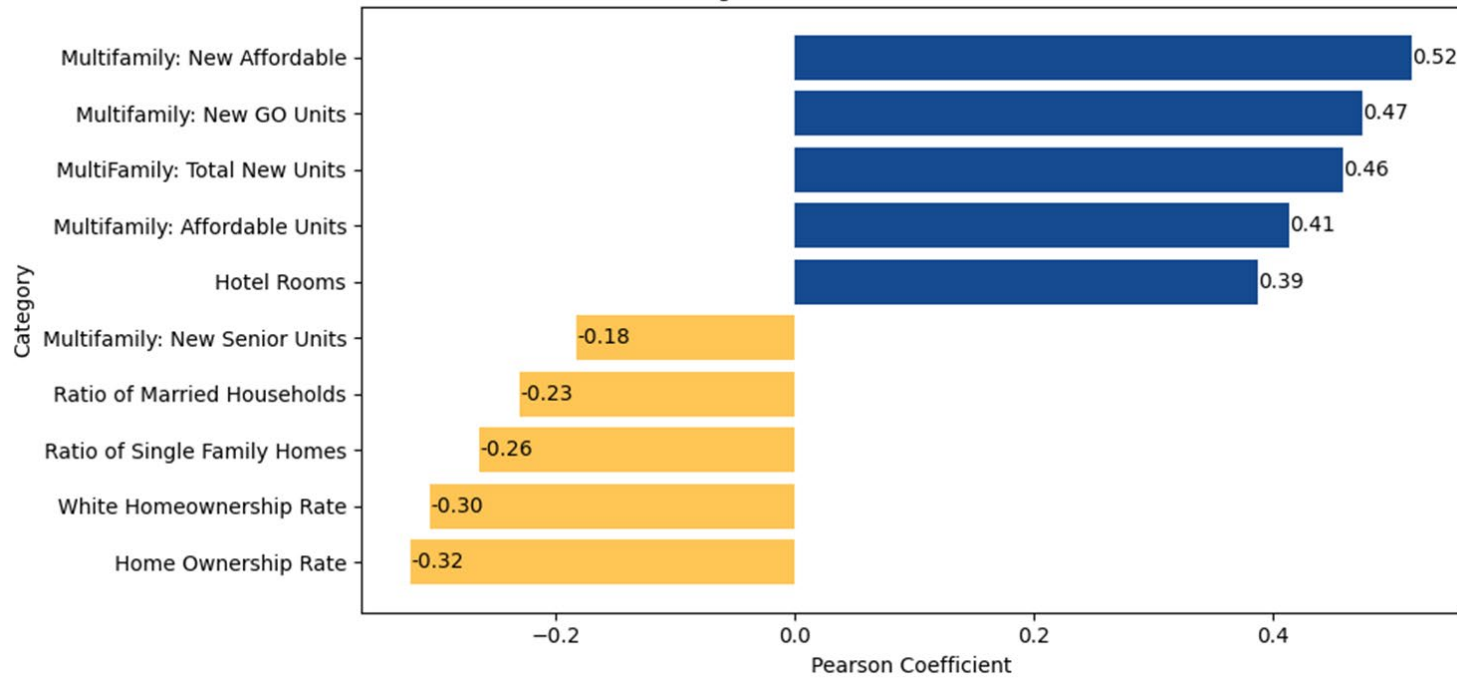
Kansas City, KS: 44.8 million sf (12.9%)
Independence: 10.5 million sf (3%)

Sugar Creek: 17,000 sf

Industrial: Total SF



Strongest Correlations: Industrial: Total SF



Variable: new industrial SF

Comparison New Industrial SF

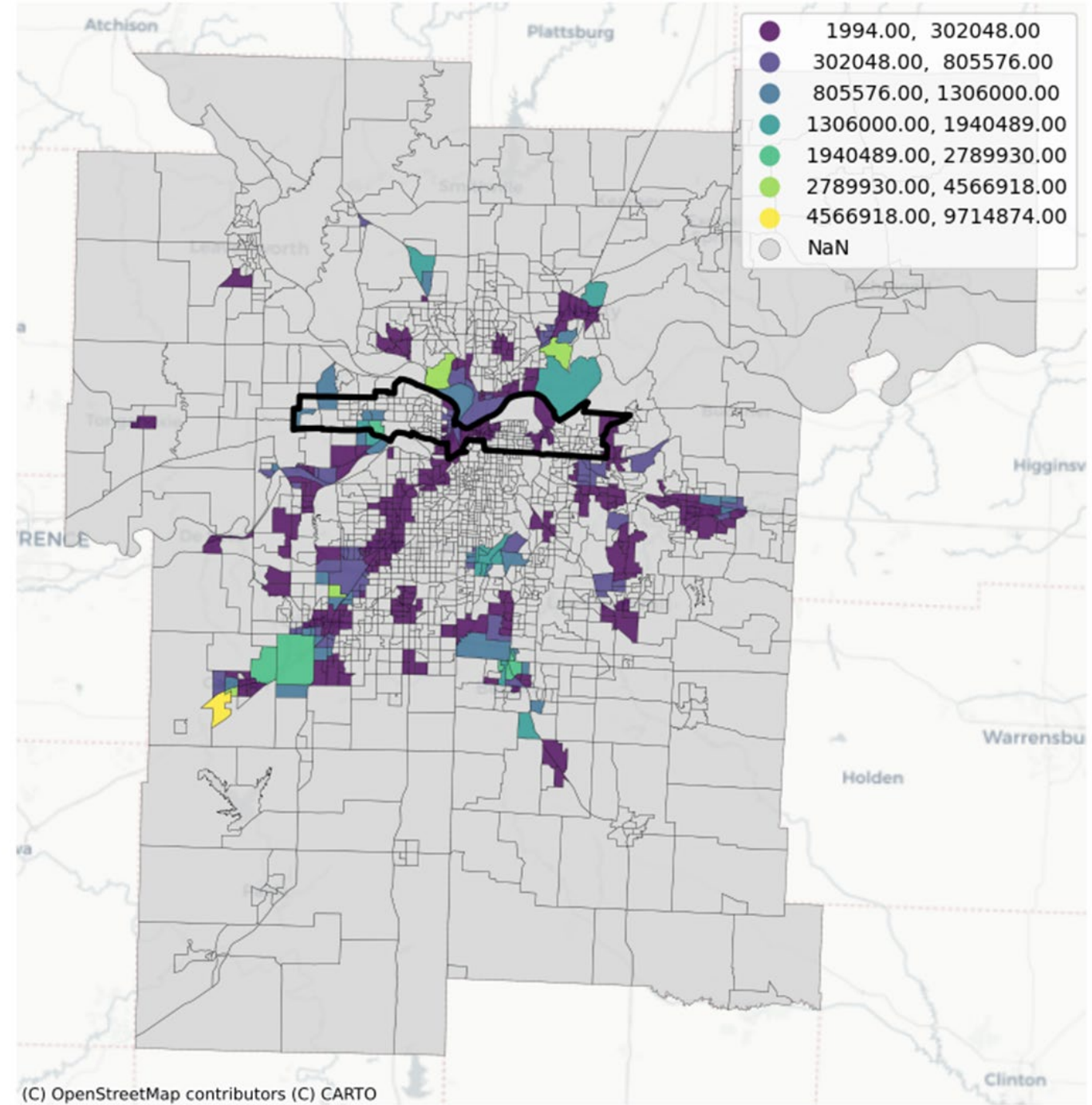
Metro: 85.7 million sf
Corridor: 3.7 million sf (4.3%)

Kansas City, MO: 8.3 million sf (9.7%)

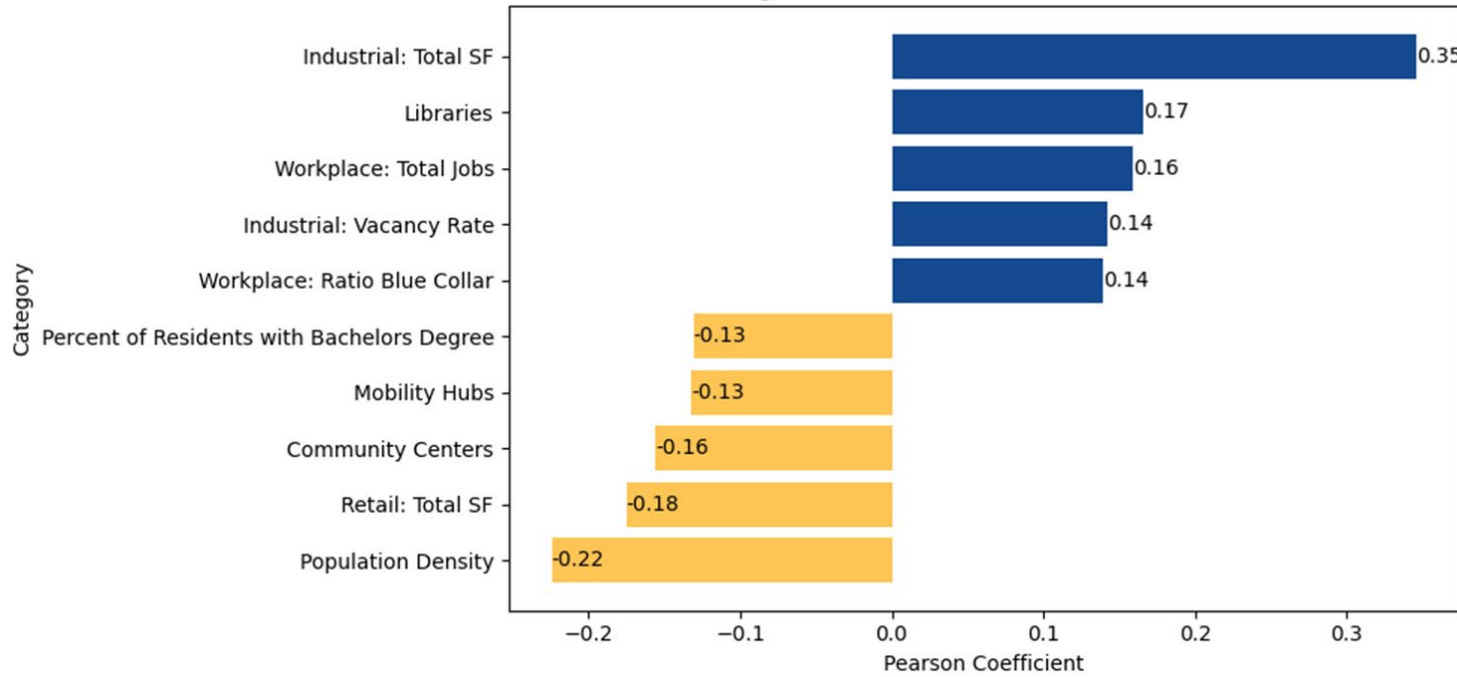
Kansas City, KS: 7.1 million sf (8.3%)
Independence: 1.2 million sf (1.4%)

Sugar Creek: --

Industrial: Total New SF



Strongest Correlations: Industrial: Total New SF



Variable: industrial vacancy rate

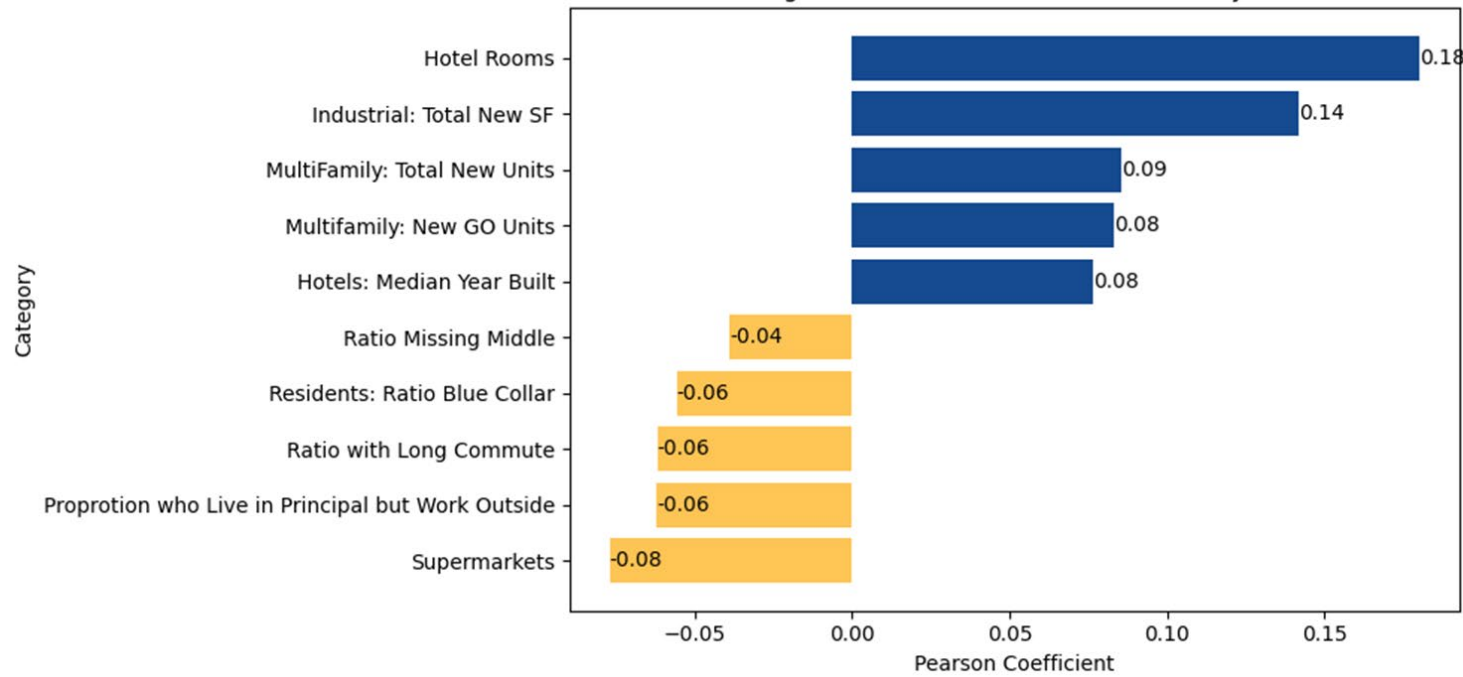
Comparison

Workplace Area: Total Jobs
(% of total)

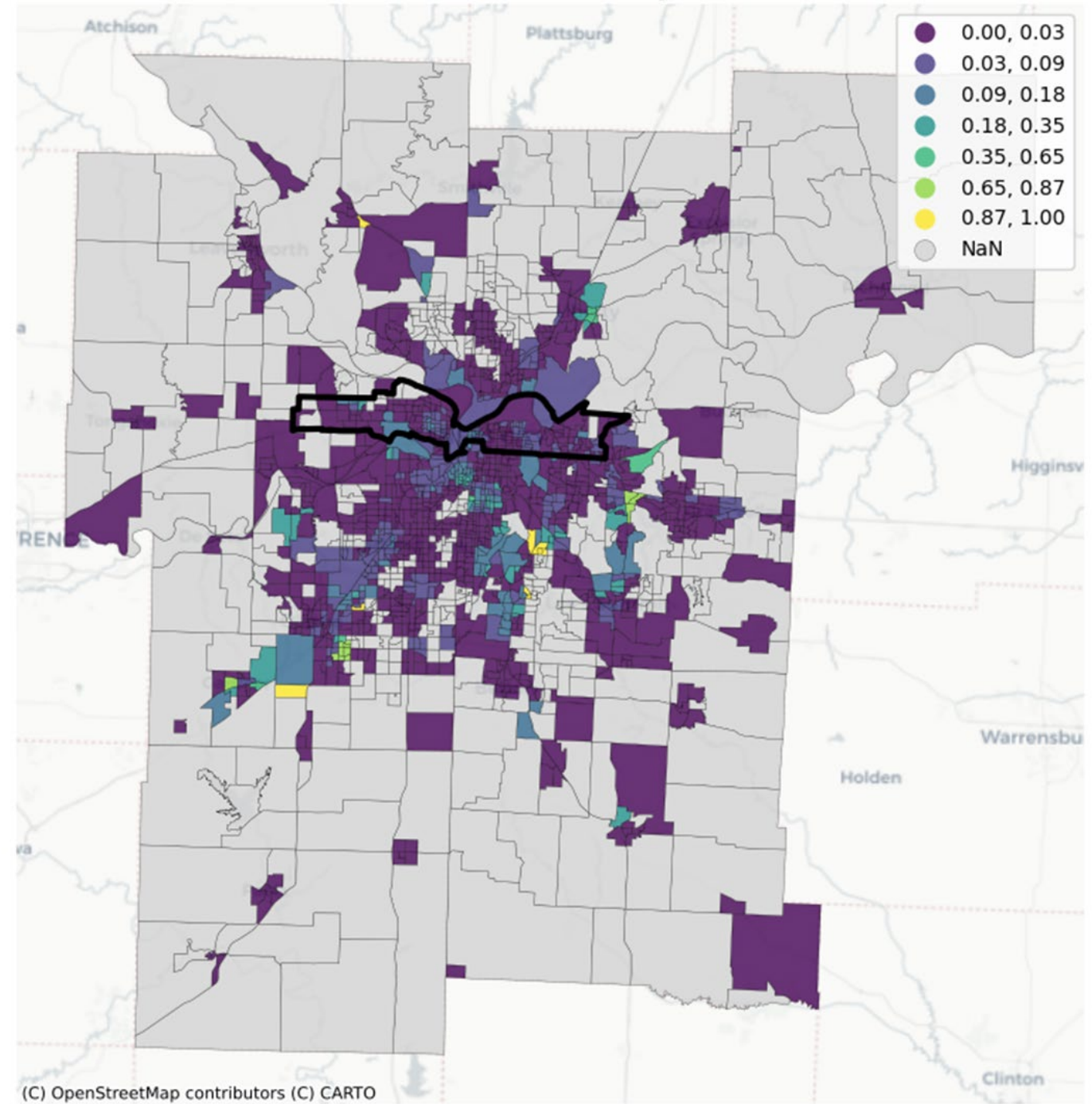
Metro: 6.7%
Corridor: 4%

Kansas City, MO: 7.1%
Kansas City, KS: 2.6%
Independence: 6.9%
Sugar Creek: --

Strongest Correlations: Industrial: Vacancy Rate



Industrial: Vacancy Rate



Variable: office SF

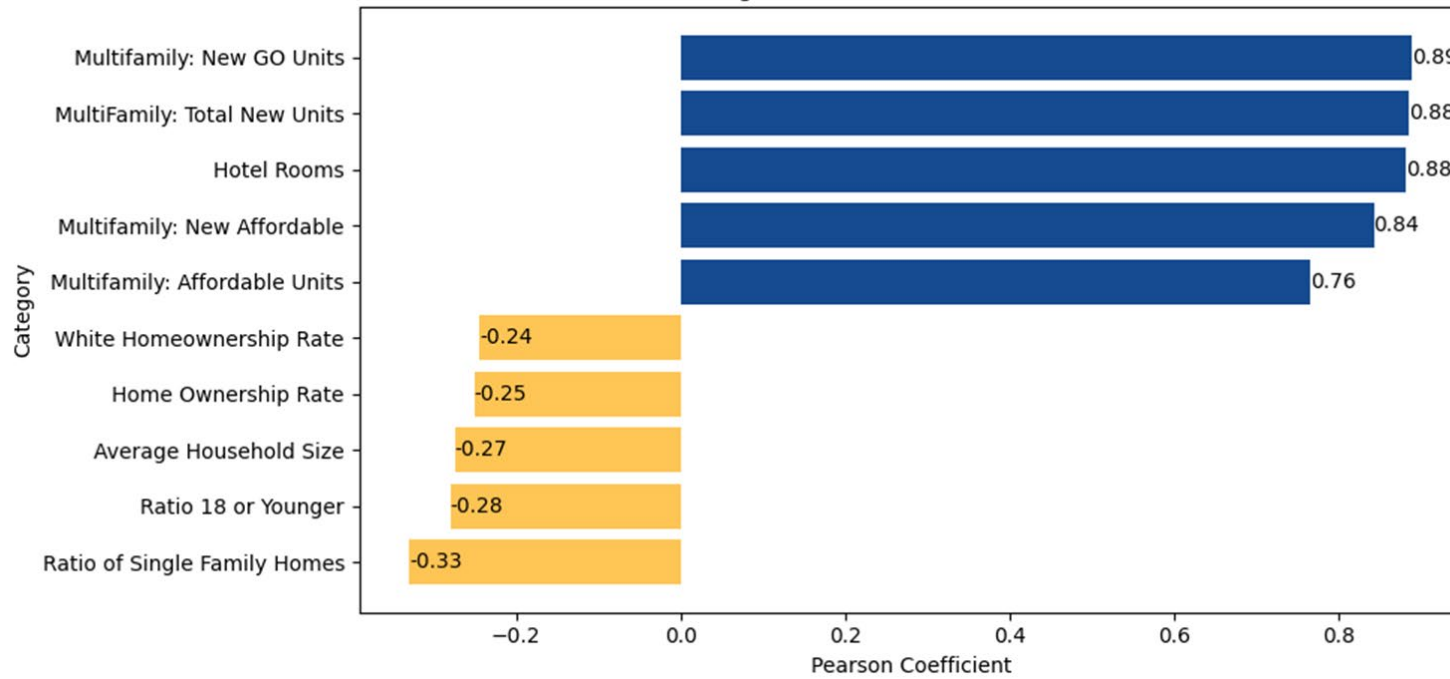
Comparison

Workplace Area: Total Jobs
(% of total)

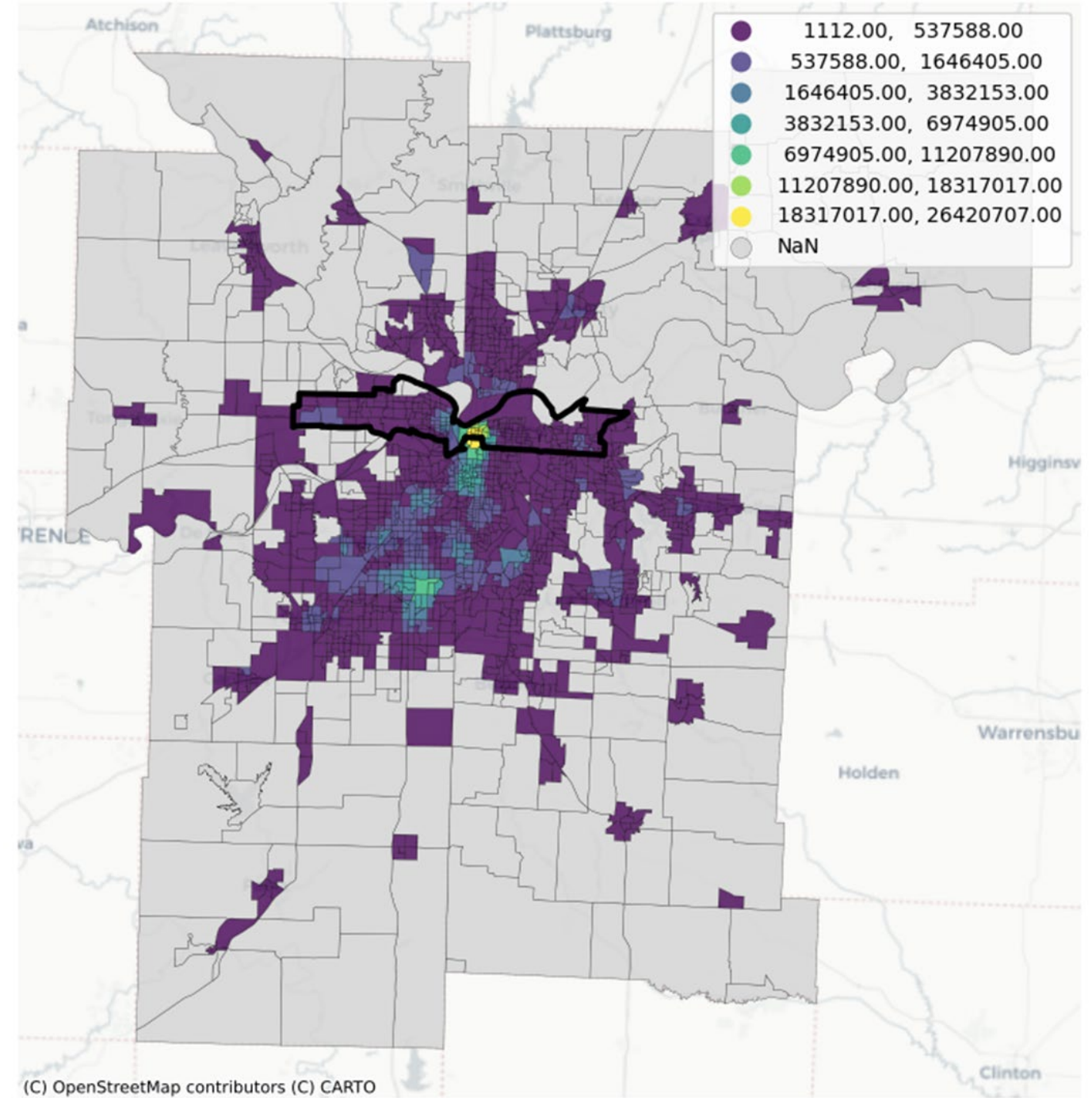
Metro: 123 million sf
Corridor: 25.6 million sf (20.8%)

Kansas City, MO: 56.3 million sf (45.7%)
Kansas City, KS: 4.9 million sf (4%)
Independence: 2.6 million sf (2.1%)
Sugar Creek: --

Strongest Correlations: Office: Total SF



Office: Total SF



Variable: office vacancy rate

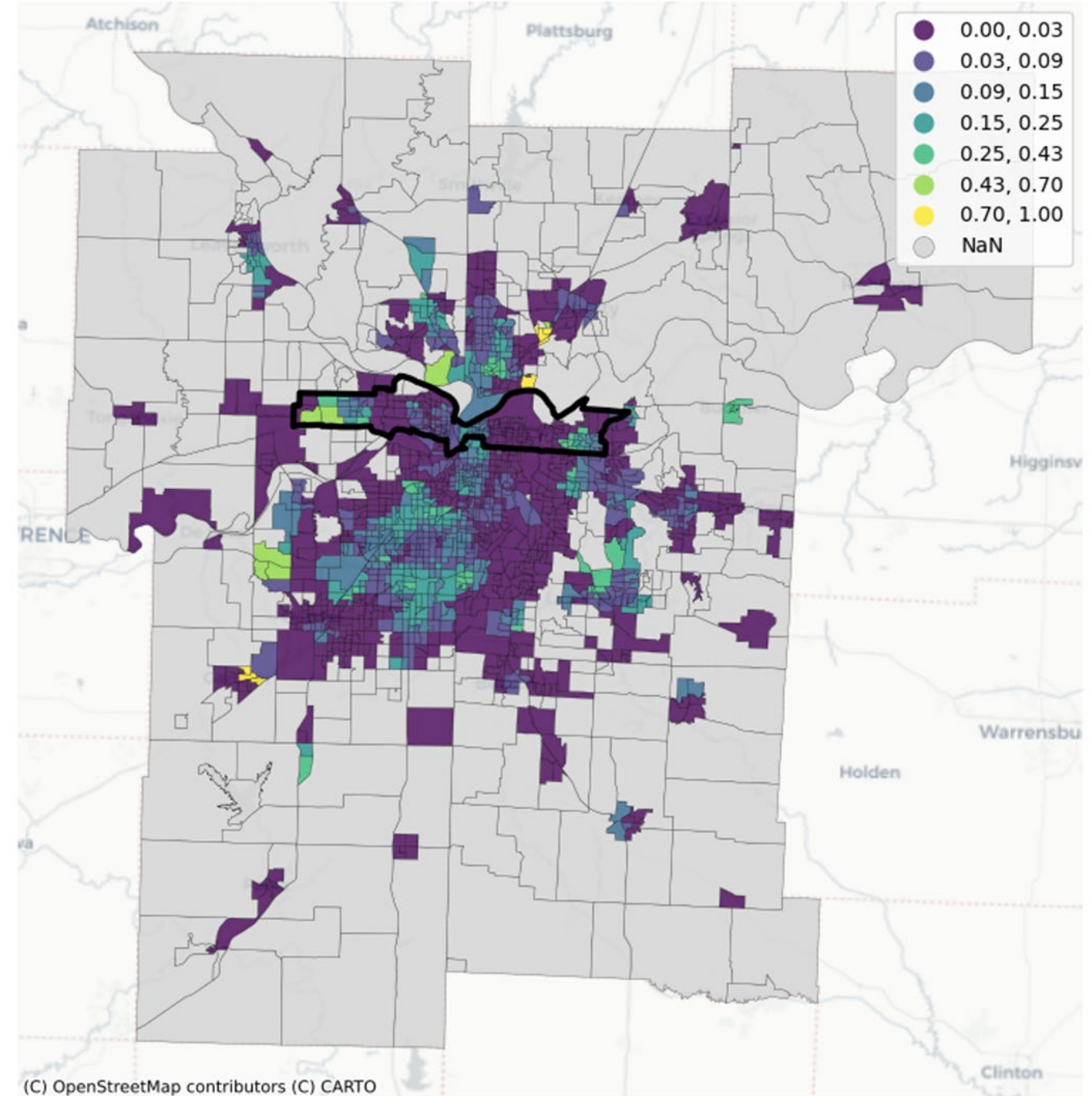
Comparison

Workplace Area: Total Jobs
(% of total)

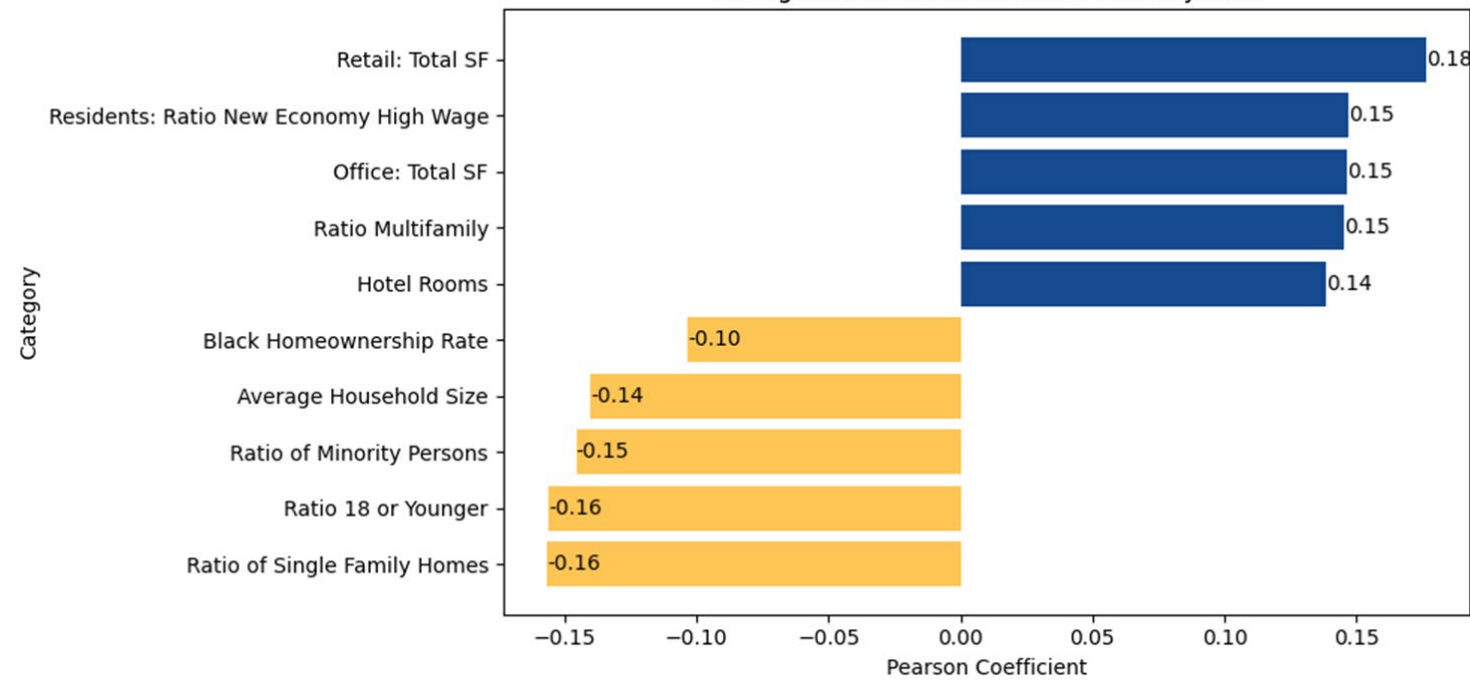
Metro: 12.8%
Corridor: 11.5%

Kansas City, MO: 11.2%
Kansas City, KS: 14.8%
Independence: 11.2%
Sugar Creek: --

Office: Vacancy Rate



Strongest Correlations: Office: Vacancy Rate



Variable: retail SF

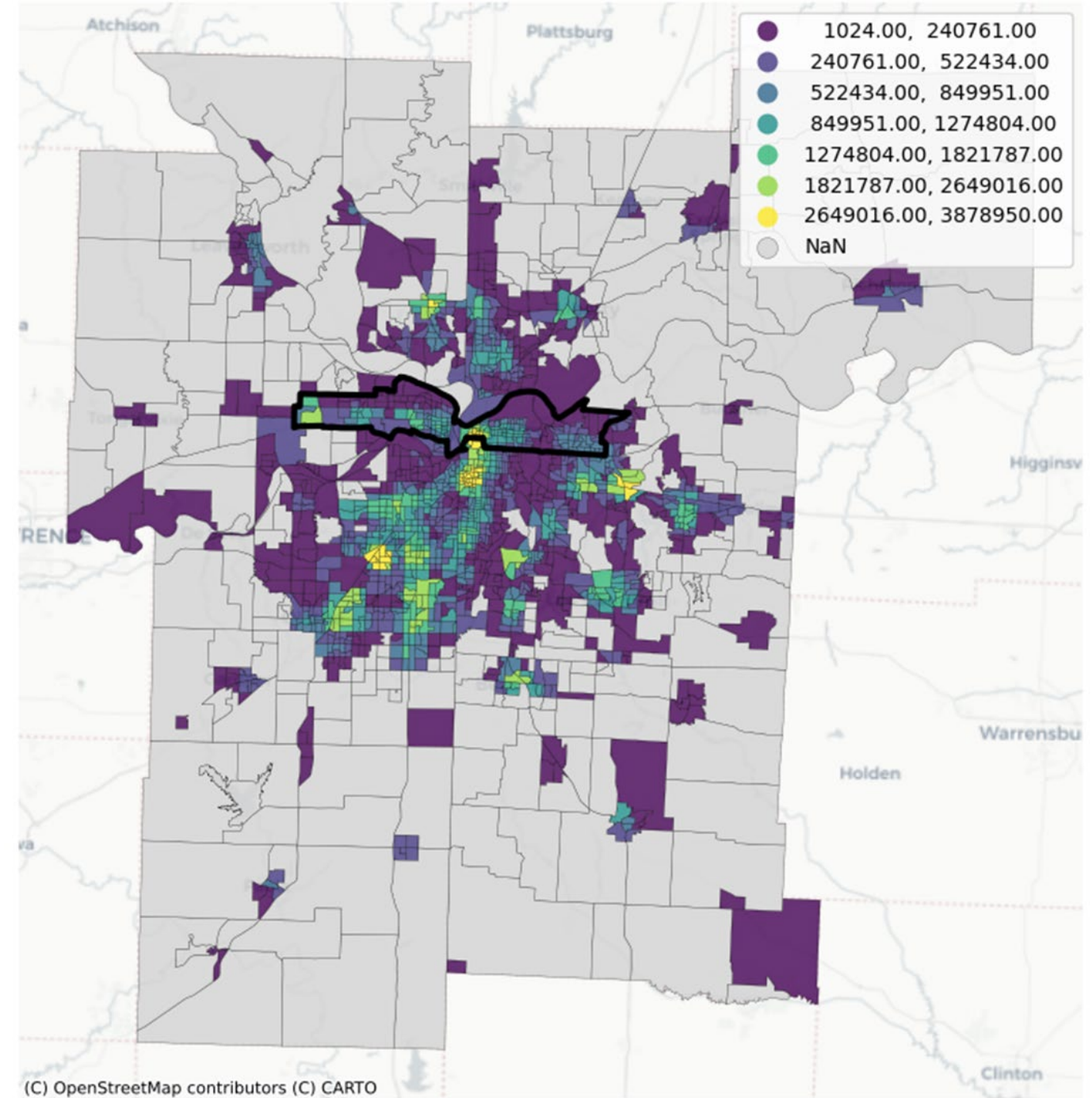
Comparison

Workplace Area: Total Jobs
(% of total)

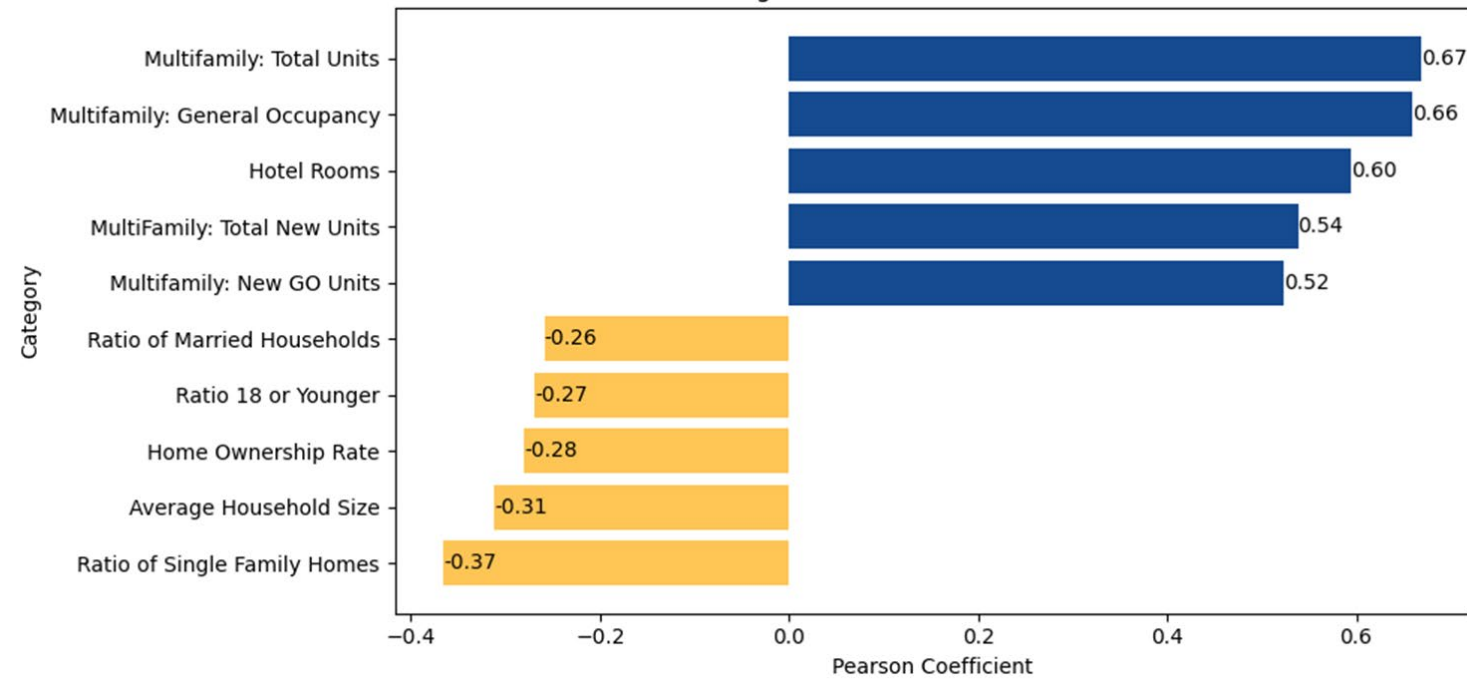
Metro: 123 million sf
Corridor: 13.8 million sf (11.2%)

Kansas City, MO: 29.9 million sf (24.3%)
Kansas City, KS: 9.6 million sf (7.8%)
Independence: 7.7 million sf (6.3%)
Sugar Creek: --

Retail: Total SF



Strongest Correlations: Retail: Total SF



Variable: new retail SF

Comparison

Workplace Area: Total Jobs
(% of total)

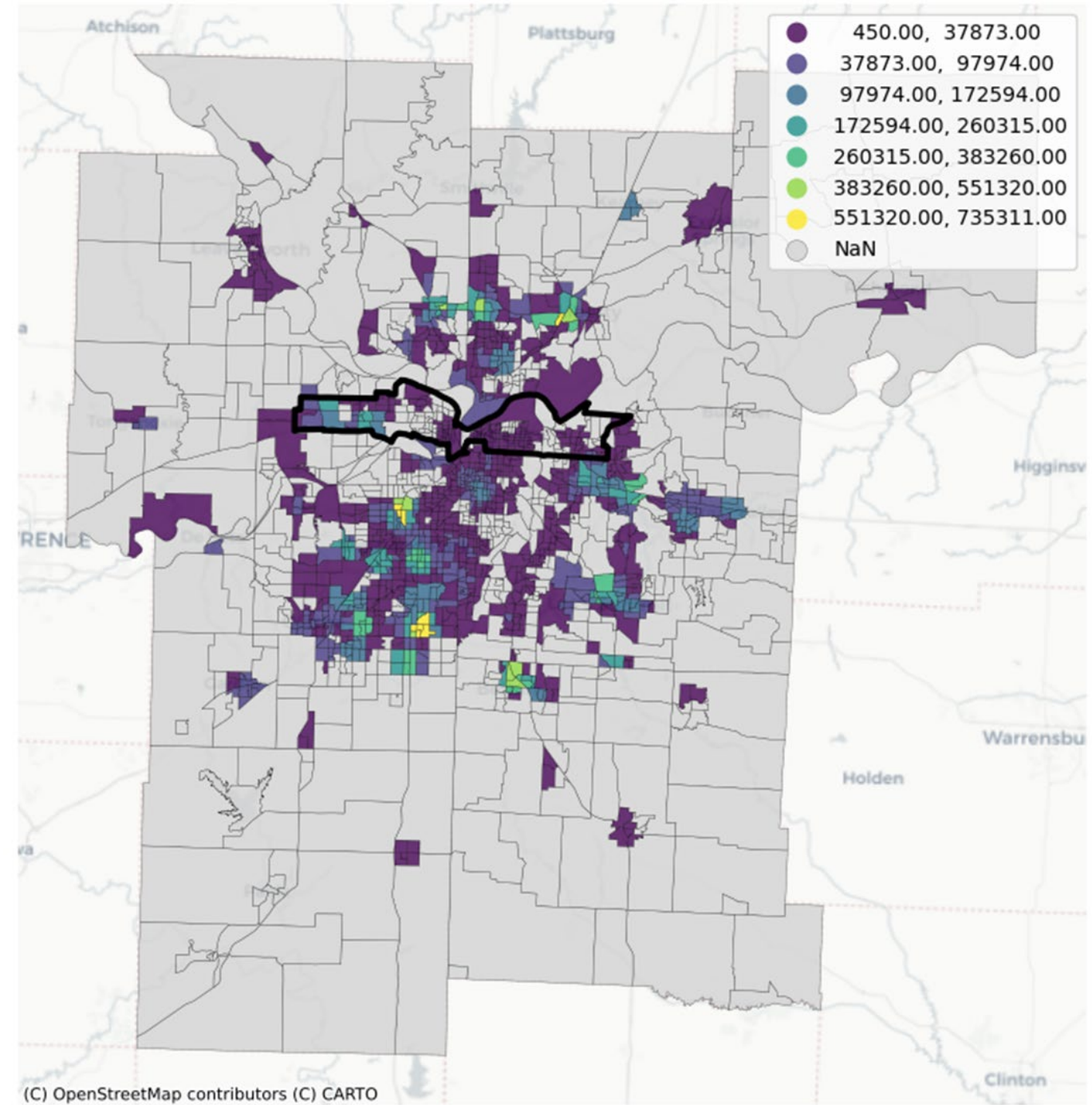
Metro: 12.1 million sf
Corridor: 0.6 million sf (5.5%)

Kansas City, MO: 2.2 million sf (18.4%)

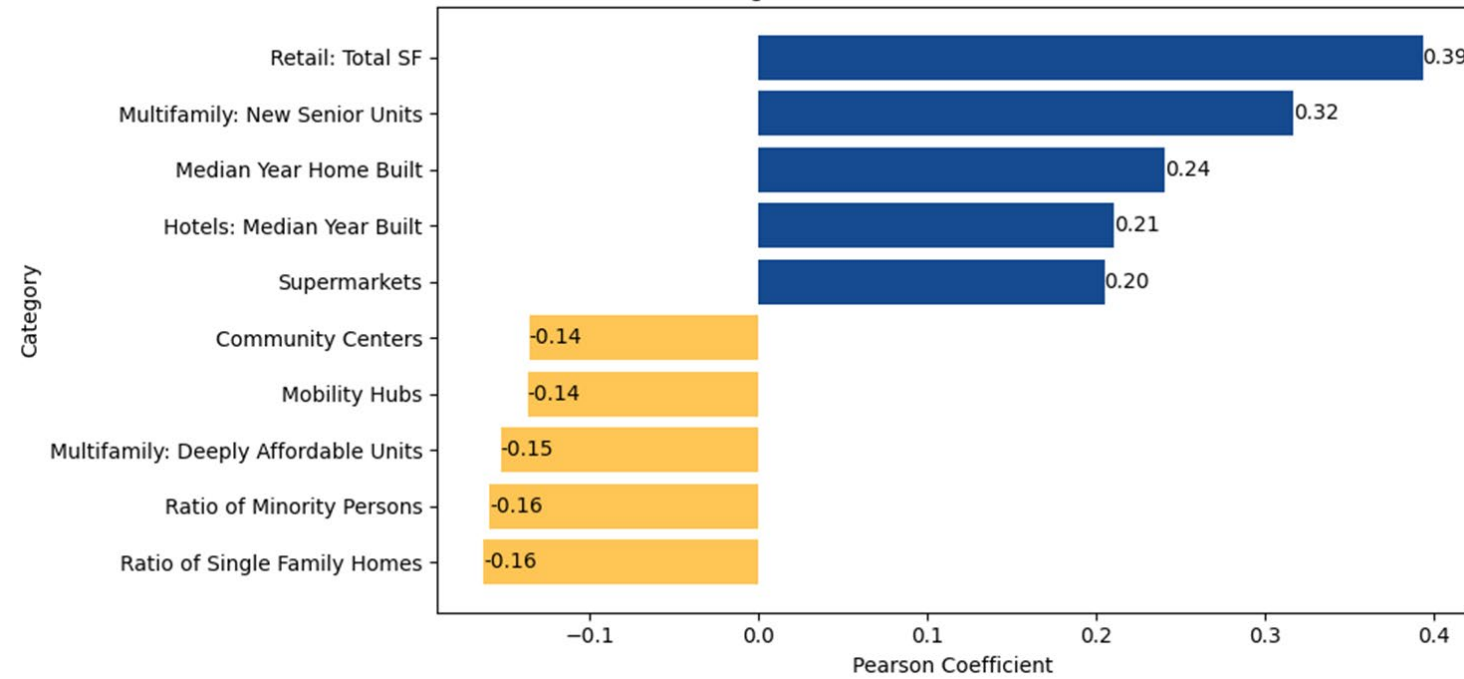
Kansas City, KS: 0.6 million sf (5.3%) Independence:
0.5 million sf (4.2%)

Sugar Creek: --

Retail: Total New SF



Strongest Correlations: Retail: Total New SF



Variable: retail vacancy rate

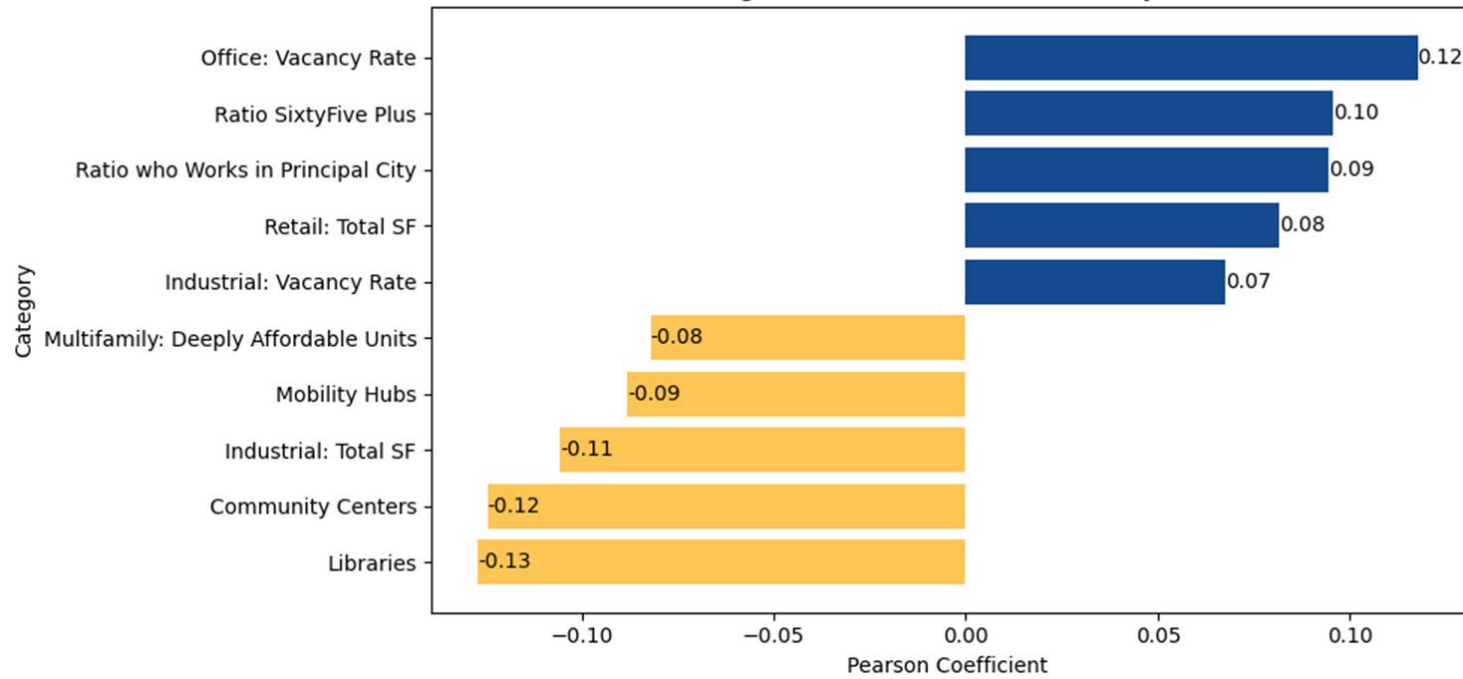
Comparison

Workplace Area: Total Jobs
(% of total)

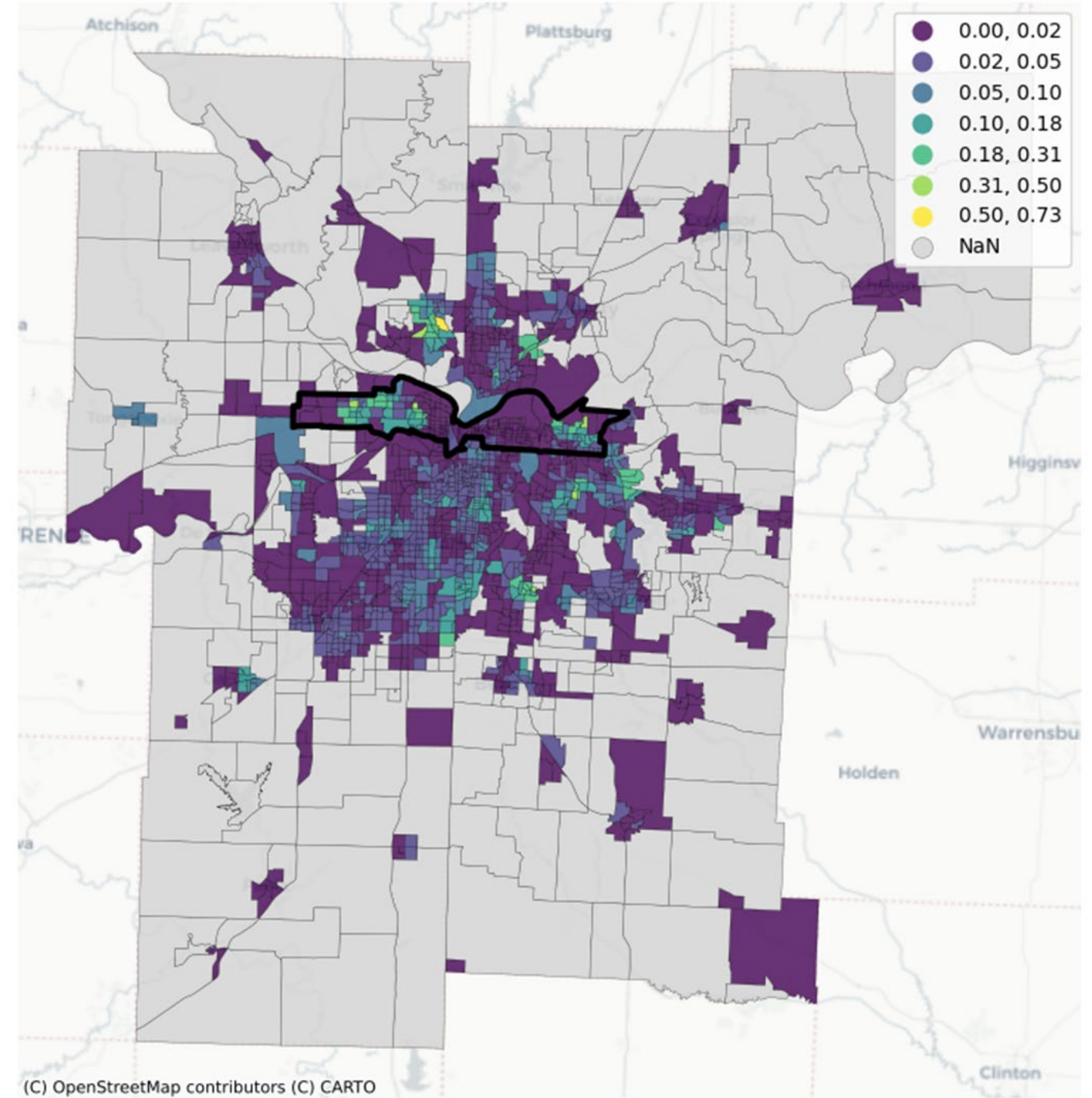
Metro: 4.2%
Corridor: 4.1%

Kansas City, MO: 4.3%
Kansas City, KS: 4.7%
Independence: 11.5%
Sugar Creek: --

Strongest Correlations: Retail: Vacancy Rate



Retail: Vacancy Rate



Variable: hotel rooms

Comparison

Workplace Area: Total Jobs
(% of total)

Metro: 36,301

Corridor: 4,405 (12.1%)

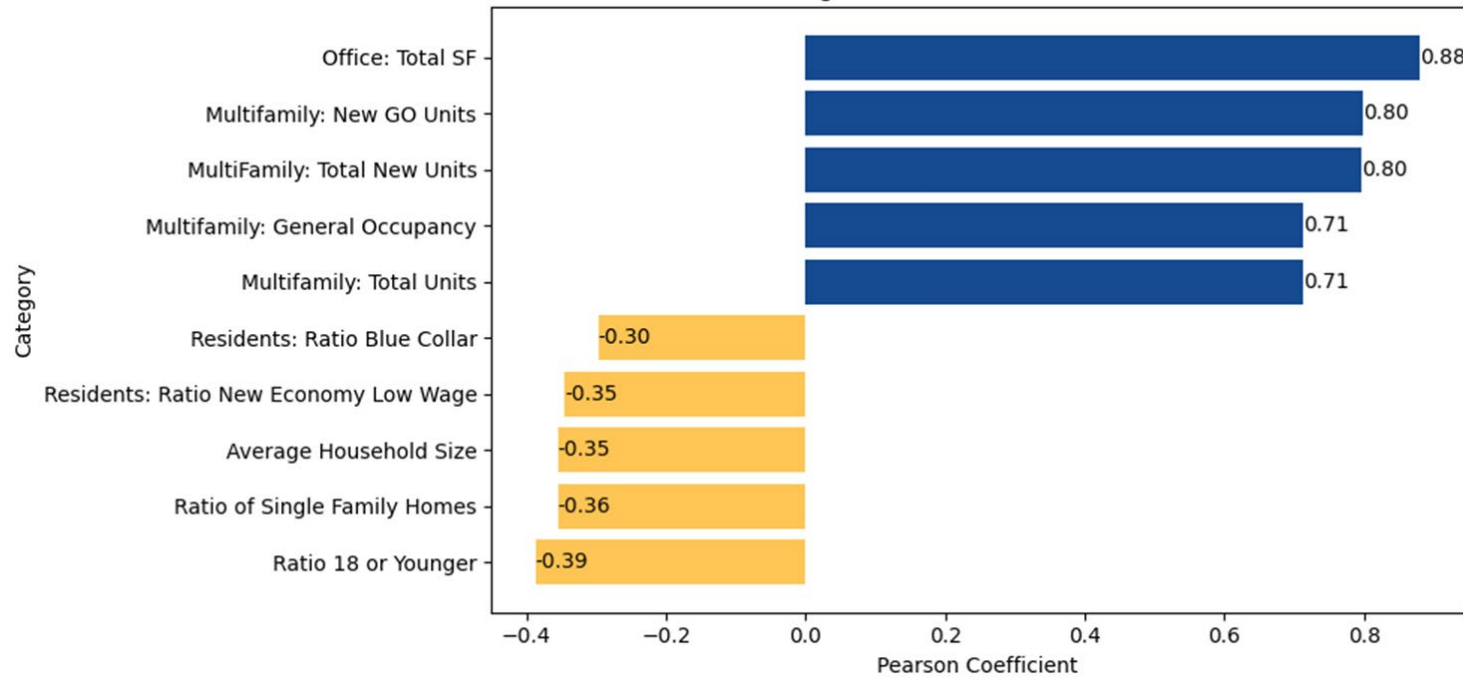
Kansas City, MO: 14,234 (39.2%)

Kansas City, KS: 1,972 (5.4%)

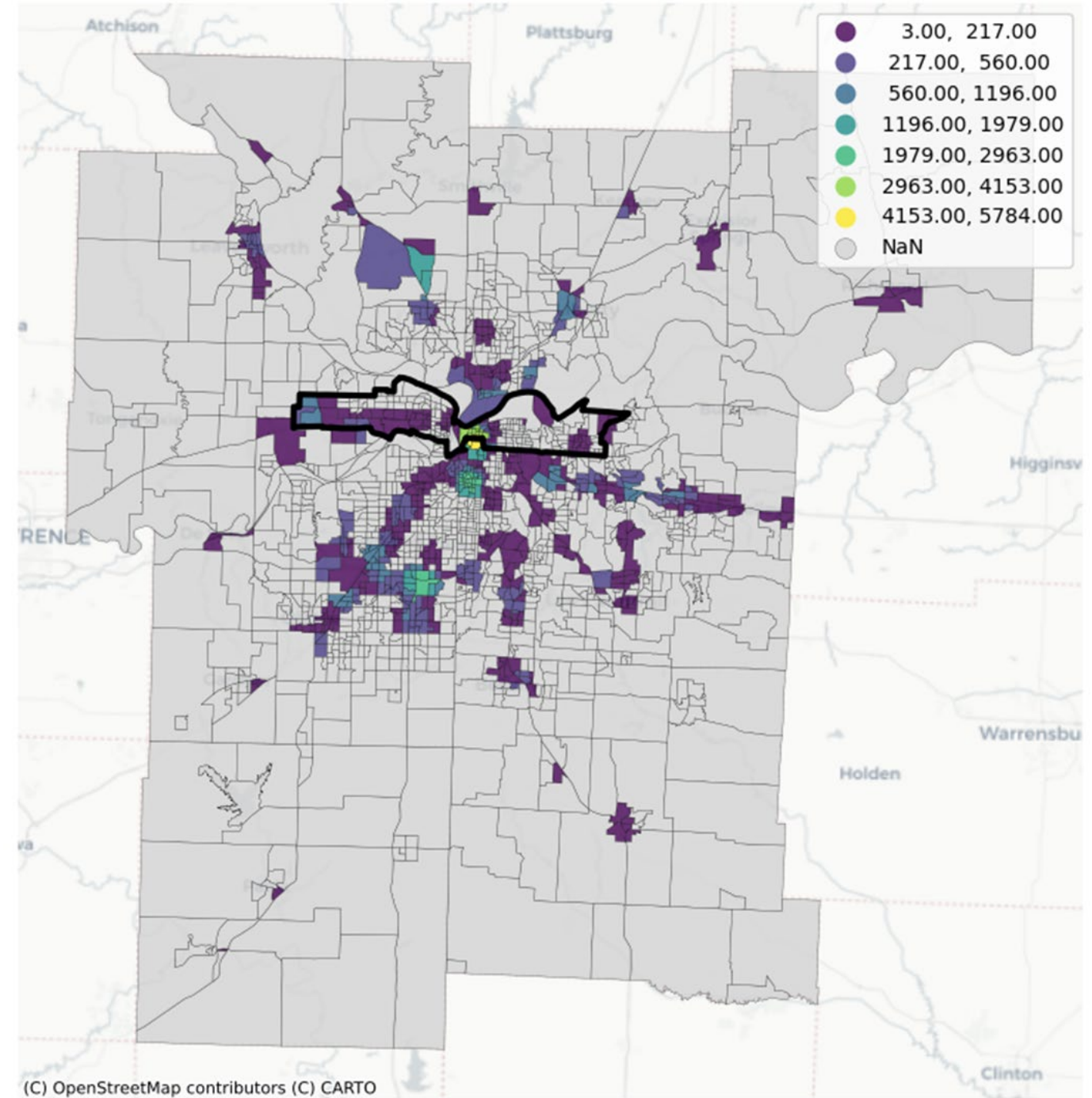
Independence: 1,152 (3.2%)

Sugar Creek: 0

Strongest Correlations: Hotel Rooms



Hotel Rooms



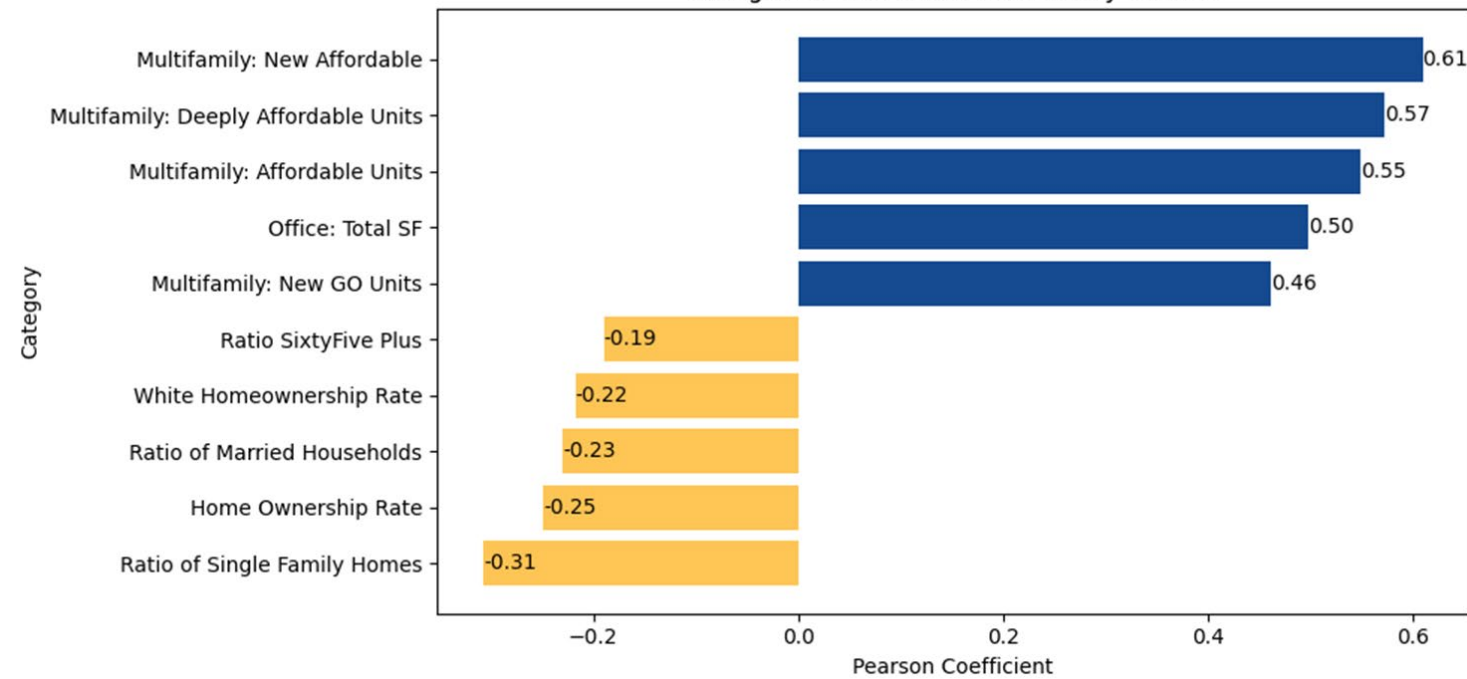
Variable: community centers

Comparison
 Workplace Area: Total Jobs
 (% of total)

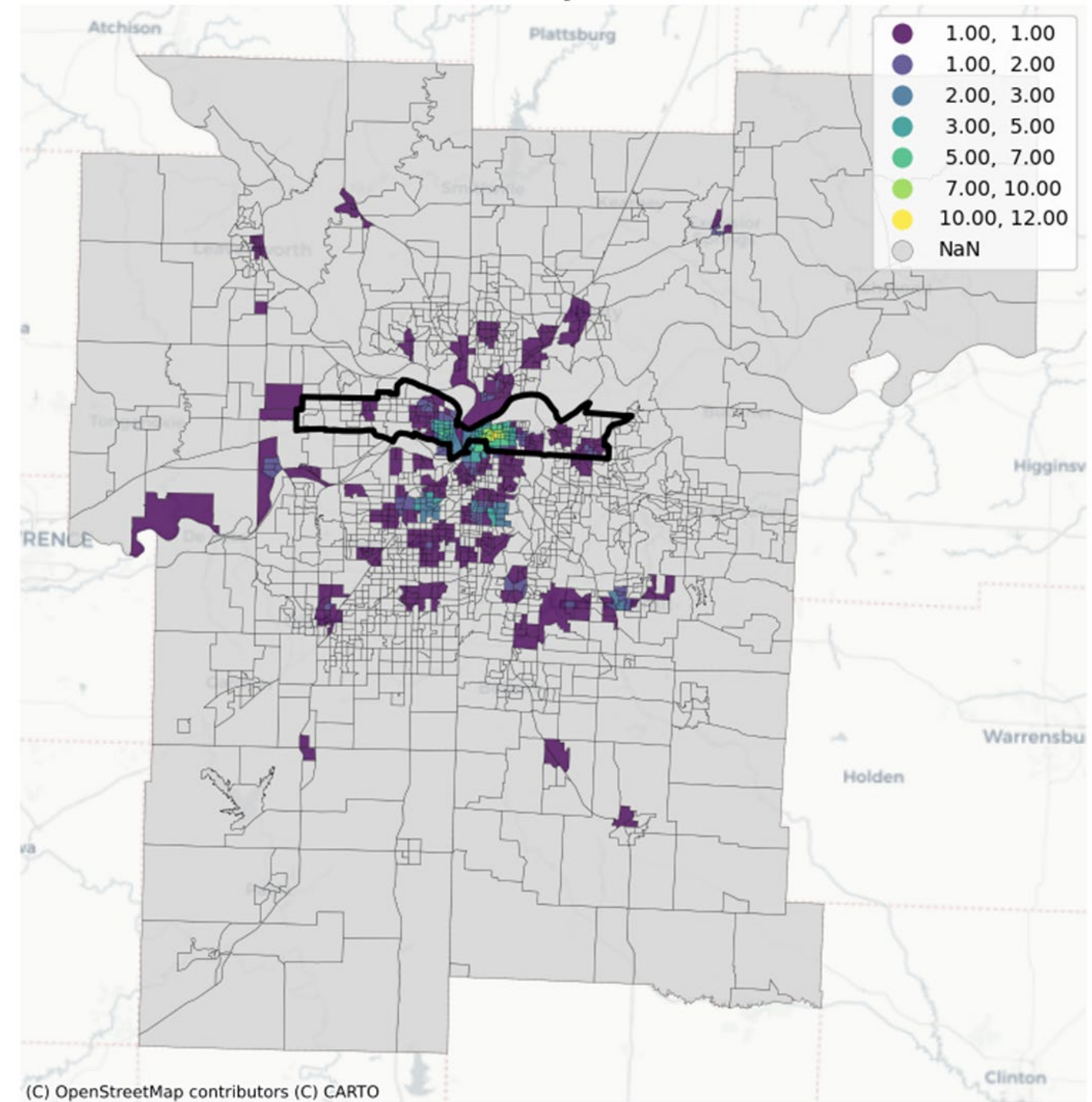
Metro: 97
 Corridor: 14

Kansas City, MO: 34
 Kansas City, KS: 14
 Independence: 2
 Sugar Creek: --

Strongest Correlations: Community Centers



Community Centers



Variable: libraries

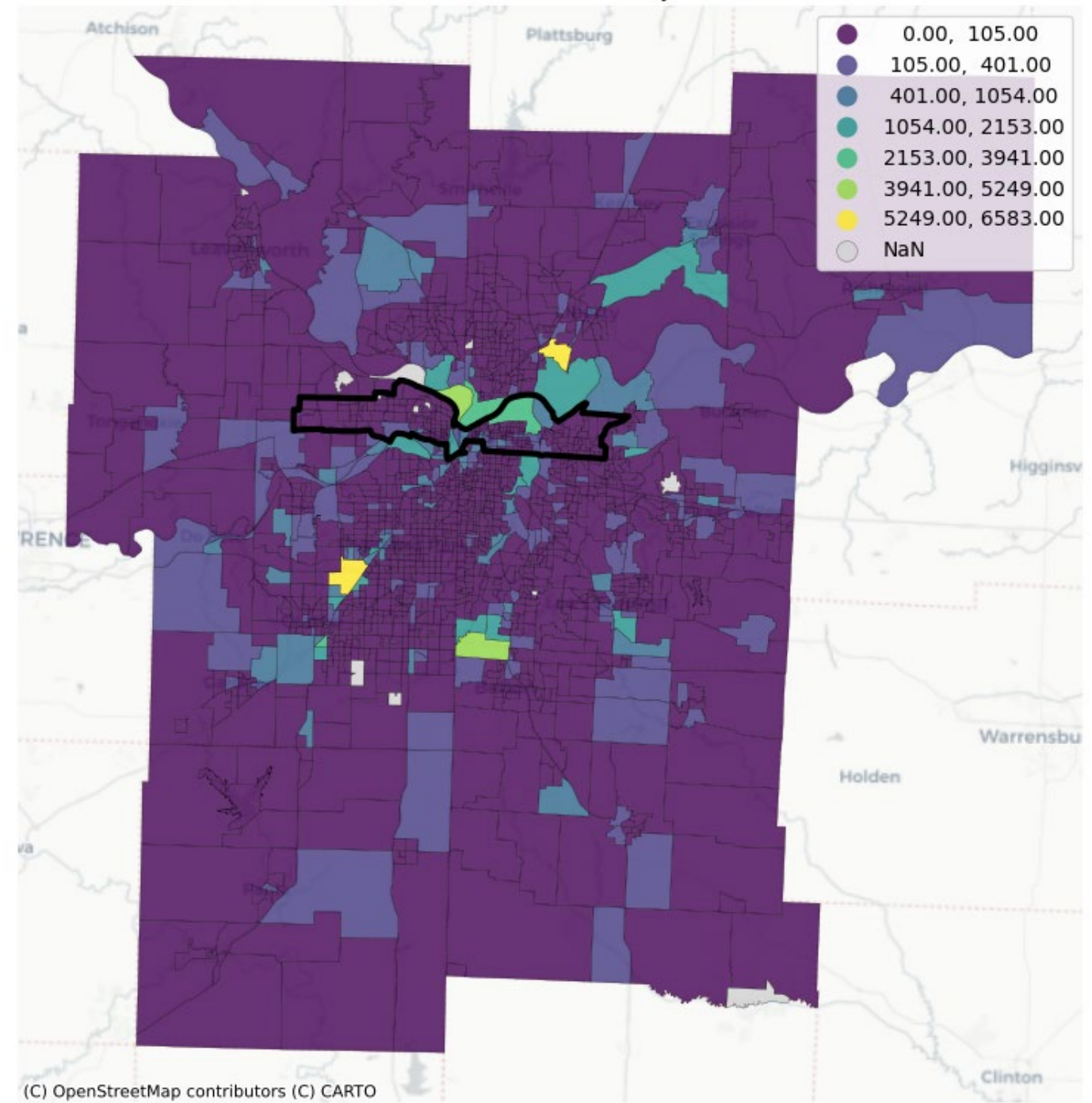
Comparison

Workplace Area: Total Jobs
(% of total)

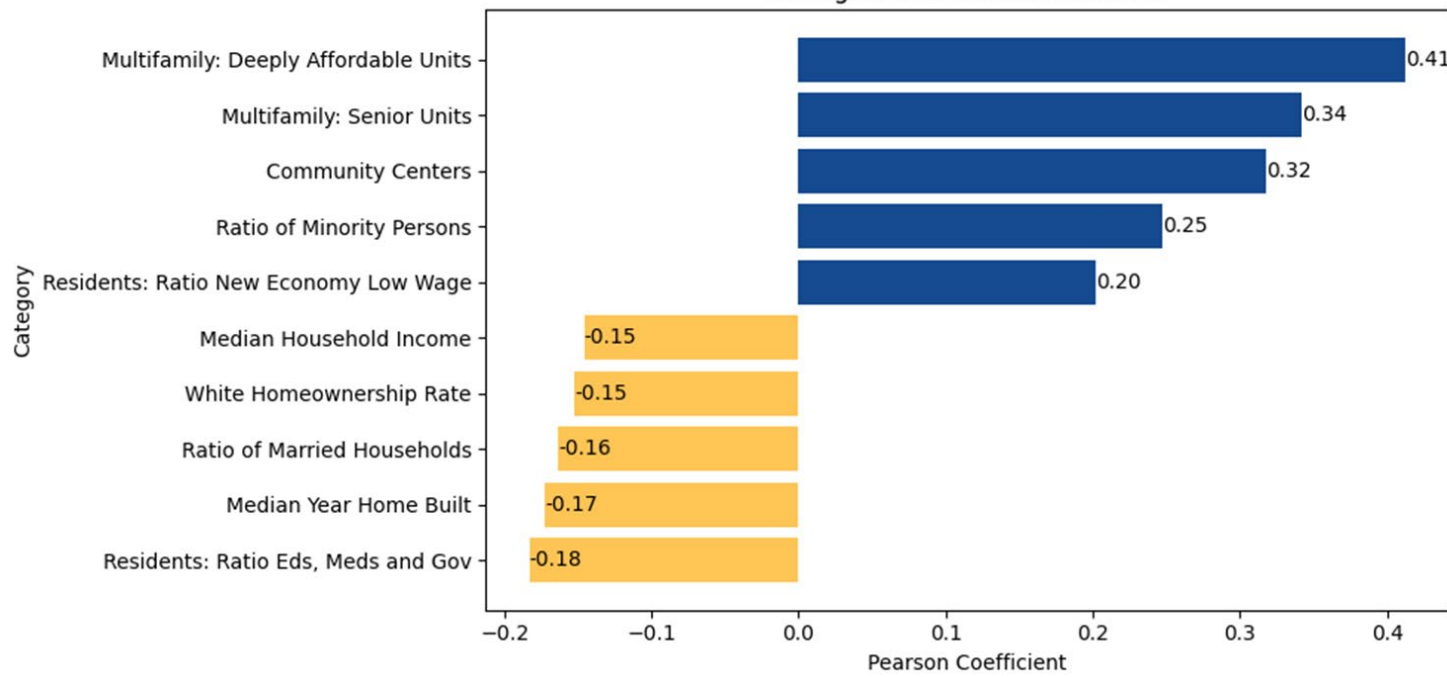
Metro: 84
Corridor: 10

Kansas City, MO: 13
Kansas City, KS: 58
Independence: 5
Sugar Creek: 1

Blue Collar: Workplace



Strongest Correlations: Libraries



Resiliency & Sustainability – Literature Review

The following appendix details the resiliency and sustainability related plans reviewed. State plans are shown in Table 1 and local plans are shown in Table 2

Table 1 - State Plans








Plan name	Icon	Year	Description	Funding
Connected and Automated Vehicles Implementation Plan		2021	The Connected and Automated Vehicles Implementation Plan was developed by the Kansas Department of Transportation (KDOT) and the Kansas Turnpike Authority (KTA) to guide the deployment and integration of connected and automated vehicle technologies in Kansas. The plan outlines a strategic approach to enhance transportation safety, efficiency, and sustainability through the adoption of CAV technologies.	The Plan hopes to leverage federal, state, and private sector funding opportunities, to enhance Kansas' transportation infrastructure and promote the adoption of innovative transportation solutions. Federal funding opportunities include the Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program, which supports innovative transportation technologies, and FHWA funding. KDOT and KTA allocate funding for projects that enhance the safety and efficiency of the state's transportation network.
Kansas State Hazard Mitigation Plan		2023	The Kansas State Hazard Mitigation Plan (SHMP) serves as a comprehensive guide for state and local governments to reduce risks from natural and human-made hazards statewide. The SHMP addresses several hazards, including flooding, severe storms, tornadoes, drought, wildfires, and severe winter weather. The SHMP aims to protect lives, property, and the environment by identifying vulnerabilities and implementing mitigation actions, such as improving stormwater drainage systems, building safe rooms, implementing controlled burns, and developing drought management plans.	The SHMP identifies several funding sources for mitigation projects, including federal programs such as the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA) program.
KDOT Long Range Transportation Plan (LRTP)	 	2021	The KDOT Long Range Transportation Plan (LRTP) is designed to guide the future development of Kansas's transportation system through 2045. The LRTP focuses on safety and security, transportation system management, asset preservation, freight and economic vitality, stewardship, and workforce development. The Plan emphasizes developing a resilient transportation system that can withstand and quickly recover from natural hazards and disruptions through risk management and investments in adaptable infrastructure. The Plan also includes a commitment to sustainability by minimizing environmental impacts and promoting sustainable solutions, such as permeable pavements, green roofs, LED lighting, and energy-efficient building designs. The LRTP also highlights the intersection of land use and transportation planning to create more livable communities, promoting transit-oriented and mixed-use developments.	
KDOT National Electric Vehicle Infrastructure (NEVI) Plan		2022	The Kansas NEVI Plan outlines Kansas' strategy for developing a comprehensive electric vehicle (EV) charging network to support the growing adoption of EVs. The plan aims to expand the EV charging network to meet the needs of EV drivers, reduce greenhouse gas emissions, and promote the use of renewable energy sources to power EV charging stations.	The KDOT NEVI Plan was developed in response to the federal NEVI Formula Program, which provides funding to states for EV infrastructure development.
KDOT Transportation Asset Management Plan (TAMP)		2022	The KDOT Transportation Asset Management Plan (TAMP) outlines the management of transportation assets in Kansas to ensure they are well-maintained. The plan focuses on enhancing the efficiency and effectiveness of asset management practices, meeting federal requirements, and supporting long-term transportation goals. It includes a risk-based approach to asset management and promotes sustainability by encouraging the use of environmentally friendly materials and construction practices, the integration of green infrastructure to manage stormwater.	
KDOT Transportation Emissions Reduction Strategy		2023	The Transportation Emissions Reduction Strategy (TERS) outlines a comprehensive plan to reduce transportation-related emissions in Kansas. The strategy is developed in response to the federal Carbon Reduction Program (CRP) established under the Bipartisan Infrastructure Law (BIL). The document provides a framework for evaluating and implementing projects aimed at reducing greenhouse gas (GHG) emissions from the transportation sector.	

Table 1 continued - State Plans







Plan name	Icon	Year	Description	Funding
Missouri State Hazard Mitigation Plan		2023	The Missouri State Hazard Mitigation Plan (SHMP) 2023-2028 serves as a comprehensive guide for state and local governments to reduce risks from natural and human-made hazards statewide. The SHMP addresses several hazards, including flooding, severe storms, tornadoes, drought, wildfires, and severe winter weather. The SHMP aims to protect lives, property, and the environment by identifying vulnerabilities and implementing mitigation actions, such as improving stormwater drainage systems, building safe rooms, implementing controlled burns, and developing drought management plans.	The SHMP identifies several funding sources for mitigation projects, including federal programs such as the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA) program.
MoDOT Carbon Reduction Strategy		2023	The Carbon Reduction Strategy (CRS) outlines MoDOT's approach to reducing carbon emissions from the transportation sector. The strategy focuses on improving energy efficiency, expanding transportation choices, and leveraging new technologies to achieve significant reductions in greenhouse gas emissions. Some examples of these are using LED lighting for transportation infrastructure, expanding pedestrian and bicycle infrastructure, and encouraging transit-oriented development.	
MoDOT NEVI Plan		2023	The Missouri NEVI Plan outlines Missouri's strategy for developing a comprehensive electric vehicle (EV) charging network to support the growing adoption of EVs. The plan aims to expand the EV charging network to meet the needs of EV drivers, reduce greenhouse gas emissions, and promote the use of renewable energy sources to power EV charging stations.	The MoDOT NEVI Plan was developed in response to the federal NEVI Formula Program, which provides funding to states for EV infrastructure development.
MoDOT State Management Plan		2016	The MoDOT State Management Plan outlines the policies, procedures, and administrative guidelines for managing federal transit programs in Missouri, with a focus on compliance, sustainability, and the effective use of resources to enhance public transportation services. The Plan provides detailed information on program goals, eligible recipients, project selection criteria, and compliance requirements.	The Plan covers various federal funding programs, including Federal Transit Administration Formula Grants. The Plan outlines compliance with various federal environmental laws and regulations, such as NEPA, Clean Air Act, Clean Water Act, and Endangered Species Act. The Plan mandates compliance with Buy America requirements, ensuring manufactured materials/products used in transit projects are produced in the US. This program provides training and technical assistance to rural transit providers, enhancing their capacity to deliver effective and efficient services.
MoDOT Statewide Transportation Improvement Program 2025-2029		2024	The MoDOT Statewide Transportation Improvement Program (STIP) 2025-2029 outlines the planned transportation projects across Missouri for the fiscal years 2025 through 2029. The program includes a comprehensive list of projects aimed at improving highways, bridges, transit, aviation, rail, waterways, bicycle, pedestrian, and operations and maintenance. The STIP is updated annually to reflect the evolving transportation needs of the state.	
BikePed Plan		2015	The Plan aims to create a cohesive regional network of bikeways that promotes active transportation and provides economic, environmental, and health benefits. The Plan provides background information on regional bikeway plans and an analysis of current bikeway facilities and gaps in the network, highlighting the need for a continuous and connected system. Next, the plan provides a methodology for developing the regional bikeway network, including prioritization of corridors and connections to national and statewide trail systems. Lastly, the Plan provides an Implementation Toolkit and recommends actions for regional planning and coordination, data collection, public education, and enforcement to support the successful implementation of the bikeway network.	Sources for funding include the FHWA and the FTA, which support the construction and maintenance of bikeway facilities. State-level programs, such as those from KDOT and MoDOT, also provide financial support for bikeway projects. The plan emphasizes the importance of local funding, which can come from city and county budgets, local sales taxes, and bond issues. Private and non-profit partnerships can also be a significant source of funding.

Table 2 - Local Plans















Plan name	Icon	Year	Description	Funding
Climate Action Playbook		2019	The Playbook was developed by Climate Action KC, a regional community partnership of over 100 elected officials from both states, municipalities, county gov's, school boards, etc. The groups goal is to advance climate solutions at the local level in the KC region. The Playbook is loosely based on Paul Hawken's "Drawdown" and is broken down into the same 6 sectors: Buildings & Cities, Electricity Generation, Food, Land Use, Materials, Transportation. Within each sector, a range of strategies are included to address varying local priorities, attitudes and opportunities. The Playbook is focused on short-term opportunities for success at reducing pollution and doesn't include policies that would require changes to state law or adaptation work that local governments must undertake to be resilient given climate change is occurring.	Climate Action KC's Climate Action Playbook provides a wealth of knowledge and resources for all of the actions it outlines. For each action there are additional resources provided, potential funding sources, and examples of similar projects that have been implemented elsewhere.
Climate Pollution Reduction Grant Application: KC - ACT		2024	MARC has submitted a grant request to the Climate Pollution Reduction Grants Program, a special program of the Inflation Reduction Act. The request is titled the Kansas City - Anchoring Climate Transformation (KC-ACT). KC-ACT is a regional climate protection strategy aimed at strengthening public leadership, neighborhood resilience, and critical infrastructure resilience. It includes nearly \$200M in funding for 40 projects, which are an outgrowth of the KC Regional Climate Action Plan.	This grant application was through the federal Climate Pollution Reduction Grants Program.
Connected KC 2050		2020	Connected KC 2050, the Kansas City metro's regional transportation plan, serves as a blueprint for managing the region's transportation system.	
Illustrative Connected KC 2050 Projects		2023	Provides project descriptions for projects included in Connected KC 2050.	
Kansas City Regional Clean Air Action Plan (CAAP)		2018	The CAAP aims to reduce ozone-forming emissions and improve air quality in the Kansas City region. The plan outlines strategies and actions to maintain compliance with EPA standards and promote a healthier environment for residents. It was developed with input from regional stakeholders, including local governments, businesses, civic organizations, and nonprofit agencies.	Programs such as EPA grants and USDOT funding are crucial for implementing air quality improvement projects. The USDOT has the Carbon Reduction Program, administered by the FHWA, provides discretionary funding for carbon reduction strategies. Both Kansas and Missouri have a State Carbon Reduction Strategy (CRS). For Kansas, KDOT's Transportation Emissions Reduction Strategy and for Missouri, MoDOT's Carbon Reduction Strategy are the relevant CRS.
Kansas City Regional ITS Architecture		2016	KC Regional ITS Architecture documents the components of the ITS systems and their functions to deliver needs. Transportation Service Areas documented in the architecture include Emergency Management, Incident Management, and Traveler Information which have a strong connection to responding to natural hazards. In line with the National ITS Architecture, the architecture contains Interconnect Flow Diagrams and Architecture Flow diagrams detailing the data exchanges, technology systems, and stakeholder roles in ITS systems related to Emergency Management, Incident Management, and Traveler Information.	

Table 2 continued - Local Plans

Plan name	Icon	Year	Description	Funding
Kansas City Walkability Plan		2003	The Kansas City Walkability Plan aims to enhance pedestrian mobility and safety throughout Kansas City. The plan outlines strategies to create a more walkable city by addressing barriers to walking, measuring walkability, establishing priorities, and recommending changes to city regulations, standards, and policies. The plan also includes a pedestrian zone case study evaluations and actions steps for implementation.	
KC CAP Climate Risk and Vulnerability Assessment		2020	The Climate Risk and Vulnerability Assessment for the Kansas City region, a section of the KC Climate Action Plan (CAP), evaluates the impacts of climate change on natural hazards, infrastructure, public health, and vulnerable communities. The assessment aims to inform strategic priorities for resilience and sustainability. The CRVA is broken into these sections: Community Profile, Climate Outlook, Natural Hazards, Social Vulnerability Assessment, Adaptive Capacity, and Conclusion & Recommendations. The natural hazards addressed in the CRVA are drought, flooding, extreme heat, severe thunderstorms, tornadoes, and severe winter weather.	
KC Regional Climate Action Plan	 	2021	The Climate Action Plan (CAP) aims to achieve net-zero greenhouse gas emissions by 2050 in the Kansas City region. It emphasizes equitable and just climate resilience, involving community engagement and regional collaboration. The CAP takes a systems-based approach to addressing climate change across 9 sections: governance & leadership, community resilience, energy generation, energy efficiency, transportation & land use, urban greening, food & agriculture, solid waste, finance & innovation. Within each section, the CAP identifies overarching goals & specific actions to address climate change.	
KC Vision Zero Action Plan		2022	KCMO's Vision Zero KC: Safe, Healthy, and Equitable Streets for All (VZKC) plan is aimed at supporting the development of better roads, bridges, bike lanes, and sidewalks to make commutes safer and more convenient for all travelers. However, the main intent of VZKC is to work towards reversing a devastating, decadeslong upward trend in vehicular crashes.	
MARC Autonomous Connected Vehicle Framework		2018	The MARC Autonomous and Connected Vehicle Framework was developed to guide the Kansas City region in preparing for the integration of autonomous and connected vehicle (AV/CV) technologies. The framework aims to maximize the benefits of these emerging technologies. Some benefits are reducing emissions through improved traffic flow and less idling, using hybrid or electric vehicles to lower greenhouse gas emissions, and improved emergency response time thanks to real-time data availability. The Framework also outlines a number of pilot projects, including an Urban Mobility Pilot and a Freight and Logistics Pilot.	
MARC Regional Multi-Hazard Mitigation Plan		2020	The MARC Regional Multi-Hazard Mitigation Plan (RHMP) is designed to reduce the risks from natural and human-made hazards in the Kansas City region. The RHMP addresses several hazards, including flooding, severe storms, tornadoes, drought, wildfires, and severe winter weather. The RHMP aims to protect lives, property, and the environment by identifying vulnerabilities and implementing mitigation actions.	The SHMP identifies several funding sources for mitigation projects, including federal programs such as the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM) program, and Flood Mitigation Assistance (FMA) program.
RideKC SmartMoves 3.0		2017	SmartMoves 3.0 serves as the regional blueprint for implementation of a new and improved transit and mobility system. Local governments and transit organizations will use this plan to guide the development of new projects and initiatives that seek to develop efficient, high-ridership transit services that are linked by mobility hubs where riders can transfer from one fixed route to another or connect with mobility services to get where they need to go.	

Resiliency & Sustainability – Strategies and Actions

Sustainability strategies and actions are presented in Table 3 and resilience strategies and actions are presented in Table 4.

Table 3 - Sustainability Strategies and Actions 

Implementation Strategies for Sustainability	Description	Example Actions	Related Plans
Drive Less	To improve sustainability, reduce the number of vehicle miles traveled especially by single occupant vehicles (SOVs).	<p>Projects</p> <ul style="list-style-type: none"> Promote mode shift to multimodal transportation options by improving bicycle and pedestrian facilities. Invest in transit infrastructure such as electrifying the transit fleet, increasing transit efficiency (bus rapid transit), and establishing mobility hubs. <p>Policies and Processes</p> <ul style="list-style-type: none"> Enhance laws protecting multimodal roadway users. Develop standards and development requirements to prioritize multimodal infrastructure and transportation. <p>Programs</p> <ul style="list-style-type: none"> Partner with businesses to promote remote work or alternative work schedules. Incentivize carpooling, ridesharing, and multimodal transportation. Encourage public transit ridership. 	Greater KC Regional Bikeway Plan, Kansas City Walkability Plan, Kansas Active Transportation Plan, RideKC SmartMoves 3.0, Connected KC 2050, KC Regional Climate Action Plan, KDOT Transportation Emissions Reduction Strategy, MoDOT Carbon Reduction Strategy
Drive Wise	When trips cannot be reduced, reduce the impact of the trip.	<p>Projects</p> <ul style="list-style-type: none"> Transition fleet vehicles and transit vehicles from fossil fuel powered vehicles to electric vehicles. Invest in Transportation System Management and Operations (TSMO) solutions to increase efficiency and reduce idling. Examples include traffic signal optimization, traveler information, ramp metering, and high-occupancy vehicle (HOVs) lanes. Invest in electric vehicle infrastructure such as EV charging stations. <p>Policies and Processes</p> <ul style="list-style-type: none"> Develop guidelines and initiatives to foster the integration of connected and autonomous vehicles (CAVs) to improve travel efficiency and safety. Collect and analyze transportation data to understand trip behavior and congestion. <p>Programs</p> <ul style="list-style-type: none"> Partner with businesses to promote remote work or alternative work schedules. Incentivize carpooling, ridesharing, and multimodal transportation. Encourage public transit ridership. 	Kansas City Regional Clean Air Action Plan (CAAP), RideKC SmartMoves 3.0, Connected KC 2050, KC Regional Climate Action Plan, KDOT Transportation Emissions Reduction Strategy, MoDOT Carbon Reduction Strategy

Table 3 continued - Sustainability Strategies and Actions

Implementation Strategies for Sustainability	Description	Example Actions	Related Plans
Build Wise	When maintaining and constructing new transportation infrastructure, integrate sustainable options while understanding the impact of the project.	<p>Projects</p> <ul style="list-style-type: none"> • Transition traditional street lighting to energy-efficient alternatives. • Electrify fleet vehicles and construction vehicles. <hr/> <p>Policies and Processes</p> <ul style="list-style-type: none"> • Develop standards and development requirements to encourage or require the consideration of sustainable options. • For large construction projects, inventory the emissions created by the project. • Incorporate ENIVISION certification/standards. • For large construction projects, increase public communication, traffic incident management strategies, and alternatives to reduce idling from construction. <hr/> <p>Programs</p> <ul style="list-style-type: none"> • Review design standards and specifications to understand carbon emissions and impact of requirements. • Identify sustainable alternatives for commonly used materials and processes. 	Regional Climate Action Plan, Climate Action Playbook, RideKC SmartMoves 3.0

Table 4 - Resiliency Actions and Strategies 

Implementation Strategies for Sustainability	Description	Example Actions	Related Plans
Eliminate Risk	To improve resiliency and mitigate impacts from natural hazards, eliminate or reduce risk by moving people, property, and infrastructure outside of hazard areas.	<p>Projects</p> <ul style="list-style-type: none"> • Move critical transportation facilities outside of hazard areas. For example, relocating facilities outside of floodplains. <p>Policies and Processes</p> <ul style="list-style-type: none"> • Strengthen floodplain management policies to ensure new investments are not increasing exposure to natural hazards. <p>Programs</p> <ul style="list-style-type: none"> • Invest in resilience planning to identify at-risk infrastructure. • Develop programs to support the relocation of critical infrastructure outside of hazard areas. 	<p>KC CAP Climate Risk and Vulnerability Assessment, Missouri State Hazard Mitigation Plan, Kansas State Hazard Mitigation Plan, Regional Multi-Hazard Mitigation Plan (produced by MARC)</p>
Minimize Risk	When risk cannot be eliminated, increase the resilience of infrastructure and users of the transportation system.	<p>Projects</p> <ul style="list-style-type: none"> • Elevate infrastructure to minimize flood risk. • Utilize nature-based solutions (NBS) to minimize stormwater flooding and sequester carbon. • Install transit shelters to minimize extreme heat risk. • Use trees and vegetation to reduce heat islands. <p>Policies and Processes</p> <ul style="list-style-type: none"> • Strengthen stormwater requirements for new development. • Develop design standards that consider existing and future natural hazards. <p>Programs</p> <ul style="list-style-type: none"> • Develop solutions guides to encourage NBS. • Educate infrastructure operators and owners on changing risks. 	<p>KC Vision Zero Action Plan, KC CAP Climate Risk and Vulnerability Assessment, Missouri State Hazard Mitigation Plan, Kansas State Hazard Mitigation Plan, Regional Multi-Hazard Mitigation Plan (produced by MARC)</p>
Build Capacity	While resiliency actions can minimize risk, communities also need to be prepared to respond to natural hazards to reduce losses to people, property, and infrastructure. During emergency events, transportation systems can be strained by evacuations.	<p>Projects</p> <ul style="list-style-type: none"> • Invest in infrastructure and technology to improve communication with the public during emergencies. • Identify and strengthen critical infrastructure necessary for evacuations. <p>Policies and Processes</p> <ul style="list-style-type: none"> • Clearly document internal responsibilities and roles during emergencies. • Maintain up to date emergency contact lists and communication protocols. <p>Programs</p> <ul style="list-style-type: none"> • Hold collaborative emergency exercises with multiple agencies to understand each agencies' role during emergency response and evacuations. • Identify areas with limited capacity to respond to natural hazards. • Identify detour routes in advance for key corridors. 	<p>Regional Climate Action Plan, KDOT Transportation Emissions Reduction Strategy, MoDOT Carbon Reduction Strategy</p>