



JACKSON COUNTY  
**COMMUTER CORRIDORS**  
ALTERNATIVES ANALYSIS

---

**Jackson County Commuter Corridors Alternatives Analysis**  
Workshop Report from February 6-8, 2012

---

DRAFT REPORT - REVISED August 31, 2012



**TABLE OF CONTENTS**

**INTRODUCTION ..... 1**

    STUDY AREA ..... 2

    WORKSHOP PURPOSE ..... 4

    PRINCIPLES of TOD ..... 4

    BARRIERS to TOD ..... 6

    MODE and TOD ..... 6

    SUMMARY of WORKSHOP FINDINGS ..... 8

    RECOMMENDATIONS ..... 9

**CITY OF KANSAS CITY..... 12**

    350 & NOLAND ROAD (KNOBTOWN) REGIONAL RAIL, ENHANCED STREETCAR & BRT STATION... 12

    TRUMAN SPORTS COMPLEX REGIONAL RAIL ..... 14

**CITY OF INDEPENDENCE ..... 16**

    NOLAND ROAD REGIONAL RAIL STATION ..... 16

    INDEPENDENCE CENTER REGIONAL RAIL STATION..... 18

    INDEPENDENCE WEST (23rd STREET) REGIONAL RAIL STATION..... 20

    INDEPENDENCE EVENTS CENTER ES/BRT STATION..... 22

    NOLAND ROAD & 40 HIGHWAY ES/BRT STATION ..... 24

    BLUE RIDGE BOULEVARD ES/BRT STATION ..... 26

    LEE’S SUMMIT ROAD & 40 HIGHWAY ES/BRT STATION ..... 28

**CITY OF BLUE SPRINGS..... 30**

    DOWNTOWN REGIONAL RAIL BETWEEN 12th & 14th STREET..... 30

    40 HIGHWAY & 19th STREET ES/BRT STATION..... 32

    40 HIGHWAY & 7 HIGHWAY ES/BRT STATION ..... 33

    ADAMS DAIRY PARKWAY REGIONAL RAIL, ENHANCED STREETCAR & BRT STATION..... 34

**GRAIN VALLEY REGIONAL RAIL STATION..... 36**

**OAK GROVE REGIONAL RAIL & ES/BRT STATION..... 38**

**CITY OF RAYTOWN..... 40**

    63RD AND RAYTOWN ROAD REGIONAL RAIL & ES/BRT..... 40

    55TH STREET AND ROCK ISLAND RIGHT OF WAY ES/BRT STATION ..... 42

<b>CITY OF LEE'S SUMMIT .....</b>	<b>44</b>
I-470 & VIEW HIGH DRIVE REGIONAL RAIL STATION .....	44
MISSOURI HIGHWAY 291 REGIONAL RAIL & ES/BRT STATION .....	46
<b>GREENWOOD REGIONAL RAIL STATION .....</b>	<b>48</b>
<b>PLEASANT HILL REGIONAL RAIL &amp; ES/BRT STATION .....</b>	<b>50</b>

## INTRODUCTION

The Mid-America Regional Council (MARC), the Kansas City Area Transportation Authority (KCATA), the City of Kansas City, Missouri, and Jackson County, Missouri are sponsoring an Alternatives Analysis (AA) for two Jackson County Commuter Corridors originating in downtown Kansas City, Missouri and extending east and southeast of the downtown area. MARC is a nonprofit association of city and county governments and the Metropolitan Planning Organization (MPO) for the Greater Kansas City metro region. The metropolitan area includes two states, nine counties and nearly 2 million people. The Kansas City Area Transit Authority (KCATA) provides transit service within the Kansas City metropolitan area.

An Alternatives Analysis represents the first phase of FTA's discretionary New Starts program. The New Starts program is the federal government's primary financial resource for supporting locally planned, implemented, and operated major transit capital investments. The New Starts program funds new and extensions to existing fixed guideway transit systems in every area of the country. New Starts projects, like all transportation investments in metropolitan areas, must emerge from a regional, multi-modal transportation planning process. The following are the three phases of New Starts project development:

NOTE: Under the new Federal Transportation bill MAP-21, the phasing of major capital investments project for transit has changed. PB staff awaits official guidance from the Federal Transit Administration and will work with the Project Partnership Team once that guidance is received.

### ***Phase I – Alternatives Analysis***

Local project sponsors are required to perform an alternatives analysis that evaluates the mode and alignment options for a particular corridor in the community. This analysis informs local officials and community members on the benefits, costs and impacts of transportation options, so that the community can identify a preference. This phase is complete when local and regional decision makers select a locally preferred alternative, and it is adopted by the metropolitan planning organization (MPO) into the region's long-range transportation plan.

### ***Phase II – Preliminary Engineering***

During the preliminary engineering (PE) phase of project development for New Starts investments, local project sponsors consider their design options to refine the locally preferred alternative and complete the National Environmental Policy Act (NEPA) process. Preliminary engineering hones the estimates of project costs, benefits, and impacts. In addition, during the PE phase of project development, local sponsors finalize management plans, demonstrate their technical capabilities to develop the project, and commit local funding sources.

### ***Phase III – Final Design***

Final design is the last phase of project development and includes the preparation of final construction plans, detailed specifications and bid documents.

New Starts projects are evaluated under a set of criteria:

- Mobility Improvements;
- Environmental Benefits;
- Operating Efficiencies;
- Cost Effectiveness;

---

## T.O.D. Overview

- Transit Supportive Land Use;
- Economic Development Effects; and
- Other Factors.

Land use and Economic Development each represent 20% of the project justification rating, meaning that

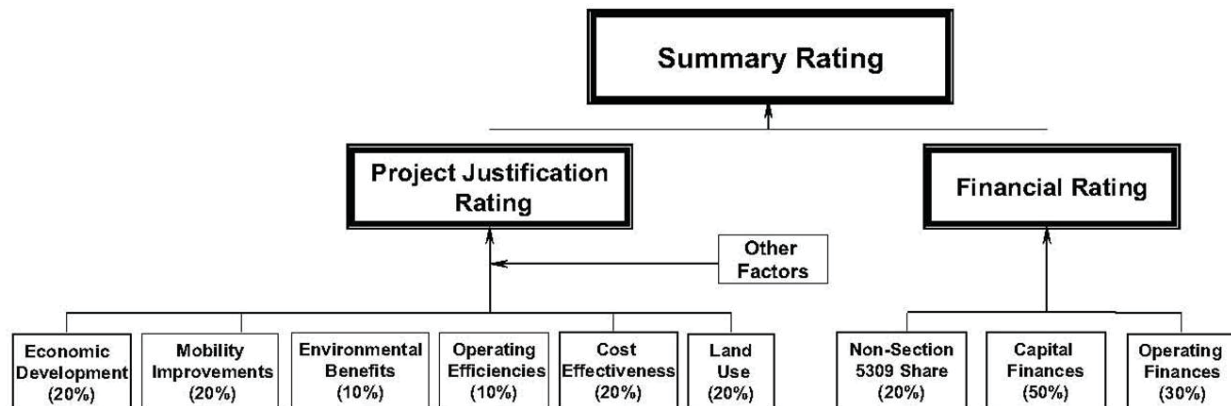


Figure 1: Summary Rating Flowchart

a station’s proximity to existing and future development plays a key role in moving a project forward.

In its evaluation of New Starts projects, FTA explicitly considers the following transit supportive land use and economic development factors:

### Land Use Factors

1. Existing corridor and station area development;
2. Existing corridor and station area development character;
3. Existing station area pedestrian facilities, including access for persons with disabilities; and
4. Existing corridor and station area parking supply.

### Economic Development Effects Factors

1. Transit Supportive Plans and Policies, including the following factors:
  - Growth management;
  - Transit supportive corridor policies;
  - Supportive zoning regulations near transit stations; and
  - Tools to implement land use policies.
2. Performance and Impacts of Policies, including the following factors:
  - Performance of land use policies; and
  - Potential impact of transit project on regional land use.

## STUDY AREA

This analysis covers the East and Southeast Corridors, both of which would originate at 3rd Street and Grand Boulevard in downtown Kansas City. The East corridor generally parallels Interstate 70, crossing through Kansas City, Independence, Blue Springs, Grain Valley and Oak Grove. The Southeast corridor, also known as the Rock Island Corridor, generally parallels Missouri Highway 350, serving downtown Kansas City, Raytown, Lee’s Summit, Greenwood and Pleasant Hill.

The study area boundaries were delineated to capture areas that could generate transportation trips within the study corridors. For the purpose of the JCCCAA, the study area encompasses all of Jackson County (MO).

Three alternatives are being considered: Enhanced Streetcar, Bus Rapid Transit (BRT) and commuter rail using Diesel Multiple Unit (DMU) technology. The following provides more detail on these modes:

- Bus Rapid Transit (BRT): An enhanced bus system that may include such elements as a dedicated busway, high frequency, all day service, off-board fare payment, a unique branded identity, distinctive stations or stops, and Intelligent Transportation Systems (ITS) elements such as signal prioritization.
- Enhanced Streetcar: The Enhanced Streetcar was developed to address the varying operating environments of downtown Kansas City and the suburban areas to the east as well as for future connectivity to the proposed downtown circulator.
- Diesel Multiple Unit (DMUs): A medium capacity, non-locomotive hauled, diesel powered rail vehicle that can run in an active freight environment, if FRA-compliant.

A map of the East and Southeast corridors is shown in Figure 2.

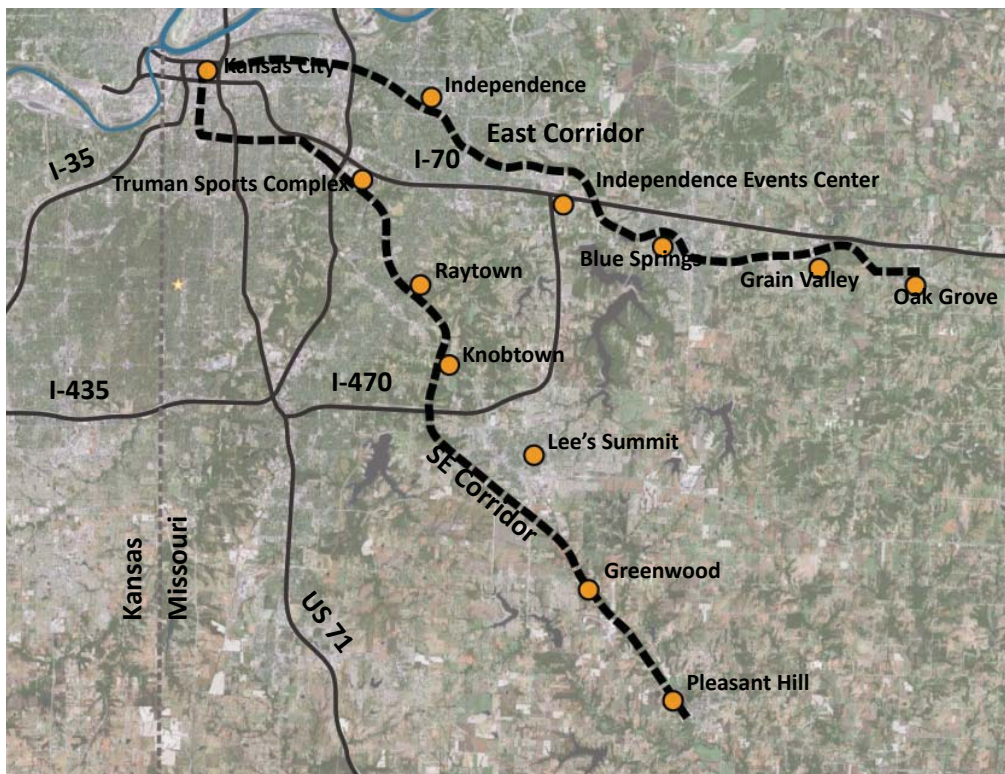


Figure 2: East & Southeast Transit Corridors

## T.O.D. Overview

## WORKSHOP PURPOSE

The purpose of this three day-workshop was to discuss TOD from a corridorwide perspective and at a station-by-station level. The following summarizes the primary goals from the workshop:

1. Initiate a corridor-wide TOD dialogue and recommend actions to maximize TOD opportunities.
2. Review the principles of successful TOD, barriers to implementation, and market considerations.
3. Identify opportunities and challenges for various station locations based on an interactive “mini-charrette” with each jurisdiction.

A team from the PlaceMaking Group of Parsons Brinckerhoff (PB) and Taliaferro & Browne was retained to conduct a three-day TOD corridor workshop. Participants in the workshop included local jurisdiction staff from Independence, Blue Springs, Kansas City, Raytown, Lee’s Summit, Greenwood, Pleasant Hill, Oak Grove and Grain Valley, as well as Jackson County, MARC, and the Kansas City Area Transportation Authority (KCATA). This process resulted in an evaluation of TOD opportunities and constraints along the corridor, with recommendations for specific action items including a time frame for implementation and responsible parties, which is outlined in this report.

## PRINCIPLES of TOD

Planning and implementation of a successful TOD involves many small decisions to assure development is consistent with TOD principles. Some of the key principles needed to create a successful TOD are:

- Defined center.
- Active, 18-hour place.
- Mix of uses, horizontally or vertically.
- Compact pedestrian-oriented design.
- Moderate to higher density development, especially near transit.
- Limited, managed parking.
- Sustained public leadership.

### Defined Center

The concept of a TOD is more than providing easy access from home and work to transit. Although transit can be an important anchor for a center, the center must create a destination: a sense of place and community.

### Mix of Uses

Creating a mix of land uses provides diversity and variety, helps to define the center, and creates a more active, vibrant place. The diversity in land uses enables people to take care of the majority of their needs within a short walking distance. The mix of uses can be either vertical, in the same building, or horizontal, located next to each other. The key is to locate the various uses close together, make them easily accessible and supportive of each other.

---

## T.O.D. Overview

### **Active, 18-hour Place**

A mix of land uses promotes activity around the clock, either within the TOD or easily accessible from the TOD. This in turn promotes the most efficient use of the transit system: travel in both directions, throughout the day. A mix of employment, residential, and recreational uses that provides services during the day, evenings, and weekends expands transit ridership beyond the morning and evening commute to encourage transit use for shopping and entertainment purposes.

### **Pedestrian-Oriented Design**

Within a TOD, non-auto trips increase when a mix of uses is easily accessible and arranged in a way that emphasizes travel on foot rather than car. Creating a pedestrian environment requires considering the dimensions of the human body and the scale of the spaces that people use. Subtle factors, focused on a pleasant environment for the pedestrian, encourage people to walk. Stations should be evaluated for their potential to support existing or form new walkable neighborhood with streets and open spaces that help create a unique identity.

### **Moderate to Higher Density Development**

Residential or employment development near transit stations provides a ready market for transit trips. Consequently, higher densities strengthen the demand for transit. Development should be at higher densities in TODs in relation to the existing surrounding development pattern. Within TODs, densities should be the highest nearest transit. Historically, 6 to 7 dwelling units per acre will support a bus line and 9 to 25 dwelling units per acre will support a rail line. When the density increases to over 50 dwelling units per acre, the number of auto and non-auto trips are equal. The general rule of thumb is that a 10 percent increase in density equates to a five percent increase in transit trips.

### **Managed Parking**

Parking to reflect the impact of transit is one of the most challenging aspects of any TOD. Typical suburban development, with 50 to 75 percent of the site devoted to surface parking, results in land use densities that are too low to support transit service. By creating a more limited parking supply and moving parking from surface parking lots to on-street parking and parking structures, residents, shoppers, and employees are encouraged to use transit to get to the TOD and walk. Research shows that people living and working in TODs walk more, use transit more and own fewer cars than the rest of the region.

While the relationship between parking supply and travel behavior is well understood, there has been a disconnect between research and real world practice. Developers and financial institutions still tend to prefer conventional parking ratios in TODs despite local policies and codes that provide options for less parking. Parking in a TOD should consider four fundamental components: size, location, design, and management:

- Parking needs to be sized sufficiently to meet auto needs that cannot be satisfied by transit. Shared parking between uses or a parking management district can reduce the need for parking by 25 percent over conventional ratios depending on the mix of uses. Strategies such as counting on-street parking as part of the requirements can help reduce the dominance of parking as a land use.

---

## T.O.D. Overview



- Parking facilities should be located so the buildings, not the parked cars, are the dominant visual feature.
- Parking design should be integrated with the development to relate to the streetscape and circulation routes.
- Once parking has been “right sized” to transit, it needs to be managed.

### **Sustained Public Leadership**

Historically, TOD revitalization supports the strategy that the public sector must take the primary leadership role and the initiative before the private sector is willing to commit time and money. In addition, public leadership is needed as a station area is being developed and throughout the life span of the station area. TOD will evolve through if solid partnerships are formed between the County, MARC, jurisdictions and other agencies. All can pave the way for TOD by:

- Assuring that the political will is aligned with the TOD objectives.
- Preparing new and modified policies and code language to achieve the TOD goals, both at the regional and local levels.
- Committing necessary staff and capital resources to carry out implementation.

### **BARRIERS to TOD**

A number of technical, political and physical barriers exist to implementing TOD. In many respects, these barriers differ for each station site and for each jurisdiction. The following are a few of the primary challenges:

- Station definition and refinement will continue through the AA and beyond
- Lack of transit-supportive zoning, policies and plans
- Transit alone will not create a market
- Market conditions may limit large-scale development opportunities

Early planning, formation of partnerships, and detailed evaluation of station sites and the market can help minimize these barriers. The following are specific strategies to consider when planning for TOD:

- Get the planning right; begin planning efforts early
- Form partnerships at the regional and local levels
- Aim toward market driven, not transit driven TOD
- Consider development phasing to manage market expectations
- Involve the community in the planning process

## MODE and TOD

A key question raised in the TOD workshops was: “how will the transit mode impact the possibilities for TOD?” In other words, would experience elsewhere suggest any appreciable difference for development at a station whether it is BRT or Commuter Rail? It is difficult to accurately define the expectations for development based on mode. To date, there is no TOD experience in the Kansas City region with either of the modes proposed for the corridor – Bus Rapid Transit (BRT) or Commuter Rail. This section describes lessons learned from systems in place in other parts of the country. Research shows that the US experience with TOD is largely with rail, while BRT is still early in its project evolution cycle.

Along the East Line, the BRT/Enhanced Streetcar (ES) alignment is proposed within US 40 Highway right-of-way. Along the Rock Island Line, the BRT/ES would be located within the freight rail corridor, which means that it would operate in a similar fashion to commuter rail, but with more frequent stops.

The following are BRT lessons learned from across the country:

- Establish a planning vision and supportive policies
- Location is key
- Design for the pedestrian
- Ridership will happen, but might not help TOD



Figure 3: Village of Arlington Heights, IL Town Center



Figure 4: Village of Arlington Heights, IL Town Center



Figure 5: Village of Arlington Heights, IL Town Center

### Village of Arlington Heights, Illinois

Through proactive initiatives, Arlington Heights, Illinois, has created a new town center that includes a Metra commuter rail station, a performing arts center, high-density housing, several commercial uses, and public parking decks. The Metra Commuter station has become the community’s reenergized hub. The public parking is located two blocks from the station, which allows for private development adjacent to the station. Pedestrian crossings link the station to the surrounding development and encourage double-sided TOD.

## T.O.D. Overview

- More permanent investment equates to more TOD return

There is a large body of TOD experience with commuter rail to learn from across the U.S. Arlington Heights, Illinois, for example is shown in Figures 3-5. The same TOD principles applied to other modes should also be applied to commuter rail. Specifically, these include:

- A TOD should have a five minute walk to everything close to home, office, shopping and civic spaces.
- Focus on walkable districts around stations (scale).
- Consider the corridor as an integrated system: people will be traveling within the region via the stations.

Overall, both BRT and commuter rail offer exciting opportunities with future development. Successful TOD will happen at stations where market fundamentals are in place and supportive public policy has been adopted to encourage TOD. The specific application of TOD is likely to depend more on the location of development in relation to the transit stop than the mode of transit.

## SUMMARY of WORKSHOP FINDINGS

A three-day workshop was held in February 2012 to discuss East and Southeast station areas. Two hour sessions with jurisdictional staff were held to evaluate potential station locations currently under evaluation within the Jackson County Alternatives Analysis, which will be completed in early Summer 2012.

Jurisdictional staff provided an overview of station planning efforts to-date. The city staff, MARC, Jackson County, KCATA and the PB team discussed the vision for the station area and the program requirements for the station site (station location, parking requirements, etc.). The group evaluated ways to design for transit, and to create the framework for TOD by integrating land use and transportation together.

Following the workshops, a series of recommendations were identified based on the discussion for each station. These recommendations provide a blueprint of action items for the local jurisdictions, MARC, Jackson County and the PB team to implement and act upon. The recommendations fall into three timeframes for implementation: 1) Immediate actions: within the next year; 2) Short-term actions: prior to the environmental process and 3) Long-term: prior to project construction. The following are corridorwide findings and recommendations:

### Findings:

- A corridorwide perspective is critical. Municipalities along the corridor share a common market and struggle with similar development challenges. Station area plans should not only focus on the individual municipalities but also a vision for the larger corridor and region. The corridor as a whole will benefit if the municipalities work as a group to discuss common challenges and share success stories.
- Walkability will be the key to TOD. The station locations identified in the AA range from rural, undeveloped areas to urban corridors. Walkability will be important for all station types, whether incorporated into a master plan or through piecemeal priority improvements on existing streets.
- Not every station is a TOD opportunity. One of the fundamental findings from the workshop was that a station alone does not create a new real estate market. The opportunity that transit investment does offer is to create pedestrian-oriented places that might not be able to exist but

---

## T.O.D. Overview

for transit. But the fundamental real estate market dynamics remain the same: auto access is critical, especially for retail; local amenities such as parks and open space, community character, shopping and entertainment, school quality, and perception of safety; and price points will drive investment decisions. Places that do not make sense for development today likely will still not make sense after a station is built. Those places should be embraced in the near-term as park-n-Ride stations as the transit is built out and the market matures.

## RECOMMENDATIONS

**Provide feedback into the Alternative Analysis process.** A few of the stations evaluated during the workshop (such as the Missouri Innovation Park in Blue Springs) are not currently under analysis in the AA process, but could be with further dialogue. Local jurisdictions need to provide feedback to Jackson County concerning preferences for station locations, parking and supporting facilities.

- **Responsibility:** Local Jurisdictions, in coordination with Jackson County
- **Timeframe:** Immediate

**Create corridorwide TOD working groups.** Staff from local jurisdictions, together with MARC, KCATA and Jackson County, should form TOD working groups along each corridor to share plans, information and address common obstacles to implementation. These working groups should meet over the life of the transit project.

- **Responsibility:** Local Jurisdictions, together with MARC, KCATA and Jackson County
- **Timeframe:** Immediate

**Begin or refine station area plans.** TOD plans should be undertaken, completed and adopted for all stations as the Alternatives Analysis progresses. Shared station area plans should be considered for those areas that cross multiple jurisdictions (many of which are in Kansas City and Independence). The plans should include the following elements:

- A comprehensive public outreach process;
- An existing conditions evaluation;
- A vision & preferred concept for the area;
- A circulation, urban design, and open space plan;
- A real estate market assessment;
- Adoption of transit-friendly zoning; and
- A parking strategy.

The plans should be shared with Jackson County and MARC to ensure that the studies are incorporated into the New Starts land use template.

- **Responsibility:** Local Jurisdictions
- **Timeframe:** Immediate

---

## T.O.D. Overview

**Pursue a revitalization strategy for US 40 Highway.** As part of the HUD Sustainable Communities grant, a revitalization strategy is underway for US Highway 40. MARC, Jackson County, KCATA and local jurisdictions need to work together to create a shared vision for the corridor. The corridor is in need of a new identity; one that has a series of nodes and destinations and promotes walkable, active places.

- **Responsibility:** MARC
- **Timeframe:** Immediate

**Prioritize infrastructure improvements around stations.** Capital planning for infrastructure investment should begin immediately. Local jurisdictions need to plan for a comprehensive roadway network with a system of on and off-street bicycle facilities, sidewalks, and pathways to attract private investment around each station. Phasing for priority improvements will be needed as financial resources may be limited.

- **Responsibility:** Local jurisdictions
- **Timeframe:** Mid-term

**Expand residential uses beyond single-family.** Existing station area lands uses are dominated by single-family residential. TOD requires greater density than the community average. Jurisdictions need to utilize the coming of transit to develop new residential footprints and zoning designations that allow for higher densities (apartments, duplexes, tri-plexes), mixed-use and homes on smaller lots. Multi-modal connections between residential areas and stations should be prioritized.

- **Responsibility:** Local jurisdictions
- **Timeframe:** Mid-term

**Utilize state and local finance mechanisms to facilitate reinvestment.** Both 353 and TIF (Tax Increment Finance) were identified in the workshop and financial tools to encourage development in station areas. Chapter 353 Tax Abatement is an incentive that can be utilized by cities to encourage the redevelopment of blighted areas by providing real property tax abatement. TIF is a public finance method used to subsidize redevelopment, infrastructure and other community-improvement projects.

- **Responsibility:** Local jurisdictions
- **Timeframe:** Mid-term

## **CITY OF KANSAS CITY**

### **EAST CORRIDOR - STATION SUMMARIES**

Stations are planned along both the East and Southeast Corridors through Kansas City. The alignment under analysis in the AA for the East Corridor BRT/Enhanced Streetcar is on Linwood/31st Street. Further evaluation is needed to study TOD opportunities along this corridor.

Stations Evaluated:

- 350 and Noland Road
- Truman Sports Complex

NOTE: Due to time restrictions with the charrettes, only some of the stations identified for Kansas City were evaluated in the workshop. The terminus station at 3rd and Grand will be analyzed as part of the U.S. 71 Alternatives Analysis charrettes.

Citywide Recommendations:

- According to City staff, a placeholder for a TOD overlay district is indicated in the City's code, but has not yet been developed. Expedite the creation of a TOD overlay district.
- Modify existing parking policies to reflect parking maximums, rather than minimums, at station areas.

### **350 & NOLAND ROAD (KNOBTOWN) REGIONAL RAIL, ENHANCED STREETCAR & BRT STATION**

Kansas City staff indicated that this station is a priority for redevelopment. The station is planned at the intersection of 350 Highway and Noland Road in a largely vacant and underutilized area. Undesirable businesses in the area have made it an eyesore. The City has developed a Little Blue Area Plan which is nearing adoption; future plans for this station should be coordinated with that plan.

350 Highway provides an important connection between Kansas City and Lee's Summit. The connectivity of 350 Highway to I-470, Kansas City and Lee's Summit make it a good location for TOD. Large undeveloped parcels in the area offer the unique opportunity to create a new neighborhood. A former race track northeast of the station area offers redevelopment opportunity.

The City plans to realign Noland Road, shifting the intersection to the east. Jackson County is also matching City funding to develop a trail system through the area, linking to a larger regional trail system.

#### **OPPORTUNITIES:**

- Under utilized land available for redevelopment; rural character.
- Major intersection provides a strong node for redevelopment.
- Trail expansion will provide good pedestrian access.

#### **CHALLENGES:**

- Floodplain to the east may limit redevelopment.
- Existing residential community values the rural character; may limit TOD-supportive densities.

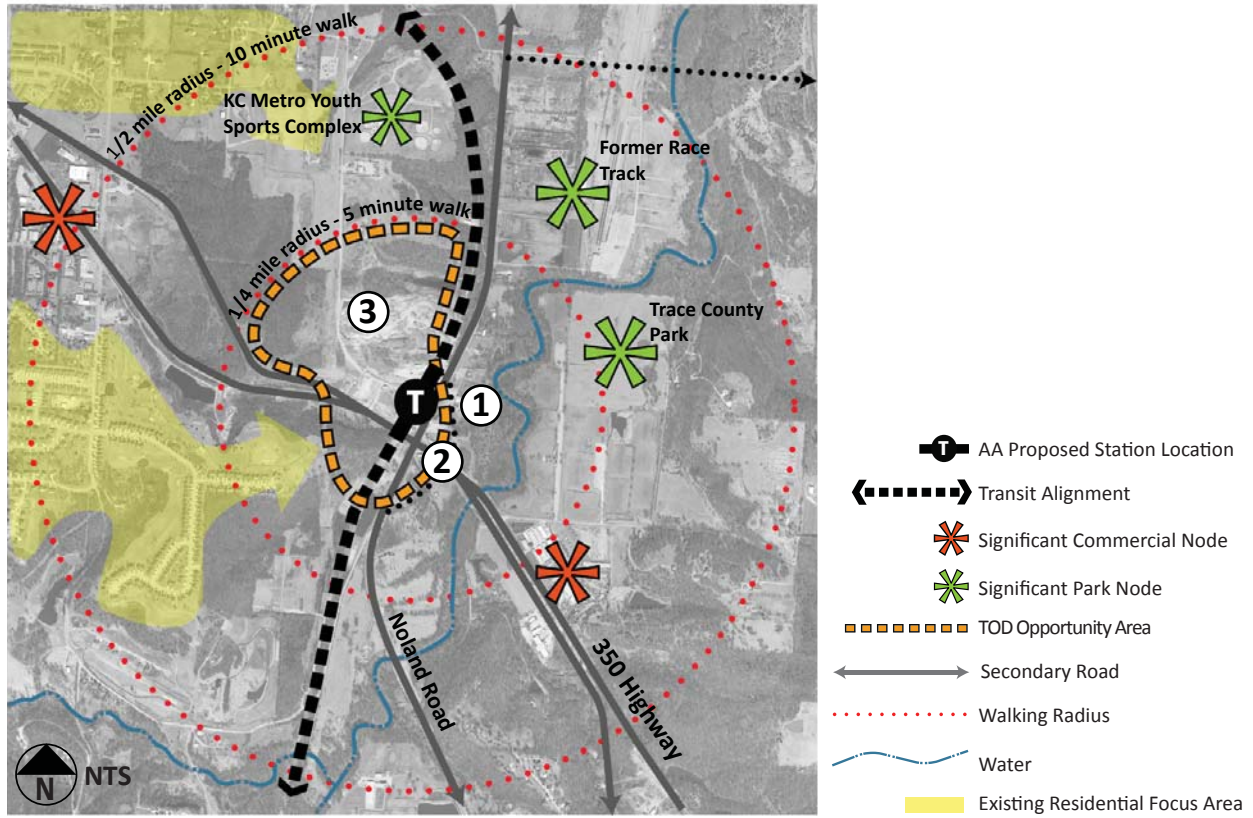


Figure 6: 350 Highway & Noland Road (Knobtown) Station

**NEXT STEPS/ACTION ITEMS:**

- ① Develop a station area plan and coordinate strategies with Little Blue Area Plan.

**Responsibility:** City of Kansas City

**Time frame:** Immediately

- ② Ensure that the realignment of Noland Road enhances station access and visibility. Consider preservation of key development sites near the station area in the context of the roadway realignment.

**Responsibility:** City Kansas City

**Time frame:** Short Term

- ③ Work with interested developers in the area to identify catalyst sites for redevelopment.

**Responsibility:** City of Kansas City

**Time frame:** Short Term

### **TRUMAN SPORTS COMPLEX REGIONAL RAIL**

Home to Arrowhead and Kauffman Stadiums, the Truman Sports complex will serve as a destination station. Jackson County currently owns 200 acres near the sports complex. The existing parking lots may provide redevelopment potential; however, coordination is needed with the Stadium Authority regarding the lease on this parking. The long term vision is to have a large-scale entertainment district at this station.

Potential development opportunity exists south of the station location at Municipal Farms, a large redevelopment area owned by the City of Kansas City, Missouri. However, there are challenges developing these sites due to drainage, floodplain, brownfield and topography issues.

#### **OPPORTUNITIES:**

- Destination station for professional sports.
- Large scale development opportunities.
- Stadium parking redevelopment.

#### **CHALLENGES:**

- Connections from Municipal Farm development to the stadiums and station.
- Little existing residential or commercial uses within the 1/2 mile radius.
- Existing drainage, floodplain and topography issues.



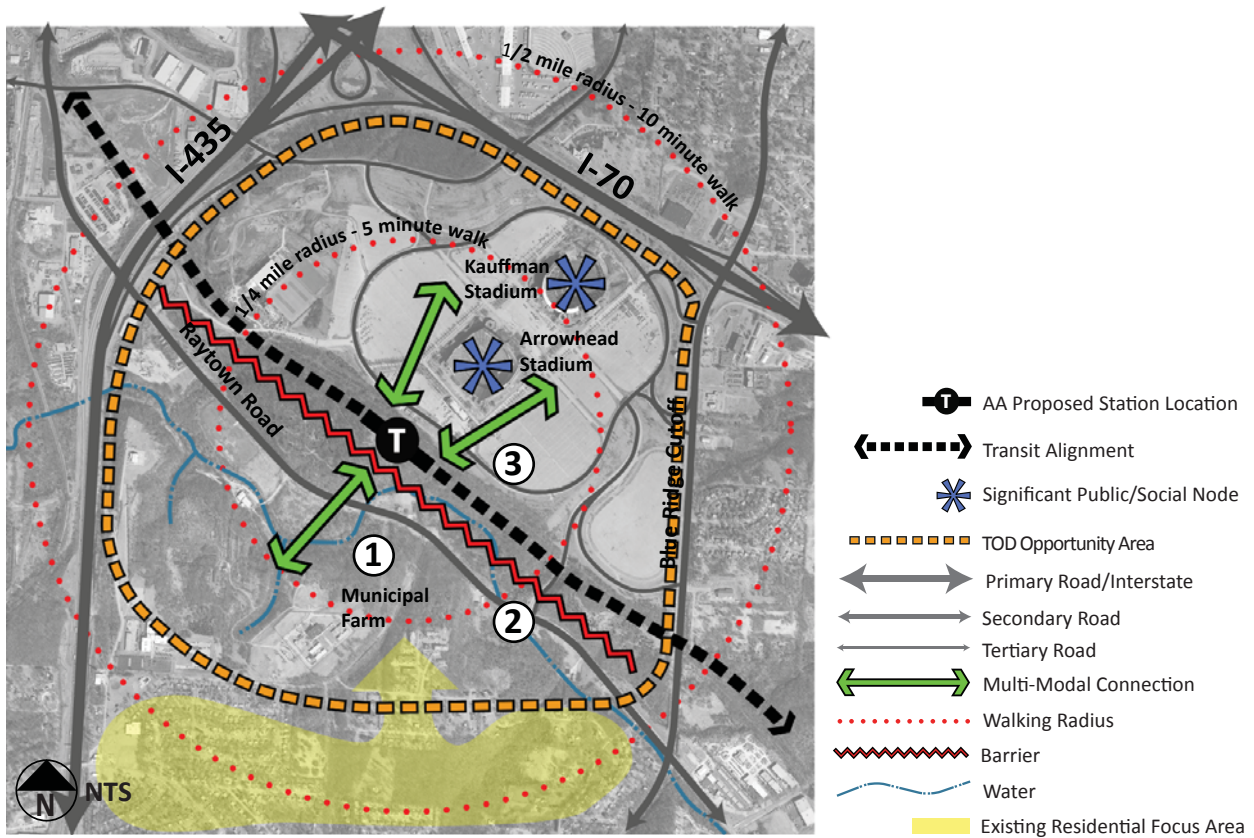


Figure 7: Truman Sports Complex Station

**NEXT STEPS/ACTION ITEMS:**

- ① Integration with the Municipal Farm Sustainable Reuse Plan

**Responsibility:** Design Team & City of Kansas City

**Time frame:** Ongoing
- ② Map the floodplains, topography and brownfield sites south of the rail alignment to understand development limitations/opportunities.

**Responsibility:** City of Kansas City

**Time frame:** Short Term
- ③ Due to the potential limits on converting stadium parking, may want to consider this as a park and ride in the short term with a long term opportunity to transition over time to a mixed-use entertainment destination.

**Responsibility:** City of Kansas City

**Time frame:** Long Term

## **CITY OF INDEPENDENCE**

### **EAST CORRIDOR - STATION SUMMARIES**

Stations Evaluated:

- Noland Road
- Independence Center
- Independence West (23rd Street)
- Independence Events Center
- Noland Road and 40 Highway
- Blue Ridge Boulevard
- Lee's Summit Road and 40 Highway

Citywide Recommendations:

- Due to the large number of stations envisioned within Independence, the City will initially need to prioritize resources to those stations that offer shorter term opportunities. Utilize short-term catalyst projects to spur long-term development at other stations.
- The City has recently reduced parking ratios, but has received push back that these ratios are low. Continued discussions within the City and with the development community are needed to refine the balance of parking and ensure that station areas are not dominated by parking.

### **NOLAND ROAD REGIONAL RAIL STATION**

A commuter rail station is proposed near the intersection of S. Noland Road and E. Partridge Street. This location serves a large residential population with a major retail corridor along Noland Road. Historically, the major land uses along Noland Road have been automotive dealerships. The City of Independence is currently considering a Business District along Noland Road to incentivize new development. Other uses within the station area include a local high school as well as single-family residential.

#### **OPPORTUNITIES:**

- Existing commercial district along Noland Road.
- Large residential population within the 1/2 mile radius.
- Station proximity to Truman High School.

#### **CHALLENGES:**

- Pedestrian connections to station.
- Auto-oriented commercial uses along Noland Road are not transit supportive.

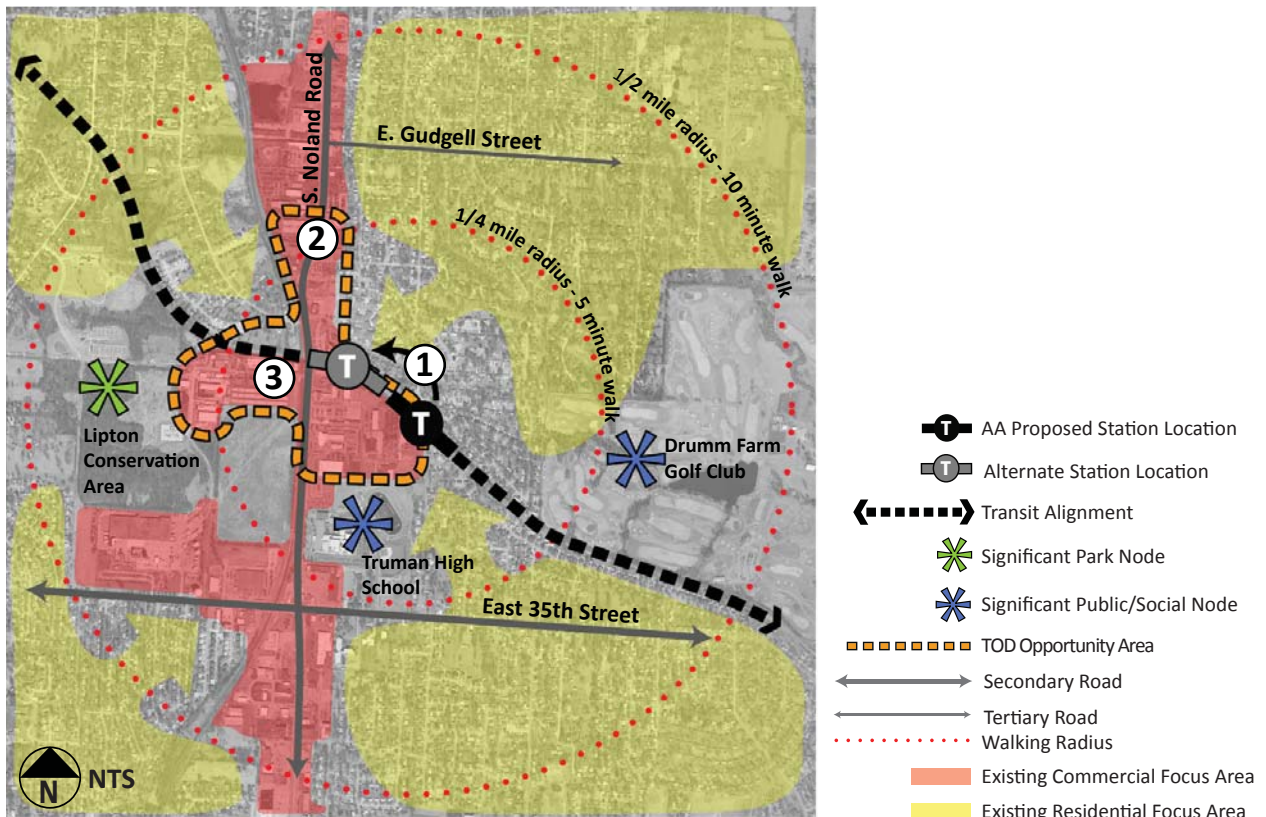


Figure 8: Independence Noland Road Station

**NEXT STEPS/ACTION ITEMS:**

- ① Consider moving station closer to Noland Road to provide more direct and efficient access.

**Responsibility:** Design Team, City of Independence

**Time frame:** Immediately
- ② Create a Noland Road Business District to spur economic development that is transit supportive.

**Responsibility:** City of Independence

**Time frame:** Ongoing
- ③ Review existing zoning and ordinances to ensure TOD can be successfully implemented.

**Responsibility:** City of Independence

**Time frame:** Long Term

### **INDEPENDENCE CENTER REGIONAL RAIL STATION**

This proposed commuter rail station is located between I-70 and 39th Street east of Little Blue Parkway. This location is a large regional trade area for Eastern Jackson County, and includes the Independence Center Mall, Independence Events Center, Centerpoint Medical Center, Bass Pro Shop and numerous dining and entertainment venues. The Stone Canyon Golf Club is located to the east of the station. A residential development is planned north of 39th Street along Little Blue Parkway and additional large-scale future development is planned for the area.

The City of Independence envisions the station area as mixed-use with a major employment component, as well as an entertainment and retail destination. A major developer has expressed interest within the 1/4 mile station area.

This location presents a large scale opportunity for TOD. The City would like to capitalize on the site's proximity to regional destinations to create a new place for existing and future residents and understands that a substantial circulation network will be needed to support the station.

#### **OPPORTUNITIES:**

- Large vacant site (40-50 acres).
- Existing catalysts (Centerpoint Medical Center and commercial/retail along I-70).
- Existing trail system extends through station area.

#### **CHALLENGES:**

- Ability to connect catalyst sites.
- I-70 as a barrier to the south.
- Floodplain to the east.
- Integrating TOD patterns with the existing land use patterns in the surrounding area.

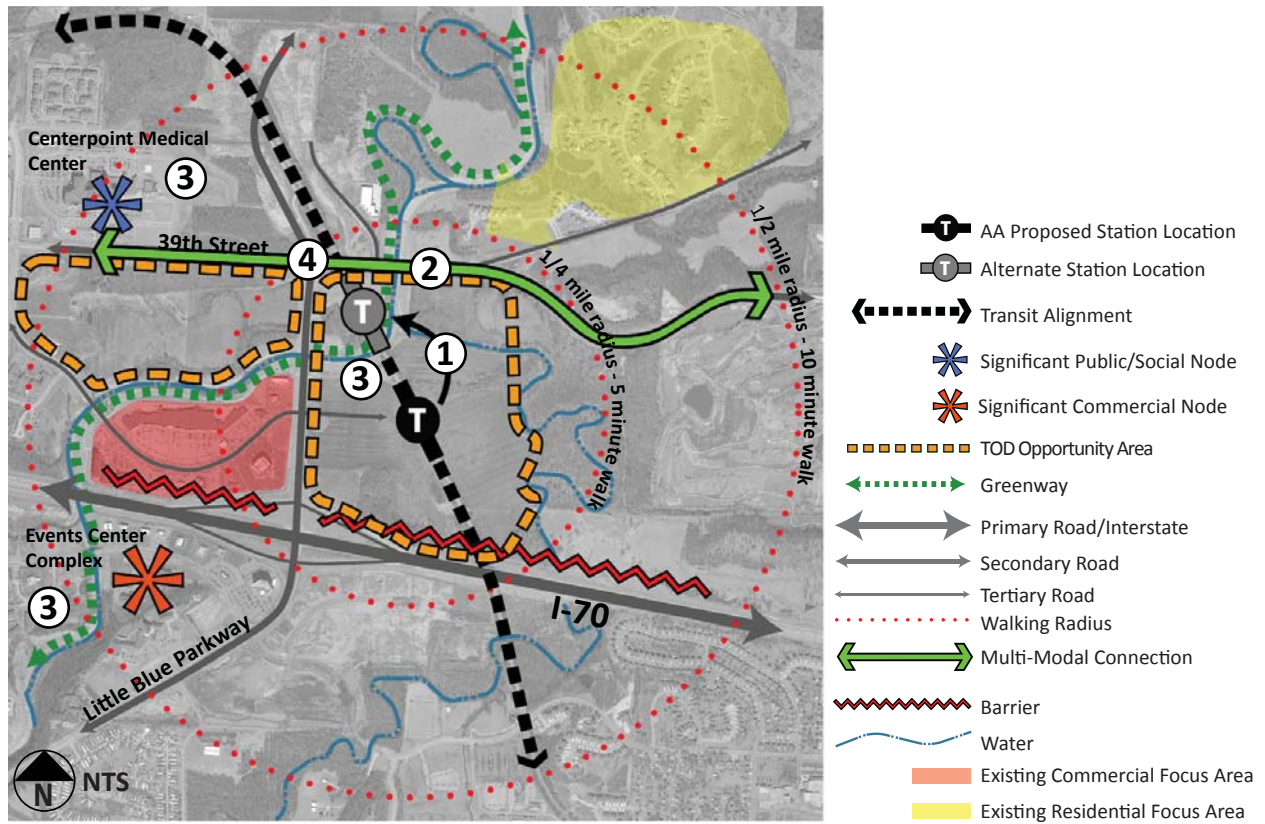


Figure 9: Independence Center Station at I-70 & Little Blue Parkway

**NEXT STEPS/ACTION ITEMS:**

- ① Consider moving station north, closer to the intersection of Little Blue Parkway & 39th Street.

**Responsibility:** Design Team

**Time frame:** Immediately
- ② Ensure that the proposed widening of 39th Street to four lanes will preserve walkability.

**Responsibility:** City of Independence

**Time frame:** Long Term
- ③ Create a circulation plan around the station to ensure multi-modal connectivity from the Medical Center, Events Center, and other destinations.

**Responsibility:** City of Independence

**Time frame:** Long Term
- ④ Implement traffic calming measures along 39th Street and Little Blue Parkway.

**Responsibility:** City of Independence

**Time frame:** Long Term

**INDEPENDENCE WEST (23rd STREET) REGIONAL RAIL STATION**

The Independence West station is proposed near the intersection of 23rd Street and S. Northern Boulevard. This location serves a predominately residential area. This alignment may require relocation of residences along the rail alignment.

The City of Independence expressed interest in bringing the rail onto 23rd Street near Chrysler Avenue to take better advantage of the existing commercial district along 23rd Street and to connect with Chrysler Field, an iconic stadium and community amenity. This station should could help spur redevelopment along 23rd Street and could avoid the potential relocation of homes along the Westport Road alignment.

**OPPORTUNITIES:**

- Existing commercial corridor along 23rd Street & proximity to Chrysler Field.
- Large residential population in the station area.
- Greenway corridor serves a pedestrian link and provides an amenity.

**CHALLENGES:**

- Potential relocation of residents with Westport Road alignment.
- Need to evaluate whether right-of-way exists along 23rd Street to shift the alignment.
- Potential alignment and grade issues with a station shift to Chrysler Avenue.

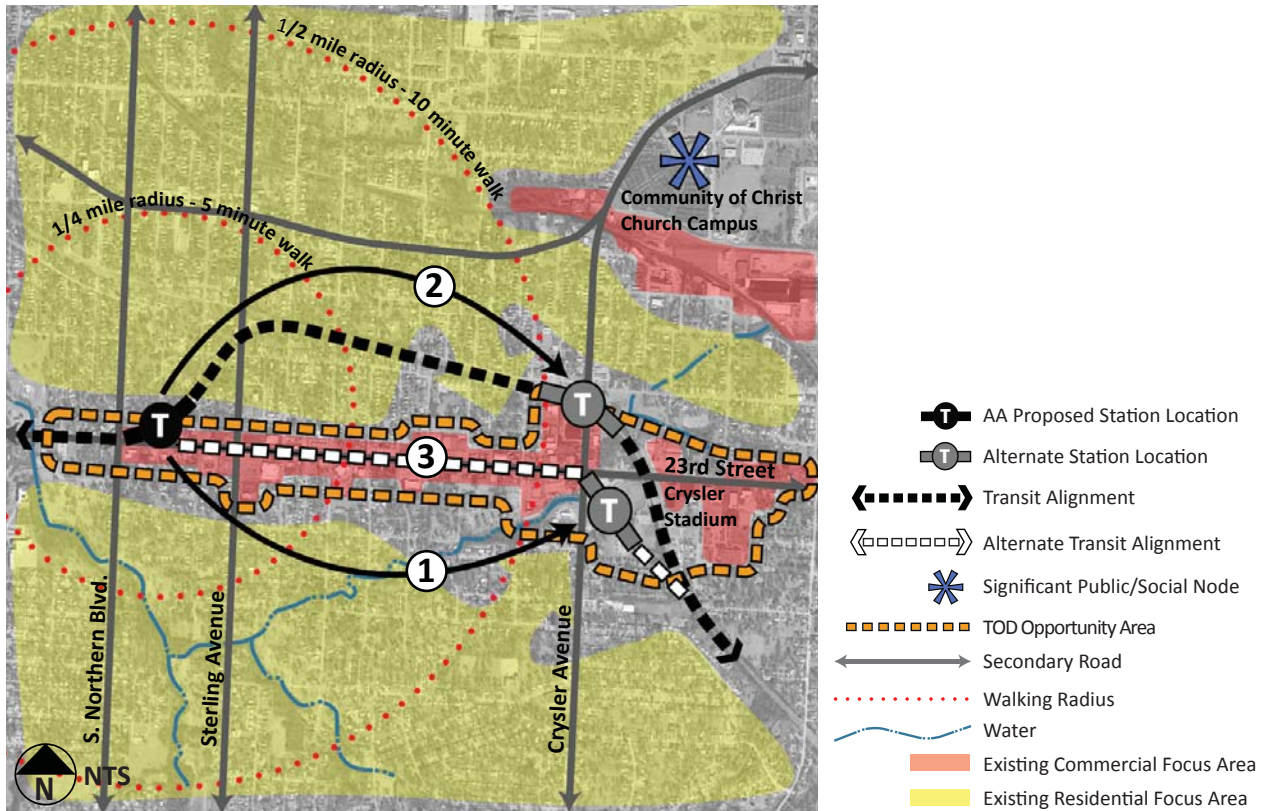


Figure 10: Independence West along 23rd Street

**NEXT STEPS/ACTION ITEMS:**

- ① Evaluate the feasibility of shifting the alignment to 23rd Street with a station near Crysler Avenue.

**Responsibility:** Design Team & City of Independence

**Time frame:** Immediate

- ② If the Westport Road alignment moves forward, consider moving the station closer to Crysler Avenue.

**Responsibility:** Design Team & City of Independence

**Time frame:** Immediate

- ③ Conduct a corridor revitalization strategy for 23rd Street to spur economic development activity.

**Responsibility:** City of Independence

**Time frame:** Long Term

**INDEPENDENCE EVENTS CENTER ES/BRT STATION**

An Enhanced Streetcar(ES)/Bus Rapid Transit (BRT) station is proposed along 40 Highway southeast of I-70 and I-470. The station is planned near the Independence Events Center but the distance may require a circulator to connect to the station. A shared park-n-Ride with the Events Center may be a viable option to explore.

Other existing land uses are commercial/retail, employment and single-family residential.

**OPPORTUNITIES:**

- Events Center is a regional destination.
- Existing commercial uses would enhance ridership.
- Greenway corridor provides a pedestrian link.
- Significant single-family residential within 1/2 mile radius.
- Access from both I-70 and I-470.

**CHALLENGES:**

- Existing land uses are fragmented due to roadway configuration..
- Distance between the Events Center and the proposed station.
- Residential users within 1/2 mile radius will need safe and efficient pedestrian access to station.



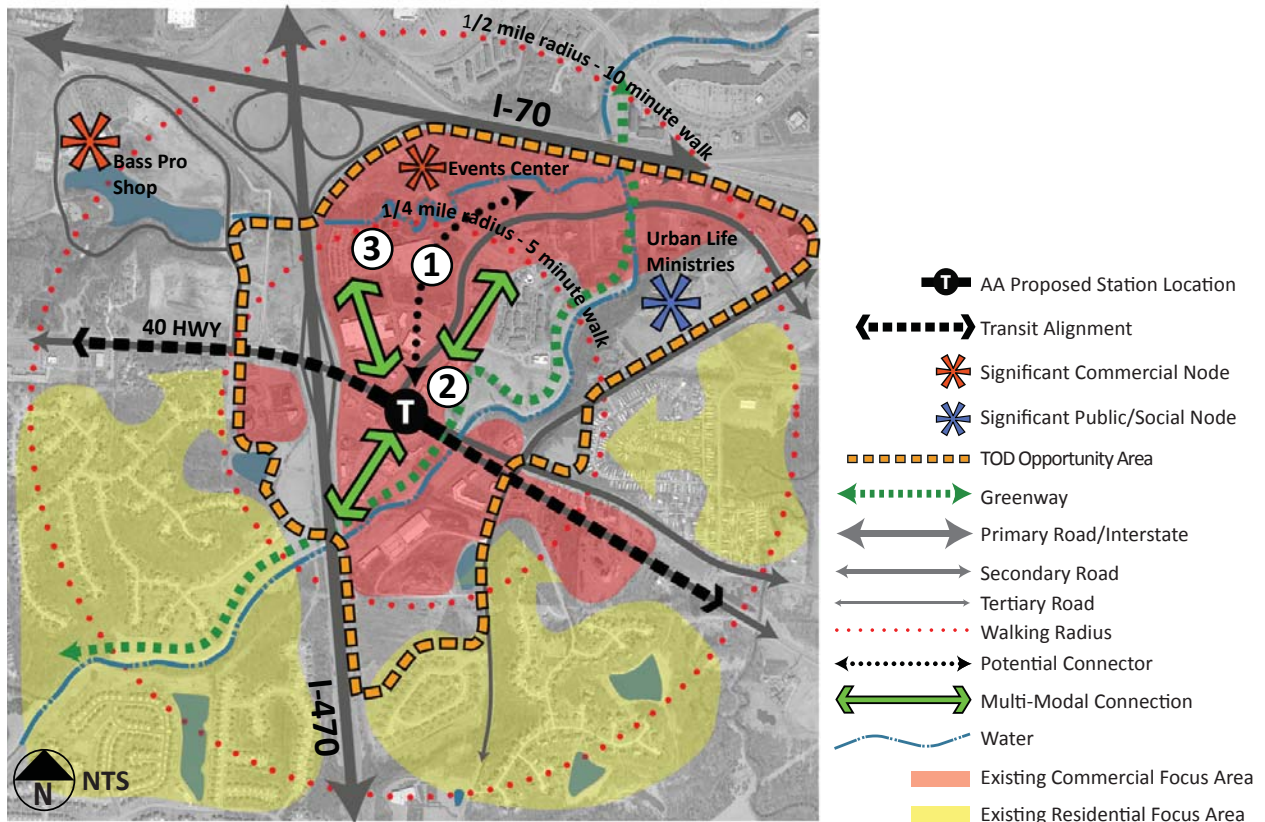


Figure 11: Independence Events Center Station

**NEXT STEPS/ACTION ITEMS:**

- ① Evaluate the feasibility of a streetcar or other local transit connector that would link the Events Center, Centerpoint Medical Center and the Independence Center with the station.

**Responsibility:** Design Team & City of Independence

**Time frame:** Long Term
- ② Evaluate station connectivity to existing and future destinations in the station area.

**Responsibility:** City of Independence

**Time frame:** Long Term
- ③ Review existing zoning and ordinances to ensure TOD can be implemented. A TOD overlay district could be a useful tool.

**Responsibility:** City of Independence

**Time frame:** Long Term

### **NOLAND ROAD & 40 HIGHWAY ES/BRT STATION**

The Enhanced Streetcar(ES)/Bus Rapid Transit (BRT) station at Noland Road & 40 Highway serves established retail and commercial uses. This area is in need of a revitalization; strip malls dominate the corridor. A high producing grocery store is the major tenant within the 1/4 mile radius. The area serves a residential population primarily south and west of 40 Highway.

Providing connections across 40 Highway and Noland Road will be an important component of TOD at this location.

#### **OPPORTUNITIES:**

- Underutilized land presents large-scale redevelopment opportunity.
- Proximity to I-70.
- City investment in a business district to provide incentives and maintain the employment base.
- Existing industrial park along Washington Ave could serve as an employment draw.

#### **CHALLENGES:**

- Station lacks an identity; needs substantial investment.
- The existing railroad alignment creates a barrier between the station and neighborhoods to the west.
- Safe and efficient pedestrian access to station.

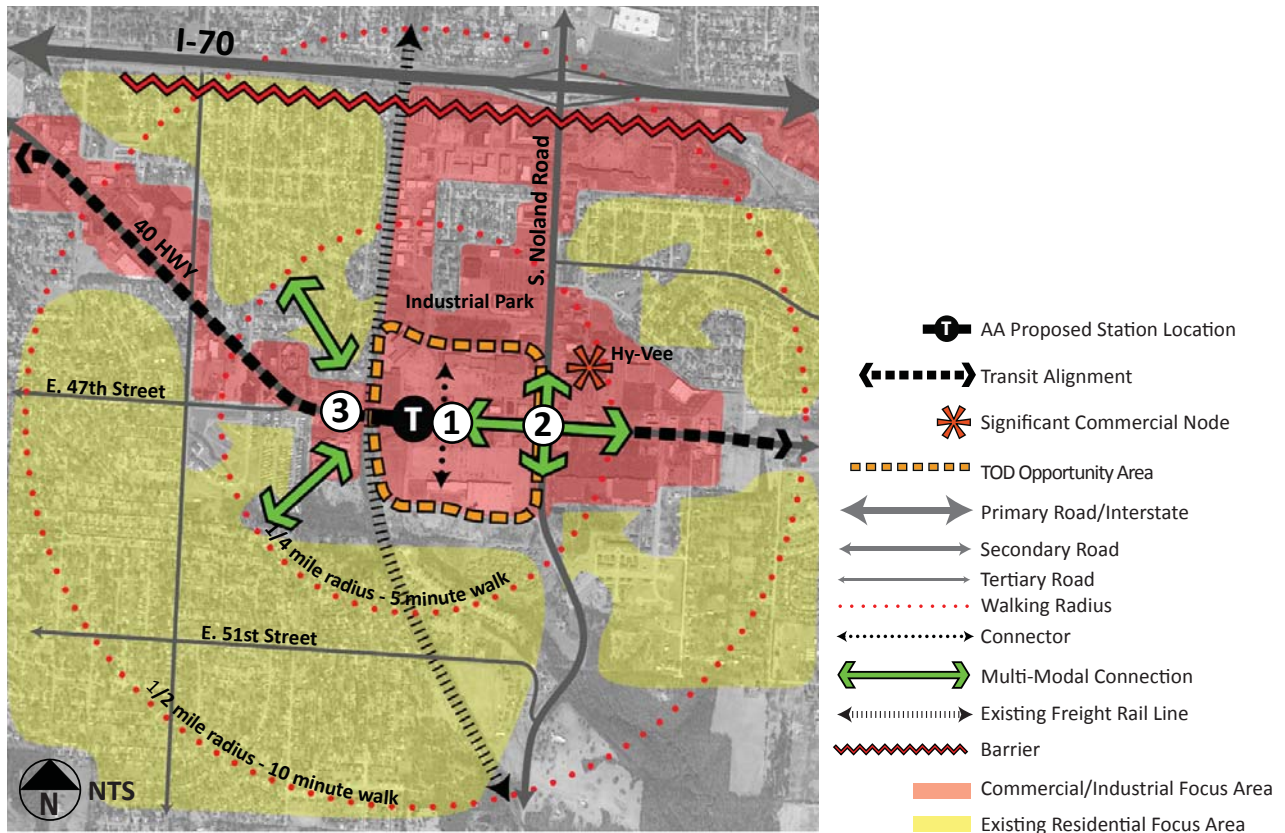


Figure 12: Noland Road & US 40 Station

**NEXT STEPS/ACTION ITEMS:**

- ① Create a strategic, phased economic development strategy for the area to revitalize 40 Highway and redevelop underutilized/vacant parcels immediately north and south of 40 Highway.

**Responsibility:** City of Independence

**Time frame:** Long Term

- ② Improve the intersection at S. Noland Road and 40 Highway to connect pedestrians safely north and south.

**Responsibility:** City of Independence

**Time frame:** Long Term

- ③ Create a circulation plan with specific capital improvements needed to connect the single-family residential south and west of 40 Highway to the station.

**Responsibility:** City of Independence

**Time frame:** Long Term

**BLUE RIDGE BOULEVARD ES/BRT STATION**

This station location serves two municipalities: Independence and Kansas City. Raytown’s city limits are just outside the 1/2 mile radius.

The intersection of I-70 and 40 Highway is a major intersection in the region with high traffic counts. The existing retail in the area is new and boasts one of the highest producing big box stores in the Midwest. This high traffic area brings a large amount of traffic to the area but presents barriers to walkability. New multi-modal connections will be required to support future TOD.

**OPPORTUNITIES:**

- Existing retail/commercial node (new big box stores recently constructed on Kansas City land north of the station area).
- Residential users within 1/2 mile radius.
- Planned 3 Trails Crossing at I-70 and 40 Highway.

**CHALLENGES:**

- The intersection of I-70 & 40 Highway present barriers.
- Primary commercial uses (big-box stores) are not TOD-supportive.
- Large scale infrastructure investment needed.

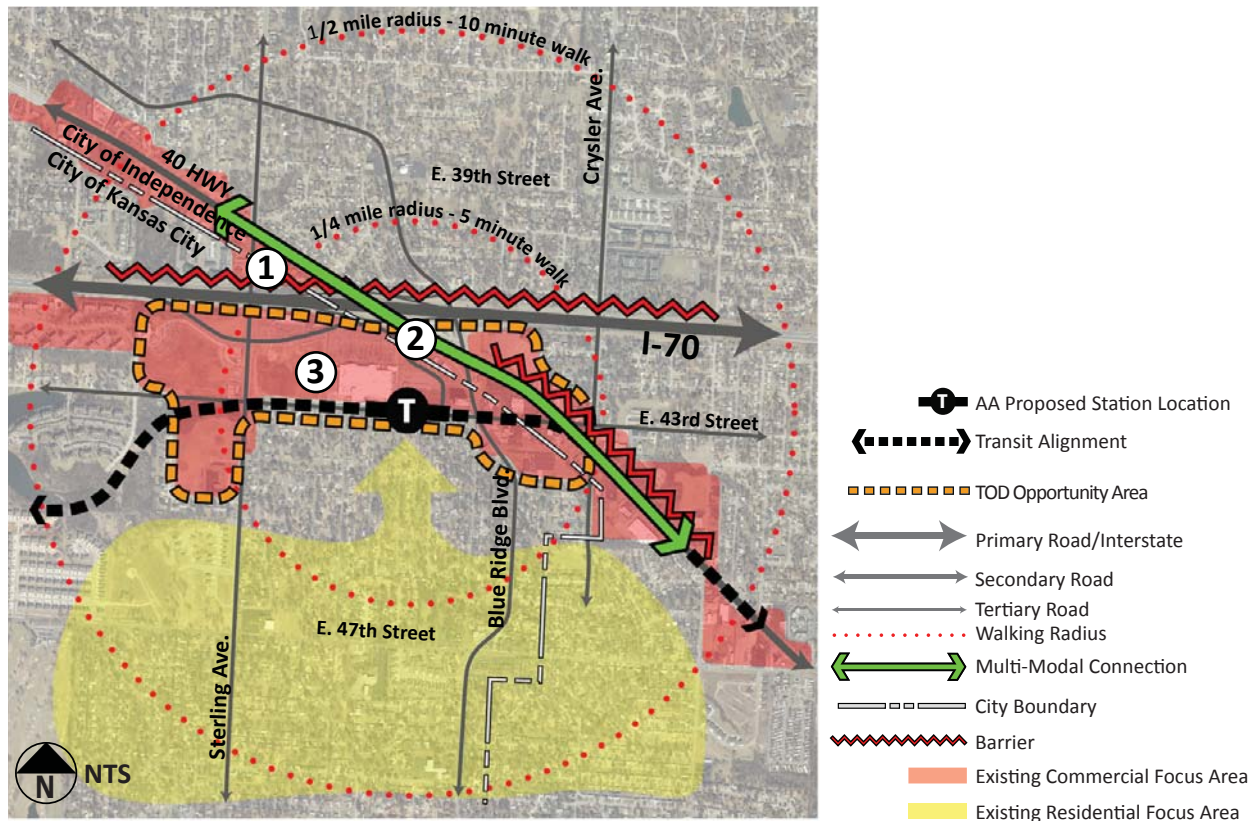


Figure 13: Blue Ridge Crossing Station

**NEXT STEPS/ACTION ITEMS:**

- ① Develop a shared station area plan, with collaboration between City of Independence, City of Kansas City & the City of Raytown.

**Responsibility:** Design Team, City of Independence, City of Kansas City & City of Raytown

**Time frame:** Ongoing

- ② Improve the walkability of the area, particularly across I-70 and 40 Highway.

**Responsibility:** Design Team, City of Independence & City of Kansas City

**Time frame:** Short & Long Term

- ③ Conduct a market study to evaluate the phasing of development over time; this station may present longer term opportunities than others within the City of Independence.

**Responsibility:** City of Independence & City of Kansas City

**Time frame:** Long Term

### **LEE'S SUMMIT ROAD & 40 HIGHWAY ES/BRT STATION**

Similar to the Blue Ridge Boulevard station, this station location serves two municipalities: Independence and Kansas City. The Lee's Summit Road/40 Highway intersection is within the Kansas City limits. The area provides good access to I-70 and has potential for future development in both jurisdictions. Adair Park contains ball fields that are very busy on the weekends during spring and summer.

The station strategy for the City of Independence should be on revitalizing 40 Highway with small-scale commercial and connecting residential neighborhoods to the station.

#### **OPPORTUNITIES:**

- Vacant land available for development (particularly at southwest corner of Lee's Summit Road and 40 Highway).
- Residential users within 1/2 mile radius.
- Proximity to I-70.

#### **CHALLENGES:**

- Cross-jurisdictional land ownership.
- 40 Highway needs economic revitalization.

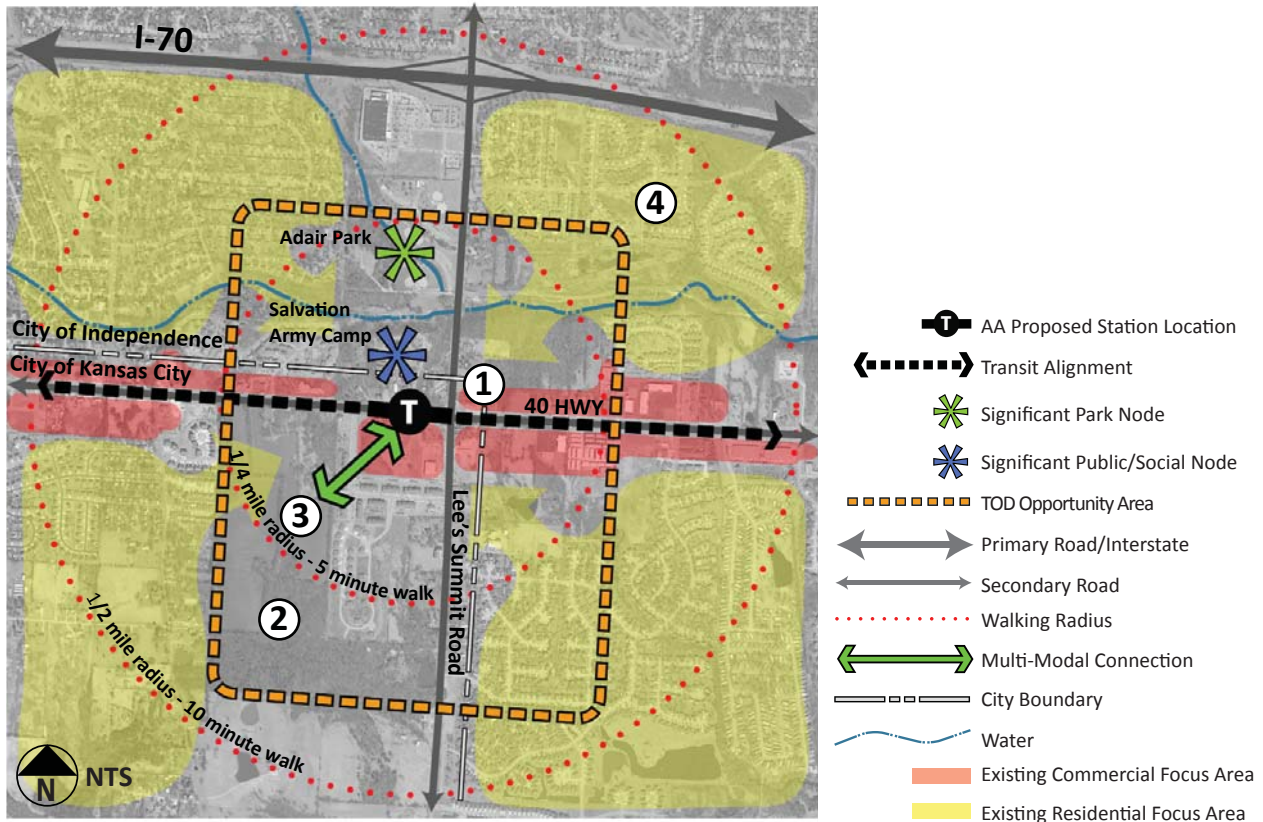


Figure 14: US 40 & Lee's Summit Road Station

**NEXT STEPS/ACTION ITEMS:**

- ① Collaboration between City of Independence & City of Kansas City to develop a vision for the station area.

**Responsibility:** City of Independence & City of Kansas City

**Time frame:** Ongoing
- ② Focus on vacant opportunity sites to spur redevelopment in the larger station area.

**Responsibility:** Design Team, City of Independence & City of Kansas City

**Time frame:** Short & Long Term
- ③ Refine the station design to ensure station platforms and park-n-Ride are located west of Lee's Summit Road to provide a direct link to redevelopment sites.

**Responsibility:** City of Independence & City of Kansas City

**Time frame:** Long Term
- ④ Improve pedestrian connectivity from surrounding neighborhoods to the station.

**Responsibility:** City of Independence & City of Kansas City

**Time frame:** Long Term

## **CITY OF BLUE SPRINGS**

### **EAST CORRIDOR - STATION SUMMARIES**

Stations Evaluated:

- Downtown (12th to 14th Street)
- 40 Highway & 19th Street
- 40 Highway & 7 Highway
- Adams Dairy Parkway (Missouri Innovation Park)

Citywide Recommendations:

- Update Code to reflect need for higher densities; indicate areas of change and areas of stability through a community-driven process.
- As the City anticipates a number of stations, prioritize resources and investments on key parcels.
- Review of code, ordinances and standards to allow the implementation of TOD.
- Review of existing and upcoming plans and projects to ensure alignment with TOD.

### **DOWNTOWN REGIONAL RAIL BETWEEN 12th & 14th STREET**

Similar to many downtowns, Blue Springs has seen a shift in commerce from downtown to nearby suburban areas. However, downtown Blue Springs offers a notable collection of historic structures and a residential population base nearby. A station is envisioned in the heart of downtown at Main and 13th Streets, and could serve as a transformative feature to draw reinvestment to the area. The station area offers undeveloped parcels that could be catalysts for higher density development.

The City of Blue Springs has been proactive with their station planning efforts by completing a Downtown Plan and Downtown Development Code (2007), adopting a form based zoning code and passing a livable streets policy. The City is investing in infrastructure around the station through CDBG (Community Development Block Grant) funding for sidewalks, lighting and crosswalks to enhance multi-modal connectivity and aesthetics. The public has expressed support and excitement for TOD, and an active Main Street group is facilitating downtown improvements.

#### **OPPORTUNITIES:**

- Master planning efforts laid the groundwork for a “transit village”\* in downtown.
- City-owned properties with varying uses (structures, vacant ground, parking) offer substantial redevelopment opportunity.
- Capability to preserve iconic historic buildings and utilize them to create distinctive TOD character.

#### **CHALLENGES:**

- City prioritization of resources between this station and the Missouri Innovation Park (at Adams Dairy Parkway).
- Integrating TOD densities with the existing land use patterns in the surrounding area.
- Low visibility, located in a primarily residential neighborhood.

*\*Source: Downtown Blue Springs Master Plan, August 29, 2006.*

---

## City of Blue Springs



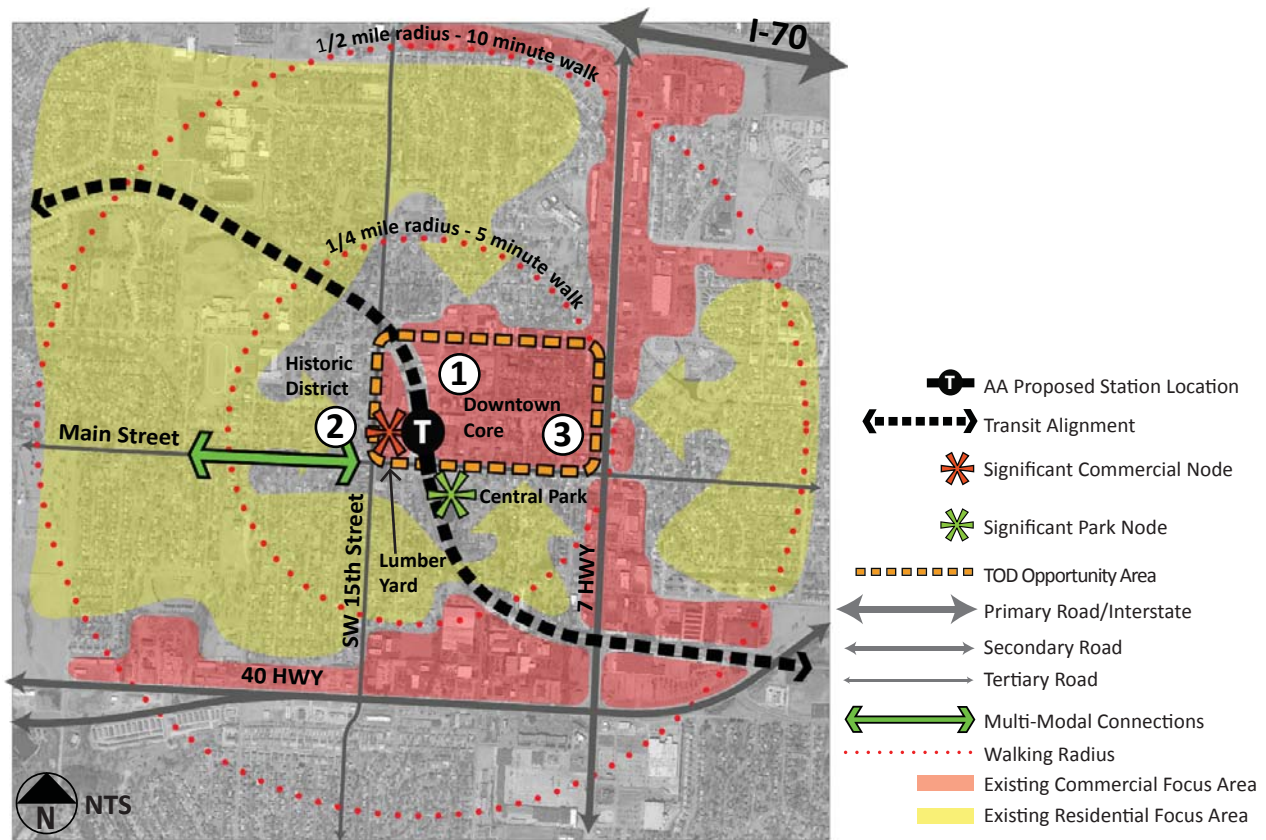


Figure 15: Blue Springs Downtown Regional Rail between 12th & 14th Street

**NEXT STEPS/ACTION ITEMS:**

- ① Update the station area plan, market analysis and parking strategy as the Alternatives Analysis process moves forward. Consider a policy that allows dispersed commuter parking on-street or on smaller lots. Work on creating an iconic place within the first 600 feet of the station platforms.

**Responsibility:** City of Blue Springs

**Time frame:** Short Term & Ongoing

- ② Ensure single-family residential district is preserved as a historic area. Create multi-modal connections to ensure residents have safe and efficient access to the station.

**Responsibility:** City of Blue Springs

**Time frame:** Ongoing

- ③ Hold conversations with the development community to market key opportunity sites around the station, particularly the City-owned Lumber Yard adjacent to the station.

**Responsibility:** City of Blue Springs

**Time frame:** Ongoing

**40 HIGHWAY & 19th STREET ES/BRT STATION**

Located along 40 Highway, a major transportation and commercial corridor, this station serves a large residential population. This is a difficult parcel to develop due to access (especially pedestrian and bike), setbacks, and surrounding land uses. The development potential may be greater closer to SW Woods Chapel Road. The workshop conclusion was to consider a station at SW Woods Chapel Road instead of the 19th Street location.

**OPPORTUNITIES:**

- Large residential population within 1/2 mile radius

**CHALLENGES:**

- 40 Highway as a barrier
- The station location would not serve the population north of I-70
- Existing uses are not TOD -supportive (mini-storage, cemetery, etc)

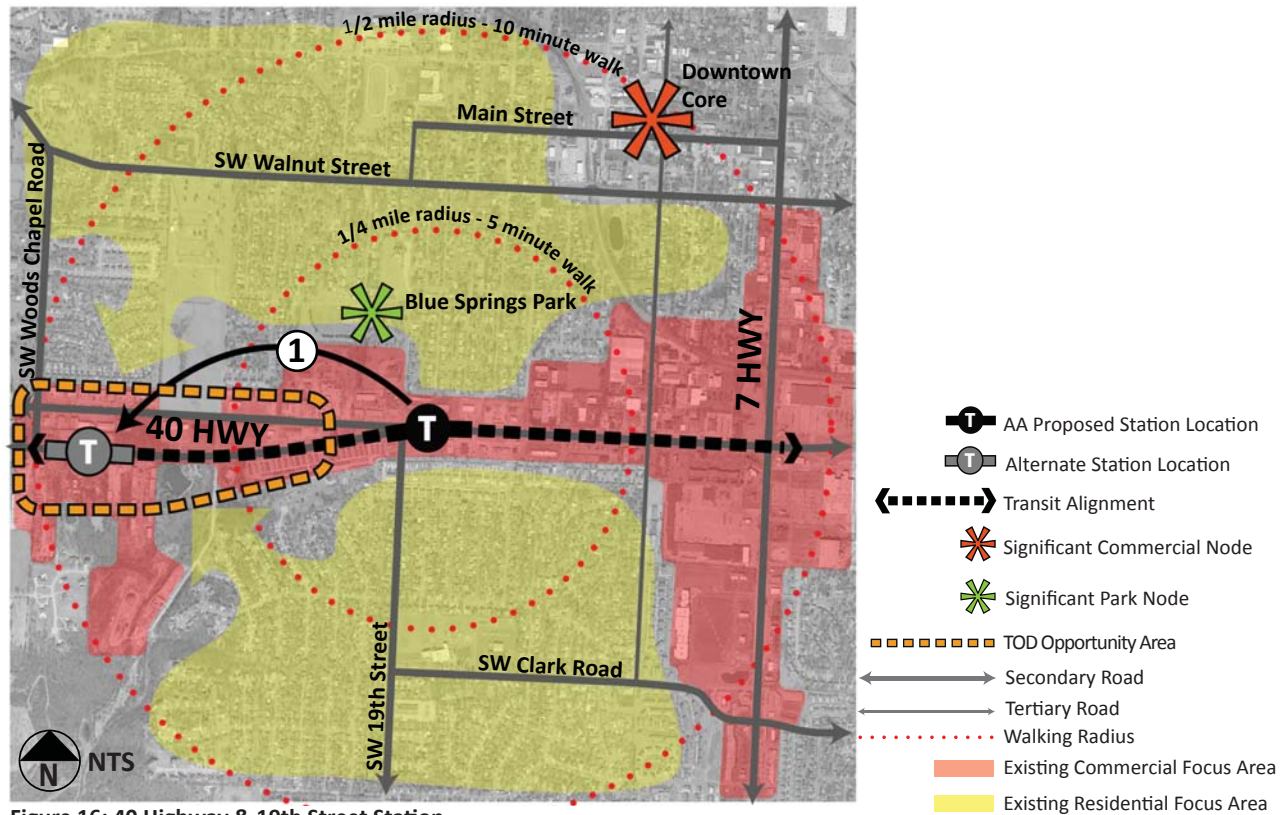


Figure 16: 40 Highway & 19th Street Station

**NEXT STEPS/ACTION ITEMS:**

- ① Consider moving station to the SW Woods Chapel Road instead of 19th Street. Provide feedback into the AA process.

**Responsibility:** AA Design Team & City of Blue Springs

**Time frame:** Immediate

**40 HIGHWAY & 7 HIGHWAY ES/BRT STATION**

The intersection of 40 Highway and 7 Highway has development potential on all four corners. The Hy-Vee on the northeast corner is very successful and can serve as a catalyst for future development. The White Oak site is a large site with ample development potential.

The City of Blue Springs is utilizing TIF in this area and has a mixed-use zoning overlay, but it has not been tested to date. With the large sites and incentives in place, the City sees this area as prime development opportunity.

**OPPORTUNITIES:**

- Destination/entertainment area
- Mixed-Use Zoning Overlay in place
- New Hy-Vee is very successful and can serve as a catalyst

**CHALLENGES:**

- Infrastructure improvements needed along streets and at the 7 Highway intersection.

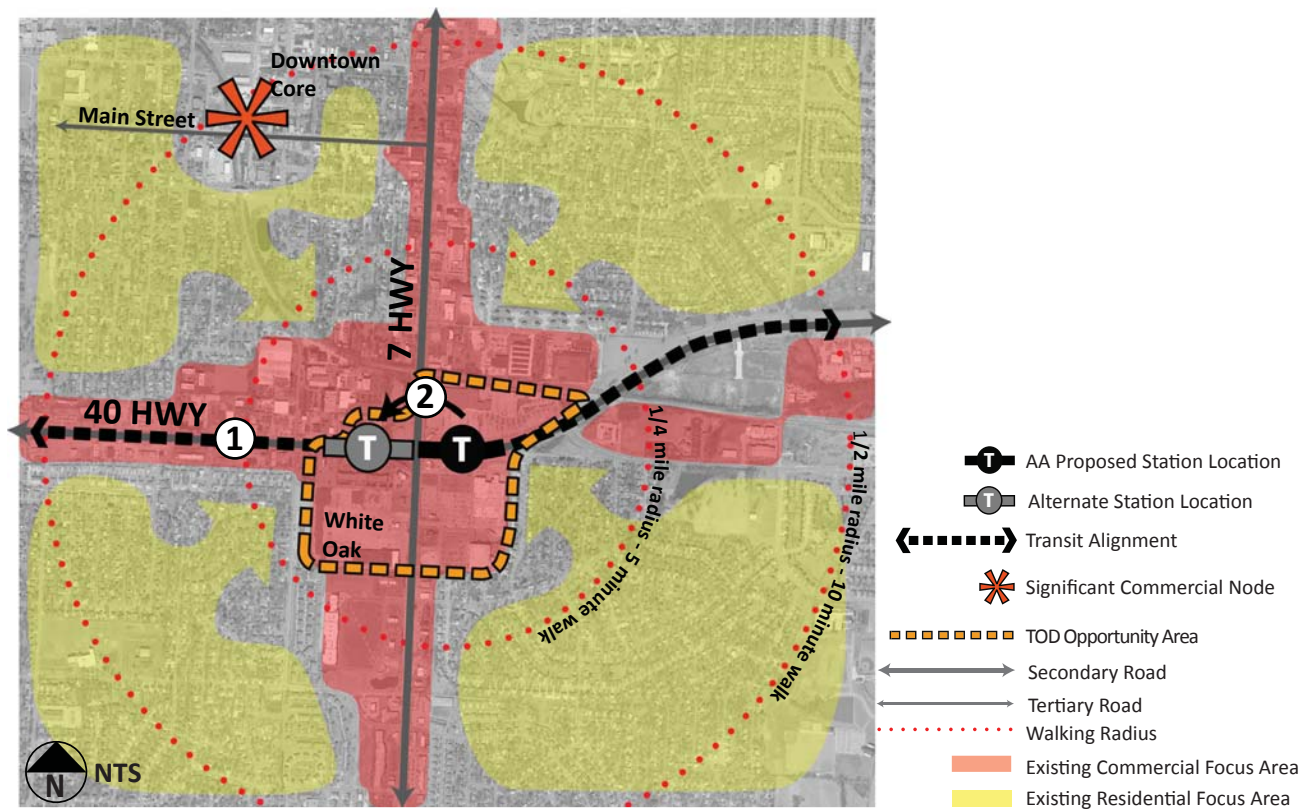


Figure 17: 40 Highway & 7 Highway Station

**NEXT STEPS/ACTION ITEMS:**

- ① Consider a 40 Highway Corridor Plan to spur development

**Responsibility:** City of Blue Springs

**Time frame:** Short Term

**NEXT STEPS/ACTION ITEMS (cont):**

- ② Consider moving station west of 7 Highway to capture White Oak development opportunity

**Responsibility:** AA Design Team & City of Blue Springs

**Time frame:** Short Term

**ADAMS DAIRY PARKWAY REGIONAL RAIL, ENHANCED STREETCAR & BRT STATION**

At the workshop, the City of Blue Springs suggested a station near Adams Dairy Parkway and 40 Highway. The large undeveloped parcel north of 40 Highway is planned for the Missouri Innovation Park. According to the City's website, "The Blue Springs Economic Development Corporation (EDC) in conjunction with the City of Blue Springs, Missouri, developed the Missouri Innovation Park, a 200+ acre science and technology innovation park that provides a clustered focus for knowledge-based innovation and commercialization in Western Missouri."\* Other nearby uses include Blue Springs South High School, the 40 Highway corridor and a large residential population.

**OPPORTUNITIES:**

- Large residential population within 1/2 mile radius
- Missouri Innovation Park
- Regional access

**CHALLENGES:**

- 40 Highway as a barrier
- Connectivity issues between Missouri Innovation Park and station

\* <http://www.bluespringsgov.com/index.aspx?NID=708>

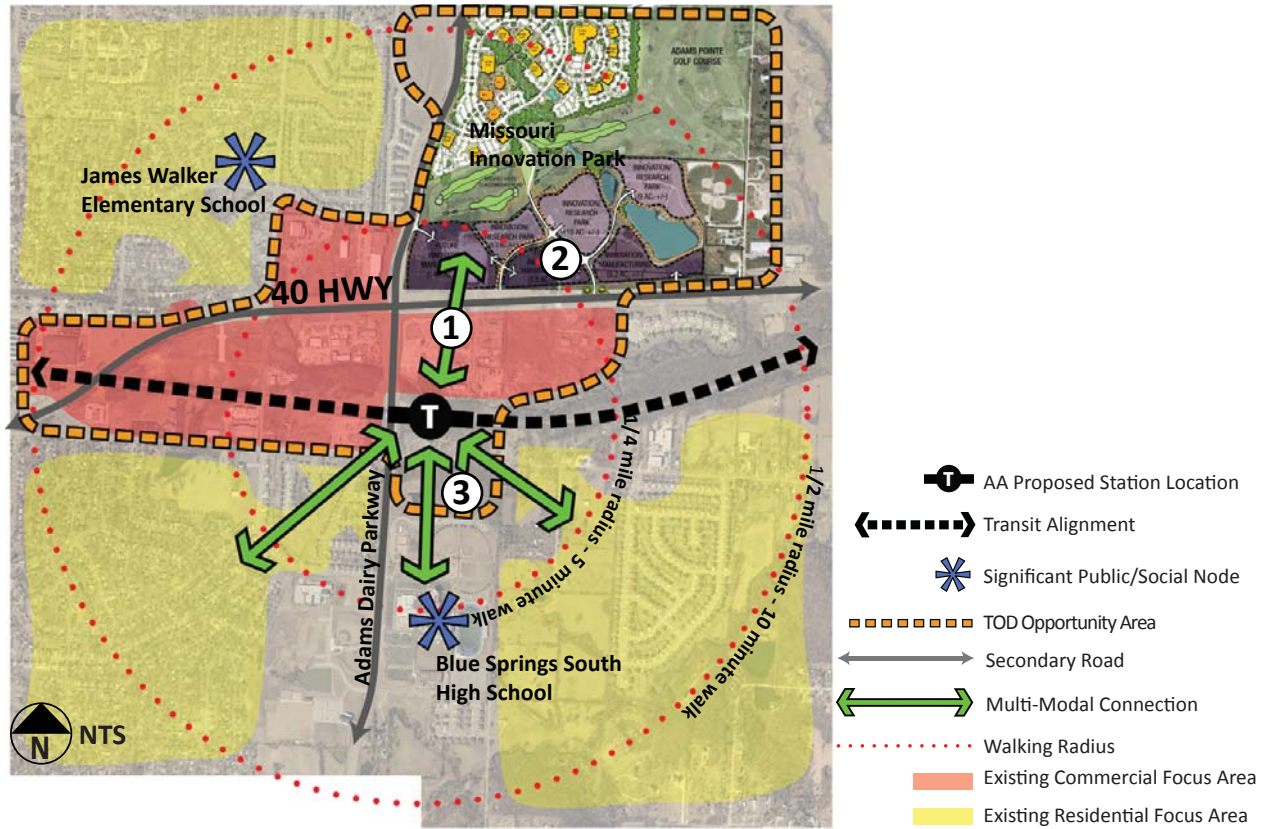


Figure 18: Missouri Innovation Park & Adams Dairy Parkway Station

**NEXT STEPS/ACTION ITEMS:**

- ① Create multi-modal connections between the station (south of MIP) and the MIP to ensure the development capitalizes on the proximity to transit.

**Responsibility:** City of Blue Springs

**Time frame:** Long Term
- ② Consider shifting the manufacturing north away from the station; also consider multi-family to ensure a mix of uses (possible fronting the golf course amenity).

**Responsibility:** City of Blue Springs

**Time frame:** Short Term
- ③ Identify priority multi-modal improvements needed to connect existing and future neighborhoods, schools and businesses to the station.

**Responsibility:** City of Blue Springs

**Time frame:** Long Term

## **GRAIN VALLEY REGIONAL RAIL STATION**

### **EAST CORRIDOR - STATION SUMMARY**

Over the last fifteen years, Grain Valley, Missouri has been one of the metropolitan area's fastest growing communities. Great schools, parks and neighborhoods, along with low crime, new infrastructure, and a wide variety of housing choices are just a few of the reasons behind the growth. The City is currently in the process of over 30 million dollars in capital improvements in and around the downtown area. Grain Valley is located 24 miles east of downtown Kansas City on I-70.

Grain Valley has a unique, small town charm, yet the atmosphere and vibrancy which come with rapid growth. The community has grown from just over 1,300 people in 1990 to just under 13,000 today.\*

The existing Kansas City Southern (KCS) railroad tracks run through the center of town. The rail station is envisioned at the railroad's intersection with Main Street; between Old 40 Highway and I-70. The station location could serve as a catalyst for downtown redevelopment, but further planning efforts are needed to attract reinvestment to downtown.

### **OPPORTUNITIES:**

- Small-town feel and history
- Underutilized and/or undeveloped parcels in downtown
- Access from I-70
- Planning an update to the Comprehensive Plan

### **CHALLENGES:**

- Growth coming from the west makes downtown investment challenging
- Downtown market share has been lost to growth clustered at I-70 interchanges
- Competition with I-70 commercial development

*\*Source: [www.cityofgrainvalley.org](http://www.cityofgrainvalley.org)*

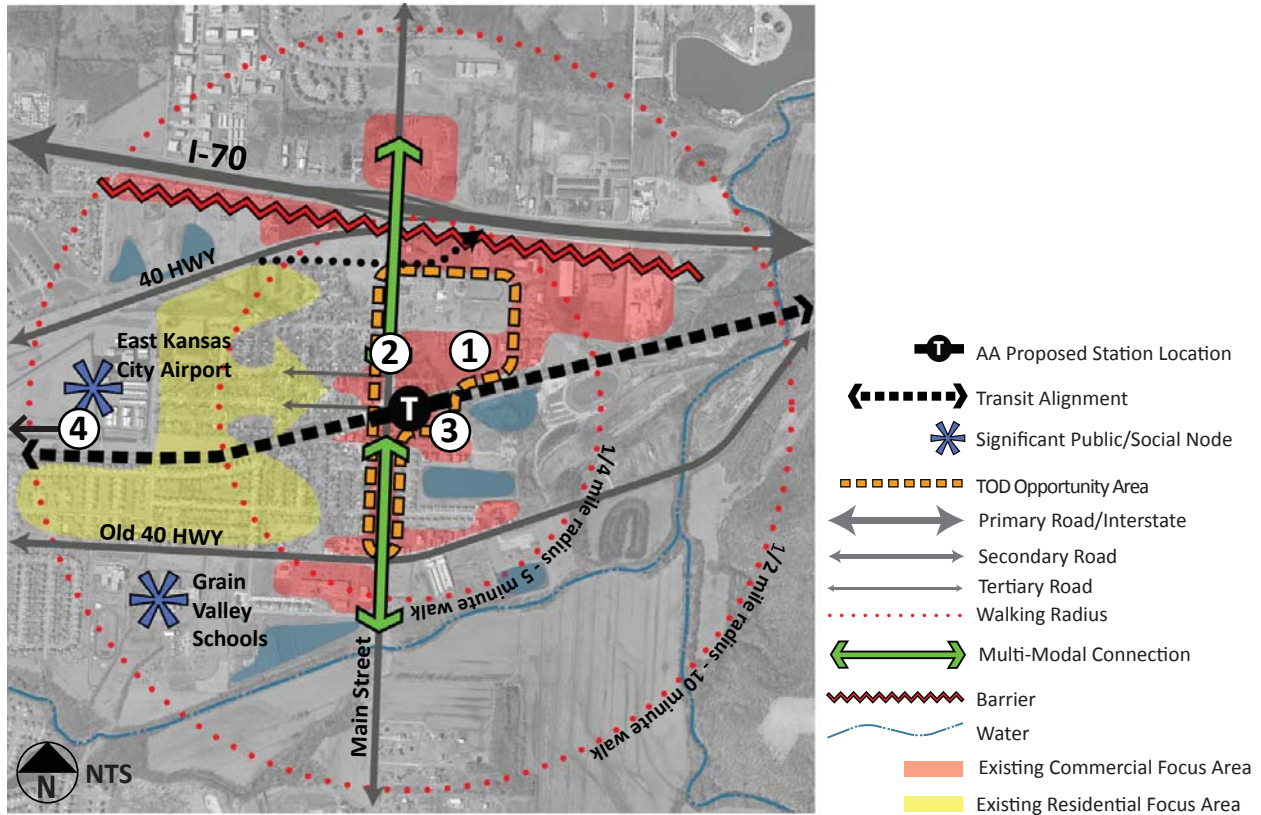


Figure 19: Grain Valley Station

**NEXT STEPS/ACTION ITEMS:**

- ① Incorporate a plan for the station into the Comprehensive Plan Update; conduct a market assessment to evaluate the type and mix of uses that will make downtown a destination and foster a sense of place. Plan for highest densities along Main Street and closest to the station.

**Responsibility:** City of Grain Valley

**Time frame:** Short Term

- ② Continue Main Street infrastructure improvement efforts to promote pedestrian and bicycling connectivity. Improve connections from downtown into surrounding neighborhoods.

**Responsibility:** City of Grain Valley

**Time frame:** Long Term

- ③ Ensure the station has access and visibility from Main Street.

**Responsibility:** City of Grain Valley, working with Design Team and Jackson County

**Time frame:** Short Term

- ④ Work with the City of Blue Springs to plan for the Missouri Innovation Park and potential synergies with the downtown Grain Valley station.

**Responsibility:** Design Team & City of Blue Springs & City of Grain Valley

**Time frame:** Short Term

## **OAK GROVE REGIONAL RAIL & ES/BRT STATION**

### **SOUTHEAST CORRIDOR - STATION SUMMARY**

Oak Grove is located east of Grain Valley on I-70. The rail line runs through the center of town and the station is proposed to be located just west of Main Street. The station's current position will help to contribute to the ongoing efforts of the city to revitalize its downtown core. Recent street and trail improvements in the area of downtown coupled with the TOD opportunity presented by the station will help to strengthen the main street core of Oak Grove.

Oak Grove's location along I-70 and at the edge of the Kansas City Metro Area has resulted in heavy truck traffic and truck stop usage at the intersection of South Broadway and I-70. Many truck operators park their vehicles and then travel home from the Oak Grove. Revenue collected from truckers has benefited the town. Harnessing this opportunity will be important, truckers may be able to commute to their vehicles via the proposed commuter rail line. A station area plan that sees this arrangement as an opportunity will be important to develop.

Currently parking for the station is slated to be constructed immediately adjacent to the station platforms. Re-location of commuter parking to multiple locations within downtown will be imperative if the city would like to take full advantage of the economic opportunity presented by commuters. Businesses along main street will benefit from commuters walking past store fronts rather than transferring from car to rail immediately. Property adjacent to the station area should be reserved for small mixed-use developments that reflect the main street character of Oak Grove. Multiple schools, multifamily developments and a senior citizen complex are in close proximity to the station area. The Oak Grove should look to make pedestrian and bike connections from these uses to the station area to encourage transit use and to help activate the Oak Groves Main Street area.

#### **OPPORTUNITIES:**

- Stations adjacency to Broadway could help to strengthen this important and historic corridor
- Take advantage of Broadway to develop economic activity along Main Street.
- Maximize the station as an end-of-line to generate economic development opportunity.

#### **CHALLENGES:**

- Commuter parking placed adjacent to platforms could limit development opportunity at the station.
- Future re-design of I-70 could significantly affect the trucking industry presence in Oak Grove, and needs to be considered in the context of the station area.



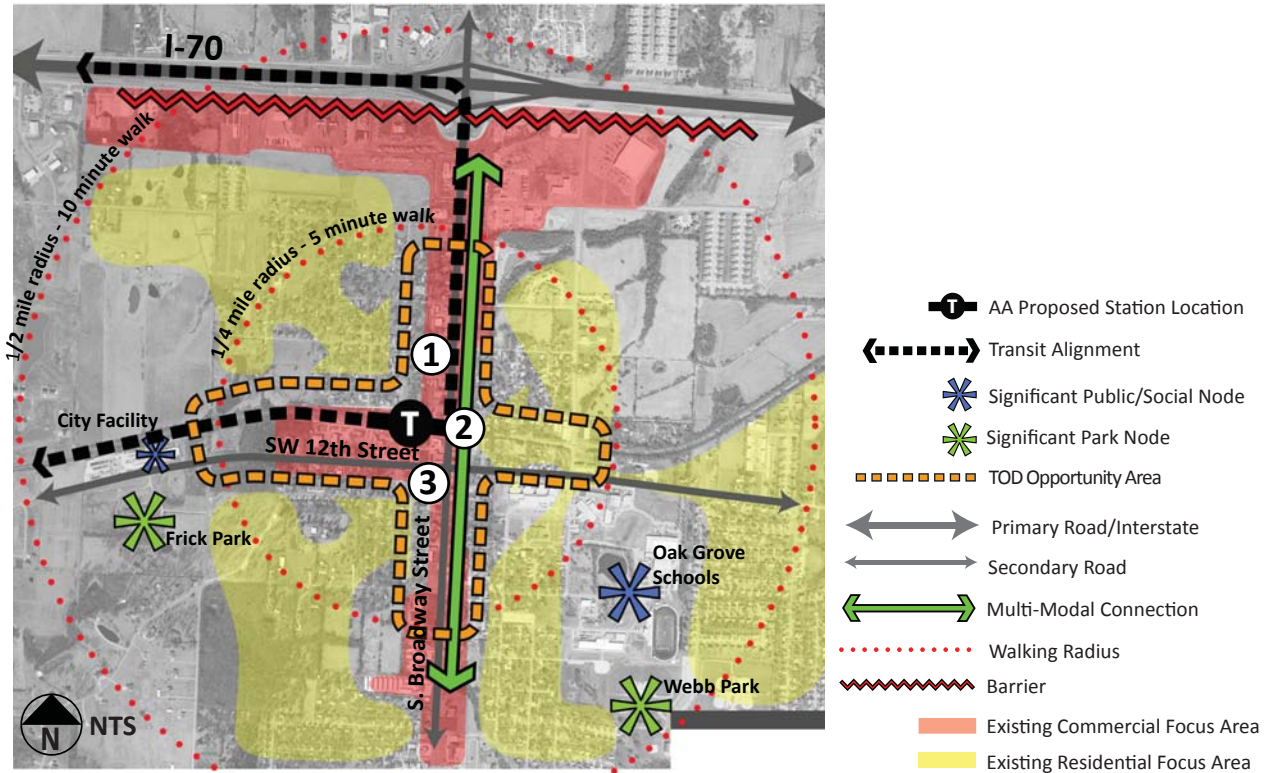


Figure 20: Oak Grove Station

**NEXT STEPS/ACTION ITEMS:**

- ① Update comprehensive plan in order to incorporate Broadway into the TOD.

**Responsibility:** City of Oak Grove

**Time frame:** Short Term
- ② Integrate a downtown TOD overly district that addresses circulation, land use and urban design along Broadway and into the surrounding neighborhoods.

**Responsibility:** City of Grain Valley.

**Time frame:** Short Term
- ③ Acquire catalytic properties immediately adjacent to the station area in order to pursue public / private partnerships with future developers.

**Responsibility:** City of Grain Valley.

**Time frame:** Long Term
- ④ Develop a strategic parking plan that addresses the needs of future commuter users and local businesses.

**Responsibility:** City of Grain Valley.

**Time frame:** Long Term

## **CITY OF RAYTOWN**

### **SOUTHEAST CORRIDOR - STATION SUMMARIES**

Stations Evaluated:

- 63rd and Raytown Road
- 55th Street and Rock Island Right-of-Way

Citywide Recommendations:

- Review of code, ordinances and standards to allow the implementation of TOD
- Review of existing and upcoming plans and projects to ensure alignment with TOD

### **63RD AND RAYTOWN ROAD REGIONAL RAIL & ES/BRT**

This station location is planned between Raytown Road and Raytown Trafficway north of 63rd Street in close proximity to the downtown core of Raytown. 63rd and Blue Ridge Boulevard currently serve as the “Main Streets” in downtown. Downtown Raytown is the only major commercial area between Kansas City and Greenwood on the Rock Island Line. The current downtown plan was adopted in 2002, but pre-dated the vision for rail transit.

The vision for downtown Raytown includes higher densities, walkable streets, community gathering areas and less “dead zones” created by surplus parking. The City is challenged with a surplus of parking downtown. Over time, the City hopes to change existing policies to reduce parking and focus on infill redevelopment.

The City has taken proactive steps to plan for the coming of transit through:

- Implementation of an overlay district on publicly owned property downtown which removes the requirement for off street parking.
- Conducting a streetscape plan on 63rd Street including a Road Diet to facilitate traffic calming and wider sidewalks.
- Anticipating the coming of transit through discussions with the development community about key opportunity sites.

### **OPPORTUNITIES:**

- Underutilized sites owned by the City, as well as surplus parking.
- 63rd Street streetscape project currently underway.
- Potential to relocate City Hall closer to the station to create a focal point.
- Double-sided TOD opportunity.
- Serves large residential population within the 1/2 mile radius.

### **CHALLENGES:**

- Conventional zoning regulations require substantial parking.
- Community desire for change.
- Depressed rail alignment below-grade limits station visibility.
- Safe and efficient access from residential areas to the station location.

---

## City of Raytown

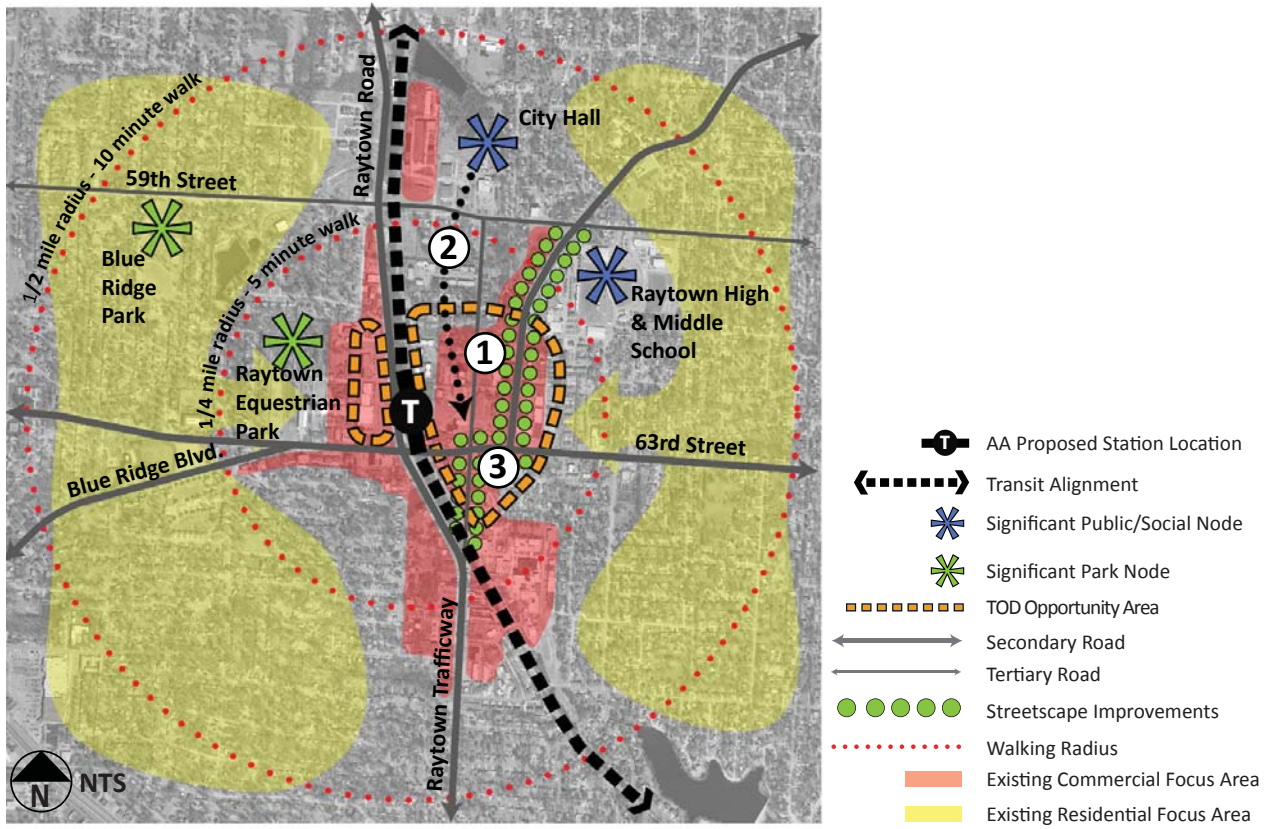


Figure 21: 63rd Street & Raytown Trafficway Station

**NEXT STEPS/ACTION ITEMS:**

- ① Preserve development sites within the 1/4 mile surrounding the station to plan for the coming of transit.

**Responsibility:** City of Raytown & Design Team

**Time frame:** Immediately
- ② Consider relocation of City Hall to the downtown core to serve as a civic anchor.

**Responsibility:** City of Raytown

**Time frame:** Long Term
- ③ Extend the Town Square Overlay District to the larger downtown area to remove barriers to parking and facilitate higher density development

**Responsibility:** City of Raytown

**Time frame:** Long Term

Continue ongoing conversations with developers to market key sites, educate them about transit-supportive densities and form partnerships.

**Responsibility:** City of Raytown

**Time frame:** Long Term

Update the downtown area plan, incorporating a station area analysis and market study.

**Responsibility:** City of Raytown

**Time frame:** Short Term

### **55TH STREET AND ROCK ISLAND RIGHT OF WAY ES/BRT STATION**

The downtown Raytown station is the priority station for the City. Downtown Raytown would have a station whether commuter rail or ES/BRT. If ES/BRT moves forward as the selected mode, Raytown could also have a station at 55th Street. This area is primarily industrial, and would not support mixed-use development typical of TOD.

One option is to consider moving the station farther north toward 53rd Street. A station at this location would require collaboration between Raytown and Kansas City since it crosses both jurisdictional boundaries. Compared to the 55th Street location where the alignment would be above-grade, this a 53rd Street location would be at-grade. This location could also allow for redevelopment of a former hospital site.

Overall, a station at 55th Street presents limited development opportunity and could be characterized as a park-n-Ride rather than reinvestment focus.

#### **OPPORTUNITIES:**

- Serves large residential population within the 1/2 mile radius.
- Redevelopment opportunities farther north at 53rd Street and vacant hospital site.

#### **CHALLENGES:**

- Primarily industrial area which limits TOD opportunity.
- Limited infrastructure to support vehicular and pedestrian network.
- Alignment would be situated above-grade at this location.

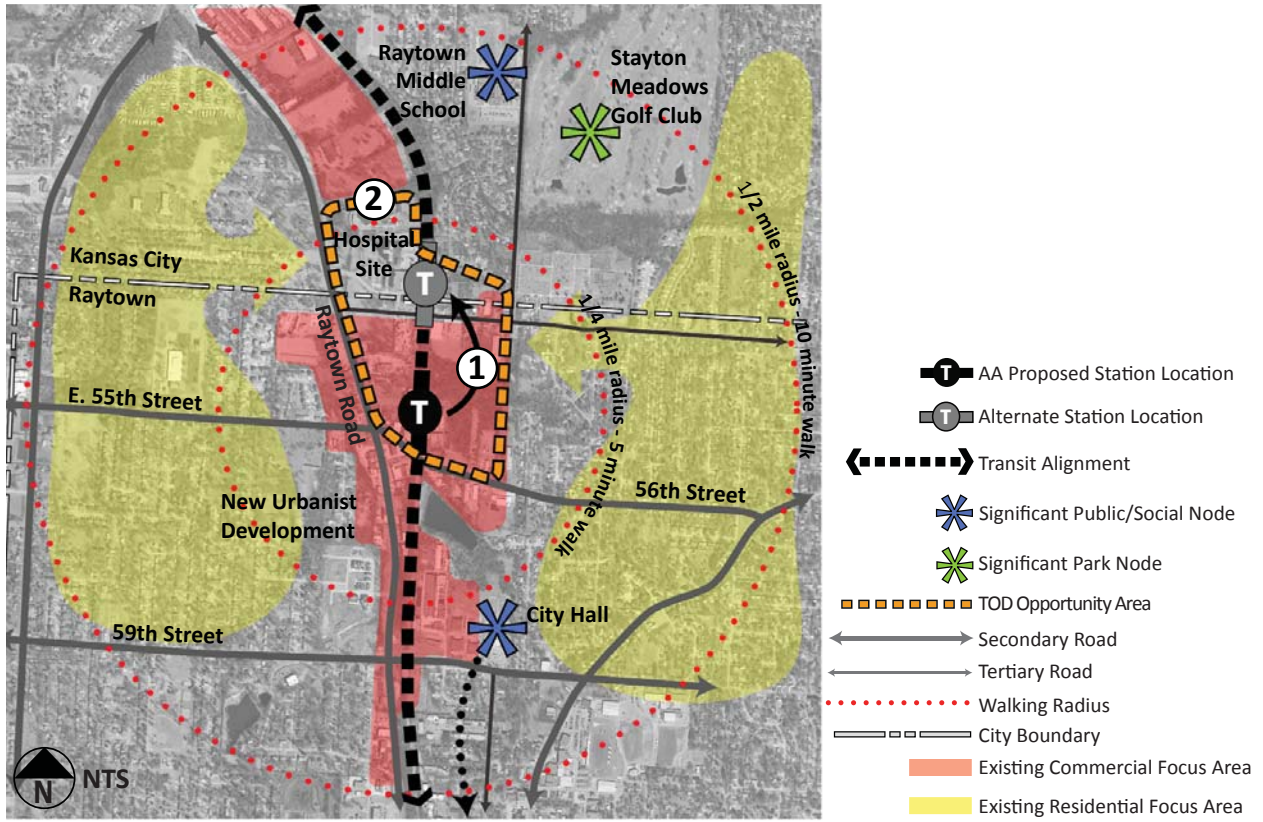


Figure 22: 55th Street & Rock Island R.O.W. Station

**NEXT STEPS/ACTION ITEMS:**

- ① Consider moving this station to the north (53rd Street) and work with Kansas City to develop a shared station area plan.

**Responsibility:** Design Team, City of Raytown & City of Kansas City

**Time frame:** Short Term

- ② Work with Kansas City to plan for the hospital site north of the station area.

**Responsibility:** Design Team, City of Raytown & City of Kansas City

**Time frame:** Long Term

- ③ Consider the station a Park-n-Ride in the short-term; continue to evaluate the market over time for redevelopment opportunities that would support TOD.

**Responsibility:** City of Raytown

**Time frame:** Long Term

## **CITY OF LEE'S SUMMIT**

### **SOUTHEAST CORRIDOR - STATION SUMMARIES**

Stations Evaluated:

- I-470 and View High Drive
- Missouri Highway 291

Citywide Recommendations:

- Revisit the existing Planned Mixed-Use zoning to ensure higher densities that support TOD
- Update the City Comprehensive Plan to reflect TOD station areas and their relationship to the larger community.
- Complete infrastructure upgrades that maximize Katy Trail access

### **I-470 & VIEW HIGH DRIVE REGIONAL RAIL STATION**

The City of Lee's Summit requested an evaluation of a rail station at I-470 and View High Drive. The City has a development partner that is on board and is open to the idea of TOD. Further coordination with Kansas City and the County would be needed to explore the viability of a station and surrounding mixed-use development.

#### **OPPORTUNITIES:**

- Willing development partner; one large private landowner.
- Large site (120 acres).
- Access to I-470 and the Green Tech Corridor.

#### **CHALLENGES:**

- Multiple stakeholders.
- Lack of a transportation network.
- Feasibility of a new station needs to be explored within the AA process.
- Floodplain area to the east.

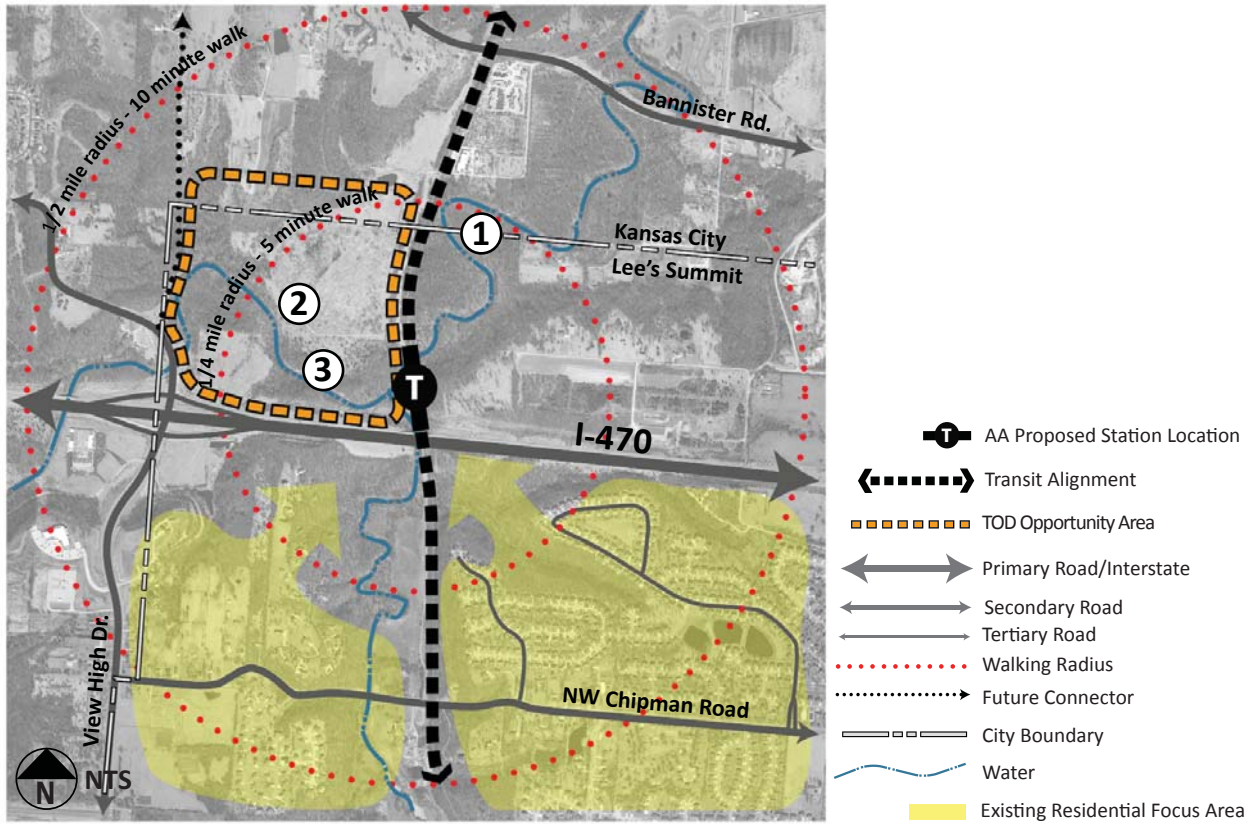


Figure 23: I-470 & View High Drive Station

**NEXT STEPS/ACTION ITEMS:**

- ① Work with the Design Team to explore the technical feasibility of a rail station at this location.

**Responsibility:** Design Team, City of Lee’s Summit, City of Kansas City & Jackson County

**Time frame:** Short Term
- ② Form partnerships with Kansas City, Jackson County and the landowner to understand a shared vision for redevelopment.

**Responsibility:** City of Lee’s Summit

**Time frame:** Short Term
- ③ Rezone the site to Planned Mixed-Use to support TOD.

**Responsibility:** City of Lee’s Summit

**Time frame:** Short Term

### **MISSOURI HIGHWAY 291 REGIONAL RAIL & ES/BRT STATION**

Located east of 291 Highway and south of 50 Highway, this station is surrounded by primarily vacant land and large-scale employers. The City views this station as an opportunity to create a new mixed-use neighborhood which could attract a younger population to the City; one that values walkable places and compact development patterns.

Employers such as Toy 'R' Us, Plastic Enterprises and American Foods, have expressed frustration in bringing employees to Lee's Summit. This connection could provide for a reverse commute to bring employees to this employment destination.

The major north/south transportation route through the area is 291 Highway. An interchange is planned at Hook and 291 (south of the station area). Access to the station area needs to be priority in the future, along with an interior system of local and collector streets.

#### **OPPORTUNITIES:**

- "New Neighborhood" potential with large vacant areas.
- Ability to transform the existing topography (rolling hills) and drainage ways into amenities.
- Most major infrastructure is in place due to the presence of large employers.

#### **CHALLENGES:**

- Currently zoned Agricultural and Industrial.
- Access is limited off of Missouri Highway 291.



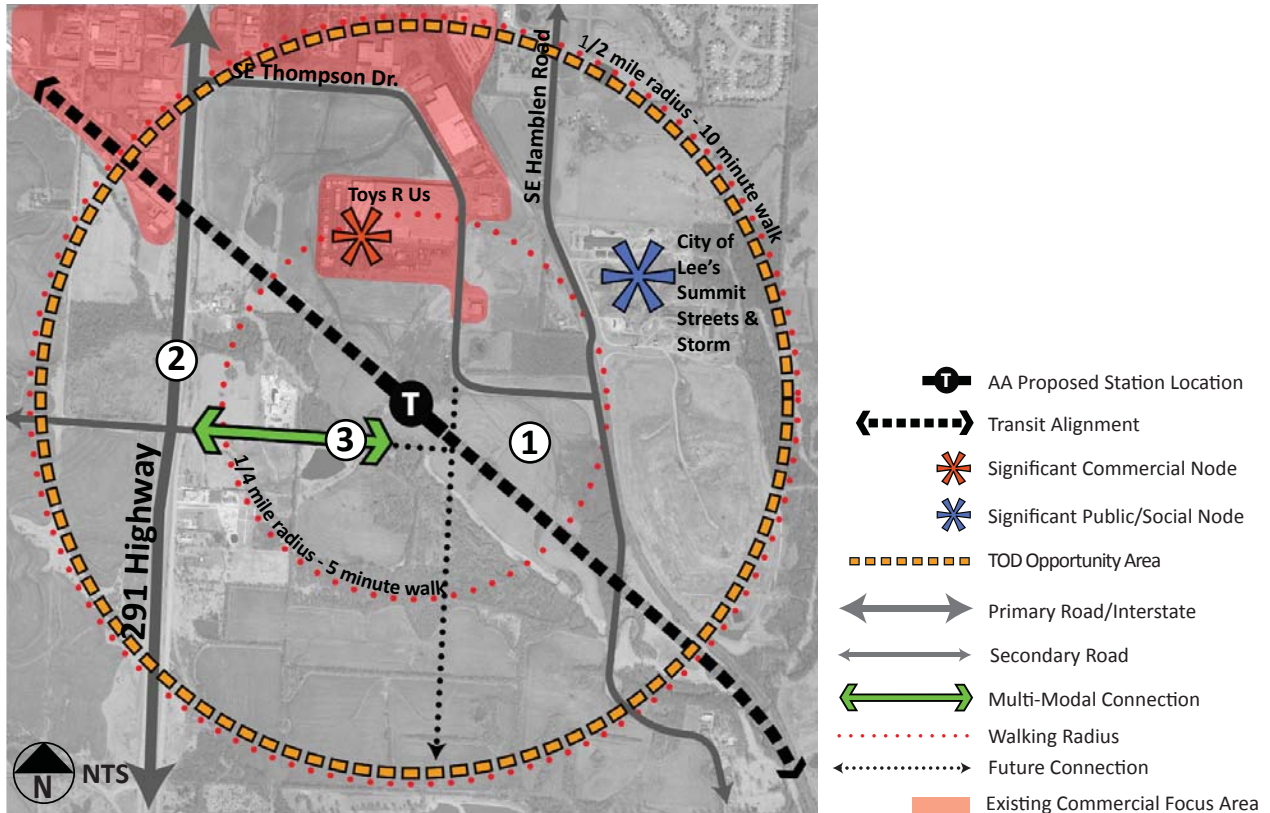


Figure 24: 291 Station

**NEXT STEPS/ACTION ITEMS:**

- ① Evaluate the future market potential for this station as a regional mixed-use destination and employment center; incorporate a plan for phasing development over time.

**Responsibility:** City of Lee's Summit

**Time frame:** Long Term

- ② Develop a corridor strategy for 291 Highway, including a system of frontage and/or backage roads to facilitate access.

**Responsibility:** Design Team & City of Lee's Summit

**Time frame:** Short Term

- ③ Evaluate opportunities for ingress and egress into the station area; create an interior network of streets within the station area.

**Responsibility:** City of Lee's Summit

**Time frame:** Long Term

## **GREENWOOD REGIONAL RAIL STATION**

### **SOUTHEAST CORRIDOR - STATION SUMMARY**

Greenwood is a primarily low-density residential community located approximately 30 miles south and east of downtown Kansas City. It is characterized by a small downtown which fronts along the narrow, two-lane, east-west running Route 150/Main Street where a number of existing small businesses and civic uses coexist. Antique shops currently add a distinctive quality to the downtown. The Rock Island Railroad Line runs along the east side of town and passes under an elevated segment of Route 150.

The proposed station location is just north of downtown, near the intersection of 5th Avenue and Main Street. This location offers a number of advantages. Its close proximity to downtown will add activity and potential patrons that could support Main Street businesses. The extension of 5th Avenue to the north will provide short, direct access to the station – important for pedestrians – and strengthen the urban form of the area by creating the opportunity for a “terminating vista”. A north extension of 6th Avenue would further extend the historic street grid and provide vehicular access to potential station parking, envisioned to be tucked in just east of the station itself. This configuration will also allow station access to be developed off of N Ransom Road.

Ideally, pedestrian connection to and from the station would benefit from streetscape improvements between 5th Avenue to Ransom Street (at a minimum). Access may also be facilitated by the development of a multi-purpose trail parallel to the railroad tracks. These improvements could include functional and aesthetic improvements such as completion of the sidewalk network, decorative street lighting, clearly marked pedestrian crossings, street trees, and placing overhead utilities underground.

Infill development along Main Street would benefit from its close proximity to the station, and the area just west of Ransom Road offers an opportunity site.

#### **OPPORTUNITIES:**

- Station location has close proximity to existing Main Street business district.
- Existing grid of streets can be extended and provides good access.
- Large and small underdeveloped parcels within an easy walk.
- 

#### **CHALLENGES:**

- End of line station may come with pressure to park high numbers of automobiles.
- No existing planning policies in place for attracting and managing transit-supportive growth.
- Future traffic growth on Route 150/Main Street could threaten pedestrian orientation of station area.

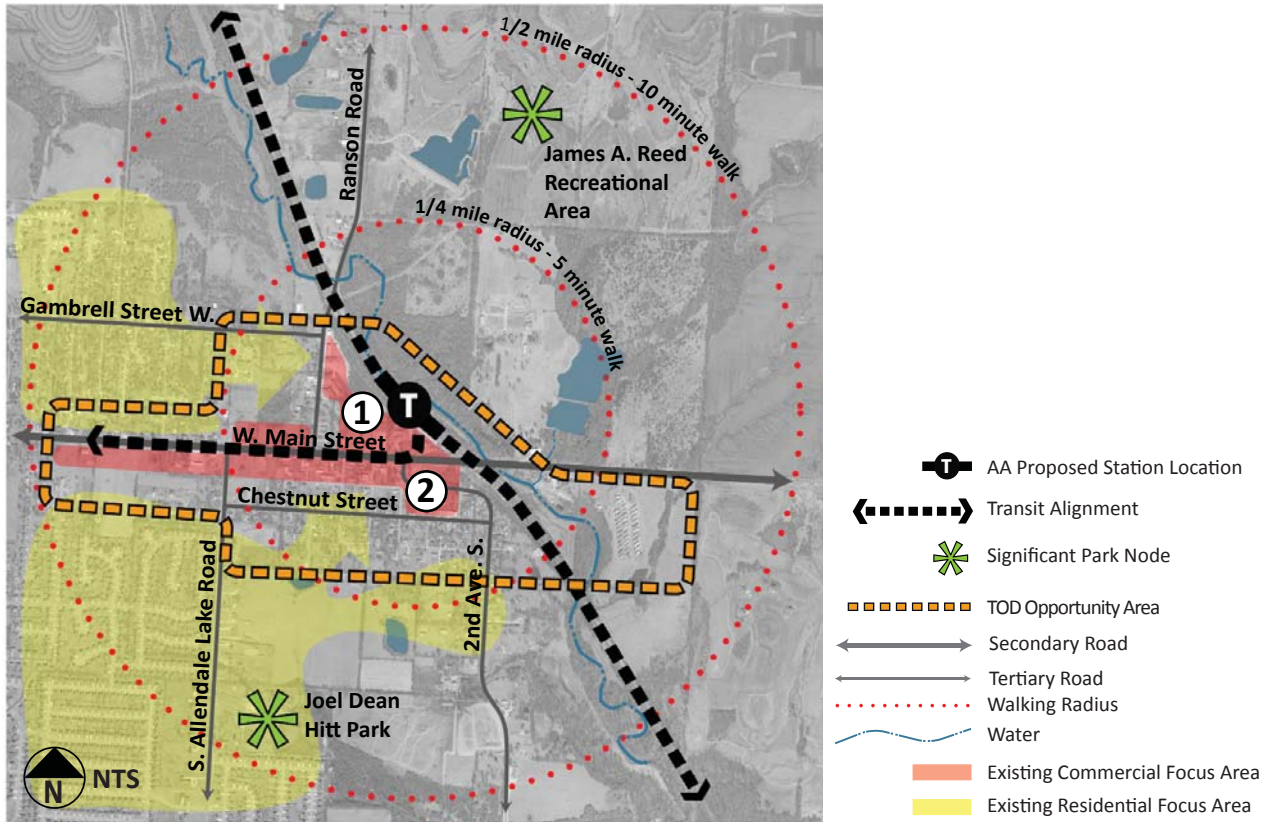


Figure 25: Greenwood Station

**NEXT STEPS/ACTION ITEMS:**

- ① Work with owner of the former Rock Island Railway to integrate station into rail right-of-way.

**Responsibility:** City of Greenwood & Owner of Former Rock Island Railway

**Time frame:** Short Term
- ② Begin station planning efforts with a plan for transit-supportive land use densities. Identify functional and aesthetic improvements such as completion of the sidewalk network, decorative street lighting, clearly marked pedestrian crossings, street trees, and placing overhead utilities underground on key streets that will connect to the station.

**Responsibility:** City of Greenwood

**Time frame:** Short Term

## **PLEASANT HILL REGIONAL RAIL & ES/BRT STATION**

### **SOUTHEAST CORRIDOR - STATION SUMMARY**

Pleasant Hill is a primarily low-density residential community located approximately 40 miles south and east of downtown Kansas City. It is characterized by a small, historic downtown district - developed in relationship to a historic rail depot –where many existing small businesses and civic uses coexist, especially along S. 1st Street between Commercial Street and Wyoming Street. Further east, City Hall and a historic Opera House help characterize the area, transitioning to a traditional grid of streets with single family homes.

The proposed station location, just west of downtown on W Commercial Street, is approximately where the historic downtown abuts the existing Cass County Fairgrounds. This part of town is very busy during the annual Fair event, but otherwise lightly used. Development of a surface parking lot just north of the station and W. Commercial Street could serve transit patrons on a regular, weekly basis and Fairground users on weekends and evenings. The workshop discussion focused on which railroad line may be preferable for a station; the UP line or the Rock Island line. Both have advantages and disadvantages.

Many underdeveloped sites immediately east of the proposed station offer potential for infill and/or redevelopment which, ideally, would be three stories or less and respective of the historic character of the area. The planned Katy Trail along the railroad tracks will link directly to the proposed station site.

#### **OPPORTUNITIES:**

- Station location has close proximity to both existing business district and Fairgrounds.
- W Commercial Street provides direct station access.
- 12-acre city-owned parcel north of W Commercial Street and underdeveloped parcels to the east offer potential for transit supportive uses.
- Potential to coordinate Fairgrounds Master Plan with downtown planning.

#### **CHALLENGES:**

- Flood zone just west of station may limit development possibilities.
- Future traffic growth on W Commercial Street could threaten pedestrian orientation of station area.
- Managing needs of transit patrons/transit provider with Fairground needs.

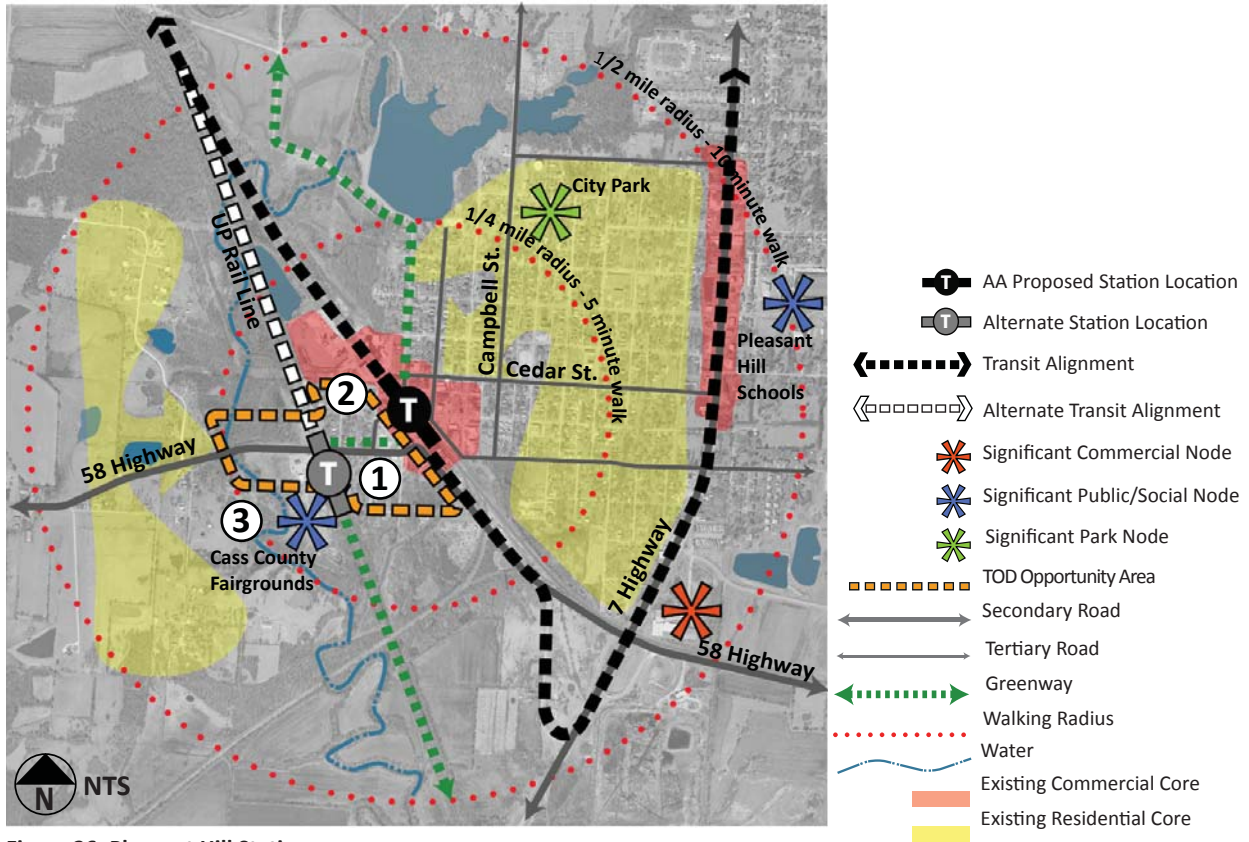


Figure 26: Pleasant Hill Station

**NEXT STEPS/ACTION ITEMS:**

- ① Evaluate both the UP line and the Rock Island line for a potential station location; the UP line may better facilitate commuter rail and Amtrak connections.

**Responsibility:** Design Team & City of Pleasant Hill

**Time frame:** Short Term

- ② Develop a comprehensive plan for redevelopment, particularly within a 1/4 mile of the station.

**Responsibility:** City of Pleasant Hill

**Time frame:** Long Term

- ③ Evaluate shared parking opportunities for the transit parking and the Fairgrounds.

**Responsibility:** Design Team & City of Pleasant Hill

**Time frame:** Short Term