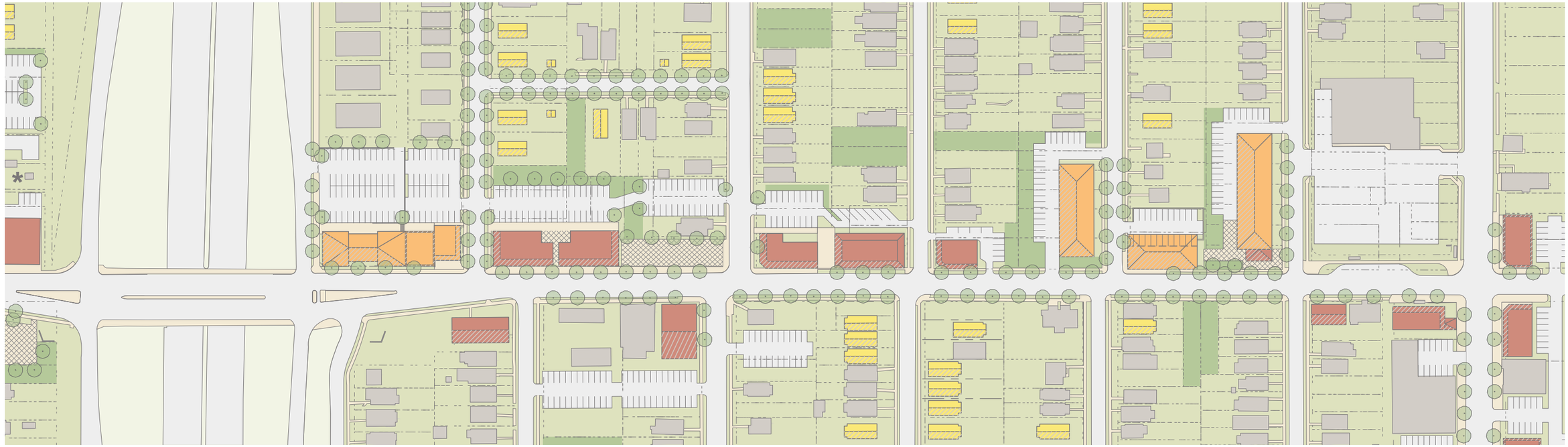
39TH STREET CORRIDOR REDEVELOPMENT PROJECT

City of Kansas City, Missouri



REDEVELOPMENT PLAN

JULY 1, 2016

Technical support provided by the U.S. Environmental Protection Agency.

ACKNOWLEDGEMENTS

PREPARED FOR:

Ivanhoe Neighborhood Council
3700 Woodland Ave.
Kansas City, MO 64109

PREPARED BY:

ICF Incorporated, L.L.C.
9300 Lee Highway
Fairfax, VA 22031

Stromberg/Garrigan & Associates, Inc.
102 E. Main Street - The Penn Building
Suite 300
Somerset, PA 15501

IN ASSOCIATION WITH:

Sustainable Strategies DC
500 New Jersey Ave. NW Suite 600
Washington, DC 20001

All of the participants that played a role in the project, including government, institutional and community leaders, are too numerous to list, however, primary project sponsors include:

- The United States Environmental Protection Agency's Office of Brownfields and Land Revitalization for its financial and technical assistance in undertaking this effort.
- The leadership of the City of Kansas City for working with the project team and offering their insight and perspective.

Table of Contents

PROJECT BACKGROUND 4

REDEVELOPMENT STRATEGY 8

TARGET REDEVELOPMENT AREAS 18

IMPLEMENTATION & FUNDING STRATEGY 25

APPENDIX A: Target Funding Recommendations Guide 31

APPENDIX B: Analysis Maps 48

01 PROJECT BACKGROUND

Project Background

The EPA's Office of Brownfields and Land Revitalization (OBLR) provides financial and technical assistance for Brownfields and Land Revitalization activities through an approach based on four main goals: protecting the environment, promoting partnerships, strengthening the marketplace, and sustaining reuse. The mission of OBLR's Land Revitalization Program is to restore land and other natural resources into sustainable community assets that maximize beneficial economic, ecological, and social uses and ensures the protection of human health and the environment.

Through the program, Land Revitalization staff from the EPA Regional Offices work with OBLR to help local communities to plan and implement sustainable solutions that promote brownfields cleanup and the long-term viability of brownfields revitalization. In 2015, the Missouri Department of Natural Resources and the City of Kansas City, Missouri requested the EPA to assist local staff and community residents in developing a vision and implementation strategies for revitalizing the City's East 39th Street Corridor. Under this task, a team of EPA contractors and Region 7 staff conducted a thorough and iterative public engagement process with the local neighborhood association, businesses, City staff, elected officials, and other stakeholders to develop a community consensus on desired future corridor redevelopment. The process included technical, facilitation, and logistical support to complete a community visioning process, market analyses, and preliminary site designs for corridor revitalization.

CORRIDOR OVERVIEW

The 39th Street Corridor in Kansas City, Missouri consists of a six-block section of street bordered by Euclid Avenue on the west and Prospect Avenue on the east. The 39th Street corridor serves the predominately low income, African-American neighborhood of Ivanhoe. Its development is supported by an accomplished neighborhood association, the Ivanhoe Neighborhood Council. Community members, the City, and private investors have made significant strides over the past decade toward reducing crime, cleaning up vacant or dilapidated properties, and creating amenities such as community gardens and playgrounds.

Recent redevelopment efforts have yielded a new Aldi grocery store on the eastern edge of the Corridor (at 39th Street and Prospect Avenue) and the current construction of cottages for older adults at the western end (near 39th Street and Euclid Avenue) on the site of the former Horace Mann School.

/ Property Ownership

A number of properties within the study area are under control of either the Ivanhoe Neighborhood Council or the Kansas City, Missouri Homesteading Authority including the sites of the former Horace Mann School and the former Sunshine Market, both of which are located at or near the soon-to-be-completed senior cottage community on the west end of the corridor. A map showing public and non-profit property ownership is provided in Appendix B and a map which cross-references the proposed redeveloped plan and property ownership is provided at the end of this section of the report.

/ Zoning

The majority of the 39th Street Corridor within the study area is zoned B3-2 – Community Business. The former Horace Mann School site, now the location of the senior cottages project, is zoned MPD- Master Planned Development. The residential areas surrounding the 39th Street Corridor are primarily zoned R-2.5 Medium Density Residential. A map of showing current zoning is provided in Appendix B

The New Aldi Grocery Store on a Former Brownfields Site at 39th Street and Prospect Avenue.

Senior Cottage Community under Construction on the Former Horace Mann School Site, November 2015.

View of 39th Street Corridor Showing Vacant Former Commercial Properties and Adjacent Residential.

The 39th Street Corridor has Numerous Smaller-scaled Brownfield Sites such as the Former Sunshine Market (and Gas Station).

Transportation

An active bus line runs along East 39th Street. Plans are in the works to open a Bus Rapid Transit (BRT) line along Prospect Avenue at the eastern end of the corridor, which could significantly expand the neighborhood's accessibility to jobs, services, and potential customers. The corridor and cross streets are served by a network of sidewalks that are in good to excellent condition, but do not have formally designated bicycle facilities. The neighborhood at the western edge of the corridor is bisected by US Highway 71, which runs underneath East 39th Street. Pedestrian amenities and lighting along the 39th Street overpass have helped to keep the neighborhood fabric intact despite the broad gulf created by US-71. For example, the Ivanhoe Neighborhood Council building is located across the highway from the 39th Street Corridor, but can be easily accessed on foot or by vehicle. A map of transportation facilities is provided in Appendix B.

Brownfields

A number of properties along the corridor have had Environmental Assessments conducted which have resulted in hazardous substances/ petroleum being identified in both soil and groundwater. There are at least four petroleum sites of concern in the corridor area. Some remediation has occurred on sites in this corridor, most notably the former Sunshine Market. A map of Vacant/Potential and Assessed Brownfields Parcels is provide in Appendix B.

PLANNING PROCESS

At the commencement of the project, city, neighborhood, agency leaders and stakeholders agreed that this project must be focused on developing a realistic redevelopment strategy for the 39th Street Corridor. With U.S. EPA technical support and other private, non-profit, city, state and federal partnerships the city has an opportunity to make significant positive changes in the neighborhood. Like many communities, the city is recovering from significant economic impacts from the economic downturn and the results on the residential housing market. It is clear that any plan focused on the redevelopment and revitalization of the 39th Street Corridor must be far-looking, yet firmly based in the realities of today. This redevelopment plan lays out a strategy in a phased approach that incorporates the community's vision while addressing fundamental issues of available resources to achieve real results.

Developing a successful redevelopment plan requires an understanding of physical characteristics, market factors, and buy-in from the community, including residents, business owners and property owners. From the outset, public involvement has been a key factor in forming the basis of the recommendations provided in this plan. Based upon the magnitude of reinvestment and transformation that may occur, neighborhood, city and agency officials wanted to ensure that "tangible" outcomes were based on broad community desires for the Ivanhoe neighborhood and especially the redevelopment of targeted brownfield parcels.

The planning process employed a strategy of inclusiveness, transparency, education, planning, and commitment to identifying real and implementable actions. Over the course of the planning process initiated in October 2015, public, private, and civic leaders were brought together to provide a vision and prioritize the numerous elements needed to achieve the vision. The over-arching intent was to create a comprehensive redevelopment strategy for the Ivanhoe neighborhood focused on the 39th Street Corridor and the redevelopment of numerous brownfield sites. Taking an approach that is complementary to the overall economy of the city, redevelopment strategies are fully interconnected with the surrounding context so that redevelopment sites are mutually beneficial rather than competing. The visioning process utilized several keys steps to gather input, explore opportunities, and solidify recommendations to achieve these results.

A community visioning workshop was held on Saturday, November 21st, 2015. This interactive work session with community and key stakeholder engagement at the Nutter Ivanhoe Neighborhood Center provided the opportunity to engage on multiple topics and quickly shape the community parameters of a desired redevelopment strategy. Community participation included a series of activities focused around a few key questions on specific topics, such as community needs, economic development, concerns, infrastructure, etc. Workshop participants were organized into smaller workgroups and given a series of visioning questions along with a series of color-coded dots and maps of the study area to record their responses. The event was very well attended and the planning team obtained valuable insight related to the issues, opportunities, and desires of the community regarding future improvement considerations for the Ivanhoe neighborhood and specifically for the 39th Street Corridor.

A public presentation of the draft plan recommendations and question and answer session was held at Nutter Ivanhoe Neighborhood Center on April 23rd, 2016. There was a question and answer session as a part of the public meeting and there was overwhelming support for the proposed redevelopment strategies and plan recommendations.

The Community Members Presented their Activity Findings to Participants at the November 21, 2015 Visioning Workshop.

Project Themes

Utilizing the feedback received through the various community engagement activities, the following key project themes were identified. These themes were used to guide decision-making and to shape the plan's recommendations:

- Expand retail and services within the community;
- Improve residential blocks with new housing that is consistent with the existing character;
- Development should enhance community character and promote a sense of community pride and investment;
- Build upon successes and bring in partners to increase momentum;
- Continue to proactively address blight; and
- Improve environmental quality for the benefit of all.

MARKET ANALYSIS FINDINGS

A separate Market Analysis report was prepared by ICF International and Development Research Partners for the 39th Street Corridor, as a part of the overall redevelopment planning effort. The report provides an analysis of the market conditions in the 39th Street Corridor study area and then uses those findings to assess the feasibility of the community-suggested ventures that were identified during the community visioning meetings. The assessment began with an overview of the residential housing market. While this topic was not the focus of this assessment, the neighborhood residential market conditions both impact and are impacted by the commercial retail and real estate market. Next, this analysis discusses the commercial retail market in detail, including providing information on neighborhood demographics, retail sales, demand, and leakage, which identifies the retail sectors that have the most potential for success in the Corridor. The market analysis translates the findings of the retail market analysis into the commercial real estate context and further evaluates those findings in the context of the community-suggested ventures. Lastly, the conclusions section leverages the results of the previous analyses and lays out a potential development pathway for the City and the Ivanhoe Neighborhood Council to consider. These conclusions are summarized in the table to the right and form the basis of the redevelopment plan recommendations.

Conclusions - Potential New Businesses and Real Estate Dynamics for the 39th Street Corridor

The market analysis concluded that there are a variety of retail and service sector categories that are underserved in the 39th Street Corridor's ½-mile trade area. The preceding analysis estimates the number and type of new businesses that could be supported and ties this data to the community-suggested ventures. Below is a hypothetical approach to how the redevelopment process may unfold.

- In the first phase, pioneer businesses could open a single location where there is sufficient demand for at least one more business.
- In the second phase, existing businesses and/or competitors could open another store where there is demand for at least one more store in this emerging market.
- In the third phase, revitalization, place-making activities, new residential units, and visitors, should increase demand for goods and services in the corridor that have surplus demand.

With appropriate economic development and entrepreneurship efforts, anticipated market activity is estimated to occur over time in three year increments. These efforts may include business counseling and incubators. Market assumptions over the forecast period are illustrated in the table below and were used as the programmatic basis for site specific redevelopment planning provided in this report.

RETAIL AND OFFICE/COMMERCIAL ABSORPTION

Phase	Pioneer Market	Emerging Market	Established Market
Duration	**Years 1 to 3**	**Years 4 to 6**	**Years 7 to 9**
Situation	High-risk entrepreneurs open new businesses one-by-one to test the market. New and updated residential units are coming on line; the increasing number of households begins to drive success in both new and existing corridor businesses.	As Pioneer businesses succeed in years 2 and 3, competitors begin to move in. New residential units continue to come on line and neighborhood ambiance evolves.	Pioneer businesses have established a track record of success and establish the corridor as a viable market. New residents have moved in, demographic range widens, and the 39th Street Corridor evolves into a neighborhood commercial center with expansions and new businesses.
Retail Start Ups	General Merchandise Automotive & Parts Food Service Electronics/Appliances Misc. Retailers	General Merchandise Automotive & Parts	General Merchandise Automotive & Parts Electronics/Appliances Building/Garden Supply Clothing Stores Misc. Retailers Sporting Goods/Hobbies Health & Personal Care
Retail Storefront Absorption (sf)	28,500	22,000	23,233
Estimated Retail Market Rent	$10.00 NNN[1]	$11.00 NNN	$12 NNN
Service Start Ups	Child Care Adult Care Doctor's Office Dentist Office Bank	Adult Care Doctor's Office Bank	Child Care Adult Care Doctor's Offices Laundry Bank
Office/Commercial Absorption (sf)	18,800	9,300	12,270
Estimated Office/ Commercial Market Rent	$8.00 full service[2]	$10.00 full service	$12.00 full service

Source: Development Research Partners

[1]NNN= Triple Net. Triple Net lease means that the tenant pays rent each month plus the building operating expenses for the space they occupy. Retail and industrial tenant spaces are usually individually metered for gas, electric, water-sewer, plus the tenant pays their pro-rata share of Common Area Maintenance (CAM) for parking lot maintenance, trash, snow plowing, etc. The rent they pay is net of expenses.

[2]A full service lease (aka Gross lease) means that the tenant pays rent each month and the landlord pays for all of the buildings operating expenses. The rent they pay is gross, no other monthly costs incur.

02 REDEVELOPMENT STRATEGY

REDEVELOPMENT STRATEGY

GUIDING REDEVELOPMENT PLANNING PRINCIPALS – URBAN DESIGN AND PLACEMAKING

The proposed revitalization and redevelopment strategy follows broad "placemaking" principals and recommends a potential build-out based on physical assessment of the study area, context, and the overall intent to create high quality-of-life neighborhoods surrounding a vibrant mixed-use neighborhood center, i.e. the 39th Street Corridor. This strategy supports the goal of transforming the corridor into a commercial, cultural and social activity hub.

The 39th Street Corridor's redevelopment plan's fundamental approach prioritizes the creation of "places" over parcel-by-parcel "developments." The foundation of this idea is the desired outcome that both public and private activities should result in the creation of highly desirable places that mesh seamlessly with the surrounding residential context as incremental development activities occur. The creation of successful places is a function of a thoughtfully considered mix of uses, location, design and supporting infrastructure systems; working together to form economically vibrant and sustainable building blocks of an overall neighborhood. As redevelopment along the corridor occurs, new development should feel like an expansion of the historic, well-established and highly functional pattern of the traditional city development pattern versus auto-oriented, suburban-styled development with little physical, functional or social connection to the residential and overall urban context.

Great places are not easily formed. They are not created by policy alone, but rely on strong partnerships between many public-sector partners at all levels of government, combined with private land owners and the development and business communities. The reuse and redevelopment strategies presented for the targeted redevelopment areas along the corridor consider all aspects of the placemaking equation; however, they focus especially on those aspects that can be readily defined and shaped by the public sector such as public spaces, streetscaping, inter-connected parking and stormwater management. These components of the framework can serve as the skeleton upon which each private sector action(s) can connect. In some cases, the division between public and private sector activities are well defined. However, in many cases they are a function of inter-related aspects which, when combined, add up to a result that is greater than the sum of the individual pieces. This process serves the objective of forming truly great places that elevate the Ivanhoe neighborhood's reputation as an attractive and desirable community to live, work, and play.

/ Key Planning and Design Principles

Several key planning and design principles provided the framework for decision-making and were informed by the principles outlined below. As City and neighborhood decision-makers face questions that are not answered through this planning process, keeping these key principles in mind can keep the 39th Street Corridor moving on track toward the community's vision for its redevelopment.

Building Orientation – It is important that as new development occurs, the entrance of buildings are oriented towards 39th Street and perpendicular streets. Buildings should be built with a maximum setback that is close to the sidewalk and parking should only be provided in rear and side yards.

Horizontal Mixed-Use – Although the concept of creating "vertical" mixed-use, i.e. ground floor retail with residential or office above is a desirable goal, creating a similar mix of uses in singular use structures can be equally effective in creating a vibrant commercial neighborhood core. Horizontal mixed-use consisting of single story commercial/retail buildings (possibly with an enhanced height façade to create the effect of a multi-story building) located adjacent to a two or three story multi-family building, can dramatically lower the overall cost of construction and the leasable cost per square foot and actually speed up the coverage area of new development projects. If urban design is taken into consideration to ensure that buildings are oriented towards pedestrians and transit, they can achieve the same result as vertical mixed-use.

Rehabilitate Existing Structures as Much as Possible – The opportunity exists along the corridor to adaptively reuse existing structures, especially in the Woodland Avenue target area. In many cases the building orientation of these structures serve as a model for how new structures should be built. In addition, the architectural quality of the buildings, with decorative features such as ornate cornices, masonry work, etc. could not be replicated today, especially due to budgetary constraints. Before demolition of any structures occurs, careful consideration and structural evaluations should be performed to determine if adaptive reuse is feasible.

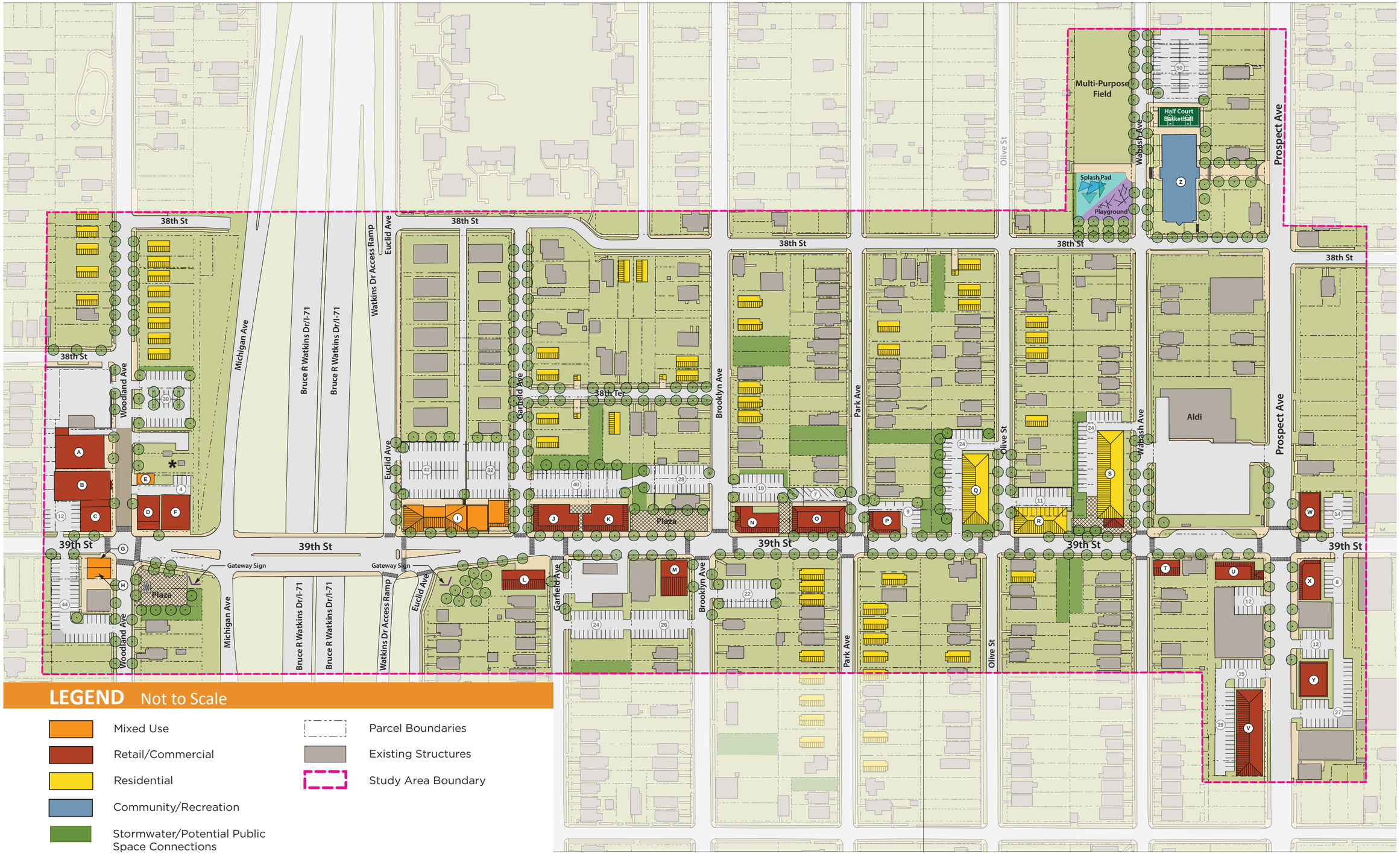
Promote Pedestrian and Transit-Oriented Activity – The existing street pattern of the Ivanhoe neighborhood serves as an excellent basis for a pedestrian and transit-oriented community. Improving the existing streetscaping, including sidewalks, lighting, street trees and landscaping is important to enhancing pedestrian and transit activity, which further supports existing and future businesses along the corridor. The City has been improving surrounding residential streets that feed the 39th Street Corridor, especially in the southern portion of the study area.

Strategic Public Spaces as Way to Promote a Neighborhood Center – The integration of even small-scaled public spaces, such as a public plaza at 39th Street and Brooklyn Avenue can provide a focus for new development and community identity by creating a visual center to the neighborhood and the corridor.

Integrate Green Building and Infrastructure Aspects – In some cases the integration of green technologies, such as stormwater management facilities, is required. However, opportunities exist to further integrate green technologies into a broader set of improvements such as flow-through planters in streetscapes, permeable paving in parking areas, high-efficient building systems and materials. Green approaches provide a direct community benefit and may aid in making projects more attractive to funding entities which place particular emphasis on the long-term sustainability of projects.

REDEVELOPMENT PLAN FRAMEWORK

The following section provides an overview of the proposed redevelopment plan framework for the 39th Street Corridor and the surrounding study area. A description of the key redevelopment plan recommendations, supporting corridor-wide improvements and the basis for the identification of four targeted redevelopment areas is provided along with specific recommendations for: economic and community development; brownfields and environmental quality; parks, public spaces and green infrastructure; and transportation.



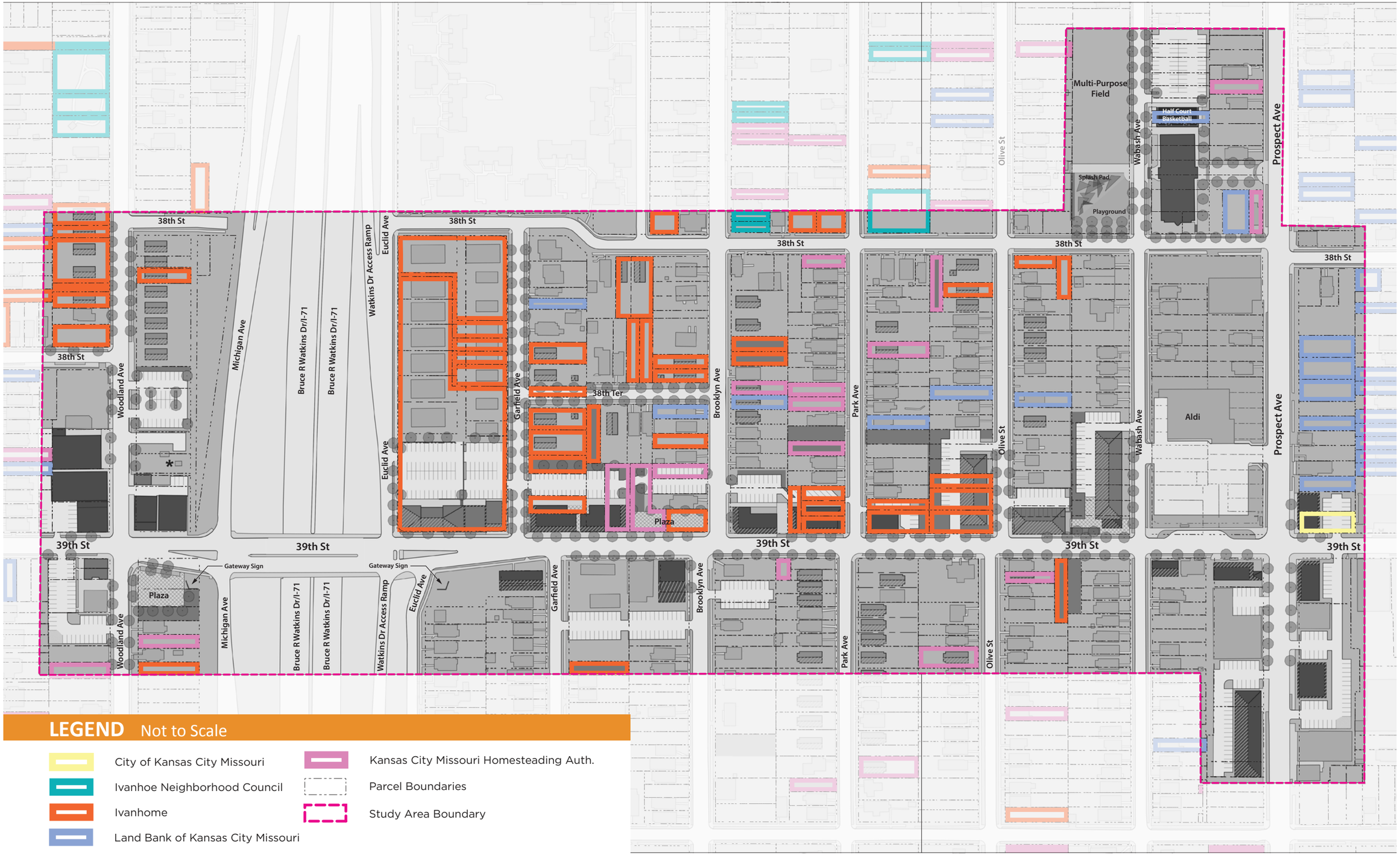
Proposed Redevelopment Plan

STROMBERG/GARRIGAN & ASSOCIATES LANDSCAPE ARCHITECTURE PLANNING

KANSAS CITY - 39TH STREET CORRIDOR PROJECT - PROPOSED REDEVELOPMENT YIELD TABLE

MAP KEY	Uses	Building Footprint S.F.	Stories/ Levels	Total S.F.	Retail	Multi-Family Residential Dwelling Units	Min. Parking Spaces Required	Parking Spaces Supplied	Notes
A	Community Use/Arts Incubator	8,452	1	8,452	0	0	21	27	Adaptive reuse potential of a former commercial garage. Could be designed to integrate historical features to create an attractive facility.
B	Restoration of Theater/Arts Space	8,422	1+	8,422	0	0	21	27	Community expressed a desire to rehabilitate the structure for a flexible performance space for events and community/youth education programming.
C	Retail/Commercial/Office	4,900	2	8,400	4,900	0	21	27	Ground floor retail/commercial or community use with second floor office space. Second floor could support four rental apartments as an alternative. Additional lower level at-grade, with rear parking.
D	Retail/Commercial	3,904	1+	4,904	3,904	0	12	18	Restaurant/food or commercial/retail. Depending on historic use of small second floor, could be used as a dining mezzanine without requiring an elevator for ADA.
E	Retail/Commercial	880	2	1,760	880	1	3	9	Ground floor retail/commercial with rental apartment or owner-occupied unit above.
F	Retail/Community Kitchen/Farmers Market	5,078	1	5,078	5,078	0	13	19	Appears to be a former auto-repair or garage use with potentially larger open space inside. Rear service access could be provided with extensive window frontage on south and east facades.
G	Retail/Commercial	1,300	2	2,600	1,300	1	4	10	Ground floor retail/commercial with rental apartment or owner-occupied unit above. Good location for café or coffee shop with outdoor seating.
H	Retail/Commercial	1,100	2	2,200	1,100	1	4	10	Ground floor retail/commercial with rental apartment or owner-occupied unit above.
I	Senior Housing with Limited Ground Floor Retail/Commercial	14,084	3.5 (retail on lower level)	42,252	5,700	42	15	30	Ground floor retail is built into grade oriented towards the intersection of Garfield Ave. and 39th St. Three full floors of residential above with at-grade parking access from the rear.
J	Retail/Commercial	6,039	1	6,039	6,039	0	15	21	
K	Retail/Commercial	6,039	1	6,039	6,039	0	15	21	
L	Retail/Commercial	4,307	1	4,307	4,307	0	11	19	
M	Retail/Commercial	4,325	2	8,650	4,325	0	22	28	Must be linked to the rehabilitation of the adjacent property to the west and the creation of a combined parking lot in the rear.
N	Retail/Commercial	5,050	1	5,050	5,050	0	13	19	
O	Retail/Commercial	7,200	1	7,200	7,200	0	18	24	
P	Retail/Commercial	3,450	1	3,450	3,450	0	9	15	
Q	Multi-Family Residential	9,600	2	19,200	0	20	20	26	Two story walk-up apartments based on an average unit size of 800 sf.
R	Multi-Family Residential	7,200	2.5	18,000	0	14	14	20	Tuck under rear parking.
S	Multi-Family Residential/Corner Retail	12,900	2	24,900	1,000	24	27	33	Two story walk-up apartments based on an average unit size of 800 sf. Corner retail.
T	Retail/Commercial	2,100	1	2,100	2,100	0	5	9	
U	Retail/Commercial	4,000	1	4,000	4,000	0	10	14	
V	Retail/Commercial	11,639	1	11,639	11,639	0	29	37	
W	Retail/Commercial	4,450	1	4,450	4,450	0	11	15	
X	Retail/Commercial	4,450	1	4,450	4,450	0	11	15	
Y	Retail/Commercial	5,200	1	5,200	5,200	0	13	17	
Z	Community/Recreation Center	15,770	1	15,770	0	0	39	50	Re-purposing of existing structure with significant outdoor recreation facilities and site improvements.
Totals		161,839		226,090	92,111	103	395	560*	

* Additional off-street parking is supplied to provide flexibility depending on the ultimate end-uses and in some areas to serve the adaptive reuse of other existing buildings and if special community events are held, etc.

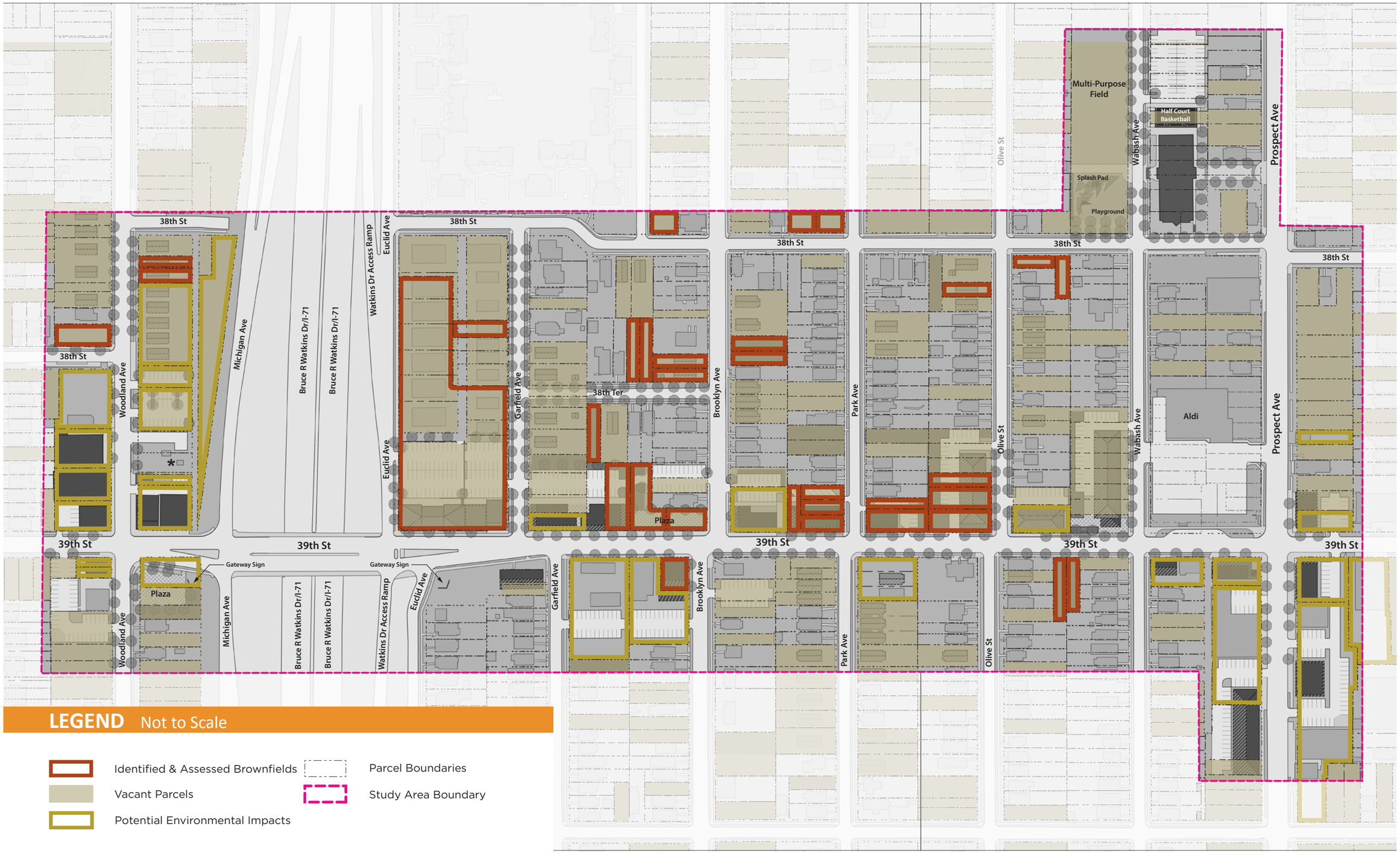


Current Parcel Ownership

Proposed Redevelopment Plan

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES



Vacant/Potential and Assessed Brownfield Parcels

Proposed Redevelopment Plan

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

/ Economic and Community Development

There is a desire to promote a mix of development types, including commercial/retail, housing, and civic uses to improve the overall vibrancy of the 39th Street Corridor and the Ivanhoe neighborhood as a whole.

New mixed-use redevelopment should be promoted along 39th Street in a series of concentrated clusters. The location of context-sensitive mixed-use development which complements the overall character and building form of the neighborhood and the city is desirable.

Using methods to improve existing housing and the promotion of contextual new infill housing should be encouraged. Opportunities exist to construct new, context-appropriate infill housing of varying types and densities throughout the Ivanhoe neighborhood. Infill on single lots to partial blocks, depending on the availability of land, should be promoted. Existing housing stock throughout the neighborhood, even the most modest in size, should be considered first for rehabilitation versus demolition. The existing housing stock serves an important affordable housing need within the community and maintains residential density in a manner that is consistent with the overall character of the neighborhood. Increased residential density, new and renovated will also further support retail/commercial activity along 39th Street.

Fostering Transit-Oriented Development at 39th Street and Prospect Avenue is critically important. With the investment of BRT level transit service along Prospect Avenue, it is important to foster redevelopment which support transit ridership, pedestrian activity and supporting conveniences. This means that new development should de-emphasize off-street parking and focus on the pedestrian realm of the surrounding streetscape.

East Side of Woodland Avenue at 39th Street.

The West Side of Woodland Avenue at 39th Street has Several Larger Buildings Including a Former Theater that Could Become the Basis of Community-Oriented Cultural District.

The area of 39th Street and Woodland Avenue represents a unique opportunity to adaptively reuse a concentration of existing buildings. This area has several architectural attractive buildings, including a former theater that could serve as the basis of vital community-oriented cutural and social activities within the neighborhood.

/ Brownfields and Environmental Quality

A fundamental driver of this 39th Street Corridor Redevelopment Plan is the desire to address long-lingering vacant and underutilized brownfields properties which at a minimum represent an untapped community resource and historically posed a potential risk to community health.

The clean-up and reuse of several smaller brownfields sites will address potential contamination issues and support overall neighborhood-wide community enhancement goals. Due to the historical nature of development along the 39th Street Corridor, there isn't a single brownfields that can be targeted for redevelopment that will serve as a major transformative project. Instead, redevelopment on a series of small sites, when combined, will lead to major community change.

/ Parks, Public Spaces, and Green Infrastructure

Public parks and public spaces provide the setting for communities to come together for informal social gatherings, formal events, and festivals and also provide the opportunity to establish a physical sense of a neighborhood center. Parks that are designed to be engaged with their context become treasured assets and serve to form a community entity and sense-of-place.

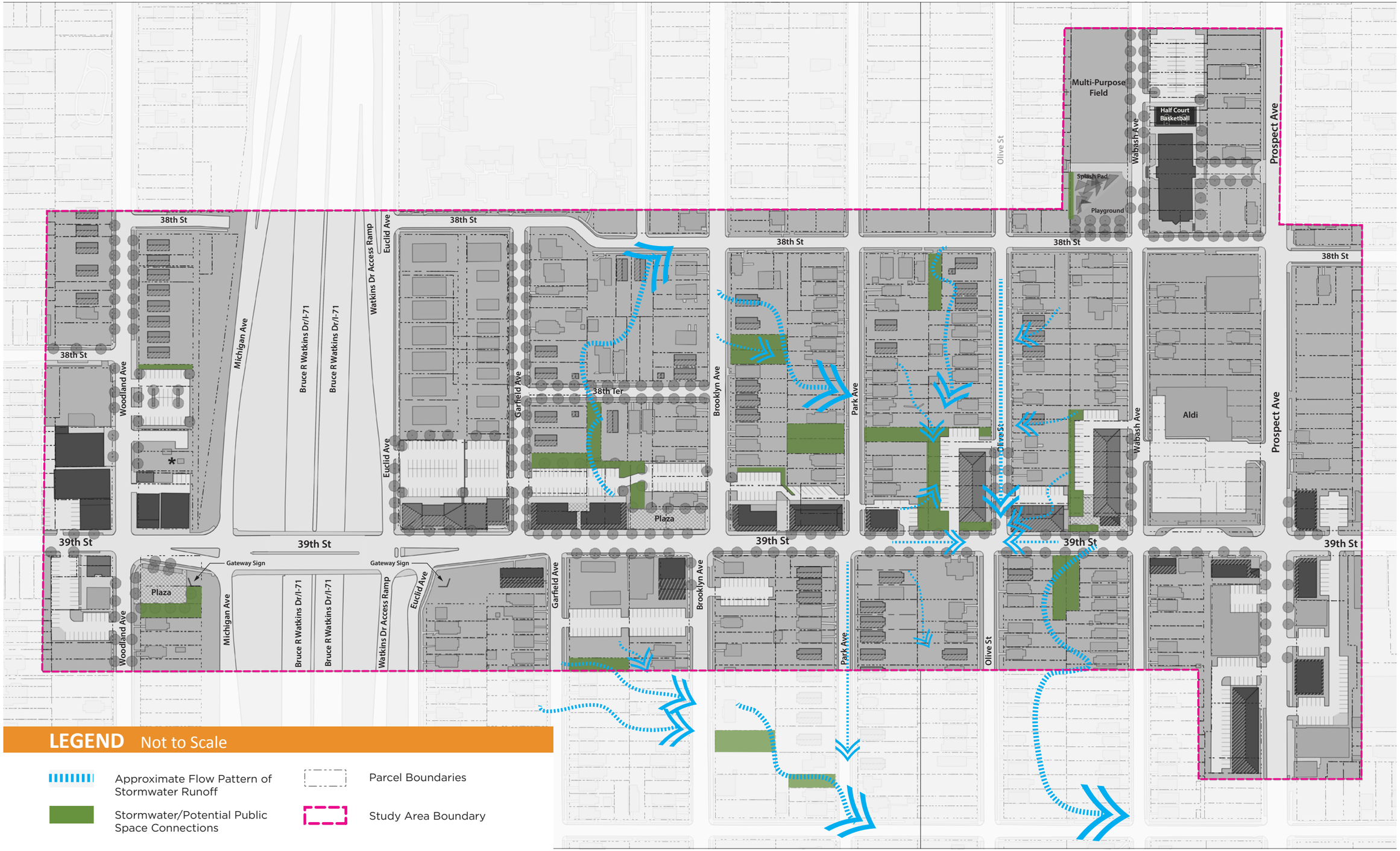
Create a central public plaza at 39th Street and Brooklyn Avenue. A well designed urban public space can provide a focus for new development and community identity by creating a visual center to the neighborhood and the corridor.

Consider key intersection corners as public space opportunities. The redevelopment plan identified other areas, such as the southeast corner of 39th Street and Woodland Avenue as an opportunity to create small-scaled public spaces that serve as social gathering spaces, gateways and landscaping enhancements and locations for localized stormwater management.

Consider a series of inter-connected parklets throughout the neighborhood on areas that appear to serve as natural drainage corridors. It is possible that some residential dwellings declined because the lots on which they were constructed were not well-suited for development due to historical drainage patterns. As shown on the figure on the next page, some of these parcels may be well-suited for stormwater management areas which promote on-site infiltration as well as pocket park improvements such as landscaping seating, etc.

Integrating green infrastructure such as permeable paving, flow-through planters, raingardens and structural soil cells into the design of new projects will provide an incremental and site-specific approach to improving stormwater management conditions in the neighborhood and the watershed. Much of this infrastructure will not be completely hidden, but will be incorporated into the design of parks, public spaces and the overall urban design aspects within the neighborhood. Although long-term maintenance is an important consideration, these improvements provide a functional and aesthetic value and improve the overall quality and attractiveness of the neighborhood.

The Ivanhoe Neighborhood Council has a Well-Established Track Record of Development Parks Facilities as a Basis for Fostering Neighborhood and Community Economic Development.



Stormwater Drainage Flow Patterns

Proposed Redevelopment Plan

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES

/ Transportation

This redevelopment plan proposes a series of multi-modal transportation improvements which directly supports reuse and redevelopment activities and also enhances the overall transportation options for the 39th Street Corridor and Ivanhoe neighborhood residents and visitors. The following highlight the transportation related aspects that the plan incorporated to support redevelopment.

Transportation infrastructure decision-making should consider multi-modal needs, including current and future transit services. Maximizing interconnectivity and providing transit-supportive elements such as transit shelters and stop locations, or, at a minimum, adequate space for future facilities, ensures that full transit mobility is not precluded now or in the future. Reinforcing the potential for future transit service with support facilities, especially along Prospect Avenue will further emphasize both corridors as key spines of the city and aid in attracting more local users into the Ivanhoe neighborhood and the retail/commercial uses along the 39th Street Corridor.

Portions of the 39th Street Corridor should be evaluated to receive more intensive urban streetscaping to support retail/commercial redevelopment. Employing a "complete street" approach to the design of 39th Street to include streetscaping and green infrastructure elements such as wider sidewalks, street trees, landscaping, architectural street lighting and site fixtures, flow-through stormwater planters, etc. will support the redevelopment goals outlined in this plan.

Strategic intersections within the study area should receive special design consideration. Improving key intersections along major streets and thoroughfare corridors into and exiting the Ivanhoe neighborhood will ensure that maximum transportation connectivity (for all modes) is achieved along with reinforcing a unique sense of place and brand for the corridor. This is especially true of the off-ramps from I-71/Bruce R. Watkins Drive and 39th Street, which is a major gateway into the neighborhood. The intersection of 39th Street and Woodland, Garfield, and Prospect Avenues should also be considered for special improvements including enhanced landscaping, lighting, gateway banners and destination signing.

On-street Parking is currently only on the South Side of 39th Street. Based on the Proposed Location of New Retail/Commercial Development, Consideration Should be made to adjust the Street Cross-Section to Relocated On-Street Parking to the North Side.

The Streetscaping along 39th Street, Especially from Euclid Avenue to Park Avenue should be studied for a more "Intensive" Urban Treatment to Include Improved Paving, Architectural Lighting, Street Trees, Landscape and Signing/Banners.

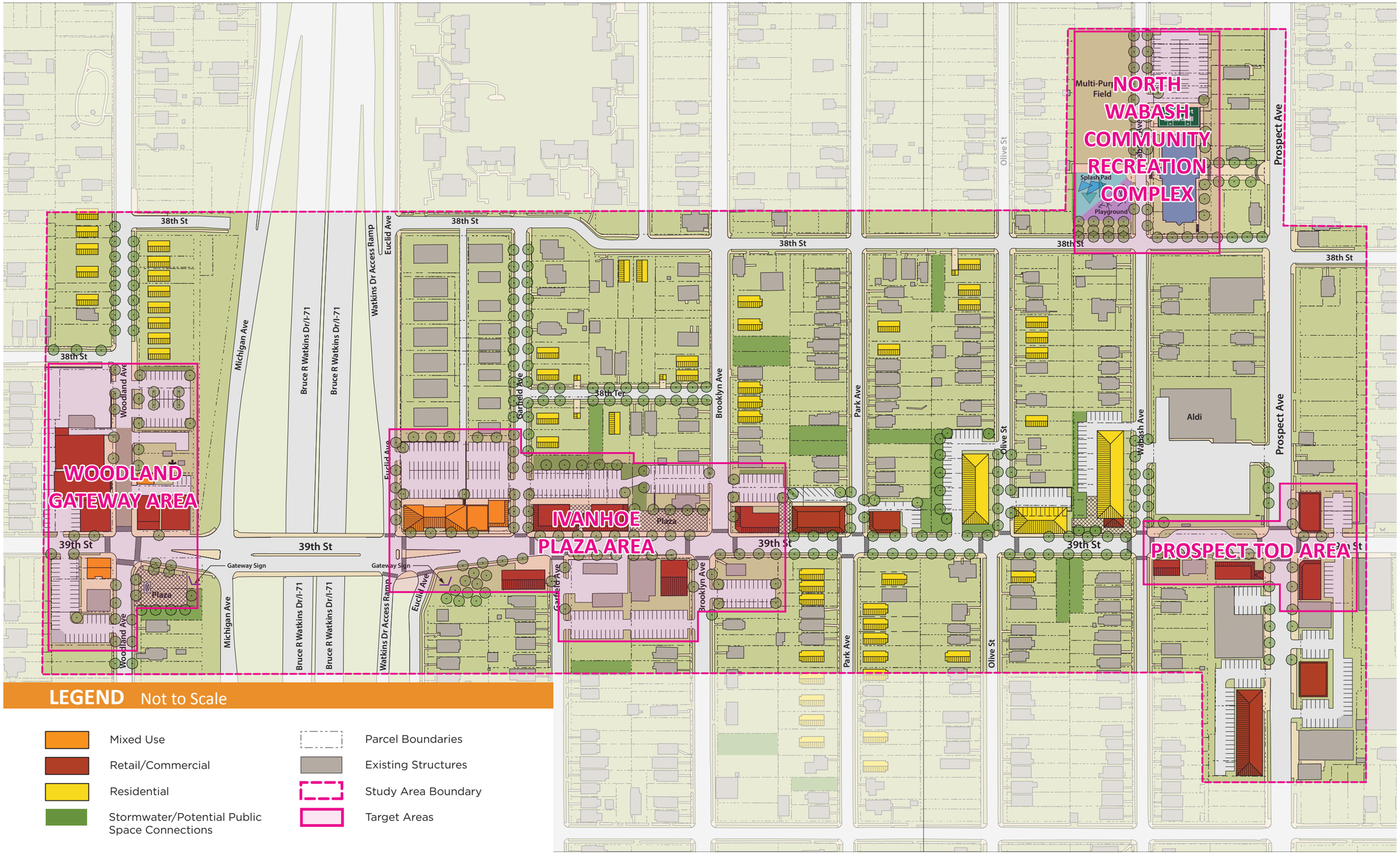
Increased Transit Supportive Facilities such as Improved Signing, Lighting, Shelters, etc. should be considered along 39th Street.

The Intersection of 39th Street and Prospect Avenue has a Model set of Pedestrian Improvements that should be promoted at Key Intersections along 39th Street. Note: Continental "Bars-Type" Crosswalk Markings.

The Intersection of 39th Street and Woodland Avenue is a Traditional Neighborhood Node and Should Receive Improved Pedestrian Safety Marking Similar to the Prospect Avenue Intersection.

Although Context-Sensitive Enhancements were Integrated into the Design of the 39th Street Overpass of I-71 at Euclid Avenue, the Area is still very Challenging for Pedestrians. This Area Should Receive Improved Pedestrian Safety Marking Similar to Prospect Avenue Intersection.

03 TARGET REDEVELOPMENT AREAS



LEGEND Not to Scale

- Mixed Use
- Retail/Commercial
- Residential
- Stormwater/Potential Public Space Connections
- Parcel Boundaries
- Existing Structures
- Study Area Boundary
- Target Areas

Target Redevelopment Areas

Proposed Redevelopment Plan

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

Target Redevelopment Areas

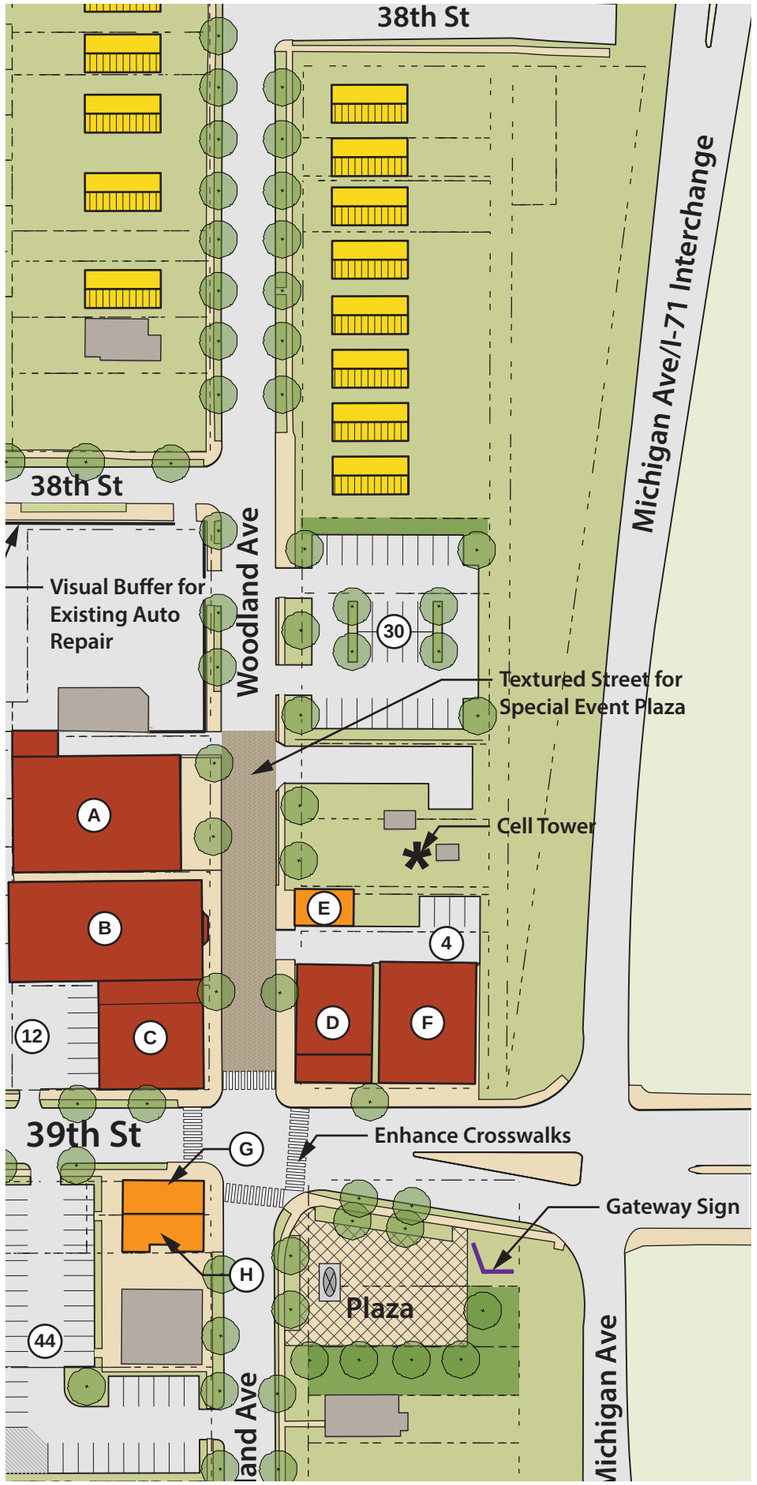
The following maps, illustrations and support information provide specific recommendations for four target redevelopment areas along 39th Street Corridor Redevelopment Plan. These areas, specifically the Ivanhoe Plaza area, focused around the portion of 39th Street from Euclid to Brooklyn Avenues, should be the highest priority areas of focused redevelopment activities for the next five to ten years. Each of the target areas identified has a different action-oriented aspect that would allow for simultaneous progress. For example, new housing on the former Horace Mann School site can be pursued through one set of construction oriented initiatives, while more policy oriented actions are needed to ensure and promote transit oriented development occurs long term at the Prospect Avenue TOD area.

WOODLAND GATEWAY AREA

Approach: Target the adaptive reuse and rehabilitation of existing buildings to create a neighborhood hub focused on community facilities including youth training and performance/"maker" arts spaces. Other uses could include small-scale neighborhood serving retail such as coffee shops, a community kitchen, food co-op, etc. Upper floors could be small-scale office incubator spaces and/or residential apartments.

/ Urban Design Concepts:

- Focus on maintaining existing building stock which has architectural features worthy of restoration and/or rehabilitation.
- Buildings are all located close to sidewalks and many share side walls creating a compact and pedestrian-oriented neighborhood center.
- Streetscaping should be enhanced with architectural lighting, banners, street trees, blue-green technology such as flow-through stormwater planters. Street paving on a portion of Woodlawn Avenue could be treated with a special textured paving material to create a plaza-like venue for special events and street fairs, yet still function as a vehicular roadway most times.
- The intersection of Woodland Avenue and 39th Street should have prominent cross-walks (continental-style) to promote pedestrian activity.
- Active, but less complimentary land uses, such as auto-repair can remain but should be buffered with fencing and plantings.
- An off street parking area adjacent to the cell phone tower would provide additional service parking for workers, residents and during events. It is located across the street from the auto-repair facility which is least conducive to residential infill.



- The MDOT property and the southeast corner of the intersection of Woodland Avenue and 39th Street could be converted into a small public "gateway" plaza with hardscape, landscaping and stormwater management. A prominent "Welcome to Ivanhoe" gateway sign is proposed for the entry into the neighborhood from the I-71 Interchange.
- Woodland Avenue should be considered as a bicycle route with sharrow street markings. It connects to the Brush Creek Trail to the south, the Ivanhoe Neighborhood Center and Jim Nutter Park in the study area, and could connect to the Chester A. Franklin Elementary School and the Mohart Mulitpurpose Center to the north.

Strategy: Promote adaptive reuse, possibly through a non-profit led initiative focused on community-based uses.

LEGEND Not to Scale

- Mixed Use
- Retail/Commercial
- Residential
- Community/Recreation
- Stormwater/Potential Public Space Connections
- Parcel Boundaries
- Existing Structures
- Study Area Boundary

IVANHOE PLAZA AREA

Approach: Build upon the housing currently under construction and begin to promote additional development density. The design and orientation of buildings should be towards 39th Street and emphasize the civic importance of intersection corners.

Urban Design Concepts:

- Constructing a multi-story mixed-use building on the former Horace Mann School site between Euclid and Garfield Avenues would build upon the infill housing development currently under construction. Due to the topographic changes on the site, retail should be located so it faces the corner at Garfield Avenue to create an at-grade streetscape of facing retail spaces. Off-street parking to serve this building would be located in the rear of the building in two separate terraced levels, each accessed separately from Euclid and Garfield Avenues. Stormwater management would be achieved through integrated raingardens in the median areas and through underground storage.

- One-story retail buildings should be located so they are close to the sidewalks along 39th Street and Garfield Avenue. Interconnected rear off-street parking lots would provide service access and employee and patron parking.

- A central neighborhood "Ivanhoe Plaza" space is proposed at the intersection of the Brooklyn Avenue and 39th Street. This small public space could serve as a focal point for the retail commercial core of the neighborhood and also provide a venue for special events, etc. Buildings should be located so entrances face the plaza from all sides.

- Interconnected stormwater management areas to serve run-off from newly constructed developments are proposed based on the existing low areas where stormwater naturally drains before it enters the storm sewer system.

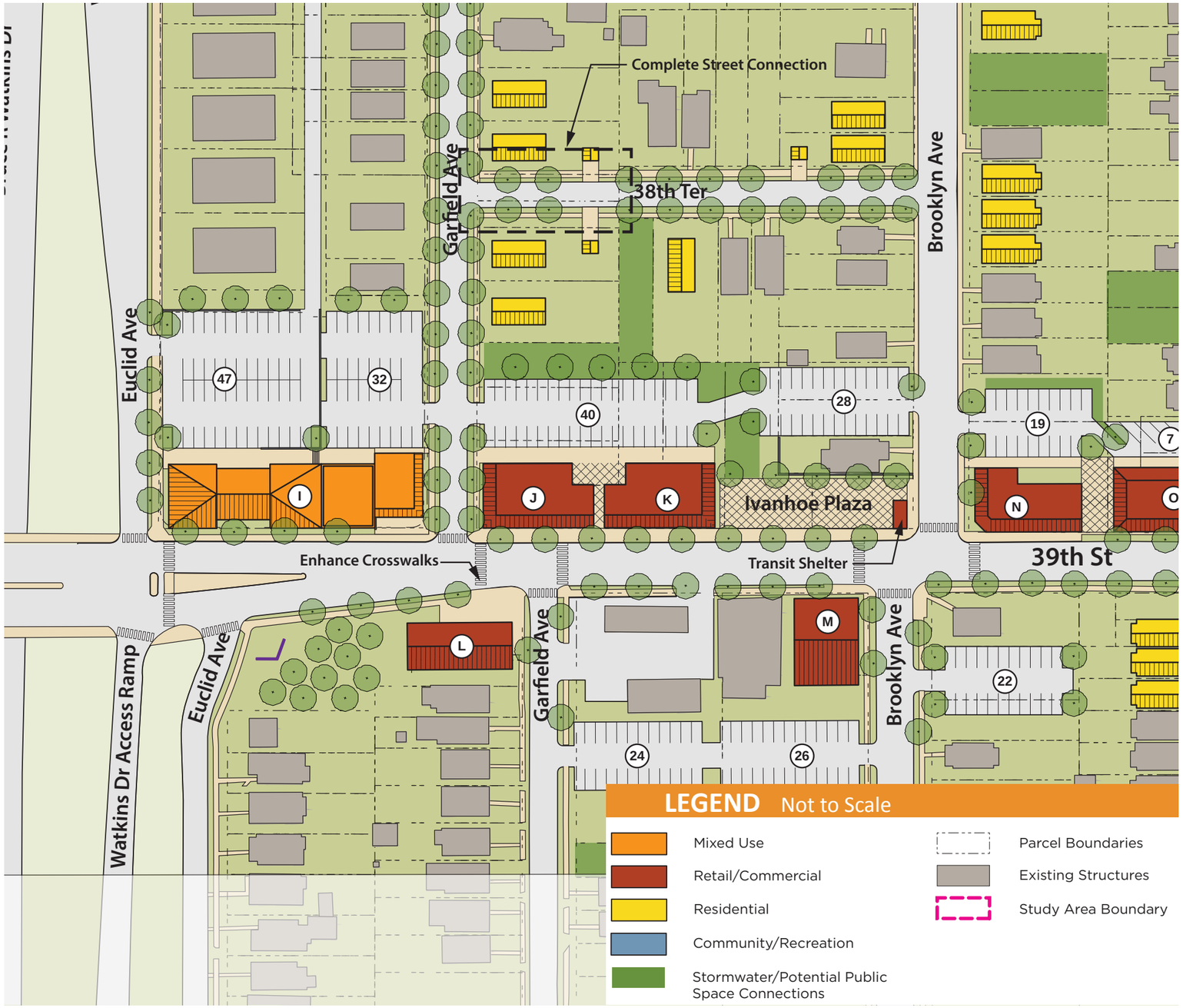
- Streetscaping should be enhanced with architectural lighting, banners, street trees, blue-green technology such as flow-through stormwater planters.

- All intersections along 39th Street should have prominent cross-walks (continental-style) to promote pedestrian activity and safe crossing.

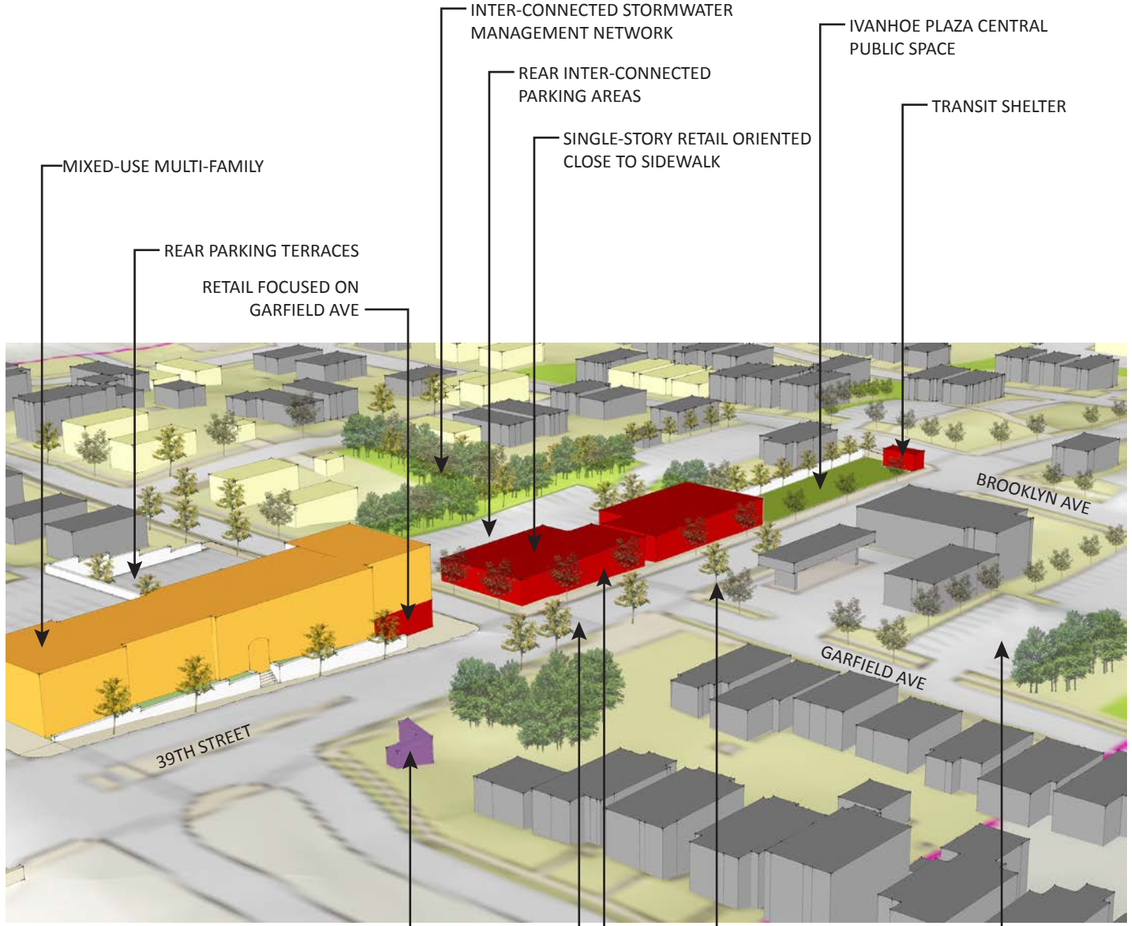
- The intersection of Brooklyn Avenue and 39th Street should have transit shelter(s) installed to support the interchange of the 39 and 110 bus routes.

- Active, but less complimentary land uses, such as the gas station can remain but should be buffered with additional landscaping and street trees to reinforce the pedestrian aspect of the streetscape. A low fence or wall should be installed to create a separation between the on-site vehicular circulation and the public sidewalk along 39th Street.

- A prominent "Welcome to Ivanhoe" gateway sign is proposed for the entry into the neighborhood from the I-71 Interchange on the property on the south side of 39th Street on property owned by MDOT.



Strategy: Promote privately led public/private partnerships of land development, especially through land assembly and development incentives.



Pioneer Market Phase

Emerging Market Phase

Ivanhoe Plaza Area

Building Orientation and Phasing

PROSPECT TOD AREA

Approach: Promote a transit-oriented land development (TOD) pattern which is supportive of bus rapid transit (BRT) infrastructure along Prospect Avenue. As a major transit and transportation node, the intersection of Prospect Avenue and 39th Street should emphasize urban and pedestrian-oriented development patterns.

/ Urban Design Concepts:

- Development on the remaining three corners of the intersection of Prospect Avenue and 39th Street should be oriented towards the intersection and establish a truly urban development character. It is important for development to focus on the public realm, support pedestrian activity and transit ridership of the BRT line. This intersection should not follow a sparser and suburban development style with buildings setback from the corners with parking lots in the fronts of buildings and adjacent to sidewalks.

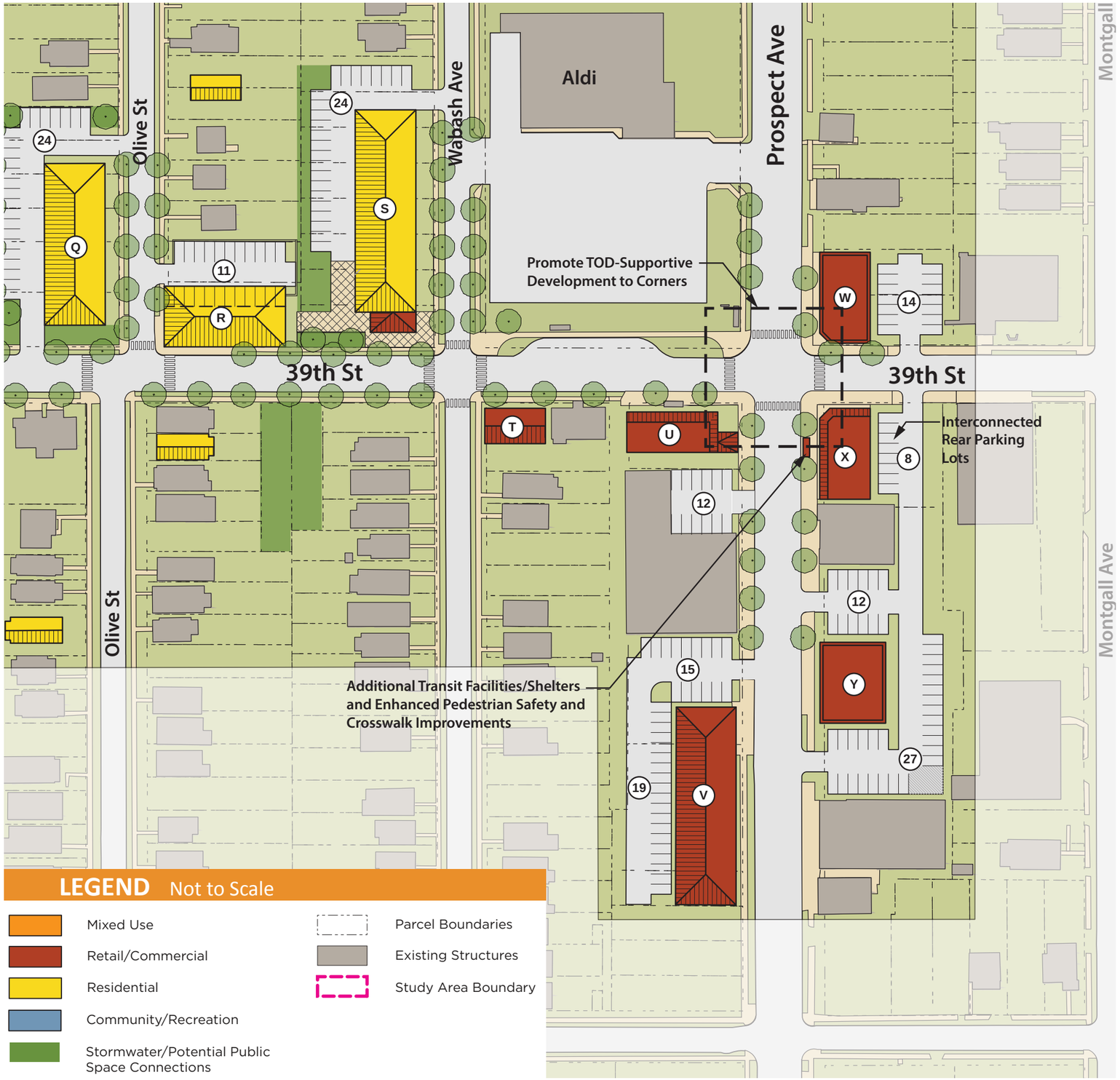
- Multi-family residential is shown along 39th Street on the blocks west of Wabash Avenue to illustrate the importance of denser residential housing in supporting TOD. The proposed multi-family units would also provide greater diversification of housing choices in the neighborhood in an area in close proximity to the high level of transit service.

- Some off-street parking supply will be required despite the emphasis on TOD. Parking lots should be located in the rear of buildings and interconnected between developments. Although curb cuts in the streetscapes of Prospect Avenue and 39th Street should be discouraged; a few strategically placed curb cuts to serve parking located between buildings, but setback and buffered from the sidewalk could be provided, while still maintaining streetscape continuity.

- The intersections of Prospect Avenue and 39th Street should have prominent cross-walks (continental-style) to promote pedestrian activity and safe crossing. Additional urban design attributes such as special lighting and signage/banners, etc. should be considered to reinforce the importance of this intersection as a key transit and commercial node.

- The streetscape of Prospect Avenue should be enhanced with architectural lighting, banners, street trees, and possibly blue-green technology such as flow-through stormwater planters.

Strategy: Shape TOD supportive private development through zoning and development incentives and partnerships with KCATA.

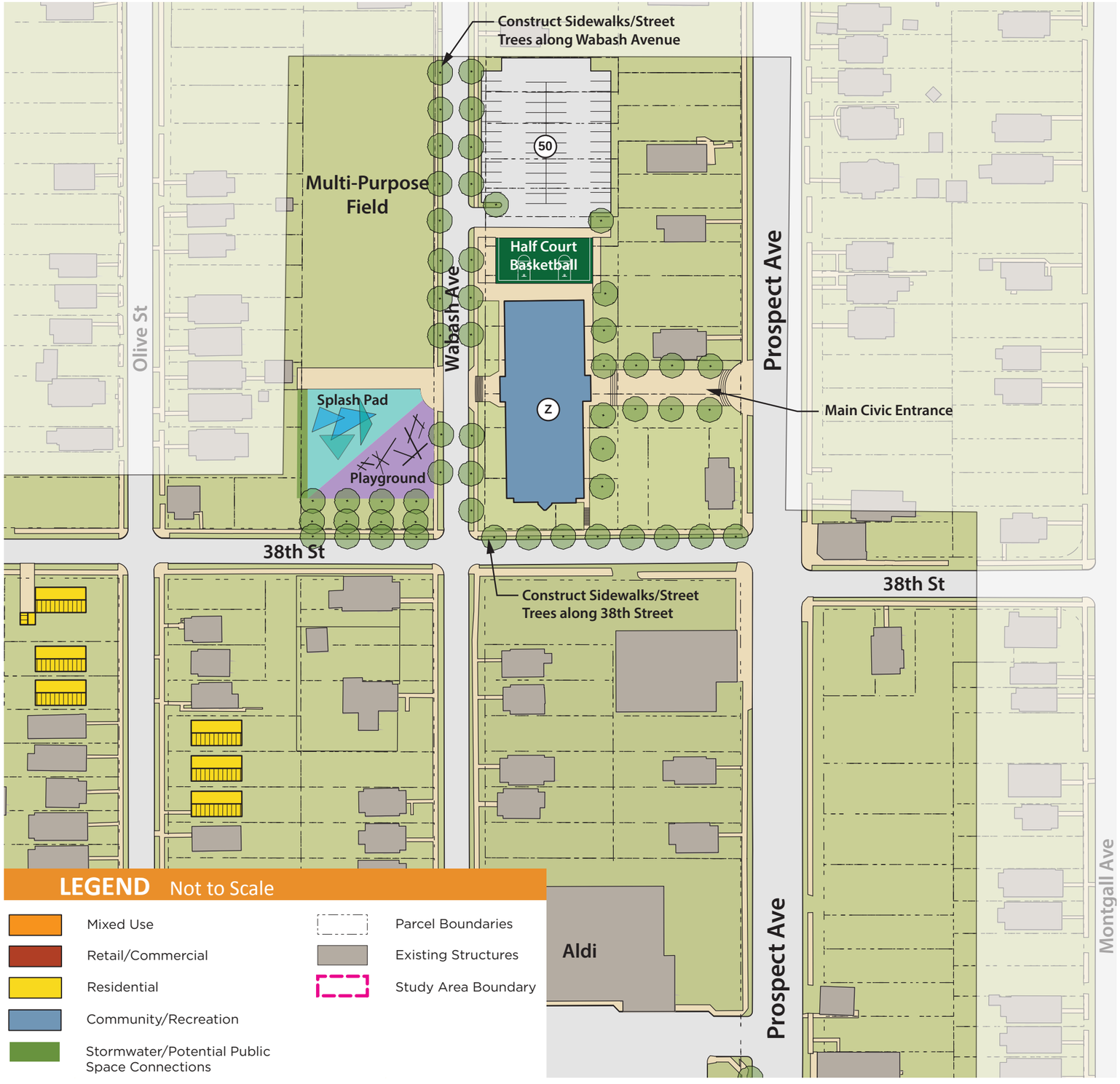


NORTH WABASH COMMUNITY RECREATION COMPLEX

Approach: Although located one block north of the 39th Street corridor, the large partially developed and unfinished properties at North Wabash Avenue and 38th Street represent a potential opportunity. They could provide additional community recreational facilities to serve the current and growing population of the Ivanhoe Neighborhood. The large undeveloped parcel on the west side of Wabash Avenue and the vacant but recently constructed building on the east side could serve a major community anchor in the neighborhood.

- Explore the potential for the repurposing of the building for indoor recreation and/or community multi-purpose programming. A "main entrance" from Prospect Avenue is proposed utilizing vacant lots to create a major civic presence for the building and the complex.
- Outdoor recreational facilities should be considered to include a playground/ play area, splash pad, half-court basketball, and a multi-purpose field.
- Off-street parking could be provided to serve indoor and outdoor facilities.
- Additional planting areas and stormwater management/raingardens could be constructed as landscape amenities on the site.
- Wabash Avenue and 38th Street in the proximity of the site require the construction of sidewalks, street trees and lighting, all of which are currently absent.
- Wabash Avenue should be considered as a bicycle route with sharrow street markings. It connects to the Brush Creek Trail and Ivanhoe Park to the south, the proposed Ivanhoe Community Recreation Complex in the study area and could connect to the Richardson Elementary School to the north.

Strategy: Undertake a recreation complex feasibility study with the City Parks and Recreation Department, Health and Wellness Foundation(s) and outreach with current property owners.



04 IMPLEMENTATION & FUNDING STRATEGY

IMPLEMENTATION & FUNDING STRATEGY

Successfully implementing the 39th Street Corridor Redevelopment Plan will require a strategic approach to seeking and securing a combination of federal, state, philanthropic, and private-sector resources. This section provides a "Resource Roadmap" that identifies priority funding needs and aligns those needs with the best sources of potential funding and finance to support project implementation. The analysis in this section includes recommendations on how the City of Kansas City, Ivanhoe Neighborhood Council and partners can collectively organize to be most effective in pursuing resources. The "Target Funding Opportunity Matrix" presented later in this section aligns each component of the redevelopment plan with potential funding opportunities. Appendix A provides detailed information on each key grant opportunity, including deadlines, key competiveness factors, points of contact, and next steps.

A LAYERED APPROACH:

The site designs and redevelopment plans emphasize four major target areas for implementation - the Woodland Gateway Area, Ivanhoe Plaza, the Prospect TOD Area, and the North Wabash Community Center. Each target area contains several layers of fundable components:

PROSPECT TOD AREA

- Transit-oriented development
- Bus rapid transit
- Bike and walkability improvements

NORTH WABASH COMMUNITY CENTER

- Parks and recreational facilities
- Youth programming
- Stormwater green infrastructure

WOODLAND GATEWAY

- Streetscaping improvements
- Community facilities enhancements
- Community kitchen and food co-op
- Entrepenuerial incubator

IVANHOE PLAZA

- Infill development
- Stormwater green infrastructure
- Outdoor gathering space
- Streetscaping and wayfinding improvements

This roadmap outlines a coordinated, targeted approach to securing resources that tackles plan components step-by-step, while maintaining preparedness to capitalize on new or unexpected funding opportunities as they arise. This section focuses on components of the redevelopment plan that are the most likely to be fundable with resources outside of normal City of Kansas City general funds, from sources such as federal agencies, state agencies, philanthropic foundations, or the private sector. This would include:

- **Predevelopment planning** with robust market studies and analysis
- **Site preparation and brownfields cleanup** on key sites
- **Affordable housing and economic development** of catalyst sites
- **Public infrastructure** improvements including the roads/sidewalks/intersection in the corridor, as well as **green infrastructure for stormwater management**
- Public **parks and recreational** facilities, including **arts and cultural facilities, programming, and resources**
- Opportunities to enhance **health, wellness**, and **local food access**
- **Community development** initiatives, including adult/elder care and youth programming and mentoring

ORGANIZING FOR EFFECTIVE RESOURCE ADVOCACY:

Barriers to effective resource advocacy include conflicting visions and goals and a failure to map out an effective funding strategy. These barriers can be overcome with several concrete steps for preparation. This section provides recommendations on how the 39th Street Corridor project can best organize itself to overcome barriers to project readiness to pursue and secure resources for implementation. These recommendations are meant to suggest an approach that is robust, pro-active, and able to propel progress in the target revitalization areas. An effective approach to resource advocacy would involve the following steps and organizing approaches:

1. Maintain a Vibrant Project Team with Identified Leaders & Managers

The community should establish an organized 39th Street Corridor Redevelopment Task Force of key project leaders and participants and maintain this task force over the course of implementation to ensure continued coordination, leveraging, project management, resource allocation, and general momentum. Lead by the City of Kansas City in partnership with the Ivanhoe Neighborhood Council, this ongoing task force could include various municipal development officials, private sector partners, non-profit, and community groups, supportive Missouri state officials, project consultants tailored to key initiatives, and others. The task force should include existing partners and new partners as the project develops, such as the KC Department of Planning and Development, KC Neighborhoods and Housing Services Department, KC Parks and Recreation, the KC Homesteading Authority, the Land Bank of Kansas City, and the Economic Development Corporation of Kansas City. The 39th Street Corridor Redevelopment should have a designated project manager with sufficient authority and access to support. Further, the project team should keep both the Ivanhoe Neighborhood Council and Kansas City elected officials engaged and supportive to maintain community backing and to serve as backers and spokespersons throughout the implementation process.

Maintaining this level of organization will demonstrate to potential funders that the 39th Street Corridor Redevelopment project has the support of key stakeholders and the community and that the project team is well-prepared to receive and utilize grant resources and get the job done. The team should also consider an approach for consulting with the most senior officials in the City of Kansas City, such as the Mayor, City Manager, department heads, and City Council members to ensure an understanding of the project plans and backing for the effort.

2. Identify Priority Public Sector Projects

Grants and other resources are provided for specific, discrete projects or project components, and thus it is important that the project team identify specific projects and project components that are critical to the four key project areas and prioritize those components that are most important. Only with key priorities can the community determine how it will allocate its time and resources, how it will pursue external funding, and how it will set the right expectations for the public and key partners about how implementation will proceed.

The project team and lead departments should confirm the list of projects to pursue and identify which ones are the highest priorities for implementation. These priorities should be re-evaluated and re-confirmed as the project progresses, based on progress of the private sector redevelopment, available local/state/federal resources, and other opportunities.

3. Delineate Project Phasing

Each discrete project within the redevelopment corridor should be considered as a multi-stage project, with each stage potentially fundable (and sometimes from different sources). A typical public works project consists of phases including planning, design and engineering, right of way (ROW) acquisition, permitting, construction, and operation. Most importantly, determine costs for the immediate next stages of each project and secure support for that stage. Often, funders who support an

early stage of a project can be a continuing funder in the later stages. As small steps of progress are made into successive phases, it is important to inform and engage the community in order to maintain support and build momentum.

4. Estimate Project Costs

Once priority projects have been identified and their key phases have been delineated, the project team should establish estimated project costs for each project and its core components. This will help the community to better identify the best potential funding sources, understand the levels of matching funds required, and tailor advocacy efforts to gain political support for funding requests. The project team can enlist municipal staff with project management and cost-estimation expertise, and/or obtain expert consulting support to help confirm cost estimates for key projects.

5. Match Funding Sources to Project Components and Phases

The 39th Street Corridor team should regularly identify the best and most significant sources of federal, state, local, corporate, private sector, and philanthropic funds for each priority project, review grant solicitations and confer with funding officials to determine whether the key projects are eligible and competitive for specific resources, and consider whether and how a particular project can be shaped or changed to reflect the priorities of funders.

It is also likely that sponsors of other projects in Kansas City may be seeking the same grant resources that are being sought for the 39th Street Corridor Redevelopment Project. This means that the Task Force should ascertain whether there may be other, competing applications, and to determine whether to seek more senior city officials to back the 39th Street Corridor Redevelopment project application as the top priority for Kansas City.

6. Establish Matching/Leverage Strategies & Access Feasibility of Debt Financing

The most competitive funding requests will have committed matches and high leverage, which takes municipal financial planning, budgeting, and requests to key funding stakeholders well before grants become due. Create a match/leverage strategy for each funding request, and do the work necessary to explore and secure match commitments from key funding partners in the City, community groups, foundations, the State of Missouri, and other potential supporters.

Many projects will require more funding than grants alone can supply, meaning that some projects may need to be financed with some form of municipal debt, particularly for the big construction phases of public works projects. There are many good sources of publicly-backed or subsidized lending, but these are only feasible and will only be available for applicants who can demonstrate a viable repayment strategy. Thus, there should be an analysis done for each major project that considers the possible revenue streams for servicing debt, the eligibility and competitiveness of the project for local bonding, the potential sources of state- or federally-backed debt that can provide lower-cost financing, and the political feasibility of debt strategies. Revenue streams that might be available to service debt for projects within the redevelopment area could include development fees, stormwater fees, or incremental future tax revenues associated with economic development.

A top matching tool that has already been deployed in the 39th Street Corridor at the site of the new ALDI grocery store is Tax Increment Financing (TIF) to produce public bonds that can be used up-front for site development, infrastructure upgrades, and other revitalization. Community Improvement Districts (CID) can similarly use planned assessments on future development to support upfront bonding for site and infrastructure development. Kansas City should consider using expert bond consulting to identify whether there is potential to expand the 39th and Prospect “Super TIF” and/or to create an Ivanhoe CID. As both of these tools require significant political leverage and public support to implement, political feasibility should be assessed before moving forward.

7. Create Strategic Plans & Outreach Materials for Each Priority Project

When ready to proceed on a specific project or project components, it is valuable to create a written, step-by-step strategy for securing funding and other support for that specific project. This memo can describe the specific objective for that project, describe the source(s) of funding for that project, identify the entities and persons who need to be included, delineate the persons responsible for leading each task, establish timelines and key tasks, and identify contingency plans.

Further, the team should utilize a well-crafted briefing sheet for the overall 39th Street Corridor Redevelopment Project to provide stakeholders and potential funders with a succinct explanation of the project scope and objectives, its benefits, its status and progress, its supporters, and its specific funding requests. Additional briefing sheets specific to each target area and/or each fundable project can also be beneficial for more targeted advocacy efforts, as well as for providing information to key stakeholders when seeking letters of support or commitments for grant applications.

8. Seek State Funding

Often, the best sources of funding, grant matches and other support can be found at state agencies, such as the Missouri Department of Natural Resources (MoDNR), the Missouri Department of Transportation (MoDOT), the Missouri Department of Economic Development (MoDED), and other state agencies. It is valuable to coordinate closely with these agencies, regardless of whether there are applications for funding pending. Further, federal, philanthropic, and private sector funders will typically be more supportive if they understand that the Governor, state agency leadership, and other key state officials support a project (and may even be willing to commit state match or leverage). Work with your state legislative representatives, who can play decisive roles in advocating for support for your projects.

9. Collaborate with Federal Agency Officials

It is critical to be engaged with relevant federal agency and program officials on a project and its key components before asking them for money. In addition to the EPA Headquarters Office of Brownfields and Land Revitalization (OBLR), who supported the development of this plan, the Department of Commerce/Economic Development Administration, the Department of Transportation, the Department of Housing and Urban Development, and other agencies can be supportive guides and advocates. Approach agency leaders to build their understanding and support for the 39th Street Redevelopment Project and funding requests. Encourage Kansas City elected officials to promote the project during visits to funder HQs (Washington DC) and regional offices, invite federal agency officials for site visits and project tours in Kansas City, and host collaborative roundtable events and project workshops to build their ongoing support.

10. Prepare for Grant Writing

Prepare ahead of time to write effective grant applications and do not wait until you see a notice of funding opportunity and submission deadline. Determine the best local agency or other entity to be the lead applicant and confirm key application partners. Identify the internal/external grant writer(s) for each application and have the lead grant writer review past application materials to consider how to position future applications to be more effective. Confirm project costs and seek to solidify matching and leverage commitments. Consider using the renderings produced for this plan, charts, and other visual designs to make the application look its best.

11. Secure Congressional Support

When funding requests are ready to be submitted, seek and secure congressional support, working with the district representatives of Kansas City's U.S. Senate and Congressional Representatives, as well as the relevant staff in their Washington DC offices. It is important to ask the Members and their staff for support beyond the standard letter, which will not have a major impact by itself. Instead, ask that they make calls and have meetings with federal agency leaders running the funding programs, the White House, and other decision makers, or even to host federal officials in Kansas City to discuss the progress and potential of the 39th Street Corridor Redevelopment projects.

12. Celebrate success

Success breeds success. This EPA-supported redevelopment plan is an important asset that should be emphasized in grant proposals to help attract and leverage further funding from federal agencies and others. As implementation activities progress, invite key stakeholders, including funders, federal and state elected officials, and others, to groundbreakings and ribbon-cuttings and work with the media to publicize progress. This will create momentum for the project and encourage federal agencies that seek to collaborate to join in and share in the success.

TARGET FUNDING OPPORTUNITY RECOMMENDATIONS

The Target Funding Opportunities Matrix aligns fundable project components of the 39th Street Corridor Redevelopment Plan with potential funding opportunities. The project team should prioritize fundable projects and distinct project phases and utilize Appendix A as an informational guide for key deadlines, grant request ranges, required match, contacts, and strategic considerations.

TARGET FUNDING OPPORTUNITIES MATRIX

39th Street Corridor Project Components	Target Funding Opportunities
Brownfields Remediation	
▶ Conduct additional Phase I & II brownfields assessments, cleanup, and reuse planning ▶ Address barriers to revitalization presented by environmental contamination from UST's and gas station sites ▶ Attract site developers with uses that align with the redevelopment plan	✓ U.S. EPA Brownfields Assessment, Cleanup, and Revolving Loan Fund ✓ MoDNR Brownfields/Voluntary Cleanup Program Site Specific Assessment ✓ MoDED Brownfield Redevelopment Tax Credits
Housing & Economic Development	
▶ Senior living cottages and housing project at the west end of the corridor near 39th and Garfield ▶ TOD-oriented, multi-family development on Wabash Ave ▶ Multi-story, mixed-use building on the former Horace Mann School site between Euclid and Garfield Avenues ▶ Residential infill development ▶ Provide incentives to developers and users	✓ HUD CDBG and HOME Entitlement Grants ✓ HUD Section 108 Loan Guarantee Program ✓ Low Income Housing Tax Credits ✓ New Market Tax Credits

TARGET FUNDING OPPORTUNITIES MATRIX

39th Street Corridor Project Components	Target Funding Opportunities
Transportation	
▶ Streetscaping throughout corridor ▶ Prominent crosswalks for pedestrian safety ▶ Woodland Avenue bicycle route with sharrow markings ▶ Targeted workshops supporting TOD planning for the Prospect TOD area ▶ Bus facilities improvements to support the BRT line and interchange of the 39 and 110 bus routes	✓ MARC 2017 Planning Sustainable Places ✓ MoDOT Missouri Moves Cost-Share Program ✓ MoDOT Transportation Alternatives Program ✓ U.S. DOT FTA TOD Technical Assistance Initiative and Pilot Program for TOD Planning ✓ U.S. DOT TIGER ✓ U.S. DOT FTA Bus and Bus Facilities

TARGET FUNDING OPPORTUNITIES MATRIX

39th Street Corridor Project Components	Target Funding Opportunities
Stormwater & Green Infrastructure	
▶ Enhance streetscaping with blue-green technology such as flow-through planters throughout corridor ▶ Raingardens and underground storage at Ivanhoe Plaza Area and North Wabash Community Center	✓ Clean Water State Revolving Fund (SRF) Green Reserve Loans ✓ EDA Public Works Grants ✓ NEA Our Town/Art Works
Arts & Culture	
▶ Planning and development of arts hub at Woodland Gateway Area ▶ Construction and programming of performance/“maker” arts spaces ▶ Restoration of theater/arts space for events and community/youth education ▶ Wayfinding and community gathering space at Ivanhoe Plaza	✓ NEA Our Town and Art Works ✓ ArtPlace America National Creative Placemaking Fund ✓ Missouri Arts Council Community Arts Grants
Parks & Recreation	
▶ North Wabash Community Recreation complex ▶ Playground/play area and splash Pad ▶ Half-court basketball and multi-purpose field ▶ Connectivity of Wabash Ave to Brush Creek Trail and Ivanhoe Park south	✓ MO State Parks Land and Water Conservation Fund ✓ Outdoor Recreation Legacy Partnership Grants ✓ Kaboom!

TARGET FUNDING OPPORTUNITIES MATRIX

39th Street Corridor Project Components	Target Funding Opportunities
Health, Wellness, and Local Food	
▶ Planning, construction, and programming for Woodland Gateway Area food co-op and community kitchen ▶ Installation of community gardens ▶ Marketing for farmers’ market at former auto-repair garage ▶ Community gatherings and events promoting nutritional education and local food access ▶ Youth mentoring, training, and services	✓ USDA Community Food Project Competitive Grants Program ✓ USDA Local Food and Farmers Market Promotion Programs ✓ EDA Local Food, Local Places ✓ Kresge Foundation Fresh, Local, and Equitable Grants ✓ Aetna Foundation Cultivating Healthy Communities ✓ Robert Wood Johnson Foundation’s Roadmaps to Health Action Awards ✓ MoDED Youth Community Program ✓ U.S. DOJ OJJDP Programs

05 APPENDIX A: Target Funding Recommendations Guide

APPENDIX A

This appendix contains detailed information on potential funding opportunities to support the implementation of the 39th Street Corridor Redevelopment Plan. Funding opportunities are listed within categories according to project type, which include planning, brownfields remediation, housing and economic development, transportation, arts and culture, parks and recreation, and health, wellness, and local foods. This appendix serves as a reference guide for grant deadlines, funding amounts and match levels, competiveness factors, key points of contact, and next steps.

PLANNING

While this 39th Street Corridor Redevelopment Plan provides preliminary site design and revitalization plans, there will be further need for targeted market analyses and economic research, detailed predevelopment, engineering, and design for catalytic sites, and project-specific planning (brownfields, transportation, housing, arts and culture, etc.) analyses, in order to effectively move forward with project implementation. Available, project-specific planning resources are identified within each funding category.

BROWNFIELDS REMEDIATION

This redevelopment plan calls for major economic redevelopment with mixed-use housing and small-scale retail in the Ivanhoe Plaza target area, as well as enhanced retail and commercial economic activities along Prospect Avenue. Over the past several years, environmental site assessments (ESAs) of petroleum sites and remediation supported by several City-administered U.S. EPA and MoDNR brownfields grants/technical assistance resources have taken place. While much progress has been made, there are some identified needs for additional brownfields investigation in the 39th St. Corridor, specifically at the former Sunshine Market property, 2116 E. 39th St. Prior Phase II assessment recommended follow up investigation of this former filling station and commercial property to collect additional soils and groundwater data concerning former dry cleaning and other businesses handling hazardous substances.

In addition, it is anticipated that additional properties in the Corridor may need environmental assessment and cleanup, and that those needs will be identified as properties are acquired and prepared for redevelopment in accordance with the Corridor redevelopment plan. It is important that the project team stay highly engaged with the Urban Redevelopment Division of the City Planning and Development department to access City-administered grant resources for properties within the Corridor. The City of Kansas City currently administers four brownfields grants that are available to the 39th Street Corridor properties, including petroleum and hazardous materials assessment, vacant properties assessment, and revolving loan funds.

As further needs are identified, the project team should continue to confirm key areas for public sector support, including site cleanup and the creation of incentives or financing support for the planned mixed-use development in the target areas.

Target Funding Sources:

AGENCY	U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)
GRANT PROGRAM	**BROWNFIELDS ASSESSMENT, CLEANUP, AND REVOLVING LOAN FUND**
Description	▶ **Assessment grants** provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites. • 39th Street Corridor Redevelopment Project has access to the KC Brownfields Coalition Hazardous Substances and Petroleum Assessment Grants, the Vacant Properties Brownfields Coalition Assessment Grant ▶ The purpose of **revolving loan fund (RLF) grants** is to enable states, political subdivisions, and Indian tribes to make low interest loans to carryout cleanup activities at brownfields properties. • Current KC RLF grant funds expire September 30, 2018. As of January 1, 2016, $540,000 in unobligated funds remain available. The City may loan RLF funds for the cleanup of eligible sites or make sub grants of up to $200,000 with a minimum 20% local cost share to eligible public and non-profit entities for the cleanup of eligible sites and accepts RLF requests year round on a “first-come, first-serve basis” as long as funds remain available. ▶ **Cleanup grants** of up to $200,000 (with 20% non-federal match) provide funding for a grant recipient to carry out cleanup activities at brownfield sites. **See more at: www.epa.gov/brownfields/types-brownfields-grant-funding**

AGENCY	U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)
GRANT PROGRAM	**BROWNFIELDS ASSESSMENT, CLEANUP, AND REVOLVING LOAN FUND**
Timing	Expected deadline: December 2016
Amount	**Assessment**: Up to $200,000 for petroleum, up to $200,000 for hazardous waste **RLF**: Up to $1,000,000 in loans **Cleanup**: Up to $200,000 per site
Match	**Cleanup**: Up to $200,000 per site
Strategy and Key Next Steps	The 39th Street Redevelopment Corridor project team should coordinate directly with the Ivanhome, the Kansas City Missouri Homesteading Authority, the Land Bank of Kansas City, and private site owners to prioritize catalytic sites according to this redevelopment plan for access to existing EPA assessment and RLF funding according to this redevelopment plan, as well as to develop an approach for securing additional EPA Brownfields site-specific funding. To be eligible to receive an EPA Cleanup grant the applicant must be the sole owner of the site that is the subject of its cleanup grant proposal.

AGENCY	MISSOURI DEPARTMENT OF NATURAL RESOURCES
GRANT PROGRAM	**BROWNFIELDS/VOLUNTARY CLEANUP PROGRAM SITE SPECIFIC ASESSMENT**
Description	Provides funding and technical assistance to help communities conduct Phase I & II assessments of properties at no cost. **See more at: http://dnr.mo.gov/pubs/pub2132.htm**
Timing	Rolling submission
Strategy and Key Next Steps	▶ If an opportunity emerges at a catalyst site (for instance, a developer proposes a promising use), but you need an environmental assessment, ask Region 7 for a quick Targeted Assessment at that property. ▶ Contact: Todd H. Davis Program: Targeted Brownfields Assessment Coordinator Phone: 913-551-7749 E-mail: davis.toddh@epa.gov

AGENCY	MISSOURI DEPARTMENT OF ECONOMIC DEVELOPMENT
GRANT PROGRAM	**BROWNFIELDS REDEVELOPMENT PROGRAM**
Description	▶ Provides financial incentives for the redevelopment of commercial/industrial sites that are contaminated with hazardous substances and have been abandoned or underutilized for at least three years. ▶ Eligibility: The applicant cannot be a party who intentionally or negligently caused the release or potential release of hazardous substances at the project. If the property is not owned by a public entity, the city or county must endorse the project. The project must be accepted into the MoDNR "Voluntary Cleanup Program" and must be projected to result in the creation of at least 10 new jobs or the retention of 25 jobs by a private commercial operation. ▶ **Remediation Tax Credits**: Up to 100% of the cost of remediating the property ▶ **Demolition Tax Credits**: Up to 100% of the cost of non-remediation demolition costs. The demolition must be part of a city and state approved redevelopment plan. ▶ **Jobs and Investment Tax Benefits**: Businesses locating at the project site that create new jobs to the state may receive (for up to 10 years) tax credits in the amount of $500 to $1,300 per year for each new job created, 2% of new capital investment per year, and a 40% income exemption. To be eligible, the city must provide at least 50% real property tax abatement for 10 to 25 years. **See more at: www.ded.mo.gov/pdfs/Brownfield.pdf**
Timing	Rolling submission – must submit to both DED and DNR
Strategy and Key Next Steps	The City of Kansas City should coordinate with site owners and potential developers to promote the use of remediation, demolition, and job and investment tax benefits where appropriate within the redevelopment area. These incentives should be used to attract desirable site users that align with the redevelopment plan.

HOUSING & ECONOMIC DEVELOPMENT

Significant affordable and senior housing improvements are underway within the 39th Street Corridor, as described in previous sections. Kansas City receives four U.S. Department of Housing and Community Development (HUD) entitlement grants: Community Development Block Grant (CDBG), HOME Investment Partnerships Program (HOME), Emergency Solutions Grant (ESG) and Housing Opportunities for Persons with Aids grants to accomplish housing and community development goals. The City has already accessed a few different federal resources to support the housing projects within the 39th Street Redevelopment Corridor, including HUD Neighborhood Stabilization Program (NSP) Grants and Public Improvement Advisory Council (PIAC) funds in Phase I of the senior and affordable housing development on 39th and Garfield, as well as a contract for Phase II of the duplexes.

The housing developer, Fulsom Housing Group, is accessing Low-Income Housing Tax Credits (LIHTC) combined with HOME Investments Partnership Program (HOME) funds, as well as Greater Kansas City Local Initiatives Support Corporation (LISC) low-interest, flexible predevelopment loans to offset costs for the senior and affordable housing developments.

Funding gaps exist for predevelopment planning and construction of the multi-story, mixed-used building on the former Horace Mann Site, as well as for predevelopment and construction of the three-story, mixed-use development planned on Wabash Avenue across the street from the Aldi near the Prospect Avenue proposed BRT line. Fulsom Housing Group has also taken soft loans from non-profit community groups with low annual operating budgets, which represents a potential barrier due to risk. Finding other funding sources to fill in funding gaps for the affordable housing development could reduce risk and free up additional resources for community groups to move forward with other important projects, including a Community Center belonging to the non-profit church across the street from developments on Wabash Avenue.

HUD Choice Neighborhoods Planning and Implementation funding are not discussed within the potential funding opportunities discussion, as the 39th Street Corridor Redevelopment Project does not meet threshold eligibility requirements for replacement of public housing. In addition, Kansas City recently received both HUD Choice Neighborhood planning and implementation funding for the Paseo Gateway project for the replacement of the Chouteau Court apartments and revitalization of the surrounding neighborhood, making a second award unlikely.

The City should also consider working with the Kansas City U.S. Treasury-certified Community Development Entity (CDE) to access New Market Tax Credits, and also Community Development Financial Institution (CDFI) Financial Assistance and Technical Assistance awards as a financing tools. In 2015, KCMO CDE attained U.S. Treasury-certified CDFI status, which will enable KCMO CDE to greatly expand its lending activity to address capital gaps in the market, furthering investment, job creation and economic development and growth opportunities in historically underinvested and under resourced communities. CDFIs provide a unique range of financial products and services in economically distressed target markets, such as mortgage financing for low-income and first-time homebuyers and not-for-profit developers, flexible underwriting and risk capital for needed community facilities, and technical assistance, commercial loans and investments to small startup or expanding businesses in low-income areas.

Target Funding Sources:

AGENCY	U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
GRANT PROGRAM	**CBDG AND HOME ENTITLEMENT GRANTS**
Description	The City's lead agency responsible for the Plan's development is the Housing and Community Development Division (HCDD), in the Neighborhoods and Housing Services Department (NHSD). HCDD coordinates all consolidated planning initiatives of the City, including plan preparation with citizen participation and community collaboration, and directly manages all projects and activities funded through the CDBG, HOME, and ESG grants. ▶ **CDBG** programs and activities (a) principally benefit low- and moderate-income residents; and/or (b) eliminate slums and blight; and (c) imminent threats through acquisition of property, relocation of occupants of acquired property, rehabilitation and preservation of property, construction of or improvements to public facilities, clearance and demolition, public services, economic development, and removal of architectural barriers. KCMO CDBG funds will continue to be used primarily to support activities in the Action Plan neighborhoods identified in the 2012-2016 Consolidated Plan (including the 39th Street Gateway). ▶ **HOME** initiatives must assist low- and moderate-income housing with the repair and rehabilitation of their owner-occupied homes; with financing to purchase homes; by the development of new affordable homes or affordable rental housing; or by providing tenant based rental assistance. The 2016 Annual Action Plan, as well as prior Action Plans and the 5-Year Consolidated Plan, can be viewed in their entirety on the department's website at www.kcmo.gov/neighborhoods. **See more at http://kcmo.gov/neighborhoods/grants-and-assistance/plans-and-reports-2/.**
Timing	Requests for funding to create program budgets must be submitted to NHSD each fall for evaluation, scoring, and recommendation for funding.
Strategy and Key Next Steps	The City must develop a new five-year Consolidated Plan for 2017-2022. The 39th Street Corridor project team should coordinate closely with KCMO NHSD to develop a comprehensive neighborhood action plan that maximizes available HUD entitlement resources to support the implementation and completion of the affordable housing projects included in this redevelopment plan.

AGENCY	NATIONAL DEVELOPMENT COUNCIL
GRANT PROGRAM	**PUBLIC-PRIVATE PARTNERSHIP MODEL / 66-20 NONPROFIT BONDING APPROACH**
Description	NDC is a national non-profit organization organized in 1969, providing capital flow in low-income and economically distressed communities, for development and preservation of affordable housing, the creation of jobs through training and small business lending, and the advancement of livable communities through investment in social infrastructure. See http://ndconline.org/. NDC is a CDFI and New Market Tax Credit, Community Development Entity. NDC also has a unique model for public-private partnerships that harness the efficiency and cost-savings of private sector participation while maintaining public community values and control, often using innovative 63-20 nonprofit bonding resources. **See http://ndconline.org/public-private-partnerships/.**
Timing	Rolling and ongoing
Strategy and Key Next Steps	If the City seeks major financing for housing or public facilities, consult with the National Development Council on their financing tools and their willingness to advance in the 39th Street Corridor. Contact Kevin Gremse at KGremse@nationaldevelopmentcouncil.org or (917) 559-7181.

AGENCY	U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
GRANT PROGRAM	**SECTION 108 LOAN GUARANTEE PROGRAM**
Description	▶ Provide communities with a source of financing for economic development, housing rehabilitation, public facilities, and other large-scale physical development projects ▶ Can be used by a designated public entity to undertake eligible projects, or, alternatively, can be loaned to a third party developer to undertake the projects ▶ Borrowed against future CDBG allocations
Timing	Applications are accepted on an ongoing basis.
Strategy and Key Next Steps	Coordinate with KCMO NHSD to determine viability of applying for a Section 108 Loan Guarantee to support housing and economic development and/or public facilities planned within the 39th Street Corridor. Contact either Jeffrey Heimerl, the Community Planning and Development staff at the Kansas City Field Office at (913) 551-6817 or the Section 108 office in Washington at (202) 402-4654 in advance for guidance in preparing an application for Section 108 loan guarantee assistance.

AGENCY	U.S. DEPARTMENT OF THE TREASURY
GRANT PROGRAM	**NEW MARKET TAX CREDITS**
Description	▶ Incentivizes community development and economic growth through the use of tax credits that attract private investment in business and public facility projects in distressed communities ▶ An investor receives a tax credit equal to 39 percent of the total Qualified Equity Investment made in a Community Development Entity (CDE) and the Credit is realized over a seven-year period, 5 percent annually for the first three years and 6 percent in years four through seven. ▶ Can be used by a designated public entity to undertake eligible projects, or, alternatively, can be loaned to a third party developer to undertake the projects. ▶ Important to line up support from a CDE well before it receives a future allocation of NMTC authority from Treasury. **See more at: www.cdfifund.gov/programs-training/Programs/new-markets-tax-credit/Pages/default.aspx**
Timing	Next round expected announcement: October 2016
Strategy and Key Next Steps	Contact Ruben Alonso III, Executive Director of KCMO CDE (also known as AltCap – see http://www.alt-cap.org/) at ruben_alonso@kcmocde.org or (816) 216-1851.

TRANSPORTATION

This plan outlines several fundable, key transportation upgrades designed to promote safety and accessibility for users of all transportation modes, as well as to facilitate the Prospect Avenue BRT line and support Transit-Oriented Development (TOD) around the transit nodes. Resources are available at the federal, state, and regional level to support planning, engineering and design, and construction of critical transportation upgrades that will increase livability within the redevelopment area, including streetscaping and wayfinding improvements throughout the corridor, prominent crosswalks for pedestrian safety, traffic calming, the Woodland Avenue bicycle route with sharrow-marking, and bus facilities improvements along the TOD line.

Target Funding Sources:

AGENCY	MID-AMERICA REGIONAL COUNCIL
GRANT PROGRAM	**PLANNING SUSTAINABLE PLACES**
Description	▶ The program will help fund transportation-focused planning and projects that advance detailed local activity center plans, small area plans, and support implementation activities. ▶ Promotes concepts consistent with sustainable communities and the advancement of site-specific and project-specific activities within the centers-and-corridors planning framework. **See more at: www.marc.org/Transportation/Funding/assets/PSP_CallforProject_2017_Final.aspx**
Timing	Expected call for projects: May 2018
Amount	Up to $150,000
Match	20% local cash match
Strategy and Key Next Steps	Transportation projects within the 39th Street Corridor Redevelopment Project will be given priority for being conducted in an activity center within the region's redevelopment area (see http://ow.ly/ys8ap). The $150,000 can be used for both planning and implementation activities. The project team should determine what components of the transportation upgrades within the 39th Street Corridor Redevelopment Project, including transportation planning, will be most competitive for PSP funds (BRT infrastructure/TOD, bike/pedestrian improvements). Kansas City should work directly with MARC to ensure that the project is included in the Transportation Improvement Plan.

AGENCY	MISSOURI DEPARTMENT OF TRANSPORTATION
GRANT PROGRAM	**MISSOURI MOVES COST-SHARE PROGRAM**
Description	▶ This year, for the first time ever, the Missouri General Assembly authorized $20 million in multi-modal transportation funding for ***Missouri Moves***, a cost-share program that will enable local jurisdictions to access 50/50 cost share resources from the State for transportation projects. ▶ Two-thirds of the funding will be used for road and bridge projects and one-third (approx. $6,700,000) will be used for projects that meet all user needs, including motorized, pedestrian, bicycling, and public transit **See more at: www.modot.org/missourimoves/**
Timing	Deadline: July 29, 2016. Next call for applications expected June 2017.
Amount	Minimum $100,000 for bicycle/pedestrian; minimum $200,000 for all other projects
Match	1:1
Strategy and Key Next Steps	The cost-share money was only appropriated for a single year, so the MoDOT will be moving quickly to accept applications from local entities. The streetscaping, pedestrian crosswalks, BRT infrastructure, bicycle route with sharrow markings along Woodland Avenue, and other transportation upgrades within the 39 Street Corridor are all eligible for Missouri Moves multimodal funds. The City of Kansas City should determine the cost of the 39th Street Corridor transportation upgrades and whether there is a source of matching funds to meet the 50/50 cost-sharing requirement. While the money was only designated for this year, if the 39th Street Corridor Project will not be ready for the 2016 call for applications, MoDOT has expressed hope that the program will be continued in the budget going forward.

AGENCY	MISSOURI DEPARTMENT OF TRANSPORTATION
GRANT PROGRAM	**TRANSPORTATION ALTERNATIVES PROGRAM (TAP)**
Description	▶ TAP projects focused on creating safe, accessible, attractive, and environmentally-sensitive communities where people want to live, work, and recreate. ▶ There are 13 possible transportation alternatives activity categories, divided into three groups: The Pedestrian and Bicycle Group, the Scenic and Natural Resources Group, and the Community Improvement Group. ▶ The ***Pedestrian and Bicycle Facilities*** Category provides funding for new or reconstructed sidewalks, walkways, curb ramps, bike-lane striping, pedestrian and biking signals, traffic calming techniques, lighting and other safety-related infrastructure, wide paved shoulders, bike parking, bus racks, off-road trails, bike and pedestrian bridges, and underpasses. ▶ The ***Stormwater Mitigation*** category provides funding to address stormwater management control and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities for runoff pollution studies, soil erosion controls, detention and sediment basins, and river cleanups. **See more at: www.modot.org/design/documents/2014CDTAPGuidance-FINAL.pdf**
Timing	Call for applications expected to open in September 2016.
Amount	Up to $500,000
Match	At least 20% of total project cost
Strategy and Key Next Steps	TAP Pedestrian and Bike Facilities grants could be used to support streetscaping throughout the corridor, construction of prominent crosswalks and sidewalk upgrades, as well as bicycle route infrastructure connecting Woodland Avenue to the Brush Creek Trail to the south and the Ivanhoe Neighborhood center and Jim Nutter Park. TAP Stormwater Mitigation funds could support streetscape enhancements with blue-green technology such as flow-through planter, as well the raingardens and underground storage planned for the Ivanhoe Plaza Area and North Wabash Community Center. ▶ Coordinate with the Kansas City MoDOT district to determine when the next round of TAP funding will become available. ▶ Initiate the process to ensure that the 39th Street Corridor Redevelopment transportation and stormwater upgrades are included in the Mid-America Regional Council's (MARC) Transportation Improvement Plan.

AGENCY	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION
GRANT PROGRAM	**TRANSIT-ORIENTED DEVELOPMENT (TOD) TECHNICAL ASSISTANCE INITIATIVE & PILOT PROGRAM FOR TOD PLANNING**
Description	▶ Technical assistance, including providing planning and analysis tools, maintaining a comprehensive online database of TOD information, and establishing a peer-to-peer information exchange ▶ The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a transit capital investment that is seeking or recently received funding through the Capital Investment Grant (CIG) Program. ▶ Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. **See more at: www.transit.dot.gov/funding/funding-finance-resources/transit-oriented-development/transit-oriented-development**
Timing	Expected announcement for 2017 rounds in Spring 2017
Amount	$250,000 to $2,000,000
Match	At least 20% of total project cost
Strategy and Key Next Steps	TOD Technical Assistance could support target workshops to encourage private development through zoning and development incentives in partnership with KCATA. KCATA has indicated interest in pursuing Capital Investment Grant (CIG) funding from the "Small Starts, New Starts" program to fund the Prospect MAX project. Accompanying CIG funding with TOD Pilot funding would facilitate the integration of comprehensive land use planning for the 39th Street Corridor as a TOD hub.

AGENCY	U.S. DEPARTMENT OF TRANSPORTATION
GRANT PROGRAM	**TRANSPORTATION INVEST GENERATING ECONOMIC RECOVERY (TIGER) DISCRETIONARY GRANTS PROGRAM**
Description	▶ Provides capital investments in surface transportation infrastructure, including for innovative multimodal and multijurisdictional projects ▶ Requires strong political backing to be successful ▶ Successful TIGER projects leverage resources, encourage partnership catalyze investment and growth, and fill a critical void in the transportation system **See more at: https://www.transportation.gov/tiger**
Timing	Expected announcement for TIGER 9 round in Spring 2017
Amount	$5 million - $20 million
Match	Between 30-70% to be competitive
Strategy and Key Next Steps	Kansas City has had significant past success with the TIGER program. The 39th Street Corridor Redevelopment project team should coordinate closely with the City, the Mid-America Regional Council Kansas City, and other key transportation stakeholders including MODOT and the Missouri congressional delegation to determine what projects will be prioritized for future TIGER rounds and to promote the inclusion of 39th Street Corridor transportation in upcoming TIGER grant requests.

AGENCY	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION
GRANT PROGRAM	**5339(B) AND 5339(C) COMPETITIVE GRANTS FOR BUSES AND BUS FACILITIES AND LOW OR NO EMISSION PROGRAM**
Description	▶ **Bus Program** supports capital projects to replace, rehabilitate, purchase or lease buses and related equipment and to rehabilitate, purchase, construct or lease bus-related facilities. ▶ **Low-No Program** supports purchase or lease of zero-emission and low-emission transit buses, including acquisition, construction, and leasing of required supporting facilities such as recharging, refueling, and maintenance facilities. **See more at: www.transit.dot.gov/funding/grants/buses-and-bus-facilities-grants-program-5339**
Timing	Expected announcement for next round early 2017
Amount	Unspecified; $211 million available for Bus Program and $55 million available for Low-No in 2016
Match	20% required match
Strategy and Key Next Steps	The project team should coordinate with KCATA to determine if 5339(b) or 5339(c) funding could be used to support the bus facilities upgrades and transit shelters planned for the intersection of Brooklyn Avenue and 39th Street to support the interchange of the 39 and 110 bus routes.

Additional Resources for Stormwater Green Infrastructure

▶ **Clean Water State Revolving Fund (SRF) Green Reserve Loans**

- Provides low-interest loans or grants for projects that use green components, which help achieve environmentally sustainable solutions for infrastructure needs.
- Need to determine 2016 level of Green Reserve funding for State of Missouri
- Typically a lengthy process, including a requirement to have a project listed on the MoDNR's intended use plan for SRF funding. After consulting with MoDNR, Kansas City should commence the planning and application process.
- See more at www.epa.gov/cwsrf and https://dnr.mo.gov/env/wpp/srf/wastewater-assistance.htm

▶ **Economic Development Administration Public Works Grants**

- Project must guarantee significant job growth to be eligible.
- $200,000 to $3 million to build, design, or engineer critical infrastructure and facilities that will advance bottom-up economic development goals.
- See more at www.eda.gov/funding-opportunities/

▶ **National Endowment for the Arts: Communities can access Art Works and Our Town grants to deploy green artistic stormwater green infrastructure and landscaping elements. See descriptions for both resources in "Arts and Culture" section below.**

Redevelopment plans for the Woodland Gateway Area include the adaptive reuse and rehabilitation of existing buildings to create a neighborhood hub focused on community facilities, including youth training and performance/"maker" art spaces. The 39th Street Corridor Redevelopment project could access a variety of federal, state, and philanthropic resources dedicated to "Creative Placemaking" and promoting arts as a form of community revitalization. In addition to the potential arts incubator at the Woodland Gateway area, the funding sources listed below could be used to fund the design and activation of the Ivanhoe Plaza central community gathering space, design and deployment of artistic wayfinding and welcome signs at each gateway area, or cultural master planning to develop a strategic plan for deploying culturally-relevant arts projects and public art throughout the redevelopment area.

Target Funding Sources:

AGENCY	ARTPLACE AMERICA
GRANT PROGRAM	**NATIONAL CREATIVE PLACEMAKING FUND**
Description	▶ Supports projects that deploy arts and culture to a specific geographic community in an effort to address a specific community development challenge and/or opportunity. ▶ Everybody and anybody is eligible to apply – from an individual or religious institution to a private, non-profit, or government entity. ▶ Extremely competitive program; 50% of all funding goes to the geographic priorities of ArtPlace America's foundation funders, and Kansas City is not within the geographic priorities. **See more at: www.artplaceamerica.org/our-work/national-creative-placemaking-fund/introduction**
Timing	Expected announcement of next round early 2017
Amount	$50,000 to $500,000
Match	No required match
Strategy and Key Next Steps	ArtPlace America funding could support the reuse of the commercial garage on Woodland Avenue as an arts incubator, performance space, or maker space. Kansas City should partner will local non-profits and arts organizations to engage the local community to develop a project concept for the community arts facility prior to applying for ArtPlace America funding.

AGENCY	NATIONAL ENDOWMENT FOR THE ARTS
GRANT PROGRAM	**ART WORKS & OUR TOWN**
Description	**Art Works** grants seek to support community projects that engage the public with art, are distinctive and offer fresh insights, have the potential to be shared or built upon, and achieve the following key characteristics: creation and excellence, engagement, learning, livability, and collaboration. ▶ **Creativity Connects** is a pilot grant opportunity in the Art Works category that debuted in 2016 to support partnerships between arts organizations and organizations from non-arts sectors that include, but are not limited to, business, education, environment, faith, finance, food, health, law, science, and technology. **Our Town** grants seek to support creative placemaking projects that help to transform communities into lively, beautiful, and resilient places with the arts at their core. Creative placemaking is when artists, arts organizations, and community development practitioners deliberately integrate arts and culture into community revitalization work - placing arts at the table with land-use, transportation, economic development, education, housing, infrastructure, and public safety strategies. This funding supports local efforts to enhance quality of life and opportunity for existing residents, increase creative activity, and create a distinct sense of place.
Timing	Art Works due July 14, 2016. Our Town due September 12, 2016.
Amount	▶ Art Works: $10,000 to $100,000 ▶ Our Town: $25,000 to $200,000
Match	1:1 required match
Strategy and Key Next Steps	Art Works and Our Town funding can be used to support design of facilities, innovative and artistic stormwater green infrastructure, and arts and cultural programming within the redevelopment area. The 39th Street Corridor project team should establish strong partnerships with local arts organizations and coordinate with city officials to promote the 39th Street Corridor projects as priorities for Art Works and Our Town proposals.

AGENCY	MISSOURI ARTS COUNCIL
GRANT PROGRAM	**COMMUNITY ARTS GRANTS**
Description	▶ Provide project or operating support for community arts projects. ▶ Non-profit organizations and local governments are eligible to apply **See more at: www.missouriartscouncil.org/**
Amount	$2,000 to $35,000
Strategy and Key Next Steps	While MAC grants are small in size, the 39th Street Corridor team should consider partnering with local arts agencies to apply for MAC funding, as establishing a strong partnership with MAC on 39th Street Corridor projects will benefit NEA, ArtPlace America, and other arts-focused grant applications.

PARKS AND RECREATION

Plans for the North Wabash Community Recreation Center include an indoor area for recreation and/or community multi-purpose programming, as well as outdoor recreational facilities that include a playground/play area, splash pad, half-court basketball, and a multi-purpose field. Stormwater management facilities including raingardens and underground storage, as well as other blue-green infrastructure landscape amenities are planned for the parks and recreational facilities and should be included in proposals for funding.

Target Funding Sources

AGENCY	MISSOURI STATE PARKS
GRANT PROGRAM	**LAND AND WATER CONSERVATION FUND (LCWF) GRANTS**
Description	▶ Department of Interior's National Park Service (NPS) funding administered by state. ▶ Provides funding to acquire land for outdoor recreation use, and to develop or renovate outdoor recreational facilities. ▶ Projects must meet the needs outlined in the 2013-2017 Statewide Comprehensive Outdoor Recreation Plan **See more at: https://mostateparks.com/page/61215/land-and-water-conservation-fund-lwcf-grants**
Timing	Expected deadline for next round: April 2017
Amount	$10,000 to $150,000
Match	55% local cash match
Strategy and Key Next Steps	Coordinate with KCMO Parks & Rec to prioritize North Wabash Community Recreation projects among City proposals for LWCF support.

AGENCY	MISSOURI STATE PARKS
GRANT PROGRAM	**OUTDOOR RECREATION LEGACY PARTNERSHIP GRANTS**
Description	▶ Department of Interior's National Park Service (NPS) funding administered through national competition with preliminary selection process at the state level. ▶ Seeks to identify and highlight new ways of promoting opportunities for expanding outdoor play in areas with great need, as well as promoting the development of new or enhanced partnerships for outdoor recreation in urban communities across the nation **See more at: https://mostateparks.com/page/61215/land-and-water-conservation-fund-lwcf-grants**
Timing	Expected deadline for next round: April 2017
Amount	Planning grants up to $75,000; implementation $250,000 to $750,000
Match	Unspecified
Strategy and Key Next Steps	Coordinate with MoDNR to determine Missouri's selection process for Outdoor Legacy Partnership grant finalists. Coordinate with KCMO Parks & Rec to prioritize North Wabash Community Recreation as the City's submission.

AGENCY	KABOOM!
GRANT PROGRAM	**LET'S PLAY COMMUNITY CONSTRUCTION GRANTS**
Description	▶ Supports community-led planning and construction of playgrounds in low-income areas using community-build model ▶ Supported by Dr. Pepper and Snapple **See more at: https://kaboom.org/grants/build_it_yourself**
Timing	Cycle 1: April 29; Cycle 2: July 1; Cycle 3: September 9
Amount	Up to $15,000
Match	Applicants must spend $24,000 to $40,000 on playground equipment (not including surfacing, site prep, freight, contractor fees, benches, and other non-playground equipment items)
Strategy and Key Next Steps	Coordinate with KCMO Parks & Recreation to develop playground project concept following recreation complex feasibility study.

HEALTH, WELLNESS, AND LOCAL FOOD

The Ivanhoe Neighborhood Council and community at large have voiced their desire to transform the 39th Street Corridor into a hub for programming and services that foster a culture of health and wellness. Plans to develop a local food system include several fundable projects such as the planning, construction, and programming of the Woodland Gateway Area food co-op and community kitchen, farmers market activities, community garden programs, and community events promoting nutritional education and local food access. Additionally, federal and philanthropic resources will support multi-purpose community programming and youth training, mentorship, and mental health services.

AGENCY	U.S. DEPARTMENT OF AGRICULTURE NATIONAL INSTITUTE OF FOOD AND AGRICULTURE
GRANT PROGRAM	**COMMUNITY FOOD PROJECT COMPETITIVE GRANTS PROGRAM**
Description	▶ Supports planning and implementation projects that promote access to local foods, increase nutritional literacy, and reduce food insecurity in low-income communities ▶ Can support personnel, programming, equipment, and construction **See more at: http://nifa.usda.gov/funding-opportunity/community-food-projects-cfp-competitive-grants-program**
Timing	Next round announcement expected fall 2016
Amount	Up to $35,000 for planning; or up to $125,000/year for no more than $400,000 over four years
Match	1:1 required match
Strategy and Key Next Steps	The project team should consider applying for Community Food Project funding for the food co-op and community kitchen project at the Woodland Gateway area. Ensure that the project increases access to local food for low-income community members. Build partnerships with local non-profits and health care providers to offer healthy food cooking demonstrations and other nutritional literacy activities for the neighborhood, which was, until very recently, a food desert.

AGENCY	U.S. DEPARTMENT OF AGRICULTURE AGRICULTURAL MARKETING SERVICE
GRANT PROGRAM	**LOCAL FOOD / FARMERS MARKET PROMOTION PROGRAMS**
Description	▶ Local Food Promotion Program (LFPP) supports planning or implementation of projects that assist in development, improvement, and/or expansion of intermediary local and regional food business supply chain activities ▶ Farmers Market Promotion Program (FMPP) supports projects that establish, expand, and promote direct producer-to-consumer marketing **See more at: www.ams.usda.gov/services/grants/lfpp**
Timing	Next round announcement expected early 2017
Amount	LFPP: $25,000 to $100,000 planning; $100,000 to $500,000 implementation FMPP: $100,000 to $500,000 implementation
Match	LFPP: 25% required match FMPP: No match requirement
Strategy and Key Next Steps	The project team should consider applying LFPP or FMPP funding to launch marketing activities for the planned farmers market and food co-op at the former auto-repair garage at the Woodland Gateway area.

AGENCY	U.S. ENVIRONMENTAL PROTECTION AGENCY
GRANT PROGRAM	**LOCAL FOODS, LOCAL PLACES TECHNICAL ASSISTANCE**
Description	▶ Sponsored by the USDA, EPA, the Centers for Disease Control and Prevention (CDC), the U.S. DOT, the Appalachian Regional Commission, and the Delta Regional Authority, with support from the White House Rural Council ▶ Provides direct technical support to help communities build strong local food systems as part of their emerging economic action plans **See more at: https://www.epa.gov/smartgrowth/local-foods-local-places**
Timing	Next round announcement expected summer 2016
Strategy and Key Next Steps	The project team should consider applying for Local Foods, Local Places Technical Assistance for food-related projects that aim to boost the local economy and drive neighborhood revitalization.

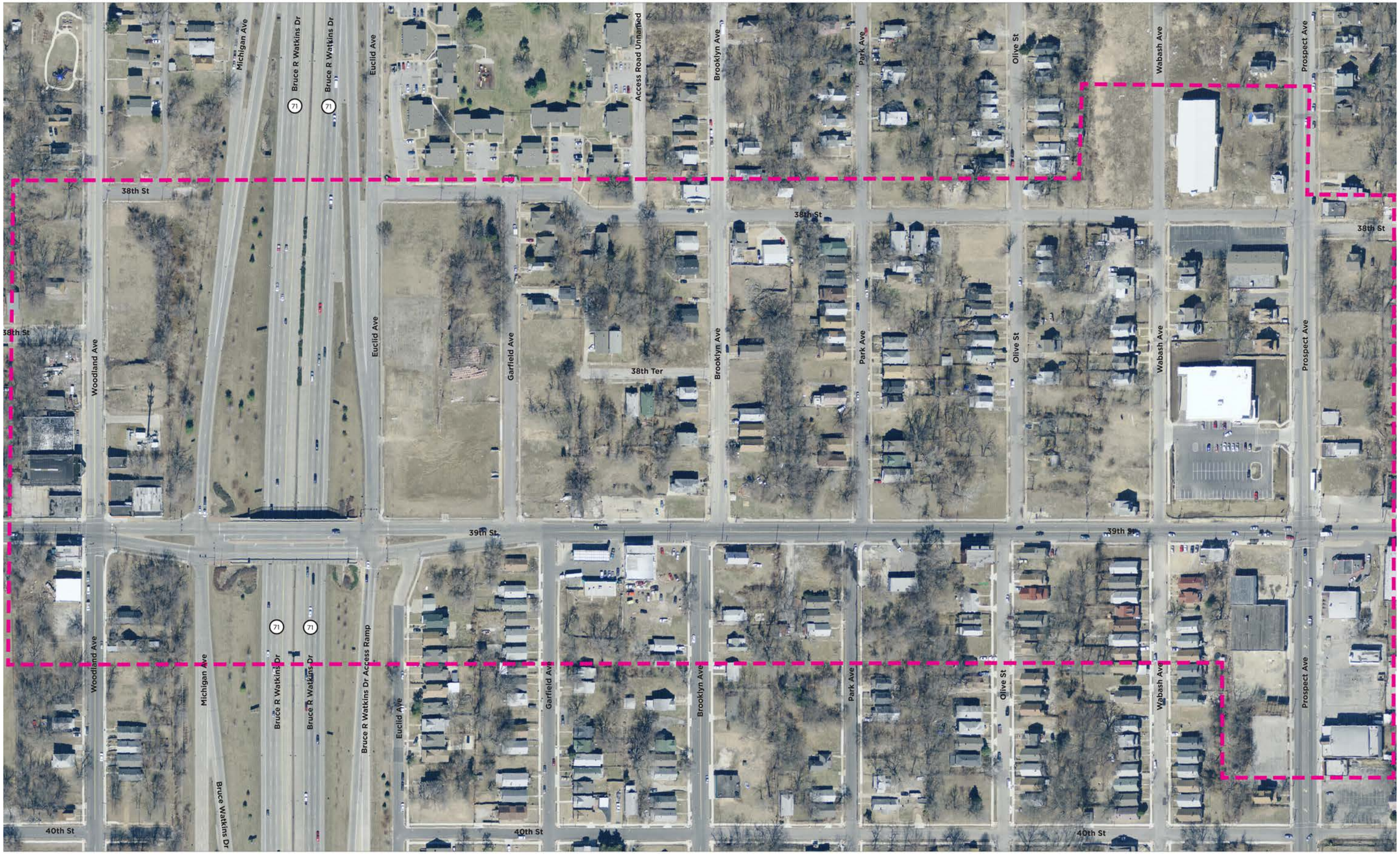
National Foundation Resources for Supporting Health and Wellness	
▶ **Kresge Foundation's Fresh, Local, and Equitable Grants Program:** • Supports initiatives that use food-oriented development as a comprehensive community revitalization strategy • Up to $75,000 • See more at: http://kresge.org/sites/default/files/Fresh_Lo_Planning_RFP_v12_Nov.%2018.pdf ▶ **Aetna Foundation's Cultivating Healthy Communities Grants** • Supports projects focused on healthy behaviors, community safety, built environment, social/economic factors, and environmental exposures • $50,000/1 year; $100,000/2 years • Can be used to support healthy behavior programming at the North Wabash Community Recreation Complex and Woodland Gateway Area • See more at: www.aetna-foundation.org/grants-partnerships.html ▶ **Robert Wood Johnson Foundation's Culture of Health and Roadmaps to Health Action Awards** • Promotes community revitalization that successfully improves health outcomes and creates a lasting culture of health & wellness • $10,000 plus technical assistance for roadmaps; $25,000 prize for Culture of Health • Once project team is underway with health and wellness initiatives, team should consider applying for Roadmaps to Health Action to receive technical assistance to further health and wellness promotion, then eventually apply for Culture of Health Award to be recognized for accomplishments • RWJF intermittently announces additional competitive grant programs that might support wellness activities– sign up to receive RWJF email updates • See more at: www.rwjf.org/en/library/features/culture-of-health-prize.html	
Strategy & Key Next Steps	Promoting health and wellness through comprehensive, multi-sector approaches has recently garnered much attention and funding from the national foundation sector. Developing relationships with Kresge, Aetna, and RWJF could lead to further opportunities for partnerships and funding.

AGENCY	MISSOURI DEPARTMENT OF ECONOMIC DEVELOPMENT
GRANT PROGRAM	**YOUTH COMMUNITY PROGRAM**
Description	▶ Provides tax credits to organizations administering positive youth development or crime prevention projects that have been approved through the application process. ▶ Approved organizations secure contributions from their community, and the contributor receives tax credits for those contributions ▶ Eligible projects include internship/apprenticeship, youth clubs/associations, mentor/role model, substance abuse prevention, youth activity center, employment, counseling, and more. **See more at: https://ded.mo.gov/BCS%20Programs/BCSProgramDetails.aspx?BCSProgramID=85**
Timing	The 2017 YOP cycle will begin in Fall 2016.
Amount	50% tax credits for monetary contributions and wages paid to youth in an approved internship, apprenticeship, or employment project, and 30% tax credits for property or equipment contributions used specifically for the project. Each project is limited to $250,000 in tax credits. Each contributor is limited to $200,000 in tax credits annually.

AGENCY	MISSOURI DEPARTMENT OF ECONOMIC DEVELOPMENT
GRANT PROGRAM	**YOUTH COMMUNITY PROGRAM**
Strategy and Key Next Steps	The 39th Street Corridor team should partner with local non-profit and social services organizations and encourage them to access MoDED Youth Community Program tax credits for programming and initiatives within the 39th Street Corridor Redevelopment area. These tax credits could support youth services to take place at the new North Wabash Recreation Center and the Woodland Gateway Area.

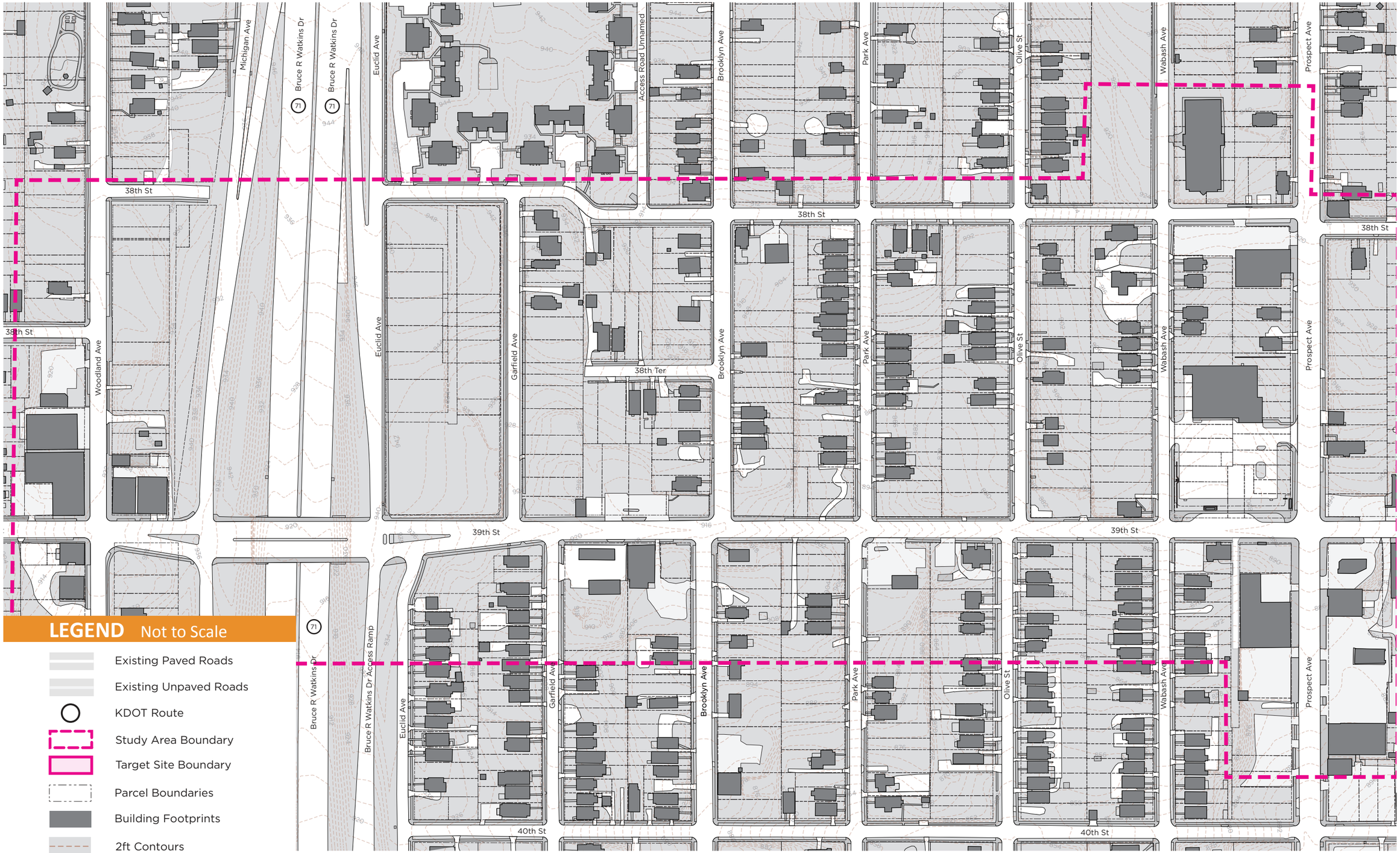
AGENCY	MISSOURI DEPARTMENT OF ECONOMIC DEVELOPMENT
GRANT PROGRAM	**YOUTH COMMUNITY PROGRAM**
Description	▶ OJJDP offers a number of programs that can support implementation of one-on-one, group, peer, or combination of mentoring services, training, and trauma-informed intervention of at-risk and high-risk youth populations, including: • Mentoring Opportunities for Youth Initiative (up to $5 million) • Safe and Thriving Communities: Uniting and Enhancing Community-Based Violence Prevention, Defending Childhood, and National Forum Approaches (up to $1 million) **See more at: www.ojjdp.gov/funding/FundingList.asp**
Strategy and Key Next Steps	The 39th Street Corridor project team should host a gathering of local non-profit organizations and social services providers to discuss common goals, explore opportunities for collaboration to reduce overlap and achieve synergies, and establish concrete next steps and funding needs. A resulting strategic plan for coordinated delivery of youth programming and services that should be used in discussion with OJJDP and other federal agencies to determine the best funding sources for competitive grants.

06 APPENDIX B: Analysis Maps



Aerial

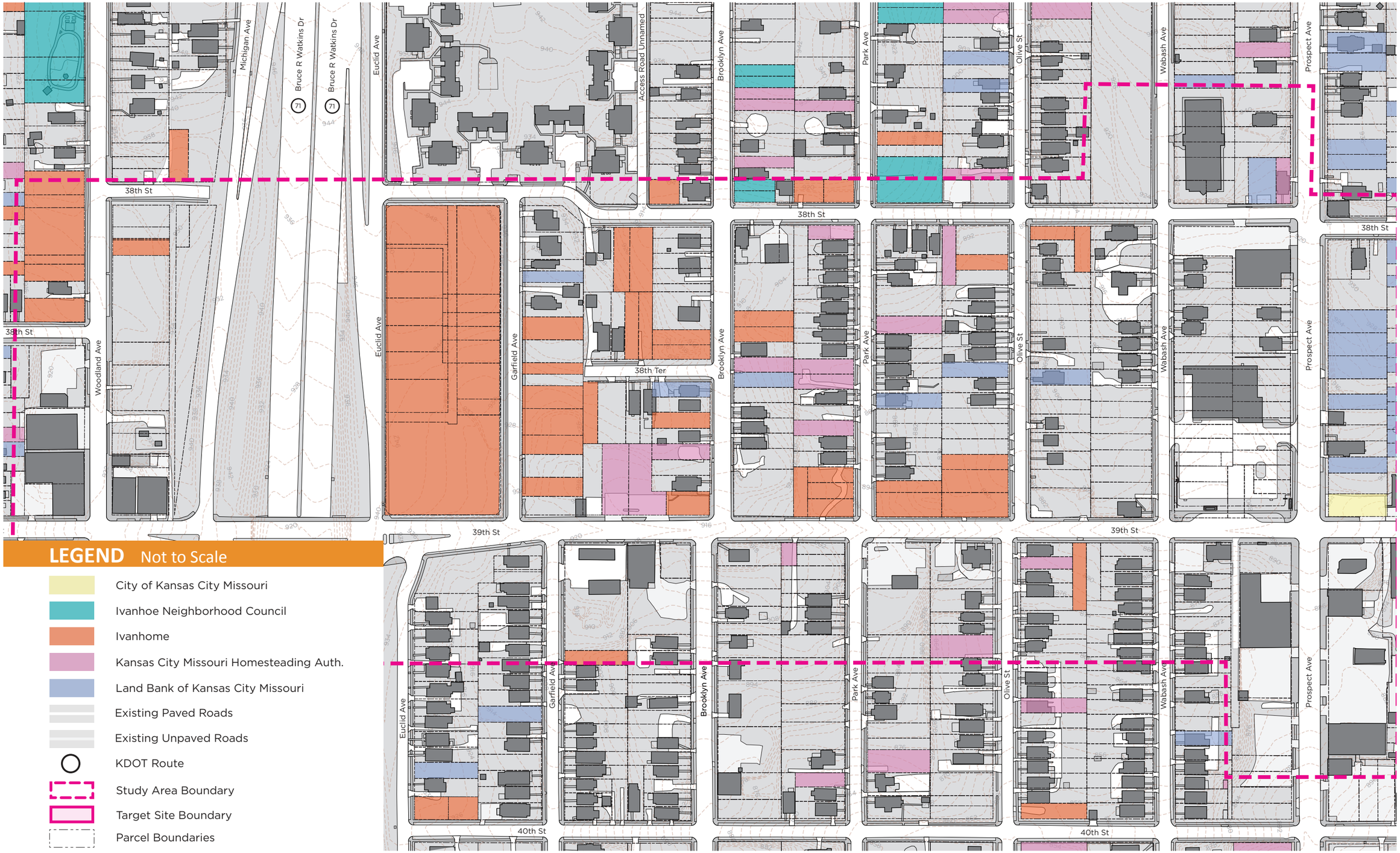
Analysis Map



Base Map

Analysis Map

S/G/A LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES



LEGEND Not to Scale

- City of Kansas City Missouri
- Ivanhoe Neighborhood Council
- Ivanhome
- Kansas City Missouri Homesteading Auth.
- Land Bank of Kansas City Missouri
- Existing Paved Roads
- Existing Unpaved Roads
- KDOT Route
- Study Area Boundary
- Target Site Boundary
- Parcel Boundaries

Parcel Ownership

Analysis Map

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

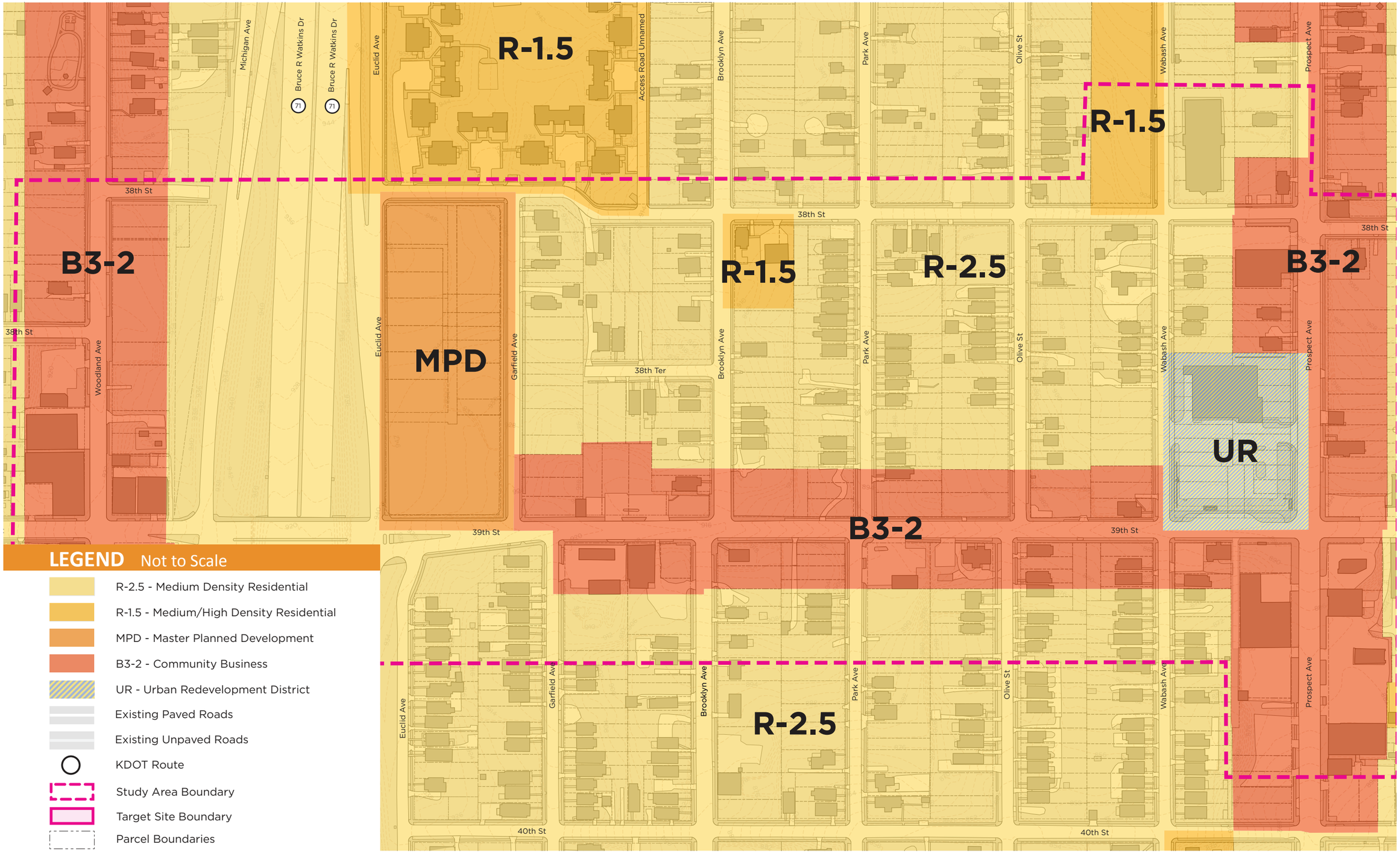
S/G/A LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES

Vacant/Potential and Assessed Brownfield Parcels

Analysis Map

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES

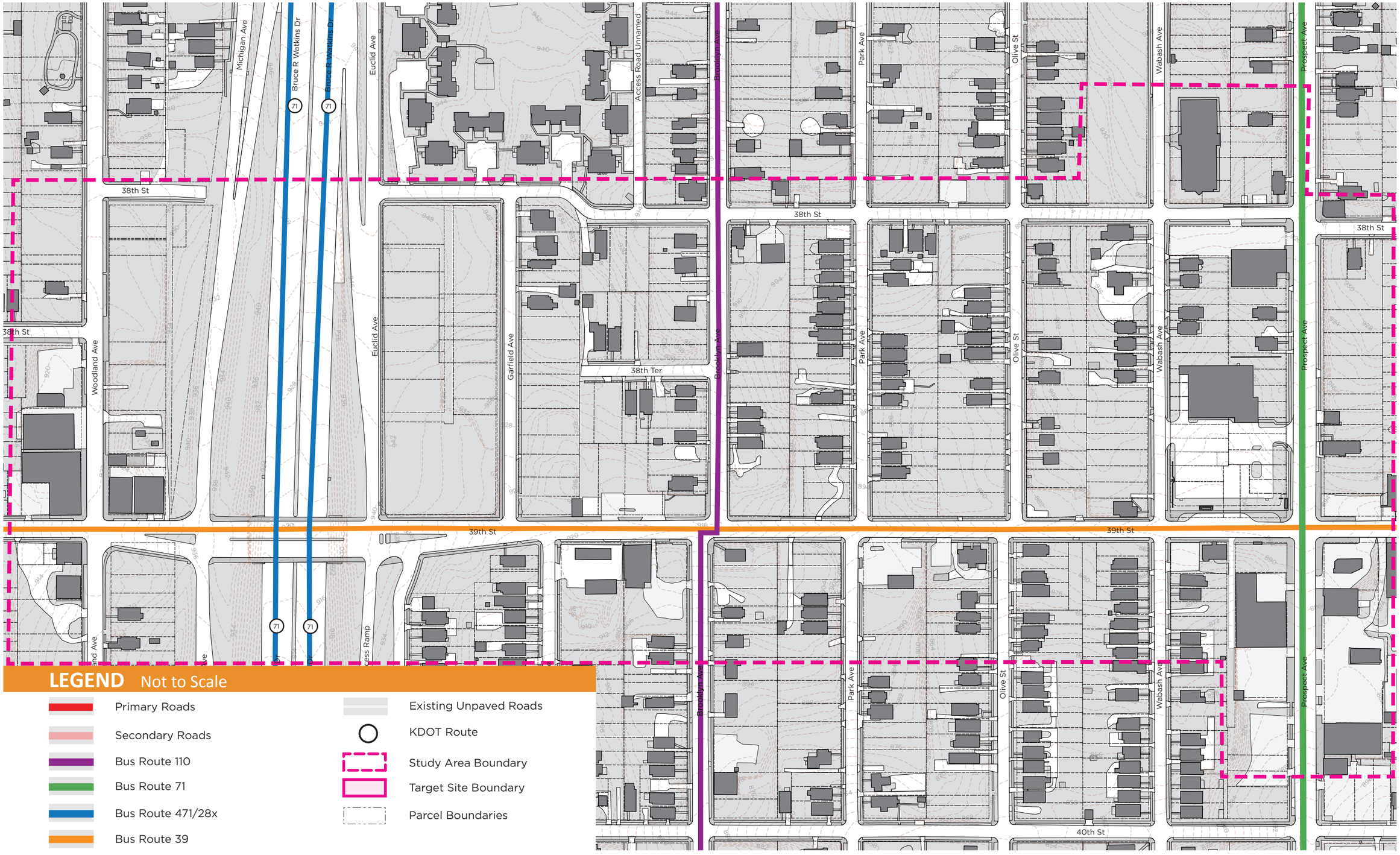


Zoning

Analysis Map

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES



LEGEND Not to Scale

- Primary Roads
- Secondary Roads
- Bus Route 110
- Bus Route 71
- Bus Route 471/28x
- Bus Route 39
- Existing Unpaved Roads
- KDOT Route
- Study Area Boundary
- Target Site Boundary
- Parcel Boundaries

Transportation

Analysis Map

SUBMITTED BY: **STROMBERG / GARRIGAN & ASSOCIATES**

LANDSCAPE ARCHITECTURE PLANNING
STROMBERG/GARRIGAN & ASSOCIATES