1.0 INTRODUCTION AND METHODOLOGY

The Project study area for the land use inventory and analysis looks at the proposed streetcar alignment and immediately adjacent properties (Figure 1). Existing data sources were reviewed for the Project study area in order to help identify individual land uses. Data examined included the Kansas City Downtown Streetcar Project: Land Use Technical Memorandum (June, 2012); Google Maps imagery and data for the general study area; Kansas City, Missouri’s website; and websites for various neighborhoods and entertainment venues to obtain facility or district maps. A windshield survey was also conducted by Hg Consult, Inc. on February 7, 2018, to visually assess the existing conditions within the study area and to document individual land uses and structures within the study area.

2.0 EXISTING LAND USE PLANS AND POLICIES

A number of locally and regionally adopted plans address land use and development in the study area. These plans and policies include:

- **Greater Downtown Area Plan (GDAP) – Kansas City, MO.** This plan has identified the River Market Area and Riverfront as mixed use. Mixed use areas are intended to accommodate office, commercial, manufacturing, light industrial, public, institutional and residential development with lower densities than the Downtown Core. The plan recommends making the Missouri River a priority natural and cultural resource, including encouraging mixed-use development adjacent to Richard L Berkley Riverfront. A guiding principle of the plan is to support transit and other non-motorized transportation, applying the concepts of Transit – Oriented Development (TOD) along transit corridors and near future transit stations.

- **Metro Green – MARC.** This plan provides the outline for a metropolitan trail system that connects urban and rural green corridors throughout seven counties in the Kansas City region. MetroGreen promotes non-motorized travel options and expands non-motorized routes through additional trails and off-road corridors, linking homes, schools and work places. The large-scale system is to provide interconnected corridors that will span 1,144 miles through Leavenworth, Johnson and Wyandotte counties in Kansas and Clay, Cass, Jackson and Platte counties in Missouri.

- **Riverfront Industrial Area Plan – Kansas City, MO.** The land use recommendations primarily support economic development by identifying a future land use scenario focused on industrial business retention, expansion and attraction. One of the guiding principles for this area is to integrate land uses with economic development, transportation, infrastructure and natural systems. One recommendation for urban industrial areas includes improving multimodal transportation options such as bus access, sidewalks and bike lanes. Another recommendation is to improve transit service between neighborhoods and job centers.
• **Smart Moves – MARC.** Smart Moves 3.0 is the Kansas City region’s 20-year plan for transit and mobility. The plan envisions efficient, high-ridership transit service linking mobility hubs where riders can transfer from fixed route to fixed route or connect with other services to get where they need to go. The plan recognizes that efficient transit thrives on density.

• **Transportation Outlook 2040 – MARC.** This is the metropolitan transportation plan for Greater Kansas City. The strategic direction of the plan identifies creating quality places that support a range of lifestyle and transportation choices that promote increased density and developing opportunities to support the expansion of regional transit and enhanced mobility. One specific strategy includes integrating public transit and mobility services into the built and natural environment. This includes development of accessible transit centers and stops that connect enhanced mobility services and public transit services.

### 3.0 DISTRICTS AND NEIGHBORHOODS WITHIN THE STUDY AREA

The Kansas City Streetcar Riverfront Extension Project study area is located in the River Market and the riverfront area. The following is a discussion of districts and neighborhoods within the project study area:

- **Berkley Riverfront** - The Berkley Riverfront area and Riverfront Heritage Trail are located in the project study area, adjacent to the Missouri River. The majority of the area adjacent to the riverfront is classified as undeveloped (Figure 1). One parcel is currently being developed by Port KC and is under construction. This parcel is a mixed-use urban development that will have luxury apartments, retail and parking.

- **Columbus Park** - The Columbus Park neighborhood is bounded by Missouri Highway 9 on the west, Interstate 29/35 on the east and Interstate 70/35 to the north. The neighborhood land uses include residential and mixed-use development, including single-family, low density multi-family and ground floor or corner retail and commercial uses. There are several community facilities including parks, churches and a community center. Columbus Park is also home to the Kansas City Streetcar Authority offices and maintenance facility which was developed as part of the initial KC Downtown Streetcar project.

- **Northeast Industrial Area** – The Northeast Industrial area is generally located between the Missouri River on the north and east, I-29/I-35 on the west, and railroad tracks at the base of Kessler Park and the Blue River on the south. This area is one of the most established industrial districts in Kansas City. Land uses include light and heavy industry, distribution, auto and truck-oriented businesses, education and small amounts of commercial and residential. Areas of surface parking are also common. This area features easy access from I-29/I-35, I-435 and Chouteau Trafficway. Front Street traverses the entire area.

- **Riverfront Market District** - The Riverfront Market District is located between the Missouri River on the north, Missouri Highway 9 on the east, Interstate 70/35 on the south and railroad tracks on the west. This area is one of the city’s oldest neighborhoods and is centered around the City Market which has open-air retail, restaurants and entertainment. The City Market is home to a year-round farmer’s market on weekends and hosts concerts and special events throughout the year. The land uses around the City Market include commercial, retail and residential land uses. Many of the buildings are mixed-use with commercial and retail spaces on the ground floor with residential above. Many of the old industrial buildings have been converted into lofts which are located throughout the River Market area.

### 4.0 EXISTING LAND USES WITHIN THE STUDY AREA

Figure 1 shows the land uses identified within the study area during the windshield survey on February 7, 2018. Land use types identified included:
Land Use

- **Commercial**: retail and office uses, such as Chinatown Food Market and Paw Paws Dog Care; to the extent possible, business names were noted along the proposed route alignment
- **Industrial**: heavy industrial uses, light manufacturing, and utility uses, including Veolia Energy
- **Developing Mixed Use**: buildings consisting of ground floor retail/commercial, with upper floors apartments/lofts; all contain residential uses similar to the Union which is being developed at the riverfront
- **Park**: public or private parks, such as Richard L. Berkeley Riverfront
- **Surface Lot Parking**: identified along the proposed route alignment only
- **Tourist Venues**: include individual attractions, such as the Steamboat Arabia museum and the City Market
- **Undeveloped**: areas near the riverfront that are part of the PortKC project that are still undeveloped
- **N/A**: generally includes roadway and railroad rights-of-way within the study area

The majority of land uses identified within the study area are Undeveloped and Industrial. Residential land uses, including apartments/lofts and mixed-use development in the River Market and under development at the Riverfront. The industrial land uses are located near the Missouri River.

### 5.0 EFFECTS OF THE ALTERNATIVES CONSIDERED

#### 5.1 No Build Alternative

##### 5.1.1 Direct Effects

The No Build Alternative would not convert any land from its existing use within the study area. The No Build Alternative would not be consistent with currently adopted plans for the study area, because it would not provide the connectivity between activity centers and other transit modes. It would not satisfy the other transit goals included in the current *SMART Moves and Transportation Outlook 2040* plans.

##### 5.1.2 Indirect Effects

Development and redevelopment of parcels within the study area is on-going and might be influenced by the No Build Alternative in terms of speed and cost of that development.

#### 5.2 Build Alternative - Streetcar Extension Alternative

##### 5.2.1 Direct Effects

The proposed streetcar extension (tracks, stops and related infrastructure) would be constructed predominately within existing publicly-owned street right-of-way or as part of Port KC’s Berkeley Riverfront Development. This alternative would only require minor changes in the use of the right-of-way and no changes to adjacent land uses. The station platforms that would be constructed are part of the current planning and development of the PortKC project. The stops would be designed so as not to interfere with building or business entrances. Vehicle parking at the Berkeley Riverfront Development is being designed in a way that would not conflict with the streetcar extension.

Planning efforts that have led to the Streetcar Extension Alternative were conducted in consideration of existing land use plans and ordinances. The Streetcar Extension Alternative would comply with all adopted plans. As the Streetcar Extension Alternative is refined during the design process, additional coordination will continue with the various departments within the City of Kansas City, Missouri; Kansas City Streetcar Authority;
PortKC and the Kansas City Area Transportation Authority, to finalize locations and design of the alignment, stops and connectivity with existing and proposed transit services.

Construction activities may temporarily disrupt access to certain properties located along the streetcar route. During construction the contractors will work with adjacent property owners and businesses to ensure that access would be maintained to all properties throughout the construction period. These effects would be short-term and would not result in a permanent change in the use of neighboring properties.

5.2.2 Indirect Effects

Indirect land use effects are defined as changes in the use of land caused by or contributed to by a project. Development and redevelopment of properties within the study area would continue to occur with implementation of the Streetcar Extension Alternative. Implementation of the streetcar extension would likely result in more land development that would benefit from proximity to transit, development to more intense uses, and development sooner than under existing conditions (i.e., the No Build Alternative). The Build Alternative is consistent with the plans for the Berkeley Riverfront Development.

6.0 REFERENCES

City of Kansas City, Missouri, Greater Downtown Area Plan, March 2010.
City of Kansas City, Missouri, Riverfront Industrial Area Plan, March 2018.
Mid-America Regional Council, Smart Moves 3.0, 2017.
Mid-America Regional Council, Transportation Outlook 2040, June 2015.
Figure 1
Land Use
Kansas City
Streetcar Riverfront Extension
Date: 4/8/2018

Legend
- Proposed Alignment
- Existing Alignment
- Study Area Boundary

Land Use Types
- Commercial
- Industrial
- Surface Lot Parking
- Tourist Venue
- Undeveloped
- Park
- N/A

Developing Mixed-Use

Miles
0 0.125 0.25
MEMORANDUM OF UNDERSTANDING
(West Front Street/Grand Boulevard Extension)

This Memorandum of Understanding ("MOU"), dated as of September 30, 2011 ("Effective Date"), is between the CITY OF KANSAS CITY, MISSOURI, a constitutional charter city of the State of Missouri ("City"), by and through its Public Works Department ("Public Works"), and by and through its Parks and Recreation Department ("Parks Department") which is under the control of the Board of Parks and Recreation Commissioners ("Parks Board"), and THE PORT AUTHORITY OF KANSAS CITY, MISSOURI, a political subdivision of the State of Missouri under Section 68.010, et seq., RSMo ("Authority").

RE bâtals

A. The City recently completed construction of a new public street as an extension of Front Street between the eastern end of the existing Grand Boulevard viaduct and the western limits of the state right-of-way for I-29/35 ("West Front Street Extension").

B. Under Section 413(a) of the City Charter, Public Works has the responsibility for the operation and maintenance of all public streets (including, but not limited to, curbs, sidewalks, and street lighting) within the City that are not under the control of any other City department or official.

C. Under Section 413(c) of the City Charter, unless otherwise provided, the Parks Department has the responsibility for performing the Public Works’ functions for all buildings or facilities, boulevards, parkways and other streets under the jurisdiction of the Parks Department.

D. The duties and responsibilities of the Parks Department and Parks Board (collectively, "Parks") with respect to planning, developing, extending, maintaining and operating a system of public parks, parkways, boulevards, and facilities for the use of the City and its inhabitants are established under Section 412 of the City Charter and more clearly defined in the adopted Boulevard and Parkway Standards.

E. Parks has expressed an interest in including the West Front Street Extension as part of the City’s boulevard system as a logical extension to existing Grand Boulevard.

F. The Authority has expressed concerns that proposed zoning restrictions and controls in the adopted Boulevard and Parkway Standards, together with other Parks requirements, could unduly constrain development of the Riverfront Economic Development Initiative Area ("REDI Area"), which is area between the ASB Bridge on the west and I-29/35 on the east through which the West Front Street Extension runs.

G. The Authority and Public Works have entered or intend to enter into an agreement relating to the operation and maintenance of the light emitting diode (LED) streetlights installed along the West Front Street Extension.
H. Parks, Public Works and the Authority are entering into this MOU to document their understanding of the undertakings and commitments to be taken by each with respect to the West Front Street Extension.

MEMORANDUM OF UNDERSTANDING

1. The West Front Street Extension will be a Public Works facility for City Zoning and Development Code and other development and permitting purposes in connection with the development of the REDI Area until it is transferred to Parks and adopted formally as a "boulevard" within the Parks system.

2. The Authority will support a transfer of the West Front Street Extension from Public Works to Parks when the REDI Area has been fully platted by one or more recorded final plats. Until such time, Public Works will retain jurisdiction and control over the West Front Street Extension.

3. The West Front Street Extension will not be officially indicated or established as a "boulevard" on the City's Major Street Plan until such time as Public Works may transfer jurisdiction and control of the street to Parks; however, it will be referred to as "Grand Boulevard."

4. In acknowledgment of the fact that the long-term success of development of the REDI Area is dependent upon the merging of appropriate public and private interests in order to achieve the most benefit for the City, the Authority and the general public, the Authority will submit all development or site plans and plats relating to development of the REDI Area that require the approval of the City Plan Commission in accordance with the review and approval procedures of the City Zoning and Development Code ("Plans") to Parks for review and comment. Parks will have no approval rights with respect to such development or Plans, and any zoning restrictions and controls in the adopted Boulevard and Parkway Standards and other Parks requirements will not be applicable until such time as the West Front Street Extension has been transferred to Parks and adopted formally as a "boulevard" within the Parks system. Parks will review and provide any comments on Plans submitted to it in an expeditious manner in order to facilitate the development of the REDI Area.

5. Parks will perform all responsibilities that, under the City Charter, would otherwise be performed by Public Works with respect to the West Front Street Extension after the transfer of jurisdiction has taken place; provided, however, the Authority will continue to perform its obligations with respect to the LED streetlights during the term of its agreement with Public Works and its obligations per the City’s Code of Ordinances.

6. Parks will perform landscaping, tree trimming and mowing within the right-of-way along the West Front Street Extension per the methods and means prescribed for the rest of the Boulevard and Parkway system.

7. Other than its obligations under the LED streetlight agreement with Public Works and its obligations as the adjacent property owner under the City’s Code of Ordinances for the
care and maintenance of the sidewalks, trails, curbs and gutters, the Authority will have no obligation whatsoever for the operation, maintenance and other responsibilities related to the West Front Street Extension; provided, however, the Authority may, at its option, agree to undertake any operation, maintenance or other such responsibilities. This MOU is not intended, nor shall it be construed, as an amendment to the LED streetlight agreement.

8. The West Front Street Extension, which shall hereafter be referred to as “Grand Boulevard,” is the real property described on Attachment A to this MOU.

9. This MOU is intended only to be an expression of interest to pursue timely and in good faith the agreements and commitments made herein. The Authority, Public Works and Parks acknowledge that they do not intend any provision of this MOU to be legally binding or enforceable by or against any of the parties. The parties mutually acknowledge that they cannot bind themselves by contract to make decisions, take actions, or commit to spending funds that require legislative action and passage by the Park Board, City Council or the Authority’s Board of Commissioners.

[The remainder of this page intentionally left blank.
The next pages are the signature pages for the parties.]
IN WITNESS WHEREOF, the City, by and through its Public Works Department, and by and through its Parks and Recreation Department under the control of the Board of Parks and Recreation Commissioners, and the Authority have executed this MOU as of the day and year first-above written.

CITY OF KANSAS CITY, MISSOURI, by and through its Public Works Department

By: ______________________
Name: Sherri McIntyre
Title: Acting Public Works Director

Approved as to form:

[Assistant] City Attorney
Signature Page – City of Kansas City, Missouri, by and through its Parks and Recreation Department

Memorandum of Understanding between the City of Kansas City, Missouri, by and through its Public Works Department, and by and through its Parks and Recreation Department under the control of the Board of Parks and Recreation Commissioners, and The Port Authority of Kansas City, Missouri Regarding West Front Street Extension

IN WITNESS WHEREOF, the City, by and through its Public Works Department, and by and through its Parks and Recreation Department under the control of the Board of Parks and Recreation Commissioners, and the Authority have executed this MOU as of the day and year first-above written.

CITY OF KANSAS CITY, MISSOURI, by and through its Parks and Recreation Department

By: 
Name: Mark L. Marsee
Title: Director

Approved as to form:
[Assistant] City Attorney
Memorandum of Understanding between the City of Kansas City, Missouri, by and through its Public Works Department, and by and through its Parks and Recreation Department under the control of the Board of Parks and Recreation Commissioners, and The Port Authority of Kansas City, Missouri Regarding West Front Street Extension

IN WITNESS WHEREOF, the City, by and through its Public Works Department, and by and through its Parks and Recreation Department under the control of the Board of Parks and Recreation Commissioners, and the Authority have executed this MOU as of the day and year first-above written.

PORT AUTHORITY OF
KANSAS CITY, MISSOURI

By: __________________________
   Michael M. Collins, President

Approved as to form:

[Signature]
A tract of land being generally located in the East 1/2 of Section 32 and the West 1/2 of Section 33, Township 50 North, Range 33 West, in the City of Kansas City, Jackson County, Missouri being described as follows: Commencing at the Southeast corner of the Northeast quarter of said Section 32; thence North along the East line of said Section 32 with a bearing of North 02 degrees 17 minutes 26 seconds East, a distance of 626.40 feet to a point on the Northerly line of the Burlington Northern Railroad property, said point being the Point of Beginning; thence Southwesterly along said Northerly line with a bearing of South 66 degrees 00 minutes 08 seconds West, a distance of 35.30 feet; thence Southwest along said Northerly line, along a curve to the left tangent to the last described course having a radius of 2914.91 feet, an arc length of 179.39 feet; thence continuing Southwesterly along said Northerly line with a bearing of South 62 degrees 28 minutes 34 seconds West, a distance of 716.01 feet; thence continuing Southwesterly along said Northerly line along a curve to the right tangent to the last described course having a radius of 409.28 feet, an arc length of 81.20 feet; thence leaving said Northerly line with a bearing of North 60 degrees 22 minutes 25 seconds West, a distance of 528.26 feet; thence West with a bearing of North 89 degrees 01 minutes 15 seconds West, a distance of 28.42 feet; thence Southwest with a bearing of South 25 degrees 53 minutes 52 seconds West, a distance of 15.49 feet; thence Northwest with a bearing of North 64 degrees 06 minutes 08 seconds West, a distance of 60.00 feet; thence Northeast with a bearing of North 25 degrees 53 minutes 52 seconds East, a distance of 15.99 feet; thence Northwest with a bearing of North 27 degrees 15 minutes 41 seconds West, a distance of 32.43 feet; thence North and West along a non-tangent curve to the left having an initial tangent bearing of North 68 degrees 22 minutes 51 seconds West a radius of 750.00 feet an arc length of 432.91 feet; thence continuing Southwest along a compound curve to the left having a radius of 1538.00 feet an arc length of 115.21 feet; thence Northwest with a bearing of North 16 degrees 12 minutes 36 seconds West, a distance of 100.00 feet; thence Northeast along a non-tangent curve to the right having an initial tangent bearing of North 74 degrees 13 minutes 36 seconds East, a radius of 1638.00 feet an arc length of 123.52 feet; thence continuing Easterly along a compound curve to the right having a radius of 850.00 feet an arc length of 500.80 feet; thence Northeast with a bearing of North 76 degrees 00 minutes 00 seconds East, a distance of 23.85 feet; thence Northeast with a bearing of North 25 degrees 54 minutes 47 seconds East, a distance of 156.18 feet; thence Northeasterly along a curve to the right tangent to the last described course, having a radius of 235.00 feet an arc length of 183.38 feet; thence Southeast with a bearing of South 19 degrees 23 minutes 44 seconds East, a distance of 70.00 feet; thence Southwesterly along a non-tangent curve to the left having an initial tangent bearing of South 70 degrees 37 minutes 58 seconds West a radius of 165.00 feet an arc length of 128.78 feet; thence Southwest with a bearing of South 25 degrees 54 minutes 47 seconds West, a distance of 156.20 feet; thence Southeast with a bearing of South 24 degrees 09 minutes 11 seconds East, a distance of 23.76 feet; thence Southeast with a bearing of South 60 degrees 22 minutes 25 seconds East, a distance of 141.25 feet; thence Easterly along a curve to the left tangent to the last described course having a radius of 460.00 feet an arc length of 436.97 feet; thence Northeast with a bearing of North 65 degrees 11 minutes 55 seconds East, a distance of 889.06 feet; thence Northeast along a curve to the left tangent to the last described course having a radius of 707.00 feet an arc length of 328.77 feet; thence Northeast with a bearing of North 38 degrees 33 minutes 17 seconds East, a distance of 265.86 feet; thence Northwest with a bearing of North 32 degrees 12