



PLAN KCK

CITYWIDE COMPREHENSIVE PLAN

UNIFIED GOVERNMENT OF WYANDOTTE COUNTY AND KANSAS CITY, KANSAS

ADOPTED NOVEMBER 30, 2023



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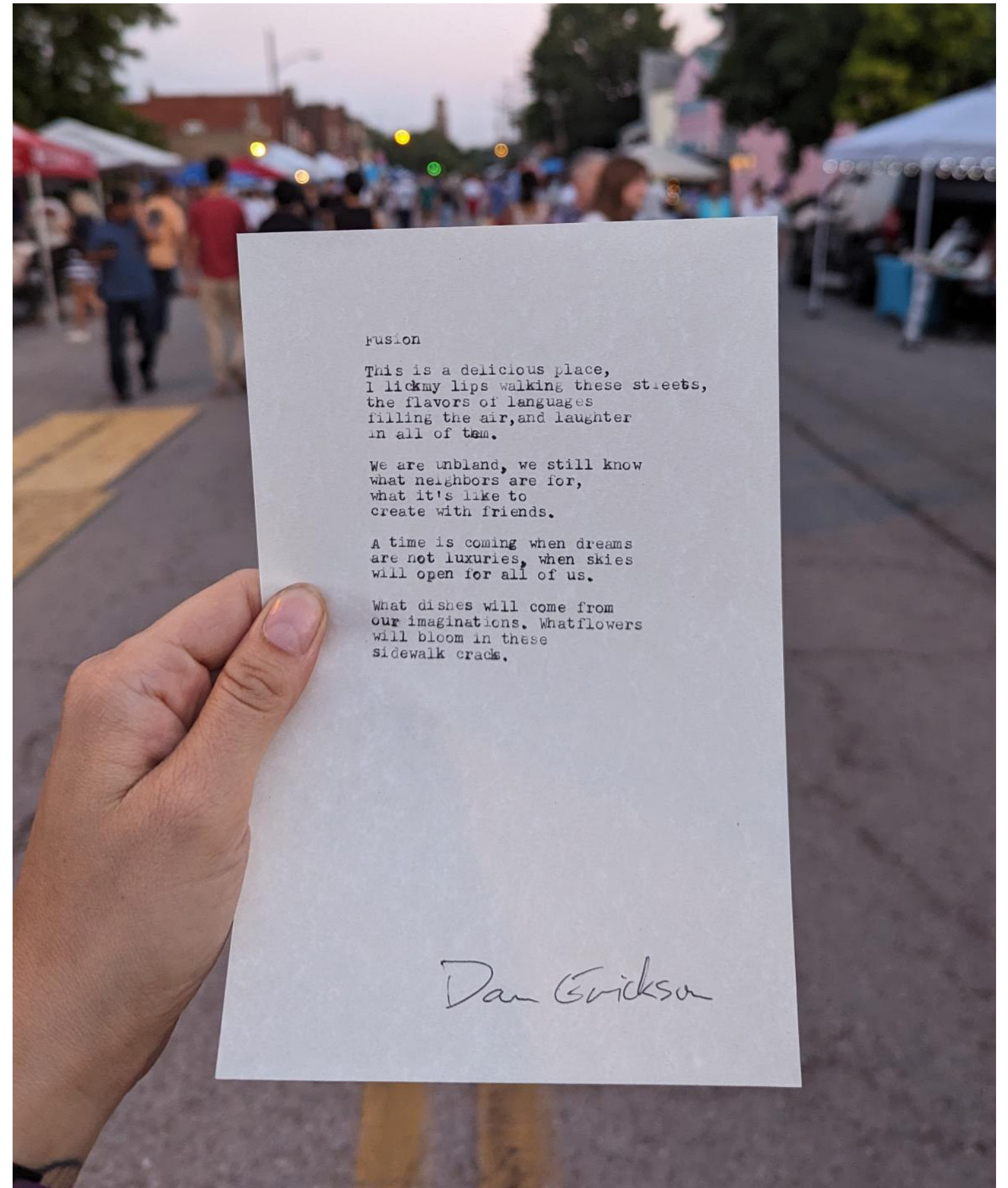
This is a delicious place,
I lick my lips walking these streets,
the flavors of languages
filling the air, and laughter
in all of them.

We are unbland, we still know
what neighbors are for,
what it's like to
create with friends.

A time is coming when dreams
are not luxuries, when skies
will open for all of us.

What dishes will come from
our imaginations. What flowers
will bloom in these
sidewalk cracks

- Dan Erickson





Citywide Comprehensive Plan

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Our Shared Vision



Envisioning the future of a remarkable community

Through the development and implementation of this plan, Kansas City, Kansas (KCK) has the opportunity to celebrate its unique position as one of the most socially, economically and physically diverse communities in America, and to transcend a legacy of inequity and disinvestment in the past to realize an accessible, regenerative and healthy future its residents dream about.

KCK is a remarkable community. When the Wyandotte Tribe was forcibly relocated to the area, they brought with them their abolitionists beliefs and helped to create a community that was a safe haven for people of all races. This legacy of acceptance persists today, as a community of opportunity for longtime residents, for immigrants, for families, for farmers, for artists, for businesspeople and for visitors. Few cities in the U.S. offer — as KCK does — the full transect of character

from rural to urban, and few communities boast as much authentic cultural vibrancy as KCK.

Yet as it has grown over many decades, KCK is burdened by generations of disinvestment, of inequity borne from discriminatory policies, and of sprawling development that has strained the city's infrastructure and compromised its ability to support itself. Today the consequences of this past decision-making bears scars on the community, and KCK is struggling in many areas.

25 years ago in 1997, the governments of Wyandotte County and KCK merged to form a Unified Government. While this has welcomed new opportunities for collaborative leadership, to date the city has lacked a clear and comprehensive planning vision for what it wants to be in the future. Through this plan, KCK has the opportunity to imagine the next 25 years and to begin a path to realizing that future.

Imagine the future of KCK: A community that celebrates its legacy of diversity and sets a national paradigm for a dynamic, multicultural, and authentic place. A strong community that supports its diverse neighborhoods with a vibrant downtown and commercial centers that productively support the rest of the region. A community interconnected where everyone has access to opportunity by walking, biking, or driving. A community

where one's chances to be healthy and succeed in life are equal, regardless of the color of one's skin or the neighborhood where one grew up. A community where farmers find as much opportunity as artists and public servants. A community where vibrancy and history is felt everywhere. A community where residents are happy and resilient. A KCK where government services are easy to use and focused on better outcomes for all. A KCK that is an integral part of the regional identity of the entire Kansas City metropolitan region.

All of these goals can be reached through concerted effort and comprehensive thinking that aspires toward a better tomorrow, soberly reflects on past decision-making and areas where we are falling short, and charts a smart and strategic path toward constant regenerative improvement.

This is the mission of PlanKCK.

What is PlanKCK?

PlanKCK will shape, at a high level, decisions about the future of our infrastructure, development, and key investments that will define our neighborhoods and quality of life for the next 25 years. The plan is designed to be elastic: it recognizes that the future includes unknowns and it is built to adapt to unforeseen conditions.

The plan was developed by the Unified Government of Wyandotte County and Kansas City, Kansas (UG) and incorporates ideas from several recent and concurrent planning efforts, including the goDotte Strategic Mobility Plan, the Community Health Improvement Plan (CHIP), the Citywide Historic Preservation Plan, as well as ongoing initiatives like the update to the Land Bank policy, the redevelopment of UG-owned land, and the ongoing deep dive budget process to make the local government more efficient and effective.

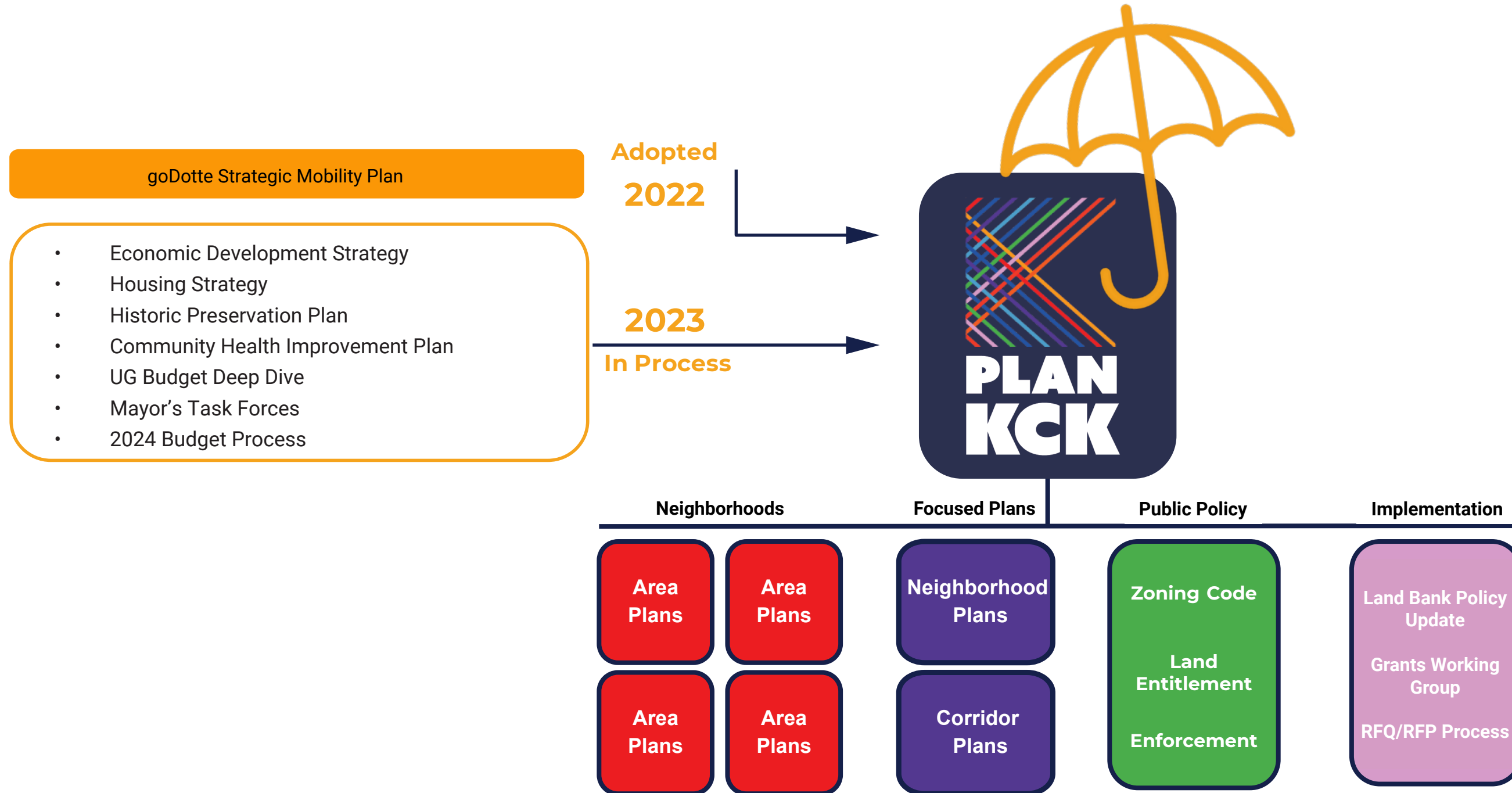
It is also a plan for the people; the product of an unprecedented listening process that has directly engaged over 5,000 residents and stakeholders, in multiple languages and across various mediums, in an effort to understand their most critical needs and most aspirational ideas for the future of KCK.

PlanKCK will shape investments to be made across the community for decades to come by setting the stage for future planning. Rather than a be-all-end-all plan in itself, PlanKCK is a high-level vision document designed to set a general trajectory and commiserate velocity necessary to reach the desired future of both the City and the government that serves it.

See Glossary as needed.

WHAT IS PLANKCK?

A Citywide Comprehensive Plan that will shape our future investments



Why do we need a Citywide Comprehensive Plan?

Decisions made piecemeal across many decades have created a city today that is struggling to meet the needs of its residents. Wyandotte County and KCK are falling short of equivalent peer cities across a wide variety of metrics, and measures of resident satisfaction are lower than in many equivalent peer cities. It costs more to deliver city services in KCK today than it used to, and in general our patterns of physical development are unsustainable. Much of this is because to date KCK has lacked a comprehensive and concerted planning vision that can link our understanding of our shortcomings with concrete and strategic actions that transcend sometimes divergent public interests and the “silos” across a myriad of bureaucracies.

To address some of KCK’s biggest challenges, in collaboration with a diverse array of stakeholders, businesses and residents, holistic and overarching thinking is needed in order to diagnose our complex issues and develop a strategy to meet them head-on. PlanKCK seeks clarity and balance in evaluating the community’s current challenges, and strives for a series of clear and visionary actions for how we can capitalize on our assets and prioritize our limited resources in the future.

WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

We're a diverse community with a lot of pride

KCK is an exceptionally diverse community. 39% of residents are White, 31% Hispanic, 19% Black, 6% two or more races, 5% Asian, and less than 1% American Indian. Since its founding, communities across KCK have a wide diversity of ethnic backgrounds spanning multiple generations and diverse heritage. Many languages are spoken here, and abounding throughout KCK is a pride in who we are. This means we have a rich foundation within our community that gives it energy and character, but it also means everyone must be included in decision-making, so that many voices are heard and served.

Across the entire PlanKCK public outreach and engagement process, almost everyone identified "diversity" as KCK's greatest strength.

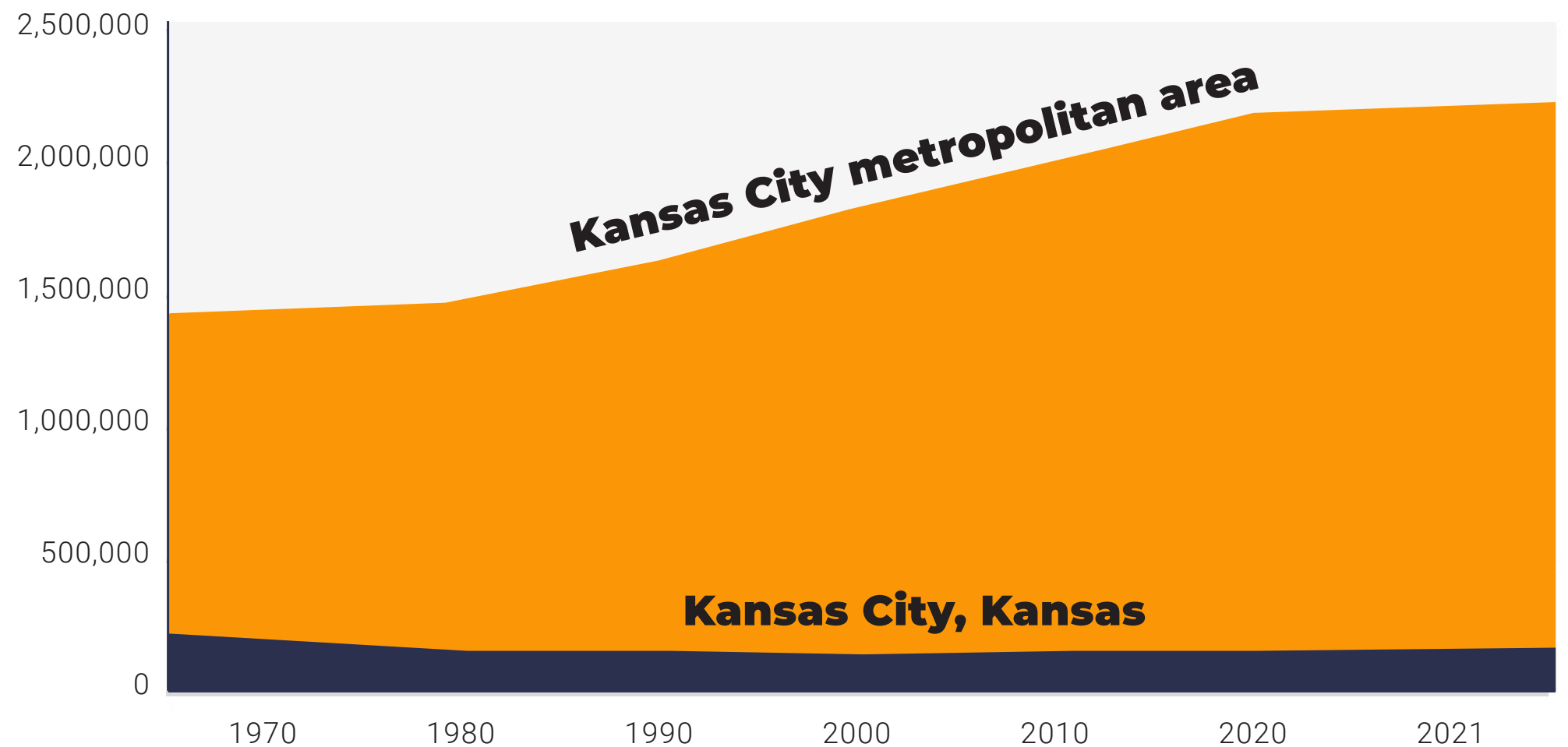


WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

We're not growing

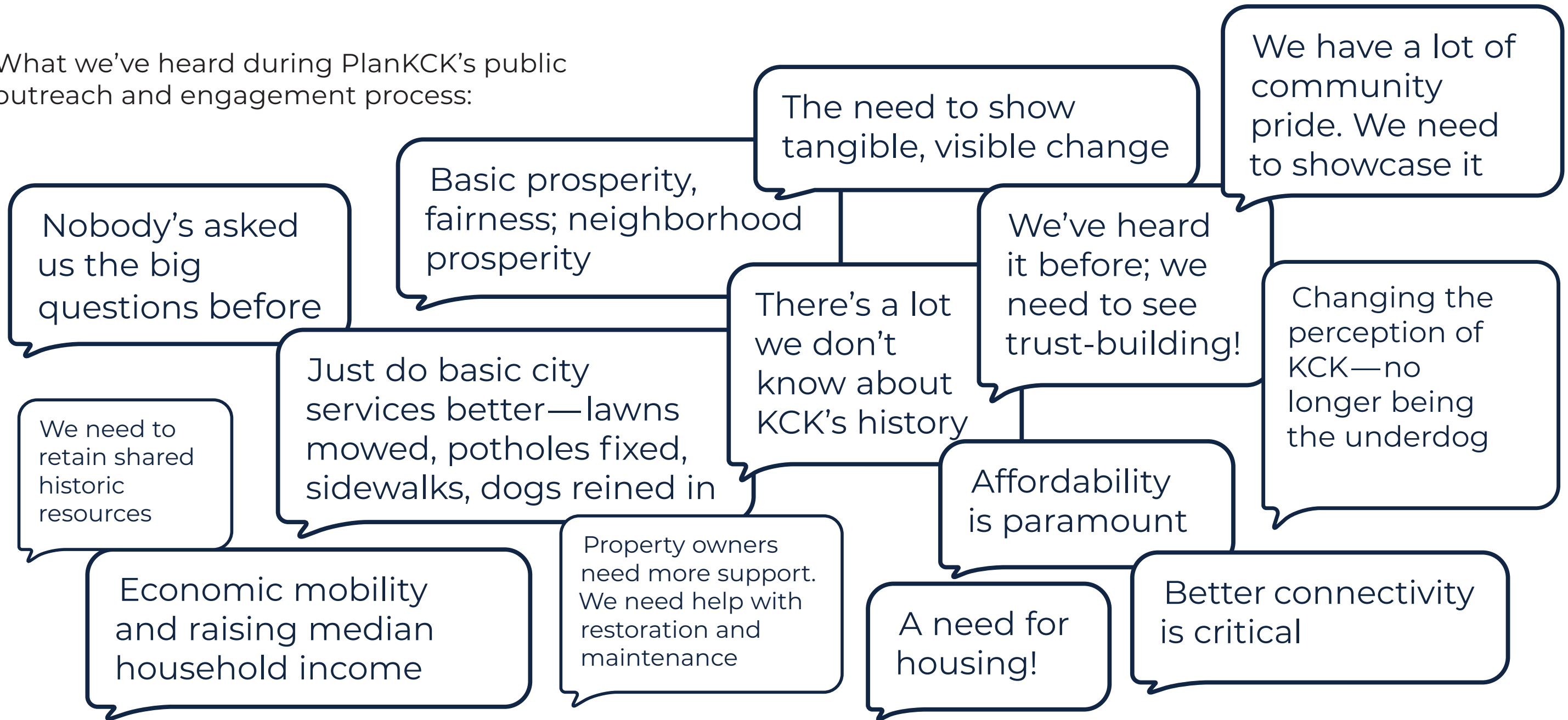
Growth is critical not only to enhancing the vibrancy of our community, but to augmenting our tax base and sustaining the resources to improve our community's existing infrastructure. However, since the last census, KCK has lost population while Kansas City, Missouri (KCMO) has grown. Our metropolitan region is growing relatively slowly compared to other large metropolitan areas nationally, while KCK is growing very slowly relative to other "second cities" within large metropolitan regions - substantially slower than cities like Cary in the Raleigh, North Carolina area, Fort Worth, Texas in the Dallas area, Covington, Kentucky in the Cincinnati, Ohio area, and Tacoma, Washington in the Seattle area. This means we have to work to appeal to new residents, and we must find ways to sustain our community without relying on short-term growth to do it.

POPULATION GROWTH OVER TIME



Residents want more from their Unified Government

What we've heard during PlanKCK's public outreach and engagement process:



WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

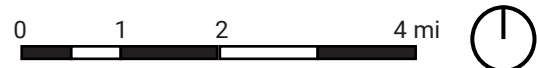
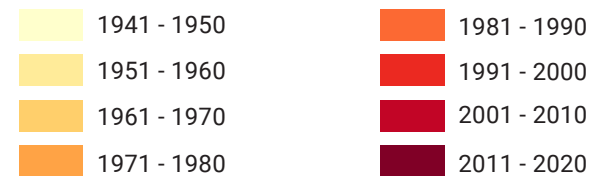
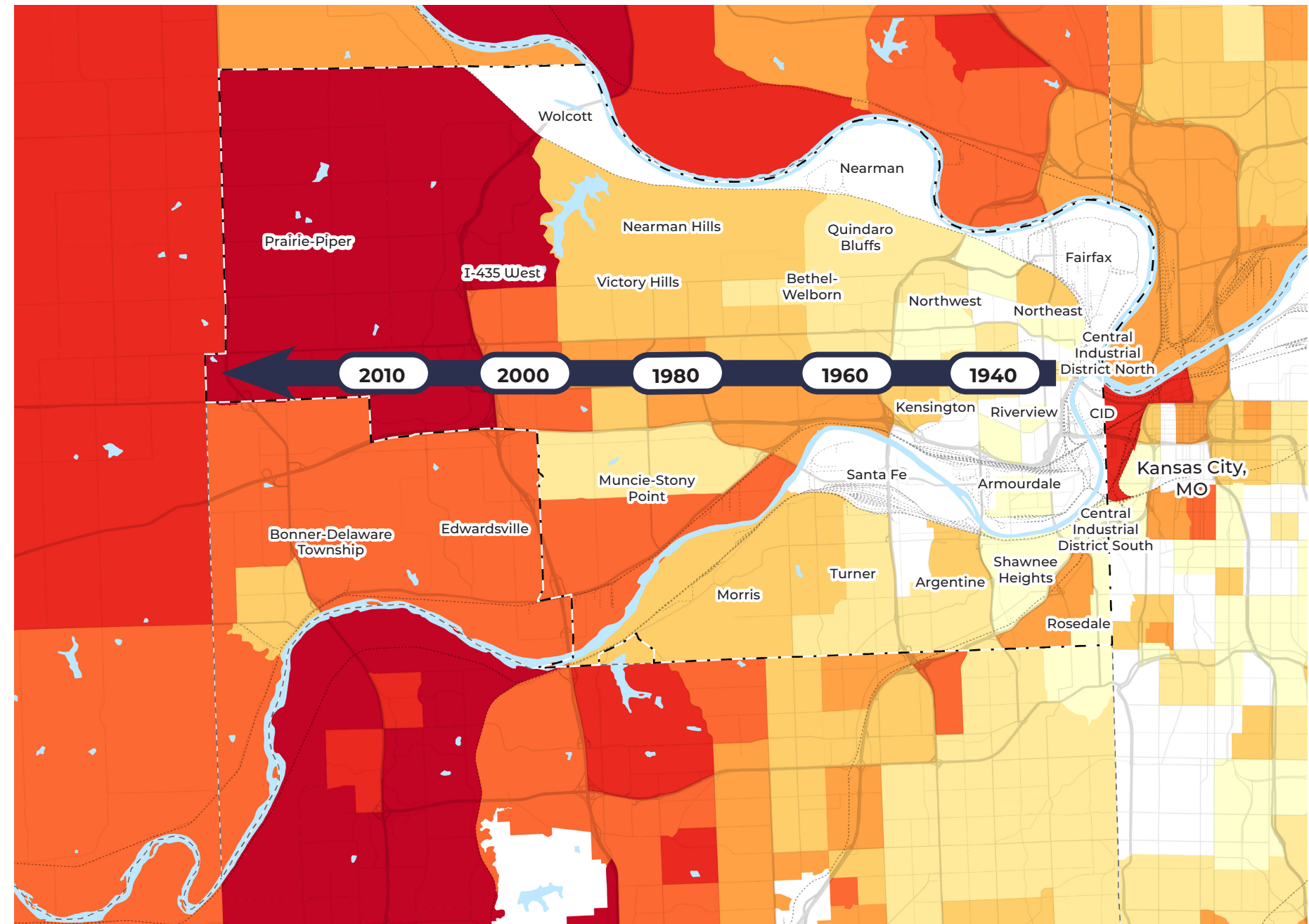
Over many decades we've sprawled westward

Like many cities and counties, KCK has grown unsustainably - as our population was shrinking or staying level, we grew outwards at low, inefficient population densities and development patterns rather than maintaining in place.

While we have established a successful economic engine out west, we have a perpetual debt cycle to maintain all this new infrastructure and significant disinvestment in our historic urban core.

The built footprint of KCK is around twice as large as it was a half century ago, despite the county losing population over that time. This means we have a larger development footprint to service with less tax revenue.

MEDIAN BUILDING AGE



WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

We have the most roads per capita of any city in America

KCK has a very large infrastructure footprint relative to its population.

We have over 3 times as many roads per capita as we did a century ago - around 2,400 lane miles of streets.

We have 30 times as many sewer feet per person than we did a century ago.

And yet, despite this there are still strong expressed desires for better mobility, more parks, and increased sidewalks and trails - yielding a serious question of how to balance the provisioning of new facilities against the maintenance of what we already have.

WYANDOTTE COUNTY VS. METROPOLITAN AREAS WITH THE MOST LANE MILES PER CAPITA

	Lane Miles of Streets	Population	Lane Miles per 1,000 Residents
Wyandotte County, KS	2,400	167,000	14.4
Birmingham, AL	6,334	749,495	8.5
Nashville-Davidson, TN	7,450	969,587	7.7
Tulsa, OK	4,544	655,479	6.9
Kansas City, MO--KS	10,108	1,519,417	6.7
Oklahoma City, OK	5,632	861,505	6.5
Albuquerque, NM	4,517	741,318	6.1
Raleigh, NC	5,283	884,891	6.0
Springfield, MA--CT	3,485	621,300	5.6
Sarasota--Bradenton, FL	3,593	643,260	5.6
Pittsburgh, PA	9,680	1,733,853	5.6
Atlanta, GA	25,076	4,515,419	5.6
Dayton, OH	3,994	724,091	5.5
Richmond, VA	5,208	953,556	5.5
Jacksonville, FL	5,779	1,065,219	5.4
St. Louis, MO--IL	11,543	2,150,706	5.4
Albany--Schenectady, NY	3,185	594,962	5.4
Allentown, PA--NJ	3,486	664,651	5.2
Indianapolis, IN	7,715	1,487,483	5.2

WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

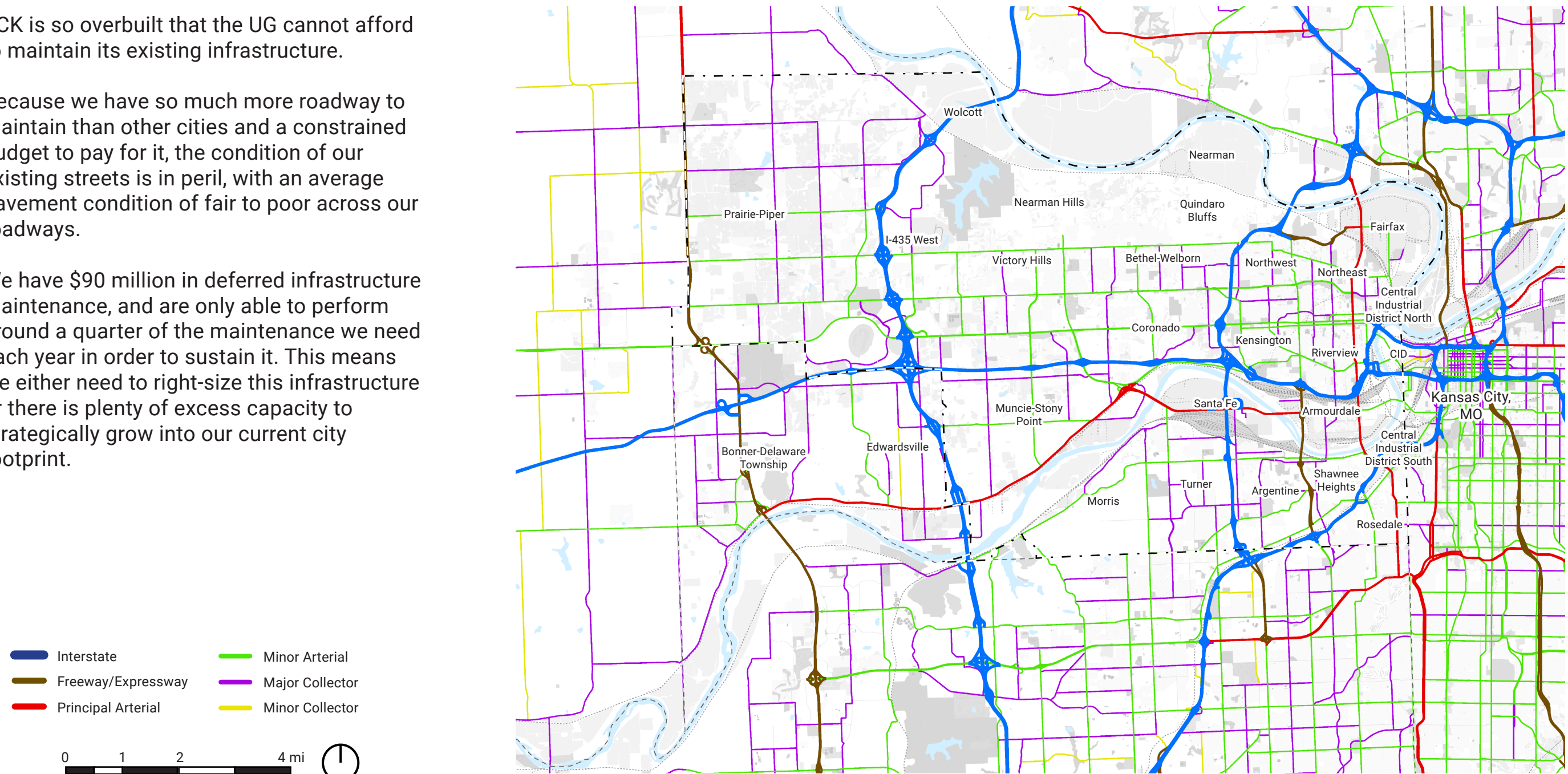
We cannot afford to maintain our overbuilt infrastructure

KCK is so overbuilt that the UG cannot afford to maintain its existing infrastructure.

Because we have so much more roadway to maintain than other cities and a constrained budget to pay for it, the condition of our existing streets is in peril, with an average pavement condition of fair to poor across our roadways.

We have \$90 million in deferred infrastructure maintenance, and are only able to perform around a quarter of the maintenance we need each year in order to sustain it. This means we either need to right-size this infrastructure or there is plenty of excess capacity to strategically grow into our current city footprint.

ROADWAY CLASSIFICATIONS



WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

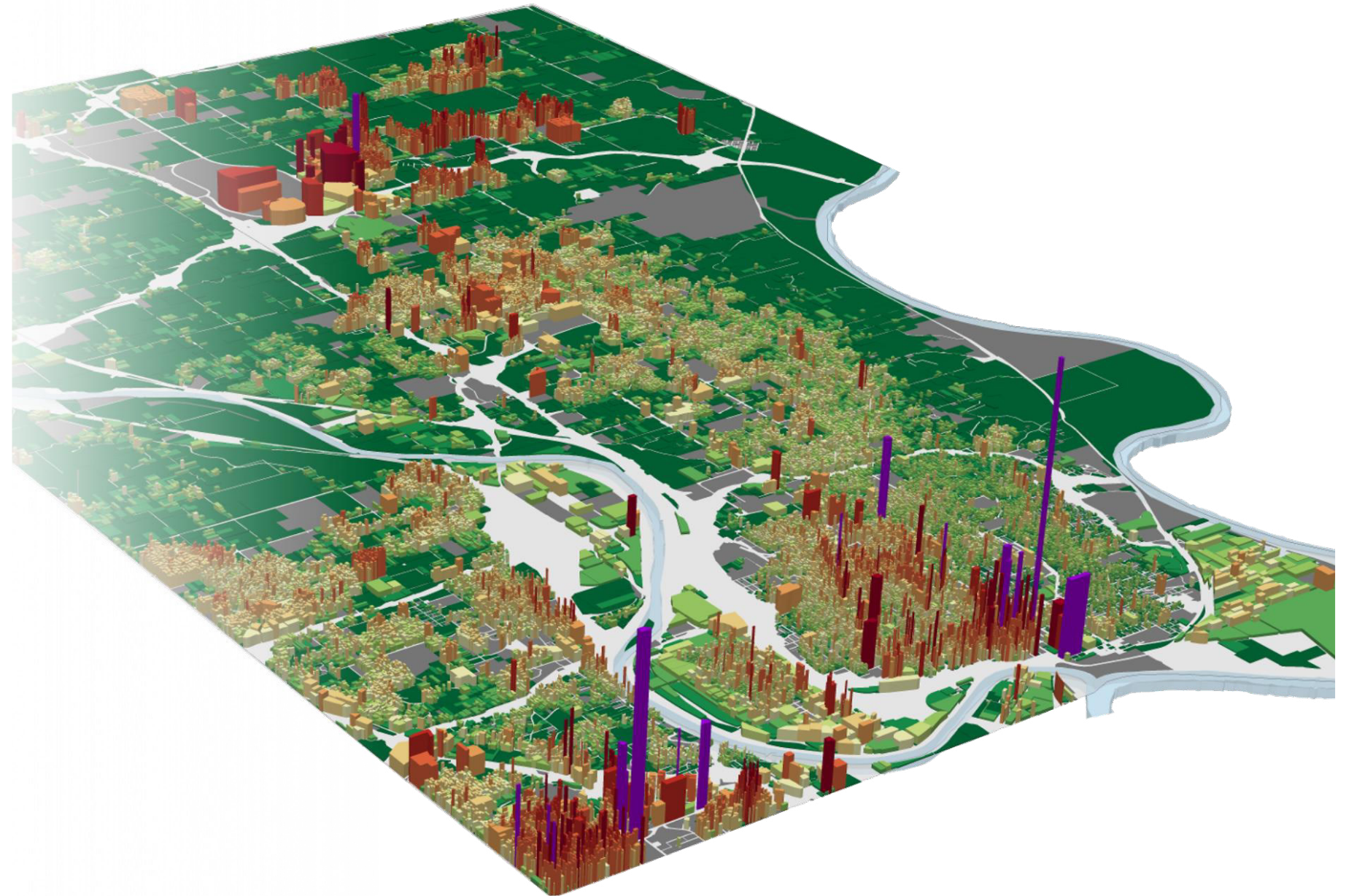
Our land tax revenues are low because our property taxes are low

LAND TAX REVENUES PER ACRE

Today, KCK has low land tax revenues per capita as compared to other cities.

Our land tax revenues have declined over time as we have built more development at lower densities. In reality, the taxable value per acre is much higher in areas of eastern Wyandotte County with denser, more walkable development patterns.

Every time we have built a new single-family residential community rather than infilling vacant parcels, we have added to our infrastructure debt burden. In order to pay for comparable services to our regional peer cities with these generally lower property values, we must have a higher mill rate.



Land Tax Revenues Per Acre

0	500,001 - 750,000
<50,000	750,001 - 1,000,000
50,001 - 100,000	1,000,001 - 1,500,000
100,000 - 200,000	1,500,001 - 2,000,000
200,001 - 300,000	2,000,001 - 3,000,000
300,001 - 400,000	>3,000,001
400,001 - 500,000	

WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

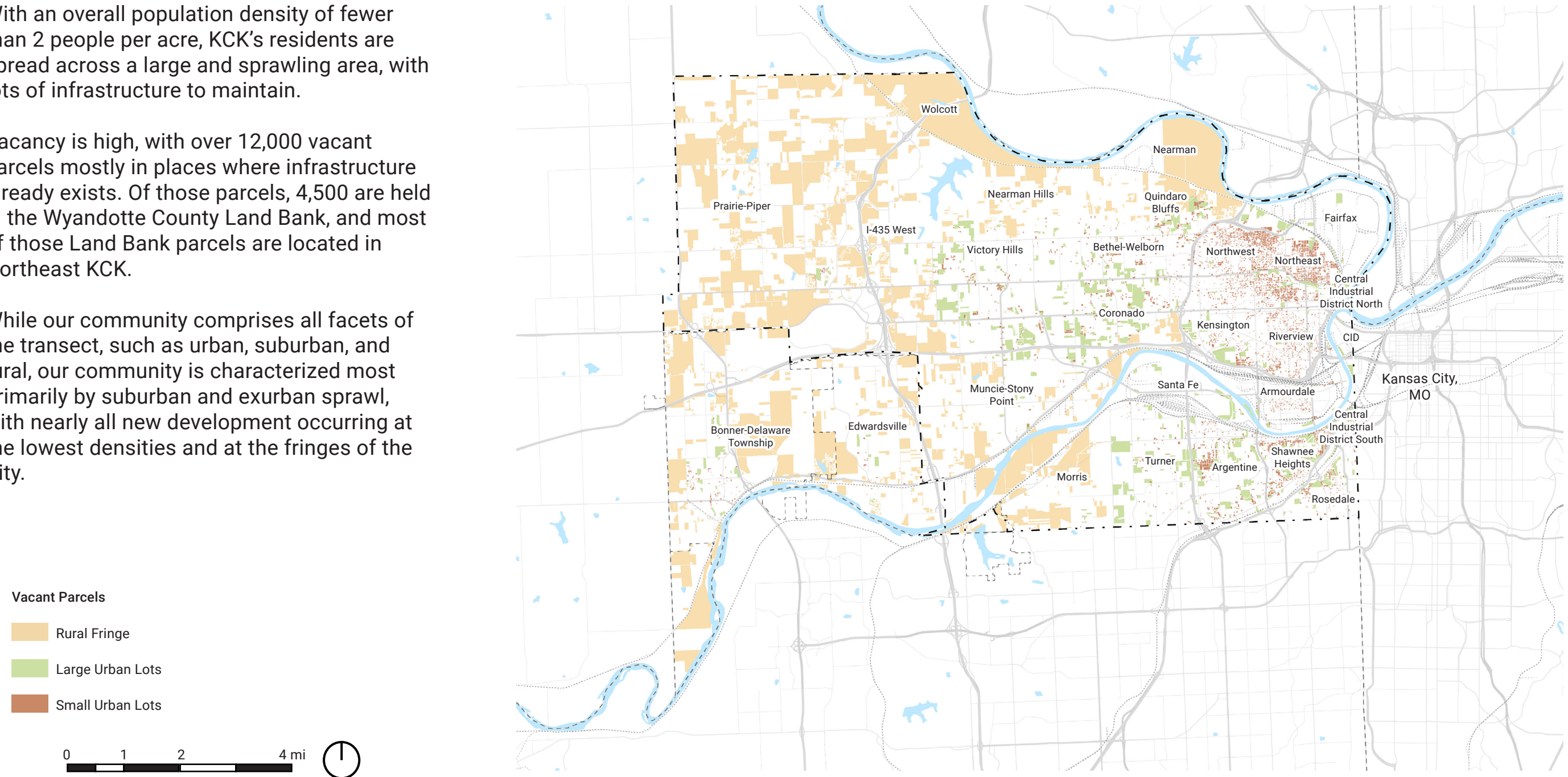
We have high vacancy across the county

With an overall population density of fewer than 2 people per acre, KCK's residents are spread across a large and sprawling area, with lots of infrastructure to maintain.

Vacancy is high, with over 12,000 vacant parcels mostly in places where infrastructure already exists. Of those parcels, 4,500 are held in the Wyandotte County Land Bank, and most of those Land Bank parcels are located in Northeast KCK.

While our community comprises all facets of the transect, such as urban, suburban, and rural, our community is characterized most primarily by suburban and exurban sprawl, with nearly all new development occurring at the lowest densities and at the fringes of the City.

VACANT PARCELS ACROSS THE COUNTY



WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

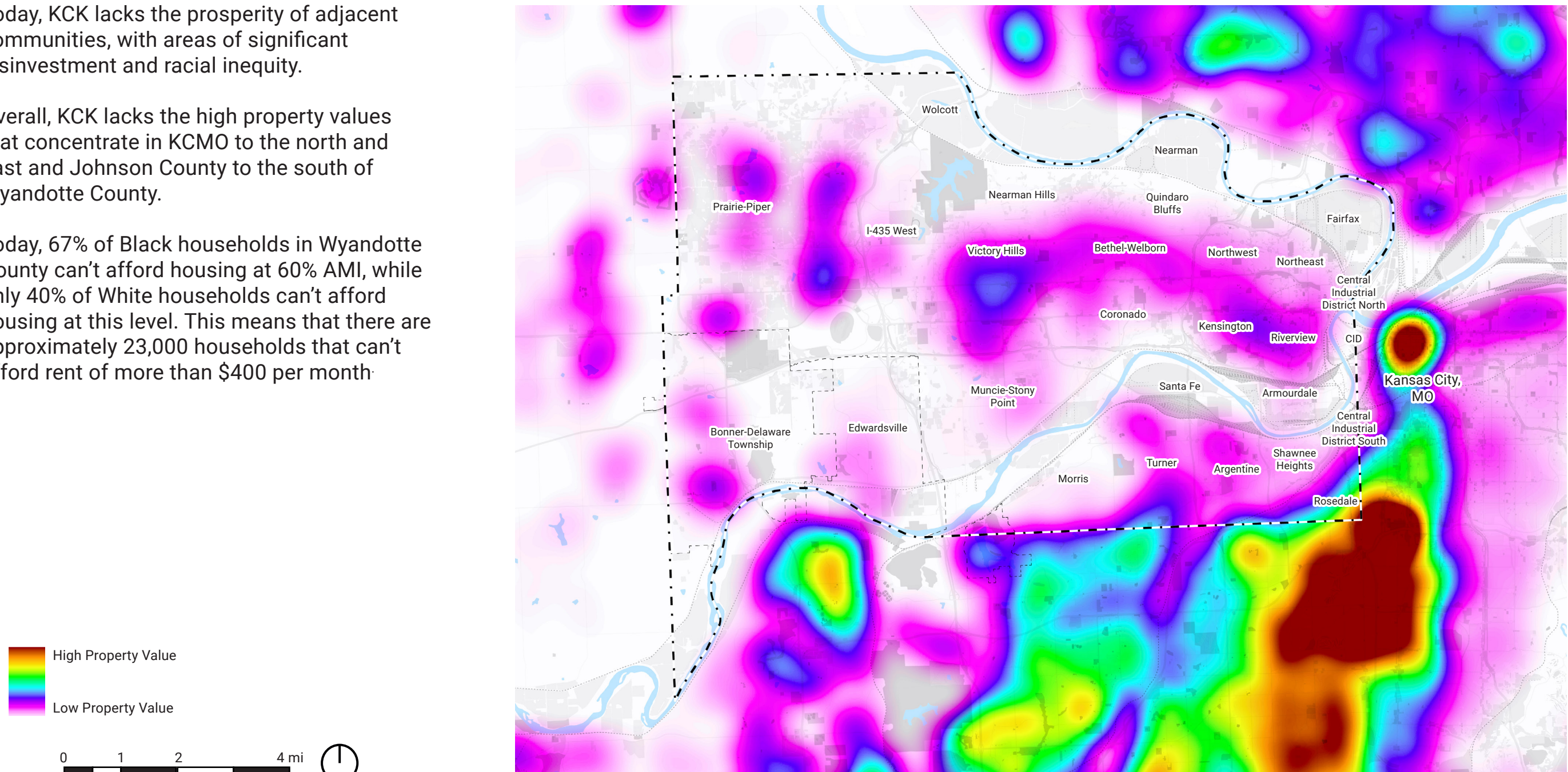
We are a low-income community

Today, KCK lacks the prosperity of adjacent communities, with areas of significant disinvestment and racial inequity.

Overall, KCK lacks the high property values that concentrate in KCMO to the north and east and Johnson County to the south of Wyandotte County.

Today, 67% of Black households in Wyandotte County can't afford housing at 60% AMI, while only 40% of White households can't afford housing at this level. This means that there are approximately 23,000 households that can't afford rent of more than \$400 per month.

CONCENTRATIONS OF HIGH VS. LOW PROPERTY VALUES



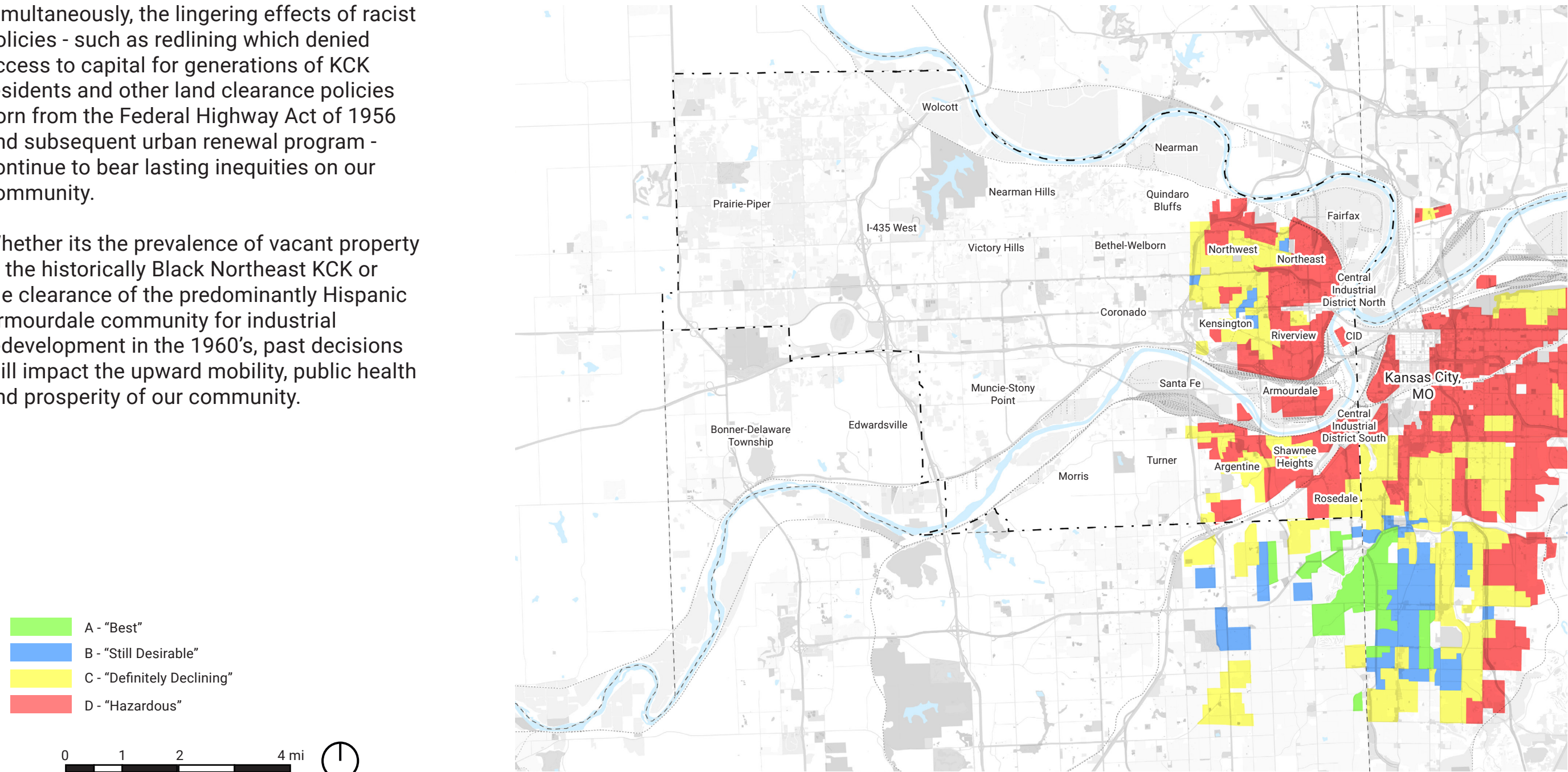
WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

We are affected by a legacy of structural racism

Simultaneously, the lingering effects of racist policies - such as redlining which denied access to capital for generations of KCK residents and other land clearance policies born from the Federal Highway Act of 1956 and subsequent urban renewal program - continue to bear lasting inequities on our community.

Whether its the prevalence of vacant property in the historically Black Northeast KCK or the clearance of the predominantly Hispanic Armourdale community for industrial redevelopment in the 1960's, past decisions still impact the upward mobility, public health and prosperity of our community.

HISTORIC REDLINING POLICIES AFFECTING KANSAS CITY, KANSAS (CIRCA 1939)



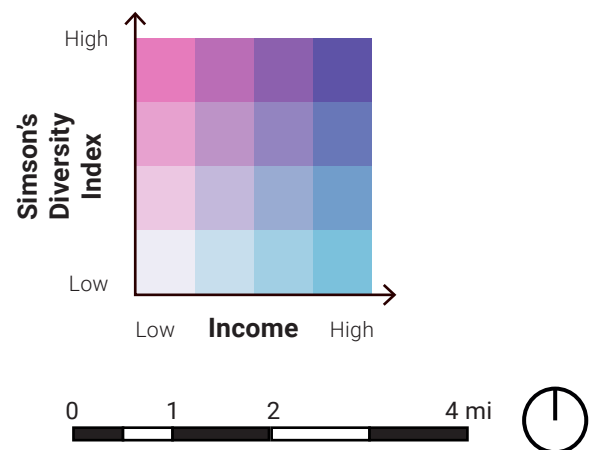
WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

Prosperity in our community is not shared equally

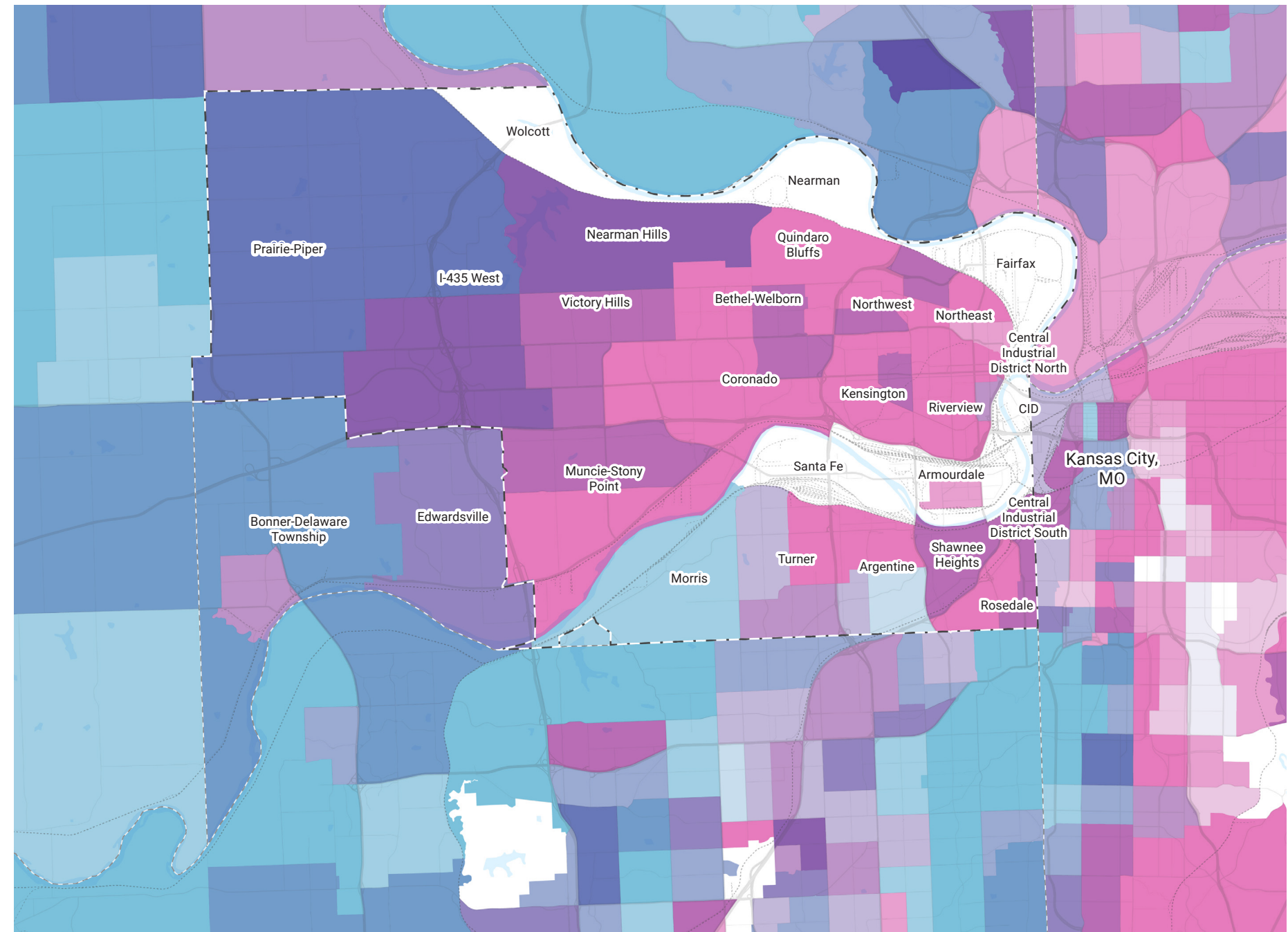
Today, prosperity in KCK is not fairly shared, with inequities manifesting largely along lines that reflect historical divides. In areas of historic redlining, incomes are lower while diversity is higher, with high vacancy and a high concentration of Land Bank parcels.

Income, jobs, food access, social vulnerability, and environmental injustice are all distributed inequitably, and in ways that align with racial concentrations and historic racist policy divides.

This even manifests in combined sewer overflows (CSOs) that are often located in neighborhoods with vulnerable populations and in areas with aging and deteriorating infrastructure such as the Jersey Creek and Armourdale watersheds in KCK's urban core.



DIVERSITY, RACE AND THE LEGACY OF REDLINING



WHY DO WE NEED A CITYWIDE COMPREHENSIVE PLAN?

Across many areas, our community is falling short

18% lower average household income rates than in Kansas as a whole

#102 out of 105 counties in health outcomes in the state of Kansas

3.5x fewer doctors in KCK as compared to adjacent KCMO

26% fewer restaurants in Wyandotte County per capita as compared to the state average

36% of residents report being satisfied with the quality of City and County services

18% of residents report feeling very satisfied or satisfied with the value received for their city/county taxes and fees

32% of residents have said they have a strong overall image of Wyandotte County

\$90M in deferred infrastructural maintenance

3x as many roadways per capita as we did a century ago

4/5 decades over the last 50 years have seen population decline in KCK

Our community has many needs

Vision Statement:

We are a vibrant, resilient community of compassionate and diverse neighbors, united for an equitable, healthy, prosperous future that is proudly Wyandotte.

In 2022, the UG Board of Commissioners updated their priorities in order to give policy direction and provide transparency:

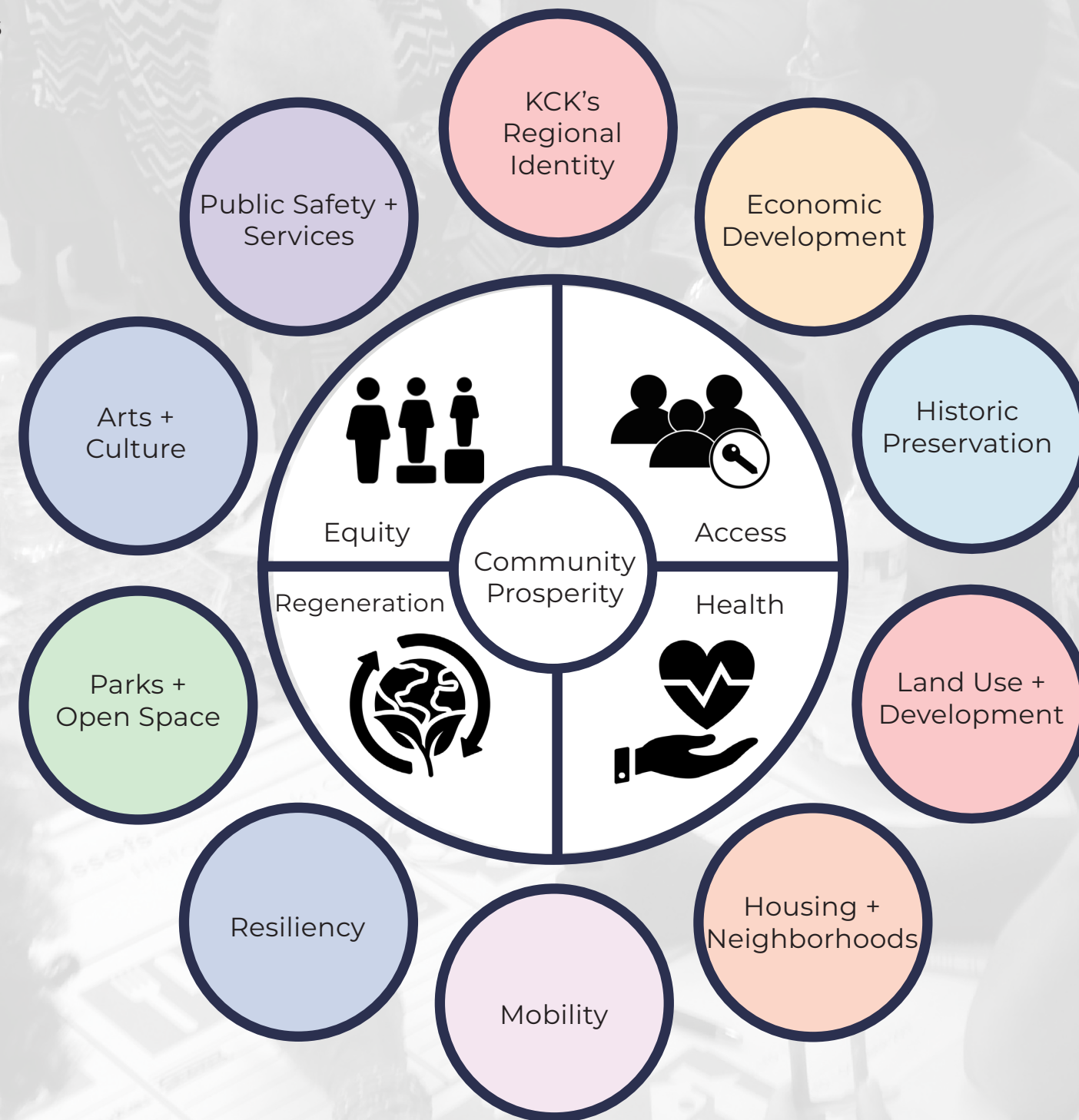
- Reduce Blight;
- Increase Safety and Perception of Safety;
- Improve Community Health;
- Increase Economic Prosperity of the Community and Opportunity for our Residents;
- Improve Customer Service and Communication; and,
- Increase Community Cohesion.

In order to address these and other challenges amid a landscape of limited resources, and to sustain our motto of a place that is “uniquely Wyandotte,” **PlanKCK seeks community prosperity for the people of KCK by aligning on-going and future initiatives and investments across Wyandotte County and the larger metropolitan region.**

Plan Lenses and Elements

Plan KCK applies 4 lenses of future consideration across 10 elements of future investment

Our Four Lenses and Ten Elements



Plan Lenses and Elements

Plan KCK applies four lenses of future consideration across ten elements of future investment

Our Four Lenses

Equity



Celebrating that KCK is situated in the most diverse county in Kansas, this plan will celebrate the heritage of our diversity, seeking to improve the lives of all our people and build generational wealth, with a focus on those who are more vulnerable.

Access



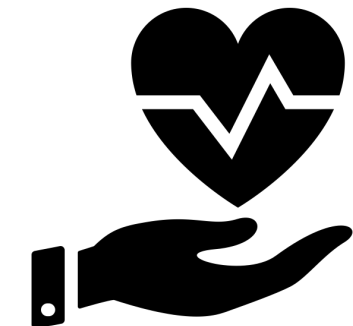
In the pursuit of equity within an disadvantaged community, this plan seeks a re-balancing that lifts more people out of poverty. To do this, it will seek to expand access to opportunities, places, and services for as many people as possible.

Regeneration



This plan envisions a comprehensive equation for regeneration in our community. Regeneration is a measure of how well we can sustain our community and build upon our existing assets by balancing investments toward the things we need to maintain, growing the base from which we can draw to support our community, and reinvesting in the areas where we are not performing today.

Health



More than just sustaining the community, this plan seeks to uplift community health outcomes across social and neighborhood contexts, including measurements of economic stability, infrastructure, education, and performative health measures.

Big ideas within our ten Elements

1

KCK's Regional Identity

We'll celebrate an identity that leverages our Inherent Strengths

- Strengthen the value proposition around our culture, our communities, and our destinations
- Expand opportunities for affordable living and entrepreneurship
- Engage in more collaborative relationship across the region
- Cultivate stronger cultural, physical, and visual connections with our neighboring jurisdictions
- Densify, infill, and increase the walkability of Downtown KCK along State Ave Corridor, and in Village West

2

Economic Development

We'll provide the tools to foster Community Prosperity across the full transect of communities and neighborhoods

- Expand access to the basic building blocks of city services by focusing on outcomes and experiences for residents
- Foster a productive community that leverages the potential of both urban and rural areas
- Update our land use strategies to better support the regeneration and heritage of our diverse neighborhoods
- Collaborate with Edwardsville, Bonner Springs, and Lake Quivira to optimize economic outcomes

3

Historic Preservation

We will share and protect our unique identity through Reinvestment and Rehabilitation

- Identify signature projects that focus on historic revitalization
- Establish a long-term Management Plan for the Quindaro Townsite that drives its restoration and heritage tourism
- Launch a concerted Downtown KCK revitalization strategy that sparks a renaissance in our urban core
- Build on existing wins in Downtown KCK to cascade success into adjacent urban areas and neighborhoods that also need reinvestment

Big ideas within our ten elements

4

Land Use + Development

Reinvestment will strategically share our growth to create Vibrant Neighborhoods

- Embrace a land use vision for more planned and concentrated development
- Prioritize infill development that incentivizes growth in established, “infrastructure-ready” areas
- Allow for more inventive and locally supportive land uses, such as urban agriculture and home-based businesses
- Protect the unique qualities of the less dense ends of the rural-to-urban transect by preserving rural areas and open spaces
- Prevent future sprawling development

5

Housing + Neighborhoods

We’ll offer quality, safe, attainable housing to address our greatest need: the Missing Middle

- Identify ways for more residents to have attainable housing within KCK
- Define an infill development strategy that supports community regeneration and minimizes displacement
- Increase infill housing development across approximately 4,500 land bank lots in the urban core

6

Mobility

Multimodal access will achieve a stronger and better-connected KCK by Linking Residents with activities, jobs and opportunities

- Build strong neighborhoods by linking transit-supportive land uses with enhanced transit service
- Strengthen our east-west corridor development between Village West and Downtown
- Strengthen the north-south corridor between the Fairfax Industrial District and the KU Medical Center along 7th Street and Rainbow Boulevard
- Right-size our roadway infrastructure to complete streets
- Improve integrated connectivity and safety for pedestrians and bicycles within our many neighborhood centers, Downtown KCK and the Village West

Big ideas within our ten focus areas

7

Resiliency

We will maximize resiliency by Empowering our most vulnerable neighborhoods against threats

- Enhance communities through infill housing, transit-supportive land uses, job training and mobility enhancements
- Implement climate strategies outlined in the regional KC Regional Climate Action Plan
- Target Justice40 investments to promote clean energy, weatherization and environmental remediation
- Leverage the redevelopment of Land Bank properties to provide critical community services

8

Park + Open Space

We will expand park access with diverse activities, and reconnect to our riverfronts

- Update, maintain and program a diversity of park facilities equitably across KCK
- Preserve wild land for their functional and intrinsic value
- Expand access to and programmed activities along the Kansas River
- Establish waterfront connections from the Quindaro Townsite and Kaw Point, to Edwardsville and Bonner Springs

9

Arts + Culture

We will foster a broad array of Artistic Opportunities that celebrates our heritage

- Leverage our heritage for increased programming and opportunities
- Enhance placemaking through artistic expression
- Expand historic districts, cultural trails, and artistic platforms
- Connect local KCK and regional art scenes
- Foster programs and land uses to support the live-work-create lifestyle of artists
- Build new cultural attractions such as bringing the Steamboat Arabica back to KCK

10

Public Safety + Services

Make city services Responsive and easy to use

- Seek greater efficiencies in delivering city services and take advantage of new ways of doing business to achieve new efficiencies
- Prioritize the maintenance of our basic needs and required services
- Identify and strategize the investments our community needs to thrive

Strategic Initiatives

The following action items cumulatively represent the best opportunities to “move the needle”. These strategic initiatives, actions that address multiple identified goals at once, are further described in subsequent elements of PlanKCK. A full set of goals, objectives and actions are present in the Implementation Strategy (See Element 11: Implementation Strategy)



Prioritize grant opportunities that are little to no-match

- Protect KCK’s financial health by identifying cost-effective funding strategies
- Utilize brownfield funding, which requires no local match to support ongoing site remediation
- Utilize the Build Kansas Fund to reduce local match for future infrastructure projects



Capitalize on the Rock Island Bridge development to return KCK to the Kansas River & develop a Riverfront Master Plan

- Include Kaw Point, Levee Train, Quindaro Townsite, and Central Avenue
- Complete the Levee Trail from Downtown KCK to Downtown Bonner Springs
- Leverage existing funding to continue construction of the NE KCK Heritage Trail



Preserve and Protect the Quindaro Townsite

- Develop and implement a Quindaro Management Plan
- Stand up ongoing archaeological efforts and properly document and protect the ruins
- Improve visitor facilities to expand heritage programming
- Complete the NE KCK Heritage Trail Plan to connect the Quindaro Townsite to Kaw Point



Update the Zoning Code

- Use revised land use maps and the area plan process to update zoning maps
- Remove parking minimums
- Consolidate, update and make a comprehensive urban design guidelines manual
- Refer to existing City-Wide Master Plan design guidelines (Appendix H)
- Support urban farming
- Allow for greater housing options



Reinvest in State Avenue as a major opportunity corridor and example of TOD

- Leverage existing Bi-State Sustainable Reinvestment Corridor funding
- Support aging transit enhancements and amenities
- Provide “first mile/last mile” connectivity



Develop a Land Bank Strategy that utilizes Brownfields remediation funding for the redevelopment of the Douglass/Sumner neighborhood

- Use the neighborhood’s update of its quality of life plan as a guide
- Coordinate with ongoing combined sewer overflow (CSO) projects in the area
- Create a new capture area for Sumner Academy to encourage reinvestment

Strategic Initiatives



Rebuild the Economic Development Department to lead Community Prosperity

- Create an intergovernmental coordinator to prioritize grant pursuits and liaise with local, regional, state and federal partners
- Hire an economic development staff member to lead urban infill and redevelopment projects
- Fill the Economic Development Department's Director and other open position



Implement a single parcel management platform for the County Appraiser, Treasury, Geospatial Services (GSS) and subsequently all other UG Departments

- Increase efficiency and user-friendliness for government and non-governmental users
- Align systems with all state requirements
- Create a standard operating procedure for all future parcel information



Implement the Main Street Program to revitalize Commercial Centers

- Prioritize Downtown KCK, then Central Avenue and other historic urban core areas
- Empower stakeholders to work for the revitalization of their communities
- Integrate Main Street Program with small business support systems to grow local businesses



Develop & Implement Updated Area Plans

- Update all out-of-date Area Plans
- Create Area Plans for neighborhoods without them, including Midtown, Turner, and Argentine
- Incorporate and operationalize MARC's KC Regional Climate Action Plan into all future planning efforts
- Utilize new consolidated land use table to update all area plan land use maps



Partner with community development corporations (CDCs) to address housing shortages

- Support the efforts of new and existing CDCs to develop attainable housing.
- Prioritize reinvestment in areas with CSO improvements
- Coordinate with Neighborhood Business Revitalization Organizations (NRBs) to expand KCK's CDC network

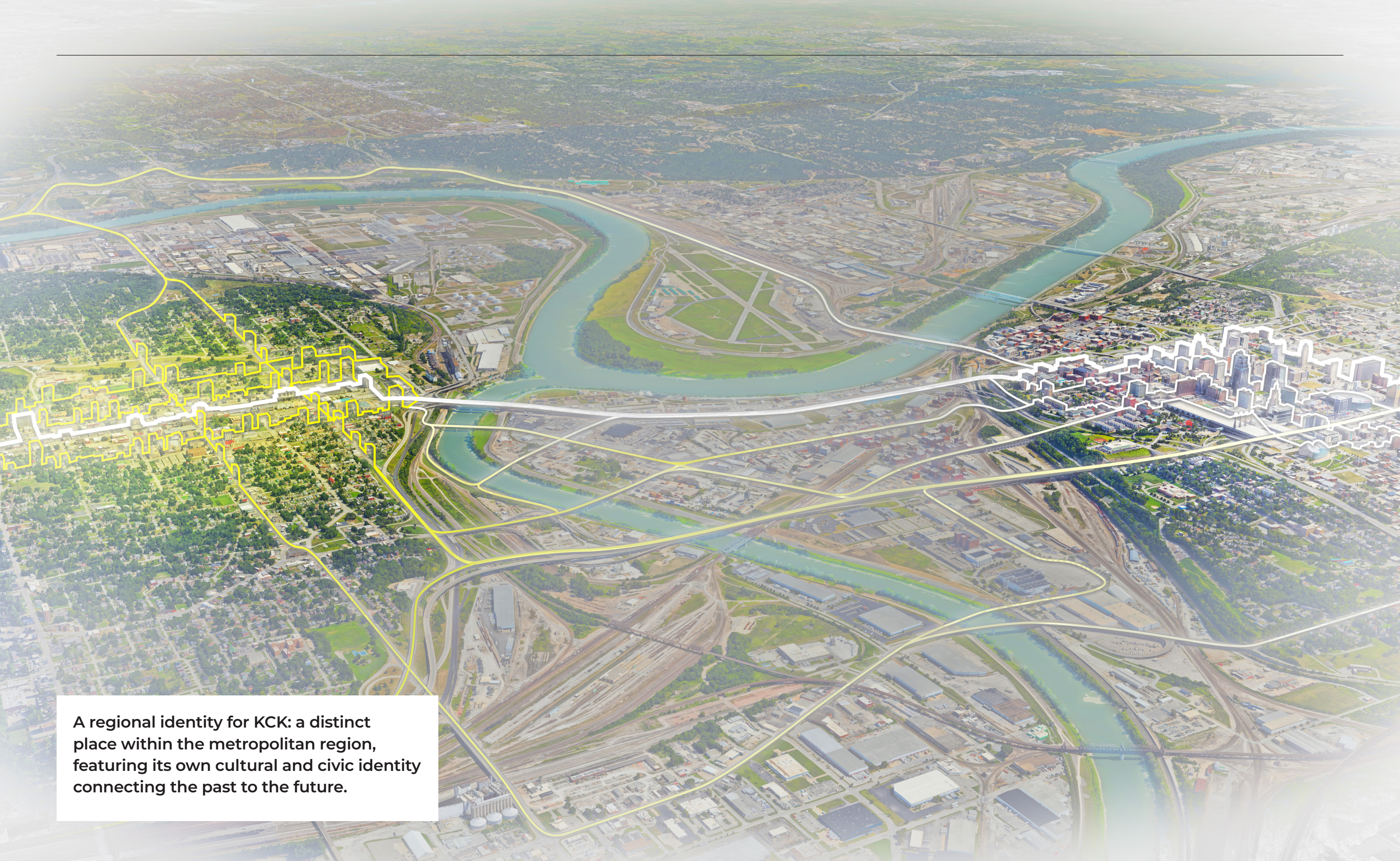
01

KCK's Regional Identity

Regional Identity

Kansas City, Kansas (KCK) stands at a critical crossroads, grappling with the challenge of an undefined identity to outsiders, evident in the dissatisfaction reported by residents with the community's image and overall aesthetics. This challenge is compounded by a reliance on its proximity to Kansas City, Missouri (KCMO). However, within these constraints lies the opportunity to shift our narrative. KCK boasts a strong spirit and deep community pride among its residents, often self-identified as "original Dottes." The collaborative history of Wyandotte County serves as a foundation for fostering a renewed identity. Leveraging strategic advantages like location, infrastructure and a diverse community, KCK can transform its challenges into solutions. The city's affordable commercial market, stakeholder support, and cultural heritage provide a unique canvas for crafting an identity that resonates with both residents and outsiders, showcasing resilience, pride, and a vibrant community spirit.

The overarching goals for building a distinctive KCK identity is focused on our people - serving the communities, amplifying the story of KCK, building our shared civic fabric - ensuring that the built, natural, and social environment aligns with our community values. By focusing on good, people-centric, urban design, and through collaborative initiatives and enhanced branding, we can boost the regional and national profile of KCK. Leveraging existing assets, we should safeguard historic resources, preserve viewsheds, and forge stronger connections with KCMO that is synergistic rather than dependent. Working towards a vibrant and cohesive future, PlanKCK focuses on revitalizing downtown and urban neighborhoods by fostering accessibility, developing catalytic projects, and alleviating poverty.



A regional identity for KCK: a distinct place within the metropolitan region, featuring its own cultural and civic identity connecting the past to the future.

KCK lacks a clear sense of identity to outsiders

KCK lacks a specific identity to those visiting from outside the Kansas City region, and within the region it has a less well defined identity than KCMO.

Informal surveying indicates that those from outside the Kansas City region have a limited understanding that KCK is different from KCMO. It lacks a distinct cultural renown and has few notable landmarks known to those outside the region.

Currently, the physical form of KCK does not reflect a memorable manifestation of the spirit of the community. Only 24% of residents reported being very satisfied or satisfied with the image of KCK in the 2022 Community Survey, and many residents report being unsatisfied with the look, feel, and cleanliness of the community.

KCK's skyline generally bears little significance on the regional consciousness, however, it contains a number of historic steeples that define the different ethnic neighborhoods of the city, many of which remain intact today.



SAMPLE SURVEYED OPINIONS FROM NON-KCK RESIDENTS ABOUT KCK

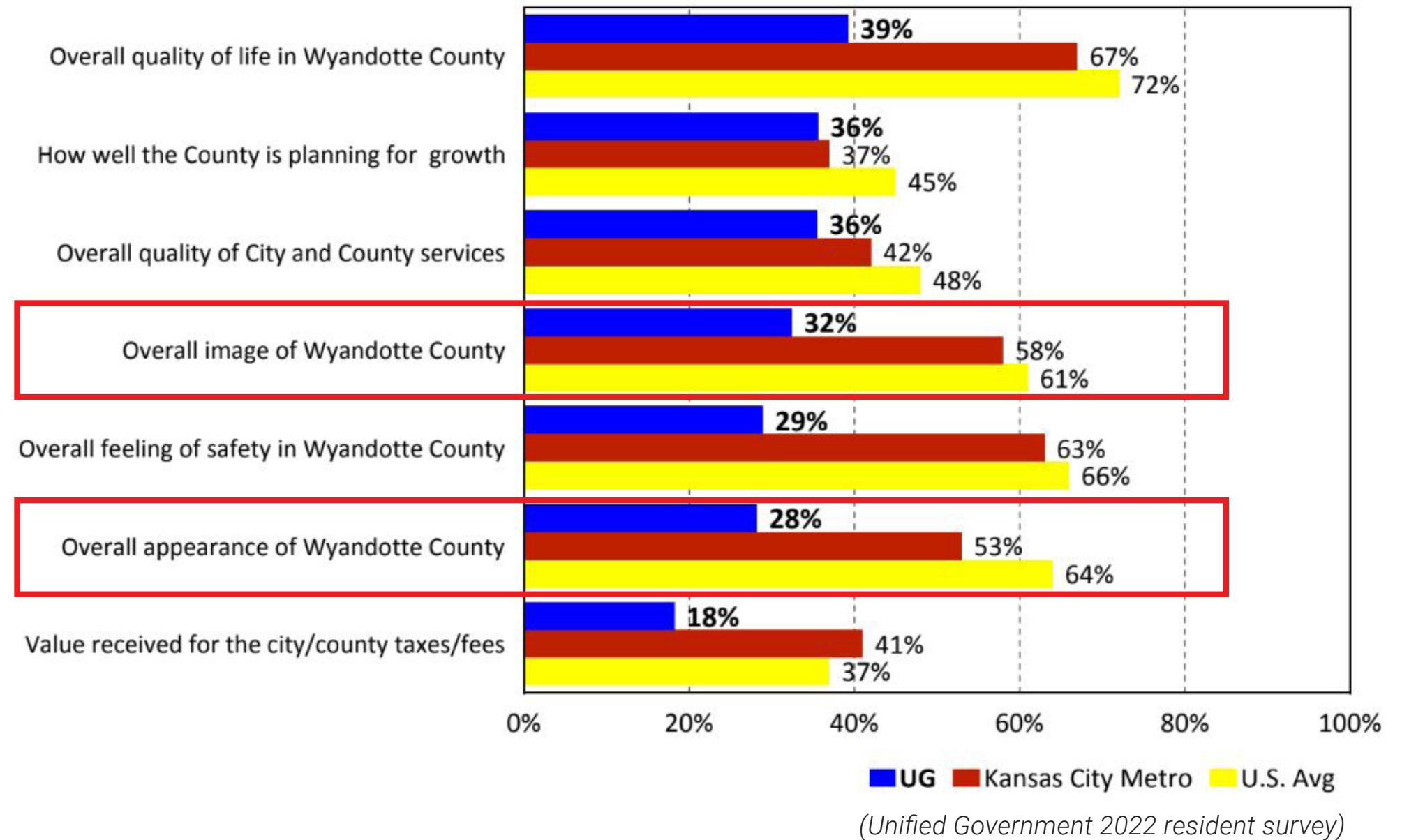
CRITICAL ISSUES AND CHALLENGES

KCK residents don't feel pride in the community's appearance

Per the 2022 UG resident survey, only 32% of KCK residents feel satisfied or very satisfied with the overall image of Wyandotte County, a figure around half of what other comparable cities surveyed.

Similarly, only around 28% of residents indicated satisfaction with the overall appearance of the county.

RESIDENTS' VIEWS OF WYANDOTTE COUNTY (UG 2022 RESIDENT SURVEY)



CRITICAL ISSUES AND CHALLENGES

KCK has several competitive strengths relative to other cities

Understanding and further solidifying KCK's competitive advantages will help inform opportunities to continue strengthening the local economy and highlight the city's valuable and unique positioning within the broader regional economy.

These competitive advantages are just the start of highlighting the many reasons why businesses and employees choose KCK, and are central to conversations held throughout PlanKCK's Economic Development Strategic Plan process (See Appendix D).



3,430+ Businesses
in Wyandotte County



72,200+ Employees
in Wyandotte County



Economically Competitive in the Region
With Key Economic Metrics
Competitive With Surrounding Areas



Projected Economic Growth
Throughout Kansas City, Kansas, and
the Broader Region



Affordable Commercial Market
Office, Retail, and Industrial Rents in KCK
Compared to the Region



Diverse Community
Of Residents, Workers, and
Business Owners



Stakeholder Support
Network of Economic Development
Stakeholders and Collaborative Opportunities



Workforce Development
Targeted Initiatives to Strengthen
Access to Higher Paying Jobs

(Countywide Economic Development Strategy 2023 State of the Economy Report)

CRITICAL ISSUES AND CHALLENGES

KCK has several advantages that shape its identity

KCK's identity is heavily dependent on its proximity to KCMO. The city sits just to the west of Downtown KCMO, and many areas of Downtown KCK have strong skyline views of KCMO.

While KCK is often regarded as the "second city" to KCMO, Wyandotte County is in fact only the fourth largest county in the metropolitan area, and KCK is by population smaller than Overland Park, Kansas, a mostly residential suburb of KCMO. There is sensitivity in KCK about maintaining a unique identity and not taking on qualities of Johnson County or other mostly suburban areas.

To those from the greater metropolitan area, KCK is generally seen as a "black hole" within the region. The community is generally regarded as parochial, with a strong degree of community pride, but also significant identity independence from the rest of the region.

The identity of KCK is a reflection of its people. KCK's story is rooted in its longstanding qualities as a diverse and disadvantaged community that is inherently resilient.

KCK has always been a place of pride and collaboration. The city traces its origins to the mid-19th Century, when the Wyandotte Nation was relocated to Kansas from Ohio, where they set up a community and worked in cooperation with Anglo settlers.

KCK has a good geographic location, due to its proximity to KCMO, but also because it lies atop a bluff between two major rivers.

CRITICAL ISSUES AND CHALLENGES

KCK is struggling to keep up as KCMO’s “second city”

KCK represents the “second city” to KCMO in a similar way to several other “second cities” around the nation – but, as the table illustrates, we are smaller and growing more slowly than our neighbors.

	Hub city	Metro area population	Metro area growth since 2020	Core city size	Core city growth since 2020	Second city size	Second city growth since 2020	Net growth relative to core city	Population % of core city	Population % of metro
Kansas City	Kansas City	2,209,494	0.80%	509,297	0.24%	153,345	-2.08%	-2.32%	30.11%	6.94%
Arlington, VA	DC	6,373,756	-0.18%	671,803	-2.57%	238,643	1.49%	4.06%	35.52%	3.74%
Tacoma	Seattle	4,034,248	0.39%	749,256	1.66%	221,776	1.11%	-0.55%	29.60%	5.50%
Sandy Springs, GA	Atlanta	6,222,106	2.17%	499,127	0.08%	107,763	0.00%	-0.08%	21.59%	1.73%
Fort Lauderdale, FL	Miami	6,139,340	0.02%	449,514	1.64%	183,146	0.21%	-1.43%	40.74%	2.98%
St. Paul	Minneapolis	3,693,729	0.09%	425,096	-1.13%	303,176	-2.68%	-1.55%	71.32%	8.21%
St. Petersburg	Tampa	3,290,730	3.64%	398,173	3.43%	261,256	1.14%	-2.29%	65.61%	7.94%
Clayton	St. Louis	2,801,319	-0.67%	286,578	-4.97%	16,943	-2.37%	2.60%	5.91%	0.60%
Vancouver	Portland	2,509,489	-0.13%	635,067	-2.67%	194,512	1.88%	4.55%	30.63%	7.75%
Round Rock	Austin	2,421,115	6.03%	974,447	1.31%	126,697	6.05%	4.74%	13.00%	5.23%
Henderson	Las Vegas	2,322,985	2.54%	656,274	2.24%	331,415	4.35%	2.11%	50.50%	14.27%
Covington	Cincinnati	2,265,051	0.36%	309,513	0.06%	40,837	0.00%	-0.06%	13.19%	1.80%
Virginia Beach	Norfolk	1,806,840	0.40%	232,995	-2.10%	455,618	-0.84%	1.26%	195.55%	25.22%
Cary	Raleigh	1,484,338	4.98%	476,587	1.91%	180,388	3.24%	1.33%	37.85%	12.15%
Colorado Springs	Denver	2,985,871	0.74%	713,252	-0.32%	486,248	1.52%	1.84%	68.17%	16.28%
Fort Worth	Dallas	7,943,685	4.01%	1,299,544	-0.37%	956,709	4.11%	4.48%	73.62%	12.04%
Arlington, TX	Dallas	7,943,685	4.01%	1,299,544	-0.37%	394,602	0.09%	0.46%	30.36%	4.97%
Tempe, AZ	Phoenix	5,015,678	3.50%	1,644,409	2.26%	185,950	2.97%	0.71%	11.31%	3.71%

An aerial photograph of a town street at dusk. The street is filled with people and colorful tents, suggesting a festival or market. In the foreground, a brick building has large white text that reads "Takhoma" and "WHY NOT". Below that, it says "LOOSE-WILES" and "WE ARE OPEN". The background shows a residential area with houses and trees, and a distant view of a city skyline under a dark sky.

**REGIONAL IDENTITY
GOALS + OBJECTIVES**

We'll strengthen an identity that celebrates
our inherent strengths

Goals + Objectives

GOAL 1

HUMANIZE OUR CITY

- Set a high standard of physical development across the entire urban-rural transect, and by deploying urban design “best practices”
- Recognize that the physical qualities of our city affect how people move around, engage with, and experience our community, and design a city that reflects our values through its physical form
- Recognize that while there is value in having significant roadway and freight infrastructure, we must build a city for people, not for cars as codified in the Complete Streets Ordinance passed in 2020

GOAL 2

AMPLIFY THE STORY OF KCK BOTH REGIONALLY AND NATIONALLY

- Expand regional collaborations wherever possible, including regional trail connections
- Engage regional institutions in collaborative projects that raises the profile of KCK leadership
- Leverage community branding including redeveloping our website for easier use by residents and better communication to visitors
- Produce five new signature event/experiences/ moments across KCK in the next decade

GOAL 3

PRIORITIZE REALLY GOOD URBAN DESIGN

- Quantify the intrinsic qualities of good design, and incentivize them
- Plan thoughtfully for the legible design of paths, edges, landmarks, districts and nodes that collectively form the image of our city
- Promote development designed to optimize natural daylighting, reduce energy use, and optimize the site management of water
- Maintain important viewsheds and corridors
- Preserve historic resources and seek nominations for facilities like the Strawberry Hill Museum
- Avoid signage in our skyline, and discourage upward lighting that glorifies individual corporate signage or logos over the cohesive character and quality of the community, its architecture and the KCK skyline
- Optimize pervious surfaces across the city

Goals + Objectives

GOAL 4

PHYSICALLY AND STRATEGICALLY UNITE OUR CITY WITH KCMO

- Complete a comprehensive skyline study for KCK and deploy land use and zoning policies
- Develop vertically in key sites that elevate the KCK skyline's profile
- Enhance riverfront access and study a fixed transit connection to KCMO
- Transform the nature of development within the Kansas River floodplain in support of more humanized development that ties the two Kansas Cities together
- Support the redevelopment of the Rock Island Bridge
- Designate I-70 as a scenic byway in order to protect the quintessential experience of a gateway into an urban community

GOAL 5

UPLIFT OUR DOWNTOWN AND URBAN NEIGHBORHOODS

- Protect our most accessible urban open spaces and improve their physical qualities and programming
- Revitalize the Downtown KCK building stock toward catalytic reuse projects
- Concentrate reinvestment along key transportation and commercial corridors to improve accessibility and connect our many commercial centers
- Reduce barriers to development projects in the historic core by streamlining the permit process in these complex urban infill areas

GOAL 6

CAPITALIZE ON THE MULTIPLIER EFFECT FROM REGIONAL DESTINATIONS OUT WEST

- Transform the area around The Legends from a collection of large regional destinations into an interconnected and walkable district
- Connect and humanize the streetscapes in Village West
- Develop a trail system through Village West that supports multi-modal transportation to the many destinations and activity centers prior to the World Cup 2026

Goals + Objectives

GOAL 7

DEVELOP SIGNATURE PROJECTS AND ICONIC DESTINATIONS THAT CONTRIBUTE TO THE COLLECTIVE IDENTITY OF KCK

- Create a model for urban revitalization and community development projects that reinvest in local infrastructure, prioritize infill development, establish pathways for opportunity, and leverage local stakeholder engagement
- Leverage development partners to build signature projects that increase density in Downtown KCK
- Redevelop the UG-owned properties at 4th and Minnesota and the site of the former Indian Springs Shopping Mall for mixed-use, mixed-income, transit-oriented urban regeneration

GOAL 8

DEFINE A 21ST-CENTURY BRAND IDENTITY FOR KCK THAT REFLECTS AN “INSIDE-OUT” SPIRIT OF WHO WE WANT TO BE IN THE FUTURE

- Work to lift people out of poverty in the community through inside-out strategies, including supporting entrepreneurship, small business, and community art
- Keep value in diverse KCK neighborhoods by ensuring complete communities with a stronger balance of jobs and housing
- Pursue policies that make KCK the entrepreneurship capital of the region
- Identify KCK’s unique advantages and develop a marketing and story-telling campaign to share it with the world

GOAL 9

FOCUS ON DEVELOPING A BEAUTIFUL, CLEAN, AND WELL-MAINTAINED COMMUNITY

- Prioritize strategies to concentrate investment in the maintenance of the community.
- Continue the city beautification process developed in the 2023 budget.

02

Economic Development

ECONOMIC DEVELOPMENT

Throughout the planning process, there has been a core focus on elevating community prosperity and livability. This was a central theme in every economic development discussion and was a universally supported desired outcome. This includes a need for a strong neighborhood approach that builds more connected, livable, and prosperous local communities. The vision included the notion of walkable community nodes where residents have access to all their desired needs and services within a multi-modal commute. The process has also identified the critical role that small businesses play in the current and future economic fabric of the city.

There is a strong desire for intentional investment in building a resilient and equitable community fabric. This includes a future focus on building new workplace innovations that especially help support working families. This approach would aim to foster new ideas, cultures, and experiences. There is an opportunity for a broad approach to attracting new people that supports a diverse regional identity that values inclusivity and diversity.

Stakeholders noted the need for a strong focus on building upon existing infrastructure in creative ways and investing in local scale entrepreneurial activities. PlanKCK and its Economic Development Strategic Plan (see Appendix D) lay out the value of a strong mixed-use approach, with an emphasis on redevelopment and re-purposing aimed to maximize our existing infrastructure and building stock. This includes a focus on greater transportation options, and supporting business sectors that spur innovation and job creation, that in turn can help build climate resilience.



FARMLAND

SPECIAL DISTRICT

SUB-URBAN

INTER-URBAN

HISTORIC CORE

WATERFRONT

An economic development vision for KCK: a diverse collection of communities and building types, from an active downtown to a pastoral farmland, and everything in between.

There's a lot of assets to reimagine and build on in KCK

KCK has an outstanding array of assets that can potentially drive future economic development. These assets all have significant upside potential and can help drive neighborhood development and community prosperity. Key identified assets and opportunities include:

- **Historic Urban Core**

Downtown KCK and its urban neighborhoods are a vital asset for the future economic growth of KCK. Downtown KCK is home to civic institutions, community services and amenities, adjacent residential neighborhoods, and opportunities to intentionally concentrate investment for a more robust local economy.

- **Village West and Western Wyandotte**

Western Wyandotte County features a cluster of economic activity spurred by the Kansas Speedway with its inaugural NASCAR races in 2001. Major retail and hospitality developments, including The Legends Outlets Kansas City, Hollywood Casino at Kansas Speedway, and more have catalyzed additional development in western Wyandotte County. Today, Village West and the western Wyandotte County area remains a hub for sporting and tourism in the region.

- **Riverfront Development**

Cities across the country are re-imagining their industrial riverfronts as economic, environmental, and recreational assets. The riverfront redevelopment trend in urban planning recognizes the value that can be generated by transforming often industrial and forgotten sites into hubs of economic activity and redevelopment. With the

Rock Island Bridge redevelopment, the re-imagining of the Kansas River is already underway in KCK. This catalytic project can spark investment and re-imagining the entire KCK riverfront. As a spine threading KCK, Edwardsville and Bonner Springs, establishing a bold vision for development, recreation, and connectivity can generate significant reinvestment in the community, and in one of the most distinguished and respected parts of KCK.

- **Quindaro Townsite**

The Quindaro Townsite is a symbol of the legacy and history of the Wyandotte Nation and Abolitionists. The Quindaro Townsite connects historic preservation, crucial storytelling and cultural significance with the people that lived in Quindaro, and the many descendants that still call KCK home today.

- **University of Kansas Medical Center (KU Med) and the University of Kansas Health System**

The healthcare and social assistance industry is Wyandotte County's largest employment sector, comprising 20% of the total jobs in the county. The University of Kansas Medical Center (KU Med) is an educational campus for 3,000+ medical students, a world-class hospital, and research institutions. KU Med's research enterprise has grown substantially in recent years. In the past 6 years, federally funded research nearly doubled at KU Med, whose research portfolio increased to \$180 million in 2023.

Concurrent studies have identified consistent economic development issues and solutions

The **Countywide Market Analysis** (See Appendix C) and **Citywide Economic Development Strategic Plan** (See Appendix D) were developed concurrently with PlanKCK. These documents include the crux of the Existing Conditions analysis that informed the development of PlanKCK. In particular, the **2023 State of the Economy** report, developed as a precursor to the Economic Development Strategic Plan, outlines many of KCK's current economic development assets and challenges. Further, through the PlanKCK process, meaningful engagements toward understanding the future potential of economic development across KCK have been conducted through a Business Survey, Economic Development Focus Groups, the Community Prosperity Roundtable, and Residential and Commercial Real Estate Brokers Roundtable, among other outreach. This element intentionally includes both City and County data to provide a more complete context, but it serves as KCK's economic development plan:

- **KCK is a relatively low-income community**

Average household incomes are about 13% lower than across the State of Kansas overall. The vast majority of households in Wyandotte County fall below the regional income average. 15.6% of residents live in poverty.

- **KCK is a relatively affordable place to live**

KCK is relatively affordable with a cost of living index of 86.9, about 13% more affordable than the national average, but residents lament that taxes are high relative to the level of services they feel they benefit from living in KCK.

- **KCK has a jobs/housing imbalance**

KCK has a jobs/housing imbalance, with more jobs than residents. Only 48% of Wyandotte County residents both live and work here. Major job centers within the County are geographically dispersed. Jobs within the County are concentrated in the east around KU Med and along the Kansas and Missouri Rivers, specifically in the

industrial areas. Other significant job centers include Downtown KCK, Village West and in Midtown, near the Kansas City, Kansas Community College's (KCKCC) main campus.

- **KCK has a diverse jobs base**

KCK is a logistics hub where water, rail, and road modes of transportation all come together. Other employment sectors include educational, health and social services (19.0%), manufacturing (12.3%), retail trade (11.0%), professional, scientific, management, administrative, and waste management services (10.8%), construction (10.5%). Over the last few decades industrial jobs have seen the greatest growth. 70% of all businesses in KCK are small businesses.

- **Economic inequity persists across the county**

Income varies widely across the County and follows a clear geographic pattern. In general, households in the western portion of the County have a higher household income than those in the eastern portion of the County. Poverty is also distributed inequitably among races. (13.8% for White Non-Hispanic residents, 22.7% for Black residents, 15.1% for Hispanic or Latino residents, 10.9% for American Indian residents, 16.3% for other race residents, 13.4% for two or more races residents).

- **There is a need for better planned growth across our community and economy**

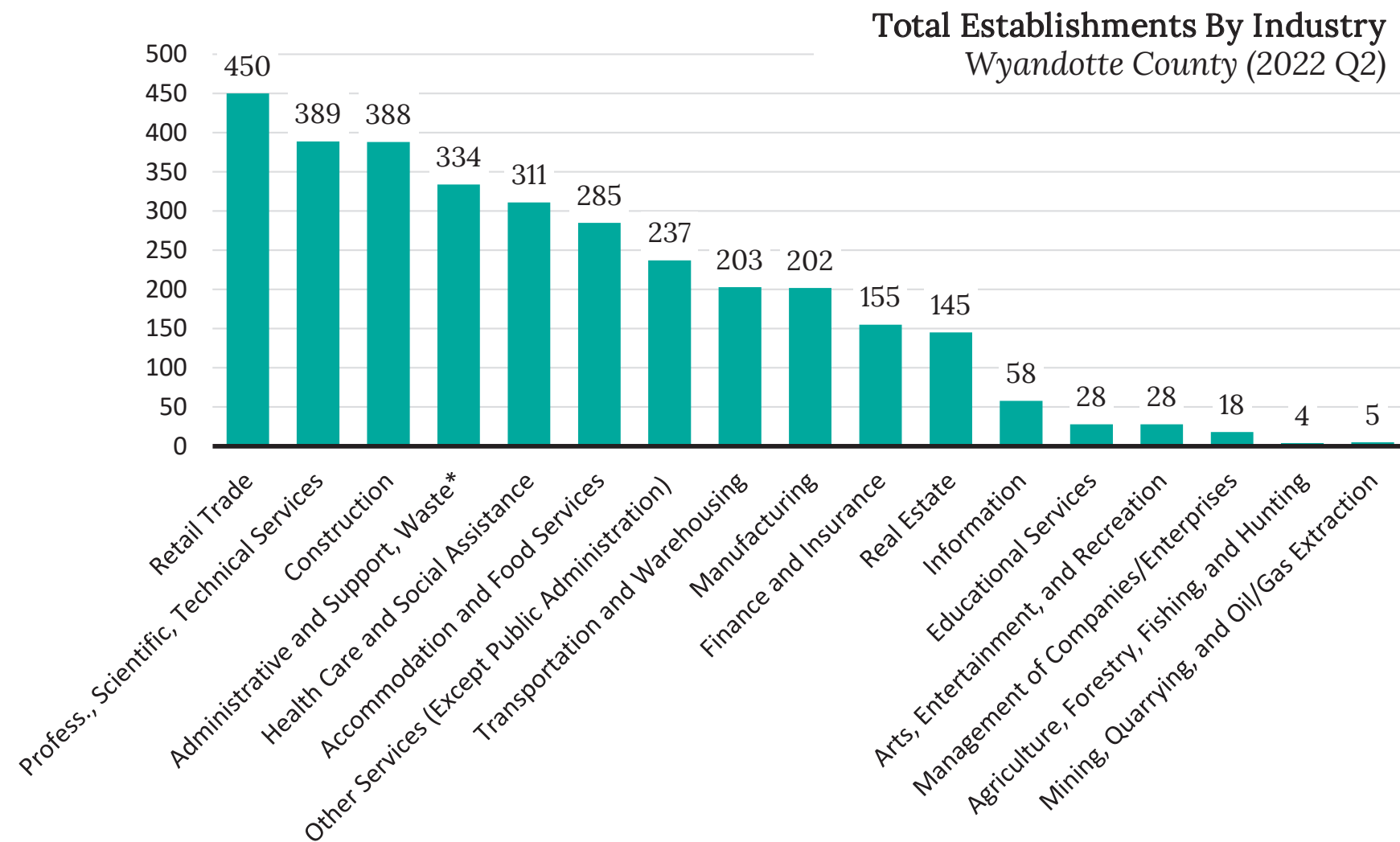
Through the May 2023 Vision Summit, Unified Government of Wyandotte County and Kansas City, Kansas (UG) leadership and other stakeholders came together to align around a shared vision of the City's future economic development. The consensus that emerged from the discussions highly prioritized the need for a future of more strategically planned concentrated growth to help redress many of the qualitative and quantitative impacts of our decades of sprawling growth and infrastructure.

CRITICAL ISSUES AND CHALLENGES

There is some business growth across Wyandotte County

In 2021, over 3,430 businesses were located in Wyandotte County. Between 2018 and 2021, the County gained approximately 50 net new companies (1.4%), demonstrating collective economic stability. Comparatively, the Kansas City, MO-KS MSA experienced an increase in businesses by 7.3%, signifying there may be an opportunity to capture increased business growth in KCK.

Total Businesses in Wyandotte County		Annual Change
2018	3,385 Businesses	--
2019	3,364 Businesses	-1%
2020	3,316 Businesses	-1%
2021	3,434 Businesses	4%



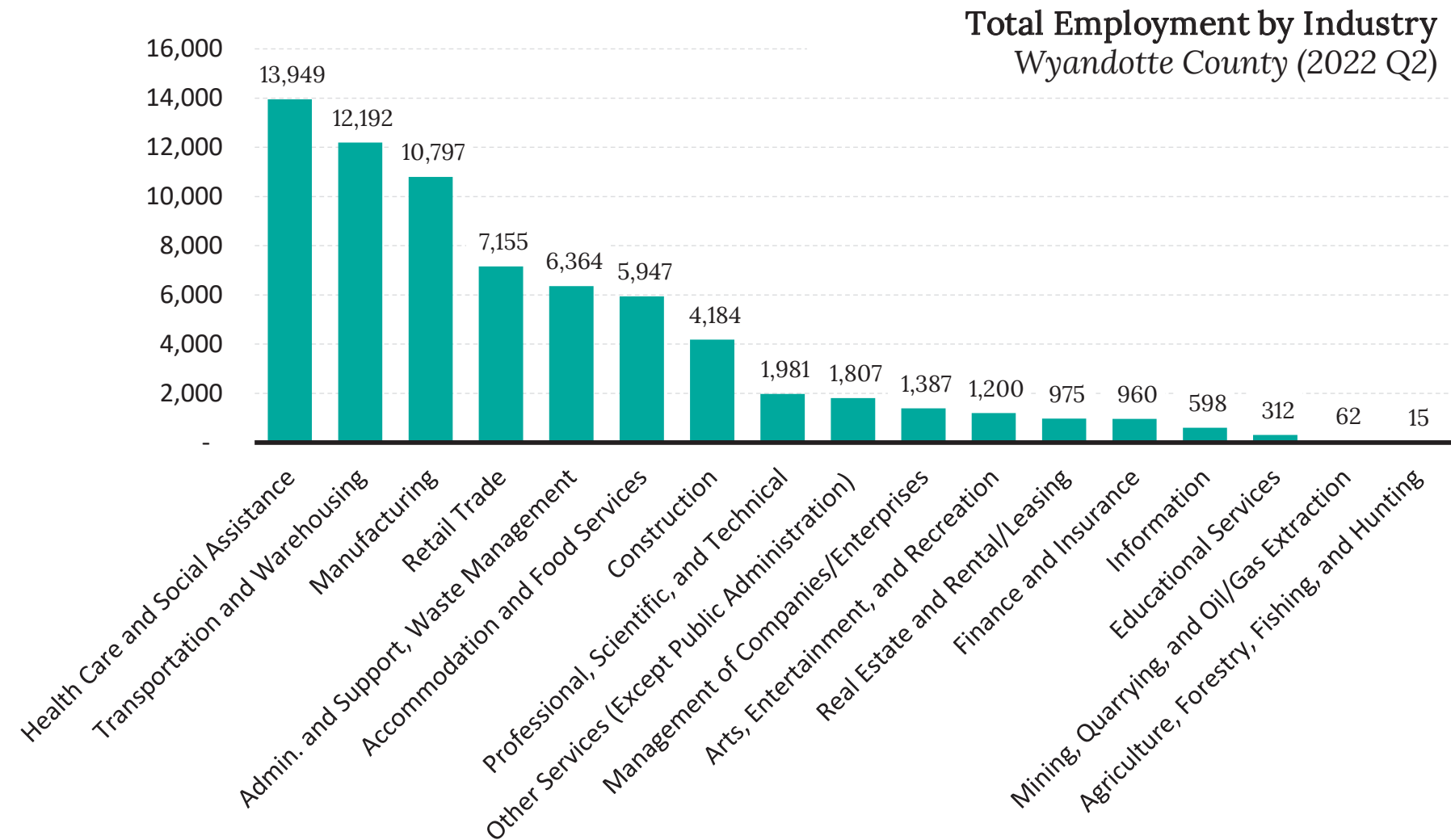
CRITICAL ISSUES AND CHALLENGES

Wyandotte County is a logistics hub, but has a diversified jobs base

Nearly 3 out of every 4 jobs in the County are in the following industry sectors:

- Health Care and Social Assistance (20%)
- Transportation and Warehousing (17%)
- Manufacturing (15%)
- Retail (10%)
- Administrative and Support, Waste Management/Remediation Services (9%)

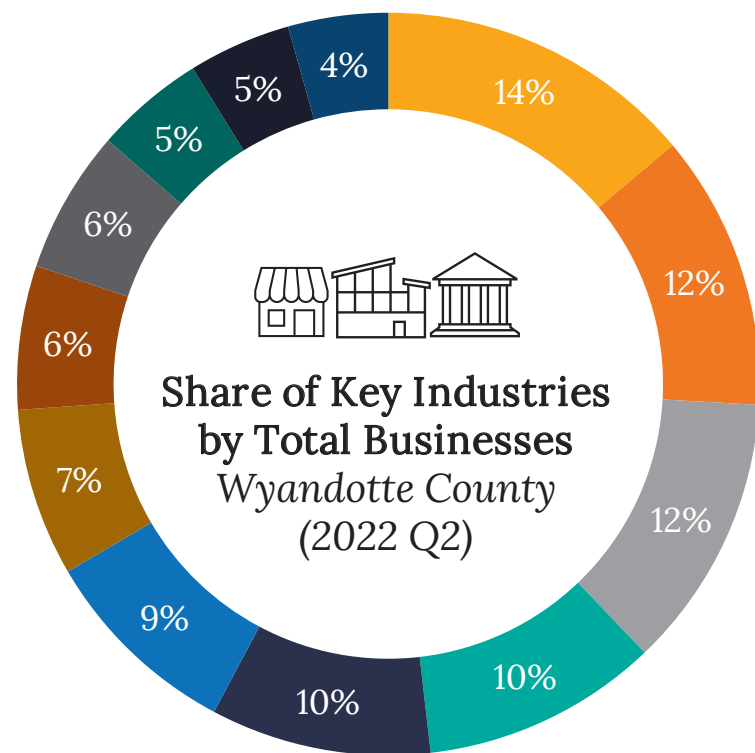
1 of every 3 jobs in Wyandotte County is within industries centered around industrial sectors, including manufacturing, warehousing, and transportation.



CRITICAL ISSUES AND CHALLENGES

KCK is a logistics hub, but the majority of jobs are in services

Across all industry sectors, KCK offers a diverse mix of different business types. The city's top 5 industry sectors equate to 58% of the total businesses in the city.



Top 5 Industries by Business Count

- Retail Trade (14%)
- Professional, Scientific, and Technical Services (12%)
- Construction (12%)
- Administrative and Support, Waste Management/Remediation Services (10%)
- Health Care and Social Assistance (10%)

Additional Key Industries by Business Count

- Accommodation and Food Services (9%)
- Other Services (Except Public Administration) (7%)
- Transportation and Warehousing (6%)
- Manufacturing (6%)
- Finance and Insurance (5%)
- Real Estate (5%)
- Other Industry Sectors (4%)

CRITICAL ISSUES AND CHALLENGES

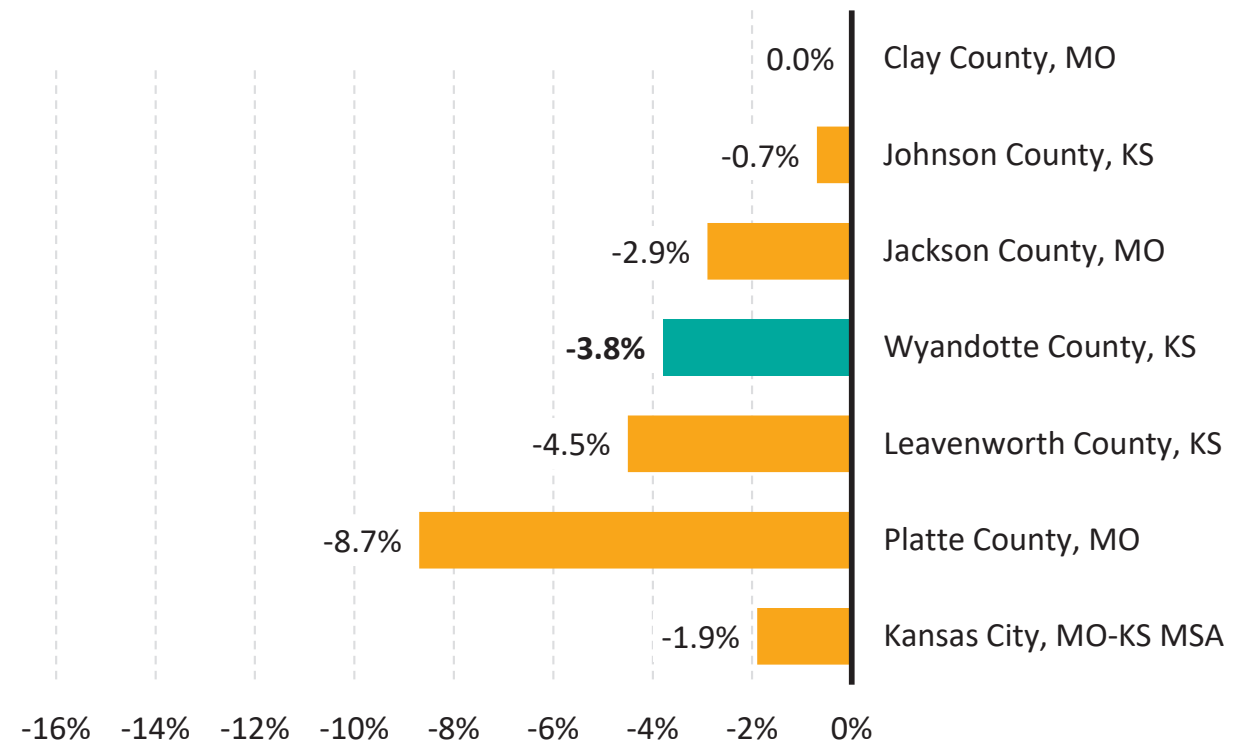
Wyandotte County’s employment base is declining slightly, but is still historically strong

The County’s employment base has remained relatively consistent since 2018, with a slight decrease in annual employment (-3.8%) between 2018 and 2021. This mirrors regional trends, with 4 out of the 5 surrounding counties experiencing a decline in employment base, as well as the MSA of 40%.

Despite the recent decrease in private sector employment, Wyandotte County’s rate of employment remains high. Unemployment rates in the County averaged just 3.6% in 2022, lower than the county’s 5-year average unemployment rate of 5%.

Annual Wyandotte County Employment	
2018	75,151 Employees
2019	74,933 Employees
2020	72,450 Employees
2021	72,272 Employees

Employment Change
Percent Change (2018 to 2021)



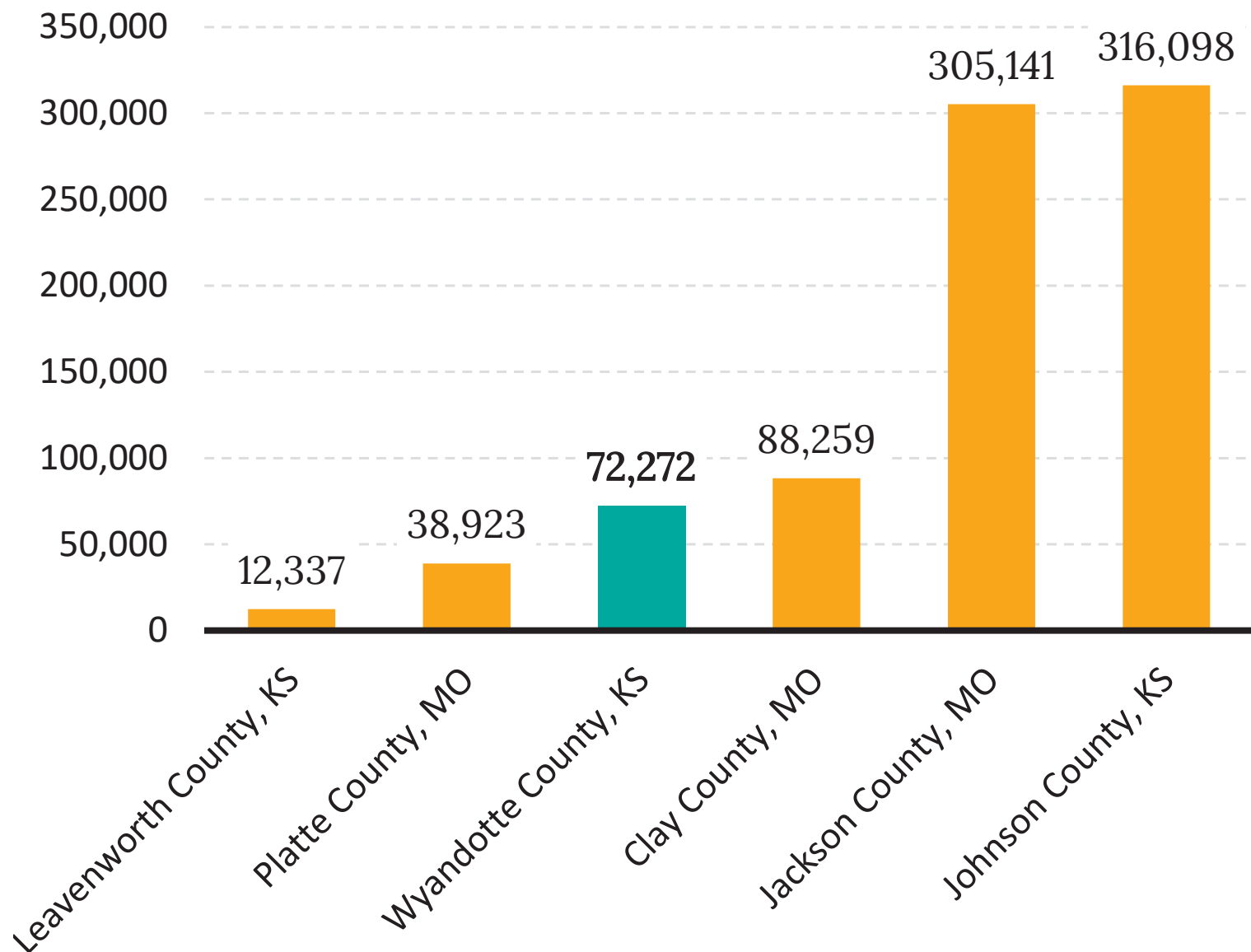
Wyandotte County has a jobs-housing imbalance

Wyandotte County is home to over 72,200 private sector jobs, including our 5 adjacent counties, almost 1 out of every 10 private sector jobs is located in Wyandotte County.

Abutting Jackson and Johnson Counties are considerable employment centers with substantially high levels of jobs for the region. However, Wyandotte County nearly doubles the private sector employment base of Platte County and is only 18% fewer private sector jobs than Clay County.

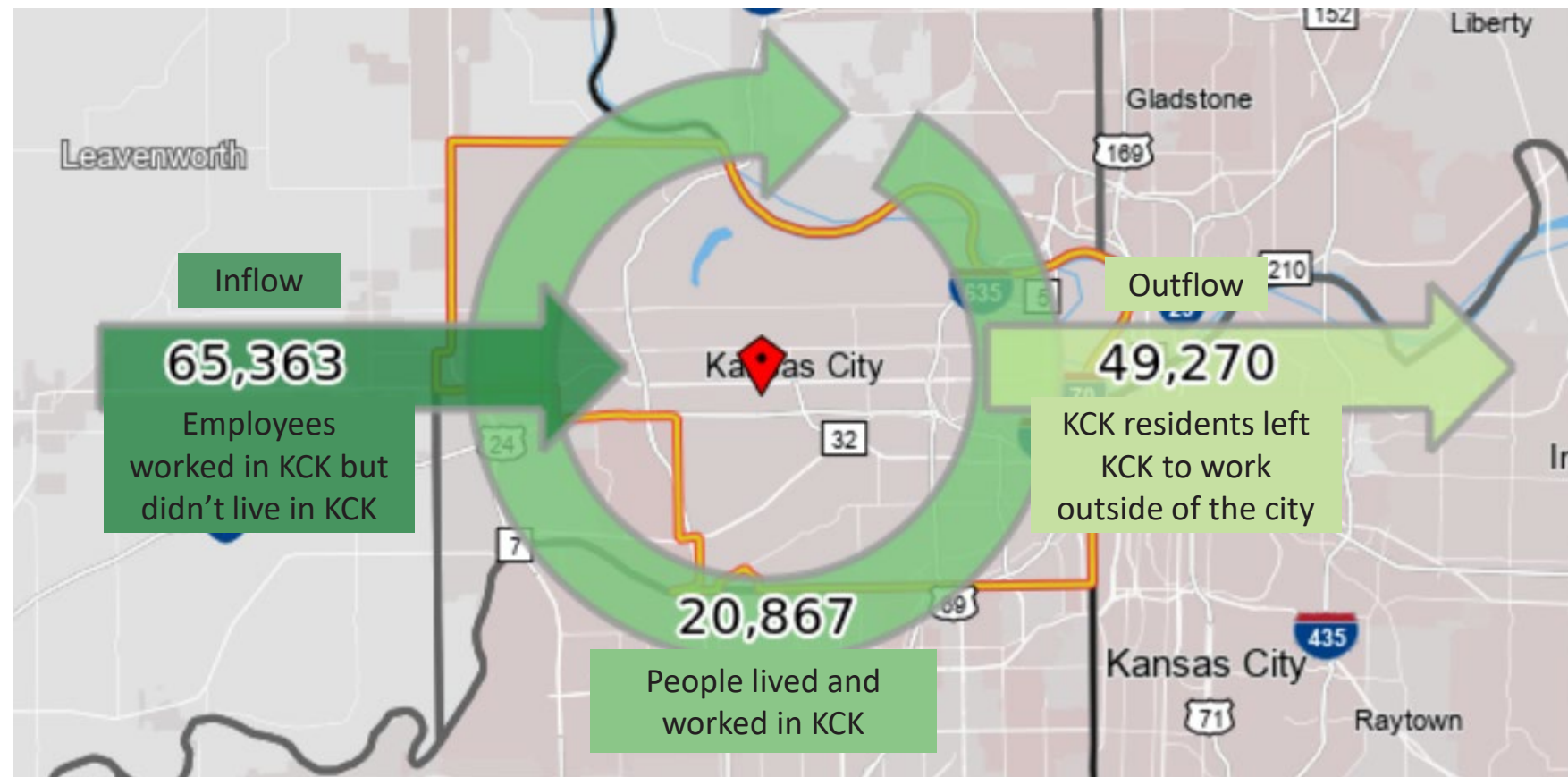
Wyandotte County captures a 32% share of resident-workers, meaning that about a third of the residential labor force live and work in the County. While Jackson County and Johnson County capture a 58% and 63% share, respectively, Wyandotte County is consistent with Clay County (33%) and Leavenworth County, is below the region's average of 40%.

2021 Total Private Sector Employment



KCK has a jobs-housing imbalance

All cities experience differing balances of workers who come to a place to work and residents who leave their communities for employment. Of the residential workforce of KCK, about a third (30%) of residents live and work in the city.



This diagram illustrates the inflow and outflow of employees in Kansas City, Kansas, articulated in the adjacent table.

2019 Kansas City, Kansas
Inflow/Outflow Job Counts (All Jobs)

	Count	Share
Employed in KCK	86,230	--
Employed in KCK but Lived Outside	65,363	76%
Employed and Lived in KCK	20,867	24%
Lived in KCK	70,137	--
Lived in KCK but Employed Outside	49,270	70%
Lived and Employed in KCK	20,867	30%

CRITICAL ISSUES AND CHALLENGES

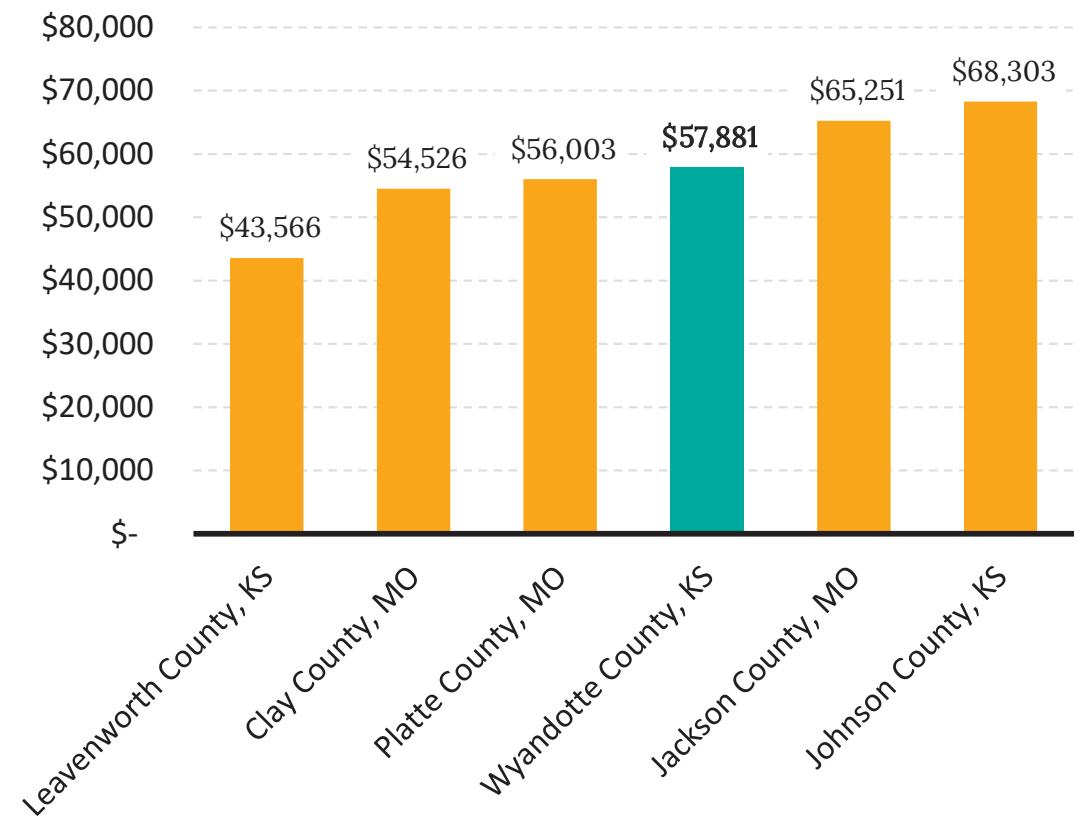
Wyandotte County imports high-wage earners in from the region and exports low-wage workers out to the region

In 2021, the average annual wage for an employee working in Wyandotte County was \$57,881. Average compensation is slightly below the Kansas City, MO-KS MSA average of \$62,707, but exceeds several of the surrounding counties, including Leavenworth, Clay, and Platte Counties. Notably, wages in Wyandotte County skew higher for employees coming into the county for work than Wyandotte County residents.

Share of Wyandotte County Workers Earning...

	Less than \$1,250 Monthly	\$1,251 to \$3,333 Monthly	More than \$3,333 Monthly
Inflow Employees <i>(Workers in Wyandotte County but Live Outside)</i>	17%	25%	59%
Outflow Employees <i>(Wyandotte County Residents that Work Outside of the county)</i>	25%	39%	36%
Interior Employees <i>(Wyandotte County Residents that Live and Work in the County)</i>	24%	38%	38%

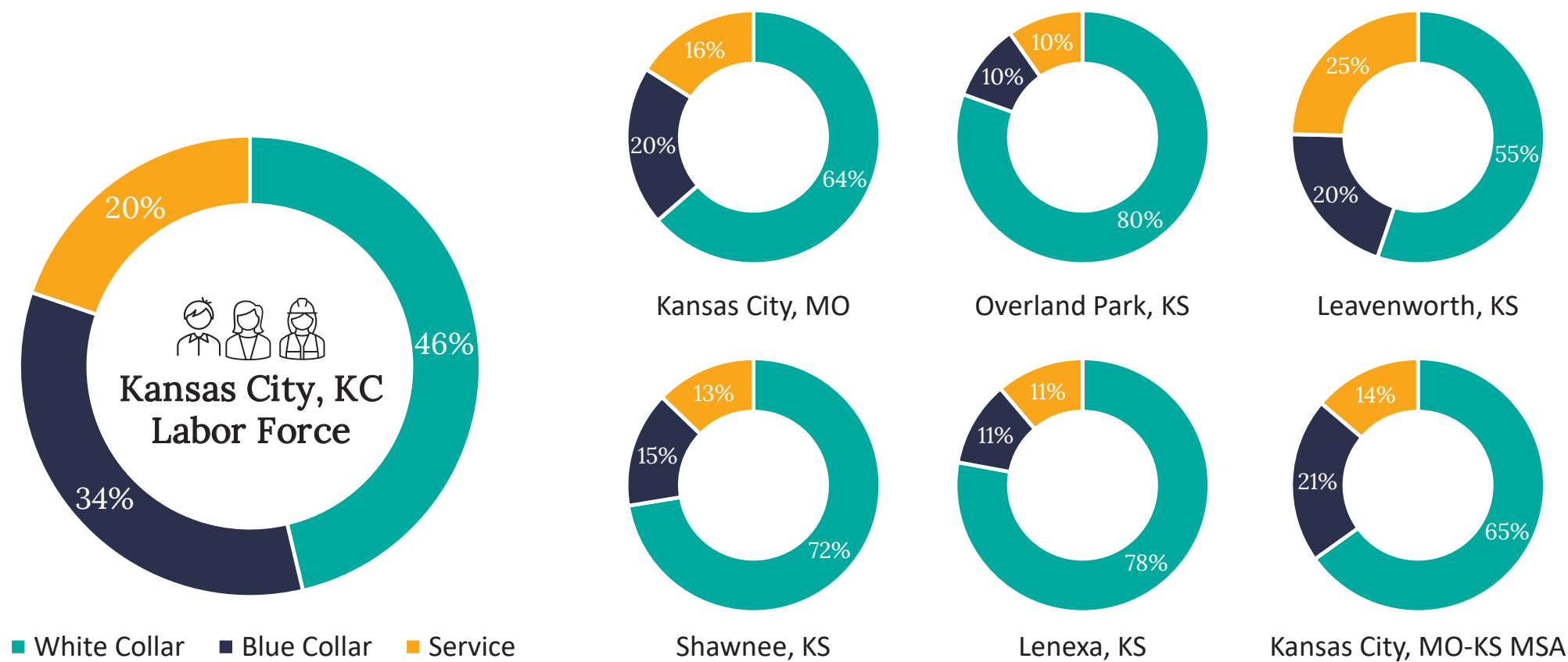
Average Annual Wage per Employee
2021 Annual Average



CRITICAL ISSUES AND CHALLENGES

KCK's labor force is more blue collar than surrounding cities

The labor force of KCK includes higher concentrations of blue collar and service-oriented occupations than in other nearby cities and the region. This is consistent with the city's significant volume of industrial uses and employment.



Occupation Classifications

White Collar

- Business, Financial
- Computer, Mathematical
- Architecture, Engineering
- Life, Physical, Social Sciences
- Community, Social Service
- Legal
- Education, Training, Library
- Arts, Design, Entertainment
- Healthcare Practitioner
- Sales
- Office, Administrative Support

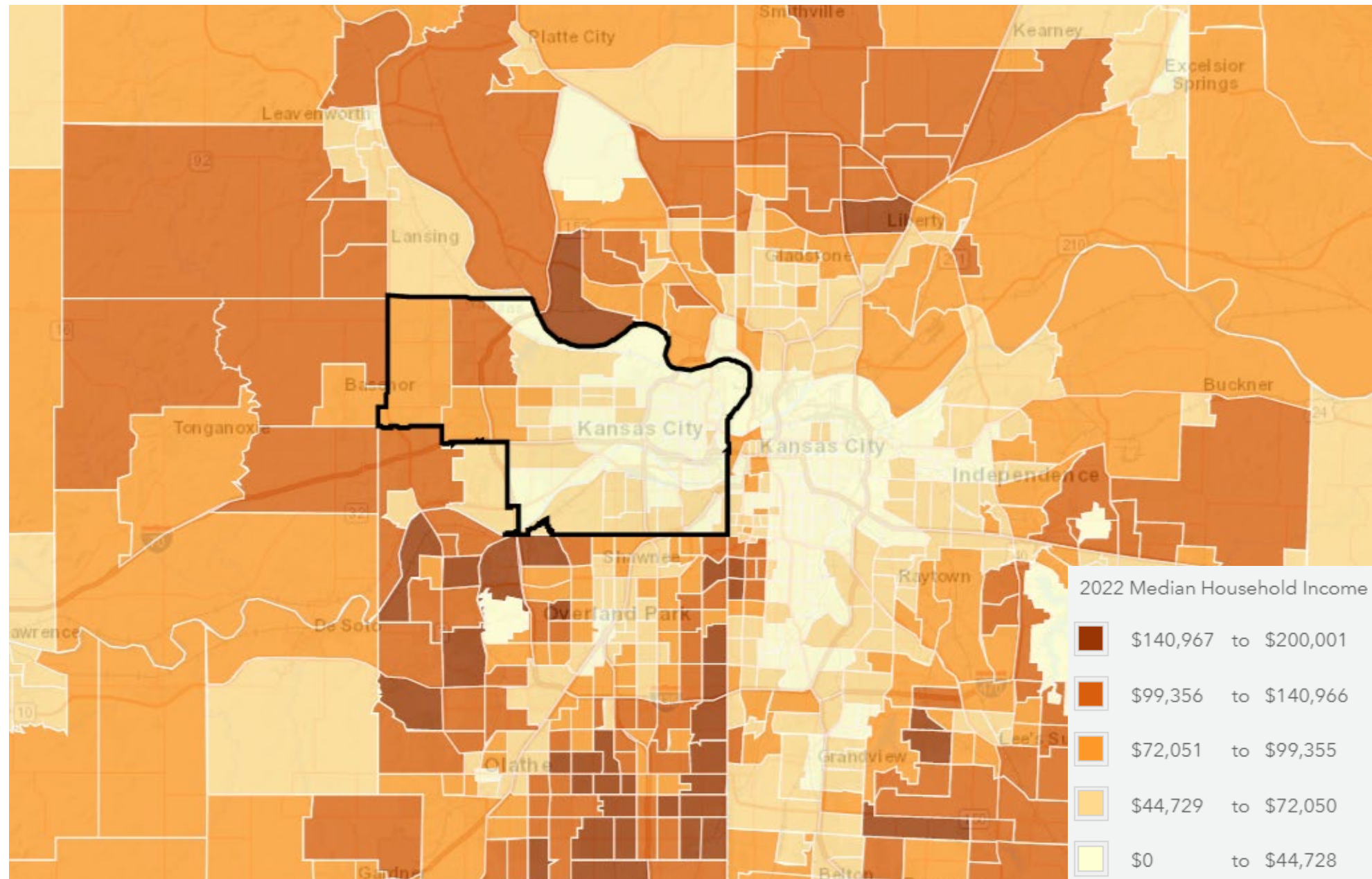
Blue Collar

- Construction, Extraction
- Installation, Maintenance, Repair
- Production
- Transportation
- Farming, Fishing, Forestry

Services

- Healthcare Support
- Protective Service
- Food Preparation, Service
- Building Maintenance
- Personal Care, Service

Incomes across KCK are low



While average employee wages are on-par with the surrounding areas, the median household income in KCK is \$50,554, in alignment with Wyandotte County's median household income of \$51,770.

However, median household incomes in the 5 counties adjacent to Wyandotte County exceed KCK levels, ranging from \$62,091 (Jackson County, MO) to \$98,258 (Johnson County, KS). Notably, median household incomes are higher in the western portions of KCK.

Increasing access to and capturing stronger local shares of higher paying jobs can help improve local household incomes.

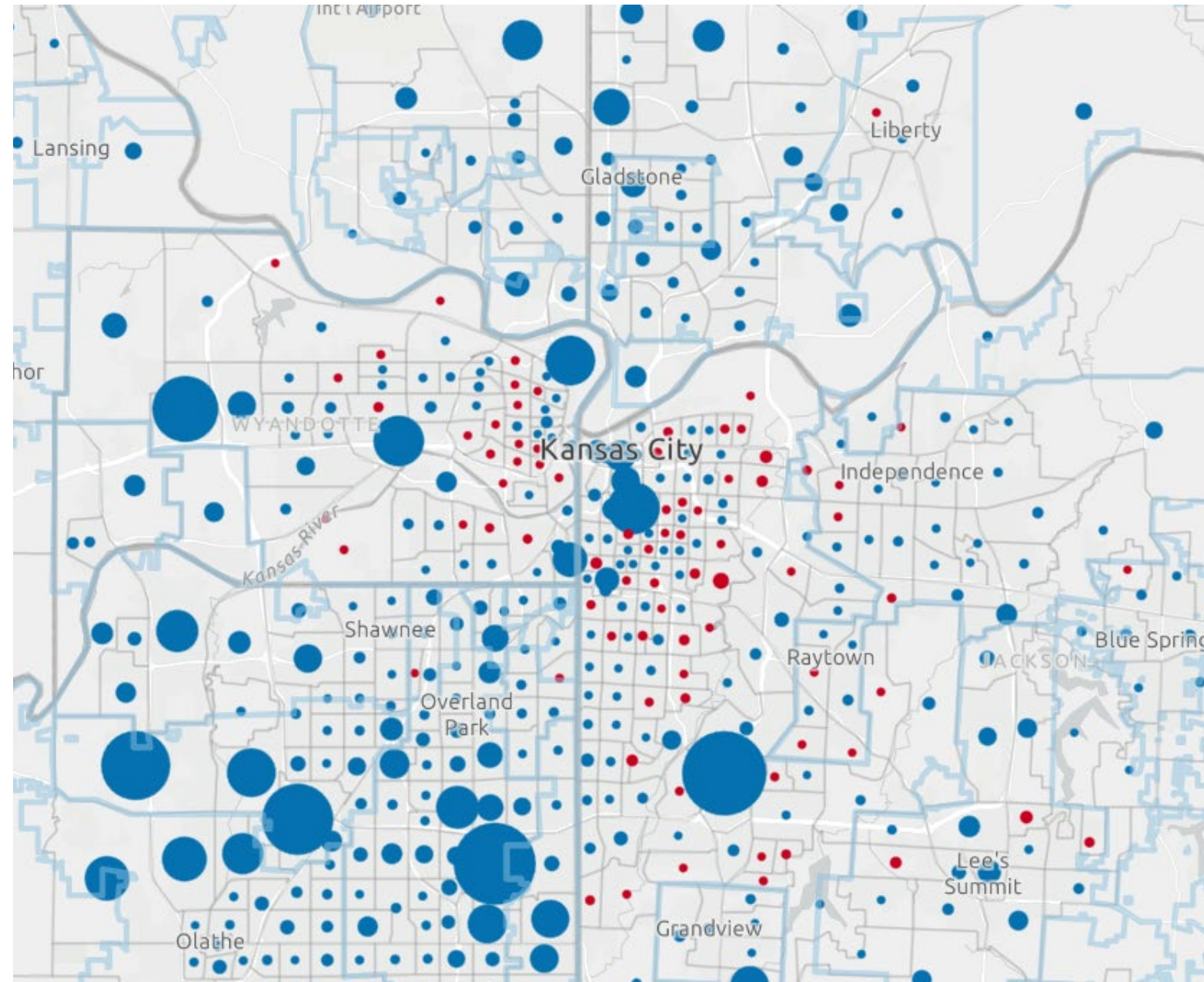
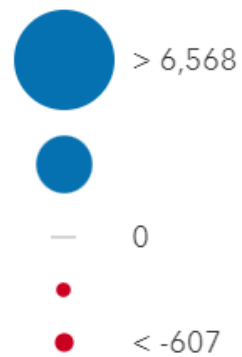
CRITICAL ISSUES AND CHALLENGES

Employment growth is projected to cluster in a few areas

Regional employment forecast projections anticipate significant employment increases in 3 key areas of KCK. These 3 areas include north of Edwardsville near the Kansas Speedway (+43%), the Fairfax Industrial District (+31%), and around the industrial areas along the Kansas River (+75%).

While these projections may not translate precisely into reality, they offer insights into the areas expected to attract employment based on current economic trends without substantial interventions.

Regional Projected Employment Change 2020 to 2050



KCK's real estate market is struggling to grow

Overall, KCK offers more affordable real estate options within the larger region, with lower office, retail, and industrial rents and typically lower vacancy rates. While office and retail development have been limited in recent years, KCK's industrial market is the most active of the commercial uses, with high levels of absorption over the past 5 years:

• OFFICE MARKET

KCK's office market includes 5 million square feet or approximately 4% of the region's supply. In comparison, the office supplies of Overland Park and Kansas City, Missouri comprise 20% and 47% of the regional supply, respectively.

KCK's office market has seen limited new construction since 2017. With a relatively limited share of Class A (high quality or new) office space, KCK is significantly more affordable than most other office submarkets in the metro area. Since 2016, office demand has seen a slight trend upwards, pushing rents upwards and pushing the citywide office vacancy rate down to a healthy 5% as of 2022.

• RETAIL MARKET

KCK's retail market includes 9 million square feet or approximately 7% of the region's supply. This supply is nearly double the city's supply of office space. The city has added 256,000 SF of retail space since 2018, most of which have been free-standing retail buildings in Village West and along State Avenue between College Parkway and N 86th Street.

Overall retail vacancy has seen a noticeable decline in recent years, falling from 13% in 2015 to 4% in 2022 – on par with the regional average. Retail space has remained relatively affordable, with retail rents 35% below the regional average. Supply has matched citywide demand over the past 5 years, resulting in stable rental rates.

• INDUSTRIAL MARKET

KCK's industrial market is very active, with significant positive net absorption in recent years. Since 2018, the city has averaged a positive net absorption of 832,000 square feet annually. Despite this strong demand, industrial rents in the city are still affordable relative to the larger Kansas City region, with an average rent of around \$0.50 less per square foot than the regional average.

Over the last 20 years, KCK's industrial supply has grown 17%. Despite the city's recent industrial development, this growth rate lags behind the regional industrial growth rate (29%) over the same period. The majority of industrial construction since 2018 has been concentrated near the Turner Diagonal Interchange.



**ECONOMIC DEVELOPMENT
GOALS + OBJECTIVES**

We'll provide the tools to foster a higher quality of life for everyone across a diversity of neighborhoods

Goals + Objectives

GOAL 1

IMPROVE THE ECONOMIC SUCCESS OF DOWNTOWN KCK AND “MAIN STREET” BUSINESS CORRIDORS AND CENTERS

- Establish a Historic Commercial District Downtown
- Establish a Downtown KCK Main Street Program in partnership with the Downtown Shareholders
- Conduct a Downtown KCK regulatory audit to identify barriers to business attraction, redevelopment efforts, and economic growth
- Update the Downtown Area Plan

GOAL 2

CONTINUE THE ECONOMIC SUCCESS OF THE AREA AROUND THE LEGENDS, VILLAGE WEST, AND WESTERN WYANDOTTE

- Continue a collaborative relationship between KCK; Bonner Springs; and Edwardsville to achieve economic prosperity
- Plan for and bolster the economic benefits that will arise with the 2026 World Cup. Advocate for opportunities and interests for local and small businesses
- Update the Prairie-Delaware Piper Area Plan to establish an updated, collaborative economic and land use vision for western KCK

GOAL 3

ENHANCE THE LOCAL ECONOMY BY LEVERAGING THE ROCK ISLAND BRIDGE AND IMPROVED CONNECTIVITY TO AND THE BROADER KCMO REGION

- Establish a River City Vision for redevelopment, recreation, and connectivity opportunities along the Kansas and Missouri Rivers
- Identify gateway, wayfinding, and connectivity opportunities to improve the Rock Island Bridge and broader levee visitor and user experience, helping to bring people to the bridge, employees to jobs, and customers to local businesses
- Continue to support and partner in the success of the Rock Island Bridge redevelopment

GOAL 4

ESTABLISH CULTURAL HERITAGE TOURISM CENTERED AROUND THE QUINDARO TOWNSITE

- Support and advocate for historic preservation efforts at Quindaro Townsite and Ruins through the development of a required National Park Service Management Plan. Connect and communicate how the Quindaro Townsite can improve the local economy through historic preservation and economic development
- Create a Quindaro Townsite Task Force with representation across a wide range of stakeholders. Establish a UG Economic Development Staff Member Liaison for the Task Force
- Advocate for and support the implementation of the NE KCK Heritage Trail

Goals + Objectives

GOAL 5

GROW AND LEVERAGE THE INDUSTRIAL SECTOR OF KCK AND WYANDOTTE COUNTY

- Set a high standard of physical development across the entire urban-rural transect, and by deploying urban design “best practices”
- Recognize that the physical qualities of our city affect how people move around, engage with, and experience our community, and design a city that reflects our values through its physical form
- Recognize that while there is value in having a significant roadway and freight infrastructure we must build a city for people, not for cars as codified in the Complete Streets Ordinance passed in 2020

GOAL 6

LEVERAGE THE HEALTHCARE SECTOR FOR CONTINUED ECONOMIC GROWTH

- Expand regional collaborations wherever possible, including regional trail connections
- Engage regional institutions in collaborative projects that raises the profile of KCK leadership
- Leverage community branding including redeveloping our website for easier use by residents and better communication to visitors
- Produce five new signature events / experiences / moments across KCK in the next decade

GOAL 7

IMPROVE SUPPORT FOR SMALL BUSINESSES IN KCK AND WYANDOTTE COUNTY

- Increase pathways for entrepreneurship, particularly within technology, professional services, and advanced industries
- Reduce the digital divide by leveraging the Kansas Department of Commerce’s Capital Projects Fund Broadband Infrastructure Program
- Re-establish the Small Business Liaison role within the UG Economic Development Department
- Continue and bolster the UG Small Business Grant program. Expand the program to allocate dedicated funding opportunities for small business incentives such as The Toolbox
- Conduct an audit of the UG website related to business regulation and licensing to identify ways to improve access to information and required forms. Improve links and connection to DotteBiz on the UG website. Optimize business registration, information, and relevant forms for mobile compatibility

03

Historic Preservation

HISTORIC PRESERVATION

Quality, livable cities embrace and preserve the buildings and places that define their distinctive and singular community history and identity. Successive generations of residents and stakeholders added to that identity through their contributions to its unique architecture, neighborhoods, and commercial districts making for compelling and lively places in which to live, work, play and visit.

Historic Preservation offers a vision for the future that builds on Kansas City, Kansas' (KCK) rich and diverse heritage. The Citywide Historic Preservation Plan (See Appendix B) also serves as an integral component of PlanKCK that provides strategic direction and an action framework that protects and preserves the buildings, places and spaces important to all KCK residents. It also seeks to promote historic preservation as another strategy to enhance the quality of life and well-being of the entire community.

Historic preservation needs to be an everyday matter in KCK - it is more than just a bricks-and-mortar issue. Preservation concerns itself with revitalizing older neighborhoods and commercial districts, maintaining and enhancing community character, keeping and passing down cultural traditions, forging stronger social ties that bind and unite our people, and builds community. The stakeholders in KCK affirm that these priorities help address a multitude of concerns related to economic development, housing, arts and culture, and the long-term sustainability and vitality of the city. Most importantly, PlanKCK provides strategies and initiatives that elevate all voices and create the means by which people of all racial and ethnic identities and backgrounds can participate and lead in the preservation agenda. To that end, our history is not just a singular narrative, it has multiple dimensions that reflect the many people who built its buildings and places and contributed to its culture and authenticity.

A historic preservation vision for KCK: our rich heritage, history, and cultural identity that is honored and preserved for future generations



CRITICAL ISSUES AND CHALLENGES

KCK has a rich history

The Kansas tribe of Native Americans inhabited the area now known as Wyandotte County when the earliest white explorers and settlers arrived, and were followed by the Shawnee and Delaware tribes. Explorers Lewis and Clark camped here in 1804 near the confluence of the Kansas and Missouri rivers (Kaw Point). The Wyandotte tribe was relocated here and founded the village of Wyandotte, which eventually became present-day Kansas City, Kansas. Wyandotte County was founded in 1859 in what was the Kansas Territory (statehood in 1861). In 1856 Moses Grinter, the county's first white settler, operated the first ferry crossing of the Kansas River. Kansas City (Kansas) Town Company was formed in 1868, and in 1886 KCK was incorporated. In the 1800's-early 1900's stockyards, railroads, and meat packing plant industries flourished in the growing community, a diverse mix of cultures and industries that endure to this day.

KCK has a rich history linking Kansas and Missouri, the Civil War, the settlement of the western frontier, and the enduring struggle for equity. Over time, KCK has become more diverse. While the population of non-Hispanic whites in the 1970s was over 70%, today it is below 40%. The diversity of Wyandotte County is one of its most notable assets.

KCK was one of the nation's 100 largest cities for many U.S. Census counts, from 1890 to 1960, including 1920, when it had a population of over 100,000 residents for the first time. Since the 1970s, the population of Wyandotte County and KCK have both remained relatively steady, declining slightly during four of the last five decades.



Memorial Hall

KCK recognizes a broad array of historical sites

The UG recognizes 60 historic landmarks at either the local, state and/or national level, along with 6 historic districts. You can find a complete list of historic resources at <https://www.wycokck.org/Departments/Planning-Urban-Design/Historic-Preservation>

Downtown KCK includes several significant cultural markers. The Wyandot National Burial Ground is a historic site and sacred place for members of the Wyandotte Nation. KCK also has several significant historic buildings downtown. Among them, the UG is investing over \$1 million into the refurbishment of Memorial Hall, a multipurpose auditorium.

The Strawberry Hill neighborhood boasts a strong Eastern European heritage and is home to the Strawberry Hill Museum and Cultural Center. Several neighborhoods within KCK, including Strawberry Hill and Strugglers Hill, have exceptionally interesting histories charting ethnic settlement, past segregation, and community change.

The Kansas City, Kansas Community College (KCKCC) and Wyandotte County Historic mural is a dynamic digital mural featuring a visual timeline of KCKCC's centennial history alongside the regional and cultural histories of Wyandotte County, significant people, places and events.

KCK has far fewer museums than the rest of the

metropolitan region, and most showcase issues of local and regional cultural interest. These include:

- The Strawberry Hill Museum and Cultural Center;
- The Wyandotte County Historical Museum, which operates in Bonner Springs;
- National Agricultural Center and Hall of Fame, also in Bonner Springs; and,
- Quindaro Townsite Underground Railroad Museum

Other major historic sites include the Grinter Place Historic site, and Lewis & Clark Historic Park at Kaw Point.

The VisitKCK Legacy Trail celebrates historic landmarks across KCK:

- The Strawberry Hill Museum and Cultural Center;
- Anthology of Argentine Memorial;
- Charlie Parker Memorial;
- Clendening Medical Library and Museum;
- Downtown Kansas City Avenue of Murals;
- Grinter Place State Historical Site;
- John Brown Statue;

- Korean-Vietnam War Memorial;
- Memorial Hall;
- National Agricultural Center and Hall of Fame;
- National Farmers Memorial;
- Piano Technicians Guild Foundation and Jack Wyatt Museum;
- Quindaro Ruins and Overlook;
- Quindaro Underground Railroad Museum;
- 42nd Street Mural;
- Rosedale Memorial Arch;
- Chester C. Owens Sumner Alumni Room;
- World War II Bomber Builders Monument;
- Wyandot Nation Mural;
- Wyandot National Burial Ground;
- Wyandotte County Historical Society and Museum; and,
- Wyandotte High School Alumni Room.

Quindaro is one of our most significant historical sites



The Quindaro Townsite is a former settlement, then ghost town, and now an archaeological site located around North 27th Street and the Missouri Pacific Railroad tracks. The townsite was originally established as part of the resistance to stop the westward spread of slavery and was a station on the Underground Railroad.

Undoubtedly, the story of Quindaro Townsite is dramatic and compelling as a place that tells the story of the post-Civil War settlement of African Americans in Wyandotte County, now an archaeological site that lacks an organizing stewardship strategy. While local leaders and stakeholders recognize Quindaro Townsite's economic development and tourism potential, there are significant issues regarding its long-term preservation, interpretation, and stewardship that remain largely unresolved. Without a proper National Park Service Management Plan in place that guides stewardship decision-making, the full potential for the Townsite to tell its complete story while serving as an economic catalyst will be unfulfilled.

CRITICAL ISSUES AND CHALLENGES

There is so much more history to find in KCK and Wyandotte County

Archaeology is the study of both ancient and recent human past using material remains. When there are no longer buildings or structures to inform early developmental periods, archaeological investigation helps piece together the history of what and who came before us. Cultural resources are pieces of physical evidence of past human activity, including buildings, structures, sites, landscapes, and objects. Together, archaeological and cultural resources provide evidence of the unique way that our community developed, uncovering the aspects and details of how people lived in the past and illuminate the events that shaped the current physical appearance of the city where we live and work.

In KCK, there is a rich and complex archaeological record. Some sites already have National Register of Historic Places (NRHP) designations, but there is potential for more discovery. Archaeological initiatives may reveal artifacts from various Native American tribes that inhabited the region, as well as the first Euro-American settlers, African Americans, Mexican Americans, and other immigrant groups that made KCK home. Working with Tribal Nations and other preservation partners on the documentation and protection of archaeological resources and sensitive areas will help foster a broader understanding of KCK's cultural and human origins. Understanding and preserving cultural resources ensures that KCK communities remain connected to the various ethnic identities, traditions, and places that shaped the city.



Quindaro Visitor Center



Quindaro Archaeological Site

CRITICAL ISSUES AND CHALLENGES

Historic Preservation supports equitable and inclusive reinvestment

DIVERSITY OF PLACE

KCK's historic landmarks and districts are significant assets that reveal the breadth and varying dimensions of local history. From Westheight Manor and Hanover Heights to Sumner School and the World War I Memorial Arch, KCK's historic buildings, places, and neighborhoods serve as well-preserved landscapes and key elements to the city's urban design and character. However, not all districts and landmarks are the same as some exude their history and authenticity to a high degree while others have their distinctive features, lot sizes, building forms, and property types that may not always meet the criteria for listing in the NRHP. Shifting the emphasis of preservation from formally designating properties and districts to conserving areas of good and unique design character can empower a broader range of neighborhoods to take advantage of the many benefits of preservation, building reuse, and economic revitalization.

EQUITABLE COMMUNITIES

Not all residents view historic preservation as relevant to their needs and concerns. Past discriminatory policies, redlining, and urban renewal have all had a disproportionate impact on communities of color. Together with its preservation partners and stakeholders, KCK must find ways to ensure that historic preservation's benefits accrue to everyone and across a broad range of communities. The UG can encourage and support meaningful community engagement and participation that helps determine key issues and needs that local preservation efforts can address. Pairing historic preservation with inclusive housing initiatives and affordability measures is one such instance where preservation can support equity goals.

TELLING THE FULL STORY

KCK's heritage story as reflected in the built environment is diverse, encompassing buildings, neighborhoods, sites, and landscapes from all periods of history in both the city and county. Some stories are well-known, while others are unknown and underrepresented in historical chronologies and narratives. Telling the full KCK story is an opportunity to garner a more inclusive understanding of local history and to illuminate the lesser-known people and places. New survey initiatives, for instance, can document places of cultural and historical value and importance to underrepresented communities and place them in positions for formal recognition and designation.

Historic Preservation is a tool, not a hindrance

DESIGN REVIEW AND ADMINISTRATION

KCK's Historic Preservation Ordinance establishes the foundation and framework for the Landmarks Commission's authority to protect significant buildings and places and to guide the design management of Local Landmarks and Local Historic Districts, as well as design reviews for National Register-listed historic resources as part of a memorandum agreement with the Kansas State Historic Preservation Office (SHPO). Having established standards and guidelines beyond the Secretary of the Interior Standards for the Treatment of Historic Properties can help provide a more flexible and invaluable framework for evaluating changes in historic resources and landscapes. It can also help educate property owners on acceptable and reasonable practices and approaches for maintaining a variety of historic resources. Other refinements and reforms to program administration on the part of the UG and the Landmarks Commission can facilitate and enhance stakeholder accessibility and understanding of program systems and methods.

DOCUMENTATION AND REGISTRATION

Over the decades, KCK and the UG have sponsored and undertaken several survey efforts of historic resources that have led to the designation of Local Landmarks and Districts, listings in the National Register of Historic Places, and the identification of other buildings and neighborhoods worthy of further study and possible designation. Future intensive surveys could focus on the bottomlands and industrial corridors, neighborhoods to the west of KCK's historic core, neighborhoods developed after 1940, and potentially other countywide collaborations. Going forward, survey and designation initiatives could also integrate oral histories, intangible resources and traditions, and new evaluation criteria that consider the cultural dimension of place in addition to its architectural and historical values.

PRESERVATION EDUCATION

With many other important planning issues and needs, old buildings are not the usual topics of discussion at community meetings and gatherings. Beyond this reality, homeowners and other stakeholders lack the basic knowledge and understanding of local landmarks and historic districts, preservation's benefits, and how the UG and other agencies and organizations make decisions about historic preservation. A comprehensive program of education and outreach can demystify preservation practices, elevate the awareness of local history, enhance communication and partnerships between the Landmarks Commission and residents, and reach new audiences that have not engaged with preservation efforts in the past.

CRITICAL ISSUES AND CHALLENGES

Historic Preservation is a strategic initiative

DISASTER RESILIENCE AND PREPAREDNESS

KCK is not alone among communities that have experienced natural disasters. Severe storms, tornadoes, and flooding in particular have resulted in the loss of historic resources in various parts of KCK over the decades. While the UG has taken important actions in disaster mitigation planning, a well-informed and engaged public is also critically important for effective preparation and response to disaster events. Additional planning efforts that incorporate working partnerships between different agencies, organizations, and preservation partners can help make KCK and its historic resources more prepared and resilient when natural disasters strike.

COMMUNITY REVITALIZATION AND ECONOMIC IMPACT

Historic preservation is a catalyst for revitalizing traditional neighborhoods and downtowns. Rehabilitation and adaptive use are possible by leveraging incentives that bridge funding gaps and make a project financially viable, bringing vitality to blocks and neighborhoods. Most historic buildings, such as schools, churches, commercial and industrial buildings, and theaters serve as suitable candidates for adaptive use that help to improve the local economy by bringing in new residents, businesses, and visitors. Focusing on key adaptive use projects, promoting heritage tourism, and revitalizing downtown and other historic neighborhoods through intentional and incremental approaches can help KCK maintain a stable and diverse tax base.

LAND USE AND URBAN DESIGN

Future land use decisions will determine the shape and design of KCK, including new development in and near historic districts and places of high character value. As new development occurs over time in KCK's historic urban core, land use decisions should direct it to infill areas and commercial nodes that strengthen the existing urban fabric and surrounding land uses, as well as enhance the design qualities of historic landmarks and historic districts. With such aims, such new development will respect the historic forms and spaces that already define KCK's visual qualities and local character.

SUSTAINABILITY AND ENVIRONMENTAL BENEFITS

Preservation is essentially the conservation of resources and practiced as part of the broader environmental movement that stresses reuse and recycling. Historic buildings have inherent energy-efficiency features and materials such as wood windows, doors, and siding that reduce the need to harvest trees and quarry new stone, reducing the City's carbon footprint and saving the environmental costs of new construction materials. This Preservation Plan recommends initiatives that link and promote local historic preservation actions and that achieve environmental benefits.



**HISTORIC PRESERVATION
GOALS + OBJECTIVES**

Document, inventory, and designate
KCK's significant cultural and
archaeological sites and resources, then
preserve and reuse them for future
generations to come

Goals + Objectives

GOAL 1

DOCUMENT, INVENTORY, AND DESIGNATE KCK'S SIGNIFICANT CULTURAL AND ARCHAEOLOGICAL SITES AND RESOURCES

- Conduct field surveys to document cultural and archaeological resources as the first step toward developing a comprehensive inventory and designating individual landmarks, historic districts, and conservation districts
- Coordinate with the Kansas SHPO to initiate protective action for historically significant archaeological sites and resources and develop a plan to monitor and manage them
- Align all properties with local, state, and federal historic designations to optimize benefits and streamline historic reviews

GOAL 2

FACILITATE AND SUPPORT PROGRAMS AND INITIATIVES THAT INDUCE HISTORIC PRESERVATION-BASED INVESTMENTS FOR THE REVITALIZATION OF NEIGHBORHOODS

- Review and revise regulatory requirements within local zoning and building codes to reduce barriers to preservation and adaptive use initiatives
- Promote and leverage the use of incentives programs to facilitate investment in adaptive use projects and revitalization initiatives
- Explore and undertake activities that promote entrepreneurial activity and the creative use of spaces in historic buildings
- Implement and support Main Street revitalization efforts for Downtown KCK and other traditional commercial areas and districts

GOAL 3

CLARIFY AND ENHANCE THE HISTORIC PRESERVATION REVIEW PROCESS

- Streamline the application and approval process, when reasonable, by establishing a comprehensive list of projects eligible for administrative review and approval
- Formulate and adopt planning and regulatory tools to preserve and revitalize heritage areas that may not meet the criteria for National Register or local landmark designation
- Develop design guidelines, customized for KCK landmarks and historic districts, including Downtown KCK, which provide clear direction for project review, and serve as an educational tool in the community

Goals + Objectives

GOAL 4

SUPPLEMENT EXISTING DISASTER RESILIENCE EFFORTS FOR HERITAGE RESOURCES THROUGH EDUCATIONAL PROGRAMS

- Enhance and promote the role of the KCK Landmarks Commission in disaster preparedness and response, including the development and delivery of educational resources and technical assistance
- Adopt procedures and rules for expediting, but do not suspend Landmarks Commission design review and other UG code requirements after a disaster
- Maintain updated Federal Emergency Management Agency (FEMA) flood zones and GIS mapping that incorporates historic resource information
- Undertake and sustain an ongoing intensive-level survey program of historic resources for use in GIS mapping and in disaster recovery efforts
- Offer workshops on weatherization, building adaptation methods, and other disaster preparedness measures to owners of historic properties

GOAL 5

IMPLEMENT NEW PROGRAMS AND TOOLS TO HELP RECOGNIZE, MANAGE, AND PROMOTE NEIGHBORHOOD HERITAGE, CULTURE, DESIGN CHARACTER AND SENSE OF PLACE

- Conduct needs assessments for neighborhood conservation and heritage districts that also align with planning goals and needs related to housing, capital improvements, land use, and urban design
- Prepare and adopt an enabling ordinance and designation criteria for establishing neighborhood conservation and heritage districts
- Conduct educational sessions and stakeholder outreach for neighborhoods interested in such historic preservation programs
- Create conservation district plans and design guidelines

GOAL 6

CONDUCT SURVEYS OF HISTORICALLY, CULTURALLY, AND ARCHITECTURALLY SIGNIFICANT PROPERTIES AND DISTRICTS

- Expand surveys into areas that have been historically disadvantaged
- Pursue surveys for neighborhoods, and architectural styles of historical significance that may seem “newer” and thereby underappreciated, but well within the standard 50 years of age
- Use survey results as a basis for creating new local or National Register listings and/or conservation districts

Goals + Objectives

GOAL 7

UNDERTAKE ACTIVITIES THAT ENSURE EQUAL ACCESS AND PARTICIPATION IN KCK'S HISTORIC PRESERVATION PROGRAM

- Promote equal access to preservation programming through accommodations and universal accessibility
- Develop preservation-related materials, design guidelines, and other information in multiple different languages and in print and online formats
- Increase diversity in Landmarks Commission appointments and board members of other related heritage and neighborhood based organizations and government agencies
- Use neighborhood leaders, advocates, historians, artists, entrepreneurs, and other intermediaries where needed in the delivery of preservation programs and services
- Communicate and consult with Tribal Nations to ensure knowledge transfer and address concerns for the care, study and preservation of artifacts

GOAL 8

MAINTAIN A DIVERSITY OF LAND USES AND ENCOURAGE GOOD DESIGN PRACTICES IN AND NEAR HISTORIC PLACES AND DISTRICTS

- Encourage mixed-use adaptive use projects and compatible new development in Downtown KCK and other neighborhood commercial districts
- Explore the use of design-based zoning tools to encourage quality design in or adjacent to historic districts
- Revise and update zoning requirements that maintain existing lot patterns and other building characteristics for new developments within historic districts
- Support programs and initiatives that encourage neighborhood-driven public art and placemaking projects
- Design and install gateways and special street signs that add to historic district identity

GOAL 9

CREATE PROGRAMS TO ELEVATE COMMUNITY UNDERSTANDING AND APPRECIATION OF HISTORIC PRESERVATION AND EQUITABLE ACCESS TO CULTURAL KNOWLEDGE

- Partner with existing preservation champions to develop in-person and online programming to promote KCK's unique heritage story and underrepresented histories
- Nurture new relationships with the community, neighborhood groups, and preservation advocacy entities in Wyandotte County and the broader metropolitan region that share a connection to historic places and neighborhoods
- Pursue collaborations with local educational institutions, workforce development entities, and local unions on creating a preservation skills trades training program and curriculum that develops new tradespeople in masonry repair, carpentry, and other preservation skills
- Create a training program for local realtors to familiarize themselves with Local Landmark and District designations and design review, as well as the benefits of historic preservation

Goals + Objectives

GOAL 10

PROVIDE FOR THE EFFECTIVE CONSERVATION, INTERPRETATION AND STEWARDSHIP OF THE QUINDARO TOWNSITE

- Convene a task force of key KCK preservation stakeholders to secure partner participation and explore funding options for underwriting a Quindaro Townsite Management Plan
- Convene discussions and determine actions related to site ownership and tenancy issues after completion of the Management Plan
- Identify needed capital improvements to the site that address access, security, and visitor experience

DOCUMENT, DISCOVER AND PROMOTE

GOAL 11

UNDISCOVERED HISTORIES AND PLACES IMPORTANT TO KCK'S UNDERREPRESENTED COMMUNITIES

- Collaborate with local schools and educational institutions, neighborhood associations, historians, artists and residents in preparing context research, oral histories and ethnographic studies on KCK ethnic and racial groups
- Incorporate research and oral history components to survey and document projects
- Conduct deep listening and storytelling sessions to discover stories and places important to understanding KCK's cultural heritage
- Encourage the creation of crowd-sourced websites to gather information, photographs and other artifacts of culturally important sites
- Use historic districts and places as backdrops for community events and festivals that highlight KCK's diverse histories

PROMOTE EFFECTIVE ENVIRONMENTAL AND

GOAL 12

SUSTAINABLE DESIGN PRACTICES AS PART OF LOCAL PRESERVATION EFFORTS IN KCK NEIGHBORHOODS AND DISTRICTS

- Add an energy efficiency element for historic buildings within the historic preservation design guidelines or create a separate guidance manual focused on all historic resources within KCK
- Partner with the Kansas Energy Office, the Kansas SHPO, and other regional entities to conduct training and produce publications on historic buildings and energy efficiency
- Consider creating and managing a salvage program for historic building materials to reduce waste in landfills in partnership with local organizations
- Promote energy audits for owners of historic resources

04

Land Use + Development

LAND USE + DEVELOPMENT

Kansas City, Kansas (KCK) boasts of a full transect from the most dense urban neighborhoods to bucolic, rural communities. From the picturesque rolling topography at the confluence of Kansas and Missouri Rivers to the suburbia of the Piper area, KCK contains a rich array of historic assets and a highly diverse population. However, decades of sprawl has left KCK with critical challenges such as costly infrastructure demands, extensive vacant land, and a notable dependence on automobiles. The once vibrant downtown in the east has declined in favor of inefficient western expansion. Additionally, the City's connection to its riverfront has eroded over time due to industrial activity, rail yards, and highways. While addressing these challenges is crucial, the city can leverage its inherent strengths to guide future development strategies, fostering a more resilient and cohesive landscape.

To reverse KCK's decline and capitalize on these civic opportunities, the Unified Government of Wyandotte County and Kansas City, Kansas (UG) can revitalize downtown through catalytic projects and infill development, connect and urbanize Village West neighborhoods around The Legends, and develop strategic land use plans for the many transit corridors. PlanKCK seeks to create a distinctive skyline, maximize riverfront value, and enhance connectivity to and between riverfront neighborhoods. Additionally, it includes initiatives for regeneration, fostering mixed-income communities, establishing a vision for rural land use, supporting sustainable industries, and integrating existing plans into a seamless landuse catalogue. The plan prioritizes good urban design, promoting thoughtful planning of paths, landmarks, edges, districts and nodes throughout KCK.



A land use vision for KCK: compact & infill development strategically located at existing KCK nodes, connected by multimodal corridors.



KCK spans a complete urban-to-rural transect



KCK's development densities are not evenly distributed. Rather, the city comprises a full transect of development types, meaning that they reflect a series of zones that transition from open spaces and on to a denser urban core.

Traditionally, the transect is used as a model for urban development at different scales and intensities. The fact that KCK organically comprises all of the zones of the transect within its borders is unique for a municipality like ours.

Across KCK, density is concentrated in the eastern half of the county, while the oldest and densest legacy neighborhoods are concentrated east of I-635.

Further west, development tends to be newer, and more broadly comprised of single-family subdivisions. There are also inner-ring suburbs that are more ex-urban than suburban in the midtown area between I-635 and I-435.

Village West is a suburban transect that directly abuts the rural open spaces characteristic of western Wyandotte County.

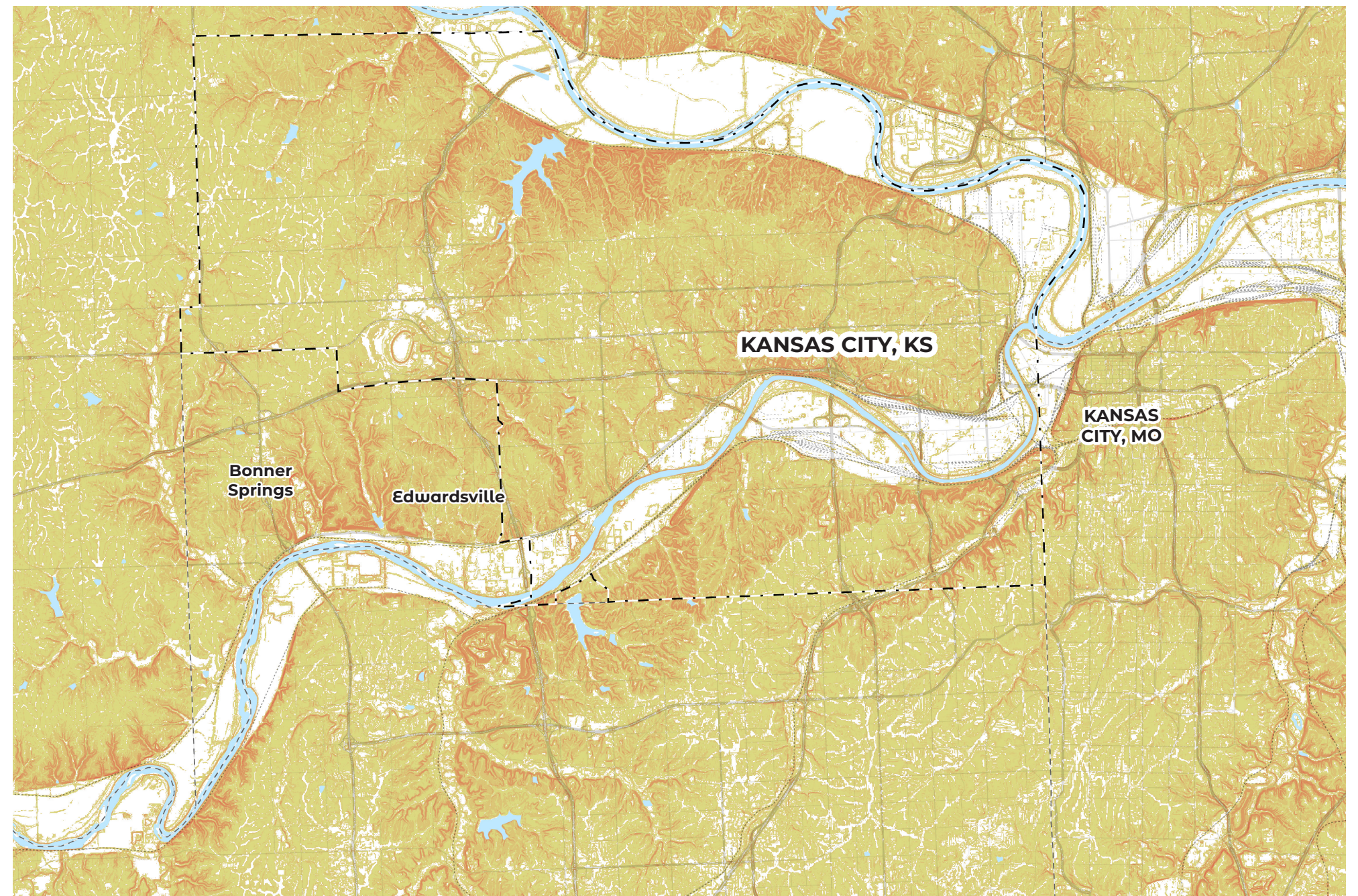
CRITICAL ISSUES AND CHALLENGES

Our topography has shaped our development

Wyandotte County is part of the glaciated physiographic region of Northeast Kansas, and is situated between the Missouri and Kansas Rivers at their confluence. Expansive flood-plains are found along the rivers, while central uplands between the rivers form a 'backbone' of rolling hills dissected by streams draining to said rivers.

This rolling topography plays a significant role in shaping KCK's land uses, as we grew generally from east to west, due both to the plateau that exists between the two rivers and its proximity to the much larger Kansas City, Missouri (KCMO) directly across the river to the East.

SLOPES ACROSS WYANDOTTE COUNTY



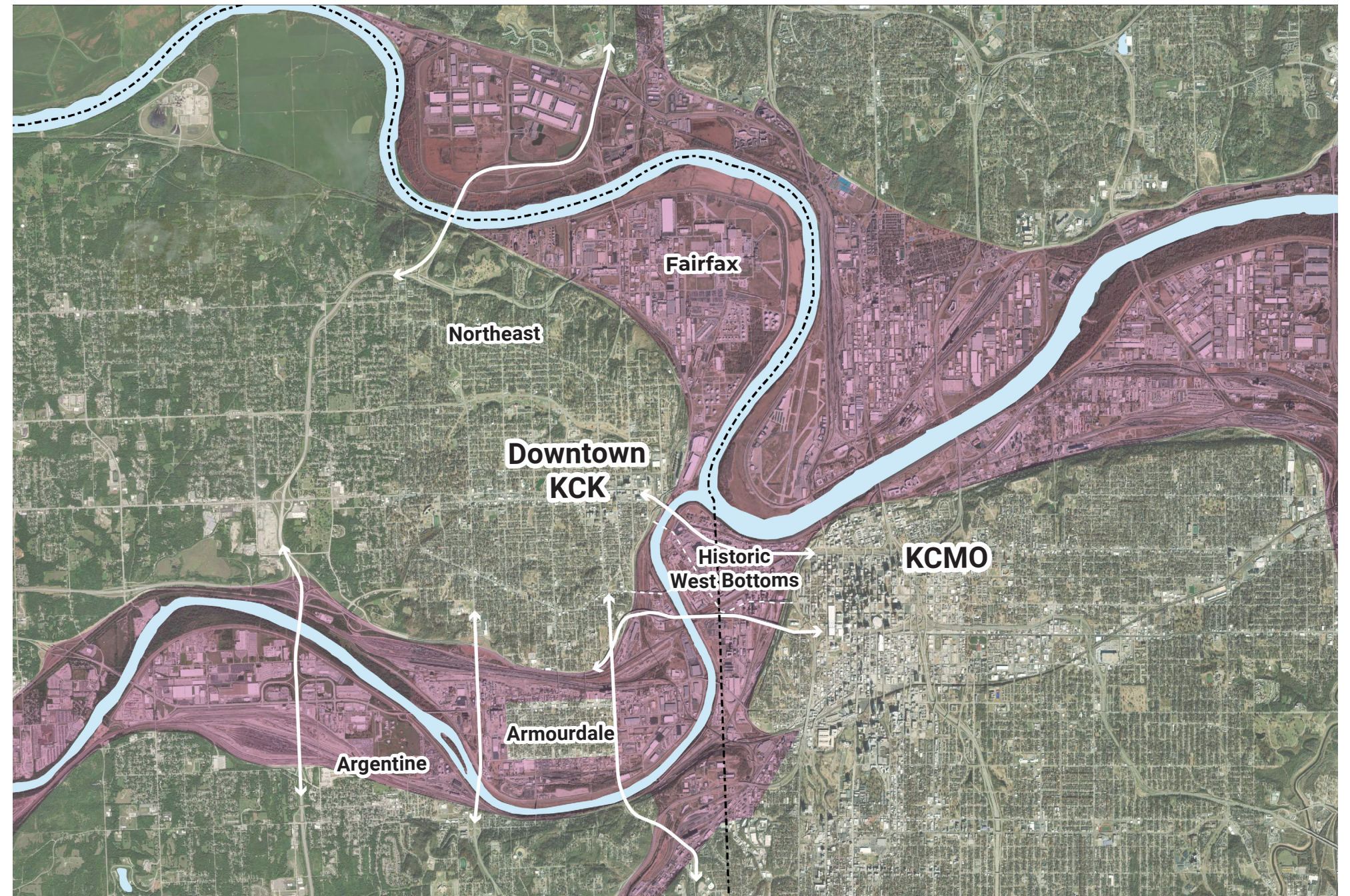
CRITICAL ISSUES AND CHALLENGES

Our rivers are surrounded by industrial uses

Generally speaking, the floodplains near the rivers of KCK are dominated by industrial, logistics, and transportation uses, while the rest of the city is located on the hills above.

One notable exception to this rule is the community of Armourdale to the south of Downtown KCK, which is located in the flats and surrounded by rail yards and industrial uses. Meanwhile, the ridges that separate the industrial flat land from the rest of the city are dominated by highway and rail infrastructure.

INDUSTRIAL BORDERLANDS



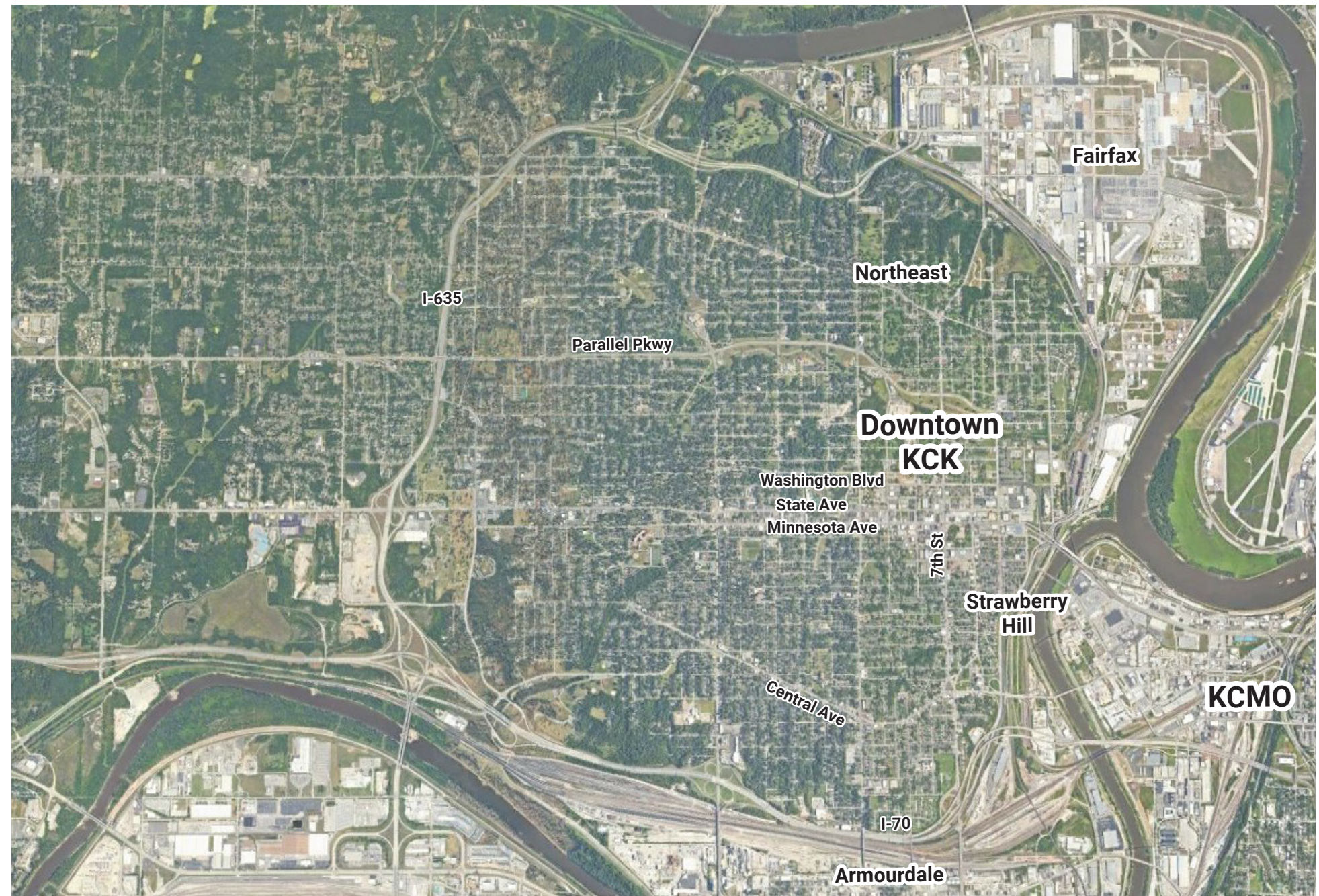
CRITICAL ISSUES AND CHALLENGES

KCK's downtown developed at the eastern edge of the county

Since the 1800s, Downtown KCK has been the commercial hub of Wyandotte County, due in large part to its proximity to KCMO.

Anchored by Washington Boulevard, State Avenue, Minnesota Avenue, and 7th Street, it supports a few moderately vibrant commercial corridors with primarily two to four story buildings, plus a number of parking lots and a few larger parking structures. Downtown KCK is home to a number of historic sites, including the Wyandot National Burying Ground and Memorial Hall. Nearby Central Avenue is a hub of ethnic and local eateries.

Around Downtown KCK are a number of historic and diverse neighborhoods with high crossroad frequency and mostly traditional grid-street network neighborhood urbanism.



CRITICAL ISSUES AND CHALLENGES

Village West is a regional destination in Western Wyandotte

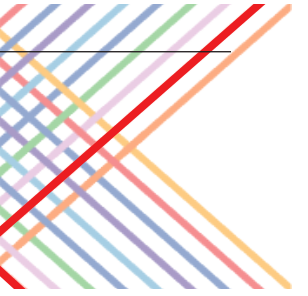


Over the last 20 years, the large footprints of The Legends Outlets and Children's Mercy Park, home of Kansas City's Major League Soccer (MLS) team, the Kansas Speedway, and the Field of Legends, a minor league baseball stadium, have established a regional destination nexus in the western half of Wyandotte County.

This massive, sprawling mix of developments is increasingly surrounded by intermittent residential subdivisions, apartment complexes and automobile-oriented development.

CRITICAL ISSUES AND CHALLENGES

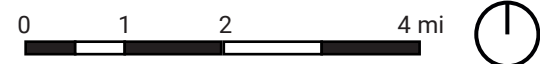
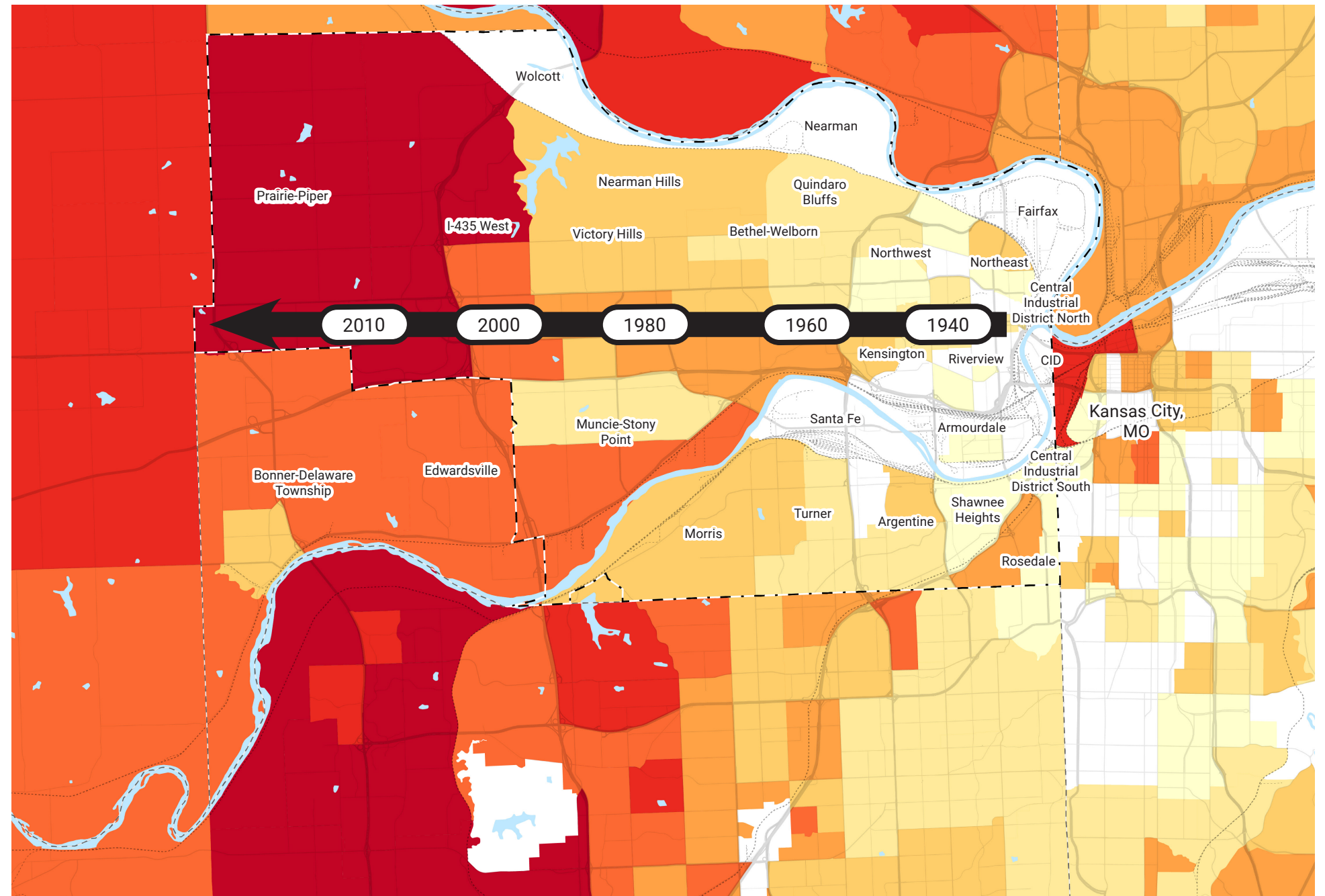
Over time KCK grew from east to west



Like many cities and counties across the region and nation in the last few decades, KCK has grown through sprawl, in our case expanding to the west, while our population has stayed approximately the same over the last several decades. Thus, average building ages generally becomes newer from east to west across the county.

The built footprint of KCK is about twice as large as it was a half century ago, despite the county losing population from its peak of 172,000 to 167,000 since 1980.

MEDIAN BUILDING AGE



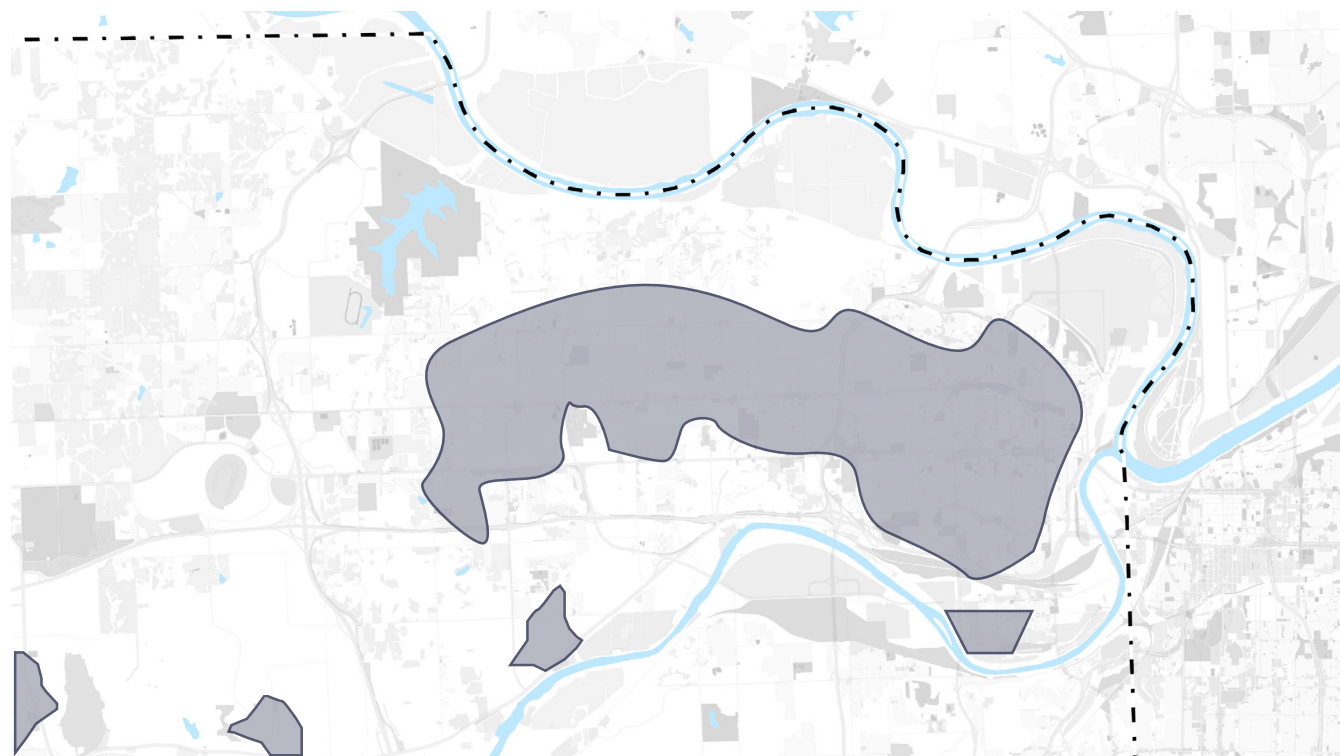
KCK's urban footprint has sprawled over time

Despite being the smallest county in Kansas by area, Wyandotte County is its 4th most populous county. Overall, however, Wyandotte County's population density of just over 1,100 residents per square mile (around two per acre) is consistent with only that of a relatively low density suburb.

As development over the last several decades has been at lower densities, the overall population density of the county's urbanized areas has declined over time, covering around 50% more land area than 40 years ago despite a decline of the county's overall population. Today 71% of housing units are detached single-family homes. Around 20% of housing units are in multi-family structures (apartments, condos).

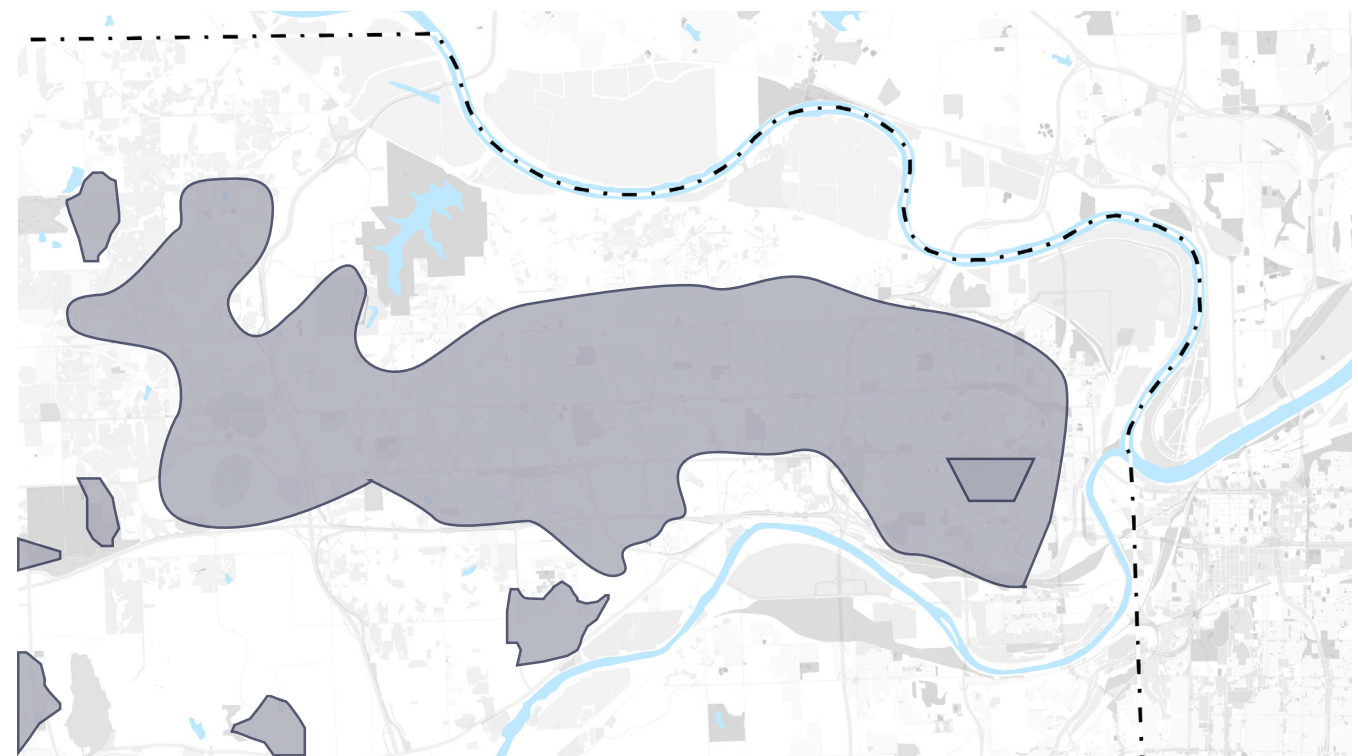
Our approximate primary urbanized areas - 1984

Wyandotte County population: 172,000



Our approximate primary urbanized areas - 2020

Wyandotte County population: 167,000



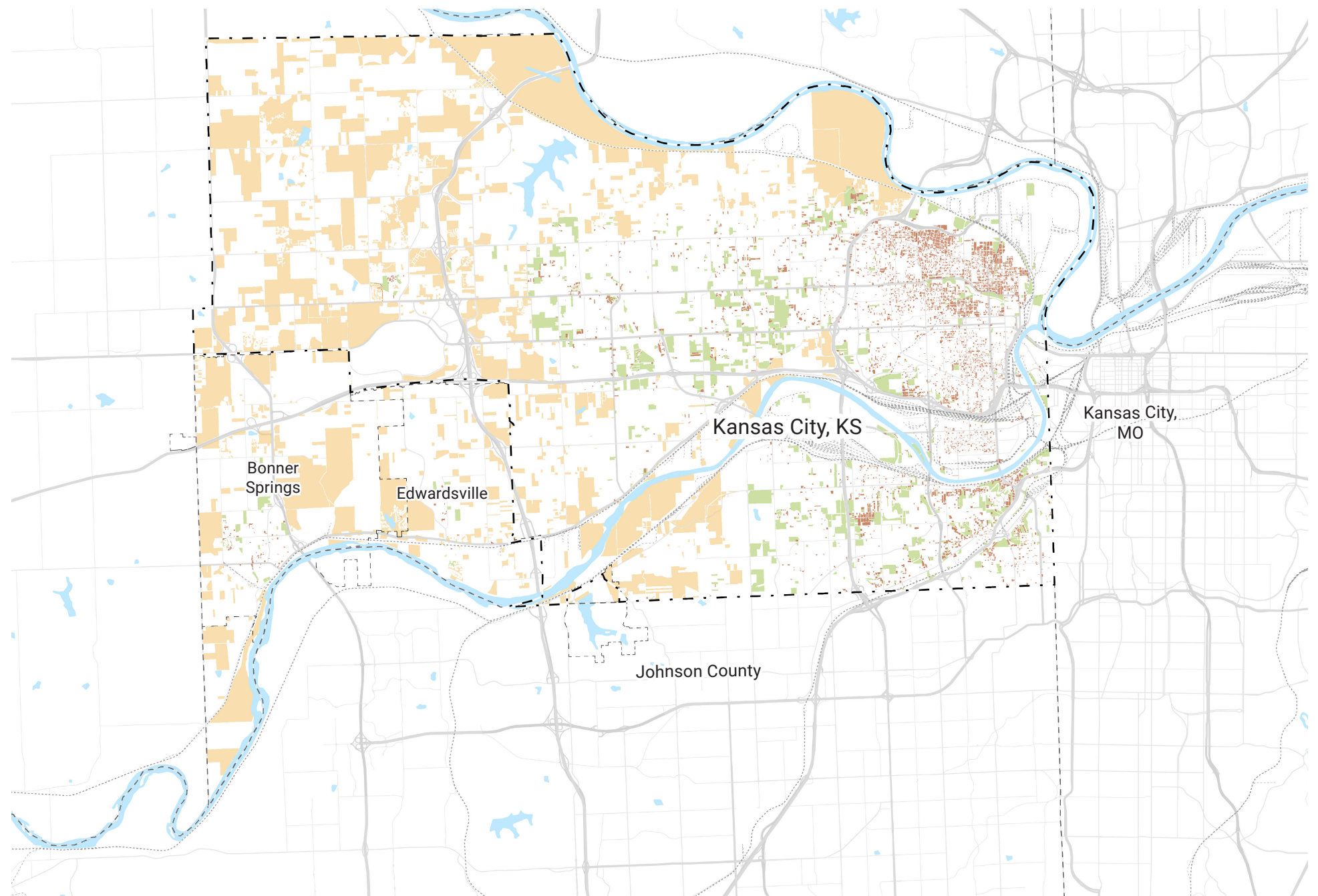
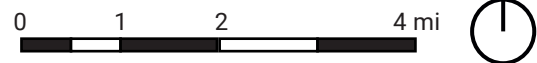
KCK has over 12,000 vacant parcels

As KCK has sprawled, significant new development has occurred out west even as significant portions of the county's existing historic neighborhoods have hollowed out. Vacancy is high, with over 12,000 vacant parcels spread across the county, with the greatest concentration of vacant, mostly residential parcels located predominately east of I-635. Of all the vacant parcels, approximately 4,500 properties are under the UG's control in the Land Bank, which can be leveraged for regeneration.

VACANT PARCELS ACROSS WYANDOTTE COUNTY

Vacant Parcels

- Rural Fringe
- Large Urban Lots
- Small Urban Lots



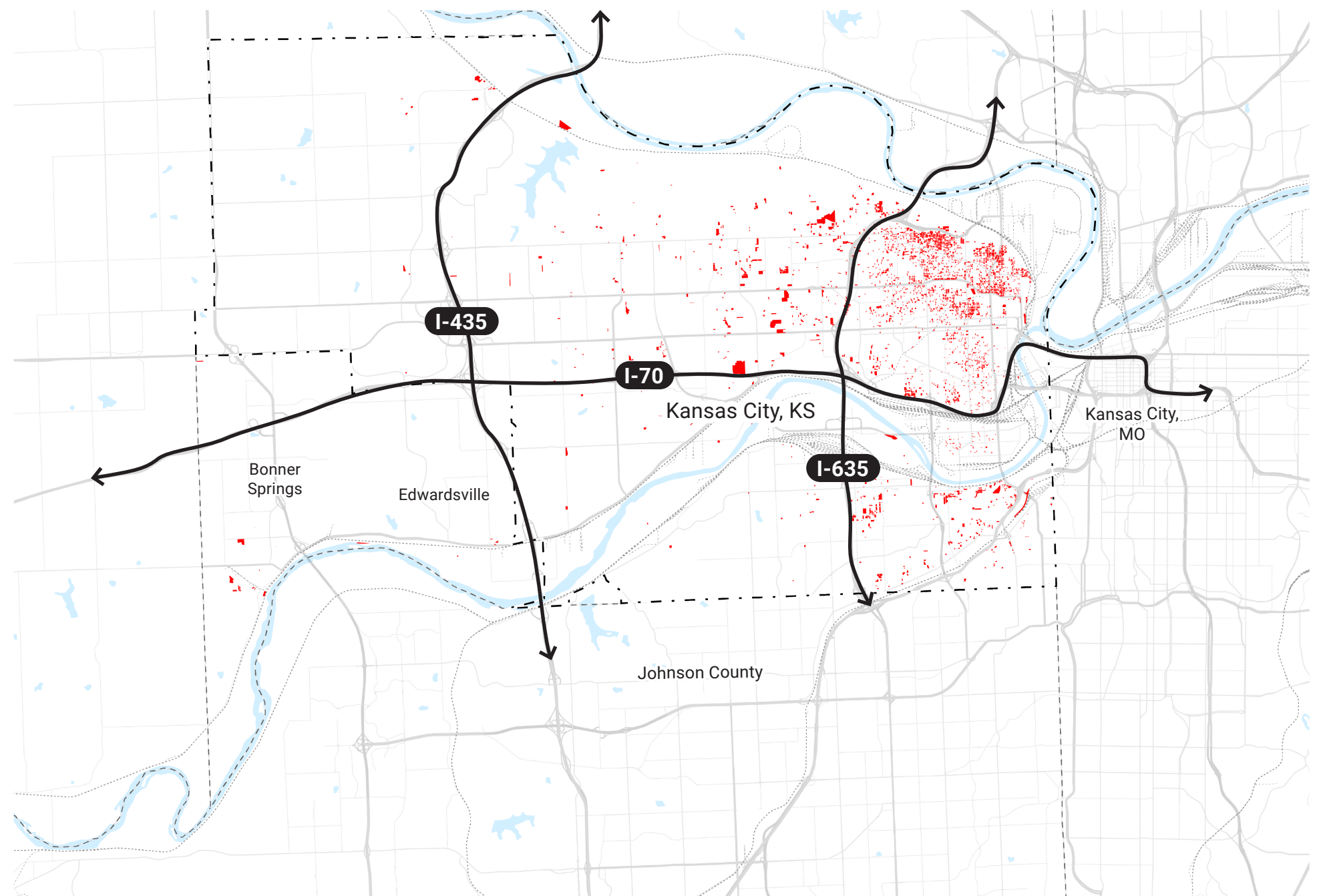
CRITICAL ISSUES AND CHALLENGES

Many vacant parcels have been land banked by the UG

Many of the vacant parcels are controlled by the Wyandotte County Land Bank Board of Trustees:

- The majority of the Land Bank parcels are on infill parcels in the core of KCK, east of I-635 and select parcels west of I-435
- Over the last decade, the number of parcels in the Land Bank has more than doubled from 2,069 in 2012 to 4,516 in 2022
- More than 3/4 of the Land Bank properties are valued at less than \$1,000
- Nearly 3/4 of Land Bank parcels are considered “buildable”
- In spite of the relatively affordable prices and large number of buildable lots, very little new construction has occurred on vacant parcels in KCK

LAND BANK PARCELS ACROSS WYANDOTTE COUNTY



The value of concentrated growth

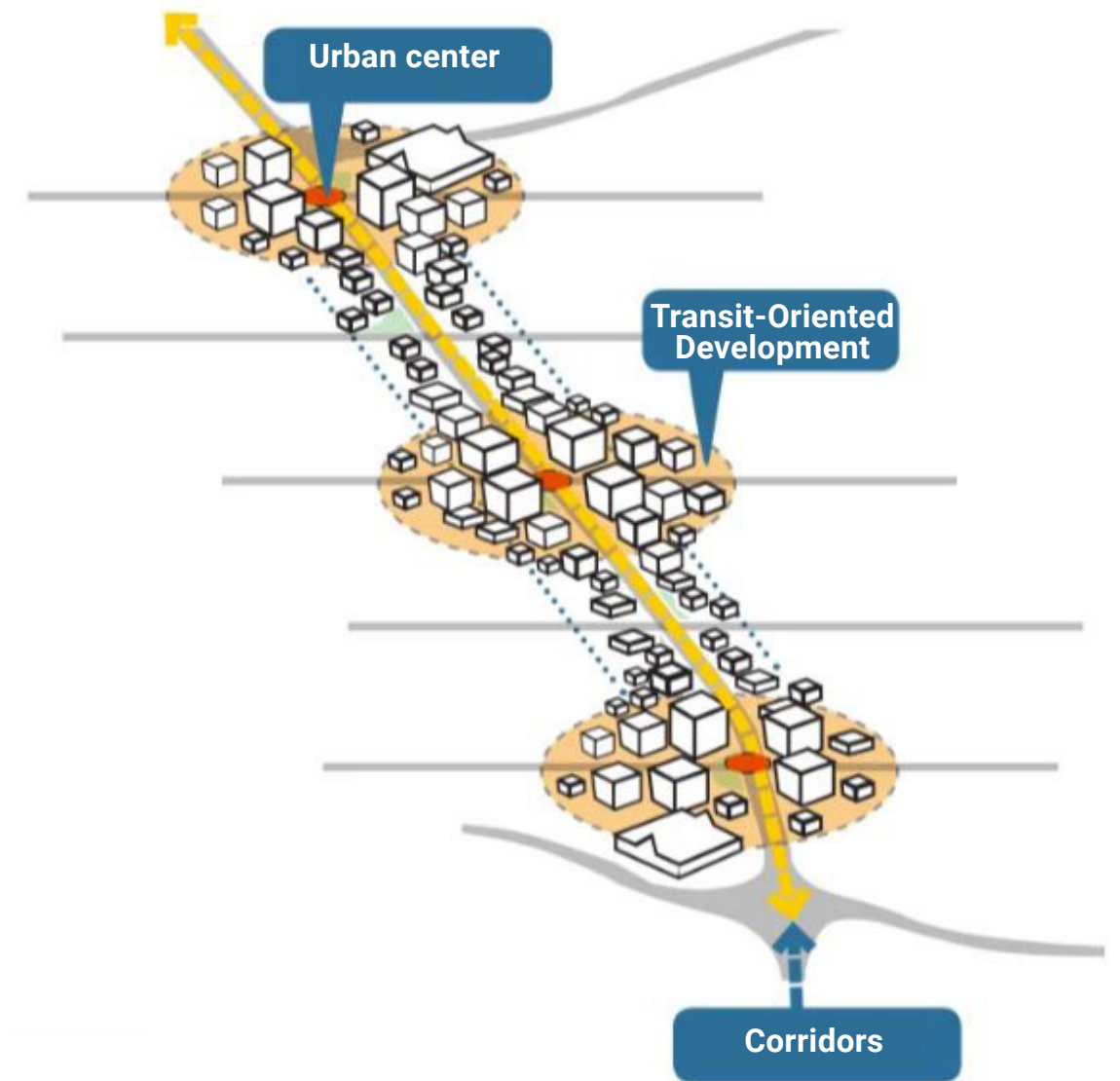
Across much of the U.S., including KCK, the land use and development footprint has sprawled haphazardly over many decades. This has resulted in development that is disconnected, and where jobs, amenities and centrally accessible community spaces are hard to locate.

According to the principles of smart urban development, there are numerous benefits to development that instead concentrates most of the places that people live and work in community centers where goods and services are available to all within a 15-minute walk, or along transit-supportive corridors and nodes of transit oriented developments (TOD) that connect between these centers.

By growing with an emphasis on more concentrated densities of population in centers and along corridors we can:

- Grow the vibrancy and quality of life in our existing neighborhood centers
- Protect our existing single-family neighborhoods and rural areas from further sprawl and incursion
- Reduce the amount of infrastructure needed to support our community, and thereby reduce per capita infrastructure expenditures by growing in the areas where infrastructure already exists
- Increase per capita tax revenues by growing more intensively
- Locate more residents proximate to public transit, reducing dependence on the automobile and facilitating the increased frequency of transit service
- Reduce the wear and tear on our streets, reducing street maintenance costs
- Increase the number of jobs accessible to most residents, thereby increasing opportunity and reducing commute times
- Reduce energy use per person, greenhouse gas emissions per person, transportation-related energy consumption per person, gasoline use per person and vehicle miles traveled

Smart Growth Centers and Corridors

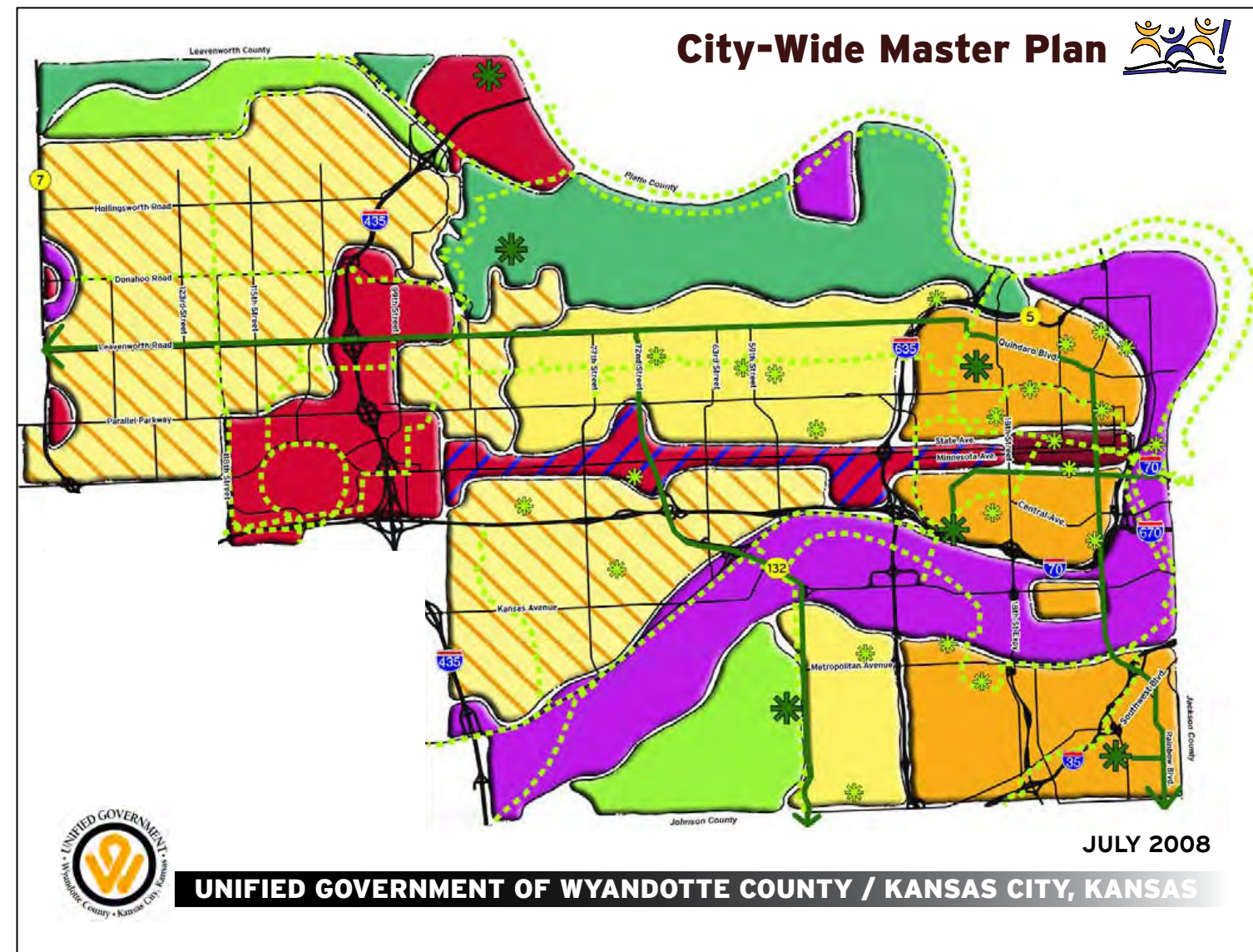


2008 Citywide Comprehensive Plan

The **2008 Unified Government of Wyandotte County and Kansas City, Kansas Citywide Master Plan** was the last time the city planned comprehensively for its future land use and development. It imagined a forward looking, environmentally minded city with development that supports healthy neighborhoods and the City's rich and diverse cultural history. Among its stated goals were:

- Incorporate sustainable approaches to development and enhance natural areas;
- Revitalize neighborhoods;
- Identify a true “multi-modal” transportation network that balances the needs of motorists, transit, pedestrians and cyclists;
- Recognize, reinforce and enhance established neighborhood identity and sense of place; and,
- Prioritize public infrastructure investments.

While the 2008 plan provided some strategic direction, it was neither comprehensive nor visionary. This update seeks to replot KCK's trajectory.



Land use policy in KCK lacks clarity

LAND USE PLANNING

Overall, there are at least 53 plans addressing various aspects of the land use and development in KCK, but prior to PlanKCK the city lacked a current, truly comprehensive plan for its future growth and development. The perception across KCK is that our current development is largely unplanned and market-driven, and that there is a need for more concerted planning and follow-through to implementation.

According to the 2022 UG Resident Survey, only 36% of residents reported being satisfied or very satisfied with how the UG is planning for growth.

ZONING AND DESIGN GUIDELINES

KCK's current land use plan and zoning ordinance are a patchwork of guidelines from different jurisdictions. Currently there are different land use category definitions across KCK, dating to the city's 2008 Citywide Master Plan, and are delineated differently in the Armourdale, Rosedale, Northeast, Downtown, Central Area, and Prairie Delaware Piper area plans. Together they lack clarity or cohesiveness.

AREA PLANS

KCK has completed a number of area plans for some of its distinct communities, but these plans reflect different priorities and were conducted at different times, and do not cover the entire scope of neighborhoods that need planning. Similarly, KCK has a variety of patchwork design guidelines, but a single, more comprehensive manual is needed to address the most critical land use and development topics across the community and create greater certainty for developers.

Relationship between the Comprehensive Plan and other planning activities



THE COMPREHENSIVE PLAN

The Comprehensive Plan, PlanKCK for the UG is the most overarching long-range plan a city will develop. A Comprehensive Plan expresses the city's high level vision, goals, objectives, policies, and strategies for its future growth or shrinkage, development, historic preservation, protection of community assets, and provision of services. The Comprehensive Plan may integrate the ideas of more specific topical studies to set a guiding "north star" for future community investments, and to prioritize areas for future study and investment.

AREA PLANS

An Area Plan serves as a focused initiative to precisely delineate the distinctive character of a chosen section or area within the city, ensuring that its development aligns seamlessly with the comprehensive plan. These plans delve into specific communities, typically neighborhoods, with a heightened level of detail, addressing their unique requirements, design considerations, and development aspirations in harmony with the overarching strategic vision of the comprehensive plan. By providing more granular insights, Area Plans offer specific guidance to developers and policymakers, facilitating a more targeted and cohesive approach to the realization of development goals and the identification of specific projects.

THE LAND USE PLAN

The Land Use Plan translates the ideas of the comprehensive plan into a spatial basis for zoning laws and future allowable development. It helps define how the uses, form, and character in specific areas should be restricted in order to promote the orderly development of land in ways that protect the environment, ensure the efficient use of county resources, and promote complete communities. Having an effective land use plan in operation provides a sense of certainty for both the City and private developers, ensuring that their investments align with predetermined guidelines. This alignment promotes a more predictable and streamlined development process for the community as well. With a well-crafted land use plan, much of the future development can occur "by right," emphasizing a structured and consistent approach to land development within the defined parameters.

EXISTING LAND USE PLANS

Existing Area Plans

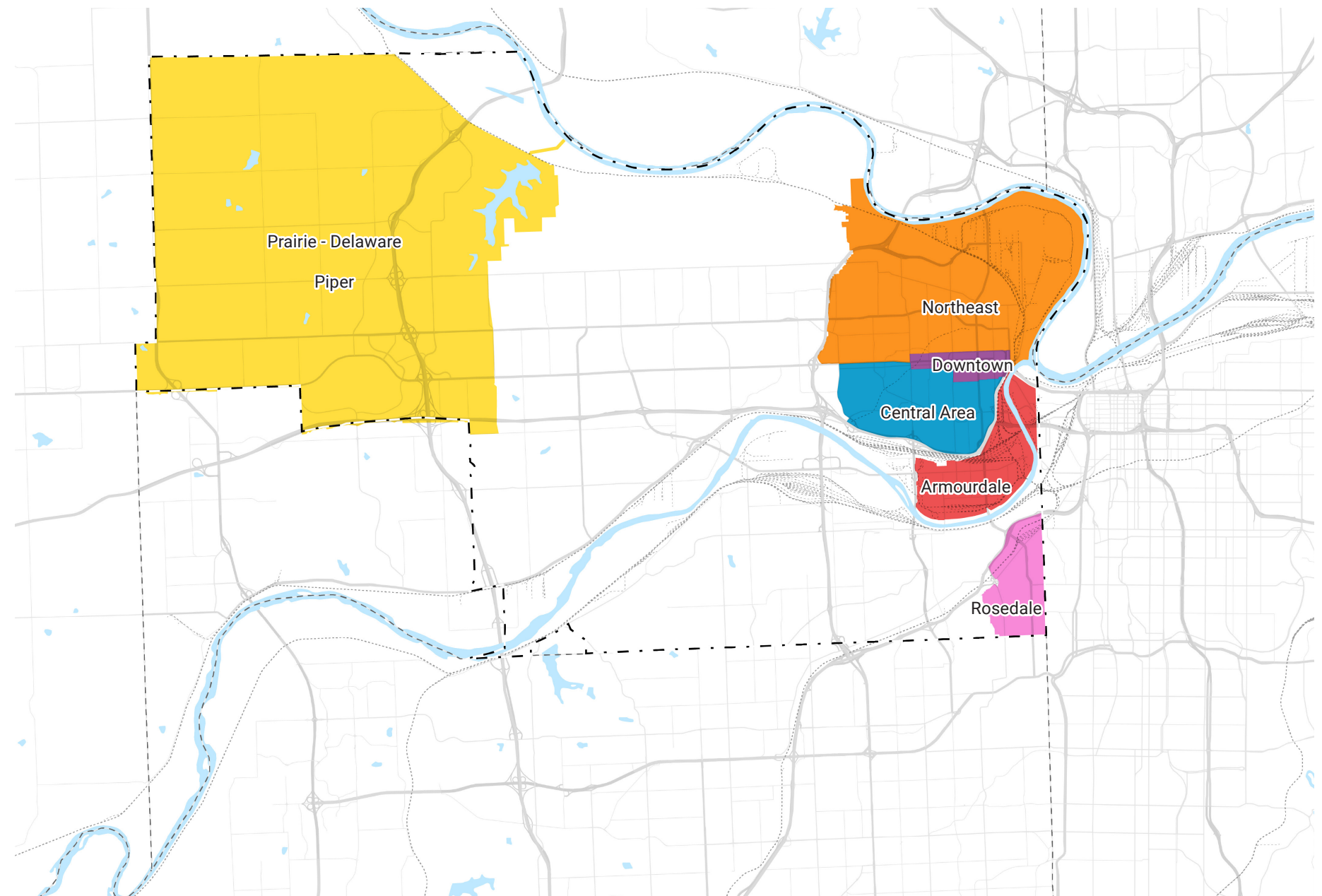
Existing Area Plans in KCK include:

- Prairie Delaware Piper Area Plan (2004)
- Downtown Area Plan (2007)
- Rosedale Area Plan (2016)
- Northeast Area Plan (2018)
- Central Area Plan (2020)
- Armourdale Area Plan (2021)

The following communities have never had their own Area Plan and have effectively been using the 2008 Comprehensive Plan as their de facto Master Plan :

- Argentine Area Plan
- Midtown Area Plan
- Turner/Morris Area Plan
- Portion of Rosedale/Shawnee Heights

EXISTING AREA PLANS





**LAND USE + DEVELOPMENT
GOALS + STRATEGIES:**
KCK's regeneration will strategically concentrate
growth and help build up diverse and healthy
neighborhoods

Goals + Objectives

GOAL 1

ADVANCE CATALYTIC PROJECTS TO KICKSTART A DOWNTOWN RENAISSANCE

- Complete revitalization projects in the downtown core, including the renovation and service upgrades of Memorial Hall
- Leverage historic district designations, KC Main Street development programs, and other economic development tools consistent with the Economic Development Strategy to help spur investment in Downtown KCK
- Prioritize infill projects that address vacant spaces without displacing current residents
- Advance signature projects such as the 4th and Minnesota Avenue development project, on UG-owned land that seeks to redefine how the UG does community development

GOAL 2

CONNECT THE NEIGHBORHOODS OF VILLAGE WEST INTO A WALKABLE CORE AROUND THE LEGENDS

- Enhance walkability between cultural and entertainment destinations out west, including the implementation of goDotte's priority sidewalks and trails
- Incorporate mixed-use development projects around destination assets to augment activity associated with major events
- Transition from a suburban separation of uses to new mixed-use infill on underutilized land such as surface parking lots
- Expand transit frequency along state Avenue to support transit oriented development patterns

GOAL 3

DEVELOP LAND USES TO ACCOMPANY TRANSIT OPPORTUNITY CORRIDORS

- Grow State Avenue as the Bi-State Sustainable Reinvestment Corridor with multimodal transportation connectivity and appropriate adjacent transit-oriented development to connect KCK to KCMO
- Reimagine Central Avenue as a corridor for entrepreneurship.
- Continue to grow the 7th Street / Rainbow Boulevard corridor as a primary arterial connecting Fairfax to the KU Medical Center via Downtown KCK

Goals + Objectives

GOAL 4

USE NEW DEVELOPMENT TO ESTABLISH A DISTINCTIVE VISUAL CONNECTION TO KCMO

- Develop vertically in key sites that elevate the KCK skyline
- Connect KCK to KCMO through a fixed transit corridor, such as street car, light rail, Bus Rapid Transit (BRT), and/or aerial lift
- Frame new development and the protection of viewsheds to landmarks and skylines

GOAL 5

MAXIMIZE THE VALUE OF OUR RIVERFRONTS

- Expand access to new recreational amenities and adjacent waterfront development, and grow the value of water-based activities along the Kansas River
- Enhance waterfront trail connections touching the Quindaro Townsite District through the Northeast KCK Heritage Trail, Kansas River levee betterments, and Armourdale trailheads
- Enhance trails with connectivity to the riverfront including the Kansas Riverfront Levee Trails, Jersey Creek to City Park Trail, Northeast KCK Heritage Trail, and Turkey Creek Trail gap through KCK
- Establish complete riverfront connections from Downtown KCK to Downtown Bonner Springs by re-imagining K-32/Kansas Avenue/Kaw Drive as identified in goDotte

GOAL 6

FULFILL A VISION FOR THE QUINDARO TOWN CENTER AND NORTHEAST KCK

- In collaboration with the National Park Service, develop a Management Plan that integrates the Northeast KCK Heritage Trail Plan to complete a storytelling route to the Quindaro Townsite
- Improve the character and quality of Quindaro Boulevard and adjacent development
- Establish the necessary access to the Quindaro Townsite to realize a thriving district-wide vision
- Sustain and enhance Northeast KCK as a thriving, mixed-income community, fostering positive outcomes for all residents through strengthened local relationships, increased job opportunities, and improved housing and services

Goals + Objectives

GOAL 7

ESTABLISH A COMPREHENSIVE VISION FOR THE PRODUCTIVE USE OF RURAL LAND THROUGH THE AREA PLAN UPDATE PROCESS

- Update the Prairie Delaware Piper Area Plan to better guide new development and preserving the character of western Wyandotte
- Develop new Area Plans for other communities with a rural character, such as Midtown and Turner
- Implement new land use and zoning designations that establish more permissive agricultural and open space categories
- Support new energy generation and sustainability strategies for our rural land

GOAL 8

ENVISION A NEW INDUSTRIAL FUTURE

- Attract future industries that can co-exist safely with other land uses
- Create pathways to realize “industrial mixed use” that specifically accommodates light and creative industries that will foster entrepreneurship in KCK over the coming decades
- Develop design guidelines for industrial areas, including how the design of streets, land plots, buildings, and buffers in these areas can be thoughtfully integrated within a complete, livable community
- Allow mixed-use development in industrial zones in ways that will accommodate the infill of residential development in formerly industrial areas
- Identify key infill, intensification, and redevelopment projects in existing industrial areas to increase their vibrancy and prevent further incursion into historically non-industrial areas

GOAL 9

INTEGRATE EXISTING COMPREHENSIVE PLANS

- Implement the core tenets from the comprehensive plans of Bonner Springs and Edwardsville
- Implement and align the Area Plans of the many neighborhoods within KCK
- Coordinate with regional planning efforts, such as Climate Action KC and KCMO’s Spirit Playbook

Goals + Objectives

GOAL 10

REIMAGINE AND STREAMLINE LAND USE CATEGORIES ACROSS KCK

- Update the citywide zoning code for consistency with the PlanKCK Land Use Plan
- Integrate land use categories detailed to reflect the full breadth of KCK's transect, defined across the use, form, and character of development
- Streamline definitions for all land use categories for consistency and ease of use
- Codify design guidelines into the zoning code
- Modify parking standards to eliminate minimums and promote alternative transportation and electrification

GOAL 11

COMPLETE REMAINING AREA PLANS

- Continue to align and implement existing Area Plans
- Develop Area Plans for communities to incrementally detail the vision of PlanKCK for the following areas:
 - » Downtown
 - » A Western District Area plan to include The Legends
 - » Central Avenue
 - » Route 32
 - » Our waterfront
 - » Indian Springs
- When Area Plans are being designed, include an updated land use map using the PlanKCK table and update the zoning map accordingly

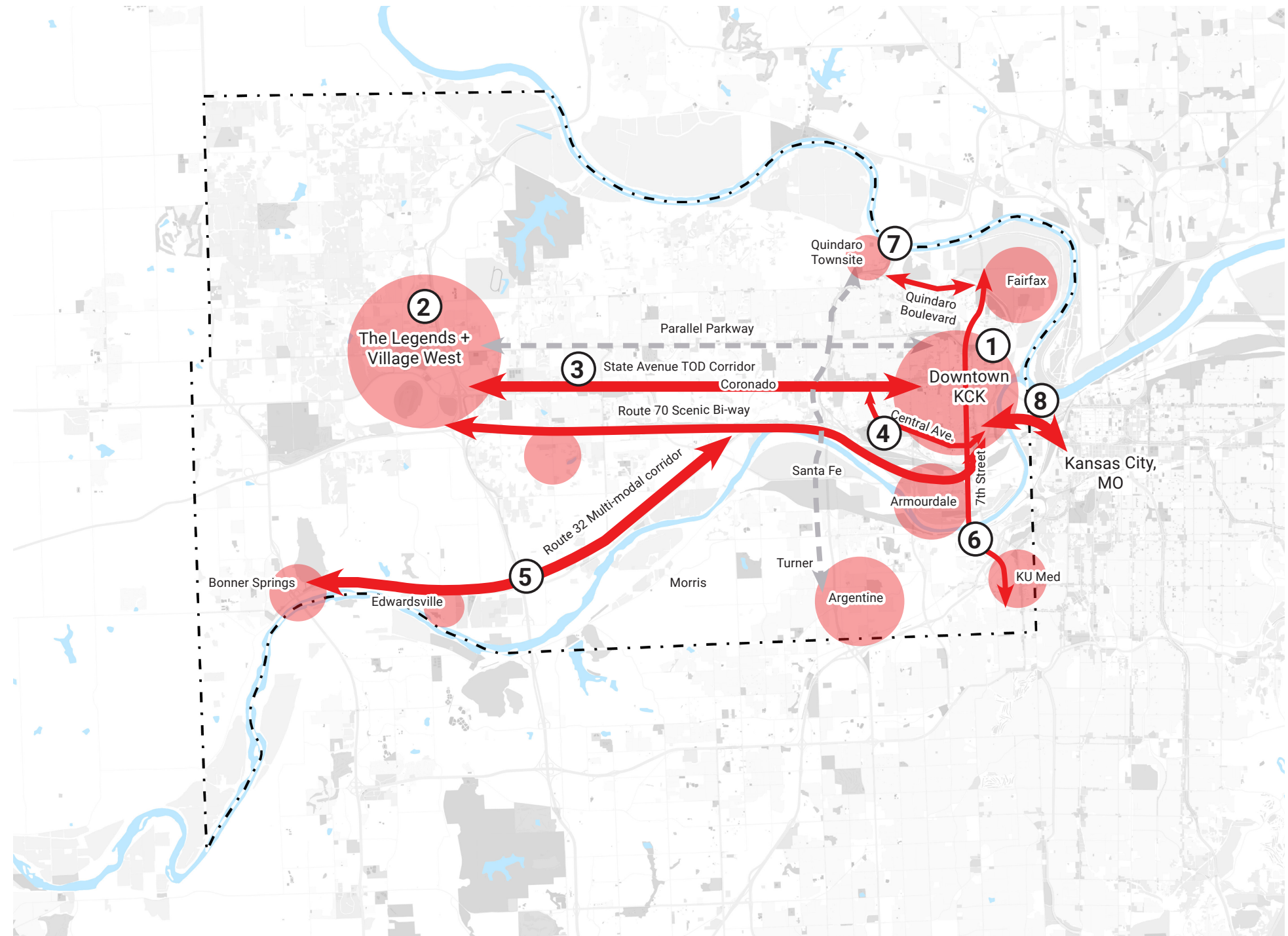
GOAL 12

PRIORITIZE GOOD URBAN DESIGN ACROSS KCK

- Plan thoughtfully for the legible design of paths, edges, landmarks, districts and nodes in all instances where they exist
- Complete a comprehensive study for how to best optimize KCK's skyline in select locations in ways complementary with the skyline of KCMO
- Protect critical viewsheds of landmarks, skylines, and scenic byways
- Designate I-70 as a scenic byway through KCK

Summary of physical strategies to be included in the land use plan

- ① Advance catalytic projects downtown to kickstart an urban renaissance
- ② Infill mixed-use development to create a more walkable Village West
- ③ Grow State Avenue as the “Bi-State Sustainable Reinvestment Corridor”
- ④ Reimagine Central Avenue as a corridor for entrepreneurship
- ⑤ Rebuild K-32 / Kansas Avenue / Kaw Drive as a primary multi-modal corridor linked to trail-oriented development of the levee trail system to Downtown Bonner Springs
- ⑥ Grow the 7th Street / Rainbow Boulevard corridor as a central arterial connecting Fairfax down to the KU Medical Center
- ⑦ Fulfill a vision for the Quindaro Townsite and Northeast KCK
- ⑧ Better connect Downtown KCK and Downtown KCMO



LAND USE TABLE

Land Use Map

- Parks
- Open Space
- Agricultural
- Public / Semi-Public / Institutional

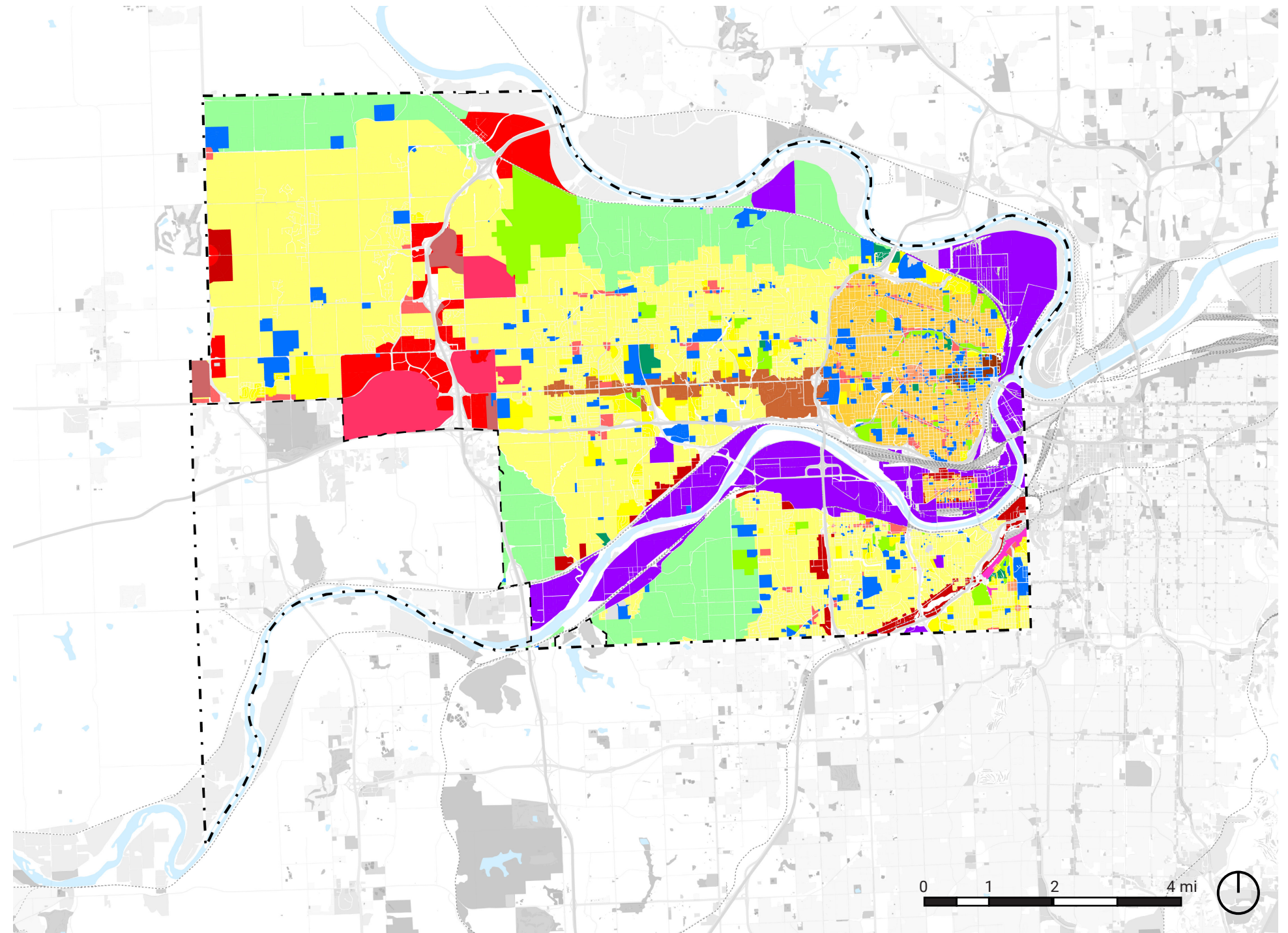
- Urban Mixed Use
- Corridor Mixed Use
- Low-Density Mixed Use
- Creative & Industrial Mixed Use

- High Density Residential
- Mixed Residential
- Urban Core Residential
- Medium Density Residential
- Low-Density Residential
- Rural Residential

- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Business Park
- Office
- Entertainment

- Industrial
- Extractive

- Utilities



LAND USE TABLE

Land Uses: Open Space

Parks	Land for parks, recreation and other open space that is for the use by the general public. These uses are intended to provide both passive and active recreational opportunities throughout the city. Parks should be activated with amenities such as playground equipment, trails, ponds, and landscaping. Parks should have multi-modal connections to surrounding neighborhoods.
Open Space	Wildlands and other natural areas that are to remain open and undisturbed. Passive recreation such as nature trails are allowed with minimal amenities. This also includes significant ecological areas such as hillsides, floodplains and sensitive habitats.
Agricultural	Land for the production and cultivation of food stuffs, livestock and other agricultural activities such as apiary, forest products, hay production, etc. Residential uses are allowed, but not required. Farmsteads, multi-generational and workforce housing related to the agricultural use is allowed. Intensities vary as determined by the transect, size of the parcel, type of agricultural use and other site constraints.

LAND USE TABLE

Land Uses: Institutional

Public / Semi-Public / Institutional	Land for public and semi-public facilities such as local, state and federal facilities, schools, hospitals, community centers and religious institutions. These facilities shall be buffered and screened from adjacent sensitive uses and provide multi-modal connectivity to protect and enhance the neighborhood character. When these uses are sold, the Unified Government of Wyandotte County and Kansas City, Kansas should carefully consider alternative uses for redevelopment.
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LAND USE TABLE

Land Uses: Mixed Use

Urban Mixed Use	Land for large scale, three or more stories buildings with commercial/retail or other active uses at street level with commercial and/or residential uses above. Office uses may be allowed on the first floor, but should not dominate any block face in order to optimize active uses. Similarly, access to residential uses is allowed at street level, but residential units themselves are not. These areas should be designed to support multi-modal connectivity with wide sidewalks and street trees. Buildings should be built up to the street for a consistent street frontage.
Corridor Mixed Use	Land for medium scale, up to five story buildings that integrate complimentary land uses such as retail, office, small businesses and residential. Access to residential uses and their facilities is allowed at street level. These areas should be designed to support multi-modal connectivity with wide sidewalks and street trees. Buildings should be built up to the street for a consistent street frontage and transition to abutting residential uses. Live/work units with commercial/retail on the street level and residential above are allowed if the work units on the first floor contribute to the commercial/retail nature of the block.
Low-Density Mixed Use	Land for small scale, no more than three story buildings for low impact, neighborhood-serving commercial uses in predominately residential districts. Access to residential uses and their facilities is allowed at street level. Typically located at intersections to buffer interior block residential uses, these buildings that have many historical precedents typically have low-profile commercial, limited retail and/or office uses at street level with residential and/or office uses above. Examples could include restaurants, convenience stores, dentist offices, in-home daycare facilities, etc. Live/work units with commercial/retail at street level and residential above are allowed if the work units on the first floor contribute to the residential nature of the block. These areas should be designed to support multi-modal connectivity. Buildings should be built up to the street and buffer from adjacent residential uses.
Creative + Industrial Mixed Use	Land that is intended to promote a mix of low intensity, smaller-scale manufacturing uses alongside creative and artistic industries with potential for multifamily housing and/or live/work units. Manufacturing, assembly, commercial/retail and/or office uses at street level with residential and/or office uses above is allowed. Light industries are to be small-scale and non-polluting. Access to residential uses can be from work spaces, in a common entrance and/or at a separate entrance at the street level. Buildings should transition to the adjacent neighborhood contexts using various massing, buffering and/or landscaping techniques. These areas should be designed to support multi-modal connectivity.

LAND USE TABLE

Land Uses: Residential

High-Density Residential	Land to provide for future housing needs through the construction of attached owner and renter occupied mid-rise and high-rise residential developments. Buildings should transition to the adjacent neighborhood contexts using various massing, buffering and/or landscaping techniques. These areas should be designed to support multi-modal connectivity with wide sidewalk and street trees.	16 dwelling units per acre and greater
Mixed Residential	Land for large-scale, traditional neighborhood developments intended for limited areas. These areas could include a variety of residential densities and unit types, but must include at least two residential typologies. These areas could be developed with patio (zero lot line) homes, duplexes, townhouses, condominiums, garden apartments, and/or other multifamily uses to provide a diversity of needs and lifestyles. These areas should buffer commercial/office development from suburban density residential development. Public oriented uses such as schools, libraries, community recreation facilities (both indoor and outdoor) and places for worship are allowed.	4 dwelling units per acre and greater
Urban Core Residential	Land that allows a mix of detached and attached residential development with a wide variety of densities within the urban core typically east of I-635. Traditionally one to three stories on historically platted smaller lots with a diversity of typologies on a single block, including single family homes, duplexes, triplexes, and fourplexes. Live/work units with commercial/limited retail/office on the first floor and residential above are allowed at the corners of blocks and if they do not deter from the residential character of the neighborhood. High quality development and site design is critical. These areas should be designed to support multi-modal connectivity with sidewalks and street trees.	6 to 12 dwelling units per acre
Medium-Density Residential	Land to provide for future housing needs through the construction of a wide variety of attached residential development intended to promote infill development and investment by allowing for greater densities, while preserving the overall character of existing neighborhoods. Buildings should transition to the adjacent neighborhood contexts using various massing, buffering and/or landscaping techniques. These areas should be designed to support multi-modal connectivity with sidewalks and street trees.	4 to 16 dwelling units per acre
Low-Density Residential	Land to provide for single-family, detached residential development on standard lot sizes intended to both support infill within and protect established single-family neighborhoods. Townhomes and side-by-side rowhouses at an intersection at the end of a block and/or with frontage on a commercial, mixed-use or neighborhood corridor is allowed. Development in these areas should provide adequate open space to maintain the neighborhood character. Clustering units and dedicating areas for larger open spaces are encouraged. These areas should be designed to support multi-modal connectivity with sidewalks and street trees.	3 to 5 dwelling units per acre
Rural Residential	Land to provide for large lot, single-family residential, but without agricultural uses. Areas that are limited by transportation and other infrastructure improvements, as well as the conditions of the existing topography and vegetation afford areas for large lot development. Residential development of these parcels should work with the natural terrain of the site to be functionally compatible with their rural setting and maximize open space and the preservation of wildlands.	Minimum of 1 dwelling unit per 3 acres

LAND USE TABLE

Land Uses: Commercial

Neighborhood Commercial

Land for a wide-range of small-scale commercial and office development. Uses may include commercial retail, professional office and services. The intent of this use is to allow for commercial retail and limited commercial services at major arterials near low-density residential areas of the community. These locations are not intended to provide a complete range of goods and services. These areas should be designed to support multi-modal connectivity with sidewalks and street trees. Buildings should be built up to the street to form a consistent street frontage with special consideration and prominence given to major block corners and transition to abutting residential uses.

Community Commercial

Land for medium-scale commercial development to provide goods and services to adjacent districts and neighborhoods. Uses may include medium-sized box stores with small-scale accessory commercial uses and small-scale commercial centers. While automobile-oriented commercial is allowed, buildings should be built up to the street to form a consistent street frontage with special consideration and prominence given to major block corners and transition to abutting residential uses. These areas should be designed to support multi-modal connectivity with sidewalks and street trees.

Regional Commercial

Land for large-scale commercial uses intended to provide goods and services on a regional scale. Uses typically include anchor big-box stores with accessory commercial pad sites. Typically more automobile-oriented in nature due to the larger capture area and the prevalence of single-occupancy vehicles in the city and region, these areas should still be designed to support multi-modal connectivity with sidewalks and street trees. Buildings should be sited to provide convenient pedestrian access with automobile circulation and parking to the rear and side, as well as buffer from adjacent residential uses.

Business Park

Land intended as a cohesive district or development that provides a mix of office, research, and light industrial uses. Light industries are small-scale and non-polluting. Other uses may include business/office/research parks and medical facilities with limited retail and service uses. In some cases, these areas located to buffer residential development from more intensive commercial retail development. Office park uses may be mixed within areas for light industry for more versatile business parks. Buildings should be sited to provide convenient pedestrian access throughout the development with automobile circulation and parking to the rear and side, as well as buffer from adjacent residential uses.

Office

Land used predominantly for administrative, professional, or clerical services, such as architecture firms, law offices, and veterinary clinics. Buildings should be sited to provide convenient pedestrian access throughout the development with automobile circulation and parking to the rear and side, as well as buffer from adjacent residential uses.

Entertainment

Land that requires a significant capital investment in infrastructure that generally entertains visitors such as sports arenas, amphitheaters and other large-scale venues, as well as cultural institutions like museums and interpretative centers. Because of the number of visitors and users of these facilities, accessory commercial uses such as restaurants and bars are allowed. While automobile-oriented commercial is allowed, buildings should be built up to the street to form a consistent street frontage with special consideration and prominence given to major block corners and transition to abutting residential uses. These areas should be designed to support multi-modal connectivity with sidewalks and street trees.

LAND USE TABLE

Land Uses: Industrial

Industrial	Land featuring small, medium and large-scale industrial processing, manufacturing and outdoor storage. These uses are often the most intensive uses characteristic of heavy truck traffic, excessive noise, and potentially noxious impacts. As such, industrial uses should be in or abutting existing industrial districts, but not encroach on existing residential or commercial areas that may act to buffer such residential uses. These areas should be designed to support multi-modal connectivity with sidewalks and street trees, and include amenities such as enhanced landscaping, lighting, and walking trails on an attractive campus feel.
Extractive	Land containing extractive industry such as gravel pits or quarries. These uses must restore the land once extraction activities have ceased either back to a natural state or other open space. This could also include historically undermined areas that are not suitable for development without significant remediation and investment. The Unified Government of Wyandotte County and Kansas City, Kansas should carefully consider alternative uses for redevelopment of such undermined areas.
Utilities	Land for public and private infrastructure, facilities and their requisite operation and maintenance related to water, sanitary sewer, electric power, natural gas, cable, telecommunication and broadband facilities, etc. These facilities shall be buffered and screened from adjacent sensitive uses to protect the neighborhood character.

05

Housing + Neighborhoods

Housing + Neighborhoods

Quality, stable, attainable housing is a fundamental building block of any community, and directly impacts the vitality and success of neighborhoods throughout Kansas City, Kansas (KCK). Attainable housing is directly linked to a household's financial future. As one of the largest expenses in a household budget, the more a household spends on housing, the less it has to spend on other things like food, transportation, healthcare, and education. Having affordable options helps households preserve the resources they need to invest in other essential parts of their lives.

By investing in their housing, homeowners and landlords have a direct impact on the experience and identity of a neighborhood. Attractive housing in a vibrant neighborhood is a major part of what draws and retains people to a city, and can be a significant source of pride for residents. Conversely, where neighborhood and housing conditions decline, households can lose confidence investing in their homes, further precipitating decline in the neighborhood.

Stable housing and neighborhoods are also directly linked to KCK's fiscal future. Well maintained homes and properties contribute to the tax base of the city. Conversely, chronic disinvestment, abandonment, and demolition can be a drain on resources, not only from reduced revenue, but also due to the increased cost needed to address the issues. Thoughtful redevelopment of the urban core can leverage existing infrastructure and build on a base of affordability that can have a greater return on investment for the community.

(Continued on next page)



Greenfield development and the suburban expansion of housing and neighborhoods brings its own opportunities and challenges. While such new, market rate development directly contributes to tax revenue, it also requires the extension of infrastructure and services to meet ever outwardly expanding needs. New, suburban growth is an important part of KCK's future, but may need to be reimagined with greater density and diversity of offerings in order to take fuller advantage of the costs for infrastructure.

Although investment in things like public infrastructure, community amenities, and private development is a sign of community prosperity, there can be consequences associated with too much development too fast. Market-rate development can spur increases in adjacent property values, bringing with it a rise in property taxes. Gentrification and displacement of residents can be one and the same, but there are important nuances between the terms.

Gentrification is the process of when low-income neighborhoods change due to an increase in wealth in that area, typically as a result of higher income residents moving into the community. The incoming wealth creates new demand for new development. This demand attracts businesses, and the cycle can transform the area. This new development often replaces old uses, and enough of it can transform an entire area. New development results in new rents and home prices, which can squeeze existing residents who may not be able to afford the new rates and taxes. (This squeezing is different than the direct displacement that can arise when entire neighborhoods are wiped out to make room for new buildings or roadways.)

While *gentrification* represents natural turnover and migration, *displacement* occurs when the growth and increased prosperity associated with gentrification pushes out existing residents, preventing them from

realizing the benefits of increased community prosperity.

Of course, providing quality, stable, attainable housing is not solely the responsibility of KCK. In fact, the Unified Government of Wyandotte County and Kansas City, Kansas (UG) is not directly responsible for delivering housing stock. It is, however, a partner that can provide support, resources, incentives, and regulations in an effort to assist residents into the right kind of housing in the right locations. Ensuring that the UG has the capacity to carry out its role of advancing policy, enforcing regulations, targeting investments, and supporting residents will be a cornerstone to ensuring housing and neighborhood stability. Equally important will be ensuring that the UG's community partners—lenders, developers, social service providers, large employers, philanthropy, the KCK Housing Authority, and others—also have the vision and capacity to play their role in the success of KCK's neighborhoods.

A housing vision for KCK: a robust housing market with attainable options for all residents, featuring a variety of housing typologies, with an emphasis on infill development



Concurrent studies have identified consistent Housing issues in KCK

This PlanKCK element represents the UG's first ever Housing Strategy. The Countywide Market Analysis and Countywide Economic Development Strategic Plan (Appendices C and D, respectively) have revealed a number of consistent themes about housing:

KCK STRUGGLES FROM A SHORTAGE OF HOUSING AT ALL PRICE POINTS

KCK is generally regarded as an affordable place to accrue housing within the Kansas City metropolitan region. While for sale houses in KCK are less expensive than the state average, rents are higher than the state average. However, due to a lack of housing, many residents experience difficulty finding housing across KCK.

HISTORIC DISCRIMINATORY HOUSING POLICIES HAVE LEFT INEQUITIES ACROSS KCK

Generations of systematic discrimination have shaped many of our housing needs. During the era of redlining, lenders and insurers were only willing to work in the Cathedral, Westheight and Parkwood neighborhoods. Subsequently, highways cut through KCK neighborhoods, dividing the city further and creating new barriers for the remaining neighbors.

Today, 67% of black households in Wyandotte County can't afford housing at 60% AMI, while only 40% of white households can't afford housing at this level.

THE PREPONDERANCE OF NEWLY BUILT SINGLE FAMILY HOUSING SUBDIVISIONS IS CAUSING A BREADTH OF CHALLENGES FOR KCK

New housing built in KCK over the last several decades has primarily comprised of subdivisions of single-family housing built at the periphery. Meanwhile there are over 12,000 vacant parcels across the county in areas where infrastructure already exists. More than 4,500 of these mostly single-family vacant properties are under the control of the Wyandotte County Land Bank.

71% of housing units are detached single-family homes. Around 20% of housing units are in multi-family structures (apartments, condos).

The following observations highlight the data and analysis and community conversations around KCK's housing and neighborhoods. While many of the observations and conclusions focus on KCK, some of the housing data and statistics are countywide.

The UG does not provide housing, but it can be a host for collaborations

The UG has staff, programs, and resources to support KCK's housing and neighborhoods. The Neighborhood Resource Center (NRC), Office of Community Development, and Livable Neighborhoods programs all provide services directly to residents, property owners, and neighborhood groups.

The NRC addresses issues such as property maintenance, building inspection, demolition, rental licensing, and neighborhood outreach. Programs like the vacant property registration, where residents pay an annual registration fee and provide direct ownership information, is an important piece of the overall strategy to address neighborhood disinvestment.

The UG's property maintenance process is primarily complaint-based, but proactive on a neighborhood-by-neighborhood basis, typically working with specific neighborhood groups. Its demolition program has been able to address the worst properties throughout KCK, doing approximately 15 demolitions per year over the past 3 years.

The Community Development Department is primarily responsible for coordinating and facilitating various entitlement programs from the federal Department of Housing and Urban Development (HUD). The funds and programs overseen by Community Development include:

- Community Development Block Grant (CDBG);
- Home Investment Partnership (HOME); and,
- Emergency Solutions Grant (ESG).

For the 2022 program year, the total allocation for these programs was roughly \$3.3 million, with an estimated \$12.7 million potentially available to be allocated over the next 4 years. The Wyandotte County and Kansas City Consolidated Plan and Annual Action Plan provide further details on accomplishments and impact on KCK's housing and neighborhoods.

The Livable Neighborhoods program is a partnership between the UG and the Livable Neighborhoods Taskforce (a formal 501c3 organization). Working closely with the NRC, the Livable Neighborhoods Program Manager empowers neighborhood organizations to provide information, training, and general capacity building.

The Department of Planning and Urban Design also plays a role in the review of housing through the land entitlement phase of a project.

KCK's older housing stock has charm, but requires attention

KCK's housing stock is a reflection of the city's age and long history. With nearly 1/4 of the residential housing stock built before 1930, and 3/4 of the stock built before 1970, the city's housing and neighborhoods come with the charm and challenges befitting its age.

The age of KCK's housing is both an asset and a challenge. As an asset, some of the more quality, older building stock is a source for the city's existing affordable housing. In the face of rising development costs making new construction of more affordable housing difficult, rehabilitating and renovating older housing becomes a much more attainable prospect. Of course, with older housing comes the need for maintenance, and a wide range of householder ability to pay for routine upkeep. For this reason, there is a significant need for continued home repair and remodeling in order to maintain housing quality and stability.

The age of housing coupled with the historic impacts of redlining means that many neighborhoods in the urban core of KCK have experienced significant

disinvestment—dilapidated housing has been demolished, taking land off of the tax rolls and destabilizing neighborhoods. While there is underlying opportunity, it requires a re-imagining of the neighborhoods and new tools and approaches to rebuilding communities. A new approach, and new tools, are needed to stabilize and improve neighborhoods and help prevent the next wave of problem properties and demolitions.

Newer housing being built further west reflects the larger, more expensive housing of the past 30 years. While more in-line with current demand, this suburban housing requires the extension of utilities and services, and are at price points that most current KCK residents cannot afford. This housing will continue to meet current market demands, though future development of new market rate housing could be denser (in appropriate places) and more diverse (including smaller apartments and townhomes) in an effort to broaden attainability for new housing with modern amenities.

The ability to support the rehabilitation of existing homes, guide new in-fill development, and promote

resident stability is also a critical component to the success of KCK's neighborhoods. UG staff have had success supporting neighborhoods, but more can be done to build capacity among community partners.

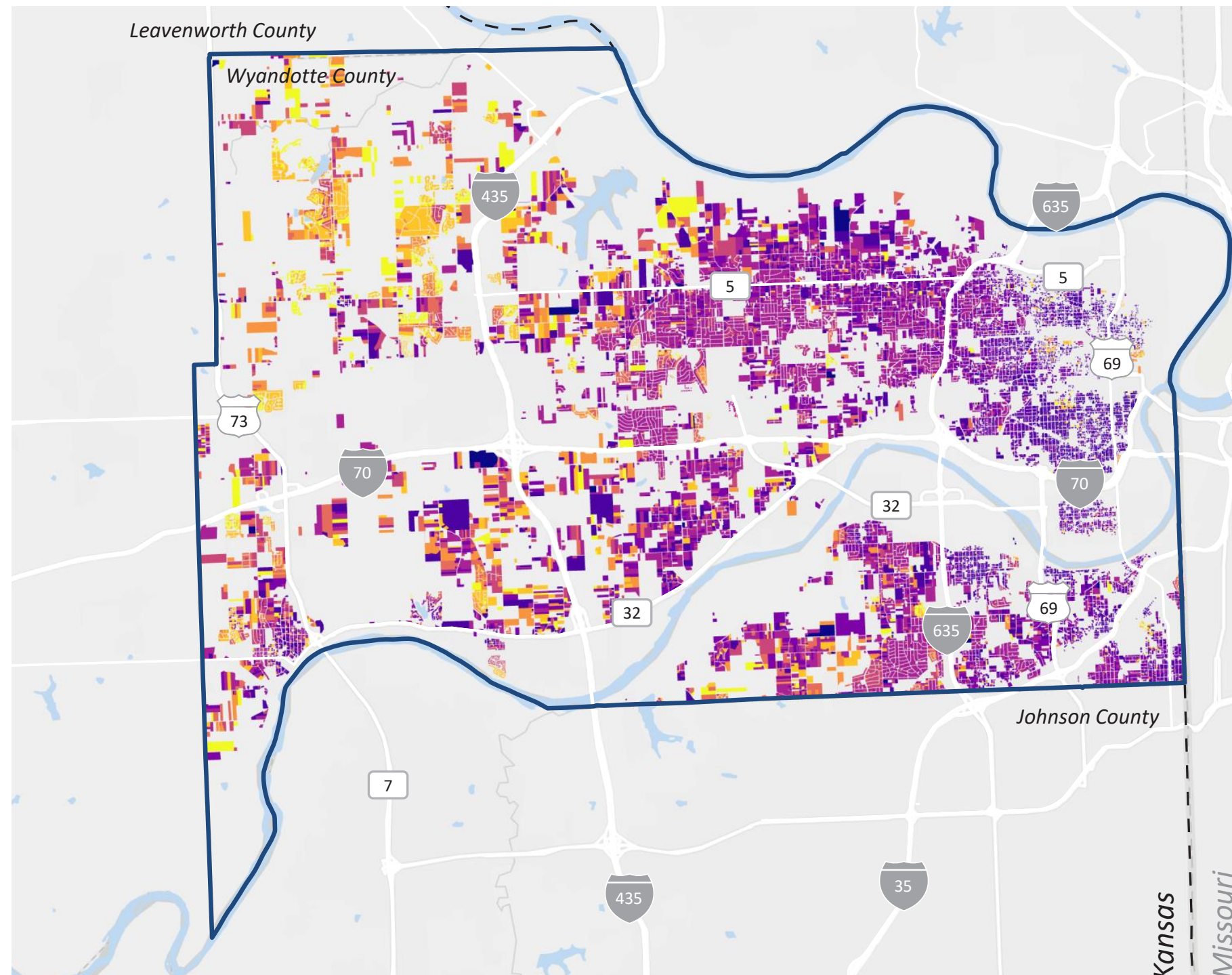
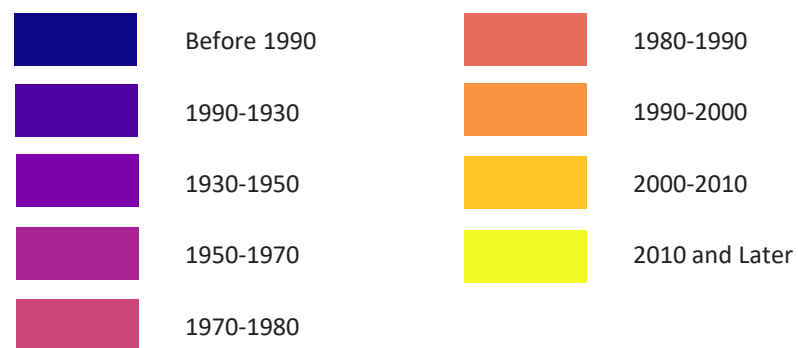
CRITICAL ISSUES AND CHALLENGES

New housing stock has been mostly greenfield, single-family homes

Wyandotte County's housing stock reflects the age and history of its urban core, and the overall slower suburban growth throughout the county. Nearly 1/4 (22%) of the housing stock was built prior to 1930, and 1/3 of the county's housing was built during the post-war boom of the 1950s and 60s. While 3/4 of the housing stock is over 50 years old (built before 1970), only 4% of housing development has been built since 2010.

Since 2010, over 2,350 new construction permits have been issued for single-family, duplex, and multifamily units. According to the county's permit data, 93% of permits issued since 2010 were for single-family development.

Year Built (Residential Properties)

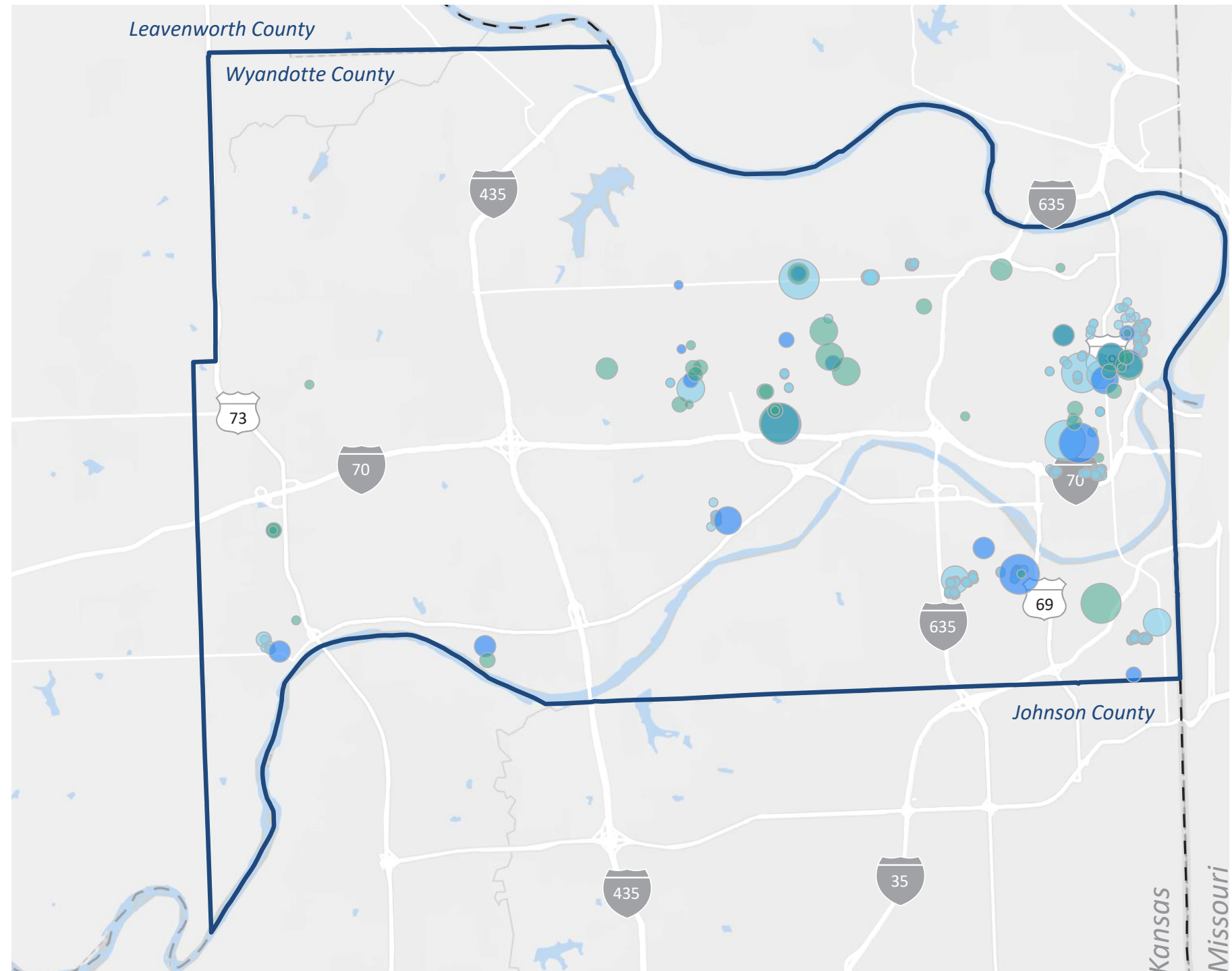


CRITICAL ISSUES AND CHALLENGES

Existing housing density reflects preponderance of vacant parcels and single-family homes

Wyandotte County's average residential density is about 2 housing units per acre of unprotected land. It ranges from just above 0 to over 8 units per acre. The county density is about 12% lower than the Kansas City metropolitan area.

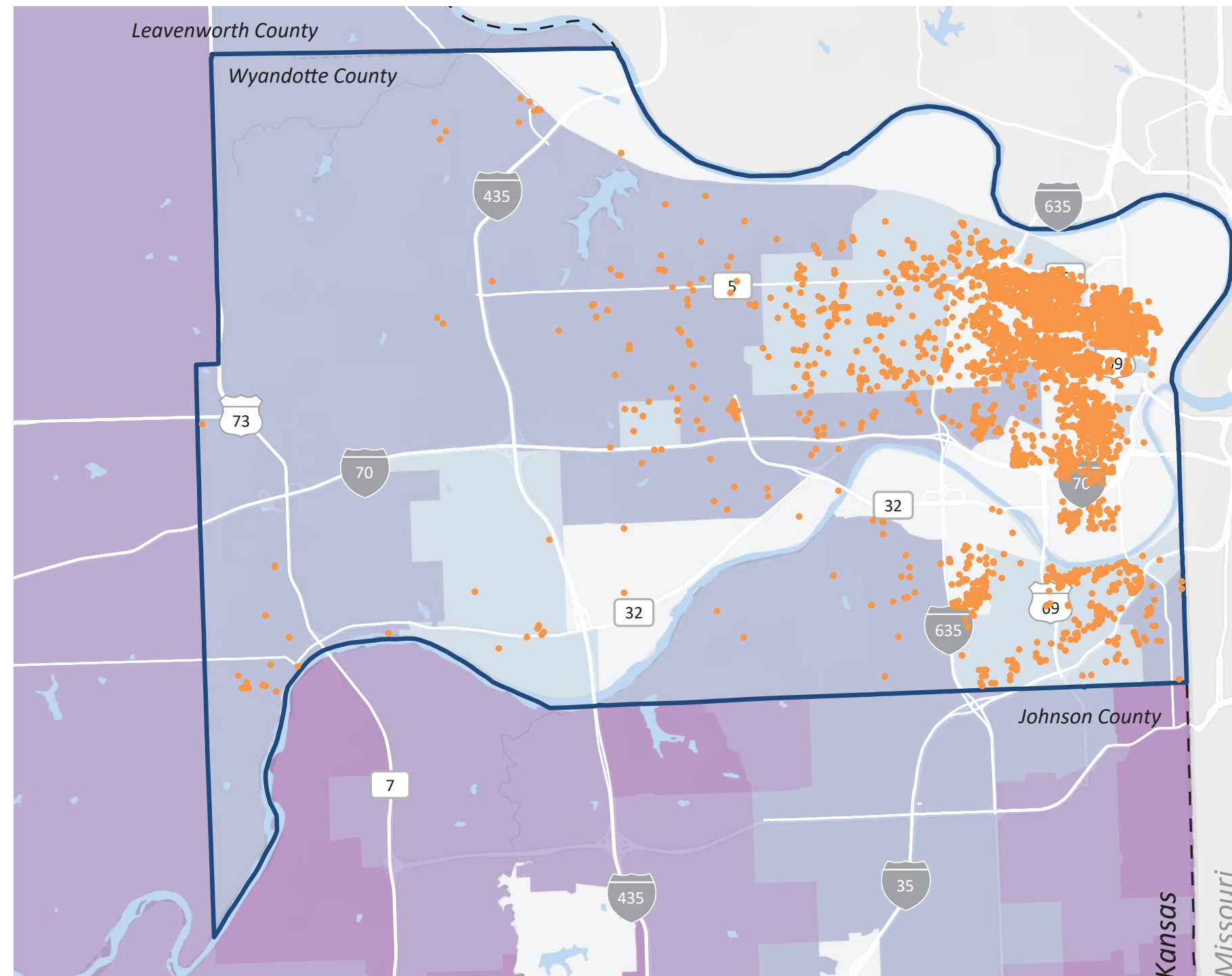
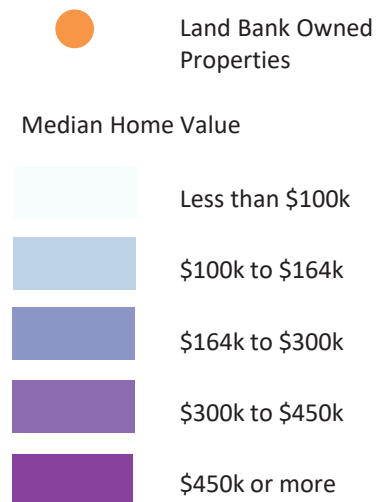
The county's highest density areas (above 6 units per acre) are concentrated in the Rosedale neighborhood and pockets of the Central Area of KCK. High concentrations of residential vacant parcels are located in the Northeast Area and pockets of the Central Area of KCK, especially west of N. 7th St. and east of N. 10th St. north of Central Ave. The lowest residential densities (below 0.01 unit per acre) are located along the Kansas River in the floodplain area. This is due to limited housing units surrounded by mainly industrial areas. Densities below 1/2 unit per acre cover large parts of the county, especially in the rural western sections and outlying suburban areas.



CRITICAL ISSUES AND CHALLENGES

Vacant property is a drag on the County, but the UG has the tools to make a real impact

The Wyandotte County Land Bank owns over 4,600 parcels, making up just over 1,000 acres of land. While Land Bank properties are scattered throughout the county, they are found in the highest concentrations in the Northeast and Central Areas. This significant number of underutilized properties in the community impacts the County's overall marketability and the viability for future development.



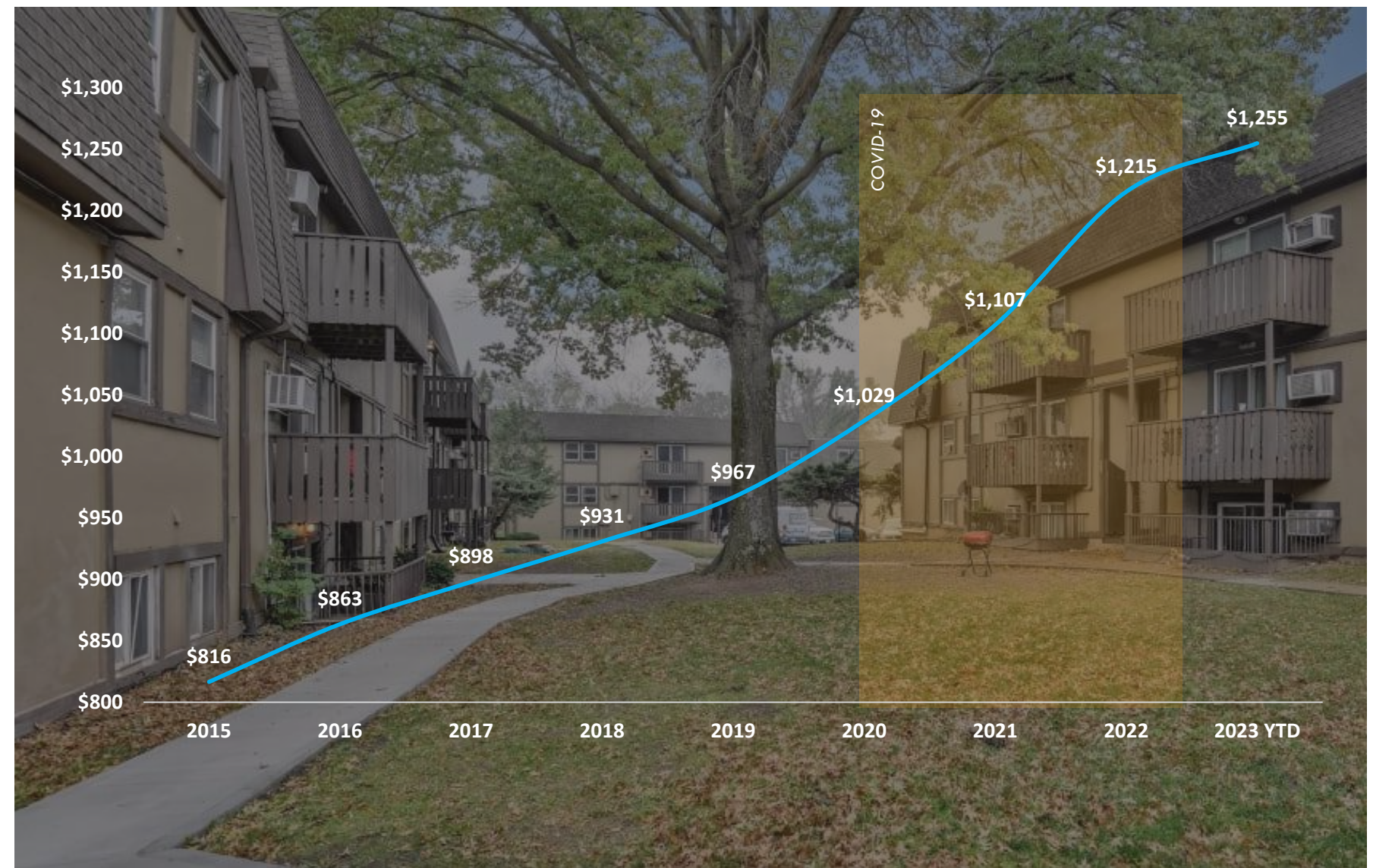
Renters in KCK are feeling the pinch

Mirroring the national narrative, KCK has experienced a significant increase in housing costs in recent years. According to Zillow’s Observed Rent Index, since 2015, median rent prices have increased over \$400, from \$816 per month to over \$1,250 per month in 2023. Notably, half of that rent increase occurred during the pandemic, with nearly a \$200 per month increase between 2020 and 2022.

HUD calculates Fair Market Rents for metropolitan areas around the country. These fair market rents are used as the basis for various HUD rental assistance programs. The 2023 Fair Market Rent for a decent quality two-bedroom unit in Wyandotte County is \$1,164 per month, including a utility allowance of \$200.

In order for a household to afford the \$1,164 fair market rent without being housing cost burdened (that is, spending 30% or more of household income on housing expenses), the person or household must earn \$22.40 an hour (full-time, 40-hour work week) or \$46,560 annually. Of the total renter households in Wyandotte County, 64% cannot afford the fair market rent price. This means that 64% of renters are making choices between paying for housing and other essentials like food, medicine, health care, and transportation.

MEDIAN RENT PRICES, WYANDOTTE COUNTY 2015-2023

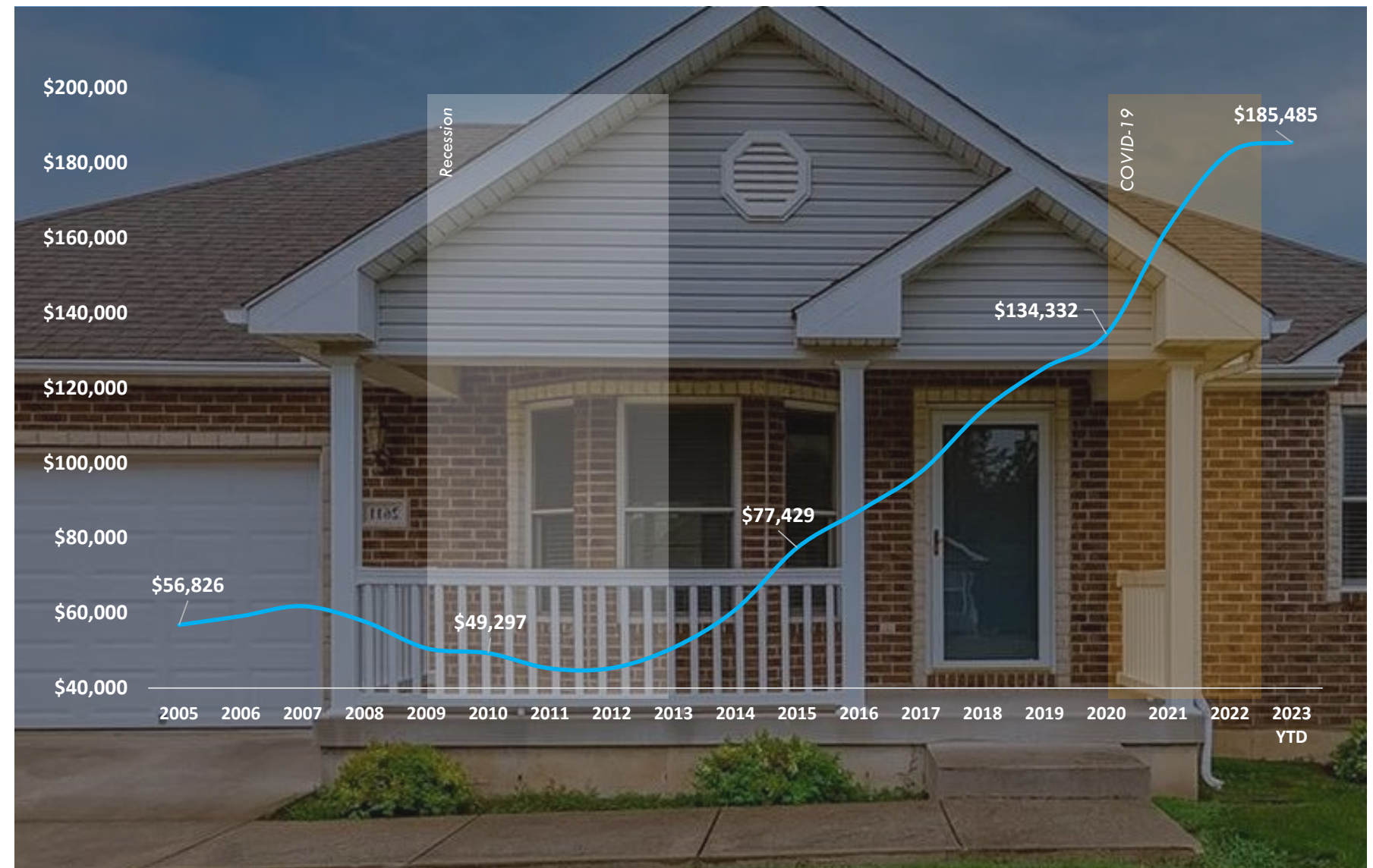


Homeowners are increasingly house poor

For homeowners, the cost increases have been just as dramatic, if not more. Zillow’s Home Value Index data goes back slightly further, showing the median single-family home value in 2005 was just under \$57,000 for homes in the County (nearly \$186,000 on average across the nation). Home prices fell during the Great Recession of 2008, but started to climb in 2012. Since 2012, Wyandotte County has seen an over 300% increase in median home values. At the same time, the nation has only seen a 115% increase in home values from 2012 to today, meaning prices are rising more rapidly across the county than the U.S. Similar to the rent increases during the pandemic, home values increased by over \$48,000 (36%) between 2020 and 2022 alone, with the median home value in 2023 of just over \$185,000 for the county.

Using Redfin data and looking at a 3 month period between June and August 2023, the sale prices for new homes—homes built since 2010—on average in Wyandotte County was \$392,000. Of the total homeowner households across the County, 90% cannot afford that purchase price without being cost-burdened. When considering all home sales in that timeframe, regardless of the age of the home, the average sales price was \$215,000, which is still unattainable by nearly 2/3 of households in the county.

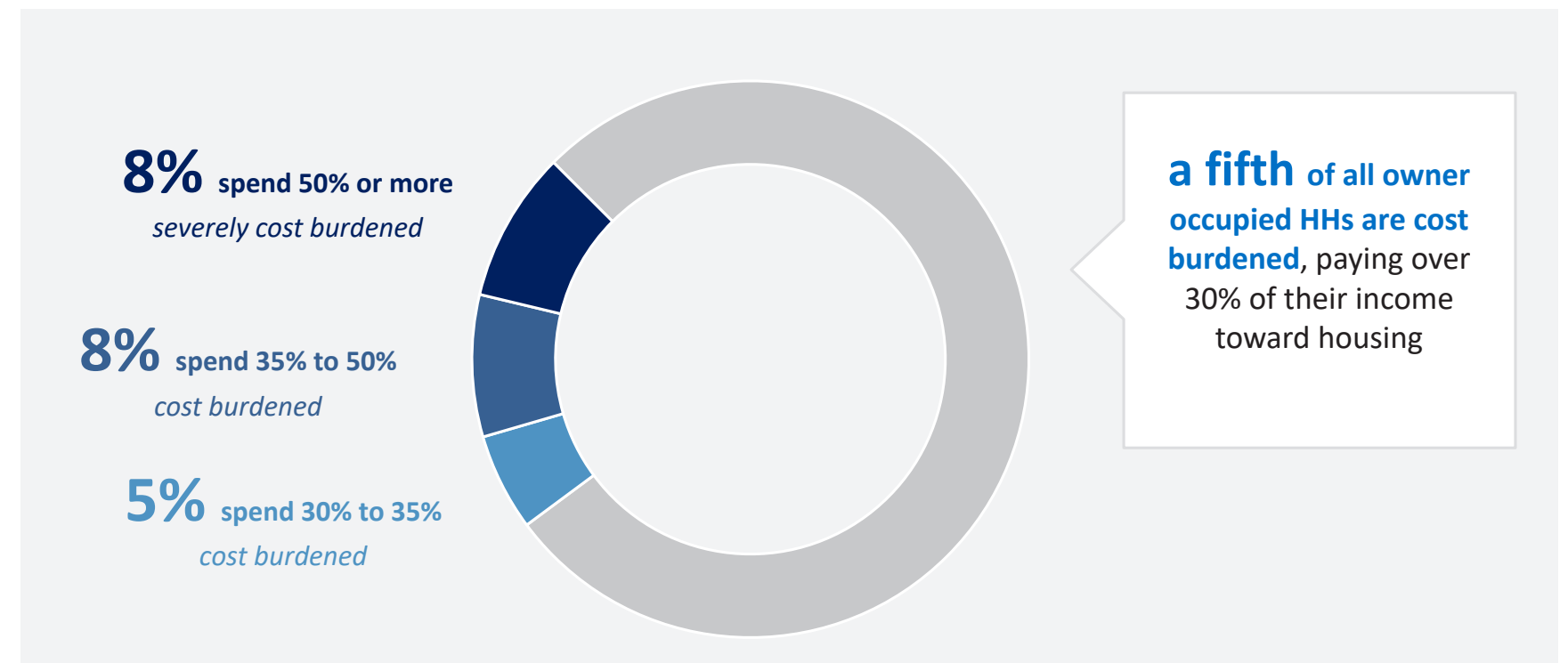
MEDIAN SINGLE-FAMILY HOME VALUES, WYANDOTTE COUNTY 2005-2023



KCK residents too often have to choose between rent and other bills

Housing cost burden is typically thought of as a household that pays more than 30% of its household income on housing costs. According to the American Community Survey (ACS) 2021 5-year estimate, nearly half (47%) of Wyandotte County’s renters are cost-burdened. This is compared to one-in-five (21%) homeowners paying more than 30% of their income towards a mortgage. When considering the severely cost-burdened—those households paying 50% or more of their income on housing—22% of renters and only 8% of owners are severely cost-burdened.

HOUSING COST BURDEN FOR HOMEOWNERS, WYANDOTTE COUNTY 2021



CRITICAL ISSUES AND CHALLENGES

Housing affordability is a socio-economic and racial issue in KCK

Housing “affordability” and “attainability” are broad concepts that apply to every household in a community—owners and renters, and households of all income levels. Simply put, can owners and renters, no matter their income, afford housing options available to them?

HUD uses area median income (AMI) as a way to quantify the full range of household incomes and how they relate to affordability. Housing affordability is related to a household’s income and household size. Income groups defined using AMI are also used to determine a household’s eligibility for specific housing programs.

AMI categories are shown on the following graphic. The chart includes an estimated distribution of households in KCK by income group. Based on these income groupings, housing costs are calculated for rental and for-sale households. Housing that is considered “upscale” and “luxury” (affordable to households making 120% AMI or more) is generally provided for by the private market. Housing at the other end of the spectrum, which is affordable to 60% of AMI or lower, requires some sort of program or incentive to be built. What is sometimes called “workforce” housing, affordable to households making between 80 – 120% AMI, can be provided by private developers in some markets, but is becoming more challenging to build in the current market of high construction costs and higher interest rates.

The area median income for KCK is \$90,910 (adjusted for KCK’s average household size of 2.69). With this as the reference point, a household making 60% AMI could afford a house priced at \$136,400 or a monthly rent of \$1,360. The upper end of the workforce housing range (120% AMI) could afford a home sale price of \$327,300 or a monthly rent of \$2,730. As mentioned, these ranges and price points are based on household size, and would adjust for households with more people.

Affordability is not consistent across race and ethnicity. For example, citywide, 20% of white households are able to afford upscale or luxury-priced housing; whereas only 11% of Black households and 13% of Hispanic households are able to afford that range. At the other end of the spectrum, 48% of KCK’s households require affordable and subsidized housing, and that percentage jumps to 64% of Black and 54% of Hispanic households. This disparity in affordability is a significant indicator for housing equity in KCK.

48% KCK’s households require affordable and subsidized housing

20% White households are able to afford upscale or luxury-priced housing

54% Hispanic households require affordable and subsidized housing

13% Hispanic households are able to afford upscale or luxury-priced housing

64% Black households require affordable and subsidized housing

11% Black households are able to afford upscale or luxury-priced housing

Source: Income Limits - HUD, ESRI, 2021 ACS 5-Year Estimates, Development Strategies 2023

CRITICAL ISSUES AND CHALLENGES

With limited supply, the rich are poaching housing from the poor

There is demand across KCK for all types and price points of housing. This includes a mixture of for-sale and rentable housing options that will help meet that need.

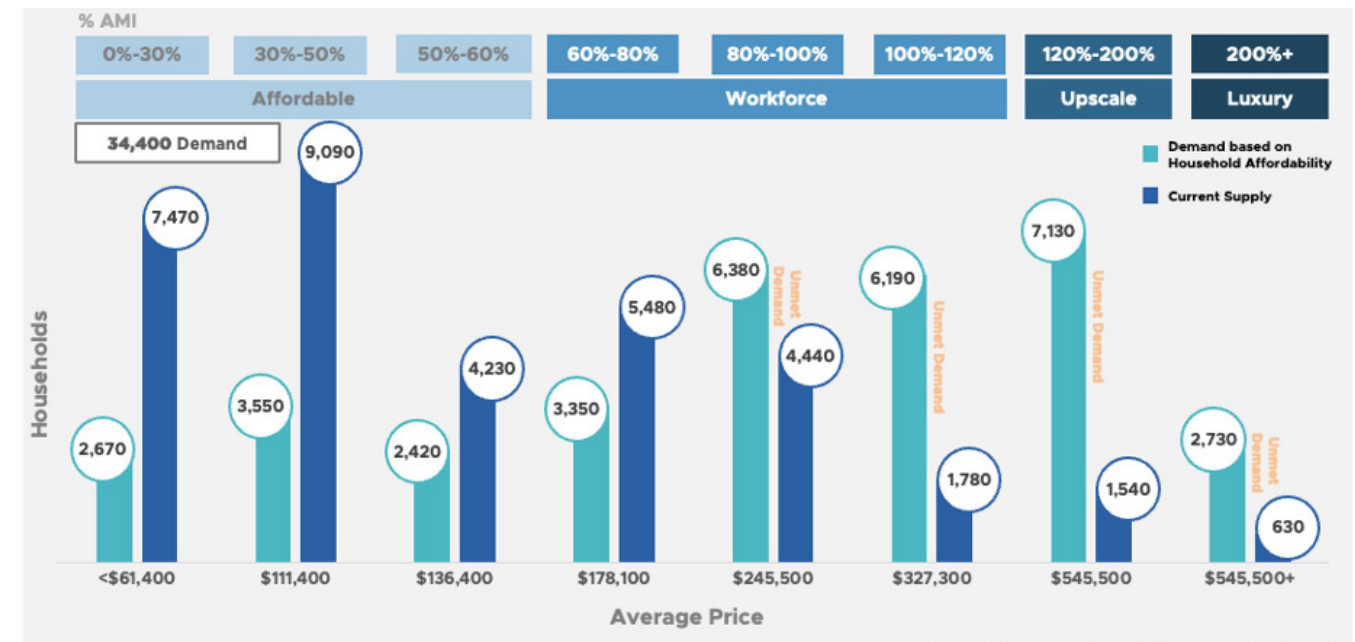
Based on demographic trends, the population of KCK is going to continue to grow and age in the near term. To account for new growth, address changes in households, and replace older housing stock, it is important to understand what the demand for housing could be over the next 25 years.

Determining market demand for the different needs and aspirations of existing and future residents is a multi-faceted approach. Part art, part science, the demand analysis looks at existing conditions and projections of multiple variables. The conventional demand analysis assesses how well current household incomes in KCK align with the current supply and cost of housing. Affordable housing demand utilizes household income levels and projected population growth to support future demand needs, with an emphasis on households earning 60% AMI or below. Finally, senior housing demand looks at senior demographic data (ages 65 and older) to identify future demand for residents in that age group.

The conventional demand analysis shows that there is unmet demand for housing in the workforce and upscale/luxury housing ranges. Without adequate supply, households with incomes in these ranges are forced to occupy lower-cost housing, which puts pressure on lower-income households to compete for quality housing in lower price ranges. While this analysis might suggest an oversupply of affordable housing, the analysis does not take into account the quality of the housing. Just because the housing is affordable does not mean it is safe, quality, or desirable.

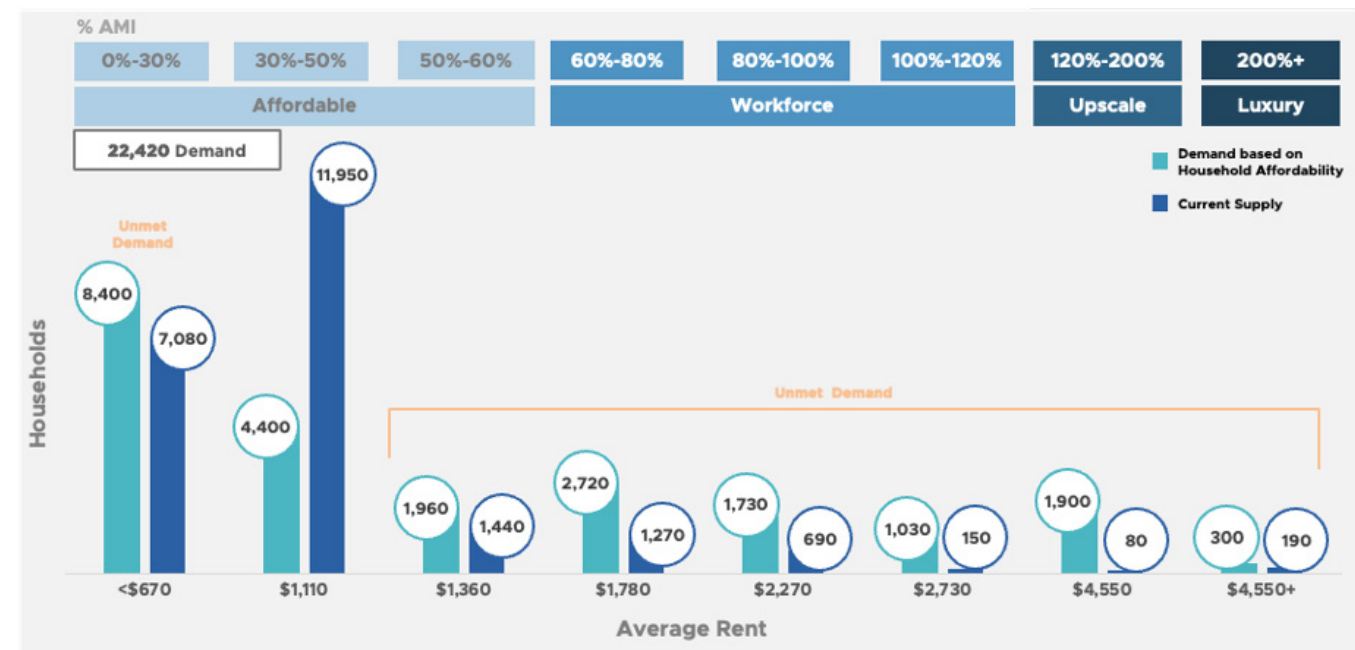
A mix of for-sale and rentable housing options for residents of all income levels will be needed, as well as the renovation of existing housing stock, in order to support KCK residents.

HOUSEHOLD HOUSING AFFORDABILITY (KCK - FOR SALE)



Source: ESRI 2023, 2021 ACS 5-Year Estimates, Development Strategies 2023

HOUSEHOLD HOUSING AFFORDABILITY (KCK - RENTAL)



CRITICAL ISSUES AND CHALLENGES

A wide diversity of housing typologies and costs are needed to meet future demand in KCK

Focusing on low-income households, today there are 5,300 subsidized units across Wyandotte County (HUD). These are made up of a mixture of low-income housing tax credit (LIHTC) units, public housing units, and other assisted multi-family units. These units help diversify the existing rental housing stock across the County:

- 1,725 LIHTC units;
- 2,080 public housing units; and
- 1,490 other assisted multifamily units.

Across KCK, there are 27,350 income-qualifying households that could apply to live in affordable, subsidized housing but the number of units that accept housing vouchers is significantly under-supplied. The current supply is able to support 19% of qualifying households. Not only is there a need to build more housing to support low-income households, but naturally occurring affordable housing (NOAH) can and should be preserved to help provide other housing options to residents. NOAH properties are created “naturally” from the existing housing in a community; as former market-rate properties age, their value decreases making them more affordable over time.

As people live longer, lifestyle and housing needs change. Assisted living, smaller spaces, and a reduction in overall property maintenance are contributing factors for older individuals deciding where to live and move to. Many residents may seek to stay in the community they’ve been a part of for so long making the development of new housing typologies and intentional design elements in housing necessary to support the aging population.

Based on this understanding, new housing demand will be driven mostly by new construction. The 20-year projections account for a need for more housing, the

replacement of older, unsafe, and obsolete residential units, and a continued increase in population over the next 20 years. The renovation of the existing housing stock will be important, but it is assumed that it will play a small role in meeting the overall projected demand, making up 10% of the unit demand by period.

A mixture of for-sale and rent housing options, housing typologies, and affordable ranges will be needed to support existing and future residents.

INPUTS (CURRENT STATISTICS)						PROJECTED TOTAL DEMAND (GROSS)									
AMI	Income	Households	% Owner	For Sale	For Rent	Current		5 Year		10 Year		15 Year		20 Year	
						Sale	Rent	Sale	Rent	Sale	Rent	Sale	Rent	Sale	Rent
30%	\$26,750	12,865	15%	1,930	10,935	13	76	36	202	30	167	34	192	39	223
50%	\$44,550	9,605	25%	2,401	7,204	17	50	45	136	41	124	50	149	57	172
60%	\$54,550	4,892	25%	1,223	3,669	8	25	23	68	21	62	33	100	41	123
80%	\$71,250	7,751	60%	4,652	3,100	32	21	102	68	99	66	120	80	138	92
120%	\$109,100	10,605	69%	7,324	3,281	51	23	148	66	129	58	174	78	226	101
200%	\$181,800	8,555	75%	6,416	2,139	44	15	136	45	132	44	179	60	234	78
>200%	>\$181,800	2,976	85%	2,530	446	17	3	48	8	53	9	68	12	98	17
Units per Period						183	213	537	593	505	531	657	670	833	806
Renovated Units from Existed Stock per Period						18	21	53	60	50	54	64	69	80	83
New Construction Units per Period						165	191	484	534	455	477	593	602	752	723
Cumulative Total Units per Period						396		1,527		2,563		3,890		5,529	



**HOUSING + NEIGHBORHOODS
GOALS + STRATEGIES**

We'll offer quality, safe, and attainable housing to address our greatest need: the missing middle

Goals + Objectives

GOAL 1

ENHANCE HOUSING AND NEIGHBORHOOD STABILITY

- Support the rehabilitation and repair of existing housing stock
- Encourage and support a high standard of property maintenance
- Encourage the development of underutilized land
- Celebrate distinct neighborhood identities

GOAL 2

DIVERSIFY HOUSING STOCK

- Support the development of “missing middle” housing in KCK
- Encourage the development of multifamily housing along commercial corridors and within commercial centers
- Encourage the development of subsidized and affordable housing options as a part of larger developments
- Identify where senior housing options could be developed

GOAL 3

ENHANCE RESIDENT STABILITY

- Create the opportunity for KCK residents to age in place
- Work with partners to help expand homeowner assistance options to KCK residents
- Expand education and information sharing around tenant rights, fair housing, and available supporting services and programs

GOAL 4

INCREASE CAPACITY FOR COMMUNITY DEVELOPMENT

- Improve the UG’s ability to collect and monitor housing data
- Create a place-based community development corporation (CDC) to help improve the quality of life of KCK residents
- Create meaningful opportunities for ongoing dialogue to support community cohesion and prosperity

06

Mobility

MOBILITY

Kansas City, Kansas (KCK) grapples with various transportation challenges. Despite a well-connected street layout in the historic core, the community's heavy reliance on cars faces deteriorating roadway infrastructure as a result of sprawling development. While there is a mix of bus transit options and decent transit coverage, access is constrained, particularly due to limited frequency. This hinders community prosperity, especially in connecting people with opportunities such as education, jobs, childcare, healthcare, food, etc. The inconsistent sidewalk network poses challenges to pedestrian mobility, with only the eastern neighborhoods being somewhat walkable. Continuous trail and bicycle infrastructure is lacking, affecting alternative modes of transportation. Persistent traffic dangers remain a concern, especially amongst disadvantaged communities, emphasizing the need for comprehensive and safety-focused transportation planning. KCK's extensive freight rail network and highways, serving as crucial trucking routes, contribute to its transportation landscape.

PlanKCK addresses these challenges with goDotte, which established a planning foundation for a transit-oriented future in Wyandotte County that focuses on integrating mobility infrastructure and land use investments. This includes strategies to enhance transit services through increased densities; improve job access; and prioritize safety starting with the development of a Vision Zero Action Plan. Supporting alternative forms of transportation requires a complete sidewalk and connected trails network, emphasizing walkability and accessibility, as well as bikeshare network expansion. Transportation corridors, such as State Avenue and Quindaro Boulevard, are targeted for improvements, while the preservation of I-70 as a scenic byway and the creation of more and better multi-modal connections between KCK and its neighbors, especially Kansas City, Missouri (KCMO) underscore the commitment to forward thinking and holistic transportation planning.

A mobility vision for KCK:
complete, green street
corridors with synergistic
mixed-use development



CRITICAL ISSUES AND CHALLENGES

goDotte has established a planning foundation for a transit-oriented future in Wyandotte County

The recently adopted **goDotte Countywide Strategic Mobility Plan (goDotte)**, which is incorporated into PlanKCK by reference and inclusion of this element, is the overarching guide for Wyandotte County's transportation and mobility strategy. goDotte extensively summarizes the existing conditions of Wyandotte County and thereby KCK's current transportation and mobility infrastructure.

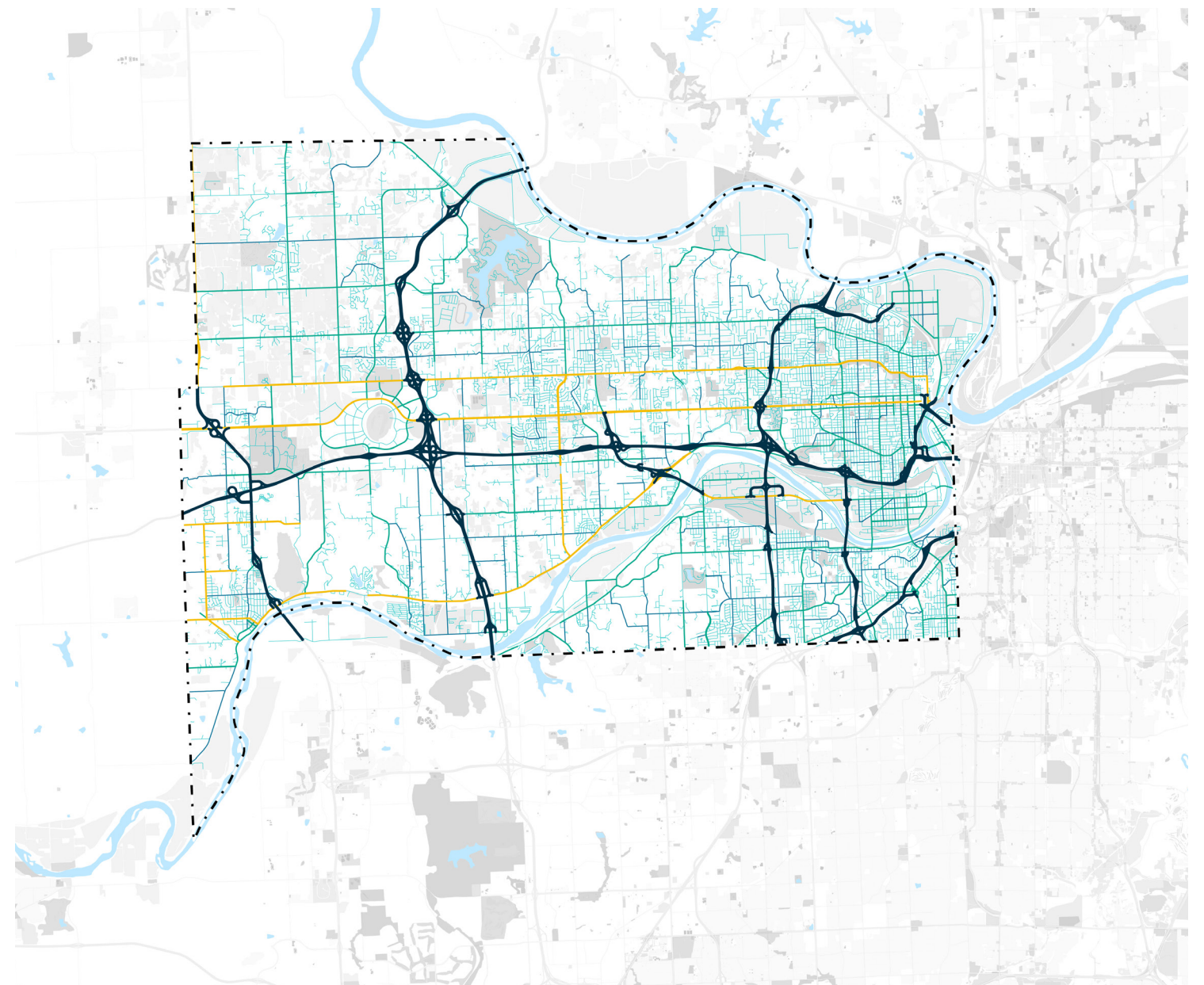
goDotte functions as the plan for all of Wyandotte County, and strives to reimagine mobility to focus on moving people and not just vehicles. It envisions strategies for stronger bicycle and pedestrian networks, strategic transit facility connection points, first and last mile transit connections, and a vital greenway network of trails.

goDotte serves as the Mobility chapter for PlanKCK, and a summary of it is included herein. While much of the data and strategies referenced in goDotte are Countywide, it is still applicable to KCK.

Opportunity Corridors

goDotte establishes a vision for multi-modal opportunity corridors that among other priorities will focus on more frequent transit service. An explicit tenet of goDotte is the need to align land use and transportation decision-making to foster transit-supportive densities to be able to induce more frequent service to foster stronger outcomes across our community, together realizing a more sustainable network of urban places and the connections between them. By doing this, future transportation investments can support the community's goals to improve quality of life for the people who live, work and play in Wyandotte County.

MAJOR STREETS



Transportation is a key ingredient to community building

No longer can transportation decisions be exclusively focused on the movement of people and goods within and through Wyandotte County and KCK. If we want improved safety, economic vibrancy, and quality places for existing and future residents to thrive, we'll need a modern transportation strategy. goDotte is Wyandotte County's first strategic mobility plan designed to build on what we have and maneuver towards what we need.

The last 60 years have focused primarily on the movement of cars and trucks. While this era may have served us well, we're left with a series of large roadways, disconnected populations, and a transportation system that is expensive to maintain.

The goDotte strategy

This plan modernizes our approach to transportation by emphasizing:

- Health, safety, and affordability;
- The movement of people over vehicles;
- Connecting communities with opportunities;
- Greater mobility options; and,
- Aligning transportation investments with community goals.

One of the primary purposes of goDotte is to establish a framework to align transportation policy and investments in the UG with PlanKCK, the Complete Streets Ordinance, and the Mid-America Regional Council's (MARC) recently completed KC Regional Climate Action Plan. It also seeks a unification of unique and contextual needs of all the incorporated cities in Wyandotte County. This requires:

A unified approach. Our past modal and corridor plans offered an unconstrained vision advocating for the independent advancement of each travel mode and corridor. Since this time, the County, as well as the City of Bonner Springs, have adopted a Complete Streets ordinance that will be advanced through a unified and integrated transportation system.

A path to upward mobility. Our County will continue to attract new jobs, but we want to ensure that these jobs are conveniently located and easily accessed by Wyandotte County residents.

An emphasis on place-making. We're surrounded and inspired by our County's past, including the ability to create quality places with lasting value. Moving forward, we'll want to operationalize "being brilliant at the basics" by creating walkable and safe streets where neighborhoods and businesses mutually support each other.

Alignment of initiatives. To create more affordable and reliable options, we'll need to align our future growth with strategic transportation investments. This includes:

- Directing growth along new greenways and transitways;
- Designing and retrofitting streets to become more "complete" through the addition of generous sidewalks, bike facilities, and/or transit amenities;
- Promoting a mixture of uses that reduce trips and trip lengths; and,
- Encouraging transit supportive densities.

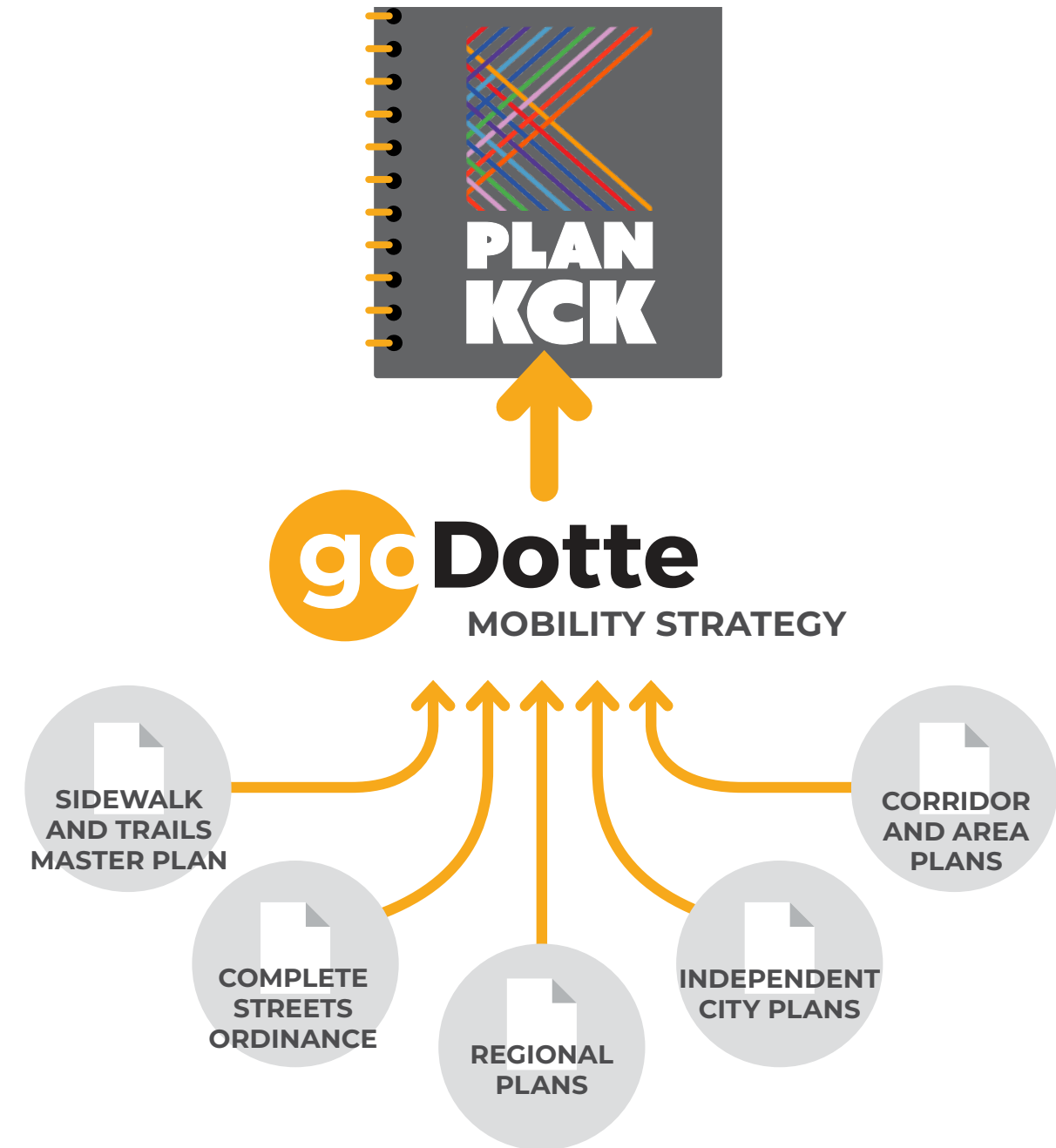
Building upon a foundation

The goDotte Strategic Mobility Plan seeks to align a number of recent and ongoing initiatives to help improve the effectiveness of transportation investments.

The County's **Complete Streets Ordinance**, adopted in 2020 (Bonner Springs adopted their own Complete Streets Policy in 2017), provides a framework to consistently plan, design, construct, operate, and maintain streets to accommodate all road users of all abilities. The goDotte strategy builds on the framework outlined in that policy to develop an implementation strategy that advances the idea of streets as a building block for our community.

This plan also refreshes the priority projects in the 2012 **Sidewalk and Trails Master Plan** and incorporates the principles of the **SmartMoves RideKC Regional Transit Plan** and the **KC Regional Climate Action Plan**. A long list of area-specific plans, completed over the previous decade, have informed the goDotte strategy. These include, most recently, the Armourdale Area Plan, Central Area Plan, Merriam Connected Corridor Plan and Northeast KCK Heritage Trail Plan, along with planning efforts in Bonner Springs, Edwardsville, as well as regional plans managed by the Kansas Department of Transportation (KDOT), MARC, and the Kansas City Area Transportation Authority (KCATA, working across the region under the RideKC moniker). Coordinating with those agencies and KCK's partner cities have allowed this plan to reframe the conversation throughout the County to focus on collaboration, creating a strategy that truly reflects the needs of everyone.

Key items and strategies in goDotte will be included in PlanKCK to ensure a clear vision for the future is articulated through these comprehensive planning documents.



CRITICAL ISSUES AND CHALLENGES

Our mobility is constrained

Based on 2019 data (pre-pandemic), over 80% of all Wyandotte County residents drive alone every day to their place of employment. This is four percentage points higher than the national average (76%). This paints a picture of Wyandotte County as a highly car-dependent community.

And yet, **over 5,500 households within the County do not have access to a vehicle**, or roughly 10% of households. Most of these households are located in the eastern portion of Wyandotte County, concentrated around Downtown KCK and along the rivers. These residents typically rely on biking, walking, carpooling, and using transit to accommodate their transportation needs. Access to these forms of transportation is limited and fraught with challenges.

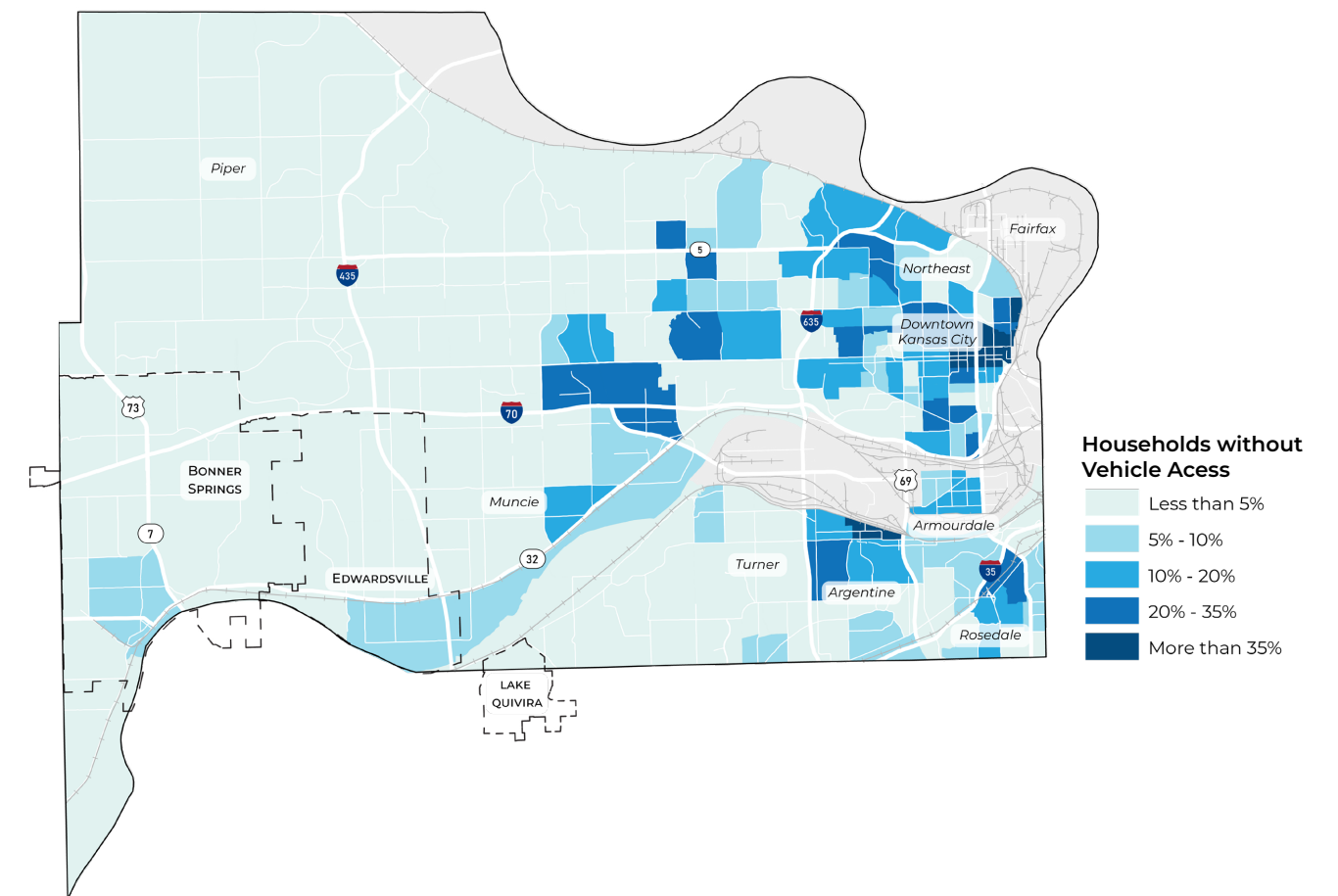
Safety

Since 2016, Wyandotte County has averaged 4,280 crashes per year, with a peak of 4,807 crashes in 2018. This includes nearly 50 pedestrian or bicycle-involved crashes yearly, including 14 pedestrian deaths. Since the start of 2020, bicycle and pedestrian crashes have diminished, although this is most likely due to the COVID-19 pandemic. The majority of these crashes occur in and around Downtown KCK and the eastern half of the County.

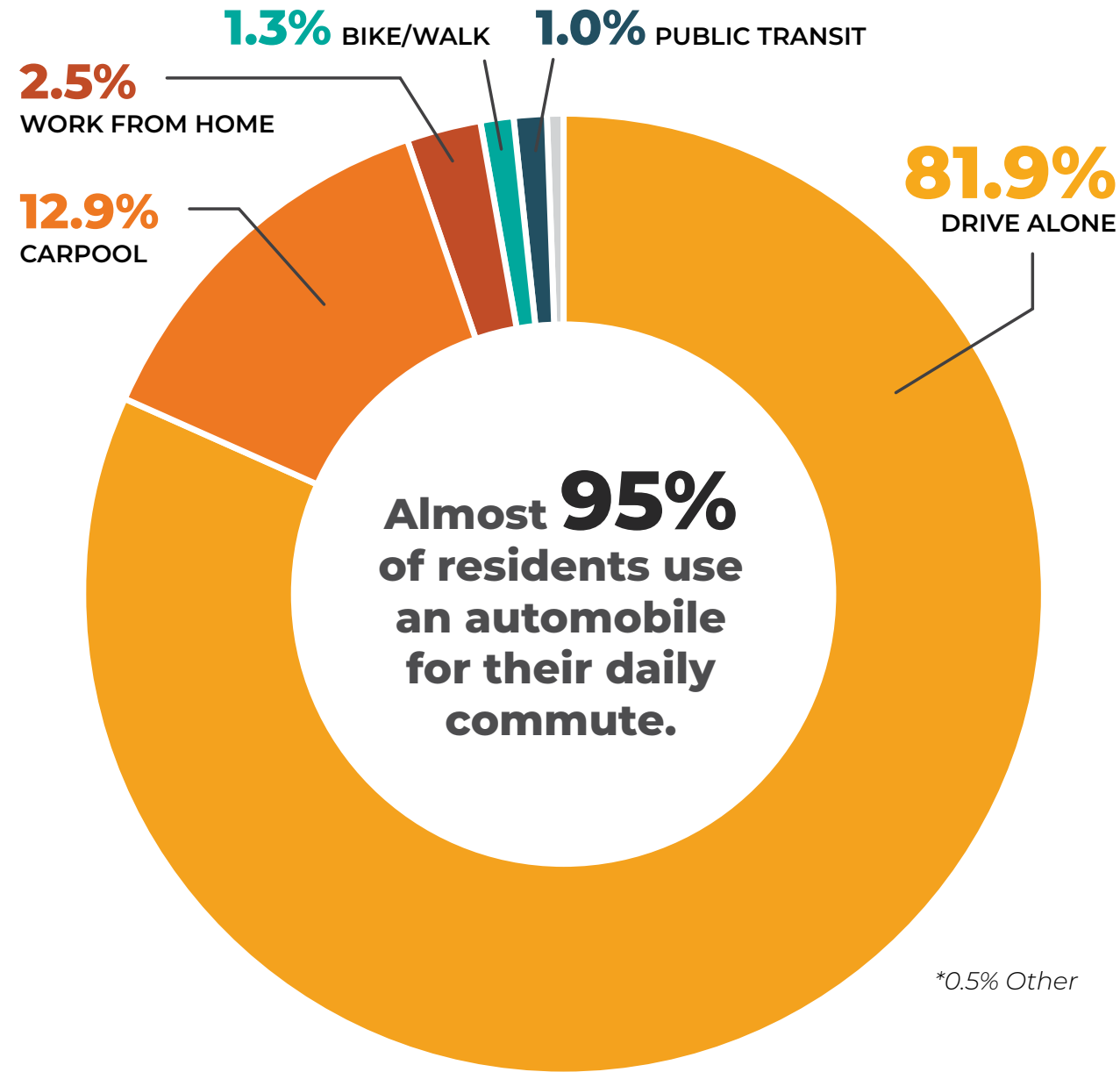
Transit

Bus transit service in the County is provided by the UG and KCATA (both under the “RideKC” moniker), as well as Tiblow Transit (operated by the City of Bonner Springs, with service to KCK, Edwardsville, and Johnson County). The RideKC network in Wyandotte County is generally characterized by coverage rather than frequency. A few select routes currently run on 30-minute headways during weekday operations,

while most local bus routes run on 60-minute headways or greater. In addition, Tiblow Transit in Bonner Springs and Edwardsville offers call-ahead, on-demand transit services plus a few selected fixed shuttle routes. The UG also offers paratransit service, micro transit to areas along the Kansas River that is planned to expand to Edwardsville and a new area in Northeast KCK, and has been awarded funding to provide non-emergency health care paratransit County-wide.



Our mobility is heavily reliant on the automobile



ACTIVE TRANSPORTATION

Providing safe and accessible options to bike and walk is critical to connecting residents to opportunities. **Currently, many areas of the County lack sidewalks, and many existing sidewalks are in poor condition.** Where sidewalks currently exist, there is a limited network with significant gaps between important destinations such as schools, parks and transit lines. Currently, the most substantial sidewalk infrastructure is in and around Downtown KCK, as well as the downtown areas of Bonner Springs and Edwardsville.

There are very few greenway, trail, and bicycle facility options, and none of these could be considered regional in scale. The County’s Sidewalk and Trails Master Plan (2012) calls for a network of nearly 350 miles of trails throughout the County with an additional supporting network of on-street bikeways. The first Complete Streets annual report found that over 80% of the planned bike/pedestrian infrastructure remains unbuilt.

The existing transportation network in Wyandotte County has historically been focused on automobile travel, with an extensive freeway network supported by wide arterials connecting to these freeways. As this network has evolved, however, this has come at the expense of other modes, resulting in a network in which there are few options for walking and biking safely or for accessing high-quality transit. The result is a transportation network that provides excellent access and service to car owners and poor access to opportunity for those without a car – in a part of the KC metropolitan region where a large population needs this non-auto access the most.

CRITICAL ISSUES AND CHALLENGES

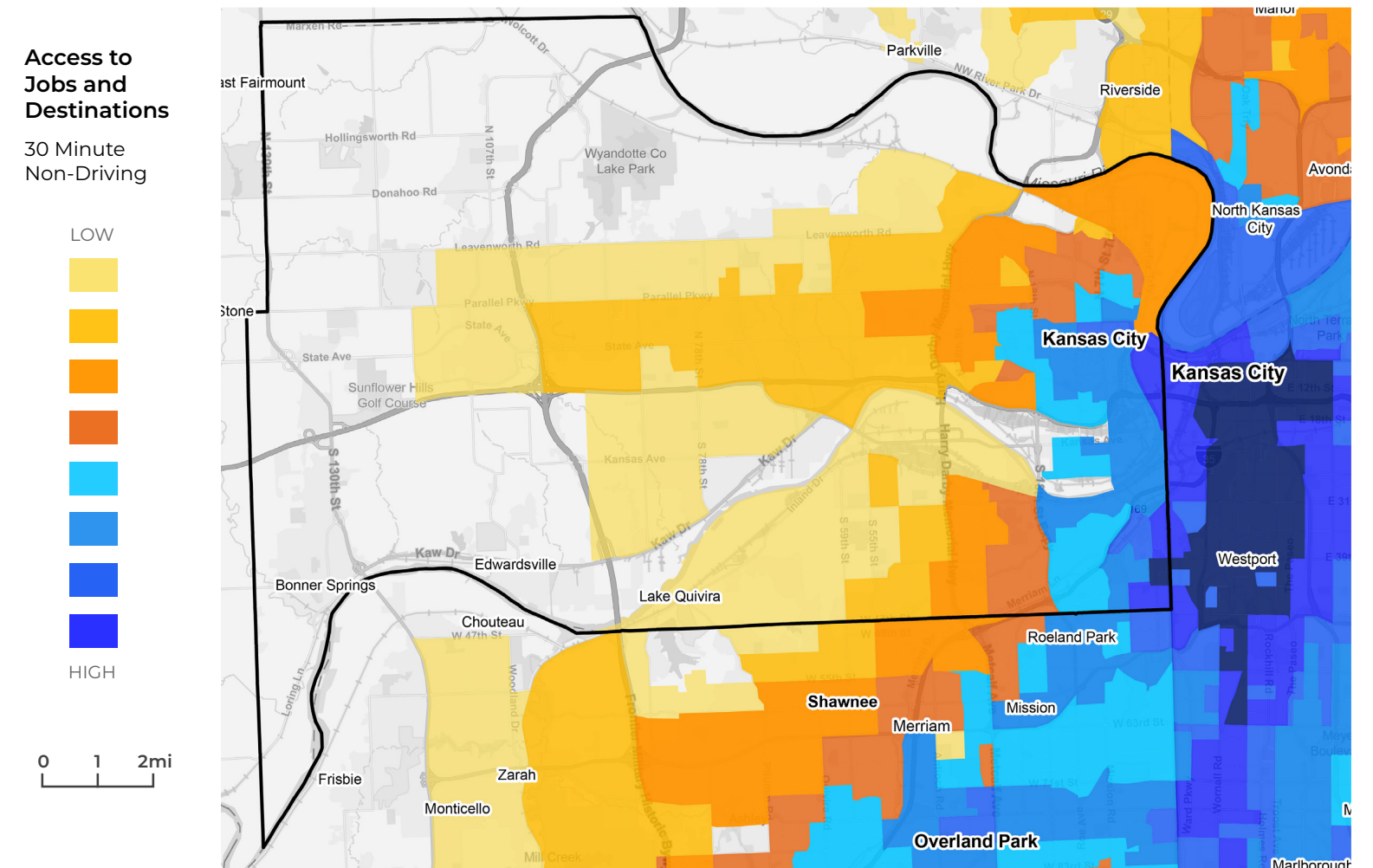
Our mobility should be measured by access

ACCESS TO OPPORTUNITY

While transportation and land use must ultimately be examined together, our transportation investments should be evaluated on the access to opportunity that those investments create. Our transportation network should be focused on facilitating access to jobs—especially those with family-sustaining wages—and vital community destinations, such as schools, parks, healthcare, and grocery stores. Access to opportunity is a quantifiable metric, and, in the course of developing this plan, was quantified for the entire Kansas City region. In Wyandotte County, the number of jobs and destinations a person can reach in 30 minutes with a car is quite high given the proximity to downtown KCMO and other regional destinations. However, for those without a car, access to jobs and destinations is limited due to low-frequency transit service, missing or incomplete sidewalks, and minimal trail network connectivity in the County.

The relatively low degree of “access to opportunity” has been noted as a significant equity issue from community stakeholders – the County has a high concentration of vulnerable populations, including those without a car (or multiple cars), but the County’s transportation network is lacking in accommodating travel beyond the personal car.

Results of the “access to opportunity” analysis showing that, in most areas of the County, there are few jobs and destinations accessible in 30 minutes without a car, in contrast to some of our neighboring jurisdictions. Note that this is a function of both available transportation options and the density of available jobs and destinations.



CRITICAL ISSUES AND CHALLENGES

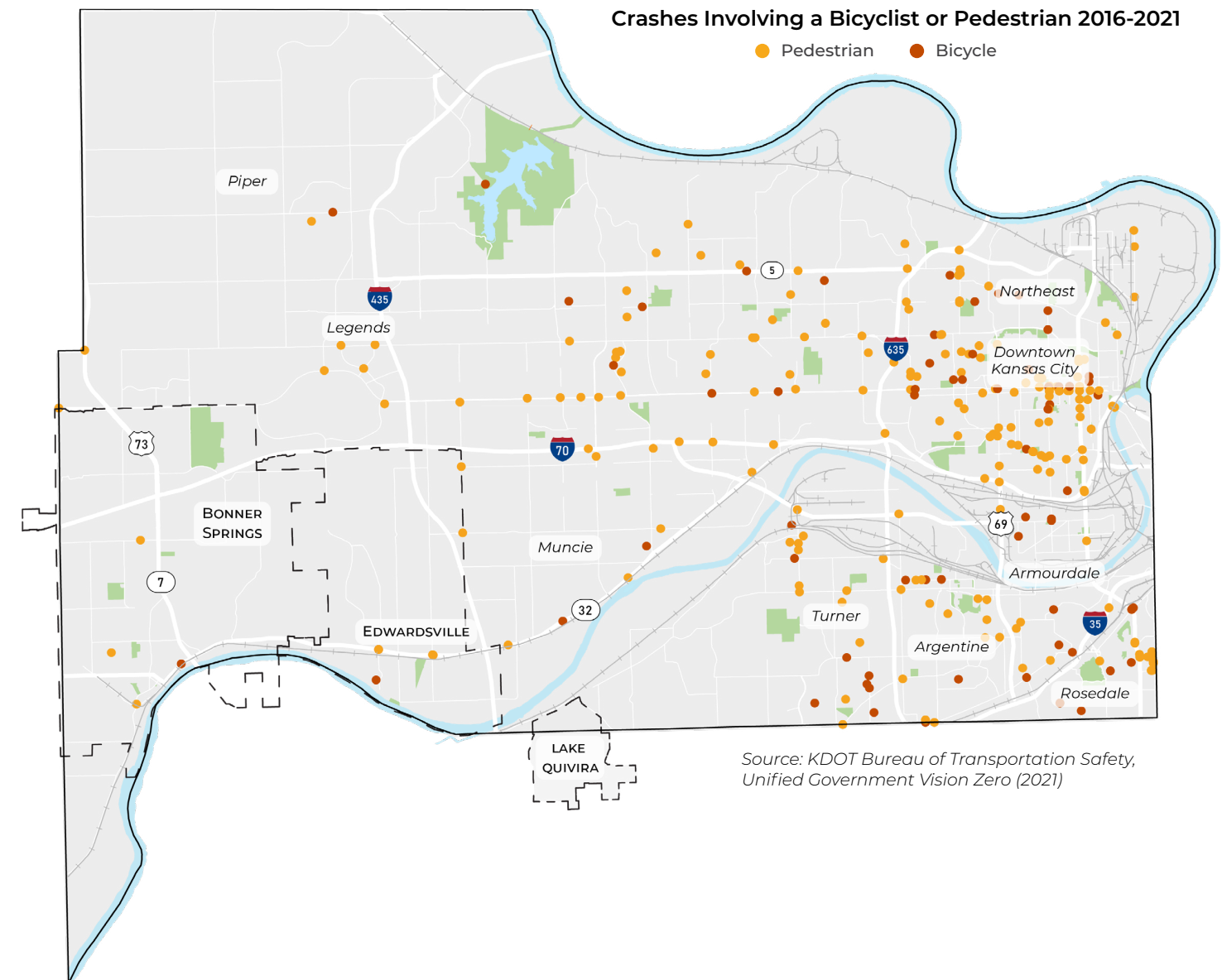
Our mobility infrastructure is unsafe and inequitable

Traffic-related fatalities and injuries are a public health crisis, particularly in Wyandotte County, where more than 4,000 crashes occurred per year on average over the past five years. This includes an average of 49 crashes per year involving pedestrians or cyclists, with 14 pedestrians killed since 2016. This is unacceptable.

One of the root causes for the high number of crashes, including pedestrian- and bicycle-related crashes, is the automobile-centric design of our streets. On many roadways in the County – even local residential streets – it is unsafe or physically impossible to walk or bike unless you are within the vehicular right-of-way. Many County roadways carry significantly less traffic volume than they were originally designed to accommodate, allowing drivers to zip along at high speeds, increasing the severity of many crashes.

Adding to the concern is the fact that crash risks are not evenly spread throughout the County. Most crashes, including those affecting bicyclists and pedestrians, occur in the eastern part of the County, near Downtown KCK. While this is the densest area, it is also where most of our vulnerable populations live, as well as the highest concentration of people who rely on transit. This means that in Wyandotte County, people of color, those with a lower income, and people without access to a vehicle are the most likely to be involved in a crash.

To address this issue, we must shift away from focusing on automobile travel and toward providing safe facilities for people of all ages and abilities to walk, bike, and/or use transit. This may include strategies that slow traffic speeds to reduce the severity of vehicle crashes and designing our streets to be accessed and used by all people, regardless of modes and abilities.



Design streets for people, not just cars

BE BRILLIANT AT THE BASICS

Our streets are the building blocks of our community, not just conduits for moving cars. Being “Brilliant at the Basics” simply refers to a return to an era where roads were designed for moving people and connecting neighborhoods. Streets designed with these considerations in mind look very different than many streets within the County today. Sidewalks, street trees, and crosswalks take priority. They are narrower and cars move slower, respecting the idea that pedestrians, cyclists and transit take priority. These streets harken back to an era when everyone, including children, older adults, and those with disabilities, could cross the street without fear of being hit by a car.

The UG’s Complete Streets Ordinance, adopted in 2020, codifies street design and maintenance to accommodate road users of all modes and abilities. The ordinance is a recognition of the fact that basic streetscape elements provide a myriad of benefits to the community and represent infrastructure investments that can be a catalyst for community wealth building. Street design should consider the hierarchy of users, as shown in the graphic to the right.

The Complete Streets Ordinance focuses on implementation in neighborhoods with historic disinvestment, including low-income neighborhoods and those where less than 75% of households have access to an automobile. This ordinance is meant to serve as an approach to guide every new roadway or maintenance project.

While Complete Streets have been touted as an innovative approach to transportation planning, there is nothing new about the idea that our neighborhood streets should be safe, attractive sources of community pride.

The Kansas City area is known for its natural beauty, and, on the Missouri side, a network of interconnected parks and boulevards (the Kessler Plan) that link together destinations and landscapes. KCK was part of the original Kessler Plan; however, unlike KCMO, this system was dismantled over time. Looking across the state line, we can see the value created by treating streets as our most valuable open spaces. MARC’s now 20-year-old MetroGreen 2002 plan built upon the Kessler Plan “greenprint” for a metro-area-wide system that joins urban and rural corridors while protecting and improving water quality and enhancing natural elements.



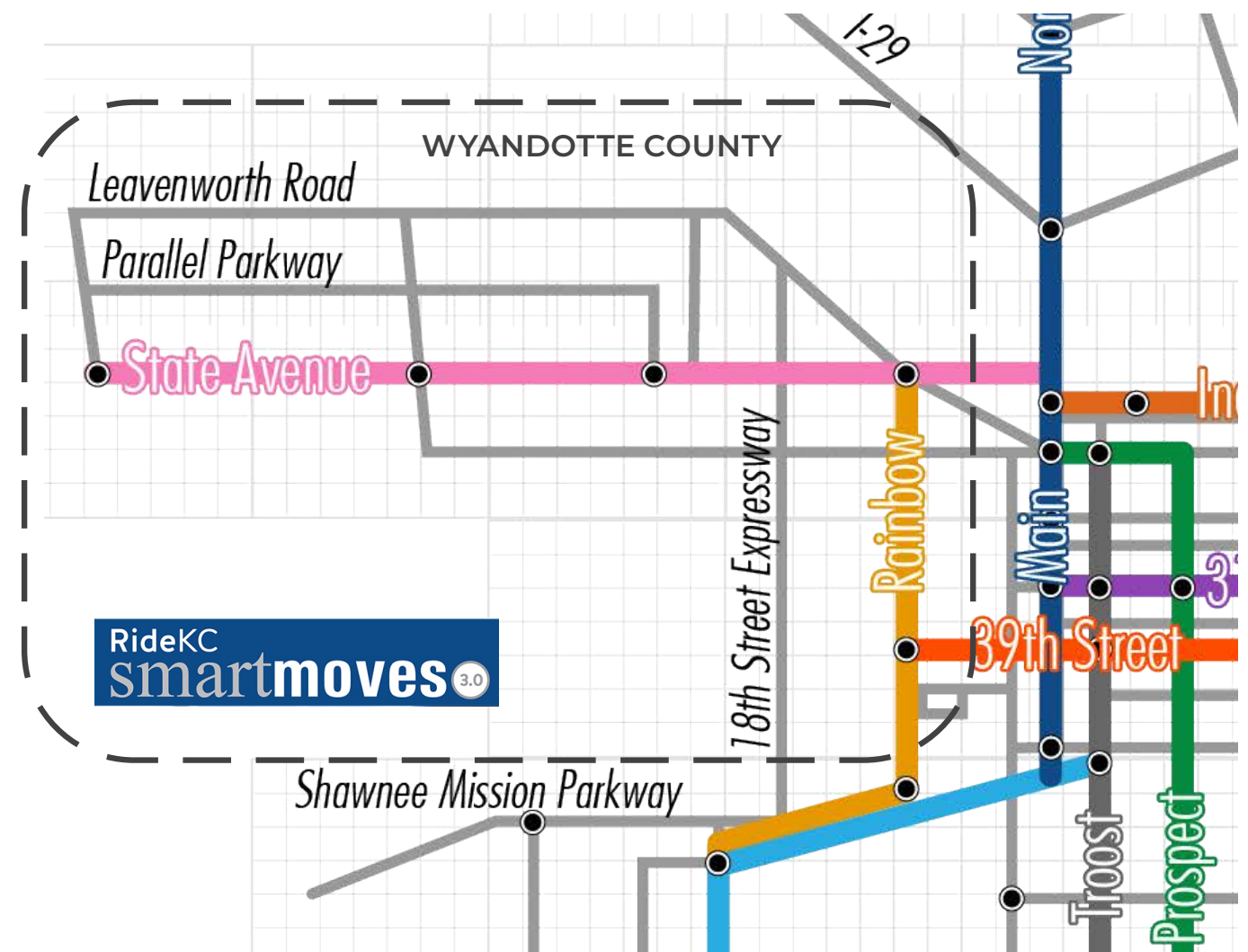
There is no fast and frequent transit service in Wyandotte County

In Wyandotte County, transit service is currently limited, with a few select routes running on 30-minute weekday headways and most routes running on 60-minute headways (or longer). Bonner Springs and Edwardsville offer schedule-in-advance on-demand transit service, plus a few fixed shuttle routes. Currently, transit in Wyandotte County generally serves as a last resort, mainly for those who do not have the option to use another mode such as a car. This means that the more than 5,500 households in the County without a car rely on infrequent and unreliable transportation for their daily lives.

Investments in faster, more frequent transit service, particularly in the eastern part of the County, improve mobility and access to opportunity for those who rely on transit. In addition, developing a fast, frequent, safe, and reliable transit system encourages many riders to choose transit rather than driving, addressing the County's and region's climate initiatives and goals.

STATE AVENUE

Along State Avenue, the region's "Smart Moves" transit plan calls for "Fast and Frequent" service (defined as 15-minute or less intervals) via bus rapid transit (BRT) or another high-capacity mode, such as streetcar or light rail. Elected officials on both sides of the state line have proposed a "Bi-State Sustainable Reinvestment Corridor"1 running east-west through the metro area, including along State Avenue in Wyandotte County and connecting into downtown KCMO. This corridor will target federal grant funding from the Bipartisan Infrastructure Law supporting zero-emission and high-frequency transit and green infrastructure to enhance neighborhood vibrancy, affordability, equity and connectivity.



KC SmartMoves plan, highlighting fast and frequent service on 7thStreet/Rainbow and State Avenue

CRITICAL ISSUES AND CHALLENGES

KCK's transportation options should be as diverse as our community

Several initiatives are already under way – and now is the time to take these initiatives to the “next level” of transit that spurs further community investment.

EAST-WEST TRANSIT CORRIDOR STUDY

There is currently another regional study underway to explore a high-capacity transit connection (such as streetcar) from KU Medical Center running east-west in KCMO that could also connect to high-capacity north-south transit along 7th Street/Rainbow Boulevard in KCK. This is the other corridor identified in “Smart Moves” for fast and frequent service.

FIRST- AND LAST-MILE

No investment in transit can be successful without equal attention to first- and last-mile facilities. Sidewalks, bikeways and trails are critical pieces of infrastructure that allow people to access transit, and to reach their homes, jobs and schools. Therefore, transit investment should be closely tied with the UG's Complete Streets initiatives to ensure safe, high-quality infrastructure throughout the County. New mobility options such as bikeshare, micro-mobility (scooters), and other technologies are also key to providing these connections.

GOING UP

In addition to traditional transit investments, the UG should continue to examine the feasibility of an aerial tramway connecting the downtowns of KCK and KCMO, given the steep terrain, the river crossing, and land use patterns between the two. A preliminary study found that an aerial tramway could cost half as much per mile than a streetcar.



Public health and walkability are directly correlated

SIDEWALKS

The UG’s Sidewalks and Trails Master Plan (STMP), notes that significant portions of the County lack sidewalks, and where sidewalks currently exist, there is a limited network with significant gaps between important destinations. Furthermore, many sidewalks in the County are in poor condition, especially in older areas of KCK.

To remedy these challenges, goDotte provides a recommended Future Sidewalk Network, including priorities for local network gaps. Priorities focus on those sidewalk gaps that are critical to connecting neighborhoods to schools, parks, transit, the regional trail system, and other local destinations.

BIKEWAYS AND TRAILS

The 2012 STMP called for a network of nearly 350 miles of trails, with an additional supporting network of on-street bikeways, most of which is not currently in place. For the purposes of this plan, bikeways are assumed to refer to on-street (curb-to-curb) amenities whereas trails are located outside of the curb-to-curb space.

On-street bikeways represent an opportunity to retrofit or right-size our streets, making use of excess capacity to develop a safe and connected bicycle network. Trails represent opportunities to provide safe, off-street connections between destinations in the County for use as functional transportation and recreational facilities that provide a high quality of life.

Trails that provide direct connections between residential neighborhoods and community destinations, such as schools, parks, clinics, and retail stores should be prioritized for investment.

INVESTING IN COMMUNITY HEALTH

For the last five years (2018 to 2022), Wyandotte County has been ranked in the bottom five counties in the state of Kansas for health factors and health outcomes. Many health factors are tied to mobility, including obesity and physical activity, air quality and pollution, and access to safe housing and healthy food. Investing in our non-auto infrastructure and implementing Complete Streets can help improve these health factors by providing more opportunity for people to walk or bike to everyday places and allowing residents to live more active lifestyles.

CRITICAL ISSUES AND CHALLENGES

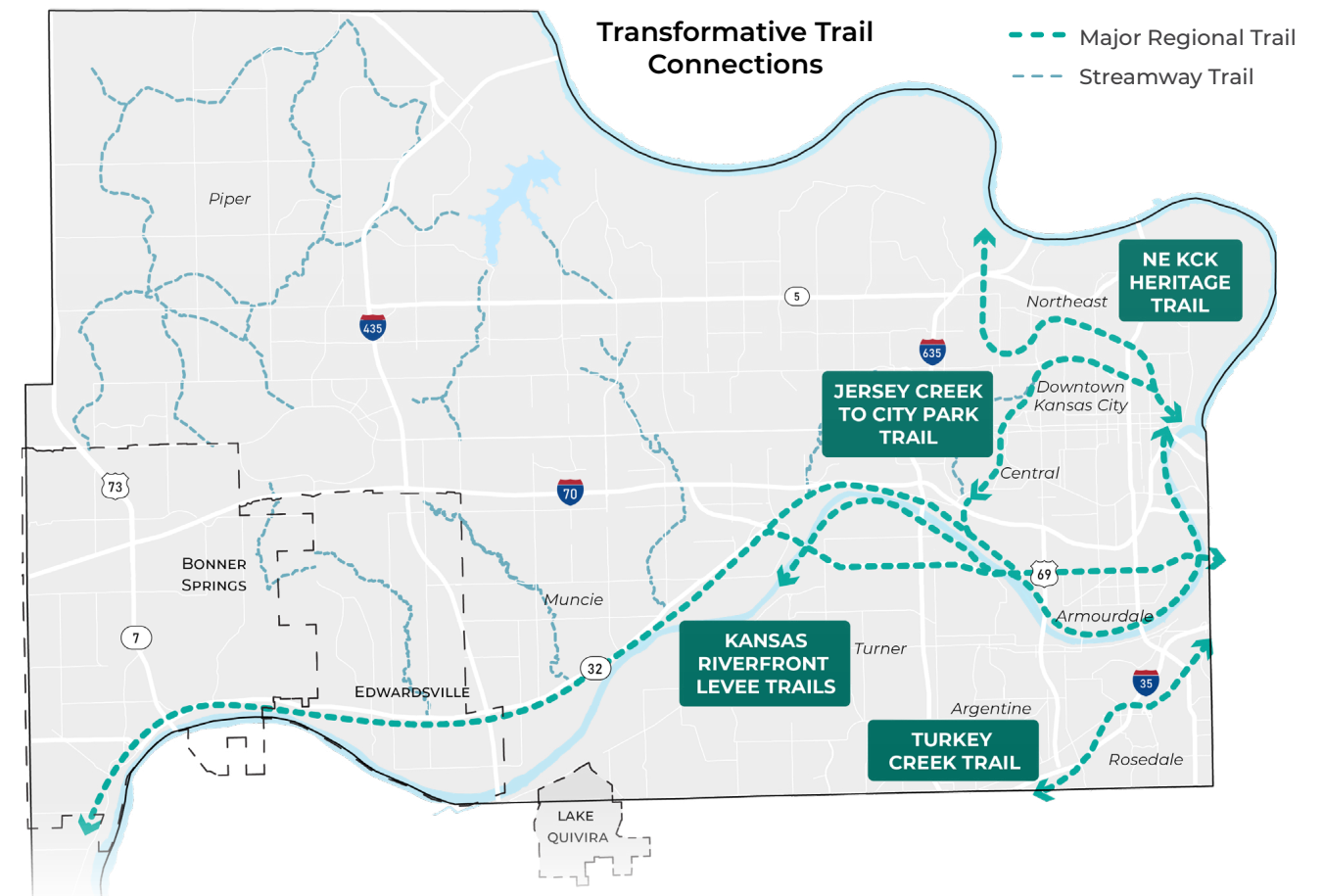
Closing a few trail gaps could dramatically open the county to the existing, bi-state, regional trail system

Several proposed trail connections in the County seek to take advantage of the County's topography and restore connections to rivers and streamways, tying destinations together and ultimately serving as a destination on their own to spur further investment:

The Kansas Riverfront Levee Trails and K-32 Corridor Trails, some of which are in place today, but lack major connections or amenities, would activate the Kansas Riverfront as a recreational destination while connecting the West Bottoms to Armourdale and points further west, including the trail system in Edwardsville's River Front Park.

The Northeast KCK Heritage Trail will run from Kaw Point north and west to the Quindaro Townsite, passing through Jersey Creek Park along the way. **The Jersey Creek to City Park Trail** would run south and west from Jersey Creek Park to City Park. Together these two trails take advantage of the topography and streamways in KCK and connect natural and historic destinations.

The Turkey Creek Trail south of the Kansas River would connect to Johnson County and KCMO and serve as a gateway thoroughfare through Rosedale and is documented in the NE KCK Heritage Trail Plan. This trail reconnection is documented in the Merriam Connected Corridor Plan and will mitigate several major barriers to bicycle and pedestrian travel in the corridor.



Opportunity corridors represent both our greatest need and greatest opportunity to move the needle

Several key transportation corridors throughout the County have been identified as “Opportunity Corridors” for demonstrating integrated mobility strategy in action. Since land use and transportation are inextricably linked, these opportunity corridors highlight the way that land use and transportation can work together to create an equitable, connected, and sustainable community. These corridors were selected because of their ability to concentrate future growth in a sustainable manner that promotes mixed-use development aligned with connected mobility infrastructure.

These corridors are meant to serve as a showcase for achieving the community’s vision through future transportation investments and integrated land-use strategies. These corridors are not the only places in the County where these changes should occur, but are showcased as examples to guide future development. Along these corridors, aspirational cross-sections, active transportation and transit recommendations, and land use policy guidance showcase a clear long-term strategy for integrated mobility.

The key opportunity corridors explored in this plan are:

State Avenue serves as the east-west “main street” for Wyandotte County, connecting Downtown KCK with the Village West area. A 2013 corridor redevelopment plan set the template for advancing regional transportation efforts with corridor redevelopment. Most recently, it serves as the main thoroughfare for the proposed “Bi-State Sustainable Reinvestment Corridor,” which would connect KCK to KCMO and Independence. This corridor has been targeted for multimodal transportation investments and transit-oriented redevelopment.

7th Street / Rainbow Boulevard serves as the primary north/south corridor from the Northeast and Downtown KCK south to Armourdale and ultimately through Rosedale to KU Medical Center and into Johnson County. Similar to State Avenue, it has been targeted for “Fast and Frequent” transit service and is a key connection between major population and employment centers in the County and region.

K-32/Kansas Ave/Kaw Drive connects Armourdale, Argentine, and Turner in south KCK with Edwardsville and Bonner Springs, continuing into Leavenworth

County. A 2016 plan laid out a long-term transportation and redevelopment vision for this corridor west of 57th Street, envisioning a transformation into a Complete Street with shared use paths, dedicated bicycle lanes, and safety enhancements. The corridor would become a regional destination characterized by green industries and business parks, attractive development, strong downtowns, and recreational areas. This includes creating quiet zones and removing at-grade train conflicts.

The NE KCK Heritage Trail seeks to connect Historic Kaw Point to the south and east to the Quindaro Townsite in the northwest. The Heritage Trail will connect several notable historical sites and natural areas with a single path focused on green infrastructure.

Quindaro Boulevard is the major City street that will largely parallel the NE KCK Heritage Trail and is a corridor that has suffered from historic disinvestment over the past decades. This represents an opportunity for a new chapter in Wyandotte County in which the history and community of Northeast KCK are celebrated and invested in.

Invest in opportunity corridors





**MOBILITY
GOALS + OBJECTIVES**

Multimodal access will achieve a stronger and better-connected KCK by linking residents with opportunities

Goals + Objectives

GOAL 1

BETTER INTEGRATE MOBILITY INFRASTRUCTURE AND LAND USE INVESTMENTS

- Update the land use plan to incorporate greater mixed-use development and greater densities along the transit corridors outlined in goDotte
- Leverage increased densities to support more frequent transit service
- Improve access to jobs locally and throughout the region
- Remove parking minimums to promote green mobility

GOAL 2

IMPROVE THE SAFETY OF OUR EXISTING TRANSPORTATION NETWORK

- Set a goal of zero traffic fatalities for all of Wyandotte County
- Continue to promote Crime Prevention Through Environmental Design (CPTED). This includes providing street lighting and nighttime visibility, clear and consistent wayfinding, clear designation of public space and its use, and maintenance and beautification of public space

GOAL 3

IMPROVE AND RIGHT-SIZE THE DESIGN OF STREETS

- Implement road diets, including lane reductions, where appropriate on wide roadways with little traffic
- Expand bicycle and pedestrian infrastructure on roads needed to support transit corridors
- Reduce our infrastructure footprint over the long-term by eliminating unnecessary lane miles and planning for the life-cycle closure of little-used bridges
- Expand green infrastructure associated with roadways and their ongoing maintenance

Goals + Objectives

GOAL 4

ENHANCE TRANSIT SERVICE

- Carry forward goDotte’s strategies for Next Level Transit that better connects people and jobs
- Expand the number and frequency of connections between people and existing job centers, including more routes between KCK and KCMO
- Invest in faster, more frequent transit service, particularly in the eastern part of the County
- Improve mobility and access to opportunity for those who are transit-dependent

GOAL 5

BUILD-OUT THE COUNTY-WIDE SIDEWALK AND TRAILS NETWORK

- Build out and maintain our sidewalks, bikeways and trails as a comprehensive system to better integrate neighborhoods and communities, creating a more walkable network for all Wyandotte County
- Fix local sidewalk/trail network gaps, prioritizing missing sidewalks that are critical to connecting neighborhoods to schools, parks, transit and other local destinations
- Implement goDotte’s proposed trail and bicycle network, building on and refining previous planning efforts, including the Johnson and Wyandotte County Bicycle Plan, MARC’s MetroGreen Action Plan, and the Southwest Boulevard/Merriam Lane Connected Corridor Plan, among others

GOAL 6

ACCOMMODATE THOSE WITH ACCESSIBILITY NEEDS

- Incorporate the principles of universal design, sensory impairment, and sensitive design in all building and placemaking projects
- Implement a fully functional wayfinding system for the blind, including using surface treatments to indicate accessible routes for the blind and raising awareness about mobility and accessibility for the blind, specifically in and around Downtown KCK near the Kansas State School for the Blind
- Leverage art and lighting to establish intuitive visual linkages along sidewalks and trail networks

Goals + Objectives

GOAL 7

GROW KCK AS PART OF THE REGION-WIDE BIKESHARE NETWORK

- Leverage the World Cup 2026 to expand bikeshare connectivity across the County
- Fill gaps in the bicycle/pedestrian network from The Legends to Homefield to Wyandotte County Lake Park
- Expand the number of bikes and e-bikes available at critical destinations across the county, particularly at The Legends

GOAL 8

ENHANCE TRANSPORTATION ALONG GODOTTE-IDENTIFIED OPPORTUNITY CORRIDORS

- Consistent with the principles of goDotte, enhance transportation mode, frequency, and access along critical corridors like State Avenue, 7th Street / Rainbow Boulevard, K-32 / Kansas Avenue / Kaw Drive and Quindaro Boulevard
- Pursue next round of funding for construction of E-W transit corridor

GOAL 9

PRESERVE I-70 AS A SCENIC BYWAY FROM WEST TO EAST

- Foster a protected interstate corridor with parkway features, including enhanced landscaping of natural low-mow vegetation and comfortable side buffering
- Preserve viewsheds and the pastoral character along I-70 by limiting and/or screening and buffering adjacent new development

GOAL 10

DEVELOP NEW, CONVENIENT TRANSPORTATION CONNECTIONS BETWEEN KCK AND KCMO

- Link the downtowns of the two Kansas Cities: Case Park / Quality Hill in KCMO to St. John's Park / Strawberry Hill in KCK with more multi-modal connections, including more fixed transit
- Enhance public access to the Kansas Riverfront
- Expand opportunities for mixed-use development to enrich existing corridors between the two cities

07

Resiliency

RESILIENCY

Resiliency traditionally refers to a community's capacity to endure adverse environmental events, such as severe storms. While levees offer protection for extensive flood events, low-lying areas in Kansas City, Kansas (KCK), exacerbated by excess impervious surfaces, contribute to heightened flood risks. However, in the context of KCK, a community grappling with a history of disinvestment and disenfranchisement, a much broader perspective on resiliency involves embracing the concept of "regeneration" or healing. Previous studies have identified several long-term threats to KCK's resiliency both from an environmental impacts perspective and from a community prosperity perspective. KCK is characterized by high levels of social vulnerability, particularly in the eastern urban neighborhoods. Wyandotte County is persistently at the bottom of public health ratings in Kansas, grappling with elevated rates of chronic diseases like obesity, diabetes, and heart disease.

The spirit of KCK is grounded in its enduring characteristics as a diverse and disadvantaged community, inherently embodying resilience. Building a holistic, resilient KCK starts by full healing across all urban systems to maximize the future generation's ability to meet their needs. PlanKCK proposes to enhance citywide wealth and well-being by focusing on vulnerable neighborhoods utilizing federal programming available to Justice40 communities. PlanKCK will leverage funding to promote livability, attainable housing, and environmental remediation. These strategies will address those goals outlined in the KC Regional Climate Action Plan, emphasizing renewable energy, urban greening, and local and sustainable food production.

Previous studies have identified several long-term threats to KCK's resiliency

The **Community Health Assessment (See Existing Conditions Report in Appendix A)** and **Community Health Improvement Plan (CHIP)** are insightful documents that outline many of the critical disparities that exist within Wyandotte County. Notably, they explore community violence, health care access, employment and income, affordable housing or homelessness, drug misuse, mental health and suicide, chronic disease, and poor nutrition, obesity, hazard and emergency management.

Meanwhile, the **KC Regional Climate Action Plan** highlights significant challenges to the Kansas City Metropolitan Region related to climate change.

KCK faces many long-term threats from environmental impacts

KCK experiences a significant urban heat island effect, while temperatures regionally are projected to increase over the next several decades. Consequently, the region is subject to a significantly higher level of heat-related deaths than the nation overall. This also impacts KCK's energy burden, and has increased our exposure to flooding.

Structural racism is a public health crisis across KCK

The CHIP highlights racism as a public health crisis across KCK. It notes the significant increased risk for residents of color regarding chronic conditions (heart disease, cancer, stroke, diabetes), infectious diseases (COVID, influenza, etc.), unintentional injuries and violence, and infant and maternal health complications. Racism manifests in our environment through disparate health outcomes, food availability, transit access, and other dimensions of community prosperity.

Structural racism bears often deep scars on the KCK community. Many inequities within our community today are reflected along racial lines, and trace their roots to historic injustices, including redlining and urban renewal, decreased access to mortgages and home renovation loans, leading to lower property values, reduced investment in housing stock, worsening educational attainment and a lack of economic activity.

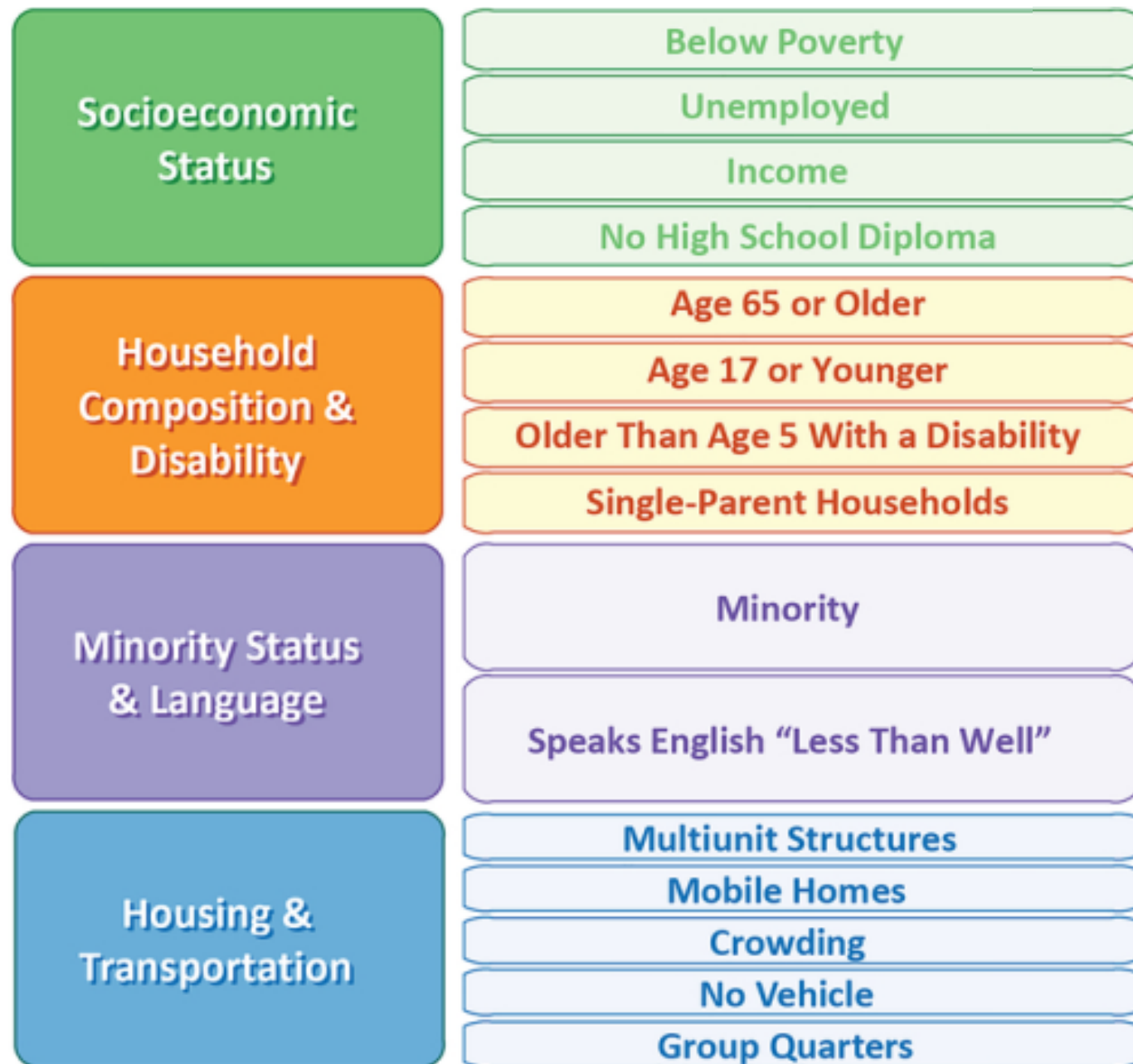
KCK suffers from vulnerability and inequity in terms of food access and availability

There are about 25% fewer grocery stores and 26% fewer restaurants per capita in Wyandotte County than across Kansas as a whole. In the Northeast area of KCK, up to 60% of low income households live more than a mile from a supermarket. By contrast, low-income households in the western part of the County have much better access to affordable food sources.

Much of KCK contains older housing stock and a prevalence of vacant parcels with contamination. Homes built prior to 1978 contain lead paint and asbestos. In addition to the costs of repairing older homes, the community also suffers from health impacts related to these contaminants. Additionally, many Land Bank parcels contain construction debris from improper demolition of contamination from historical uses such as gas stations and auto body shops.

The Social Vulnerability Index

Social Vulnerability Index Components



The resiliency of a community is influenced by various factors, including its population's socioeconomic and health conditions. The paper, "Race, Class, Ethnicity, and Disaster Vulnerability" shows that social vulnerability includes the "characteristics of a person or community that affect their capacity to anticipate, confront, repair, and recover from the effects of a disaster. Some examples of factors that might affect a person's social vulnerability include socioeconomic status, household composition, minority status, and vehicle access." Reducing social vulnerability can decrease both human suffering and economic loss when impacted by disruptions, disasters, or large-scale unexpected changes.

The Social Vulnerability Index (SVI) measures socioeconomic status characteristics. It was developed by the Center for Disease Control & Prevention (CDC) at the census tract level. The SVI was designed to help emergency response planners and public health officials identify and map vulnerable communities through the course of hazardous natural disaster events. The tool is available to "assist state, local, and tribal disaster management officials in identifying the locations of their most socially vulnerable populations." 2019 U.S. Census data is used to rank counties by 15 social factors such as poverty, automobile access, unemployment, and crowded housing and assigns them to four (4) key themes:

1. Socioeconomic status;
2. Household composition;
3. Race/ethnicity/language and;
4. Housing and transportation

Social vulnerability is reflected in our demographics

KCK is a low-income community

Areas of concentrated poverty have a larger portion of households that may not be able to afford a reliable vehicle and may rely more on walking, bicycling and public transit for their transportation needs. These low-income areas may be urban or rural and may be clustered in groups or spatially isolated.

According to the U.S. Census Bureau, in 2020, the median annual household income in Wyandotte County is just over \$52,000, and the per capita income is \$25,171, with 16.9% of residents living below the federal poverty line.

When examining low-income households less than or equal to twice the federal poverty line, the average increases to 31.1% for Wyandotte County residents and to over 47% for KCK. At the County Block Group (CBG) level, low-income households within the county range from less than 3% in the outlying western sections of the county, especially west of I-435, to over 90% in areas of Northeast KCK. With a few exceptions, nearly all block groups within the I-635/I-70 loop report more than 50% of households as low-income.

KCK is comprised significantly of people of color

People of color comprise about 31% of the population of Wyandotte County. By CBG, people of color range from 100% in Northeast and Northwest Kansas City areas to just over 4% in western rural sections of the county west of I-435, along I-70 and K-7 outside Bonner Springs and Piper. The large majority of block groups within eastern KCK contain concentrations of people of color populations above 50%, with nearly all block groups within the I-635/I-70 loop composed of more than 65% people of color.

People of color represent 30.4% of the Kansas City metropolitan area population and 27.1% when excluding Wyandotte County from the region.

Because socio-economic status and race/ethnicity/language both play a role in SVI, KCK’s demographics alone contribute significantly to its social vulnerability.

Population and Demographic Characteristics of Wyandotte County, 2023

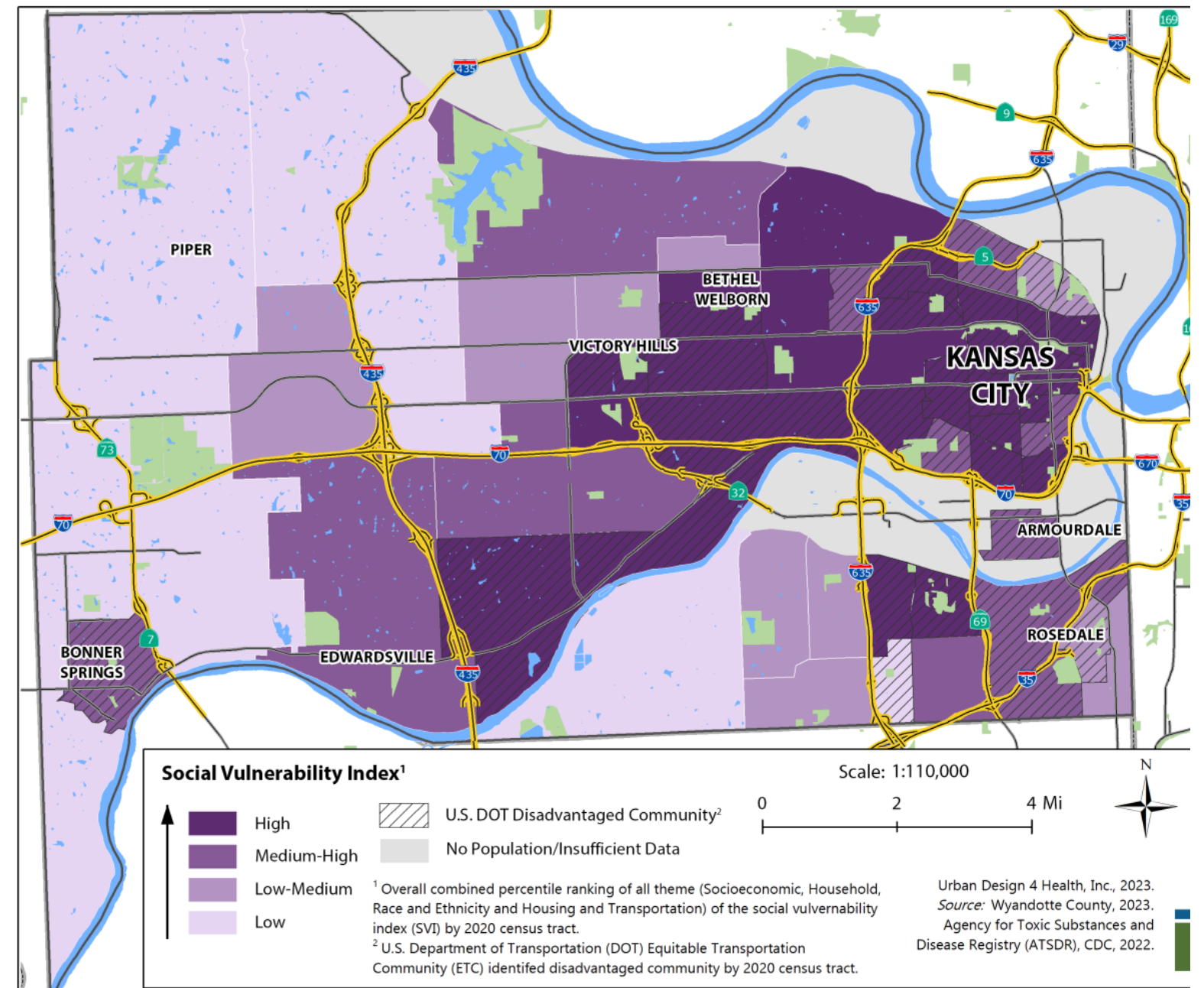
	Total (population)	Percentage
ETC Disadvantaged Community	82,674	48.8%
Low-Income	75,038	44.3%
People of Color	96,676	57.1%
Total Population	169,245	-
Total Block Groups	165	-

CRITICAL ISSUES AND CHALLENGES

Social vulnerability is highest in KCK's urban core

Large portions of the county indicate a “high” level of vulnerability, characterizing areas above the 90th percentile of the index. “Medium-high” levels of vulnerability continue further west in the county and include Bonner Springs and Edwardsville. The most rural outlying areas in the west of the city show low vulnerability risk.

SOCIAL VULNERABILITY INDEX IN WYANDOTTE COUNTY BY CENSUS TRACT



KCK is one of Kansas' least-healthy cities

Wyandotte County is one of Kansas' least healthy counties based on its ranking of 103rd of 104 counties for health status according to the 2023 County Health Rankings. These rankings comprise health outcomes in terms of length and quality of life and health behaviors, which allow residents to improve their quality and length of life.

SUSCEPTIBILITY TO CHRONIC DISEASE

The UG Public Health Department's 2022 Community Health Assessment (CHA) showed that residents in Wyandotte County ranked chronic diseases the fourth leading health concern in the county.

Prevalence of chronic diseases in Wyandotte County is high—among those surveyed, 61% stated they or a household member have high blood pressure, 48% have high cholesterol, 44% are overweight or obese, 31% have diabetes, and 12% have heart disease.

Many factors can contribute to chronic diseases. Reducing smoking, poor nutrition, physical inactivity, and excessive alcohol use can all reduce chronic diseases. Access to affordable medical care is essential for preventing and managing chronic diseases. Inequities in Wyandotte County lead to disparities in chronic diseases in the county.

OBESITY

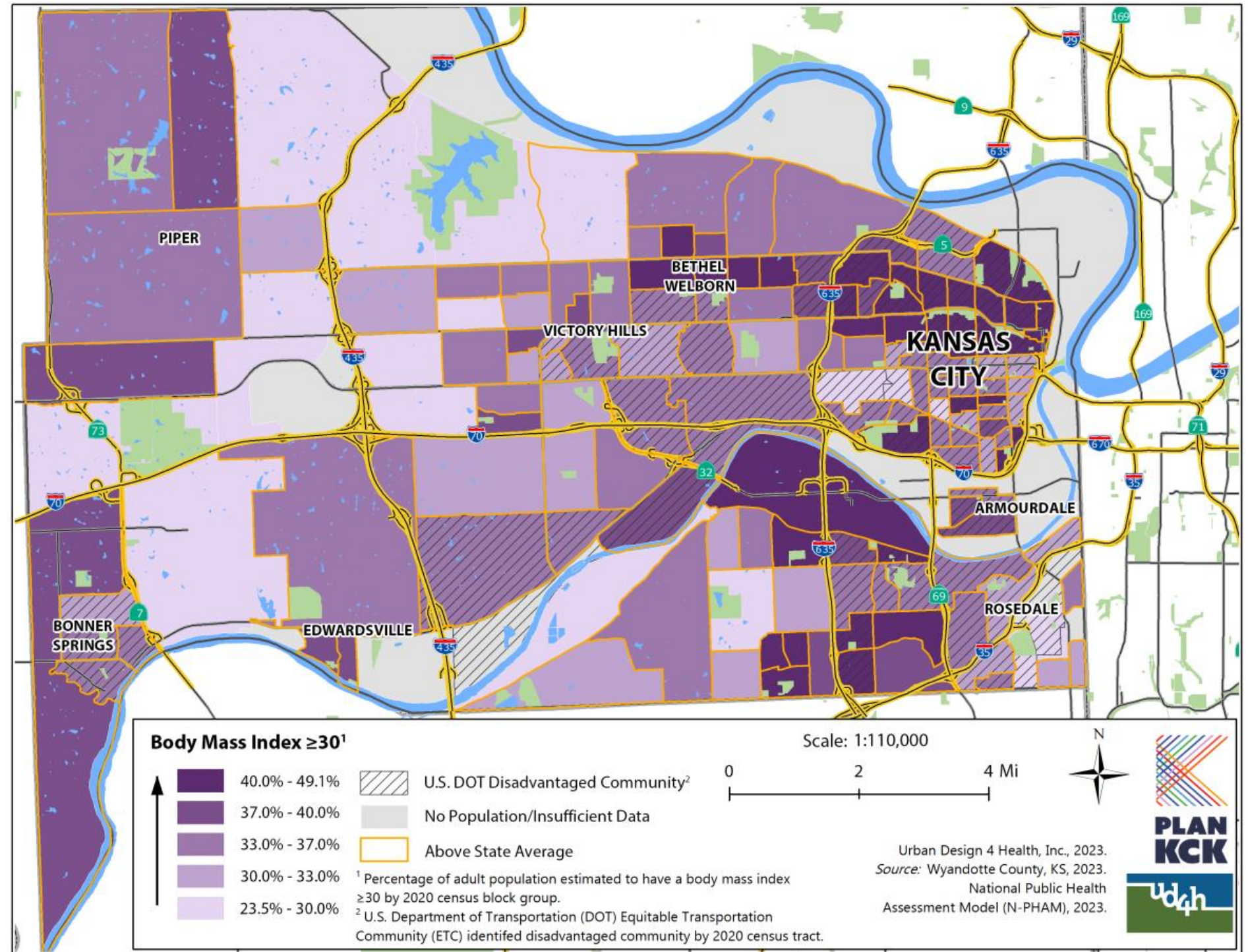
The average population-weighted estimated adult Body Mass Index (BMI) equal to or above 30 (obesity) in Wyandotte County is 35.5%. In KCK it is 35.4%, which is marginally lower than the county overall and about 13% higher than areas outside of KCK. The county is 6.6% higher than the rest of Kansas.

DIABETES

The average population-weighted estimated adult prevalence of type 2 diabetes in Wyandotte County is 13%, with a range of 6.2% and 24.9%. In KCK it is 13.1%, which is 6.5% higher than areas of the county outside of KCK. The county is 33% higher than the rest of the state of Kansas.

Disparate health outcomes vary by neighborhood: Obesity

The highest average levels of obesity (above 40% of the adult population) are concentrated in eastern sections of KCK. This is especially the case for northeast and northwest KCK, in addition to pockets in the Turner and Argentine communities south of the Kansas River and along K-5/Leavenworth Rd. west of I-635. Lower average levels (below 30%) are found mainly in the rural western sections of the county straddling either side of I-435 and outside of KCK areas along I-70 north of Bonner Springs. Other small pockets of lower average values are found in southwest Rosedale bordering Johnson County, KS and Jackson County, MO.

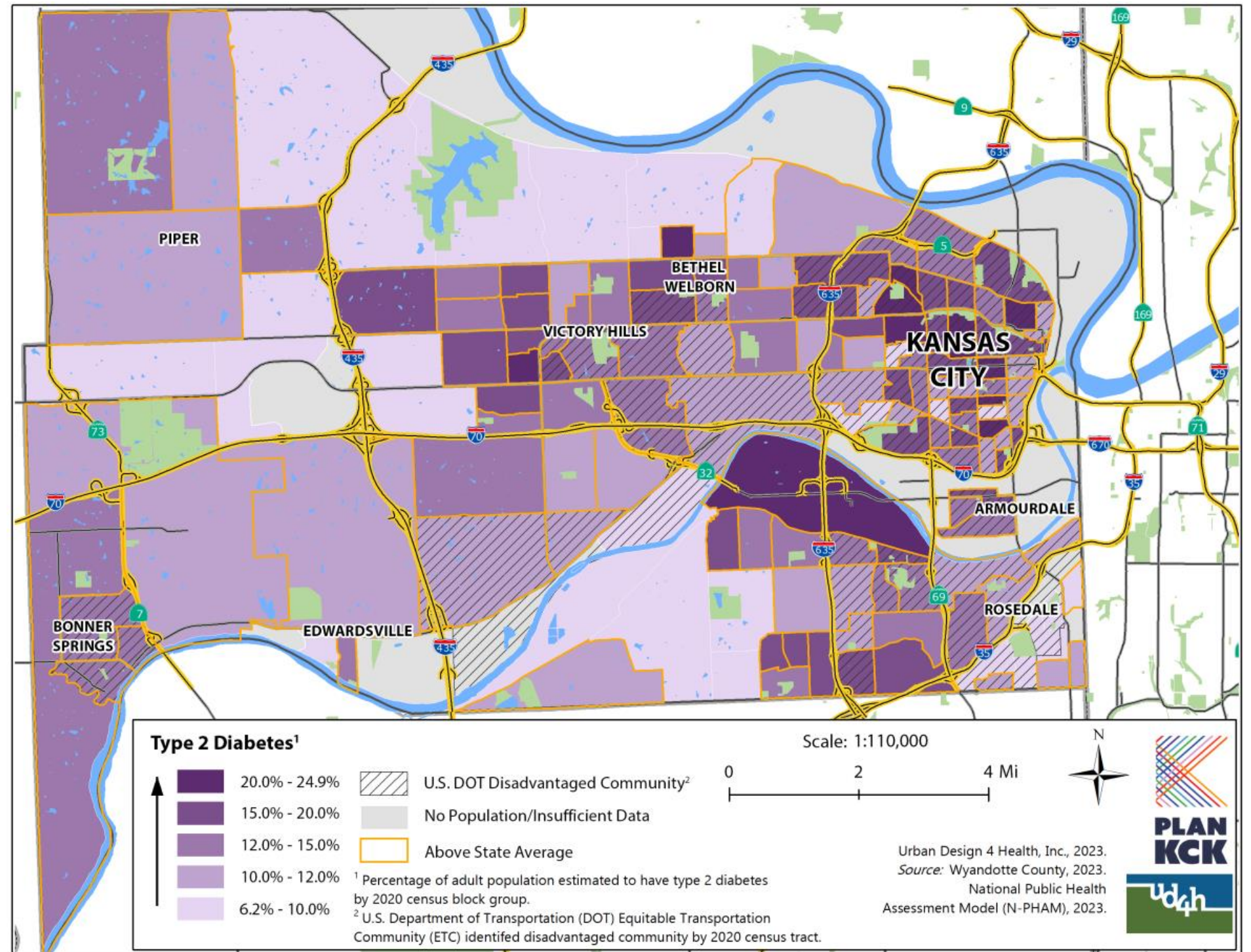


CRITICAL ISSUES AND CHALLENGES

Disparate health outcomes vary by neighborhood: Diabetes

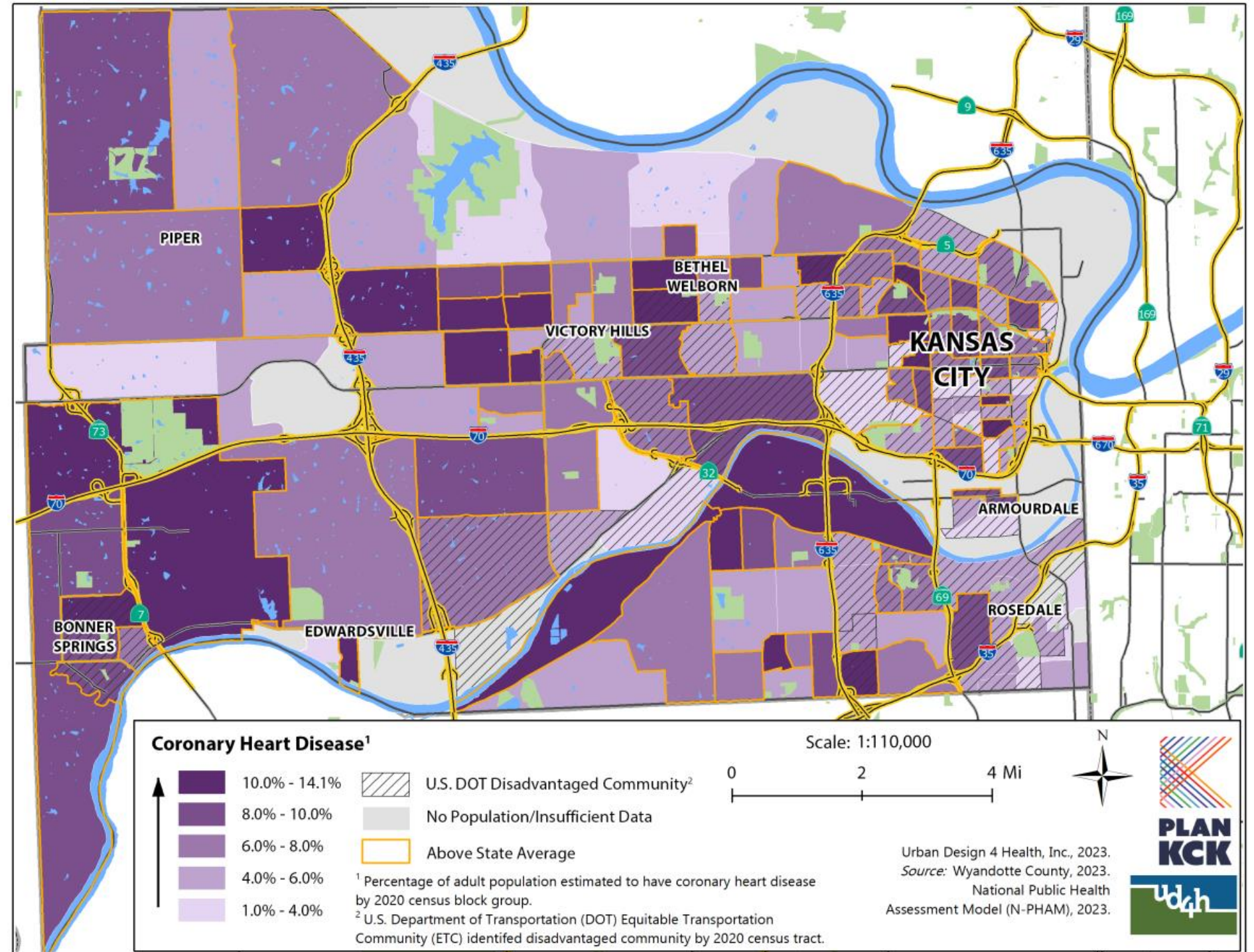
Areas of the county designated as disadvantaged communities have a prevalence rate of 13.6%, roughly 5% higher than the countywide average. Concentrated populations of low-income households and people of color have similar prevalence levels between 14.0% and 14.6%, or 8% and 12% higher than the countywide average, respectively.

The highest levels of type 2 diabetes (above 20%) are found in Northeast and Northwest KCK, with other pockets of high to moderate prevalence rates around Bethel Welborn and the western sections of Victory Hills. The lowest prevalence rates of type 2 diabetes are located in rural northern sections of the county, rural southern sections near Morris and Edwardsville, and in south-east Rosedale.



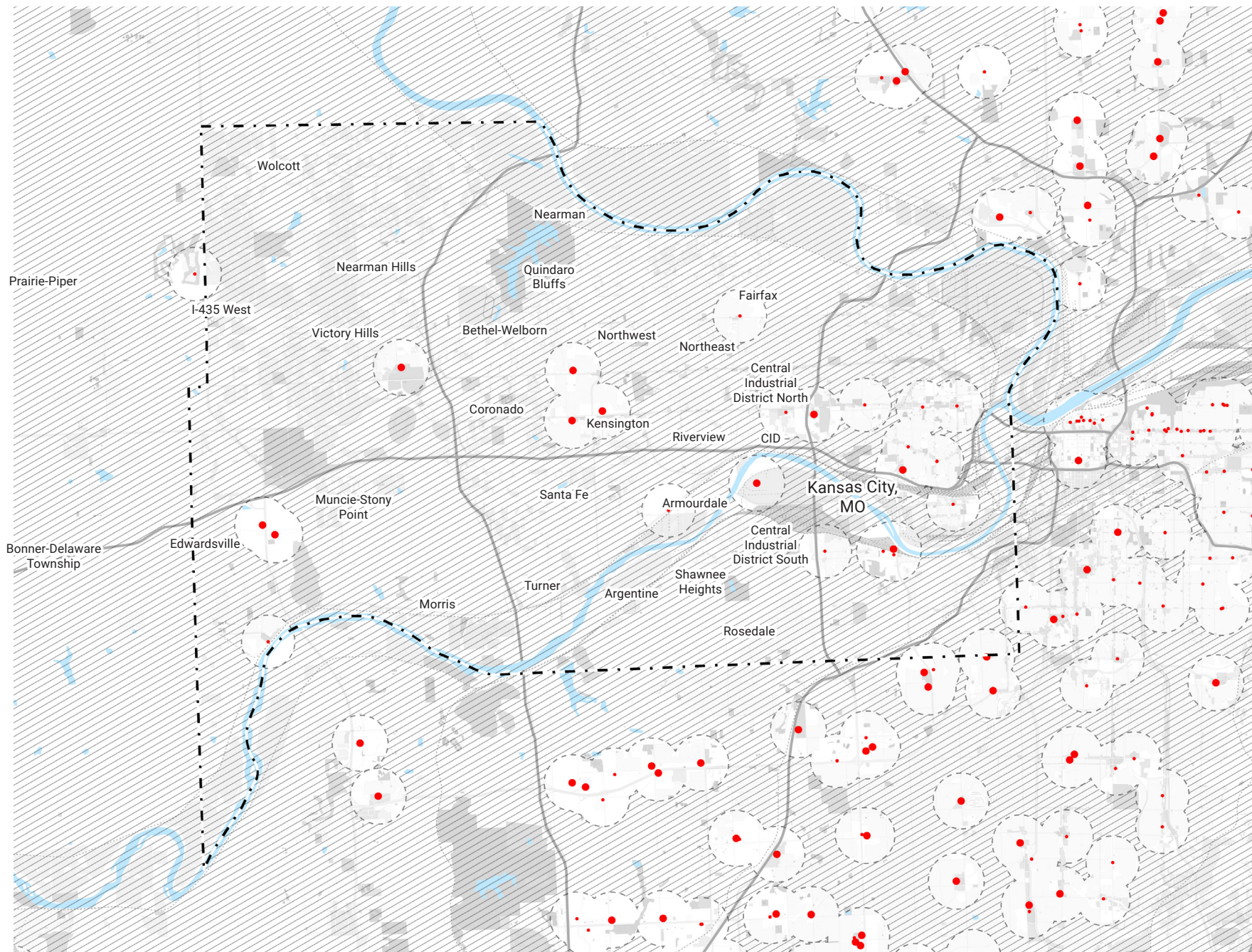
Disparate health outcomes vary by neighborhood: Heart Disease

The highest prevalence levels (above 10%) are found throughout the county, particularly in the more suburban areas like Bethel Welborn, western Victory Hills, and small pockets in Turner near Kansas River. In addition, rural areas around Bonner Springs also show higher prevalence rates. Rosedale, especially closer to the borders with Jackson and Johnson Counties, shows lower rates, as do rural areas in the north-central part of the county north of K-5/Leavenworth Rd., and south KCK north of I-70.



Northeast KCK is a food desert

GROCERY STORE LOCATIONS

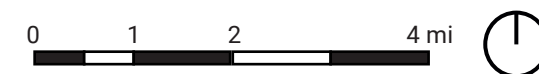


There are about 25% fewer grocery stores per capita in Wyandotte County than across Kansas as a whole. Large numbers of households in KCK are located in “food deserts” (located more than 1/2 mile from a grocery store).

The Northeast area of KCK includes multiple urban residential neighborhoods, but is nearly entirely located in food deserts. In the Northeast area of KCK, up to 60% of low income households live more than a mile from a supermarket.

While much of the rest of the County is outside of a 1/2 mile radius from a grocery store, that area is generally suburban or rural.

- Food Deserts (> 1/2 mi from grocery store)
- Large Grocery Store
- Small Grocery Store

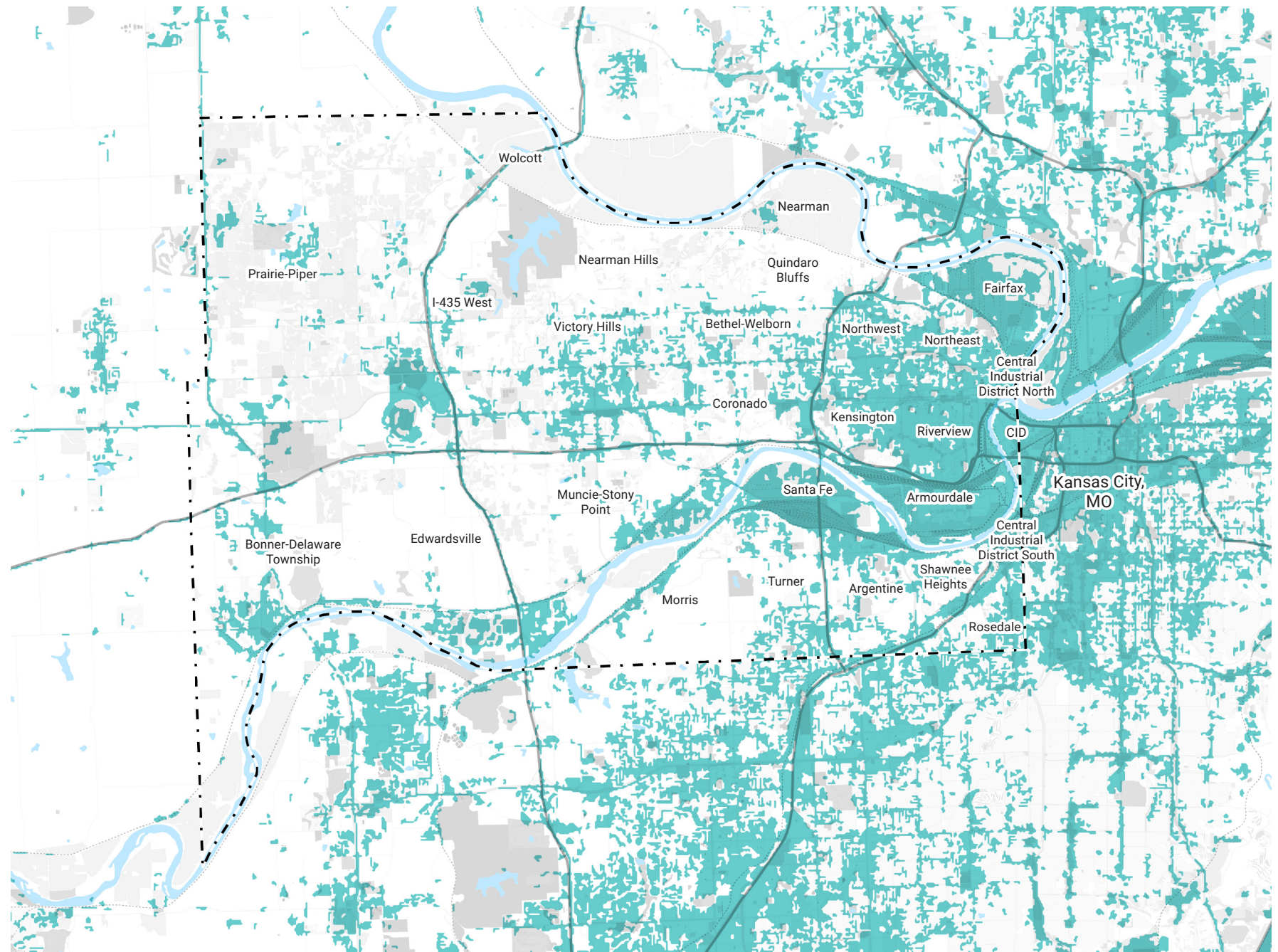


KCK's low-lying areas are largely impervious

Significant swaths of the region are nearly completely impervious. This poses significant environmental problems, most notably concerning stormwater management and the urban heat island effect.

Low-lying areas are particularly affected by excessive impervious surfaces, because they are the most likely to be susceptible to flooding during storms due to their topography. Impervious surfaces exacerbate this problem by accelerating the flow of water and limiting absorption into the ground.

IMPERVIOUS SURFACES



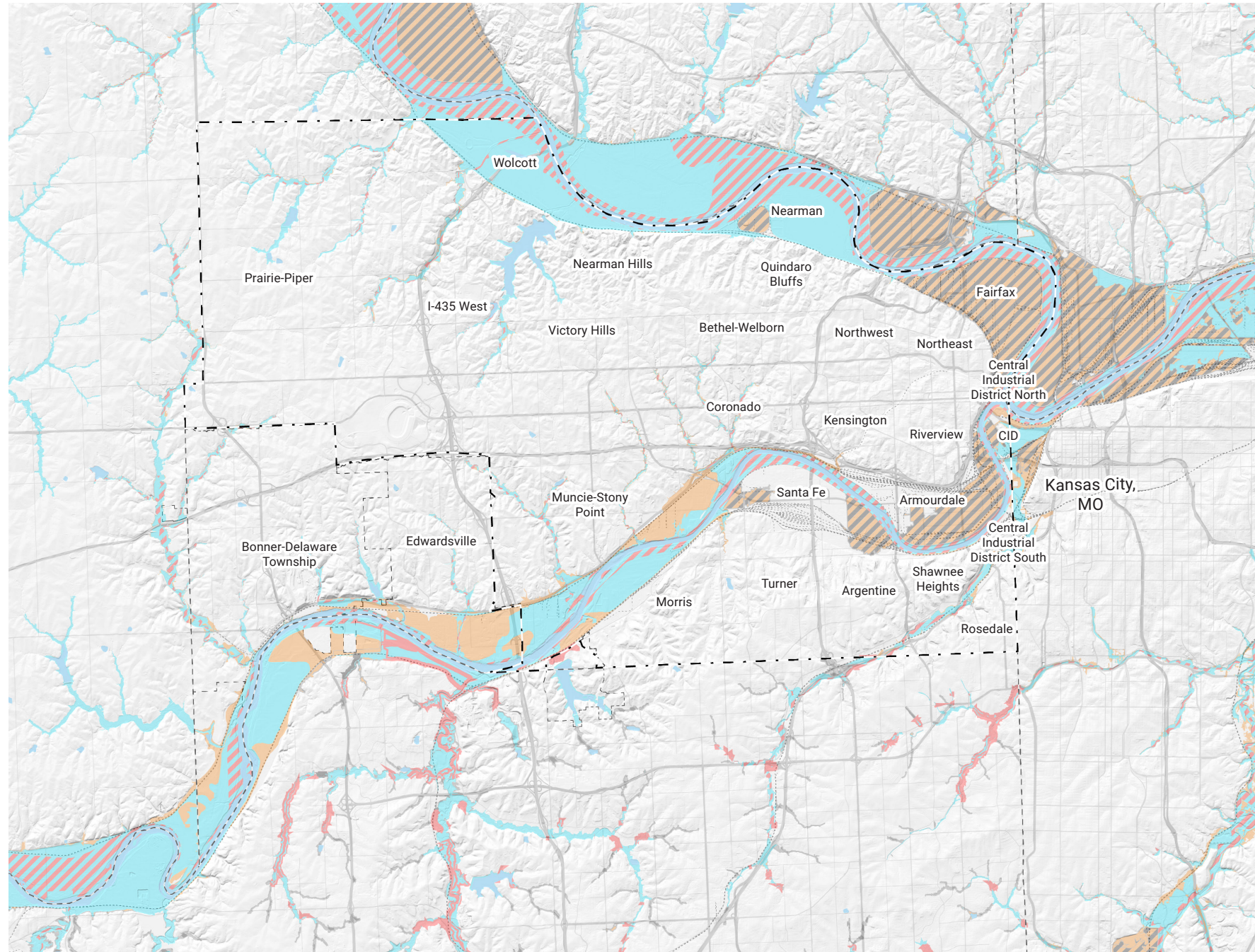
Impervious Surfaces

0 1 2 4 mi



Levees protect many of KCK's extensive floodplains

FLOODPLAINS

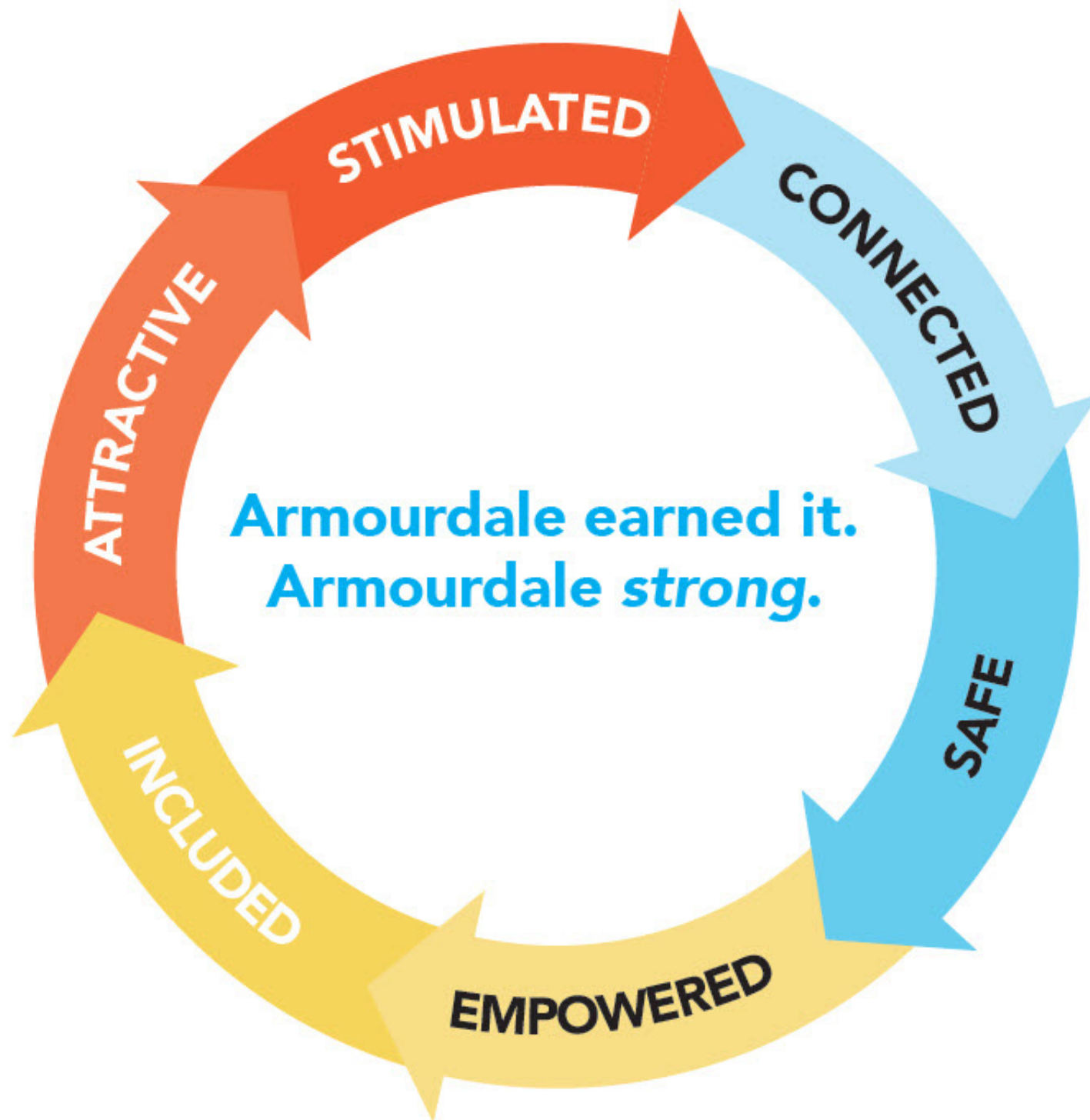


As most of the inhabited areas of KCK are located atop bluffs they are not susceptible to flooding.

The industrial riverfront is the area most susceptible to flooding. Today, most of these zones are protected by levees. Historically, the residential neighborhood of Armourdale, the city's only low-lying residential area, has been subject to significant flooding.

Today, Armourdale is protected from flooding by levees, which were developed after severe flooding in the 1940s and 1950s. The UG is currently upgrading the Levee to protect from 500-year flood events. Currently, the Levee is designed to protect against 100-year flood events, and is undergoing construction to protect against 500-year flood events.

In KCK, resiliency requires community regeneration



RESILIENCY DEFINED AS REGENERATION

The **Armourdale Area Plan** lays out an agenda for resiliency as urban regeneration in which past inequities, injustices, and imbalances are transformed through conscious planning that prioritizes healing. The framework outlined in the Armourdale Area Plan which can be used more broadly in PlanKCK identifies the following critical transformations:

- From isolated to accessible;
- From vulnerable to safe;
- From segregated to empowered;
- From neglected to included;
- From deteriorated to attractive; and,
- From disinvested to stimulated.

KCK has the potential to be a forward looking, environmentally minded city with development that supports healthy neighborhoods, but significant healing and fortification of the community is needed to achieve this potential.

Resiliency as Community Regeneration

In the past, resiliency in the context of city planning has been a term generally used to describe a community's ability to withstand the impacts of adverse events, particularly environmental impacts, for instance, from severe storms. A modern definition of resilience in the context of a community suffering from a legacy of disinvestment and disenfranchisement that has been scarred by past decision-making is to think of resiliency through the lens of "regeneration" or healing. In this context, resiliency may refer to identifying the areas where injustices, resource imbalances, and inequities exist within a community, and seeking to leverage symbiosis across urban systems to restore outcomes and opportunities for people in the spirit of environmental justice.



Barcelona Superblock Initiative - BCN Ecologia

How the notion of resilience has evolved:

The Typical City: A linear metabolism of consumption and pollution - cities use resources and pass laws that may produce injustices.

The Efficient City: Minimizes the use of resources while also minimizing negative outputs, but is not focused on seeking healing or redress of past injustices.

The Sustainable City: Balances utilization, consumption, and production of resources in pursuit of restoring equal opportunity.

The Restorative City: Recognizes that due to past decision-making, imbalances, inequities and injustices already exist structurally, compromising the ability of future generations to meet their needs. The restorative city strives to mitigate resource debt through net-positive approaches to inputs and outputs, correcting inequities where they exist.

The Regenerative City: A fully Regenerative City acknowledges the full spectrum of urban systems and injustices across a wide variety of metrics, while also recognizing the symbiotic relationship between those systems. Symbiosis acknowledges the idea that to heal an inequity such as disparate incomes, health outcomes, or quality of life, many other structural inequities may need to be healed in a symbiotic way. The fully regenerative city seeks full healing across all urban systems.



RESILIENCY GOALS + OBJECTIVES

We'll maximize Regeneration by protecting and empowering our most vulnerable neighborhoods

Goals + Objectives

GOAL 1

BUILD WEALTH AND OPTIMIZE BENEFITS IN COMMUNITIES EXPERIENCING DISPARATE IMPACTS

- Quantify and qualify community benefits through conversations with the public. Use those thresholds to define the areas of the greatest opportunities for impact
- Prioritize neighborhood-focused strategies including new housing, rent assistance, job training, community policing, and after school programs in our most vulnerable neighborhoods
- Provide economic development incentives in areas of former disinvestment, anchored by transit

GOAL 2

PRIORITIZE REGENERATIVE PROJECTS AND INITIATIVES THAT CORRECT THE MISTAKES OF OUR PAST AND PROMOTE PROSPERITY

- Leverage federal Justice40 initiatives to attract and grow clean energy generation and energy-efficient investments, clean transit, affordable and sustainable housing, training and workforce development, remediation and reduction of legacy pollution, and the development of clean water infrastructure in Wyandotte County, particularly east of I-635
- Augment street corridors to enhance connections between communities. Along each corridor expand business opportunities, create dense community-focused development that is walkable and scaled appropriately to the neighborhood, and increase the amount, quality, and performance of public space along each corridor
- In neighborhoods with high vacancy, consider temporarily shrinking blocks, phasing infill development, turning blocks into agriculture, and establishing a more restorative relationship with nature

GOAL 3

PURSUE THE CLIMATE STRATEGIES IDENTIFIED AS PART OF THE 2021 KC REGIONAL CLIMATE ACTION PLAN

- Invest in renewable energy and decrease fossil fuel use
- Increase energy efficiency of all buildings
- Transition to electric vehicles and increase walking, biking, transit, and sustainable development
- Sequester carbon in the soil through sustainable land stewardship
- Conserve and restore green infrastructure and expand local food systems
- Create walkable 15-minute neighborhoods to support healthy, active living and social connectivity
- Develop livable wage green jobs through innovative partnerships
- Support a circular economy to reduce waste and raise demand for reused and recycled materials

Goals + Objectives

GOAL 4

CREATE A COMPREHENSIVE ASSESSMENT OF CLIMATE RISK ACROSS THE COUNTY

- Utilize the Adaptive and Resilient Infrastructure Driven by Social Equity (ARISE) decision-making tool to assess climate risk across communities
- Become a member of International Council for Local Environmental Initiatives (ICLEI) and perform a KCK/Wyandotte County greenhouse gas (GHG) inventory
- Partner with Kansas State University (KSU) to study more cost efficient lead soil abatement measures
- Complete the first three cohorts of Brownfield Peer Learning Groups in partnership with the Groundwork Neighborhood Revitalization Group (Groundwork NRG)

GOAL 5

REMEDiate ADVERSE ENVIRONMENTAL IMPACTS, PARTICULARLY IN AREAS FACING THE GREATEST RISK

- Create and adopt an idling ordinance to eliminate emissions from idling vehicles
- Following the Land Bank Policy update, create a Land Bank Strategy for leveraging public land to address climate risk
- Establish a Brownfields remediation strategy
- Create an interdepartmental resiliency and environmental justice coordinator within the UG

GOAL 6

CREATE A STRONGER LOCAL FOOD SYSTEM THAT SUPPORTS VERTICALLY INTEGRATED BUSINESS

- Support a real business model of urban agriculture that feeds into resilient food systems
- Establish new land use and zoning standards that facilitate food generation that can be profitable
- Facilitate greater permissiveness for local food generation among existing landowners and farmers
- Establish regional food hubs for urban agriculture
- Augment food partnerships with the regional community
- Revamp the Wyandotte County Food Systems Task Force led by K-State Research and Extension

08

Parks + Open Space

PARKS + OPEN SPACE

A substantial amount of our land is dedicated to parks, but their current distribution and accessibility pose challenges. Despite having large, high-quality parks, many of which are regional in nature, they are predominantly situated in rural areas, limiting accessibility without a car. For example, in Western Wyandotte County there are multiple such regional parks, but no locally serving, walkable neighborhood parks. A notable concern is the dissatisfaction among residents regarding park quality and maintenance. Quantitative metrics reveal Kansas City, Kansas' (KCK) performance behind peer cities in terms of park quality, access, and overall walkability. Notably, Wyandotte County boasts higher tree canopy coverage than the state of Kansas; however, it is intermittent, and disadvantaged communities in KCK experience both lower park access and tree canopy coverage.

There are currently a number of plans and initiatives that address these issues and aim at improving park quality and open space connectivity. The regional Metro Green Plan is a noted example that seeks to develop over 1,000 miles of greenways connecting landscapes across the region. Other initiatives such as the Northeast KCK Heritage Trail Plan, Douglass-Sumner Quality of Life Plan, Complete Street Ordinance, Central Area Plan, Merriam Connected Corridor Plan, Rosedale Area Plan, and GoDotte Strategic Mobility Plan all proposes applicable ideas and strategies aimed at improving our Parks and Open Spaces.

PlanKCK envisions a holistic approach to open spaces beyond traditional parks and recreation, aiming to identify and preserve areas for active and passive use. Strategies involve mapping and quantifying the intrinsic value of nature, including wild lands and river basins for stormwater management. The plan emphasizes sustainable performance metrics for parks, including a qualitative survey and a comprehensive evaluation of utility against maintenance costs. Long-term strategies like naturalization and rewilding to reduce maintenance costs are encouraged. Diversification of local park programming is proposed to meet the community's diverse needs, with investments in safety, cleanliness, and spaces for social connections. Community engagement is central to cultivating strategies that promote sustainable development in floodplains, an urban agricultural corridor, and riverfront.

A parks + open space vision for KCK: a new waterfront, developed with the environment and the visitor in mind.



CRITICAL ISSUES AND CHALLENGES

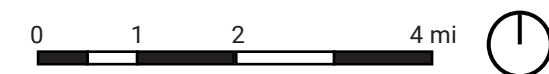
A significant amount of land is dedicated to parks

The Unified Government of Wyandotte County and Kansas City, Kansas (UG) operates and maintains 69 parks with over 2,500 acres of developed parkland.

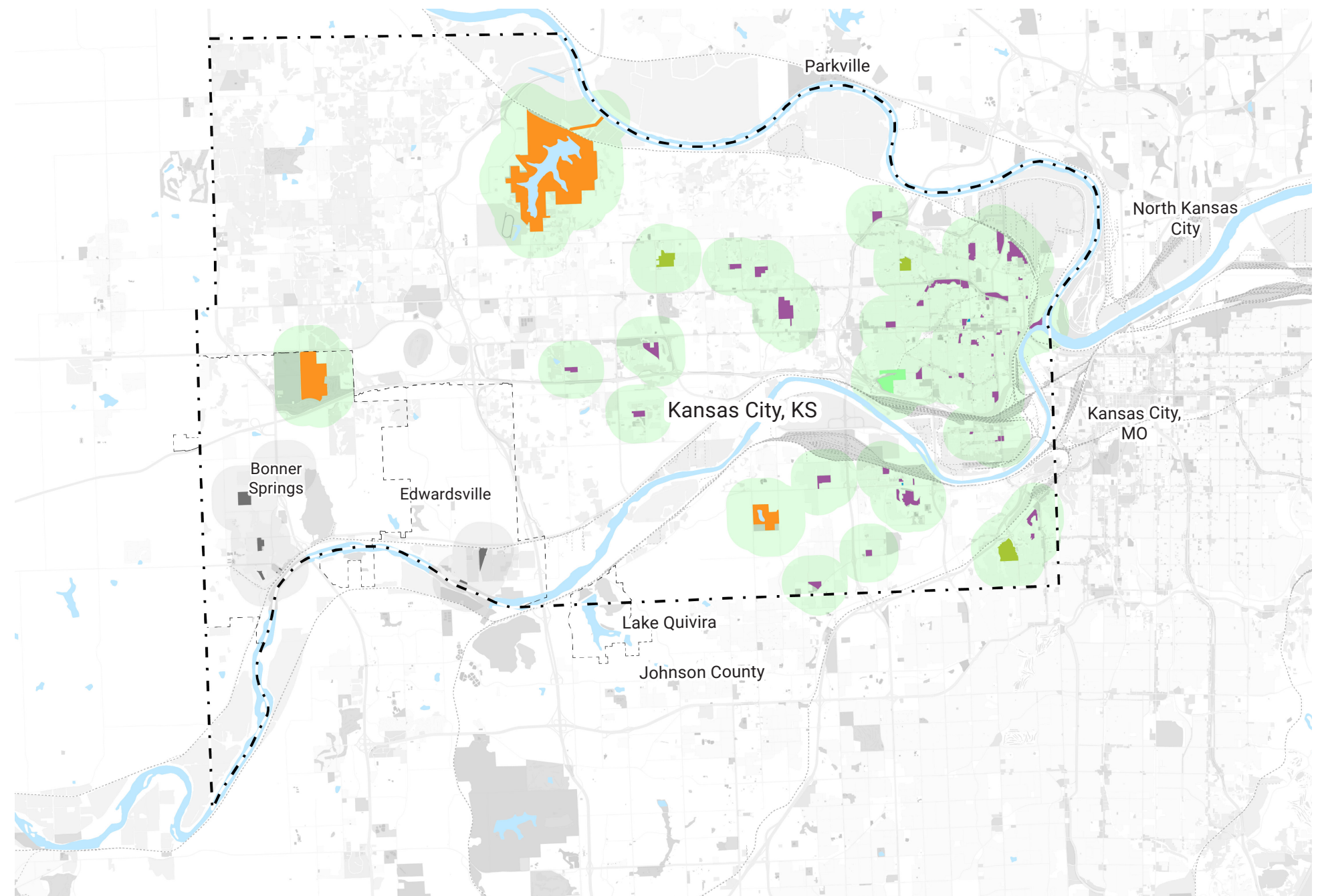
UG parks can be categorized as Regional Parks, Community Parks, or Neighborhood Parks. There are a few regional parks that are located generally to the west of the central area - among them Wyandotte County Park in Bonner Springs and Wyandotte County Lake Park north of K-5/Leavenworth Road. These parks, which are the largest, and provide the best access to natural resources, are mostly accessible only by car. They are not well served by transit or active transportation

Most of the KCK is served by a park within less than 1/2 mile, with the exception of the Prairie Delaware Piper Area, which has no community or neighborhood park.

- Regional Park
- Neighborhood Park
- Community Park
- 1/2 mi radius



COUNTYWIDE PARKS NETWORK



KCK's parks are not optimally serving residents

SIGNIFICANT PARKLAND IN KCK SPREAD ACROSS LARGE PARKS

KCK has nearly twice the amount of land per capita dedicated to parks as other municipalities similar in size. KCK Parks has 15.73 acres of parkland for every 1,000 residents, while the median amount for other municipalities is 8.5 acres per 1,000 residents. KCK has about 25% more total park space per capita than the state of Kansas average.

On average, residents have convenient access to about 24 acres of parks. However, the parks containing the most parkland are regional destination parks located in mainly rural areas with few nearby residents. The largest parks are predominately located in western sections of the county, especially Wyandotte County Park in Bonner Springs and Wyandotte County Lake Park north of K-5/Leavenworth Road near the Missouri River. Urbanized areas with higher access to parkland include areas near City Park in the Central Area, Jersey Creek, Heathwood Park in the Northeast Area and Rosedale Park in the Rosedale Area.

OVERALL, A LACK OF SMALL PARKS CONTRIBUTES TO ONLY MODERATE PARK ACCESSIBILITY

Despite the quantity of land dedicated to parks, many residential areas of KCK lack convenient access to a park, reflective of the fact that while KCK devotes a lot of land to parks, much of this land consists of a few large parks, while the network of urban and neighborhood parks is intermittent and often lack desired amenities and experience significant deferred maintenance. Thus, despite the amount of park space, most residents generally say they are not satisfied (56%) with the number of and/or parks in KCK. Further, there is relatively low satisfaction (23%) with the recreational programming at our parks for both children and adults.

Quantitative metrics of park quality, park access, and general walkability show KCK performing behind peer cities. KCK's Parkscore, a measure of park accessibility, indicates only 46% of residents have convenient access to a park, while this number is 69% in KCMO and 74% across large US cities more generally.

KCK IS STRUGGLING TO MAINTAIN THIS VAST NETWORK

There is a perception that many of our local parks are poorly maintained. While KCK's park expenditures per resident are in line with other cities – in 2020 the UG spent \$72.61 per resident, and the median spend for other communities was \$74.64 – the UG employs only 80 full-time team members, which is less than the median 114 full-time employees at other comparable agencies in the U.S.

Like with much of KCK's infrastructure, there is a perception among both residents and staff that there are inadequate resources to sustain the current landscape of parks. The known backlog of deferred maintenance needs for park structures, according to the 2022 Infrastructure Outcomes and Strategies report, exceeds more than \$90-million (2018) for the more than 200 publicly owned facilities.

CRITICAL ISSUES AND CHALLENGES

Increasing connectivity to existing trails will go a long way for KCK

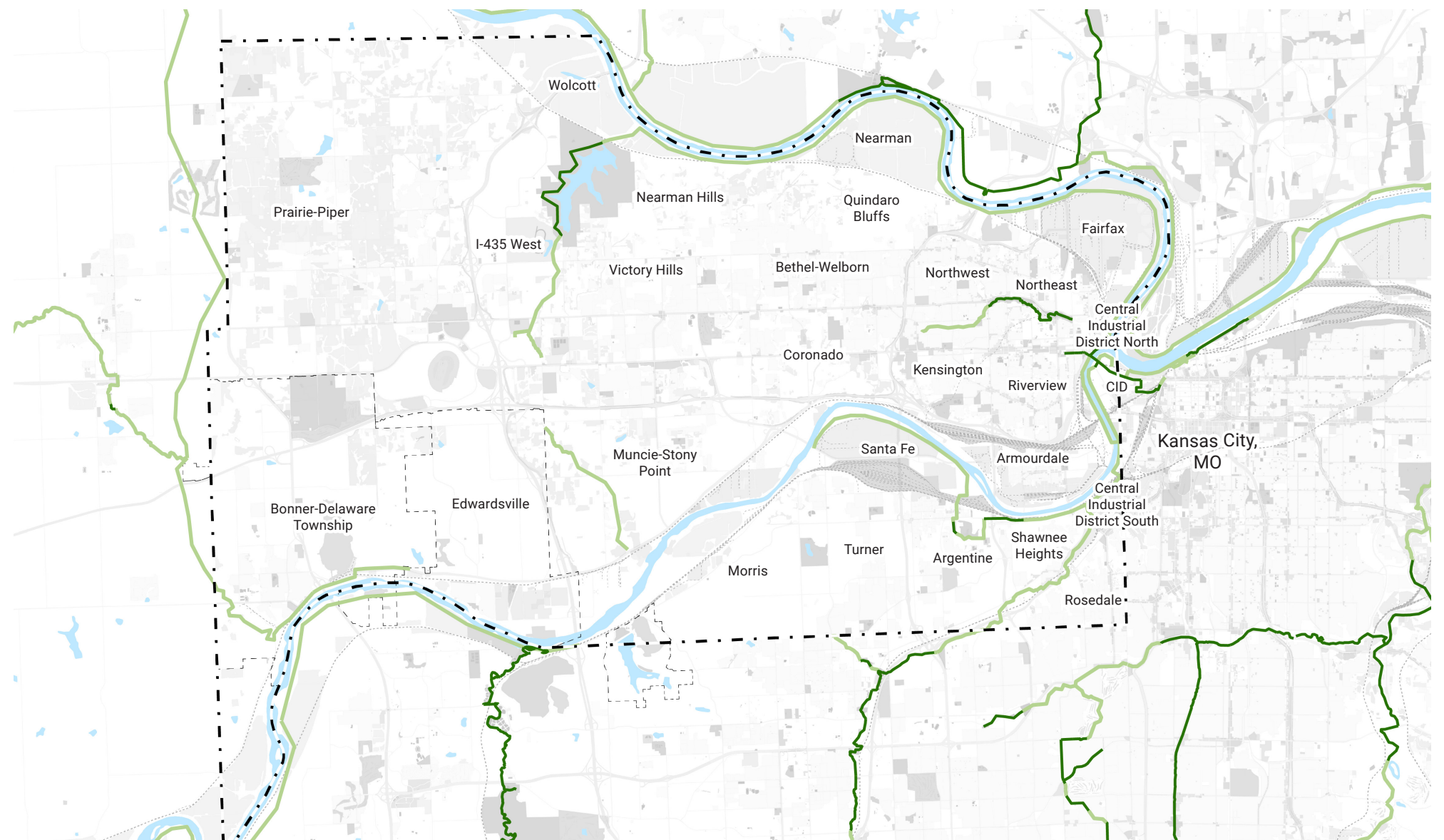
The regional MetroGreen Action Plan is an initiative of the Mid-America Regional Council (MARC) to develop over 1,000 miles of greenways connecting landscapes across the region.

The MetroGreen initiative is a descendant program of an effort by landscape architects first developed in 1991.

Planned curbside extensions to the Metrogreen network include: riverfront trails on both banks of the Kansas and Missouri Rivers and significant expansions of existing paths.

Therefore, connecting UG facilities to existing regional trails could expand access, but also to leverage other investments to quickly optimize regional connectivity for KCK.

METROGREEN EXISTING AND PLANNED GREENWAYS



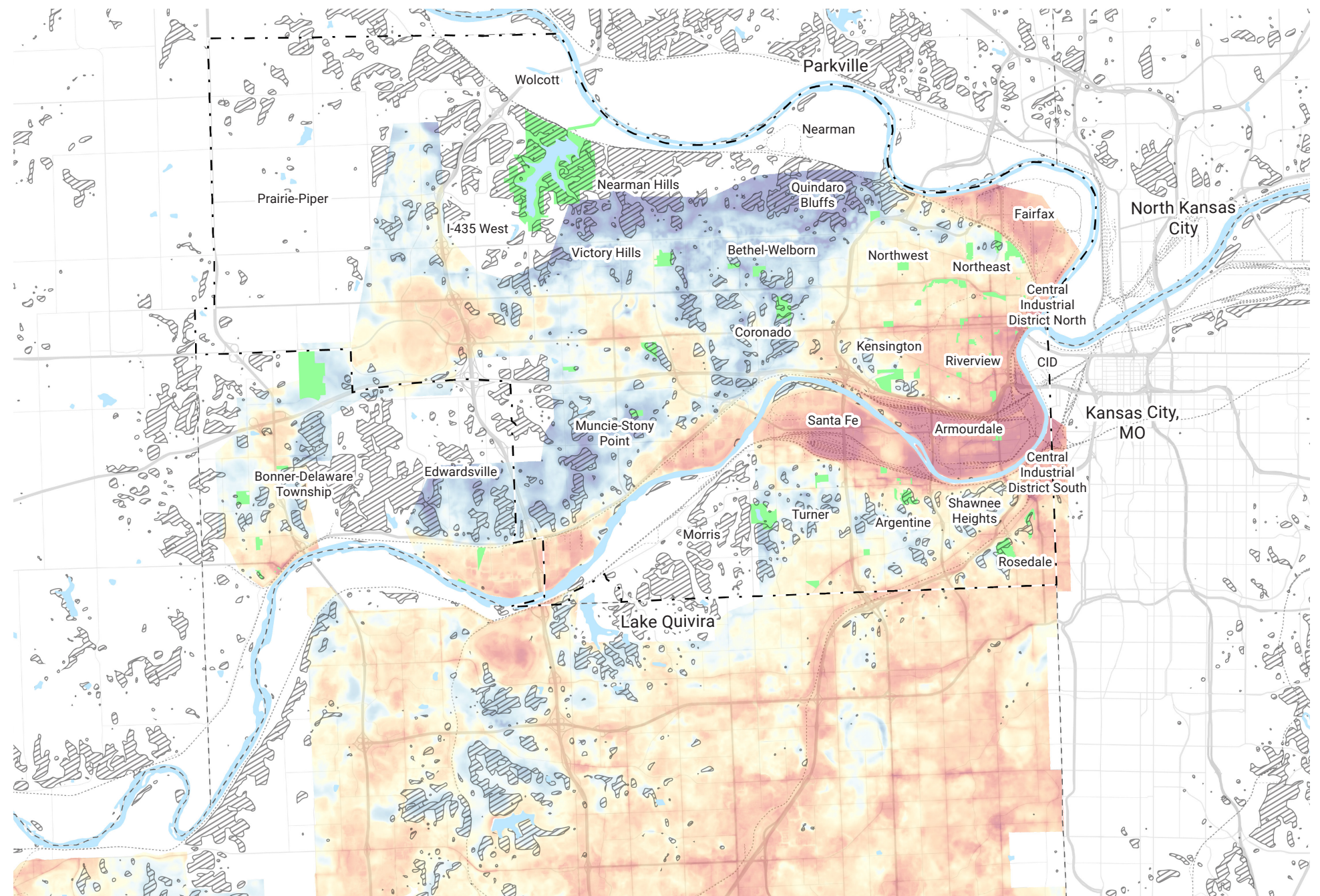
CRITICAL ISSUES AND CHALLENGES

Our urban tree canopy is intermittent, but our wild lands are vast

COUNTYWIDE TREE CANOPY & MEDIAN TEMPERATURE

KCK has a tree canopy coverage of approximately 17%, which is lower than the national average of cities. Coverage ranges from around 2% in the industrial areas in the Kansas and Missouri River floodplains and in Downtown KCK to about 45% - 55% in the rural north-central areas of the county just south of the Missouri River.

This uneven distribution of tree canopy has a significant impact on the safety, health and comfort of KCK. As we can see, there is a significant relationship between tree canopy and median temperature, with greater canopy resulting in lower temperatures. As the climate changes, areas with little tree canopy, particularly in the industrial areas and Downtown KCK, will be most vulnerable.



- Parks
- Tree Canopy > 75%
- Warmer Cooler Mean Temperature
- No temperature data

0 1 2 4 mi

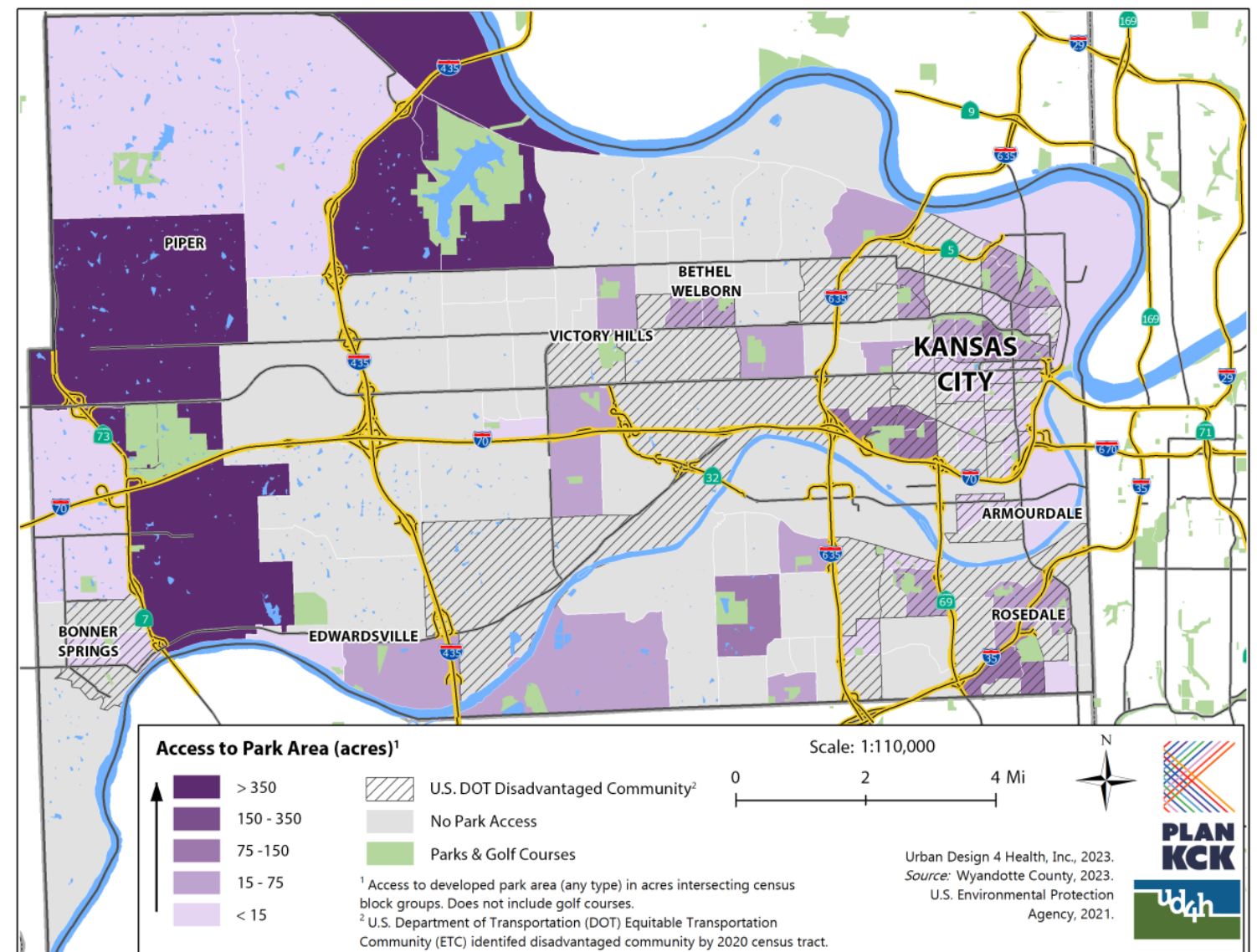
CRITICAL ISSUES AND CHALLENGES

Park access and tree canopy are lower in KCK's disadvantaged communities

On average, Equitable Transportation Community (ETC) disadvantaged neighborhoods have access to about 13 acres of parkland, nearly 70% less than the countywide average, with low-income and people of color concentrated areas at between 70% and nearly 80% fewer park acres. Despite the large parks in the non-ETC disadvantaged areas (average of 74 acres per Census Block Group (CBG)), the relatively low population densities result in a 15% lower park area per population compared to the countywide average, but still higher than the low-income areas.

Tree canopy coverage is highest in the non-ETC disadvantaged community areas at over 21%, about 14% higher than the countywide average, with relatively similar tree canopy coverage for ETC disadvantaged areas and concentrated populations of low-income households and people of color.

PARK ACCESS IN ACRES BY CENSUS BLOCK GROUP



CRITICAL ISSUES AND CHALLENGES

KCK's transportation plans identifies our streets as the most important public spaces.

GoDotte Countywide Strategic Mobility Plan

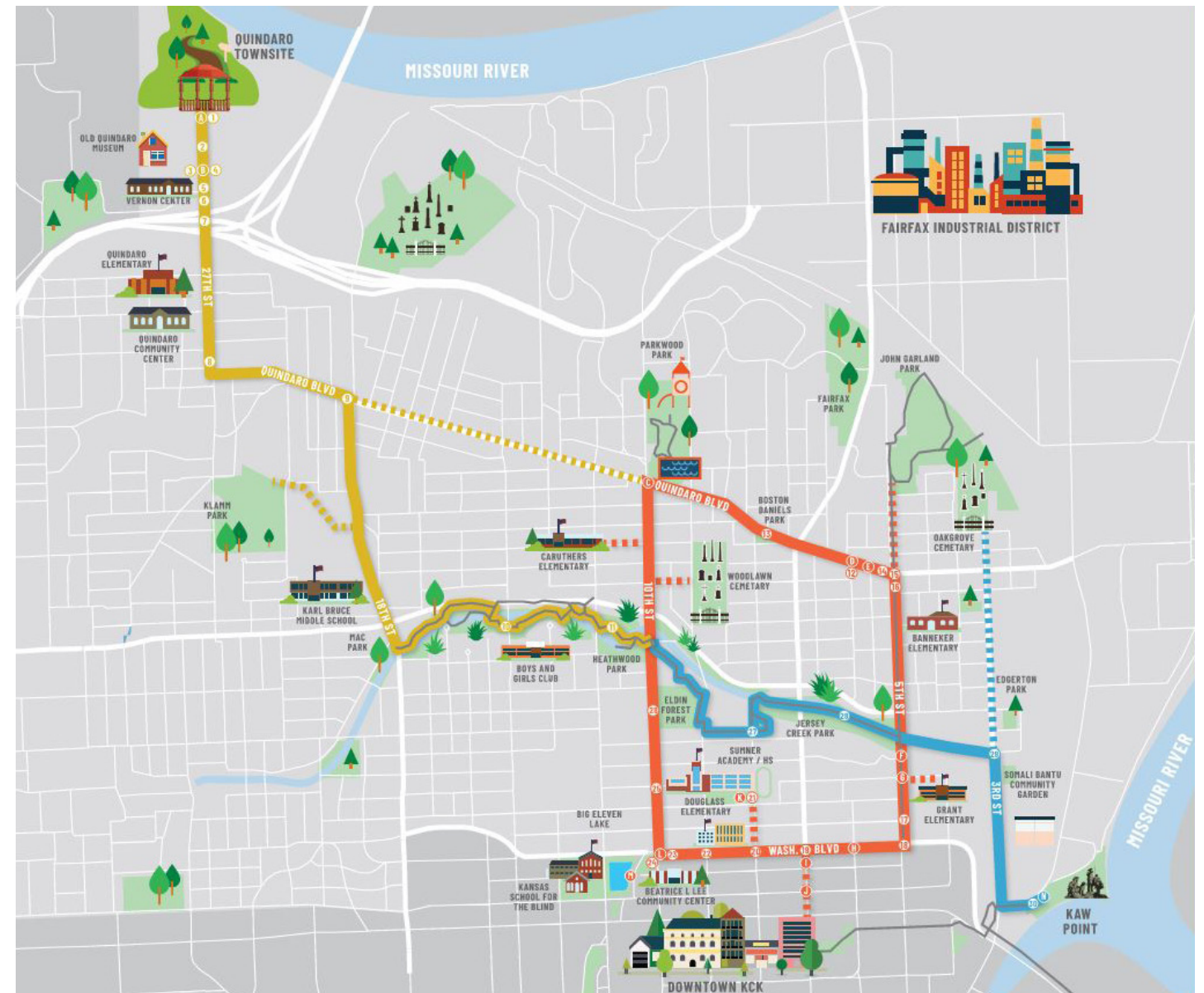
The GoDotte Countywide Strategic Mobility Plan calls for the strengthening of transit-oriented development corridors, as well as the development of bikeway and trail infrastructure, with the goal of better linking residents with jobs and amenities, including open spaces. It highlights opportunity corridors that reveal how land use and transportation can work together to create an equitable, connected and sustainable community; concentrating future growth in a sustainable manner that promotes mixed-use development aligned with connected mobility infrastructure. In particular, it recommends treating streets as the most valuable open spaces to maintain and enhance interconnected parks and boulevards that link together destinations and landscapes.

Complete Streets Ordinance

This ordinance introduced and defined “green infrastructure” in the KCK code and has a role in streetscape enhancement and placemaking. This ordinance also focuses on Vision Zero, mobility and access to opportunity.

Northeast KCK Heritage Trail Plan

The Northeast KCK Heritage Trail Plan calls for a trail bridging historic Kaw Point to the Quindaro Townsite and highlighting the rich culture and history of Northeast KCK along its route with a proposed 30 people, places and events for initial memorialization. There are approximately 14 memorializations, murals and monument signs already located along the proposed trail route. The Northeast KCK Heritage Trail Plan also calls for stronger connections between the Quindaro Townsite, the KCK community and the Missouri River.



(Graphic from NE KCK Heritage Trail Plan)

KCK's Area Plans call for better connected and programmed open spaces

Citywide Park Plan

This Plan is a comprehensive strategy aimed at enhancing the city's parks and recreational facilities. Developed to meet the needs of the residents and improve the quality of life, the Plan includes initiatives to upgrade existing parks, build new recreational areas and promote community engagement. It focuses on providing equitable access to green spaces, sports facilities and also encompasses conservation efforts to protect and maintain the environmental sustainability of parks.

Central Area Plan

The Central Area Plan recommends utilizing parks and open space for block parties to encourage residents/neighbors to interact with each other. It recommends concentrating park amenities strategically in the view of the community to draw in users and make parks accessible with trails that connect different areas, as well as to other locations in the neighborhood. And it recommends the repurposing of vacant lots and improving existing pocket parks with landscaping, amenities, art and improved accessibility to fulfill the capacity to best serve residents and support commercial activity.

Douglass-Sumner Quality of Life Plan

The Douglass-Sumner Quality of Life Plan recommends neighborhood parks be located in areas where new residential construction can easily cluster and serve as centers of new development. These green open spaces would be owned by the UG, but maintained by the Neighborhood Association.

This Plan also calls for a parklet on the land where Charlie Parker's house

once stood, currently a Land Bank parcel as a commemorative statement of heritage and history. It also calls for 10th street to leverage biostreets and green infrastructure techniques for upcoming stormwater improvements.

Rosedale Area Plan

The Rosedale Area Plan calls for investing in park enhancements to improve design, landscaping and amenities within existing parks. Further, it recommends that at least half of outdoor space must be open space decoratively paved, planted, and arranged for social engagement. This plan also calls for a community center in Rosedale.

Downtown Area Plan

Multiple initiatives are already underway that seek to promote the cultural, historic, and ethnic diversity unique to Downtown KCK and surrounding neighborhoods by maximizing opportunities created by such diversity. The Downtown Parkway District Plan envisions a reimagined corridor that provides expanded open space and recreational opportunities and natural connections to area destinations. It will provide active and passive spaces as well as open space with amenities for small and large social gatherings. Connectivity will be provided through a trail system spanning the length of the parkway and connecting with an improved street network for better walkability and bikeability with stormwater improvements and green infrastructure sites.



**PARKS + OPEN SPACE
GOALS + OBJECTIVES**

We will make Parks and Open Spaces more accessible throughout KCK and reconnect to our riverfronts

Goals + Objectives

GOAL 1

UPDATE THE CITYWIDE PARKS MASTER PLAN

- Complete an updated inventory of the status, utility, and community benefits of all KCK parks, and strategize for the future

GOAL 2

EXPAND FROM JUST “PARKS AND RECREATION” TO A MORE COMPREHENSIVE UNDERSTANDING OF THE VALUE OF OPEN SPACE

- Delineate which spaces within our community should be active parks, and which should be passive open spaces
- Map and quantify the intrinsic value of nature within our community, including understanding the value of wild lands, river basins, and other natural features in particular for stormwater management
- Quantify the benefits of re-wilding some areas of KCK on our triple-bottom line (economy, environment, equity)

GOAL 3

MEASURE AND ENHANCE THE PERFORMANCE OF OUR PARKS TO OPTIMIZE THEIR UTILITY

- Develop a comprehensive metric for evaluating the utility of parks - including frequency and value of their usage - against the resources that must be spent on maintaining them
- Update the existing UG bi-annual community survey to identify the right questions we need to be asking to help build better services for its parks

Goals + Objectives

GOAL 4

DEVELOP A SUSTAINABLE STRATEGY TO MAINTAIN OUR ACTIVE PARKS

- Recognize the long-term value of keeping park land across KCK and preserve and enhance park space within the county
- Prioritize maintenance investment in parks with the broadest utility and accessibility to residents
- Long-term, embrace strategies that reduce the cost of park maintenance in non-active areas, including areas of large parks that serve fewer residents on a day-to-day basis, such as naturalization, re-wilding, and xeriscaping
- Increase the quality, usefulness and sustainability of UG Community Centers
- Explore strategies that transfer management of parks to communities and to transform some parks into community gardens

GOAL 5

ENHANCE COMMUNITY PARKS BY DIVERSIFYING LOCAL PARK PROGRAMMING THAT MEETS THE NEEDS OF OUR DIVERSE COMMUNITY

- Prioritize investments in our local parks that foster safety, cleanliness, and a diversity of spaces for residents and other users to gather, engage, and form social connections
- Diversify the programming in our parks to better reflect the diversity of needs in our community, including soccer, food carts, trails, playgrounds, and other facilities
- Embrace the pocket parks movement

GOAL 6

USE TRAILS AND OPEN SPACES TO CONNECT THE TWO KANSAS CITIES THROUGH TRAIL-BASED URBANISM

- Carry forward strategies from goDotte and the Northeast KCK Heritage Trail Plan, and incorporate trail and bicycle connections outlined in the Mobility element of this plan
- Adjust land use strategies to enhance neighborhood characteristics adjacent to trails
- Implement trails projects that connect existing facilities to other regional facilities such as the NE KCK Heritage Trail
- Support the MetroGreen Action Plan for a trails network connecting assets across the KC Metropolitan region

Goals + Objectives

GOAL 7

BUILD AN ETHOS OF COMMUNITY PARK MAINTENANCE

- Engage the community in the development of green infrastructure, the cultivation of environmental stewardship, and the transformation of vacant or abandoned land into cared-for park space
- Continue to support the environmental sovereignty programs of the green team of Groundwork NRG, including green redevelopment, infrastructure and mural improvements, creek restoration and heritage trail programs

GOAL 8

ENHANCE OUR URBAN TREE CANOPY AND REDUCE URBAN HEAT ISLAND

- Identify funding for projects that seek to reduce the urban heat island effect
- Develop a countywide tree canopy strategy for identified “hot spots”
- Leverage Community Health Impact Program (CHIP) mapping to identify priority projects

GOAL 9

PRIORITIZE DESIGN STRATEGIES AND GUIDELINES THAT ENSURE WE “DESIGN WITHIN NATURE”

- Map our watersheds, topography, bird migration paths, watershed corridors, and other such sensitive ecological areas
- Plan for the development of communities in ways that respect these sensitive areas
- Develop policies and strategies for management of hillside and other sensitive ecological areas

Goals + Objectives

GOAL 10

ENHANCE SUSTAINABLE DEVELOPMENT WITHIN OUR FLOODPLAINS

- Plan for a more humanized industrial zone with enhanced walkability in areas that connect to and across our rivers
- Develop design guidelines for new development within our floodplains
- Develop policies and strategies for better floodplain management such as a stream buffer ordinance

GOAL 11

TRANSFORM WESTERN PORTIONS OF KCK INTO A SUSTAINABLE URBAN AGRICULTURAL CORRIDOR

- Expand collaborative integration between regional agricultural marketplaces to enhance utility to farmers
- Enhance land use policies to permit diverse farming activities on rural land
- Address areas limiting the sustainability of agriculture as a full-time livelihood in KCK

GOAL 12

OVERCOME FREEWAYS AND RAIL INFRASTRUCTURE TO RE-OPEN OUR COMMUNITY TO ITS RIVERFRONT

- Enhance recreational activities along the Kansas River
- Identify sites where we can better connect public access to the river
- Explore strategies to physically connect urban areas down to the riverfront, navigating freeway and rail infrastructure
- Develop a bi-state riverfront plan from Quindaro Townsite to Downtown Bonner Springs, and into KCMO focused primarily on the Kansas River riverfront, that details the future of an active riverfront for KCK

09

Arts + Culture

ARTS + CULTURE

Kansas City, Kansas (KCK) thrives on its intrinsic diversity, a proud hallmark that permeates its neighborhoods and cultural fabric. The community boasts a modest yet vibrant arts, music, and food scene, with various cultural events and nonprofits catering to specific groups. Arts and culture manifest organically throughout the neighborhoods, reflecting the rich diversity that defines KCK. Downtown showcases cultural markers, including the Wyandot National Burial Ground and the mostly Eastern European heritage of Strawberry Hill, home to the Strawberry Hill Museum and Cultural Center. Although KCK has fewer museums compared to neighboring Missouri, Quindaro stands out as a culturally significant historic location. Despite having fewer formal cultural destinations, KCK embraces a thriving local art scenes, and the forthcoming Rock Island Bridge redevelopment promises to create a unique entertainment district on a bridge, transforming the Kansas River Waterfront. Notably, Kansas City was selected as a host city for the 2026 World Cup, marking an exciting opportunity for cultural exchange and global visibility.

Building upon this rich cultural context, PlanKCK envisions a vibrant cultural landscape by continuing to celebrate its diverse history and neighborhood identities. Goals include leveraging heritage for increased programming and opportunities, preserving historic buildings in Downtown KCK, and enhancing placemaking through expanded trails with artistic representation. Initiatives aim to secure state and national historic status for significant landmarks, incorporate arts and culture in all area plans, and boost branding through platforms like Visit KCK and the KCK Taco Trail. The plan emphasizes the economic potential of arts and history, studying their impacts and supporting small bursts of arts and culture within communities. Creating a sustainable environment for artists, fostering affordable rents, and accommodating live-work spaces through zoning are key priorities. The plan advocates for increased funding, a centralized organization for showcasing art, and a “1% for Art” ordinance for public facilities. Connecting local and regional art scenes, supporting the Rock Island bridge, and leveraging the sports epicenter out west further enhance KCK’s cultural vibrancy.

An arts & culture vision for KCK: a supported and celebrated arts scene, bringing vibrancy and joy to the community.



KCK's diversity is intrinsic to our cultural identity

THE HERITAGE OF KCK'S DIVERSITY IS REALLY IMPORTANT TO CELEBRATE

KCK is an exceptionally diverse community:

- 39% of residents are white (relative to 75% nationally), 31% Hispanic, 19% black, 6% two or more races, 5% Asian, and less than 1% Native American;
- Communities across KCK reflect a wide diversity of ethnic heritages, across multiple generations and diverse community lines;
- 17% of KCK is foreign-born and a myriad of languages are spoken here; and,
- About 50% of KCK is religious, with religious adherence split broadly across Catholicism, evangelical Protestantism, Black Protestantism, mainline Protestantism, and other faiths.

In general, the areas surrounding Downtown KCK and in the corridor between Highway 5 and I-70 are more racially diverse than other parts of the city. These are also the areas that have seen the highest rate of population growth over the past several years.

KCK BENEFITS FROM A COMMUNITY CULTURE THAT REFLECTS ITS DIVERSITY

Abounding throughout KCK is pride in who we are. Among the most notable cultural characteristics of our community are the diversity of its neighborhoods, and the ways in which diversity manifests across organic arts and culture. KCK has a variety of significant cultural events, with nonprofits serving the interests of particular cultural and community groups.

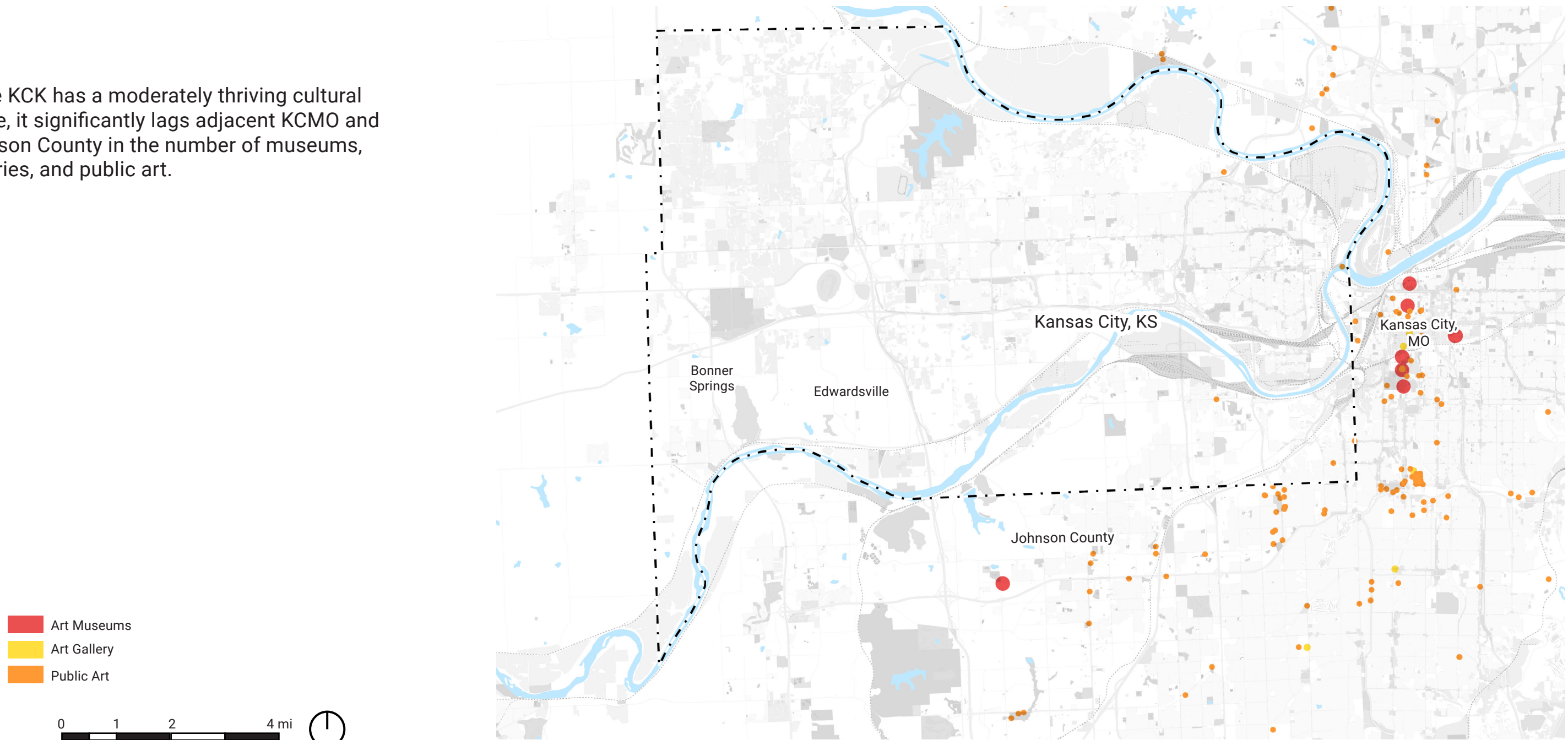


CRITICAL ISSUES AND CHALLENGES

We have fewer art museums and galleries than adjacent cities

While KCK has a moderately thriving cultural scene, it significantly lags adjacent KCMO and Johnson County in the number of museums, galleries, and public art.

ARTS AND ART VENUES



KCK has a modest collection of cultural institutions

KCK has a modest landscape of museums

KCK has far fewer museums than KCMO, and most showcase issues of local and regional cultural interest. These include:

- The Strawberry Hill Museum and Cultural Center;
- The Wyandotte County Historical Museum;
- National Agricultural Center and Hall of Fame;
- Grinter Place Historic Site;
- Relocated Steamboat Arabia Museum; and,
- Quindaro Underground Railroad Museum

Generally, KCK is considered to have a dearth of formal cultural destinations relative to other cities across the region.

Quindaro is one of KCK's most significant culturally historic locations

The Quindaro Townsite is a former settlement, then ghost town, and now an archaeological district located around North 27th Street and the Missouri Pacific Railroad tracks owned by BNSF. The Townsite was originally established as part of the resistance to stop the westward spread of slavery and was a station on the Underground Railroad.

Natural destinations and naturalized trails are a significant part of KCK's cultural landscape

Several regional trail developments are seeking to connect significant cultural assets and communicate historical markers, including the Northeast KCK Heritage Trail and improvements in the vicinity of the Quindaro Townsite District, trailheads in Armourdale, the Kansas River Levees Trails, and the Turkey Creek Trail. Wyandotte County Lake Park is also a significant natural destination within the county.

CRITICAL ISSUES AND CHALLENGES

Significant developments have created cultural destinations

The cluster of large-scale developments out west comprise an array of regional destination spaces focused on sports

The Legends at Village West is a 1.2 million square-foot mega-regional shopping complex that opened in 2006. This is the #1 most visited destination in KCK on TripAdvisor.

Major sports venues out west include Children's Mercy Park, home of Kansas City's major league soccer team, the Kansas Speedway, and the Field of Legends, a minor league baseball stadium. They are accompanied by the Hollywood Casino at Kansas Speedway and Homefield, a now under construction youth sports complex.

There are a few significant projects underway, which will contribute significant cultural destinations to KCK

The Rock Island Bridge redevelopment will build the nation's first entertainment district on a bridge and will transform the Kansas Waterfront by adding shops and restaurants overlooking the river with a pedestrian path connecting to trails on both sides of the river.

Vacation Village is an \$838 million development project in KCK that will include attractions like Margaritaville Resort, an indoor athletic training facility, Big Shots Golf, and an interactive museum known as Atlas 9.

KCK was selected as one of 11 US cities to host World Cup matches as part of the 2026 World Cup.



KANSAS SPEEDWAY



HOLLYWOOD CASINO



LEGENDS FIELD



LEGENDS FIELD

CRITICAL ISSUES AND CHALLENGES

Organic arts and culture manifest throughout our communities

KCK boasts a modest arts, music, and food scene

There is a moderate arts scene in KCK. Events like the Third Friday Art Walk celebrate the work of local artists, craftspeople, and others. Wyandotte County is also served by a number of art galleries and pop-up spaces.

There is a moderate food scene. Central Avenue in particular is home to Hispanic taquerias such as El Torito, as well as other well-known restaurants like Slap's BBQ. The Taco Trail is a consolidated effort to showcase over 50 taquerias across the KCK area. Meanwhile, La Placita is a bi-monthly Market at Bethany Park. There is a perception that KCK has lost some of its music scene. Visit Kansas City Kansas maintains a website and blog (www.visitkansascityks.com) highlighting cultural activities in the community.

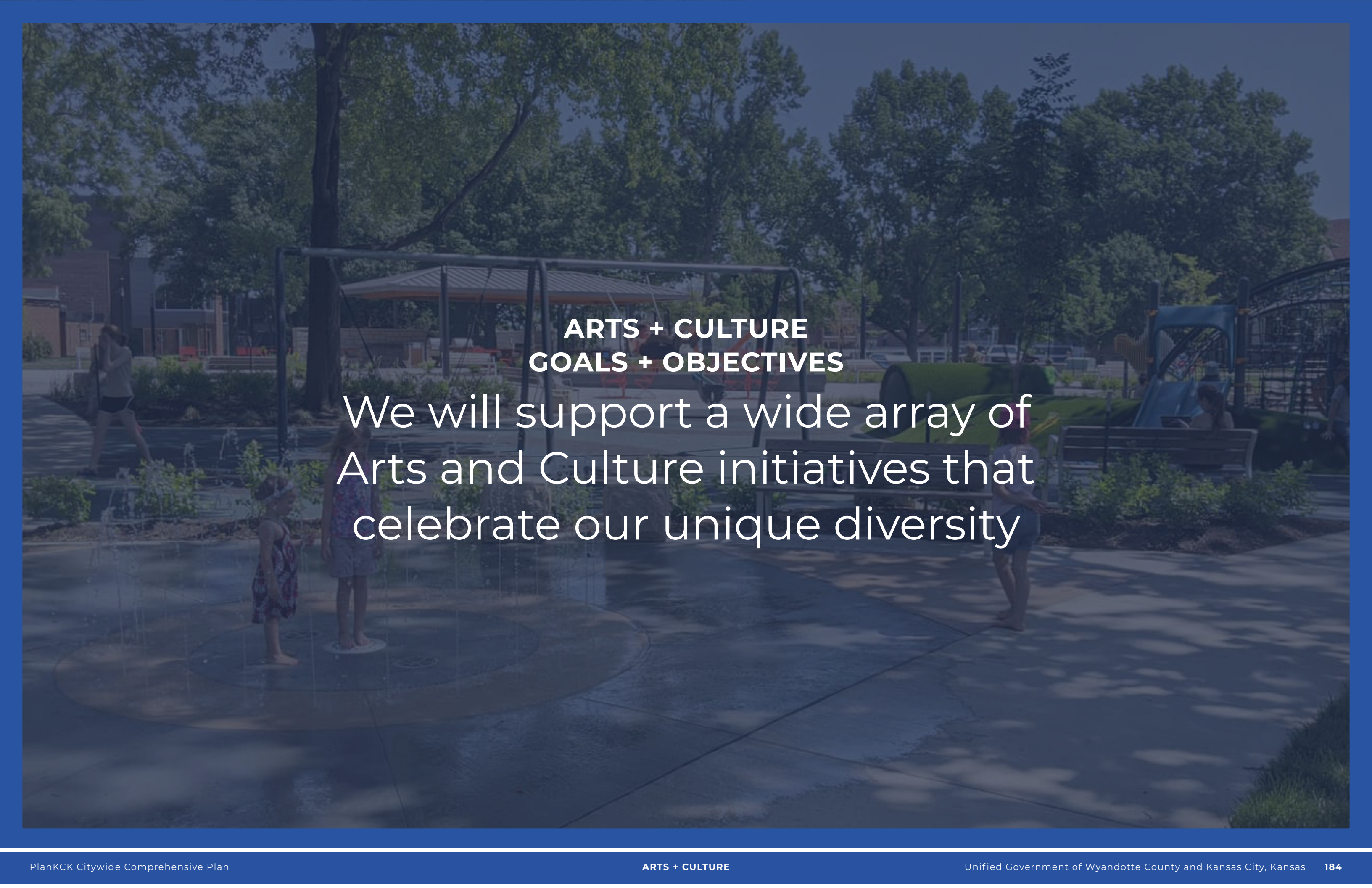
Kansas City's neighborhoods include an array of cultural markers that reflect their diversity

Downtown KCK includes several significant cultural markers. The Wyandot National Burial Ground is a historic site and sacred place for members of the Wyandotte Nation. KCK also has several significant historic buildings downtown. Among them, the UG is investing over \$1 million into the refurbishment of Memorial Hall multipurpose auditorium. Another major historic site is the Lewis & Clark Historic Park at Kaw Point. The Strawberry Hill neighborhood boasts a strong Eastern European heritage and is home to the Strawberry Hill Museum and Cultural Center.

The Avenue of the Murals Project includes 8 murals in a four-block long corridor along Minnesota Avenue in Downtown KCK, many of which highlight cultural diversity. Between downtown and Village West is Midtown, where Wyandotte County Lake Park, the Grinter Place Historic Site, and the Korean-Vietnam War Memorial are all located in proximity.



SERIES OF IMAGES HIGHLIGHTING THIRD FRIDAY ART WALK



**ARTS + CULTURE
GOALS + OBJECTIVES**

We will support a wide array of Arts and Culture initiatives that celebrate our unique diversity

Goals + Objectives

GOAL 1

AN ARTS AND CULTURE SCENE THAT CELEBRATES OUR DIVERSITY AND SUPPORTS THE LIVELIHOOD OF ARTISTS

- Showcase our heritage to provide more programming, institutions and opportunities to both local KCK residents and the region
- Strive to preserve buildings in Downtown KCK with potential value as historically repurposed structures
- Enhance placemaking that showcases history, including expanding trails and trail markers showcasing artistic representation and historic references for the KCK area, such as the Northeast KCK Heritage Trail
- Require all area plans to incorporate a chapter on arts and culture
- Establish a more visible dashboard of arts and cultural programming

GOAL 2

LEVERAGE HISTORY AND ART AS A DRIVER OF ECONOMIC DEVELOPMENT

- Recognize the potential of arts and culture entrepreneurship
- Produce events for the celebration of local art
- Celebrate Central Avenue as a corridor for artists and entrepreneurs
- Identify and develop programs in place to foster affordable rents for artists
- Explore zoning changes that accommodate live-work space for artists, including studio spaces
- Explore partnerships between waste reduction and re-use and art, similar to the First Fridays antique shopping in KCMO's West Bottoms

GOAL 3

GROW OUR ARTS COMMUNITY AND CREATE A PLACE WHERE ARTISTS AND ART INSTITUTIONS CAN THRIVE SUSTAINABLY

- Recognize the potential of arts and culture entrepreneurship
- Produce events for the celebration of local art
- Celebrate Central Avenue as a corridor for artists and entrepreneurs
- Identify and develop programs in place to foster affordable rents for artists
- Explore zoning changes that accommodate live-work space for artists, including studio spaces
- Increase engagement and support by the UG with festivals, the continuation of the Third Friday Art Walk, Young Artists program, and more public art projects

Goals + Objectives

GOAL 4

INCREASE THE SHOWCASING OF ART COUNTY-WIDE

- Increase funding for arts spaces and arts organizations.
- Establish a centralized organization to facilitate and coordinate the showcasing of art across the city, including establishing a city-owned arts center
- Conduct more citywide art competitions, and enhance partnerships with institutions like the Kansas City Kansas Community College
- Establish an Arts Task Force to inventory all arts and cultural installations across KCK
- In partnership with Third Friday Art Walk, establish a community art fund
- Connect our local and regional arts scenes by fostering relationships with organizations with shared missions in KCMO and across the region

GOAL 5

INCREASE MURALS ACROSS THE CITY

- Update the Zoning Code to better define mural standards and make them more permissive
- Establish a citywide mural program
- Identify appropriate locations for murals, such as gateways to commercial districts, and work with painters to realize them

GOAL 6

LEVERAGE THE PRESENCE OF SPORTS OUT WEST TO CREATE A CULTURAL EPICENTER

- Augment the role of the Speedway, soccer stadium, and baseball field with additional youth sports programming
- Ensure the “multiplier effect” from regional destination sports tourism is being realized in the vicinity of these facilities
- Showcase the cultural qualities of sports fandom and its relationship to our diverse population

Goals + Objectives

GOAL 7

FULFILL A VISION FOR THE QUINDARO TOWNSITE TO BE A CONTEMPORARY ARTS AND CULTURAL DESTINATION

- Celebrate the regeneration of the Quindaro Townsite as a preeminent national example of a historic institution that supports community development
- Work with the National Park Service, and continue the implementation of the Northeast KCK Heritage Trail Plan to implement storytelling as part of the route to the Quindaro Townsite
- Improve the character and quality of Quindaro Boulevard and adjacent development
- Celebrate the Vernon School as a significant community destination
- Establish a Smithsonian-style interpretive center at the Quindaro Townsite

GOAL 8

EMBRACE DOWNTOWN AND THE LEGENDS AS FORUMS WHERE EVERYBODY CAN COME TOGETHER

- Plan for both commercial districts as significant cultural districts
- Augment spaces for the active showcasing of arts and culture through passive 24/7 manifestations (murals, statues, etc.), as well as active strategies (planned events) and the facilitation of organic art

GOAL 9

PROMOTE BEAUTIFICATION CITYWIDE

- Develop a street tree planting and maintenance program and staff it with a City Forester
- Infill vacant parcels where possible, and establish a plan for maintenance and re-wilding in other instances

10

Public Safety + Services

PUBLIC SAFETY + SERVICES

Public safety and services in Kansas City, Kansas (KCK) face significant challenges with a high level of frustration among residents. Residents feel that the United Government of Wyandotte County and Kansas City, Kansas (UG) falls short in providing various services, including general maintenance, parks facilities, recreational opportunities, and public safety compared to peer city benchmarks. The lack of trust between residents and the UG is evident, with a common desire for more quality, efficient City Services. The complex network of public safety services, due to overlapping jurisdictions, contributes to mixed satisfaction levels. Crime poses a persistent challenge, with Wyandotte County experiencing higher violent crime rates than both the state and the Kansas City metropolitan area. Infrastructure maintenance, including roads, stormwater, and sanitary systems, is in crisis, struggling to keep up with natural wear and tear, while capital planning suffers from limited resources. Further, KCK struggles with an overpopulation of dogs and cats, and experiences high rates of Animal Service calls - many of which involve packs of stray and roaming dogs that hampers quality of life.

Based on the studies conducted, PlanKCK aims to enhance public safety and services through strategic priorities and multilevel realignments. Prioritizing basic services, KCK should rethink and retool its 311 system, UG website, and permitting process. Collaborations across UG departments can be strengthened, focusing on complete and efficient service delivery. Smart development strategies include right-sizing infrastructure, prioritizing infill projects and creating a Land Bank strategy. Proactive capital investment is emphasized, addressing backlogs in stormwater, sewer, street maintenance, and erosion control. Embracing lean and sustainable infrastructure, naturalizing stormwater systems and other biomimicry techniques are critical. Improved coordination between public safety departments and divisions, especially the Police Department, Animal Services, Property Maintenance Compliance, and Zoning Enforcement, and building trust through transparent and unbiased policing are key objectives. Strengthening communication between the UG and the community, fostering partnerships, and addressing community-wide challenges are integral components of the strategy.

A public safety & services vision for KCK: a responsive and valued municipal government engaged and embedded in its community.



CRITICAL ISSUES AND CHALLENGES

Residents do not feel satisfied with public services in KCK

Reflected both through outreach and engagement conducted as part of the development of PlanKCK and through past surveying, many residents indicate not feeling satisfied with the quality of services they are receiving from the UG.

Only 30% of residents reported being very satisfied or satisfied with the quality of City and County services in the 2022 community survey, while only 13% of residents reported feeling very satisfied or satisfied with the value received for their city/county taxes and fees.

Only 28% reported feeling satisfied with the quality of code enforcement. 27% reported being satisfied with the maintenance of city streets, and 30% of the maintenance of city sidewalks. 23% reported satisfaction of cleanliness across the county. More positively, 70% of residents reported feeling very satisfied or satisfied with the quality of trash collecting, more than half reported feeling satisfied or very satisfied with the quality of snow removal.

Across every area surveyed as part of the 2022 UG Community Survey, residents expressed lower quality of life here than across the benchmark average of 27 other cities studied. From maintenance services to parks and recreation services to public safety, the UG achieved lower percentages of resident satisfaction.

30%

of residents reported being very satisfied or satisfied with the quality of City and County services

28%

of residents reported feeling very satisfied or satisfied with the quality of code enforcement

27%

of residents reported being very satisfied or satisfied with the maintenance of city streets

13%

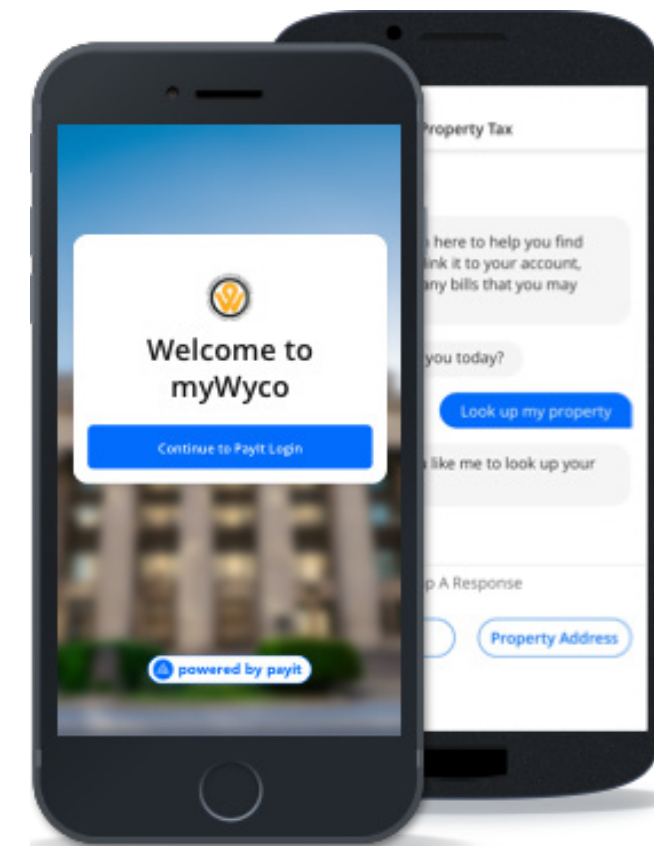
of residents reported feeling very satisfied or satisfied with the value received for their city/county taxes and fees

There is a lack of trust between residents & the UG

There is a need to repair community trust. Only 36% of residents are satisfied with the quality of communication between the UG and residents. Further, there is a perception of degradation in the spirit of mutual community - a sense that neighbors are not helping neighbors anymore.

A desire for more and greater direct day-to-day city services was a common refrain among residents at many community workshops and presentations associated with PlanKCK.

There are some public concerns around the strength of the UG in directly addressing resident concerns in an easy and timely way. While KCK is served by a 311 call center that functions as a single point of contact for all requested services, there is some concern it is not meeting many resident needs today.



KCK has a complex network of public safety services

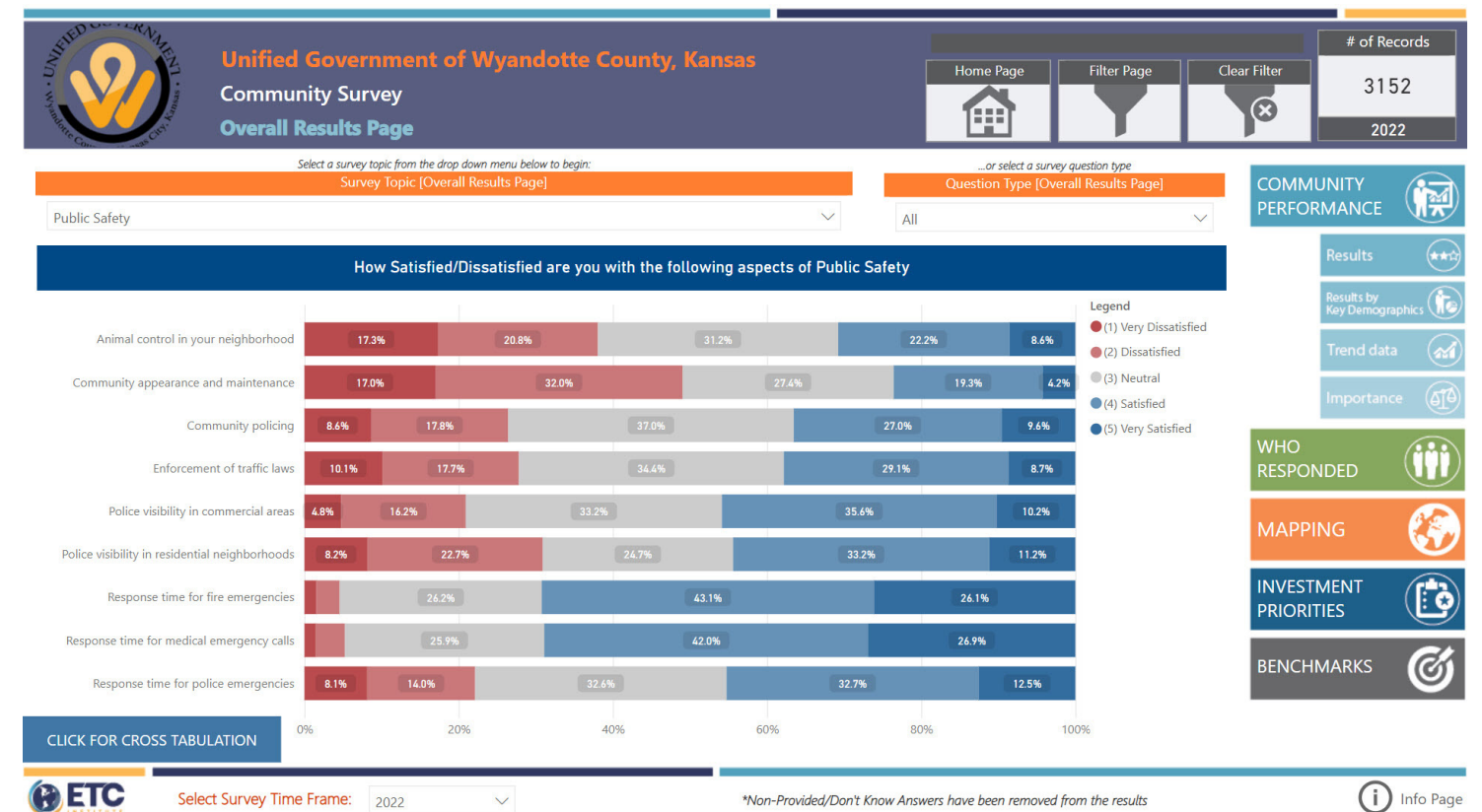
Wyandotte County is served by a vast array of public safety services

Due to the overlapping jurisdictions of Wyandotte County, KCK, Edwardsville, Bonner Springs, and Lake Quivira, public safety services comprise a multi-faceted network.

- The Wyandotte County Sheriff provides full law enforcement services to the entire county with a focus on trails, parks and the county jail.
- KCK, Edwardsville, Bonner Springs and Lake Quivira each have individual police forces. The KCK Police Department (KCKPD) also operates Animal Services, and supports Community Policing, Property Maintenance Compliance, and Zoning Enforcement
- KCK, Edwardsville, Bonner Springs and Lake Quivira each have individual fire departments.
- The Wyandotte County District Attorney works with law enforcement to investigate crimes and prosecutes both adult and juvenile court cases. It also manages diversion services and secures care and treatment proceedings for the mentally impaired and substance-addicted persons. It works with the UG’s Community Corrections Division on diversion cases.
- Wyandotte County is served by a District Court that presides over all civil and criminal cases, including divorce and domestic relations, damage suits, probate and administration of estates, guardianships, conservatorship cases, care of the mentally ill, juvenile matters, and small claims. KCK is served by a Municipal Court, which is considered a court of limited jurisdiction, responsible for all adult misdemeanors in KCK, many of which are traffic and parking violations.
- The Human Service Department works in concert with interrelated UG departments, community partners, stakeholders, individuals, and families on social services that are not necessarily public safety, but include property disputes and dispute resolution services that are intended to preempt other legal action.

There is mixed satisfaction with public safety services

While only 29% of residents reported feeling very satisfied or satisfied with public safety in the UG, there is moderate reported satisfaction with the direct responsiveness of fire and police, and the visibility of police in neighborhoods. There has been progress in the rate of violent crime, with KCK recording the fewest homicides in a decade over the course of 2023.



UG Community Survey - Public Safety

Crime is an ever-present challenge in KCK

Wyandotte County’s annual 2020 violent crime rate was 776, and a property crime rate of 5,085 per 100,000 residents. Over 1,300 violent crimes occurred in the county in 2020, 95% within KCK. Similarly, 94% of property crimes occurred in KCK with the remaining 6% being reported by Bonner Springs, Edwardsville, and by the Wyandotte County Sheriff.

Compared to the state, Wyandotte County had a nearly 90% higher average violent crime rate, but a 6% lower property crime rate. In 2020, the county had a violent crime rate 25% higher and a property crime rate 7% lower than the Kansas City metropolitan area overall.

Average crime rates countywide, KCK, metro Kansas City, and state

Crime	Geography				Difference	
	Wyandotte County	Kansas City, KS	Kansas City, MO-KS MSA	KS	Kansas City vs. Metro Kansas City (% difference)	Countywide vs. KS (% difference)
Violent Crimes (n)	1,314	1,249	16,546	12,269	-	-
Property Crimes (n)	8,606	8,113	111,418	114,272	-	-
Violent Crime Rate per 100,000	776.4	838.8	609.8	403.1	25.3%	89.6%
Property Crime Rate per 100,000	5,084.9	5,178.7	5,698.0	5,634.9	-6.9%	-5.9%

Source: Uniform Crime Reporting, Federal Bureau of Investigation, 2021; 2020 Decennial Census, U.S. Census Bureau, 2021.

KCK is facing an infrastructure maintenance crisis

The **UG Infrastructure Outcomes and Strategies Report** outlines many of the challenges facing KCK's roadway infrastructure and utilities networks, including the specific maintenance challenges for each system.

Wyandotte County's infrastructure is overbuilt relative to its population

As KCK has grown, its population density has declined even as its infrastructure networks have expanded:

- We have over 3 times as many roads per capita as we did a century ago, over 2,400 lane miles of streets, and an average pavement condition of fair to poor across our roadways; and,
- We have 30 times as many sewer feet per person than we did a century ago.

With an overall population density of fewer than 2 people per acre, KCK's population is spread across an extremely low density, with lots of infrastructure to maintain. Our infrastructure is overbuilt relative to our population density, and from a capacity standpoint the city does not need some of its infrastructure. There is an opportunity for retrofitting or right-sizing the existing infrastructure without compromising future capacity for growth.

KCK is struggling to maintain its broad landscape of infrastructure

Overall, the city is struggling to maintain its roads and infrastructure. Right now the UG is struggling to maintain even status quo levels across our infrastructure. Road quality, stormwater infrastructure, and sanitary infrastructure are all below other cities in the area, while capital maintenance can not keep up with the natural wear and tear on

these systems. Among such critical statistics:

- Our average Pavement Condition Rating is 56 (out of 100) and declining;
- Right now, pavement maintenance and renewal efforts have \$5.7-million annually (2022) but need more than \$20-million plus annually;
- Most streets in KCK will fail in 15 to 20 years without change;
- KCK has more than 20,000 streetlights that require maintenance and renewal;
- The known backlog of deferred maintenance needs for park structures exceeds more than \$90-million (2018) for the more than 200 publicly owned facilities; and,
- Stormwater and wastewater maintenance user fees are not keeping up with capital needs for these systems.

There is limited capacity for capital planning

Currently, investments in infrastructure are largely made based on a scattershot understanding of what is needed, largely in response to immediate needs.

CRITICAL ISSUES AND CHALLENGES

UG Services

Community Development Department	The Department of Housing and Urban Development (HUD) funds the Housing and Community Development Department using the federal Community Development Block Grant (CDBG). CDBG is the Unified Government’s entitlement grant from HUD.
Neighborhood Resource Center	The concept of the Neighborhood Resource Center (NRC) was to create a focal point for residents to address and confront problems and issues facing their neighborhoods and as well as to provide an easy access to all UG neighborhood services and initiatives.
Economic Development Division	Committed to serving Wyandotte County, Kansas Businesses is the goal the Economic Development Division takes very seriously. It is committed to working for: <ul style="list-style-type: none"> • Increased job opportunities for local residents • Increasing the tax base of the community to continue to provide high-quality services to businesses and citizens • Creating a quality of life characterized by stable neighborhoods and diverse opportunities • Diversifying the local economy
Planning & Urban Design	Planning and Urban Design’s mission is to enhance the long-term value and livability of Kansas City, Kansas through the design of a regenerative community that is socially just, economically accessible, culturally diverse and environmentally restorative.
Parks and Recreation	The Parks & Recreation Department has excellent event spaces for the whole family to enjoy. Our department maintains several lakes to use for many outdoor activities.
United Government Transportation	The Unified Government Transportation offers multimodal transit services such as fixed routes, microtransit services, paratransit, and home-delivered meals for the Meals on Wheels Area Agency on Aging program
Human Services	Ensures equal access to human rights for all citizens in housing, employment, and public accommodations through compliance with local, state, and federal civil rights laws.

CRITICAL ISSUES AND CHALLENGES

UG Services

Area Agency on Aging	Area Agency on Aging is responsible for planning, coordinating, funding and advocating for programs and services which meet the needs of Wyandotte and Leavenworth County residents.
Public Health Department	Your Public Health Department is working for you. Preventing disease and injury. Promoting good health. Protecting the environment. We work to improve health in our community in many ways - from services like vaccines and family planning, to community initiatives that work to address the root causes affecting residents' health and quality of life.
Fire Department	Kansas City, Kansas Fire Department provides fire protection, rescue capabilities, and emergency medical service to the citizens of Kansas City, KS.
Office of the District Attorney	The Office of the District Attorney strives to achieve the most just outcome in each case we receive. We will protect the rights of all residents of Wyandotte County/Kansas City, KS.
District Court	Kansas and Wyandotte County's district courts handle various cases, including small claims, juvenile matters, criminal and civil jury trials, probate, estate administration, guardianships, conservatorship, care of the mentally ill, divorce, and domestic relations.
Court Trustee's Office	The Court Trustee's Office provides child and spousal support enforcement; paternity determination and child support establishment; and child and spousal support modification and review services in Wyandotte County.
Police Department	Today the Kansas City, Kansas Police Department provides emergency services to approximately 125 square miles with over 340 sworn officers serving a population of approximately 155,000 citizens and 10 million visitors per year.
Wyandotte County Sheriff's Office	The Wyandotte County Sheriff's Office serves the Wyandotte County, Kansas area and provides a safe and secure environment for citizens and visitors.

CRITICAL ISSUES AND CHALLENGES

UG Services

Parking Control	The Parking Control Division is committed to building collaborative partnerships with area businesses and organizations to enhance and improve the downtown parking environment.
Community Corrections	Promoting safety within our community through responsive risk reduction.
Animal Services	Animal Services provides a variety of services to create safe and healthy environments for both humans and animals including by providing vaccinations, spay/neutering, and animal adoptions.
311 Call Center	The Unified Government’s 3-1-1 Call Center now offers 24/7 service to customers. The expansion comes in response to feedback received in the most recent county-wide customer service satisfaction survey and temporary changes to city services caused by COVID-19.
Emergency Management	Emergency Management coordinates the activities of volunteer, public and private agencies, City, State, and Federal officials and constituents in all phases of emergency management (Preparedness, Response, Recovery, and Mitigation).
Public Works	Public Works is responsible for the management, maintenance, and enhancement of critical infrastructure in Kansas City, Kansas & Wyandotte County. With more than 200 team members spanning six divisions, the Department provides many of the vital services residents, businesses, and visitors depend on.
Mayor’s Office	Responsible for overseeing the official activities of the Unified Government, working in conjunction with the Board of Commissioners and the County Administrator.
Board of Commissioners	The governing body of the Unified Government is the Commission, consisting of eleven members who serve as its Board of Commissioners.

CRITICAL ISSUES AND CHALLENGES

UG Services

County Administrator's Office	The County Administrator directs and supervises the day-to-day operations of all county and city departments and agencies, which are under the oversight of the Commission, as well as personnel matters including the appointment of senior department heads.
Clerk's Office	The Clerk's Office is responsible for official records of the Unified Government Commission, city and county records, special assessments, and tax rolls. We prioritize customer service, accuracy, and transparency while fulfilling our statutory duties.
Municipal Court	Through the Municipal Courts, most citizens in the State come into contact with the judicial system, either as a defendant, a victim, or a witness.
Treasury	Assisting the Chief Financial Officer in maintaining prudent custodianship of municipal funds by handling all revenue generated by the Unified Government, including the collection of real estate and personal property taxes for the entire County.
Finance Department	The Finance Department, under the leadership of the Chief Financial Officer, provides strategic financial advice to the County Administrator, Mayor and Unified Government Board of Commissioners.
Budget	Assists the Chief Financial Officer in exercising good stewardship of public resources by providing capital and operating budget oversight, financial analysis and evaluation.
County Appraiser's Office	The County Appraiser's Office is required to review all parcels within the County on a six-year cycle by conducting physical inspections or by utilizing aerial imagery.
Register of Deeds	The Register of Deeds has custody of and manages Wyandotte County real estate documents dating back to the territorial days of the mid 1850's.
Delinquent Real Estate	The office of Delinquent Real Estate provides for the collection of delinquent real estate taxes through foreclosure sales.

CRITICAL ISSUES AND CHALLENGES

UG Services

Ethics Commission	The Ethics Commission implements the Code of Ethics, advising the UG on ethics policy and ensuring compliance with Code provisions through regular review of governmental activities.
Wyandotte County Election Office	The Wyandotte County Election Office is responsible for conducting elections in Wyandotte County.
Technology	Provides technical architecture and support services across the Unified Government. DOTS manages the core technology infrastructure for the UG, including the UG network, phone service, UG data center, and desktop applications, and supports the department’s major business systems.
Maps & GIS	Geospatial Services (GSS) maintains the real estate parcel map for Wyandotte County and provides Geographic Information System (GIS) expertise and general mapping-related services to the Unified Government and its constituents.
Research & Analysis	The Research and Analysis Division provides various data topics for Wyandotte County and the cities located within the County. The purpose of this information is to provide timely and useful data for research and analysis purposes.
Human Resources	Human Resources is responsible for the personnel functions for the Unified Government (UG). Coordinating the recruitment and hiring of UG employees, administers UG labor relations, employee and retiree benefits, employee training, staff development, and retention of a productive work force.



**PUBLIC SAFETY + SERVICES
GOALS + OBJECTIVES**

We'll get the basics right and
make community services equitable
and easy to use

Goals + Objectives

GOAL 1

PRIORITIZE PROVIDING BASIC CITY SERVICES IN SUPPORT OF A WELL-MAINTAINED COMMUNITY

- Make the things we “have to do” to meet the needs of the community our overarching priority. Balance our wish list against these things we must do
- Review and enhance policies with a direct, day-to-day impact on resident life, including developing a stray animal strategy
- Operationalize PlanKCK through the ongoing deep dive into the UG budget each year

GOAL 2

ENHANCE COLLABORATIONS ACROSS UG DEPARTMENTS

- Explore restructuring service delivery based on the complete delivery of the most common resident needs, with fewer “silos” between departments
- Consider program consolidation to increase efficiency of service delivery

GOAL 3

EMBRACE LEAN AND SUSTAINABLE INFRASTRUCTURE

- Where appropriate, eliminate and/or repurpose unnecessary infrastructure
- Enhance naturalized stormwater infrastructure where possible to address regional stormwater needs through softer and more cost-efficient approaches
- Embrace the ideas of the 2020 Wyandotte County Solid Waste Management Plan, which seeks to reduce the waste stream and increase the percentage of waste diverted
- Establish a “green bank” that accelerates the deployment of clean energy to attract private capital investment in clean energy projects

Goals + Objectives

GOAL 4

EMBRACE SMART DEVELOPMENT STRATEGIES THAT GROW OUR TAX BASE AND REDUCE OUR INFRASTRUCTURE MAINTENANCE BURDEN

- Right-size our infrastructure to reflect the scale and density of our community
- Prioritize “good projects” and small parcel infill strategies, concentrating new development on “infrastructure-ready” parcels where services and utility connections already exist. By expanding our population within areas where infrastructure already exists, we can reduce the per capita burden of infrastructure maintenance on our citizens
- Conduct a Land Bank policy review for how UG-owned land can best support infrastructural efficiencies

GOAL 5

PURSUE A PLAN FOR PROACTIVE RATHER THAN REACTIVE CAPITAL INVESTMENT

- Develop a holistic plan for capital investment that considers the back-log related to stormwater, sanitary sewer, street maintenance, erosion control, and UG-managed retaining walls
- Enact strategies to realize the goals of the 2022 Infrastructure Outcomes and Strategies report, including:
 - » Increase the 2018 average Pavement Condition Index rating (PCI)
 - » Increase the bridge Sufficiency Index Rating (SI) for structures across the county
 - » Replace or retire major bridges when their sufficiency index rating (SI) reaches 60
 - » Modernize the street lighting system to provide adequate lighting
 - » Increase average condition rating for existing sidewalks to an acceptable level by 2030
 - » Create an ownership culture and introduce long-term cost savings by establishing a Buildings & Logistics Internal Services Fund (ISF)

GOAL 6

IMPROVE EFFICIENCIES IN THE DELIVERY OF PUBLIC SAFETY SERVICES

- Improve coordination between the Sheriff, municipal Police Departments, municipal Fire Departments, District Attorney, Animal Control, Human Services, Community Corrections and diversion services
- Improve response times in an informed and procedurally just way
- Explore the idea of a consolidated public safety department where technology, administration, and other activities could be shared efficiently
- Develop a shared regional police training and testing facility in Wyandotte County

Goals + Objectives

GOAL 7

IMPROVE TRUST AND RELATIONSHIPS IN POLICING AND PUBLIC SAFETY

- Align on a shared vision and transparent way of measuring “safety with respect” in order to work better with each other and our community
- Ensure policing is transparent, unbiased, and responsive, and that it helps maintain and build trust as the guardian of constitutional and human rights
- Augment diversionary public safety tactics, including services for people to reintegrate into society

GOAL 8

EMBRACE LEAN AND SUSTAINABLE INFRASTRUCTURE

- Build stronger partnerships between UG agencies and the community for addressing community-wide challenges
- Enhance the UG’s communication about what it is doing to improve the lives of residents and celebrate our “wins”
- Embrace the idea of optimizing community benefits through the land entitlement process, development agreements and the use of incentives and other relevant programs
- Explore improvements to the 311 system









11











Implementation

Strategic Initiatives

Throughout this plan, content is analyzed according to its element (Land Use + Development, Housing + Neighborhoods, etc.) and according to its Lens (Equity, Accessibility, Regeneration, Health). The Action Items listed below are derived from the Goals and Objectives previously

described in each Element. They are concrete actions that the UG could implement in the short-term to immediately further the aims of Community Prosperity. Each Action Item is categorized according to both its relevant Element and Lens.

ELEMENT	EQUITY	ACCESS	REGENERATION	HEALTH	ACTION ITEM
	●	●	●	●	Rebuild K-32 / Kansas Avenue / Kaw Drive as a priority multi-modal corridor linking the levee trail system from Downtown KCK to Downtown Bonner Springs
	●	●	●	●	Implement the Main Street Program along multiple commercial corridors, starting with Downtown KCK
	●	●	●	●	Capitalize on the Rock Island Bridge development as an opportunity to return KCK to the riverfront & develop a Riverfront Master Plan in partnership with KCMO
	●	●	●	●	Reinvest in State Avenue as a major opportunity corridor and update land use & zoning to more transit-supportive densities and design guidelines
	●	●	●	●	Prioritize grant opportunities that are no-match, and leverage the State's Build Kansas Fund to minimize local match requirements
	●	●	●	●	Produce & Implement updated Area Plans starting with Downtown, where we want to strengthen our urban core; out west, where we want to strategically concentrate growth; and/or, in neighborhoods that have never had an area plan, including Midtown, Argentine and Turner
	●	●	●	●	Update the Zoning Code and include an updated, consolidated and comprehensive set of urban design guidelines
	●	●			Preserve and Protect the Quindaro Townsite through the development of a Management Plan in collaboration with the myriad of local, regional, state and national stakeholders

-  Regional Identity
-  Economic Development
-  Historic Preservation
-  Land Use + Development
-  Housing + Neighborhoods
-  Mobility
-  Resiliency
-  Parks + Open Space
-  Arts + Culture
-  Public Safety + Services

Strategic Initiatives

ELEMENT	EQUITY	ACCESS	REGENERATION	HEALTH	ACTION ITEM
ED LU HN M PO PS	●	●	●	●	Implement a single parcel management platform for Appraisers, GSS, Treasury, and subsequently all other departments
RI ED HP LU HN M R PO AC PS	●	●	●	●	Revise the community survey for the 2024 cycle to be more engaging for the public and informative for UG staff
RI ED HP LU HN M R PO AC PS	●	●	●	●	Restructure the Economic Development Department and stakeholder network to align with objectives of Community Prosperity
ED PS	●	●			Add a Disadvantaged Business Enterprise (DBE) requirement for all UG procurements
RI ED HP AC		●	●		Review best practices, and create a “1% for art” ordinance for all public infrastructure and building projects
ED LU R PO			●		Develop and adopt a stream buffer ordinance
ED LU HN PS	●	●		●	Fully update the UG’s internal Accela software to streamline the development review process and make it more user friendly
ED LU HN M R	●	●			Codify the Land Bank policy update, and establish a Land Bank Strategy pilot project in collaboration with the 2023 Douglass/Sumner Land Bank Strategy
PS	●	●			Develop a shared, regional emergency services training facility in Wyandotte
ED LU HN R PO PS					Develop and adopt a policy that directs development agreements and other incentives to optimize community benefits
PS	●	●			Create a place-based community development corporation (CDC(s)) that targets specific neighborhoods, such as Northeast KCK, and/or specific needs, such as “missing middle” housing
ED LU HN R PS	●	●			Make the current FUSE Housing Coordinator Fellow a permanent position at the UG
ED HN	●	●			Conduct a housing feasibility and funding strategy to more completely understand the cost of housing construction and rehabilitation, and to inform an official UG housing policy, including the use of existing development initiatives
R PO PS			●	●	Create a Natural Resource Management Plan that covers the maintenance of street trees, waterways, ditches, green infrastructure, wild lands, hillsides and other sensitive ecological areas
LU HN R PO PS	●		●	●	Establish a tree planting strategy based on the 2023 Urban Heat Island Mapping results and partner with community groups for neighborhood-based implementation projects

- RI Regional Identity
- ED Economic Development
- HP Historic Preservation
- LU Land Use + Development
- HN Housing + Neighborhoods
- M Mobility
- R Resiliency
- PO Parks + Open Space
- AC Arts + Culture
- PS Public Safety + Services

Strategic Initiatives

ELEMENT	EQUITY	ACCESS	REGENERATION	HEALTH	ACTION ITEM
ED LU HN M R PO	●	●	●	●	Coordinate future stormwater upgrades related to the Environment Protection Agency (EPA) consent decrees with relevant long-range plans
HP LU HN R PS	●	●	●		Develop a brownfields strategy that incorporates both vacant parcels and existing structures, such as older homes with lead and asbestos and targets Land Bank parcels for redevelopment
RI R AC PS		●	●		Partner with Re.Use.Full to reduce contributions to the land fill and develop partnerships with KCK artists
ED R	●	●			Develop a policy that incentivizes development and job opportunities that prioritize KCK residents and living wages
PO	●		●		Complete the revitalization of the Boston Daniels Park project
RI HP			●		Designate I-70 as a scenic byway in Wyandotte County
M R	●	●		●	Complete the Countywide Vision Zero Action Plan and seek additional funding for construction of recommended safety projects
RI HP LU					Pursue National Register listings for locally designated resources, starting with the Parkwood Local Historic District
RI HP		●			Conduct a historic resources survey initiative documenting KCK's Mid-Century Modern era architecture, resources and property types
RI HP R PO			●		Undertake a survey, documentation and nominations of KCK's significant historic parks, including Wyandotte County Lake Park
RI HP PO AC	●	●			Create a KCK historical marker program that recognizes important places and commemorates and interprets local history regardless of whether they are designated landmarks
HN M R PS	●	●	●	●	Pursue the Community for All Ages (CFAA) program and complete all three recognition levels to make KCK a community to age in place
ED M R PO PS	●	●	●	●	Establish a Resiliency Dashboard that tracks KCK's progress towards reducing barriers and risks and achieving a resilient community
ED LU M R PO PS			●		Hire a Sustainability Coordinator to manage cross-departmental projects within the UG
RI ED HP LU HN R PO	●	●	●	●	In 2024, make amendments to the Zoning Code ahead of the full update, starting with the removal of parking minimums

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Glossary

Glossary of Terms

Displacement	Displacement refers to the forced relocation of existing or longtime residents and businesses of a place, often in a way that disrupts that place’s intrinsic character. Forcible displacement was common as part of urban renewal projects in the 20th century, in which urban redevelopment authorities directly removed residents from neighborhoods they had long called home to make way for centrally planned projects. Informal displacement is more common in the 21st century and refers to the ways in which the influx of affluent residents and businesses to a place often puts economic strain on existing residents, ultimately forcing them to leave that community and relocate elsewhere.
Exurban	Exurban is a region or place that is normal beyond its suburbs located outside a city, and has some economic and commuting linkage to the metro area. Exurbs are commonly identified by low housing density, growth, and certain level of infrastructure development.
Food Desert	An urban area that does not have access to high quality, nutritious food, typically due to a lack of nearby, affordable grocery stores.
Incorporated	An incorporated city is formally recognized as a city and has received a charter as such from the state. Thus, it is legally allowed to have its own elected officials, and, with some exceptions, to make its own rules.
Infrastructure	Infrastructure refers to the basic physical and organizational structures and facilities (such as roadways, bridges, tunnels, utilities, power systems, sewers and stormwater piping) needed to sustain the basic functioning of a city. In the context of city planning, infrastructure is often used to refer to the full network of local, regional and arterial roadways, parking and other forms of transportation.
Gentrification	Gentrification is a term that describes the transformation (either positive or negative) of low-income neighborhoods that can sometimes occur when there is an influx of wealth into that community, typically when people with higher incomes move in.
Multi-modal	Multi-modal is a transportation term that refers to the ability of infrastructure to support a diverse variety of ways of moving around, including by private vehicle, public transportation, walking or biking. Multimodal access supports the needs of all users regardless of how they choose to move around. It means more connections and more choices with respect to transportation.
Naturalization	Naturalization is the process of converting underutilized lawn or other turf spaces into more natural landscapes, akin to what the landscape would have been without the initial human intervention.
Regenerative	Regenerative in the context of urban planning refers to the idea of a city that can sustain itself over time by evolving in response to changing conditions and healing itself in response to inequities, threats and historical shortcomings. A fully Regenerative City acknowledges the full spectrum of urban systems and injustices across a wide variety of metrics, while also recognizing the symbiotic relationship between those systems.
Resiliency	Resiliency refers to the capacity for individuals, communities, institutions, businesses and systems within a city to survive, adapt and grow no matter what kinds of chronic stresses and acute shocks they experience.

Glossary of Terms

Re-wilding	Re-wilding is the process of strategically re-introducing nature into city environments, with a particular focus on native species.
Sprawl	Urban sprawl refers to the rapid expansion of the geographic extent of cities and towns, often characterized by low-density, often placeless and generic residential housing, single-use zoning, and increased reliance on the private automobile for transportation. Urban sprawl increases the burden on communities of paying for infrastructure.
Transect	The transect is a model of, or a way of measuring and documenting, the spectrum of zones of development conditions that transition across a community. Typically, the transect spans across a number of categories of development from sparse rural farmhouses to the denser urban core.
Unincorporated	An unincorporated place generally exists within a county, but is not formally recognized as a city. Rather, it reflects a settlement area that exists primarily by tradition and does not have elected officials at the town level.
Xeriscaping	Xeriscaping is a landscaping practice designed to eliminate the need for artificial irrigation or fertilization. Typically, xeriscapes are designed with native plantings so that they can thrive in their given context.
Urbanism	Urbanism refers to the characteristics of a place that together shape the vibrant qualities of urban places. Successful urbanism includes arrangements of streets and blocks, transportation systems, land uses, parks and community amenities laid out in a way that is conducive to vibrant urban life. Generally this includes intact and frequently intersecting urban grids of streets that carry multiple modes of transportation, blocks that comprise a diverse mix of land uses, activated street frontages with limited setbacks for buildings and robust retail and other ground-floor activities, diverse types of housing, accessible and diverse types of Parks and Open Spaces, and usable community amenities that help to create serendipitous interactions between residents and visitors.
Urban Renewal	Urban Renewal was a process that became commonplace in the mid-20th century, in which privately owned properties within a designated renewal area were purchased or taken by eminent domain by a municipal redevelopment authority, razed and then reconveyed to selected developers for the development of new uses, such as freeways, civic centers, and public housing developments. In many cases, urban renewal was responsible for the elimination of entire neighborhoods, and the projects urban renewal created in many cases generated sterile and inhospitable conditions for their users.



Appendix



Citywide Comprehensive Plan

APPENDIX

-
- A PlanKCK Existing Conditions Report

 - B KCK Citywide Historic Preservation Plan (DRAFT)

 - C Countywide Market Analysis

 - D Economic Development Strategic Plan (DRAFT)

 - E PlanKCK Vision Summit Report

 - F Wyandotte County Community Health Assessment 2022

 - G Community Engagement Summary

 - H City-Wide Master Plan Design Guidelines (excerpt)
