

# Planning Sustainable Places Program 2012

## Call for Projects

### Applicant Information

Project Type:	Sustainable Places Plan
Applicant Organization:	City of Parkville
Partnering Local Government:	

### Contact Information

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### Project Budget:

Requested Funding:	\$80,000
Local Match:	\$21,500
<b>Total:</b>	<b>\$100,000</b>

(Requested Funding + Local Match)

### Project Information

Project Name:	Downtown Master Plan
Project Location:	Downtown Parkville and immediately surrounding area. See project map.
Source of Local Match:	City of Parkville (\$20,000 available from the general fund) & Park University (\$1,500 committed).

Is the project scalable, e.g., will the project sponsor accept partial funding of the requested amount?

The project is scalable. The requested amount is based on an estimated cost to complete the proposed scope. Although we believe the fee is realistic and would not desire to reduce the scope, the scope could either be reduced, or we could seek additional local

### Project Summary

Parkville proposes a Downtown Master Plan.

The City of Parkville and our project consultant are currently conducting a Parkville Regional Multi-Modal Access and Livable Community Study. The study was initiated to identify enhancements to increase multi-modal access in southern Platte County and the City of Parkville. This study is one of many recent implementation projects resulting from the 2009 Parkville Master Plan.

With the addition of a 140-acre regional park; bicycle/pedestrian trails along Route 9 and in the park; a potential second mainline railroad track through downtown; and development in and around downtown Parkville, there are concerns that transportation network congestion will detract from the livability of Parkville. Transportation is important to the success of growing communities, and the Downtown Parkville Livable Community Study (for short) will bring together a long-term planning vision for Parkville's transportation system and address on-going issues.

The Downtown Livable Community Study will determine feasibility and cost to improve multi-modal access through southern Parkville, including but not limited to the following: enhancing roadway corridors; expanding bicycle/pedestrian routes; reducing vehicle congestion; connecting trails; assessing environmental impacts and coordinating with stakeholders. In order to evaluate the alternatives, the study will address broad scenarios including no further development, some infill and major redevelopment. The study will result in recommended concepts for improvements but will not include strategies based on refined development and redevelopment strategies, or integrate the concepts into the greater plans for downtown Parkville.

With the livable community study concluding in spring 2013, the proposed Downtown Parkville Master Plan is a logical extension of the project. Downtown Parkville has a unique opportunity to create a truly sustainable future. Unlike many emerging activity centers, downtown already has many of the components necessary for sustainability. With plans for improved transportation alternatives, greater housing choices, strategic infill and redevelopment, coordinated public and private investments and preservation of key natural resources, downtown Parkville can become a regional model for sustainability. However, to get there, common goals and objectives must be identified, a common vision developed, strategies, policies and plans identified and initiatives from multiple agencies must be identified. The Downtown Master Plan is the logical vehicle.

The study area for the Downtown Master Plan is the downtown area, bounded by the Missouri River on the South, Park University on the east, Twelfth Street on the north, and Crooked Road on the west. This area encompasses the historic commercial / office / mixed-use development on Main Street, infill development between the railroad tracks and river, the Park University campus and over 500-acre endowment lands, over 200 acres of park land, State Highways 9 and FF, and the downtown residential neighborhoods.

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The Downtown Master Plan would include a robust public involvement process building forward from the model developed from our current study. We would utilize an established "LetsTalkParkville.com" online forum (through MindMixer), town hall meetings, open houses, stakeholder interviews, a survey and storefront charrettes to obtain broad public participation. This process would identify common goals and objectives, identify priority projects, develop a common vision and develop well supported strategies, solutions and plans for implementation. This collaborative process will be supported by our project partners and their diverse stakeholders.

Beyond broad goals, objectives and implementation strategies, the Downtown Master Plan will drill down and develop strategic plans and strategies for corridor improvements, removal of blight, infill and redevelopment, and other site and corridor specific strategies. Although the plan will not result in construction documents, the Master Plan will allow for consensus to be built around detailed plans, supporting implementation and corridation of public and private investments.

**7) Is the project consistent with the relevant adopted local comprehensive plan(s)?**  PlanLocallyConsistentYN

**Please explain:**

The project is consistent with and would implement goals, objectives and strategies from the adopted Parkville Master Plan, Parkville EDC Plan for Progress, Park University Master Plan, Parkville Parks Plan and Platte County Parks Master Plan. In addition, the project is consistent with stated goals of the Parkville Area Chamber of Commerce, Parkville Main Street Association, Platte County Health Department and other area partners.

The project would also help implement strategies and recommendations currently being developed as part of the Downtown Parkville Livable Community Study. This study was funded through the MARC Livable Communities program grant and will be concluded early 2013. Our proposed master plan would integrate conclusions and recommendations from the current study into broader goals, objectives, strategies and improvement plans for downtown. We propose that as part of the Master Plan, area improvement plans/designs would be developed incorporating concepts from the Livable Community Study with other plans for the downtown.

Following is a summary of goals, objectives and strategies that would be furthered through the proposed Downtown Master Plan. Each is identified by Plan and adopting agency:

Parkville Master Plan. Adopted 2009 by the City of Parkville (applicant).

The Parkville Master Plan developed broad land use, transportation, open space and environmental strategies for downtown Parkville. The plan also identified the development of much more detailed Downtown Master Plan as the primary implementation strategy.

Chapter 6 of the Master Plan (copy attached) included more detailed strategies for downtown including: Develop a Downtown Master Plan in partnership with business owners and community residents that creates a common vision and identifies achievable goals to preserve downtown as the heart of Parkville; Identify design expectations for infill and redevelopment to ensure compatibility with the desired character of downtown; Promote redevelopment of non-compatible uses and reinvestment in aged buildings and infrastructure; Develop a historic preservation program and guidelines, to help preserve the history of

Parkville and the character of the Old Town commercial and residential areas

Accommodate transit and alternative means of transportation to and from downtown; Develop regional recreational and conservation amenities along the Missouri River to preserve the river bottoms and spiritually reconnect the community to its river; Promote the arts, historic preservation, ecotourism, entertainment and other unique draws as major components of economic sustainability in downtown; and Integrate intimate public and private spaces throughout downtown as a means of promoting community and social interaction.

Parkville Plan for Progress. Adopted in 2010 by the Parkville Economic Development Council (project partner) and City of Parkville (applicant).

This strategic plan identifies goals and objectives for seven major categories, including downtown sustainability. The plan calls for "Building upon downtown Parkville's architectural and historical resources along with prospects for new infill development to create a livable and pedestrian friendly downtown that offers a diversity of business, residential and recreational uses." Policies consistent with "integrating multimodal transportation options, redevelopment and sustainable land-use patterns, and environmental stewardship through targeted planning and meaningful public engagement" include: enhancing the natural character of downtown and the Missouri River riverfront; strengthening the connectivity of downtown to surrounding neighborhoods, educational institutions, parks and trail systems; and encourage policies and programs that continue to assist in maintaining downtown as the city center of Parkville.

Implementation recommendations include: adopting a downtown master plan; identifying community investment opportunities for the enhancement of existing uses and amenities; and creating a parking solution plan.

The Parkville EDC has also identified the need for a common vision in downtown. The proposed project will help implement these objectives by addressing how multimodal transportation can be accommodated in downtown, where strategic infill and redevelopment can take place, identifying how downtown can be interconnected, identifying infrastructure improvements needed in downtown, and creating a common vision so that investments can be compounded.

Park University Campus Master Plan. Adopted 2006 by Park University (project partner & private property owner) and City of Parkville (applicant).

The University Master Plan was adopted to guide on- and off-campus development and improvements. The campus is located in the downtown area, but is separate from the off-campus commercial and residential development by 9 Highway. The plan emphasized improvements that would visually and physically connect the campus to the rest of downtown. These connections were identified as particularly important to multi-cultural students, most of which do not own vehicles and rely on alternative means of transportation.

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The plan calls for: creating a Master Plan that emphasizes connections on and beyond Campus; connecting with Park's diverse and multi-cultural student population; strengthening the connection to Parkville while maintaining a distinct sense of community on Campus; shaping the Campus so it is pedestrian-centered rather than automobile oriented; supporting alternative transportation modes to link downtown Parkville and the Parkville Campus; utilizing planning principles that encourage a healthy attractive environment (including sustainable design principles); and redeveloping the edges of the campus to make a stronger physical connection to downtown.

An updated University Master Plan is currently being developed and is scheduled to be adopted later this year. The plan will emphasize the same or similar objectives. In addition, to physical connections to downtown, the University has announced long-term plans to develop alternative housing choices on nearly 500 acres of endowment ground abutting the east side of the existing campus. This housing will provide a very unique opportunity to greatly increase housing choices in downtown and Parkville in general.

The proposed project would further implement these objectives by planning strategic connections between campus and the rest of downtown, planning common corridor improvements, addressing access management, identifying how to better serve underrepresented stakeholders, and addressing how the planned residential development supports and will be supported in downtown.

Parkville Parks Master Plan. Adopted 2009 by the City of Parkville (applicant).

The Parks Master Plan identified objectives and strategies for the continued development of English Landing Park downtown, the development of a new 140 acre park downtown, and trails necessary to connect the parks to downtown and the rest of the community. A master plan for the 140 acre Platte Landing Park will be jointly adopted by Parkville and Platte County this fall. The plan includes active and passive recreation activities, facilities to accommodate larger public gatherings and preservation of large tracts of floodplain and native vegetation. Design for phase one will begin in fall 2012 with construction to follow in 2013.

The proposed project will address how to maximize connections between the existing and new park, how to connect downtown to regional trails planned and being constructed in both locations, and will help implement transportation strategies from the current Livable Community Study as necessary to support additional traffic resulting from the improved English Landing Park and new Platte Landing Park.

Platte County Parks System Master Plan. Adopted 2009 by Platte County (project partner).

The County Parks Master Plan calls for major investments in downtown Parkville including the development of a 140 acre Platte Landing Park, construction of new boat ramp, preservation of floodplain and natural resources, regional trail construction connecting downtown, English Landing Park and Platte Landing Park to Riverside, Kansas City and Platte County, and completion of the Missouri Riverfront Trail connecting downtown Parkville to Riverside. The plan emphasizes sustainable solutions that help meet local and regional recreational, preservation, alternative transportation and economic development needs.

The plan identifies the existing English Landing Park as the single most popular recreational facility in the County. The project will help address access and connectivity to this and the much larger 140-acre Platte Landing Park which will begin to be constructed in 2013.

The project will help implement the County Parks Master Plan goals and objectives and implement strategies from the Livable Community Study for accommodating increased traffic volumes to and from these regional attractions. The project will also help plan for connections between these major attractions and the surrounding downtown, develop preservation strategies and address how these land uses fit into sustainable development solutions for downtown Parkville.

Additional Objectives – Main Street Parkville Association, Parkville Old Town Market Community Improvement District, Parkville Area Chamber of Commerce and the Platte County Health Department.

Each of these community and business entities is located in downtown Parkville. All have identified the development of a downtown Master Plan, multi-modal access downtown, sustainable development solutions, and coordinated district improvements as top priorities for the future success of downtown Parkville.

Main Street, the Old Town CID and Parkville Area Chamber of Commerce have all pledged support for the project and implementation once adopted. Each has identified current limitations resulting from a lack of common vision for downtown, the need for planned improvements, the desire for a sustainable downtown community, and the need to provide additional transportation alternatives.

In addition, the Health Department like Park University serves underrepresented stakeholders with limited resources, most of which have limited transportation options and would greatly benefit from the development of multi-modal transportation solutions.

**8) If submitting an Implementation Activity application, are the following core elements included in plans previously developed for the area or activity center in question?**

CoreElementsYN

*If so, please describe the relevant plans and how core plan elements are included in those plans: A) Localized public engagement process B) Integrated land use, transportation and environmental strategies C) Detailed implementation plan*

## Project Intent

*The principles included in questions below are representative of the principles outlined for both the Creating Sustainable Places initiative and in Transportation Outlook 2040.*

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### **9) Describe how the project promotes travel choices (i.e. bicycling, walking, transit use, transportation demand strategies, etc.).**

The current Downtown Parkville Livable Community Study will blend extensive public input with planning and engineering analysis to develop enhancement concepts for Downtown Parkville, address the feasibility and cost to increase multi-modal access in Downtown Parkville and make recommendations for improving multi-modal access such as improvements to streets, overpasses/bridges, trails, green space and parking lots. This current study will evaluate these improvements under broad scenarios ranging from no further development to major redevelopment. The study will not result in a detailed analysis of detailed land use scenarios, strategies for infill and redevelopment, or how travel choices will be integrated into broader goals, objectives and strategies to be identified for downtown.

The proposed Downtown Master Plan is a logical extension of the Livable Community Study and would develop more comprehensive goals, objectives and implementation strategies, development infill and redevelopment strategies, determine how to best coordinate and incorporate the recommendations of the first study, and develop detailed area improvement plans that also incorporate recommendations from the first study. This would allow implementation of the Livable Community Study recommendations, knowing they work within other planned improvements for downtown.

The Downtown Master Plan and resulting plans will include strategies for improving travel choices, detailed plans for improving pedestrian and bicycle connections, plans for accommodating future transit, standards for developing complete streets, and improving mobility for all users.

### **10) Describe how the project promotes sustainable land use patterns (i.e. mix of uses, transit-oriented, walkable, affordable, housing, etc.).**

Downtown has many components necessary for sustainability – compact, dense development, mixed uses, multiple transportation options, walkability and more. However, over time incompatible land uses, increased barriers to walking and biking, blighted, under developed or vacant areas, greatly increased traffic conflicts, intense competition, a change in the economic function and other influences have affected the role, success and sustainability of downtown Parkville.

A major component of the proposed Downtown Master Plan is to identify sustainable land use patterns, develop strategies for infill and redevelopment, identify options for improving housing choices, develop strategies to integrate and connect Park University plans for development of the nearly 500-acre endowment lands and increased on-campus housing, develop strategies to accommodate and maximize benefits of the new 140-acre Platte Landing Park, and to connect downtown and its internal destinations to nearby neighborhoods, activity centers and other destinations outside downtown.

These strategies and improvement plans will promote sustainable land use patterns, and include expanding housing choices, utilization of existing infrastructure, and promoting compact, dense, mixed use, transit-friendly, walkable destinations.

Downtown Parkville is not currently served by transit. However, it is currently only 2.5 miles from the I-29 corridor transit route and 3.25 miles from the I-635 corridor route. Downtown is triangulated between the Kansas City International Airport, the Legends / Speedway and Downtown KCMO. This central location between regional destinations and proximity to the airport increases the likelihood of being served by a future public transit route or making private alternatives connecting to the public system more feasible.

As recently as spring 2012, the City and project partners met with the KCATA to explore the possible realignment of Route #243 to serve the downtown activity center. Although it was determined to not be financially feasible at this time, the Downtown Master Plan will include plans for strategic transit stops to ensure they can be accommodated should public or private transit solutions become feasible.

### **11) Describe how the project includes a robust citizen engagement component.**

The current Downtown Parkville Livable Community Study includes a robust citizen engagement process. A new "LetsTalkParkville" online forum (through MindMixer) is being used to engage a much broader group of stakeholders outside traditional town hall meetings. The engagement also includes workshops with identified stakeholder groups, public open house meetings, and a phone survey to reach additional stakeholders, as well as use of traditional communication methods like the City website, newsletter and TV channel.

The proposed Downtown Master Plan would follow this model. The current study will be completed in Spring 2013, making it easy to continue using these established lines of communication. In addition, our identified partners represent a large and very diverse group of stakeholders and each has committed to assisting in the public outreach process.

Because the Downtown Master Plan proposes to delve deeper into development, streetscape, and transportation designs and standards, we also propose to utilize storefront design charrettes to be held downtown. These charrettes will allow a larger group of stakeholders to participate in hands on development and evaluation of complex strategies and solutions.

### **12) Describe how the project advances environmental stewardship and improved public health.**

Downtown Parkville is located along the Missouri River and encompasses over 200 acres of riverfront parkland, miles of floodplain and floodway, urban forests on the Park University land, the downtown nature sanctuaries and throughout the downtown neighborhood, and White Alloe, Rush

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Creek and the Missouri River. Strategies, policies and plans to protect, preserve and integrate this very valuable natural resource will be addressed in the development of the Downtown Master Plan. Because downtown is at the bottom of a watershed, the plan will also identify strategies to use natural stormwater solutions and best management practices.

In order to promote and support public health, the plan will develop strategies to complete local trail systems, improve connections between downtown destinations and support alternative transportation. The plan will also develop strategies to integrate access to the existing English Landing Park and new 140-acre Platte Landing Park which will be developed starting spring 2013. These strategies will accommodate improved walking and biking, diverse recreational options and active living, all which support improved public health and sustainability.

### **13) Describe how the project supports investment in areas with existing infrastructure.**

Downtown Parkville is an established area served by existing utilities and infrastructure. Many opportunities exist for infill development or to redevelop incompatible, underutilized or blighted properties. Although improvements or modifications may be required, much of this development could be supported with existing infrastructure.

Project partners like Park University have recently cleared blighted property downtown and plan for additional property clearing. Their intent is to redevelop the property for higher and better uses. These redevelopment areas are served by existing infrastructure. The Downtown Master Plan can help identify land uses that can be supported by the existing infrastructure, improved connections to the property and strategies for coordinating other area investments.

Similarly, the plan will identify land uses that can be supported on other infill and redevelopment properties.

### **14) Describe how this project and outcomes relate to transportation issues.**

The sustainability of Downtown Parkville is greatly dependant on resolving complex transportation issues. Barriers to mobility, traffic conflicts and other transportation issues can only be addressed through the effective coordination of land use, transportation and environmental solutions. The Downtown Master Plan is the vehicle to identify how these systems will work together and to develop highly supported near- and long-term strategies and plans for effectively resolving existing transportation issues and preventing unintended new issues.

The Master Plan will build forward from the existing Livable Communities Study and will integrate and further develop the resulting transportation recommendations. The plan will develop strategies and plans for balancing land use strategies with existing transportation systems and needed improvements. The plan will also address sustainable walking, biking, and multi-modal transportation solutions, including plans for long-term transit options. The plan will incorporate strategies and policies for developing and maintaining Complete Streets.

## **Project Location**

### **15) Does the project serve an activity center on MARC's list of activity centers?**

Yes. The project is located within and would serve an identified activity center encompassing downtown Parkville. Downtown Parkville includes historic commercial and residential development, two State highways (9 Highway and FF Highway), Park University (existing campus and 500-acre endowment grounds), and two regional parks along the Missouri River (English Landing Park and a new 140-acre Platte Landing Park - planned for phase 1 construction in 2013).

### **16) Does the project serve a future transit corridor?**

The project does not currently serve a SmartMoves Regional Transit Corridor. However, the project is located in and would serve as an activity center encompassing downtown Parkville. This activity center is currently only 2.5 miles from the I-29 corridor transit route and 3.25 miles from the I-635 corridor route.

Downtown Parkville is not currently served by transit. Similarly, Park University is one of only a few metropolitan higher education options not served by transit. Park University and the Platte County Health Department both represent underrepresented stakeholders, many of which are dependent on alternative modes of transportation, including transit. Accordingly, both have identified the need to plan for future public or private transit alternatives. As recently as spring 2012, the City and project partners met with the KCATA to explore the possible realignment of Route #243 to serve the downtown activity center. Although it was determined to not be financially feasible at this time, the project proposes to plan for future transit stops should public or private transit solutions become feasible. Parkville, Park University and Riverside have also discussed the potential for local transit options.

Although not currently on a transit corridor, the downtown Parkville activity center is triangulated between the Kansas City International Airport, the Legends / Speedway and Downtown KCMO. This central location between regional destinations increases the likelihood of being served by a future public transit route or making private alternatives more feasible.

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### Partnership

**17) Describe the partnership formed to develop the project and the manner in which these partnerships will benefit the project.**

Parkville's project partners include the Main Street Parkville Association, Park University, the Parkville Economic Development Council, the Parkville Area Chamber of Commerce, the Platte County Health Department, Platte County Parks and Recreation and the Parkville Old Town Market Community Improvement District. Each of these partners has submitted a letter of support for the project. Unfortunately, due to budgetary limitations and current budgetary cycles, our partners could not make financial commitments at this time. However, each partner has committed to fully participate in the project, to provide needed organization resources throughout the project and to help adopt and implement the plan once completed. Many of the organizations also have committed to budget funds in subsequent years to help implement the plan.

The Main Street Parkville Association represents business and property owners, investors and other parties interested in the welfare of downtown Parkville. Main Street has the most comprehensive downtown communication resources, and does the majority of marketing for downtown. These resources will be very valuable in the robust citizen engagement process. Main Street will be instrumental in promoting the project, post adoption and helping the City coordinate implementation projects.

Park University represents a unique demographic in downtown, including underrepresented stakeholders. The University has committed its communication resources to help reach students, faculty and alumni. Post adoption, the University has a vested interest in implementing on- and off-campus improvements. The University recently demolished a blighted property and plans to demolish an additional blighted property in the project area. They have committed to develop the property in accordance with the adopted plan. The University will also be instrumental in implementing transit, transportation and other corridor improvements. The University is also one of only a few property owners in a unique position to implement housing choice initiatives in downtown.

The Parkville Economic Development Council was formed in 2010 to help foster sustainable economic development in the community. The development of a downtown master plan was identified among the EDC's top priority. Their membership represents major developers, private investors, community organizations and local utility providers. They have committed their organizational resources and expertise to help with the development and implementation of the plan.

The Parkville Area Chamber of Commerce represents a wide variety of business owners, investors and other members interested in economic development in the area. Although representing more than downtown Parkville, the Chamber offices are located in downtown Parkville and the Chamber has long worked toward improvement of downtown Parkville. They committed their staff resources and can effectively reach a large stakeholder group that can lend experience and expertise to the project. The Chamber has also stated their commitment to helping implement the plan once complete.

The Platte County Health Department serves underrepresented stakeholder groups, many of which rely on alternative transportation and transit. The Health Department is located in downtown and has a specific interest in improving transportation alternatives and bringing transit to Parkville. The Health Department will help foster participation from underrepresented stakeholders and is committed to furthering transit discussions.

Platte County Parks and Recreation represents regional park users, major recreational organizations and other recreation and nature enthusiasts. Through a countywide parks and recreation sales tax the County recently purchased 130 acres downtown, along the Missouri River. The County has funded a master plan which will be adopted later this fall and is funding design and construction of phase one in 2013. The County has committed to coordinate the parks project with the Downtown Master Plan to help ensure a coordinated effort. They have also pledged their staff resources to help reach park users throughout the project.

The Parkville Old Town Market Community Improvement Districts boundaries cover much of the project area. The CID is comprised of property owners, business owners and residents within the district. The CID collects a 1% sales tax and has pledged to participate in the development of the plan and to help implement the plan, post adoption through grants to other organizations. The CID has also pledged to aid with outreach and data collection throughout the project.

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### Implementation

**18) Describe local activities that show commitment and ability to implement the proposed project and support the stated project summary.**

In the last five years alone, the City and project partners have demonstrated commitment to revitalizing and ensuring a sustainable future for downtown.

Since the flood of 2011, the City of Parkville has leveraged hundreds of thousands of dollars of public and private investments in downtown. Major repairs and improvements to public infrastructure and English Landing Park, including parking improvements, constructing a new small concert venue, major landscaping improvements, drainage and infrastructure improvements, rehabilitation of a historic landmark and construction of new recreational amenities demonstrate the City's commitment to the long-term success of downtown. Other recent investments include funding local matches for the construction of the new (and greatly improved) 9 Highway Bridge over White Alloe Creek, a 1.5 mile trail connecting 45 Highway to downtown, and the current Livable Community Study. The City has also recently rehabilitated much of the existing sidewalk system, and made major improvements to the sewers throughout downtown. The City has pledged \$20,000 to the project, and is committed to budgeting funds for implementation after the project is adopted.

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In 2007, Park University constructed new dormitories downtown. Their plans originally included constructing the dorms away from the edge of campus, but through discussion of common goals and identification of a common vision, the University agreed to work with the City to relocate the dorms to the edge of campus where students could better access the rest of downtown. The relocation cost the University over a million dollars over the prior location demonstrating the University's commitment to a greater vision for downtown. The resulting new 250 bed dorm was located within easy walking distance of major downtown destinations, was designed to preserve natural resources, utilized existing infrastructure, improved alternative transportation options, and helped poise the University to implement future transit options. The resulting construction demonstrates their strong commitment to downtown and a clear recent success.

Today, the University has cleared blighted properties and plans additional clearing in the future. They pledge to redevelop these sights in accordance with the adopted plans. Likewise, they have over 500 acres of green and brownfield property immediately east of the existing campus. This property is planned for mixed-use and alternative housing choices that can support the University and downtown as a whole.

Platte County has long demonstrated its commitment to downtown, most recently through the purchase of a 130-acre park site in downtown, the development of a master plan for the regional park, and allocation of funds for phase 1 design and construction. The County has also pledged to coordinate improvements with the resulting downtown master plan.

The Parkville Old Town Market CID collects a 1% sales tax from all but a very few commercial properties in downtown. The CID has demonstrated commitment and past success through grants to other organizations including funding for corridor improvements.

Since its creation in 2010, the Parkville Economic Development Council has demonstrated it is not your typical social club. The EDC has developed and updated a strategic plan (including strategies for improving downtown), has created specialized committees and task forces to study and recommend solutions to complex downtown issues, and commissioned and published a downtown survey that was instrumental in identifying market gaps in downtown and helping fill them. The very successful and popular Parkville Coffeehouse located in downtown Parkville was in great part the result of the EDC's survey of students and faculty who identified the need for a downtown coffee shop. Currently, the EDC is partnering with Park University and downtown business owners to help develop an entrepreneurial program aimed at helping international students develop local businesses and to foster, mentor and partner students in their local ventures.

Although our partners were not able to make financial contributions to the project, they have unanimously committed to help fund implementation projects once the plan is adopted.

See also response to number 17 above.