

THIRD & GRAND

Multimodal Transportation Plan

Public Workshop #2

August 28, 2013

Alternatives

- Study Background and Site Context
- Project Outcomes/Goals
- Process and Schedule
- Public and Stakeholder Feedback
- Base and Optional Program
- Alternative Concepts
- Next Steps
- Open House
 - Alternative Concepts: Examples of how the site could be developed
 - Purpose: Serve as a starting point to discussion
 - Outcome: Identify strongest/weakest aspects of each concept and/or suggested improvements

Partners

- Kansas City Area Transportation Authority (KCATA)
- Mid-America Regional Council (MARC)
- City of Kansas City, Missouri
- Jackson County, Missouri



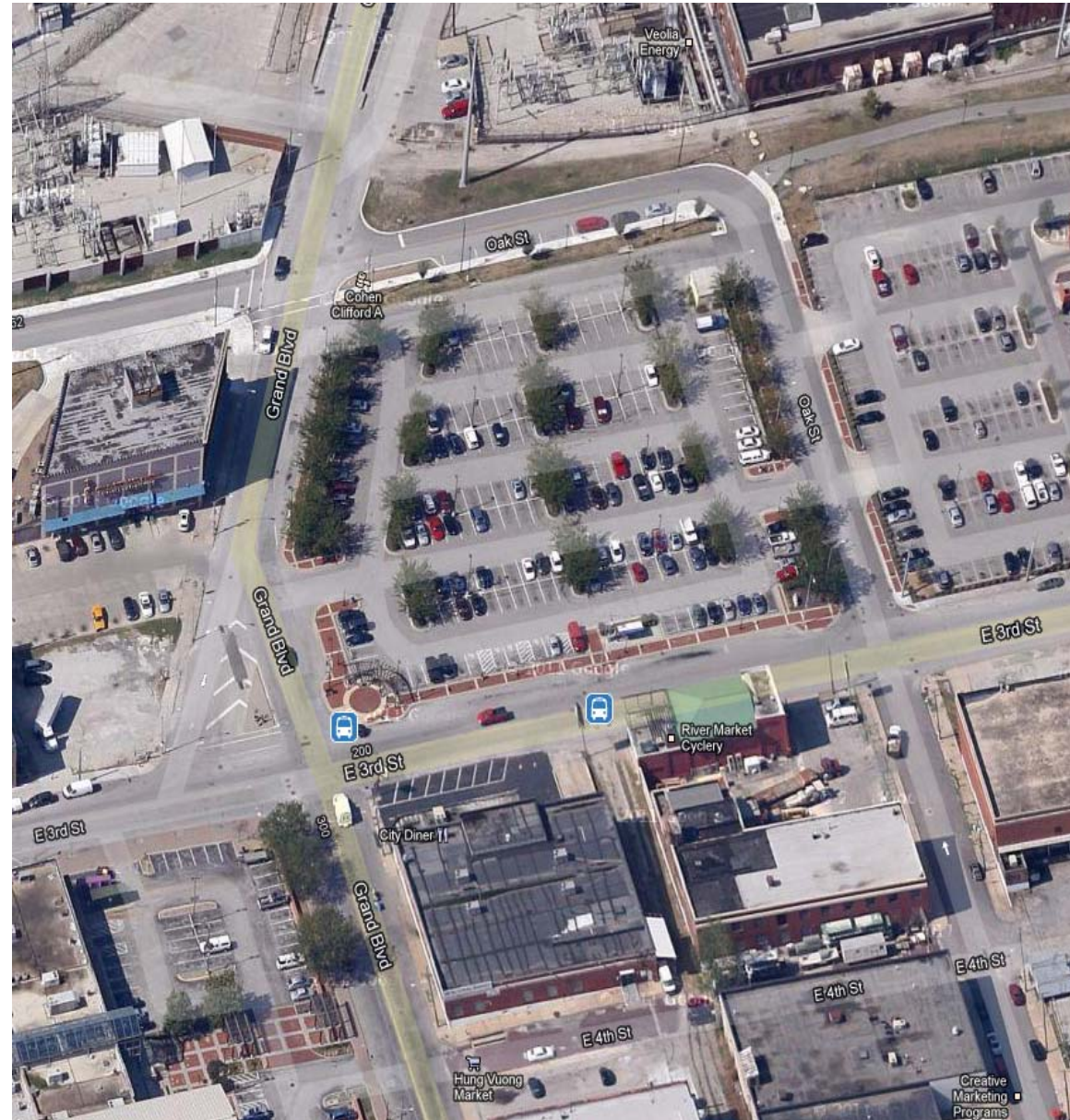
Who is Involved?

Study Background



Site Context

- Size: 1.8 acres
- Serves both local bus transit and MAX bus rapid transit (BRT)
- Megabus stop
- City Market/ Event Parking
- Near Planned Streetcar Stop
- Potential terminus for Commuter Rail



Plan Outcomes – the 3rd & Grand Project will:

- Serve as a **catalyst** for increased high density development that will spur continued economic growth
- Be **integrated** with the surrounding neighborhoods, and provides for greater connectivity with the region
- Improve **connections** and provide greater pedestrian **amenities** that will improve the quality of life in the greater Kansas City downtown area
- Be the **multi-modal** connection point for bus service, streetcar, intercity bus, commuter rail, bicycles, trails, and other modes of transportation while continuing to function as a park and ride facility
- Form a vision for a premier **transit-oriented development** site for the Kansas City Region

Process and Schedule

Process & Schedule: Area Plan for the 3rd & Grand Transportation Hub

Analysis Phase 1



Identify Key Issues

Program Phase 2



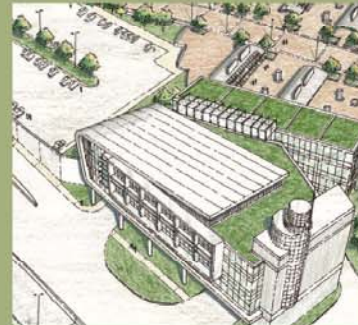
Collect Data

Alternatives Phase 3



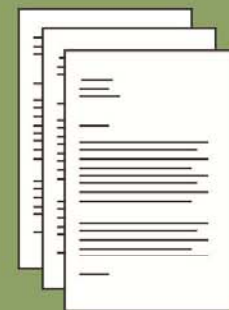
Evaluate Ideas

Concept Phase 4



Draft Solutions

Final Phase 5



Write Final Plan

April

May

June

July

August

September

October

TAC Meeting

TAC Meeting

Stakeholder Meetings

Public Workshop #1

Market Forum

TAC Meeting



Public Workshop #2

TAC Meeting

Stakeholder Meetings

TAC Meeting

Final Public Presentation

• Common Themes

- Desire for upgraded transit amenities (real time arrival signs, covered outdoor waiting, ticket vending, seating, bike storage, green space, public art, etc.)
- Preference for mixed-use development that may include commercial, service and/or residential with community/civic space
- Divergence on parking (either too much or not enough)
- Buildings should be oriented to the street
- Building material should be “green” or sustainable
- Architecture should complement (not necessarily replicate) the neighborhood



- **Conducted interviews of patrons at the site**
 - Tuesday, July 9, morning
 - Thursday, July 11, afternoon
 - Saturday, July 13, weekend
- **Common Themes**
 - Weekdays
 - Parking lot 40-45% full
 - 25 to 30 park and riders
 - Majority of transit patrons originated north of the river with the Government District as primary destination using MAX
 - Weekend
 - Parking lot was 100% full during daytime (when Market is in full operation)
 - Majority of lot users originated from surrounding communities and beyond (tourists) with the City Market as primary destination
 - Parking lot 20-25% full at other times (e.g., evening hours)

- ***Columbus Park Neighborhood Council***
- ***Downtown Neighborhood Association***
- ***River Market Community Association***

- **Common Themes**
 - Active street level uses – retail/service space for local businesses
 - Safety, security - “eyes on the street”
 - Primary concern about parking is related to weekend and special event needs
 - Need better way-finding to destinations and trails
 - Opportunity to incorporate public art
 - Opportunity to create a public space

- **Market Forum**

- Need to consider parking for the Park-and-Ride function
- Should the site have a large parking structure to serve the parking needs of the district, allowing other surface parking lots in the area to infill? The parking structure could provide revenue to improve the site/area
- Make it less isolated - Needs to be well lit, safe, open/inviting
- Retail/Service uses – Don't over do it, Meet needs for quick users, provide them with a place to sit, get clothes dry-cleaned, etc.
- Support local retail - Consider flexible space to meet changing market demand
- Opportunity for Police/CID station

- **Transit**

- Commuter Rail terminus along 2nd & Grand
- Provisions for additional bus/BRT connections
- Provisions for MegaBus stop
- Enhanced transit amenities
 - Covered waiting areas
 - Enhanced Seating and Lighting
 - Real-Time Informational Signage

- **Bicycle/Pedestrian**

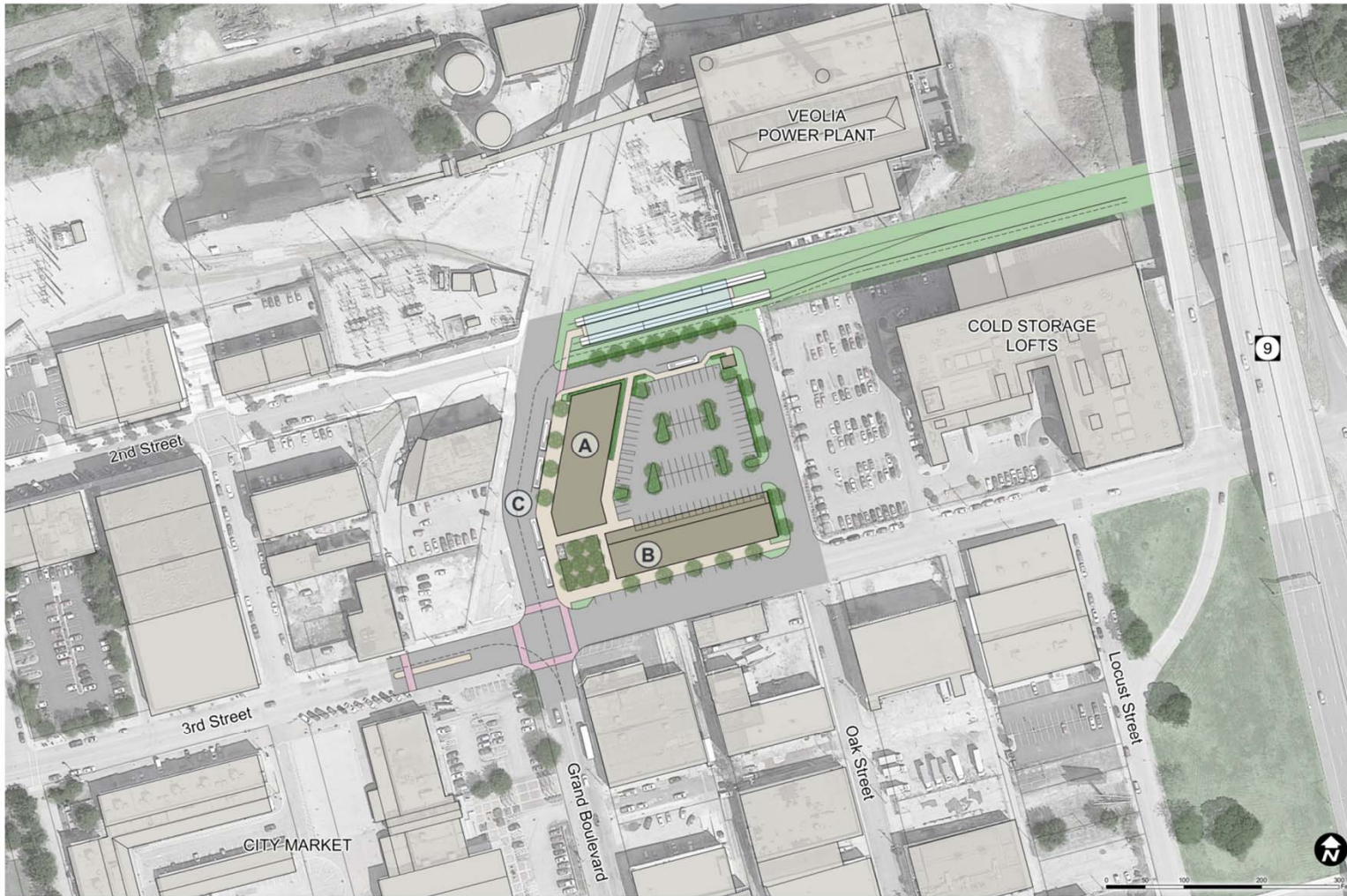
- Enhanced pedestrian connection to streetcar stop
- Trailhead Connections
- Enhanced B-Cycle station

- **Other**

- Enhanced wayfinding/interpretive/historical signage
- Enhanced landscape/greenspace, public art, etc.
- Sustainable solutions

- **Potential Transit-Supportive Uses**
 - Additional paid parking (structured)
 - Active storefronts for aesthetic reasons so site doesn't look like a parking structure
 - Meet needs for quick users:
 - Enhanced seating areas with wifi
 - Dry cleaners, other services
 - Convenient store, etc.
 - Flex office/retail space
 - Incubator space for local businesses
 - Office space for Streetcar Authority, Streetcar Operator, etc.
 - Space for River Market CID/Police Station
 - Residential (although being provided by private market, would also require additional parking)

Concept 1



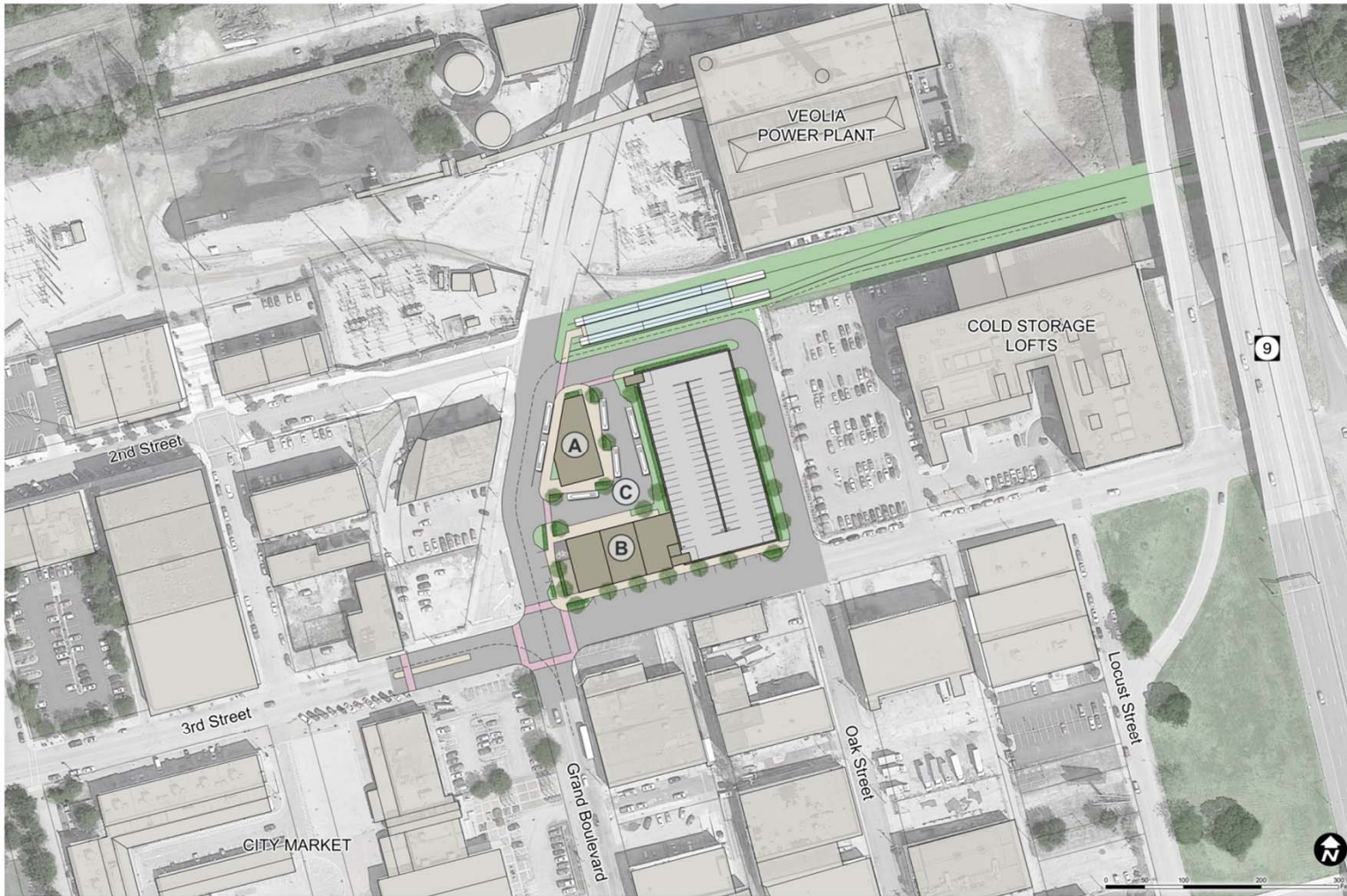
Design Characteristics:

- Minimum surface parking to only support the park-and-ride and on-site development; no City Market or district parking provided.
- Ground floor transit-specific uses along Grand Blvd.
- Ground floor retail/commercial uses along 3rd Street.
- On-street bus loading facilities along Grand Blvd.
- Open space opportunity at the 3rd/Grand intersection.

Program Components

- A. Mixed-Use Building (three stories)
- B. Mixed-Use Building (three stories)
- C. Park-and-Ride (4 bus bays)
- Surface Parking

Concept 2



Design Characteristics:

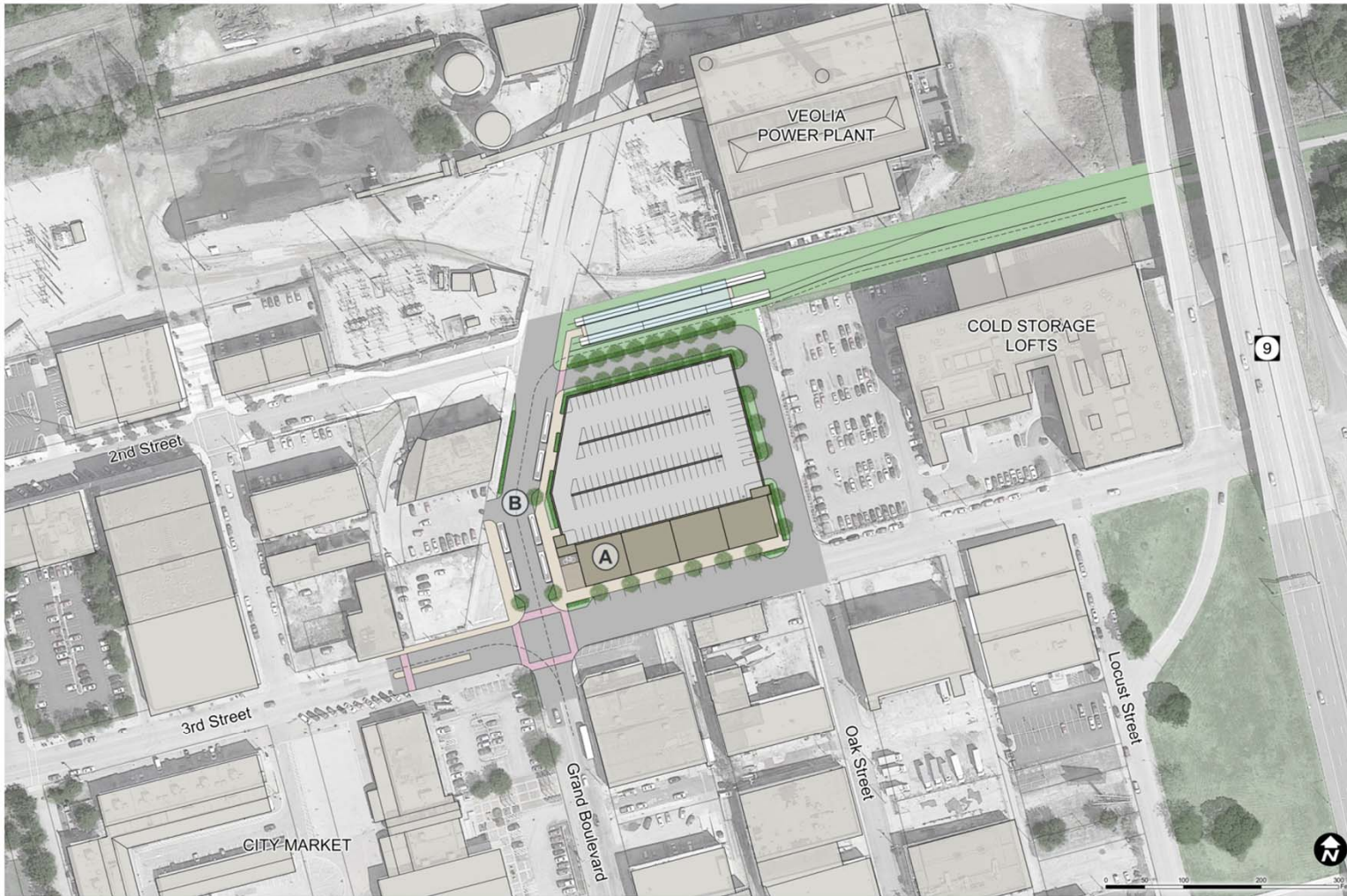
- Structured parking to support the park-and-ride, on-site development, and existing district parking; no additional district parking over existing quantity provided.
- Bus loading surrounding a transit-specific building along Grand Blvd.
- Ground floor retail/commercial uses along 3rd Street.

Program Components

- A. Transit Building (one story)
- B. Mixed-Use Building (three stories)
- C. Park-and-Ride (5 bus bays)

On-Street Parking
Structured Parking (three levels)

Concept 3



Design Characteristics:

- District-focus structured parking to support the park-and-ride, on-site development, existing district parking, and future redevelopment.
- On-street bus loading facilities on both sides of Grand Blvd., benefiting from new 3rd/Grand intersection geometry.
- Increased development density and ground floor retail/commercial uses along 3rd Street.

Program Components

- A. Mixed-Use Building (six stories)
- B. Park-and-Ride (6 bus bays)
- On-Street Parking
- Structured Parking (three levels)

- **Draft Development Plan**
 - Draft Conceptual Site Plan
- **Draft Development Plan Presentation**
 - Feedback on Draft Development Plan (Late October)
- **Final Development Plan**
 - Required Program Elements
 - Bicycle/Pedestrian Accommodations
 - Transit Operations
 - Streetcar
 - MAX/Bus
 - Commuter Rail
 - Conceptual Site Plan Options
 - Conceptual Building Plan Options
 - Illustrative (3D) Rendering
 - Implementation Strategy