



Kansas City

Kansas City Streetcar Main Street Extension

**PARKING SOLUTIONS TO SUPPORT
STREETCAR TOD**

SEPTEMBER 14-16 2022

2022 Annual District Council Sponsors



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Gold Level



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Event Sponsor



Thank you

- Trent Dansel, Olsson, ULI Kansas City TAP Co-Chair
- Katherine Carttar, Director of Economic Development at Unified Government Of Kansas City, Kansas and Wyandotte County, TAP Co-Chair
- Kevin Pinkowski, BHC, TAP Co-Chair
- Joe Perry, Port KC, ULI Kansas City Chair
- Samantha Moores, ULI Kansas City

Thank you





ULI'S MISSION

The mission of the ULI is to shape the future of the built environment for transformative impact in communities worldwide.



CITY OF
KANSAS CITY,
MISSOURI

RideKC



RideKC
STREETCAR

Streetcar Extension Study



Kansas City

Reflects 30% Design *Some elements subject to change

Questions for the Panel

1. How can we finance new, shared parking solutions, both for construction and operations?
2. How can new shared, district parking solutions be used to benefit multiple users – residents, transit riders, shoppers, church goers, etc.?
3. How can we encourage property owners to participate in a shared, district parking plan? That is especially true for those that own enough land to build structured parking.



Eric Haggett
Walker
Consultants

Chris Frantze
Stinson

Jon Copaken
Copaken Brooks
Panel Co-Chair

Michael Collins
Grayson Capital
Partners

Bill Dietrich
Downtown KC

Lynn Carlton
Burns & McDonnell

Sara Clark
TranSystems

Craig Scranton
BNIM

Chad Snyder
Walter P Moore

Jaime Snyder
Walter P Moore

Leah FitzGerald
CBRE
Panel Co-Chair

Natalya Steinke
MW Builders

Diane Binckley
City of KCMO -
Planning Dept

Brittney Swartz
Burns & McDonnell

TAP Process

- District tour
- Sponsor briefing
- Stakeholder interviews
- Panel deliberations
- Recommendations



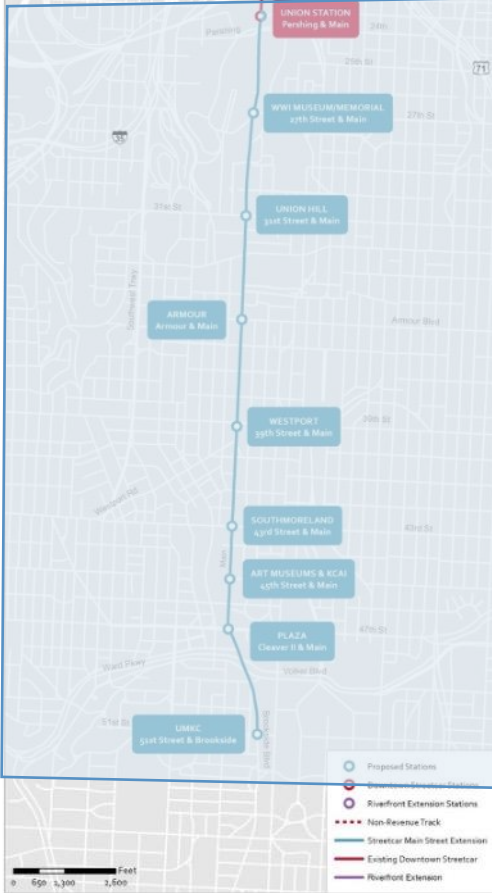
Stakeholder Meetings

- Elected Leadership
- City Professional Staff
- Business Owners
- Property Owners
- Developers
- Community Organizations
- Faith and School Leaders
- Neighborhood Representatives



Insights from Stakeholder Interviews – what we heard

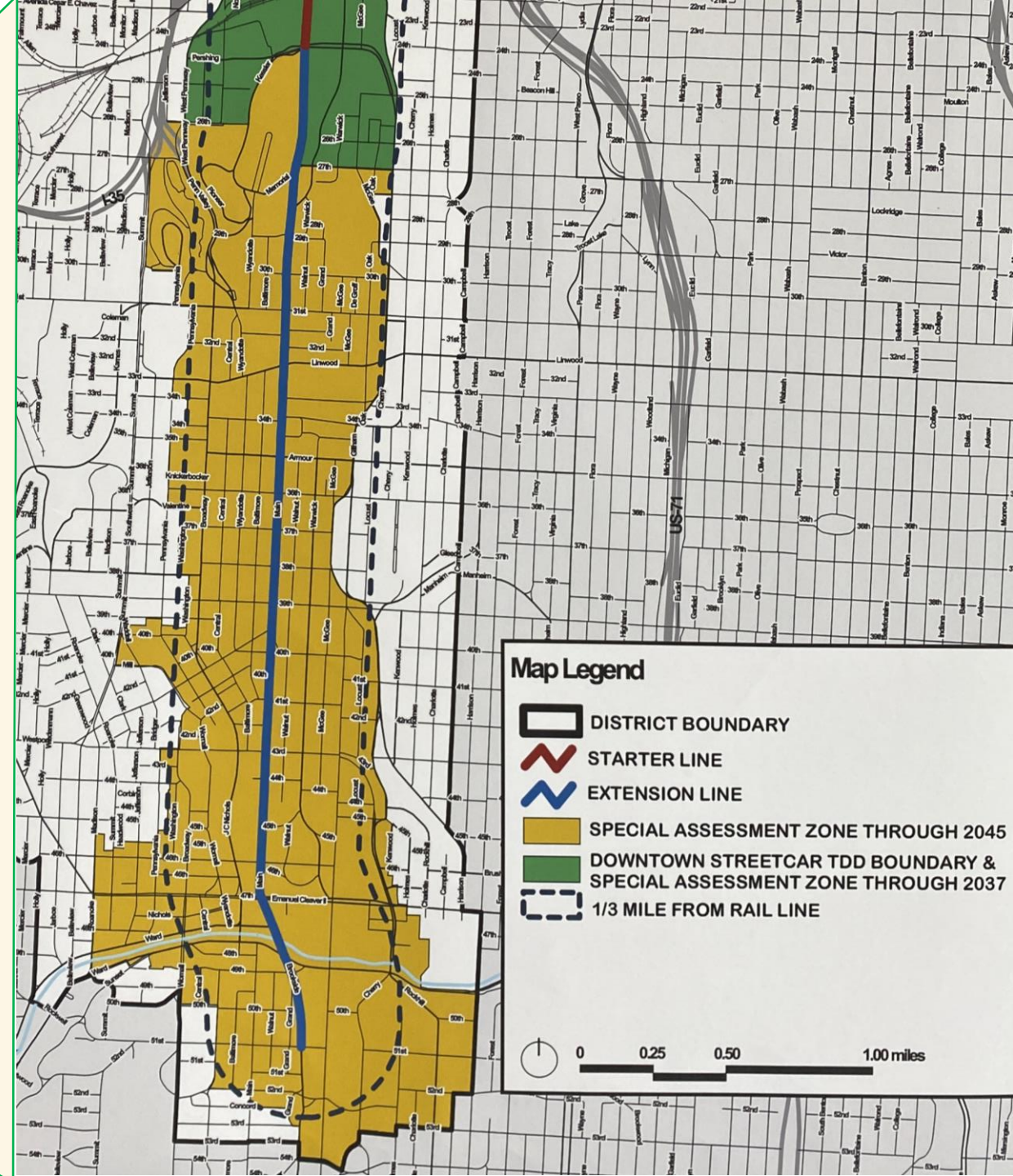
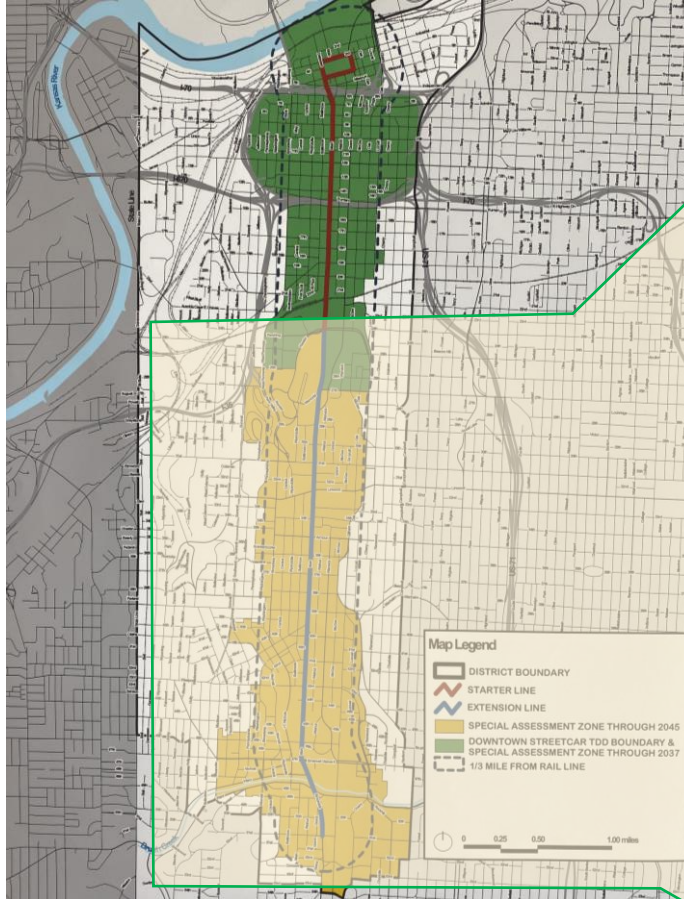
- Good opportunity to be proactive in planning parking
- Great transit district but people are still driving
- Perceived scarcity of parking / Parking is in balance today but not for long
- Adding foot traffic/vibrancy to street
- Neighborhoods don't want overflow
- Park-n-Ride – support and opposition
- Some informal shared parking already in place
- Need to define operations/management of a formal shared op
- Security is a concern today
- There may be lots/garages in place that could be leveraged/partnered
- Maximize parking throughout day/night
- Placement within 2 blocks of Main
- Need consistency, clarity of options
- Changing behavior requires communication, education
- “Shared parking needs to happen”



-  **Proposed Stations**
-  **Downtown Streetcar Stations**
-  **Riverfront Extension Stations**
-  **Non-Revenue Track**
-  **Streetcar Main Street Extension**
-  **Existing Downtown Streetcar**
-  **Riverfront Extension**



Main Street TDD



Policy Recommendations & Funding



Kansas City

Policy

- Add small percentage of parking at new multi-family for public use
- Public parking would be managed by an entity on behalf of the City or a benefits district
- Implement a maximum parking ratio of 1 space/unit for all new multi-family development in transit nodes and transition zones
- Investigate ordinance limitations for parking requirements and address as necessary



Funding/Financing Options – Federal & State

- Federal Transit Administration Joint or Shared Use Development Agreement – provides assistance to develop, improve, maintain, and operate a public transportation project and co-locate within commercial, residential, and mixed-use development
- Missouri State Infrastructure Bank – provides low-rate, senior debt, up to 100% of costs, longer amortization terms
- Missouri Transportation Corporation – tax-exempt non-profit, plan, construct, reuse, and purchase land properties held by corporations

Funding/Financing Options – Local

- KCATA/Ride KC Development Corporation
 - START program provides first project directed incentives
 - Maximize transit benefit and connectivity
 - Similar advantages to Missouri Transportation Corporation
- Streetcar TDD Incremental Funding – TDD assessments to fund the Streetcar construction were based on existing development; incremental increases in TDD assessments are available revenue to support this plan

Funding/Financing Options – Local, cont.

- City Lump Sum or Annual Funding – City provides funds to pay for shared parking spaces within developments, either on a lump sum basis or through annual funding.
- Parking In Lieu Fees – Developer pays an agreed upon cost/space in lieu of the parking spaces required in the new policy
- Net Parking Revenues – Parking revenue less parking expenses (Net Operating Income) pays for ongoing operation of the parking asset



Development Nodes & Operations



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Environmental Scan

- TDD
- Overlay district
- City ordinances
- Existing conditions

2. ZONE DESCRIPTIONS



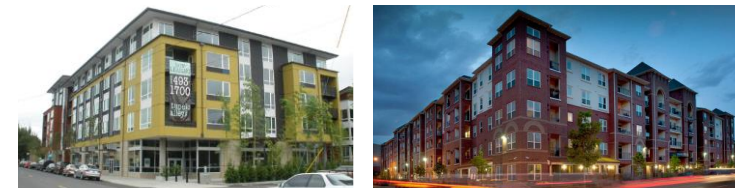
A. NEIGHBORHOOD MAIN STREET

Neighborhood Main Streets provide a diverse critical mass of walkable services for adjacent neighborhoods. These areas anchor residential neighborhood reinvestment and revitalization and restore the vibrant walkable character of the corridor and adjacent neighborhoods.



B. TRANSIT NODES

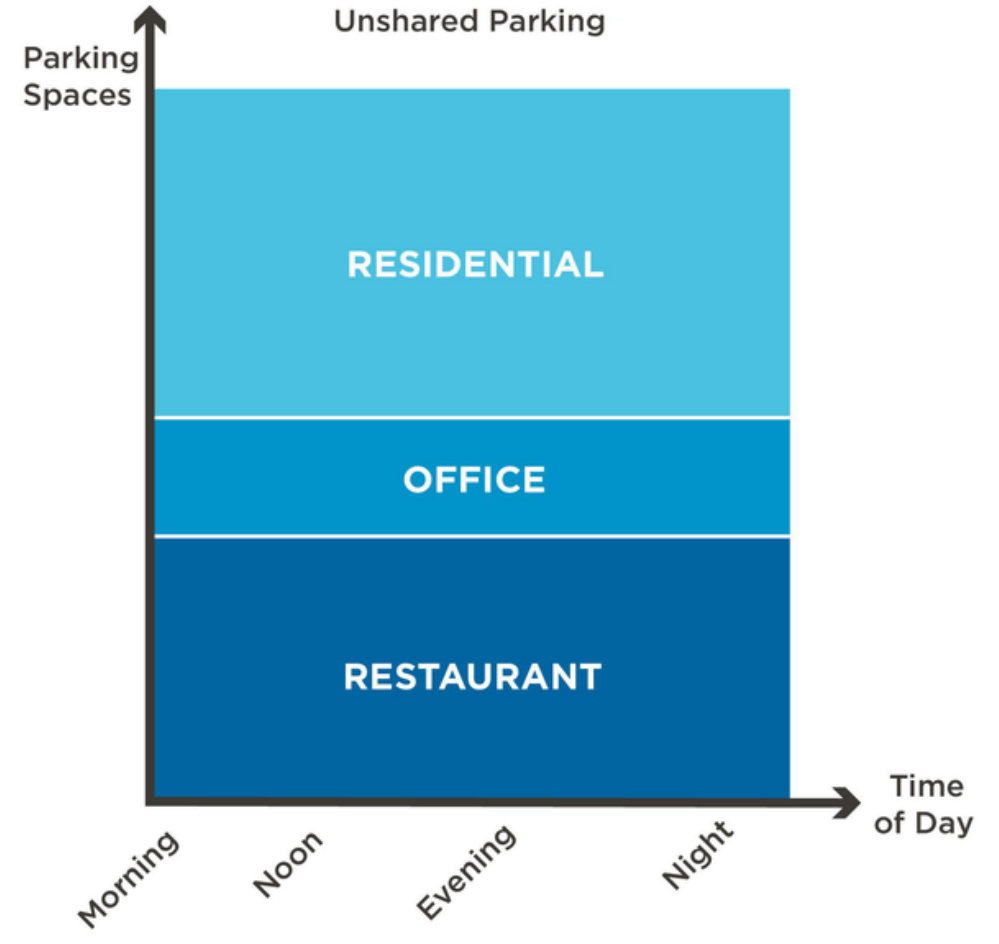
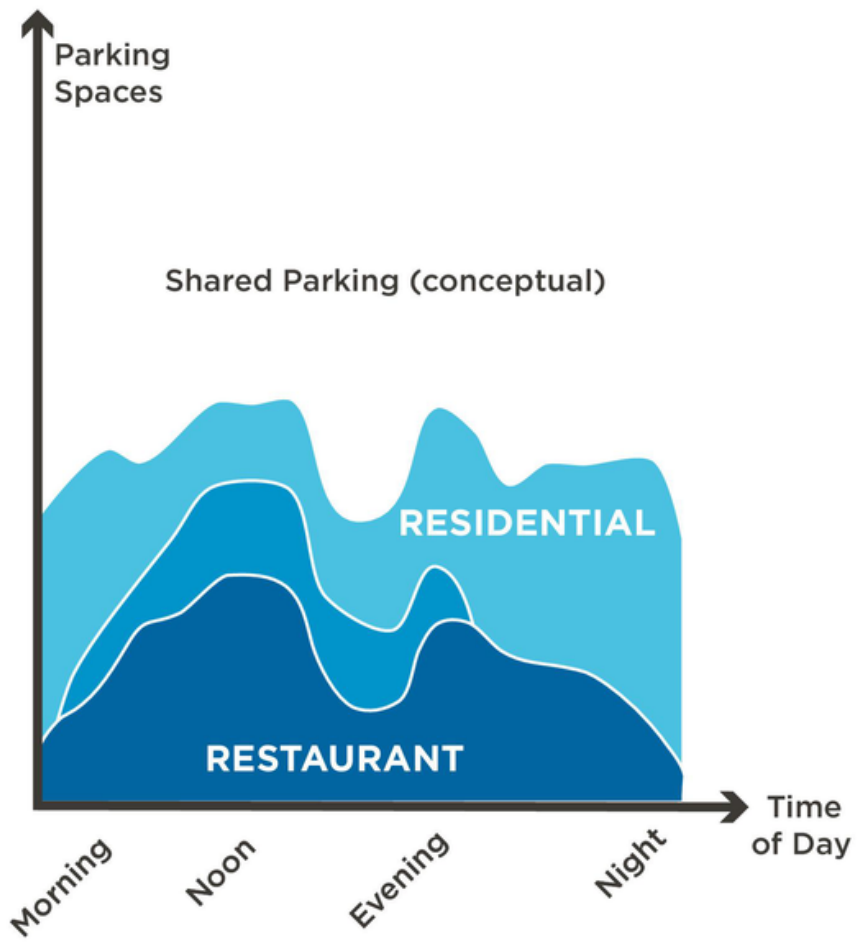
Transit nodes are centered around a rapid transit stop. Transit nodes encourage an appropriate mixture of density and uses around rapid transit stops to increase ridership and support transit investments. These nodes are characterized by compact development that facilitates access between rapid transit stops and nearby residential, commercial, civic, recreational, and institutional uses.



C. TRANSITIONAL ZONES

Transitional zones provide a balanced transition from Transit Nodes to Neighborhood Main Streets.





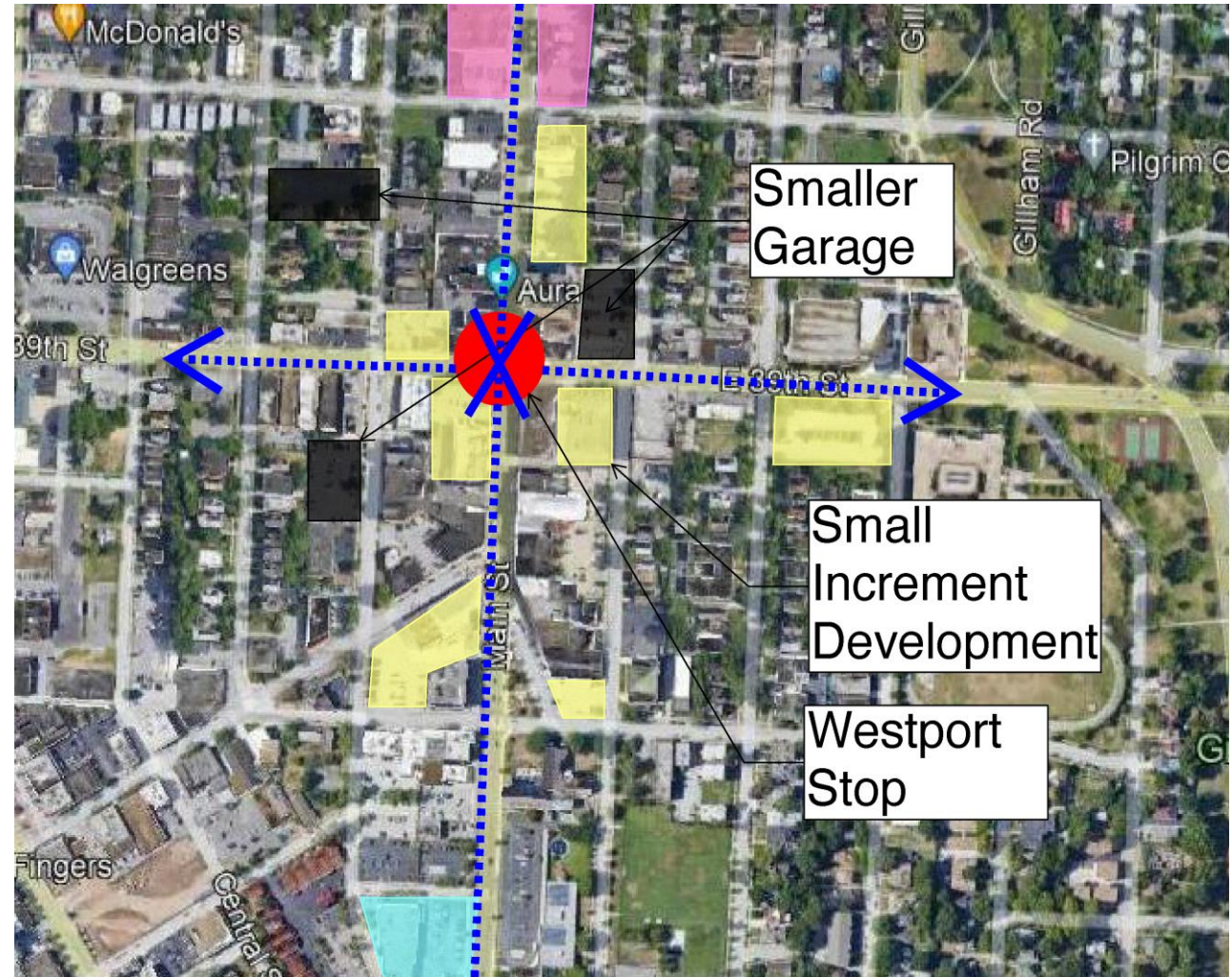
Armour

- Early Phase of development, continuing MAC Properties development underway
- Small to Medium footprint, residential focused developments
- Heavy use of public on-street parking and tenant reserved parking
- Medium potential for future shared parking inventory
- Residential Units: 1,000 – 2,000
- Retail: 35,000 – 50,000 sf
- Parking: 900 – 1,800 spaces



Westport

- Middle Phase of development focused on infill sites
- Small footprint, residential or commercial focused developments
- High existing demand for event or short duration parking; lots restricted to owner use
- High potential for shared use parking in underutilized surface lots
- Residential Units: 800 – 1,500
- Retail: 35,000 – 50,000 sf
- Parking: 900 – 1,400 spaces

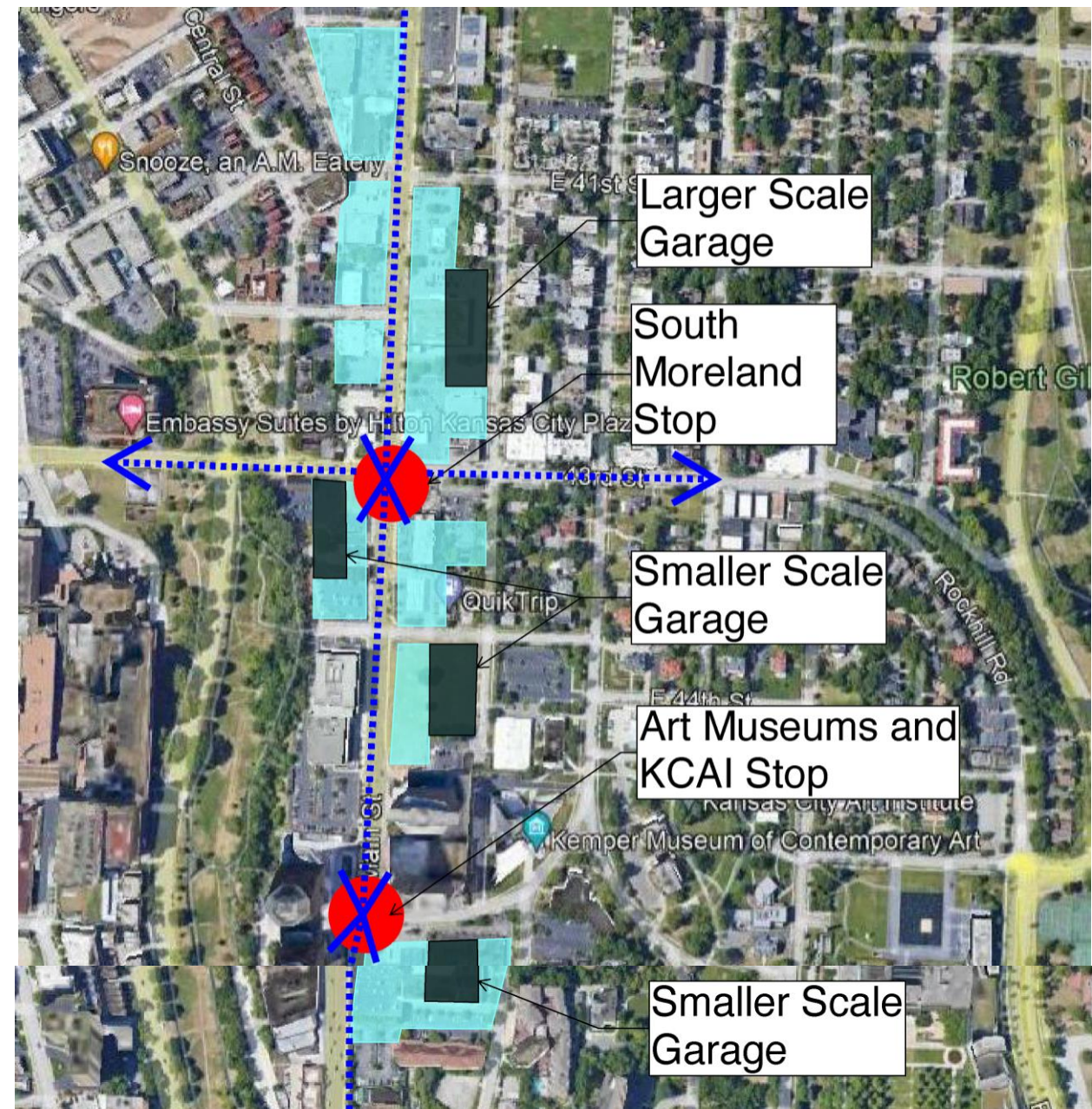


Southmoreland

- Later Phase of development, market driven
- Large footprint, commercial/office developments
- Existing parking potentially underutilized; restricted to owner use
- High potential for future shared parking inventory
- Residential Units: 1,500 – 2,000
- Retail: 50,000 – 70,000 sf
- Parking: 1,200 – 1,700 spaces

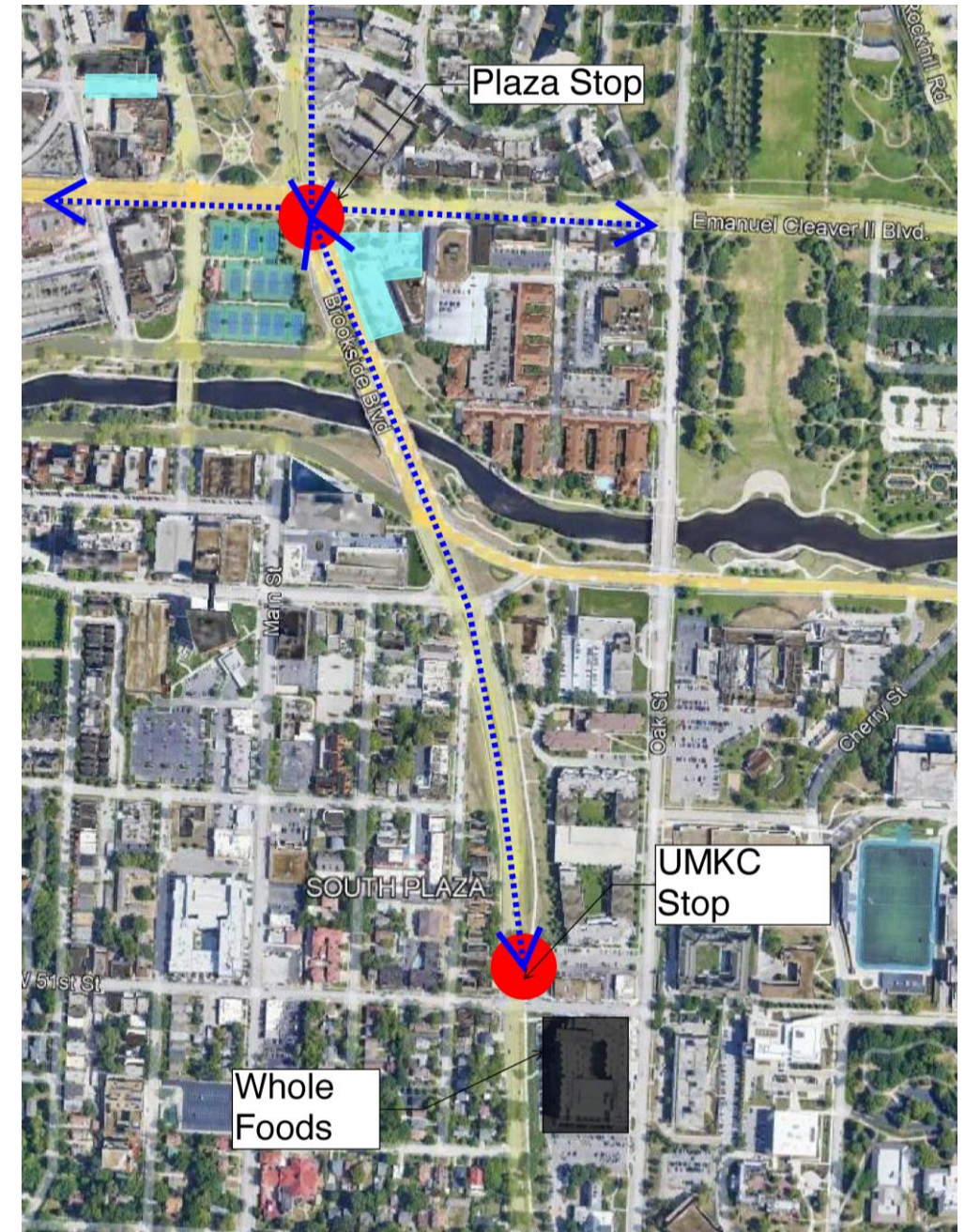
KCAI/Art Museum

- Residential Units: 500 – 800
- Retail: 15,000 – 25,000 sf
- Parking: 400 – 700 spaces



Plaza/UMKC

- Later Phase of development, market driven on remaining parcels
- Small to Medium footprint, mixed-use developments
- Existing parking potentially underutilized; restricted to owner use
- Medium potential for future shared parking inventory, but fewer overall spaces available
- Residential Units: 250 – 350
- Retail: 5,000 – 15,000 sf
- Parking: 200 – 300 spaces



Shared Responsibilities

Midtown KC Now

- Identify shared opportunities with existing parking
- Track existing and new development parking needs
- Work with faith properties to develop shared opportunities
- Valet Parking

City of Kansas City / Streetcar

- Develop a map of parking facilities available for Streetcar riders
- Define high-priority nodes and enact policies to provide the parking needed with development

Management, Technology & Communications



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Wayfinding & Technology

- Define consistent wayfinding and signage program, in-district and along the line
- Identify technology – establish and identify app
 - Must be one uniform solution for entire district parking program (DPP)
 - (Must commit to a long-term partnership with provider for continuity)
 - Merge current multiple apps into a single comprehensive app
- Educate users/parkers on adoption and usage

Establish Media & PR Campaign

- Rollout initial start up campaign (kick-off)
- Recruit / identify celebrity spokesperson
- Gamify use of system (contests, bingo, prizes to drive engagement)
- Utilize multi-media channels, social media, websites, TV, radio, print, etc.
- Create frequent-user program
- Create an "Early-Adopter" program to incent current owners to participate in DPP before Streetcar extension is operational



Next Steps



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Next Steps

- Leverage existing resources first (no new parking today)
- Conduct detailed studies at key nodes (esp. 39th St) to understand demand
- Re-evaluate addition of new parking at onset of major new development
- Determine what percentage of future garages need to be dedicated to public parking
- Explore residential parking program along the streetcar line
- Pursue district signage, wayfinding, technology/app
- Create media and PR campaign

Next Steps – Timeline & Action/Checklist

TIMELINE - STREETCAR SHARED PARKING TAP	NEAR-TERM (2023/24)	STREETCAR OPENING & INITIAL START-UP	BEYOND 2026
Establish <i>District Parking Program</i> (DPP) under Streetcar BOD with additional neighborhood reps	X		
KCMO Parking Division - identify goals and implementation approach	X		
Boundaries (recommend - mirroring TDD)	X		
Inventory of existing assets	X		
Study & evaluate parking needs on an ongoing basis	X	X	X
Establish policies for residential parking impacts and permitting	X		
Establish pricing structure to manage demand	X	X	X
Establish and review policies to address Insurance and liability management	X		
Establish approach for monitoring & enforcement		X	
Develop key performance metrics to define success	X		
Establish parking controls & active parking management including short-term policies to encourage turn-over in appropriate locations		X	X
Negotiate agreements and contracts between property owners and DPP		X	X
Define Facility maintenance program to address ; sweeping, snow removal, repairs etc.		X	
Define consistent wayfinding and signage program, in-district & along line		X	
Accomodate multi-modal transportation options within DPP.		X	
DPP resources dedicated to - Enhancement of pedestrian experience (Utilize funding to make improvements to neighborhood sidewalks, general walkability, landscaping etc.)		X	X
Identify physical equipment required for existing and new garage facilities (gates, management systems, payment kiosks, etc)	X		
Identify Technology - Establish & Identify App. Must be one uniform solution for entire DPP (Must commit to a long-term partnership with provider for continuity) Merge current multiple apps into a single comprehensive app	X		
Require all parking facilities to utilize the same technology/App within the DPP	X		



Q&A

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Technical Assistance Panel



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