

Washington Wheatley Neighborhood

Redevelopment Action Plan



City of Kansas City, Missouri

Housing and Community Development Department

January 2025

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Purpose of the Plan

Neighborhood Revitalization



Washington Wheatley is a long-standing neighborhood in Kansas City, Missouri. It is located just southeast of downtown and has many historic, physical, and social assets. The active and dedicated neighborhood improvement association believes that, despite decades of significant population decline and disinvestment, [Washington Wheatley](#) can serve as a model for smart and sustainable urban restoration.

Recent private and public investments indicate this is an opportune time to accelerate residential redevelopment in the area. The City is currently in the design phase of a significant [Capital Improvement Project](#) within the neighborhood. Another initiative in progress is the [Housing Accelerator](#) pilot program which offers the opportunity to purchase discounted Land Bank lots in the Washington Wheatley neighborhood. This Redevelopment Action Plan is intended to complement these other efforts.

This document was created with direct input from residents of the Washington Wheatley neighborhood in the Fall of 2024. Discussions with neighborhood residents generated a list of Key Concepts that must be addressed to prepare the area for the redevelopment of vacant lots and to increase the quality-of-life for current residents.

This area of the city has been involved with several planning initiatives; however, many of the same issues identified many years ago remain pertinent today. Plans that lack subsequent implementation lead to a sense of distrust between the community and the City. Slow implementation of this plan risks rendering neighborhood data and other development information obsolete, thereby diminishing the plan's relevance and effectiveness. Additionally, delayed implementation can lead to missed opportunities for collaboration between stakeholders, a lack of coordination between catalytic projects, wasted resources, and a loss of momentum. It is vitally important that neighborhood leadership and elected officials collaborate to swiftly implement the recommendations of this plan after adoption.

The background information and other content in this plan came from several resources, including:

- Interviews with local planning professionals who have recently engaged with the neighborhood residents
- Other planning efforts that have taken place in the Washington Wheatley neighborhood
- Public engagement meetings with neighborhood residents
- Interviews with neighborhood leadership



Wheatley Elementary



Montgall Park

Related Plans

Other Planning Resources



At the outset of a planning process, it is crucial to understand the planning efforts and public engagement initiatives in which residents have already invested their time and energy. The process to create this Redevelopment Action Plan began with a comprehensive review of other plans that impact the Washington Wheatley neighborhood. This community has been a part of several important planning initiatives over the years, though the implementation of these plans has often been inconsistent. Whether their scope is citywide or area-specific, these related plans provide valuable context and insights that have, when applicable, been incorporated into this Redevelopment Action Plan.

At the end of this document is a list of recommendations from these other plans that are related to the issues prioritized by Washington Wheatley residents, starting on page 20. Additionally, each Key Concept page is linked to recommendations from the related plans to further highlight how the plans support each other.



The [KC Spirit Playbook](#) is Kansas City's citywide comprehensive plan. It is used by City staff and elected officials to guide policy decision-making that is related to the physical development of the city and its built environment. The multiple policy areas that the Playbook covers include housing, public transportation, parks, public spaces, public health, economic development, and much more.



In addition to the citywide comprehensive plan, Kansas City is divided into 18 smaller planning areas. These Area Plans provide a more focused examination of specific geographic regions of the city, and they provide area-specific recommendations for topics like housing, transportation, and vibrant neighborhoods. The Washington Wheatley neighborhood is part of the [Heart of the City](#) area plan.



KANSAS CITY
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The City's [Five Year Housing Policy](#) outlines the short- and long-term goals to improve housing availability in Kansas City. For example, a primary goal is to increase the city's housing stock regardless of income level.



The [Land Bank Strategic Plan](#) outlines how the City plans to tackle housing and vacant lot issues through the Land Bank program.



Finally, a Neighborhood Plan completed by UMKC students in 2008 provides a very detailed look at the history of the Washington Wheatley neighborhood and the challenges the community has faced. This plan is not adopted policy by the City, but it puts forward many recommendations for community revitalization.

Neighborhood Assessment

History and Assets



Neighborhood History

Washington Wheatley has had a significant role in Kansas City's history. Developed between the 1880s and the 1930s, the neighborhood showcases dominant architectural styles of the era, including brick colonnades, shirtwaist homes, and Craftsman bungalows. It has been home to many notable Black leaders and trailblazers, as well as musicians who contributed to the heyday of Kansas City's Jazz District. However, over the decades, this community has faced challenges stemming from segregation, out-migration and disinvestment.

Since the post-WWII era, the neighborhood has experienced significant population decline, widespread disinvestment, and an increase in vacant land. Suburbanization in the mid-1900s and racist policies such as [redlining](#) prevented Black residents from obtaining mortgages and building generational wealth, profoundly altering the neighborhood's trajectory.

The construction of Interstate 70 in the 1960s further disrupted the community, destroying homes and businesses and creating physical and social barriers between neighborhoods. More recently, the ongoing demolition of residential structures has contributed to the area's numerous vacant lots, many now owned by the [Land Bank](#) or [Homesteading Authority](#).

Despite these challenges, residents are committed to fostering sustainable redevelopment in their neighborhood. Washington Wheatley has several key strengths: an active neighborhood association, historic architectural assets, and a growing number of thriving local businesses. To fully realize this community's potential, the City must address infrastructure and quality-of-life needs of residents while also taking steps to encourage vacant lot redevelopment.



Neighborhood Monument Sign

Existing and Needed Neighborhood Assets

A neighborhood asset is a resource or strength that enhances the quality-of-life of its residents. Despite years of population decline and disinvestment, Washington Wheatley still has many valuable assets, including schools, childcare centers, parks, a nursing home, places of worship, community centers, small businesses, and an active neighborhood association. This area also benefits from a walkable urban street grid system and is bisected by Benton Boulevard, one of Kansas City's iconic boulevards. Residents have identified additional assets needed to improve their quality-of-life and to attract new residents. These include local restaurants, cleaner and safer public transit facilities, more small businesses, and more sources of healthy food and fresh produce.

While Washington Wheatley has the foundational characteristics of a strong neighborhood, revitalization requires coordinated efforts. To enhance existing assets and introduce new ones the City, economic development groups, and the local business community must work together to support and expand small businesses in the area.

Public Engagement

Identifying Key Concepts



The planning process for this project occurred from August to December in 2024, starting with a pre-planning phase where City staff engaged with neighborhood leaders, planning professionals, and community organizers to identify key issues and design the public engagement strategy. Staff also reviewed other existing plans that include the Washington Wheatley neighborhood to ensure this plan aligns with prior efforts.

At the first public engagement meeting, residents highlighted several issues impacting their quality-of-life and hindering redevelopment. Issues pertained to infrastructure maintenance, illegal trash dumping, homeless camps, neglected structures, dangerous buildings, speeding cars, unsafe pedestrian crossings, deteriorating alleys, and overgrown vegetation. [EPA brownfield testing](#) on vacant lots in Washington Wheatley was also discussed, as many vacant lots will require remediation due to past industrial activities before residential redevelopment can occur.

After this meeting, City staff began structuring the plan, cataloging resident concerns, and documenting conditions through neighborhood walkthroughs and geotagged photos. The second public meeting in October 2024 included a summary of feedback received so far and a discussion on practical strategies to address identified issues. Based on this additional input, a draft plan was developed with guidance from City staff and subject matter experts. A final public meeting in December 2024 allowed residents to review and provide feedback on the draft plan.

Key Concepts identified through community input are the focus of this plan. For each Key Concept the plan outlines background information, how that issue is impacting the neighborhood, and related recommendations from past planning efforts. Implementation of this plan's recommendations will require collaboration among elected officials, City staff, and neighborhood leaders.



The Seton Center

The Key Concepts this plan covers are:

- Vacant Lots
- Trash Dumping
- Overgrown Vegetation
- Traffic Calming
- Pedestrian Crossings
- Sidewalks
- Alleyways
- Neighborhood Character



Public Engagement Meeting October 2024

Key Concept

Vacant Lots

Jump to WW Recommendations

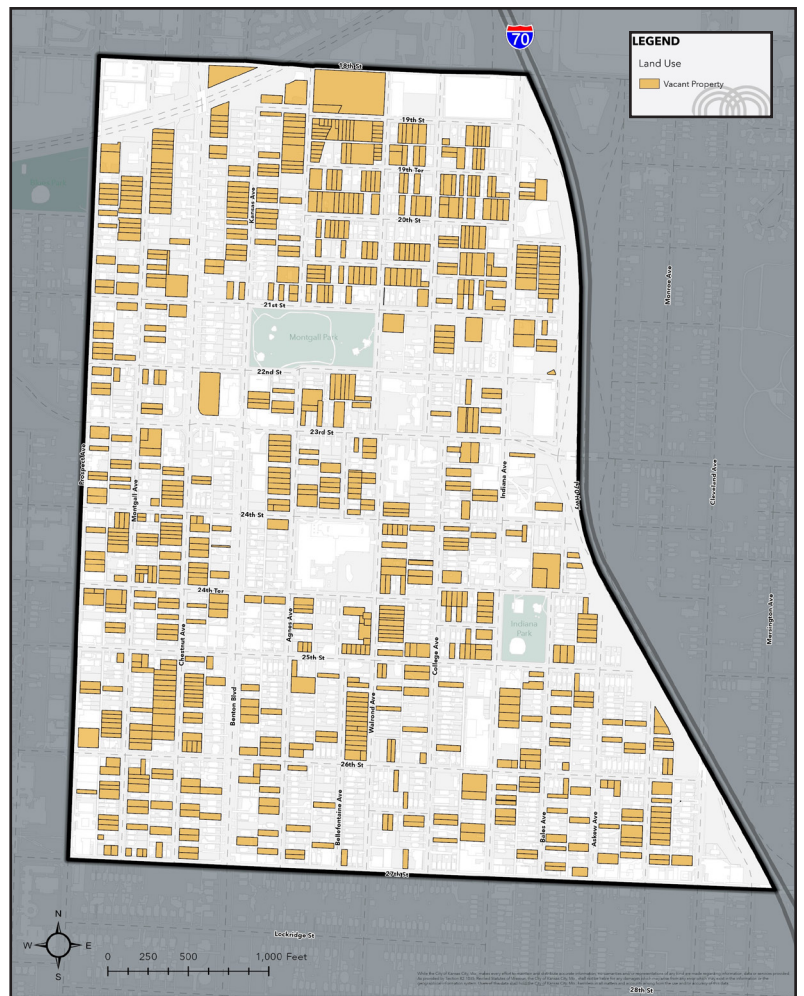


Washington Wheatley has about 800 vacant parcels meant for residential land uses, representing about 40% of all residential lots in the neighborhood. Many of these lots are owned by the [Land Bank of Kansas City](#) which is granted ownership over these lots after they remain unpurchased after going through a foreclosure and auction process with Jackson County. The Land Bank aims to sell these lots and return them to active residential uses, but these lots are often difficult to redevelop. Vacant and abandoned properties can negatively impact the health and safety of a community by lowering property values, reducing tax revenues, encouraging illegal dumping, bringing in pests, increasing overgrown vegetation, and attracting homeless camps.

Redeveloping Land Bank lots is often challenging. Two primary issues are unclear property titles and environmental contamination. A [2024 report](#) from the Promoting Equitable Neighborhoods (PEN) Action Group highlights barriers to urban infill projects and recommends steps that the City can take (such as clearing titles and determining if there is environmental contamination present) before selling Land Bank lots for redevelopment to prevent construction delays.

Environmental contamination is a common issue for property located near former industrial sites. In addition to the risks that contamination poses to human health and safety, it can delay construction timelines and add significant project costs. Due to several former industrial sites near Washington Wheatley, many of the vacant lots in this neighborhood are likely to need some level of remediation to ensure the lots are safe to redevelop for residential uses. In 2024, [EPA Brownfield Phase I testing](#) initiated by the City identified shallow soil contamination in several vacant lots in Washington Wheatley, particularly on the neighborhood's north end. This plan recommends that the City seek additional funding and continue to collaborate with the EPA for testing and remediation efforts (if necessary) on all Land Bank lots that are located near known contamination sources.

To accelerate redevelopment, the City launched the Housing Accelerator pilot program in 2024, which allows developers to purchase specific Land Bank lots in Washington Wheatley for as little as \$1 plus fees. Developers who are selected will rebuild these lots for residential uses. The program aims to eliminate blight, reduce crime and unwanted activity, and increase affordable housing options. This plan recommends evaluating the program after its first cycle to identify improvements to the process. The City and other development stakeholders should continue to explore innovative solutions for returning vacant properties to productive use, addressing both housing shortages and community revitalization.



Vacant Parcels in Washington Wheatley Fall 2024

Click the icons below to see recommendations from related plans that are related to this topic.



Key Concept

Trash Dumping

Jump to WW Recommendations



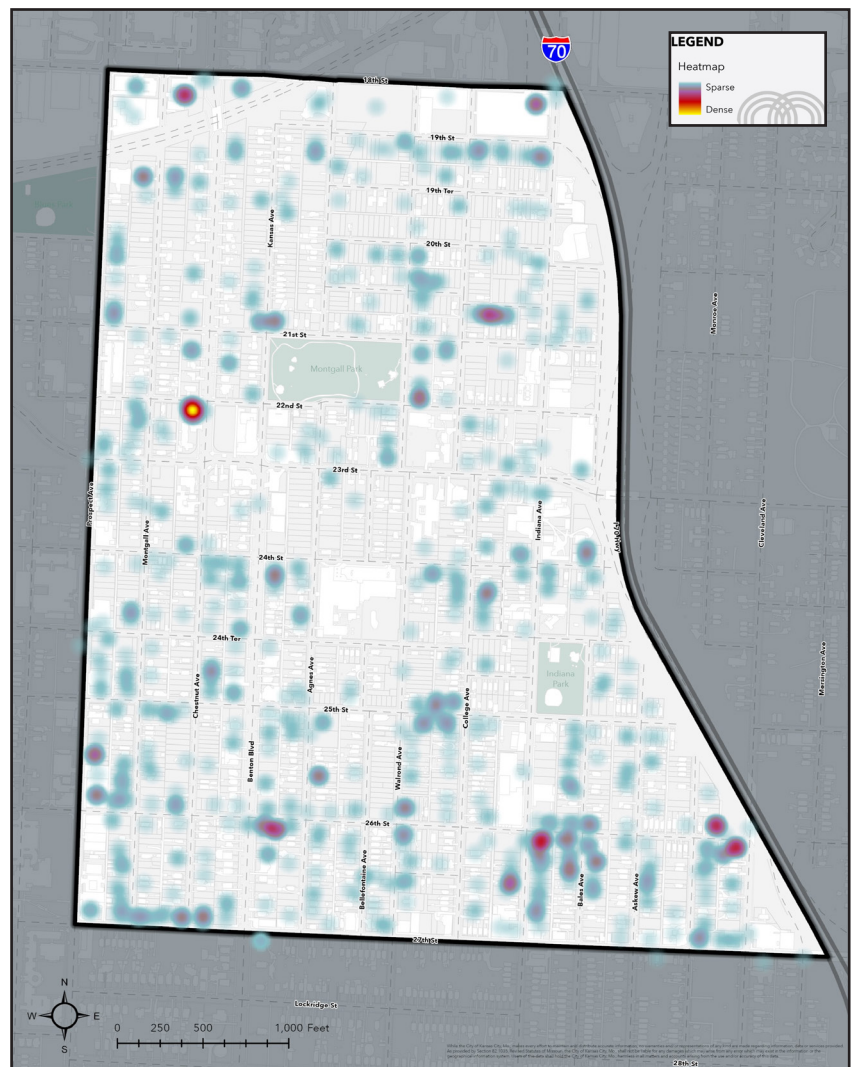
Areas with many vacant lots often experience high rates of [illegal trash dumping](#). Abandoned spaces and overgrown vegetation attract everything from household trash and furniture to tires and hazardous waste. This creates public health and safety hazards, environmental contamination, attracts pests, spreads disease, and generates odors. Additionally, illegal dumping contributes to visual blight, which lowers property values and impacts the community's sense of pride in their neighborhood.

In Washington Wheatley, illegal dumping frequently occurs along the Interstate 70 fenceline, in alleyways, near concentrations of vacant lots, and near where dead-end streets meet the railroad. This plan recommends the City take several steps to address dumping hot spots in Washington Wheatley. These efforts should begin with measures adopted by the City Council in 2024 to address the proliferation of trash dumping citywide. These measures focus on faster responses to [311](#) reports, enhanced monitoring of problem areas, and clearing overgrown vegetation to improve visibility and deter dumping.

A list of the most reported trash dumping locations shown in this map can be found in the Appendix. Click the icons below to see recommendations from related plans that are related to this topic.



Trash Dumped in Washington Wheatley



Illegal Trash Dumping Reports 2022-Fall 2024



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Key Concept

Overgrown Vegetation

Jump to WW Recommendations



Maintaining undeveloped properties and clearing overgrown vegetation are essential for neighborhood upkeep, public safety, and deterring pests like mosquitoes and rodents. Keeping these areas clear makes parcels more attractive to developers and reduces redevelopment costs. It also helps to address other neighborhood issues like illegal trash dumping and homeless camps in low-visibility areas.

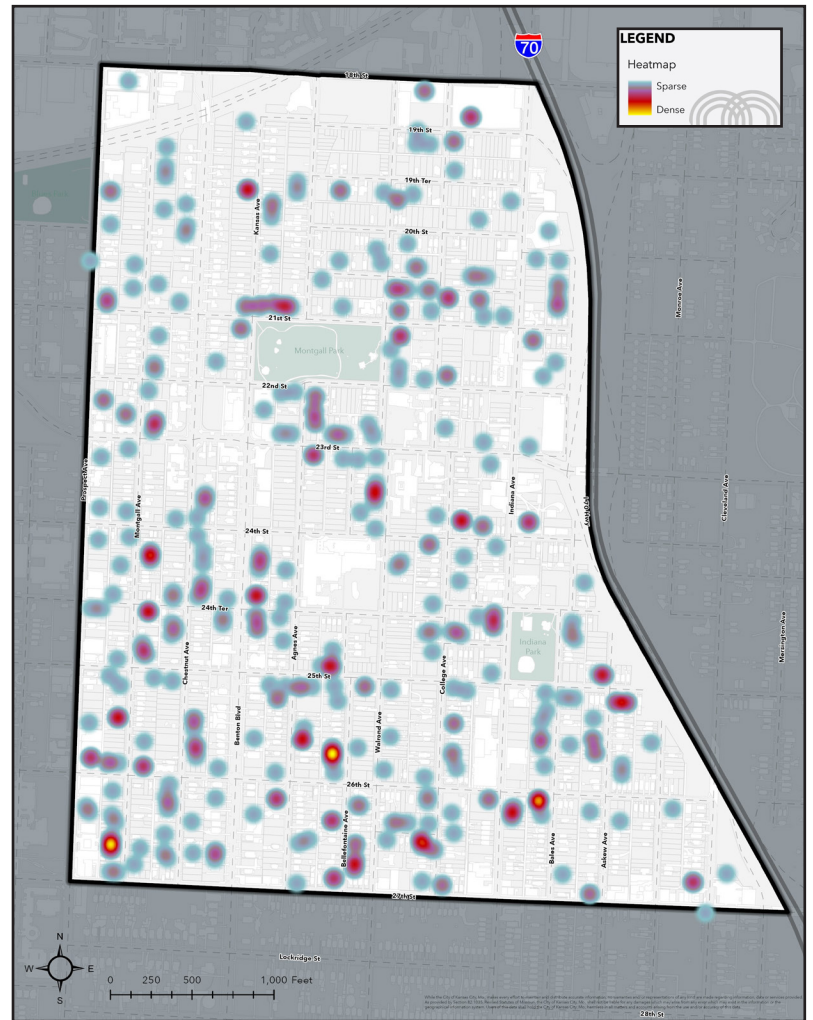
Washington Wheatley residents identified overgrown vegetation and downed trees as significant concerns. This plan recommends that the City prioritize maintaining publicly owned properties, particularly Land Bank lots, to prepare them for sale and redevelopment. The City should explore additional funding if necessary to [keep lots maintained](#). Sidewalks and alleyways should also be kept clear of overgrown vegetation to enhance accessibility and safety.

The map of 311 reports for overgrown vegetation and downed trees highlights problem areas in the neighborhood. This plan recommends that the City review its processes for identifying and citing unmaintained property to improve enforcement and deterrence. For private property owners with low incomes or disabilities, the City should consider establishing a program to connect them with reduced-cost removal services.

Click the icons below to see recommendations from related plans that are related to this topic.



Overgrown Vegetation Fall 2024



Overgrown Vegetation Reports 2022-Fall 2024



Key Concept

Traffic Calming

Jump to WW Recommendations

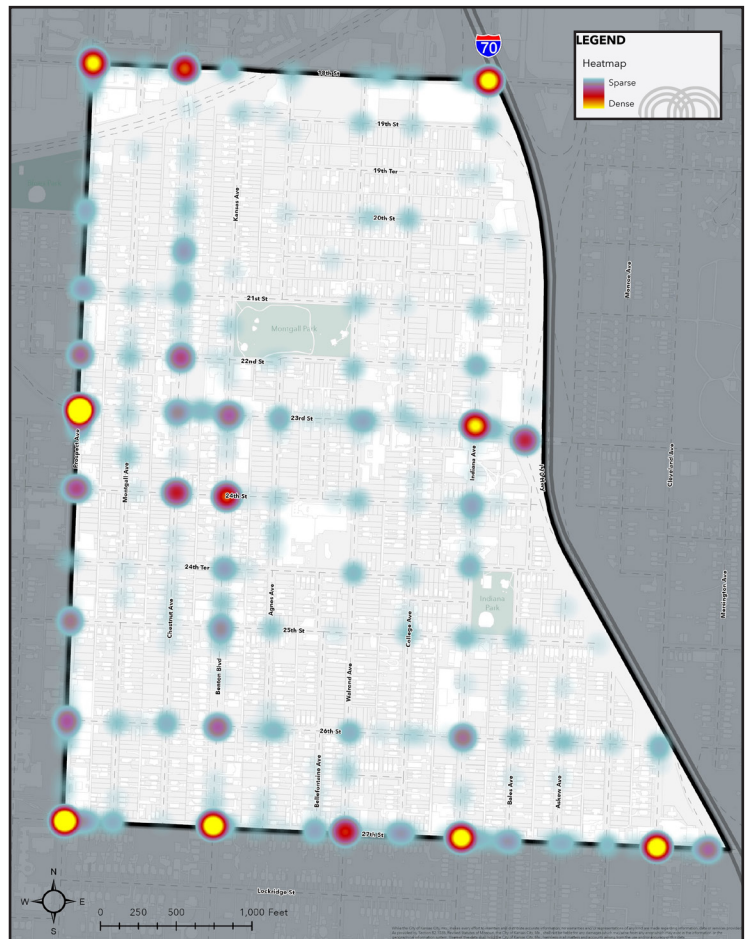


Traffic calming measures reduce vehicle speeds and improves roadway safety, resulting in fewer severe and fatal accidents. Examples include clearly visible traffic signage, speed humps, curb extensions, raised crosswalks, and traffic circles. The choice of method depends on the street type, severity of the issue, and implementation feasibility. Some measures, such as improving signage visibility, are quick to enact, while others, such as traffic circles, require extensive design and construction. To determine the best approach to a particular problem, City staff analyze crash data and pedestrian injury reports aligned with the [City's Vision Zero policy](#).

Traffic calming infrastructure is often included in the city's [Capital Improvement Projects](#). The City is currently in the design phase of a significant Capital Improvement Project on E 23rd St in the heart of Washington Wheatley. One important element of the project is the realignment of E 23rd St where Benton Blvd makes the jog one block west before continuing north. This will improve visibility and safety at two busy intersections and widen sidewalks along E 23rd St, enhancing pedestrian safety.

Washington Wheatley residents identified several streets and intersections as hazardous, citing frequent speeding and disregard for stop signs. This plan recommends additional traffic calming infrastructure be considered at the completion of the E 23rd St redesign project. Converting the intersection at E 23rd St and Benton Blvd/Kansas Ave from a 3-way stop to a 4-way stop should be evaluated after the completion of the E 23rd St capital project. The City should also evaluate other streets identified by residents for traffic calming, with a focus on areas near schools and parks. Ongoing data collection on speeds in school zones that the City is collecting will help determine whether further measures are needed.

A map showing specific locations in the Washington Wheatley neighborhood that are recommended for enhanced pedestrian infrastructure and traffic calming measures can be found in the Appendix. Click the icons below to see recommendations from related plans that are related to this topic.



Unpainted Crosswalks Prospect Ave Fall 2024

MODOT Crash Incident Data 2014-2024



Key Concept

Pedestrian Crossings

Jump to WW
Recommendations



Pedestrian safety is essential to residents' quality-of-life, fostering community interaction and active lifestyles. Enhanced pedestrian crossing infrastructure, such as illuminated signs, is especially critical near schools and parks where children frequently walk. Based on feedback from neighborhood residents and walking audits done by City staff in the Fall of 2024, this plan has identified several key intersections where enhanced pedestrian crossing infrastructure should be explored by the City and prioritized in coordinated PIAC requests.

Seton Center: The [Seton Center](#) is located northwest of the intersection of E 23rd St and Benton Blvd/Kansas Ave. This very wide intersection was identified by residents as a significant safety concern. The 23rd Street Redesign Project will help to mitigate some of these concerns, but the neighborhood would like to see additional measures be taken for the Seton Center. This plan recommends installing pedestrian crossing infrastructure, such as a raised crosswalk, near the Seton Center entrance, at approximately the midway point on Kansas Ave between E 22nd St and E 23rd St.

Phillis Wheatley Elementary School: Located in the heart of the neighborhood, this [elementary school](#) is surrounded by smaller streets that primarily serve residential uses. Most adjacent crosswalks are painted, but the two intersections on Walrond Ave are not painted. This plan recommends that the City ensures all pedestrian crossings adjacent to the school are painted and have ADA compliant ramps. The City should also evaluate the two intersections on Agnes Ave (closest to the school entrance) for lit pedestrian crossing signage.

Wendell Phillips Elementary School: This [elementary school](#) is located on Prospect Ave, which is one of the more dangerous streets in the city. There are painted crosswalks across Prospect Ave on the north and south corners of the school's property at E 24th St and E 24th Ter. These crosswalks should also be evaluated for more enhanced crossing infrastructure, such as illuminated signage, due to their location on a busy arterial street.

KD Academy: Also located on Prospect Ave, this [early childhood education center](#) does not have any painted crosswalks at the adjacent intersections at E 21st St and E 22nd St. Additionally, these crossings should be evaluated for the appropriateness of illuminated pedestrian signage.

KIPP Academy: This [learning center](#) is located on two busy arterial streets: E 18th St and Prospect Ave. While just outside the official Washington Wheatley neighborhood boundaries, there are still pedestrian safety concerns to address. The sidewalk on E 18th St has no grass buffer to create a safer pedestrian space, so this plan recommends that the sidewalk should be relocated so there is a grass buffer between the sidewalk and the street, creating a safer pedestrian realm for students and parents.

Indiana Park: This [park](#) is located on Indiana Ave, which is a busy commercial corridor, and none of the adjacent intersections have painted crosswalks. This plan recommends adding painted crosswalks and ADA ramps to all intersections adjacent to the park and evaluating the appropriateness of illuminated pedestrian signage for crossings on Indiana Ave.

Montgall Park: This is the largest [park](#) in Washington Wheatley and is just northeast of the Seton Center. Currently there are no painted crosswalks at any adjacent intersection. This plan recommends adding painted crosswalks and ADA ramps to all intersections adjacent to the park. Currently only the northwest corner has ADA compliant ramps.

Click the icons below to see recommendations from related plans that are related to this topic.



Key Concept

Sidewalks

Jump to WW Recommendations



The City is currently working through a systematic sidewalk construction and repair process guided by a [Sidewalk Prioritization Plan](#) (adopted by the City Council in 2020) that outlines project priorities and creates a process for identifying the next phase of sidewalk improvements to be implemented. Several factors were considered when creating the Sidewalk Prioritization Plan, including access and connectivity, sidewalk condition, equity, public support, pedestrian demand, and safety. Generally, the Washington Wheatley sidewalk repairs are following the same process as other neighborhoods in the City. When improvements are scheduled for Washington Wheatley, Public Works should also use the recommendations in this plan to establish priorities and consolidate resources.

Many sidewalks in the Washington Wheatley neighborhood are in need of maintenance, particularly those that are adjacent to vacant lots. Neighborhood residents and City staff (through walking audits) have identified specific locations where sidewalk repairs are most needed. These repairs include targeted fixes (e.g., around tree roots), missing sidewalks, and stretches of sidewalk that need general maintenance. In addition to the implementation of the citywide Sidewalk Prioritization Plan, this plan recommends that PIAC requests for the Washington Wheatley neighborhood be coordinated between the City and neighborhood leadership using the citywide sidewalk evaluation as well as the information provided in this plan.

Click the icons below to see recommendations from related plans that are related to this topic.



Sidewalk Maintenance Needs Fall 2024



Sidewalk Maintenance Needs Identified on Walking Audit Fall 2024



Key Concept

Alleyways

Jump to WW
Recommendations



Alleyways are a hallmark of traditional urban street grids, providing rear access to buildings for activities such as deliveries and garbage collection that can congest city streets. They also offer secondary neighborhood connectivity and allow garages and driveways to be located at the rear of properties. Utility providers often run lines through alleys to minimize street disruptions during maintenance.

In Kansas City, alleyways in older neighborhoods primarily provide access to rear garages and utility lines, as most deliveries occur on city streets, and newer developments typically place garages and driveways at the front of the property. Some of the City's alleys have been vacated due to redevelopment, disrepair, or community preference. [Vacating an alley](#) requires a formal request to the City, as alleys are publicly owned and maintained. When an alley is vacated, that land is then divided up and attached to adjacent properties, meaning those property owners then absorb maintenance responsibilities for the land that was previously a public alley. Without regular use and upkeep, these areas can become overgrown, unsafe, and detrimental to neighborhoods.

In Washington Wheatley, some alleyways, especially those near vacant lots, are in poor condition. City [infill development rules](#) currently prohibit street-facing driveways when an improved alley exists unless more than half of nearby lots already have driveways to the street. Depending on the size of a project, a developer may not be able to absorb additional costs to improve the alley if they are required to build rear-facing garages.

The appropriateness of retaining or vacating alleyways is an issue that extends beyond Washington Wheatley. The City should continue to work towards a clear policy on when alleyway vacation is appropriate, if ever. In the short term, this plan recommends that City staff conduct a study to assess the condition of alleys in Washington Wheatley and include this information in marketing materials for Land Bank lots.

Click the icons below to see recommendations from related plans that are related to this topic.



Unimproved Alleyway in Washington Wheatley Fall 2024



Unimproved Alleyway in Washington Wheatley Fall 2024



Key Concept

Neighborhood Character

Jump to WW
Recommendations



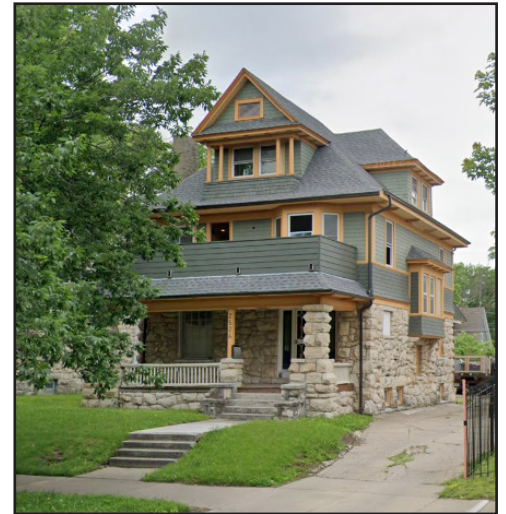
As new development comes to the Washington Wheatley neighborhood, it is important that projects are designed to respect the existing character of this long-standing neighborhood. Residential development in older, urban areas are subject to the City's infill ordinance, which ensures that new buildings blend into the existing neighborhood.

One key strategy to encourage more residential infill development is ensuring developers have a clear understanding of neighborhood residents' expectations for such projects. Starting in Summer 2024, a collaborative effort between design professionals and neighborhood residents has been working to create the "Washington Wheatley Design Guidelines". Once they are set by the neighborhood, providing developers with these guidelines early in the design process will help prevent the introduction of buildings that deviate drastically from the area's traditional aesthetic. This plan recommends that the Washington Wheatley Design Guidelines be referenced by developers as early as possible as they design their projects.

The Washington Wheatley Design Guidelines are being created through a series of public engagement meetings with neighborhood residents and stakeholders. Discussions around this collaborative effort have included:

- Neighborhood specific garage standards
- Assessment of neighborhood's alleys
- No cookie cutter design
- Desire to age in place
- A mix of pricing

Click the icons below to see recommendations from related plans that are related to this topic.

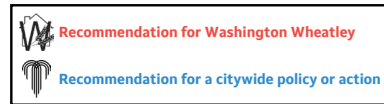


Examples of Desired Neighborhood Character









Plan Recommendations




Redevelopment Action Items



Vacant Lots

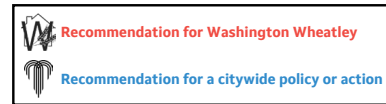
-  **WW1** In Washington Wheatley, the City should enhance efforts to market Land Bank parcels in Washington Wheatley to developers by improving the visibility and appeal of available lots. Listings should also include photos of the lot and helpful resources for developers, such as: information about the neighborhood's character and design guidelines; zoning and entitlement details; allowed land uses and residential density; and a guide to the City's development and permitting process. Additionally, when applicable, listings should provide information on remediation processes for parcels with known or potential contamination.
-  **WW2** The City should consider applying enhanced marketing efforts to all Land Bank lots citywide, based on an evaluation of an enhanced marketing pilot program for Land Bank lots in Washington Wheatley.
-  **WW3** Land Bank staff should collaborate with City Planning staff to identify individual lots and groupings of vacant lots in the Washington Wheatley neighborhood that are most suitable for immediate redevelopment. Specifically for Land Bank-owned lots, these should be highlighted in marketing materials to attract potential developers.
-  **WW4** The City should implement a similar process to identify lots most ready for redevelopment for all Land Bank lots in Kansas City based on an evaluation of the first iteration of the effort for lots in Washington Wheatley.
-  **WW5** Once a lot is acquired by the Land Bank and before it is sold to a developer, the City should use available resources and pursue additional funding opportunities to identify and address the following issues:
 - Brownfield testing (and remediation if necessary)
 - Buried basements and collapsed structures
 - Removing overgrown vegetation and downed trees
-  **WW6** The City should develop a collection of pre-approved building plans for single-family residential structures. These plans should be flexible to accommodate site-specific conditions and customizable to ensure compatibility with neighborhood aesthetics. Additionally, the City should explore the creation of pre-approved plans for multi-unit residential structures including duplexes, triplexes, townhouses, and colonnades.

Trash Dumping



-  **WW7** The City should assess the feasibility and appropriateness of installing surveillance cameras and enhanced lighting in areas that are at high risk for trash dumping in the Washington Wheatley neighborhood. Prioritize dead-end streets and locations with a high concentration of vacant properties.
-  **WW8** The City should prioritize clearing and maintaining vegetation in areas frequently targeted for illegal trash dumping in the Washington Wheatley neighborhood.
-  **WW9** The City should evaluate citywide response times to illegal trash dumping reports, particularly for frequently targeted areas. Determine if additional staffing or funding is needed to appropriately respond and address the issue.

Plan Recommendations



Redevelopment Action Items







Trash Dumping (continued)

-  **WW10** The City should continue to organize and advertise neighborhood cleanup events, focusing on areas where illegal dumping activities happen frequently.
-  **WW11** The City should explore increasing the frequency of large item pickup days and hard-to-recycle events in areas with particularly high incidences of illegal trash dumping.

Overgrown Vegetation

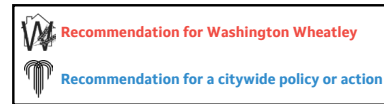
-  **WW12** The City should consider allocating additional funding to ensure that lots owned by the Land Bank, particularly those actively listed for sale, are regularly maintained. Maintenance should include the removal of overgrown vegetation, clearing of downed trees, and other necessary actions to keep the properties presentable and market ready.
-  **WW13** The City should consider establishing a program to assist private property owners in maintaining their lots, particularly in distressed and disinvested residential areas. The program could provide assistance with clearing overgrown vegetation and removing downed trees for property owners facing financial hardship or a physical disability.

Traffic Calming











-  **WW14** The City should evaluate the appropriateness of installing a northbound stop sign at the southwest corner of the intersection of E 23rd St and Benton Blvd (before it becomes Kansas Ave). This intersection is currently a 3-way stop that allows northbound traffic on Benton Blvd to continue either north or west without stopping. Installing a stop sign to make this intersection a four-way stop will slow traffic and reduce incidents.
-  **WW15** The City should evaluate the following streets (named by residents) for the appropriateness of installing traffic calming infrastructure:
 - 23rd St (from Prospect Ave to Indiana Ave)
 - 26th St (from Prospect Ave to Cleveland Ave)
 - 27th St (from Prospect Ave to Cleveland Ave)
 - Benton Blvd (from 23rd to 27th)
 - Benton Blvd (from 18th to 23rd)
-  **WW16** The City should evaluate school zone speeds around the Wendell Phillips and Wheatley Elementary schools. Where appropriate, install traffic calming infrastructure like speed humps or school speed zones on streets adjacent to school property.
-  **WW17** The City should evaluate the appropriateness of installing mid-block speed humps on each of the four surrounding streets around Wheatley Elementary and Indiana Park. This would be a similar layout to Montgall Park, which currently has one speed hump on each adjacent street.

Plan Recommendations



Redevelopment Action Items



Pedestrian Crossings

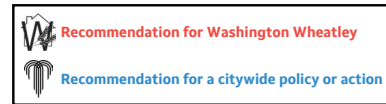
-  **WW18** The City should evaluate the appropriateness of mid-block painted crosswalks and illuminated pedestrian crossing infrastructure near the main entrance to the Seton Center on Kansas Ave, just north of E 23rd St.
-  **WW19** The City should ensure all primary crosswalks adjacent to Wheatley Elementary are painted. Currently, painted crosswalks are not present where Walrond Ave crosses E 24th St and E 24th Ter, but ADA ramps have been installed at these locations.
-  **WW20** The City should evaluate the appropriateness of illuminated pedestrian crossing signage where Agnes Ave intersects E 24th St and E 24th Ter. These intersections are the closest to the entrance to Wheatley Elementary.
-  **WW21** The City should evaluate the appropriateness of illuminated pedestrian crossing signage where Prospect Ave intersects E 24th St and E 24th Ter. These intersections are the closest to the entrance to Wendell Phillips Elementary.
-  **WW22** The City should paint crosswalks and evaluate the appropriateness of illuminated pedestrian crossing signage where Prospect Ave intersects E 21st St and E 22nd St. These intersections are the closest to the entrance to KD Academy. ADA ramps have been installed at these locations.
-  **WW23** The City should evaluate the appropriateness of relocating the sidewalk on the north side of E 18th St (from Prospect Ave to Benton Blvd) so that there is a grass buffer between the sidewalk and the busy street where students of KIPP Academy walk and get picked up.
-  **WW24** The City should paint crosswalks at primary intersections adjacent to Indiana Park. ADA ramps are needed at the intersections of E 24th Ter and Indiana Ave, E 24th Ter and Bales Ave, and E 25th St and Bales Ave.
-  **WW25** The City should evaluate the appropriateness of illuminated pedestrian crossing signage where Indiana Ave intersects with E 24th Ter and E 25th St, which leads to Indiana Park.
-  **WW26** The City should paint crosswalks and add ADA ramps at all intersections adjacent to Montgall Park. ADA ramps are needed at the intersections of E 21st St and Walrond Ave, E 22nd St and Walrond Ave, E 22nd St and Agnes Ave, and E 22nd St and Kansas Ave.
-  **WW27** The City should work with neighborhood leadership should conduct a driving audit in early Summer 2025 to identify where traffic signage is not easily visible.

Sidewalks


-  **WW28** The City should continue to systematically complete sidewalk maintenance needs throughout the Washington Wheatley neighborhood. Sidewalk repairs should be prioritized based on the sidewalk condition and its proximity to schools and parks. Project managers should consolidate construction time, materials, and labor by performing maintenance on continuous blocks at one time or by grouping several smaller repair sections together.
-  **WW29** Neighborhood leadership and PIAC representatives should use the recommendations in this plan to coordinate and prioritize sidewalk maintenance requests for the Washington Wheatley neighborhood.


Plan Recommendations

Redevelopment Action Items



Sidewalks (continued)

 **WW30** The City should evaluate the appropriateness of using innovative materials for smaller, immediate repairs in the Washington Wheatley neighborhood. The City's Public Works department has recently been exploring [alternative materials](#) for sidewalks, instead of standard concrete slabs. One such material is rubberized sidewalks made from recycled rubber and can be used effectively around tree roots. Alternative materials and concrete shaving could help to address smaller, immediate sidewalk maintenance needs to make them ADA compliant until the full sidewalk block can be addressed.

 **WW31** The City should explore creating a citywide policy that outlines sidewalk construction responsibility for infill development. This would provide clear direction to potential developers on what they are financially responsible for in regard to public infrastructure. This policy should take into consideration different types of infill development projects (i.e., single family homes on individual lots and multi-unit residential buildings on multiple lots).

Alleyways

 **WW32** The City should assess all alleyways in Washington Wheatley and gather information that should be used in marketing vacant properties to potential developers. Information to be collected could include:

- Current, on-the-ground conditions of the alley
- Primary material (concrete, brick, gravel, etc.)
- If the alley is largely adjacent to vacant lots
- If the alley is navigable by car
- If the alleyway is still in regular use
- The number of 311 calls regarding unwanted activity in the alley or overgrown vegetation
- What public and private utilities are present in the alley
- If the residents can maintain the vacated land themselves
- Availability of public or other funding sources to improve and keep alleys maintained

Plan Recommendations

Redevelopment Action Items

Neighborhood Character

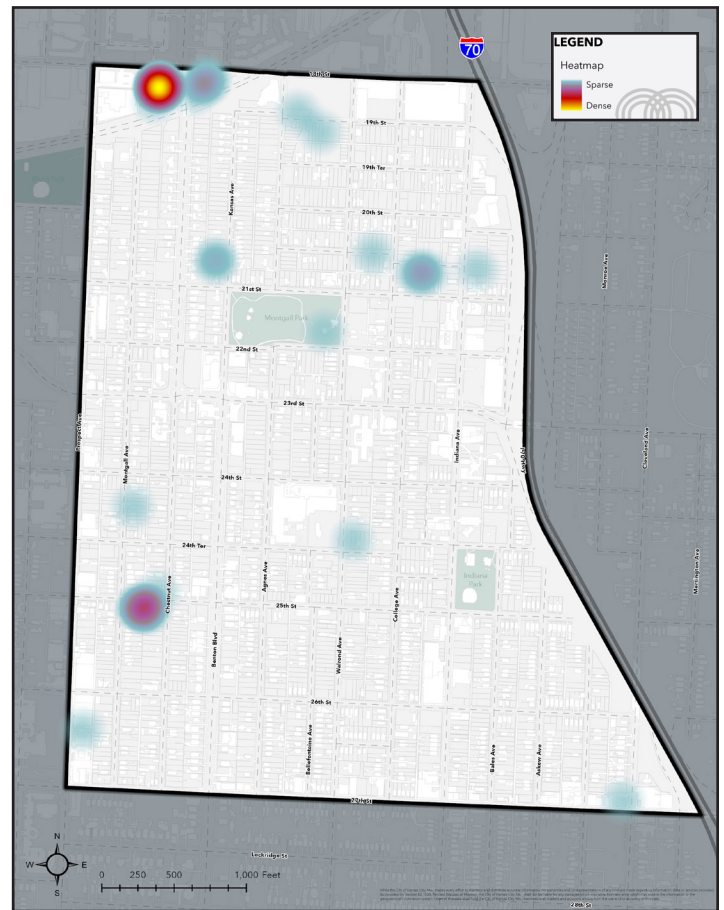
WW33 Projects in the Washington Wheatley neighborhood that lie within the ProspectUS Equitable Transit Oriented Development Strategic Plan should be guided by the recommendations in the ProspectUS Plan. The Plan area within the Washington Wheatley neighborhood is generally bounded by Prospect Ave to the west, E 27th St to the south, Walrond Ave to the east, and E 18th St to the north.

WW34 The City should strongly encourage any proposed development in this neighborhood to adhere to design guidelines as established by the neighborhood association.

Homeless Camps

WW35 The City should continue to work towards addressing chronic homelessness in the City and deter homeless camps from being established on publicly owned property, especially for areas located near residential areas.

WW36 The City should dedicate additional funding and resources to the primary area of concern in the Washington Wheatley neighborhood for homeless camps. This area is around the bridge just south of E 18th St and Benton Blvd.



Homeless Camp Reports 2022-Fall 2024

Land Bank

WW37 The Land Bank should continue to build on recent efforts to improve the land acquisition process. The PEN report contains recommendations that this plan supports, including:

- Identify funding sources to continue clearing the titles of all Land Bank properties, once acquired
- Ensuring that the land acquisition process is efficient, consistent, and transparent process and pricing for property disposition
- Identifying which lots/developers show no visible progress and follow up with owners to determine if work is being completed on schedule



Vacant Housing Accelerator Lot Fall 2024

Business Attraction and Retention

BA-5 Work with the KCMO Land Bank and Homesteading Authority to review and update current processes and eligibility criteria to remove barriers for small scale incremental development.

Community Development and Revitalization

CD-1 Continue to explore new techniques and technologies to improve public outreach and engagement and to improve resident and neighborhood involvement in all decision-making processes. Emphasize outreach to areas, persons, and community groups who are typically less engaged and/or hard to reach by utilizing alternative outreach and engagement strategies.

CD-2 Create and improve mechanisms to allow neighborhoods to share information with each other to communicate with city staff and elected officials. Create and improve mechanisms to allow neighborhoods to learn about city processes legislation, services, and outline data and mapping tools through programs like the city's Community Engagement University.

CD-3 Continue to improve resident access to on-line data and mapping, including zoning, land use, development cases, census data, ownership, permits, city meeting schedules and agendas, code enforcement information, city policies and plans, and other information.

CD-5 Create and promote a comprehensive service directory for neighborhoods that contains all programs provided by the city and other providers that are related to housing and neighborhood improvement. Work with regional partners to provide additional information from counties, MARC, and the State.

CD-6 Encourage volunteer activities for community cleanups, vacant lot upkeep, block watching, etc.

CD-7 Guide neighborhoods through a strategic self-assessment process and incorporate revitalization plans into the relevant area plan. During neighborhood strategic self-assessment process and area plan updates, develop neighborhood strategies to improve and stabilize neighborhoods. The strategic self-assessment process should include the following:

- Identify the neighborhood's needs, strengths, weaknesses, and opportunities
- Identify actions and strategies for the neighborhood, the city, and other partners to address identified needs
- Provide an implementation framework
- Establish metrics for ongoing monitoring and action

CD-13 Identify priority areas to target for revitalization.

- Identify areas that should be targeted for revitalization or redevelopment efforts during area plan processes and develop revitalization plans for these areas
- Target revitalization efforts to places with the greatest need and greatest potential for impact; use a MVA to help identify opportunities for housing development and revitalization

Community Development and Revitalization (continued)

CD-13 (continued)

- Establish redevelopment/revitalization plans for distressed neighborhoods and businesses with 5 and 10 year implementation timelines; plans should emphasize:
 - Strategies to identify, assess, and remediate potential brownfield sites so that they can be more easily redeveloped
 - Strategies for targeting incentives to spur reinvestment in these areas
 - Identify compatible land uses and development guidelines and remedy adjacent land use problems to encourage investment
 - Develop strategies to improve area infrastructure including basic services, aesthetic improvements, and telecommunications and smart city infrastructure

CD-14 Target public improvements (particularly basic infrastructure) and city services to support community development and revitalization efforts.

CD-15 Continue initiatives to inventory, deconstruct, salvage, or rehabilitate the city's baseline dangerous buildings.

CD-16 Provide ongoing monitoring of neighborhood health to ensure problems do not worsen and to measure improvement.

- Regularly update the Market Value Analysis (MVA) and track changes and trends over time in neighborhood conditions and stability
- Perform targeted neighborhood conditions assessments and surveys to determine a neighborhood's health and livability conditions (roof to curb assessments). These can be performed as a deeper-dive assessment in conjunction with the MVA. Resident volunteers can be trained to help with assessments
- Create a dashboard of metrics to monitor neighborhood health, including (but not limited to): census data, Market Value Analysis (MVA), population/households, housing vacancy and status, resident satisfaction surveys, building permit activity, number and value of new projects, crime statistics (trends), and homeownership.

CD-17 Continue to explore improvements to code compliance, housing rehabilitation, and preservation of historic resources. Emphasize collaboration, community engagement, and problem solving in code compliance. Explore a proactive and systemic approach to code compliance in areas targeted for revitalization, including areas targeted in the Five-Year Consolidated Plan.

CD-18 Make home repair and renovation information and resources readily available, particularly in areas where code compliance issues are prominent.

 **CD-20** Increase opportunities for neighborhood cleanups. Engage with community leaders and use 311 and other data sources to identify major illegal dumping sites and strategies to deter dumping.

CD-21 Continue to explore legislation and other incentives to provide the city and local neighborhoods with more say in the future of vacant properties.

Community Development and Revitalization (continued)

 **CD-22** Create and adopt a comprehensive vacant lot strategy for the city and identify specific target areas and strategies during area plan updates.

- Conduct an assessment of vacant lots to determine suitability for infill development or other uses
- Encourage and support infill development on appropriate vacant lots that use existing infrastructure
- Explore and encourage alternative uses for undeveloped vacant lots

CD-23 Continue to secure and utilize brownfield rehabilitation resources to address suspected contamination, support renovation of existing and historic structures, and prepare sites intended for new investment and reuse.

CD-24 Educate neighborhood leaders, non-profits, and other stakeholders about available brownfield funding and opportunities from the EPA and the City.

CD-25 Develop a process to ensure that the city, area stakeholders, and developers address brownfields questions and discussion early in the revitalization planning process as the time needed for investigation, cleanup, and securing grants can be quite lengthy.

CD-27 Utilize brownfield resources and tools to support neighborhood and community revitalization. Brownfields should be integrated into many community development efforts.

Complete Communities

CC-1 Address communities with critical gaps in a citywide plan independent of the area plan update process. In these areas identify travel time boundaries and analyze asset gaps within those boundaries through a market analysis, identify strategies to create the density needed to support those assets or other economic development tools to attract missing assets. Determine what walking, biking, and transit improvements are needed to serve the area.

CC-4 Create and implement comprehensive development strategies to attract desired assets to Complete Community Priority Development Areas. These strategies should address all elements needed to attract these establishments and services including funding, marketing, potential partners, and recommended public improvements.


- Once gaps in services are identified, collaborate with economic development and community organizers to form strategies to fill these gaps
- Engage development and business-attraction partners and community organizations to bring needed businesses and services

Connected City

CN-1 Restore the street grid or close gaps in it. Use opportunities to create, improve, and restore street connectivity in conjunction with area planning, new development, and capital projects. When it can't create street connections, the City will pursue alternative connections that pedestrians, bicyclists, or transit users can use.

 **CN-2** Maintain city ownership of streets by discouraging and avoiding street and alley vacations.

CN-6 Improve connections across barriers like railroads, highways, rivers, or other features. Particularly in places with existing connections (for example, highway underpasses or overpasses), ensure that connections are accessible to all modes. Prioritize new or enhanced connections in areas that have been historically disinvested, where barriers have had a disproportionate impact.

 **CN-7** Improve pedestrian crossings on major streets to the level of service recommended in the KC Walkability Plan. Improve these crossings as new development occurs and as street improvements are implemented. Focus on crossings that provide access to transit stops or schools. Prioritize locations identified in area plans and other plans. Neighborhoods should use the walkability assessment tool in the Walkability Plan to identify priority locations and request improvements.

Development Patterns

DP-1 Create strategic development plans for undeveloped and underdeveloped areas within the urbanized area (areas which have infrastructure in place) as well as those areas contiguous to the urbanized area.

- Priority areas for strategic development planning should be identified during area plan updates
- Maximize utilization of existing infrastructure and upgrading/improving existing infrastructure as development occurs
- Complete fiscal/life-cycle cost analysis and other strategies to plan for maintenance and new infrastructure investments
- Emphasis should be on equitable and fiscally and environmentally sustainable development
- Plans should focus on underutilized areas and consider needed capital improvements and costs, funding sources, partners, future land uses, and implementation strategy
- Explore ways to increase implementation of rehabilitation, adaptive reuse, and infill strategies for underutilized developed and underdeveloped properties

DP-10 Enhance the feasibility of infill development, redevelopment, or development proposed as a contiguous or an efficient extension of existing development patterns through direct assistance or development incentives in strategic areas.

DP-11 Continue to “sunset” zoning and development plan approvals if the property remains undeveloped and periodically evaluate the effectiveness of these requirements.

DP-12 Develop and update sustainable infrastructure plans that include a comprehensive asset management strategy with the goal of keeping critical infrastructure assets at good or better condition.

Development Patterns (continued)

DP-14 Allocate the costs of infrastructure extensions to the property owner or developer where development is proposed in a non-contiguous location, is below a defined density, or requires a non-logical extension of infrastructure unless there is a significant public benefit.

DP-15 Regularly review the city's impact feeds, dedication requirements, and fee-in-lieu of dedication requirements to ensure new development is paying its fair share of costs for new infrastructure including trails.

Displacement Mitigation

DM-1 Identify and employ a methodology to measure and track gentrification and displacement risk.

- Identify areas that are currently threatened as well as areas that could potentially be threatened in the future
- Track and monitor changes over time and implement preventive and mitigation measures in at-risk areas

DM-2 Assist with the formation of community coalitions in neighborhoods being impacted, or at risk of being impacted, by displacement due to gentrification to help with community organization, advocacy, access to resources, and to provide direct funding to prevent the displacement of businesses and residents.

DM-3 Employ measures to help minimize and prevent displacement (preferably in advance of displacement problems). Examples of these measures include:

- Programs to provide direct assistance with housing costs, including energy costs
- Home repair assistance
- Property tax relief
- Programs and activities focused on minimizing housing foreclosure
- Programs and actions to minimize evictions and provide tenants opportunities to buy homes
- Measures to increase affordable housing supply
- Support small developers and incremental development
- Zoning and land use regulations that encourage or require smaller scale development, missing middle housing, and affordable housing units

DM-4 Consider the potential displacement of existing residents and businesses as an evaluation factor when reviewing development plans or investment decisions, particularly in areas that have been historically disinvested or distressed or areas that are currently threatened by displacement forces (see DM-1).

- Consider the use of tools like social impact assessments to evaluate development plans and proposals to identify potential issues early in the process

DM-5 Engage and advise community members who may be impacted by changes to the built environment so they will be assured an opportunity to participate in designing their future. Create a program that includes awareness, discussion, and engagement with stakeholders to get feedback on proposed investments and development.

Displacement Mitigation (continued)

DM-6 Enlist the assistance of community partners to implement measures within or near potentially impacted communities. Examples include:

- Promote diverse housing stock
- Review and reform development regulations when necessary to promote housing diversity in a broader range of zoning districts
- Inclusionary zoning practices
- The purchase of properties by non-profit community land trusts who then lease housing to members of gentrifying communities at affordable rates
- Assist tenants in organizing, raising equity, and purchasing buildings threatened by development pressure
- Assistance from community anchors and philanthropic institutions with funding trusts and other community initiatives to combat displacement
- Encourage inclusive financing by encouraging community development financial institutions to provide credit to support local businesses and provide other financial services to impacted communities

Housing Affordability and Diversity

HA-1 Explore partnerships between local government, lenders, and the business community to offer unique financial products including refinancing of existing loans and forgivable loan subsidies to low-income households.

HA-2 Partner with utility providers to adopt inclusive financing to reduce financial barriers of credit score and upfront cost to participation in home renovations to increase energy efficiency for renters and homeowners to reduce monthly utility bills.

HA-3 Preserve existing affordable housing. Strategies include incentivizing rehabilitation of existing housing into affordable housing through workforce housing tax credits and providing low-interest loans for repairs to decrease abandonment and blight.

HA-4 Creation of a rehabilitation loan fund to allow for the acquisition/rehabilitation of vacant or abandoned single-family structures to be re-purposed into improved residences by citizens wanting to become a homeowner. The proposed fund would be jointly funded by the city and a group of local financial institutions and administered by a loan originator/servicer.

HA-7 Create a range of homeownership assistance programs which empower residents to be new homeowners, including homeowner education programs, down payment assistance, expansion of the Housing Choice Voucher Homeownership program, and exploring other innovative ways of funding alternative housing solutions.

HA-8 Coordinate and layer tax incentives with other resources including CDBG funds, home rehabilitation programs, tax credits, and Opportunity Zones, to collectively support the improvement of housing stock in targeted areas.

HA-9 Coordinate and support local utility cost resources to lower utility bills for households in economic development areas, TIF areas, and other areas experiencing distress or disinvestment. Local resources include weatherization assistance through the home repair program, energy rebates through local utilities, and local non-profits with homeowner assistance.

Housing Affordability and Diversity (continued)

HA-11 Explore partnerships between local government, lenders, and the business community to offer unique financial products including Continue to explore opportunities to allow dense housing types, particularly missing middle housing styles, in all areas of the city.

- Use area planning to identify appropriate areas for additional density
- Explore amendments to the development code that increase opportunities for additional density
- Create pre-approved higher density housing types with an expedited review period and identify target areas for their implementation (e.g., transit corridors and employment centers)

HA-12 Review land use regulations for opportunities to remove barriers or add strategies to increase and diversify housing stock.

HA-14 Utilize the area plan update processes to identify and explore opportunities for increased housing density throughout the city, particularly in transit corridors and near employment and activity centers.

HA-15 Explore partnerships and funding mechanisms to encourage adaptive reuse of existing developed and under-developed property (i.e., brownfield redevelopment, infill).

HA-16 Assess all Land Bank- and Homesteading Authority-owned real estate (publicly owned) and develop a plan for re-purposing and redevelopment that is consistent with the goals of this plan and area plans.

Mobility

 **MO-6** Continue to support the Sidewalk Asset Management Plan by increasing investment in sidewalks and ADA curb ramps. Find new funding sources to address the need for new sidewalks (filling critical gaps) and provide additional funds to work on the sidewalk maintenance backlog.

Movement of Goods

MG-8 Consider advancing a regional truck mobility study to understand where truck trips most substantially conflict with non-motorized modes. Identify areas where truck crash clusters and bicycle or pedestrian crash clusters overlap and identify potential improvements to address existing deficiencies.

Public Health

PH-2 Require CPTED (Community Policing through Environmental Design) strategies in new or redevelopment projects. Encourage closer relationships between public safety personnel and neighborhoods to increase a sense of safety.


PH-4 Examine the location of healthy food sources and markets in the city and identify communities that have gaps in access to these services. Work on development tools that are designed to attract new grocery stores to locations in low-income communities. Incentivize grocery store retailers to locate in areas without adequate, healthy, and affordable food access (see Climate Protection and Resiliency Plan for more).

Public Health (continued)

PH-5 Implement the local food goals in the city's Climate Protection and Resiliency Plan, including:

- Reduce zoning and policy barriers to local food production. Review codes, permitting, and policy requirements to encourage and remove barriers to urban agriculture, regenerative agriculture, community gardens, food forests, and soil regeneration
- Transform underutilized urban spaces into food production areas. Transform lawns, vacant lots, rooftops, flood-prone areas, and other underutilized urban spaces into spaces to support food production
- Support the creation and growth of culturally diverse food markets throughout the city

PH-6 Work with local businesses to promote improvements in healthy food options for communities. This should include assistance in business planning and technical support for new businesses in these areas.

 **PH-9** Continue to proactively address health hazards in existing housing units, such as lead and radon abatement programs. Focus housing improvement programs and actions in under-invested areas where unhealthy housing has created poor health outcomes. Continue to work with residents to improve indoor air quality and reduce indoor environmental pollutants such as lead, mold, pests, and radon that can have lifelong impacts on health.

PH-10 Work with communities to access funding and resources to improve energy efficiency in existing housing.

PH-11 Install monitoring stations to gather and track several different environmental variables such as air quality. Work with the Health Department to identify locations.

Public Spaces

PS-6 Prioritize public realm improvements in transit corridors and areas experiencing distress and disinvestment. These improvements and initiatives could include: streetscape enhancements, walkability improvements, programming and activation, amenities, public art, better maintenance of public spaces, and improved safety.

PS-12 Prioritize public art installations in areas experiencing distress and disinvestment and other areas historically excluded from public art efforts.

PS-17 Invest in under-served communities by commissioning artists to transform neglected spaces.

Quality Development

 **QD-1** Incorporate Global Design Guidelines in new development. These guidelines relate to characteristics desired everywhere, regardless of community context, and should be used in the review of development proposals.

QD-2 Update Development Form Guidelines and improve their usage in development review.

- Update development form guidelines to recognize the different contexts within the city (urban, suburban, etc.) Adopt these guidelines as an element of the KC Spirit Playbook.
- Codify the development form guidelines when appropriate

Quality Development

QD-12 Identify the issues and challenges inherent to infill development; develop strategies to minimize or reduce these issues.

- Identify provisions in the development code that unintentionally inhibit infill projects (or require significant exceptions or variances) and explore revisions to better accommodate infill development. Issues to be explored include:
 - Irregular or substandard lot size or configuration
 - Setbacks and density restrictions
 - Improved flexibility
- Ensure that new infill projects do not inhibit or complicate infill development on adjacent lots
 - Encourage developers to look beyond the land they currently have control of for larger development opportunities. At a minimum consider how current infill projects will fit within and connect to broader context/future development
 - Issues to consider include changes to roadways/access, land locking, and transitions
- Make infill development for smaller urban sites and larger suburban tracts more feasible for private developers through land reclamation and utility system improvements

QD-13 Periodically review the City's development and permitting processes. Implement changes needed to make the development and regulatory process efficient and clear and to minimize confusion or delays in the development process.

QD-14 Regularly review the city's impact fee, dedication, and fee-in-lieu of dedication requirements to ensure new development is paying its fair share of costs for new infrastructure including trails.

Vision Zero

 **VZ-2** Update city policies related to safety, including the Traffic Engineering Handbook, the Neighborhood Traffic Calming policy, and the Major Street Plan.

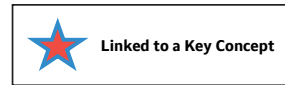
VZ-5 Decrease statutory speed limits on all local streets to 20 mph and collector and arterial streets to 30 mph. Evaluate all streets in the city with posted speed limits over 35 mph and consider reducing posted speed limits on these streets.

VZ-7 Construct high quality bicycle and pedestrian infrastructure throughout the city.

VZ-8 Evaluate the use of automated speed enforcement to reduce speeding on high injury network streets.

Related Plans

Heart of the City Area Plan



Stabilize, Rebuild, and Market Desirable Neighborhoods

★ Pg 15 Preserve and enhance neighborhood character.

- Implement design guidelines, down-zoning, code enforcement, and enhancements to public spaces
- Design new houses to be consistent with the historic urban character of the area

Pg 15 Improve code enforcement.

- Target code enforcement, clean sweeps, and rehab to blocks adjacent to areas targeted for redevelopment and to blocks with chronic and long-standing problems
- Train residents to identify and report code violations
- Continue vacant property registration and expand rental licensing

Pg 15 Improve basic infrastructure and service delivery.

- Create an inventory and assess the condition of infrastructure within each neighborhood
- Utilize community surveys to identify city service priorities and needs
- Direct service delivery and capital improvement funding according to the survey results

★ Pg 16 Reduce trash, illegal dumping, and litter.

- Understand and monitor the scope of the problem; measure and track the litter index for the area
- Identify priority areas that are highly visible, particularly around “areas of strength”
- Expand clean sweeps, trash carts, and other programs

Manage Vacant Lots

Pg 16 Apply both interim and long-term strategies for managing vacant lots.

- Explore urban gardening and opportunities for green stormwater mitigation on vacant lots

Pg 17 Improve vacant lot management and maintenance and implement strategies designed to prevent additional vacant lots.

Pg 17 Adjust the property tax structure.

- Establish a pilot area where land is taxed more than buildings as a disincentive for vacant land

Related Plans

Heart of the City Area Plan



Create a Comprehensive Housing Strategy

★ Pg 18 Create a comprehensive housing strategy based on demand; include an assessment of housing needs and market conditions.

Pg 18 Identify leading public improvements.

Pg 18 Include strategies to address marketing of the area.

Target Redevelopment to Areas of Strength and Finish What We Start

Pg 19 Identify areas of strength with the greatest potential for long-term, sustained success. Areas of strength should ideally exhibit the following characteristics:

- The largest concentrations of private development (residential and commercial)
- Largest increases and/or stability in population, housing units, and jobs
- Area previously identified for targeting of public funds
- Additional factors which may indicate a stronger revitalization potential such as a successful school, strong institutional anchor, etc.

Pg 19 Create “critical mass” and avoid isolating new developments.

- Finish an area before moving to adjacent areas
- Focus on building neighborhoods, not houses
- Stabilize/strengthen surrounding blocks as redevelopment occurs

Pg 19 Proactively layer resources together.

- Lead with targeted public investments to support private investment
- Apply development incentives and tools proactively in areas of strength
- Provide education and assistance to developers on available tools and funding sources and how they can be layered together

Pg 19 Be proactive, holistic, and targeted.

- Clearly communicate the city’s role and interest in working with the developer community to pursue residential projects
- Apply development tools strategically, proactively, and in layers

Related Plans

Heart of the City Area Plan



Promote Density in Key Areas to Support Economic Development and Transportation Goals

Pg 21 Preserve low density areas and prevent encroachment of higher density or non-residential uses.

Pg 21 Maintain traditionally higher “urban” densities throughout the Heart of the City.

Continue to Pursue Stabilization Measures

 **Pg 22** Continue to implement vacant lot and code enforcement strategies, particularly those related to maintenance and prevention.

Track Indicators for Housing and Neighborhood Livability

Pg 22 Track and compare investments in both the rehabilitation of existing housing stock and new infill housing developments as to ensure that there is a balance between the two and to monitor effectiveness.

Pg 22 Develop annual or biannual metrics to track the change in the area’s housing stock, value, housing projects underway, and the need among low/moderate income households.

Maintain Area Infrastructure

Pg 23 Conduct an inventory and assessment of area infrastructure.

Pg 23 Pursue redevelopment/repopulation efforts to increase tax revenues to pay for maintenance programs.

Market Area Neighborhoods

Pg 23 Launch a marketing and branding effort for area neighborhoods.

Provide Sound Education and Lifelong Learning

Pg 36 Promote programs designed to develop life skills of area residents.

- Support financial literacy and homeownership classes
- Proactively apply home buyer/mortgage counseling/education, and post foreclosure counseling/assistance

Related Plans

Heart of the City Area Plan



Promote High Quality, Compatible Development and Prevent Encroachment

Pg 41 Ensure that new development is compatible and harmonious with the character of surrounding neighborhoods.

- Building design, site layout, density, massing, and scale should be compatible with adjacent properties
- Integrate with existing development and the natural environment

Pg 42 Limit commercial expansion into established residential areas along major corridors.

Redevelop Vacant/Underutilized Areas

Pg 43 Implement short and long term strategies to manage undeveloped/vacant areas.

Pg 43 Apply proactive, targeted and layered approaches to redevelop underutilized areas.

Provide adequate infrastructure to support development goals

Pg 47 Coordinate projects with Housing and Economic Development strategies.

- Proactively identify strategic capital improvement projects to support redevelopment goals

Pg 49 Target capital resources together with housing, economic development, and neighborhood resources and incentives.

- Leverage private investment by directing incentives, loans, weatherization funds, etc. to areas where significant capital investments are to be made

Pg 49 Identify opportunities for redevelopment created by large scale capital improvements Improve inadequate infrastructure and maintenance of aging infrastructure to stabilize existing neighborhoods and retain existing businesses.

- Create and maintain an inventory of infrastructure conditions in each neighborhood; use the inventory to prioritize improvements
- Conduct periodic surveys to residents and employers to identify infrastructure priorities and needs and direct services and resources accordingly

Prioritize Infrastructure Projects

Pg 51 Facilitate new development in priority areas.

Related Plans

Heart of the City Area Plan



Increase Pedestrian Safety

 **Pg 57** Implement traffic calming measures where warranted.

- Traffic calming measures should be guided by resident input, relevant traffic data, functional classification of the street, and emergency access needs
- Avoid street closures which disrupt connectivity to solve traffic calming problems. Pursue other solutions where feasible. Coordinate with road diet/lane narrowing recommendations

 **Pg 57** Apply Walkability Plan Criteria. Includes visibility from adjacent buildings, good line of sight, lighting, and separation from passing vehicles.

Barriers

 **Pg 61** Analyze condition and pedestrian level of service of existing crossings of major barriers.

Vehicular Circulation and Access

Pg 66 Maximize the benefits and reduce the impacts of regional highways.

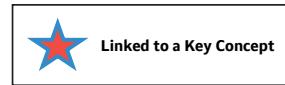
- Implement measures to soften/buffer highways from adjacent neighborhoods
- Improve air quality and public health with landscape buffers along I-70

Design Guidelines

 **Pg 89** In residential areas, garages should be located behind residences and accessed from an alley when possible.

Related Plans

Five Year Housing Policy



Bold Ideas

Pg 7 Create a \$75 million catalytic housing development trust fund to create and preserve units.

Pg 7 Support non-profit and private developers with resources, less burdensome regulations, and appropriate incentives.

Pg 7 Emphasize holistic (neighborhood) revitalization, promote mixed-income development, and help existing homeowners and first buyers live and remain in their homes.

Policy 1.1

Pg 24 Create a \$15 million acquisition/rehab loan fund for vacant, abandoned single family structures located in low- to moderate-income areas.

 **Pg 25** All properties intended for housing redevelopment should have a Phase I ESA and at least a limited Phase II ESA performed for surface soils analysis to determine if any exposed soils will be accessible as a result of the project.

Pg 25 Assemble an aggregation of properties to allow the use of brownfield program resources and reduce costs through economies of scale. In low-income, older neighborhoods over 90% of housing stock contains lead-based paint.

Policy 1.2

Pg 25 Establish a new funding mechanism of approximately \$20 million to maintain and preserve at-risk housing units.

Policy 1.4

Pg 27 Develop multiple new housing construction incentive programs to assist in increasing the number of affordable units.

Policy 1.6

 **Pg 29** Study the demand side of housing and promote a variety of housing types to meet the needs of residents.

Policy 1.9

 **Pg 31** Identify sites for multifamily development along transportation corridors, including defunct commercial or retail properties that could be converted into residential uses.

 **Pg 31** Encourage and prioritize mixed development along transit routes.

Related Plans

Five Year Housing Policy



Policy 1.10

Pg 32 Work with the Kansas City Realtors and Builders communities and explore a non-monetary incentive of a reduction of time and cost for developers to build affordable units, either for proposed future developments or a percentage set-aside.

Policy 2.1

Pg 34 Direct staff to fully explore the use of resources for the purpose of creating a fund that substantially supports housing production, housing preservation, and assists with complementary neighborhood stabilization activities (including repurposing vacant properties and essential neighborhood engagement strategies).

 **Pg 34** Establish a \$5 million revolving predevelopment loan fund to assist developers with predevelopment costs and expenses, particularly for smaller multi-family units, including Colonnade-style projects.

Pg 34 Target \$10 million for strategic acquisitions, clean-up, and remediation of environmental and brownfields problems.

Policy 3.3

 **Pg 43** Expand the use of neighborhood cameras, prioritizing areas with higher crime and illegal dumping incidences and ensure proper staffing for illegal dumping enforcement is maintained.

Policy 3.4

 **Pg 43** Research and develop or strengthen existing legislation to more effectively address out-of-town investors who continuously violate the City's code enforcement standards and own blighted properties in the city.

Policy 4.1

Pg 44 Vacant parcels should be assessed for infill new construction or for other repurpose opportunities, such as greenway, garden, or other community assets.

Pg 45 Scattered site lots that can be offered as side lots to existing residents should be identified and marketed.

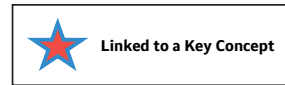
Pg 45 Abandoned or troubled private properties posing a public hazard or danger to neighborhood residents and the public generally will be pursued diligently under code enforcement and/or the City's Receivership program.

Policy 4.2

Pg 45 Coordinate and leverage resources from the Kansas City Brownfield Initiative program and prioritize projects in areas targeted by the City for redevelopment and revitalization.

Related Plans

Land Bank Strategic Plan



Marketing Properties to the Community

Pg 12 Form partnerships with neighborhood leadership and other community partners to more proactively market lots to the community.

Pg 12 Create a multiple listing service to be shared with local real estate professionals.

Pg 12 Create and issue RFP for structured and vacant Land Bank lots that are sold at reduced prices to attract developers that will build affordable housing developments.

★ **Pg 12** Abate nuisances and secure properties on a monthly basis to make the properties more attractive to perspective buyers.

Pg 12 Identify ways to market bulk properties with special attention to side lots and vacant lots.

Coordination of Services

★ **Pg 12** Develop a strategy to mitigate and secure Land Bank parcels while partnering with city departments to focus investment in infrastructure.

Targeting Property Areas

Pg 12 Preference attainable/affordable “for sale” projects to build generational wealth for the community.

★ **Pg 12** Work with Brownfields Commission to mitigate properties within identified development areas.

Work to Clear Titles of Land Bank Properties

Pg 13 Issue RFP for clearing titles for Land Bank properties.

Work to Identify Areas for Targeted Multi-Family and Affordable Housing Projects

★ **Pg 13** Work with the City Planning and Development Department to identify areas/lots sold for larger scale development that have access to transit, schools, and services.

★ **Pg 13** Identify locations to provide traditional (abatements) and non-traditional (capital improvements) incentives where these opportunities exist.

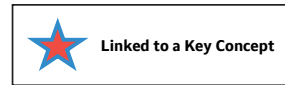
★ **Pg 13** Promote the use of pre-approved housing types.

Create Database to Track and Analyze Development

Pg 13 Research, compile, maintain, and share information on Land Bank properties and then share trend information based upon this data.

Related Plans

UMKC Neighborhood Action Plan



Final Recommendations

- ★ Pg 92 Conduct a safety audit to address public safety and crime in the neighborhood and surrounding areas.
 - Pg 92 Establish a moratorium on the demolition of viable housing structures.
- ★ Pg 92 Rebuild the housing stock through rehab and new construction with a diversity of housing types to meet a diversity of households.
 - Pg 92 Set a new trend for Kansas City's first LEED certified neighborhood.
- ★ Pg 92 Rebuild a walkable, urban neighborhood with safe streets.
- ★ Pg 92 Redesign the 22nd/23rd Street Connector as a complete street with pedestrian, bicycle, automobile, and public transportation.
 - Pg 93 Working with the KCATA, ensure the implementation of Bus Rapid Transit on Prospect Ave and improve the bus stops in the neighborhood to encourage increased ridership and improve public safety.
 - Pg 93 Improve air quality and public health in the neighborhood through landscape buffers along I-70 and the railroad.
 - Pg 93 Negotiate Community Benefits Agreements (CBAs) for any projects seeking substantial public subsidies, such as TIF or tax abatement.

Housing Priorities

- Pg 67 Maintain Benton Blvd as a prominent thoroughfare with historic homes.
- Pg 67 Maintain and build new housing around neighborhood parks.
- Pg 67 Build new housing units on priority sites for elderly residents.
- Pg 67 Rebuild multi-family housing options through new housing types.
- Pg 71 New multi-family units should respect the scale and design of adjacent architecture and blend into the neighborhood without being set aside as exclusionary spaces.
- Pg 74 There are several areas where vacant land could be assembled into larger redevelopment sites, enabling developers to build on both sides of the street at once and concentrate development.
 - Pg 74 Infill on larger sites will help to stabilize the population of the neighborhood.
- ★ Pg 74 New residential development should fit in with the historic character of the neighborhood, to enhance the neighborhood's identity, rather than having pockets of drastically different housing styles or types scattered throughout the neighborhood.

Appendix

Location Lists



Below is a list of illegal trash dumping hot spots in the Washington Wheatley neighborhood that are highlighted in the map on page 9. The areas that are most frequently reported are highlighted in red.

- E 18th St and Benton Blvd
- E 18th St and Indiana Ave
- Montgall Ave Dead End at Railroad Tracks
- E 19th St and College Ave
- E 19th St and Indiana Ave
- E 21st St and Prospect Ave
- E 21st St and Kansas Ave
- E 20th Ter between Walrond Ave and College Ave
- E 20th Ter between College Ave and Indiana Ave
- E 22nd St and Chestnut Ave
- E 22nd St and Walrond Ave
- E 24th St and Benton Blvd
- E 24th St and College Ave
- E 24th St and I-70 Fenceline
- E 24th Ter and Chestnut Ave
- E 25th St between Walrond Ave and College Ave
- Prospect Ave between E 25th St and E 26th St
- Agnes Ave between E 25th St and E 26th St
- E 26th St and Benton Blvd
- E 26th St and Indiana Ave
- E 26th St between Indiana Ave and Bales Ave
- E 26th St between Monroe Ave and Cleveland Ave
- E 27th St and Chestnut Ave

Below is a list of intersections in the Washington Wheatley neighborhood that are highlighted in the Crash Incident Map on page 11. The intersections that are especially dangerous are highlighted in red.

- E 18th St and Prospect Ave
- E 18th St and Benton Blvd
- E 18th St and Indiana Ave
- E 22nd St and Prospect Ave
- E 22nd St and Benton Blvd
- E 23rd St and Prospect Ave
- E 23rd St and Benton/Chestnut Ave
- E 23rd St and Benton/Kansas Ave
- E 23rd St and Indiana Ave
- E 23rd St and I-70 On Ramp
- E 24th St and Benton Blvd
- E 24th St and Prospect Ave
- E 24th St and Chestnut Ave
- E 24th St and Benton Blvd
- E 25th St and Prospect Ave
- E 25th St and Benton Blvd
- E 26th St and Prospect Ave
- E 26th St and Benton Blvd
- E 26th St and Indiana Ave
- E 27th St and Prospect Ave
- E 27th St and Benton Blvd
- E 27th St and Walrond Ave
- E 27th St and Indiana Ave
- E 27th St and Cleveland Ave
- I-70 Off Ramp and E 27th St



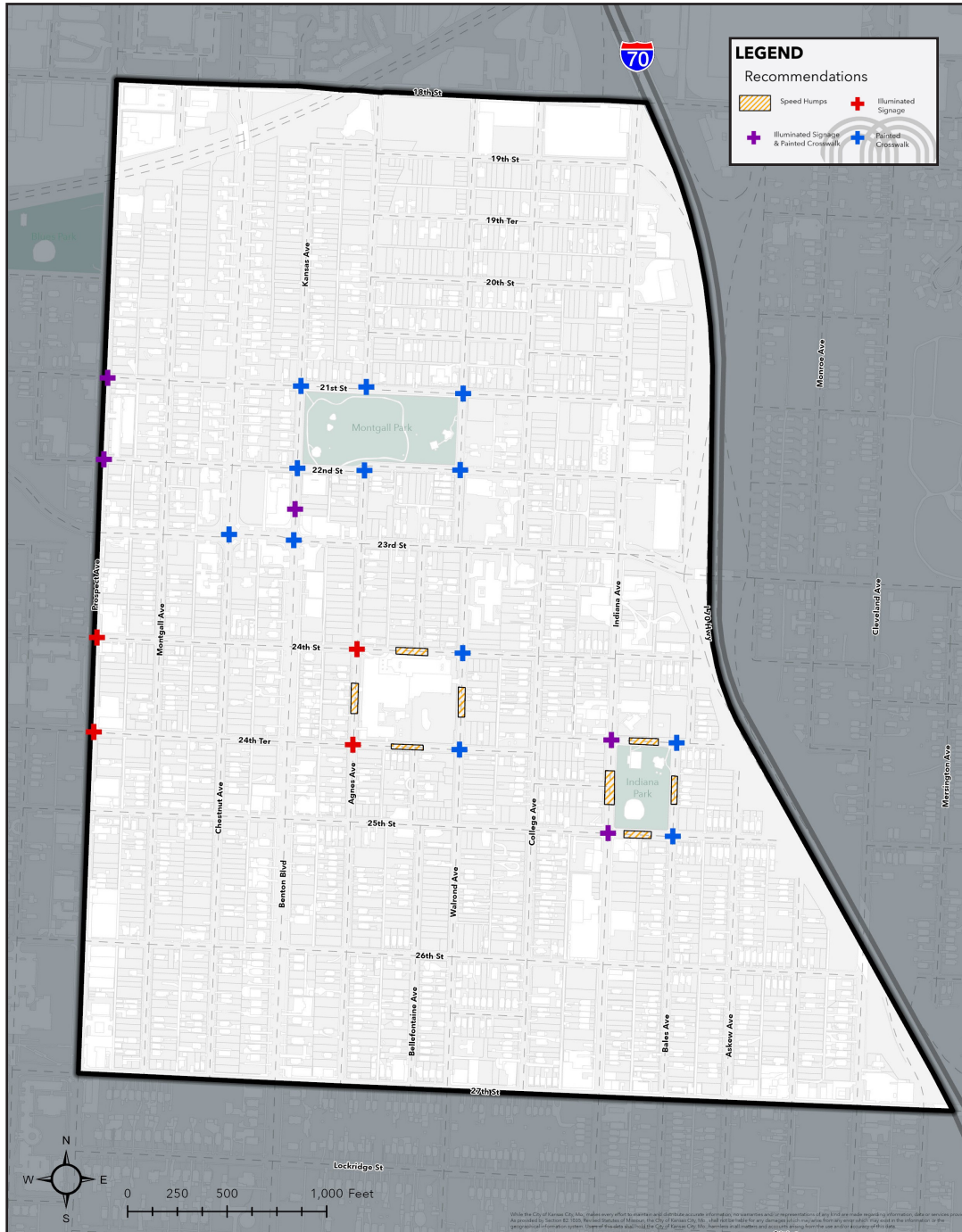
Primary Intersections of Concern on E 23rd St

Appendix

Enhanced Pedestrian Infrastructure



Below is a map showing specific locations in the Washington Wheatley neighborhood that are recommended for enhanced pedestrian infrastructure and traffic calming measures.



Enhanced Pedestrian Infrastructure Needs

East-West Streets

ID#	Street	Side	Approximate Location
S01	18th St	South	Just west of Walrond Ave
S02	18th St	South	Between College Ave and Indiana Ave
S03	19th St	N/A	Between Indiana Ave and Agnes Ave
S04	19th St	North	Between Agnes Ave and Kansas Ave
S05	19th Ter	N/A	Between College Ave and Agnes Ave
S06	20th St	Both	Between Bales Ave and College Ave
S07	20th St	Both	Between Walrond Ave and Agnes Ave
S08	20th Ter	Both	Between Indiana Ave and Agnes Ave
S09	21st St	Both	West half between Bales Ave and College Ave
S10	21st St	Both	Between Benton Blvd and Montgall Ave
S11	21st St	North	Between Montgall Ave and Prospect Ave
S12	22nd St	Both	Between Bales Ave and Indiana Ave
S13	22nd St	South	Between Walrond Ave and alley before Kansas Ave
S14	22nd St	North	Between Kansas Ave and Benton Blvd
S15	22nd St	Both	Between Benton Blvd and Prospect Ave
S16	23rd St	Both	Between Indiana Ave and College Ave
S17	23rd St	Both	Between Walrond Ave and Kansas Ave
S18	24th St	Both	Between Bales Ave and Walrond Ave
S19	24th St	North	Between Agnes Ave and Benton Blvd
S20	24th St	North	Between Chestnut Ave and Montgall Ave
S21	24th Ter	N/A	Dead end
S22	24th Ter	North	Between Bales Ave and Indiana Ave
S23	24th Ter	South	Between Indiana Ave and College Ave
S24	24th Ter	North	Between the alley and Walrond Ave
S25	24th Ter	Both	Between Agnes Ave and the alley
S26	24th Ter	Both	Between Benton Blvd and Chestnut Ave
S27	24th Ter	North	Between Chestnut Ave and Montgall Ave
S28	Moulton Ave	N/A	In front of 3311 Moulton Ave
S29	25th St	South	Between Bales Ave and Indiana Ave
S30	25th St	Both	Between College Ave and Benton Blvd
S31	25th St	South	Between Benton Blvd and Montgall Ave
S32	25th St	North	Between Montgall Ave and Prospect Ave
S33	26th St	Both	Between Indiana Ave and Walrond Ave
S34	26th St	North	Between Walrond Ave and Bellefontaine Ave
S35	26th St	South	Between Bellefontaine Ave and Agnes Ave, east of alley
S36	26th St	North	Between Agnes Ave and Benton Blvd
S37	27th St	Both	Between I-70 and Askew Ave
S38	27th St	North	Between College Ave and Walrond Ave
S39	27th St	North	Between Chestnut Ave and Montgall Ave

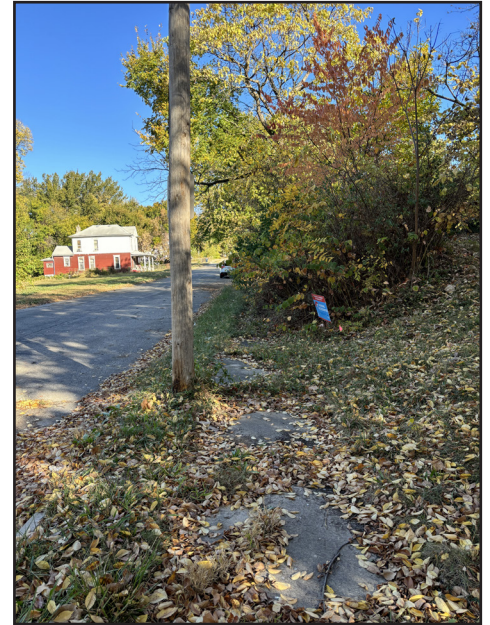


Examples of Needed Maintenance Fall 2024



North-South Streets

ID#	Street	Side	Approximate Location
S40	Montgall Ave	N/A	Dead end
S41	Montgall Ave	East	Between dead end and 2001 Montgall Ave
S42	Montgall Ave	N/A	In front of 2011 Montgall Ave
S43	Chestnut Ave	East	Between 23rd and 24th
S44	Chestnut Ave	East	Just north of 27th
S45	Benton Blvd	Both	Just south of 18th
S46	Benton Blvd	N/A	In front of 1864 Benton Blvd
S47	Benton Blvd	N/A	In front of 1868 Benton Blvd
S48	Benton Blvd	N/A	In front of 2023 Benton Blvd
S49	Kansas Ave	N/A	In front of 1856 Kansas Ave
S50	Kansas Ave	N/A	Across from 2107 Kansas Ave
S51	Agnes Ave	West	Between 19th St and 19th Ter
S52	Bellefontaine Ave	Both	Between 23rd St and 24th St
S53	Bellefontaine Ave	Both	Just south of 24th Ter
S54	Bellefontaine Ave	Both	Between 25th St and 26th St
S55	Walrond Ave	Both	Between 18th St and 20th Ter
S56	Walrond Ave	East	Between 21st St and 22nd St
S57	Walrond Ave	East	Just north of 24th Ter
S58	Walrond Ave	West	Just south of 24th Ter
S59	Walrond Ave	West	Between 25th and 27th
S60	College Ave	Both	Between 19th St and 20th St
S61	College Ave	West	Between 20th St and 20th Ter
S62	College Ave	Both	Between 22nd St and 23rd St
S63	College Ave	Both	Between 24th St and 24th Ter
S64	College Ave	East	Just south of 24th Ter
S65	College Ave	West	Just south of 25th St
S66	Indiana Ave	West	Between 19th Ter and 20th St
S67	Indiana Ave	Both	Between 20th St and 21st St
S68	Indiana Ave	East	Just south of 21st St
S69	Indiana Ave	East	Between 23rd St and 24th St
S70	Indiana Ave	West	Between 24th Ter and 25th St
S71	Bales Ave	Both	Between dead end and 24th Ter
S72	Bales Ave	West	Just south of 26th St
S73	Askew Ave	Both	Dead end to 25th St
S74	Monroe Ave	Both	Dead end to 2527 Monroe Ave
S75	Cleveland Ave	Both	Around Bridge over I-70



Examples of Needed Maintenance Fall 2024

