

South Round Top

Neighborhood Plan

An Addendum to the Heart of the City Area Plan

2026



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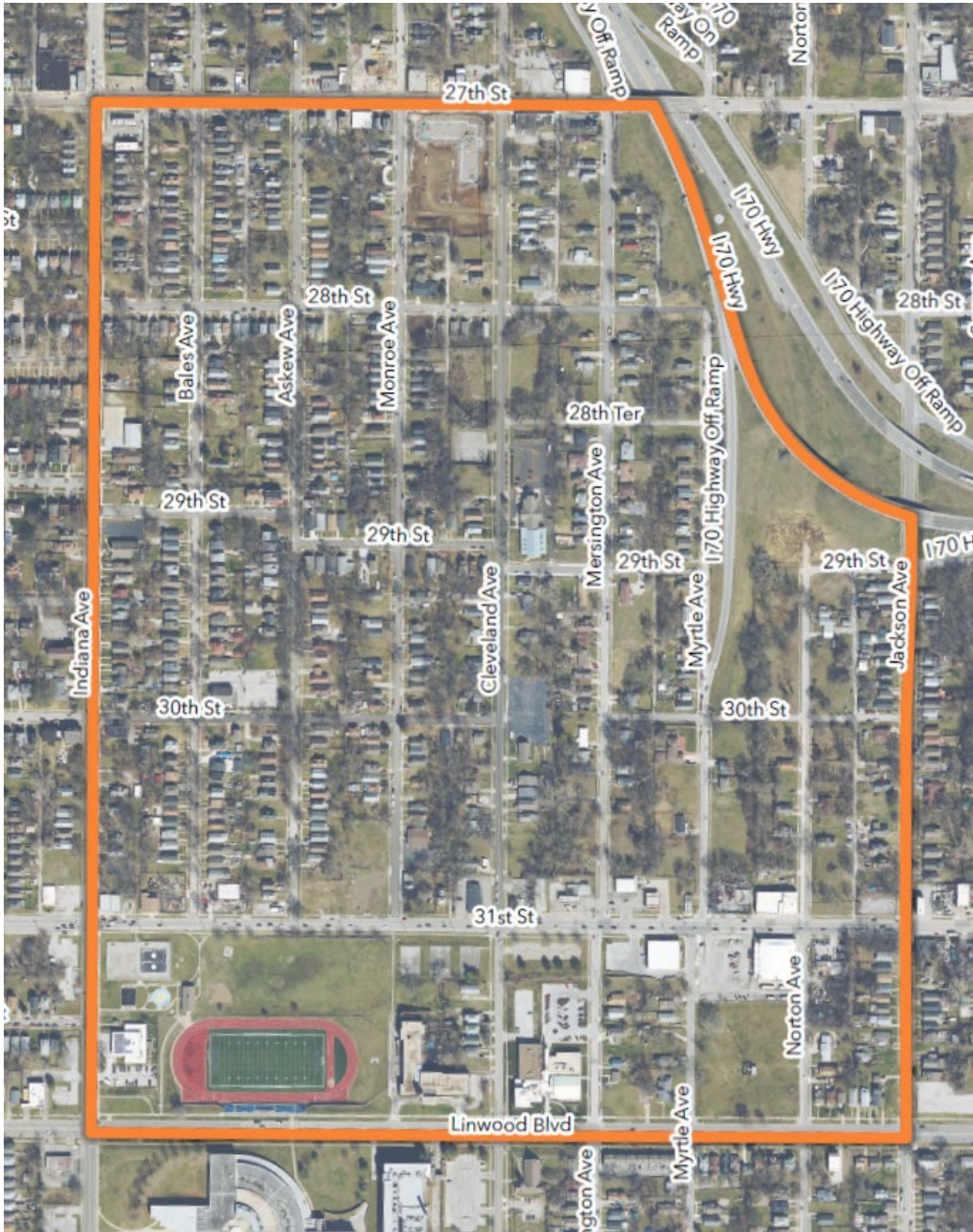


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Neighborhood Map



South Round Top Neighborhood Boundaries:

- E 27th St to the north**
- I-70/Jackson Ave to the east**
- Linwood Blvd to the south**
- Indiana Ave to the west**



Neighborhood Plan Process and Outcomes

The neighborhood planning process provides an opportunity for residents to evaluate their communities and identify their most immediate needs. It also provides an opportunity for City staff to build relationships with community leaders, provide important information on internal City processes, identify important contacts, and help residents to use their agency to advocate for their neighborhood. Neighborhoods that are identified for this planning process are those that are historically disinvested and have accumulated a high number of vacant lots.

The neighborhood planning process has four main phases: **pre-planning**, **public engagement**, **writing**, and **adoption**. The **pre-planning** phase is primarily City staff work, including researching the neighborhood, making introductions with leadership, and walking the area. Next is the **public engagement** phase, comprised of 3-5 public engagement meetings. At these meetings, residents discuss their primary concerns in their community, and they help City staff compile a "neighborhood issue inventory" of items related to City services that the residents want addressed as soon as possible.

During the **writing** phase, the City's neighborhood planning team creates a list of recommendations based on the issue inventory and reviews it with other City departments to ensure they are aligned with City policies and procedures. The draft plan is presented to the neighborhood residents for a final round of feedback. Once finalized, the plan begins the **adoption** process to be added as an addendum to the Area Plan where the subject neighborhood is located.

Related Plans

Kansas City has many plans that guide policy making, and neighborhood plans support those while also filling a gap in the planning services offered directly by the City. The KC Spirit Playbook and the City's 18 Area Plans provide policy guidance from a citywide and areawide perspective, and the implementation of these plans is typically on a 10–20-year cycle. Neighborhood plans have the smallest focus area and are intended to have a shorter implementation timeline of 1-3 years.

KC Spirit Playbook

There are several recommendations in the KC Spirit Playbook that have helped to guide the creation of the neighborhood planning process over the last two years. Several recommendations also speak to the issues that come up during the neighborhood issue inventory process. These Playbook recommendations include:

- CD-7** Guide neighborhoods through a strategic self-assessment process and incorporate revitalization plans into the relevant area plan. During neighborhood strategic self-assessment processes and area plan updates, develop neighborhood strategies to improve and stabilize neighborhoods.
- CD-8** During neighborhood strategic self-assessment processes and area plan updates, develop neighborhood strategies to improve and stabilize neighborhoods. Empower neighborhoods to plan their future activities and identify desired improvements to their areas.
- CD-14** Target public improvements (particularly basic infrastructure) and City services to support community development and revitalization efforts.
- CD-19** Make home repair and renovation information and resources readily available particularly in areas where code compliance issues are prominent.

- CN-1** Eliminate gaps in the street grid or restore the street grid. Take advantage of opportunities to create, improve and restore street connectivity in conjunction with area planning, new development, and capital projects. When creating street connections is not feasible, the city will pursue alternative connections for use by pedestrians, bicyclists or transit users.
- CN-7** Improve pedestrian crossings on major streets to the level of service recommended in the Kansas City 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.
- PO-1** Target the areas around parks for investment and redevelopment, focusing on housing, small-scale commercial development, and other uses that would activate the park while catalyzing urban revitalization.

Heart of the City Area Plan

The South Round Top neighborhood plan will be adopted as an addendum to the Heart of the City Area Plan, which has recommendations that apply broadly to the multiple neighborhoods in this area. Some recommendations from the Heart of the City Area Plan that are closely related to neighborhood plans include:

- Housing** Work to stabilize neighborhoods through improved code enforcement, rental licensing, vacant property registration, basic infrastructure, and service delivery.
- Housing** Reduce trash and illegal dumping.
- Housing** Conduct an inventory and assessment of area infrastructure.
- Infrastructure** Proactively identify strategic capital improvement projects to support redevelopment goals.
- Infrastructure** Improve inadequate infrastructure and maintenance of aging infrastructure.
- Transportation** Implement improvements in pedestrian zones as recommended in the City's Walkability Plan
- Transportation** Implement traffic calming measures where warranted.
- Transportation** Implement measures to soften/buffer highways from adjacent neighborhoods.
- Public Realm** Identify and prioritize those improvements which fuel revitalization efforts.

South Round Top Association Resiliency and Neighborhood Development Plan

This plan and its recommendations were also informed in part by the "South Round Top Association Resiliency and Neighborhood Development Plan," which was a planning effort in 2022 between South Round Top residents, Hoxie Collective, and UMKC Urban Planning and Design students. It provides detailed information on the neighborhood and puts forward several recommendations in the areas of resilience planning, housing, public right-of-way, safety, beautification, vacant lot reuse, and environmental sustainability.

South Round Top Planning Process

The South Round Top neighborhood is a long-standing community in Kansas City, Missouri. It is located just southeast of downtown on the southwest edge of the I-70 Jackson Curve. Residents of the South Round Top neighborhood are invested in their community and making lasting positive changes, including the establishment of a neighborhood-owned park and community garden.

This planning process took place between July 2025 and February 2026. City staff completed pre-planning tasks in June 2025 and held four engagement meetings with residents over the next several months to create the neighborhood issue inventory. The engagement process concluded with a meeting to discuss the final plan and its recommendations in February 2026.

The final plan document is a list of recommendations created from the neighborhood issue inventory. Also, there were three special focus areas brought up by residents that required some additional research by City staff and are highlighted in this plan for continued monitoring.

Plan Recommendations

The recommendations in this plan come directly from the neighborhood issue inventory that residents helped to create during the engagement process. Each recommendation is numbered and has been given an identifier that ties it to this neighborhood plan. (SRT1 = first recommendation in the South Round Top Neighborhood Plan.)

To build the issue inventory, City staff brought printed maps to several South Round Top Association monthly meetings. Residents were encouraged to identify any issue that was related to City services on the maps, and staff were there to answer questions and to record verbal feedback. Issues identified by South Round Top residents fall into one of the following categories: Alleyways, Amenities, Housing, Nuisances, Overgrown Vegetation, Pedestrian Safety, Resident/Neighborhood Leadership Actions, Sidewalks, Streets, Traffic Calming, Transit, Trash Dumping, Underground Contamination, and the Improve I-70 Project.

At the final engagement meeting, residents requested that City staff help to identify recommendations that should be prioritized. While the final decision on prioritization is up to the neighborhood residents and elected officials, City staff have added icons to this plan to indicate when the request should be prioritized due to its proximity to a park, school, community center, and senior living facility. There are also icons to indicate that a recommendation is located on the High Injury Network (HIN), which shows where crashes occur most often in the city.

Special Focus Areas

In addition to the plan's recommendations, there are three special focus areas that are given additional explanation. These particular focus areas were brought up by South Round Top residents, but the issues involved were more complicated than the standard plan recommendations or they required ongoing work beyond the implementation scope of a neighborhood plan. This plan generally recommends additional monitoring and communications on these issues, and if still ongoing, could be revisited during an update of the Heart of the City area plan.

Alleyways

The City should perform alleyway maintenance at the following locations:

- SRT1** North-south alleyway segment between Indiana Ave and Bales Ave, starting at the entrance on E 27th St
- SRT2** North-south alleyway segment between Askew Ave and Monroe Ave, starting at the entrance on E 28th St
- SRT3** East-west alleyway segment north of the lots that front on E 29th St, between Askew Ave and Monroe Ave
- SRT4** East-west alleyway segment north of the lots fronting on E 29th St, between Monroe Ave and Cleveland Ave

Amenities

- SRT5** The City should do more to activate Central Park and promote its use to nearby residents. Requested amenities during this planning process and drawn from other initiatives in the community have included a new neighborhood pool or splash pad, restrooms, bringing back tennis courts, adding bike racks, and landscaping/beautification. The City's Parks and Recreation Master Plan identifies additional improvements including a shade structure near the playground, a loop park path, and public art.
- SRT6** The City should provide information to residents on how to acquire and install pet waste stations. This should include information on where and how pet waste stations can be installed (with regards to private or public property) and how to keep them maintained and in compliance with City codes.
- SRT7** The South Round Top Association should fund, or seek grant funding for, the installation and maintenance of pet waste stations in the neighborhood.

Housing














- SRT8** The City should work with neighborhood leaders to widely share information on the City's Home Repair Programs with residents, particularly for the Targeted Minor Home Repair Program that is specifically for the South Round Top community.
- SRT9** The City and EDCKC staff should work with neighborhood leaders to identify potential candidates for tax abatement programs, connecting them with resources, and guiding them through the application process.

Overgrown Vegetation

- SRT14** The City should address overgrown vegetation and hanging tree limbs on the west side of Askew Ave between E 28th St and E 29th St.

Pedestrian Safety

The City should install painted and/or raised crosswalks, as appropriate, at the following locations:

- SRT15** Intersection of Askew Ave and E 27th St (break up a four-block east-west stretch on this arterial where there is no identified pedestrian crossing) 
- SRT16** Intersection of E 27th St and Indiana Ave 
- SRT17** Intersection of E 28th St and Cleveland Ave (near a neighborhood amenity)
- SRT18** Intersection of E 28th St and Monroe Ave (near a neighborhood amenity) 
- SRT19** Intersection of E 29th St and Askew Ave (near a neighborhood amenity)
- SRT20** Intersection of E 29th St and Bales Ave (near a neighborhood amenity)
- SRT21** Intersection of E 29th St and Cleveland Ave (near a neighborhood amenity)
- SRT22** North-south crossing on the west side of Jackson Ave at E 29th St 
- SRT23** Intersection of E 30th St and Askew Ave (near a neighborhood amenity)
- SRT24** Intersection of E 30th St and Bales Ave (near a neighborhood amenity)
- SRT25** Intersection of E 30th St and Cleveland Ave (near a neighborhood amenity)
- SRT26** North-south crossing on the west side of Jackson Ave at E 30th St 
- SRT27** Intersection of E 31st and Indiana Ave  
- SRT28** Intersection of E 31st St and Jackson Ave  
- SRT29** East-west crossings at each intersection along E 31st St between Indiana Ave and Jackson Ave  
- SRT30** East-west crossings on Cleveland Ave just south of E 28th Ter (near a neighborhood amenity)
- SRT31** North-south crossings on the east side of Indiana Ave at each street intersection along this arterial (E 28th St, E 29th St, and E 30th St) 
- SRT32** Intersection of Linwood Blvd and Jackson Ave 





Resident/Neighborhood Leadership Actions

- SRT33** Neighborhood leadership should collaborate with existing groups (e.g., community land trusts) to explore options for the acquisition of vacant lots for the redevelopment of affordable housing.
- SRT34** Neighborhood leadership should engage with residents to increase the membership of the South Round Top Association through recruitment events, knocking doors, and block parties.
- SRT35** Neighborhood leadership should identify local contractors living in the area who are licensed with the City and then connect them with residents in need of home repair work.
- SRT36** Neighborhood leadership should complete the process to be reinstated as a 501c3 organization.
- SRT37** Neighborhood leadership should collaborate with other communities that have seen success in redeveloping infill residential lots and share information and resources (e.g., contractor contacts and grant opportunities).


Sidewalks

SRT38 Neighborhood leadership should work with residents to submit PIAC requests for sidewalk maintenance. Requests for maintenance or new sidewalks should be grouped by proximity and prioritized by residents.

The City should repair broken sidewalks in the following locations:

- SRT39** E 27th St from Cleveland Ave to I-70 
- SRT40** E 27th St from Indiana Ave to Cleveland Ave 
- SRT41** From 2900 to 3000 Monroe Ave
- SRT42** Northwest corner of E 29th St and Mersington Ave
- SRT43** Northwest corner of E 30th St and Monroe Ave
- SRT44** Bales Ave between E 29th and E 31st St
- SRT45** Between 2728 and 2738 Askew Ave
- SRT46** East side of Cleveland Ave just south of the intersection at E 31st St 
- SRT47** East side of Mersington Ave from E 27th St to the half-block point
- SRT48** Myrtle Ave between E 28th St and E 28th Ter
- SRT49** Myrtle Ave between E 31st St and Linwood Blvd
- SRT50** North side of E 30th St between Monroe Ave and Cleveland Ave
- SRT51** North side of E 31st St between Askew and Monroe Ave 
- SRT52** North side of Linwood Ave between Norton Ave and Jackson Ave
- SRT53** Norton Ave between E 29th St and E 30th St
- SRT54** South side of E 30th St between Indiana Ave and Askew Ave
- SRT55** South side of E 31st St between Myrtle Ave and Norton Ave
- SRT56** West side of Jackson Ave between E 30th St and Linwood Blvd



The City should install new sidewalks in the following locations where there are none currently:

- SRT57** E 28th St between Monroe Ave and Myrtle Ave 
- SRT58** E 28th Ter between Cleveland Ave and Myrtle Ave
- SRT59** E 30th St from Mersington Ave to Jackson

Streets

SRT60 The City should evaluate the area west of E 29th St and Norton Ave for a potential reconnection of the street grid at the conclusion of the realignment of eastbound lanes of I-70.

Traffic Calming

- SRT61** The City should evaluate the intersection of E 28th St and Monroe Ave for a 4-way stop conversion and/or other traffic calming infrastructure.
- SRT62** The City should monitor the area around the intersection of E 29th St and Indiana Ave for chronic excessive speeding and install traffic calming infrastructure according to City policy. 
- SRT63** The City should evaluate the intersections where Indiana Ave crosses Linwood Blvd and E 31st St to improve safety for all users. 

The City should install speed humps at appropriate locations on the following streets to slow down traffic:

- SRT64** Mersington Ave between E 27th St and E 31st St
- SRT65** Myrtle Ave between E 28th St and E 31st St

Transit

- SRT66** The City and the KCATA should consider increasing the 31 Bus Line service frequency intervals on weekends and outside peak hours (similar to MAX lines) and improve signage/amenities at stops on Askew Ave, Cleveland Ave, Myrtle Ave, and Jackson Ave.

Trash Dumping

- SRT67** The City should provide more information to residents on the tire recycling options provided by the City and its partners.

The City should install monitored cameras near the following locations to identify/deter illegal trash dumpers:

- SRT68** Intersection of E 28th St and Myrtle Ave
- SRT69** Intersection of E 30th St and Norton Ave
- SRT70** Intersection of E 31st St and Jackson Ave

Underground Contamination

- SRT71** Elected officials and City staff should continue to monitor the situation involving widespread petroleum contamination and odors in the neighborhood associated with a gas station property at 3814 E. 31st St. The City's Environmental Quality and the Brownfields groups should request help from, and follow up with, MODNR and the EPA to ensure that the full extent of contamination is remediated, that citizen complaints are investigated, that environmental laws are enforced, and that the neighborhood receive regular progress updates.

Improve I-70 Project

- SRT72** Elected officials in the 3rd District, City staff, and neighborhood leadership track the progress of the Improve I-70 project. Once complete, determine what MODOT plans to do with the excess right of way and if there are opportunities for the neighborhood or a private investor to purchase the excess land for reactivation into residential lots or other uses that benefit the community.

Central Park Improvements

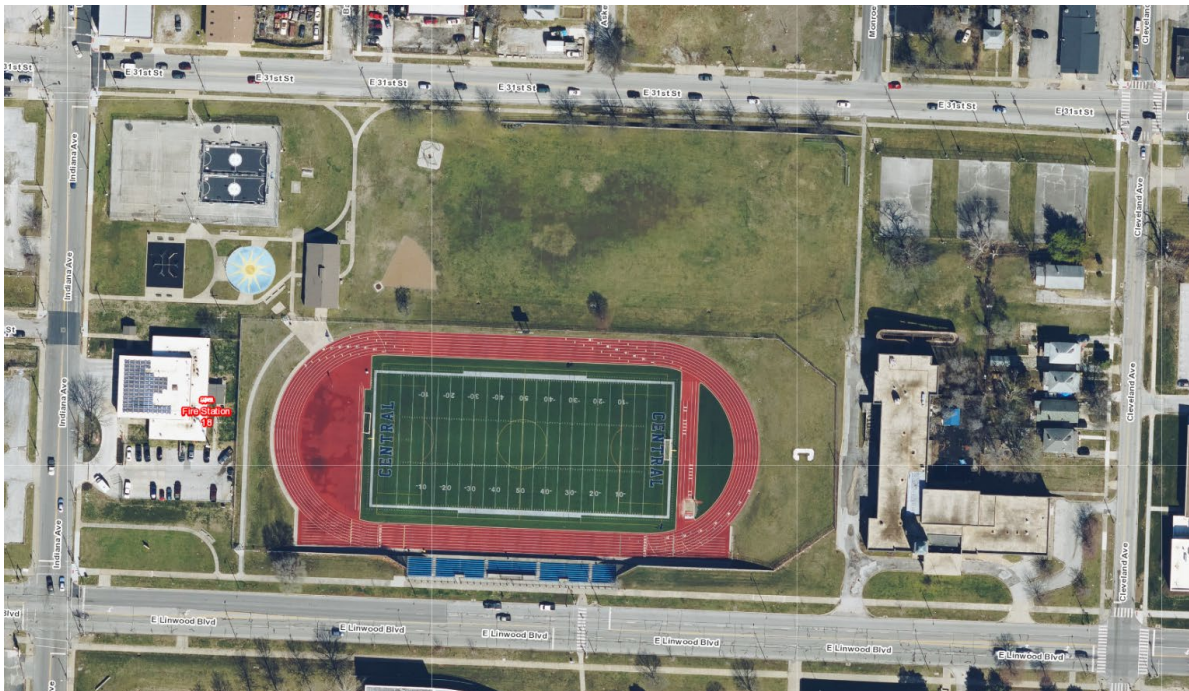
Central Park has the potential to be a great asset for the neighborhood. This 12-acre park is located on the southeast corner of E 31st St and Indiana Ave. It is within walking distance for most of the neighborhood and around the corner from the community center. However, residents feel the park lacks necessary amenities, which limits its ability to serve as a vibrant community asset. **SRT5** lists the amenities requested by residents, including a pool or splash pad, reinstatement of tennis courts, bike racks, and additional landscaping/beautification.

The City's Parks and Recreation Master Plan, identifies additional improvements to activate the park including a shade structure near the playground, a loop park path, and public art. The Parks Department has also indicated that there are plans to collaborate with a private company to fund the construction of a basketball court in the park. Funding for additional playground equipment and projects could also be sought through the Public Improvements Advisory Committee (PIAC) process or through the Neighborhood Empowerment Grant program.

One specific issue discussed by residents was their ability to access the Central High School track for exercise. Much of this neighborhood needs sidewalk maintenance, and many blocks have no sidewalks at all. Walking on the high school track is a safe and free method of exercise. Residents stated that often the track was locked without notice or signage indicating availability, even though they have been told they're allowed to use it.

Management of the park is a partnership between the Parks and Recreation Department and Kansas City Public Schools (KCPS). KCPS manages the football field and track while Parks and Recreation manage the rest. Unfortunately, this unique partnership can create confusion for the community on how to advocate for improvements at the park. Neighborhood leadership should work with KCPS and Parks and Recreation to create clearer guidelines for community usage of the track. Creating a sign with normal hours of availability and a phone number to call would go a long way to help answer questions from the community.

Central Park



Underground Petroleum Storage Tank Contamination

For the last two decades, the South Round Top neighborhood has been negatively impacted by underground contamination caused by a leaky petroleum tank. The State believes that the contamination originated at 3814 E 31st St. In 2006, the aging steel underground storage tanks on the subject property were removed and replaced. During that process, significant petroleum-impacted soil was discovered, and hundreds of tons of soil were excavated. Around the same time, residents first reported petroleum odors making their way into their homes.

After those complaints were received, the Missouri Department of Natural Resources (MDNR) staff investigated the site in collaboration with the City's Fire and Water departments and determined that petroleum-impacted groundwater had entered the sewer system through broken sewer lines, allowing vapors to migrate into nearby buildings. Repairs were made to fix the broken sewer lines, but contamination remained in the soil. Monitoring wells were also installed in the area.

In 2014-2015, there were additional complaints to the State from residents that vapors were entering their homes. In 2015, the MDNR issued violations to the property owner to compel cleanup of the contamination and later sued the property owner when petroleum was found in multiple monitoring wells. The owner of the property has disputed the extent and source of the contamination, leading to prolonged legal and technical disagreements between them and the State. After a lengthy legal battle, the Missouri Court of Appeals ruled that the MDNR had not proved the exact source of the contaminant or that the owner of the property was in violation of environmental rules. According to the MDNR, the site is now under the management of its Environmental Remediation Program - Tanks Section.

With SRT71, this plan recommends that the City continue to monitor this situation. There are many vacant lots located near the subject property, and residents have expressed that most of those homes were abandoned, at least in part, due to the vapors seeping into their homes. The long-term impacts of this underground contamination have caused detrimental harm to this area of the neighborhood. The City should explore additional avenues to confirm if the contamination is gone or contained as this complicated legal situation has created significant confusion for residents, business owners, and potential developers.

3814 E 31st St (Subject Property)

Source: Missouri Department of Natural Resources
<https://dnr.mo.gov/waste-recycling/sites-regulated-facilities/interest/zill-llc-property>



Improve I-70 Project

The Missouri Department of Transportation (MODOT) is making significant improvements and alterations to Interstate 70 where it runs through the Kansas City Metro. Once complete, the "Improve I-70 KC" project will bring significant changes to the I-70 corridor, especially to the South Round Top neighborhood. One significant component of the project is the reconfiguration of the Jackson Curve, which is the northeast boundary of the South Round Top neighborhood. Over the next couple of years, MODOT will move the eastbound lanes of I-70 further northeast to align closer to the westbound lanes. The eastbound off ramp at E 31st St (formerly Exit 5B) has also been closed and removed, reducing the amount of highway traffic exiting into the heart of this residential neighborhood on Myrtle Ave.

These changes will create a significant amount of excess right-of-way (ROW) under MODOT ownership near the Jackson Curve, adjacent to the South Round Top neighborhood. MODOT staff have indicated that most of this excess right of way will be used for stormwater detention. It is highly likely that there will still be excess right of way that MODOT may wish to offload in the future. City staff feel there may be an opportunity to use this excess land to bring improvements to the neighborhood. The street grid could be reconnected at E 29th St between Myrtle Ave and Norton Ave, and vacant land near those streets could be reactivated for residential uses or other neighborhood benefits.

With **SRT72**, this plan recommends that elected officials in the 3rd District, City staff, and neighborhood leadership track the progress of the Improve I-70 project. Once complete, determine what MODOT plans to do with the excess right of way and if there are opportunities for the neighborhood or a private investor to purchase the excess land for reactivation into residential lots or other uses that benefit the community.



In this image from MODOT project files, the red Xs indicate:

1. Off-ramp onto Myrtle Ave that has been removed
2. East-bound lanes of I-70 that will be relocated