

## ProspectUS Community Meeting Notes – 02/23/23

### Neighborhoods & Housing

- Need to have jobs is a common conversation. There's lots of abandoned land on the corridor. Small warehouses with small numbers of jobs should be considered. Nodes reflect housing, and show a lot of single family as well as multifamily housing. But sustainable jobs are a critical component along the corridor. Underutilized land should be leveraged for that purpose as well.
- East Patrol project –
- Ed – People who are 5 feet from the ground, the community developers – how do we insert ourselves into implementation? What opportunities can we leverage? Graham confirmed that the next step is about working with people on this question.
- How does the government agencies rectify conflicting interests? Tone about land bank is not consistent across the city. Many siloes that aren't talking to each other.
- Kesi Milligan w/Blue Hills Neighborhood – Multiple questions...Is there any plan to bring public transit back to 55th St, is there a plan for more senior housing, what is going on with the development on 63rd and Prospect, how will you assist small business owners/investors with capital to rehab commercial/residential properties?
- Marvin – Where is the internal alignment with other departments? Such that the affordable housing trust fund, CCED, and other sources of public funding align with other sources of funding. This is critical because other areas grew due to public funding, not just incremental projects. We need bigger, more consolidated efforts. Private, black developers for 185 years have been locked out of KC development, from ownership, management, etc. The alignment with funding sources needs to match up, and policies need to be very targeted. KCMO policies doesn't align with intent – developers NEED to largely be black people in the corridor. We are the population that has been dominantly excluded. Jeff Williams confirmed it is not just incremental development, it is about having as many people as possible doing small projects, and also including larger more catalytic projects. Jeff Williams confirmed 63<sup>rd</sup> and Prospect is a larger catalytic project that offers an opportunity on the corridor... making this all a blend of development types and financial levels. We need to be looking at money in a different way than has been done before. Graham confirmed that the overlay should fix things on the zoning side. But also we are focused on leveraging public funding. We are wanting to put the power back in your hands and be smarter about public resources.
- Jwana Adebisi, President of Community Outreach Partners for Empowerment – Is there a central source for private developers to make known their development plans and/or be notified of other developments in process? Jeff Williams informed that the Parcel Viewer tool has a development tracker. This shows larger scale projects, and the viewer allows you to see any permit that has been issued in the city.
- Reverend Black – What is necessary to make the corridor a full-service community? Prospect Avenue is an artery. We look a lot at housing, but not services, houses of worship, etc. All the things that existed in the original Prospect. We should get back to what we had, but go even further. We shouldn't stop there. Kansas City is more than fountains and BBQ. We need to be thinking about SCHOOLS, drycleaners, etc. We need to cite the individuals in the community who have businesses OUTSIDE the community. How can we get them to

leverage the land bank and move their businesses into the community? And will they be successful if they do? Services MUST be included in the design. Why would anyone move to a place that doesn't have services?

- Stephanie – Main concern is that we have watched Troost from north to south that are made by developers outside city and state. A lot of the buildings are unaffordable for a person like myself. If I can't afford it, where I am going to live? There should be more than just housing. A community is a variety of things. It concerns me that we aren't talking explicitly about seniors or people on fixed income. We deserve a decent place to live. Will any of this be subsidized for affordable housing? We need to focus on affordable housing for people of all ages.
- Jwana Adebisi – Are there opportunities to receive training on how to utilize the features of the Parcel Viewer map?
- Brien Starner – Use of KC Sourcelink can be applied to the corridor to link up and promote services, needs businesses and opportunities. I talked to UMKC and Maria Meyers 5 years ago about bringing this toll/resource to residents and business interests for Prospect.

#### Public Space Improvements

- Truman, 27<sup>th</sup>, 55<sup>th</sup>, 39<sup>th</sup>, etc. 55<sup>th</sup> never historically had transportation. The east/west connections are lacking park and ride locations. There are no centrally located park and rides for people. Especially between Troost and Cleveland.
- Before I lived in KC, I lived in Chicago. When I came here, I realized if you don't have a car it is a problem. It is 2023 – we should have the convenience of being able to not have a car. The streetcar doesn't help me or benefit me. Public investments need to benefit the people of the city so that they don't need to have a car. The bus also needs to run longer hours so that it is more useful to people. KC is a dinosaur when it comes to public transportation. Kansas City is getting worldwide events but doesn't have good reliable transit. KC needs to come into the "now".
- If our plan is to grow the city, what's happening in our community is that people have jobs but no place to live. Inflation is the prominent factor. We don't need high rent or mortgages. This creates a high eviction rate. I envision KC as a safe and affordable place to live.
- The visual examples are helpful. Are there any thoughts or plans or conversations about leveraging funding through partnerships. Like transit authorities and the city, etc. Is there a deliberate way of marketing to bring people into the area. Prospect has the opportunity to market and attract local, organic growth and partnerships. SS4A safety grants for roads will be a big opportunity, according to Drew Pearson. RideKC could also be a partnership opportunity.
- Access to jobs – how are we ensuring new jobs are accessible even if it means we need to have special bus service routes. Also, KCI jobs. We have to recognize that our school system has a bus problem. Are we thinking about that, too? Are we making sure children have access to the services they need?
- Safety – big topic. My family doesn't ride because we do not feel comfortable. This might mean having an officer on the bus, especially during peak hours. Also having emergency buttons on corridor. Also allowing adequate time for people to cross the street.

- One of the things that is currently in place with DOT is TOD funding through RideKC. They are not yet working on Prospect. Intentional alignment can be used through this partnership and resource. Our leaders are not aligned. Renters are having a hard time finding a good place to live, and move quite often because they aren't able to pay rent anymore. We need to use federal dollars in low-income areas so that people can have a nice place to live. It is all about how we manage the money. Align things that are community centric instead of what developers are trying to do.
- Brien Starner – KCATA is working on a multi jurisdiction RAISE grant to study and connect the stadiums to KU Medical Center as part of the East West Corridor that is Bi-State. Transit on demand is being planned for initial implementation in the Northland, and if funding is available to cover the majority of KCMO KCATA is estimating \$10-12M annually.
- More than anything, it comes down to TRANSPARENCY. Also, communication. We need to know who to contact when it comes to implementation. How do we stay positive, moving forward? How can people serve?

## FUNDING & FINANCING

- Most important point is that affordable housing needs to be defined. It is not \$1,200/month, and that is the City's definition. For Prospect, we create a process where we have neighborhood leaders in this room, and the strategy needs to be that we go to the neighborhoods and allow them to have "first dibs" on properties. LISC long lost reserve fund gives the banking industry the ability to loan in areas like Prospect. We need to get alignment in place. We have proven capacity and welcome the opportunity to be and have generals that can build from the ground up. You'd be amazed of the abilities that the inner city has. The 1/8<sup>th</sup> cent sales tax costs \$2,500 to apply! If you apply you don't know if you will get it back. We have the opportunity to create an investment opportunity for the entrepreneurs in the urban core that would love to invest on Prospect.
  - City's affordability policy uses high AMI. There isn't alignment with Prospect in that policy. A 40-50K AMI needs to be used.
  - Thinking about large-scale development, like on Troost... KCMO used LOTS of resources and funds to help the developer on that project. Lots of alignment was needed to make it work for a well-capitalized development group. To implement eminent domain, attorneys' fees, abatement, remediation, etc. When there is alignment, IT WORKS. If that type of alignment happens with black developers, we come to the table with capacity to do large-scale projects. City discounts sale of the land, giving equity to the developers. This is important because these resources can be directed to black developers.
  - The cost of being black in KC – We are paying double the amount of money on commuting, and also leakage because we have to go outside the community to get goods and services. How do we make it all work? We have to have multiple developers doing multiple things to create change. We need to leverage resources to get a BILLION dollars in combined capital resources to complete multiple projects on Prospect.
  - Our community experiences BLACK flight. We need to attract middle class black earners back to the community. It starts with alignment of policy and resources.
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Notes from handouts:

- One of my main concerns regarding implementing affordable housing and subsidized population are included in this project and any other projects being planned or in progress. The urban core community should be directly involved in the process of any developments in the urban community.
- Prospect as a vital artery must provide connection and access to nodes that includes services, agencies, healthcare, education, merchandising, recreation, personal services, household services, maintenance
- We need affordable housing. We don't need high rent, high mortgages... that's high eviction rates!
- Like: the minority participation; minority development; building a park and ride; building generational wealth; utilizing land bank stock.
- Don't Like: the \$1,200/month affordable living metric; the existing process that prohibits minority inclusion.
- I'm wondering about mobility of the transportation of the transit system in the way of cable car service as in electric grid buses. Seems the City could use the invent of more shuttle buses to work on the smaller streets where transit wasn't suitable for the east and west connections. If you're coming from 75th and Paseo going to east side of Blue Ridge, you can't take transit services on a regular transit bus. This is where a shuttle service would come into play to provide better mobility of transportation for east and west bound traffic.
- Land bank has been mentioned several times along with vacant lots. But what about the private owners and community organizations that own property that's vacant and/or abandoned? Are there any plans to get them funding for development/rehabs or encourage them to sell?
- Lack: Property wise we've established that we need more multi-family properties. What about micro/studio style housing? This could be an additional option to low income housing for single folks.
- Initiative to incorporate housing accessibility – elderly, poverty level families, making sure people are not priced out of their neighborhoods.
- Turning renters into homeowners. Funding, investing in neighbors similarly to how we invest in developers.
- Like: the approach to safe building and roads. Safety on buses – it doesn't currently feel safe to ride the bus. What about a funding or discount option for renters or people over 18, or zip code based, to shift renters to property owners?
- Would co-ops be an option to explore? The housing co-op on Vine Street is an example of property that elderly citizens can utilize or a property can be invested in long-term.
- I think we do need a longer version of the streetcar like a subway that connects to the suburbs – Olathe, Gladstone, Raytown.
- Prioritize connectivity issues for access to children and schools as we are having issues with our buses.
- Direct access to large employers coordinated with shift start and end times.

- Safety, mode safety implementation and tactics similar to college campuses
- Capacity building – create nodes that attract back the children that left; stop associating black people with poor or low income
- Increase income is not overnight; it is available with focus on an increase on workforce training and development in skills that allow us to compete within growing marketplace.
- How does this plan align with public subsidies? I.e. CCID, affordable housing trust fund, CDBG, and others?
- How will decision-making criteria be adjusted so that it does not serve as a barrier for black and minority developers and contractor participation? i.e. 3-5 projects of similar size in your portfolio and/or discounting black developer consulting experience even though the black development consultant has guided multimillion dollar projects?
- Note: City of KC in conjunction with PIEA subsidized brownfield dollars for the acquisition, demolition, and remediation of the 4 corners of Armour and Troost... More than 2 million dollars and sold the section of the property to a private developer at a discounted price. Typically, the same efforts and considerations is not given to black developers which would increase the capacity of black developers to perform large scale projects.
- Black flight has been at least a 30-year activity as middle income black households have been forced out intentionally. Address leakage.
- “Lack” Suggestion: Leveraging other federal funds from the department of transportation in building multifamily housing: duplexes, townhouses, colonnades for the renter community that is affordable must be a priority for Prospect.
- Suggestion: Develop mid-sized warehouses and manufacturing plants near Prospect to create jobs