

## 3.2 Community and Neighborhood Effects

This section discusses how the strategies will affect the local residents, neighborhoods, and community facilities. The section begins by providing a brief profile of the Study Area and explains who lives in the various local neighborhoods, how they travel, and where schools and other community facilities are located. The last part of this section explains how the proposed I-70 strategies would affect neighborhood and community facilities.

### How Was an Assessment of the Study Area Developed?

The Study Team used information from the U.S. Census Bureau to develop a profile of the residents in the I-70 Study Area. The Study Team analyzed population information for all 2000 Census Block Groups that either touch or are located entirely within the Study Area. The Study Team also analyzed 2000 Census Block Group data for the City of Independence, the City of Kansas City, Jackson County, and the State of Missouri. Information on race, age, gender, employment, income, education, and transportation is displayed in the charts and tables that follow in this section.

### Who Lives in the Study Area and Surrounding Jurisdictions?

Based on information obtained from the 2000 Census, the Study Team identified 64 Census Block Groups that either touch or are entirely within the I-70 Study Area. The 64 block groups include 57,590 residents. Of the total population, the two largest minority groups are African-Americans and Hispanics or Latinos. A detailed discussion on minority populations within the Study Area can be found in the Environmental Justice Section of the FTEIS (**Section 3.5 Environmental Justice**).

The Study Area has a slightly higher percentage of females (50.8%) to males (49.2%), but not as high compared to gender percentages found in the surrounding jurisdictions. The population of the Study Area is also slightly older than the overall populations of Kansas City, Jackson County, and the State of Missouri but is generally younger than the population

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#### What is a Block Group?

A block group is the smallest geographic unit for which the Census Bureau tabulates sample data. A block group consists of all the blocks within a census tract with the same beginning number. Example: block group 3 consists of all blocks within a 2000 census tract numbering from 3000 to 3999.

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of Independence. In both cases the differences is less than five percent; however, it does indicate that there are more seniors in some of the potentially affected parts of the Study Area. **Table 3.2.1**, **Figure 3.2.1**, and **Figure 3.2.2** show the age and gender profiles for the Study Area and surrounding jurisdictions.

**Table 3.2.1 Age and Gender Assessment**

Population Characteristics	Study Area	City of Kansas City	City of Independence	Jackson County	Missouri
<b>Total Persons</b>	57,590	441,269	113,207	654,880	5,595,211
<b>Under 18</b>	23.4%	25.3%	23.8%	25.7%	25.5%
<b>18 to 64</b>	62.1%	63.0%	60.7%	61.7%	61.0%
<b>65 and older</b>	14.4%	11.7%	15.5%	12.5%	13.5%
<b>Male</b>	49.2%	48.2%	47.6%	48.0%	48.6%
<b>Female</b>	50.8%	51.8%	52.4%	52.0%	51.4%

Source: U.S. Census Bureau, Census 2000. Study Area data is for the Census Block Groups.

**Figure 3.2.1 Age Assessment**

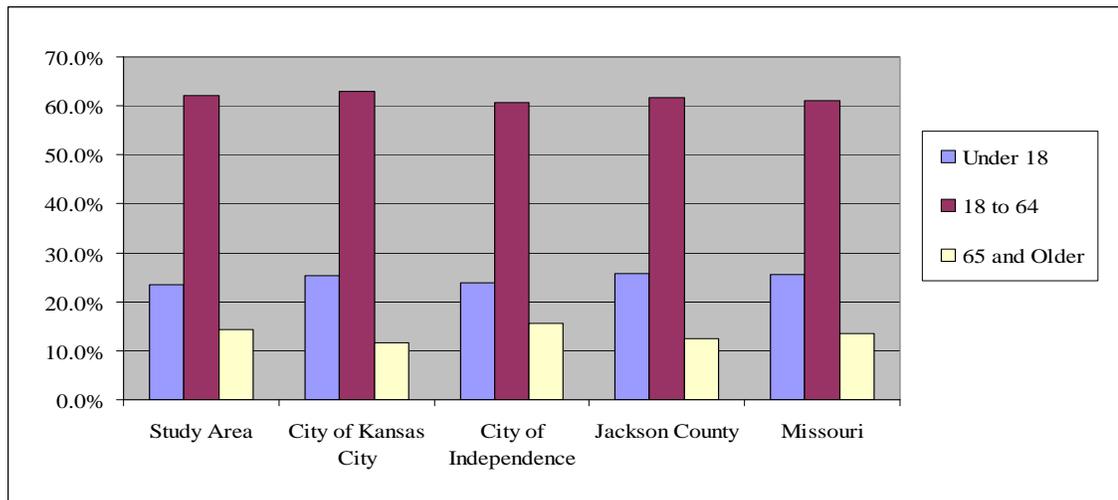
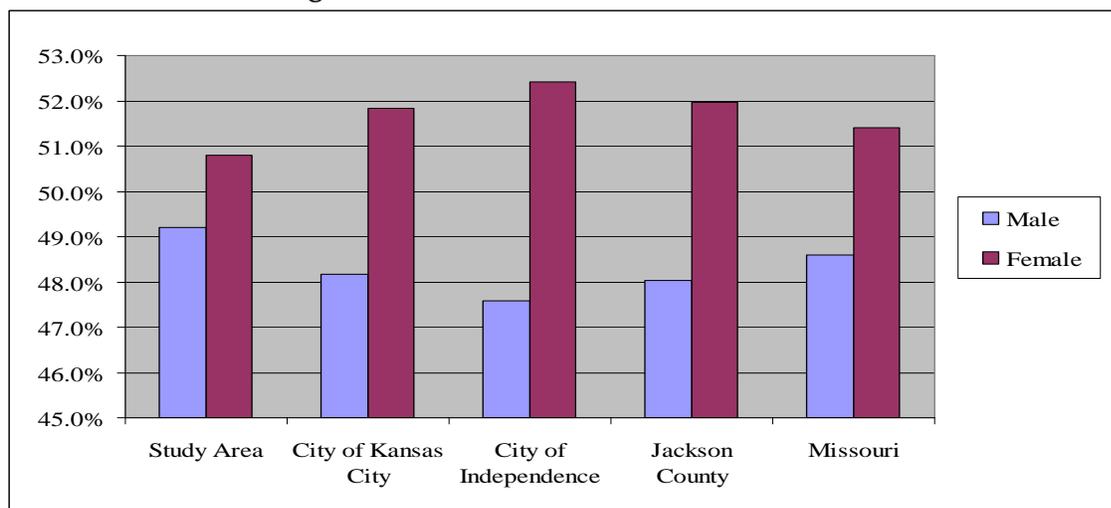


Figure 3.2.2 Gender Assessment



### What are the Economic Characteristics of Study Area Residents?

The Study Team examined two ways of measuring income: median household and per capita. Median household income is essentially the income earned by the household for whom half of their neighbors make more money and half of their neighbors make less money. Per capita income is measured by adding all of the incomes reported for an area together and dividing by the number of people in that area.

Median household income and per capita income are generally lower for the Study Area than for the surrounding jurisdictions. As well, the percent of individuals below the poverty line is higher for the Study Area than the surrounding jurisdictions. People in poverty are those who live in households with incomes at or below the U.S. Department of Health and Human Services poverty guidelines.

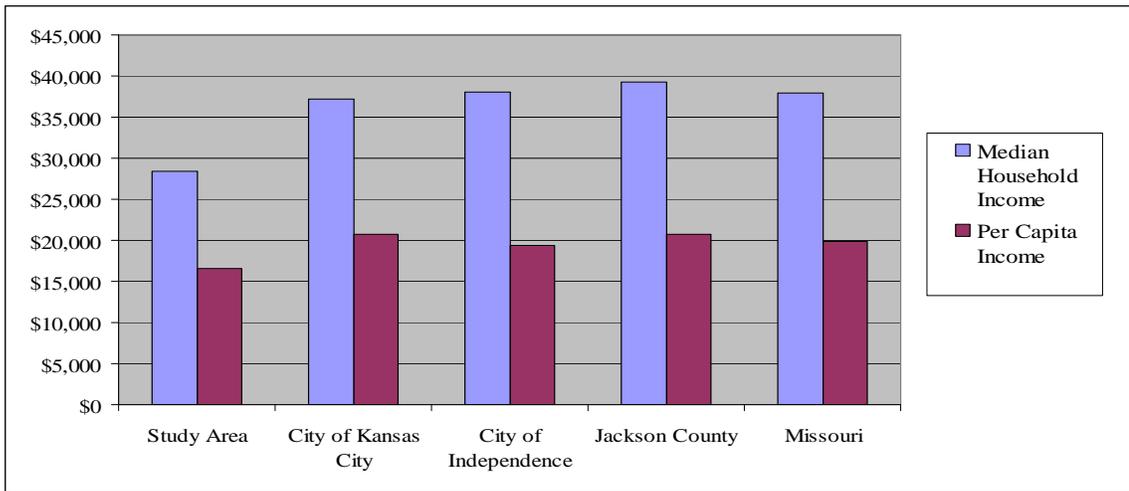
Based on 2000 Census information, residents in the Study Area had a median household income of \$28,467 and a per capita income of \$16,567. Approximately 17.8 percent of the residents lived at or below the poverty level. **Table 3.2.2**, **Figure 3.2.3**, and **Figure 3.2.4** show the income levels and poverty status profiles for the Study Area and surrounding jurisdictions.

**Table 3.2.2 Economic Characteristics Comparison**

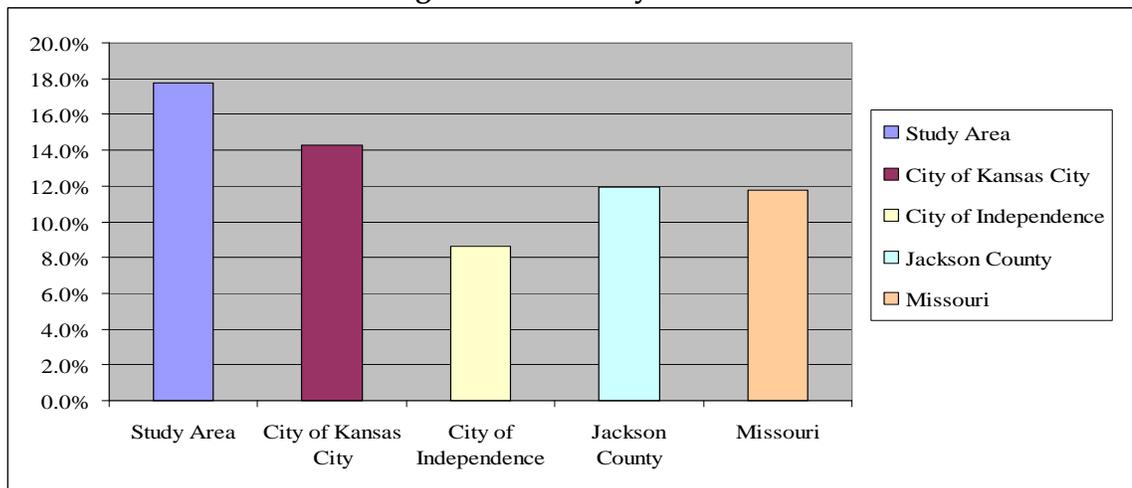
Income Levels and Distribution	Study Area	City of Kansas City	City of Independence	Jackson County	Missouri
<b>Median Household Income</b>	\$28,476	\$37,198	\$38,012	\$39,277	\$37,934
<b>Per Capita Income</b>	\$16,567	\$20,753	\$19,384	\$20,788	\$19,936
<b>Individuals Below Poverty Level</b>	17.8%	14.3%	8.6%	11.9%	11.7%

Source: U.S. Census Bureau, Census 2000. Study Area data is for the Census Block Groups.

**Figure 3.2.3 Income Levels**



**Figure 3.2.4 Poverty Status**



## What are the Education Levels of Residents in the Study Area?

The percent of residents who earned a high school diploma or higher (including equivalency) was lower in the Study Area compared to surrounding jurisdictions. According to the 2000 Census, 77.3 percent of residents in the Study Area earned a high school diploma or higher, compared to 82.4 percent in Kansas City, 82.9 percent in Independence, 83.3 percent in Jackson County, and 81.3 percent in all of Missouri. In addition, 17.2 percent of residents in the Study Area earned a bachelor's degree or higher, compared to 25.7 percent in Kansas City, 15.2 percent in Independence, 23.4 percent in Jackson County, and 21.6 percent in the State of Missouri. **Table 3.2.3** shows the education profile for the Study Area and surrounding jurisdictions.

**Table 3.2.3 Education Levels**

Education Levels	Study Area	City of Kansas City	City of Independence	Jackson County	Missouri
<b>Population 25 years and older</b>	38,423	287,046	76,559	427,077	3,634,906
<b>Less than 9th grade</b>	6.3%	4.7%	4.4%	4.4%	6.5%
<b>9th to 12th grade, no diploma</b>	16.3%	12.9%	12.7%	12.2%	12.1%
<b>High school graduate or GED</b>	32.2%	27.8%	38.5%	30.0%	32.7%
<b>Some college, no degree</b>	28.0%	28.9%	29.2%	29.9%	27.0%
<b>Bachelor's degree</b>	11.7%	17.0%	10.1%	15.5%	14.0%
<b>Master's degree</b>	3.9%	5.9%	3.9%	5.5%	5.2%
<b>Professional school degree or PhD</b>	1.5%	2.8%	1.2%	2.4%	2.4%
<b>Percent high school graduate or higher</b>	77.3%	82.4%	82.9%	83.3%	81.3%
<b>Percent Bachelor's degree or higher</b>	17.2%	25.7%	15.2%	23.4%	21.6%

Source: U.S. Census Bureau, Census 2000. Study Area data is for the Census Block Groups.

## What are the Employment Characteristics of the Study Area?

### What is the Labor Force?

The Labor Force consists of all people 16 and over who are working or are actively looking for work.

The Study Area has fewer residents age 16 years and over in the labor force compared the Kansas City and Independence, Jackson County, and the State of Missouri. However, more of those in the labor force within the Study Area are unemployed than in the surrounding jurisdictions. **Table 3.2.4** and **Figure 3.2.5** show the employment status profiles for the Study Area and surrounding jurisdictions as Census 2000.

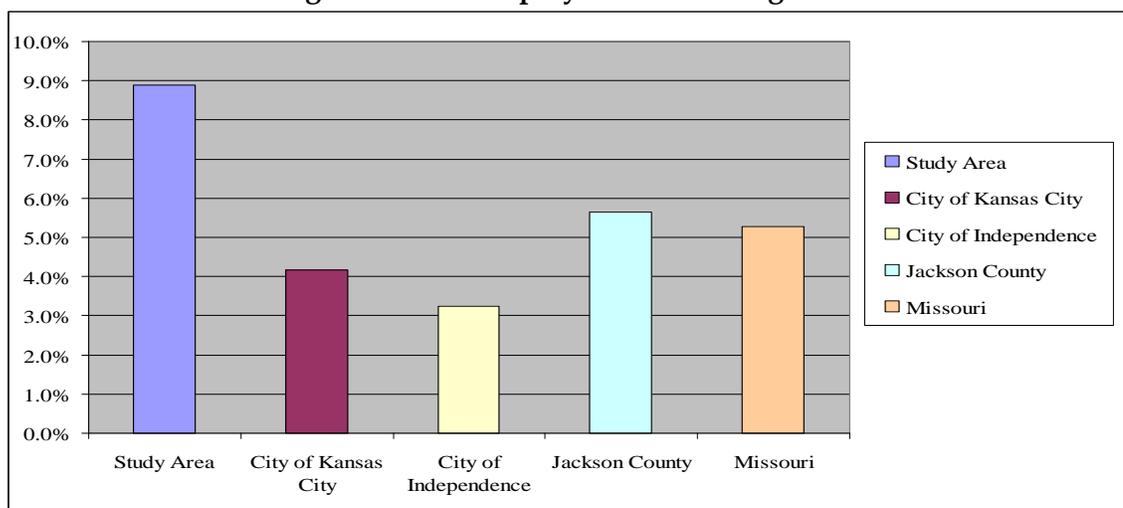
**Section 3.6 Economics** has updated information on regional unemployment.

**Table 3.2.4 Employment**

Employment Status	Study Area	City of Kansas City	City of Independence	Jackson County	Missouri
<b>Population 16 years and over</b>	45,477	340,707	89,279	504,285	4,331,369
<b>In the labor force</b>	60.5%	66.5%	65.4%	66.5%	65.2%
<b>Not in the labor force</b>	39.5%	33.5%	34.6%	33.5%	34.8%
<b>Unemployed Persons</b>	8.9%	4.2%	3.2%	5.7%	5.3%

Source: U.S. Census Bureau, Census 2000. Study Area data is for the Census Block Groups.

**Figure 3.2.5 Unemployment Percentages**



## How Do People Get Around the Study Area and Surrounding Jurisdictions?

Motor vehicles are, by far, the most common source of personal transportation for residents in the Study Area and surrounding jurisdictions. According to the 2000 Census, 74.3 percent of Study Area residents use a motor vehicle to get to work. However, this is slightly lower when compared to 90.6 percent for residents of Kansas City, 95.4 percent for residents of Independence, 80.5 percent for residents of Jackson County, and 80.5 percent for residents within the State of Missouri. In addition, the percent of workers who carpool, walk/bike to work, or use public transportation is higher for the Study Area than the surrounding jurisdictions.

The mean travel time to work for residents in the Study Area is 22.5 minutes. This is comparable to travel times for residents of Kansas City (21.9 minutes), Independence (24.1 minutes), Jackson County (23.6 minutes), and the State of Missouri (23.8 minutes). **Table 3.2.5** shows means of transportation to work for residents in the Study Area and surrounding jurisdictions.

**Table 3.2.5 Means of Transportation to Work**

Means of Transportation to Work	Study Area	City of Kansas City	City of Independence	Jackson County	Missouri
<b>Workers 16 years and over</b>	100.0%	100.0%	100.0%	100.0%	100.0%
<b>Drive alone</b>	74.3%	90.6%	95.4%	80.5%	80.5%
<b>Carpool</b>	13.3%	11.8%	12.3%	11.5%	11.6%
<b>Public transportation</b>	5.6%	3.8%	0.8%	2.7%	1.5%
<b>Bicycle or walk</b>	3.7%	2.4%	0.9%	1.9%	2.3%
<b>Work at home</b>	2.0%	2.6%	2.1%	2.7%	3.5%
<b>Other means of transportation</b>	1.0%	0.6%	0.7%	0.6%	0.6%
<b>Mean travel time to work (minutes)</b>	22.5	21.9	24.1	23.6	23.8

Source: U.S. Census Bureau, Census 2000. Study Area data is for the Census Block Groups.

## Describe the Local Community Facilities

There is a variety of local community facilities within the I-70 Study Area, such as schools, churches, emergency services,

and community centers. This section discusses the existing community facilities that are a key part of community and neighborhood cohesion. **Figure 3.2.6** at the end of this chapter shows the location of the community facilities

### Neighborhoods

The western half of the Study Area encompasses land uses associated with the City of Kansas City. Kansas City is made up of several local neighborhoods totaling nearly 240 citywide. The following is a list of local neighborhoods within the I-70 Study Area:



Peace Baptist Church

- Central Industrial District
- River Market
- Columbus Park
- Downtown
- Westside
- Crossroads District
- Garfield-Independence Plaza
- Downtown East
- Santa Fe
- Budd Park
- East 23rd Street
- Blue Valley Industrial
- Sports Complex



William Southern Elementary School

The eastern half of the Study Area includes land uses associated with the City of Independence. In most cases, much of the land use within the entire Study Area contains detached, single-family houses in neighborhoods. However, there are several multi-family (apartment and/or condominium) neighborhoods and mobile home neighborhoods in the Study Area as well.

### Churches

There are 64 churches within the I-70 Study Area. Many of the churches are located in the Kansas City portion of the Study Area in the Downtown East, Garfield-Independence, Santa Fe, Budd Park, and East 23<sup>rd</sup> Street residential neighborhoods.

### Schools

There are 13 primary and secondary schools found throughout the Study Area. These include:

- Plaza de Niños Preschool
- Missouri First Steps
- Whittier Elementary School
- William Southern Elementary School
- Della Lamb Elementary Center
- Sycamore Elementary School
- Garcia Elementary School
- Phyllis Wheatley Elementary School
- Fairview Alternative Middle School
- Central High School

In addition, the International School of Professional Bartending, Pitcher Academy, and Mattie Rhodes Counseling and Art Center are located within the Study Area.

A majority of the primary and secondary schools are located in the Kansas City portion of the Study Area, especially near downtown Kansas City. Three of the above listed schools (Missouri First Steps, William Southern Elementary, and Sycamore Hills Elementary) are located in the eastern portion of the Study Area, or in the City of Independence.

### Colleges and Universities

There are five colleges or universities within the Study Area. Vatterott College, Berean Christian Academy, and ITT Technical Institute are located in the Sports Complex neighborhood. Manual Vocational Technical College and Metropolitan Community College are located near downtown Kansas City, in the Downtown East neighborhood.

### Libraries

There is one library within the Study Area, the Kansas City Public Library. This library is located in Downtown Kansas City.

### Hospitals

There are no hospitals located within the Study Area.

### Emergency Service Facilities



Fire Station at 31<sup>st</sup> Street and Indiana Avenue

There are eight emergency service facilities located within the Study Area. These include police, ambulance, and fire service facilities. A majority of the emergency facilities are located within the Kansas City portion of the Study Area, which contains seven of the facilities including:

- Two fire department stations (No. 8 and No. 25) located near Downtown Kansas City.
- Two police department buildings located near Downtown Kansas City.
- A police vehicle garage and a police training facility located in the Garfield-Independence neighborhood near the Prospect Avenue interchange.
- A police K-9 training facility located in the Sports Complex neighborhood near the East 31st Street interchange.

Independence Fire Station No. 2 is the only emergency facility in the Independence portion of the Study area and is located along East 39th Street near the Noland Road interchange.



Ermine Case Jr. Park

### Park and Recreational Areas

There are 28 park and recreational areas located within the Study Area. The Kansas City portion of the Study Area contains 24 of these parks including:

- River Bluff Park
- West Terrace Park
- Ermine Case Jr. Park
- Mulkey Square
- Jarboe Park
- Andrew Drips Park
- Admiral Plaza
- Ilus W. Davis Park
- Columbus Square
- Margaret Kemp Park

- Barney Allis Plaza
- Oppenstein Brothers Memorial Park
- Goin' to Kansas City Plaza
- The Parade
- Prospect Plaza Park
- Harmony Park
- Freeway Park
- The Grove
- Montgall Park
- Indiana Park
- Cypress Park
- Van Brunt Park
- Blue Valley Park
- Santa Fe Trail Park



**Gregg Klice Community Center**

The remaining four park and recreational areas, Adair Park, Waterfall Park, Carriage Hills Park, and Little Blue Trace Trail are located within the Independence portion of the Study Area.

#### Community Facilities

There are 40 community facilities located within the Study Area, all of which are within Kansas City. The majority of community facilities are located within downtown Kansas City and the Columbus Park, Garfield-Independence, and Downtown East neighborhoods. These facilities include local meeting halls, missions, development centers, community gardens, family and youth centers, a local YMCA, and the Bartle Hall Convention Center.

#### Bicycle and Pedestrian Facilities

There are several bicycle and pedestrian facilities located within the Study Area. According to the I-70 Major Investment Study (2002), a majority of the facilities are multi-use trails that average 2.4 miles long with facilities ranging from one-quarter mile to seven miles long. However, only a few of the trails meet the national standard for bicycle paths: having smooth, paved surfaces that are a minimum of 10 feet wide. Most of the trails are park and recreational facilities and are closed loop trails or linear facilities that traverse parklands with few, if any, access points



**Pedestrian Bridge East of Van Brunt Boulevard**

Aside from separate bicycle and pedestrian trails, there are a number of crossing points for pedestrian and bicycle traffic within the Study Area. These are along streets and highways that cross over or under the I-70 highway. For example, two pedestrian bridges over I-70 in the Study Area provide local residents the ability to cross over the highway without coming into contact with vehicle traffic. The first bridge allows bicycles/pedestrians to cross over the I-70 highway near Cypress Avenue, while the second bridge allows bicycles/pedestrians to cross over the highway near Oakley Avenue.

### **How will the Strategies Affect Communities and Neighborhoods within the Study Area?**

The following paragraphs will discuss the anticipated effects of the strategies on existing neighborhoods and community facilities. Many of the potential impacts of the strategies on neighborhoods such as relocations, noise, air quality, and visual appearance are discussed in detail in other sections of this FTEIS. These effects will be mentioned briefly here and readers will be directed to the other sections of this document.



Margaret Kemp Park at 10<sup>th</sup> and Harrison Street.

Strong neighborhoods are those with an identity, where neighbors have easy access to each other and are familiar with one another. Transportation projects can impact neighborhoods by relocating residents, dividing the neighborhood, removing local businesses, and creating an atmosphere that discourages neighbors from interacting with each other.

All Build strategies will affect existing neighborhoods. MoDOT will work with local communities and neighborhoods to reduce and minimize neighborhood impacts as much as possible.

#### No-Build Strategy

The No-Build Strategy will affect the neighborhoods surrounding the existing corridor as increased congestion will make it more difficult to live near I-70 and the downtown loop. Without improvements, local residents can expect

increased congestion leading to increase noise and air quality issues. These effects are discussed in more detail in **Section 3.10 Noise** and **Section 3.11 Air Quality**.

Increased congestion will lead to the use of alternative routes which are often arterial roads through neighborhoods which will make it more difficult for local residents to access local businesses.

*Improve Key Bottlenecks Strategy*

The Improve Key Bottlenecks Strategy will potentially require 188 residential and 55 commercial displacements. The relocation impacts are discussed in more detail in **Section 3.4 Relocations**.

The Improve Key Bottlenecks Strategy will have impacts on a variety of neighborhood facilities and amenities. The effects of the Improve Key Bottlenecks Strategy on neighborhoods and community facilities are discussed in the following text. For ease of explanation, the Study Area has been divided up into five Sub-Areas.

Downtown Sub-Area: The Improve Key Bottlenecks Strategy will not have impacts to any schools, libraries, emergency services, or colleges/universities. There are potential noise impacts at Temple Baptist Church located at the intersection of East 9<sup>th</sup> Street and Harrison Street. There are potential noise impacts at two community facilities, the Don Bosco Senior Center and the reStart Incorporated. Potential impacts at Jarboe Park, West Terrace Park, Ermine Case Jr. Park, and Margaret Kemp Park are possible. There is the opportunity to positively impact bicycle and pedestrian facilities while constructing bottleneck improvements by providing additional pedestrian and bicycle friendly crossings of the freeways.



West Terrace Park

Urban Sub-Area: The Improve Key Bottlenecks Strategy will not have impacts to any schools, libraries, emergency services, or colleges/universities. Noise impacts are possible at four churches. The Salvation Army building near Truman Road and Forest Avenue may be displaced. Cypress Park is the only potential park affected in the urban section of this project. The



Freeway Park at 14<sup>th</sup> and  
Indiana Avenue

neighborhood garden area known as Freeway Park will be displaced. This site is owned by MoDOT and leased to the City of Kansas City as a neighborhood garden. The two existing pedestrian bridges and interchange improvements will provide the opportunity to enhance bicycle and pedestrian movements in the urban section of the Study Area.

I-435 Sub-Area: The Improve Key Bottlenecks Strategy will not have impacts to any schools, libraries, emergency services, churches, community facilities, or park lands. The primary community impact in this area is the potential relocation of Vatterott College.

Suburban Sub-Area: The Improve Key Bottlenecks Strategy will not have impacts to any libraries, emergency services, or park lands. The Christ Covenant Church and Berean Christian Academy will require a relocation of their access drive. A portion of the Park and Ride lot at Blue Ridge Boulevard would be impacted.

I-470 Sub-Area: The Improve Key Bottlenecks Strategy will not have impacts to any schools, libraries, emergency services, churches, or community facilities. There are potential impacts to a parking lot for a church. A small strip of Carriage Hills Park may be needed in this strategy.

The Improve Key Bottlenecks Strategy may also have noise, air quality, and visual effects on residents, businesses, and other noise sensitive properties in the adjacent neighborhoods. These effects are discussed in more detail in **Section 3.3 Public Land, Section 3.7 Visual Effects, 3.10 Noise, and Section 3.11 Air Quality**

#### Add General Lanes Strategy

The Add General Lanes Strategy will potentially require 303 residential and 93 commercial displacements. The relocation impacts are discussed in more detail in **Section 3.4 Relocations.**

Downtown Sub-Area: The Add General Lanes Strategy will not have impacts on any schools, libraries, emergency services, or colleges/universities. There is the potential for the

relocation of Temple Baptist Church located at the intersection of East 9<sup>th</sup> Street and Harrison Street. Other community relocations include the FBI building and the Kansas City Community Center. There are potential additional noise impacts at two community facilities, the Don Bosco Senior Center and the reStart Incorporated. Potential parks impacted would include Jarboe Park, West Terrace Park, Ermine Case Jr. Park, and Margaret Kemp Park. There is the opportunity to positively impact bicycle and pedestrian facilities while constructing improvements by providing additional pedestrian and bicycle friendly crossings of the freeways.

Urban Sub-Area: The Add General Lanes Strategy will not have impacts to any schools, libraries, emergency services, or colleges/universities. Relocation impacts are possible for three churches with potential noise impacts also affecting three churches. The Salvation Army building near Truman Road and Forest Avenue may be displaced. The City Mission Family Center may receive increased noise impacts. Cypress Park is the only park potentially affected in this section of this project. The neighborhood garden area known as Freeway Park will be displaced. This site is owned by MoDOT and leased to the City of Kansas City as a neighborhood garden. The two existing pedestrian bridges and interchange improvements will provide the opportunity to enhance bicycle and pedestrian movements in the urban section of the Study Area.

I-435 Sub-Area: The Add General Lanes Strategy will not have impacts to any libraries, emergency services, churches, or park lands. The primary community impact in this area is the potential relocation of Vatterott College. Noise impacts may affect the Fellowship of Christian Athletes.

Suburban Sub-Area: The Add General Lanes Strategy will not have impacts to any libraries, emergency services, or park lands. The Christ Covenant Church and Berean Christian Academy would require a relocation of their access drive. A portion of the Park and Ride lot at Blue Ridge Boulevard would be impacted.

I-470 Sub-Area: The Add General Lanes Strategy will not have impacts to any schools, libraries, emergency services, churches, or community facilities. There are potential impacts



**City Mission Family Center at 14<sup>th</sup> Street and Wabash Avenue**

to a parking lot for a church. A small strip of Carriage Hills Park may be needed in this strategy.

Where residential and business displacements will be required, they would most likely occur near the existing roadway and interchanges. If businesses are displaced, local residents may have to travel farther to eat at a restaurant or fill up at a gas station.

The Add General Lanes Strategy may also have noise, air quality, and visual effects on residents in the adjacent neighborhoods. These effects are discussed in more detail in **Section 3.7 Visual Effects**, **3.10 Noise**, and **Section 3.11 Air Quality**.

*Transportation Improvement Corridor Strategy*

The Transportation Improvement Corridor Strategy will require 444 residential and 111 commercial displacements. The relocation impacts are discussed in more detail in **Section 3.4 Relocations**.

Downtown Sub-Area: The Transportation Improvement Corridor Strategy will not have impacts to any schools, libraries, emergency services, or colleges/universities. There is the potential for the relocation of Temple Baptist Church located at the intersection of East 9<sup>th</sup> Street and Harrison Street. There are potential additional noise impacts at two community facilities, the Don Bosco Senior Center and the reStart Incorporated. Potential parks impacts would include Jarboe Park, West Terrace Park, Ermine Case Jr. Park, and Margaret Kemp Park. There is the opportunity to positively impact bicycle and pedestrian facilities while constructing improvements by providing additional pedestrian and bicycle friendly crossings of the freeways.



Salvation Army Warehouse at 1110 Truman Road

Urban Sub-Area: The Transportation Improvement Corridor Strategy will not have impacts to any schools, libraries, emergency services, or colleges/universities. Relocation impacts are possible for six churches with additional potential noise impacts affecting two churches. The Salvation Army and the City Mission Family Center buildings may be displaced. Cypress Park is the only potential park affected in

this section of this project. The neighborhood garden area known as Freeway Park will be displaced. This site is owned by MoDOT and leased to the City of Kansas City as a neighborhood garden. The two existing pedestrian bridges and interchange improvements will provide the opportunity to enhance bicycle and pedestrian movements in the urban section of the Study Area.

I-435 Sub-Area: The Transportation Improvement Corridor Strategy will not have impacts to any libraries, emergency services, churches, or park lands. The primary community impact in this area is the potential relocation of Vatterott College. Noise impacts may affect the Fellowship of Christian Athletes.

Suburban Sub-Area: The Transportation Improvement Corridor Strategy will not have impacts to any libraries, emergency services, or park lands. The Christ Covenant Church and Berean Christian Academy would require a relocation of their access drive. A portion of the Park and Ride lot at Blue Ridge Boulevard would be impacted.

I-470 Sub-Area: The Transportation Improvement Corridor Strategy will not have impacts to any schools, libraries, emergency services, churches, or community facilities. There are potential impacts to a parking lot for a church. A small strip of Carriage Hills Park may be needed in this strategy.

Where residential and business displacements will be required, they would most likely occur near the existing roadway and interchanges. If businesses are displaced, local residents may have to travel farther to dine at a restaurant, fill up their car at a gas station, or enjoy a park or recreation area.

The Transportation Improvement Corridor Strategy may also have noise, air quality, and visual effects on residents in the adjacent neighborhoods. These effects are discussed in more detail in **Section 3.7 Visual Effects**, **3.10 Noise**, and **Section 3.11 Air Quality**.

### Identified Preferred Strategy

The Identified Preferred Strategy will potentially require 193 residential and 19 commercial displacements using the widest footprint option east of I-435. The relocation impacts are discussed in more detail in **Section 3.4 Relocations**.

The Identified Preferred Strategy will have impacts on a variety of neighborhood facilities and amenities. The effects of the Identified Preferred Strategy on neighborhoods and community facilities are discussed in the following text. For ease of explanation, the Study Area has been divided up into five Sub-Areas.

Downtown Sub-Area: The Identified Preferred Strategy will not have impacts to any schools, libraries, emergency services, or colleges/universities. There are potential noise impacts at Temple Baptist Church located at the intersection of East 9<sup>th</sup> Street and Harrison Street. There are also potential noise impacts at two community facilities, the Don Bosco Senior Center and ReStart Incorporated. Potential impacts at Jarboe Park, West Terrace Park, Ermine Case Jr. Park, and Margaret Kemp Park are possible. There is the opportunity to positively impact bicycle and pedestrian facilities during construction of bottleneck improvements by providing additional pedestrian and bicycle friendly crossings of the freeways.

Urban Sub-Area: The Identified Preferred Strategy will not have impacts to any schools, libraries, emergency services, or colleges/universities. Noise impacts are possible at four churches. The Salvation Army warehouse building near Truman Road and Forest Avenue may be displaced. Cypress Park is the only potential park affected in the urban section of this project. The neighborhood garden area known as Freeway Park will be displaced. This site is owned by MoDOT and leased to the City of Kansas City as a neighborhood garden. The two existing pedestrian bridges and interchange improvements will provide the opportunity to enhance bicycle and pedestrian movements in the urban section of the Study Area.

I-435 Sub-Area: The Identified Preferred Strategy will not have impacts to any libraries, emergency services, churches, or park

lands. The primary community impact in this area is the potential relocation of Vatterott College. Noise impacts may affect the Fellowship of Christian Athletes building.

Suburban Sub-Area: The Identified Preferred Strategy will not have impacts to any libraries, emergency services, or park lands. The Christ Covenant Church and Berean Christian Academy would require a relocation of their access drive. The Park and Ride lot at Blue Ridge Boulevard would potentially be impacted.

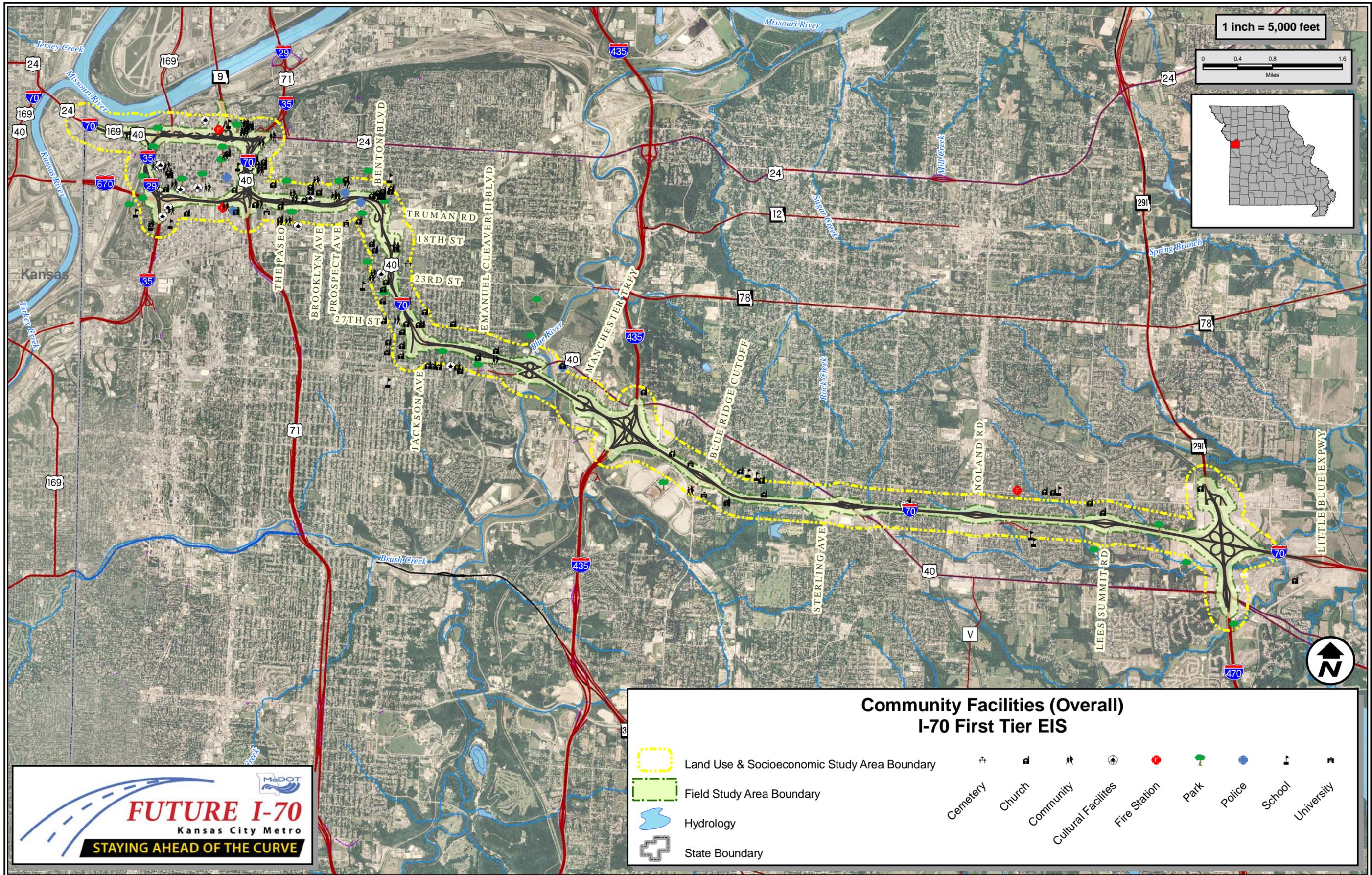
I-470 Sub-Area: The Identified Preferred Strategy will not have impacts to any schools, libraries, emergency services, churches, or community facilities. If the Add General Lanes Strategy is selected, there are potential impacts to a church parking lot and a small strip of Carriage Hills Park may be needed in this strategy.

Where residential and business displacements will be required, they would most likely occur near the existing roadway and interchanges. If businesses are displaced, local residents may have to travel farther to dine at a restaurant, fill up their car at a gas station, or enjoy a park or recreation area.

The Identified Preferred Strategy may also have noise, air quality, and visual effects on residents in the adjacent neighborhoods. These effects are discussed in more detail in **Section 3.7 Visual Effects**, **3.10 Noise**, and **Section 3.11 Air Quality**.

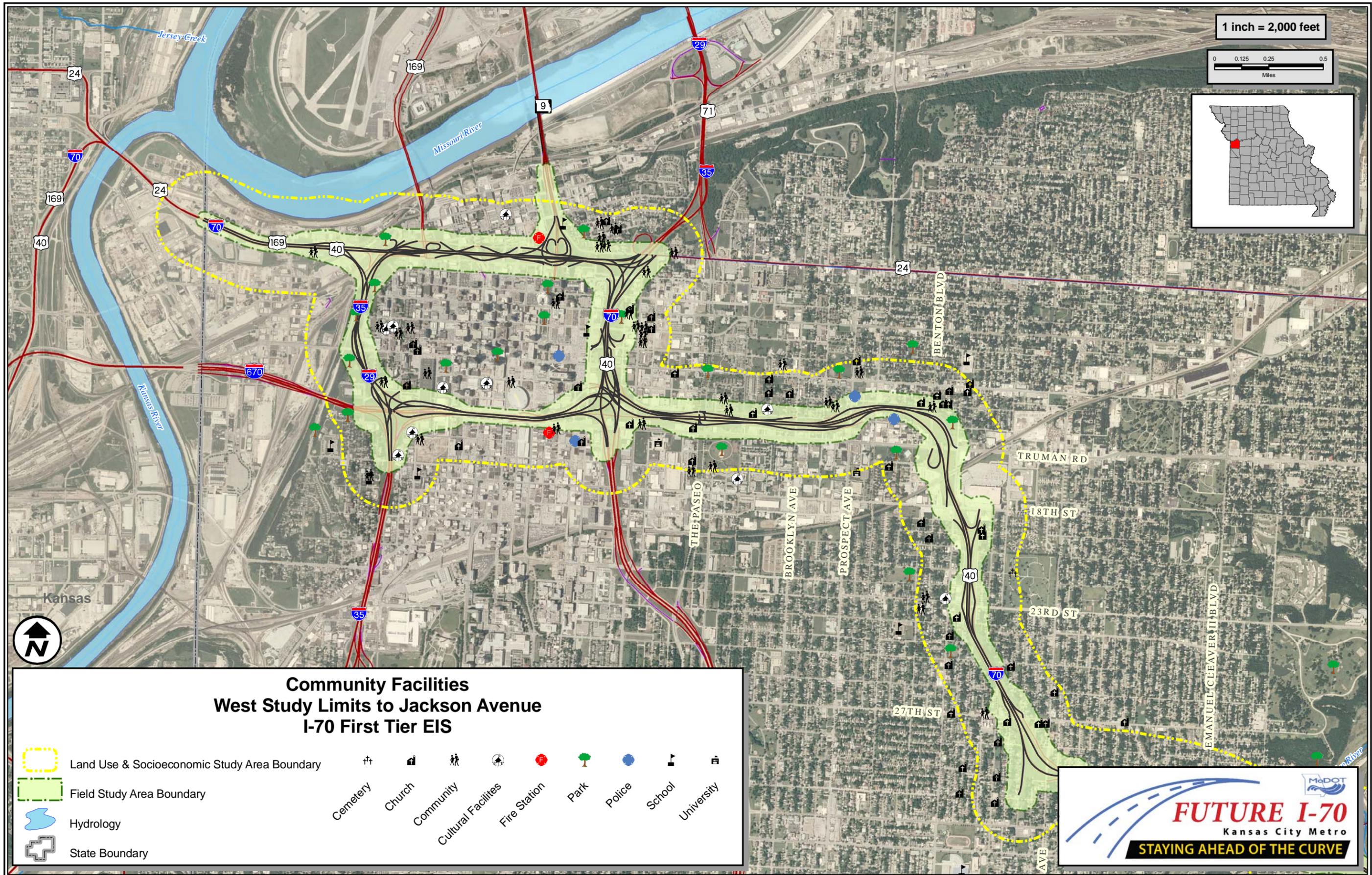
### **How Will Community and Neighborhood Impacts Be Refined in the Second Tier Studies?**

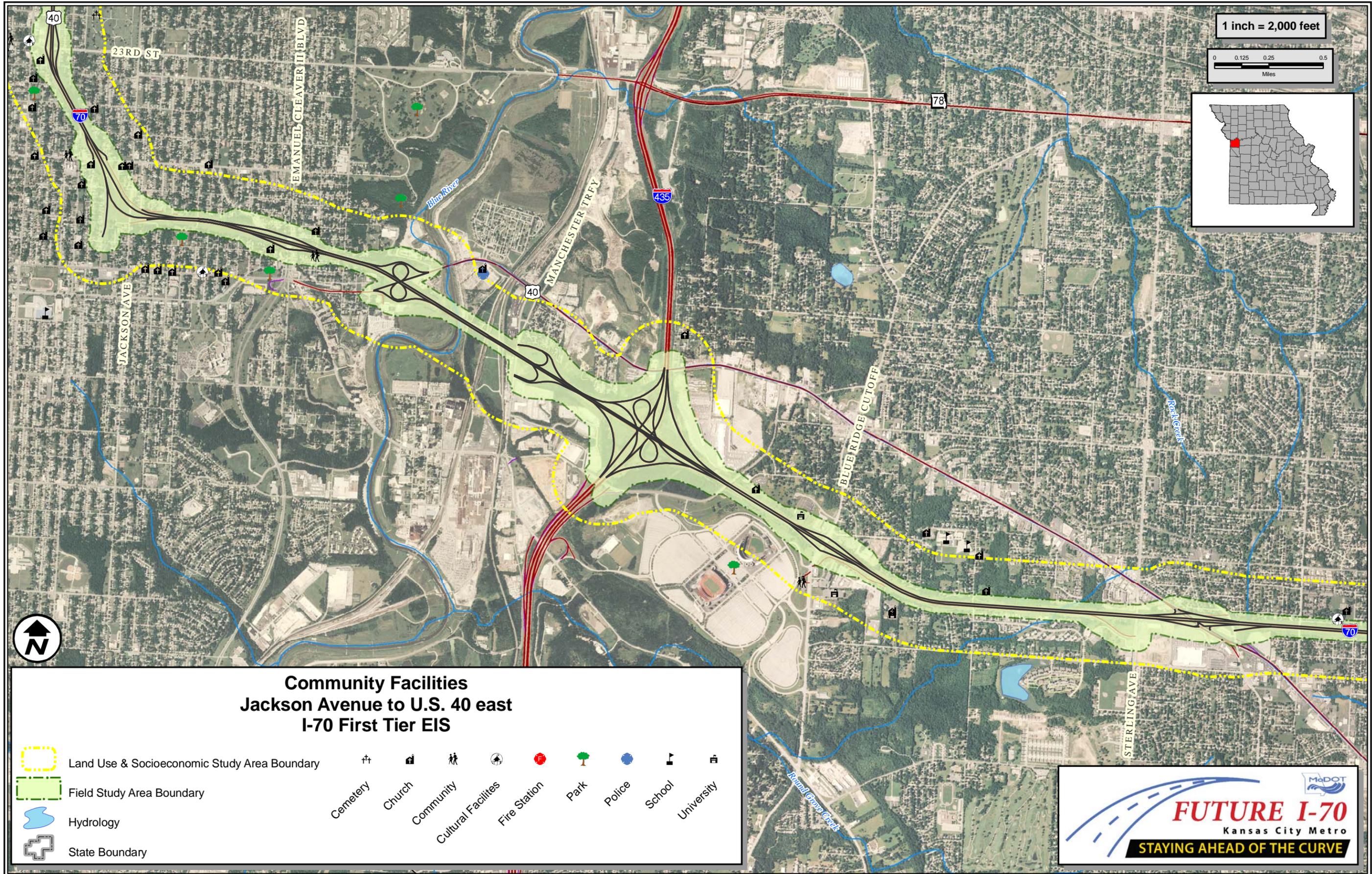
The next step in the environmental stage of this project is to conduct Second Tier studies which will identify the improvements between east of I-435 and I-470 and further evaluate and refine the neighborhood and community impacts of the Identified Preferred Strategy. The Second Tier studies will refine each strategy and their footprints to avoid or minimize the identified neighborhood and community impacts where possible.



### Community Facilities (Overall) I-70 First Tier EIS

<ul style="list-style-type: none"> <li><span style="border: 1px dashed yellow; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Land Use &amp; Socioeconomic Study Area Boundary</li> <li><span style="border: 1px dashed green; display: inline-block; width: 20px; height: 10px; margin-right: 5px;"></span> Field Study Area Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightblue; border-radius: 5px; margin-right: 5px;"></span> Hydrology</li> <li><span style="border: 1px solid gray; display: inline-block; width: 15px; height: 15px; margin-right: 5px;"></span> State Boundary</li> </ul>	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center; width: 20px;"><span style="color: gray;">✠</span></td> <td style="text-align: center; width: 20px;"><span style="color: gray;">⛪</span></td> <td style="text-align: center; width: 20px;"><span style="color: gray;">👤</span></td> <td style="text-align: center; width: 20px;"><span style="color: gray;">🏛️</span></td> <td style="text-align: center; width: 20px;"><span style="color: red;">🚒</span></td> <td style="text-align: center; width: 20px;"><span style="color: green;">🌳</span></td> <td style="text-align: center; width: 20px;"><span style="color: blue;">👮</span></td> <td style="text-align: center; width: 20px;"><span style="color: gray;">🎓</span></td> <td style="text-align: center; width: 20px;"><span style="color: gray;">🏠</span></td> </tr> <tr> <td style="text-align: center;">Cemetery</td> <td style="text-align: center;">Church</td> <td style="text-align: center;">Community</td> <td style="text-align: center;">Cultural Facilities</td> <td style="text-align: center;">Fire Station</td> <td style="text-align: center;">Park</td> <td style="text-align: center;">Police</td> <td style="text-align: center;">School</td> <td style="text-align: center;">University</td> </tr> </table>	<span style="color: gray;">✠</span>	<span style="color: gray;">⛪</span>	<span style="color: gray;">👤</span>	<span style="color: gray;">🏛️</span>	<span style="color: red;">🚒</span>	<span style="color: green;">🌳</span>	<span style="color: blue;">👮</span>	<span style="color: gray;">🎓</span>	<span style="color: gray;">🏠</span>	Cemetery	Church	Community	Cultural Facilities	Fire Station	Park	Police	School	University
<span style="color: gray;">✠</span>	<span style="color: gray;">⛪</span>	<span style="color: gray;">👤</span>	<span style="color: gray;">🏛️</span>	<span style="color: red;">🚒</span>	<span style="color: green;">🌳</span>	<span style="color: blue;">👮</span>	<span style="color: gray;">🎓</span>	<span style="color: gray;">🏠</span>											
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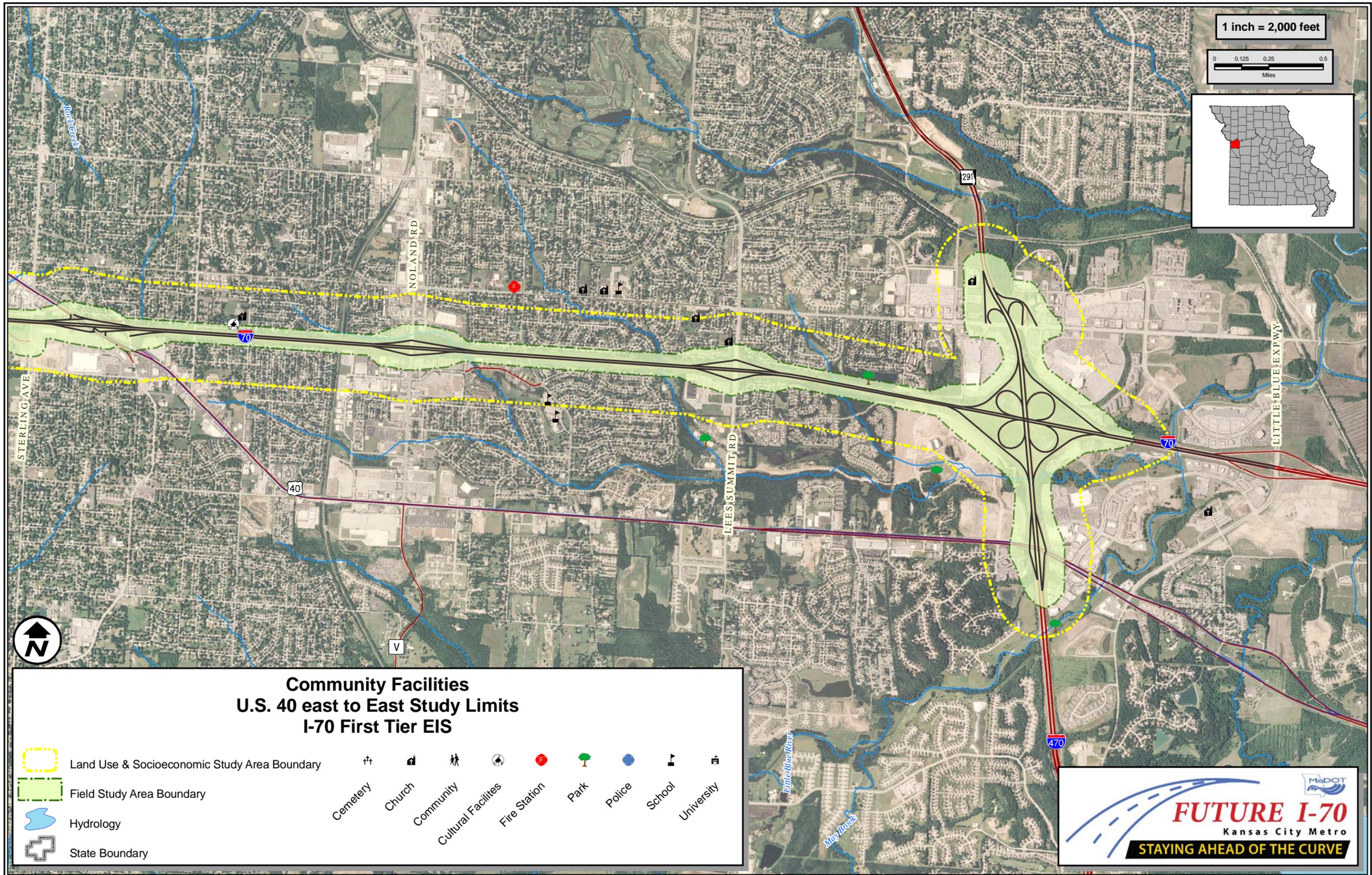




**Community Facilities  
Jackson Avenue to U.S. 40 east  
I-70 First Tier EIS**

- Land Use & Socioeconomic Study Area Boundary
- Field Study Area Boundary
- Hydrology
- State Boundary
- Cemetery
- Church
- Community
- Cultural Facilities
- Fire Station
- Park
- Police
- School
- University





1 inch = 2,000 feet



**Community Facilities  
U.S. 40 east to East Study Limits  
I-70 First Tier EIS**

- Land Use & Socioeconomic Study Area Boundary
- Field Study Area Boundary
- Hydrology
- State Boundary
- Cemetery
- Church
- Community
- Cultural Facilities
- Fire Station
- Park
- Police
- School
- University

