# Community Visioning
## for Marysville, Kansas

**A three-part study comprised of a housing conditions inventory, city-wide brownfield redevelopment concepts, and ideas for transforming the Union Pacific Depot into a regional destination**

Prepared by faculty and students
Kansas State University Department of Landscape Architecture and Regional & Community Planning
Edited by Blake Belanger and Susmita Rishi




LANDSCAPE ARCHITECTURE AND
REGIONAL & COMMUNITY PLANNING
THE COLLEGE of
ARCHITECTURE, PLANNING & DESIGN // K-STATE

Community Visioning for Marysville, Kansas: A three-part study comprised of a housing conditions inventory, city-wide brownfield redevelopment concepts, and ideas for transforming the Union Pacific Depot site into a regional destination

Edited by Blake Belanger and Susmita Rishi

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College of Architecture, Planning, and Design

Department of Landscape Architecture and Regional & Community Planning

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Tim de Noble, Professor & Dean

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# Forward

The Marysville Chamber of Commerce and Visitor's Center and the City of Marysville collaborated with Kansas State University's Department of Landscape Architecture and Regional & Community Planning (LARCP) and K-State's Technical Assistance to Brownfields (TAB) for the spring and fall semesters in 2019. The intent of the collaboration was threefold: to document housing assets in the community, generate a set of strategic urban design ideas, and develop site planning alternatives for the Union Pacific Depot brownfield site. The effort was co-led by Associate Professor Blake Belanger and Assistant Professor Susmita Rishi. Professor Rishi and her students conducted a housing conditions inventory as part of PLAN650 Housing and Development Programs in the spring semester of 2019. She directed a different group of students to develop a set of urban design strategies in the fall semester of 2019 in PLAN640 Urban Design and Development Seminar. Also, during fall 2019, Professor Belanger led a group of students in LAR442 Site Research and Design Studio to develop design alternatives for the historic train depot site and adjacent parcels. Students shared their findings of PLAN640 and LAR442 in a public exhibit and open house on November 6, 2019.

The agreement was mutually beneficial. Marysville leaders and decision-makers received fresh ideas, and students had the opportunity to work with external collaborators on a community engagement project.

The City of Marysville funded the housing inventory during Phase 1 of the project and K-State TAB funded Phase 2 through an Environmental Protection Agency (EPA) Small Community Technical Assistance Grant (SCTAG) from Kansas Department of Health and Environment (KDHE).

| | | |
|---|---|---|
| **PHASE ONE** | | |
| Spring 2019 | PLAN650 Housing and Development Programs (Professor Rishi) | Housing Conditions Inventory (draft written report documenting existing housing conditions, supported with narrative, data, and maps) |
| April 2019 | TAB | EPA notification of grant request |
| July 2019 | TAB | EPA award of grant |
| **PHASE TWO** | | |
| Fall 2019 | PLAN640 Urban Design and Development Seminar (Professor Rishi) | Urban design concepts for city-wide reuse and redevelopment visioning (posters for public exhibit and open house) |
| | LAR442 Site Research and Design Studio (Professor Belanger) | Site planning concepts for brownfield reuse and re-development of the train depot site and adjacent parcels (posters for public exhibit and open house) |
| Spring 2020 | Professors Belanger and Rishi (potentially with support from student employee) | Final document summarizing all phases of work (written report with supporting maps and graphics, available to the public for free digital download through the K-State Library System and at-cost print purchase through online publisher) |

Table 1. Project schedule

## Study Area

### PLAN650 Housing and Development Programs

The study area is roughly defined by the Marysville city limits.

### PLAN640 Urban Design and Development Seminar

Working in small teams, students studied the entire city and identify a focus area. Teams focused on:

- Broadway St between 2nd St and 15th St
- Center St between 2nd St and 15th St
- Parcels with high potential for redevelopment

### LAR442 Site Research and Design Studio

Working in small teams, students will develop site design alternatives for the train depot and adjacent brownfield parcels.

## Deliverables

### PLAN650 Housing and Development Programs

#### Housing Condition Assessment Report

During the course of spring 2019, students gathered primary and secondary data, which used to put together a Housing Conditions Assessment. This report documented the current condition of housing stock in the city based on a windshield survey. The students also wrote a narrative description of condition of housing stock in each neighborhood in the city and included maps that document demographic conditions and other supporting information. Based in the assessment of housing conditions in each neighborhood, students made policy recommendations on how to alleviate the issues identified. A draft of this report was made available to the City of Marysville in fall 2019. A finalized Housing Conditions Assessment is included in this document.

### PLAN 640 Urban Design and Development and LAR442 Site Research and Design Studio

#### Presentation Posters

Students enrolled in PLAN640 and LAR442 presented their conceptual ideas on posters at the Open House exhibit on November 6, 2019. The students produced 6 full-color posters in LAR640 and 5 in LAR442. In addition, the professors prepared an introduction poster for each course that framed the exhibit for attendees. Each poster was printed twice: one copy was provided to the project collaborator clipped onto a rigid presentation board for exhibit purposes. The other copy was retained by Kansas State University for record-keeping and accreditation purposes.

#### Final Report

Professors documented all phases in this report. The professors provided a hard copy final report and URL of the document at the publishing web site where additional copies may be purchased. Professors also provided a URL to a digital PDF of the document on the K-State Research Exchange (KREx), where it is free to the public for download.

# 1

# Marysville Rediscovered

# Urban design strategies for Redevelopment, Connectivity, and Wayfinding

# 1.1 Executive Summary

## Marysville Rediscovered: Urban design strategies for Redevelopment, Connectivity, and Way-Finding

This part of the report presents 6 concepts for redeveloping the City of Marysville, KS. Led by Assistant Professor Susmita Rishi, a class of 22 students from the Kansas State University's College of Architecture, Planning and Design generated the work in the fall of 2019 as part of the course Urban Design and Development Seminar.

This project was made possible with funding from the City of Marysville and an EPA Small Community Technical Assistance grant through the Kansas Department of Health and Environment. K-State Technical Assistance to Brownfields (TAB) provided data and expertise on brownfield redevelopment, as well as potential sources of implementation funding.

Faculty and students conducted research, visited the city on October 7, 2019, and met with project collaborators and civic leaders. Students also received feedback from stakeholders in Marysville through a progress review meeting on October 24, 2019. Thes final visioning proposals, shared here, were shared with the community on November 06, 2019 in an Open House.

Informed by background research, knowledge of existing conditions, issues, and input from community stakeholders and project collaborators, student teams identified community needs, potential areas of emphasis and developed proposed ideas and concepts. We aspire that the urban design strategies presented here




**Figure 1.1.1**
**Fieldtrip Photos**
Students Meeting with civic leaders and walking through Marysville on the Fieldtrip to the city on October 07, 2019.
(Belanger and Rishi 2019)

will help advance the dialogue about improving connectivity, redevelopment and rebranding of Marysville. We hope our ideas will encourage the community to re-vision the future of Marysville while enhancing its present, and showcasing its rich history.





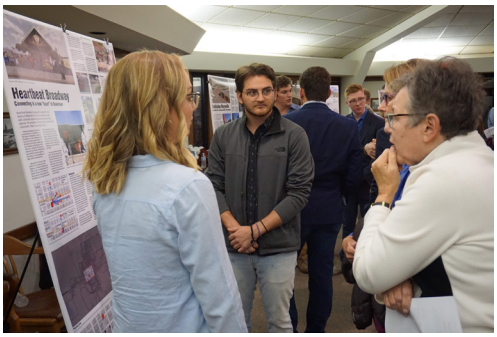






**Figure 1.1.2**
**Open House Photos**
Students shared their final proposals with the community in an Open House on November 06, 2019
(Belanger 2019)

## SWOT Analysis

As part of site research the class visited Marysville on October 7th, 2019. Students met with local stakeholders, and learned about regional and local history, current events, issues and opportunities, and future aspirations. The visiting K-State team went on a driving tour of the city and were led in a walking tour of downtown by stakeholders.

Synthesizing information received from stakeholders and community members, the students and faculty conducted a SWOT (strength, weaknesses, opportunities, threats) analysis. SWOT analysis helped reveal key factors affecting the city that students then discussed further with community leaders and stakeholders. Using the gathered information and SWOT analysis, each student team identified an area of focus on which to develop their proposal.

# SWOT Analysis

## Strengths

- Strong Identity
- Materiality such as brick road in downtown
- Location
  - gateway to the Flint Hills
- Draw for Tourism
  - Voted Top 50 small towns
  - Historic Destination- Pony Express Museum, Koester House etc.
  - Regular events are held such as Symphony
- Good School System
- Good Hospital - easy access to healthcare
- Community
  - Passionate leaders
  - Community sense of pride
  - Philanthropic and tight-knit

## Threats

- Highway Traffic
  - Noise
  - Big Trailers
  - Fast moving traffic through heart of the City
- Population Decline
  - Young people moving away
  - Aging population
- E-commerce and Big Stores
- Loss of Funding & Hospital
- Agriculture is climate dependent
- Reliance on One Large Employer

## Weaknesses

- Economic Instability of some sectors such as retail
- US 77 bifurcates the city
- Poor Road Conditions
- Vacancy - retail and residential
- Lack of anchor store downtown
- Poor Wayfinding Signage
- Sprawling Development
- Lack of modern recreational spaces for youth
- Poor cell phone signal
- Lack of professional expertise on planning

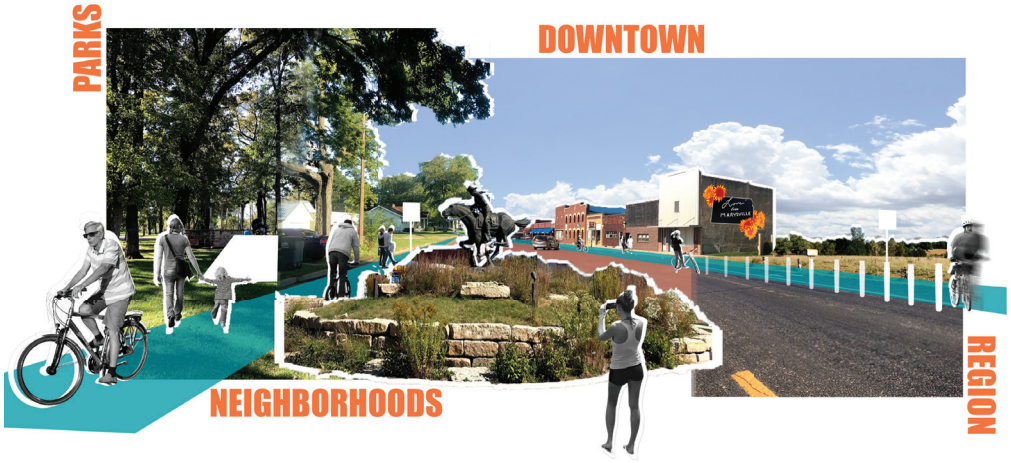
## Opportunities

- Regional trail network
  - Potential to connect to downtown
  - Union Pacific Station and Trail Connection
  - Potential to provide Bike and Pedestrian infrastructure throughout the city
- U.P. Depot as destination to attract tourists
- Black Squirrels and Historic narrative- Potential to enhance City identity and Branding
- Highways bring traffic and people
- Wide Roads
- Bring the County Fair to Marysville
- Vacancy creates opportunity to create more public and green spaces
- Agritourism

# Visioning Proposal Summaries

## 1.2 Make Way For Marysville

### A Midwest Destination




- New bike infrastructure to connect Marysville at all scales- neighborhood, local and regional.
  - Park Improvements
  - Create environment suitable to all ages
- More cohesive identity by utilizing local materials
- Trail Signage
- Connect trail through Broadway
- Neighborhood Trail Network
- Regional Highway Bike Plan

## 1.3 Destination Marysville

### Attracting visitors & connecting residents to their community




- Enhance transportation network to attract tourists and improve everyday life for residents
  - Convert abandoned U.P. line into multi-use trail
- Signage
- Improve wayfinding with proposed new signs unique to Marysville
- Safety
  - Add new curb extensions and high-visibility crossings downtown
- New Bike Infrastructure

# 1.4 Linking Marysville

### Connecting Marysville's Cultural Destinations




- Enhance navigability and the pedestrian experience
- Improvements to pedestrian infrastructure
- Improve walkable routes between key locations
- Link Marysville's destinations visually
- Signage package to improve wayfinding
- Arrival Sign welcoming visitors

# 1.5 Broadway or Bust

### Re-Envisioning a New Socio-Economic Downtown Corridor



- Make Center Street Beautiful Again
  - Improving facades and walkability
  - Add medians and a roundabout to help slow traffic
- Spur Economic Development
  - Promote new small businesses
  - Revitalize Historic buildings
- Encourage Mixed Use
- New community center
- Connected to the downtown
- Offer educational opportunities- trade and computer skills
- Replace existing industrial buildings
- Help grow the local job market

# 1.6 Heartbeat Broadway

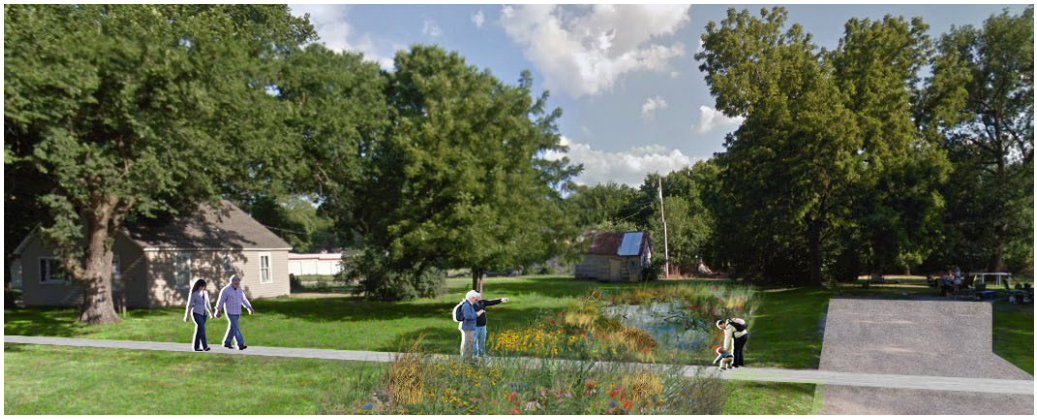
## Connecting to a new "heart" of Downtown




- Establish a "heart" in the downtown
  - a place for people of all ages and backgrounds
- Connect City's assets
  - signage
  - wayfinding
- Promote History
  - Use of visual displays,
  - Expansion of the developing audio tour
  - Physical handouts, like brochures.
- Organize new special events and community celebrations

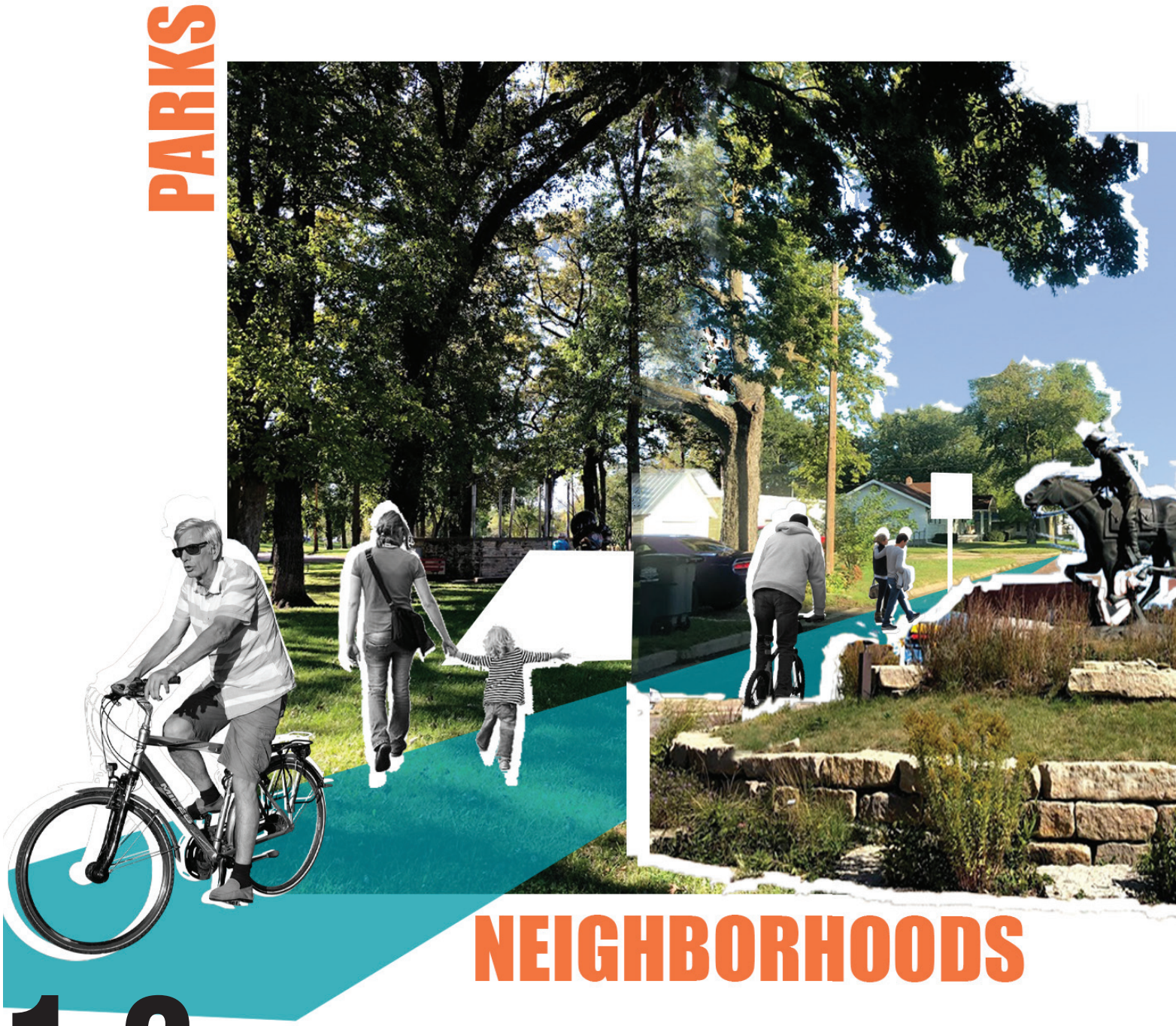
# 1.7 Vacant to Vibrant

## Reuse Planning



- Address residential lot vacancy through new typologies of revitalization
- Focus on NW neighborhood with high vacancy of privately owned and FEMA lots
- Typologies
  - Pocket Park
  - Community Garden
  - Rain Garden
  - Play Areas
  - Single family housing
  - Multi-family Housing

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# 1.2.

## Make Way For Marysville

### A Midwest Destination

# DOWNTOWN




# REGION

**Team:**

**Omar De La Torre**
**Shelby Hollman**
**Alexa Pereyda**

# Make Way For Marysville

## A Midwest Destination

**Our project transforms Marysville into a destination by connecting to the region, local neighborhoods, and downtown. This is achieved by creating a trail system that connects public space to the neighborhoods and downtown, and proposing public space improvements.**

Marysville, Kansas in Marshall County is located east of the Blue River and ten miles south of the Nebraska border. This beautiful town is the oldest in the state and holds a wealth of history. “Make Way for Marysville: A Midwest Destination” strives to make Marysville a regional destination and create a local trail system that connects public space in the neighborhoods and downtown. The plan proses urban design strategies at three different scales: downtown, neighborhood, and regional. The downtown network looks at adding a bike lane along Broadway and connecting to the Depot across Pony Express Plaza. The neighborhood plan includes implementing a trail network along key streets and improving existing public space conditions along a proposed park network. The regional improvements include utilizing the existing “Missouri Bicycle and Pedestrian Federation Proposed Multi-State Trail System” to connect Marysville regionally to the towns of Beatrice, NE, St. Joseph, MO, and Topeka, KS along various highways.



**Figure 1.2.1**
**Downtown Marysville**
(Marysville Main Street, 2018)

## Background

On our trip to Marysville, we observed several different dilemmas and opportunities, but the biggest thing that stood out to us was the disconnect between public spaces and the quality of the urban environment. While the community has several nice public spaces, they are all separated from each other, both physically and visually as there seems to be no clear unifying element between them. An existing trail system is in place, however, it is disconnected and has awkward transitions where the trail either does not have a clear connection to a place or it abruptly stops altogether. Also, many public spaces seemed limited on what they can offer to the community, whether it be a playground with outdated equipment or the main street centered around vehicular traffic. We also noticed some areas seemed to be underserved by the current public infrastructure. Based on our own observations and the feedback from the community stakeholder meeting, we have identified two key areas of opportunity to improve the public infrastructure in Marysville, Kansas. These strategies are to connect and improve public space.



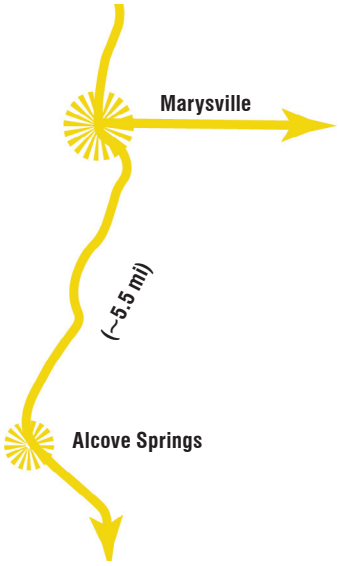
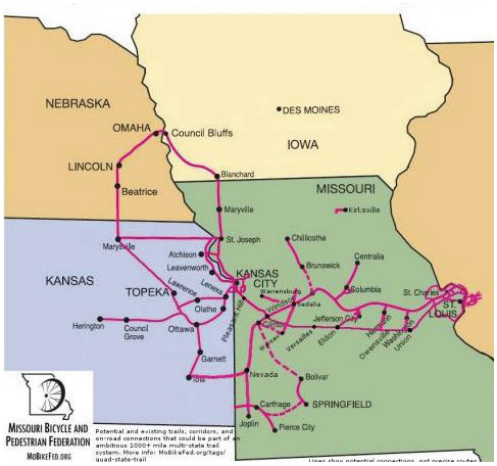



**Figure 1.2.2**
**Alcove Springs (left)**
Photo of the popular tourist attraction south of Marysville.
(City of Marysville, 2019)

**Figure 1.2.3**
**Connection to Alcove Springs (right)**
The distance between Marysville and Alcove Springs is about 5.5 miles.
(Hollman, 2019)



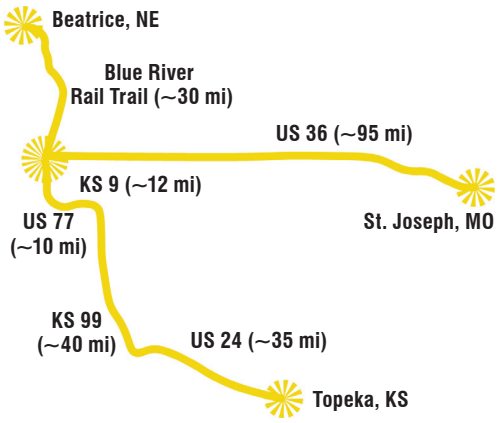




**Figure 1.2.4**
**Proposed Multi-State Trail System (left)**
We are connecting our idea to an existing proposal from the Missouri Bicycle and Pedestrian Federation.
(Hugh, 2013)

**Figure 1.2.5**
**Regional Plan (right)**
This plan shows the various distances between the major connected cities.
(Hollman, 2019)

## Small Town Precedent Study: Davidson, NC

To help us come up with a plan for Marysville, we studied the story of a successful small town. Davidson is located on the Lake Norman in Northern Mecklenburg County. The town was founded based on the establishment of Davidson College which was an all men school. Churchman William Lee Davidson sold 469 acres which consisted of small railroad communities and small textile/cotton mills (Town of Davidson North Carolina, 2019).

The town economy was hurting from the decline of cotton farming and agriculture, and people were going to Charlotte; a near by town, for their shopping needs. They needed a way to keep people in their town and attract them (Town of Davidson North Carolina, 2019).

In 2004 Davidson, NC won the EPA Overall Excellence in Smart Growth Achievement Award: Davidson Land Plan in 1955 and the Planning Ordinance in 2001. These were key interventions in driving change (EPA, 2004).

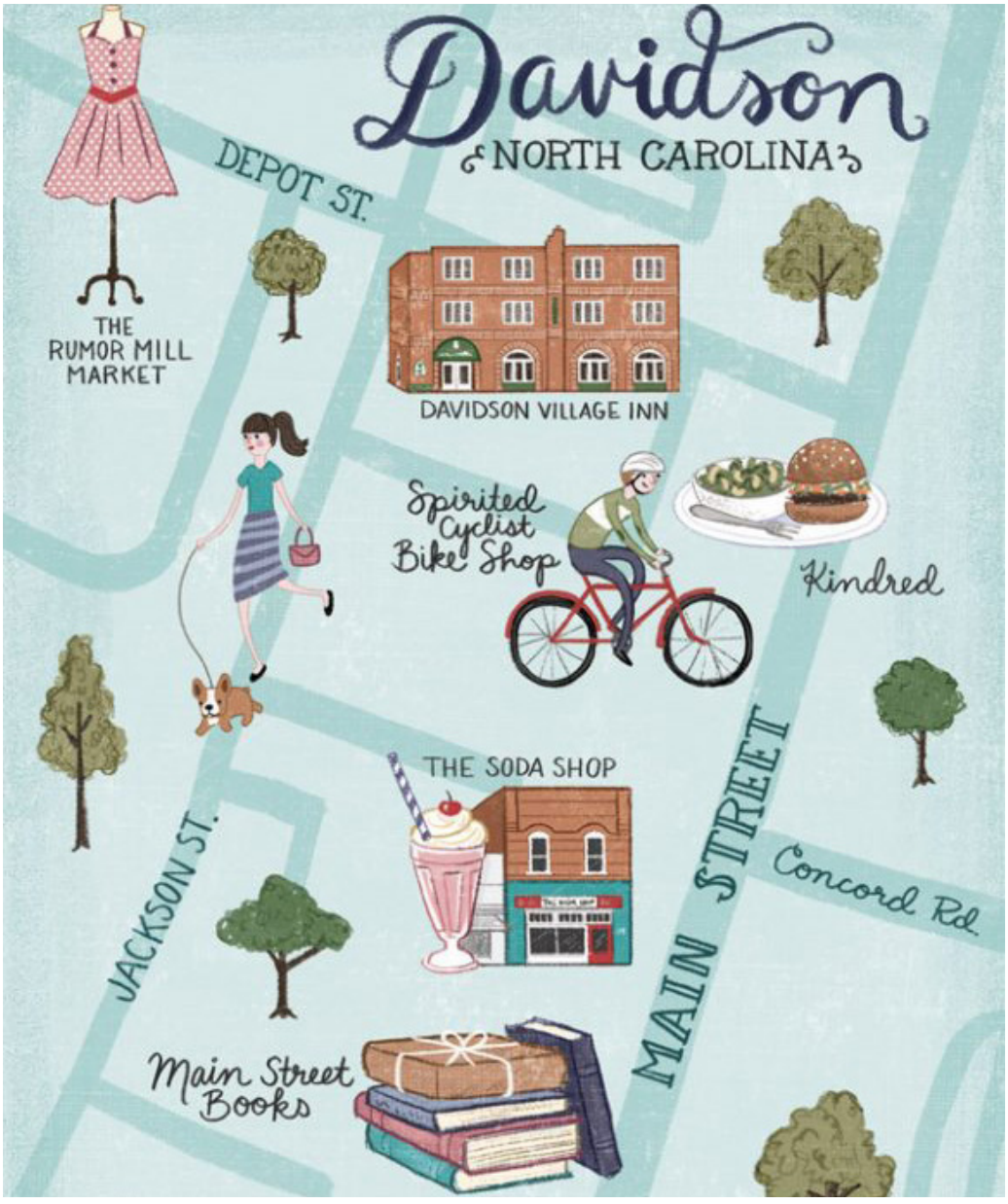



**Figure 1.2.6**
**Davidson, NC Illustrated Map**
The map shows the character of Davidson.
(Bollman, 2017)

## Driving Change

### Key Interventions

The town seeks significant public involvement by providing charrettes for every new development project as well as basic requirements connecting back to the overall plan. They require pedestrian, bicycle, and street circulation plans for all new developments. Require narrow, tree-lined streets with on-street parking and sidewalks on both sides of the street. Also requiring 12.5% of all new housing be affordable to families making less than the county's median family income. The town even banned drive-thrus in order to promote eating inside (EPA, 2004).

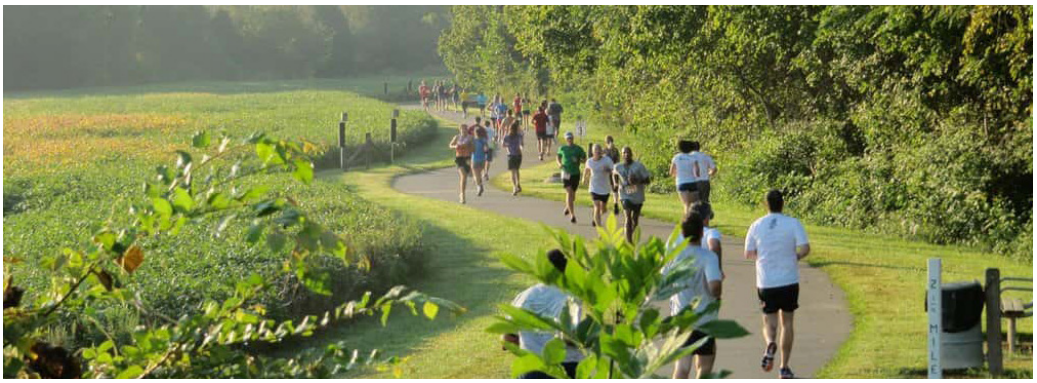


**Figure 1.2.7**
**Trail Connection**
Photo of one of many trails in Davidson, NC.
(Half Marathons, 2019)

## A New Identity

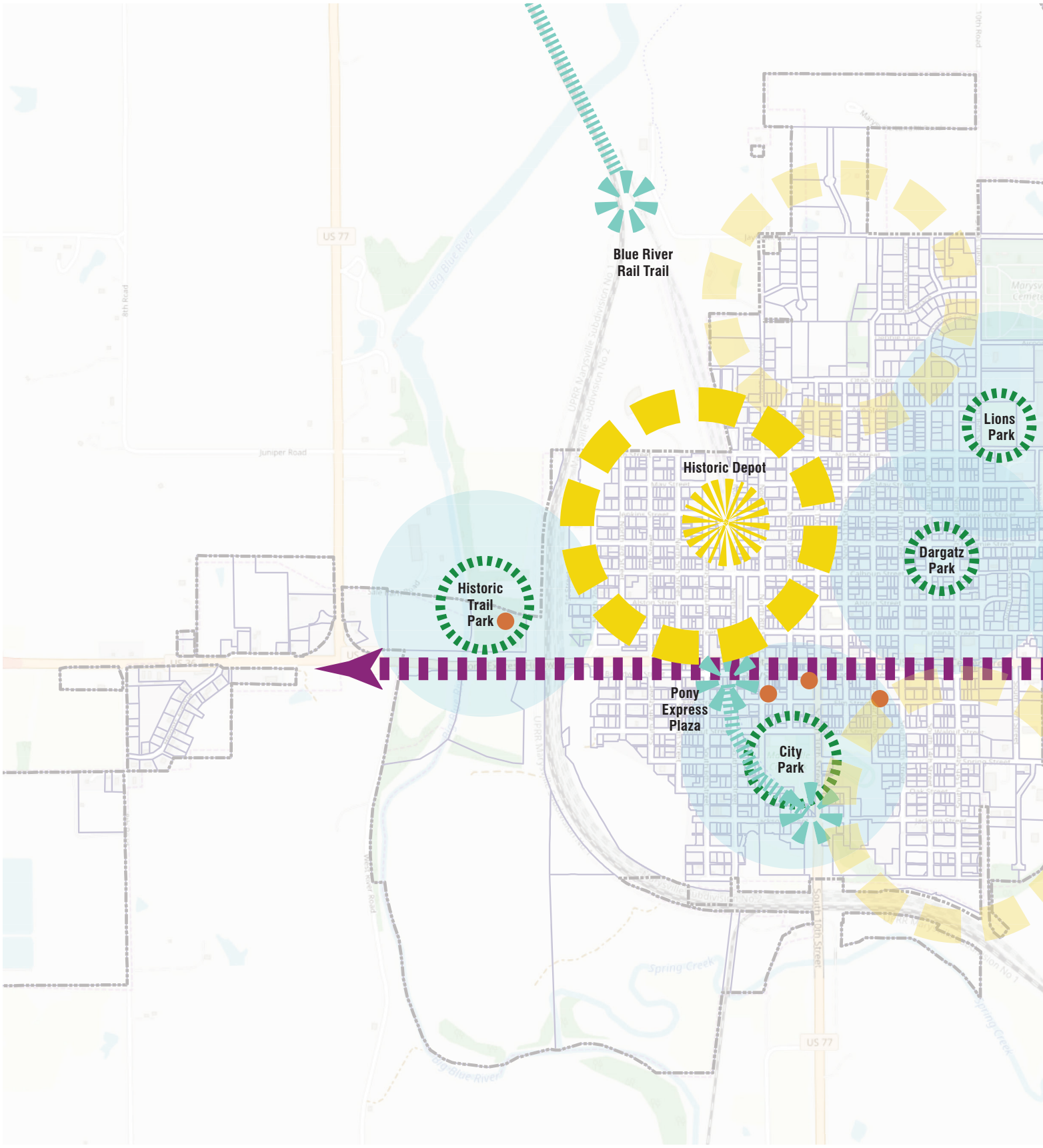
### Healthy & Vibrant Historic Neighborhoods

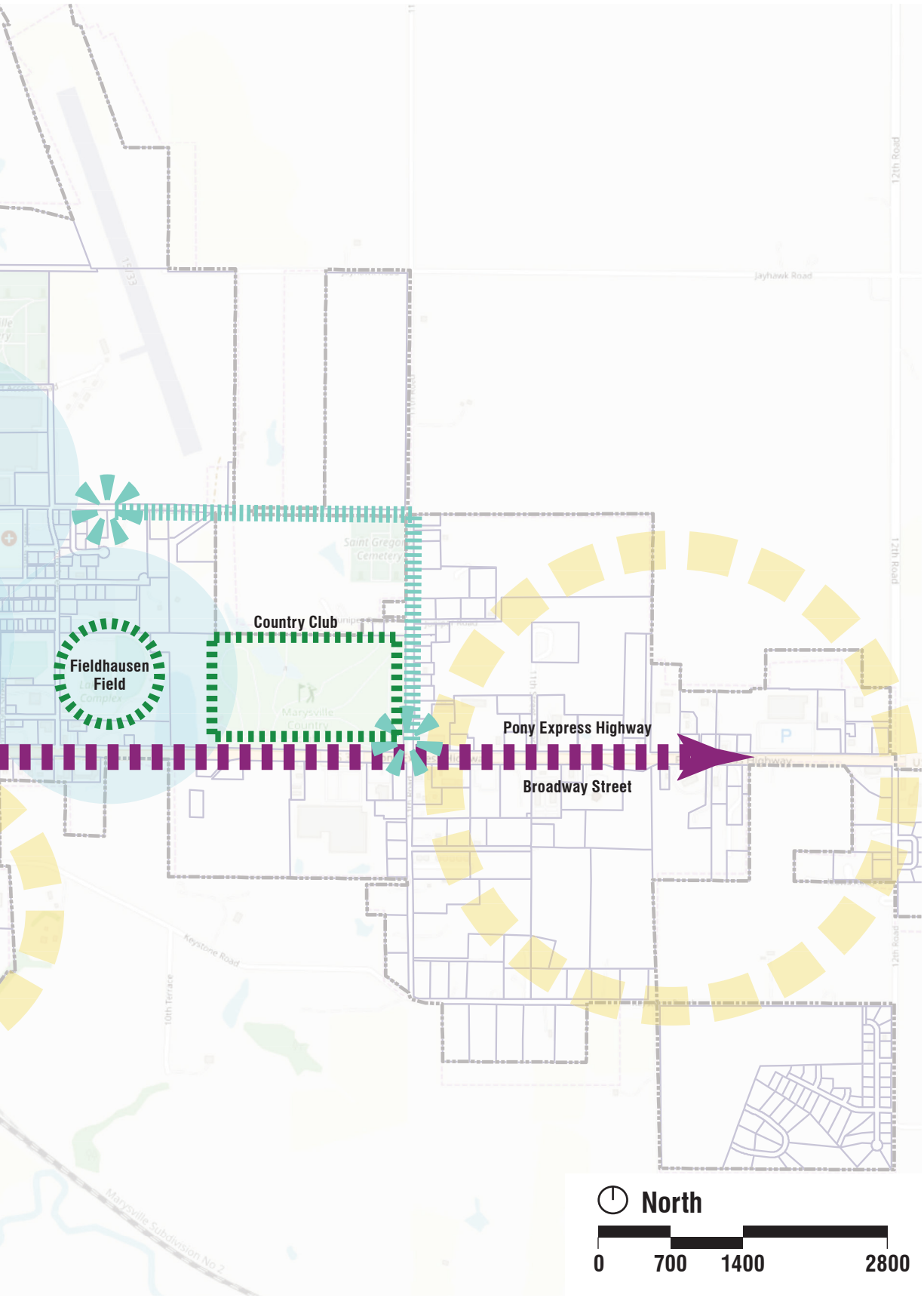
- New plan has allowed the town to build on its strengths while accommodating new growth (EPA, 2004).
- Community vision for connected, walkable neighborhoods that maintain Davidson's legacy as a traditional small town (EPA, 2004).
- Small town principle of people put first coupled with planning for the future through ordinances lead to a thriving community (EPA, 2004).




**Figure 1.2.8**
**Downtown Davidson**
Photo of the character of the Main Street.
(Pierce, 2017)

# Marysville Site Analysis






**Legend**

- Museums
- 5 min. walk
- Trail Marker
- Trail
- Main Axis
- Public Green Space
- Private Green Space
- Opportunity for Public Space
- Focal Point Opportunity

**Figure 1.2.9**
**Site Analysis**
In order to serve the entire community, there are multiple opportunities to create a network of public space by connecting parks and existing trails.
(Hollman, 2019)

# Marysville Proposed Site Plan

## Connecting to the Depot

The Depot is a key part of our plan as it is in a prime location to connect to the Blue River Rail Trail, the proposed public space network, and the Pony Express Plaza. It provides an opportunity to serve the community as a public space where people can come together and relax.



**Figure 1.2.10**
**The Historic Depot**
(Pereyda, 2019)

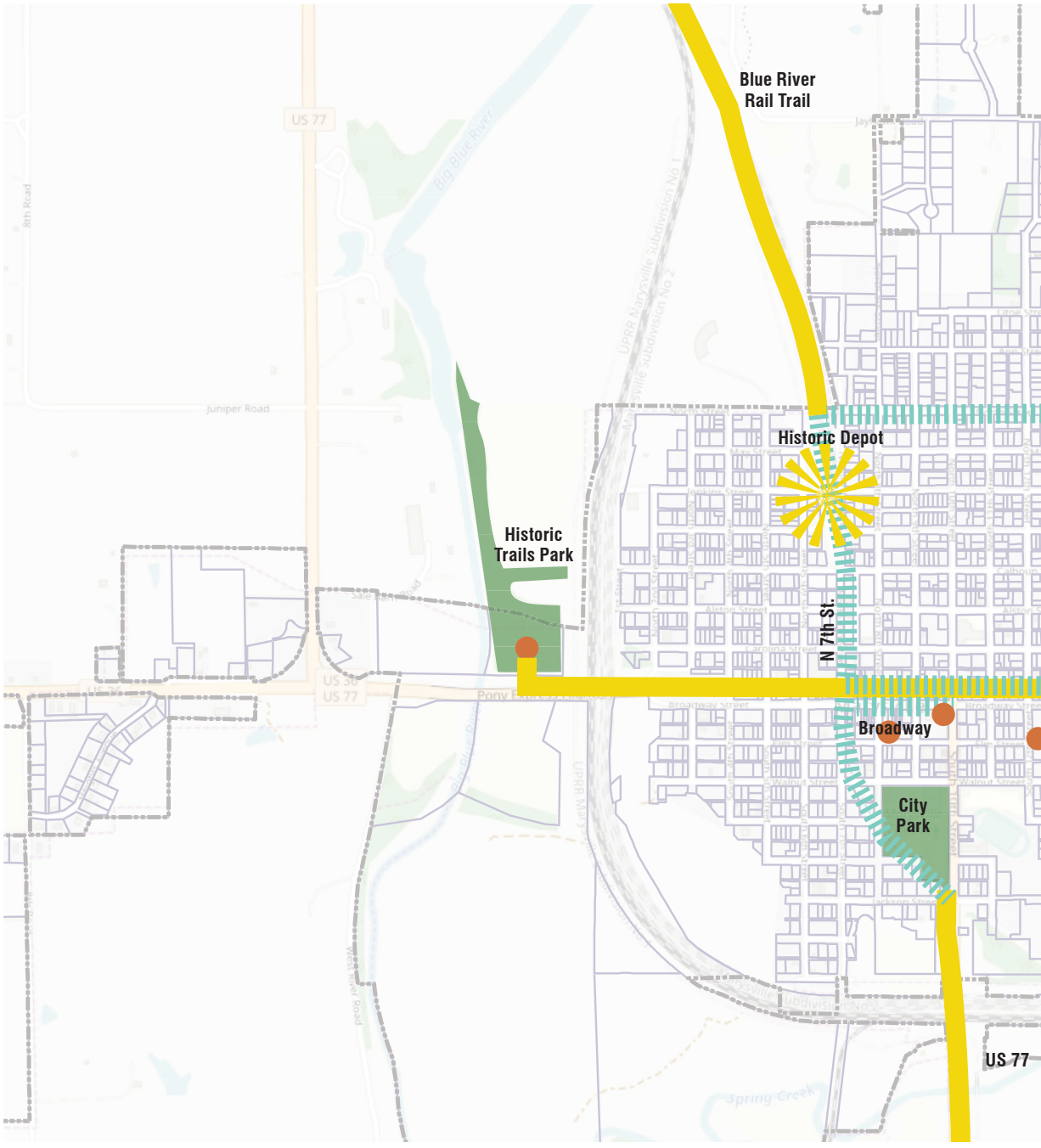



**Figure 1.2.11**
**Site Plan**
The plan focuses on connecting public space through a trail network at the downtown, neighborhood, and regional scale.
(Hollman, 2019)

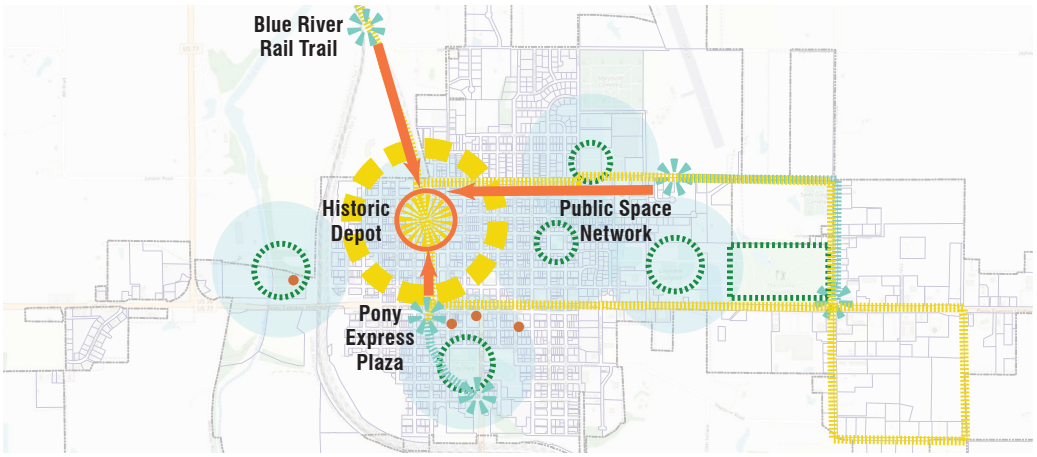
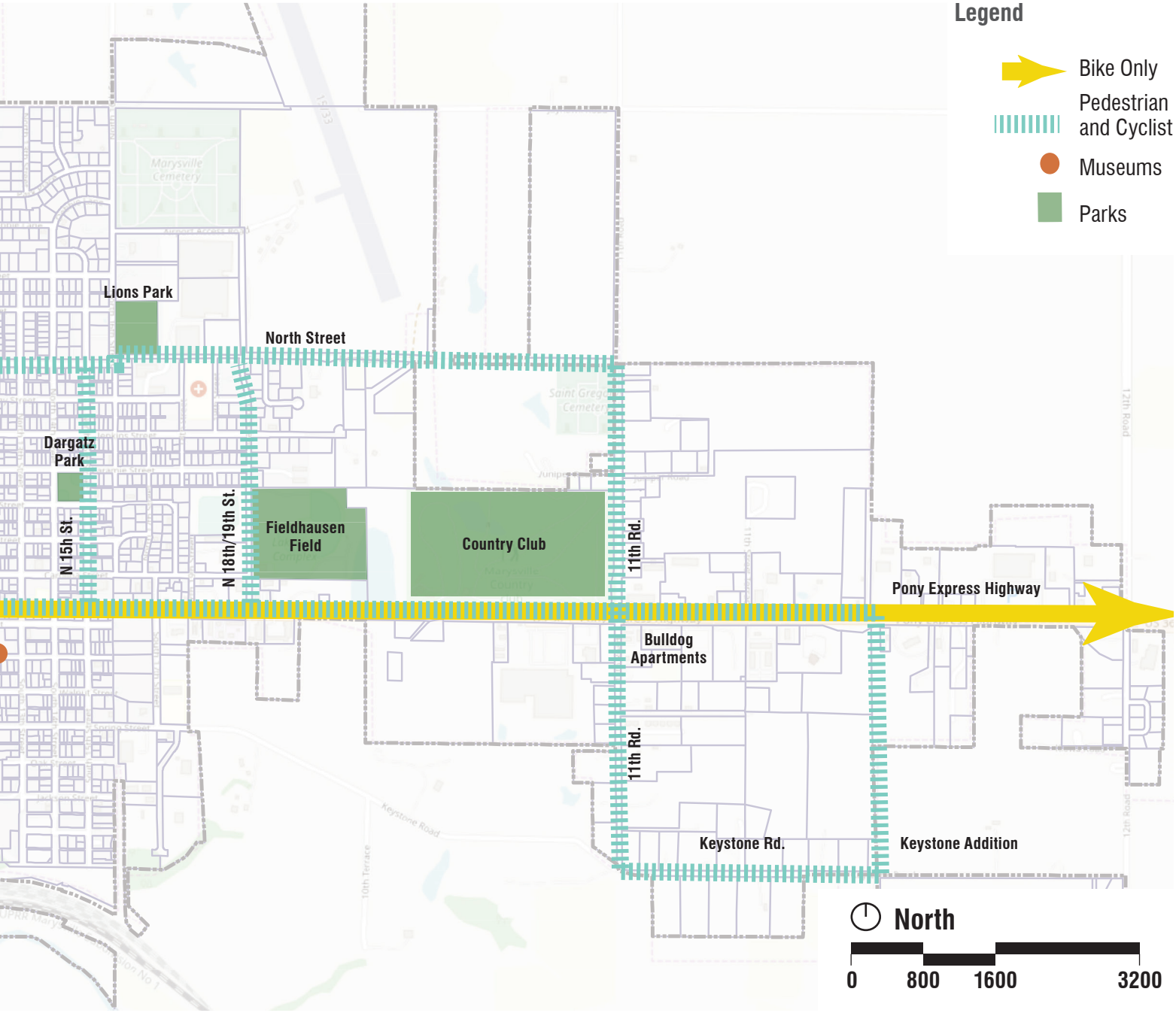



**Figure 1.2.12**
**Diagram highlighting the Depot connection**
The Historic Depot connects the Blue River Rail Trail, the proposed public space network, and the Pony Express Plaza. (Hollman, 2019)



## Intent

The goal is to make Marysville a regional destination and create a local trail system that connects public space in Marysville to the neighborhoods and downtown. We want to connect the public space with a trail network and proper signage. We will also improve the existing public space by suggesting some improvement strategies where needed by making spaces adaptable for different demographics for residents and visitors. The downtown network will connect through Broadway St., the neighborhood network will connect through a trail system and park improvements, and the regional network will connect across the highway.

A cohesive message that focuses on connecting public space and bringing people together will allow for promotion of the town as a regional destination that will ultimately bring more people to Marysville. The trail system's goal is to enhance this message and the town's identity by creating opportunities for people to explore the town of Marysville and all it has to offer. By improving existing signage that connects to public space, visitors will have an enhanced experience and a way to orient themselves if they wish to further explore the neighborhoods, beyond the regional and downtown scale.

**Figure 1.2.13**
**Opportunities in Marysville**
The images highlight things that stood out to us on our site visit.
(Hollman, 2019)


Pony Express Plaza


US Highway 36

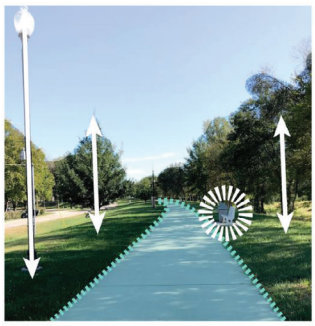

Black Squirrel


Broadway-Downtown


Plaza Overlooks Depot

**Figure 1.2.14**
**Focus Areas**
The downtown, trails, and parks all offer opportunities for improvement by implemeting better pedestrian conditions downtown, extending existing trails to connect to public space, and updating park equipment.
(Pereyda, De La Torre, and Hollman, 2019)


Broadway-Downtown


Trails

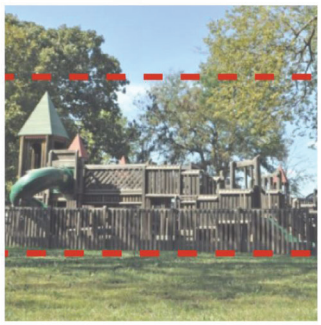

Parks

**Figure 1.2.15**
**Destination Strategy**
The design will propose a destination strategy based around downtown, neighborhood, and regional connection.
(Hollman, 2019)



## Urban Design Strategies

We are proposing several strategies to achieve our goal of making Marysville a destination. The first strategy is to look at the different scales to improve the overall connection at the downtown, neighborhood, and regional scale (Figure 1.2.16).

- Downtown: To connect to the downtown, we propose adding a bike lane to Broadway to promote local businesses and connect to the historic museums that are nearby. Pony Express Plaza can serve as a focal point where bikers can relax and park their bike.
- Neighborhood: Implementing a local trail system for both pedestrians and bicyclists around Marysville will promote health and better connection to public space for local residents. Key signage will provide a way for visitors to better orient themselves and an opportunity to explore.
- Regional: Implementing a regional network across Kansas highways offers an opportunity for Marysville to expand to the rest of the state and beyond. Following the "Missouri Bicycle and Pedestrian Federation Proposed Multi-State Trail System," Marysville can be a hub between Beatrice, NE, St. Joseph, MO, and Topeka, KS.

Specific Improvements:

- Signage (Figure 1.2.17-18): Proposed signage includes signs for parks and museums along the neighborhood and downtown network, and for towns along the regional network.
- Park Improvements (Figure 1.2.19-22): To create an environment suitable for all ages and that is more welcoming to visitors, we propose improvements that create a more cohesive identity by utilizing local materials.
- Connect to the Trail through Broadway (Figure 1.2.23-26): A 6' bike lane along Broadway connects bikers downtown without changing the total width of the existing street. Improvements across Pony Express Plaza will better connect the proposed trail network to the downtown.
- Neighborhood Trail Network (Figure 1.2.27-29): The proposed trail has a 10-foot sidewalk with a 6-foot bike lane in place adjacent to traffic to promote multi-modal use.
- Regional Highway Bike Plan (Figure 1.2.30-32): A 6-foot bike lane and 12-foot median buffer that protects users from traffic is proposed along the highways.

**Figure 1.2.16**
**Destination Strategy Scale Trails**
Destination strategies at downtown, neighborhood and regional scales.
(De La Torre, 2019)



# Proposed Signage and Park Improvements

**Figure 1.2.17**
**Park Signage Improvement**
This graphic is an example of what an improved sign could look like in City Park.
(Pereyda, 2019)




**Figure 1.2.18**
**Proposed Trail Signage**
This graphic is an example of how signage could be organized in Marysville.
(De La Torre, 2019)







**Figure 1.2.19**
**Seating Improvements (Existing vs. Proposed)**
The seating could be improved to reflect local materials.
(Hollman, 2019) (TedXX, 2019)





**Figure 1.2.20**
**Playground Improvements (Existing vs. Proposed)**
The playground could be updated to provide nature play for all ages.
(City of Marysville, 2019) (Ross Recreation Equipment, 2015)







**Figure 1.2.21**
**Signage Improvements (Existing vs. Proposed)**
The signage could be updated to be more standardized.
(Hodgson, 2019) (City of Greer SC, 2019)





**Figure 1.2.22**
**Amphitheater Improvements (Existing vs. Proposed)**
The amphitheater could be improved to be larger and more welcoming.
(Hollman, 2019) (Town of Munster IN, 2019)

## Proposed Trail Improvements

The proposed trail improvements look at the three scales identified in the destination strategy: downtown, neighborhood, and regional. Each of these improvements here have a detailed section that looks at the widths and uses of the existing and proposed streets or highways, and also a graphic that shows the existing and proposed outcome of the improvements. Overall, these drawings show how trail improvements could help to promote multi-modal transportation for locals and tourists that better connects public space in Marysville.

**Figure 1.2.23**
**Connection to the Trail Network through Broadway Section (Existing)**
(De La Torre, 2019)

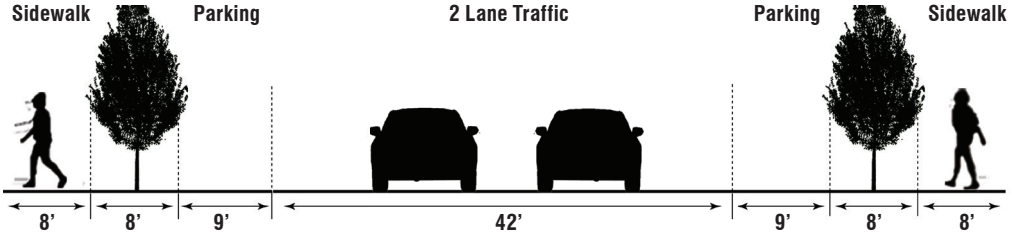



**Figure 1.2.24**
**Connection to the Trail Network through Broadway Section (Proposed)**
(De La Torre, 2019)

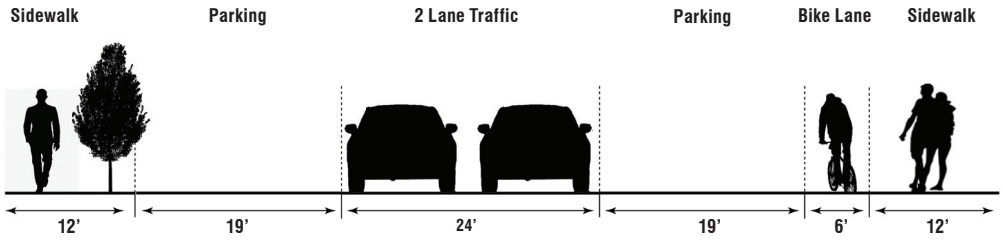



**Figure 1.2.25**
**Connection to Pony Express Plaza (Existing vs. Proposed)**
(Hollman, 2019)

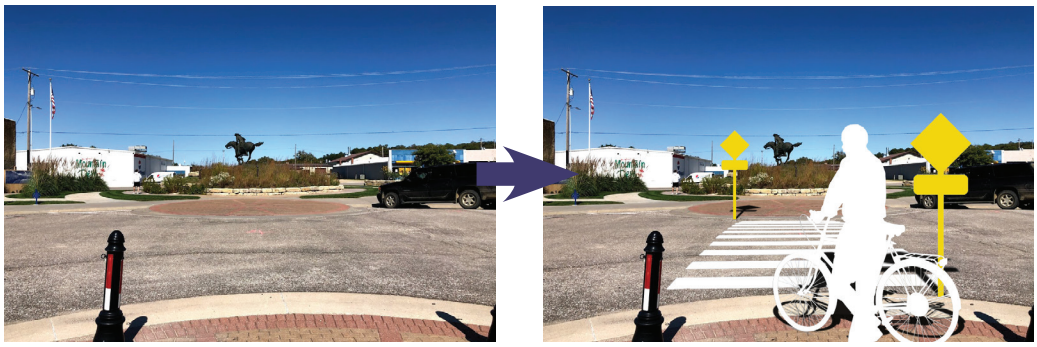


**Figure 1.2.26**
**Connection to the Depot (Existing vs. Proposed)**
(Hollman, 2019)



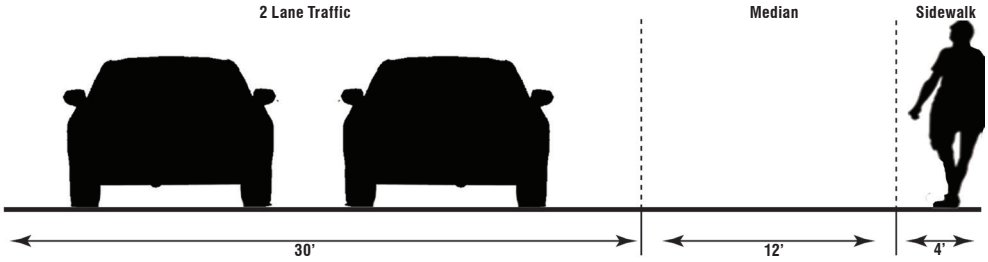



**Figure 1.2.27**
**Neighborhood Trail Network Section (Existing)**
(Hollman, 2019)

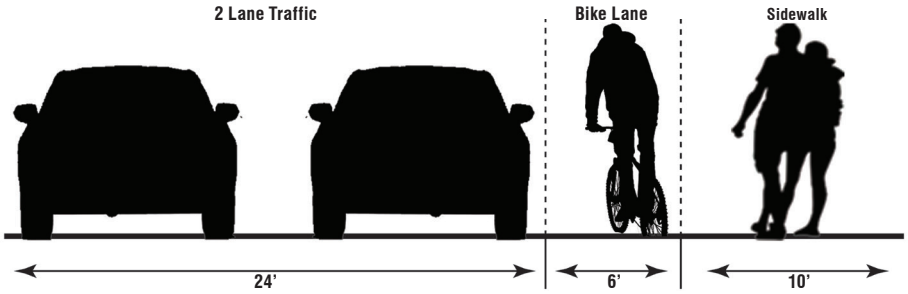



**Figure 1.2.28**
**Neighborhood Trail Network Section (Proposed)**
(Hollman, 2019)



**Figure 1.2.29**
**Neighborhood Trail Network Diagram (Existing vs. Proposed)**
(Google Earth, 2018) (Hollman, 2019)

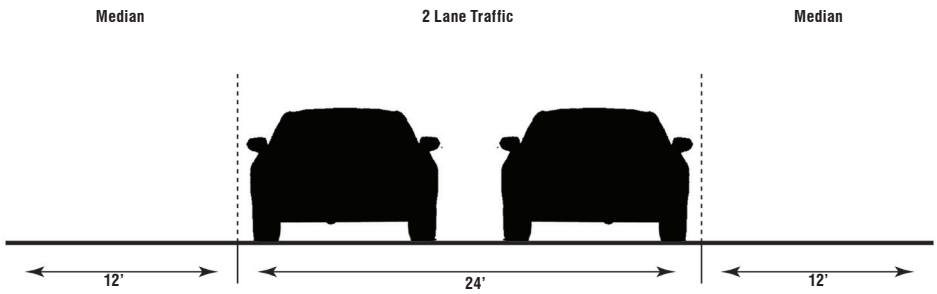



**Figure 1.2.30**
**Regional Highway Bike Plan Section (Existing)**
(Hollman, 2019)

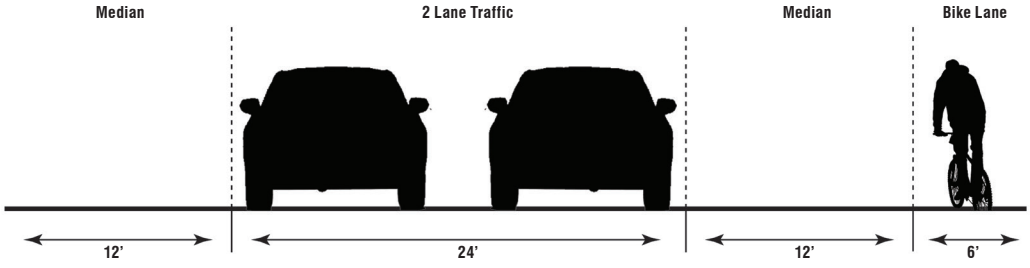



**Figure 1.2.31**
**Regional Highway Bike Plan Section (Proposed)**
(Hollman, 2019)



**Figure 1.2.32**
**Regional Highway Bike Plan Diagram (Existing vs. Proposed)**
(Google Earth, 2018) (Hollman, 2019)

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**Figure 1.2.10**

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**Figure 1.2.12**

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**Figure 1.2.14**

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**Figure 1.2.16**

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**Figure 1.2.17**

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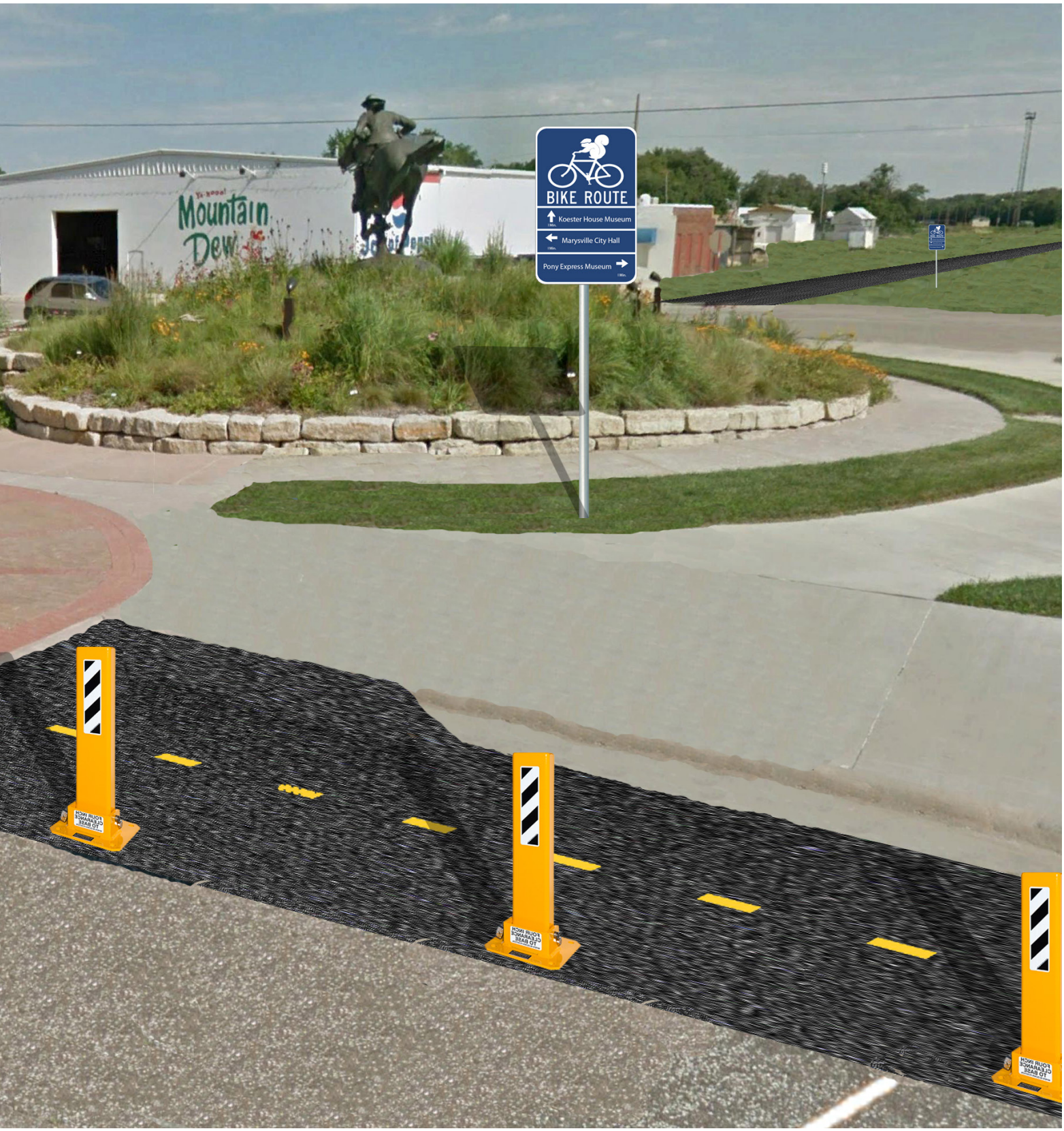
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# 1.3.

# Destination Marysville

## A plan to attract visitors & connect residents to their community




**Student Team:**

**Nathan Harrell**
**Drew Lofton**
**Sam Pittman**
**Tyler Tripp**

# Destination Marysville

## A plan to attract visitors & connect residents to their community

**Destination Marysville envisions enhancing Marysville's transportation network to attract recreational tourists and provide residents and visitors alike with safe bicycle and pedestrian infrastructure and wayfinding that promotes healthy living and community engagement.**

With agriculture and manufacturing failing to live up to past successes, small-towns throughout America are facing a moment of reckoning. Many of them have folded to the challenges they face and are on the decline. Marysville, through local leadership, community engagement, and diverse thinking, has managed to hold steady and keep a solid foundation. Our proposal plans to build off that foundation with a bold vision for the future that stays true to Marysville's roots. We plan on incorporating proven methods that are modern and innovative, while celebrating Marysville's past and all that makes it great today. Our plan to create a new bike network that provides an alternative mode of transportation, safe and minimally disruptive street crossings, and new wayfinding that is easy to find and unique to Marysville, will serve to benefit the residents of Marysville while and make it a model for other small towns. Through this, we believe that Marysville can accomplish what many other towns in the Midwest under 5,000 people have failed to do: draw in new residents, new visitors, and new tax-dollars.



**Figure 1.3.1**
**Marysville Main Street**
This is a view of Broadway St Marysville, one of the towns 2 mainstreets
(Cooke, 2019)




**Figure 1.3.2**
**Marysville Black Squirrel**
One of the towns most unique resources are the black squirrels that are advertised all over the area
(Lofton, 2019)

## Background

As similar small-towns through Kansas and the Midwest have experienced population decline, job loss, and main-street decay, Marysville, has stayed resilient. The town now has the opportunity to build upon the foundation that town leaders have laid over the years. Our team of regional and community planning students at Kansas State, through the assistance of stakeholders and leaders in the town, have identified opportunities for growth to secure the future of Marysville. To that end, we have developed multiple proposals to encourage more active-modes of transportation to connect Marysville to the region, while also being a regional draw and a model for what a small-town can be.

These strategies also allow for increased economic vitality, higher quality of health, and a renewed connection to a place that so many call home. Addressing the challenges related to the exodus of young people from rural areas, the struggle to draw tourists on a regular basis, having a highway pass right through town without being the main business corridor, and a lack of healthy transportation infrastructure became the basis of our work, leading to our proposal of “Destination Marysville”, which seeks to utilize urban design to be a catalyst for addressing all aforementioned challenges.

## Intent

The intent of our proposal, "Destination Marysville," is to create viable, safe, and accessible transportation infrastructure that stays true to Marysville's roots while also providing a new tool for the town to retain residents and assist in drawing visitors to experience all Marysville has to offer. Our goals and intent were derived from conversations with city stakeholders, a site analysis, and follow-up research. Through this process, we have designed a city-wide proposal which all residents in all neighborhoods will benefit from. We envision a downtown corridor accessible to residents wanting to safely walk across a highway and visitors from out of state wanting to make a day trip on their bike. We envision a town which is healthier and provides opportunities for jobs, drawing college students back and new residents in. We envision a community where people have the opportunity to interact with one another instead of staring at their phones trying to figure out how to get to the Koester House, Lions Park, or the Blue River Rail Trail. We envision Marysville as a new go-to destination in North-central Kansas.



**Figure 1.3.3**
**Site Analysis**
This shows Marysville's N 10th St this is one of the more busier streets and often has large vehicles and farm equipment coming through (Harrell, 2019)

## Site Analysis

On October 7th, our team traveled to Marysville to conduct a site analysis and interact with local stakeholders. We discussed strengths the town possesses and areas where they believed they could improve. We also conducted walking tours to make our own observations on what the city is succeeding at and what we could work on enhancing through our proposal.

There were common themes that we observed during our site analysis. Multiple times during the trip, our team found ourselves "going for it" across busy highways and intersections. This is the motivation for our proposal of enhanced crossing treatments. We thought not only of our experience when designing curb extensions and high-visibility crossings, but the experiences that children and families have every day in crossing streets.

We also were informed that a top desire was for improved greenery on Broadway. This corridor is already a picturesque model for main street USA, but we believe greenery similar to that in our proposal would only serve to enhance the central business district and make Marysville greener and safer.




**Figure 1.3.4**
**Pony Express Center**
The heart of the town pay homage to the Pony Express Post Office that is located in the town
(Pittman, 2019)

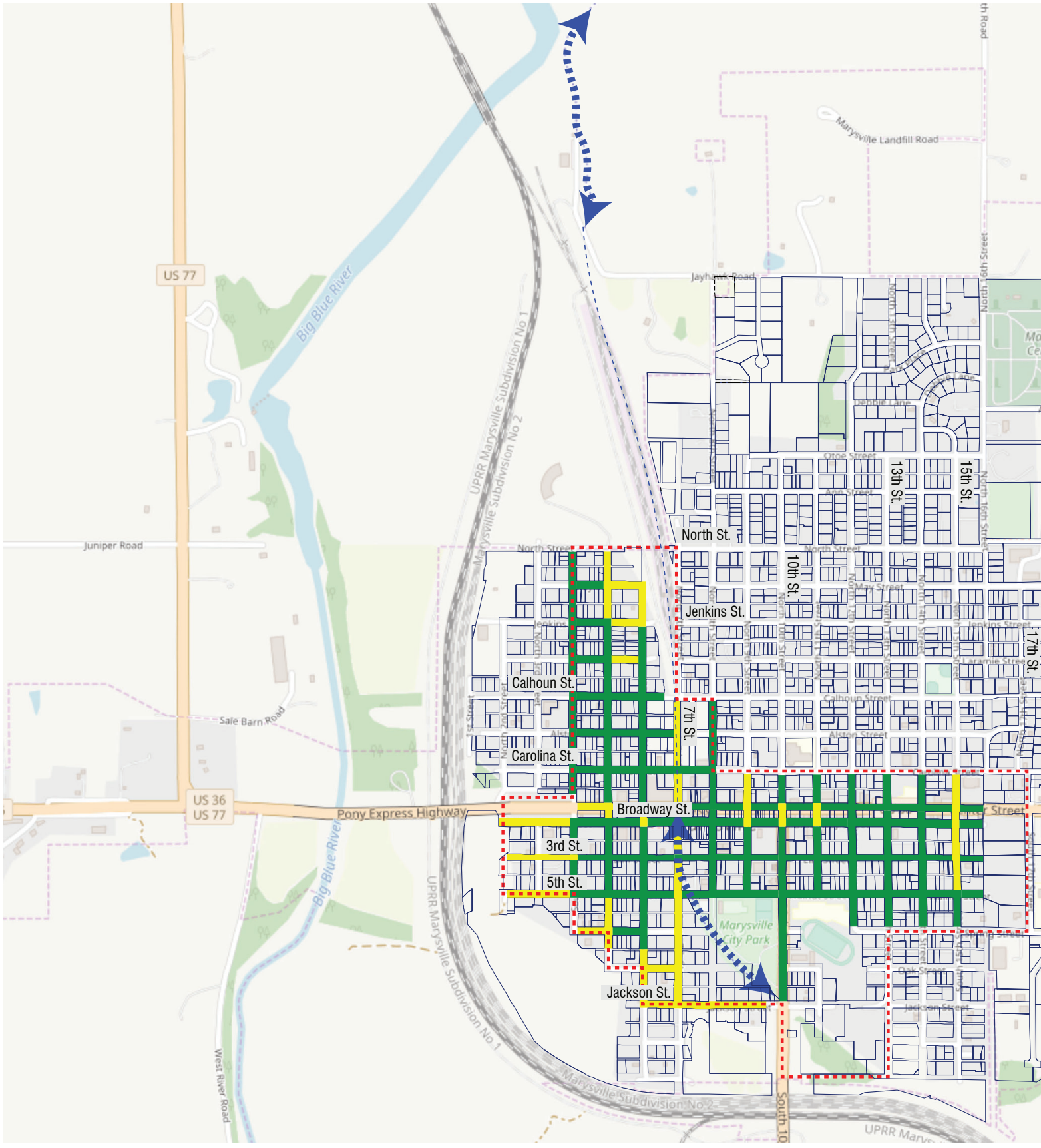
## Precedent Study - Lindsborg

Our group conducted a small town precedent study search to find a model for Marysville that is similar is size and characteristics. We found what we were looking for in Lindsborg, KS. Lindsborg was settled in the 1870s by Swedish immigrants who relied on farming for much of the town's history. Recently, they have embraced that Swedish heritage , claiming the title of Little Sweden USA and holding a large celebration called "Svensk Hyllningsfest" every other year. They have also pumped millions into their town infrastructure and improved parks and recreation aspects of their town. They succeeded by going all in on their identity. Lindsborg inspired our work on the wayfinding signage. We sought to foster a sense of town identity for Marysville similar to the strength of identity in Lindsborg, which is why we plastered the infamous black squirrel on everything. It provides a reason for visitors to come, and we believe the kindness and generosity that we experienced when we were there will be enough to keep visitors coming back time and time again.



**Figure 1.3.5**
**Union Pacific Railroad Depot**
This basically abandoned Union Pacific Railroad Depot is one of the many registered historical sites in the town
(Harrell, 2019)

# Marysville Site Analysis



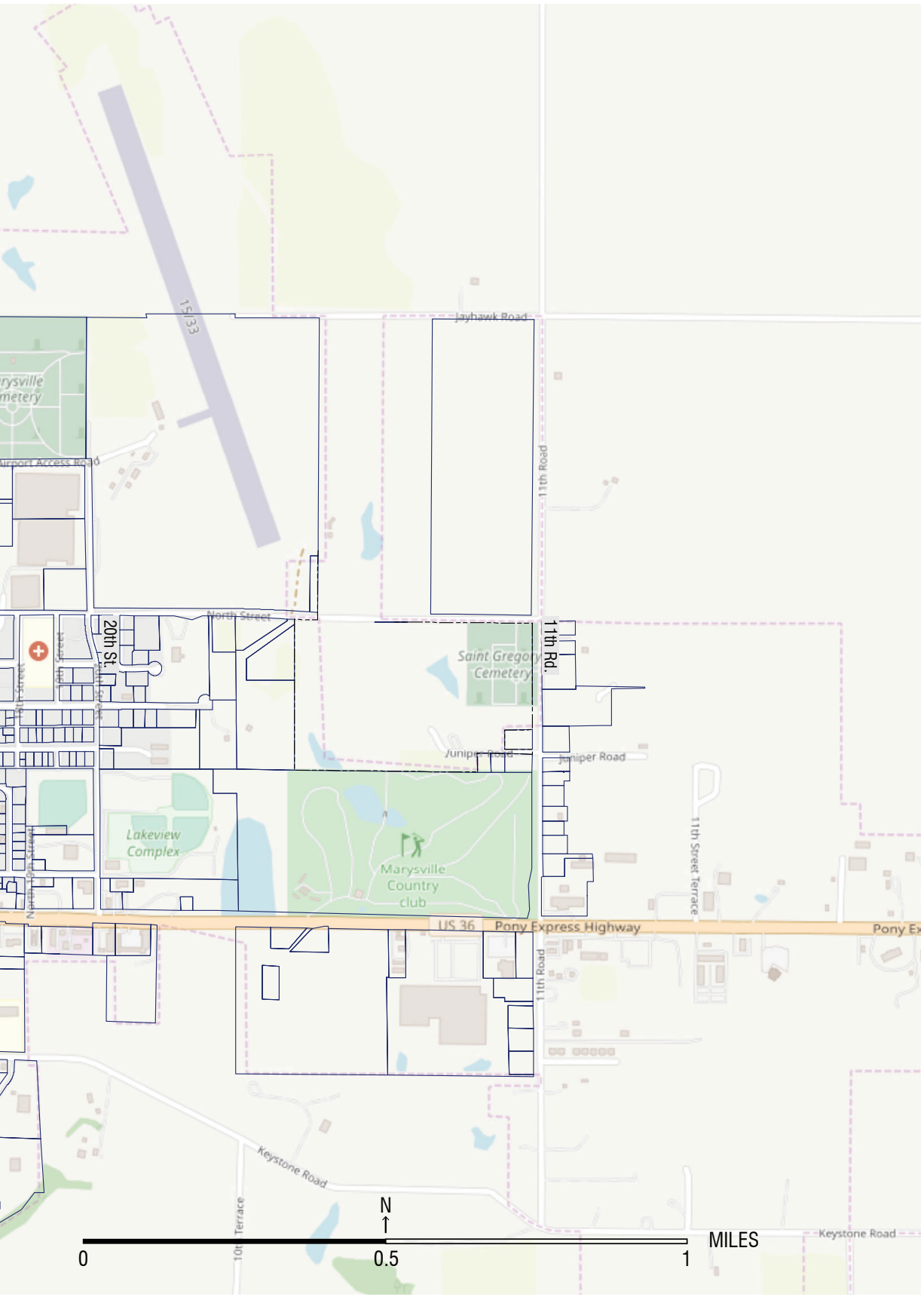



**Figure 1.3.6**
**Infrastructure Inventory**
This shows the starting infrastructure of the area there is a lot of potential in the town (Lofton, 2019)

## Urban Design Strategies

Through our on-site analysis, conversations with stakeholders, follow-up research, and work within the group, we have identified four key strategies:

- Connection
- Signs With a Marysville Design
- A New Option
- Safety

## Connection

The conversion of the abandoned Union Pacific line into a multi-use trail will lead visitors on foot and bikes into the heart of town, with the reinvigorated depot as the welcome gate, while simultaneously serving as a new recreational option for residents.

**Figure 1.3.7**
**Blue River Rail Trail**
The logo for the existing bike and hiking trails ending just north of the heart of Marysville
(Blue River Rail Trail, 2017)

Blue River R trail
Marysville, KS

## Signs With a Maysville Design

Improved wayfinding, featuring design aspects that are unique to Marysville, will allow for residents and visitors alike to get where they need to go while also pointing out notable aspects of town.




**Figure 1.3.8 (Left)**
**Example Attractions Sign**
New signage along the highways will present the available local attractions and attract tourists
(Harrell, 2019)




**Figure 1.3.9 (Right)**
**Example Street Sign**
The proposed street sign design includes an image of a squirrel to draw out a unique aspect of Marysville
(Harrell, 2019)

## A New Option

New bike infrastructure will provide residents with an alternative transportation network that is far cheaper and far healthier for kids and adults alike. No gas or bankaccount busting repairs needed; just grab a bike, a helmet, and go.



**Figure 1.3.10**
**Bicycle Emphasis**
This puts a priority on those riding bicycles and pedestrians and adding to their accessibility to the town.
(Needpix, 2018)

## Safety

In the central business district, new curb extensions and high-visibility crossings will provide an easy and secure walk while minimizing the impact on traffic and parking. New crossings will be complemented by new greenery and landscaping.




**Figure 1.3.11**
**Improved Pedestrian Safety**
This shows a high visibility crosswalk like what we are proposing being added to Marysville
(Needpix, 2018)

## Improved Crossings for Pedestrian Comfort and Safety

New crossings with curb extensions and highly visible markings should be installed. Curb extensions are effective at decreasing the crossing distance and increasing sight distance. Additionally, though curb extensions do not actually get in the way of traffic and do not impede the travel lane, they slow traffic due to the perception that the road is narrowing. This makes it more safe for pedestrians without hindering drivers. With the knowledge that there are trucks and farm equipment that go through town, especially on the highways, we advise only using this treatment on roads without traffic requiring a large turn radius. The figures on the right show several options for what this kind of treatment might look like. The two above are renders of the intersection of 10th Street and Broadway.

The 10th and Broadway intersection is especially critical due to the amount of traffic traveling on these two major corridors. Two options have been made as examples of how to accommodate for a two-way bike lane and improved crossings. The recommended option A turns the north side of Broadway and the west side of 10th Street into parallel parking. This allows for a wide bike lane and 12ft travel lanes.

If parking is a high enough concern, option B will preserve the current amount of parking on the road. This comes with a widening of Broadway by 3ft, which will cut into the existing sidewalk, and a reduction of the lane width on Broadway to 10ft.

### Option A Features

- Curb extensions to reduce crossing distance for pedestrians, also adds green space
- Median refuge islands on 10th for pedestrians to wait in if necessary
- 10ft two-way bike lanes made with asphalt or concrete
- Protective bollards for cyclists (removable or collapsible to accommodate for events)
- 12ft travel lanes on both 10th and Broadway
- Space for natural grasses and other landscaping

### Option B Features

- Curb extensions
- 7.5ft two-way bike lanes made with asphalt or concrete
- Protective bollards for cyclists (removable or collapsible)
- 12ft travel lanes on 10th and 10ft lanes on Broadway

During our site analysis, our team found ourselves “going for it” across intersections and wide crossings throughout town. Our proposal includes high-visibility crossing treatments for intersections across the city. Due to a large number of intersections in the residential areas being of a similar nature, we have developed a model that can be applied without need for adjustment at many of the intersections in the city. These will help motorists see school children, parents pushing strollers, and all other pedestrians more easily, and will reduce the distance these travelers are out in the street. Our proposal will reduce the amount of times people “go for it” when crossing the street.

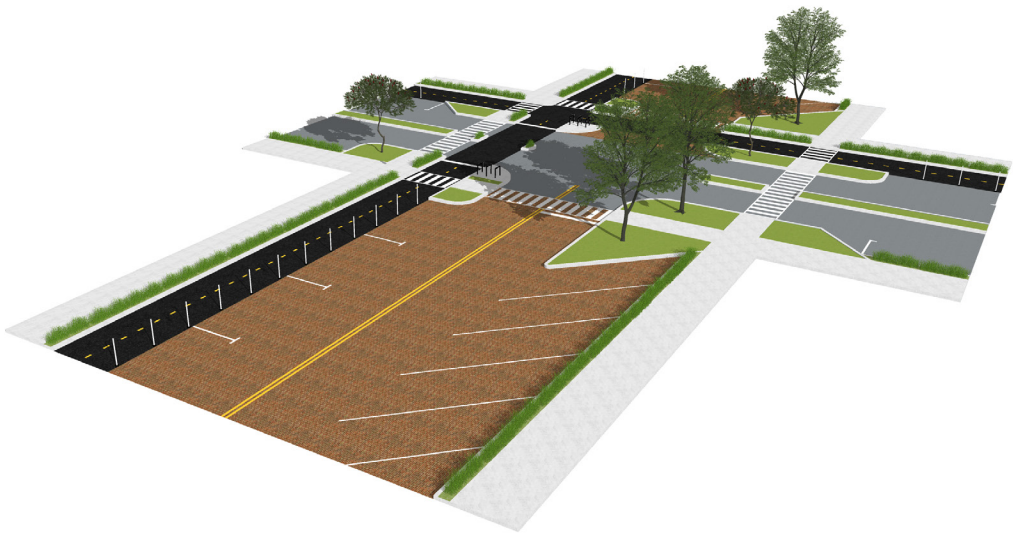


**Figure 1.3.12**
**Road Diet and Enhanced Crossings Option A (10th and Broadway)**
Option A provides significant improvement to the services and safety provided to cyclists and pedestrians with the reduction of some parking.
(Tripp, 2019)

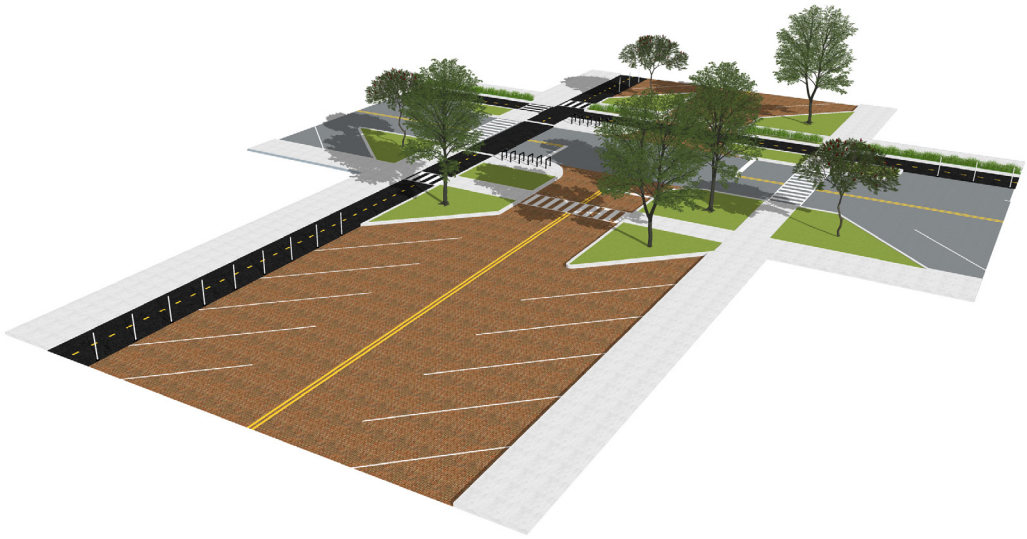


**Figure 1.3.13**
**Road Diet and Enhanced Crossings Option B**
Option B provides a high level of service to cyclists and pedestrians without the loss of existing parking.
(Tripp, 2019)

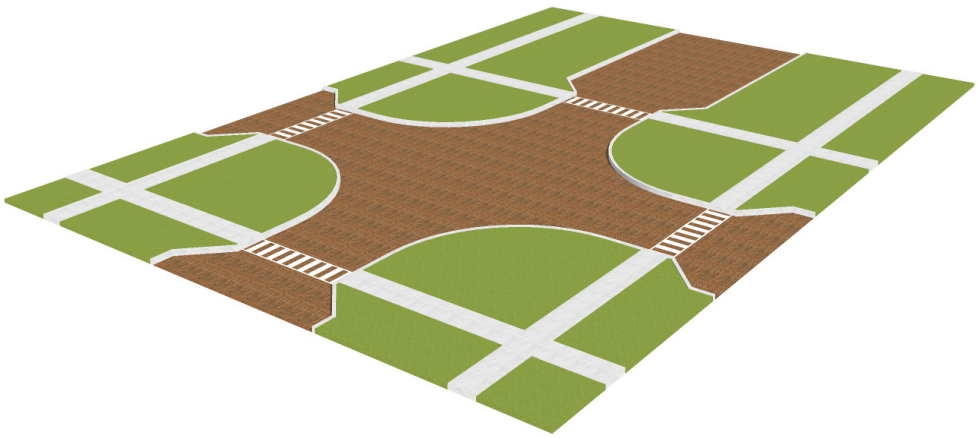


**Figure 1.3.14**
**Curb Extension Model**
Curb extensions such as the ones in this render could be used throughout Marysville. This one demonstrates what this could look like on a neighborhood intersection.
(Tripp, 2019))

# A New Bicycle Network

The final extension of the Blue River Rail Trail, which will finally connect the heart of Marysville with regional hubs such as Lincoln and Beatrice, will extend along the abandoned Union Pacific line up to Calhoun and the historic depot. From there, we propose shutting down 7th street from Calhoun to US-36 to through-traffic and converting it to a bike and pedestrian path. This current stretch of 7th street is currently comprised of rock and dirt, and we observed few cars traversing down this route compared to neighboring roads during our site analysis. We are establishing a robust bicycle infrastructure to diversify transportation options, provide for a higher quality of life, increase overall health of the community, and to boost the local economy. This new network will connect every part of the city to the beating heart of the business district, and is designed to avoid confusion, traffic jams, and encourage a healthy and viable alternative means of transportation. Our proposed network is comprised of bike boulevards, one-way bike lanes, protected two-way bike lanes, and a shared use path. The following is a description of each type of proposed infrastructure.

**Figure 1.3.15**
**Bike Boulevard**
This shows a real life model of a bike boulevard
(Gibson, 2019)




## Bike Boulevards

Streets with lower motorized traffic volumes and speeds designed to give bicycle travel more priority and protection. Typically in shared residential streets. Signs, pavement marking (sharrows), and speed management are the only design elements needed.

**Figure 1.3.16**
**One Way Bike Lane**
Shows a model of a one way bike lane
(USDT. 2019)



## Bike Lane (One-way)

A portion of roadway designated by striping, signage and pavement dedicated for people biking.

### Bike Lane (Two-way, Protected)

Physically separated bicycle lane that allows bicycle movement in two directions on one side of the road. Exclusive space for people biking at street and parking level protected by bollards.



**Figure 1.3.17**
**Two Way Bike Lane**
Shows a model of a two way bike lane
(Nikel, 2013)

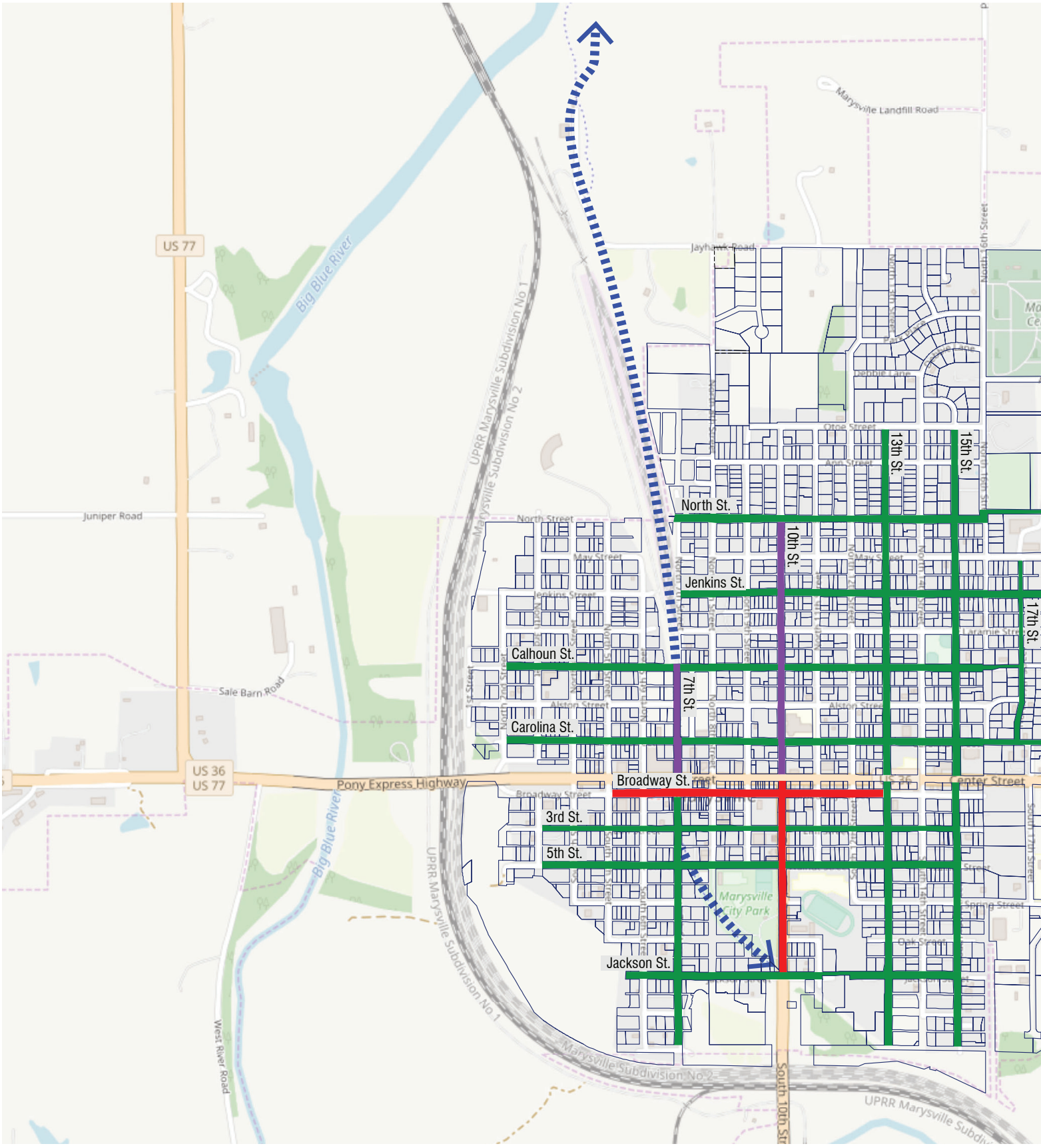
### Shared-use Path

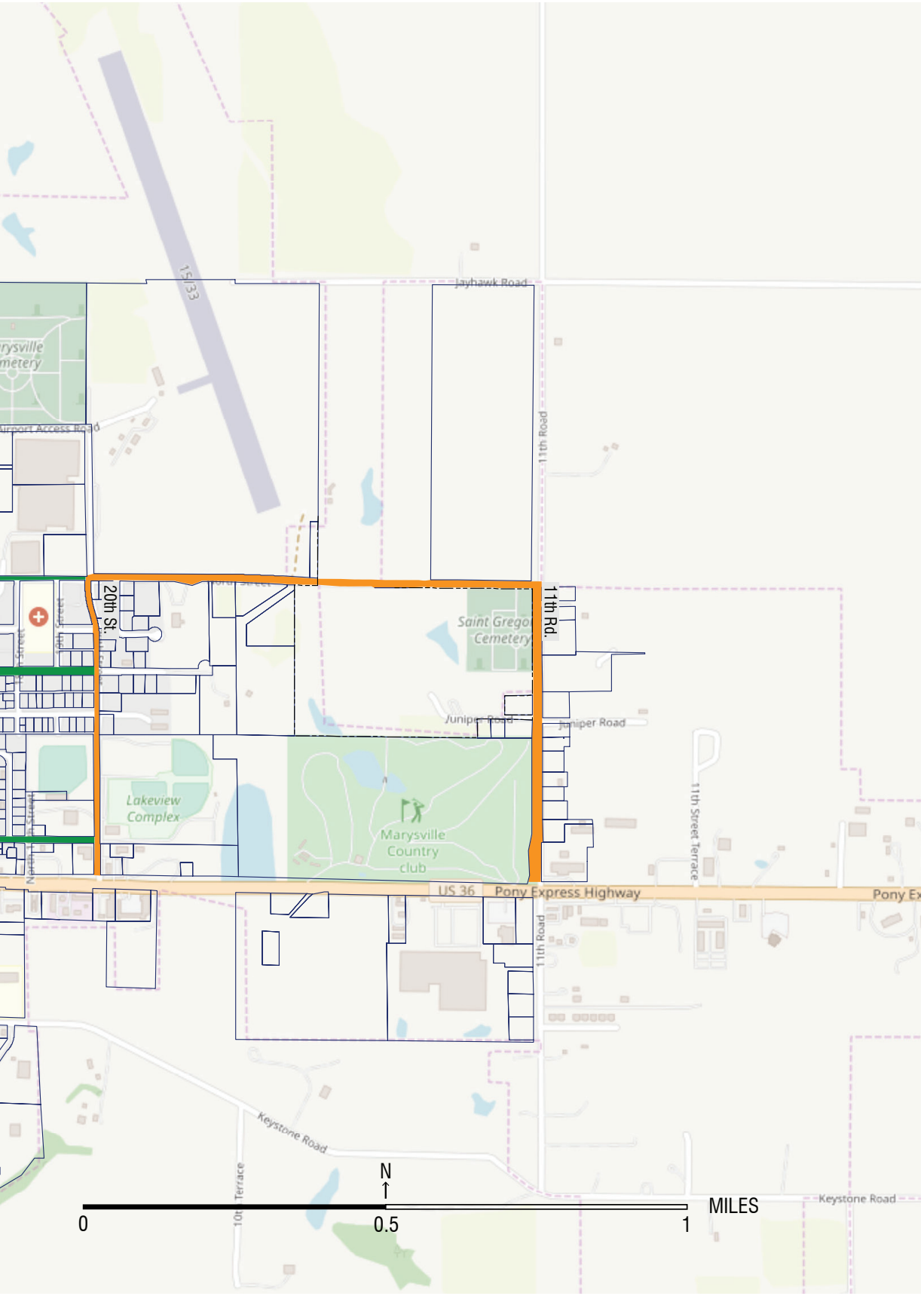
Form of infrastructure that supports multiple uses (walking/biking). Provides different lanes for different speeds. Physically separated from vehicular traffic.



**Figure 1.3.18**
**Shared Use Path**
Shows a model of a shared use path
(Sustrans, 2016)

# New Bicycle Network Plan






## Legend

- Bike Boulevard
- Bike Lane (1-Way)
- Bike Lane (2-Way Protected)
- Shared-use Path
- Blue River Trail

**Figure 1.3.19**
**Proposed Bicycle Network**
This map demonstrates the proposed infrastructure meant for use by cyclists.
(Lofton, 2019)

## New Signage and Wayfinding

During our site analysis we determined that the wayfinding signage in Marysville is insufficient for its level of need. A major goal of Marysville should be to attract tourists, and attractive wayfinding is a good place to start. Wayfinding helps to identify key locations that would attract tourists and to make those locations easy to find. People spending time in Marysville will contribute to the local economy and increase tax revenue. With this in mind, here are several changes that can be made:

The first change is to incorporate the black squirrels as often as possible on all signage, highlighting one of the town's most unique resources.

Next is implementing wayfinding signs for the bike paths. An evolved bike infrastructure can create tourism for the town and it is necessary to highlight important places of the town and show how far of a bike ride they are for those new to the area.

Finally adding a large easily visible welcome sign displaying some of the towns more attracting features and making the small town a destination for those passing by on the highway.




**Figure 1.3.20**
**Proposed Signage Package**
This is the proposed signage package for Marysville. It includes references to Marysville's iconic squirrels. (Harrell, 2019)







**Figure 1.3.21 (Left)**
**Example Street Sign**
Example of proposed street sign design
(Harrell, 2019)

**Figure 1.3.22 (Right)**
**Example Bicycle Wayfinding Sign**
Example of proposed bicycle wayfinding signage
(Harrell, 2019)




**Figure 1.3.23**
**Example Attractions Sign**
New signage along the highways will present the available local attractions and attract tourists
(Harrell, 2019)

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**Figure 1.3.10**

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**Figure 1.3.11**

"Asphalt,Bike,Path,Bicycle,Signal,Free Pictures - Free Image from Needpix.com." *Asphalt,Bike,Path,Bicycle,Signal,Free Pictures - Free Image from Needpix.com,* www.needpix.com/photo/279921/asphalt-bike-path-bicycle-signal.

**Figure 1.3.15**

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"Lesson 15 - Federal Highway Administration University Course on Bicycle and Pedestrian Transportation, July 2006 - FHWA-HRT-05-114." U.S. Department of Transportation/Federal Highway Administration, 2006, www.fhwa.dot.gov/publications/research/safety/pedbike/05085/pptchapt15.cfm.

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# 1.4.

# Linking Marysville

## Connecting Marysville's Cultural Destinations




**Student Team:**

**Oseanne Blech**
**Maggie Jacques**
**Scott Randall**
**Hayden Scott**

# Linking Marysville

## Connecting Marysville's Cultural Destinations

**Linking Marysville proposes a combination of signage and pedestrian improvements to create visual and experiential links between Marysville's historic, community and recreational destinations.**

The primary focus of this project is to enhance navigability and the pedestrian experience through a new system of signs and pedestrian improvements that connect to the rich history of Marysville and link Marysville's destinations visually. Well established signage that is easy to understand and relate to the town of Marysville can create a stronger sense of community. Linking key locations in Marysville through signage and new streetscapes will create a pedestrian friendly environment. In doing so, pedestrian usage of downtown will increase, as well as visitor activities. In addition to the increase of pedestrian usage, businesses will see an increase of customers and transactions. Creating walkable routes between key locations will help the local community make Marysville more pedestrian friendly. This project will give visitors the knowledge they need to successfully navigate between Marysville's destinations, with the addition of giving residents more opportunities to enjoy Marysville's outdoors.

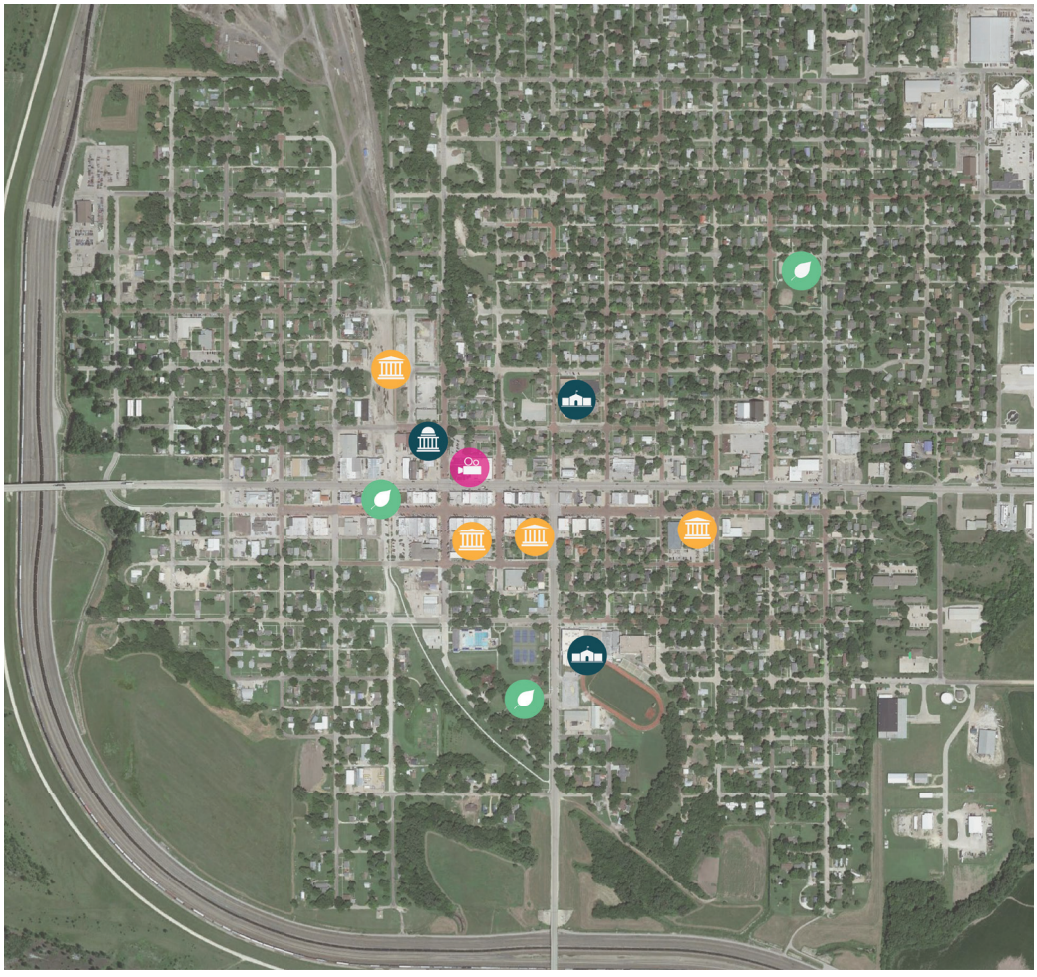


**Figure 1.4.1**
**Key Destinations**
Marysville has a rich pallette of cultural, culinary and recreational destinations. (Randall 2019)

## Background

Marysville is located on several historic migration routes including the Oregon Trail, the Mormon Trail, and the route of the Pony Express, the St. Joe Road, the Overland Stage, the Military Road, and the Otoe-Missouria Trail. This historical routes and trails have established this small community as the trail capital of Kansas. Marysvilles historically served as a waypoint for settlers heading west and evenutally transitioned into an agricultural town.

Marysville has retained it's historic feel and preserved several important sites, providing exciting destinations for regional tourism. Currently, however, there are opportunties to enhance the existing visitor experience by adding new amenties to create improved wayfinding and to help visitors navigate Marysville and connect to the rich history of this town.

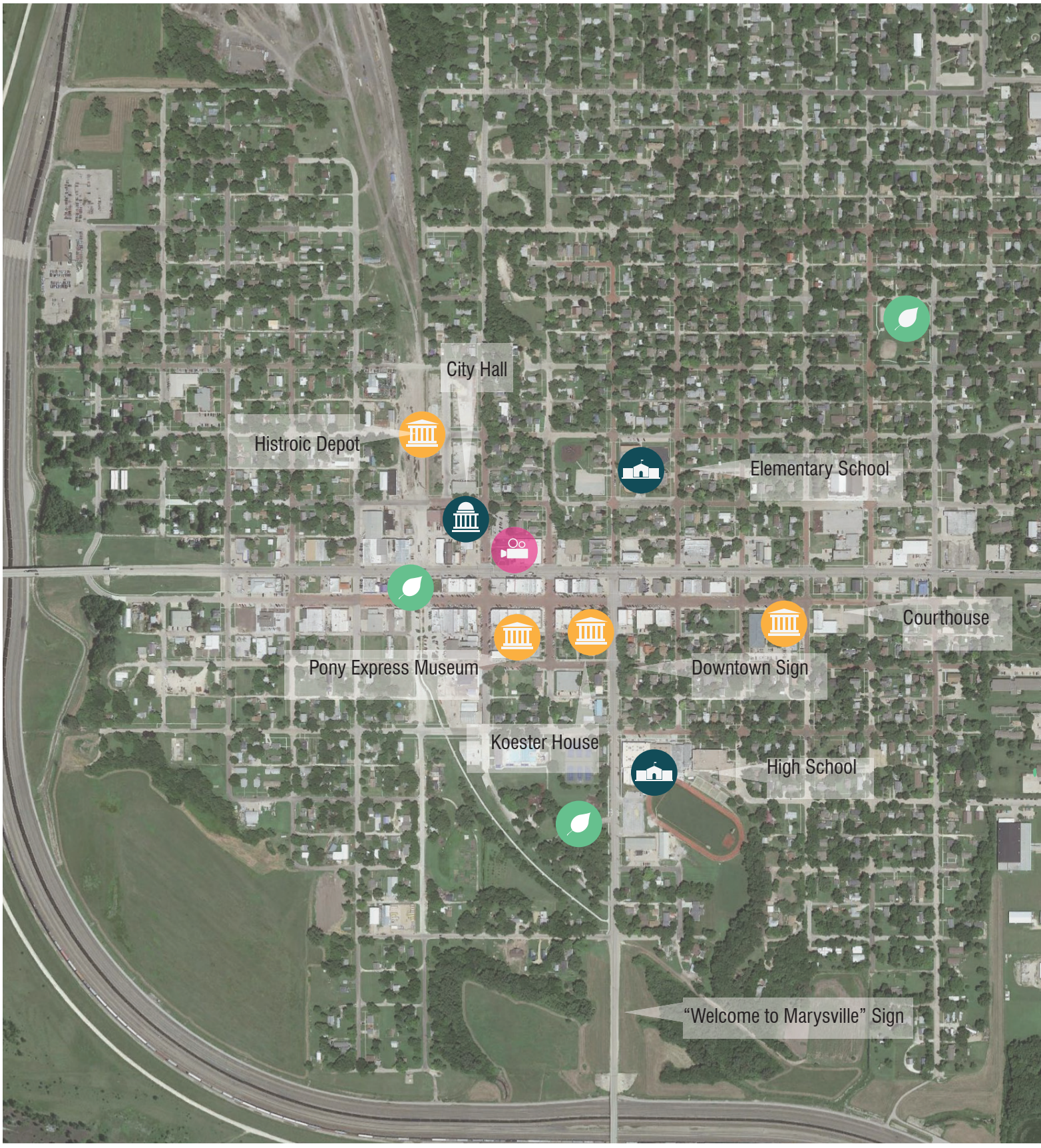



**Figure 1.4.2**
**Pony Express Highway**
One of Marysvilles two parallel main streets.
(Google 2019)

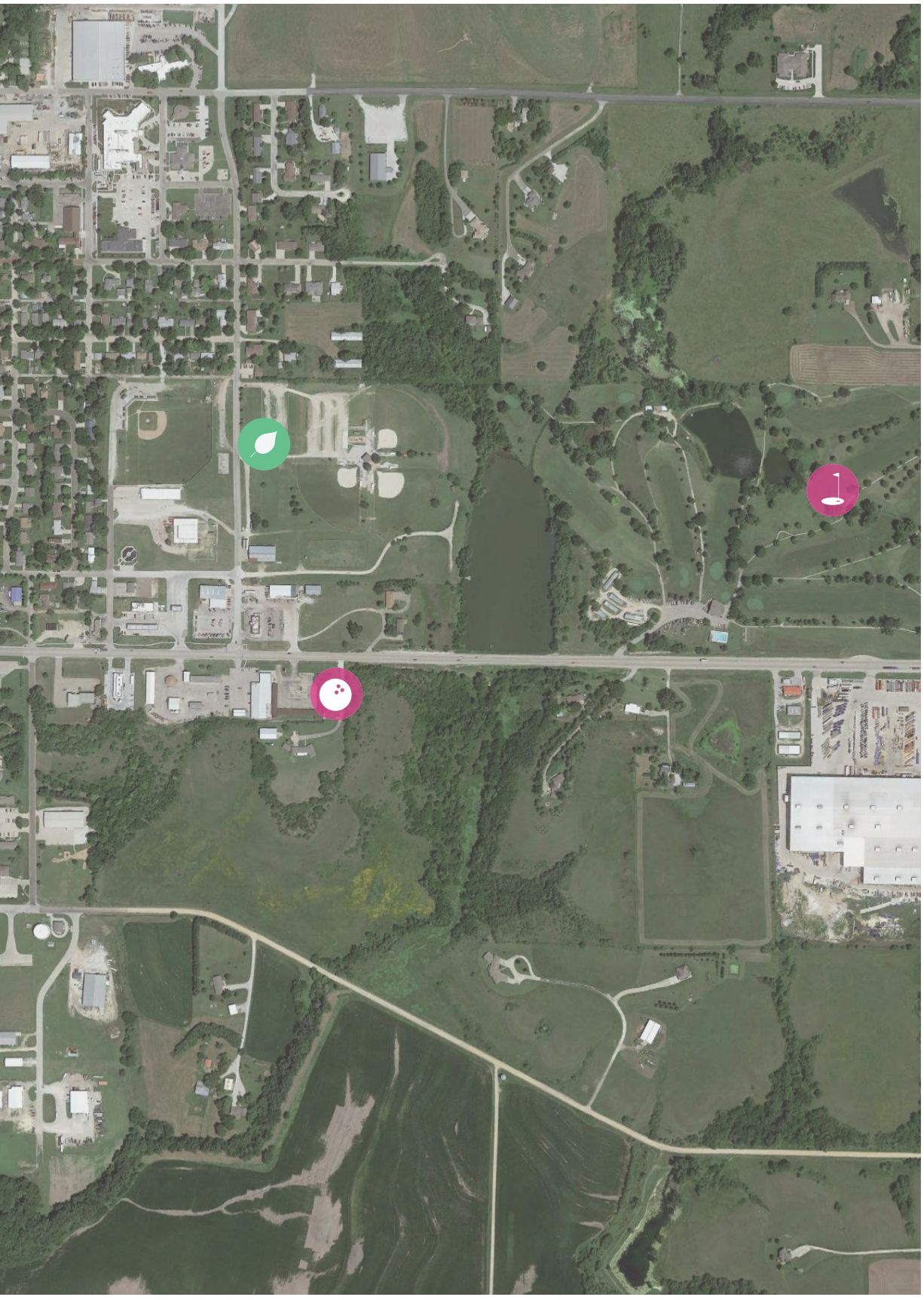



**Figure 1.4.3**
**US 77 Highway**
This highway transitions into 10th Street in Marysville and is one of the main roads into the town.
(Google 2019)

# Marysville Map [Focus Area/Project Area and interventions Sl



# hown]



**Legend**

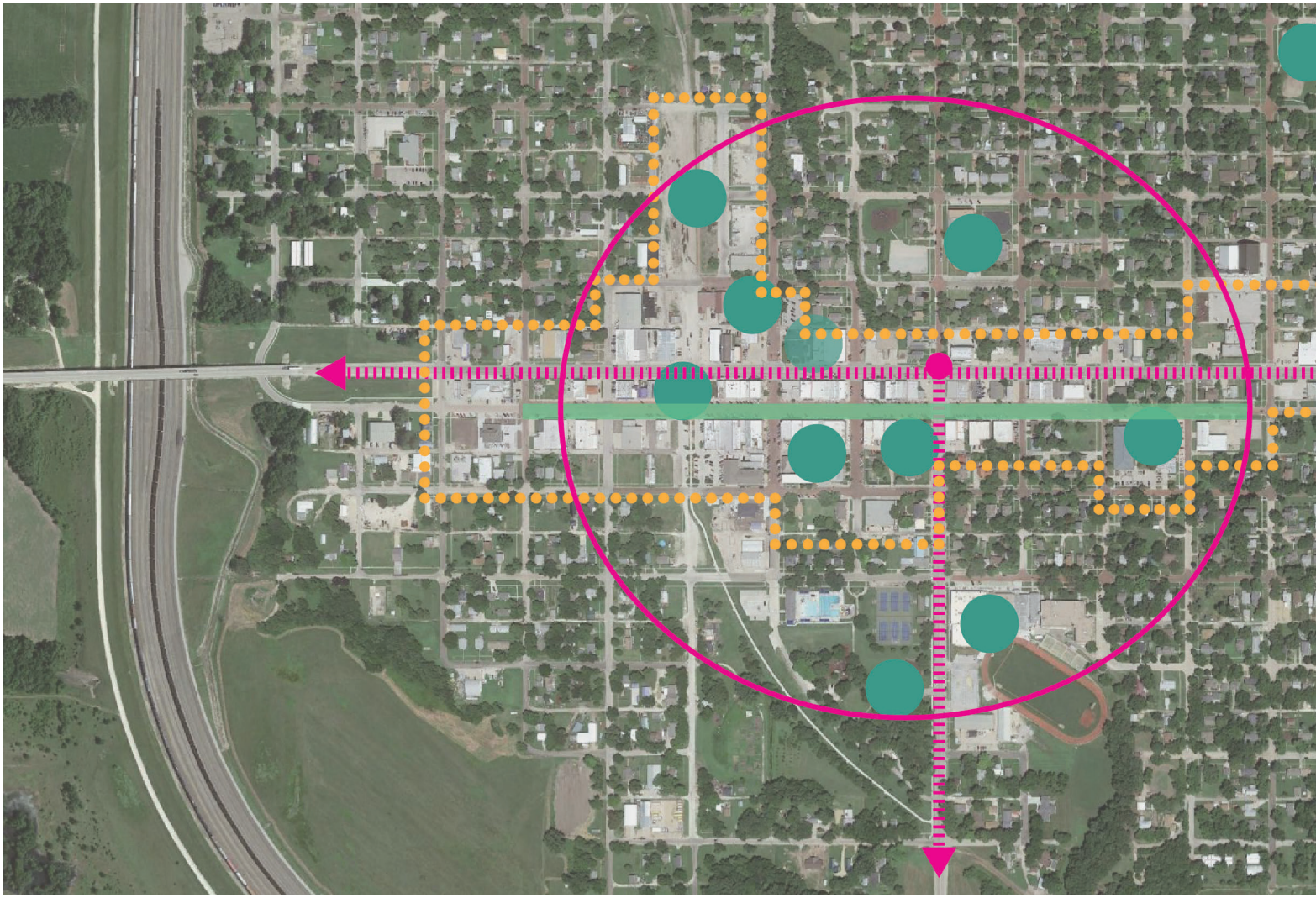
- Parks
- Historic Sites
- Entertainment
- Community

**Figure 1.4.4**
**Destinations to Connect**
Marysville's destinations can be categorized into parks, community sites, entertainment locations and historic sites.
(Randall 2019)

## Intent

Linking important locations within Marysville will establish a better sense of place and belonging within the community. Making the signage both pedestrian and driver friendly will increase the usage of the signage. Connecting different maps and locations is key to having a more navigable city. Creating signage that will guide passing motorists to the signage is key. Once the visitor is out of their vehicle to read a sign, they are more likely to spend money within the downtown area. Without connections, visitors are less likely to stop and explore Marysville. Providing more pedestrian friendly options will increase business in Marysville. Streetscaping the signage will help connect pedestrians to the downtown area. Adding a green belt along the sidewalk creates sidewalks that are more pleasant to walk along. Aesthetically pleasing signage

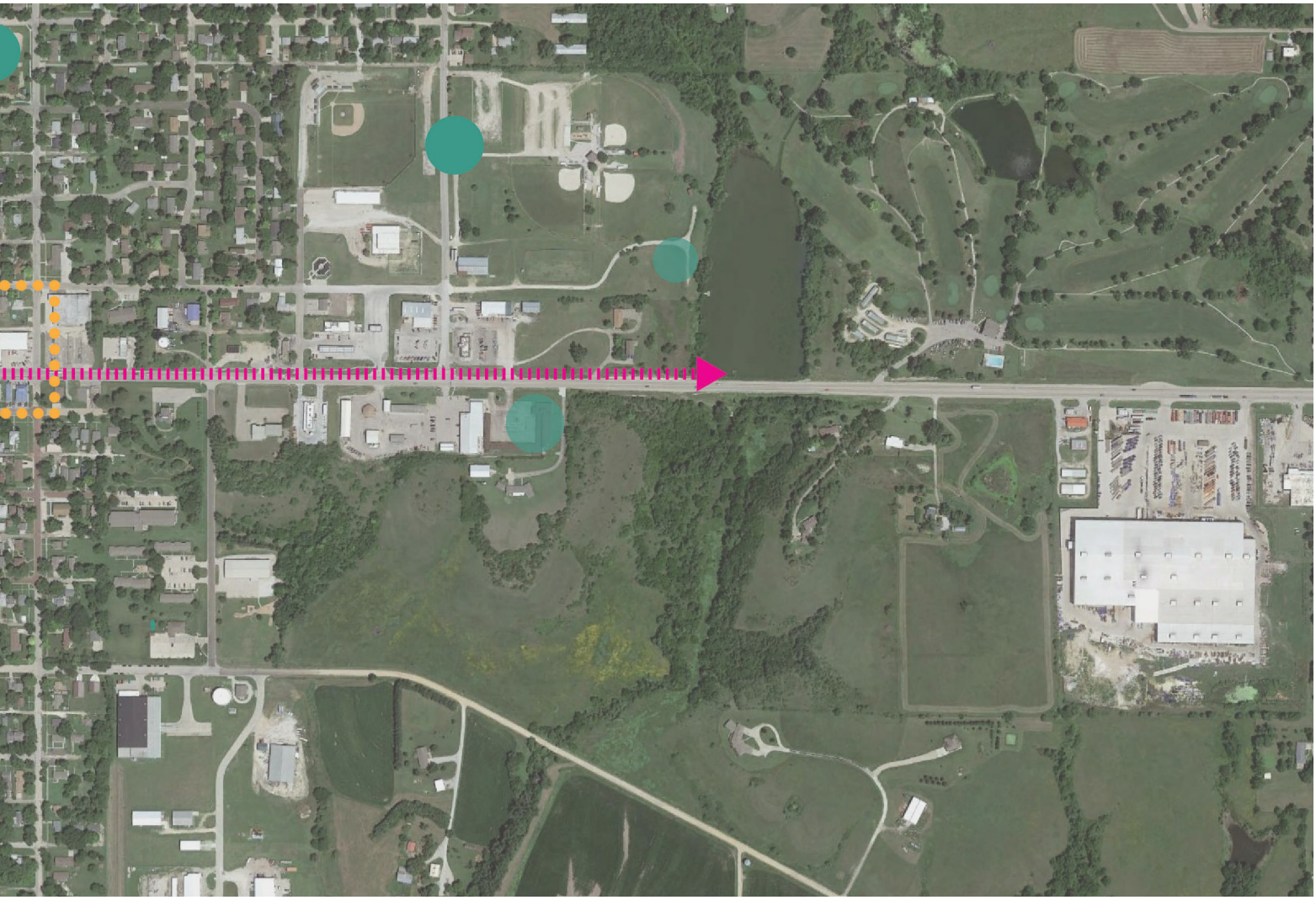
**Figure 1.4.5**
**A Cluster of Destinations**
Many of the key Marysvilles destinations are clustered in the downtown area.
(Randall 2019)



and streetscapes will invite visitors to walk through Marysville. Making sure that pedestrians feel welcome along the streetscape is key to connecting the signage to the community of Marysville.

**Legend**

- Destination
- District Boundary
- Major Road
- Destination Cluster

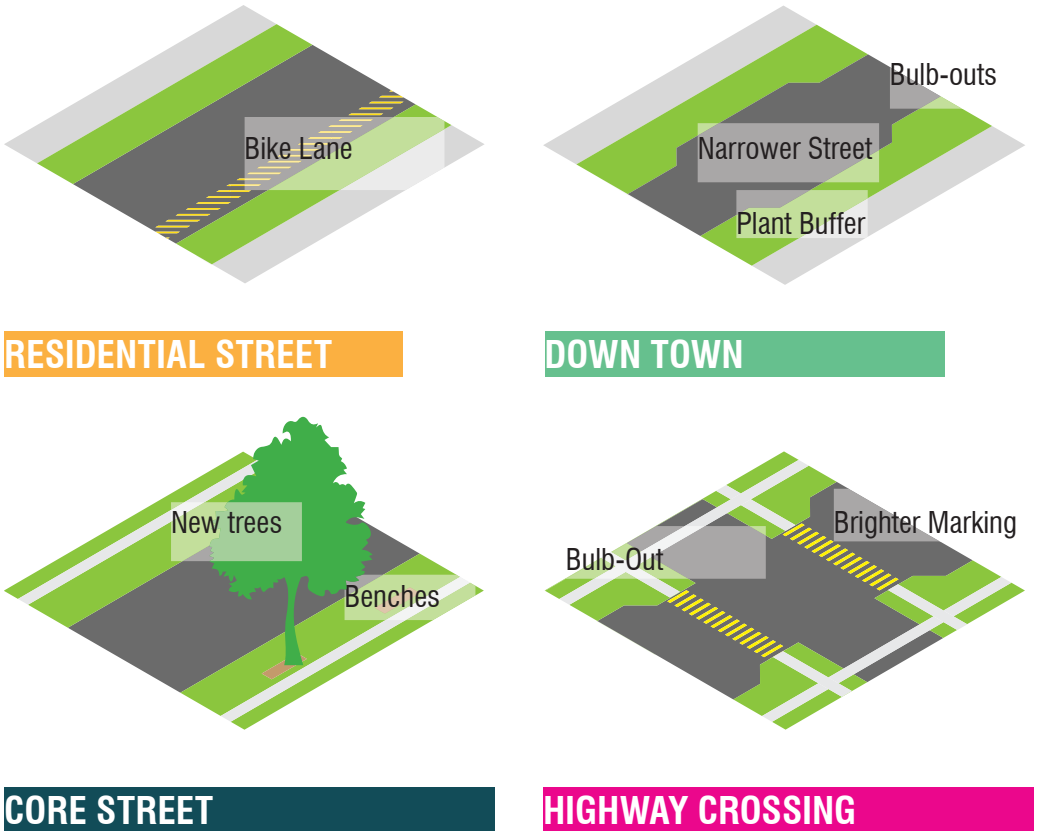


## Urban Design Strategies

Establishing a cohesive identifying signage system will promote activities and businesses in Marysville. The pedestrian signs can be identified with different categories such as “parks and trails”, “historical sites and museums”, “businesses and entertainment”, “major locations and community buildings” and of course the “squirrel parade”. Each category identifies with a designated color which is shown at the edges of the sign. Creating three different sides to a single sign provides in depth detail about each location. The first side of the sign will state the history of the location, along with the phone number for the audio tour, the opening hours etc. The second side will show a map of similar locations and walking time to each location. The last side will show other important locations with walking distances to each. On the bottom of the signage, a historic mapping technique that was used to map railroads and stations reminds of the railroad history of Marysville.

Designing a streetscape that integrates the signage into the street is important in connecting Marysville to the signage. To create a more pedestrian friendly area around the sign, the sign itself needs to be designed into the street level. In addition, adding more greenery can revitalize pedestrian areas and bring growth into the community. Improving pedestrian crossings and adding some at important places also helps in linking Marysville.

**Figure 1.4.6**
**Streetscape Strategies**
Street enhancementn strategies should vary according to the character of the area around the street.
(Randall 2019)



# Streets of Opportunity

## Wide Streets Provide Opportunities for New Infrastructure

While the historic brick provides unique character to Marysville's downtown district, the wide right-of way provides more space than necessary for vehicle traffic. This unused driving space provides an excellent opportunity to add additional pedestrian amenities to complement the historic appearance of the buildings.




**Figure 1.4.7**
**Downtown Street Analysis**
Marysville has wide streets that allow both on-street parking and wide sidewalks.
(Randall 2019)

## Street Enhancements Vary by Location

Not all streets are the same; streets in residential districts have a different character and experience for pedestrians in Marysville. Residential streets tend to have a robust canopy of trees providing shade and generous existing buffer areas while downtown has space to add trees and benches for shoppers and visitors to rest.

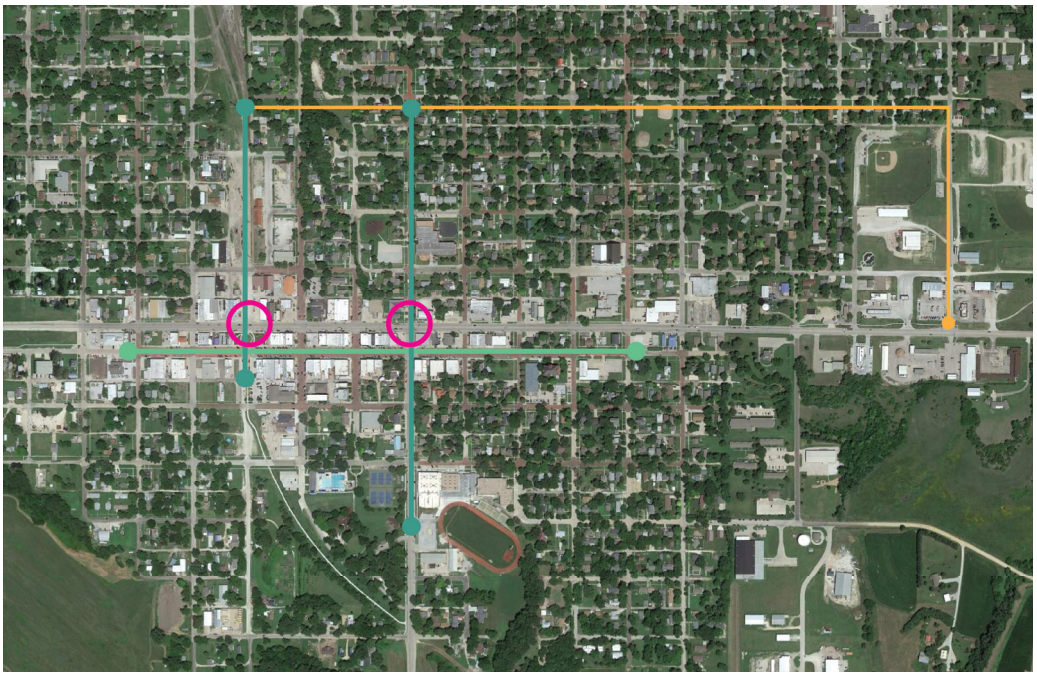


**Figure 1.4.8**
**Streetscape Strategy Locations**
Streetscape strategies should vary based on context and existing infrastructure.
(Randall 2019)

# A System of Signage

## Showcasing Marysville's Historic Destinations

Establishing cohesive system of signage will promote activities and businesses in Marysville and contribute to a vibrant system of destinations for visitors and residents alike. The pedestrian signs can be color-coded wto organize destinations into categories such as "parks and trails", "historical sites and museums", "businesses and entertainment", "major locations and community buildings" and of course the "squirrel parade". Each category identifies with a designated color which is shown at the edges of the sign. Signs with three different sides to a single sign provides in-depth detail about each location. The first side of the sign will state the history of the location, along with the phone number for the audio tour, the opening hours etc. The second side will show a map of similar locations and walking time to each location. The last side will show other important locations with walking distances to each.

The symbolic marking on the lower portion of the sign is a reference to a historic graphic style used in railraod maps intended to refrence Marysville's historic ties to the railraod industry. As an iconic capstone, each sign will have a black squirrel sculpture, highlighting this unique part of Marysville's identity.

Designing a streetscape that integrates the signage will help to highlight and unify the rich variety of historic, cultural and recreational destinations in Marysville.




**Figure 1.4.9**
**The Three-Side Sign**
The proposed signs will have three sides; one each for maps, history/background and wayfinding.
(Blech 2019)



**Figure 1.4.10**
**Current Conditions on Broadway**
Broadway is a key street in Marysville and has room for signage and pedestrian enhancements.
(Google 2019)



**Figure 1.4.11**
**Streetscape Improvement Concept Sketch**
Proposed improvements include signs, vegetation and refreshed crosswalk markings.
(Randall 2019)

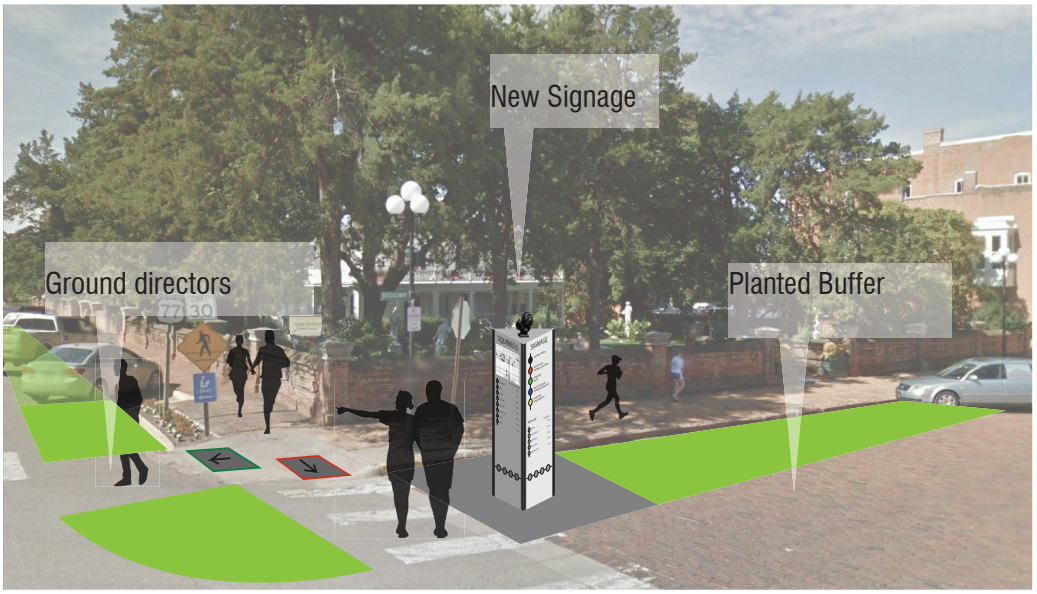



**Figure 1.4.12**
**Conceptual Rendering**
Signage in the pavement and the new buffer area will help direct visitors to destinations.
(Scott 2019)

# The Signage System

## The Role of Color

Using colorful edges on the signs can help visitors identify locations by categories. For example, green edges on the park signs can help visitors find parks more quickly as they identify sign content from a distance.

Linking Marysville proposes five categories: Squirrel Parade, History, Community, Parks and Shopping/Entertainment.




**Figure 1.4.13**
**Color Coordination**
Color coordination can help vistors identify relevant signs for their ideal visit.
(Blech 2019)

## Sign Configuration

While color can help improve sign legibility and coherance, using a variety of sign sizes and configurations with a consistent style can help to direct both pedestrians and cars. As shown in Fig. 1.4.14, pedestrian signs will serve as information sources while mapping signs will direct visitors as they walk. Larger signs will be more visible to drivers and help direct vistors as they arrive in their cars. Iconic signage can be used to welcome visitor to the town or a major district, as shown in Figs. 1.4.15 and 1.4.16.

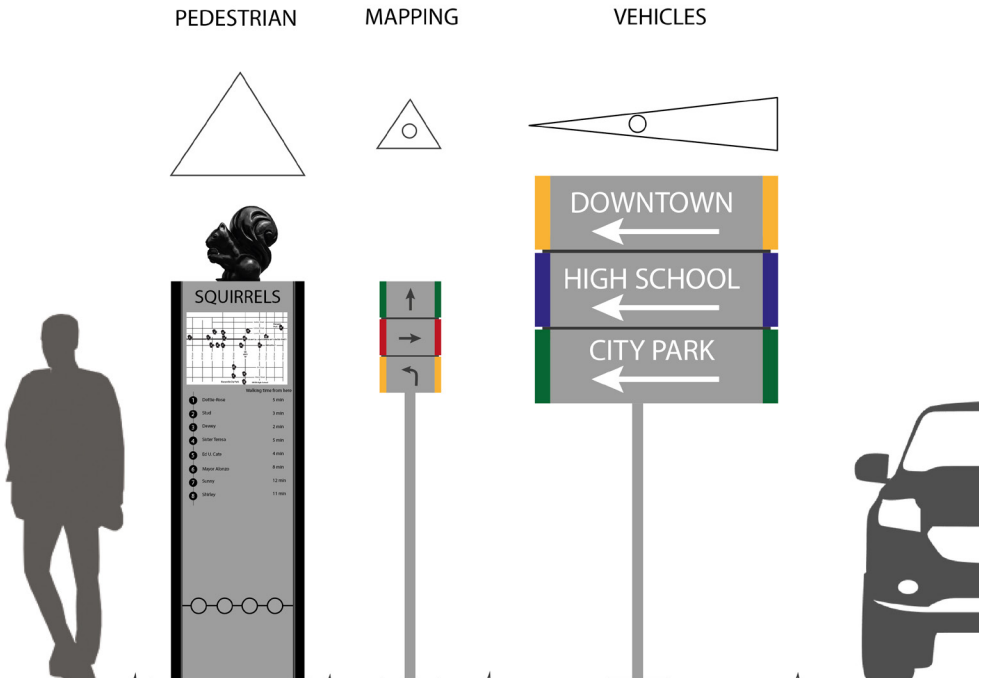



**Figure 1.4.14**
**Sign Types**
Different sizes and configurations can add variety and improve communicatinon. Larger signs can direct cars.
(Blech 2019)

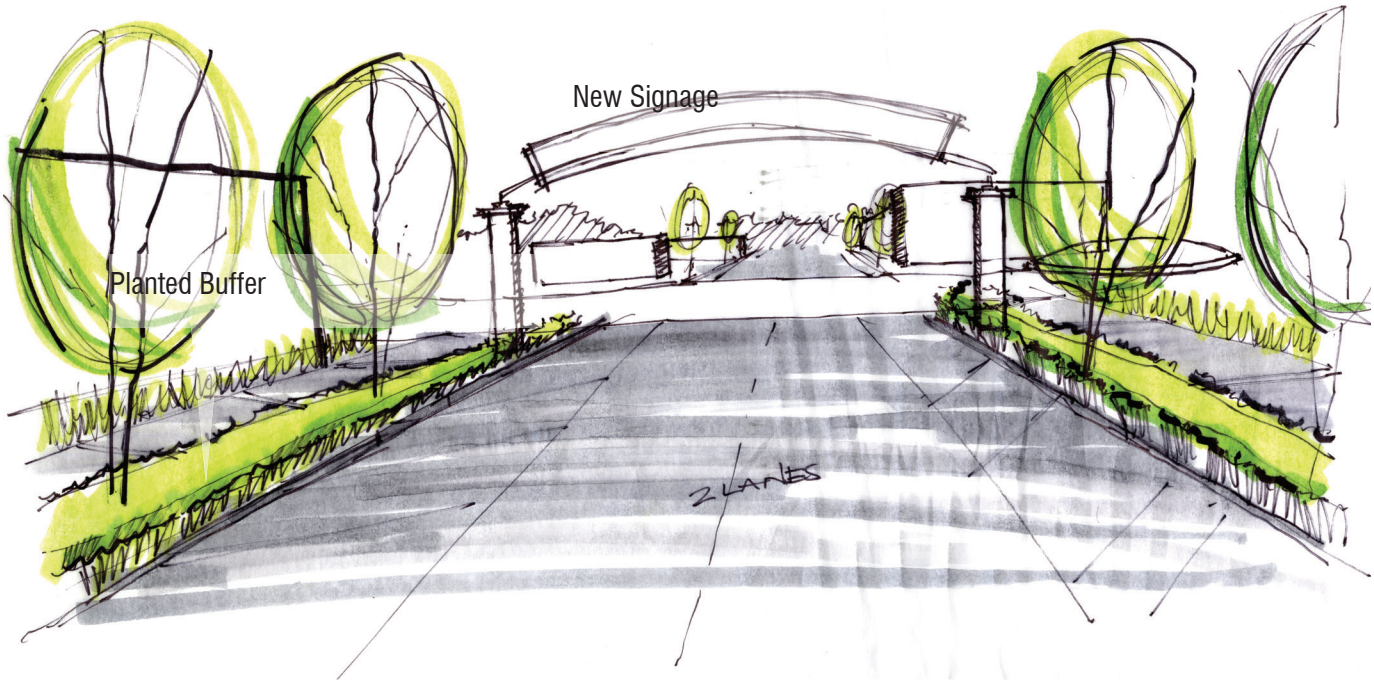



**Figure 1.4.15 (Above)**
**Conceptual Downtown Signage**
An arched sign over Broadway can welcome visitors to downtown Marysville.
(Randall 2019)

**Figure 1.4.16 (Below)**
**Conceptual Town Welcome Sign**
A large sign can welcome visitors to the town.
(Randall 2019)



# Citations

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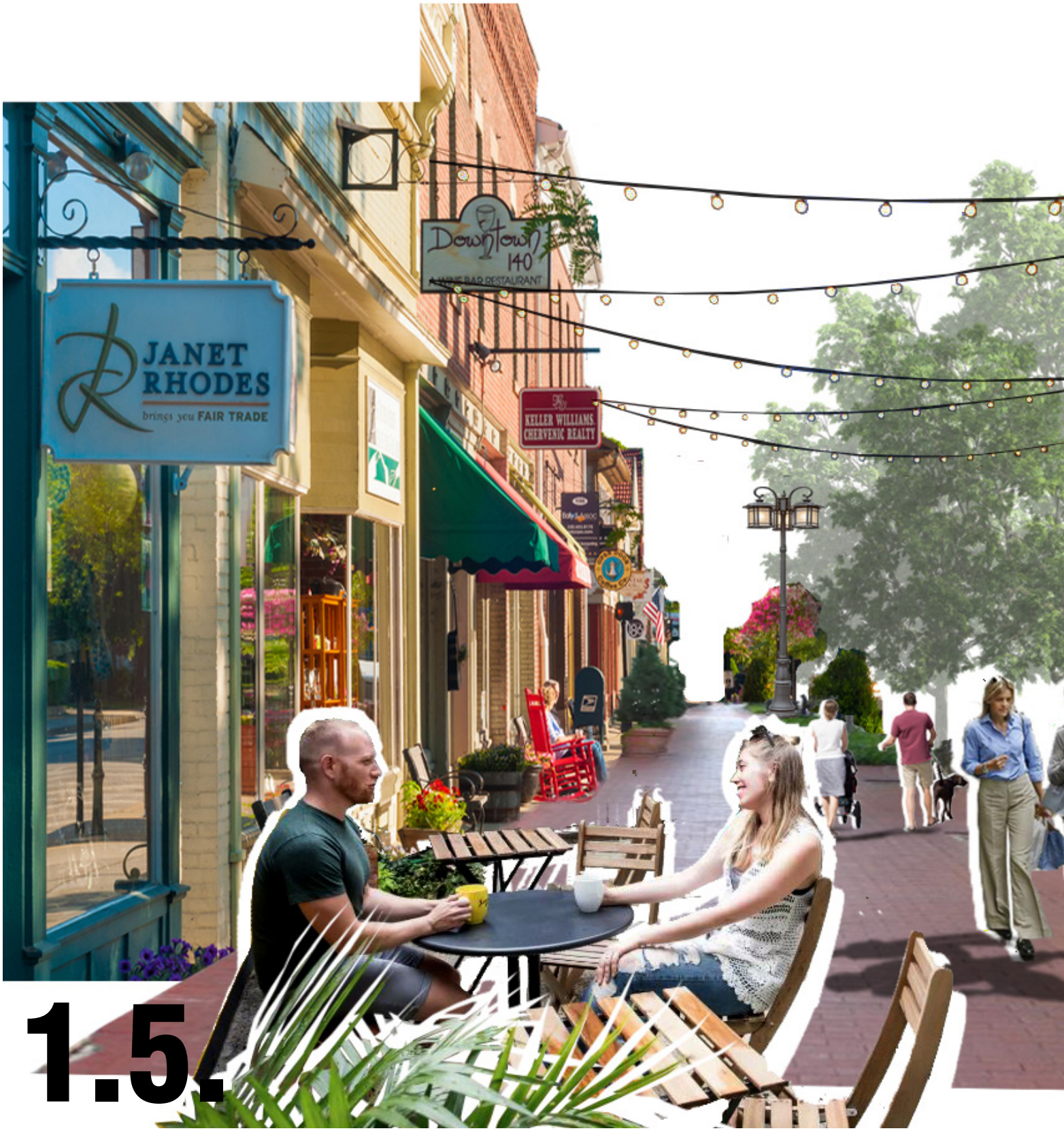
### Figure 1.4.14
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**Figure 1.4.15**

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**Figure 1.4.16**

Randall, Scott. 2019 “Conceptual Town Welcome Sign” Kansas State University LAR 640 2019. Diagram created using Google Maps Imagery and Adobe Photoshop.




# 1.5.

## Broadway or Bust

### Re-Envisioning a New Socio-Economic Downtown Corridor



**Student Team:**

**Danielle Hodgson**
**Abdullah Aldhabib**
**Nova Wang**
**Jason Groothuis**

# Broadway or Bust

## Re-Envisioning a New Socio-Economic Downtown Corridor

**Broadway or Bust focuses on connecting the two main streets of Marysville through streetscape improvements and emphasizing pedestrian circulation to promote economic growth and tourism in downtown.**

This project focuses on structural improvements between Broadway and Center Street to promote socio-economic growth within Marysville. Historical buildings lying within this unique downtown corridor are underutilized from vacancy and have the opportunity to attract more visitors through greater connectivity to the streets. Providing more visual connections to the more visible road, Center Street/US 77, will create a more defined and connected entrance into downtown. This project will utilize three phases of development to promote economic growth in the area through new pedestrian amenities, updated facades/aesthetic improvements, and new community infrastructure. Along Center Street, the facade will be updated to better relate to the architectural character of Broadway, and new businesses will move in that can support two entrances, such as coffee shops. Adding a roundabout and medians along Center Street will help slow traffic and bring more attention to downtown. Streetscape improvements along both Center Street and Broadway will widen the sidewalks and promote businesses through more exposure to visitors. A new community center is proposed within the downtown corridor to help promote social cohesion. This project also provides examples of potential financing outlets to make this proposal, and those of other teams, more attainable for this small town.



**Figure 1.5.1**
**Downtown Marysville**
Existing downtown area looking down Broadway Street. (Hodgson, 2019)

## Background

Marysville, Kansas is a small historical town that is located in a strategic spot that connects two major highways in Kansas (US 77, and 36). The town is unique as it has two disconnected main streets that are dominated by vehicular circulation. Center Street/US 77 acts as a division between the North and South sections of town, as it is visually different than the architecture on Broadway and separates visitors to the downtown businesses. Vacancy of residential and commercial spaces in the downtown area can be used as an opportunity to create a variety of mixed-use spaces.

The downtown corridor of Marysville is within close proximity to much of its social infrastructure, but Center Street and Broadway could be updated to better serve pedestrians and draw visitors inwards. It could then act as a better connection between the different regions of Marysville and components that make up the city. Increased foot traffic and access into downtown will help promote more small business and economic growth, aiding the preservation of the city's historical character for years to come.

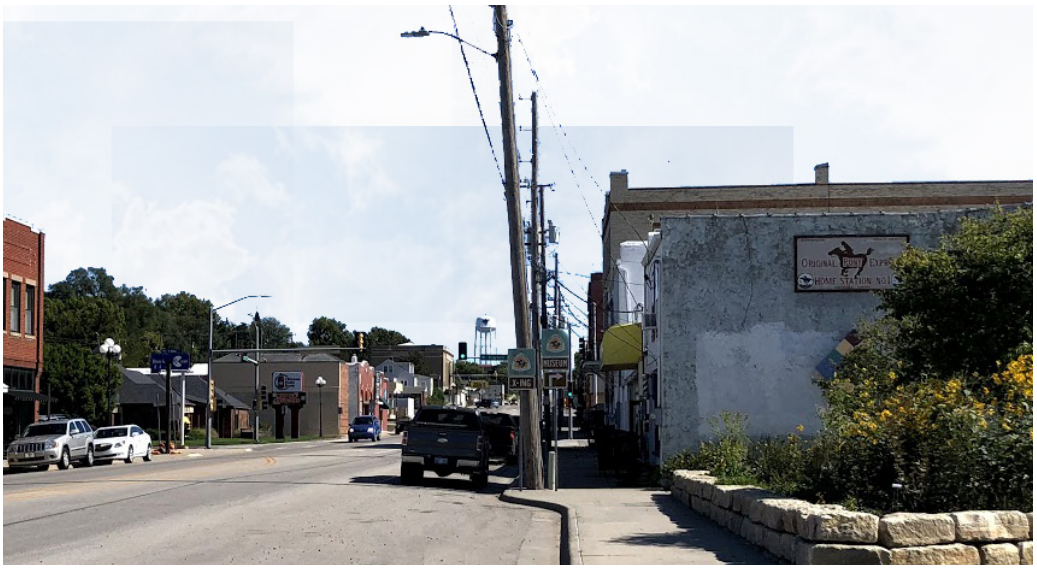
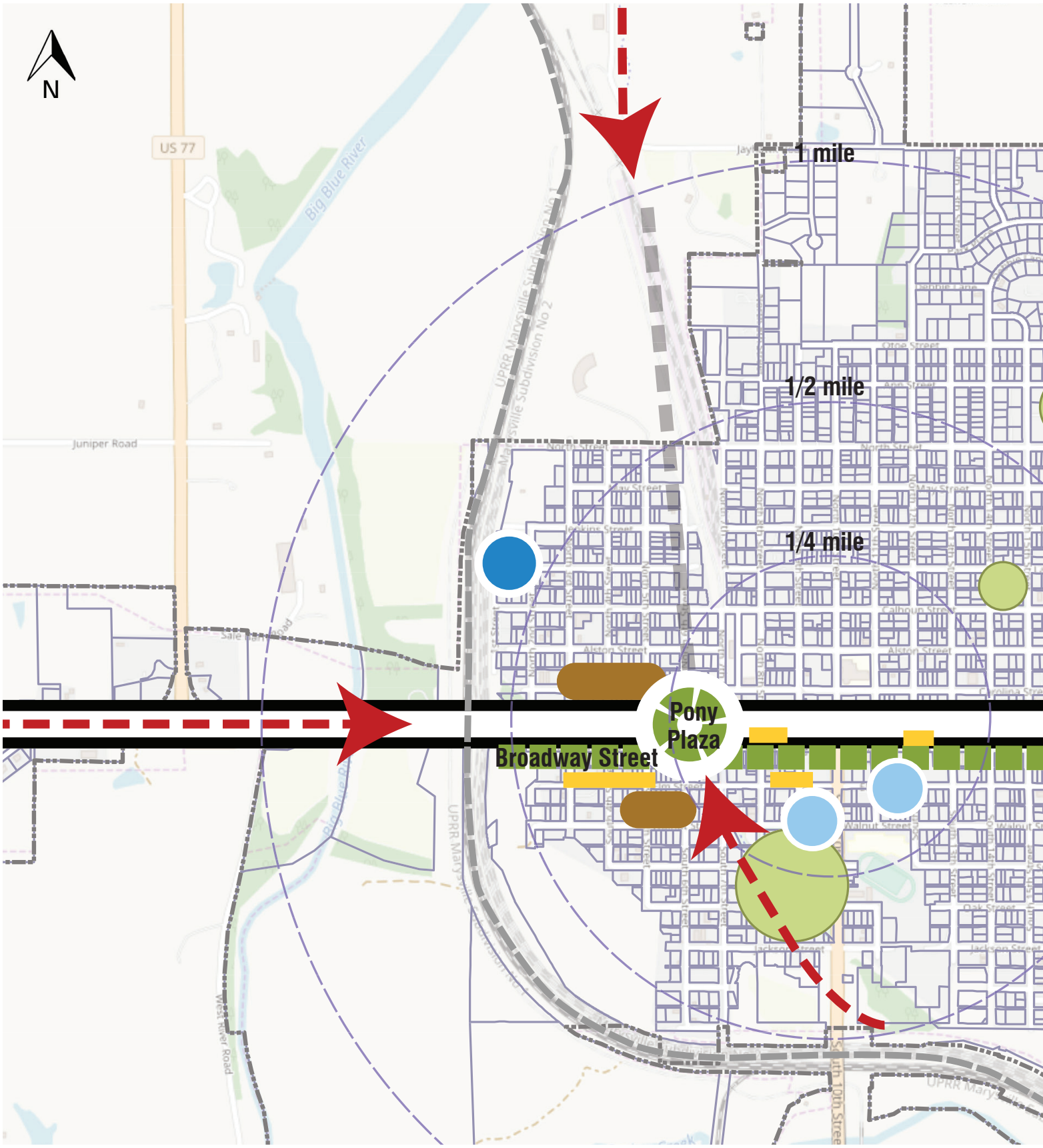


**Figure 1.5.2**
**Center Street**
The existing streetscape of buildings along Center Street.
(Hodgson, 2019)



**Figure 1.5.3**
**A New Entrance to Downtown**
Making Center Street a connected entrance to downtown will help businesses and increase foot traffic.
(Hodgson, 2019)

# Site Analysis



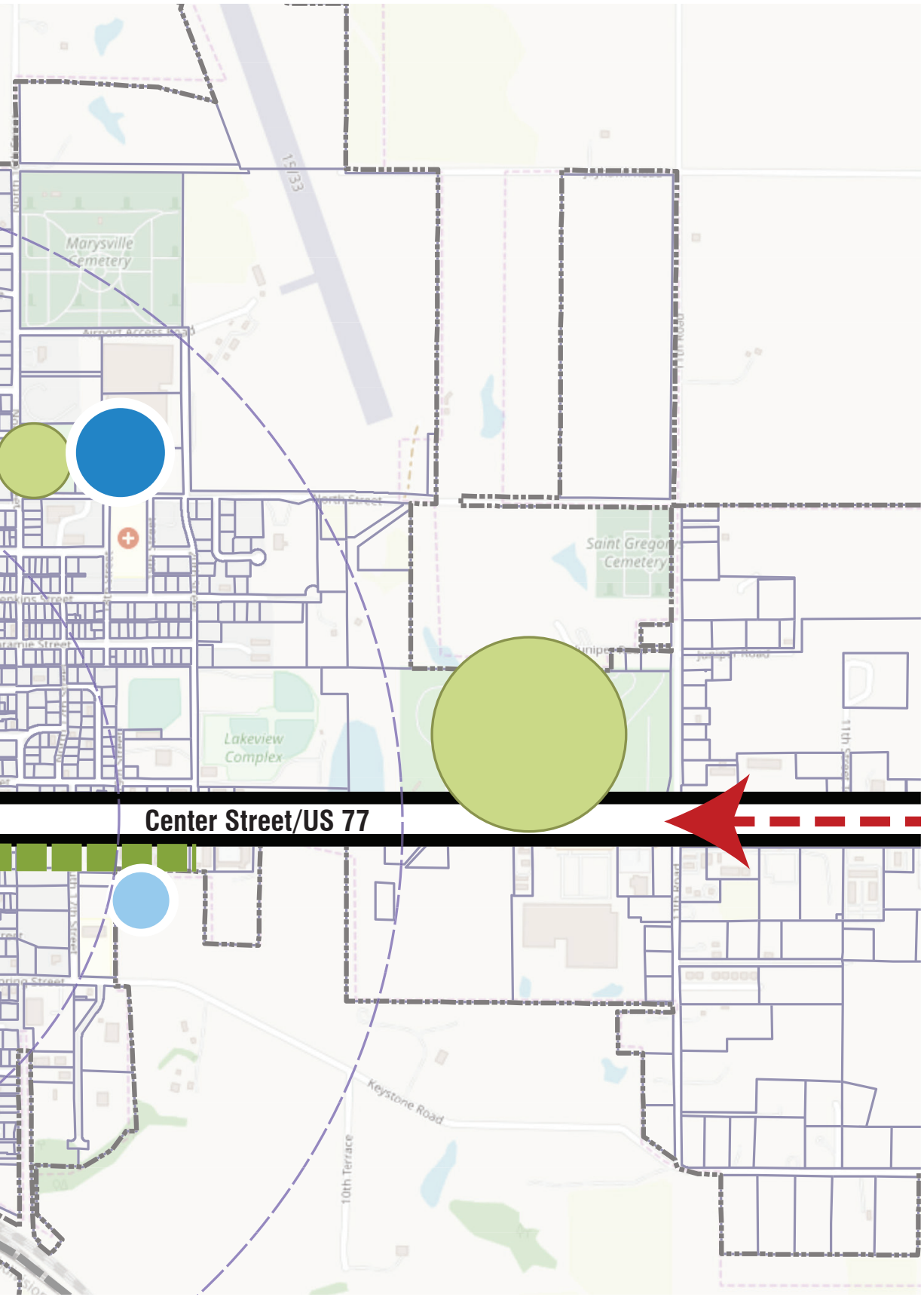


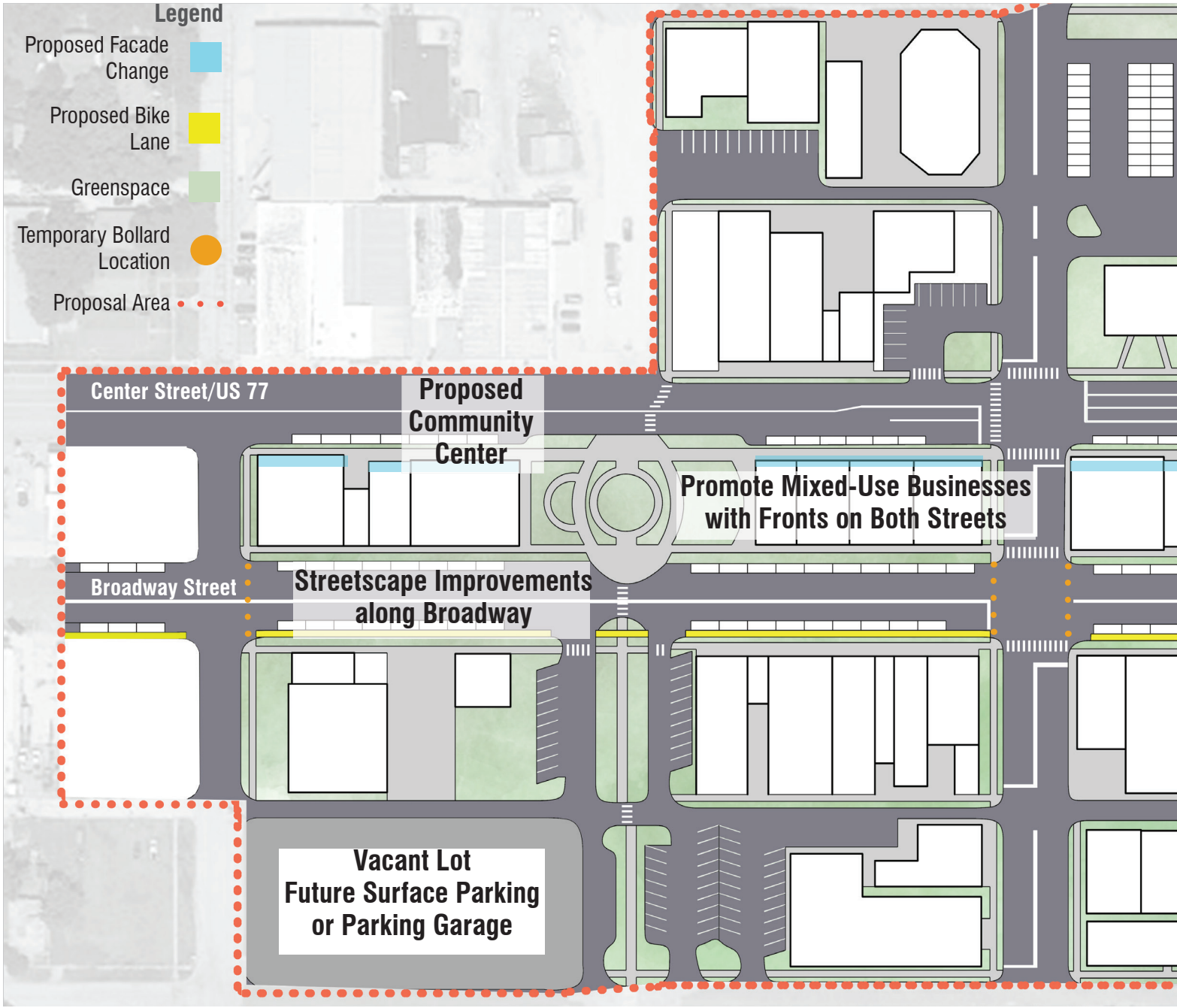

**Figure 1.5.4**
**Site Analysis**
Main industries and entries to Marysville circulate through downtown, therefore focusing revitalization efforts on this corrdior will have the greatest impact for the town.
(Hodgson, 2019)

## Intent

The intent of our proposal is to improve the experience within the downtown area of Marysville to help spur economic growth. Our design goals are to create mixed-use spaces, improve connectivity, unify the downtown area, and incentivize small business development. Improving the connectivity and accessibility of the downtown area will create a pedestrian friendly experience which can attract more people as it becomes more inviting. We also propose the use of mixed-use businesses that have business fronts on both Center Street and Broadway to that can be flexible and promote connectivity within the downtown corridor.

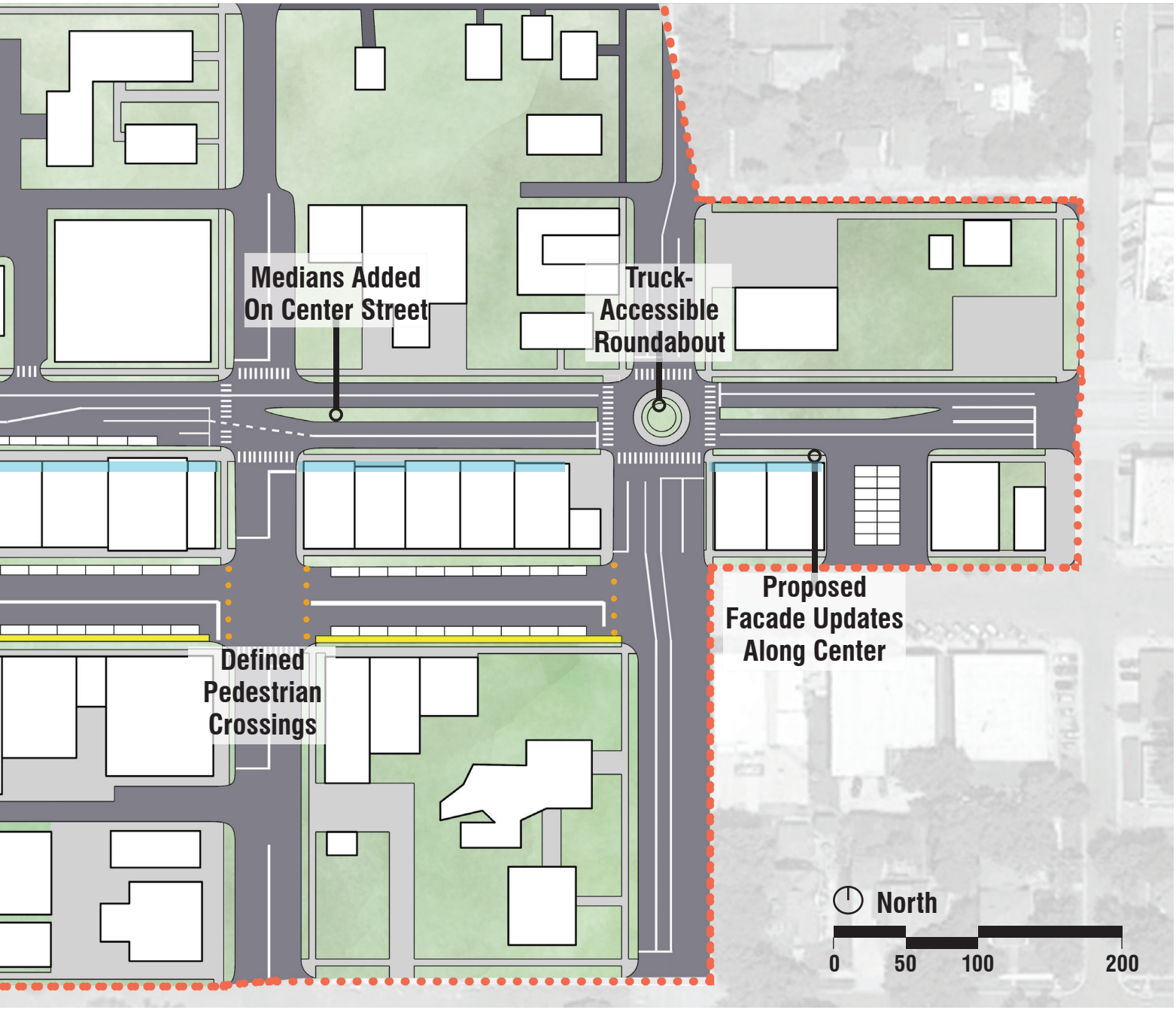
By increasing connectivity in the downtown area by improving the existing infrastructure on Broadway Street and Center Street, the corridor will become more unified

**Figure 1.5.5**
**Proposed Site Plan**
The site plan shows all proposed interventions to Marysville's downtown area.
(Wang, 2019)



and draw in more economic growth. The major improvements that we propose are pedestrian amenities, new bike lanes, traffic-calming measures, and visual connection of the downtown streetscapes.

By implementing these improvements, our team hopes to strengthen the Marysville community through a socially and economically thriving downtown that becomes a regional focal point in the near future.



# Proposed Land Use

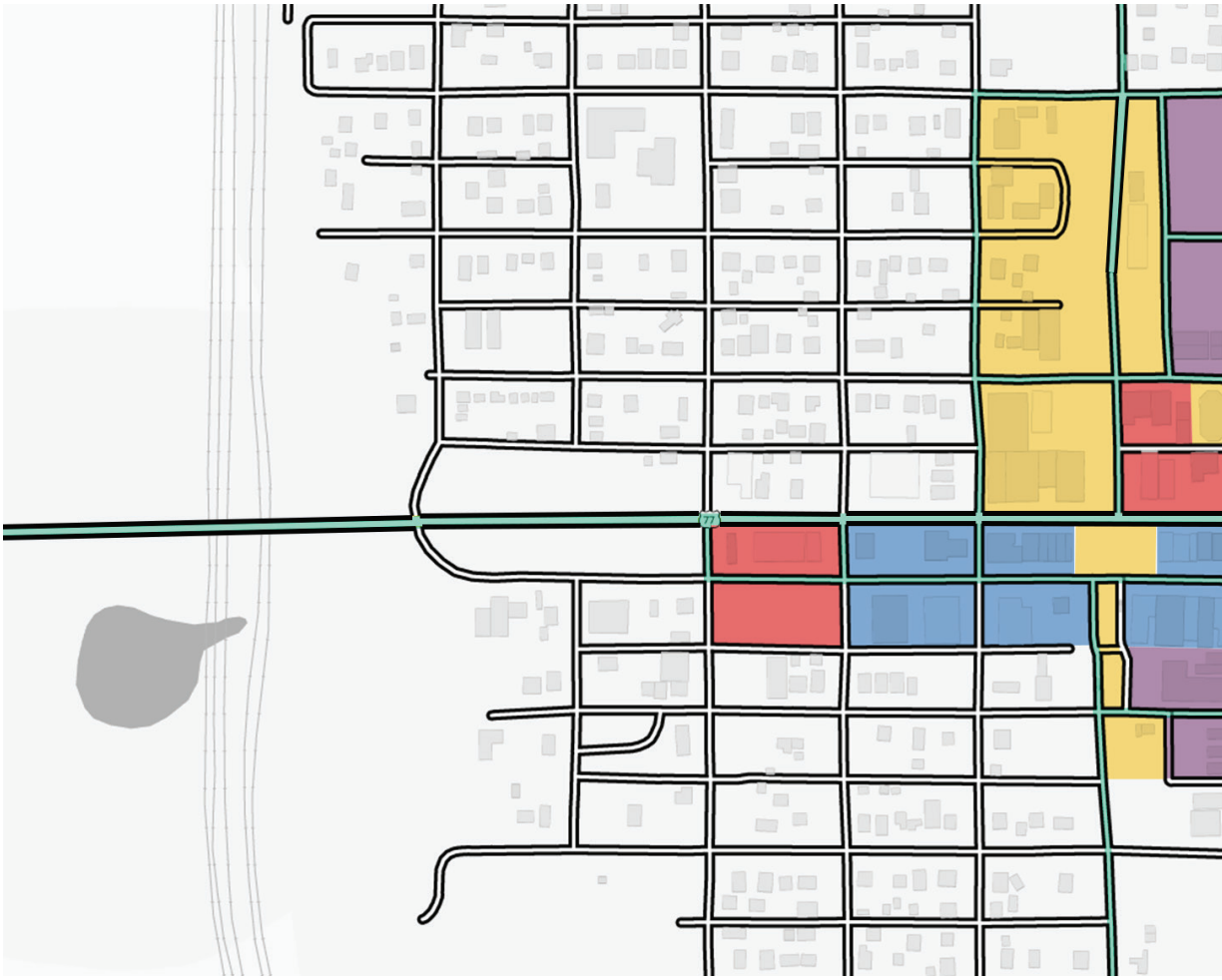



**Figure 1.5.6**
**Proposed Land Use Map**
A proposed downtown zoning is show in the map outlining different land use categories.
(Groothuis, 2019)




**Figure 1.5.7 (Left)**
**Business/Commercial**
Business/commercial spaces, outlined in red on the map above, should be occupied by one to two story buildings, containing one or more businesses, and should front the street.
(kbs.com, 2019)



**Figure 1.5.8 (Right)**
**Mixed Use**
Mixed use spaces should line Broadway Street on either side as shown in blue on the map above. The buildings should be two to three stories tall and feature a mix of both residential and commercial uses. In most cases residential units will be located above commercial spaces on lower levels of the building.
(greshamsmith.com, 2019)

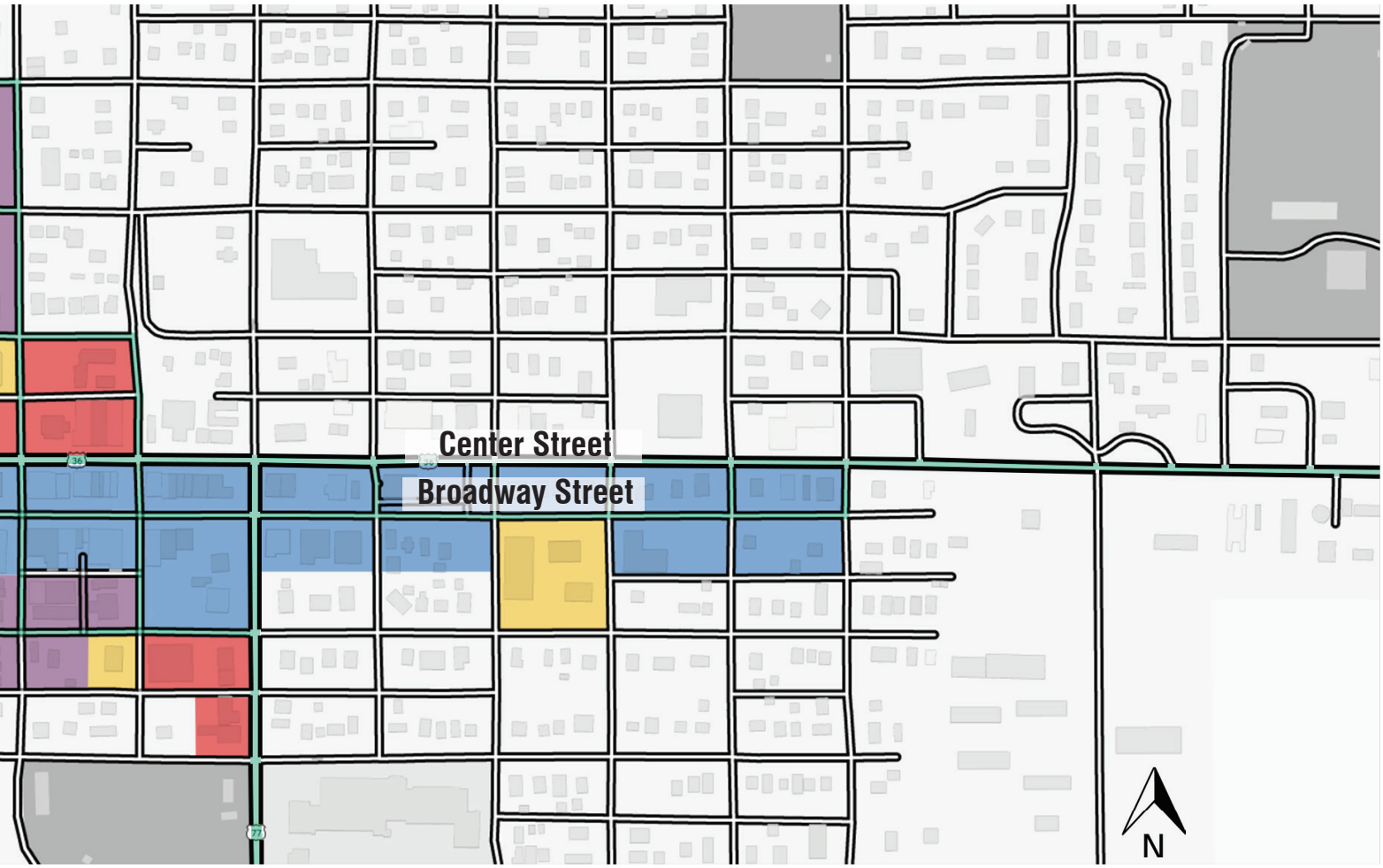







**Figure 1.5.9 (left)**
**Public/Civic Space**
Public/civic spaces as outlined in the above map above in yellow should be spaces that are either open to the public such as a park, museum, community center or used for administrative purposes such as Marysville City Hall.
(Thompson, 2009)

**Figure 1.5.10 (right)**
**Residential**
Residential spaces, outlined in purple on the map above, should be used only for residential units. To best fit the downtown area residential buildings should be two to three stories tall containing several units and should front the street.
(Alavi)

# Urban Design Strategies

**There are three design focuses of this project that will be implemented in different phases.**

## Phase 1: Make Center Street Beautiful Again

By improving facades and walkability of Center Street, the entrance to downtown will feel more inviting and draw more foot traffic into local businesses. Simple updates to the building faces to match the character of Broadway will increase connection between the two streets and interest in the downtown corridor. Adding in medians and a roundabout will help slow traffic along Center Street to further promote pedestrian movement and bring attention to downtown.

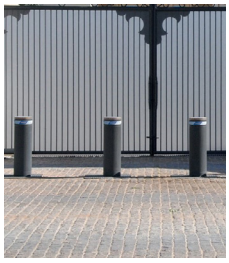



**Figure 1.5.11**
**New Broadway and Center Street Connections**
Proposed coffee shop demonstrates ability to allow entries on both Center Street and Broadway.
(Wang, 2019)

## Phase 2: Spur Economic Development

New small businesses will be promoted within the vacancy of the downtown corridor with grants and loans to allow revitalization of the historical buildings and character. Widening the sidewalks along Broadway will alow businesses to expand outside with more seating and attract more attention.

More amenities such as lighting, seating and shade will make the businesses more inviting for visitors. Finally, expanding the farmer's market into Broadway will help promote local businesses and make the event a focal point for the region.

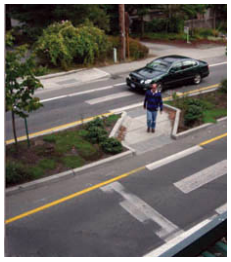

Removable Bollards


Seating Options


Lighting


Bike Infrastructure


Center Street Facade Improvements


Pedestrian Safety Amenities


Outdoor Seating Options



Entry Signs

**Figures 1.5.12**
**Proposed Interventions in Downtown Marysville**
Several interventions are proposed for both Broadway and Center Street to improve pedestrian connectivity and safety.

## Phase 3: A Stronger Marysville

A new community center, connected to the downtown, will offer educational opportunities to learn trade and computer skills that will benefit the job market. This center will replace the existing industrial buildings (which would be relocated within Marysville), and help he local job market of Marysville become stronger and well educated.




**Figure 1.5.13**
**Proposed Community Center**
Adding a new community center will provide opportunities to strengthen economic growth and unity.
(Wang, 2019)

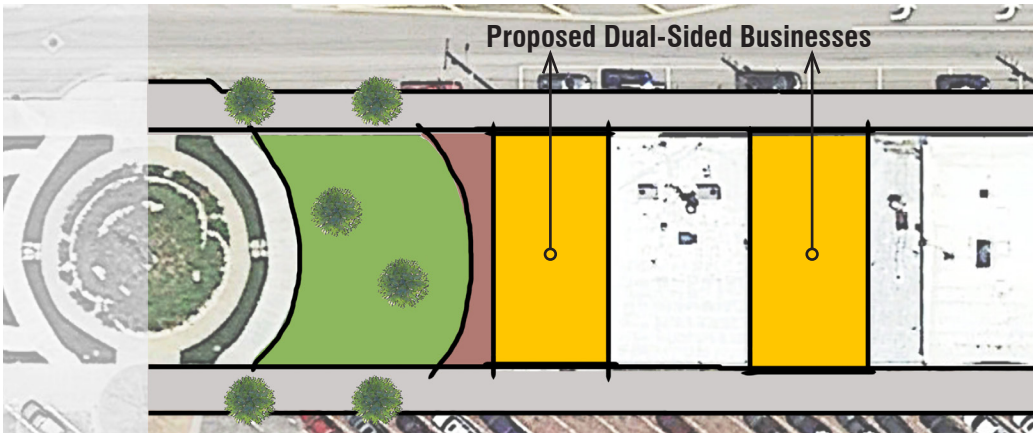



**Figure 1.5.14**
**Proposed Dual-Sided Businesses**
Placing business with storefronts on both Center Street and Broadway will help connectivity.
(Wang, 2019)



**Figure 1.5.15**
**A New Farmer's Market**
Proposed farmer's market in Broadway that highlights local businesses and activates the streetscape.
(Hodgson, 2019)

# Financing The Future

## Exploring Available Funding

An important part of proposing ideas for the redevelopment of downtown Marysville is understanding the need for funding of these projects. Outlined in this table are possible funding outlets from various governmental agencies that can support the development of this project, or those belonging to other teams. The grants are based on different criteria, ranging from brownfield assessment to historical preservation.

One of these grants, the Save America's Treasures grants is managed by the Department of the Interior and National Park Service are meant to save the physical history and rich diversity of America's story.

A 2011 recipient was the home of General Robert E. Lee in Arlington Cemetery in 2011 (pictured bottom left).This grant would be beneficial for restoring and updating the

| Funding Opportunity | Opportunity ID | Agency | Close Date | Award Ceiling $ |
|---|---|---|---|---|
| Inspire! Grants for Small Museums | IGSM-FY20 | IMLS | 11/15/2019 | $50,000 |
| Save America's Treasures - Preservation | P20AS00005 | DOI | 12/10/2019 | $500,000 |
| FY 2020 EDA Public Works and Economic Adjustment Assistance Programs | PWEAA2020 | EDA | No deadlines | $100,000 |
| FY20 Guidelines for Brownfield Assessment Grants | EPA-OLEM-OBLR-19-05 | EPA | 12/03/2019 | $600,00 |
| Project Rental Assistance Program of Section 811 - Supportive Housing for Persons with Disabilities | FR-6300-N-53 | HUD | 03/11/2020 | $7,000,000 |
| Section 811 Supportive Housing for Persons with Disabilities | FR-6300-N-49 | HUD | 2/10/2020 | $2,500,000 |

**Figure 1.5.16**
**Funding Opportunities**
Outlined in this table are possible funding outlets from various governmental agencies that can support the development of projects, or those belonging to other teams. (Aldhabib and Hodgson, 2019)

historical structures that reside in downtown Marysville to help revitalize the corridor.

Another grant is the Inspire! Grants for Small Museums by the Institute of Museum and Library Services (IMLS). This grant is meant to help underfunded museums achieve their missions and serve the public. A previous recipient was the Pratt Museum in Homer, Alaska, where the museum was able to digitize maps and create an online catalog to disseminate information to the community and classrooms.



**Figure 1.5.17**
**General Robert E. Lee's Home**
General Robert E. Lee's home in Arlington Cemetery was a 2011 recipient of the Save America's Treasures grant managed by the Department of the Interior and National Park Service.
(nps.gov, 2019)




**Figure 1.5.18**
**Pratt Museum**
The Pratt Museum in Homer, Alaska was a recipient of the Inspire! Grant for small and underfunded museums.
(Alaska.org, 2019)

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**Figure 1.5.14**

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**Figure 1.5.15**

Hodgson, Danielle. 2019. A New Farmer's Market. Photomontage created in Adobe Photoshop

**Figure 1.5.16**

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**Figure 1.5.17**

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**Figure 1.5.18**

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# 1.6.

# Heartbeat Broadway

## Connecting to a new “heart” of Downtown




**Student Team:**

**Jeremy Blanchard**
**Abigail Mason**
**Liam Reusser**
**Corbin Sedlacek**

# Heartbeat Broadway

## Connecting to a new "heart" of Downtown

**Heartbeat Broadway is designed to connect the rich history and culturally significant places in Marysville, and the surrounding region through wayfinding, signage, the promotion of events, and the establishment of a community "heart" on Broadway Street.**

Heartbeat Broadway is about catalyzing a community that is on the verge of revitalization. The project proposes the formation of a "heart" on Broadway Street as a community hub and a place of regional cultural significance.

Marysville has a rich history. The connection to the Pony Express, a miniature Garden of Eden, a city once divided with two main streets because of the Civil War, and the escaping of black squirrels from a travelling circus are just a few culturally significant things and places that make Marysville what it is today. There are existing historical structures and museums that connect the past to the present. Each of these markers has the opportunity to serve as an organ to the city, contributing its own use and value to the whole system.

The missing components are the arteries and veins. The arteries are the physical signs and wayfinding materials while the veins are the citizens that give back to the system. Nurturing a community of people through events and community gatherings foster this kind of involvement.




**Figure 1.6.1**
**Bringing Life from the Mural at 7th and Broadway**
A mural on the west side of the Wagon Wheel Cafe inspired the idea of creating a "heart" for Downtown. The mural serves as one of the boundaries for this proposed central corridor.

## Background

Marysville is a small city in Northeast Kansas with a population of 3,300. 160 years after its founding, Marysville still has a complex history conveniently located along Broadway Street. The town's museums and black squirrels provide a draw to tourists. The parks and public space in-and-around the city provide bountiful areas of place for visitors and residents alike.

While most of the city's assets exist in the downtown area, the boundaries of Main Street is difficult to define. Thus, wayfinding is a concern throughout the city, but espcially on Broadway, Lastly, Marysville must attract and retain people, both as tourists and residents. Cities like Manhattan and Topeka, KS and Lincoln, NE tap into the talent from and attraction to a small town.

Museums and squirrels, restaurants, and community celebrations are temporary. Thus, the city needs more permanent fixtures that allow for people to come together and stay. Broadway Street is in a position to be the primary artery from which historical, economic, cultural, and the like may flow. With buildings vacant all along the street and an empty lot at the intersection of Broadway & Seventh Street, there is plenty of potential for growth.

## Community Assets









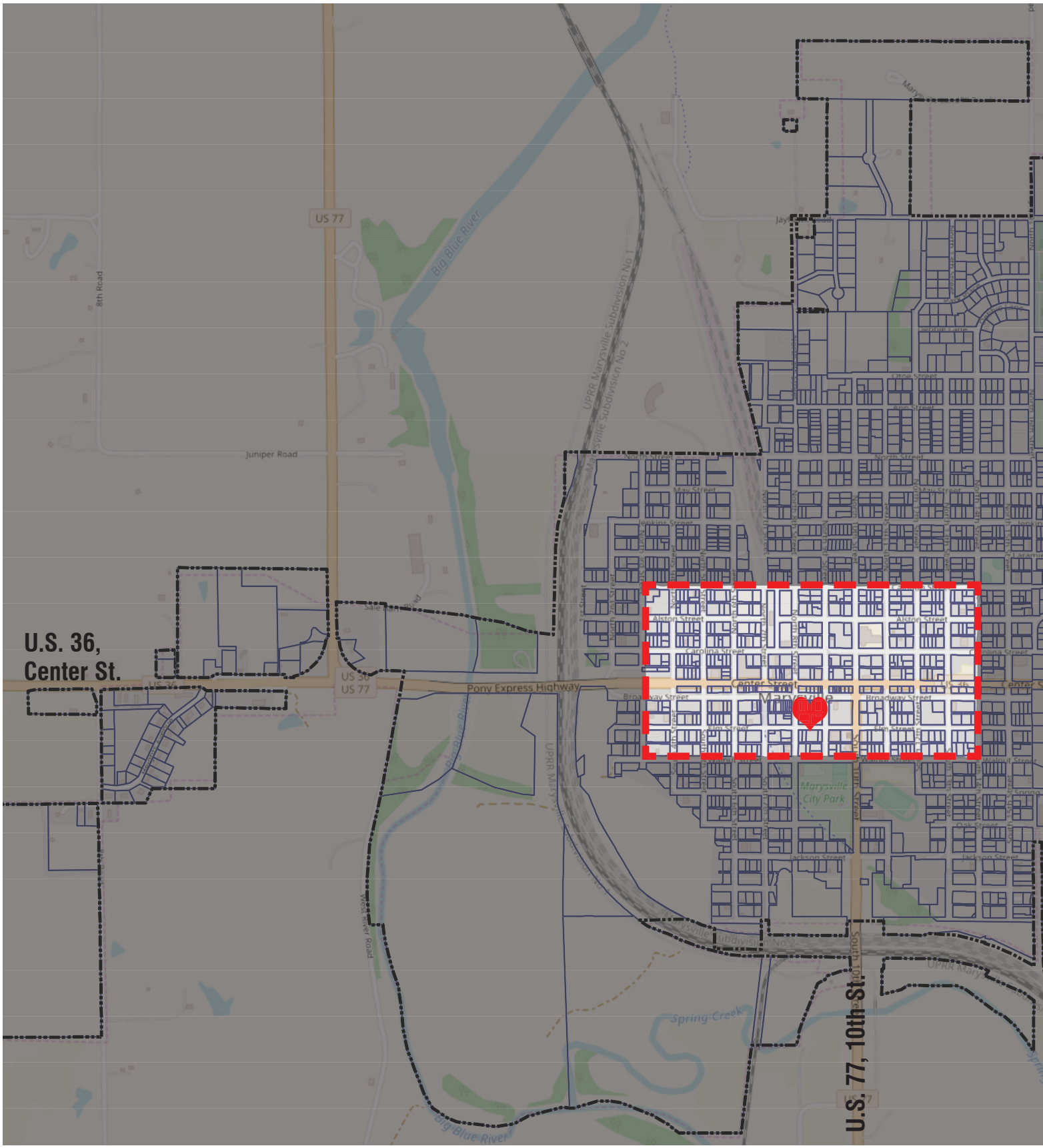
**Figure 1.6.2**
**Black Squirrels on Parade**
One of the 34, hand-painted fiberglass squirrels around downtown.
(Visit Marysville KS, n.d.)

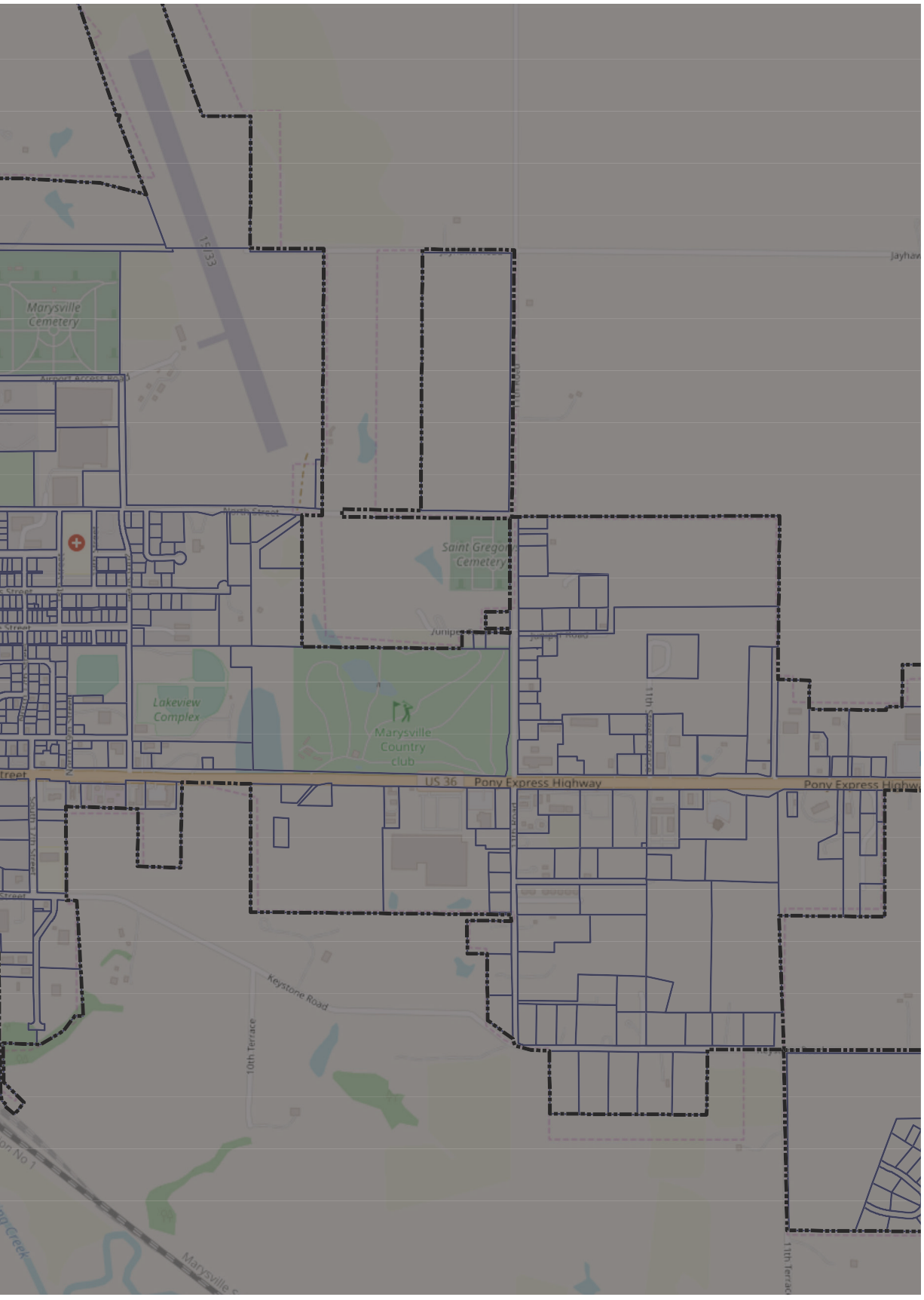
**Figure 1.6.3**
**Historic Marshall County Courthouse Museum**
This 1891 building was the county courthouse for 90 years and now is one of Downtown's four museums.
(Visit Marysville KS, n.d.)

**Figure 1.6.4**
**Pony Express Home Station and Museum**
Home Station No. 1 of the Pony Express Route is one of Marysville's most popular attractions.
(Visit Marysville KS, n.d.)

**Figure 1.6.5**
**Marysville Farmers Market**
Operating May through October at the 7th street corridor
(Visit Marysville KS, n.d.)

# Planning Area






**Legend**

Planning Area

Proposed “Heart”

**Figure 1.6.6**
**Planning Area**
This study will focus on the Downton corridor extending from 3rd to 13th streets West to East and from Alston to Elm streets North to South with the propsed “heart” for downtown at 7th and Broadway.

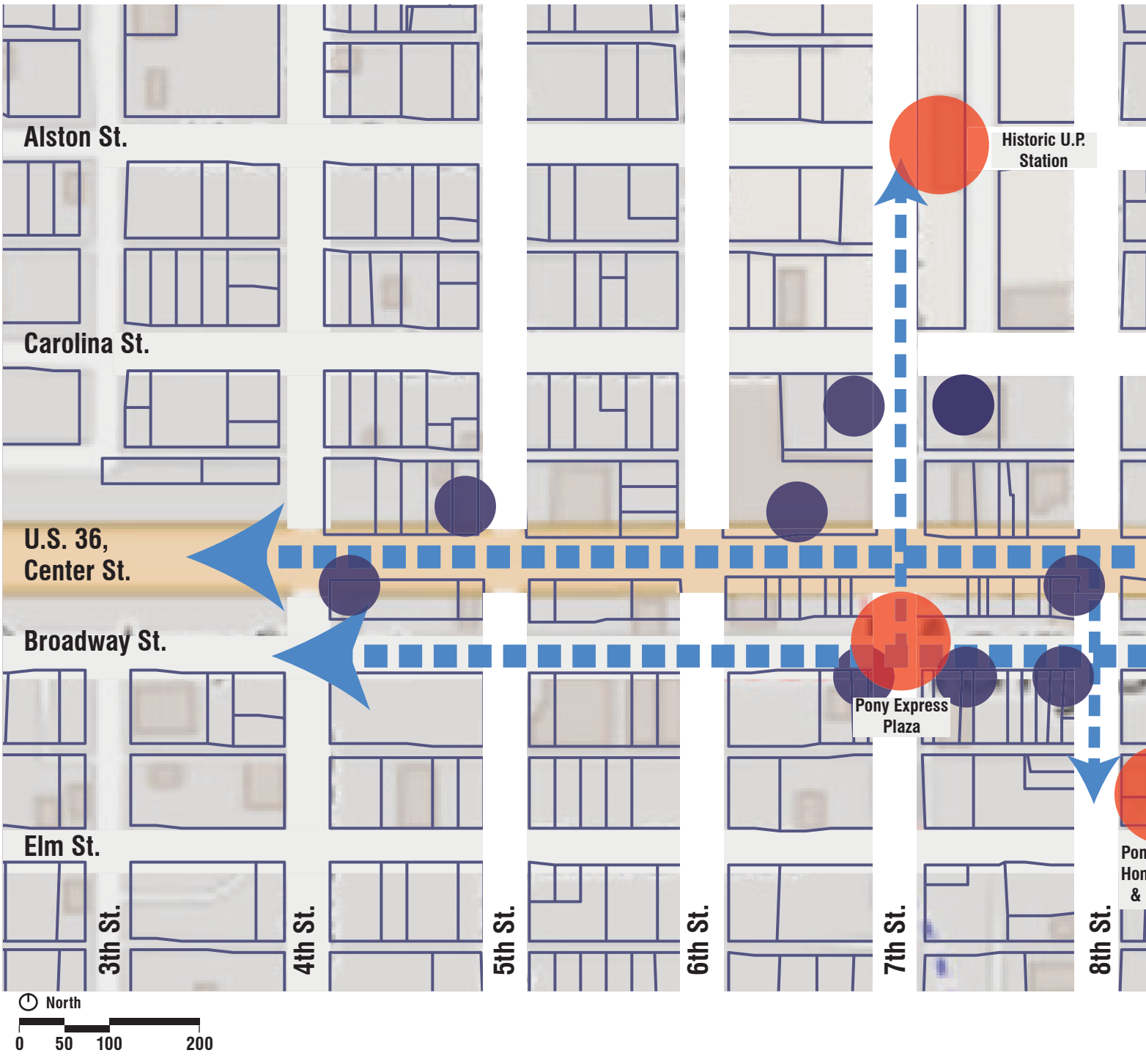
## Intent

The purpose of this proposal is to establish Marysville as the regional hub for history and cultural significance. The first step in becoming this hub is to connect Broadway Street to the city's historical and cultural assets. To achieve this, our team has established four goals to address this focus.

**Establish a "heart" in the downtown.** Create a place where everyone in the community, regardless of age, belief, or ability can come together. This space can be used to host events, celebrate the culture, and simply unite the community.

**Connect the city's assets** through signage and wayfinding. The museums, the squirrels, the parks, trails, and a host of other assets are capable of being united to keep visitors to stay in the city longer or come back to

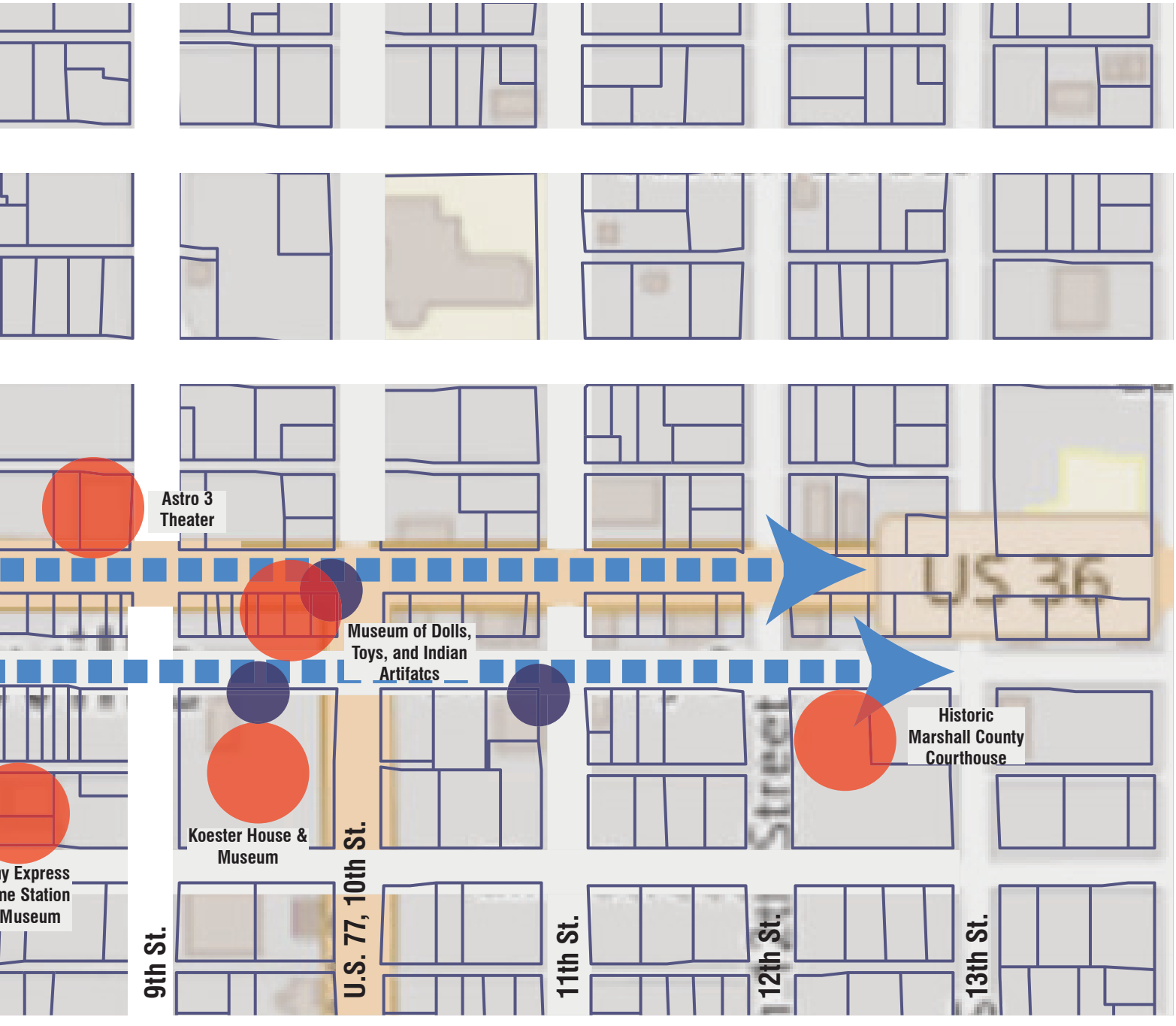
**Figure 1.6.7**
**Historical Assets**
Downtown Marysville has museums, historical places, and squirrels that lie on the main Center St. and Broadway St. corridors, but these assets lack strong visual or spatial connections.



visit. Allowing for signage and wayfinding tools to simplify the visting experience.

**Promote the city's history.** Like previously mentioned, the history of the region is rich and fascinating. Allowing visitors to experience just a taste of what formed Marysville is of great advantage for tourism purposees. This taste can be accomplished in little ways, like the use of visual displays, an expansion of the developing audio tour or physical handouts, like brochures.

**Utilize special events and community celebrations.** Special events are drivers of tourism, and by extension, revenue into the city. Profiting on existing large events, and forming new ones will bring people into the city. There is also a need to foster a community within the residents through smaller events and community gatherings.



## Precedent Study

Downtown Wichita had a “Hole” left empty after a redevelopment project fell through. Through the efforts of private businesses, nonprofits, local design professionals, developers, residents, and even Kansas State University students, this hole was filled to activate the underutilized space. Grounded with a permeable surface, furnished, added plants to provide shade, and string lights strung for nightlife, “The Hole” became The Pop-Up Park. A transformation from what was once an eyesore to what is now a space that fosters civic engagement, community unity, and hosts a variety of events from live music to playground equipment.

With unified efforts, current Main Street Marysville building and the surronding vacant lots at 7th and Broadway can be adapted to a space similar to that in Wichita. Possible additions to enhance the life of the space are tables and chairs, indoor restrooms, indoor farmers market spaces, murals, and playgrounds for kids. All of these small improvements are low cost and provide the opportunity for community members to make artistic, monetary, and volunteer contributions to the project.



**Figure 1.6.8**
**Wichita Pop-Up Park**
Nestled between two buildings in downtown Wichita at Douglas and Main lays a gathering place for food & fun. (Downtown Wichita, 2019)




**Figure 1.6.9**
**Proposed “Heart” of Downtown**
The current location of the Main Street Marysville building has the potential to turn into a pop-up park similar to that of Wichita.

## Urban Design Strategies

This proposal uses the theme of social infrastructure to guide site analysis. Areas of specific focus were civic spaces including streets, squares, and plazas in addition to pedestrian infrastructure such as wayfinging, signage, and sidewalks. The urban design process began with the analysis of social, historical, and cultural assets to identify their strengths, but also their areas for potential growth.

The identification of a need for civic spaces in downtown Marysville led to the proposal of relocating and leveling the current Main Street Marysville building at 615 Broadway Street to turn this site into the social heart of downtown.

This location at the corner of 7th and Broadway currently serves as the farmers market site and the welcome point to the Blue River Rail Trail. The site has great potential for infrastructural improvement to better serve its uses.

In this way, the "heart" creates a social gathering space with tables, chairs, restrooms, and a permanent pavillion that welcome vistors and locals to stay while the map mural encourages them to also travel throughout the rest of downtown.

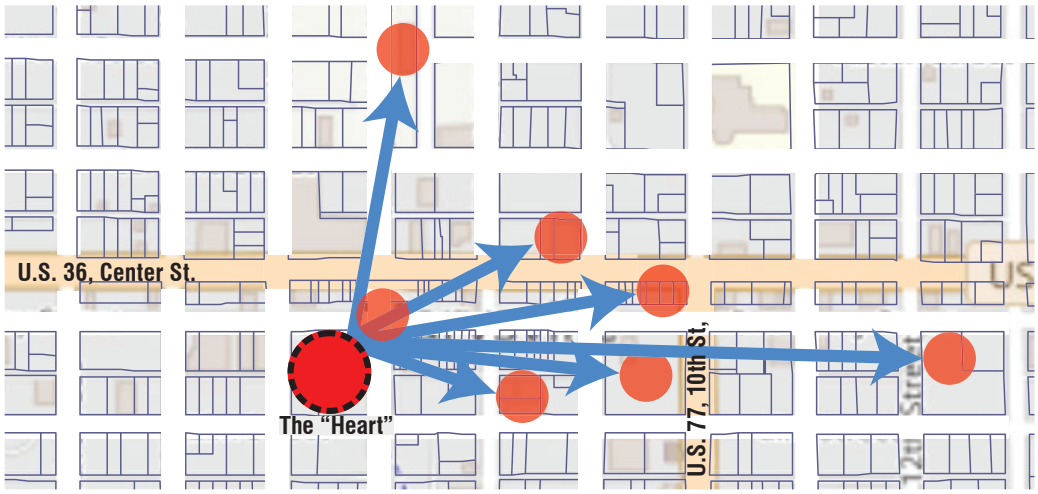



**Figure 1.6.10**
**Catalyst of Connection**
A gathering place, or "heart", at 7th and Brodway will serve as a starting point for visting historical places

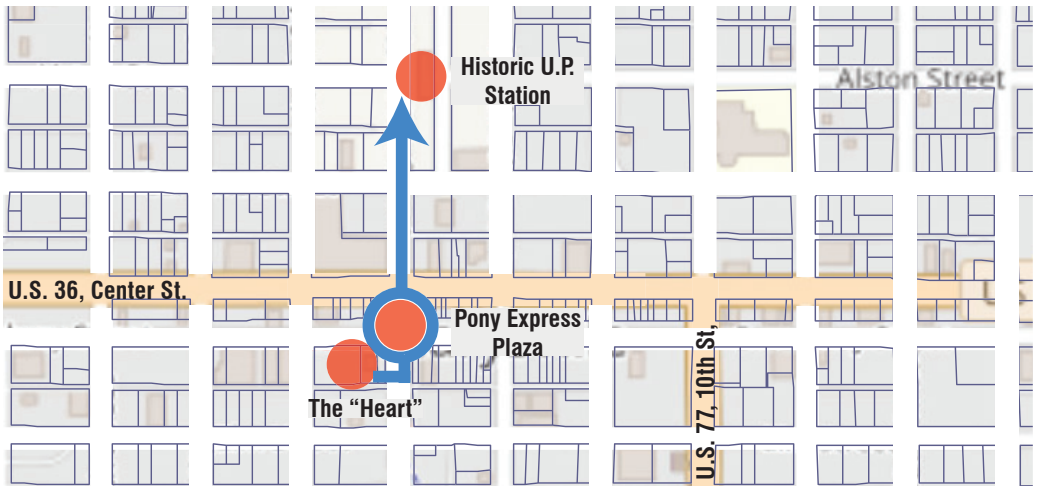



**Figure 1.6.11**
**A Social Corridor**
The "heart" at 7th & Broadway starts a connection to a potential event space at the Historic U.P. Station

# Establish a "Heart" in Downtown

## 7th and Broadway

This first goal of this proposal is to establish a "heart" in Downtown Marysville to connect historical assets, quirky landmarks, green space, and an economic catalyst. With unified efforts, this space can be adapted to a space similar to that in Wichita. Similar to Downtown Wichita, Marysville has a lot at the intersection of the Blue River Rail Trail, main street, and Pony Park that has been left empty from a private company falling through, This lot exists as an eyesore that once a week for half the year becomes home to the Marysville Farmers Market.

## Main Street Marysville Office

Moving the Marysville Main Street office to a building across the street would open up the existing structure to be an adaptable public space that could allow the park and the Farmer's Market to be used year-round. Converting the ground to a permeable surface, add furnishings in the form of tables, chairs, benches, and stringing string lights are simple ways to open move the space to a place for the community to congregate.

**Figure 1.6.12**
**Existing Conditions**
The view facing north at Pony Express Plaza shows potential for the creation of a connection of the "heart" to the south and the U.P. Station to the Northn (Google, 2015




**Figure 1.6.13**
**Proposed Conditons**
A location to the west of Pony Express Plaza has the potential to feature a new, modern building for the Main Street Marysville offices.



## Connect the City's Assets

The second goal is to connect the city's assets through signage and wayfinding. With the extensive history of Marysville, we propose museum signage that combines snippets of history, maps, and arrows to both inform and direct.

In an effort to promote safety for children walking to school, the City of Baltimore, MD painted neon footprints along designated "safe routes" for walking or biking to school. A simple proposal to promote the leading of people to the more quirky side of Marysville would be to paint or embed squirrel tracks into the sidewalk that lead to the black squirrel statues downtown.





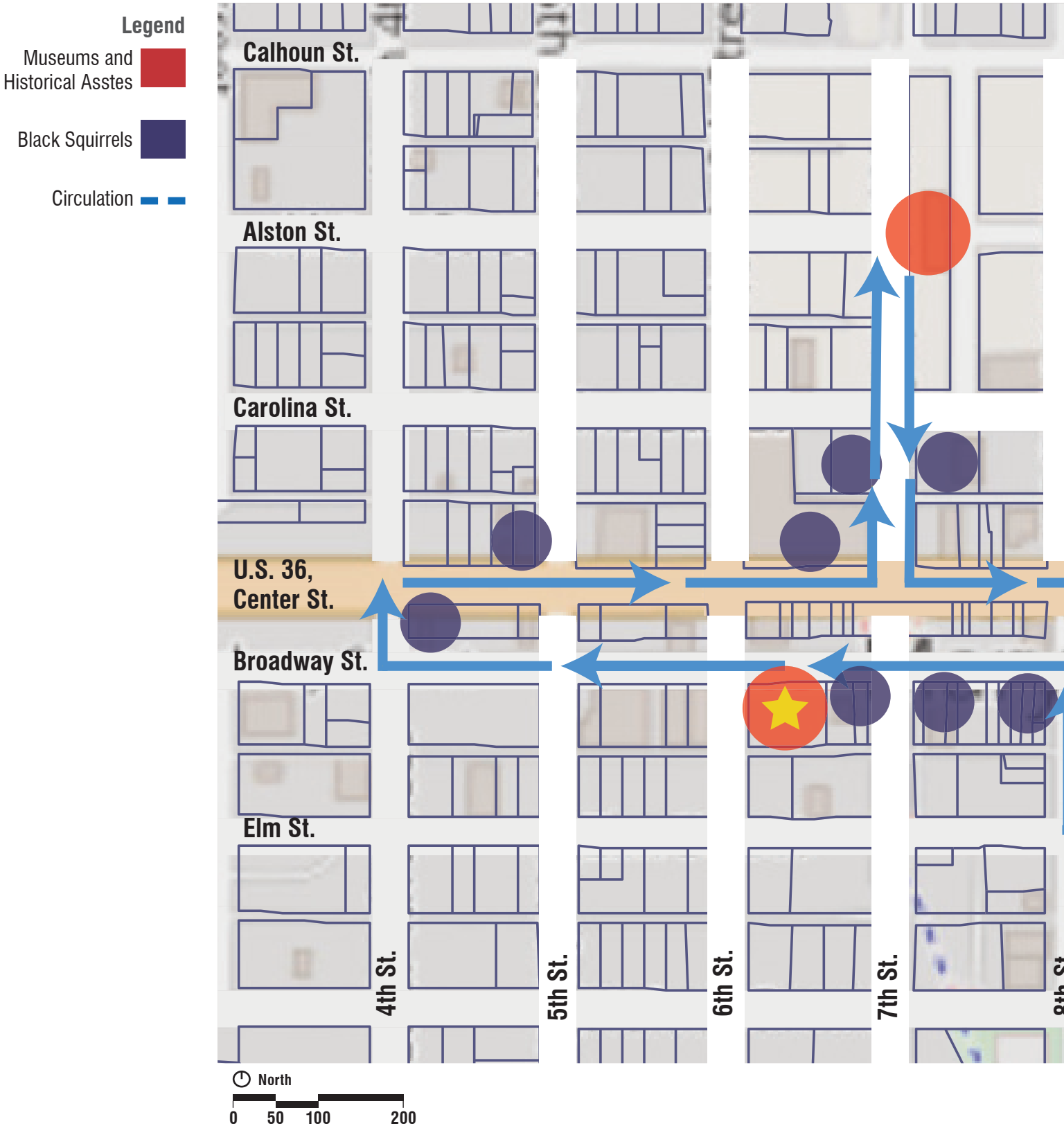
**Figure 1.6.14**
**Wayfinding Example**
Painted wayfinding for "safe routes" to school in Baltimore (Graham Projects, 2018)

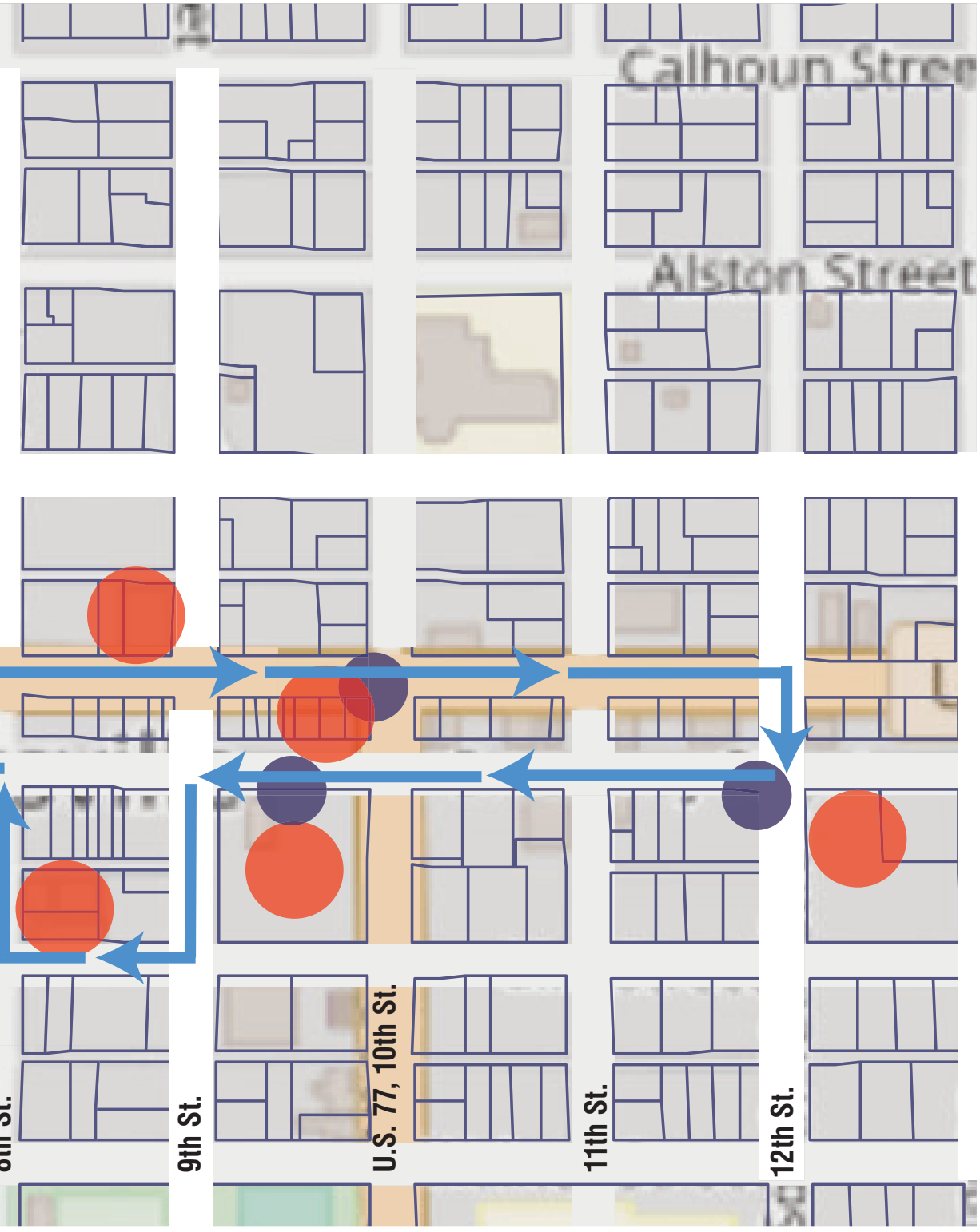
**Figure 1.6.15**
**Proposed Wayfinding**
Painted or imprinted squirrel pawprints can direct toward black squirrel statues




**Figure 1.6.16**
**Proposed Signage**
Inspired by a precdent in Halifax, Nova Scotia, proposed museum signage could provide visitors with museum information and locations.

# Downtown Tour






## Downtown Tour

- 7th & Broadway
- Squirrel Lucy
- Squirrel JB Clean
- Squirrel Caleb
- Squirrel Choo-Choo
- Historic U.P. Station
- Squirrel Mayor
- Alonzo
- Squirrel Sunny
- Astro 3 Theater
- Doll Museum
- Squirrel Simon
- Squirrel Dewey
- Historic Courthouse
- Squirrel Marshall
- Koester House
- Pony Express Museum

**Figure 1.6.17**
**Downtown Tour**
A proposed walking tour of downtown connected by signage and wayfinding would allow vistors and residnts to vist the museums, historic buildings, and black squirrel statues downtown Marysville has to offer.

## Promote the City's History

The third goal of this proposal is to promote the city's history. Historic district signs mentioned in the first goal would allow visitors to read information about the places they visit, and provide directions to go to additional sites. Signage in combination with the new audio tour, will allow for greater access to all.

Another component of the promotion of history hinges on the consistent branding of signages, websites, and all print materials. Shown below is an example of what a brochure with branding from the Marysville Chamber of Commerce.

## Utlize Special Events and Community Celebrations

The final goal is to utilize special events and community celebrations. While assets tend to serve an important role for tourism, in Small Town, USA, more can be done than just connecting place to place. This is not to undermine the importance of this component, as these connections are integral to unifying a municipality. Tourism is nice, but someone can visit the museums once and walk the squirrel trail once, but that is not going to get tourists come back. The best way to bring visitors back is to host events, like the Big Blue BBQ, the Boss Nationals, and the biennial "...the Oregon Trail" concerts.

These events occur more on a large scale, and it is important to build on these and invent new events like:

- Night at the Museums
- 5K Pony Gallop
- Marysville block party
- Local art competition
- Local film screenings
- Young adult events game nights at Empty Cup
- Squirrel Scavenger Hunt for kids



**Figure 1.6.18**
**Big Blue River Days**
An annual car show and BBQ event kicks of the summer in downtown Marysville.
(Big Blue BBQ Marysville, 2017)




**Figure 1.6.19**
**Brochure Outside**
The outside of a brochure, with cohesive branding for each Marysville museum, would highlight history and vistor information about the featured musuem.

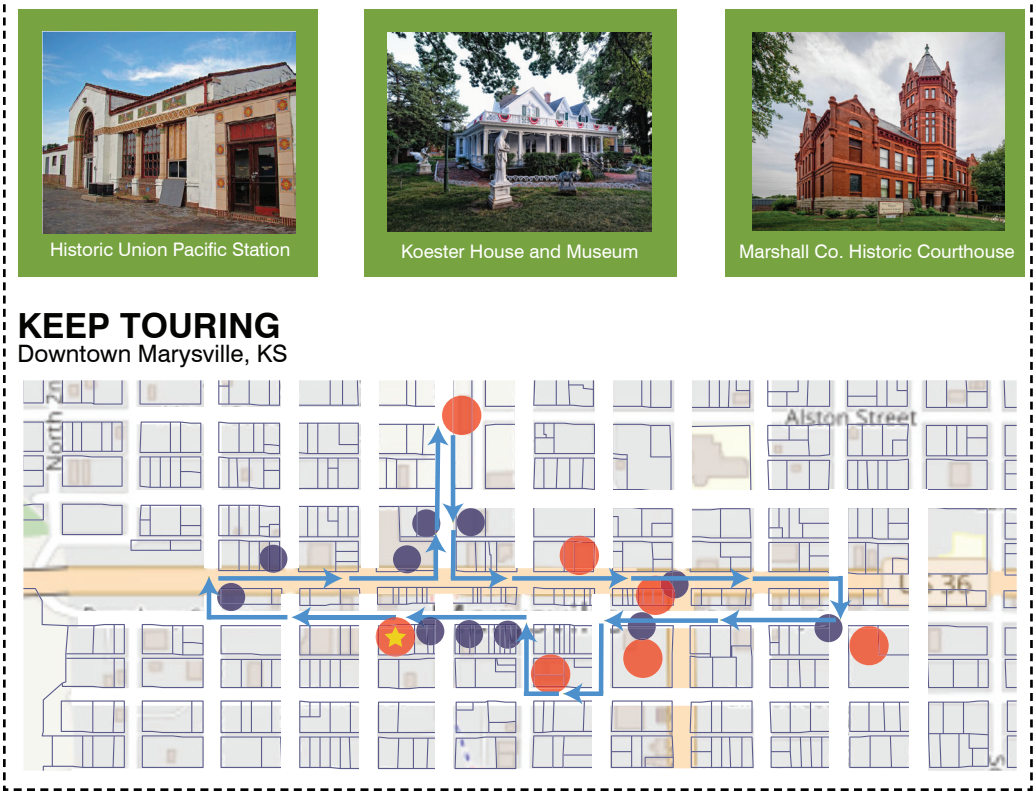



**Figure 1.6.20**
**Brochure Inside**
The inside of the brochure would feature the downtown tour map as well as other museums and historic places to visit next.

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(n.d.). Retrieved from https://www.visitmarysvilleks.org/attraction/pony-express-home-station-no-1/


**Figure 1.6.1 Bringing Life from the Mural at 7th and Broadway**
A mural on the west side of the Wagon Wheel Cafe inspired the idea of creating a "heart" for Downtown. The mural serves as one of the boundaries for this proposed central corridor.

**Figure 1.6.2 Black Squirrels on Parade**
One of the 34, hand-painted fiberglass squirrels around downtown

**Figure 1.6.3 Historic Marshall County Courthouse Museum**
This 1891 building was the county courthouse for 90 years and now is one of Downtown's four museums

**Figure 1.6.4 Pony Express Home Station and Museum**
The Home Station No. 1 of the Pony Express Route is one of Marysville's most popular attractions

**Figure 1.6.5 Marshall County Historic Courthouse Museum**
This 1891 building was the county courthouse for 90 years and now is one of Downtown's four museums

**Figure 1.6.6 Planning Area**
This study will focus on the Downtown corridor extending from 3rd to 13th streets West to East and from Alston to Elm streets North to South with the proposed “heart” for downtown at 7th and Broadway

**Figure 1.6.7 Historical Assets**
Downtown Marysville has museums, historical places, and squirrels that lie on the main Center St. and Broadway St. corridors, but these assets lack strong visual or spatial connections.

**Figure 1.6.8 Wichita Pop-Up Park**
Nestled between two buildings in downtown Wichita at Douglas and Main lays a gathering place for food & fun.

**Figure 1.6.9 Proposed “Heart” of Downtown**
The current location of the Main Street Marysville building has the potential to turn into a pop-up park similar to that of Wichita.

**Figure 1.6.10 Catalyst of Connection**
A gathering place, or “heart”, at 7th and Broadway will serve as a starting point for visiting historical places

**Figure 1.6.11 A Social Corridor**
The “heart” at 7th & Broadway starts a connection to a potential event space at the Historic U.P..... Station

**Figure 1.6.12 Existing Conditions**
TThe view facing north at Pony Express Plaza shows potential for the creation of a connection of the “heart” to the south and the U.P. Station to the North

**Figure 1.6.13 Proposed Conditions**
A location to the west of Pony Express Plaza has the potential to feature a new, modern building for the Main Street Marysville offices.

**Figure 1.6.14 Wayfinding Example**
Painted wayfinding for “safe routes” to school in Baltimore, Maryland

**Figure 1.6.15 Proposed Wayfinding**
Painted or imprinted squirrel pawprints can direct toward black squirrel statues

**Figure 1.6.16 Proposed Signage**
Inspired by a precdent in Halifax, Nova Scotia, proposed museum signage could provide visitors with museum information and locations.

**Figure 1.6.17 Downtown Tour**
A proposed walking tour of downtown connected by signage and wayfinding would allow vistors and residnts to vist the museums, historic buildings, and black squirrel statues downtown Marysville has to offer.

**Figure 1.6.18 Big Blue River Days**
An annual car show and BBQ event kicks of the summer in downtown Marysville.

**Figure 1.6.19 Brochure Outside**
The outside of a brochure, with cohesive branding for each Marysville museum, would highlight history and vistor information about the featured musuem.

**Figure 1.6.20 Brochure Inside**
The inside of the brochure would feature the downtown tour map as well as other museums and historic places to visit.



# 1.7.

# Vacant to Vibrant

## Reuse planning for vacant lots in the Northwest neighborhood



**Student Team:**

**Spencer Sanders**
**Ellie Light**
**Jamie List**
**Matthew Smith**

## Vacant to Vibrant

### Reuse planning for vacant lots in the Northwest neighborhood

**Vacant to Vibrant envisions transforming vacant lots in the Northwest (NW) neighborhood of Marysville into a variety of pocket parks as well as residential options that will create a sense of place and connection to the rest of Marysville, while engaging community members, creating living opportunities, and making the city more attractive to tourists.**

Our proposal focuses on a neighborhood in Marysville that is situated West of the old Union Pacific Depot. This neighborhood has many vacant lots, some of which are privately owned and others are owned by the Federal Emergency Management Agency (FEMA). Through our project, we seek to activate the NW Neighborhood with the reuse of vacant lots. We propose that all vacancies in the neighborhood be developed into public green spaces and residential options, including single and multi-family units. We hope the creation of our project encourages people to invest in the community, increases recreational opportunities, and supports social interaction between residents. While we are focusing on only one neighborhood in Marysville, our project is a low cost and effective process that can be replicated throughout other neighborhoods in Marysville. We believe that our proposal can be primarily supported by the Marysville Community Foundation funds as well as through community led efforts.




**Figure 1.7.1**
**Mt. Morris Redevelopment**
Mt. Morris, New York is a small town that has faced similar challenges as Marysville, but has started redeveloping its downtown district.
("Wendy's Pantry & Country Mouse Tea House" n.d.)

## Background

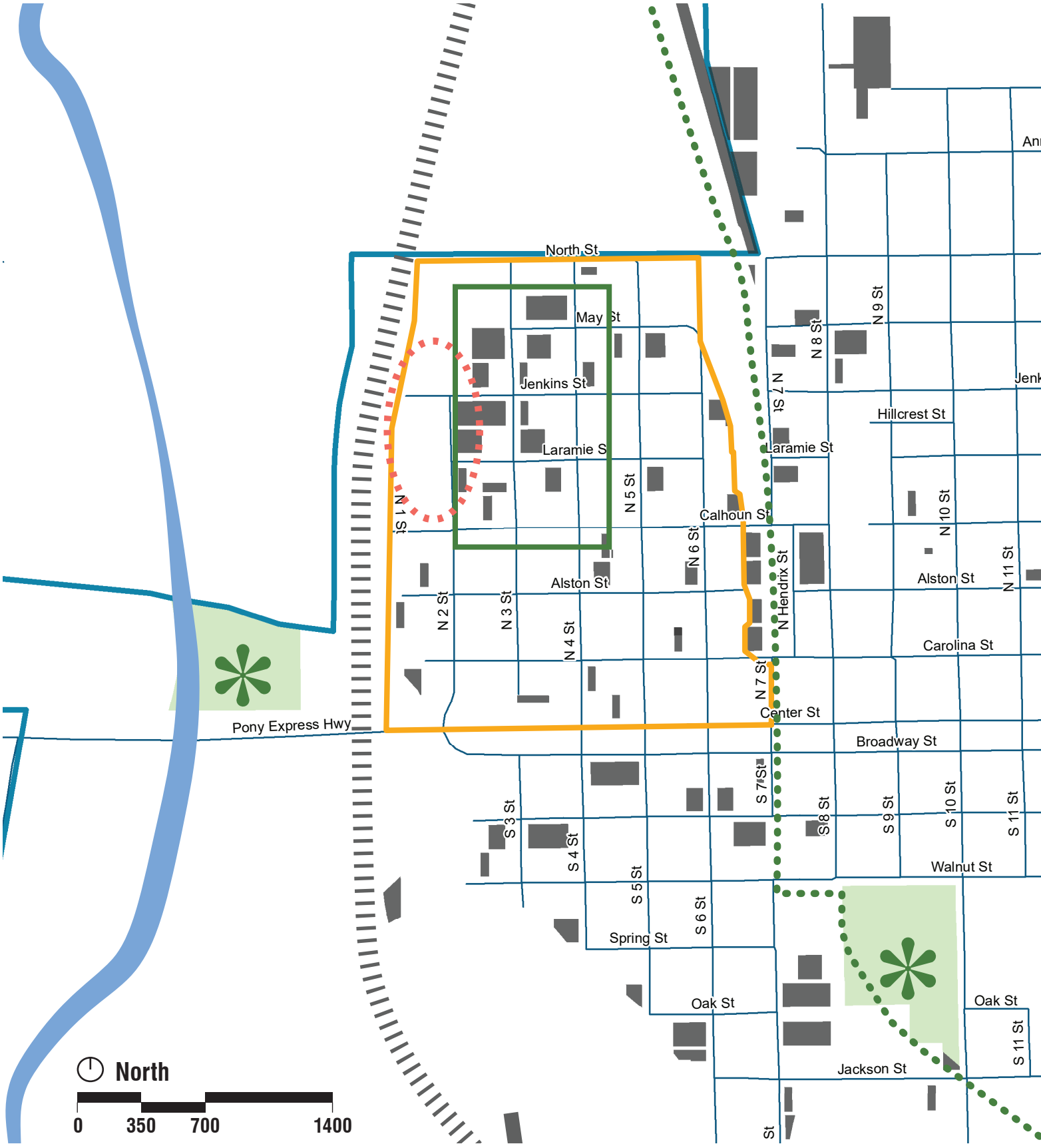
The town's history goes back to 1851 when Frank and Mary Marshall moved from Westin, Missouri to Marysville, Kansas because they saw opportunity. Since then, Marysville has grown into what it is today. With a population of 3,300, Marysville is a community fueled by passion and pride. The community offers several events and festivals throughout the year to engage citizens and attract tourism. The surrounding landscape paints Marysville as a quaint get-away in the Flint Hills of Kansas and the town itself offers several experiences to explore history. Even with its rich small town culture, like many other rural towns in Kansas, Marysville is facing problems with vacancy and population decline.

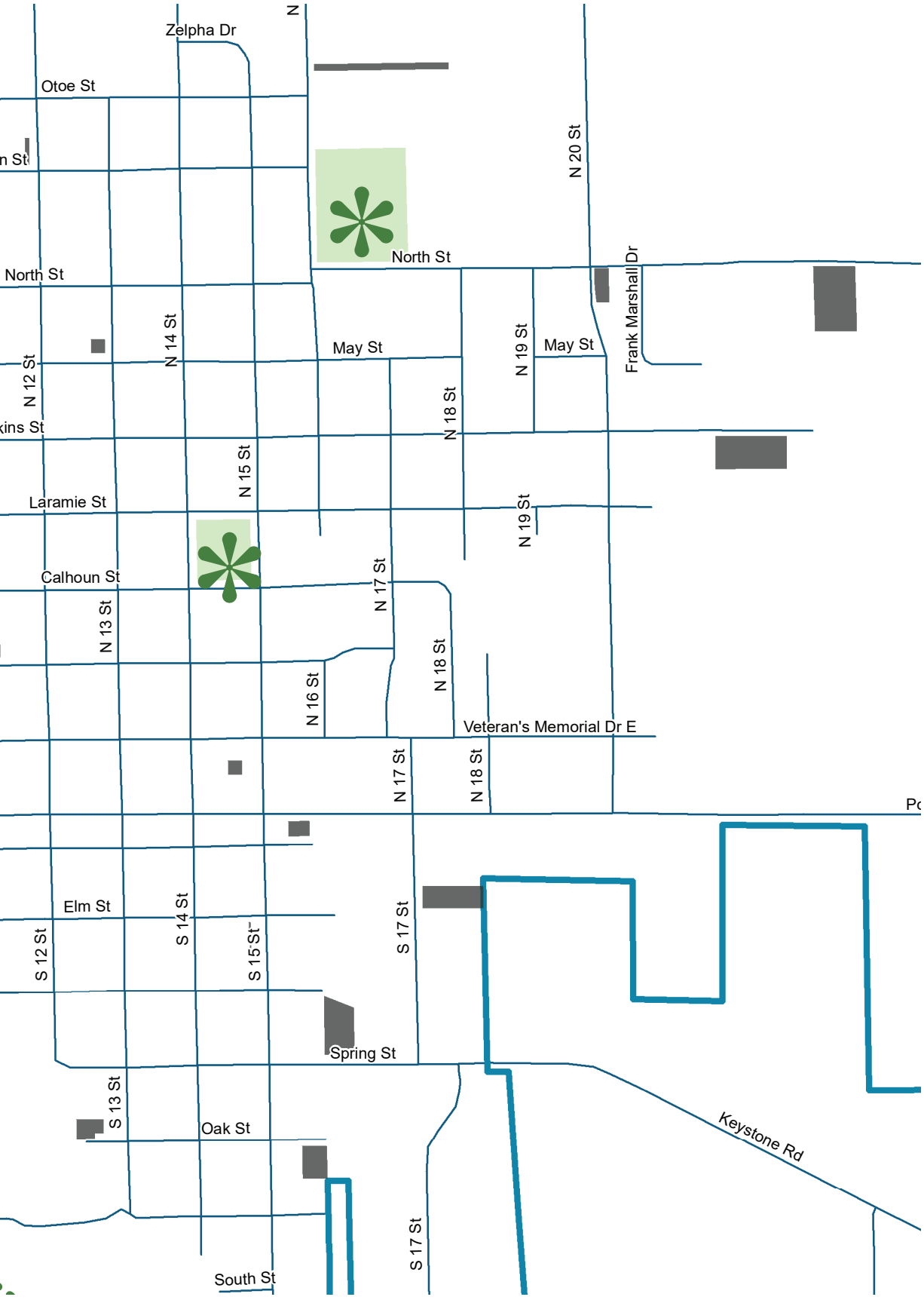
In speaking with community members, we found that many young people do not come back to Marysville once they have graduated college. This is most likely due to a lack of job opportunities, affordable housing, and young adult appeal. Marysville currently has about 465 privately and FEMA owned vacant lots throughout the city. When driving or walking around, there are often places that feel disconnected and displaced because of empty or neglected lots, especially in the NW Neighborhood. The neighborhood currently consists of 32 vacant lots in total. Of the vacancies, 12 lots are owned by FEMA and 20 lots are privately owned. FEMA restrictions create a challenge for land development because FEMA lots can not have any built structures on them and they can only be used for green space. This analysis of the NW Neighborhood and Marysville as a whole presents an opportunity for land reuse, by developing practical green spaces and residential units for each of the 32 vacant lots.



**Figure 1.7.2**
**Marysville Background**
(Sanders 2019)

# Contextual Analysis of Marysville






**Legend**

- Public Parks
- Vacant Lots
- Pedestrian Trail
- Rail Station and Yard
- Railroad

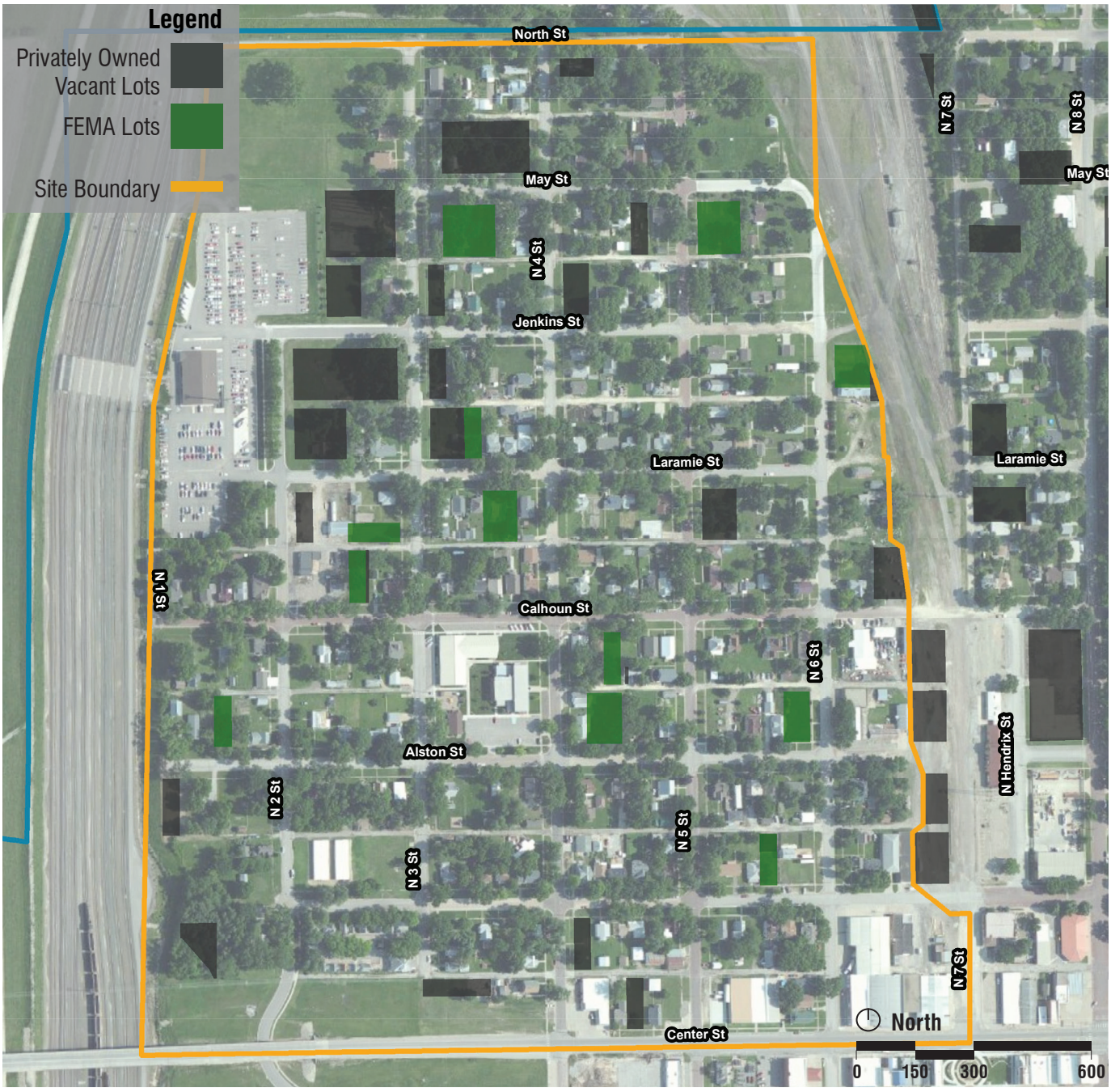
**Figure 1.7.3**
**Contextual Analysis**
The site lacks public green space, but vacant lots provide the opportunity for small scale interventions. The proximity to the railroad may reduce property value, but it can create the opportunity for profitable development
(Sanders 2019)

## Intent

We think a strategic and practical use of the FEMA lots would be public green spaces, such as nature areas, rain gardens, and community gardens. Reusing some of the lots for green spaces will promote community health and wellness by offering recreational and social opportunities. The lots can be developed using practical and native landscaping, as well as including signs that indicate park information.

Our proposal also addresses the need for affordable housing. With the 20 lots that are privately owned, we see an opportunity to build single and multi-family housing. With the additions of new housing in the NW Neighborhood, we hope to revitalize the area as a vibrant place to live with accessible recreation and social spaces.

**Figure 1.7.4**
**Existing Site Plan**
(Sanders 2019)



Although our proposal is mainly focused on creating a sense of community in the NW Neighborhood, our plan also creates an opportunity to further extend tourism in the town. Currently, the main corridor for tourism is the downtown district because it includes shopping, historical museums, and several of the town's squirrel statues. In our plans, we propose "Squirrel Park," a space designed for the community to enjoy as a recreational area as well as a place to share the town's "Squirrel Story" with visitors. Our plan encourages tourists to make their way to a part of town they normally would not see.

**Figure 1.7.5**
**Proposed Site Plan**
(Sanders 2019)



## Urban Design Strategies

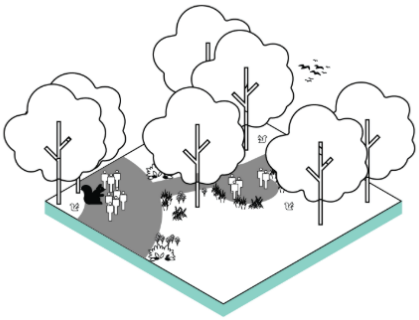
The goal of this proposal is to bring revitalization to a neglected area of town. Abiding by the restrictions of the FEMA lots, we plan to implement a series of public green spaces in order to increase community appearance and involvement. We recognize a lack of multi-family housing options in Marysville as well as affordable housing options. With the privately owned lots in this neighborhood, we propose to develop more of these needed housing options to attract more young adults and families to Marysville. Overall, our plan will bring more people to the NW neighborhood through living opportunities and tourism, giving it a greater opportunity to be maintained by the community.

**Figure 1.7.6**
**Urban Redevelopment Concept**
Concept image reflecting the ideas behind reuse development of vacant lots (Sanders 2019)



# Vacant Lot Reuse Examples

## Pocket Parks



A pocket park is a small park accessible to the general public. They are frequently created on a single vacant lot or on a small, irregular piece of land

**Figure 1.7.7**
**Pocket Park (Left)**
This is a general idea of what elements a pocket park may contain
(Sanders 2019)

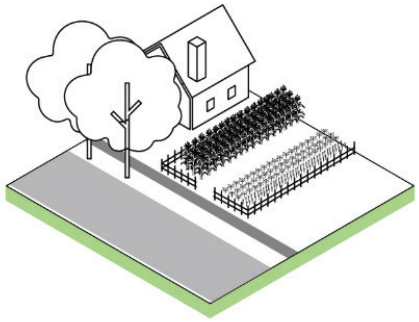





**Figure 1.7.8**
**Jardín Edith Sánchez Ramírez, Mexico City, Mexico (Left)**
Pocket Park Precedent
("Jardín Edith Sánchez Ramírez" 2018)

**Figure 1.7.9**
**Jardín Edith Sánchez Ramírez, Mexico City, Mexico (Right)**
Pocket Park Precedent
(Lin 2014)

## Community Gardens



Gardens contribute to the increased access and consumption of fruits and vegetables. Some of the many benefits of community gardens include: producing nutritious food, reducing family food budgets, preserving green space and creating opportunity for recreation, physical activity, therapy, and education.

**Figure 1.7.10**
**Pocket Park (Left)**
This is a general idea of what elements a community garden may contain
(Sanders 2019)





**Figure 1.7.11**
**Community Garden Precedent (Left)**
(Wigen 2014)

**Figure 1.7.12**
**Community Garden Precedent (Right)**
(Wigen 2014)

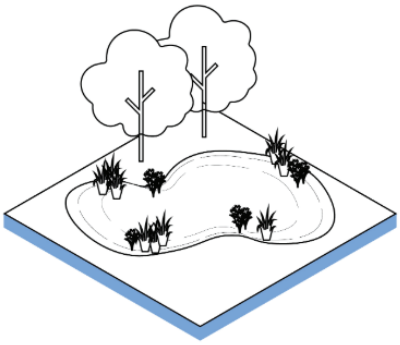


**Figure 1.7.13**
**Rain Garden**
This is a general idea of what elements a rain garden may contain
(Sanders 2019)

## Rain Garden

Rain gardens can play a significant role in urban areas by cleaning and slowing runoff, so that it doesn't pollute water bodies or cause flooding ("Rain Garden Fundamentals" n.d.).



**Figure 1.7.14**
**Concept Graphic for Rain Garden in Marysville**
(Sanders 2019)

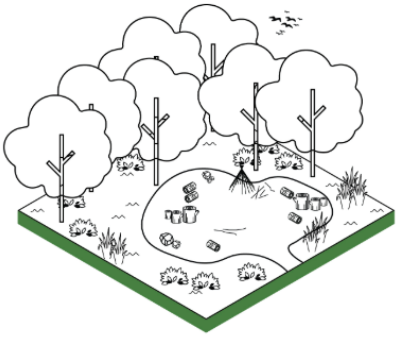


**Figure 1.7.15**
**Play Area**
This is a general idea of what elements a play area may contain
(Sanders 2019)

## Play Areas

Nature themed parks for children to play and interact with their surrounding environment and community (Johnson County n.d.).

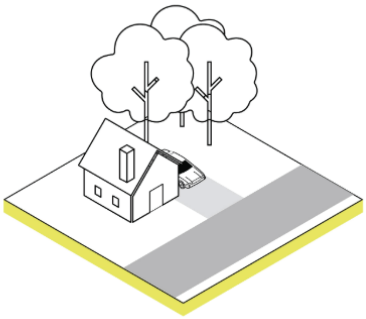


**Figure 1.7.16**
**Penitentiary Glen Reservation (Left)**
Play Area Precedent
(Lake Metroparks,n.d.)



**Figure 1.7.17**
**Penitentiary Glen Reservation (Right)**
Play Area Precedent
(Lake Metroparks,n.d.)

## Single Family Housing



Affordable, single family housing would provide this neighborhood with much needed community support. In general, Marysville can benefit from more affordable housing options.

**Figure 1.7.18**
**Single Family Housing**
This is a general idea of what elements single family housing may contain
(Sanders 2019)

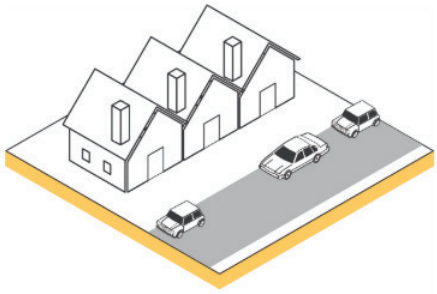





**Figure 1.7.19**
**Concept Graphic for Single Family Housing in Marysville (Left)**
(Smith 2019)

**Figure 1.7.20**
**Single Family Housing Precedent**
2000 sq. ft. single family house in North Shore Village, Utah
(Tucker, n.d.)

## Multi-family Housing



The development of multi-family housing will provide more options for the elderly community as well as young families either moving to or returning to Marysville.

**Figure 1.7.21**
**Multi-Family Housing**
This is a general idea of what elements multi-family housing may look like
(Sanders 2019)



**Figure 1.7.22**
**Concept Graphic for Multifamily Housing in Marysville**
(Smith 2019)

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### Figure 1.7.1


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### Figure 1.7.2


Sanders, Spencer. 2019. Marysville Background. Adobe Photoshop and Google Earth Imagery.


### Figure 1.7.3


Sanders, Spencer. 2019. Contextual Analysis. ArcGIS and Adobe Illustrator.


### Figure 1.7.4


Sanders, Spencer. 2019. Existing Site Plan. ArcGIS.


### Figure 1.7.5


Sanders, Spencer. 2019. Proposed Site Plan. ArcGIS.


### Figure 1.7.6


Sanders, Spencer. 2019. Urban Redevelopment Concept. Adobe Photoshop.


### Figure 1.7.7


Sanders, Spencer. 2019. Vacant Lot Reuse Icons. Adobe Illustrator.


### Figure 1.7.8


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**Figure 1.7.17**

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**Figure 1.7.19**

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**Figure 1.7.21**

Sanders, Spencer. 2019. Vacant Lot Reuse Icons. Adobe Illustrator.

**Figure 1.7.22**

Smith, Matthew. 2019. Multi-Familty Housing Precedent. Adobe Photoshop and Google Earth Imagery.

# 2 Destination Depot

# Five creative concepts for redeveloping the Union Pacific Depot site into a regional attraction

# 2.1 Executive Summary

## Destination Depot: Five creative concepts for redeveloping the Union Pacific Depot site into a regional attraction

This section presents five design concepts for redeveloping the Union Pacific Depot site and adjacent parcels in Marysville, Kansas. Led by Associate Professor Blake Belanger, a class of 16 mid-level landscape architecture students from Kansas State University's Department of Landscape Architecture and Regional & Community Planning generated the work in the fall of 2019 as part of the course *Site Research and Design Studio*. This project was made possible with funding from The City of Marysville and an EPA Small Community Technical Assistance grant through the Kansas Department of Health and Environment. K-State Technical Assistance to Brownfields provided data and expertise on brownfield redevelopment, as well as potential sources for implementation funding. Faculty and students conducted research, visited the study area, met with project collaborators and civic leaders, and received feedback through progress reviews. All proposals were informed by existing site conditions, the surrounding neighborhood context, and input from Marysville project collaborators. Additionally, all concepts consider the rich history of the site while looking toward the future. We aspire that the ideas presented here will help advance the dialogue about the Depot's instrumental role in establishing new community amenities, civic spaces, and programming in Marysville. We envision a revitalized Depot site will complement Marysville's existing variety of museums, events, and attractions to augment the community's place as a regional destination for history enthusiasts, cyclists, wedding parties, musicians, and more.



**Figure 2.1.1**
**Landscape architecture students touring the Depot**
On October 7, 2019 students met with local leaders and stakeholders to learn about the community, the Union Pacific Depot site, and document existing site conditions (Belanger 2019)



**Figure 2.1.2**
**Much of the Union Pacific Depot site is undeveloped**
Gravel lots and unmaintained vegetation surround the building.
(Belanger 2019)



**Figure 2.1.3**
**A Black Squirrel on Parade sculpture installation resides on the south side of the building**
The installation includes a concrete pad and plantings. Quiscias
(Belanger 2019)



**Figure 2.1.4**
**Frequent semi-truck traffic occurs on the west side of the building**
The trucks are loud, dusty, and create conflicts with east-west pedestrian circulation.
(Belanger 2019)



**Figure 2.1.5**
**School children walk east-west through the site**
The most direct walking path to school from the west passes through the site.
(Belanger 2019)



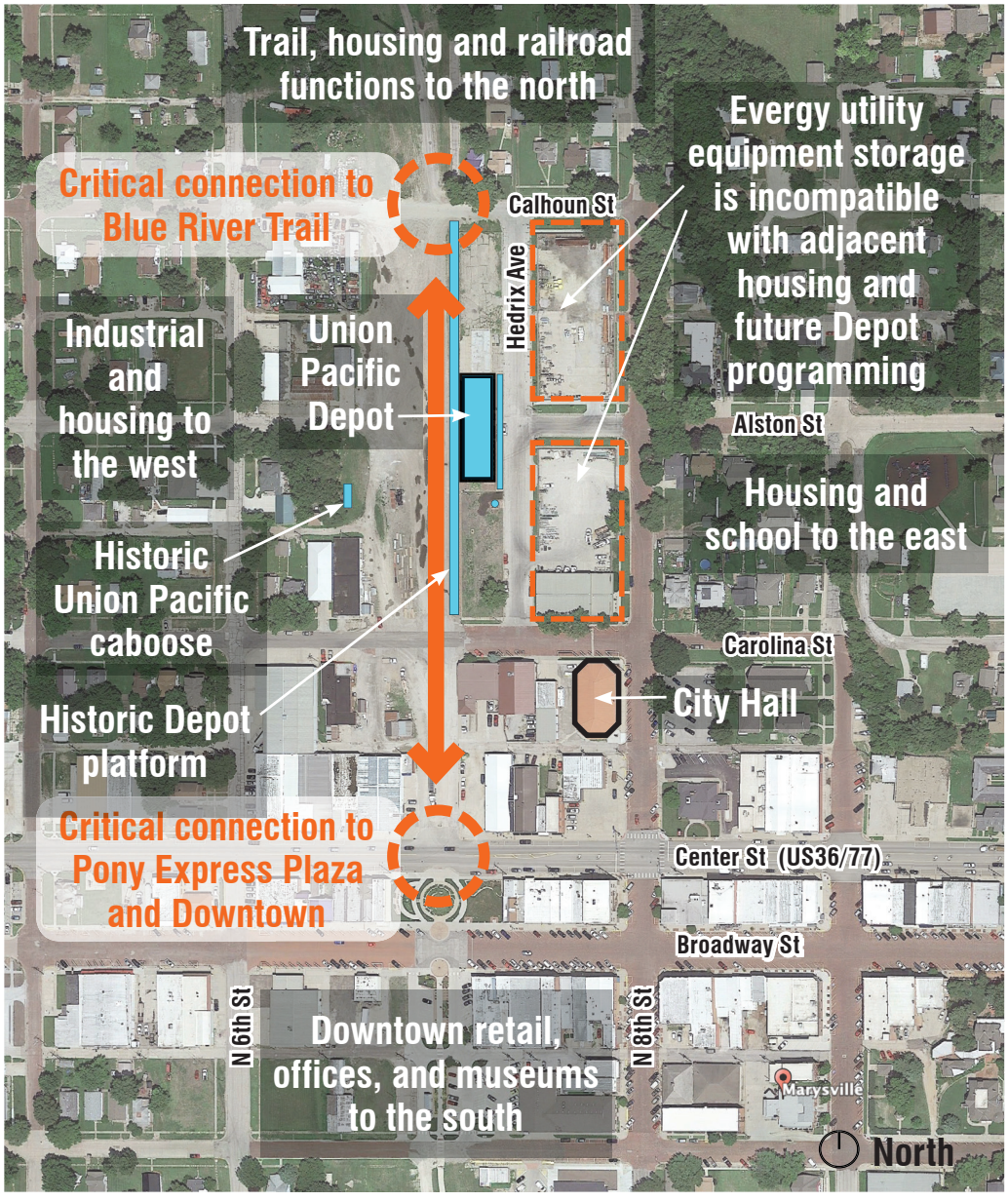
**Figure 2.1.6**
**Students engaged in a working session in Marysville City Hall**
During the October 7 visit, students worked together to document and respond to stakeholder input.
(Belanger 2019)

# Existing Conditions and Long-range Planning Considerations

## Critical Site and Contextual Conditions

Critical site conditions include existing site features and the surrounding neighborhood context. Valuable historic assets include the UP Depot building, the adjacent brick station platform, the historic UP caboose, and a black squirrel art installation. Important connection points are the newly completed Blue River Trail trailhead and the Pony Express Plaza / Downtown, which are directly aligned on the 7th St corridor and former rail tracks. Land use to the north and east is primarily residential, to the west is industrial and residential, and to the south is retail, offices, and institutional.

**Figure 2.1.7. Critical site and contextual conditions**
Critical site conditions include historical assets and key north/ south connections (Belanger 2019. Google Earth)




**Legend**
- Critical site condition
- Existing assets

## Long-range Planning Considerations

A strategy of including the two Evergy parcels and the lumberyard parcel within the study area and vacating internal streets more effectively meets community goals for the Depot site. The existing industrial land use of the parcels is functionally and aesthetically inconsistent with transforming the Depot site into a civic amenity. Acquiring the Evergy parcels could be accomplished through a land swap, in which the City would provide Evergy with property in a more suitable location for storage functions. Phasing would allow for more immediate redevelopment west of Hedrix Ave while a land swap is negotiated.

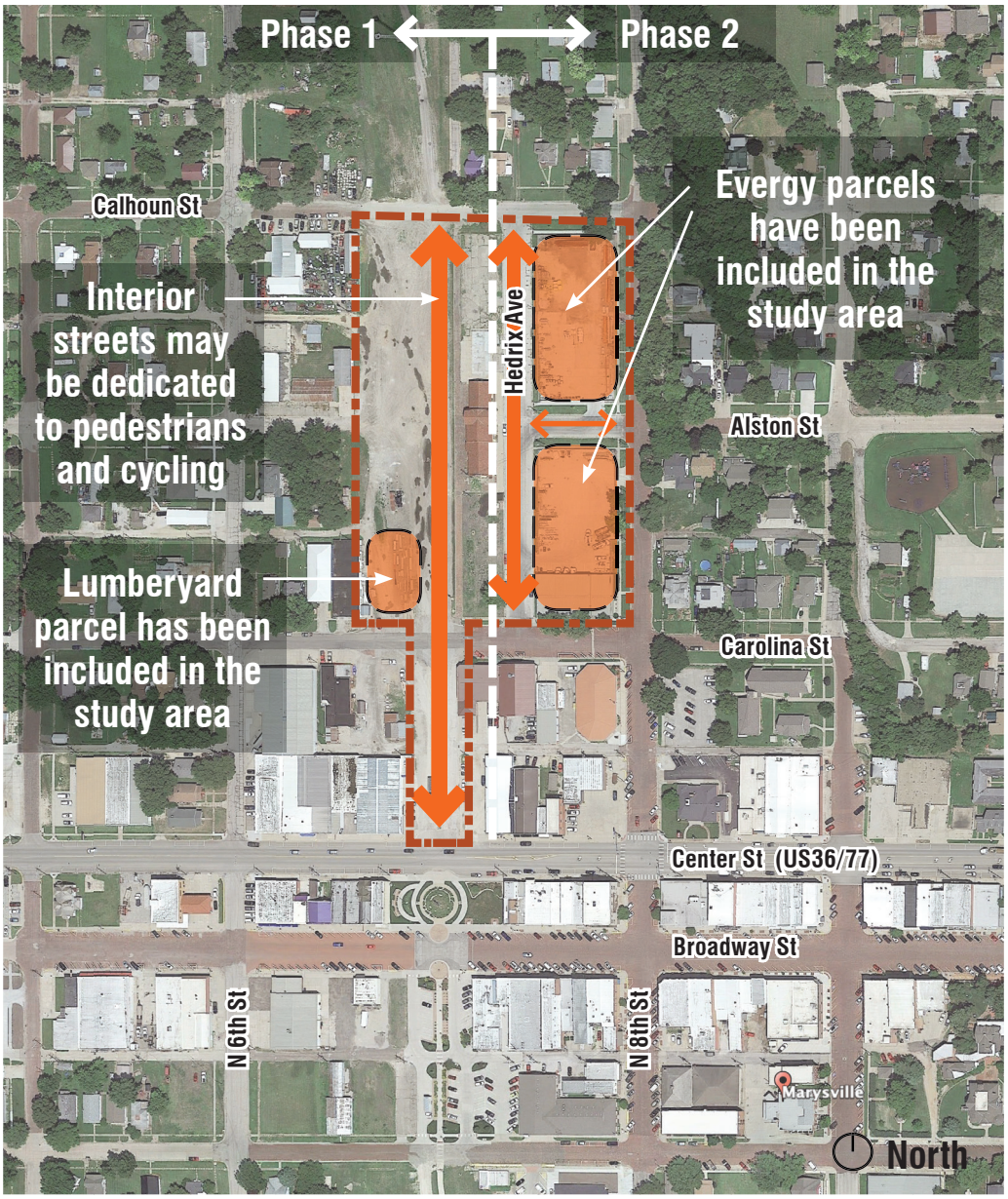



**Figure 2.1.8**
**Long-rang planning considerations**
Expanding the study area beyond the immediate Depot boundary allows stakeholders to consider a wider range of possibilities (Belanger 2019. Google Earth)

# Destination Depot

## Five creative concepts for redeveloping the Union Pacific Depot site into a regional attraction

### Intersection
**Marysville's Third Place**





#### Significant design features

- Event lawn with a stage for outdoor weddings, music, festivals, and other community activities
- Linear market space for food trucks, farmers' market, art fairs, and other community events
- Flexible use plaza
- One-third mile length walking loop providing a variety of sensory experiences
- Sculpture garden with artistic land forms
- Visitors entry plaza at US 36 featuring historic caboose
- Iconic play area with regional draw
- Rain garden with native plantings

### Memory Lane
**Strolling through Marysville's new front yard**





#### Significant design features

- Water features celebrating the Depot's rail history
- Relocated train engine and caboose, bookending rail cars retrofitted for different uses including a performance stage, bistro, bar, and reading room
- Shady grove for seating and picnics
- Contemplative gardens
- Mediterranean-style plantings around the Depot building
- Patio space with pergola
- Mural inside the Depot celebrating events and people that shaped the history of Marysville
- Parklike forested buffer along the western edge

**Figure 2.1.9**
**Summary of the five design proposals**
Each team developed a design proposal inspired by a different narrative of Marysville's past, present, and/or future. The five design concepts provide a variety of creative programming and design features. (Belanger 2019)

## Connecting Generations

**Looking back to move forward**






### Significant design features

- "Ribbon Walk" connecting features across the site
- Event lawn featuring the Union Pacific Depot building as the backdrop
- Art deck with installations by regional artists
- Interactive mounded play area with seating for parents
- Beer garden to support events and festivals, as well as daily gathering
- Planted buffer along western edge
- Shaded tree grove for hammocking, picnicking, and seating
- Entry trail connecting the site to downtown

## Frontier Park

**A regional destination to educate, play, and remember**






### Significant design features

- East entry plaza celebrating Frank and Mary Marshall, featuring "Blue River Reflecting Pools"
- Depot building renovated with a restaurant on the main floor and speakeasy in the basement
- West Entry Fountain Plaza with vehicle drop-off, parking, access to Alston St
- Historic caboose car retrofitted into a concession stand
- Historic steam engine retrofitted into a play structure
- Evergy building renovated into a visitor center with café and recreation equipment rental
- Ornamental native gardens and "box car" planting beds

## Transitions Park

**A walk through history towards the future**





### Significant design features

- Event lawn with overhead structure
- History garden honoring Marysville and the Union Pacific Depot featuring the relocated steam engine and caboose
- Interactive misting feature celebrating steam engines and rail travel
- Bike park and other cyclist amenities at the Blue River Trail trailhead
- Renewable energy garden, library garden, rain garden, and playground
- Event pavilion for covered outdoor functions
- Cafe with outdoor seating



# 2.2.

## Intersection

### Marysville's Third Place




**Student Team:**

**Meredith Bryan**
**Thomas Schneider**
**Madison Wulfkuhle**

# Intersection

## Marysville's Third Place

**Intersection: Marysville's Third Place looks toward the future of the city-creating a park connected to the city's downtown with a variety of experiences that continue to draw visitors time and time again.**

Maryville is a small town with a unique culture evolved from its history, arts, and community. The city is looking to improve its downtown in order to become a regional tourist attraction, serve as an asset to its community members, and celebrate the city's identity. The following design proposal shows the development of the historical Union Pacific Depot lot and adjacent parcels into a dynamic and unique place for both the community and visitors. This design is built off the main objective of placemaking and more specifically narrative-based design. Eight historic trails, one regional bike corridor, two major highways, and one river all converge in Marysville. In the same nature as this intersection, the Union Pacific Depot lot will serve as the intersection of Marysville's history, arts, and community. Programming elements and geometries on site are based on this narrative of intersection to create an iconic place for community members and visitors.



**Figure 2.2.1**
**Seasonality of Flexible Plaza**
Multi-use plaza demonstrates dynamic seasonal use.
(Bryan, 2019.)

## Background

The SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis identified prominent issues on site and informed our team's design responses and solutions. Major concerns identified through this site analysis method were

(1) pedestrian use downtown and through the site, (2) a need for more green space in the city, (3) a lack of community gathering spaces, (4) views in and out of the site (5) views and focus on the historic Union Pacific Depot building (6) stormwater drainage, (7) vehicle and pedestrian circulation (8) trail-head connections, and (9) relationship to urban context. These factors were identified before the design process began and informed all design decisions.

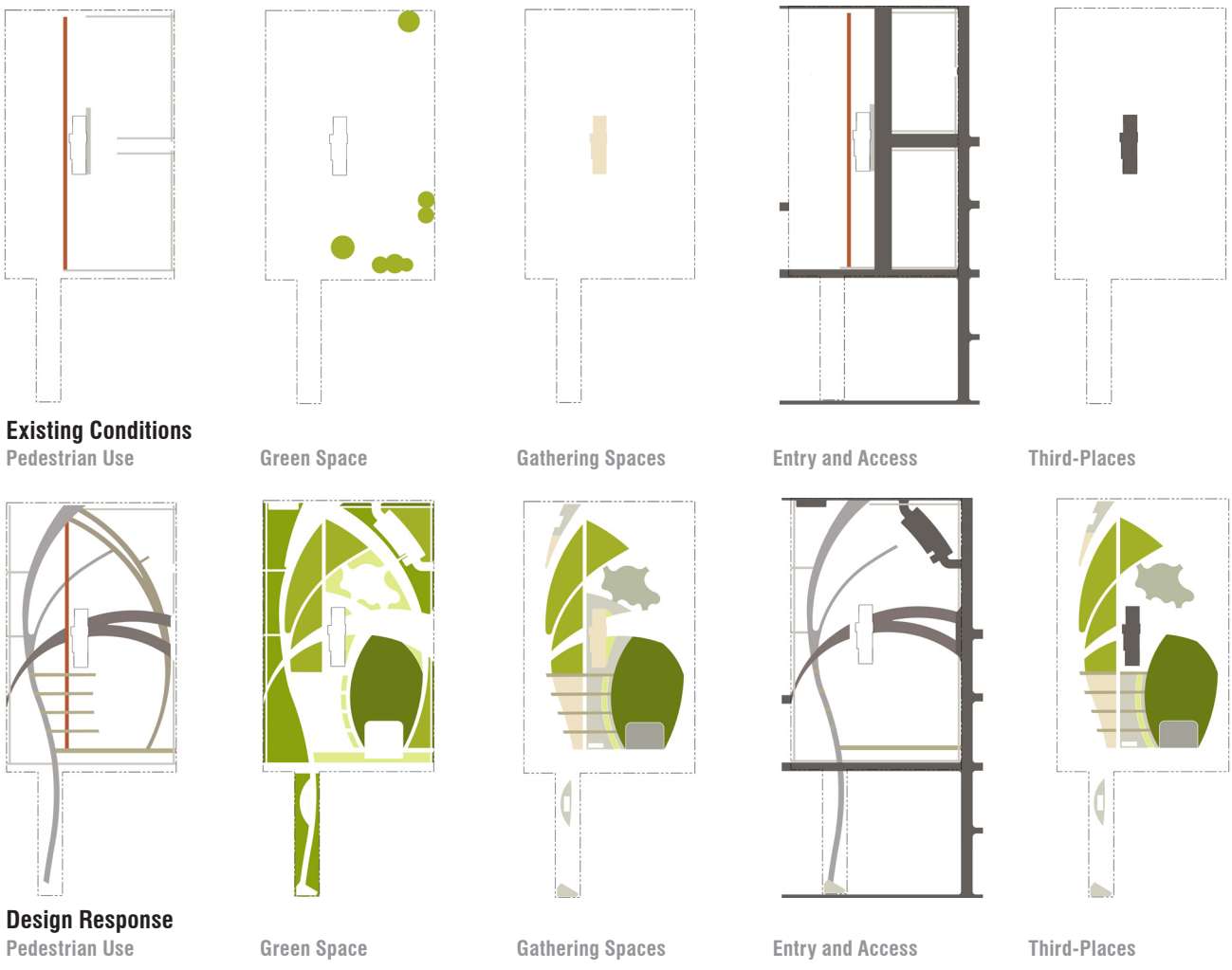



**Figure 2.2.2**
**Responding to the SWOT**
Existing and Design Response conditions are highlighted above. (Wulfkuhle, 2019.)

# Marysville Context Map



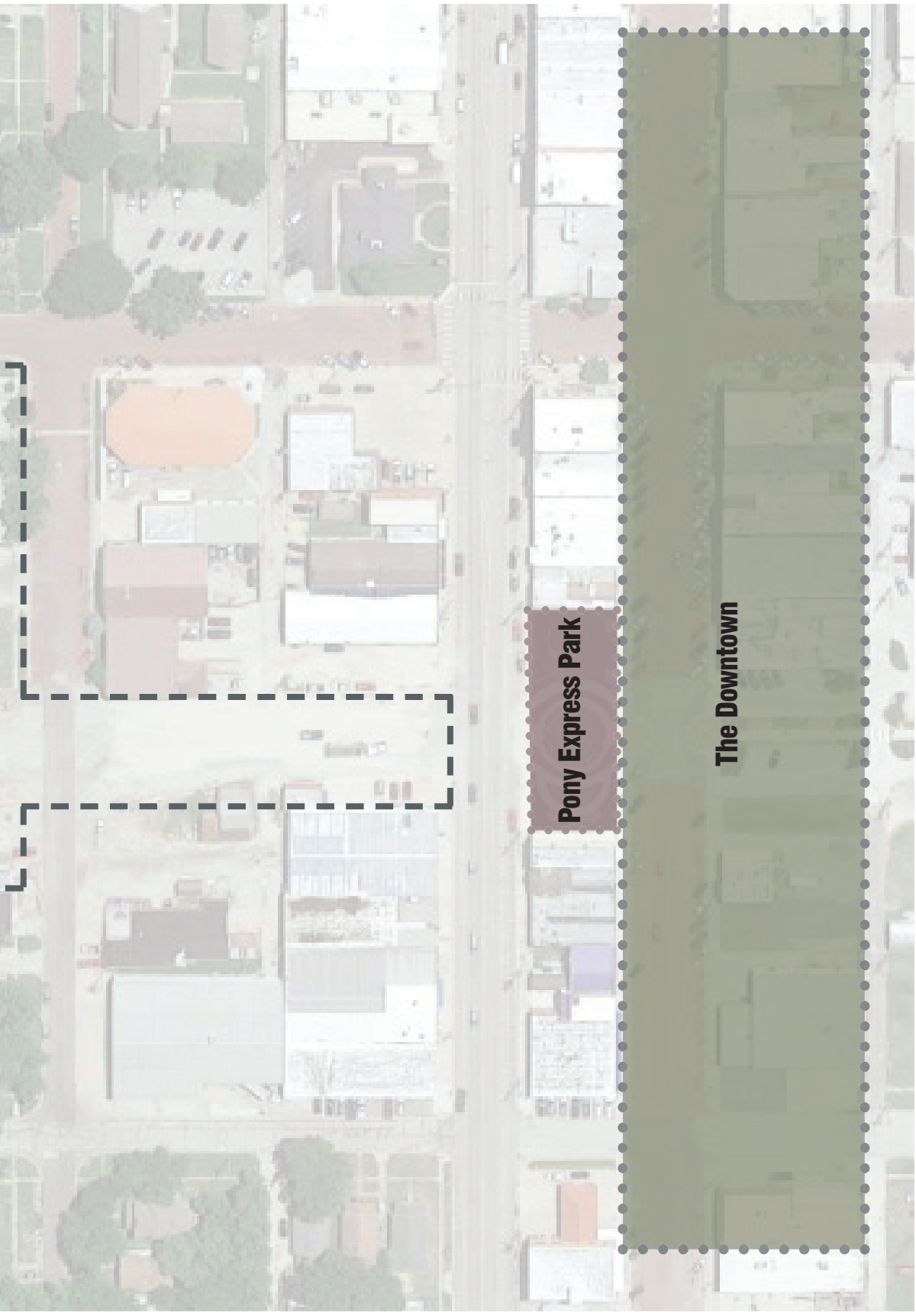
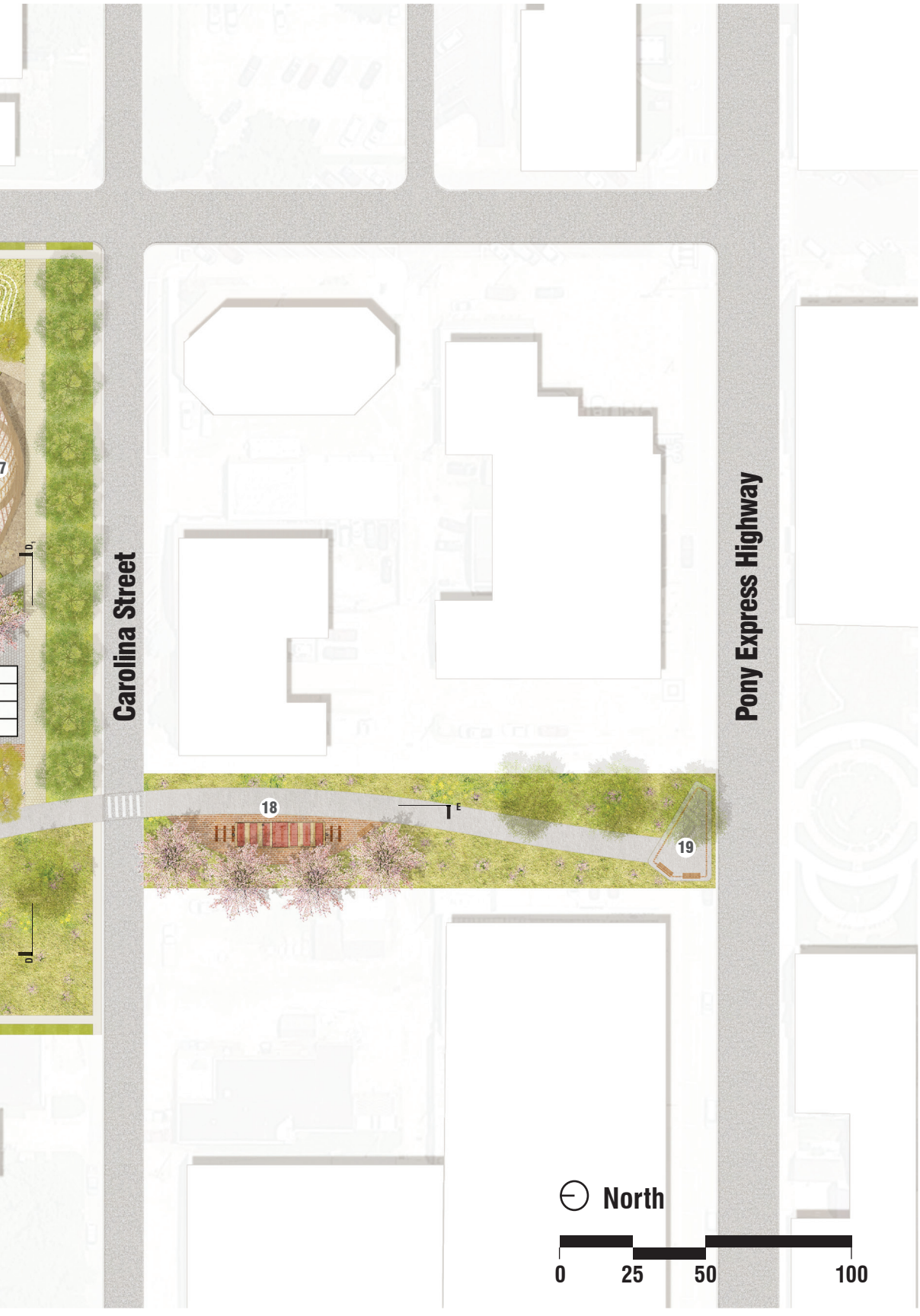



**Figure 2.2.3**
**Marysville's Surrounding Context**
The Union Pacific Depot Site is situated between Downtown Marysville and the Blue River Rail Trail. This prime location presents the opportunity to develop the site into the social core of Marysville. (Wulfkuhle, 2019.)

# Marysville Depot Re-Design Master Plan






**Legend**

1. Long Term Parking
2. Trail-head & Amenities
3. Access to Rail Trail
4. Site Parking
5. Sculpture Garden
6. Overhead Shelters
7. Historic Platform
8. Iconic Playground
9. Rain Garden
10. Grand Entry
11. Bus Drop-off
12. Seating Bosque
13. Flexible Plaza
14. Raised Planters
15. Event Lawn
16. Site Amenities
17. Levitt Pavilion Stage
18. Union Pacific Plaza
19. Welcome Plaza

**Figure 2.2.4**
**Master Plan**
(Schneider, 2019.)

## Guiding Principle

Intersection seeks to establish the depot site as Marysville's third place. A third place provides a location - other than work and home - for residents to gather and socialize. Ray Oldenburg, an American urban sociologist, describes a good third place as having the following characteristics: They help to unify neighborhoods, serve as "ports of entry" for visitors and newcomers, serve to bring together individuals with shared interests, bring about intergenerational interactions, function as gathering places, are entertaining, give the gift of friendship, and are important for retired people.

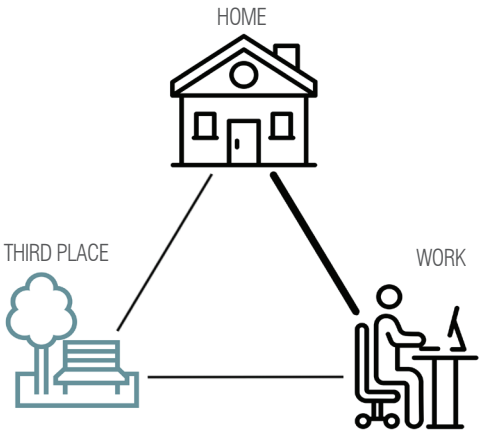



**Figure 2.2.5**
**Third Place**
A third place presents people with somewhere other than their home and their work to socialize and build community.
(Schneider, 2019.)

By establishing several gathering areas that vary in scale and activity, Intersection provides the residents of Marysville an iconic third place that facilitates social interaction and strengthens community. Our team envisions the depot site as the social core of Marysville. Intersection will be a place where residents and visitors alike can come together and share experiences.

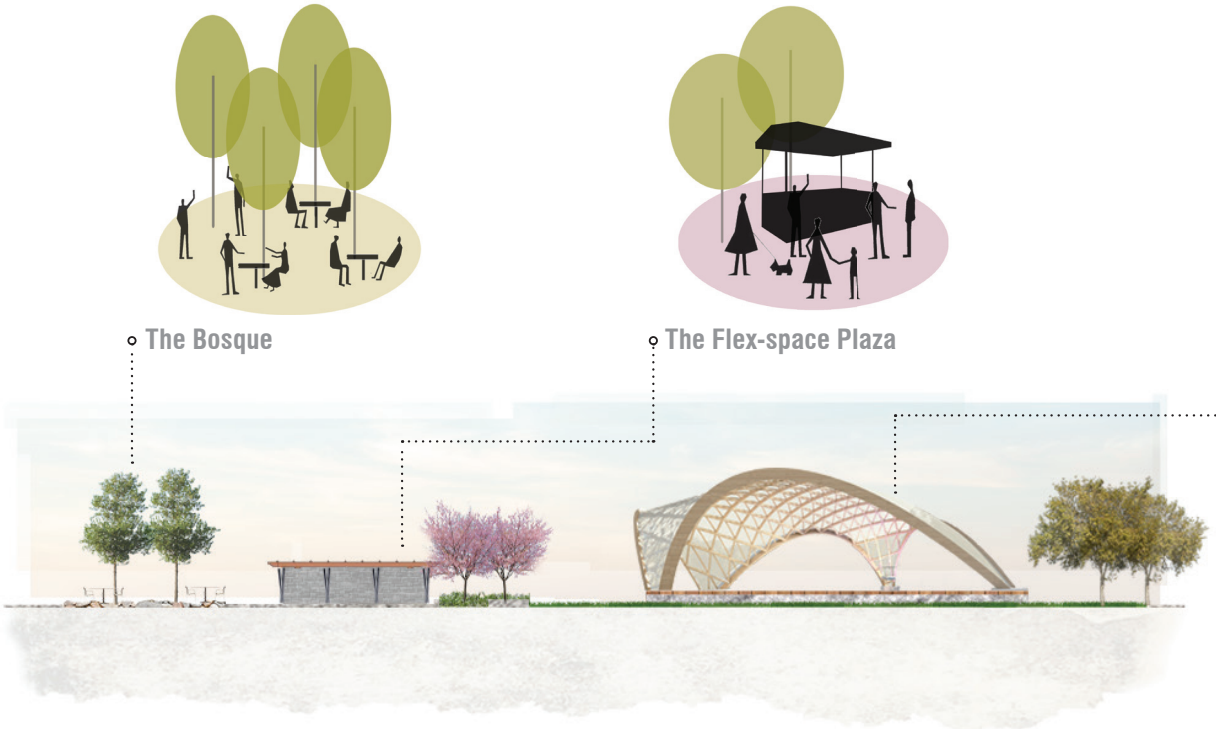
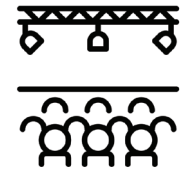



**Figure 2.2.6**
**Third Places Created**
Gathering spaces and activity zones are highlighted to demonstrate third places created in our design.
(Wulfkuhle, 2019.)

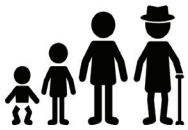
**Qualities of a Third Place:**



Are entertaining



Help Unify Neighborhoods



Bring about inter-generational interactions



Give the gift of friendship



Serve as "Ports of Entry for visitors and newcomers"



Function as gathering places

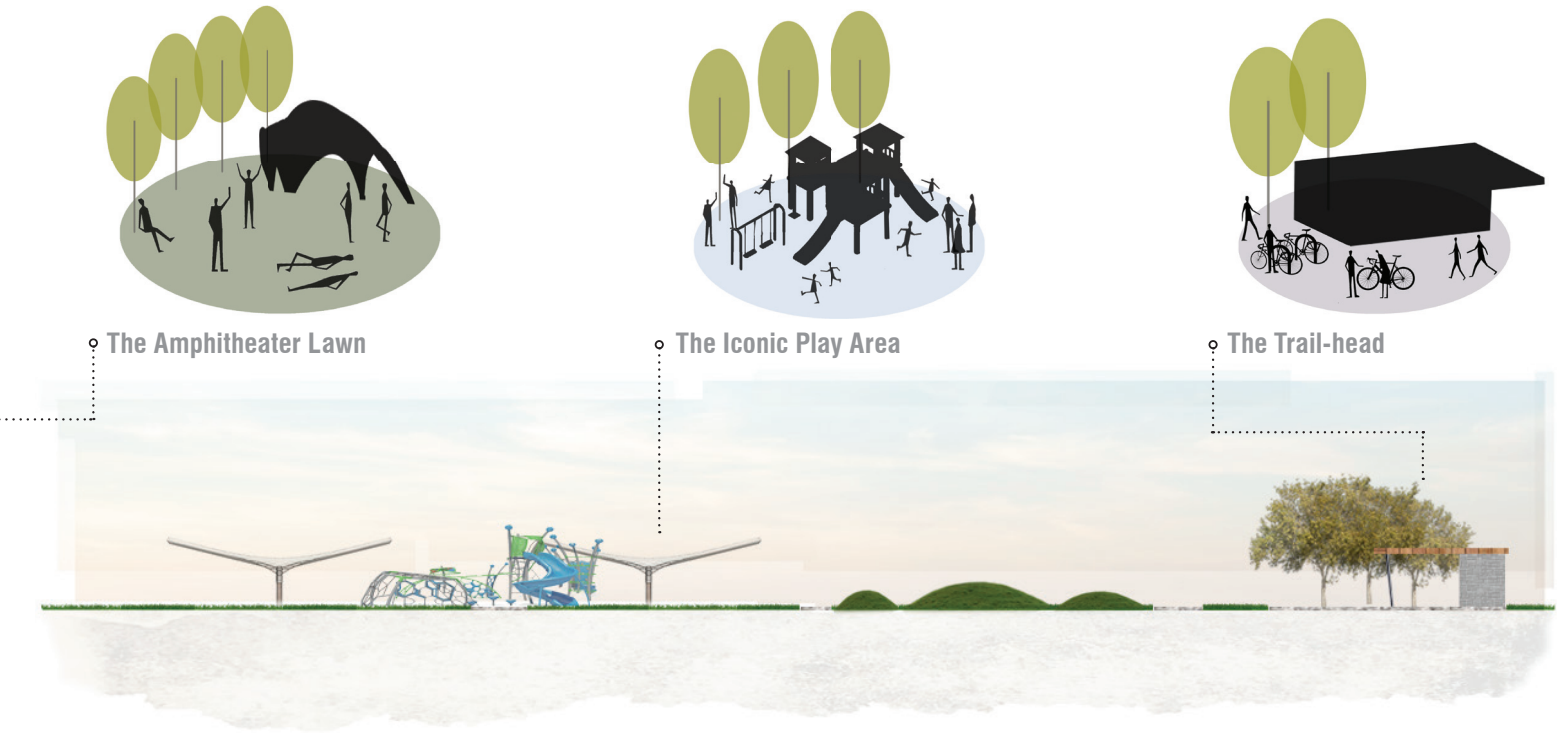


Bring together individuals with shared interests



Are Important for retired people

**Figure 2.2.7**
**Good Third Place Qualities**
The Infographic describes the varies benefits and characteristics that third places provide for a community. (Wulfkuhle,2019: Oldenberg, 1996-7.)



## Urban Design Strategies

The objective of Intersection is to create an integrated urban space that dynamically serves its users. North-south and east-west connections facilitate access from downtown, the Big Blue River Rail Trail, and adjacent neighborhoods. Implementing a diversity of spaces as a phased approach allows the park to continue to develop as the city moves toward the future. Another big move in Intersection is its walking loop system that connects all of the park's major spaces. These loops allow for recreation as well as contemplative meandering. Our team's overall design strategy was to create a variety of flexible spaces that allow users to experience something new each time they visit the space.

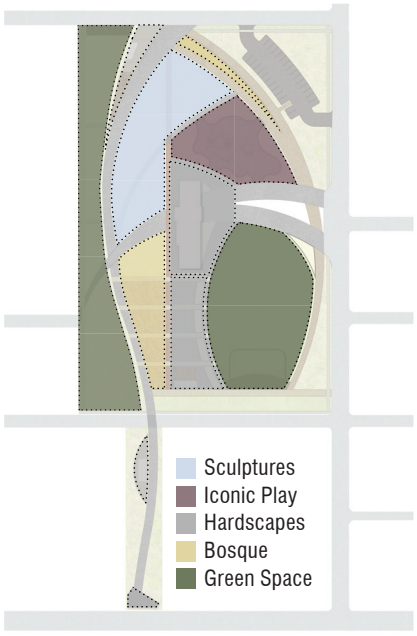



**Figure 2.2.8**
**Zones**
*Intersection* features a variety of different types of spaces for visitors to inhabit. Spaces are organized around the historic Depot and walking loops.
(Bryan, 2019.)

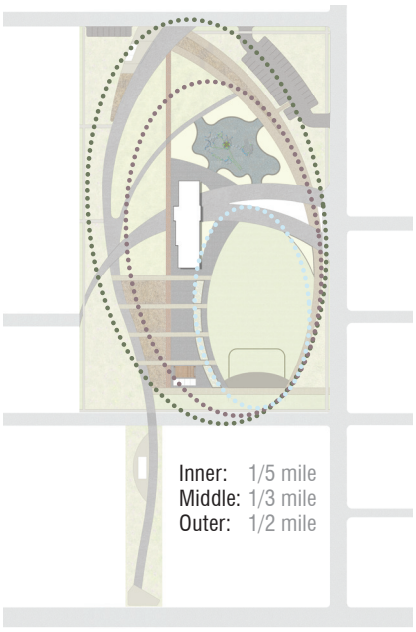



**Figure 2.2.9**
**Loops**
Walking loops create opportunity for recreation while viewing a variety of different spaces along the way. Nested loops allow for different goals to reach while walking, running, or biking.
(Bryan, 2019.)

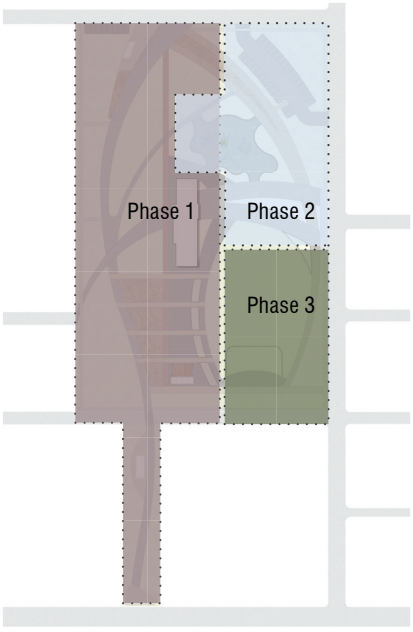



**Figure 2.2.10**
**Phasing**
Because the city does not currently own the Evergy parcels, the design is envisioned to be implemented in three phases to allow time to acquire the land.
(Bryan, 2019.)

## Key Spaces

### Main Hubs of Activity

Spaces are designed to be diverse and dynamic and are based on the Third Place theory in order to provide Marysville's community with exciting new experiences each time they visit *Intersection.* The following spaces serve as both third places to the community and also welcome newcomers to the city.



**Figure 2.2.11**
**Flexible Use Plaza**
Open plaza space provides the community with a flexible use area capable of hosting a variety of events throughout the year. A linear layout draws users through the space.
(Schneider, 2019.)



**Figure 2.2.12**
**Union Pacific Plaza**
Dedicated hardscape space provides a staging area to showcase the historic Caboose. Informational signage educates visitors on the history of the park by highlighting the site's previous use.
(Schneider, 2019.)



**Figure 2.2.13**
**Welcome Plaza**
An entry plaza at the southern edge of the site bridges the gap between Pony Express Plaza and Intersection Park. This plaza area serves as a threshold, drawing users from downtown into the park.
(Schneider, 2019.)

# Focused Area: Sculpture Garden

## Topography creates a distinct experience

*Intersection's* Sculpture Garden is an iconic space inspired by Marysville's strong sense of arts and culture in the community. Sculptures are to be displayed among artistic mounds in order to better showcase the works and serve as a sculpture itself. Topographic enclosure incites a more private experience, encouraging contemplation and deep observation.



**Figure 2.2.14**
**Sculpture Garden Perspective**
Sculpture garden invites park visitors to meander through artistic topography while viewing temporary artworks.
(Bryan, 2019.)

## Ever Changing Experience

The exhibits of sculptures are envisioned to be rotating, or ever-changing. Sculptures may be produced by local artists, high school or college students, or through a national competition. "Marysville Sculpture Competition" would both provide art for the city, provide exposure for smaller artists, and invite visitors into the city to experience the new, exciting exhibits.



**Figure 2.2.15**
**Sculpture Garden Axon**
Undulating topography encourages users to walk amongst the works of art. This provides a variety of views and differing experiences through conceal and reveal.
(Schneider, 2019.)



**Figure 2.2.16**
**Topographic Model**
Sculpture Garden space on site was modeled out in order to better understand its scale and how it feels to be among the mounds.
(Bryan, 2019.)



**Figure 2.2.17**
**Scale of Mounds**
Mounds progress from very short, 1-2 foot tall, up to 6 feet tall. These mounds enclose the viewer to better experience the art.
(Bryan, 2019.)



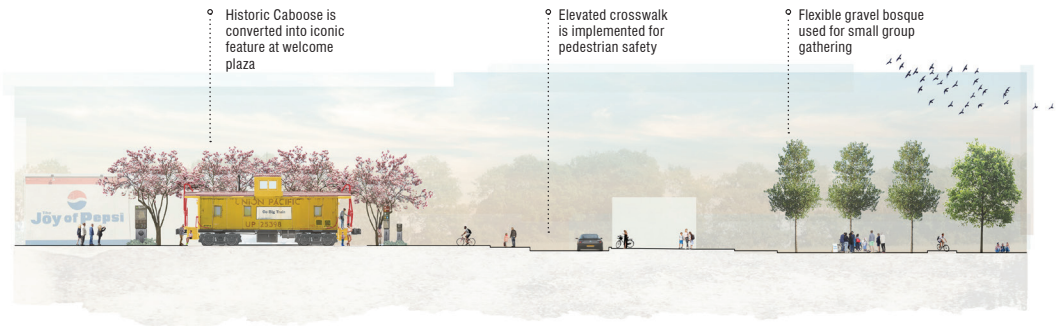
**Figure 2.2.18**
**Sculptural Topography**
Mounds are sculptural in nature and may be used as inspiration for curating artists.
(Bryan, 2019.)

# Sections of Detailed Elements

## Taking a Closer Look at the Spaces In-Between

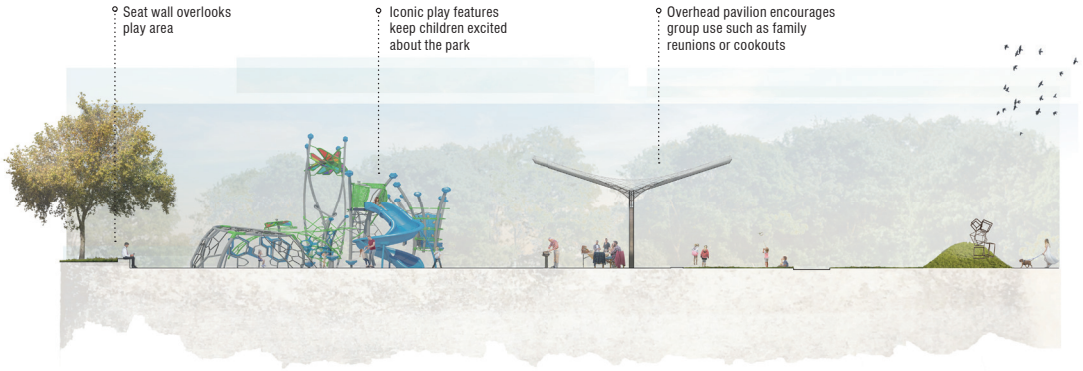
To further illustrate the connections between spaces, a series of sections were created to detail transitions between spaces. More specifically it highlights entry and arrival to the site, along with thresholds and pausing spaces. Figures 2.2.19 and 2.2.20 focus on key spaces of *Intersection*, while Figures 2.2.21-2.2.24 illustrate entry sequences in detail. A goal of this design was to provide a variety of experiences and make transitions smooth.

**Figure 2.2.19**
**Plaza and Bosque**
Union Pacific plaza and shaded seating bosque help to promote social interactions.
(Bryan, 2019.)




Union Pacific Plaza and Tree Bosque | Section E-E1

**Figure 2.2.20**
**Playground and Pavilion**
Iconic play structure provides recreational opportunities while serving as a gathering space for the community.
(Bryan, 2019.)




Iconic Playground and Overhead Pavilions | Section F-F1



Trail-head Entry | Section A-A$_1$

**Figure 2.2.21**
**Trail-head Entry**
With the connection to the Regional Blue River Rail Trail a trail-head with amenities is located on the Northern end of the park and accommodates users coming in.
(Wulfkuhle, 2019.)



Parking Lot Entry | Section C-C$_1$

**Figure 2.2.22**
**Parking Lot Entry**
On the Northeastern edge of the site a parking lot was added to accommodate visitors both daily and during large events.
(Wulfkuhle, 2019.)



Bus Drop-off Entry | Section B-B$_1$

**Figure 2.2.23**
**Bus Drop-off Entry**
A grand entry drop-off sequence is situated with a clear view to the Depot, welcoming visitors to the site.
(Wulfkuhle, 2019.)



Southern Entry | Section D-D$_1$

**Figure 2.2.24**
**Southern Entry**
Amenities and seating are located in the sequence of entry when arriving from downtown. Rain garden plantings along the eastern edge of the site manages stormwater and provides a buffer to surrounding neighborhoods.
(Wulfkuhle, 2019.)

# Funding the Future

## Grant Funding for the Event Lawn Amphitheater

"The Mortimer & Mimi Levitt Foundation is a private family foundation, founded in 1963 by Mortimer and Mimi Levitt to support the arts, culture and education" (Levit, 2019). More specifically, the Levitt foundation supports small to medium sized cities with match grants to fund live entertainment events in communities across America. This provides the opportunity for Marysville to seek funding to establish a summer concert series. Marysville is an ideal candidate for Levitt funding due to its established arts and history scene. For reference, Winfield, Kansas is currently seeking a Levitt Grant in 2019.

**Figure 2.2.25**
**Concert on the Lawn**
Sloped grass amphitheater lawn with iconic Levitt Pavilion stage activates the space through concerts and events.
(Wulfkuhle, 2019.)





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**Figure 2.2.9**

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**Figure 2.2.20**

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**Figure 2.2.21**

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**Figure 2.2.22**

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# 2.3.

## Memory Lane

### Strolling Through Marysville's New Front Yard



**Figure 2.3.1**
**Mural in the Depot**
By adding a mural to the primary space within the depot, we tell the story of the Union Pacific Depot (Belk, 2019)

**Student Team:**

**Ayana Belk**
**Alexandria Harris**
**Carson Scheer**

# Memory Lane

## Strolling through Marysville's New Front Yard

**Memory Lane transforms a historic building on a derelict site into a flexible space with shaded lounging areas, plazas, renovated train cars, and interactive water features.**

Our narrative is focused on acknowledging the rich history of Marysville's Union Pacific Depot while creating what we call "Marysville's new front yard". We are honoring the past of the Union Pacific Depot in Marysville by retaining existing platforms, using brick similar to those excavated on site to recreate the second original platform, and aligning our underlying geometry with that of the palimpsest rail lines. We visualize this space as being a regional hub for those looking to explore the history of the Union Pacific rail line while experiencing multiple outdoor spaces designed for human comfort and various activities. Through a mural inserted in the depot's primary space, we will tell the story of Frank and Mary Marshall and the founding of this station. We envision the Union Pacific Depot becoming a small museum that is also capable of holding town events like public forums and private events like weddings. Our main attractions on site are the renovated train cars retrofitted to serve as amenities to visitors and an interactive water feature the emits sound and visuals similar to an approaching train.




**Figure Figure 2.3.2**
**Marysville Mural**
This is an example of a mural that shows key figures in the founding of Marysville and images of the Union Pacific Depot.
(Belk, 2019)

## Background

Our proposal aims to lean into the Marysville community's civic pride. While visiting, we were intrigued by the history of the Union Pacific Depot and Marysville as a whole as well as the townspeople's excitement for it. We saw an opportunity to share this history with visitors through a new museum inside the original Union Pacific Depot Building.

Our team also noticed a lack of connectivity between downtown Marysville and the site. We want to remedy this disconnect by extending the Blue River Trail from the north side of the site to the south end of the site leading to the Pony Express park where the trail picks up. Lastly, we learned Marysville is in need of an area to host medium sized events similar to the annual car show and barbecue held in June. Our design offers lots of flexible plaza space for such events as well as smaller grassy areas for intimate gatherings.

## SWOT Analysis Key Points:

**Strengths**
- Valuable History
- Memorable Squirrels
- Community Pride

**Weaknesses**
- Lack of Connectivity

**Opportunities**
- Make Depot a Central Space
- Boost Tourism

**Threats**
- Economy is Agriculture Dependent

## Goals:

**Remember**
- UP Depot History

**Connect**
- Blue River Trail
- East & West Marysville Downtown

**Attract**
- All Demographics
- Medium Sized Events



**Figure 2.3.3**
**Inside the Depot**
(Belk, 2019)




**Figure 2.3.4**
**Union Pacific Caboose**
(Belk, 2019)

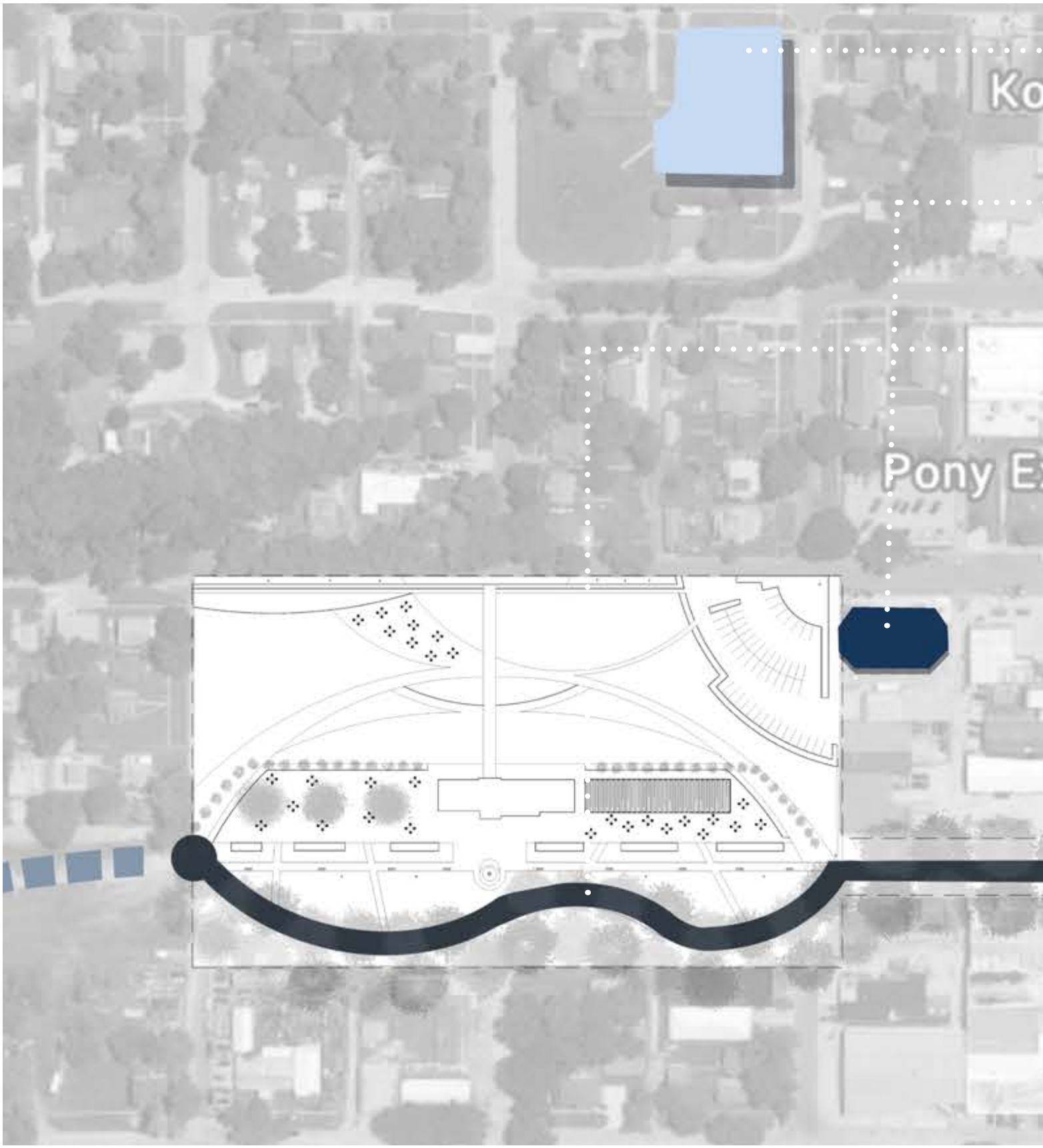


**Figure 2.3.5**
**Looking Towards the West**
(Belk, 2019)

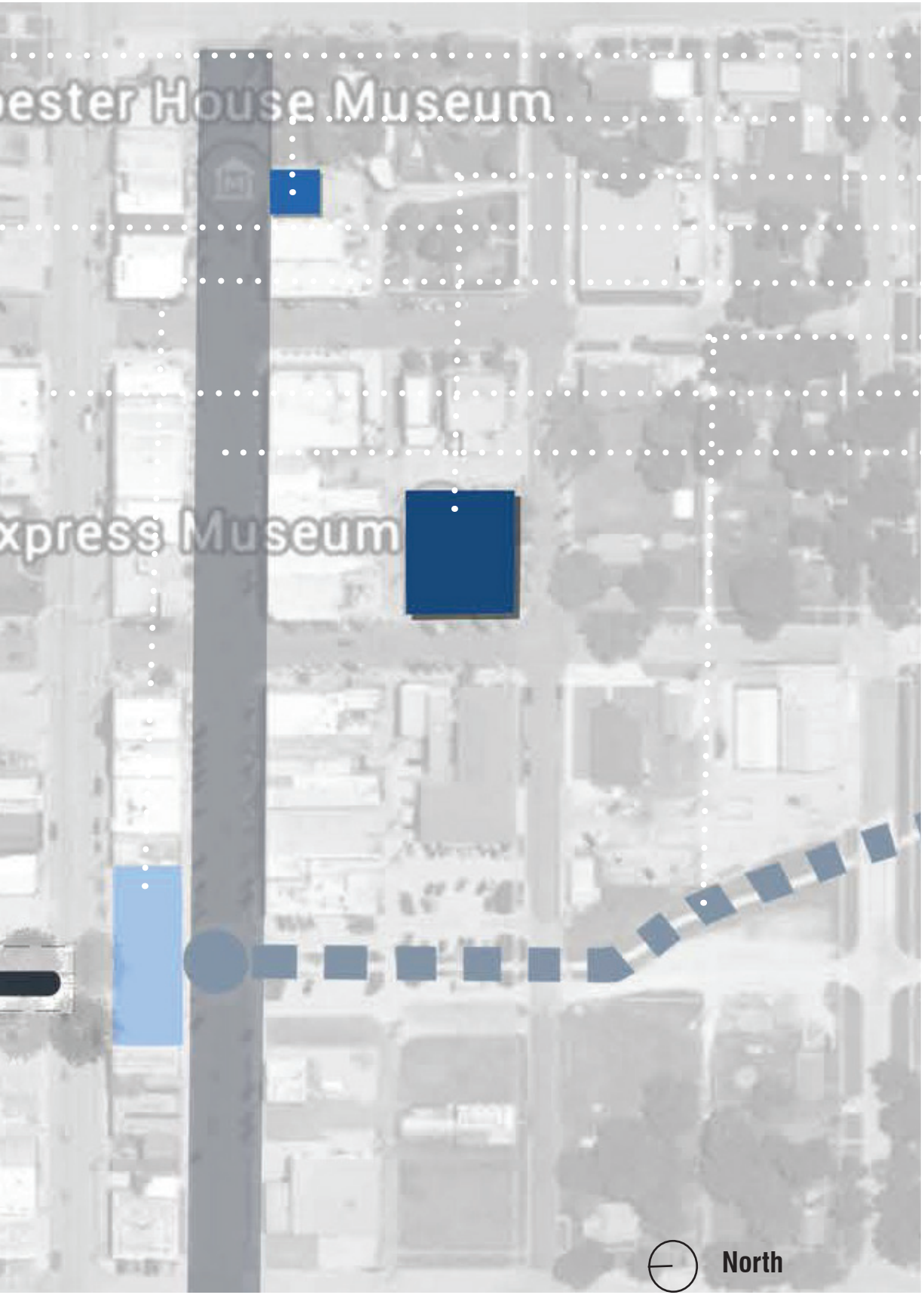


**Figure 2.3.6**
**On Platform Looking North**
(Belk, 2019)

# Marysville Map [Focus Area/Project Area and interventions Sl



# hown]




**Legend**

- Elementary School
- Koester House Museum
- Pony Express Museum
- City Hall
- Pony Express Park
- Existing Blue River Trail
- Proposed Bike Trail
- Broadway

**Figure 2.3.7**
**Union Pacific Site in Context**
The Union Pacific Depot is located North of Broadway, Downtown Marysville, and City Hall. The site is also located in the gap between the two Blue River Trail trail heads (Harris, 2019)

## Intent

Our design intent is to bring people from different parts of the Midwest to what we are calling Marysville's New Front Yard. Our target audience are people interested in history and those who want to enjoy beautiful hardscape and green spaces.

We envision the current Union Pacific Depot and surrounding site becoming the entry point to Marysville. We are calling the site Memory Lane because of the site history that will be exploited through our design and the meandering path east of the site where visitors can get a glimpse of what the Union Pacific Depot used to be.

When visitors come to this site they will be walking in the shoes of many passengers arriving in Marysville via passenger train in the 20th century. This is the place where

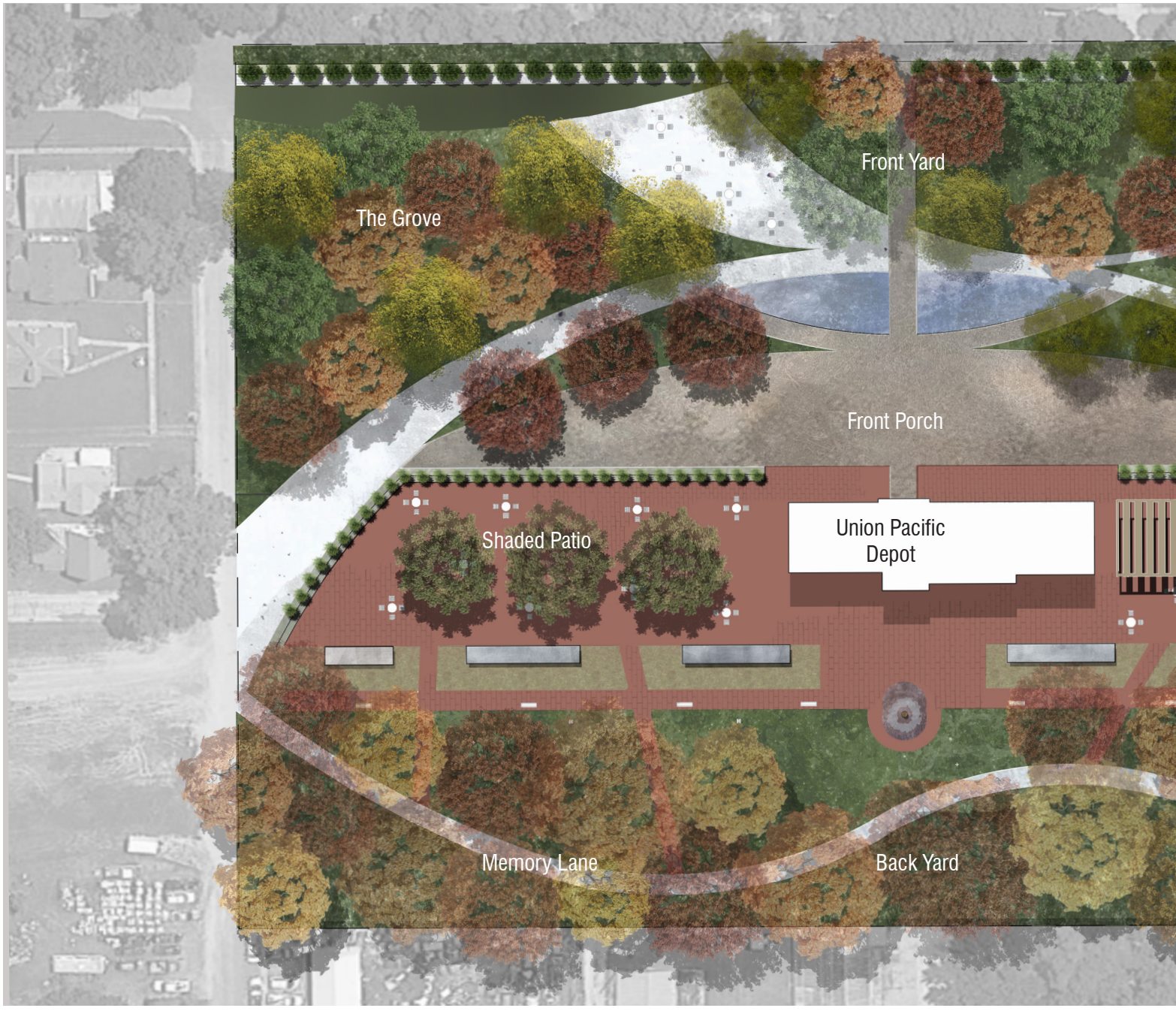
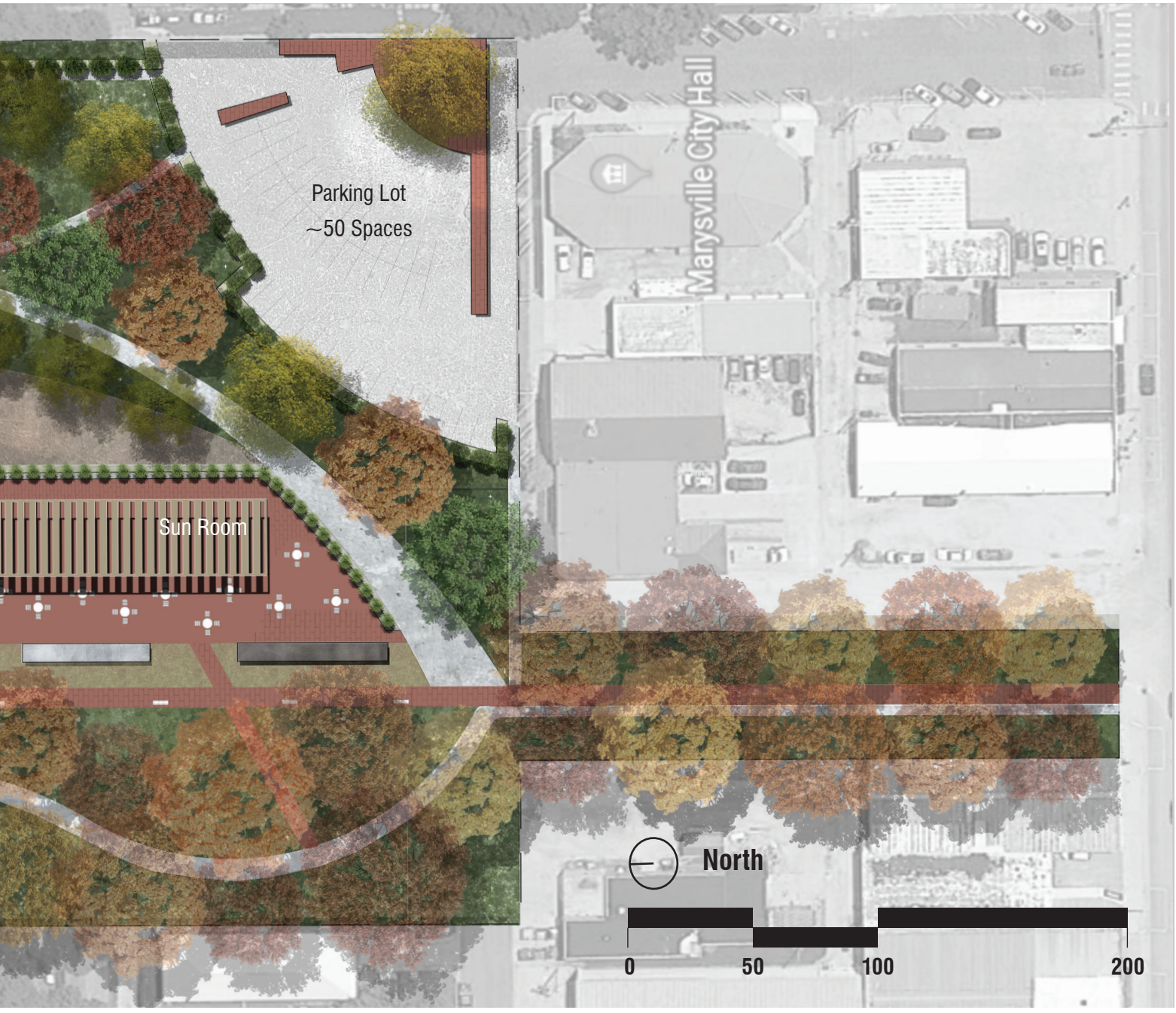



**Figure 2.3.8.**
**Memory Lane**
Our site design aims to become the entry point to Marysville. (Harris, 2019)

visitors will get their first impressions of Marysville hence the title “Marysville’s New Front Yard”. We want to show off the town’s unique history while providing visitors with places to eat, rest, and learn.

Our design carries out the Memory Lane narrative by creating a new mural showcasing important events and people from Marysville’s history. The mural is inside the building that will become a small museum. The restored depot will also serve as a second visitors center to the town providing information about the city and bathrooms to those who enter. Outside we have small sculptures of significant historical figures like Frank Marshall and Charles Koester. The big historical draw-in will be the old engine from City Park and the Union Pacific caboose adjacent to the site. These train cars will sandwich renovated train cars that sit on the palimpsest of what was once the main rail line in front of the building on site.



# Urban Design Strategies

## Our big moves

Our big moves are to close multiple streets on and near the site, add iconic elements that tell the narrative of our site, and to propose a big plan that could be implemented in two phases.

We first approached this site by conducting a site analysis consisting of driving around Marysville and taking multiple pictures of the site and the area surrounding it. Through this, we realized that the site had storm water issues as well as unappealing views on and off site. Being able to buffer the industrial uses west of the site with trees and shrubbery became a big part of our site design as well as adding elements that would attract visitors. Our design also reacts to pedestrian circulation from the middle school east of the side towards the neighborhoods west of the site and acknowledges that part of the site is owned by Evergy.

By closing down 7th street, Alston, Hedrix, and a part of Carolina, we are creating something similar to a pedestrian mall. We wanted our site to be walkable and complimentary to the walkable downtown area south of the site. By doing this, we are able to control the traffic that goes through the site and integrate a charter bus drop-off that would allow visitors to have a very strong first impression of Marysville and Memory Lane.

Our narrative elements are also iconic elements that will tell the story of Marysville and the Union Pacific Depot in a vivid way. Our arching water feature will welcome visitors approaching the east part of the site while the interactive water feature west of the site will emit visuals and sounds reminiscent of those a train creates. Lastly, Our big draw-in will be the retrofitted train cars, the City Park engine, and the Union Pacific Caboose located on site.




**Figure 2.3.9.**
**Closed Streets**
As a leading design strategy, 7th street, Hedrix Ave, and Alston St, are closed down and reclaimed on the site to create an attractive pedestrian focused site.
(Harris, 2019)

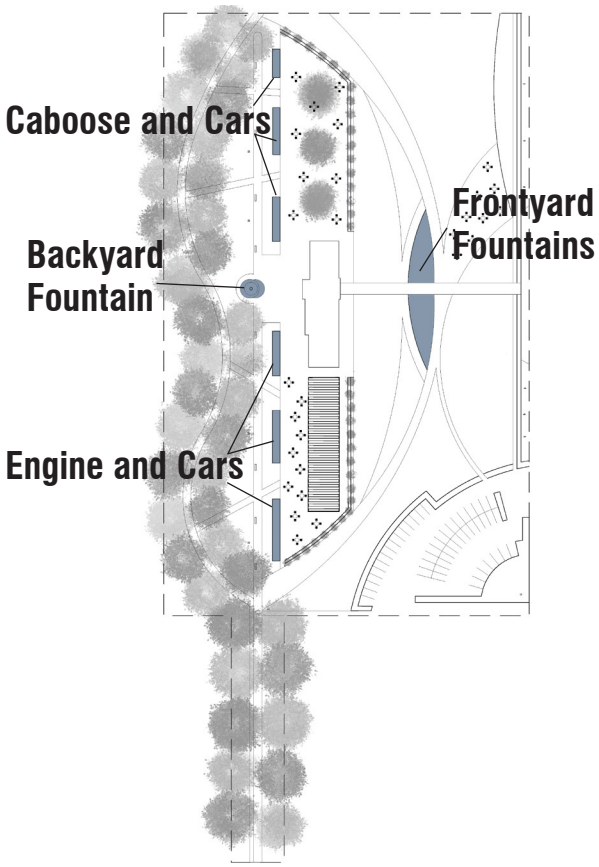



**Figure 2.3.10.**
**Iconic Elements**
The areas in blue highlight interactive features that would attract people to the site and to Marysville.
(Harris, 2019)

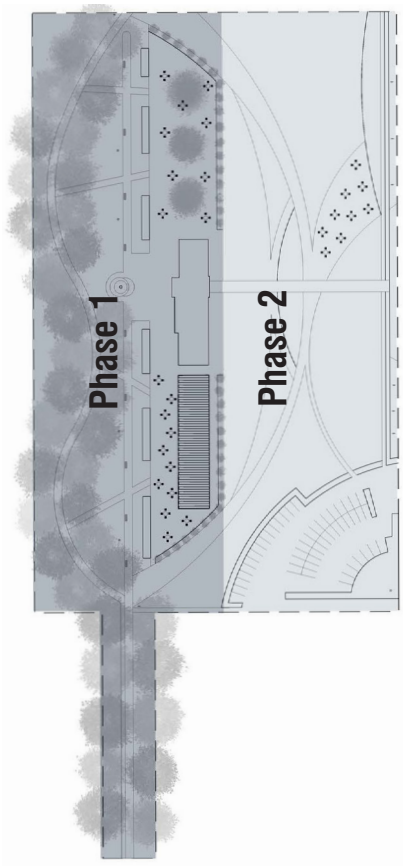



**Figure 2.3.11**
**Phasing**
The different shades of blue highlight which area of the site could be constructed in phases.
(Scheer, 2019)

## User Experience

As visitors enter Memory Lane, they will be greeted by an arch of water that will lead them towards the restored Union Pacific Depot. On the north side of the entry point, there is The Grove where people can sit and relax in a shaded area near a garden. Within the depot, people are able to get more information on the founding of Marysville as well as the significant impact the Union Pacific Depot made on the town. The north and south plazas on site are shaded with movable seating to provide comfort to visitors who want to be near the retrofitted train cars.

The west side of the site includes a water feature that is more abstract and interactive as well as the old and retrofitted train cars. These train cars will be used as educational opportunities as well as places where people can eat, read, and drink.

Lastly, the back of the site is called Memory Lane because of the winding trail that connects the Blue River Trail north of the site to the pick up point south of Pony Express Park. This is the area where visitors will be able to stroll and reflect on all that they've learned from the rest of the site.

**Figure 2.3.12.**
**Experience**
The shapes in this diagram labels the specific types of experiential areas.
(Harris, 2019)

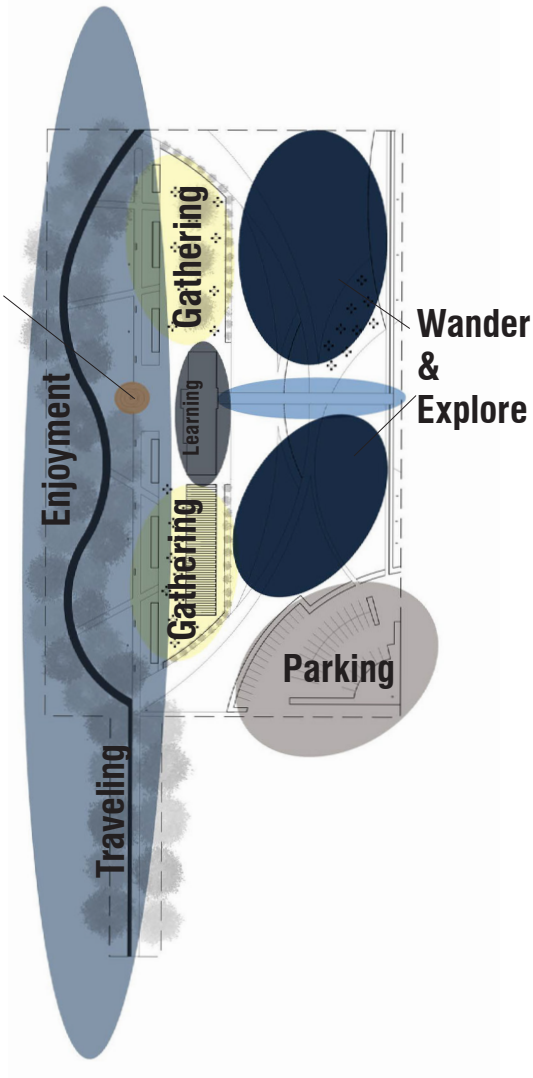



**Figure 2.3.13.**
**Memory Lane**
Our site design aims to become the entry point to Marysville.
(Harris, 2019)

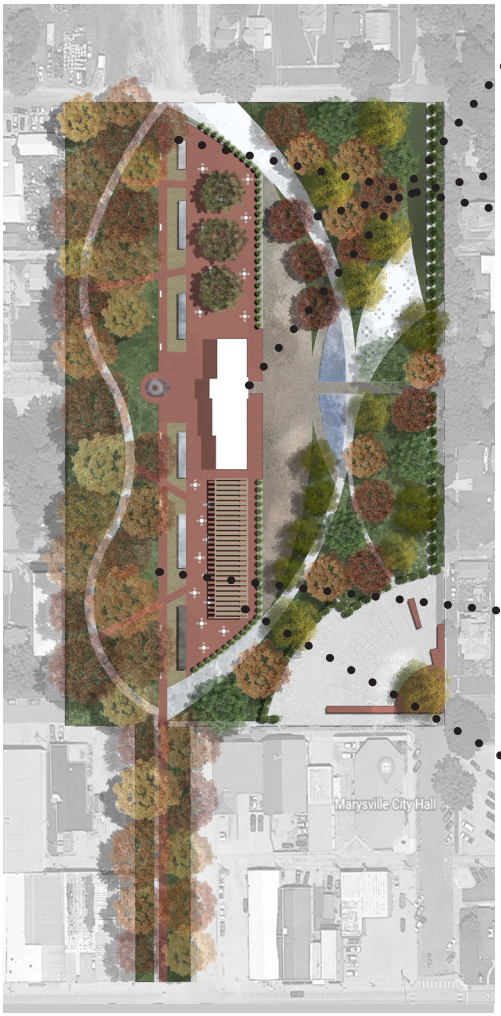




**Figure 2.3.14.**
**Plantings Near Building**
Plantings alongside the front of the building nod to the past plantings that lines the front of the depot.
(Belk, 2019)



**Figure 2.3.15.**
**The Grove**
Porch swings reside in the grove, providing an intimate gathering space.
(Belk, 2019)




**Figure 2.3.16.**
**The Caboose**
The caboose on site is an interactive element that visitors can explore.
(Belk, 2019)



**Figure 2.3.17.**
**Historical Statues**
Statues are scattered through the site commemorating past historical figures of Marysville, Ks.
(Belk, 2019)



**Figure 2.3.18.**
**North and South Plazas**
The northand south plazas wil have brick, movable seating, and either a pergola or trees for shade.
(Belk, 2019)

## Plantings

Our planting palette is based on the original plantings from the 1920's design by Gilbert Stanley Underwood. The old planting palette included plants like red cedars, pin oaks, black-eyed susans, smooth sumac, and japanese roses. The planting style is now going to a complimentary to the Spanish-Style architecture of the Union Pacific Depot. Our plants will be upright junipers as well as other evergreens such as boxwoods and other short shrubs. We will also use potted plants inside the depot to create an inside-outside connection with the outdoor landscape. Our new palette is meant to be complimentary to the architecture instead of a distraction. We will also use tall, shady trees for human comfort well as tall grasses and wildflowers to add color near the train cars.



**Figure 2.3.19.**
**Image of Original Plantings**
(Union Pacific Meusum Collection, 2016)



**Figure 2.3.20.**
**Section B-BB**
The restored double-platforms returns the historic design to the site. A comfortable plaza space offers a space for more intimate gatherings.
(Scheer, 2019)



Eastern Redbud (Cercis Canadensis)



Zelkova (Zelkova serrata)



Common Milkweed (Asclepias syriaca)



Rudbeckia ‘Sahara’ (Rudbeckia hirta ‘Sahara’)



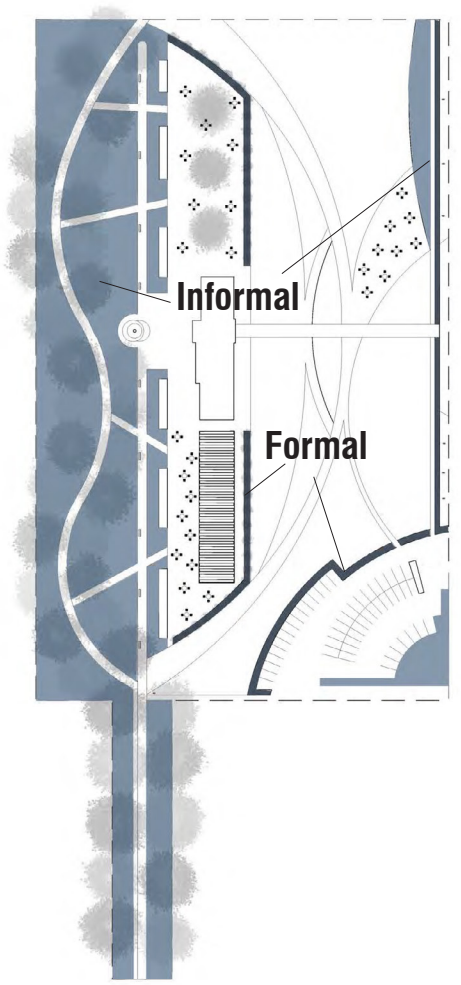
Wintergreen Boxwood (Buxus sinica var. insularis)



Sweet Potato Vine (Ipomoea spp.)



Spartan Juniper (Juniperus chinensis ‘Spartan’)






Little Bluestem (Schizachyrium scoparium)



Hen and Chicks (Sempervivium)



Lacebark Elm (Ulmus parvifolia)



Creeping Juniper ‘Blue Chip’ (Juniperus horizontalis ‘Blue Chip’)

**Figure 2.3.21.**
**New Plantings**
The areas highlighted in the light blue, are areas on the site with informal planting arrangements. The areas highlighted in dark blue are key areas with formal plantings and arrangements that nod to the past plantings that were once on the depot site
(Scheer, 2019)



**Figure 2.3.22.**
**Section A-AA**
A shared bike and pedestrian pathway runs along the eastern portion of the site that acts as a trail-head and connection for regional bike trails.
(Scheer, 2019)

## Activated Spaces

We realize that the site currently holds multiple weddings and has potential to hold even bigger events such as barbecues, farmers markets, and car shows so we have multiple hardscape areas capable of holding medium sized events as well as fifty additional parking spaces. During the weekdays when the Union Pacific Depot's museum is open, we predict that people will be more inclined to visit the rest of the site during these hours. People will be attracted to the Grove, the water feature in the back of the site as well as the renovated train cars. On the weekends, we envision farmer's markets and food trucks occupying the Front Porch. Our plazas are capable of holding large amounts of people especially in the Sunroom under the pergola. The train cars will support any small private events like weddings and concerts.

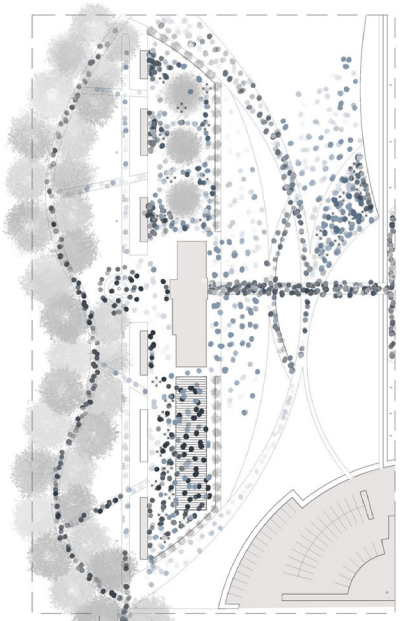


**Figure 2.3.23.**
**Visiting Hours**
The dots and their variation in color demonstrate the volume of people in areas they would occupy during the depot's visiting hours
(Harris, 2019)

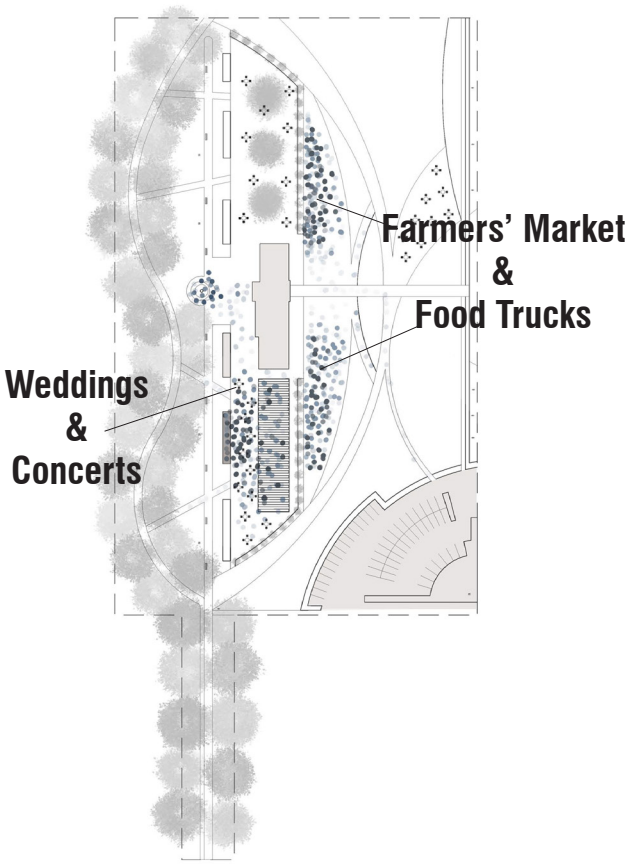



**Figure 2.3.24.**
**Weekend**
The dots and their variation in color represent areas and density people would occupy during weekend events such as a farmer's market with food trucks, a wedding or a concert
(Harris, 2019)

## Activating the Depot

A mural inside the Union Pacific Depot could be a big draw-in because it would visually tell the story of Marysville's founding as well as the impact the Union Pacific Depot had on Marysville. Along with the mural, there could also be an opportunity to add more display cases showing memorabilia from the Union Pacific Depot's peak. This space could also continue to serve as a popular wedding venue. Currently it is capable of supporting a small wedding gathering but with the new renovation and the additional outdoor space this could also serve as a gathering place for public meeting such as town halls.



**Figure 2.3.25.**
**Current Interior of the Union Pacific Depot**
The interior of the Union Pacific Depot is under renovation. The interior will be restored to its former glory.
(Harris, 2019)




**Figure 2.3.26.**
**Mural inside the Depot**
By adding a mural to the primary space within the depot, we tell the story of the Union Pacific Depot
(Belk, 2019)

## Retrofitting Train Cars

The big draw-in for our Memory Lane is the retrofitted train cars. These cars will resemble box cars and passenger cars from various time periods important to the Union Pacific Depot's growth. These cars will be the same size and shape as the cars that used to bring people and cargo to Marysville. The inside of the train cars will be modified to serve various purposes complimentary to the new program of the site.

One train car would be a café with a kitchen inside and seating both inside and outside of the train. Another train car will resemble an old box car but would serve as a reading nook for those wanting to have a quieter space to occupy. We would have a third retrofitted train car that would serve as a bar for after hours events such as concerts or wedding receptions. The final train car would be a flatbed that would be




**Figure 2.3.27.**
**Passenger Train Turned Cafe**
A retrofitted passenger car is re-purposed as a small restaurant.
(Belk, 2019)

able to support stage equipment for a small band performance. This train car is located adjacent to the Sunroom. We visualize this space being most used in the evenings. Sandwiching all of these cars would be the engine that is currently located in City Park and the caboose that is located west of the Union Pacific Depot. By using old train cars and re-purposing them we hope to attract people who are familiar with the time the train cars are from and people who are interested in the new uses.



**Figure 2.3.28.**
**Deptford Cafe, London**
The Deptford Cafe in London is a precedent for our project. This cafe is located inside a retrofitted train car.
("Spotlight on Deptford and New Cross" 2013)



## Water Features

We have two water features on our site. Both water features are in line with the current Alston Street axis. We aligned our features with this axis to give a strong sense of entry to the site.

The first water feature is located on the east side of the Union Pacific Depot. This water feature arches over the main entry point to the building so guests can feel welcomed into the site. This will be the first thing that people will see as they are entering from the east towards the Union Pacific Depot.

Our second water feature is an abstraction of what a train sounds and looks like as it's approaching the depot. We have a 30-foot tall, golden train smokestack located in the middle of this interactive water feature. The smokestack emits mist that falls down in large rings. We envision children playing in this mist and feeling connected to the history of the site.

The front of the interactive water feature is what we call a rumbling water feature. Beneath the surface of this part will be pistons that will go up and down and rumble the water that is on top. This is meant to imitate the way water moves as a train is approaching. As the pistons begin to move up and down faster, the water on the surface of the rumbling water feature will jump up and down faster and faster until a train whistle sound is emitted. At this moment the train has "arrived".

The third part of the interactive water feature is a mist area similar to Dillworth Park's mist water feature created by Janet Echelman. Our water feature will be active during all parts of the day and will have colored lights that will make the space usable and beautiful at night.



**Figure 2.3.29.**
**Grand Entrance**
A unique and memorable entrance to the depot provides the perfect spot for taking pictures.
(Belk, 2019)



**Figure 2.3.30.**
**Interactive Water Feature**
An interactive fountain on the western side of the depot gives children the joy of playing in rings of mist and a rumbling splash pad that resembles the smokestack of an arriving steam engine
(Belk, 2019)

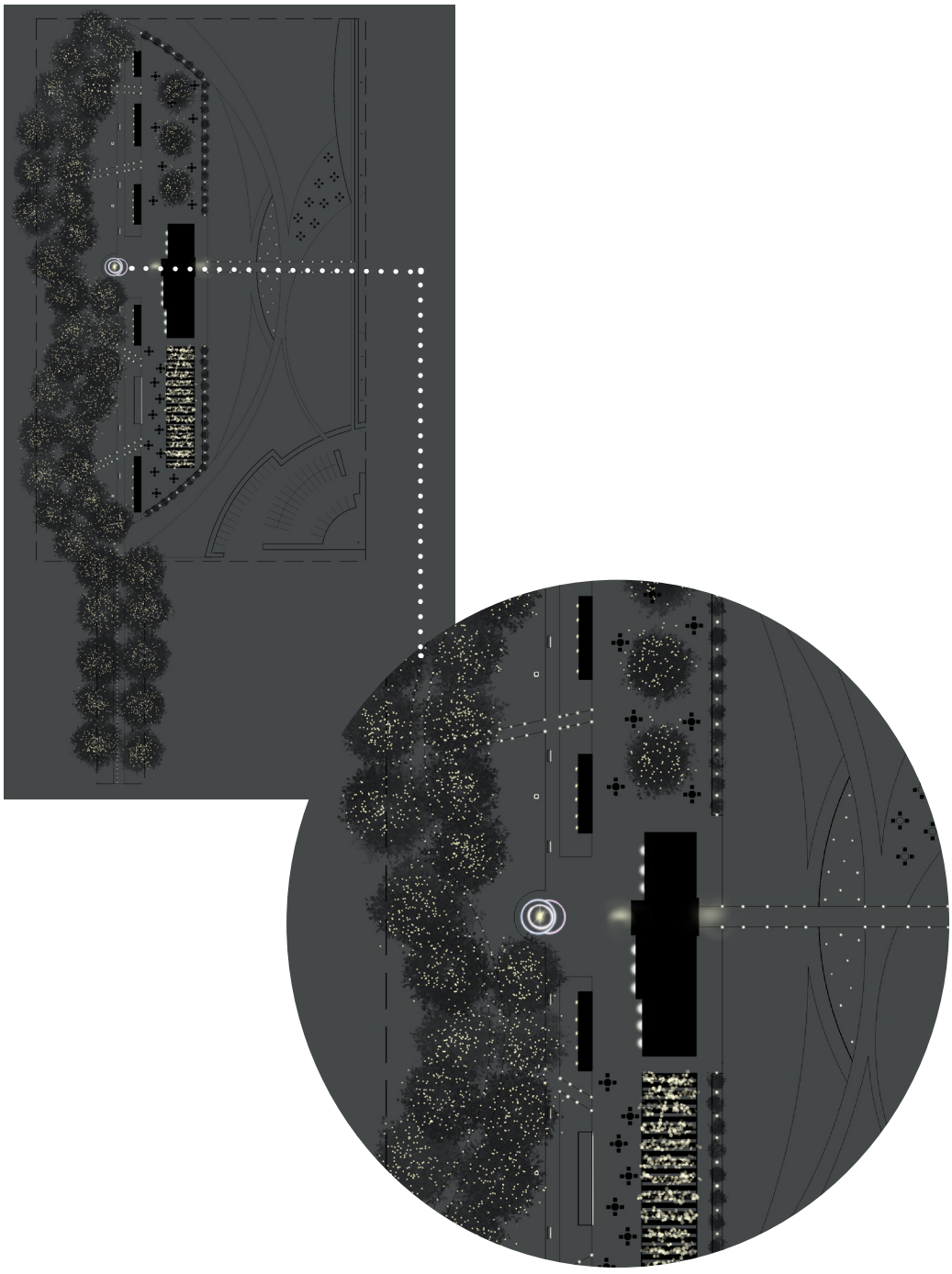


**Figure 2.3.31.**
**Section A-AA**
A shared bike and pedestrian pathway runs along the eastern portion of the site that acts as a trail-head and connection for regional bike trails.
(Scheer, 2019)

## Activated At Night

We aim to make this space capable of operating 24 hours. We are accomplishing this by adding lighting around the site and providing amenities that will be useful for evening events. Our subspaces north and south of the Union Pacific Depot will be well lit by patio lights and stage lights near the flatbed car. Underneath the pergola south of the depot there are movable tables and chairs that can be put elsewhere during high-volume events such as standing room only concerts. The café and bar car near the brick platform on site can also be used during evening events. The plaza space east of the Union Pacific Depot is available for pop-up events as well as food trucks. Memory Lane on the west side of the site will be well lit by lights strung between the trees on either side of the grand promenade.

**Figure 2.3.32.**
**Night Use & Lighting**
The areas used the most during the evening are highlighted by depicting what the lighting on site could look like at night.
(Harris, 2019)



## Main Take-Aways

### Sub-Heading

### Take-Away #1

We are respecting the history of the Union Pacific Depot by retaining important elements on site such as the brick platform, the Union Pacific Depot building, and the underlying geometry left by the previous rail lines.

### Take-Away #2

We are telling the story of Marysville's Union Pacific Depot through art such as the mural inserted in the building's primary space, memorabilia in display cases, and statues of historical figures along memory lane.

### Take-Away #3

We are abstracting the idea of trains through an interactive water feature on the west side of the site. We are also remembering the train history by relocating the train engine from City Park, moving the caboose from the west side of the site into the site, and bringing in retrofitted train cars.

### Take-Away #4

We are connecting Memory Lane with the rest of Marysville by creating a strong entry points east of the site for visitors coming by charter bus or car. We are also filling in the gap of the Blue River bike trail with a shaded grand promenade on the west side of the site.

**Figure 2.3.33.**
**Concert on Flatbed Car**
Live entertainment is possible by utilizing the flatbed car as a stage adjacent to the "Sun Room."
(Belk, 2019)



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**Figure 2.3.1**

Belk, Ayana. "Mural in the Depot." Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.2**

Belk, Ayana. "Marysville Mural." Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.3**

Belk, Ayana. "Inside the Depot." Kansas State University LAR 442 2019. Photo.

**Figure 2.3.4**

Belk, Ayana. "Union Pacific Caboose." Kansas State University LAR 442 2019. Photo.

**Figure 2.3.5**

Belk, Ayana. "Looking Towards the West." Kansas State University LAR 442 2019. Photo.

**Figure 2.3.6**

Belk, Ayana. "On Platform Looking North." Kansas State University LAR 442 2019. Photo.

**Figure 2.3.7**

Harris, Alexandria. "Union Pacific Site in Context." Kansas State University LAR 442 2019. Map Created with Procreate and Google Earth.

**Figure 2.3.8**

Harris, Alexandria. "Memory Lane." Kansas State University LAR 442 2019. Map Created with Procreate and Google Earth.

**Figure 2.3.9**

Harris, Alexandria. "Closed Streets." Kansas State University LAR 442 2019. Diagram Created with Procreate.

**Figure 2.3.10**

Harris, Alexandria. "Iconic Elements." Kansas State University LAR 442 2019. Diagram Created with Procreate.

**Figure 2.3.11**

Scheer, Carson. "Phasing." Kansas State University LAR 442 2019. Diagram Created with Procreate.

**Figure 2.3.12**

Harris, Alexandria. "Experience." Kansas State University LAR 442 2019. Diagram Created with Procreate.

**Figure 2.3.13**

Harris, Alexandria. "Memory Lane." Kansas State University LAR 442 2019. Map Created with Procreate and Google Earth.

**Figure 2.3.14**

Belk, Ayana. "Plantings Near Building." Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.15**

Belk, Ayana. "The Grove." Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.16**

Belk, Ayana. "The Caboose." Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.17**
Belk, Ayana. “Historical Statues.” Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.18**
Belk, Ayana. “North and South Plazas.” Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.19**
Union Pacific Museum Collection. Untitled. Photo. https://www.kshs.org/resource/national_register/nominationsNRDB/KS_MarshallCounty_HistoricRailroadResourcesMPS_MarysvilleUnionPacificDepotNR.pdf

**Figure 2.3.20**
Scheer, Carson. “Section B-BB” Kansas State University LAR 442 2019. Section Created with Photoshop.

**Figure 2.3.21**
Scheer, Carson. “New Plantings” Kansas State University LAR 442 2019. Diagram Created with Procreate.

- http://cdn.shopify.com/s/files/1/0059/8835/2052/products/Spartan_Juniper_450_MAIN_grande.
- https://www.naturehills.com/media/catalog/product/cache/35c1080e597d6a74b42d0d88ced836c1/w/i/wintergreen-boxwood-trimmed-shaped-row-425x425.jpg
- https://s3.amazonaws.com/mygardenlife.com/plant-library/full/4665_33.jpg
- https://exjcfhlan9-flywheel.netdna-ssl.com/wp-content/uploads/2017/01/allee-elm-tree-oklahoma-1080x520.jpg
- https://www.provenwinners.com/sites/provenwinners.com/files/imagecache/low-resolution/ifa_upload/6b9ae6412315e20dc047f29c825c91ea.jpg
- https://www.anniesannuals.com/signs/p%20-%20r/images/rudbeckia_hirta_sahara_permission_millette_photomedia.jpg
- https://www.outsidepride.com/images/products/detail/groundcover/hensandchicks.jpg
- https://roundstoneseed.com/1739-large_default_btt/common-milkweed.jpg
- https://inlandvalleygardenplanner.org/wp-content/uploads/2017/01/31100733/Zelkova-serrata-Sawleaf-Zelkova-2-819x1024.jpg

**Figure 2.3.22**
Scheer, Carson. “Section A-AA” Kansas State University LAR 442 2019. Section Created with Photoshop.

**Figure 2.3.23**
Harris, Alexandria. “Visiting Hours.” Kansas State University LAR 442 2019. Diagram Created with Procreate.

**Figure 2.3.24**
Harris, Alexandria. “Weekend.” Kansas State University LAR 442 2019. Diagram Created with Procreate.

**Figure 2.3.25**
Harris, Alexandria. “Current Interior of the Union Pacifc Depot.” Kansas State University LAR 442 2019. Photo.

**Figure 2.3.26**
Belk, Ayana. “Mural inside the Depot.” Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.27**
Belk, Ayana. “Passenger Train Turned Cafe.” Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.28**
Spotlight on Deptford and New Cross. “Deptford Cafe, London.” https://www.homesandproperty.co.uk/area-guides/greater-london/spotlight-on-deptford-and-new-cross-31076.html

**Figure 2.3.29**
Belk, Ayana. “Grand Entrance.” Kansas State University LAR 442 2019. Photomontage Created with Procreate.

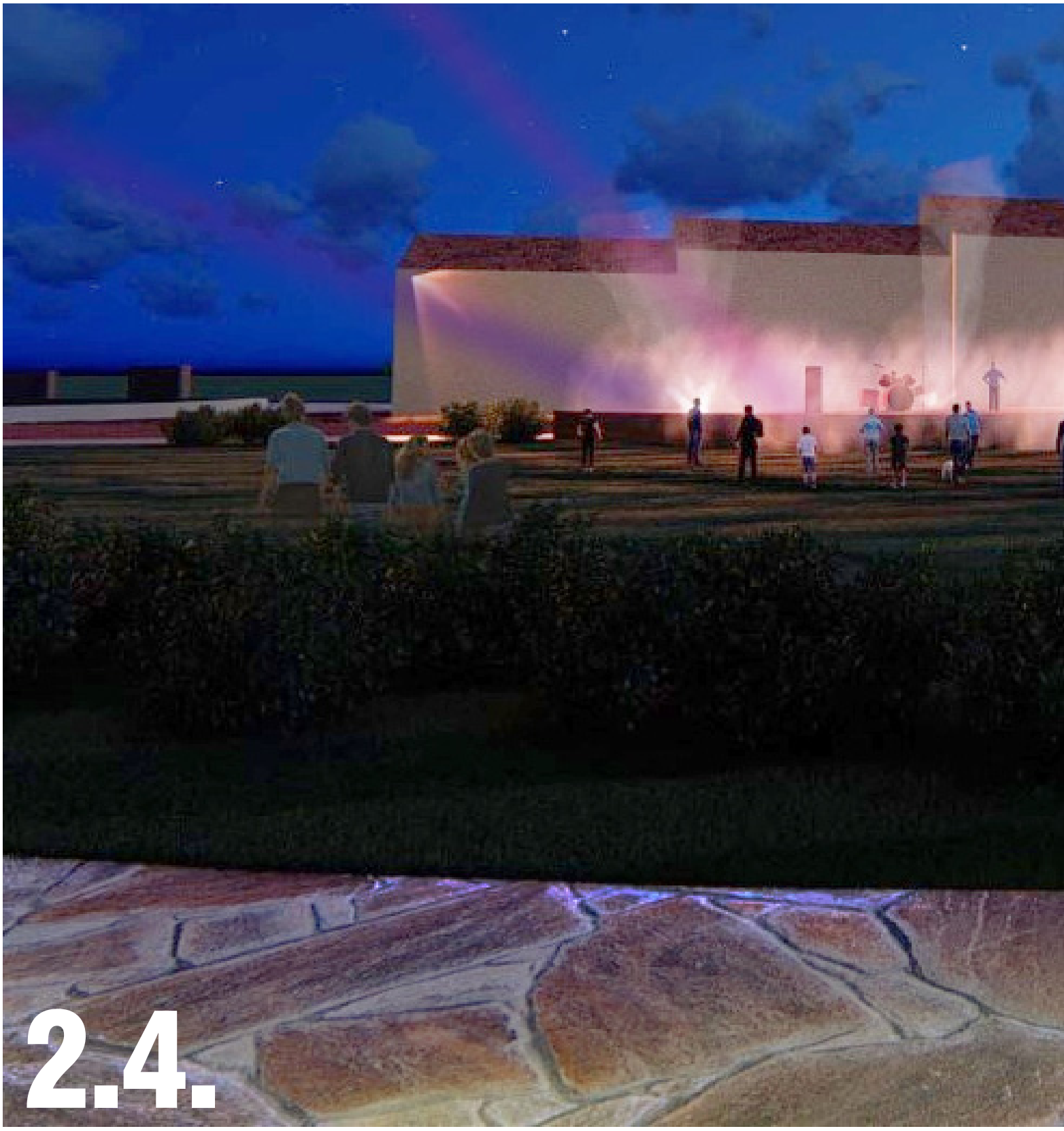
**Figure 2.3.30**
Belk, Ayana. “Interactive Water Feature.” Kansas State University LAR 442 2019. Photomontage Created with Procreate.

**Figure 2.3.31**
Scheer, Carson. “Section C-CC” Kansas State University LAR 442 2019. Section Created with Photoshop.

**Figure 2.3.32**
Harris, Alexandria. “Night Use & lighting .” Kansas State University LAR 442 2019. Diagram Created with Procreate.

**Figure 2.3.33**
Belk, Ayana. “Concert on Flatbed Car.” Kansas State University LAR 442 2019. Photomontage Created with Procreate.

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# 2.4.

# Connecting Generations

## Looking Back to Move Forward



Late Night Concert in the Event Lawn (Kordonowy, 2019)

**Noah Brizendine**
**Elizabeth Franks**
**Kye Kordonowy**

# Connecting Generations

## Looking Back to Move Forward

**Connecting Generations admires the historical culture of Marysville, while also appreciating young families returning to Marysville by creating a destination that synthesizes the connection between generations.**

The historical identity to Marysville has been cherished by the community since the beginning, and has served as the historic foundation to this small Kansas town. To this day, Marysville's identity still connects to the history it holds. However, as Marysville is beginning to make changes in areas around town to welcome younger families back, finding a balance for both it's history and future will help the town discover a new identity that will be appreciated from all users.

Connecting Generations is a design that is meant to give respect to both identities, the historical and modern. The site that is currently being considered for a redesign is one of the most historic areas in town, as the old depot is lcoated in the middle of site. Throughout the years, however, the site has become vacant and has lost all identity. By introducing a new vision to the area, a hybridized identity will soon arise. Connecting Generations proposes a design that will help build an identity for the entire community.



**Figure 2.4.1**
**Southern Entrance Coming from Highway 77**
The allee of trees lining the southern end of the site creates a strong threshold that connects users from the site to the Pony Express statue, located directly south across Highway 77.
(Franks, 2019)

## Background

In the beginning of the design process, a S.W.O.T analysis was performed to lay out the strengths, weaknesses, opportunities, and threats of the site. By performing this analysis, we found that the main weaknesses that we needed to address on site: unwelcoming streets for users, vacancy, and a lack of recreational places for users. From that analysis, we wanted to address those weaknesses, along with a couple of the strengths: identity, the art scene and events, tourism and social media presence, and pedestrian and cyclist friendly.

Going about the design process, a couple of precedents led us to design the right concept that would fit best in this area, addressing those strengths and weaknesses related back to the site. The Red Ribbon Park inspired us to have a similar concept that would help abstract the idea of "connecting generations" throughout the site. Millennium Park also had a key feature that would inspire us to include an event space to accommodate for bigger events. Finally, the idea of a pop up park and beer garden was incorporated into the site as different programs for users to experience.



**Figure 2.4.2**
**The Red Ribbon Park**
The Red Ribbon is located in a town in China called Qinhuangdao. The concept behind this park inspired us to create an abstracted concept that is found throughout the site in Marysville.
(Cambiaggie, 2019)

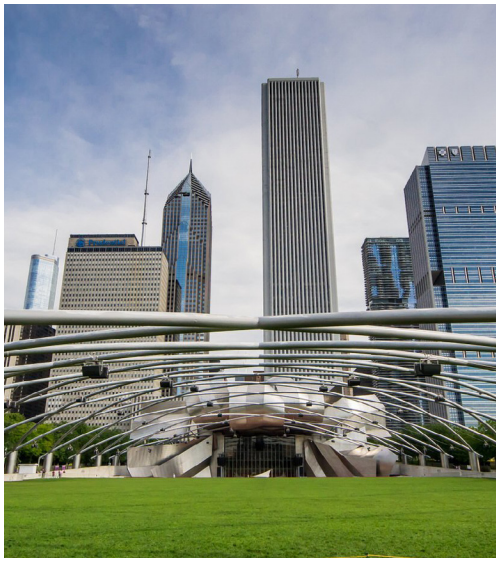


**Figure 2.4.3**
**Millennium Park**
Located in the heart of Chicago, IL, Millennium Park has a large event space that is considered one of its significant elements found within the park. Because of this event space's beautiful back drop of the city, and its large success, we wanted to create a space that could accommodate for large groups coming into Marysville, with the historic depot as the beautiful backdrop for the audience.
(Windy City Paws, 2019)



**Figure 2.4.4**
**Beer Garden Social Gathering Space**
Beer Garden concepts attract many users into the space and provides the opportunity for events and gatherings to occur.
(Domolky, 2015)



**Figure 2.4.5**
**ICT Pop-Up Urban Park**
ICT Pop-Up Park in Witchita, KS has a programmed idea that attracts lots of users into the space, something that we wanted to similarly incorporate into our site some way.
(Riedl, 2019)

# Marysville Map

**Legend**

- Site Boundary
- US HWY 77
- Pony Express Park
- Blue River Rail Trail
- Implied Trail Connection

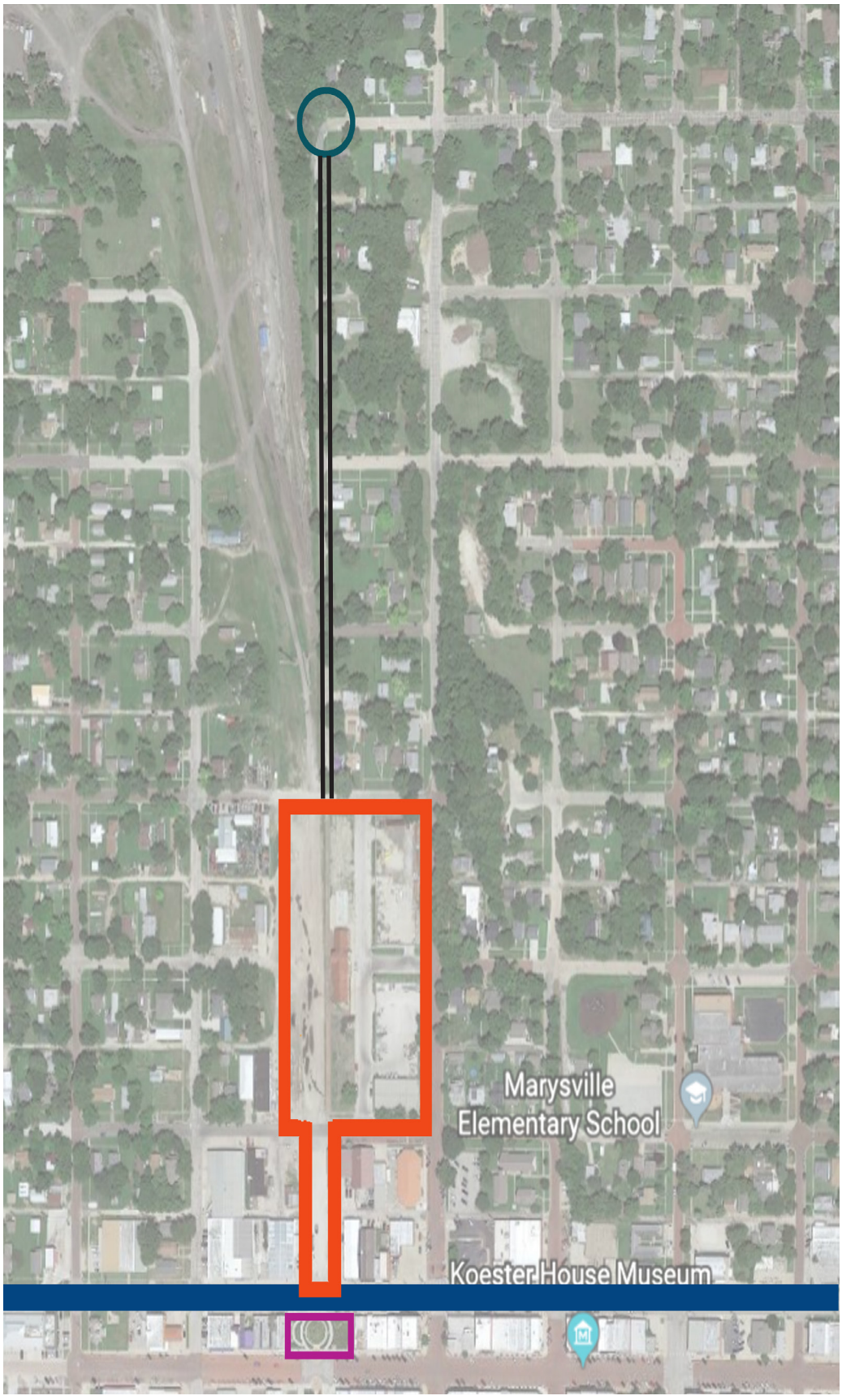



**Figure 2.4.6**
**Marysville Town Map**
For the project, our site was a vacant lot that was once the railroad stop in the town. The historic depot is still standing today and is a big aspect to Marysville's historic identity.
(Brizendine, 2019)

# Exisiting Photos



View looking North of the site. The brick platform is run down and needs to be releveled.



Hedrix Rd., just east of the depot, is unused and is not a major road for everyday use.



The site is located in the middle of a neighborhood and schools, so a lot of children use this site as a “short cut” to go back and forth.



Trucks use the site as an implied road,which brings a lot of risk for pedestrians, especially the children cutting through. There is no signage or cross walks.



Pony Express Park is located directly south of the site. The park is a strong focal point on the central axis throught the site.

**Figure 2.4.7**
**Exisiting Site Photos**
From our site visit, the site was captured at different views.
(Belenger, 2019)

## Intent

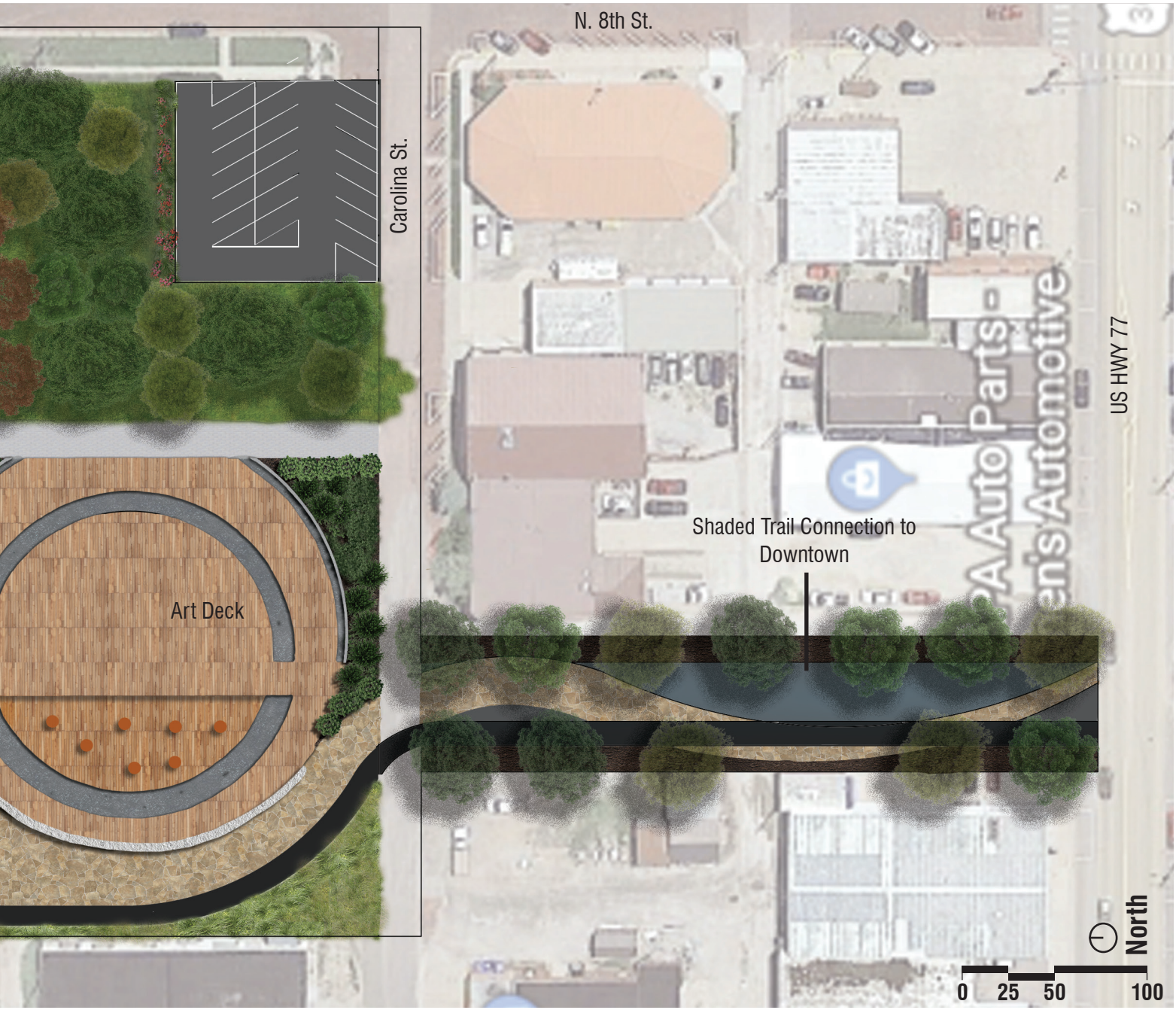
One of the big goals was to create a place that will attract all users of all age groups. To accomplish that "connecting generations" idea, the project incorporates the historic identity while also establishing ways to bring in the new tourism and social media potential for the newer generation identity.

Another goal that was set for the project was to establish a wide range of programming. Because of the size of the site, it was difficult to create just the right amount of programming to place within boundary. However, by creating subspaces within the broader programming elements, pedestrians can experience different aspects of the same area without the space feeling repetitive or uniteresting.



The final goal that the project accomplishes is creating a main hub for cyclist or other users passing through the area. Since the Blue River Trail head is just north of the site, the creation of a rest stop or hub for users of that trail was important. As the trail continues just south of the site boundaries, *Connecting Generations* will also serve as a puzzle piece that further provides a north to south connection.

**Figure 2.4.8**
**Marysville Rendered Site Plan**
The overall goal of the project was to incorporate spaces that would involve different generations, while respecting the range of users that experiencing the site.
(Brizendine, 2019)



## Urban Design Strategies

To help accomplish our goals for the proposal of this site, there were a couple of big moves that we decided to implement into our design. One of our biggest moves that was accomplished included closing off Hedrix Ave/N. 7th St., and making the site be completely pedestrian friendly. We noted that the street was not used as much as some of the other surrounding streets, so this answered our question whether closing that street was vital or not. Our other big move that we decided to go with was taking the implied road to the west of the depot and turned that into a pedestrian walkway as well. By doing this, this would also help decrease vehicular circulation, which will be safer for the users coming into this new urban area.The last big design strategy for the concept that is being proposed is the ribbon shape that is found throughout the site. The reason behind the ribbon shape goes back to our narrative of “connecting generations”. The shape throughout the site is an abstracted way of showing that connection of the two generations to become one unified community. The ribbon is distinguished by the material and ground lighting--which will help users see this element as they walk through the space.

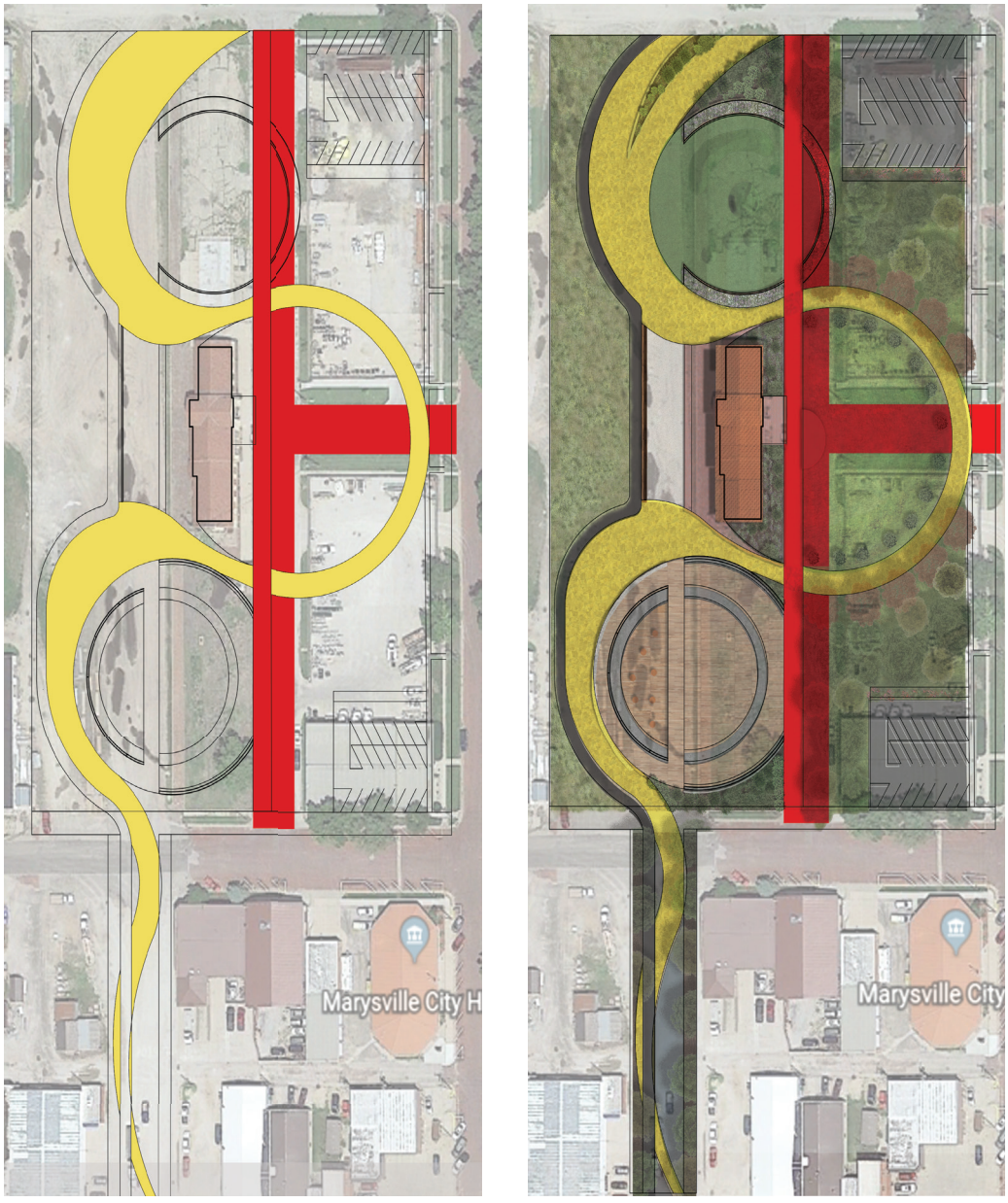



**Figure 2.4.9**
**Big Moves**
Pictured are two diagrams that show the big moves that were taken into consideration when desiging a concept for the site. The left diagram shows the existing conditions with line work we are proposing, along with the moves we decided to go with. On the right diagram, the proposed concept and how those big moves allowed us to create a stronger site.
(Kordonowy, 2019)

## A Look Into the Spaces

### Appreciating Marysville's Art Identity

While doing more research about the small town of Marysville, we found out that the town has an uprising art community. Local artist can be found in Marysville and they produce beautiful work. We decided to create a space that would accommodate for all ages, while also showing appreciation for the arts. Within the Art Deck, there is a large space open for local artist to come by and display their art to the public, so they can get their name out.



**Figure 2.4.10**
**Locals and Visitors Admiring the Art Deck**
Marysville's community gathers within the artisitc realm to appreciate the art and history of the town. Murals tell Marysville's story dating back to the Pony Express, up till recent events.
(Franks, 2019)

### Providing an Outdoor Space for the Younger Crowd

After completing a site visit in Marysville, we noted that the town lacked in spaces for children to go run around and be children. With our design concept, we incorporated different spaces for everyone in Marysville, one of those being the Play Pad for the younger crowd. The Play Pad includes berm elements that create different subspaces for children to run around. Artifical turf is the material used, as it provides a safe space and prevents little to no injury to users. Parents and gaurdians are able to sit around the edge and supervise while also getting a view of the depot to the south.



**Figure 2.4.11**
**Families Enjoying the Play Pad**
Located along the northern side of the old depot, the Play Pad includes berm elements that allow for children to run around and climb all over, while also appreciating the view of the historic element, the depot.
(Franks, 2019)

# Proposed Details

## Plantings

Vegetation can be a beneficial element that can be consider for a design. By having large amounts of vegetation all over site, users area able to experience the site a lot more differently. Vegetation also creates buffers that are more aesthetic to the eye for users. Finally, by adding more vegetation to the site, that creates more habitat availability for animals

### Legend

Flower Beds:
-New England Aster
-Swamp Milkweed
-Joe Pye Weed
-Geraniums

Tree Grove:
-Gingko Tree
-Shingle Oak
-Red Maple

Tree Allée:
-London Plane Tree

Native Grass Mix:
-Little Bluestem
-Big Bluestem
-Switchgrass
-Indian Grass



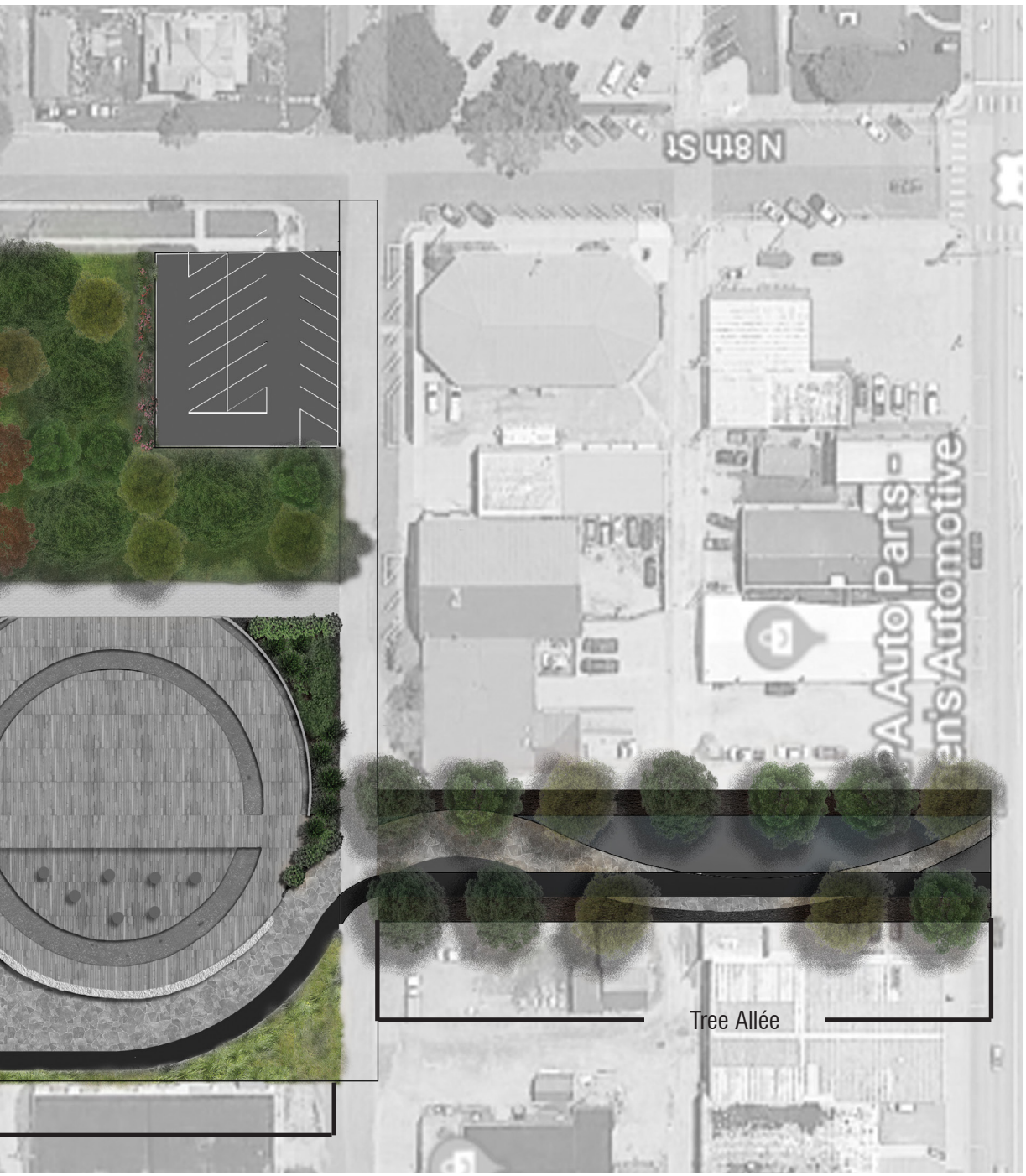



**Figure 2.4.12**
**Proposed Vegetation**
The diagram to the left highlights the areas that propose a large amount of vegetation. Suggested plants and trees are given to help strengthen the site.
(Franks, 2019)

# Proposed Details

## Materiality

Materials are important elements that can make a design stronger. These elements can create a sense of space and character for the user experiencing the site. Specific materials are chosen for aesthic reasons, while others are chosen for safety reasons. Below are samples of the proposed materials found throughout the site.

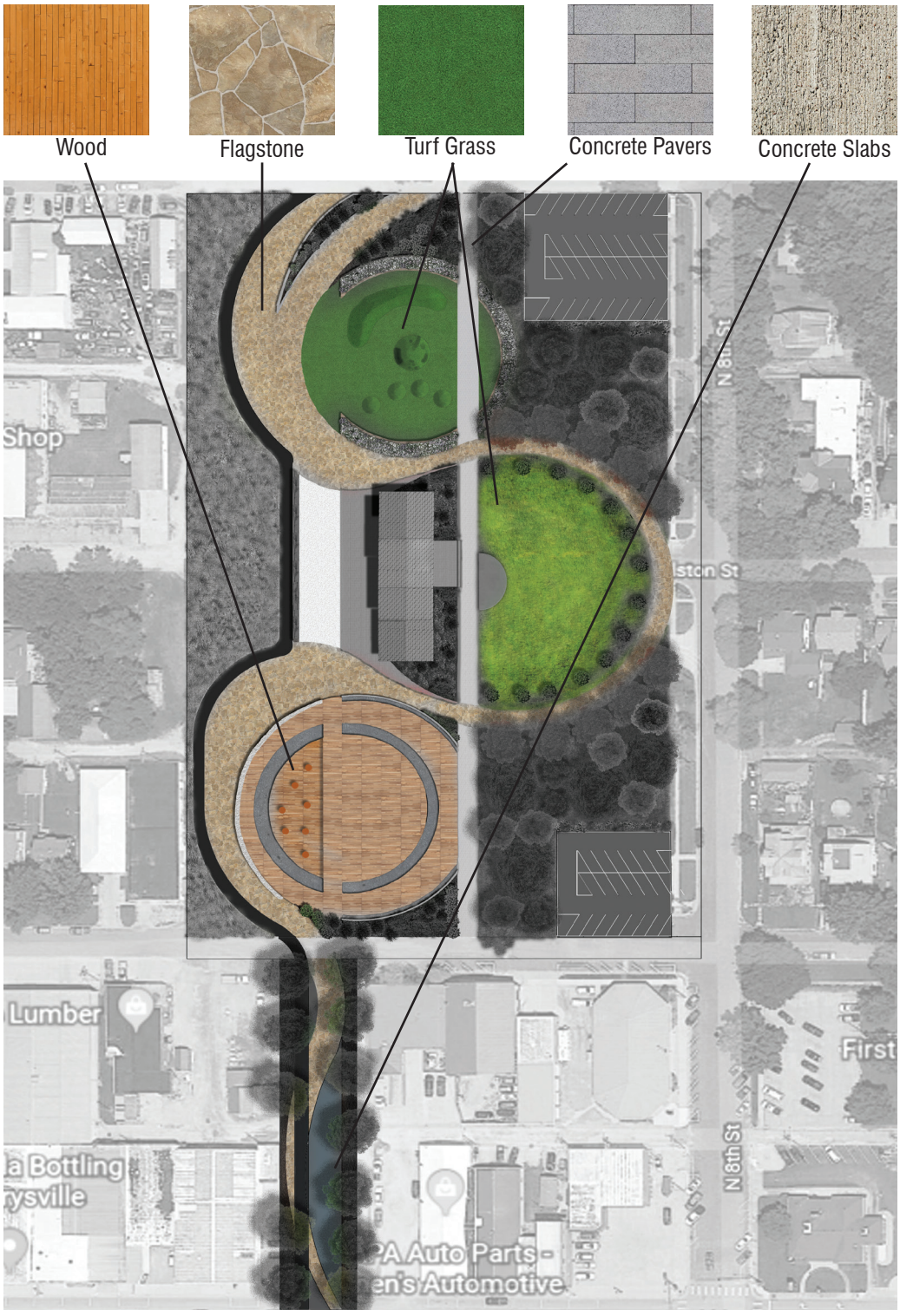



**Figure 2.4.13**
**Rendered Plan Showing Material Location**
The rendered plan shows the materiality that is used throughout the design.
(Brizendine, 2019)

## Main Take-Aways

**By working on this project for a couple of weeks, a lot of research and time was put into creating a concept that would fit in to Marysville. Because of the amount of time spent on the project, a couple of take-aways were noted for furthering our design careers.**

**Take-Away #1:** One take-away that our group took from this project was to take context into better consideration. Context is an important element when designing because the new design will most likely take affect on the surrounding area. For Marysville, it was the idea of creating a site that would help create a stronger connection with the trail head just north of the site, and creating another connection with the Pony Express Park south of the site.

**Take Away #2:** Another take-away we learned from the project was to have an open mind with the community, as we had a set vision for the site. It was important to listen to the community while in the design process, as they know their own town better than we do. Our end goal was to please the community and give them what they envision would be designed on the vacant lot around the old depot.

**Take-Away #3:** The last take-away that was important was the idea of doing more research than needed in order to understand the town better. This was especially important for Marysville, as its foundation is built on history, and that was important to know going about a concept for the site.

**Figure 2.4.14**
**Locals and Tourist Gather in the Beer Garden**
Night life gathers in the beer garden for an extended socializing opportunity. Users are ablet o socialize on the western side of the depot, while also using the depot as an interior space.
(Kordonowy, 2019)



# Citations

**Cover Image:** Kordonowy, Kye. 2019. Late Night Concert in the Event Lawn. Created on 2 Novemeber 2019 on Lumion.

**Context:** Google Maps. 2019. Screenshot of site in Marysville. Screenshot. Retrieved 31 October 2019 from https://bit.ly/34QhqoP.

**Figure 2.4.1**
Franks, E. and Brizendine, N. 2019. Southern Entrance Coming from Highway 77. Created on 3 November 2019 on Adobe Photoshop.

**Objects:**
Belenger, Blake. 2019. LAR442 Marysville 2019. Photographs. Accessed October 21, 2019 from shorturl.at/euI04.

**People:**

Balielo, Vidal Jr. 2019. Family Walking on Path. Photograph. Retrieved 2 November 2019 from https://bit.ly/2NtnRZ5.

OakleyOriginals. 2012. Family Bike Ride. Photograph. Retrieved 4 November 2019 from https://flic.kr/p/eQJei3.

**Figure 2.4.2**
Cambiaggie, Gaia. 2019. Tanghe River Park (The Red Ribbon Park). Photograph. Retrieved 21 October 2019 from https://bit.ly/33F25H6.

**Figure 2.4.3**
Windy City Paws. 2019. Untitled photograph of Millennium Park Grass Space. Photograph. Retrieved 21 October 2019 from https://bit.ly/2NVU4XI.

**Figure 2.4.4**
Domolky, Daniel. 2015. Untitled photograph of a small social gathering space. Photograph. Retrieved 21 October 2019 from https://bit.ly/32xrX6N.

**Figure 2.4.5**

Riedle, Matt. 2019. Untitled image of ICT Urban Pop-Up Park. Photograph. Retrieved 21 October 2019 from https://bit.ly/2pR9Wmt.

**Figure 2.4.6**

Brizendine, Noah. 2019. Overall View of Marysville. Created on 6 November 2019 on Adobe Photoshop.

**Figure 2.4.7**
Belenger, Blake. 2019. LAR442 Marysville 2019. Photographs. Accessed October 21, 2019 from shorturl.at/euI04.

**Figure 2.4.8**
Brizendine, Noah. 2019. Connecting Generations Rendered Plan. Created on 31 October 2019 on Adobe Photoshop.

**Figure 2.4.9**
Kordonowy, Kye. 2019. Big Moves Diagram. Created on 2 November 2019 on Adobe Photoshop.

**Figure 2.4.10**
Franks, Elizabeth. 2019. Locals and Visitors Admiring the Art Deck. Perpsective. Created on October 31, 2019 on Adobe Photoshop.

**Objects:**

Ahkam. 2019. Table. PNG. Accessed October 31, 2019 from https://www.freeiconspng.com/img/31930.

Belenger, Blake. 2019. LAR442 Marysville 2019. Photographs. Accessed October 21, 2019 from shorturl.at/euI04.

Christman, Eli. 2017. Carytown Mural. Photograph. Accessed October 31, 2019 from https://flic.kr/p/21zKnL3.

Max Pixel. 2019. Brother Girl Female Bike Boy Children Bicycle. PNG. Accessed October 31, 2019 from https://bit.ly/2NuH8cC.

Max Pixel. 2019. Riding Bicycle Sport Competition Guy Man. PNG. Accessed October 31, 2019 from https://bit.ly/33wkdmw.

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**People:**

Kirsi, Pille. 2019. Photo of Women Walking Down the Street. Photograph. Retrieved 31 October 2019 from https://bit.ly/2K2o7vI.

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Pixabay. 2019. Man Sitting. Photograph. Retrieved 2 November 2019 from https://bit.ly/2Cl3lU2.

PNGIMG. 2019. Sitting Businessman. PNG. Retrieved 31 October 2019 from https://bit.ly/32qnEtJ.

Willink, Josh. 2019. Woman and two children looking at lake. Photograph. Retrieved 31 October 2019 from https://bit.ly/2PX3g0F.

**Texture:**

Pxhere. 2016. Water Texture. Photograph. Retrieved 28 June 2019 from https://pxhere.com/en/photo/10939.

PXhere. 2017. Wood Texture. Photograph. Retrieved 31 October 2019 from https://pxhere.com/en/photo/667776.

**Figure 2.4.11**

Franks, Elizabeth. 2019. Families Enjoying the Play Pad. Perspective. Created on October 31, 2019 on Adobe Photoshop.

**Objects:**

Belenger, Blake. 2019. LAR442 Marysville 2019. Photographs. Accessed October 21, 2019 from shorturl.at/euI04.

**People:**

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PXhere. 2017. Boy Climbing. Photograph. Retrieved 2 November 2019 from https://pxhere.com/th/photo/951483.

Westmont, Amanda. 2008. Kids Running. Photograph. Retrieved 31 October 2019 from https://flic.kr/p/5F12dV.

Wiguna, Agung. 2019. A Man and a Woman Assisting a Girl While Jumping. Photograph. Retrieved 2 July 2019 from https://bit.ly/2NsFqZ5.

**Texture:**

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Tscharntke, T. 2013. Grass Planter Texture. Photograph. Retrieved 31 October 2019 from https://bit.ly/33sU5ZV.

YK Times. 2006. A flower bed with variety of colored flowers. Photograph. Retrieved 31 October 2019 from https://bit.ly/2CmsEF1.

**Figure 2.4.12**

Franks, Elizabeth. 2019. Planting Diagram. Created on 7 November 2019 on Adobe Photoshop.

**Figure 2.4.13**

Brizendine, Noah. 2019. Materiality Diagram. Created on 7 November 2019 on Adobe Photoshop.

**Figure 2.4.14**

Kordonowy, Kye. 2019. Locals and Tourist Socialize in the Beer Garden. Created on 2 November 2019 on Lumion.



# 2.5.

# Frontier Park

## A regional destination to educate, play, and remember.



Studer, Brian. 2019. Frontier Park Primary Promenade Perspective.

**Richard Colwell**
**Samantha Myers**
**Vic Sobotka**
**Brian Studer**

# Frontier Park

## A regional destination to educate, play, and remember.

**Frontier Park creates a hub for the Marysville community, bicyclists passing through, and those that visit the city to explore the historic train depot and surrounding park.**

Marysville, Kansas was the last stop for many pioneers before they headed west to settle farms or move on towards the Rocky Mountains. Frontier Park draws on that story to create a central hub for the town of Marysville, KS. The park utilizes the old Train Depot and retrofits it into a themed restaurant/speak-easy or bar that entertains citizens on a nightly basis. This is a great opportunity to provide a new amenity and generate revenue for the city. There is also a dominant pedestrian promenade that connects the northern nature trail to the Pony Express monument just south of the site. This can effectively bring visitors into both the site and the center of the city. Using the existing infrastructure provided by Evergy, we are retrofitting their building into a new Visitor's Center for Marysville. This will educate visitors about the history of Marysville and also features a cafe. The building will also serve as another gateway into the park.



**Figure 2.5.1. Pioneering West**
Representing the narrative of Frontier Park, this picture depicts pioneers heading west to settle.
(Kansas Pioneers. Created in 1920. Oil on canvas. Created by Stone, George M. Accessed November 7th, 2019. Reproduced from "Kansas Historical Society" website.)

## Background

The first issue that was immediately evident was the circulation of children. A number of kids were cutting across the northern section of the site in order to get home faster. This led to the implementation of a playground directly in their path from school. The next issue addressed was the lack of green infrastructure and native planting in town. Frontier Park includes a large raingarden on the northeast corner capturing stormwater from the adjacent neighborhood as well as existing rooftops on site while also providing a buffer between the street and the children's play area. The next issue was the Depot itself and its' lack of use. We propose retrofitting the interior to become a restaurant and/or bar of the citizens chosing, thus activating the building as well as bring in additional revenue for the city.

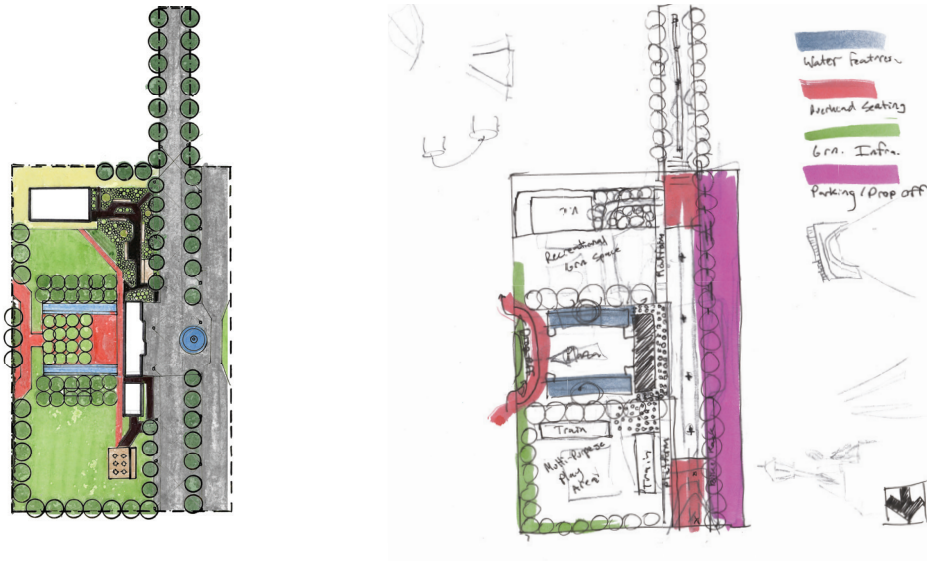



**Figure 2.5.2.**
**Conceptual Process Work**
Using existing site conditions, conceptual programming and design geometry was formed
(Sobotka, Victor. Belanger, Blake. 2019. Conceptual Framework diagrams. Pen on trace paper.)

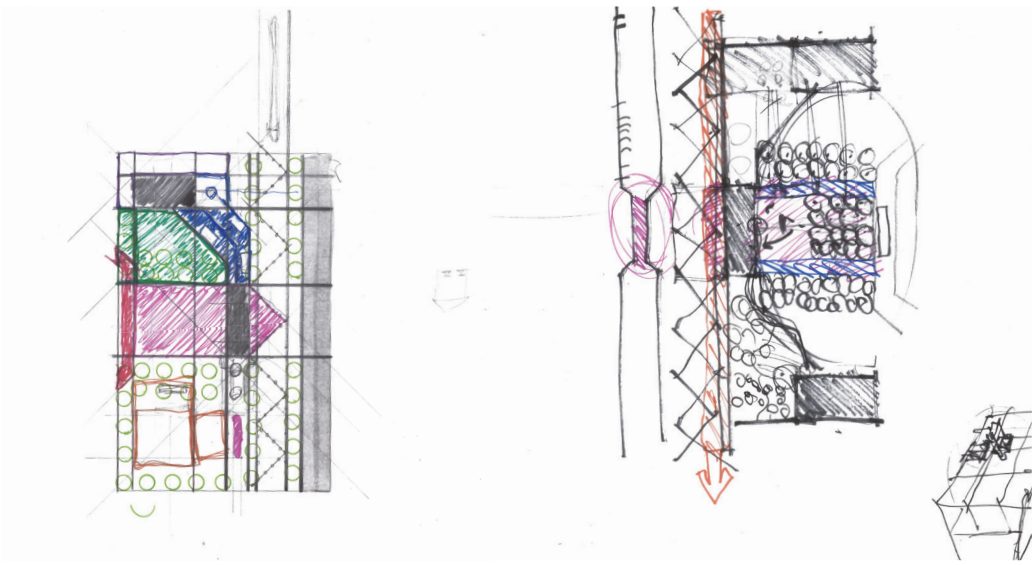


**Figure 2.5.3.**
**Refining the Design**
Creating multiple iterations of design framework is important to find the best possible solution for the site.
(Sobotka, Victor; Studer, Brian; Colwell, Richard; Myers, Samantha. 2019. Program Diagrams. Pen on trace paper.)

# Marysville Map and Contextual Design Drivers

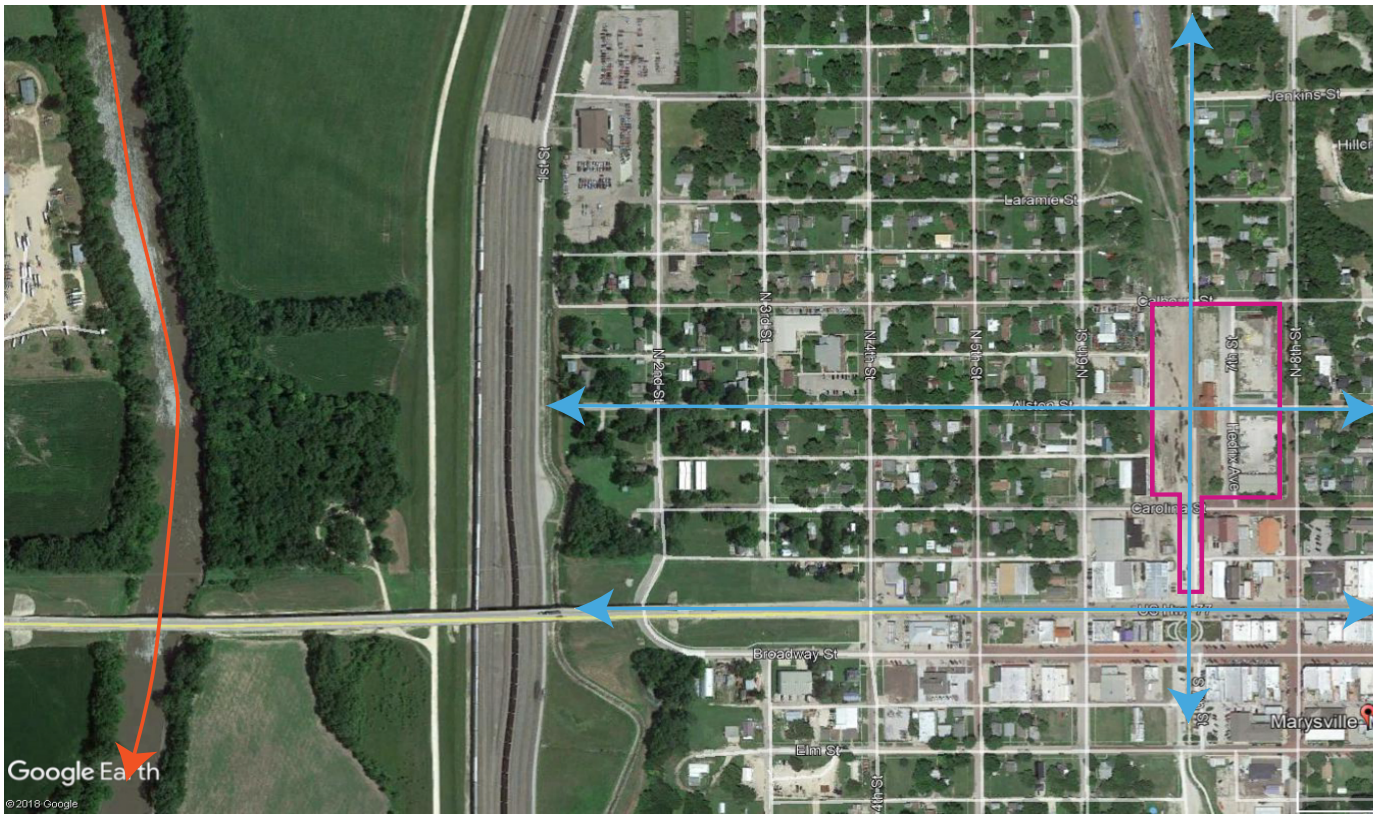
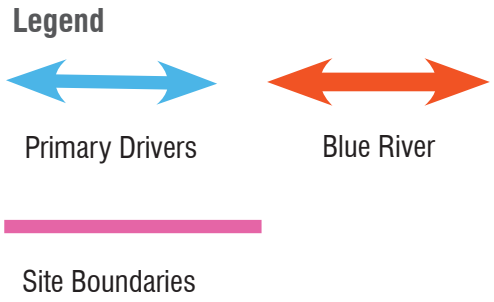



**Figure 2.5.4.**
**Design Focus Area**
Using the context and needs of Marysville, KS, the Union Depot is the main focus of this redesign.
(Sobotka, Victor. 2019. Marysville Map and Contextual Design Drivers. Google Earth. Marysville, Kansas. 39 50' 39.65" N. 96 39' 10.74" W. Accessed on November 7th, 2019)




## Primary Design Drivers

### Contextual Aspects that influences placement of program elements

Frontier Park features a very simple, linear and axial design intended to move visitors across the site in the most obvious way. The lack of complexity seemed necessary given the clear geometry and dominant axes created via Alston, Highway 77, and the nature trail to the north. Using the convenient placement of the Depot, it was easy to identify the primary pathway of the design and its conveniently placed exactly where the original rails were located. Pony Express Park is located directly south of the site and also conveniently aligns with the north-south axis, so an emphasis was put on the primary promenade through the use of an allee and a string of lights. Alston is located on the east-west axis and is yet another asset to this design. Using Alston, a commemorative plaza was placed on the east side of the site adjacent to the Depot. The plaza contains a bosque of Eastern Redbuds laid out in grid format and are used to frame the view from Alston towards the Depot. Alston continues to the west so a parking lot was placed on the west side for easy access to the park via Alston, Calhoun (North) and Carolina (South). The plaza space east of the Depot also contains two reflecting pools along the north and south edges. These symbolize the Blue River. The Blue River was one of the primary guides for settlers as they pursued a new home.



**Figure 2.5.5.**
**Original UP Depot looking West**
(Belanger, Blake. 2019. Depot from the East. Photograph.)



**Figure 2.5.6.**
**Original UP Depot looking West**
(Belanger, Blake. 2019. Depot from the East. Photograph.)



**Figure 2.5.7.**
**Original UP Depot looking West**
(Belanger, Blake. 2019. Depot from the East. Photograph.)



**Figure 2.5.8.**
**Original UP Depot looking West**
(Belanger, Blake. 2019. Depot from the East. Photograph.)

## Intent

Frontier Park creates spaces for all ages to enjoy along two primary axes, one that connects the existing bike trail from the north to Pony Express Park near the center of Marysville. The second axis crosses through the center of the train depot from East to West. In Frontier Park, both the street and the Evergy parcels are a part of the area that is considered for design. The two things Frontier Park focuses on is the historic train depot and the connection to the bike trail so all of the design elements focus on highlighting the aspects of those two spaces. Parking was created to allow large events to be held at the depot, as well as give bicyclists a place to leave their bikes. The bike path runs the length of the site in between an allee of trees with stringed lights running above to brighten the space at night. The reflecting pools in the eastern

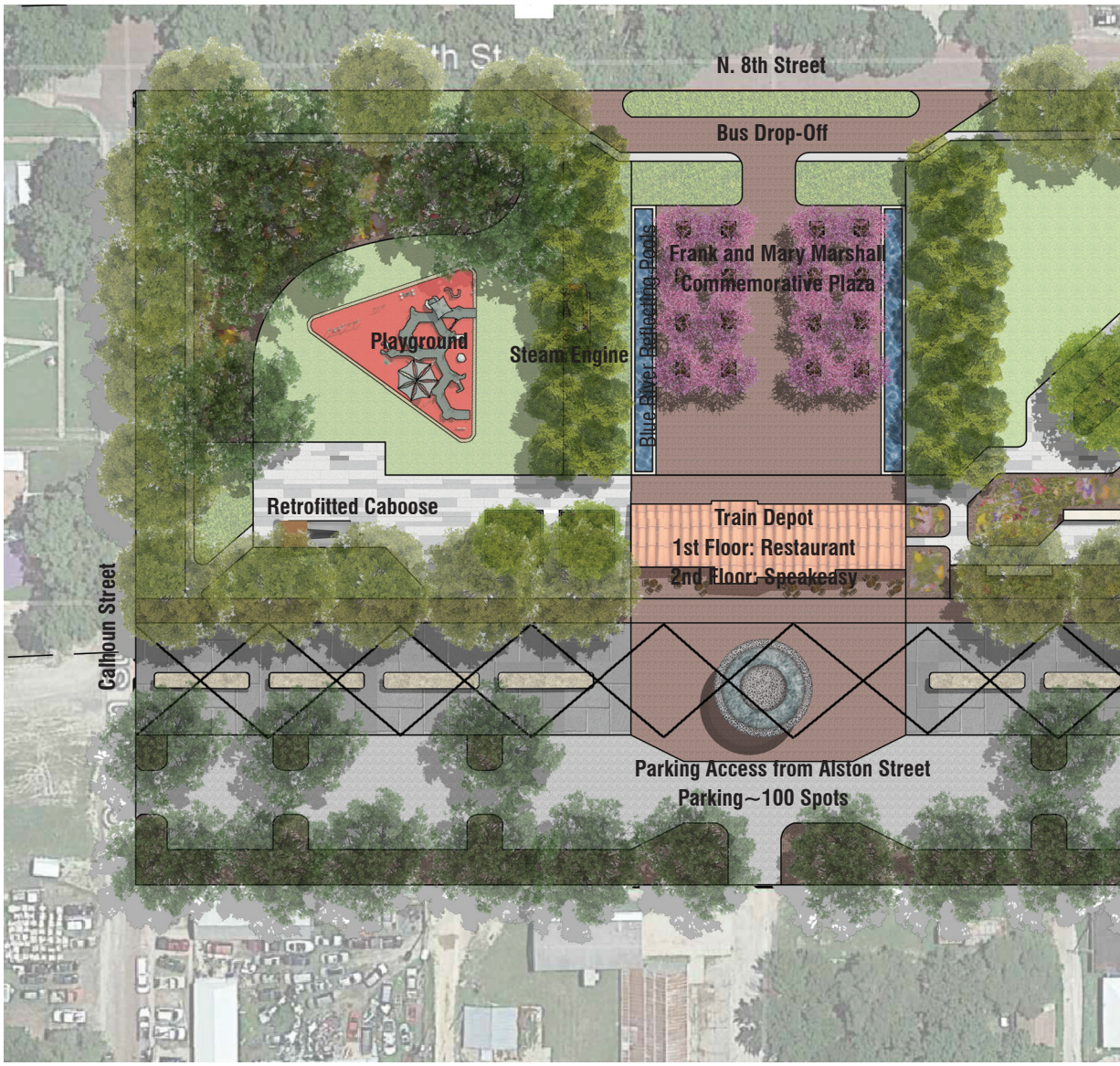



**Figure 2.5.9.**
**Union Depot Redesign**
A multi-functional space serving as an regional destination in the center of town (Sobotka, Victor; Colwell, Richard; Studer, Brian; Myers, Samantha. 2019. Union Depot Redesign. Photoshop.)

plaza represent the Blue River that brought pioneers to stop and create the town of Marysville. The eastern plaza is a commemorative space dedicated to Frank and Mary Marshall, whom the town and county were named after. Adding to the story of travel, the bike path is central to the design and goes from the northern to the southern end of the park. The Evergy building will be re-purposed into a visitor center to become the primary place where tourists will stop. Adding a restaurant to the depot and a cafe to the Visitor's Center will draw people to the center of the site to learn the history of the town. On the eastern side of the depot is a plaza dedicated to Frank and Mary Marshall with a bosque of trees that filter the view from the bus drop off. Although there are trees to bring down the size of the plaza, there is still room to use the depot as a backdrop for graduation, engagement, and wedding photos.



# Frank and Mary Marshall Plaza





**Figure 2.5.10.**
**Frank and Mary Marshall Commemorative Plaza**
Brick paved plaza that serves as a shaded hangout space with a historic backdrop for pictures and events.
(Studer, Brian. 2019. Frank and Mary Marshall Plaza. Photoshop.)

## Urban Design Strategies

Frontier Park creates spaces for all ages to enjoy along two primary axes, one that connects the existing bike trail from the north to Pony Express Park near the center of Marysville. The second axis crosses through the center of the train depot from East to West. In Frontier Park, both the street and the Evergy parcels are a part of the area that is considered for design. The two things Frontier Park focuses on is the historic train depot and the connection to the bike trail so all of the design elements focus on highlighting the aspects of those two spaces. Parking was created to allow large events to be held at the depot, as well as give bicyclists a place to leave their bikes. The bike path runs the length of the site in between an allee of trees with stringed lights running above to brighten the space at night.



**Figure 2.5.11.**
**Commemorative Plaza Section**
A section depicting the Commemorative Plaza east of the Depot.
(Studer, Brian. 2019. Commemorative Plaza Section. Photoshop.)



**Figure 2.5.12.**
**Promenade Section**
A section depicting the primary promenade located west of the depot.
(Studer, Brian. 2019. Promenade Section. Photoshop.



**Figure 2.5.13.**
**Children's Play Area Section**
A section depicting the Children's Play Area northeast of the Depot.
(Sobotka, Victor; Studer, Brian. 2019. Children's Play Area Section. Photoshop.)



**Figure 2.5.14.**
**Childrens Play Area**
Open space and children's play area with rain garden seperating kids from surrounding streets.
(Sobotka, Victor. 2019. Children's Play Area. Sketch. Pen on paper.)

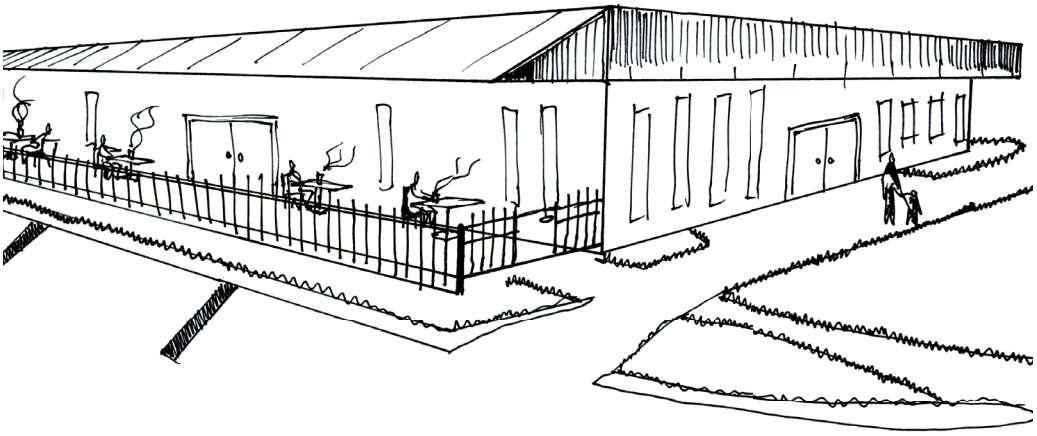


**Figure 2.5.15.**
**Repurposed Visitor Center**
Using existing Evergy structure to create a brand new visitor center and informational lounge.
(Sobotka, Victor. 2019. Repurposed Visitor Center. Sketch. Pen on paper.)

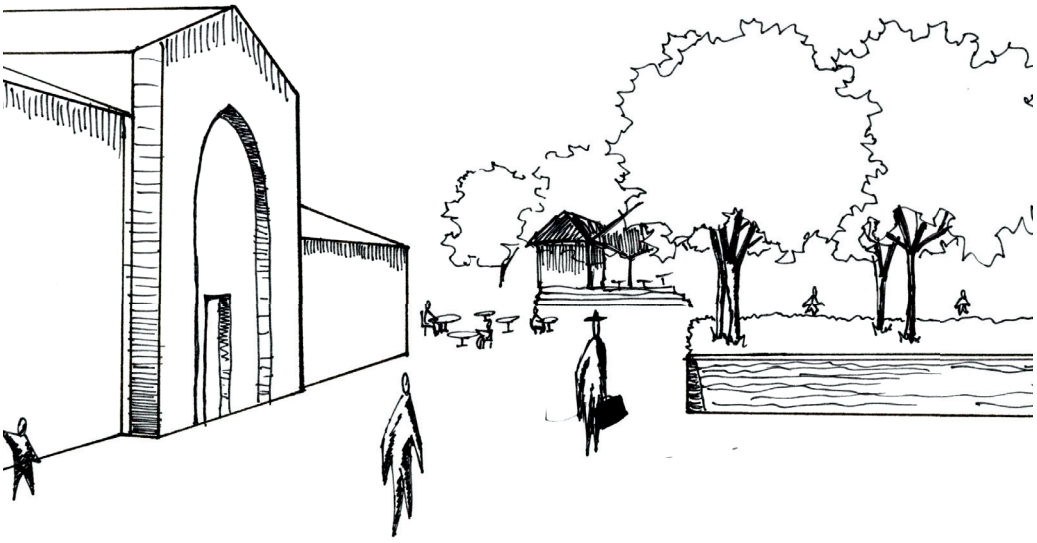


**Figure 2.5.16.**
**Eastern Plaza in front of Depot**
Keeping the existing brick paving, the eastern side of the Union Depot is used for small gatherings and photo-ops.
(Sobotka, Victor. 2019. Eastern Plaza in front of Depot. Sketch. Pen on paper.)

# Green Infrastructure

## Children's Play Area Rain Garden

On the eastern side of the play area is large rain garden intended to capture stormwater coming in from the east and also provide a buffer between the street and playground.

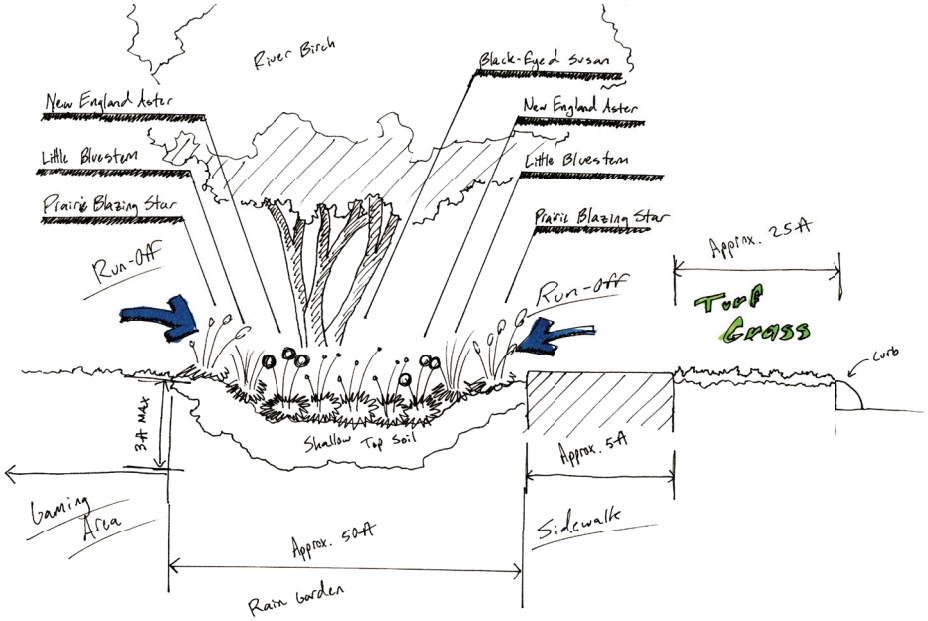



**Figure 2.5.17. Children's Play Area Rain Garden Section**
A section depicting the rain garden located to the northeast. Not to scale.
(Sobotka, Victor. 2019. Children's Play Area Rain Garden section. Pen on paper.)

## Ornamental Rain Garden

The ornamental garden features a series of native plantings with the intention being to provide a unique quiet space for Marysville citizens while also educating the public on how to properly plant using native species in the form of rain gardens and/or typical gardens.

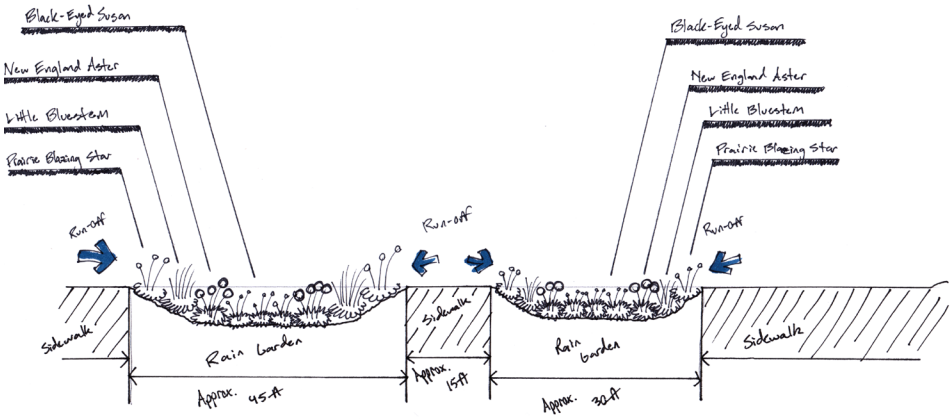



**Figure 2.5.18. Ornamental Rain Garden Section**
A section depicting the southern rain garden. Not to scale.
(Sobotka, Victor. 2019. Ornamental Rain Garden Section. Pen on paper.)

# New and Re-Used Materials

## Thoughtful use of what is on-site

Currently on the existing site, are old brick pavers from the original train depot. Re-use of these brick pavers will help in keeping the traditional aesthetic. Introduction of permeable concrete pavers, rubber mulch, limestone, and additional terra cotta allow for a diverse palette that compliments what is already existing.



**Figure 2.5.19.**
**Materials**
Bricks, Limestone, Pavers, Rubber Mulch, and Terra Cotta.
(Colwell, Richard. 2019. Materials. Photoshop.)

## Introduced Materials

Limestone seating has been incorporated to allow for the use of Kansas' vernacular of building material. Permeable concrete pavers helps in prevention of pooling water after storm and inclimate weather conditions. Rubber mulch is a long term investment that provides the same services as traditional wood mulch but can last significant time longer. Finally, terra cotta roofing will be incorporated for the proposed visitor center to mimic the aesthetic of the train depot.

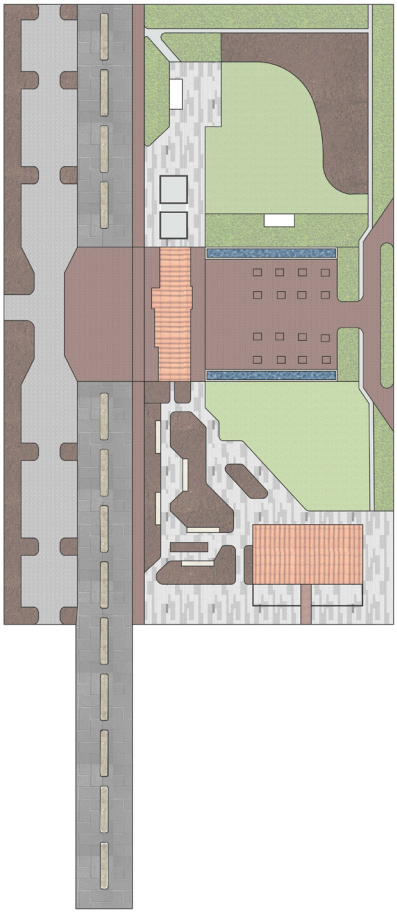


**Figure 2.5.20.**
**Plan Materiality**
This rendered plan showcases the materiality on site.
(Colwell, Richard. 2019. Materials. Photoshop.)

# Citations

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Kansas Pioneers. Created in 1920. Oil on canvas. Created by Stone, George M. Accessed November 7th, 2019. Reproduced from “Kansas Historical Society” website

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### Figure 2.5.3.

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### Figure 2.5.4

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### Figure 2.5.5.

Belanger, Blake. 2019. Depot from the East. Photograph

### Figure 2.5.6.

Belanger, Blake. 2019. Depot from the East. Photograph

### Figure 2.5.7.

Belanger, Blake. 2019. Depot from the East. Photograph.

### Figure 2.5.8.

Belanger, Blake. 2019. Depot from the East. Photograph

### Figure 2.5.9.

Sobotka, Victor; Colwell, Richard; Studer, Brian; Myers, Samantha. 2019. Union Depot Redesign. Photoshop

### Figure 2.5.10.

Studer, Brian. 2019. Frank and Mary Marshall Plaza. Photoshop

### Figure 2.5.11.

Studer, Brian. 2019. Commemorative Plaza Section. Photoshop.

### Figure 2.5.12.

Studer, Brian. 2019. Promenade Section. Photoshop

### Figure 2.5.13.

Sobotka, Victor; Studer, Brian. 2019. Children’s Play Area Section. Photoshop

### Figure 2.5.14.

Sobotka, Victor. 2019. Children’s Play Area. Sketch. Pen on paper

### Figure 2.5.15.

Sobotka, Victor. 2019. Repurposed Visitor Center. Sketch. Pen on paper

### Figure 2.5.16.

Sobotka, Victor. 2019. Eastern Plaza in front of Depot. Sketch. Pen on paper

### Figure 2.5.17.

Sobotka, Victor. 2019. Children’s Play Area Rain Garden section. Pen on paper

### Figure 2.5.18.

Sobotka, Victor. 2019. Ornamental Rain Garden Section. Pen on paper

**Figure 2.5.19.**
Colwell, Richard. 2019. Materials. Photoshop.

**Figure 2.5.20.**
Colwell, Richard. 2019. Materials. Photoshop



# 2.6.

# Transitions Park

## A Walk Through History, Towards the Future



**Figure 2.6.1.**
**Aerial Perspective of Transitions Park**
(Huang, 2019)

**Student Team:**

**Xing Huang**
**Daniel Ornelas**
**Elilza Seagrist**

# Transitions Park

## A Walk Through History, Towards the Future

**Transitions Park envisions transforming a brownfield site with a historic train depot into a vibrant park that allows visitors to learn about the industrial advancements that helped establish Marysville and visualize a future where clean, sustainable energy revolutionizes technology.**

Transitions Park walks its visitors through the history of Marysville. The city was founded and developed through technological advancements, starting with horses and the Pony Express, then with the railroad and the steam engine. These technological advancements helped shape Marysville and the rest of America. The project site houses the 1929 Union Pacific Rail Depot and serves to be an important historical marker for Marysville. The site is currently exposed and barren, though the historical aspect offers opportunity to develop the space into an amenity for the city. By using period appropriate materials, planting native species, and sculpting the site into pedestrian access only, safe spaces may be formed to create a communal, entertaining, and inviting park.

The technology of the steam engine, though important, came at an environmental cost. By implementing renewable forms of energy on site, visitors may learn what steps they can take to be more sustainable. Renewable energy is the future of technology.



**Figure 2.6.2.**
**The History Garden**
Sitting under shade at the History Garden. This is where the caboose and steam engine will be located. The garden features a steam sculpture.

(Huang, 2019)

## Background

Marysville was founded through the belief in “manifest destiny”, an early 19th century doctrine that the westward expansion of the United States was both justified and inevitable. The territory of the American West promised land, gold, and opportunity. Marysville was established as the trail capital of Kansas as many westward leading trails converged for the last time before heading further west. At this point, the only method of travel was by horseback or by foot. Around 1860, the railroad began its expansion to the western territory.

Like with the trails, Marysville once again became the hub for the railroad. The present site houses the original 1929 Union Pacific depot, decommissioned for passenger service in 1955, and remains to be a significant historical landmark for the city (Dierking, 2019).

Since then, the site has been used as a storage yard and a truck stop for semi-tractor trailers. In its current state, the site is dominated by vehicular traffic, resulting in unsafe pedestrian access and occupation for the majority of the site.

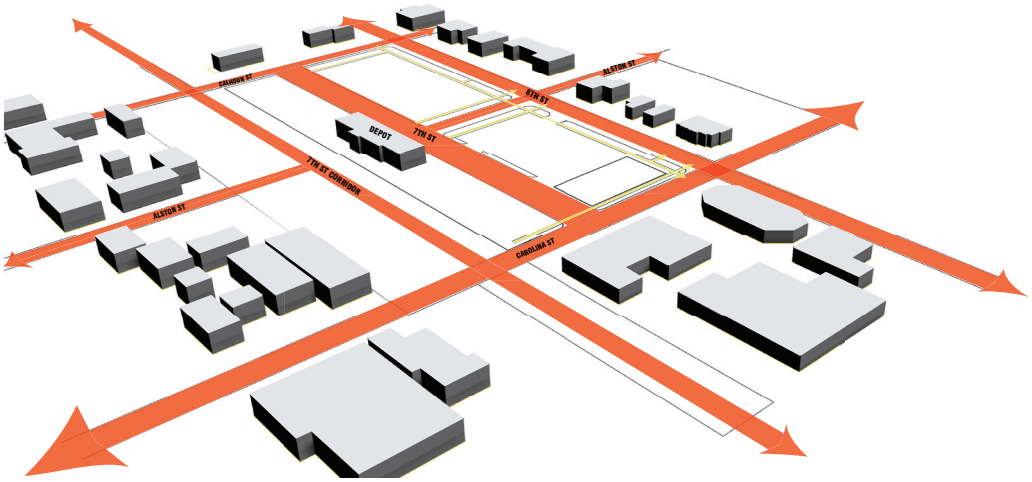



**Figure 2.6.3.**
**Existing Site Movement**
The existing site is dominated by vehicular movement. The presence of semi tractor trailers present a hazard to the few pedestrians who access the site.

(Ornelas & Seagrist, 2019)

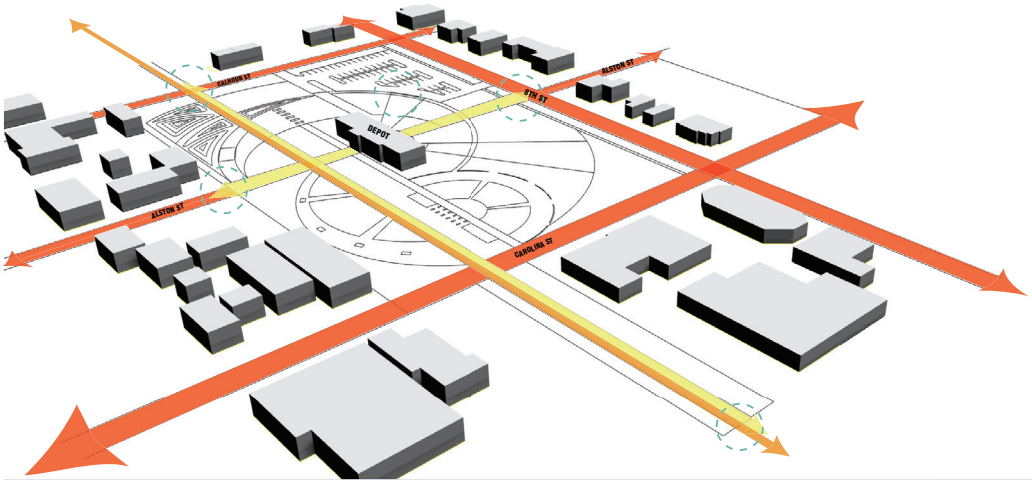
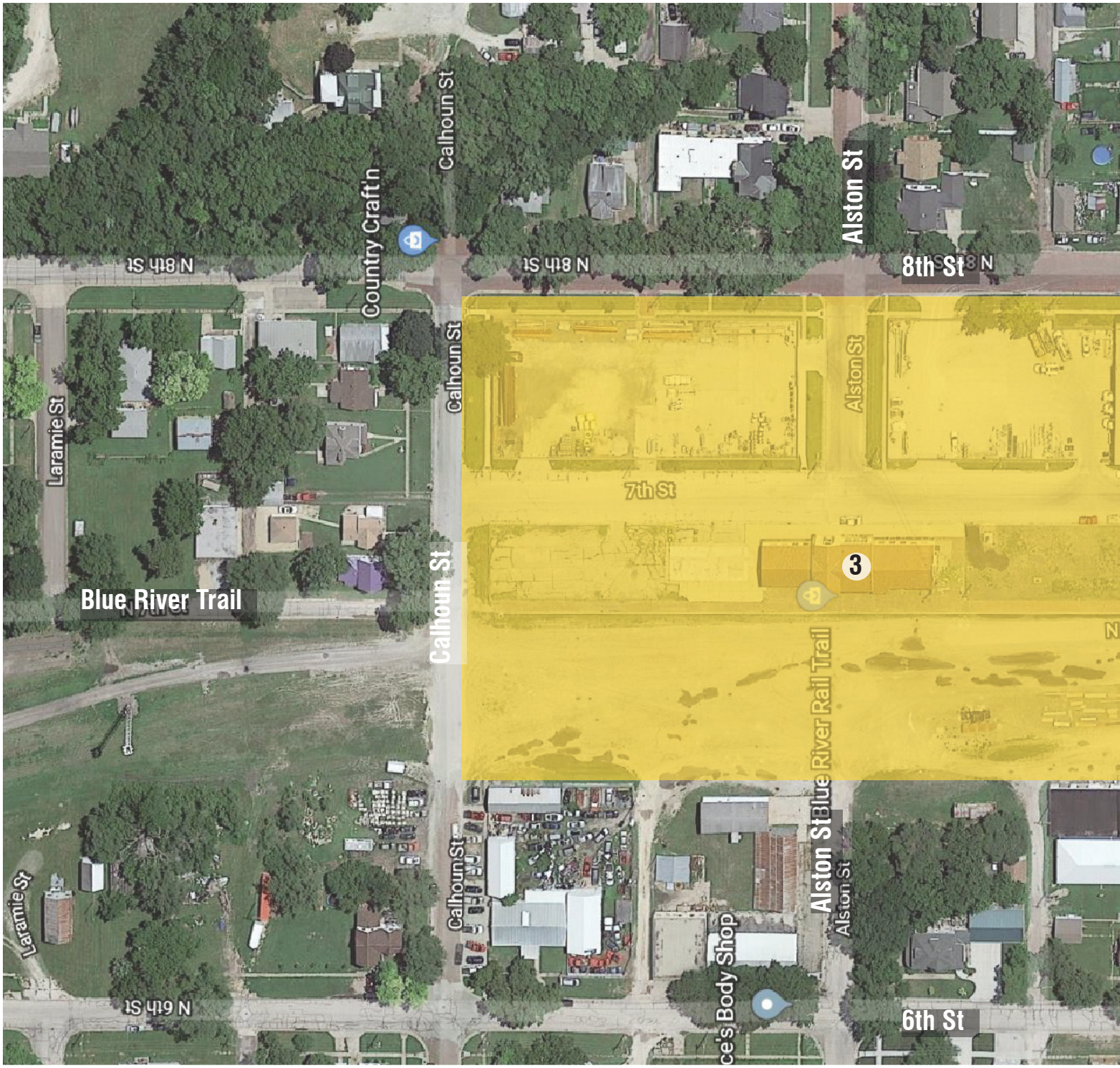



**Figure 2.6.4.**
**Proposed Site Movement**
The proposed design closes all vehicular movement within its boundary. Pedestrians and cyclists may safely move around the park

(Ornelas & Seagrist, 2019)

# Marysville Map [Focus Area/Project Area and interventions Sl



# hown]




**Legend**

1. Pony Park
2. City Hall
3. Union Pacific Depot
4. Downtown Marysville

**Figure 2.6.5.**
**Site Context**
Showing the context of the site. Includes Highway 36 and Downtown Marysville.

(Huang, 2019)

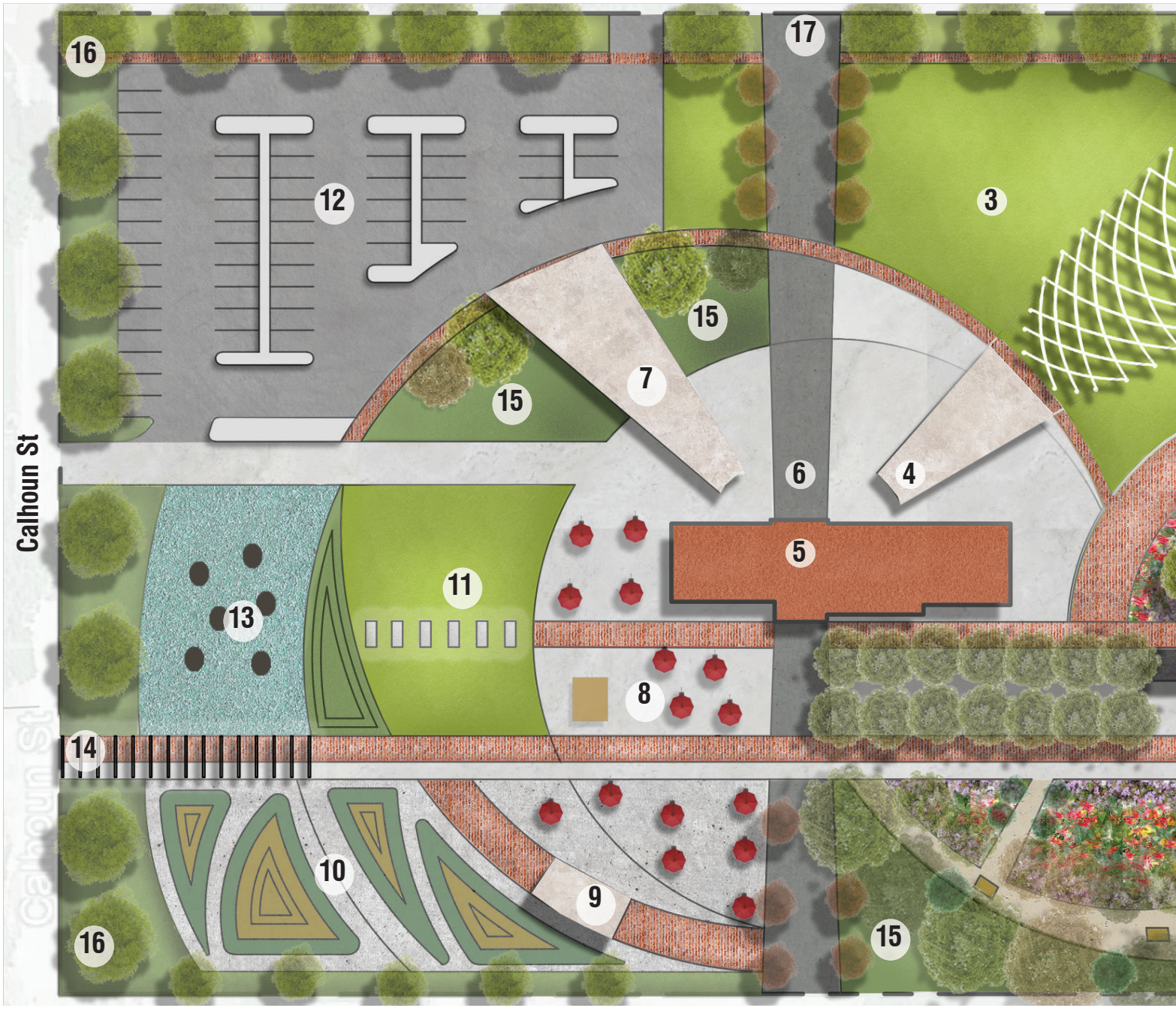
## Intent

The current site is vast and barren. When one enters the site, they may feel exposed, vulnerable, and not welcomed. The site does not offer comfortable amenities with the exception of the depot. The remaining site is a dust bowl with no vegetation in good standing.

The proposed design welcomes visitors into the site to experience the past, present, and future. By implementing trees, landforms, and pavilion canopy, cool microclimates are created where visitors may find pockets to occupy. There is a sense of enclosure, essential to the creation of a comfortable space.

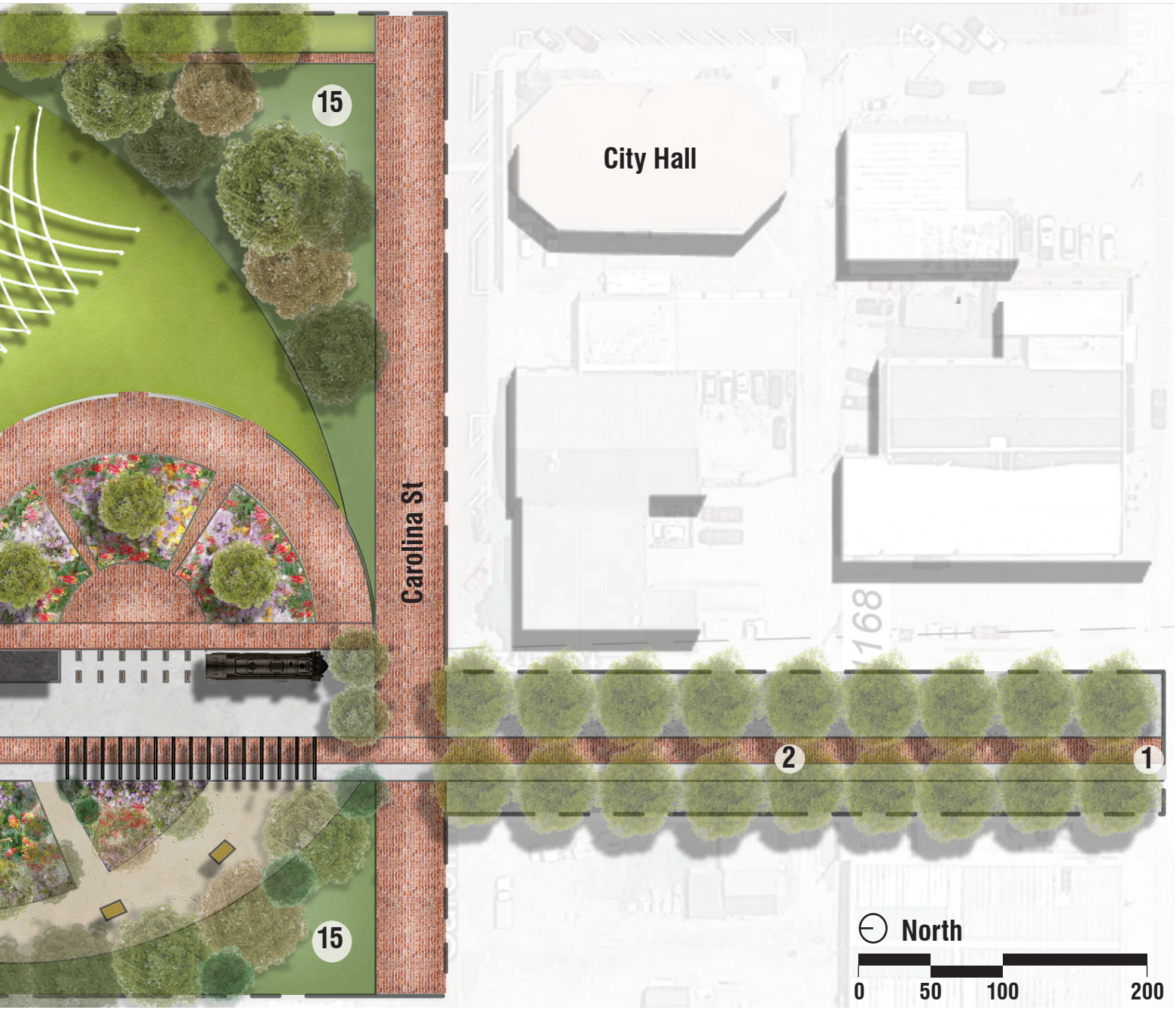
**Figure 2.6.6.**
**Conceptual Site Plan**
Different experiences and opportunities await you in the spaces within Transitions Park

(Ornelas & Seagrist, 2019)



## Legend

1. Entrance Arch
2. Pony Park Allee
3. Great Lawn and Pavilion
4. Stage and Pavilion
5. Union Pacific Depot
6. Welcome Plaza
7. Gathering Pavilion
8. Cafe and Seatng
9. Bike Station
10. Bike Park
11. Renewable Energy Garden
12. Parking - 52 Stalls
13. Childrens Playground
14. Blue River Trail
15. Vegetative Berm
16. Bioswale
17. Motorcoach Dropoff



# Urban Design Strategies

The City of Marysville should expect the new park to be developed in phases. This allows them time to negotiate a land swap with Westar. The new design caters to people of all ages and abilities with opportunities for active recreation and passive recreation and ADA accessible paths. Experiential gardens help guide visitors through the site and are examples for how to plant sustainably in their eco-region. Berms and bioswales border the site and act as contextual buffers and work together as a system to manage stormwater. The park's design implements renewable energy sources to power the new lighting. By introducing more lighting into the site, there is an enhanced sense of safety and comfort during evening hours. This will increase site night-time activity.

**Figures 2.6.7-10. Urban Design Strategies**
Diagrams and precedent projects showing developmental phasing, vegetation, recreation, and precedent projects.
(Huang, Ornelas, & Seagrist, 2019)

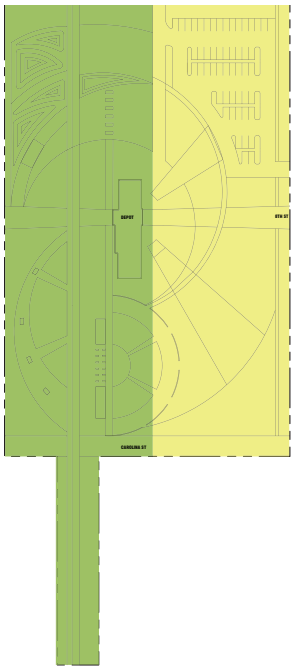



**Fig. 2.6.7. Developmental Phasing**
(Seagrist, 2019)

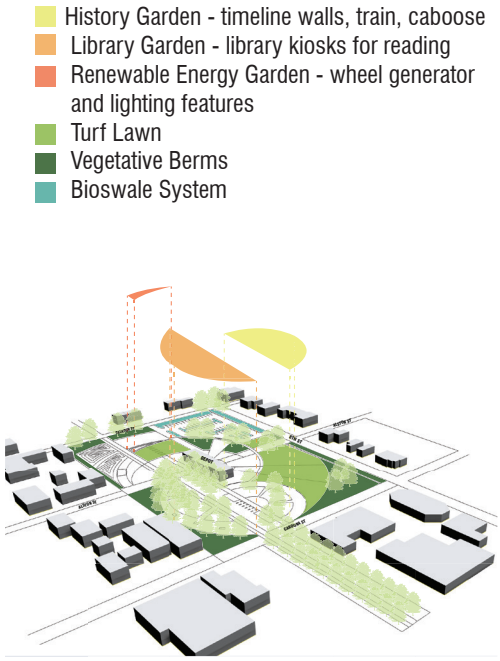



**Fig. 2.6.8. Proposed Vegetation**
(Ornelas & Seagrist, 2019)

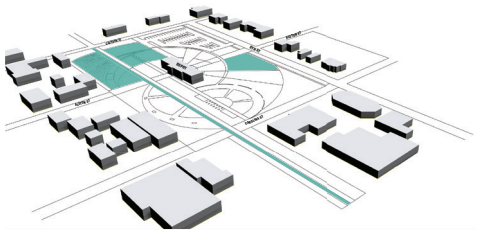


**Fig. 2.6.9. Active Recreation**
(Ornelas& Seagrist, 2019)

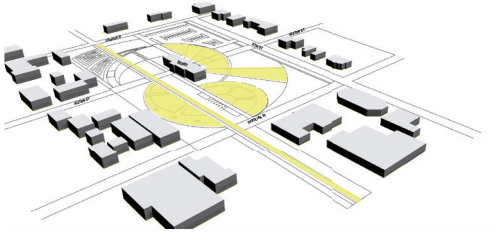


**Fig. 2.6.10. Passive Recreation**
(Ornelas& Seagrist, 2019)



**Fig. 2.6.11.** Skate park at RailRoad Park, Birmingham, Alabama

(TLS, 2017)

**Precedents of Active Recreation Opportunities**



**Fig. 2.6.12.** Greystone Village in Old Ottawa East, Ottawa, Ontario
(Regional Group, 2018)

**Precedents of Passive Recreation Opportunities**

## Solutions to Activating Transitions Park at Evening Hours

The existing site has 13 light poles, located primarily on the east side of 7th street. At night the site is very dark and does not invite evening participation. The proposed design includes lighting all over the park, increasing its night activation. Marysville hosts multiple concerts per year; Transitions Park would be a safe and comfortable venue for evening performances.

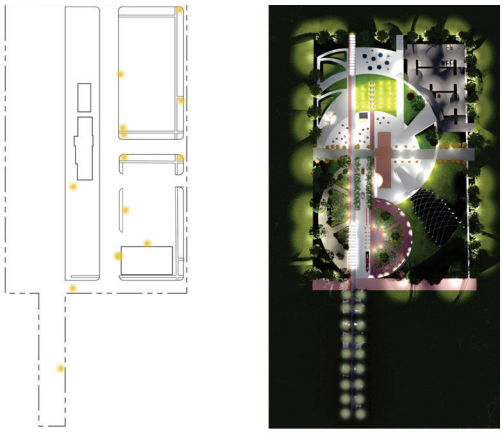


**Fig. 2.6.13. Lighting Design**
(Huang & Seagrist, 2019)



**Fig. 2.6.14.** Pavilion at RailRoad Park, Birmingham, Alabama
(TLS, 2017)



**Fig. 2.6.15** Philips Hue Outdoor Lightstrip

(MeetHue, N.D.)

**Figures 2.6.13-15. Lighting Design**
Diagrams and precedent projects showing lighting design strategies for creating a safe and comfortable space.

(Huang, Ornelas, & Seagrist, 2019)

## Solutions to Sourcing Renewable Forms of Energy for the Park

As Marysville looks toward the future, the city should consider powering the park using sustainable energy forms. The design proposes the installation of solar panels on all overhead features. An interactive installation of kinetic loops provides active recreational opportunities while also generating power for lighting within the park.

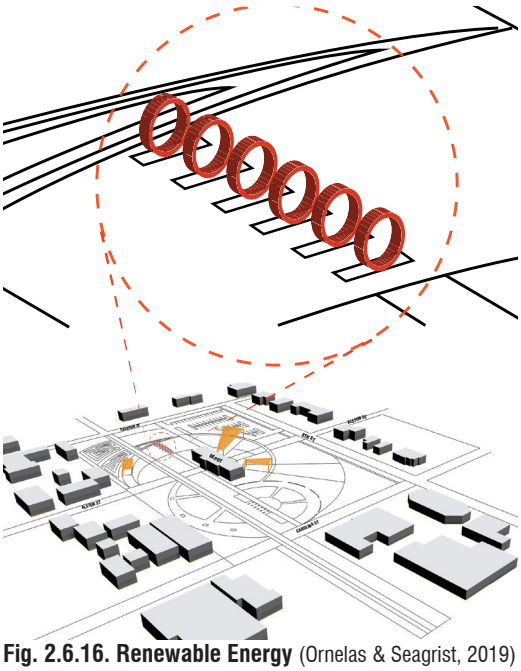


**Fig. 2.6.16. Renewable Energy** (Ornelas & Seagrist, 2019)



**Fig. 2.6.17.** Loop, Place des Festivals Montreal, Quebec

(Ulysse Lemerise, 2017)

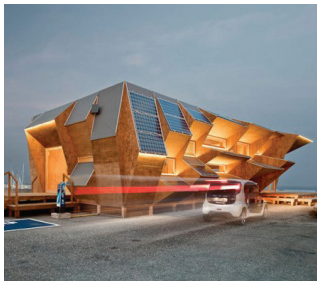


**Fig. 2.6.18.** Endesa Pavilion, Barcelona, Spain

(Adria Goula, 2012)

**Figures 2.6.16-18. Renewable Energy**
Diagrams and precedent projects showing renewable sources of energy for powering lighting features in the park.

(Huang, Ornelas, & Seagrist)

# Materiality

## Hardscape

The Union Pacific Depot is an important historic marker for the City of Marysville. It represents the evolution of the city in the simple statement of its presence. To honor its presence, the new design proposes the use of period appropriate materials, such as brick and wood, and providing a program for the caboose and steam engine. Mixing these historical elements with modern materials, such as concrete and metal, creates a space honoring the past with the durability of the present.

**Figure 2.6.19.**
**Hardscape Materiality**

(Seagrist, 2019)




## Vegetation

Vegetation reflects the native species found within the Flint Hills and planted at Pony Park, directly south of the project site. Native vegetation is more sustainable as they require less maintenance than plants not adapted to the eco-region.

Vegetation is implemented within the gardens and along the edges of the site with landforms. As a system, the site manages stormwater runoff in a safe and beautiful way.

**Figure 2.6.20.**
**Vegetation Materiality**

(Seagrist, 2019)



# A New Impact

## Before and After Comparisons of the Marysville Depot Site

### Existing Conditions

The site may be described as exposed and barren. As of right now, the site is full of dust and does not invite pedestrian participation. Yet, the site offers a tremendous development opportunity with the historic Union Pacific depot situated at the heart of the site.




**Figure 2.6.21.**
**Existing Conditions**
This photomontage represents the feelings one may experience visiting the site in its current condition.

(Seagrst, 2019)

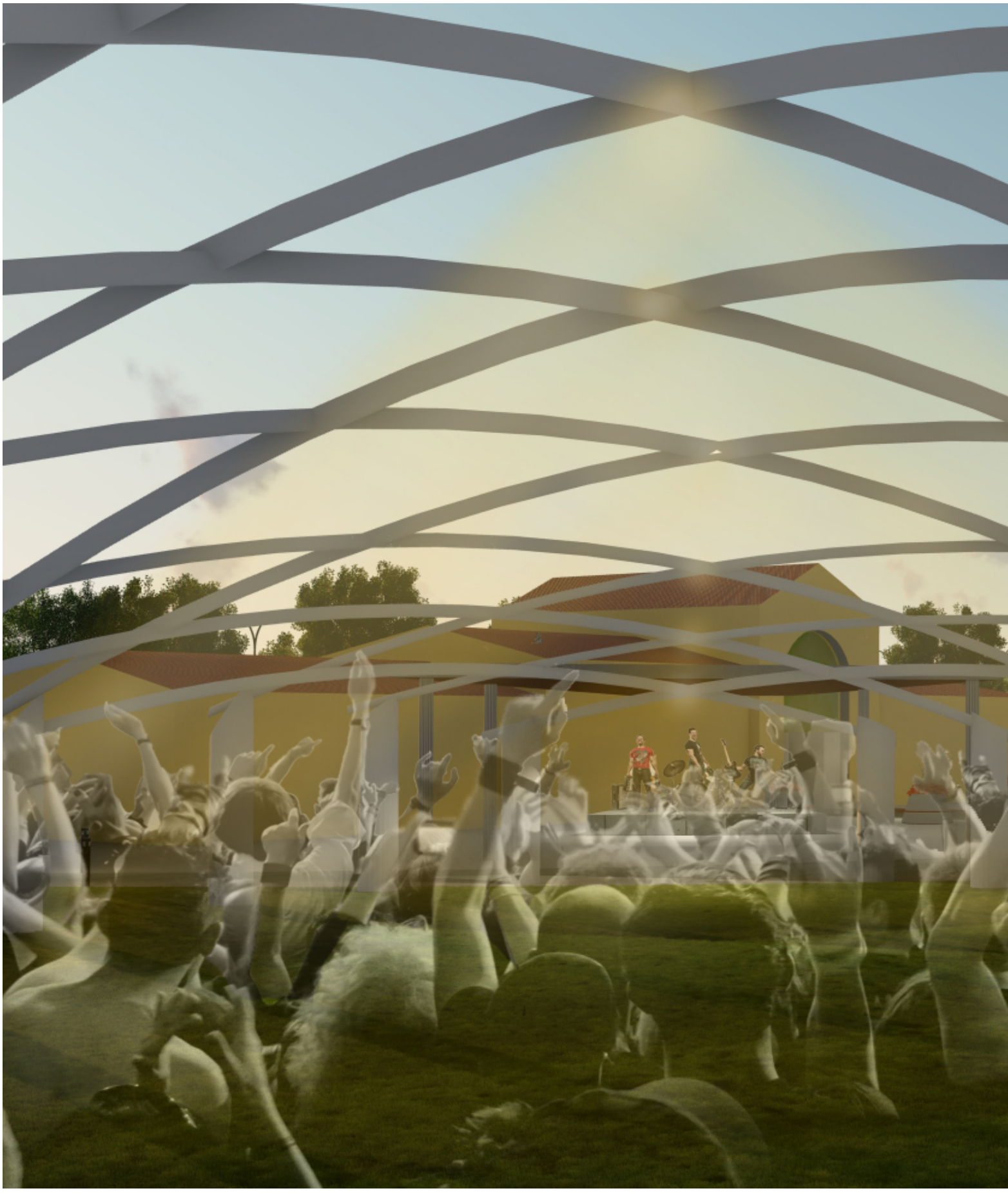
### Post-Design Conditions

The site invites the community to participate in the activity the park offers. It may now be described as communal, entertaining, and inviting. The park introduces a cooler and more comfortable microclimate at the pedestrian level.




**Figure 2.6.22.**
**Post-Design Conditions**
This photomontage represents the feelings one may experience visiting the site after the implemented design.

(Seagrst, 2019)



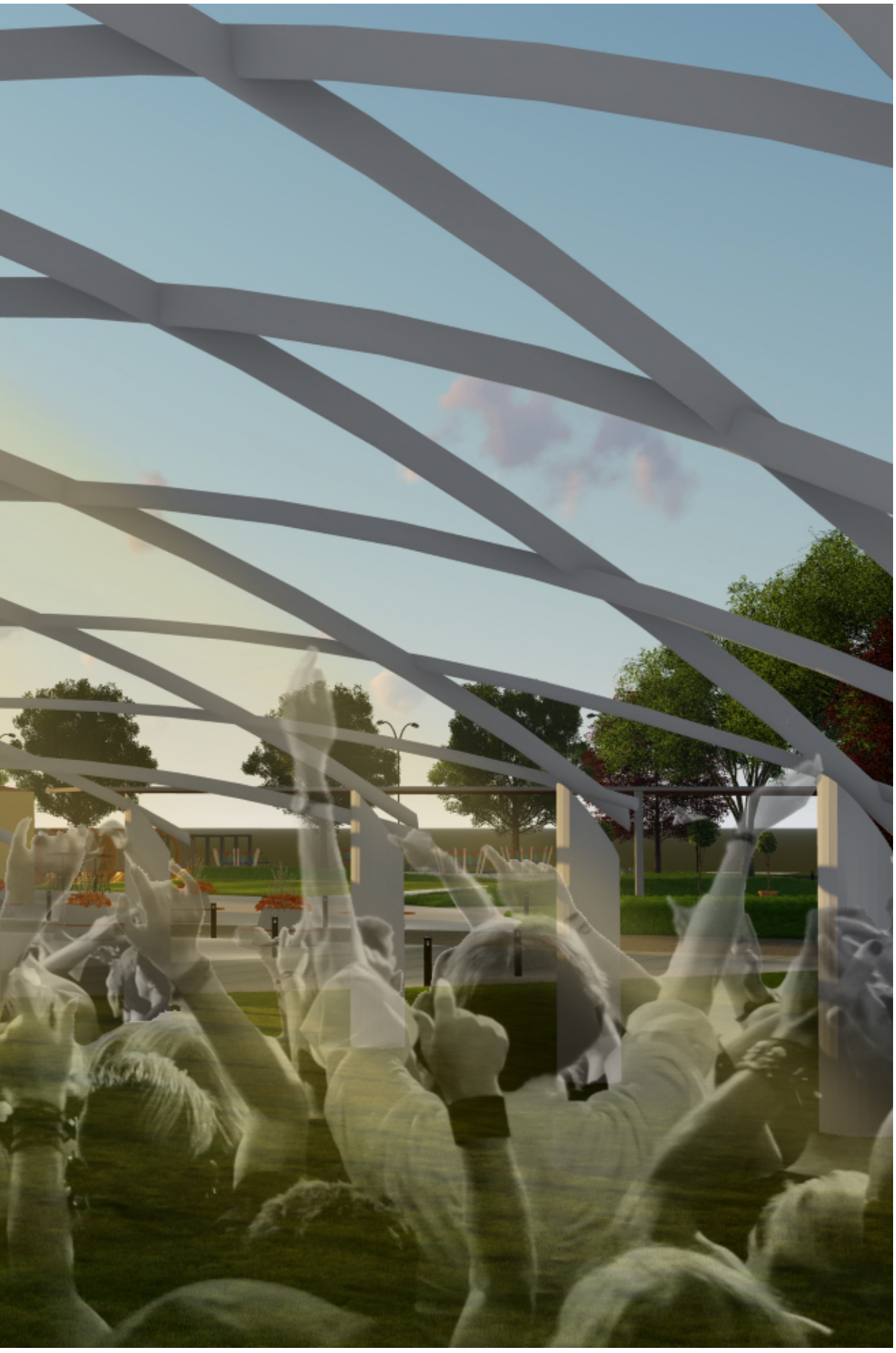


**Figure 2.6.23.**
**A Concert Under the Pavilion**
The event pavilion over the great lawn offers an amazing venue for concerts and other community events. The depot serves as a backdrop to the scene.
(Huang, 2019)

# Citations

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# 3

# Conditions Inventory

# Understanding Current Housing Stock and Conditions in Marysville, KS

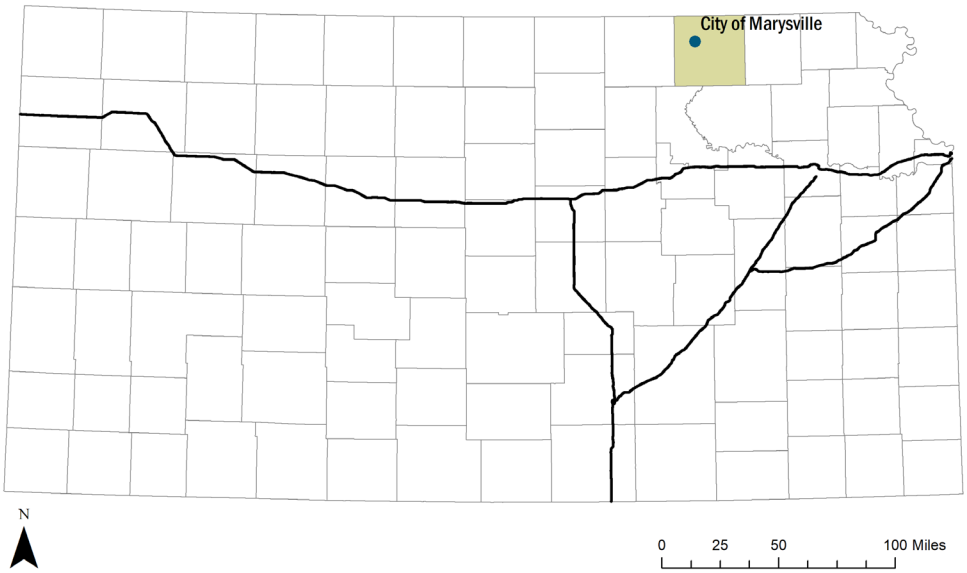
# 3.1 Executive Summary

## Housing Conditions Assessment: Understanding current housing stock and conditions in Marysville, KS

Located in northeast Kansas, Marysville is home to some 3,200 people. It is the largest city and county seat of Marshall County, and is located mostly east of the Big Blue River. Founded in 1855, it is among the oldest communities in Kansas.

Students from the Spring 2019 Housing and Urban Development Course at Kansas State University, led by Prof. Susmita Rishi, completed this Housing Conditions Assessment for the community of Marysville. The city was subdivided into five study groups. Each group was assigned a neighborhood, where they documented the condition of the current housing stock through a windshield survey. Data was collected using Survey 123. This data was then analyzed to understand the condition of the housing stock better. After compiling and analyzing their data, each team then created a housing policy suggestion that policymakers could consider to encourage reinvestment in Marysville's housing stock.

**Figure 3.1.1**
**Location of Marysville in Marshall County, Kansas**




## What is a Housing Conditions Assessment?

A Housing Conditions Assessment is a detailed analysis that focuses on the structural characteristics and conditions of dwellings; the demographic structure of the neighborhood and city; and local housing and other issues pertaining to housing in the area. The purpose of a Housing Conditions Assessment (HCA) is to provide the empirical basis on which the city, community groups, organizations and residents can develop a comprehensive understanding of the current condition of the housing stock in the city and neighborhood. Then this study can be used to make decisions towards investments such as infrastructure upgrades, homeowner programs, neighborhood revitalization etc. An HCA can also help the city assess the success of earlier and ongoing community development efforts. The HCA is therefore a starting point towards an overall plan for community, neighborhood and city development. In this Housing Conditions Assessment study, we tried to focus to the four A's – Adequacy, Availability, Affordability and Amenity.

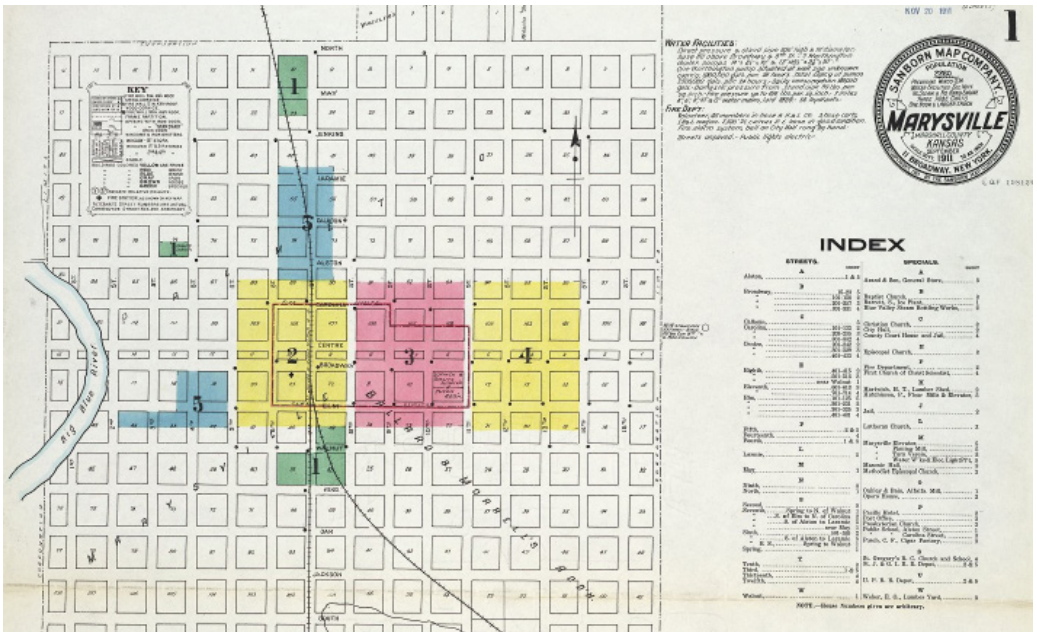



**Figure 3.1.2**
**Sanborn Fire Insurance Map from 1911**
This Sanborn Company Map shows the settled wards in color in 1911. Evident is the unique half-block between Broadway and Center Streets through the middle of town. The businesses in this half-block have two entrances, which are said to have been so that they could serve both the pro-slavery and anti-slavery communities during the "Bleeding Kansas" period of 1854-1861.

## Background

Marysville was a focal point in the settlement of mid-nineteenth century Territorial Kansas for its location adjacent to Big Blue River. In March of 1849, a native Virginian by the name of Francis (Frank) Jackson Marshall, who had established permanent settlement in Weston, Missouri installed a ferry over the Big Blue River at a location called Independence Crossing. According to Andreas' History of Kansas, the operation of the ferry was not sufficient to accommodate all the people, and resulted in building another ferry by Marshall on the actual site of present day Marysville to cope with the waiting travelers. Marshall was a very prominent figure in Big Blue River region activating and cultivating the economies and employment in the region. This is how Marshall County got that name, and Marshall's trading post was the site of the post office which he had named it Marysville, after his wife. The town officially got the original name "Marysville" by the city charter on August 27, 1855, and was incorporated as a city in 1861.

An interesting marker in the early Marysville history was the part played by the Pony Express, only remaining barn of the Pony Express within the United States. Presently it is a museum and belongs to the city. The community started to develop in this region as the Pony Express mail service was one interesting feature happening in this part of the country. Prosperity of Marysville continued during the Civil War which started in 1861. After the Civil War, a monument was erected in Marysville and the stone bears the date of May 31, 1886 honoring all soldiers regardless of their affiliations who lost their lives in the Civil War. It is the oldest monument in Kansas.

Another major influence in the urbanization process of Marysville was Union Pacific Railroad, the construction and subsequent installation of tracks for the railroad economically benefited the city. While the city grew along the railroad, most of the community was across the tracks from a good part of downtown. In 2006, the main line was moved out of the center of town to

**Figure 3.1.3**
**1861 Pony Express Station**
The Pony Express was the first transcontinental delivery service, operating between Missouri & California in 1860-1861. The service utilized a horse relay system with stables placed at regular intervals. The only remaining Pony Express station is in Marysville.

Photo Credit: Mitchell County Historical Society




**Figure 3.1.4**
**Broadway Avenue**
Broadway Avenue serves as Marysville's Main Street. There are several buildings with housing units above ground-floor retail. Revitalizing these units could provide additional housing types and opportunities for the city.

Photo Credit: Google Street View



a bypass to the south and west, along with grade separation for US-36 and US-77.

## Settlement patterns

Understanding the settlement pattern and existing land uses are important in determining future land uses. There are ample agricultural and vacant lots observed in Marysville. Agricultural land uses include farmlands for crop, pasture and livestock. Vacant land includes undeveloped lots or tracts within plat subdivisions or undeveloped land in unplatted tracts or parcels. There are residential estates for single family residences on platted lots between 2-10 acres. There is low density residential primarily used for single family or duplex dwelling units with common pedestrian areas around the dwelling units. Moderate-high density residential land uses for garden apartments, townhouses or triplex units. They also include land uses for congregate care housing or clustered units for senior citizen. Commercial land uses in Marysville in downtown and along Pony Express Highway to support the sale of services and merchandise and industrial lands in the North and South part of the downtown to support manufacturing of goods.

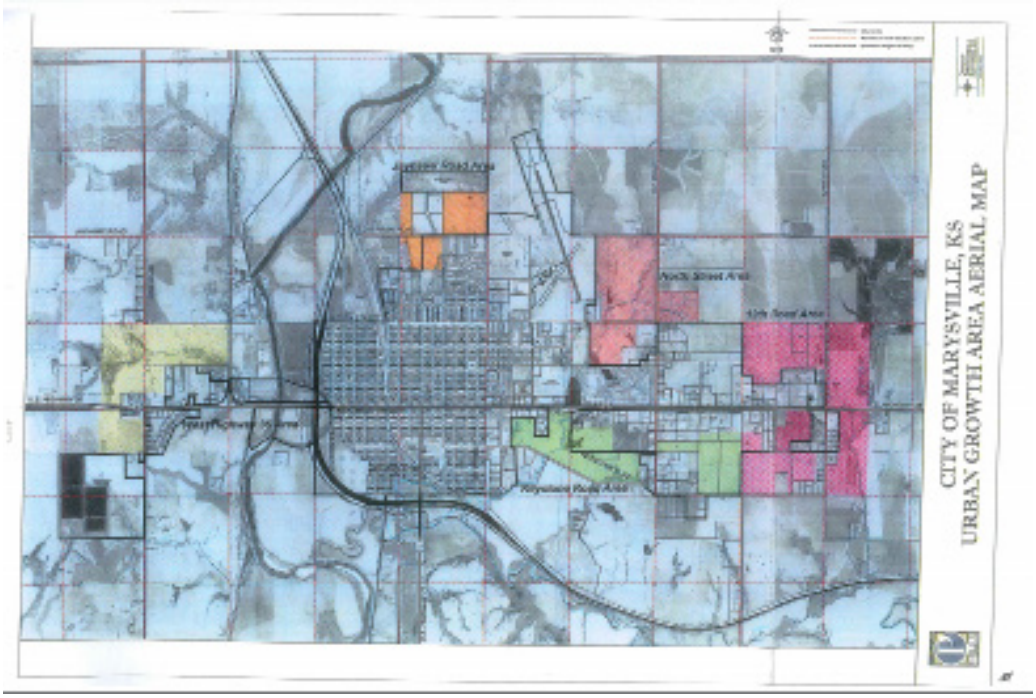



**Figure 3.1.5**
**2005 Comprehensive Plan**
The 2005 plan outlined areas for growth around Marysville following the completion of several major capital investment projects around the city.

# Plans for Marysville

### 1985 Marysville Energy Study

A Master's Report by K-State Student James Dubois approached planning in Marysville from an energy use standpoint. This report reviews the hydrological patterns of the Big Blue River and outlines the complete relocation of neighborhoods west of the old railroad alignment to new parts of the city to relocate away from floodplains. The vacated space would be light industrial and community park space.

### 2005 Community Master Plan

The 2005 update to the Marysville Master Plan was required after completion of the Big Blue River levee and railroad relocation project. It outlined what was possible now that the western neighborhoods were better protected from flooding and was no longer bisected by the railroad. This plan encouraged new greenfield development in areas where city sewer service had been recently extended or already existed.

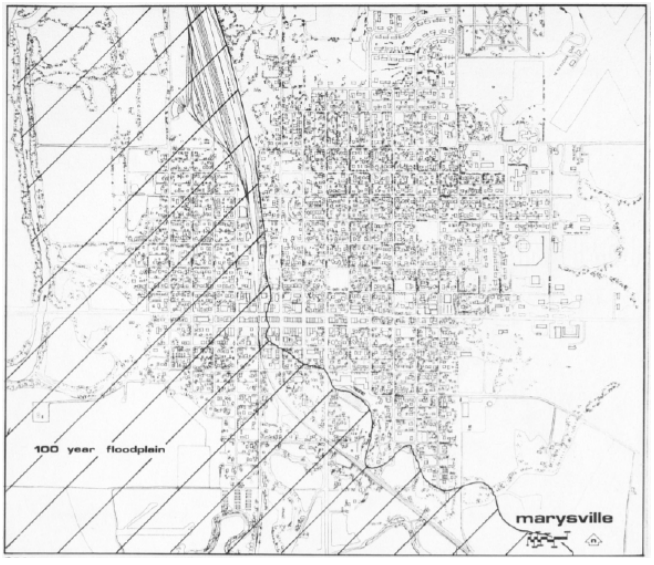
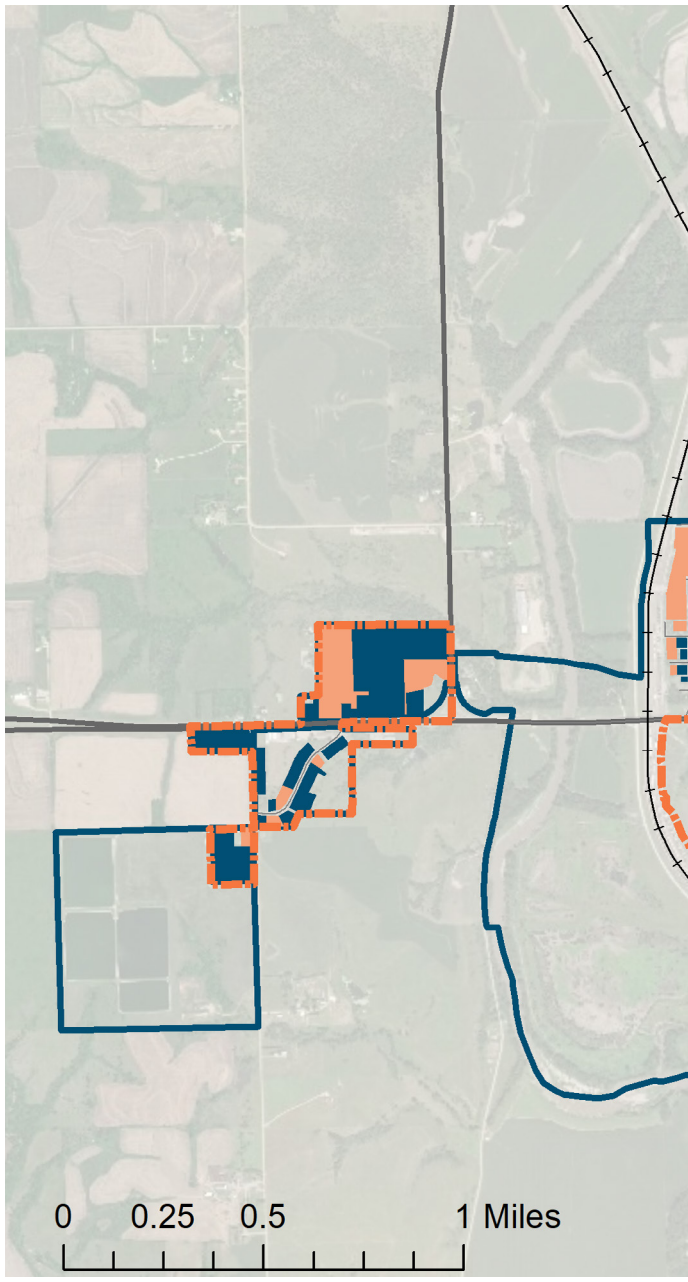



**Figure 3.1.6**
**1985 Energy Study**
Flooding was a major problem for Marysville until 2005, when a levee was completed. Before this, some planners called for relocating almost half of the city away from the river.

# Marysville Makeup

The median income in Marysville is $44,519 and about two-thirds of the population is employed (Figure 3.1.7). The median age of the City is 41.6 years old and the racial makeup of the city is predominantly white (96.7%)(ACS 2013-2017). There are approximately 1,700 housing units in Marysville approximately two-thirds of which are owner-occupied (Figure 3.1.9).



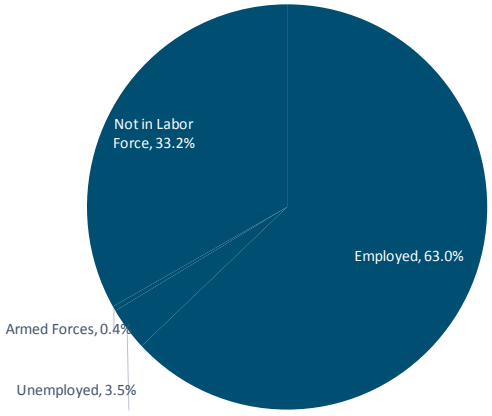




**Figure 3.1.7**
**Employment in Marysville**

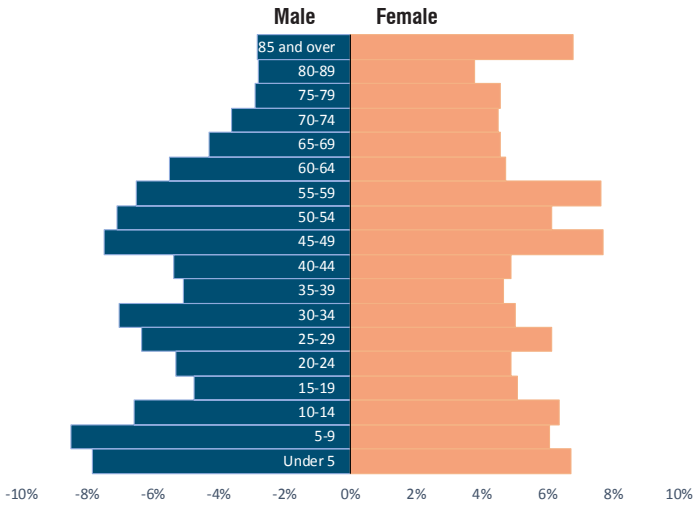



**Figure 3.1.8**
**Age of Marysville Population**

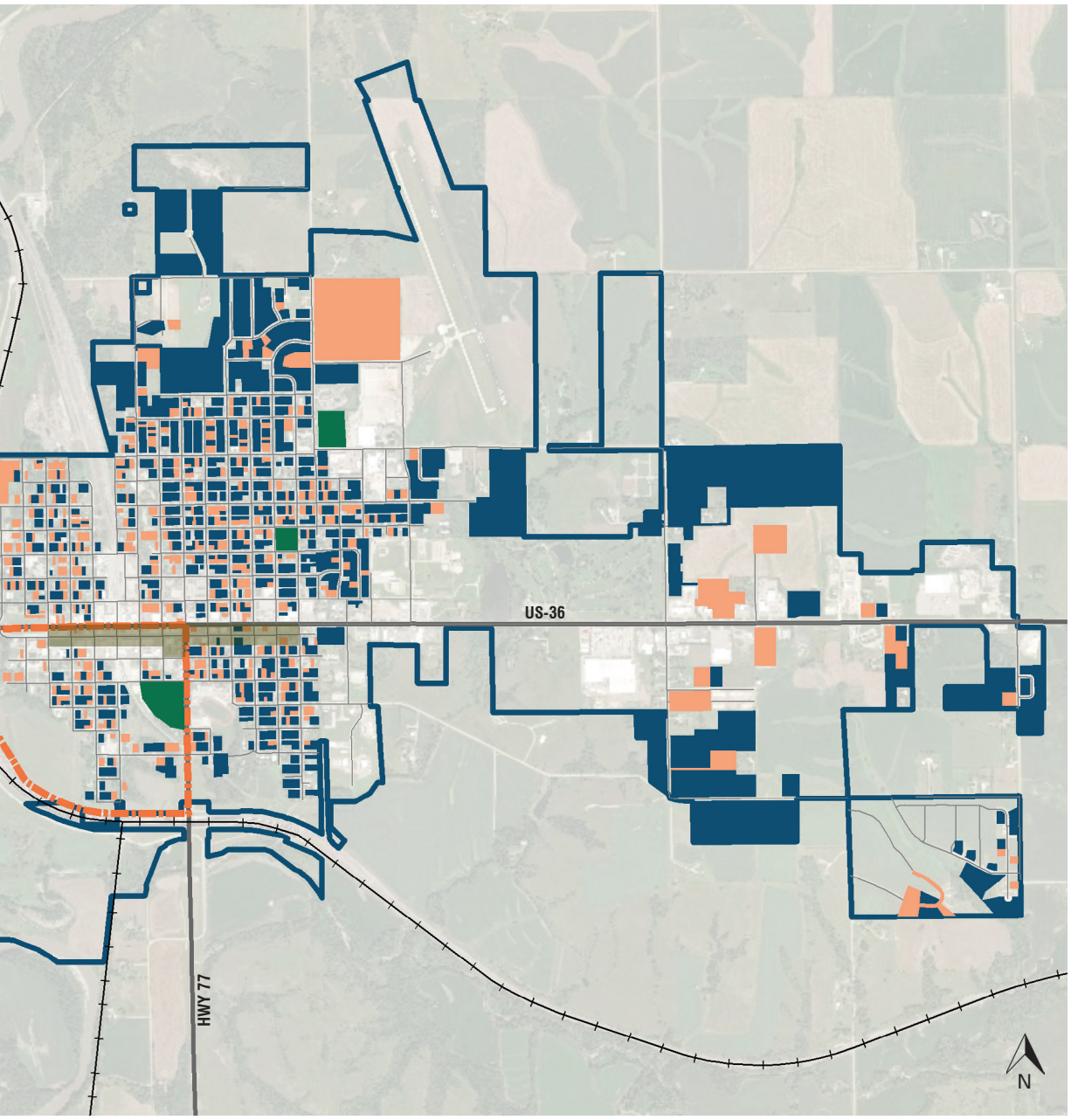



**Figure 3.1.9**
**Owner Occupied Homes**
This map shows the location of owner-occupied and non owner-occupied homes in Marysville.

## Legend

- Renter-Occupied
- Owner-Occupied
- Central Business District
- Non-Residential

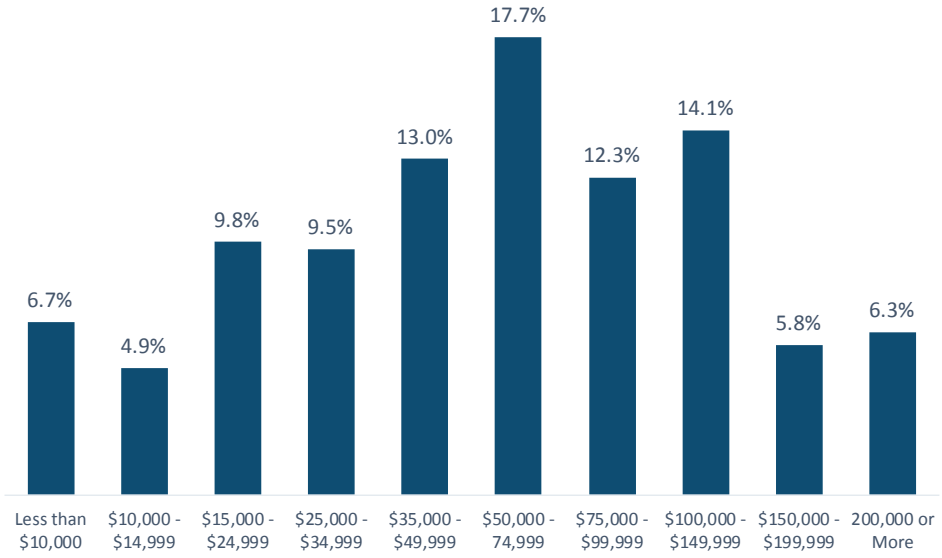
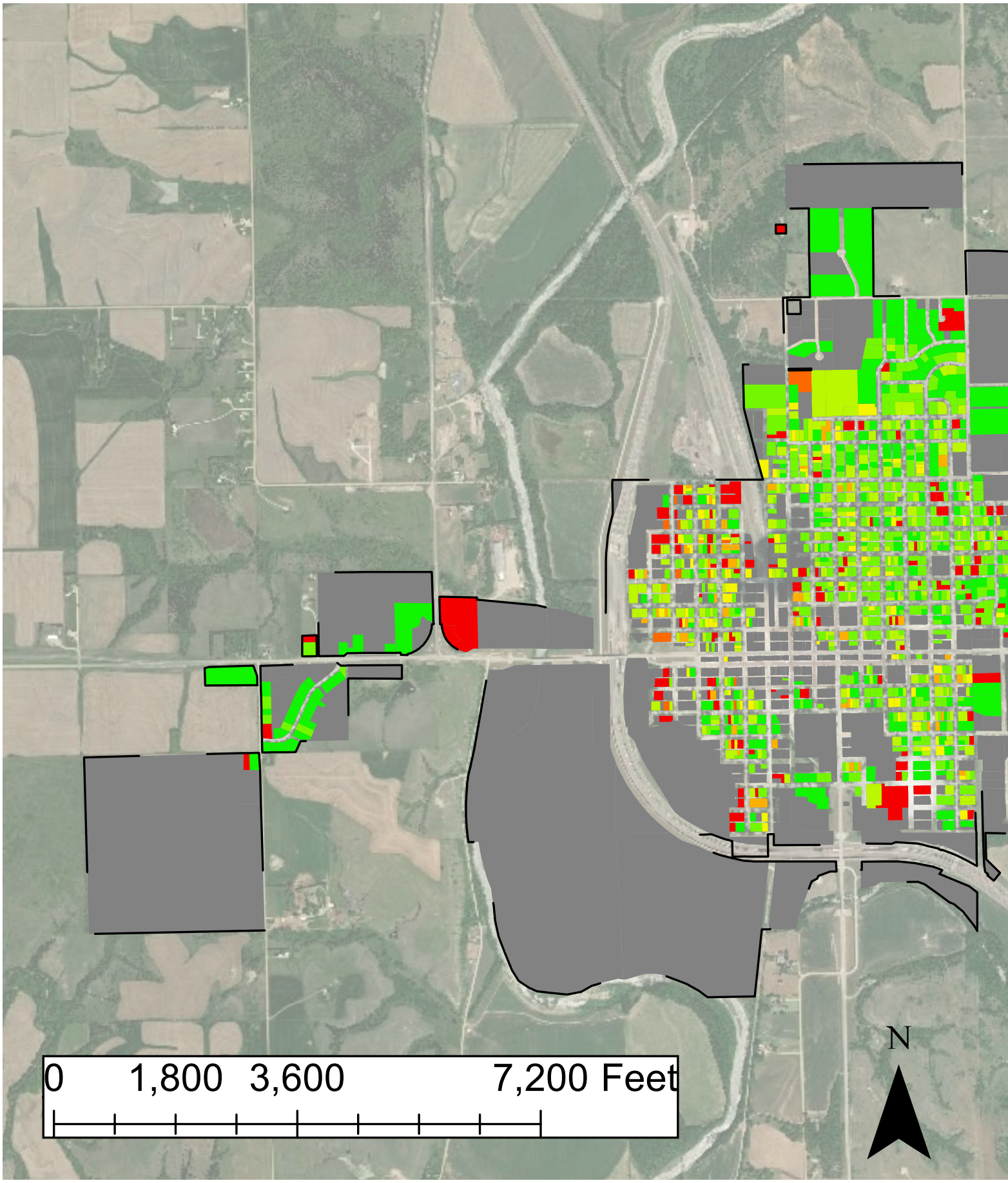



**Figure 3.1.10**
**Income Distribution in Marysville**


0 1,800 3,600 7,200 Feet
N

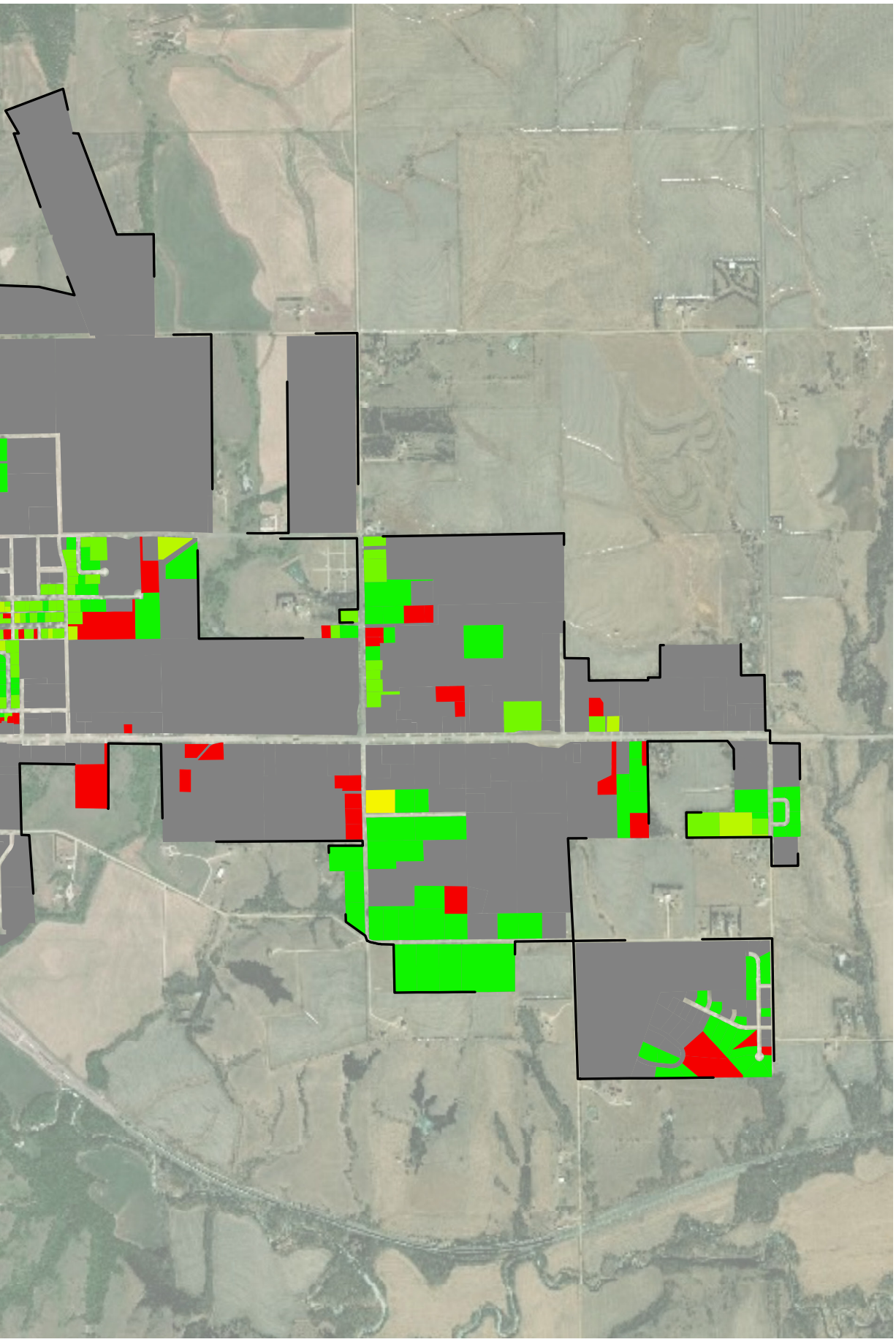



**Figure 3.1.10**
**Housing Quality**
This map shows assessed housing quality in Marysville

# 3.2 North Neighborhood

## Team: Taryn Borelli, Maggie Schulte, William Olds, Joe Wilmes

## Background

### Historic Development

The North Neighborhood is bound by North St. to the south, the train tracks to the northwest, Jayhawk Rd to the north (including the four large lots to the north of Jayhawk), and 20th St at the eastern edge (See figure 3.2.4).

Development of the North Neighborhood started in the 1950s from the north side of North St. to Ann St.. The houses built during this time were constructed on smaller parcels following the city grid. Through the 1960s, housing development spread from Ann St. to Otoe St., and some housing started to be built along Debbie Lane.

In the railroad boom of the 1970s, development spread north and parcels became larger. The 1970s saw some more construction along Otoe St. and most of the development along Debbie Lane.

In the 1980s and 1990s homes were constructed along Park Place and its north extension streets, N 12th St. to N 14th St.. These homes comprise the North Park neighborhood. From the 1990s to early 2000s, the North Neighborhood experienced sporadic surges in home construction due to demand and optimism of local builders. In the early 2000's the homes north of Jayhawk Road, on North 11th St., were developed. Initially, they were outside of the city limits, but were later annexed by Marysville.

The most recent home construction in the North Neighborhood is the Hartley Ridge development, located at the southeast corner of Jayhawk Road and N 8th St.. The development consists of 15 lots. So far, 2 homes have been constructed. One is occupied, and the other is on the market.

Development is hindered on the northern most border of Marysville at Jayhawk Rd, between N 11th St and 10th Road. The property owner of the land is uninterested in selling it for development and letting it be annexed to the City of Marysville. Additionally, there is a crest of higher topography that inhibits sewer line crossing to the land.



**Figure 3.2.1**
**Perry Huchinson House**
Mill owner Perry Hutchinson built the house in 1872. Photo taken in 1971.
Source: kansasmemory.org

## Physical Development

The development of the north neighborhood from a physical perspective is varied but clear. This neighborhood follows the original street grid to the south from North St. up to Ann St. and Otoe St. North of Otoe St. (Figure 3.2.2), a newer mid-century development exists with winding, suburban roads that break the street grid (Figure 3.2.3). The northwest portion of the neighborhood remains open with expansive lots and a more natural landscape (Figure 3.2.4).

South of Jayhawk Rd. and east of 8th St. there are new subdivisions currently being developed with new construction homes (Figure 3.2.5). This corner of the neighborhood looks to follow similar suburban patterns to the northeast end of the area. Just east of the primarily residential neighborhood is the large Marysville cemetery, a senior living center, and the Landoll corporation. The physical attributes of this neighborhood directly follow development patterns and can, in many ways, define housing condition patterns.




**Figure 3.2.2 (Top Left) Historic Grid**
The southern portion of this neighborhood follows the same grid pattern as the majority of Marysville.
*Google Maps*




**Figure 3.2.3 (Top Right) Mid century Development**
The northeastern portion of this neighborhood breaks the grid and employs suburban-esque road structures.
*Google Maps*

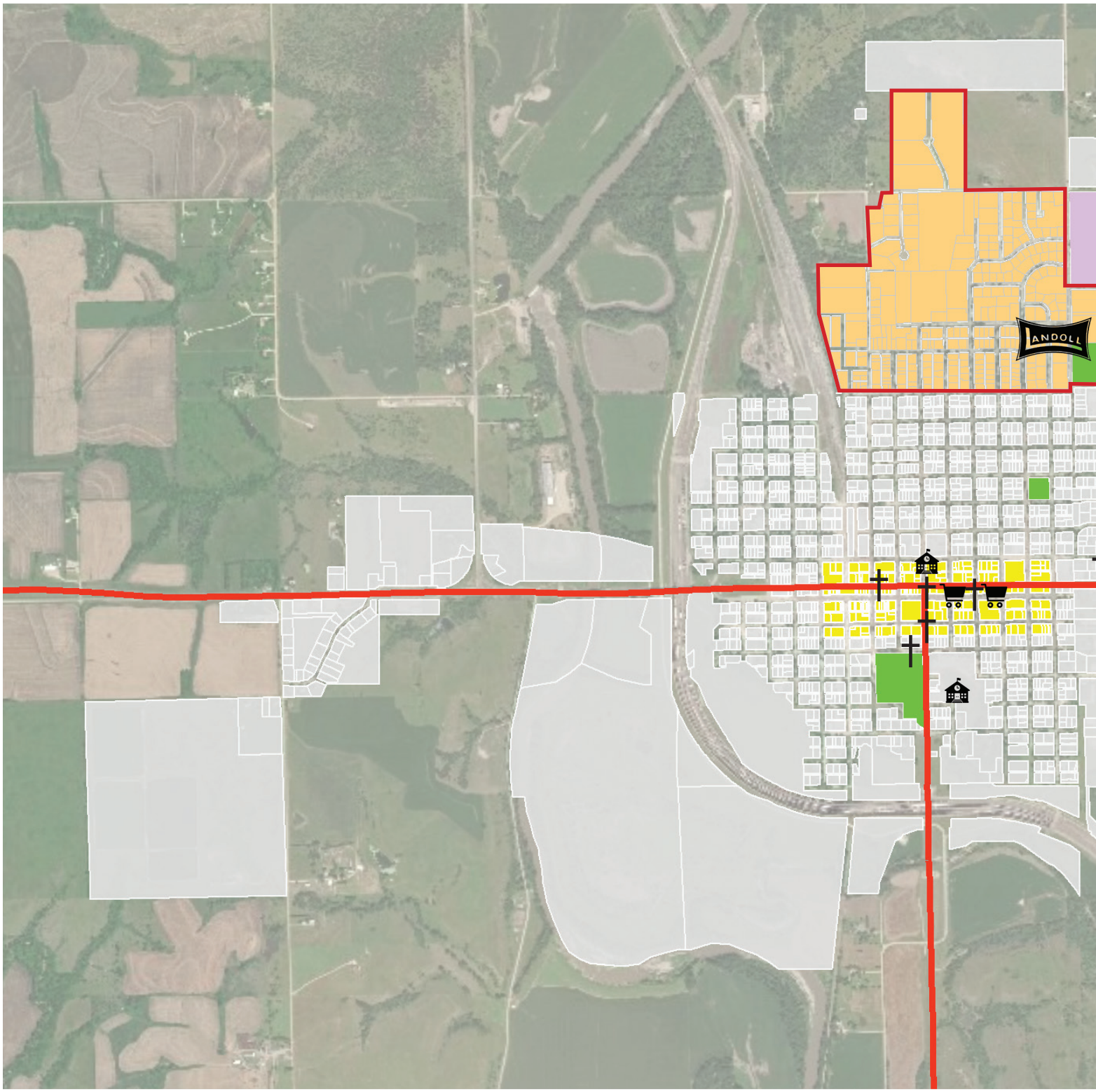


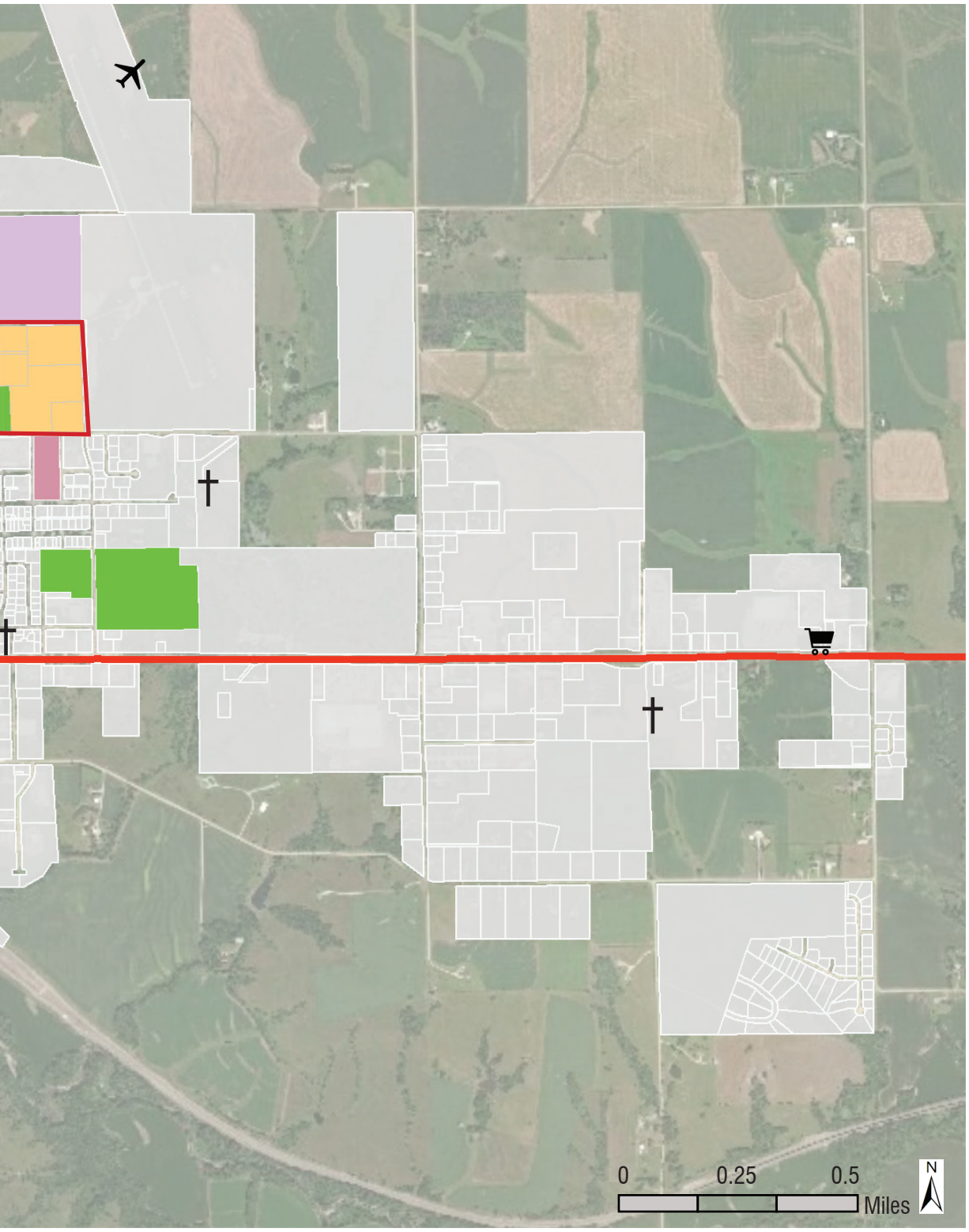

**Figure 3.2.4 (Bottom Left) Large Lot Sizes**
The north and northwest portion of this neighborhood contains some of the larger lots.
*Google Maps*




**Figure 3.2.5 (Bottom Right) New Construction**
The northwest corner of this neighborhood has seen some of the newest development in Marysville with new subdivisions and home construction.
*Google Maps*

# Neighborhood Locus Map






**Legend**

- North Neighb.
- City of Marysville
- City Hall
- Cometary
- Airport
- School
- Store
- Church
- Landoll Corporation

**Figure 3.2.6**
**Neighborhood Locus Map**
Location of North Neighborhood in relation to city of Marysville. (GIS)

# North Neighborhood- Housing Types Map

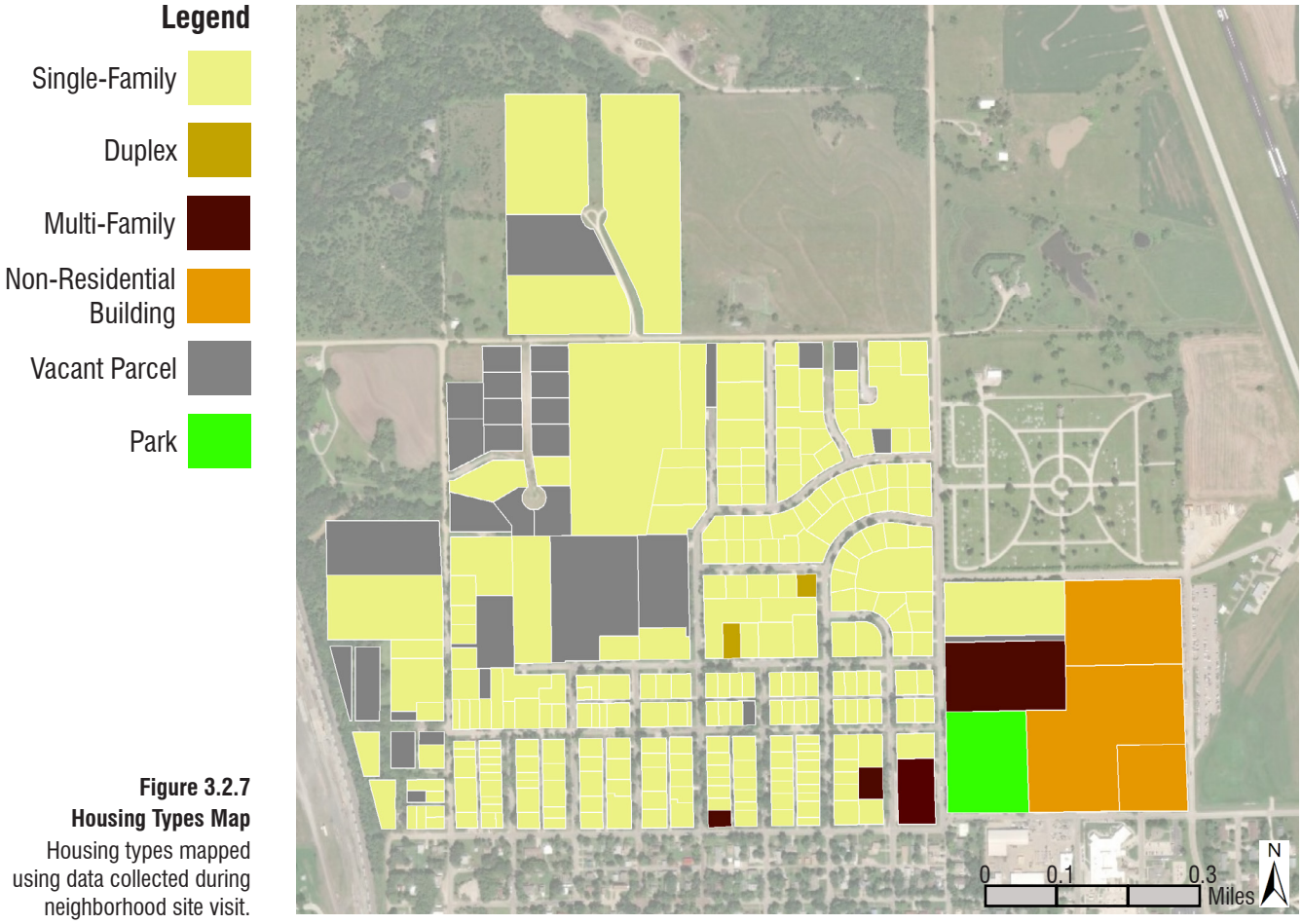


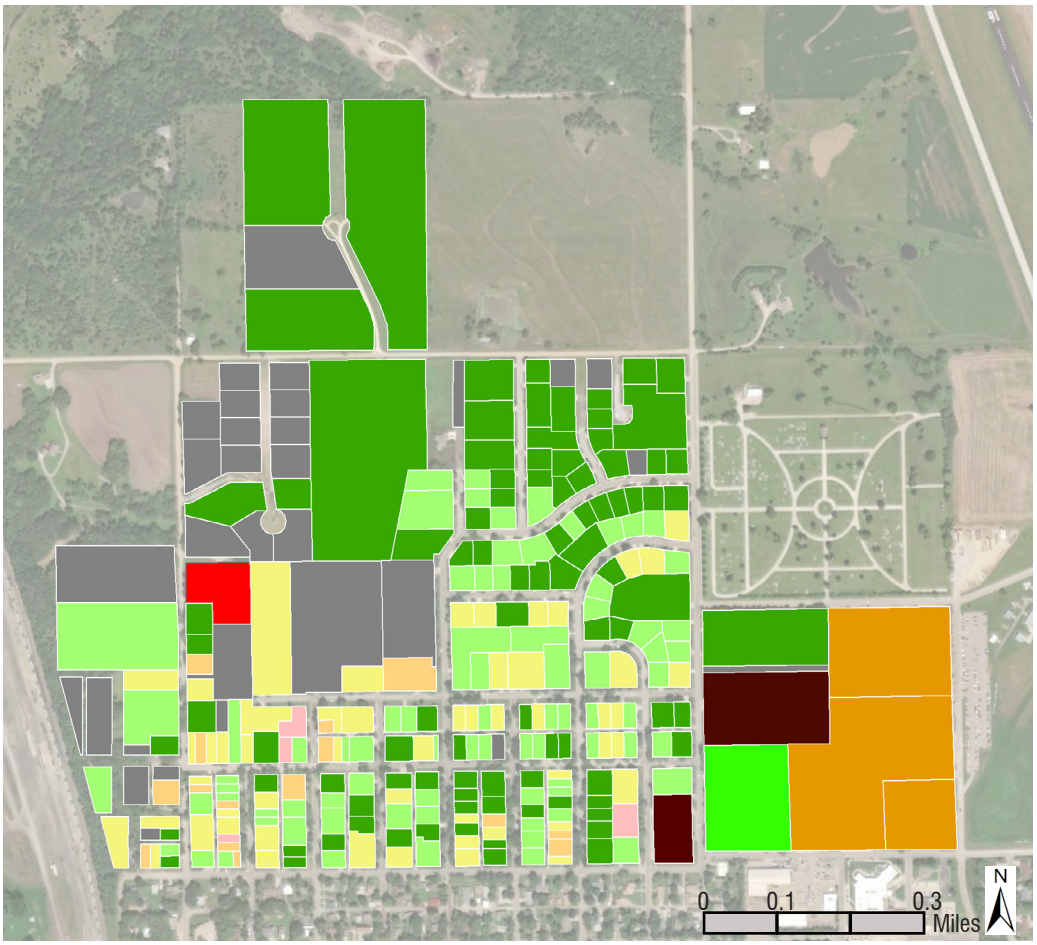

**Figure 3.2.7**
**Housing Types Map**
Housing types mapped using data collected during neighborhood site visit.

The majority of the residential units in the North Neighborhood are single-family. There are a few vacant lots concentrated along the north and west edges of the neighborhood.

There are three multi-family buildings including a 4-unit building on N 15th St., a 5-unit building at the southeast corner of North St. and N 12th St., and Cambridge Place Senior Care on N 16th St.. Cambridge Place has 20 assisted living suites and 56 skilled nursing beds in semi-private rooms.

Lastly, there are two sets of duplexes in the North Neighborhood. One duplex is on Otoe St., and the other is located on the southwest corner of Debbie Lane and N 14th St..

# North Neighborhood- Housing Conditions Map




**Legend**

- Excellent
- Sound
- Minor Rehab
- Moderate Rehab
- Substantial Rehab
- Dilapidated
- Multi-Family
- Non-Residential Building
- Vacant Parcel

**Figure 3.2.8**
**Housing Conditions Map**
Conditions of housing mapped using data collected during neighborhood site visit.

The houses in the best conditions trend towards the northeast corner of the neighborhood, with most of the homes in excellent or sound conditions.

The homes in need of moderate to substantial rehab trend toward the southwest corner of the North Neighborhood. Lastly, there is one home that is of dilapidated condition. It is located on the east side of N 8th St..

# Existing Conditions

## Development related to Condition

The North neighborhood has distinct yet varied development patterns that change as we move northwards. One unique feature of this neighborhood has been new development that does not typically follow the historic grid from the older neighborhoods. Many of these properties are a result of new construction as opposed to re-development or infill. This can be seen today with the new subdivisions, such as Heartley Ridge and Debbie Lane, developed towards the northwest corner of the neighborhood (Figure 3.2.9), but many of the other areas are also examples of this type of development that occurred in the last 50-60 years (Figure 3.2.10). It is clear that housing conditions in this area are directly related to age of both the homes and the development type. The older, more classic grid developments to the south see a more inconsistent quality of housing condition (Figure 3.2.11) where the newer, 'suburban-esque' developments provide consistently good conditions.



**Figure 3.2.9**
**New Construction Home**
One of the first completed homes found in the brand new subdivisions on the northwest corner of the neighborhood.

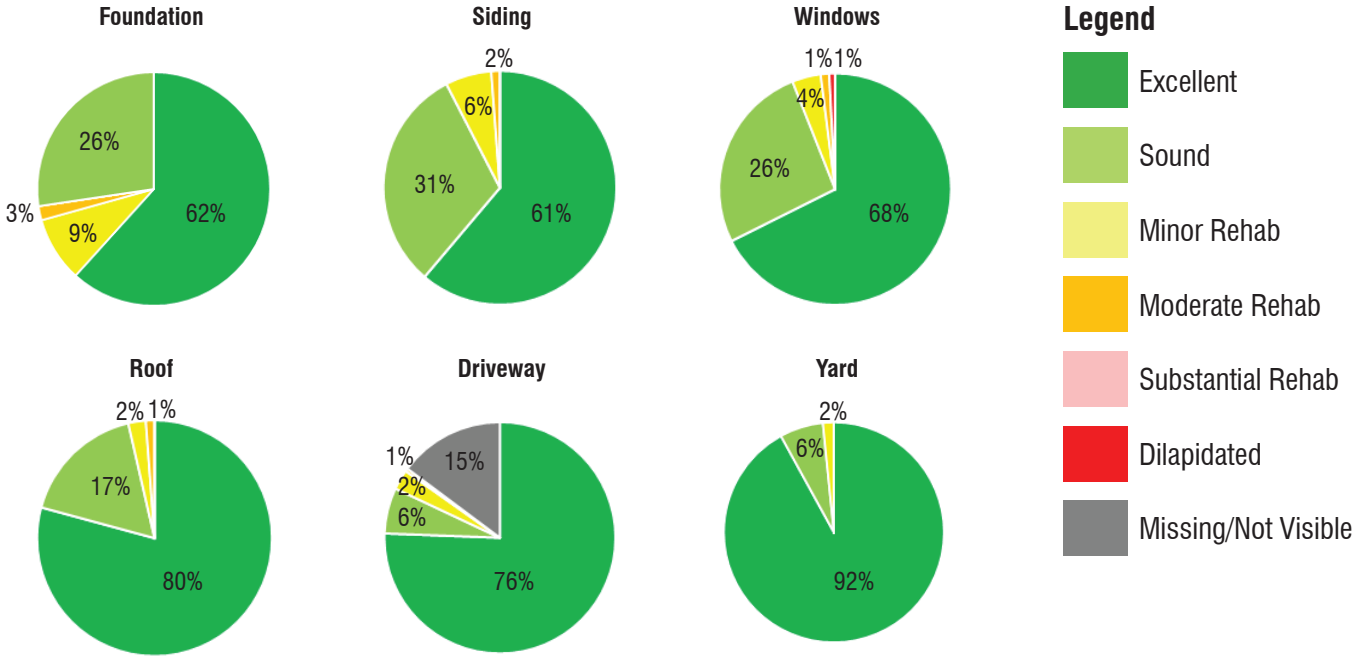


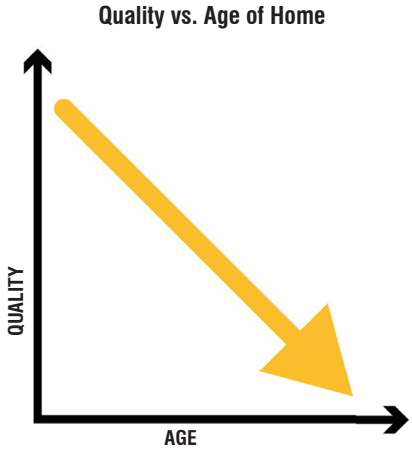
**Figure 3.2.10**
**Mid Century Home**
This home is located on N 15th St. at the east edge of the neighborhood.



**Figure 3.2.11**
**Older Home**
Located in the southern portion of the neighborhood on N 11th St., this is an example of an older home that needs refurbishment.

## Existing Conditions Inventory



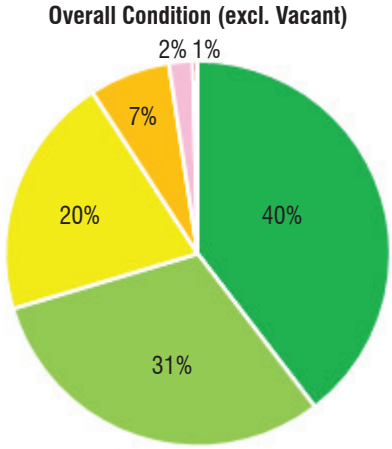




**Figure 3.2.12 (Left)**
**Quality vs. Age of Home**
As the city grew outward, the development spread from the southwest to the northeast of Marysville. The condition of the house generally is the inverse of the age of the home.

**Figure 3.2.13 (Right)**
**Housing Conditions Data**
Conditions of specific metrics and overall housing shown by percentage

### Vacant Lots in North Neighborhood

**25/276 or 9%**

### Vacant Lots in Marysville

**114/1,503 or 8%**

## Vacant Lot Anomalies

Compared to the rest of Marysville, there are a similar percentage of vacant lots. However, this neighborhood is less impacted by vacant lots for a few reasons. First, several the vacant lots found in this area are simply waiting for development. The new subdivisions to the northwest are just now being developed and will vastly reduce the overall amount of vacant lots as the new homes are built.

# Proposed Solutions

## Marysville Home Ownership Program

Currently there is a pilot program known as the Marysville Home Ownership Program, offering up to $12,500 in financial assistance for Marysville residents (North Central Regional Planning Commission). The existing program serves both first-time and non-first-time home buyers, the proposed solution we recommend for this neighborhood is modifying the existing Marysville Home Ownership Program and adding a neighborhood revitalization component.

This modification would bring new life to the neighborhood by encouraging the purchase of older housing stock rather than newer units. Similar to what has been done in other cities in the state such as Emporia, we propose that the neighborhood revitalization component be used to encourage investment in the existing and older housing stock though a ten year property tax abatement measure. This would make additional financial assistance available to individuals who purchase older homes, which could provide funding to renovate and/or update said older units.

Further, vacant lots in the neighborhood should be divided into smaller lots to encourage the smooth transitions between the smaller, older parcels and the larger, newer parcels. This additional funding could follow a similar framework to the North Central Regional Planning Commission's existing Community Development Block Grant Housing Rehabilitation Program.

The current Housing Rehabilitation Program is intended to assist low and moderate income families, whereas the eligibility requirements of the current Home Ownership Program make it more likely to be utilized by those with moderate and high incomes. This proposed solution will help to make funds more available across the spectrum of incomes, providing home ownership opportunities and encouraging the care and development of existing housing stock within this neighborhood.



**Figure 3.2.14**
**Older Home**
Located on N 10th St., this home is within the older portion of the neighborhood and follows the pattern of more rehab needs similar to other homes nearby.
(William Olds)



**Figure 3.2.15**
**Newer Home**
Located on N 13th St., one of the newest and largest homes in the neighborhood shows no signs of needed rehabilitation.
(William Olds)



**Figure 3.2.16**
**Older Home Well Kept**
Located on North St., this historic home has been well maintained.
(William Olds)

# Case Studies

## Olean, New York

Olean, New York, population of 13,711, is home of the Rural Revitalization Corporation (RRC). RRC was established in 1984 and addresses affordable housing needs in the area. RRC offers several services to the county including the Home Improvement Program and the Olean Homebuyer Assistance Program (OHAP).

The Olean Homebuyer Assistance Program:

- Assists with down payments and closing costs for qualified home buyers purchasing single-family homes
- Is administered by the City of Olean Office of Community Development. The City annually monitors the home buyers' files for compliance with residency.
- Is funded through the New York State Trust Fund Corporation Office of Community Renewal via the HOME Investment Partnership Program of the United States Department of Housing & Urban Development (HUD).

Through OHAP, a home-buyer works with a commercial lender to qualify for a real estate loan. Then, they submit an application to prove their eligibility for the program. OHAP requires the home-buyer to complete HUD Certified Counseling before they work with a real estate agent to select a home. After the city inspects the property, the home-buyer receives the approved amount and can purchase the home.

The Home Improvement Program funds repairs for basic structural or mechanical defects, code deficiencies, or health and safety issues. Issues addressed through the Home Improvement Program may include but are not limited to roofing, electrical work, windows, and heating systems. A construction specialist evaluates the home to determine the scope of work, which determines the amount of funds given to the project. Funds may also depend on availability and on-going project status.

There are stipulations on the length of time an owner must live in the home before selling it. The owner has to reside in the home for at least two years if receiving $5,000 or less. They must reside in the home for five years if they received between $5,000 and $10,000. Lastly, if the owner has received over $10,000, then they must reside in the house for at least ten years.

**Marysville could adopt similar programs that help individuals buy and repair older houses in the North Neighborhood.**



**Figure 3.2.17**
**Olean, NY**
Olean, NY is home of the Rural Revitalization Corporation (RRC) which offers services such as the Home Improvement Program and the Olean Homebuyer Assistance Program (OHAP).

## Dodge City, Kansas

Dodge City, Kansas, population of 27,720, started the Community Home Renovation Program in 2017 to encourage and assist in upgrades to the existing housing stock. This program provides materials and labor for home repairs that involve carpentry, electrical, furnace or central air conditioning, plumbing, ADA accessibility, and anything else that may affect the homeowners health and safety.

The Community Home Renovation Program is funded by Black Hills Energy Corporate Foundation and the Community Housing Association of Dodge City. The program offers grants up to $5,000 on a first come, first served basis, as long as funds are available.

To be eligible for the program, applicants must own and reside in the house in question and must be current on property taxes. Applicants are not eligible if they own more than one home. An applicant's income must be at or below 200% of the poverty line. They must meet specific household size requirements per their income. A household of one person must have an annual income of $23,760 or less. A household of two people must have a combined annual income of $32,040 or less. A household of three people must have a combined annual income of $40,320 or less. A household of four people must have combined annual income of $48,600 or less. A household of five people must have a combined annual income of $56,880 or less. Lastly, a household of six people must have a combined annual income of $65,160 or less.

**Marysville could strive for these eligibility guidelines and funding, and could be funded by a large, locally-invested business such as the Landoll Corporation, such as the Community Home Renovation Program was funded in part by Black Hills Energy.**




**Figure 3.2.18**
**Dodge City, KS**
Dodge City provides the Community Home Renovation Program.

## 3.3 Northeast Neighborhood

**Team: Abbey Hebbert, Lindsey Logan, Emma-Quin Smith & Wanqing Zhao**

## Overview

The boundaries of the Northeast neighborhood are North Street, N 10th Street, and Center Street. The west side has many single-family homes and sits on a grid-like road system. Most residences on the west side have backyards, driveways, and day-lit basements.

Some form and use characteristics between the west side and east side of the neighborhood are noticeably different. The east side of the neighborhood is a mixture of uses - predominately industrial and commercial with sporadic residential units, while the west side of the neighborhood is mostly residential in form and use. In this chapter, we will talk about this neighborhood as a whole, but often reference the east and west side separately.

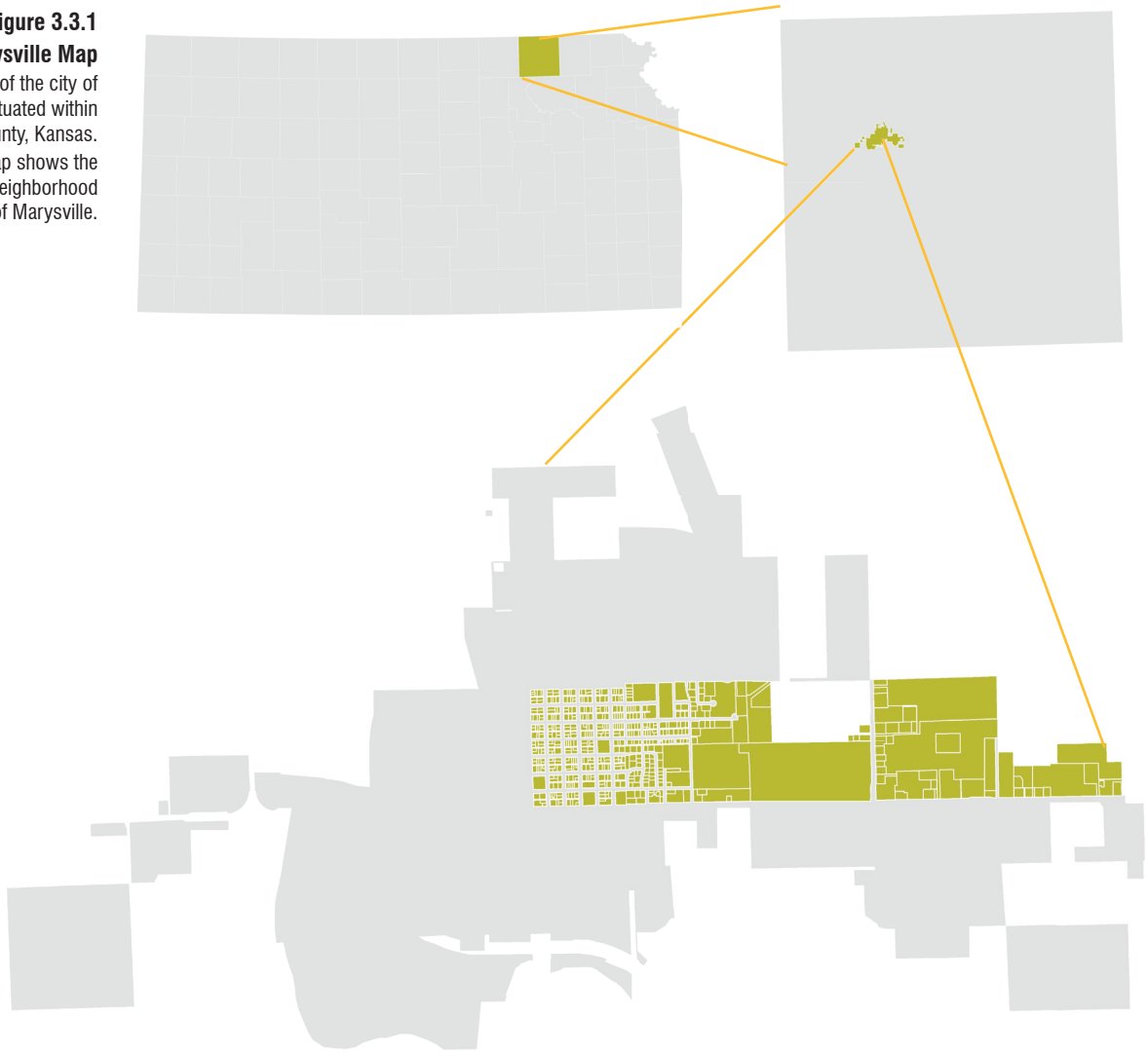


**Figure 3.3.1**
**Marysville Map**
A context map of the city of Marysville, Kansas situated within Marshall County, Kansas. The bottom map shows the Northwest neighborhood within the city of Marysville.

## East + West

### Major Differences

The west side of the neighborhood is overwhelmingly residential with very few commercial properties. Most homes on the west side are single-family, though there are some multi-family units. The housing conditions range from excellent to dilapidated.

The eastern side of the neighborhood includes the town's country club, commercial development, and residential neighborhoods. Most of the commercial buildings are located along the Pony Express Highway. Much of the residential development was recently built. The housing conditions range from sound to excellent, with a few of the houses in need of minor rehabilitation.





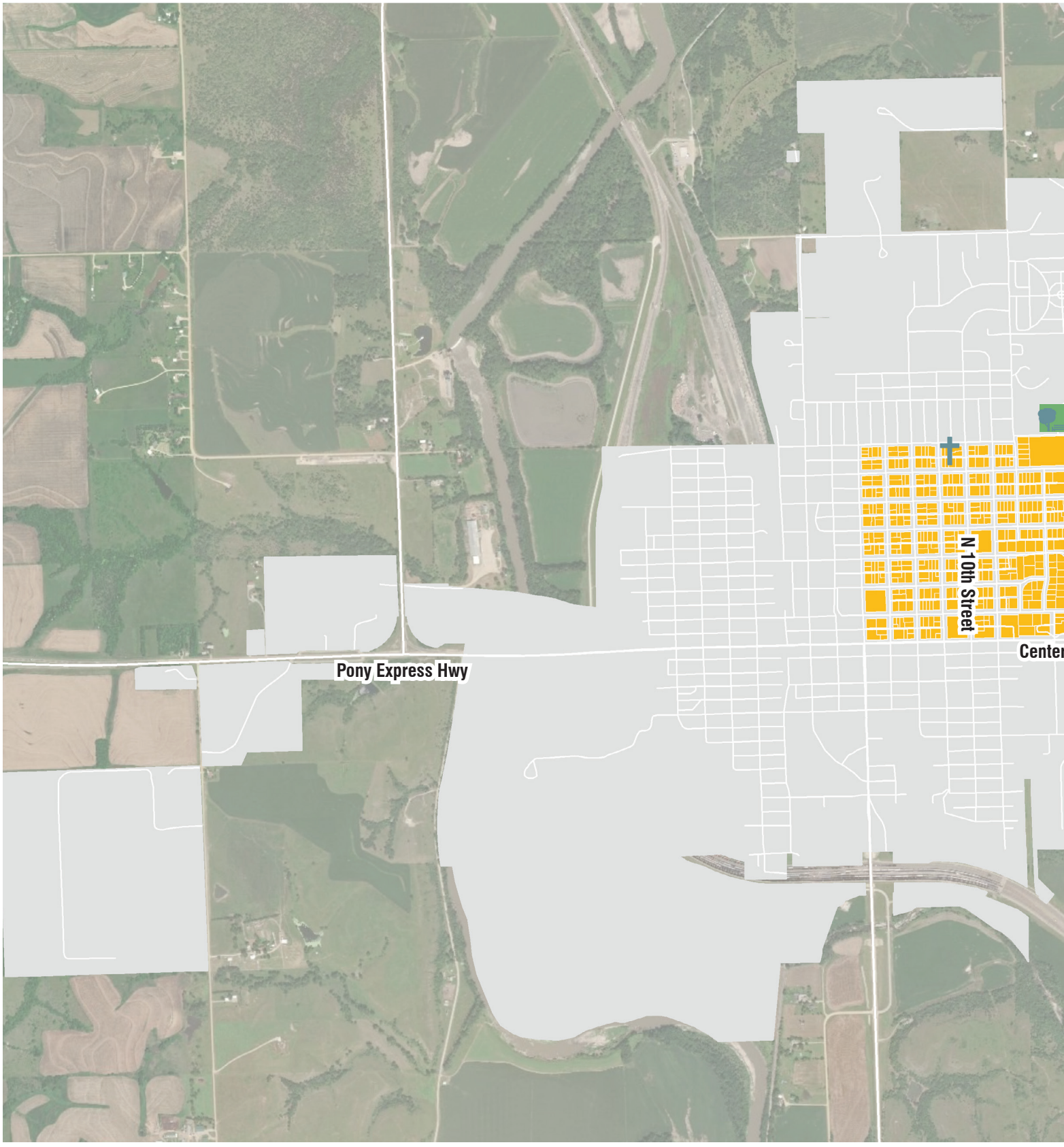
**Figure 3.3.2 (Left)**
**West Side Typical Residence**
The left image depicts a sound home that represents the majority of homes on the west side.

**Figure 3.3.3 (Right)**
**West Side Typical Residence**
The right image depicts an excellent, up-to-date home.



**Figure 3.3.4**
**East Side Typical Residence**
This image depicts a sound home that represents the majority of homes on the east side.

# Northeast Neighborhood Map



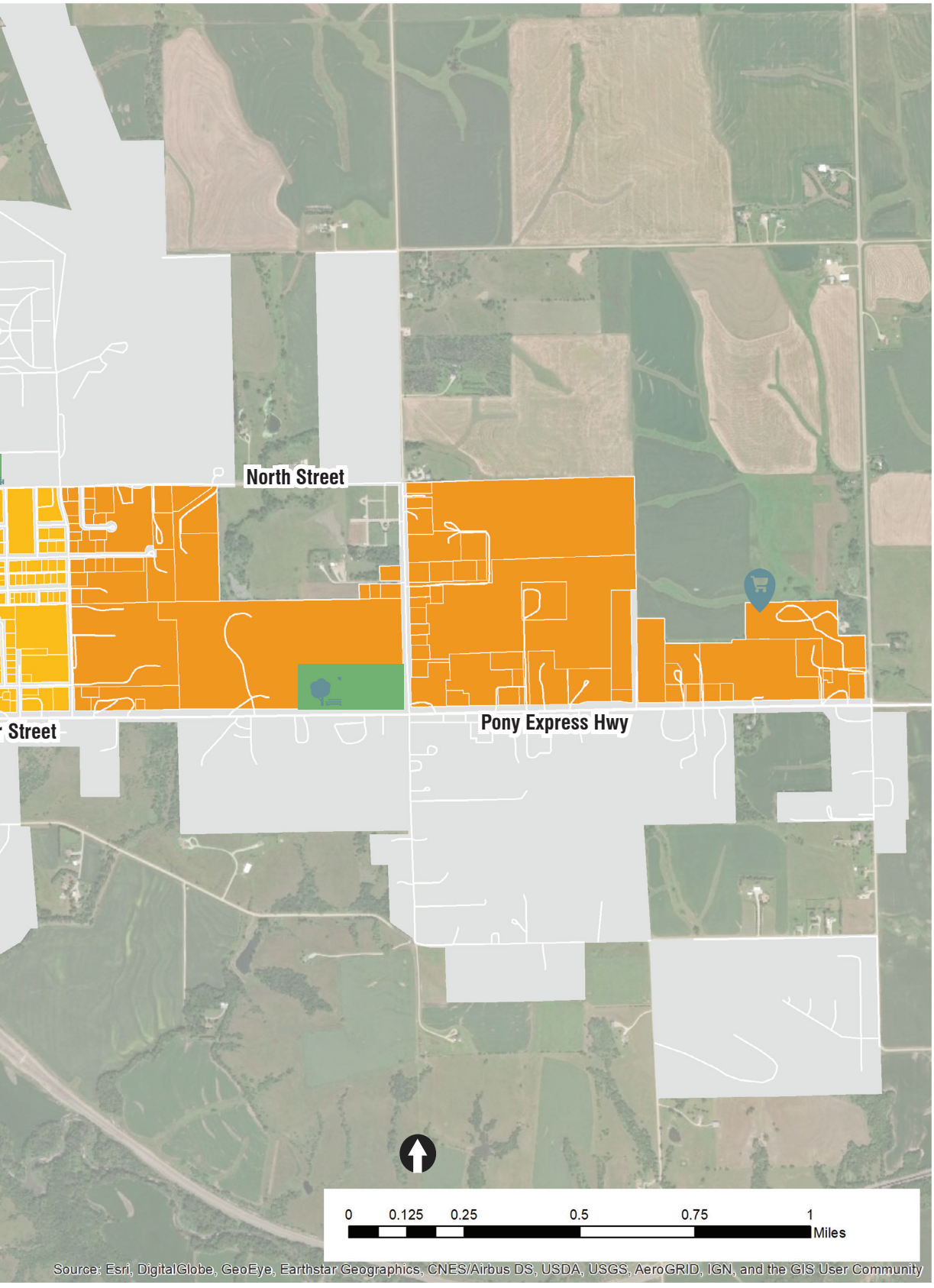



**Figure 3.3.5**
**Northeast Neighborhood**
A map of the Northeast Neighborhood in Marysville, Kansas with neighborhood assets and notation of the two distinct parts of the neighborhood.

## Legend

- West side
- East side
- Green Spaces
- Marysville City Limit
- Park
- Church
- School
- Grocery Store

# Marysville Demographics

## Race Demographics

Marysville, Kansas is not racially diverse, as 96.4% of the community is white. Other racial groups such as Blacks, Asians, and Native Hawaiians make up less than 3% of the population. The majority of racial diversity in Marysville is located in Block Group 2 which includes the west side of the Northeast neighborhood.

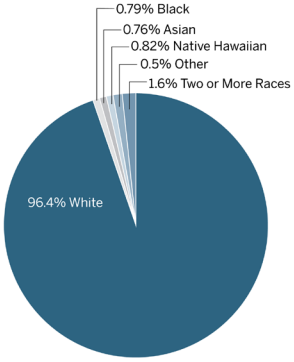



**Figure 3.3.6**
**Race Breakdown**
This chart shows the racial composition of Marysville, KS.

## Age & Sex Demographics

The age composition of Marysville mirrors the "missing middle" of the housing demographics of the city. There is a large population of people under the age of 18, and a large population of residents over the age of 60. The middle age categories between ages 18 and 50 are significantly smaller than the oldest and youngest demographics. There is a higher population of females than males in Marysville.
At the east side of Country Club, the median age is about 55, while the west of Country Club is about 37.

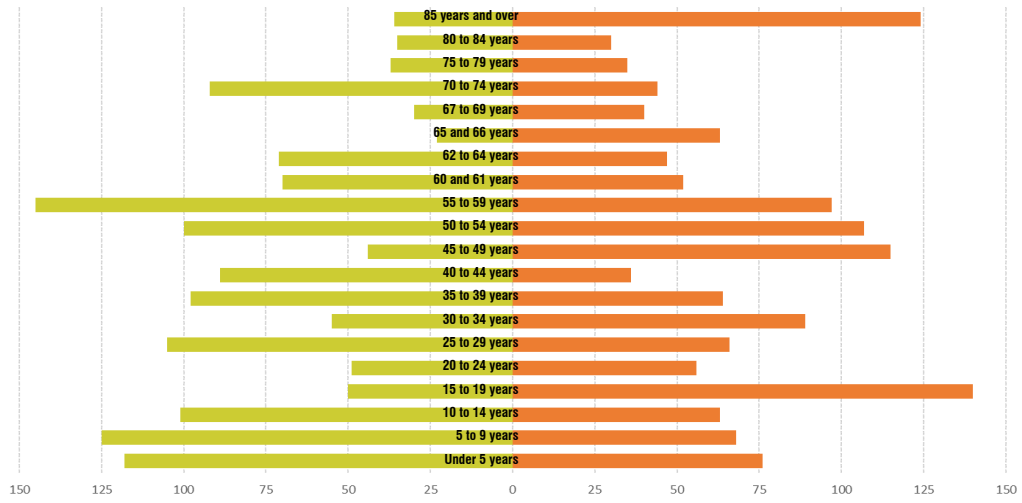



**Figure 3.3.7**
**Age Pyramid**
This chart shows the age distribution by sex in block groups 1 and 2 in Marysville.

# Housing Structure Statistics

## Owner Occupancy Rates

The majority of homes in the Northeast neighborhood are owner occupied homes, which is depicted in blue on Figure 3.10. The parcels in pink are homes that are not owner-occupied. We do not have enough data per structure to determine if the non-owner occupied structures are rental units.

There are a total of 417 residential parcels in the Northeast neighborhood. Of those 417 parcels, 297 are occupied by the owner of the parcel and 120 are not occupied by the parcel owner listed in the Marshall county records. Approximately 72% of all parcels are owner occupied.



**Figure 3.3.8**
**Owner-Occupied Parcels**
This info-graphic visualizes the proportion of parcels that are non-owner occupies (28%) to those that are owner occupies (72%) in the Northeast Neighborhood.

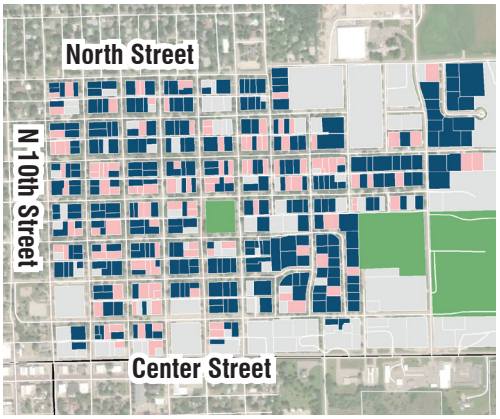
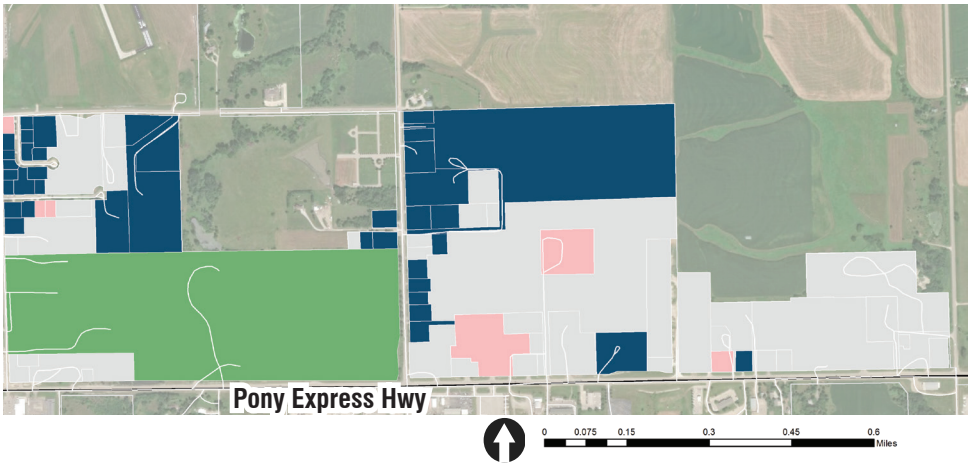



**Figure 3.3.9**
**Owner-Occupied Parcels**
Majority of homes in this neighborhood are owner-occupied. Areas of pink can lead us to assume that they are not occupied by their owners.



# Housing Structure Types

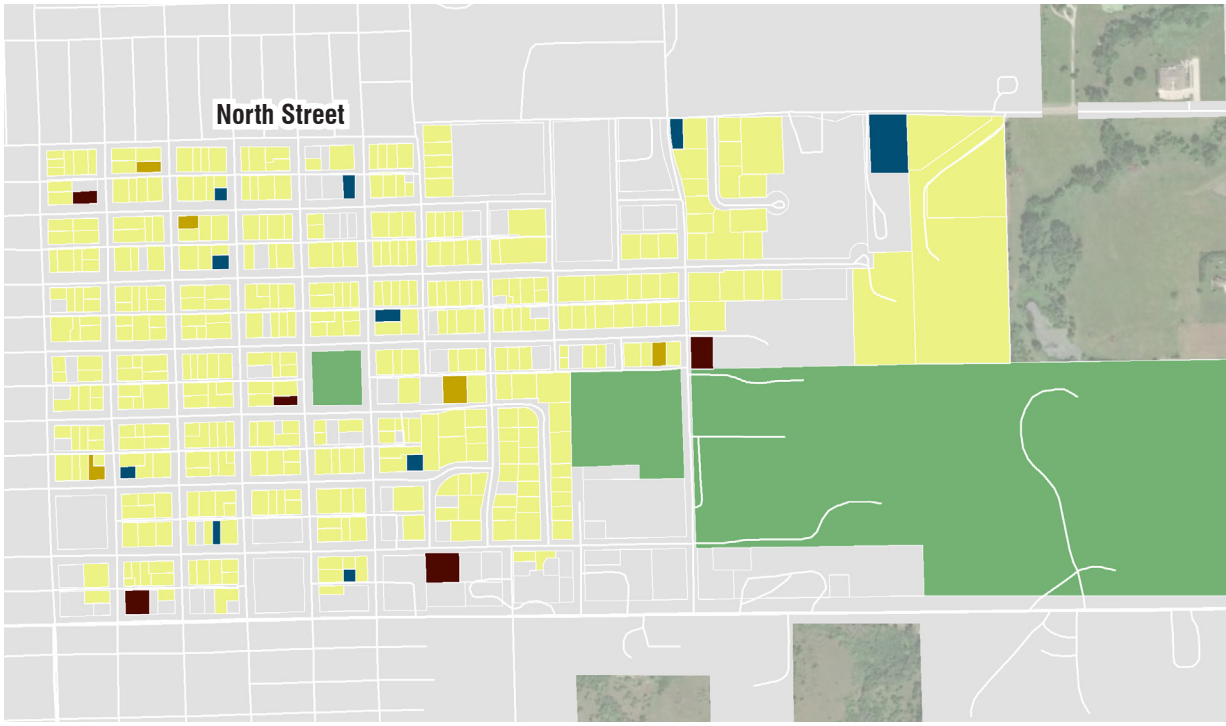
## Housing Types in the Northeast Neighborhood

The Northeast Neighborhood is primarily comprised of single family structure types. In the eastern portion, there is a mix of non-residential parcels and single family structures that provides a mixed-use development setting. Moving inward toward the denser residential developments, we experience a high concentration of residential, as opposed to a mix of residential and commercial.

There are low quantities of multi-family or duplex developments, indicating larger parcel sizes and lower people per parcel ratios. There are 5 duplexes and 5 multifamily residential units in the Northeast neighborhood.

Multi-family structure types display a pattern of being located along major roadways. Walkability for these housing types is crucial for accessibility of amenities, so pedestrian safety is a concern here. Overall, the housing stock is dominated by large parcel, single family developments with the potential for higher density developments in the future.

**Figure 3.3.10**
**Structure Types**
This neighborhood has high quantities of single family styled homes. There is a few duplex and multi-family styled homes scattered throughout this neighborhood as well.

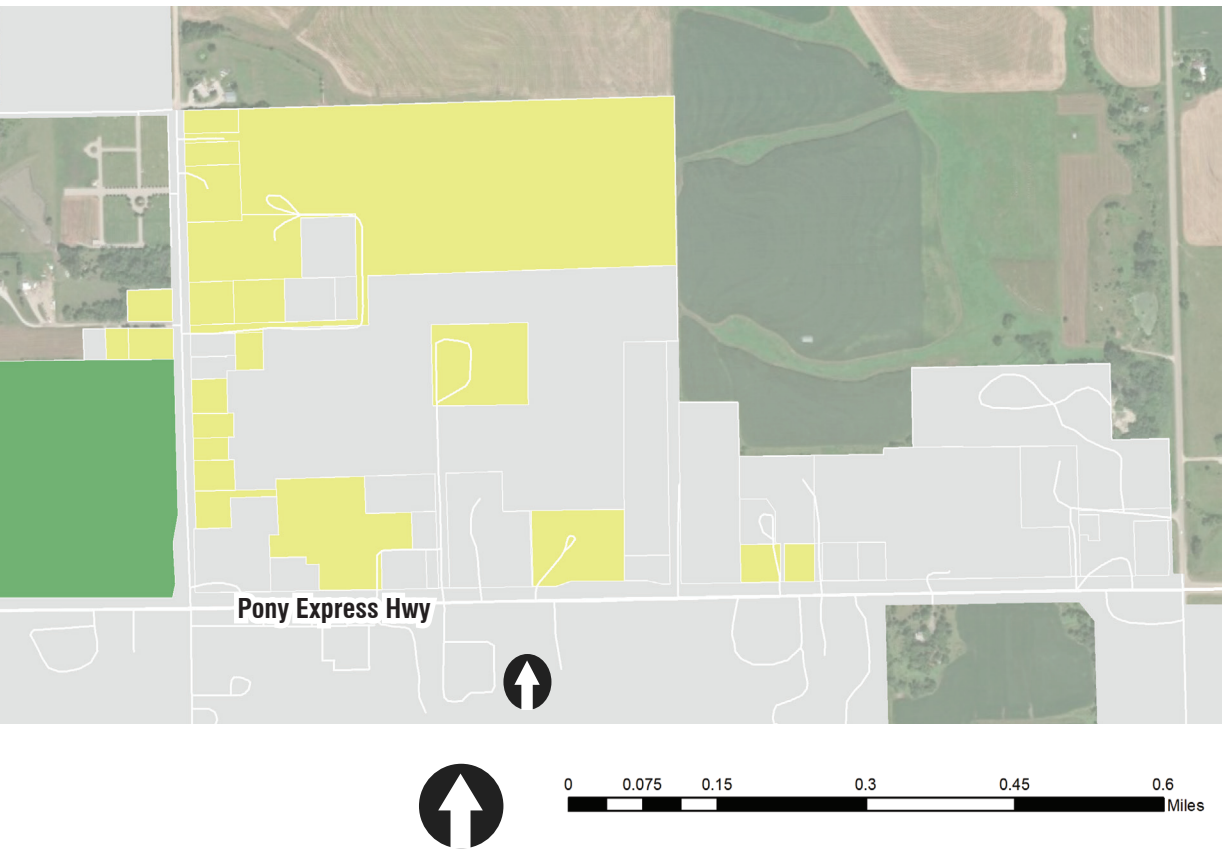


**5 Duplex Residential Structures**

**422 Single Family Residential Structures**

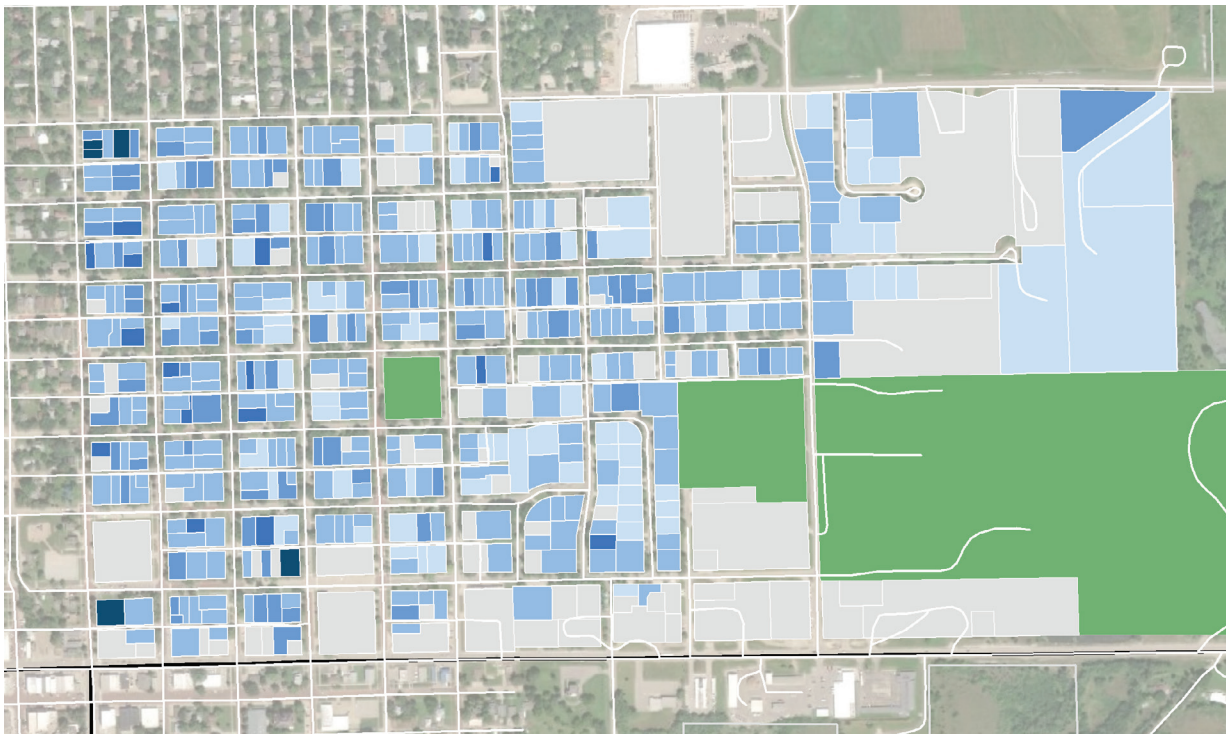
**5 Multi-Family Residential Structures**

**8 Vacant Lots**



# Conditions of Structures

**Figure 3.3.11**
**Conditions Map**
This map displays the locations of the housing conditions throughout the Northeast Neighborhood. The majority of homes are of sound quality.




## Housing Conditions

### Entire Neighborhood

440 total parcels were accessed, and 80 dwellings were classified as 'Excellent.' Those dwellings are considered to be well maintained with no visible deficiencies with near perfect foundations and straight roof-lines.

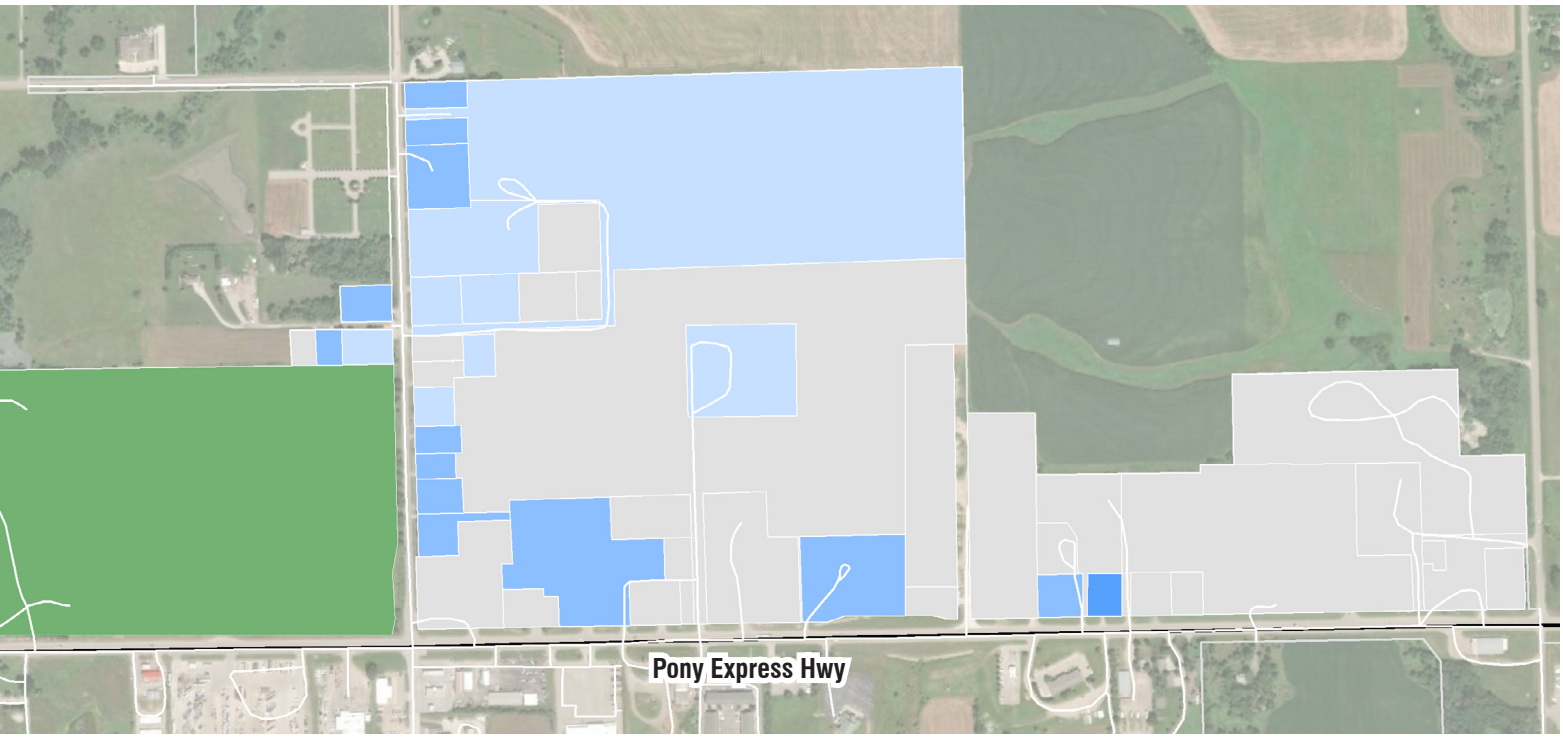
The majority of homes in the Northeast neighborhood were assessed as 'Sound.' This means most dwellings require some maintenance, such as repainting, window repairs, the replacement of a few shingles, or the repair of cracks in the foundation.

There are 74 homes in need of 'Minor Rehabilitation', which is almost equal to the number of excellent homes.

17 homes in the Northeast neighborhood need 'Moderate Rehabilitation,' meaning those dwellings require multiple repairs and the replacement of a major component.

Only 5 homes were found to need 'Substantial Rehabilitation', meaning those dwellings require the repair or replacement of all exterior components. Lastly, 0 homes were classified as 'Dilapidated', or unable to repair due to excessive neglect.

There were 8 vacant lots and 3 major green spaces in the area evaluated.





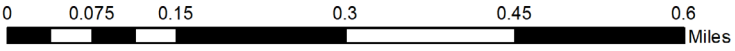







**Figure 3.3.12**
**Conditions Graph**
This graph portrays the ratios of conditions found throughout the Northeast Neighborhood.

# Conditions of Structures Definitions



**Figure 3.3.14**

**Excellent:** A dwelling unit that is new or well maintained and structurally intact (no visible deficiencies). Foundation appears structurally undamaged, and roof-lines are straight. Windows, doors, and siding are in good repair. Exterior paint is in good condition.



**Figure 3.3.15**

**Sound:** A dwelling unit that requires minor deferred maintenance, such as repainting, window repairs, the replacement of a few shingles on the roof, or the repair of cracks in the foundation.



**Figure 3.3.16**

**Minor Rehabilitation:** A dwelling unit that shows signs of multiple deferred maintenance, or that requires the repair of one major component.



**Figure 3.3.17**

**Moderate Rehabilitation:** A dwelling unit that requires multiple repairs and the replacement of a major component.



**Figure 3.3.18**

**Substantial Rehabilitation:** A dwelling unit that requires the repair or replacement of all exterior components.



**Figure 3.3.19**

**Dilapidated:** A dwelling unit that suffers from excessive neglect, appears structurally unsound and not safe for human habitation, and may not be feasible to rehabilitate.

## East vs. West Neighborhoods

One of the major differences between the west and east sides of the Northeast neighborhood is structural quality. The structures on the east side of the neighborhood in the country club area of the Northeast neighborhood are mostly in excellent condition as they are some of the most recent developments in Marysville. Most of the structures on the west side of the neighborhood in the small block residential area are in sound condition.

Another difference is the quality of lots not occupied by residential uses. The west side of the neighborhood has 8 vacant lots while the east side has zero. Additionally, most of the open space on the east side is occupied by a golf course and church yard.



**Figure 3.3.20**
**Excellent Condition**
An example of an excellent home on the west side, small block residential area of the Northeast neighborhood.



**Figure 3.3.21**
**Excellent Condition**
This is an example of a sound structure on the eastern country club side of the Northeast neighborhood.

## Vacant Lots

440 total parcels were accessed, and 80 dwellings were classified as 'Excellent.' Those dwellings are considered to be well maintained with no visible deficiencies with near perfect foundations and straight roof-lines. The majority of homes in the Northeast neighborhood were assessed as 'Sound.' This means most dwellings require some maintenance, such as repainting, window repairs, the replacement of a few shingles, or the repair of cracks in the foundation. There are 74 homes in need of 'Minor Rehabilitation', which is almost equal to the number of excellent homes. 17 homes in the Northeast neighborhood need 'Moderate Rehabilitation,' meaning those dwellings require multiple repairs and the replacement of a major component. Only 5 homes were found to need 'Substantial Rehabilitation', meaning those dwellings require the repair or replacement of all exterior components. Lastly, 0 homes were classified as 'Dilapidated', or unable to repair due to excessive neglect. There were 8 vacant lots and 3 major green spaces in the area evaluated.




**Figure 3.3.22**
**Vacant Lot Map**

**Legend**

Vacant Lots

Green Spaces

# Policy Suggestion

## Infill Development

As Marysville continues to attract new residents and allow new development, the city should establish a policy to incentivize infill residential development in the central, small-block residential neighborhoods. Infill development takes advantage of vacant lots and dilapidated properties for new development in a space and resource efficient manner (EPA, 2015). There are many potential financial benefits of infill development including increased property values, money savings for the city of Marysville, and real estate market stabilization (EPA, 2015). Infill development also boasts ecological benefits such as reduced pollution from decreased commute distances and preservation of more open natural spaces and agricultural land on the edges of Marysville (EPA, 2015).

***Design regulations, especially those pertaining to features that promote privacy while also improving interaction with the street. Encouragement of multi-family unit development to increase density of development. Parking provisions that effectively utilize alleys and ensure an appropriate number of parking spaces.***

### Key Components Related to Marysville

The eighty vacant lots in the west side of the neighborhood would benefit from infill housing that encourages pedestrian friendly neighborhoods and connectability to the nearby schools and businesses. Following Vermont's solution for infill housing by creating policy that allows for the designation of neighborhood development areas is the most realistic solution for Marysville. This could be passed by the city commission, or written in a city comprehensive plan. Designating the west side of the Northeast Neighborhood in Marysville would allow for special permits and tax incentives for the area to be used for filling vacant lots and improving the surrounding infrastructure in the neighborhood. Cities can designate places as neighborhood development areas for many different reasons such as to stimulate economic growth, improve access to education, or prepare for an expected increase in population. The Northeast neighborhood should specifically target filling vacant lots to unify the neighborhood fabric and promote walkability throughout the neighborhood. Additionally, filling vacant lots and utilizing areas that are already serviced by streets and infrastructure is a responsible way to combat urban sprawl.

***Marysville could limit developments to up to four family unit buildings to prevent large apartment***

***complexes from being developed.***

## Key Benefits

**Cost savings.** Infill development takes advantage of existing roads, wastewater, electrical, and other services infrastructure. Utilizing vacant lots in the center of town negates the need to expand fire and police districts, and utilizes roads that are already being maintained by public works. Utilizing existing infrastructure will prevent having to charge special fees or increase taxes and prevent financial losses on the part of the city. Developers and construction companies will also likely incur less financial risk with infill development than with large subdivision developments.

**Affordable housing.** Infill development can decrease pressure on the housing market, making all units more affordable. Multifamily units can be built on vacant lots and accessory dwelling units can be built on unused portions of large lots. Both of these smaller unit options are more affordable than a single family residence.

**Community health**. Increasing development that is close to places of work, school, and other community resources decreased the distance people have to travel by car around Marysville which leads to decreased air pollution. Increasing density also increases the likelihood of residents choosing more active forms of transportation like biking and walking which improves the overall health of citizens.

## Potential Challenges

**NIMBY Attitudes.** Fears about welcoming new residents into their community, a decrease in their own property values, or skepticism about the quality of new construction may contribute to a "not in my backyard" mentality among the neighborhood's current residents. It is important for the leaders of Marysville to remind current residents that new development is likely to increase current property values. Additionally, welcoming new residents into the community will likely increase the social and economic diversity of Marysville, thereby ensuring a strong future for the community.

**Developer skepticism.** Developers may be skeptical about taking on projects that vary so greatly from subdivision construction. Developers may also have concerns about selling or leasing properties built in the center of Marysville while current demand for housing is on the outskirts of town. On the contrary, as Marysville residents continue to age, they will likely seek smaller homes like those available in the small-block Northeast neighborhood. Families looking to move to Marysville will also likely be attracted to new infill development because of its close proximity to the school and other community amenities.

**Space constraints.** Development on vacant lots is constrained to the existing size of the lot with setbacks and adjacent structures that must be taken into consideration as well. Central city lots are often smaller than suburban subdivision lots, however the size constraints can lead to more creative design of the structures being built. This creativity gives neighborhoods more character and can help the city bolster its historical character or contribute to a new community identity.

# Precedents

## BELLINGHAM, WASHINGTON

In 2009, the city of Bellingham, Washington adopted an "Infill Development Toolkit" into the city's land use development codes. The toolkit and an accompanying "training manual" provide both developers and citizens of Bellingham a clear outline of the expectations and advantages associated with infill development.

When Bellingham implements an infill development policy, raw land resources in the city were becoming scarce and affordable housing stock was in rapid decline. The infill development policy allowed the city to take advantage of the underutilized land available in order to make living in Bellingham more affordable to a variety of people.

Single family housing is not the only type of housing the Infill Toolkit develops. The city of Bellingham develops cottages, townhouses, duplexes, triplexes, and detached accessory dwelling units. The city of Marysville might consider allowing accessory dwelling units (ADU's) as a means for infill development because they can be used as a long-term affordable housing option. ADU's are defined as small apartments that are next to the main dwelling on the lot. ADU's provide and environmentally sustainable option to housing. Additionally, the construction costs of ADU's and the ongoing collection of property taxes would stimulate Marysville's economy.



**Figure 3.3.23**
**Infill in Bellingham**
Bellingham, Washington first large-scale project using the "Infill Development Toolkit"
http://bbjtoday.com/blog/infill-toolkit-projects-provide-one-vision-for-future-growth/31405/

## BRATTLEBORO, VERMONT

The state of Vermont includes infill housing development provisions in their state statutes that enables the designation of neighborhood development areas. Part of the neighborhood development area provisions require communities to focus on infill development to preserve the density and character of historic neighborhoods. The state statutes encourage compact, pedestrian oriented residential neighborhoods.

Brattleboro's comprehensive plan includes infill housing provisions to promote affordable, accessible, and diverse neighborhoods. Brattleboro has similar demographics to Marysville; an aging population and a desire to attract families to the town. Infill housing development encourages a variety of housing types and can meet the needs of a diverse population.

Another similarity between Brattleboro and Marysville is the aging housing stock. Maintaining and improving the condition of the housing stock in Marysville is vital. Older homes have high operational costs and are often in need of remodeling and replacing major components of the structure. Doing this will ensure that the housing stock is livable and attractive to residents. Brattleboro sees the importance of catering to the housing needs of young professionals, retiring seniors, and small households in the same way that the city of Marysville does.



**Figure 3.3.24**
**Infill in Vermont**
Shelburne, Vermont neighborhood development area.
https://accd.vermont.gov/community-development/designation-programs/neighborhood-development-areas

## 3.4 Southeast Neighborhood

**Team: Lesley Frohberg, Katherine Geist, Fabiha Mubassirah, and Nazmun Akter Pia**

## Introduction

Marysville is a rural community and the county seat of Marshall County, Kansas. Settled in 1855 by Frank Marshall, it's population has seen both increases and decreases, with the city currently sitting at approximately 3,288 people. The demographic split is approximately 53% female and 47% male, with 9% of the citizens of the city living at or below the poverty line (Census Reporter, 2019).

The average income for the city of Marysville is approximately $44,519 (Data USA, 2019). The majority of people hold at least a high school diploma (91.5%), while an additional 20.7% also hold a bachelor's degree (Census Reporter, 2019). The population density for the city of Marysville is also relatively low. With a total area of 4.6 square miles, the population density is approximately 715.5 people per square mile (Census Reporter, 2019).

The study done in this report looks at the current housing stock for the city, the condition of that housing, and makes recommendations on what types of policies could be implemented that would help further the success of the Marysville housing situation. There are currently 1,763 housing units in the city (Census Reporter. 2019). The total housing stock in Marshall County is 4,890; this means that the Marysville stock makes up approximately 36% of the total amount of housing for the entirety of the county (Census Reporter, 2019). The majority of these homes were built in 1990 or after, making most of the housing stock relatively new. The most recent housing study for the city of Marysville was conducted in 2005, so there has been significant development since then, thus warranting an updated study of all of the housing stock within the city.

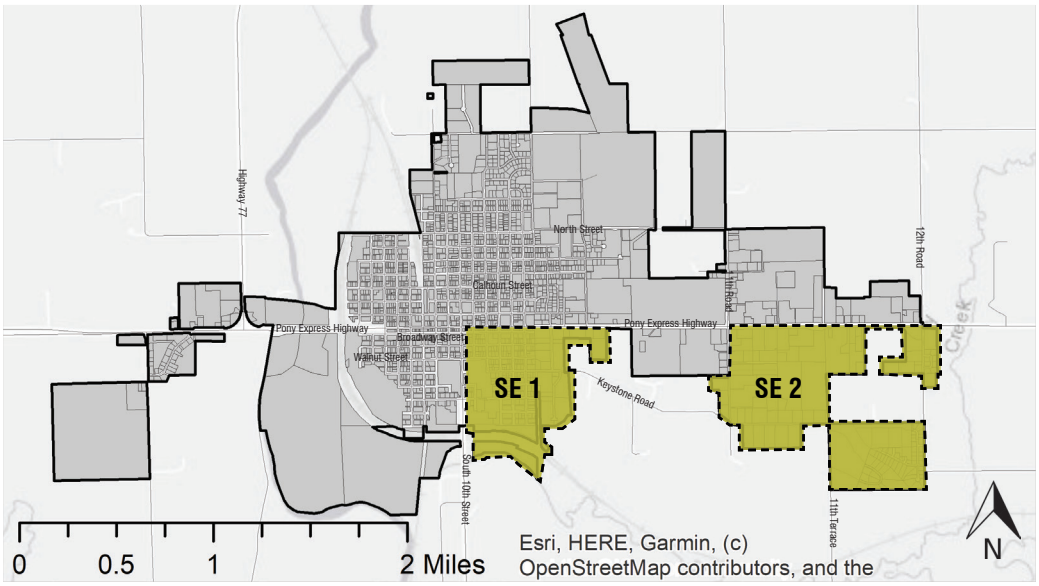



**Figure 3.4.1**
**Map of Marysville, Kansas**
Marysville is located in Northeast Kansas. (Frohberg, 2019)

## Neighborhood Analysis

The Southeast Neighborhood is located east of Highway 77 and south of Highway 36 in Marysville. There is a variety of uses in this area including residential, commercial, industrial, and many other public uses such as the High School or Courthouse.

To facilitate a clearer neighborhood analysis, the Southeast Neighborhood was subdivided into two neighborhoods. This division was based on the vast differences in character and condition between the two parts of the neighborhood. The two areas will be referred to as Southeast Neighborhood 1 (SE 1) and Southeast Neighborhood 2 (SE 2) shown in Figure 3.4.6.






**Figure 3.4.2 (Top Left) Marysville High School**
Marysville High School.
(The Ebert Mayo Design Group, 2018)

**Figure 3.4.3 (Top Right) Marysville Downtown**
Marysville's Downtown District on Broadway Street.
(Mubassirah, 2019)







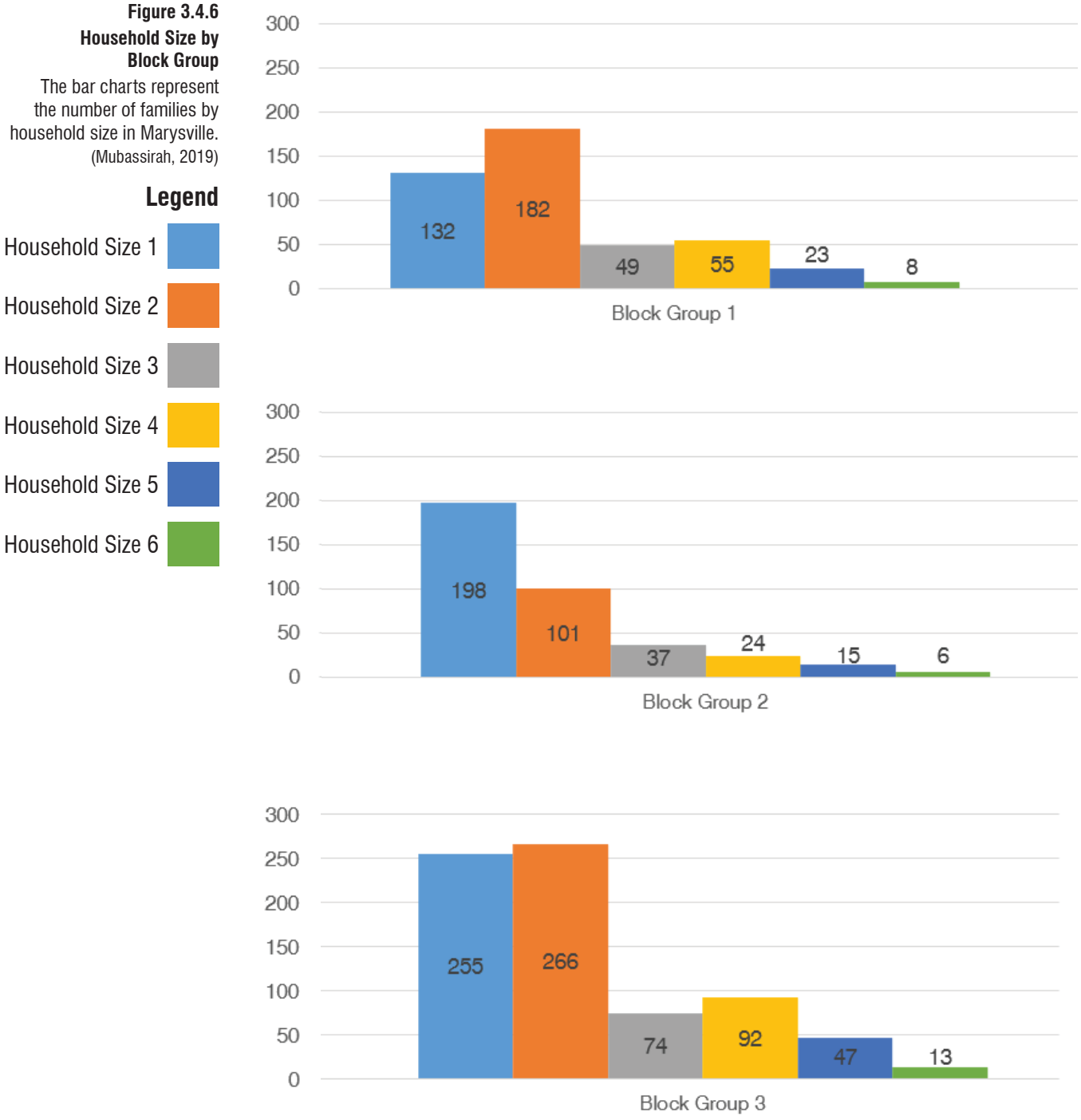
**Figure 3.4.4 (Bottom Left) Marshall County Courthouse**
Historic Marshall County Courthouse located on Broadway Street.
(Mubassirah, 2019)

**Figure 3.4.5 (Bottom Right) Black Squirrel Statue**
Marysville Public Library's Black Squirrel Statue.
(Mubassirah, 2019)

## Household Size

The housing sizes for Marysville show large trends, although there is a bit of variation in size depending on which Census Block Group that you live within. The primary household size for Block Groups 1 & 3 are 2 people per household, while Block Group 2 has a majority of 1 person households. Each Block Group shows families of 3 or more being present, but they are certainly not as common. Likely, the trend in family sizes has to do with what types of amenities that the Block Group is near, the size and condition of homes, etc.

**Figure 3.4.6**
**Household Size by Block Group**
The bar charts represent the number of families by household size in Marysville. (Mubassirah, 2019)



# Neighborhood B.1 Background

## Land Use

The primary land use in SE1 is residential. Commercial and industrial are also prevalent, while there are only two public land uses and two institutional uses. Additionally, the map shows the frequency of vacant lots in the area. Approximately 75-80% of the land use for neighborhood SE1 is residential.

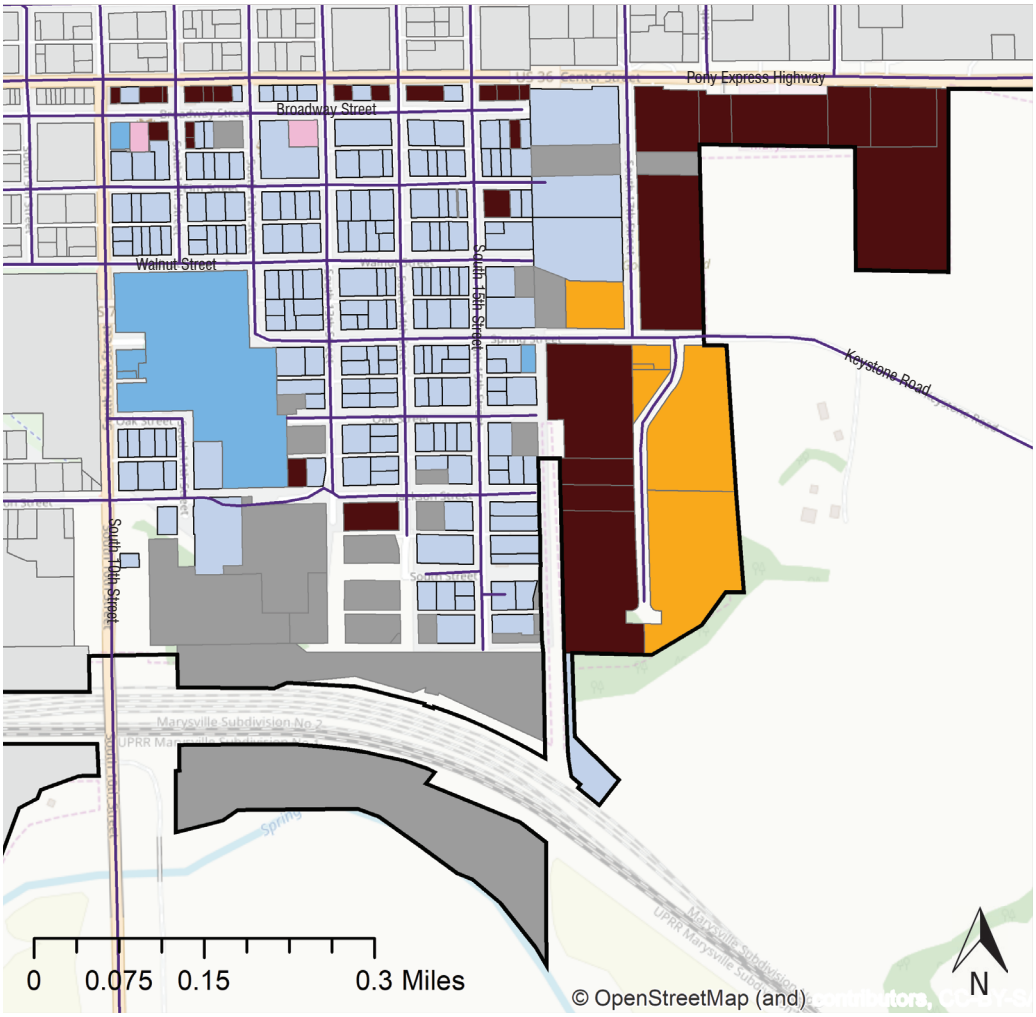



**Figure 3.4.7**
**Land Use Map**
Map representing existing land use in SE 1 neighborhood.
(Mubassirah, 2019)

### Legend

- Roads
- City Boundary
- Residential
- Institutional
- Commercial
- Industrial
- Public
- Vacant

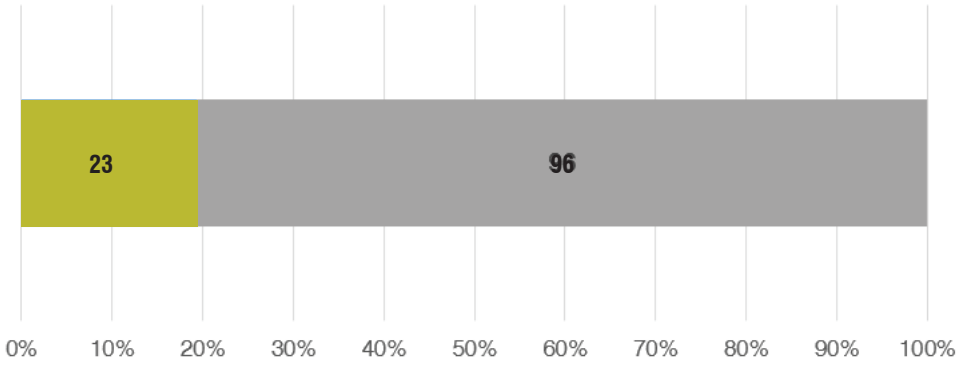



**Figure 3.4.8**
**Vacant Lots**
The number of vacant lots that are in SE 1 compared to the rest of Marysville.
(Mubassirah, 2019)

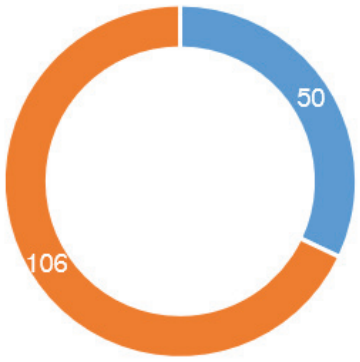
### Legend

- Vacant Lots SE 1
- Total Vacant Lots

## Tenure

SE1 is comprised primarily of owner-occupied units. Approximately 75% of units in SE1 are owner-occupied, and 25% are not owner-occupied. The primary units here are single-family, but are in the older part of town. Most, if any multi-family units or duplexes are in this section of Marysville.

**Figure 3.4.9**
**Tenure**
The number of home that are owner-occupied and renter-occupied in SE 1.
(Mubassirah, 2019)



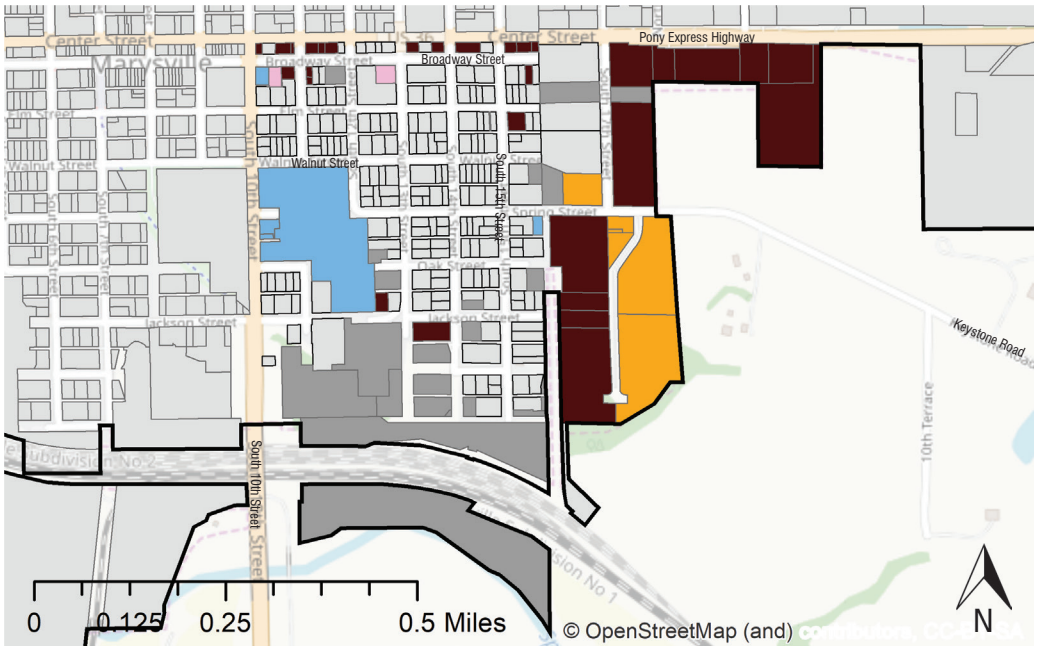

**Legend**

- Owner Occupied
- Renter Occupied

## Amenities

In neighborhood SE1, there are four different categories of amenities. These include institutional, commercial, industrial, and public/government. An example of an institutional amenity would be a Marysville High School, an elementary school, or other type of institution. Commercial amenities in Marysville include the bowling alley on Center Street, hotels, shopping centers, or any use that provides commerce. Industrial amenities are located primarily in the southeast section of SE1, and include a trailer manufacturer as well as another industrial manufacturer. There are relatively few public and government amenities in neighborhood SE1; the sole two entities in this category are the Marshall County Historical Society and the Marysville Public Library.

**Figure 3.4.10**
**Amenities Map**
Location of neighborhood amenities in SE 1.
(Mubassirah, 2019)




**Legend**

- Institutional
- Commercial
- Industrial
- Public
- Vacant

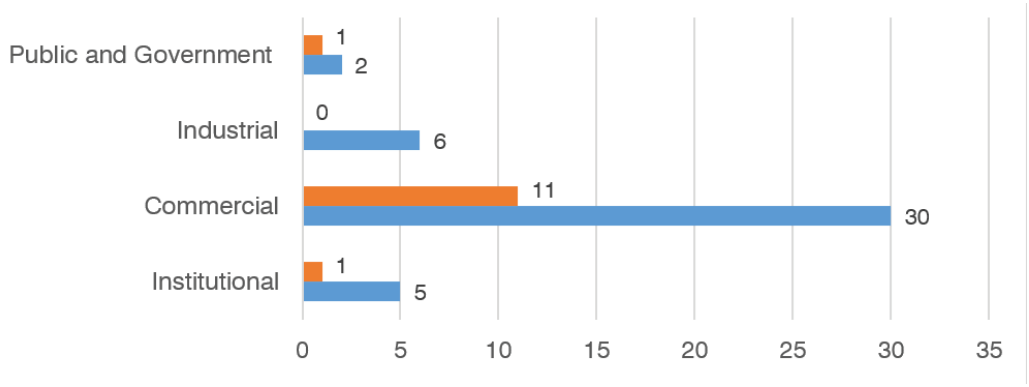



**Figure 3.4.11**
**Number of Amenities**
Comparison of types of amenities between the two areas of the Southeast Neighborhood.
(Mubassirah, 2019)

**Legend**

SE 1

SE 2

## Public Transit

Marshall County General Public Transportation - Marysville has a transit service that can be used by anyone in Marshall County for work, medical, grocery shopping, or recreation. Transit service is provided weekdays between 8:00 a.m. and 4:00 p.m. The General Public Transportation service also offers scheduled pick ups in surrounding communities in Marshall County. In addition to the regular service, out of county transportation is offered to Manhattan, Kansas; Topeka, Kansas; Lincoln, Nebraska; Seneca, Kansas; and Beatrice, Kansas. The transit service is funded through the Federal Transit Administration, Kansas Department of Transportation, and Marshall County.

## Housing Structure Type

The primary structure type prevalent in SE1 is single family residential. Following that, there are many vacant lots dispersed throughout, especially in the southern part of the neighborhood. Additionally, there are pockets of duplexes, multifamily units, and trailer homes, but the number is significantly less than single family homes.

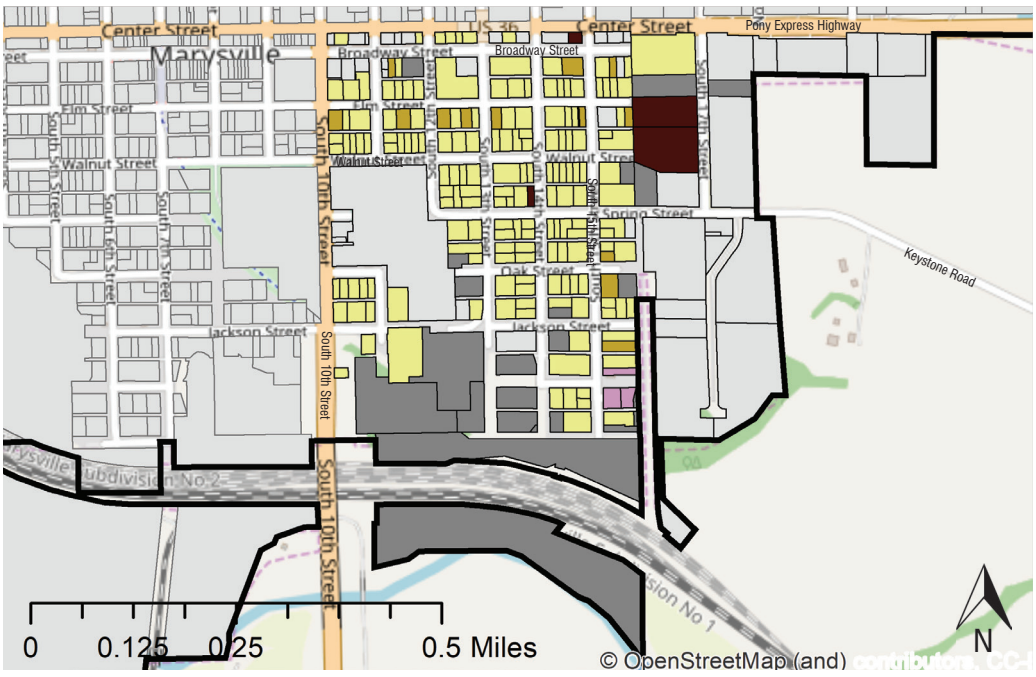



**Figure 3.4.12**
**House Structure Map**
Map showing the different types of dwelling units in SE 1.
(Mubassirah, 2019)

**Legend**

Single-Family

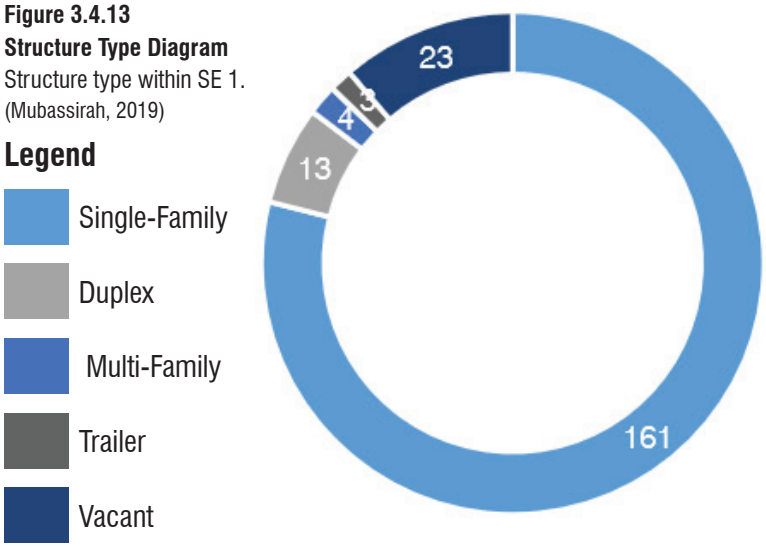
Duplex

Multi-Family

Trailer

Vacant

**Figure 3.4.13**
**Structure Type Diagram**
Structure type within SE 1.
(Mubassirah, 2019)



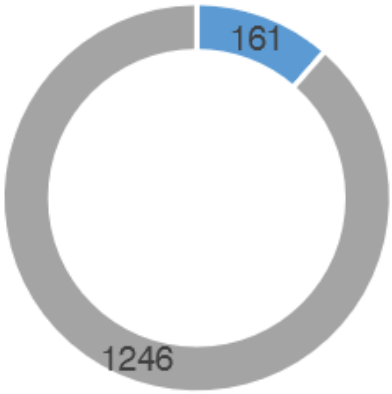
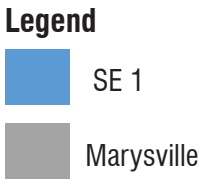




**Figure 3.4.14**
**Single-Family Structures**
Number of single-family structures in SE 1 compared to citywide.
(Mubassirah, 2019)



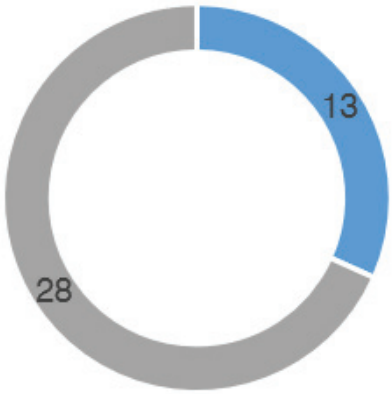




**Figure 3.4.15**
**Duplex Structures**
Number of duplex structures in SE 1 compared to citywide.
(Mubassirah, 2019)

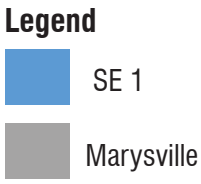
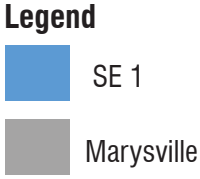
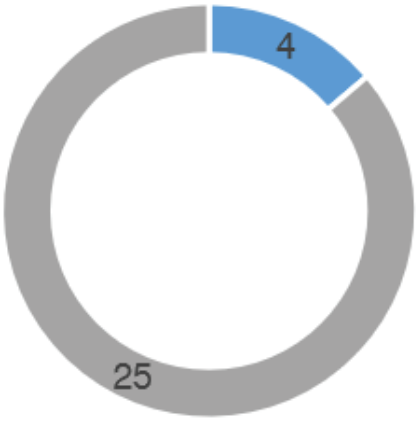



**Figure 3.4.16**
**Multi-Family Structures**
Number of multi-family structures in SE 1 compared to citywide.
(Mubassirah, 2019)



## Housing Conditions Assessment

The housing conditions assessment determined the existing condition of the home based on the visual condition of the foundation, roof, siding, window, doors, and landscaping. Each residential parcel was assigned a condition; excellent, sound, minor rehabilitation, moderate rehabilitation, substantial rehabilitation, or dilapidated. The definition for each condition is:

- Excellent: A dwelling unit that is new or well maintained and structurally intact (no visible deficiencies). Foundation appears structurally undamaged, and roof-lines are straight. Windows, doors, and siding are in good repair. Exterior paint is in good condition.
- Sound: A dwelling unit that requires minor deferred maintenance, such as repainting, window repairs, the replacement of a few shingles on the roof, or the repair of cracks in the foundation.
- Minor Rehabilitation: A dwelling unit that shows signs of multiple deferred maintenance, or that requires the repair of one major component.
- Moderate Rehabilitation: A dwelling unit that requires multiple repairs and the replacement of a major component.
- Substantial Rehabilitation: A dwelling unit that requires the repair or replacement of all exterior components.
- Dilapidated: A dwelling unit that suffers from excessive neglect, appears structurally unsound and not safe for human habitation, and may not be feasible to rehabilitate.





**Figure 3.4.17 (Top Left) Sound Condition**
Example of a home considered of sound condition.
(Geist, 2019)

**Figure 3.4.18 (Top Right) Minor Rehabilitation**
Example of a home considered of minor rehabilitation condition.
(Mubassirah, 2019)





**Figure 3.4.19 (Bottom Left) Moderate Rehab. Condition**
Example of a home considered to be of moderate rehabilitation condition.
(Frohberg, 2019)

**Figure 3.4.20 (Bottom Right) Substantial Rehab. Condition**
Example of a home considered to be substantial rehabilitation condition.
(Frohberg, 2019)

## Housing Structure Condition

The structure conditions in SE1 is relatively variable. Again, there is a significant number of vacant lots in the southern part of the neighborhood, which don't have a condition to reflect them. The different conditions tend to be scattered throughout, with fairly even numbers between excellent and sound conditions. Minor and moderate rehabilitation conditions followed, and the smallest portion of homes fall under the substantial rehabilitation category. These are positive trends to see, as the hope would be that most homes fall under excellent to sound, and the least in substantial rehabilitation.

**Figure 3.4.21**
**Structure Condition**
Condition of dwelling units in SE 1.
(Mubassirah, 2019)

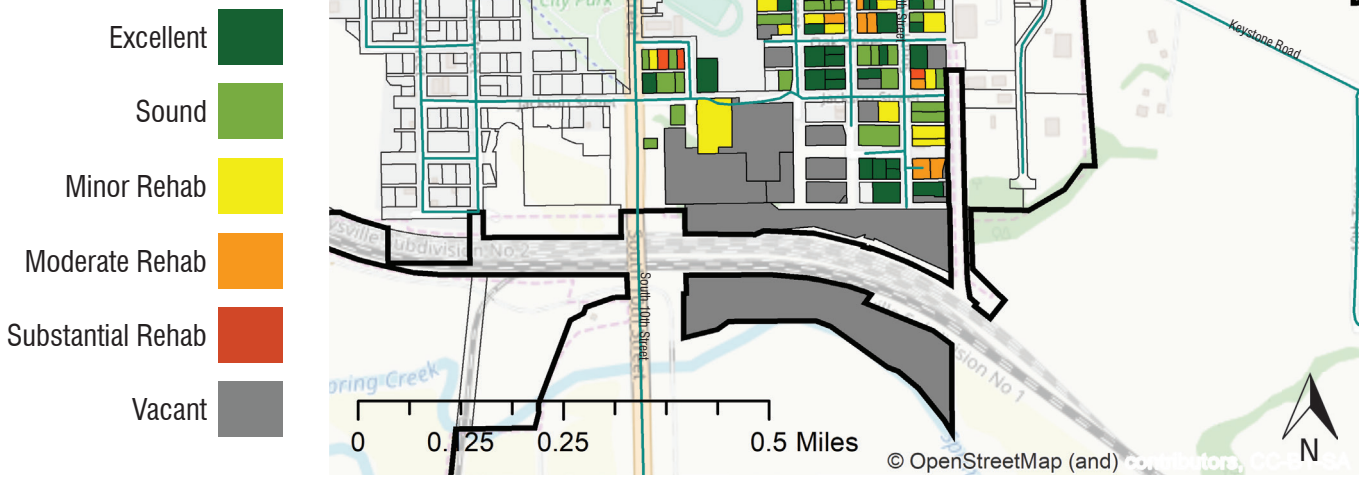
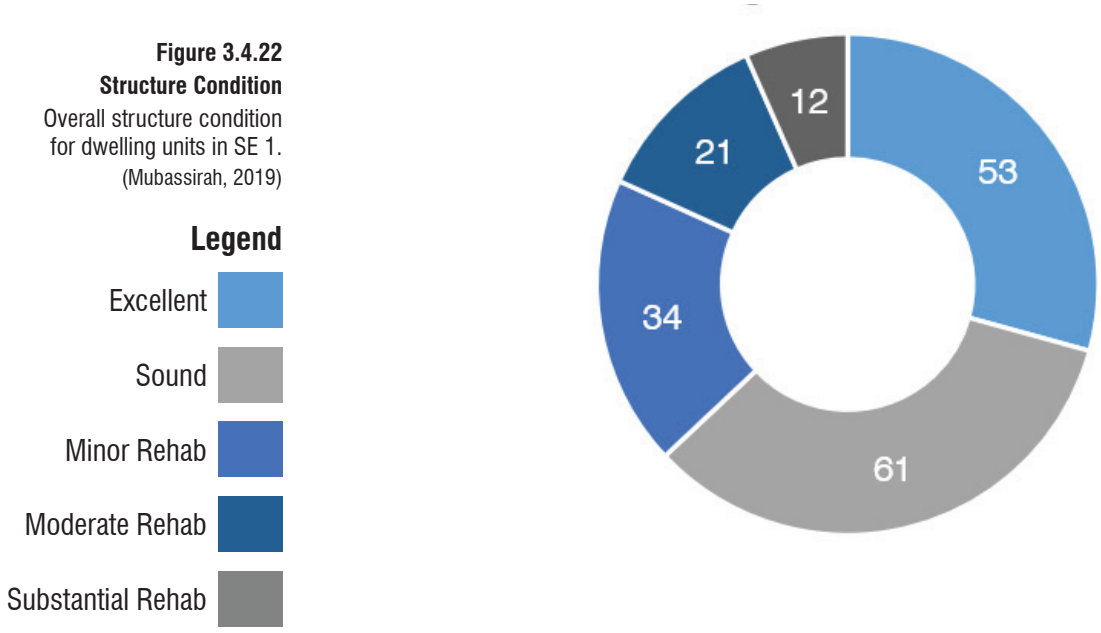



**Figure 3.4.22**
**Structure Condition**
Overall structure condition for dwelling units in SE 1.
(Mubassirah, 2019)



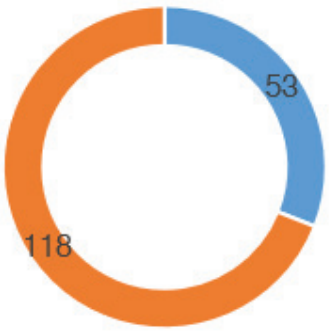
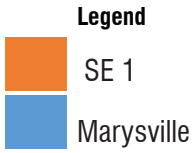



**Figure 3.4.23**
**Excellent**
Number of excellent condition units in SE 1 compared to Marysville.
(Mubassirah, 2019)



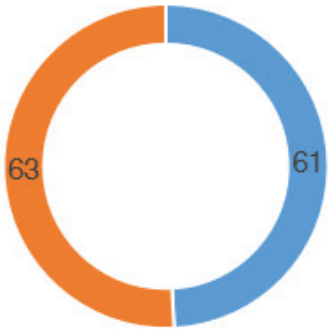
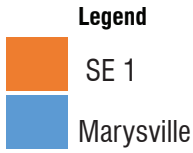




**Figure 3.4.24**
**Sound**
Number of sound condition units in SE 1 compared to Marysville.
(Mubassirah, 2019)



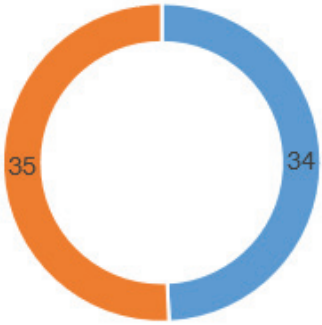
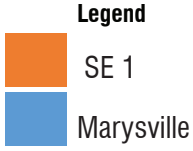




**Figure 3.4.25**
**Minor Rehabilitation**
Number of minor rehabilitation condition units in SE 1 compared to Marysville.
(Mubassirah, 2019)



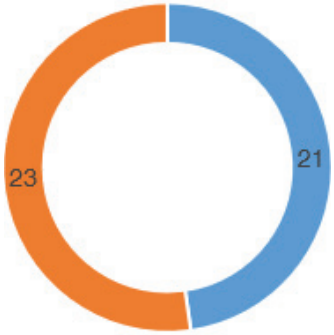
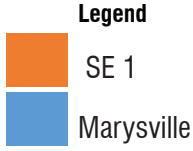




**Figure 3.4.26**
**Moderate Rehabilitation**
Number of moderate rehabilitation condition units in SE 1 compared to Marysville.
(Mubassirah, 2019)



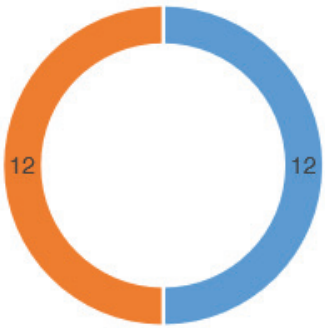
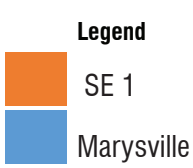




**Figure 3.4.27**
**Substantial Rehabilitation**
Number of substantial rehabilitation condition units in SE 1 compared to Marysville.
(Mubassirah, 2019)



## Structure Element Condition

The element conditions for both neighborhoods were looked at for a deeper analysis of the housing quality. These conditions included roofing condition, window condition, siding condition, yard condition, as well as the existence (or not) of a basement, driveway condition, foundation condition, and the number of floors in the house that were visible from the street. For neighborhood SE1, one of the most telling numbers was the window condition (75 out of a total of 138 structures had windows requiring at least some type of repair). Another that stood out was the foundation of the structures. While over 50% were in good condition, a significant number needed some type of repair. Foundation work can have major implications to a home if not acted upon quickly and correctly.

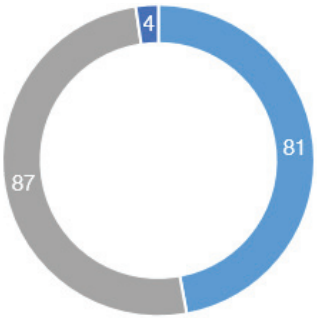



**Figure 3.4.28**
**Number of Floors**
Distribution of homes with one, two, or three floors.
(Mubassirah, 2019)

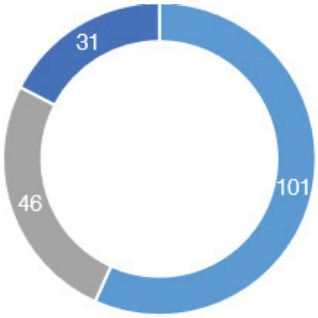



**Figure 3.4.29**
**Existence of Basement**
Number of home that have a basement, do not have a basement, or was not visible.
(Mubassirah, 2019)

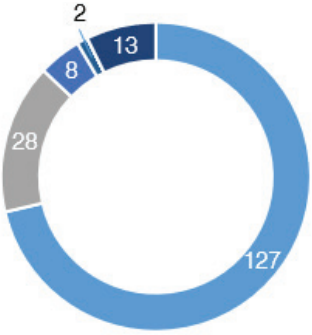



**Figure 3.4.30**
**Foundation Condition**
Condition of foundation of dwelling units in SE 1.
(Mubassirah, 2019)

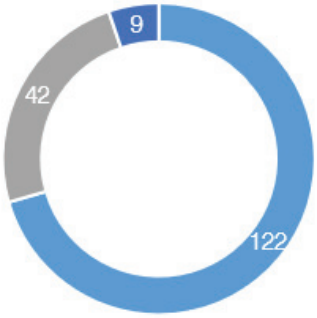



**Figure 3.4.31**
**Roof Condition**
Condition of roofing on homes in the SE 1.
(Mubassirah, 2019)

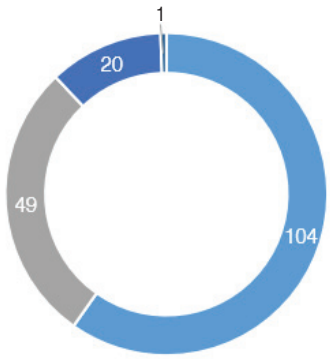



**Figure 3.4.32**

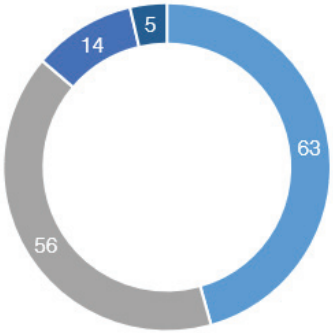



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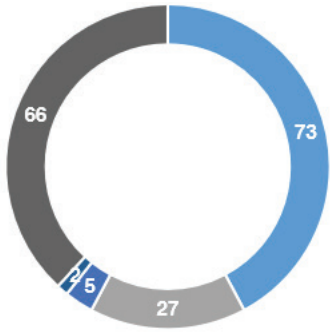



**Figure 3.4.34**

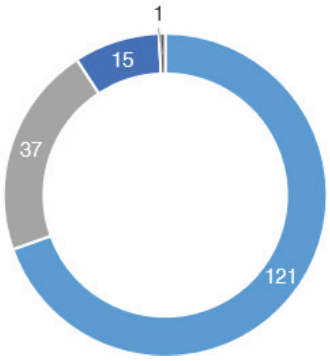



**Figure 3.4.35**

**Figure 3.4.32**
**Siding Condition**
Condition of siding of homes in SE 1.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Needs Repainted
- Needs Repair
- Needs Replaced

**Figure 3.4.33**
**Window Condition**
Condition of windows of homes in SE 1.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Needs Repainted
- Needs Repair
- Needs Replaced

**Figure 3.4.34**
**Driveway Condition**
Condition of driveways within SE 1.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Cracked
- Needs Partial Replacement
- Needs Replaced
- No Driveway

**Figure 3.4.35**
**Yard Condition**
Condition of yards in SE 1.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Needs Some Upkeep
- Needs Partial Replacement
- No Yard

# Neighborhood B.2 Background

## Land Use

SE2 is very similar to SE1 in that the primary land use is residential. Approximately 65-70% of the land use in this neighborhood is residential. Unlike SE1, SE2 has no industrial uses. Commercial uses are more prevalent in this neighborhood, while public and institutional are also very similar to SE1, having only one example each.

**Figure 3.4.36**
**Land Use Map**
Existing land use for parcels in SE 2.
(Mubassirah, 2019)

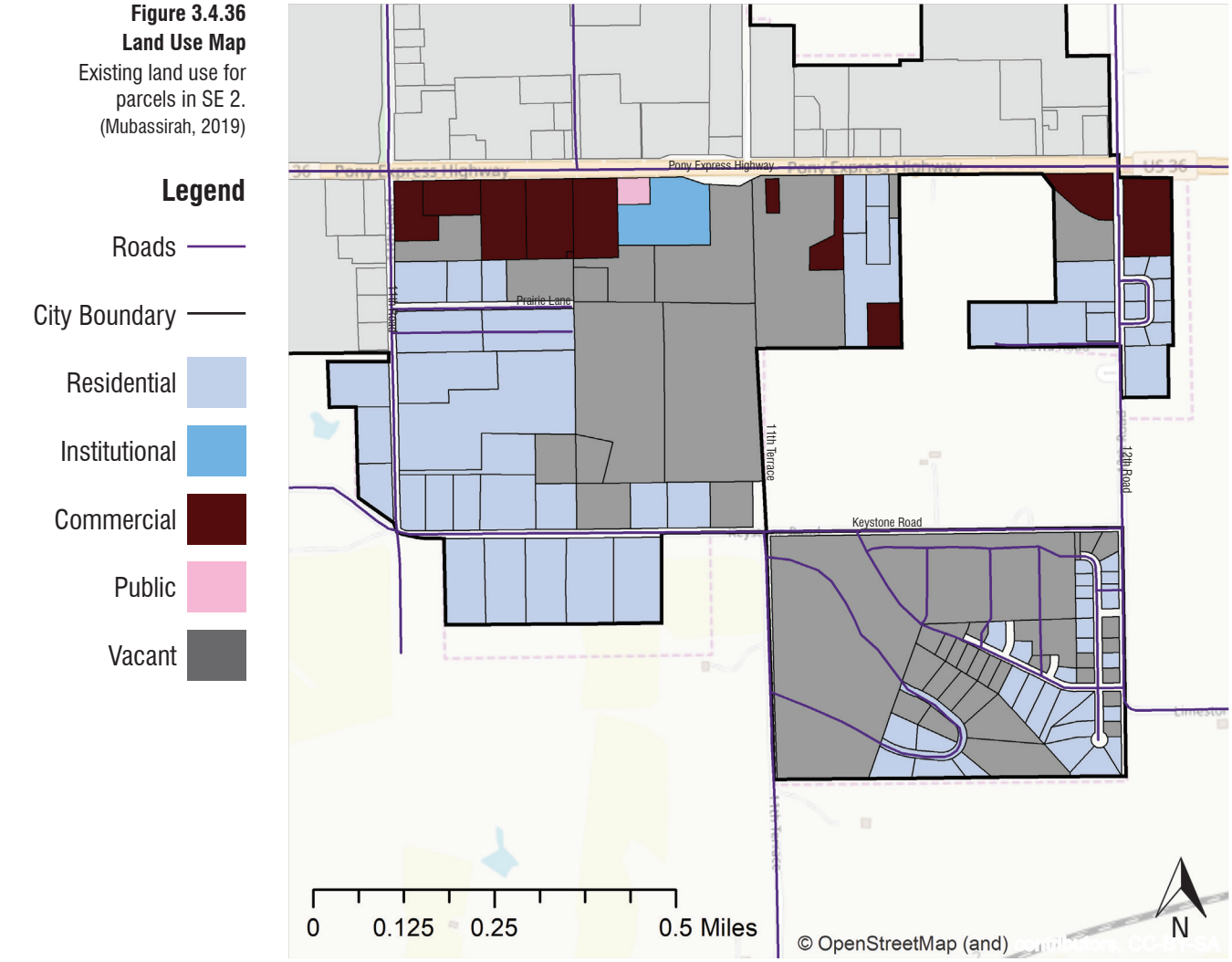
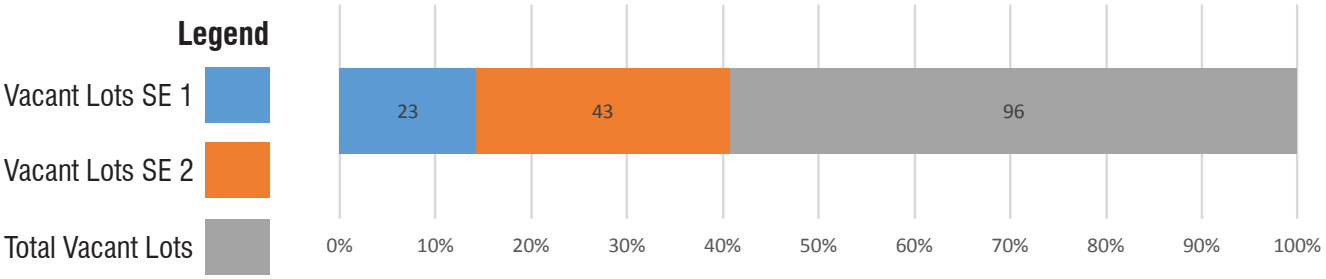



**Figure 3.4.37**
**Vacant Lots**
The chart compares the number of vacant lots in SE 1, SE 2, and citywide.
(Mubassirah, 2019)



## Tenure

Similar to SE1, SE2 is primarily owner-occupied. The homes in SE2 are more recent construction for the area, mainly single-family homes. These lots are larger than in SE1, but are mostly one-owner lots.

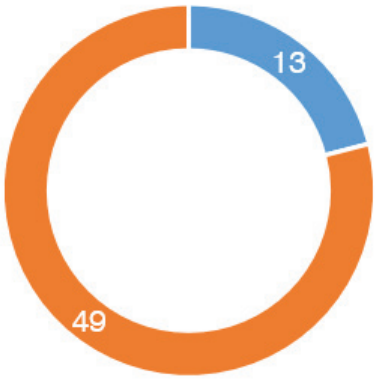



**Figure 3.4.38**
**Tenure**
The number of home that are owner-occupied and renter-occupied in SE 2.
(Mubassirah, 2019)

**Legend**

- Owner Occupied
- Renter Occupied

## Amenities

In neighborhood SE2, there are three categories of amenities. These include institutional, commercial, and public/government. The sole institutional amenity in SE2 is the Marysville Christian Fellowship. Commercial amenities are the most common in SE2, including hotels, restaurants, auto shops, and others. The only public/government entity in neighborhood SE2 is the Natural Resources Conservation building along Highway 36.

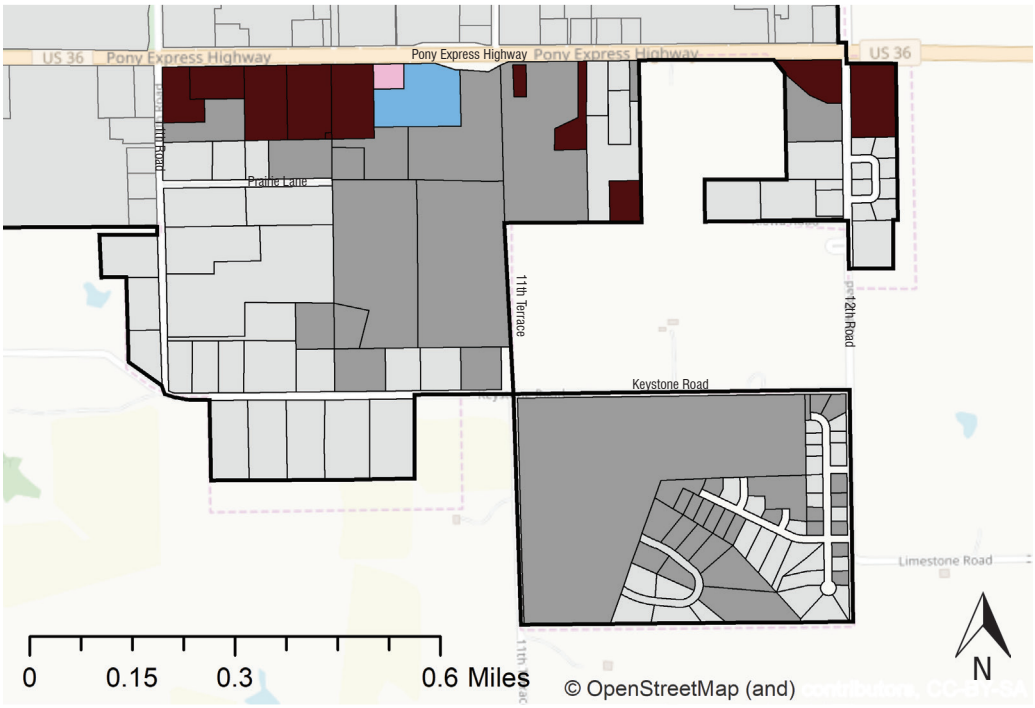



**Figure 3.4.39**
**Amenities**
Location of featured amenities in SE 2.
(Mubassirah, 2019)

**Legend**

- Institutional
- Commercial
- Public
- Vacant

## Housing Structure Type

The primary structure types in neighborhood SE2 are single family residential, and vacant lots. There are quite a few undeveloped parcels that will likely be developed over the coming years, but currently sit empty. All of the lots in SE2 are significantly larger than those in SE1, due to location. SE2 is further from the city center, and more land accompanies the structures built here. In neighborhood SE2, there are two multifamily structures, one manufactured lot, and one duplex. Also due to the location of this neighborhood, vehicles are necessary to move around and get back into town. This being said, single family residential homes tend to have vehicles and require more space, therefore they were built in these parcels.

**Figure 3.4.40**
**House Structure Map**
Map showing the different types of dwelling units in SE 2.
(Mubassirah, 2019)

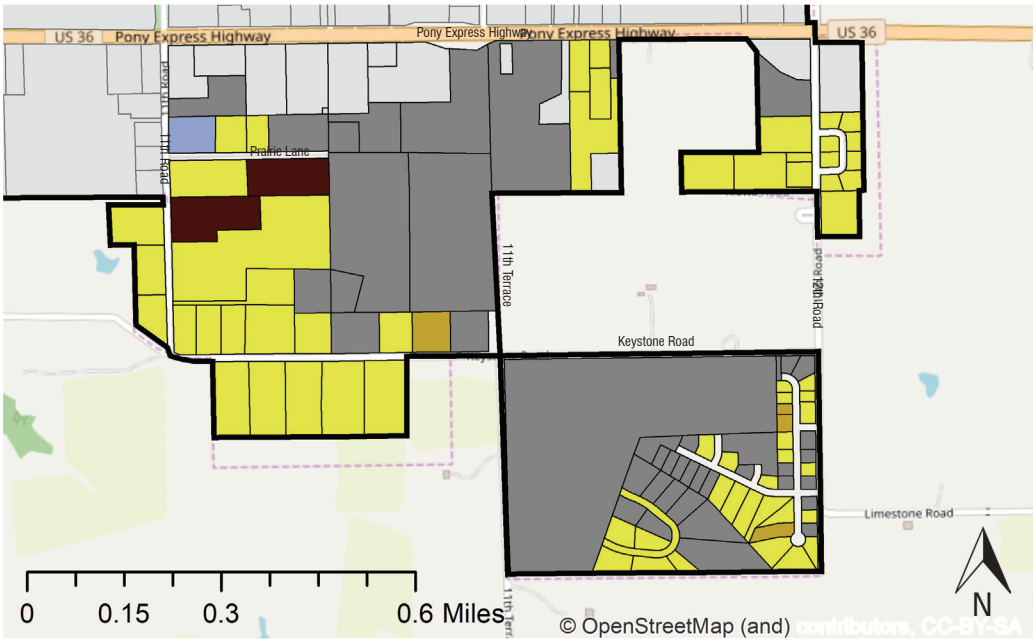



**Figure 3.4.41**
**Structure Type Diagram**
Structure type within SE 1.
(Mubassirah, 2019)



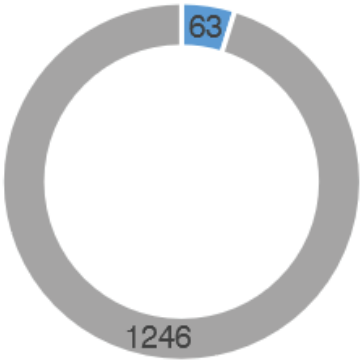



**Figure 3.4.42**
**Single-Family Structures**
Number of single-family structures in SE 2 compared to citywide.
(Mubassirah, 2019)

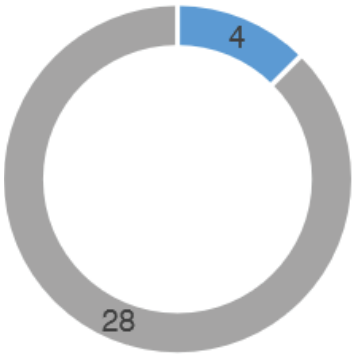



**Figure 3.4.43**
**Duplex Structures**
Number of duplex structures in SE 2 compared to citywide.
(Mubassirah, 2019)

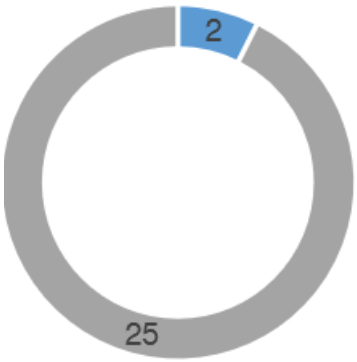



**Figure 3.4.44**
**Multi-Family Structures**
Number of multi-family structures in SE 2 compared to citywide.
(Mubassirah, 2019)

**Legend**

SE 2

Marysville

## Housing Structure Condition

Neighborhood SE2 had a significantly different structure condition layout than SE1. The overwhelming majority of structures were in excellent condition, likely due to their recent construction. There was one property that needed minor rehab, and two that needed moderate rehab. No properties needed substantial rehabilitation. As in SE1, there are many vacant lots present, primarily in the southeastern corner and the center of the neighborhood.

**Figure 3.4.45**
**Structure Condition**
Condition of dwelling units in SE 2.
(Mubassirah, 2019)

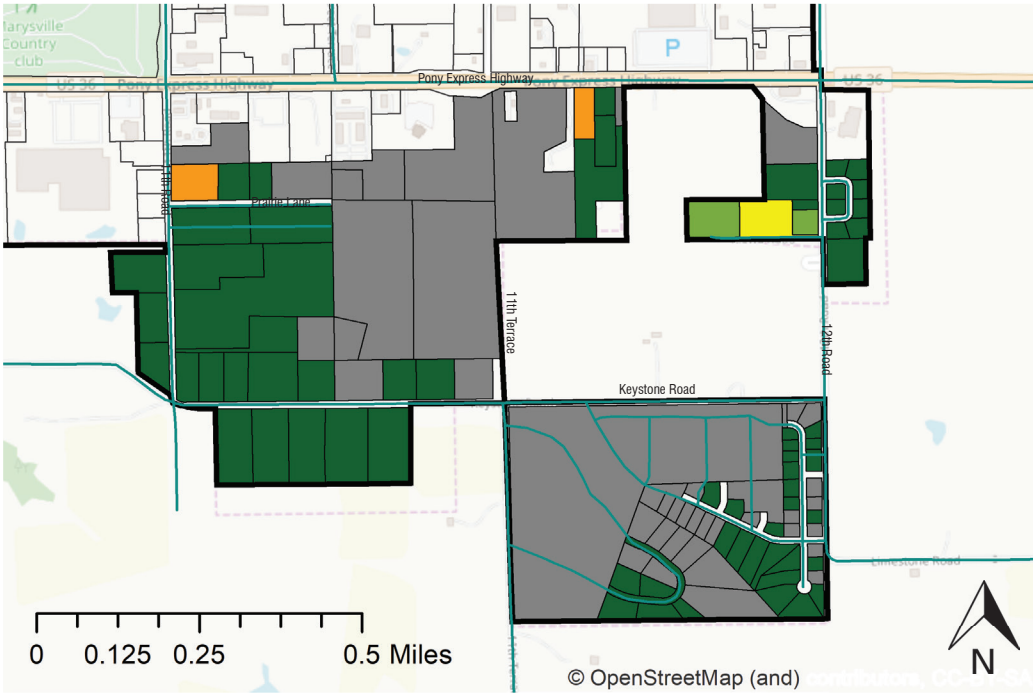
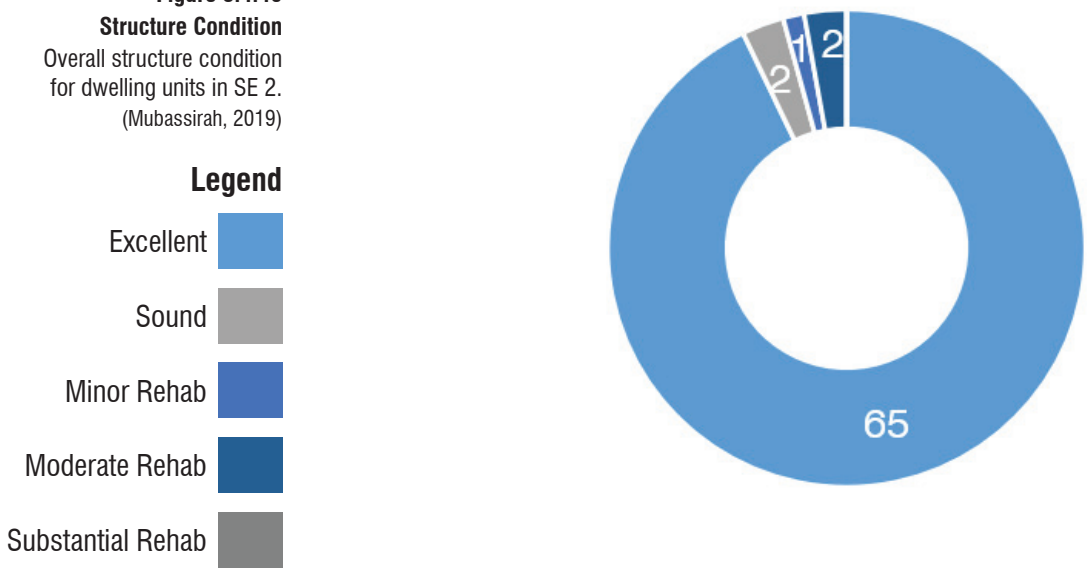



**Figure 3.4.46**
**Structure Condition**
Overall structure condition for dwelling units in SE 2.
(Mubassirah, 2019)



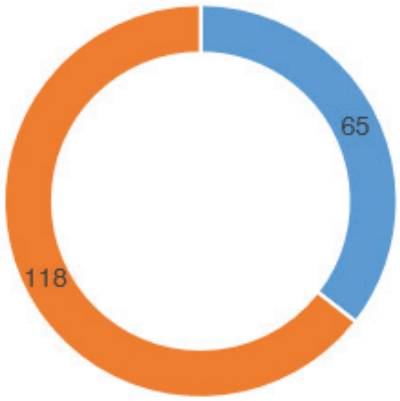



**Figure 3.4.47**
**Excellent**
Number of excellent condition units in SE 2 compared to Marysville.
(Mubassirah, 2019)

**Legend**

SE 2

Marysville

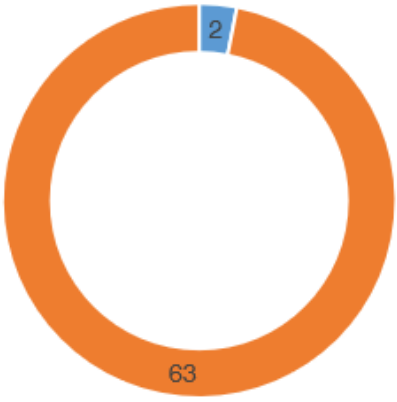



**Figure 3.4.48**
**Sound**
Number of sound condition units in SE 2 compared to Marysville.
(Mubassirah, 2019)

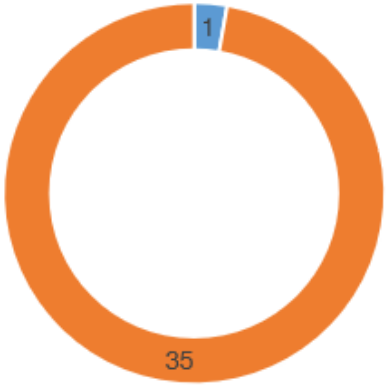



**Figure 3.4.49**
**Minor Rehabilitation**
Number of minor rehabilitation condition units in SE 2 compared to Marysville.
(Mubassirah, 2019)

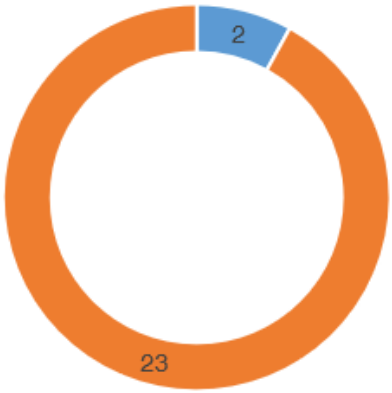



**Figure 3.4.50**
**Moderate Rehabilitation**
Number of moderate rehabilitation condition units in SE 2 compared to Marysville.
(Mubassirah, 2019)

## Structure Element Condition

The element conditions for both neighborhoods were looked at for a deeper analysis of the housing quality. These conditions included roofing condition, window condition, siding condition, yard condition, as well as the existence (or not) of a basement, driveway condition, foundation condition, and the number of floors in the house that were visible from the street. For neighborhood SE2, there was a large difference in the element quality aspects. Over 85% of each condition measured was within the “good condition” rating, and the only other questionable aspect was the quality of the driveway at a few different structures.

**Figure 3.4.51**
**Number of Floors**
Distribution of homes with one, two, or three floors.
(Mubassirah, 2019)

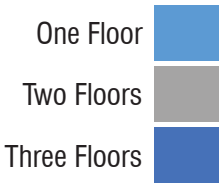



**Figure 3.4.52**
**Existence of Basement**
Number of home that have a basement, do not have a basement, or was not visible.
(Mubassirah, 2019)

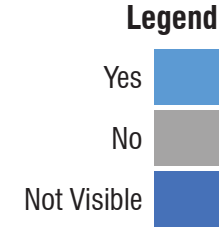



**Figure 3.4.53**
**Foundation Condition**
Condition of existing foundation of dwelling units in SE 2.
(Mubassirah, 2019)

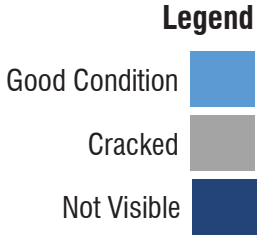
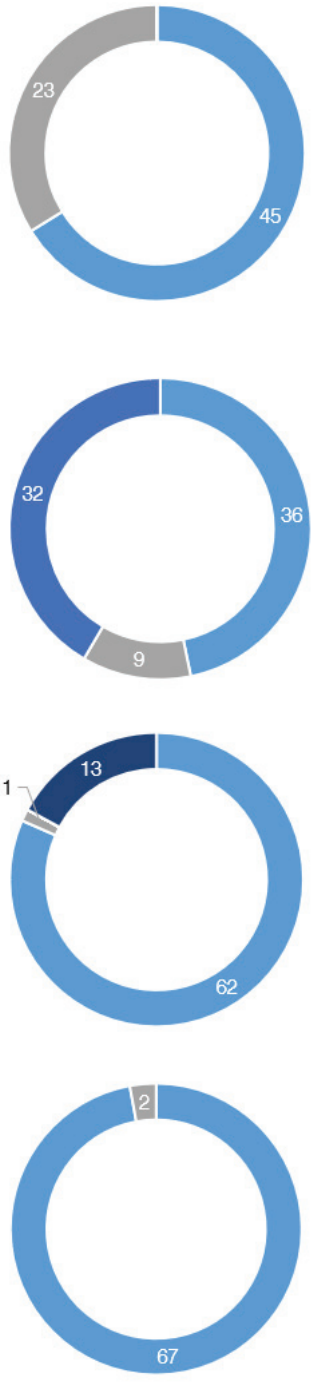



**Figure 3.4.54**
**Roof Condition**
Condition of roofing on homes in the SE 2.
(Mubassirah, 2019)



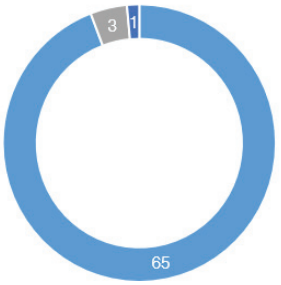



**Figure 3.4.55**
**Siding Condition**
Condition of siding of homes in SE 2.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Needs Repainted
- Needs Repair

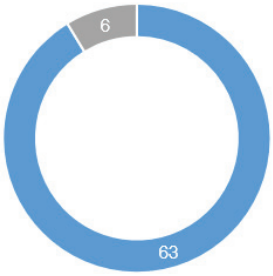



**Figure 3.4.56**
**Window Condition**
Condition of windows of homes in SE 2.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Needs Repainted

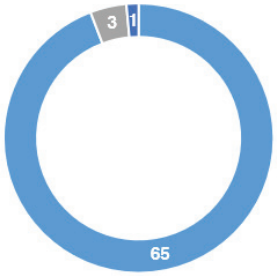



**Figure 3.4.57**
**Driveway Condition**
Condition of driveways within SE 2.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Cracked
- Needs Partial Replacement

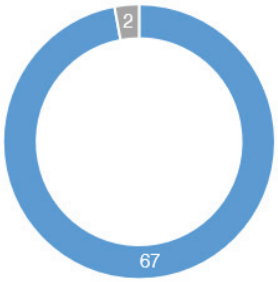



**Figure 3.4.58**
**Yard Condition**
Condition of yards in SE 2.
(Mubassirah, 2019)

**Legend**
- Good Condition
- Needs Some Upkeep

# Main Take-Aways

## Concluding Thoughts

### Take-Away #1
The assessment revealed many vacant lots within Neighborhood B.1.

### Take-Away #2
Residential, commercial, and industrial development has sprawled eastward, resulting in leapfrog development.

### Take-Away #3
The housing conditions assessment revealed Neighborhood B.1 and Neighborhood B.2's housing stock was generally in sound condition due to investment and new construction.

# Policy Recommendation - Southeast Neighborhood 1

## Infill Development

Infill development is the process of developing vacant or under-used parcels within existing urban areas that are already largely developed. Attention to design of infill development is essential to ensure that the new development fits the existing context, and gains neighborhood acceptance. A cooperative partnership between government, the development community, financial institutions, non-profit organizations, neighborhood organizations and other resources is essential to achieve infill success. For Neighborhood SE1 in Marysville, we recommend the Residential Infill Development strategy. The total number of vacant lot in Marysville is 96, among them 23 lots are in this area (Figure 1.8). Nearly 80% of the existing houses are single family home (Figure 1.13). Infill development will be a great opportunity to create a diversity of housing options to accommodate the differing needs and household income levels of residents in this neighborhood.

# Infill Development

## Case Study

Lantern Hill is a residential infill development located in Doylestown Borough, Pennsylvania. Doylestown is a borough and the county seat of Bucks County in the U.S. state of Pennsylvania. It is located 35 miles north of Center City Philadelphia and 80 miles southwest of New York City. As of the 2010 census, the borough population was 8,380. While this borough is predominantly built out, 117 units were built on this small parcel to create a dense, walkable neighborhood. In its capacity as town planning consultant and mediator for Doylestown Borough, Thomas Comitta Associates, Inc. Drafted a Traditional Neighborhood Development (TND) zoning ordinance and prepared a refined site plan to enable the development of a 19-acre infill site into a successful TND. This was a successful creative collaboration between the landowner and the entire Doylestown community—residents, public officials, and business owners. The developer worked closely with the Borough to create a neighborhood that kept with the architectural integrity of the surrounding neighborhood but allowed for housing options through various materials, colors, and changing roof designs. Influenced by traditional architectural detail and distinctive styling, all of the well-appointed town-homes are characterized by interspersed brick, stucco and siding facades.

Residential infill development is a smart growth tool that can enhance the quality of life for a community. In Neighborhood SE1, the overall housing condition is mixed. In this residential area some houses are excellent in condition, but some of them need minor to substantial rehabilitation. Currently, the overall community character is not uniform. Infill development will allow more efficient use of the land and infrastructure. This is a great tool for creating uniform and enhanced quality neighborhood. The first approach for this development will be to reach out to the community and identify the stakeholders: property owners, developers, financial institution, and community groups.



**Figure 3.4.59**
**Lantern Hill Project**
Photograph of the Lantern Hill Infill Project in Doylestown Borough, Pennsylvania.
(Thomas Comitta Associates, Inc, n.d.)

# Policy Recommendation - Southeast Neighborhood 2

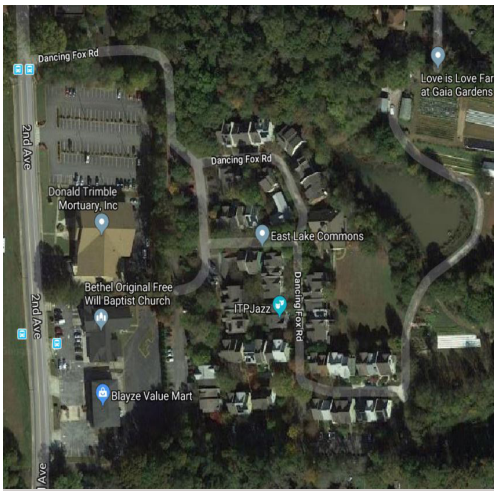
## Smart Growth

Smart growth covers a range of development and conservation strategies that help protect our health and natural environment and make our communities more attractive, economically stronger, and more socially diverse (United States Environmental Protection Agency, 2017). Communities of all sizes across the country are using this creative strategy to develop framework that preserve natural lands and critical environmental areas, protect water and air quality, and reuse already-developed land. For Neighborhood SE2 in Marysville, we recommend the use of Smart Growth principles to aid land and water conservation, including farmland preservation, soil and wetlands conservation, and brownfield remediation and redevelopment.

One logical reason to implement smart growth policies in a city is to avoid urban sprawl. Sprawl is the expansion of cities significantly past their initial reach, to a point that is considered 'uncontrolled'. This can be especially prevalent in rural areas, where there is quite a lot of room to expand. Areas with natural barriers such as rivers, mountains, etc. Sometimes have an easier time with this, as there is no choice but to stop expanding before reaching these landforms. Marysville, specifically, has quite a bit of room for growth. Surrounded on all sides by farmland (an exception being the Big Blue River to the west - expansion has proceeded past it), there is potential for the city to expand any direction that it chooses. For the time being, the most prevalent direction it has expanded to is the southwest and west. Historically, the eastern side of Marysville has been seen as the older side of town, and developments have expanded from there. The hope for this policy recommendation is to slow down potential uncontrolled growth to where expansion of Marysville can be reevaluated within the confines of a comprehensive plan; following this, the city can expand in a way that will bring the biggest benefit to the community.



**Figure 3.4.60**
**East Lake Commons**
Photograph of the East Lake Commons development that used smart growth techniques.
(East Lake Commons, n.d.)



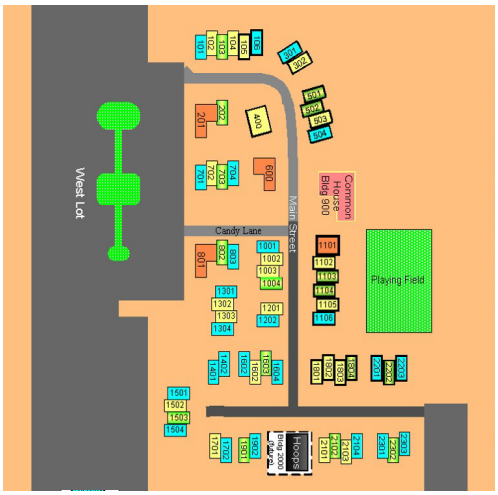




**Figure 3.4.61**
**East Lake Commons**
Aerial photograph of the East Lake Commons development.
(Google, n.d.)

**Figure 3.4.62**
**East Lake Commons Diagram**
Diagram illustrating the various uses in the development.
(East Lake Commons, n.d.)

## Smart Growth

### Case Study

Well-managed open space programs protect a community's natural green infrastructure, providing places for recreation, preserving important environmental and ecological functions, and enhancing quality of life. East Lake Commons, is a great example of how communities can protect existing open space while also providing a desirable place to live. The high-density design has enabled part of the land to be set aside for woodland and organic farming to provide food and recreation for residents. This is a co-housing development in Decatur, Georgia, planned by Greg Ramsey of Village Habitat Design. Decatur is a city of DeKalb County, Georgia with a population of 20,148. The project is located 3 miles from the Central Business District of the city. This development sits on 21 acres, with 11 acres protected as open space. The project features 67 homes, ranging from two-bedroom to four-bedroom town-homes. Five percent of the houses were designated as affordable. Despite being located in a blighted neighborhood, the project presold all its homes and has a waiting list of people to buy any homes up for resale. East Lake Commons Inc. Was established as a not-for-profit company for the development phase of the project. The development was financed by the developer, who already owned the 18 acre plot of land and who was prepared to work with Village Habitat Design to create an innovative and sustainable co-housing project. All properties have been sold with fee simple ownership and all development costs have been met. The total development cost was $10m with $6m being the construction cost of the 67 dwellings. The project won the 2001 American Institute of Architects/ Department of Housing and Urban Development Secretary's Award.

In Neighborhood SE2, 65 out of 70 houses are in excellent condition (Figure 3.4.46). This neighborhood is a comparatively new development, surrounded by lots of agricultural land and vacant lot. 45% of total Marysville's vacant lots are located in this neighborhood (Figure 3.4.37). Just like East lake Commons, they can preserve the open spaces for several community and environmental functions. This will increase the overall quality of the neighborhood as well as will discourage the unnecessary sprawl development. With participatory involvement of current and future resident, a compact layout can be developed for this neighborhood, which will increase the overall environment quality as well as will attract new owner in this area.

# 3.5 Southwest & W. HWY US-36 Corridor

### Team: Rial Carver, Ellie Light, and Brennan Walter

Our team evaluated the housing conditions in Southwest Marysville and the incorporated areas west of the Big Blue River along Highway US-36. The Southwest Marysville neighborhood is bound by US Highway 77 or South 10th St on its east, and Center Street or Highway US-36 to the north.

The **southwest neighborhood** is characterized by a variety of mostly older, single-family homes and is interspersed with apartment homes, manufactured housing, and duplexes. There is also a mix of industrial and commercial uses alongside vacant lots. The neighborhood was once bisected by the Union Pacific Railroad, but the line was relocated south around the city in 2005. The neighborhood was almost completely inside the 100-year floodplain of the Big Blue River however, the completion of a levee system was coordinated with the railroad relocation and protected the neighborhood from flooding. The large Marysville City Park is also in our study area.

The downtown commercial core frames our study neighborhood to the north along Broadway Avenue. Inside the many historic buildings are museums, shops, restaurants, and office space - some of which contain second floor residential units.

The **West highway US-36 corridor** neighborhood is located west of the downtown district across the Big Blue River. It includes houses both north and south of US-36. Most of the houses in this neighborhood were built as part of the Breeding Heights subdivision along Heights Avenue and 8th Road. The remaining homes are situated on slightly larger tracts of land north of US-36 and appear to be of varying ages.

**Figure 3.5.1 (Left) Historic Southwest Marysville neighborhood**
A 1976 economic study from the Kansas Department of Economic Development showcased the need for investment in improving housing quality in west Marysville. This map also shows the old alignment of the Union Pacific Railroad

**Figure 3.5.2 (Right inset) Historic Southwest Marysville neighborhood**
Map showing present conditions. The Union Pacific Railroad right of way has been relocated around the south side of the city. The old right of way has been re purposed to serve as a multi-use trail connecting the city park to downtown Marysville.




## Legend

- Old RR Right of Way
- Current Railroad Route
- Central Business District
- Parks

## Neighborhood Makeup

### Age

The median age of residents in Marysville is 41.6 years old. The Downtown and Southwest Marysville neighborhoods have a lower median age (37) compared to the West Highway US-36 Corridor Neighborhood (55) (ACS 2017).

### Household Income

The median household income in Marysville is $44,519. This is 90% of the income amount in Marshall County and 80% of the income amount in Kansas. The median income for the Downtown and Southwest Marysville Neighborhood is $29,262. The West Highway US-36 Corridor Neighborhood has a median income of $56,364 (ACS 2017).

### Racial Makeup

The racial makeup of Marysville is predominantly white (96.7%) (Census 2010). Other races, including Asian, Hispanic or Latino, Black, and American Indian are less than 5% of Marysville's population. The racial makeup of the neighborhoods we studied are very similar to the overall makeup of Marysville (Over 90% white) (ACS 2017).

### Household Size

There are approximately 1,529 households in Marysville. The average household size is 2.1 person (ACS 2017). Married couples make up 58% of the households, non-families make up 24%, and single parent households make up 18%. The Southwest Neighborhood have a lower median household size (1.86) in contrast to West Highway US-36 (2.23) (ACS 2017).

### Renter/Owner Occupied

Marysville is made up of 67.2% of owner-occupied dwelling units and 32.8% of renter-occupied dwelling units. The Downtown and Southwest Neighborhood consists of 47.3% of owner-occupied and 52.7% renter-occupied. In comparison, the West Highway Corridor consists of 80% owner-occupied and 20% renter-occupied.

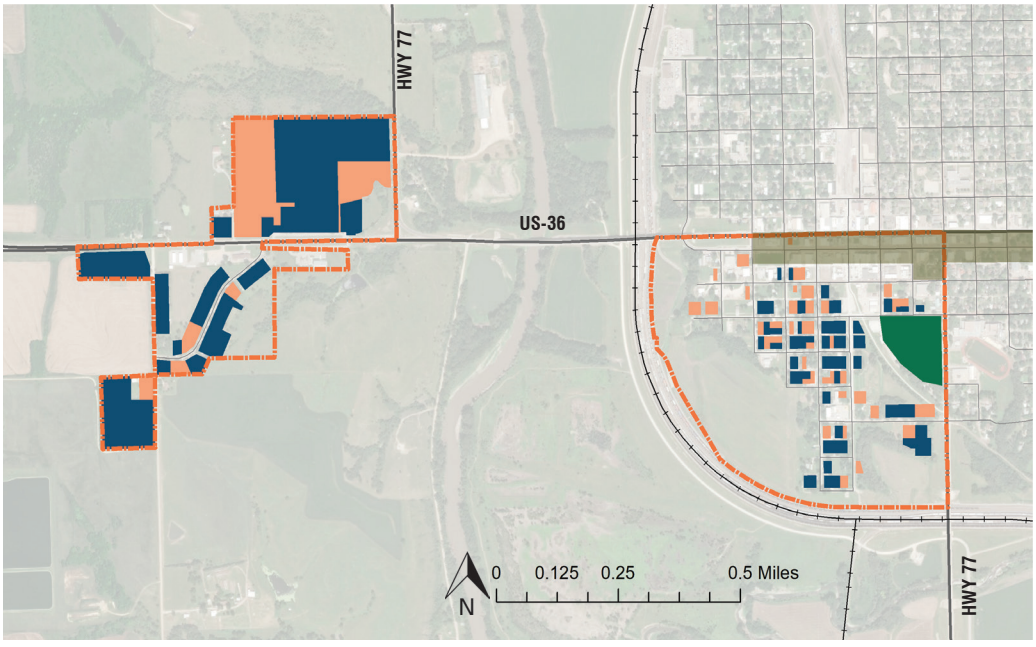



**Figure 3.5.3**
**Housing by Occupation**
This shows the breakdown of homes that are owner-occupied alongside those that are renter-occupied.

# Downtown & Southwest Marysville

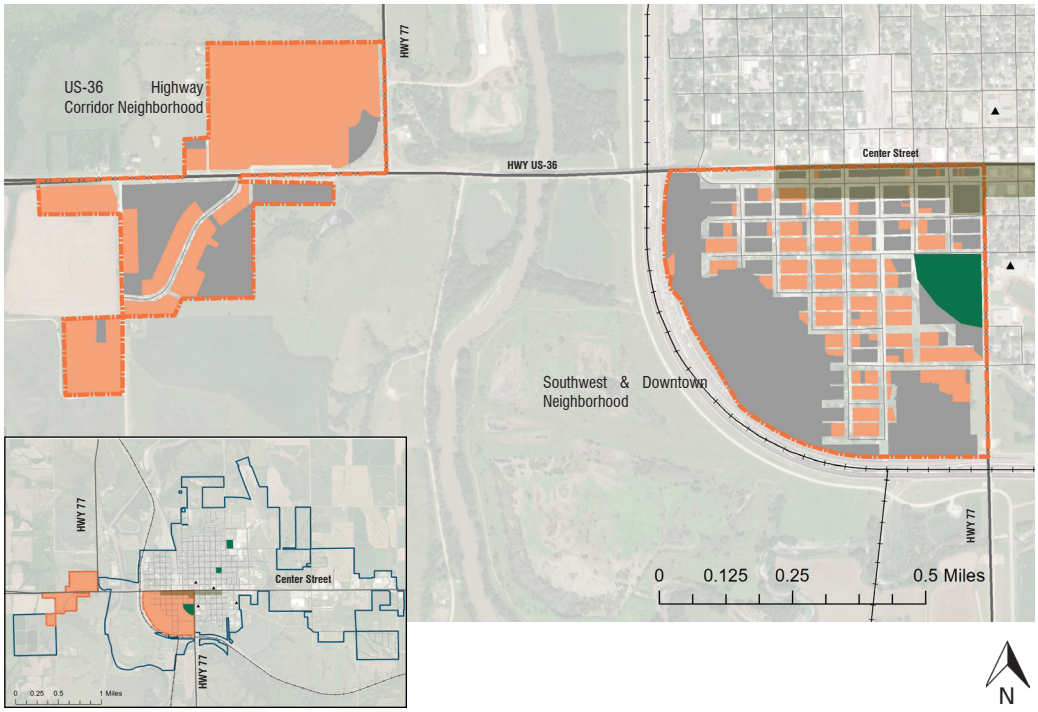
The Downtown & Southwest Marysville neighborhood is one of the oldest parts of the city, with homes being constructed here as early as the 1880s. For residents, its proximity to downtown made it an attractive place to live. Compared to the rest of the city, the Southwest Marysville neighborhood has a higher percentage of non-residential uses. Three quarters of the parcels in the city of Marysville are residential, but in the Southwest Marysville neighborhood, 57 percent of the parcels are residential. This is likely because the central business district is located on the northern edge of this neighborhood. Additionally, a major city amenity, City Park is located in the neighborhood. Southwest Marysville has approximately 140 residential parcels. Today, there are 31 vacant lots and 33 properties needing some level of rehabilitation in this neighborhood. This represents almost 50% of the neighborhood's housing stock that is either vacant or in need of some form of rehabilitation.

**Figure 3.5.4**
**Examples of housing in Southwest Marysville**
The Southwest Marysville neighborhood has a diverse mix of housing quality. The home on the left represents a good quality structure, and the structure on the right is dilapidated.





**Figure 3.5.5**
**Land Use**
The highlighted area are the two target neighborhoods of Marysville our team evaluated. We called these areas "Downtown / Southwest Marysville" and "West Hwy 36 Corridor."



# West Highway US-36 Corridor

The West Highway US-36 Corridor neighborhood is a relatively new addition to the City of Marysville. Most of the housing stock is located in the "Breeding Heights Addition," constructed in the 1990s with 25 residences generally south of Highway 36. This area also includes some older residences located north of Highway 36. There are approximately 30 homes in the neighborhood. Every home surveyed in this neighborhood was of "Excellent" or "Sound" quality. Because of this, much of this report will focus on the areas for improvement in the Southwest neighborhood.

The West Highway 36 Corridor was identified as a potential growth area by the city in its 2005 Comprehensive Plan due to the extension of the sanitary sewer to the area in 2002. However, relatively little new development has occurred in this area since. There is new highway service commercial, but no new homes have been built since the sewer extension was completed.



**Figure 3.5.6**
**Examples of housing along Heights Avenue**
Ranch-style homes built in the 1990s dominate the Heights Addition.

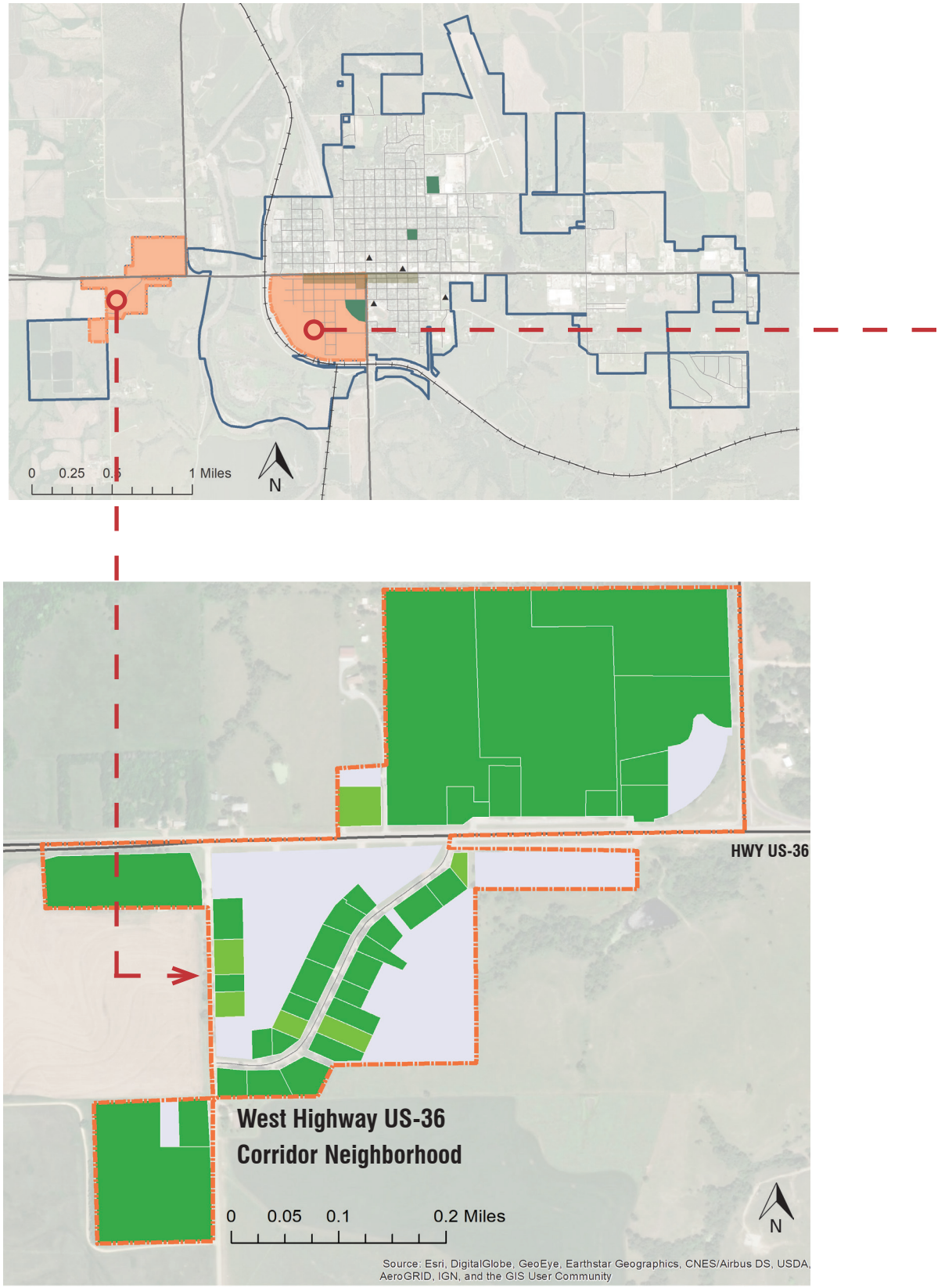
## Housing Condition Evaluation Criteria

| | |
|---|---|
| Excellent | A dwelling unit that is new or well maintained and structurally intact (no visible deficiencies). Foundation appears structurally undamaged, and roof lines are straight. Windows, doors, and siding are in good repair. Exterior paint is in good condition. |
| Sound | A dwelling unit that requires minor deferred maintenance, such as repainting, window repairs, the replacement of a few shingles on the roof, or the repair of cracks in the foundation. |
| Minor Rehabilitation | A dwelling unit that shows signs of multiple deferred maintenance, or that requires the repair of one major component. |
| Moderate Rehabilitation | A dwelling unit that requires multiple repairs and the replacement of a major component. |
| Substantial Rehabilitation | A dwelling unit that requires that repair or replacement of all exterior components. |
| Dilapidated | A dwelling unit that suffers from excessive neglect, appears structurally unsound and not safe for human habitation, and may not be feasible to rehabilitate. |

**Figure 3.5.7**
**Evaluation Criteria**
Every home evaluated in the study was given an overall housing condition assessment based on these criteria. Homes were also evaluated separately on the condition of roofs, foundations, windows, and siding.

# Overall Housing Conditions

**Figure 3.5.8**
**Housing Conditions in Downtown / Southwest Marysville and West HWY 36 Corridor**
This map displays the general conditions results from the housing conditions assessment for the Southwest and HWY 36 Corridor for all residential or vacant lots.



## Downtown & Southwest Marysville Neighborhood

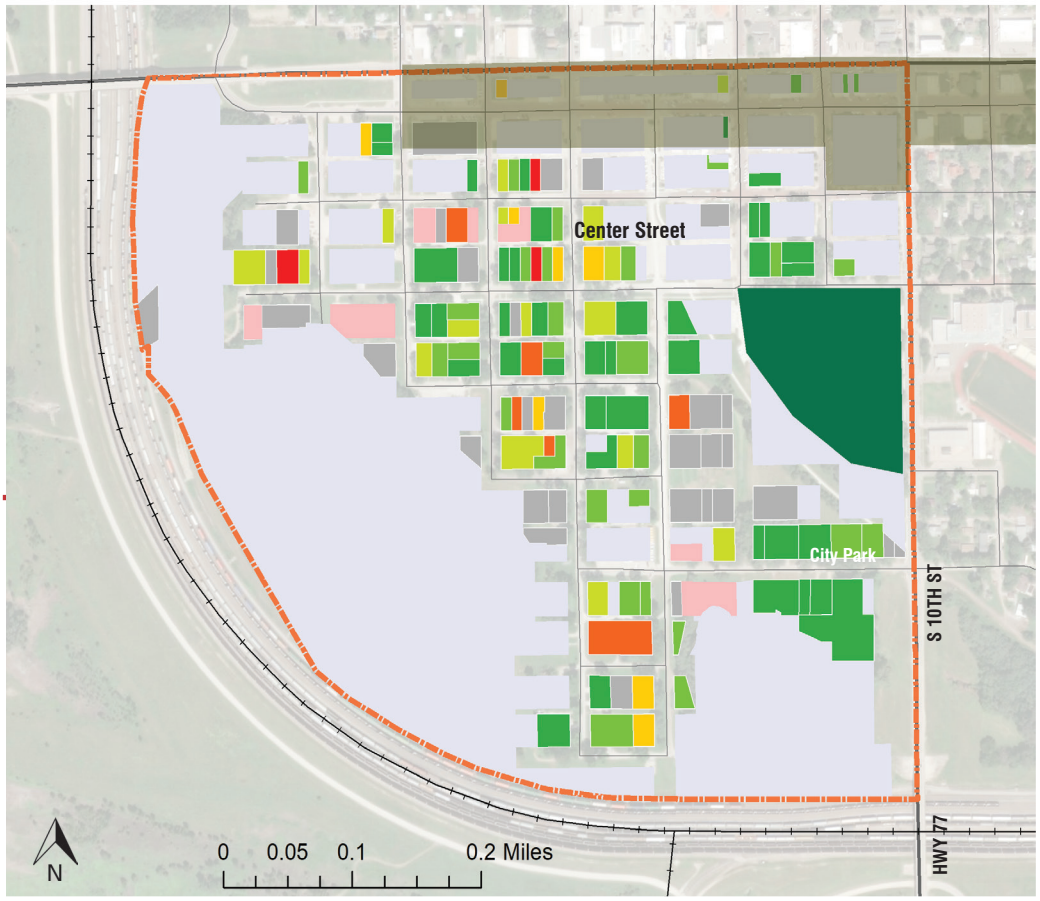


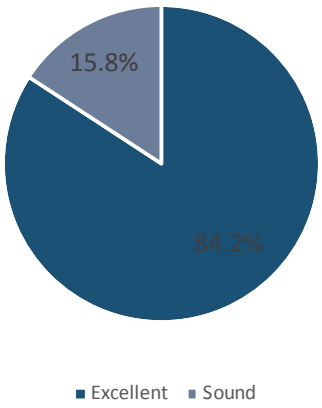

**Figure 3.5.9**
**Housing Conditions Map**

### Legend

- Neighborhood Boundary
- City Boundary
- Central Business District
- Excellent
- Sound
- Minor Rehabilitation
- Mod. Rehabilitation
- Sub. Rehabilitation
- Dilapidated
- Vacant
- Non-Residential

# Housing Conditions Distribution

### West Highway 36 Corridor




### Downtown & Southwest Marysville

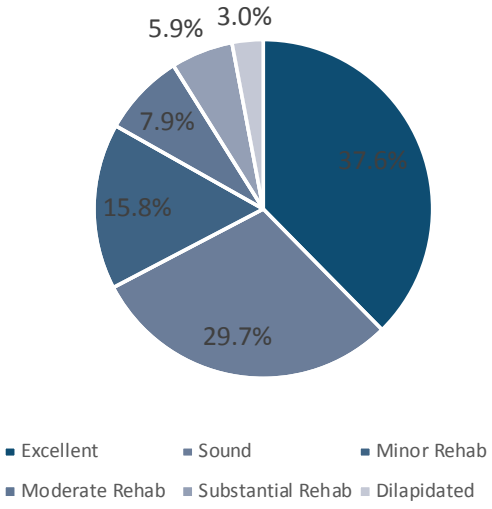



**Figure 3.5.10**
**Housing Quality**
These charts depict the distribution of housing quality in each neighborhood. Generally, the homes west of the river in the Highway 36 corridor neighborhood are generally newer and of higher quality, while the homes in downtown and southwest Marysville are older and have more deferred maintenance.

# Main Take-Aways

### Housing needs are high in southwest Marysville

The area southwest of downtown requires investment and attention, having high counts of vacant lots and homes which need some level of rehabilitation.

### Opportunities for Downtown Marysville housing

The traditional main street on Broadway has a high number of beautiful, historic buildings. Some of these buildings have second-floor residential units. These units could be revitalized to complete a more mixed-use neighborhood and a more diverse housing mix for the community.

### Housing conditions seem stable along the West Highway US-36 Corridor

All of the surveyed properties along West Highway US-36 were of “excellent” or “sound” quality. Only one property showed need for any sort of investment.

**Figure 3.5.11**
**Vacant Lots**
Vacant lots surround the city park in southwest Marysville.




**Legend**

- Non-Residential
- Central Business District
- City Park
- Neighborhood Boundary
- FEMA Lots
- Vacant Lots
- Foundation needs replacement
- Roofs need replacement
- Siding needs replacement
- Windows and Doors need replacement

## Vacant Lots

There are 31 vacant lots in the Southwest and Downtown Marysville neighborhood. There are 7 lots that have been bought out by the city for Flood Control. The percent of vacant lots in this neighborhood(22%) is high compared to the rest of the city (8%).

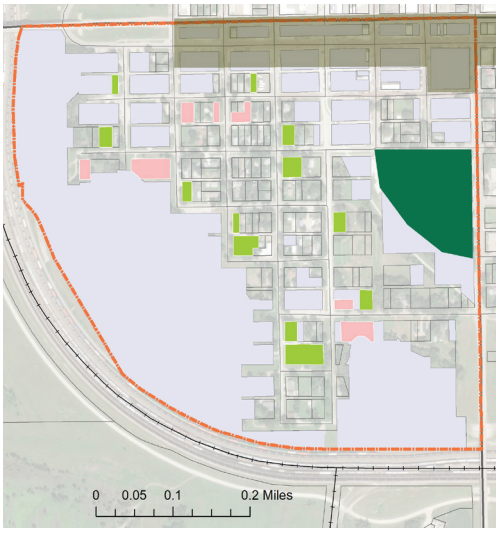



**Figure 3.5.12**
**Foundation Repair**
These lots were identified as having structures which had visibly cracked foundations necessitating rehabilitation.

## Condition of Foundation

There 12 homes in the Southwest and Downtown Marysville neighborhood that need a partial or complete replacement of their foundation.

## Condition of Roof

There are 15 homes in the Southwest and Downtown Marysville neighborhood that need a partial or complete roof replacement.

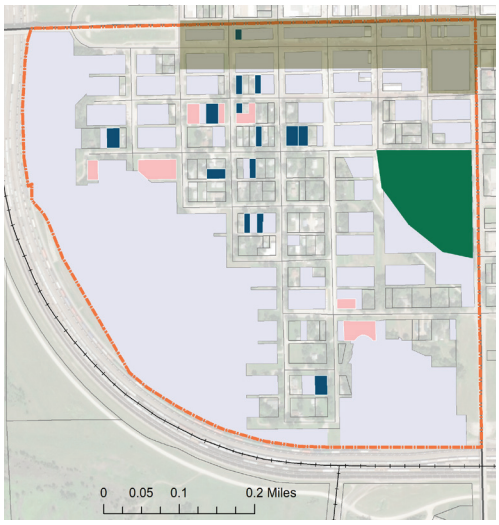



**Figure 3.5.13**
**Roof Repair**
These lots were identified as having structures which need significant amounts of roof repair or replacement.

## Condition of Siding

There are 9 homes in the Southwest and Downtown Marysville neighborhood that need complete replacement of its siding.

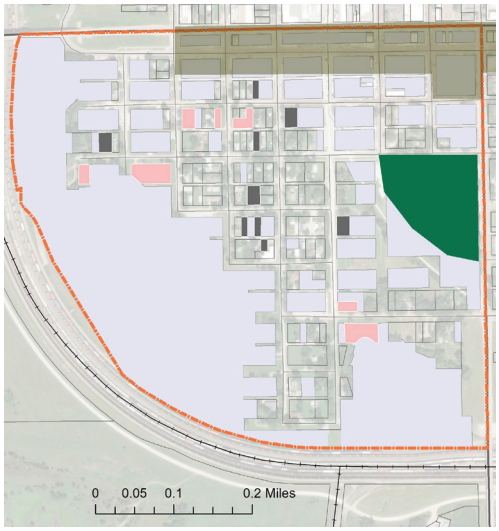



**Figure 3.5.13**
**Siding Repair**
These lots were identified as having structures which need significant amounts of siding repair or replacement.

## Condition of Windows and Doors

There are 28 homes in the Southwest and Downtown Marysville neighborhood that need partial or complete replacement of their windows and or doors. This includes homes that have single-pane windows.

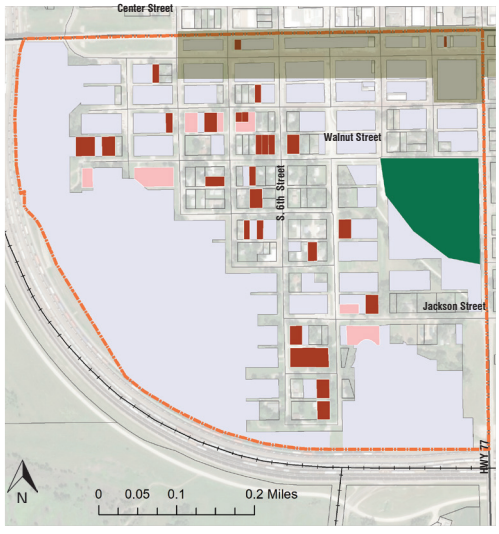



**Figure 3.5.15**
**Window Repair**
These lots contained structures that necessitated window repair or replacement.

# Policy Recommendations

## Neighborhood Revitalization Program Expansion

**Tax abatement for homes in neighborhoods requiring rehabilitation/revitalization.**

**Figure 3.5.16**
**Opportunities for Investment**
The dilapidated home at left could use Neighborhood Revitalization Project Resources to be revitalized, improving the value of existing stable housing like the one at right.

Both homes are in the Southwest Marysville neighborhood.





It is recommended that the city of Marysville implement an expanded Neighborhood Revitalization Program for the Southwest neighborhood and downtown district. The County currently has a Neighborhood Revitalization Plan. Based on the housing conditions assessment performed by K-State in 2019, the Southwest Marysville neighborhood and Downtown District currently has 31 vacant lots and more than a dozen homes that need moderate to substantial rehabilitation. An expanded Neighborhood Revitalization policy will more effectively encourage rehabilitation in the Southwest neighborhood and downtown district and Marysville overall. This type of policy will enhance the quality of life for residents, create a better sense of place within Marysville, and attract investment and residents to Marysville.

The Southwest neighborhood and downtown business district of Marysville are critical assets to the City. The Southwest neighborhood includes several community institutions like the City Park and Pool. The downtown district includes many cultural attractions as well as restaurants and businesses. The city should encourage residents to think of the Southwest neighborhood as an extension of the downtown; the area is a valuable part of the community. These two neighborhoods are the face of Marysville as people enter the community from the South on Interstate 77. As such, an expanded Neighborhood Revitalization program is an opportunity for the City to empower residents to show off the best of Marysville.

***"While the United States is becoming increasingly urban, the number of Americans living in small cities remains more than seven times greater than the number living in large urban centers" (National League of Cities)***

## Neighborhood Revitalization :

Neighborhood Revitalization Programs are an effective tool that cities can use to encourage reinvestment in districts or neighborhoods within an urban area. Neighborhood Revitalization programs are often joined with incentives to entice homeowners in taking part in the positive impacts of such a program. Close knit relationships, a culture of helping neighbors, and a smaller scale local government are some of the unique advantages of rural cities. These factors are beneficial in promoting a Neighborhood Revitalization policy. Challenges of Neighborhood Revitalization programs can come from municipal governments not wanting to lose out on tax revenue, however, Marshall County already has a Neighborhood Revitalization Program. This means one of the biggest hurdles of these types of programs has already been overcome. This means that the county could be used as an example to encourage an expanded Neighborhood Revitalization Program in the city of Marysville.

## Existing Policy:

Marshall County currently has a Neighborhood Revitalization Tax Incentive Program in place. It requires applicants pay a $25 application fee as well as submitting an application to the Marshall County Clerk's Office. The program is targeted toward residents planning to improve or add new construction to their property. The resident can receive a property tax rebate of 60% per year for 3 years. As well filing an application, a resident should review the Application Procedures and Neighborhood Revitalization Checklist listed with the application to ensure they meet all requirements ("Marshall County, K").





**Figure 3.5.17**
**Neighborhood Revitalization at work in Emporia**
The photo at left shows a dilapidated home in Emporia, Kansas which was replaced by the home in the right photo. This home was credited with tax abatements for reinvesting new housing stock in existing neighborhoods.




**Figure 3.5.17**
**Room for Opportunity in Marysville**
An expanded revitalization program could help improve housing conditions by providing tax abatements for homeowners who improve or repair their homes.

## Dubuque, Iowa Case Study:

Dubuque, Iowa, a city of about 58,000 people faced challenges in city planning during the early 2000's. They continued to fight an uphill battle after losing several large manufacturing companies in the 1980s. Dubuque created Vision 2000, which helped them recover from the loss of many jobs, an increasing downtown vacancy rate, and residents moving out of the city for better opportunities. With strong involvement of stakeholders and a community engagement focused process, the city created a comprehensive plan to take them into 2020 with confidence. One of their plans was to revitalize a neighborhood along the Mississippi Riverfront to create a more walkable, mixed use neighborhood. Dubuque recognized their identity as a "riverfront community" and took advantage of it through revitalization and redevelopment (Johnson, 2015). This project was successful in a collaborative effort of the city, the historical society, chamber of commerce, and the development corporation. It is a good example of revitalization through strong community partnerships.

## Emporia, Kansas Case Study:

The city of Emporia created a tax rebate program to encourage residents and business owners to fix properties in distressed areas. They made a comprehensive plan that focused on promoting downtown investment and created a tax rebate program(Johnson, 2015). Although Emporia has a population of about 25,000, both Marysville and Emporia are cities built mainly on agriculture and manufacturing and have well established downtown districts. In 2011, Emporia established their downtown area as a historic district, which provides business owners with tax credits to assist building renovations ("Historic Downtown Revitalization Emporia, Kansas"). Emporia also implemented a 80-95% tax rebate incentive in 2013 as part of their Neighborhood Revitalization program.

### Proposed Expanded Neighborhood Revitalization Program:

In order to target redevelopment in the downtown and southwest neighborhood areas of Marysville, it is recommended that the City increase the terms and percentage of the property tax rebate. Currently property owners are eligible to receive a property tax rebate of 60 percent for 3 years. Other cities that have implemented similar programs in Kansas have extended the rebate period to 5 or 10 years and offer rebates up to 80 and 80 percent. Additionally, the current Marshall County Neighborhood Revitalization program requires that a Neighborhood Revitalization project be completed in one year. It is recommend that this limit be extended. With these three proposed updates to the parameters of the Neighborhood Revitalization program, the scope and size of redevelopment projects could increase and have a greater impact on the neighborhood and city.

# 3.6 Northwest Neighborhood

**Team: Caleb Whitehouse, Aimee Farrell, Dora Gallo, Grant White**

## History

Housing construction in Marysville have been stagnant since 2014. Very little homes have been built since then, and most of the current historic homes were built before 1940 minus the new subdivisions outside of town. The U.S. census shows that is about 50 percent of Marysville's total housing stock, and totals 943 homes built before WW2. The town was founded in 1855 and quickly spiked into development with railroad and river connections. The Union Pacific Railroad has brought prosperity to Marysville with the company being a major employer. The average density after the 2000 census was about 495.5 per square mile, but after the 2010 census this dropped to 359.4 (U.S. Census Bureau). This change has indicated the dilapidation and vacancy problem within Marysville which is very apparent in the northwest district, and without proper housing policy this downward trend will likely continue. This assessment will overview the current housing conditions within the northwest neighborhood of Marysville and recommend a certain policy for resolving current vacancy problems within the town.

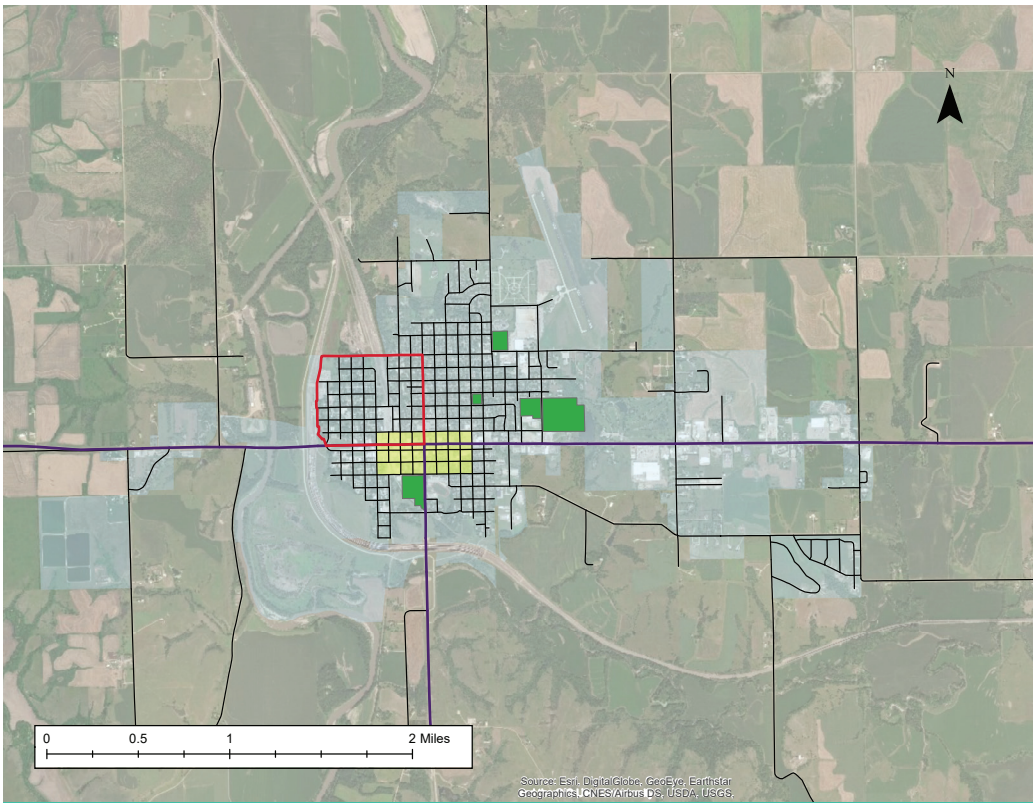
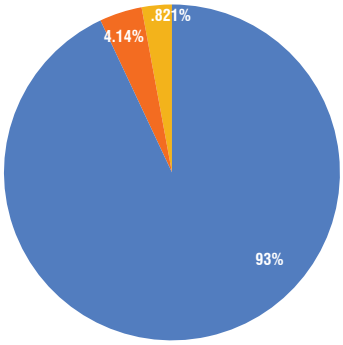



**Figure 3.6.1**
**Reference Map**
This map shows local landmarks to help identify the northwest neighborhood. (City of Marysville, 2017)

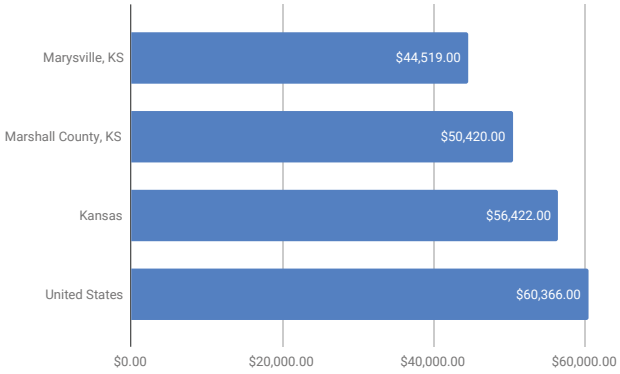
## Demographics

### Population & Race

Marysville has a population of about 3,288 people as of 2017. In between years 2016 and 2017 the population of Marysville declined from 3,290 to 3,288. This data shows the city has a stable population. The population is made up of 93% white, 4.14% Hispanic or Latino, and 0.821% native Hawaiian and other Pacific Islander, with the median age of 41.




Race & Ethnicity




Median Household Income

**Figure 3.6.2**
**Race & Ethnicity**
The graph shows the racial make up of Marysville.
(United States Census Bureau, 2017)

**Figure 3.6.3**
**Household Income**
The bar graph shows the median household income for Marysville and other scales of analysis.
(United States Census Bureau, 2017)

### Income

The median household income in Marysville is $44,519, while the median household grew from $41,653 in 2016 to $44,519 in 2017. Marysville employs about 1.63k people in manufacturing, health care, and retail trade. The highest paying industries in Marysville are Information at $71,111, Transportation and Warehousing, and Utilities at $49,276. Males in Marysville have an average income that is 1.4 times higher than the average income of females. This data can be correlated to the health data in Marysville; the majority of the residents are able to afford health coverage. 92.8% of the population of Marysville, KS has health coverage, with 56.3% on employee plans, 10.3% on Medicaid, 11.3% on Medicare, 13.1% on non-group plans, and 1.81% on military or VA plans.



**Figure 3.6.4**
**Downtown Marysville**
Downtown Marysville (http://www.visitmarysvilleks.org/)

**Figure 3.6.5**
**Housing Type**
This figure shows the 6 categories of housing within the Northwest neighborhood.
(Marysville Housing Survey, 2019)

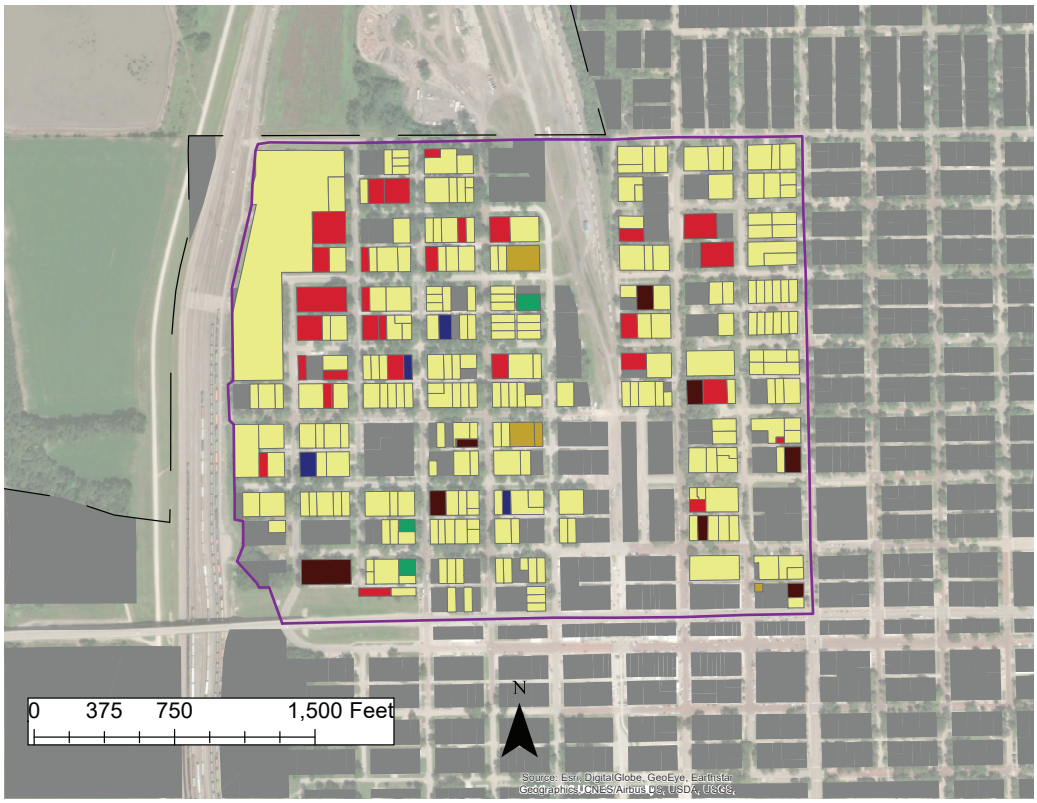



**Figure 3.6.6**
**Housing Type**
This figure shows the 6 categories of housing within the Northwest neighborhood with their respected lot location.
(Marysville Housing Survey, 2019)



## Current Conditions

Marysville's current housing conditions vary from structures subjectively measure as excellent condition to dilapidated and vacant. Out of the total 1,529 housing units, 959 are owner-occupied and 570 are renter-occupied. With a higher number of owner-occupied units it will make it easier for policy changes to apply due owners being engaged firsthand on the issues.

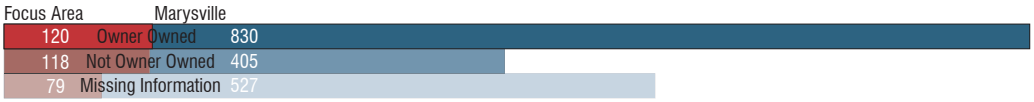



**Figure 3.6.7**
**Owner Occupied**
Study area occupancy breakdown compared to Marysville

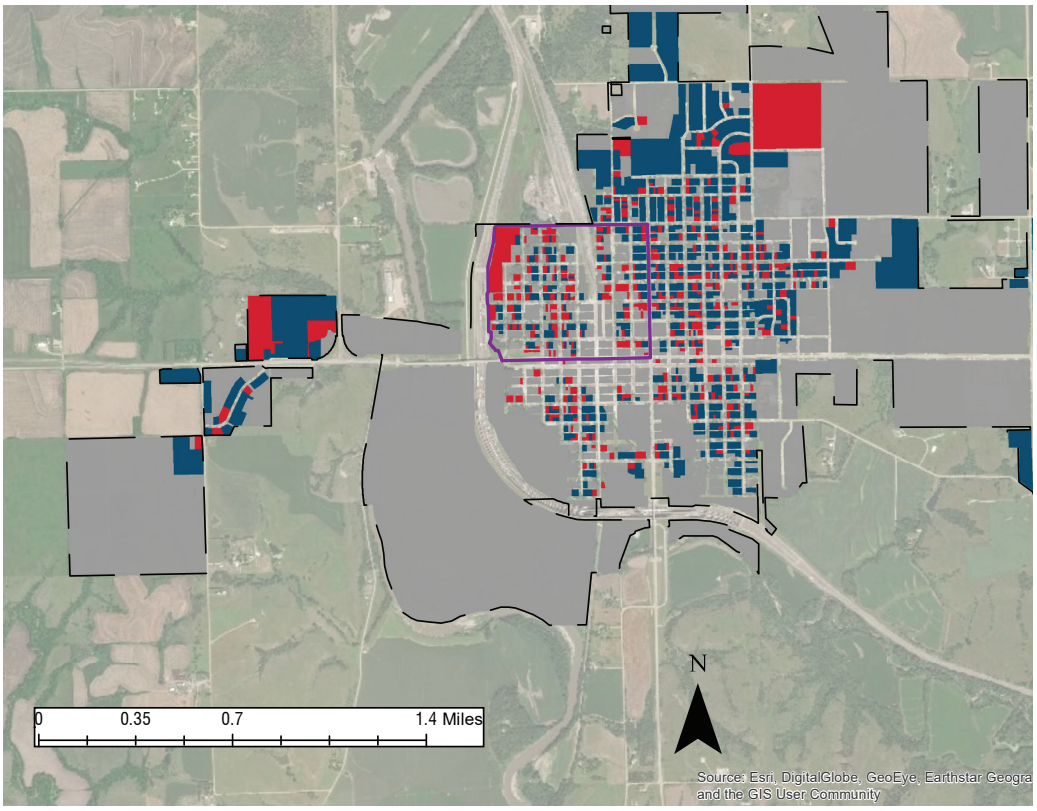



**Figure 3.6.8**
**Owner Occupied Map**
This figure displays the location of owner occupied properties vs. None owner occupied (renter).
(United States Census Bureau, 2017)

### Legend

- Not Owner Owned
- Owner Owned
- Missing Information
- Moderate Rehab

In the northwest neighborhood only 22 homes are in excellent conditions, and the majority were newly developed within the past five years. Units that are not in perfect condition, but are very well kept and in very good living condition were marked as sound; a handful of those houses are in the northwest. For the remaining housing stock, the units are broken down into three categories as minor, moderate, and substantial rehabilitation needed. These are homes where upkeep and/or major structural components are in need of attention. A very large amount of minor rehab units are scattered across the district are in need of basic maintenance to doors, windows, roofing, and other exterior features. Moderate and substantial rehab buildings are usually in dire need of foundational repairs or replacements.

Overall, Marysville's northwest district is in desperate need of repair to the majority of the residential properties, although there are many opportunities for new development within the vacant and dilapidated lots. With the proper policy interventions and incentives revitalization the once lively single-family home districts of Marysville is achievable.

**Figure 3.6.9**
**Housing Quality**
Current housing quality conditions are shown in this figure. Divided from the survey data collected.
(Marysville Housing Survey, 2019)



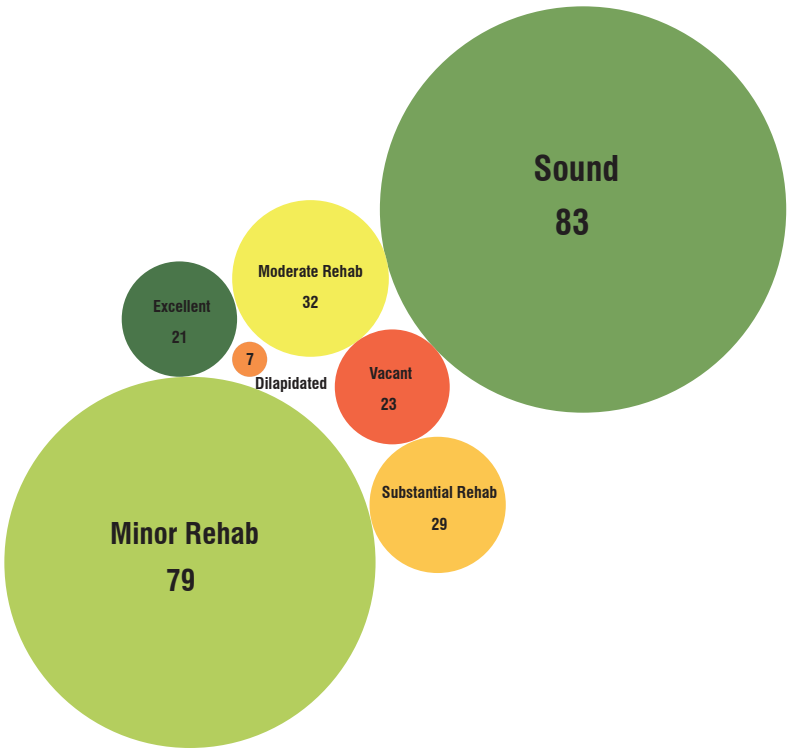




**Figure 3.6.10**
**Housing Quality**
Housing conditions are displayed by size and number of each bubble.
(Marysville Housing Survey, 2019)

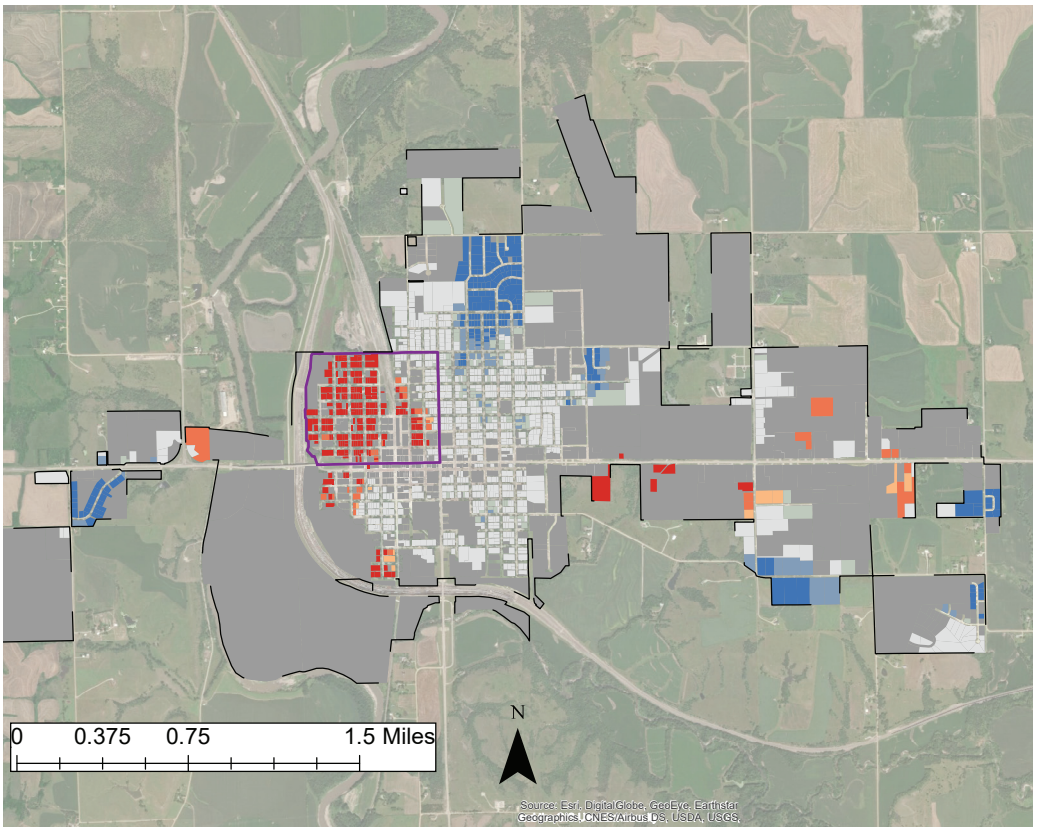



**Figure 3.6.11**
**Hot Spot Analysis**
This figure displays the hotspot locations for low quality homes. Red areas have higher clusters of low quality housing compare to Blue areas. ArcGIS used for analysis
(Marysville Housing Survey, 2019)

**Legend**

- Hot Spot - 99%
- Hot Spot - 95%
- Hot Spot - 90%
- Not Significant
- Cold Spot - 90%
- Cold Spot - 95%
- Cold Spot - 99%
- Non-Residential
- City Limits
- Study Area

Based on the conditions that were recorded during the housing survey, the team conducted a hotspot analysis using ArcGIS. The hotspot analysis uses numerical values and their proximity to similar features to identify hotspot and coldspot areas. In this analysis, areas of low quality are identified as hotspots, and areas of high quality are identified as coldspots. The results of this analysis show a clear pattern of low quality homes, especially in the northwest neighborhood.

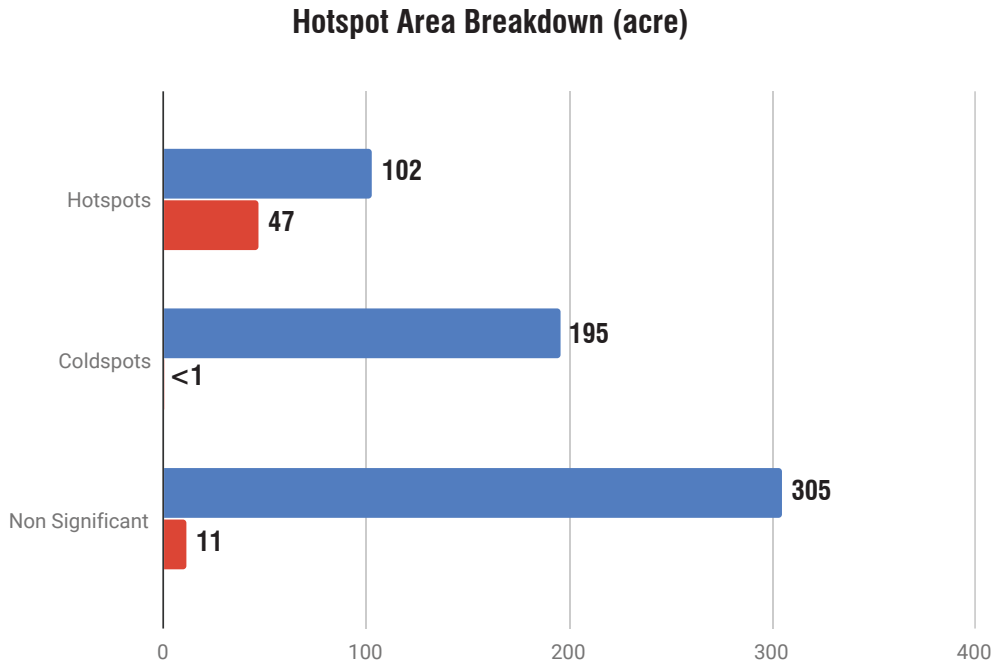



**Figure 3.6.12**
**Hot Spot Analysis**
This graph breaks down the number of hot and coldspots by acre of land taken up.
(Marysville census data, 2019, ArcGIS used for analysis)

**Legend**

- Marysville
- Study Area

## Case Study: Russel, Kansas

The city of Russell, Kansas is the most populated city in Russell county with a population if about 4,500 people. According to 2010 census, the racial makeup of the city is 95.6% white, 1% African American, 0.6% American Indian, and 0.5% Asian. Hispanic and Latinos are 2.1% of the population. Russell has 2,042 households and 1,216 families of which 26.2% have children under the age of 18 living with them. 45.6% are married couples living together, 4.7% have a male householder with no wife present, 9.3% have a female householder with no husband present, and 40.4% are non-families. 36.4% of all households are made up of individuals, and 17.1% have someone living alone who is 65 years of age or older. The average household size is 2.16, and the average family size is 2.79. The median income for a household in the city is $32,347, and the median income for a family is $43,834. About 17.2% of families and 21.6% of the population are below the poverty line, including 38.7% of those under age 18 and 14.1% of those age 65 or over.




**Figure 3.6.13 (Left) Russel, Kansas**
Location map for Russel located in central Kansas northwest of Wichita (Google Maps, 2019).

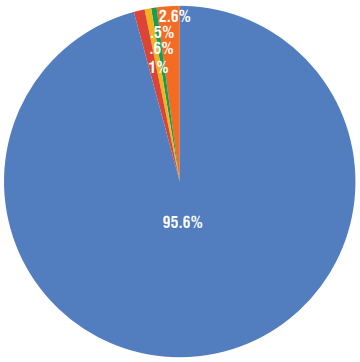



**Figure 3.6.14 (Right) Ethnicity for Russel, KS**
The pie chart displays demographic data on the town specifically race make up for Russel, KS (United States Census Bureau, 2017)

The City of Russell provides a registry for abandoned and vacant buildings. They also provide procedures related to incentives, maintenance, and marketing. The government finds that abandoned and vacant buildings and lots:

- Affect the quality of life
- Impacts local property values
- Attract vandalism, drugs, and crime
- Require expenditure of public funds for police protection, fire protection, and housing inspections

"Recognizing that abandoned and vacant buildings contribute to blight in both residential and non-residential neighborhoods, discourage economic development and retard appreciation of property values, endanger public health and safety, attract criminal activity, and create fire hazard… requires the city to maintain an accurate registration of all abandoned and vacant buildings. (Russell City Ordinance NO. 1903)". The initial registration fee for an abandoned or vacant building is $50 per residential building and $100 per commercial building. If a building is abandoned or vacant for more than 6 months after the initial registration it should be re-registered for a fee of $250 per year for a residential building and $500 per year for a commercial/industrial building. If the owner fails to register the property as abandoned or vacant, the public officer may file a complaint in the municipal court of the city against the owner for conviction of a violation of Section 7 and be fined not less that $250 and not more than $500.

## Case Study: Jackson, Michigan

Jackson, Michigan's local government has come to a solution for the large number of foreclosed, vacant, and abandoned properties. They have enacted a requirement to register these properties with the city at a cost. This cost in set at an $300 initial registration fee and a quarterly fee that is based on the type of property. The fees are as follows: a single family, one unit property is $225, a two family, two unit property is $300, a multi-family property for three to four units is $375, and a multi-family property for over four units is $375 plus an additional $15 per unit. The first quarterly pay is due at the same time as the registration fee. This quarterly fee goes towards monitoring the properties. If the registration and fees are not paid on time, there is an additional $150 late fee for the first thirty days. After the first thirty days, there is an additional charge of $25 per day late. This encourages property owners to file their paperwork and make initial payments in a timely manner.

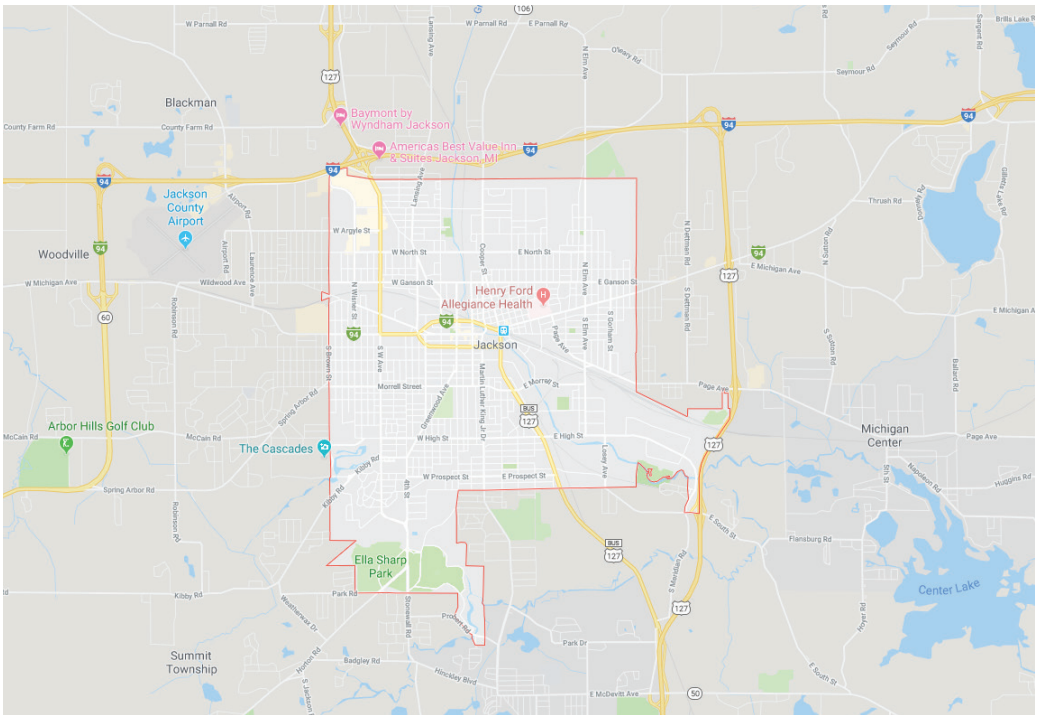



**Figure 3.6.15**
**Jackson, MI**
The map displays the location of Jackson, Michigan. West of Detroit and south of Lansing. (Google Maps, 2019)

If the ownership of a foreclosed, vacant, or abandoned residential property is transferred, any property registration shall become void. An application for registration must be made at the time of closing. If the closing data is not made within 45 days after the owners is subject to even more late registration fees to add to the incentive of property enhancement. Other maintenance includes trash, junk, and debris removal from any property as written in local Jackson City code Chapters. Owners who abide by these regulations and registration deadlines help not only with up-keeping there own properties but making the community overall a more uniform housing conditions stock.

The registration is valid for two years, after which the property owners are required to make a renewal application 60 days before the expiration of the current registration. Along with payments the property owners are still required to follow other laws regarding lawn maintenance, graffiti, and sign postage. This ensures that the foreclosed, vacant, and abandoned lots do not become an eyesore for the community.

## Implementation

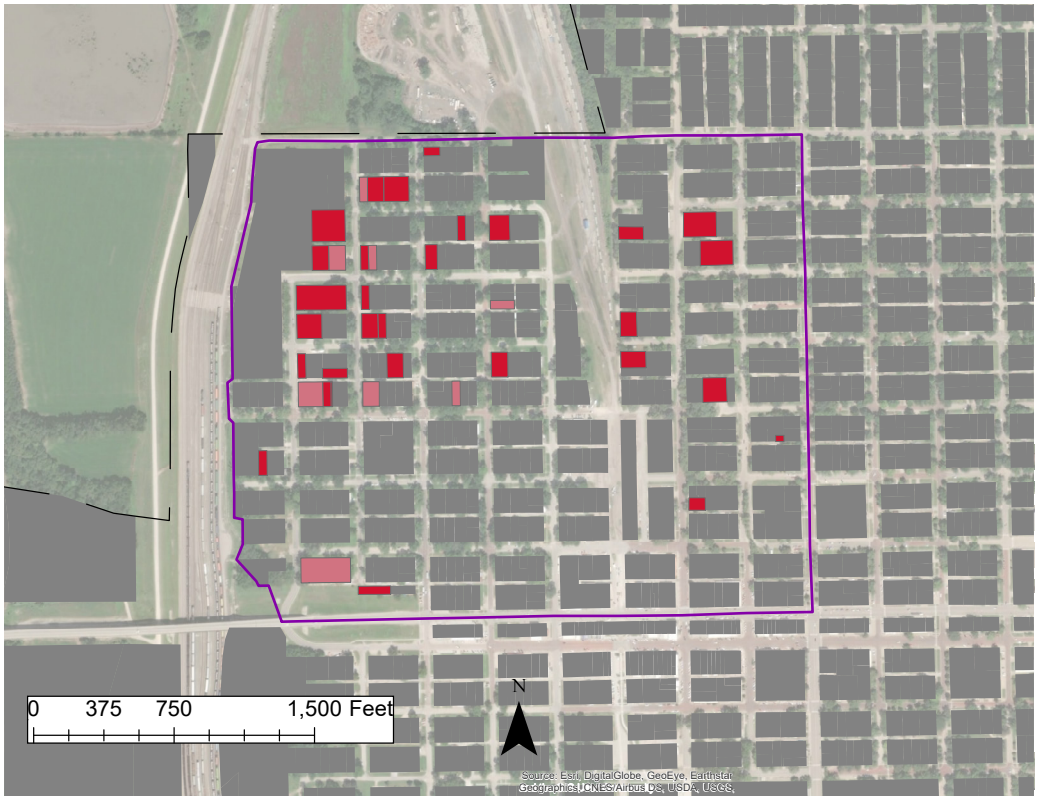
A possible solution to Marysville's housing problem is a Vacant Building Registry. This requires property owners to register their vacant properties with the city. Effective registry programs also require property owners to pay a fee to offset the costs to the city. The fees incentivize the property owner to develop their property or sell it. This program would help motivate lethargic property owners to invest in their community. Vacant homes have been proven to breed crime, pose public safety risks, reduce property values, and reduce the economic viability of the community. Comparing the two case-studies to Marysville's situation the correct procedure for pricing should probably line up similar to Russell's. The approximate similarities in population and housing status can equal out to Marysville.

**Figure 3.6.16 (Left & Right) Conditions Photos**
These photos display the current condition of two properties in the neighborhood. Photo on the right is vacant, and the left is dilapidated. (Marysville Housing Survey, 2019)





**Figure 3.6.17 Vacant & Dilapidated**
This figure shows the location of all vacant and dilapidated lots within the northwest neighborhood (Marysville Housing Survey, 2019, ArcGIS for mapping)



We believe the implementation of a Vacant Building Registry will provide the correct incentive for local homeowners to help revitalize the neighborhood by decreasing the amount of vacant properties. Less vacant lots will reduce crime, vandalism, and risk of fire. Also, the policy will incentivize development and reinvestment in the historical heart of Marysville. As a result, overall quality of life in Marysville will improve.

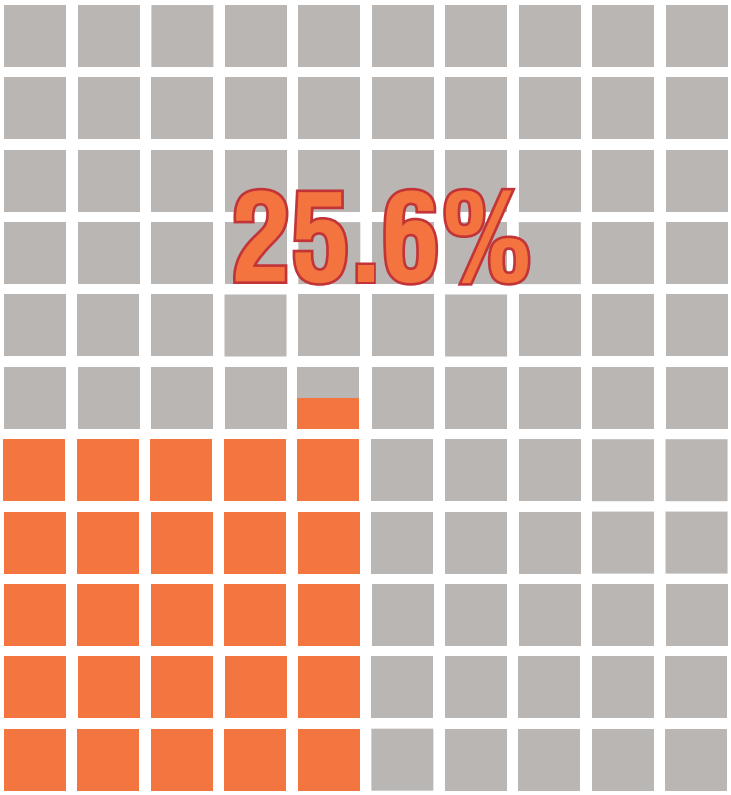



**Figure 3.6.18**
**Vacancy Rate**
Info-graphic displaying vacancy rate throughout Marysville. The red section is the northwest neighborhood rate.
(Marysville Housing Survey, 2019)

# Main Take-Aways

## Three Take-Aways For Revitalization of Northwest Marysville

### Take-Away #1
Vacant and dilapidated properties need to be dealt with for the community to revitalize within itself through infill housing and/or neighborhood revitalization.

### Take-Away #2
Comparing Marysville to similar towns with the same policy implementation to adequately prepare for the up coming housing impacts of development within the community.

### Take-Away #3
Marysville is a stagnate community that is in need of proper housing repair especially in the northwest neighborhood. Making the implementation of a vacant building registry vital to enhancing livability in this portion of historic residential downtown. ww

# 4

# Resource Roadmap

# Agenda for sustainable community revitalization

by Sustainable Strategies DC

# CITY OF MARYSVILLE, KANSAS

# RESOURCE ROADMAP

## 2020-2021 AGENDA FOR SUSTAINABLE COMMUNITY REVITALIZATION

Marysville, the seat of Marshall County, Kansas, is a community of 3,288 people seeing a resurgence of economic vitality as a regional marketplace and tourist destination. Originally developed as a trading post and transportation hub due to its strategic location along key transcontinental routes including the Oregon Trail, Mormon Trail, and the infamous Pony Express at a crossing point of the Big Blue River, the decline in rural industries and consolidation of family farms beginning in the mid-twentieth century has led to decades of population and economic decline. Despite challenges, transportation developments completed in 2004 including the U.S. Route 36 and 77 overpasses and the relocation of the Union Pacific main rail line have served to ameliorate chronic disruption of vehicle traffic that has plagued the community for a century to provide new opportunities for growth while preserving Marysville's unique small-town charm.

As the primary trade area for communities within a 30-mile distance and a key transit point for interstate travel, Marysville is well poised for growth. The City is now working on new initiatives to ensure it remains competitive in the 21st century and beyond with efforts underway to encourage reinvestment in the downtown, improve livability, upgrade infrastructure, and attract residents, visitors and businesses. Over the past decade, Mayor Carla Grund and other partners have been actively encouraging and investing in public art, greenspace, historic preservation, museums and cultural institutions, and other community amenities. Planning is also underway to redevelop the former Union Pacific Railyard site and historic Railroad Depot to further activate the downtown.

Based upon a site visit in October 2019, relevant planning studies, and other communication with the Marysville team, Sustainable Strategies DC has prepared this Resource Roadmap to highlight funding strategies for priority short-term and long-term projects as identified by the City and relevant stakeholders. This Resource Roadmap assesses strategic considerations for competitive applications, typical funding ranges, required match amounts, timing concerns, and key next steps for resources ranging from grants and technical assistance to loans and tax incentives for community development, public safety, arts/culture, and infrastructure projects. Sustainable Strategies DC considered a variety of public, private, and foundation resources in preparing this Resource Roadmap.

This report was prepared for the City of Marysville, Kansas by Sustainable Strategies DC and funded through a collaboration with the Kansas State University Technical Assistance to Brownfields program. The Kansas State University Technical Assistance to Brownfields program is the U.S. Environmental Protection Agency's technical assistance provider for U.S. EPA regions 5, 6, 7, and 8 and has been supporting community visioning, market studies, and reuse planning in communities across these regions to complement brownfields revitalization effort for years.

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# EXECUTIVE SUMMARY

This Resource Roadmap can serve as a foundation of the City of Marysville's effective strategy for planning and implementation of its top priorities. Accordingly, the Resource Roadmap:

- **Recommends an approach and tactics** for enhancing Marysville's competitiveness for funding and strengthening its advocacy efforts;
- **Identifies 47 potential funding resources** from federal, state, local, philanthropic, and private sources that can support local projects; and
- **Develops strategies for 6 key funding opportunities** that Marysville should prioritize in the near-term.

## Approach & Tactics

Because no city, nor any one partner, has the capacity to pursue so many opportunities simultaneously, Marysville should focus initial efforts on the most promising resources and the next steps for its priority projects. These funding sources are described in detail in Section 3. In preparation for these efforts to leverage funding, Marysville can increase its success in obtaining resources and implementing community revitalization if the City adopts a proactive approach and acts strategically to identify project priorities, build support and partnerships, and secure funding. Section 1 of the Resource Roadmap identifies 12 tactics that are encouraged to advance each priority.

### Approach & Tactics for Project Success

- ✓ Establish a funding team & maintain robust collaboration
- ✓ Establish consensus on priority projects
- ✓ Delineate project components & phases
- ✓ Estimate project costs
- ✓ Align funding sources with key project components & phases
- ✓ Establish matching/leveraging strategies & assess feasibility of debt
- ✓ Create strategic plans & outreach materials for each priority project
- ✓ Seek State backing
- ✓ Meet with federal agency officials
- ✓ Secure congressional support
- ✓ Prepare for grant writing
- ✓ Celebrate success

Marysville is already putting several of these short-term and long-term tactics into action. For instance, this Resource Roadmap in and of itself aligns funding sources with key project components and phases. Furthermore, through planning and other engagement strategies, the City has already begun to focus local efforts around creative placemaking that encourages growth and transformation in a way that also improves the character and quality of place by capitalizing on existing community assets that attract visitors and new residents. These tactics and others are laid out in more depth in Section 1.

### Potential Funding Resources

Based on Sustainable Strategies DC's understanding of Marysville's local needs, six (6) funding opportunity areas have been identified for the City's consideration:

- Arts & Culture
- Parks & Recreation
- Economic & Community Development
- Public Safety
- Transportation
- Historic Preservation

Section 2 of the Resource Roadmap identifies 47 potential resources within these funding opportunity areas for Marysville's specific projects. These resources include federal grants, loans, tax incentives, and technical assistance programs; state grants, loans and tax incentives; foundation grants; and private organizations that could provide support.

### Key Funding Strategies

The Resource Roadmap includes descriptions of 47 potential funding sources that could support Marysville's community priorities. However, this exhaustive list of resources is too overwhelming for the City to pursue all at once. In Section 3, Sustainable Strategies DC recommends the six (6) funding opportunities that Marysville should prioritize in 2020-2021, based upon the City's readiness (e.g., design/engineering complete or near done), project competitiveness (e.g., how well does the project align with funding criteria) and resources (e.g., are matching dollars available). Those key resources include:

- National Endowment for the Arts – Challenge America Grant
- National Park Service – Historic Revitalization Subgrant/Save America's Treasures
- Kansas Department of Transportation – Transportation Alternatives Program
- U.S. Department of Housing and Urban Development – Hope VI Main Street Grant
- National Park Service – Land and Water Conservation Fund Grant
- U.S. Department of Transportation – Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant

This Resource Roadmap includes specific strategies for pursuing each of these separate funds.

## SECTION 1: APPROACH & TACTICS FOR EFFECTIVE ADVOCACY

Marysville can best position itself to secure resources and other support by taking a carefully crafted approach with proven tactics from similar localities across the country. This advocacy strategy should be a dynamic and adaptable process, and the city should be prepared to refocus efforts based on guidance from officials leading funding programs, changing circumstances on the ground, and other considerations.

### 1. Establish a Funding Team & Maintain Robust Collaboration

It appeared that many of the City staff that Sustainable Strategies DC met with had not seriously or consistently considered the idea of external funding before. While some personnel were familiar with relevant grant programs and occasionally pursued such funds, most employees seemed overwhelmed with the idea of pursuing these dollars. There appeared to be no organized forum or ongoing process to consider funding resources. Interest was high, but capacity seemed low.

In order to keep external funds front and center, Marysville should establish and maintain a formal group of key department leaders to consider grant opportunities, coordinate among stakeholders, allocate internal resources, and ensure general momentum. This may take form of City Council, board, or committee meetings or a separate group entirely. For particularly daunting projects with multiple moving parts, it may be necessary to establish a team solely for that project. Beyond program managers, department heads, and elected officials, consider involving vital community, political, business, and non-profit stakeholders who will be valuable for moving the agenda forward. This team should be ready to react to grant opportunities, advocate for Marysville's priorities, and gather additional community input for grant applications.

Sustainable Strategies DC has worked with many communities in Marysville's shoes. One tool that helps to organize funding discussions is a recurring monthly meeting. The Resource Roadmap serves as the overall guide for the group. An agenda is prepared for each meeting to cover upcoming grants and make assignments. This process helps to focus the City on pursuing the right funds in a coherent way and makes staff comfortable with their responsibilities.

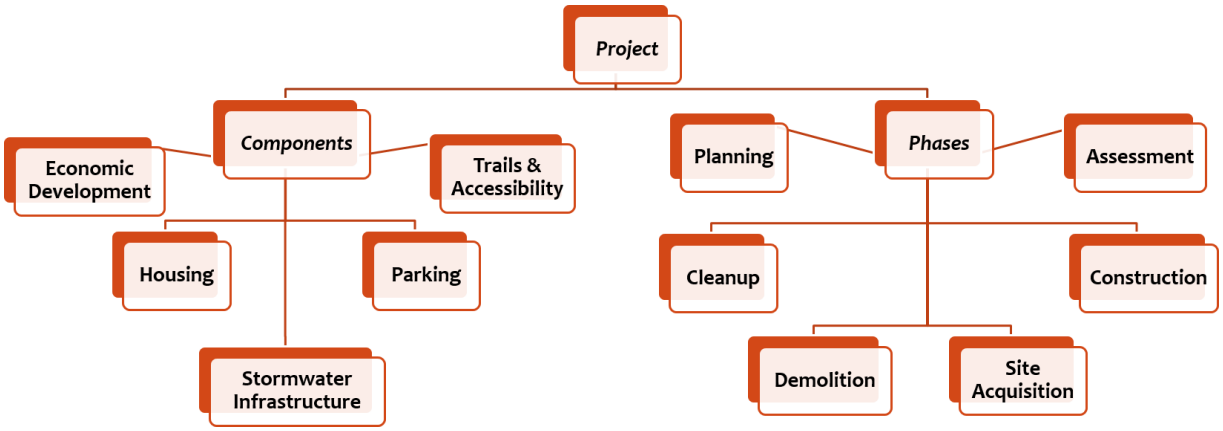
### 2. Establish Consensus on Priority Projects

Marysville could pursue any number of projects or ideas, but the most effective localities establish a clear and focused short-list of priorities. This Resource Roadmap aims to identify the most fundable of the City's near-term needs. Section 3 of the report recommends 6 funding opportunities Sustainable Strategies DC urges Marysville consider pursuing in 2020-2021. However, it is ultimately up to the City to identify specific priorities for the community and secure backing from stakeholders.

Sustainable Strategies DC suggests the exercise of developing a 1-page project priority list. This process helps to crystallize decision-making. In some cities, elected councils vote to approve the final priority list.

### 3. Delineate Project Components & Phases

When Marysville is ready to seek funding, it is usually best to "eat the elephant" one bite at a time. Each priority project may involve different components and phases – each of which may be fundable from a different source – as illustrated below:




The City should focus its short-term efforts on the bites that advance specific parts of projects, such as planning, design, right-of-way acquisition, engineering, or permitting – each of which could be funded by a different source. Projects that are "shovel-ready" are always more competitive. Funders who support an early stage of a project often can be a continuing funder in later project stages. As small steps of progress are made into successive phases and the low-hanging fruit are picked, it is important to inform and engage the community, current funders and key stakeholders to maintain support and build momentum.

### 4. Estimate Project Costs

Once priority projects have been identified and their key components and phases have been delineated, Marysville should establish estimated costs for each project and its core components and phases. This will help the City and its respective partners better identify the best potential funding sources, understand the levels of matching funds required, and tailor advocacy efforts to gain specific political support for funding requests. Marysville should start to define specific project costs by enlisting staff, obtaining expert consulting support, and/or asking potential vendors or contractors for estimates. Most importantly, determine costs for the immediate next stages of each project.

### 5. Align Funding Sources with Key Project Components & Phases

This Resource Roadmap identifies recommended sources of federal, state, local, private sector, and philanthropic funds for many of Marysville's priorities. The project team can and should stay abreast of funding program changes, particularly as Congress shapes future funding programs, and potentially pursue major infrastructure, transportation, and economic development initiatives. By identifying the best resources for each project, component, and phase now, the

City can plan for grant applications and funding requests, budget for matches, obtain important approvals and permits as necessary, and prioritize requests for support.

### 6. Establish Matching/Leveraging Strategies & Assess Feasibility of Debt

The most competitive funding requests will have committed matches and leveraged funds, which require financial planning on the local level, careful budgeting, and collaboration with key funding partners well before a deadline. The City should plan accordingly, in collaboration with its project team and consultants, to create a matching and leveraging strategy for each key project and funding request and begin the work necessary to explore and secure match commitments from partners. There should be an analysis done for each major project that considers the possible revenue streams for servicing public debt or loans, the eligibility and competitiveness of the project for local bonding, the potential sources of state- or federally-backed debt that can provide lower-cost financing, and the political feasibility of debt strategies.

### 7. Create Strategic Plans & Outreach Materials for Each Priority Project

When ready to proceed on a project or project component, create a step-by-step strategy for securing funding and other support for that specific project and funding opportunities. Consider every quest for funds as a campaign. What needs to happen, who needs to be involved, when do activities need to occur? The team should break down existing needs with a concise and compelling briefing sheet for each specific project, phase, and/or component as appropriate to provide stakeholders, potential funders, and Congressional staff with a succinct explanation of the project's scope, objectives, benefits, status, progress, supporters, and active funding requests.

### 8. Seek State Backing

State agencies have significant funding sources to support community revitalization. It will be important for the Mayor and other city staff to coordinate closely and early with the state legislature in order to give the City a strong foundation for seeking state support and funding as funding opportunities become available. Federal, philanthropic, and private sector funders will typically be more supportive if they understand that the Governor, agency leadership, and/or other state officials support a project or are providing matching funds. City leaders should try to keep state officials fully in the loop on key revitalization projects, even if you are not specifically seeking state funding at that time for the project.

### 9. Meet with Federal Agency Officials

Many cities neglect to build relationships with the federal officials from the agencies which they may seek support, or often wait until the grant application is nearly due to reach out to these key federal partners. It is critical to be engaged with relevant federal agency and program officials on a project before asking them for money. Approach agency leaders to build their understanding and support for priority projects and funding requests. Plan and conduct visits to their office headquarters in Washington, DC and regional offices (most of which are in Kansas City, MO), invite federal agency officials for site and project tours as appropriate, and conduct collaborative events and workshops to build their ongoing support for leveraging resources. If Marysville has

not sat down with regional and federal officials in Washington, DC in recent years, a visit to the nation's capital to make the case for Marysville and put the City on the federal radar would be advisable. When funding notices are issued, Marysville will be better positioned from such coordination.

A proven tactic for building federal support for local revitalization projects is to hold a "Revitalization Roundtable" event in Marysville that convenes key officials from target federal agencies, along with other stakeholders including state officials, community partners, philanthropic officials, and state/federal legislative representatives or staff. A roundtable can focus on one or a small number of projects, highlight progress, identify needs, bring key relevant parties into discussions on how to meet those needs, and build momentum for future support.

### 10. Secure Congressional Support

When funding requests are ready to be submitted, seek and secure congressional support, coordinating with the district representatives for U.S. Senator Pat Roberts, U.S. Senator Jerry Moran, and Congressman Roger Marshall, as well as the relevant staff in their local and Washington offices. Typically, the most important role for a Member of Congress will be to support your pending federal grant applications with senior agency leadership, but support can also involve regulatory help or assistance in forging a desired partnership. It is important to ask the elected officials and their staff for support beyond a standard letter, which may not have a major impact by itself. Instead, ask that they make calls, have meetings with federal agency leaders running the programs and other decision-makers, or even host federal officials to discuss the progress and potential of key projects.

### 11. Prepare for Grant Writing

Prepare ahead to write effective grant applications and do not wait until you see a notice of funding opportunity and submission deadline. These strategies include:

- Confirm that Marysville's SAM Registration, DUNS number, and Grants.gov account information (project contacts and authorized representatives) are up to date;
- Review past applications to position future applications to be more effective;
- Seek a debrief from the agency (if you have previously been unsuccessful) on why you were not selected for funding;
- Confirm key application partners;
- Confirm project costs and seek to solidify matching and leverage; and
- Create renderings and other visuals to make applications look polished and attractive.

### 12. Celebrate success

Success breeds success. As projects progress, invite funders, federal and state elected officials, and other key stakeholders to groundbreakings and ribbon-cuttings in Marysville. Welcome federal partners to thank the agency and elected officials who supported your progress. Issue press releases and publicly thank funders. This will further build momentum for the project, strengthen existing relationships, and encourage agencies to continue their collaboration.

## SECTION 2: FUNDING OPPORTUNITIES & TARGET RESOURCES

This section aligns each of the six (6) funding opportunity areas with more detailed information on 47 resources that can support Marysville's local priorities.

- Transportation
- Economic & Community Development
- Arts & Culture
- Parks & Recreation
- Public Safety
- Historic Preservation

Resources include federal grants, loans, tax incentives, and technical assistance programs; state grants, loans and tax incentives; foundation grants; and private organizations that could provide support. Note that most grant deadlines listed in the charts below occur annually, though not always on the exact schedule. Deadlines listed as expected or anticipated reflect recent timeframes that should be considered when planning for future applications.

| Opportunity | Purpose | Amount & Match | Anticipated Deadline | Notes |
|---|---|---|---|---|
| **Transportation** | | | | |
| **U.S. Department of Transportation (DOT) – Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant** | ▪ To support transportation projects that promote safety, accessibility, mobility, and economic redevelopment<br>▪ New priorities emphasize streamlining, public safety, and leveraging of funds | ▪ Grants up to $25 million; typically in the $10-15 million range<br>▪ Must apply for minimum of $1 million or more<br>▪ No match required for rural applicants | ▪ Summer 2020 | ▪ Previously known as the TIGER program<br>▪ Seek State support for the City's application<br>▪ Contact: Shira Bergstein, (202) 493-0286, shira.bergstein@dot.gov |
| **KDOT – Transportation Alternatives Grant** | ▪ To fund projects for pedestrian and bicycle facilities, trails, traffic calming, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 | ▪ Variable; typically, in the $300,000-400,000 range<br>▪ 20% match required | ▪ October 1, 2020 | ▪ Require a resolution as documentation of funds to cover required match and will need to be presented to council prior to the submission of an application<br>▪ Contact: Jenny Kramer, Bicycle & Pedestrian Coordinator, (785) 269-5186, jenny.kramer@ks.gov |
| **KDOT – Safe Routes to Schools (under the Transportation Alternatives Program)** | ▪ Provides funding support for capital projects that promotes and encourages more students to walk or bicycle to school by making the school routes | ▪ Up to $12,000 for non-infrastructure projects; up to $400,000 for infrastructure projects | ▪ October 1, 2020 | ▪ State legislature incorporated the Safe Routes to School program into the Transportation Alternatives program when federal funds expired<br>▪ Communities must conduct planning studies to evaluate |

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| | safer and more accessible<br>▪ projects must be within approximately two miles of a school for kindergarten through eighth grade | ▪ 20% match required | | safety and accessibility concerns with the existing walking and bicycling routes or can apply for non-infrastructure funding to complete this work<br>▪ Contact: Jenny Kramer, Bicycle & Pedestrian Coordinator, (785) 269-5186, jenny.kramer@ks.gov |
| **KDOT – City Connecting Link Improvement Program (CCLIP)** | ▪ Provides funds to cities to address deficiencies or improve a City Connecting Link on the State Highway System | ▪ $300,000 for Surface Preservation<br>▪ $1 million for Pavement Restoration<br>▪ $1 million for Geometric Improvement<br>▪ 5% match required for cities with populations between 2,500 and 4,999 | ▪ Winter 2020 | ▪ Eligible costs for SP category projects include only construction and construction engineering<br>▪ Eligible costs for PR projects include preliminary engineering, construction, and construction engineering<br>▪ Eligible costs for GI projects include preliminary engineering, utility adjustments, right-of-way acquisition, construction, and construction engineering<br>▪ Contact: Tod Salfrank, Assistant Bureau Chief Bur. of Local Projects, (785) 368-7396, tod.salfrank@ks.gov |
| **KDOT – Economic Development Grants** | ▪ Helps stimulate new economic development, create new jobs and retains existing jobs through investments in | ▪ Up to $2 million; typically, in the $300,000-500,000 range | ▪ Rolling | ▪ Projects can include any transportation improvement that can demonstrate that it will support job growth and capital investment |

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| | transportation infrastructure that help to recruit new businesses and encourage growth of existing businesses<br>▪ Must address a transportation problem, such as promoting safety, improving access or mobility, or relieving congestion | ▪ 25% local match preferred | | ▪ Should have partnerships in place with businesses to identify needs and provide commitment on the number of jobs that will be created/retained<br>▪ Contact: Michael Moriarty, Chief Bureau of Planning, (785) 296-8864, Michael.Moriarty@ks.gov |
| **Federal Aviation Administration – Airport Improvement Program (AIP) Grant** | ▪ Supports projects that strengthen public-use airport infrastructure such as runways, taxiways, airport signage, airport lighting, and airport markings<br>▪ Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concern | ▪ Minimum $25,000 request<br>▪ 25% match for primary airports<br>▪ 10% match for small hub, nonhub primary, nonprimary commercial service, general aviation and reliever airports | ▪ To be determined | ▪ Airport must be included in the National Plan for Integrated Airport Systems (NPIAS)<br>▪ Contact: Kay Ryder, Airport Improvement Program Manager, (202) 267-8170 |

| Opportunity | Purpose | Amount & Match | Anticipated Deadline | Notes |
|---|---|---|---|---|
| **Economic & Community Development** | | | | |
| **U.S. Department of Housing and Urban Development (HUD) – HOPE VI Main Street Program** | ▪ Assist small communities in the renovation of a historic or traditional central business district or "Main Street" area by replacing unused, obsolete, commercial spaces in buildings with affordable housing units | ▪ Up to $500,000<br>▪ 5% match requirement | ▪ Summer 2020 | ▪ Must have a population of 50,000 or fewer and 100 or fewer physical public housing units in the proposed jurisdiction<br>▪ Contact: Susan Wilson, (202) 402-4500, susan.wilson@hud.gov |
| **Kansas Department of Commerce – Community Development Block Grants** | ▪ To provide gap financing for private businesses that lead to the creation or retention of permanent jobs in the Kansas. | ▪ $35,000 per job created or retained with a maximum of $750,000<br>▪ $.50 match for every $1 of CBDG funding required | ▪ Current round closes December 6, 2019 | ▪ Funds may be used for infrastructure improvements, land acquisition, site preparation, building construction or renovation, machinery, equipment, lease payments, inventory, or other working capital items |
| **U.S. Department of Agriculture (USDA) – Farmers Market Promotion Program** | ▪ To develop, improve, and expand or provide outreach, training, and technical assistance to domestic farmers markets, roadside stands, community- | ▪ Up to $250,000 for outreach, training and technical assistance<br>▪ Up to $500,000 for development, improvement or | ▪ Spring 2020 | ▪ Applicants may submit multiple project proposals<br>▪ Contact: Dewell Paez-Delgado, usdafmppquestions@amsusda.gov |

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| | supported agricultural programs, agritourism activities and other direct producer-to-consumer market opportunities | expansion projects<br>▪ 25% match required | | |
| **USDA – Rural Business Development Grant** | ▪ To support targeted technical assistance, training and other activities leading to the development or expansion of small and emerging private businesses in rural areas that have fewer than 50 employees and less than $1 million in gross revenues<br>▪ Must show evidence that job creation will occur | ▪ No maximum amount, but generally range from $10,000 to $500,000<br>▪ No match required | ▪ Fall 2020 | ▪ Applications are accepted through USDA Rural Development's local or state offices<br>▪ May fund technical assistance, acquisition or development of land, construction, conversion, or renovation of buildings, access streets and roads, parking areas, utilities, pollution control, distance learning programs, rural transportation improvement, community economic development, incubators, and feasibility studies, business plans, or long-term business strategic planning<br>▪ Contact: Travis Snider, (316) 282-3477, travis.snider@ks.usda.gov |
| **U.S. Department of Health and Human Services (HHS) - Community Economic Development Grant** | ▪ To support employment and commercial development projects that provide economic self-sufficiency for low- | ▪ Up to $800,000<br>▪ No match required | ▪ Summer 2020 | ▪ Applicant must be a Community Development Corporation<br>▪ Contact: Rafael Elizalde, (202) 401-5115, OCSgrants@acf.hhs.gov |

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| | income residents and their communities | | | |
| **Robert Wood Johnson Foundation (RWJF) - Pioneering Ideas Grant** | ▪ Seeks to fund innovative projects that enable people to live healthier lives | ▪ Up to $350,000<br>▪ No match required | ▪ October 2020 | ▪ Partner with Community Memorial Healthcare to develop idea that tackles community health problem and challenges long-held cultural practices<br>▪ Contact: (877) 843-7953 or mail@rwjf.org |
| **U.S. HUD – Lead-Based Paint Hazard Reduction Program** | ▪ To support implementation of comprehensive programs to identify and remediate lead-based paint hazards in rental or owner-occupied housing | ▪ Up to $2 million for jurisdictions that have never received this funding before<br>▪ 10% match required | ▪ Summer 2020 | ▪ Target pre-1960 housing<br>▪ Priority for housing units with children under 6<br>▪ Contact: Shannon Steinbauer, (202) 402-6885, shannon.e.steinbauer@hud.gov |
| **USDA – Community Facilities Direct Loan & Grant Program** | ▪ Provides affordable funding to develop essential community facilities in rural areas with populations of 20,000 or less | ▪ Loan interest direct loans<br>▪ Interest rates for the 1st Quarter of FY 2020 (through Dec 31, 2019)<br>○ Poverty: 4.5%<br>○ Intermediate: 3.75%<br>○ Market: 3.00% | ▪ Rolling | ▪ Funds can be used to purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses |
| **USDA – Community Facilities Guaranteed Loan Program** | ▪ Provides loan guarantees to eligible private lenders to help build essential | ▪ Loan guarantees to eligible private lenders | ▪ Rolling | ▪ Funds can be used to purchase, construct, and/or improve essential community facilities, purchase equipment and pay |

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| | community facilities in rural areas<br>▪ Rural areas include any area other than a city or town with a population of greater than 50,000 inhabitants; priority given to areas with a population of 20,000 or less | ▪ Maximum guarantee of 90%<br>▪ Interest rates negotiated between lender and borrower | | related project expenses including fire stations<br>▪ Contact Kansas USDA Office: Lynne Hinrichsen, State Director, (785) 271-2700 |
| **Environmental Insurance Recovery** | ▪ Enables cities to collect on old insurance policies for contamination that was produced decades ago | ▪ Variable; multi-million settlements | ▪ N/A | ▪ Sustainable Strategies DC partners with the firm Eisenstein Malanchuk LLP to explore potential claims<br>▪ Utilities, former landfills, public works yards, and other sites with potential contamination make good candidates<br>▪ There is no fee; Eisenstein Malanchuk LLP would be allocated a percentage of the award<br>▪ Contact: David Biss, (202) 965-4700, dbiss@em-law.com |

| OPPORTUNITY | PURPOSE | AMOUNT & MATCH | ANTICIPATED DEADLINE | NOTES |
|---|---|---|---|---|
| **PUBLIC SAFETY & EMERGENCY RESPONSE** | | | | |

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| **Federal Emergency Management Agency (FEMA) – Assistance to Firefighters Grant** | ▪ To provide direct assistance equipment, operations, training, vehicles, and other non-staffing needs | ▪ Up to $2 million for cities 100,001 to 500,000 in population<br>▪ 15% match required | ▪ Fall 2020 | ▪ New grant submission system in 2019<br>▪ Ensure department has been compliant with reporting and has accurate data and information about call and incident activity<br>▪ Contact: FEMA Help Desk, (866) 274-0960, firegrants@dhs.gov |
| **FEMA – Fire Prevention and Safety Grant** | ▪ Supports projects that reach high-risk target groups and mitigate the incidence of death, injuries, and property damage caused by fire and fire-related hazards | ▪ Up to $1.5 million<br>▪ 5% match required | ▪ Winter 2020 | ▪ New grant submission system in 2019<br>▪ Conduct vulnerability assessment to identify the risk that the project will address and collect relevant data to support how this risk and target population were identified<br>▪ Develop an implementation plan and evaluation plan<br>▪ Contact: FEMA Help Desk, (866) 274-0960, firegrants@dhs.gov |
| **FEMA – Staffing for Adequate Fire & Emergency Response** | ▪ Provides funding for local fire departments (career and volunteer) to hire, recruit, and retain additional personnel | ▪ Up to $75,000 in 1st and 2nd years, and up to $35,000 in 3rd year<br>▪ Match required – 25% actual costs incurred in each of the 1st and 2nd years of the grant; 65 % in the 3rd year | ▪ Winter 2020 | ▪ Determine whether project will be hiring or recruitment and retention<br>▪ Collect anecdotal support from department to use for hiring or recruitment justification<br>▪ Confirm cost and source of match<br>▪ Contact: FEMA Help Desk, (866) 274-0960, firegrants@dhs.gov |

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| **U.S. Department of Justice (DOJ) – COPS Hiring Program** | ▪ To cover new or re-hired sworn officer compensation and benefits over 3 years<br>▪ Must commit to employ officer for 4th year | ▪ Up to $125,000 over 3 years<br>▪ 25% match | ▪ Program is on hold due to a federal lawsuit | ▪ May fund the number of officer positions equal to 5% of your actual sworn force<br>▪ This program can be used to hire school resource officers<br>▪ Will need an MOU with school partners if seeking resource officers<br>Contact: COPS Office Response Center, (800) 421-6770, AskCopsRC@usdoj.gov |
| **U.S. DOJ – Community Policing Development Program & Microgrants** | ▪ To advance community policing through the development of innovative strategies, applied research, and best practices | ▪ Up to $500,000 for grant projects<br>▪ Up to $75,000 for microgrants<br>▪ No match required | ▪ Early 2020 | ▪ Highly encourage seeking a microgrant based on level of competition<br>▪ Contact: COPS Office Response Center, (800) 421-6770, AskCopsRC@usdoj.gov |
| **U.S. DOJ – Body-Worn Camera Grant** | ▪ Provides funding for the purchase of body-worn cameras | ▪ Up to $500,000<br>▪ $2,000 per body-worn camera<br>▪ 50% match required | ▪ Summer 2020 | ▪ Assess need for cameras and ability to manage data and storage if interested<br>▪ Be aware of long-term storage costs<br>Contact: National Criminal Justice Reference Service Response Center, (800) 851-3420, grants@ncjrs.gov |

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| **National Development Council (NDC) – Public-Private Partnership** | ▪ Public-private partnership to design, finance, build, and operate public facilities<br>Municipality would lease to own facility from NDC | ▪ Guarantees a fixed-price of ~25% less than local bid costs | ▪ Rolling | ▪ Can support construction of new police and fire stations<br>Contact: Michelle Mooney, (216) 303-7178, mmooney@ndconline.org |
| **Union Pacific Foundation – Local Grant** | ▪ To support projects in Union Pacific communities that focus on direct services and efforts that build the capacity of organizations on the following causes:<br>o Community Spaces<br>o Safety<br>o Workforce Development<br>o Local Needs | ▪ Up to $25,000 | ▪ Spring 2020 | ▪ Can support volunteer fire stations, historic preservation, and main street and neighborhood beautification<br>▪ Applicant must be a 501(c)(3) public charity<br>▪ Only independent nonprofit, 501(c)(3) emergency response organizations eligible under the safety category<br>▪ Contact: (402) 544-5600 |
| **Firehouse Subs Public Safety Foundation Grant** | ▪ Funds lifesaving equipment and prevention education tools to first responders and public safety organizations | ▪ Up to $50,000; typically, between $15,000 - $25,000<br>▪ No match required | ▪ Quarterly; every February, May, August, and November | ▪ Preference given to projects located within 60 miles of a Firehouse Subs restaurant<br>▪ Contact: foundation@firehousesubs.com |

| Opportunity | Purpose | Amount & Match | Anticipated Deadline | Notes |
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| **Parks & Recreation** | | | | |
| **Kansas Department of Wildlife, Parks, and Tourism (KDWPT) – Land and Water Conservation Fund** | ▪ To assist communities in meeting present and future outdoor recreation needs<br>▪ Can support acquisition, construction, renovation, or a combination of acquisition and development | ▪ Up to 10% of state allocation; approximately $220,000<br>▪ 1:1 match required | ▪ April 15, 2020 | ▪ National Park Service (NPS) program administered by KDWPT<br>▪ Project must align with the Kansas Statewide Comprehensive Outdoor Recreation Plan (SCORP)<br>▪ Contact: Kati Westerhaus, (620) 672-0740, kati.westerhaus@ks.gov |
| **Sunflower Foundation – Sunflower Trails grant** | ▪ Assists in the construction, expansion, enhancement and connection of trails in Kansas | ▪ Up to $55,000; based on<br>▪ 1:1 match required | ▪ Winter 2020 | ▪ Contact: Elizabeth Steward Burger, (785) 232-3000, eburger@sunflowerfoundation.org |
| **Safe Routes to Parks – Activating Communities Grant** | ▪ To develop and implement a Safe Routes to Parks Action Plan that provides clear steps to improve local park access for people who walk and bike | ▪ Technical assistance and $12,500<br>▪ No match required | ▪ Winter 2020 | ▪ The applicant must be a nonprofit organization with tax exempt 501(c)(3) status who will work closely with local government to develop and implement a Safe Routes to Parks Action Plan<br>▪ Contact: parks@saferoutespartnership.org |
| **Royals Charities – Royalty Fields Program** | ▪ To improve baseball and/or softball facilities throughout the Midwest region | ▪ Average between $5,000 - $10,000<br>▪ 1:1 match required | ▪ April 1, 2020 | ▪ Can fund major renovations that upgrade essential baseball field components such as sod, infield, fencing and dugouts |

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| | | | | ▪ Contact: Amanda Grosdidier, Amanda.grosdidier@royals.com |
| **PeopleForBikes – Community Grant** | ▪ To support bicycle infrastructure, trails, facilities, parks, pump tracks, BMX facilities, and campaigns and programs that promote investments in bicycle use and infrastructure | ▪ Up to $10,000<br>▪ No match required, but partnerships and leveraging are weighed<br>▪ Cannot fund more than 50% of project | ▪ 2 cycles per year<br>▪ Letter of Interest due January 17, 2020<br>Full application due April 3, 2020 | ▪ Does not fund studies, plans, signs, maps, trail heads, restroom facilities, etc.<br>▪ Contact: Zoe Kircos, (303) 449-4893 x106, zoe@peopleforbikes.org |
| **AARP – Community Challenge Grant** | ▪ funds community-based "quick-action" projects related to housing, transportation, smart cities and public spaces<br>▪ Seeks to improve livability for people of all ages | ▪ Variable; typically under $10,000<br>▪ No match required | ▪ Spring 2020 | ▪ Focus on projects that benefit seniors<br>▪ Contact: communitychallenge@aarp.org |
| **Kansas Recreation & Park Association (KRPA) – Healthy Hometown Grants** | ▪ To support recreation and park agency programs and initiatives that promote and advance healthy/wellness activities in the community | ▪ Up to $5,000 | ▪ Spring 2020 | ▪ Must be a current member of KRPA to apply<br>▪ Intended for short term projects or events (4-month period of performance)<br>▪ Projects must include at least one community partner<br>▪ Contact: Erika Devore, (785) 235-6533, erika@krpa.org |

| Opportunity | Purpose | Amount & Match | Anticipated Deadline | Notes |
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| **Arts & Culture** | | | | |
| **National Endowment for the Arts (NEA) – Challenge America Grant** | ▪ To support small and mid-sized organizations for projects that extend the reach to populations with limited access to the arts due to geography, ethnicity, economics, or disability | ▪ Fixed amount of $10,000<br>▪ $10,000 match required | ▪ April 2020 | ▪ Can collaborative marketing campaigns which market and promote cultural assets to enhance public engagement with arts and culture and public art projects<br>▪ Contact: Courtney Spearman, (202) 682-5603, spearmanc@arts.gov |
| **National Endowment for the Arts – Art Works Grant** | ▪ Seeks to better engage the public with arts and extend arts to underserved populations and communities | ▪ Up to $100,000, typically between $25,000 to $50,000<br>▪ 1:1 match required | ▪ Summer 2020 | ▪ Can support arts master plans, murals, public art<br>▪ Consider incorporating guest artists, local arts, cultural tourism, and professional art projects<br>Contact: Courtney Spearman, (202) 682-5603, spearmanc@arts.gov |
| **NEA – Our Town Grant** | To support creative placemaking that can transform communities by incorporating arts, culture, and design | ▪ Up to $200,000<br>▪ 1:1 match required | ▪ Summer 2020 | ▪ Requires a partnership between an arts organization and private, non-profit, or government entity<br>Contact: Katherine Bray-Simons, (202) 682-5499, braysimonsk@arts.gov |
| **Kansas Department of Commerce Creative Arts Industries Commission** | ▪ To support the use of the arts to increase student | ▪ Up to $20,000 for Innovative | ▪ Fall 2020 | ▪ Under the Innovative Partnerships program category applicants are encouraged to |

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| **(KCAIC) – Arts Integration Grants** | success, foster creative thinking, develop critical job skills, and enhance community development | Partnership Projects<br>▪ Up to $7,500 for Integrated Arts Education<br>▪ Up to $8,500 for Visiting Artists<br>▪ 1:1 match required | | partner with other community entities to develop arts-centered programs that address community needs such as public health, transportation, tourism, unemployment, aging, corrections, etc.<br>▪ Contact: Peter Jasso, KCAIC Director, (785) 296-2178, peter.jasso@ks.gov |
| **KCAIC – Strategic Investment Grants** | ▪ Provide funding to support initiatives that use the arts to enhance community vitality, revitalize neighborhoods, generate local business, create and preserve job opportunities, and impact tourism | ▪ Up to $7,500<br>▪ 50% match required | ▪ Fall 2020 | ▪ Applicant must be a non-profit 501(c)(3) arts organization<br>▪ Contact: Peter Jasso, KCAIC Director, (785) 296-2178, peter.jasso@ks.gov |
| **Surdna Foundation -– Thriving Cultures Grant** | ▪ To support local efforts to engage community residents in design decisions relating to land use, public space, civic infrastructure, and/or urban planning | ▪ Varies<br>▪ No match required | ▪ Letters of Inquiry will begin being accepted in May 2020 | ▪ Need to identify cutting-edge project<br>▪ Contact: (212) 557-0010 |

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| **Levitt Foundation - AMP [Your City] Music Series Grant** | Supports a minimum of 10 free outdoor concerts presented over 10 to 12 consecutive weeks during 2020 | ▪ Up to $25,000<br>▪ 50% match required | ▪ September 2020 | ▪ Provides the opportunity to expand the use of public spaces<br>▪ After first round, Marysville will need to encourage residents to vote for its project<br>▪ Contact: amp@levitt.org |
| **Humanities Kansas – Cultural Preservation Grant** | ▪ Supports projects that preserve and create access to historical or cultural resources that document stories of life in Kansas | ▪ Up to $3,500 | ▪ Applications accepted 3 times a year (Spring, Summer, and Fall) | ▪ Oral histories, digitization efforts, transcription, collections care, language preservation, hands-on training, and other creative preservation projects are all eligible<br>▪ Applicant must be an in-state nonprofit organization<br>▪ Contact: Murl Riedel, director of grants, (785) 357-0359, murl@humanitieskansas.org |
| **Civic Crowdfunding** | ▪ Funding for local projects generated by citizens | ▪ Variable; typically in the $20,000-30,000 range | ▪ Open | ▪ Helpful when raising dollars for livability projects with wide community support (e.g., parks, community gardens, festivals)<br>▪ Builds community support<br>▪ Good source of match for other funding<br>Check out https://www.ioby.org |

| Opportunity | Purpose | Amount & Match | Anticipated Deadline | Notes |
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| **Historic Preservation** | | | | |
| **U.S. National Parks Service (NPS) – Historic Revitalization Subgrant** | ▪ To support the rehabilitation of historic properties at the National, State and local level of significance to rehabilitate, protect, and foster economic development in rural communities | ▪ Up to $750,000<br>▪ No match required | ▪ Spring 2020 | ▪ Eligible projects must be in jurisdictions of less than 50,000<br>▪ Contact State Historic Preservation Office to determine if they would submit an application that includes Marysville as a subgrantee<br>▪ Contact: Megan Brown, (202) 354-2020, stlpg@nps.gov |
| **Kansas Historical Society – Heritage Trust Fund (HTF)** | ▪ Provides matching funds for the preservation of properties listed in the National Register of Historic Places or the Register of Historic Kansas Places | ▪ Up to $90,000<br>▪ 50% match required | ▪ November 2020 | ▪ Properties may be owned by local government, private individuals, nonprofit organization or for-profit entities<br>▪ Property eligibility can be confirmed at www.kshs.org/14638<br>▪ Contact: Kansas State Historic Preservation Office (SHPO), (785) 272-8681 ext. 240, hshs.shpo@ks.gov |
| **Sunderland Foundation Grant** | ▪ To support capital projects in the Foundation's areas of interest which include museums, community | ▪ No minimum or maximum; provided over $100 million in funding in 2018 | ▪ Rolling | ▪ Project may include planning, design, construction, renovation, repairs and restoration of facilities<br>▪ Contact: (913) 451-8900 |

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| | buildings, higher education, youth serving agencies, health facilities and affordable housing | | | |
| **National Railway Historical Society (HRHS) – Heritage Grant** | ▪ To support projects that contribute to preservation of, and education about, railway history | ▪ Up to $5,000<br>▪ No match required | ▪ January 31, 2020 | ▪ The largest number of grants through this program support rail equipment such as cabooses, railway depots, and archival documents.<br>▪ Contact Kansas NRHS chapter at (785) 273-1691 |
| **U.S. National Parks Service (NPS) – Save America's Treasures Grant** | ▪ To provide preservation and/or conservation assistance to nationally significant historic properties and collections | ▪ Up to $500,000<br>▪ 1:1 match required | ▪ Winter 2020 | ▪ Property must be listed on the National Historic Register for national significance.<br>▪ Contact: Megan Brown, (202) 354-2020, stlpg@nps.gov |
| **National Trust Community Investment Corporation (NTCIC)** | ▪ Evaluates development opportunities and identifies the best sources of capital by placing qualified tax credits for federal and state historic (HTC), new markets (NMTC), solar (ITC) and low-income | ▪ n/a | ▪ n/a | ▪ Contact: Matt Prickett, (202) 768-0885, mprickett@ntcic.com |

housing (LIHTC) projects

## SECTION 4: KEY FUNDING STRATEGIES

In 2020-2021, Sustainable Strategies DC recommends that the City of Marysville pursue the following six (6) funding opportunities to support its community priorities:

- U.S. Department of Transportation (DOT) – Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant
- U.S. Department of Housing and Urban Development (HUD) – HOPE VI Main Street Grant
- National Park Service – Historic Revitalization Subgrant
- Kansas Department of Transportation (KDOT) – Transportation Alternatives Grant
- Kansas Department of Wildlife, Parks, and Tourism (KDWPT) – Land and Water Conservation Fund Grant
- National Endowment for the Arts – Challenge America Grant

The following funding strategies have been developed to aid Marysville in pursuing the identified resources:

### DOT BUILD Grant

**Due Summer 2020; begin preparation in April 2020**

U.S. DOT has not yet announced the 12th round of BUILD Transportation grants, formerly known as the TIGER program. This program provides funding to support surface transportation infrastructure projects that will have a significant local and regional impact. In FY2019, total funding ($900 million) was distributed equally between projects located in rural and urban areas (50% each or $450 million). U.S. DOT also introduced new designations of urban and rural which differed from previous rounds of funding and these new designations are expected to remain the same in FY 2020. Under the new designations, a project is considered urban if it is located within or on the boundary of a census-designated urbanized area with a population greater than 200,000 in the 2010 census.

A project is designated rural if it is located in an urbanized area less of fewer than 200,000 in the 2010 census, in a Census designated Urban Cluster, or outside of an urbanized area – which means that Marysville will be considered "rural" for BUILD grant purposes. While U.S. DOT states, and Congress supports, match levels as low as 0% for rural areas, Sustainable Strategies DC nevertheless recommends that Marysville provide a significant match (20%) to be competitive for a BUILD award.

The BUILD selection criteria in FY 2019 remained relatively unchanged from the previous round and included: safety, state of good repair, economic competitiveness, environmental protection, quality of life, innovation, partnership, and non-federal matching capacity. Other criteria for consideration in this round include demonstrated project readiness, project costs and benefits, and geographic diversity among participants. When considering readiness, please note that funds

must be obligated by a set date by statute. For FY2020 recipients, BUILD funds must be obligated by September 30, 2022 and expended by September 30, 2027.

***SUSTAINABLE STRATEGIES DC RECOMMENDS THE FOLLOWING STEPS TO SUBMIT A COMPETITIVE BUILD PROPOSAL:***

1. ***Confirm Project Scope, Budget and Match:*** The Marysville team should confirm the overall concept, the project components that have independent utility, and the case for improving safety, state of good repair, economic competitiveness, environmental sustainability, and quality of life. The team should then draft a bulleted project scope with estimated expenses for each line item, which will help determine the project budget and size of the non-federal match. Sustainable Strategies DC recommends that applicants provide a targeted 20% of the total project cost to be competitive.

2. ***Determine Project Readiness:*** A deciding factor in BUILD competitiveness will be the level of project readiness. While one factor is whether the project can be fully designed, permitted, and obligated by the required date, it is clear that a project's readiness as of the deadline for application (expected Summer 2020) will be crucial to its competitiveness. Ideally, the project will be:
    - Included in the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP) funding commitments
    - Substantially designed/engineered
    - Complete or nearly complete with land acquisition
    - Within or ready to be considered for National Environmental Policy Act (NEPA) review

An aggressive, yet feasible, schedule should be developed that demonstrates readiness.

3. ***State of Kansas and KDOT Backing:*** Another critical competitive factor will be the degree to which Marysville can demonstrate strong backing from the State of Kansas. Ideally, this would include an agreement to jointly submit an application that KDOT can actively support. Beyond that basic commitment, Marysville should also pursue further KDOT commitment as a funding match partner. Securing support from the Office of the Governor and KDOT will take direct outreach and visits by the Marysville team.

4. ***Coordination of Partners:*** Competitive BUILD projects should engage a range of stakeholders and collaborators that support the project. Project support can include, but is not limited to, help with public engagement or outreach, monetary contributions, planning, or public alignment with project priorities. A list of key potential partners should be developed, and a call organized to discuss the project concept and define potential roles for these organizations in the implementation process. Marysville will need to gather partner support letters from relevant stakeholders as evidence of strong commitment for the project.

5. ***State and Local Approvals/Resolution:*** In the application, Marysville will need to demonstrate that it has received sufficient state and local approvals to complete the project

activities. Such evidence may include local City Council resolution granting permission to apply for the BUILD grant and pledging the determined local match amount, as well as inclusion in the STIP or TIP funding commitments.

6. ***Project Narrative:*** The Marysville team should be prepared to develop a compelling project narrative that meets the program requirements and selection criteria. Designs, costs, schedules, and other information will be necessary to draft a strong narrative.

7. ***Benefit-Cost Analysis (BCA):*** All applicants must submit a BCA with their proposal. The information provided in the BCA will be used to demonstrate that projects provide significant economic benefits to users, relative to the resources required to implement those projects. Applicants will need to be prepared to provide robust project data, including traffic data; accident and crash data; data on property values impacted by the project; and other data that demonstrates that the benefits of the project will outstrip the costs. Sustainable Strategies DC recommends that clients seek expert assistance in compiling these data intensive analyses, which can be a critical component of project evaluation.

8. ***Project Map & Photos:*** Other needs include a map of the project area that provides the project context and displays relevant areas for planned economic development and connections to existing transportation infrastructure. Photos of current conditions should also be integrated into the application.

9. ***Political Advocacy:*** Political advocacy efforts and support for the project at the state and federal level are critical to success in the highly competitive BUILD program. Robust advocacy efforts should include:

- Drafting support letters for political officials at the state and federal levels;
- Developing briefing sheets and talking points for meetings with state and federal officials;
- Arranging a trip to Topeka to meet with senior KDOT leaders;
- Coordinating with the Kansas Division Office of the Federal Highway Administration to seek their guidance and support;
- Scheduling a trip to D.C. to meet with Marysville's congressional delegation to request phone calls in support of the BUILD application, to meet with U.S. DOT Deputy Assistant Administrator for Intergovernmental Affairs Anne Reinke (anne.reinke@dot.gov ) to discuss the project, and to contact the White House to seek support;
- Providing updates on project progress; and
- Inviting U.S. DOT and the congressional delegation to conduct site visits during the review process.

## HUD HOPE VI Main Street Program

**Due Summer 2020; begin preparation in late Spring 2020**

HUD's HOPE VI Main Street program provides up to $500,000 (matched 5%) to assist smaller communities in a Main Street revitalization effort by replacing unused and obsolete commercial space in buildings with affordable housing units. This funding could support redevelopment efforts in Downtown Marysville by filling vacant and underutilized buildings on Broadway Street while rehabilitating the historic structures which contribute to the unique character of the Downtown.

While the number of projects that HUD can fund through this program is limited (only one awardee per round), the threshold requirements have kept the applicant pool small in years past (typically three or four in any given year). Applicants must be units of local government representing a population of 50,000 or less and have fewer than 100 physical public housing units available (excludes Section 8 Housing Choice Voucher subsidized units). Applicants must have existing Main Street area rejuvenation projects and proposed Main Street housing units must be affordable to the initial occupants, however applicants do not need to own the site of proposed activities. Funds can be used to acquire land or property, build new affordable housing, reconfigure obsolete or surplus commercial space into affordable housing units, and/or for architectural or engineering activities, surveys, permits and other planning and implementation costs related to the construction and rehabilitation of the project.

HUD will evaluate applications based on their Project Narrative which must address a set of rating criteria (capacity, need, readiness, appropriateness, financial/program management, FHEO, and Opportunity Zone or HBCU status). Projects must meet a minimum score threshold in order to remain eligible for funding. In FY2019 this threshold was a score of 70 out of a potential 102 points.

***SUSTAINABLE STRATEGIES DC RECOMMENDS THE FOLLOWING STEPS TO SUBMIT A COMPETITIVE MAIN STREET APPLICATION:***

1. ***Develop Project Scope and Budget:*** The level of funding from HUD will be determined based upon the Total Development Cost (TDC) of the number and size of affordable housing units that will be developed through this grant program. Your project team can calculate the maximum grant award that can be requested using the "HOPE VI Main Street Application Data Sheet." As you develop your project budget and match, please note that larger amounts of firmly committed leverage will receive more points during project evaluation.

2. ***Coordination of Partners:*** It is likely that the City will not have the in-house capacity to undertake project activities alone and should seek to engage a diversity of project partners and collaborators with expertise in historic property development and affordable housing construction such as local or regional developers, property managers, architects, investment partners, nonprofit organizations and other parties who can support the development and management of the project. A list of key potential partners should be developed and a call organized to discuss the project concept and define potential roles for these organizations in

the implementation process which could include development of documents to obtain financing, performance of an Environmental Review, creation of architectural plans, financing for reconfiguration, rehabilitation and/or construction of housing units, and the provision of Community Services (if included in the project) to name a few.

**3.** ***Letters of Commitment:*** Marysville will need to gather partner commitment letters from relevant stakeholders as evidence of strong commitment for the project. HUD requires that letters of commitment only include match and leverage resources that are "firmly" committed to the project. HUD defines match resources as those committed to the Affordable Housing Project that is the subject of your application, while leverage resources can be to the Affordable Housing Project or the Main Street Area rejuvenation effort in general (e.g., street enhancements or upgrades to Main Street infrastructure).

**4.** ***City Council Resolutions and Approvals:*** As demonstration of firm commitments and local approval for the project, the Marysville team should be prepared to present the project to City Council prior to submission and request a resolution granting permission to apply and pledging the determined local match amount. In addition, the project team will need to seek approvals for a Section 3 Plan to comply with 24 CFR, Part 135 of the U.S. Department of Housing and Urban Development as well as any certification(s) necessary to demonstrate that the applicant has the legal authority to perform the activities on proposed sites.

- A Section 3 Plan Template can be found using this link: https://files.hudexchange.info/resources/documents/Section3_SamplePlanTemplate.pdf

**5.** ***Prepare Application:*** HUD HOPE VI Main Street application materials are available at https://www.hud.gov/program_offices/public_indian_housing/programs/ph/hope6/grants/mainstreet#5. The City should begin to put the pieces of the application together and share with HUD Kansas City staff for preliminary review well before final submission. This preparation will also include the development of a compelling narrative (up to 30 pages) that aligns with the program rating criteria. Designs, resumes of key personnel, costs, project timelines, capacity of the City and its partners, zoning and land use approvals, financing strategies, and other information will all be necessary to draft a competitive and compelling narrative.

**6.** ***Political Advocacy:*** Marysville should also meet with its congressional delegation to build support for Main Street funding as these grant dollars are legislatively appropriated. The City should develop champions on Capitol Hill, particularly Senator Jerry Moran who sits on the Senate Committee on Banking, Housing and Urban Affairs. The project team should be prepared to continue asking the congressional offices for their support throughout the grant review process.

## NPS Historic Revitalization Subgrant Program

## Due Spring 2020; begin preparation in Winter 2020

The NPS Historic Revitalization Subgrant Program provides grants ranging from $100,000 to $750,000 to rehabilitate, protect, and foster economic development of rural communities through the physical preservation of historic properties. Under this program, eligible grantees (nonprofits, Tribal Historic Preservation Offices, State Historic Preservation Offices, or Certified Local Governments) will receive funds to be subgranted to organizations in their jurisdictions to undertake eligible project work. Eligible subgrant work includes the physical preservation of historic sites that must be listed in or eligible for listing in the National Register of Historic Places at the national, state, or local level of significance and located in areas defined as rural by the U.S. Census (outside of Urbanized Areas of 50,000 or more people and outside of Urban Cluster of at least 2,500 people). Up to 20% of the total subgrant funds may be used for preparation of architectural/engineering plans and specifications. Matching funds are not required; however, local contribution will be considered in the application scoring process.

Any historic property receiving assistance through the program will be required to place a preservation covenant/easement/agreement on the property ranging from 5 to 20 years determined by the amount of grant, to protect the federal investment and characteristics which made the property historic.

As a subgranting program, this opportunity offers flexibility in project activities with the ability to support a wide range of Marysville's historic assets. During a site visit, Marysville and its local partners identified immediate physical preservation needs at both the County Historical Courthouse Museum (listed for state significance) and the Union Pacific Train Depot (listed for local significance) which could be supported through this program. The City should also consider contacting the Kansas State Historic Preservation Office (SHPO) prior to beginning the grant process as they may be willing to include Marysville as subgrant recipients within a state application.

***SUSTAINABLE STRATEGIES DC RECOMMENDS THE FOLLOWING STEPS TO SUBMIT A COMPETITIVE HISTORIC REVITALIZATION SUBGRANT PROPOSAL:***

1. ***Identification of Key Sites/Places and Budget:*** You will need to identify which of the city's nine sites on the Historic Register which you (or your project partner) will subgrant funds for preservation work (note that you will not be allowed to subgrant funding to yourself). As you develop your project your team should carefully consider how the project will preserve the history of your community while helping to foster economic development. Your team should then draft a bulleted project scope with estimated expenses for each line item which will help determine the project budget. These estimates should also be used to identify potential sources of cash or in-kind match funding to help make your community's application more competitive.

2. ***Project Description Worksheet:*** Your project team will need to draft a project description worksheet which will serve as the project narrative that responds to the program evaluation criteria. Your team to should obtain relevant information to inform the narrative including your community's Historic Preservation Plan if applicable, documentation of need/urgency/threat for physical preservation projects at identified sites, relevant resumes/CV's, and any public-private partnerships or community engagement that has or will be involved in the program.

3. ***Letters of Support:*** If your community chooses to identify specific partner support or match funding you will need to include letters of support as part of the attachments form. The Marysville team should be prepared to request support from partners at least two weeks prior to grant submission.

4. ***Additional Attachments:*** In addition to letters of support, the Marysville team should be should begin to prepare other required attachments well in advance of the submission deadline. These additional attachments will include:
   - National Register Eligibility Worksheet
   - Project Images
   - Map of Affected Subgrant Area
   - Public-Private Partnership Agreement (if applicable)
   - Letter of Consent (if applicable)
   - IRS Letter of Determination (if a nonprofit will serve as the lead applicant)

5. ***Political Advocacy:*** Political influence can be very helpful for NPS applications. The Kansas congressional delegation should be alerted to Marysville's goal of securing NPS funds. Organizations and individuals with ownership of the sites identified in your application as subgrant recipients should also be encouraged to lobby Senator Roberts, Senator Moran and Congressman Marshall.

## KDOT Transportation Alternatives Program

### Application due October 1, 2020; begin preparation in Summer 2020

The Transportation Alternatives program is a federally funded program established by Congress and administered by the Kansas Department of Transportation (KDOT). The Transportation Alternatives (TA) Program provides funding for a variety of alternative transportation projects, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; Safe Routes to School projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of

former Interstate System routes or other divided highways. Note that preliminary engineering, design and right-of-way are not eligible under this program and will need to be prepared in advance of a grant application. An estimated $7 million of federal funds were available to award and program for federal fiscal year 2021. All selected projects are required to meet a minimum 20% local cash match.

This funding could support the envisioned expansion of the Blue River Rail-Trail to provide for trail connections to the downtown business area as well as upgrades to pedestrian infrastructure such as new or reconstructed sidewalks, walkways, curb ramps, ADA compliance, and traffic calming activities. In addition, KDOT allows for historic preservation and rehabilitation of historic facilities provided that these renovations support transportation-related activities. Therefore, the TA program could support the Union Pacific Train Depot rehabilitation efforts if the UP Foundation decides to move forward with plans to convert part of the property for use as a trail head and rest stop.

### *SUSTAINABLE STRATEGIES DC RECOMMENDS THE FOLLOWING STEPS TO SUBMIT A COMPETITIVE TRANSPORTATION ALTERNATIVE PROPOSAL:*

1. ***Develop Project Scope:*** Marysville must identify the project location, boundaries, and existing conditions. Competitive projects must be for a complete, identifiable and usable facility or activity and projects that are included in or consistent with an eligible local planning document (such as the Marysville Comprehensive Trails Master Plan) will be given priority. Therefore, the project team may wish to request funding for a specific project phase that can function as a stand-alone project. This project scope will likely be determined by the level of design and engineering completed by the time of application development as these elements will not be funded under the TA program.

2. ***Resolution of Support:*** Marysville will need to provide a resolution of support along with their application indicating proof of funds to cover the required matching funds (no less than 20%), commitment to operating and maintaining the proposed project for the useful life of the project, and availability of funds in the agency's budget to pay all project costs up front. Therefore, the project team will need request a resolution granting permission to apply and pledging the determined local match amount from the City Council.
    a. A sample Resolution of Support can be found using this link: http://www.ksdot.org/Assets/wwwksdotorg/bureaus/burTransPlan/TransAlt/Example%20Resolution%20of%20Support.pdf

3. ***Stakeholder Support:*** Marysville should obtain letters of support from the public, community organizations or businesses, or regarding acquisition of Right-of-Way from property owners. If applicable, a Letter of Support will also be required from any historical society, scenic or historic byway board, or MPO that addresses the project's impact. A draft support letter should be e-mailed to these stakeholders with a request that the letters be

tailored, printed on organizational letterhead, signed, and returned for submission with the application package.

4. ***Project Narrative:*** The Marysville team should be ready to develop a compelling project narrative that meets the program requirements and selection criteria. Documentation of existing conditions, project need, project scope, any preliminary design/engineering, alignment with the Marysville Comprehensive Trails Master Plan and other information will be necessary to draft a strong narrative.

5. ***Other Required Documents***: In addition to the resolution, letters of support and the project narrative, applicants must submit the following documents as part of the TA Program application:
   a. Detailed Map & Photos - that identify the project location, boundaries, and existing conditions.
   b. Sketch-Plan/Preliminary Design – that illustrate the proposed project as completed, including cross-sections of proposed facility types (does not apply to SRTS Phase 1 applications).
   c. Cost Estimates – an itemized breakdown of the total project costs. You will need to list costs that are expected to be "participating" and "non-participating" expenses, and for which work phase(s) you are requesting funds for.
   d. Project Timeline – for the total duration of project development. Please base your schedule upon awards being announced in Spring 2021, followed by the design/project consultant selection process.
   e. Planning Document – if available, please provide the section from any eligible planning document that supports the proposed project.
   f. A Safe Routes to School Plan (if applicable) – all SRTS Phase 2 projects must provide a corresponding SRTS Plan that supports the proposed project.

6. ***Political Advocacy:*** The Marysville team should also meet with the offices of Senator Roberts, Senator Moran and Congressman Marshall to make calls in support of the City's grant application.

## KDWPT/NPS Land and Water Conservation Fund

### Application due April 15, 2020; begin preparation February 2020

The NPS Land and Water Conservation Fund (LWCF) administered by the Kansas Department of Wildlife, Parks and Tourism (PDWPT) provides 50 percent reimbursement to selected outdoor recreation projects that are sponsored by political subdivisions and other appropriate public agencies. Eligible projects must meet needs identified in the 2015 Kansas Statewide Comprehensive Outdoor Recreation Plan (SCORP). Since 1965, Kansas has received over $50 million and funded approximately 700 LWCF projects in nearly every county. Qualifying projects include development and/or acquisition of outdoor facilities for the purpose of public recreation.

Marysville's identified playground and drainage needs at Lakeview Baseball Complex, City Park playground rehabilitation, trail extension plans, and other recreation features should be considered for NPS LWCF funding.

***SUSTAINABLE STRATEGIES DC RECOMMENDS THE FOLLOWING STEPS TO SUBMIT A COMPETITIVE NPS PROPOSAL:***

1. ***Develop Park Project Scope and Budget:*** The Marysville team should develop project concept total no more than a $500,000 ($250,000 grant award, $250,000 matching funds) for the Lakeview Baseball Complex, City Park, or other proposed outdoor recreation project. If the project team decides to move forward with renovations at the Lakeview Baseball Complex the project's scope should be weighted with 50% storm drains, sewer systems and drainage and 50% new recreational amenities.

2. ***Identify Matching Funds:*** A $250,000 NPS grant will need to be matched with $250,000 of cash/in-kind services. Marysville should include some cash (preferably $125,000 or more) in its matching commitment. The City should begin to identify the matching source.

3. ***Public Participation & Stakeholder Support:*** NPS seeks to select projects that establish mechanisms for citizen participation in the selection of the project site(s) and facilities proposed in the application. Such mechanisms include public hearings, neighborhood meetings, citizen advisory panel, public notices inviting public input, etc. The applicant is required to submit copies of public notices and minutes of the official governing body meetings when the proposed project was discussed. In addition, applicants should submit copies of letters from individuals, civic groups, and other organizations demonstrating support of the proposed project. Most projects will generate some negative comments; these should be mitigated, or it should be shown that the negative comments were taken into consideration when planning the project. Marysville should begin public outreach as early as possible to build support for the application in the neighborhoods surrounding proposed parks and with the wider community.

4. ***Coordinate with KDWPT:*** The state DWPT will coordinate Kansas' participation in the NPS LWCF Program. Marysville should let the KDWPT know that it wants to be included in the state's nominations this round. A meeting with Kati Westerhaus, (620-672-0740, kati.westerhause@ks.gov) should be scheduled to pitch Marysville's project and gather information.

5. ***Site Plan Development:*** Site Plan(s) of the park area site to be developed must be submitted. The site plan must include such considerations as existing structures, items to be developed with LWCF assistance, park boundary, property rights, handicapped accessibility, surrounding streets/roads. The site plan must be drawn in a professional manner and be of sufficient size. Floor plans of enclosed structures, such as bathhouse, restroom or

maintenance building, are require illustrating the preliminary architectural concept and the provisions for the physically handicapped with accurate dimensions shown.

6. ***Project Boundary Map/6(f)(3) Boundary Map:*** Applicants must submit a signed and dated Project boundary map which clearly delineates the area to be protected under Section 6(f)(3) of the LWCF program. The Project area must be readily accessible through a public corridor (i.e. parking lot, street, permanent public easement) and land identified within the Section 6(f)(3) boundary must be retained in perpetuity for public outdoor recreation use. The following information must be provided in the 6(f)(3) Map:
    a. Section 6(f)(3) Boundary Map identification
    b. Signature and date on map by the individual authorized in the application
    c. Project title
    d. Clearly indicated the boundary of the Project area with measurements, in red, to effectively illustrate the lands afforded Section 6(f)(3) protection. The boundary needs to incorporate access point(s).
    e. North arrow
    f. Indicate adjoining street names
    g. Indicated total acreage within the Section 6(f)(3) Boundary.
    h. Convert the total square footage to acreage and indicate total acreage within the 6(f)(3) boundary. The acreage identified on the boundary map must be consistent with the acreage identified on the application form.
    i. Provide the latitude and longitude of the project entrance.
    j. If applicable, indicate any area(s) under federal lease(s) with term of at least 25 years remaining on the lease(S)
    k. If applicable, identify any pre-existing indoor structures that do not support outdoor recreation and provide the square footage of structure footprint.
    l. If applicable, indicate any outstanding rights and interest in the area: easements, deed/lease restrictions, reversionary interest, right-of-way, etc.

7. ***Project Narrative:*** The Marysville team should be ready to develop a compelling project narrative that meets the program requirements and selection criteria. Information on community need for the project, public outreach, current site conditions, land ownership, site maintenance, and project partnerships will be necessary to draft a strong narrative.

8. ***Project Description & Environmental Screening Form (PD/ESF):*** All new and amended Land and Water Conservation Fund (LWCF) project applications submitted to the NPS must include a completed PD/ESF form. The PD portion of the form captures administrative and descriptive details enabling the NPS to understand the proposal. The ESF portion is designed for States and/or project sponsors to use while the LWCF proposal is under development. Upon completion, the ESF will indicate the resources that could be impacted by the proposal enabling States and/or project sponsors to more accurately follow an appropriate pathway for NEPA analysis. The ESF should also be used to document any previously conducted yet still viable environmental analysis if used for the proposal.

9. ***Political Advocacy:*** This funding is highly influenced by political advocacy. Marysville should look toward their congressional delegation to champion grant submission to U.S. Department of Interior Secretary David Bernhardt.

## NEA Challenge America Grant

### Pre-application due April 9, 2020, full application due April 21, 2020; begin preparation in February 2020

The National Endowment for the Arts (NEA) Challenge America program offers fixed grants of $10,000 with a minimum $10,000 match to support projects that extend the reach of the arts to underserved populations (e.g., those whose opportunities to experience the arts are limited by geography, ethnicity, economics, or disability). Challenge America Grants fund projects that are focused, distinct projects that take place over limited periods of time in limited geographic areas such as collaborative marketing campaigns designed to benefit several local organizations in a community (calendars, websites, radio and television, brochures, rack cards, signage, wayfinding, etc.), public art projects intended to support primarily visual arts (murals, sculptures, multi-media, environmental art), and guest artist projects (festival; exhibition; literary reading; musical, theatrical, or multi-media performance; media screening; broadcast; or lecture). Marysville had identified several projects that are eligible for Challenge America funding, including integrated wayfinding across the city and additional murals in the downtown.

Partnerships can be valuable to the success of these projects. While not required, the NEA strongly encourages applicants to consider partnerships among organizations, both in and outside of the arts, as means to engage with the identified underserved audience.

***SUSTAINABLE STRATEGIES DC RECOMMENDS THE FOLLOWING STEPS TO SUBMIT A COMPETITIVE CHALLENGE AMERICA PROPOSAL:***

1. ***Define the Project and Partners:*** A call should be organized between the City, an arts organization (e.g., Marshall County Arts Cooperative) and other key local organizations to define the specific project for which you will seek funding, and identify the information needed about that project. These partners should be ready to provide letters of support.

2. ***Artist Identification:*** Challenge America applications are evaluated on two criteria: merit and excellence. A well-conceived project satisfies the merit criteria. For excellence, NEA wants to know that cities will contract with renowned artists to implement the work. An application that identifies experienced professional artists (preferably those who are top in their field or have previously received NEA funding) is most competitive. This is the step where most communities fail. Depending on the project's focus, Marysville should identify and reach out to select artists to gauge their interest in conducting the funded work. This pre-

award effort is also helpful in developing practical budgets, as the artist can be involved in identifying real costs.

3. ***Project Narrative:*** Marysville and its partners should develop a compelling project narrative that meets the program requirements and selection criteria. Information on previous arts and cultural activities of both the City and its arts partner(s) will be necessary to draft a strong narrative.

4. ***Work Samples:*** One of the most challenging parts of this NEA application is the requirement that cities submit "work samples" that represent the kinds of arts and programming outcomes that will result from the project. Work samples should include photos of previous arts and cultural activities of the City and its partner(s), as well as representations of the identified artist's work who will implement the project.

5. ***NEA Meeting:*** NEA staff should be consulted regarding the City's application, ideally before submission. They should be apprised of Marysville's rich arts and cultural history, as well as its planned Challenge America project. A meeting should be requested with NEA Chief of Staff Mike Griffin (202-682-5773, griffinm@arts.gov) and other appropriate program staff (dependent on the project focus).

6. ***Political Advocacy:*** The Kansas congressional delegation should be informed of Marysville's Challenge America submission and be asked to weigh in with NEA Chairwoman Mary Anne Carter.

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# Open House Summary

# Brief overview of the November 6, 2019 public open house featuring student planning and design posters

by Kansas State University Technical Assistance to Brownfields

# Community Visioning for Marysville, KS
# Public Open House, November 6, 2019
# Synopsis

## Introduction

In partnership with Kansas State University (KSU) Landscape Architecture and Regional & Community Planning (LARCP) department, the KSU Technical Assistance to Brownfields Communities (TAB) program offered varies levels of support to City of Marysville during a visioning and planning process for its main street and nearby train depot revitalization projects. KSU TAB committed to funding a resource roadmap, and supporting public outreach events throughout 2019. One of those public events occurred on November, 6, 2019 which is summarized below.

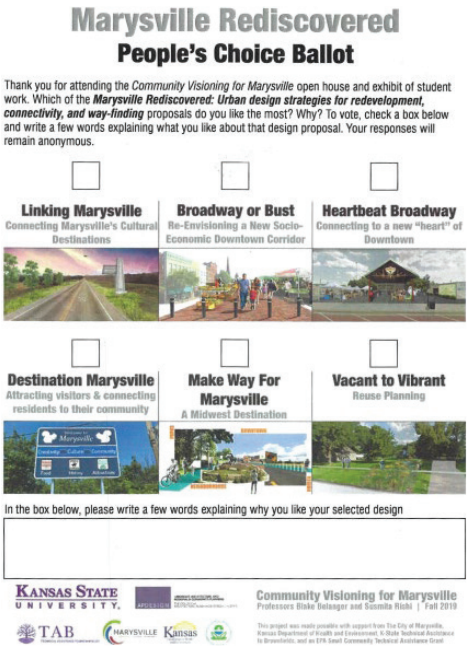
It should be noted that while this synopsis attempts to capture some of the feedback expressed by the public during the November 6, 2019 open house, it is not intended to reflect any final decisions regarding future planning and reuse for the main street or train depot.

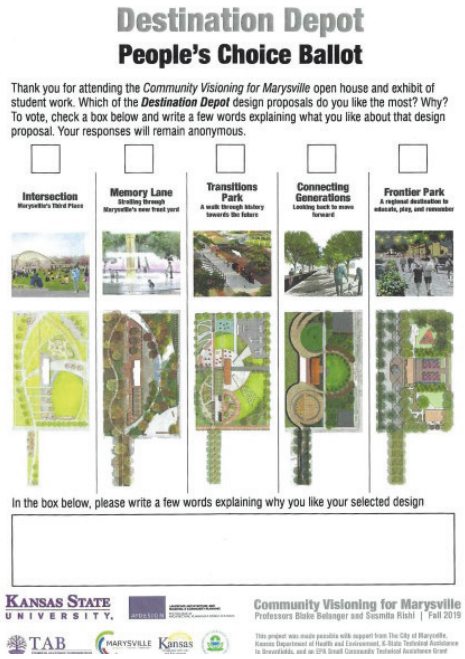
## Summary

The Public Open House was held at the City Hall meeting room. A total of 11 posters exhibiting the student work were displayed around the room. Approximately 40 community members, including local residents, public officials, and others, attended the event. Upon arrival, community members were encouraged to walk about the room viewing the student work and provide feedback on:

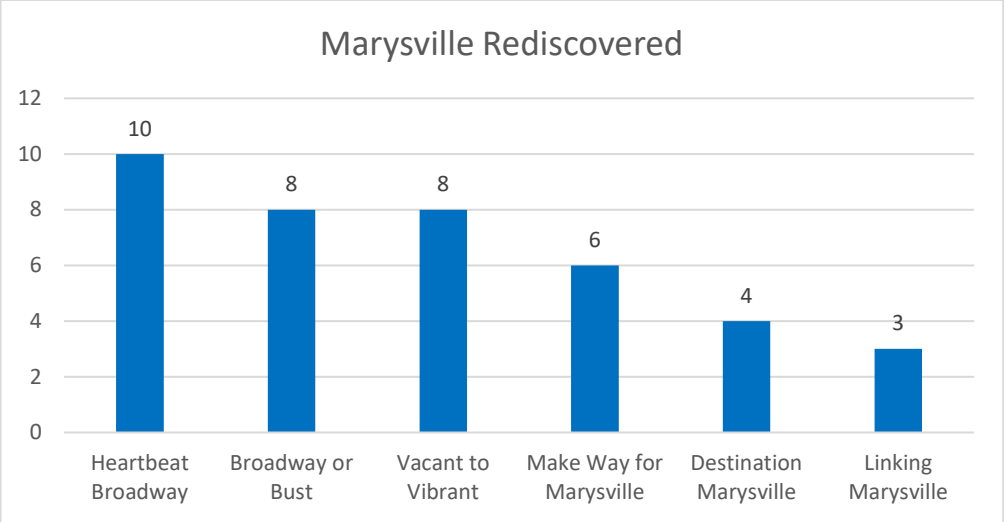
1) urban design strategies for redevelopment, connectivity, and way-finding (*Marysville Rediscovered*), and,
2) reuse design concepts for the train depot site, (*Destination Depot*).

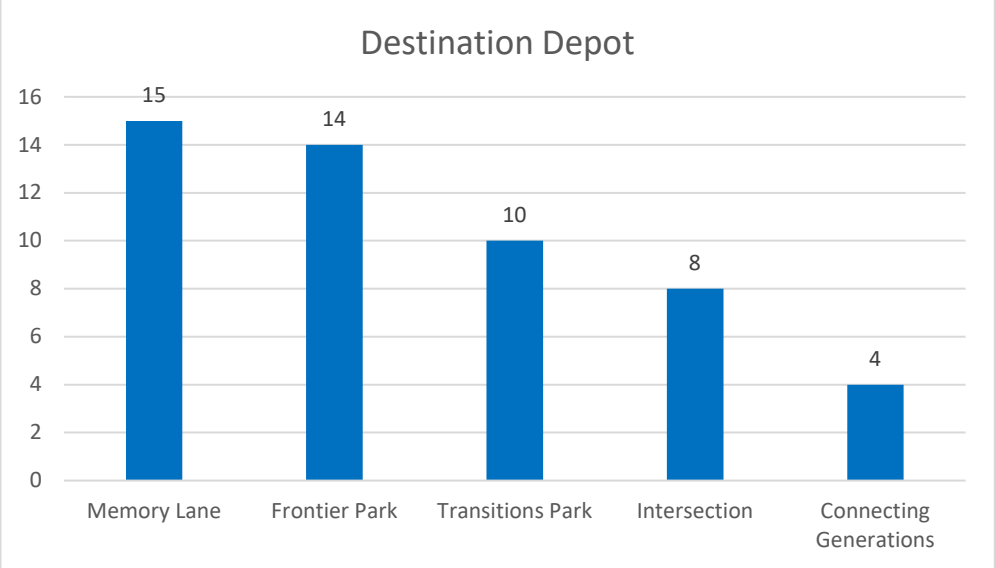
Each attendee was given a People's Choice Ballot for Marysville Rediscovered and Destination Depot to vote on their most favored design as well as provide written comments.



A total of 39 votes were cast for Marysville Rediscovered design strategies and 51 votes for Destination Depot. Some of the Destination Depot ballots included votes for more than one concept. Below is a graphical overview of the voting outcomes.




Written comments received were generally positive. Marysville Rediscovered comments included words or phrases such as, good strong graphics, good presentation, achievable, like the use of squirrels, and trail is well done. Destination Deport comments included words or phrases such as, use of space, achievable, and several likes for inclusion of an amphitheater, landscape, presentation, graphics and incorporation of trains. Overall, comments received for both Marysville Rediscovered and Destination Depot were centered on three main categories: 1) likes, 2) practicality, and 3) history.

The city may use the public input gathered to further inform decision as it moves forward with revitalization efforts within its community.

Note: "This project has been funded wholly or in part by the United States Environmental Protection Agency under assistance agreement (TR-83684001) to (Kansas State University). The contents of this document do not necessarily reflect the views and policies of the Environmental Protection Agency, nor does the EPA endorse trade names or recommend the use of commercial products mentioned in this document."

# Marysville Rediscovered

## Urban design strategies for Redevelopment, Connectivity, and Way-Finding

This exhibit presents 6 concepts for redeveloping the City of Marysville, KS. Led by Assistant Professor Susmita Rishi, a class of 22 students from the Kansas State University's College of Architecture, Planning and Design generated the work in the fall of 2019 as part of the course Urban Design and Development Seminar. This project was made possible with funding from the City of Marysville and an EPA Small Community Technical Assistance grant through the Kansas Department of Health and Environment. K-State Technical Assistance to Brownfields (TAB) provided data and expertise on brownfield redevelopment, as well as potential sources of implementation funding.
Faculty and students conducted research, visited the city on October 7, 2019, and met with project collaborators and civic leaders. Students also received feedback from stakeholders in Marysville through a progress review meeting on October 24, 2019. Informed by background research, knowledge of existing conditions, issues, and input from community stakeholders and project collaborators, student teams identified community needs, potential areas of emphasis and developed proposed ideas and concepts. We aspire that the urban design strategies presented here will help advance the dialogue about improving connectivity, redevelopment and rebranding of Marysville. We hope our ideas will encourage the community to revision the future of Marysville while enhancing its present, and showcasing its rich history.

**SWOT Analysis**

As part of site research the class visited Marysville on October 7th, 2019. Students met with local stakeholders, and learned about regional and local history, current events, issues and opportunities, and future aspirations. The visiting K-State team went on a driving tour of the city and were led in a walking tour of downtown by stakeholders.
Synthesizing information received from stakeholders and community members, the students and faculty conducted a SWOT (strength, weaknesses, opportunities, threats) analysis. SWOT analysis helped reveal key factors affecting the city that students then discussed further with community leaders and stakeholders. Using the gathered information and SWOT analysis, each student team identified an area of focus on which to develop their proposal.

**Strengths**
- Strong Identity
- Materiality such as brick road in downtown
- Location
  - gateway to the Flint Hills
- Draw for Tourism
  - Voted Top 50 small towns
  - Historic Destination- Pony Express Museum, Koester House etc.
  - Regular events are held such as Symphony
- Good School System
- Good Hospital - easy access to healthcare
- Community
  - Passionate leaders
  - Community sense of pride
  - Philanthropic and tight-knit

**Weaknesses**
- Economic Instability of some sectors such as retail
- US 77 bifurcates the city
- Poor Road Conditions
- Vacancy - retail and residential
- Lack of anchor store downtown
- Poor Wayfinding Signage
- Sprawling Development
- Lack of mocern recreational spaces for youth
- Poor cell phone signal
- Lack of professional expertise on planning

**Threats**
- Highway Traffic
  - Noise
  - Big Trailers
  - Fast moving traffic through heart of the City
- Population Decline
  - Young people moving away
  - Aging population
- E-commerce and Big Stores
- Loss of Funding & Hospital
- Agriculture is climate dependent
- Reliance on One Large Employer

**Opportunities**
- Regional trail network
  - Potential to connect to downtown
  - Union Pacific Station and Trail Connection
  - Potential to provide Bike and Pedestrian infrastructure throughout the city
- U.P. Depot as destination to attract tourists
- Black Squirrels and Historic narrative- Potential to enhance City identity and Branding
- Highways bring traffic and people
- Wide Roads
- Bring the County Fair to Marysville
- Vacancy creates opportunity to create more public and green spaces
- Agritourism

**SWOT Analysis**

### Linking Marysville
Connecting Marysville's Cultural Destinations



- Enhance navigability and the pedestrian experience
- Improvements to pedestrian infrastructure
- Improve walkable routes between key locations
- Link Marysville's destinations visually
- Signage package to improve wayfinding
- Arrival Sign welcoming visitors

### Broadway or Bust
Re-Envisioning a New Socio-Economic Downtown Corridor



- Make Center Street Beautiful Again
  - Improving facades and walkability
  - Add medians and a roundabout to help slow traffic
- Spur Economic Development
  - Promote new small businesses
  - Revitalize Historic buildings
  - Encourage Mixed Use
- New community center
  - Connected to the downtown
  - Offer educational opportunities- trade and computer skills
  - Replace existing industrial buildings
  - Help grow the local job market

### Heartbeat Broadway
Connecting to a new "heart" of Downtown



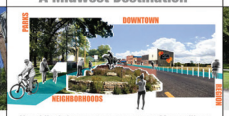
- Establish a "heart" in the downtown
  - a place for people of all ages and backgrounds
- Connect City's assets
  - signage
  - wayfinding
- Promote History
  - Use of visual displays,
  - Expansion of the developing audio tour
  - Physical handouts, like brochures.
- Organize new special events and community celebrations

### Destination Marysville
Attracting visitors & connecting residents to their community




- Enhance transportation network to attract tourists and improve everyday life for residents
- Convert abandoned U.P. line into multi-use trail
- Signage
  - Improve wayfinding with proposed new signs unique to Marysville
- Safety
  - Add new curb extensions and high-visibility crossings downtown
- New Bike Infrastructure

### Make Way For Marysville
A Midwest Destination




- New bike infrastructure to connect Marysville at all scales- neighborhood, local and regional.
- Park Improvements
  - Create environment suitable to all ages
  - More cohesive identity by utilizing local materials
- Trail Signage
- Connect trail through Broadway
- Neighborhood Trail Network
- Regional Highway Bike Plan

### Vacant to Vibrant
Reuse Planning



- Address residential lot vacancy through new typologies of revitalization
- Focus on NW neighborhood with high vacancy of privately owned and FEMA lots
- Typologies
  - Pocket Park
  - Community Garden
  - Rain Garden
  - Play Areas
  - Single family housing
  - Multi-family Housing

KANSAS STATE UNIVERSITY
APDESIGN
TAB TECHNICAL ASSISTANCE TO BROWNFIELDS
MARYSVILLE
Kansas Department of Health and Environment

**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019

This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant




# Make Way For Marysville

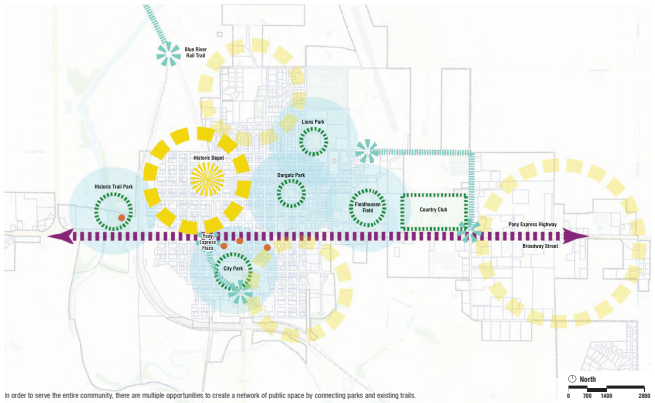
## A Midwest Destination

**Our project transforms Marysville into a destination by connecting to the region, local neighborhoods, and downtown. This is achieved by creating a trail system that connects public space to the neighborhoods and downtown, and proposing public space improvements.**

Marysville, Kansas in Marshall County is located east of the Blue River and ten miles south of the Nebraska border. This beautiful town is the oldest in the state and holds a wealth of history. It is connected to the state through US-36 highway which divides Marysville in two, a problem that has stunted development in the downtown. Marysville has been on the decline, however, the community has banded together to help create a new vision for Marysville that will bring people to the town.

"Make Way for Marysville: A Midwest Destination" strives to make Marysville a regional destination and create a local trail system that connects public space in the neighborhoods and downtown. The plan proposes urban design strategies at three different scales: downtown, neighborhood, and regional. The downtown network looks at adding a bike lane along Broadway and connecting to the Depot across Pony Express Plaza. The neighborhood plan includes implementing a trail network along key streets and improving existing public space conditions along a proposed park network. The regional improvements include utilizing the existing "Missouri Bicycle and Pedestrian Federation Proposed Multi-State Trail System" to connect Marysville regionally to the towns of Beatrice, NE, St. Joseph, MO, and Topeka, KS along various highways.


Downtown Marysville



In order to serve the entire community, there are multiple opportunities to create a network of public space by connecting parks and existing trails.

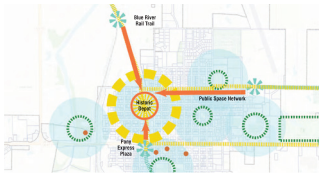
### Legend





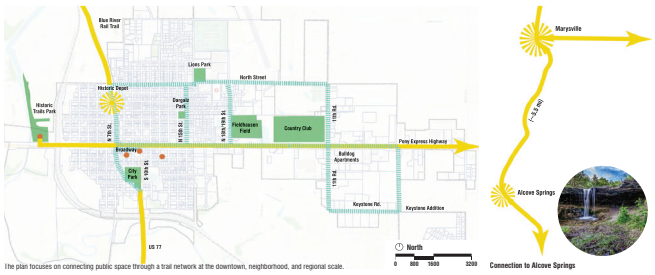
The Depot is a key part of our plan as it is the intersection between the Blue River Rail Trail, the proposed public space network, and the Pony Express Plaza. It provides an opportunity to serve the community as a public space where people can come together and relax. It also provides an opportunity along the proposed trail network to serve as a place for bathrooms, whether inside the depot or at the north end of the site.

Connecting to the Depot



Focal Point

## Site Analysis



The plan focuses on connecting public space through a trail network at the downtown, neighborhood, and regional scale.



Connection to Alcove Springs

### Legend




## Proposed Site Plan


Missouri Bicycle and Pedestrian Federation Proposed Multi-State Trail System



Regional Connection

Kansas State University
APDESIGN

**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019

### Background

On our trip to Marysville, we observed several different dilemmas and opportunities, but the biggest thing that stood out to us was the disconnect between public spaces and the quality of the urban environment. While the community has several nice public spaces, they are all separated from each other, both physically and visually as there seems to be no clear unifying element between them. An existing trail system is in place, however, it is disconnected and has awkward transitions where the trail either does not have a clear connection to a place or it abruptly stops altogether. Also, many public spaces seemed limited on what they can offer to the community, whether it be a playground with outdated equipment or the main street centered around vehicular traffic. We also noticed some areas seemed to be underserved by the current public infrastructure. Based on our own observations and the feedback from the community stakeholder meeting, we have identified two key areas of opportunity to improve the public infrastructure in Marysville, Kansas. These strategies are to connect and improve public space.


**Broadway-Downtown**
Dilemma: Streets are wide and are mostly for vehicular use.

Opportunity: Connect to a public space network by improving pedestrian conditions and adding bike lanes.


**Trails**
Dilemma: Some trails have pedestrian elements (lighting, trees, benches, trash cans), but are not well connected.

Opportunity: The trail could be extended to connect public space.


**Parks**
Dilemma: Outdated equipment is surrounded with limited and broken seating and seems random.

Opportunity: Provide a cohesive implementation strategy for the parks.


Pony Express Plaza


US Highway 36


Black Squirrel


Broadway-Downtown

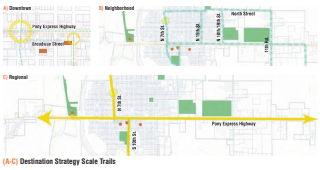

Plaza Overlooks Depot




### Intent

The goal is to make Marysville a regional destination and create a local trail system that connects public space in Marysville to the neighborhoods and downtown. We want to connect the public space with a trail network and proper signage. We will also improve the existing public space by suggesting some improvement strategies where needed by making spaces adaptable for different demographics for residents and visitors. The downtown network will connect through Broadway St., the neighborhood network will connect through a trail system and park improvements, and the regional network will connect across the highway.

A cohesive message that focuses on connecting public space and bringing people together will allow for promotion of the town as a regional destination that will ultimately bring more people to Marysville. Marysville's regional identity should focus on promoting its history and unique features, such as the black squirrel and Pony Express Museum. The trail system's goal is to enhance this message and the town's identity by creating opportunities for people to explore the town of Marysville and all it has to offer. By improving existing signage that connects to public space, visitors will have an enhanced experience and a way to orient themselves if they wish to further explore the neighborhoods, beyond the regional and downtown scale.



(A-C) Destination Strategy Scale Trails


1) Seating Improvements (Existing vs. Proposed)


1) Signage Improvements (Existing vs. Proposed)


1) Playground Improvements (Existing vs. Proposed)


1) Amphitheater Improvements (Existing vs. Proposed)

### Urban Design Strategies

We are proposing several strategies to achieve our goal of making Marysville a destination. The first strategy is to look at the different scales to improve the overall connection at the downtown, neighborhood, and regional scale.

A) **Downtown:** To connect to the downtown, we propose adding a bike lane to Broadway to promote local businesses and connect to the historic museums that are nearby. Pony Express Plaza can serve as a focal point where bikers can relax and park their bike.

B) **Neighborhood:** Implementing a local trail system for both pedestrians and bicyclists around Marysville will promote health and better connection to public space for local residents. Key signage will provide a way for visitors to better orient themselves and an opportunity to explore.

C) **Regional:** Implementing a regional network across Kansas highways offers an opportunity for Marysville to expand its current network to the rest of the state and beyond. Following the "Missouri Bicycle and Pedestrian Federation Proposed Multi-State Trail System," Marysville can be a hub between Beatrice, NE, St. Joseph, MO, and Topeka, KS.

The next strategy looks at the specific improvements necessary at each scale to better improve the public space experience.

1) **Park Improvements:** To create an environment suitable for all ages and that is more welcoming to visitors, we propose improvements that create a more cohesive identity by utilizing local materials.

2) **Trail Signage:** Proposed signage includes signs for parks and museums along the neighborhood and downtown network, and for towns along the regional network.

3) **Connect to the Trail through Broadway:** A 6' bike lane along Broadway connects bikers downtown without changing the total width of the existing street. Improvements across Pony Express Plaza will better connect the proposed trail network to the downtown.

4) **Neighborhood Trail Network:** The proposed trail has a 10-foot sidewalk with a 6-foot bike lane in place adjacent to traffic to promote multi-modal use.

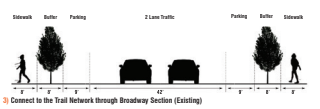
5) **Regional Highway Bike Plan:** A 6-foot bike lane and 12-foot median that protects users from traffic is proposed along the highways.



1) Park Signage Improvement Example



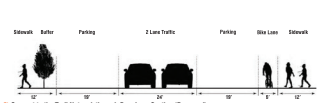
2) Proposed Trail Signage



3) Connect to the Trail Network through Broadway Section (Existing)


3) Connection to Pony Express (Existing)

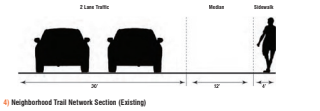

3) Connection of trail to Pony Express (Proposed)



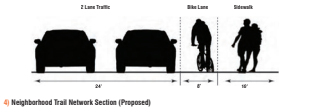
3) Connect to the Trail Network through Broadway Section (Proposed)


3) Connection to Depot (Existing)


3) Connection of plaza to Depot (Proposed)



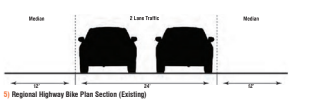
4) Neighborhood Trail Network Section (Existing)



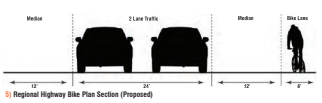
4) Neighborhood Trail Network Section (Proposed)


4) Neighborhood Trail Network Diagram (Existing)


4) Neighborhood Trail Network Diagram (Proposed)



5) Regional Highway Bike Plan Section (Existing)



5) Regional Highway Bike Plan Section (Proposed)


5) Regional Highway Bike Plan Diagram (Existing)


5) Regional Highway Bike Plan Diagram (Proposed)

Orange Team
Omar De La Torre
Shelby Hollman
Alexa Pereyda

This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant

TAB TECHNICAL ASSISTANCE TO BROWNFIELDS
MARYSVILLE
Kansas Department of Health and Environment

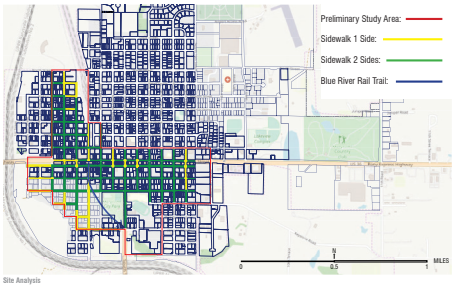


# Destination Marysville

## Attracting visitors & connecting residents to their community

**Destination Marysville envisions enhancing Marysville's transportation network to attract recreational tourists and provide residents and visitors alike with safe bicycle and pedestrian infrastructure and wayfinding that promotes healthy living and community engagement.**

With agriculture and manufacturing failing to live up to past successes, small-towns throughout America are facing a moment of reckoning. Many of them have folded to the challenges they face and are on the decline. Marysville, through local leadership, community engagement, and diverse thinking, has managed to hold steady and keep a solid foundation. Our proposal is plans to build off that foundation with a bold vision for the future that stays true to Marysville's roots. We plan on incorporating proven methods that are modern and innovative, while celebrating Marysville's past and all that makes it great today. Our plan to create a new bike network that provides an alternative mode of transportation, safe and minimally disruptive street crossings, and new wayfinding that is easy to find and unique to Marysville, will serve to benefit the residents of Marysville while making it a model for what a small town can be. Through this, we believe that Marysville can accomplish what many other towns in the Midwest under 5,000 people have failed to do: draw in new residents, new visitors, and new tax-dollars.




Site Analysis

### Site Analysis Findings

On October 7th, our team traveled to Marysville to conduct a site analysis and interact with local stakeholders. We discussed strengths the town possesses and areas where they believed they could improve. We also conducted walking tours to make our own observations on what the city is succeeding at and what we could work on enhancing through our proposal.

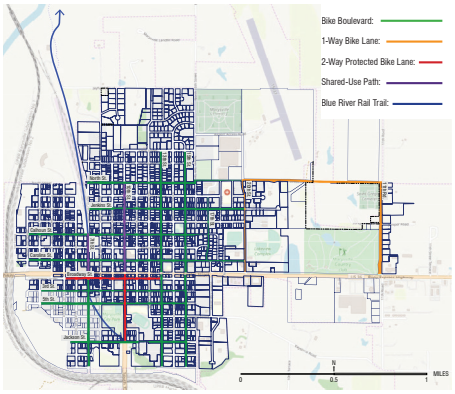
There were common themes that we observed during our site analysis. Multiple times during the trip, our team found ourselves "going for it" across busy highways and intersections. This is the motivation for our proposal of enhanced crossing treatments. We thought not only of our experience when designing curb extensions and high-visibility crossings, but the experiences that children and families have every day in crossing streets.

We also were informed that a top desire was for improved greenery on Broadway. This corridor is already a picturesque model for main street USA, but we believe greenery similar to that in our proposal would only serve to enhance the central business district and make Marysville greener and safer.

### A New Bicycle Network

The final extension of the Blue River Rail Trail, which will finally connect the heart of Marysville with regional hubs such as Lincoln and Beatrice, will extend along the abandoned Union Pacific line up to Calhoun and the historic depot. From there, we propose shutting down 7th street from Calhoun to US-36 to through-traffic and converting it to a bike and pedestrian path. This current stretch of 7th street is currently comprised of rock and dirt, and we observed few cars traversing down this route compared to neighboring roads during our site analysis.

We are establishing a robust bicycle infrastructure to diversify transportation options, provide for a higher quality of life, increase overall health of the community, and to boost the local economy. This new network will connect every part of the city to the beating heart of the business district, and is designed to avoid confusion, traffic jams, and encourage a healthy and viable alternative means of transportation. Our proposed network is comprised of bike boulevards, one-way bike lanes, protected two-way bike lanes, and a shared use path to provide residents the means to change how they get around town, if they so please.




Proposed Bicycle Network




Bike Boulevard



Bike Lane



Two-Way Protected Bike Lane



Shared-Use Path

**Bikeway Types**

Bike Boulevard: Streets with lower motorized traffic volumes and speeds designed to give bicycle travel more priority and protection. Typically in shared residential streets. Signs, pavement marking (sharrows), and speed management are the only design elements needed.

1-Way Bike Lane: Portion of roadway designated by striping, signage and pavement dedicated for people biking.

2-Way Protected Bike Lane: Physically separated bicycle lane that allows bicycle movement in two directions on one side of the road. Exclusive space for people biking at street and parking level protected by bollards.

Shared-Use Path: Form of infrastructure that supports multiple uses (walking/biking). Provides different lanes for different speeds. Physically separated from vehicular traffic.

Blue River Rail Trail: Bicycle trail along the Big Blue River. Connects Marrysville to the Chief Standing Bear Trail then eventually to Lincoln, Nebraska.

### Background

As similar small-towns through Kansas and the Midwest have experienced population decline, job loss, and main-street decay, Marysville, has stayed resilient. The town now has the opportunity to build upon the foundation that town leaders have laid over the years. Our team of regional and community planning students at Kansas State, through the assistance of stakeholders and leaders in the town, have identified opportunities for growth to secure the future of Marysville. To that end, we have developed multiple proposals to encourage more active-modes of transportation to connect Marysville to the region, while also being a regional draw and a model for what a small-town can be.

These strategies also allow for increased economic vitality, higher quality of health, and a renewed connection to a place that so many call home. Addressing the challenges related to the exodus of young people from rural areas, the struggle to draw tourists on a regular basis, having a highway pass right through town without being the main business corridor, and a lack of healthy transportation infrastructure became the basis of our work, leading to our proposal of "Destination Marysville", which seeks to utilize urban design to be a catalyst for addressing all aforementioned challenges.

### Intent

The intent of our proposal, "Destination Marysville," is to create viable, safe, and accessible transportation infrastructure that stays true to Marysville's roots while also providing a new tool for the town to retain residents and assist in drawing visitors to experience all Marysville has to offer. Our goals and intent were derived from conversations with city stakeholders, a site analysis, and follow-up research. Through this process, we have designed a city-wide proposal which all residents in all neighborhoods will benefit from. We envision a downtown corridor accessible to residents wanting to safely walk across a highway and visitors from out of state wanting to make a day trip on their bike.

We envision a town which is healthier and provides opportunities for jobs, drawing college students back and new residents in. We envision a community where people have the opportunity to interact with one another instead of staring at their phones trying to figure out how to get to the Koester House, Lions Park, or the Blue River Rail Trail. We envision Marysville as a new go-to destination in North-central Kansas.

### Urban Design Strategies

Through our on-site analysis, conversations with stakeholders, follow-up research, and work within the group, we have identified four key strategies:

**Connection**
The conversion of the abandoned Union Pacific line into a multi-use trail will lead visitors on foot and bikes into the heart of town, with the reinvigorated depot as the welcome gate, while simultaneously serving as a new recreational option for residents.

**Signs with a Marysville Design**
Improved wayfinding, featuring design aspects that are unique to Marysville, will allow for residents and visitors alike to get where they need to go while also pointing out notable aspects of town.

**A New Option**
New bike infrastructure will provide residents with an alternative transportation network that is far cheaper and far healthier for kids and adults alike. No gas or bank-account busting repairs needed; just grab a bike, a helmet, and go.

**Safety**
In the central business district, new curb extensions and high-visibility crossings will provide an easy and secure walk while minimizing the impact on traffic and parking. New crossings will be complemented by new greenery and




Potential signage to attract tourists in to see major attractions




Example of proposed bicycle wayfinding signage

### New Signage and Wayfinding

During our site analysis we determined that the wayfinding signage in Marysville is insufficient for its level of need. A major goal of Marysville should be to attract tourists, and attractive wayfinding is a good place to start. Wayfinding helps to identify key locations that would attract tourists and to make those locations easy to find. People spending time in Marysville will contribute to the local economy and increase tax revenue. With this in mind, here are several changes that can be made:

The first change is to incorporate the black squirrels as often as possible on all signage, highlighting one of the town's most unique resources.

Next is implementing wayfinding signs for the bike paths. An evolved bike infrastructure can create tourism for the town and it is necessary to highlight important places of the town and show how far of a bike ride they are for those new to the area.

Finally adding a large easily visible welcome sign displaying some of the towns more attracting features and making the small town a destination for those passing by on the highway.




Proposed signage including billboards, street signs, and bicycle wayfinding signs

### Improved Crossings for Pedestrian Comfort and Safety

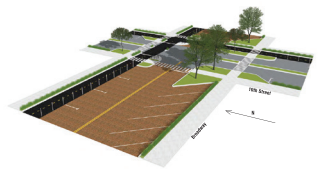
New crossings with curb extensions and highly visible markings should be installed. Curb extensions are effective at decreasing the crossing distance and increasing sight distance. Additionally, though curb extensions do not actually get in the way of traffic and do not impede the travel lane, they slow traffic due to the perception that the road is narrowing. This makes it more safe for pedestrians without hindering drivers. With the knowledge that there are trucks and farm equipment that go through town, especially on the highways, we advise only using this treatment on intersections that will not experience turning from either of these vehicles.

Two options have been made as examples of how to accommodate for a two-way bike lane and improved crossings. The recommended option A turns the north side of Broadway and the west side of 10th Street into parallel parking. This allows for a wide bike lane and 12ft travel lanes. If parking is a high enough concern, option B will preserve the current amount of parking on the road. This comes with a widening of Broadway by 3ft, which will cut into the existing sidewalk, and a reduction of the lane width on Broadway to 10ft.

**Option A Features**
- Curb extensions to reduce crossing distance for pedestrians, also adds green space
- Median refuge islands on 10th for pedestrians to wait in if necessary
- 10ft two-way bike lanes made with asphalt or concrete
- Protective bollards for cyclists (removable or collapsible to accommodate for events)
- 12ft travel lanes on both 10th and Broadway
- Space for natural grasses and other landscaping

**Option B Features**
- Curb extensions
- 7.5ft two-way bike lanes made with asphalt or concrete
- Protective bollards for cyclists (removable or collapsible)
- 12ft travel lanes on 10th and 10ft lanes on Broadway

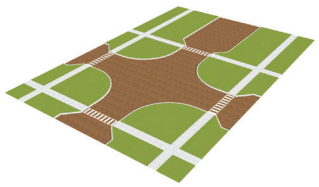
During our site analysis, our team found ourselves "going for it" across intersections and wide crossings throughout town. Our proposal includes high-visibility crossing treatments for intersections across the city. Due to a large number of intersections in the residential areas being of a similar nature, we have developed a model that can be applied without need for adjustment at many of the intersections in the city. These will help motorists see school children, parents pushing strollers, and all other pedestrians more easily, and will reduce the distance these travelers are out in the street. Our proposal will reduce the amount of times people "go for it" when crossing the street.




A Example treatment of the intersection at Broadway and 10th Street (recommended)



B Alternate Design



Example treatment of intersection that can be applied throughout most of Marysville (5-6ft curb extensions)

Community Visioning for Marysville
Professors Blake Belanger and Susmita Rishi | Fall 2019

Student Team
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Tyler Tripp

This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant




# Linking Marysville

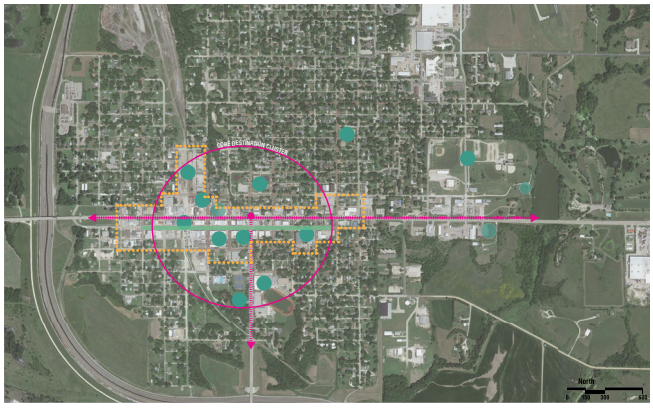
## Connecting Marysville's Cultural Destinations

**Linking Marysville proposes a combination of signage and pedestrian improvements to create visual and experiential links between Marysville's historic, community and recreational destinations.**

The primary focus of this project is to enhance navigability and the pedestrian experience through a new system of signs and pedestrian improvements that connect to the rich history of Marysville and link Marysville's destinations visually. Well established signage that is easy to understand and relate to the town of Marysville can create a stronger sense of community. Linking key locations in Marysville through signage and new streetscapes will create a pedestrian friendly environment. In doing so, pedestrian usage of downtown will increase, as well as visitor activities. In addition to the increase of pedestrian usage, businesses will see an increase of customers and transactions. Creating walkable routes between key locations will help the local community make Marysville more pedestrian friendly. This project will give visitors the knowledge they need to successfully navigate between Marysville's destinations, with the addition of giving residents more opportunities to enjoy Marysville's outdoors.




Pony Express Highway Brings in Visitors and Presents Opportunity for Identity through Signage



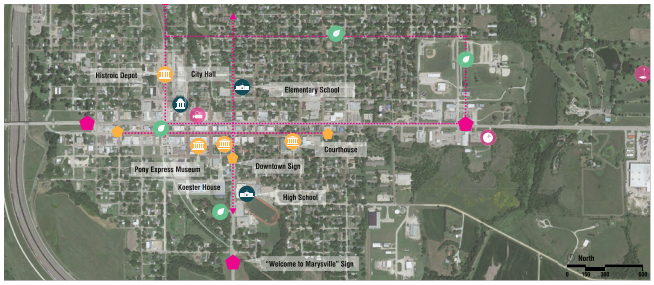

## Analysis

**Legend**

- Destination
- Highway Route
- Downtown District
- Broadway Ave.



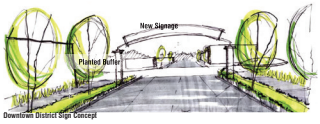

Pedestrian Conditions on Broadway




## Proposed Site Plan

**Legend**

- Community
- Entertainment
- Historic
- Park




Downtown District Sign Concept

### Intent

Linking important locations within Marysville will establish a better sense of place and belonging within the community. Making the signage both pedestrian and driver friendly will increase the usage of the signage. Connecting different maps and locations is key to having a more navigable city. Creating signage that will guide passing motorists to the signage is key. Once the visitor is out of their vehicle to read a sign, they are more likely to spend money within the downtown area. Without connections, visitors are less likely to stop and explore Marysville. Providing more pedestrian friendly options will increase business in Marysville. Streetscaping the signage will help connect pedestrians to the downtown area. Adding a green belt along the sidewalk creates sidewalks that are more pleasant to walk along. Aesthetically pleasing signage and streetscapes will invite visitors to walk through Marysville. Making sure that pedestrians feel welcome along the streetscape is key to connecting the signage to the community of Marysville.

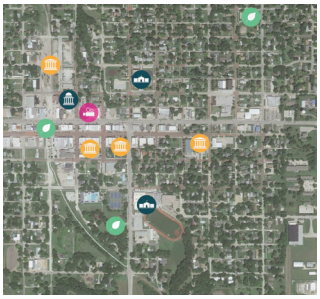
### Background

Marysville is located on several historic migration routes including the Oregon Trail, the Mormon Trail, and the route of the Pony Express, the St. Joe Road, the Overland Stage, the Military Road, and the Otoe-Missouria Trail. This historical routes and trails have established this small community as the trail capital of Kansas. Marysvilles historically served as a waypoint for settlers heading west and eventually transitioned into an agricultural town.

Marysville has retained it's historic feel and preserved several important sites, providing exciting destinations for regional tourism. Currently, however, there are opportunities to enhance the existing visitor experience by adding new amenties to create improved wayfinding and to help visitors navigate Marysville and connect to the rich history of this town.




Current Approach into Marysville via the Pony Express Highway



Key destinations in Marysville



Approach via US-77 provides opportunity for new signage




Concept for US 77 approach



Wide streets present an opportunity for signage and pedestrian improvements

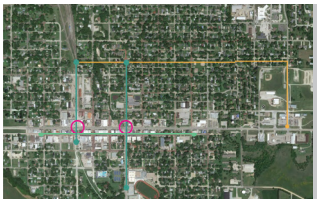



Pedestrian signage and new plant bufferings to improve walking experience

### Urban Design Strategies

Establishing a cohesive identifying signage system will promote activities and businesses in Marysville. The pedestrian signs can be identified with different categories such as "parks and trails", "historical sites and museums", "businesses and entertainment", "major locations and community buildings" and of course the "squirrel parade". Each category identifies with a designated color which is shown at the edges of the sign. Creating three different sides to a single sign provides in depth detail about each location. The first side of the sign will state the history of the location, along with the phone number for the audio tour, the opening hours etc. The second side will show a map of similar locations and walking time to each location. The last side will show other important locations with walking distances to each. On the bottom of the signage, a historic mapping technique that was used to map railroads and stations reminds of the railroad history of Marysville.

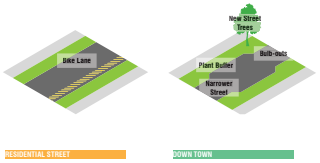
Designing a streetscape that integrates the signage into the street is important in connecting Marysville to the signage. To create a more pedestrian friendly area around the sign, the sign itself needs to be designed into the street level. In addition, adding more greenery can revitalize pedestrian areas and bring growth into the community. Improving pedestrian crossings and adding some at important places also helps in linking Marysville.

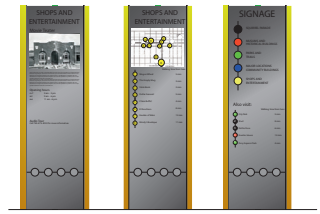


Pedestrian improvement strategy map

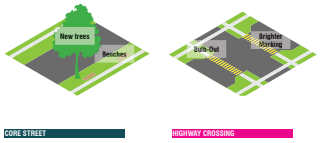


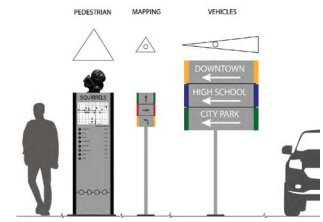

Parks and Trail Sign Example




Shops and Entertainment Sign Example




Signage Types




Signage Placement with Pedestrian Improvements

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Hayden Scott

This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant

**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019



# Broadway or Bust

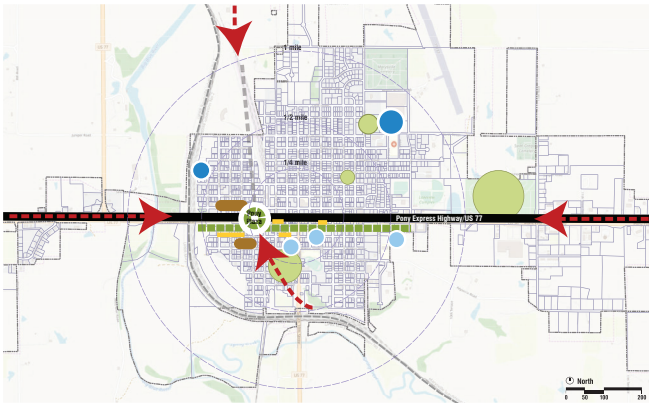
## Re-Envisioning a New Socio-Economic Downtown Corridor

**Broadway or Bust focuses on connecting the two mainstreets of Marysville through streetsscape improvements and emphasizing pedestrian circulation to promote economic growth and tourism in downtown.**

In this project, the infrastructure of downtown Marysville is improved by connecting Highway 77 and 36 by using a roundabout instead of an intersection. Improved pedestrian access, safety, and visual aesthetics are also considered in our design. Bike lanes are also implemented to keep cyclist safe from vehicle traffic. New elements such as lightning and street furniture have been added to promote walkability. In order to reduce vacancy in the downtown area, mixed/use buildings are implemented in our design, this will promote economic growth and tourism in the downtown area. The farmer's market is also relocated to Broadway street to get people to explore the downtown area.

Grants and funding options are also added in our study.

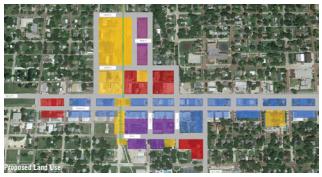
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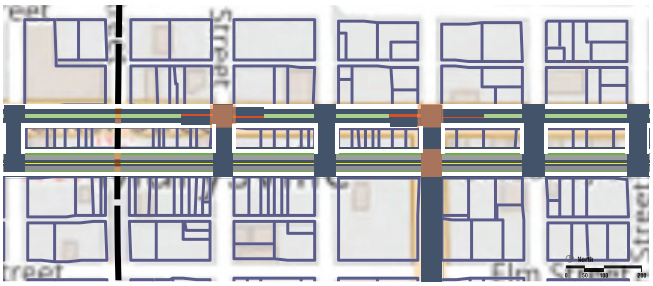



## Site Analysis

**Legend**

- Vehicular Circulation
- Main Entry to Downtown
- Pedestrian Circulation
- Vancant/Underutilized Structure
- Industrial Structures
- Main Job Opportunities
- Museums
- Greenspace

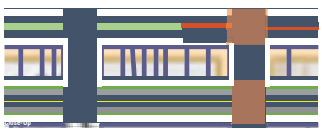



## Proposed Site Plan

**Legend**

- Legend
- Legend
- Legend
- Legend
- Legend
- Legend
- Legend
- Legend



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**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019

### Background

Marysville, Kansas is a small historical town that is located in a strategic spot that connects two major highways in the US (Hwy 77, and 36). The town is unique as it has two disconnected mainstreets that are dominated by vehicular circulation. Pony Express Highway is not aesthetically pleasing and does not draw in visitors to the downtown businesses on Broadway and acts as a division between the North and South sections of town. Vacancy of residential and commercial spaces in the downtown area can also be used as an opportunity to create a variety of mixed/use spaces. The downtown corridor of Marysville is within close proximity to much of it's social infrastructure, but Highway 77 and Broadway could be updated to better serve pedestrians and draw visitors inwards. It could then act as a better connection between the different regions and components that make up the city. Increased foot traffic and access into downtown will help promote more business and economic growth, promotion of the city's historical buildings for more effective tourism.



The streetscape along Center Street is dominated by vehicles and is an unappealing facade of downtown.



Ignored businessfront along Broadway is uninviting to visitors and customers.



Place a descriptive caption under each image



Place a descriptive caption under each image

### Intent

Our proposal is creating a way to accomplish a variety of factors to improve the experience within the Downtown area of Marysville, our design considerations are to create mixed/use spaces, improve connectivity, accessibility, placemaking, unify the downtown area, and to incentivize economic growth. The connectivity and accessibility of the downtown area will create a pedestrian friendly experience which can attract more people as people attract people. We also propose the usage of mixed/use places to create a variety of places that can be flexible to adapt to future needs, thus a sustainable downtown.

Our objective is to increase connectivity in the downtown area by improving the existing infrastructure Broadway Street and Highway 36, the major improvements that we propose are: improved pedestrian sidewalks, adding bike lanes, and connecting the major highways by a roundabout.

Placemaking is also part of our project for Marysville. We propose a relocation of few business from the Pony Express Plaza to replace them with businesses that can draw anyone without worrying about demographics. We also propose the relocation of the farmers market to Broadway street to enhance urban fabric of downtown Marysville.




Place a descriptive caption under each image




Proposed coffee shop demonstrates ability to allow entries on both Center Street and Broadway.

### Urban Design Strategies

There are three design focuses of this project that will be implemented in different phases.

Phase 1: Make Center Street Beautiful Again
Improve aesthetics and facades of Highway 77 increase connection and interest in the downtown corridor. We propose a roundabout at the intersection of Highway 77 and 36 to promote walkability as they are safer for pedestrians than intersections. Roundabouts are also more sustainable than intersections since traffic lights can be eliminated which can cut the cost of maintenance and electricity.

Phase 2: Spur Economic Development
Promote new small businesses within the vacancy of the downtown corridor with grants and loans to allow revitalization of the historical buildings and character. Widen the sidewalks along Broadway and emphasize businesses to expand outside with more seating. More ammenities such as lighting, seating and shade will make the businesses more inviting for visitors. Expanding the farmer's market into broadway street will help promote local businesses and create a special event in the region.

Phase 3: A Stronger Marysville
A new community center, connected to the downtown, will offer educational opportunities to learn trade and computer skills that will benefit the job market. This center could occupy the existing PepsiCola industrial building, and help grow the local job market of Marysville stronger.



Proposed farmer's market in Broadway that highlights local businesses and activiates the streetscape.






















Diagram name

## Funding Opportunities

The following table shows grants that are awarded by numerous agencies (EPA, HUD, IMLS, etc..) The grants are posted every 1-3 years.

| Funding Opportunity | Opportunity ID | Agency | Close Date | Award Ceiling $ |
|---|---|---|---|---|
| Inspire! Grants for Small Museums | IGSM-FY20 | IMLS | 11/15/2019 | $50,000 |
| Save America's Treasures - Preservation | P20AS00005 | DOI | 12/10/2019 | $500,000 |
| FY 2020 EDA Public Works and Economic Adjustment Assistance Programs | PWEAA2020 | EDA | No deadlines | $100,000 |
| FY20 Guidelines for Brownfield Assessment Grants | EPA-OLEM-OBLR-19-05 | EPA | 12/03/2019 | $600,00 |
| Project Rental Assistance Program of Section 811 - Supportive Hosing for Persons with Disabilities | FR-6300-N-53 | HUD | 03/11/2020 | $7,000,000 |
| Section 811 Supportive Housing for Persons with Disabilities | FR-6300-N-49 | HUD | 2/10/2020 | $2,500,000 |

Student Team
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This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant

TAB Technical Assistance to Brownfields | Marysville | Kansas Department of Health and Environment



The new "heart" of Downtown Marysville at 7th and Broadway

# Heartbeat Broadway

## Connecting to a new "heart" of Downtown

**Heartbeat Broadway is designed to connect the rich history of Marysville, KS and the surrounding region with culturally significant places through wayfinding, signage, the promotion of events, and the establishment of community "heart" on Broadway Street.**

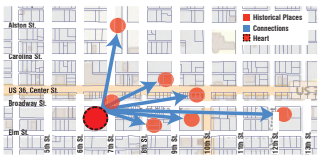
Heartbeat Broadway is about initiating a countershock to a community that is on the verge of revitalization. It proposes the formation of a heart on Broadway Street to act as the primary organ of change. This formation will transform an existing space to an integral community place that will serve as a catalyst for all. This proposal will push city officials, community leaders, and residents to strive to capitalize on the history and cultural significance of Marysville and Marshall County.

Marysville has a rich and complex history. The connection to the Pony Express, a miniature facsimile Garden of Eden, a city once divided with two main streets because of the Civil War, and the escaping of black squirrels from a travelling circus are just a few bits that add to what Marysville is today. There are existing structures (the Pony Express Barn, the Koester House, Pony Express Highway * Broadway Street, and the black squirrel statues) that connect the past to the present. Each of these markers has the opportunity to serve as an organ to the city, contributing its own use and value to the whole system.

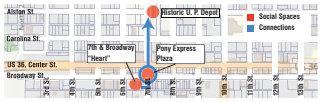
The missing components are the arteries and veins. The arteries being the physical signs and wayfinding materials that connect place to place. Whereas the veins are the citizens of the community that pour back into the system to allow the completion of the circuit. Allowing for opportunities of involvement, as well as nurturing a community of people through events and community gatherings.




The mural at 7th & Broadway, a new icon for Marysville, inspired the idea of a "heart" for Downtown




A gathering place, or "heart", at 7th and Broadway will serve as a starting point for visiting historical places



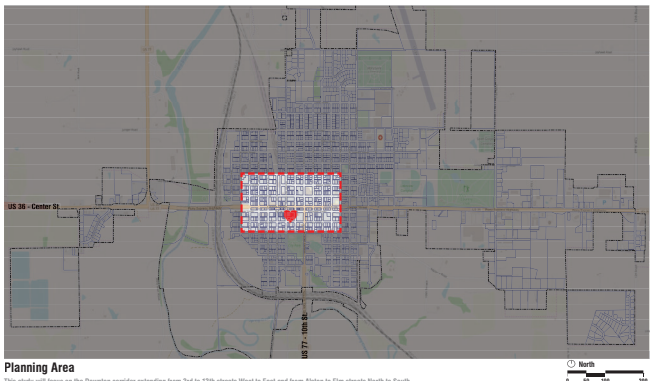

The "heart" at 7th & Broadway starts a connection to a potential event space at the Historic U.P. Station

### Background

Marysville, KS is a small city in Northeast Kansas with a population of near 3,300 residents. From its founding to almost 160 years later, Marysville has a full and complex history that provides quite a draw for a small community. The Pony Express Barn, the Koester House, and the Historic Courthouse all provide for an atmosphere that encourages civic history, and they are conveniently located along Broadway Street. These museums and a unique history with a rare breed of black squirrels provide a draw to nearby tourists. As the Northern Gateway to the Flint Hills, as well as the Trail Capital of Kansas, the parks and public space in-and-around the city provide bountiful areas of place for visitors and residents alike.

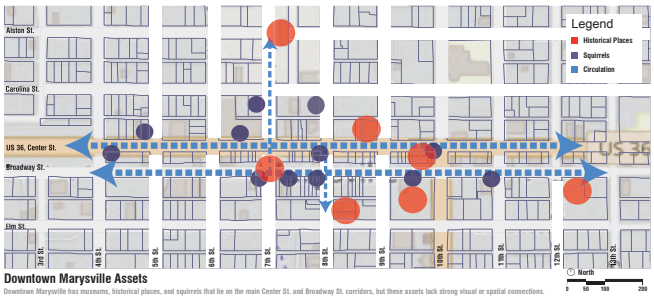
With the proximity of these historical and cultural assets, it is difficult to imagine that the city is spread out to such a degree; most of these assets exist in the downtown area, but this spreads anywhere from four to seven blocks. It is unclear where a "main street" begins, and where it would end. In addition to this sprawl, there are some concerns regarding the overall wayfinding in the city; once on Broadway, it can become unclear where museums are, where trails start, or even where the next squirrel statue is on a tour. Lastly, Marysville must attract and retain people, both as tourists and residents. Cities like Manhattan, KS, Lincoln, NE, and Topeka, KS all tap into the talent from and attraction to a small town.

Museums and squirrels and eating at the same few restaurants is temporary. Having a community celebration is temporary. This city needs more permanent fixtures that allow for people to come together and want to stay. Broadway Street is in a position to be the primary artery from which historical, economic, cultural, and the like may flow. With buildings vacant all along the street and an empty lot at the intersection of Broadway & Seventh Street, there is plenty of potential for growth.




**Planning Area**

This study will focus on the Downton corridor extending from 3rd to 13th streets West to East and from Alston to Elm streets North to South




**Downtown Marysville Assets**

Downtown Marysville has museums, historical places, and squirrels that lie on the main Center St. and Broadway St. corridors, but these assets lack strong visual or spatial connections.

### Intent

The purpose of this proposal is to establish Marysville as the regional hub for history and culture. The first step in becoming this hub is to connect Broadway St. to the city's historical and cultural assets. To achieve this, our team has established four goals.

1. **Establish a "heart" in the downtown.** Create a place where everyone in the community, regardless of age or ability can come together. This space can be used to host events, celebrate the culture, and unify the community.

2. **Connect the city's assets through signage and wayfinding.** The museums, squirrels, parks, trails, and a host of other assets are capable of being united to keep visitors in the city longer or come back to visit.

3. **Promote the city's history.** The history of the region is rich. Allowing visitors to experience just a taste of what formed Marysville. This can be accomplished in little ways, like the use of visual displays, an expansion of the developing audio tour or physical handouts, like brochures.

4. **Utilize special events and community celebrations.** Special events are drivers of tourism, and by extension, revenue into the city. Profiting on existing large events, and forming new ones will bring people into the city. There is also a need to foster a community within the residents through smaller events and community gatherings.



Pop-Up Park, Downtown Wichita, Kansas



Example of Sidewalk Wayfinding in Baltimore, MD



Pawprint Wayfinding to Black Squirrels




Example of Historic District Signage in Halifax



Historic Place Wayfinding for Marysville

### Precedents

**"A Central Location"**

This first goal of this proposal is to establish a "heart" in Downtown Marysville. This has been designed to connect historical assets, quirky landmarks, green space, and an economic catalyst. Inspired in part by the existing farmer's market and in part from the precedent from Downtown Wichita, KS, we have selected the partial empty lot at the intersection of Broadway & Seventh Street located at the west end of downtown to be this center.

Downtown Wichita had a "Hole" left empty after a redevelopment project fell through. Through the efforts of private businesses, nonprofits, local design professionals, developers, residents, and even Kansas State University students, this hole was filled to activate the underutilized space. Grounded with a permeable surface, furnished, added plants to provide shade, and string lights strung for nightlife, "The Hole" became The Pop-Up Park. A transformation from what was once an eyesore to what is now a space that fosters civic engagement, community unity, and hosts a variety of events from live music to playground equipment.

With unified efforts, this space can be adapted to a space similar to that in Wichita. Similar to Downtown Wichita, Marysville has a lot at the intersection of the Blue River Rail Trail, main street, and Pony Park that has been left empty from a private company falling through, and exists as an eyesore that once a week for half the year becomes home to the Marysville Farmers Market. Moving the Marysville Main Street office to a building across the street would open up the existing structure to be converted to a public space that could be adapted to allow the park and the Farmer's Market to be used year-round. Converting the ground to a permeable surface, add furnishings in the form of tables, chairs, benches, and stringing string lights are simple ways to open move the space to a place for the community to congregate.

### Wayfinding & Signage

**"Connecting Assets"**

The second goal is to connect the city's assets through signage and wayfinding. Whether cultural, economic, historical, religious, political, etc. there exists a need to connect monuments with significant elements of Marysville's identity. A few ways to create the flow of life between places are through signage and other wayfinding items.

A precedent from Halifax, Nova Scotia looks at combining pieces of the city's history, identifying the Irishtown district, providing information to allow visitors to partake in a self-guided walking tour, and directions between landmarks. With the extensive history of Marysville, we propose a similar combination of snippets of history to allow for a self-guided walking tour, while also providing maps and arrows to help pedestrians, and potentially motorists, navigate to important historical landmarks.

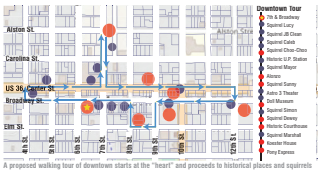
In an effort to promote safety for children walking to school, the City of Baltimore, MD painted neon footprints along designated "safe routes" for walking or biking to school. A simple proposal to promote the leading of people to the more quirky side of Marysville would be to paint large squirrel tracks or acorns that lead individuals to the black squirrel statues around the city, but especially around Downtown and other monuments to increase awareness of the squirrels as a fun activity to partake in while in Marysville.



Existing conditions at the Main Street Marysville Building, 615 Broadway St., the new heart of downtown



Existing conditions south of Pony Express Plaza featuring a squirrel and the farmers market lot




A proposed walking tour of downtown starts at the "heart" and proceeds to historical places and squirrels



Existing conditions facing north at Pony Express Plaza & the new site for Main Street Marysville office



Proposed conditions of Pony Express Plaza featuring a new, modern building for the Main Street Marysville offices. This new location would root the office in downtown while enhancing the area around the Plaza.



A pavilion at 615 Broadway St. provides permanent seating & shelter for events like the farmers market

### Urban Design Strategies

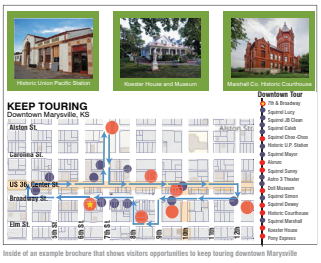
This proposal uses the theme of social infrastructure to guide site analysis. Areas of specific focus were civic spaces including streets, squares, and plazas in addition to pedestrian infrastructure such as wayfinging, signage, and sidewalks. The urban design process began with the analysis of social, historical, and cultural assets to identify their strengths, but also their areas for potential growth.

The identification of a need for civic spaces in downtown Marysville led to the proposal of relocating and leveling the current Main Street Marysville building at 615 Broadway Street to turn this site into the social heart of dowtown. This location at the corner of 7th and Broadway currently serves as the farmers market site and the welcome point to the Blue River Rail Trail. The site has great potential for infrastructural improvement to better serve its uses.

In this way, the "heart" creates a social gathering space with tables, chairs, restrooms, and a permanent pavilion that welcome vistors and locals to stay while the map mural encourages them to also travel throughout the rest of downtown.




Outside of an example brochure for the Pony Express Home Station and Museum




Inside of an example brochure that shows visitors opportunities to keep touring downtown Marysville



Big Blue River Days



Squirrel Jam

### History and Events

The third goal of this proposal is to promote the city's history. The historic district signs would combine wayfinding with history to provide visitors with maps and information that can be paired with the audio tour. Another component of the promotion of history hinges on the consistent branding of signages, websites, and all print materials. Shown above is an example of what a brochure with branding from the Marysville Chamber of Commerce could look like.

The final goal is to utilize special events and community celebrations. While assets tend to serve an important role for tourism, in Small Town, USA, more can be done than just connecting place to place. The best way to do that is to host events. Possible new events include:

- Night at the Museums
- 5K Pony Gallop
- Marysville block party
- Local visual art and film competitions
- Young adult game nights at Empty Cup
- Squirrel scavenger hunt for children


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This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant


**Community Visioning for Marysville**

Professors Blake Belanger and Susmita Rishi | Fall 2019



# Vacant to Vibrant

## Reuse Planning

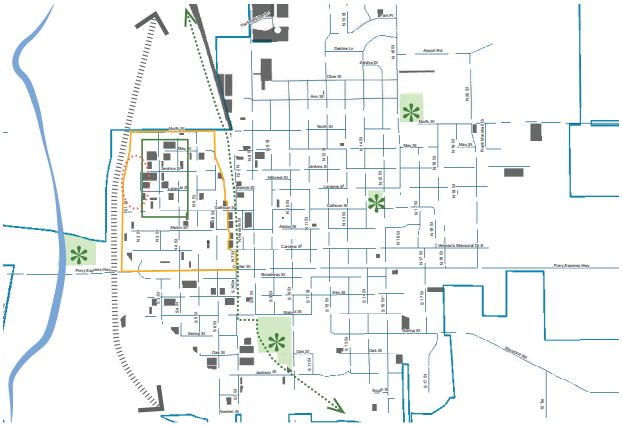
**Vacant to Vibrant envisions transforming vacant lots in the NorthWest (NW) neighborhood of Marysville into a variety of pocket parks as well as residential options that will create a sense of place and connection to the rest of Marysville, while engaging community members, creating living opportunities, and making the city more attractive to tourists.**

Our proposal focuses on a neighborhood in Marysville that is situated West of the old Union Pacific Depot. This neighborhood has many vacant lots, some of which are privately owned and others are owned by the Federal Emergency Management Agency (FEMA). Through our project, we seek to activate the NW Neighborhood with the reuse of vacant lots. We propose that all vacancies in the neighborhood be developed into public green spaces and residential options, including single and multi-family units. We hope the creation of our project encourages people to invest in the community, increases recreational opportunities, and supports social interaction between residents. While we are focusing on only one neighborhood in Marysville, our project is a low cost and effective process that can be replicated throughout other neighborhoods in Marysville. We believe that our proposal can be primarily supported by the Marysville Community Foundation funds as well as through community led efforts.

### Background

The town's history goes back to 1851 when Frank and Mary Marshall moved from Westin, Missouri to Marysville, Kansas because they saw opportunity. Since then, Marysville has grown into what it is today. With a population of 3,300, Marysville is a community fueled by passion and pride. The community offers several events and festivals throughout the year to engage citizens and attract tourism. The surrounding landscape paints Marysville as a quaint get-away in the Flint Hills of Kansas and the town itself offers several experiences to explore history. Even with its rich small town culture, like many other rural towns in Kansas, Marysville is facing problems with vacancy and population decline.

In speaking with community members, we found that many young people do not come back to Marysville once they have graduated college. This is most likely due to a lack of job opportunities, affordable housing, and young adult appeal. Marysville currently has about 465 privately and FEMA owned vacant lots throughout the city. When driving or walking around, there are often places that feel disconnected and displaced because of empty or neglected lots, especially in the NW Neighborhood. The neighborhood currently consists of 32 vacant lots in total. Of the vacancies, 12 lots are owned by FEMA and 20 lots are privately owned. FEMA restrictions create a challenge for land development because FEMA lots can not have any built structures on them and they can only be used for green space. This analysis of the NW Neighborhood and Marysville as a whole presents an opportunity for land reuse, by developing practical green spaces and residential units for each of the 32 vacant lots.



## Site Plan

North

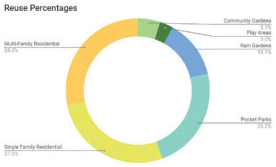
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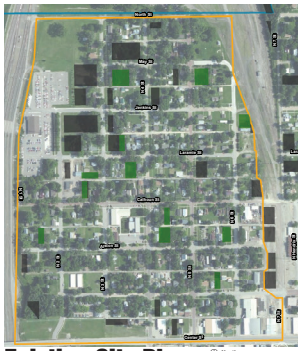
**Legend**

- Public Parks
- Vacant Lots
- Pedestrian Trail through Marysville
- Rail Station and Yard
- Railroad

The site lacks public green space, but vacant lots provide the opportunity for small scale interventions. The proximity to the railroad may reduce property value, but it can create the opportunity for profitable development.

Reuse Percentages



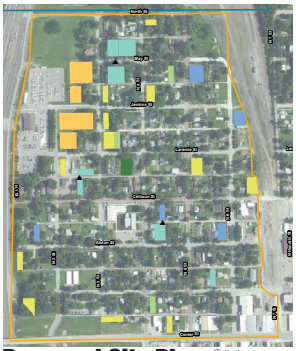



## Existing Site Plan

North

0 150 300 600

- Privately Owned Lots
- Federal Emergency Management Agency (FEMA) Lots



## Proposed Site Plan

North

0 150 300 600

- Multi-family Residential
- Single Family Residential
- Community Gardens
- Play Areas
- Pocket Parkss
- Rain Gardens

### Intent

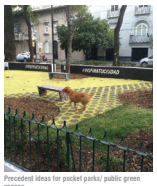
We think a strategic and practical use of the FEMA lots would be public green spaces, such as nature areas, rain gardens, and community gardens. Reusing some of the lots for green spaces will promote community health and wellness by offering recreational and social opportunities. The lots can be developed using practical and native landscaping, as well as including signs that indicate park information.

Our proposal also addresses the need for affordable housing. With the 20 lots that are privately owned, we see an opportunity to build single and multi-family housing. With the additions of new housing in the NW Neighborhood, we hope to revitalize the area as a vibrant place to live with accessible recreation and social spaces.

Although our proposal is mainly focused on creating a sense of community in the NW Neighborhood, our plan also creates an opportunity to further extend tourism in the town. Currently, the main corridor for tourism is the downtown district because it includes shopping, historical museums, and several of the town's squirrel statues. In our plans, we propose "Squirrel Park," a space designed for the community to enjoy as a recreational area as well as a place to share the town's "Squirrel Story" with visitors. Our plan encourages tourists to make their way to a part of town they normally would not see.



Concept image reflecting the ideas behind reuse development of vacant lots



Precedent ideas for pocket parks/ public green spaces



Precedent ideas for pocket parks/ public green spaces



Precedent ideas for community gardens



Precedent ideas for community gardens



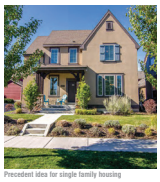
Design proposal for a rain garden



Precedent ideas for play areas



Precedent ideas for play areas



Precedent idea for single family housing



Design proposal for single family housing



Design proposal for multi-family housing



### Pocket Parks

A pocket park is a small park accesible to the general public. They are frequently created on a single vacant lot or on a small, irregular piece of land



### Community Garden

Gardens contribute to the increased access and consumption of fruits and vegetables. Some of the many benefits of community gardens include: producing nutritious food, reducing family food budgets, preserving green space and creating opportunity for recreation, physical activity, therapy, and education.



### Rain Garden

Rain gardens can play a significant role in urban areas by clearing and slowing runoff, so that it doesn't pollute water bodies or cause flooding.



### Play Areas

Nature themed parks for children to play and interact with their surrounding environment and community.



### Single Family Housing

Affordable, single family housing would provide this neighborhood with much needed community support. In gernaal, Marysville can benefit from more affordable housing options.



### Multi-family Housing

The development of multi-family housing will provide more options for the elderly community as well as young families either moving to or returing to Marysville.

### Urban Design Strategies

The goal of this proposal is to bring revitalization to a neglected area of town. Abiding by the restrictions of the FEMA lots, we plan to implement a series of public green spaces in order to increase community appearance and involvement. We recognize a lack of multi-family housing options in Marysville as well as affordable housing options. With the privately owned lots in this neighborhood, we propose to develop more of these needed housing options to attract more young adults and families to Marysville. Overall, our plan will bring more people to the NW neighborhood through living opportunities and tourism, giving it a greater opportunity to be maintained by the community.

Potential source of funding

Potential source of funding

Potential source of funding

### Funding

The Marysville Community Foundation is a place to take donations in order to support programs and projects that enhance the quality of life for Marysville's residents. Donations can go toward specific needs and issues such as the environment, health, arts, or education. Then, the Marysville Community Foundation will identify projects that serve your fund's purpose. A more broad approach to donating can be taken when funds are distributed by the community to focus on issues most in need of grants.

Funding for the Development of Single Family and Multi-family Residentail Lots

The HOME Investment Partnerships Program provides formula grants to states for community use, often in partnership with local non-profit groups to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership, or providing direct rental assistence to low-income individuals. HOME is the largest Federal block grant to state and local governments designed exclusively to create affordable housing options.

Funding for FEMA Lots Being Turned into Green Spaces

With FEMA lots, the process for removing development that was on a lot or simply maintaining an empty lot for the use of green space is generally paid for by FEMA (75%) and the community (25%). The homeowner or community may recieve funding assistence through:

- Increased cost of compliance payments
- Insurance payments
- U.S. small business administration disaster loans
- State, territory, federally-recognized tribe, and/ or local governments
- Donated resources (FEMA)

Kansas State University | APDESIGN

**Community Visioning for Marysville**
**Professors Blake Belanger and Susmita Rishi | Fall 2019**

Student Team
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This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant

# Destination Depot

## Five creative concepts for redeveloping the Union Pacific Depot site into a regional attraction

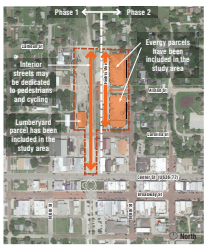
This exhibit presents five design concepts for redeveloping the Union Pacific Depot site and adjacent parcels in Marysville, Kansas. Led by Associate Professor Blake Belanger, a class of 16 mid-level landscape architecture students from Kansas State University's Department of Landscape Architecture and Regional & Community Planning generated the work in the fall of 2019 as part of the course *Site Research and Design Studio*. This project was made possible with funding from The City of Marysville and an EPA Small Community Technical Assistance grant through the Kansas Department of Health and Environment. K-State Technical Assistance to Brownfields provided data and expertise on brownfield redevelopment, as well as potential sources for implementation funding. Faculty and students conducted research, visited the study area, met with project collaborators and civic leaders, and received feedback through progress reviews. All proposals were informed by existing site conditions, the surrounding neighborhood context, and input from Marysville project collaborators. Additionally, all concepts consider the rich history of the site while looking toward the future. We aspire that the ideas presented here will help advance the dialogue about the Depot's instrumental role in establishing new community amenities, civic spaces, and programming in Marysville. We envision a revitalized Depot site will complement Marysville's existing variety of museums, events, and attractions to augment the community's place as a regional destination for history enthusiasts, cyclists, wedding parties, musicians, and more.




Critical site conditions include historical assets and key north/south connections (Belanger 2019. Google Earth)

Critical site conditions include existing site features and the surrounding neighborhood context. Valuable historic assets include the UP Depot building, the adjacent brick station platform, the historic UP caboose, and a black squirrel art installation. Important connection points are the newly completed Blue River Trail trailhead and the Pony Express Plaza / Downtown, which are directly aligned on the 7th St corridor and former rail tracks. Land use to the north and east is primarily residential, to the west is industrial and residential, and to the south is retail, offices, and institutional.

**Legend**
- Critical site condition
- Existing assets




Expanding the study area beyond the immediate Depot boundary allows stakeholders to consider a wider range of possibilities (Belanger 2019. Google Earth)

A strategy of including the two Evergy parcels and the lumberyard parcel within the study area and vacating internal streets more effectively meets community goals for the Depot site. The existing industrial land use of the parcels is functionally and aesthetically inconsistent with transforming the Depot site into a civic amenity. Acquiring the Evergy parcels could be accomplished through a land swap, in which the City would provide Evergy with property in a more suitable location for storage functions. Phasing would allow for more immediate redevelopment west of Hedrix Ave while a land swap is negotiated.

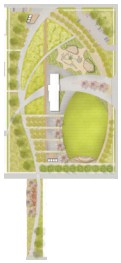
**Legend**
- Key design strategies
- Study area boundary

### Critical Site and Contextual Conditions

### Long-range Planning Considerations

#### Intersection
**Marysville's Third Place**

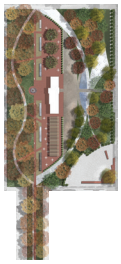




- Event lawn with a stage for outdoor weddings, music, festivals, and other community activities
- Linear market space for food trucks, farmers' market, art fairs, and other community events
- Flexible use plaza
- One-third mile length walking loop providing a variety of sensory experiences
- Sculpture garden with artistic land forms
- Visitors entry plaza at US 36 featuring historic caboose
- Iconic play area with regional draw
- Rain garden with native plantings

#### Memory Lane
**Strolling through Marysville's new front yard**





- Water features celebrating the Depot's rail history
- Relocated train engine and caboose, bookending rail cars retrofitted for different uses including a performance stage, bistro, bar, and reading room
- Shady grove for seating and picnics
- Contemplative gardens
- Mediterranean-style plantings around the Depot building
- Patio space with pergola
- Mural inside the Depot celebrating events and people that shaped the history of Marysville
- Parklike forested buffer along the western edge

#### Transitions Park
**A walk through history towards the future**





- Event lawn with overhead structure
- History garden honoring Marysville and the Union Pacific Depot featuring the relocated steam engine and caboose
- Interactive misting feature celebrating steam engines and rail travel
- Bike park and other cyclist amenities at the Blue River Trail trailhead
- Renewable energy garden, library garden, rain garden, and playground
- Event pavilion for covered outdoor functions
- Cafe with outdoor seating

#### Connecting Generations
**Looking back to move forward**





- "Ribbon Walk" connecting features across the site
- Event lawn featuring the Union Pacific Depot building as the backdrop
- Art deck with installations by regional artists
- Interactive mounded play area with seating for parents
- Beer garden to support events and festivals, as well as daily gathering
- Planted buffer along western edge
- Shaded tree grove for hammocking, picnicking, and seating
- Entry trail connecting the site to downtown

#### Frontier Park
**A regional destination to educate, play, and remember**





- East entry plaza celebrating Frank and Mary Marshall, featuring "Blue River Reflecting Pools"
- Depot building renovated with a restaurant on the main floor and speakeasy in the basement
- West Entry Fountain Plaza and vehicle drop-off
- Caboose retrofitted into a concession stand
- Steam engine retrofitted into a play structure
- Vehicle access to Alston Street to the west
- Evergy building renovated into a visitor center with café and recreation equipment rental
- Ornamental native gardens and "box car" planting beds

### Five Design Concepts for Redeveloping the Union Pacific Depot Site

Produced by teams of three or four students, the concepts explore a variety of formal, programmatic, and experiential possibilities for the study area. (Belanger 2019. Design and graphics by students in LAR442)

Kansas State University — APDESIGN — Landscape Architecture and Regional & Community Planning

**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019

TAB Technical Assistance to Brownfields — Marysville — Kansas

This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant



Sloped grass amphitheater lawn with iconic Levitt Pavilion stage activates the space through concerts and events.

# Intersection

## Marysville's Third Place

**Intersection: Marysville's Third Place looks toward the future of the city-creating a park connected to the city's downtown with a variety of experiences that continue to draw visitors time and time again.**

Marysville is a small town with a unique culture evolved from its history, arts, and community. The city is looking to improve its downtown in order to become a regional tourist attraction, serve as an asset to its community members, and celebrate the city's identity. The following design proposal shows the development of the historical Union Pacific Depot lot and adjacent parcels into a dynamic and unique place for both the community and visitors. This design is built off the main objective of placemaking and more specifically narrative-based design. Eight historic trails, one regional bike corridor, two major highways, and one river all converge in Marysville. In the same nature as this intersection, the Union Pacific Depot lot will serve as the intersection of Marysville's history, arts, and community. Programming elements and geometries on site are based on this narrative of intersection to create an iconic place for community members and visitors.



Seasonality of Flexible Use Plaza
Multi-use plaza demonstrates dynamic seasonal use.

### Background

The SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis identified prominent issues on site and informed our team's design responses and solutions. Major concerns identified through this site analysis method were (1) pedestrian use downtown and through the site, (2) a need for more green space in the city, (3) a lack of community gathering spaces, (4) views in and out of the site (5) views and focus on the historic Union Pacific Depot building (6) stormwater drainage, (7) vehicle and pedestrian circulation (8) trail-head connections, and (9) relationship to urban context. These factors were identified before the design process began and informed all design decisions.

| | |
|---|---|
| • Identity<br>• Materiality<br>• Location<br>• Trail System<br>• Strong Community | • Vacancy<br>• Connectivity throughout City<br>• Low Number of Gathering Spaces<br>• Experiences for Youth<br>• Poor Stormwater Management |
| S | W |
| O | T |
| • Depot lot as a Destination<br>• Location in Trail System<br>• Historical Background<br>• Connection to Downtown<br>• Creation of an Iconic Third Place | • Proximity to Manhattan<br>• Population Decline<br>• Lack of Funding<br>• Big Cooperations<br>• Upkeep of Historical Structures |

**SWOT Analysis of Depot Site**
Strengths, weakness, opportunities, and threats informed the design framework.




### Guiding Principle

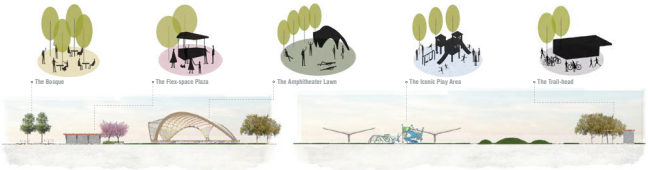
*Intersection* seeks to establish the depot site as Marysville's third place. A third place provides a location - other than work and home - for residents to gather and socialize. Ray Oldenburg, an American urban sociologist, describes a good third place as having the following characteristics: They help to unify neighborhoods, serve as "ports of entry" for visitors and newcomers, serve to bring together individuals with shared interests, bring about intergenerational interactions, function as gathering places, are entertaining, give the gift of friendship, and are important for retired people.

By establishing several gathering areas that vary in scale and activity, *Intersection* provides the residents of Marysville an iconic third place that facilitates social interaction and strengthens community. Our team envisions the depot site as the social core of Marysville. *Intersection* will be a place where residents and visitors alike can come together and share experiences.




**Qualities of a Third Place:**

- Are entertaining
- Help Unify Neighborhoods
- Bring about inter-generational interactions
- Give the gift of friendship
- Serve as "Ports of Entry for visitors and newcomers"
- Function as gathering places
- Bring together individuals with shared interests
- Are important for retired people




**Third Places Created on the Site**
Gathering spaces and activity zones are highlighted to demonstrate third places created in our design.




### Site Plan

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ① Long Term Parking | ⑤ Sculpture Garden | ⑨ Rain Garden | ⑬ Flexible Plaza | ⑰ Levitt Pavilion Stage | North |
| ② Trail-head w/ Amenities | ⑥ Overhead Shelters | ⑩ Grand Entry | ⑭ Raised Planters | ⑱ Union Pacific Plaza | 0 25 50 100 |
| ③ Access to Rail Trail | ⑦ Historic Platform | ⑪ Bus Drop-off | ⑮ Event Lawn | ⑲ Welcome Plaza | |
| ④ Site Parking | ⑧ Iconic Playground | ⑫ Seating Bosque | ⑯ Site Amenities | | |

### Urban Design Strategies

The objective of *Intersection* is to create an integrated urban space that dynamically serves its users. North-south and east-west connections facilitate access from downtown, the Big Blue River Rail Trail, and adjacent neighborhoods. Implementing a diversity of spaces as a phased approach allows the park to continue to develop as the city moves toward the future.

Another big move in *Intersection* is its walking loop system that connects all of the park's major spaces. These loops allow for recreation as well as contemplative meandering. Our team's overall design strategy was to create a variety of flexible spaces that allow users to experience something new each time they visit the space.



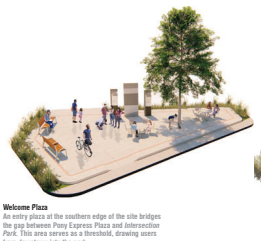
**Sculpture Garden**
Undulating topography encourages users to walk amongst the works of art. This provides a variety of views and differing experiences through conceal and reveal.



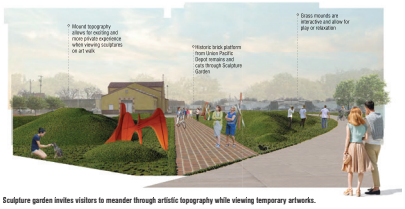
**Flexible Use Market**
Open plaza space provides the community with a flexible use area capable of hosting a variety of events throughout the year. A linear layout draws users through the space.



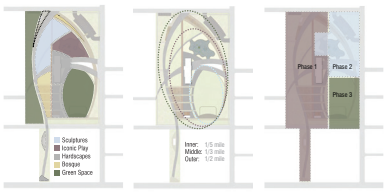
**Union Pacific Plaza**
Dedicated hardscape space provides a staging area to showcase the historic Union Pacific Caboose. Informational signage educates visitors on the history of the park by highlighting the site's previous use.



**Welcome Plaza**
An entry plaza at the southern edge of the site bridges the gap between Pony Express Plaza and *Intersection Park*. This area serves as a threshold, drawing users from downtown into the park.



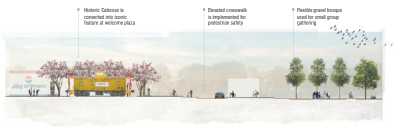

Sculpture garden invites visitors to meander through artistic topography while viewing temporary artworks.




Zones | Walking Loops | Phasing




**Arrival Sequences**
Descriptive sections illustrate user experience moving from park edges to interior.




**Section E-E,**
Union Pacific plaza and shaded seating bosque help to promote social interactions.




**Section F-F,**
Iconic play structure provides recreational opportunities while serving as a community gathering space.

Kansas State University | APDesign Landscape Architecture and Regional & Community Planning

**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019

Student Team
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This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant

TAB Technical Assistance to Brownfields | Marysville | Kansas Department of Transportation



# Memory Lane

## Strolling Through Marysville's New Front Yard

**Memory Lane transforms a historic building on a derelict site into a flexible space with shaded lounging areas, plazas, renovated train cars, and interactive water features.**

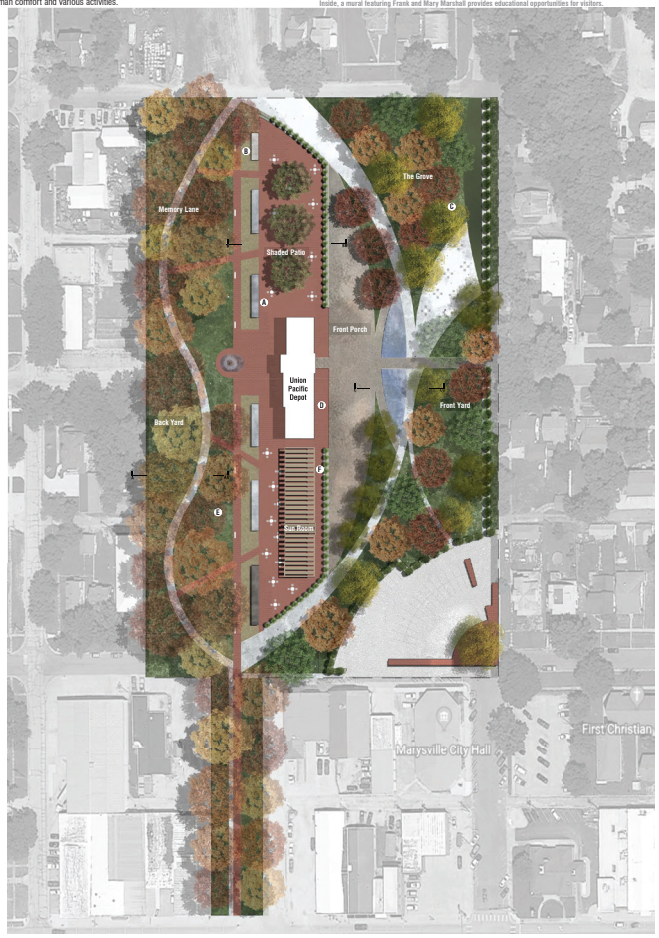
Our narrative is focused on acknowledging the rich history of Marysville's Union Pacific Depot while creating what we call "Marysville's new front yard". We are honoring the past of the Union Pacific Depot in Marysville by retaining existing platforms, using brick similar to those excavated on site to recreate the second original platform, and aligning our underlying geometry with that of the palimpsest rail lines.

We visualize this space as being a regional hub for those looking to explore the history of the Union Pacific rail line while experiencing outdoor spaces designed for human comfort and various activities.

Through a mural inserted in the depot's primary space, we will tell the story of Frank and Mary Marshall and the founding of this station. We envision the Union Pacific Depot becoming a small museum that is also capable of holding town events like public forums and private events like weddings. Our main attractions on site are the renovated train cars retrofitted to serve as amenities to visitors and an interactive water feature the emits sound and visuals similar to an approaching train.




Inside, a mural featuring Frank and Mary Marshall provides educational opportunities for visitors.




Memory Lane is an experiential destination aimed at providing for the recreational needs of the people of Marysville and to bring in tourists from surrounding communities and across the Midwest. By providing linkages to the regional bicycle trail we create a new trail-head. The strong connection to downtown allows for commercial interactions and a pedestrian friendly design.

North

0 50 100 200

## Site Plan

### Background

Our proposal aims to lean into the Marysville community's civic pride. While visiting, we were intrigued by the history of the Union Pacific Depot and Marysville as a whole as well as the townspeople's excitement for it. We saw an opportunity to share this history with visitors through a new museum inside the original Union Pacific Depot Building.
Our team also noticed a lack of connectivity between downtown Marysville and the site.

We want to remedy this disconnect by extending the Blue River Trail from the north side of the site to the south end of the site leading to the Pony Express park where the trail picks up. Lastly, we learned Marysville is in need of an area to host medium sized events similar to the annual car show and barbecue held in June. Our design offers lots of flexible plaza space for such events as well as smaller grassy areas for intimate gatherings.


A


B


C


D


E


F



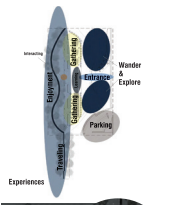
A unique and memorable entrance to the depot provides the perfect spot for taking pictures.

### Urban Design Strategies

Through the reclamation of the streets that pass through the site we aim to allow for a more cohesive park space for the people of Marysville. When reclaiming these streets we made sure to preserve the strong central axis that is formed by Alston Street and passes through the front doorway of the train depot.

By trying to maintain the historicity of the site we determined that flexible open spaces that can accommodate a variety of uses was most desirable for this site. The "Front Porch" space can support activities such as a farmers' market or food trucks.

We also sought to preserve the integrity of the original design language by harkening back to the original planting design on site. We preserved the formal nature of the spaces immediately north and south of the depot. Any modifications made we done so carefully so to accomplish our new program goals while preserving the historic feel of the site.




Experiences



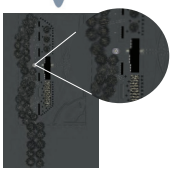
Visiting Hours Space Occupation




Two Phased Construction




Planting Design



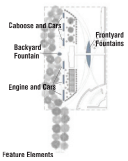
Night Usage and Lighting




Roadway Reclamation




Weekend Event Usage




Feature Elements



An interactive fountain on the western side of the depot gives children the joy of playing in mist and rumbling pools that resemble the smoke-stack and feel of an arriving steam engine.

### Intent

Our design intent centers around bringing people from different parts of the Midwest to Marysville. Our target audience are people interested in history and those who want to enjoy a beautiful historic building and landscape

.

We envision the current Union Pacific Depot and surrounding site becoming the entry point to Marysville. We are calling the site Memory Lane because of the site's history that is explored throughout our design.

The meandering path on the eastern of the site gives visitors get a glimpse of the historic Union Pacific Depot.

Outside we have sculptures of significant historical figures like Frank Marshall and Charles Koester. Together with the depot and the old engine from City Park and the Union Pacific caboose, renovated boxcars, passenger cars, and flatbeds, and a mural of Marysville's past the historicity of the site is on full display.



Section A-AA
A shared bike and pedestrian pathway runs along the eastern portion of the site that acts as a trail-head and connection for regional bike trails.



Section B-BB
The restored double-platforms returns the historic design to the site. A comfortable plaza space offers a space for more intimate gatherings.



Section C-CC
The water feature at the entrance provides a gateway for visitors to pass through when being welcomed to the site.



Live entertainment is possible by utilizing the flatbed car as a stage adjacent to the "Sun Room."

### Goals

- Remember
  - Union Pacific Depot History
- Connect
  - Blue River Trail
  - East & West Marysville
  - Downtown
- Attract
  - All Demographics
  - Medium Sized Events

### Strengths of Site

- Valuable History
- Memorable Squirrels
- Community Pride

### Weaknesses of Site

- Isolation

### Opportunities of Site

- Depot Becoming A Central Space
- Boosting Tourism

### Threats to Site

- Local Economy Lacks Diversification


**Student Team**
Carson Scheer
Alex Harris
Ayana Belk



This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant


**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019



# Connecting Generations

## Looking Back to Move Forward

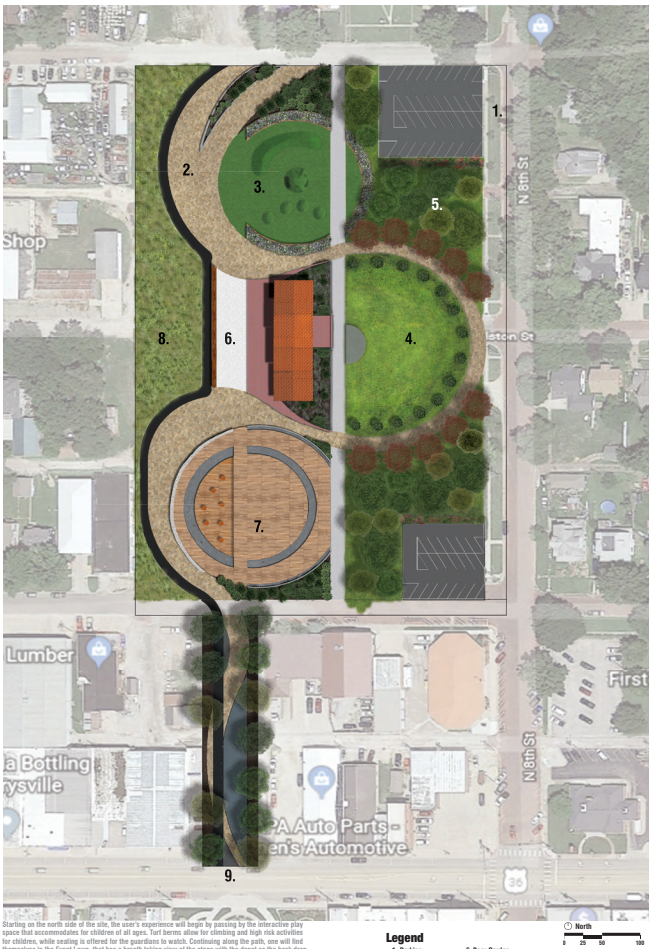
**Connecting Generations admires the historical culture of Marysville, while also appreciating young families returning to Marysville by creating a destination that synthesizes the connection between generations.**

The historical identity to Marysville has been cherished by the community since the beginning, and has served as the historic foundation to this small Kansas town. To this day, Marysville's identity still connects to the history it holds. However, as Marysville is beginning to make changes in areas around town to welcome younger families back, finding a balance for both it's history and future will help the town discover a new identity that will be appreciated from all users.

*Connecting Generations* is a design that is meant to give respect to both identities, the historical and modern. The site that is currently being considered for a redesign is one of the most historic areas in town, as the old depot is located in the middle of site. Throughout the years, however, the site has become vacant and has lost all identity. By introducing a new vision to the area, a hybridized identity will soon arise. *Connecting Generations* proposes a design that will help build an identity for the entire community.



**Southern Entrance From HW 77**
The allée of trees lining the southern end of the site creates a strong threshold connecting the community from the space to the Pony Express statue, located directly south across Highway 77.




Starting on the north side of the site, the user's experience will begin by passing by the interactive play space that accommodates for children of all ages. Turf berms allow for climbing and high risk activities for children, while seating is offered for the guardians to watch. Continuing along the path, one will find themselves in the Event Lawn, that has a breath taking view of the stage with the depot as the back drop. The space is defined by the use of trees and other smaller vegetation. Moving towards the south end of the site, pedestrians can enter into a space dedicated to the art and history of the site. Mural walls line along the space, telling the story of Marysville's history. Artist are able to display their work within the space as well. Finally, the user enters into the threshold going towards the park by walking through an allée of trees.

## Site Plan

**Legend**

1. Parking
2. Ribbon Walk
3. Play Pad
4. Event Lawn
5. Tree Grove
6. Beer Garden
7. Art Deck
8. Vegetation Buffer
9. Shaded Trail Connection to Downtown

North
0 25 50 100

### Background

In the beginning of the design process, a S.W.O.T analysis was performed to lay out the strengths, weaknesses, opportunities, and threats of the site. By performing this analysis, we found that the main weaknesses that we needed to address on site: unwelcoming streets for users, vacancy, and a lack of recreational places for users. From that analysis, we wanted to address those weaknesses, along with a couple of the strengths: identity, the art scene and events, tourism and social media presence, and pedestrian and cyclist friendly.

Going about the design process, a couple precedents led us to design the right concept that would fit best in this area, addressing those strengths and weaknesses related back to the site. The Red Ribbon Park inspired us to have a similar concept that would help abstract the idea of "Connecting Generations" throughout the site. Millennium Park also had a key feature that would inspire us to include an event space to accommodate for bigger events. Finally, the idea of a pop up park and beer garden was incorporated into the site as different programs for users to experience.



Millennium Park in Chicago, IL has an event space within the park that is the signature element to the park, something similar to what we wanted to incorporate into our site for Marysville, KS. Photograph by Windy City Paws, 2019.





The Red Ribbon Park inspired us to have an abstracted concept found throughout the site. Photographs by Gaia Cambiaggie, 2019.



A pop up park in Witchita, KS has a programmed idea that attracts lots of users into the space, something that we wanted to similarly incorporate into our site some way. Photograph by Matt Riedl, 2019.



Beer Garden concept attracts users into the space and provides the opportunity for events and gatherings to occur. Photograph by Daniel Donnsky, 2015.



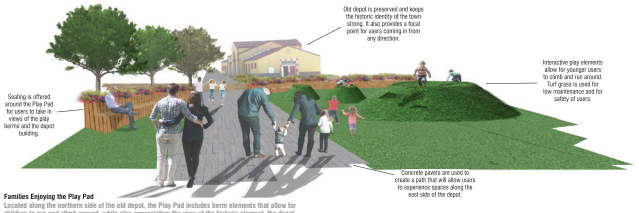
**Tourist Gather in the Beer Garden**
Night life gathers in the beer garden for an extended socializing opportunity. Users are able to socialize on the western side of the depot, while also using depot as an interior space.

### Intent

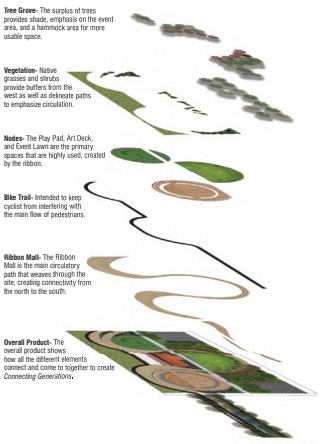
One of big goals was to create a place that will attract all users of all age groups. To accomplish that "Connecting Generations" idea, the project incorporates the historic identity while also establishing ways to bring in the new tourism and social media potential for the newer generation identity.

Another goal that was set for the project was to establish a wide range of programming. Because of the size of the site, it was difficult to create just the right amount of programming to place within boundary. However, by creating subspaces within the broader programming elements, pedestrians can experience different aspects of the same area without the space feeling repetitive or uninteresting.

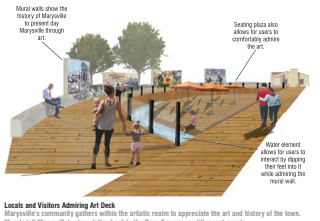
The final goal that the project accomplishes is creating a main hub for cyclist or other users passing through the area. Since the Blue River Trail head is just north of the site, the creation of a rest stop or hub for users of that trail was important. As the trail continues just south of the site boundaries, *Connecting Generations* will also serve as a puzzle piece that further provides a north to south connection.




**Families Enjoying the Play Pad**
Located along the northern side of the old depot, the Play Pad includes berm elements that allow for children to run and climb around, while also appreciating the view of the historic element, the depot.




**Design Layers**
The diagram above represents the relationship between the programming elements, how they work individually, and how they all connect to create a unified design.




**Locals and Visitors Admiring Art Deck**
Marysville's community gathers within the artistic realm to appreciate the art and history of the town. Murals tell Marysville's story dating back to the Pony Express, up till recent events.

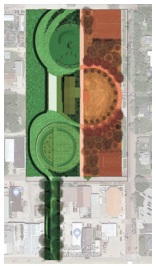
### Urban Design Strategies

To help accomplish our goals for the proposal of this site, there were a couple of big moves that we decided to implement into our design.

One of our biggest moves that was accomplished included closing off Hedrix Ave/N. 7th St., and making the site be completely pedestrian friendly. We noted that the street was not used as much as some of the other surrounding streets, so this answered our question whether closing that street was vital or not.

Our other big move that we decided to go with was taking the implied road to the west of the depot and turned that into a pedestrian walkway as well. By doing this, this would also help decrease vehicular circulation, which will be safer for the users coming into this new urban area.

One of our big design strategies for the concept that is being proposed is the ribbon shape that is found throughout the site. The reason behind the ribbon shape goes back to our narrative of "connecting generations". The shape throughout the site is an abstracted way of showing that connection of the two generations to become one unified community. The ribbon is distinguished by the material and ground lighting--which will help users see this element as they walk through the space.



**Implementation Phases**
Because the Westar lots are not city property, the implementation for *Connecting Generations* will have to be split into two phases.

The green shaded area shows phase one of the implementation, which focuses on the Art Deck, the interactive play space, the beer garden, and the bike lane.

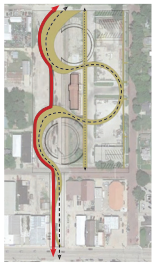
The red shaded area, the Westar lots, will complete the design, encompassing the remaining piece of the ribbon, along with the event lawn space.



**Lighting Across Site**
The illumination provides better clarity during hours between dusk and dawn that helps users find their way through the different spaces on site. Lighting also provides a sense of safety by providing better visibility for users.



**Big Moves**
Closing Hedrix Ave/N. 7th Street (east of the depot) and taking the implied street to the west of the depot, will create a pedestrian friendly site. From our S.W.O.T analysis, we concluded that the site lacked that pedestrian friendly aspect. By taking the action to close off those streets, that weakness is no longer a concern about the site, rather it opened opportunity for users.



**Pedestrian/Bicyclist Movement**
From our big moves actions, the site would accommodate for both pedestrians and cyclists in the area. Pedestrians are able to walk freely along the ribbon throughout the site in a safe manner. Cyclists will also be able to ride through as there is a path on the west side for them, keeping them from interfering with pedestrian movement.

Kansas State University | APDESIGN Landscape Architecture and Regional & Community Planning

**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019

**Student Team**
Name: Elizabeth Franks
Name: Noah Brizendine
Name: Kye Kordonowy

This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant

TAB Technical Assistance to Brownfields | Marysville | Kansas Department of Transportation

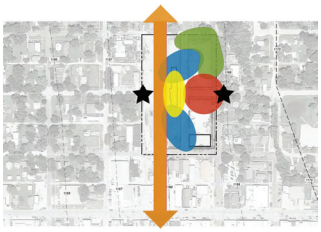


# Frontier Park

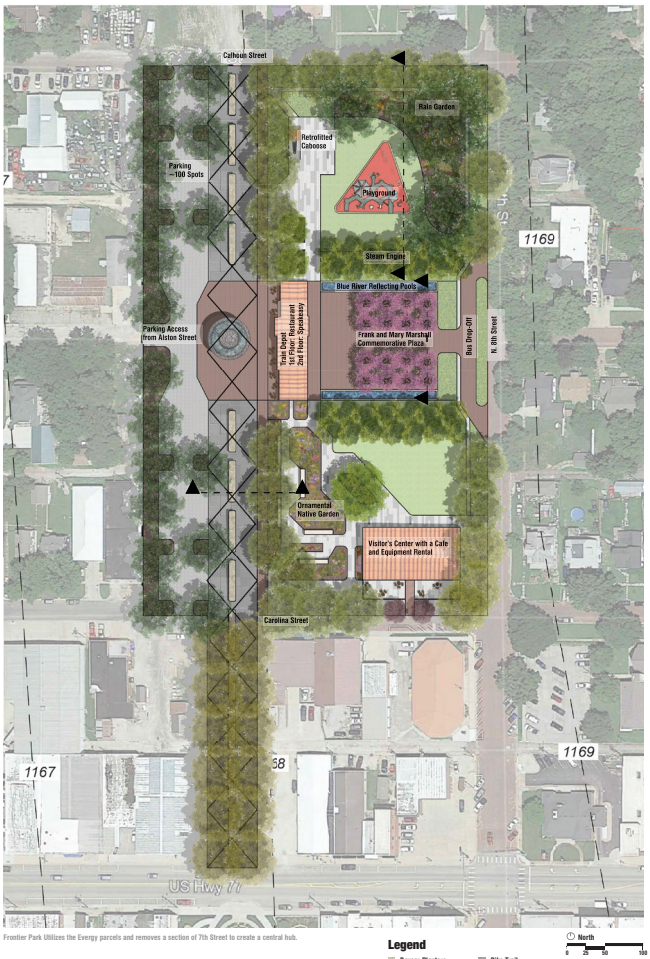
## A regional destination to educate, play, and remember.

**Frontier Park creates a hub for the Marysville community, bicyclists passing through, and those that visit the city to explore the historic train depot and surrounding park.**

Marysville, Kansas was the last stop for many pioneers before they headed west to settle farms or move on towards the Rocky Mountains. Frontier Park draws on that story to create a central hub for the town of Marysville. The reflecting pools in the eastern plaza represent the Blue River that brought pioneers to stop and create the town of Marysville. The eastern plaza is a commemorative space dedicated to Frank and Mary Marshall, whom the town and county were named after. Adding to the story of travel, the bike path is central to the design and goes from the northern to the southern end of the park. To encourage the continuation of travel, the Evergy building will be re-purposed into a visitor center to become the primary place where tourists will stop. Adding a restaurant to the depot and a cafe to the Visitor's Center will draw people to the center of the site to learn the history of the town.



Conceptual Diagram illustrating different land uses and organization of the site.




Frontier Park Utilizes the Evergy parcels and removes a section of 7th Street to create a central hub.

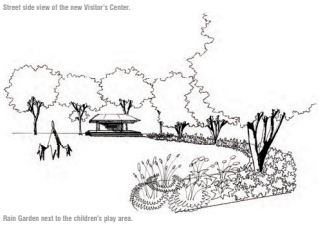
## Site Plan



Commemorative plaza in front of the Union Pacific Train Depot.



Street side view of the new Visitor's Center.



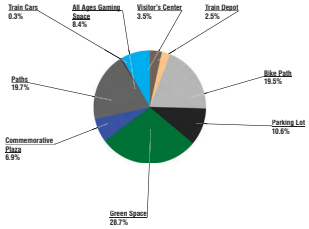
Rain Garden next to the children's play area.



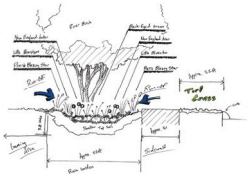
Commemorative Plaza dedicated to Frank and Mary Marshall.



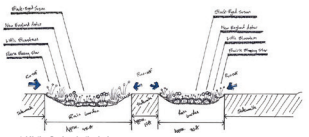
Gaming area surrounding the concession stand made from the old caboose currently on site.




Area given to each programming function.



Northern rain garden planting bed.



Ornamental Native Garden planting bed.



Main pedestrian promenade and nearby ornamental native garden.

### Urban Design Strategies

Frontier Park creates spaces for all ages to enjoy along two primary axes, one that connects the existing bike trail from the north to Pony Express Park near the center of Marysville. The second axis crosses through the center of the train depot from East to West. In Frontier Park, both the street and the Evergy parcels are a part of the area that is considered for design. The two things Frontier Park focuses on is the historic train depot and the connection to the bike trail so all of the design elements focus on highlighting the aspects of those two spaces. Parking was created to allow large events to be held at the depot, as well as give bicyclists a place to leave their bikes. The bike path runs the length of the site in between an allee of trees with stringed lights running above to brighten the space at night.

On the eastern side of the depot is a plaza dedicated to Frank and Mary Marshall with a bosque of trees that filter the view from the bus drop off. Although there are trees to bring down the size of the plaza, there is still room to use the depot as a backdrop for graduation, engagement, and wedding photos.



Toronto Reflecting Pool (Toronto, Canada, 2018)



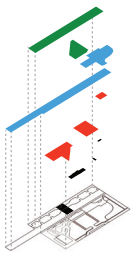
Pace Sanchez Park (BIG Studio, 2018)



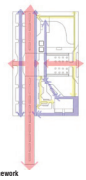
Manhattan Train Depot (City of Manhattan, 2019)



Tokyo Marunouchi Station (Tokyo, 2019)



Enclosures



Design Framework



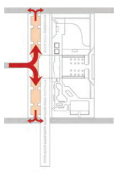
Lighting



Phase One: Keep 7th Street and No Evergy Plots



Vegetation



Parking Circulation



Hardscape/Softscape Diagram



The plaza on the east side of the train depot is a perfect place to take photos.

**Community Visioning for Marysville**
Professors Blake Belanger and Susmita Rishi | Fall 2019


Student Team
Richard Colwell
Samantha Myers
Vic Sobotka
Brian Studer



This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant



(Huang, 2019)

# Transitions Park

## A Walk Through History, Towards the Future

Transitions Park envisions transforming a brownfield site with a historic train depot into a vibrant park that allows visitors to learn about the industrial advancements that helped establish Marysville and visualize a future where clean, sustainable energy revolutionizes technology.

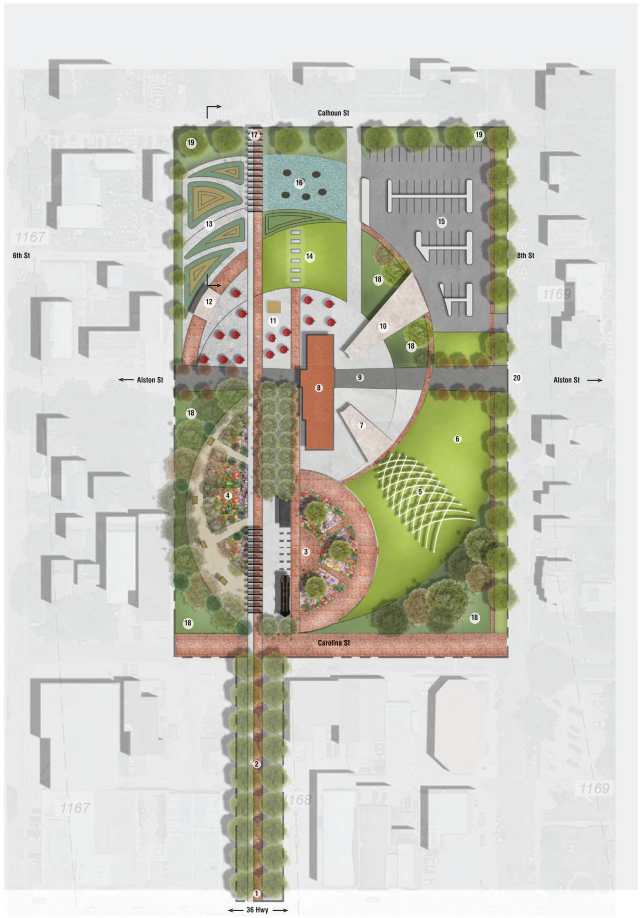
Transitions Park walks its visitors through the history of Marysville. The city was founded and developed through technological advancements, starting with horses and the Pony Express, then with the railroad and the steam engine. These technological advancements helped shape Marysville and the rest of America. The project site houses the 1929 Union Pacific Rail Depot and serves to be an important historical marker for Marysville.

The site is currently exposed and barren, though the historical aspect offers opportunity to develop the space into an amenity for the city. By using period appropriate materials, planting native species, and sculpting the site into pedestrian access only, safe spaces may be formed to create a communal, entertaining, and inviting park.

The technology of the steam engine, though important, came at an environmental cost. By implementing renewable forms of energy on site, visitors may learn what steps they can take to be more sustainable. Renewable energy is the future of technology.



Sitting Under Shade in the History Garden (Huang, 2019)




Different experiences and opportunities await you in the spaces within *Transitions Park* (Ornelas & Seagrist, 2019)

North

0 25 50 100

### Legend

1. Entrance Arch
2. Pony Park Allee
3. History garden
4. Library Garden
5. Event Pavilion
6. Great Lawn
7. Stage and Pavilion
8. Union Pacific Depot
9. Welcome Plaza
10. Gathering Pavilion
11. Cafe and Seating
12. Bike Station
13. Bike Park
14. Renewable Energy Garden
15. Parking - 52 Stalls
16. Childrens Playground
17. Blue River Trail
18. Vegetative Berm
19. Bioswale
20. Motorcoach Dropoff

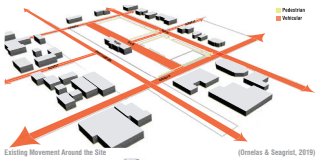
## Site Plan

### Background

Marysville was founded through the belief in "manifest destiny", an early 19th century doctrine that the westward expansion of the United States was both justified and inevitable. The territory of the American West promised land, gold, and opportunity. Marysville was established as the trail capital of Kansas as many westward leading trails converged for the last time before heading further west. At this point, the only method of travel was by horseback or by foot. Around 1860, the railroad began its expansion to the western territory.

Like with the trails, Marysville once again became the hub for the railroad. The present site houses the original 1929 Union Pacific depot, decommissioned for passenger service in 1955, and remains to be a significant historical landmark for the city (Dierking, 2019).

Since then, the site has been used as a storage yard and a truck stop for semi-tractor trailers. In its current state, the site is dominated by vehicular traffic, resulting in unsafe pedestrian access and occupation for the majority of the site.



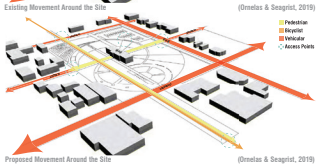

Existing Movement Around the Site (Ornelas & Seagrist, 2019)



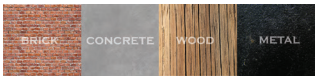

Westar Storage Yards (Seagrist, 2019)




Children and Trucks (Ornelas, 2019)




Proposed Movement Around the Site (Ornelas & Seagrist, 2019)




Hardscape Materiality Honors History of Site (Seagrist, 2019)



Vegetation Reflects Native Plants Found in Kansas and Pony Park (Seagrist, 2019)

### Intent

The Union Pacific Depot is an important historic marker for the City of Marysville. It represents the evolution of the city in the simple statement of its presence. To honor its presence, the new design proposes the use of period appropriate materials, such as brick and wood, and providing a program for the caboose and steam engine. Mixing these historical elements with modern materials, such as concrete and metal, creates a space honoring the past with the durability of the present.
Vegetation reflects the native species found within the Flint Hills and planted at Pony Park, directly south of the project site.

The current site is vast and barren. When one enters the site, they may feel exposed, vulnerable, and not welcomed. The site does not offer comfortable amenities with the exception of the depot. The remaining site is a dust bowl with no vegetation in good standing.

The proposed design welcomes visitors into the site to experience the past, present, and future. By implementing trees, landforms, and pavilion canopy, cool microclimates are created where visitors may find pockets to occupy. There is a sense of enclosure, essential to the creation of a comfortable space.




Existing Conditions: Exposed, Barren, Historic (Seagrist, 2019)




Post-Design Conditions: Communal, Entertaining, Inviting (Huang & Seagrist, 2019)

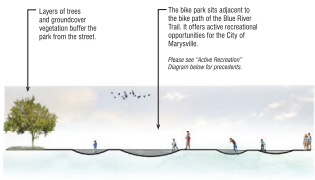
### Urban Design Strategies

The City of Marysville should expect the new park to be developed in phases. This allows them time to negotiate a land swap with Westar.

At its current state, the site is uninviting to pedestrians. The new design caters to people of all ages and abilities with opportunities for active recreation and passive recreation. The site includes ADA accessible paths and locations to sit and enjoy the park.

The new design also includes plenty of vegetation and gardens. Shady trees offers a comfortable microclimate. Experiential gardens help guide visitors through the site and are examples for how to plant sustainably in their eco-region. Berms and bioswales border the site and act as contextual buffers and work together as a system to manage stormwater.

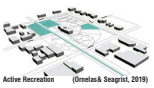
The park's design implements renewable energy sources to power the new lighting. By introducing more lighting into the site, there is an enhanced sense of safety and comfort during evening hours. This will increase site night-time activity.




Transition Park's Bike Park (Ornelas, 2019)




Developmental Phasing (Seagrist, 2019)



Active Recreation (Ornelas& Seagrist, 2019)




Precedents of Active Recreation Opportunities



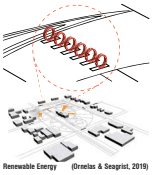
Passive Recreation (Ornelas& Seagrist, 2019)



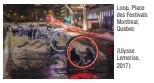

Precedents of Passive Recreation Opportunities




Proposed Vegetation (Ornelas & Seagrist, 2019)



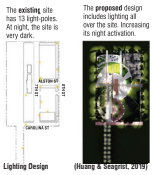

Renewable Energy (Ornelas & Seagrist, 2019)







Precedents of Renewable Energy Sources




Lighting Design (Huang & Seagrist, 2019)




Precedents of Lighting Design



A Community Concert Under the Event Pavilion (Huang, 2019)

Student Team
Xing Huang
Daniel Ornelas
Eliza Seagrist

This project was made possible with support from The City of Marysville, Kansas Department of Health and Environment, K-State Technical Assistance to Brownfields, and an EPA Small Community Technical Assistance Grant