DEVELOPMENT INITIATIVES

General Development Plan:

Block 138 PIEA Planning Area
Kansas City, Missouri

PREPARED FOR:
PLANNED INDUSTRIAL EXPANSION AUTHORITY
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KANSAS CITY, MISSOURI 64105

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PREPARED:
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TABLE OF CONTENTS

Planning Area Boundaries
Street Boundaries 5
Plan Area 6
Jackson County Property Parcels 6
Planning Area Boundary Map 5

Planning Area Description
Existing Development/Improvements 10
Approved Public Planning Guidelines 12
Conformance with Other Planning Documents 15
Zoning-Existing 15
Qualifying Finding 17

Statistical Profile
Population 18
Population Densities 19
Unemployment 19

Land Use Plan
Future Land Use 20
Land Use Provisions and Building Requirements
Statement of Uses to be Permitted 21
Regulations and Controls 21
Proposed Land Use 21
Land Coverage and Building Densities 21

Project Proposals
Development Strategy 23
Methods of Financing 24
Land Acquisition Costs 24
Tax Abatement 24
Developer's Obligations 25
Design Guidelines 26
PIEA Rights of Review 26
Relocation 27

Proposed Changes
Proposed Zoning Changes 28
Proposed Land Use Changes 28
Proposed Street Changes 28
Proposed Building Code or Ordinance Changes 29
Proposed Changes in Public Utilities 29
Proposed Changes in Public Facilities 29

Relationship to Local Objectives
General 30
Appropriate Land Use / Proposed Land Use 30
Foster Employment 30
Public Transportation 31
Recreational and Community Facilities 31
Public Improvements 31
Building Requirements in the Planning Area 31

Procedures for Changes 32

Eminent Domain 32

Estimated Completion Time 32

Appendix 1: Property Information & Legal Descriptions
Appendix 2: Recommended Urban Design Guidelines
Appendix 3: PIEA Resolution

INTRODUCTION

Pursuant to Section 100.400 (4), Revised Statutes of Missouri, as amended, the Planned Industrial Expansion Authority (PIEA) has prepared or caused to be prepared a plan for development of the Planning Area (the "Plan"). The Plan provides information to indicate its relationship to adopted City policies as to appropriate land uses, enhanced employment, multi-modal transportation environments, public utilities, recreational and community facilities and other public improvements and the proposed land uses and building requirements in the project area. The information set forth in this Plan includes the following specific information as well as other information concerning the redevelopment of the property described herein:

(a) The boundaries of the project area, with a map showing the existing uses and condition of the real property therein;

(b) A diagram showing the existing land use;

(c) A future land use plan showing proposed uses of the Planning Area;

(d) Information showing population densities, unemployment within area and adjacent areas, land coverage and building intensities in the area after completion of the Plan;

(e) A statement of the proposed changes, if any, in zoning ordinances or maps, street layouts, street levels or grades, building codes and ordinances, and amendments to adopted land use plans;

(f) A statement as to the kind and number of additional public facilities or utilities which will be required in the area after completion of the plan; and

(g) A schedule indicating the estimated length of time needed for completion of each phase of the Plan.

Planning Area Boundaries

Street Boundaries

The proposed Block 138 PIEA Planning Area (the "Planning Area") lies within the Central Business District (CBD) of Downtown Kansas City, Missouri. The Planning Area is generally located within an area that has historically been a developed mix of commercial, office, residential and entertainment uses. The Planning Area is depicted in the following map images.

Figure 1 – Approximate Block 138 PIEA Planning Area. Map courtesy Google Maps.

The Planning Area is composed of property located in multiple parcels of private and City-owned land. Ownership is effectively vested in two (2) entities. All subject parcels are identified by the City of Kansas City and the Jackson County Assessor's office. A complete listing of parcels, and legal description and property addresses is included in Appendix 1.

Plan Area

As mentioned, the Planning Area is composed of property which spans multiple property parcels. The Planning Area contains approximately 36,546 square feet, or 0.84 acres of property, not including public rights of way.

Table 1 - Property Data, Size.

Block	Size (acres)
138	0.84
Total	0.84

Jackson County Property Parcels

The Planning Area is composed of property which spans multiple property parcels. A complete listing of parcels, maps and legal descriptions, is included in Appendix 1 – Property Information.

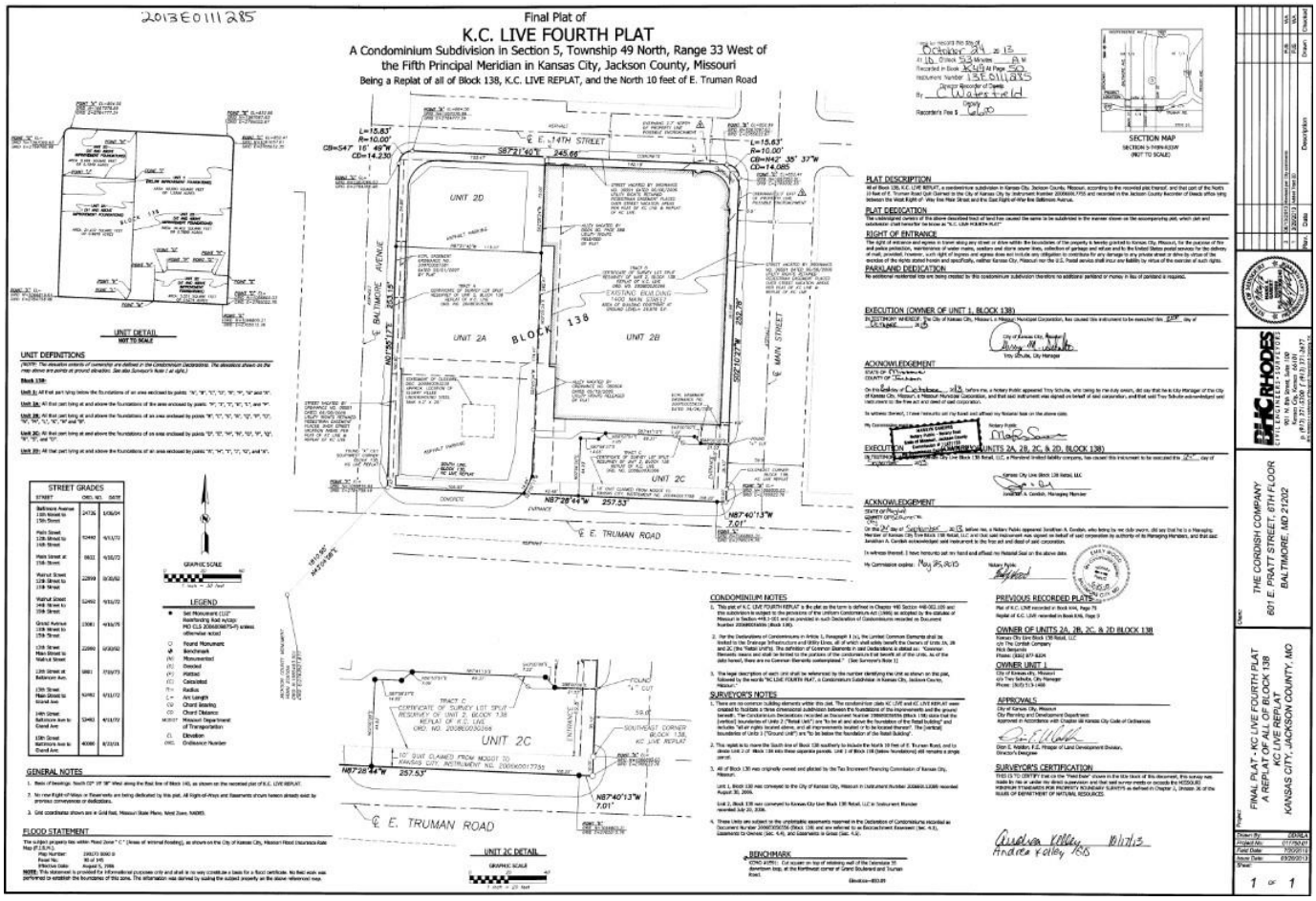


Figure 5 – Planning Area Plat Map - Block 138 Plat.

UNIT DEFINITIONS

(NOTE: The elevation extents of ownership are defined in the Condominium Declarations. The elevations shown on the map above are points at ground elevation. See also Surveyor's Note 1 at right.)

Block 138-

Unit 1: All that part lying below the foundations of an area enclosed by points "A", "B", "C", "D", "E", "F", "G" and "A".

Unit 2A: All that part lying at and above the foundations of the area enclosed by points "F", "J", "I", "K", "L", and "F".

Unit 2B: All that part lying at and above the foundations of an area enclosed by points "B", "C", "S", "R", "Q", "P", "O", "N", "M", "L", "K", "H" and "B".

Unit 2C: All that part lying at and above the foundations of an area enclosed by points "D", "E", "M", "N", "O", "P", "Q", "R", "S", and "D".

Unit 2D: All that part lying at and above the foundations of an area enclosed by points "A", "H", "I", "J", "G", and "A".

Figure 6 - Unit Definitions, Block 138.

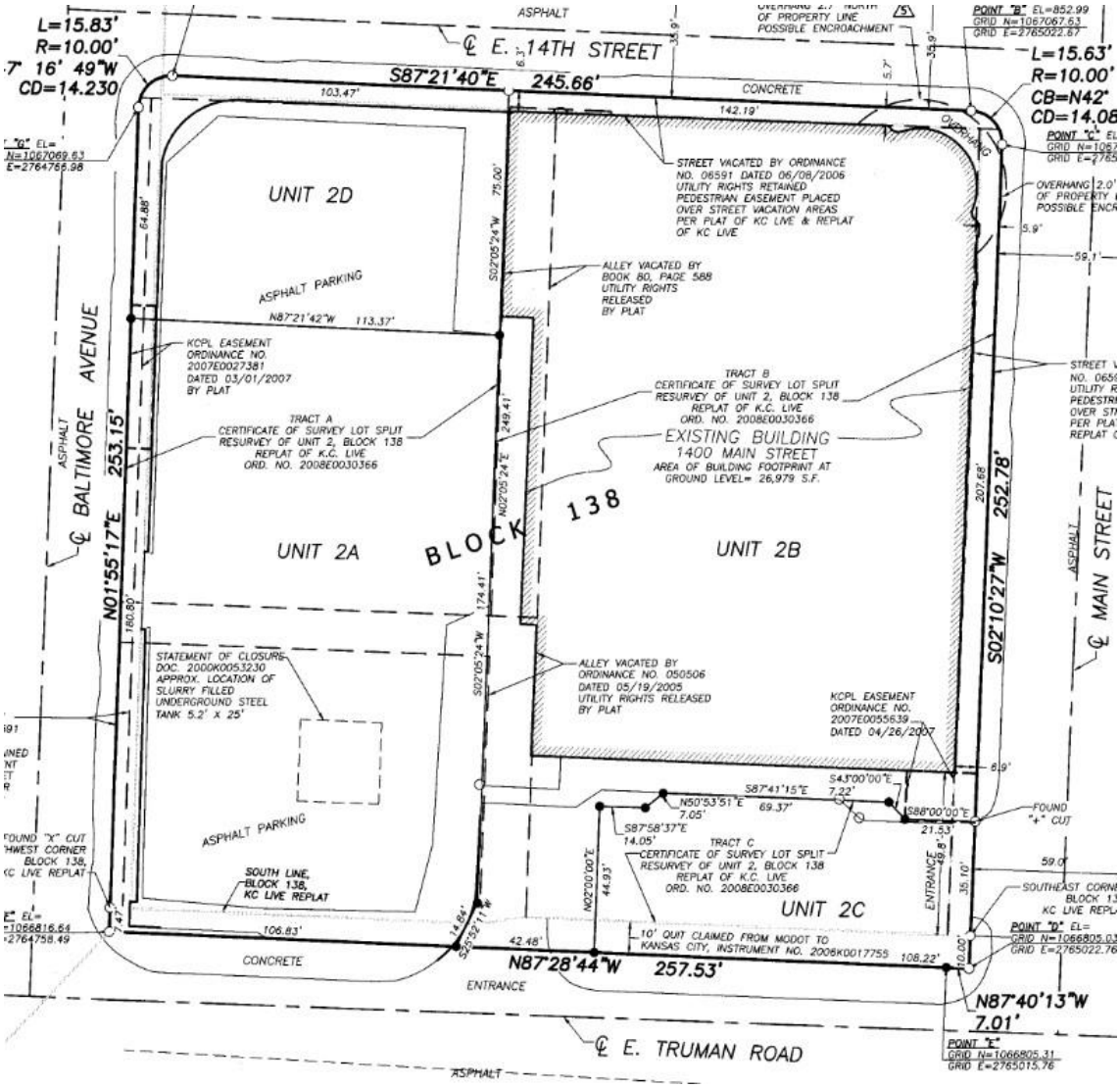


Figure 7 - Block 138 Enhance View.

Planning Area Description

As previously mentioned, the Planning Area encompasses an area approximately 0.84 acres within Kansas City, Jackson County, Missouri.

Access

Overall access to the Planning Area is very good. Regional access to the Planning Area is via Interstate 70 (I-70) and Interstate 670 (I-670) immediately south of the area. Local access to the Planning Area is via numerous surface streets located throughout the area, including; West 13th Street, Baltimore Avenue, Main Street, and West Truman Road.

Topography

The topography of the Planning Area slopes gradually north to south approximately sixteen (16) feet.

Figure 8 - Topographic Map.

Flood Zone Information

No portions of the Planning Area are currently located within a flood impact zone as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map identified on the following Map No.: 29095C0252H bearing on effective date of December 7, 2023.

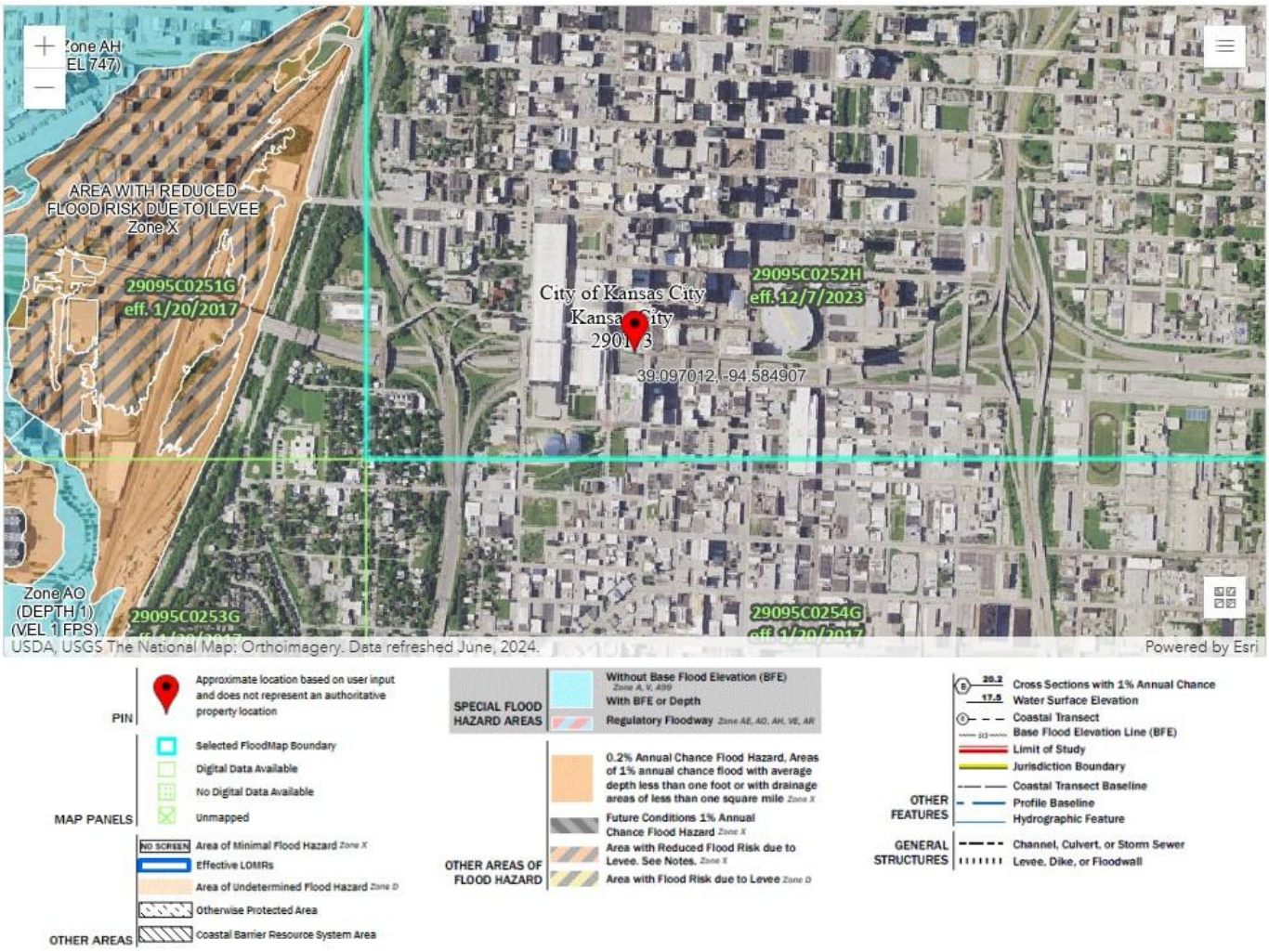


Figure 9 - FEMA Flood Insurance map.

Existing Development/Improvements

The Planning Area, as well as the immediate surrounding area, is characterized by a mix of retail, office, and residential land uses. All parcels are currently surface parking (94.98%).

Table 2 - Occupied Space by Block.

Block 138	Space	Service Area	Surface Parking
Unit 2A	21,128		21,128
Unit 2B	1,849	1,849	
Unit 2C	5,563		5,563
Unit 2D	8,276		8,276
	36,816	1,849	34,967

Total:	36,816
Total Surface Parking:	34,967
Total Service Area:	1,849

Pre-Existing Incentive Areas

The Planning Area is located within an area which has previously approved incentives or has previously been declared "blighted". These areas include the following:

- 1200 Main/South Loop Tax Increment Financing (TIF) District,
- 1200 Main/South Loop Community Improvement District (CID),

Current status and activity of the above mentioned plans is currently unknown.

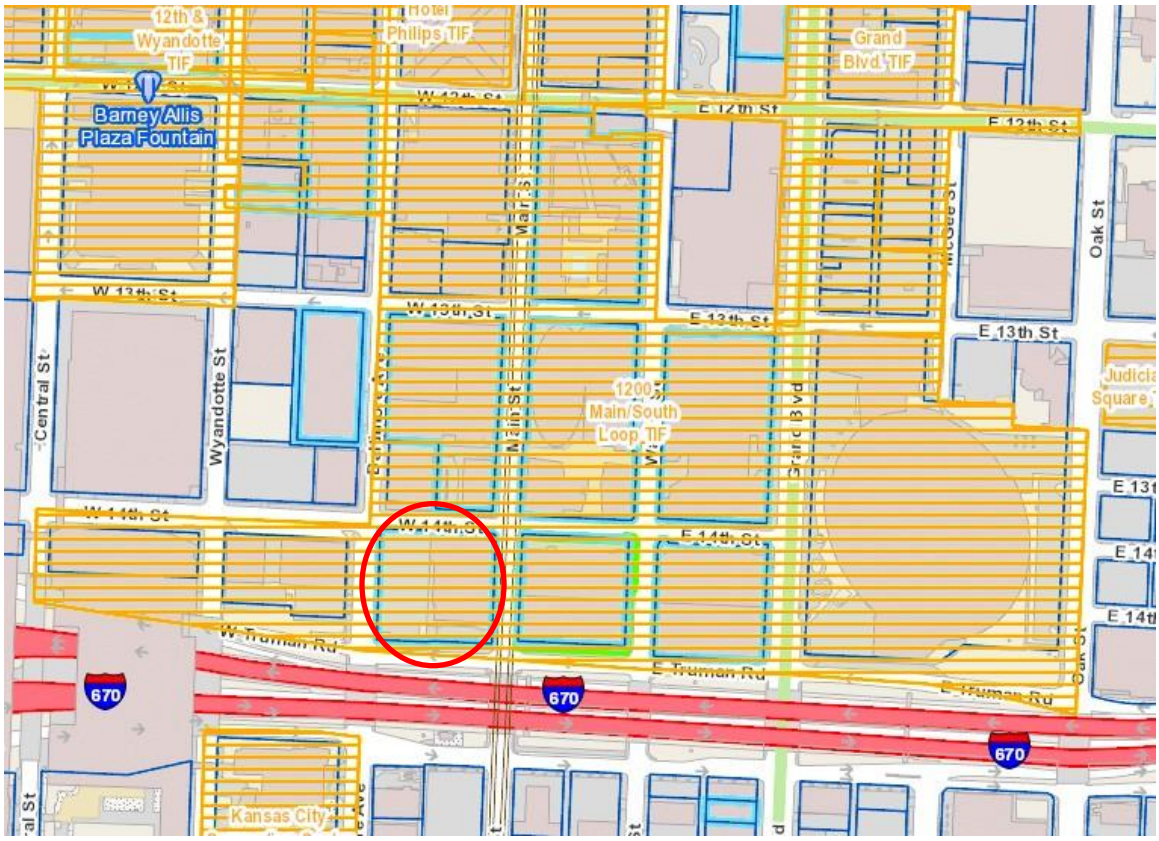


Figure 2 - Planning Area proximity to the 1200 Main/South Loop TIF.

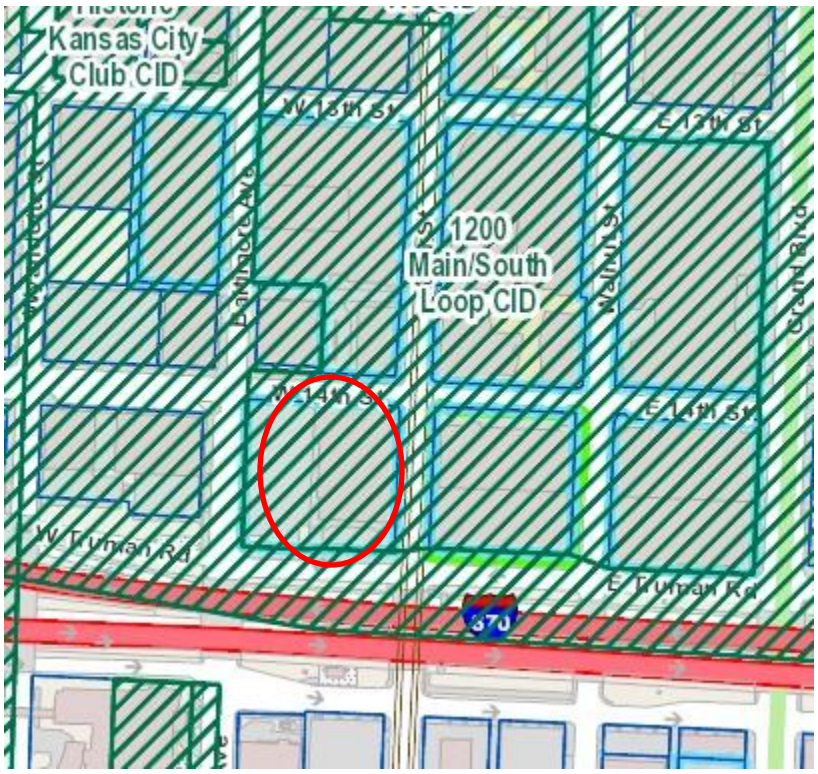


Figure 3 - Planning Area proximity to the 1200 Main/South Loop CID.

Approved Public Planning Guidelines

There are two primary documents which govern official City land uses and development within the Planning Area. These are the Greater Downtown Area Plan and the KC Spirit Playbook. Both plans specifically address Planning Area.

Official land use planning guidelines and standards for the Planning Area are governed by the City of Kansas City, Missouri's Greater Downtown Area Plan. Area Plan covers an area with the following boundaries:

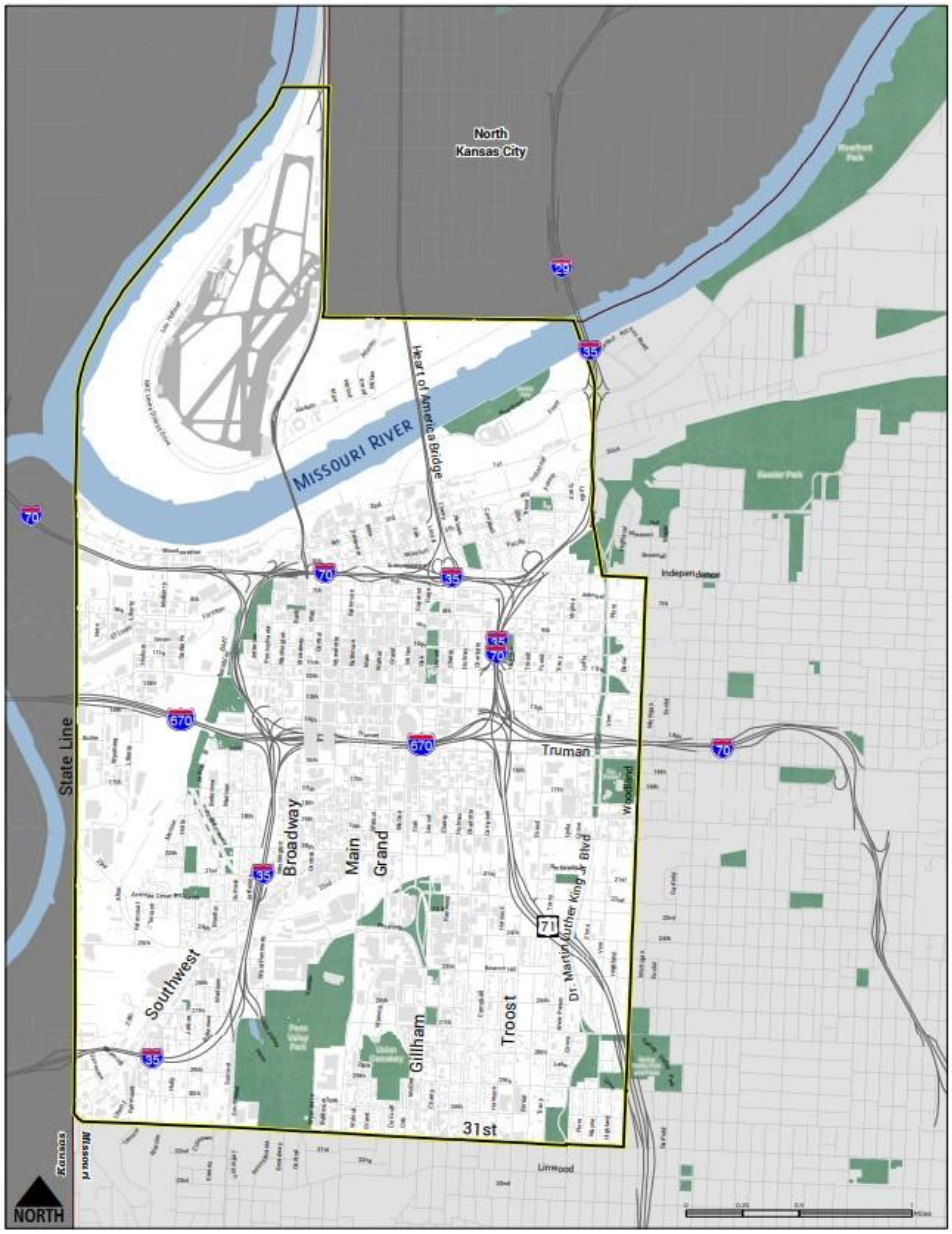


Figure 10 – Greater Downtown Area Plan Boundaries.

The purpose of the plan is to:

- Recommend guidelines and strategies related to development, housing, neighborhoods, economic development, transportation, capital improvements, open spaces and urban design.
- Serve as the “plan of record” for the area and will be fully integrated with other adopted plans resulting in a single, coordinated policy for the area.
- Build on the foundation of previous planning efforts in the area.

KC Spirit Playbook

The KC Spirit Playbook was created over the course of several years with the input of many thousands of area residents. The Playbook was approved as a formal policy of the City by the City Council in April, 2023. The document has a number of specific recommendations which relate to the area, including; [1]

- Strengthen Kansas City's position as the economic hub of the region.
- Increased capacity as an important national hub for commerce.
- Increased reuse of vacant sites for new development.
- Targeted public improvements (particularly basic infrastructure) and city services to support community development.
- Reinforce and enhance a multimodal transportation system.
- Ensure the City responsively plans for and encourages future growth.
- Review highway connections with rail, maritime, and air freight nodes.

[1] KC Spirit Playbook, April 2023.

Conformance with Other Planning Documents

Major Street Plan

This Plan conforms with the ***Major Street Plan*** as approved by the City Council of Kansas City, Missouri and amended in December 2016. There are no streets in the Planning Area that are included within the Major Street Plan. This Plan anticipates no changes to the ***Major Street Plan***. If any activities within the Planning Area affects the ***Major Street Plan***, such impact will be reviewed and considered as part of the review process.

Additionally there no existing or planned bicycle routes through or adjacent to the Planning Area. If any proposed redevelopment within the Planning Area affects any existing or proposed bike route, then such impact will be reviewed and considered as part of the review process.

Zoning-Existing

The existing zoning in the Planning Area falls within one (1) zoning class. Definitions for the purpose of the classifications are included in Table1 below.

Table 3 - Planning Area Zoning Classifications.

Zoning Classification	Purpose
UR	The purpose of the UR, Urban Redevelopment district is to promote development and redevelopment of underdeveloped and blighted sections of the city and to accommodate flexibility in design to help ensure realization of the stated purposes of an approved plan for redevelopment.

*City of Kansas City, Missouri Zoning and Development Code, 88-260-01.

Typically, as part of the redevelopment of the Planning Area, rezoning to UR would be required for all redevelopment seeking PIEA abatement or other PIEA incentives, pursuant to this Plan. However, since the Planning Area is already zoned UR, this rezoning requirement will not be required.

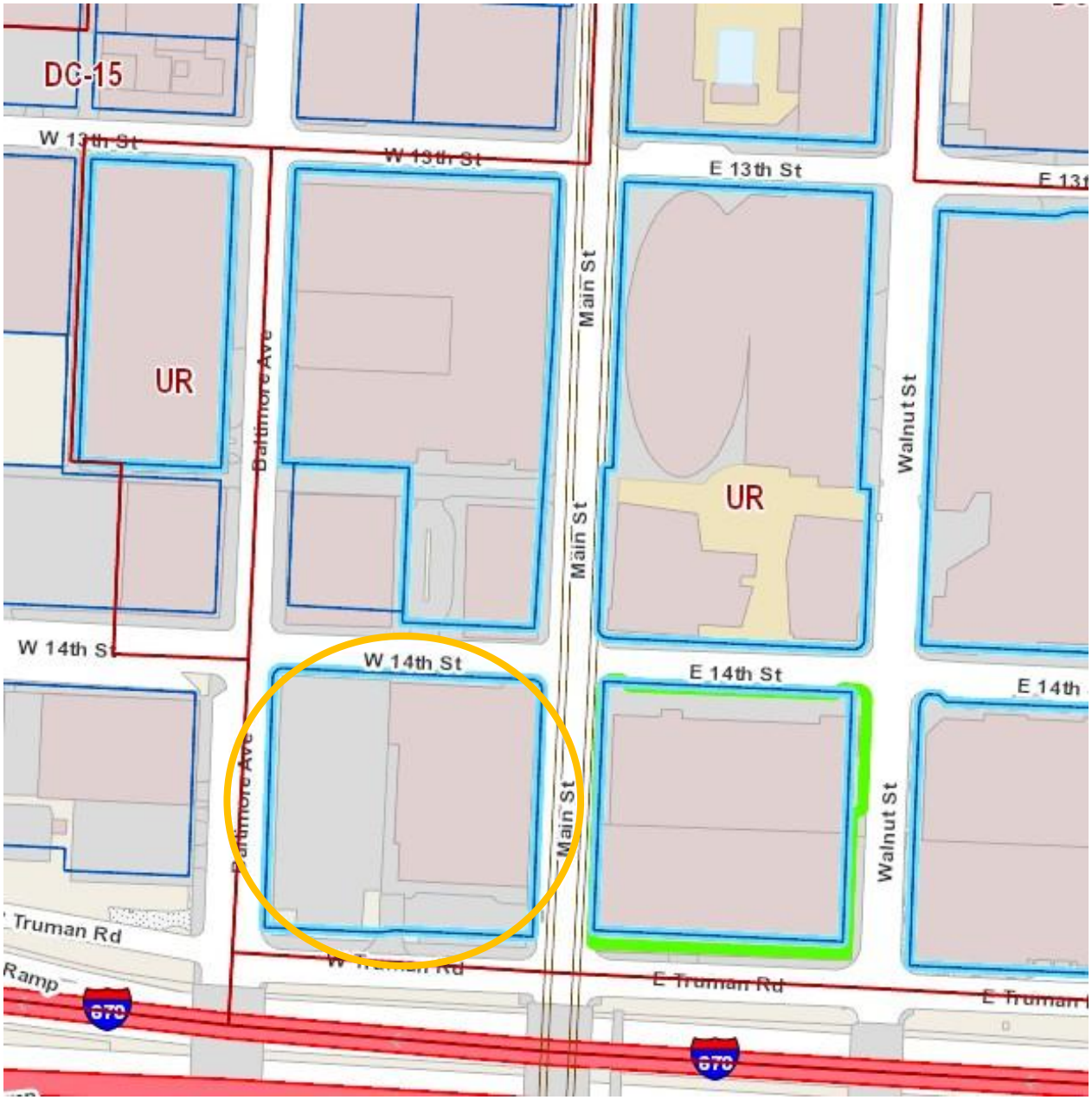


Figure 11 – Block 138 PIEA Planning Area - Existing Zoning.

Qualifying Finding

Undeveloped Industrial Area Finding

Upon inspection and analysis of the proposed Block 138 PIEA Planning Area, there are a number of existing conditions or factors in the area which comply and meet the statutory definitions of undeveloped industrial land and therefore support a finding of "Undeveloped Industrial Area" for the Planning Area. (RSMo 100.310 (18)).

These conditions include:

- Location of Physical Improvements,
- Obsolescence and inadequate subdivision and platting,
- Parcels of land not used economically.
- Contains vacant industrial parcels of land not used economically,

Furthermore these conditions have led to the following:

- Conditions which retard economic growth,
- Conditions which create economic waste and represent an inability to pay reasonable taxes.

Statistical Profile of the Planning Area

Population

Population figures for the Planning Area are provided by the American Community Survey (ACS), US Census Bureau, and the Mid-America Regional Council (MARC). For ease of data acquisition we utilized ACS data for the ZIP Code 64105 which covers the entire Planning Area.

Table 4 - Planning Area Population by Zip Code.

Population by Zip Code	2011 ACS 5-Yr Estimate	2022 ACS 5-Yr Estimate	% Chg 10-20
64105	3,373	5,548	39.2%
Source: MARC, American Community Survey, 2020			

The data show population increases within the Planning Area through the most recent census and current estimate. Total anticipated population increase (2011-2022) for the Planning Area is estimated to be 39.2%

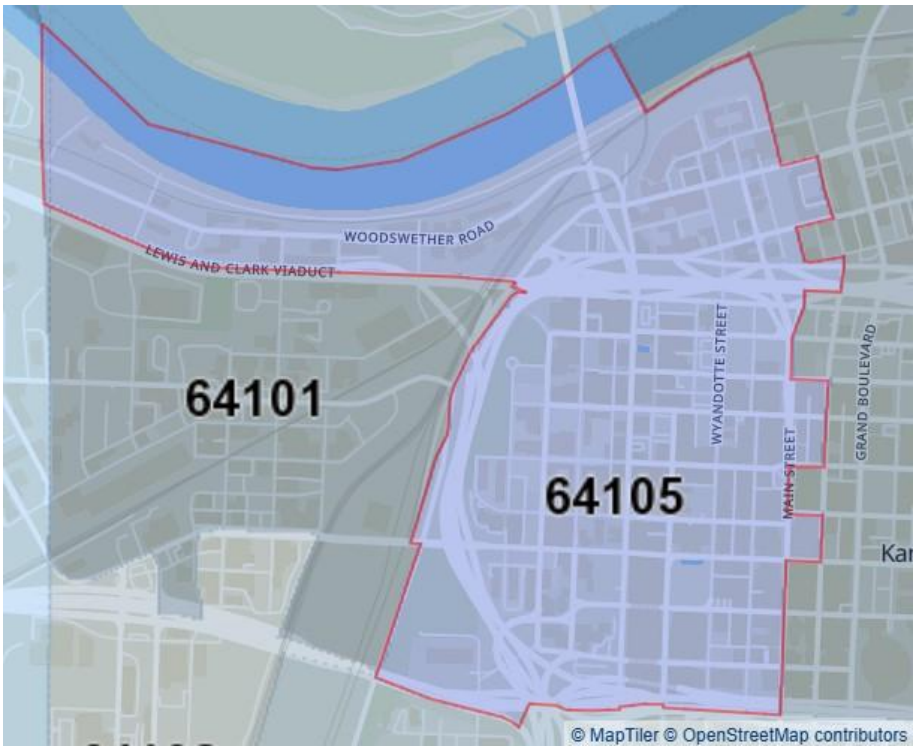


Figure 12 – ZIP Code Map, 64105.

Population Densities

The population density (persons per square mile of the Planning Area (2022 Jackson County Census Data & Estimates) is shown in Table 3.

Table 5 - Population Density (Persons per square mile).

Population	Square Miles	2011 Population	2011 Population Density Est.	2022 Population Estimate	2022 Population Density Est.	% Chg 2010-2020
Zip: 64105	0.75	3,373	4,497 people per sq mile	5,548	7,397 people per sq mile	39.2%
Source: US Postal Service, ACS 2022 5-year.						

Population density corresponds with the growing historical population figures previously stated. According to Census records, total gain of population between 2011 and 2022 was 2,900 persons or approximately 39.2%.

Unemployment

Unemployment data for the Planning Area is taken from Census Data and US Bureau of Labor Statistics for the KC MSA & Jackson County, MO. Unemployment rates by County are higher than the Kansas City MSA unemployment rate of 3.5%. Jackson County, Missouri unemployment rate ending July 2024 was 5.0% projected.

Table 6 - Work Force Indicators.

Area	Labor Force (2024) Projected	Labor Force Unemployed	Unemployment Rate
KC MSA	1,157,200	41,500	3.5%
Jackson	379,539	12,313	5.0%
US Bureau of Labor Statistics, 2024.			

Land Use Plan

Future Land Use

Future land use within the Planning Area can be organized into one (1) general land use designations. The existing land use for the Planning Area is Downtown Core

Table 7 - Planning Area Land Use Distribution.

Land Use	Square Feet	Overall Area Percentage
Downtown Core	36,546	100%
Total	36,546	100%

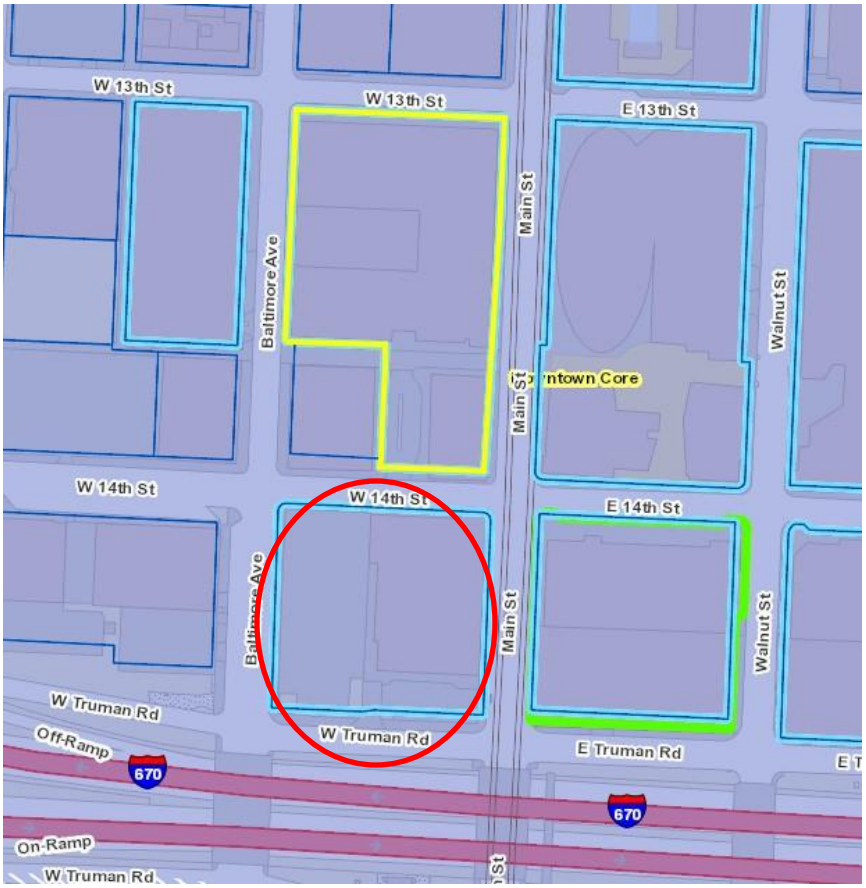


Figure 13 - Planning Area Future Land Use.

Land Use Provisions and Building Requirements

Statement of Uses to be Permitted

Proposed land uses within the Planning Area are authorized by RSMo. Section 100.310 (9), as amended, and shall further be in conformance with the uses designated on the Proposed Land Use section and map contained in this plan to be eligible for tax abatement.

Regulations and Controls

All municipal ordinances, codes and regulations related to the buildings, properties and development, as such may be amended by variance or otherwise, shall apply within the Planning Area.

Proposed Land Use

The proposed land uses and building requirements contained herein are designated with the general purpose of accomplishing, in conformance with this general development plan, a coordinated, adjusted and harmonious development of the city and its environs which, in accordance with the present and future needs, will promote health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development; including, among other things, adequate provisions for traffic, vehicular parking, the promotion of safety from fire, panic and other dangers, adequate provisions for light and air, the promotion of the healthful and convenient distribution of population, employment opportunities, the provision of adequate transportation, water, sewage and other requirements, the promotion of sound design and arrangement, the prevention of the occurrence of insanitary areas, qualifying conditions or deterioration of undeveloped industrial or commercial uses.

All uses within the Planning Area shall conform to City Code requirements. It is anticipated that proposed land uses within this Plan will conform to designated land uses as outlined by the City. If a project requires a different land use designation, the plan applicant will be required to change the City's official land use designation to conform to the proposed land use.

Land Coverage and Building Densities

The Planning Area encompasses a land area which is not developed, however most of the surrounding land area is developed. Anticipated land coverage and building densities of future uses within the Planning Area may vary from its current land coverage and density,

since the development strategy for the Planning Area anticipates the development of existing properties. Any change in land coverage or building density that does occur will be in conformance with the provisions of the City's applicable development code, as such may be amended pursuant to variances or otherwise. All uses within the Planning Area shall not exceed the maximum floor area ratios as required within the development code of the City of Kansas City, Missouri Code of Ordinances.

Project Proposals

Development Strategy

It is expected that assistance available under this Plan, alone or in conjunction with other public investment and/or assistance programs, will leverage private investment within the Planning Area. Development strategies include, but are not exclusive of, the redevelopment of existing facilities and infrastructure and new infill construction within the Planning Area, and leveraging other public assistance sources where applicable.

In addition, any development proposal must address remediation of the conditions found in the separate Qualifications Analysis.

The overall redevelopment strategy for the Planning Area will emphasize the following:

- Develop and revitalize vacant and underutilized property;
- Sustainable development and redevelopment incorporating innovative green practices that will protect the environment, conserve natural resources, and promote public health, safety and welfare;
- Development proposals must be consistent with the policies established within the KC Spirit Playbook Plan;
- Provide safe, convenient surface and/or structured parking;
- Beautify the area by improving streetscapes, cleaning up the Planning Area, and generally removing the existing qualifying conditions;
- Improve basic infrastructure within the Planning Area; and
- Require development within the Planning Area to conform with the current updates of plans and planning guidelines, as such may be amended:
    - KC SPIRIT PLAYBOOK, Kansas City,
    - Major Street Plan,
    - Parks, Recreation, Boulevards and Greenways Plan,
    - Trails KC Plan, and
    - All other adopted City Plans.

Methods of Financing

It is anticipated that any land acquisition, demolition, relocation and redevelopment activities within the Planning Area will be financed privately through developer financing and/or conventional financing. Any financing terms and/or methods will be specified by the project developer to the PIEA.

Land Acquisition Costs

Land acquisition is not anticipated within the Planning Area, but any land acquired will be completed in compliance with the requirements of Chapter 523, RSMo.

Tax Abatement

In the event any redevelopment corporation as defined in Chapter 353, RSMo., shall, with the approval of the Authority, acquire an ownership interest in any land for redevelopment and redevelop such land in accordance with the plan for redevelopment adopted by the PIEA, then such land shall be subject to the ad valorem tax abatement provisions contained in Section 353.110, RSMo., as amended, as authorized by Section 100.570, RSMo., provided that the PIEA will require said redevelopment corporation, its successors and assigns, to pay to the City and the County for the benefit of the taxing entities for which the County collects ad valorem taxes, with respect to each such tract of land, in addition to the ad valorem taxes computed under Section 353.110, RSMo., an annual payments in lieu of real property taxes in an amount equal to 100% of the amount of ad valorem real property taxes that would have otherwise been due on such tract of land utilizing the following method of valuation: (i) applying the bonus value method (See Section 2.4.1 of the State Tax Commission of Missouri Assessor Manual and *Budget Rent-A-Car of Missouri v. Jackson County, STC Appeal Number 1908-7090, 1983 WL 15689*) and (ii) subtracting the total dollar amount of costs paid by a party, other than a political subdivision, towards any new construction of improvements on such real property completed after January 1, 2008 in accordance with 137.115.1 RSMo ("PILOT Payments"). Abatement for projects within the redevelopment area will not exceed 25 years at 100% abatement unless otherwise merited by the nature of a particular project.

The provisions of Section 100.570 RSMo. concerning the ad valorem tax exemption benefits contained in Chapter 353, RSMo., and more specifically set forth in Sections 353.110 and 353.150(4) RSMo. shall be available to a redevelopment corporation designated by the PIEA if the designated redevelopment corporation acquires an ownership interest in any real estate for the redevelopment and redevelops and uses such

real estate in accordance with this Plan and if the PIEA approves such acquisition. Such tax exemption benefits shall be available to any successor, assignee, purchaser or transferee if the designated redevelopment corporation provided that such successor, assignee, purchaser or transferee continues to use, operate and maintain such real estate in accordance with this Plan. The PIEA will require the designated redevelopment corporation, its successors, assigns, purchasers or transferees, to make PILOT Payments to the PIEA for the appropriate political subdivisions in the amount set forth in the preceding paragraph. Distribution of such payments shall be pursuant to Section 353.110 (4), RSMo.

All applicants requesting tax abatement must submit to the PIEA for approval a redevelopment proposal which includes the justification for the requested tax abatement.

Staff shall make the recommendation to continue, terminate, extend or otherwise provide tax abatement for any parcel/parcels within the planned boundaries that has previously received tax abatement under a previously approved abatement tool, at the time of the Preliminary Project Proposal Review, under the requirement of the City of Kansas City's economic development policy. The recommendation shall be made on a case by case basis and shall depend on the individual circumstances of each case, including any compelling reasons to continue, terminate, extend or otherwise provide tax abatement, and shall be subject to legal review.

Any award of real property tax abatement shall be based on both the completion of the proposed development as well as the fulfillment of agreed upon performance measures to include, where and when appropriate, removal and prevention of qualifying conditions, creation of jobs and maintenance of market value of the completed development or redevelopment property with specific terms and conditions to be established at the time of the development project consideration and made part of the Redevelopment Agreement.

Developer's Obligations

Any company or developer which proposes to construct, lease or sublease facilities, or to purchase land or redevelop within the area which is the subject of this Plan, if not the owner of the subject property or properties, shall mail a courtesy notice to said owner or owners, as determined by the ownership records of Jackson County at the time of mailing, concurrently with plan submittal and prior to starting a project; and no building permit

shall be issued without the prior approval of all agencies. The developer will also be obligated to maintain adequate and direct access either through or around constructed areas.

In addition, any company or developer submitting a redevelopment project proposal to the PIEA for construction or redevelopment within the Planning Area shall send a courtesy notice to the owner or owners of property adjacent to the site of the proposed project and also to area neighborhood and/or community groups known and registered with the City. For guidance in obtaining the applicable neighborhood and/or civic organizations developers are encouraged to contact the City's Neighborhood Services Division, and the identity of each neighborhood and/or civic organization identified by the City and provided to the developer shall be dispositive as to the parties to which or whom the developer must provide its notice. The notice shall contain a summary of the content of the proposal and provide the name, address, and phone number of a person or persons representing the company or developer that can be contacted for information regarding the proposed redevelopment project.

Any Company or Developer will comply and will cause its contractors to comply, with all Federal, State, and local statutes, regulations, executive orders, and ordinances, including, but not limited to, Title VI of the Civil Rights Act of 1964 and the Affirmative Action, MBE/WBE, Construction Workforce, and Prevailing Wage requirements outlined in Code Chapter 3, Art. IV, as well as the non-discrimination requirements in in Code Chapter 38, Art. III for any Project.

Design Guidelines

Except as otherwise approved by City Planning & Development Department, as evidenced by the issuance of a building permit, projects seeking real property tax abatement from the PIEA shall meet design guidelines for redevelopment within the Planning Area and shall materially conform to the most updated version of the adopted design guidelines

PIEA Rights of Review

Each individual development proposal seeking PIEA incentives will be submitted to the PIEA Board of Commissioners for determination that the specific requirements of the Plan have been satisfied, to determine the appropriate level and term of abatement, and if the developer's proposal is in keeping with the appropriate Design Guidelines set forth in Appendix 2 – Design Guidelines. As part of its review, the PIEA will require developers to submit, among other things, evidence in their proposals that their projects are in

compliance with this Plan and that the developer has the legal and financial qualifications to undertake and complete the proposed development.

Relocation

Relocation is not anticipated as part of implementation of this Plan. If any relocation is required, all costs will be the responsibility of the developer. PIEA will cooperate, as much as possible, in assisting project developers and property owners in planning for necessary relocation. All relocation shall abide by the requirements of the Federal Uniform Land Acquisition and Relocation Policy, as amended.

Proposed Changes

Proposed Zoning Changes

Rezoning to District UR (Urban Redevelopment) shall not be required for any redevelopment seeking PIEA property tax abatement or other PIEA incentives described herein. The entire Planning Area is currently zoned UR.

For any Development Project within this plan, utilizing PIEA benefits, a pre-application consultation with City Planning and Development Department is required prior to filing an application for individual project(s). Applicant will follow applicable approval procedures of the code to determine the appropriate entitlement process and provide review to ensure the correct application is filed.

Proposed Land Use Changes

No change in land use classification is anticipated within the Planning Area. However, all proposed land use classification needs to correspond to the land use specified and approved by the City of Kansas City, Missouri. Therefore, land use provisions within the Planning Area shall be updated to reflect the proposed land uses within this Plan.

Proposed Street Changes

It is not anticipated that any street or street grade changes will be required and submitted as part of the Plan. At the time a specific project plan is developed and a developer is selected, if any street or street grade changes are required, they will be coordinated with the City of Kansas City Public Works and City Planning Departments. Prior to the approval of any project plan, PIEA staff will consult with City Planning and Development staff for the inclusion of improvements of any alleyway, street-scaping, sidewalks and storm water intake improvements to the Plan. Such identified project shall be subject to approval by the City of Kansas City, Missouri through its stated planning and permitting processes.

Construction and/or reconstruction of curb, gutter and sidewalks along all street frontages and streetscape landscaping will be made as required by the City as a condition of receiving PIEA abatement or other PIEA incentives.

If redevelopment within the Planning Area occurs and fall under the jurisdiction of the City's Parks and Recreation Department (i.e. Boulevard property), any such redevelopment shall be reviewed and approved by the Parks and Recreation Department.

Proposed Building Code or Ordinance Changes

There may be several variance or code modification requests which could be submitted as part of any redevelopment project within the Planning Area. Currently there are no proposed changes to the existing building codes or to city ordinances within the Planning Area. At the time a specific project plan is developed and a developer is selected, if any code or ordinance changes are required, they will be subject to approval by the City through the normal planning and permitting process.

Proposed Changes in Public Utilities

It may be required that as part of a specific project plan, and to remedy qualifying conditions, certain utilities will be relocated, buried, installed, extended, or replaced. Any changes will be coordinated with the City of Kansas City, Missouri and expenses related to the same will be incurred and financed by the affected parties other than the City or the PIEA. Upon the request of the PIEA, the City's Director of Public Works shall send a notice to the affected utility of any required relocation and shall work with the utility and the developer to accomplish the relocation in a timely manner.

Proposed Changes in Public Facilities

At this time there are no changes planned to public facilities located within the Planning Area, however, public facilities may need to be updated as necessary to accommodate specific projects approved for redevelopment and to ensure qualifying conditions are remedied. At the time a specific project plan is developed and a developer is selected, if any changes to public facilities are required, they will be subject to approval by the City through the normal planning and permitting process. The developer may seek public assistance for these improvements.

Relationship to Local Objectives

General

The proposed land use is consistent with local objectives to stabilize and redevelop the core areas of the center city. Local objectives pertinent to the Planning Area include those stated in the KC SPIRIT PLAYBOOK Kansas City Plan:

- To enhance the city's qualify of life;
- To serve as a source of community and neighborhood identify;
- To encourage more interconnected development patterns structured around existing development and investment areas;
- To create and expand the tax base and provide additional employment, and
- To encourage additional public and private sector investment.

In addition, the Zoning Ordinance of Kansas City, Missouri, lists the following objectives for Urban Redevelopment Districts (UR):

- Encouragement of a more efficient and effective relationship among land use activities.
- Preservation and enhancement of natural phenomena and or architecturally significant features.
- Enhancement of redevelopment areas to accommodate effective redevelopment, and
- Compatible integration of redevelopment projects into development patterns that exist or that may be planned to exist within the subject area.

Appropriate Land Use/Proposed Land Use

In keeping with the aspirations set forth in the KC SPIRIT PLAYBOOK Kansas City Plan and the various Area Plans approved by the City that affect the Planning Area, land uses within the Planning Area will correspond to the land uses identified and recommended by the appropriate planning document.

Foster Employment

It is anticipated that the redevelopment of the Planning Area and the improved utilization of properties within the Planning Area will foster both temporary (construction and redevelopment) and permanent employment within the City.

Public Transportation

Generally, the Planning Area is presently served by public transportation under the Kansas City Area Transportation Authority (KCATA). At this time no anticipated changes to any type of public transportation in the Planning Area are proposed. At the time a specific project plan is developed, any changes will be subject to approval by the City and coordinated with the KCATA through the normal planning and permitting process.

Recreational and Community Facilities

Currently no changes to recreational and community facilities are anticipated. At the time a specific project plan is developed, any changes, modifications and/or improvements will be subject to approval by the City through the normal planning and permitting process.

Public Improvements

It is the objective of this Plan to require any developer or developers to make all necessary public improvements to streets, utilities, curbs, gutters and other infrastructure, and to the extent required by the City of Kansas City, Missouri, in as much as the redevelopment project creates a need for improved public facilities. All improvements will be coordinated with the City of Kansas City, Missouri.

Building Requirements in the Planning Area

The objective of this Plan is to have all current building requirements and codes presently in effect, as such may be amended by variance or otherwise, apply to any development within the Planning Area.

Any specific development proposal approved by the PIEA for the Planning Area will contain, among other things, adequate provision for traffic, vehicular parking, safety from fire, adequate provision for light and air, sound design and arrangement, and improved employment opportunities. The Plan may have an impact on adjacent traffic patterns and any necessary changes and/or improvements will be coordinated with the City of Kansas City, Missouri. The Kansas City Area Transportation Authority currently serves the area and no changes to that service will be attributable to this Project are anticipated.

Procedures for Changes in the Approved Plan

This Plan or the approved plans for any project within the Planning Area may be modified at any time by the PIEA, provided that, if modified after the long-term lease or sale of real estate in the Planning Area, the modification must be consented to by the purchaser (or long-term lessee) of the real property or the successor, or successors in interest, affected by the proposed modification. Where the proposed modification will substantially change the plan or plans as previously approved by the City Plan Commission and/or the City Council, the modification must similarly be approved by those same entities.

Eminent Domain

The PIEA has the statutory right to exercise the power of eminent domain to acquire any real property it deems necessary for a project or for its purposes under this law upon the adoption by the PIEA of a resolution declaring that the acquisition of the real property described therein is necessary for such purposes.

The PIEA may exercise the power of eminent domain within the Planning Area and will limit the use of eminent domain to five (5) years from the date of the approval of the Plan, provided, however, the PIEA's use of eminent domain shall be for the purpose of remediating the qualifying conditions referenced in the separate Qualifications Analysis as required by Chapter 523, RSMo., or to clear title.

Any use of eminent domain shall satisfy the requirements of Chapter 523, RSMo.

Estimated Completion Time

The estimated completion time is twenty years from the date of the passage of the Ordinance. Moreover, projects receiving incentives pursuant to the Plan shall comply with Code Section 74-12 and reach substantial completion within three years of the PIEA's project incentive approval date or a later date as may be established by City Council .

APPENDIX 1 – PROPERTY INFORMATION & LEGAL DESCRIPTION

Figure 14 - Block 138 PIEA Planning Area Boundary.

PIEA LEGAL DESCRIPTION (K.C. LIVE BLOCK 138)

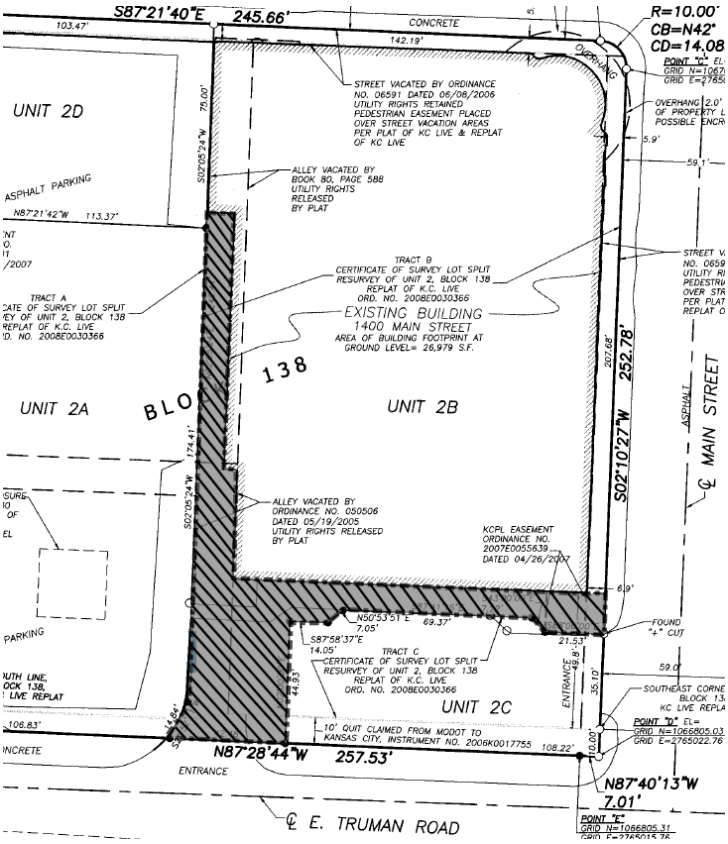
UNIT 1, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2A, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2C, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2D, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

ALL OF THAT PART OF UNIT 2B, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285 IDENTIFIED BY GREYED HATCH MARKS IN THE BELOW IMAGE.



APPENDIX 2 – RECOMMENDED URBAN DESIGN GUIDELINES

The following are the Development Guidelines for the Block 138 PIEA Planning Area. The guidelines are contained in Appendix A of the Greater Downtown Area Plan, and are incorporated here by reference. It is expressly understood that all applicable design guidelines for projects in the Block 138 PIEA Planning Area are advisory in nature, and that the issuance by City Planning & Development Department of a building permit for a project within the Planning Area shall be deemed conclusive evidence of the project's compliance with all applicable design guidelines.

APPENDIX A

Development Form Guidelines

Development Form Application

Currently, the Development Form Map and Guidelines provide urban design guidance. Any property that requires a rezoning, a special use permit, receives tax incentives or requires a development plan shall be subject to the plan's development form guidelines.

There are two key ways to require conformance with the design guidelines provided in the Development Form Map and Guidelines for every development: amending the development code and adopting zoning overlay districts.

For the guidelines that are fundamental, quantifiable, and could be applied citywide, the recommendation is to amend the Zoning and Development by adding those guidelines from the Development Form Map and Guidelines directly into the Zoning and Development Code.

These guidelines would then be required and reviewed and approved by city staff, not requiring an applicant to apply to a separate board or committee and not changing the time required for city staff review.

Some design guidelines are appropriate only to certain neighborhoods, corridors, nodes and districts. When customization is needed and enforcement is desired zoning overlays are the tool within the Development code that should be utilized. Stakeholders can work with city staff to establish an overlay zoning district (further defined on page 32 & 40) that is more appropriate for their specific area and needs.

Guideline Organization

The Development Form Guidelines include a set of citywide guidelines that apply generally to all areas. These are supplemented by a set of development guidelines for each of the five area types: Neighborhood, Corridor, Node, District, and Downtown (see below).

The general development form guidelines are organized into the following **categories**:

Architectural Character – These guidelines address the design and appearance of buildings and structures on the site. Guidelines are provided for the following topics:

- General Character
- Massing and Scale
- Materials
- Structured Parking
- Windows/Transparency
- Topography

Public and Semi Public Spaces – These guidelines address the design, programming and location of public and semi-public spaces, streetscape enhancements and gateway treatments. Guidelines are provided for the following topics:

- Public Spaces
- Streetscape
- Gateways

Site Arrangement – These guidelines address the preservation of open and natural spaces location of buildings and parking and the general pattern of development. Guidelines are provided for the following topics:

- Building Placement
- Development Pattern
- Parking
- Resource Preservation

Transitions and Screening – These guidelines address how to appropriately buffer and transition from one type of use to another and guide the use of walls, fences and landscaping to appropriately screen certain site elements. Guidelines are provided for the following topics:

- Transitions
- Screening

Access and Circulation – These guide These guidelines address how all modes of transportation access the site and move around within the site and how streets accommodate each mode of travel (private automobile, transit, cycling, and pedestrian) in a new development. These guideline also address how different modes move between the site and adjacent areas. Guidelines are provided for the following topics:

- Multimodal
- Pedestrian
- Vehicular

Additional guidelines are provided for each of the four types of areas that comprise the Development Form framework. These areas are described below.

Development Form Areas

Neighborhoods

Areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.).

Corridors

Linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses.

Nodes

A small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.

Districts

Regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined "center" and recognized edges or transitions to surrounding areas.

Downtown

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities. Transit, bike and pedestrian oriented design is of the highest importance in these areas

Use and Interpretation

The guidelines are intended to be flexible. While not every guidelines will apply for each project as many guidelines should be incorporated into development as are practical, feasible and applicable to the unique site characteristics. Exceptions to the guidelines should be weighed against the goals and objectives of the applicable area plan and the principles of the FOCUS Kansas City Plan. These guidelines are not intended to be all inclusive of acceptable materials and/or design features or to precluded or inhibit creative and eclectic ideas.

These guidelines are not meant to supersede any applicable laws, regulations, standards, or other requirements related to the development of a site as may be required by existing city code or other governmental agencies. These guidelines are intended to guide future development to consistent with the character of the existing urban development form.

Guidelines for Development Form Categories

Architectural Character

- General Character
  - Preserve and enhance historic and cultural resources as development occurs.
  - Encourage public art to be integrated into the building and site design.
- Massing and Scale
  - New construction should relate to the mass, pattern, alignment and proportion/ scale of the existing or traditional building stock.
  - Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
  - Design buildings to provide human scale, interest, and variety using the following techniques:
    - Use the highest level of architectural detail and incorporate human scale elements near streets and entries, and around the ground floor. Incorporate building entry details like porches and recesses, occupied spaces like bay windows and balconies
    - Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
    - Windows and other openings should relieve blank walls where possible, adding visual interest, improving pedestrians' sense of security, and introducing a human scale to street-level building frontages.
  - Building orientation and massing should respond to the existing character and built environment.
- Materials
  - Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry.
  - Applied 'faux' facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs.

- Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of stormwater runoff, enhance the local environment and reduce energy costs.
- New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
  - Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
  - This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.

- Structured Parking
  - Design new parking structures so that they are not significantly visible from the public right-of-way. Underground parking is encouraged.
  - Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible.
  - When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services unless inconsistent with the land use plan.
  - "Parking podiums," where new development is placed above structured parking, are not desirable.
  - Parking structure façades should relate to the scale, proportion, and character of the district.
  - The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the park¬ing area. Blank walls on parking structures are discouraged.
  - Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a street.
  - Screening should not reduce visibility for "natural surveillance".
- Windows/Transparency
  - The street level of commercial/mixed use structures should have a dominant transparent quality.
  - Windows at the street level of all buildings should be transparent. Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.
  - Windows and doors on street-fronting facades shall be vertically proportioned that are similar in size and shape to those used historically.
  - Design buildings to minimize long windowless walls and service areas visible from public streets. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should be designed to increase pedestrian comfort and interest, through Some combination of the following methods:
    - Installing vertical trellis in front of the wall with climbing vines or plant materials;
    - Providing art over a substantial portion of the blank wall surface;
    - Providing active display windows;
    - Dividing the mass of the wall into sections.

- Topography
  - Topography that varies greatly on a site could present a design challenge, but should not result in blank walls, screens, or other façade treatment that is not pedestrian friendly. Active uses should occupy ground floors.

Site Arrangment Guidelines

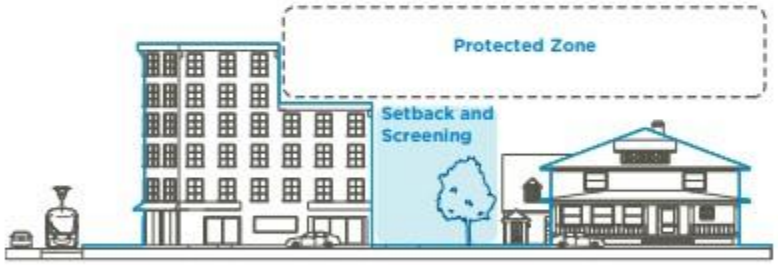
- Building Placement
  - Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
  - Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:
    - Outdoor café
    - Primary entrance enhancement
    - Sidewalk retail
    - Public plaza
    - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use)
  - In order maintain a pedestrian scale development pattern, buildings built to the street line should consider stepping back after three floors in order to avoid the "canyon effect" along corridors, nodes and districts.
  - In mixed use areas, buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This should include a design that:
    - Provides street-level, pedestrian-oriented uses.
    - Maintains a continuous, transparent, highly permeable and active street wall.
  - Where a consistent street setback exists along a block, that setback should be maintained.
  - Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- Development Pattern
  - In mixed use and commercial areas create a compact, dense and pedestrian friendly development pattern. Avoid large scale; auto dominated commercial developments with large parking areas and impervious surfaces.
- Parking
  - Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
  - Parking Lot Location - Design new development so that parking is not located between the street and the building frontage, in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment.
  - If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
  - Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.

- » Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways.

- Natural Resource Preservation
  - » Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character and drainage patterns.
  - » Natural areas should be accessible to neighborhoods, nodes, corridors or districts and connected to greenways where possible.
  - » Manage stormwater runoff as part of the overall open space system.
  - » Discourage development and grading / filling on steep slopes and in floodplains.
  - » Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
  - » Alternative stormwater solutions should be considered in the design / construction phase, examples include: stormwater inlet alternatives, rain gardens and drought tolerant plants.
  - » Retaining walls should be avoided. If necessary, walls should be architecturally incorporated into the design of the building. Retaining walls should be designed to reduce their apparent scale. Materials like brick or stone should be used, or architectural treatments that create an appropriate scale and rhythm. Hanging or climbing vegetation can soften the appearance of retaining walls. High retaining walls should be terraced down and include landscaped setbacks.

Transitions and Screening Guidelines

- Transitions
  - » Dissimilar or incompatible uses should be separated by a street or alley when possible.



Transition from Node to Neighborhood
The portion of a development site in a node near a neighborhood should be set back form the neighborhood and match the heights of existing buildings in the neighborhood in order to preserve neighborhood character.

- » When dissimilar or incompatible uses are located adjacent to one another, the following Architectural Transitions and Green / Open Space Transitions techniques should be the primary transition technique used:
  - Architectural Transitions include:
    - ◊ Use similar building setbacks, height, roof forms, and massing.
    - ◊ Mitigate any larger mass of buildings with façade articulation.

- ◊ Reduce building heights, intensity of use and densities as development moves closer to low intensity areas.
- ◊ Use complementary materials, architectural character, and orientation of buildings.
- ◊ Building elevations facing a less intensive use shall provide "finished" edges using materials consistent with primary elevations and adjacent neighborhood.
- ◊ Reduce building height, scale, and intensity of use as development moves closer to low intensity areas.

» Green/Open Space Transitions include:

- ◊ Small green spaces, courtyards, squares, parks and plazas.
- ◊ Existing natural features, including changes in topography (not retaining walls), streams, existing stand of trees, etc.

» A combination of landscaping, walls, and / or fences should be used where other transitions tools are not possible or not adequate.

» Transitions and screening should not mask areas from view and decrease "natural surveillance."

» Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods (see Access and Circulation guidelines).

- Screening

» Screen all trash dumpsters, storage areas, service areas, loading areas and mechanical and technology equipment with a combination of landscaping, decorative walls, fences and / or berms.

» Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood that complement the materials used in the building facade. Plywood, chain link, and transparent materials are discouraged.

» Where chain link or security fencing is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative.

» Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above.

» Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings.

» All screening should be designed to maintain visibility for "natural surveillance" and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.

Public and Semi Public Spaces

- Public Spaces

» Locate and design public spaces to support dense, mixed use development, ensuring that the provision of public space does not inhibit the potential to concentrate development in transit corridors.

» Design public space to maintain a comfortable sense of enclosure for pedestrians, with a size, proportion, and location that integrate thoughtfully with surrounding uses.

» Locate public space in high use areas with good visibility, access, and

proximity to active uses in order to encourage activity and "eyes on the street".

- Ensure that public spaces are accessible and comfortable for all users. Private, fenced, and restricted access open spaces and open spaces that are isolated from activity are discouraged.
- Incorporate elements in public space design that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
- Include a variety of amenities in public space design to enhance user experience, including seating, lighting, shade landscaping, wayfinding, art, interpretive and interactive features public facilities, special pavement and other amenities.
- Where integrated with transit facilities, design public spaces to include amenities such as bike racks, ticket kiosks or other amenities that support the use of transit and greater mobility in general.

- Streetscape
  - Streetscape enhancements should include "green" stormwater management elements.
  - On-street parking should be preserved or included wherever possible. Where possible, design on-street parking to function as a buffer for pedestrians and cyclists.
  - Design sidewalks to comfortably accommodate pedestrians, with landscaping, amenities, and other functions supportive of a complete street.
  - Support a quality pedestrian environment by focusing active uses and amenities at street level, orienting buildings toward the street, and encouraging transparency, variety, visibility, and interactivity for ground level uses fronting the sidewalk.
  - Design streets and sidewalks to incorporate elements that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
  - Design streets to enhance comfort and safety, and minimize conflicts between pedestrians, cyclists, transit, and automobiles, using access management, buffering, intersection treatments, and other design elements.
  - Incorporate traffic calming measures for streets to manage the speed of traffic and increase the comfort and safety of pedestrians and cyclists (see Walkability Plan level of service guidelines).
  - Design intersections to efficiently manage all modes of transportation while enhancing comfort, safety, and ease of use. Implement Kansas City Walkability Plan level of service guidelines for pedestrian street crossings.

- Gateways
  - Gateways should be integrated into overall streetscape design where appropriate. Place gateways at key intersections, and entries into neighborhoods, nodes and districts.
  - Gateways and intersection enhancements should include vertical architectural features or focal points constructed of high-quality materials such as stone, cast stone, tile, metal, or masonry and a combination of the following elements:
    - Landscaping, water features and public art.

    - Plazas with pedestrian amenities such as seating, shade, and triangulation elements.
    - Decorative lighting, walls or fencing.
    - Monument-style signs, if appropriate, with landscaping to announce district or neighborhood.
    - Enhancement to crosswalks, including color, stenciling, and pavement treatment
  - Where right-of-way permits, develop intersections enhancements such as a gateways and landscaped focal points at nodes and major intersections. Focal point could include vertical architectural features, fountains, public art, and/or public plazas.
  - Parking areas should not abut a major street intersection or gateway.

Access and Circulation

- Multimodal
  - Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, transit and automobiles. Minimize street crossing distances and meet minimum level of service as recommended in the Kansas City Walkability Plan.
  - Provide on-site bicycle parking areas in visible, active, well lit areas near building entries.
- Pedestrian
  - Each development should provide and contribute to an on-site system of pedestrian walkways. To the maximum extent feasible, on-site walkways should provide the most direct access route to and between the following points:
    - The primary building entry to the street sidewalk. Buildings should have pedestrian entrances accessible directly from the adjacent street.
    - All buildings, plazas, open space and parking areas within a development
    - All internal streets/drives to sidewalks along perimeter streets
    - Major pedestrian destinations located within the adjacent areas, including but not limited to parks, schools, commercial districts, multi-family residential, adjacent major streets, transit stops and park and rides
  - Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design whenever applicable.
  - Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks. Consolidation into "super blocks," street closures and vacations that incrementally erode the character and connectivity of the area should be avoided. When large developments do occur, they should be designed to maintain pedestrian permeability.
  - In mixed use area, drive-through uses are discouraged.
  - Ensure that pedestrian street crossings meet Walkability Plan level of service recommendations. At a minimum provide crosswalks that:
    - Are well-marked and visible to vehicles;
    - Include pedestrian and intersection amenities to notify drivers that there is a pedestrian crossing present and enhance the local urban design context and character

    - Provide for safety for all age/ability groups.
    - Ensure adequate line-of-sight from pedestrian to automobile and automobile to pedestrian.
  - Avoid barriers that limit mobility between commercial developments and residential development and transit.
    - When commercial uses abut residential areas, there should be a pedestrian connection (public or private) from residential area to the commercial area at least once a block.
  - Pedestrian and bike access should be provided to adjacent or onsite regional trail corridors (see Trails KC Plan) or other established trail corridor.
  - Provide pedestrian access along all publicly controlled portions of the city's waterways, and encourage pedestrian access for privately controlled areas. Pedestrian walkways and plazas should be clearly delineated or spatially separated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.
  - Ensure design that is accessible to all people including those with physical limitations.
- Vehicular
  - Streets should form a network with frequent intersections and connect neighborhoods, nodes, corridors and districts. Continue streets through to as many adjacent developments as possible or allow for future connections where topography permits. Maximize street connections in new development.
  - Preserve, enhance, and restore the existing grid network of streets where applicable. Avoid street closures and vacations, as they erode the connectivity of the area.
  - Locate major entry driveways away from front of stores where pedestrians cross.
  - Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
  - Curb cuts should be kept to a minimum. Continuous curb cuts are not appropriate. Where curb cuts and entry drives are allowed, they should be kept as narrow as possible.
  - New development should incorporate a system of interconnected collector and "through" streets, with a collector street connection approximately every 1/3 mile.
  - Streets should follow natural contours to minimize the impact on the natural terrain.
  - Create context-sensitive roads by utilizing street sections in the Major Street Plan that allow a generous open space strip along roadway frontages.

Sustainability

- LEED Certification or equivalent sustainable design is encouraged, particularly for public facilities and projects requesting incentives.
- Stormwater Management - Green Solutions and BMPs that achieve multiple benefits are encouraged. Examples include, but are not limited to:
  - Pervious Surfaces.

  - Rainwater Harvesting.
  - Landscaping and Street Trees.
- Promote and encourage building practices that effectively manage stormwater (reduced impervious surface, improved water quality, rainwater harvesting, trees/ landscaping to improve air quality, etc.).
- Energy - Energy efficient design and measures to reduce energy consumption are encouraged. Examples include, but are not limited to:
  - Providing alternative energy production.
  - Employing efficient design practices, utilize efficient heating and cooling technology, and proper solar orientation.
- Materials - "Sustainable" materials are encouraged (see Building Materials).
- Reduce Heat Island and improve air quality.
  - Minimize impervious hard surfaces and provide trees and landscaping.
  - Consider green roof or light color of roof to reduce heat.
- Transportation and Mobility - Encourage transit, biking and walking.
- Waste - Provide opportunities for recycling/composting.
- Encourage development projects requesting incentives to provide public spaces.

Neighborhood Design Guidelines

Definition - Neighborhoods are areas for household living featuring primarily residential land uses but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.).

Neighborhood Characteristics

- Neighborhoods are connected to, but buffered from adjacent development with appropriate transitions.
- Neighborhood streets should be "calm" while also providing a high level of access for area residents without encouraging high "through" traffic or high traffic volumes or speeds within neighborhoods.
- Neighborhoods should provide physical and social connections, have an identity, meet residents housing needs, and be clean, healthy and well maintained.
- Neighborhoods should be connected by providing physical links (bike, pedestrian and automobile connections) with other neighborhoods, corridors, nodes and districts. Neighborhoods should have community gathering spaces for neighborhood events which help create social connections.
- Neighborhood identities will support through design standards for new housing and for quality infill housing that helps create a "sense of place" and through adaptive re-use and conservation of existing buildings and preserving historic assets.
- Neighborhoods should be inviting and safe places to live, learn, worship and recreate and to interact with other people.
- Neighborhoods accommodate a variety of building types and densities, albeit at a lower scale, intensity and level of activity than development within Corridors, Nodes or Districts. Neighborhoods should provide a variety of housing types to increase housing choice.

Alignment
Alignment is the arrangement of objects in a straight *line*. The *directional emphasis* of those objects is also important (i.e. horizontal, vertical, north/ south). Alignment also may refer to how a building is sited on a lot and how the setbacks relate to other buildings along the street.

The floor lines, roof, windows, and entry of the third house do not align with those typically found along this street.

Proportion/Scale
Proportion is a *ratio* which compares the *dimensions* of one object to another. Proportion can be used to relate elements of a building (i.e. windows, porches, trim) to the building as a whole, or it can relate one building to another. When the dimensions of an element or a building are too small or too large, it is described as being " out of scale."

Although the second house reflects alignment in the placement of the windows, entry, cornice and roof, its proportions are not appropriate. Note the large horizontal windows, the double doors, and the overall width of the house.

Mass
Mass deals with the *size* of a building (or building part) as well as its *form*. The dimensions of height, width, and depth contribute to a building' s overall *volume* (the amount of space a structure occupies). The *form* of a building gives *shape* to a building' s volume.

The volume and form of the third house distracts from the streetscape.

Pattern
Pattern is the arrangement of similar objects in a *regular* and *repetitive* manner. Patterns can be found within individual buildings, such as the arrangement of windows, or in groupings of buildings along a street.

The patterns found along this street are not reflected in the second house. Unlike the other houses, this house has disproportionate windows, no porch, a low hip roof, and sits low to the ground.

Neighborhood Development Guidelines

- Arterials or through traffic streets should be located on the periphery of residential neighborhoods. Arterials should not bisect neighborhoods.
- Homes should have prominent front doors facing the street.
- Avoid direct driveway access on major streets for low density residential properties or development with frequent driveway access.
- Building and lots should front the street and the rear of lots should back on other lots (double frontage lots should be minimized).
- Usable porches facing the street are encouraged in order to promote social interaction and provide passive "eyes on the street".
- Locate houses parallel to the street to further define the street edge and public presence.
- Transitions should be provided adjacent to parking lots and between developments of varying intensity and scale. Transitions should fit within the context of the area, utilizing the techniques listed in the Citywide "Transitions and Screening" section.
- Preserve the environmental qualities (topography, mature vegetation, etc.) of the site to protect sensitive natural areas and drainage patterns.
- Natural areas should be accessible to the neighborhood and connected to greenways where possible.
- Dead-end and cul-de-sac streets are discouraged.

Additional Guidelines for Infill Housing in Neighborhoods

As new construction on infill sites occurs within older, established urban neighborhoods the following basic guidelines should be utilized. To preserve the special qualities of an older neighborhood, new construction should respect the existing character. New construction includes "infill" (replacement) buildings, additions to existing buildings and new outbuildings such as garages, sheds, and carports. New construction should be compatible but differentiated from the older buildings. It should reflect the use of mass, pattern, alignment and proportion/scale of other buildings on the block

Corridor Design Guidelines

Corridors are linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses. Corridors represent more than mere physical connections. They also link history, culture, and ideas. Like all cities, Kansas City is made up of many corridors. In all their varieties, they provide an overlapping web, which gives the City form and enriches the lives of its residents. Corridors link areas within and outside the City, provide settings for important amenities, and establish a series of landmarks by which to navigate.

Corridor Characteristics

- Corridors serve to connect our vital institutions and activity centers, carrying all forms of transportation.
- Corridors generally benefit from a high level of access for vehicles, transit and pedestrian and therefore are appropriate for higher intensity uses.
- Corridors are often a part of the Great Streets framework identified in the FOCUS Kansas City Plan and/or "Image Streets" which are the streets that help set the tone of the area by establishing visual and aesthetic standards.
- Corridors should have a diversity and density of activities to encourage pedestrian activity.
- Corridors generally provide "through" access to connect different areas of the city.
- Corridors can be predominantly residential or mixed use with typically higher scale and intensity than adjacent neighborhoods.

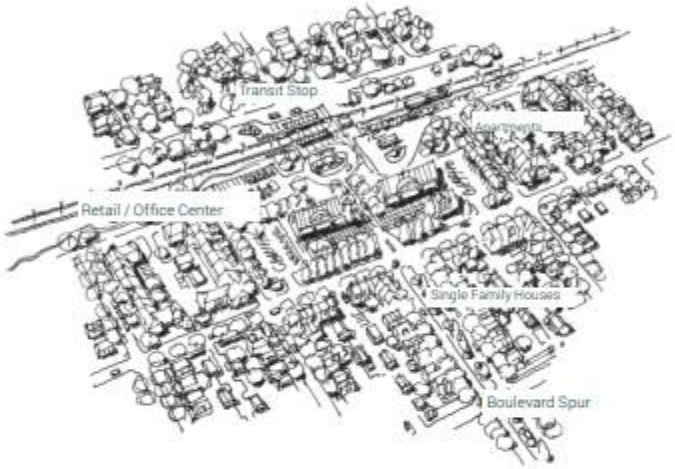
Corridor Development Guidelines

- Corridors should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Zero or near zero lot line development in many instances is the most appropriate siting for a building along a corridor.
- Where corridors also correspond with an area's image streets or Great Streets (FOCUS), enhanced streetscape/gateway improvements and a high quality of development should be provided.
- Corridors should have attractive streetscape amenities such as lighting, benches, signage, trees, etc.
- Corridor should include "green" stormwater management elements as well as landscaped open spaces.
- Curb cuts and access points should be consolidated and kept to a minimum to manage access and enhance walkability.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Corridors should be highly permeable to provide frequent "local" access to adjacent neighborhoods, districts and nodes, particularly for pedestrians.
- Development along transit corridors should incorporate the principles of Transit Oriented Development.
- Building massing and orientation should generally run parallel to the corridor.
- Corridors are an area of higher pedestrian activity. Provide abundant windows on the corridor facing façade to allow more opportunities for "eyes on the street". Views into and out of windows should not be obstructed by signage or obstructed by window material.
- Parking should be located at the rear of the property behind buildings, or in a garage.
  - » Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block.
  - » Where feasible, parking is encouraged to be in below grade structures.
- Additional surface parking lots are discouraged.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For

corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

Node Design Guidelines

Nodes are small, compact areas that diverge from the surrounding patterns, but due to scale and design complement both the function and character of the area. Nodes typically occur at or adjacent to the intersection of major corridor. Nodes can have different intensities of use and building scale.



Node Characteristics

- An example of this development type is the historical fabric demonstrated at 39th Street and Main Street.
- Nodes are compact development with a small development "footprint".
- Buildings that reinforce or re-create the street wall place inviting entrances on the sidewalk and shift parking lots to the side and rear areas.
- Intersections are reinforced with building mass.
- Nodes serve the motorists, the transit-user and the pedestrian.
- Nodes range in scale (per the FOCUS Urban Core Plan) from small neighborhood centers to regional centers.
- Nodes have Clearly Defined Edges and Transitions

Node Development Guidelines

All new development within nodes should incorporate the following elements where applicable. Corridor guidelines should also be consulted and incorporated into the development design as applicable.

- Small pedestrian scale blocks should be utilized in nodes. Large "superblocks" that degrade the street connections and are discouraged.
- Traffic calming strategies should be applied at entry points to neighborhoods.
- A dense and diverse mix of buildings should be situated on compact pedestrian scale blocks with high lot coverage, and typically at a higher scale and intensity than other areas of the City.
- Transitions to a Node from other area types should be relatively seamless while maintaining a sense of place and arrival to the Node (see Transition and Screening Guidelines).
- Nodes should be well connected to but appropriately transitioned to adjacent neighborhoods, districts and corridors.
- Nodes should complement adjacent development.
  - » Special care should be taken to protect surrounding neighborhoods from encroachment of mixed-use development and potential resulting nuisances.
  - » Building architecture, orientation and scale are harmonious with adjacent residential areas.
- Building placement should reinforce the street edge.
- Surface parking lots should be located behind or alongside buildings.
- Any new structure should be built with the facade covering at least 70% of the primary street frontage.
- Buildings should be designed to provide "human scale" and high level of transparency at the ground level. All buildings shall maintain a continuous, transparent, highly permeable and active street wall. The use of spandrel, reflective and mirrored glass is not appropriate.
- Nodes should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Streets within nodes should accommodate all modes.
- Sidewalks should be wide within a node and accommodate landscaping, pedestrian lighting, outdoor seating and other elements/activities that encourage pedestrian activity.
- Nodes should include streetscape improvements, gateways, and public spaces/ plazas integrated with development to create a cohesive and special character.
- Some nodes may have a special or distinctive architectural theme and where this exists it should be reflected in new buildings.
- Development within nodes should preserve and reuse historically valuable buildings.

District Design Guidelines

Districts are regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, or the design characteristics of buildings and civic spaces. Districts typically have a defined "center" and recognized edges or transitions to surrounding areas.

District Characteristics

- Districts include a diverse range of regional destinations for tourism, shopping, culture, entertainment, education and employment.
- Districts are often in a campus setting with a collection of buildings and grounds that belong to a given institution.
- Districts are diverse and each should have a unique set of guidelines which are customized to their architectural character, predominant use, setting and location. Ideally a district should have a "master plan" prepared to guide future development which addresses all topics covered in the Citywide Guidelines. It is recommended that these master plans be enforced through a Master Planned Development (MPD) zoning or similar planned zoning district, particularly in single ownership situations.

District Development Guidelines

Districts of all types should generally follow these guidelines:

- Districts should have clearly defined edges which provide harmonious transitions to adjacent areas.
  - » It is important to ensure a harmonious interface with adjacent neighborhoods, nodes and corridors. Appropriate transitions should be employed where a higher scale or intensity of development is adjacent to lower scale or intensity.
  - » Locate buildings, parking lots and access to avoid conflicts with adjacent areas.
  - » Where applicable, incorporate relevant guidelines of the adjacent area as a means to help ensure compatibility.
  - » Service facilities, loading docks, parking lots and open storage areas should be located away from public view and adequately screened from surrounding uses with landscaping, fencing or walls.
- In districts with an established or unique character (e.g. architectural theme) new development should reflect and complement that character by incorporating key materials and building styles; utilizing consistent building heights and setbacks, massing, scale and pattern; and including similar or complementary uses.
- Development within districts should generally avoid being overly insular. Development and overall district layout should embrace adjacent major corridors and nodes. Where possible development should be oriented to and well connected (visually and physically) to adjacent areas. High quality architectural finishes should be used on all buildings facing adjacent areas.
- Districts are regional attractions and therefore should be designed to ensure a high level of access and way finding for all modes of transportation.
  - » Districts should generally be walkable, bikeable and transit accessible, exhibiting high pedestrian connectivity at the edges and overall highest pedestrian level of service (see Walkability Plan) throughout.
  - » Vehicular access and circulation should be designed to provide multiple

vehicular entrances to provide route options and not overload an individual street. Districts should balance the need to be highly permeable along their edges, with the need to avoid excessive traffic on adjacent neighborhood streets.

  - Districts should include a clear way finding system for both pedestrians and vehicles, which directs visitors to key destinations and parking. Districts which host large events should consider a traffic management plan.
  - For industrial areas, truck traffic through adjacent neighborhoods should not be permitted.
  - High pedestrian level of service may not be necessary for industrial districts which are inherently more vehicular oriented with a lower need for pedestrian mobility.

- Districts should include individual gateways features which establish an overall gateway theme for the district (see Citywide Guidelines for Gateways). Where topography permits, key view sheds and view corridors should be established and utilized to create a gateway effect as visitors approach the district.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than an oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

Downtown Design Guidelines

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities of residents, employees and visitors and the highest scale of development. Transit, bike and pedestrian oriented design is of the highest importance in these areas.

Downtown Characteristics

- Downtown areas are characterized by a high density and high level of activity, with buildings situated on small pedestrian scale blocks, with high lot coverage and a compact footprint.
- Development in downtown areas should create a distinct, authentic and vibrant urban environment that is attractive and safe to residents, workers and visitors
- Development in downtown areas will provide an environment unique to the region and an inviting alternative to suburban living.
- Development in downtown areas will maintain downtown areas as a center of center of business, employment, government, culture, entertainment and tourism.
- Development in downtown areas will create an active and lively 24-hour environment with a diverse array of events, attractive public spaces, and opportunities for social interaction.
- Development in downtown areas will be walkable, providing the highest pedestrian level of service with abundant transportation options. Street crossings are not barriers, routes are direct, sidewalks are continuous, wide and in good condition, private development and public spaces are designed to encourage pedestrian activity.
- Development in downtown areas will provide visual and physical connections between adjoining neighborhoods and districts.
- Development in downtown areas is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity) and environmental (planet) systems are aligned to work toward the Plan vision and that none of these systems are compromised in the process.

Downtown Guidelines

- In downtown development, pedestrian access and circulation is paramount and building design, building orientation and site access for automobiles should reflect this. Pedestrian, bike and transit oriented design is important to downtown character and automobile oriented uses/site layouts are strongly discouraged.
- In the downtown areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm.
- In the downtown areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
  - Provides street-level, pedestrian-oriented uses.
  - Maintains a continuous, transparent, highly permeable and active street wall.
  - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic.
- Drive-through uses and surface parking lots are discouraged.
- Vehicular access is encouraged from side streets or alleys. Vehicular driveways should be limited to minimize conflicts with pedestrian and streetcar operations.

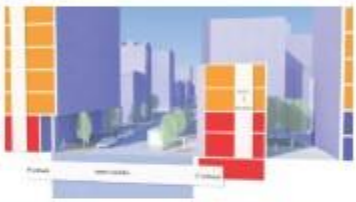
- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
- On residential streets, buildings may be set back (see Functional Use Diagrams) to allow for landscaped planting beds. For row houses, elements like stoops should provide rhythm and interest along the street.

The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.

Residential districts represent areas consisting of single family structures, or a mix of single family and smaller scale multi-plex units. Pockets of commercial uses and public facilities such as schools are highly encouraged.

Downtown Residential districts are districts with a mix of commercial and residential structures. The residential units in these districts tend to be in multi-plex structures of various sizes, or in upper floors of commercial structures.

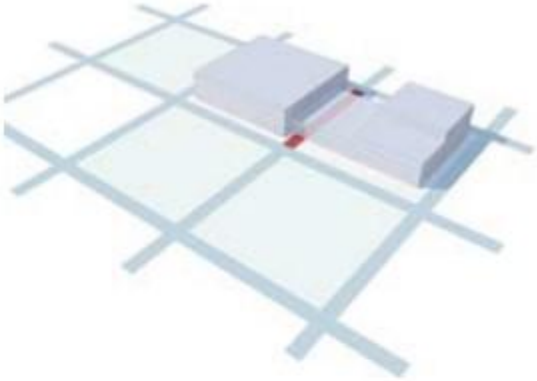
Downtown Mixed Use districts contain commercial uses, but are most successful when incorporating many diverse uses.



Downtown Core districts represent the most dense urban environments. They are most successful when they contain a broad mix of commercial, residential, and other uses.

- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added, but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Doors on building entrances should not swing out onto sidewalks or public right of way

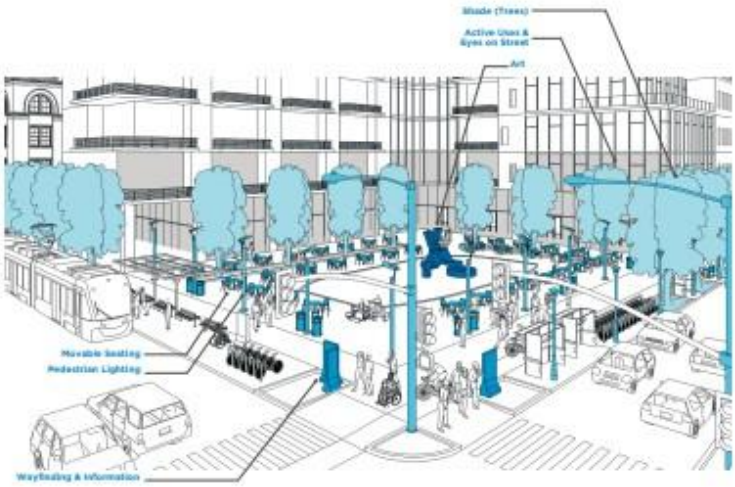
- Downtown development should occur on pedestrian scale blocks supported by a highly connected grid street system. Vacations of streets and alleys and the creation of super blocks is strongly discouraged.



- In order to enhance the pedestrian environment and to make taller buildings feel less imposing, taller buildings should maintain a pedestrian scale at street level. This should include storefronts and entrances and other elements that are designed to human scale. Large and bulky architectural elements should generally not be expressed on lower floors and should be restricted to upper floors.

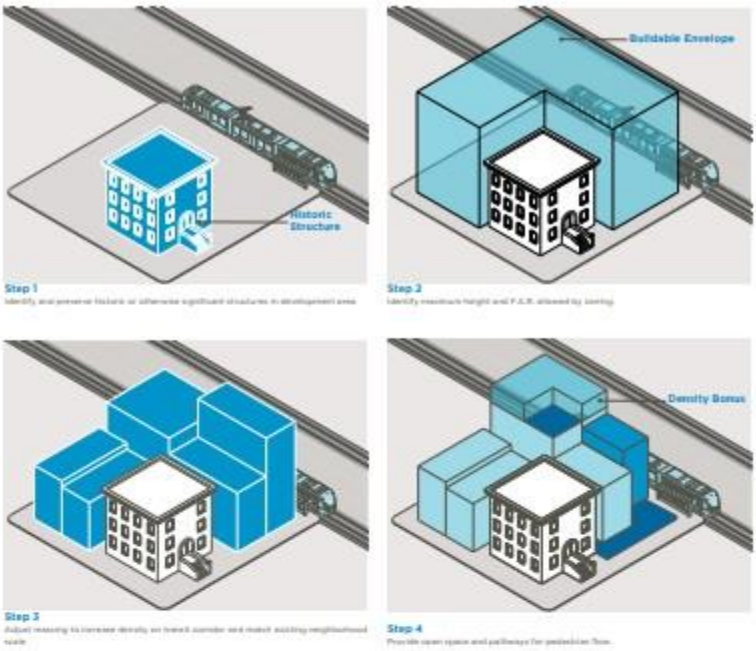
- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Downtown development should generally be denser than other parts of the GDA and should include uses with a high concentration of employees, residents and visitors. Lower intensity uses and large footprint/large format uses are strongly discouraged.
- Downtown development should be compact with very high lot coverage.

- Development in downtown should follow the Transition Guidelines when adjacent to neighborhoods or areas with lower scale development (see page 178).
- New downtown development should include public art and public open spaces and plazas.



- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian oriented areas.

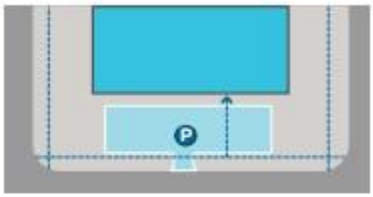
- Development in the Downtown areas should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and vacant lots before tearing down and replacing existing buildings.



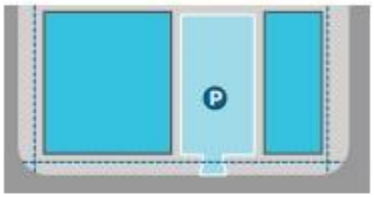
- Downtown development should include some enhanced level of pedestrian streetscape. Where streetscape plans have been completed, new development should implement the streetscape recommendations in those plans (see page 115 for a map of existing streetscape plans)

- Downtown development should accommodate on-site bike and scooter circulation and parking.
- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where onsite parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed use garage. Where this is not feasible, parking beside the

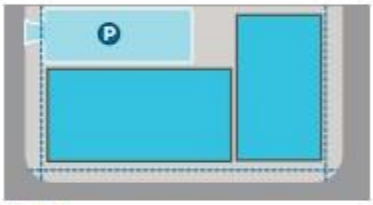
building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures). Additional surface parking lots in downtown areas, particularly those with street frontage, are discouraged. If street frontage parking is absolutely necessary, it should be inset within the block and not placed on block corners which should be occupied by commercial or residential uses. See page 177 for additional guidelines for parking lots and parking structures.

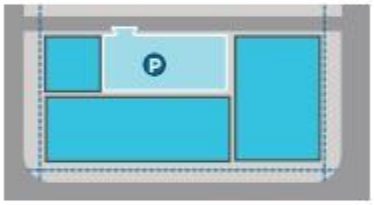


Avoid
Parking should never be placed in front of a building because it places distance between a pedestrian and the building entrance.



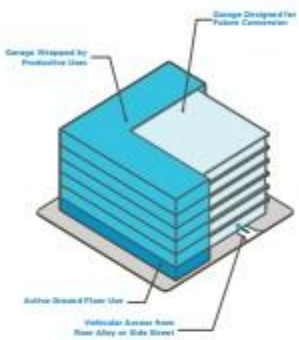
Acceptable
Parking lots on the side of buildings, while not ideal, can facilitate future infill development in the longer term.





Ideal
Whenever possible, surface parking should be placed behind buildings and accessed by side streets or by rear alleys.

- Design new parking structures so that they are not significantly visible at street level. Structured parking garages should be designed to accommodate future adaptive reuse (level floors, appropriate ceiling heights, etc....). When located along a street frontage (particularly corridor streets), parking structures should include first floor pedestrian active uses such as retail and services. See additional guidelines for structured parking on page 176.



- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management, and renewable energy production (see Sustainable Development guidelines on page 182)

APPENDIX 3 – PIEA RESOLUTION

PLANNED INDUSTRIAL EXPANSION AUTHORITY OF KANSAS CITY, MISSOURI

RESOLUTION NO. 2343

A RESOLUTION FINDING BLOCK 138 PIEA PLANNING AREA IS AN OBSOLETE, SUBSTANDARD, AND UNDEVELOPED INDUSTRIAL AREA IN ACCORDANCE WITH THE CONSTITUTION AND LAWS OF MISSOURI AND ADOPTING THE GENERAL DEVELOPMENT PLAN FOR THE BLOCK 138 PIEA PLANNING AREA.

WHEREAS, the Planned Industrial Expansion Authority of Kansas City, Missouri is a public body created pursuant to Ordinance No. 34677 ("PIEA" or the "Authority") adopted by the City Council of Kansas City, Missouri (the "City Council") on February 9, 1968, in accordance with Section 100.300-100.620 RSMo. (the "PIEA Law");

WHEREAS, pursuant to the PIEA Law, it is herein determined to be in the public interest to prepare a Qualification Analysis (the "Qualification Analysis") for that certain property K.C. Live Blocks 124 and 138, Kansas City, Missouri (the "City"), to be known as the Block 138 PIEA Planning Area (the "Planning Area"), said Planning Area being described and depicted in **Exhibit A** attached hereto;

WHEREAS, Kansas City Live, LLC, a Maryland limited liability company (the "Proponent"), funded pursuant to a funding agreement entered into between the Proponent and the Planned Industrial Expansion Authority of Kansas City, Missouri (the "PIEA") dated as of August 5, 2024 attached hereto as **Exhibit B** (the "Funding Agreement"), the preparation of the Qualification Analysis and the General Development Plan (the "General Development Plan") for the Planning Area; the Qualification Analysis and the General Development Plan are attached hereto as **Exhibit C**;

WHEREAS, the redevelopment of the Planning Area is in the public interest inasmuch as its redevelopment will preserve and is necessary in the interest of the public health, safety, morals or welfare of the residents of the City; and

WHEREAS, the Authority has reviewed the Qualification Analysis and the proposed General Development Plan for the Planning Area and has considered whether the proposed General Development Plan's uses and building requirements in the Planning Area are designed with the general purpose of accomplishing and conforming with the general plan of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNED INDUSTRIAL EXPANSION AUTHORITY OF KANSAS CITY, MISSOURI AS FOLLOWS:

Section 1. The Authority ratifies the Funding Agreement, the preparation of the Qualification Analysis, and the preparation of the General Development Plan.

Section 2. Upon review of the Qualification Analysis, the Authority does herein find the Planning Area to be obsolete and substandard in accordance with Article VI, section 21 and Article X, section 7 of the Missouri Constitution, finds the Planning Area to be an undeveloped industrial

area and in need of industrial or commercial development in accordance with Sections 100.300 to 100.620 of the Revised Statutes of Missouri and approves and recommends to the City Council that the Planning Area as described and depicted in **Exhibit A** attached hereto be so designated.

Section 3. The Authority does hereby approve the General Development Plan for the Planning Area as contained in **Exhibit C** attached hereto, subject to recommendations, if any, of the City Plan Commission as the same may be approved by the City Council in accordance with the above-cited constitutional and statutory provisions.

Section 4. The Authority does hereby recommend that the General Development Plan be adopted and approved by the City Council.

Section 5. The Authority does hereby direct the Executive Director to submit these findings, the Qualification Analysis, and the General Development Plan to the City Plan Commission of the City for its review and recommendation to the City Council as to the conformity of the General Development Plan with the general plan of the City for the development of the community as a whole.

Section 6. This Resolution shall take effect from and after its date of adoption.

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193162987.1

ADOPTED: October 17, 2024.

THE PLANNED INDUSTRIAL EXPANSION AUTHORITY OF KANSAS CITY, MISSOURI
SEAL

PLANNED INDUSTRIAL EXPANSION
AUTHORITY OF KANSAS CITY, MISSOURI

By: _____
Thomas Porto, Chairman

ATTEST:

_____
David Macoubrie, Executive Director/Assistant Secretary

193162987.1

EXHIBIT A

LEGAL DESCRIPTION OF THE PLANNING AREA

UNIT 1, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.
UNIT 2A, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.
UNIT 2C, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.
UNIT 2D, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

ALL OF THAT PART OF UNIT 2B, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285

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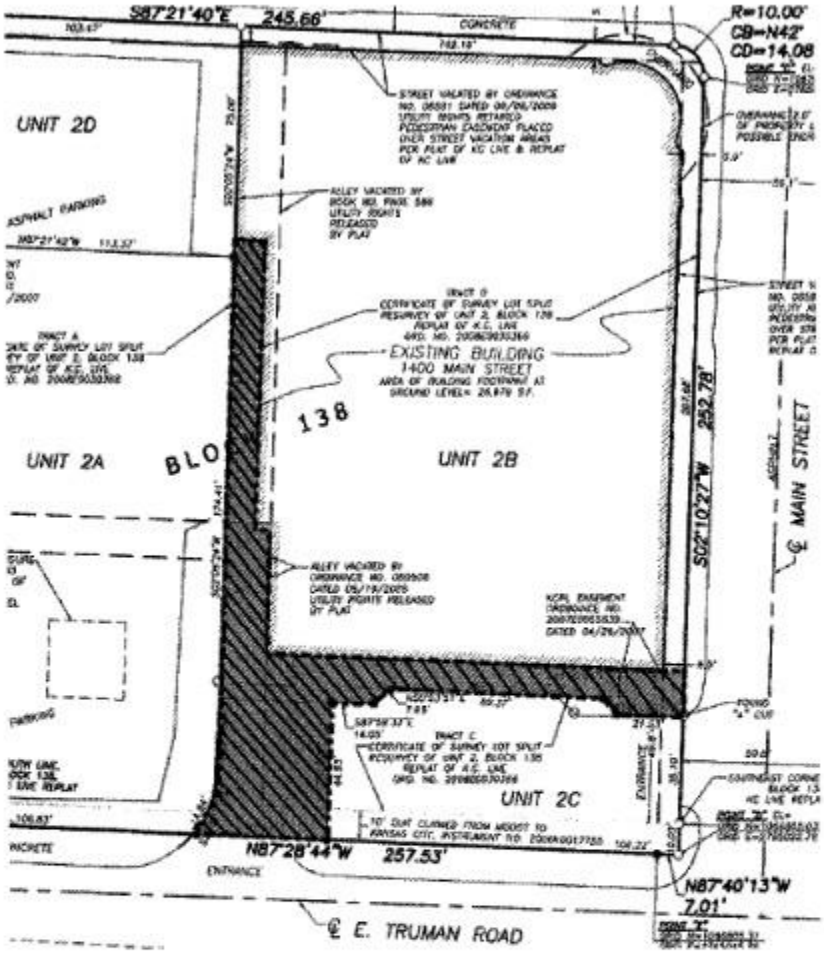
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CONCRETE
R=10.00'
CB=N42°
CD=14.08
UNIT 2D
ASPHALT PARKING
EXISTING BUILDING
1400 MAIN STREET
138
UNIT 2A
UNIT 2B
UNIT 2C
S02°10'27"W 252.78'
MAIN STREET
N87°28'44"W 257.53'
N87°40'13"W
7.01'
E. TRUMAN ROAD
ENTRANCE

193162987.1

DEPICTION OF THE PLANNING AREA[A1]

193162987.1