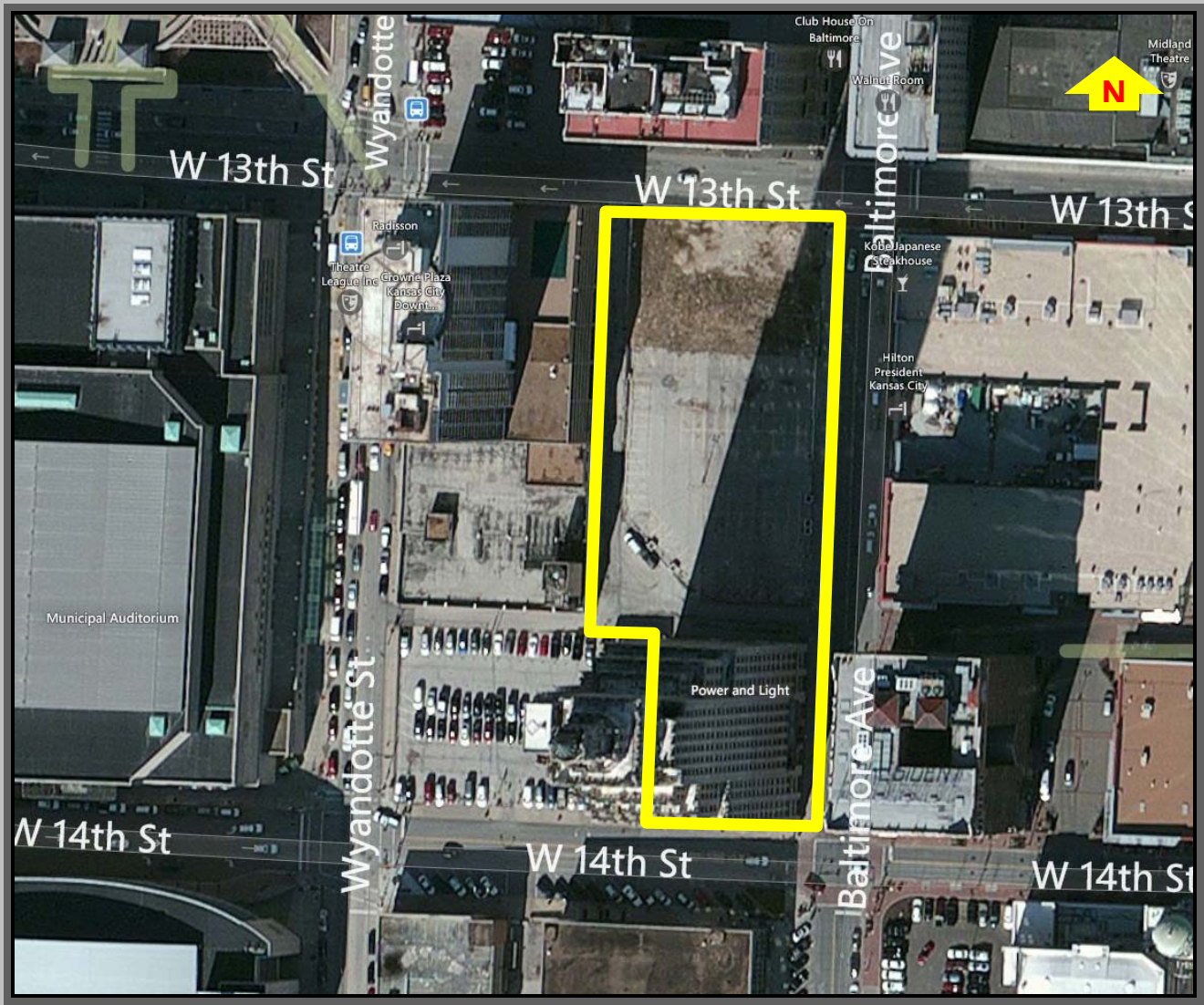


GENERAL DEVELOPMENT PLAN



14TH & BALTIMORE PLANNING AREA 13TH TO 14TH / WEST SIDE OF BALTIMORE AVENUE KANSAS CITY, MISSOURI

PIEA OF KANSAS CITY, MISSOURI
PER RSMO CHAPTER 100
DATED: JUNE 1, 2014

BELKE APPRAISAL & CONSULTING SERVICES, INC.
KANSAS CITY, MISSOURI

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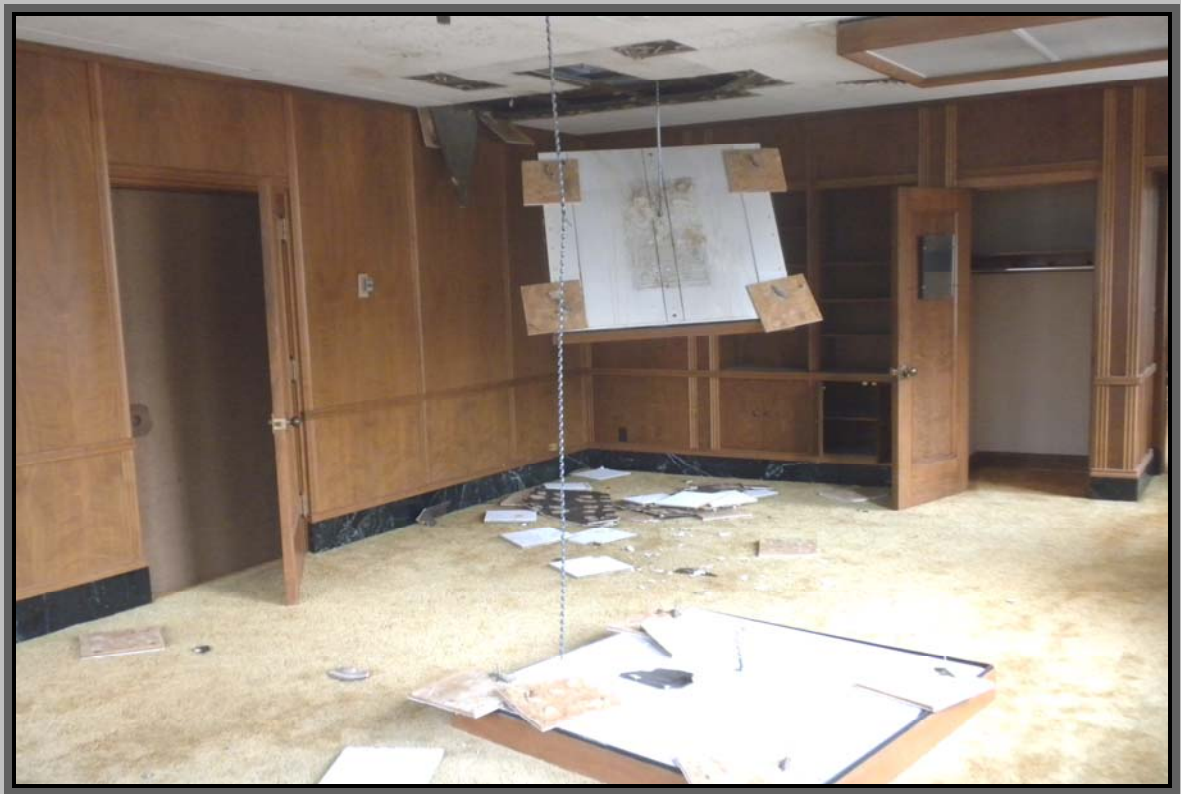
The 14th & Baltimore PIEA Planning Area – Revitalizing an Iconic Historic Structure



The 14th & Baltimore PIEA Planning Area – Remediating Environmental Issues



The 14th & Baltimore PIEA Planning Area – Resolving Exterior Deterioration



The 14th & Baltimore PIEA Planning Area – Resolving Interior Deterioration



The 14th & Baltimore PIEA Planning Area – Eliminating Unsightly Underutilization



The 14th & Baltimore PIEA Planning Area – Eliminating Deteriorating Surface Parking

PLANNING AREA BOUNDARIES

Planning Area Boundary Map

A map of the Planning Area Boundaries (Jackson County Tax Maps 29-230) is included on the second page following. The Planning Area consists of a three county tax parcels encompassing the west half of Baltimore Avenue from W 13th Street south to 14th Street (east of and including the adjoining alleyway). The proposed redevelopment area is located in the southwest portion of the Central Business District.

Legal Description

The following provides a legal description of the proposed Planning Area:

1300 Baltimore Avenue:

Lots 1, 2, 3 and 4, Block 7, REID’S ADDITION, a subdivision in Kansas City, Jackson County, Missouri.

1316 Baltimore Avenue:

Lots 5, 6, 7, 8, 9, 10, 11 and 12, Block 7, REID’S ADDITION, a subdivision in Kansas City, Jackson County, Missouri.

1330 Baltimore Avenue:

Lots 1, 2, 3 and 4, Block F, SECOND RESURVEY OF REID’S ADDITION, a subdivision in Kansas City, Jackson County, Missouri.

The subject comprises a portion of Section 5, Township 49 North, Range 33 West, in Kansas City, Jackson County, Missouri.

The Planning Area is located in the southwest portion of the CBD or “downtown loop” formed by Interstates 29, 35, and 70. All three boundary roadways are designated as “Secondary Arterials” in the Major Street Plan. Baltimore Avenue and W 14th Street are also designated “Activity Streets” while W 13th Street is an “Established Arterial.”

There were a number of factors that were considered in determining the Planning Area boundaries. The PIEA seeks to assist the redevelopment of large areas suffering from the influence of blight. The main improvement within the Planning Area is the iconic and historic KC Power & Light Building that has sustained 87.1% vacancy the past four years. The Planning Area encompasses 1.42 acres of the CBD neighborhood containing 285,299 square feet of aging structural improvements and 76 deteriorating off-street surface parking spaces. The Planning Area encompasses an area whose potential owner expressed a desire to cooperate with the PIEA in establishing a neighborhood redevelopment area. The Planning Area boundaries also considered the location of other redevelopment districts in the area and attempted to avoid overlapping any previously approved redevelopment areas.

Land Area

Per calculations from Jackson County tax maps, the Planning Area contains a total of 61,951 square feet or 1.42 acres (including the adjoining alleyways). The redevelopment area is essentially configured as a rectangle with 430.50 feet (north-south) fronting the west side of Baltimore Avenue, 142.00 feet (east-west) on the south side of W 13th Street, and 100.00 feet (east-west) on the north side of W 14th Street.

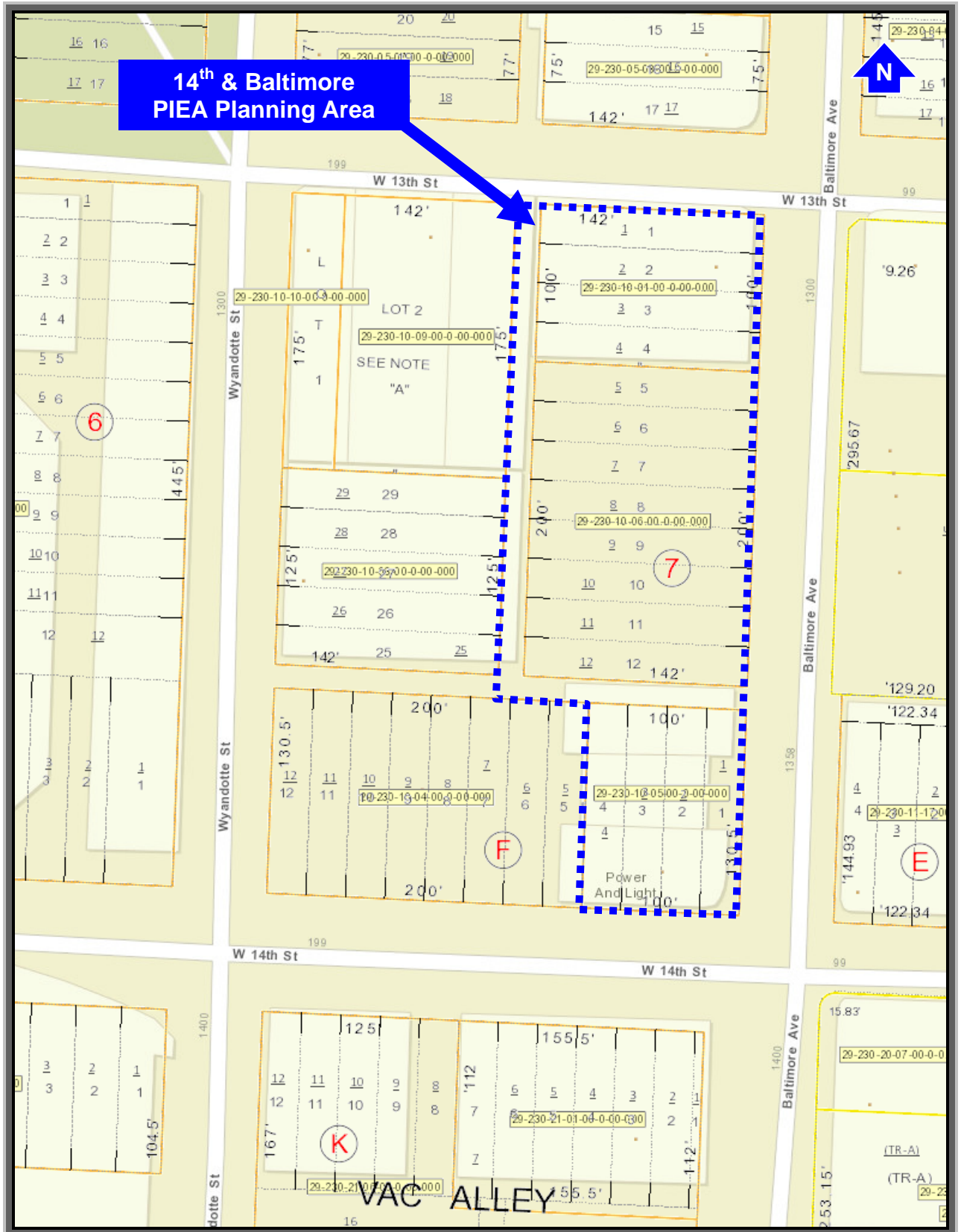
County Tax Parcels

The Planning Area encompasses three Jackson County tax parcels as summarized in the table below and outlined on the map on the following page:

Tax Parcel No.	Address	Ownership
29-230-10-01-00-0-00-000	1300 Baltimore Avenue	West Properties, Inc.
29-230-10-05-00-0-00-000	1330 Baltimore Avenue	Gailoyd Enterprises Corp.
29-230-10-06-00-0-00-000	1316 Baltimore Avenue	West Properties, Inc.

Two alleyways that bisect or adjoin the three tax parcels are also encompassed within the Planning Area. The Planning Area is held in two ownerships that are related.

JACKSON COUNTY TAX MAP 29-230



DESCRIPTION OF PLANNING AREA

General

The 14th & Baltimore Planning Area encompasses nearly half an entire city block (1.42 acres and three tax parcels) located in the southwest portion of the CBD neighborhood. The CBD is the focal point of government, legal, and financial affairs in the greater Kansas City metropolitan area. The CBD is closely associated with its adjoining neighborhoods, including the River Market to the north, the West Bottoms to the west, and Crossroads and Crown Center/Union Station to the south.

Access

The Planning Area has excellent access due to the Interstates that “loop” the neighborhood and the interior rectilinear road system. (The loop is just over one miles wide (east/west) and just under one mile deep (north/south).) Baltimore Avenue runs from the north end of the loop to the south end. W 13th and 14th Streets run from the west end of the loop to the east end. W 13th Street carries three lanes to the west with no on-street parking. Baltimore Avenue is of two-way, two-lane design with parking along the east side. W 14th Street is of two-way, two-lane design with parking along the south side. The intersections of W 13th and W 14th Streets with Baltimore Avenue are controlled by traffic signals. An east/west alley bisects the block just north of 1330 Baltimore Avenue (connecting Baltimore with Wyandotte). A north/south alley runs from W 13th Street south terminating at the east/west alley.

Topography, Drainage

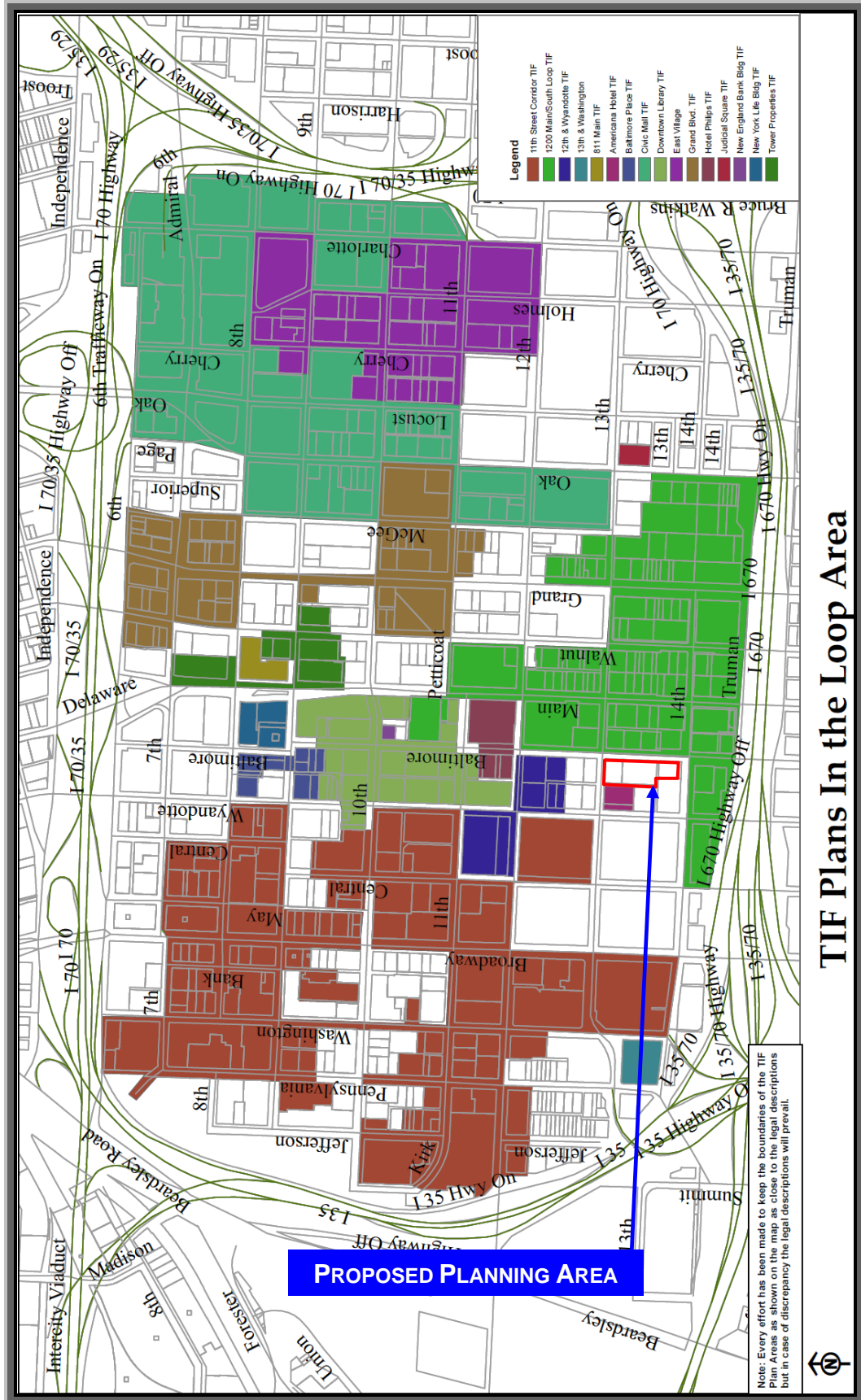
Except for 1300 Baltimore Avenue which is below grade of W 13th Street and Baltimore Avenue, the Planning Area is at street grade. The topography generally slopes downward to the south and east. The loss in elevation from north to south is roundly 25 feet (893 to 868 feet). The Planning Area has acceptable drainage and is located outside of any identifiable flood plains.

Vegetation

The majority (77%) of the Planning Area is covered with superstructure, paved parking areas, or paved alleyways. The only vegetation within the Planning Area is overgrown weeds present on 1300 Baltimore Avenue.

Existing & Proposed Development

The immediate neighborhood lies between the new Power & Light District to the east and the Convention District to the west. Numerous multistory buildings are in the immediate area many of which are approved TIF projects (see map on following page) and/or listed on the National Register of Historic Places (KC Power & Light, President Hotel, Kansas City Club Building, Loew’s Midland Theater/Midland Building).



TIF Plans In the Loop Area

The city and state government must often provide incentives for redevelopment to occur in the urban core. Available redevelopment tools include tax increment financing (administered by the TIF Commission), Chapter 353 redevelopment rights (via KCMO), Chapter 99 real estate tax abatement (administered by the Land Clearance Redevelopment Authority (LCRA)), and state enterprise zone assistance. The Planned Industrial Expansion Authority of Kansas City, Missouri is also involved in redevelopment operating under authority granted by the state and in conjunction with the city. Much of the City's recent work has gone towards providing adequate off-street parking within the urban setting and revitalizing or demolishing derelict buildings.

On November 25, 1968 the city council approved creation of the Central Business District Urban Renewal Area (CBDURA). The CBDURA was included with fifteen other Kansas City, Missouri Urban Renewal Areas. The city council determined it was "desirable and in the public interest that the Land Clearance for Redevelopment Authority of Kansas City, Missouri undertake and carry out the Neighborhood Development Program for the City of Kansas City, Missouri". On January 17, 1969 in Ordinance No. 36287 the city council declared the following:

That it is hereby found and determined that the Urban Renewal Areas comprising the Program are blighted and insanitary areas and qualify as eligible areas under the Missouri Land Clearance for Redevelopment Authority Law.

The proposed Planning Area lies within the CBDURA.

On January 28, 1993 the city council approved creation of the Americana Hotel TIF Plan by Ordinance 921438. The redevelopment area included two of the subject tax parcels, excepting only 1300 Baltimore Avenue. The city council cited the following:

The Redevelopment Area as a whole is a blighted area, and has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan.

The proposed Planning Area was subsequently transferred to the Power & Light TIF District which was approved on September 7, 1997 by Ordinance 970992. The approved plan encompassed all of the proposed Planning Area. The city council cited the following:

The Redevelopment Area as a whole is a blighted area, and has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan

Due to opposition to the approved plan, a petition with sufficient signatures was filed to call for a public election and referendum vote on the approved plan and proposed zoning changes. Both the plan and the zoning change were subsequently approved by voters.

Subsequent 1st and 2nd Amendments (Ordinance 991464 dated September 1999 and Ordinance 011654 dated November 2001) to the original plan reiterated the finding of blight.

The proposed Planning Area was subsequently transferred to the Gailoyd Redevelopment TIF Plan which was approved on March 27, 2003 by Ordinance 030260. The entire proposed Planning Area was included within the approved plan. The main factors cited in the blight study

included age, outmoded design, physical deterioration of existing improvements, economic underutilization, and previous findings of blight (described above). A First Amendment was approved on January 26, 2006 by Ordinance 060015. Due to lack of activity, the TIF Commission subsequently terminated the TIF Plan on March 28, 2013 by Ordinance 130207.

The proposed Planning Area adjoins to the east and southeast of the Americana Hotel TIF, to the west of the President Hotel TIF, to the west and north of the Power & Light TIF, to the south of the Galleria/One KC Place 353, and to the west of the Downtown Loop PIEA Plan Area. In order to qualify for TIF, 353, or PIEA designation a finding of blight is necessary.

The State of Missouri has designated the area within the downtown loop as an Enterprise Zone. State tax credits are available to companies based upon redevelopment and new hires created in the zone.

Approved Public Planning Guidelines

Three main documents guide development within the city, downtown, and Planning Area: FOCUS Kansas City Plan, Greater Downtown Area Plan, and the Power and Light District streetscape standards. The CBD neighborhood is one of eight districts comprising the Central Business Corridor that reaches from the Riverfront south to the Plaza/Westport. Specifically, the Planning Area lies within the Greater Downtown Area Plan which was adopted on March 11, 2010 and replaced the Downtown Land Use & Development Plan (adopted April 2003).

Greater Downtown Area Plan

The plan of record for this area is the Greater Downtown Area Plan, which was adopted on March 11, 2010 by resolution #100050. The plan boundaries run from the Missouri River south to 31st Street and from State Line east to Woodland Avenue and includes the downtown loop. The policy framework provides a guide for future development decisions and public investment priorities within the downtown loop and the adjoining areas. In an attempt to prioritize public investment within the downtown the plan established five primary goals:

- Create A Walkable Downtown
- Double The Population Downtown
- Increase Employment Downtown
- Retain And Promote Safe, Authentic Neighborhoods
- Promote Sustainability

The redevelop of the Planning Area will add approximately 270 residential units to the downtown inventory thereby fueling population growth. Although the KC Power & Light Building once generated significant office employment the structure has only had one tenant (occupying 12.9% of the leasable area) the past four years. Employment maybe generated by first floor commercial space. Additionally, some portion of the over 270 new residents to the Planning Area will likely seek nearby employment. The present state of the Planning Area includes environmental issues, safety issues (collapsing retaining walls, lack of fire safety,

loitering, vandalism), and underutilized and unsightly vacant land strewn with trash. The redevelopment of the area will promote safety while enhancing the neighborhood. The first level commercial space will enhance the walkability of the proposed redevelopment.

The plan also states future development should incorporate the following guiding principles:

- Reinforce And Embrace Dense, Mixed Use Development In The Central Business Corridor
- Connect Neighborhoods And Activity Centers
- Support Mixed Use Development In Areas Currently Dominated By Industrial Development
- Provide Adequate Infrastructure
- Promote Sustainable Development
- Promote Compatible Development And Prevent Encroachment
- Encourage The Preservation And Adaptive Re-Use Of Historic Buildings
- Encourage Urban Development
- Preserve The Street Grid
- Support Transit

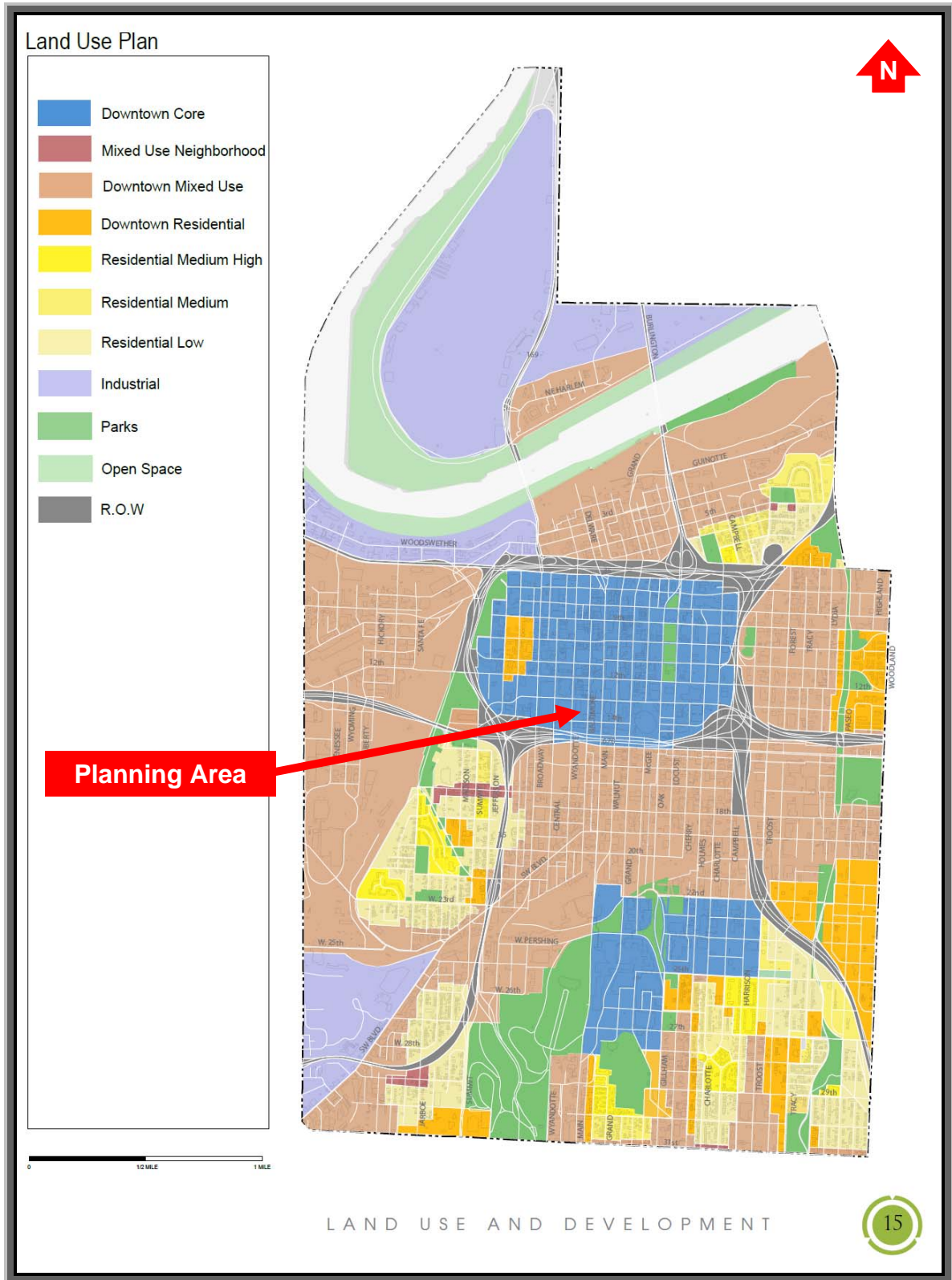
The proposed 14th & Baltimore PIEA Planning Area will address many of these guiding principles. Most notable is the preservation and adaptive re-use of an iconic and historic building (the KC Power & Light Building). The proposed redevelopment is of mixed-use character, preserves the street grid, supports transit, encourages urban development, and connects neighborhoods and activity centers (creating a link between the convention facilities to the west and the Power & Light District to the east).

Another guiding principle called for in the plan is “filling the gaps”:

As we connect the neighborhoods in the downtown area we must concurrently fill the gaps in the urban fabric. Vacant lots, surface parking lots, and suburban style development detract from the urban environment. A well-defined urban space has multi-story buildings placed on either side of the street with little or no setback.

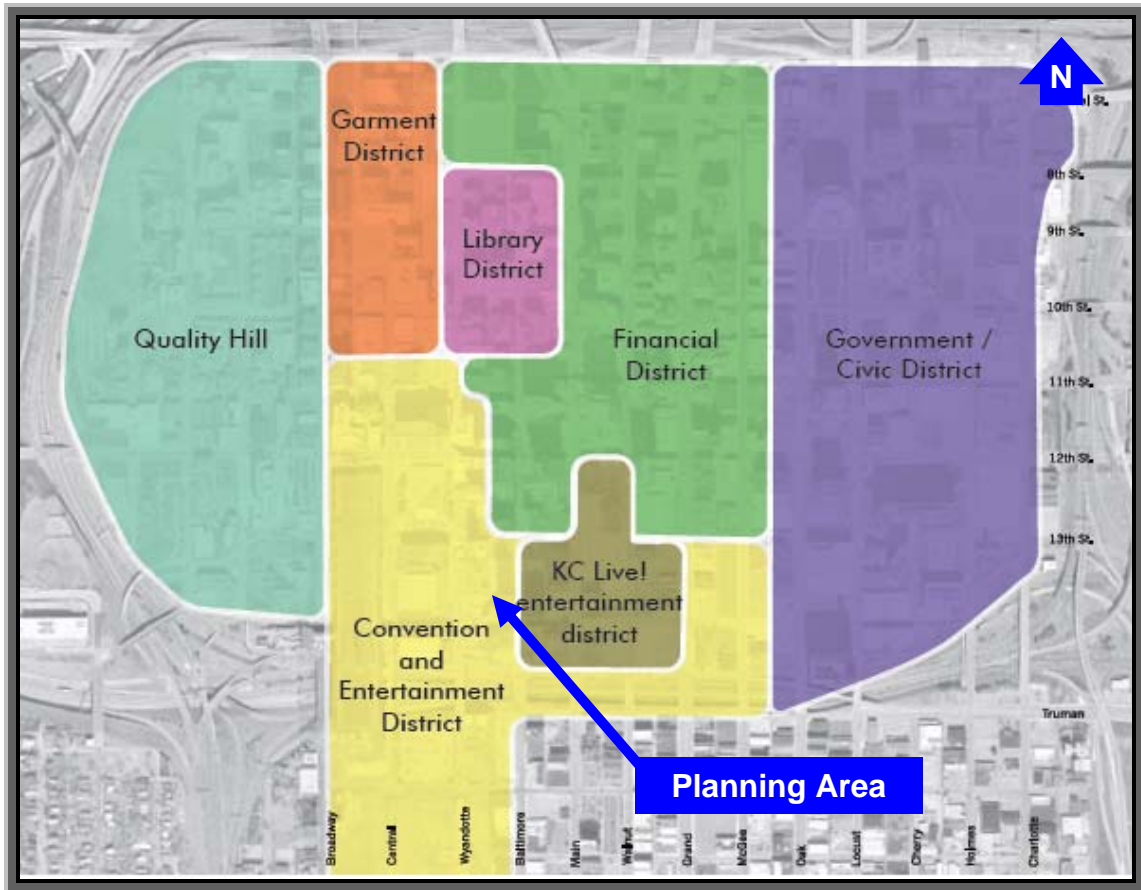
The majority of the land use within the Planning Area is vacant lot or surface parking lot (both of which are presently quite unsightly). Redevelopment with five-story apartment over retail structures cloaking structured parking behind will enhance these barren parcels while connecting the convention facilities to the west with the Power & Light entertainment facilities to the east.

GREATER DOWNTOWN AREA PLAN – LAND USE PLAN



Furthermore, the plan addresses parking by discouraging surface parking lots and encouraging consolidation of lots into structured parking. The redevelopment will eliminate the surface parking lot at 1316 Baltimore Avenue and create approximately 480 structured parking spaces cloaked in a six-story multiuse (residential over retail) structure.

EXISTING DOWNTOWN DISTRICTS



The revitalization of the Planning Area will have the immediate impact of boosting employment and resolving underutilization and deterioration of the iconic and historic KC Power & Light Building skyscraper, a dilapidated surface parking lot, and an unsightly vacant parcel with collapsing retaining wall subject to loitering, accumulation of trash, and overgrowth by weeds. The investment made within the 14th & Baltimore Planning Area will result in the beautification and enhancement of surrounding areas. Finally, the redevelopment and revitalization of the proposed redevelopment area will help alleviate extensive blight.

Power & Light Streetscape Standards

The renovation of the struggling KC Power & Light Building and the adjoining unsightly vacant lot and deteriorating surface parking lot will be in keeping with guidelines stated in the Power and Light streetscape standards. Within the downtown loop Grand, 12th Street, Main, and Broadway are the most important streets. Baltimore Avenue is a “Street of Special Character.” For the redevelopment area, streetscape requirements may be modified, amended, or waived from time to time with the consent of the Director of City Planning and Development and will be implemented to cure blight.

FOCUS Kansas City Plan

The FOCUS Kansas City Plan was created with the input of thousands of area residents and was approved by the City Council in 1997. The Downtown Loop is characterized in the FOCUS *Urban Core Plan* as follows:

...the Central Business District (CBD), defined and identified by a loop highway, is the real and symbolic heart of the urban core, the City and the metropolitan area. Remarkable from a distance for its distinguished skyline and within its center for the density of commercial, civic and other activities, the Downtown Loop is the area of most significance within the plan for the urban core and for the city as a whole.

As the heart of the city, FOCUS indicates the Downtown Loop should contain:

- The Largest Office Centers
- Significant Retail Facilities
- The Center Of Government
- Important Cultural Institutions
- The Primary Center Of Entertainment, Convention And Tourism Activity

FOCUS seeks to maintain the above factors in order to create a 24-hour center for living, working and playing.

Because of the importance of the “*Heart of the City*” the FOCUS plan provides an extensive list of 16 initiatives that should guide and enhance downtown development/redevelopment activities:

- Commit 10-15% of the City’s capital improvements funding to the Downtown Loop
- Create a Special Benefits District for the Downtown Loop
- Restructure zoning laws to reflect existing conditions and encourage new development within the Downtown Loop
- Create and implement an Urban Design Guideline
- Implement multi-modal transit system within the Loop and connect to transit systems of the Metropolitan Area
- Augment existing residential alternatives and create a new residential district in the northeast quadrant
- Create an entertainment-based nightlife Downtown by clustering new entertainment facilities inside the Loop and near the Convention District
- Support the initiatives of the preservation plan for preservation and adaptive re-use of historically desirable buildings and amenities
- Create a series of gateways to the Loop at entrances and bridges including the development of commercial structures spanning the highways at two critical points
- Enhance security within the Loop

- Create America’s cleanest downtown
- Include a Downtown Festival in the Festival Series
- Create a new Performing Arts Center within or adjacent to the Loop
- Reserve space for expansion of the Convention Center
- Reserve space for a new arena adjacent to the Loop in case demand warrants its construction
- Add new skywalks and tunnels to complete existing network in highest density areas and convention district

The proposed redevelopment within the Planning Area will augment existing residential uses, preserve and re-use an iconic and historic skyscraper, enhance security, and cleanup a trash strewn vacant lot.

Blight

The dominant blighting factor is the aging improvements (physical deterioration and functional obsolescence) that result in dysfunctional or unsafe conditions. The KC Power & Light Building was built in 1930 and 1931. This results in significant obsolescence and inadequate design. Lack of upkeep over the past decade has resulted in severe interior and exterior deterioration. Neighborhood and safety issues include vagrancy, alcohol consumption, and graffiti. Population within the CBD decreased 33% between 1970 and 2000 but has improved over the past decade. The median household income (in 2010) for the CBD is 35% below the MSA median. The assessed valuation within the Planning Area has decreased over the past 5 years.

In November 25, 1968 the city council approved creation of the Central Business District Urban Renewal Area (CBDURA). The city council determined it was “desirable and in the public interest that the Land Clearance for Redevelopment Authority of Kansas City, Missouri undertake and carry out the Neighborhood Development Program for the City of Kansas City, Missouri”. On January 17, 1969 in Ordinance No. 36287 the city council declared the following:

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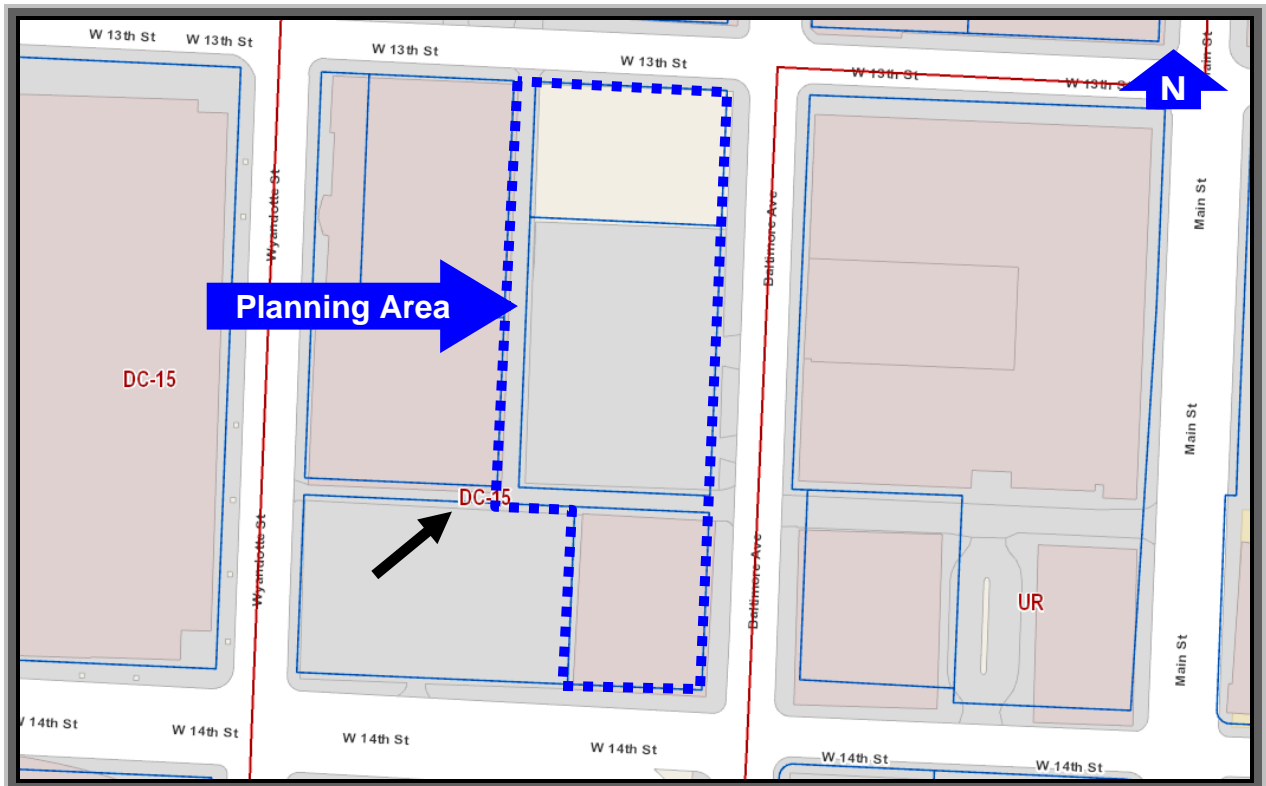
Thereafter all or a greater portion of the Planning Area was declared blighted in the Americana Hotel TIF Plan (January 28, 1993 by Ordinance 921438), the Power & Light TIF District Plan (September 7, 1997 by Ordinance 970992), and the Gailoyd Redevelopment TIF Plan (March 27, 2003 by Ordinance 030260).

As described under **Project Proposals** “Specific Strategies” (page 23), Northpoint Development intends to invest approximately \$62.5 million to rehabilitate the redevelopment area. This substantial investment will resolve multiple blighting influences within the proposed redevelopment area as outlined below:

BLIGHT COMPONENT	BLIGHT RESOLUTION
Insanitary or Unsafe Conditions:	Resolution of environmental issues, dated building systems, and issues created by the exorbitant vacancy.
Deteriorating Site Improvements and Outmoded/Obsolete Design:	Repair all exterior deterioration Reconfigure the interior for residential use Update all building systems Create 55 new units and 480 new structured parking spaces
Economic Underutilization/Social Liability:	Reuse of a 36-story iconic skyscraper essentially vacant for the past four years Creation of 55 apartment units and 480 parking spaces on an unsightly vacant lot and deteriorating surface parking Create new employment opportunities for the area (including development, construction and permanent employees)
Additional Blighting Influences:	Declining Population (Additional residential units will increase population and new employment may increase income levels) Stagnant Values (Northpoint Development will invest roundly \$62.5 million in the proposed redevelopment area)

Zoning

The entire proposed redevelopment area is presently zoned DC-15, Downtown Core (Dash 15). The DC-15 zoning is found north, west, and south of the proposed Planning Area. To the east of Baltimore Avenue is UR, Urban Redevelopment associated with the President Hotel and the Power & Light District. If the proposed Planning Area were approved as a PIEA Plan then the zoning would be changed to UR, Urban Redevelopment which would provide the city with considerable input into the development plan.



Land Use

1330 Baltimore Avenue had been improved with the iconic KC Power & Light Building since 1930. The 36-story Art Deco office building was added to the National Register of Historic Places on January 9, 2003. The surface parking lot at 1316 Baltimore Avenue (76 spaces) has served the adjoining office tower for many decades. Although 1300 Baltimore Avenue is currently vacant, a one-story structure was demolished in 2008 leaving the foundation wall, which appears to serve as a retaining wall for elevated W 13th Street, Baltimore Avenue, and the westerly adjoining alley.

The office tower has floundered due to physical deterioration and functional obsolescence, as well as, a weak office market. Conversion to residential use is likely the only feasible use for the office tower. The surface parking lot at 1316 Baltimore Avenue and the adjoining vacant lot at 1300 Baltimore Avenue are underutilized and are feasible for mixed-use development (most likely apartments over retail with structured parking behind).

Development in the immediate area is fairly intense reflecting the urban core location.

STATISTICAL PROFILE

Standards of Population Densities

Population

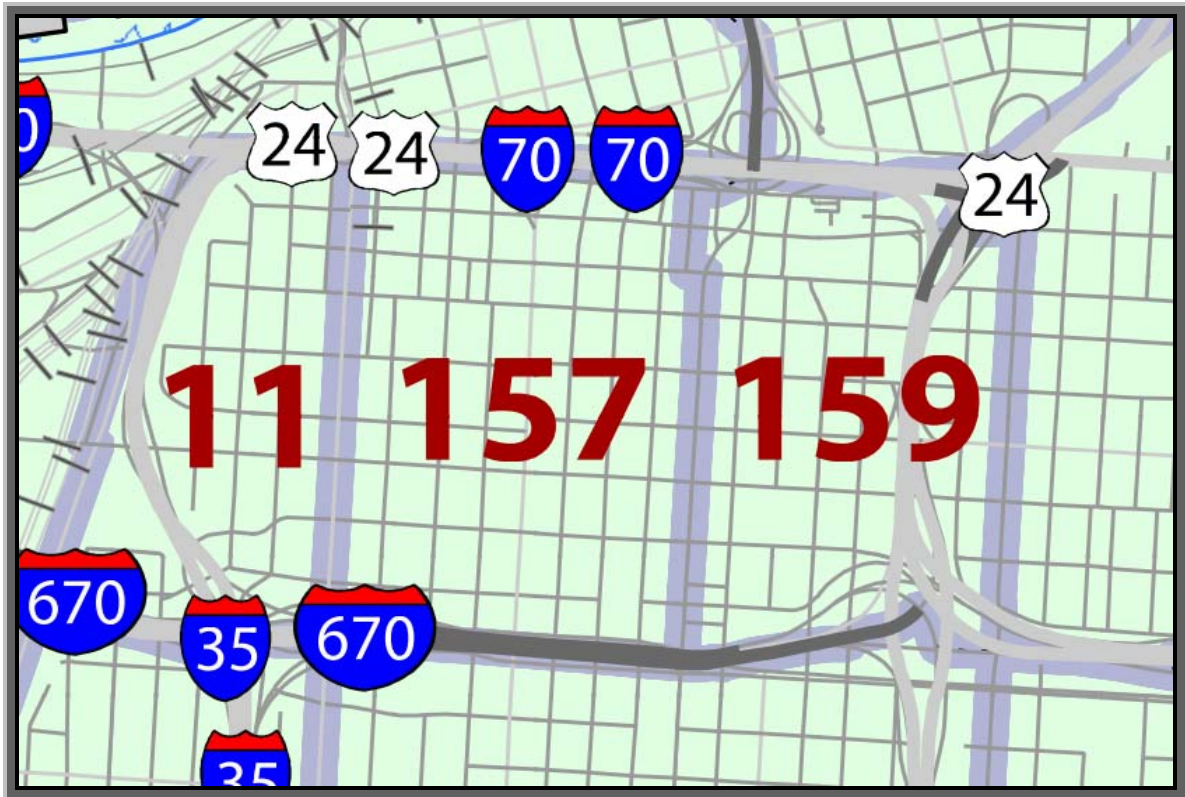
Population figures for the redevelopment area are provided by the Mid-America Regional Council (MARC), a quasi public planning agency for the metropolitan area, and the US Census Bureau. The subject Planning Area lies within Census Tract 157 (Census 2010) that was formerly Census Tract 28.01 (Census 2000). The adjoining census tracts comprising the loop in Census 2010 were 11 (west) and 159 (east) with the latter designated as Tracts 12, 13, and 14 in Census 2000.

The following summarizes population trends for the census tracts in the Planning Area and for the adjoining tracts over the past five decades:

Census Tract	Historical Population Figures				
	1970	1980	1990	2000	2010
Plan Area					
28.01	197	80	2	2	--
157	--	--	--	--	1,886
% chg		-59%	-98%	0%	94200%
chg. '70 to '10					857%
Adjoining Area					
11	2,410	1,948	1,504	1,374	1,709
12	651	590	673	601	--
13	1,442	1,619	1,013	835	--
14	753	816	853	828	--
159	--	--	--	--	1,683
Total	5,256	4,973	4,043	3,638	3,392
% chg		-5%	-19%	-10%	-7%
chg. '70 to '10					-35%
Combined Area					
	5,453	5,053	4,045	3,640	5,278
% chg		-7%	-20%	-10%	45%
chg. '70 to '10					-3%

The data show population decreases and stagnation within the Planning Area until the most recent census. The adjoining area, which encompasses the area enclosed by the downtown loop, experienced steady population decreases from the 1970s through the most recent census. The CBD lost 33% of its population between 1970 and 2000. The decline diminished to 3% through 2010. The median household income in 2010 for the three census tracts was a low \$35,593 (35% below the MSA median). Loss of population and the low affluence of the area are considered blighting factors for the subject.

DOWNTOWN LOOP 2010 CENSUS TRACTS



CENSUS TRACT MAP 157



Population Densities

The population density (persons per square mile) of the Planning Area (1 census tract) and the adjacent areas (2 or 4 census tracts) are shown below:

Census Tract	Historical Population Density Figures				
	1970	1980	1990	2000	2010
Plan Area					
28.01	1,379	560	14	14	--
157					4,721
% chg		-59%	-98%	0%	
Adjoining Area					
11	9,674	7,820	6,037	5,516	6,860
12	2,537	2,299	2,623	2,342	--
		11,16			
13	9,941	2	6,984	5,757	--
14	4,135	4,481	4,684	4,547	--
159	--	--	--	--	10,368
Total	26,28	25,76	20,32	18,16	17,229
% chg	8	2	8	1	-5%
		-2%	-21%	-11%	
Combined Area					
	27,66	26,32	20,34	18,17	
	6	1	2	5	21,949
% chg		-5%	-23%	-11%	21%
chg. '70 to '10					-21%

Mirroring the decline in historical population, the population density has also decreased over the past four decades. The loss in population density from 1970 to 2010 within the CBD was 21%.

Unemployment

Unemployment within the Planning Area and the adjoining area as reported in Census 2010 is summarized below:

Census Tract	Labor Force	Labor Force Unemployed	Percent Unemployed
Plan Area			
157	1,436	63	4.4%
Adjoining Area			
11	1,109	89	8.0%
159	556	63	11.3%
Total	1,665	152	9.1%
Combined Areas			
	3,102	215	6.9%

The total unemployment rate in 2010 in the CBD of 6.9% was well below the rate in Jackson County, Missouri (10.7%) or the Kansas City MSA (8.8%).

LAND USE PLAN

Existing Land Use

The KC Power & Light Building has been in office use since 1930. The building has dwindled to 12.9% occupancy over the past four years. The tax parcel to the north (1316 Baltimore) has served as surface parking (76 spaces) for the office tower for decades. The vacant lot at 1300 Baltimore was most recently improved with a one-story office building.

Land Use Provisions & Building Requirements

Statement of Uses to be Permitted

Proposed land uses within the Planning Area project shall be limited to development within the meaning of Section 100-310(9) R.S.Mo., as amended.

Regulations and Controls

All municipal ordinances, codes and regulations related to the buildings, properties and development shall apply within the 14th & Baltimore 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 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, conditions of blight or deterioration of undeveloped industrial or commercial uses.

The intent of this general development plan for the 14th & Baltimore Planning Area is to revitalize an iconic historic building that has languished at 87.1% vacancy the past four years by conversion to residential use and creation on the vacant lot and surface parking lot sites of new mixed-use space (multifamily over retail) surrounding structured parking. The general development plan is in accordance with the recommended residential mixed-use land use described in the Greater Downtown Area Plan.

Land Coverage & Building Intensities

Anticipated coverage (Floor Area Ratio = FAR) of the proposed reuse of the 14th & Baltimore Planning Area is detailed below:

Use	Buildings (SF)	Site Area (SF)	Density (FAR)
KCP&L + Proposed MU	285,299	61,951	4.6 : 1

PROJECT PROPOSALS

Development Strategy

General Strategy

The overall strategy for development within the 14th & Baltimore PIEA Planning Area will emphasize the following:

- Renovation and adaptive reuse of the iconic and historic KC Power & Light Building skyscraper
- Creation of a new mixed-use (residential over retail) building with structured parking behind replacing an unsightly vacant lot and deteriorating surface parking lot
- Elimination of unsafe and insanitary conditions
- Remediation of all environmental hazards
- Resolution of all building code violations
- Resolution of all Americans with Disabilities Act (ADA) violations
- Clean-up and policing of the Planning Area

Specific Strategy

Northpoint Development of Kansas City, Missouri intends to invest approximately \$62.5 million to redevelop the KC Power & Light Building and develop the new mixed-use structure (55 units) and parking garage (480 spaces). The KC Power & Light Building conversion will result in 215 modern upscale apartments of 1BR and 2BR design with roundly 15 units having outdoor terraces, a feature allowed by the building's step-back design. The new apartment structure to be added north of the existing tower will be of 6-story design along Baltimore and 13th Street. All 55 of the new apartments that will wrap around the garage will have balconies. Amenities may include a rooftop pool on the garage, a fitness center, a business center, a theater, and gathering / party room with kitchen. The apartments will have upscale finish such as hardwood floors, granite countertops, and high-end appliances. Potentially, 6,500 square feet of commercial space on the first level of the new building will augment space on the first level of the KC Power & Light Building.

Additional Features

In order to receive tax abatement, streetscapes will be improved with the addition of trees, lighting, and trash receptacles as required by the Department of Public Works and Parks and Recreation Department. Streetscape design guidelines, which may be modified, amended, or waived by the Director of City Planning and Development, as outlined in the Power and Light District streetscape standards shall be implemented to cure blight. The developer may seek public assistance for these improvements.

The proposed land use and development strategy is in agreement with the FOCUS Kansas City Plan and the Greater Downtown Area Plan. Both of these studies were undertaken for the City of Kansas City, Missouri to provide a basis for development in the area. The proposed land use, then:

- Improves the blight condition of the neighborhood
- Supports and expands the City's tax base
- Fosters employment for the public
- Improves the public health, safety, morals and general welfare

Method of Financing

It is anticipated that any land acquisition, demolition, relocation and redevelopment within the 14th & Baltimore PIEA Planning Area will be privately financed through developer/investor financing and/or conventional financing. The terms of any potential use of public/private financing methods are to be specified by the Project Developer to the Planned Industrial Expansion Authority.

Land Acquisition Costs

Northpoint Development has a contract to purchase all of the land and improvements within the Planning Area from two related entities and any land acquired will be done so in compliance with the Federal Uniform Land Acquisition and Relocation Policy, as amended.

Tax Abatement

The provisions of Section 100.570 R.S.Mo. concerning the ad valorem tax exemption benefits contained in Chapter 353 (R.S.Mo.) and more specifically set forth in Section 353.110 and 353.150(4) R.S.Mo. shall be available to a Redevelopment Corporation designated by the Authority if the designated Redevelopment Corporation acquires fee simple interest in any real estate for redevelopment and redevelops and uses such real estate in accordance with this plan and if the Authority approves such acquisition. Such tax exemption benefits shall be available to any successor, assign, or purchaser or transferee if the designated Redevelopment Corporation provided that such successor, assign, purchaser or transferee continues to use, operate and maintain such real estate in accordance with this Plan.

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, shall submit plans and specifications to the Planned Industrial Expansion Authority and the City of Kansas City, Missouri, and, 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.

Design Guidelines

Development within the 14th & Baltimore PIEA Planning Area will follow the Development Guidelines (Appendix C) of the Greater Downtown Area Plan and the Power and Light District streetscape standards, which may be modified, amended, or waived by the Director of City Planning and Development and would be implemented to cure blight; and the screening requirements of Chapter 52 of the Code Of Ordinances of the City Of Kansas City, Missouri (Ord. No. 060806, enacted August 17, 2006 (Supp. No. 63)) to the extent that the requirements are applicable.

The focus of these design guidelines is to create a pedestrian friendly atmosphere through specific guidelines for building use, design, location, and materials; the addition of landscaping and other amenities (fountains, art, seating, lighting, open space, awnings and canopies); proper integration and design of parking facilities; advancement of residential development; and pressing for clean up of derelict buildings and signage.

Additional recommendations with respect to design guidelines are included in **Appendix I**.

PIEA Rights of Review

Each individual development proposal will be submitted to the Authority's Board of Commissioners for determination that the specific requirements of the plan have been met, and that the proposal is in keeping with the overall design objectives cited above and the General Plan for the City.

Relocation

It is not anticipated that relocation will be necessary to carry out this project. If relocation is required, all relocation costs will be the responsibility of the developer. The Authority will cooperate, as possible, in assisting project developers and property owners in planning for necessary relocation. All relocation shall conform to the Federal Uniform Land Acquisition and Relocation Policy, as amended.

PROPOSED CHANGES

Proposed Zoning Changes

The entire Planning Area is currently zoned DC-15, Downtown Core (Dash 15). For purposes of implementation of this plan and in order to reinforce its objectives developers will have to apply for District UR (Urban Redevelopment District) zoning in order to be eligible for tax abatement benefits described herein if their projects meet either of the criteria listed below:

1. A new residential project of 5 or more units, but excluding any residential units that are to be constructed within an existing building.
2. Any projects that involves construction of new buildings or expansion greater than 10% or 1,000 square feet of existing building or buildings (whichever is less).

The requirements to obtain UR Zoning for projects which are equal to or larger than projects described on No. 1 & 2 above may only be waived by the Director of City Development upon the recommendation of the Director of the Planned Industrial Expansion Authority. Prior to granting a waiver, the Director of City Development must consult with the Planning, Zoning & Economic Development Committee.

Additionally, no zoning to District UR will be required if the project is listed on the National Register of Historic Places, is being developed by the use of historic tax credits and is being developed using the standards of the Secretary of the Interior for such redevelopment.

Proposed Street Changes

No street changes are anticipated for the Planning Area expansion. The north/south and east/west alleyway within the Planning Area will be incorporated into the new development. Any street changes that might be considered in the future will be coordinated with Kansas City, Missouri Public Works and City Planning and Development Departments.

Proposed Street Grade or Land Changes

No changes to street grade are anticipated to complete the development. The vacant lot and surface parking lot will become the site of the new mixed-use building and parking garage. Any changes will be coordinated with the City of Kansas City, Missouri.

Proposed Building Code or Ordinance Changes

No changes in the existing building codes or city ordinances are proposed with the development outlined in this plan. All existing code violations will be resolved by the redevelopment.

Proposed Changes in Public Utilities

Although it may be required as part of a specific project plan, and to remedy blighting conditions, that certain utilities will be relocated or buried, no changes in public utilities are anticipated at this time. If any changes are required, they will be coordinated with the City of

Kansas City, Missouri and expenses relating to the same will be incurred and financed by the affected utilities or parties other than the City or the PIEA.

Proposed Changes to Public Facilities

No changes are proposed to public facilities within the Planning Area. However, the developer will repair adjacent curb, gutter, sidewalk, and streetlights as required by the Department Services and the Parks and Recreation Department. The developer may seek public assistance for these improvements.

In order to receive tax abatement, streetscape design guidelines as outlined in the Power and Light District streetscape standards, which may be modified, amended, or waived by the Director of City Planning and Development, shall be implemented to cure blight.

Proposed Changes to City's Area Plan

This Plan is in conformance with the City's Area Plan. The revitalization of the existing structure and removal of blighting factors is in keeping with the planned revitalization of the neighborhood that hopes to reestablish the livability of the area.

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 14th & Baltimore PIEA Planning Area included those stated in the FOCUS Urban Design and Development Guidelines:

- To enhance the city's quality of life
- To increase property taxes
- To encourage additional public and private sector investment.

Creating Mixed-Use Nodes

Although residential use is the dominant feature of the reuse of the Planning Area, commercial or community use is also available on certain lower floors of the existing and planned structures. Revitalization of the historic skyscraper that has existed for over 80 years in the current location will continue to contribute to the overall mixed-use orientation of the neighborhood.

Revitalizing Existing Uses

The purpose of the proposed redevelopment plan is to revitalize a historic and iconic skyscraper that has languished at 87.1% vacancy the past four years but which has been a prominent structure within the CBD for over 80 years but is now infeasible due to age, deterioration, functional obsolescence, and outmoded design. The redevelopment plan includes an investment of roundly \$62.5 million to reuse, update, modernize, beautify, and augment the Planning Area.

Foster Employment

It is anticipated that the redevelopment of the 14th & Baltimore Planning Area and the improved utilization of properties within the Planning Area will foster temporary (construction and redevelopment) and permanent employment within the City.

Billboards

No billboards are present within the Planning Area and none are planned to be added. Regardless, no property within the Planning Area containing a billboard is eligible for abatement under this redevelopment plan. Some signage may be needed on the first level to advertise any commercial tenancy.

Public Transportation

The 14th & Baltimore Planning Area is presently served by public transportation under the Area Transportation Authority (ATA). Sheltered transit stops and shelters are already located at 13th and Wyandotte Street immediately adjoining the Planning Area. No changes in the public transportation system are proposed at the present time.

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 as required by the City of Kansas City, Missouri, in as much as redevelopment projects in the area create a need for improved public facilities. The developer may seek public assistance for these improvements.

In order to receive tax abatement, streetscape design guidelines as outlined in the Power and Light District streetscape standards, which may be modified, amended, or waived by the Director of City Planning and Development, shall be implemented to cure blight.

Building Requirements in the Planning Area

The objective of this plan is to have all current building requirements and codes presently in effect, apply to any development within the Planning Area.

Any specific development proposal approved by the Planned Industrial Expansion Authority 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 is not expected to have any significant negative impact on adjacent traffic patterns or public transportation.

PROCEDURES FOR CHANGE

This plan or the approved plans for any project in the 14th & Baltimore PIEA Planning Area may be modified at any time by the Authority, provided that, if modified after the lease or sale of real estate property in the Planning Area, the modification must be consented to by the Lessee or purchaser of the real property or to successor, or successors in the 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 City Council, the modification must similarly be approved by those same entities.

The approved development proposals for any project in the Planning Area may be modified at any time by the Authority, provided that, if modified after the lease or sale of property in the Planning Area, the modification must be consented to by lessee or purchaser of real property or his successor, or their successor in interest affected by the proposed modification. Where the proposed modification will substantially change the development proposals as previously approved by the Planned Industrial Expansion Authority, the Planned Industrial Expansion Authority must similarly approve the substantial modifications.

EMINENT DOMAIN

The Authority believes that it will not be necessary to exercise the power of eminent domain within the Planning Area, except possibly to clear title.

ESTIMATED COMPLETION TIME

The plan will be completed in 10 years from the passage of the ordinance approving the plan by the City Council and will require the amendment of the plan and approval by the City Council after the 10-year time limit.

APPENDIX I

appendix C

DEVELOPMENT GUIDELINES

PURPOSE AND USE

These guidelines provide a framework for quality design that is consistent with the Greater Downtown Area Plan vision, goals and objectives and the principles in the *FOCUS Urban Core Plan* and the *FOCUS Quality Places to Live and Work*. These guidelines should be used in conjunction with the Land Use Plan and Building Height recommendations to provide a framework to shape future development in Greater Downtown.

RELATIONSHIP TO FIVE PLAN GOALS

- **Double the Population** – By delineating and encouraging new areas of mixed use development (including residential).
- **Increase Employment** – By encouraging and focusing density along the central business corridor and future transit corridor.
- **Create a Walkable Downtown** – The design guidelines ensure that pedestrian amenities are provided and strive to produce the walkable urbanity to support public transit and 24-hour communities with broad economic bases.
- **Retain and Promote Safe, Authentic Neighborhoods** – Urban design can have a major impact on safety. Recommendations focus on encouraging the design of defensible spaces and greater overall transparency between buildings and the street. Strategies that aim to increase pedestrian street activity will also have a positive impact on perceived and actual safety downtown. Urban design improvements should be designed to minimize the need for maintenance. Maintenance should be shared by public and private entities and responsibilities should be well-defined before construction.
- **Promote Sustainability** – The guidelines encourage sustainable building practices which improve air and water quality, reduce energy consumption, and encourage alternative modes of transportation.

COMPONENTS

This section includes two components – the Urban Design Matrix, and the Development Guidelines.

- **Urban Design Matrix** - The urban design matrix illustrates the ideal design elements based on district type (see diagrams) and street type. The Functional Use Diagrams reflect the general character of the various districts downtown.
- **Development Guidelines** - The guidelines supplement the Functional Use Diagrams and provide more detail about the character, scale, design and layout of development projects.

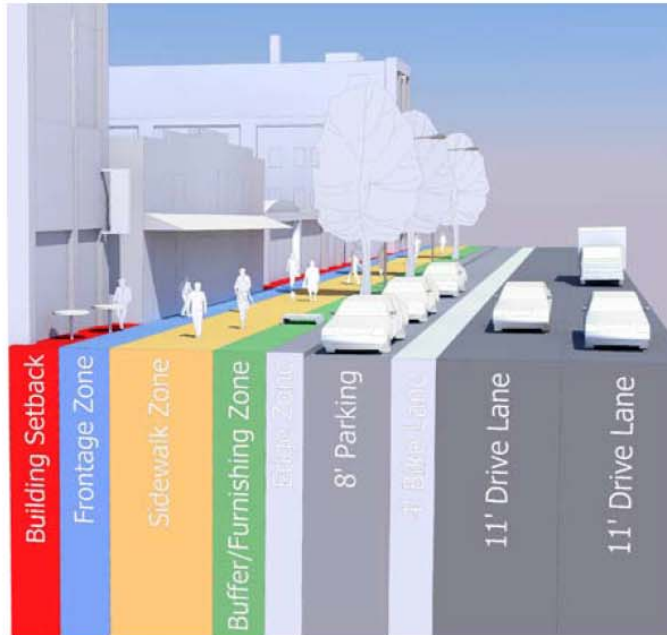


URBAN DESIGN MATRIX

The Urban Design Matrix makes ideal design recommendations based on district and street type. The goal of the matrix is to influence the general scale and massing patterns, not to dictate building style and materials.

Context	Downtown Residential				Downtown Mixed Use		Downtown Core	
	Residential		Dense Res./Commercial		Complete	Corridor	Complete	Corridor
	Complete	Corridor	Complete	Corridor				
Primary Building Entrance Orientation	front, side	front, side	front, side	front	front, side	front	front	front
Min. First Floor Building Facade Transparency	na	na	none	60%	40%	60%	40%	60%
Maximum Setback (from property line)	20 ft.	15 ft.	15 ft.	0 ft.	10 ft.	0 ft.	0 ft.	0 ft.
Surface Parking Access/Location (excluding driveways)	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear
Pedestrian Zone								
Recommended Total Ped. Zone Width	11 ft.	13 ft.	10 ft.	17 ft.	15 ft.	23 ft.	20 ft.	26 ft.
Frontage Zone Width	na	na	na	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.
Sidewalk Width	6 ft.	8 ft.	6 ft.	8 ft.	10 ft.	10 ft.	10 ft.	10 ft.
Buffer/Furnishing Zone Width	5 ft.	5 ft.	4 ft.	4 ft.	0 ft.	5 ft.	5 ft.	8 ft.
Edge Zone Width	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	3 ft.	2 ft.	3 ft.
Street Tree Spacing	50 ft.	50 ft.	50 ft.	30 ft.	50 ft.	30 ft.	30 ft.	30 ft.
Street Lighting	street	street	street	street, ped	street	street, ped	street, ped	street, ped
Vehicular Zone (based on collector thoroughfares)								
Desired Operating Speed (mph)	25	30	30	30	30	30	30	30
Design Speed	Design Speed should be a max. of 5 mph over operating speed.							
Number of Through Lanes	2	2 to 4	2	2 to 4	2 to 4	2 to 4	2 to 4	4
Lane Width	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.
Parallel On-Street Parking Width (where applicable)	7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	8 ft.	8 ft.	8 ft.
Min. Combined Parking/Bike Lane Width (where applicable)	13 ft.							
Vertical Alignment	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book							
Medians (14' where applicable)	none	none	none	painted	painted	painted, raised	painted	painted, raised
Bike Lanes (preferred min. width) (where applicable)	5-6 ft.							

Note: Angled parking may also be appropriate on certain streets.



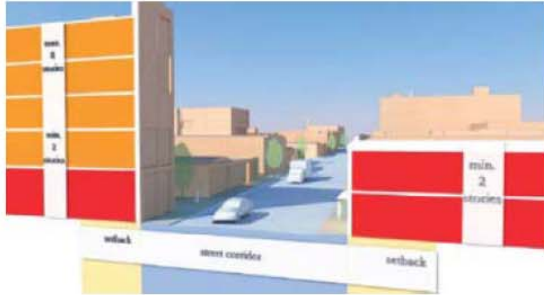
The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.



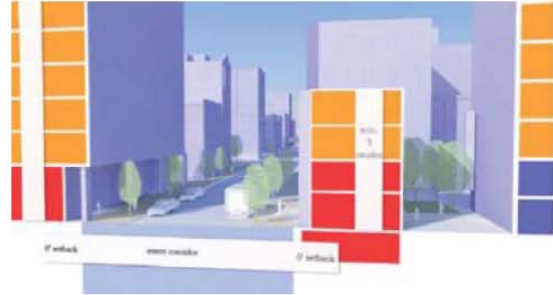
Residential districts represent areas consisting of single family structures, or a mix of single family and smaller scale multi-plex units. Pockets of commercial uses and public facilities such as schools are highly encouraged.



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.

Guidelines

INTENT

- The following design recommendations are supplemental to the Urban Design Matrix and Diagrams and are intended to guide future development plans.
- The guidelines are intended to be flexible. Not every guideline will apply for every project. However, as many guidelines as are practicable, feasible and applicable to the unique site characteristics should be incorporated into development plans. Exceptions to the guidelines should be weighed against the Vision Statement and the Decision Making Criteria (see Implementation Chapter).
- Application of the guidelines should respond to factors such as the scope of the project (i.e. project size, new construction vs. renovation) and existing site characteristics.
- These guidelines are not intended to be all inclusive of acceptable materials and/or design features or to preclude or inhibit creative and eclectic ideas.



PARKING

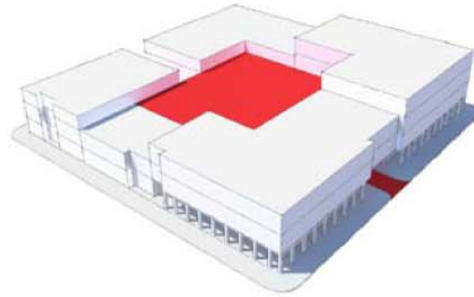
GENERAL PARKING GUIDELINES

- On-Street parking should be preserved whenever possible.
- Parking lots should include bicycle and scooter parking facilities and be designed with designated pedestrian pathways.
- Encourage LEED guidelines for bike parking in publicly subsidized projects. Provide secure bike racks and/or storage as near as practicable to the building entrance for at least five percent of all building users for commercial or institutional buildings; provide covered storage facilities for bicycles for at least 15 percent of the building occupants for residential buildings.
- Parking lot lighting and light from vehicles should not glare into adjacent properties. Consider light in access drive location. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
- Curb cuts for parking lots should be kept to a minimum. Access should be from alleys (1st choice) or major arterials (2nd choice) instead of residential streets.
- Parking should be located at the rear of the property behind 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).

SURFACE PARKING LOTS

- Additional surface parking lots in mixed use areas, particularly those with street frontage, are discouraged.
- All surface parking lots are encouraged to incorporate Green solutions including (but not limited to) the following:
 - Generous landscaped areas with plants suited to the urban landscape, adequate planting area and quality soils.
 - Managing stormwater on-site utilizing BMPs including, but not limited to native plantings, porous pavement and bio-retention swales.
- At a minimum, all surface parking lots are encouraged to provide a combination of perimeter and interior landscaping per the Downtown Surface Lot Design Guideline requirements (Chapter 52). Provide direct, and safe pedestrian connections through the lot.
- 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.





STRUCTURED PARKING

- Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible or at the zero lot line.
- When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services.
- The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged, particularly on Corridor Streets (see page 27).
- Parking structure façades should relate to the scale, proportion, and character of the district.
- 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 primary street.
- Where screening reduces visibility for “natural surveillance”, other security measures should be provided.
- Structured parking lots should incorporate green solutions where possible, that may include the following:



Site Considerations:

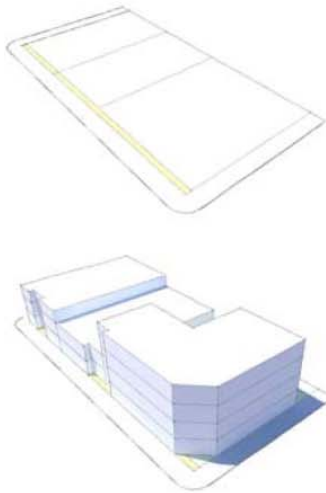
- Provide accommodations for bicycle storage, bus drop, etc.
- Allow preferred parking for car pools and hybrid vehicles.
- Provide location for storm water filtration and infiltration from garage deck.
- Provide street trees and other landscaping opportunities as native species.
- Provide high albedo rating top deck surface.

Energy Considerations:

- Use energy efficient lighting with daylight sensors, time clocks and possible motion detectors.
- Create façade that provides for greater daylight penetration into the garage.
- Use energy efficient elevator equipment.
- Consider use of renewable generation at the top deck.

ORIENTATION AND SETBACKS

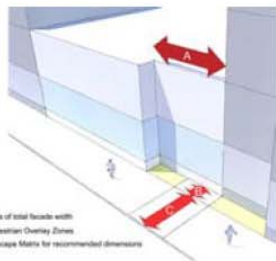
(Refer to the Functional Use Diagrams)



- In the Downtown Core and some other mixed use 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 including:
 - Outdoor café
 - Primary entrance enhancement
 - Sidewalk retail
 - Extension of the pedestrian realm
 - Public plaza
 - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use).
 - Where appropriate or feasible, the enhancement and utilization of alleys as public space is encouraged.



- In mixed use 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 are discouraged.



A. Setback = 30% or less of total facade width
 B. Setback = 5-8 ft Pedestrian Overlay Zones
 C. Sidewalk see Streetscape Matrix for recommended dimensions

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

- 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 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.

- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.

- Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest. Some possible methods for treating blank walls include:

- Installing vertical trellis in front of the wall with climbing vines or plant materials.
- Setting the wall back and providing a landscaped or raised planter in front of the wall.
- Providing art over a substantial portion of the blank wall surface.
- Dividing the mass of the wall to create a visual impression of a series of smaller buildings or sections.

- In residential areas, garages should be located behind residences and accessed from an alley when possible.



TRANSITIONS

(See Building Height Map and Land Use Plan)

- Create transitions between areas of different scales and intensities that are as seamless as possible and avoid abrupt transitions.
- Transitions may be provided through use of complementary materials and architectural character, setbacks, scale, and orientation of buildings.
- Transitions between high scale buildings and low scale buildings may be achieved by gradually stepping height down.
- Small green spaces, courtyards, squares, parks and plazas should be used whenever possible as a way to provide transitions between uses.
- A combination of landscaping, walls, fences and/or berms should be used where other transitions tools are not possible or not adequate, but should not mask areas from view and decrease “natural surveillance”.
- Building elevations facing a less intensive use shall provide “finished” edges using materials consistent with primary elevations and adjacent neighborhood.
- Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods.

LIGHTING

- All new development should include a site lighting plan.
- Glare and spillage into adjacent properties should be kept to a minimum through the use of cut-off fixtures or other devices. Low noise level lights should be used.
- All sidewalks and walkways in mixed use areas on Corridor Streets (or as specified in district streetscape plans) should have pedestrian level lighting.
- The design of exterior light fixtures should be consistent throughout a development, or within a district, but not throughout the planning area. The type and size of fixtures should be as consistent as possible along a single block.



ARCHITECTURAL CHARACTER AND 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. High quality sustainable architectural materials are also encouraged.
- New downtown 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. Applied ‘faux’ facades or other inappropriate materials should be removed.
- Non-urban construction materials, such as imitation masonry, or plywood are discouraged.
- Encourage public art to be integrated into the building/site design.
- Create buildings with human scale.
 - Buildings should be designed with a variety of scales, creating a scale and level of detail at the street level appropriate to the pedestrian.
 - Clearly articulating different uses at lower building levels will aid in creating a sense of human scale in mid- and high-rise buildings.



FENESTRATION

- Provide ‘transparency’ or openness to create a visual connection at the street level. 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. Reflective glass is discouraged.
- Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.



AWNINGS AND CANOPIES

- Awnings and canopies are encouraged on non-residential facades and should include the following elements:
 - Be made of durable materials like an opaque fabric material, canvas or resin.
 - Be a color compatible with the building façade.
 - Building signage may be integrated as part of the overall awning and canopy design.
 - Be incorporated into the overall building design (including the supporting framework) and enhance the overall character of the area.
- Architectural elements that project from the building, such as building-mounted lighting, awnings, canopies and signage, should be designed so as to ensure pedestrian safety and comfort.



SIGNAGE

- All signs should be made of high quality and durable materials.
- The design of the sign should complement the character of the building or structure and the surrounding neighborhood.
- Signage should focus towards either vehicular or pedestrian traffic, not both. The design and scale of signage should be appropriate for the audience.
- Pedestrian-oriented signs, such as blade signs affixed perpendicular to the building or suspended from a canopy and artistic signs are encouraged.
- Signs should reinforce and enhance the neighborhood character not define it.
- Window signs that are painted or etched on display windows are encouraged and should preserve first floor transparency.
- Sandwich board signs, subject to City approval, may be appropriate for street level uses.
- Signs must not obscure important architectural features.
- New billboards, freestanding pole mounted signs and pylon signs are inappropriate with the character of Downtown and are strongly discouraged.
- Existing billboards should be removed whenever possible, particularly when tax incentives are requested.
- Blinking, flashing, neon, electronic or moving signs are discouraged.

(Refer to the Public Realm Chapter for more recommendations relating to signs in public spaces)

ACCESS

- Small pedestrian scale blocks should be utilized in development projects. Large “superblocks” which degrade the existing street connections are discouraged.
- When large developments do occur, they should be designed to maintain pedestrian permeability. There should be at least one pedestrian-through connection every block (approximately every 600 feet).
- 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.
- Alleys should be integrated with overall access and site circulation whenever possible.
 - Where buildings are built to the alley edge, consider opportunities for alley display windows and secondary customer or employee entries.
 - Where intact, historic alley facades should be preserved along with original features and materials.
 - Efforts to create public spaces out of alleys are encouraged.
- Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
- Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design whenever possible.
- Buildings should have pedestrian entrances accessible directly from the adjacent street.
- Ensure design that is accessible to all people including those with physical limitations. All access improvements including sidewalks and crosswalks shall meet the requirements of the Americans with Disabilities Act Accessibility Guidelines (ADAAG).
- Curb cuts should be kept to a minimum within mixed use areas. Continuous curb cuts are not appropriate anywhere within the planning area.
- 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.



MASSING AND PROPORTION

- The massing and proportion of buildings should generally be consistent with the Functional Use Diagrams and with adjacent historic buildings.
- Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
- The design of buildings should respond to unique aspects of the site, such as prominent locations at the termini of key streets and view corridors, prominent locations on bluffs and overlooks, the relationship to nearby historic or landmark buildings, or corner locations.

ROOFS

(see also Sustainability Guidelines)

- Flat roofs are encouraged in areas where it is the dominant roof type. Flat roofs should incorporate a parapet or other screening device along facades facing public streets, to help screen rooftop mechanical systems.
- Pitched roofs should only be used in areas where they are prevalent. Materials for pitched roofs are encouraged to incorporate a color that complements the general character of the building. Mansard or false roofs are discouraged.
- Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of storm water runoff, enhance the local environment and reduce energy costs.
- Roofs should be designed and constructed in such a way that they acknowledge their visibility from taller buildings and from the street.

SCREENING

- All screening should be designed to maintain visibility for “natural surveillance”.
- Screen storage, loading docks, and parking facilities and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.
- Mechanical and technology equipment should be screened from view from public streets.
- Waste dumpsters and recycling receptacles should be screened on all sides, with a gate or door for access. The recommended enclosure should be complementary with the building facade materials and landscaped for additional screening. Shared waste dumpsters and recycling areas are encouraged.
- Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood. Plywood, chain link, and transparent materials are not appropriate.
- Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings (see Lighting Guidelines).



SUSTAINABILITY

(See also Land Use recommendations)

- 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.