



CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri
City Planning & Development Department
www.kcmo.gov/cpc

January 2, 2024

Project Name
100 E. 20th Street PIEA Area

Docket # 2

Request
CD-CPC-2023-00171
Tax Incentive Plan

Applicant
Pamela Grego
Planned Industrial Expansion Authority

Location 100 E. 20th Street
Area About 1.04 acres
Zoning DX-15
Council District 3rd
County Jackson
School District KCMO 110

Surrounding Land Uses

North: Commercial, zoned DX-15
South: Commercial, zoned DX-15
East: Commercial, zoned DX-15
West: Residential, zoned UR

Major Street Plan

Grand Boulevard is identified as a boulevard on the City's Major Street Plan.

Land Use Plan

The Greater Downtown Area Plan recommends Downtown Mixed Use for this location.

APPROVAL PROCESS



PROJECT TIMELINE

The application for the subject request was filed on 11/16/2023. No scheduling deviations from 2023 Cycle W have occurred.

REQUIRED PUBLIC ENGAGEMENT

Public engagement as required by 88-505-12 does not apply to this request.

EXISTING CONDITIONS

The 1.04-acre site has two existing structures on it. The site is located within the heart of the Crossroads district.

SUMMARY OF REQUEST + KEY POINTS

The applicant is seeking approval of the 100 E. 20th Street PIEA Planning area and declare the area blighted and insanitary and in need of redevelopment and rehabilitation pursuant to the Missouri Planned Industrial Expansion Authority (PIEA) Law 100.300-100.620 on about 1.04 acres generally located at 100 E. 20th Street.

CONTROLLING + RELATED CASES

There are no controlling cases for this site.

PROFESSIONAL STAFF RECOMMENDATION

Docket # Recommendation
2 APPROVAL

PLAN REVIEW

The proposed redevelopment area includes approximately 1.04 acres of property. Abatement for projects within the redevelopment area will not exceed 10 years at 100% abatement and 15 years at 50% abatement.

AREA PLAN

The Greater Downtown Area Plan recommends Downtown Mixed Use for this location.

BLIGHT ANALYSIS

City Staff does not comment on whether the site is blighted or not. Staff recommends that the PIEA plan establish a list of prohibited uses.

ATTACHMENTS

1. Applicants Submittal

PROFESSIONAL STAFF RECOMMENDATION

City staff recommends **APPROVAL** based on the application, plans, and documents provided for review prior to the hearing.

Respectfully Submitted,



Andrew Clarke, AICP
Planner

General Development Plan

100 E. 20th Street
PIEA Planning Area
Kansas City, Missouri

Prepared For:
Planned Industrial Expansion Authority
300 Wyandotte Street, Suite 400
Kansas City, Missouri 64105

Prepared By:
Sterrett Urban, LLC
704 Canter Street
Raymore, Missouri 64083
Phone 816-283-7222

Prepared:
November 3, 2023



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- Appendix I Property Ownership**
- Appendix II Design Guidelines**
- Appendix III PIEA Resolution**

INTRODUCTION

Pursuant to Section 100.400.1(4), Revised Statutes of Missouri, as amended, the Planned Industrial Expansion Authority (“PIEA”) has prepared or caused to be prepared a plan for redevelopment 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 the 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 100 E. 20th Street PIEA Planning Area (the “Planning Area”) lies within a portion of the Crossroads Neighborhood and includes one (1) property/tax parcel located at the northeast corner of E. 20th Street and Walnut Street with an address of 100 E. 20th Street in Kansas City, Jackson County, Missouri. The Planning Area is depicted in the map included on the following page. The Planning Area encompasses approximately 1.04 acres, exclusive of public right-of-way.

Land Area

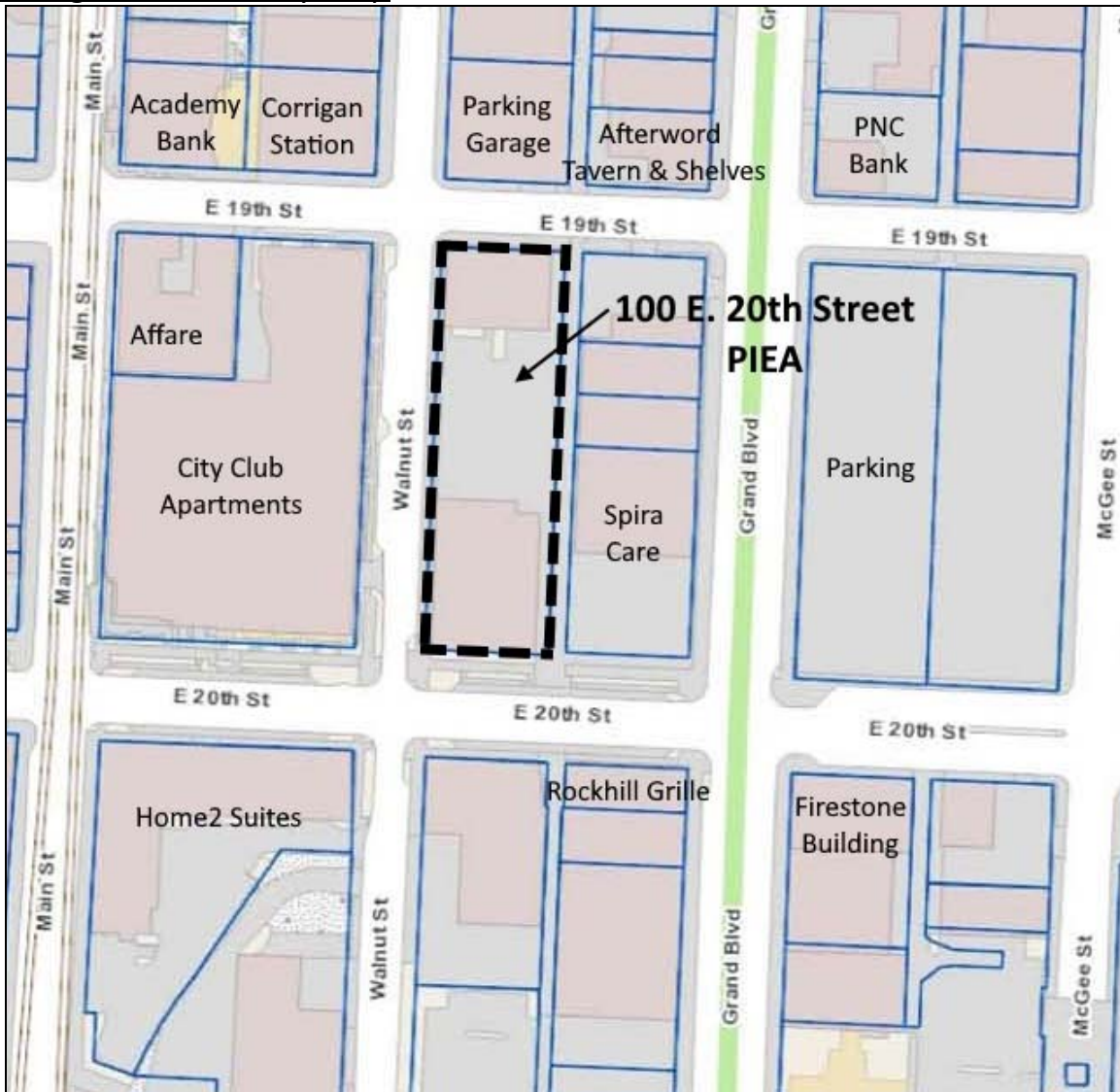
There is one (1) property parcel within the Planning Area. Per information obtained from the geographic information systems of both the City of Kansas City, Missouri and Jackson County, Missouri, the Planning Area contains a total of 1.04 acres. The Planning Area does not contain public right-of-way.

County Tax Parcels

The Planning Area contains one (1) tax parcel as identified by the Jackson County Assessor. A complete listing of the tax parcel, identification number, legal description, property address and owner are included in Appendix I: Property Ownership.

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Planning Area Boundary Map



100 E. 20th Street PIEA Planning Area Boundary Map

DESCRIPTION OF PLANNING AREA

General

The Planning Area encompasses approximately 1.04 acres and consists of one (1) property/tax parcel in Kansas City, Missouri in the Crossroads Neighborhood. The Planning Area consists of the western half of that block bound by E. 19th Street on the north, Grand Boulevard on the east, E. 20th Street on the south, and Walnut Street on the west.

Access

The Planning Area has very good regional access due to its proximity of Grand Boulevard, located just one-half block east of the Planning Area and accessed via E. 19th Street and E. 20th Street, which forms the northern and southern boundaries of the Planning Area, respectively. Grand Boulevard is a major thoroughfare with a middle turn lane and provides access to the regional interstate highway system (Interstates 35, 70, and 670) via Truman Road about 0.37 miles to the north of the Planning Area. U.S. 71 is accessed about 0.75 miles to the south and east of the Planning Area via Grand Boulevard and E. 22nd Street. Southbound Interstate 35 is also easily accessed about 0.6 miles to the south and west, via 19th/20th Streets to Southwest Boulevard and West Penway. Destinations north of the Missouri River and all points south are easily accessible due to the proximity of the highway system.

No major streets as identified in the City's Major Street Plan exist within the Planning Area. Major thoroughfares do exist within one-quarter mile of the Planning Area, including Grand Boulevard, Main Street, 18th Street, 19th Street (between Main Street and Baltimore Avenue), 20th Street (west of Southwest Boulevard), and Oak Street.

The Planning Area is accessible directly from the north and south by Walnut Street. A surface parking lot located between the two building improvements in the Planning Area is accessed with a mid-block driveway from Walnut Street. A service drive, located adjacent to the north-south alley in the southeast corner of the Planning Area, is accessible from E. 20th Street. Walnut Street is a north-south, two-way, two-lane thoroughfare with parking lanes on the east and west sides of the street and a posted speed limit of 35 miles per hour. E. 20th Street is a two-way, two-lane thoroughfare with a middle turn lane that runs east-west and as noted above, forms the southern boundary of the Planning Area, with a posted speed limit of 30 miles per hour. Parking and bike lanes exist on both sides of E. 20th Street. E. 19th Street forms the northern boundary of the Planning Area and is an east-west, two-way, two-lane thoroughfare with parking lanes on each side of the street.

The two intersections adjoining the Planning Area on Walnut Street at 19th Street and at 20th Street, are not signalized.

The Bike KC Plan, which has been redrafted and is awaiting approval by the City, proposes a future signed bike route on 19th Street adjacent to the north boundary of the Planning Area. A

signed bike lane exists on 20th Street adjacent to the south boundary of the Planning Area. Other planned or existing bike routes, lanes, and cycle tracks near the Planning Area include Grand Boulevard north of 20th Street, 18th Street and 19th Street east of Grand Boulevard, and Southwest Boulevard from 19th Street to Roanoke. Trails do not exist nor are any planned in the vicinity of the Planning Area.

Pedestrian access is good, with sidewalks bordering the Planning Area on the north, west, and south. Sidewalks are generally in good condition on the west and south, and in poor condition on the north. A retaining wall exists on the east property line of the Planning Area and greatly limits pedestrian access between the Planning Area and the north-south alley and other improved properties adjacent on the east. Sidewalks provide good connections to the surrounding neighborhood to the north, south, east and west.

The Planning Area is well-served with public transit with two routes accessible within one-quarter mile. Near the Planning Area on Grand Boulevard – one-half block to the east – is Main Max, a bus rapid transit route that operates seven days per week and provides service primarily between Independence Avenue and 75th Street. The route has transfer hubs located in Downtown, the Country Club Plaza, and at 75th & Wornall in Waldo. There are also two park and rides and bike share stations along the route south of Gregory Boulevard. Besides the transfer hubs, eleven transfer points exist on the route. The nearest stop from the Planning Area is located at 19th Street and Grand Boulevard.

One block west of the Planning Area on Main Street is KC Streetcar, a fixed-route transit that operates seven days per week and is free to ride. The route makes connections between River Market, Downtown, Crossroads, and Union Station, and is undergoing an expansion to the south on Main Street to the University of Missouri Kansas City (51st and Brookside) that will open in 2025. A northerly extension to Kansas City's Riverfront is projected to open in 2026.

Topography / Drainage

The Planning Area slopes downward to the south and west. According to the City's GIS mapping, the highest point in the Planning Area is at the northeast corner of the Planning Area at an elevation of approximately 800.00. The lowest point is at the southwest corner of the Planning Area at an elevation of approximately 792.00.

The northwest corner of the Planning Area nearest the intersection of E. 19th Street and Walnut Street has an elevation of approximately 799.00. The southeast corner of the Planning Area has an elevation of approximately 796.00.

According to maps from the Federal Emergency Management Agency (FEMA), the Planning Area is not located within a 100-year or 500-year flood plain (Map No. 29095C0254G, effective 01/20/2017). The Planning Area is located within the Turkey Creek watershed.

Existing Development

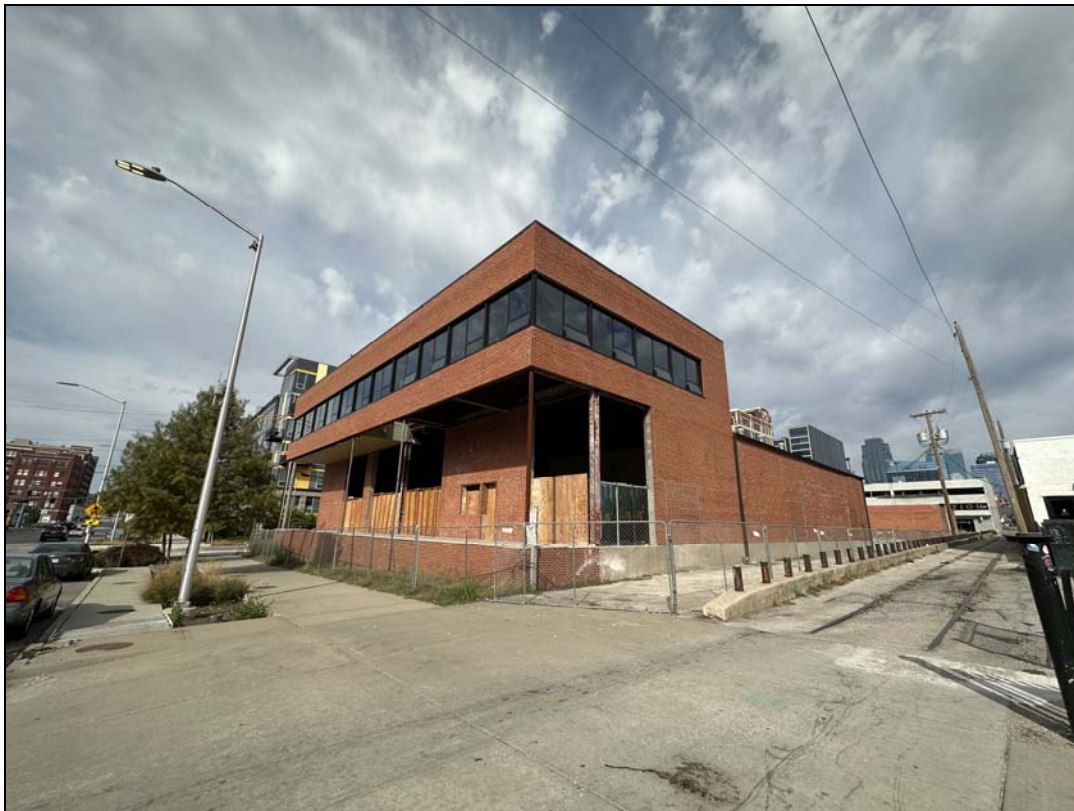
The Planning Area consists of one property/tax parcel of 1.04 acres.

The Planning Area includes two buildings. One building is located at the southern end of the Planning Area (100 E. 20th Street) facing E. 20th Street and is a 3-story building constructed of a steel post and beam structure with concrete masonry unit infill walls that supports a brick veneer. The front one-third of the building has a low-slope roof supported with open-web steel joists and girders. The back two-thirds of the building is one-story and constructed with a barrel roof supported with steel bowstring trusses to create a column-free space for vehicular access and use. Three dock doors and a canopy are located on the north side of the building. A small dock also exists on the west side of the building. Constructed in the 1950s, the building has a total gross area of 21,365 square feet.

The second building is located at the north end of the Planning Area (1905 Walnut Street) facing south onto a surface parking lot and the north side of 100 E. 20th Street, and backs up to the sidewalk adjacent to E. 19th Street. The building is one-story and constructed of concrete masonry units and brick. A handicap ramp leads up to the main entrance on the south side of the building. The building was also constructed in the 1950s, and has a total gross area of 7,567 square feet.

100 E. 20th Street has been vacant for more than two years and 1905 Walnut Street has been vacant for about one year (previously occupied by Bearing Distributors, Inc.).

Photographs of the Planning Area are included on the following pages.



100 E. 20th Street – looking northwest



100 E. 20th Street – looking northeast from E. 20th Street and Walnut Street



100 E. 20th Street – looking south at north elevation



1905 Walnut Street – south elevation



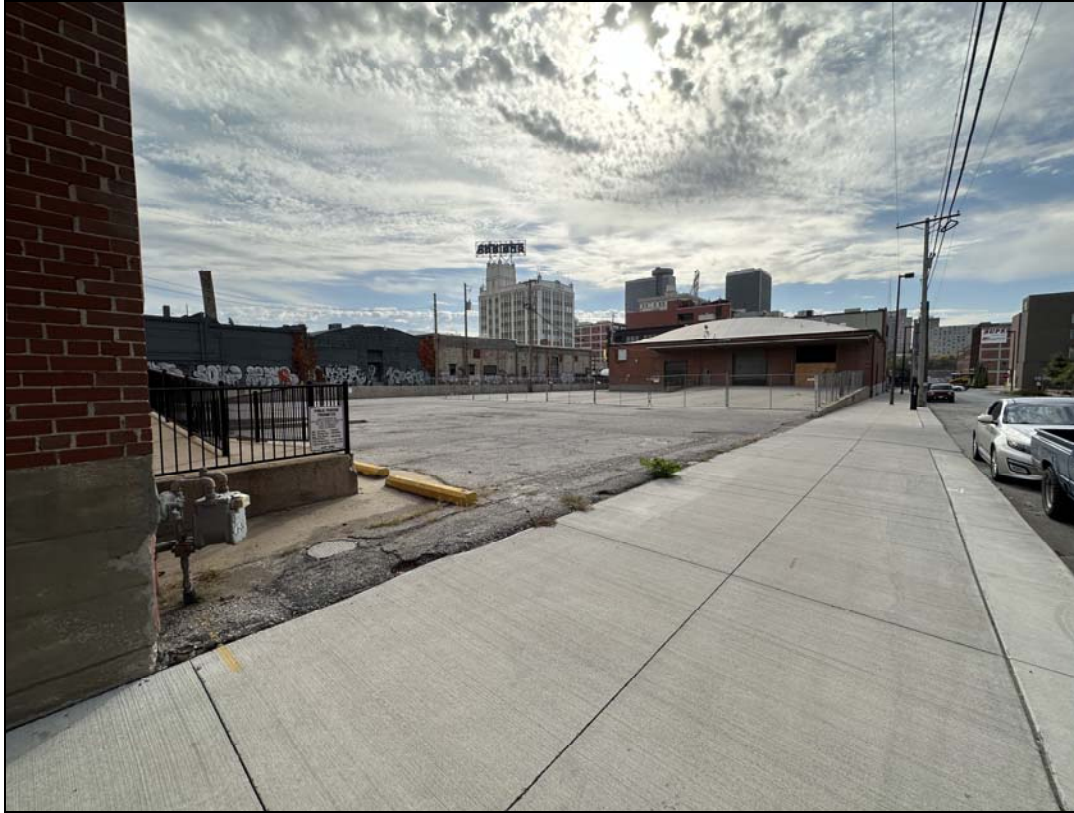
1905 Walnut Street – looking northwest at east elevation



1905 Walnut Street – looking south at north elevation



1905 Walnut Street – looking northeast at west elevation



100 E. 20th Street – looking southeast at surface parking lot

Public Planning Guidelines

There are two primary documents that govern proposed land uses and development within the Planning Area. The plans include the Greater Downtown Area Plan (2019) and the KC Spirit Playbook (2023). Neither of the two plans address the Planning Area specifically, although the Greater Downtown Area Plan includes the Planning Area within the Streetcar Corridor, within an Activity Center, and within the Central Business District, and as such is an area prioritized for dense, mixed-use development. Of the plans, the Greater Downtown Area Plan is the plan of record.

Greater Downtown Area Plan

The Greater Downtown Area Plan (GDAP) was adopted by Resolution No. 190565 on October 10, 2019. The GDAP encompasses an area bounded generally by North Kansas City on the north, Woodland Avenue on the east, 31st Street on the south, and State Line on the west.

The Vision Statement below was developed as part of the planning and public engagement process of the GDAP:

“We must focus on connecting our neighborhoods to create a strong urban community, flourishing with diversity, fostering business, maintaining historic

neighborhood identities, and sustaining a safe, vibrant, and healthy Greater Downtown Area for current and future generations.” (p. 21)

The GDAP states five goals to support the Vision Statement and are the guiding framework for the detailed implementation recommendations. The five goals are:

1. Create a Walkable Downtown
2. Double the Population Downtown and Focus Density
3. Double Employment and Increase Visitors Downtown
4. Retain and Promote Safe, Authentic Neighborhoods
5. Promote Sustainability

The Planning Area is located within several key areas prioritized for dense, mixed-use development, including the Streetcar Corridor (defined in the GDAP as those properties located within one-quarter mile of a streetcar station), Activity Centers, and the Central Business Corridor.

In addition to the Planning Area’s location as a priority for dense, mixed-use development within the GDAP, 19th Street and 20th Street, which form the north and south boundaries of the Planning Area, are identified as “Corridor Streets” and have their own development guidelines to support achieving the five goals of the GDAP. Corridor Streets are defined as follows within the GDAP:

⌘

Corridor Streets (see map on page 101) form connections between neighborhoods. Their larger capacities often support denser development and greater, more diverse, transportation loads. Streetscape improvements on these Corridor Streets are among the highest priorities, beginning with segments that are within or connect to major activity centers. (p. 100)

The Development Form Guidelines (included as a part of the GDAP and the KC Spirit Playbook), including those guidelines for Corridor Streets, has been incorporated into this Plan and is included in the Appendix.

19th Street, between Grand Boulevard and Baltimore Avenue (and forming the northern boundary of the Planning Area), is identified in the GDAP as a “Priority Streetscape Segment.”

Within the Planning Area, the GDAP recommends a land use classification of “Downtown Mixed Use,” which, as stated within the GDAP:

“The DMX district is primarily intended to accommodate office, commercial, custom manufacturing, some light industrial, public, institutional, and residential development, generally at lower intensities than in the DC district. The DMX district promotes a mix of land uses both horizontally (i.e., adjacent to one another) and vertically (i.e., within the same building). This land use classification corresponds with the DX and DR zoning districts within the zoning ordinance.”² (p. 48)

KC Spirit Playbook

The **KC Spirit Playbook**, with the input of thousands of Kansas City citizens, was approved by the City Council in 2023 and replaced the City’s previous comprehensive plan, the FOCUS Kansas City Plan. As stated within Resolution No. 230257 which was adopted by the City Council and approved the KC Spirit Playbook:

“... the KC Spirit Playbook provides overall direction for the future of Kansas City that envisions our City as a vibrant, equitable, just, inclusive, welcoming, and thriving community where we consider people first by empowering members of the community to shape their environment. In doing so, this effort acknowledges and will address past and current inequities by fostering equitable community and economic development that supports all residents with opportunities for a high quality of life; and

... the KC Spirit Playbook process produced an Envisioning Statement with Supporting Vision Statements and ten goal statements, to provide guidance on how to implement the goals of the plan. The goal statements relate to the following subjects: Connected City; Environment for People of All Ages; Healthy Environment; History, Arts, and Culture; Parks and Open Spaces; Quality Design: Smart City; Strong and Accessible Neighborhoods; and Sustainable and Equitable Growth. The Goals are the major themes and statements of philosophy that are essential for the city to achieve the plan’s vision. All City actions will be measured against progress toward these goals;” (p.1)

“...The KC Spirit Playbook will provide general guidance and policy direction for future plans and ordinances, and amendments to all adopted plans.

...the KC Spirit Playbook serves as a supplement to existing citywide plans and area plans which the City has adopted (with the exception of FOCUS) and not as a replacement for them. Any future amendments to existing citywide plans or area plans or any development of new plans should be guided by and comply with the policy direction set forth in the KC Spirit Playbook.” (p. 2)

As stated above, the KC Spirit Playbook will provide general guidance and policy direction for future plans and ordinances, and amendments to adopted plans. As such it does not address the Planning Area specifically.

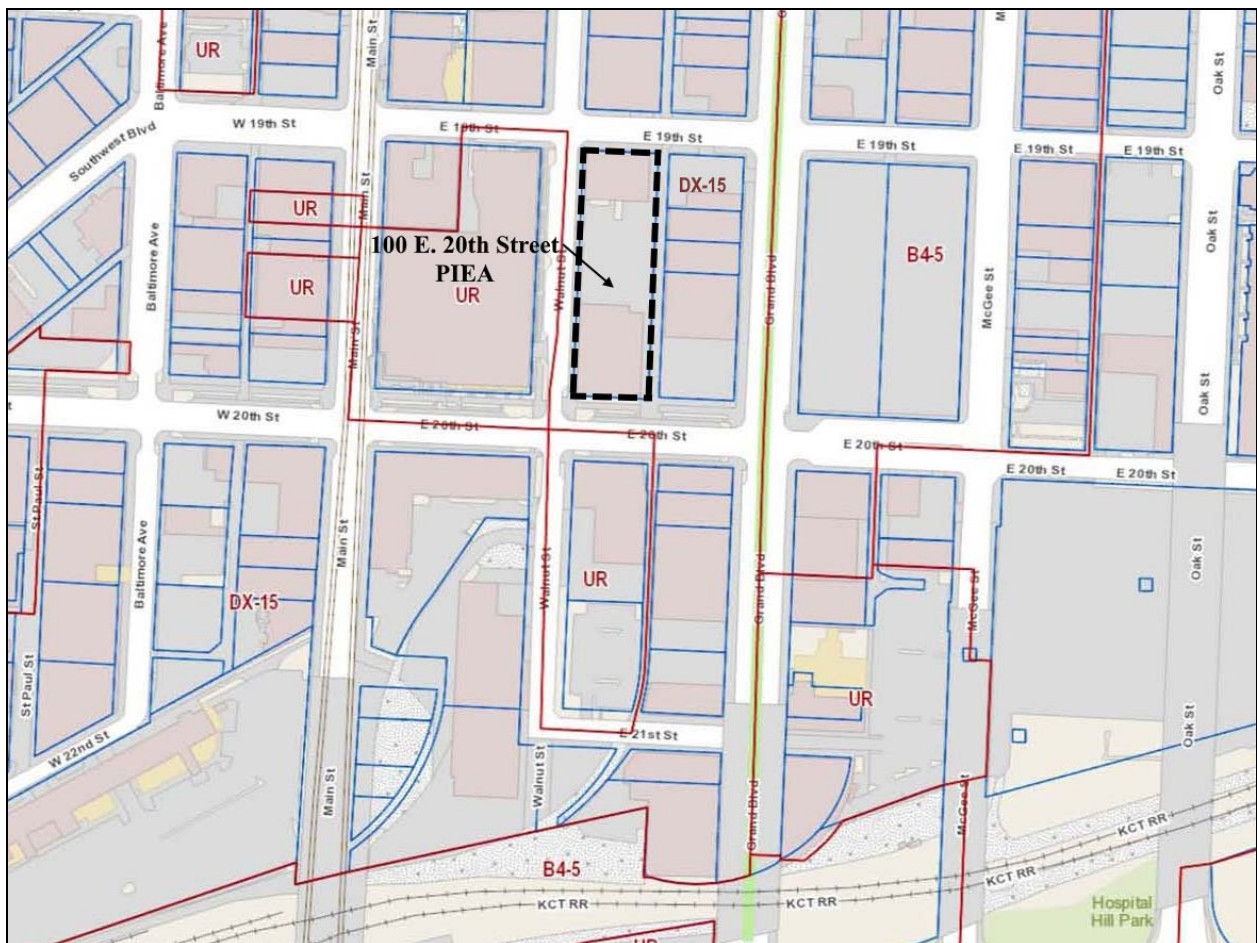
Development Designations

The Planning Area does not qualify for other development designations, such as Enhanced Enterprise Zone, New Markets Tax Credits, Opportunity Zone, and Qualified Census Tract.

The Planning Area is located within a “Non-Distressed” census tract as currently defined by the City of Kansas City, Missouri and its Economic Development and Incentives policy (AdvanceKC).

Zoning – Existing

The existing zoning in the Planning Area is DX-15 (Downtown Mixed-Use district (dash 15)). Below is a map indicating the zoning district within the Planning Area followed by a chart summarizing the zoning classification within the Planning Area:



100 E. 20th Street PIEA Planning Area – Zoning Map

Zoning Classification	Purpose*
DX-15 Downtown Mixed-Use (dash 15)	DX-15, Downtown Mixed-Use The DX, Downtown Mixed-Use district is primarily intended to accommodate office, commercial, custom manufacturing, public, institutional, and residential development, generally at lower intensities than in the DC district. The DX district promotes a mix of land uses both horizontally (i.e., adjacent to one another) and vertically (i.e., within the same building). The intensity designator of -15 limits the Floor Area Ratio to 15.0.

*Kansas City Zoning & Development Code

As part of the redevelopment of the Planning Area, rezoning to UR will be required for all redevelopment seeking PIEA abatement or other PIEA incentives, pursuant to this Plan, unless the developer follows the Department of the Interior Standards or rezoning is waived by the City Planning Director. Such rezoning may only be waived when the proposed redevelopment does not result in the following:

- 1) Increase of building coverage by more than 10%;
- 2) Increase of the total floor area by more than 10% or 5,000 square feet, whichever is less;
- 3) Increase of building height by more than 10% or 6 feet, whichever is less;
- 4) Increase of the total impervious surface coverage by more than 10% or 2,000 square feet, whichever is less;
- 5) Extensive site modification involving location of buildings, razing, and reconstruction of approved uses;
- 6) Increase of the number of dwelling units by more than 10%; or
- 7) Any other change that the city planning and development director determines will have impacts that warrant full review of the application in accordance with the development plan review procedures.

It is anticipated that redevelopment projects may be phased within the Planning Area as market conditions warrant. As these phases occur the UR will be presented to include the appropriate project information for that particular phase or project.

Blight

The most common blighting factors observed in the Planning Area included the following:

- Deteriorating Site Improvements. Due to the age and deferred maintenance of improvements within the Planning Area, building and site improvement

deterioration has occurred. The most common examples of deterioration found in the Planning Area involved the deterioration of walls, interior finishes, pavement, and the failure of finishes.

- **Insanitary or Unsafe Conditions.** Due to the absence of building systems including building enclosures and fire safety, the lack of vertical transport, fall dangers, lack of accessibility, obsolete and non-functioning building systems, tripping hazards, noncompliance with codes, and dead pigeons and excrement within the Planning Area, insanitary and unsafe conditions exist throughout the Planning Area. Minor instances of overgrown vegetation, graffiti and non-functioning or non-existent fixtures also exist within the Planning Area.
- **Existence of conditions which endanger life or property by fire and other causes.** Due to the lack of functioning building systems (including fire suppression, emergency lighting, and building enclosure), and the presence of dead pigeons and excrement, life or property is endangered.

The blighting factors stated above have led to the following:

- **Economic Liability & Social Liability.** Due to the deterioration of the site and building improvements, low assessed values, the presence of insanitary and unsafe conditions, and the vacancy of both buildings, the 100 E. 20th Street Planning Area represents an economic and social liability to itself and the surrounding areas.
- **Menace to Public Health, Safety, Morals, and Welfare In its Present Condition.** The Planning Area exhibits many factors that constitute a menace to public health, safety, morals, and welfare. The deteriorated and insanitary conditions described in this report are a threat to public health, and the unsafe conditions are a threat to public safety.

STATISTICAL PROFILE

Standards of Population Densities

Population

The following provides population and income trends within a one-, three-, and five-mile radius of the proximate center of the Planning Area at 100 E. 20th Street.

100 E. 20 th Street Radius	Population			
	Historic		Forecast	
	2010	2020	2023	2028
One-Mile	8,737	13,641	15,122	16,245
chg. (1-mile)		+56.1%	+10.9%	+7.4%
chg. from '10 (1-mile)		+56.1%	+73.1%	+85.9%
Three-Mile	90,634	100,119	104,882	110,040
chg. (3-mile)		+10.5%	+4.8%	+4.9%
chg. from '10 (3-mile)		+10.5%	+15.7%	+21.4%
Five-Mile	223,180	237,109	243,162	249,314
chg. (5-mile)		+6.2%	+2.6%	+2.5%
chg. from '10 (5-mile)		+6.2%	+9.0%	+11.7%
Kansas City, MO	460,473	508,090	519,615	531,228
chg. (annual)		+10.3%	+2.3%	+2.2%
chg. (cumulative)		+10.3%	+12.8%	+15.4%

Source: ESRI; Sterrett Urban, LLC

Median Household Income		
100 E. 20 th Street Radius	Forecast	
	2023	2028
One-Mile	76,760	91,176
Three-Mile	51,486	57,987
Five-Mile	51,230	56,816
Kansas City, MO	63,804	74,486

Source: ESRI

The population figures indicate a very high rate of population growth in the Crossroads Neighborhood and vicinity between 2010 and 2020, and slower yet continued growth forecasted for 2023 and 2028 nearest the Planning Area. Growth rates within three- and five-miles of the Planning Area are positive but more modest, ranging between 6.2% and 10.5% between 2010 and 2020, and between 2.5% and 4.9% between 2020 and 2028. Meanwhile, Kansas City experienced growth of 10.5% between 2010 and 2020, and is forecast to grow between 2.2% and 2.3% between 2020 and 2028.

The forecasted median household income is vastly lower for that area within three- and five-miles of the Planning Area compared to that area within one-mile of the Planning Area. The highest forecast median household incomes are within one-mile of the Planning Area and are considerably higher than the forecast median household income for the city (\$76,760 within one-mile of the Planning Area versus \$63,804 for the entire city).

Population Densities

The one-mile radius around 100 E. 20th Street consists of 3.14 square miles; the three-mile radius consists of 28.27 square miles; and the five-mile radius consists of 78.54 square miles. The population density (persons per square mile) of the Planning Area and adjoining area is shown below:

100 E. 20 th Street Radius	Population Densities (persons per square mile)			
	Historic		Forecast	
	2010	2020	2023	2028
One-Mile	2,781	4,342	4,813	5,171
chg. (1-mile)		+56.1%	+10.9%	+7.4%
chg. from '10 (1-mile)		+56.1%	+73.1%	+85.9%
Three-Mile	4,298	4,441	4,439	4,538
chg. (3-mile)		+10.5%	+4.8%	+4.9%
chg. from '10 (3-mile)		+10.5%	+15.7%	+21.4%
Five-Mile	4,364	4,451	4,416	4,415
chg. (5-mile)		+6.2%	+2.6%	+2.5%
chg. from '10 (5-mile)		+6.2%	+9.0%	+11.7%
Kansas City, MO 319.03 square miles	1,443	1,593	1,629	1,665
		+10.3%	+2.3%	+2.2%
		+10.3%	+12.8%	+15.4%

Source: ESRI; Sterrett Urban, LLC

The population densities within five miles of the Planning Area mirrors the historic and forecasted growth of population within the same radii, with the greatest growth rates and greatest densities occurring nearest the Planning Area. The population density is urban nearest and within the Planning Area, and in 2023 is forecast to be almost three times the density of the City of Kansas City (1,629 persons/square mile). The density in and around the Planning Area is almost sixteen times that for the Kansas City metropolitan area (304 persons/square mile per the 2022 ACS 1-year), but is not considered overcrowded.

Unemployment

The most recent unemployment data for the Planning Area is for that part of the City of Kansas City in Jackson County, Missouri. The following data was provided by the Missouri Economic Research and Information Center (MERIC):

Civilian Labor Force – Kansas City, Missouri (Jackson County part)
 August 2023 (not seasonally adjusted)

Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
164,547	157,512	7,035	4.3%

Source: Missouri Economic Research and Information Center

According to the Bureau of Labor Statistics, the preliminary unemployment rate for the Kansas City, KS/MO metropolitan area in August 2023 was 3.4%.

According to the Federal Reserve, an unemployment rate of 5.0% - 5.2% can generally be considered “full employment.”

LAND USE PLAN

Existing Land Use

Existing land use within the Planning Area can be organized into one (1) general land use code as outlined below:

Land Use	Acres	Percent (%)
Commercial Improved - Vacant	1.04	100%
TOTAL	1.04	100%

Land Use Provisions & Building Requirements

Statement of Uses to be Permitted

Proposed land uses within the Planning Area are authorized by Section 100-310(9) RSMo., as amended, and shall further be in conformance with the uses designated in the Proposed Land Use section contained in this Plan to be eligible for tax abatement. No property containing an outdoor advertising sign or property that is leased or owned by a short-term lender shall be eligible for any PIEA benefits under this Plan.

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, conditions of blight or deterioration of undeveloped industrial or commercial uses.

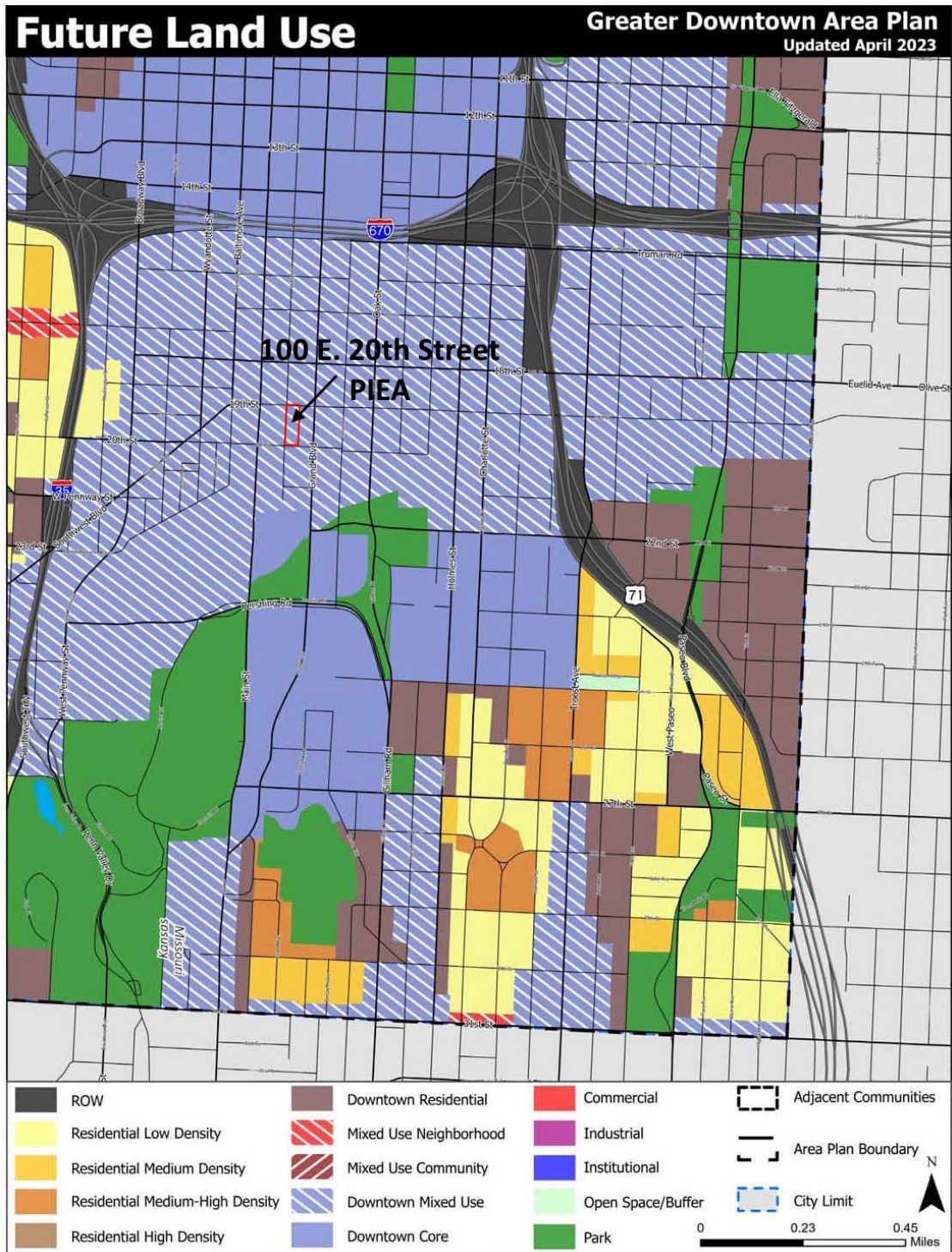
All uses within the Planning Area shall conform to City Code requirements. Land uses within the Planning Area are identified within the Greater Downtown Area Plan as “Downtown Mixed Use.”

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 & Building Densities

The Planning Area encompasses a land area that is developed. The anticipated land coverage and building density of the future uses within the Planning Area could vary from its current land coverage and density since the development strategy for the Planning Area anticipates a combination of rehabilitation and select demolition of the two existing buildings (the only buildings included within the Planning Area). Any material 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 Code of Ordinances.

Greater Downtown Area Land Use Plan



LAND USE PLAN - SOUTHEAST QUADRANT

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 within the Planning Area, and leveraging other public assistance sources where applicable.

Potential redevelopment projects include the following that may occur in one or more phases:

- The redevelopment of 100 E. 20th Street for commercial use (office, retail, etc.);
- The redevelopment of 1905 Walnut Street for commercial use, housing, or a mix of uses as allowed per the current zoning and land use plan; and
- The redevelopment of the current surface parking lot located between 1905 Walnut Street and 100 E. 20th Street for continued parking, green space, and/or new development as allowed per the current zoning and land use plan.

All development proposals submitted to the PIEA for consideration of assistance must satisfy the requirements of the Economic Development and Incentive policy of the City of Kansas City currently in force at the time of application, and any other applicable program application and policy requirements. In addition, any development proposal must address remediation of the blighting conditions found in the separate Qualifications Analysis.

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

- 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 Spirit of KC Playbook;
- Integrate development to be consistent with the existing character of the surrounding neighborhood;
- Develop and revitalize underutilized property;
- Increase safety in the area with improved lighting, fencing, and general maintenance;
- Provide safe, convenient surface and/or structured parking;

- Beautify the area by improving streetscapes, cleaning up the Planning Area, and generally removing the existing blighting elements;
- 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:
 - Spirit of KC Playbook,
 - Greater Downtown Area Plan,
 - Major Street Plan,
 - Parks, Recreation, Boulevards and Greenways Plan,
 - Trails KC Plan, and
 - All other adopted City Plans.

Additional Features

Within the Planning Area, in exchange for tax abatement or any other assistance from PIEA, if any tract contains one or more legally established freestanding outdoor advertising signs, the developer agrees to remove any such freestanding outdoor advertising signs upon the expiration of any lease which existed at the time this Plan was approved, or remove within five (5) years from the time this Plan was approved, whichever is less, and no new freestanding outdoor advertising signs will be allowed.

Method of Financing

It is anticipated that any land acquisition, demolition, relocation and redevelopment within the Planning Area will be privately financed through developer financing and/or conventional financing. Any financing terms and/or methods are to 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, R.S.Mo., shall, with the approval of the PIEA, acquire in fee simple, any real property for redevelopment and redevelop such real property in accordance with the plan for redevelopment adopted by the PIEA, then such real property shall be subject to the ad valorem tax abatement provisions contained in

Section 353.110, R.S.Mo., as amended, as authorized by Section 100.570, R.S.Mo., 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 real property, in addition to the ad valorem taxes computed under Section 353.110, RSMo., an amount annually equal to the amounts by which the actual tax on such land computed pursuant thereto is less than the tax which would have resulted in the calendar year in which the redevelopment corporation acquired title to the property. Abatement for projects within the redevelopment area will not exceed 10 years at 100% abatement and 15 years at 50% 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 fee simple 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, assign, 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. The PIEA will require the designated redevelopment corporation, its successors, assigns, purchasers or transferees, to make payments in lieu of real property taxes 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 blight, 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.

Notwithstanding anything herein to the contrary, this General Development Plan shall be subject to the provisions of Second Committee Substitute for Ordinance No. 160383, As Amended, and as may be further amended from time to time, which was adopted by the City Council on or about October 6, 2016. The real estate shall not receive greater than a seventy-five percent (75%) abatement of real property taxes for the first ten years and thirty-seven and one-half percent (37.5%) abatement for the following fifteen years, and the real property taxes shall, for the entire term, be measured by the assessed valuation, inclusive of any improvements, as assessed by the applicable county assessor. In the event this provision is deemed unenforceable by reason that it conflicts with a provision of state law providing for a differing level of abatement for all or any portion of the term of the public incentives, or providing that the assessed valuation be determined by some other measure than is set forth herein, then the PIEA and the developer shall, by contract or amendment to contract, require payments in lieu of taxes structured to achieve the objectives of this provision, such payments to be distributed pro rata to the affected taxing jurisdictions.

In the event that the developer believes it should be granted an abatement in excess of that provided for herein with respect to any project, the developer may require that the PIEA request the City Council waive the limitations of this provision if the City Council shall not have otherwise acted to do so. The City Council retains final discretion to authorize the abatement, in whole or in part, of ad valorem real property taxes to the full extent authorized by any provision of law. The City Council shall give particular consideration to the following exceptions in determining whether to authorize any abatement, or approve any development plan providing for incentives to be conveyed on a project-specific basis, at any level other than what has been provided for herein:

- A. Projects qualifying for Jobs-Based or Site-Based “High Impact” designation as determined by the AdvanceKC Scorecard, derived from the City Council’s Economic Development and Incentive Policy.
- B. Develops or involves the renovation or rehabilitation of housing projects which have been awarded federal or state Low Income Housing Tax Credits (LIHTCs) from the Missouri Housing Development Commission (MHDC) and/or participates in any Housing Voucher Program through the Department of Housing and Urban Development (HUD).
- C. Contributes to, develops, or renovates structures which provide housing options which exceed those standards stipulated in Ordinance 220700 as “Affordable Housing”.

Ordinance 220700, Section 1 (a)

“Affordable housing means housing that a household having an income at or below sixty percent (60%) of the HUD MFI (“60% MFI”) for all households within

the Kansas City metropolitan area would be able to afford if they were to expend not more than thirty percent (30%) of such income for the mortgage or rent, including utilities.”

Provided the Developer renovates the improvements within the boundaries of the Planning Area and complies with HUD and MHDC requirements relating to Low Income Housing Tax Credits as illustrated in the above exceptions, the project will be eligible for incentives above the restrictions of the Second Committee Substitute for Ordinance No. 160383. Approval of this General Development Plan authorizes the PIEA to provide a higher level of incentive.

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 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.

Design Guidelines

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 in the Plan of Record, and if at any time design guidelines are absent from the Plan of Record, design guidelines for redevelopment shall follow the design guidelines as set forth in Appendix II to this Plan.

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 II – 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

It is anticipated that relocation may be necessary to implement future projects within the Planning Area. If relocation is required, all relocation costs will be the responsibility of the developer. The 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 Chapter 523, RSMo.

PROPOSED CHANGES

Proposed Zoning Changes

Rezoning to District UR (Urban Redevelopment) will be required for all redevelopment seeking PIEA property tax abatement or other PIEA incentives, unless the developer follows the Department of the Interior Standards or rezoning is waived by the City Planning Department Director. Such rezoning may only be waived when the proposed redevelopment does not result in the following:

- 1) Increase of building coverage by more than 10%;
- 2) Increase of the total floor area by more than 10% or 5,000 square feet, whichever is less;
- 3) Increase of building height by more than 10% or 6 feet, whichever is less;
- 4) Increase of the total impervious surface coverage by more than 10% or 2,000 square feet, whichever is less;
- 5) Extensive site modification involving location of buildings, razing, and reconstruction of approved uses;
- 6) Increase of the number of dwelling units by more than 10%; or
- 7) Any other change that the city planning and development director determines will have impacts that warrant full review of the application in accordance with the development plan review procedures.

Rezoning to UR or granting of a waiver must be complete prior to the effective date of any PIEA incentives under this Plan.

Proposed Land Use Changes

No change in land use classification is anticipated within the Planning Area. However, the 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

No street changes or street grade changes are anticipated for the Planning Area. Any street changes or street grade changes that might be considered in the future will be coordinated with Kansas City, Missouri Public Works and City Planning and Development 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, streetscaping, sidewalks and storm water intake improvements to the plan. Such identified projects shall be subject to approval by the City of Kansas City, Missouri through its stated planning and permitting process.

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 falls 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 variances and code modification requests that 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 necessary, such changes will be subject to approval by the City through its stated planning and permitting process.

Proposed Changes in Public Utilities

It may be required that as part of a specific project plan, and to remedy blighting conditions, certain utilities will be installed, extended, relocated, repaired, replaced, or buried. Any changes, if required, 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 no changes are 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 blighting 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 stated planning and permitting process and the developer will make the necessary changes. 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 – Development Form and Context Guidelines:

- To enhance the city’s quality of life;
- To serve as a source of community and neighborhood identity;
- To encourage a more compact, interconnected development pattern structured around existing development and defined centers;
- To create and expand the tax base and provide additional employment; and
- To encourage additional public and private sector investment.

In addition, the Zoning and Development Code of Kansas City, Missouri lists the following objectives for Urban Redevelopment Districts (Urban Redevelopment District – UR):

- Encouragement of a more efficient and effective relationship among land use activities;
- Preservation and enhancement of natural, cultural and architectural resources and features;
- Enhancement of redevelopment areas to accommodate effective redevelopment; and
- Compatible integration of redevelopment projects into the development patterns that exist or that are 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 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 redevelopment of the Planning Area and the improved utilization of the property within the Planning Area will foster both temporary (construction and redevelopment) and permanent employment within the City of Kansas City, Missouri.

Public Transportation

The Planning Area is presently served by public transportation under the Kansas City Area Transportation Authority ("KCATA"). No changes in the public transportation system are proposed at the present time. At the time a specific project plan is developed, any changes will be subject to approval by the City of Kansas City, Missouri and coordinated with the KCATA through the stated 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 of the City of Kansas City, Missouri through the stated 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, if and to the extent required by the City of Kansas City, Missouri, in as much as said redevelopment project(s) in the area create 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 KCATA currently serves the area and no service changes attributed to this Plan are anticipated.

PROCEDURES FOR CHANGE

This Plan or the approved plans for any project in the Planning Area may be modified at any time by the PIEA, 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/or the City Council, the modification must similarly be approved by those same entities. Any amendment to the requirement for the completion of rezoning to UR or granting of a waiver prior to the commencement of any PIEA incentives under this Plan will be considered a major amendment requiring the approval of the City Plan Commission and City Council.

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 does not anticipate exercising the power of eminent domain within the Planning Area, except possibly to clear title, and will limit the use of eminent domain. Should eminent domain be necessary to acquire real property in the future, the Plan shall be amended and such amendment shall be considered and approved by the PIEA and the City Council. The PIEA shall observe its approved standard procedures for consideration of such amendments, including notices to owner(s) and developer(s).

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

ESTIMATED COMPLETION TIME

The Plan will be materially completed within ten (10) years from the passage of the ordinance approving the Plan by the City Council.

Appendix I
Property Ownership

No.	Site Address	Parcel ID No.	Owner	Legal Description
1	100 E 20TH ST	29-520-19-02-00-0-00-000	SAFRANDA MO LLC	LOTS 508 THRU 515, INCLUSIVE, BLOCK 38, MCGEE'S ADDITION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI, EXCEPT THAT PART IN STREETS.

Appendix II
Design Guidelines

Development Form Guidelines

From “KC Spirit Playbook”
Adopted by Resolution No. 230257
April 23, 2023



DEVELOPMENT FORM GUIDELINES



The **Development Form Guidelines** describe how the built environment should look, feel, and function (independent of the type of use). There are five types of areas that comprise the framework for the Development Form Guidelines. These areas are described below.

The **Development Form Guidelines** include a set of general guidelines as well as specific development guidelines for each of the form typologies: **Neighborhood, Corridor, Node, District, and Downtown**.

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 are of the highest importance in these areas.

The guidelines are intended to be flexible. Not every guideline will apply for every project, as many guidelines should be incorporated into development as is 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 KC Spirit Playbook. 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. 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 be consistent with the existing and desired character of an area.



DEVELOPMENT FORM GUIDELINES



Development Form Guidelines – GENERAL

Architectural Character – These guidelines address the design and appearance of buildings and structures on the site

- 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.



DEVELOPMENT FORM GUIDELINES



- 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 parking 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.



DEVELOPMENT FORM GUIDELINES



- 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 Arrangement – These guidelines address the preservation of open and natural spaces, the location of buildings and parking, and the general pattern of development.

- 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.



DEVELOPMENT FORM GUIDELINES

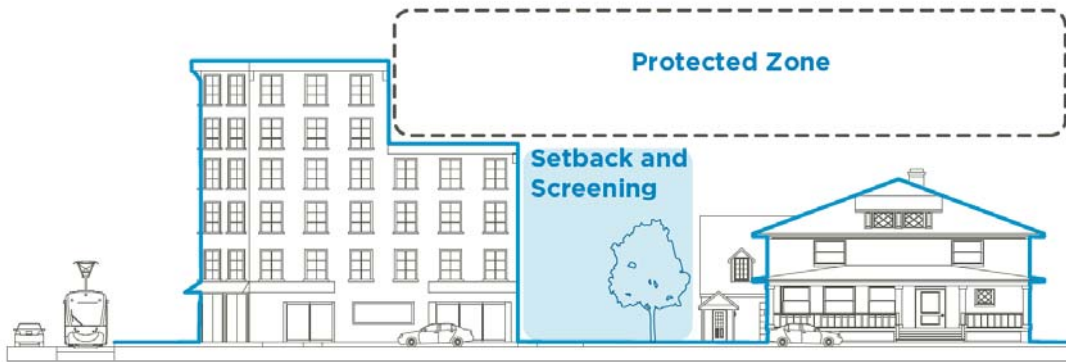


- Where a consistent street setback exists along a block, that setback should be maintained.
- Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- Development Pattern
 - In mixed use and commercial areas create a compact, dense and 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 – 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.

- 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 from 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.



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- 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.



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Public and Semi-Public Spaces – These guidelines address the design, programming, and location of public and semi-public spaces, streetscape enhancements, and gateway treatments.

- **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.



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- 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 points 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 – 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 guidelines also address how different modes move between the site and adjacent areas.

- Multimodal
 - Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, transit and automobiles. Minimize street crossing distances and meet the 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.



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- 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 areas, 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.



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- 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



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- 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.



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Development Form Guidelines – Neighborhoods

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.)

Typical 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 be supported 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.

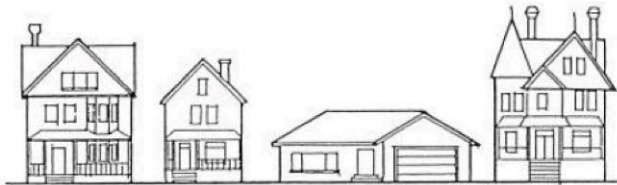
Neighborhood Development Guidelines

- 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.

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.



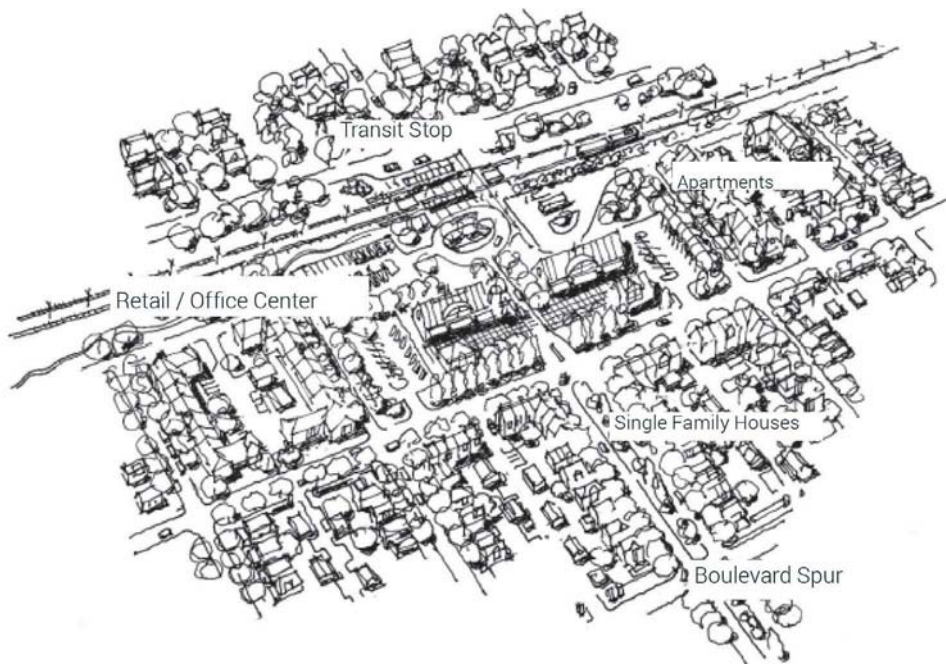
The patterns found along this street are not reflected in the second house. Unlike the other houses, this house has disproportionate windows, no porch, a low hip roof, and sits low to the ground.

Development Form Guidelines – Corridors

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 land uses. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses.

Typical 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.





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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.



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Development Form Guidelines – Nodes

A node is 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.

Typical 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

- 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.



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- 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.



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Development Form Guidelines – Districts

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, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

Typical 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 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.



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- 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 gateway 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 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.



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Development Form Guidelines – Downtown

The downtown area is 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

Typical 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 Development 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 setbacks 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.



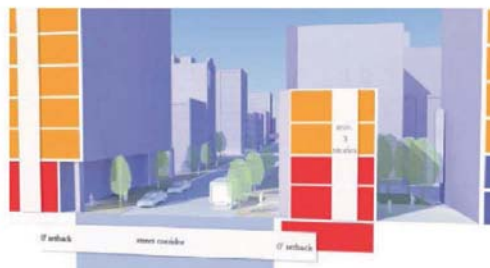
Residential districts represent areas consisting of single family structures, or a mix of single family and smaller scale multi-plex units. Pockets of commercial uses and public facilities such as schools are highly encouraged.



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.



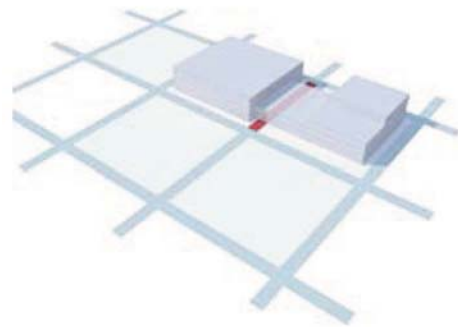
Downtown Core districts represent the most dense urban environments. They are most successful when they contain a broad mix of commercial, residential, and other uses.



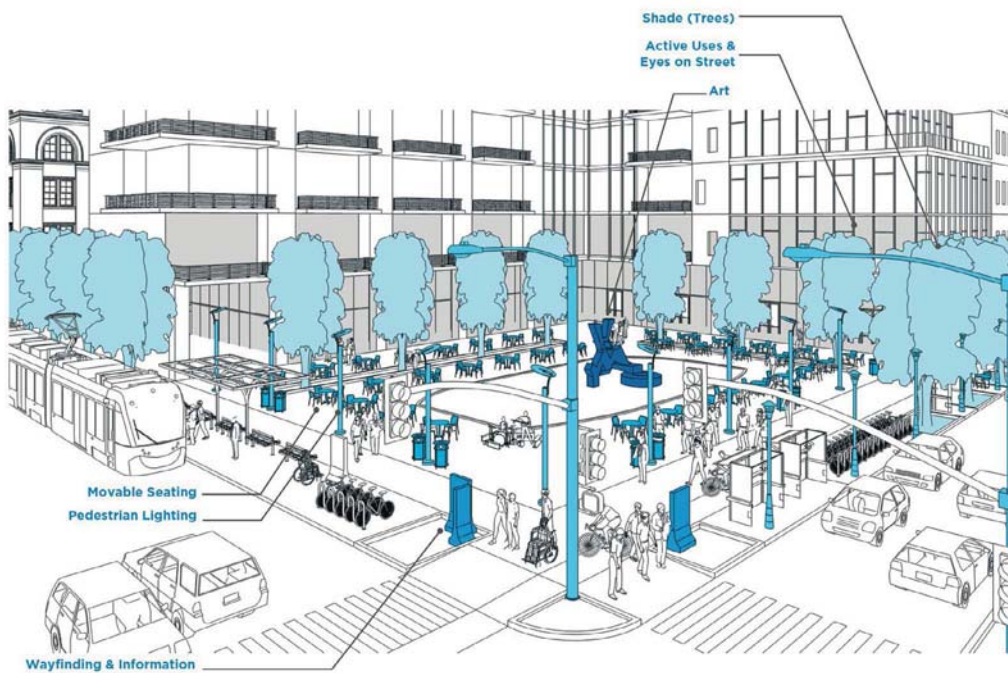
DEVELOPMENT FORM GUIDELINES



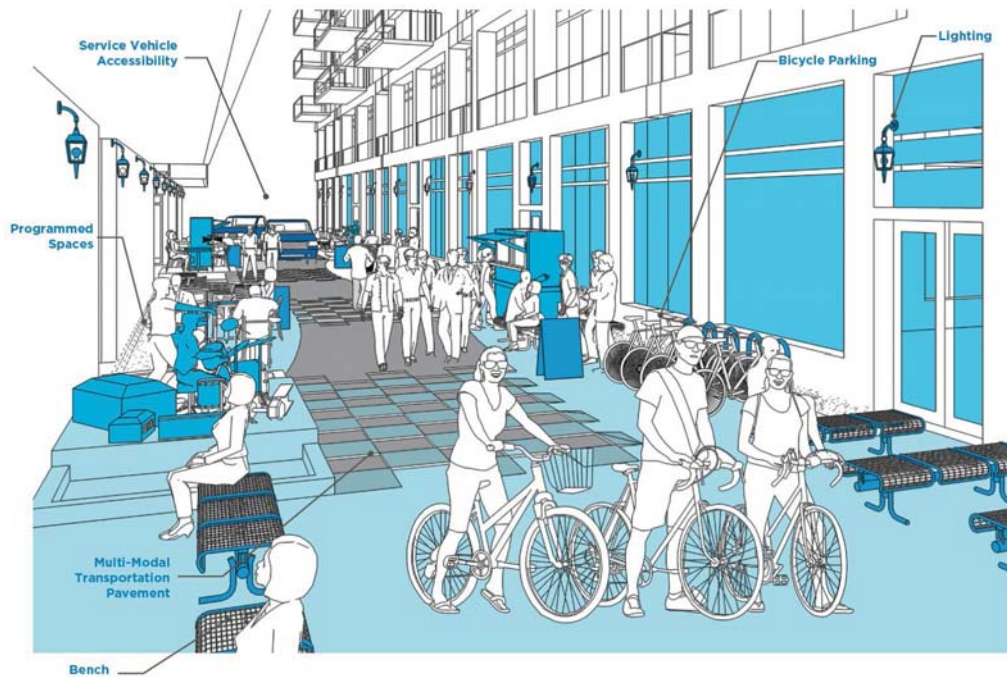
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances 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.
- 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 areas should follow the Transition Guidelines when adjacent to neighborhoods or areas with lower scale development.
- New downtown development should include public art and public open spaces and plazas.



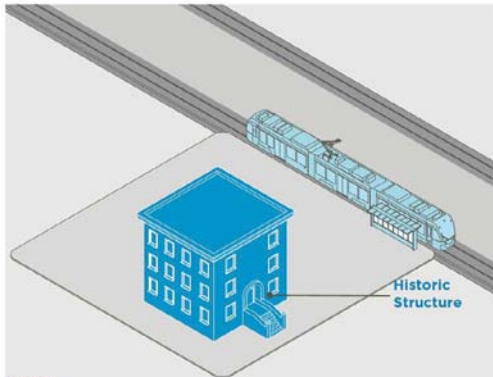
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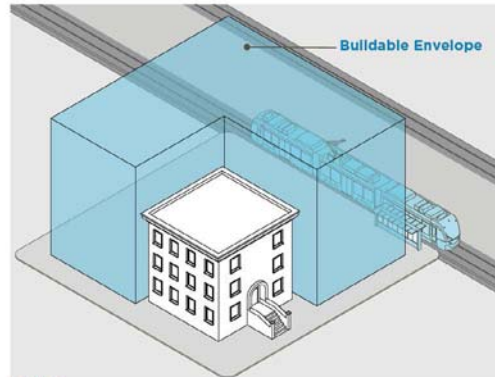
- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian-oriented areas.



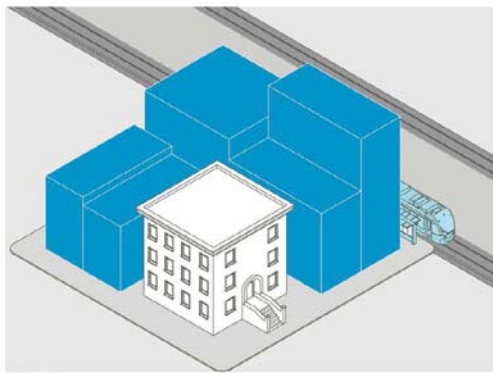
- Development in the Downtown areas should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and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



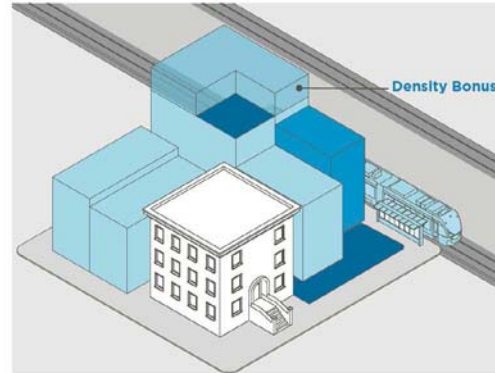
Step 1
Identify and preserve historic or otherwise significant structures in development area.



Step 2
Identify maximum height and F.A.R. allowed by zoning.

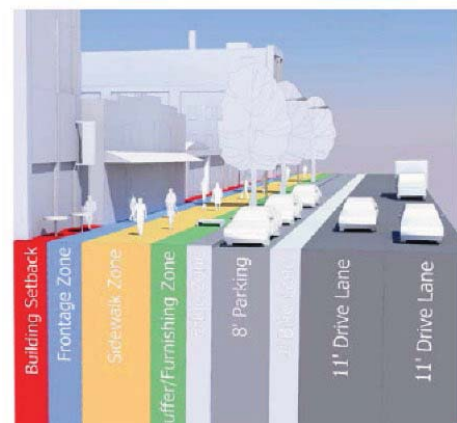


Step 3
Adjust massing to increase density on transit corridor and match existing neighborhood scale.

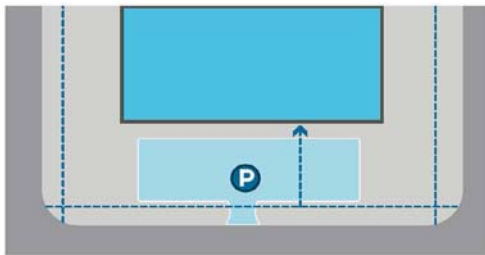


Step 4
Provide open space and pathways for pedestrian flow.

- 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.
- Downtown development should accommodate on-site bike and scooter circulation and parking.

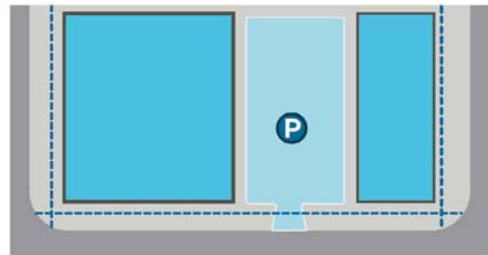


- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where onsite parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed-use garage. Where this is not feasible,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



Avoid

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



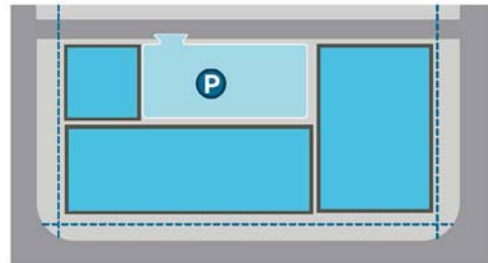
Acceptable

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

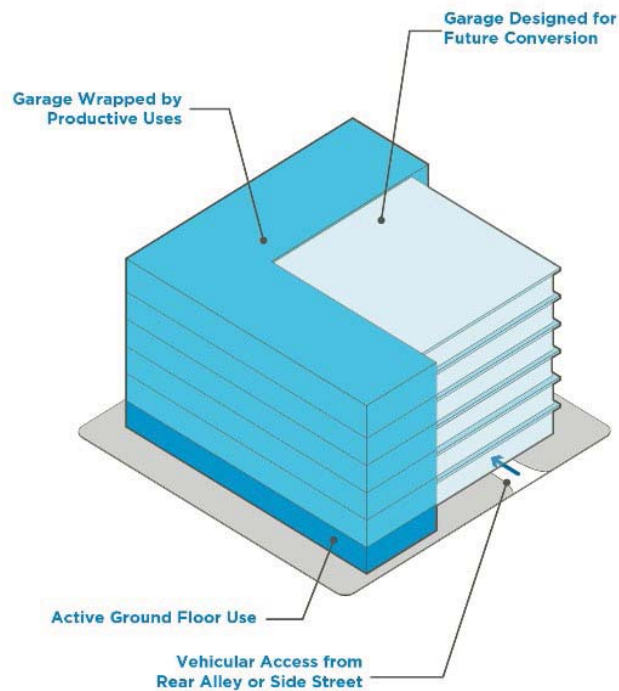


Ideal

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.
- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management, and renewable energy production.



Appendix III
PIEA Resolution

To be Inserted Upon PIEA Approval

100 E. 20th Street PIEA Planning Area

Qualifications Analysis

Planned Industrial Expansion Authority
Kansas City, Missouri
November 1, 2023

100 E. 20th Street PIEA Planning Area

Qualifications Analysis

Planned Industrial Expansion Authority
Kansas City, Missouri
November 1, 2023

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Introduction

The purpose of this analysis is to determine if the proposed 100 E. 20th Street PIEA Planning Area (the “Planning Area”) in Kansas City, Missouri evidences blight, an insanitary area, or an undeveloped industrial area according to Chapter 100 (Industrial Development) of the Missouri Revised Statutes.

The consultant who prepared this Qualifications Analysis, Patrick Sterrett of Sterrett Urban, is an urban planner who earned a Master of Urban Planning from the University of Kansas and is certified by the American Institute of Certified Planners. Additional qualifications of Mr. Sterrett are included in Appendix D.

The consultant visited the proposed redevelopment area on October 23, 2023 and on November 1, 2023. The effective date of this study is November 1, 2023, the last date of inspection.

The Planning Area lies within the Crossroads Neighborhood and is located at the northeast corner of E. 20th Street and Walnut Street with an address of 100 E. 20th Street in Kansas City, Jackson County, Missouri. The Planning Area is depicted in the map included on the following pages. The Planning Area encompasses one (1) property/tax parcel containing approximately 1.04 acres, exclusive of public right-of-way.

Definitions

The purpose of this work was to analyze conditions located within the Planning Area so as to determine if the Planning Area qualifies as a “blighted, insanitary or undeveloped industrial area in need of industrial development”. Chapter 100 provides the following definitions for a blighted area, insanitary area, or undeveloped industrial area:

“Blighted area”, an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use; (RSMo Ch. 100.310 (2), per RSMo Ch. 99.805 (1)).

“Insanitary area”, an area in which there is a predominance of buildings and improvements which, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation or open spaces, high density of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health,

transmission of disease, infant mortality, juvenile delinquency and crime or constitutes an economic or social liability and is detrimental to the public health, safety, morals or welfare; (RSMo Ch. 100.310 (11)).

“Undeveloped industrial area”, any area which, by reason of defective and inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains parcels of land not used economically; contains old, decaying, obsolete buildings, plants, stores, shops, shopping centers, office buildings, hotels and motels and parking garages, warehouses, distribution centers, structures; contains buildings, plants, stores, shops, shopping centers, office buildings, hotels and motels and parking garages, multi-family housing facilities, warehouses, distribution centers and structures whose operation is not economically feasible; contains intermittent commercial and industrial structures in a primarily industrial or commercial area; or contains insufficient space for the expansion and efficient use of land for industrial plants and commercial uses amounting to conditions which retard economic or social growth, are economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury of the public health, safety, morals and welfare. (RSMo Ch. 100.310 (18)).

Chapter 100 Redevelopment Rights

Blight Prevention

The Authority is empowered to take actions deemed “necessary to prevent a recurrence of blighted, insanitary, undeveloped industrial areas or to effectuate the purposes of this law” (RSMo Ch. 100.390 (4)).

Tax Abatement

RSMo Ch. 100.570 provides for the ad valorem tax exemption benefits contained in RSMo Ch. 353 (The Urban Redevelopment Corporation Law) to be made available to any redevelopment corporation on lands and improvements situated within the project area provided the governing body grants approval by a three-fourths vote. Upon compliance with Chapter 353 requirements, real property of urban redevelopment corporations shall not be subject to assessment or payment of general ad valorem taxes imposed by the city, state or any political subdivision, for a period not in excess of 10 years after the date upon which the corporation becomes owner of the real property. However, taxes may be collected on the assessed valuation of the land, exclusive of improvements, based upon the land assessment for the calendar year preceding the corporation’s ownership. Such land assessment may not be increased during the 10-year period.

After completion of the initial 10-year abatement, for an ensuing period not in excess of 15 years, ad valorem taxes shall be based upon an assessment not to exceed 50% of the true value of the real property including any improvements. After a period not totaling

more than 25 years, the real property shall be subject to assessment and payment of all ad valorem taxes based upon the full true value of the real property.

Eminent Domain

RSMo Ch 100.420.1 provides authorities with the power of eminent domain:

An authority shall have the right to acquire by the exercise of eminent domain any real property which it may deem necessary for a project or for its purposes under this law after the adoption by it of a resolution declaring the acquisition of the real property described therein is necessary for such purposes.

Bond Issuance

RSMo Ch. 100.430 provides authorities with the power to issue bonds:

(1) An authority shall have power to issue bonds from time to time in its discretion for any of its corporate purposes including the payment of principal and interest upon any advances for surveys and plans for projects...(2) An authority shall also have power to issue refunding bonds for the purpose of paying or retiring or in exchange for bonds previously issued by it.

Methodology

The purpose of this work was to analyze conditions located within the Planning Area to determine if the Planning Area qualifies as a “blighted, insanitary or undeveloped industrial area in need of industrial development”, a requirement of establishing a general redevelopment area under Chapter 100 of the Missouri Revised Statutes.

The Qualifications Analysis includes a detailed analysis of site, building, and public improvement deterioration. Qualifying conditions throughout the study area were identified and analyzed to produce a chart showing the qualifying conditions present in the study area.

Data was collected to document physical conditions within the categories of blight, insanitary area, and undeveloped industrial area set out in the state statute. Pertinent Geographic Information Systems (GIS) data was obtained through the City and Jackson County and analyzed. Additional supplemental information was obtained through various reports and studies prepared or commissioned by the City, the property owner, and the plan proponent.

The consultant visited the proposed redevelopment area on October 23, 2023 and on November 1, 2023. The effective date of the study is November 1, 2023, the last date of inspection.

Previous Finding Determinations

Planning Area

The Planning Area exists within the Crossroads Arts PIEA General Development Plan that was approved by the City Council of Kansas City, Missouri on March 29, 2007 by Committee Substitute for Ordinance No. 070192 with a finding of blight.

Adjoining Areas

The Planning Area is adjacent to or in proximity (located within approximately one-quarter mile of the Planning Area) to the following redevelopment areas, all of which were approved by the City Council of the City of Kansas City, Missouri with a finding of blight:

1. 19th Terrace & Central Tax Increment Financing Plan (Tax Increment Financing Commission);
2. 22nd & Main Tax Increment Financing Plan (Tax Increment Financing Commission);
3. Pershing Road Tax Increment Financing Plan (Tax Increment Financing Commission);
4. 16th & Walnut Development Plan (Chapter 353);
5. Oak Street Development Plan (Chapter 353);
6. Crown Center Development Plan (Chapter 353);
7. Francor Marietta Chair Development Plan (Chapter 353);
8. Crossroads Planning General Development Plan (Planned Industrial Expansion Authority);
9. 20th & Main General Development Plan (Planned Industrial Expansion Authority);
10. Crossroads Arts General Development Plan (Planned Industrial Expansion Authority);
11. Crossroads General Development Plan (Planned Industrial Expansion Authority);
12. Freight House General Development Plan (Planned Industrial Expansion Authority);
13. Western Auto General Development Plan (Planned Industrial Expansion Authority);
14. 18th & McGee General Development Plan (Planned Industrial Expansion Authority);
15. 19th & Oak General Development Plan (Planned Industrial Expansion Authority);
16. Stuart Hall/HD Lee General Development Plan (Planned Industrial Expansion Authority);
17. Film Row General Development Plan (Planned Industrial Expansion Authority);

18. East Crossroads Urban Renewal Area (Land Clearance for Redevelopment Authority);
19. Grand Avenue South Urban Renewal Area (Land Clearance for Redevelopment Authority);
20. 1914 Main Street Urban Renewal Area (Land Clearance for Redevelopment Authority);
21. 1915 Main Street Urban Renewal Area (Land Clearance for Redevelopment Authority); and
22. Arterra 21/2100 Wyandotte Urban Renewal Area (Land Clearance for Redevelopment Authority).

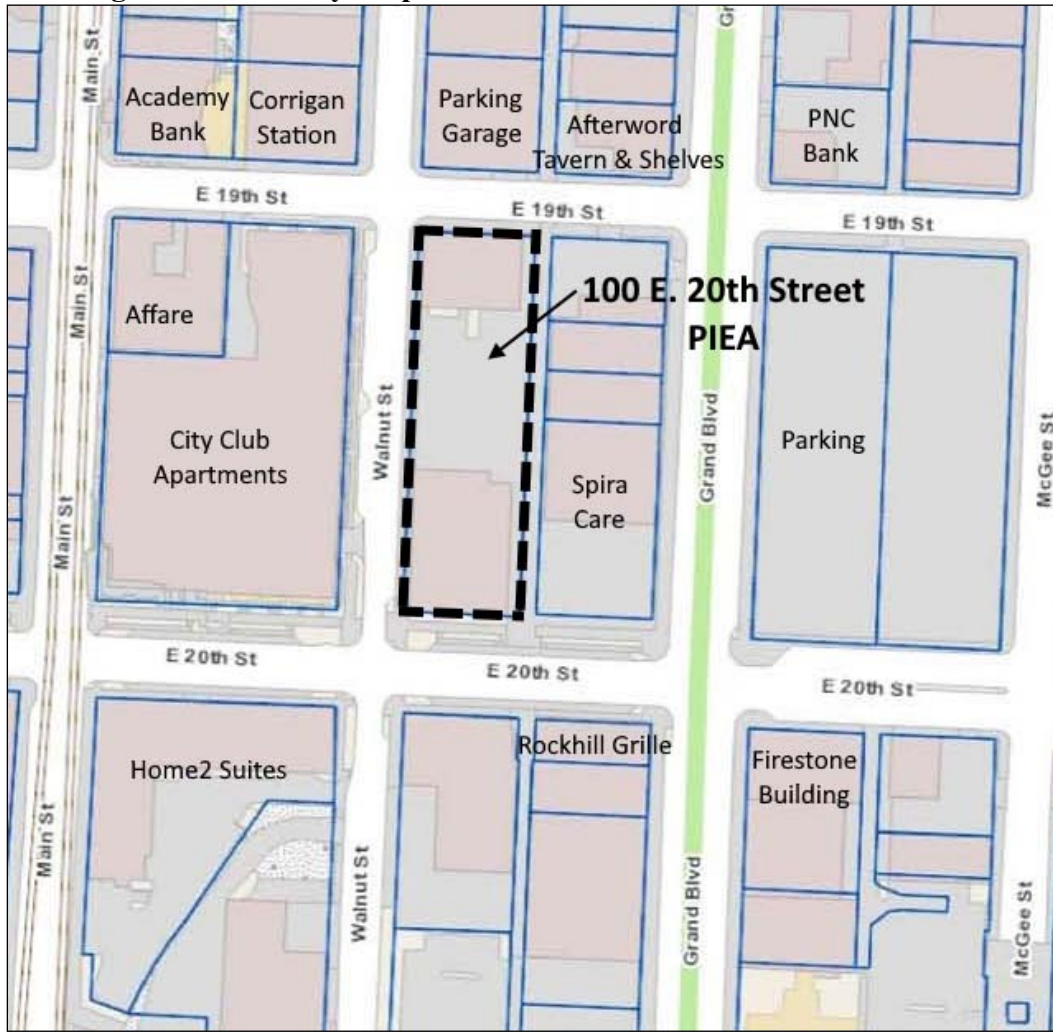
Legal Description

The Planning Area consists of one (1) property/tax parcel. An abbreviated legal description of the parcel within the Study Area – obtained from Jackson County records – is included in Appendix A – Property Ownership & Legal Description.

Ownership

The Planning Area contains one (1) property/tax parcel. The parcel is identified by the Jackson County Assessor’s office and a complete listing is included in Appendix A.

Planning Area Boundary Map



Property Data

Location & Access

The Planning Area encompasses approximately 1.04 acres and consists of one (1) property/tax parcel in Kansas City, Missouri in the Crossroads Neighborhood. The Planning Area consists of the western half of that block bound by E. 19th Street on the north, Grand Boulevard on the east, E. 20th Street on the south, and Walnut Street on the west.

The Planning Area has very good regional access due to its proximity to Grand Boulevard, located just one-half block east of the Planning Area and accessed via E. 19th Street and E. 20th Street, which forms the northern and southern boundaries of the Planning Area, respectively. Grand Boulevard is a major thoroughfare with a middle turn lane and provides access to the regional interstate highway system (Interstates 35, 70, and 670) via Truman Road about 0.37 miles to the north of the Planning Area. U.S. 71 is accessed about 0.75 miles to the south and east of the Planning Area via Grand Boulevard and E. 22nd Street. Southbound Interstate 35 is also easily accessed about 0.6 miles to the south and west, via 19th/20th Streets to Southwest Boulevard and West Pennway. Destinations north of the Missouri River and all points south are easily accessible due to the proximity of the highway system.

No major streets as identified in the City’s Major Street Plan exist within the Planning Area. Major thoroughfares do exist within one-quarter mile of the Planning Area, including Grand Boulevard, Main Street, 18th Street, 19th Street (between Main Street and Baltimore Avenue), 20th Street (west of Southwest Boulevard), and Oak Street.

The Planning Area is accessible directly from the north and south by Walnut Street. A surface parking lot located between the two building improvements in the Planning Area is accessed with a mid-block driveway from Walnut Street. A service drive, located adjacent to the north-south alley in the southeast corner of the Planning Area, is accessible from E. 20th Street. Walnut Street is a north-south, two-way, two-lane thoroughfare with parking lanes on the east and west sides of the street and a posted speed limit of 35 miles per hour. E. 20th Street is a two-way, two-lane thoroughfare with a middle turn lane that runs east-west and as noted above, forms the southern boundary of the Planning Area, with a posted speed limit of 30 miles per hour. Parking and bike lanes exist on both sides of E. 20th Street. E. 19th Street forms the northern boundary of the Planning Area and is an east-west, two-way, two-lane thoroughfare with parking lanes on each side of the street.

The two intersections adjoining the Planning Area on Walnut Street at 19th Street and at 20th Street, are not signalized.

The Bike KC Plan, which has been redrafted and is awaiting approval by the City, proposes a future signed bike route on 19th Street adjacent to the north boundary of the

Planning Area. A signed bike lane exists on 20th Street adjacent to the south boundary of the Planning Area. Other planned or existing bike routes, lanes, and cycle tracks near the Planning Area include Grand Boulevard north of 20th Street, 18th Street and 19th Street east of Grand Boulevard, and Southwest Boulevard from 19th Street to Roanoke. Trails do not exist nor are any planned in the vicinity of the Planning Area.

Pedestrian access is good, with sidewalks bordering the Planning Area on the north, west, and south. Sidewalks are generally in good condition on the west and south, and in poor condition on the north. A retaining wall exists on the east property line of the Planning Area and greatly limits pedestrian access between the Planning Area and the north-south alley and other improved properties adjacent on the east. Sidewalks provide good connections to the surrounding neighborhood to the north, south, east and west.

The Planning Area is well-served with public transit with two routes accessible within one-quarter mile. Near the Planning Area on Grand Boulevard – one-half block to the east – is Main Max, a bus rapid transit route that operates seven days per week and provides service primarily between Independence Avenue and 75th Street. The route has transfer hubs located in Downtown, the Country Club Plaza, and at 75th & Wornall in Waldo. There are also two park and rides and bike share stations along the route south of Gregory Boulevard. Besides the transfer hubs, eleven transfer points exist on the route. The nearest stop from the Planning Area is located at 19th Street and Grand Boulevard.

One block west of the Planning Area on Main Street is KC Streetcar, a fixed-route transit that operates seven days per week and is free to ride. The route makes connections between River Market, Downtown, Crossroads, and Union Station, and is undergoing an expansion to the south on Main Street to the University of Missouri Kansas City (51st and Brookside) that will open in 2025. A northerly extension to Kansas City’s Riverfront is projected to open in 2026.

Land Area

There is one (1) property/tax parcel within the Planning Area. Per information obtained from the geographic information systems of both the City of Kansas City, Missouri and Jackson County, Missouri, the Study Area contains a total of 1.04 acres, exclusive of public right-of-way.

Topography

The Planning Area slopes downward to the south and west. According to the City’s GIS mapping, the highest point in the Planning Area is at the northeast corner of the Planning Area at an elevation of approximately 800.00. The lowest point is at the southwest corner of the Planning Area at an elevation of approximately 792.00.

The northwest corner of the Planning Area nearest the intersection of E. 19th Street and Walnut Street has an elevation of approximately 799.00. The southeast corner of the Planning Area has an elevation of approximately 796.00.

According to maps from the Federal Emergency Management Agency (FEMA), the Planning Area is not located within a 100-year or 500-year flood plain (Map No. 29095C0254G, effective 01/20/2017). The Planning Area is located within the Turkey Creek watershed.

Utilities

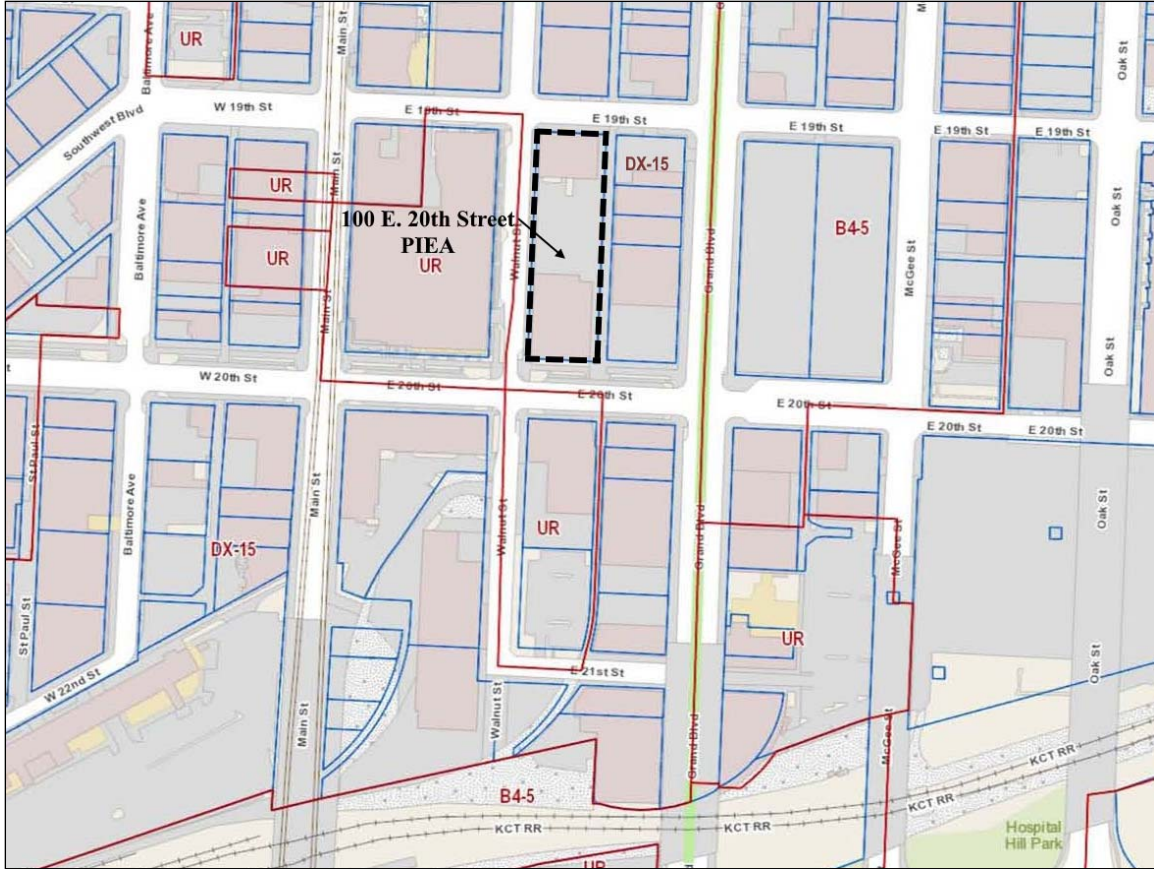
All utilities are available to the subject property and run to the buildings within the Planning Area including public water and sewer. Power lines are located above ground adjacent to the Planning Area along the east and west boundaries.

Zoning

The existing zoning in the Planning Area is DX-15 (Downtown Mixed-Use district (dash 15)). Below is a chart summarizing the zoning classification within the Planning Area followed by a map indicating the zoning district within the Planning Area::

Zoning Classification	Purpose*
DX-15 Downtown Mixed-Use (dash 15)	DX-15, Downtown Mixed-Use The DX, Downtown Mixed-Use district is primarily intended to accommodate office, commercial, custom manufacturing, public, institutional, and residential development, generally at lower intensities than in the DC district. The DX district promotes a mix of land uses both horizontally (i.e., adjacent to one another) and vertically (i.e., within the same building). The intensity designator of -15 limits the Floor Area Ratio to 15.0.

*Kansas City Zoning & Development Code



100 E. 20th Street PIEA Planning Area - Zoning Map

Environmental

Due to the date of construction of the improvements in the Planning Area, the area and improvements could contain some type of environmental liability. Such liabilities might include asbestos-containing material and lead-based paint. Depending on the size, amount and nature of potential contaminated materials, their presence can pose a significant liability to the property and the overall redevelopment plan. It is recommended that prior to extensive redevelopment of the Planning Area, environmental inspections are completed to identify and remediate potential environmental liabilities. The consultant is unaware of any environmental contamination within the Planning Area.

Real Estate Taxes

A six-year history of the assessed values within the Planning Area is included in the appendix.

The data in Appendix B is the Assessor’s opinion of Market Value and the resulting assessed value for the property in the Planning Area. All property is supposed to be re-

assessed in odd-numbered years, except that new construction (including remodeling) can be assessed in any year.

To determine assessed value the assessment ratio for commercial properties is 32%. The real estate levy for 2022 in the Study Area was \$8.2257 per \$100 of assessed valuation. An additional \$1.437 per \$100 was assessed on commercial property only (the Merchants and Manufacturers Replacement Tax).

In 2022, the last year for which property taxes have been collected, the Planning Area generated \$675,200 in total assessed value, generating a total of \$65,242.55 in billable real estate taxes, and property tax payments are current. Assessed value in the Planning Area has increased 87.0% since 2018, with the biggest increase occurring in 2019 (78.1%) and the smallest increase in 2023 (0.0%).

Existing Improvements

The Planning Area consists of one property/tax parcel of 1.04 acres.

The Planning Area includes two buildings. One building is located at the southern end of the Planning Area (100 E. 20th Street) facing E. 20th Street and is a 3-story building constructed of a steel post and beam structure with concrete masonry unit infill walls that supports a brick veneer. The front one-third of the building has a low-slope roof supported with open-web steel joists and girders. The back two-thirds of the building is one-story and constructed with a barrel roof supported with steel bowstring trusses to create a column-free space for vehicular access and use. Three dock doors and a canopy are located on the north side of the building. A small dock also exists on the west side of the building. Constructed in the 1950s, the building has a total gross area of 21,365 square feet.

The second building is located at the north end of the Planning Area (1905 Walnut Street) facing south onto a surface parking lot and the north side of 100 E. 20th Street, and backs up to the sidewalk adjacent to E. 19th Street. The building is one-story and constructed of concrete masonry units and brick. A handicap ramp leads up to the main entrance on the south side of the building. Constructed in the 1950s, the building has a total gross area of 7,567 square feet.

100 E. 20th Street has been vacant for more than two years and 1905 Walnut Street has been vacant for about one year (previously occupied by Bearing Distributors, Inc.).

Photographs of the Planning Area are included on the following pages.



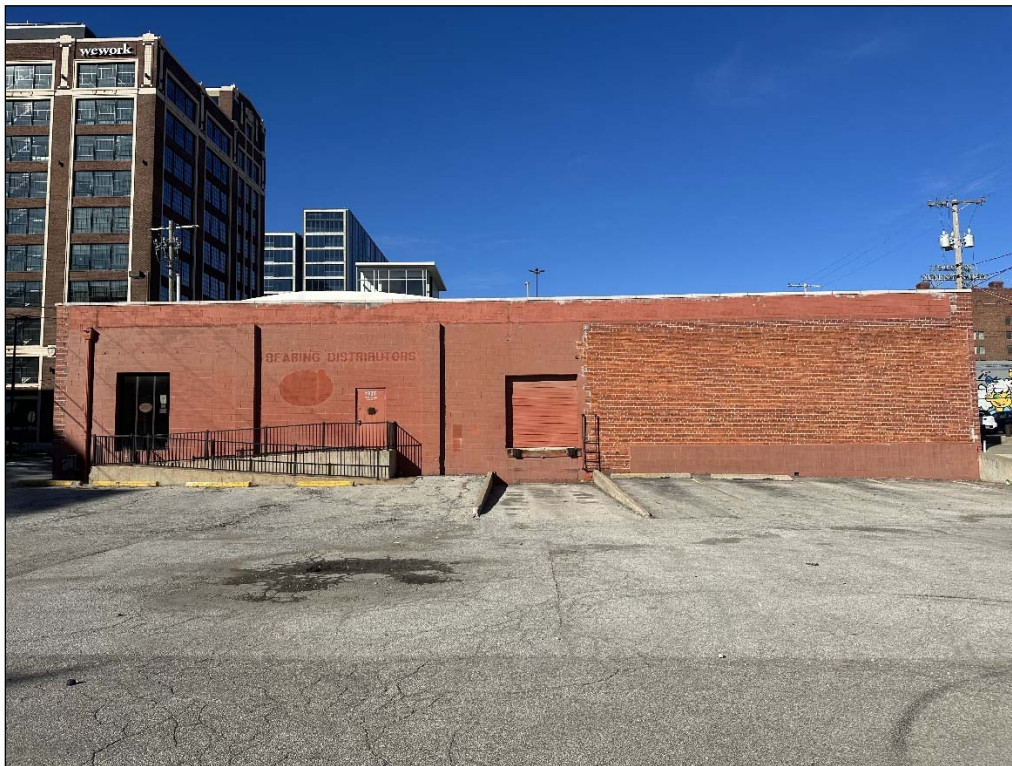
100 E. 20th Street – looking northwest



100 E. 20th Street – looking northeast from E. 20th Street and Walnut Street



100 E. 20th Street – looking south at north elevation



1905 Walnut Street – south elevation



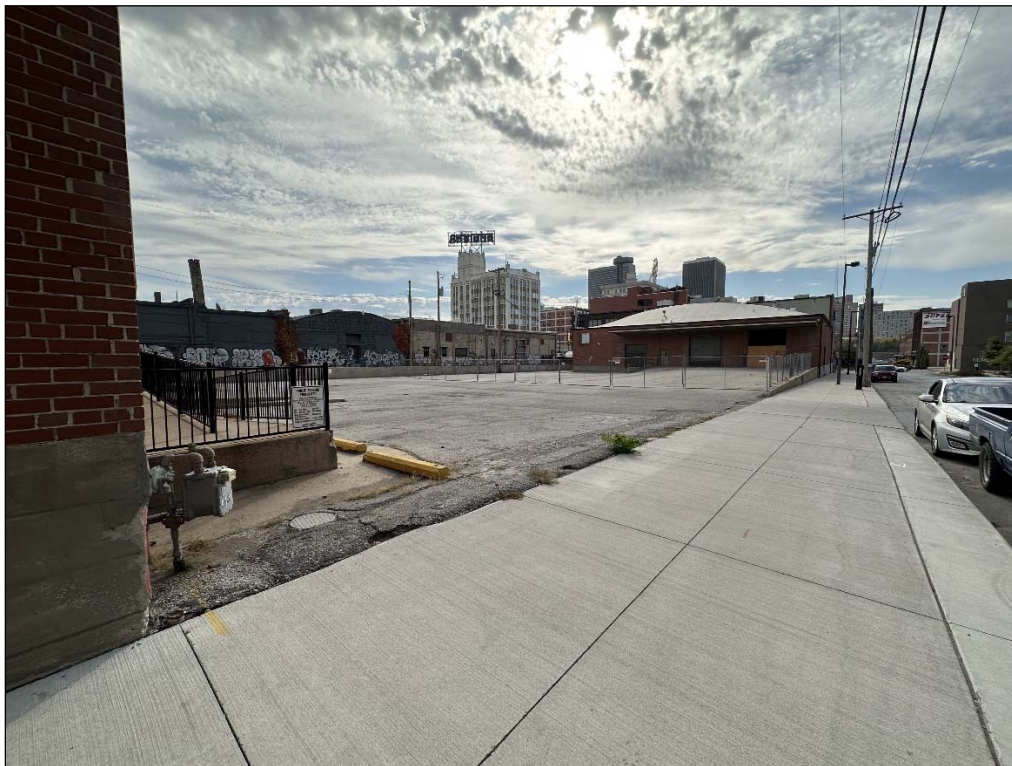
1905 Walnut Street – looking northwest at east elevation



1905 Walnut Street – looking south at north elevation



1905 Walnut Street – looking northeast at west elevation



100 E. 20th Street – looking southeast at surface parking lot

Billboards

There are no billboards located within the Planning Area.

Crossroads Neighborhood

Location & Access

The Crossroads Neighborhood, as defined by the Census Bureau, is generally bounded by the southern leg of the Downtown Loop (Interstate 670) on the north, Oak Street (north of W. 20th Street) and Baltimore Avenue (south of W. 20th Street) on the east, W. 20th Street (east of Baltimore Avenue) and W. 22nd Street (west of Baltimore Avenue) on the south, and Broadway Boulevard on the west in Kansas City, Jackson County, Missouri.

The neighborhood enjoys excellent access to the local street network and regional highway system due to its direct access to several major streets, including Broadway Boulevard, Wyandotte Street, Baltimore Avenue, Main Street, Grand Boulevard, Oak Street, E. Truman Road, 18th Street, 19th Street, and Southwest Boulevard. Interstates 35 and 670 are in proximity west and north of the neighborhood, respectively, and can be accessed via Broadway Boulevard and Truman Road. Interstate 70 can be accessed via Interstate 670 to the east and west. And U.S. 71 is located about 0.6 miles east of the neighborhood.

The CBD-Downtown Neighborhood is north of Crossroads; Hospital Hill is located to the east; Crown Center is located to the south; and Westside North is located to the west.

Neighborhood Demographics Population & Income

The following provides population and income trends within a one-, three-, and five-mile radius of the proximate center of the Planning Area at 100 E. 20th Street.

The population figures indicate a very high rate of population growth in the Crossroads Neighborhood and vicinity between 2010 and 2020, and slower yet continued growth forecasted for 2023 and 2028 nearest the Planning Area. Growth rates within three- and five-miles of the Planning Area are positive but more modest, ranging between 6.2% and 10.5% between 2010 and 2020, and between 2.5% and 4.9% between 2020 and 2028. Meanwhile, Kansas City experienced growth of 10.5% between 2010 and 2020, and is forecast to grow between 2.2% and 2.3% between 2020 and 2028.

100 E. 20 th Street Radius	Population			
	Historic		Forecast	
	2010	2020	2023	2028
One-Mile	8,737	13,641	15,122	16,245
chg. (1 mile)		+56.1%	+10.9%	+7.4%
chg. from '10 (1 mile)		+56.1%	+73.1%	+85.9%
Three-Mile	90,634	100,119	104,882	110,040
chg. (3 mile)		+10.5%	+4.8%	+4.9%
chg. from '10 (3 mile)		+10.5%	+15.7%	+21.4%
Five-Mile	223,180	237,109	243,162	249,314
chg. (5 mile)		+6.2%	+2.6%	+2.5%
chg. from '10 (5 mile)		+6.2%	+9.0%	+11.7%
Kansas City, MO	460,473	508,090	519,615	531,228
chg. (annual)		+10.3%	+2.3%	+2.2%
chg. (cumulative)		+10.3%	+12.8%	+15.4%

Source: ESRI; Sterrett Urban, LLC

The forecasted median household income is vastly lower for that area within three- and five-miles of the Planning Area compared to that area within one-mile of the Planning Area. The highest forecast median household incomes are within one-mile of the Planning Area and are considerably higher than the forecast median household income for the city (\$76,760 within one-mile of the Planning Area versus \$63,804 for the entire city).

Median Household Income		
100 E. 20 th Street Radius	Forecast	
	2023	2028
One-Mile	76,760	91,176
Three-Mile	51,486	57,987
Five-Mile	51,230	56,816
Kansas City, MO	63,804	74,486

Source: ESRI

Unemployment

The most recent unemployment data for the Planning Area is for that part of the City of Kansas City in Jackson County, Missouri. The following data was provided by the Missouri Economic Research and Information Center (MERIC):

Civilian Labor Force – Kansas City, Missouri (Jackson County part)
August 2023 (not seasonally adjusted)

Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
164,547	157,512	7,035	4.3%

Source: Missouri Economic Research and Information Center

According to the Bureau of Labor Statistics, the preliminary unemployment rate for the Kansas City, KS/MO metropolitan area in August 2023 was 3.4%.

According to the Federal Reserve, an unemployment rate of 5.0% - 5.2% can generally be considered “full employment.”

Section II

Qualifications Analysis

Significant findings of the 100 E. 20th Street PIEA Qualifications Analysis are presented in the discussion which follows. These findings are based on a review of documents and reports, interviews, field surveys, and analyses conducted in October and November 2023. All real property within the Planning Area, along with public improvements adjacent to the real property, was evaluated and deficiencies noted. As previously explained, the purpose of this study was to determine whether conditions as defined by RSMo. 100.310(2) (per RSMo. 99.805(1)) of the Missouri State Statute, as amended, exist in the Planning Area. The definition of “blighted area” in Chapter 100 of the Revised Statutes of Missouri, as amended, is discussed below.

RSMo. 100.310(2) per RSMo. 99.805(1)

The principal blighting cause factors reported here and in line with the statutory definition include: insanitary or unsafe conditions, deterioration of site improvements, and the existence of conditions which endanger life or property by fire and other causes. An analysis of the effects of those blighting cause factors present and in line with the statute follows, which includes: retards the provision of housing accommodations, constitutes an economic or social liability, or is a menace to the public health, safety, morals, or welfare in its present condition and use. The Appendix section of this report includes a table exhibiting the blighting conditions present in the Planning Area.

Blight Defined

As presented in Section I, blight is defined as follows:

“Blighted area”, an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use; (RSMo ch. 100.310 (2), per RSMo ch. 99.805 (1)).

Chapter 100 of the Missouri Revised Statutes also emphasizes redevelopment of “insanitary areas” and “undeveloped industrial areas” which are defined as follows:

“Insanitary area”, an area in which there is a predominance of buildings and improvements which, by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation or open spaces, high density

of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crime or constitutes an economic or social liability and is detrimental to the public health, safety, morals or welfare; (RSMo ch. 100.310 (11)).

“Undeveloped industrial area”, any area which, by reason of defective and inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains parcels of land not used economically; contains old, decaying, obsolete buildings, plants, stores, shops, shopping centers, office buildings, hotels and motels and parking garages, warehouses, distribution centers, structures; contains buildings, plants, stores, shops, shopping centers, office buildings, hotels and motels and parking garages, multi-family housing facilities, warehouses, distribution centers and structures whose operation is not economically feasible; contains intermittent commercial and industrial structures in a primarily industrial or commercial area; or contains insufficient space for the expansion and efficient use of land for industrial plants and commercial uses amounting to conditions which retard economic or social growth, are economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury of the public health, safety, morals and welfare. (RSMo ch. 100.310 (18)).

Several court cases provide additional direction in the consideration of blight:

- The courts have determined that it is not necessary for an area to be what commonly would be considered a “slum” in order to be blighted. *Parking Systems, Inc. v. Kansas City Downtown Redevelopment Corporation*, 518 S.W.2d 11, 15 (Mo. 1974)
- An otherwise viable use of a property may be considered blighted if it is an economic underutilization of the property. *Crestwood Commons Redevelopment Corporation v. 66 Drive-In, Inc.*, 812 S.W.2d 903, 910 (MO.App.E.D. 1991).
- It is not necessary for every property within an area designated as blighted to conform to the blight definition. A preponderance of blight conditions is adequate to designate an area for redevelopment. *Maryland Plaza Redevelopment Corporation v. Greenberg*, 594 S.W.2d 284, 288 (MO.App.E.D. 1979).
- The courts have determined that in order to make a finding of blight for a defined redevelopment area, the total square footage of the area is to be considered and not a preponderance of the individual parcels. Allright

Properties, Inc. v. Tax Increment Financing Commission of Kansas City, 240 S.W.3d 777 (MO.App.W.D. 2007).

The following analysis addresses blight, and then, if necessary, insanitary area and undeveloped industrial area.

Cause Component 1: Insanitary or Unsafe Conditions

Insanitary or unsafe conditions were found throughout the Planning Area. The most prevalent Planning Area conditions considered insanitary or unsafe include the following:

- Non-existent/non-functioning building systems. Building systems, including HVAC, electrical, plumbing, life safety, vertical transport, and building enclosure, do not exist or are non-functioning. Restrooms do not exist in either building. A passenger elevator does not exist in the building at 100 E. 20th Street.
- Accessibility to property. A stair at the southwest corner of the Planning Area provides access to an outdoor area with fall dangers present.
- Fall dangers. Neither guardrails nor warning exist along the entire perimeter of the patio on the south side of 100 E. 20th Street. Several interior floor openings in 100 E. 20th Street have inadequate protection to prevent falls.
- Lack of accessibility. A working passenger elevator does not exist in the building at 100 E. 20 Street. The handicap ramp providing access to 1905 Walnut Street does not satisfy current code requirements.
- Tripping hazards. The deteriorated surface parking lot between the two buildings is uneven and its condition presents numerous tripping hazards. Interior concrete floors in both buildings are uneven and protruding metal in the floors present tripping hazards. Most of the sidewalk along E. 19th Street on the northern edge of the Planning Area is in poor condition.
- Americans with Disabilities Act. As noted previously, both buildings were constructed in the 1950s, well ahead of adoption of the Americans with Disabilities Act in the early 1990s. Noncompliance includes the absence of signage in the parking lot, lack of accessibility, and ramps not constructed to code.
- Pigeon excrement. Pigeons are roosting in 100 E. 20th Street and some locations – primarily in the front third of the building on the ground and mezzanine levels – have dead pigeons and pigeon excrement that is unhealthy for anyone on the property.

Other less common insanitary or unsafe conditions include:

- Trash/debris. Present in a few locations inside the buildings. Shards of glass are on top of a retaining wall on the southwestern property line of the Planning Area and could cause injury. Other debris has steel protrusions that could also cause injury.
- Overgrown vegetation. Located between the building and sidewalk on the south side of 100 E. 20th Street.
- Graffiti. Faded in some locations, but still present on the exterior of the east wall of 1905 Walnut Street and on the metal/concrete bollards on top of the retaining wall on the eastern property line of the Planning Area.

Insanitary or unsafe conditions make a moderate contribution to blight within the Planning Area. Examples of these conditions are shown in the following photographs.



100 E. 20th Street – interior – uneven floor



100 E. 20th Street – interior – uneven floor; open building (lack of windows, doors)



1905 Walnut Street – interior – uneven floor



1905 Walnut Street – looking north – uneven pavement



1905 Walnut Street – looking southwest – uneven pavement



1905 Walnut Street – looking west – deteriorated sidewalk



1905 Walnut Street – looking west – deteriorated sidewalk



100 E. 20th Street – interior – dead pigeon; pigeon excrement



100 E. 20th Street – looking west – accessible stair to property; no warning line/guardrail at perimeter of porch



100 E. 20th Street – looking west – no warning line/guardrail at perimeter of porch



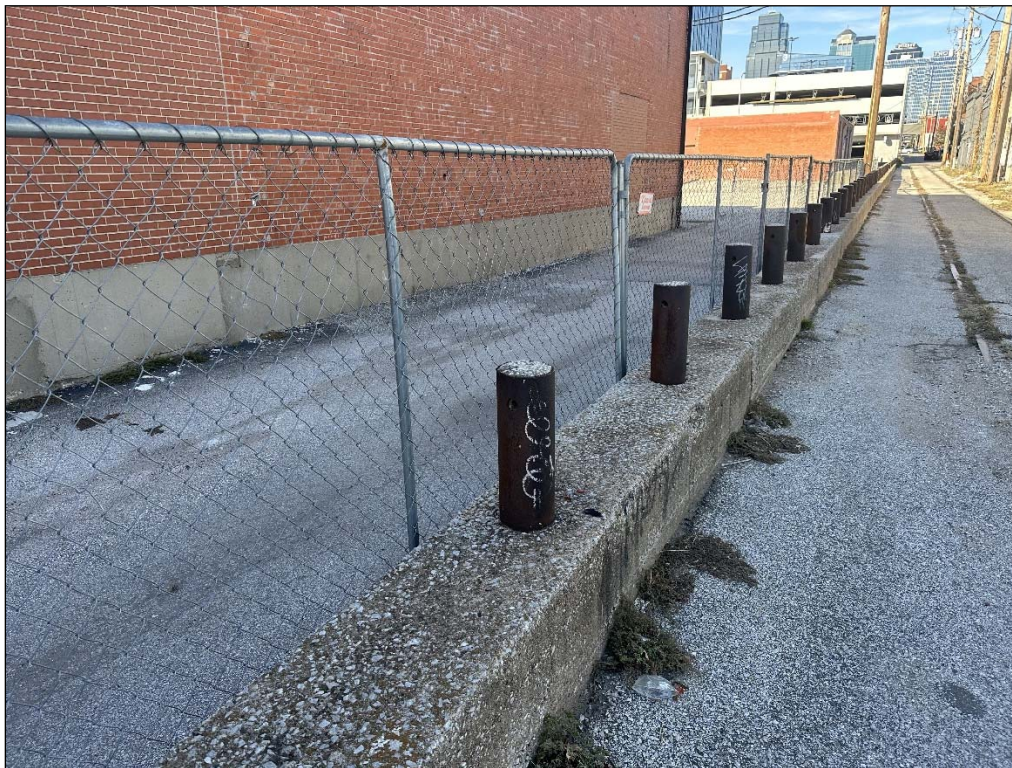
100 E. 20th Street – interior – inadequate guardrails around floor opening



1905 Walnut Street – looking east – uneven pavement; lack of handrails for ramp; narrow ramp



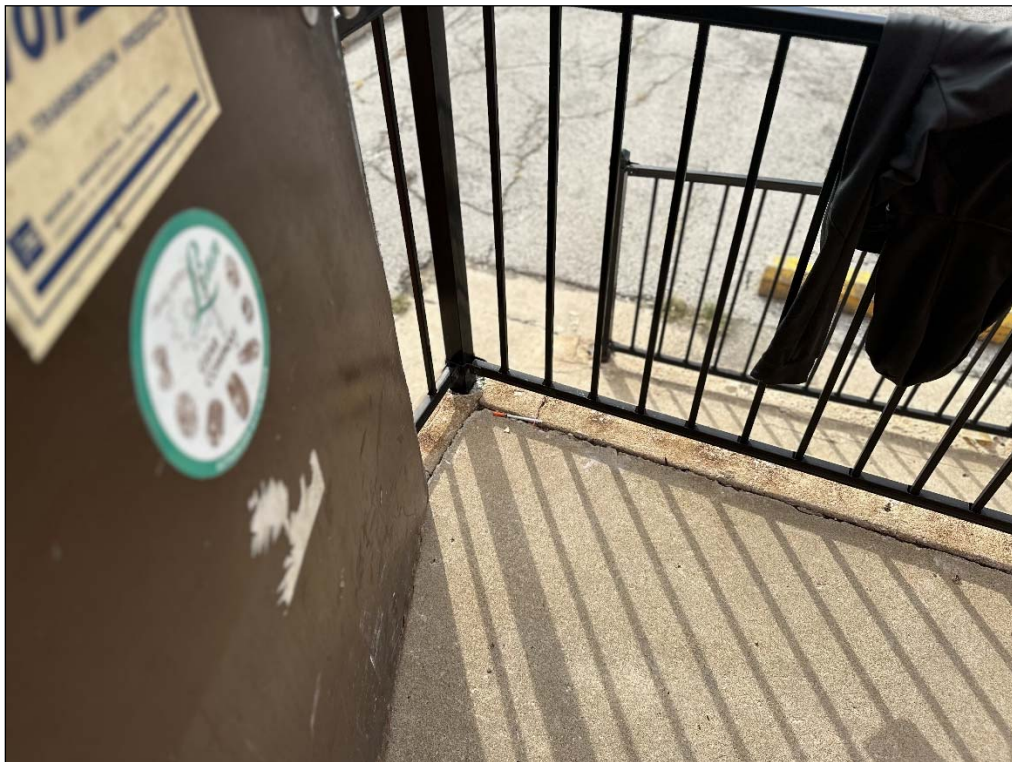
100 E. 20th Street – looking southeast – broken glass (trash/debris) on retaining wall



100 E. 20th Street – looking north – graffiti on bollards



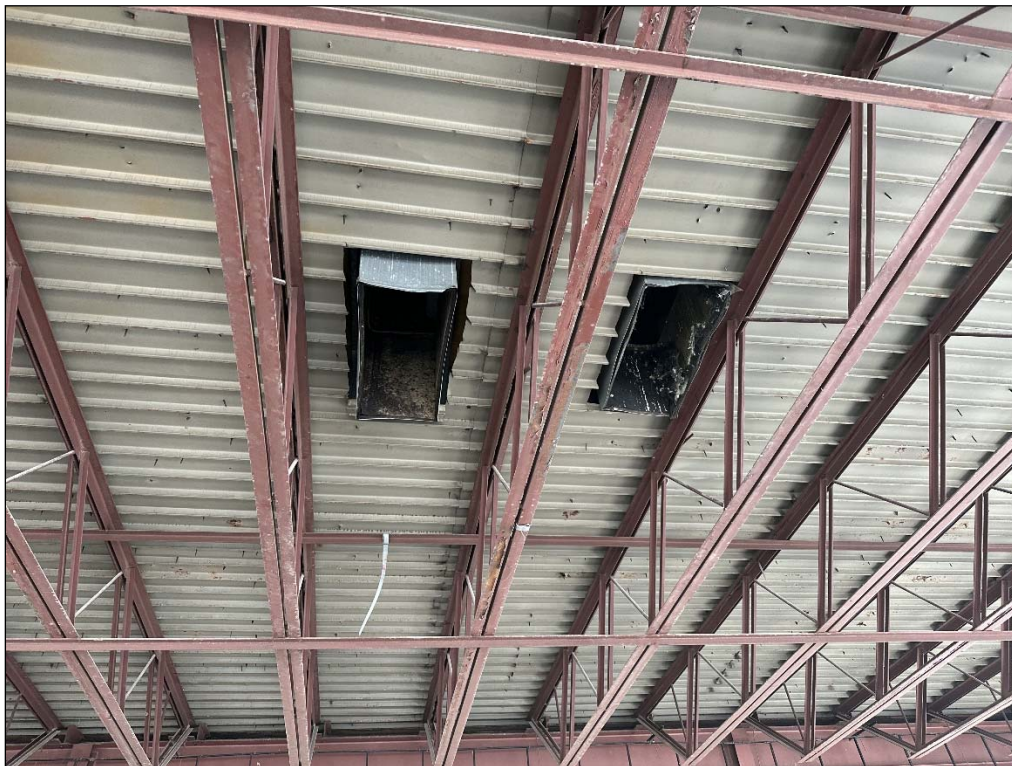
1905 Walnut Street – looking west – graffiti on east side of building



1905 Walnut Street – looking south – needle/syringe at entrance



100 E. 20th Street – looking west – overgrown vegetation along sidewalk



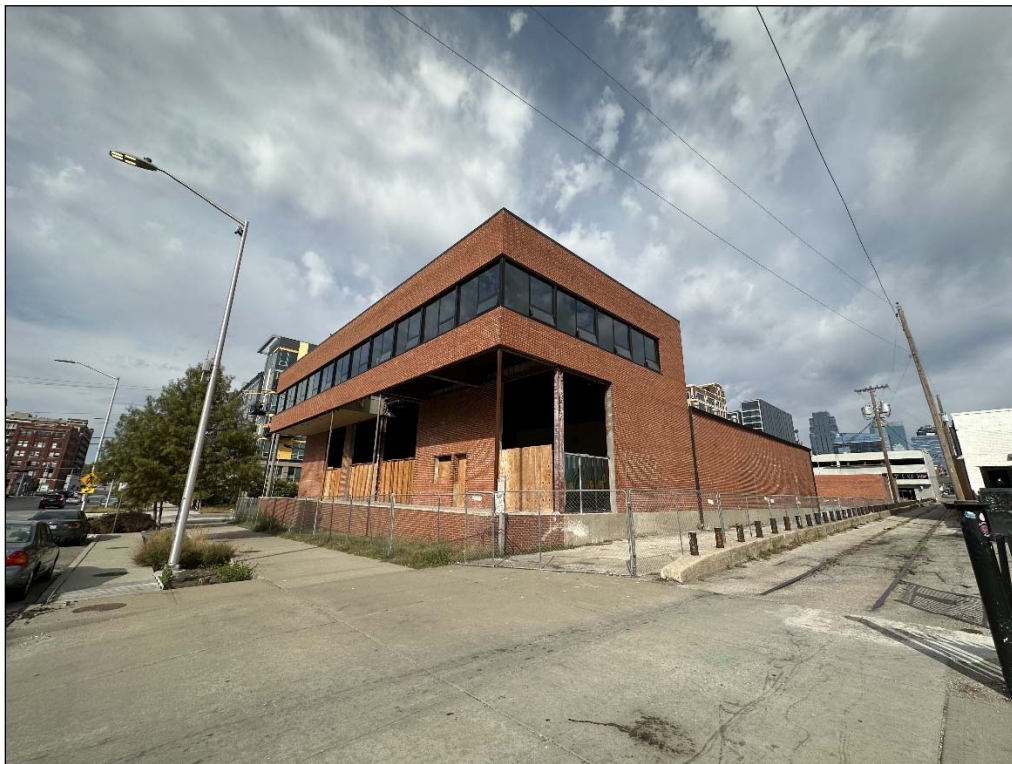
100 E. 20th Street – interior – disconnected HVAC



100 E. 20th Street – interior – disconnected building systems



1905 Walnut Street – looking east – lack of building enclosure (windows/doors)



100 E. 20th Street – looking northwest – lack of building enclosure (windows/doors)



100 E. 20th Street – looking north – narrow one-lane drive with no signage, pavement markings

Cause Component 2: Deterioration of Site Improvements

The condition of deterioration of site improvements was primarily established through field survey work and observation of exterior and interior conditions within the Planning Area. Building deterioration rating criteria considered included the following: primary structure (roof, walls, foundation); secondary structure (fascia/soffits, gutters/downspouts, exterior finishes, windows and doors, stairways/fire escapes); and exterior structure (mechanical equipment, loading areas, fences/walls/gates, other structures).

Structural deterioration is found throughout the Planning Area. The buildings typically exhibited structural deterioration including walls, windows, and doors (most windows and doors are missing from both buildings), and the failure or damage of exterior and interior finishes. Examples of the structural deterioration are shown in the following photos.



1905 Walnut Street – looking southwest – cracking, shifting of masonry



1905 Walnut Street – looking west – deterioration of masonry joints



1905 Walnut Street – looking west – deterioration of masonry joints, roof coping



100 E. 20th Street – interior – shattered window



100 E. 20th Street – looking south – deterioration of doors



100 E. 20th Street – interior – deterioration/damage of wall, interior finishes



100 E. 20th Street – interior – failure of finishes



100 E. 20th Street – interior – deterioration/damage of interior finishes



100 E. 20th Street – interior – deterioration/damage of interior finishes



100 E. 20th Street – interior – deterioration/damage of interior finishes



100 E. 20th Street – looking east – deterioration of gutter, water damage



100 E. 20th Street – looking north – deterioration/damage of interior finishes

In addition to structural deterioration, a variety of blight conditions were observed within the Planning Area related to the deterioration of the site and non-primary improvements. These conditions which negatively affect the appearance and utilization of the area include deterioration of walls, surface parking and drives, and failure of finishes on secondary improvements such as railings and canopies. Examples of site deterioration problems are found throughout the Planning Area, as shown in the photographs that follow.



100 E. 20th Street – looking west – deterioration of pavement



100 E. 20th Street – looking north – deterioration of pavement



100 E. 20th Street – looking south – deterioration of pavement



100 E. 20th Street – looking southeast – deterioration of pavement, dock area



1905 Walnut Street – looking east – deterioration of pavement, wall



100 E. 20th Street – looking east – deteriorationn of wall



100 E. 20th Street – looking south – deterioration of retaining wall



100 E. 20th Street – looking southeast – deterioration of wall



100 E. 20th Street – looking southwest – failure of finishes on canopy structure



100 E. 20th Street – looking southeast – failure of finishes on railing



100 E. 20th Street – looking east – failure of finishes on equipment

The deterioration of site improvements is widespread throughout the Planning Area and is a major contributor to blight.

Cause Component 3: Existence of Conditions which Endanger Life or Property by Fire and Other Causes

Records indicate no fire incidents have occurred within the Planning Area in the past twelve months. A fire did occur within the past few years in 1905 Walnut Street.

Crime data indicates few crime incidents possibly occurred within the Planning Area for the past three months (the only time period available from the Kansas City Police Department due to technical reasons) and a low level of crime compared to the immediate vicinity and to the rest of the city. Seven incidents occurred within the Planning Area or across the street from the Planning Area (the address of each incident is not specific enough to determine if the incident occurred on the north or south side, or the east or west side of the street). That compares to 1,418 incidents in the 64108 zip code (or 0.49% of the total incidents within the 64108 zip code) and 24,296 incidents within the city (or 0.03% of the total incidents in the city during the same time period). The most common incidents in or near the Planning Area included theft from auto and stolen vehicle.

Both buildings in the Planning Area have non-existent, non-functioning or nearly non-functioning heating, ventilation, air-conditioning, plumbing, and fire suppression systems. The lack of sprinklers and water service to the buildings endangers life. And the roosting of a fair number of pigeons in 100 E. 20th Street, several of whom have died inside the building, has resulted in fecal matter present throughout much of the building toward 20th Street, creating a dangerous, and potentially deadly, health hazard.

Conditions that endanger life or property are present within the Planning Area.

Summary of Blighting Factors

The following table summarizes the three qualifying blighting factors analyzed within the Planning Area.

100 E. 20th Street PIEA Planning Area Summary of Blighting Factors

Planning Area	Parcels	Pct.	Area (sq. ft.)	Pct.
Total	1	100%	45,314	100%
<u>Blighting Factors</u>				
Insanitary or unsafe conditions	1	100.0%	45,314	100.0%
Deterioration of site improvements	1	100.0%	45,314	100.0%
Existence of conditions which endanger life or property by fire and other causes	1	100.0%	45,314	100.0%
Parcels with Preponderance of Blighting Factors	1	100.0%	45,314	100.0%

As evidenced from the table above, more than 50% of the Planning Area satisfies each of the three factors of insanitary or unsafe conditions, deterioration of site improvements, and the existence of conditions which endanger life or property by fire and other causes. The percentage of the Planning Area that exhibits a preponderance of blighting factors is 100.0%.

Effect of Blighting Factors

Effect Component 1: Retards the Provision of Housing Accommodations

The Planning Area is currently vacant but records indicate the property has always been a commercial use. The 100 E. 20th Street PIEA General Development Plan proposes commercial uses in the southern portion of the Planning Area and mixed use for the remainder of the property that could include residential use.

Previously a statistical profile of the Planning Area and near vicinity indicated a high rate of population growth. Located immediately west of the Planning Area is the City Club Apartments, a 283-unit multifamily development that was completed in 2020.

The blighting factors present within the Planning Area do not retard the provision of housing accommodations.

Effect Component 2: Economic or Social Liability

Economic Liability

The following economic characteristics of blighted areas are generally agreed upon as:

- Reduced or negligible income;
- Impaired economic value;
- Depreciated values; and
- Impaired investments.

These economic characteristics are typically substantiated with certain conditions, which may include but are not limited to one or more of the following:

- Depreciated or stagnant property values or impaired investments.
- High business vacancies, low lease rates, high turnover rates, or excessive vacant lots.
- Lack of neighborhood commercial facilities.
- Residential overcrowding or an excess of adult businesses.
- High crime rate.

The Missouri Supreme Court has determined that “the concept of urban redevelopment has gone far beyond ‘slum clearance’ and the concept of economic underutilization is a valid one.” Previously it was shown that the present condition of the Study Area generates \$65,242.55 annually in tax revenue. The assessed valuation of the Planning Area has increased approximately 87.0% since 2018, much of which occurred in 2019 when the assessed value increased 78.1%. The assessed value of the Planning Area did not change when reassessment took place in 2023.

The Planning Area is just one of a handful of properties that did not see their total assessed value increase in 2023. Most properties within the Crossroads neighborhood saw their total assessed values increase by a flat 25.0%, but did range between 0.0% and approximately 153%, with those properties at the high end seeing their values increase due to completion of construction. No properties have been found to experience a decline in their assessed values for 2023.

While the total assessed value of the Planning Area is approximately in line with other service and light industrial properties, the Greater Downtown Land Use Plan and the real estate market within the Crossroads neighborhood favor redevelopment of the property with a dense mix of uses (the zoning of the property allows for a Floor Area Ratio of 15.0). The redevelopment plans proposed by the previous property owners called for a mix of commercial uses, primarily office and retail, which generally have a total assessed value per square foot of improvement that is at least double that of the current assessed value of the Planning Area. The Planning Area is in three high priority redevelopment

areas per the city’s Greater Downtown Area Plan – a) within the streetcar corridor; b) within an “activity center;” and c) within the Central Business District. The Planning Area’s current assessed value is much lower than that of properties within a short distance, which combined with the vacancy and the condition of the property indicates the Planning Area is blighted.

As noted previously, the buildings at 100 E. 20th Street and at 1905 Walnut Street are both completely vacant. 1905 Walnut Street has been vacant for about one year and 100 E. 20th Street has been vacant for at least two years.

The redevelopment of the area has been hindered by several dominating factors, including the deterioration of the building and site improvements that has resulted in a high level of vacant space relative to comparable properties, and unsafe and insanitary conditions. Doing nothing will only result in further deterioration of the site improvements, both public and private, that will result in reduced property values and income to the City and other taxing jurisdictions.

Redevelopment of the properties would mean new employment opportunities for the area. The potential increase in activity would also generate increased personal property and utility taxes, as well as property assessed values and consequently tax revenue.

Economic underutilization – evidenced by the deteriorating improvements and unsafe conditions, high vacancies, and a low assessed value of the property – indicates the Planning Area is blighted.

Social Liability

The social liabilities associated with the Planning Area are related to the presence of various hazardous conditions that threaten or endanger the health, safety, and welfare of the community. Specific liabilities include:

1. Building and life safety systems, including vertical transport, that are either non-functioning, inadequate, or nonexistent;
2. Presence of graffiti; and
3. Noncompliance with modern building codes.

Given the presence of the conditions outlined above, the Planning Area has become a social liability in that such conditions are conducive to ill health, transmission of disease, and crime. Additionally, the presence of these conditions dictates that the City pursue redevelopment opportunities that are consistent with its Comprehensive Plan.

Effect Component 3:

In its present condition, the Planning Area exhibits many factors that constitute a menace to public health, safety, morals, and welfare. The deteriorated and insanitary conditions described in this report are a threat to public health, and the unsafe conditions are a threat to public safety.

Conclusion

Several components of the Chapter 100 definitions were present in the 100 E. 20th Street PIEA Planning Area.

The dominant blighting factors include the deterioration of site improvements that result in unsafe and insanitary conditions. The low real property value due to the deterioration of improvements coupled with the high vacancy rate of the buildings and underutilization of the property, indicates blight is present within the 100 E. 20th Street PIEA Planning Area.

Due to the preponderance of the blighting factors, the Planning Area in its present condition constitutes an economic and social liability and is a menace to public health, safety, morals, and welfare. Unless a program of redevelopment can be devised to eliminate the blighting factors that exist within the Planning Area, further physical and economic decline is likely.

Therefore, the consultant has determined that the 100 E. 20th Street PIEA Planning Area of Kansas City, Missouri, as of November 1, 2023, in its present condition and use, is a “blighted area” according to the definition provided in Missouri’s Industrial Development statutes (RSMo Ch. 100).

Appendix A

Property Ownership & Legal Descriptions

No.	Site Address	Parcel ID No.	Owner	Legal Description
1	100 E 20TH ST	29-520-19-02-00-0-00-000	SAFRANDA MO LLC	LOTS 508 THRU 515, INCLUSIVE, BLOCK 38, MCGEE'S ADDITION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI, EXCEPT THAT PART IN STREETS.

Appendix B

Property Valuation & Taxes

No.	Parcel ID Number	Assessed Value						Taxes	
		2018	2019	2020	2021	2022	2023	2022	Delinquent
1	29-520-19-02-00-0-00-000	361,120	643,008	643,008	675,200	675,200	675,200	65,242.55	0.00
Total		361,120	643,008	643,008	675,200	675,200	675,200	65,242.55	0.00
Annual Change %			78.06%	0.00%	5.01%	0.00%	0.00%		
Cumulative Change %			78.06%	78.06%	86.97%	86.97%	86.97%		

NOTE: The Taxes do not include the Transportation Development District (KC Main Street Rail) assessment of \$3,240.96. Taxes only include the A/V Principal - Commercial and the Replacement Tax.

Appendix C

Summary of Properties & Blighting Factors Present

No.	Parcel Address	Parcel APN (County)	Insanitary or unsafe conditions	Deterioration of site improvements	Endangerment of life or property by fire, other causes	TOTAL	Square Footage	Preponderance of Blighting Factors Present
1	100 E 20TH ST	29-520-19-02-00-0-00-000	■	■	■	3	45,314	■
TOTALS			1	1	1	3	45,314	1
			45,314	45,314	45,314		45,314	45,314
			100.0%	100.0%	100.0%		100.0%	100.0%

Appendix D

Certification / Assumptions & Limiting Conditions / Qualifications

Certification

I certify that, to the best of my knowledge and belief...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analysis, opinion, and conclusion.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
6. I have made a personal inspection of the property that is the subject of this report October 23, 2023.
7. This study is not based on a requested result or a specific conclusion.
8. I have not relied on unsupported conclusions relating to characteristics such as race, color, religion, national origin, gender, marital status, familial status, age, receipt of public assistance income, handicap, or an unsupported conclusion that homogeneity of such characteristics is necessary to maximize value.



Patrick Sterrett
Sterrett Urban, LLC

Assumptions & Limiting Conditions

This Qualifications Analysis is subject to the following limiting conditions and assumptions:

1. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are Sterrett Urban's unbiased professional analyses, opinions, and conclusions.
2. Information provided and utilized by various secondary sources is assumed to be accurate. Sterrett Urban cannot guarantee information obtained from secondary sources.
3. The nature of real estate development is unpredictable and often tumultuous. In particular, the natural course of development is difficult to predict and forecast. Sterrett Urban deems our projections as reasonable considering the current and obtained information.
4. Sterrett Urban has considered and analyzed the existing conditions concerning the subject property within the redevelopment area. We have considered these existing conditions when forming our analysis and conclusions. However, it should be understood that conditions are subject to change without warning, and potential changes could substantially affect our recommendations.
5. Our analyses, opinions and conclusions were prepared in conformance with the Code of Professional Ethics and Standards of the American Institute of Certified Planners.

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

Sterrett Urban LLC is an urban planning and real estate development advisory firm which counsels an array of public and institutional clients, as well as private investors and developers, interested in bringing development projects and revitalization efforts to fruition. **Sterrett Urban LLC** has unmatched experience and expertise providing redevelopment, community planning, and economic development strategies and implementation services for a wide variety of product types and settings.

The firm, founded in 2006, is led by Patrick Sterrett, a certified urban planner who has more than twenty-five years of experience forging partnerships, managing complex real estate development projects, and creating vibrant, sustainable urban plans and designs. Current and recent work includes creating a development program and financing strategies for a \$20 million mixed-use project on Troost Avenue; developing a strategy to unwind the original financing framework Mr. Sterrett helped originate for the LAMP nonprofit campus that involves tax abatement, New Markets tax credits, and Historic Preservation tax credits; land use planner for the redevelopment of the three million square foot former Bannister Federal Complex; continued management of two community improvement districts originally formed by Mr. Sterrett for others; and the development of financing strategies for a \$20 million charter school in Kansas City, Missouri and a \$5.5 million social service center and health clinic in Kansas City, Kansas, both of which may include the use of tax credits and tax abatement.

Prior to forming **Sterrett Urban LLC** in 2006, Mr. Sterrett spent eleven years at the Economic Development Corporation of Kansas City, Missouri (EDC) and initiated and/or managed for the public sector some of the largest pioneering redevelopment projects in recent memory in Kansas City and in the country. During his tenure at the EDC, Mr. Sterrett provided staffing to each of the redevelopment agencies and also served as Executive Director of the Port Authority, where he managed land development, the negotiation of redevelopment agreements and creation of mixed-use development programs for the Kansas City Riverfront, former Richards-Gebaur Airport as an intermodal hub, a mixed-use village within the Columbus Park Neighborhood, and creation/implementation of a redevelopment strategy for the Crossroads Arts District.

Mr. Sterrett's work has been featured in local and national publications, and his work in the Crossroads Arts District and the Power & Light District in Kansas City has been recognized by the International Economic Development Council as exemplary of the most advanced redevelopment methods to revitalize distressed areas, including brownfields.

Mr. Sterrett earned a Bachelor Architecture and a Master of Urban Planning with a concentration in housing and community development from the University of Kansas.

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

Select Professional Experience

Sterrett Urban LLC

2006 – Current

Owner/Principal

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES

Blight Study

Independence Marketplace (TIF); WNQE Independence VI, LLC; Independence, MO

Blight Study

11828 NW Plaza Circle Community Improvement District; Yashoda Hotels, LLC; Kansas City, MO

Blight Study

7611 NW 97th Terrace Community Improvement District; BVM PLATT CITY, LLC; Kansas City, MO

*Blight Study

Ten Main Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

Brookfield Building (Chapter 353); Brookfield Hotel Investment, LLC; Kansas City, MO

*Blight Study

Kansas City Convention Center Headquarters Hotel (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

*Blight Study

Mt. Cleveland Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*Blight Study

63rd & Holmes Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

23rd & Sterling Community Improvement District; McKeever Enterprises, Inc.; Independence, MO

General Development Plan and Qualifications Analysis (Blight)

17th & Madison (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

63rd Street Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

General Development Plan and Qualifications Analysis (Blight)
Green Village (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

32nd Street Place (TIF); Woodsonia Joplin, LLC; Joplin, MO

Blight Study

32nd Street Place Community Improvement District; Woodsonia Joplin, LLC; Joplin, MO

*Blight Study

Linwood/Prospect (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

*Blight Study

Oak Park Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

16 Main Street (Chapter 353); PC Homes, LLC; Parkville, MO

Blight Study

NE 58th Street & N. Oak Trafficway (Chapter 353); North Eagle Properties, LLC; Gladstone, MO

Blight Study

Twin Creeks Center Community Improvement District; White Goss, Attorneys at Law; Kansas City, MO

Blight Study

325 E. 31st Street Community Improvement District; Syndicate Property Holdings 1, LLC; Kansas City, MO

Blight Study

612 W. 47th Street Community Improvement District; JH Investors, LLC; Kansas City, MO

Blight Study

801 Westport Road Community Improvement District; GLI Hospitality & ADMJM WP1, LLC; Kansas City, MO

Development Plan & Blight Study

1411 Quebec (Chapter 353); MetroPark Warehouses, Inc.; North Kansas City, MO

Urban Renewal Plan & Blight Study

3200 Gillham Road Urban Renewal Area (LCRA); Exact Acme, LLC; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

*Blight Study

40 Highway & Noland Road (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

Blight Study

89th & State Line Community Improvement District; State Line Corner, LLC; Kansas City, MO

Blight Study

Boomtwn Central (TIF); Denali Summit, LLC; Joplin, MO

Blight Study – Court Testimony

Armour/Gillham Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Economic Development Area

Aviara (TIF); City of Liberty, MO; Liberty, MO

Blight Study

4080 W. State Highway 76 (TIF); Fee/Hedrick Family Entertainment; Branson, MO

Blight Study

Creekside (TIF & CID); Parkville Development 38, LLC, Parkville Development 140, LLC, Parkville Development 50, LLC, Parkville Development VV1, LLC; Parkville, MO

Blight Study

Johnson Drive & Renner Road (TIF); Kingdom Real Estate, LLC & Paru, LLC; Shawnee, KS

Blight Study

Merriam Corners (TIF); Merriam Corners, LLC et al.; Merriam, KS

Urban Renewal Plan & Blight Study

Midtown Infill Multifamily Housing Urban Renewal Area (LCRA); FFV Development, LLC; Kansas City, MO

Blight Study

NW 112th Street & I-29 Community Improvement District; Bank of Weston & WB Seventeen, LLC; Kansas City, MO

Blight Study

NW Prairie View Road & NW 72nd Street (TIF & CID); North K I-29 2004, LLC; Kansas City, MO

*Blight Study

3800 Block of Prospect Ave Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING / BUILDING CONDITION STUDIES (CONTINUED)

Blight Study

Riverside Red X Community Improvement District; Riverside Red X, Inc.; Riverside, MO

Conservation Area Study

Stag's Spring (TIF); Stag's Spring, LLC; Shawnee, KS

Blight Study

8th & Grand Boulevard (TIF, CID, LCRA, PIEA, Ch. 353); New Generation Construction; Kansas City, MO

Blight Study

Turner Vista (TIF); College Park Developers, LLC; Kansas City, KS

Blight Study

Villa West (TIF); 29th Street Partners, LLC; Topeka, KS

Blight Study

Vivion Point Community Improvement District; Lockard Kansas City Holdings, LLC; Kansas City, MO

Blight Study

Ward Parkway Plaza Community Improvement District; Greensboro Property Company, LLC; Kansas City, MO

Blight Study

Tiffany Landing Community Improvement District; Tiffany Landing, LLC; Kansas City, MO

General Development Plan and Qualifications Analysis (Undeveloped Industrial Area)

Frontage at Executive Park (PIEA), PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

22nd/23rd Street Connector (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

2nd Amended Ellison/Knickerbocker (PIEA), PIEA of Kansas City, MO; Kansas City, MO

*Blight Study

Second & Delaware Development Plan (Chapter 353); Chapter 353 Advisory Board of Kansas City, MO; Kansas City, MO

*Blight Study

Commerce Tower Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

*Blight Study

Key Coalition Neighborhood Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)

Victory Court (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

I-35 & W. 13th Street (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

Troost Bannister (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)

Seven301 (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

Oxford on the Blue (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

1st Amended Ellison/Knickerbocker (PIEA); PIEA of Kansas City, MO; Kansas City, MO

*Blight Study

Bannister & I-435 (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

1st Amended Armour/Gillham Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study Addendum (Social Liabilities)

Armour/Gillham Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Liberty Commons (TIF); City of Liberty, MO; Liberty, MO

Blight Study

Hospital Hill III Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)

Hawthorne Road (PIEA); PIEA of Kansas City, MO; Kansas City, MO

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Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

General Development Plan

Amended/Restated Folgers Coffee Company (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Inter-State Building Development Plan (Chapter 353); Abbot Properties; Kansas City, MO

General Development Plan & Blight Study

39th Terrace (PIEA), PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Truman-Hardesty (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

Blight Study

Oak Barry Community Improvement District; MD Management; Kansas City, MO

General Development Plan & Blight Study

Metro North Mall (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Metro North Square Community Improvement District; MD Management; Kansas City, MO

General Development Plan & Blight Study

155th & Kensington (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Hospital Hill III Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study Update

Columbus Park Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan & Blight Study

Troost-Rockhill (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Feasibility & Redevelopment Boundary Analysis

Northwest Briarcliff Road Corridor, City of Kansas City, MO

General Development Plan & Blight Study

Valentine-Broadway (PIEA); PIEA of Kansas City, MO; Kansas City, MO

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Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING / BUILDING CONDITION STUDIES (CONTINUED)

General Development Plan & Blight Study

Westport–Main (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Indiana Corridor Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

Troost/Paseo Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan & Blight Study

Blue Valley (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Martin City Corridor Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

Longfellow–Dutch Hill Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan & Blight Study

Stuart Hall/HD Lee (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study & Urban Renewal Plan

Columbus Park Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Economic Development Corporation of Kansas City, Missouri

1995 – 2006

Executive Director, Port Authority of Kansas City, Missouri

Planner / Senior Planner

Author of the following plans and studies:

Riverfront TIF Plan / Blight Study

74th & Wornall TIF Plan / Blight Study (plan not approved)

19th Terrace TIF Plan / Conservation Study

22nd & Main St. TIF Plan / Conservation Study

47th & Roanoke TIF Plan

Prospect North TIF Plan

Jazz District TIF Plan

Pershing Road TIF Plan

Eastwood Urban Renewal Plan / Blight Study

South 31st Street Urban Renewal Plan / Blight Study

Longfellow–Dutch Hill Urban Renewal Plan