
General Development Plan

49th & Montgall PIEA Planning Area Kansas City, Missouri

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INTRODUCTION

Pursuant to Section 100.400.1(4), Revised Statutes of Missouri, as amended, the 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 49th & Montgall PIEA Planning Area (the “Planning Area”) lies within a portion of the North Town Fork Creek Neighborhood and includes twenty (20) properties generally bound by Dr. Martin Luther King, Jr. Boulevard and E. 49th Street on the north, the eastern property line of those properties fronting Montgall Avenue and E. 49th Street on the east, the eastern right-of-way of U.S. Highway 71 on the south and west, and Prospect Avenue on the west in Kansas City, Jackson County, Missouri. The Planning Area is depicted in the map included on the following pages. The Planning Area encompasses twenty (20) tax parcels containing approximately 4.11 acres, exclusive of public right-of-way.

Land Area

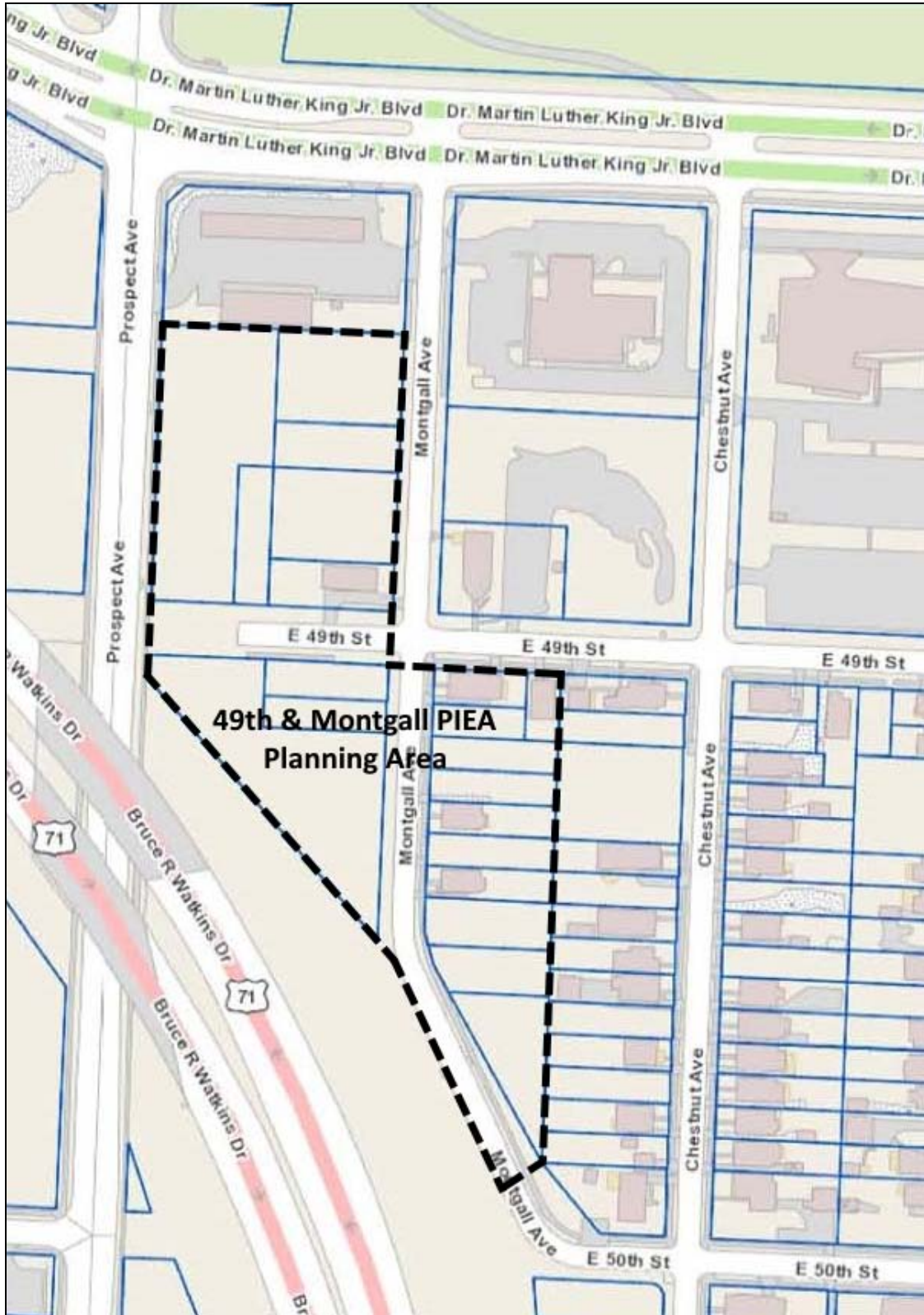
There are a total of twenty (20) property parcels within the Planning Area. Per information obtained from the geographic information systems of both the City of Kansas City, Missouri and Jackson County, Missouri, the Planning Area contains a total of 4.11 acres, exclusive of public right-of-way, or an average of 0.21 acres per parcel.

County Tax Parcels

The Planning Area contains twenty (20) tax parcels as identified by the Jackson County Assessor. A complete listing of tax parcels, identification numbers, abbreviated legal descriptions, property addresses and owners are included in Appendix I: Property Ownership.

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Planning Area Boundary Map



49th & Montgall PIEA Planning Area Boundary Map

DESCRIPTION OF PLANNING AREA

General

The Planning Area encompasses approximately 4.11 acres and consists of twenty (20) property/tax parcels in Kansas City, Missouri in the North Town Fork Creek Neighborhood.

Access

The Planning Area has excellent regional access. Access to U.S. Highway 71 exists approximately one-third mile northwest of the Planning Area from Dr. Martin Luther King, Jr. Boulevard. No major streets as identified in the City's Major Street Plan exist within the Planning Area, but major thoroughfares – Prospect Avenue and U.S. Highway 71 – form the western boundary of the Planning Area, and other major thoroughfares exist within one-quarter mile of the Planning Area, including Dr. Martin Luther King, Jr. Boulevard and Emanuel Cleaver II Boulevard.

The Planning Area is accessible from the north (via Dr. Martin Luther King, Jr. Boulevard) on Montgall Avenue, from the east via E. 49th Street and E. 50th Street, and from the south via Chestnut Avenue and Montgall Avenue by E. 50th Street. Direct access does not currently exist from the west. All the streets that provide direct access to the Planning Area are two-way, two-lane residential streets with a posted speed limit of 25 miles per hour. Its access from the east is limited, however, as E. 49th Street and E. 50th Street both terminate at College Avenue, about one-quarter mile to the east.

Prospect Avenue is a five-lane major thoroughfare (center turn lane with a drive lane and a parking/turning lane on both sides) that runs north-south and as noted above, forms part of the western boundary of the Planning Area, but provides no access directly to it.

None of the entrances to the Planning Area are signalized.

The Bike KC Plan, which has been redrafted and is awaiting approval by the City, does not propose any new bike routes in the Planning Area and none currently exist. Future bike routes with major separation from vehicular traffic have been planned for Dr. Martin Luther King Jr. Boulevard, less than one block to the north of the Planning Area. A shared street bike route has been planned for E. 51st Street one block south of the Planning Area. The closest trail is located about two blocks north of the Planning Area along Brush Creek.

Pedestrian access is fair, with sidewalks around that block in the Planning Area bound by E. 49th Street on the north, Chestnut Avenue on the east, E. 50th Street on the south, and Montgall Avenue on the west. Sidewalks vary in condition between poor and good. A sidewalk also exists on the east side of Prospect Avenue and is generally in good condition. Sidewalks do not exist on the west side of Montgall Avenue nor on either side of E. 49th Street west of Montgall

Avenue. Sidewalks provide good connections to the remainder of the neighborhood to the east, south, and north.

The Planning Area is well-served with public transit with three routes accessible within one-quarter mile. Adjacent to the Planning Area on Prospect Avenue is Prospect Max, a bus rapid transit route that operates seven days per week and provides service on Prospect Avenue between 75th Street (75th & Prospect Transit Center) and 12th Street, and then along 12th Street between Prospect Avenue and Downtown, including a stop at the East Village Transit Center at 12th Street and Charlotte. In addition to the major transfer hub at the East Village Transit Center, eleven transfer points exist on the route. A park and ride is located at the 75th & Prospect Transit Center and four bike share stations exist on the route.

Also providing service on Prospect Avenue is Route 71 (Prospect), a bus route that operates seven days per week and provides service between 75th Street (75th and Prospect Transit Center) and Truman Road, and along Truman Road west to Troost, then north to 12th Street, and then west to the East Village Transit Center. In addition to the transfer hub and bike share station at the East Village Transit Center, the route has an additional ten transfer points.

Located less than one block north of the Planning Area on Dr. Martin Luther King Jr. Boulevard is Route 47 (Broadway), a bus route that operates seven days per week and provides service between Downtown and the Country Club Plaza via Grand Boulevard, Pershing, and Broadway Boulevard, and then east along Cleaver II Boulevard/47th Street, Dr. Martin Luther King Jr. Boulevard/Blue Parkway past the Shops at Blue Parkway, continuing to Eastwood Trafficway and Sni-A-Bar Road to Blue Ridge Cutoff, then north to 40 Highway, and then east to its terminus at the Blue Ridge Crossing shopping center. In addition to two major transfer hubs at Barney Allis Plaza and Union Station, there are seventeen transfer points on the route, including with each of the three bus rapid transit routes. The route also has four bike share stations.

Topography / Drainage

The Planning Area has a falling slope to the north of a point just south of East 49th Street and generally to the east and south of the intersection of Montgall Avenue and E. 49th Street. According to the City's GIS mapping, the highest point in the Planning Area is located just southwest of the East 49th Street and Montgall Avenue intersection at an elevation of 843.79. Its lowest point is at the northeast corner of the Planning Area along the northern property line of a detention basin at 4810 Montgall Avenue at an elevation of approximately 804.00.

The northwest corner of the Planning Area at Prospect Avenue has an elevation of approximately 818.00. The southern tip of the Planning Area on Montgall Avenue has an elevation of approximately 824.00.

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. 29095C0266G, effective 01/20/2017). The Planning Area is located within the Brush Creek watershed.

Existing Development

An inspection of the improvements – single-family residences – within the Planning Area was limited to the building exteriors. Five primary structures exist within the Planning Area, all of which are single-family residences and mostly consist of one story. According to Jackson County records the homes are fairly old with an average year built of 1922 – built as early as 1912 and as late as 1957 – and somewhat small with an average size of 880 square feet (ranging between 682 and 1,128 square feet).

The remaining fifteen property/tax parcels are vacant lots. City records indicate that since 1989 – and largely since 2005 – four other single-family residences have been demolished. Vacant land now makes up about 87% of the Planning Area.

Of the five homes in the Planning Area, four are believed to be owner-occupied and one is vacant.

The most common blighting factors observed in the Planning Area include roof deterioration (most structures in the Planning Area need roof repairs, both minor and major), deterioration of fascia and soffits, windows, and deterioration of ancillary structures. The failure of exterior finishes was also a problem. Nearly all the homes show a lack of maintenance and deterioration. In addition, many of the driveways throughout the Planning Area were not built to code or have deteriorated badly. Overgrown vegetation and trash is also a major problem throughout the Planning Area. Site improvements throughout the Planning Area, both public and private, are typically deteriorating with a few exceptions.

There are a total of 5 primary structures in the Planning Area – all single-family residential - with an average age of 101 years.

As noted, the Planning Area contains many vacant parcels. Seventy-five percent (75%) of the parcels in the Planning Area are vacant, which, as noted above, makes up 87% of the Planning Area. Most of these parcels are scattered throughout the Planning Area. In the area east of Montgall Avenue these vacant tracts are difficult to develop not only because of the condition of the surrounding improvements, but also because the parcels are typically platted at a narrow 25 to 40 feet, well short of the modern 50-foot requirement in the City's development code.

Public Planning Guidelines

There are two primary documents that govern proposed land uses and development within the Planning Area. The plans include the Swope Area Plan (2014) and the KC Spirit Playbook (2023). Neither of the two plans addresses the entirety of the Planning Area specifically. Of the plans, the Swope Area Plan is the plan of record.

Swope Area Plan

The Swope Area Plan (SAP) was adopted by Resolution No. 140770 on October 2, 2014. The SAP encompasses an area bounded by the Brush Creek Corridor on the north, the Blue River Corridor and Swope Park on the east, the Trolley Track Corridor on the south, and Troost Avenue/The Paseo Boulevard on the west.

The SAP states five aspirations as the foundation for a vision and framework for the plan's organization and implementation strategies: 1) LIVABLE – Revitalize neighborhoods and provide needed service and amenities; 2) CONNECTED – Improve connections and improve transportation options; 3) THRIVING – support and enhance areas of employment and create thriving business districts; 4) SUSTAINABLE – Create a sustainable community that is economically, environmentally, and socially healthy and resilient; and 5) TARGETED – Build on previous investments and areas of citywide impact.

Recommendations contained within the SAP generally apply to other geographic areas or to the Swope Area as a whole. Redevelopment within the Planning Area does address a few of the guiding principles, goals, and recommendations:

“Target Redevelopment to Focus Areas. Encourage the targeting of initiatives and investments to Focus Areas, which are areas of citywide impact and where significant public investments have been made.” (p. 21)

The Planning Area is included in the Focus Area of the Bruce R. Watkins Drive/Prospect Corridor, and is immediately south of another Focus Area, the Brush Creek Corridor.

Within the Planning Area, the SAP recommends a land use classification of “Mixed Use Community” for one of the northern-most parcels, which, as stated within the SAP:

“Primarily intended to accommodate and promote a variety of community-serving retail sales or service uses generally of a higher intensity and larger scale than what is allowed in Mixed Use Neighborhood areas. This category should include a mix of business and residential uses designed to enhance the pedestrian environment of the community and correspond with the “B2” zoning category within the zoning ordinance.” (p. 32)

Within the northern portion of the Planning Area (north of E. 49th Street), the SAP recommends a land use classification of “Residential Medium-High”, which, as stated within the SAP:

“Includes small lot single-family development, townhomes, two-unit houses, and multiunit houses (3 to 8 dwelling units) up to 17.4 units per acre. This land use classification corresponds with the “R-2.5” zoning category within the zoning ordinance.” (p. 31)

Within the southern portion of the Planning Area (south of E. 49th Street), the SAP recommends a land use classification of “Residential Low”, which, as stated within the SAP:

“Primarily intended for single family detached residential building types up to 7.2 units per acre. This land use classification corresponds with the “R-6,” “R-7.5,” and “R-10” zoning categories within the zoning ordinance.” (p. 31)

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 is located within an area designated by the City of Kansas City, Missouri as an Enhanced Enterprise Zone. Benefits of the Enhanced Enterprise Zone designation may include the following:

- Local property tax abatement of 50% for 10 years for real estate improvements

Tax abatement granted by Enterprise Zone designation is limited in its application to improvements for certain type uses (manufacturing, processing, distribution, etc.).

The Planning Area is located within a census tract that is eligible for New Markets Tax Credits (NMTC), based on the qualifying definitions of low-income communities per IRC§45D(e)(1). A program of the U.S. Department of the Treasury and Community Development Financial Institutions (CDFI) Fund, the NMTC program permits taxpayers to receive a credit against Federal income taxes for making qualified equity investments in designated Community Development Entities (CDEs) which in turn use substantially all the qualified equity investment to provide investments in low-income communities.

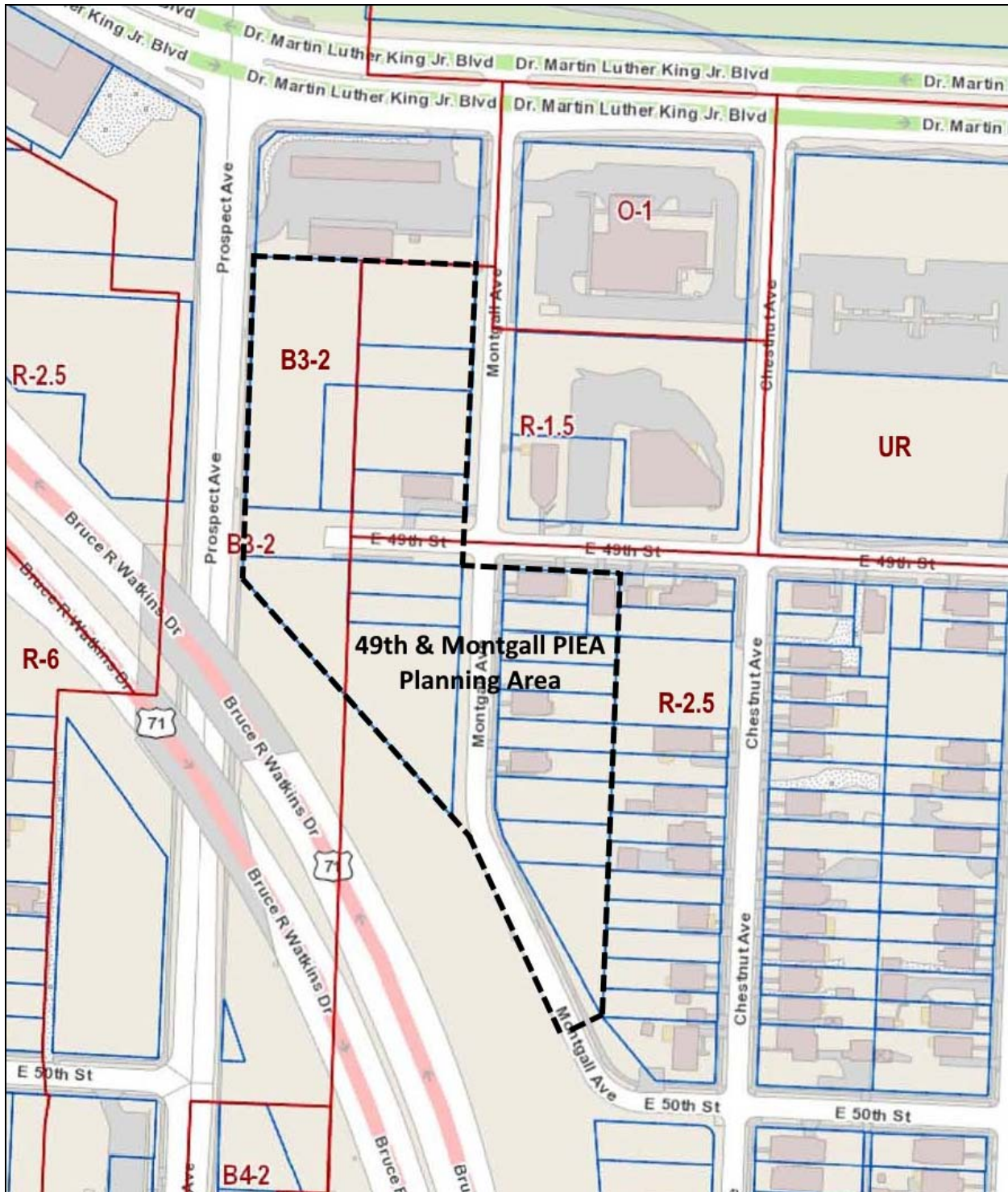
The Planning Area is located within the Swope Park Opportunity Zone. New investments made with certain eligible capital gains in Opportunity Zones through Qualified Opportunity Funds may be eligible for preferential tax treatment.

Any project considered for PIEA tax abatement within the Planning Area may be considered in combination with New Markets Tax Credits (NMTC) and/or Opportunity Zone incentives.

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

Zoning – Existing

The existing zoning in the Planning Area is B3-2 (Community Business (dash 2)), R-1.5 (Residential (dash 1.5)) and R-2.5 (Residential (dash 2.5)). Below is a map indicating the zoning districts within the Planning Area and a chart summarizing the zoning classifications:



49th & Montgall PIEA Planning Area – Zoning Map

Zoning Classification	Purpose*
B3-2 Community Business (dash 2)	B3, Community Business The primary purpose of the B3, Community Business district is to

accommodate a broad range of retail and service uses, often in the physical form of shopping centers or larger buildings than found in the B1 and B2 districts. In addition to accommodating development with a different physical form than typically found in B1 and B2 districts, the B3 district is also intended to accommodate some types of destination-oriented commercial uses that draw from a larger trade area than the types of neighborhood-serving uses found in B1 and B2 districts. The B3 district is primarily intended to be applied to large sites that have primary access to major streets. It may also be used along smaller streets to accommodate retail and service use types that are not allowed in B1 and B2 districts.

R-1.5 Residential (dash 1.5)

R-2.5 Residential (dash 2.5)

R, Residential

Kansas City’s residential (R) zoning districts are primarily intended to create, maintain and promote a variety of housing opportunities for individual households and to maintain the desired physical character of existing and developing neighborhoods. While the districts primarily accommodate residential use types, some nonresidential uses are allowed. The R district standards provide development flexibility, while at the same time helping to ensure that new development is compatible with the city’s many neighborhoods. In addition, the regulations offer certainty for property owners, developers, and neighbors about the limits of what is allowed.

*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, deferred maintenance and neglect of improvements within the Planning Area, building and site improvement deterioration has occurred. The most common examples of structural deterioration found in the Planning Area involved the deterioration of roofs, windows, and the failure of finishes.
- Insanitary or Unsafe Conditions. Due to the presence of overgrown vegetation, cracked and deteriorating sidewalks, illegal dumping, trash and debris, and evidence of trespass/transient activity, insanitary and unsafe conditions exist throughout the Planning Area.

The blighting factors stated above have led to the following:

- Economic Liability/Underutilization. Due to the age and deterioration of the site and building improvements (both public and private), excessive vacant land, the presence of insanitary and unsafe conditions, and the high number of properties not producing tax revenue due to past or current nonpayment, the 49th & Montgall Planning Area represents an economic liability or an economic underutilization to itself and the surrounding areas.

STATISTICAL PROFILE

Standards of Population Densities

Population

The following provides population and income trends within a one-quarter, one-, and two-mile radius of the proximate center of the Planning Area at 4909 Montgall Avenue.

4909 Montgall Ave Radius	Population			
	Historic		Forecast	
	2010	2020	2022	2027
One-Half Mile	2,364	2,521	2,499	2,635
chg. (1/2 mile)		+6.6%	-0.9%	+5.4%
chg. from '10 (1/2 mile)		+6.6%	+5.7%	+11.5%
One Mile	12,179	12,554	12,641	12,773
chg. (1 mile)		+3.1%	+0.7%	+1.0%
chg. from '10 (1 mile)		+3.1%	+3.8%	+4.9%
Two Mile	49,134	51,031	51,241	51,550
chg. (2 mile)		+3.9%	+0.4%	+0.6%
chg. from '10 (2 mile)		+3.9%	+4.3%	+4.9%

Source: ESRI; Sterrett Urban, LLC

Median Household Income		
4909 Montgall Ave Radius	Forecast	
	2022	2027
One-Half Mile	31,187	40,085
One Mile	35,000	41,583
Two Mile	45,037	54,535

Source: ESRI

The population figures indicate modest population growth in the North Town Fork Creek Neighborhood and vicinity between 2010 and 2020, and then slow growth forecasted between 2022 and 2027. That area outside of one-half mile from the Planning Area has experienced much the same, but the population growth since 2010 is only forecasted to be less than half the rate of growth in 2027 as that for the area within one-half mile of the Planning Area.

Meanwhile, Kansas City experienced growth of 10.5% between 2010 and 2020, compared to rates of 3.1% to 6.6% for that area within two miles of the Planning Area.

The forecasted median household income varies greatly for all that area within two miles of the Planning Area and indicates the area is severely distressed closest to the Planning Area. The median household income within one-half mile of the Planning Area in 2022 is estimated to be significantly lower – approximately 45% lower – than the median household income for the city of Kansas City, Missouri in 2020 (\$56,179), the latest number available. The difference is even greater when comparing the median household income of the same area to that of the Kansas City KS-MO metropolitan area, in which the median household income was \$69,240 in 2020.

Population Densities

The one-half-mile radius around 17th Street and Madison Avenue consists of 0.785 square miles; the one-mile radius consists of 3.14 square miles; and the two-mile radius consists of 12.57 square miles. The population density (persons per square mile) of the Planning Area and adjoining area is shown below:

4909 Montgall Ave Radius	Population Densities			
	Historic		Forecast	
	2010	2020	2022	2027
One-Half Mile	3,011	3,211	3,183	3,357
chg. (1/2 mile)		+6.6%	-0.9%	+5.5%
chg. from '10 (1/4 mile)		+6.6%	+5.7%	+11.5%
One Mile	3,879	3,998	4,026	4,068
chg. (1 mile)		+3.1%	+0.7%	+1.0%
chg. from '10 (1 mile)		+3.1%	+3.8%	+4.9%
Two Mile	3,909	4,060	4,076	4,101
chg. (2 mile)		+3.9%	+0.4%	+0.6%
chg. from '10 (2 mile)		+3.9%	+4.3%	+4.9%

Source: ESRI; Sterrett Urban, LLC

The population densities within two miles of the Planning Area mirrors the historic and forecasted growth of population within the same radii, with the greatest growth rates occurring nearest the Planning Area, but the greatest densities occurring farthest away from the Planning Area. Despite lower densities nearest and within the Planning Area, the population density is urban and is about twice the level of the City of Kansas City (1,593.7 persons/square mile). The density in and around the Planning Area is almost sixteen times that for the Kansas City metropolitan area as a whole (200.4 persons/square mile), but is not considered overcrowded.

Unemployment

The most recent unemployment data for the Planning Area is for the City of Kansas City, 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)
January 2023 (not seasonally adjusted)

Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
158,764	153,943	4,821	3.0%

Source: Missouri Economic Research and Information Center

Per MERIC the unemployment rate for Kansas City, Missouri (including parts of the counties of Jackson, Cass, Clay and Platte) in January 2023, not seasonally adjusted, was 2.7%. The unemployment rate for the state of Missouri in January 2023, not seasonally adjusted, was 2.8%.

According to the Bureau of Labor Statistics, the preliminary unemployment rate for the Kansas City, KS/MO metropolitan area in January 2023 was 2.7%.

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 two (2) general land use codes as outlined below:

Land Use	Acres	Percent (%)
Residential – Single Family (Low Density)	0.53	13%
Residential – Vacant Lot	3.58	87%
TOTAL	4.11	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.

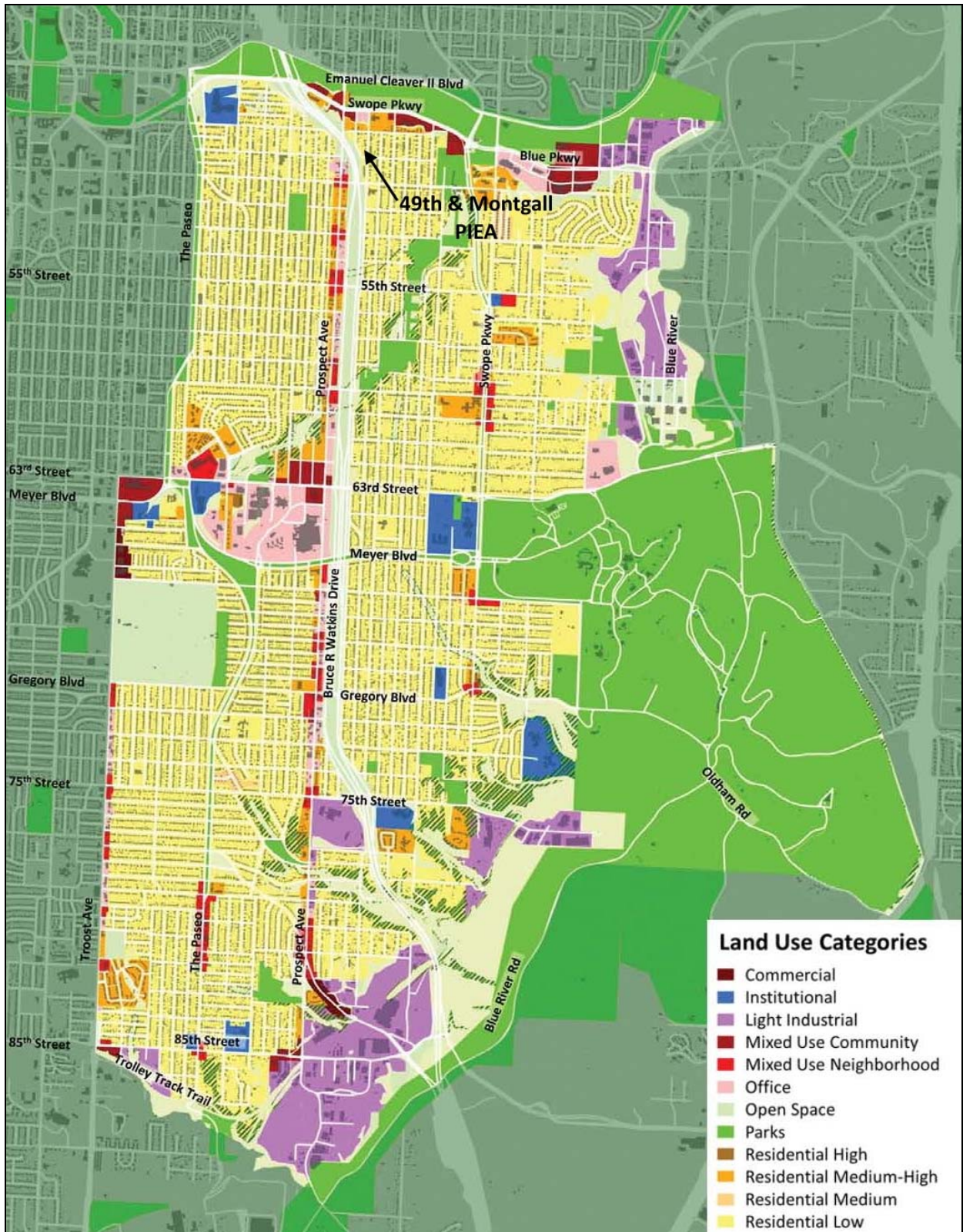
All uses within the Planning Area shall conform to City Code requirements. Land uses within the Planning Area are identified within the Swope Area Plan as “Mixed Use Community” (located on the northern-most parcel adjacent to Montgall Avenue), “Residential Medium-High” (located north of E. 49th Street) and “Residential Low” (located south of E. 49th Street).

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 partly developed. The anticipated land coverage and building density of the future uses within the Planning Area may vary from its current land coverage and density since the development strategy for the Planning Area anticipates the redevelopment of existing properties and new development on property that is currently vacant. Any material changes 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.

Swope Area Land Use Plan



From "Swope Area Plan," adopted October 2, 2014 by Resolution No. 140770

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 clearance of existing improvements and infrastructure and new infill construction within the Planning Area, and leveraging other public assistance sources where applicable.

Potential redevelopment projects include the following:

- The demolition of existing improvements and the construction of a new assisted living facility, along with all necessary parking, infrastructure, and appurtenances.

All development proposals submitted to the PIEA for consideration of assistance must satisfy the requirements of the Economic Development 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 KC Spirit Playbook;
- Integrate development to be consistent with the existing character of the surrounding natural environment and neighborhoods;
- Develop and revitalize vacant and underutilized property;
- Increase safety in the area through the use of 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:
 - KC Spirit Playbook,
 - Swope 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, which was adopted by the City Council on or about October 6, 2016, and as may be further amended from time to time. As of the date of this General Development Plan, Second Committee Substitute for Ordinance No. 200497, as Amended, and approved by the City Council on February 25, 2021, repealed and replaced certain sections of Second Committee Substitute for Ordinance No. 160383, As Amended, and may be further amended from time to time. As a result, the real estate shall not receive greater than a seventy percent (70%) abatement of real property taxes for the first ten years and thirty percent (30%) 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 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 (“Extraordinary Qualifications” as detailed in Section 9 of Second Committee Substitute for Ordinance No. 200497, as Amended) 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 located in a severely distressed census tract that has continuously maintained such status for not less than ten (10) years immediately prior to the effective date of the request; or
- B. 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.”

- C. Projects that connect residents living in continuously distressed census tracts to new employment opportunities by:
 - i) providing at least 100 new entry-level jobs to Kansas City with an annual salary of at least \$32,000, or \$42,000 inclusive of wages and benefits; and
 - ii) incorporating options for mass public transportation or locating in an established high-frequency transit corridor.
- D. Projects that involve the renovation or rehabilitation of a building has been designated by a government entity as a local or national historic landmark or contribute to a historic district, or projects that have filed an application with the National Park Service to be placed on the National Register of Historic Places, in which case the exclusion would be subject to such designation being approved.
- E. Projects that are industrial in nature and support manufacturing or serve as a distribution center.

Determination of eligibility for Extraordinary Qualifications shall be made upon receipt by the City or the PIEA of an application or request for ad valorem real and personal property tax abatement, exemption or redirection. 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 with the Planning Area shall send a courtesy notice to the owner or owners of property adjacent to the site of the proposed project and also to area neighborhood and/or community groups known and registered with the City. For guidance in obtaining the applicable neighborhood and/or civic organizations developers are encouraged to contact the City's Neighborhood Services Division, and the identity of each neighborhood and/or civic organization identified by the City and provided to the developer shall be dispositive as to the parties to which or whom the developer must provide its notice. The notice

shall contain a summary of the content of the proposal and provide the name, address, and phone number of a person or persons representing the company or developer that can be contacted for information regarding the proposed redevelopment project.

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 comply 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.

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

Proposed Building Code or Ordinance Changes

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

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.

All incentivized projects (defined as any new construction or rehabilitation projects receiving city incentives valued at or above \$300,000) in the Plan shall comply with Section 74-12 of the city's Code of Ordinances, and as such shall substantially complete construction (evidenced by the issuance of a certificate of occupancy or temporary certificate of occupancy, whichever is issued first) within three years of the incentive approval date (the date the tax abatement is approved by the PIEA board of commissioners) or the awarded incentive shall expire. The city council may modify the time period for completion by ordinance or resolution.

Appendix I
Property Ownership

No.	Site Address	Parcel ID No.	Owner	Abbreviated Legal Description
1	2610 E 49TH ST	31-430-10-09-00-0-00-000	SISSON LARITA	WARDER PARK; E 38 FT OF LOTS 13-14 AND 15 BLK 5
2	2616 E 49TH ST	31-430-10-10-00-0-00-000	SISSON MICHAEL ANTHONY & LARITA D	WARDER PARK; LOT 12 BLK 5
3	4814 MONTGALL AVE	31-430-10-13-00-0-00-000	ONYX DEVELOPMENT CORPORATION	WARDER PARK LOT 9 BLK 5
4	4820 MONTGALL AVE	31-430-10-20-00-0-00-000	ONYX DEVELOPMENT CORPORATION	WARDER PARK LOTS 10 AND 11 BLK 5
5	4825 PROSPECT AVE	31-430-10-23-00-0-00-000	M & J REALTY LLC	WARDER PARK---LOTS 13-18 BLK 5 (EX E 38' OF LOTS 13-15)
6	4810 MONTGALL AVE	31-430-10-25-00-0-00-000	JAMAL FARRUKH & MOONA N	JAMAL CROSSING---LOT 2
7	4900 MONTGALL AVE	31-430-11-01-00-0-00-000	ONYX DEVELOPMENT CORPORATION	LEBANON; LOT 103
8	4904 MONTGALL AVE	31-430-11-25-00-0-00-000	ONYX DEVELOPMENT CORPORATION	LEBANON; LOT 104
9	4912 MONTGALL AVE	31-430-11-28-00-0-00-000	ONYX DEVELOPMENT CORPORATION	LEBANON---LOTS 105-111 AND 137-143 (EX PT IN US 71
10	2709 E 49TH ST	31-430-12-02-00-0-00-000	EQUITY TRUST CO CUST FBO # 49021	LEBANON; E 37.16 FT OF LOTS 101 AND 102
11	4901 MONTGALL AVE	31-430-12-03-00-0-00-000	JOHNSON JACQUANISE	LEBANON; W 102' LOT 102
12	4903 MONTGALL AVE	31-430-12-04-00-0-00-000	ONYX DEVELOPMENT CORPORATION	LEBANON; W 102 FT OF LOT 101
13	4905 MONTGALL AVE	31-430-12-05-00-0-00-000	B M G	LEBANON; LOT 100
14	4909 MONTGALL AVE	31-430-12-06-00-0-00-000	MCDANIEL JOHN LEWIS	LEBANON---LOT 99
15	4917 MONTGALL AVE	31-430-12-09-00-0-00-000	CARTER LARRY D & AUDREY	LEBANON; LOT 96
16	4911 MONTGALL AVE	31-430-12-34-01-0-00-000	MCDANIEL JOHN ANTHONY	LEBANON; LOT 98
17	4915 MONTGALL AVE	31-430-12-34-02-0-00-000	ONYX DEVELOPMENT CORPORATION	LEBANON; LOT 97
18	4921 MONTGALL AVE	31-430-12-37-00-0-00-000	ONYX DEVELOPMENT CORPORATION	ELLA MURRAY---LOT 3 BLK 1
19	4925 MONTGALL AVE	31-430-12-38-00-0-00-000	ONYX DEVELOPMENT CORPORATION	ELLA MURRAY---LOT 2 BLK 1
20	4929 MONTGALL AVE	31-430-12-39-00-0-00-000	ONYX DEVELOPMENT CORPORATION	ELLA MURRAY---LOT 1 BLK 1

Appendix II Design Guidelines

From "Swope Area Plan"
Adopted by Resolution No. 140770
October 2, 2014



DEVELOPMENT FORM

The Development Form Map is intended to guide the key components that define distinct places - building scale and orientation; streetscapes and civic spaces; and unique design details. There are 4 types of areas that comprise the framework for the Development Form Guidelines. These areas are described below.

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.

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.

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.)

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.

A set of development guidelines unique to each area type will be developed as part of the area plan implementation process which include the following elements:

- Streets and Circulation
- Civic and Public Spaces
- Site Arrangement
- Building Scale and Orientation
- Parking and Access
- Landscaping and Screening

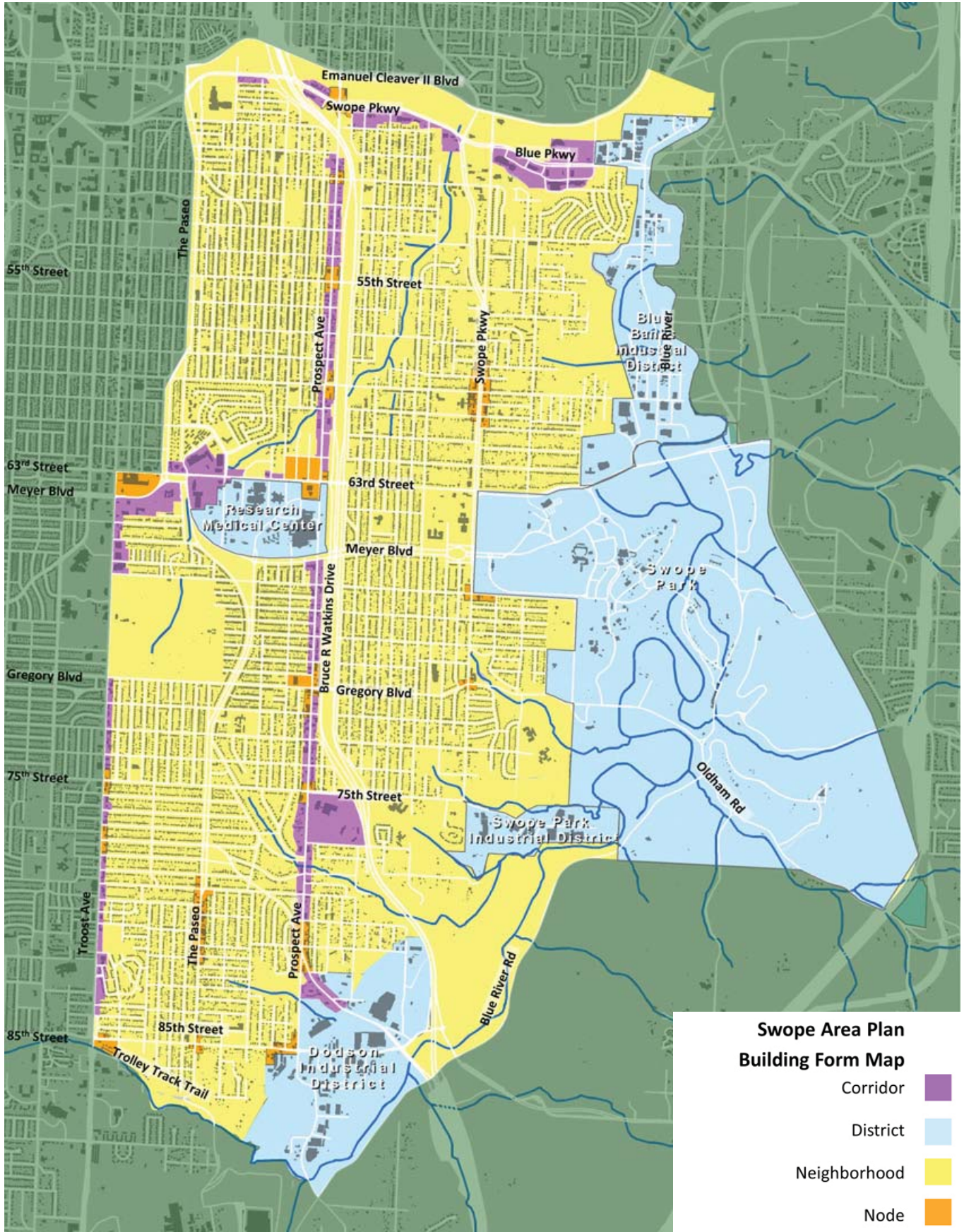


FIGURE 4.2 DEVELOPMENT FORM MAP



LAND USE PLAN AND DEVELOPMENT FORM STRATEGIES

IMPLEMENT THE LAND USE PLAN AND INTEGRATE DEVELOPMENT GUIDELINES INTO NEW DEVELOPMENT.

- Integrate land use and development guidelines into the development review process:
 - Apply the Development Guidelines in all new development plans and explore ways to proactively apply new zoning tools and incorporate development standards (based on the Development Guidelines) into the development code.
 - Weigh all requests to amend this plan against the Decision Making Criteria.
 - Encourage applicants for development in the area to meet with neighborhood groups prior to public hearings to present plans, discuss conformance with the area plan and solicit feedback.
- Apply appropriate zoning districts and overlays and incorporate new standards in the development code:
 - Downzone single-family neighborhoods to appropriate zoning districts where supported by the Land Use Plan.
 - Primary Image Streets - Implement new development standards in these corridors to preserve/enhance character and ensure the highest quality development and appearance.
 - Explore overlay zoning where appropriate.
 - Pedestrian Overlay - Pedestrian Zones and Transit Corridors (Brush Creek Corridor, 63rd Street, Troost Avenue and Prospect Avenue), and Mixed Use areas.
 - Historic / Conservation Overlay - Generally most applicable to Residential Low Density (Urban) areas to preserve/restore historic character.
 - Transit Oriented Development (TOD) Overlay - Prepare “Station Area Plans” near future streetcar stations and enhanced bus routes on Primary Transit Corridors and apply TOD zoning. Prioritize areas near streetcar stations (Trolley Track Corridor/85th Street).

CREATE SUSTAINABLE LAND USE PATTERNS TO ENSURE LONG TERM VIABILITY OF COMMERCIAL DISTRICTS:

- Promote density in appropriate areas, particularly in Corridors and Nodes.
- Consolidate and focus commercial uses to mixed use nodes at major intersections.
- Encourage mixed use development over single use commercial development.
- Eliminate the strip commercial zoning pattern and discourage new strip commercial development.
- Discourage expansion of commercial zoning for new retail development and encourage non-retail development or mixed use development in commercially zoned areas.

ENSURE THAT NEW DEVELOPMENT IS INTEGRATED WITH THE TRANSPORTATION SYSTEM (SEE ALSO TRANSPORTATION CHAPTER)

- Create Complete Streets that accommodate all modes of travel in new development
- Integrate transit, walking and biking in new development through site layout, street design and amenities.
- Require pedestrian connections between new development and adjacent developments, trails, parks and other open spaces and transit stops.

- Implement a system of connected streets and neighborhoods as the area continues to develop.
 - Require a minimum distance between street connections in new development and implement a Connectivity Index requirement (see Transportation Chapter).
- Require trail connections from neighborhoods and mixed use districts to regional trails (see Trails and Bike Routes plan in Transportation Chapter) as development occurs.
- Apply the concepts of Transit-Oriented Development (TOD) near future streetcar stations and along the primary transit corridors.

BETTER UTILIZE VACANT OR UNDERUTILIZED COMMERCIAL AND INDUSTRIAL AREAS (SEE ECONOMIC DEVELOPMENT CHAPTER).

- Create special districts (CID’s) and incentive areas to assist with revitalization efforts in struggling commercial areas.
 - Organize businesses and property owners and build capacity through the creation of special districts (CID’s), business associations, etc...
 - Priority should be given to the Prospect Avenue, Brush Creek and 63rd Street Corridors as well as the three industrial/business districts (Blue Banks, Swope and Dodson)
 - Explore ways to provide incentives, or funding (loans and grants) for site improvements, particularly along primary image streets (see map on page 41).
- Strengthen existing industrial areas and identify additional opportunities for industrial development (see Economic Development Chapter).
 - Utilize a periodic survey of employers to target service delivery and infrastructure improvements for business attraction and retention.
 - Consider new or expanded industrial zoning where access and infrastructure are sufficient (all changes in zoning should be consistent with Development Guidelines and should be weighed against the Decision Making Criteria).
 - Identify key vacant industrial tracts and pursue site specific strategies to encourage development (e.g. brownfield remediation and infrastructure improvements, etc.).
 - Market the benefits of locating a business in the Swope area i.e. highway access, railroad access, recent and ongoing flood protection, etc...
 - Examine impacts and benefits of recent Blue River flood control improvements. Pursue amendments to floodplain maps accordingly. Discourage development in those areas still within the floodplain and work to remove existing buildings and junk/salvage yards over time.
 - Enforce existing codes for auto salvage and junk yards in industrial areas adjacent to the Blue River.



VACANT COMMERCIAL BUILDINGS



- Ensure good access to business and employment areas (see Transportation Chapter) -
 - Implement new access improvements to areas like Swope Industrial Park and other areas as needed.
 - If access to regional highways is altered, examine impacts to the land use plan and revise as necessary to reflect new access patterns.
 - Focus new employment uses along major transit corridors and in TOD areas and utilize trails and bike routes to provide access to activity centers (see Transportation Chapter).
- Manage Vacant Lots
 - Implement short and long term strategies to manage undeveloped/vacant areas (see Vacant Lot Strategy on page 92).

KEY ACTIONS AND STRATEGIES - LAND USE AND DEVELOPMENT

- Downzone neighborhoods from multi-family zoning to single-family zoning districts where supported by the Land Use Plan.
- Explore overlay zoning where appropriate.
- Implement new development standards to preserve/enhance character of Primary Image Streets and ensure highest quality development and appearance.

Appendix III
PIEA Resolution

To be Inserted Upon PIEA Approval