

General Development Plan: 27th and Cleveland PIEA Planning Area Kansas City, Missouri

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INTRODUCTION

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

- (a) The boundaries of the project area, with a map showing the existing uses and condition of the real property therein;
- (b) A diagram showing the existing land use;
- (c) A future land use plan showing proposed uses of the Planning Area;
- (d) Information showing population densities, unemployment within area and adjacent areas, land coverage and building intensities in the area after completion of the Plan;
- (e) A statement of the proposed changes, if any, in zoning ordinances or maps, street layouts, street levels or grades, building codes and ordinances, and amendments to adopted land use plans;
- (f) A statement as to the kind and number of additional public facilities or utilities which will be required in the area after completion of the plan; and
- (g) A schedule indicating the estimated length of time needed for completion of each phase of the Plan.

Planning Area Boundaries

Street Boundaries

The proposed 27th and Cleveland PIEA Planning Area (the “Planning Area”) lies within the South Round Top/Ingleside Neighborhood of Kansas City, Missouri. The Planning Area is generally located within an area that has historically been a mix of residential and commercial land uses. The Planning Area is depicted in the following map images.

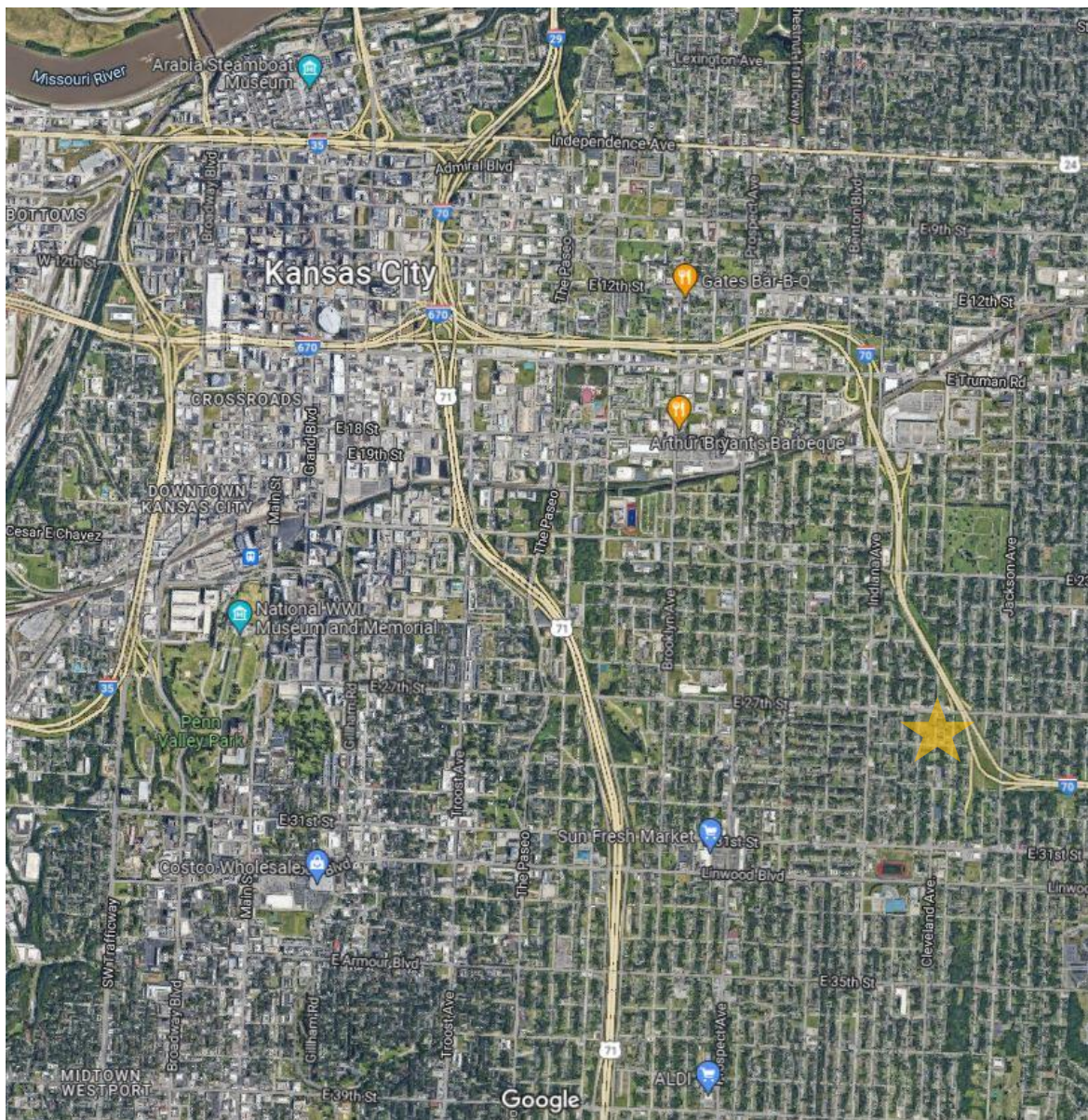


Figure 1 – General Location: Proposed 27th and Cleveland PIEA Planning Area. Map courtesy Google Maps.

Property within the Planning Area is composed of one (1) property parcel. Ownership is vested in one (1) entity. The subject parcel is identified by the Jackson County Assessor’s office. A complete listing of tax parcel, identification number, legal description, property address and owner is included in Appendix 1.



Figure 2 - Neighborhood Location Aerial Map. Parcel general location identified. Map courtesy Google Maps.

Land Area

As mentioned, there is one (1) property parcel within the Planning Area. The Planning Area contains a total of 105,085 square feet, or 2.41 acres of property, not including public rights of way.

Planning Area Description

As previously mentioned, the Planning Area encompasses an area approximately 2.41 acres and consists of one (1) tax parcel within Kansas City, Jackson County, Missouri.

Access

Overall access to the Planning Area is very good. Regional access to the Planning Area is via Interstate 70 (I-70) to the east. Local access to the Planning Area is via numerous surface streets located throughout the area, including; 27th Street.

Topography

The topography of the Planning Area is relatively flat, but gently sloping approximately 20 feet to the south.

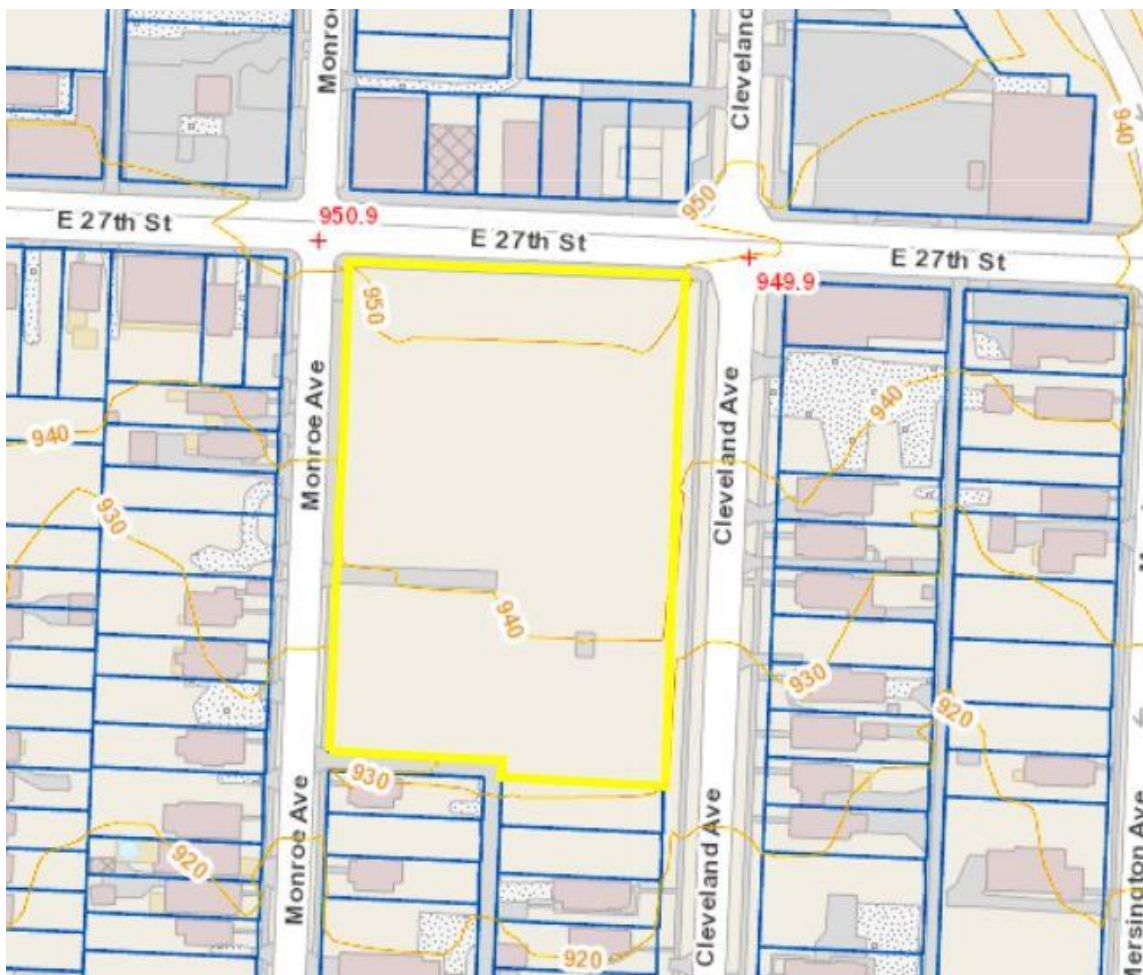


Figure 4 - Topographic Map.

Flood Zone Information

No portions of the Planning Area are currently located within a flood impact zone as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map identified on Map No.: 29095C0258G bearing on effective date of January 20, 2017.

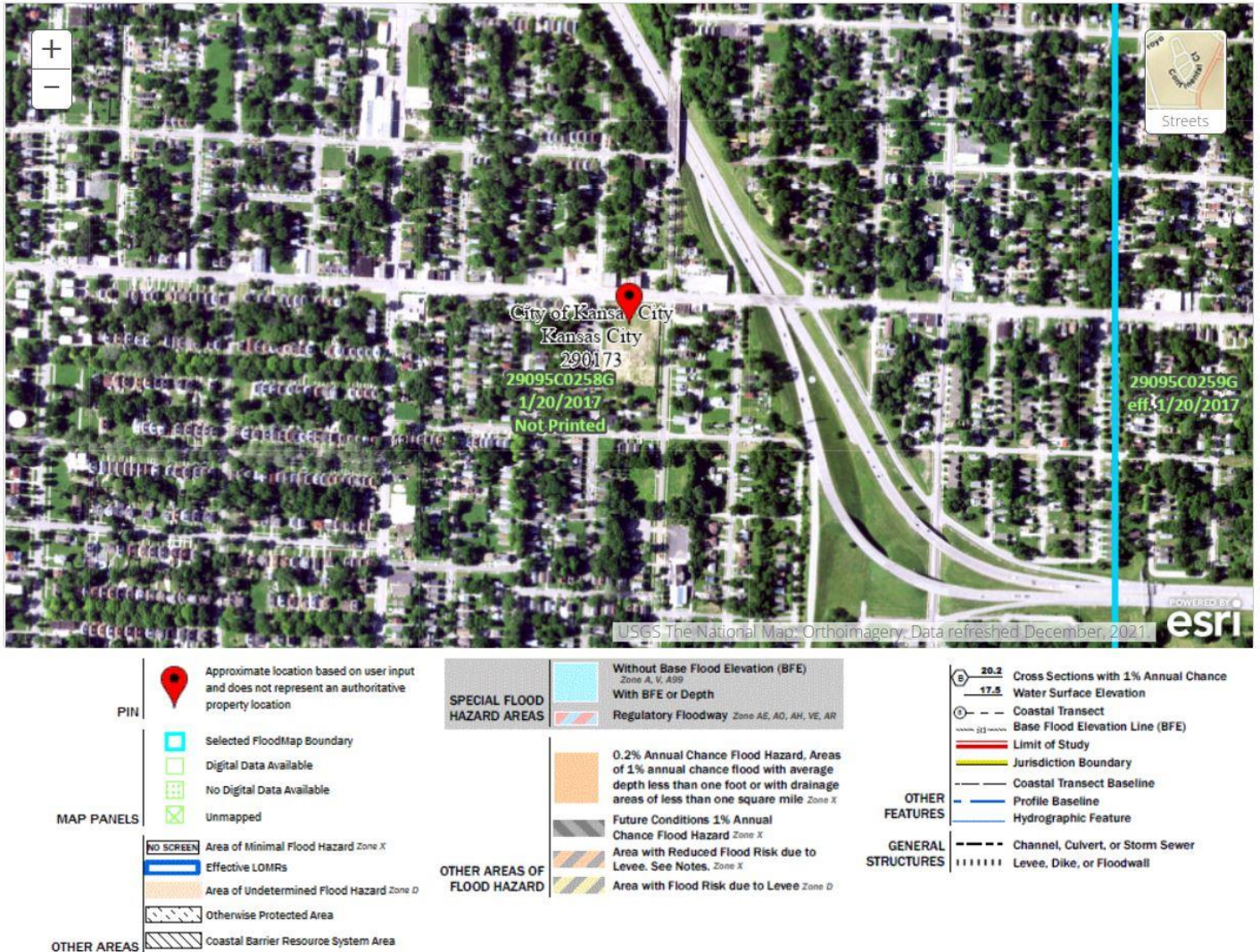


Figure 5 - FEMA Flood Insurance map.

Existing Development/Improvements

The Planning Area is currently vacant. The parcel was the site of the former Greenwood Elementary School. The school was originally constructed in 1906. It closed in 1997 and was demolished in 2019. The immediate surrounding area, is dominated by a primarily commercial and single-family residential land uses. All property parcels contemplated within this Plan are currently vacant, underutilized industrial properties with no improvements constructed.



Figure 3 - Former Greenwood School.

Approved Public Planning Guidelines

There are two primary documents which govern official City land uses and development within the Planning Area. These are the Heart of the City Area Plan and the FOCUS Kansas City Plan. Both plans specifically address Planning Area.

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



Figure 7 – Heart of the City Area Plan Boundaries.

The objective of the plan is to:

- Focus on human investments, creating residents that are productive, healthy and caring.
- Increase employment opportunities within the Heart of the City and provide job skills.
- Use sustainable practices to guide policy recommendations and development decisions.
- Increase population and focus on rebuilding desirable urban neighborhoods.

FOCUS Kansas City Plan

The FOCUS Kansas City Plan was created over the course of several years with the input of many thousands of area residents. FOCUS was approved as a formal policy of the City by the City Council in 1997. The document has a number of specific recommendations which relate to the area, including;¹

- Encouraging community anchors to work with their surrounding neighborhood(s) on area improvements and activities.
- Designing development so that it fits with the existing character, scale and style of adjacent neighborhoods.
- Provide an opportunity for reinvestment in Kansas City. Basic infrastructure may already exist and the presence of vacant or declining properties/structures may accommodate redevelopment proposals that can have a significant positive influence on the area.
- Widely promote the existing availability of credits on local property taxes for small owners who invest in the rehabilitation of buildings.
- Encourage commercial rehabilitation.
- Create or strengthen programs to assist small developers and nonprofit corporations to redevelop small-scale commercial development.
- Integrate community anchors as part of overall neighborhood amenities.

Conformance with Other Planning Documents

Major Street Plan

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

¹ FOCUS Neighborhood Plan

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

Zoning-Existing

The existing zoning in the Planning Area falls within two (2) zoning classes. Definitions for the purpose of the classifications are included in Table1 below.

Table 1 - Planning Area Zoning Classifications.

Zoning Classification	Purpose
B3-2*	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-2.5**	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 also 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.

*City of Kansas City, Missouri Zoning and Development Code, 88-120-01.

** City of Kansas City, Missouri Zoning and Development Code, 88-110.

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.

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.

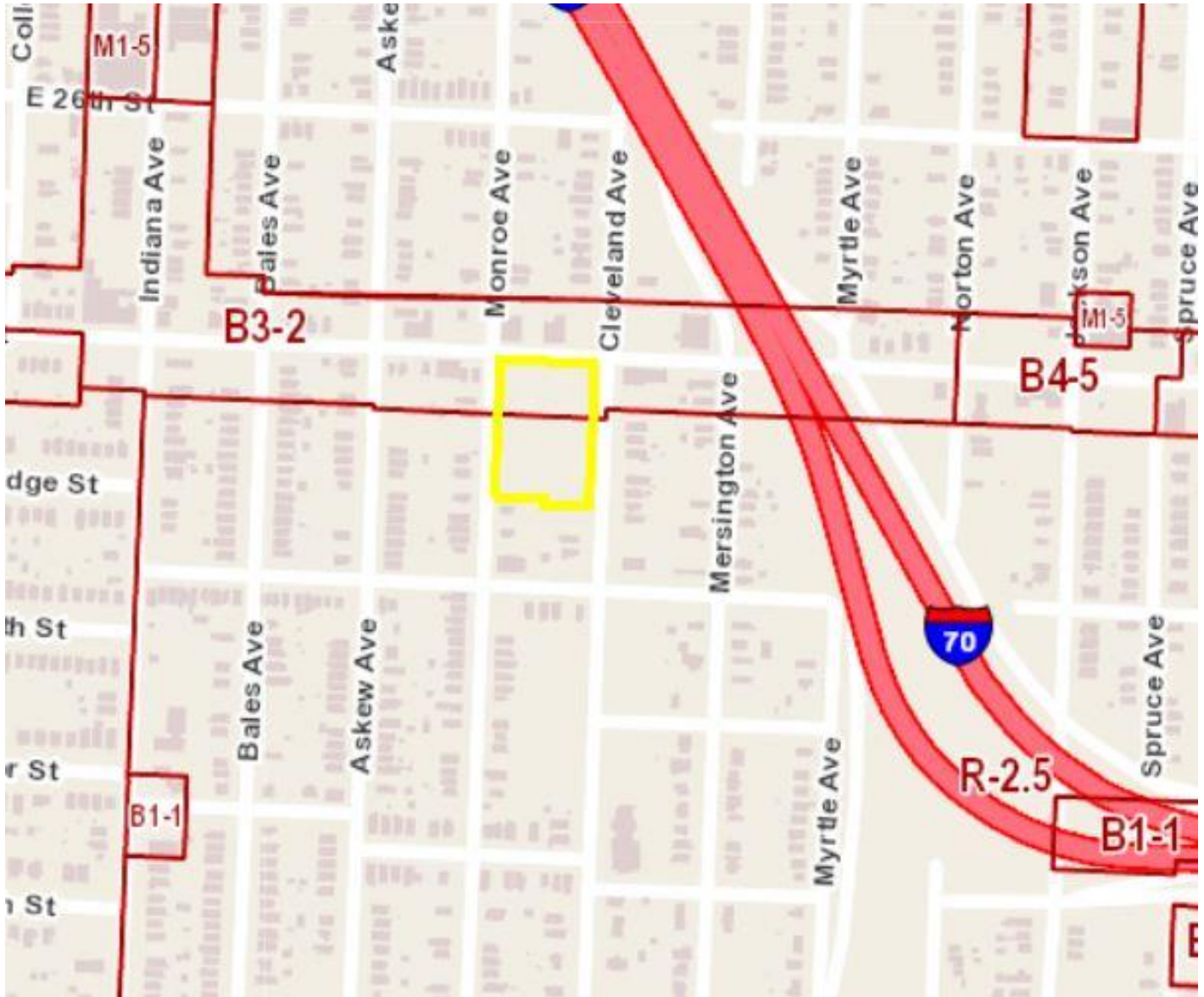


Figure 8 – 27th and Cleveland PIEA Planning Area - Existing Zoning.
 Planning Area location identified.

Undeveloped Industrial Land Finding

Upon inspection and analysis of the proposed 27th and Cleveland PIEA Planning Area, there are a number of existing conditions or factors in the area which comply and meet the statutory definitions of undeveloped industrial land and therefore support a finding of “Undeveloped Industrial Land” for the Planning Area. (RSMo 100.310 (18)).

These conditions include:

- Contains vacant industrial parcels of land not used economically,
- Contains inadequate street layout or physical improvements in some locations,
- Conditions which contain deteriorating site improvements: Due to the age, deferred maintenance and neglect of improvements within the Planning Area, scattered structure and site improvement deterioration has occurred.

Furthermore these conditions have led to the following:

- Conditions which retard economic and social growth
 - Due to the varying deterioration of improvements within the Planning Area the presence of insanitary and unsafe conditions, the Planning Area represents a social liability to itself and the surrounding areas.
- Conditions which create economic waste and represent an inability to pay reasonable taxes.

Statistical Profile of the Planning Area

Population

Population figures for the Planning Area are provided by the American Community Survey (ACS), US Census Bureau, and the Mid-America Regional Council (MARC). For ease of data acquisition we utilized ACS data for the ZIP Code 64128 which covers the entire Planning Area.

Table 2 - Planning Area Population by Zip Code.

Population by Zip Code	2010 Census	2020 Estimate	% Chg 10-20
64128	11,613	12,609	7.89%

Source: MARC, American Community Survey, 2020

The data show population increases within the Planning Area through the most recent census and current estimate. Total anticipated population increases (2010-2020) for the Planning Area is estimated to be approximately 7.89%

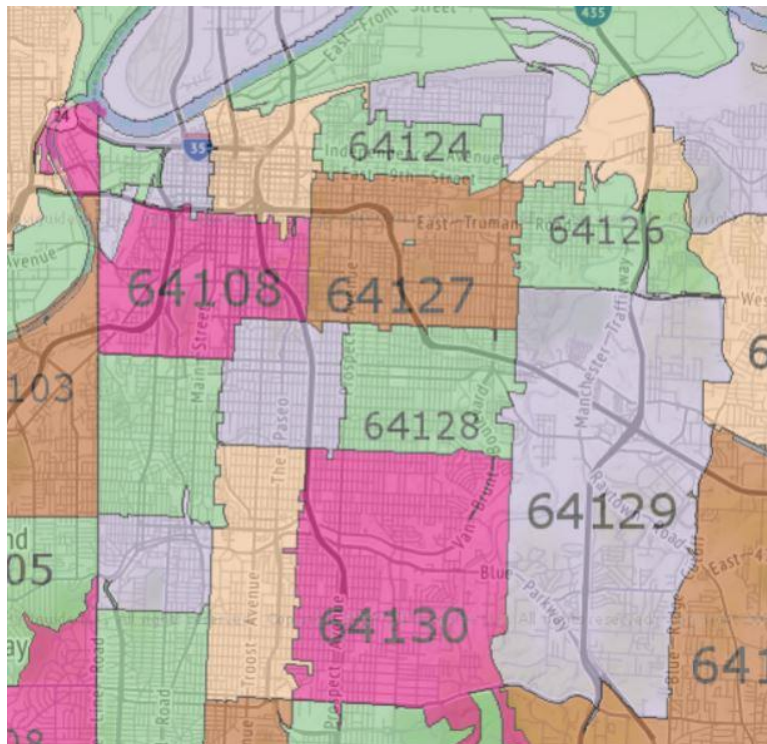


Figure 9 – ZIP Code Map, 64128.

Population Densities

The population density (persons per square mile of the Planning Area (2020 Jackson County Census Data) is shown in Table 3.

Table 3 - Population Density (Persons per square mile).

Population	Square Miles	2010 Population	2010 Census Density	2020 Population Estimate	2020 Census Density	% Chg 2010-2020
Jackson County	409	703,011	1,718	717,204	1,753	1.97%

Source: MARC, 2020, ACS 2019 1-year.

Population density corresponds with the growing historical population figures previously stated. According to Census records, total gain of population density between 2010 and 2020 was 14,193 persons or approximately 1.97%.

Unemployment

Unemployment data for the Planning Area is taken from Census Data and American Community Survey Data for Jackson County, MO. Unemployment rates by County are slightly below the Kansas City MSA unemployment rate of 2.5%. Jackson County, Missouri unemployment rate year ending 2021 was 3.1% projected.

Table 4 - Work Force Indicators.

Area	Labor Force (Dec-2021) Projected	Labor Force Unemployed	Unemployment Rate
KC MSA	1,153,700	29,000	2.5%
Jackson	364,231	11,247	3.1%

www.fred.stlouisfed.org, 2022.

The Planning Area is currently located within a *continuously distressed census tract* as defined by the City of Kansas City, Missouri and the Advance KC evaluation process, interim data suggests that the area has continued trends in economic decline and will very likely continue to have the continuously distress designation by the 2020 census. A “continuously distressed census tract” is a “severely distressed census tract” for ten (10) or more years.

Severely Distressed Census Tract Definition: “household income <60% AMI or Poverty>30% or unemployment >1.5times U.S. rate.”

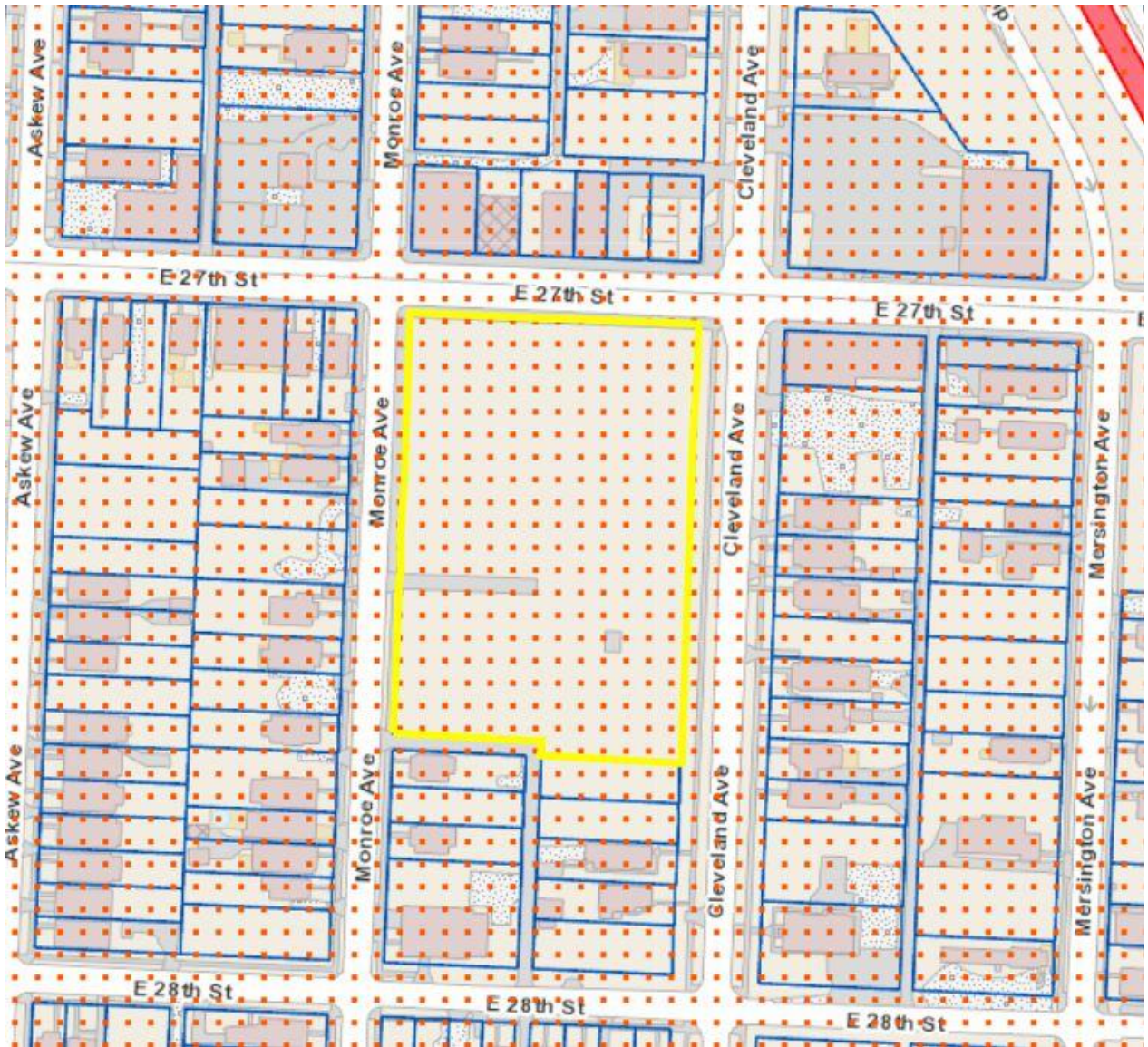


Figure 10 - Distressed Census Tract Map. Orange indicates a Continuously Severely Distressed Census Tract.

Land Use Plan

Future Land Use

Future land use within the Planning Area can be organized into one (1) general land use designations. The existing land use for the Planning Area is Institutional. Recommended future land use indicates an Institutional designation for the Planning Area. If land uses within the Planning Area conflict with this designation then appropriate changes and approvals, if needed, will have to occur.

Table 5 - Planning Area Land Use Distribution.

Land Use	Square Feet	Overall Area Percentage
Institutional	105,085	100%
Total	105,085	100%

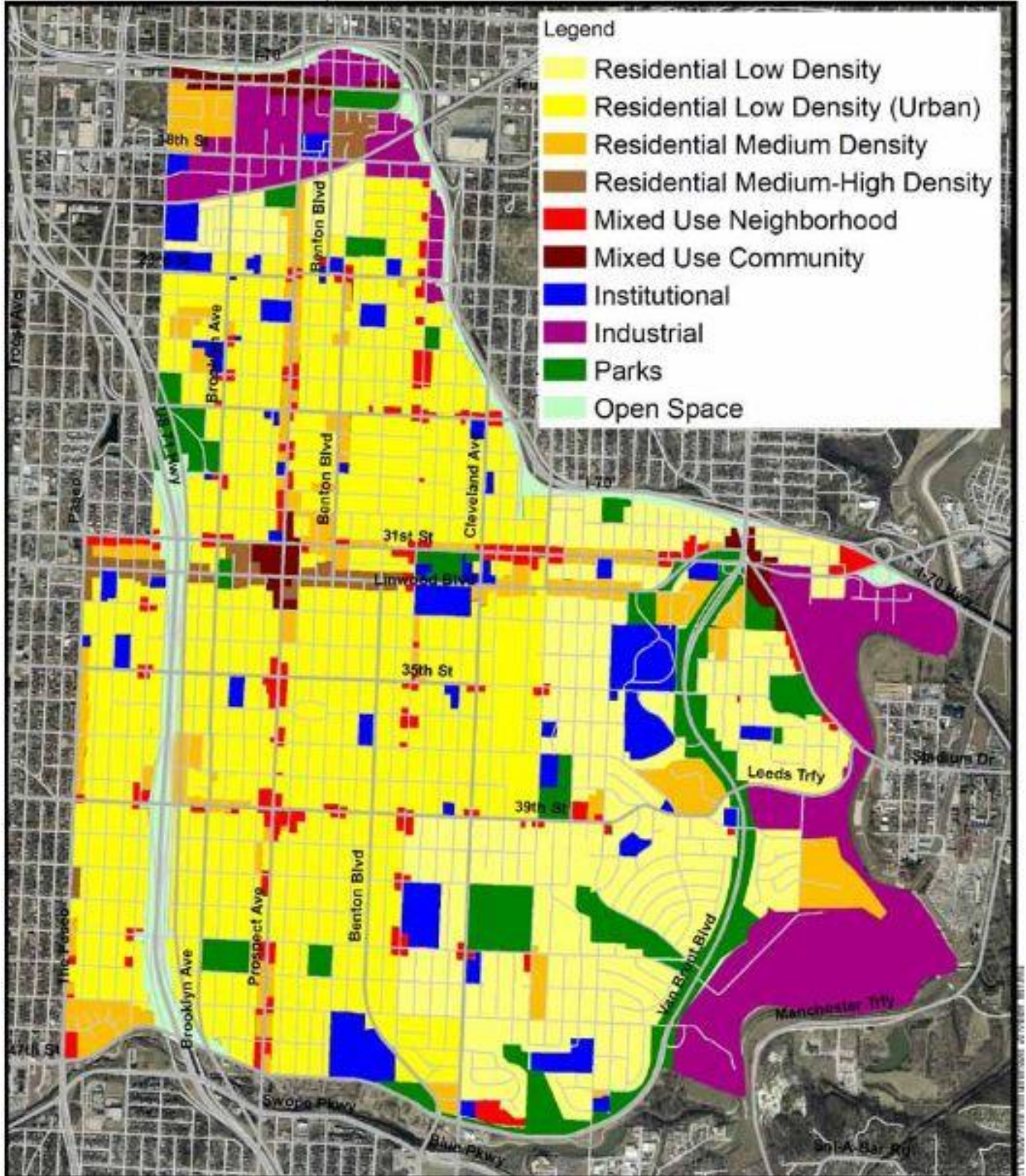


Figure 11 - Planning Area Land Use.

Land Use Provisions and Building Requirements

Statement of Uses to be Permitted

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

Regulations and Controls

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

Proposed Land Use

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

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

Land Coverage and Building Densities

The Planning Area encompasses a land area which is not developed, however most of the surrounding land area is developed. Anticipated land coverage and building densities of future uses within the Planning Area may vary from its current land coverage and density, since the development strategy for the Planning Area anticipates the development of existing properties. Any change in land coverage or building density that does occur will be in conformance with the provisions of the City's applicable development code, as such may be amended pursuant to variances or otherwise. All uses within the Planning Area shall not exceed the maximum floor area ratios as required within the development code of the City of Kansas City, Missouri Code of Ordinances.

Project Proposals

Development Strategy

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

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 conditions found in the separate Qualifications Analysis.

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

- Develop and revitalize vacant and underutilized property;
- Sustainable development and redevelopment incorporating innovative green practices that will protect the environment, conserve natural resources, and promote public health, safety and welfare;
- Development proposals must be consistent with the policies established within the FOCUS Kansas City Plan;
- Integrate development to be consistent with the existing character of the surrounding natural environment and neighborhoods;
- 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:
 - FOCUS, Kansas City,
 - Major Street Plan,

- Parks, Recreation, Boulevards and Greenways Plan,
- Trails KC Plan, and
- All other adopted City Plans.

Additional Considerations

Within the Planning Area, in exchange for benefits through the PIEA Planning Area, the owner of a property, Developer or lessor of a billboard agrees to remove the billboard after the expiration of the existing lease agreement or within five (5) years of the approval of the General Development Plan, whichever occurs first.

Methods of Financing

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

Land Acquisition Costs

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

Tax Abatement

In the event any redevelopment corporation as defined in Chapter 353, RSMo., shall, with the approval of the Authority, acquire in fee simple, any land for redevelopment and redevelop such land in accordance with the plan for redevelopment adopted by the PIEA, then such land shall be subject to the ad valorem tax abatement provisions contained in Section 353.110, RSMo., as amended, as authorized by Section 100.570, RSMo., provided that the PIEA will require said redevelopment corporation, its successors and assigns, to pay to the City and the County for the benefit of the taxing entities for which the County collects ad valorem taxes, with respect to each such tract of land, in addition to the ad valorem taxes computed under Section 353.110, RSMo., an 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. If the Board desires to extend abatement after the initial 25 year term, a new blight finding is required.

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 by Second Committee Substitute for Ordinance No. 200497, and as may be further amended from time to time, which was adopted by the City Council on or about October 6, 2016. In the absence of extraordinary qualifications as defined in 2nd C.S. Ord. No. 200497, 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 five 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 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. Projects that support affordable housing and extremely affordable housing by meeting the requirements of Committee Substitute for Ordinance No. 201038, as amended for such housing.
- C. Projects that connect residents living in continuously distressed census tracts to new employment opportunities by:
 - a. 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
 - b. 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 that has been designated by a government entity as a local or national historic landmark or contributes 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.

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 outlined within 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 2 of 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 2 – Design Guidelines. As part of its review, the PIEA will require developers to submit, among other things, evidence in their proposals that their projects are in compliance with this Plan and that the developer has the legal and financial qualifications to undertake and complete the proposed development.

Relocation

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

Proposed Changes

Proposed Zoning Changes

Rezoning to District UR (Urban Redevelopment) 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 any of 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 modifications 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 granted under this Plan.

Proposed Land Use Changes

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

Proposed Street Changes

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

shall be subject to approval by the City of Kansas City, Missouri through its stated planning and permitting processes.

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

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

Proposed Building Code or Ordinance Changes

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

Proposed Changes in Public Utilities

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

Proposed Changes in Public Facilities

At this time there are no changes planned to public facilities located within the Planning Area, however, public facilities may need to be updated as necessary to accommodate specific projects approved for redevelopment and to ensure 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 normal planning and permitting process. The developer may seek public assistance for these improvements.

Relationship to Local Objectives

General

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

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

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

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

Appropriate Land Use/Proposed Land Use

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

Foster Employment

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

Public Transportation

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

Recreational and Community Facilities

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

Public Improvements

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

Building Requirements in the Planning Area

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

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

Procedures for Changes in the Approved Plan

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

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

Estimated Completion Time

There is no Plan expiration contemplated for this Planning Area.

APPENDIX 1 – PROPERTY OWNERSHIP & LEGAL DESCRIPTION

TABLE 6 - PROPERTY OWNERSHIP, 27TH AND CLEVELAND PIEA PLAN.

#	County Parcel #	KCMO Pin	Address	Owner	SF
1	28-910-05-01-00-0-00-000	23677	3711 E. 27th Street Kansas City, Missouri 64128	The School District of KCMO 2901 Troost Avenue Kansas City, MO 64109	105,085

TABLE 7 - PROPERTY LEGAL DESCRIPTIONS, 27TH AND CLEVELAND PIEA PLAN.

#	County Parcel #	Legal Description
1	28-910-05-01-00-0-00-000	3711 E 27TH / GREENWOOD ELEMENTARY SCHOOL LOTS 1 THRU 7 INCL & N 36 FT LOT 8 ALSO ALL VAC ALLEY E OF & ADJ LOTS 17 THRU 24 INCL BLK 2 CLEVELAND PARK

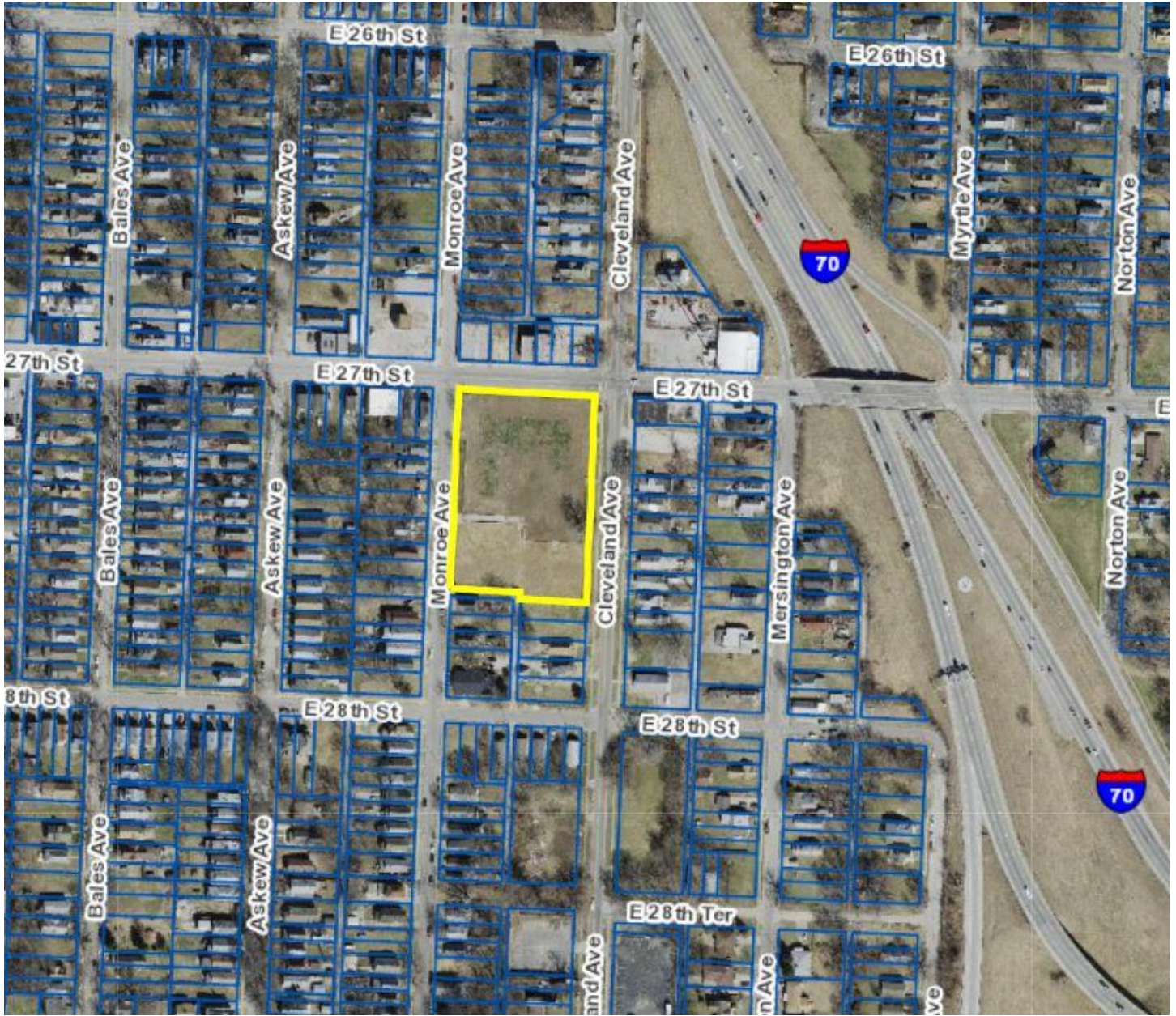
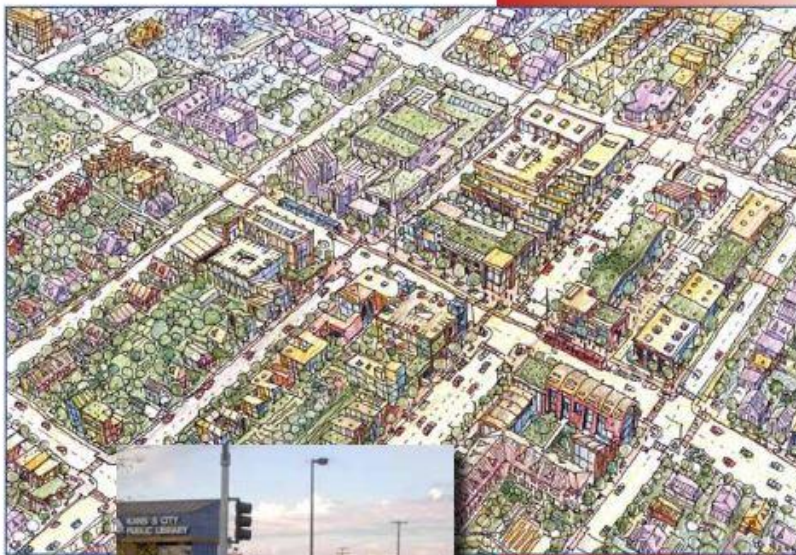


Figure 13 – 27th and Cleveland PIEA Planning Area: Kansas City, Missouri Parcel Map.

APPENDIX 2 – RECOMMENDED URBAN DESIGN GUIDELINES

The following are the Development Guidelines for the 27th and Cleveland PIEA Planning Area. The guidelines are contained in Appendix A of the Heart of the City Area Plan, are incorporated here by reference.



City Planning and Development Department
Citywide Planning Division

Adopted April 21, 2011



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Purpose and Use

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

Intent

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

Parking

GENERAL PARKING GUIDELINES

- Additional on-street parking is encouraged where feasible and existing on-street parking should be preserved whenever possible.
- Parking lots should include bicycle and scooter parking facilities and landscaped and clearly delineated pedestrian pathways.
- Encourage LEED guidelines for bike parking. Provide secure bike racks and/or storage as near as practicable to the building entrance for at least five percent of all building users for commercial or institutional buildings; provide covered storage facilities for bicycles for at least 15 percent of the building occupants for residential buildings.
- Parking lot lighting and light from vehicles should not glare into adjacent properties. Consider light in access drive location. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
- Curb cuts for parking lots should be kept to a minimum. Access should be from alleys (1st choice) or major arterials (2nd choice) instead of local streets.
- Parking should be located at the rear of the property behind buildings, or in a mixed use garage. Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures).
 - ~ Promote neighborhood access - especially non-auto access - by disallowing commercial designs that place parking between the structure and the street.



SURFACE PARKING LOTS

- Additional surface parking lots in mixed use areas, particularly those with street frontage, are discouraged.
- All surface parking lots are encouraged to incorporate Green solutions including (but not limited to) the following:
 - ~ Generous landscaped areas with plants suited to the urban landscape, adequate planting area and quality soils.
 - ~ Managing stormwater on-site utilizing BMPs including, but not limited to native plantings, porous pavement and bioretention swales.
- All surface parking lots are encouraged to provide a combination of perimeter and interior landscaping and provide direct, safe and well delineated pedestrian connections through the lot.
- If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
- Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.

STRUCTURED PARKING

- Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible or at the zero lot line.
- When located along a street frontage, parking structures are encouraged to include first floor pedestrian active uses such as retail and services.
- Facades should be enhanced through exterior finishes and architectural articulation which complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged, particularly on Primary Image Street (See Public Realm Chapter).
- Parking structure façades should relate to the scale, proportion, and character of the district.
- Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a primary street.
- Where screening reduces visibility for "natural surveillance", other security measures should be provided.
- Structured parking lots should incorporate green and sustainable elements that may include the following (see also Sustainability guidelines):
 - ~ Provide accommodations for bicycle storage, bus drop, etc.
 - ~ Provide location for storm water filtration and infiltration from garage deck.
 - ~ Provide high albedo rating top deck surface.
 - ~ Create façade that provides for greater daylight penetration into the garage.
 - ~ Consider use of renewable generation at the top deck.

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Orientation and Setbacks

- In mixed use areas, buildings should be built to the property line and define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm such as outdoor cafés, sidewalk retail, extension of the pedestrian realm, and public plazas
- Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use).
- Where appropriate or feasible, the enhancement and utilization of alleys as public space is encouraged.
- In mixed use areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
 - ~ Provides street level, pedestrian oriented uses.
 - ~ Maintains a continuous, active, transparent and highly permeable street wall.
- In mixed use area no more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic. Drive through uses are discouraged.
- In mixed use areas 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 to allow for landscaped planting beds.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in mixed use areas, building entrances are encouraged on both streets.
- Buildings are encouraged to have multiple entrances that open out to the public realm of the street.
- 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 landscaping, art, or by dividing the mass of the wall into sections.
- In residential areas, garages should be located behind residences and accessed from an alley when possible.



Transitions

- Create transitions between areas of different scales and intensities that are as seamless as possible and avoid abrupt transitions.
- Transitions may be provided through use of complementary materials and architectural character, setbacks, scale, and orientation of buildings.
- Transitions between high scale buildings and low scale buildings may be achieved by gradually stepping height down.
- Small green spaces, courtyards, squares, parks and plazas should be used whenever possible as a way to provide transitions between uses.
- A combination of landscaping, walls, fences and/or berms should be used where other transitions tools are not possible or not adequate, but should not mask areas from view and decrease "natural surveillance".
- Building elevations facing a less intensive use shall provide "finished" edges using materials consistent with primary elevations and adjacent neighborhood.
- Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods.
- Transitions should be achieved without sacrificing connections.

Lighting

- Glare and spillage into adjacent properties should be kept to a minimum. Low noise level lights should be used.
- All sidewalks and walkways in mixed use areas on major streets (or as specified in district streetscape plans) should have pedestrian level lighting.
- The design of exterior light fixtures should be consistent throughout a development, or within a district.

Architectural Character and Materials

- Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry. High quality sustainable architectural materials are also encouraged.

Fenestration

- The street level of commercial/mixed use structures should have a dominant transparent quality.
- Windows at the street level of all buildings should be transparent. Reflective glass is discouraged.
- Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.

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Awnings and Canopies

- Awnings and canopies are encouraged on nonresidential facades.
- Awnings and canopies should be incorporated into the overall building design (including the supporting framework) and enhance the overall character of the area.
- Architectural elements that project from the building should be designed so as to ensure pedestrian safety and comfort.



Signage

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





Access

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

Massing and Proportion (see also Infill Housing Guidelines)

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

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Roofs (see also Sustainability Guidelines)

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

Screening

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



Sustainability (See also Land Use recommendations)



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

Infill Housing Guidelines

- Homes should have prominent front doors facing the street. Garages should not face the street. They should be located on the side or rear of structures and accessed by drive connected to the street or by alley.
- Porches facing the street are encouraged in order to promote social interaction and provide passive 'eyes on the street. Porches should be the full width of the house and at least 8-foot in depth.
- New development should utilize traditional building materials such as brick, stone and clapboard siding.
- New construction should relate to the mass, pattern, alignment and proportion/ scale of the existing or traditional housing stock (see the following pages for illustrations, definitions, and a description of traditional architectural styles found in the area)

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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 dimension 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.



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TRADITIONAL SINGLE FAMILY HOUSING STYLES

The following are three common traditional architectural styles found throughout the Heart of The City that can be used as an additional guide for future infill housing:

CRAFTSMAN BUNGALOW

The Craftsman Bungalow is typically characterized as a small 1 or 1 ½ Story house, with two gables facing the street. Additional features typically present in a Craftsman Style Bungalow include:

- Low pitched roof
- Wide eaves with exposed roof rafters
- Decorative braces
- Porch with square columns
- One or one and a half stories
- Built in cabinets, shelves, and seating
- Stone chimneys
- Gabled dormers
- Sloping foundation



FOUR SQUARE

The American Foursquare House is typically characterized as a 2 ½ story boxed shape structure with a pyramidal or hipped roofline. Additional features of the Four Square home include:

- Four room floor plan
- Low hipped roof with deep overhang
- Large central dormer
- Full width porch with wide stairs
- Brick, stone or wood siding



SHIRTWAIST BUNGALOW

The Shirtwaist Bungalow are 2 and 2 ½ story houses, with the stories being of different building material. Additional features present in a Shirtwaist Bungalow include:

- A gable roof facing the street, with a porch echoing the main roof gable
- Brick or limestone covering the front with of the house
- A second story bay
- A bellcast gable roof with dormer
- A gable within a gable
- A dormer with a Palladian window



APPENDIX 3 – PIEA RESOLUTION