
General Development Plan

Seven301 PIEA Planning Area Kansas City, Missouri

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- Appendix I Property Ownership**
- Appendix II Recommended Urban Design Guidelines**
- Appendix III Supplemental Information**
- Appendix IV PIEA Resolution No. 1586**
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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 Seven301 PIEA Planning Area (the “Planning Area”) lies within the Prairie Point-Wildberry Neighborhood just north and west of the Interstate 29/Missouri Highway 152 interchange, and is generally bound by vacated Avion Avenue on the west, NW Old Tiffany Springs Road on the north, NW Prairie View Road on the east, and NW Donovan Drive on the south in Kansas City, Missouri. The Planning Area is depicted in the map included on the following pages.

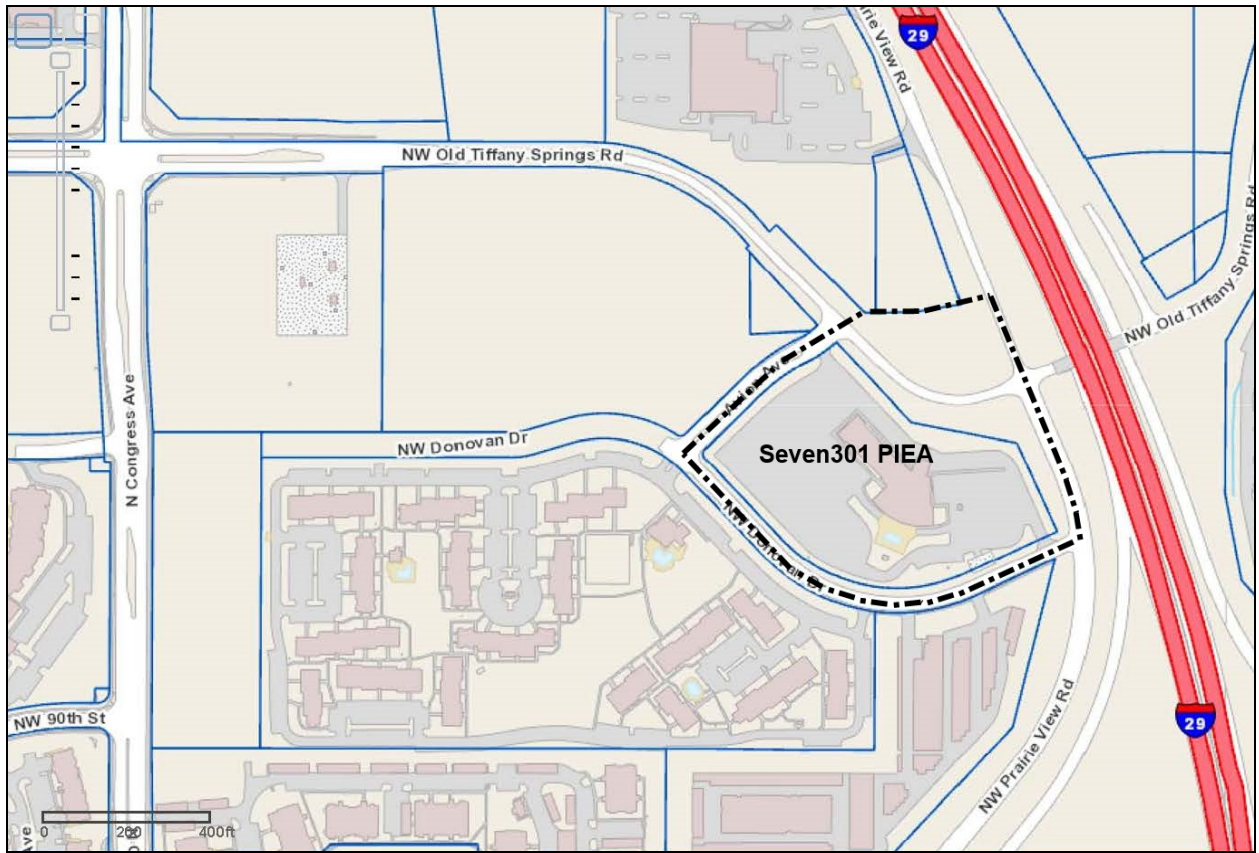
Land Area

There is one (1) property parcel within the Planning Area. Per information obtained from the geographic information systems of both the City of Kansas City, Missouri and Platte County, Missouri, the Planning Area contains a total of 9.98 acres, including public right-of-way, or 6.74 acres exclusive of public right-of-way.

County Tax Parcels

The Planning Area contains one (1) tax parcel as identified by the Platte County Assessor. The Street Parcel (public right-of-way owned by the City of Kansas City, Missouri) is not identified on the Platte County Assessor’s record. A complete listing of tax parcels, identification numbers, legal descriptions, property addresses and owners are included in Appendix I: Property Ownership.

Planning Area Boundary Map



Seven301 PIEA
Planning Area Boundary Map

DESCRIPTION OF PLANNING AREA

General

The Planning Area encompasses approximately 9.98 acres and consists of one (1) tax parcel in Kansas City, Missouri in the Prairie Point-Wildberry Neighborhood.

Access

The Planning Area has good regional access due to close proximity to the Interstate 29/MO-152 Highway interchange located southeast of the Planning Area, the Interstate 29/NW Barry Road interchange located just further south and the Interstate 29/Tiffany Springs Parkway interchange north of the Planning Area. Unfortunately, while the Planning Area enjoys high visibility, the route from both interchanges is circuitous.

The only Major Street and arterial located within the Planning Area is NW Old Tiffany Springs Road. The City's Major Street Plan (October 2011) indicates NW Old Tiffany Springs Road is planned to have four through-lanes and a turn lane (total of five lanes) east of N. Congress Avenue across I-29. Currently NW Old Tiffany Springs Road is a two-lane road between the western edge of the Planning Area across I-29 to the east to NW Skyview Avenue. The Major Street Plan indicates a straightening of NW Old Tiffany Springs Road between N. Congress Avenue and NW Skyview Avenue. The other closest Major Street to the Planning Area is N. Congress Avenue (runs north-south) located west of the Planning Area.

From the north the Planning Area can be accessed via N. Congress Avenue or NW Prairie View Road to NW Old Tiffany Springs Road. N. Congress Avenue provides access south of the Planning Area to Barry Road and the Zona Rosa shopping center. Direct access to the one property located in the Planning Area is from vacated Avion Avenue and NW Donovan Drive. All streets are two-way streets in the Planning Area.

A diverging diamond and other road improvements will be completed north of the Planning Area by Winter 2014. Besides a new interchange at I-29 and Tiffany Springs Parkway, NW Prairie View Road will be widened from two lanes to four lanes south of NW Tiffany Springs Road and will no longer tie into NW Tiffany Springs Parkway, but NW Congress Avenue instead. NW Congress Avenue will be realigned to tie into NW Tiffany Springs Parkway and will provide a more direct alternative route to the business corridor on NW Congress Avenue and to the Zona Rosa shopping center south of Missouri Highway 152. A map illustrating the improvements and their relationship to the Planning Area is included in Appendix III, "Supplemental Materials".

Share the Road signs exist on Prairie View Road from N. Congress Avenue to Tiffany Springs Parkway. The Bike KC Plan contains no proposed bike routes for the Planning Area, although bike lanes do exist a short distance to the west on N. Congress Avenue. A trail is proposed to extend along Prairie View Road at N. Congress Avenue to NW Tiffany Springs Road and then heading east across I-29 on NW Tiffany Springs Road. Pedestrian access is poor, as sidewalks do not exist within the Planning Area. Sidewalks do exist on the north and south sides of NW

Tiffany Springs Road immediately west of the Planning Area and connect to sidewalks on N. Congress Avenue. A sidewalk also exists on the south side of NW Donovan Drive just west of Prairie View Road but does not provide a connection to other sidewalks in the area. Public transit is not well-served – no bus routes exist anywhere near the Planning Area. The nearest bus stop is for Route 142 at 86th Street and N. Congress Avenue about 0.85 miles from the Planning Area. Route 142 service includes the Boardwalk Square MetroCenter Park and Ride that provides transfer points to two other bus routes that serve Kansas City, north, and one that provides service to the 10th & Main Transit Plaza where transfer points exist for thirteen other bus routes.

Topography / Drainage

According to the City's geographic information system the Planning Area gently undulates. The highest point in the Planning Area is along the southern edge of NW Old Tiffany Springs Road and along the western edge of NW Prairie View Road near their intersection at elevation 1070.00. The site then slopes down to the south to elevation 1055.15 at the intersection of vacated Avion Avenue and NW Donovan Drive (the southwest corner of the Planning Area), and to elevation 1065.35 at the intersection of NW Prairie View Road and NW Donovan Drive (the southeast corner of the Planning Area). The Planning Area also slopes downward north of NW Old Tiffany Springs Road, to elevation 1055.29 in a drainage basin located west of NW Prairie View Road. The intersection of NW Old Tiffany Springs Road and vacated Avion Avenue (the northwest corner of the Planning Area) is located at elevation 1068.00, the same elevation as much of the former Ramada Inn hotel. The site then slopes downward south of the former hotel to elevation 1057.00.

According to maps from the Federal Emergency Management Agency (FEMA), none of the Planning Area is located in a 100-year or 500-year flood plain. The Planning Area is located within the Second Creek watershed.

Vegetation

The Planning Area is covered with superstructure, paved parking areas, paved roadways, and with grass, trees, and shrubs. Immediately to the west of the former hotel property is vacated Avion Drive, a divided street with a median planted with grass. The perimeter of the eastern-most property, located at 7301 NW Tiffany Springs Road, is landscaped with maintained grass and trees, and a larger expanse of landscaping exists in the south central portion of the property where a swimming pool is located.

Existing Development

The Planning Area consists of one property parcel and public right-of-way consisting of 9.98 acres. The one property parcel has been foreclosed – Meecorp Capital Markets, through its subsidiary Mid-Western Hotel Partners, LLC, owns the vacant hotel. Meecorp Capital

foreclosed on the hotel in 2006. The property is accessed by NW Old Tiffany Springs Road, a two-lane road with no shoulder, curbs, gutter, or sidewalks. The City's Major Street Plan classifies the road as a Major Street that will in the future consist of four through lanes with a dedicated turn lane.

The only building in the Planning Area is the vacant former hotel. The 11-story building contains 249 rooms and 129,077 square feet and was built in 1973. The building structure consists of precast concrete and steel and is faced with brick, concrete, and washed aggregate. The hotel began operation under the Sheraton Inn flag and has also operated as a Howard Johnson and as a Ramada Inn. The property has more than 6,800 square feet of banquet space and ballrooms located on the top floor and in the basement. Surface parking surrounds the facility and contains 450 spaces.

As detailed below, the building suffers from extensive water damage as a result of a bad roof and openings throughout the building. As a result of the deterioration pigeons have begun roosting in the upper floors of the building and mold is present throughout. The parking surface is also in poor condition.

Public Planning Guidelines

There are two primary documents that govern proposed land uses and development within the Planning Area. The two plans include the Kansas City International Airport ("KCI") Area Plan (2009) and the FOCUS Kansas City Plan (1997). Both plans generally address the Planning Area, and of the plans, the KCI Area Plan ("KCIAP") is the plan of record.

KCI Area Plan

The KCIAP was approved by the City Council of the City of Kansas City, Missouri in June 2009 and seeks to: 1) develop a strong relationship between KCI Airport and the area plan area; 2) have development patterns that connect compatible uses and protect sensitive natural areas; 3) maintain a high quality of life as the area develops; 4) have a viable economic development approach; 4) have land uses compatible with predominant residential uses and the Airport; 5) have good access by multiple means of transportation; and 6) have a timely well-designed infrastructure framework that supports connected development.

The Planning Area is not addressed specifically within the KCIAP, but the following key recommendations can be applied:

- Roadway priorities are based on maximizing the existing roadway system and filling in gaps where they would make the system run more efficiently.
- Intensify development in the N.W. Tiffany Springs Road to N.W. Barry Road corridor and along I-29 that would benefit by and support a higher level of transit.

- Development in the area has occurred in a primarily suburban nature in low to medium densities. New higher density developments could accommodate the changing market place and provide additional housing choices.
- A need for housing choice is present to serve the employment centers near the Airport.
- Connect development to existing development/uses to allow for more efficient land use and transportation choices.
- Encourage proximity of interdependent and compatible uses such as neighborhood commercial accessible to residential areas for easy driving, bicycling, and walking.

Two land uses are classified for the Planning Area in the KCIAP Land Use Plan, including Commercial and Residential Medium-High. The following are descriptions of the guiding principles for such land uses:

Commercial

This category is primarily intended to accommodate “heavier” commercial activities, automotive-oriented uses, and/or outdoor operations that are not found in or compatible with mixed-use or neighborhood oriented environments. Uses typically include offices and retail establishments, medium-to-large scale businesses, and automotive-oriented services including drive-through facilities and car lots. This land use classification will correspond with the “O”, “B1”, “B2”, “B3”, and “B4” zoning categories, excluding Light Manufacturing within the new zoning ordinance.

Most major commercial development should be concentrated in the vicinity of the intersection of I-29 and Hwy 152.

Residential Medium-High (up to 17.4 units/acre)

This category accommodates small lot single-family development and attached residential development primarily consisting of attached houses, two-unit houses, multi-unit houses, multiplexes, and apartment/condo dwellings which may be intermixed throughout the neighborhood. This category is appropriate for planned public and semipublic uses considered compatible with residential uses, such as schools, religious institutions, and civic uses. Net density may be lower in locations where land is severely restricted by slopes, significant vegetative cover, or other significant natural features. This land use classification corresponds with the “R-2.5” zoning categories within the new zoning ordinance. The density for this land use is up to 17.4 dwelling units per acre at a height of two (2) to three (3) stories.

Recommended primarily for the Barry Road/Hwy 152 Corridor where it is already located and where there is good access to major roadways and commercial development.

FOCUS Kansas City Plan

The **FOCUS Kansas City Plan** was created with the input of thousands of area residents and was approved by the City Council in 1997. FOCUS recommendations for the Northland in the vicinity of the Planning Area include the following:

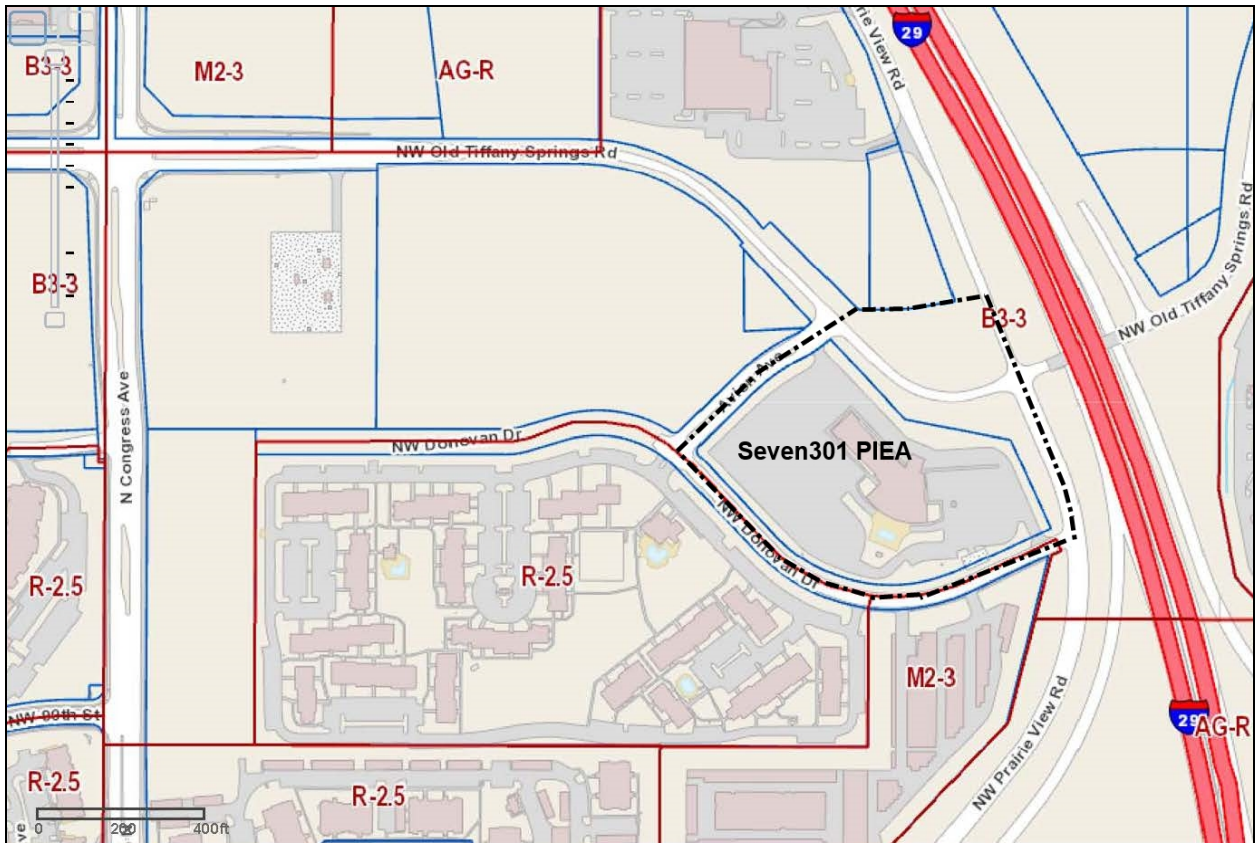
- The Planning Area is included in the Northland Urbanizing Area, a development priority zone.
- As a development priority zone, the City should proactively guide development in these areas. This would include the targeted use of incentives, zoning and regulatory approaches designed to foster infill development and creative design solutions, maintenance and renovation of capital investment, and targeted capital improvement programming.
- Promote development of the KCI Airport area and Birmingham Bottoms as employment centers to complement Kansas City's Urban Core.
- Encourage a more compact, interconnected development pattern structured around existing development and defined centers.
- Implement a complete vehicular movement system, with an emphasis on serving existing developed/developing areas in the Northland.
- Preserve and expand existing infrastructure to maximize the value of the investment.
- Enhance physical connections for Northland neighborhoods.

Development Designations

The Planning Area does not qualify for additional forms of public assistance at this time.

Zoning – Existing

The existing zoning in the Planning Area is B3-3 (Community Business (dash 3)). Below is a map indicating the zoning district within the Planning Area and a chart summarizing the zoning class:



Seven301 PIEA Planning Area – Zoning Map

Zoning Classification	Purpose*
B3-3 Community Business (dash 3)	<p>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.</p>

*Kansas City Zoning & Development Code

The City of Kansas City, Missouri approved a new Zoning and Development Code on May 21, 2009 by Ordinance No. 081033. The new code became mandatory on January 1, 2011. The zoning district noted above is part of the new code.

A copy of the new zoning and development code is available at the Department of City Planning and Development of the City of Kansas City.

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 will 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.

Insanitary Area

The most common insanitary area components observed in the Planning Area included the following:

- Deterioration. The most common examples of site deterioration found in the Planning Area include parking surface deterioration, deterioration of roofs, windows, and doors, and failure of finishes.
- Obsolescence. Due to insufficient street layout and capacity, redevelopment and economic value has been impaired.

The insanitary area components stated above have led to the following:

- Economic Liability. Due to deterioration of site improvements and obsolescence over a predominance of the Planning Area, the Planning Area represents an economic liability or an economic underutilization to the City and other taxing jurisdictions, and limits the ability of the City to provide basic services and needs including that of fire, police, and health. As a result the Planning Area is detrimental to the public health, safety, and welfare of the city.

STATISTICAL PROFILE

Standards of Population Densities

Population

The following provides population and income trends within a one-, three-, and five-mile radius from the approximate center of the Planning Area at the southeast corner of NW Old Tiffany Springs Road and vacated Avion Avenue, with an address of 7501 NW Old Tiffany Springs Road.

7501 NW Old Tiffany Springs Rd Radius	Historical Population			Projected
	1990	2000	2010	2017
One Mile	1,505	2,242	3,144	3,625
decennial chg. (1 mile)		+49.0%	+40.2%	+15.3%
chg. from '90 (1 mile)		+49.0%	+108.9%	+140.9%
Three Mile	17,923	24,820	32,026	35,179
decennial chg. (3 mile)		+38.5%	+29.0%	+9.8%
chg. from '90 (3 mile)		+38.5%	+78.7%	+96.3%
Five Mile	44,490	58,701	72,041	78,839
decennial chg. (5 mile)		+31.9%	+22.7%	+9.4%
chg. from '90 (5 mile)		+31.9%	+61.9%	+77.2%

Source: ESRI

7501 NW Old Tiffany Springs Rd Radius	Historical Median Household Income		Projected	
	1990	2000	2012	2017
One Mile	37,222	50,373	62,943	70,189
decennial chg. (1 mile)		+35.3%	+25.0%	+11.5%
chg. from '90 (1 mile)		+35.3%	+69.1%	+88.6%
Three Mile	42,378	57,246	67,490	75,871
decennial chg. (3 mile)		+35.1%	+17.9%	+12.4%
chg. from '90 (3 mile)		+35.1%	+59.3%	+79.0%
Five Mile	40,698	56,756	65,201	72,777
decennial chg. (5 mile)		+39.5%	+14.9%	+11.6%
chg. from '90 (5 mile)		+39.5%	+60.2%	+78.8%

Source: ESRI

The population figures indicate growth in the Prairie Point-Wildberry neighborhood and surrounding areas over the past twenty years. Population grew by almost 109% between 1990 and 2010 within one mile of the center of the Planning Area. The growth in population between 1990 and 2010 was between 61.9% and 108.9%, whereas the population for Kansas City, Missouri grew at 5.7% over the same period. The ESRI forecast for 2017 suggests continued population growth in the Prairie Point-Wildberry neighborhood between 9.4% and 15.3% and at rates faster than those for the city, state, and nation.

Fewer families live closest to the Planning Area. Census 2010 data indicates the average household size within one mile of the Planning Area is 1.99 and the median age is 34.1, compared to a household size of 2.31 and a median age of 37.0 within three miles, and a household size of 2.40 and a median age of 36.3 within five miles of the Planning Area.

Between 1990 and 2012 median household income increased between 59.3% and 69.1% (it should be noted that the data for 2012 are projected). The median household income anywhere within five miles of the Planning Area is higher than the median household income for the Kansas City metropolitan area in 2012 (\$54,519). Within one mile of the Planning Area the median household income is approximately 115% of the metropolitan area median household income.

Population Densities

The one mile radius around 7501 NW Old Tiffany Springs Road consists of 3.14 square miles; the three mile radius consists of 28.26 square miles; and the five mile radius consists of 78.5 square miles. The population density (persons per square mile) of the Planning Area and adjoining area is shown below:

7501 NW Old Tiffany Springs Rd Radius	Historical Population Densities			Projected
	1990	2000	2010	2017
One Mile	479	714	1,001	1,154
decennial chg. (1 mile)		+49.0%	+40.2%	+15.3%
chg. from '90 (1 mile)		+49.0%	+108.9%	+140.9%
Three Mile	634	878	1,133	1,244
decennial chg. (3 mile)		+38.5%	+29.0%	+9.8%
chg. from '90 (3 mile)		+38.5%	+78.7%	+96.3%
Five Mile	566	747	917	1,004
decennial chg. (5 mile)		+31.9%	+22.7%	+9.4%
chg. from '90 (5 mile)		+31.9%	+61.9%	+77.2%

Source: ESRI

Mirroring the growth in historical population, the population density has also grown over the past twenty years, and is expected to grow at a faster rate than the state and nation in the next seven years. The density within and in the immediate vicinity of the Planning Area is becoming more and more urban. The residential density increases as one moves away from the Planning Area to within three miles, and then declines within the five mile radius, in large part due to the large amounts of undeveloped land to the north and west of the Planning Area. The density is slightly less than that for the City of Kansas City, Missouri (1,474.2 persons/square mile). The density in and around the Planning Area is much greater than that for the Kansas City metropolitan area as a whole (260.0 persons/square mile).

Unemployment

The most recent unemployment data for the Planning Area is for the City of Kansas City, Missouri as a whole. The following data was provided by the Mid-America Regional Council (MARC):

Civilian Labor Force – Kansas City, Missouri
May 2013

Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
230,119	212,641	17,478	7.6%

Source: Mid-America Regional Council

According to the Bureau of Labor Statistics, the preliminary unemployment rate for the Kansas City, KS/MO metropolitan area in August 2013 was 6.8%.

The most recent unemployment data for the one mile, three mile, and five mile radius from the central portion of the Planning Area at 7501 NW Old Tiffany Springs Road that includes the Planning Area is from the 2000 Census. The data is summarized as follows:

Civilian Labor Force – 7501 NW Old Tiffany Springs Road
2000 Census

Radius	Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
One Mile	1,447	1,397	41	2.8%
Three Mile	14,784	14,416	304	2.1%
Five Mile	34,783	33,771	868	2.5%

Source: ESRI

The total unemployment rate in 2000 in the Study Area and adjacent area, ranging between 2.1% and 2.8%, was about the same as the rate in Platte County, Missouri (2.6%) and lower than the rate in Kansas City, Missouri (3.8%). The unemployment rate was slightly higher than that of the county within one mile of the Planning Area. According to the Mid-America Regional Council, an unemployment rate of 4.0% can generally be considered “full employment.”

LAND USE PLAN

Existing Land Use

Existing land use within the Planning Area can be organized into one (1) general land use code and public right-of-way as outlined below:

Land Use	Acres	Percent (%)
Hotel/Motel	6.74	68%
Public Right-of-Way	3.24	32%
TOTAL	9.98	100%

A portion of the public right-of-way that is vacant and located north of NW Old Tiffany Springs Road is designated as “Commercial” within the KCI Area Plan, and the hotel/motel property within the Planning Area is designated as “Residential – MedHigh” within the KCI Area Plan.

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.

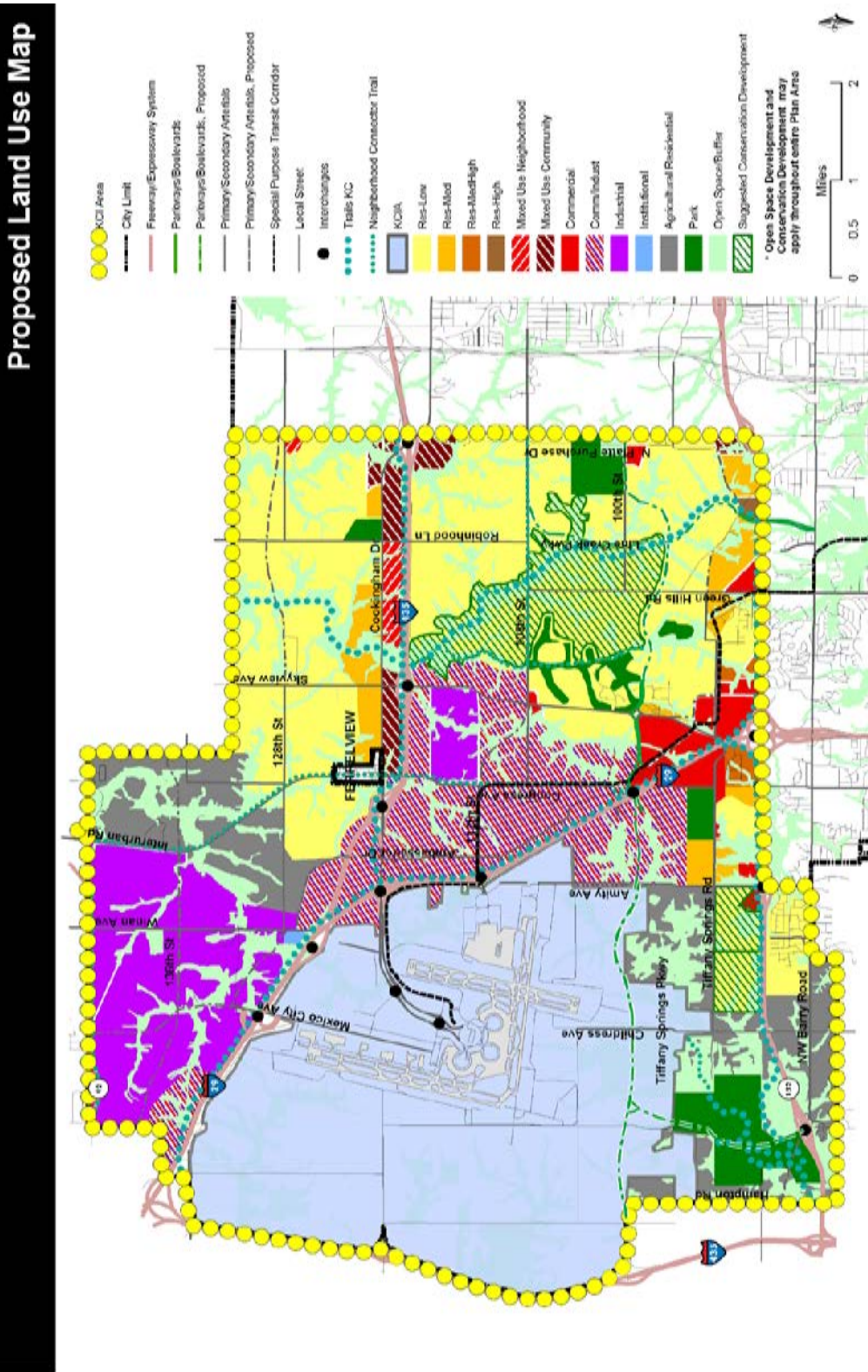
Regulations and Controls

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.

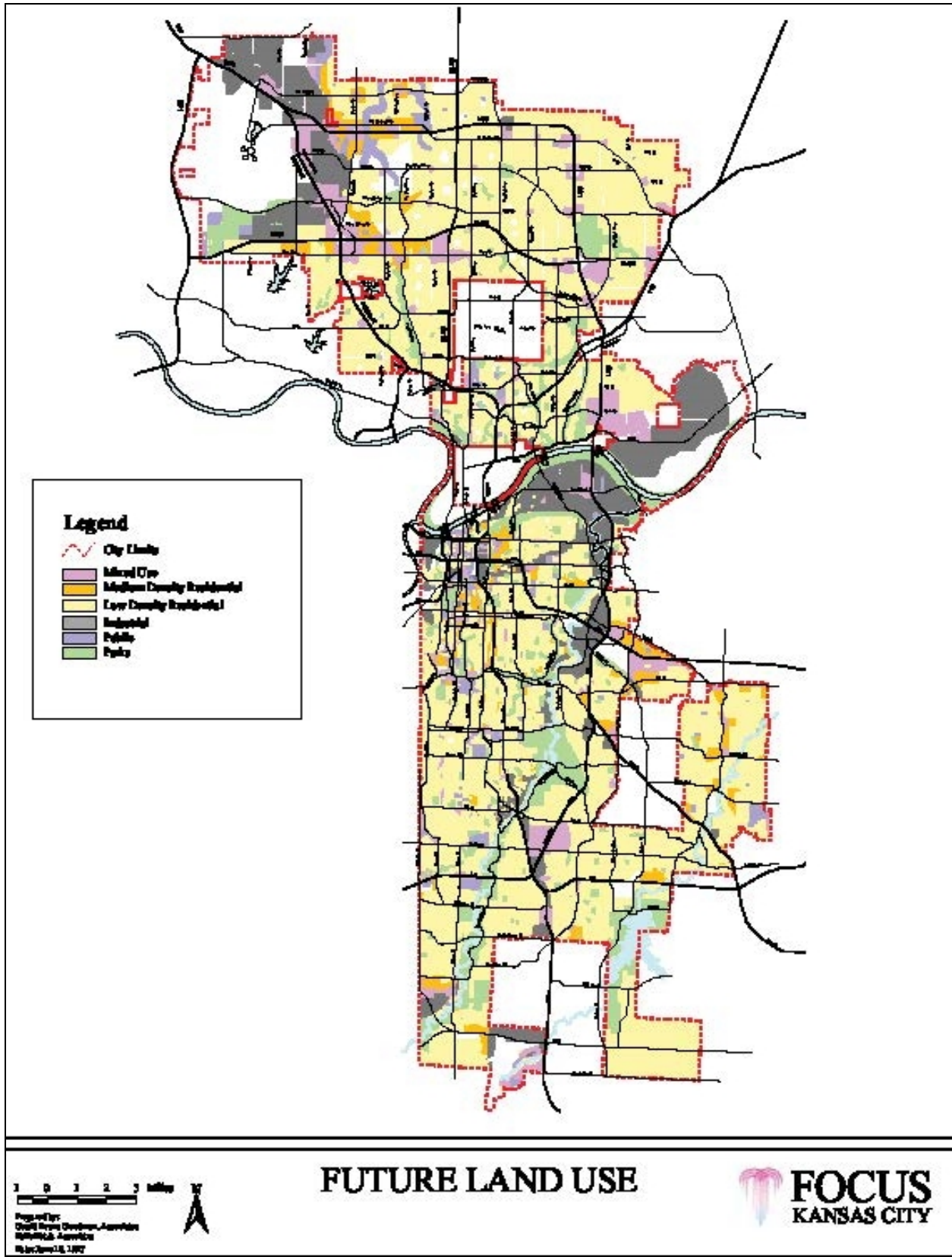
Proposed Land Use

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.



From "KCI Area Plan," adopted June 18, 2009 by Ordinance No. 090395.



From "FOCUS Kansas City Plan," adopted October 30, 1997 by Committee Substitute for Resolution No. 971268.

All uses within the Planning Area shall conform to City Code requirements. Land uses within the Planning Area are identified within the KCIAP as “Residential - MedHigh” for that parcel located at 7301 NW Tiffany Springs Road (the vacant hotel) and as “Commercial” for much of the public right-of-way within the undeveloped portion of the Planning Area located north of NW Old Tiffany Springs Road. The land use plan contained within FOCUS Kansas City identifies the Planning Area as “Mixed Use.” It is anticipated that proposed land uses within this Plan will conform to designated land uses as outlined by the City. If a project requires a different land use designation, the plan applicant will be required to change the City’s official land use designation to conform to the proposed land use.

Land Coverage & Building Densities

The Planning Area encompasses a land area that contains undeveloped public right-of-way and a property parcel partly improved with a now-vacant hotel and ancillary improvements, such as surface parking and recreation facilities. Because the development strategy for the Planning Area contemplates the development of new infill construction, the anticipated building densities within the Planning Area will increase as a result of implementation of this Plan and will be largely dependent upon market forces. However, any material change in land coverage or building densities will be in conformance with the provisions of the City’s applicable development code, as such may be amended pursuant to variances or otherwise. The existing uses within this Planning Area are listed under Section 88-805-05-B.4 of the City Code.

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

Potential redevelopment projects include the following:

- The conversion of the former Ramada Inn to residential apartments at 7301 NW Old Tiffany Springs Road and the future construction of new residential apartments at an estimated total investment of \$50 million.
- Widening and realignment of NW Old Tiffany Springs Road between NW Congress Avenue and NW Skyview Avenue.

As a part of the project, the City of Kansas City, Missouri shall ensure continued access to 7301 NW Old Tiffany Springs Road acceptable to the project developer and/or owner of the property. In addition, the city shall ensure the project developer/owner can continue to use 7301 NW Old Tiffany Springs Road as the property address, should the project developer/owner desire.

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.

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 FOCUS Kansas City Plan;
- Integrate development to be consistent with the existing character of the surrounding neighborhood;
- Revitalize vacant and underutilized property;

- Bring all structures up to building code;
- Increase safety in the area through the use of improved lighting, fencing, and general maintenance;
- Increase business opportunities within the area;
- Beautify the area by improving streetscapes, cleaning up the Planning Area, and generally removing the existing blighting or insanitary elements;
- Encourage development to take place in a natural, park-like setting;
- Improve basic infrastructure within the Planning Area;
- Beautify the area by improving the physical appearance of the structures and eliminating blighting and insanitary conditions; 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,
 - KCI 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, on any tracts owned by the owner or leaseholder of a legally established freestanding outdoor advertising sign, the developer agrees to remove the freestanding outdoor advertising sign upon the expiration of any lease which existed at the time this Plan was approved, 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/investor financing and/or conventional financing. The terms of any potential use of public/private financing methods are to be specified by the Project Developer to the PIEA.

Land Acquisition Costs

Land acquisition is not anticipated within the Planning Area, but any land acquired will be completed in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Tax Abatement

In the event any redevelopment corporation as defined in Chapter 353, R.S.Mo. (1986) as amended, shall, with the approval of the PIEA, acquire in fee simple, any land for redevelopment and redevelop such land in accordance with the plan for redevelopment adopted by the PIEA, and then such land shall be subject to the ad valorem tax abatement provisions contained in Section 353.110, R.S.Mo. (1986) as amended, as authorized by Section 100.570, R.S.Mo. (1986), as amended, 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, R.S.Mo. (1986), as amended, 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 such taxable year against such land had the assessed valuation of such land on January 1 of the calendar year in which the redevelopment corporation acquired title to the property.

The provisions of Section 100.570 R.S.Mo. concerning the ad valorem tax exemption benefits contained in Chapter 353 (R.S.Mo.) and more specifically set forth in Section 353.110 and 353.150(4) R.S.Mo. shall be available to a Redevelopment Corporation designated by the PIEA if the designated Redevelopment Corporation acquires fee simple interest in any real estate for redevelopment and redevelops and uses such real estate in accordance with this Plan and if the PIEA approves such acquisition. Such tax exemption benefits shall be available to any successor, assign, or purchaser or transferee if the designated Redevelopment Corporation provided that such successor, assign, purchaser or transferee continues to use, operate and maintain such real estate in accordance with this Plan. The PIEA will require the designated Redevelopment Corporation, its successors, assigns, purchasers or transferees, to make payments in lieu of property taxes to the PIEA for the appropriate political subdivisions in such amounts which, together with the real property taxes to be paid on the land for the first ten (10) years, shall, as a minimum, equal the total real property taxes on the land and improvements during the tax year immediately preceding purchase of the property by the corporation. Distribution of such payments shall be pursuant to Section 353.110(4) R.S.Mo.

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 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 development project consideration and made part of a redevelopment agreement.

Developer's Obligations

Any developer which proposes to construct, lease or sublease facilities, or to purchase land or redevelop within the area which is the subject of this Plan, shall submit plans and specifications to the PIEA and the City of Kansas City, Missouri, and no building permit shall be issued without the prior approval of all agencies. The developer shall be required to have obtained an agreement with the owner or owners authorizing the redevelopment proposal to be presented to the PIEA. The developer will also be obligated to maintain adequate and direct access either through or around constructed areas.

In addition, any developer submitting a redevelopment project proposal to the PIEA for construction or redevelopment within the Planning Area shall send a courtesy notice to, and meet with, if requested, the owner or owners of property adjacent to the location of the proposed redevelopment project, and to the applicable neighborhood and/or civic organizations registered with the city. For guidance to obtain 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 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 with respect to the proposal.

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 KCIAP or, if at any time design guidelines are absent from the KCIAP, 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 – Recommended Urban Design Guidelines. As part of its review, the PIEA will require developers to submit, among other things, evidence in their proposals that their projects are in compliance with this Plan and that the developer has the legal and financial qualifications to undertake and complete the proposed development.

Relocation

It is not anticipated that relocation will 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, 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

The City of Kansas City, Missouri and Platte County may at some point in the future widen, realign, and/or reconstruct NW Old Tiffany Springs Road within and adjacent to the Planning Area. Otherwise 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.

Should redevelopment within the Planning Area affect boulevards/streets that are under the jurisdiction of the city's Parks & Recreation Department, any such redevelopment shall be reviewed and approved by the Parks & 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 or insanitary area conditions, certain utilities will be 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. 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 emphasize quality nodal development that makes efficient use of existing infrastructure and will enhance an existing neighborhood and foster use of nearby public facilities. Local objectives pertinent to the Planning Area include those stated in the FOCUS Kansas City Plan – Northland Plan and the FOCUS Kansas City Plan – Urban Design and Development Guidelines:

- Quality development that respects the natural environment and is visually attractive;
- Efficient infrastructure that supports existing neighborhoods and fosters cost-effective public facilities and services;
- Social, economic, and physical diversity promoted by a variety of housing types and prices, land uses, and development patterns;
- To enhance the city's quality of life;
- To increase property taxes; 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 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 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 not served by public transportation, and no changes in the public transportation system are proposed at the present time. At the time a specific project plan is developed, any changes or proposed new service will be subject to approval by the City of Kansas City, Missouri and approval by and coordination with the Kansas City Area Transportation Authority ("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 is not expected to have any significant negative impact on adjacent traffic patterns or public transportation, however, if upon review the City of Kansas City, Missouri deems it necessary for the developer or developers to undertake actions and/or improvements to alleviate any negative impacts, the developer or developers shall satisfy all conditions of the City of Kansas City, Missouri to the extent the redevelopment project(s) create such a need for said actions and/or improvements. The KCATA does not currently serve the area and no service changes are attributed to this Plan.

PROCEDURES FOR CHANGE

This Plan or the approved plans for any project in the Planning Area may be modified at any time by the PIEA, provided that, if modified after the lease or sale of real estate property in the Planning Area, the modification must be consented to by the lessee or purchaser of the real property or to successor, or successors in the interest, affected by the proposed modification. Where the proposed modification will substantially change the plan or plans as previously approved by the City Plan Commission and/or the City Council, the modification must similarly be approved by those same entities. Any amendment to the requirement for the completion of rezoning to UR or granting of a waiver prior to the commencement of any PIEA incentives under this Plan will be considered a major amendment requiring the approval of the City Plan Commission and City Council.

EMINENT DOMAIN

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

The PIEA does not anticipate exercising the power of eminent domain within the Planning Area, except possibly to clear title, and will limit the use of eminent domain to five (5) years from the approval of the Plan. Should eminent domain be necessary to acquire real property in the future, the Plan shall be amended and such amendment shall be considered and approved by the PIEA and the City Council. The PIEA shall observe its approved standard procedures for consideration of such amendments, including notices to owner(s) and developer(s).

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

ESTIMATED COMPLETION TIME

The Plan will be materially completed within ten (10) years from the passage of the ordinance approving the Plan by the City Council and will require the amendment of the Plan and approval by the PIEA and the City Council if the Plan is not materially completed at such time that the ten-year time limit has expired.

Appendix I
Property Ownership

No.	Site Address	Parcel ID No.	Owner	Legal Description
1	7301 NW Tiffany Springs Road	20-1.0-01-000-000-018.000	Mid-Western Hotel Partners, LLC % Meecorp Capital Markets, LLC	Tract 1, BARRON INTERNATIONAL PLAZA, a subdivision in Kansas City, Platte County, Missouri.

Appendix II
Recommended Urban Design Guidelines
From KCI Area Plan

Urban Design

Framework and Guidelines



Introduction

The Urban Design Framework and Guidelines are intended to act as the guide for public and private investments made in each land use district recommended by the KCI Future Land Use Map on page 9. The overall goal of the *KCI Area Plan* is to provide a well designed realm of vibrant commercial and industrial centers, neighborhoods, parks, and institutions within close proximity of businesses, transportation, and recreation. All areas should be accessible through a pleasant walking and driving experience.

INTENT STATEMENTS

- Intent statements set forth the goals for development in the KCI area. The Urban Design Guidelines provide direction as to how the goals may be achieved.

FRAMEWORK

- Development framework is objective criteria that provide specific direction to achieve the intent statements. The term “may” to indicate that compliance should be encouraged. The standards set forth in the new Zoning and Development Code are the standards that will control once it is adopted by City Council.

GUIDELINES

- Design guidelines provide further considerations that promote the goals defined by the Intent Statements. Guidelines use the term “should” to denote that they are considered pertinent to achieving the stated intent but allow discretion based on site and project conditions.



Example of a mixed-use commercial center.



Principle: Environmental Management

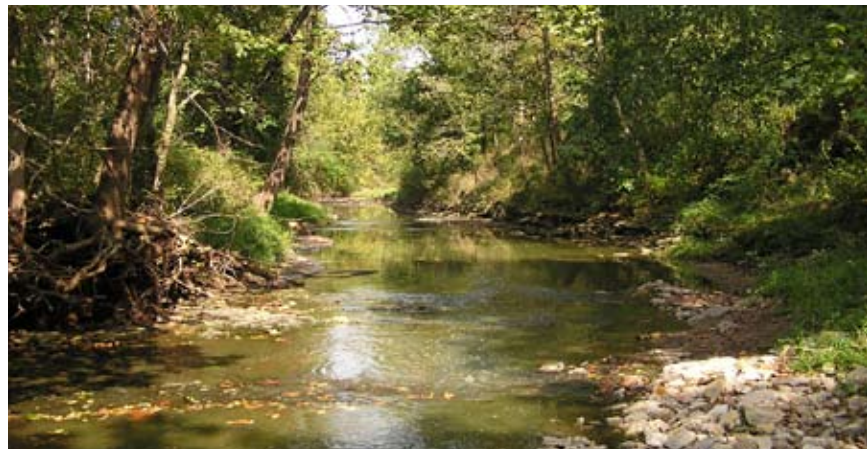
Environmental Management protects the natural resources such as stream corridors, floodplains, woodlands, and steep slopes and integrates them into the fabric of new development.

INTENT (ENVIRONMENTAL MANAGEMENT)

- Protect the existing environmental assets of the area and ensure future development in harmony with existing stream corridors and natural features.
- Use public education to promote activities that improve the quality of storm water runoff entering the streams.
- Improve water quality by maximizing the use of retention in detention areas.
- Protect mature woodlands and environmentally and culturally sensitive areas.
- Provide alternate subdivision design that is more efficient and provides more open space and greater natural resource protection than conventional development designs.
- Implement stream buffer standards to mitigate the adverse environmental impacts that development can have on streams and associated natural resource areas.

FRAMEWORK (ENVIRONMENTAL MANAGEMENT)

- Developments in woodland areas may comply with the standards of the City's Open Space and Conservation Development regulations and could be permitted modifications to the lot and building area standards to allow more compact development designs and to provide more open space.
- Development to retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors.



Environmental Management protects the natural resources such as stream corridors, floodplains, woodlands, and steep slopes.

- Greenway corridors to preserve natural drainage areas, floodplains, and wooded areas to define and connect neighborhoods.
- Use the stream setback requirements established by Section 5200 KCAPWA and as designated by the City's Stream Buffer regulations.
- Encourage no-build areas on slopes that exceed 15% adjacent to stream setbacks.
- Reduce non-point source pollution in existing developed areas.
- Determine procedures and obtain approvals for operating in sensitive areas by coordinating with governing agencies including the Missouri Department of Natural Resources (MDNR), Missouri Department of Conservation (MDC), U.S. Army Corps of Engineers (USACE), and the State Historic Preservation Office (SHPO).
- Future Parkway design standards would require cross-sections to be consistent with the current Parks and Recreation Boulevard and Parkway Standards Plan.

GUIDELINES (ENVIRONMENTAL MANAGEMENT)

- Use retention facilities within detention areas where possible.
- Limit encroachment into protection areas through the use of cluster development with smaller lot sizes or by establishing no-build lines on future platted property.
- Educate neighborhood residents how to reduce non-point source pollution.
- Coordinate development planning with city staff for determine the most appropriate method to preserve noteworthy trees.
- Recommend tree surveys for the woodland areas that locate, identify by common name, and indicate caliper size of each tree greater than 10-inch caliper, unless otherwise specified by city staff. Use symbols or other methods to clearly indicate trees proposed to be saved and those proposed for removal.
- Recommend mitigation of trees over 10-inches in caliper in the woodland areas to be removed by construction. Such mitigation may include planting a similar quantity and similar species of trees and should involve working with the City Forester.
- Existing trees and vegetation to be saved should be protected from all construction activities, including earthwork operations, movement and storage of equipment and materials and dumping of toxic materials. Establish a minimum protection zone by installing temporary fencing around existing vegetation to be preserved, placing the fencing no closer to the trees than their drip lines, and maintaining fencing throughout the construction period.
- Consider enacting a woodland preservation ordinance.



Development to retain the natural and visual character derived from topography, woodlands, streams, and riparian corridors.



Conservation development limits encroachment into protection areas through the use of cluster development.



Principle: Stormwater Management

Stormwater Management reduces storm runoff quantity and increases water quality throughout the region through a system wide, comprehensive strategy for managing storm water within the study area.

INTENT (STORMWATER MANAGEMENT)

- Develop a system-wide network of regional detention to reduce flood damage downstream of the development area.
- Implement practices in future developments that increase storm water infiltration.
- Protect regional detention by providing localized detention in new developments.

FRAMEWORK (STORMWATER MANAGEMENT)

- Provide regional “off-line” detention area designed for multiple frequency storm events (i.e. 2-year, 10-year, 100-year storms).
- Design detention areas as amenity features.
- Limit stormwater runoff from new developments to pre-development levels.
- Adequately treat stormwater runoff from a site before discharge.
- Enforce the City’s standard erosion control practices to reduce sediment loads in stormwater runoff.

GUIDELINES (STORMWATER MANAGEMENT)

- Use graduated spillways on detention facilities.
- Provide detention, retention, and/or Best Management Practices (BMPs) in new developments as identified in Section 5200 KCAPWA.
- Provide a stormwater management study outlining the effectiveness of BMPs when used to limit storm water runoff in new development.
- Use BMPs to reduce the total suspended solids (TSS) load by 80% from storm water exiting new development sites.
- Use non-structural site design practices to promote the preservation of natural and connected open space within and between developments, and provide non-structural storm water treatment.
- Utilize erosion prevention and sediment control practices during construction or during any land disturbance activities in accordance with Section 5100 KCAPWA.



Woodland tree preservation is proposed.



Proposed water features.



Proposed rain gardens to assist with water runoff.

Principle: Open Space and Public Places

Open Space and Public Places contribute to the use and enjoyment of residents and should be provided in useful, quality spaces integrated purposefully into the overall development design.

INTENT (OPEN SPACE AND PUBLIC PLACES)

- To utilize well defined natural and developed open spaces as features that serve as the focus of block, lot, and circulation patterns.
- To utilize open space to bind various developments into cohesive interrelated districts.
- To supplement public open space such as parks and drainage corridors with privately developed open space that completes linkages.
- To use developed open spaces that serve as prominent amenities.
- To encourage small developed open spaces embedded in the pattern of streets, blocks, and lots serve as an amenity and creates value.

FRAMEWORK (OPEN SPACE AND PUBLIC PLACES)

- Provide public access to all public open space, natural and developed, directly from the public street, sidewalk, or trail system.
- Preserve areas of significant natural features, such as floodplains and drainage channels, mature woodlands and vegetation, stream corridors, wetlands, prominent bluffs and steep slope areas.
- Provide a neighborhood green (park) in areas of higher intensity residential development if located more than one-quarter mile walking distance from an existing or planned park.
- Provide site amenities such as public plazas or open landscaped gathering spaces in areas of business development. Such amenities may include public plaza with seating, landscaped mini-park/neighborhood green/or square, water feature, and a public art feature or clock tower.
- Integrate site amenities into the overall development design, rather than placing them on undevelopable remnant parcels or unusable perimeter buffers.

GUIDELINES (OPEN SPACE AND PUBLIC PLACES)

- Use open space to enhance the value and amenity of surrounding development and limit the amount of non-usable or inaccessible open space.



Future park amenities.



Future architectural elements.



Art in the landscape.



Preservation zone.



Design detention areas as an attractive water feature amenity or focal point.

- Create streets, blocks, lots, and building patterns that respond to views, landscape, and recreational opportunities when in proximity to natural open space.
- Encourage fronting lots and buildings on public and private open spaces rather than secluding open space behind buildings. Preserve areas of significant natural features through private common open space or public dedication.
- Design open storm drainage and detention areas as an attractive water feature amenity or focal point.
- Set back buildings, parking areas, and grading from significant natural features a sufficient distance to ensure their continued quality and natural functions.
- Design neighborhood greens (parks) to remain open and visible to residents rather than secluded behind buildings or surrounded by parking lots. Buildings adjacent to a green should front onto the space and include entrances and windows rather than black walls or rear facades.
- The perimeter of a neighborhood green should front entirely to the street/drive curb on at least two sides, with buildings abutting on no more than two sides and/or have an access by internal sidewalk or corridor connection to street.
- Incorporate amenities in neighborhood greens such as walkways, plazas, seating, recreational facilities, gazebos or other similar decorative shelters, pedestrian scale lighting, or other similar features for the use and enjoyment of residents.
- Smaller urban common areas should be accessible, well lit, and maximize visibility into the area from adjacent streets.



Public places should incorporate amenities such as seating, pedestrian scale lighting and other similar features.

Principle: Neighborhood Development

Neighborhood Development provides a range of housing opportunities integrated within proximity to activities of daily living.

INTENT (NEIGHBORHOOD DEVELOPMENT)

- Recommend that neighborhood developments ensure connections between neighborhoods/destinations and the Trails KC system.
- To provide a broad range of housing types and price levels that allow for a mix of residents with diverse ages, races, and incomes.
- To provide pedestrian-friendly neighborhood designs with a “sense of place” is seamlessly integrated with the natural environment, and includes a fine-grained mix of uses where no single use monopolizes a large area.
- To provide neighborhoods with a defined “center”, such as neighborhood green (park), plaza, or neighborhood retail center public space.
- To provide a variety of residential, commercial, institutional, civic, and personal activities of daily living within close proximity and within a five minute walking distance of residents. To utilize open space to bind various developments into cohesive interrelated districts.
- To ensure the affordability of workforce housing while encouraging a sustainable and quality development that enhances the character of the area.

FRAMEWORK (NEIGHBORHOOD DEVELOPMENT)

- Provide flexible development standards for lot sizes and setbacks, street design and layout, and stormwater management to minimize environmental impacts.
- Provide interconnected networks of streets wherever possible to encourage walking and reduce the number and length of automobile trips.
- Design mixed-use neighborhood areas to promote pedestrian activity and connections to adjoining land uses and neighborhoods.
- Provide the flexibility to promote quality workforce housing in an economical manner.

GUIDELINES (NEIGHBORHOOD DEVELOPMENT)

- Coordinate private development design efforts with city staff to integrate alternative development techniques and modifications to conventional development regulations to enhance the area and preserve open space.
- Locate estate lots and lowest density residential uses in areas where more intense development would negatively impact the terrain and existing woodlands.
- Locate higher building densities and more intense land uses within and around mixed use neighborhood centers.



Preservation with development.



Architectural focal points.



Open space with passive options.



Pocket parks.



Community connections.



Lot frontage onto parkway.



Opportunities to have a variety of street sections.



In residential areas, include vegetated swales in lieu of enclosed stormwater pipe systems along the roadways.

- Provide streets parallel to open space or looped streets with neighborhood greens to create a “sense of place” when through streets connections are not desirable due to topographic features.
- Provide neighborhoods with close access to open space lands or a range of parks, such as tot-lots, neighborhood greens, and community gardens.
- Locate civic buildings and public gathering spaces on prominent sites and design them with distinctive form to create a sense of community identity.

Principle: Community Streets

Community Streets establish a logical system of arterial, collector, and local streets to provide direct and fully interconnected access throughout the planning area.

INTENT (COMMUNITY STREETS)

- To provide a balanced interconnected system of streets, building layouts, sidewalks, and trails in a pattern that disperses traffic and provides multiple travel routes.
- To allow variations on street standards and provide alternative street designs that minimize the amount of impervious surfaces, conserve open space, and protect natural features and water quality.

FRAMEWORK (COMMUNITY STREETS)

- Layout streets to follow existing landscape and to minimize the impact on the natural terrain.
- Incorporate alternative street designs that reduce the quantity of stormwater runoff.
- Limit dead-end streets such as cul-de-sacs to areas where not practical for direct street connections and where most appropriate with the existing terrain.
- Private alleys shall be designed to minimize alley width, especially at the intersection of the alley and a public street. Alley flares should be the minimum width possible to accommodate public safety and maintenance equipment.

GUIDELINES (COMMUNITY STREETS)

- Provide on-street parallel parking in Mixed Use Neighborhood and Mixed Use Community areas.
- Use streets to define the boundaries of natural or developed open space.
- Allow curb-to-curb widths of local streets as narrow as practicable while accommodating expected traffic and pedestrians.
- In mixed use areas, use alleys as a means of concealing parking and service areas, for locating utilities, and for minimizing curb cuts.
- In residential areas, allow alternative local and collector residential street designs that may include reduced pavement widths with a concrete apron rather than raised curbs, and include vegetated swales with plantings similar to rain gardens in lieu of enclosed stormwater pipe systems along the roadways.

Principle: Gateways

Gateways are visual features at prominent locations that help people recognize they have arrived at a special place.

INTENT (GATEWAYS)

- To help orient visitors and residents to the area. There are two types of gateways proposed for the Plan Area: Major Gateways and Minor Gateways.
- To contribute to the unique identity of an area by visually highlighting special features at prominent locations with landscaping, public art, unique architecture or built features.
- The Urban Design Framework Map on page 72 shows where important urban design features are located in this area.

FRAMEWORK (GATEWAYS)

- Major Gateways are major focal points generally located on major roadways at major interchanges or at the intersections of primary image streets.
 - » They should be large enough to be seen as one approaches an on- and/or off-ramp or major intersection
 - » High-quality materials such as stone, cast stone, tile and/or masonry should be used
 - » Can be a large scale, highly visible landscape feature or could incorporate one or more unique architectural features
- Minor Gateways are smaller than Major Gateways and highlight particular neighborhoods or business districts.
 - » Should reinforce the individual district or neighborhood's unique character through imitation of the size, scale, materials and overall character of the commercial area, mixed-use area or neighborhood.

GUIDELINES (GATEWAYS)

- Incorporate Major Gateways at the primary entrance to the Airport from all major streets or highways, at the intersection of I-29 and Tiffany Springs Parkway, and the northern City limit on I-29/entrance to the City.
- Incorporate Minor Gateways at business districts, at major entry points of new residential developments, and at established neighborhoods where not already existing.



Gateways contribute to the unique identity of an area by visually highlighting special features at prominent locations.

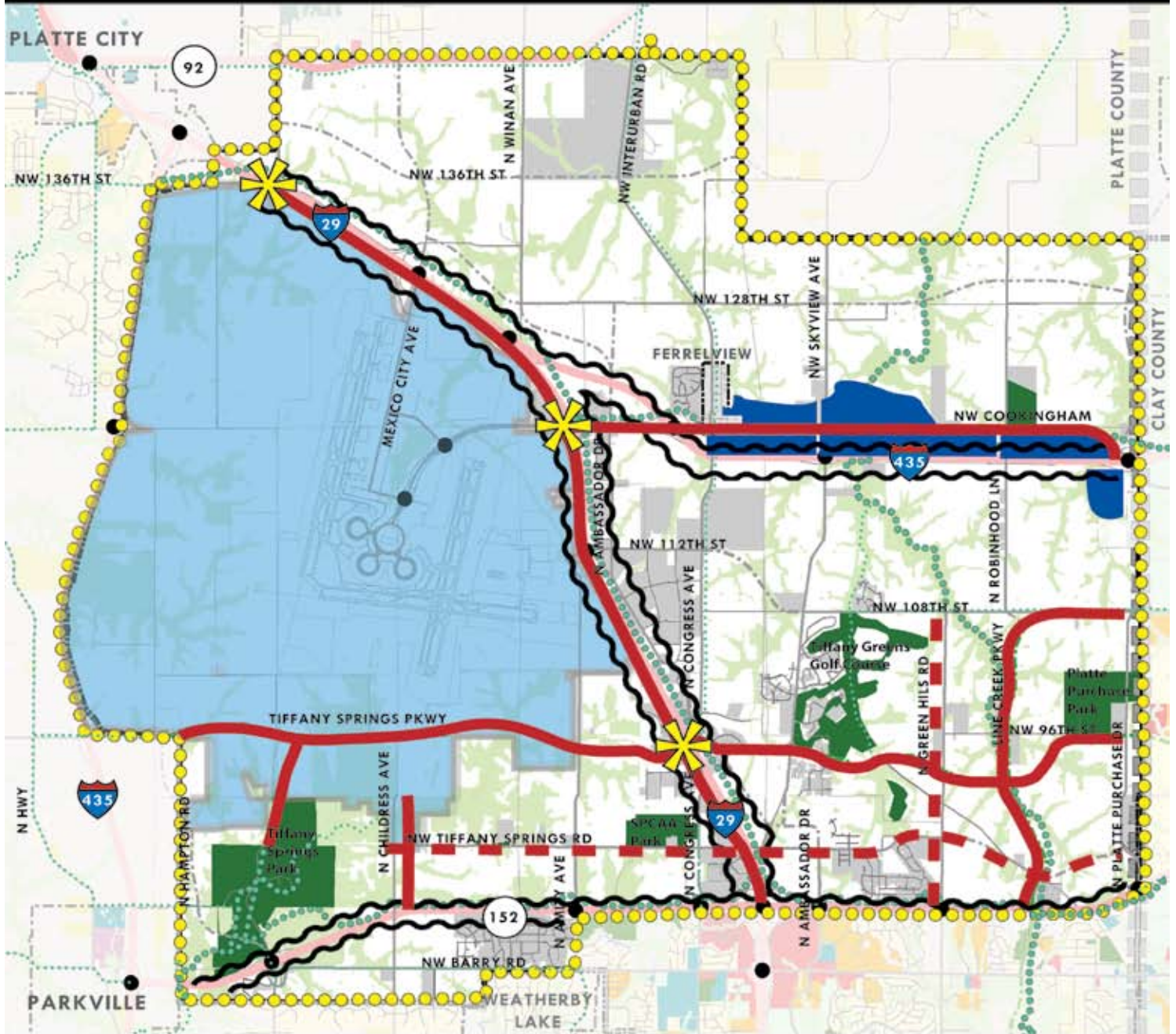


A major gateway is recommended at the primary entrance to the Airport from all major streets or highways.



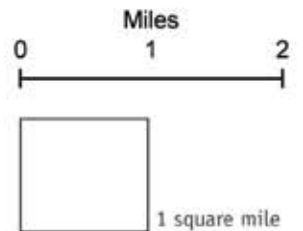
Example of a Minor Gateway at the Tiffany Greens neighborhood entrance.

Urban Design Framework Map



Legend

- | | | |
|---------------------------------------|------------------------------|-------------------------------|
| KCI Area | Trails KC | Primary Image Streets |
| City Limit | Neighborhood Connector Trail | Secondary Image Streets |
| Freeway/Expressway System | Parks | Edges/Barriers |
| Parkways/Boulevards, Existing | Open Space/Buffer | Cookingham Mixed-Use District |
| Parkways/Boulevards Proposed | Airport | Major Gateways |
| Primary/Secondary Arterials, Existing | Existing/Partial Interchange | |
| Primary/Secondary Arterials, Proposed | | |
| Local Streets | | |



Gateways - Conceptual

Major and Minor

MAJOR GATEWAYS ("M")

Gateways are visual features at prominent locations that help people recognize that they have arrived at a special place.

Major gateways are focal points generally located on major roadways at major interchanges or at the intersections of primary image streets.

- Should be highly visible from the roadway.
- Made of high-quality materials.
- Be of a large scale, highly visible landscape feature or architectural element.

MINOR GATEWAYS ("m")

Minor gateways are smaller gateways that highlight particular neighborhoods or business districts.

- Should reinforce the individual district or neighborhood's unique character through imitation of size, scale, and materials.





Principle: Edges

Edges, or barriers, are major physical or visual features that divide an area.

INTENT (EDGES)

- To provide adequate physical and visual connections to breach edges and make linkages at appropriate locations.
- The major edges in the KCI area are formed by the freeway and highway system.

FRAMEWORK (EDGES)

- Create or improve safe bicycle and pedestrian access at intersections and interchanges, and across, under or over edge highways and interstates, with highest priority for locations where there are significant bicycle and pedestrian origins and destinations, or trail connections.

GUIDELINES (EDGES)

- Use landscape or public art elements to draw the eye away from the visual barrier of highways and freeways.
- Use hardscape, lighting, and mural features to de-emphasize underpasses.
- Create small gateway features at the entrances to neighborhoods or business districts that are along edge highways and interstates to soften the transition across the edge.



Well-designed edge formed by street network and bridge.

Principle: Image Streets

Image streets are streets most important to current and future travelers' and residents' positive and negative perceptions of an area. They are major streets, whether they be freeways, highways, or arterial streets.

INTENT (IMAGE STREETS)

- Set the “tone” of the area by establishing visual and aesthetic standards.

FRAMEWORK (IMAGE STREETS)

- The KCI area is dominated both visually and in terms of access by the freeway and highway system, whose strict federal and state regulation restricts the range of design options. The system is already complete so major changes are unlikely.
- Primary image streets are most important to positive and negative perceptions of an area.
- Aesthetic enhancements should be a priority on these corridors. Primary image streets include:
 - » The proposed future airport terminal and entrance road from Hwy. 152
 - » I-29
 - » Cookingham Drive
 - » Tiffany Springs Parkway
 - » Line Creek Parkway
- Secondary image streets contribute to perceptions of an area but are characterized by a less intense level of development. Secondary image streets include Green Hills Drive and Tiffany Springs Road.

GUIDELINES (IMAGE STREETS)

- Primary image street opportunities for highways and major arterials include:
 - » **New South Airport Entrance Road:** If the terminals are relocated, design the road to preserve the context of its natural setting and also to highlight its importance as the Airport entrance.
 - » **I-29:** Consider an intensive and distinctive “Grow Native” approach to landscaping in the right of way featuring not only grasses but also wildflowers.
 - » **I-29:** Continue to decrease billboards along I-29 within the KCI Planning Area, and create an office/business corridor.



Enhancements along an image street bring visual and aesthetic appeal.



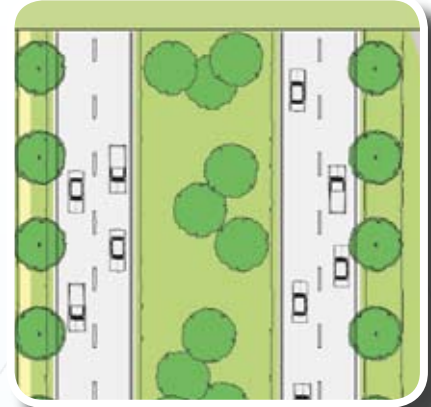
Landscaped medians and buffers can compliment an image street.

Image Streets - Conceptual

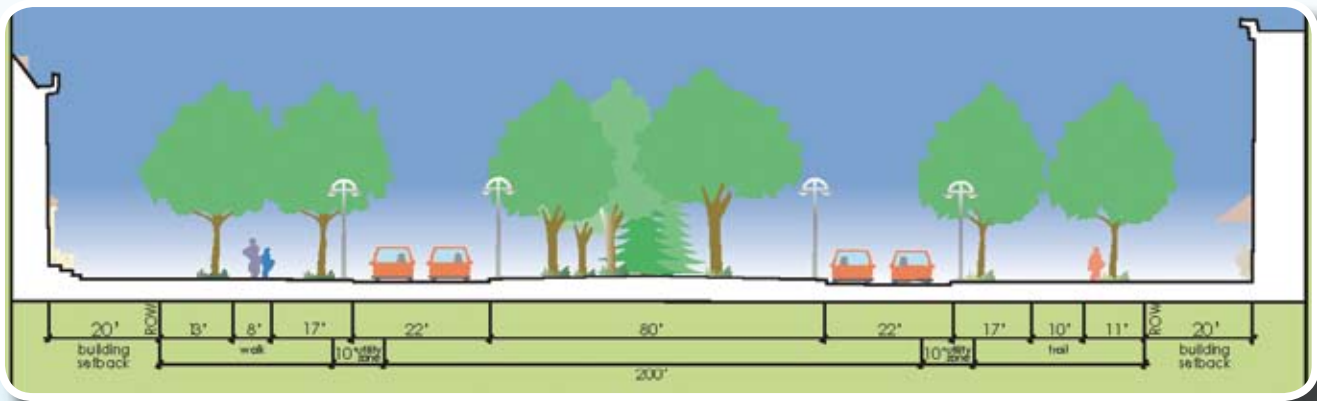
PRIMARY IMAGE STREET

Primary image streets are most important to current and future travelers' and residents' positive and negative perceptions of an area.

- Establish visual and aesthetic design for an area.
- Parkway can make a major contribution to an area's natural image.



MEDIANS



**LOW-IMPACT DEVELOPMENT (LID)
AND OFF-STREET TRAIL**



LANDSCAPE

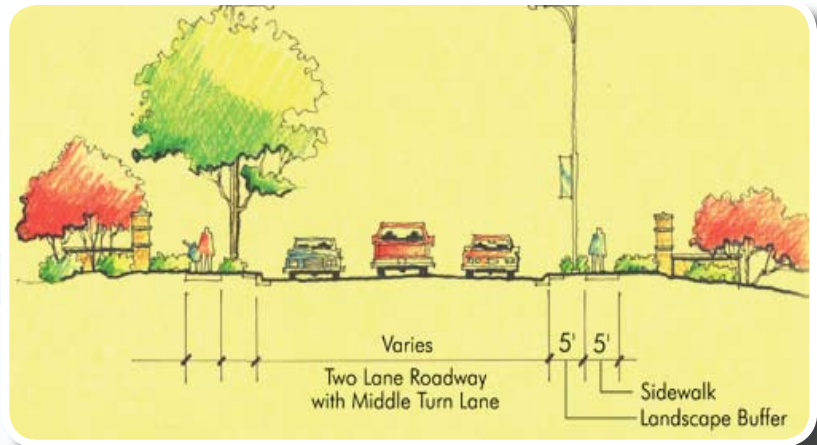


LANDSCAPED MEDIAN

Image Streets - Conceptual



ON-STREET BIKEWAY



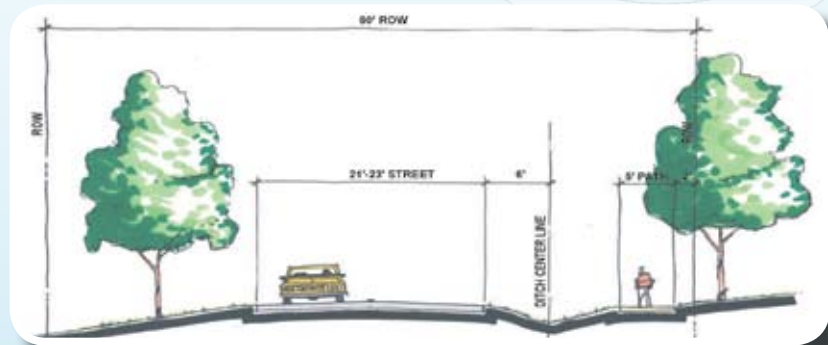
SECONDARY IMAGE STREET

Secondary image streets are those that contribute to the perception of an area.

- Characterized by a less intense level of development.



LANDSCAPE



LANDSCAPE



OFF-STREET TRAIL



ON-STREET PARKING



SIDEWALKS



SIDEWALKS



- » **I-29:** For new developments and major redevelopments that can be seen from I-29, require that the building finishes, screening of storage areas, and landscaping be comparable to those required for the front of the property.
- » **Cookingham Drive:** Has the opportunity to create a unique image for the northern part of the plan area.
- Parkway can make a major contribution to the area's image, particularly in helping to enhance the natural image. Since most of the parkway system in the KCI area is not constructed, this is a major opportunity to enhance the image of the area. Recommendations include:
 - » **Tiffany Springs Parkway:** Follow the parkway standards from the draft Boulevard and Parkways Standards of Kansas City, Missouri report. Design the parkway to preserve and promote the natural resources assets as an important element of context sensitive design.
 - » **Line Creek Parkway:** Prepare a Corridor Study for the portion of Line Creek Parkway north of Highway 152.
- Recommendations for secondary image streets include:
 - » **Green Hills Drive:** As a part of residential development in an Open Space Conservation development, complete reconstruction of Green Hills Drive to comply with the Secondary Image Street Streetscape guidelines.
 - » **Tiffany Springs Road:** As development and redevelopment occurs along the roadway, complete reconstruction of Tiffany Springs Road to comply with the Secondary Image Street Streetscape guidelines.



Secondary image street through residential development.

Principle: Pedestrian and Bicycle Circulation

Pedestrian and Bicycle Circulation must be safe and convenient for all users and provide connectivity within and between developments.

INTENT (PEDESTRIAN AND BICYCLE CIRCULATION)

- To provide a safe, convenient, inter-connected, and visually pleasing system of pedestrian walks, bike routes, and trails.
- To provide a pedestrian/bicycle network. Design the experience for pedestrians and bicyclists with the same or higher priority as that of the automobile (see the *Trails KC/Bike KC* plans for further details/standards).

FRAMEWORK (PEDESTRIAN AND BICYCLE CIRCULATION)

- Development shall provide pedestrian circulation from public walks to parking areas, building entries, plazas, transit stops, and open spaces. Walkways shall be provided to separate pedestrians and vehicles, and link ground level uses.
- Pedestrian and/or bicycle connections shall be made between residential neighborhoods, business centers, and open space systems. Pedestrian, bicycle, and visual connections shall also be provided wherever automobile connections are not feasible.
- A direct pedestrian connection to the building entry shall be provided from the public sidewalk.
- Design and locate pedestrian walkways and sidewalks in a manner that encourages their use. Review City Zoning and Development Ordinance for other requirements.
- Provide bicycle access between bicycle lanes and trails, with on-site bicycle parking areas in neighborhood business centers.

GUIDELINES (PEDESTRIAN AND BICYCLE CIRCULATION)

- Provide pedestrian walkways and sidewalks along all internal streets/drives and extend them to the boundaries of each individual development area to link with sidewalks along perimeter streets and with adjoining developments and to regional trails.
- Minimize street crossing distances. Alternatives may include refuge medians for pedestrians or pedestrian crossings the colored pavement or pavers to create a mixture of pattern and texture.
- Provide pedestrian walkways and sidewalks that link with adjacent or future parks, greenways, trails, schools, and civic spaces.
- Setback sidewalks from street and include an 8-foot or wider tree lawn between the curb and the sidewalk.



Neighborhood connectivity.



Mixed-use.



Neighborhood trail connectors.



Neighborhood linkages.



Accent crossings.



Greenway preservation.

- Allow sidewalks closer to the street curb in commercial mixed-use areas and incorporate tree planters and landscape when sidewalks are adjacent to the curb.
- Primary sidewalks in mixed use community district areas should be as wide as practicable but no less than eight (8) feet wide. Secondary sidewalks should be a minimum five (5) feet wide. Increase sidewalk width when adjacent to on-street parking and include a “transition zone” of pedestrian amenities along the street including street trees, landscape planters, pedestrian lighting, and other streetscape amenities.
- Walkways extending through parking areas should be incorporated into linear landscape strips, at least 17-feet in width to accommodate vehicle overhangs and landscape planting areas between the sidewalk and the curb.
- At each point where a sidewalk/walkway crosses a paved area in a parking lot or internal street or driveway, the crosswalk should be clearly delineated by a change in paving materials distinguished by color, texture, or height.
- Bicycle circulation should connect and align with pre-existing and planned off-site bicycle routes (Bike KC and Trails KC plans).
- Provide bicycle parking or storage near destinations, particularly in business areas.
- Locate bicycle parking in visible, active, and well lit areas; near building entries, convenient to primary bicycling access, and not encroaching on pedestrian walkways; and where from inside adjacent buildings.



Locate bicycle parking in visible, active areas.

Principle: Site Planning

Appropriately sited buildings will greatly enhance the formation of public streetscape and provide a “sense of place” for all users. The following conditions apply as stated, except on Aviation property when FAA guidelines regarding issues of health, safety, or welfare supersede.

INTENT (SITE PLANNING)–ALL RESIDENTIAL AND COMMERCIAL DISTRICTS

- To utilize building placement and open space to establish uninterrupted views.
- To ensure streets are treated as development frontage.
- To set standards of high quality architecture and site layout to ensure long term value and connected spaces.
- To ensure building placement and orientation is consistent with pedestrian orientation development, topography, sight lines, and the vision of the area.
- To provide for compatibility of use, access, and circulation between adjoining properties within the public realm.
- To provide special definition of streets, especially at key locations such as arterial street intersections or district gateways.
- To maximize the positive character of streets and buildings through continuity of architecture and landscape frontage, and to minimize the visual impact of parking lots and structures along streets.

FRAMEWORK (SITE PLANNING) – ALL RESIDENTIAL AND COMMERCIAL DISTRICTS

- Encourage that buildings front onto a street or major access drive to create a clear street edge and to provide physical definition of roadways as it relates to the public realm.
- Development could be permitted to place or orient buildings, parking, circulation, or service facilities on a lot in such a way as to treat primary street frontage(s) as a rear lot line. For purposes of this standard “rear” shall be defined to mean a portion of the property lacking public access and containing a predominance of service functions that significantly diminish the architectural or landscape quality of the development.
- Provide exceptional architectural design, a vertical architectural feature, public art, and/or exceptional designed public plaza or landscape at corners of major street intersections and around gateway areas, and that still creates continuity throughout the area.



Building character.



Proposed streetscapes.



Landscape improvements.



GUIDELINES (SITE PLANNING)– ALL RESIDENTIAL AND COMMERCIAL DISTRICTS

- Design new development to relate with adjoining properties to minimize incompatible conditions, to maximize useful inter-connections, and to enhance the appearance of the properties from the street.
- Parking areas should not be located within a minimum 200-foot radius of the center point of a major street intersection or gateway, unless located behind a building.

FRAMEWORK (SITE PLANNING)– ALL RESIDENTIAL DISTRICTS

- Create a hierarchy of interconnected streets and drives that respect the natural contours of the land and is designed to pedestrians, bicyclists, and automobiles movements.
- Do not locate parking between the building and street, except for single-family detached dwellings and cluster single family developments consisting of zero lot line dwellings, cottage houses, or two-unit dwellings.
- Provide rear alley/rear garage access for attached residential structures in higher density residential areas and mixed use areas.
- Residential properties fronting onto parkways, except for residential estate lots, should not have direct driveway access. Garages and/or parking lots may be located and accessed from the rear. See the Parkways and Boulevards Standards Plan for more details.



Frontage to roads.



Mixed housing stock.

GUIDELINES (SITE PLANNING)– ALL RESIDENTIAL DISTRICTS

- Allow reduced front yard and side yard building setbacks for the habitable portion of residential buildings, provided any street oriented garages maintain the minimum building setback required by the underlying zoning district.
- Common open space and recreational facilities should be centrally located where most conveniently accessible to a majority of residents.
- “T” intersections should be used in locations where it is desirable to highlight important public spaces or open space areas.
- Private drives serving cluster or multi-family development areas should be designed similar to public streets with detached sidewalks and planting strips between the curb and sidewalk, street trees, and lighting. Internal drives should not be designed with directly accessing angled or perpendicular parking stalls. However, parallel on-street parking may be incorporated where appropriate.

FRAMEWORK (SITE PLANNING) – ALL COMMERCIAL DISTRICTS

- In mixed use areas provide a tight network of streets, wide sidewalks, regular street tree plantings, buildings oriented toward the street with close setbacks, and accommodate on-street parking in addition to parking behind buildings.
- Locate buildings in mixed-use areas along a build-to-line, with no parking or vehicular circulation allowed between the building and street.
- In commercial (general office and retail) areas, limit the amount of parking and vehicular circulation located between the building and the street.
- For medium or large scale retailing (larger than 30,000 square feet) no more than 60 percent of total surface parking shall be located between buildings and arterial streets.

GUIDELINES (SITE PLANNING) – ALL COMMERCIAL DISTRICTS

- Nonresidential freestanding buildings should be clustered to define the street edge and create plazas or usable public gathering spaces between buildings. The even dispersal of freestanding buildings in a widely spaced pattern is not desirable in mixed use areas.
- Frame and enclose parking areas with buildings on at least three sides. A majority of the frontage along an arterial street or other major roadway should be occupied by buildings or other structures such as decorative architectural walls (not to exceed 3-feet in height) or by landscaping.
- Parking areas between buildings and the street, when permitted, should use special paving materials to create parking courts with a higher level of pedestrian amenity and create the “sense of place”.



Mixed-use centers.



Pedestrian zones.



Plaza configurations.



Streetscape store fronts.



Landscape screening.



Mixed housing.

Principle: Architectural Character

Architectural Character and treatment of buildings plays an important role in the identity of the KCI area and in creating a built environment in scale and character with pedestrian oriented activities.

INTENT (ARCHITECTURAL CHARACTER)– ALL RESIDENTIAL AND COMMERCIAL DISTRICTS

- To ensure that the form and scale of buildings reinforces the character of streets and open space, and accommodate the movement of pedestrians.
- To encourage landscape screening and maintenance and to provide materials of quality, durability, and scale appropriate to pedestrian activity and contact.
- To minimize and use landscaping to buffer negative visual impacts leading to service areas on adjoining streets, public spaces, and adjacent property.
- To identify the location of a business with signage that is unobtrusive, as well as integrated with the buildings and/or landscape design.
- To minimize the dominance of garages on residential streets by providing a variety of street facing facades and garage locations.

FRAMEWORK (ARCHITECTURAL CHARACTER) - ALL RESIDENTIAL AND COMMERCIAL DISTRICTS

- Design and place buildings on a site to define roadways as civic spaces.
- All building frontages visible from a street or a residential area could have the equivalent treatment of the primary building facade, with all service and loading facilities completely screened.
- Design buildings to relate directly to the street and reinforce the pedestrian scale and quality of street, civic, and open spaces using the following techniques:
 - » Shifts in building massing, variations in height, profile, and roof form that provide human scale while maintaining a consistent relationship of overall building form to the street edge
 - » Minimize long expanses of wall at a single height or in a single plane
 - » Vary floor heights to follow natural grade contours if significant variation is present

- Design buildings to provide human scale, interest, and variety using the following techniques:
 - » Building form variation with recessed or projecting bays
 - » Expression of architectural or structural modules and detail
 - » Diversity of window size, shape, or patterns that relate to interior functions
 - » Emphasize building entries through projecting or recessed forms, detail, color, or materials
 - » Variations of material, material modules, expressed joints and details, surface relief, color, and texture to break up large building forms and wall surfaces. Such detailing could include sills, headers, belt courses, reveals, pilasters, window bays, and similar features.
- Provide variation in building form, unless the area is designed in a manner that relies on uniformity to establish an architecturally pleasing pattern.
- Provide a primary entry for building facades facing arterial streets, or a facade treatment of comparable architectural, material, and detailing quality. Corner buildings need only provide public entry on one street facade.
- Connect primary building entries to the street sidewalk by the most direct route.
- Provide signs compatible with the character of the surrounding area and adjacent architecture in terms of scale, color, materials, and lighting levels.
- Any freestanding signs shall be monument style in appearance. Prohibit the use of pole signs and billboards.

**GUIDELINES (ARCHITECTURAL CHARACTER)–
ALL RESIDENTIAL AND COMMERCIAL DISTRICTS**

- Provide human scaled architectural features in areas where pedestrian activity occurs or is encouraged and use the highest level of architectural detail close to pedestrian areas, near streets and entries, and around the ground floor.
- Provide windows, doors, plazas, and so forth on building facades adjacent to open space to encourage pedestrian activity and provide visual oversight.
- Use the highest architectural building design standard when located within 500 feet of a major intersection with a Parkway.



Community gathering space.



Architectural store front.



Prohibit the use of pole signs and billboards.



On-street parking for a commercial district.



Residential garage placement.

FRAMEWORK (ARCHITECTURAL CHARACTER) – ALL RESIDENTIAL DISTRICTS

- Provide the flexibility to promote quality workforce housing in an economical manner.
- Residential dwellings throughout a neighborhood may include a variety of garage placements and orientations to avoid monotonous rows of garage doors visible from the street.
- Buildings with two or more dwelling units could have no more than one garage per building oriented toward a street. Building designs with alternative garage types and locations shall be used to accommodate garages for other units (i.e. side and rear loaded garages).
- Cluster housing developments may include housing designs in which front and side loaded garages are recessed behind the forward-most enclosed area of the residence, not including window bays; or front facing garages occupying less than 33% of the front elevation may be flush with the forward-most enclosed area of the residence not including bay windows

GUIDELINES (ARCHITECTURAL CHARACTER) – ALL RESIDENTIAL DISTRICTS

- Provide residential dwelling designs with alternatives to street oriented garages, such as a mixture of rear and side loaded garages, attached and detached garages, carports, and porte cocheres.
- Minimize the prominence of garage doors viewed from the street by such methods as subdividing them into multiple doors to reduce the scale, incorporating doors into the architectural character of the primary structure, placing other architectural features such as porches, bays and upper floor forward of the garage, deeply recessing front loaded, attached garages, or orienting the garage to the side or rear.



Provide residential dwelling designs with alternatives to street-oriented garages, such as a mixture of rear and side-loaded garages.

FRAMEWORK (ARCHITECTURAL CHARACTER) – ALL COMMERCIAL DISTRICTS

- In mixed use neighborhood/community districts only, limit the size of non-residential uses to less than 25,000 square feet of gross floor area on any single floor, except food stores (groceries) which may include up to 40,000 square feet of gross floor area on a single floor. (Also see land use definitions on page 14).
- Locate and design large non-residential buildings to minimize the impact of windowless walls and service areas on public streets.
- Provide ground floor retail with direct pedestrian entries oriented toward public streets, parks, or plazas. Primary entries must be easily and directly visible from a street.
- Include a repeating pattern on building facades that includes no less than three of the elements, with at least one of the elements repeating horizontally.
 - » Color Change
 - » Texture Change
 - » Material Change
- Limit the use of outside commercial sales, storage, or display areas. However when permitted, such areas shall be screened with landscaping or enclosed with materials integral to the building architecture.

GUIDELINES (ARCHITECTURAL CHARACTER) – ALL COMMERCIAL DISTRICTS

- Provide a clear and consistent street edge with at least 50% of the building's "active wall" oriented toward the street. An "active wall" is the side of the building containing the majority of the storefronts, customer entrances, and windows.
- Incorporate a substantial proportion of transparent glazing at all occupied levels of building facades adjoining or oriented toward streets and pedestrian areas.
- Provide arcades, display windows with vision glass, spandrel glass (not to exceed 50% of the total glass on any on façade), entry area, awnings, or other such features along no less than 60% of their horizontal length of ground floor facades facing public streets.
- Provide no less than 20% window to solid wall area for portions of a building façade above the ground floor.
- Provide a roof form and other related elements such as roof material, color, trim, and lighting as an integral part of the building architecture. Roofs should not serve as attention-getting devices for signage or as an identifiable corporate image.
- Locate drive-through facilities (order stations, pick-up windows, bank teller windows, money machines, etc.), when permitted, on the side or rear of a building away from a street. Drive-through lanes may be allowed along a street if buffers are provided to screen such activities from the roadway (by landscaping and berms).



Store front architecture.



Architectural style.



Provide a clear and consistent street edge.



Architectural style.



Principle: Landscape Design

Landscape Design contributes to common usable open space that is of mutual benefit to surrounding property owners, businesses, and residents.

INTENT (LANDSCAPE DESIGN)



Estate lot with tree preservation.

- To promote high quality landscape design, compatibility between uses, water conservation, and a well maintained appearance.
- To soften and mitigate the impacts of large buildings and paved areas.
- To provide transitions between developed and natural areas, and buffers between incompatible uses.



Streetscape possibilities with community connections.

- To provide for the coordination of design and location of walls and fences to maximize the positive interrelationship of buildings, public streets, and open space.
- To create and enhance the connectivity of neighborhoods, mixed use and recreation developments by the layout and implementation of thoughtful and meaningful landscapes throughout the area.

FRAMEWORK (LANDSCAPE DESIGN)

- Encourage hiring a registered landscape architect for all landscape plans.
- Implement a street tree planting plan along all public streets.
- Maintain a continuous landscape treatment along arterial street frontages to the greatest degree possible.
- Preserve existing healthy trees to the greatest extent practicable, and protect such trees by removing existing damaged, decayed, or diseased trees.
- Coordinate with City staff, the design and materials for walls and fences for principal buildings in terms of color, quality, scale, and detail.

GUIDELINES (LANDSCAPE DESIGN)

- Provide automatic sprinkler systems with rain sensors for new landscape areas, or provide a hose bib network approved by City staff.
- Provide street tree species approved by the City that maximize the cohesiveness of each block without creating monocultures susceptible to disease.
- Provide street trees at a maximum spacing of approximately 40-feet on-center, while maintaining at least 25 feet separation from street lights.
- Provide foundation landscaping (not including street trees plantings) for residential dwellings equal to at least 0.5 percent of the structure value stated on the building permit.
- Provide transition from developed and irrigated landscape areas to any areas bordering natural open space with prairie land forms and vegetation.
- Use landscaping to define and enhance the sense of arrival at appropriate site locations, and to visually frame buildings and buffer parking, garage, and service areas.
- In residential, limit fences within a setback area along a public street to a maximum 4 feet in height.
- Where chain link or similar forms of security fencing are required, screen such fencing from view along adjoining streets and development. Final approval of fencing material will be determined by City staff.
- Refer to the City zoning/landscape ordinance for other requirements.
- Use existing vegetation and/or topography for landscape and enhancement of landscape plans submitted for review. Xeroscape and native plantings recommended.



Commercial landscaping.



Street landscaping.



Neighborhood landscaping.



Streetscape landscaping.

Appendix III Supplemental Materials

From Missouri Department of Transportation:

“Diverging Diamond Interchange at I-29 and Tiffany Springs Parkway” – Completed project drawing
http://www.modot.org/kansascity/major_projects/I29andTiffanySpringsPkw.htm, accessed 12/27/13

I-29/Tiffany Springs Parkway Interchange



Appendix IV
PIEA Resolution No. 1586

**PLANNED INDUSTRIAL EXPANSION AUTHORITY
OF KANSAS CITY, MISSOURI**

RESOLUTION NO. 1586

A RESOLUTION FINDING THE SEVEN301 PIEA AREA IS A INSANITERY AREA PURSUANT TO PIEA LAW AND ADOPTING THE GENERAL DEVELOPMENT PLAN FOR THE SEVEN301 PIEA AREA.

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

WHEREAS, the Planned Industrial Expansion Authority has caused to be undertaken a Blight Study and General Development Plan for the Seven301 PIEA Area ("Project Area"), said Project Area being described in **Exhibit A** attached hereto; and

WHEREAS, the redevelopment of the Project Area is in the public interest inasmuch as its redevelopment will preserve the public health and safety and the economic viability of Kansas City, Missouri ("City"); and

WHEREAS, the Planned Industrial Expansion Authority has reviewed the proposed redevelopment plan for the Project Area and has considered whether the proposed plan's uses and building requirements in said area are designed with the general purpose of accomplishing and conforming with the general plan of the City for coordinated, adjusted, harmonious development of the City and its environs, in accordance with present and future needs; and 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 provision for traffic, vehicular parking, the promotion of safety from fire, panic and other dangers, and adequate provision for light and air; the promotion of the healthful and convenient distribution of population, employment opportunities, adequate transportation, water, sewage, and other public utilities, schools, parks, recreational and community facilities and other public improvements; the promotion of sound design and arrangement; the wise and efficient expenditure of public funds; and the prevention of the reoccurrence of unsanitary areas, conditions of blight or deterioration or underdeveloped industrial use or commercial use.

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

Section 1. The Planned Industrial Expansion Authority does herein find the Project Area insanitary pursuant to PIEA Law and approves and recommends to the City Council of Kansas City, Missouri, that the Project Area as described in **Exhibit A** attached hereto be designated as a blighted area as defined by Section 100.310(2) RSMo.

Section 2. The Planned Industrial Expansion Authority does hereby approve the General Development Plan for the Project Area as contained in **Exhibit B** attached hereto subject to recommendations, if any, of the City Plan Commission in accordance with PIEA Law.

Section 3. The Planned Industrial Expansion Authority does hereby recommend that the General Development Plan be adopted and approved by the City of Kansas City, Missouri.

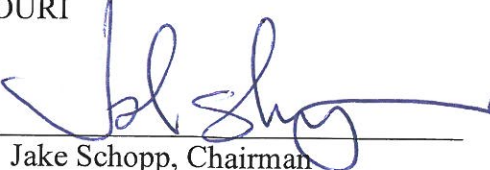
Section 4. The Planned Industrial Expansion Authority does hereby direct the Executive Director to submit these findings and the General Development Plan to the City Plan Commission for its review and recommendation as to the conformity of the General Development Plan to the general plan for the development of the community as a whole.

Section 5. This Resolution shall take effect from and after its date of adoption.

ADOPTED: November 19, 2013.

PLANNED INDUSTRIAL EXPANSION
AUTHORITY OF KANSAS CITY,
MISSOURI

By: _____


Jake Schopp, Chairman

(SEAL)

ATTEST:



Alfred J. Figuly, Assistant Secretary

EXHIBIT A

The Seven301 PIEA Planning Area (the "Planning Area") lies within the Prairie Point-Wildberry Neighborhood just north and west of the Interstate 29/Missouri Highway 152 interchange, and is generally bound by the Kansas City Power & Light Company substation on the west, NW Old Tiffany Springs Road on the north, NW Prairie View Road on the east, and NW Donovan Drive on the south in Kansas City, Missouri. The Planning Area is depicted in the map included on the following page

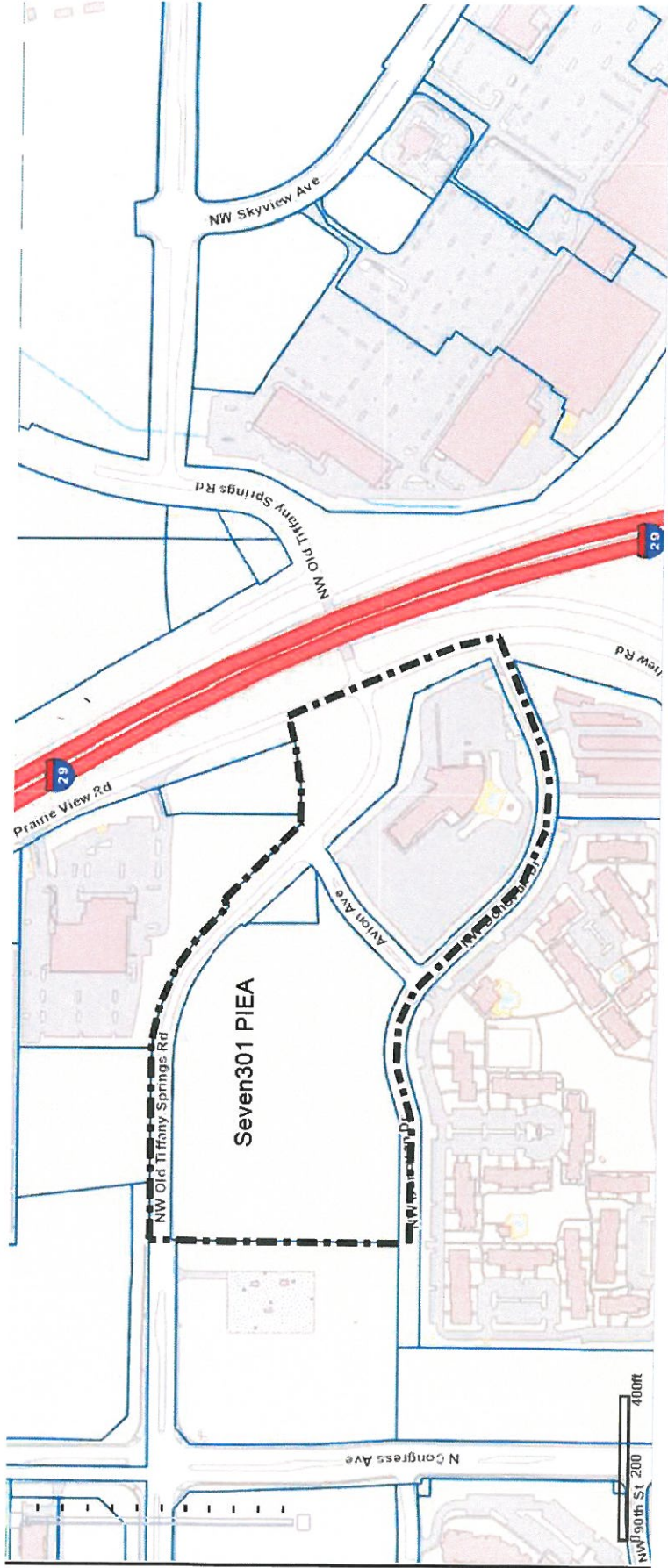


EXHIBIT B

Qualification Analysis and General Development Plan

Appendix V
Consolidated Metes & Bounds Legal Description

Seven301 PIEA Planning Area

Legal Description

The Seven301 PIEA Planning Area is generally bound by vacated Avion Avenue on the west, NW Old Tiffany Springs Road on the north, NW Prairie View Road on the east, and NW Donovan Drive on the south, and more specifically described as follows:

Beginning at the intersection of the northerly prolongation of the center line of vacated Avion Avenue, as now established, with the north right-of-way line of NW Old Tiffany Springs Road, as now established; thence east, southeast, and east along said north right-of-way line to its intersection with the west right-of-way line of NW Prairie View Road, as now established; thence south along said west right-of-way line to its intersection with the centerline of NW Donovan Drive, as now established; thence west along said centerline to its intersection with the center line of vacated Avion Avenue, as now established; thence north along said center line to the point of beginning.