

GENERAL DEVELOPMENT PLAN

OF THE PROPOSED

29TH & BENTON PIEA PLANNING AREA

NWQ 29TH STREET & BENTON BOULEVARD

KANSAS CITY, MISSOURI



PLANNED INDUSTRIAL EXPANSION AUTHORITY OF KANSAS CITY, MISSOURI

RSMO CHAPTER 100 – INDUSTRIAL DEVELOPMENT

DATED: APRIL 3, 2020

BELKE APPRAISAL & CONSULTING SERVICES, INC.



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Revitalizing Deteriorating & Vacant Multifamily Structure Located In A Historic District – 2644 E 29th Street



Revitalizing Deteriorating & Vacant Multifamily Conversion Located In A Historic District – 2651 Victor St.



Developing Unsightly Vacant Lot Within An Established Historic District – 2651 Victor Street



Revitalizing Deteriorating Multifamily Structure Located In A Historic District – 2702 E 29th Street



PLANNING AREA BOUNDARIES

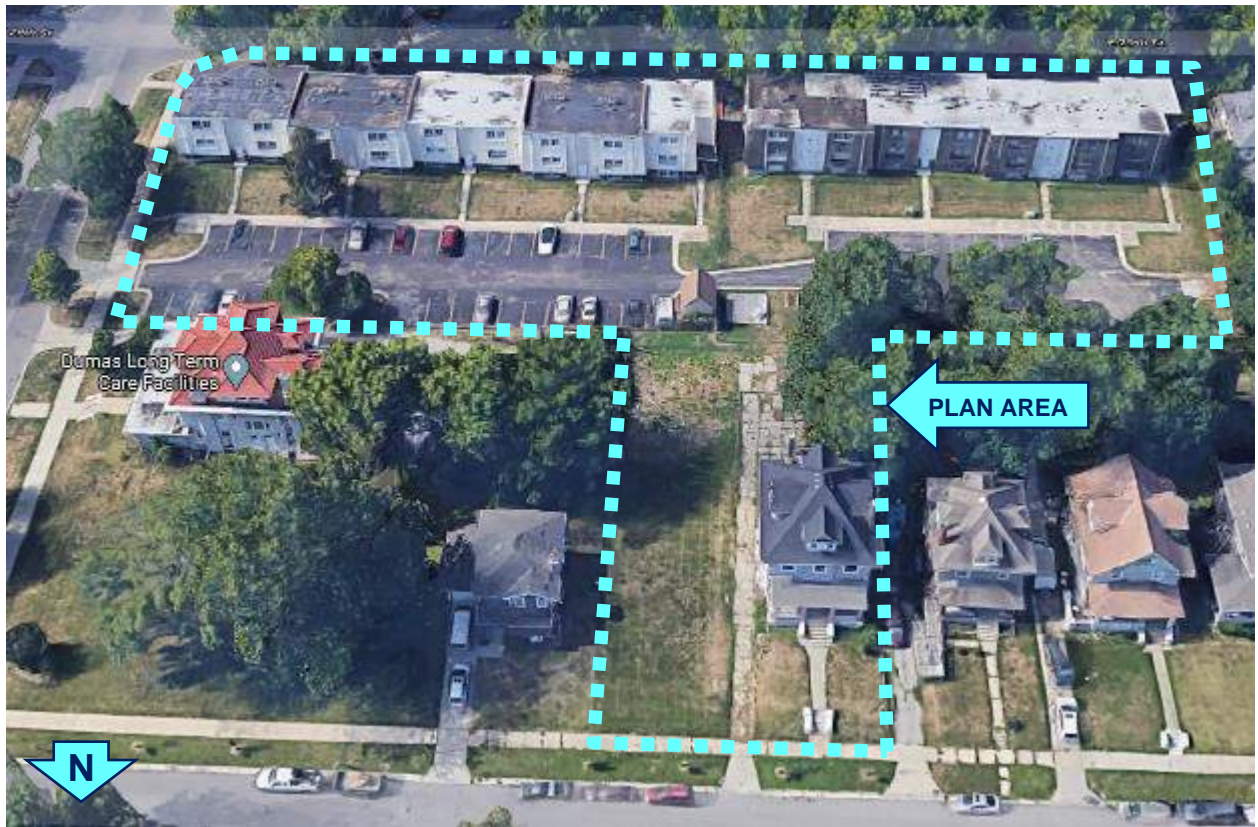
Planning Area Boundary Map

Aerial maps of the proposed Planning Area boundaries are included below and on the following page. The Planning Area consists of three Jackson County tax parcels situated along E 29th Street, Benton Boulevard, and Victor Street. The proposed Planning Area is located within the Santa Fe Place neighborhood and the Santa Fe Place Historic District (listed NRHP on May 30, 1986) located southeast of the downtown loop. The subject lies within the boundaries of the Heart Of The City Area Plan.

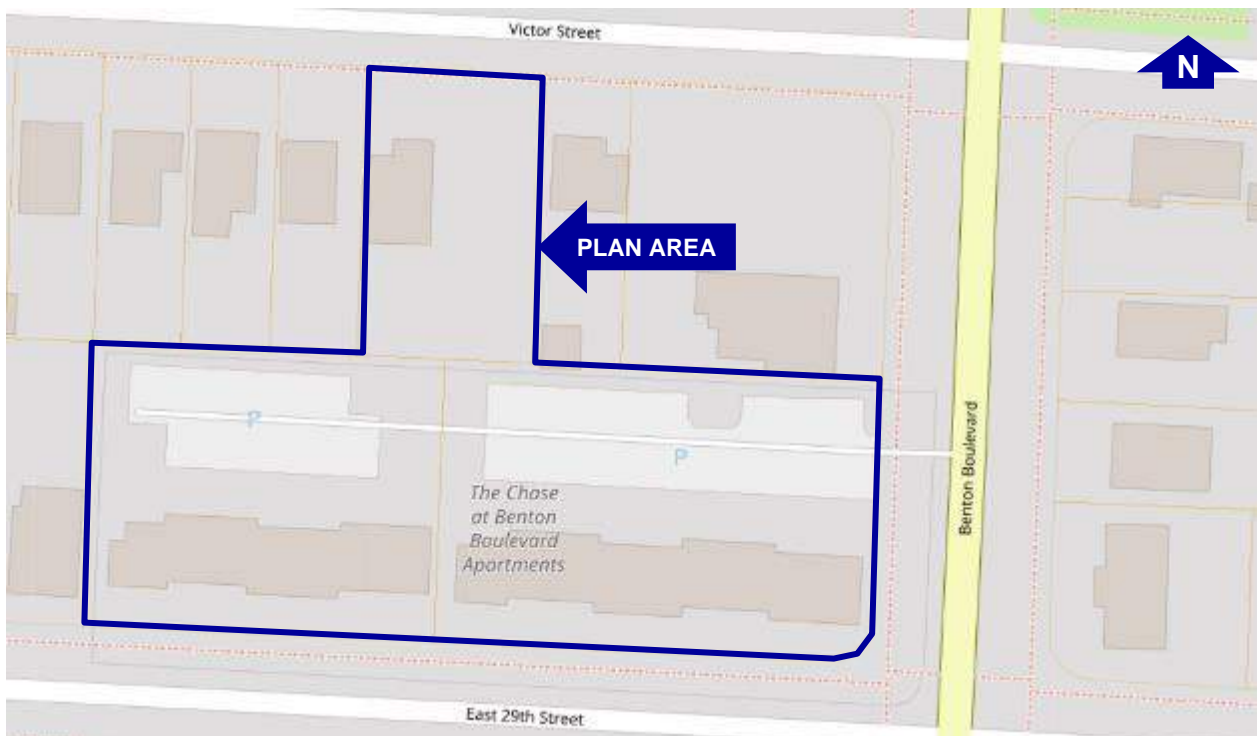
KCMO GIS MAPPING AERIAL PHOTOGRAPH



AERIAL PHOTOGRAPH – LOOKING SOUTH AT NORTH ELEVATIONS OF PLAN AREA



JACKSON COUNTY ASSESSMENT MAP



Legal Descriptions

The following legal descriptions for the three county tax parcels comprising the proposed Planning Area were taken from the last deeds recorded at the Register of Deeds in the Jackson County Courthouse:

2644 E 29th Street:

All of Lots 24, 25, 26 and 27, Block 4, SANTA FE PLACE, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

(Warranty Deed 2012E0005028 dated January 18, 2012)

2702 E 29th Street:

All of Lots 19, 20, 21, 22 and 23, Block 4, SANTA FE PLACE, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

(Warranty Deed 2006E0144217 dated December 29, 2006)

2651 Victor Street:

All of Lots 13 and 14, Block 4, SANTA FE PLACE, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

(Quitclaim Deed 2013E0123638 dated December 4, 2013)

The exhibits on the following pages provide the original plat of SANTA FE PLACE and the KCMO GIS Mapping Platting Overlay highlighting the Planning Area platted lots.

Location & Access

The proposed Planning Area is located in the Santa Fe Place Historic District located southeast of the “downtown loop” (formed by Interstates 29, 35, and 70). The Planning Area lies just over 2 miles southeast of the southeast corner of the downtown loop, just over a ½ mile east of US Highway 71, and ¾ mile west of Interstate 70. The Planning Area lies within the northwest portion of Jackson County, Missouri, the west/central portion of Kansas City, Missouri, and is proximate to the center of the greater metropolitan area.

Interstates 70 and US Highway 71 provide convenient linkage for the Planning Area with other portions of the metropolitan area (including nearby Interstates 29, 35, and 635). An interchange with Interstate 70 is available to the northeast at E 27th Street while an interchange with US Highway 71 is available due west along E 29th Street. Prospect Avenue (west) is a major north/south connector through the city. Benton Boulevard (east) actually converts to an avenue south of Linwood Boulevard. Benson Boulevard is designated “Established Boulevard” in the Major Street Plan while Prospect Avenue is designated “Local Link.” The Santa Fe Place neighborhood has a rectilinear urban street design enabling convenient access in all directions. Both Benton Boulevard and Prospect Avenue carry two-way traffic in two lanes.

Plan Applicants

Several factors were considered in determining the Planning Area boundaries. Per Missouri statute, the PIEA seeks to assist the redevelopment of blighted areas, insanitary areas, or undeveloped industrial areas. The Planning Area encompasses 2.06 acre of land improved with three deteriorating multifamily structures containing 48,516 gross square feet and a long-term vacant lot.

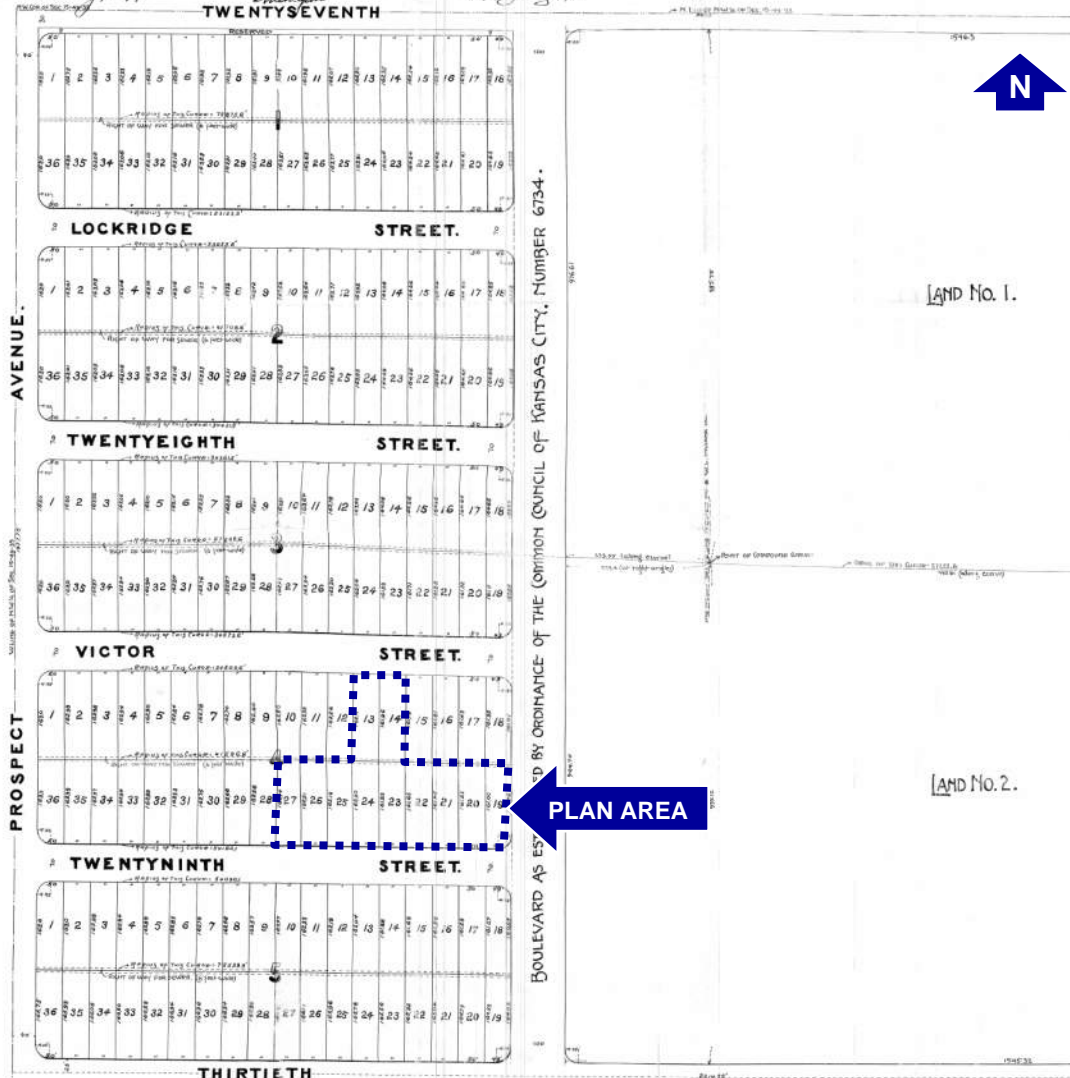
The Planning Area encompasses an underutilized and blighted area whose ownership expressed a desire to cooperate with the PIEA in preserving and redeveloping the aging, deteriorating, and obsolete structures at 2644 and 2702 E 29th Street and perhaps 2651 Victor Street while developing the adjoining

SANTA FE PLACE

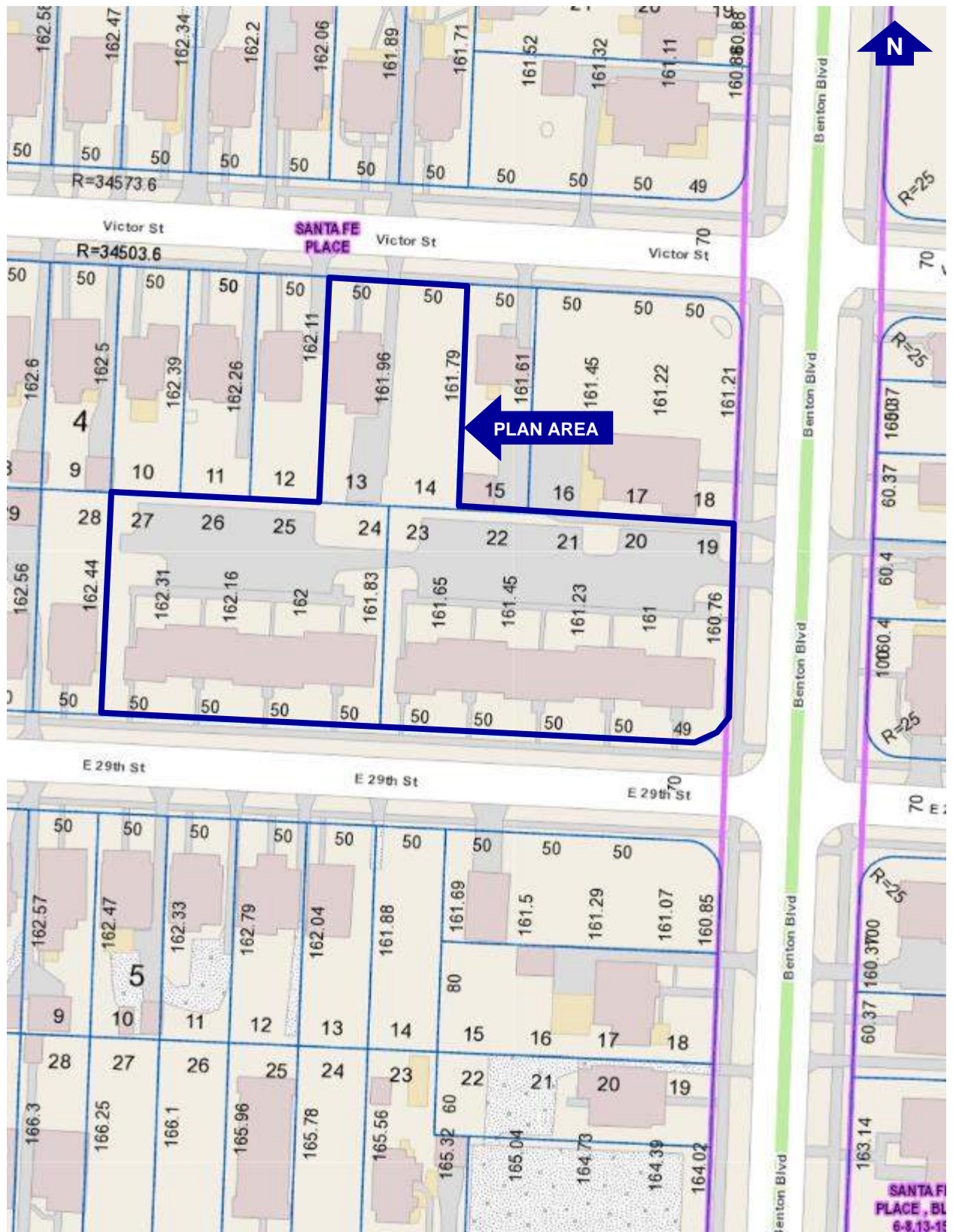
Owner of blocks 1 & 2 & lots
August F. Meyer
Owner of blocks 4 & 5 & lots

1. Charles S. Curry, City Clerk of Keosauqua
SANTA FE RACE was duly approved by the
No. 8942 approved by the Mayor Dec 1
Witness my hand and the seal of the

My Commission expires on the 25th
day of January, 1900



KCMO GIS PLATTING OVERLAY MAP



Land Area

The proposed Planning Area consists of three contiguous tax parcels fronting E 29th Street, Benton boulevard, or Victor Street. Utilizing Jackson County GIS Mapping, KCMO GIS Mapping and the plat of SANTA FE PLACE (filed 1897), the Planning Area encompasses the following land areas:

Tax Parcel No.	Address	JackMO		KCMO		PLAT	
		Sq.Ft.	Acres	Sq.Ft.	Acres	Sq.Ft.	Acres
28-920-10-36-00-0-00-000	2644 E 29 th St.	32,620	0.75	32,640	0.75	32,430	0.74
28-920-10-26-00-0-00-000	2702 E 29 th St.	40,375	0.93	40,367	0.93	40,341	0.93
28-920-10-03-00-0-00-000	2651 Victor St.	16,610	0.38	16,581	0.38	16,196	0.37
Total		89,605	2.06	89,588	2.06	88,967	2.04

The land area prescribed by the city is utilized throughout this plan. The city platting overlay indicates 449.00 feet of frontage on the north side of E 29th Street, 160.76 feet fronting the west side of Benton Boulevard, and 100.00 feet fronting the south side of Victor Street.

County Tax Parcels / Ownership

Tax Parcels

The Planning Area encompasses three Jackson County tax parcels as summarized below:

Parcel Address	Tax Parcel No.
2644 E 29 th Street	28-920-10-36-00-0-00-000
2702 E 29 th Street	28-920-10-26-00-0-00-000
2651 Victor Street	28-920-10-03-00-0-00-000

Ownership

The study area was acquired in three separate transactions as outlined in the table below:

Address	Grantee	Date	Document
2702 E 29 th Street	29 th Street Properties, LLC	12/27/2006	2006E0144217
2644 E 29 th Street	2644 E 29 th Properties, LLC	12/15/2011	2012E0005028
2651 Victor Street	2651, LLC	12/04/2013	2013E0123638

The three entities are reportedly related.

The property at 2644 E 29th Street was foreclosed in 1996 and 2010. A Certificate of Existence Dangerous Building was issued in 1995 and released in 1999. The property at 2702 E 29th Street had a Certificate of Existence Dangerous Building issued in 1995 subsequently released in 2005.

DESCRIPTION OF PLANNING AREA

General

The proposed 29th & Benton PIEA Planning Area encompasses the northwest corner of the intersection of E 29th Street with Benton Boulevard in the Santa Fe Place neighborhood located just southeast of the CBD neighborhood. The CBD is the focal point of government, legal, and financial affairs in the greater Kansas City metropolitan area. The Planning Area lies within an area designated the Santa Fe Place Historic District (listed May 30, 1986). Santa Fe Place was platted in 1897 as one of the first planned neighborhoods in Kansas City. Santa Fe Place has convenient access to the CBD, Crossroads, Crown Center, Midtown, Westport and the Country Club Plaza.

Access

The proposed Planning Area has convenient access due to the neighborhood rectilinear road system and nearby connections to US Highway 71 (west) and Interstate 70 (east). Adjoining Benton Boulevard and Prospect Avenue to the west are major north/south connectors through the neighborhood. Prospect Avenue is designated in the Heart Of The City (HOTC) Area Plan as the north/south Primary Transit Corridor (with Linwood Boulevard and Truman Road being the east/west). Benton Boulevard is identified for potential Road Diet/Lane Narrowing in the HOTC area plan. Prospect Avenue is also designated as a Primary Image Street while Benton Boulevard is designated as an Image Street. E 29th Street provides connection with US Highway 71 and E 27th Street with Interstate 70. Benton Boulevard, Prospect Avenue, E 29th Street, and Victor Street are all of two-way design. The apartment structures lining E 29th Street have off-street parking to the rear accessed from Benton Boulevard and parallel parking along the adjoining roadways. The apartment/residence conversion on Victor Street has one curbcut and driveway.

Topography & Drainage

The sites of the apartment structures facing E 29th Street slope gently downward from west (986') to east (970') roundly 16 feet. A masonry retaining walls separates 2644 E 29th Street from easterly adjoining 2702 E 29th Street. The apartment conversion site at 2651 Victor Street slopes downward gently from southwest (980') to northeast (972') roundly 8 feet. The Planning Area appears to drain adequately along these eastward slopes.

Vegetation

Mature trees line E 29th Street fronting 2644 and 2702 E 29th Street and along the Benton Boulevard frontage. The apartment structures are fronted by modest shrubbery and the sites have grass. 2651 Victor Street has mature trees along the southwest property line, younger trees along the roadway, and the site has grassy areas.

Existing Development

2644 E 29th Street

North

2651 Victor Street and three other single-family residences are to the north. These residences range from poor to fair quality in poor to fair condition.

East

2702 E 29th Street adjoins to the east of 2644 E 29th Street.

South

Single-family residences (two boarded up) to the south of fair quality in poor to fair condition.

West

A single-family residence is west of this parcel and is of fair quality in poor to fair condition.

2702 E 29th Street**North**

The Dumas Long-Term Care Facility operates out of a large two-story multiunit structure of residential design. The structure is on a larger lot and is of above average quality in average condition.

East

To the east across Benton Boulevard are two single-family residences. The southerly residence is in-fill of more modern design (1970s) while the northerly structure reflects typical Santa Fe Place age and design.

South

A larger single-family residence of average quality and condition on a large lot with detached garage is to the south.

West

2644 E 29th Street adjoins to the east of 2702 E 29th Street.

2651 Victor Street**North**

Single-family residences of fair to average quality and condition are north across Victor Street.

East

A single-family residence that appears to be a more recent addition is to the east. The structure is average quality in above average condition.

South

2644 E 29th Street is to the south of 2651 Victor Street.

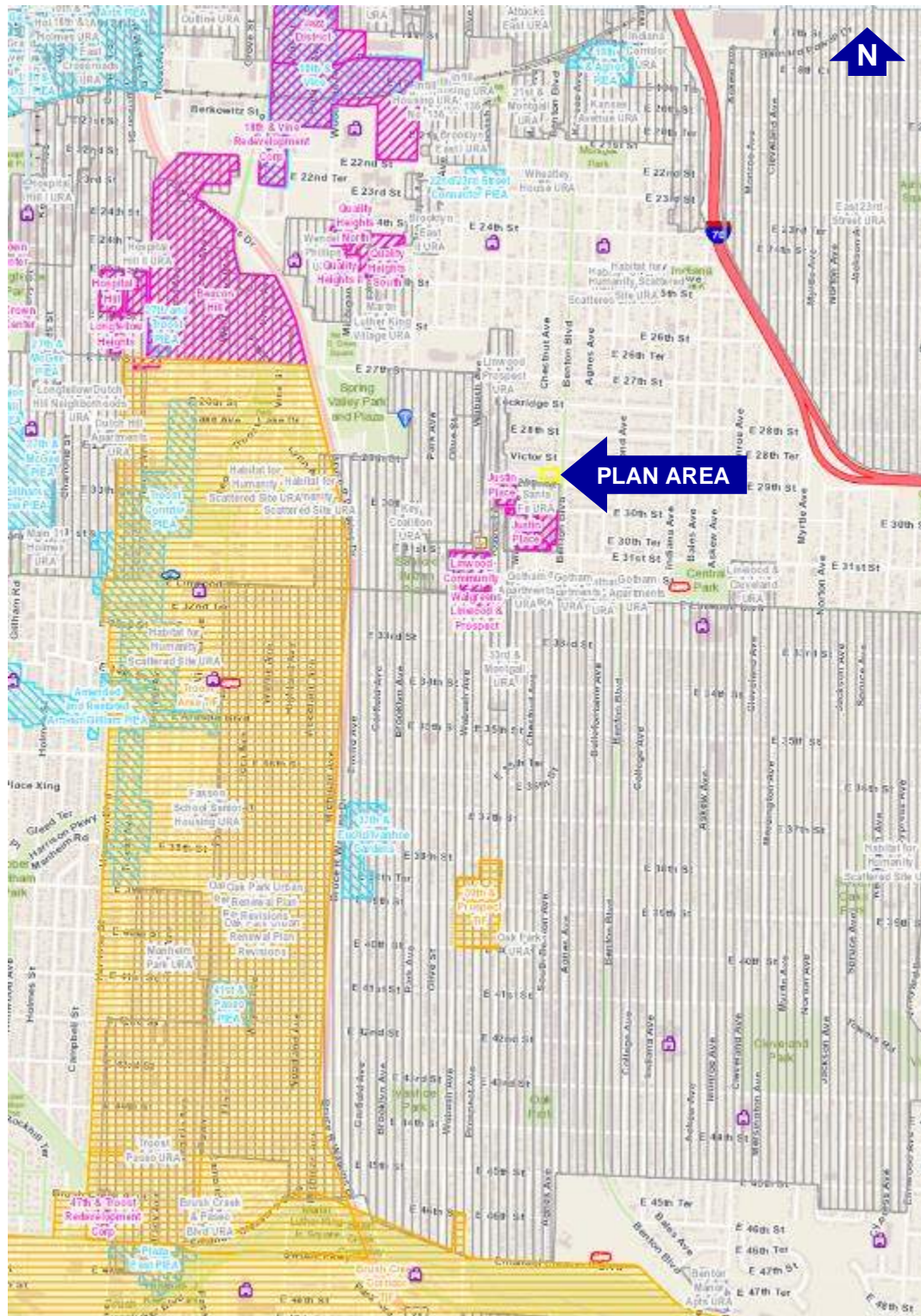
West

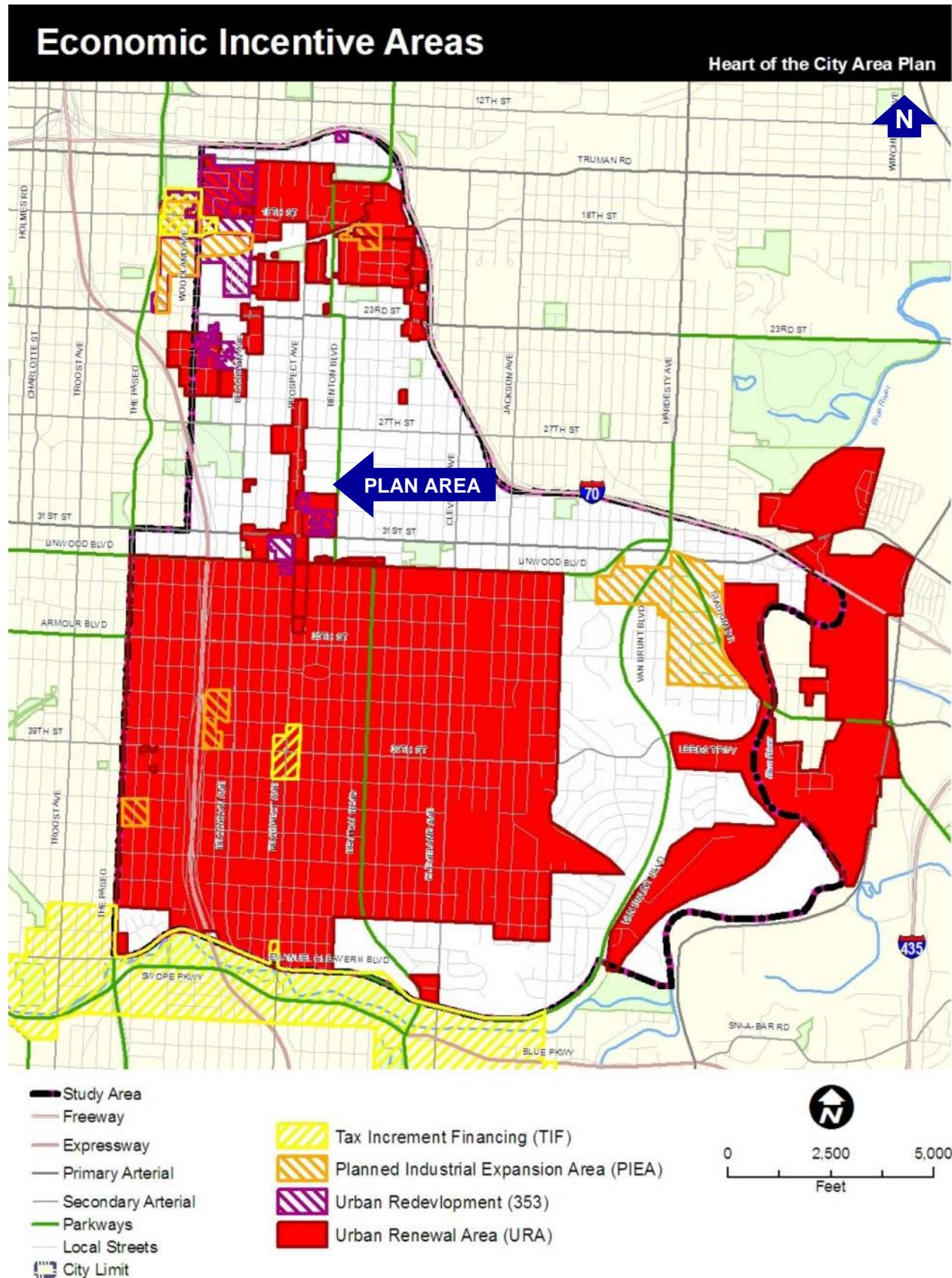
A single-family residence of poor to fair quality and condition adjoins to the west.

Existing Incentive Areas

As the KCMO GIS overlay mapping function shown on the following page indicates, the urban core is covered with multiple city approved PIEA, TIF, 353, and Urban Renewal areas. (An exhibit from the Heart Of The City Area Plan showing existing incentive areas is included on the second page following.) The city and state government must often provide incentives for redevelopment to occur in the urban core. Available redevelopment tools include tax increment financing (administered by the TIF Commission), Chapter 353 redevelopment rights (via KCMO), Chapter 99 real estate tax abatement (administered by the Land Clearance Redevelopment Authority (LCRA)), port authority benefits (administered by PortKC including conduit bond financing, PID (Port Improvement District), Mid-Continent EB-5 Regional Center, and Advanced Industrial Manufacturing (AIM) Zones), state enterprise zone and opportunity zone assistance.

URBAN CORE REDEVELOPMENT & INCENTIVE AREAS





The Planned Industrial Expansion Authority of Kansas City, Missouri is involved in redevelopment and renewal efforts while operating under authority granted by the state and in conjunction with the city. Much of the City's recent work has gone towards providing adequate off-street parking within the urban setting and revitalizing or demolishing derelict buildings. The Santa Fe URA adjoins to the south of the Planning Area and the large Linwood Prospect URA and Key Coalition URA are west near Prospect Avenue. The Justin Place 353 and D.A. Holmes School 353 are south of E 29th and E 30th Streets (between Prospect Avenue and Benton Boulevard). The large Troost Area TIF and Troost Corridor PIEA are west of US Highway 71.

In order to qualify for PIEA, TIF, or 353 designation a finding of blight is necessary. The Planning Area also lies within the Midtown to East KCMO EEZ. (See exhibit included on the following page). EEZ incentives are designed to encourage job creation and investment by providing tax credits and local property tax abatement to new or expanding businesses located in an Enhanced Enterprise Zone (EEZ).

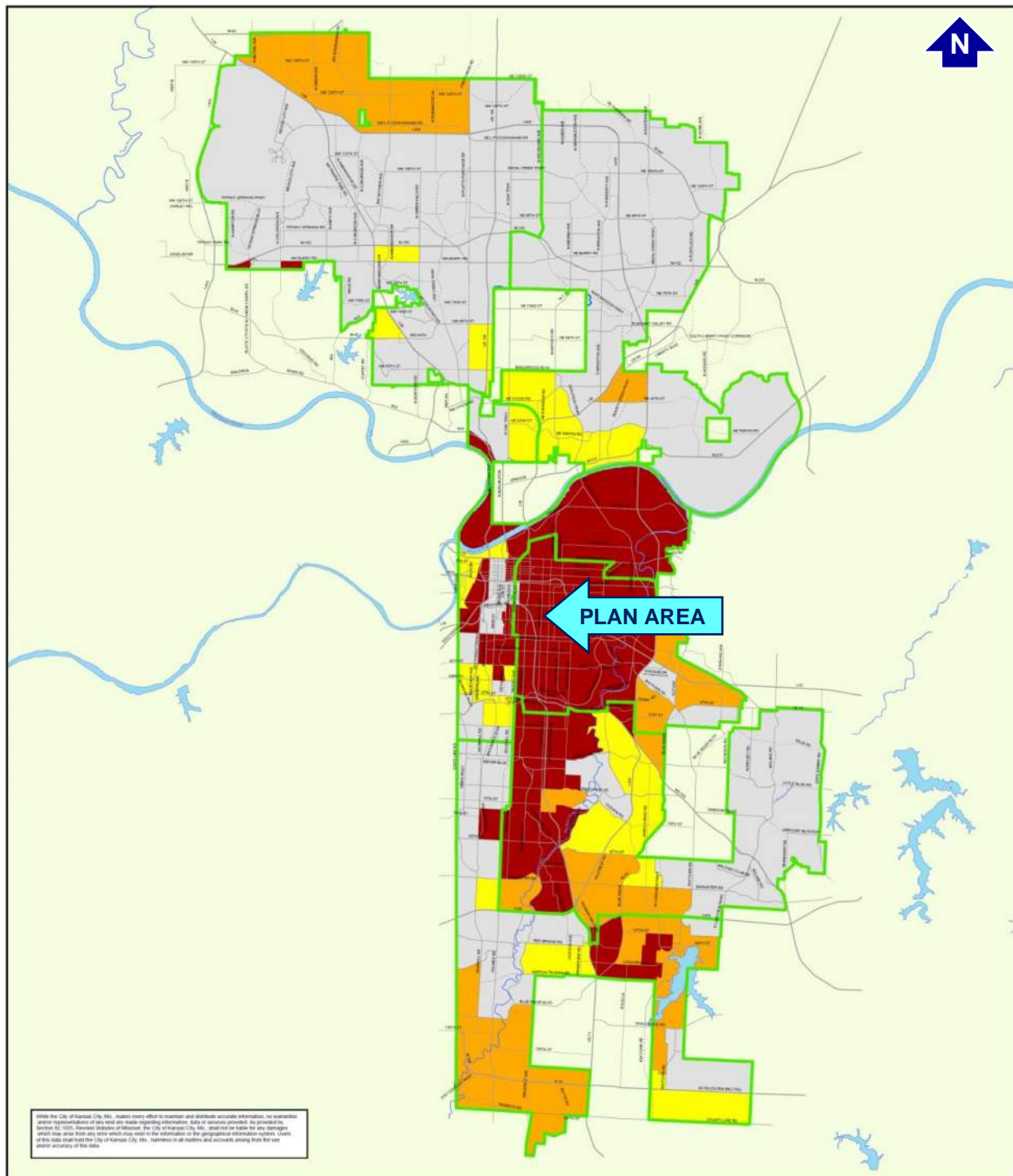
Creation of an EEZ requires a determination of blight, pervasive poverty, unemployment and general distress. The State of Missouri has designated the much of the urban core as an Enterprise Zone. State tax credits are available to companies based upon redevelopment and new hires created in the zone.

The Planning Area lies within Census Tract 38 which has been designated by the Economic Development Scorecard (AdvanceKC) as continuously distressed and which qualifies for New Market Tax Credits (2017).

The entire Plan Area lies within the Central City/KC CUR (Kansas City Catalytic Urban Redevelopment) Opportunity Zone. The Opportunity Zones program encourages long-term investment and job creation in low-income areas of the state, by allowing investors to re-invest unrealized capital gains in designated census tracts. Zones are subject to approval by the U.S. Department of Treasury. The state of Missouri submitted 161 Opportunity Zones to the federal government for inclusion in the program.

The provision has two main tax incentives to encourage investment:

- Temporary deferral of inclusion in gross income for capital gains that are reinvested into Opportunity Funds.
 - Investors can roll existing capital gains into Opportunity Funds with no up-front tax bill.
 - If investors hold their Opportunity Fund investments for five years, the basis of their original investment is increased by 10 percent (meaning they will only owe taxes on 90 percent of the rolled-over capital gains.) If investors hold for seven years, the basis increases by a further five percent.
 - Investors can defer original tax bill until December 31, 2026, at the latest, or until they sell their Opportunity Zone investments, if earlier.
- Excludes from taxable income capital gains on Opportunity Fund investments held for at least 10 years



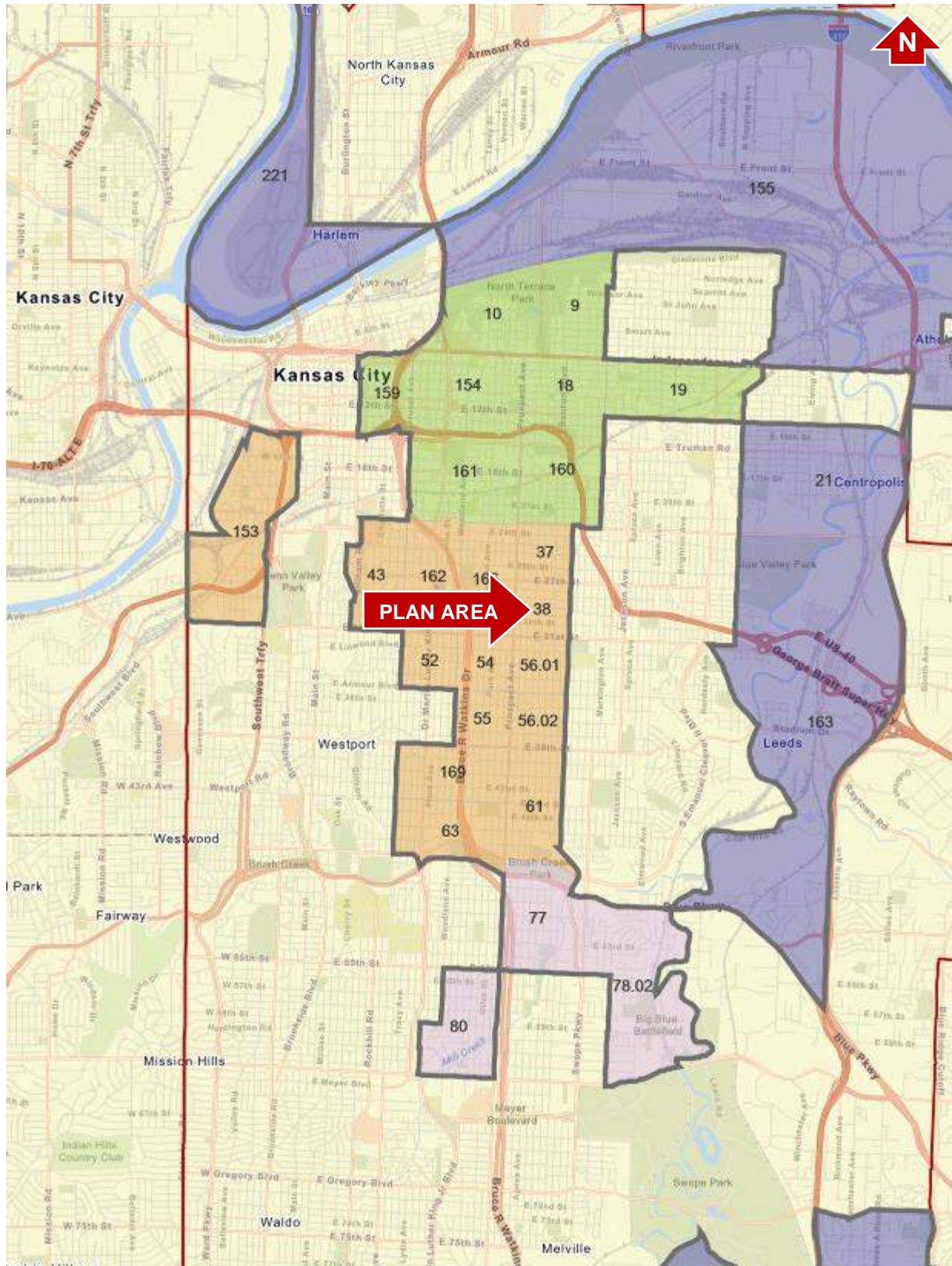
**Economic Development Scorecard
Distress Levels, Defining
Continuously Distressed as 10 Years**

Prepared by: City Planning and Development Department
City of Kansas City, Missouri

- City Council Districts
- Non-Distressed
- Distressed: Income < 80% AMI or Poverty > 20%
- Severely Distressed: Inc. < 60% AMI or Pov. > 30% or Unemp. > 1.5 times U.S. Rate
- Continuously Distressed: 2005-09 and 2010-14 American Community Surveys



KCMO OPPORTUNITY ZONES



Approved Public Planning Guidelines

Three main documents guide development within the city, downtown, and Planning Area: the FOCUS Kansas City Plan (adopted October 1997), the FOCUS Plan For The Heart Of The City – Urban Core Plan (adopted October 1997), and the Heart of the City Area Plan (adopted April 21, 2011).

The Heart Of The City Area Plan

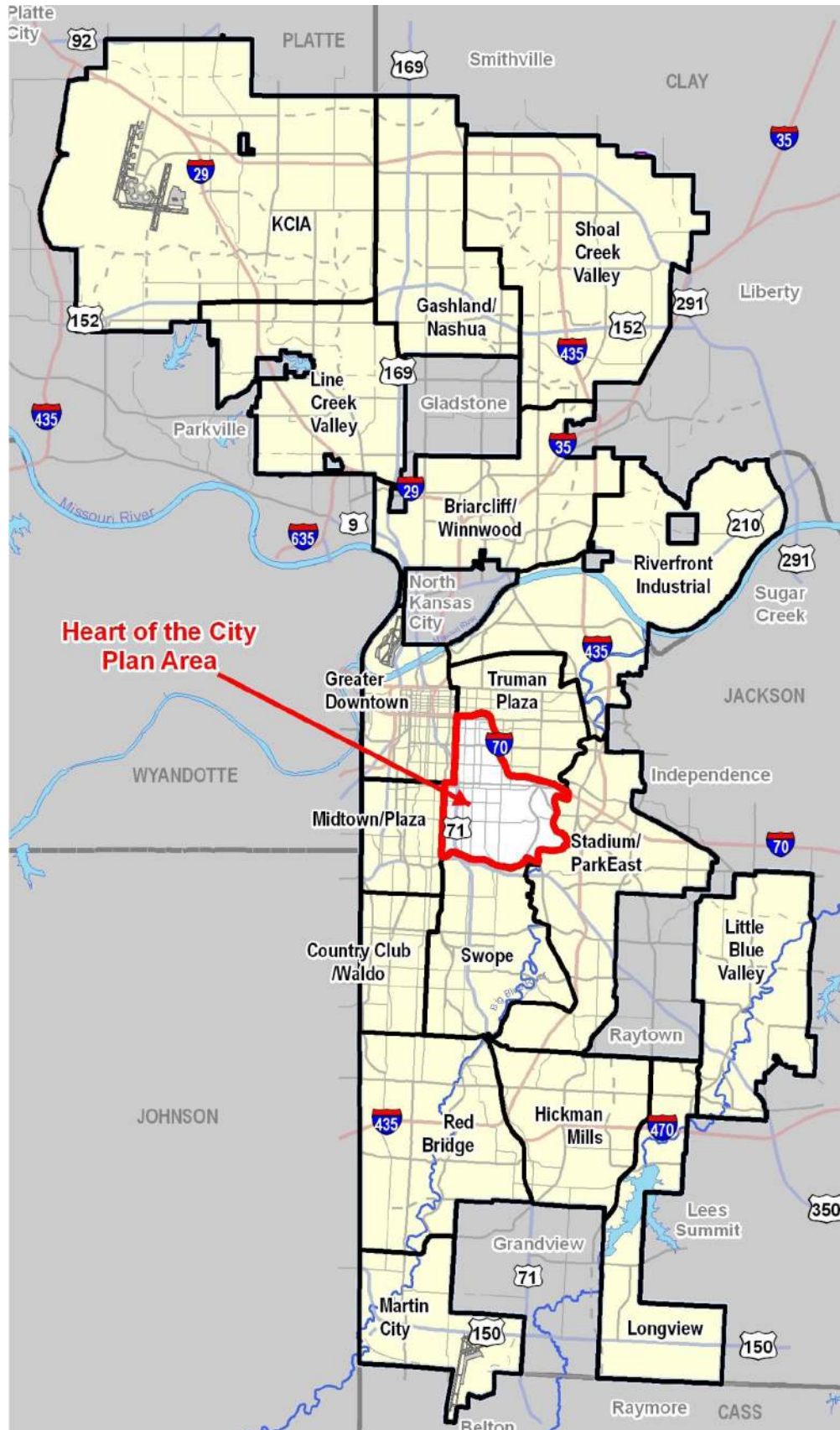
The city's area plan of record for the proposed Planning Area is the Heart Of The City Area Plan (HOTC), which was adopted on April 21, 2011 by Resolution No. 110159. The plan boundaries run from Interstate 70 south to Emmanuel Cleaver II Boulevard and from The Paseo and Woodland Avenue on the west to the Blue River on the east. (See various plan area maps included on the following pages.) The HOTC area plan states:

“ . . . the Heart of the City has suffered the effects of segregation, out-migration and disinvestment. High crime and deteriorating physical conditions, coupled with vacant houses and buildings has taken a particularly heavy toll on the Heart of the City.

But the area boasts many assets; beautiful boulevards, historic homes and strong community ties; all of which lend to its unique urban character. Close proximity to the Central Business Corridor provides access to jobs, entertainment and cultural amenities and the central location of the area provides quick access to much of the region.”

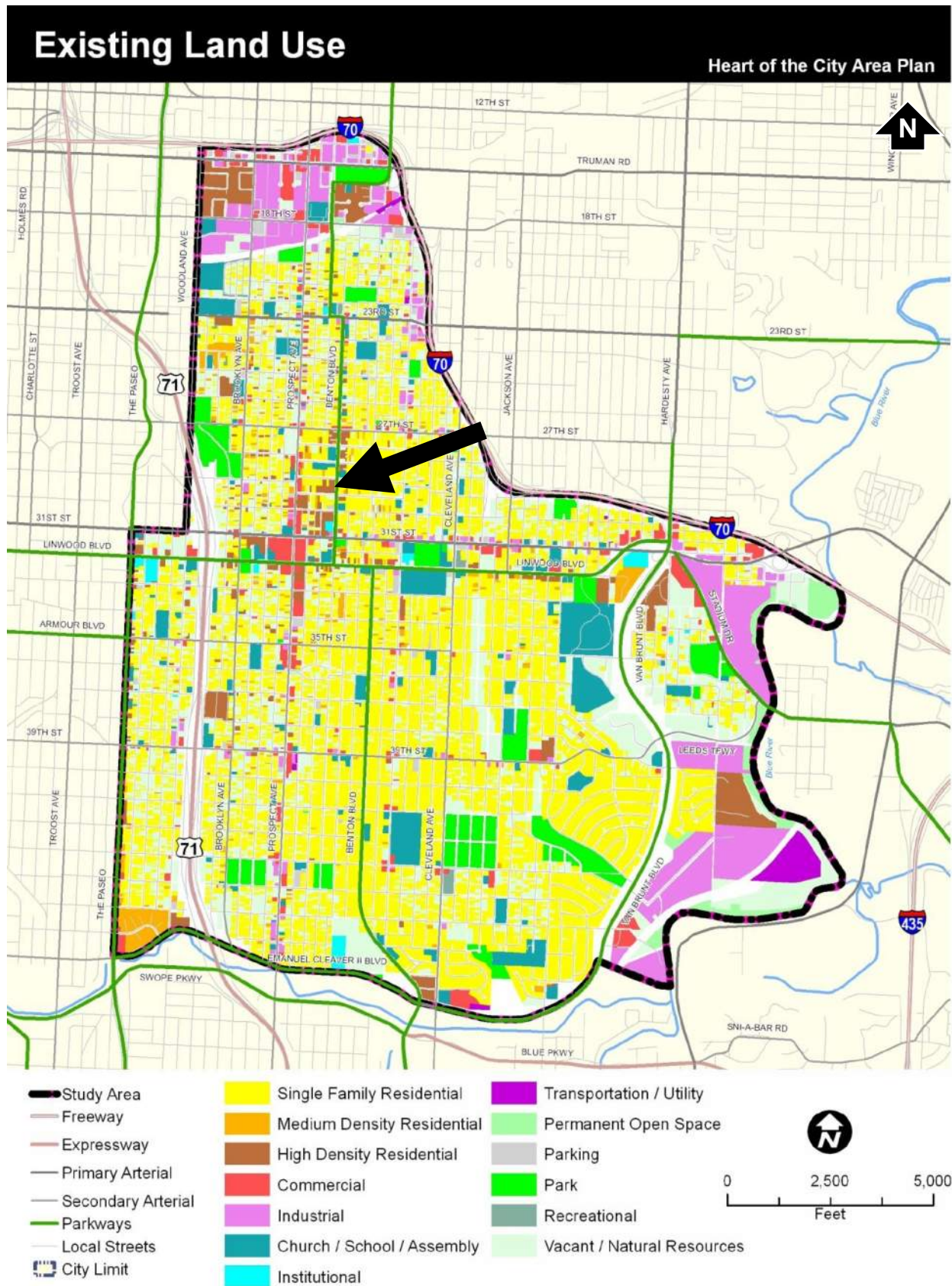
As the exhibits from HOTC included on the following pages indicate, the area is dominated by residential uses but has an unusual and unfortunate number of vacant lots. (The plan notes 4,127 vacant lots declaring them “numerous and blighting” and accounting for 626 acres or 12% of the total area in HOTC. Far more housing units were demolished (979) than built (219) in the plan area between 2000 and 2008.) Commercial development is generally limited to Prospect Avenue, Linwood Boulevard, and Truman Road (all classified as Primary Transit Corridors). Industrial is limited to the far north and east portions of the area. The Land Use Plan map suggests the subject multifamily buildings along the north side of E 29th Street be designated for Residential Medium Density allowing up to 8.7 units per acre while the converted apartment house and vacant lot on Victor Street be Residential Low Density (Urban) allowing for 4 to 8.7 units per acre.

The largest land owners in the HOTC area are the City of Kansas City, Missouri (366 acres), the Kansas City School District (122 acres), and the Land Trust of Jackson County, Missouri (121 acres). The former is a government corporation which sells properties (982 at writing) that have failed to sell on the courthouse steps to satisfy unpaid taxes. The New Tolls Task Force identifies the HOTC area as one of the most distressed areas in the city based upon nine indicators.





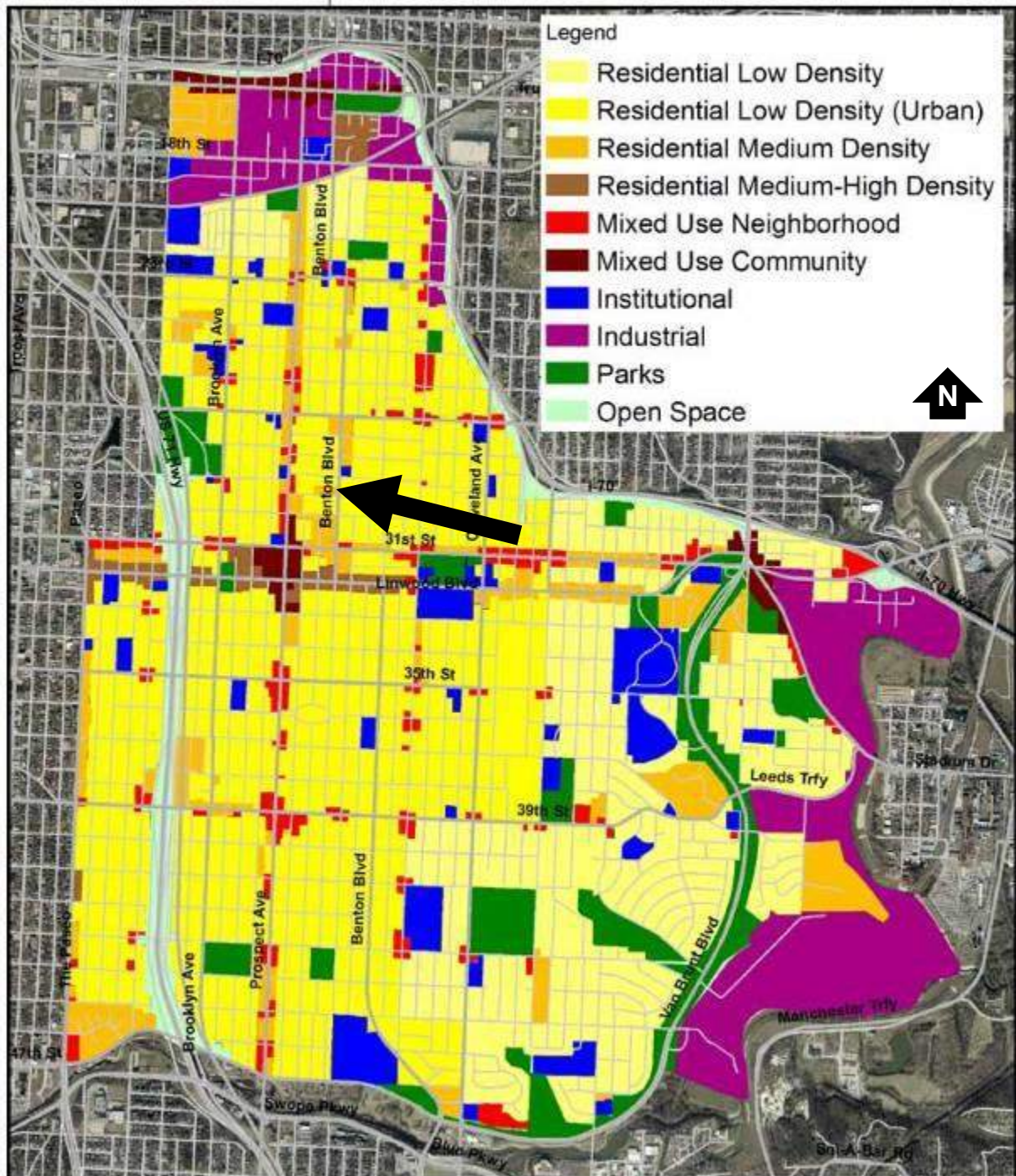
H E A R T O F T H E C I T Y A R E A P L A N





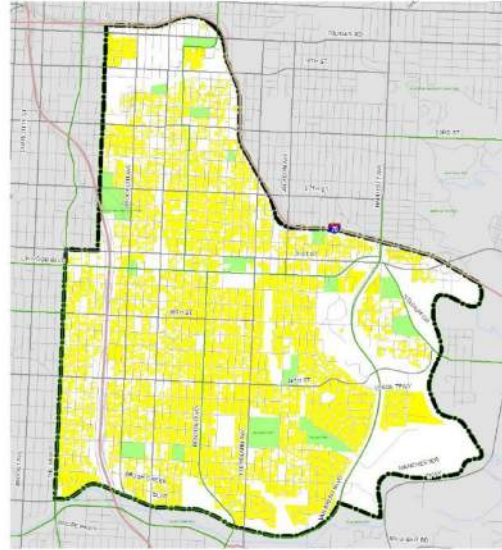
The Land Use Plan

The Land Use Plan provides a framework for future development decisions. The map below is based upon the values and aspirations of area residents, property owners, business owners and others who participated in the planning process. The land use categories and definitions are described on the following pages.

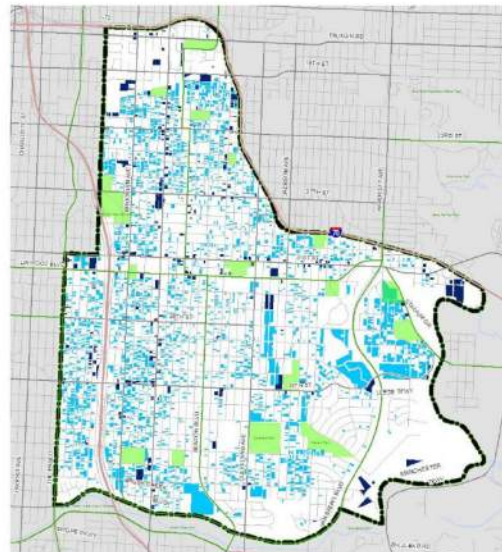


Residential Uses - The area is predominantly residential, accounting for 92% of all properties and nearly $\frac{1}{2}$ of the land area (including vacant residential lots).

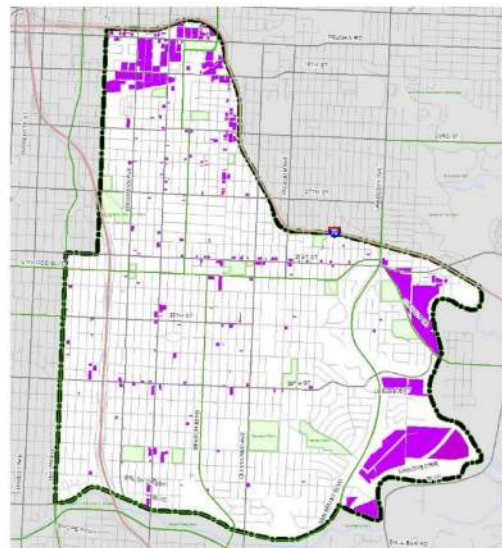
- ~ Single family homes are the single largest land use in the area accounting for $\frac{2}{3}$ of all parcels and nearly $\frac{1}{3}$ of the land area

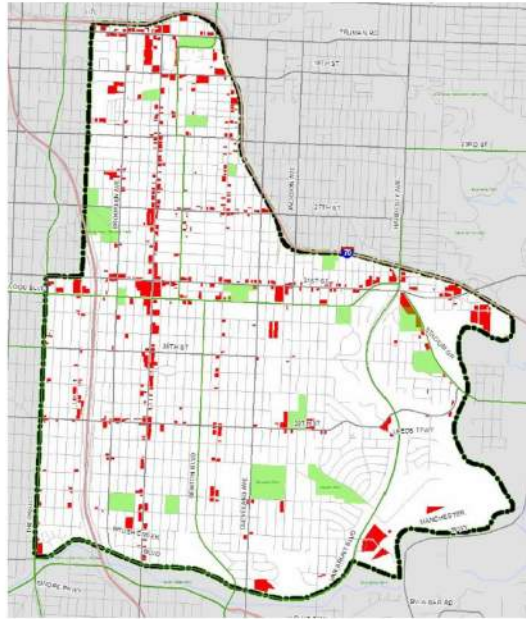


Vacant Parcels – Opportunities for infill development are abundant with vacant commercial (dark blue) and vacant residential lots (light blue) accounting for 24% of the parcels in the area (4,584 lots) and 13.9% of the total land area. Most of these are vacant residential lots (4,127 parcels), representing the 4th largest land use in terms of land area (626 acres, 12% of the total area).



Industrial Uses (purple on map) are the 3rd largest land use by area and are predominantly located in the northern and eastern portion of the area (near railroads and the Blue River).





- Business Areas (red on map) account for a small percentage of the area.
 - ~ Office and commercial uses and have typically developed in a linear pattern along primary corridors (Prospect, Linwood Blvd., Truman Road).

The Vision Statement for the Heart of the City Area Plan is as follows:

We must build on the area's extensive assets to become a model urban community and reaffirm the central city as the rightful and vibrant Heart of The City.

The policy framework provides a guide for future development decisions and public investment priorities within these urban core neighborhoods. To prioritize public investment within the HOTC the plan provides four primary goals:

- **People First**
(Focus on human investments, creating residents that are productive, healthy and caring.)
- **Create Jobs**
(Increase employment opportunities within the Heart of the City and provide job skills.)
- **Promote Sustainability**
(Use sustainable practices to guide policy recommendations and development decisions.)
- **Repopulation**
(Increase population and focus on rebuilding desirable urban neighborhoods through stabilization, redevelopment, and maintenance.)

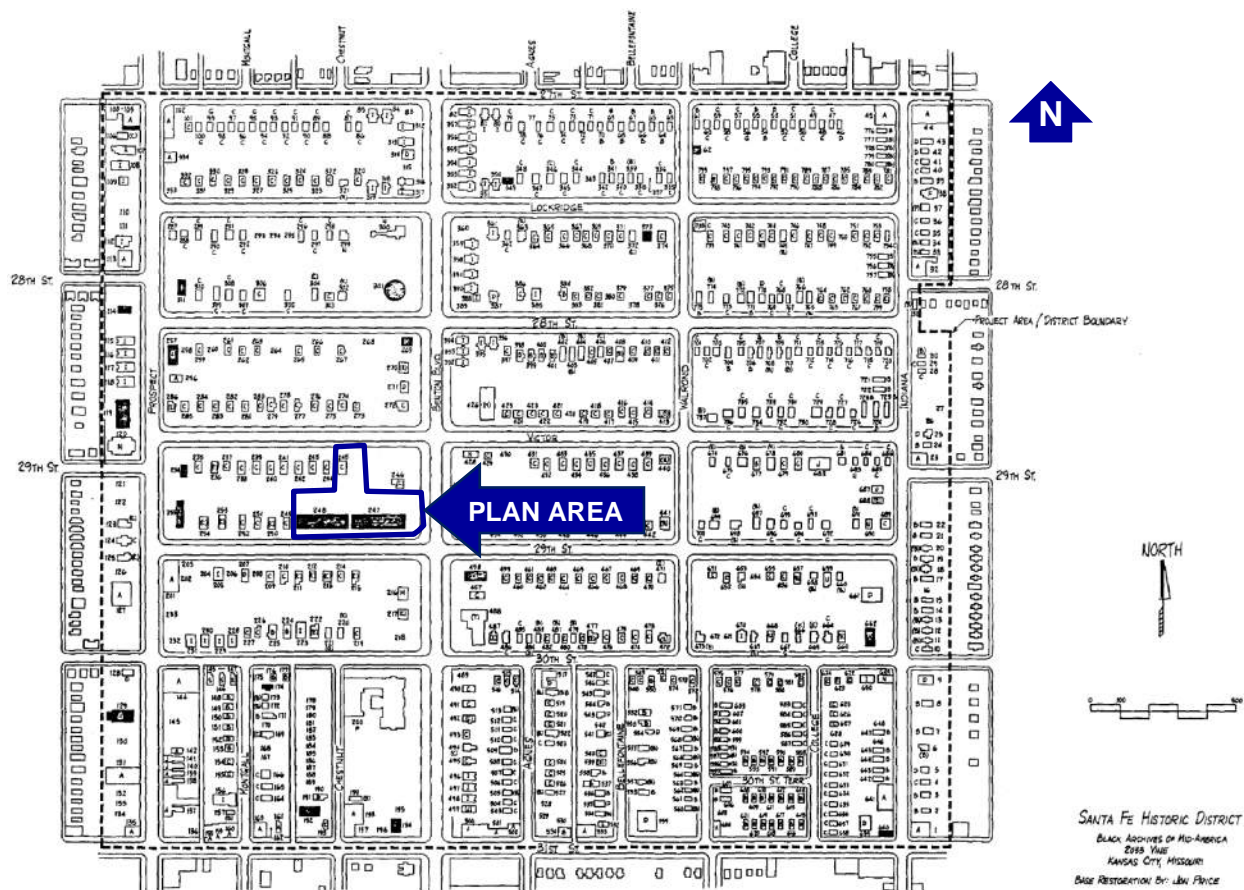
The four primary goals are implemented in seven areas:

- Housing and neighborhoods
 - Stabilize
 - Redevelop
 - Maintain
- Economic development
 - Business
 - Workforce
 - Place
- Human investment
 - Eliminating racism
 - Promoting entrepreneurship
 - Developing a skilled labor force
 - Preparing people for work
 - Promoting universal child care and development
 - Providing sound education and lifelong learning
 - Focusing on preventive health care
 - Enhancing city life
- Land use and development
 - Focus commercial uses to nodes
 - Support development/revitalization goals
 - Promote high quality, compatible development and prevent encroachment
 - Promote sustainability
 - Encourage urban development
 - Redevelop vacant/underutilized areas
 - Support transit and multimodal transportation
- Infrastructure
 - Provide adequate infrastructure to support development goals
 - Implement sustainable infrastructure solutions and achieve multiple benefits
 - Prioritize infrastructure projects
- Transportation
 - Provide choice in transportation
 - Walkability
 - Transit
 - Barriers
 - Create complete streets
 - Ensure adequate vehicular access and capacity to support development goals
- Public realm
 - Connect neighborhoods and activity centers
 - Activate the public realm and increase recreational opportunities
 - Reinforce and enhance area appearance and identity

Revitalization/rehabilitation of the existing deteriorating multifamily units in the Planning Area contribute to the stabilization, redevelopment, and maintenance of area housing. Placing vacant units back in use will help repopulate the neighborhood and provide affordable housing options. Eventual development of the vacant lot at 2651 Victor Street will alleviate an issue plaguing the HOTC plan area while providing new and appealing rental units to attract residents to the neighborhood.

The Planning Area lies within the Santa Fe Place Historic District which was listed on the National Register of Historic Places on May 30, 1986. The district is bounded on the north by the south side of E 27th Street, on the east by the east side of Indiana Avenue (extending 138' back from the curb), on the south by the north side of E 31st Street, and on the west by Prospect Avenue (extending 138' back from the curb). The Heart Of The City Data Book describes Santa Fe Place as "one of the most notable neighborhoods in the planning area . . . Santa Fe Place is significant because the original planning and architectural character has remained predominantly unaltered."

SANTA FE PLACE HISTORIC DISTRICT



The filing notes the district was platted in 1897 (prior to zoning in Kansas City) and the original residential development occurred between 1902 and 1925. 2651 Victor Street is an example of Shirtwaist architecture prevalent in Santa Fe Place and dates to 1915 (age=115 years). The structure has been vacant for at least 7 years and is in a state of significant deterioration.

The present state of the Planning Area is a detriment to the public health (environmental hazards, water infiltration (mold and moss), trash), safety (failing structures, crime), morals (trespassing, graffiti), or welfare (extensive (52%) and extended (9 years) vacancy, underutilization, unrealized assessment and

taxation, repeating delinquent taxes, forgone housing opportunities and economic impact). The redevelopment of the Planning Area will promote safety and remove varied negative (blighting) influences while enhancing the vibrancy and livability of the neighborhood.

FOCUS Kansas City Plan

The FOCUS Kansas City Plan was created with the input of thousands of area residents and was approved by the City Council in 1997. The proposed Planning Area does not lie within a specified district but is addressed in the Plan for the Heart of the City which includes 100 neighborhoods to the south and east of the Central Business Corridor. The plan states of these areas:

. . . the urban core is home to over 100 neighborhoods. Each deserves protection from the encroachment of increasing commercial development, reinvestment based on a self-assessment process to determine critical needs and a new, supporting commercial development pattern occurring in mixed-use activity centers instead of traditional, commercial strip development. To connect these activity centers together and to the CBC, we have designated a network of Great Streets to complement the Boulevard system, focus reinvestment in the rehabilitation of infrastructure and promote redevelopment activity.

The plan for the Heart of the City includes 16 initiatives to strengthen neighborhoods:

- Commit 20 - 25% of capital improvements funding to Heart of the City Neighborhoods
- Adopt a general policy of supporting neighborhood down-zoning.
- Preserve and upgrade historic Kansas City style apartments
- Adopt a rehabilitation building code
- Adopt new neighborhood zoning classifications
- Create a pool of low interest or no interest loans for basic upkeep and maintenance of residential property
- Create high density residential options based on historic Kansas City apartment models
- Continue the expansion of community policing
- Encourage neighborhoods to pursue aggressively the self-assessment program
- Reinforce and embrace mixed-use neighborhoods
- Decentralize, modernize and aggressively manage Public Housing
- Create Resurrection, Inc.
- Create policies and guidelines protecting neighborhoods from development encroachment
- Create policies and guidelines to protect neighborhoods from unwanted land uses
- Create a classification of Heritage Neighborhoods
- Implement and expand Clean Sweep Program

Vacant, deteriorating, and obsolete buildings lacking supervision and maintenance detract from the vibrancy of the historic Santa Fe Place neighborhood. Revitalization of the study area and nearly 50,000

square feet of improvements or the demolition of 2651 Victor Street and creation of 11 new apartment units would revitalize the area thereby improving the health, safety, morals, welfare, housing opportunity and economic impact to the community.

Blight

Several blighting factors exist at the Planning Area perhaps the most conspicuous being deteriorating, functionally obsolete, and unsafe site improvements resulting in extended (9 years) and excessive (52%) vacancy amongst 54 existing multifamily units. These blighting factors lead to several blighting conditions (hindrance to housing accommodations (diminished housing opportunities and economic impact), economic and social liabilities and economic underutilization, and menace to public health, safety, morals, and welfare).

The improvements at the Planning Area are now 49 and 115 years in age. The aging improvements and the lack of maintenance and supervision have resulted in excessive physical deterioration and damage, obsolescence, and safety concerns. The Heart Of The City Area Plan Data Book designates the housing conditions within the study area and immediately adjoining area as "Seriously Deteriorated." (See area plan **Housing Conditions** exhibit included on the following page.) External obsolescence exists due to a number of neighborhood blighting factors (vacant and abandoned structures, vacant lots, crime, graffiti, illegal dumping, deteriorating improvements, lack of supervision).

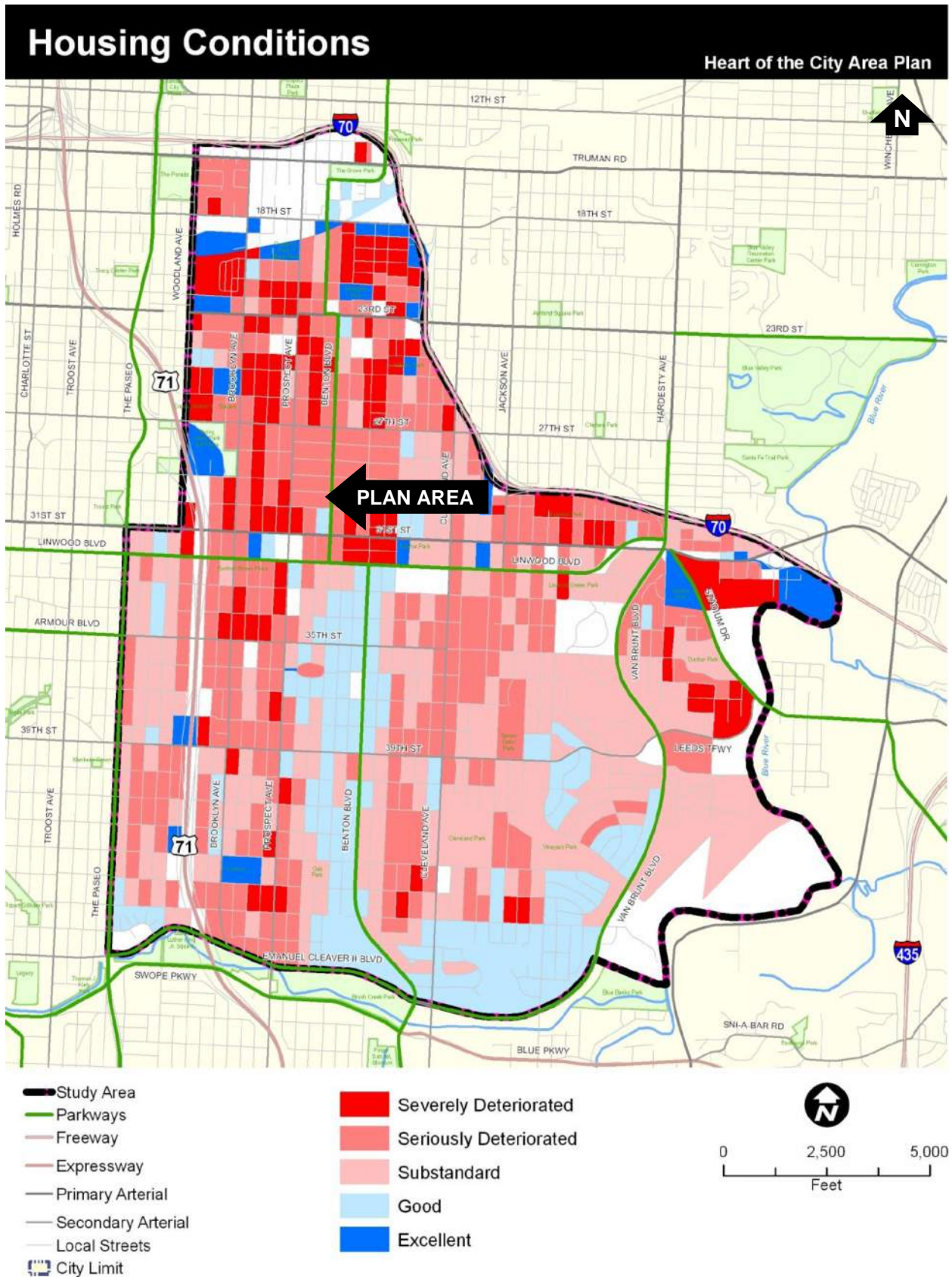
Zoning

The Planning Area is presently zoned R-1.5, Residential. The city's residential (R) zoning districts are primarily intended to create, maintain, and promote a variety of housing opportunities for individual households and to maintain the desired physical character of existing and developing neighborhoods. While the districts primarily accommodate residential use types, some nonresidential uses are also allowed. The R district standards provide development flexibility, while at the same time helping to ensure that new development is compatible with the city's many neighborhoods. In addition, the regulations offer certainty for property owners, developers, and neighbors about the limits of what is allowed. A **Zoning Map** identifying the Planning Area is included on the second following page. A **Zoning Map** identifying the study area is included on the following page. The proposed Planning Area lies within a large swath of R-1.5 zoning. Prospect Avenue to the west is generally zoned B3-2, Community Business. Large areas east of Benton Boulevard have less intense R-5, Residential zoning (9 units per acre).

Land Use

The historic Santa Fe Place neighborhood is mostly single-family residences with sporadic commercial development along Prospect Avenue and E 27th Street. The Planning Area is improved with two apartment structures built in 1971 (age=49 years) and an apartment/residence conversion built in 1915 (age=115 years). The 3-story apartment buildings do not have basements and contain 48,516 gross square feet providing 48 apartment units. The 2½-story apartment/residence conversion has a basement and contains 3,096 gross square feet above grade. A vacant lot adjoins to the east of the apartment/residence conversion. An off-street parking lot is behind the apartment buildings providing 61 parking spaces (1.3 per unit).

In the current deteriorating and underutilized condition, the Planning Area is in need of rehabilitation of the existing improvements and development of the vacant lot, to contribute to the vibrancy and advancement of this urban core historic neighborhood.



ZONING MAP



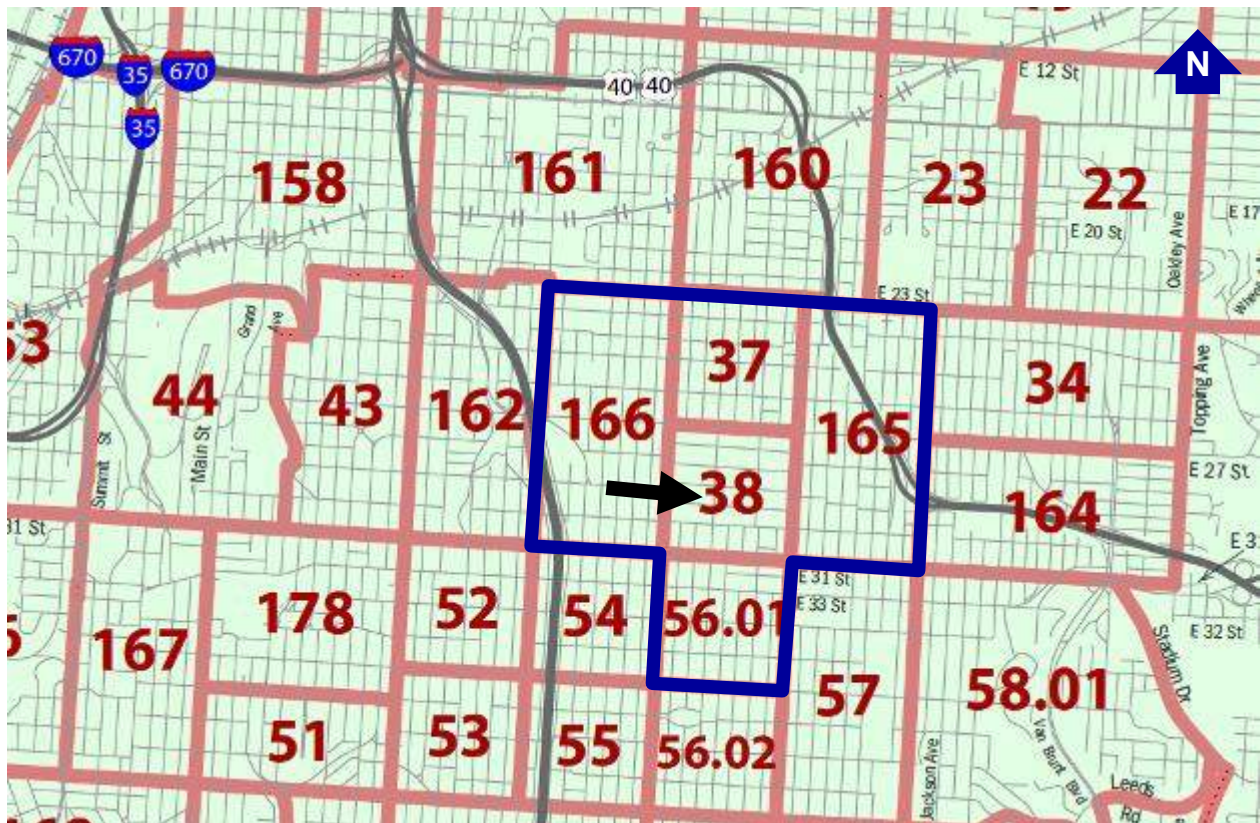
STATISTICAL PROFILE

Standards of Population Densities

Population

A 2010 Census tract map is included below identifying subject Census Tract 38 and adjoining Census Tracts 37, 56.01, 165, and 166. The tables on the following pages provide population, households and income trends for the subject census tract (38) and the six adjoining census tracts (Census 2000 and prior) or four adjoining census tracts (Census 2010). (Census Tracts 36.01 and 36.02 are combined into Census Tract 165 in Census 2010 while 39 and 40 are combined into 166.) Data is provided from the US Census Bureau.

2010 CENSUS TRACT MAP



The age and urban core location of the CBD give rise to a mixed set of demographics. The census figures indicate substantial population and household decline in the subject census tract (38) and adjoining census tracts over the four decades prior to 2010. The loss in population between 1970 and 2010 amounted to 50% (CT 38) or 56% (adjoining), while households decreased 46% (CT 38) or 56% (adjoining) during the same period. Median household income in Census Tract 38 increased 88% between 1990 and 2000 and 25% between 2000 and 2010. The increase in median household income across the Kansas City metropolitan area was a lower 49% (\$31,246 to \$46,696) in 2000 and higher 29% (\$46,696 to \$60,442) in 2010. The median household income for the Kansas City metropolitan area in 2000 was 110% higher than in Census Tract 38 (\$46,696 vs. \$22,188) increasing to 118% higher in 2010 (\$60,442 to \$27,667). The median HHI of the adjoining census tracts is 12% lower than in subject Census Tract 38. A positive aspect of center city population is that density is high. The income per area of land (e.g., acre, square mile, etc.) somewhat compensates for the low income per household. Still, some retailers have not been attracted by the buying power of the working population in the center city.

Census Tract	HISTORICAL POPULATION FIGURES				
	1970	1980	1990	2000	2010
Study Area					
38	3,345	2,181	2,193	1,917	1,689
% chg.		-35%	1%	-13%	-12%
chg. '70 to '10					-50%
Adjoining Area					
36.01	1,864	1,212	994	855	--
36.02	3,105	2,218	1,748	1,518	
37	2,982	2,207	1,672	1,274	1,116
39	2,808	1,716	1,442	1,360	
40	3,119	1,770	1,300	1,066	
56.01	4,219	2,974	2,292	1,878	1,633
165	--	--	--	--	2,373
166	--	--	--	--	2,426
Total	18,097	12,097	9,448	7,951	7,548
% chg.		-33%	-22%	-16%	-5%
chg. '70 to '10					-58%
Combined Area					
Total	21,442	14,278	11,641	9,868	9,237
% chg.		-33%	-18%	-15%	-6%
chg. '70 to '10					-57%

Census Tract	HOUSEHOLDS				
	1970	1980	1990	2000	2010
Study Area					
38	1,195	853	824	720	646
% chg.		-29%	-3%	-13%	-10%
chg. '70 to '10					-46%
Adjoining Area					
36.01	507	394	347	329	
36.02	905	779	664	601	
37	1,054	839	654	484	420
39	1,072	695	590	572	
40	1,122	705	526	414	
56.01	1,318	999	898	782	701
165	--	--	--	--	770
166	--	--	--	--	747
Total	5,978	4,411	3,679	3,182	2,638
% chg.		-26%	-17%	-14%	-17%
chg. '70 to '10					-54%
Combined Area					
Total	7,172	5,264	4,503	3,902	3,284
% chg.		-27%	-14%	-13%	-16%
chg. '70 to '10					-54%

Census Tract	MEDIAN HOUSEHOLD INCOME				
	1970	1980	1990	2000	2010
Study Area					
38	\$12,567	\$11,789	\$22,188	\$27,667	
% chg.			-6%	88%	25%
chg. '80 to '10					120%
Adjoining Area					
36.01	\$9,805	\$17,555	\$32,768		
36.02	\$12,760	\$14,267	\$20,511		
37	\$6,663	\$11,855	\$25,547	\$30,902	
39	\$7,002	\$9,098	\$21,357		
40	\$8,390	\$11,875	\$18,281		
56.01	\$12,611	\$19,120	\$18,424	\$20,720	
165				\$30,842	
166				\$17,550	
Total	\$9,697	\$14,162	\$21,893	\$24,398	
% chg.			46%	55%	11%
chg. '80 to '10					152%

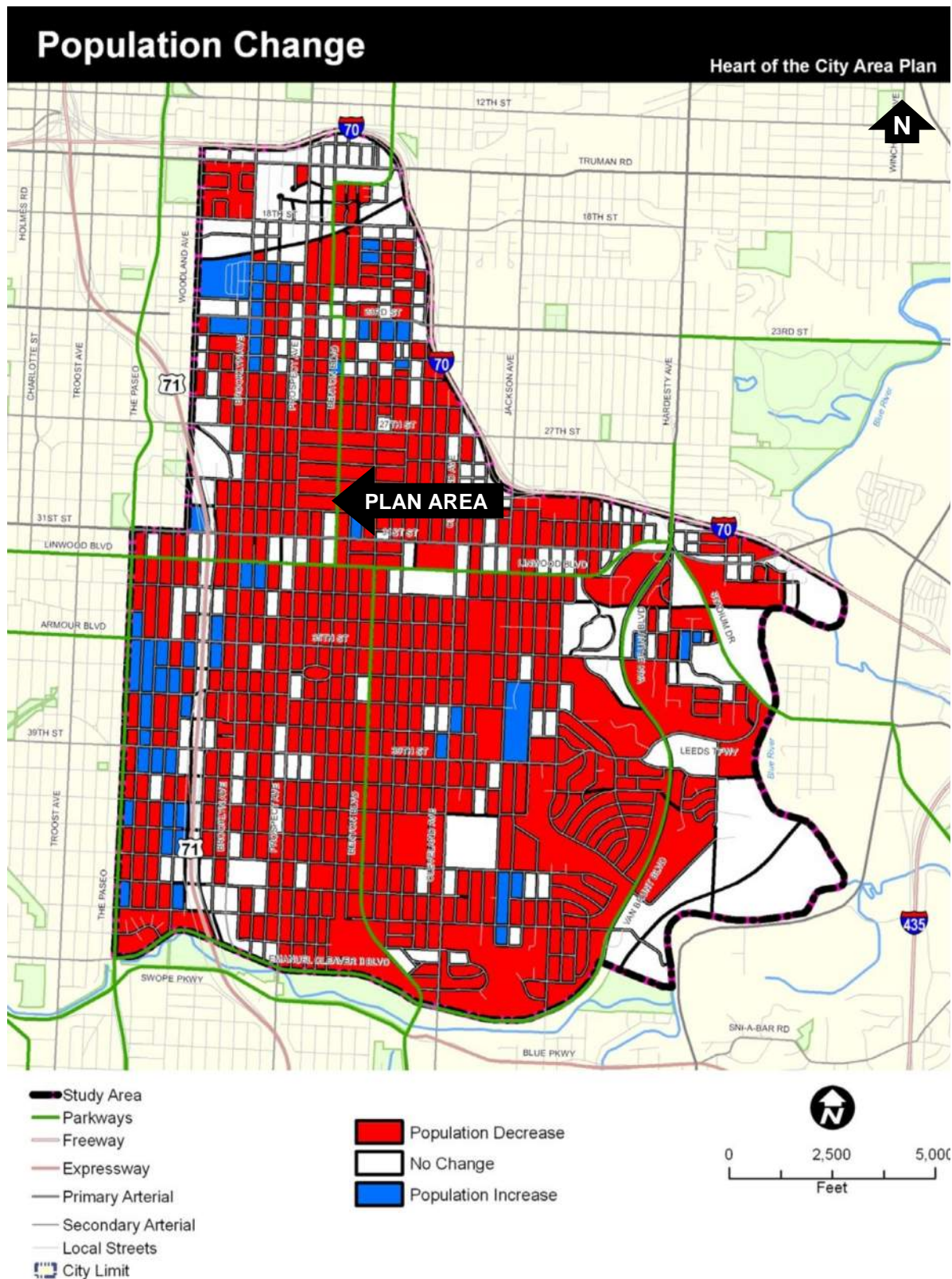
Population Densities

The population density (persons per square mile) trend of subject census tract and the adjoining census tracts are shown below:

Census Tract	HISTORICAL POPULATION DENSITY				
	1970	1980	1990	2000	2010
Study Area					
38	13,556	8,839	8,887	7,769	6,845
% chg.		-35%	1%	-13%	-12%
chg. '70 to '10					-50%
Adjoining Area					
36.01	11,596	7,540	6,184	5,319	
36.02	9,348	6,678	5,263	4,570	
37	11,624	8,603	6,518	4,966	4,350
39	11,343	6,932	5,825	5,494	
40	12,567	7,132	5,238	4,295	
56.01	17,057	12,023	9,266	7,592	6,602
165					4,843
166					4,852
Total	73,536	48,908	38,294	32,237	20,647
% chg.		-33%	-22%	-16%	-36%
chg. '70 to '10					-72%
Combined Area					
Total	87,092	57,747	47,181	40,006	27,492
% chg.		-34%	-18%	-15%	-31%
chg. '70 to '10					-68%

The population density decreased steadily between 1970 and 2000, a total decrease of 50%. The combined area loss 68% of population density between 1970 and 2010.

The exhibit below taken from the Heart Of The City Area Plan Data Book indicates locations where population loss (red) has occurred within the plan area between 1940 and 2007.



Unemployment

Unemployment (2018 ACS) within the subject and adjoining census tracts as reported by the Census Bureau is summarized below:

Census Tract	Labor Force	Labor Force Unemployed	Percent Unemployed
Plan Area			
38	1,111	159	14.3%
Adjoining Area			
37	723	114	15.8%
165	1,370	278	20.3%
166	1,202	147	12.2%
Total	3,295	539	16.4%
Combined Areas			
Total	4,406	698	15.8%

Unemployment in the subject census tract and the adjoining census tracts is 3 times higher than in Jackson County (5.1%), the Kansas City MSA (4.4%), the state (5.1%), and the nation (5.9%).

LAND USE PLAN

Existing Land Use

2644 E 29th Street is improved with a 3-story apartment building dating to 1971 (age=49 years) containing 20,868 square feet housing 21 apartment units. 2702 E 29th Street is improved with a 3-story apartment building dating to 1971 (age=49 years) containing 24,552 square feet housing 27 apartment units. Apartment units are of 1BR-1BA and 2BR-1BA design and contain roundly 750 square feet. 2651 Victor Street is a 2½-story residence dating to 1905 (age=115 years) containing 3,096 gross square feet above grade (full basement) that was converted to 6 apartment units at some point in the past. The apartment buildings are supported by 61 off-street parking spaces (1.3 per unit).

Land Use Provisions & Building Requirements

Statement of Uses to be Permitted

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

Regulations and Controls

All municipal ordinances, codes and regulations related to the buildings, properties and development shall apply within the 29th & Benton PIEA Planning Area.

Proposed Land Use

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

The intent of this general development plan for the 29th & Benton PIEA Planning Area is to revitalize two deteriorating apartment structures that are languishing at 46% vacancy and rehabilitate a vacant apartment/residence conversion or demolish the improvement and on the cleared lot and adjoining easterly vacant lot development 11 modern apartment units. This general development plan is in accordance with the recommendations described in the Heart Of The City (HOTC) Area Plan and the FOCUS Plan stressing the rehabilitation of deteriorating structures and the development of vacant lots.

Land Coverage & Building Intensities

Anticipated coverage (Floor Area Ratio = FAR) of the proposed rehabilitation/redevelopment of the 29th & Benton PIEA Planning Area is detailed in the table included on the following page by the apartment buildings, the combined sites, and as if the Victor Street properties were redeveloped with 11 new apartment units. The addition of 11 new apartments units on the Victor Street lots increases the existing density of 26.3 units per acre to 28.7 units per acre.

Use	Buildings (SF)	Site Area (SF)	Density (FAR)	Density (U/Acre)
Existing Apartment Buildings (29 th)	45,420	73,007	0.62 : 1	28.6
Existing Apartment/Residence (Victor)	3,096	16,581	0.19 : 1	15.8
Existing Combined (29 th & Victor)	48,516	89,588	0.54 : 1	26.3
Eleven New MF Units (Victor)	?	?	?	28.9
Combined/11 New MF Units (29 th & Victor)	?	?	?	28.7

PROJECT PROPOSALS

Development Strategy

General Strategy

The overall strategy for development within the proposed 29th & Benton PIEA Planning Area will emphasize the following:

- Renovation of the exterior of 2702 E 29th Street (roof and siding), over time updating tired apartment units, repaving the parking lot, repairing public sidewalks and private walkways
- Rehabilitation (exterior and interior) and reuse of 2644 E 29th Street to create 21 newly finished apartment uses repaving the parking lot, repairing public sidewalks and private walkways
- Rehabilitation (exterior and interior) and reuse of 2651 Victor Street to create 6 newly finished apartment uses, repaving the driveways and parking pads, repairing public sidewalks and private walkways, or, demolition of the dilapidated 2½-story apartment/residence conversion and development of 11 new apartment buildings on the cleared site in combination with the adjoining long-term vacant lot
- Elimination of unsafe and insanitary conditions
- Remediation of all environmental hazards
- Resolution of all building code violations
- Resolution of all Americans with Disabilities Act (ADA) violations
- Clean-up and policing of the Planning Area

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

Additional Features

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

- Improves the negative (blighting) conditions within the neighborhood
- Supports and expands the City's tax base
- Creates new housing opportunities for residents
- Fosters employment for the public
- Improves the public health, safety, morals, and general welfare

Method of Financing

It is anticipated that any land acquisition, demolition, relocation and redevelopment within the 29th & Benton PIEA Planning Area will be privately financed through developer/investor financing and/or conventional financing. The terms of any potential use of public/private financing methods are to be specified by the Project Developer to the Planned Industrial Expansion Authority.

Land Acquisition

Three related parties currently own all of the land and improvements within the Planning Area. Land acquisitions within approved plan areas must be done in compliance with the Federal Uniform Land Acquisition and Relocation Policy, as amended.

Tax Abatement

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

Developer's Obligations

Notifications

Any company or developer which proposes to construct, lease or sublease facilities, or to purchase land or redevelop within the area which is the subject of this plan, shall submit plans and specifications to the Planned Industrial Expansion Authority and the City of Kansas City, Missouri, and, if not the owner of the subject property or properties, shall mail a courtesy notice to said owner or owners, as determined by the ownership records of Jackson County at the time of mailing, concurrently with plan submittal and prior to starting a project; and no building permit shall be issued without the prior approval of all agencies. The developer will also be obligated to maintain adequate and direct access either through or around constructed areas.

Developer Encouragement and Solicitation of Union Participation

Union Participation

To encourage union participation on the Project, Developer agrees to perform, or cause its general contractor to perform, the following prior to contract letting, provided that nothing herein will preclude the solicitation or use of non-union labor:

- Solicit and receive bids from at least two (2) different Union Subcontractors (as defined in this section) for each of the following scopes of work that exceed \$500,000: Sitework, Demolition, Concrete, Steel, Masonry, Carpentry, Drywall, Flooring, Painting, Mechanical, Electrical, Plumbing, and Fire Sprinkler;
- Provide bid instructions including access to plans and specifications to all such Union Subcontractors under clause above, including any addenda and updated plans and specifications; and
- Hold a meeting with lowest responsive bidding Union Subcontractor (as defined in this section) for each scope of work to discuss and review the Project, scopes of work for such Union Subcontractor, and MBE/WBE requirements for the Project.

Non-Discrimination

Developer and its general contractor shall have the right, in their sole discretion, to select all subcontractors for the Project; provided, however, Developer and its general contractor shall not

discriminate against any Union Subcontractors solely because such subcontractors employ union members.

Compliance

If Developer fails to perform, or cause its general contractor to perform, the obligations set forth in this subsection, then Developer's year 1 PILOT payment shall increase by \$250,000 (the "Non Compliance Payment"), such amount representing the total liquidated damages (due to the difficulty and inconvenience of measuring actual damages and the fact that such amount represents as fair an approximation of actual damages as the parties can now determine) and full satisfaction of all of Developer's obligations under this subsection. The Human Relations Department for the City of Kansas City, Missouri shall monitor Developer's compliance with this subsection.

Definitions

For purposes of this section, the term "Union Subcontractors" shall mean subcontractors that regularly employ individuals who are represented by a union and who will employ such individuals on the Project, as certified by such subcontractor.

Design Guidelines

Development within the 29th & Benton PIEA Planning Area will follow the Development Guidelines (Appendix A) of the Heart Of The City Area Plan, which may be modified, amended, or waived by the Director of City Planning and Development and would be implemented to cure blight; and the screening requirements of Chapter 52 of the Code Of Ordinances of the City Of Kansas City, Missouri (Ord. No. 060806, enacted August 17, 2006 (Supp. No. 63)) to the extent that the requirements are applicable.

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

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

PIEA Rights of Review

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

Relocation

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

PROPOSED CHANGES

Proposed Zoning Changes

The entire Planning Area is currently zoned R-1.5, Residential (Dash 1.5). For purposes of implementation of this plan and in order to reinforce its objectives developers will have to apply for District UR (Urban Redevelopment District) zoning in order to be eligible for tax abatement benefits described herein if their projects meet either of the criteria listed below:

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

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

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

Proposed Street Changes

No street changes are anticipated for the Planning Area expansion. Any street changes that might be considered in the future will be coordinated with Kansas City, Missouri Public Works and City Planning and Development Departments.

Proposed Street Grade or Land Changes

No changes to street grade are anticipated to complete the development. Any changes will be coordinated with the City of Kansas City, Missouri.

Proposed Building Code or Ordinance Changes

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

Proposed Changes in Public Utilities

Although it may be required as part of a specific project plan, and to remedy blighting conditions, that certain utilities will be relocated or buried, no changes in public utilities are anticipated at this time. If any changes are required, they will be coordinated with the City of Kansas City, Missouri and expenses relating to the same will be incurred and financed by the affected utilities or parties other than the City or the PIEA.

Proposed Changes to Public Facilities

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

In order to receive tax abatement, streetscape design guidelines as outlined in the Heart Of The City Master Plan, which may be modified, amended, or waived by the Director of City Planning and Development, shall be implemented to cure blight.

Proposed Changes to City's Area Plan

This Plan is in conformance with the City's Area Plan. The revitalization of the existing structures and removal of blighting factors will aid the preservation of the Santa Fe Place Historic District and follows the directives of the city's approved area plan in an attempt to reestablish the livability of the area.

RELATIONSHIP TO LOCAL OBJECTIVES

General

The proposed land use is consistent with local objectives to stabilize and redevelop the core areas of the center city. Local objectives pertinent to the 29th & Benton PIEA Planning Area included those stated in the FOCUS Urban Design and Development Guidelines:

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

Creating Quality Development

The site improvements within the proposed Planning Area have been in decline over the past decade. Presently, 28 of 54 existing apartment units are vacant within the Plan Area and 23 of the 28 vacant units are presently uninhabitable. The renovation of 2702 E 29th Street, rehabilitation and reuse of 2644 E 29th Street, and potential rehabilitation of 2651 Victor Street will create quality housing opportunities while enhancing the historic Santa Fe Place neighborhood. If 2651 Victor Street is demolished and 11 new apartment units are added to the neighborhood inventory, neighborhood housing opportunities would be further enhanced.

Revitalizing Existing Uses

The purpose of the proposed redevelopment plan is to revitalize three apartment improvements that are languishing at 52% vacancy and suffer from long-term vacancy. Two structures within the Planning Area are now infeasible due to age, deterioration, functional obsolescence, and sanitary and safety issues. The redevelopment plan will remediate, renovate, update, modernize, and beautify the Planning Area.

Foster Employment

It is anticipated that the redevelopment of the proposed 29th & Benton Planning Area and the improved utilization of properties within the Planning Area will foster temporary (construction and redevelopment) and permanent employment within the City.

Billboards

No billboards are present within the Planning Area and none are planned to be added. Regardless, no property within the Planning Area containing a billboard is eligible for abatement under this redevelopment plan. Apartment project signage will be necessary to identify the complex.

Public Transportation

The 29th & Benton Planning Area is presently served by public transportation under the Area Transportation Authority (ATA). Unsheltered transit stops are located on the east side of Prospect Avenue at Victor Street and E 29th Street. No changes in the public transportation system are proposed at the present time.

Public Improvements

It is the objective of this plan to require any developer or developers to make all necessary public improvements to streets, utilities, curbs, gutters and other infrastructure as required by the City of Kansas City, Missouri, in as much as redevelopment projects in the area create a need for improved public facilities. The developer may seek public assistance for these improvements.

In order to receive tax abatement, streetscape design guidelines as outlined in the Heart Of The City Area Plan, which may be modified, amended, or waived by the Director of City Planning and Development, shall be implemented to cure blight.

Building Requirements in the Planning Area

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

Any specific development proposal approved by the Planned Industrial Expansion Authority for the Planning Area will contain, among other things, adequate provision for traffic, vehicular parking, safety from fire, adequate provision for light and air, sound design and arrangement, and improved employment opportunities. The plan is not expected to have any significant negative impact on adjacent traffic patterns or public transportation.

PROCEDURES FOR CHANGE

This plan or the approved plans for any project in the 29th & Benton PIEA Planning Area may be modified at any time by the Authority, provided that, if modified after the lease or sale of real estate property in the Planning Area, the modification must be consented to by the Lessee or purchaser of the real property or to successor, or successors in the interest affected by the proposed modification. Where the proposed modification will substantially change the plan or plans as previously approved by the City Plan Commission and City Council, the modification must similarly be approved by those same entities.

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

EMINENT DOMAIN

The 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 the acquisition of the real property described therein is necessary for such purposes. Any use of eminent domain shall satisfy the requirements of Chapter 523, RSMo.

ESTIMATED COMPLETION TIME

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

APPENDIX I – HOTC DEVELOPMENT GUIDELINES

APPENDIX A:

design guidelines



Purpose and Use

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

Intent

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

Parking

GENERAL PARKING GUIDELINES

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



SURFACE PARKING LOTS

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

STRUCTURED PARKING

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

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Orientation and Setbacks

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



Transitions

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

Lighting

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

Architectural Character and Materials

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

Fenestration

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

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Awnings and Canopies

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

Signage

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





Access

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

Massing and Proportion (see also Infill Housing Guidelines)

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

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Roofs (see also Sustainability Guidelines)

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

Screening

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



Sustainability

(See also Land Use recommendations)



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

Infill Housing Guidelines

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

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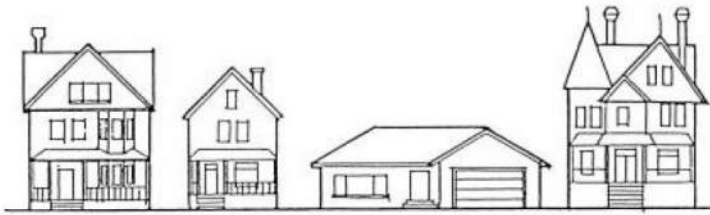
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ALIGNMENT

Alignment is the arrangement of objects in a straight line. The directional emphasis of those objects is also important (i.e. horizontal, vertical, north/south). Alignment also may refer to how a building is sited on a lot and how the setbacks relate to other buildings along the street.

The floor lines, roof, windows, and entry of the third house do not align with those typically found along this street.



PROPORTION/SCALE

Proportion is a ratio which compares the dimensions of one object to another. Proportion can be used to relate elements of a building (i.e. windows, porches, trim) to the building as a whole, or it can relate one building to another. When the dimensions of an element or a building are too small or too large, it is described as being "out of scale".

Although the second house reflects alignment in the placement of the windows, entry, cornice and roof, its proportions are not appropriate. Note the large horizontal windows, the double doors, and the overall width of the house.





MASS

Mass deals with the size of a building (or building part) as well as its form. The dimension of height, width, and depth contribute to a building's overall volume (the amount of space a structure occupies). The form of a building gives shape to a building's volume.

The volume and form of the third house distracts from the streetscape.



PATTERN

Pattern is the arrangement of similar objects in a regular and repetitive manner. Patterns can be found within individual buildings, such as the arrangement of windows, or in groupings of buildings along a street.

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



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TRADITIONAL SINGLE FAMILY HOUSING STYLES

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

CRAFTSMAN BUNGALOW

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

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

FOUR SQUARE

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

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

SHIRTWAIST BUNGALOW

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

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

