



CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri

Department of City Planning and Development
Management Division

414 E 12th Street, 15th Floor
Kansas City, Missouri 64108
www.kcmo.org/planning

Project

Front Street Infill PIEA

Hearing Date June 21, 2022

Item #	Case	Request
#3	CD-CPC-2022-00063	Tax Incentive Plan

Item #	Staff Recommendation(s)
#3	Approval without Conditions

Applicant/Agent
Pamela Grego
PIEA of KC

Location The planning area is within the Northeast Industrial Area.

Area On about 79 acres

Zoning UR, M3-5, M1-5

Council District 4th

County Jackson

School District Kansas City 110

Surrounding Land Uses

North: Missouri River

East: Interstate 435

South: KCS/Intermodal Railroad

West: Chouteau Trafficway

Land Use Plan

The Riverfront Industrial Area Plan recommends industrial, institutional, commercial and office use. The proposed plan is in consistency with it.

Major Street Plan

East Front Street and N. Chouteau Trafficway are on the City's Major Street Plan.

APPROVAL PROCESS



PUBLIC HEARING REQUIRED

Yes

REQUIRED PUBLIC ENGAGEMENT

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

SUMMARY OF REQUEST

A request to approve The Front Street Infill Urban Renewal Plan and declare the area blighted and insanitary and in need of redevelopment and rehabilitation pursuant to the Missouri Planned Industrial Expansion Authority (PIEA) Law 100.300-100.620.

HISTORY

The project area and surrounding area is predominantly industrial in nature with a mixture of some office uses. A small portion of the project area is located within the existing boundaries of the Universal Floodwater Tax Increment Financing (TIF) Area.

PURPOSE

Applicant is seeking approval of the above-referenced request.

RELATED RELEVANT CASES

Case No. 10333-URD-1 - Ord. No. 911480, passed Dec. 19, 1991, rezoned 217.62 acres from M-2a and M-3 to URD and approved a site development plan for 2,800,000 -- 3,300,000 sq. ft. of office and warehouse space and 52.5 acres of stormwater detention facilities.

Resolution No. 90-27 - Nov. 14, 1990, TIFC approved the Universal Floodwater Detention TIF Plan.

EXISTING CONDITIONS

The Planning Area, as well as the immediate surrounding area, is dominated by a primarily industrial and manufacturing land uses. All property parcels contemplated within this project are currently vacant, underutilized industrial properties with no improvements constructed. A small portion of the project area is located within a pre-existing incentive or blighted area. That area being the Universal Floodwater Tax Increment Financing (TIF) Area.

PLAN REVIEW

The proposed plan area contains vacant industrial parcels of land not used to their highest and best use. The area contains inadequate street layout and deficient infrastructure (curbs, gutters, sidewalks). The area has significant signs of deferred maintenance and neglect.

The applicant is not proposing any construction to extend the building coverage nor density nor impervious area. The proposed change to the site would merely focus on interior and façade renovation.

AREA PLAN

This site is within the Riverfront Industrial Area Plan. As no specific redevelopment plans are included in this plan staff cannot review the plan against the area plan. As plans are forthcoming, staff will have the opportunity to review compliance with the area plan land use recommendations. The actual incentive granted will be determined by the PIEA following conclusion of financial analysis and negotiation with taxing jurisdictions, both of which typically occur after City Council approval of these requests.

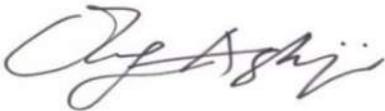
BLIGHT ANALYSIS

City Staff does not comment on whether the site is blighted or not.

PROFESSIONAL STAFF RECOMMENDATION

City Planning and Development Staff **recommends approval without conditions** based on the application, plans, and documents provided for review prior to the hearing.

Respectfully submitted,



Olofu Agbaji

Planner

General Development Plan:

Front Street Infill PIEA Planning Area
Kansas City, Missouri

PREPARED FOR:
PLANNED INDUSTRIAL EXPANSION AUTHORITY
300 WYANDOTTE, SUITE 400
KANSAS CITY, MISSOURI 64105

PREPARED BY:
DEVELOPMENT INITIATIVES
4501 FAIRMOUNT AVENUE
KANSAS CITY, MISSOURI 64111
PHONE 816-916-3664

PREPARED:

April 8, 2022

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INTRODUCTION

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

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

Planning Area Boundaries

Street Boundaries

The proposed Front Street Infill PIEA Planning Area (the "Planning Area") lies within the Riverfront Industrial area of Kansas City, Missouri. The Planning Area is generally located within an area that has historically been a mix of industrial and manufacturing land uses. The Planning Area is depicted in the following map images.

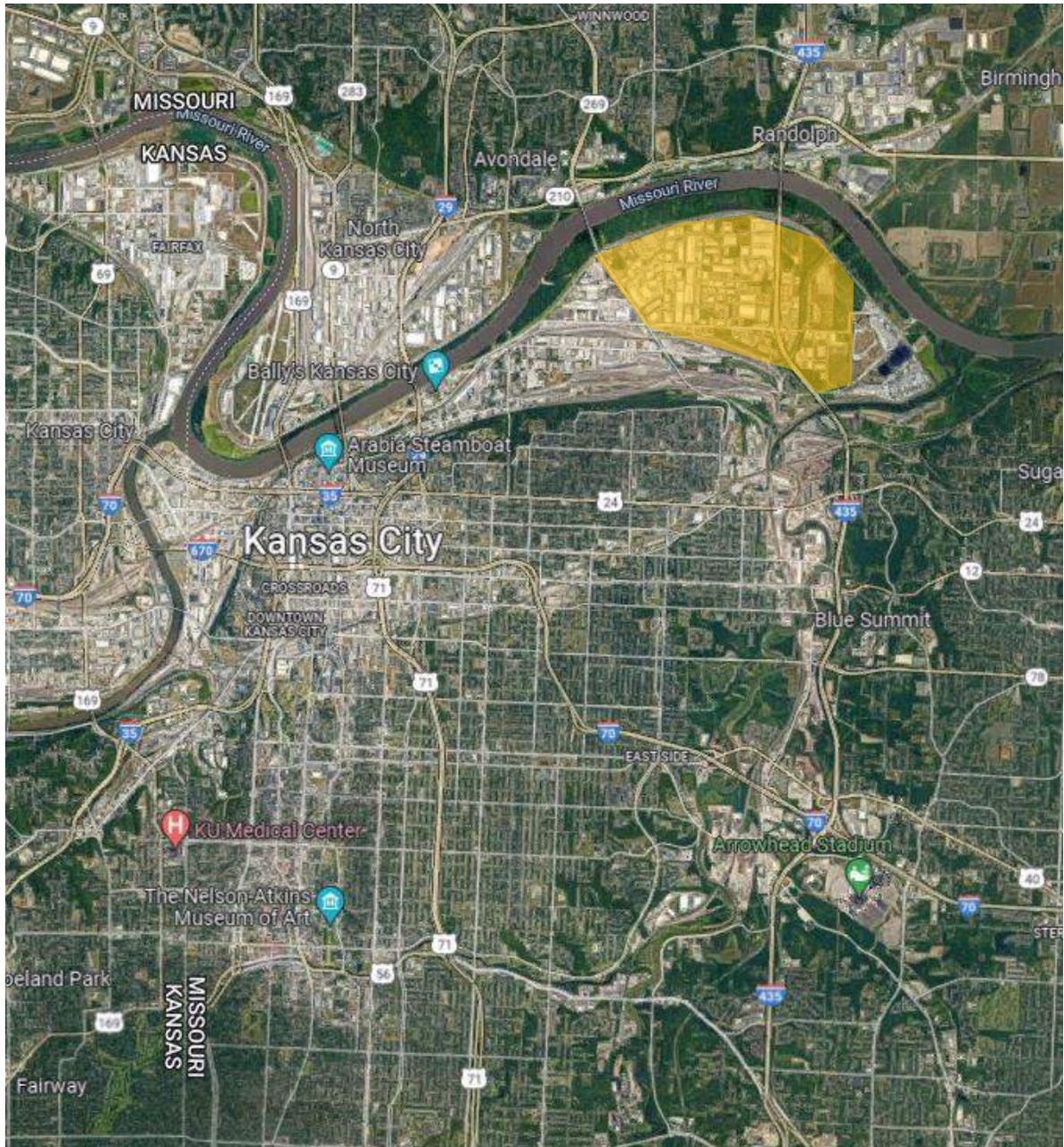


Figure 1 - Proposed Front Street Infill PIEA Planning Area. Map courtesy Google Maps.

Property within the Planning Area is divided into nineteen (19) scattered-site property parcels. Ownership is vested in two (2) entities. All subject parcels are identified by the Jackson County Assessor’s office. A complete listing of tax parcel, identification number, legal description, property address and owner is included in Appendix 1.

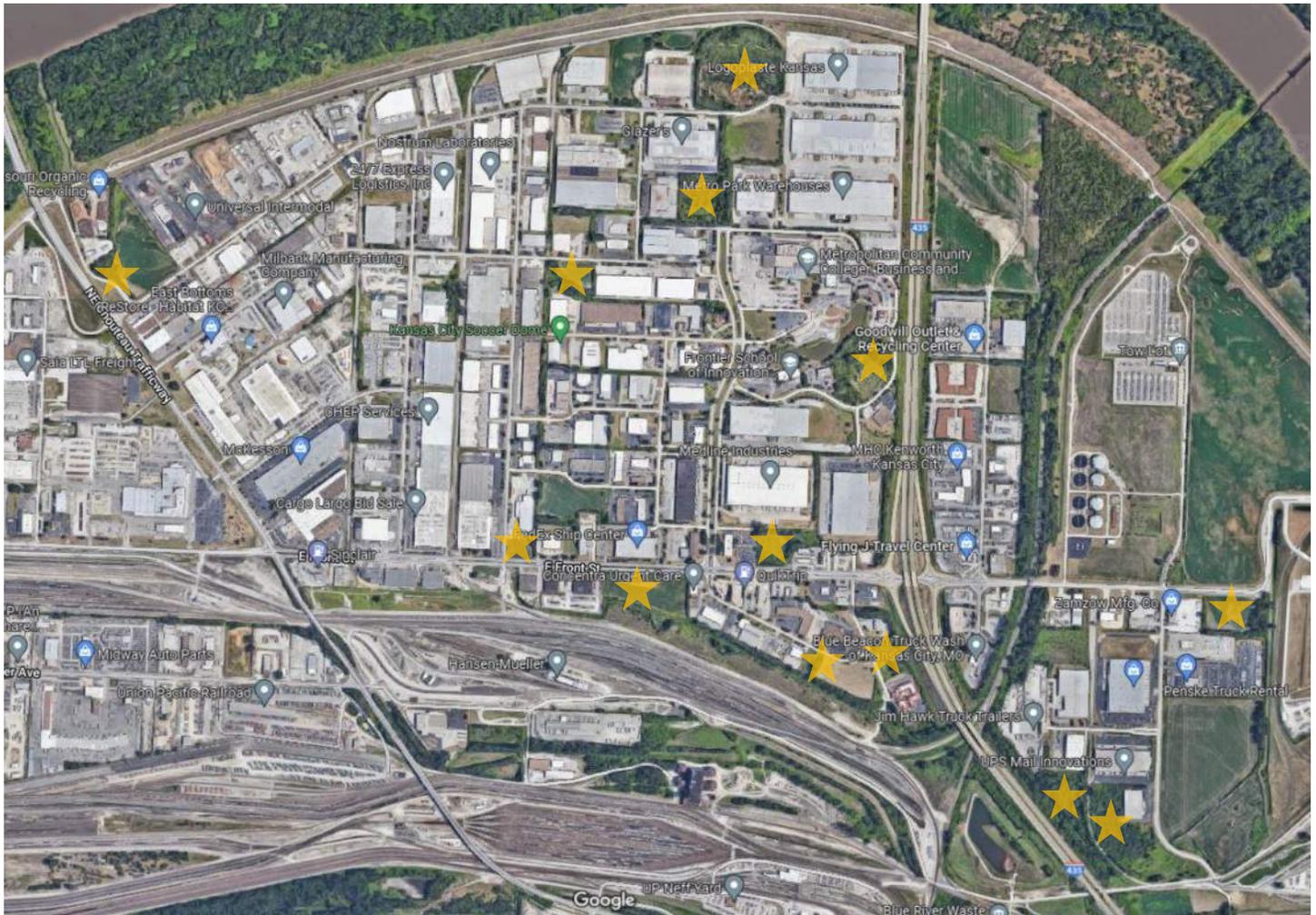


Figure 2 - Neighborhood Location Aerial Map. Parcel general location identified. Map courtesy Google Maps.

Land Area

As mentioned, there are a total of nineteen (19) property parcels within the Planning Area. The Planning Area contains a total of 3,449,291 square feet, or 79.18 acres of property, not including public rights of way.

Planning Area Description

As previously mentioned, the Planning Area encompasses an area approximately 79.18 acres and consists of nineteen (19) tax parcels within Kansas City, Jackson County, Missouri.

Access

Overall access to the Planning Area is very good. Regional access to the Planning Area is via Interstate 435 (I-435) bisecting the Riverfront Industrial Area. Local access to the Planning Area is via numerous surface streets located throughout the area, including; Front Street.

Topography

The topography of the Planning Area is relatively flat. There are some scattered-site topography issues which may impact particular property redevelopment.

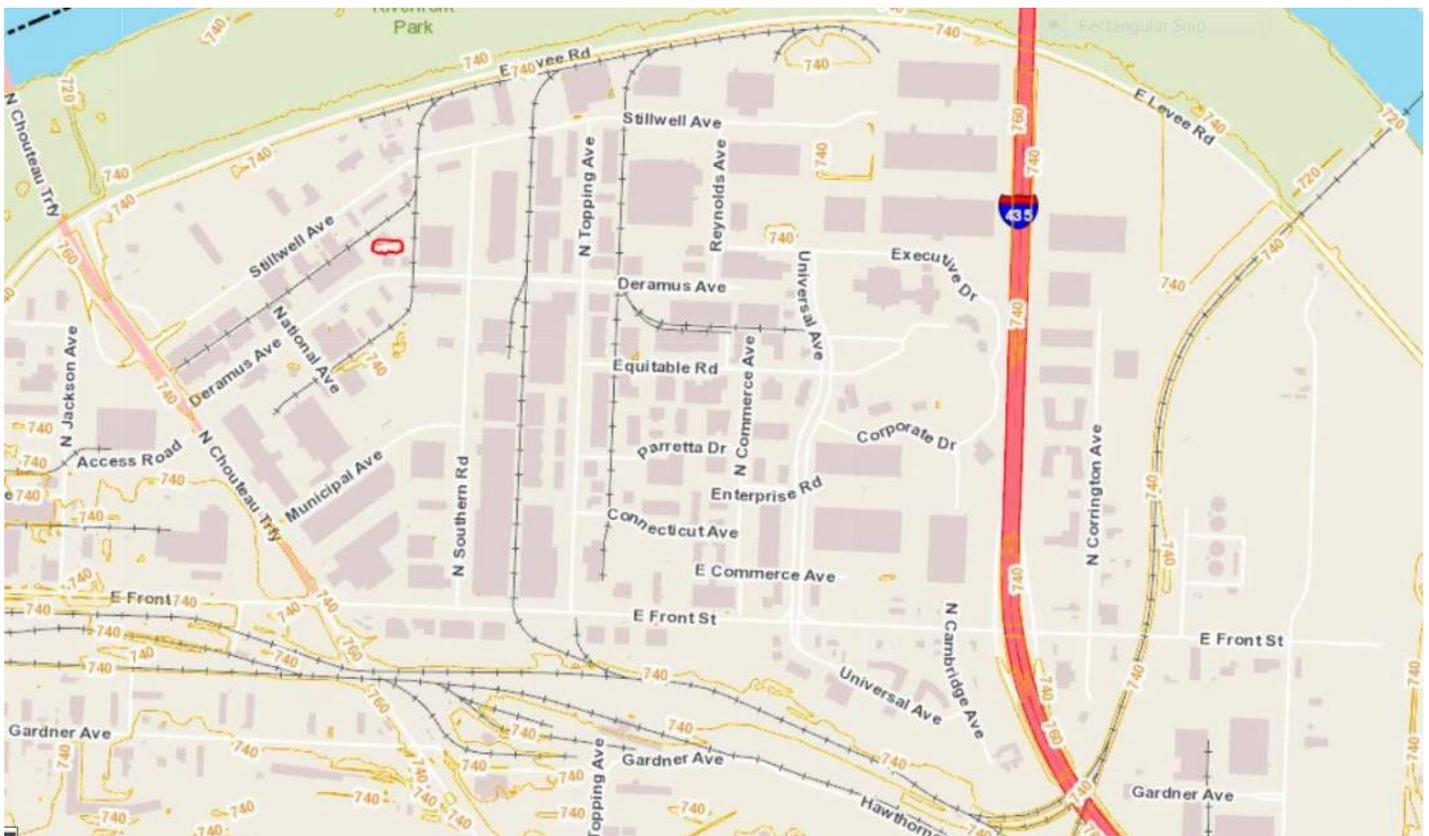


Figure 4 - Topographic Map.

Flood Zone Information

All portions of the Planning Area are currently located within a flood impact zone as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map identified on Map No.: 29095C0144G bearing on effective date of January 20, 2017.

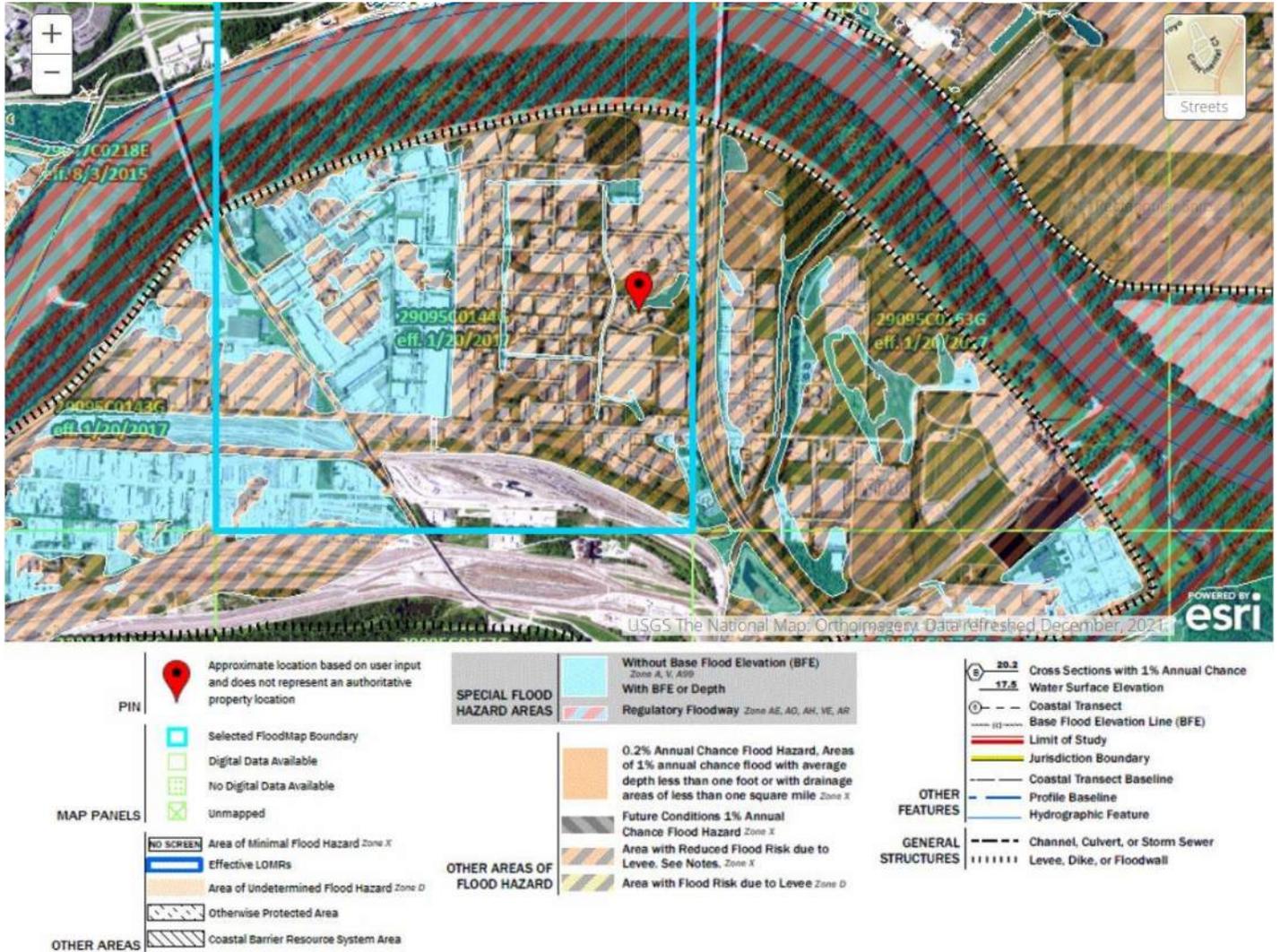


Figure 5 - FEMA Flood Insurance map.

Existing Development/Improvements

The Planning Area, as well as the immediate surrounding area, is dominated by a primarily industrial and manufacturing land uses. All property parcels contemplated within this Plan are currently vacant, underutilized industrial properties with no improvements constructed. A small portion of the Planning Area is located within a pre-existing incentive or blighted area. That area being the Universal Floodwater Tax Increment Financing (TIF) Area as shown in the following map image.

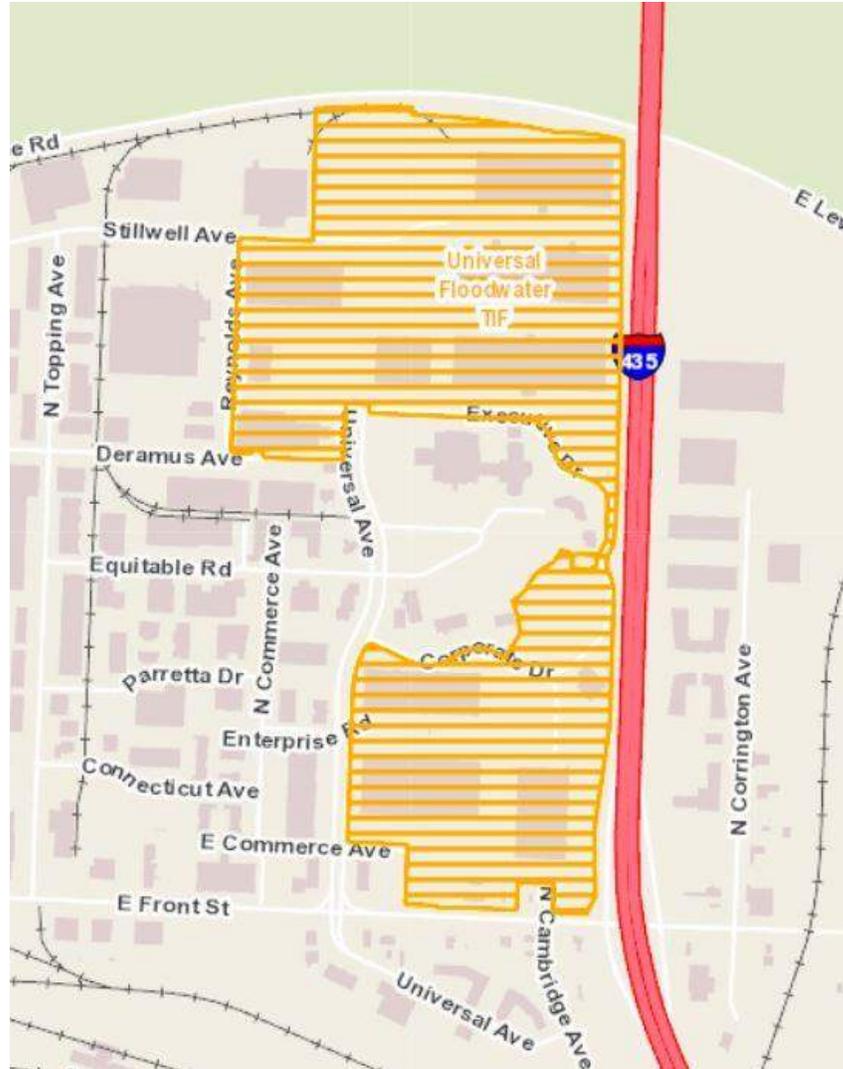


Figure 6 – Universal Floodwater Tax Increment Financing Area.

Approved Public Planning Guidelines

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

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

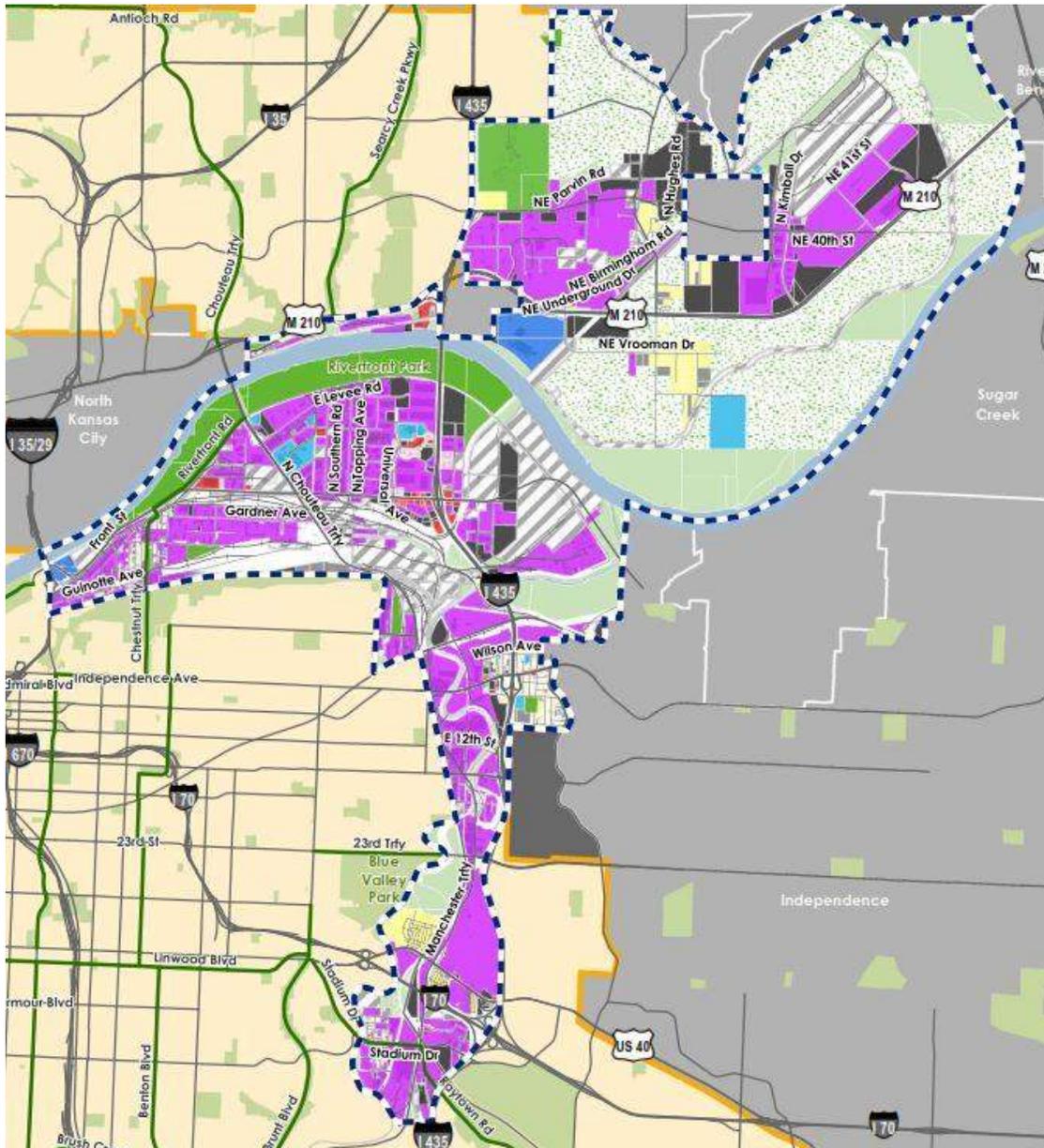


Figure 7 – Riverfront Industrial Area Plan Boundaries.

The purpose of the plan is to:

- Recommend guidelines and strategies related to development, housing, neighborhoods, economic development, transportation, capital improvements, open spaces and urban design.
- Serve as the “plan of record” for the area and will be fully integrated with other adopted plans resulting in a single, coordinated policy for the area.
- Build on the foundation of previous planning efforts in the area.

FOCUS Kansas City Plan

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

- The West Bottoms/Industrial Crescent is a development priority zone.

“This primarily urbanized industrial ‘bottom land’ area stretches along the east bank of the Kansas River, the south bank of the Missouri River, and south aligning with the Big Blue River. This area is well served by rail and selected sites exist for infill and redevelopment”.

- 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.

Conformance with Other Planning Documents

Major Street Plan

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

Additionally there no existing or planned bicycle routes through or adjacent to the Planning Area. If any proposed redevelopment within the Planning Area affects any

¹ FOCUS Neighborhood Plan

existing or proposed bike route, then such impact will be reviewed and considered as part of the review process.

Zoning-Existing

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

Table 1 - Planning Area Zoning Classifications.

Zoning Classification	Purpose
M1-5*	Kansas City's manufacturing (M) zoning districts are primarily intended to accommodate manufacturing, warehousing, wholesale, and industrial uses. The regulations are intended to promote the economic viability of manufacturing and industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas.
M3-5*	Kansas City's manufacturing (M) zoning districts are primarily intended to accommodate manufacturing, warehousing, wholesale, and industrial uses. The regulations are intended to promote the economic viability of manufacturing and industrial uses; encourage employment growth; and limit the encroachment of unplanned residential and other non-industrial development into industrial areas.
UR, Urban Redevelopment District **	The purpose of the UR, Urban Redevelopment district is to promote development and redevelopment of underdeveloped and blighted sections of the city and to accommodate flexibility in design to help ensure realization of the stated purposes of an approved plan for redevelopment.

*City of Kansas City, Missouri Zoning and Development Code, 88-140.

**City of Kansas City, Missouri Zoning and Development Code, 88-260.

As part of the redevelopment of the Planning Area, rezoning to UR will be required for all redevelopment seeking PIEA abatement or other PIEA incentives, pursuant to this Plan, unless the developer follows the Department of the Interior Standards or rezoning is waived by the City Planning Director.

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

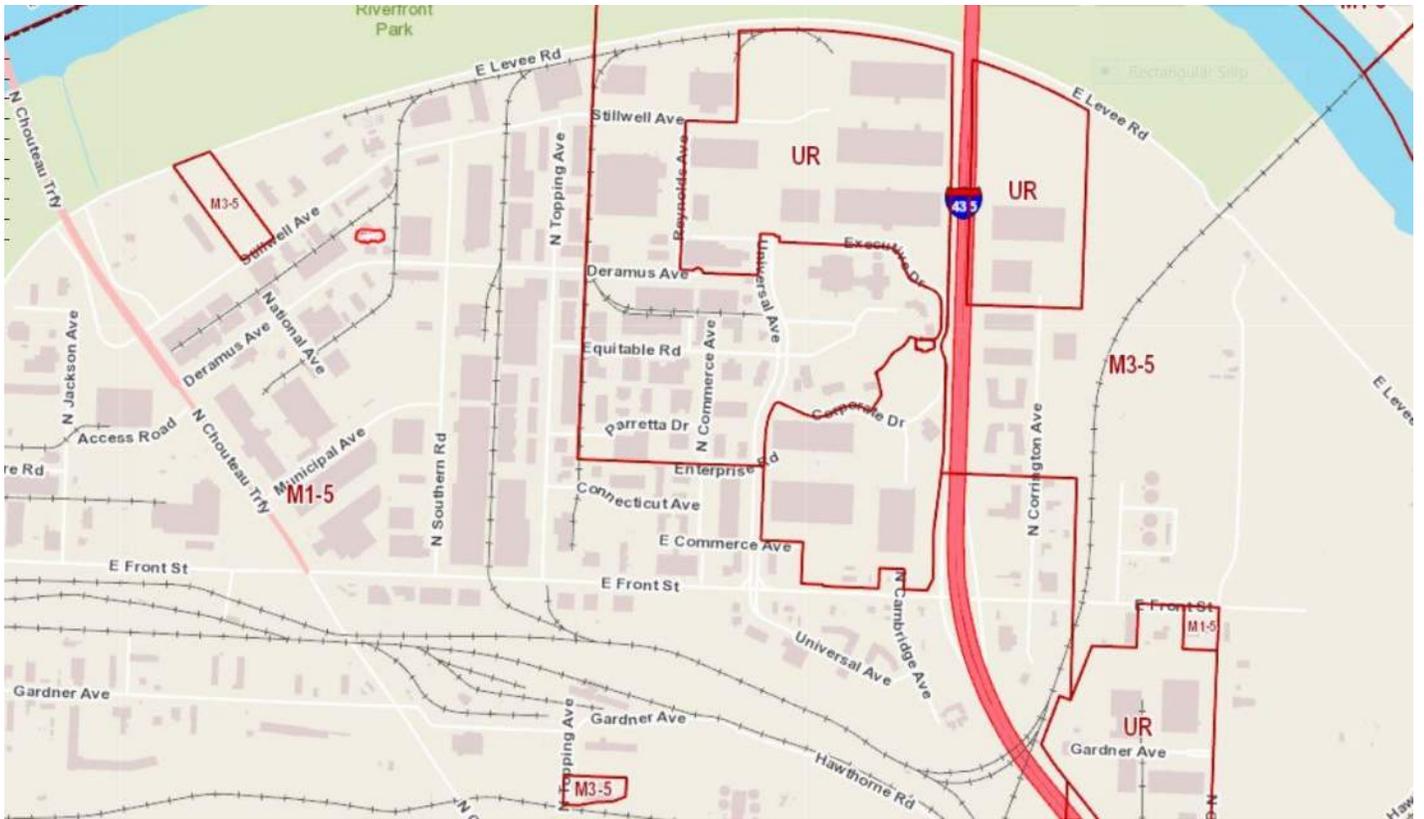


Figure 8 – Front Street Infill PIEA Planning Area - Existing Zoning.
Planning Area location identified.

Undeveloped Industrial Land Finding

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

These conditions include:

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

Furthermore these conditions have led to the following:

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

Statistical Profile of the Planning Area

Population

Population figures for the Planning Area are provided by the American Community Survey (ACS), US Census Bureau, and the Mid-America Regional Council (MARC). For ease of data acquisition we utilized ACS data for the ZIP Code 64120 which covers the entire Planning Area.

Table 2 - Planning Area Population by Zip Code.

Population by Zip Code	2010 Census	2020 Estimate	% Chg 10-20
64120	767	762	-0.65%
Source: MARC, American Community Survey, 2020			

The data show population increases within the Planning Area through the most recent census and current estimate. Total anticipated population reduction (2010-2020) for the Planning Area is estimated to be minimal at -0.65%.

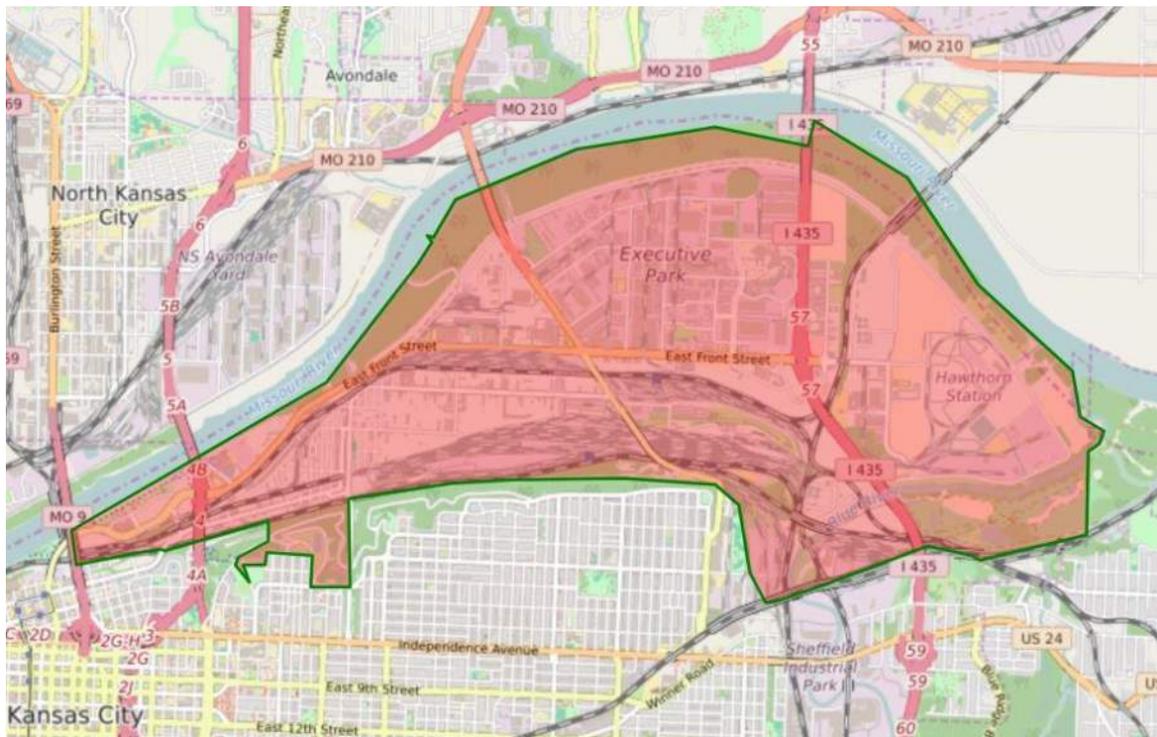


Figure 9 – ZIP Code Map, 64120.

Population Densities

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

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

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

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

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

Unemployment

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

Table 4 - Work Force Indicators.

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

www.fred.stlouisfed.org, 2022.

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

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

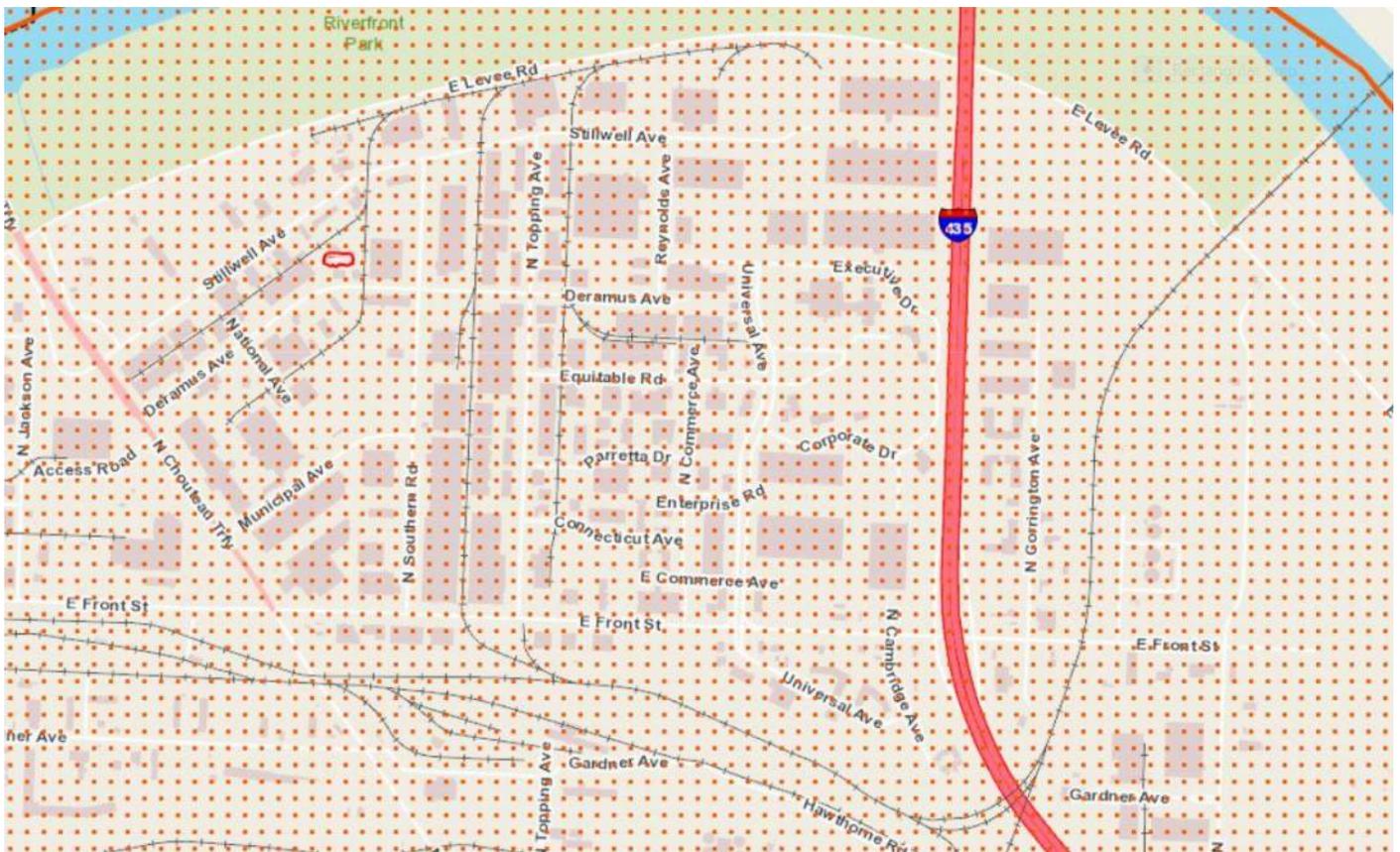


Figure 10 - Distressed Census Tract Map. Orange indicates a Continuously Severely Distressed Census Tract.

Land Use Plan

Future Land Use

Future land use within the Planning Area can be organized into two (2) general land use designations. The existing land use for the Planning Area is Vacant Non-Residential for the majority and Commercial for one (1) parcel. Recommended future land use indicates Light-Industrial and Commercial designations for the Planning Area.

Table 5 - Planning Area Land Use Distribution.

Land Use	Square Feet	Overall Area Percentage
Vacant: Non-Residential	3,387,655	98%
Commercial	61,636	2%
Total	3,449,291	100%



Figure 11 - Planning Area Existing Land Use.



Figure 12 - Planning Area Future Land Use.

Land Use Provisions and Building Requirements

Statement of Uses to be Permitted

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

Regulations and Controls

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

Proposed Land Use

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

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

Land Coverage and Building Densities

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

Project Proposals

Development Strategy

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

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

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

- Develop and revitalize vacant and underutilized property;
- Sustainable development and redevelopment incorporating innovative green practices that will protect the environment, conserve natural resources, and promote public health, safety and welfare;
- Development proposals must be consistent with the policies established within the FOCUS Kansas City Plan;
- Integrate development to be consistent with the existing character of the surrounding natural environment and neighborhoods;
- Increase safety in the area through the use of improved lighting, fencing, and general maintenance;
- Provide safe, convenient surface and/or structured parking;
- Beautify the area by improving streetscapes, cleaning up the Planning Area, and generally removing the existing blighting elements;
- Improve basic infrastructure within the Planning Area; and
- Require development within the Planning Area to conform with the current updates of plans and planning guidelines, as such may be amended:
 - FOCUS, Kansas City,
 - Major Street Plan,

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

Additional Considerations

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

Methods of Financing

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

Land Acquisition Costs

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

Tax Abatement

In the event any redevelopment corporation as defined in Chapter 353, RSMo., shall, with the approval of the Authority, acquire in fee simple, any land for redevelopment and redevelop such land in accordance with the plan for redevelopment adopted by the PIEA, then such land shall be subject to the ad valorem tax abatement provisions contained in Section 353.110, RSMo., as amended, as authorized by Section 100.570, RSMo., provided that the PIEA will require said redevelopment corporation, its successors and assigns, to pay to the City and the County for the benefit of the taxing entities for which the County collects ad valorem taxes, with respect to each such tract of land, in addition to the ad valorem taxes computed under Section 353.110, RSMo., an amount annually equal to the amounts by which the actual tax on such land computed pursuant thereto is less than the tax which would have resulted in the calendar year in which the redevelopment corporation acquired title to the property. Abatement for projects within the redevelopment area will not exceed 10 years at 100% abatement and 15 years at 50% abatement unless otherwise merited by the nature of a particular project.

The provisions of Section 100.570 RSMo. concerning the ad valorem tax exemption benefits contained in Chapter 353, RSMo., and more specifically set forth in Sections 353.110 and 353.150(4) RSMo. shall be available to a redevelopment corporation designated by the PIEA if the designated redevelopment corporation acquires fee simple interest in any real estate for the redevelopment and redevelops and uses such real estate in accordance with this Plan and if the PIEA approves such acquisition. Such tax exemption benefits shall be available to any successor, assign, purchaser or transferee if the designated redevelopment corporation provided that such successor, assign, purchaser or transferee continues to use, operate and maintain such real estate in accordance with this Plan. The PIEA will require the designated redevelopment corporation, its successors, assigns, purchasers or transferees, to make payments in lieu of real property taxes to the PIEA for the appropriate political subdivisions in the amount set forth in the preceding paragraph. Distribution of such payments shall be pursuant to Section 353.110 (4), RSMo.

All applicants requesting tax abatement must submit to the PIEA for approval a redevelopment proposal which includes the justification for the requested tax abatement.

Staff shall make the recommendation to continue, terminate, extend or otherwise provide tax abatement for any parcel/parcels within the planned boundaries that has previously received tax abatement under a previously approved abatement tool, at the time of the Preliminary Project Proposal Review, under the requirement of the City of Kansas City's economic development policy. The recommendation shall be made on a case by case basis and shall depend on the individual circumstances of each case, including any compelling reasons to continue, terminate, extend or otherwise provide tax abatement, and shall be subject to legal review. If the Board desires to extend abatement after the initial 25 year term, a new blight finding is required.

Any award of real property tax abatement shall be based on both the completion of the proposed development as well as the fulfillment of agreed upon performance measures to include, where and when appropriate, removal and prevention of blight, creation of jobs and maintenance of market value of the completed development or redevelopment property with specific terms and conditions to be established at the time of the development project consideration and made part of the Redevelopment Agreement.

Notwithstanding anything herein to the contrary, this General Development Plan shall be subject to the provisions of Second Committee Substitute for Ordinance No.

160383, as amended by Second Committee Substitute for Ordinance No. 200497, and as may be further amended from time to time, which was adopted by the City Council on or about October 6, 2016. In the absence of extraordinary qualifications as defined in 2nd C.S. Ord. No. 200497, the real estate shall not receive greater than a seventy percent (70%) abatement of real property taxes for the first ten years and thirty percent (30%) abatement for the following five years, and the real property taxes shall, for the entire term, be measured by the assessed valuation, inclusive of any improvements, as assessed by the applicable county assessor. In the event this provision is deemed unenforceable by reason that it conflicts with a provision of state law providing for a differing level of abatement for all or any portion of the term of the public incentives, or providing that the assessed valuation be determined by some other measure than is set forth herein, then the PIEA and the developer shall, by contract or amendment to contract, require payments in lieu of taxes structured to achieve the objectives of this provision, such payments to be distributed pro rata to the affected taxing jurisdictions.

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

- A. Projects located in a severely distressed census tract that has continuously maintained such status for not less than ten (10) years immediately prior to the effective date of the request; or
- B. Projects that support affordable housing and extremely affordable housing by meeting the requirements of Committee Substitute for Ordinance No. 201038, as amended for such housing.
- C. Projects that connect residents living in continuously distressed census tracts to new employment opportunities by:
 - a. Providing at least 100 new entry-level jobs to Kansas City with an annual salary of at least \$32,000 or \$42,000 inclusive of wages and benefits; and
 - b. Incorporating options for mass public transportation or locating in an established high-frequency transit corridor.

- D. Projects that involve the renovation or rehabilitation of a building that has been designated by a government entity as a local or national historic landmark or contributes to a historic district, or projects that have filed an application with the National Park Service to be placed on the National Register of Historic Places, in which case the exclusion would be subject to such designation being approved.
- E. Projects that are industrial in nature and support manufacturing or serve as a distribution center.

Developer's Obligations

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

In addition, any company or developer submitting a redevelopment project proposal to the PIEA for construction or redevelopment within the Planning Area shall send a courtesy notice to the owner or owners of property adjacent to the site of the proposed project and also to area neighborhood and/or community groups known and registered with the City. For guidance in obtaining the applicable neighborhood and/or civic organizations developers are encouraged to contact the City's Neighborhood Services Division, and the identity of each neighborhood and/or civic organization identified by the City and provided to the developer shall be dispositive as to the parties to which or whom the developer must provide its notice. The notice shall contain a summary of the content of the proposal and provide the name, address, and phone number of a person or persons representing the company or developer that can be contacted for information regarding the proposed redevelopment project.

Design Guidelines

Projects seeking real property tax abatement from the PIEA shall meet design guidelines for redevelopment within the Planning Area and shall materially conform to the most updated version of the adopted design guidelines outlined within the Plan of

Record, and if at any time design guidelines are absent from the Plan of Record, design guidelines for redevelopment shall follow the design guidelines as set forth in Appendix 2 of this Plan.

PIEA Rights of Review

Each individual development proposal seeking PIEA incentives will be submitted to the PIEA Board of Commissioners for determination that the specific requirements of the Plan have been satisfied, to determine the appropriate level and term of abatement, and if the developer's proposal is in keeping with the appropriate Design Guidelines set forth in Appendix 2 – Design Guidelines. As part of its review, the PIEA will require developers to submit, among other things, evidence in their proposals that their projects are in compliance with this Plan and that the developer has the legal and financial qualifications to undertake and complete the proposed development.

Relocation

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

Proposed Changes

Proposed Zoning Changes

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

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

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

Proposed Land Use Changes

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

Proposed Street Changes

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

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

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

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

Proposed Building Code or Ordinance Changes

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

Proposed Changes in Public Utilities

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

Proposed Changes in Public Facilities

At this time there are no changes planned to public facilities located within the Planning Area, however, public facilities may need to be updated as necessary to accommodate specific projects approved for redevelopment and to ensure blighting conditions are remedied. At the time a specific project plan is developed and a developer is selected, if any changes to public facilities are required, they will be subject to approval by the City through the normal planning and permitting process. The developer may seek public assistance for these improvements.

Relationship to Local Objectives

General

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

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

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

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

Appropriate Land Use/Proposed Land Use

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

Foster Employment

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

Public Transportation

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

Recreational and Community Facilities

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

Public Improvements

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

Building Requirements in the Planning Area

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

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

Procedures for Changes in the Approved Plan

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

Eminent Domain

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

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

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

Estimated Completion Time

It is anticipated that the Plan will be materially completed within twenty (20) years from the passage of the ordinance approving the Plan by the City Council.

APPENDIX 1 – PROPERTY OWNERSHIP & LEGAL DESCRIPTION

TABLE 6 - PROPERTY OWNERSHIP, FRONT STREET INFILL PIEA

#	County Parcel #	KCMO Pin	Address	Owner	SF
1	Parcel #1 omitted		Parcel #1 omitted	Parcel #1 omitted	
2	13-660-02-45-00-0-00-000	235653	6700 East Front Street	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	83,886
3a	13-600-02-10-01-0-00-000	38484	6101 East Front Street	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	192,816
3b	13-600-02-35-00-0-00-000	38462	6301 East Front Street	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	104,312
4	13-500-01-22-01-2-00-000	38496	1301 North Topping Ave.	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	56,706
5	Parcel #5 omitted		Parcel #5 omitted	Parcel #5 omitted	
6a	13-140-02-08-01-2-00-000	223059	6830 Corporate Drive	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	362,864
6b	13-140-02-08-01-4-00-000	227978	No Address Assigned	Son and H Finance LLC 4020 N. Oak Trafficway Kansas City, MO 64116	30,965
6c	13-140-02-08-01-3-00-000	227977	1640 Corporate Drive	Son and H Finance LLC 4020 N. Oak Trafficway Kansas City, MO 64116	17,472
6d	13-140-02-03-00-0-00-000	38390	1650 Corporate Drive	Son and H Finance LLC 4020 N. Oak Trafficway Kansas City, MO 64116	61,636
7	Parcel #7 omitted		Parcel #7 omitted	Parcel #7 omitted	
8	13-120-02-01-01-0-00-000	38342	6600 Stillwell Avenue	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	794,138
9	13-120-04-03-00-0-00-000	38345	1850 Universal Avenue	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	207,439
10	Parcel #10 omitted		Parcel #10 omitted	Parcel #10 omitted	
11	13-130-02-15-00-0-00-000	38356	5905 Deramus Avenue	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	131,244
12	13-200-03-25-02-0-00-000	38302	4700 Stillwell Avenue	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	147,743
13a	13-600-01-47-00-0-00-000	38429	1101 N. Cambridge Ave.	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	42,997
13b	13-600-01-44-00-0-00-000	38427	1111 N. Cambridge Ave.	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	109,693
14a	13-600-01-63-00-0-00-000	38422	6705 Universal Avenue	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	47,853
14b	13-600-01-69-00-0-00-000	281057	6703 Universal Avenue	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	56,487
15	Parcel #15 omitted		Parcel #15 omitted	Parcel #15 omitted	

#	County Parcel #	KCMO Pin	Address	Owner	SF
16	Parcel #16 omitted		Parcel #16 omitted	Parcel #16 omitted	
17	Parcel #17 omitted		Parcel #17 omitted	Parcel #17 omitted	
18	14-400-02-25-00-0-00-000	265191	7811 E. Front Street	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	294,837
19	14-400-03-31-01-0-00-000	260646	910 N. Century Ave.	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	392,217
20	14-400-03-31-03-0-00-000	260648	920 N. Century Ave.	MDC Ep Land No 2 LLC 11401 Strang Line Road Lenexa, KS 66215	313,986

Total SF 3,449,291
 Total Acreage 79.18
 Total Parcels 19

Table 7 - Property Legal Descriptions, Front Street Infill PIEA.

#	County Parcel #	Legal Description
1	Parcel #1 omitted	Parcel #1 omitted
2	13-660-02-45-00-0-00-000	SEC 25-50-33 NE1/4 NW1/4 BEG ON E LI EXECUTIVE PARK TWENTY FIRST PLAT 137.22' S OF NE COR TO TRU POB, TH ELY 376' MOL, TH SLY 230' TO N LI FRONT ST, TH WLY ALG FRONT ST 375' MOL, TH N ALG SD E LI 222' MOL TO POB
3a	13-600-02-10-01-0-00-000	PRT NW 1/4 SEC 25 50 33 LY S OF FRONT ST E OF EXECUTIVE PARK 3RD PLAT W OF EXECUTIVE PARK 9TH PLAT & NLY OF LI DRN 390 FT NLY OF & PARL WITH C/L KC SOUTHERN RR EXC BEG NE COR TRACT F EXECUTIVE PARK 3RD PLAT TH S 87 DEG 43 MIN 23 SEC E 100 FT TH S 2 DEG 16 MIN 37 SEC W 251.68 FT TH ALG CUR TO LT THE TANGENT WHICH BEARS N 84 DEG 38 MIN 26 SEC W R-2300.08 FT 100.06 FT TO SE COR SD TRACT F TH N ALG E LI SD TRACT F 248.47 FT TO BEG
3b	13-600-02-35-00-0-00-000	EXECUTIVE PARK 9TH PLAT TRACT A-3 ON CERT OF SURVEY OF TRACT A-2 OF TRACT A FILED AS DOCMT #K641769 IN BK S-1 AT PG 245 ON 12-17-1984
4	13-500-01-22-01-2-00-000	EXECUTIVE PARK 3RD PLAT PRT OF TRACT C ALL S 192 FT OF W 300 FT OF SD TRACT EXC PRT DEEDED TO CITY FOR ST DOCMT K651324 BK K1397 PG 1645 REC 3/4/1985 ORD 58011 PASSED 6/13/1985
5	Parcel #5 omitted	Parcel #5 omitted
6a	13-140-02-08-01-2-00-000	SEC 24-50-33 NW1/4 SE1/4 EXECUTIVE PARK 5TH PLAT-TR A (EX N 139.86' AS MEAS AT RI ANGLES TO N LI SD TR A)
6b	13-140-02-08-01-4-00-000	SEC 24-50-33 W1/4 SE1/4 EXECUTIVE PARK 5TH PLAT-PT TR A DAF: BEG NW COR TR A TH SLY ALG ELY LI SD TR A & CURV TO LF 142.24' TH N 88 DEG 35' MIN 23 SEC W 441.91' TH NELG CURV TO RI 67.36' TH CONT ALG CURV TO LF 162.13' TO NW COR SD TR TH S 72 DEG E 75' TH S 88 DEG E ALG N LI 209..05' TO POB (EX PT DAF: BEG NE COR TR A THE ELY 75' TH S 88 DEG 35 MIN 23SEC 15.55' TH S 01 DEG 24 MIN 37 SEC W 107' TH S 88 DEG 35 MIN 23 SEC E 132.50' TH N 55 DEG 39 MIN 23 SEC E 30.8' TH S 88 DEG 35 MIN 23 SEC E 18' TH N 01 DEG 24 MIN 37 SEC E 68' TH N 88 DEG 35 MIN 23 SEC W 18' TH N 01 DEG 24 MIN 37 SEC E 18' TH N 88 DEG 35 MIN 23 SEC W 126' TH S 01 DEG 24 MIN 37 SEC W 18' TH N 88 DEG 35 MIN 23 SEC W 6.50' TH N 01 DEG 24 MIN 37 SEC E 21' TH WLY 25' TO POB)
6c	13-140-02-08-01-3-00-000	SEC 24-50-33 W1/2 SE1/4 EXECUTIVE PARK 5TH PLAT-PT TR A DAF: BEG AT NW COR SD TR A THE ELY 75' TH S 88 DEG 35 MIN 23 SEC E 15.55' TH S 01 DEG 24 MIN 37 SEC W 107' TH S 88 DEG 35' 23 SEC E 132.50' TH N 55 DEG 39 MIN 23 SEC E 30.8' TH N 88 DEG 35 MIN 23 SEC E 18' TH N 01 DEG 24 MIN 37 SEC E 68' TH N 88 DEG 35 MIN 23 SEC W 18' TH N 01 DEG 24 MIN 37 SEC E 18' TH N 88 DEG 35 MIN 23 SEC W 126' TH S 01 DEG 24 MIN 37 SEC W 18' TH N 88 DEG 35 MIN 23 SEC W 6.50' TH N 01 DEG 24 MIN 37 SEC E 21' TH WLY 25' TO POB
6d	13-140-02-03-00-0-00-000	1650 CORPORATE DR EXECUTIVE PARK 5TH PLAT LOT B
7	Parcel #7 omitted	Parcel #7 omitted
8	13-120-02-01-01-0-00-000	PRT E 1/2 SEC 24 50 33 DAF: BEG NE COR EXECUTIVE PARK 23RDPLAT TR B TH ELY ALG CURV TO RGT 485 FT M/L TH S 35 FT TH E30 FT TH SE 110 FT TH ELY 65 FT M/L TO PNT ON CURV TO RGT TH ALG SD CURV 343.21 FT TH S 461.28 FT TO PNT ON N ROW STILWELL ST TH WLY ALG SD ROW & CURV TO RGT 493.21 FT TH W 480.44 FT ALG SD ROW TO SE COREXECUTIVE PARK 23RD PLAT TR B TH N 890 FT M/L TO POB
9	13-120-04-03-00-0-00-000	SEC 24 50 33 PRT OF W 1/2 DAF: BEG SE COR OF TR A EXECUTIVE PARK 39TH PLAT TH S 520 FT M/L TH W 414.12 FT TH N521.87 FT TH E 414.12 FT POB

#	County Parcel #	Legal Description
10	Parcel #10 omitted	Parcel #10 omitted
11	13-130-02-15-00-0-00-000	EXECUTIVE PARK 11TH PLAT LOT A
12	13-200-03-25-02-0-00-000	SEC 23-50-33 NW1/4 SW1/4 EXECUTIVE PARK 1ST PLAT PT OF TR A DAF: BEG AT NE COR SD TR A TH SWLY 800' MOL TO TRU POB TH SWLY 40' MOL TH S 68 DEG 06 MIN 52 SEC W 128.55' TH NWLY ALG A CURV
13a	13-600-01-47-00-0-00-000	EXECUTIVE PARK 29TH PLAT TRACT H-2 ON CERT OF SURVEY OF TRACT H FILED AS DOCMT #K717440 IN BK S-2 AT PG 53 ON 6-4-1986
13b	13-600-01-44-00-0-00-000	EXECUTIVE PARK 29TH PLAT TRACT G
14a	13-600-01-63-00-0-00-000	EXECUTIVE PARK TWENTY-NINTH PLAT PRT TR B DAF: BEG SELY COR SD TR B TH N 63 DEG W & ALG SWLY LI OF SD TR B 161 FT TH N 26 DEG E 300 FT TO NELY LI SD TR B TH S 63 DEG E 161 FT TO NELY COR SD TR B S 26 DEG W 300 FT TO POB (KNOWN AS TR B-2 ON CERT OF SURV S-5 PG-73)
14b	13-600-01-69-00-0-00-000	EXECUTIVE PARK 29TH PLAT---PT TRACT C DAF: BEG NW COR SD TRACT C TH S 63 DEG 25 MIN 10 SEC E 152.49' MIN 10 SEC W 232.59' TH N 26 DEG 34 MIN 50 SEC E 300' TO POB (KNOWN AS LOT 1 ON CERT T-47 PG 23)
15	Parcel #15 omitted	Parcel #15 omitted
16	Parcel #16 omitted	Parcel #16 omitted
17	Parcel #17 omitted	Parcel #17 omitted
18	14-400-02-25-00-0-00-000	EXECUTIVE PARK SIXTY-SECOND PLAT LT 1
19	14-400-03-31-01-0-00-000	SEC-30 TWP-50 RNG-32---PT SW 1/4 DAF: BEG 337' W OF SE COR LOT A EXECUTIVE PARK 30TH PLAT TH CONT W 351' MOL TH S 01 DEG 55 MIN 22 SEC W 293.84' TH SELY ALG CURV LF RAD 593.12' ARC DIST 416.22' TH S 38 DEG 17 MIN 06 SEC E 60' TH SELY ALG CURV LF RAD 931.17' ARC DIST 93.04' TH S 44 DEG 00 MIN 35 SEC E 120' TH SELY ALG CURV LF RAD 593.12' ARC DIST 17.35' TH NELY 539' MOL TH NWLY ALG CURV RI 265' MOL TH W 340.17' TH N 380' TO POB
20	14-400-03-31-03-0-00-000	SEC-30 TWP-50 RNG-32---PT SW 1/4 DAF: SW COR CITY MARKET LEAD TRACK EXECUTIVE PARK 30TH PLAT TH 140' TH W 480' TH SWLY 157' MOL TH SELY 1306' MOL TH NELY 111' MOL TH N 45 DEG 06 MIN 25 SEC W ALG CURV RI RAD 613.12' ARC DIST 11.74' TH N 44 DEG 00 MIN 35 SEC W 120' TH NWLY ALG CURV RI RAD 951.17' ARC DIST 95.04' TH N 38 DEG 17 MIN 06 SEC W 60' TH NWLY ALG CURV RI RAD 613.12' ARC DIST 430.26' TH N 01 DEG 55 MIN 22 SEC E 293.83' TO POB



Figure 13 - Front Street Infill PIEA Planning Area: Jackson County Parcel Map.

APPENDIX 2 – RECOMMENDED URBAN DESIGN GUIDELINES

The following are the Development Guidelines for the Front Street Infill PIEA Planning Area. The guidelines are contained in Appendix A of the Riverfront Industrial Area Plan, are incorporated here by reference.



APPENDIX A

Development Form Guidelines

Development Form Application

Currently, the Development Form Map and Guidelines provide urban design guidance. Any property that requires a rezoning, a special use permit, receives tax incentives or requires a development plan shall be subject to the plan's development form guidelines.

There are two key ways to require conformance with the design guidelines provided in the Development Form Map and Guidelines for every development: amending the development code and adopting zoning overlay districts.

For the guidelines that are fundamental, quantifiable, and could be applied citywide, the recommendation is to amend the Zoning and Development by adding those guidelines from the Development Form Map and Guidelines directly into the Zoning and Development Code.

These guidelines would then be required and reviewed and approved by city staff, not requiring an applicant to apply to a separate board or committee and not changing the time required for city staff review.

Some design guidelines are appropriate only to certain neighborhoods, corridors, nodes and districts. When customization is needed and enforcement is desired zoning overlays are the tool within the Development code that should be utilized. Stakeholders can work with city staff to establish an overlay zoning district (further defined on Page XXX) that is more appropriate for their specific area and needs.

Guideline Organization

The Development Form Guidelines include a set of citywide guidelines that apply generally to all areas. These are supplemented by a set of development guidelines for each of the four area types: Neighborhood, Corridor, Node and District (see below).

The general development form guidelines are organized into the following categories:

Architectural Character – These guidelines address the design and appearance of buildings and structures on the site. Guidelines are provided for the following topics:

- » General Character
- » Massing and Scale
- » Materials
- » Structured Parking
- » Windows/Transparency
- » Topography



Public and Semi Public Spaces – These guidelines address the design, programming and location of public and semi-public spaces, streetscape enhancements and gateway treatments. Guidelines are provided for the following topics:

- » Public Spaces
- » Streetscape
- » Gateways



Site Arrangement – These guidelines address the preservation of open and natural spaces location of buildings and parking and the general pattern of development. Guidelines are provided for the following topics:

- » Building Placement
- » Development Pattern
- » Parking
- » Resource Preservation



Transitions and Screening – These guidelines address how to appropriately buffer and transition from one type of use to another and guide the use of walls, fences and landscaping to appropriately screen certain site elements. Guidelines are provided for the following topics:

- » Transitions
- » Screening



Access and Circulation – These guidelines address how all modes of transportation access the site and move around within the site and how streets accommodate each mode of travel (private automobile, transit, cycling, and pedestrian) in a new development. These guidelines also address how different modes move between the site and adjacent areas. Guidelines are provided for the following topics:

- » Multimodal
- » Pedestrian
- » Vehicular



Additional guidelines are provided for each of the four types of areas that comprise the Development Form framework. These areas are described below.

Development Form Areas

Neighborhoods

Areas for household living featuring primarily residential land uses, but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types, the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.).

Corridors

Linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses.

Nodes

A small, compact area that diverges from the surrounding patterns, but due to scale and design complements both the function and character of the area. Nodes generally serve as a center of activity but can have different intensities of use and building scale.

Districts

Regional destinations that are a distinct place – different from surrounding areas – through common activities or themes among uses, the intensity of building patterns, the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

Use and Interpretation

The guidelines are intended to be flexible. While not every guidelines will apply for each project as many guidelines should be incorporated into development as are practical, feasible and applicable to the unique site characteristics. Exceptions to the guidelines should be weighed against the goals and objectives of the applicable area plan and the principles of the FOCUS Kansas City Plan. These guidelines are not intended to be all inclusive of acceptable materials and/or design features or to precluded or inhibit creative and eclectic ideas.

These guidelines are not meant to supersede any applicable laws, regulations, standards, or other requirements related to the development of a site as may be required by existing city code or other governmental agencies. These guidelines are intended to guide future development to consistent with the character of the existing urban development form.

RIVERFRONT 
INDUSTRIAL AREA PLAN

Guidelines for Development Form Categories

Architectural Character

- General Character
 - Preserve and enhance historic and cultural resources as development occurs.
 - Encourage public art to be integrated into the building and site design.
- Massing and Scale
 - New construction should relate to the mass, pattern, alignment and proportion/ scale of the existing or traditional building stock.
 - Significant departures in height and mass can be visually disruptive. Building proportions should strive for a cohesive rhythm.
 - Design buildings to provide human scale, interest, and variety using the following techniques:
 - * Use the highest level of architectural detail and incorporate human scale elements near streets and entries, and around the ground floor. Incorporate building entry details like porches and recesses, occupied spaces like bay windows and balconies
 - * Vary building form with recessed or projecting bays and changes in materials, details, surface relief, color, and texture.
 - * Windows and other openings should relieve blank walls where possible, adding visual interest, improving pedestrians' sense of security, and introducing a human scale to street-level building frontages.
 - Building orientation and massing should respond to the existing character and built environment.

• Materials

- » Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry.
- » Applied 'faux' facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs.
- » Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of storm water runoff, enhance the local environment and reduce energy costs.
- » New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
 - * Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
 - * This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.

• Structured Parking

- » Design new parking structures so that they are not significantly visible from the public right-of-way. Underground parking is encouraged.
- » Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible.
- » When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services unless inconsistent with the land use plan.
- » "Parking podiums," where new development is placed above structured parking, are not desirable.
- » Parking structure façades should relate to the scale, proportion, and character of the district.
- » The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the parking area. Blank walls on parking structures are discouraged.
- » Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a street.
- » Screening should not reduce visibility for "natural surveillance".

- **Windows/ Transparency**
 - The street level of commercial/mixed use structures should have a dominant transparent quality.
 - Windows at the street level of all buildings should be transparent. Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.
 - Windows and doors on street-fronting facades shall be vertically proportioned that are similar in size and shape to those used historically.
 - Design buildings to minimize long windowless walls and service areas visible from public streets. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should be designed to increase pedestrian comfort and interest, through Some combination of the following methods:
 - * Installing vertical trellis in front of the wall with climbing vines or plant materials;
 - * Providing art over a substantial portion of the blank wall surface;
 - * Providing active display windows;
 - * Dividing the mass of the wall into sections.
- **Topography**
 - Topography that varies greatly on a site could present a design challenge, but should not result in blank walls, screens, or other façade treatment that is not pedestrian friendly. Active uses should occupy ground floors.

Public and Semi Public Spaces

- **Public Spaces**
 - Locate and design public spaces to support dense, mixed use development, ensuring that the provision of public space does not inhibit the potential to concentrate development in transit corridors.
 - Design public space to maintain a comfortable sense of enclosure for pedestrians, with a size, proportion, and location that integrate thoughtfully with surrounding uses.
 - Locate public space in high use areas with good visibility, access, and proximity to active uses in order to encourage activity and "eyes on the street".
 - Ensure that public spaces are accessible and comfortable for all users. Private, fenced, and restricted access open spaces and open spaces that are isolated from activity are discouraged.
 - Incorporate elements in public space design that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
 - Include a variety of amenities in public space design to enhance user experience, including seating, lighting, shade landscaping, wayfinding, art, interpretive and interactive features public facilities, special pavement and other amenities.
 - Where integrated with transit facilities, design public spaces to include amenities such as bike racks, ticket kiosks or other amenities that support the use of transit and greater mobility in general.

- Streetscape
 - Streetscape enhancements should include “green” stormwater management elements.
 - On-street parking should be preserved or included wherever possible. Where possible, design on-street parking to function as a buffer for pedestrians and cyclists.
 - Design sidewalks to comfortably accommodate pedestrians, with landscaping, amenities, and other functions supportive of a complete street.
 - Support a quality pedestrian environment by focusing active uses and amenities at street level, orienting buildings toward the street, and encouraging transparency, variety, visibility, and interactivity for ground level uses fronting the sidewalk.
 - Design streets and sidewalks to incorporate elements that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
 - Design streets to enhance comfort and safety, and minimize conflicts between pedestrians, cyclists, transit, and automobiles, using access management, buffering, intersection treatments, and other design elements.
 - Incorporate traffic calming measures for streets to manage the speed of traffic and increase the comfort and safety of pedestrians and cyclists (see Walkability Plan level of service guidelines).
 - Design intersections to efficiently manage all modes of transportation while enhancing comfort, safety, and ease of use. Implement Kansas City Walkability Plan level of service guidelines for pedestrian street crossings.

- Gateways
 - Gateways should be integrated into overall streetscape design where appropriate. Place gateways at key intersections, and entries into neighborhoods, nodes and districts.
 - Gateways and intersection enhancements should include vertical architectural features or focal points constructed of high-quality materials such as stone, cast stone, tile, metal, or masonry and a combination of the following elements:
 - * Landscaping, water features and public art.
 - * Plazas with pedestrian amenities such as seating, shade, and triangulation elements.
 - * Decorative lighting, walls or fencing.
 - * Monument-style signs, if appropriate, with landscaping to announce district or neighborhood.
 - * Enhancement to crosswalks, including color, stenciling, and pavement treatment.
 - Where right-of-way permits, develop intersection enhancements such as a gateways and landscaped focal points at nodes and major intersections. Focal point could include vertical architectural features, fountains, public art, and/or public plazas.
 - Parking areas should not abut a major street intersection or gateway.

Access and Circulation

- Multimodal
 - Streets should be the minimum width practicable and should accommodate pedestrians, bicyclists, transit and automobiles. Minimize street crossing distances and meet minimum level of service as recommended in the Kansas City Walkability Plan.
 - Provide on-site bicycle parking areas in visible, active, well lit areas near building entries.
- Pedestrian
 - Each development should provide and contribute to an on-site system of pedestrian walkways. To the maximum extent feasible, on-site walkways should provide the most direct access route to and between the following points:
 - * The primary building entry to the street sidewalk. Buildings should have pedestrian entrances accessible directly from the adjacent street.
 - * All buildings, plazas, open space and parking areas within a development
 - * All internal streets/drives to sidewalks along perimeter streets.
 - * Major pedestrian destinations located within the adjacent areas, including but not limited to parks, schools, commercial districts, multi-family residential, adjacent major streets, transit stops and park and rides
 - Provide direct, safe and convenient access to public transit facilities and integrate into the overall site design whenever applicable.
 - Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks. Consolidation into "super blocks," street closures and vacations that incrementally erode the character and connectivity of the area should be avoided. When large developments do occur, they should be designed to maintain pedestrian permeability.
 - In mixed use area, drive-through uses are discouraged.
 - Ensure that pedestrian street crossings meet Walkability Plan level of service recommendations. At a minimum provide crosswalks that:
 - * Are well-marked and visible to vehicles;
 - * Include pedestrian and intersection amenities to notify drivers that there is a pedestrian crossing present and enhance the local urban design context and character
 - * Provide for safety for all age/ability groups.
 - * Ensure adequate line-of-sight from pedestrian to automobile and automobile to pedestrian.
 - Avoid barriers that limit mobility between commercial developments and residential development and transit.
 - * When commercial uses abut residential areas, there should be a pedestrian connection (public or private) from residential area to the commercial area at least once a block.
 - Pedestrian and bike access should be provided to adjacent or onsite regional trail corridors (see Trails KC Plan) or other established trail corridor.
 - Provide pedestrian access along all publicly controlled portions of the city's waterways, and encourage pedestrian access for privately controlled areas.

- » Pedestrian walkways and plazas should be clearly delineated or spatially separated from parking and driveways through use of elements including bollards, lighting, landscaping, and special pavement treatments. Where a walkway crosses a street, drive-aisle or driveway, it should be clearly delineated by a change in paving materials, color, texture, or height.
- » Ensure design that is accessible to all people including those with physical limitations.
- Vehicular
 - » Streets should form a network with frequent intersections and connect neighborhoods, nodes, corridors and districts. Continue streets through to as many adjacent developments as possible or allow for future connections where topography permits. Maximize street connections in new development.
 - » Preserve, enhance, and restore the existing grid network of streets where applicable. Avoid street closures and vacations, as they erode the connectivity of the area.
 - » Locate major entry driveways away from front of stores where pedestrians cross.
 - » Provide convenient access for service and delivery vehicles without disrupting pedestrian flow.
 - » Curb cuts should be kept to a minimum. Continuous curb cuts are not appropriate. Where curb cuts and entry drives are allowed, they should be kept as narrow as possible.
 - » New development should incorporate a system of interconnected collector and "through" streets, with a collector street connection approximately every 1/3 mile.
 - » Streets should follow natural contours to minimize the impact on the natural terrain.
 - » Create context-sensitive roads by utilizing street sections in the Major Street Plan that allow a generous open space strip along roadway frontages.

Guidelines for Development Form Categories

Neighborhood Design Guidelines

Definition - Neighborhoods are areas for household living featuring primarily residential land uses but occasionally supported by related civic or institutional uses (parks, community centers, schools). There are a variety of neighborhoods that differ primarily by: the mix of building types the design character of buildings and public spaces; the road patterns and civic space (parks, boulevards, etc.).

Neighborhood Characteristics

- Neighborhoods are connected to, but buffered from adjacent development with appropriate transitions.
- Neighborhood streets should be "calm" while also providing a high level of access for area residents without encouraging high "through" traffic or high traffic volumes or speeds within neighborhoods.
- Neighborhoods should provide physical and social connections, have an identity, meet residents housing needs, and be clean, healthy and well maintained.
- Neighborhoods should be connected by providing physical links (bike, pedestrian and automobile connections) with other neighborhoods, corridors, nodes and districts. Neighborhoods should have community gathering spaces for neighborhood events which help create social connections.
- Neighborhood identities will support through design standards for new housing and for quality infill housing that helps create a "sense of place" and through adaptive re-use and conservation of existing buildings and preserving historic assets.
- Neighborhoods should be inviting and safe places to live, learn, worship and recreate and to interact with other people.
- Neighborhoods accommodate a variety of building types and densities, albeit at a lower scale, intensity and level of activity than development within Corridors, Nodes or Districts. Neighborhoods should provide a variety of housing types to increase housing choice.

Neighborhood Development Guidelines

- Arterials or through traffic streets should be located on the periphery of residential neighborhoods. Arterials should not bisect neighborhoods.
- Homes should have prominent front doors facing the street.
- Avoid direct driveway access on major streets for low density residential properties or development with frequent driveway access.
- Building and lots should front the street and the rear of lots should back on other lots (double frontage lots should be minimized).
- Usable porches facing the street are encouraged in order to promote social interaction and provide passive "eyes on the street".
- Locate houses parallel to the street to further define the street edge and public presence.
- Transitions should be provided adjacent to parking lots and between developments of varying intensity and scale. Transitions should fit within the context of the area, utilizing the techniques listed in the Citywide "Transitions and Screening" section.
- Preserve the environmental qualities (topography, mature vegetation, etc.) of the site to protect sensitive natural areas and drainage patterns.
- Natural areas should be accessible to the neighborhood and connected to greenways where possible.
- Dead-end and cul-de-sac streets are discouraged.

Additional Guidelines for Infill Housing in Neighborhoods

As new construction on infill sites occurs within older, established urban neighborhoods the following basic guidelines should be utilized. To preserve the special qualities of an older neighborhood, new construction should respect the existing character. New construction includes "infill" (replacement) buildings, additions to existing buildings and new outbuildings such as garages, sheds, and carports. New construction should be compatible but differentiated from the older buildings. It should reflect the use of mass, pattern, alignment and proportion/scale of other buildings on the block.



Alignment

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

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



Proportion/Scale

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

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



Mass

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



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

Pattern

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



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

FIGURE 9.0 NEIGHBORHOOD DEVELOPMENT GUIDELINES

Corridor Design Guidelines

Corridors are linear land use patterns typically along major roadways that quickly transition to different patterns – either at nodes or off of side streets (1/2 to 1 block depth of corridor pattern is typical). Corridors are generally Residential or Mixed-Use. Corridors are typically major roadways that connect districts, nodes, and neighborhoods featuring a greater density of commercial and/or residential uses. Corridors represent more than mere physical connections. They also link history, culture, and ideas. Like all cities, Kansas City is made up of many corridors. In all their varieties, they provide an overlapping web, which gives the City form and enriches the lives of its residents. Corridors link areas within and outside the City, provide settings for important amenities, and establish a series of landmarks by which to navigate.

Corridor Characteristics

- Corridors serve to connect our vital institutions and activity centers, carrying all forms of transportation.
- Corridors generally benefit from a high level of access for vehicles, transit and pedestrian and therefore are appropriate for higher intensity uses.
- Corridors are often a part of the Great Streets framework identified in the FOCUS Kansas City Plan and/or “Image Streets” which are the streets that help set the tone of the area by establishing visual and aesthetic standards.
- Corridors should have a diversity and density of activities to encourage pedestrian activity.
- Corridors generally provide “through” access to connect different areas of the city.
- Corridors can be predominantly residential or mixed use with typically higher scale and intensity than adjacent neighborhoods.

Corridor Development Guidelines

- Corridors should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Zero or near zero lot line development in many instances is the most appropriate siting for a building along a corridor.
- Where corridors also correspond with an area’s image streets or Great Streets (FOCUS), enhanced streetscape/gateway improvements and a high quality of development should be provided.
- Corridors should have attractive streetscape amenities such as lighting, benches, signage, trees, etc.
- Corridor should include “green” stormwater management elements as well as landscaped open spaces.
- Curb cuts and access points should be consolidated and kept to a minimum to manage access and enhance walkability.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Corridors should be highly permeable to provide frequent “local” access to adjacent neighborhoods, districts and nodes, particularly for pedestrians.
- Development along transit corridors should incorporate the principles of Transit Oriented Development.

- Building massing and orientation should generally run parallel to the corridor.
- Corridors are an area of higher pedestrian activity. Provide abundant windows on the corridor facing façade to allow more opportunities for “eyes on the street”. Views into and out of windows should not be obstructed by signage or obstructed by window material.
- Parking should be located at the rear of the property behind buildings, or in a garage.
 - Where this is not feasible, parking beside the building may be appropriate but parking should comprise a small percentage of the street frontage on the block.
 - Where feasible, parking is encouraged to be in below grade structures.
- Additional surface parking lots are discouraged.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make their entries or intended uses clear to pedestrians.

Nodes Design Guidelines

Nodes are small, compact areas that diverge from the surrounding patterns, but due to scale and design complement both the function and character of the area. Nodes typically occur at or adjacent to the intersection of major corridor. Nodes can have different intensities of use and building scale.

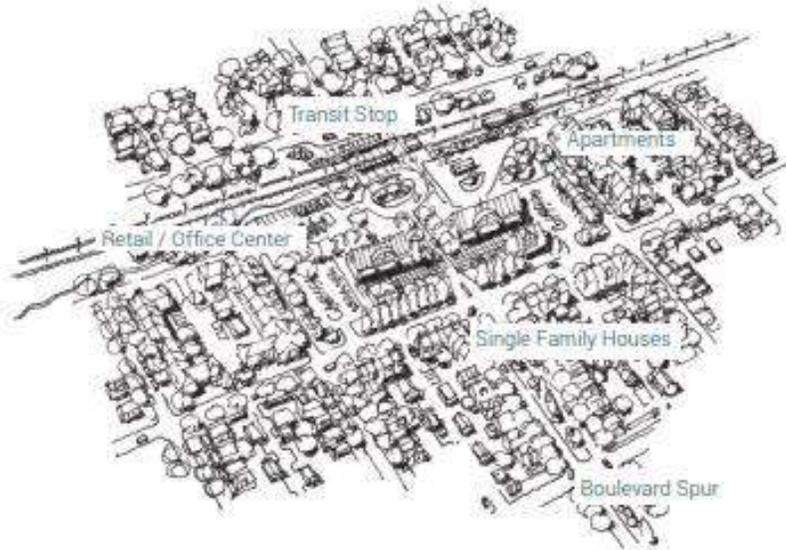


FIGURE 9.1 NODE DESIGN GUIDELINES

Node Characteristics

- An example of this development type is the historical fabric demonstrated at 39th Street and Main Street.
- Nodes are compact development with a small development "footprint".
- Buildings that reinforce or re-create the street wall place inviting entrances on the sidewalk and shift parking lots to the side and rear areas.
- Intersections are reinforced with building mass.
- Nodes serve the motorists, the transit-user and the pedestrian.
- Nodes range in scale (per the FOCUS Urban Core Plan) from small neighborhood centers to regional centers.
- Nodes have Clearly Defined Edges and Transitions

Node Development Guidelines

All new development within nodes should incorporate the following elements where applicable. Corridor guidelines should also be consulted and incorporated into the development design as applicable.

- Small pedestrian scale blocks should be utilized in nodes. Large "superblocks" that degrade the street connections and are discouraged.
- Traffic calming strategies should be applied at entry points to neighborhoods.
- A dense and diverse mix of buildings should be situated on compact pedestrian scale blocks with high lot coverage, and typically at a higher scale and intensity than other areas of the City.
- Transitions to a Node from other area types should be relatively seamless while maintaining a sense of place and arrival to the Node (see Transition and Screening Guidelines).
- Nodes should be well connected to but appropriately transitioned to adjacent neighborhoods, districts and corridors.
- Nodes should complement adjacent development.
 - Special care should be taken to protect surrounding neighborhoods from encroachment of mixed-use development and potential resulting nuisances.
 - Building architecture, orientation and scale are harmonious with adjacent residential areas.
- Building placement should reinforce the street edge.
- Surface parking lots should be located behind or alongside buildings.
- Any new structure should be built with the facade covering at least 70% of the primary street frontage.
- Buildings should be designed to provide "human scale" and high level of transparency at the ground level. All buildings shall maintain a continuous, transparent, highly permeable and active street wall. The use of spandrel, reflective and mirrored glass is not appropriate.
- Nodes should have smaller scale elements and storefronts at the street level to encourage pedestrian activity.
- Streets within nodes should accommodate all modes.
- Sidewalks should be wide within a node and accommodate landscaping, pedestrian lighting, outdoor seating and other elements/activities that encourage pedestrian activity.

- Nodes should include streetscape improvements, gateways, and public spaces/plazas integrated with development to create a cohesive and special character.
- Some nodes may have a special or distinctive architectural theme and where this exists it should be reflected in new buildings.
- Development within nodes should preserve and reuse historically valuable buildings.

District Design Guidelines

Districts are regional destinations that are a distinct place – different from surrounding areas - through common activities or themes among uses, the intensity of building patterns, or the design characteristics of buildings and civic spaces. Districts typically have a defined “center” and recognized edges or transitions to surrounding areas.

District Characteristics

- Districts include a diverse range of regional destinations for tourism, shopping, culture, entertainment, education and employment.
- Districts are often in a campus setting with a collection of buildings and grounds that belong to a given institution.
- Districts are diverse and each should have a unique set of guidelines which are customized to their architectural character, predominant use, setting and location. Ideally a district should have a “master plan” prepared to guide future development which addresses all topics covered in the Citywide Guidelines. It is recommended that these master plans be enforced through a Master Planned Development (MPD) zoning or similar planned zoning district, particularly in single ownership situations.

District Development Guidelines

Districts of all types should generally follow these guidelines:

- Districts should have clearly defined edges which provide harmonious transitions to adjacent areas.
 - It is important to ensure a harmonious interface with adjacent neighborhoods, nodes and corridors. Appropriate transitions should be employed where a higher scale or intensity of development is adjacent to lower scale or intensity.
 - Locate buildings, parking lots and access to avoid conflicts with adjacent areas.
 - Where applicable, incorporate relevant guidelines of the adjacent area as a means to help ensure compatibility.
 - Service facilities, loading docks, parking lots and open storage areas should be located away from public view and adequately screened from surrounding uses with landscaping, fencing or walls.
- In districts with an established or unique character (e.g. architectural theme) new development should reflect and complement that character by incorporating key materials and building styles; utilizing consistent building heights and setbacks, massing, scale and pattern; and including similar or complementary uses.

- Development within districts should generally avoid being overly insular. Development and overall district layout should embrace adjacent major corridors and nodes. Where possible development should be oriented to and well connected (visually and physically) to adjacent areas. High quality architectural finishes should be used on all buildings facing adjacent areas.
- Districts are regional attractions and therefore should be designed to ensure a high level of access and way finding for all modes of transportation.
 - Districts should generally be walkable, bikeable and transit accessible, exhibiting high pedestrian connectivity at the edges and overall highest pedestrian level of service (see Walkability Plan) throughout.
 - Vehicular access and circulation should be designed to provide multiple vehicular entrances to provide route options and not overload an individual street. Districts should balance the need to be highly permeable along their edges, with the need to avoid excessive traffic on adjacent neighborhood streets.
 - Districts should include a clear way finding system for both pedestrians and vehicles, which directs visitors to key destinations and parking. Districts which host large events should consider a traffic management plan.
 - For industrial areas, truck traffic through adjacent neighborhoods should not be permitted.
 - High pedestrian level of service may not be necessary for industrial districts which are inherently more vehicular oriented with a lower need for pedestrian mobility.
- Districts should include individual gateways features which establish an overall gateway theme for the district (see Citywide Guidelines for Gateways). Where topography permits, key view sheds and view corridors should be established and utilized to create a gateway effect as visitors approach the district.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than an oriented towards side or rear parking areas. For corner lots in, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Buildings should be sited in ways to make

APPENDIX 3 – PIEA RESOLUTION

TO BE INSERTED FOLLOWING PIEA APPROVAL.