



## CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri  
City Planning & Development Department  
[www.kcmo.gov/cpc](http://www.kcmo.gov/cpc)

December 4, 2024

### Project Name

Block 138 PIEA Plan

### Docket #10

### Request

CD-CPC-2024-00180  
Tax Incentive Plan

### Applicant

Pamela Grego  
Planned Industrial Expansion Authority

### Owner

City of Kansas City, MO  
414 E. 12<sup>th</sup> Street  
Kansas City, MO 64106

Location	Block 138
Area	About 1 Acre
Zoning	UR
Council District	4 <sup>th</sup>
County	Jackson
School District	KCMO

### Surrounding Land Uses

**North:** Mixed use, zoned DC-15  
**South:** Mixed use, zoned DC-15  
**East:** Mixed uses, zoned UR  
**West:** Mixed use, zoned DC-15/UR

### Land Use Plan

The Greater Downtown Area Plan recommends Downtown Core future land use for this location.

### Major Street Plan

West 14th Street, W. Truman Road, Main Street, and Baltimore Avenue are identified on the City's Major Street Plan as activity streets.

### APPROVAL PROCESS



### SUMMARY OF REQUEST + KEY POINTS

The applicant is seeking approval of The Block 138 PIEA General Development 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.

### PROJECT TIMELINE

The application for the subject request was filed on 09/17/2024. Scheduling deviations from 2024 Cycle 11.2 have occurred.

- At the applicant's request

### NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

The subject site is located within the Downtown Neighborhood Association is.

### REQUIRED PUBLIC ENGAGEMENT

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

### EXISTING CONDITIONS

The 1-acre project site is generally bordered by W. 14th Street on the north, West Truman Road on the south, portions of Main Street on the east, and Baltimore Avenue on the west. There are multiple vertical parcels (condominium units) on the block with the city owning the land. This block currently houses the B&B Theaters Mainstreet with associated parking along Baltimore Avenue. Surrounding uses include the President's hotel to the north and mixed commercial uses. To the east are mixed commercial uses and 3 Light apartment building, and to the west is an office building (Waddell and Reed). Directly south is the I-35/ I-670 south loop.

### PROFESSIONAL STAFF RECOMMENDATION

Docket #10    Recommendation  
Approval

**CONTROLLING + RELATED CASES**

**Case No. 11754-URD** – CS Ordinance No. 040859 passed by City Council on September 4, 2004, rezoned approximately 24.6 acres from Districts URD and District C-4 to District URD, and amended a development plan in District URD by deleting certain parcels, and thereby leaving about 21 acres within the development, and approving a development plan for same, known as the entertainment district.

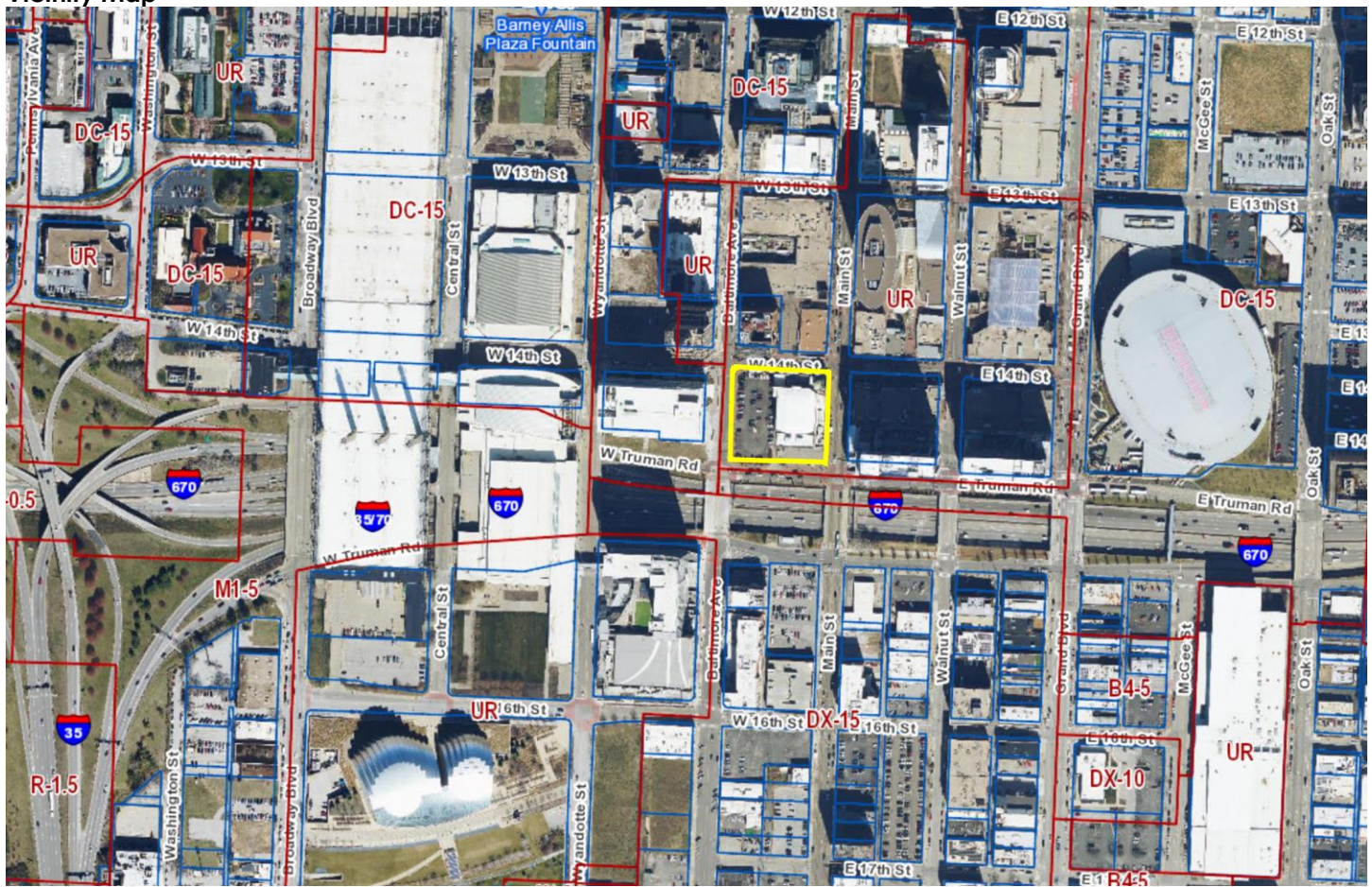
**Existing Incentives Plans**

The Planning Area is located within an area which has previously approved incentives or has previously been declared "blighted". These areas include the following:

- 1200 Main/South Loop Tax Increment Financing (TIF) District,
- 1200 Main/South Loop Community Improvement District (CID),

Current status and activity of the above-mentioned plans are currently unknown.

**Vicinity Map**



**PLAN REVIEW**

The proposed redevelopment area includes approximately 0.84 acres of Block 138 (1.5 acres). The entire block is currently zoned UR as part of the overall redevelopment effort approved by CS Ordinance No. 040859 passed by City Council on August 26, 2004. No change in zoning classification is anticipated within the Planning Area. However, all proposed land use improvement shall correspond to the land use specified and approved by the City of Kansas City, Missouri.

**INCENTIVE REQUEST**

The property owners may seek a tax abatement which provides for abatement for a period of time. Abatement for projects within the redevelopment area will not exceed 25 years at 100% abatement unless otherwise merited by the nature of a particular project.

**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. 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 qualifying 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.

**AREA PLAN**

The Greater Downtown Area Plan recommends Downtown Core land use designation for this location. The proposed plan is compliant with the GDAP future land use recommendations.

**BLIGHT ANALYSIS**

The Planning Area is located within the 1200 Main/South Loop Tax Increment Financing (TIF) District and the 1200 Main/South Loop Community Improvement District (CID). These plans previously declared the area "blighted".

**ATTACHMENTS**

1. Applicants Submittal

**PROFESSIONAL STAFF RECOMMENDATION**

City staff recommends **APPROVAL**.



Olofu Agbaji  
Planner

# **General Development Plan:**

**Block 138 PIEA Planning Area  
Kansas City, Missouri**

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

**PREPARED BY:  
DEVELOPMENT INITIATIVES  
3965 W. 83<sup>RD</sup> STREET, #145  
PRAIRIE VILLAGE, KS 66208  
PHONE 816-916-3664**

**PREPARED:**  
November 8, 2024

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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 Block 138 PIEA Planning Area (the “Planning Area”) lies within the Central Business District (CBD) of Downtown Kansas City, Missouri. The Planning Area is generally located within an area that has historically been a developed mix of commercial, office, residential and entertainment uses. The Planning Area is depicted in the following map images.



Figure 1 – Approximate Block 138 PIEA Planning Area. Map courtesy Google Maps.

The Planning Area is composed of property located in multiple parcels of private and City-owned land. Ownership is effectively vested in two (2) entities. All subject parcels are identified by the City of Kansas City and the Jackson County Assessor’s office. A complete listing of parcels, and legal description and property addresses is included in Appendix 1.



**Plan Area**

As mentioned, the Planning Area is composed of property which spans multiple property parcels. The Planning Area contains approximately 36,546 square feet, or 0.84 acres of property, not including public rights of way.

Table 1 - Property Data, Size.

Block	Size (acres)
138	0.84
Total	0.84

**Jackson County Property Parcels**

The Planning Area is composed of property which spans multiple property parcels. A complete listing of parcels, maps and legal descriptions, is included in Appendix 1 – Property Information.

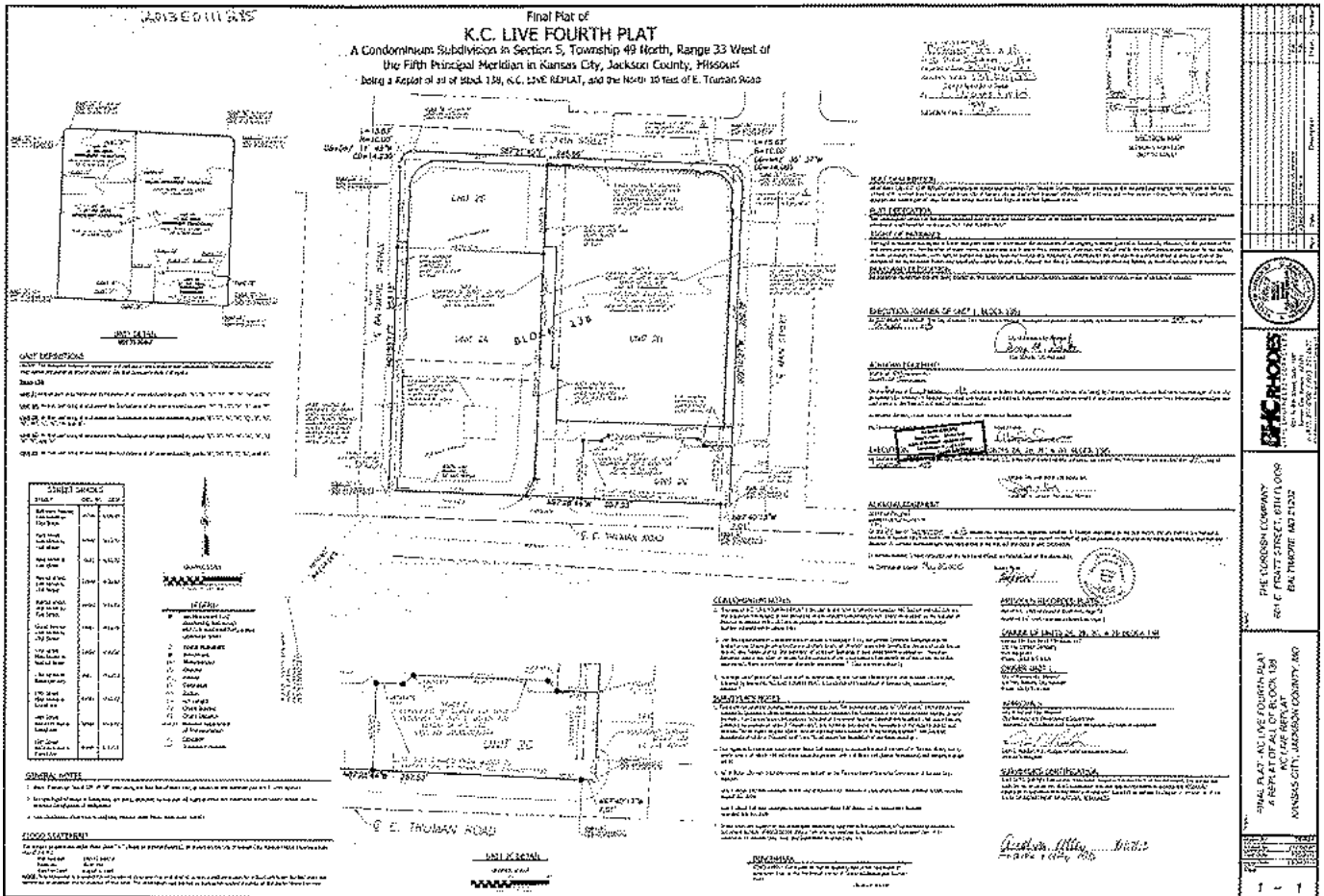


Figure 5 – Planning Area Plat Map - Block 138 Plat.

## UNIT DEFINITIONS

(NOTE: The elevation extents of ownership are defined in the Condominium Declarations. The elevations shown on the map above are points at ground elevation. See also Surveyor's Note 1 at right.)

### Block 138-

**Unit 1:** All that part lying below the foundations of an area enclosed by points "A", "B", "C", "D", "E", "F", "G" and "A".

**Unit 2A:** All that part lying at and above the foundations of the area enclosed by points "F", "J", "I", "K", "L", and "F".

**Unit 2B:** All that part lying at and above the foundations of an area enclosed by points "B", "C", "S", "R", "Q", "P", "O", "N", "M", "L", "K", "H" and "B".

**Unit 2C:** All that part lying at and above the foundations of an area enclosed by points "D", "E", "M", "N", "O", "P", "Q", "R", "S", and "D".

**Unit 2D:** All that part lying at and above the foundations of an area enclosed by points "A", "H", "I", "J", "G", and "A".

Figure 6 - Unit Definitions, Block 138.

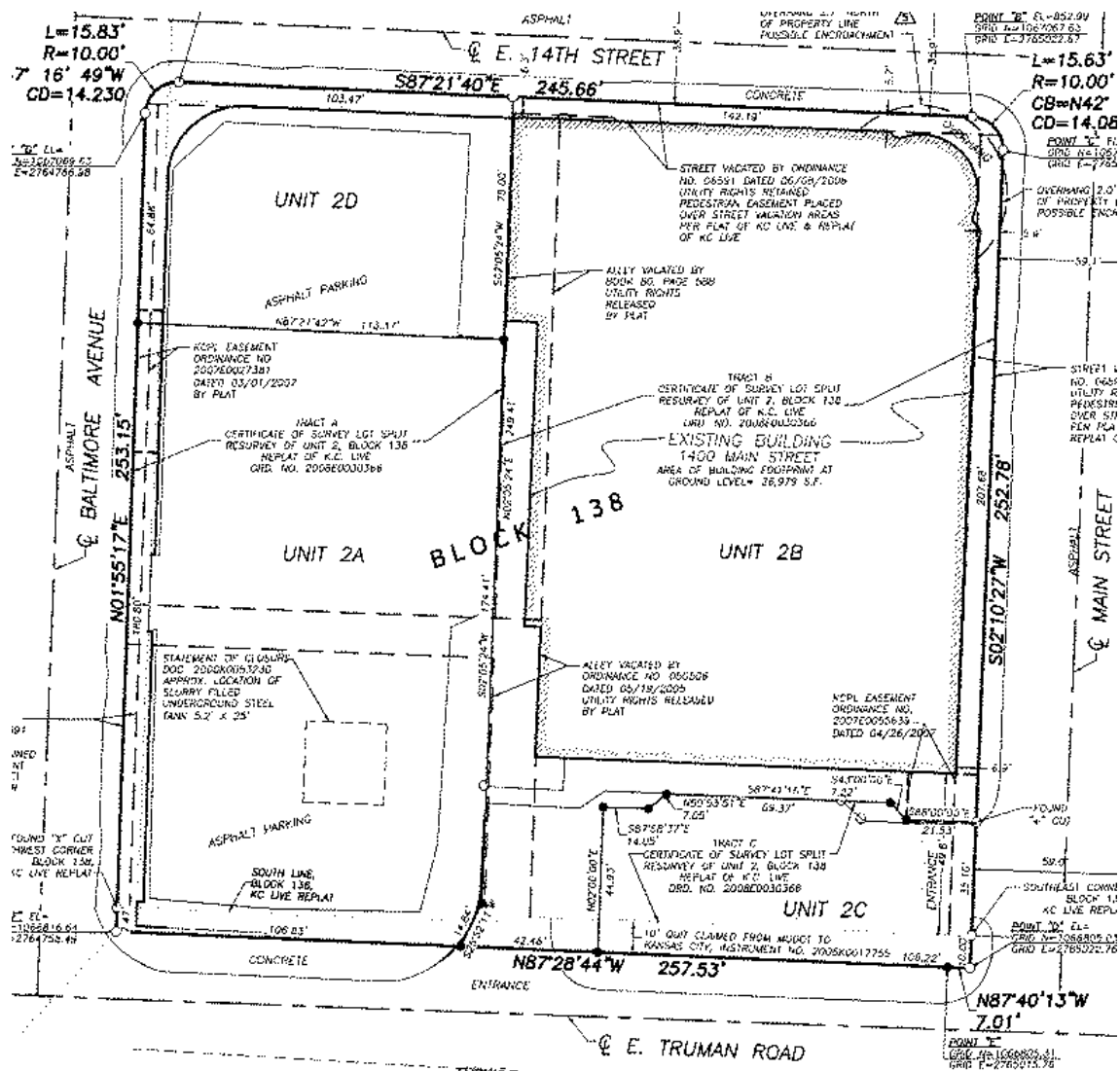


Figure 7 - Block 138 Enhance View.

## Planning Area Description

As previously mentioned, the Planning Area encompasses an area approximately 0.84 acres within Kansas City, Jackson County, Missouri.

### Access

Overall access to the Planning Area is very good. Regional access to the Planning Area is via Interstate 70 (I-70) and Interstate 670 (I-670) immediately south of the area. Local access to the Planning Area is via numerous surface streets located throughout the area, including; West 13<sup>th</sup> Street, Baltimore Avenue, Main Street, and West Truman Road.

### Topography

The topography of the Planning Area slopes gradually north to south approximately sixteen (16) feet.



Figure 8 - Topographic Map.

### Flood Zone Information

No portions of the Planning Area are currently located within a flood impact zone as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map identified on the following Map No.: 29095C0252H bearing on effective date of December 7, 2023.

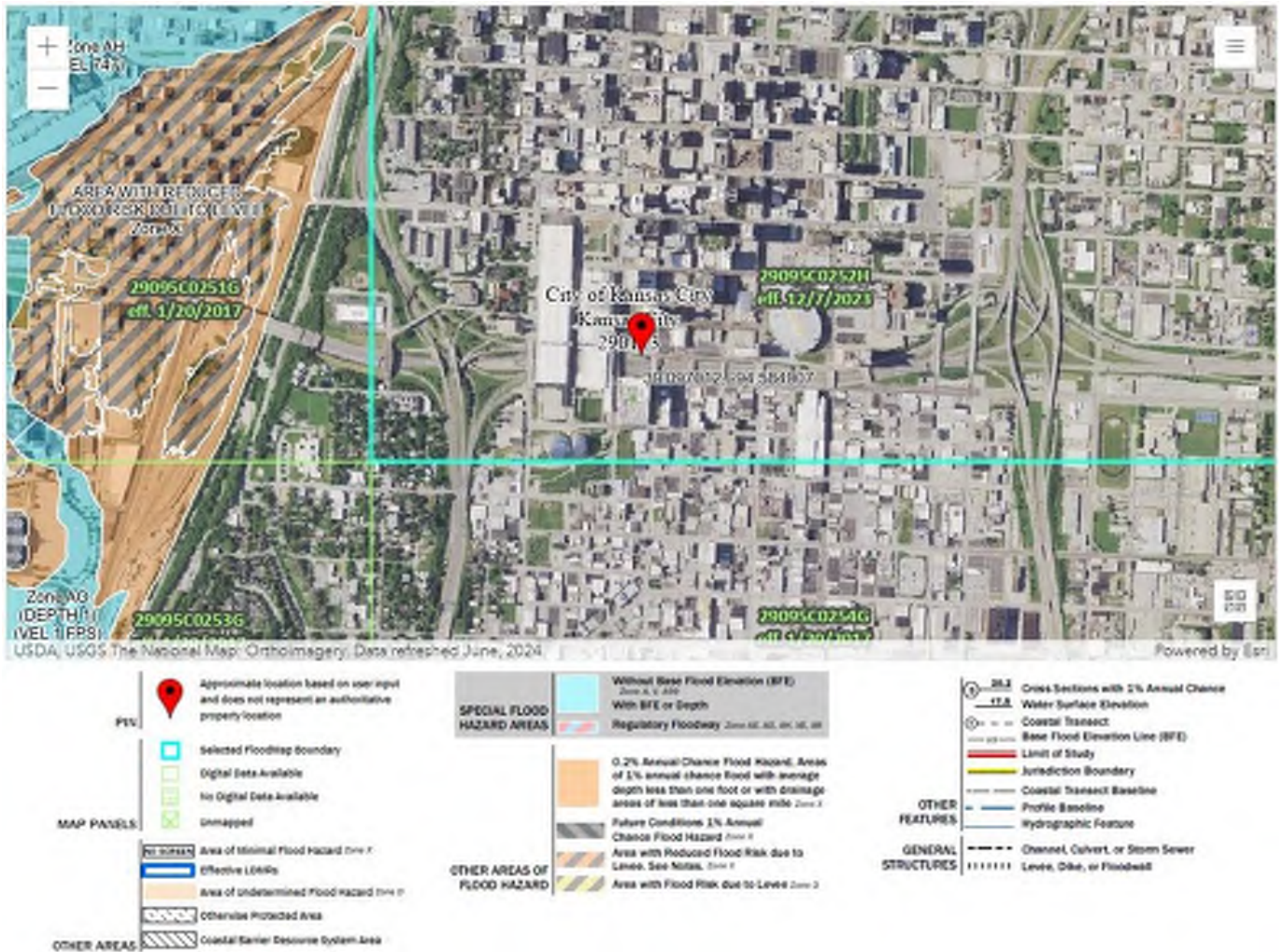


Figure 9 - FEMA Flood Insurance map.

**Existing Development/Improvements**

The Planning Area, as well as the immediate surrounding area, is characterized by a mix of retail, office, and residential land uses. All parcels are currently surface parking (94.98%).

Table 2 - Occupied Space by Block.

Block 138	Space	Service Area	Surface Parking
Unit 2A	21,128		21,128
Unit 2B	1,849	1,849	
Unit 2C	5,563		5,563
Unit 2D	8,276		8,276
	36,816	1,849	34,967

Total: 36,816  
 Total Surface Parking: 34,967  
 Total Service Area: 1,849

### Pre-Existing Incentive Areas

The Planning Area is located within an area which has previously approved incentives or has previously been declared “blighted”. These areas include the following:

- 1200 Main/South Loop Tax Increment Financing (TIF) District,
- 1200 Main/South Loop Community Improvement District (CID),

Current status and activity of the above mentioned plans is currently unknown.

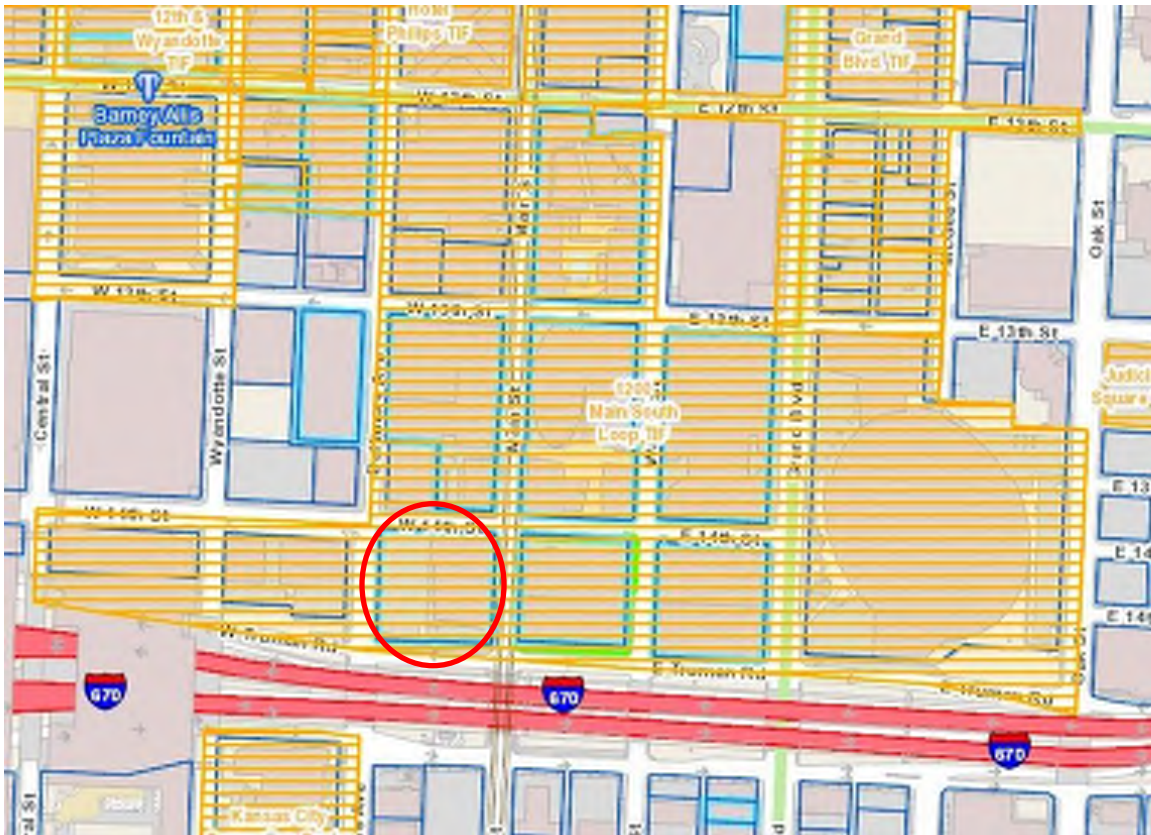


Figure 2 - Planning Area proximity to the 1200 Main/South Loop TIF.

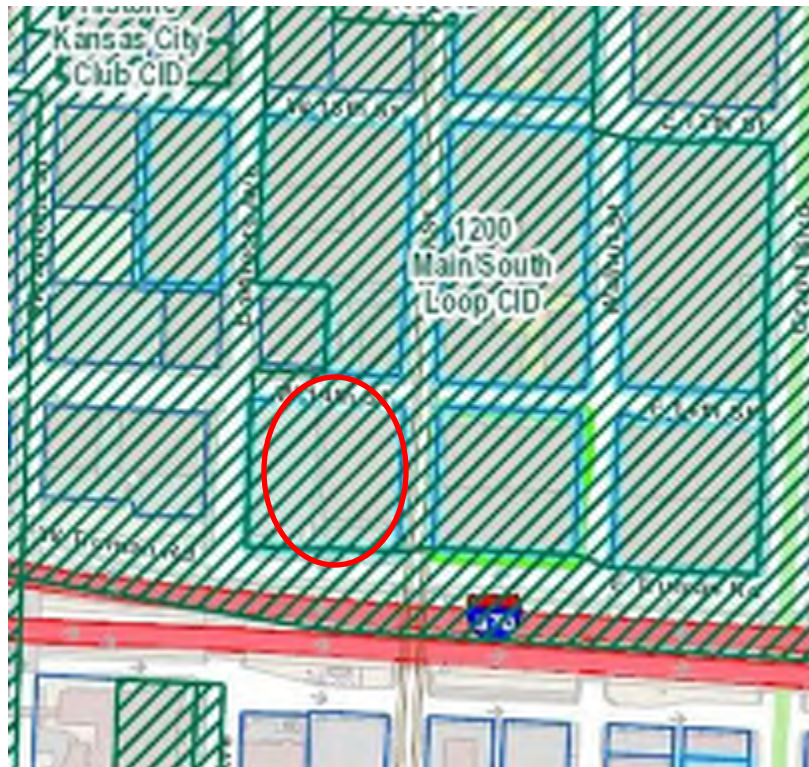


Figure 3 - Planning Area proximity to the 1200 Main/South Loop CID.

### **Approved Public Planning Guidelines**

There are two primary documents which govern official City land uses and development within the Planning Area. These are the Greater Downtown Area Plan and the KC Spirit Playbook. 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 Greater Downtown Area Plan. Area Plan covers an area with the following boundaries:

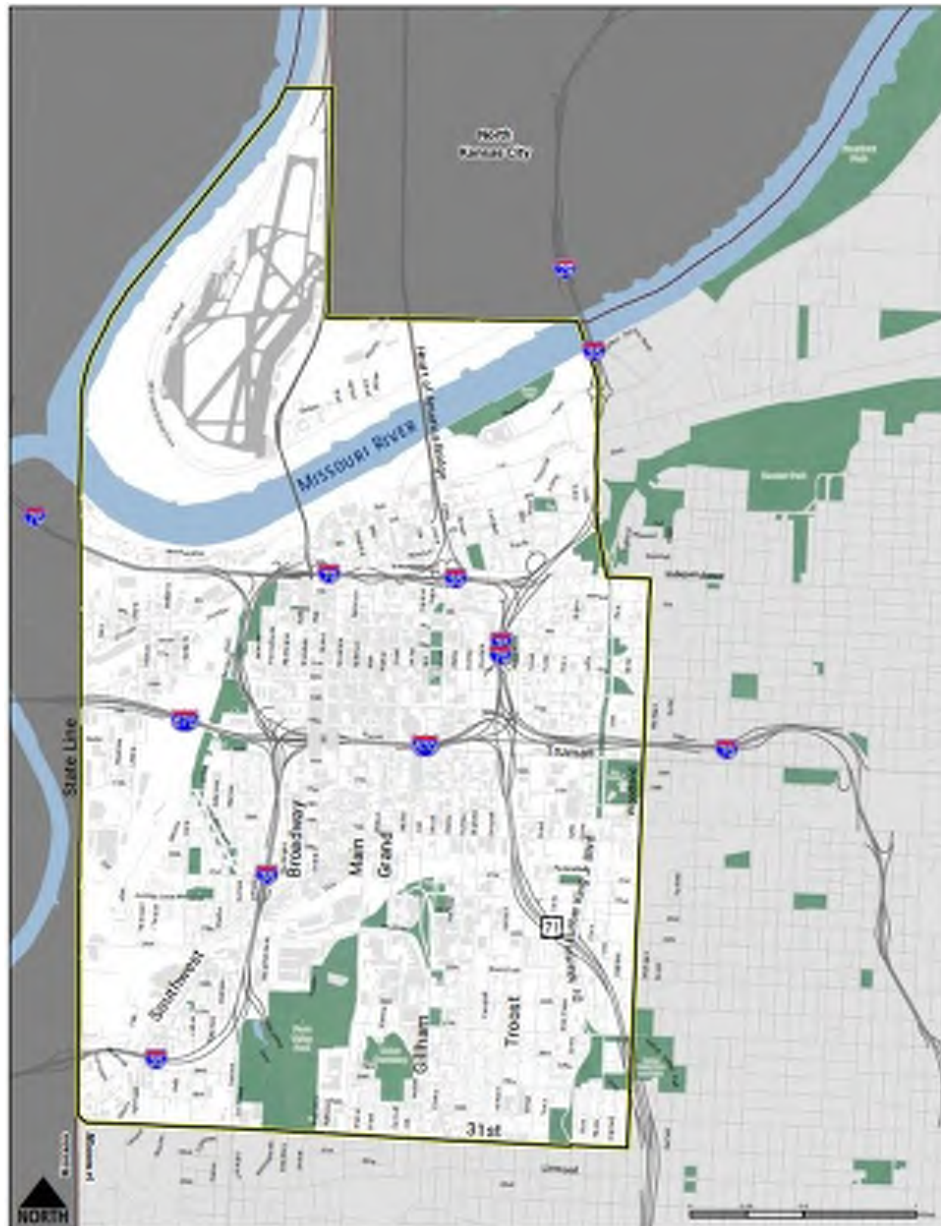


Figure 10 – Greater Downtown Area Plan Boundaries.

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.



## KC Spirit Playbook

The KC Spirit Playbook was created over the course of several years with the input of many thousands of area residents. The Playbook was approved as a formal policy of the City by the City Council in April, 2023. The document has a number of specific recommendations which relate to the area, including;<sup>1</sup>

- Strengthen Kansas City’s position as the economic hub of the region.
- Increased capacity as an important national hub for commerce.
- Increased reuse of vacant sites for new development.
- Targeted public improvements (particularly basic infrastructure) and city services to support community development.
- Reinforce and enhance a multimodal transportation system.
- Ensure the City responsively plans for and encourages future growth.
- Review highway connections with rail, maritime, and air freight nodes.



<sup>1</sup> KC Spirit Playbook, April 2023.

**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 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 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 one (1) zoning class. Definitions for the purpose of the classifications are included in Table1 below.

Table 3 - Planning Area Zoning Classifications.

Zoning Classification	Purpose
UR	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, 88-260-01.

Typically, as part of the redevelopment of the Planning Area, rezoning to UR would be required for all redevelopment seeking PIEA abatement or other PIEA incentives, pursuant to this Plan. However, since the Planning Area is already zoned UR, this rezoning requirement will not be required.

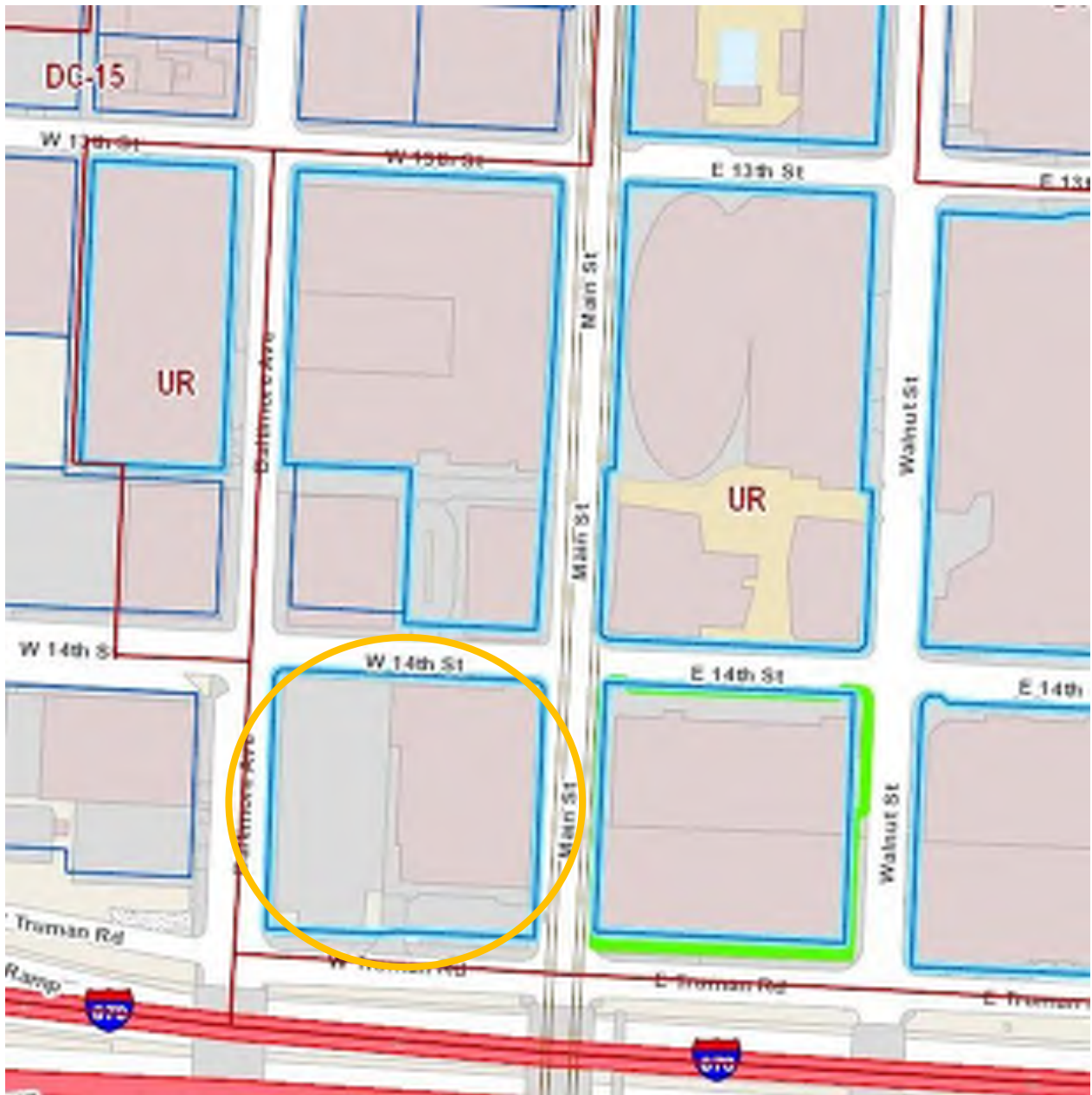


Figure 11 – Block 138 PIEA Planning Area - Existing Zoning.

## **Qualifying Finding**

### **Undeveloped Industrial Area Finding**

Upon inspection and analysis of the proposed Block 138 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 Area” for the Planning Area. (RSMo 100.310 (18)).

These conditions include:

- Location of Physical Improvements,
- Obsolescence and inadequate subdivision and platting,
- Parcels of land not used economically.
- Contains vacant industrial parcels of land not used economically,

Furthermore these conditions have led to the following:

- Conditions which retard economic growth,
- 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 64105 which covers the entire Planning Area.

Table 4 - Planning Area Population by Zip Code.

Population by Zip Code	2011 ACS 5-Yr Estimate	2022 ACS 5-Yr Estimate	% Chg 10-20
64105	3,373	5,548	39.2%

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 increase (2011-2022) for the Planning Area is estimated to be 39.2%

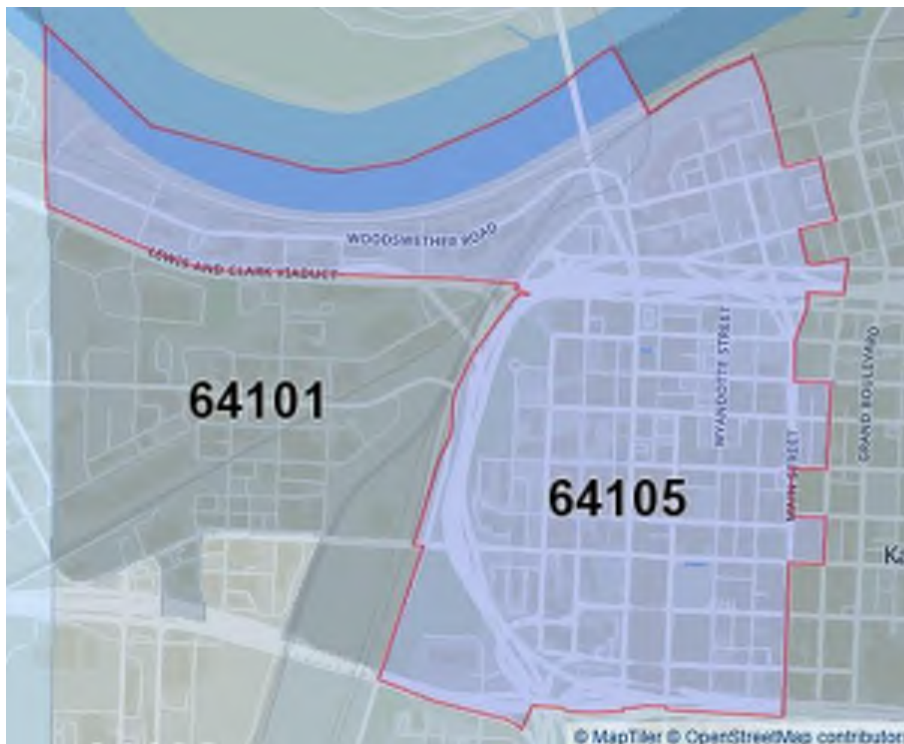


Figure 12 – ZIP Code Map, 64105.

**Population Densities**

The population density (persons per square mile of the Planning Area (2022 Jackson County Census Data & Estimates) is shown in Table 3.

Table 5 - Population Density (Persons per square mile).

Population	Square Miles	2011 Population	2011 Population Density Est.	2022 Population Estimate	2022 Population Density Est.	% Chg 2010-2020
Zip: 64105	0.75	3,373	4,497 people per sq mile	5,548	7,397 people per sq mile	39.2%

Source: US Postal Service, ACS 2022 5-year.

Population density corresponds with the growing historical population figures previously stated. According to Census records, total gain of population between 2011 and 2022 was 2,900 persons or approximately 39.2%.

**Unemployment**

Unemployment data for the Planning Area is taken from Census Data and US Bureau of Labor Statistics for the KC MSA & Jackson County, MO. Unemployment rates by County are higher than the Kansas City MSA unemployment rate of 3.5%. Jackson County, Missouri unemployment rate ending July 2024 was 5.0% projected.

Table 6 - Work Force Indicators.

Area	Labor Force (2024) Projected	Labor Force Unemployed	Unemployment Rate
KC MSA	1,157,200	41,500	3.5%
Jackson	379,539	12,313	5.0%

US Bureau of Labor Statistics, 2024.

## Land Use Plan

### Future Land Use

Future land use within the Planning Area can be organized into one (1) general land use designations. The existing land use for the Planning Area is Downtown Core

Table 7 - Planning Area Land Use Distribution.

Land Use	Square Feet	Overall Area Percentage
Downtown Core	36,546	100%
Total	36,546	100%

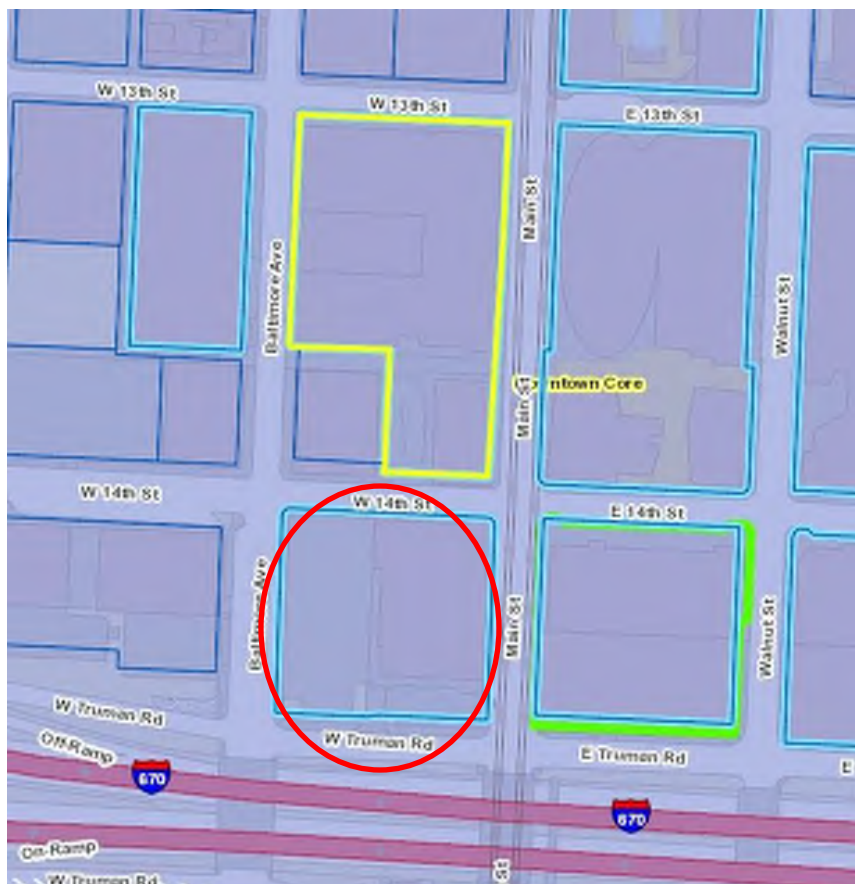


Figure 13 - Planning Area Future Land Use.

## **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, qualifying conditions 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.

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 KC Spirit Playbook Plan;
- Provide safe, convenient surface and/or structured parking;
- Beautify the area by improving streetscapes, cleaning up the Planning Area, and generally removing the existing qualifying conditions;
- Improve basic infrastructure within the Planning Area; and
- Require development within the Planning Area to conform with the current updates of plans and planning guidelines, as such may be amended:
  - KC SPIRIT PLAYBOOK, Kansas City,
  - Major Street Plan,
  - Parks, Recreation, Boulevards and Greenways Plan,
  - Trails KC Plan, and
  - All other adopted City Plans.

### **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 an ownership interest in 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 annual payments in lieu of real property taxes in an amount equal to 100% of the amount of ad valorem real property taxes that would have otherwise been due on such tract of land utilizing the following method of valuation: (i) applying the bonus value method (See Section 2.4.1 of the State Tax Commission of Missouri Assessor Manual and *Budget Rent-A-Car of Missouri v. Jackson County, STC Appeal Number 1908-7090, 1983 WL 15689*) and (ii) subtracting the total dollar amount of costs paid by a party, other than a political subdivision, towards any new construction of improvements on such real property completed after January 1, 2008 in accordance with 137.115.1 RSMo (“PILOT Payments”). Abatement for projects within the redevelopment area will not exceed 25 years at 100% 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 an ownership 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, assignee, purchaser or transferee if the designated redevelopment corporation provided that such successor, assignee, 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 PILOT Payments to the PIEA for the appropriate political subdivisions in the amount set forth in the preceding paragraph. Distribution of such payments shall be pursuant to Section 353.110 (4), RSMo.

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

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

Any award of real property tax abatement shall be based on both the completion of the proposed development as well as the fulfillment of agreed upon performance measures to include, where and when appropriate, removal and prevention of qualifying conditions, 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.

### **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.

Any Company or Developer will comply and will cause its contractors to comply, with all Federal, State, and local statutes, regulations, executive orders, and ordinances, including, but not limited to, Title VI of the Civil Rights Act of 1964 and the Affirmative Action, MBE/WBE, Construction Workforce, and Prevailing Wage requirements outlined in Code Chapter 3, Art. IV, as well as the non-discrimination requirements in in Code Chapter 38, Art. III for any Project.

### **Design Guidelines**

Except as otherwise approved by City Planning & Development Department, as evidenced by the issuance of a building permit, 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

### **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) shall not be required for any redevelopment seeking PIEA property tax abatement or other PIEA incentives described herein. The entire Planning Area is currently zoned UR.

For any Development Project within this plan, utilizing PIEA benefits, a pre-application consultation with City Planning and Development Department is required prior to filing an application for individual project(s). Applicant will follow applicable approval procedures of the code to determine the appropriate entitlement process and provide review to ensure the correct application is filed.

### **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 qualifying 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 qualifying 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 KC SPIRIT PLAYBOOK Kansas City Plan:

- To enhance the city’s qualify of life;
- To serve as a source of community and neighborhood identify;
- 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 KC SPIRIT PLAYBOOK 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.

## **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 qualifying 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 INFORMATION & LEGAL DESCRIPTION

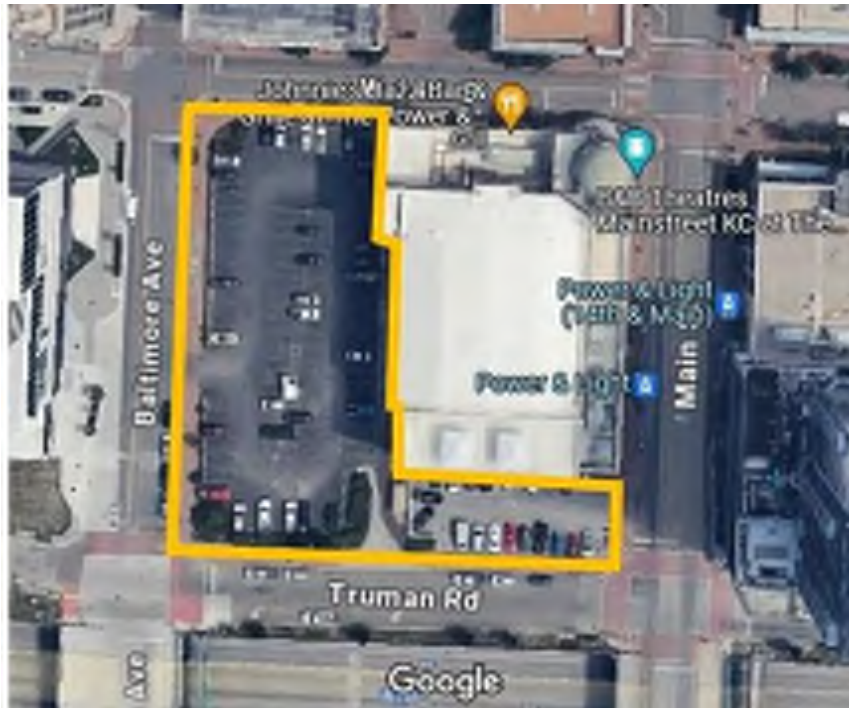


Figure 14 - Block 138 PIEA Planning Area Boundary.

### PIEA LEGAL DESCRIPTION (K.C. LIVE BLOCK 138)

UNIT 1, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2A, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2C, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2D, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

ALL OF THAT PART OF UNIT 2B, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285 IDENTIFIED BY GREYED HATCH MARKS IN THE BELOW IMAGE.

## **APPENDIX 2 – RECOMMENDED URBAN DESIGN GUIDELINES**

The following are the Development Guidelines for the Block 138 PIEA Planning Area. The guidelines are contained in Appendix A of the Greater Downtown Area Plan, and are incorporated here by reference. It is expressly understood that all applicable design guidelines for projects in the Block 138 PIEA Planning Area are advisory in nature, and that the issuance by City Planning & Development Department of a building permit for a project within the Planning Area shall be deemed conclusive evidence of the project's compliance with all applicable design guidelines.



## 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 32 & 40) 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 five area types: Neighborhood, Corridor, Node, District, and Downtown (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 Forms 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.

### Downtown

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities. Transit, bike and pedestrian oriented design is of the highest importance in these areas.

## Use and Interpretation

The guidelines are intended to be flexible. While not every guideline 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 preclude 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.

## 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 stormwater 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 facades 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 facade treatment that is not pedestrian friendly. Active uses should occupy ground floors.

**Site Arrangement Guidelines**

- **Building Placement**
  - Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
  - Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:
    - Outdoor cafe
    - Primary entrance enhancement
    - Sidewalk retail
    - Public plaza
    - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use)
  - In order maintain a pedestrian scale development pattern, buildings built to the street line should consider stepping back after three floors in order to avoid the ‘canyon effect’ along corridors, nodes and districts.
  - In mixed use areas, buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This should include a design that
    - Provides street-level, pedestrian-oriented uses.
    - Maintains a continuous, transparent, highly permeable and active street wall.
  - Where a consistent street setback exists along a block, that setback should be maintained.
  - Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- **Development Pattern**
  - In mixed use and commercial areas create a compact, dense and pedestrian friendly development pattern. Avoid large scale, auto-dominated commercial developments with large parking areas and impervious surfaces.
- **Parking**
  - Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
  - Parking Lot Location - Design new development so that parking is not located between the street and the building frontage, in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment.
  - If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
  - Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.





- Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways.
- Natural Resource Preservation
  - Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character and drainage patterns.
  - Natural areas should be accessible to neighborhoods, nodes, corridors or districts and connected to greenways where possible.
  - Manage stormwater runoff as part of the overall open space system.
  - Discourage development and grading / filling on steep slopes and in floodplains.
  - Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
  - Alternative stormwater solutions should be considered in the design / construction phase, examples include: stormwater inlet alternatives, rain gardens and drought tolerant plants.
  - Retaining walls should be avoided. If necessary, walls should be architecturally incorporated into the design of the building. Retaining walls should be designed to reduce their apparent scale. Materials like brick or stone should be used, or architectural treatments that create an appropriate scale and rhythm. Hanging or climbing vegetation can soften the appearance of retaining walls. High retaining walls should be terraced down and include landscaped setbacks.

#### Transitions and Screening Guidelines

- Transitions
  - Dissimilar or incompatible uses should be separated by a street or alley when possible.



#### Transition from Node to Neighborhood

The portion of a development site in a node near a neighborhood should be set back from the neighborhood and match the height of existing buildings in the neighborhood in order to preserve neighborhood character.

- When dissimilar or incompatible uses are located adjacent to one another, the following Architectural Transitions and Green / Open Space Transitions techniques should be the primary transition technique used.
  - Architectural Transitions include:
    - Use similar building setbacks, height, roof forms, and massing.
    - Mitigate any larger mass of buildings with façade articulation.



- Reduce building heights, intensity of use and densities as development moves closer to low intensity areas.
  - Use complementary materials, architectural character and orientation of buildings.
  - Building elevations facing a less intensive use shall provide "finished" edges using materials consistent with primary elevations and adjacent neighborhood.
  - Reduce building height, scale, and intensity of use as development moves closer to low intensity areas.
- Green/Open Space Transitions include
  - Small green spaces, courtyards, squares, parks and plazas.
  - Existing natural features, including changes in topography (not retaining walls), streams, existing stand-of trees, etc.
- A combination of landscaping, walls, and / or fences should be used where other transitions tools are not possible or not adequate.
- Transitions and screening should not mask areas from view and decrease "natural surveillance."
- Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods (see Access and Circulation guidelines).
- Screening
  - Screen all trash dumpsters, storage areas, service areas, loading areas and mechanical and technology equipment with a combination of landscaping, decorative walls, fences and / or beams.
  - Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood that complement the materials used in the building facade. Plywood, chain link, and transparent materials are discouraged.
  - Where chain link or security fencing is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative.
  - Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above.
  - Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings.
  - All screening should be designed to maintain visibility for "natural surveillance" and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.

#### 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 corridors.
- 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.

**Sustainability**

- LEED Certification or equivalent sustainable design is encouraged, particularly for public facilities and projects requesting incentives.
- Stormwater Management - Green Solutions and BMPs that achieve multiple benefits are encouraged. Examples include, but are not limited to:
  - Pervious Surfaces.



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



## 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.



**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 detracts from the streetscape.

**Patterns**

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.

### 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.

## 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.



## Node 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.



### Node Characteristics

- An example of this development type is the historical fabric demonstrated at 29th 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 gateway 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, 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.

## Downtown Design Guidelines

The regional center for culture, entertainment, employment, government and transportation generally with the highest densities of residents, employees and visitors and the highest scale of development. Transit, bike and pedestrian oriented design is of the highest importance in these areas.



### Downtown Characteristics

- Downtown areas are characterized by a high density and high level of activity, with buildings situated on small pedestrian scale blocks, with high lot coverage and a compact footprint.
- Development in downtown areas should create a distinct, authentic and vibrant urban environment that is attractive and safe to residents, workers and visitors.
- Development in downtown areas will provide an environment unique to the region and an inviting alternative to suburban living.
- Development in downtown areas will maintain downtown areas as a center of center of business, employment, government, culture, entertainment and tourism.
- Development in downtown areas will create an active and lively 24-hour environment with a diverse array of events, attractive public spaces, and opportunities for social interaction.
- Development in downtown areas will be walkable, providing the highest pedestrian level of service with abundant transportation options. Street crossings are not barriers, routes are direct, sidewalks are continuous, wide and in good condition, private development and public spaces are designed to encourage pedestrian activity.
- Development in downtown areas will provide visual and physical connections between adjoining neighborhoods and districts.
- Development in downtown areas is rooted in the ideology of triple bottom line performance. This means that the social (people), economic (prosperity) and environmental (planet) systems are aligned to work toward the Plan vision and that none of these systems are compromised in the process.

### Downtown Guidelines

- In downtown development, pedestrian access and circulation is paramount and building design, building orientation and site access for automobiles should reflect this. Pedestrian, bike and transit oriented design is important to downtown character and automobile oriented uses/site layouts are strongly discouraged.
- In the downtown areas, buildings should be built to the property line. Buildings should define the street edge. Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm.
- In the downtown areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that
  - Provides street-level, pedestrian-oriented uses.
  - Maintains a continuous, transparent, highly permeable and active street wall.
  - No more than 25% of any primary street frontage should be occupied by uses with no need for pedestrian traffic.
- Drive-through uses and surface parking lots are discouraged.
- Vehicular access is encouraged from side streets or alleys. Vehicular driveways should be limited to minimize conflicts with pedestrian and streetcar operations.



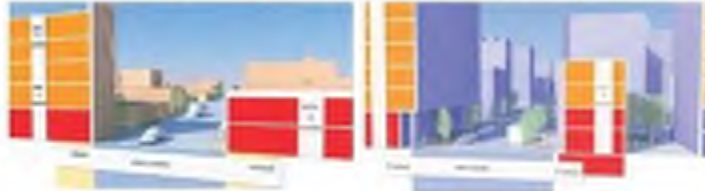
- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
- On residential streets, buildings may be set back (see Functional Use Diagrams) to allow for landscaped planting beds. For row houses, elements like stoops should provide rhythm and interest along the street.

The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.



**Residential** districts represent areas consisting of large family structures, or rows of single family and smaller scale multi-unit units. Provisions of commercial uses and public facilities such as schools are highly encouraged.

**Downtown Residential** districts are districts with a mix of commercial and residential structures. The residential units in these districts provide for a mix of uses and structures of various sizes, or in open forms of commercial structures.



**Downtown Mixed Use** districts contain commercial uses, but are most successful when incorporating many other uses.

**Downtown Core** districts represent the most dense urban environments. They are most successful when they contain a broad mix of commercial, residential and other uses.

- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. Secondary entrances may be added, but should be subordinate to the primary street entrance. For corner lots in mixed use areas, building entrances are encouraged on both streets. Buildings are encouraged to have multiple entrances that open out to the public realm of the street. Doors on building entrances should not swing out onto sidewalks or public right of way.

- Downtown development should occur on pedestrian scale blocks supported by a highly connected grid street system. Vacations of streets and alleys and the creation of super blocks is strongly discouraged.



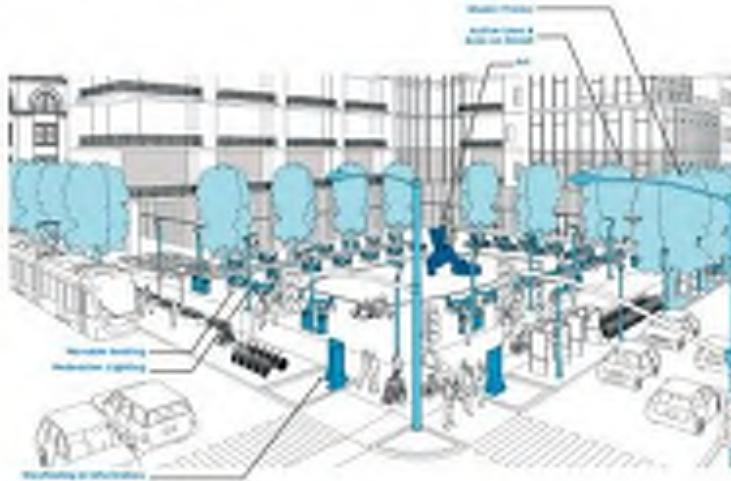
- In order to enhance the pedestrian environment and to make taller buildings feel less imposing, taller buildings should maintain a pedestrian scale at street level. This should include storefronts and entrances and other elements that are designed to human scale. Large and bulky architectural elements should generally not be expressed on lower floors and should be restricted to upper floors.



- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Downtown development should generally be denser than other parts of the QDA and should include uses with a high concentration of employees, residents and visitors. Lower intensity uses and large footprint, large format uses are strongly discouraged.
- Downtown development should be compact with very high lot coverage.



- Development in downtown should follow the Transition Guidelines when adjacent to neighborhoods or areas with lower scale development (see page 170).
- New downtown development should include public art and public open spaces and plazas.

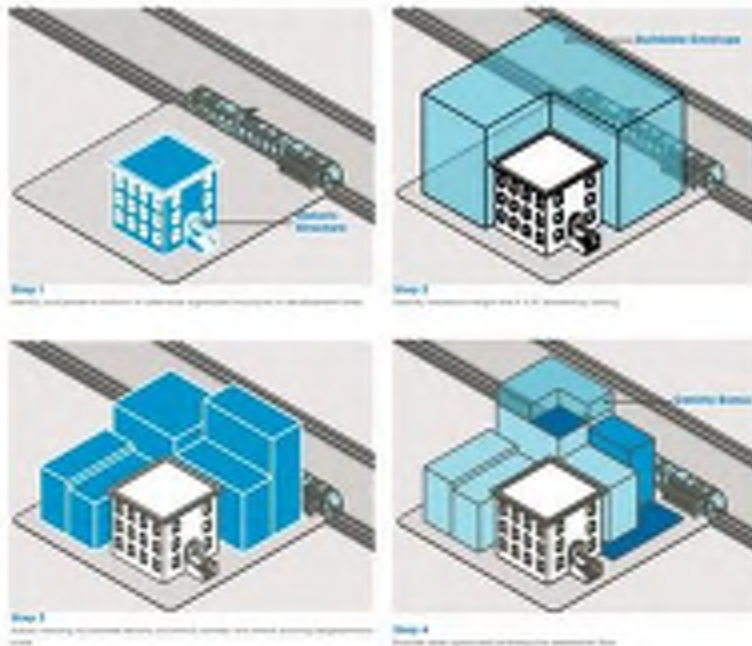


- The enhancement and utilization of alleys as public space is encouraged to create unique pedestrian oriented areas.



- Development in the Downtown area should preserve and reuse historic structures and new buildings should incorporate similar materials to adjacent historic buildings and should be designed to complement the historic character of the area. Development should generally occur on surface parking lots and vacant lots before tearing down and replacing existing buildings.





- Downtown development should include some enhanced level of pedestrian streetscape. Where streetscape plans have been completed, new development should implement the streetscape recommendations in those plans (see page 115 for a map of existing streetscape plans)



- Downtown development should accommodate on-site bike and scooter circulation and parking
- Downtown development should utilize existing parking assets in the area to the extent feasible before providing additional new parking. Where on-site parking is provided, it should be located at the rear of the property behind or wrapped by buildings, or in a mixed use garage. Where this is not feasible, parking beside the



building may be appropriate but parking should comprise a small percentage of the street frontage on the block. Where feasible, parking is encouraged to be in below grade structures (ensuring safety through both active and passive security measures). Additional surface parking lots in downtown areas, particularly those with street frontage, are discouraged. If street frontage parking is absolutely necessary it should be inset within the block and not placed on block corners which should be occupied by commercial or residential uses. See page T77 for additional guidelines for parking lots and parking structures.



**Avoid**  
Parking should never be placed in front of a building because it places distance between a pedestrian and the building entrance.



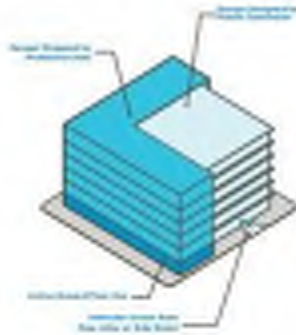
**Acceptable**  
Parking lots on the side of buildings, while not ideal, can facilitate future infill development in the longer term.



**Ideal**  
Whenever possible, surface parking should be placed behind buildings and accessed by side streets, or by rear alleys.



- Design new parking structures so that they are not significantly visible at street level. Structured parking garages should be designed to accommodate future adaptive reuse (level floors, appropriate ceiling heights, etc...). When located along a street frontage (particularly corridor streets), parking structures should include first floor pedestrian active uses such as retail and services. See additional guidelines for structured parking on page 176.



- Downtown development should include sustainable architecture, materials, and construction practices, and include green stormwater management, and renewable energy production (see Sustainable Development guidelines on page 182)



**APPENDIX 3 – PIEA RESOLUTION**

**TO BE INCLUDED FOLLOWING PIEA BOARD ACTION.**

**Qualifications Analysis:**

**Block 138 PIEA Planning Area  
Kansas City, Missouri**

**PREPARED FOR:**

**PLANNED INDUSTRIAL EXPANSION AUTHORITY  
300 WYANDOTTE, SUITE 400  
KANSAS CITY, MISSOURI 64105**

**PREPARED BY:**

**DEVELOPMENT INITIATIVES  
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**PREPARED:**

**NOVEMBER 8, 2024**

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## **EXECUTIVE SUMMARY**

Development Initiatives has reviewed the Planned Industrial Expansion Law and its applicability to the proposed Block 138 PIEA Area. Development Initiatives is of the opinion that the conditions present in the Block 138 PIEA Area support a finding that such area qualifies as an Undeveloped Industrial Area under the Planned Industrial Expansion Law.

## **INTRODUCTION**

In order to qualify an area within the City of Kansas City, Missouri for use of the Planned Industrial Expansion Law and its available incentives for redevelopment, the identified area must be shown to be one of the following: 1) a “blighted area”; 2) an “insanitary area”; or 3) an “Undeveloped industrial area”. It should be noted that unlike a blight analysis, the analysis of an “Undeveloped Industrial Area” does not require a majority of the factors to be present.

The purpose of this work is to determine if the proposed Block 138 PIEA Area (the “Planning Area”, or “Redevelopment Area” or “Area”) qualifies as a “Undeveloped industrial area” in need of industrial development”, a requirement of establishing a general Planning Area under Chapter 100 of the Missouri Revised Statutes.

The Block 138 PIEA Planning Area contains approximately 0.84 acres or 36,546 square feet (net of public right-of-way).

The Qualifications Analysis includes a detailed analysis of site, building, and public improvement deterioration. Qualifying conditions throughout the study area were identified and analyzed to produce a chart showing the qualifying conditions present in the study area.

Data was collected to document physical conditions within the categories of blight, insanitary area, and undeveloped industrial area set out in the state statute. Pertinent Geographic Information Systems (GIS) data was obtained through the City of Kansas City, Missouri and Jackson County, Missouri. Additional supplemental information was obtained through various reports and studies prepared or commissioned by the City.

Site inspection of the proposed Planning Area was completed on September 3, 2024. The effective date of this analysis is November 8, 2024.

## DEFINITION OF CRITERIA

Chapter 100 of the Missouri Revised Statutes entitled Industrial Development allows for the creation of “The Planned Industrial Expansion Authority” within a city and empowers the authority to submit general redevelopment plans to the city. However, “an authority shall not prepare a plan for a project area unless the governing body of the city has declared, by resolution or ordinance, the area to be blighted, insanitary or undeveloped industrial area in need of industrial development” (RSMo Ch. 100.400.1 (2)).

Chapter 100 provides the following definitions for a blighted area, insanitary area, or undeveloped industrial area:

- “Blighted Area” shall mean an area which by reason of predominance of defective, or inadequate street layout, insanitary or unsafe conditions, deterioration of the site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life, or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations, or constitutes an economic or social liability, or a menace to public health, safety, morals or welfare in its present condition and use. (RSMo Sec. 100.310 (2)).

However, the above definition of a “blighted area” has been changed and the new standardized “blight” definition is as follows:

RSMo Section 99.805 (1)

“Blighted Area,” an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety or welfare in its present condition and use;

- “Insanitary Area” shall mean an area in which there is a predominance of buildings and improvements which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open space, high density of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is



conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crimes, or constitutes an economic or social liability and is detrimental to the public health, morals, or welfare. (RSMo Sec. 100.310 (11)).

- “Undeveloped Industrial Area” shall mean any area which by reason of defective and inadequate street layout or location physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically; contains old, decaying, obsolete buildings, plants, structures; contains buildings, plants and structures whose operation is not economically feasible; contains intermittent commercial and industrial structures in a primarily industrial area; or contains insufficient space for the expansion and efficient use of land for industrial plants amounting to conditions which retard economic or social growth, or economic wastes and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare. (RSMo Sec. 100.310 (18)).

## **CHAPTER 100 REDEVELOPMENT PROVISIONS**

### **Underdeveloped Industrial Area Prevention**

The authority is empowered to take actions deemed “necessary to prevent a recurrence of blighted, insanitary, underdeveloped industrial areas or effectuate the purposes of this law” (RSMo Sec. 100.390 (4)).

### **Tax Abatement**

RSMo Sec. 100.570 provides for the ad valorem tax exemption benefit contained in Chapter 353 of RSMo (The Urban Redevelopment Corporation Law) to be made available to any redevelopment corporation on lands and improvements situated within the project area provided the governing body grants approval by a three-fourths vote. Upon compliance with Chapter 353 requirements, real property of urban redevelopment corporations shall not be subject to assessment or payment of general ad valorem taxes imposed by the city, state, or any political subdivision, for a period not in excess of 10 years after the date upon which the corporation becomes owner of the real property, except taxes may be collected on the assessed valuation of the land, exclusive of improvements, for the calendar year preceding the corporation’s ownership. Such land assessment may not be increased during the 10-year period.

After completion of the initial 10-year abatement, for an ensuing period not in excess of 15 years, ad valorem taxes shall be based upon an assessment not to exceed 50% of the

true value of the real property including any improvements. After a period not totaling more than 25 years, the real property shall be subject to assessment and payment of all ad valorem taxes based upon the full true value of the real property.

### **Eminent Domain**

RSMo Ch. 100.420.1 provides authorities with the power of eminent domain:

An Authority shall have the right to acquire by the exercise of eminent domain any real property which it may deem necessary for a project or for its purposes under this law after the adoption by it of a resolution declaring the acquisition of the real property described therein is necessary for such purposes.

### **Bond Issuance**

RSMo Ch. 100.430 provides authorities with the power to issue bonds:

- (1) An authority shall have power to issue bonds from time to time in its discretion for any of its corporate purposes including the payment of principal and interest upon any advances for surveys and plans for projects.
- (2) An authority shall also have power to issue refunding bonds for the purposes of paying or retiring or in exchange for bonds previously issued by it.

### Property Data

The proposed Block 138 PIEA Planning Area (the “Planning Area”) lies within the Central Business District (CBD) of Downtown Kansas City, Missouri. The Planning Area is generally located within an area that has historically been a developed mix of commercial, office, residential and entertainment uses. The Planning Area is depicted in the following map images.

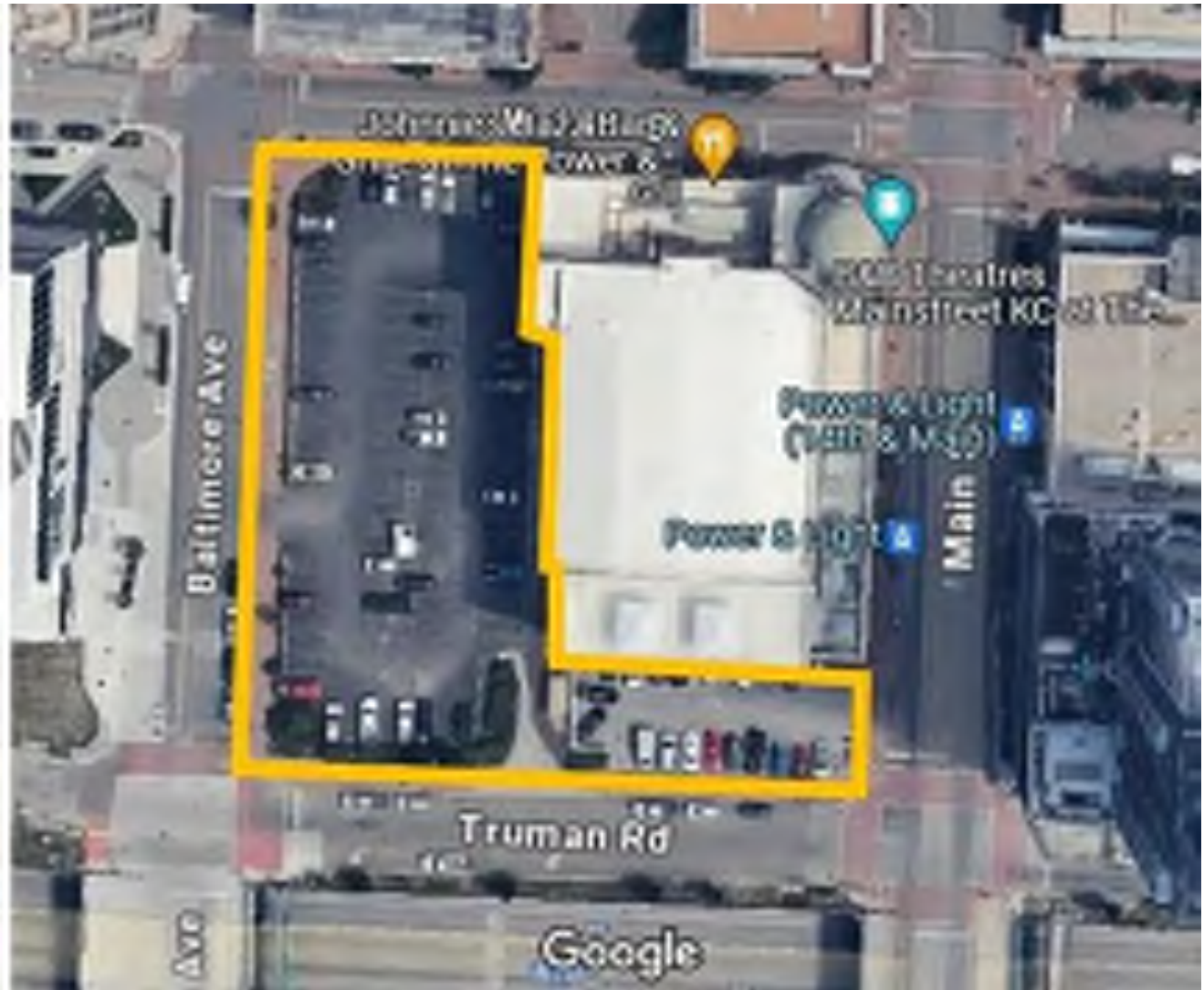


Figure 1 - Approximate Block 138 PIEA Planning Area. Map courtesy Google Maps.

The Planning Area is composed of property located in multiple parcels of private and City-owned land. Ownership is effectively vested in two (2) entities. All subject parcels are identified by the City of Kansas City and the Jackson County Assessor’s office. A complete listing of parcels, and legal description, property address and owner is included in Exhibit A.

**Plan Area**

As mentioned, the Planning Area is composed of property which spans multiple property parcels. The Planning Area contains approximately 36,546 square feet, or 0.84 acres of property, not including public rights of way.

Table 1 - Property Data, Size.

Block	Size (acres)
138	0.84
Total	0.84

**Jackson County Tax Parcels**

The Planning Area is composed of property which spans multiple property parcels. A complete listing of parcels, maps and legal descriptions, is included in Exhibit A: Property Information.

**Legal Description**

Property Descriptions and additional parcel information is identified in Exhibit A: Property Information.

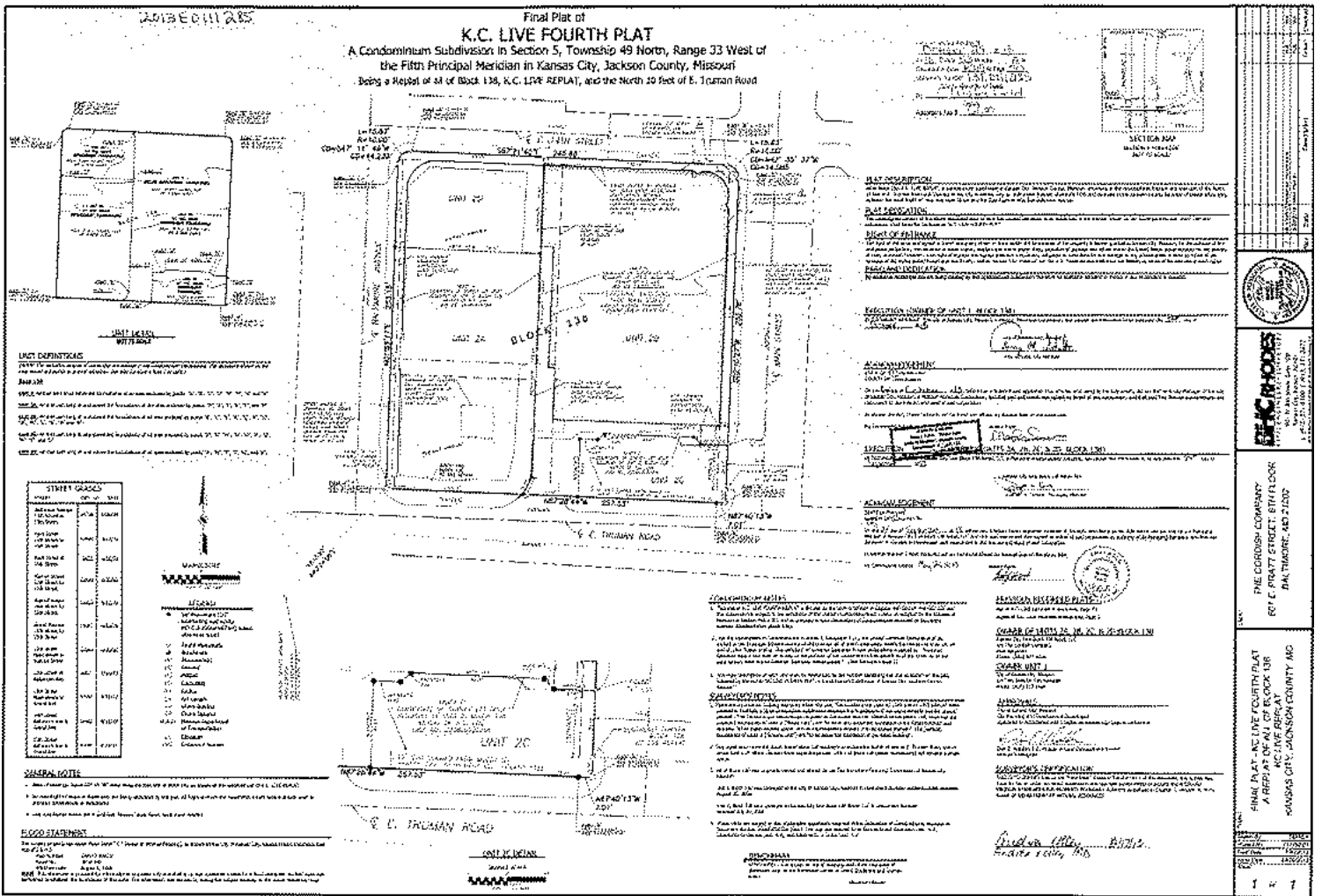


Figure 2 – Planning Area Plat Map - Block 138 Plat.

### UNIT DEFINITIONS

(NOTE: The elevation extents of ownership are defined in the Condominium Declarations. The elevations shown on the map above are points at ground elevation. See also Surveyor's Note 1 at right.)

#### Block 138-

**Unit 1:** All that part lying below the foundations of an area enclosed by points "A", "B", "C", "D", "E", "F", "G" and "A".

**Unit 2A:** All that part lying at and above the foundations of the area enclosed by points "F", "I", "J", "K", "L", and "F".

**Unit 2B:** All that part lying at and above the foundations of an area enclosed by points "B", "C", "S", "R", "Q", "P", "O", "N", "M", "L", "K", "H" and "B".

**Unit 2C:** All that part lying at and above the foundations of an area enclosed by points "D", "E", "M", "N", "O", "P", "Q", "R", "S", and "D".

**Unit 2D:** All that part lying at and above the foundations of an area enclosed by points "A", "H", "I", "J", "G", and "A".

Figure 3 - Unit Definitions, Block 138.

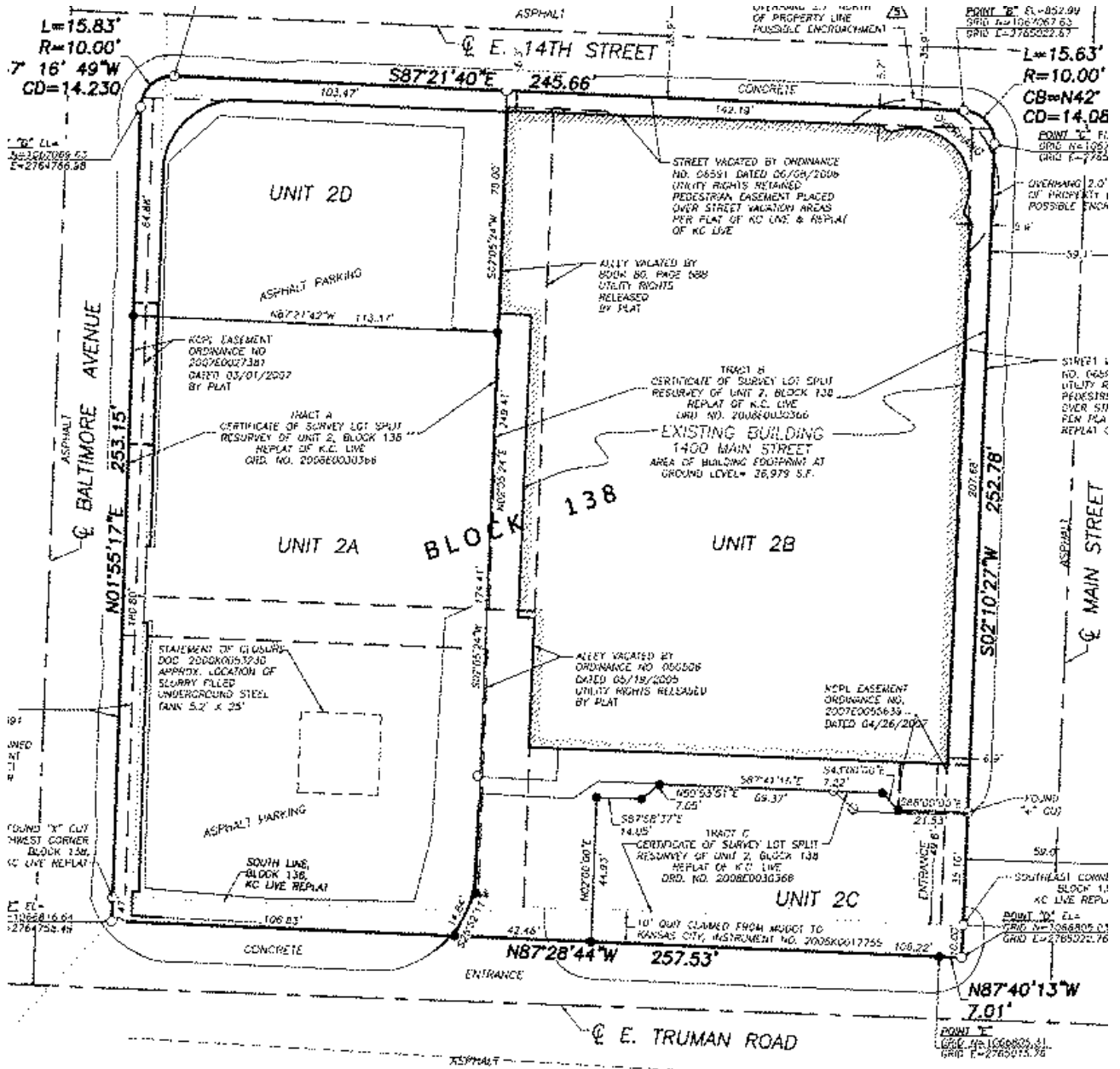


Figure 4 - Block 138 Enhance View.

**Topography**

The topography of the Planning Area slopes gradually north to south approximately sixteen (16) feet.



Figure 5 - Topographic Map.

**Flood Zone**

No portions of the Planning Area are currently located within a flood impact zone as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map identified on the following Map No.: 29095C0252H bearing on effective date of December 7, 2023.

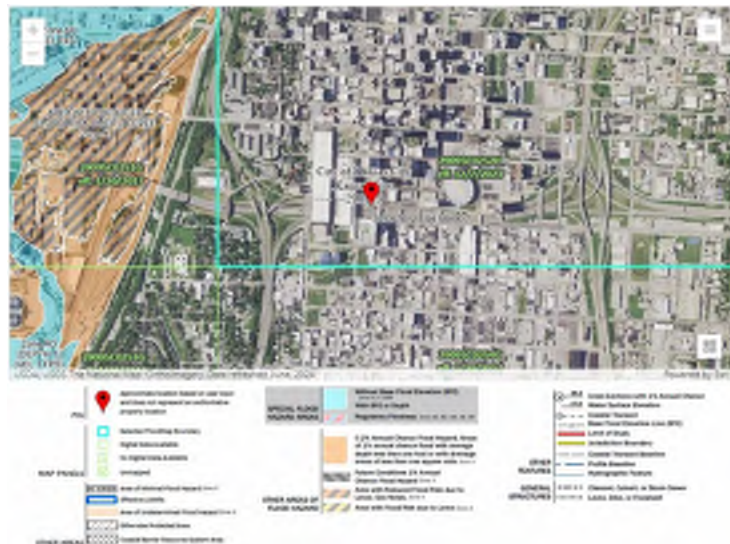


Figure 6 - FEMA Flood Insurance map.

**Easements**

Development Initiatives was not provided with a title report which encompasses the Planning Area. No evaluation can be concluded regarding easements or other restrictions which may be in effect within the Planning Area.

**Utilities**

It appears that all utilities are available to the Planning Area including water, sewer, natural gas, and electricity. However, new utility infrastructure will be required to be constructed to new improvements within the Planning Area.

**Environmental**

Development Initiatives was not provided any reports or analysis which addressed possible environmental hazards for the subject property. This analysis takes no consideration for environmental hazards relating to the subject property or improvements on the site.

**Access**

Overall access to the Planning Area is very good. Regional access to the Planning Area is via Interstate 70 (I-70) and Interstate 670 (I-670) immediately south of the area. Local access to the Planning Area is via numerous surface streets located throughout the area, including; West 13<sup>th</sup> Street, Baltimore Avenue, Main Street, and West Truman Road.



**Existing Development/Improvements**

The Planning Area, as well as the immediate surrounding area, is characterized by a mix of retail, office, and residential land uses. All parcels are currently surface parking (94.98%).

Table 2 - Occupied Space, Block 138.

<b>Block 138</b>	<b>Space</b>	<b>Service Area</b>	<b>Surface Parking</b>
Unit 2A	21,128		21,128
Unit 2B	1,849	1,849	
Unit 2C	5,563		5,563
Unit 2D	8,276		8,276
	36,816	1,849	34,967

Total: 36,816  
 Total Surface Parking: 34,967  
 Total Service Area: 1,849

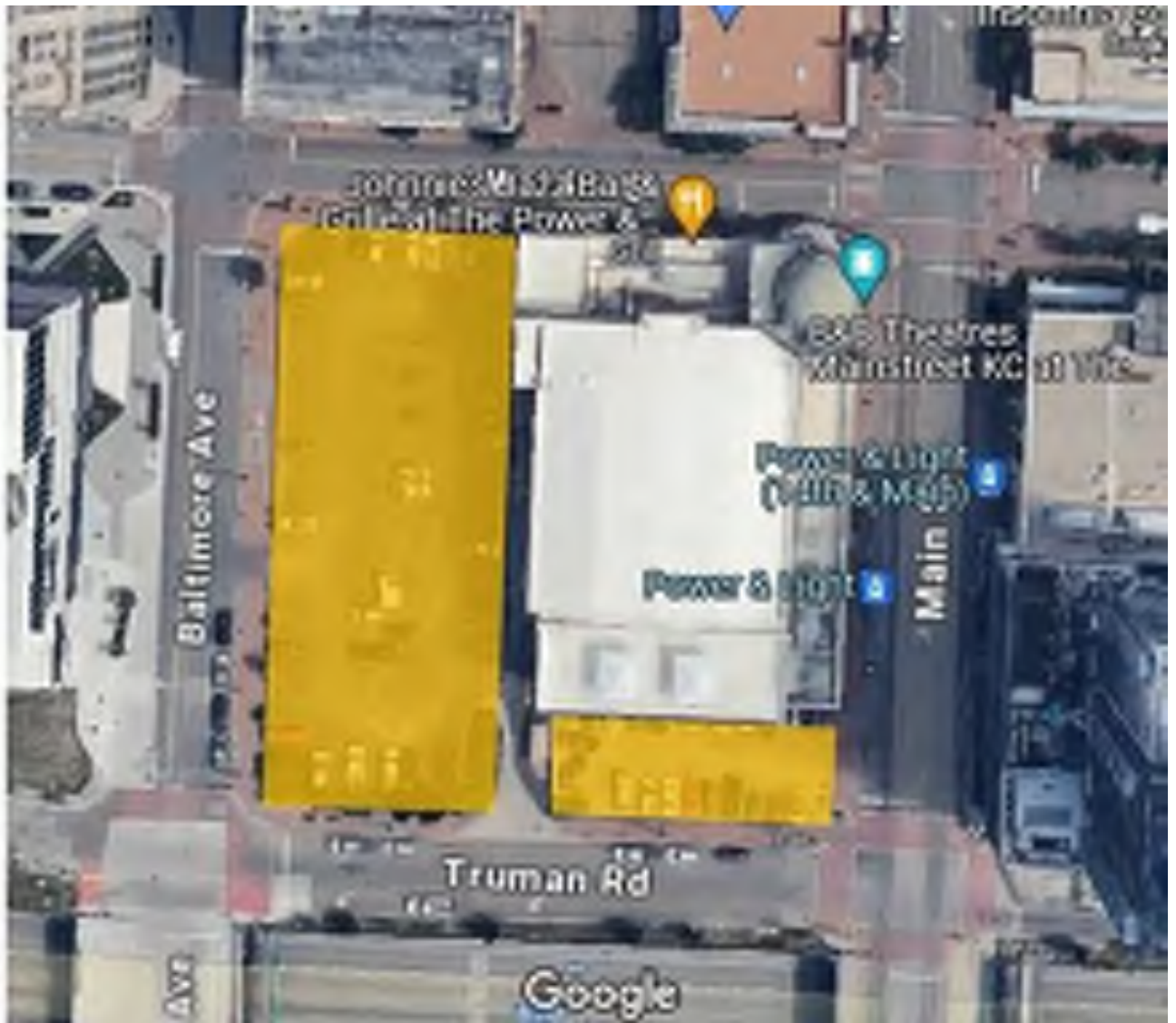


Figure 7 - Service or Surface Parking Areas located within the Redevelopment Area.

**Block 138**

Being located in a dense, previously developed downtown location, any new improvements on Block 138 would have to consider impacts from previous improvements. According to historical images a large structure was previously present on Block 138. Date of demolition is unknown, but previous demolition standards often included depositing building rubble on-site by burying it. It is unknown if this occurred when the structure was demolished, but due to the historical nature of the area it should be assumed that the site has been impacted from previous use and structures. No geo-tech reporting or assessments were available to review for this analysis.

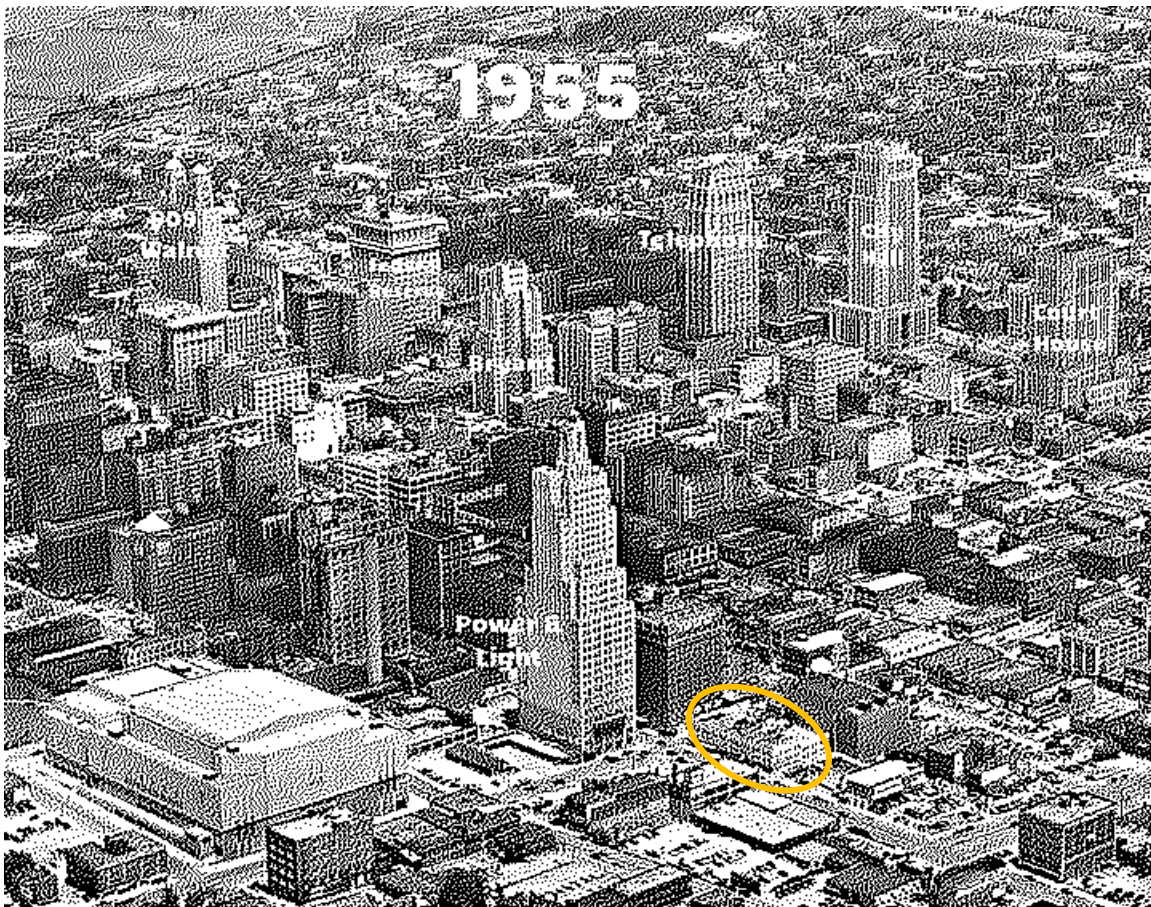


Figure 8 - Aerial Photo dated 1955. Note the historical structure previously located on Block 138, west of the Mainstreet Theater. Courtesy Missouri Digital Collections, KC Public Library.

See Exhibit B: Engineering Certification for further information concerning development constraints for Block 138.



Figure 9 - Aerial Photo date unknown, but prior to 1955. Note the historical structure previously located on Block 138, west of the Mainstreet Theater. Courtesy Missouri Digital Collections, KC Public Library.



Figure 10 - Aerial Photo date unknown, but prior to 1955. Note the historical structure previously located on Block 138, west of the Mainstreet Theater. Courtesy Missouri Digital Collections, KC Public Library.

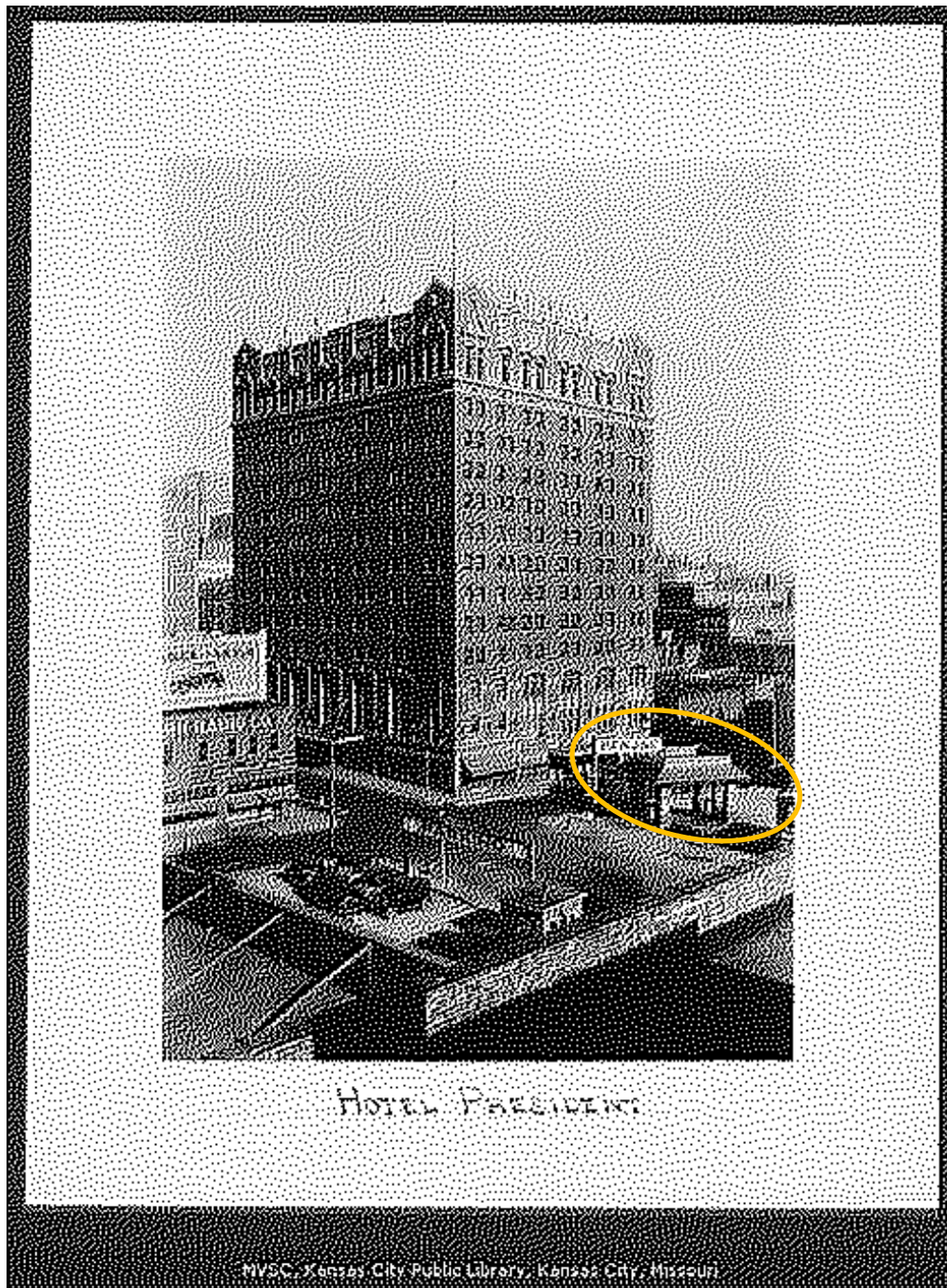


Figure 11 - 1928 Aerial Photograph of the President Hotel. Note former gas station located on Block 138, identified in image. Impacts of this facility to the block are unknown. Image courtesy KC Public Library.



Figure 12 - 1940 Photograph of the former gas station located on Block 138. Impacts of this facility to the block are unknown. Image courtesy KC Public Library.

### Pre-Existing Incentive Areas

The Planning Area is located within an area which has previously approved incentives or has previously been declared “blighted”. These areas include the following:

- 1200 Main/South Loop Tax Increment Financing (TIF) District,
- 1200 Main/South Loop Community Improvement District (CID),

Current status and activity of the above mentioned plans is currently unknown.

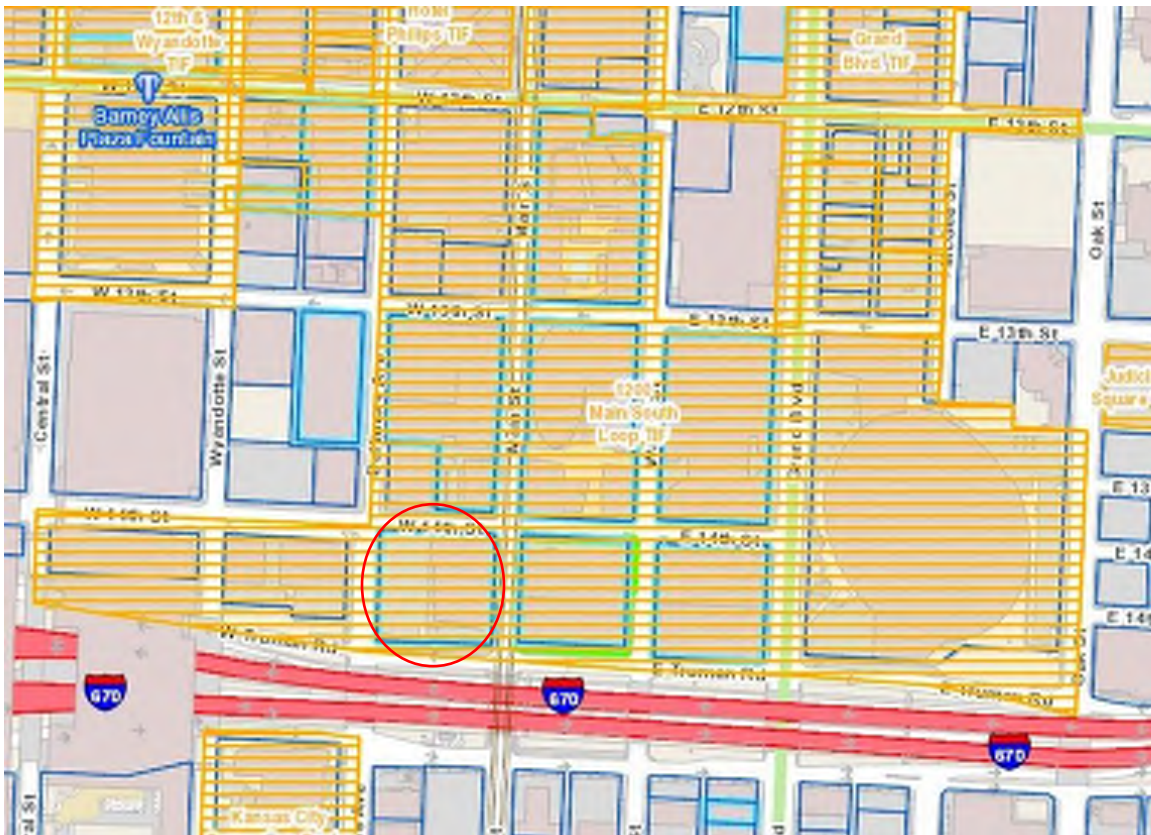


Figure 13 - Planning Area proximity to the 1200 Main/South Loop TIF.





**Proposed Project Description**

As previously mentioned, portions of the Planning Area are currently developed with surface parking.

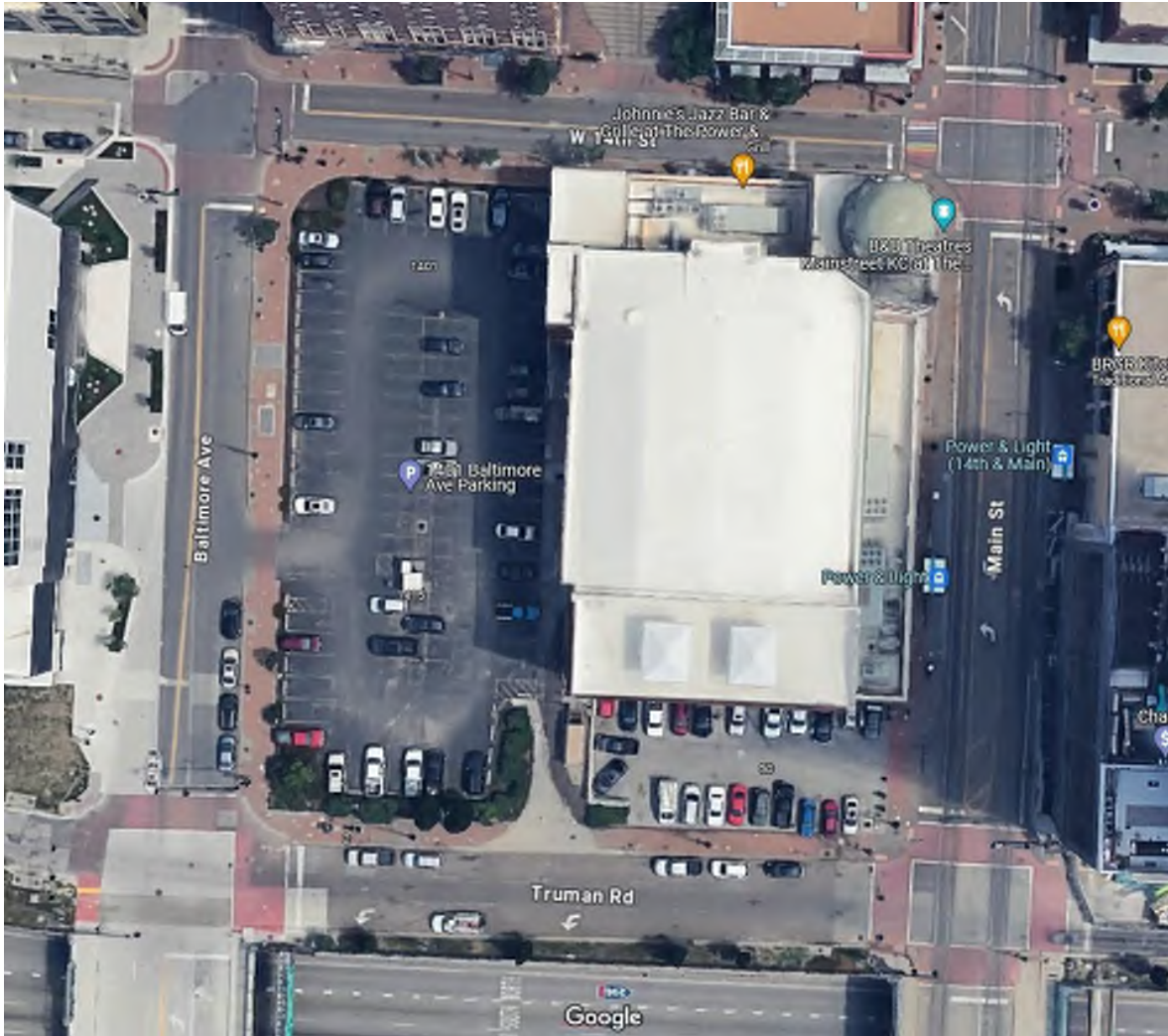


Figure 15 - Block 138.

Block 138

- Development proposal largely includes development of the western portion of the block, which is currently comprised of an under-utilized surface parking.
  - Development and construction of approximately 518,000 square feet of residential, retail and structured parking space. Total height of the new structure is estimated to be approximately 23 stories.
  - Development and construction of an estimated 293 apartment units.
  - Development and construction of approximately 463 structured parking spaces.
  - Development and construction of about 17,000 square feet of retail space.
  - Total development budget is estimated to be approximately \$156MM.
  - Development is estimated to generate approximately 1,300 construction jobs.
  - Development is estimated to generate approximately 135 FTE jobs upon completion.



Figure 16 - Block 138, Proposed Site Plan.



Figure 17 - Block 138, Proposed southern facade.

**Proposed Project Economic Impact**Block 138

As previously mentioned, the Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. Presently, this proposed project location is a surface parking lot. Final assessed valuation for the completed project is unknown at this time.

**Employment**

Again, as previously mentioned, development of Block 138 anticipates a substantial construction and eventual FTE positions once placed in service.

The Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. This project anticipates the creation of approximately 1,300 construction jobs with an average salary of \$85,000/year. Eventually, the project is estimated to employ approximately 135 FTE employees at an estimated annual salary of \$60,000.

## Crime

Crime is generally recognized as an unsafe condition, whether it be to personal property or to individual personal safety. Crime can also impact economic and social perspectives within an area. Inquiries to the Kansas City, Missouri Police Department indicated that there were numerous reported crimes within the Planning Area within the previous nine (9) month time period. Crimes ranged from property damage to stealing to armed robbery and assault.

Table 3 - Crime Impact to the Planning Area.

Crime Incidents: January 1, 2024-September 1, 2024

#	Violation	Date
1	Assault-Aggravated	1/29/2024
2	Theft from Vehicle	1/14/2024
3	Stolen Auto	1/31/2024
4	Burglary	2/6/2024
5	Stealing-other	2/9/2024
6	Theft of Vehicle	2/13/2024
7	Quality of Life-Alcohol Influence	2/16/2024
8	Theft of Vehicle	2/17/2024
9	Theft of Vehicle	2/22/2024
10	Stealing-other	3/8/2024
11	Assault	3/17/2024
12	Burglary	3/23/2024
13	Theft from Vehicle	4/2/2024
14	Property Damage	4/8/2024
15	Property Damage	4/9/2024
16	Theft from Vehicle	4/22/2024
17	Theft of Vehicle	4/28/2024
18	Theft from Vehicle	4/28/2024
19	Sexual Offense-Molestation	4/30/2024
20	Theft of Vehicle	5/6/2024
21	Assault	5/18/2024
22	Burglary Breaking and Entering	5/29/2024
23	Quality of Life-Alcohol Influence	6/7/2024
24	Theft from Vehicle	6/12/2024
25	Domestic Violence Assault	6/15/2024
26	Assault	6/27/2024
27	Theft from Vehicle	7/1/2024
28	Property Damage	7/2/2024
29	Domestic Violence Assault	7/13/2024
30	Property Damage	7/18/2024
31	Theft of Vehicle	7/19/2024
32	Theft of Vehicle	2/27/2024
33	Theft of Vehicle	7/30/2024
34	Fraud	8/8/2024
35	Assault	8/10/2024
36	Assault	8/16/2024
Total Incidents	36	
Avg Per Month	5	

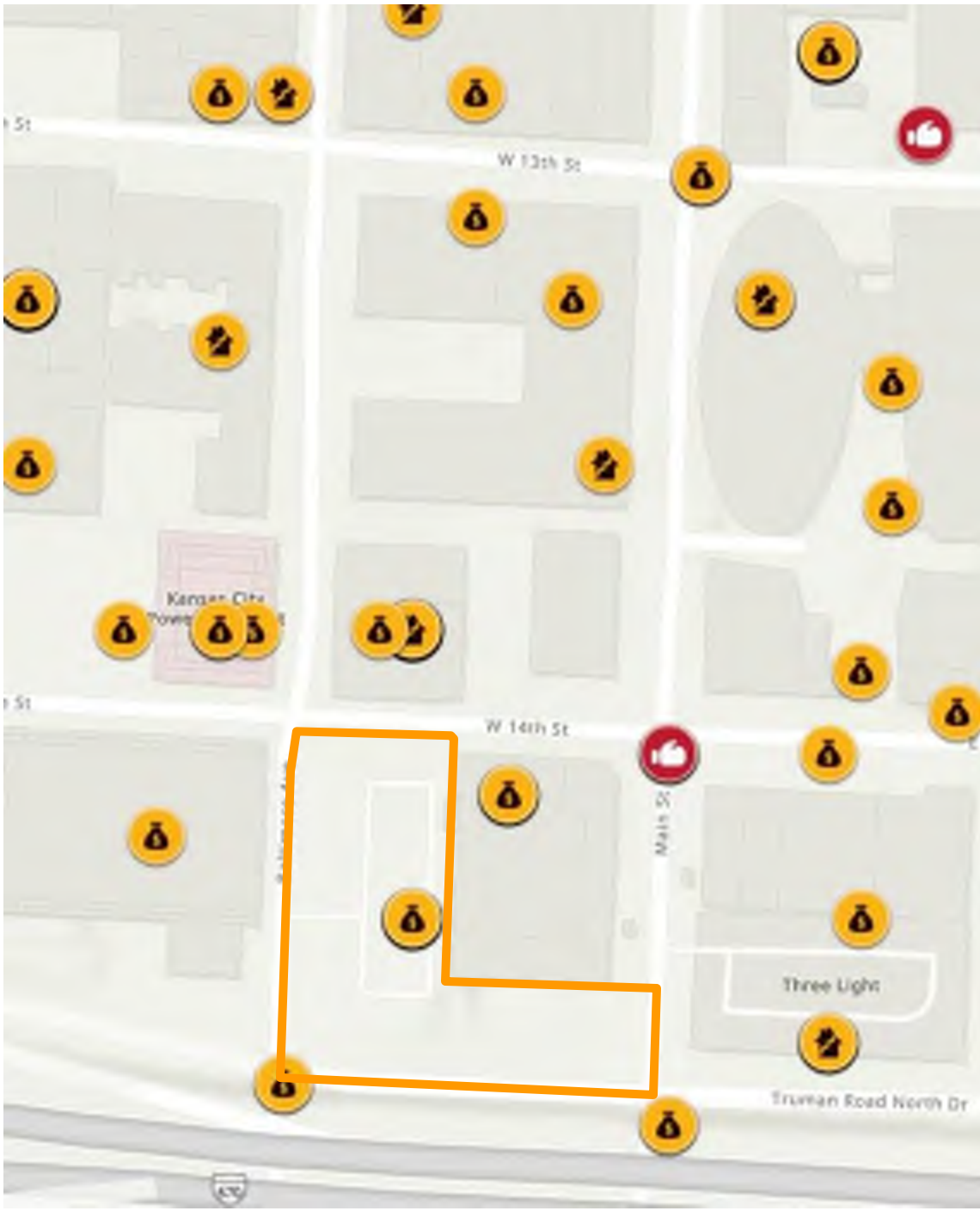


Figure 18 - Crime Impact Map.

**Demographic and Land Use Data**

**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 64105 which covers the entire Planning Area.

Table 4 - Planning Area Population by Zip Code.

Population by Zip Code	2011 ACS 5-Yr Estimate	2022 ACS 5-Yr Estimate	% Chg 10-20
64105	3,373	5,548	39.2%
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 increase (2011-2022) for the Planning Area is estimated to be 39.2%

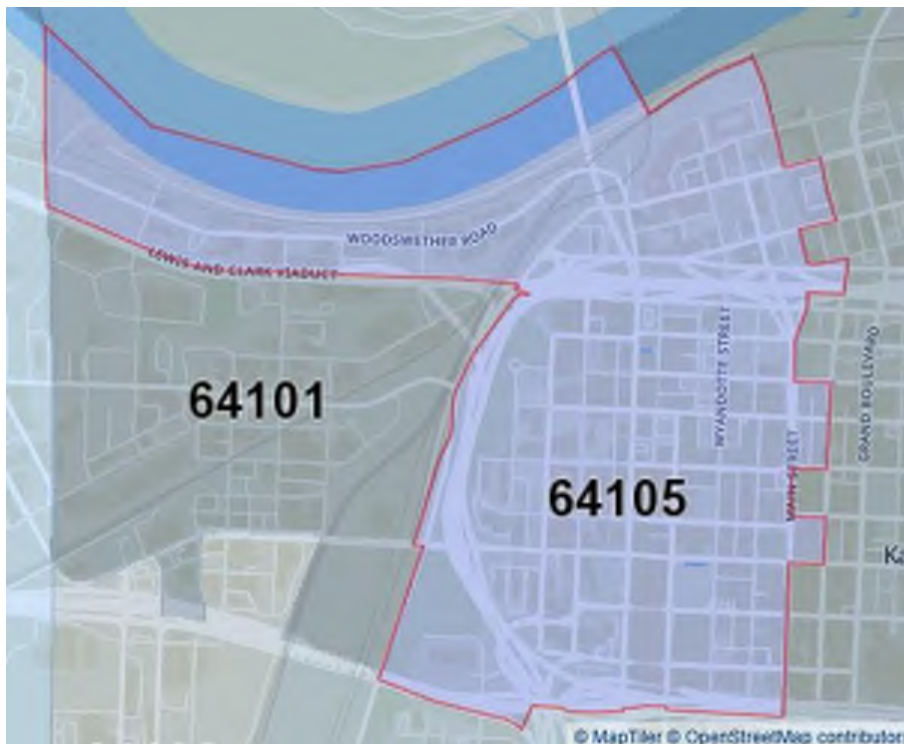


Figure 19 – ZIP Code Map, 64105.

**Population Densities**

The population density (persons per square mile of the Planning Area (2022 Jackson County Census Data & Estimates) is shown in Table 5.

Table 5 - Population Density (Persons per square mile).

Population	Square Miles	2011 Population	2011 Population Density Est.	2022 Population Estimate	2022 Population Density Est.	% Chg 2010-2020
Zip: 64105	0.75	3,373	4,497 people per sq mile	5,548	7,397 people per sq mile	39.2%

Source: US Postal Service, ACS 2022 5-year.

Population density corresponds with the growing historical population figures previously stated. According to Census records, total gain of population between 2011 and 2022 was 2,900 persons or approximately 39.2%.

**Unemployment**

Unemployment data for the Planning Area is taken from Census Data and US Bureau of Labor Statistics for the KC MSA & Jackson County, MO. Unemployment rates by County are higher than the Kansas City MSA unemployment rate of 3.5%. Jackson County, Missouri unemployment rate ending July 2024 was 5.0% projected.

Table 6 - Work Force Indicators.

Area	Labor Force (2024) Projected	Labor Force Unemployed	Unemployment Rate
KC MSA	1,157,200	41,500	3.5%
Jackson	379,539	12,313	5.0%

US Bureau of Labor Statistics, 2024.



**Future Land Use**

Future land use within the Planning Area can be organized into one (1) general land use designations. The existing land use for the Planning Area is Downtown Core

Table 7 - Planning Area Land Use Distribution.

Land Use	Square Feet	Overall Area Percentage
Downtown Core	36,546	100%
Total	36,546	100%



Figure 20 - Planning Area Future Land Use.

## QUALIFICATIONS ANALYSIS

### **Required Finding**

As per RSMo 10.320 (2), a municipality may not adopt a redevelopment plan without a finding that the Redevelopment Area on the whole is a blighted, insanitary or undeveloped industrial area. It should be noted that such a finding is based on the area as a whole not on a parcel by parcel basis, although each parcel is analyzed individually for qualifying factors.

Chapters 99 and 100 of the Revised Statues of Missouri defines redevelopment of “blighted area”, “insanitary areas” and “underdeveloped industrial areas” as:

“Blighted Area,” an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use; (RSMo Sec. 99.805 (1))

“Insanitary Area” shall mean an area in which there is a predominance of buildings and improvements which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open space, high density of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crimes, or constitutes an economic or social liability and is detrimental to the public health, morals, or welfare. (RSMo Sec. 100.310 (11)).

“Undeveloped Industrial Area” shall mean any area which by reason of defective and inadequate street layout or location physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically; contains old, decaying, obsolete buildings, plants, structures; contains buildings, plants and structures whose operation is not economically feasible; contains intermittent commercial and industrial structures in a primarily industrial area; or contains insufficient space for the expansion and efficient use of land for industrial plants amounting to conditions which retard economic or social growth, or economic wastes and social liabilities and represent an inability

to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare. (RSMo Sec. 100.310 (18)).

The definition of "Undeveloped Industrial Area" identifies five different factors that, if any one of those factors is present, qualify an area as an "Undeveloped Industrial Area." If any one of those five factors are met, and the results of that factor being present are conditions that (1)(a) retards economic or social growth, or (b) are economic wastes or social liabilities, and (2) represents an inability to pay reasonable taxes to the detriment and injury of the public health, safety, morals and welfare, then the area in question qualifies for designation as an "Undeveloped Industrial Area."

It should be noted that unlike a blight analysis, the analysis of an "Undeveloped Industrial Area" does not require a majority of the factors to be present.

A detailed analysis of existing conditions as they adhere to an "Undeveloped Industrial Area" follows.

Table 8 - Summary Matrix.

<b>Qualifying Contributing Factors:</b> <b>“Undeveloped Industrial Area”</b> <i>Note: The presence of any one of the five factors listed below is sufficient to support a determination that the Planning Area qualifies as an “Undeveloped Industrial Area.”</i>	<b>Present</b>
<b>Factor 1</b>  By reason of defective or inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains parcels of land not used economically	<b>YES</b>
<b>Factor 2</b>  Contains old, decaying, obsolete buildings, plants and structures	<b>NO</b>
<b>Factor 3</b>  Contains buildings, plants and structures whose operation is not economically feasible	<b>YES</b>
<b>Factor 4</b>  Contains intermittent commercial and industrial structures in a primary industrial area	<b>NO</b>
<b>Factor 5</b>  Contains insufficient space for the expansion and efficient use of land for industrial plants	<b>NO</b>
<b>Cause 1</b>  Presence of conditions which retard economic or social growth	<b>YES</b>
<b>Cause 2</b>  Presence of conditions which create economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare.	<b>YES</b>

**Factor 1: Any area which by reason of defective and inadequate street layout or location physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically.**

Conditions typically associated with this Factor include; general lack of vehicular or pedestrian access and/or internal circulation; lack of or substandard utility presence or connections, relocation of certain critical utility services, or any conditions which are not typically found or present in relation to development.

The following conditions were noted within the Planning Area which contributes to this finding:

- Lack of electrical utilities. Any new development within those portions of the Planning Area which are proposed to be developed all electrical service connections will be required to be constructed. Electrical service is available to Block 138, however new service will be required to increase capacity at any new structure. Cost associated with this increased capacity is currently unknown.
- Lack of water supply utilities. New development and construction will require new service which is currently non-existent. Cost associated with this increased capacity is currently unknown.
- Lack of sanitary sewer utilities. Similar to other utilities, new development and construction will require new sanitary-sewer service which is currently non-existent. Again, costs associated with this increased capacity is currently unknown.
- Lack of adequate geotechnical and structural conditions. Inadequate fill and soils on site are a mix of lean and fat clay with varying percentages of sand, gravel, concrete fragments, brick fragments, cinders and shale fragments. Engineers have advised that mitigation for the soils will require deep foundations that extend through the fill and are founded in the underlying bedrock, which will come at a material premium cost to typical foundations. Cost of this extension and future building above is currently unknown.
- Vacancy. Vacancy is certainly an indication of property not being utilized economically. As previously stated, the Planning Area is currently utilized as a

surface parking lot. Redevelopment of portions of the Area would increase the economic viability of the Redevelopment Area.

### **Obsolete Platting**

Block 138 contains a mix of property plats and ownerships. These include a mix of ground leases and property ownerships. Platting is confusing and possibly obsolete and/or inadequate for current and future development.

Redevelopment Area within Block 138 contains five (5) different ownership entities. These include the following:

- Subsurface land ownership.
- Surface ownership.

***Based on the site observations, it is our opinion that the Planning Area exhibits conditions which can reasonably conclude that “Defective or Inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically” exists and is a condition prevalent throughout the Planning Area and supportive of a finding as a Undeveloped Industrial Area as defined by RSMo Sec. 100.310 (18).***

*Please refer to Exhibit B for Engineering Certification of issues relating to Factor 1.*

*Please refer to Exhibit C for photo documentation of issues relating to Factor 1.*

**Factor 2: Any area which contains old, decaying, obsolete buildings, plants and structures**

No portions of the Planning Area contain industrial buildings which are dated, functionally obsolete and do not meet current industrial manufacturing efficiencies.

***Based on site observations, it is our opinion that the Planning Area does not exhibit conditions which can reasonably conclude that the presence of “Old, decaying, obsolete buildings, plants and structures” impacts the Planning Area.***

**Factor 3: Any area which contains buildings, plants and structures whose operation is not economically feasible.**

As mentioned, 94% of the Planning Area is currently utilized as surface parking. Typical economically feasible uses would generate adequate return or ongoing demand to sustain current uses (avoid vacancy or underuse) or also maintain current uses on a continuing basis. Extended vacancies or excessive vacancies would be signs that current use of a property is no longer feasible. Feasible operations may be specific to a property or may be from outside influences (crime, environmental issues, flood issues, etc.).

***While we consider these conditions to be present, when strictly considering the definition, we conclude that the Planning Area does contain a majority of buildings, plants or structures whose operation is not economically feasible. Therefore, this factor does fulfill the statutory definition of an Undeveloped Industrial Area.***

**Factor 4: Any area which contains intermittent commercial and industrial structures in a primarily industrial area or commercial areas.**

This factor addresses characteristics of a property as it conforms to use and conformity to surrounding properties and land uses. While being surrounded by numerous commercial uses, much of the Planning Area is presently vacant tenant space or property utilized as surface parking.

***However, based our analysis and site inspection, we conclude that the Planning Area does not meet the threshold of this Factor. Therefore, this factor does not fulfill the statutory definition of an Undeveloped Industrial Area.***

**Factor 5: Any area which contains insufficient space for the expansion and efficient use of land for industrial plants or commercial areas.**

This factor may be typically characterized by irregular parcel size, insufficient parcel size and/or shape. While some of these characteristics may be present within the Planning Area, it is our opinion that the threshold to qualify under this factor is not met.

*Based on this our analysis and site inspection, we conclude that the Planning Area does not contain insufficient space for the expansion and efficient use of land for industrial plants and commercial uses. Therefore, this factor does not fulfill the statutory definition of an Undeveloped Industrial Area.*

**Test number two - The predominance of the previously discussed five factors has contributed to the retardation of economic or social growth or create economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare.**

**Causation 1: Retard economic or social growth.**

The intention of this causation is to show that the previous factors have resulted in the slowing or delay in economic or social growth for the Planning Area. The simple fact that parcels within the Planning Area are still undeveloped or underutilized is an indication of factors which have impacted development on these parcels. While the portions of Block 138 have been constructed, as well as associated infrastructure, other portions of the Planning Area are undeveloped or will require substantial infrastructure improvements.

Vacancy or underutilization. As previously reported, vacancy or underutilization is certainly an indication of property not being utilized economically. As previously stated, 94% of the Redevelopment Area is currently utilized as surface parking. Redevelopment of portions of the Area would increase the economic viability of the Redevelopment Area.

Crime. Crime and the prevalence of crime impacts economic and social growth. Crime is generally recognized as an unsafe condition, whether it be to personal property or to individual personal safety. Crime can also impact economic and social perspectives within an area. Inquiries to the Kansas City, Missouri Police Department indicated that there were numerous reported crimes within the Planning Area within the previous nine



(9) month time period. Crimes ranged from property damage to stealing to armed robbery and assault.

Table 9 - Crime Impact to the Planning Area.

Crime Incidents: January 1, 2024-September 1, 2024

#	Violation	Date
1	Assault-Aggravated	1/29/2024
2	Theft from Vehicle	1/14/2024
3	Stolen Auto	1/31/2024
4	Burglary	2/6/2024
5	Stealing-other	2/9/2024
6	Theft of Vehicle	2/13/2024
7	Quality of Life-Alcohol Influence	2/16/2024
8	Theft of Vehicle	2/17/2024
9	Theft of Vehicle	2/22/2024
10	Stealing-other	3/8/2024
11	Assault	3/17/2024
12	Burglary	3/23/2024
13	Theft from Vehicle	4/2/2024
14	Property Damage	4/8/2024
15	Property Damage	4/9/2024
16	Theft from Vehicle	4/22/2024
17	Theft of Vehicle	4/28/2024
18	Theft from Vehicle	4/28/2024
19	Sexual Offense-Molestation	4/30/2024
20	Theft of Vehicle	5/6/2024
21	Assault	5/18/2024
22	Burglary Breaking and Entering	5/29/2024
23	Quality of Life-Alcohol Influence	6/7/2024
24	Theft from Vehicle	6/12/2024
25	Domestic Violence Assault	6/15/2024
26	Assault	6/27/2024
27	Theft from Vehicle	7/1/2024
28	Property Damage	7/2/2024
29	Domestic Violence Assault	7/13/2024
30	Property Damage	7/18/2024
31	Theft of Vehicle	7/19/2024
32	Theft of Vehicle	2/27/2024
33	Theft of Vehicle	7/30/2024
34	Fraud	8/8/2024
35	Assault	8/10/2024
36	Assault	8/16/2024
Total Incidents		36
Avg Per Month		5

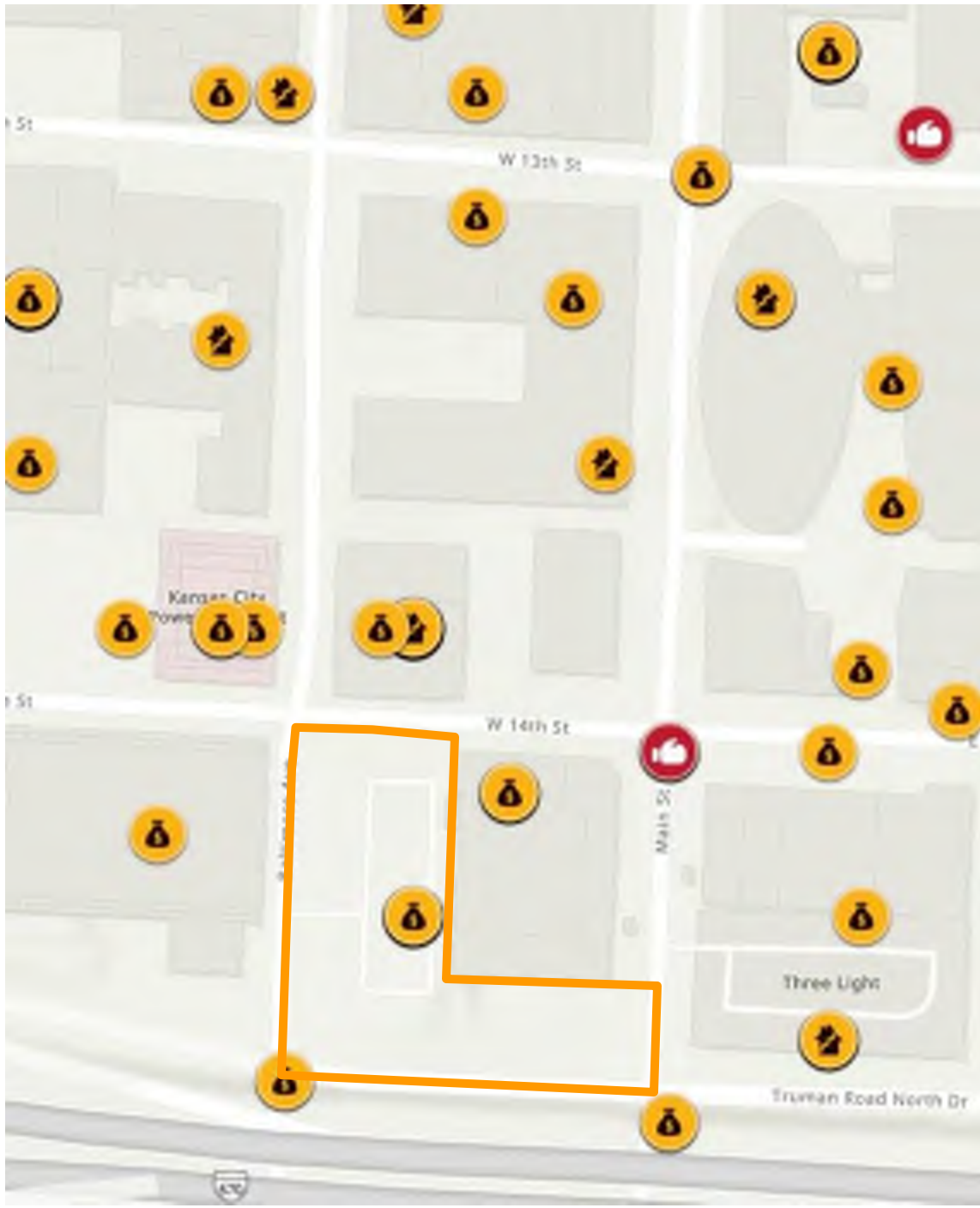


Figure 21 - Crime Impact Map.

**Proposed Project Economic Impact**

As previously mentioned, the Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. Presently, this proposed project location is a surface parking lot. Final assessed valuation for the completed project is unknown at this time.

**Employment**

As mentioned above, the Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. This project anticipates the creation of approximately 1,300 construction jobs with an average salary of \$85,000/year. Eventually, the project is estimated to employ approximately 135 FTE employees at an estimated annual salary of \$60,000.

***Based on these conditions, it is our opinion that the Planning Area does exhibit symptoms which qualify to retard economic growth within the area and impact the Planning Area.***

**Causation 2: Creates economic waste and social liabilities**

An area, or a property can become an economic or social liability when a property is not producing the maximum economic benefit to the community, such as the ability to pay real, personal and sales taxes, but requires greater public expenses, such as fire, police and nuisance code violation efforts. That is certainly the case at this property with the continued volume of crime incidents reported.

The Missouri Supreme Court has determined that the concept of redevelopment has gone far beyond "slum clearance" and the concept of economic underutilization is a valid one. Tierney v. Planned Indus. Expansion Auth., 742 S.W.2d 146, 151 (Mo. banc 1987); see also Crestwood Commons Redevelopment Corporation v. 66 Drive-In, Inc., 812 S.W.2d 903 (Mo. App. E.D. 1991). A property may be suffering from economic underutilization where it is not producing the maximum economic benefit to the community. There are many forms of economic underutilization, ranging from allowing a property to remain vacant and unimproved to operating property in a manner that it is no longer competitive with comparably used properties in the marketplace.

An area becomes a social liability when a general lack of maintenance presents a health, safety or concern for welfare of the public. This social liability can be actual or perceived as it impacts the area and users of the area. When an area has a high percentage of properties that are vacant or have physical deterioration, the economic liability of these properties generally lowers the value and often can attract crime or other socially negative activities. This can be in the form of property crimes (i.e. property trespassing, vandalism, graffiti, larceny, robbery, burglary, arson, and receipt of stolen goods) and personal crimes (i.e. assault, battery, and other more violent crimes).

Again, based on the previously mentioned conditions in and around the Planning Area, the intention of this causation is to show that the previous factors have resulted in conditions which create or sustain economic waste or social liabilities. The simple fact that property within the Planning Area are still vacant and undeveloped is an indication of factors which have limited development on these parcels.

### **Economic Waste**

As previously mentioned approximately 94% of the Planning Area is surface parking. The redevelopment of the parcels within the Planning Area contemplates the following:

The Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. This project anticipates the creation of approximately 1,300 construction jobs with an average salary of \$85,000/year. Eventually, the project is estimated to employ approximately 135 FTE employees at an estimated annual salary of \$60,000.

### **Social Liability**

As mentioned, certain conditions do exist within the Planning Area which include the prevalence of crime and vacancy, conditions which impact the social perception of the Area. However, based on previous analysis, it is our opinion that the threshold to prove that these conditions impact the Planning Area has been met. Therefore, in our opinion, Social Liability does exist within the Planning Area.

***Generally speaking, based on this analysis, we conclude that the presence of the previously identified factors cause economic waste to exist within the Planning Area. It is our opinion that this Causation is present, creating an economic waste and does affect the viability of the Planning Area.***

**Qualifying Conditions Conclusion**

The preceding analysis indicates that the Planning Area suffers from numerous unfavorable factors, as delineated in RSMo. 100.310 (18) all described in detail in this report.

***Considering all previously mentioned factors, we have concluded that statutory components do exist within the proposed Block 138 PIEA Area. As a result of the factors previously discussed, we have determined that according to RSMo. Section 100.310 (18), the Planning Area as a whole qualifies as an “Undeveloped Industrial Area”.***

Table 10- Summary Matrix.

<b>Qualifying Contributing Factors:</b> <b>“Undeveloped Industrial Area”</b> <i>Note: The presence of any one of the five factors listed below is sufficient to support a determination that the Planning Area qualifies as an “Undeveloped Industrial Area.”</i>	<b>Present</b>
<b>Factor 1</b>  By reason of defective or inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains parcels of land not used economically	<b>YES</b>
<b>Factor 2</b>  Contains old, decaying, obsolete buildings, plants and structures	<b>NO</b>
<b>Factor 3</b>  Contains buildings, plants and structures whose operation is not economically feasible	<b>YES</b>
<b>Factor 4</b>  Contains intermittent commercial and industrial structures in a primary industrial area	<b>NO</b>
<b>Factor 5</b>  Contains insufficient space for the expansion and efficient use of land for industrial plants	<b>NO</b>
<b>Cause 1</b>  Presence of conditions which retard economic or social growth	<b>YES</b>
<b>Cause 2</b>  Presence of conditions which create economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare.	<b>YES</b>

**Exhibit A – Planning Area Information (Maps & Descriptions)**



Figure 22 - Block 138 PIEA Planning Area Boundary.



PIEA LEGAL DESCRIPTION (K.C. LIVE BLOCKS 124 AND 138)

UNIT 1, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2A, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2C, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2D, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

ALL OF THAT PART OF UNIT 2B, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285 IDENTIFIED BY GREYED HATCH MARKS IN THE BELOW IMAGE.

**Exhibit B: Engineering Certification****Certification**

The undersigned Ken Lovelace hereby certifies, to the best of his knowledge and belief, as follows:

1. I serve as Construction Manager for K.C. Live, LLC, and I am familiar with the facts and information set forth herein.

2. This certification is given with respect to conditions relative to K.C. Live Block 138 ("Block 138") and improvements proposed to be constructed on Block 138 (the "Proposed Improvements").

3. The **current geotechnical and structural conditions for Block 138 are inadequate to support the Proposed Improvements**, and I have determined, in consultation with structural engineers and other design and engineering professionals, that **piers and other similar extraordinary structural supports will be required** to allow the Proposed Improvements to be constructed. **The costs of these structural supports will be significantly higher than the cost of construction on a typical foundation system.**

4. A soils report dated September 4, 2024 indicates the Proposed Improvements to be constructed on Block 138 are **underlain by fill to depths over twenty (20) feet**. The fill encountered in the borings consists of lean and fat clay with various percentages of **sand, gravel, concrete fragments, brick fragments, cinders, and shale fragments**. Furthermore, it is not known how this fill was placed and how much deleterious material may be in the fill between the locations sampled during the soils report borings. Engineers have advised that mitigation for the soils **will require deep foundations** that extend through the fill and are founded in the underlying bedrock, which will come at a material premium cost to typical foundations. Additionally, the occurrence of each of the following conditions remain distinct possibilities and would likely materially increase costs:

- a. The presence of uncompacted fill could require casing piers during drilling operations in order to prevent drilled shafts from caving in.
- b. The presence of concrete fragments and rebar that cannot be drilled through would require the use of coring bits in lieu of auger bits.
- c. Excavated soil that contains too many foreign fragments cannot be used for backfill. If present, it would require the haul-off of the existing soil and the import of suitable backfill material.

5. Due to the immediate proximity of existing buildings adjacent to Block 138, any **tower crane** used to construct the Proposed Improvements will need to be erected to clear the surrounding buildings. This will result in a material **increase in costs** as compared to a typical building where the tower of the crane is fed back to the structure as one vertically erects the building.

6. Given the proximity of existing operating businesses, both immediately adjacent to and/or beneath the portion of Block 138 upon which the Proposed Improvements will be built, **typical hours of construction will need to be adjusted**. This will cause work flow inefficiency and will trigger additional man hours to construct improvements as compared to a typical site. In addition, the adjacency of the existing operating businesses will result in **higher-than-typical insurance costs**.

7. Construction over and adjacent to an occupied existing building will require overhead protection system/buffer systems to protect existing sidewalks and entrances into public spaces. Additionally, safety netting and perimeter protection barricades will be required to prevent debris from blowing off of floors during storm events.

8. Working adjacent to Main Street Streetcar will result in increased costs. For example, the swing direction of any cranes used will need to be adjusted to ensure loads do not travel over the **streetcar**.

9. The Block 138 site is constrained and does not allow for typical **laydown areas**. This will result in increased costs associated with inventory management, off-site storage, and loss of efficiencies.

10. Deliveries associated with construction of the Proposed Improvements will need to occur at off-hours to ensure that public travel is always maintained. Typically, this will occur at nighttime; therefore, noise mitigation of surrounding homes and the costs associated therewith will need to be taken into consideration.

Executed this 23 day of October, 2024.

By: 

Print: Ken Lovelace

Title: Construction Manager, K.C. Live, LLC

### Exhibit C: Site Inspection Forms

Property / Facility Inspection Form													
Date				9/3/2024		Inspector		JPotter					
City				Kansas City, Missouri		Project/Survey		Block 138 PIEA Area					
Address				Block 138		Parcel Number		Block 138					
Building Type		Undeveloped		# Stories	0	Building Material		n/a	Basement:		Yes	X	No
Is Property improved	X	Yes		No		Property Size (Sq ft)		38,816					

**Property Condition**

Retaining Walls		Good where present.
Private Sidewalks & Drives		Good where present.
Lawns & Shrubs		None
Excessive stored Vehicles (not for retail sales purposes)		None
Open storage		None
Accessory Structures		None
Public Sidewalks, Curbs, Gutter		Yes, good
Catch Basins		Yes, good
Street Lights		Yes, good
Street Conditions		Good

Comments: Surface Parking. All of the Planning Area within Block 138 is currently under-utilized surface parking area.

	Condition	Condition Present	Comment
1.	Defective or inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains land not used economically	Yes	Vacancy. The block is currently 100% under-utilized surface parking areas. All structural, electrical, water, plumbing and parking improvements will be required to be constructed.
2.	Old, Decaying, Obsolete buildings, plants and structures		
3.	Buildings, Plants and structures whose operations are not economically feasible.		
4.	Intermittent commercial and		

	industrial structures in a primary industrial area.		
5.	Insufficient space for the expansion and efficient use of land for industrial plants.		
Cause 1	Presence of conditions which retard economic growth.	Yes	Construction of an approximately \$156MM project within Redevelopment Area would certainly provide a substantial economic boost to the block.
Cause 2	Presence of conditions which create economic waste.	Yes	Construction of an approximately \$156MM project within Redevelopment Area would certainly provide a substantial economic boost to the block. Especially considering that 100% of the block is currently under-utilized surface parking.

**Exhibit D: Supplemental Photo Log**

The following supplemental photograph log (not included previously in report) presents a review of the property tracts within the proposed Planning Area. Photos include images of property condition, infrastructure condition, and overall aspects of the facilities located within the District. All photos were taken on September 3, 2024 approximately 10:30 am.

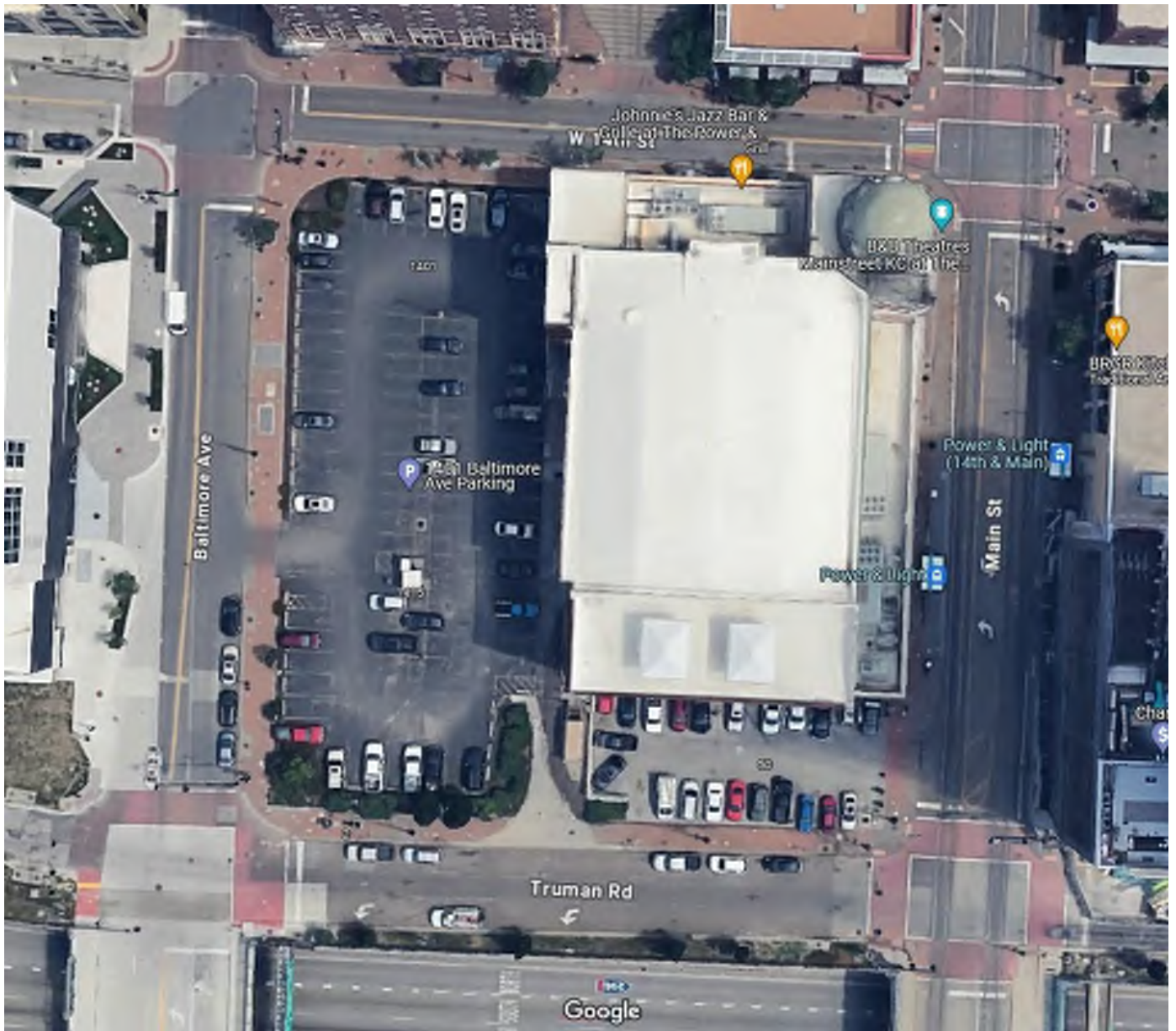


Photo 23 – Aerial View of Block 138.



Photo 1 – Block 138. View of southwest corner of Baltimore Avenue and 14<sup>th</sup> Street.



Photo 2 – Block 138. View of southwest corner of Baltimore Avenue and 14<sup>th</sup> Street. Note B & B Mainstreet Theater to the left (not located within the Redevelopment Area).





Photo 3 – Block 138. View west along 14<sup>th</sup> Street.



Photo 4 – Block 138. Typical view.



Photo 5 – Block 138. Deteriorated surface paving scattered across the site.



Photo 6 – Block 138. Deteriorated surface paving scattered across the site.



Photo 7 – Block 138. Trash service location. Note graffiti present at this location



Photo 8 – Block 138. View of surface lot at the northwest corner of Main Street and Truman Road. Mainstreet Theater to the left.



Photo 9 – Block 138. View of western location of Mainstreet Theater. New structure at this location would abut this structure.



Photo 10 – Block 138. View north.





Photo 11 – Block 138. View looking south and west.



Photo 12 – Block 138. View south of eastern boundary. New structure at this location would abut the theater structure to the left.

**Exhibit E: Assumptions and Limiting Conditions**

This Qualification Analysis is subject to the following limiting conditions and assumptions:

1. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are Development Initiatives' unbiased professional analyses, opinions, and conclusions.
2. Information provided and utilized by various secondary sources is assumed to be accurate. Development Initiatives cannot guarantee information obtained from secondary sources.
3. The nature of real estate development is an unpredictable and often tumultuous. In particular, the natural course of development is difficult to predict and forecast. Development Initiatives deems our projections as reasonable considering the current and obtained information.
4. Development Initiatives has considered and analyzed the existing conditions concerning the subject property within the Planning Area. We have considered these existing conditions while making our analysis and conclusions. However, it should be understood that conditions are subject to change without warning, and potential changes could substantially effect our recommendations.
5. Our analyses, opinions and conclusions were prepared in conformance with the Code of Professional Ethics and Standards of the American Institute of Certified Planners.

**Exhibit F: Certification and Consultant Qualifications**

I certify that, to the best of my knowledge and belief...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
6. Development Initiatives has made a personal inspection of the property that is the subject of this report in September, 2024.
7. This study is not based on a requested result or a specific conclusion.
8. I have not relied on unsupported conclusions relating to characteristics such as race, color, religion, national origin, gender, marital status, familial status, age, receipt of public assistance income, handicap, or an unsupported conclusion that homogeneity of such characteristics is necessary to maximize value.



Jim Potter, AICP  
Development Initiatives

## Partner Profile

**Education**

MASTER OF ARCHITECTURE,  
UNIVERSITY OF KANSAS

B.O.S. ENVIRONMENTAL  
STUDIES,  
UNIVERSITY OF KANSAS

B.S. GEOGRAPHY, UNIVERSITY  
OF KANSAS

**Certifications**

American Institute of Certified  
Planners (AICP)  
American Planning  
Association

USGBC  
LEED Green Associate

Kansas Licensed Real Estate  
Salesperson

Missouri Licensed Real Estate  
Salesperson

**Professional Affiliations**

Member, American Planning  
Association (APA)

Past-President,  
EC METRO SECTION,  
AMERICAN PLANNING  
ASSOCIATION (APA)

Chairman,  
River Market Community  
Improvement District (CID)

Board Member,  
Sustainable Advisory Board,  
Leawood, KS

Member, USGBC

**James C. Potter, AICP, LEED GA**

Jim is the founding partner at Development Initiatives and is responsible for instilling the firm's vision of excellence in the staff. His background has run the spectrum of urban redevelopment to community planning projects. From environmental due diligence activities to managing multi-million dollar bond projects, Jim has experience in a myriad of development functions.

Jim has degrees in Environmental Science and Geography, as well as a Master of Architecture, all from the University of Kansas. His post employment with the Kansas City Economic Development Corporation has educated Jim in the intricacies of 60 to 80 different City, State, and Federal tax incentives programs.

Since the establishment of Development Initiatives in 1999, Jim has coordinated numerous urban renewal and tax increment financing projects for countless communities across the Midwest. Jim uses his experience and relationships with local and state development officials to maximize the effectiveness of the projects he manages and the incentives sought on behalf of our clients.

Jim has yet another layer of expertise that he adds to DI's repertoire, real estate development. Potter has partnered in such notable residential projects as 4546 Broadway on the Plaza, City Homes in the River Market and the 5 Delaware Condominiums all in Kansas City.

Jim resides in Leawood, Kansas with his wife Amy and their son, Hayden.

Development Initiatives  
3965 W. 83<sup>rd</sup> Street, #145    Prairie Village, Kansas 66208  
t: 816-916-3664  
jpotter@di-kc.com

**DEVELOPMENT INITIATIVES, BLIGHT/CONSERVATION-HISTORICAL PROJECT SUMMARY**

- BLIGHT ANALYSIS (TIF), CAMERON COMMONS TIF, CAMERON, MO
- BLIGHT ANALYSIS (CID), BELTON 58 CHOPPER, BELTON, MO
- BLIGHT ANALYSIS (353), K-353 REDEVELOPMENT PLAN, KEARNEY, MO
- CONSERVATION ANALYSIS (TIF), MUR-LEN CROSSING, OLATHE, KS
- QUALIFICATIONS ANALYSIS (PIEA), KCI INTERMODAL PIEA, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), RUSKIN HEIGHTS CID, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 27<sup>TH</sup> AND CLEVELAND PIEA, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), HISTORIC NORTHEAST LOFTS, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), FRONT STREET INDUSTRIAL INFILL, KCMO
- BLIGHT ANALYSIS (TIF), 108-110 W. MAIN STREET TIF, SMITHVILLE, MO
- BLIGHT ANALYSIS (353) AMENDMENT, DOWNTOWN UPLIFT 353, CAMERON, MO
- BLIGHT ANALYSIS (CID), TIFFANY SQUARE EAST CID, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), CITADEL PIEA, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WALNUT GROVE PIEA, KCMO
- BLIGHT ANALYSIS (353), OLD TOWN BELTON, BELTON, MO
- BLIGHT ANALYSIS (TIF), AVIARA REDEVELOPMENT, LIBERTY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), OAK PARK PIEA, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WESTPORT HIGH SCHOOL, KCMO
- BLIGHT ANALYSIS (TIF), 2107 S. 4<sup>TH</sup>, LEAVENWORTH, KS
- BLIGHT ANALYSIS (CID), 1645 KEARNEY ROAD, EXCELSIOR SPRINGS, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 43 ANTIOCH, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), PECULIAR MAIN STREET TIF PLAN, PECULIAR, MO
- BLIGHT ANALYSIS (CID), WALLSTREET TOWER GARAGE, KANSAS CITY, MO
- BLIGHT ANALYSIS (353), DOWNTOWN PARKVILLE REDEVELOPMENT PLAN, PARKVILLE, MO
- BLIGHT ANALYSIS (CID), SOUTHSIDE PLAZA, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), RESIDENTIAL UPLIFT, LIBERTY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), MIDTOWN PRO-ACTIVE HOUSING, KCMO
- BLIGHT ANALYSIS (CID), RIVERSIDE CROSSING CID, RIVERSIDE, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), ARMOUR GILLHAM ADDITION, KCMO
- BLIGHT ANALYSIS (CID), ROMANELLI CENTER, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), 45<sup>TH</sup> & MAIN CID, KANSAS CITY, MO
- BLIGHT ANALYSIS (353), DOWNTOWN UPLIFT 353, CITY OF CAMERON, MO
- BLIGHT ANALYSIS (TIF), ASSOCIATED WHOLESALE GROCERS, GARDNER, KS
- BLIGHT ANALYSIS (353), MAIN CENTER REDEVELOPMENT CORP., CITY OF BLUE SPRINGS, MO
- BLIGHT ANALYSIS (TIF), CITY OF MOUNT VERNON, MO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN (PIEA), 19<sup>TH</sup> & MCGEE, KCMO
- BLIGHT ANALYSIS (TIF), ALLIS-CHALMERS, INDEPENDENCE, MO
- BLIGHT ANALYSIS (CID), GRANDVIEW STATION, GRANDVIEW, MO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN (PIEA), EAST BANNISTER AMENDMENT, KCMO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN (PIEA), NORTH MONTGALL PIEA, KCMO
- BLIGHT ANALYSIS (CID), 85 WORNALL, KANSAS CITY, MO

- BLIGHT ANALYSIS (353), 2708 TROOST, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), KANSAS & KEARNEY, SPRINGFIELD, MO
- BLIGHT ANALYSIS (TIF), OSAGE STATION, OSAGE BEACH, MO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN(PIEA), EAST BANNISTER, KCMO
- BLIGHT ANALYSIS (353), CITY OF NORTH KANSAS CITY, MO
- BLIGHT ANALYSIS (353), HILLYARD TIF, ST. JOSEPH, MO
- BLIGHT ANALYSIS (TIF), VILLAGE AT VIEW HIGH, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (CID), INTERCONTINENTAL, KANSAS CITY, MO
- BLIGHT ANALYSIS (LCRA), 50/M-291 HIGHWAY URA EXPANSION, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (CID), FLINT HILLS MALL, EMPORIA, KS
- BLIGHT ANALYSIS (CID), LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), DOWNTOWN RICHMOND, MO
- BLIGHT ANALYSIS (TIF), GATEWAY VILLAGE, GRANDVIEW, MO
- BLIGHT ANALYSIS (353), ALANA HOTEL APARTMENTS, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), MISSION FALLS TIF, MISSION, KS
- BLIGHT ANALYSIS (LCRA), EAST CROSSROADS URA, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), JOPLIN, MO
- BLIGHT ANALYSIS (TIF), ARROWHEAD POINTE, OSAGE BEACH, MO
- BLIGHT ANALYSIS (353), JKV, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353/CID), ROLLA, MO
- BLIGHT ANALYSIS (353), LIBERTY, MO
- BLIGHT ANALYSIS (EEZ), HOLT COUNTY, MO
- BLIGHT ANALYSIS (CID), LAKEWOOD CID, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (CID), SOUTH GLENSTONE CID, SPRINGFIELD, MO
- BLIGHT ANALYSIS (353), RICHMOND, MO
- BLIGHT ANALYSIS (LCRA), 50/M-291, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (LCRA), LAKEWOOD BUSINESS PARK, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 18<sup>TH</sup> & MCGEE AMEND., KCMO
- BLIGHT ANALYSIS (LCRA), 36<sup>TH</sup> & GILLHAM, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), NOLAND FASHION SQUARE, INDEPENDENCE, MO
- BLIGHT ANALYSIS (353), HEER'S BUILDING, SPRINGFIELD, MO
- BLIGHT ANALYSIS (TIF), VIEW HIGH GREEN, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), BELVOIR 353 PLAN, LIBERTY, MO
- BLIGHT ANALYSIS (TIF), BELVOIR TIF PLAN, LIBERTY, MO
- BLIGHT ANALYSIS (CID), SOUTH 63 CORRIDOR CID, CITY OF KIRKSVILLE, MO
- CONSERVATION ANALYSIS (TIF), WINCHESTER, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), CARONDELET, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), SUNRISE BEACH, MISSOURI
- BLIGHT ANALYSIS (353), CITY OF LEE'S SUMMIT, MISSOURI
- BLIGHT ANALYSIS (LCRA), DOWNTOWN CORE, CITY OF LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (LCRA), LICATA PLAN, CITY OF LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), CITY OF LIBERTY, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW (353), GRANDVIEW, MO

- BLIGHT ANALYSIS (CID), CROSSROADS SHOPPING CENTER, LIBERTY, MO
- BLIGHT ANALYSIS (TIF), HIGHWAY Y & 58, BELTON, MO
- BLIGHT ANALYSIS(CID), LIBERTY CORNERS SHOPPING CENTER, LIBERTY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), VIVION CORRIDOR, KCMO
- BLIGHT ANALYSIS (TIF), SOUTH HIGHWAY 63 CORRIDOR, KIRKSVILLE, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW, (TIF), ATCHISON, MISSOURI
- BLIGHT ANALYSIS (TIF), HIGHPOINTE SHOPPING CENTER, OSAGE BEACH, MISSOURI
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 39<sup>TH</sup> & STATE LINE, KCMO
- CONSERVATION ANALYSIS (MODESA), LAKE OZARK, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW, (TIF), MARINA VIEW, KIRKSVILLE, MISSOURI
- CONSERVATION ANALYSIS (TIF), CLAYTON, MISSOURI
- BLIGHT ANALYSIS, (TIF), DOGWOOD CENTRE, KIRKSVILLE, MISSOURI
- BLIGHT ANALYSIS, (TIF), BRISCOE TIF, LAKE OZARK, MISSOURI
- BLIGHT ANALYSIS, (TIF), US 54 & BUSINESS 54, LAKE OZARK, MISSOURI
- BLIGHT ANALYSIS, (TIF), QUADRA TIF, BELTON, MISSOURI
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), DODSON PIEA, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), CROSSROADS ARTS, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), CROSSROADS AMEND., KCMO
- BLIGHT ANALYSIS, (TIF), ROGERS SPORTING GOODS, LIBERTY, MISSOURI
- BLIGHT ANALYSIS, (TIF), BELTON MARKETPLACE, BELTON, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW, (353), WESTFIELD CORPORATION, ST. CHARLES, MO
- BLIGHT ANALYSIS, (TIF), KANSAS CITY, MO SWOPE COMMUNITY BUILDERS
- CONSERVATION ANALYSIS, (TIF), LAKE LOTAWANA, MO
- BLIGHT ANALYSIS, (TIF), OSAGE BEACH, MO, OAK RIDGE LANDING DEVELOPMENT
- BLIGHT ANALYSIS, (TIF), LAKE OZARK, MO, STANTON DEVELOPMENT COMPANY
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WASH. 23 AMEND. KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), FILM ROW, KCMO
- CONSERVATION ANALYSIS, (TIF) , KANSAS CITY, MO, TIME EQUITIES, INC., NY, NY
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), VALENTINE/BROADWAY, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WASHINGTON 23, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), BLVD BREWING CO., KCMO
- BLIGHT ANALYSIS (TIF), OZARK DIVERSIFIED DEVELOPERS, BRANSON, MO
- BLIGHT ANALYSIS (TIF), MCCOWN GORDON CONSTRUCTION, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), LEVITT ENTERPRISES, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), TIME EQUITIES, NY, NY
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), URBAN COEUR DEV. , KCMO
- BLIGHT ANALYSIS (TIF), HOSPITALITY MANAGEMENT ASSOC., LINCOLN, NE
- BLIGHT ANALYSIS (TIF), HUSCH & EPPENBERGER, LLC, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), KC NEIGH. ALLIANCE, KCMO
- BLIGHT ANALYSIS (TIF), KING HERSHEY, ATTORNEYS AT LAW, KCMO
- BLIGHT ANALYSIS (TIF), LATHROP & GAGE, ATTORNEYS AT LAW, KCMO
- BLIGHT ANALYSIS (TIF), POLSINELLI SHALTON WELTE, ATTORNEYS AT LAW, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), COMPASS ENVIRON., CHICAGO, IL



- BLIGHT ANALYSIS (TIF), DST REALTY, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA) MCZ CENTRUM, CHICAGO, ILL
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA) UNION HILL DEVEL., KCMO
- BLIGHT STUDY AND ANALYSIS (TIF), GRAIN VALLEY, MISSOURI, WARD DEVEL. COMPANY
- BLIGHT STUDY AND ANALYSIS, PERSHING STATION PARTNERS, KCMO