

GENERAL DEVELOPMENT PLAN
OF THE PROPOSED
9TH & GRAND PIEA PLANNING AREA
818 GRAND BOULEVARD & 819 WALNUT STREET
KANSAS CITY, MISSOURI



PIEA OF KANSAS CITY, MISSOURI
RSMO CHAPTER 100 – INDUSTRIAL DEVELOPMENT
DATED: NOVEMBER 15, 2019

BELKE APPRAISAL & CONSULTING SERVICES, INC.
KANSAS CITY, MISSOURI

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Repurposing Historic But Dated, Deteriorating, Obsolete, Vacant Office Use
(Scarritt Building – 818 Grand Boulevard)



Repurposing Historic But Dated, Deteriorating, Obsolete, Vacant Office Use
(Scarritt Arcade – 819 Walnut Street)

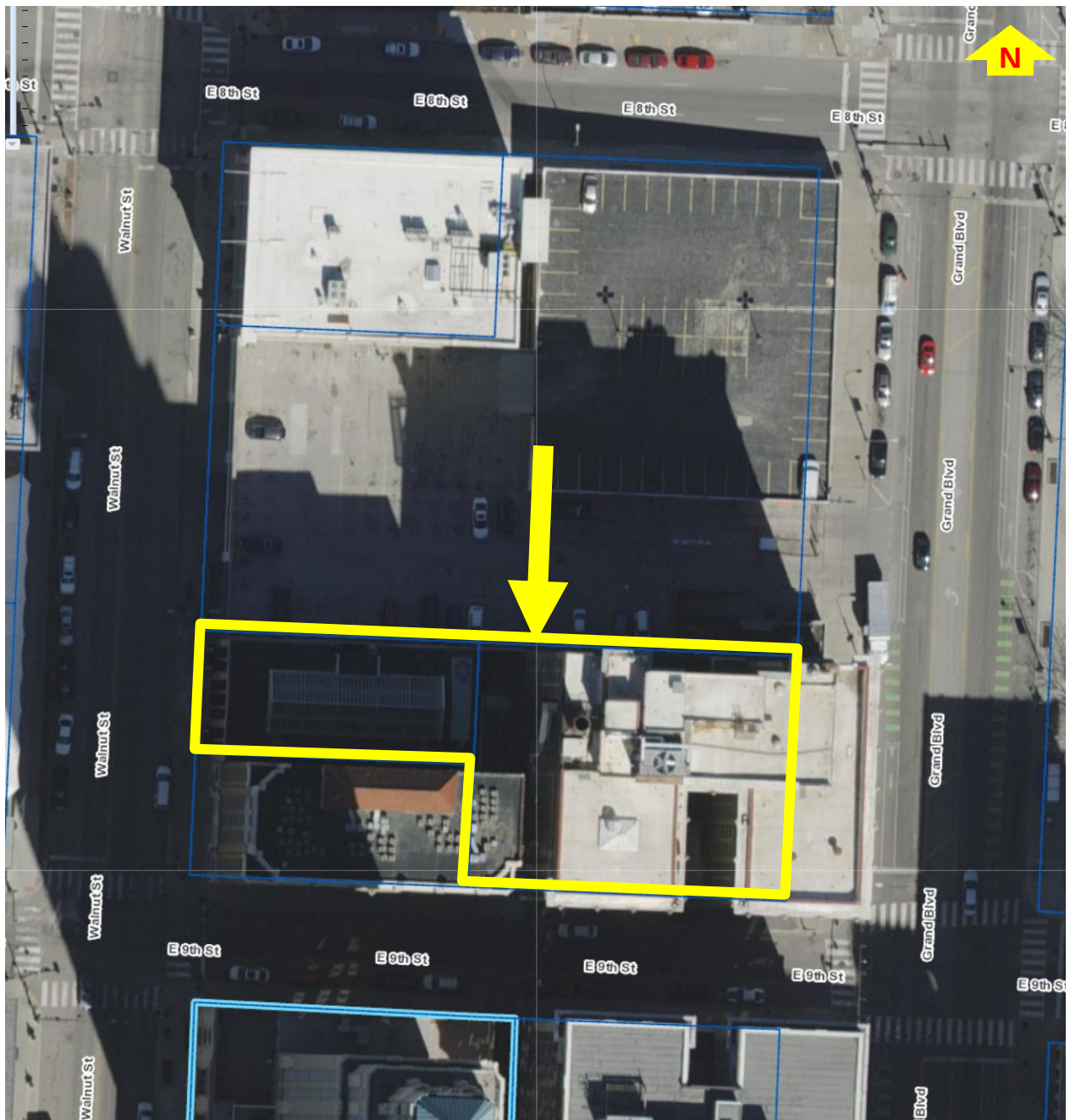


PLANNING AREA BOUNDARIES

Planning Area Boundary Map

Aerial maps of the Planning Area boundaries are included below and on the following page. The Planning Area consists of two county tax parcels (and vacated alleyway) situated along Grand Boulevard, Walnut Street, and E 9th Street. The proposed Planning Area is associated with the north portion of the downtown loop designated as the Financial District.

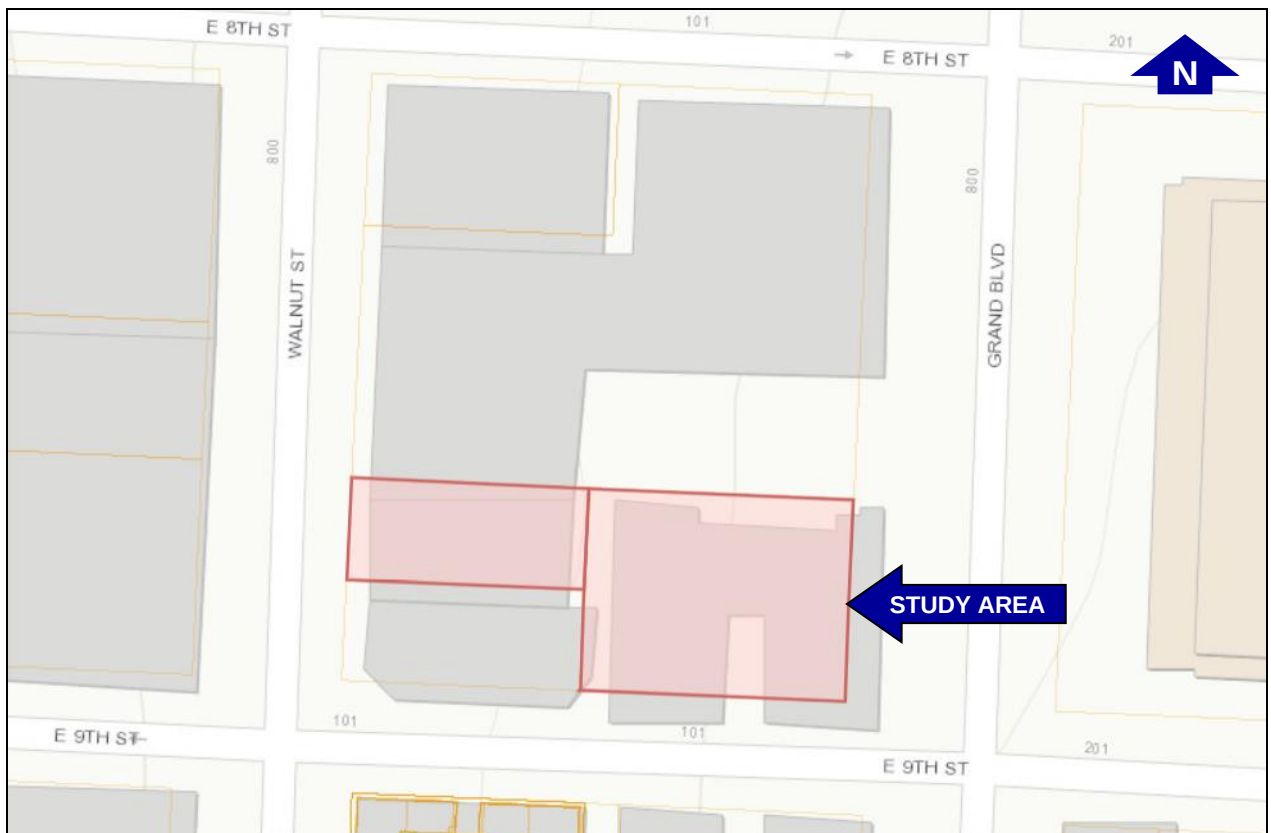
KCMO GIS MAPPING AERIAL PHOTOGRAPH



AERIAL PHOTOGRAPH – LOOKING SOUTH AT NORTH ELEVATIONS OF PLAN AREA



JACKSON COUNTY ASSESSMENT MAP



Legal Descriptions

The following legal descriptions for the two county tax parcels comprising the Planning Area were taken from the last deed (Document No. 2019E0073169) recorded at the Register of Deeds in the Jackson County Courthouse:

818 Grand Boulevard:

All of Lots 94, 95, 96 and 97, ROSS & SCARRITT'S ADDITION, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof, recorded April 30, 1857, in Plat Book A-1 at Page 29 in the Office of the Recorder of Deeds of Jackson County, Missouri, at Kansas City.

The East $\frac{1}{2}$ of the vacated alley lying West of and adjacent to Lots 94, 95, 96 and 97, ROSS & SCARRITT'S ADDITION, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

819 Walnut Street:

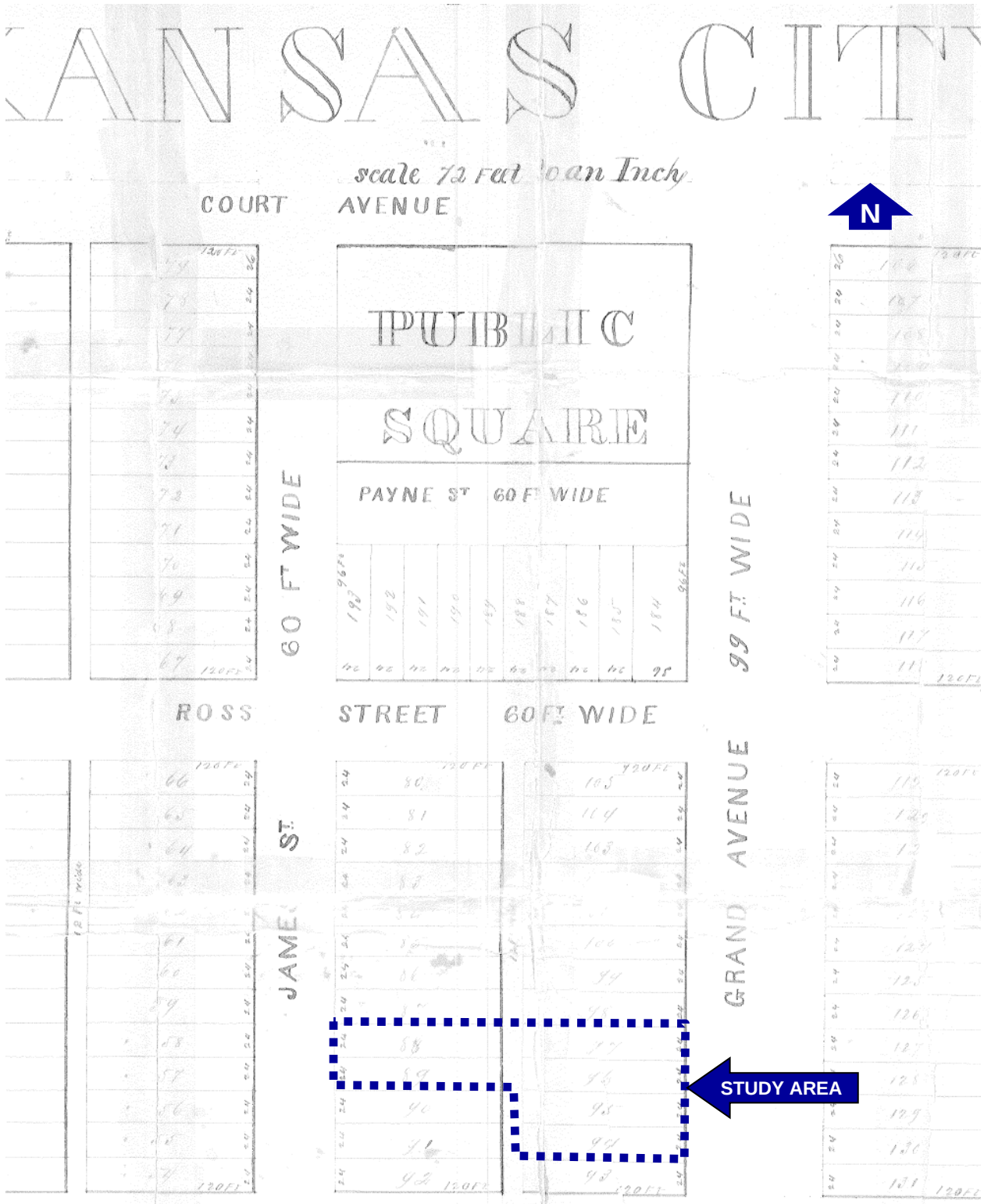
All that tract or parcel of land lying and being in Kansas City, Jackson County, Missouri and being Lots 88 and 89, ROSS & SCARRITT'S ADDITION, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof, recorded April 30, 1857, in Plat Book A-1 at Page 29, in the Recorder's Office, Kansas City, Jackson County, Missouri, and as depicted on Certificate of Survey, prepared by The Tuttle-Ayers-Woodward Co., Surveyors, a division of Shafer, Kline & Warren, P.A., Kansas City, Missouri, dated December 11, 1984, which Certificate of Survey is incorporated herein by reference, and being more particularly described as follows:

Beginning at the intersection of the Southeast corner of Lot 89 of the aforesaid subdivision and the West right of way line of a 12 foot alley; thence running North 89 degrees 24 minutes 36 seconds West along the South line of said Lot 89, a distance of 107.29 feet to a point on the East right of way line of Walnut Street, as now established, 80 feet wide (said point is located North a distance of 48 feet along the East right of way line of Walnut Street from its intersection with the North right of way line of 9th Street); thence running North 0 degrees 21 minutes 58 seconds East along said East right of way line of Walnut Street a distance of 48.66 feet to a point on the North line of Lot 88 of the aforesaid subdivision a distance of 106.98 feet to a point on the West line of the aforesaid 12 foot alley; thence running South 0 degrees 00 minutes West along the West line of said 12 foot alley and the East lines of Lots 88 and 89 a distance of 48.93 feet to the Point of Beginning.

The West $\frac{1}{2}$ of the vacated alley lying East of and adjacent to Lots 88 and 89, ROSS & SCARRITT'S ADDITION, a subdivision in Kansas City, Jackson County, Missouri, according to the recorded plat thereof.

The exhibit on the following page provides the original plat of ROSS & SCARRITT'S ADDITION highlighting the Planning Area platted lots.

PLAT MAP



Location & Access

The Planning Area is located within the “downtown loop” (formed by Interstates 29, 35, and 70). The Planning Area lies 3 blocks south of the north leg of the downtown loop, 1½ miles east of the State Line (MO/KS), and ¾ mile south of the Missouri River. The northeast gateway to the downtown (Heart Of America Bridge) is two block north and four blocks east. Grand Boulevard is designated as a Secondary Gateway. The Planning Area lies within the northwest portion of Jackson County, Missouri, the west/central portion of Kansas City, Missouri, and is proximate to the center of the greater metropolitan area.

Interstates 29, 35, 70, and 670 and US Highway 71 provide convenient linkage for the Planning Area with other portions of the metropolitan area. Both Grand Boulevard and Walnut Street run the length (north/south) of the downtown loop and both have overpasses into the River Market to the north and Crossroads to the south. E 8th Street and E 9th Street also run the length (east/west) of the downtown loop and both have overpasses into the Paseo West adjoining to the east of the downtown loop. The CBD generally has a rectilinear urban street design enabling convenient access in all directions. Grand Boulevard and Walnut Street carry two-way traffic while E 9th Street is one-way westbound.

Plan Applicants

Several factors were considered in determining the Planning Area boundaries. Per Missouri statute, the PIEA seeks to assist the redevelopment of blighted areas, insanitary areas, or undeveloped industrial areas. The Planning Area encompasses only 0.40 acre of land but is improved with 150,082 square feet of office structures (4 and 11 stories).

The Planning Area encompasses an underutilized and blighted area whose ownership expressed a desire to cooperate with the PIEA in preserving and redeveloping the historic (National Register of Historic Places and KC Landmark Commission) but aging, deteriorating, and obsolete office structures at 818 Grand Boulevard (Scarritt Building) and 819 Walnut Street (Scarritt Arcade). The PIEA considers the location of other redevelopment districts in an area and attempts to avoid overlapping any previously approved redevelopment areas. The Planning Area does lie within the Central Business District Urban Renewal Area (CBDURA) and Northland EEZ and is surrounded by previously approved PIEA, TIF, and URA plans.

Land Area

The proposed Planning Area consists of two contiguous tax parcels fronting Grand Boulevard and Walnut Street. Utilizing Jackson County GIS Mapping, KCMO GIS Mapping and a survey prepared by CDS Commercial Due Diligence Services dated January 3, 2017 (Project No. 16-12-0115), the Planning Area encompasses the following land area:

Tax Parcel No.	Address	JackMO		KCMO		Survey	
		Sq.Ft.	Acres	Sq.Ft.	Acres	Sq.Ft.	Acres
29-220-21-06-00-0-00-000	818 Grand Blvd.	12,095	0.28	12,229	0.28		
29-220-21-04-00-0-00-000	819 Walnut St.	5,427	0.12	5,344	0.12		
Total		17,523	0.40	17,573	0.40	17,885	0.41

The land area prescribed in the survey is utilized throughout this plan. The CDS survey indicates 97.32 feet of frontage on the west side of Grand Boulevard, 126.99 feet fronting the north side of E 9th Street, and 48.54 feet fronting the east side of Walnut Street.

County Tax Parcels / Ownership

Tax Parcels

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

Parcel Address	Tax Parcel No.
818 Grand Boulevard	29-220-21-06-00-0-00-000
819 Walnut Street	29-220-21-04-00-0-00-000

Ownership

The study area was acquired by AXIS KC, LLC from CC Invest, LLC on September 12, 2019 (Document No. 2019E0073169). As indicated below the Planning Area has had a number of ownership transfers in modern times:

Owner	Date	Document	Foreclosure
AXIS KC, LLC	09/12/2019	2019E0073169	No
CC Invest, LLC	08/20/2018	2018E0072937	No
Scarritt Building & Scarritt Arcade Building, LLC	10/19/2015	2015E0094052	No
Ozark National Life Insurance Company	04/27/1990	K2017/P169	No
Scarritt Operating Company	10/20/1988	1988K0851528	Yes
Scarritt Building Investors, Ltd.	04/9/1984	1984K0607029	No
9th & Grand Associates	02/29/1984	1984K0601893	No
BOT of Park College	03/28/1979	1979K0400943	No
Graceland College	12/30/1976	1976K0314751	No
UMB of Kansas City	11/1/1974	1974K0244637	No
Independent Specialty Company	09/3/1969	1969K0059171	No
Various	01/1/1965	1965B0505626	No

DESCRIPTION OF PLANNING AREA

General

The 9th & Grand PIEA Planning Area encompasses the southern portion of the block bounded by Grand Boulevard on the east, E 9th Street on the south, Walnut Street on the west, and E 8th Street on the north and located in the north/central portion of the CBD neighborhood. The CBD is the focal point of government, legal, and financial affairs in the greater Kansas City metropolitan area. The Planning Area lies within an area designated “Financial District.” The CBD is closely associated with its adjoining neighborhoods, including the River Market (north), West Bottoms (west), and Crossroads/Crown Center/Union Station (south).

Access

The Planning Area has excellent access due to the federal highways that “loop” the neighborhood and the interior rectilinear road system. (The loop is just over one mile wide (east/west) and just less than one mile deep (north/south).) Grand Boulevard and Walnut Street run from the Missouri River south through the River Market, through the downtown loop, and into the Crossroads neighborhood. E 8th Street and E 9th Street run from the west end of the loop to the east end crossing over Interstate 70 into the Paseo West neighborhood. Access is convenient to the neighborhood but slightly indirect within the neighborhood due to use of one-way street designs (E 8th, E 9th, McGee Street, Oak Street). The Planning Area lies along Grand Boulevard designated as a “Secondary Gateway” to the north end downtown loop by the Greater Downtown Area Plan (GDAP).

Topography & Drainage

The Planning Area slopes downward from Grand Boulevard (906 feet) to Walnut Street (884 feet) roundly 12 feet. No retaining walls are needed within the Planning Area and the drainage appears to be adequate along the downward westward slope.

Vegetation

No vegetation or landscaping is present at the Planning Area. The Kansas City Downtown Streetscape Master Plan identifies lighting, landscaping, sidewalks, signage, and furniture as appropriate streetscapes along Grand Boulevard (an Image Street).

Existing Development

North

A two-level parking deck (814 Grand Boulevard) adjoins to the north of the study area. The property is currently closed and has had 9 code violations filed against the ownership since May 2016. The structure exhibits various structural issues and trespassing and illegal camping has become an issue.

East

On the east side of Grand Boulevard is the Old Federal Courthouse PIEA Plan Area created in 2006. The stately Neo-Classical and Art Deco structure was converted to Courthouse Lofts

containing 176 affordable apartment units. The former “Temple” office midrise is located at the southeast corner of E 9th Street and Grand Boulevard. The 12-story structure dates to 1911 and contains 60,000 rentable square feet and has been 100% vacant for many years.

South

On the south side of E 9th Street (906 Grand Boulevard) is a 13-story structure formerly known as the “Rialto Building” and the “Ozark Building” that opened in 1912. The owner (United Missouri Bank of Kansas City) placed the mostly vacant property on the market in June 2018 and the building is just now reportedly under contract. The smallish floorplates of 11,000 square feet makes modern office use difficult.

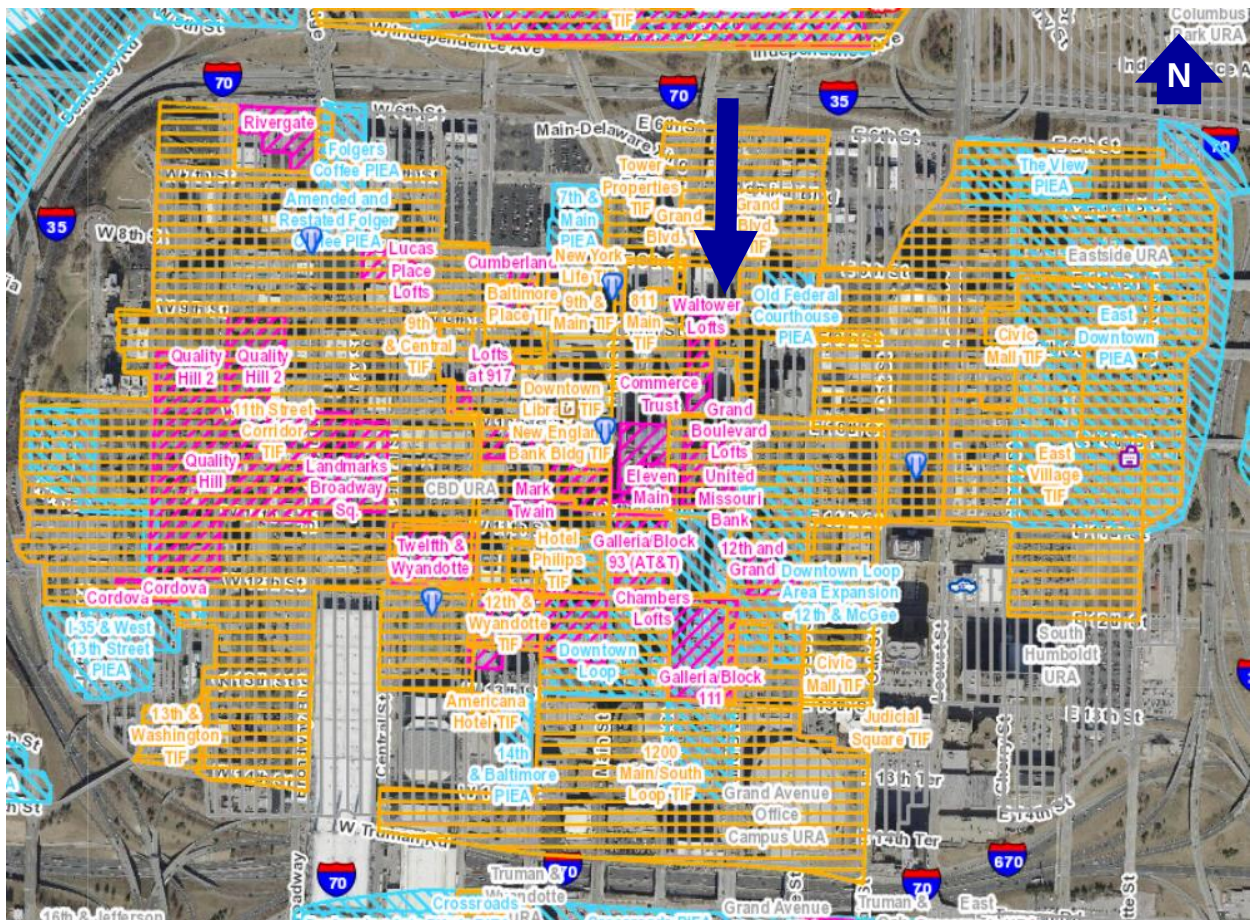
West

Adjoining the west side of the Scarritt Building and the south side of the Scarritt Arcade is Waltower Lofts built in 1929. The former office tower was listed on the National Register of Historic Places (NRHP) in August 2001. The 12-story structure now houses 53 apartment units (studios, 1BR, 2BR, 3BR).

Existing Incentive Areas

As the KCMO GIS overlay mapping function shown below indicates, the downtown loop is covered with multiple city approved TIF, 353, PIEA, and Urban Renewal areas.

GREATER DOWNTOWN REDEVELOPMENT & INCENTIVE AREAS



The city and state government must often provide incentives for redevelopment to occur in the urban core. Available redevelopment tools include tax increment financing (administered by the TIF Commission), Chapter 353 redevelopment rights (via KCMO), Chapter 99 real estate tax abatement (administered by the Land Clearance Redevelopment Authority (LCRA)), port authority benefits (administered by PortKC including conduit bond financing, PID (Port Improvement District), Mid-Continent EB-5 Regional Center, and Advanced Industrial Manufacturing (AIM) Zones), and state enterprise zone assistance.

The entire Planning Area lies within the Central Business District Urban Renewal Area (CBDURA). On November 25, 1968 the city council approved creation of the CBDURA along with fifteen other Kansas City, Missouri Urban Renewal Areas. The city council determined it was “desirable and in the public interest that the Land Clearance for Redevelopment Authority of Kansas City, Missouri undertake and carry out the Neighborhood Development Program for the City of Kansas City, Missouri”. On January 17, 1969 in Ordinance No. 36287 the city council declared the following:

That it is hereby found and determined that the Urban Renewal Areas comprising the Program are blighted and insanitary areas and qualify as eligible areas under the Missouri Land Clearance for Redevelopment Authority Law.

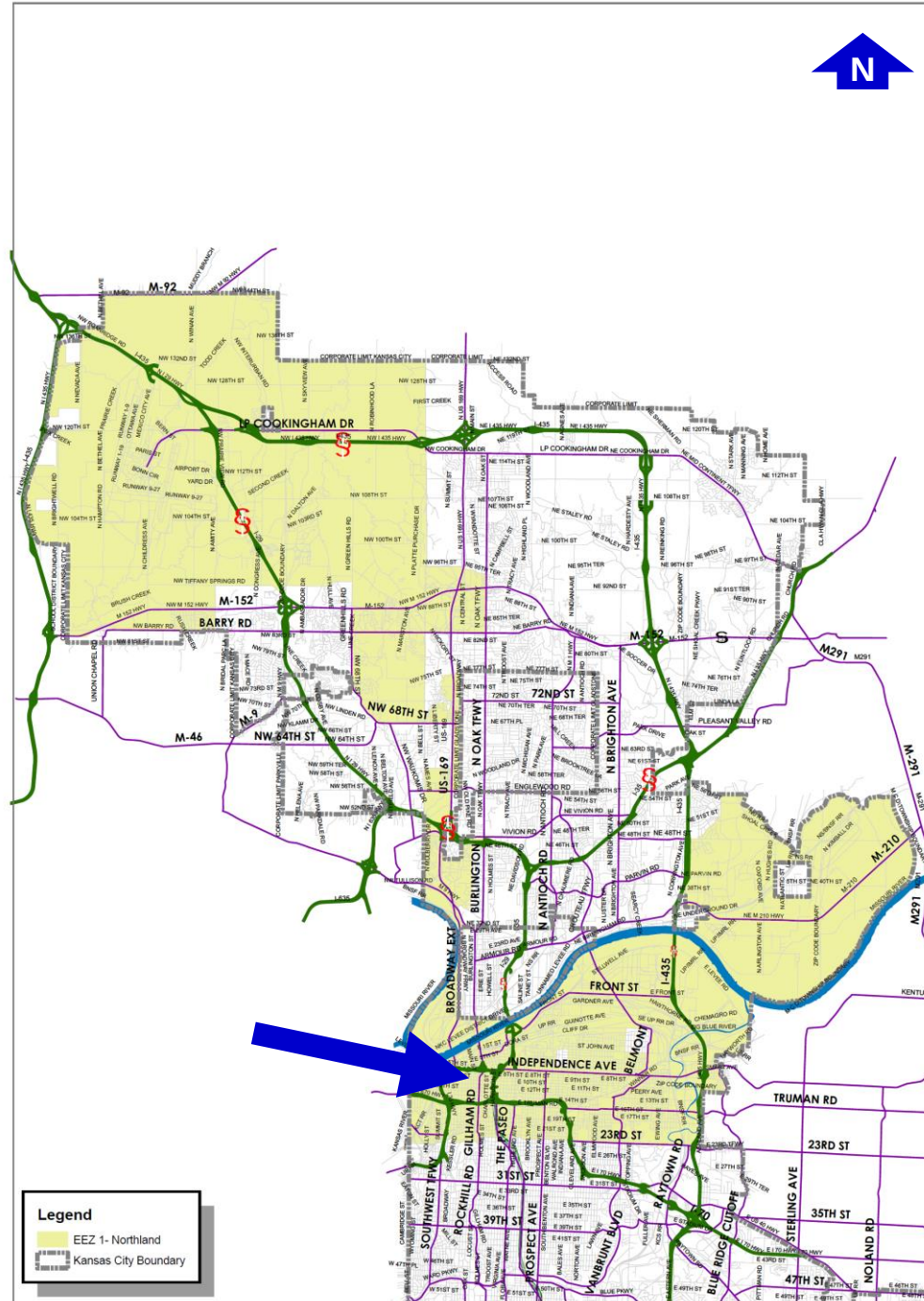
The Planned Industrial Expansion Authority of Kansas City, Missouri is involved in redevelopment and renewal efforts while operating under authority granted by the state and in conjunction with the city. Much of the City’s recent work has gone towards providing adequate off-street parking within the urban setting and revitalizing or demolishing derelict buildings. The Old Federal Courthouse PIEA Plan Area is located east across Grand Boulevard from the Planning Area. The Planning Area is surrounded to the east and south by the Grand Boulevard TIF and the Tower Properties TIF. The Waltower Lofts URA adjoins to the west of the Scarritt Building and the south of the Scarritt Arcade.

In order to qualify for PIEA, TIF, or 353 designation a finding of blight is necessary. The Planning Area also lies within the Northland Enhanced Enterprise Zone (see **EEZ 1** exhibit on following page). EEZ incentives are designed to encourage job creation and investment by providing tax credits and local property tax abatement to new or expanding businesses located in an Enhanced Enterprise Zone (EEZ). Creation of an EEZ requires a determination of blight, pervasive poverty, unemployment and general distress. The Planning Area is also located within the Downtown KC Community Improvement District (CID), the Downtown Streetcar District (TDD), and lies just west of the Paseo-Gateway/Northeast Opportunity Zone.

Approved Public Planning Guidelines

Four main documents guide development within the city, downtown, and Planning Area: the FOCUS Kansas City Plan (adopted October 1997), the FOCUS Plan For The Heart Of The City – Urban Core Plan (adopted October 1997), the Greater Downtown Area Plan (adopted March 11, 2010), and the Kansas City Downtown Streetscape Master Plan (adopted August 2005). The CBD neighborhood is one of eight districts comprising the Central Business Corridor that reaches from the Riverfront south to the Plaza/Westport. Specifically, the Planning Area lies within the Greater Downtown Area Plan which was adopted on March 11, 2010 and replaced the Downtown Land Use & Development Plan (adopted April 2003).

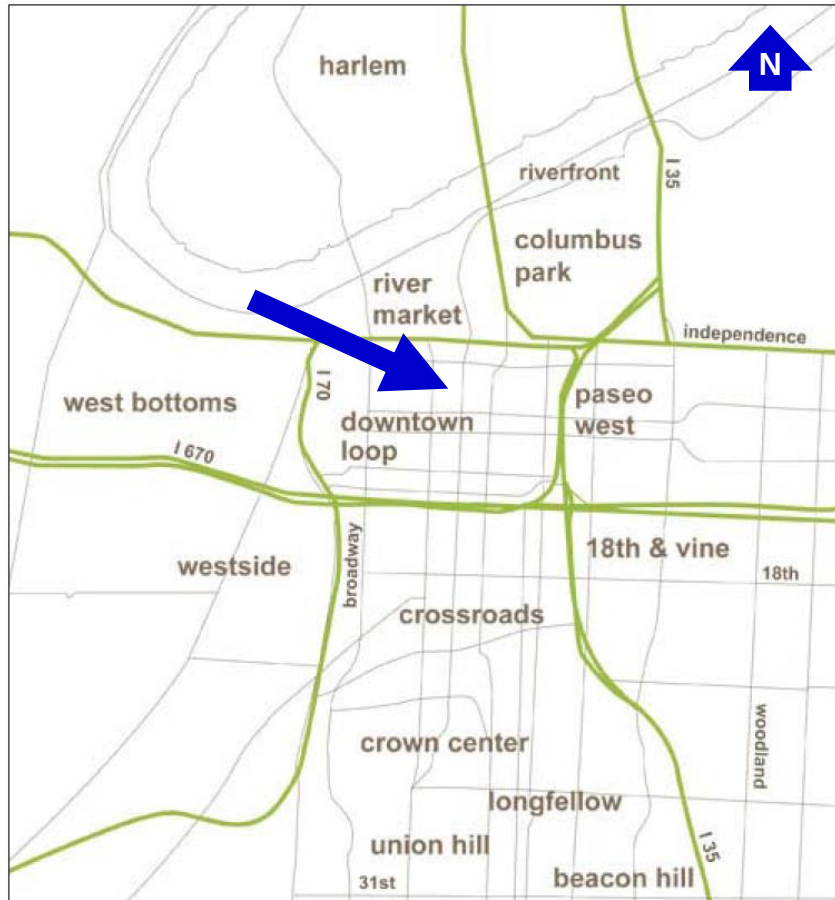
Enhanced Enterprise Zone 1



Greater Downtown Area Plan

The plan of record for this area is the Greater Downtown Area Plan (GDAP), which was adopted on March 11, 2010 by resolution #100050. The plan boundaries run from the Missouri River south to 31st Street and from State Line east to Woodland Avenue and includes 14 diverse neighborhoods.

GDAP NEIGHBORHOODS



The policy framework provides a guide for future development decisions and public investment priorities within the downtown core and the adjoining areas (including the subject downtown loop neighborhood). To prioritize public investment within the downtown the plan established five primary goals:

- Create A Walkable Downtown
- Double The Population Downtown
- Increase Employment Downtown
- Retain And Promote Safe, Authentic Neighborhoods
- Promote Sustainability

The redevelopment of the aging (113 years), deteriorating, functionally obsolete, and underutilized (92.5% vacant) subject improvements will enhance and promote the walkability, safety, and employment opportunities within the immediate neighborhood.

The plan also states future development should incorporate the following guiding principles:

- Reinforce And Embrace Dense, Mixed Use Development In The Central Business Corridor
- Connect Neighborhoods And Activity Centers
- Support Mixed Use Development In Areas Currently Dominated By Industrial Development
- Provide Adequate Infrastructure
- Promote Sustainable Development
- Promote Compatible Development And Prevent Encroachment
- Encourage The Preservation And Adaptive Re-Use Of Historic Buildings
- Encourage Urban Development
- Preserve The Street Grid
- Support Transit

Redevelopment of the Planning Area to lodging and collaborative office use will contribute to the preservation of multistory structures (density), the mixed-use nature of the downtown, provide safe pedestrian circulation, enhance the surrounding blighted neighborhood, and preserve the street grid. Furthermore, the Planning Area lies within the Scarritt Building and Arcade Historic District which was listed on the National Register of Historic Places on March 9, 1971. The filing notes the Scarritt Building was constructed by the architectural firm of Root and Siemens in 1906-1907 with a Chicago School façade applied to the south and east elevations. The Arcade also has a Chicago School façade on the west elevation. Both structures serve as fine examples of the turn-of-the-century need for natural light with the vast window expanse on the Scarritt Building and the Arcade being one of the last skylighted interior open walls in Kansas City. The entire Planning Area also lies within the Scarritt Building & Arcade Historic District listed on the Kansas City Historic Registry (KCHR) on March 12, 1987. Preservation of these historic structures containing 150,082 gross square feet above grade and adaptive reuse from obsolete multitenant office use to lodging and collaborative office use is in keeping with guiding principle #7 of the GDAP shown above.

Unfortunately, the present state of the Planning Area is a detriment to the public health (environmental hazards, trash, abandoned FF&E), safety (deterioration of public sidewalks, curbs, and safety railings, failing structures, crime), morals (trespassing, loitering, vandalism, illegal camping), or welfare (extensive (93.2%) and extended vacancy (underutilization), unrealized assessment and lack of taxation, delinquent taxes, lack of housing or employment

opportunities). The redevelopment of the Planning Area will promote safety and remove varied negative (blighting) influences while enhancing the vibrancy and livability of the neighborhood.

The GDAP land use plan (see exhibit on the following page) identifies the Planning Area and the majority of the downtown loop for “Downtown Core (DC)” defined as follows:

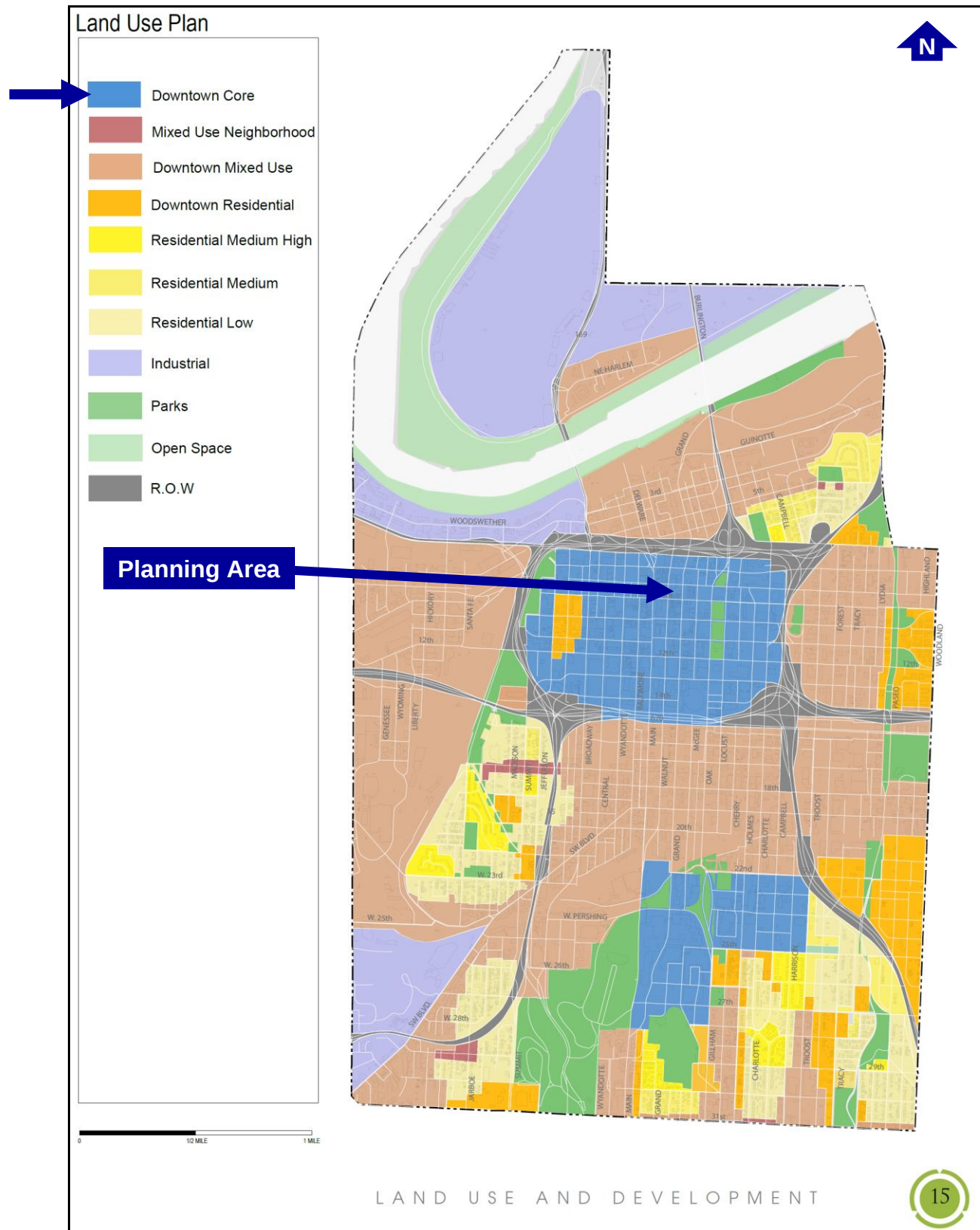
The DC is primarily intended to promote high-intensity office and employment growth within the downtown core. The DC district regulations recognize and support the downtown’s role as a center of regional importance and as a primary hub for business, communications, office, government, retail, cultural, educational, visitor accommodations, and entertainment. The DC district also accommodates residential development, both in stand-alone high-density form and mixed with office and retail use. This land classification corresponds with the DC zoning district within the zoning ordinance.

As the Plan Area resides within the Financial District (see exhibit below) adaptive reuse to lodging will provide support for CBD business and office uses, as well as, conventions, visitors and tourists.

EXISTING DOWNTOWN DISTRICTS



GREATER DOWNTOWN AREA PLAN – LAND USE PLAN



The revitalization of the Planning Area will have the immediate impact of boosting employment and resolving underutilization, halting the continued deterioration of historic structures, and restore unsightly vacant properties subject to loitering, illegal camping, vandalism, and trash. The investment made within the 9th & Grand PIEA Planning Area should result in the beautification and enhancement of surrounding areas while promoting livability and vibrancy. Finally, the redevelopment and revitalization of the proposed Planning Area will help alleviate extensive and varied blight.

Kansas City Downtown Streetscape Master Plan

Future development within the 9th & Grand PIEA Planning Area will be in keeping with guidelines stated in the Kansas City Downtown Streetscape Master Plan. Within the downtown loop, Main Street, Grand Boulevard, Broadway Boulevard, and 12th Street (due to connections east and west of the loop) are the most important streets. Grand Boulevard is designated as Boulevard in the Major Street Plan and is identified as a “Corridor Street” and “Secondary Gateway” to the north loop by the GDAP. Streetscape guidelines address lighting, landscaping, sidewalks, signage, and furniture. Presently, the Planning Area is devoid of any streetscapes and has deteriorating and unsafe sidewalks, curbs, and safety railings. For the proposed Planning Area, streetscape requirements may be modified, amended, or waived from time to time with the consent of the Director of City Planning and Development and will be implemented to cure blight.

FOCUS Kansas City Plan

The FOCUS Kansas City Plan was created with the input of thousands of area residents and was approved by the City Council in 1997. The Downtown Loop is characterized in the FOCUS *Urban Core Plan* as follows:

...the Central Business District (CBD), defined and identified by a loop highway, is the real and symbolic heart of the urban core, the City and the metropolitan area. Remarkable from a distance for its distinguished skyline and within its center for the density of commercial, civic and other activities, the Downtown Loop is the area of most significance within the plan for the urban core and for the city as a whole.

As the heart of the city, FOCUS indicates the Downtown Loop should contain:

- The Largest Office Centers
- Significant Retail Facilities
- The Center Of Government
- Important Cultural Institutions
- The Primary Center Of Entertainment, Convention And Tourism Activity

FOCUS seeks to maintain the above factors in order to create a 24-hour center for living, working and playing.

Because of the importance of the “*Heart of the City*” the FOCUS plan provides an extensive list of 16 initiatives that should guide and enhance downtown development/redevelopment activities:

- Commit 10-15% of the City's capital improvements funding to the Downtown Loop
- Create a Special Benefits District for the Downtown Loop
- Restructure zoning laws to reflect existing conditions and encourage new development within the Downtown Loop
- Create and implement an Urban Design Guideline
- Implement multi-modal transit system within the Loop and connect to transit systems of the Metropolitan Area
- Augment existing residential alternatives and create a new residential district in the northeast quadrant
- Create an entertainment-based nightlife Downtown by clustering new entertainment facilities inside the Loop and near the Convention District
- Support the initiatives of the preservation plan for preservation and adaptive re-use of historically desirable buildings and amenities
- Create a series of gateways to the Loop at entrances and bridges including the development of commercial structures spanning the highways at two critical points
- Enhance security within the Loop
- Create America's cleanest downtown
- Include a Downtown Festival in the Festival Series
- Create a new Performing Arts Center within or adjacent to the Loop
- Reserve space for expansion of the Convention Center
- Reserve space for a new arena adjacent to the Loop in case demand warrants its construction
- Add new skywalks and tunnels to complete existing network in highest density areas and convention district

The Planning Area is identified in FOCUS by "Support the initiatives of the preservation plan for preservation and adaptive re-use of historically desirable buildings and amenities." The redevelopment of the Planning Area will enhance the northeast Second Gateway to the downtown, enhance security, and cleanup an unsightly area, thereby contributing to the vibrancy and appeal of the downtown core.

Blight

In November 25, 1968 the city council approved creation of the Central Business District Urban Renewal Area (CBDURA). The city council determined it was “desirable and in the public interest that the Land Clearance for Redevelopment Authority of Kansas City, Missouri undertake and carry out the Neighborhood Development Program for the City of Kansas City, Missouri”. On January 17, 1969 in Ordinance No. 36287 the city council declared the following:

That it is hereby found and determined that the Urban Renewal Areas comprising the Program are **blighted** and **insanitary** areas and qualify as eligible areas under the Missouri Land Clearance for Redevelopment Authority Law.

Multiple blighting factors exist in the Planning Area including defective or inadequate street layout and pedestrian provisions (deteriorating and unsafe public sidewalks, curbs, and safety railings), insanitary and unsafe conditions (environmental hazards, failing structural components, trespassing, illegal camping, vandalism, trash), physical deterioration and functional obsolescence (advancing age, failing structural components, outmoded and obsolete design, trespassing and vandalism, lack of off-street parking), and endangerment by fire or other causes (dated fire sprinklers (many of the heads in the system likely need replacing), aging or inoperable elevators and shafts and stairwells lacking pressurization, exterior fire stairs).

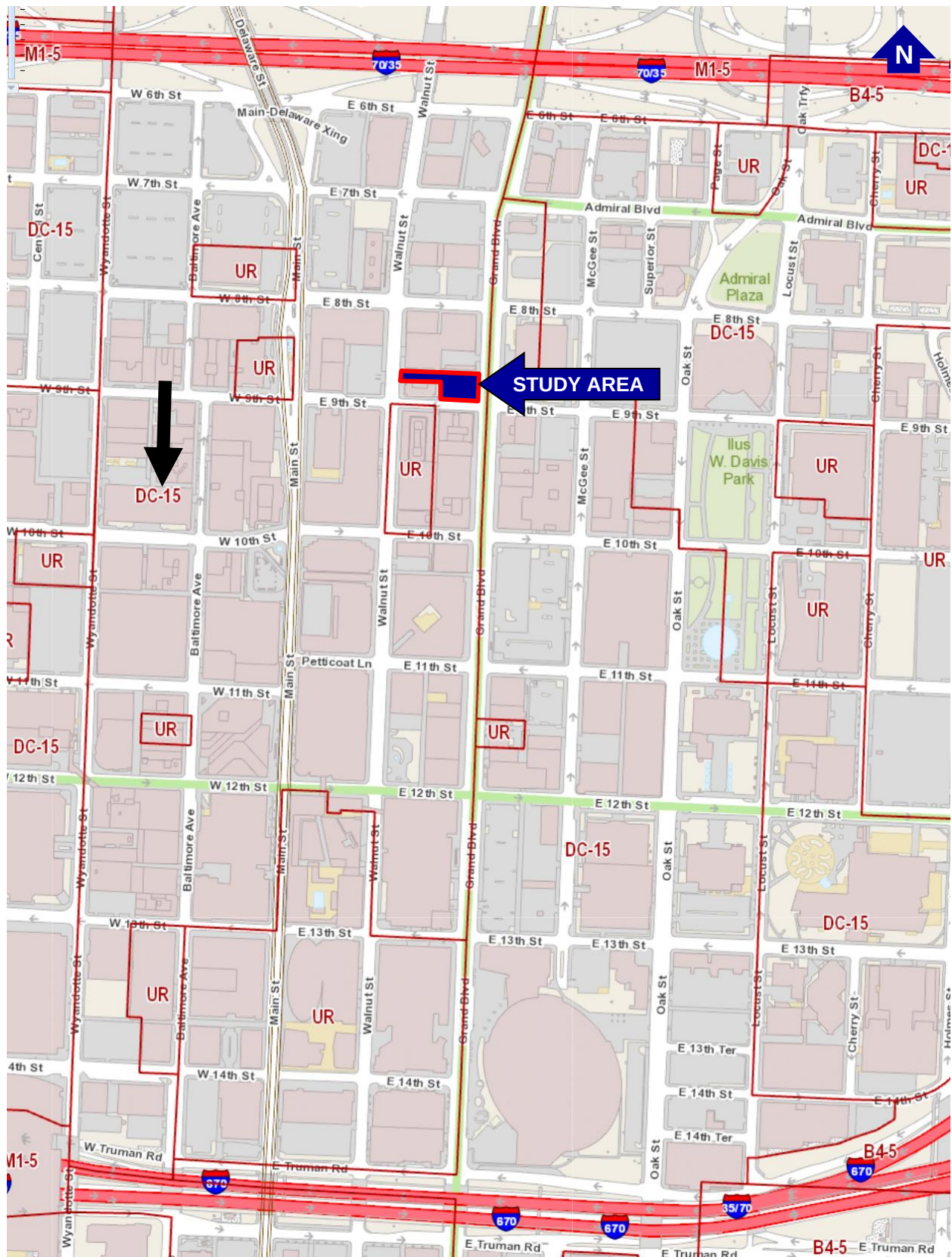
The two aging historic office structures (built in 1906 and now 113 years old) encompassed in the Planning Area contain 150,082 gross square feet above grade and are 93.2% vacant. Both tax parcels have been delinquent in real estate tax payments twice in recent years. The current underutilization provides no housing accommodations and negligible employment opportunities. Neighborhood and safety issues include vacant and unsupervised structures, deteriorating structures and infrastructure, underutilization, trespassing, vagrancy, illegal camping, trash, illegal dumping, and graffiti. Population within the CBD decreased 33% between 1970 and 2000, has improved over the past decade, but is still lower than in 1970. The median household income (in 2010) for the CBD was 59% below the MSA median.

Zoning

The entire Planning Area is presently zoned DC-15, Downtown Core 15 district which is primarily intended to promote high-intensity office and employment growth within the downtown core. The DC district regulations recognize and support downtown’s role as a center of regional importance and as a primary hub for business, communications, office, government, retail, cultural, educational, visitor accommodations, and entertainment. The district regulations are primarily intended to accommodate a broad mix of office, commercial, public, recreation, and entertainment uses. The DC district also accommodates residential development, both in a stand-alone high-density form and mixed with office and retail uses.

A **Zoning Map** identifying the Planning Area is included on the following page. The Planning Area lies within a large swath of DC-15 zoning that includes most of the downtown loop except for parcels rezoned to UR, Urban Redevelopment due to previous granting of public economic incentives.

ZONING MAP



Land Use

818 Grand Boulevard is improved with the historic Scarritt Building office use built in 1906. The 11-story plus 12th floor penthouse is supported by basement and sub-basement and contains 129,362 square feet above grade and was listed on the National Register of Historic Places in March 1971. The westerly adjoining Scarritt Arcade is a 4-story office building with skylight and lightwell also built in 1906 and containing 20,720 gross square foot but only 11,656 rentable square feet (low efficiency ratio of 56%). The Arcade was also listed on the National Register of Historic Places in March 1971. Both properties lie within the Scarritt Building & Arcade Historic District listed on the Kansas City Historic Registry (KCHR) in March 1987.

Development to the south in the immediate area is fairly intense reflecting the urban core location. However, density to the north end of the loop is low for the urban core setting. In the current deteriorating and underutilized condition, the Planning Area is in need of redevelopment and adaptive reuse, to once again contribute to the vibrancy and advancement of the urban core.

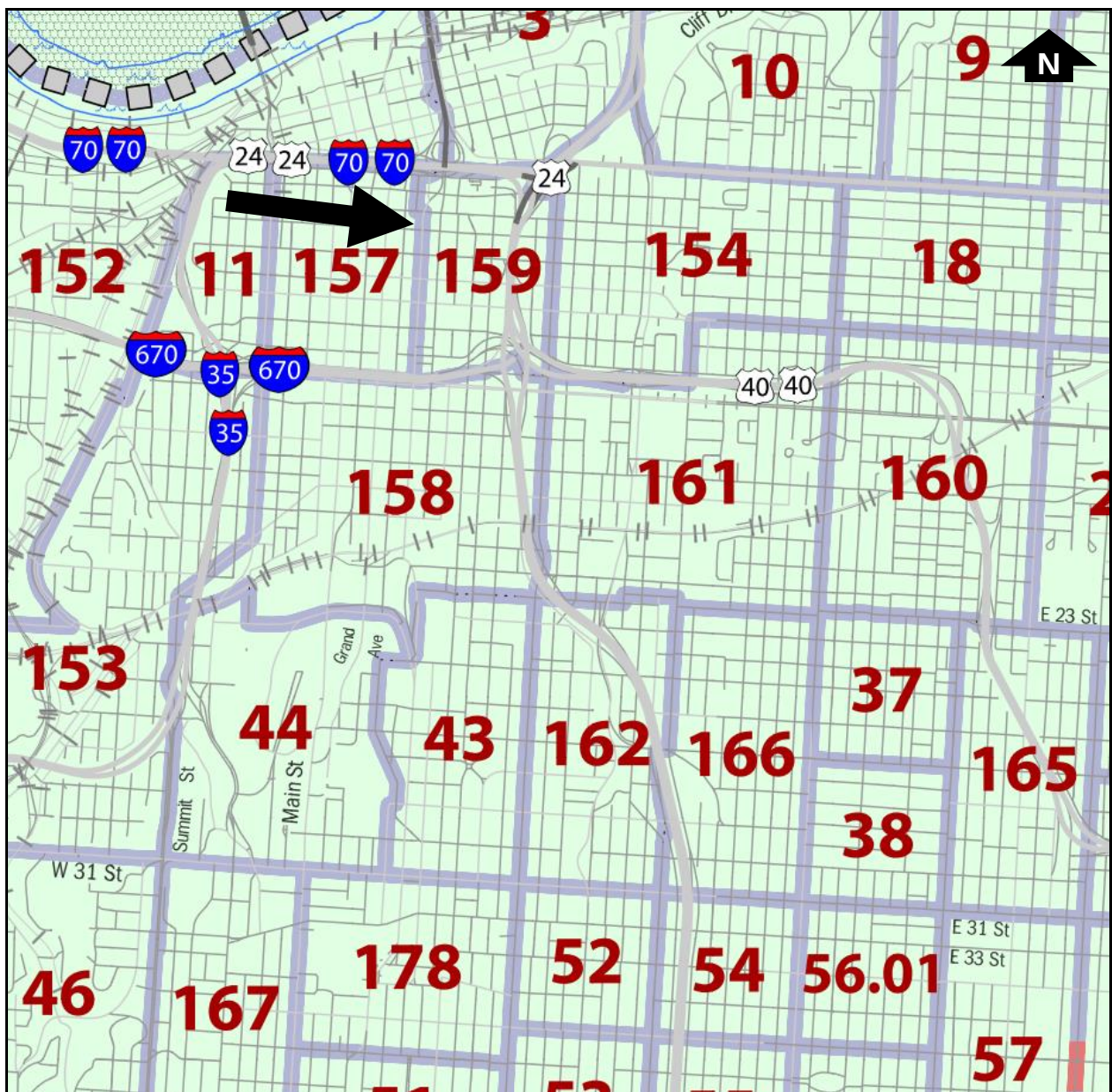
STATISTICAL PROFILE

Standards of Population Densities

Population

The age and urban core location of the CBD gives rise to a mixed set of demographics. The tables on the following page provide population, households and income trends for Census Tracts 11, 157 and 159 which essentially comprises the downtown loop (from US Census Bureau, Census 2010). In previous decennial census years Census Tracts 157 and 159 were identified by Census Tracts 11, 12, 13, 14, and 28.01. The 2010 Census Tract Map is included below.

2010 CENSUS TRACT MAP



Census Tract	Population				
	1970	1980	1990	2000	2010
11	2,410	1,948	1,504	1,374	1,709
12	651	590	673	601	
13	1,442	1,619	1,013	835	
14	753	816	853	828	
28.01	197	80	2	2	
157					1,886
159					1,683
Total	5,453	5,053	4,045	3,640	5,278
% chg.		-7.3%	-19.9%	-10.0%	+45.0%
chg. '70 to '10					-3.2%

Census Tract	Households				
	1970	1980	1990	2000	2010
11	1,628	1,442	1,263	1,173	1,087
12	425	420	500	450	
13	932	1,058	525	397	
14	197	290	193	169	
28.01	107	0	0	0	
157					1,418
159					567
Total	3,289	3,210	2,481	2,188	3,072
% chg.		-2.4%	-22.7%	-11.8%	+40.4%
chg. '70 to '10					-6.6%

Census Tract	Median HH Income		
	1990	2000	2010
11	\$17,380	\$23,431	\$28,482
12	10,984	19,900	
13	14,836	20,991	
14	6,719	10,926	
28.01	0	0	
157			\$39,681
159			\$51,875
Total	\$14,684	\$21,323	\$37,969
% chg.		45.2%	78.1%

The census figures indicate substantial population and household decline in the CBD during each of the four decades prior to 2010. The loss in population between 1970 and 2000 amounted to 38.6%, while households decreased 39.1% during the same period. Improvement occurred over the past decade (45.0% and 40.4%). Median household income increased 45% between 1990 and 2000 and a greater 78% between 2000 and 2010. The increase in median household income across the Kansas City metropolitan area was a slightly higher 49% (\$31,246 to \$46,696) in 2000 but was lower in 2010 (29% from \$46,696 to \$60,442). The median household income for the Kansas City metropolitan area in 2000 was 119% higher than in the CBD (\$46,696 vs. \$21,323) decreasing to 59% higher in 2010 (\$60,442 to \$37,969). A positive aspect of CBD population is that density is high. The income per area of land (e.g., acre, square mile, etc.) somewhat

compensates for the low income per household. Still, some retailers have not been attracted by the buying power of the working population in the CBD.

Population Densities

The population density (persons per square mile) trend of the CBD is shown below:

Census Tract	Historical Population Density Figures				
	1970	1980	1990	2000	2010
11	9,674	7,820	6,037	5,516	6,860
12	2,537	2,299	2,623	2,342	--
13	9,941	11,162	6,984	5,757	--
14	4,135	4,481	4,684	4,547	--
28.01	1,379	560	14	14	--
157	--	--	--	--	4,721
159	--	--	--	--	10,368
Total	27,666	26,322	20,342	18,176	21,949
% chg.		-5%	-23%	-11%	21%
chg. '70 to '10					-21%

The population density decreased steadily between 1970 and 2000, but then increased to 2010. The change from 1970 to 2010 is still a noticeable negative 21%.

Unemployment

Unemployment within the CBD as reported in Census 2010 is summarized below:

Census Tract	Labor Force	Labor Force Unemployed	Percentage Unemployed
11	1,001	58	5.80%
157	1,421	63	6.50%
159	399	40	10.00%
Total	2,422	150	6.21%

The total unemployment rate in 2010 in the CBD (6.21%) was lower than the rate in Jackson County, Missouri (10.7%), and the Kansas City MSA (8.8%). However, the labor force within the CBD is rather small.

LAND USE PLAN

Existing Land Use

818 Grand Boulevard has been improved with the 11-story Scarritt Building since 1906. Likewise, 819 Walnut Street has been improved with the 4-story Scarritt Arcade since 1906. Both properties have continuously been utilized as multitenant office space.

Land Use Provisions & Building Requirements

Statement of Uses to be Permitted

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

Regulations and Controls

All municipal ordinances, codes and regulations related to the buildings, properties and development shall apply within the 9th & Grand PIEA Planning Area.

Proposed Land Use

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

The intent of this general development plan for the 9th & Grand PIEA Planning Area is to revitalize two historic structures that are languishing at 93.2% vacancy by conversion to lodging and collaborative office use. This general development plan is in accordance with the recommendations described in the Greater Downtown Area Plan and the FOCUS Urban Core Plan stressing the preservation and adaptive reuse of historic structures.

Land Coverage & Building Intensities

Anticipated coverage (Floor Area Ratio = FAR) of the proposed reuse of the 9th & Grand PIEA Planning Area is detailed below:

Use	Buildings (SF)	Site Area (SF)	Density (FAR)
Lodging & Auxiliary Office	150,082	17,885	8.4 : 1

PROJECT PROPOSALS

Development Strategy

General Strategy

The overall strategy for development within the 9th & Grand PIEA Planning Area will emphasize the following:

- Renovation of the historic Scarritt Building & Arcade office buildings and adaptive reuse as lodging (Scarritt) and collaborative office space (Arcade)
- Elimination of unsafe and insanitary conditions
- Remediation of all environmental hazards
- Resolution of all building code violations
- Resolution of all Americans with Disabilities Act (ADA) violations
- Clean-up and policing of the Planning Area

Specific Strategy

AXIS KC, LLC intends to invest approximately \$50 million to redevelop the Scarritt Building and Arcade. The conversion will result in roundly 180 lodging units in the Scarritt Building and collaborative office in the Arcade to be used by guests in the lodging rooms, local small office users, and visiting office users, as well as, retaining the dentist use on the 1st Floor. The proposed lodging use would be flagged as a Wyndam Grand and be of 5-star quality. Guest and employee parking will be by valet in spaces leased at the 811 Garage located on the west side of Walnut Street across from the Arcade.

Additional Features

In order to receive tax abatement, streetscapes will be improved as required by the Department of Public Works and Parks and Recreation Department. Streetscape design guidelines, which may be modified, amended, or waived by the Director of City Planning and Development, as outlined in the Kansas City Downtown Streetscape Master Plan shall be implemented to cure blight. The developer may seek public assistance for these improvements.

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

- Improves the negative (blighting) conditions within the neighborhood
- Supports and expands the City's tax base
- Fosters employment for the public
- Revitalizes two historic structures currently underutilized, thereby adding to the mixed use character of the CBD

- Improves the public health, safety, morals, and general welfare

Method of Financing

It is anticipated that any land acquisition, demolition, relocation and redevelopment within the 9th & Grand PIEA Planning Area will be privately financed through developer/investor financing and/or conventional financing. The terms of any potential use of public/private financing methods are to be specified by the Project Developer to the Planned Industrial Expansion Authority.

Land Acquisition

AXIS KC, LLC currently owns all of the land and improvements within the Planning Area. Land acquisitions within approved plan areas must be done in compliance with the Federal Uniform Land Acquisition and Relocation Policy, as amended.

Tax Abatement

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

Developer's Obligations

Notifications

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

Developer Encouragement and Solicitation of Union Participation

Union Participation

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

- Solicit and receive bids from at least two (2) different Union Subcontractors (as defined in this section) for each of the following scopes of work that exceed \$500,000: Sitework,

Demolition, Concrete, Steel, Masonry, Carpentry, Drywall, Flooring, Painting, Mechanical, Electrical, Plumbing, and Fire Sprinkler;

- Provide bid instructions including access to plans and specifications to all such Union Subcontractors under clause above, including any addenda and updated plans and specifications; and
- Hold a meeting with lowest responsive bidding Union Subcontractor (as defined in this section) for each scope of work to discuss and review the Project, scopes of work for such Union Subcontractor, and MBE/WBE requirements for the Project.

Non-Discrimination

Developer and its general contractor shall have the right, in their sole discretion, to select all subcontractors for the Project; provided, however, Developer and its general contractor shall not discriminate against any Union Subcontractors solely because such subcontractors employ union members.

Compliance

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

Definitions

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

Design Guidelines

Development within the 9th & Grand PIEA Planning Area will follow the Development Guidelines (Appendix C) of the Greater Downtown Area Plan and the Kansas City Downtown Streetscape Master Plan, which may be modified, amended, or waived by the Director of City Planning and Development and would be implemented to cure blight; and the screening requirements of Chapter 52 of the Code Of Ordinances of the City Of Kansas City, Missouri (Ord. No. 060806, enacted August 17, 2006 (Supp. No. 63)) to the extent that the requirements are applicable.

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

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

PIEA Rights of Review

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

Relocation

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

PROPOSED CHANGES

Proposed Zoning Changes

The entire Planning Area is currently zoned DC-15, Downtown Core (Dash 15). For purposes of implementation of this plan and in order to reinforce its objectives developers will have to apply for District UR (Urban Redevelopment District) zoning in order to be eligible for tax abatement benefits described herein if their projects meet either of the criteria listed below:

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

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

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

Proposed Street Changes

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

Proposed Street Grade or Land Changes

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

Proposed Building Code or Ordinance Changes

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

Proposed Changes in Public Utilities

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

Proposed Changes to Public Facilities

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

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

Proposed Changes to City's Area Plan

This Plan is in conformance with the City's Area Plan. The revitalization of the existing historic structures and removal of blighting factors is in keeping with the planned revitalization of the neighborhood that hopes to reestablish the livability of the area.

RELATIONSHIP TO LOCAL OBJECTIVES

General

The proposed land use is consistent with local objectives to stabilize and redevelop the core areas of the center city. Local objectives pertinent to the 9th & Grand PIEA Planning Area included those stated in the FOCUS Urban Design and Development Guidelines:

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

Creating Mixed-Use Nodes

The adaptive reuse of the failing office buildings within the Planning Area to lodging and collaborative office use will contribute to the overall mixed-use character of the neighborhood (prescribed by FOCUS and the GDAP).

Revitalizing Existing Uses

The purpose of the proposed redevelopment plan is to revitalize two historic office properties that are languishing at 93.2% vacancy. The Scarritt Building is the first prominent structure along the west side of Grand Boulevard (Secondary Gateway to the CBD) moving south of the north end of the loop. The historic structures within the Planning Area are now infeasible due to age, deterioration, functional obsolescence, outmoded design, and lack of off-street parking (necessary for office use). The redevelopment plan includes an investment of roundly \$50 million to remediate, renovate, update, modernize, and beautify the Planning Area.

Foster Employment

It is anticipated that the redevelopment of the 9th & Grand Planning Area and the improved utilization of properties within the Planning Area will foster temporary (construction and redevelopment) and permanent employment within the City.

Billboards

No billboards are present within the Planning Area and none are planned to be added. Regardless, no property within the Planning Area containing a billboard is eligible for abatement under this redevelopment plan. Some signage may be needed on the first level to advertise residential units and commercial tenancy.

Public Transportation

The 9th & Grand Planning Area is presently served by public transportation under the Area Transportation Authority (ATA). Sheltered transit stops and shelters are already located on the east side of Grand Boulevard north of E 9th Street across from the Scarritt Building. The Downtown Streetcar has a stop just south of 9th Street one block west of Walnut Street and two

blocks west of Grand Boulevard. No changes in the public transportation system are proposed at the present time.

Public Improvements

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

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

Building Requirements in the Planning Area

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

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

PROCEDURES FOR CHANGE

This plan or the approved plans for any project in the 9th & Grand PIEA Planning Area may be modified at any time by the Authority, provided that, if modified after the lease or sale of real estate property in the Planning Area, the modification must be consented to by the Lessee or purchaser of the real property or to successor, or successors in the interest affected by the proposed modification. Where the proposed modification will substantially change the plan or plans as previously approved by the City Plan Commission and City Council, the modification must similarly be approved by those same entities.

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

EMINENT DOMAIN

The PIEA has the statutory right to exercise the power of eminent domain to acquire any real property it deems necessary for a project or for its purposes under this law upon the adoption by the PIEA of a resolution declaring the acquisition of the real property described therein is necessary for such purposes. Any use of eminent domain shall satisfy the requirements of Chapter 523, RSMo.

ESTIMATED COMPLETION TIME

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

APPENDIX I – GDAP DEVELOPMENT GUIDELINES

appendix C DEVELOPMENT GUIDELINES

PURPOSE AND USE

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

RELATIONSHIP TO FIVE PLAN GOALS

- **Double the Population** – By delineating and encouraging new areas of mixed use development (including residential).
- **Increase Employment** – By encouraging and focusing density along the central business corridor and future transit corridor.
- **Create a Walkable Downtown** – The design guidelines ensure that pedestrian amenities are provided and strive to produce the walkable urbanity to support public transit and 24-hour communities with broad economic bases.
- **Retain and Promote Safe, Authentic Neighborhoods** – Urban design can have a major impact on safety. Recommendations focus on encouraging the design of defensible spaces and greater overall transparency between buildings and the street. Strategies that aim to increase pedestrian street activity will also have a positive impact on perceived and actual safety downtown. Urban design improvements should be designed to minimize the need for maintenance. Maintenance should be shared by public and private entities and responsibilities should be well-defined before construction.
- **Promote Sustainability** – The guidelines encourage sustainable building practices which improve air and water quality, reduce energy consumption, and encourage alternative modes of transportation.



COMPONENTS

This section includes two components – the Urban Design Matrix, and the Development Guidelines.

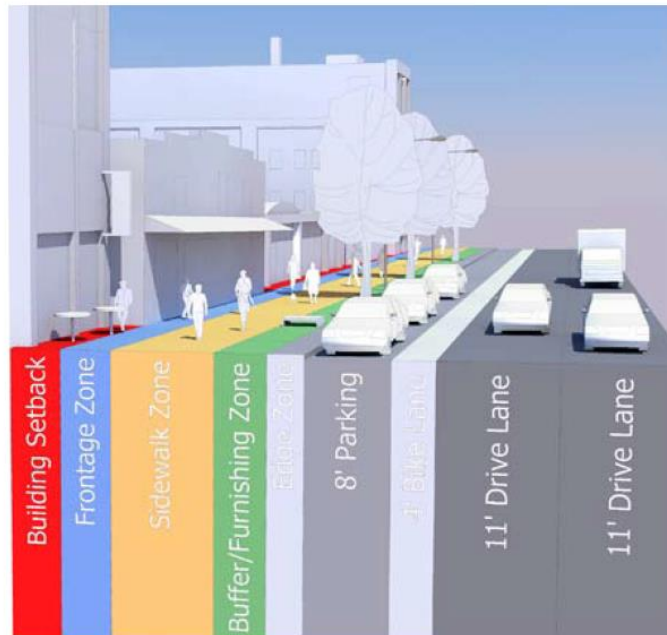
- **Urban Design Matrix** - The urban design matrix illustrates the ideal design elements based on district type (see diagrams) and street type. The Functional Use Diagrams reflect the general character of the various districts downtown.
- **Development Guidelines** - The guidelines supplement the Functional Use Diagrams and provide more detail about the character, scale, design and layout of development projects.

URBAN DESIGN MATRIX

The Urban Design Matrix makes ideal design recommendations based on district and street type. The goal of the matrix is to influence the general scale and massing patterns, not to dictate building style and materials.

Context	Downtown Residential				Downtown Mixed Use		Downtown Core	
	Residential		Dense Res./Commercial		Complete	Corridor	Complete	Corridor
	Complete	Corridor	Complete	Corridor				
Primary Building Entrance Orientation	front, side	front, side	front, side	front	front, side	front	front	front
Min. First Floor Building Facade Transparency	na	na	none	60%	40%	60%	40%	60%
Maximum Setback (from property line)	20 ft.	15 ft.	15 ft.	0 ft.	10 ft.	0 ft.	0 ft.	0 ft.
Surface Parking Access/Location (excluding driveways)	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear, side	rear
Pedestrian Zone								
Recommended Total Ped. Zone Width	11 ft.	13 ft.	10 ft.	17 ft.	15 ft.	23 ft.	20 ft.	26 ft.
Frontage Zone Width	na	na	na	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.
Sidewalk Width	6 ft.	8 ft.	6 ft.	8 ft.	10 ft.	10 ft.	10 ft.	10 ft.
Buffer/Furnishing Zone Width	5 ft.	5 ft.	4 ft.	4 ft.	0 ft.	5 ft.	5 ft.	8 ft.
Edge Zone Width	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	3 ft.	2 ft.	3 ft.
Street Tree Spacing	50 ft.	50 ft.	50 ft.	30 ft.	50 ft.	30 ft.	30 ft.	30 ft.
Street Lighting	street	street	street	street, ped	street	street, ped	street, ped	street, ped
Vehicular Zone (based on collector thoroughfares)								
Desired Operating Speed (mph)	25	30	30	30	30	30	30	30
Design Speed	Design Speed should be a max. of 5 mph over operating speed.							
Number of Through Lanes	2	2 to 4	2	2 to 4	2 to 4	2 to 4	2 to 4	4
Lane Width	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.	10-11 ft.
Parallel On-Street Parking Width (where applicable)	7 ft.	7 ft.	7 ft.	8 ft.	8 ft.	8 ft.	8 ft.	8 ft.
Min. Combined Parking/Bike Lane Width (where applicable)	13 ft.							
Vertical Alignment	Use AASHTO minimums as a target, but consider combinations of horizontal and vertical per AASHTO Green Book							
Medians (14' where applicable)	none	none	none	painted	painted	painted, raised	painted	painted, raised
Bike Lanes (preferred min. width) (where applicable)	5-6 ft.							

Note: Angled parking may also be appropriate on certain streets.



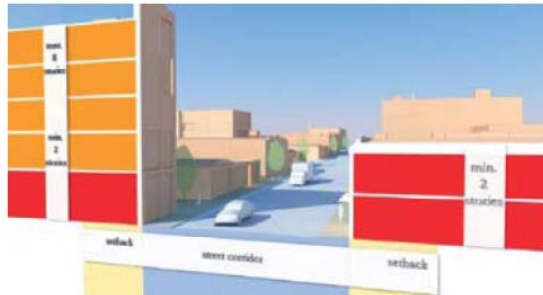
The following Functional Use Diagrams illustrate the general elements that future development should achieve and represent the most characteristic elements of each of the functional areas.



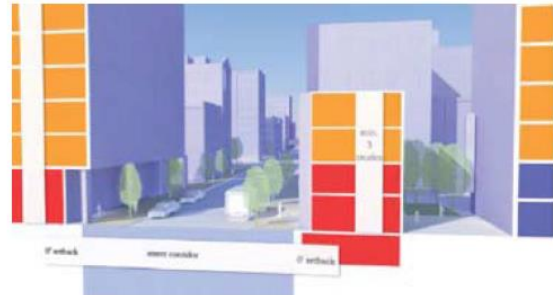
Residential districts represent areas consisting of single family structures, or a mix of single family and smaller scale multi-plex units. Pockets of commercial uses and public facilities such as schools are highly encouraged.



Downtown Residential districts are districts with a mix of commercial and residential structures. The residential units in these districts tend to be in multi-plex structures of various sizes, or in upper floors of commercial structures.



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

Guidelines

INTENT

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



PARKING

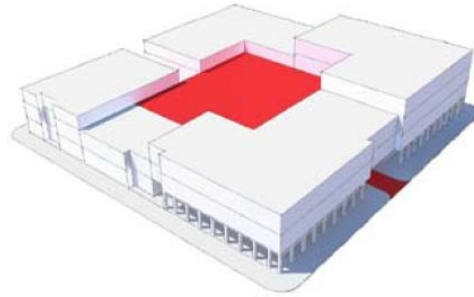
GENERAL PARKING GUIDELINES

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

SURFACE PARKING LOTS

- Additional surface parking lots in mixed use areas, particularly those with street frontage, are discouraged.
- All surface parking lots are encouraged to incorporate Green solutions including (but not limited to) the following:
 - Generous landscaped areas with plants suited to the urban landscape, adequate planting area and quality soils.
 - Managing stormwater on-site utilizing BMPs including, but not limited to native plantings, porous pavement and bio-retention swales.
- At a minimum, all surface parking lots are encouraged to provide a combination of perimeter and interior landscaping per the Downtown Surface Lot Design Guideline requirements (Chapter 52). Provide direct, and safe pedestrian connections through the lot.
- If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
- Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.





STRUCTURED PARKING

- Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible or at the zero lot line.
- When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services.
- 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, particularly on Corridor Streets (see page 27).
- Parking structure façades should relate to the scale, proportion, and character of the district.
- Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a primary street.
- Where screening reduces visibility for “natural surveillance”, other security measures should be provided.
- Structured parking lots should incorporate green solutions where possible, that may include the following:

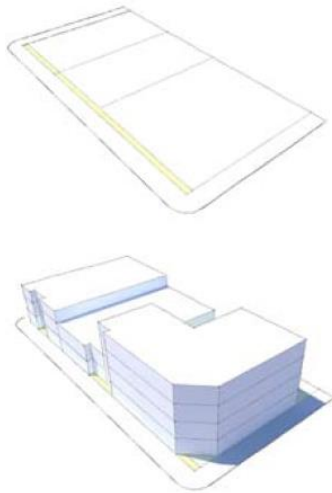
Site Considerations:

- Provide accommodations for bicycle storage, bus drop, etc.
- Allow preferred parking for car pools and hybrid vehicles.
- Provide location for storm water filtration and infiltration from garage deck.
- Provide street trees and other landscaping opportunities as native species.
- Provide high albedo rating top deck surface.

Energy Considerations:

- Use energy efficient lighting with daylight sensors, time clocks and possible motion detectors.
- Create façade that provides for greater daylight penetration into the garage.
- Use energy efficient elevator equipment.
- Consider use of renewable generation at the top deck.





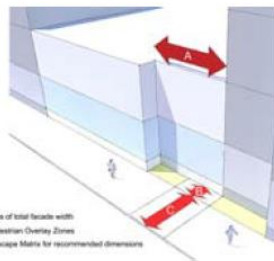
ORIENTATION AND SETBACKS

(Refer to the Functional Use Diagrams)

- In the Downtown Core and some other mixed use 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 including:
 - Outdoor café
 - Primary entrance enhancement
 - Sidewalk retail
 - Extension of the pedestrian realm
 - Public plaza
 - Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use).
 - Where appropriate or feasible, the enhancement and utilization of alleys as public space is encouraged.



- In mixed use areas buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This might include a design that:
 - Provides street-level, pedestrian-oriented uses.
 - Maintains a continuous, 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 are discouraged.



A. Setback = 30% or less of total facade width
B. Setback = 0.0 in Pedestrian Overlay Zones
C. Sidewalk: see Streetscape Matrix for recommended dimensions

- Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or along side buildings.
- On residential streets, buildings may be set back (see Functional Use Diagrams) to allow for landscaped planting beds. For rowhouses, elements like stoops should provide rhythm and interest along the street.
- Buildings should have a primary entrance facing and directly accessible from the public street, rather than oriented towards side or rear parking areas. For corner lots in mixed use areas, building entrances are encouraged on both streets.



- Buildings are encouraged to have multiple entrances that open out to the public realm of the street.
- New development should incorporate design elements and interpretive signage that communicate the individual character of the area.
- Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest. Some possible methods for treating blank walls include:
 - Installing vertical trellis in front of the wall with climbing vines or plant materials.
 - Setting the wall back and providing a landscaped or raised planter in front of the wall.
 - Providing art over a substantial portion of the blank wall surface.
 - Dividing the mass of the wall to create a visual impression of a series of smaller buildings or sections.
- In residential areas, garages should be located behind residences and accessed from an alley when possible.

TRANSITIONS

(See Building Height Map and Land Use Plan)

- Create transitions between areas of different scales and intensities that are as seamless as possible and avoid abrupt transitions.
- Transitions may be provided through use of complementary materials and architectural character, setbacks, scale, and orientation of buildings.
- Transitions between high scale buildings and low scale buildings may be achieved by gradually stepping height down.
- Small green spaces, courtyards, squares, parks and plazas should be used whenever possible as a way to provide transitions between uses.
- A combination of landscaping, walls, fences and/or berms should be used where other transitions tools are not possible or not adequate, but should not mask areas from view and decrease “natural surveillance”.
- Building elevations facing a less intensive use shall provide “finished” edges using materials consistent with primary elevations and adjacent neighborhood.
- Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods.

LIGHTING

- All new development should include a site lighting plan.
- Glare and spillage into adjacent properties should be kept to a minimum through the use of cut-off fixtures or other devices. Low noise level lights should be used.
- All sidewalks and walkways in mixed use areas on Corridor Streets (or as specified in district streetscape plans) should have pedestrian level lighting.
- The design of exterior light fixtures should be consistent throughout a development, or within a district, but not throughout the planning area. The type and size of fixtures should be as consistent as possible along a single block.



ARCHITECTURAL CHARACTER AND MATERIALS

- Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry. High quality sustainable architectural materials are also encouraged.
- New downtown 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. Applied ‘faux’ facades or other inappropriate materials should be removed.
- Non-urban construction materials, such as imitation masonry, or plywood are discouraged.
- Encourage public art to be integrated into the building/site design.
- Create buildings with human scale.
 - Buildings should be designed with a variety of scales, creating a scale and level of detail at the street level appropriate to the pedestrian.
 - Clearly articulating different uses at lower building levels will aid in creating a sense of human scale in mid- and high-rise buildings.



FENESTRATION

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



AWNINGS AND CANOPIES

- Awnings and canopies are encouraged on non-residential facades and should include the following elements:
 - Be made of durable materials like an opaque fabric material, canvas or resin.
 - Be a color compatible with the building façade.
 - Building signage may be integrated as part of the overall awning and canopy design.
 - Be incorporated into the overall building design (including the supporting framework) and enhance the overall character of the area.
- Architectural elements that project from the building, such as building-mounted lighting, awnings, canopies and signage, should be designed so as to ensure pedestrian safety and comfort.



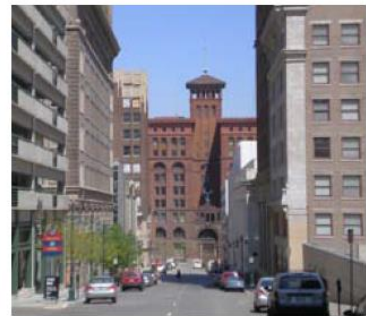
SIGNAGE

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

(Refer to the Public Realm Chapter for more recommendations relating to signs in public spaces)

ACCESS

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



MASSING AND PROPORTION

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

ROOFS

(see also Sustainability Guidelines)

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

SCREENING

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



SUSTAINABILITY

(See also Land Use recommendations)

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



GREATER DOWNTOWN AREA PLAN



- 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.