
General Development Plan

Red Bridge Shopping Center PIEA Planning Area Kansas City, Missouri

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- Appendix I Property Ownership**
- Appendix II Recommended Design Guidelines**
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INTRODUCTION

Pursuant to Section 100.400.1(4), Revised Statutes of Missouri, as amended, the PIEA has prepared or caused to be prepared a plan for redevelopment of the Planning Area (the “Plan”). The Plan provides information to indicate its relationship to adopted City policies as to appropriate land uses, enhanced employment, multi-modal transportation environments, public utilities, recreational and community facilities and other public improvements and the proposed land uses and building requirements in the project area. The information set forth in this Plan includes the following specific information as well as other information concerning the redevelopment of the property described herein:

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

PLANNING AREA BOUNDARIES

Street Boundaries

The Red Bridge Shopping Center PIEA Planning Area (the “Planning Area”) lies within the Red Bridge South neighborhood and is generally located at the southwest corner of the Red Bridge Road and Holmes Road intersection in Kansas City, Missouri. The Planning Area is depicted in the map included on the following pages.

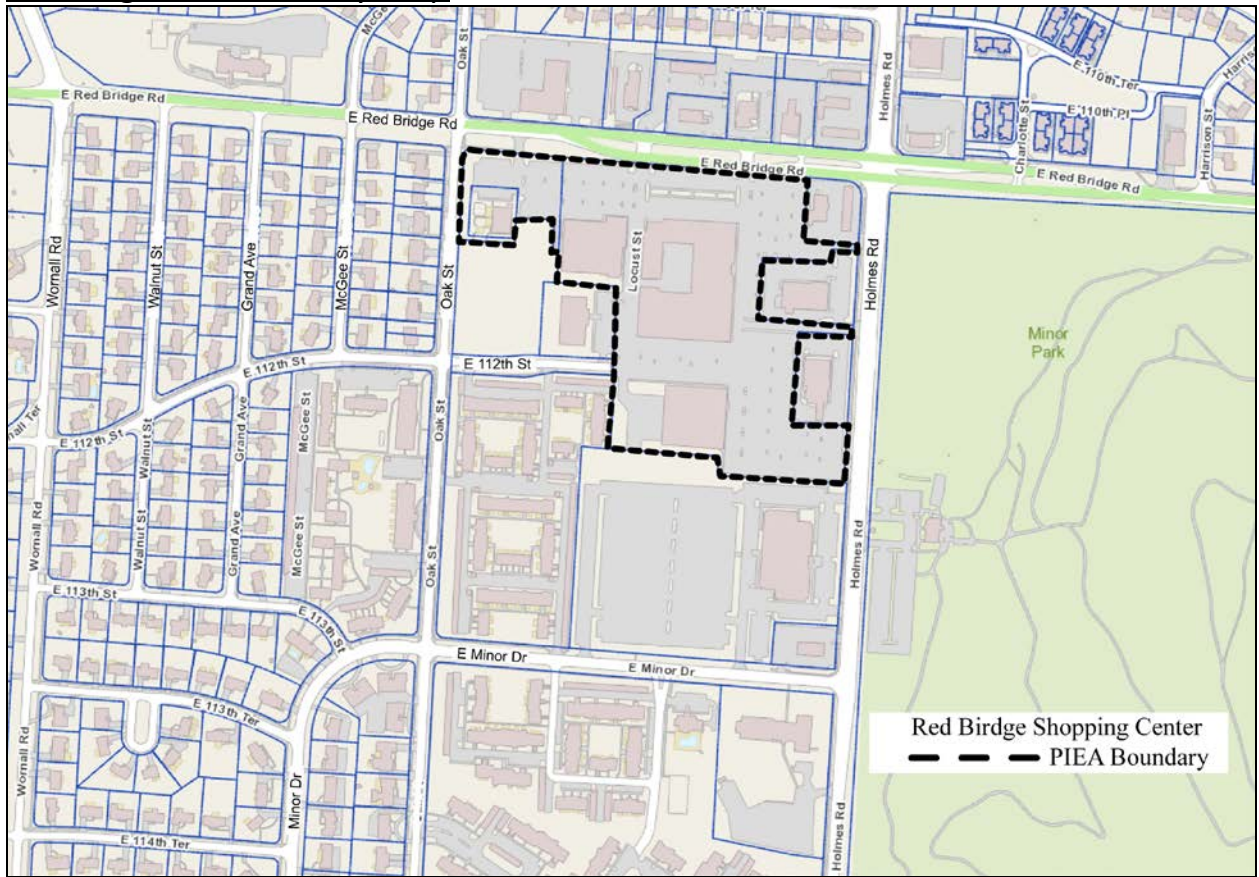
Land Area

There are a total of three (3) property parcels within the Planning Area. Per information obtained from the geographic information systems of both the City of Kansas City, Missouri and Jackson County, Missouri, the Planning Area contains a total of 16.66 acres, exclusive of public right-of-way, or an average of 5.55 acres per parcel. The three property parcels range in size between 0.55 acres and 14.78 acres.

County Tax Parcels

The Planning Area contains three (3) tax parcels as identified by the Jackson County Assessor. Information about the property contained within the Planning Area, including its identification number, legal description, property address and owner is included in Appendix I: Property Ownership.

Planning Area Boundary Map



Red Birdge Shopping Center PIEA Planning Area Boundary Map

DESCRIPTION OF PLANNING AREA

General

The Planning Area encompasses approximately 16.66 acres and consists of three (3) tax parcels in Kansas City, Missouri in the Red Bridge South neighborhood.

Access

Major streets form the northern and eastern boundaries of the Planning Area and provide excellent access. Holmes Road, running north and south along the eastern edge of the Planning Area, provides access to Interstate 435 and the regional highway system approximately one mile north of the Planning Area, and access to Missouri Highway 150 approximately four miles to the south. Holmes Road also provides access throughout the City of Kansas City from its southern boundary to Downtown. Red Bridge Road provides access to the western city limits and College Boulevard, a major thoroughfare, in Johnson County, Kansas. Approximately three miles to the east Red Bridge Road provides access to Interstate 49/U.S. Highway 71 and the regional highway system.

Connections to adjoining neighborhoods are excellent due to the major streets of Red Bridge Road and Holmes Road and nearby major streets Wornall Road and Martha Truman Road. The local street system within the Red Bridge South neighborhood and adjoining the Planning Area is adequate for current and future planned developments within the Planning Area.

The City's Major Street Plan (October 2011) classifies Red Bridge Road as a "Boulevard" and is a street with four through lanes (two in each direction running east and west) with a landscaped median between a point just east of Oak Street and a point just west of Harrison Street. Holmes Road is also a major thoroughfare according to the City's Major Street Plan and is classified as a "Local Link" with four through lanes (two in each direction running north and south). In past classifications Holmes Road was listed as a "Primary Arterial" and Red Bridge Road was listed as a "Secondary Arterial".

The nearest intersection that is signalized is located at the northeast corner of the Planning Area at Red Bridge Road and Holmes Road.

From the north and south the Planning Area can be accessed via Holmes Road and Oak Street. The Planning Area is accessed from the east via Red Bridge Road and from the west via Red Bridge Road and East 112th Street. All streets that provide access to the Planning Area are two-way streets.

The Bike KC Plan contains a bike route and trail for the Planning Area. A bike route is planned for Holmes Street that will extend the existing trail north of Red Bridge Road to the city's southern boundary. A trail is planned for Red Bridge Road that will link the existing trail on Red Bridge Road east of Holmes Road to Johnson County, Kansas to the west.

Pedestrian access is fair, with a sidewalk along Holmes Road on the eastern edge of the Planning Area and along a small distance of Red Bridge Road and Oak Street in the northwest corner of the Planning Area. Sidewalks are generally in fair to good condition and provide fair access to the neighborhoods in the vicinity of the Planning Area.

Public transit is well-served with one route that serves the Planning Area directly. Route 57 (Wornall) serves the Planning Area on Oak Street, Red Bridge Road, and Holmes Road. The Red Bridge Shopping Center is the southern terminus of the route that extends northward to 47th Street and JC Nichols Parkway at the Country Club Plaza. A park and ride exists at the Red Bridge Shopping Center. Route 57 operates every day of the week.

Topography / Drainage

The Planning Area has a high elevation point at the northwest corner at approximately Kansas City datum 955.4 and a low elevation point at approximately 920.0 Kansas City datum along the east boundary of the Planning Area. The Planning Area slopes downward from west to east.

According to maps from the Federal Emergency Management Agency (FEMA), the Planning Area is not located in a 100-year or 500-year flood plain. The Planning Area is located within the Blue River watershed.

Vegetation

The Planning Area is in an urban neighborhood setting. Much of the Planning Area is covered with pavement, sidewalks, and superstructure. Landscaped medians and islands exist near the shopping center entrances and in some parking lots. The perimeter of the Planning Area consists of narrow and wide expanses of maintained grass and trees.

Existing Development

The Planning Area consists of three property parcels consisting of 16.66 acres. The property was developed in 1965 by the J.C. Nichols Company to serve the residential neighborhoods developed by Nichols in the Red Bridge area. The area consists of a mix of office, residential, and retail. The Red Bridge Shopping Center is a 145,000 square foot retail strip center anchored by a Sun Fresh grocery store. The one-story development includes about 55 tenants but is nearly 50% vacant. Pad site tenants include a gas station/convenience store, US Bank, and CVS Pharmacy, none of which are included in the Planning Area. Minor Park is located east of the Planning Area.

Public Planning Guidelines

There are two primary documents that govern proposed land uses and development within the Planning Area. The two plans include the South Development Area Plan (1970) and the FOCUS Kansas City Plan (1997). Both plans generally address the Planning Area, and of the plans, the South Development Area Plan (“SDAP”) is the Plan of Record for the Planning Area. It is expected that sometime in the future a new area plan, Red Bridge, will replace the SDAP but will go no further south than Blue Ridge Boulevard and no further east than U.S. Highway 71 and Interstate 49.

South Development Area Plan

The SDAP was approved by the City Council of the City of Kansas City, Missouri in December 1970 and covers the City generally south of 85th Street and land that was annexed to Kansas City since 1958. The goals for the area as set out in the SDAP include achieving the following:

- 1) adequate housing and environment;
- 2) a sound community and government;
- 3) an expanding economy and work opportunities; and
- 4) a meaningful educational experience.

Two of the goals impact the Planning Area in the SDAP as areas were identified in which the community should continue to perform as it had been in addition to problem areas for which proposals were to be prepared in order to achieve the desired goals.

Within the goal of achieving adequate housing and environment, the SDAP cites the following manner, among others not directly applicable, in which the community should continue to perform as it had been that impact the Planning Area:

- Create a satisfying environment by:
 - a) Rezoning

As stated later in this Plan, all redevelopment within the Planning Area will require rezoning to Urban Redevelopment.

Within the goal of achieving an expanding economy and work opportunities, the SDAP cites a few manners in which the community should continue to perform as it had been that impact the Planning Area:

- Achieve full and fair employment through the provision of job opportunities for minorities

Certain performance standards will be required of the developer(s) selected to implement this Plan, including the satisfaction of MBE/WBE participation requirements as established by the City and the PIEA.

The only specific mention of the Planning Area occurs on page 21 under “Commercial Use of Land”:

A number of well-conceived and executed commercial areas exist in the Area. These include Ward Parkway Shopping Center and the adjacent office park development, the Loma Vista Shopping Center, Red Bridge Shopping Center, and a number of smaller neighborhood shopping facilities. (p. 21)

The SDAP had the following recommendation with respect to urban redevelopment:

...the use of the Urban Redevelopment Corporation Act of Missouri should be encouraged to renew and redevelop areas in South Kansas City. An increase of density for land in blighted areas should be allowed to make private redevelopment under the Urban Redevelopment Corporation Act economically feasible. (p. 69)

In addition to establishing goals and development standards for the study area, the SDAP contains a land use plan. The land use recommended for the Planning Area is “Commercial Retail”.

FOCUS Kansas City Plan

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

- As a development priority zone, the City should proactively guide development in these areas. This would include the targeted use of incentives, zoning and regulatory approaches designed to foster infill development and creative design solutions, maintenance and renovation of capital investment, and targeted capital improvement programming.

The Planning Area is included in the Southern Urbanizing Zone, a development priority zone.

And, FOCUS states the following with respect to General Settings that are to be applied citywide:

- Continue to provide assistance to businesses already located in Kansas City to ensure their continued success to enhance their competitiveness.

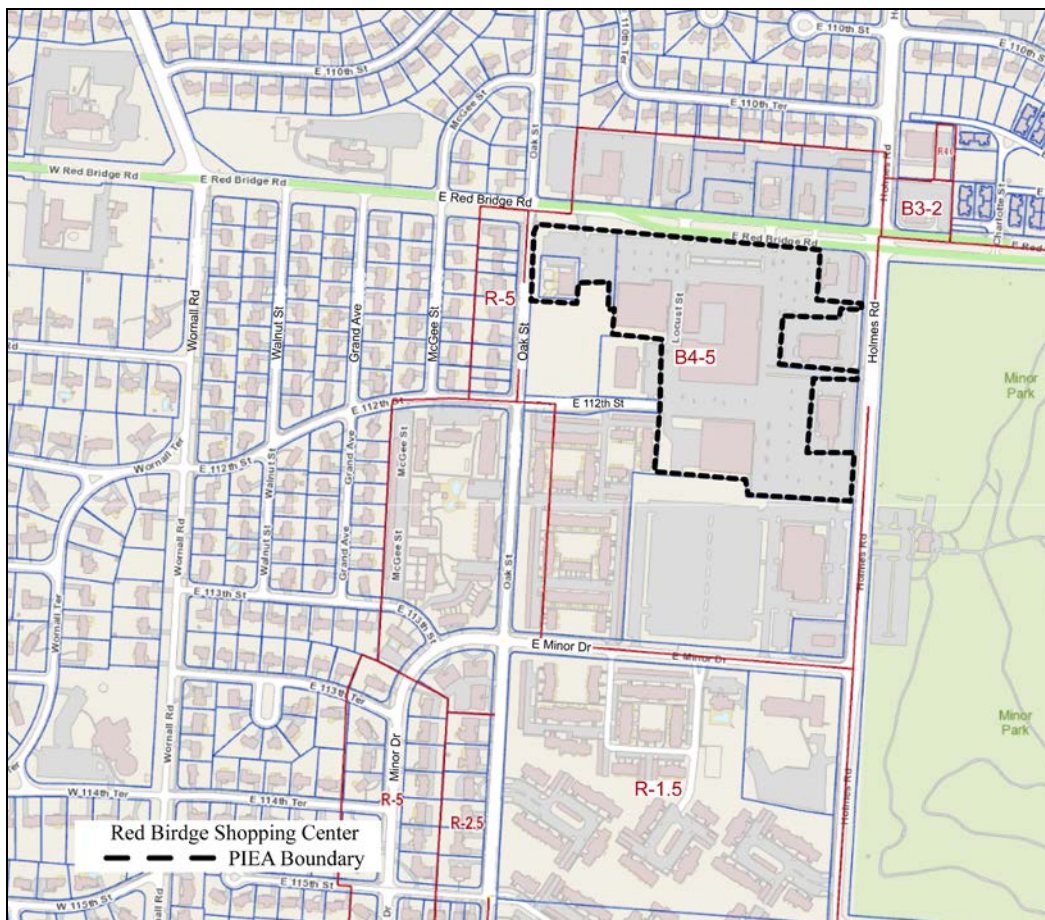
- Provide increased support and assistance to small businesses and minority and women owned businesses.

Development Designations

All of the Planning Area is included within the Red Bridge Community Improvement District. The District was initially established pursuant to City Ordinance No. 080979 effective November 16, 2008 for a term of ten years. The City Council was not requested as a part of the Red Bridge Community Improvement District petition to make a finding of blight for the Community Improvement District area. The Red Bridge CID imposes an assessment and a sales tax to fund additional services and improvements within the boundaries of the community improvement district area.

Zoning – Existing

The existing zoning in the Planning Area is B4-5 (Heavy Business/Commercial 4 (dash 5)). Below is a map indicating the zoning district within the Planning Area and a chart summarizing the zoning class:



Red Bridge Shopping Center PIEA Planning Area – Zoning Map

Zoning Classification	Purpose*
B4-5 Heavy Business/Commercial 4 (dash 5)	The primary purpose of the B4, Heavy Business/Commercial district is to accommodate “heavier” commercial activities and a limited range of industrial uses with operating characteristics that make them generally incompatible with mixed-use or neighborhood-oriented environments.

*Kansas City Zoning & Development Code

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

As part of the redevelopment of the Planning Area, rezoning to UR will be required for all redevelopment seeking PIEA abatement or other PIEA incentives, pursuant to this Plan, unless the developer follows the Department of the Interior Standards or rezoning is waived by the City Planning Director. It is possible that redevelopment projects will be phased within the Planning Area as market conditions warrant. As these phases occur the UR will be presented to include the appropriate project information for that particular phase or project.

Blight

The blighting factors observed in the Planning Area include (from “*Blight Analysis – Red Bridge Shopping Center*” dated June 15, 2015 and prepared by Belke Appraisal & Consulting Services, Inc.)

“The main blighting factors are the deteriorating site improvements and insanitary and unsafe conditions which are also exacerbated by defective and inadequate street layout and improper subdivision or obsolete platting, and by conditions which endanger life and property by fire and other causes. Resulting blighting conditions include economic liabilities (underutilization, extensive vacancy (58.1% in a submarket operating at 11.4%), improper and unrealized assessment and taxation, and social liabilities (vandalism, vagrancy, graffiti, trash, illegal dumping, standing water, deteriorating drives and parking lots, deteriorating curbs and sidewalks, deteriorating exterior walls, deteriorating roofs and ceiling collapses, deteriorating docks, lack of comprehensive fire sprinklers, environmental issues (ACMs, LBP, mold, potential PCBs), exposed electrical wiring and obsolete wiring, dysfunctional building level transitions (lack of ADA compliance)). The combination and predominance of these blighting factors and conditions clearly indicate the proposed redevelopment area is now a menace to the public health, safety, morals, and welfare and a drain on the vitality of the Red Bridge neighborhood. The aging and deteriorating shopping center also no longer reflects the highest and best use of this prominent commercial location at the intersection of Red Bridge Road and Holmes Road and is an economic underutilization.” (p. 3)

STATISTICAL PROFILE

Standards of Population Densities

Population

The following provides population and income trends within a one-, two-, and three-mile radius of the Planning Area from 501 E. Red Bridge Road, the proximate center of the redevelopment area.

501 E. Red Bridge Rd Radius	Historical Population		Estimated Population	Projected Population
	2000	2010	2015	2020
One Mile	7,367	8,428	8,450	8,507
chg. (1 mile)		+14.4%	+0.3%	+0.7%
chg. from '00 (1 mile)		+14.4%	+14.7%	+15.5%
Two Miles	24,349	25,011	25,148	25,390
chg. (2 miles)		+2.7%	+0.5%	+1.0%
chg. from '00 (2 miles)		+2.7%	+3.3%	+4.3%
Three Miles	52,094	52,129	52,241	52,603
chg. (3 miles)		+0.1%	+0.2%	+0.7%
chg. from '00 (3 miles)		+0.1%	+0.3%	+1.0%

Source: Claritas; Sterrett Urban, LLC

501 E. Red Bridge Rd Radius	Estimated Median HH Income
	2015
One Mile	54,195
Two Miles	53,381
Three Mile	56,995

Source: Claritas

The population figures indicate substantial growth between 2000 and 2010 nearest the Planning Area, but only slight growth since then and in the surrounding areas over the past

fifteen years. Population increased between 0.1% and 14.4% between 2000 and 2010 within one and three miles of the center of the Planning Area, whereas the population for Kansas City, Missouri grew at 4.2% over the same period. The Claritas forecast for 2020 suggests a slight gain in population in the Red Bridge South neighborhood and surrounding area between 0.7% and 1.0%.

The estimated median household income increased is \$54,195 for the area nearest the Planning Area. The median household income anywhere within two miles of the Planning Area is slightly lower than the median household income for the Kansas City metropolitan area in 2012 (\$54,519). Within three miles of the Planning Area the median household income is slightly higher than the 2012 metropolitan area median household income.

Population Densities

The one mile radius around 501 E. Red Bridge Road consists of 3.14 square miles; the two mile radius consists of 12.57 square miles; and the three mile radius consists of 28.27 square miles. The population density (persons per square mile) of the Planning Area and adjoining area is shown below:

501 E. Red Bridge Rd Radius	Historical Population Densities		Estimated Population Density	Projected Population Density
	2000	2010	2015	2020
One Mile	2,345	2,683	2,690	2,708
chg. (1 mile)		+14.4%	+0.3%	+0.7%
chg. from '00 (1 mile)		+14.4%	+14.7%	+15.5%
Two Miles	1,938	1,990	2,001	2,020
chg. (2 miles)		+2.7%	+0.5%	+1.0%
chg. from '00 (2 miles)		+2.7%	+3.3%	+4.3%
Three Miles	1,842	1,844	1,848	1,860
chg. (3 miles)		+0.1%	+0.2%	+0.7%
chg. from '00 (3 miles)		+0.1%	+0.3%	+1.0%

Source: Claritas; Sterrett Urban, LLC

Mirroring the slight growth in historical population, the population density has also increased over the past fifteen years, and is expected to increase through 2020 within one, two, and three miles of the Planning Area. The density within and in the immediate vicinity of the Planning Area is urban. The residential density decreases as one moves away from the Planning Area, but is still greater than the density for the City of Kansas City, Missouri (1,474.2 persons/square

mile). The density in and around the Planning Area is about nine times that for the Kansas City metropolitan area as a whole (260.0 persons/square mile), but is not considered overcrowded.

Unemployment

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

Civilian Labor Force – Kansas City, Missouri
February 2015

Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
257,419	239,792	17,627	6.8%

Source: Mid-America Regional Council

According to the Bureau of Labor Statistics, the preliminary unemployment rate for the Kansas City, KS/MO metropolitan area in April 2015 was 5.2%.

According to the Mid-America Regional Council, an unemployment rate of 4.0% can generally be considered “full employment.”

LAND USE PLAN

Existing Land Use

Existing land use within the Planning Area can be organized into three (3) general land use codes as follows:

Land Use	Acres	Percent (%)
Commercial (Retail)	14.78	89%
Paved Parking	1.33	8%
Institutional	0.55	3%
TOTAL	16.66	100%

Land Use Provisions & Building Requirements

Statement of Uses to be Permitted

Proposed land uses within the Planning Area are authorized by Section 100-310(9) RSMo., as amended, and shall further be in conformance with the uses designated in the Proposed Land Use section contained in this Plan to be eligible for tax abatement. No property containing an outdoor advertising sign or property that is leased or owned by a short-term lender shall be eligible for any PIEA benefits under this Plan.

Regulations and Controls

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

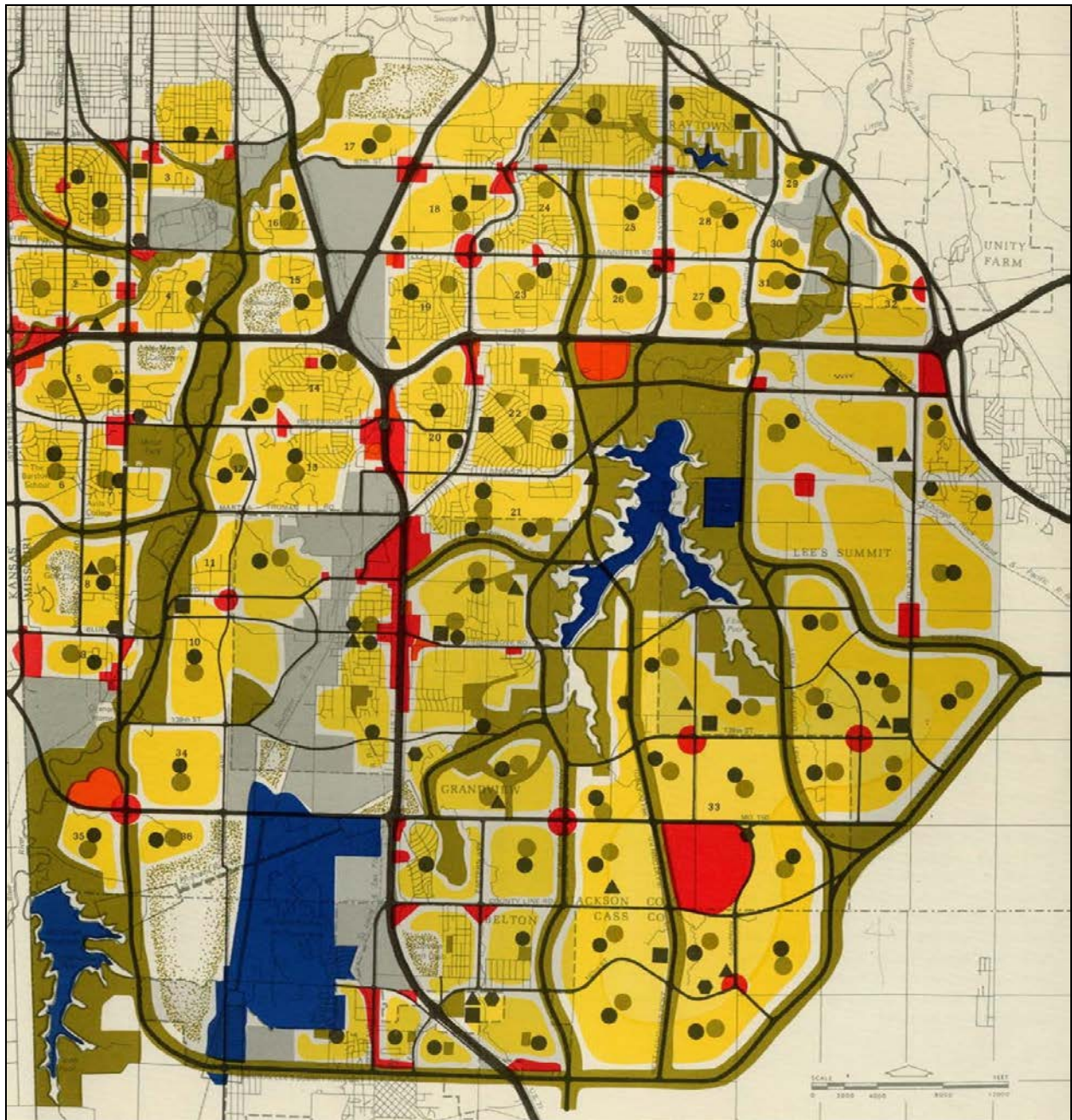
Proposed Land Use

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

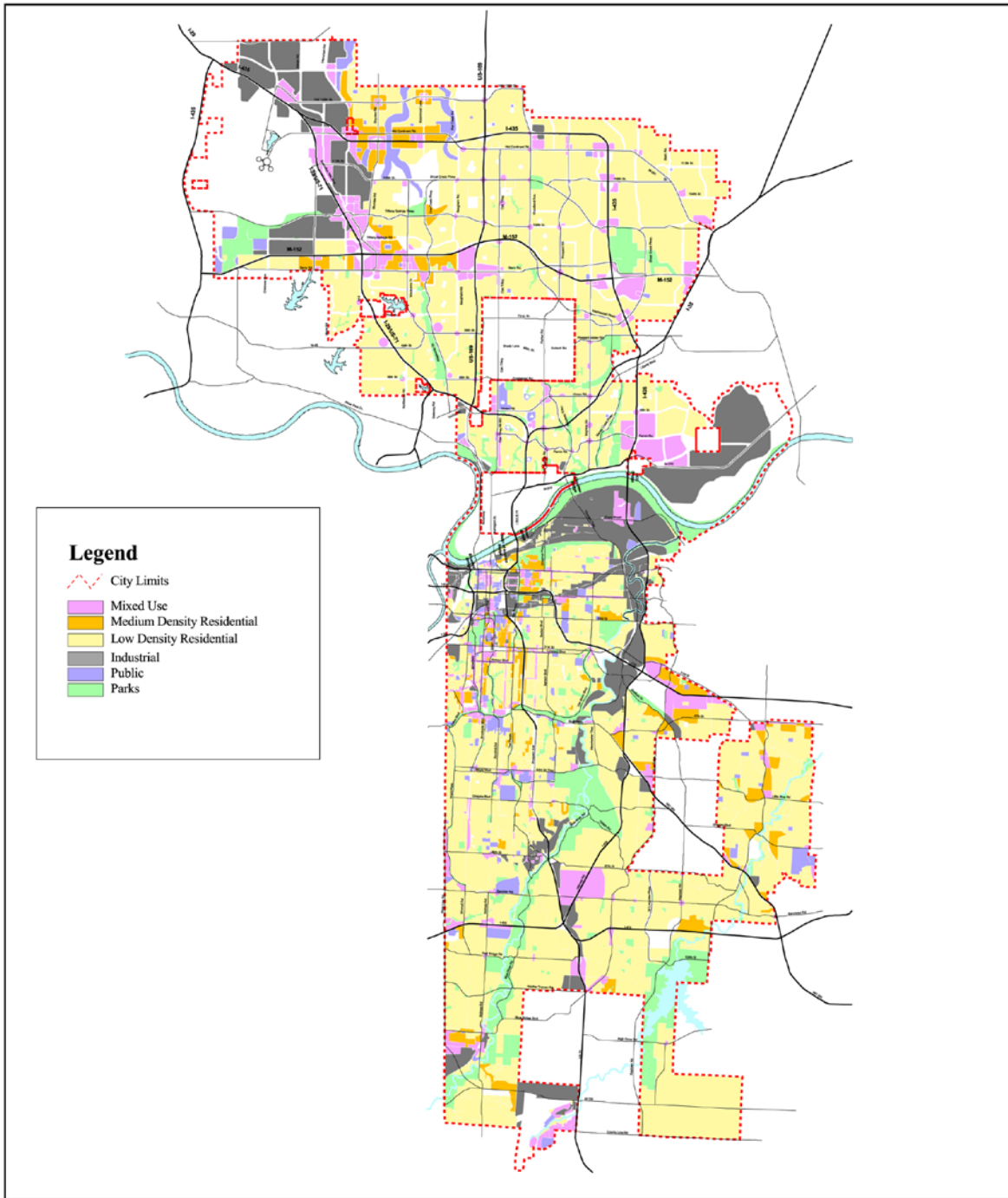
SOUTH DEVELOPMENT AREA PLAN

LAND USE PLAN		MAJOR THROUGHFARE PLAN	
OTHER INCORPORATED AREAS		FREEWAY	
		EXPRESSWAY	
		PARKWAY	
		PRIMARY ARTERIAL	
RESIDENTIAL PLANNING AREA NUMBER	4 	SECONDARY ARTERIAL	
RESIDENTIAL, NEW TOWN		PUBLIC FACILITIES PLAN	
RESIDENTIAL		FIRE STATION	
COMMERCIAL RETAIL		SCHOOLS ELEMENTARY	
COMMERCIAL NON-RETAIL		JUNIOR HIGH	
INDUSTRIAL		HIGH	
PUBLIC AND QUASI-PUBLIC		NEIGHBORHOOD PARK	
OPEN SPACE		PARK AREA	

From South Development Area Plan – Land Use Plan (page 1 of 2)



From "South Development Area Plan," adopted December 16, 1970 by Committee Substitute for Ordinance No. 38861.



Legend

- City Limits
- Mixed Use
- Medium Density Residential
- Low Density Residential
- Industrial
- Public
- Parks

1 0 1 2 3 Miles

Prepared by:
Gould Evans Goodman, Associates
Balliet & Associates
Date: June 18, 1997

FUTURE LAND USE



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

All uses within the Planning Area shall conform to City Code requirements. Land uses within the Planning Area are identified within the South Development Area Plan as “Commercial Retail”.

It is anticipated that proposed land uses within this Plan will conform to designated land uses within the South Development Area Plan. If a project requires a different land use designation, the plan applicant will be required to change the City’s official land use designation to conform to the proposed land use.

Land Coverage & Building Densities

The Planning Area encompasses a land area that is developed. Because the development strategy for the Planning Area includes the rehabilitation of the existing shopping center development the anticipated building densities within the Planning Area are not anticipated to increase as a result of implementation of this Plan and if so will be largely dependent upon market forces. However, any material change in land coverage or building densities will be in conformance with the provisions of the City’s applicable development code and Plan(s) of Record, as such may be amended pursuant to variances or otherwise.

PROJECT PROPOSALS

Development Strategy

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

Potential redevelopment projects include the following:

- Rehabilitation of the existing Red Bridge Shopping Center that consists of approximately 145,000 square feet of retail space and is nearly 50% vacant. Total project cost is estimated at approximately \$10.7 million.

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

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

- Sustainable development and redevelopment incorporating innovative green practices that will protect the environment, conserve natural resources, and promote public health, safety and welfare;
- Development proposals must be consistent with the policies established within the FOCUS Kansas City Plan;
- Integrate development to be consistent with the existing character of the surrounding natural environment and neighborhoods;
- Develop and revitalize vacant and underutilized property;
- Increase safety in the area through the use of improved lighting, fencing, and general maintenance;
- Provide safe, convenient surface and/or structured parking;

- Beautify the area by improving streetscapes, cleaning up the Planning Area, and generally removing the existing blighting, insanitary, or undeveloped industrial area elements;
- Improve basic infrastructure within the Planning Area; and
- Require development within the Planning Area to conform with the current updates of plans and planning guidelines, as such may be amended:
 - FOCUS, Kansas City,
 - Red Bridge Area Plan (future),
 - South Development Area Plan,
 - Major Street Plan,
 - Parks, Recreation, Boulevards and Greenways Plan,
 - Trails KC Plan, and
 - All other adopted City Plans.

Additional Features

Within the Planning Area, in exchange for tax abatement or any other assistance from PIEA, if any tract contains one or more legally established freestanding outdoor advertising signs, the developer agrees to remove any such freestanding outdoor advertising signs upon the expiration of any lease which existed at the time this Plan was approved, or remove within two (2) years from the time this Plan was approved, whichever is less, and no new freestanding outdoor advertising signs will be allowed.

Method of Financing

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

Land Acquisition Costs

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

Tax Abatement

In the event any redevelopment corporation as defined in Chapter 353, R.S.Mo., shall, with the approval of the PIEA, acquire in fee simple, any real property for redevelopment and redevelop such real property in accordance with the plan for redevelopment adopted by the PIEA, then

such real property shall be subject to the ad valorem tax abatement provisions contained in Section 353.110, R.S.Mo., as amended, as authorized by Section 100.570, R.S.Mo., 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 real property, in addition to the ad valorem taxes computed under Section 353.110, R.S.Mo., payments in lieu of real property taxes annually in an amount equal to the amount by which the actual tax on such real property computed pursuant thereto is less than the tax which would have resulted in the calendar year prior to the calendar year in which the redevelopment corporation acquired title to the property.

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

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

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

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

Developer's Obligations

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

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

Design Guidelines

Design guidelines for redevelopment within the Planning Area shall conform to the most updated version of the adopted design guidelines in the Plan of Record. Should guidelines not exist within the Plan of Record, redevelopment within the Planning Area shall conform to those guidelines contained within Appendix II to this Plan, "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 the Plan of Record, or, absent design guidelines in the Plan of Record, those guidelines found in Appendix II – 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 may be necessary to implement future projects within the Planning Area. If relocation is required, all relocation costs will be the responsibility of the developer. The PIEA will cooperate, as much as possible, in assisting project developers and property owners in planning for necessary relocation. All relocation shall abide by the requirements of the Federal Uniform Land Acquisition and Relocation Policy, as amended.

PROPOSED CHANGES

Proposed Zoning Changes

Rezoning to District UR (Urban Redevelopment) will be required for all redevelopment seeking PIEA property tax abatement or other PIEA incentives, unless the developer follows the Department of the Interior Standards or rezoning is waived by the City Planning Department Director. Rezoning to UR or granting of a waiver must be complete prior to the effective date of any PIEA incentives under this Plan.

Proposed Land Use Changes

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

Proposed Street Changes

No street changes or street grade changes are anticipated for the Planning Area. Any street changes or street grade changes that might be considered in the future will be coordinated with Kansas City, Missouri Public Works and City Planning and Development Departments. Prior to the approval of any project plan, PIEA staff will consult with City Planning and Development staff for the inclusion of improvements of any alleyway, streetscaping, sidewalks and storm water intake improvements to the plan. Such identified projects shall be subject to approval by the City of Kansas City, Missouri through its stated planning and permitting process.

Construction/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.

Should redevelopment within the Planning Area affect boulevards/streets that are under the jurisdiction of the city's Parks & Recreation Department, any such redevelopment shall be reviewed and approved by the Parks & Recreation Department.

Proposed Building Code or Ordinance Changes

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

Proposed Changes in Public Utilities

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

Proposed Changes in Public Facilities

At this time no changes are planned to public facilities located within the Planning Area; however, public facilities may need to be updated as necessary to accommodate specific projects approved for redevelopment and to ensure blighting, insanitary, or undeveloped industrial area 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 stated planning and permitting process and the developer will make the necessary changes. The developer may seek public assistance for these improvements.

RELATIONSHIP TO LOCAL OBJECTIVES

General

The proposed land use is consistent with local objectives to emphasize quality development in nodes that make efficient use of existing infrastructure. Local objectives pertinent to the Planning Area include those stated in the FOCUS Kansas City Plan – Urban Design and Development Guidelines:

- To enhance the city’s quality of life;
- To serve as a source of community and neighborhood identity;
- To encourage a more compact, interconnected development pattern structured around existing development and defined centers;
- To create and expand the tax base and provide additional employment; and
- To encourage additional public and private sector investment towards FOCUS goals.

In addition, the Zoning and Development Code of Kansas City, Missouri lists the following objectives for Urban Redevelopment Districts (Urban Redevelopment District – UR):

- Encouragement of a more efficient and effective relationship among land use activities;
- Preservation and enhancement of natural, cultural and architectural resources and features;
- Enhancement of redevelopment areas to accommodate effective redevelopment; and
- Seamless and compatible integration of redevelopment projects into the development patterns that exist or that are planned to exist within the subject area.

Appropriate Land Use/Proposed Land Use

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

Foster Employment

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

Public Transportation

The Expansion Area is presently served by public transportation under the Kansas City Area Transportation Authority ("KCATA"). No changes in the public transportation system are proposed at the present time. At the time a specific project plan is developed, any changes will be subject to approval by the City of Kansas City, Missouri and coordinated with the KCATA through the stated planning and permitting process.

Recreational and Community Facilities

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

Public Improvements

It is the objective of this Plan to require any developer or developers to make all necessary public improvements to streets, utilities, curbs, gutters and other infrastructure, if and to the extent required by the City of Kansas City, Missouri, in as much as said redevelopment project(s) in the area create a need for improved public facilities.

All improvements will be coordinated with the City of Kansas City, Missouri.

Building Requirements in the Planning Area

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

Any specific development proposal approved by the PIEA for the Planning Area will contain, among other things, adequate provision for traffic, vehicular parking, safety from fire, adequate provision for light and air, sound design and arrangement, and improved employment opportunities. The Plan is not expected to have a significant negative impact on adjacent traffic patterns or public transportation. The KCATA currently serves the nearby area and no service changes attributed to this Plan are anticipated.

PROCEDURES FOR CHANGE

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

EMINENT DOMAIN

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

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

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

ESTIMATED COMPLETION TIME

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

Appendix I
Property Ownership

No.	Site Address	Parcel ID No.	Owner	Legal Description
1	501 E Red Bridge Rd	65-240-002-11-00-0-00-000	Red Bridge Real Estate LLC	SEC 05-47-33 NW1/4 SE1/4 REPLAT OF PART OF TRACT 1, REPLAT OF PART OF LOT 1 BLK 1 RED BRIDGE BUSINESS CENTER BEG SE COR LOT 1 BLK 1 TH W 410.35' TH N 62.67' TH W 345.80' TH N 236' TH W 9.29' TH N 285.66' TH W 192.12' TH N 404.24' TH E 783.20' TH S 200' TH E 175.25' TH S 20.30' TH W 83.96' TH S 39.48' TH W 219.75' TH S 198.38' TH E 303.67' TH S 33.22' TH W 189.50' TH S 290' TH E 189.50' TH S 184' TO POB
2	403 E Red Bridge Rd	65-240-02-06-02-5-00-000	Red Bridge Real Estate LLC	SEC 05-47-33 NW1/4 SE1/4 RED BRIDGE BUSINESS CENTER PT LOT 1 BLK 1 DAF: BEG 50' MOL S OF NW COR SE 1/4 SEC 5-47-33 TO S ROW LI OF RED BRIDGE RD TO TRU POB, TH E ALG S ROW LI 297' MOL, TH S 03 DEG 20 MIN 40 SEC W 300.91', TH N 85 DEG 50 MIN 20 SEC W 18.38', TH N 03 DEG 47 MIN 07 SEC E 96.97', TH N 86 DEG 37 MIN 55 SEC W 122.36', TH S 03 DEG 20 MIN 40 SEC W 86.04', TH N 86 DEG 39 MIN 20 SEC W 180' TO E ROW LI OAK ST, TH N ALG SD ROW LI 276' MOL TO CURV TO RT W 20' RAD 32' DIST TO TRU POB, (EX PT DAF: BEG AT A PT OF W LI OF SD SE 1/4 SEC TH S 01 DEG 17 MIN 30 SEC E 177' TH N 88 DEG 42 MIN 30 SEC E 16' TO TRU POB OF EX TH N 88 DEG 42 MIN 30 SEC E 150' TH S 01 DEG 17 MIN 30 SEC E 160' TH N 88 DEG TH S 88 DEG 42 MIN 30 SEC W 150' TH N 01 DEG 17 MIN 30 SEC W 160' TO POB)
3	401 E Red Bridge Rd	65-240-02-06-02-4-00-000	Red Bridge Real Estate LLC	SEC 05-47-33 NW1/4 SE1/4 RED BRIDGE BUSINESS CENTER PT LOT 1 DAF: BEG AT A PT ON W LI OF SE 1/4 SEC-5 TWP-47 RING-33 S 01 DEG 17 MIN 30 SEC E 177', TH N 88 DEG 42 MIN 30 SEC E 16' TO TRU POB, TH N 88 DEG 42 MIN 30 SEC E 150', TH S 01 DEG 17 MIN 30 SEC E 160', TH N 88 DEG 42 MIN 30 SEC W 150', TH N 01 DEG 17 MIN 30 SEC W 160' TO TRU POB

Appendix II Design Guidelines

From "Hickman Mills Area Plan"
Adopted April 12, 2007, by Resolution No.070353

From "Red Bridge Area Plan"
RESERVED

LAND USE and development

Design Guidelines

The physical appearance of development is a major factor in determining public perceptions of an area. Throughout the Plan process, business owners, residents and concerned citizens expressed a desire for new development and redevelopment to reinforce and enhance the Plan Area's sense of place. The following Design Guidelines provide a framework for quality development consistent with the *Hickman Mills Area Plan* vision. Guidelines within public spaces are included in Chapter 4 (Urban Design Framework). These guidelines will be used by the City for design review of proposed development projects in the Plan Area.

AREA-WIDE GUIDELINES

These guidelines apply to all development within the Plan Area.

LANDSCAPE

The character and image of the Plan Area can be significantly affected by the quality and consistency of the of the landscape design and level of maintenance provided.

Intent:

- Provide a balance between buildings, impervious surfaces and landscaped areas.
- Enhance streets, parking lots, plazas, open space, buildings, gateways and other structures.
- Provide screening/buffering between structures, parking lots sidewalks and pedestrian paths.
- Provide screening/buffering between developments of varying intensity and scale.

Landscape Guidelines:

All development and redevelopment proposals within the Plan Area should provide a landscape plan. At a minimum, the plan should show the following:

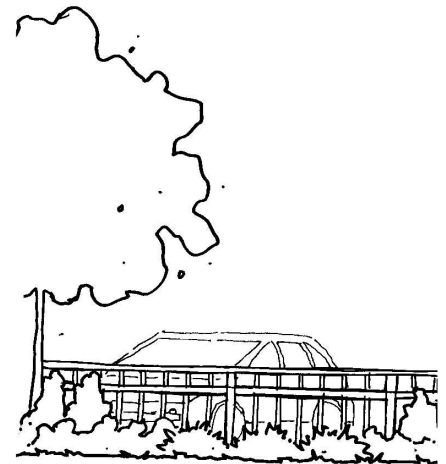
- Surface parking lots and loading areas will be screened with appropriate landscaping and/or fences or berms.
- Plant materials that are well suited to a suburban environment and local climate should be used.
- A selection of evergreen and/or deciduous plant material should be used with year-round ornamental qualities for visual interest.
- Raised planters and/or planting beds should be used adjacent to roadways where landscape is vulnerable to water splash from passing vehicles.



Hickman Mills



All developments will integrate quality landscape.



Parking lots will be screened from the adjacent sidewalk/street.



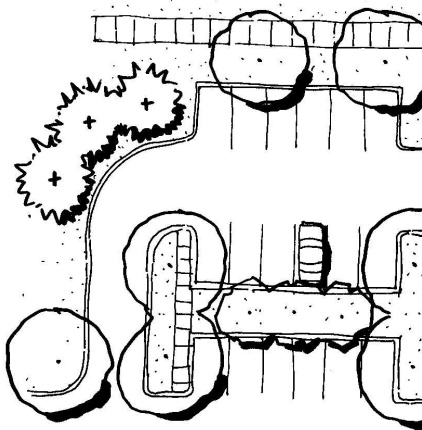
Hickman Mills



All open spaces will be accessible from a sidewalk or trail.



Open spaces may include native vegetation and could help retain storm water run-off.



Parking lots will include perimeter and interior landscaping.



OPEN SPACE

Open space, including pocket parks, plazas and courtyards should be integrated throughout the Plan Area. All areas not occupied by buildings, structures, streets, driveways and parking lots should be identified as “public spaces.”

Intent:

- Provide physical relief from large paved areas and hard surfaces designed solely for vehicles.
- Integrate public gathering spaces and open spaces within new development.

Open Space Guidelines:

- All open space areas must be accessible from a public sidewalk or trail.
- Open space areas such as pocket parks, plazas, courtyards and green spaces are to be an integral part of the overall building and site design.
- Open space areas should be designed to be safe, attractive and inviting by incorporating pedestrian lighting, public art, landscaping, trees, benches, trash receptacles, vending machines and other amenities.
- All open space areas will be well lighted and be clearly visible from the street and adjacent areas.
- Open spaces and rain gardens should be considered within part of the site design to mitigate stormwater run-off and serve as an amenity.
- Green roofs are encouraged to mitigate stormwater run-off. ¹Depending on the green roof system, the immediate storm water run-off can be reduced by as much as 50-90%.

PARKING

Convenient and accessible parking should be made available throughout the Plan Area to serve the needs of property owners, businesses, patrons, residents and visitors.

Intent:

- Parking lots should be designed to be safe, functional, aesthetically pleasing and promote user safety.

Parking Guidelines:

- Parking lots should provide a combination of perimeter and interior landscaping to screen the lot from the street, soften the area and facilitate safe pedestrian connections from the lot to adjacent buildings and amenities.
- Parking lots are encouraged to be located behind or beside adjacent buildings.
- Where parking lots abut the street edge, buildings, landscaping and/or low decorative fencing or walls should be used to enhance the street edge and visually screen the parking area.

¹*International Green Roof Association*

LAND USE and development

- Where feasible, parking aisles should be aligned perpendicular to building entrances and sidewalks or pedestrian paths.
- All parking lots should include bicycle parking.
- Parking lots should have clearly marked pedestrian pathways and should use different material/color/texture when walkways cross vehicular aisles.
- There should be a direct connection from the public sidewalk to the building entrance through the parking lot.

ARCHITECTURAL CHARACTER AND MATERIALS

Building design, the quality of detailing and architectural materials provide for a consistent design within a development that relates to adjacent uses and provides variety, interest and a sense of place.

Intent:

- Provide a consistent design within a project so that it harmonizes with and has some elements in common with other major developments within the vicinity of the project.
- Material selection and detailing will contribute to visually organizing and giving a human scale to the project. Human scale is when a person feels comfortable in terms of visual and physical perception of size, familiar features and usability.

Materials Guidelines:

- Architectural materials should compliment the character of the existing built environment through use of high quality, durable materials. Suggested materials include:
 - > Wood;
 - > Masonry;
 - > Concrete;
 - > Stone;
 - > Cast Stone; and
 - > Tile.
- Use of stucco board, EIFS and vinyl and metal siding is discouraged:
- Use of high quality sustainable architectural materials are encouraged. These materials are manufactured or fabricated locally, are not resource intensive and may consist of post-consumer use recycled materials.
- Green (LEED certified) architecture is encouraged for new large-scale commercial and office buildings.
- All residential infill, redevelopment, rehabilitation, renovation and new development should be consistent with the quality and character of surrounding established neighborhoods.



Hickman Mills



Parking lots should be screened from the street through use of a landscape buffer.



Quality architectural materials.



Hickman Mills



Buildings should integrate elements such as awnings to enhance the street edge.



Retail buildings should be oriented to the street with windows that are easily seen from passing vehicles and pedestrians.

ARTICULATION

Building articulation refers to the use of window bays, structural bays, pilasters, planter boxes, balconies, porches and entries.

Intent:

- Enhance the character of the structure and surrounding built environment.

Articulation Guidelines:

- Buildings facing Primary Image Streets (see Chapter 4, Urban Design Framework) should integrate architectural details to enhance the street edge and promote human scale and interest. Suggested materials and details include but are not limited to corner elements, awnings, window inlets, planted window boxes and articulated entries.
- Entries should be marked by architectural features such as projecting overhangs, special lighting, awnings and/or signage to signify the location and importance of entries.

FENESTRATION (OPENINGS)

Fenestration refers to the arrangement of window and door openings on a building facade.

Intent:

- Patterns of openings should relate to adjacent developments to encourage consistency between developments.

Fenestration Guidelines:

- Street level retail and office buildings should have a transparent quality. Sidewalk traffic as well as passing vehicles should be able to see activity within the building.
- Windows at the street level of buildings should use clear glazing. Reflective glass is discouraged in any portion of the building.
- Second-level floors on all buildings are encouraged to utilize punched openings.

SITE ORIENTATION

Site orientation addresses the placement of a building in relation to the site as well as adjacent properties.

Intent:

- The siting of new and/or infill buildings should be complimentary to adjacent developments to encourage continuity between developments.

Site Orientation Guidelines:

- Setbacks for infill buildings should be compatible with adjacent buildings to reinforce the street edge.
- Buildings should define a majority of the street edge. Surface parking lots, plazas and open space areas are encouraged between or behind developments.

LAND USE and development

MASSING

Massing refers to the form and size of a building in relation to the surrounding built environment. Buildings within the Plan Area range in size and scale. Some buildings have large footprints such as Bannister Mall while other buildings have much smaller footprints, such as the businesses along Blue Ridge Boulevard.

Intent:

- New and/or infill buildings should integrate with neighboring buildings in terms of massing and proportion.

Massing Guidelines:

- The massing and proportion of new buildings should be generally consistent with surrounding buildings.

SIGNS

Well designed signs can enhance the existing character of the Plan Area while providing necessary information to its intended audience.

Intent:

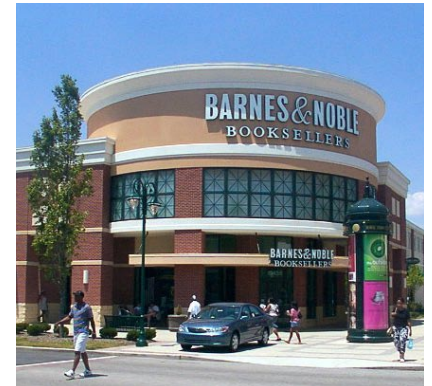
- Provide clear, easily understandable, coordinated method of conveying information for businesses and address identification.

Sign Guidelines:

- Signs should be visible and clearly legible for both the pedestrian and motorist.
- Signs should be highly graphic with a minimum number of words.
- Monument signs are encouraged. Monument signs should be designed so that the base and the sign face are proportional to each other. Monument signs should not exceed 4^{1/2} feet in height and should be set back at least 10-feet from the property line.
- Landscaping of monument signs is encouraged. Landscape materials include trees, shrubs, ground cover and flowering plants and should complement the existing or proposed landscaping of the project.
- Restrict highway advertising to collective “logo” advertising in cooperation with the Missouri Department of Transportation.
- Non-standard sign forms are encouraged.
- There should be a consistency in the design, materials and colors of all signage within a development. This includes a consistency and compatibility, but not necessarily an exact repetition of the materials on all sign faces as well as consistency in the design materials and color of the sign bases used throughout any proposed commercial development.



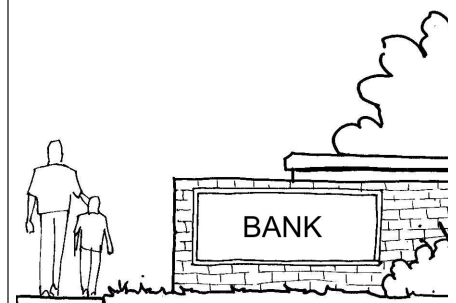
Hickman Mills



Buildings should front the street edge.



Landscape, plazas and other pedestrian amenities should be located between buildings.



Monument signs are encouraged.



Hickman Mills



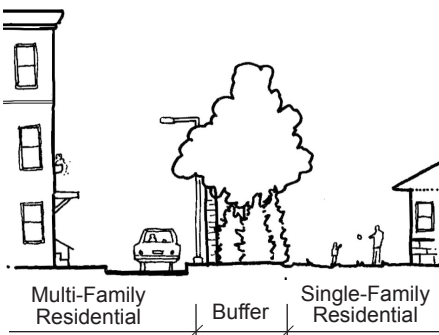
Quality non-standard signs are encouraged.



Low-scale signs, such as the wall sign shown above, are preferred within new retail areas.



Walled enclosures, as shown above, are recommended to screen unsightly trash dumpsters.



- Signs should be made of high quality and durable materials such as concrete, brick, stone, metal panels or heavy-weight plastic panels. Materials such as plywood or painted masonry are not recommended.
- The colors for all signs should complement the colors of the buildings as well as the colors of adjacent buildings.
- All signs, including the sign face, base, lighting and landscaping, should be maintained in good condition at all times.
- When floodlights are used to illuminate signs, they should be designed to eliminate glare and to avoid shining into the right-of-way of adjacent streets and adjoining lots.
- Low-scale signs such as wall signs, awning signs and building signs should be used for retail and office uses.
- Signs must not obscure important architectural features.
- Freestanding pole/pylon signs are not allowed within new developments. As older commercial/office areas redevelop, existing pole signs should be removed and appropriate signage should be designed and integrated into the site.
- Moving or revolving signs and flashing signs are discouraged.
- Billboard signs are discouraged. If public funds are used within a project, the preference is to remove existing billboards. The practice of substitution and/or relocation of billboard signs is discouraged.
- Do not approve new off-site advertising signs and remove existing non-conforming signs whenever legally possible.

TRANSITIONS

Transitions allow for better compatibility between land-uses, especially residential and non-residential uses.

Intent:

- Provide a physical and visual separation between higher and lower intensity uses.

Transition Guidelines:

- Development should transition from higher intensity to lower intensity by stepping down building heights and densities as development moves closer to established single-family residential neighborhoods.
- Dissimilar and/or incompatible uses should be separated by a major road such as a highway or arterial. When such uses are adjacent to one another, a combination of a landscape buffer and a physical structure such as a berm or fence should be placed between the uses as shown in the diagram on the left.
- Commercial and multi-family projects located adjacent to single-family areas should be designed to respect and be compatible with the building scale of the residential neighborhood.
- Trash dumpsters and loading areas will be screened with appropriate landscaping and/or fencing.

LAND USE and development

GUIDELINES FOR MIXED-USE DISTRICTS

IDENTITY

- All Mixed-Use Districts will have a unique character that defines the development.
- Each Mixed-Use District will have an identifiable center that includes defined “people places” for residents, shoppers, workers and visitors to gather, interact and recreate.
- These areas should be considered for a “Pedestrian Street” zoning designation.

DIVERSITY OF USES

- Designated areas will allow a mix of uses including but not limited to retail, office, residential, institutional and public.
- Provide opportunities for housing choice and variety:
 - > attached and detached; and
 - > owner-occupied and rental.

CONNECTIONS

- All Mixed-Use Districts will develop as transit hubs. Development densities for commercial, office and residential uses will be greater within these areas to encourage transit use.
- Streets within these areas will be designed to be low-speed and bicycle and pedestrian friendly through provision of wide sidewalks and pedestrian amenities such as street trees, landscape, benches, trash receptacles, etc.
- Parking requirements will be decreased within these areas to encourage transit ridership.
- Auto-oriented uses such as drive-through restaurants will be discouraged.

SITE ORIENTATION

- A minimum of 75% of buildings should have a zero foot setback.
- Primary building facades should be parallel to the sidewalk.
- Where buildings or portions of buildings are set back from the sidewalk, such areas should be treated as public spaces such as a plaza or courtyard.
- The frontage of all mixed-use buildings should include pedestrian-oriented elements such as:
 - > transparent display windows;
 - > outdoor seating for dining areas; and
 - > public art and pedestrian amenities such as fountains, benches, etc.
- On-site parking will be located behind the buildings.

BUILDING MASS AND DESIGN

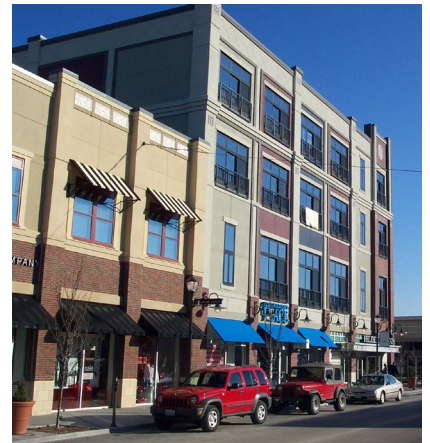
- Buildings should not exceed four stories.
- In multi-tenant buildings, each use should have at least one ground floor entrance directly visible and accessible from the street.



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Mixed-Use Districts will have an identifiable center with opportunities to gather and relax.



Buildings will face the street and will be located adjacent to the sidewalk to encourage pedestrian activity.



Buildings will include features such as awnings to create visual interest.

Appendix III
PIEA Resolution No. XXXX

Appendix IV
Consolidated Metes and Bounds Legal Description