



CITY PLAN COMMISSION STAFF REPORT

City of Kansas City, Missouri
City Planning & Development Department
www.kcmo.gov/cpc

February 21, 2023

Project Name
Troost PIEA Plan

Docket #5

Request
CD-CPC-2022-00188
PIEA Tax Incentive Plan

Applicant
David Macoubrie
Planned Industrial Expansion Authority of
KC

Owner
6500Troost, LLC
Vincent "Butch" Rigby

Location 6500 Troost Avenue
Area About 1.19 acres
Zoning B4-2
Council District 6th
County Jackson County
School District KCMO 110

Surrounding Land Uses
North: School, zoned R-80
South: Medical, zoned B3-2
East: Commercial/Light Industrial,
zoned B3-2
West: Surface Parking/Residential,
zoned UR

Major Street Plan
Troost Avenue is identified on the City's
Major Street Plan as an Established
Arterial.

Land Use Plan
The Country Club/Waldo Area Plan
recommends Mixed Use Community for
this location.

APPROVAL PROCESS



PROJECT TIMELINE

The application for the subject request was filed on 10/20/2022. Scheduling deviations from 2022 Cycle W have occurred.

- The applicant needed some additional time to create development plans for the site. Due to the plans taking longer than anticipated, the applicant decided to move forward with the PIEA request and come back with a rezoning and development plan.

NEIGHBORHOOD AND CIVIC ORGANIZATIONS NOTIFIED

There are no registered neighborhood or homes associations tied to the subject site.

REQUIRED PUBLIC ENGAGEMENT

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

EXISTING CONDITIONS

The parcel contains 1.19 acres of land. The existing zoning district is B4-2 and contains one office building and associated parking lot.

SUMMARY OF REQUEST + KEY POINTS

The applicant is seeking approval of the 6500 Troost PIEA Planning area and declare the area blighted and insanitary and in need of redevelopment and rehabilitation pursuant to the Missouri Planned Industrial Expansion Authority (PIEA) Law 100.300-100.620 on about 1.91 acres generally located at 6500 Troost Avenue.

CONTROLLING + RELATED CASES

None

PROFESSIONAL STAFF RECOMMENDATION

Docket # Recommendation
Approval

PLAN REVIEW

The proposed redevelopment area includes approximately 1.19 acres of property. The redevelopment area is access off Troost Avenue and E 65th Street, has access to public transit, and has pedestrian access around the block. Abatement for projects within the redevelopment area will not exceed 10 years at 100% abatement and 15 years at 50% abatement.

Area Plan

The Country Club/Waldo Area Plan recommends Mixed Use Community for this location, no development plans have been submitted staff therefore no staff review has been completed at this time.

Blight Analysis

City Staff does not comment on whether the site is blighted or not. Staff recommends that the PIEA plan establish a list of prohibited uses.

Professional Staff Recommendation

City Planning and Development staff recommend **Approval** based on the application, plans, and documents provided for review prior to the hearing.

ATTACHMENTS

1. Applicants Submittal

Respectfully Submitted,



Larisa Chambi, AICP
Lead Planner

General Development Plan

6500 Troost PIEA Planning Area Kansas City, Missouri

Prepared For:
Planned Industrial Expansion Authority
20 East 5th Street, Suite 200
Kansas City, Missouri 64106

Prepared By:
Sterrett Urban, LLC
3946 Springfield Street
Kansas City, Kansas 66103
Phone 816-283-7222

Prepared:
October 12, 2022



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- Appendix I Property Ownership**
- Appendix II Design Guidelines**
- Appendix III PIEA Resolution**

INTRODUCTION

Pursuant to Section 100.400.1(4), Revised Statutes of Missouri, as amended, the Planned Industrial Expansion Authority (“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 6500 Troost PIEA Planning Area (the “Planning Area”) lies within a portion of the Holmes Park Neighborhood and includes one (1) property/tax parcel located at the southwest corner of E. 65th Street and Troost Avenue with an address of 6500 Troost Avenue in Kansas City, Jackson County, Missouri. The Planning Area is depicted in the map included on the following page. The Planning Area encompasses approximately 1.19 acres, exclusive of public right-of-way.

Land Area

There is one (1) property parcel 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 1.19 acres. The Planning Area does not contain public right-of-way.

County Tax Parcels

The Planning Area contains one (1) tax parcel as identified by the Jackson County Assessor. A complete listing of the tax parcel, identification number, abbreviated legal description, property address and owner are included in Appendix I: Property Ownership.

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Planning Area Boundary Map



6500 Troost PIEA Planning Area Boundary Map

DESCRIPTION OF PLANNING AREA

General

The Planning Area encompasses approximately 1.19 acres and consists of one (1) property/tax parcel in Kansas City, Missouri in the Holmes Park Neighborhood.

Access

The Planning Area has very good regional access due to the close proximity of 63rd Street, located just two blocks north of the Planning Area and accessed via Troost Avenue, which forms the eastern boundary of the Planning Area. 63rd Street is a major five-lane thoroughfare with a middle turn lane and links suburban communities in Kansas and the Brookside Shops and Brookside East to the west with U.S. 71, Swope Park (including the Kansas City Zoo, Starlight Theater, and The Golf Academy), and I-435 to the east. U.S. 71 is approximately one mile east of the Planning Area via 63rd Street; Swope Park is 1.75 miles east; and Interstate 435 is 4.25 miles east of the Planning Area. Just minutes away to the north is the Country Club Plaza and University of Missouri-Kansas City. Downtown is easily accessible via U.S. 71 as are destinations north of the Missouri River and all points south via the regional highway system.

No major streets as identified in the City's Major Street Plan exist within the Planning Area, but as noted above one major thoroughfare – Troost Avenue – forms the eastern boundary of the Planning Area, and other major thoroughfares exist within one-quarter mile of the Planning Area, including E. 63rd Street, E. Meyer Boulevard, and Rockhill Road.

The Planning Area is accessible directly from the north and south by Troost Avenue and from the east and west by E. 65th Street. E. 65th Street is a two-way, two-lane thoroughfare with a parking lane on the south side of the street and a posted speed limit of 25 miles per hour. Troost Avenue is a two-way, five-lane major thoroughfare with a middle turn lane that runs north-south and as noted above, forms the eastern boundary of the Planning Area, with a posted speed limit of 35 miles per hour.

The intersection of E. 65th Street and Troost Avenue is not signalized.

The Bike KC Plan, which has been redrafted and is awaiting approval by the City, proposes a future bike route with major separation between vehicular traffic and bicycle traffic on Troost Avenue, adjacent to the Planning Area, and one block to the west on Rockhill Road and one block to the north on Meyer Boulevard. Bike routes currently do not exist adjacent to or in the vicinity of the Planning Area. The closest trail is the Harry Wiggins Trolley Track Trail located about 0.92 miles west of the Planning Area. No additional trails are planned for the vicinity of the Planning Area.

Pedestrian access is good, with sidewalks around that block in the Planning Area bound by E. 65th Street on the north and Troost Avenue on the east. Sidewalks adjacent to the Planning

Area are in fair to good condition. Sidewalks provide good connections to the surrounding neighborhood to the north, south, east and west.

The Planning Area is well-served with public transit with three routes accessible within one-quarter mile. Adjacent to the Planning Area on Troost Avenue is Troost Max, a bus rapid transit route that operates seven days per week and provides service primarily on Troost Avenue between 75th Street and 25th Street, and then along Charlotte, Holmes, 11th Street and 12th Street between 25th Street and Downtown, including a stop at the East Village Transit Center at 12th Street and Charlotte. In addition to the major transfer hub at the East Village Transit Center, ten transfer points providing access to an additional 33 routes exist on the route. The route also extends south along Troost from 85th Street to Bannister Road, and then east to the 3-Trails Transit Center at Blue Ridge. Thirteen transfer points exist on the route providing access to 37 different routes, including the other bus rapid transit routes, Main Max and Prospect Max, and the KC Streetcar.

Also providing service on Troost Avenue is Route 25 (Troost), a bus route that operates seven days per week and provides service along Troost Avenue between 12th Street (and west to the East Village Transit Center at 12th Street and Charlotte) and 83rd Street. In addition to the transfer hub and bike share station at the East Village Transit Center, the route has an additional nine transfer points and one transfer hub providing access to fourteen additional routes, including the Troost Max.

Located two blocks north of the Planning Area on 63rd Street is Route 63 (63rd Street), a bus route that operates seven days per week and provides service primarily along 63rd Street between Wornall and Blue Ridge Boulevard. In addition to a bike share station at 63rd Street and Brookside Boulevard, there are seven transfer points on the route, including with Main Street Max and Troost Max.

Topography / Drainage

The Planning Area has a falling slope to the north and west. According to the City's GIS mapping, the highest point in the Planning Area is located along much of the southern boundary of the Planning Area at an elevation of approximately 910.00. The lowest point is at the northwest corner of the Planning Area at an elevation of approximately 880.00.

The northeast corner of the Planning Area nearest the intersection of E. 65th Street and Troost Avenue has an elevation of approximately 893.00. The southeast corner of the Planning Area has an elevation of approximately 908.00, and the southwest corner of the Planning Area has an elevation of approximately 910.00.

According to maps from the Federal Emergency Management Agency (FEMA), the Planning Area is not located within a 100-year or 500-year flood plain (Map No. 29095C0264G, effective 01/20/2017). The Planning Area is located within the Town Fork Creek watershed.

Existing Development

The Planning Area consists of one property/tax parcel of 1.19 acres.

The Planning Area includes a 3-story concrete and stone veneer exterior office building (6500 Troost Avenue) with a drive-in garage on the 1st floor, constructed in 1954, containing approximately 35,400 square feet, and a 2-story concrete block exterior garage/warehouse building (1015 E. 65th Street), constructed in 1954, containing approximately 15,000 square feet. Additionally, the subject property includes a parking lot/storage yard on the south side of the subject property.

Current tenants include Spire, who leases the storage yard/parking lot; Superior Woodcraft, a woodworking shop that occupies a portion of the lower level of 6500 Troost Avenue; and Peter Kohl Restoration, a wood furniture restoration business, occupies most of the lower level of 1015 E. 65th Street. The remainder of the leasable area, approximately 75%, is vacant. The length of time the buildings have had a high rate of vacancy is unknown, but believed to be at least three years. The most recent listing for lease of the property indicated a gross lease rate of \$6.00 per square foot, well below the market lease rate for the area.



6500 Troost Ave – east elevation



6500 Troost Avenue & 1015 E. 65th Street



6500 Troost Ave – north elevation



1015 E. 65th Street – north elevation



1015 E. 65th Street – west elevation



6500 Troost Ave – storage yard/parking lot, south elevation

Public Planning Guidelines

There are two primary documents that govern proposed land uses and development within the Planning Area. The plans include the Country Club/Waldo Area Plan (2018) and the FOCUS Kansas City Plan (1997). Neither of the two plans address the Planning Area specifically. Of the plans, the Country Club/Waldo Area Plan is the plan of record.

Country Club/Waldo Area Plan

The Country Club/Waldo Area Plan (CCWAP) was adopted by Resolution No. 180106 on February 22, 2018. The CCWAP encompasses an area bounded generally by 55th Street on the north, the Paseo Boulevard and Troost Avenue on the east, 85th Street on the south, and State Line Road on the west.

The CCWAP states four goals as the foundation for a vision and framework for the plan's organization and implementation strategies: 1) Preserve and Create Desirable Neighborhoods – Revitalize neighborhoods and provide needed service and amenities; 2) Create a Walkable Community – Improve connections and transportation options. Reinforce the historic walkable development pattern and recreate in areas which are automobile oriented; 3) Promote Placemaking – Create and reinforce a sense of place through quality design in public spaces and private development; and 4) Create and Support Thriving Business Districts – Support and invest in the existing commercial areas, while fostering an environment that attracts and retains quality businesses.

Recommendations contained within the CCWAP generally apply to other geographic areas or to the Country Club/Waldo Area as a whole, and when appropriate, have been incorporated into this Plan, such as incorporation of the Development Form Guidelines. Redevelopment within the Planning Area does address a few of the guiding principles, goals, and recommendations:

Troost Corridor Strategies

Potential Corridor Niche (south of Meyer Blvd).

- Transition existing corridor to pedestrian-oriented mixed-use, including dense multi-family, office and commercial (shift away from heavy commercial or auto-oriented uses). (p. 91)

Target Development Initiatives

Proactively target resources to encourage development.

- Identify areas with the greatest potential for long term, sustained success and areas where there have been significant public and private investments. (p. 88)

The Planning Area is in the Troost Corridor and is adjacent to the Troost-Rockhill PIEA and in close proximity to the 63rd Street Corridor PIEA. Both PIEA plans have sparked tremendous public and private investment

Within the Planning Area, the CCWAP recommends a land use classification of “Mixed-Use Community”, which, as stated within the CCWAP:

“Primarily intended to accommodate and promote a variety of community-serving retail sales or service uses generally of a higher intensity and larger scale than is allowed in Mixed-Use Neighborhood areas. This category should include a mix of business and residential uses. This land use classification corresponds with the “B2” zoning category.” (p. 39)

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 the urban core in the vicinity of the Planning Area include the following:

- The Urban Core Plan, a component plan of The FOCUS Kansas City Plan, includes strategies for central city neighborhoods, downtown, and the Central Business Corridor, as well as plans for economic development, jobs, capital improvements, public transportation and neighborhood livability. The following recommendations taken from the Urban Core Plan apply to the Planning Area, which is a part of the 63rd/Meyer Corridor:
 - Reinforce nodal commercial development with Mixed-use Centers with a critical density of businesses and availability of parking

- The 63rd/Meyer Corridor is a candidate for a prototypical Community Mixed-use Center
 - Owners and tenants of the Mixed-use Centers should work with adjacent neighborhoods to support both the neighborhoods and to develop businesses needed by their residents
 - Target incentives to Mixed-use Centers
- Investing in the “Great Street” network is a key element in all of the FOCUS Kansas City component plans, and is most specifically described in the Urban Core Plan. A “Great Street” network promotes the concentration of new development and/or the rehabilitation of activity along specific corridors linking key activity centers across the community.
 - Within the FOCUS Urban Core Plan, Troost Avenue is categorized as a Mixed-Use Great Street
- A policy of FOCUS Kansas City is to encourage development in mixed-use and transit centers along “Corridors”, physical and cultural pathways that connect people, neighborhoods, and culture.
 - The Planning Area is located within the Southwest Corridor Urbanized Zone, one of nine development priority zones outlined in FOCUS.
 - 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.

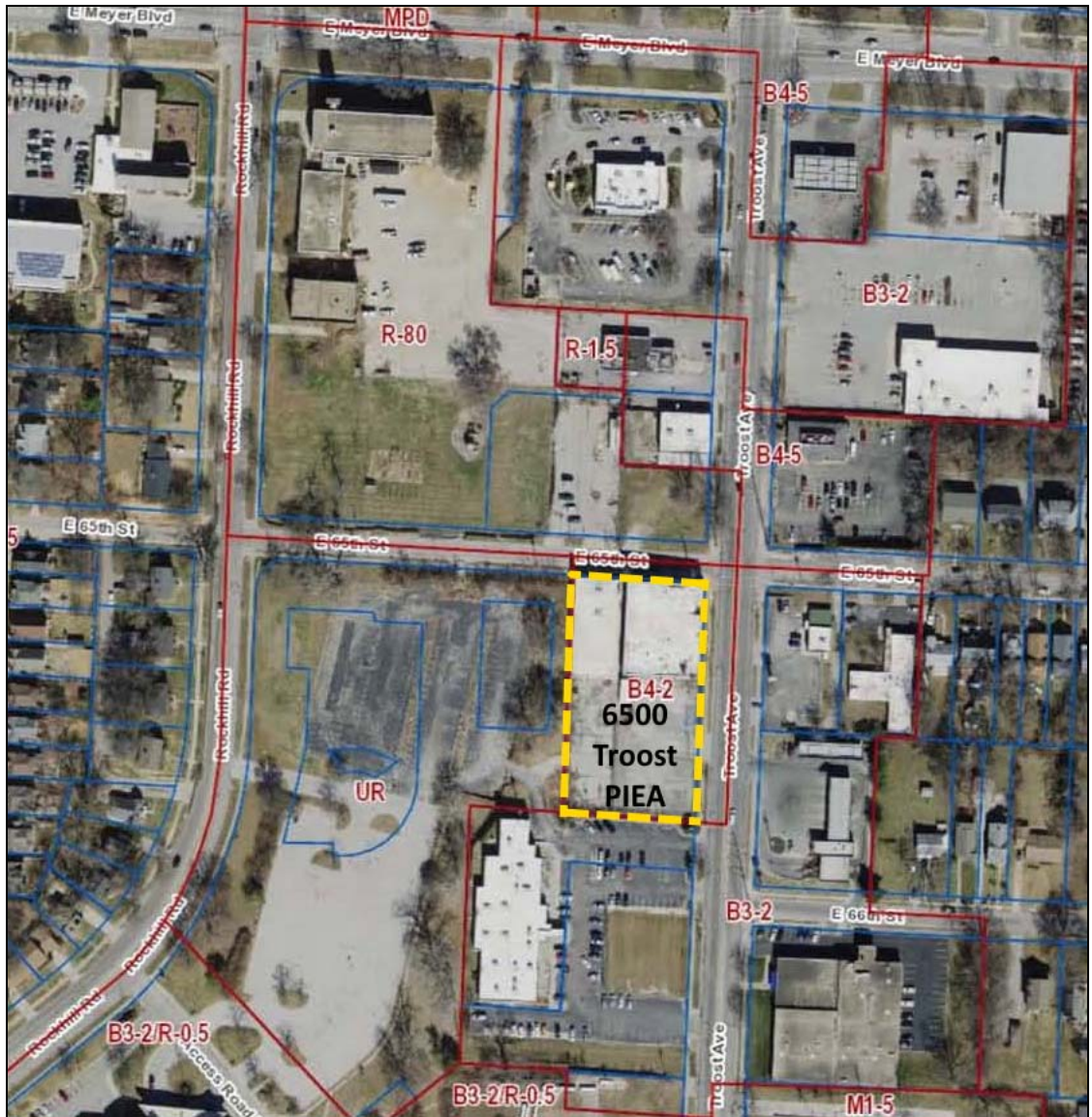
Development Designations

The Planning Area does not qualify for other development designations, such as Enhanced Enterprise Zone, New Markets Tax Credits and Opportunity Zone.

The Planning Area is located within a Non-Distressed census tract as currently defined by the City of Kansas City, Missouri and its Economic Development and Incentives policy (AdvanceKC).

Zoning – Existing

The existing zoning in the Planning Area is B4-2 (Heavy Business/Commercial (dash 2)). Below is a map indicating the zoning district within the Planning Area and a chart summarizing the purpose of the zoning classification:



6500 Troost PIEA Planning Area – Zoning Map

Zoning Classification	Purpose*
B4-2 Heavy Business/Commercial 4 (dash 2)	B4, Heavy Business/Commercial 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

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. Such rezoning may only be waived when the proposed redevelopment does not result in the following:

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

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

Blight

The most common blighting factors observed in the Planning Area included the following:

- Deteriorating Site Improvements. Due to the age, deferred maintenance and neglect of improvements within the Planning Area, building and site improvement deterioration has occurred. The most common examples of deterioration found in the Planning Area involved the deterioration of roofs, walls, windows, doors, fascia and soffits, pavement, and the failure of finishes.
- Insanitary or Unsafe Conditions. Due to the presence of environmental liabilities (contaminated groundwater, asbestos-containing materials, and mold), water intrusion, lack of accessibility, obsolete and non-functioning building systems, tripping hazards, trash and debris, and noncompliance with codes within the Planning Area, insanitary and unsafe conditions exist throughout the Planning Area. Minor instances of overgrown vegetation, graffiti and non-functioning fixtures also exist within the Planning Area.

- Existence of conditions which endanger life or property by fire and other causes. Due to the presence of environmental liabilities throughout the Planning Area, life or property is endangered.

The blighting factors stated above have led to the following:

- Economic Liability & Social Liability. Due to the age and deterioration of the site and building improvements, low assessed values and taxes, the presence of insanitary and unsafe conditions, and the long-term vacancy, the 6500 Troost Planning Area represents an economic and social liability to itself and the surrounding areas.

STATISTICAL PROFILE

Standards of Population Densities

Population

The following provides population and income trends within a one-half, one-, and two-mile radius of the proximate center of the Planning Area at 6500 Troost Avenue.

6500 Troost Ave Radius	Population			
	Historic		Forecast	
	2010	2020	2022	2027
One-Half Mile	2,714	2,792	2,878	3,040
chg. (1/2 mile)		+2.9%	+3.1%	+5.6%
chg. from '10 (1/2 mile)		+2.9%	+6.0%	+12.0%
One Mile	13,497	13,946	13,940	14,248
chg. (1 mile)		+3.3%	-0.0%	+2.2%
chg. from '10 (1 mile)		+3.3%	+3.3%	+5.6%
Two Mile	54,851	55,943	55,510	55,502
chg. (2 mile)		+2.0%	-0.8%	-0.0%
chg. from '10 (2 mile)		+2.0%	+1.2%	+1.2%

Source: ESRI; Sterrett Urban, LLC

Median Household Income		
6500 Troost Ave Radius	Forecast	
	2022	2027
One-Half Mile	53,863	60,648
One Mile	73,132	87,395
Two Mile	69,433	82,076

Source: ESRI

The population figures indicate slow population growth in the Holmes Park Neighborhood and vicinity between 2010 and 2020, and then modest growth forecasted between 2022 and 2027 nearest the Planning Area and modest decline within a few miles. Meanwhile, Kansas City experienced growth of 10.5% between 2010 and 2020, compared to growth rates of 2.0% to 3.3% for that area within two miles of the Planning Area.

The forecasted median household income varies greatly for all of that area within two miles of the Planning Area, with the lowest median household incomes closest to the Planning Area. The median household income within one-half mile of the Planning Area in 2022 is estimated to be slightly lower – approximately 4% lower – than the median household income for the city of Kansas City, Missouri in 2020 (\$56,179), the latest number available. The difference is greater when comparing the median household income of the same area to that of the Kansas City KS-MO metropolitan area, in which the median household income was \$69,240 in 2020 – approximately 22%.

Population Densities

The one-half-mile radius around E. 65th Street and Troost Avenue consists of 0.785 square miles; the one-mile radius consists of 3.14 square miles; and the two-mile radius consists of 12.57 square miles. The population density (persons per square mile) of the Planning Area and adjoining area is shown below:

6500 Troost Ave Radius	Population Densities			
	Historic		Forecast	
	2010	2020	2022	2027
One-Half Mile	3,457	3,557	3,666	3,873
chg. (1/2 mile)		+2.9%	+3.1%	+5.6%
chg. from '10 (1/4 mile)		+2.9%	+6.0%	+12.0%
One Mile	4,298	4,441	4,439	4,538
chg. (1 mile)		+3.3%	-0.0%	+2.2%
chg. from '10 (1 mile)		+3.3%	+3.3%	+5.6%
Two Mile	4,364	4,451	4,416	4,415
chg. (2 mile)		+2.0%	-0.8%	-0.0%
chg. from '10 (2 mile)		+2.0%	+1.2%	+1.2%

Source: ESRI; Sterrett Urban, LLC

The population densities within two miles of the Planning Area mirrors the historic and forecasted growth of population within the same radii, with the greatest growth rates occurring nearest the Planning Area, but the greatest densities occurring farthest away from the Planning Area. Despite lower densities nearest and within the Planning Area, the population density is urban and is more than twice the level of the City of Kansas City (1,644 persons/square mile). The density in and around the Planning Area is more than fourteen times that for the Kansas City metropolitan area as a whole (260 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 provided by the Missouri Economic Research and Information Center (MERIC):

Civilian Labor Force – Kansas City, Missouri
August 2022 (not seasonally adjusted)

Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
260,742	251,869	8,873	3.4%

Source: Missouri Economic Research and Information Center

According to the Bureau of Labor Statistics, the preliminary unemployment rate for the Kansas City, KS/MO metropolitan area in July 2022 was 3.2%.

According to the Federal Reserve, an unemployment rate of 5.0% - 5.2% can generally be considered “full employment.”

LAND USE PLAN

Existing Land Use

Existing land use within the Planning Area can be organized into one (1) general land use code as outlined below:

Land Use	Acres	Percent (%)
Commercial – Warehouse/Storage	1.19	100%
TOTAL	1.19	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.

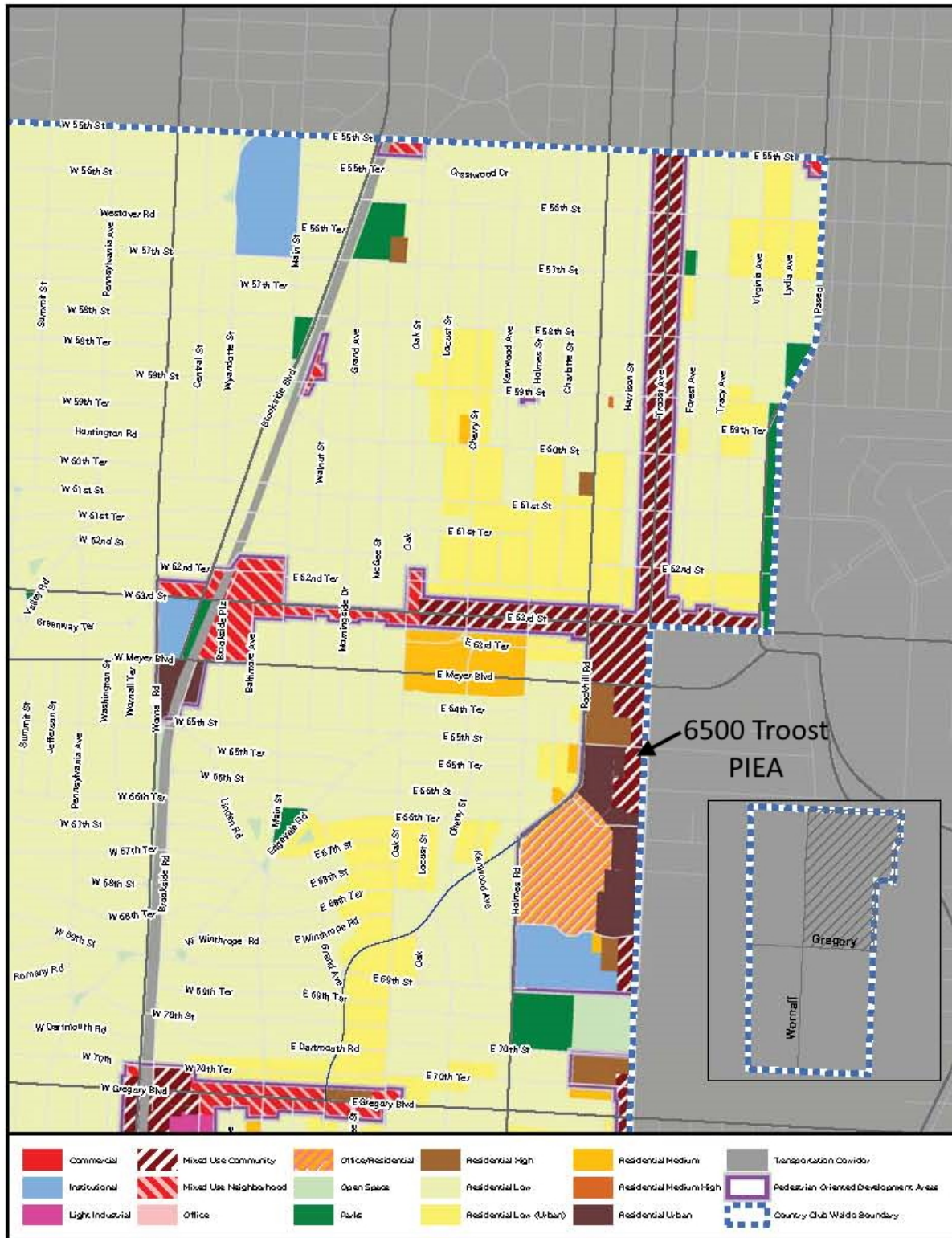
All uses within the Planning Area shall conform to City Code requirements. Land uses within the Planning Area are identified within the Country Club/Waldo Area Plan as “Mixed Use Community”.

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

Land Coverage & Building Densities

The Planning Area encompasses a land area that is developed. The anticipated land coverage and building density of the future uses within the Planning Area will not vary from its current land coverage and density since the development strategy for the Planning Area anticipates rehabilitation of the two existing buildings (the only buildings included within the Planning Area). Any material change in land coverage or building density that does occur will be in conformance with the provisions of the City’s applicable development code, as such may be amended pursuant to variances or otherwise. All uses within the Planning Area shall not exceed the maximum floor area ratios as required within the development code of the City Code of Ordinances.

Country Club/Waldo Area Land Use Plan



Land Use Plan - Northeast Quadrant

From "Country Club/Waldo Area Plan," adopted February 22, 2018 by Resolution No. 180106

PROJECT PROPOSALS

Development Strategy

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

Potential redevelopment projects include the following:

- The redevelopment of two buildings for commercial use, including the possibility of office, service retail, and/or restaurant, with total investment of approximately \$4 million to \$5 million.

All development proposals submitted to the PIEA for consideration of assistance must satisfy the requirements of the Economic Development and Incentive 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 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 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,
 - Country Club/Waldo 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 five (5) 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 financing and/or conventional financing. Any financing terms and/or 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, RSMo., an amount annually equal to the amounts by which the actual tax on such land computed pursuant thereto is less than the tax which would have resulted in the calendar year in which the redevelopment corporation acquired title to the property. Abatement for projects within the redevelopment area will not exceed 10 years at 100% abatement and 15 years at 50% abatement unless otherwise merited by the nature of a particular project.

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

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

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

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

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

160383, As Amended, and as may be further amended from time to time, which was adopted by the City Council on or about October 6, 2016. The real estate shall not receive greater than a seventy-five percent (75%) abatement of real property taxes for the first ten years and thirty-seven and one-half percent (37.5%) abatement for the following fifteen years, and the real property taxes shall, for the entire term, be measured by the assessed valuation, inclusive of any improvements, as assessed by the applicable county assessor. In the event this provision is deemed unenforceable by reason that it conflicts with a provision of state law providing for a differing level of abatement for all or any portion of the term of the public incentives, or providing that the assessed valuation be determined by some other measure than is set forth herein, then the PIEA and the developer shall, by contract or amendment to contract, require payments in lieu of taxes structured to achieve the objectives of this provision, such payments to be distributed pro rata to the affected taxing jurisdictions.

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

- A. Projects qualifying for Jobs-Based or Site-Based “High Impact” designation as determined by the AdvanceKC Scorecard, derived from the City Council’s Economic Development and Incentive Policy.
- B. Develops or involves the renovation or rehabilitation of housing projects which have been awarded federal or state Low Income Housing Tax Credits (LIHTCs) from the Missouri Housing Development Commission (MHDC) and/or participates in any Housing Voucher Program through the Department of Housing and Urban Development (HUD).
- C. Contributes to, develops, or renovates structures which provide housing options which exceed those standards stipulated in Ordinance 220700 as “Affordable Housing”.

Ordinance 220700, Section 1 (a)

“Affordable housing means housing that a household having an income at or below sixty percent (60%) of the HUD MFI (“60% MFI”) for all households within the Kansas City metropolitan area would be able to afford if they were to expend not more than thirty percent (30%) of such income for the mortgage or rent, including utilities.”

Provided the Developer renovates the improvements within the boundaries of the Planning Area and complies with HUD and MHDC requirements relating to Low Income Housing Tax Credits as illustrated in the above exceptions, the project will be eligible for incentives above the restrictions of the Second Committee Substitute for Ordinance No. 160383. Approval of this General Development Plan authorizes the PIEA to provide a higher level of incentive.

Developer's Obligations

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

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

Design Guidelines

Projects seeking real property tax abatement from the PIEA shall meet design guidelines for redevelopment within the Planning Area and shall materially conform to the most updated version of the adopted design guidelines in the Plan of Record, and if at any time design guidelines are absent from the Plan of Record, design guidelines for redevelopment shall follow the design guidelines as set forth in Appendix II to this Plan.

PIEA Rights of Review

Each individual development proposal seeking PIEA incentives will be submitted to the PIEA Board of Commissioners for determination that the specific requirements of the Plan have been satisfied, to determine the appropriate level and term of abatement, and if the developer's proposal is in keeping with the appropriate Design Guidelines set forth in Appendix 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

It is anticipated that 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 Chapter 523, RSMo.

PROPOSED CHANGES

Proposed Zoning Changes

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

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

Rezoning to UR or granting of a waiver must be complete prior to the effective date of any PIEA incentives 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 and/or reconstruction of curb, gutter and sidewalks along all street frontages and streetscape landscaping will be made as required by the City as a condition of receiving PIEA abatement or other PIEA incentives.

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

Proposed Building Code or Ordinance Changes

There may be 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 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 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 stabilize and redevelop the core areas of the center city. Local objectives pertinent to the Planning Area include those stated in the FOCUS Kansas City Plan:

- To enhance the city's quality of life;
- To serve as a source of community and neighborhood identity;
- To encourage 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.

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
- 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 various Area Plans approved by the city that affect the Planning Area, land uses within the Planning Area will correspond to the land uses identified and recommended by the appropriate planning document.

Foster Employment

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

Public Transportation

The Planning 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 may have an impact on adjacent traffic patterns and any necessary changes and/or improvements will be coordinated with the City of Kansas City, Missouri. The KCATA currently serves the 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. 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.

Appendix I
Property Ownership

No.	Site Address	Parcel ID No.	Owner	Abbreviated Legal Description
1	6500 TROOST AVE	47-240-28-01-00-0-00-000	6500 TROOST LLC	<p>All that part of the Southeast 1/4 of the Southeast 1/4 of Section 5, Township 48, Range 33, in Kansas City, Jackson County, Missouri, described as follows: Beginning at a point 40.0 feet West and 25.0 feet South of the Northeast corner of the Southeast 1/4 of the Southeast 1/4 of said Section 5, said point being also the point of intersection of the West line of Troost Avenue and the South line of 65th Street, as said streets are now established; thence North 89°04'30" West along the South line of said 65th Street a distance of 170.00 feet; thence due South parallel to the East line of said Southeast 1/4 of the Southeast 1/4 a distance of 305.00 feet; thence South 89°04'30" East parallel to the North line of said Southeast 1/4 of the Southeast 1/4 a distance of 170.00 feet to the West line of Troost Avenue; thence due North along said West line a distance of 305.00 feet to the Point of Beginning, except that part in streets, roads and/or public rights of way.</p>

Appendix II Design Guidelines

From "Country Club/Waldo Area Plan"
Adopted by Resolution No. 180106
February 22, 2018

APPENDIX A

Development Form Guidelines

Development Form Application

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

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

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

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

Some design guidelines are appropriate only to certain neighborhoods, corridors, nodes and districts. When customization is needed and enforcement is desired zoning overlays are the tool within the Development code that should be utilized. Stakeholders can work with city staff to establish an overlay zoning district (further defined on page 32 & 40) that is more appropriate for their specific area and needs.

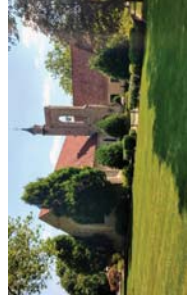
Guideline Organization

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

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

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

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



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

- » Public Spaces
- » Streetscape
- » Gateways



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

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



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

- » Transitions
- » Screening



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

- » Multimodal
- » Pedestrian
- » Vehicular



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

Development Form Areas

Neighborhoods

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

Corridors

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

Nodes

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

Districts

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

Use and Interpretation

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

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

Guidelines for Development Form Categories

Architectural Character

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

- Materials
 - » Architectural materials should complement the character of the existing built environment through use of high quality, durable materials. Suggested materials include brick, wood, metal, glass, concrete, stone, stucco, cast stone, terracotta, tile and masonry.
 - » Applied 'faux' facades or other inappropriate materials should not be used and should be removed as building renovation and reuse occurs.
 - » Sustainable design techniques and materials such as green roofs are encouraged to reduce the amount of storm water runoff, enhance the local environment and reduce energy costs.
 - » New buildings should be designed in such a way that they don't appear to have been built significantly earlier than they were.
 - * Care should be taken to avoid nostalgic reproductions and confusion of the historical record.
 - * This guideline does not preclude consideration of the use of materials, scale or massing found on older buildings. Preservation or restoration of original facade materials is desired.
- Structured Parking
 - » Design new parking structures so that they are not significantly visible from the public right-of-way. Underground parking is encouraged.
 - » Structured parking garages should be located on the interior or rear of the block surrounded by buildings whenever possible.
 - » When located along a street frontage, and where feasible, developments are encouraged to include first floor pedestrian active uses such as retail and services unless inconsistent with the land use plan.
 - » "Parking podiums," where new development is placed above structured parking, are not desirable.
 - » Parking structure façades should relate to the scale, proportion, and character of the district.
 - » The exterior finish and architectural articulation should enhance the facade design, complement surrounding buildings and screen the park-ing area. Blank walls on parking structures are discouraged.
 - » Openings should be screened to obscure parked vehicles. Ramps and sloping floors should not be expressed on the outside of the building, particularly on a facade with frontage on a street.
 - » Screening should not reduce visibility for "natural surveillance".
- Windows/Transparency
 - » The street level of commercial/mixed use structures should have a dominant transparent quality.
 - » Windows at the street level of all buildings should be transparent. Building renovation projects are encouraged to restore windows to the original design and restore window openings that have been closed during past renovations.
 - » Windows and doors on street-fronting facades shall be vertically proportioned that are similar in size and shape to those used historically.
 - » Design buildings to minimize long, windowless walls and service areas visible from public streets. Large blank walls along streets should be avoided whenever possible. Where blank walls are unavoidable they should be designed to increase pedestrian comfort and interest, through some combination of the following methods:
 - * Installing vertical trellis in front of the wall with climbing vines or plant materials;
 - * Providing art over a substantial portion of the blank wall surface;
 - * Providing active display windows;
 - * Dividing the mass of the wall into sections.
- Topography
 - » Topography that varies greatly on a site could present a design challenge, but should not result in blank walls, screens, or other façade treatment that is not pedestrian friendly. Active uses should occupy ground floors.

Site Arrangement Guidelines

Site Arrangement Guidelines

- Building Placement
 - » Buildings should define a majority of the street edge. Surface parking lots, large courtyards, plazas and open space areas are encouraged behind or alongside buildings.
 - » Additional setback may be considered for purposes that augment street level pedestrian activity and extend the public realm including:
 - * Outdoor café
 - * Primary entrance enhancement
 - * Sidewalk retail
 - * Public plaza
 - * Landscaping which is complementary and accessory to pedestrian activity and public spaces (not the primary use)
 - » In order maintain a pedestrian scale development pattern, buildings built to the street line should consider stepping back after three floors in order to avoid the "canyon effect" along corridors, nodes and districts.
 - » In mixed use areas, buildings should maintain and reinforce street level pedestrian activity regardless of size or use. This should include a design that:
 - * Provides street-level, pedestrian-oriented uses.
 - * Maintains a continuous, transparent, highly permeable and active street wall.
 - » Where a consistent street setback exists along a block, that setback should be maintained.
 - » Use landscaping to define and enhance the sense of arrival at appropriate site entries, and to visually frame buildings.
- Development Pattern
 - » In mixed use and commercial areas create a compact, dense and pedestrian friendly development pattern. Avoid large scale, auto dominated commercial developments with large parking areas and impervious surfaces.
- Parking
 - » Parking lot lighting and light from vehicles should not glare into adjacent properties. Exterior lighting should be shielded downward and located so as to minimize light into adjacent properties. Vehicle entrances and pedestrian entrances should be clearly marked and visible from the street.
 - » Parking Lot Location - Design new development so that parking is not located between the street and the building frontage, in order to maintain an active street wall, sense of enclosure, and quality pedestrian environment.
 - » If walls are utilized to screen surface parking lots, materials should complement the architectural character of the associated building.
 - » Multiple small parking lots are more desirable than single large lots. Larger surface lots should be subdivided with landscaped islands including shade trees.
 - » Parking lots should include bicycle and scooter parking facilities and include designated pedestrian pathways.
- Natural Resource Preservation
 - » Preserve the environmental qualities of the site to protect sensitive natural areas, landscape character and drainage patterns.
 - » Natural areas should be accessible to neighborhoods, nodes, corridors or districts and connected to greenways where possible.
 - » Manage storm water runoff as part of the overall open space system.
 - » Discourage development and grading / filling on steep slopes and in floodplains.
 - » Plant materials should be suited to an urban environment and local climate. Native plant materials are encouraged. A mix of evergreen and/or deciduous plant material should be used.
 - » Alternative storm water solutions should be considered in the design / construction phase, examples include: storm water inlet alternatives, rain gardens and drought tolerant plants.
 - » Retaining walls should be avoided. If necessary, walls should be architecturally incorporated into the design of the building. Retaining walls should be designed to reduce their apparent scale. Materials like brick or stone should be used, or architectural treatments that create an appropriate scale and rhythm. Hanging or climbing vegetation can soften the appearance of retaining walls. High retaining walls should be terraced down and include landscaped setbacks.

Transitions and Screening Guidelines

- Transitions
 - » Dissimilar or incompatible uses should be separated by a street or alley when possible.
 - » When dissimilar or incompatible uses are located adjacent to one another, the following Architectural Transitions and Green / Open Space Transitions techniques should be the primary transition technique used:
 - * Architectural Transitions include:
 - ◊ Use similar building setbacks, height, roof forms, and massing.
 - ◊ Mitigate any larger mass of buildings with façade articulation.
 - ◊ Reduce building heights, intensity of use and densities as development moves closer to low intensity areas.
 - ◊ Use complementary materials, architectural character, and orientation of buildings.
 - ◊ Building elevations facing a less intensive use shall provide "finished" edges using materials consistent with primary elevations and adjacent neighborhood.
 - ◊ Reduce building height, scale, and intensity of use as development moves closer to low intensity areas.
 - * Green/Open Space Transitions include:
 - ◊ Small green spaces, courtyards, squares, parks and plazas.
 - ◊ Existing natural features, including changes in topography (not retaining walls), streams, existing stand of trees, etc.

- » A combination of landscaping, walls, and / or fences should be used where other transitions tools are not possible or not adequate.
- » Transitions and screening should not mask areas from view and decrease "natural surveillance."
- » Developments should be designed to minimize ingress or egress from commercial projects into adjacent residential neighborhoods (see Access and Circulation guidelines).
- Screening
 - » Screen all trash dumpsters, storage areas, service areas, loading areas and mechanical and technology equipment with a combination of landscaping, decorative walls, fences and / or berms.
 - » Any wall or fences shall be constructed of durable materials such as masonry, wrought iron or heavy wood that complement the materials used in the building facade. Plywood, chain link, and transparent materials are discouraged.
 - » Where chain link or security fencing is required, landscaping should be used to screen such fencing from view from adjoining streets and development. Plastic slats should not be used as an alternative.
 - » Equipment or other items placed on roofs should be screened from view from adjacent taller buildings using the techniques described above.
 - » Any lights or outdoor speakers should be arranged to reflect the light and transmit the noise away from adjacent buildings.
 - » All screening should be designed to maintain visibility for "natural surveillance" and incorporate Crime Prevention Through Environmental Design (CPTED) principles in design.

Public and Semi Public Spaces

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

- Streetscape
 - » Streetscape enhancements should include "green" stormwater management elements.
 - » On-street parking should be preserved or included wherever possible. Where possible, design on-street parking to function as a buffer for pedestrians and cyclists.
 - » Design sidewalks to comfortably accommodate pedestrians, with landscaping, amenities, and other functions supportive of a complete street.
 - » Support a quality pedestrian environment by focusing active uses and amenities at street level, orienting buildings toward the street, and encouraging transparency, variety, visibility, and interactivity for ground level uses fronting the sidewalk.
 - » Design streets and sidewalks to incorporate elements that enhance a sense of comfort and safety for users, including lighting, visibility, enclosure, and proximity to active uses.
 - » Design streets to enhance comfort and safety, and minimize conflicts between pedestrians, cyclists, transit, and automobiles, using access management, buffering, intersection treatments, and other design elements.
 - » Incorporate traffic calming measures for streets to manage the speed of traffic and increase the comfort and safety of pedestrians and cyclists (see Walkability Plan level of service guidelines).
 - » Design intersections to efficiently manage all modes of transportation while enhancing comfort, safety, and ease of use. Implement Kansas City Walkability Plan level of service guidelines for pedestrian street crossings.
- Gateways
 - » Gateways should be integrated into overall streetscape design where appropriate. Place gateways at key intersections, and entries into neighborhoods, nodes and districts.
 - » Gateways and intersection enhancements should include vertical architectural features or focal points constructed of high-quality materials such as stone, cast stone, tile, metal, or masonry and a combination of the following elements:
 - * Landscaping, water features and public art.
 - * Plazas with pedestrian amenities such as seating, shade, and triangulation elements.
 - * Decorative lighting, walls or fencing.
 - * Monument-style signs, if appropriate, with landscaping to announce district or neighborhood.
 - * Enhancement to crosswalks, including color, stenciling, and pavement treatment
 - » Where right-of-way permits, develop intersections enhancements such as a gateways and landscaped focal points at nodes and major intersections. Focal point could include vertical architectural features, fountains, public art, and/or public plazas.
 - » Parking areas should not abut a major street intersection or gateway.

Access and Circulation

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

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

Guidelines for Development Form Categories

Neighborhood Design Guidelines

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

Neighborhood Characteristics

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

Neighborhood Development Guidelines

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

Additional Guidelines for Infill Housing in Neighborhoods

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

Corridor Design Guidelines

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

Corridor Characteristics

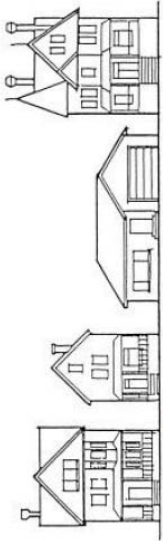
- Corridors serve to connect our vital institutions and activity centers, carrying all forms of transportation.
- Corridors generally benefit from a high level of access for vehicles, transit and pedestrian and therefore are appropriate for higher intensity uses.
- Corridors are often a part of the Great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

Corridor Development Guidelines

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

Alignment

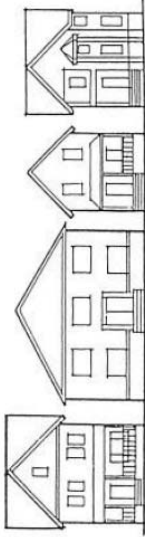
Alignment is the arrangement of objects in a straight line. The directional emphasis of those objects is also important (i.e. horizontal, vertical, north/south). Alignment also may refer to how a building is sited on a lot and how the setbacks relate to other buildings along the street.



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

Proportion/Scale

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



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

Mass

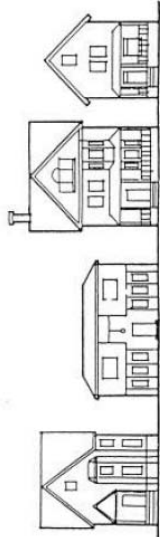
Mass deals with the size of a building (or building part) as well as its form. The dimensions of height, width, and depth contribute to a building's overall volume (the amount of space a structure occupies). The form of a building gives shape to a building's volume.



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

Pattern

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



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

FIGURE 9.0 NEIGHBORHOOD DEVELOPMENT GUIDELINES

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

Nodes Design Guidelines

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



FIGURE B.1 NODE DESIGN GUIDELINES

Node Characteristics

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

Node Development Guidelines

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

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

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

District Design Guidelines

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

District Characteristics

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

District Development Guidelines

Districts of all types should generally follow these guidelines:

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

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

Appendix III
PIEA Resolution

To be Inserted Upon PIEA Approval