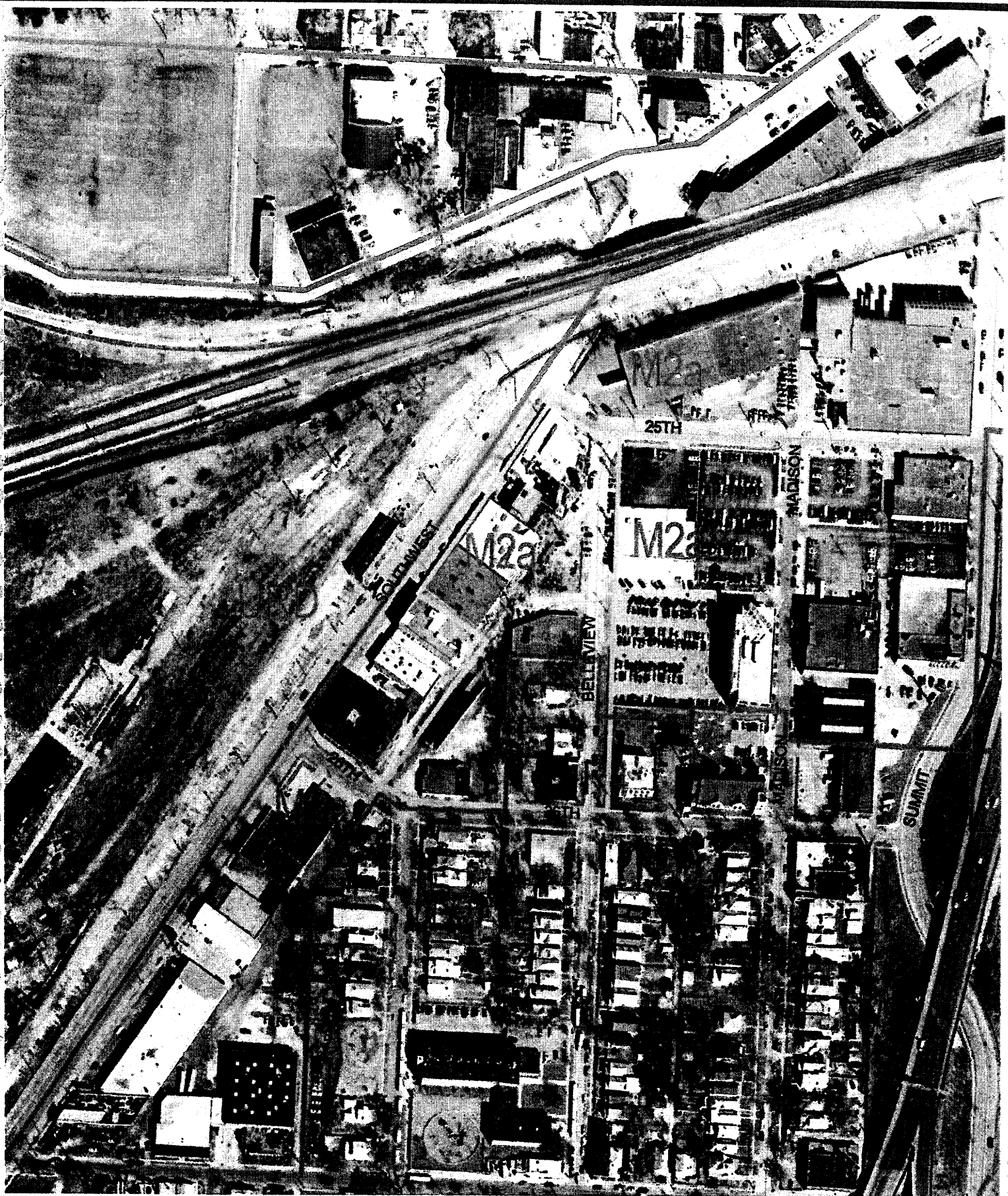




25th & Southwest Boulevard PIEA Planning Area Zoning

Not to Scale



Statistical Profile of the Planning Area and Adjacent Area

Population

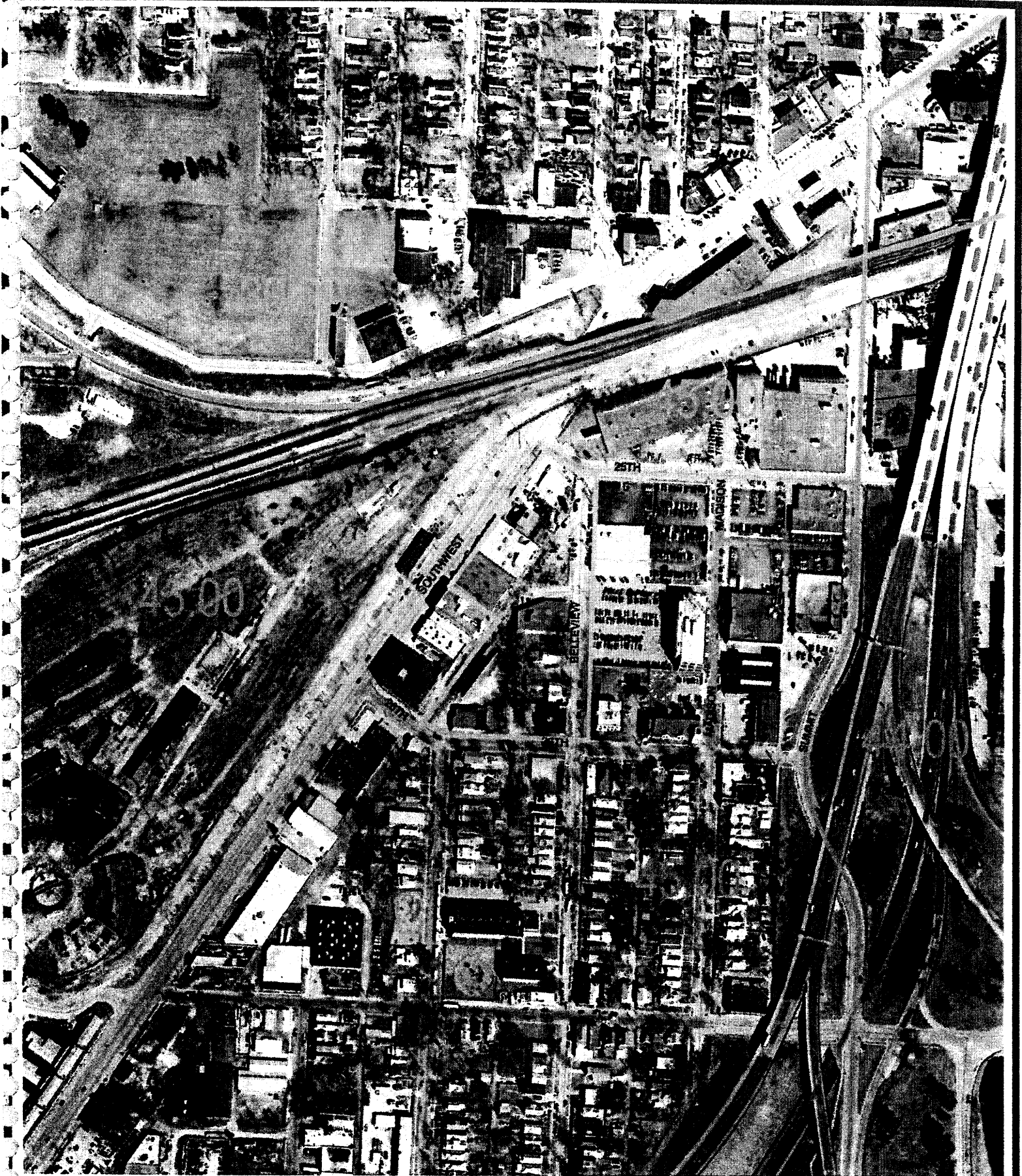
Population figures for the Planning Area are provided by the US Census Bureau, the Mid-America Regional Council (MARC), and Claritas. The Planning Area lies within Census Tract 45. All data provided below includes the Planning Area, as well as an area within a one-mile radius from the proposed project.

	2000 Census	2004 Estimate	% Chg 00-04	2009 Projection	% Chg 04-09
Population	4,736	4,702	-0.72%	4,673	-0.62%
Households	1,858	1,866	0.43%	1,880	0.75%
Families	1,049	1,042	-0.67%	1,035	-0.67%
Hsg Units	2,085	2,097	0.58%	2,116	0.91%
Hsehd Size	2.48	2.45	-1.21%	2.42	-1.22%

Household Income

	2000 Census	2004 Estimate	% Chg 00-04	2009 Projection	% Chg 04-09
Aggr. HH (\$MM)	77	78	1.30%	82	5.13%
Per Capita	16,319	16,904	3.58%	17,747	4.99%

Households						
Household Income	2000 Census		2004 Estimate		2009 Projection	
Total	1,855		1,866		1,880	
Less than \$15,000	412	22.21%	408	21.86%	388	20.64%
\$15,000 to \$24,999	346	18.65%	336	18.01%	328	17.45%
\$25,000 to \$34,999	323	17.41%	351	18.81%	329	17.50%
\$35,000 to \$49,999	292	15.74%	273	14.63%	308	16.38%
\$50,000 to \$74,999	222	11.97%	225	12.06%	232	12.34%
\$75,000 to \$99,999	133	7.17%	144	7.72%	147	7.82%
\$100,000 to \$149,999	81	4.37%	89	4.77%	106	5.61%
\$150,000 to \$249,999	36	1.94%	32	1.71%	34	1.81%
\$250,000 to \$499,999	9	0.49%	8	0.43%	7	0.37%
\$500,000 and over	1	0.05%	1	0.05%	1	0.05%
Average Household	41,581		42,050		43,560	
Median Household	30,247		30,398		31,803	



25th & Southwest Boulevard PIEA Planning Area
Census Tract

Not to Scale



Unemployment

Unemployment data for the Planning Area is taken from the Kansas City, MO, Metropolitan Statistical Area (MSA).

Work Force, 2002 Annual Averages

Labor Force	Labor Force Unemployed	Percentage Unemployed
1,002,897	57,388	5.7

Missouri Department of Economic Development
Kansas Department of Human Resources

Land Use Plan

Existing Land Use

Existing land use within the Planning Area can be organized into four (4) general land use codes.

Land Use	Square Footage	Overall Area Percentage
Surface Parking	8,770	6%
Industrial	48,550	37%
Residential	9,428	7%
Vacant	68,453	50%
Total	135,201	100%

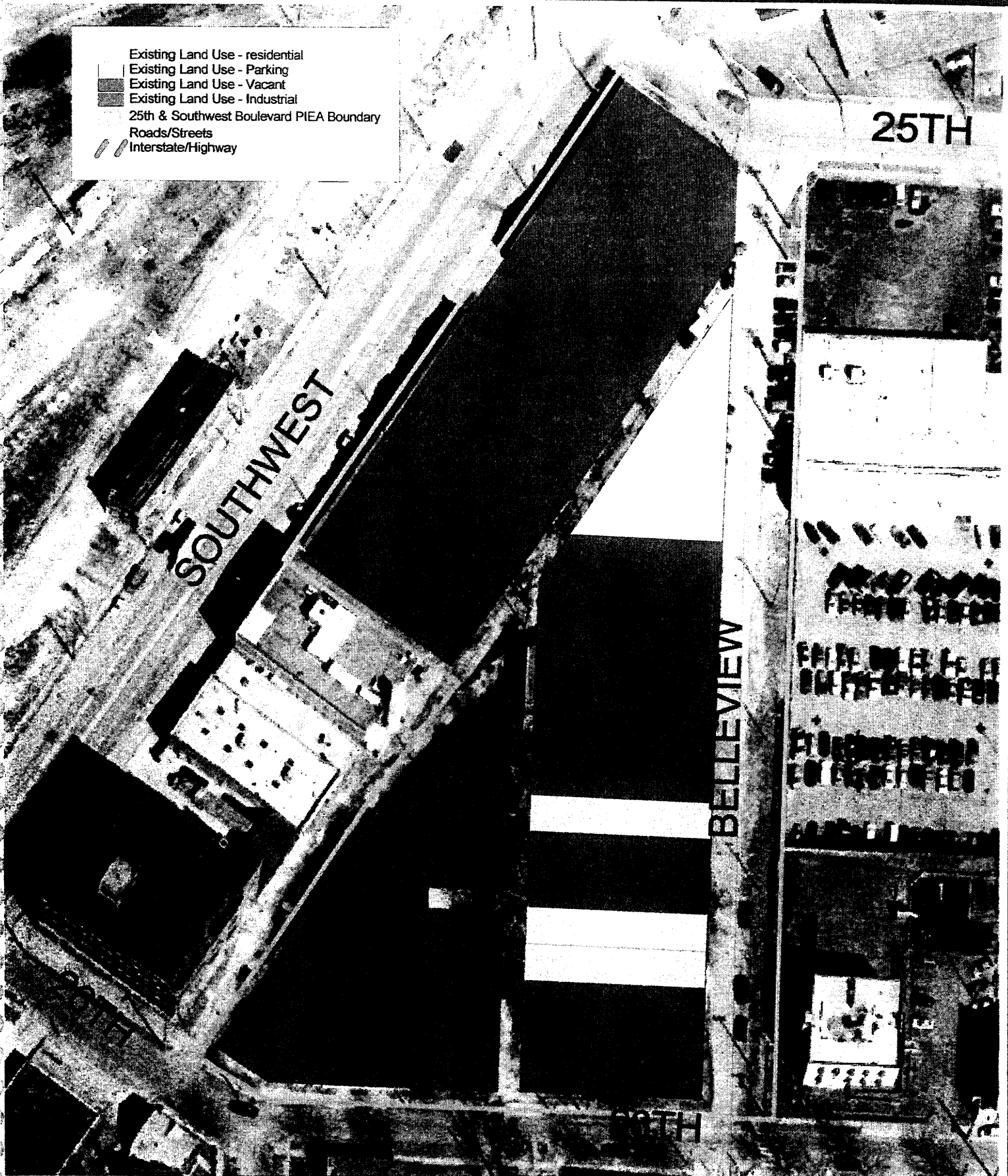
As the table indicates, approximately 37% of the Planning Area currently contains some type of industrial usage. Approximately 50% of the Planning Area is currently vacant. Approximately 6% of the entire Planning Area is presently surface parking. For an illustration of land-use, please refer to the existing land-use diagram on the following page.

Land Use Provisions and 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 on the Proposed Land Use section and map contained in this plan to be eligible for tax abatement.

- Existing Land Use - residential
- Existing Land Use - Parking
- Existing Land Use - Vacant
- Existing Land Use - Industrial
- 25th & Southwest Boulevard PIEA Boundary
- Roads/Streets
- Interstate/Highway



25th & Southwest Boulevard PIEA Planning Area
Existing Land Use

Not to Scale



Regulations and Controls

All municipal ordinances, codes and regulations related to the buildings, properties and development shall apply within the Planning Area.

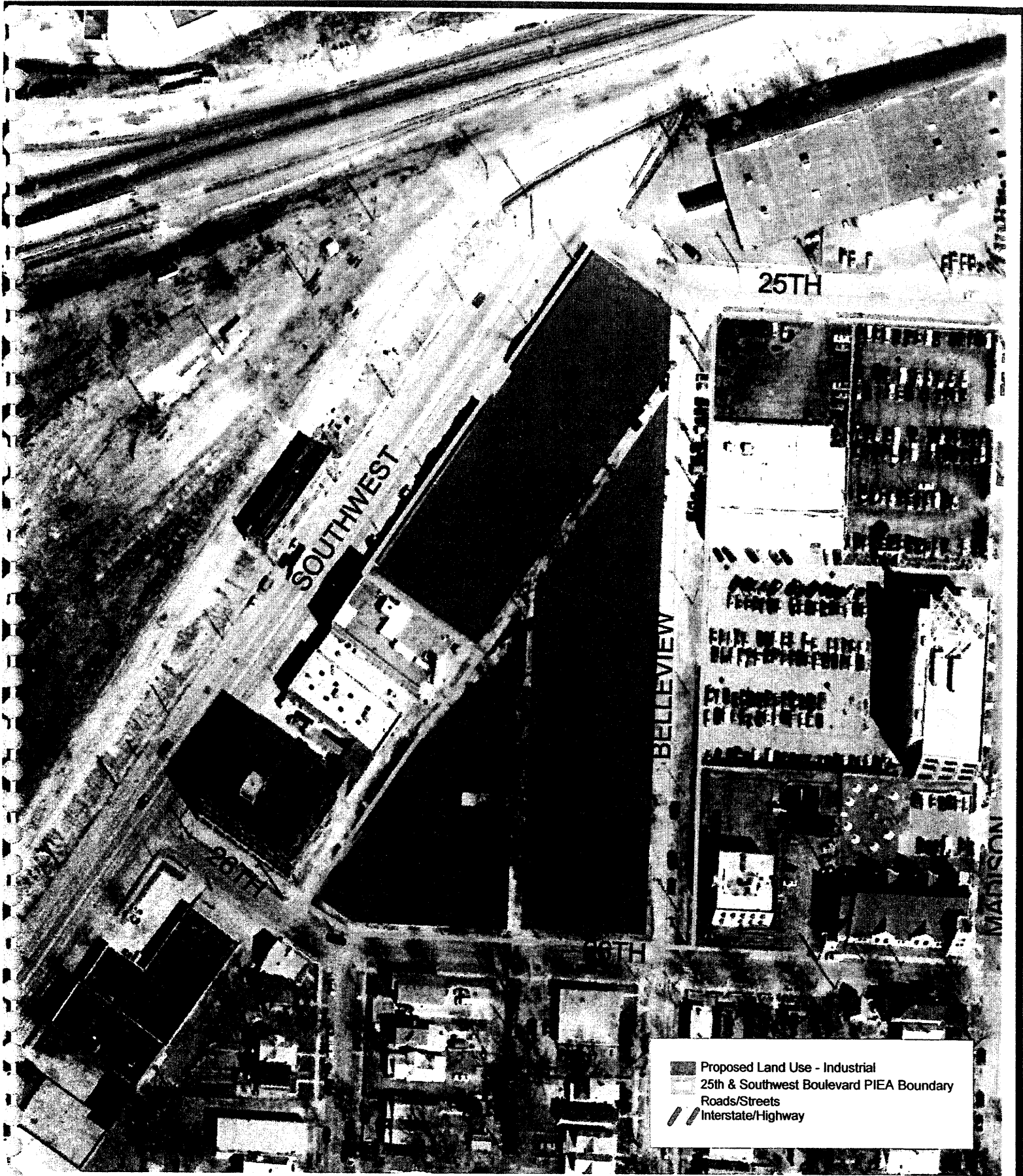
Proposed Land Use

The proposed 25th & Southwest Boulevard PIEA Plan contemplates the redevelopment of existing industrial and vacant properties to modern, user- and neighbor-friendly industrial facilities. Additionally, the redevelopment within the Planning Area contemplates the development of a new facility for the continued growth of Boulevard Brewing Company. All uses within the Planning Area will conform to City Code requirements. Land Uses within the Planning Area are identified within the Westside Area Plan as being Light Industrial. Proposed land uses within this PIEA Plan conform to the specified uses within the Westside Plan; therefore no land use changes are required. The proposed land uses for the Planning Area are shown on the following page in the Proposed Land Use Map.

Land Coverage and Building Densities

Anticipated coverage for the proposed industrial uses in the Planning Area and are detailed below:

<u>Use</u>	<u>Area/No. of Units</u>	<u>Site Area</u>	<u>F.A.R./Units/Acre</u>
Industrial	178,550 sq. ft.	135,201 sq. ft.	1.32



Project Proposals

Development Strategy

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

- Revitalize vacant and underutilized property,
- Bring all structures up to building code,
- Increase safety in the area by decreasing crime, vandalism, and vagrancy through the use of improved lighting, fencing, general maintenance,
- Provide safe, convenient surface parking,
- Increase business opportunities within the area,
- Beautify the area by improving streetscapes, cleaning up the Planning Area, and generally removing the existing blighting elements.

Methods of Financing

It is anticipated that nearly all land acquisition, demolition, relocation and redevelopment activities within the Planning Area will be financed privately through developer financing and/or conventional financing. Estimated costs for redevelopment projects in the Planning Area are expected to range from approximately \$15,000,000 to \$18,000,000. This is comprised of land acquisition (\$1 Million), building (\$11 Million), and equipment (\$5 Million). Estimated gross annual revenues generated by the redevelopment projects in the Planning Area are expected to range from approximately \$15,000,000 upon the completion of the first phase, to an estimated maximum value of \$30,000,000 upon the completion and utilization of all improvements. Any financing terms and/or methods will be specified by the project developer to the PIEA.

Land Acquisition Costs

The estimated cost of acquisition and preparation for the project area is \$1,000,000. The method of financing this cost will be through a development agreement. If the developer owns the property, this financing will be unnecessary. The proceeds from the disposal to industrial developers will be approximately \$1,000,000. Again, if the property is owned by the developer

selected, this transaction will be unnecessary. The project will be financed through the issuance of Planned Industrial Expansion Authority Bonds which will be secured by the rent from the completed project and possibly a lien upon the real and personal property financed.

Tax Abatement

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

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 Authority 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 Authority 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 Authority will require

the designated redevelopment corporation, its successors, assigns, purchasers or transferees, to make payments in lieu of real property taxes to the Authority 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.

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. 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 proposer that can be contacted for information regarding the proposed redevelopment.

Design Guidelines

Design guidelines for redevelopment within the 25th & Southwest Boulevard PIEA Planning Area will follow urban design guidelines set forth in Appendix I to this Plan. These are the same guidelines as were adopted by the PIEA for the larger Westside Planning Area. Within the Planning Area, billboards and related improvements on existing development parcels will not be eligible for tax abatement. Additionally, no tax abatement within the area will be granted or continued if a billboard is placed at any location within the area.

PIEA Rights of Review

The PIEA Board of Commissioners will determine if the developer has met the requirements of the Plan, and if the developer's proposal is in keeping with the Design Guidelines set forth in Appendix 1, the City's Westside Area Plan, and the FOCUS Kansas City Plan. 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

As part of this Plan, it is not anticipated that it will be necessary to relocate any third party within Planning Area. As of the filing of this Plan, 100% of the Plan Area is either owned or under contract by Boulevard Brewing Associates, LP.

Proposed Changes

Proposed Zoning Changes

Within the 25th & Summit PIEA Planning Area, existing zoning includes;

- R4, Residential, Low Apartment
- M2a, Industrial

For purposes of implementation of this plan and in order to reinforce it's objectives, developers will have to apply to the City for, and obtain "URD-Urban Redevelopment District" zoning designation in order to be eligible for Tax Abatement benefits described in this Plan.

Proposed Land Use Changes

As previously mentioned, this Planning Area anticipates industrial land uses for the entire Planning Area. This corresponds to the land use specified within the Westside Area Plan approved by the City.

Proposed Street Changes

It is anticipated that street or street grade changes will be required and submitted as part of the redevelopment planning activities. As part of redevelopment activities within the Planning Area, the developer will request vacation of Belleview Avenue and the two alleys within the Planning Area will be necessary. At the time a specific project plan is developed and a developer is selected, if any street or street grade changes are required, they will be subject to a traffic study and approval by the City through the normal planning and permitting process.

If redevelopment within the Planning Area occurs and affects Parks and Recreation-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 Code Modification Requests which will be submitted as part of this project; otherwise there are no significant changes to the existing building codes or to City Ordinances

as proposed within the Planning Area. At the time a specific project plan is developed and a developer is selected, if any code or ordinance changes are required, they will be subject to approval by the City through the normal planning and permitting process.

Proposed Changes in Public Utilities

It may be required that as part of a specific project plan, and to remedy blighting conditions, certain utilities will be relocated or buried. Any changes will be coordinated with the City of Kansas City, Missouri and provided at the Developer's expense.

Proposed Changes in Public Facilities

At this time there is no major change to public facilities planned for the Planning Area. At the time a specific project plan is developed and a developer is selected, if any changes to public facilities are required, they will be subject to approval by the City through the normal planning and permitting process.

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 increase property taxes,
- To encourage additional public and private sector investment.

Appropriate Land Use/Proposed Land Use

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

Foster Employment

It is anticipated that the redevelopment of the Planning Area and the reutilization of the now vacant or underutilized properties within the Planning Area will foster temporary (construction and redevelopment) and permanent employment within the City.

Public Transportation

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

Recreational and Community Facilities

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

Public Improvements

It is the objective of this Plan to require any developer or developers to make all necessary public improvements to streets, utilities, curbs, gutters and other infrastructure if the redevelopment project creates a need for improved public facilities. All improvements will be coordinated with the City of Kansas City, Missouri. Additionally, as part of this Planning Area, once a project is proposed and a developer is selected, as part of the redevelopment project, if the City will require the property to be platted.

Building Requirements in the Planning Area

Any specific development proposal approved by the Planned Industrial Expansion Authority for the Planning Area will contain, among other things, adequate provision for traffic, vehicular parking, safety from fire, adequate provision for light and air, sound design and arrangement, and improved employment opportunities. The Plan is not expected to have any significant negative impact on adjacent traffic patterns or public transportation. The Kansas City Area Transportation Authority currently serves the area and no changes to that service will be attributable to this Project.

Procedures for Changes in the Approved Plan

Any approved plans for any project in the Planning Area may be modified at any time by the Authority, provided that, if modified after the long-term lease or sale of real estate in the Planning Area, the modification must be consented to by the purchaser (or long-term lessee) of the real property or the successor, or successors in interest, affected by the proposed modification. Where the proposed modification will substantially change the plan or plans as previously approved by the City Council, the modification must similarly be approved by the City Council.

Eminent Domain

The use of power of eminent domain will be limited to the purposes of removal of easements, removal of title exceptions and/or other issues that interfere with the completion of a proposed General Development Plan for the 25th & Southwest Boulevard PIEA Planning Area. Such powers of eminent domain will be limited to a duration of ten years from the approval of this Plan by the City Council.

Estimated Completion Time

Project activities within the 25th & Southwest Boulevard PIEA Planning Area will be completed within a fifteen (15) year period from the date of project activation.

APPENDIX I - Recommended Urban Design Guidelines

APPENDIX A***Urban Design Guidelines***

One of the highlights of the Westside is its cultural and architectural diversity. The confluence of four distinct neighborhoods into one community results in a variation in architectural style and scale. Imposing architectural guidelines universally to the entire community would ignore the attractiveness and the reality of the existing variations, and would create the possibility for homogeneity.

There are however urban design guidelines which apply to all new development, regardless of neighborhood.

A. Scale

For the Westside to remain a visually unified community, it is important that scale be maintained in every type of development. Almost all of the Westside is characterized by a "pedestrian" scale. Doors are close to the street, roof lines are consistently two to two and a half stories high being either flat or pitched.

B. Screening Residential Uses:

1. **Intent/Purpose:** to protect the health, safety, and welfare of residents, to minimize any external negative impacts on the residential areas, and to maximize the privacy and quality of residential areas.
2. **Guidelines:**
 - Residential uses should be buffered from commercial and industrial uses by screening. The screening should be located on the commercial or industrial property and maintained by the owner. Plywood, chain-link, woven wire, barbed wire, and transparent materials are not acceptable.
 - Commercial and industrial uses should provide and maintain a landscaped buffer of deciduous and evergreen trees and shrubs along the wall or fence within the property on any boundary adjacent to a residential use, in order to visually screen the non-residential uses so they may not negatively impact the residential uses.
 - Any lights or outdoor speakers used for commercial and industrial buildings, parking areas, and storage areas should be arranged in order to reflect the light and transmit the noise away from adjacent residential areas. Glare should be kept to a minimum through the use of cut-off fixtures or other devices, and noise should be minimized through the use of low-noise level lights.
 - Trash receptacles should be enclosed by a solid wall, preferably of masonry construction, that is sufficient in height to hide the receptacles from view.

C. Landscaping

1. **Intent/Purpose:** To promote a positive image of the area for residents and visitors; to lessen negative impacts such as noise, odors, and unsightly views, to purify the air by absorbing exhaust gases and giving pure oxygen, to provide shade and comfort for customers and employees.
2. **Guidelines:**

General Landscaping:

- Encourage landscaping around buildings, and the landscaping and screening of parking lots, and landscaping and screening around storage uses.

Landscaping of Buildings:

- The grounds around buildings should be landscaped with shade trees, evergreen trees or shrubs, or flowering plants, healthy, attractive plant materials of significant size.

Landscaping of Parking Areas

- Surface parking areas should be landscaped both on the interior and perimeter of the parking area within the property lines. Deciduous trees or evergreen trees and shrubs should be planted at regular intervals in the interior and on the perimeter of the parking area in order to landscape at least 10% of the total square footage of the parking area. There should be at least one tree for every 10 parking spaces in the interior of the parking area in order to break up the rows of spaces.
- If a surface parking area is located along the street frontage, an additional decorative wall, berm, or a solid landscaped screen of evergreen trees and shrubs or raised planters at least four feet in height should be constructed or planted along the street frontage.
- Parking structures should be screened with evergreen trees that have a mature height of twenty feet or greater in order to screen them from view.

ing Area Controls

Intent/Purpose: To respect the surrounding buildings and area; to hide the parking areas from major view corridors; and to minimize the impact parking areas on traffic and circulation.

Guidelines:

- Parking structures should respect the height of the buildings in adjacent commercial and residential neighborhoods and should make appropriate transitions in scale.
- Lighting should be provided for all parking area. The use of floodlights or colored lights is discouraged.
- Lighting in parking areas should be directed away from adjacent residential areas.
- The exterior finish to the parking structures should enhance the facade design and screen the parking area. Architectural treatments include the use of masonry materials that cover the structural portions that form the building edge.
- Parking areas should be located at the rear of the property or to the side of a building.
- Entries to parking areas should be located at the rear of the property or to the side of a building.
- Entries to parking areas should be located along major arterials instead of residential streets.
- Curb cuts for parking areas should be kept to a minimum. Curb cuts for parking should be kept to a minimum. Curb cuts for parking areas should not be within seventy-five feet of a street intersection.



Set Backs

Intent/Purpose: To provide for a consistent and unifying development pattern along commercial corridors and major roadways and to ensure a sufficient buffer between incompatible uses.

Guidelines:

- Any industrial use should have a setback of at least ten feet from any public right-of-way.
- Any industrial use should have a setback of at least twenty feet from the public right-of-way that separates the non-residential use from the residential use.
- Any industrial use, when adjacent to a residential use, should have a setback of at least fifteen feet.

Building Placement, Bulk and Massing Controls

Intent/Purpose: To encourage buildings that are compatible within a development and uses; and to provide a sense of human scale.

Guidelines:

- Non-urban construction materials, such as imitation masonry, metal panels, concrete panels, or plywood, should be discouraged on commercial buildings.
- When a project zoned for office or retail use is located adjacent to the residential zoning districts of R-1 or R-2, office or retail construction should respect the existing building scale and character of the residential neighborhood. Generally, office or retail development adjacent to residential zoning districts should not exceed forty-five feet in height.

Vehicular Access

Intent/Purpose: To provide opportunities for the public to drive to a commercial or industrial development while minimizing the visual impact, noise impact, and safety problems associated with commercial traffic in adjacent residential neighborhoods.

Guidelines

- All new commercial and industrial development should provide access from arterial streets only..

Pedestrian Linkage

Intent/Purpose: To minimize conflicts between vehicular and pedestrian circulation in and around developments and to provide pedestrians at easy opportunity to patronize adjacent commercial developments.

Guidelines:

- A continuous pedestrian path should be provided between buildings within a development, so pedestrians can travel on a visually and spatially separated walkway through parking areas from one building to another. Walkways can be visually and spatially separated through the use of additional site elements, such as bollards and special pavement treatments.
- When commercial uses abut residential areas, there should be a pedestrian connection from residential area to the commercial area at least once a block.

... .. from a public sidewalk

- Sidewalks should be constructed on streets fronting a commercial development for all new developments in order to provide adequate pedestrian circulation.

1. Historic and Architecturally Significant Buildings

1. Intent/Purpose: To maintain the history and architecture that constitutes the character of the area.
2. Guidelines:
 - Historic and architecturally significant buildings should be preserved with any new development.

Architectural Guidelines

In addition to these urban design guidelines, new development should be sensitive to the following architectural guidelines relative to the neighborhood of their location. Individual neighborhoods may choose to expand and adapt architectural guidelines specific to their neighborhood. Architectural guidelines can be prescriptive, so remember, it is important to aim for variety within harmony.

- **Building Massing and Style** - The volumetric shape of the structure. Includes shape of the roof, size of base and footprint. The massing reflects the style of the structure.
- **Roof** - Various pitches, shapes, forms and materials.
- **Facade** - Window and door openings, proportions, materials and relationship to sidewalk.
- **Doors** - Location, orientation, and proportion; Door types and edge treatments.
- **Windows** - Common window vocabulary: number of panes, way it opens, edge treatments.
- **Porches** - Style, mass, roof form, overhangs, columns, and stair types
- **Decorative elements** - Includes trim, bays, towers, cross gables, dormers, copulas and pergolas.
- **Gutters** - Specify U or K or half round, how they are attached- built in or integrated with the trim.
- **Chimneys** - Type of exposure, location, materials and colors.
- **Front, Side and Rear Yard, Walls, Fences and Hedges** - Size, height, materials and character; List of acceptable fence and gate types.
- **Colors** - Select variety of base and accent colors.
- **Driveways** - Size, location, relationship to building, surface materials. Treatment of shared driveways.
- **Streetscape pavement materials and textures** - Materials, textures and colors.
- **Curb treatment** - Profile, material and height.
- **Streetlights** - Scaled to the pedestrian. Specify style, height, and foot-candles
- **Street signs** - Style, material, sight distance and size.
- **Street Furniture** - Should complement architectural style and pavement characteristics. Includes benches, planters, bicycle racks, kiosks, etc.

This is a general outline to help individual neighborhoods get started on architectural guidelines. It is important to first examine whether architectural guidelines are appropriate to and wanted by the neighborhood. Many resources discussing these issues are available.