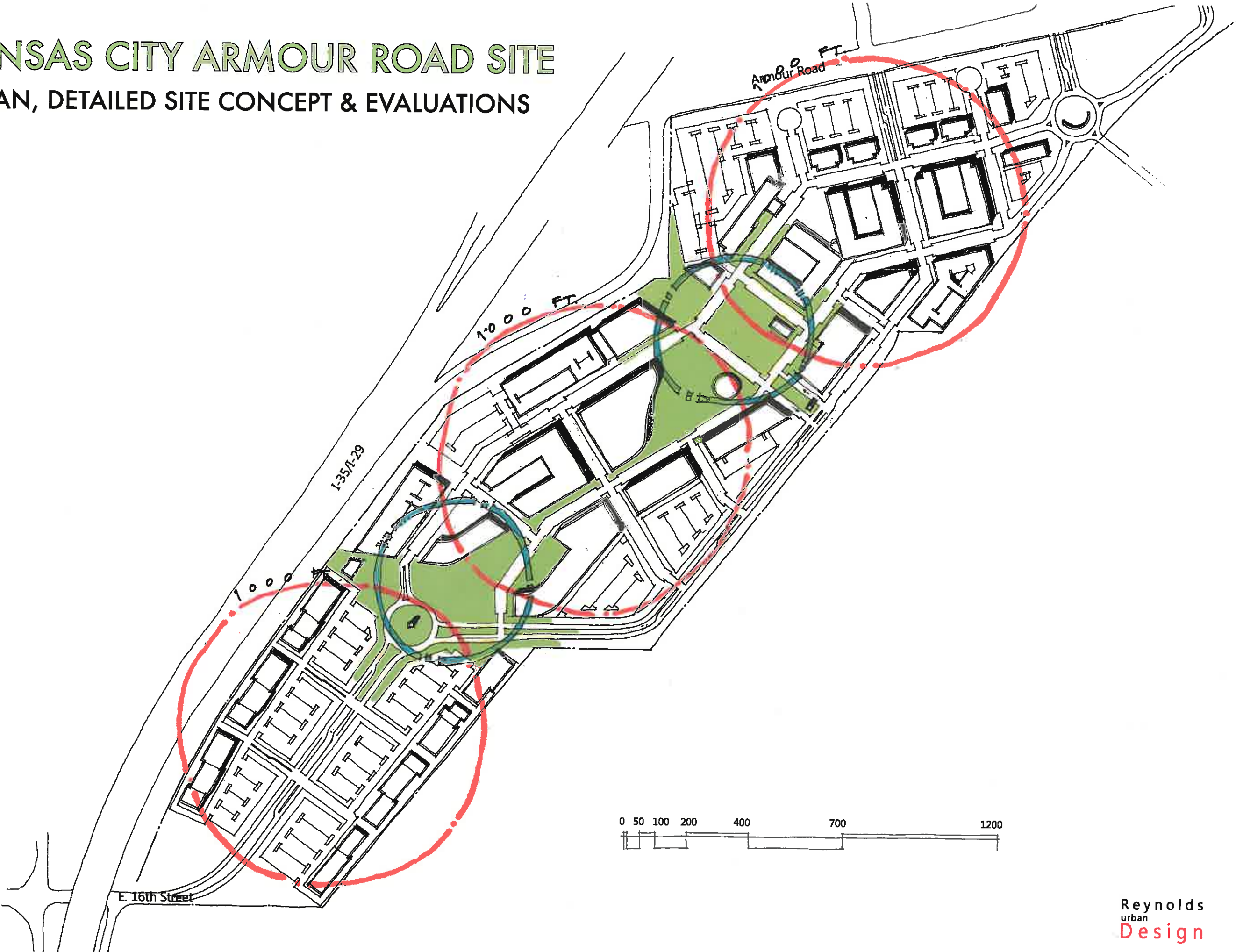


NORTH KANSAS CITY ARMOUR ROAD SITE

FRAMEWORK PLAN, DETAILED SITE CONCEPT & EVALUATIONS



PREPARED FOR
THE CITY OF
NORTH KANSAS CITY

Reynolds
urban
Design

PURPOSE OF STUDY:

PROCESS:

Through a process of exploration and discovery:

- Create a framework plan for development
- That describes the fundamental planning and design principles that will guide short term and long term development
- And identify potential phase one sites for prospective development partners

PROJECT GOALS:

- Re-start
- Future
- Expedite
- Diversity
- Visual
- Past/History
- Progressive
- Revenue
- Amount
- Type
- Diversity
- Flexibility
- Mixed-use
- Desirable
- Sustainable
- Environment: stormwater, walkable, energy
- Financial
- Ease-ability
- Easy to get to
- Convenient
- Users/clients
- Attraction/destination
- Amenities
- Grocery
- Big Retail
- Small Retail
- Entertainment
- Note-ability/where is it/ iconic
- Flow
- Circulation
- Market
- Unique
- Perception
- Incremental

BRANDING:

Health care and technology - combine strategic co-location of North Kansas City Hospital and Cerner. Provide hotel and entertainment that can compete with downtown Kansas City while being more convenient to north suburbs. Sustainable, healthy living, near-urban residential with walkable amenities and employment opportunities.

PROGRAM:

POTENTIAL USES:

- Hotels
- Cerner
- NKC Hospital
- Downtown KC
- Interstate
- What are occupancy rates?
- What is Harrah's impact?
- Quality (different than what's west of I-35)
- Not a subsidized convention hotel
- Retail
- Downtown NKC: compliment don't compete
- Small scale specialty
- Big box (consumes lots of land with large surface parking lots) to junior box
- Lifestyle center
- Mixed-use urban center
- Grocery
- Whole Foods
- Trader Joe's
- Sprouts
- Restaurants
- Mix of type
- Food & Beverage - 50% ?
- Merchandise - 30% ?
- Services - 20% ?
- Office
- Market demand: short term and long term
- Synergy with adjacent type A, B and C site for:
- NKC Hospital
- Cerner
- Walking environments
- Parks
- Streetscapes

DENSITY CALCULATIONS:

Total Site **64 acres**

0.25 FAR = 700,000 gross square feet of buildings

0.50 FAR = 1,400,000 gross square feet of buildings

At 3.5 parking spaces/1,000 gross square feet of buildings

0.25 FAR = 2,400 parking spaces

0.50 FAR = 4,900 parking spaces

At 400 parking spaces per exit lane

0.25 FAR = 6 exit lanes

0.50 FAR = 12 exit lanes

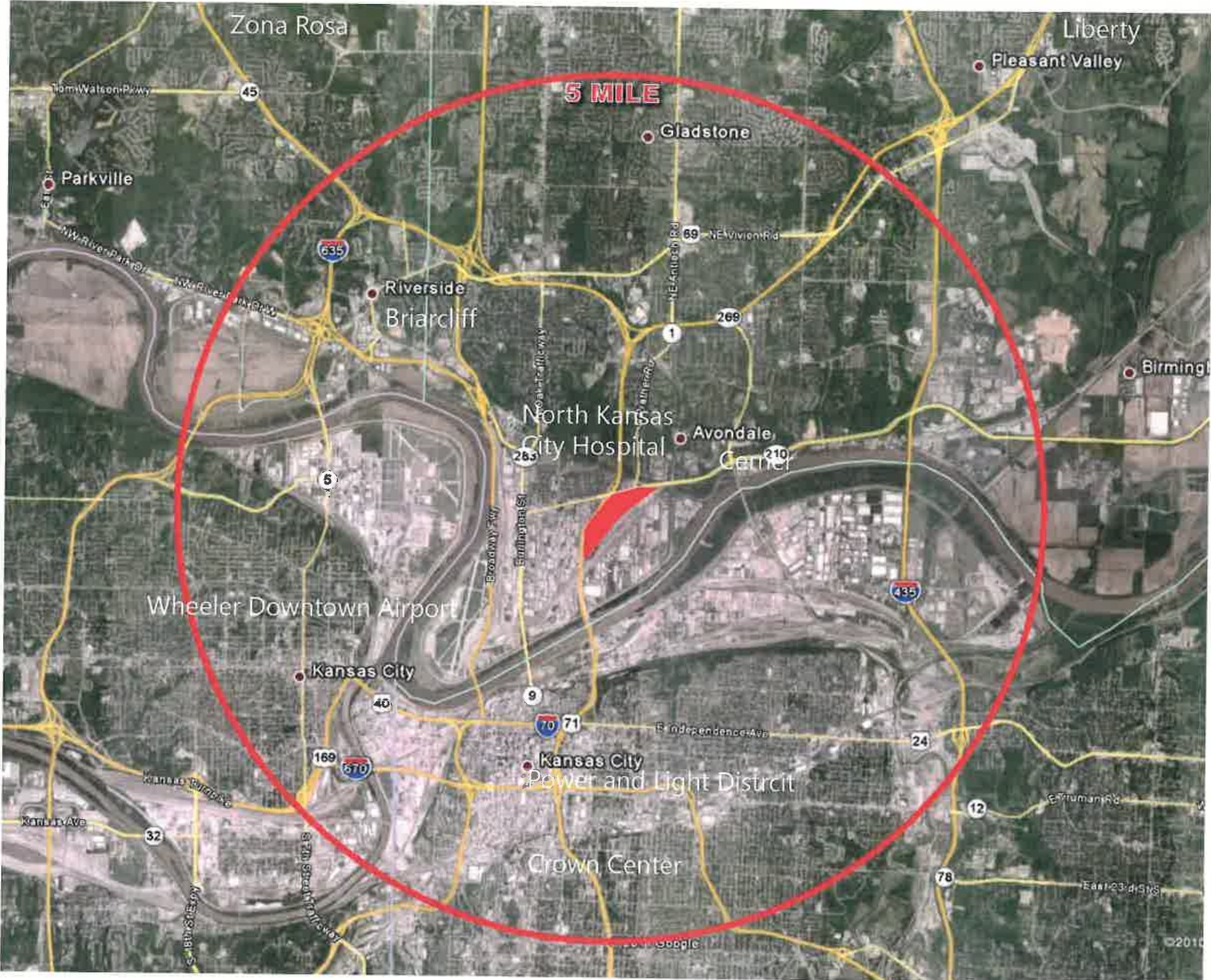
Potential exit lanes = 10 to 12 lanes

Target density =

0.50 FAR - 1,400,000

gross square feet of buildings

**REGIONAL
CONTEXT:**



FACTS:

Pro's

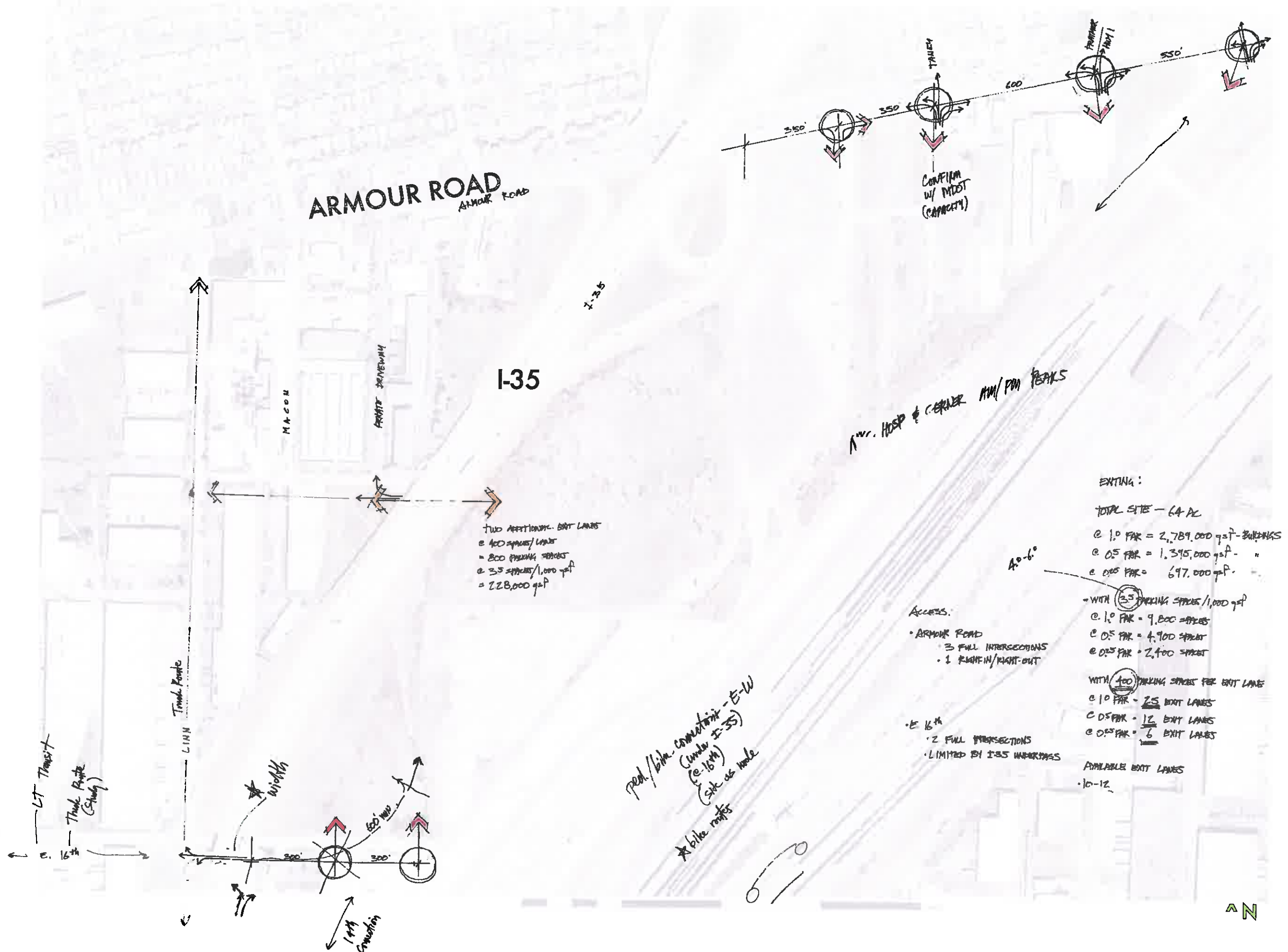
- Interstate access
- Interstate and Armour Road traffic counts
- Visibility (metro and region)
- North Kansas City Hospital
- Cerner
- Flat
- Utilities
- Single ownership
- Near downtown KC (views, access.)

Con's

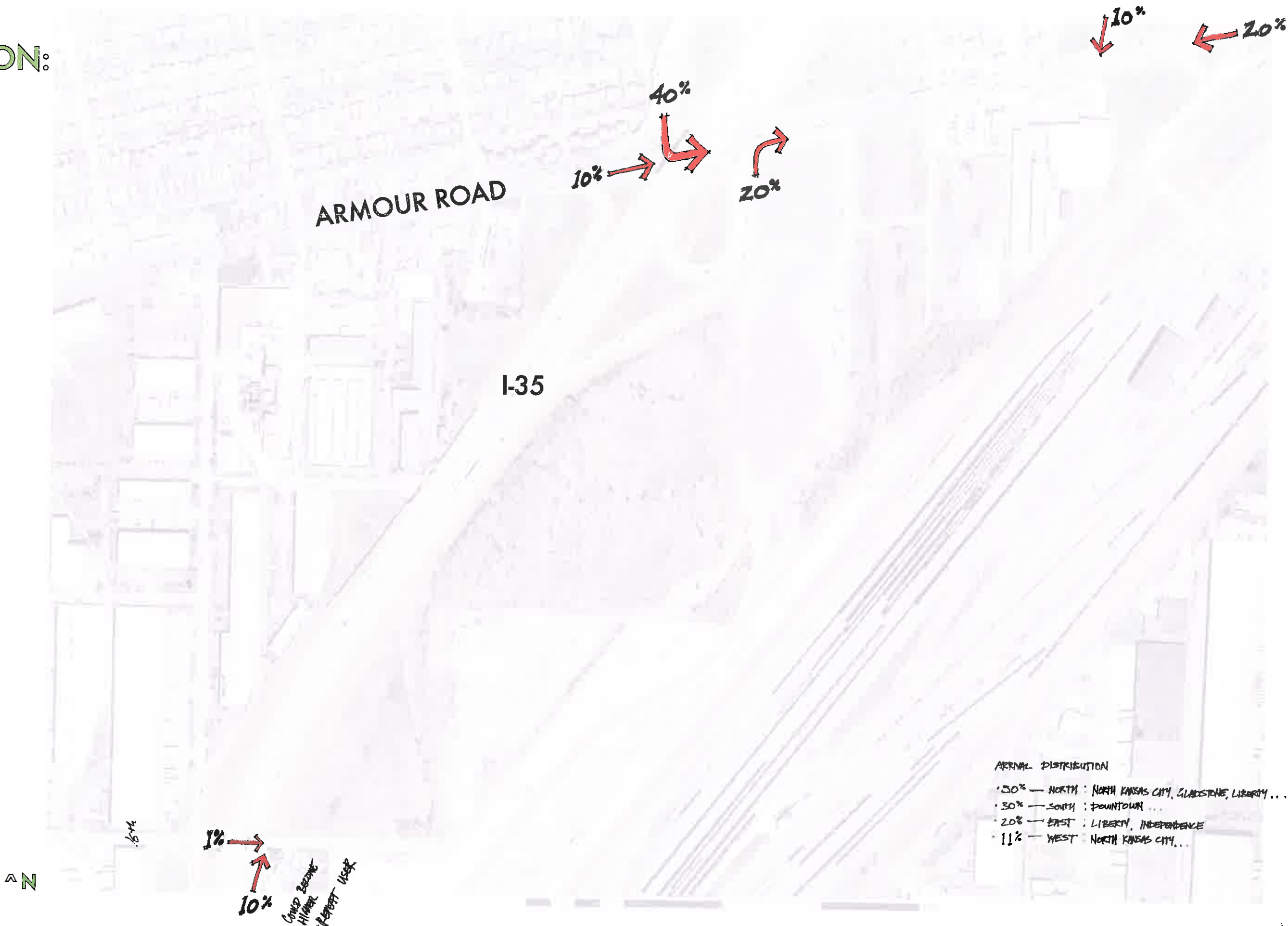
- Geometry of land
- Limited access points (10 to 12 exit lanes)
- Stormwater management
- Railroad edge
- Perception



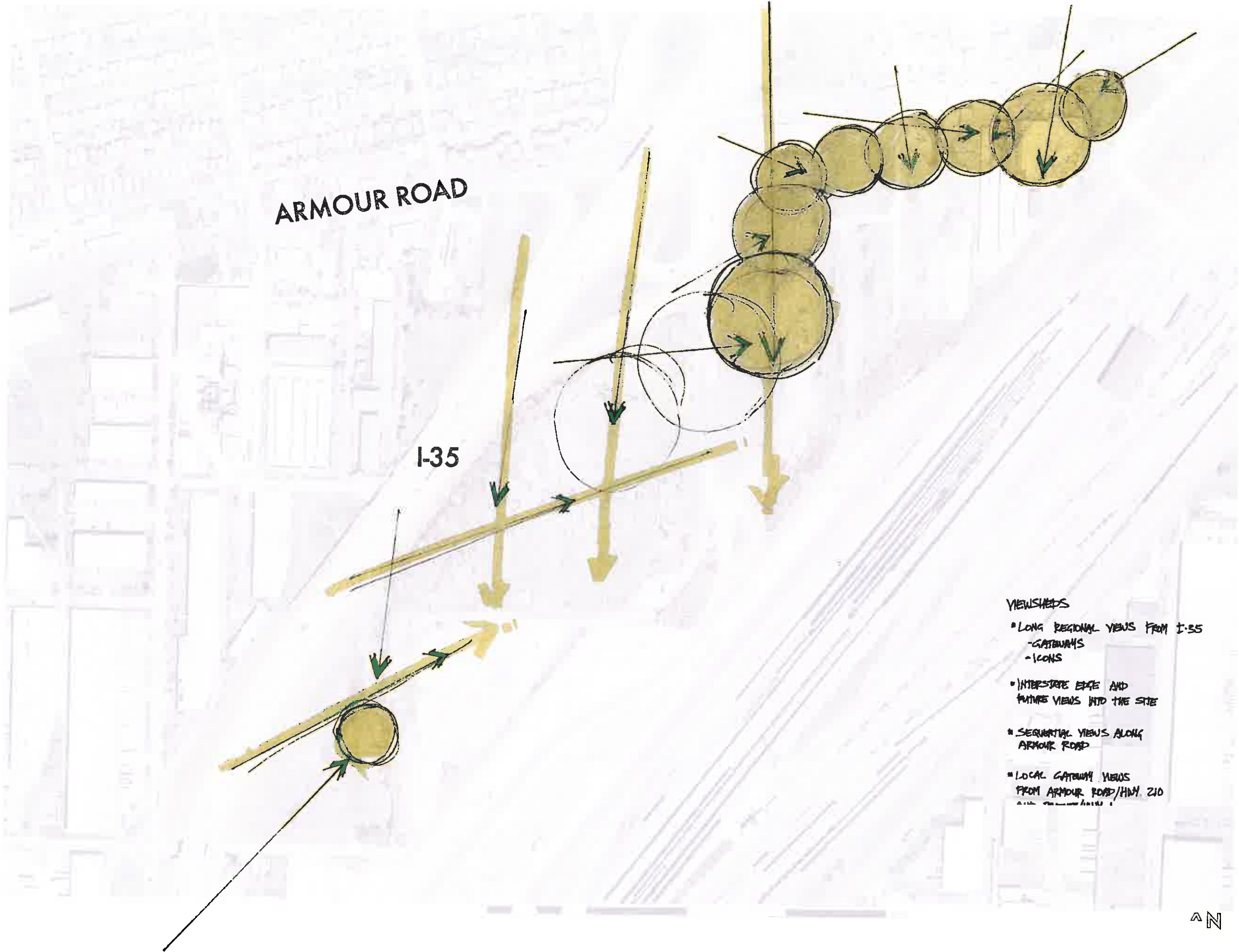
ACCESS:



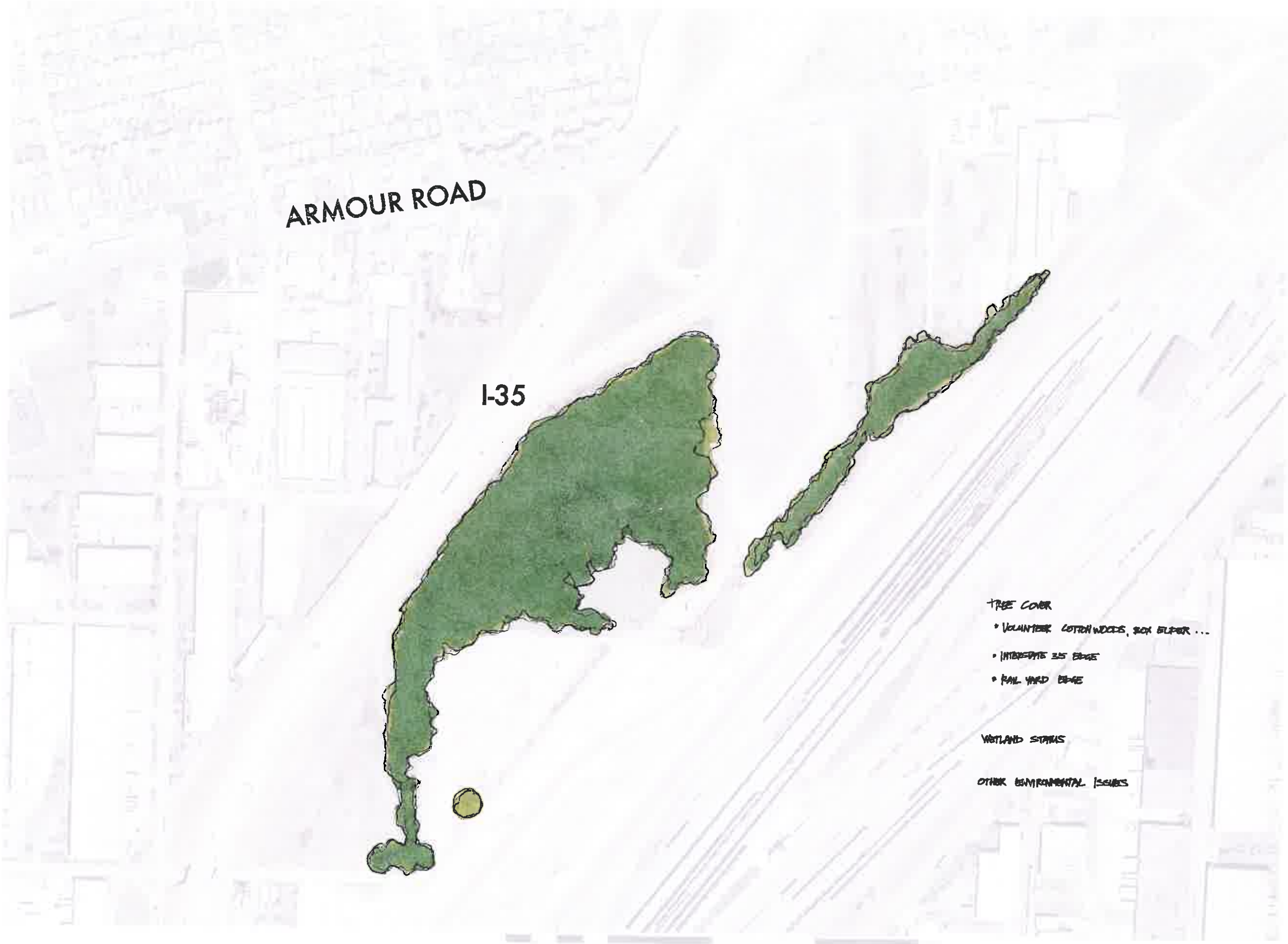
ARRIVAL
DISTRIBUTION:



VIEWSHEDS:



TREE COVER:



BENCHMARKS:

Critical mass of activity with walkable environments and mixed-use development that results in place making.



BENCHMARKS:

COUNTRY CLUB PLAZA, KC MISSOURI



COUNTRY CLUB PLAZA, KC MISSOURI

BENCHMARKS:

ZONA ROSA, KC MISSOURI



BENCHMARKS:

OVERLAND PARK, KS



BENCHMARKS:

PARK PLACE LEAWOOD, KS



BENCHMARKS:

COURT AVENUE, DES MOINES IOWA



BENCHMARKS:

RIVER MARKET, KC MISSOURI



BENCHMARKS:

MISSION FARMS LEAWOOD, KS



BENCHMARKS:

EXCELSIOR BLVD., MINNEAPOLIS, MN



BENCHMARKS:

GOOGLEPLEX, MOUNTAIN VIEW CA



BENCHMARKS:

RICHMOND MO



BENCHMARKS:

BROOKSIDE BLVD, KC MISSOURI



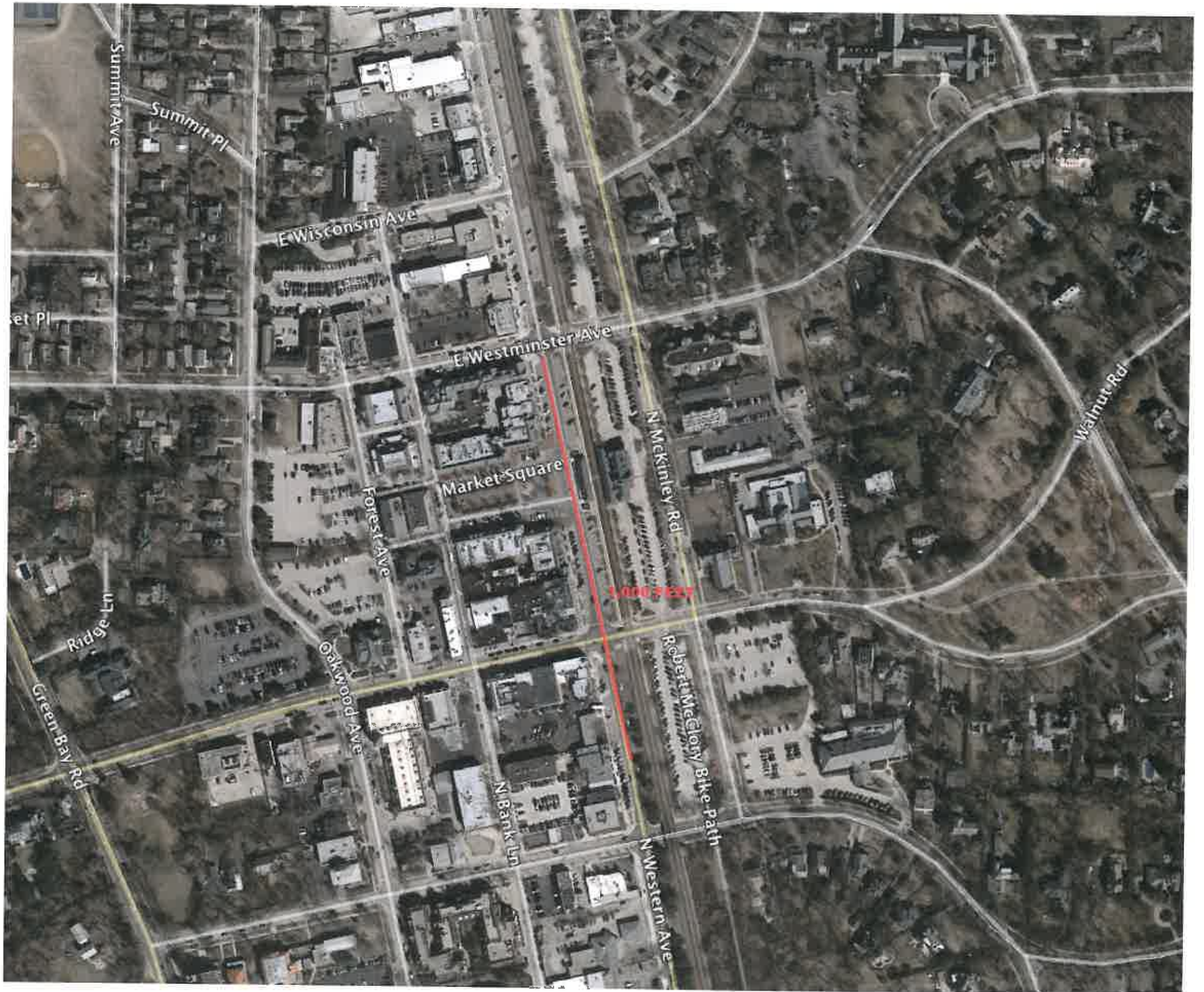
BENCHMARKS:

EAST VILLAGE, DES MOINES IOWA



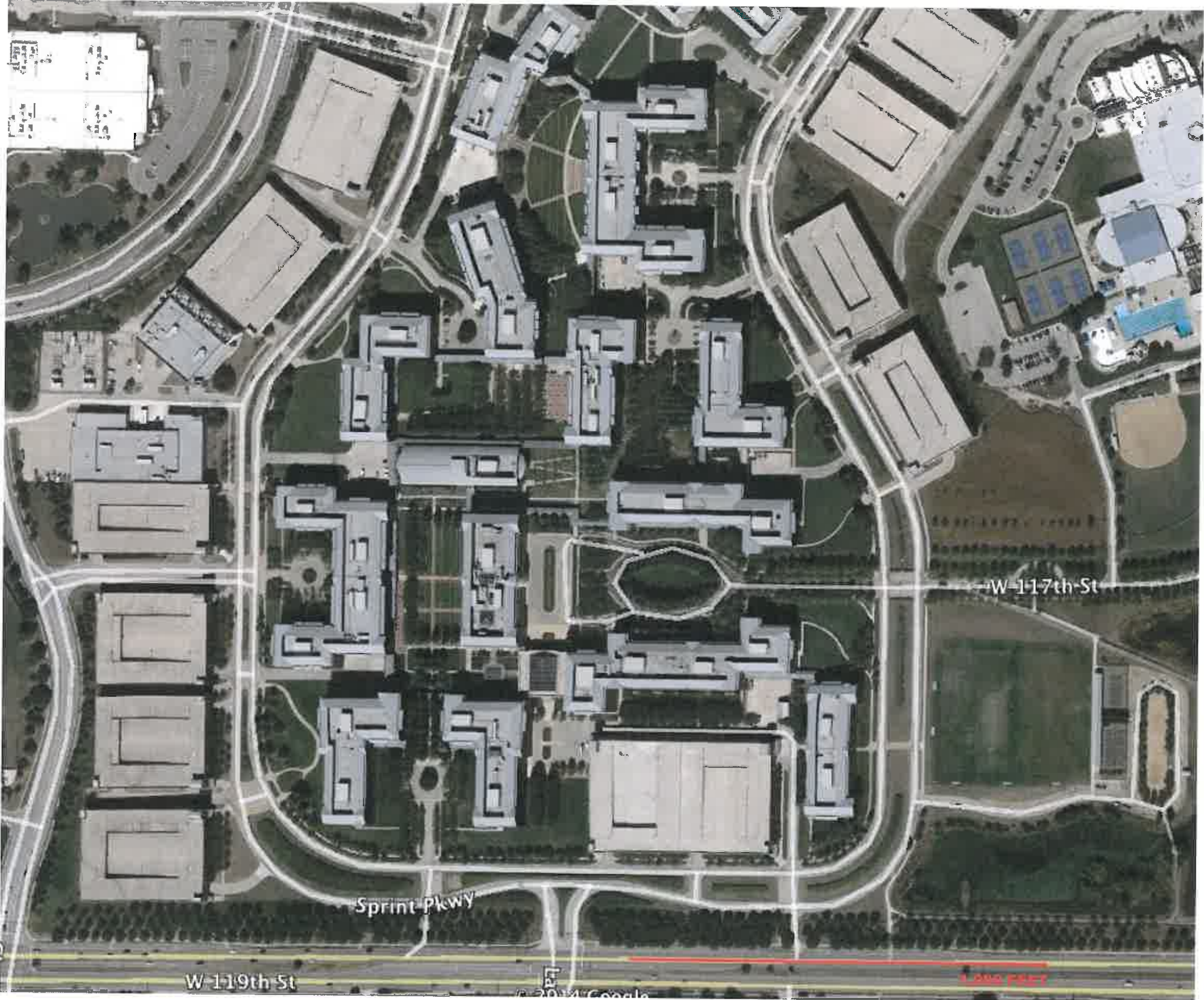
BENCHMARKS:

LAKE FOREST, IL



BENCHMARKS:

**SPRINT WORLD HEADQUARTERS,
OVERLAND PARK KC**



BENCHMARKS:

WESTON, MO



BENCHMARKS:

WINTERSET IA



BENCHMARKS:

REEBOK HEADQUARTERS, CANTON MA



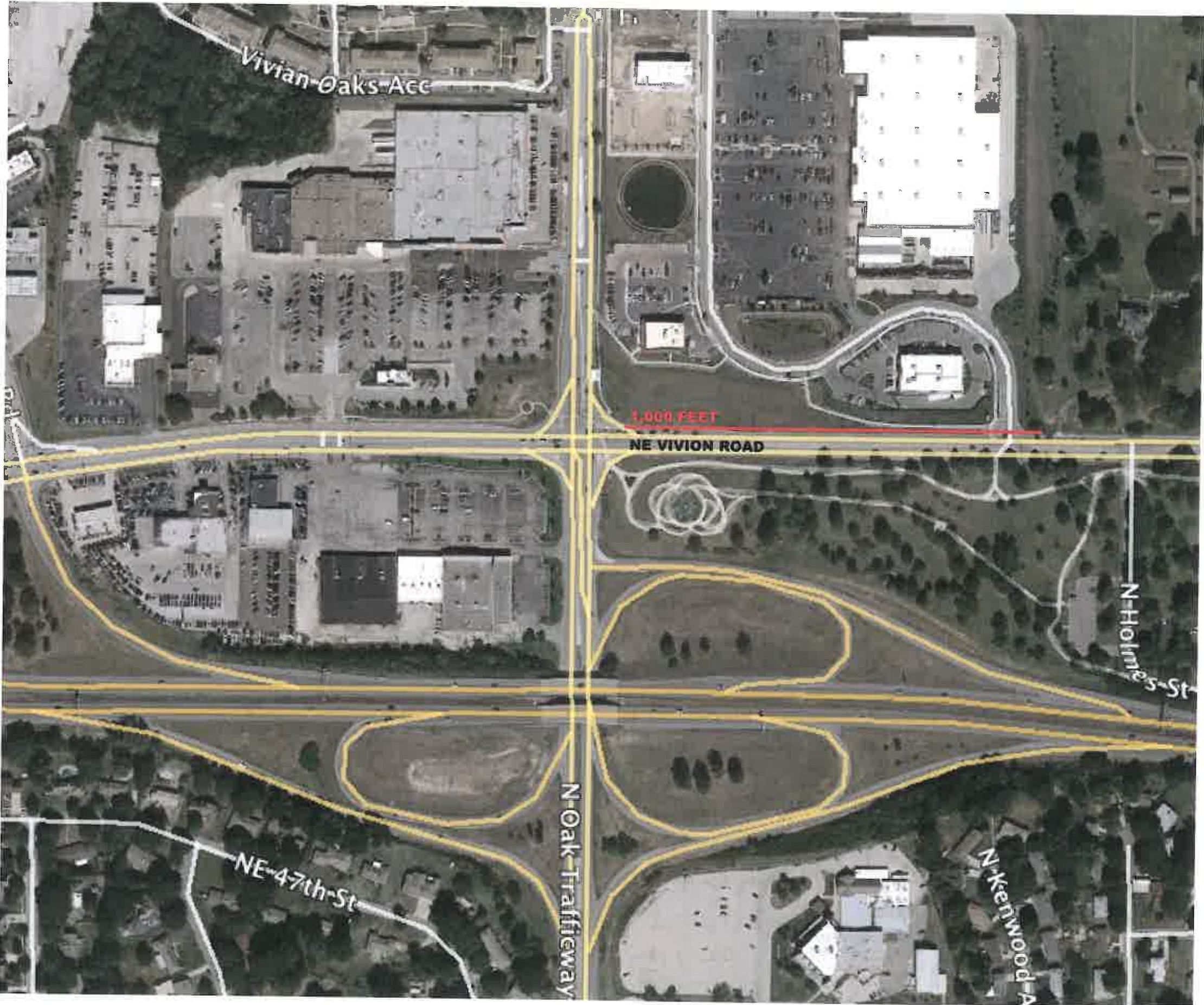
BENCHMARKS:

SOMA, OMAHA NE



BENCHMARKS:

NORTH OAK & VIVION RD, KC MO



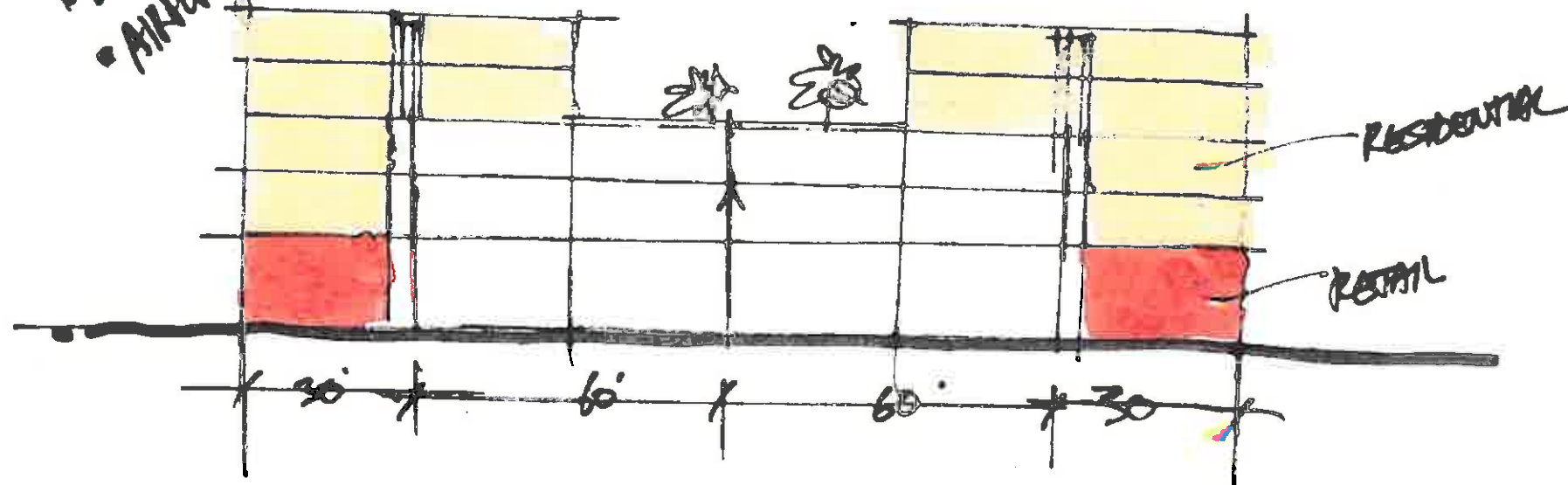
CONCEPTS & PRINCIPLES:

WALKABILITY:

- Web of streets
- Diversity of uses
- Public places
- Streetscapes
- Plaza-corners, pockets
- Park land
- Street Parking
- Vertically integrated uses
- Adaptive
- 15-30 years uses/tenants
- 30-50 year buildings
- 50-100 year developed framework



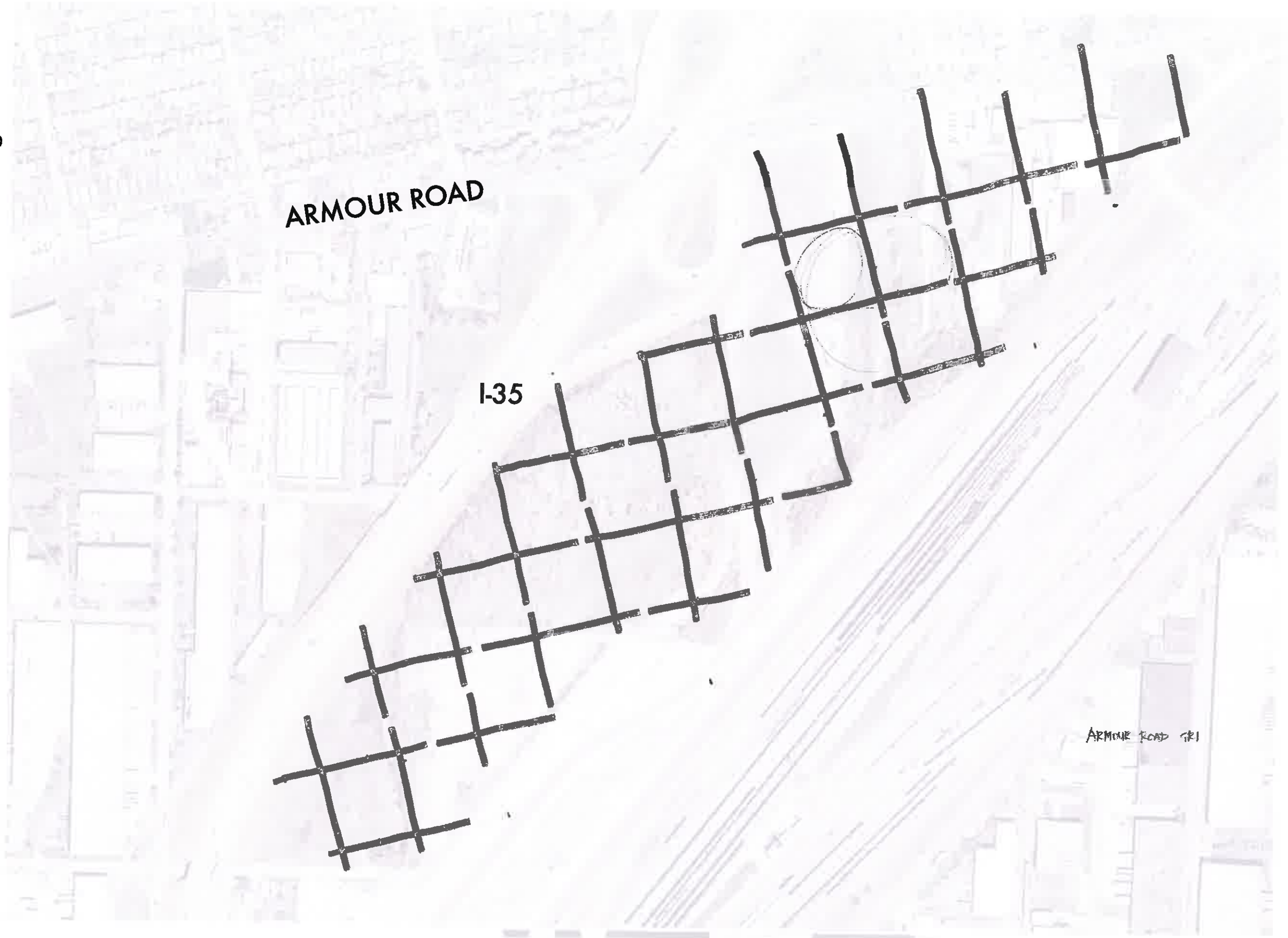
- CENTER
- HOSP.
- TECH.
- EDUC.
- AIRPORT



CONCEPTS & PRINCIPLES:

GRID

- Typical city block at 300 feet on center.
- Same alignment as Armour Road & historic North Kansas City residential neighborhoods.



CONCEPTS & PRINCIPLES:

SITE GEOMETRIES

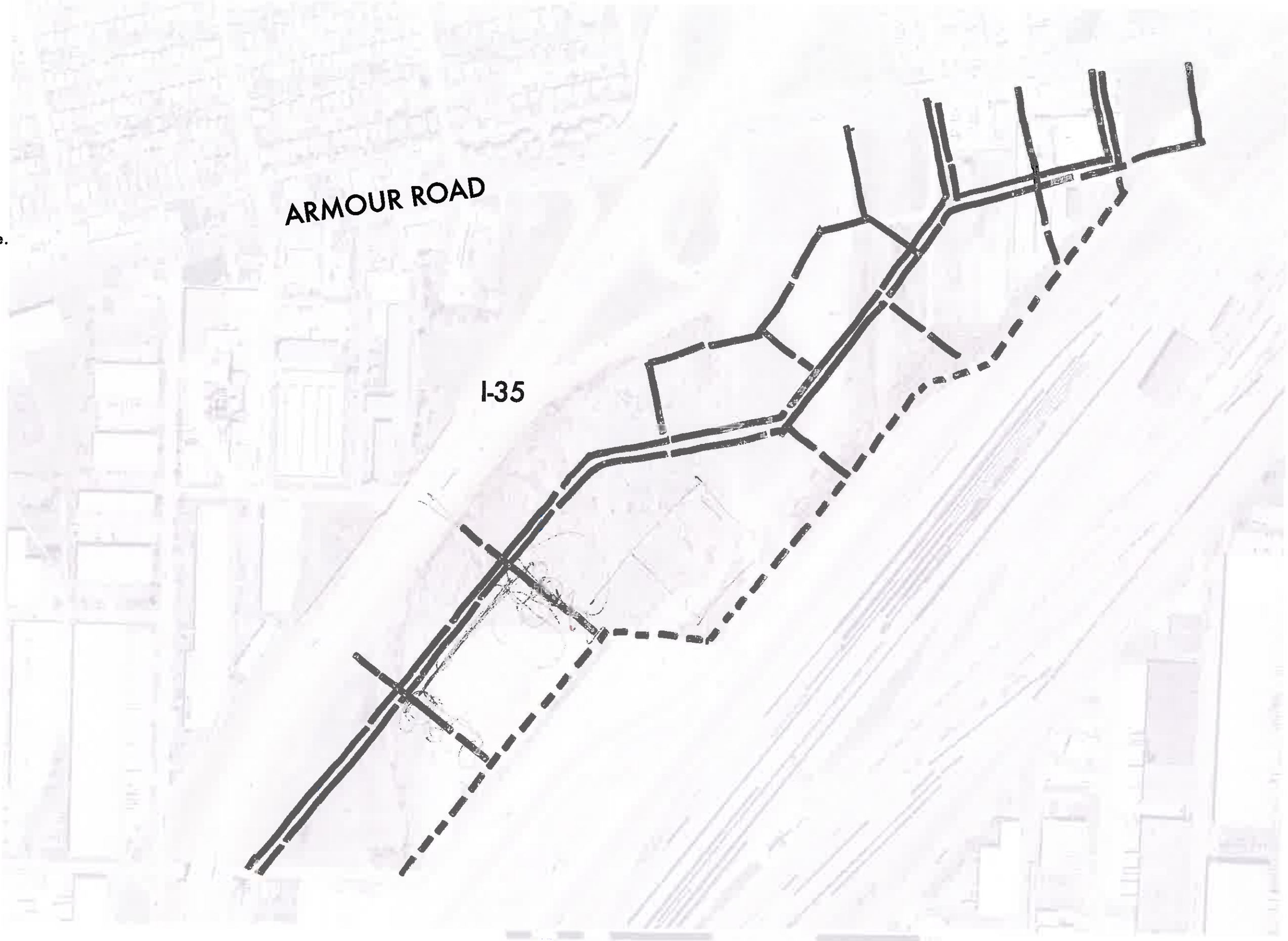
- 300 foot spacing with geometries based on I-35 & existing development South of Armour Road.



CONCEPTS & PRINCIPLES:

SINGLE SPINE

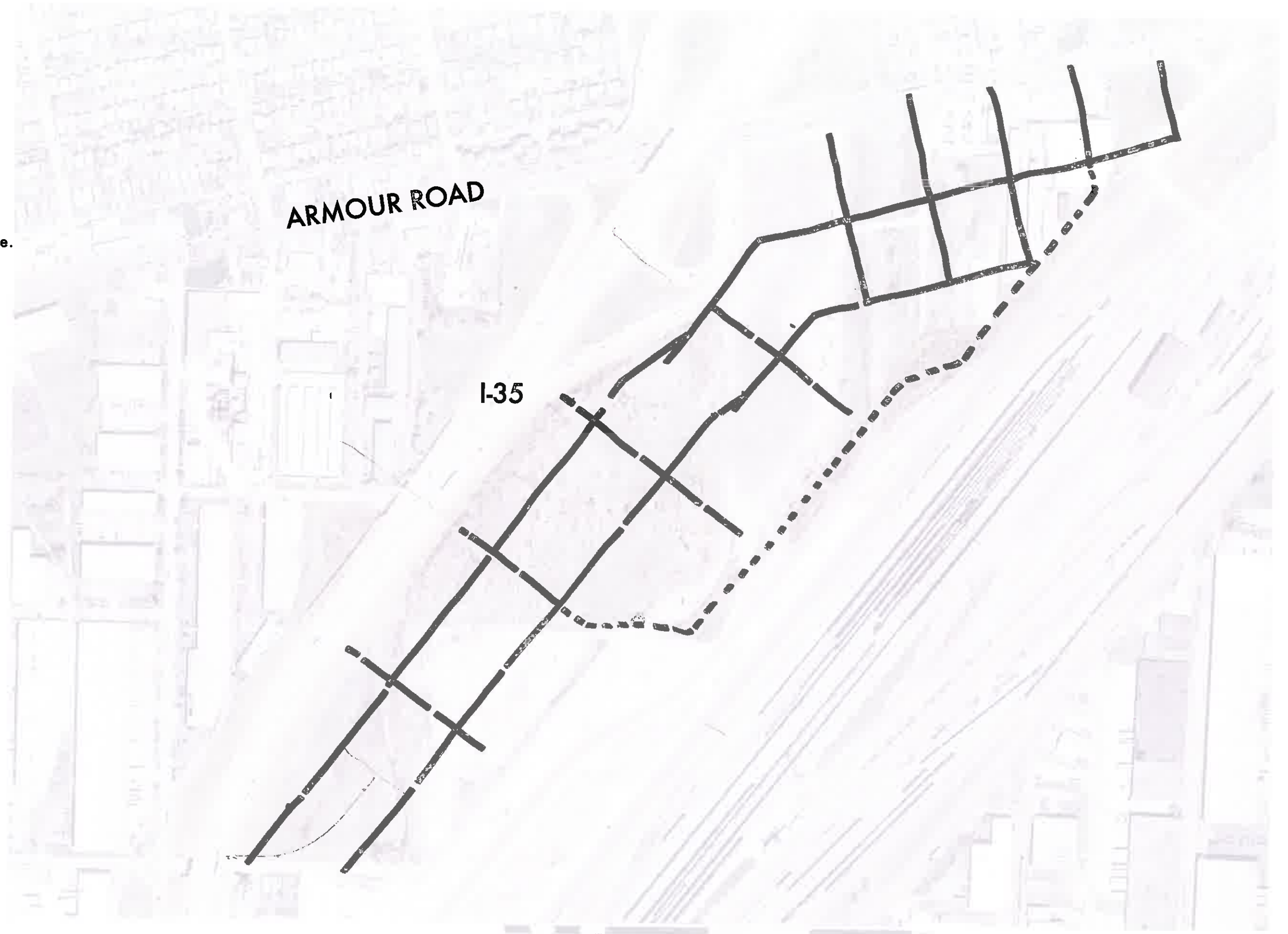
- Single parkway/ boulevard connecting site North to South.
- Secondary perimeter road on East edge of site.



CONCEPTS & PRINCIPLES:

LADDER SPINE

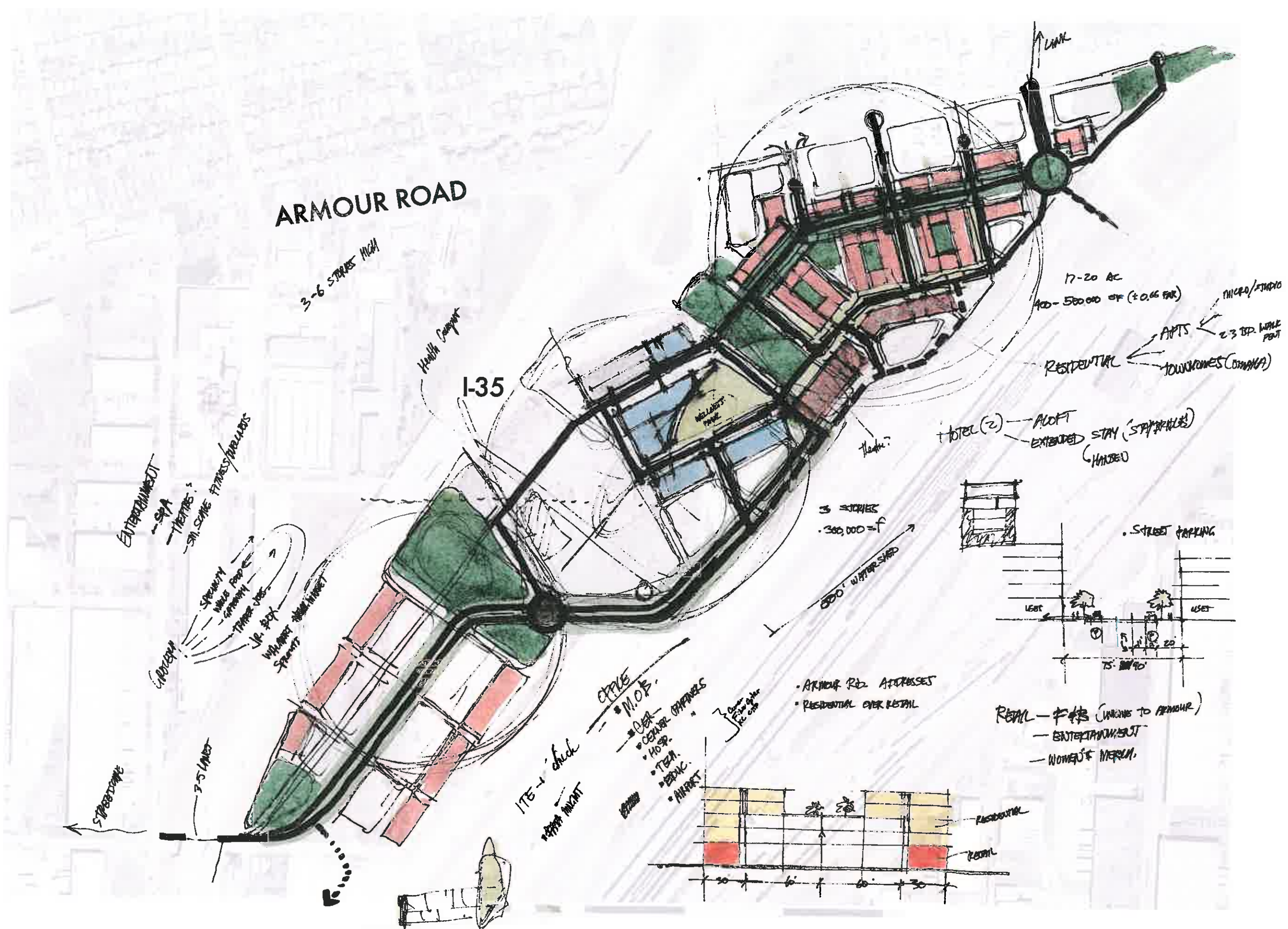
- Double spine extending street grid from North portion of site.
- Secondary perimeter road on East edge of site.



CONCEPTS & PRINCIPLES:

CONCEPT SKETCH

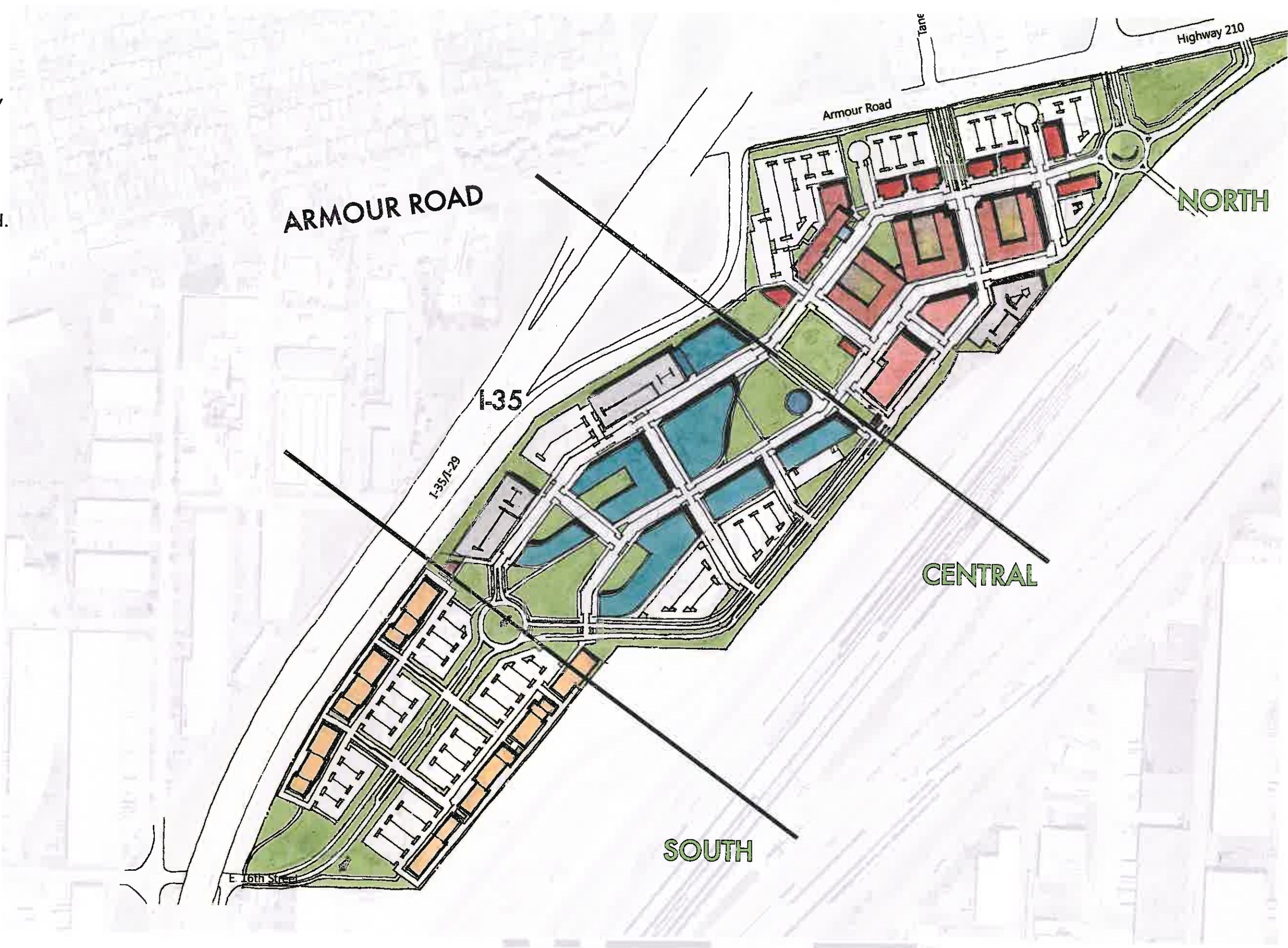
- Initial workshop #3 sketch illustrating development framework of streets, connecting open space destinations and three distinct neighborhoods.



CONCEPTS & PRINCIPLES:

CONCEPT DIAGRAM 'A'

- 3 neighborhoods connected by public places
- North "Main Street" grid.
- Central Office grid with east boulevard
- South flex space with central boulevard



CONCEPTS & PRINCIPLES:

CONCEPT DIAGRAM 'B'

- Smaller building 'B' footprints for retail/residential in mixed-use "Main Street" neighborhood.
- Smaller Building footprints for offices in office neighborhood.



FRAMEWORK
PLAN:

ILLUSTRATIVE PLAN



FRAMEWORK PLAN:

ANNOTATED PLAN

- A. **SITE ENTRIES**
- B. **SITE ENTRIES:** Right-in/Right-out
- C. **MAIN STREET:**
1st floor retail/ upper floors office & residential, hotel.
- D. **STRUCTURED PARKING**
- E. **HOTEL**
- F. **THE COMMONS**
- G. **BIO-RETENTION**
- H. **THE BOULEVARD**
- I. **ROOF GARDENS**
- J. **RETAIL OUT-PARCELS:**
1st floor retail/ optional 2nd floor residential
- K. **MIXED-USE:**
1st floor retail/upper floor office & residential w/ internal structured parking @ 2 to 3 levels.
- L. **MIXED-USE:** 1st floor retail/ optional 2nd & 3rd floor office & residential
- M. **OFFICE:** multi-level with optional residential on top floors.
- N. **FLEX-USE:** single level office, R&D, retail etc.



FRAMEWORK PLAN:

ANNOTATED PLAN NORTH NEIGHBORHOOD

- A. **SITE ENTRIES**
- B. **SITE ENTRIES:** Right-in/Right-out
- C. **MAIN STREET:**
1st floor retail/ upper floors office & residential, hotel.
- D. **STRUCTURED PARKING**
- E. **HOTEL**
- F. **THE COMMONS**
- G. **BIO-RETENTION**
- H. **THE BOULEVARD**
- I. **ROOF GARDENS**
- J. **RETAIL OUT-PARCELS:**
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- K. **MIXED-USE:**
1st floor retail/upper floor office & residential w/ internal structured parking @ 2 to 3 levels.
- L. **MIXED-USE:** 1st floor retail/ optional 2nd & 3rd floor office & residential
- M. **OFFICE:** multi-level with optional residential on top floors.
- N. **FLEX-USE:** single level office, R&D, retail etc.



FRAMEWORK PLAN:

ANNOTATED PLAN CENTRAL NEIGHBORHOOD

A. SITE ENTRIES

B. SITE ENTRIES: Right-in/Right-out

C. MAIN STREET:

1st floor retail/ upper floors
office & residential, hotel.

D. STRUCTURED PARKING

E. HOTEL

F. THE COMMONS

G. BIO-RETENTION

H. THE BOULEVARD

I. ROOF GARDENS

J. RETAIL OUT-PARCELS:

1st floor retail/ optional
2nd floor residential

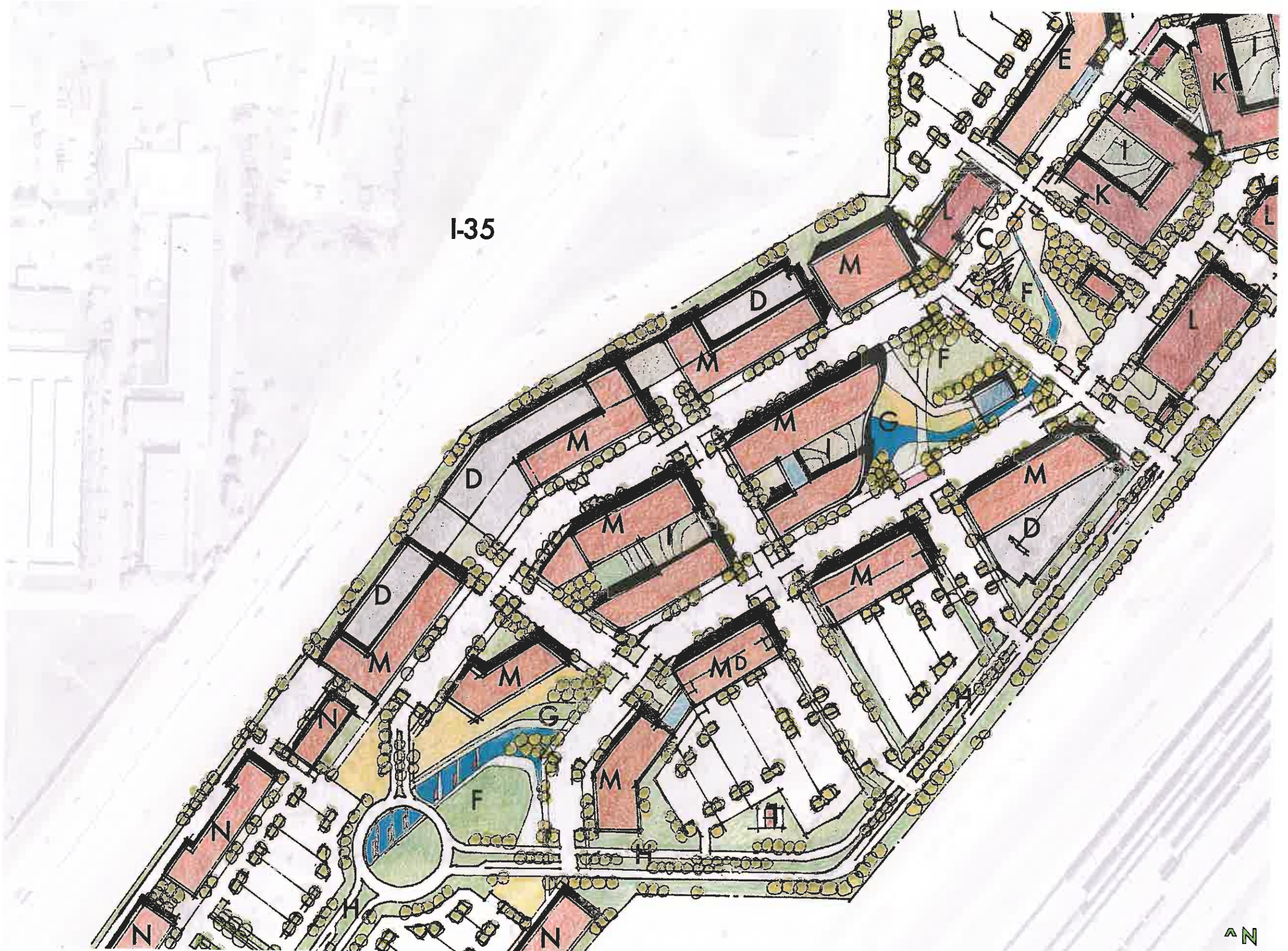
K. MIXED-USE:

1st floor retail/upper floor
office & residential w/
internal structured parking
@ 2 to 3 levels.

L. MIXED-USE: 1st floor retail/
optional 2nd & 3rd floor
office & residential

M. OFFICE: multi-level with optional
residential on top floors.

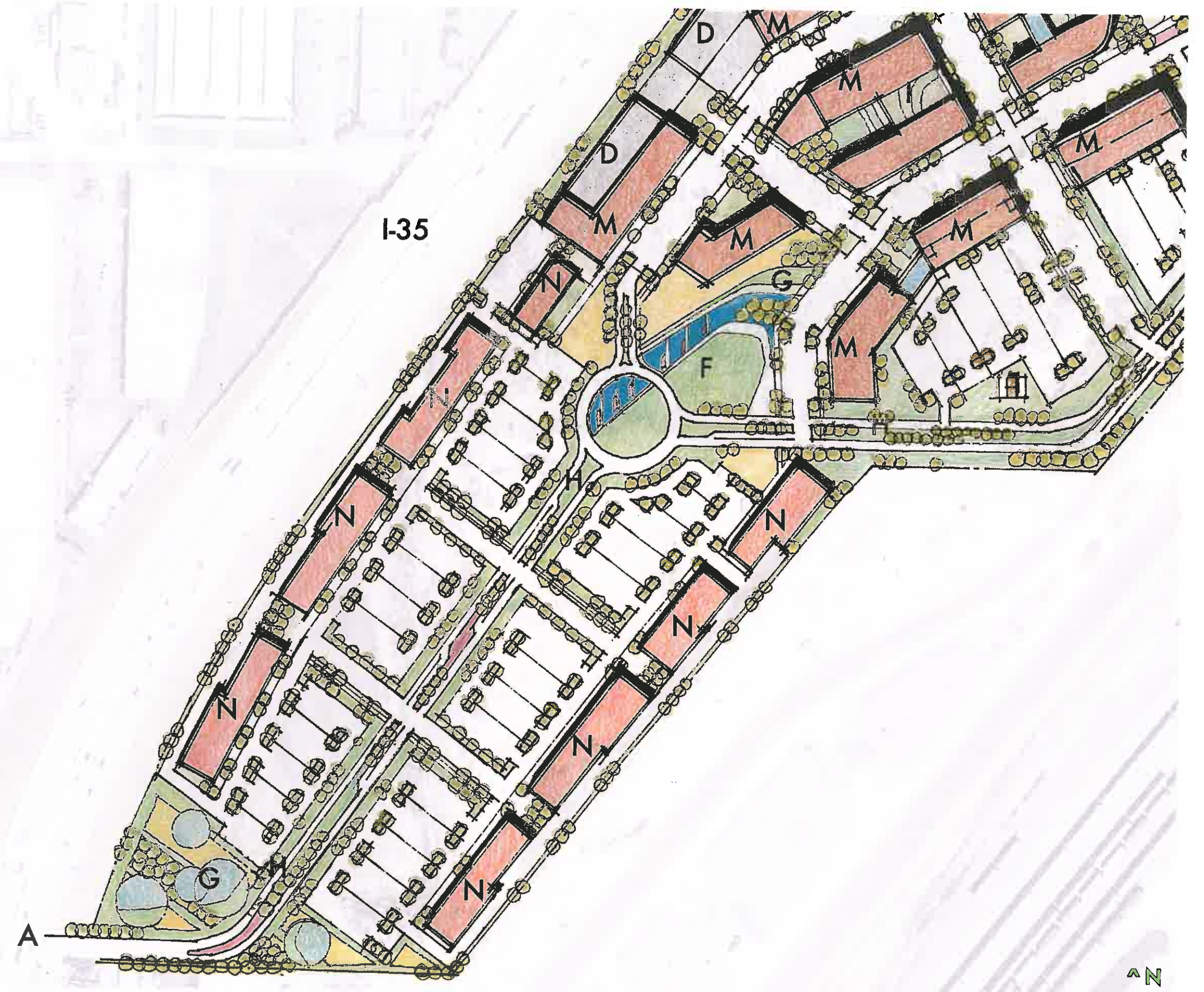
N. FLEX-USE: single level
office, R&D, retail etc.



FRAMEWORK PLAN:

ANNOTATED PLAN SOUTH NEIGHBORHOOD

- A. **SITE ENTRIES**
- B. **SITE ENTRIES:** Right-in/Right-out
- C. **MAIN STREET:**
1st floor retail/ upper floors office & residential, hotel.
- D. **STRUCTURED PARKING**
- E. **HOTEL**
- F. **THE COMMONS**
- G. **BIO-RETENTION**
- H. **THE BOULEVARD**
- I. **ROOF GARDENS**
- J. **RETAIL OUT-PARCELS:**
1st floor retail/ optional 2nd floor residential
- K. **MIXED-USE:**
1st floor retail/upper floor office & residential w/ internal structured parking @ 2 to 3 levels.
- L. **MIXED-USE:** 1st floor retail/ optional 2nd & 3rd floor office & residential
- M. **OFFICE:** multi-level with optional residential on top floors.
- N. **FLEX-USE:** single level office, R&D, retail etc.



FRAMEWORK DIAGRAMS:

COMPARISON OF SITE TO BENCHMARK PARK PLACE LEAWOOD, KANSAS

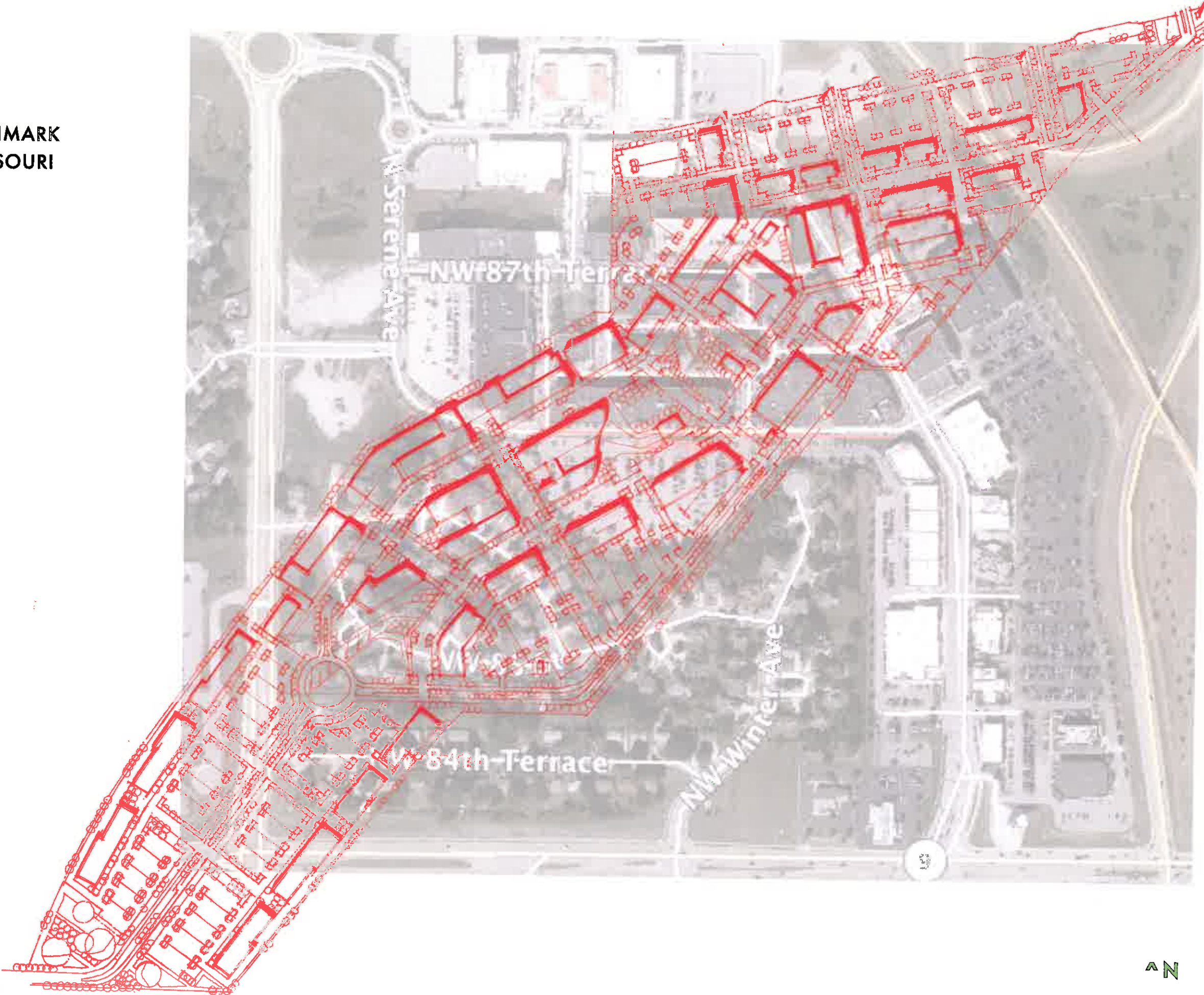
- “Main Street” mixed-use retail, hotel, office and residential supported by a combination of parking strategies (street, structural, surface).



FRAMEWORK DIAGRAMS:

COMPARISON OF SITE TO BENCHMARK ZONA ROSA, KANSAS CITY, MISSOURI

- Central & linear public places including a “Town Square” gathering space and streetscapes that provide linkages.



FRAMEWORK DIAGRAMS:

COMPARISON OF SITE TO BENCHMARK RIVER MARKET, KANSAS CITY MISSOURI

- Delaware Street & River Market as retail/entertainment public place anchors for multi-family residential with structured parking.



FRAMEWORK DIAGRAMS:

WALKABLE NEIGHBORHOODS

- Neighborhood defined and linked by shared greenspace.

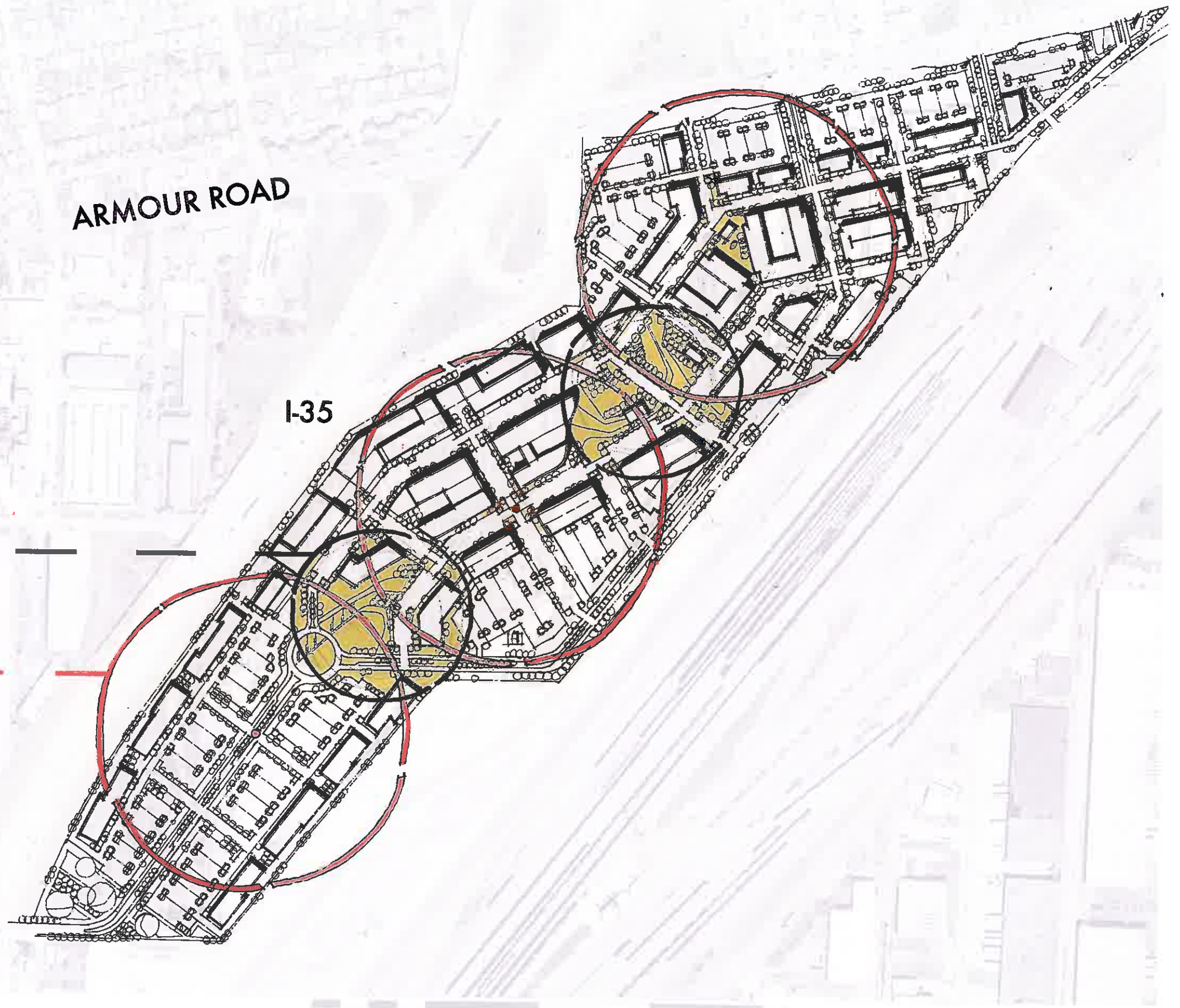
COMMON GREEN SPACE

1000 FT / 5 MIN. WALK



ARMOUR ROAD

I-35



FRAMEWORK DIAGRAMS:

GREEN SPACE

- Neighborhoods defined by shared common space.
- Green viewshed fingers into site.



FRAMEWORK DIAGRAMS:

GEOMETRIES

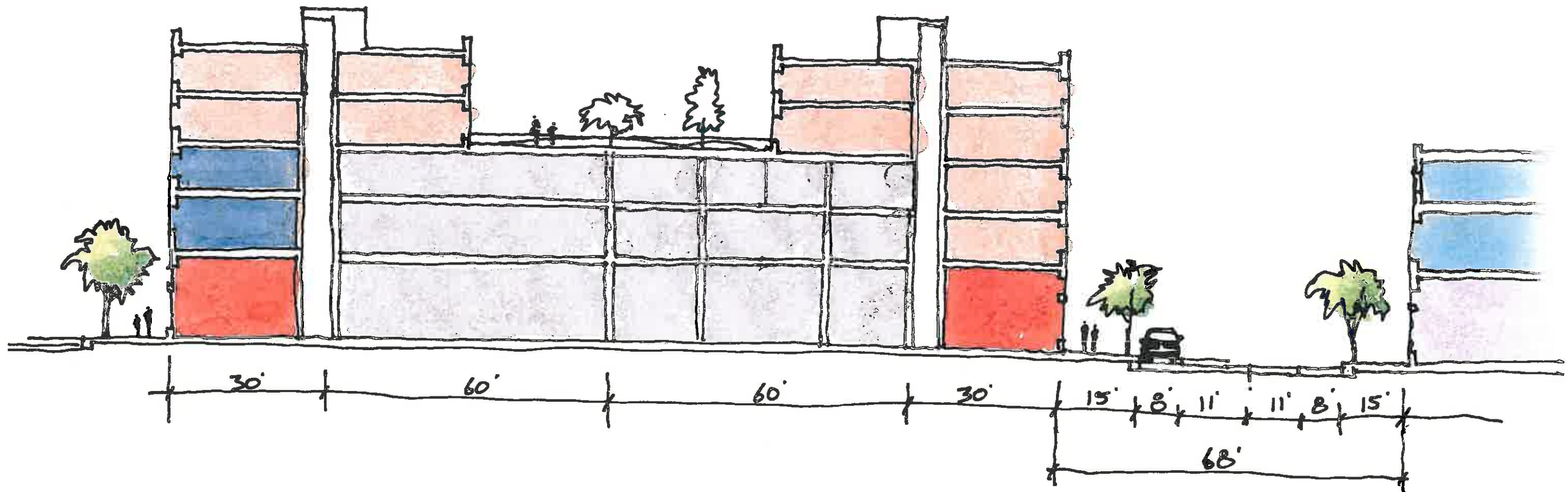
- Flexible incremental development parcels.



FRAMEWORK DIAGRAMS:

DEVELOPMENT SECTION

- Street level retail with 'teaser' street parking.
- Mid-level office as a buffer between street level activity/noise and residential above.
- Opportunity to reduce overall parking requirements due to efficiencies of shared parking (10-25% reduction).



FRAMEWORK DIAGRAMS:

LAND USES

MIXED-USE RETAIL/
OFFICE/RESIDENTIAL

OFFICE-HEALTHCARE/R&D/
EDUCATION/CORPORATION

FLEX-OFFICE/RETAIL



ARMOUR ROAD

I-35



FRAMEWORK DIAGRAMS:

PUBLIC PLACES

- PRIMARY
- SECONDARY



ARMOUR ROAD

I-35



FRAMEWORK DIAGRAMS:

PARKING

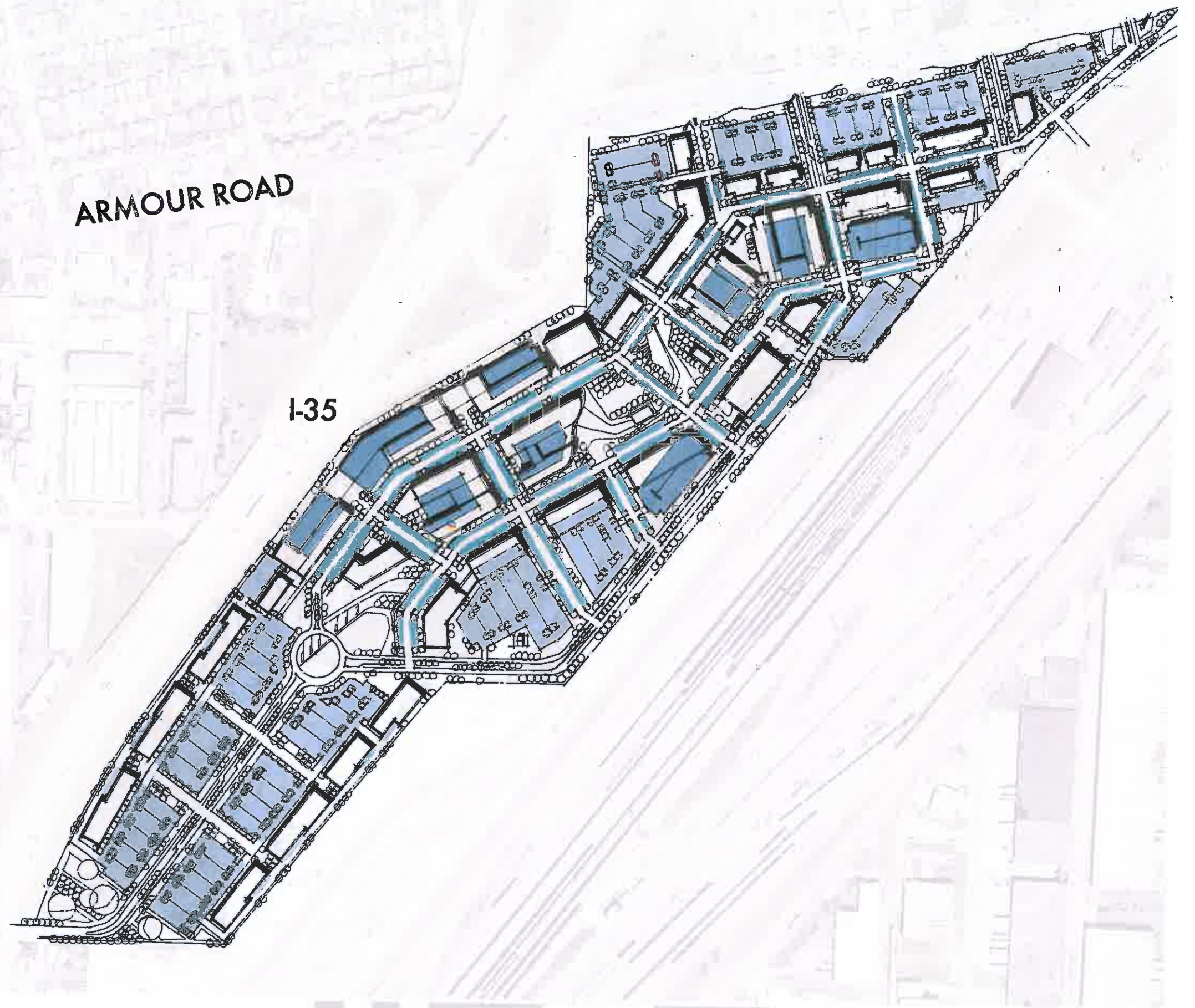
- Dispersed parking
- In most cases, each development parcel/city block provides its own parking
- 3 parking strategies:

1. Surface parking
40%
(primarily retail)

2. Street parking
15%
(retail/office/residential)

3. Structured parking
45%
(office/residential)

- STRUCTURED
- SURFACE
- STREET



FRAMEWORK DIAGRAMS:

VEHICULAR CIRCULATION

- Dispersed traffic
- low speeds/moderate volumes
- 9 exits lanes serving approximately 4,100 parking spaces = 455 spaces per exit lane.
- Capacity per ITE codes

ARMOUR ROAD

I-35



- "MAIN STREET"
- BOULEVARD SPINE
- MAJOR CONNECTIONS
- ENTRIES
- WEB OF LINKAGE



FRAMEWORK DIAGRAMS:

ITE CODE CHART

North Kansas City Armour Road Site

10 06 2014 Based on Illustrative Development Plan

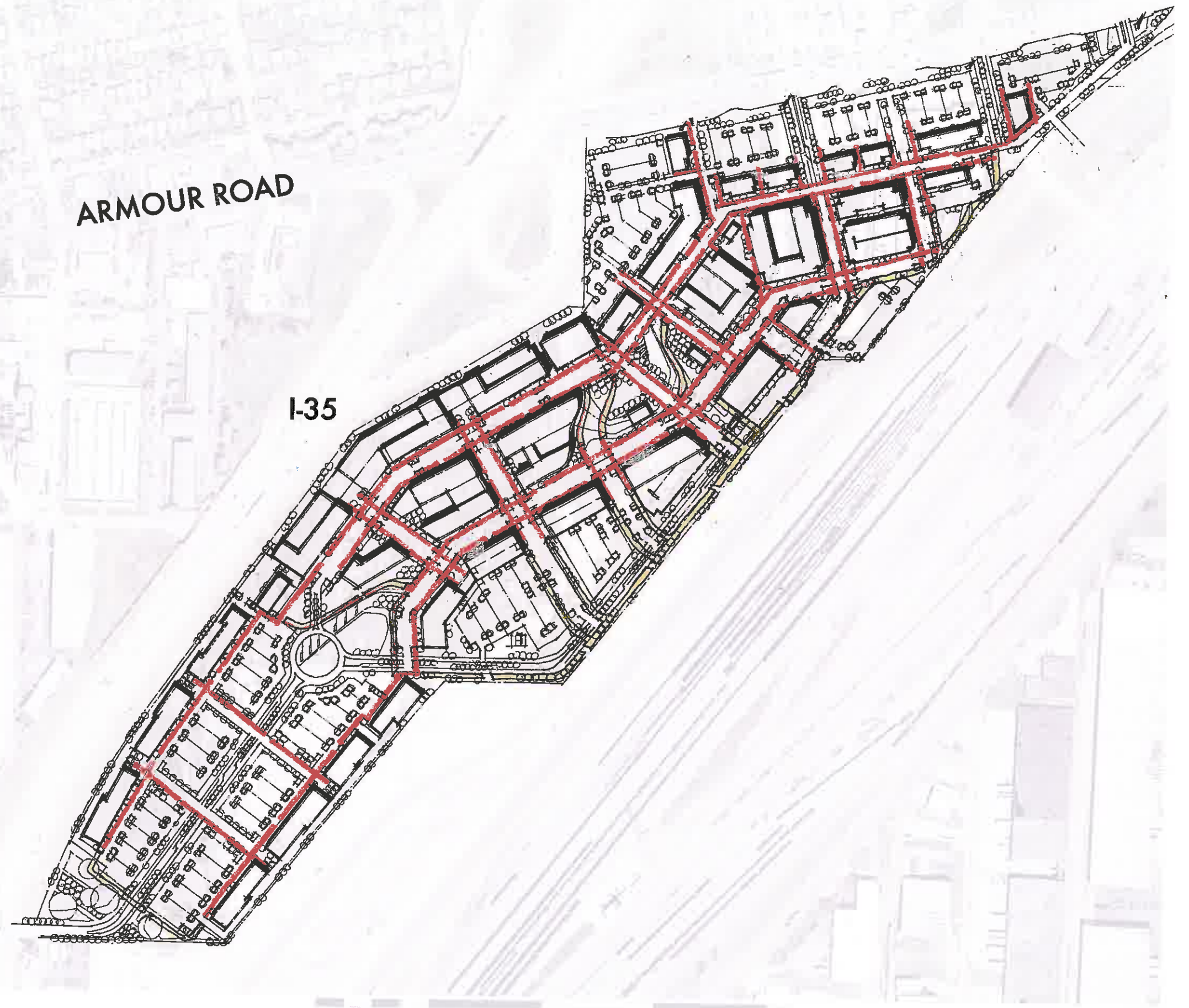
			TOTALS	
RESIDENTIAL				
	ITE Code:	210	n/a	
	# Du's implemented per Site Plan/Plat	178		178
# AM ITE trips per DU		0.75		
	AM trips implemented	134		134
# PM ITE trips per DU		1.00		
	PM trips implemented	178		178
# ADT ITE trips per DU		9.52		
	ADT trips implemented	1,695		1,695
RETAIL				
	ITE Code	Hotel 310	Spec. Retail 826	
	Rooms or SF GLA implemented per Site Plan	80	205,000	205,080
# AM ITE trips/1,000 sf		0.6	0.96	
	AM trips implemented	48	197	245
# PM ITE trips/1,000 sf		0.53	2.71	
	PM trips implemented	42	556	598
# ADT ITE trips/1,000 sf		8.17	44.32	
	ADT trips implemented	654	9,086	9,739
OFFICE				
	ITE Code	n/a	710	
	SF implemented per Site Plan		669,000	669,000
# AM ITE trips/1,000 sf			1.56	
	AM trips implemented		1,044	1,044
# PM ITE trips/1,000 sf			1.49	
	PM trips implemented		997	997
# ADT ITE trips/1,000 sf			11.03	
	ADT trips implemented		7,379	7,379
	TOTAL AM	182	1,240	1,422
	TOTAL PM	220	1,552	1,773
	TOTAL ADT	2,348	16,465	18,813

FRAMEWORK DIAGRAMS:

PEDESTRIAN CIRCULATION

- Flexible
- Multiple routes & "loops"
- Link addresses & public places
- Link parking with addresses & public places.

- URBAN
- GREENSPACE



FRAMEWORK DIAGRAMS:

TRANSIT

- Flexible routing from either North or South
- Two transit stops within walking distance of each neighborhood.
- Transit stops at public gathering places.



■ TRANSIT ROUTE
& STOPS



FRAMEWORK DIAGRAMS:

GRADING & STORMWATER

- Warped grading in response to flat site.
- Direct storm water to green space.
- Disperse storm water with Low Impact Development (L.I.D.) strategies.

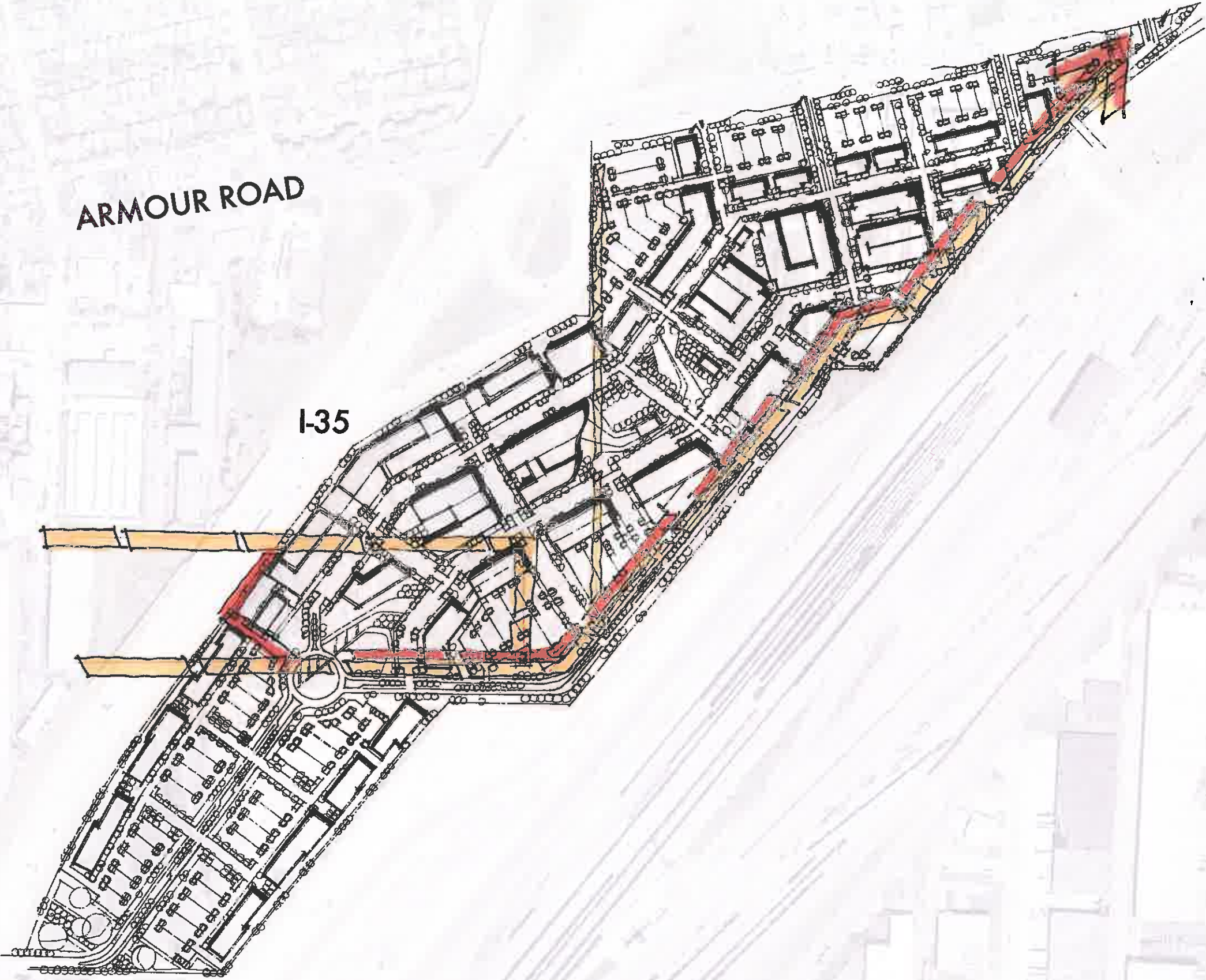


FRAMEWORK DIAGRAMS:

UTILITIES CORRIDORS

ARMOUR ROAD

I-35



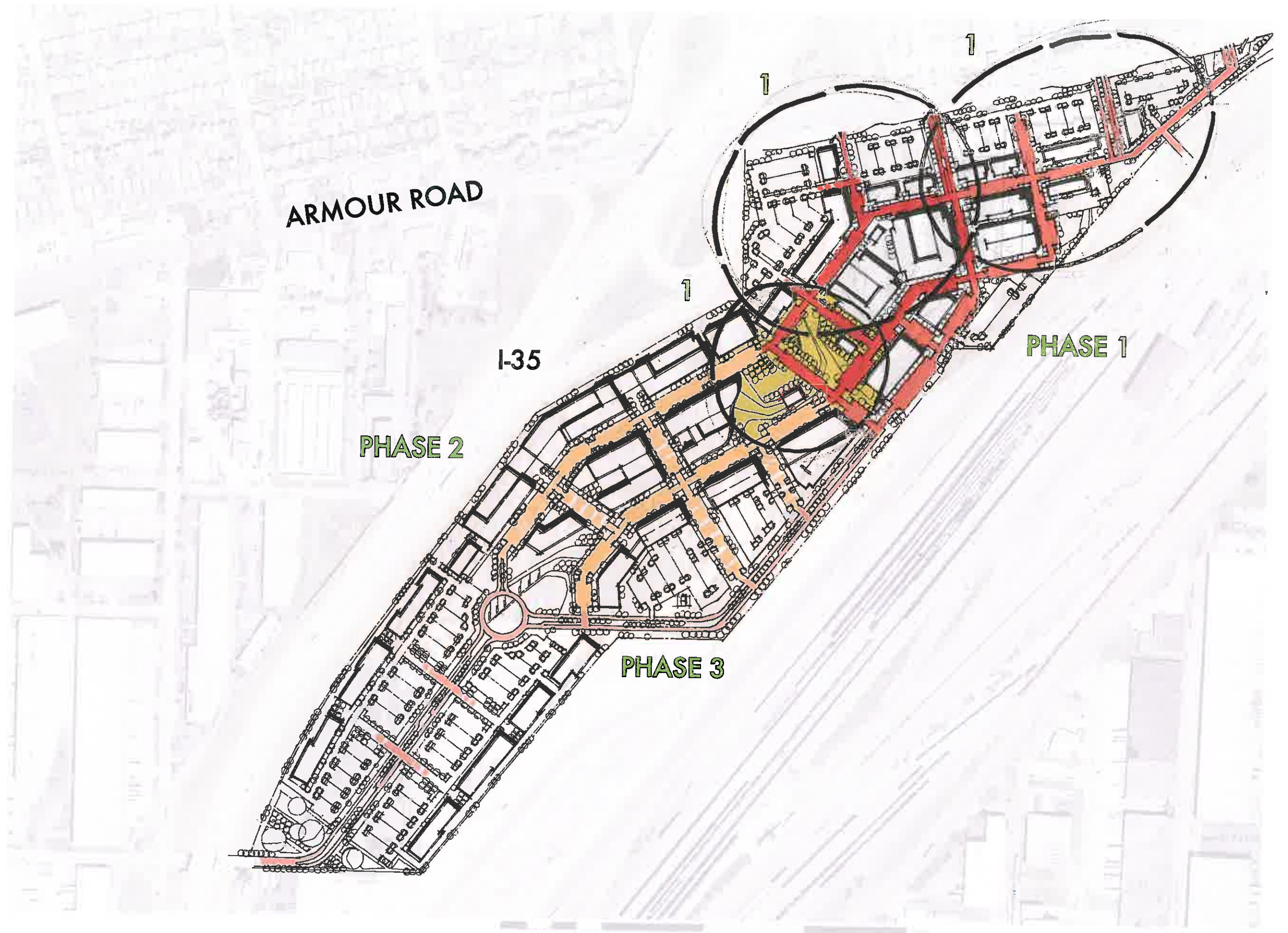
- PROPOSED
- EXISTING



FRAMEWORK DIAGRAMS:

PHASING

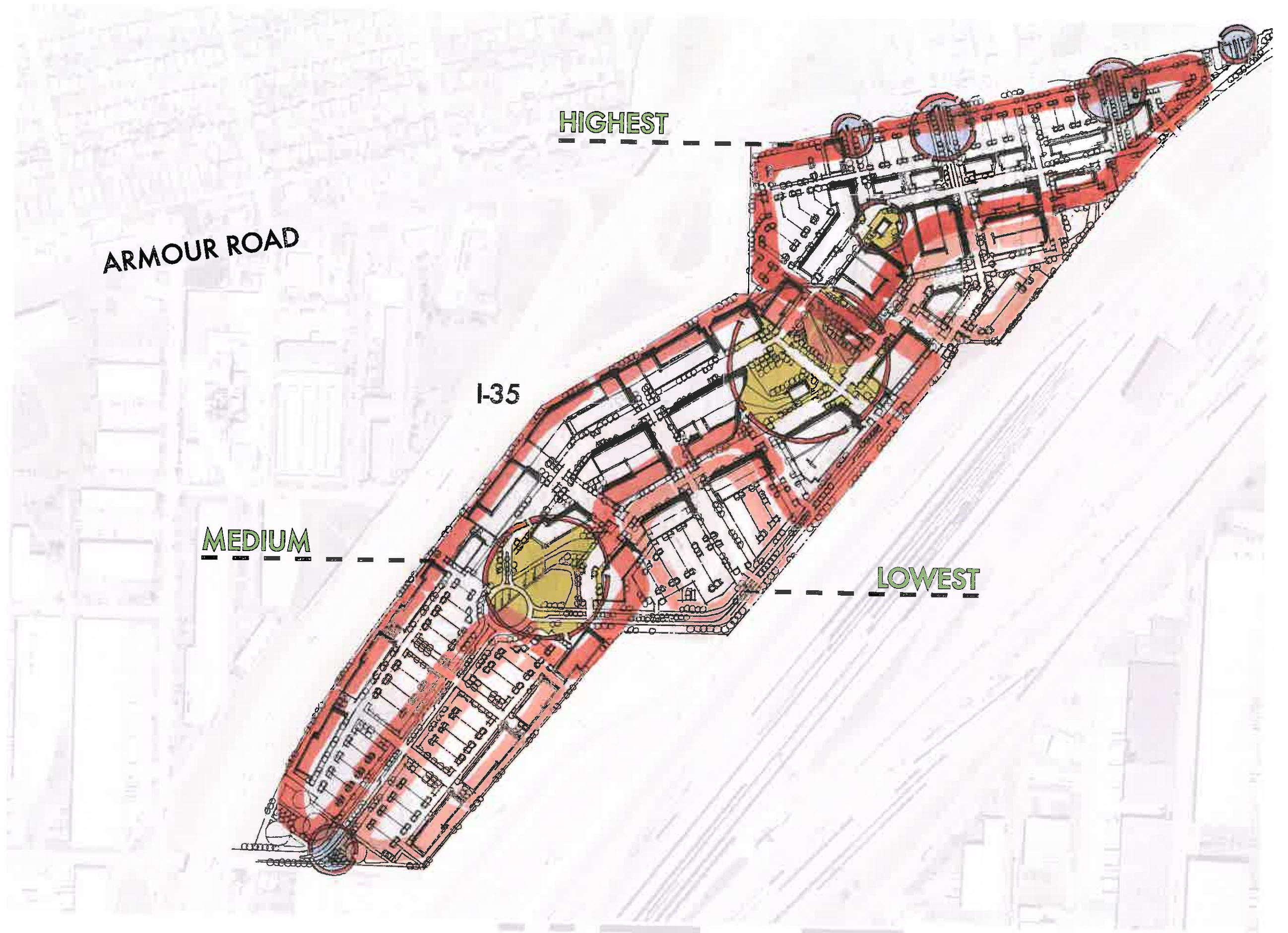
- Access
- Visibility
- Utilities
- Greenspace



FRAMEWORK DIAGRAMS:

LAND VALUES

- Access
- Visibility
- Armour Road
- Curb cuts
- Greenspace Addresses



FRAMEWORK DIAGRAMS:

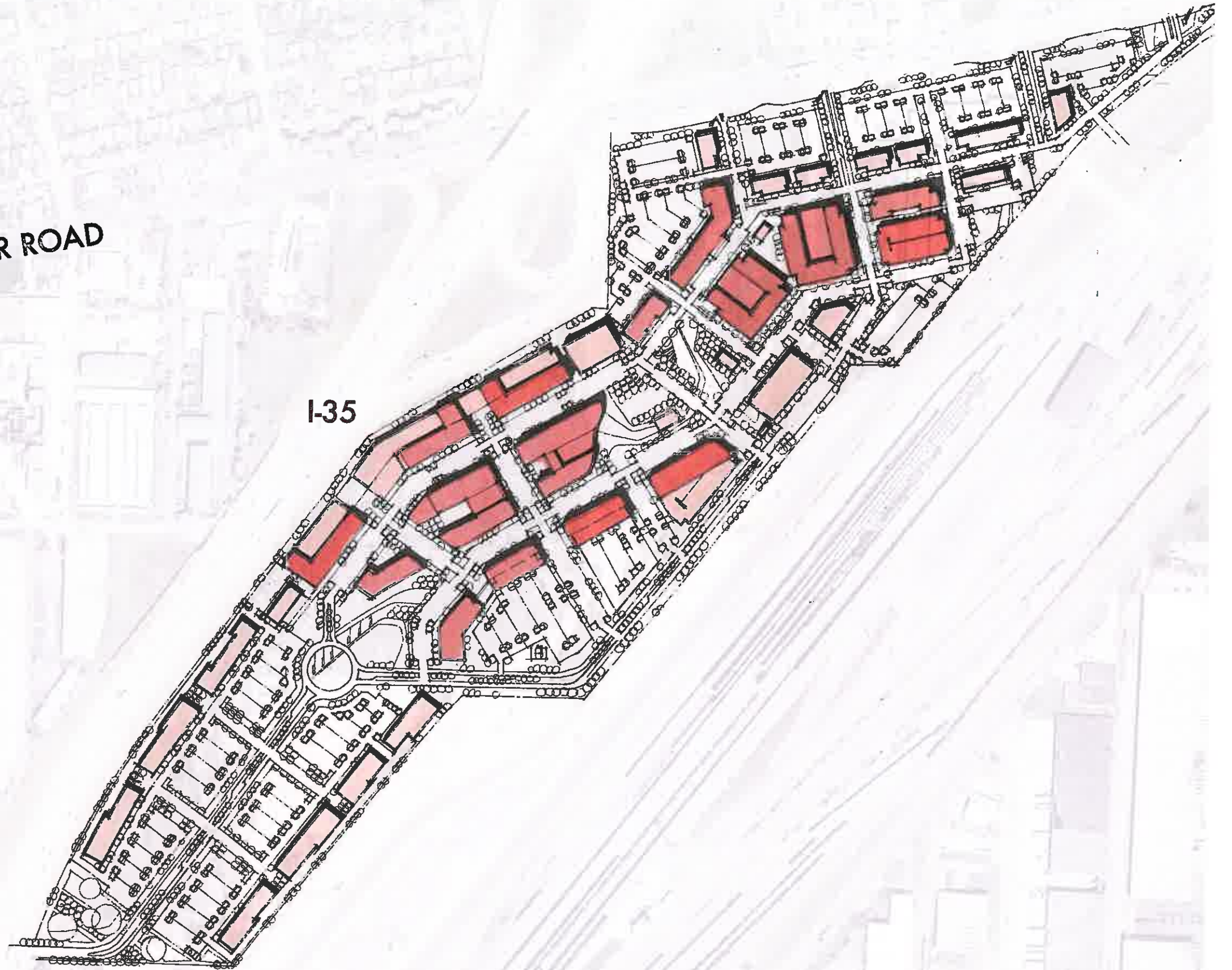
DENSITY &
BUILDING HEIGHT

- 5 - 6 LEVELS
- 4 LEVELS
- 3 LEVELS
- 1 - 2 LEVELS



ARMOUR ROAD

I-35



FRAMEWORK DIAGRAMS:

PHASE ONE TENANT SITES

- Access
- Visibility
- Utilities
- Establish quality brand
- Create greenspace core

TENANT CRITERIA

- 45,000 gsf
- 3 Levels @15,000 gsf ea.
- 1st Level retail
- 2nd & 3rd level office
- Greenspace for employees & customers
- Easy access
- Destination, single user
- I-35/I-29 visibility



FRAMEWORK:

DENSITY CALCULATIONS

Total Site 64 acres

0.25 FAR = 700,000 gross square feet of buildings

0.50 FAR = 1,400,000 gross square feet of buildings

At 3.5 parking spaces/1,000 gross square feet of buildings

0.25 FAR = 2,400 parking spaces

0.50 FAR = 4,900 parking spaces

At 400 parking spaces per exit lane

0.25 FAR = 6 exit lanes

0.50 FAR = 12 exit lanes

Potential exit lanes = 10 to 12 lanes

Target density = 0.50 FAR - 1,400,000
gross square feet of buildings

FRAMEWORK:

DEVELOPMENT SCENARIO PROGRAM SUMMARY

Neighborhood #1			Neighborhood #2			Neighborhood #3					
	RATIO	SPACES		RATIO	SPACES		RATIO	SPACES			
Retail	136,000 gsf	4/1000	544	Office	515,000 gsf	4/1000	2,060	Retail	69,000 gsf	4/1000	276
Hotel	80,000 gsf	1/room + 20	100					Office	48,000 gsf	4/1000	192
(80 rooms plus Conference facilities)											
Office	106,000 gsf	4/1000	424								
Residential	220,000 gsf (178 DU)	2/DU	356								
TOTAL	470,000 gsf		1,424	TOTAL	515,000 gsf		2,060	TOTAL	117,000 gsf		468
Parking	Surface		750	Parking	Surface		250	Parking	Surface		580
	Street		265		Street		240		Street		0
	Structured		800		Structured		1,250		Structured		0
	TOTAL		1,815 (+391)		TOTAL		1,740 (-320)		TOTAL		580 (+112)

SUMMARY TOTALS

Retail	205,000 gsf
Hotel	80,000 gsf (80 rooms plus conference facilities)
Office	669,000 gsf
Residential	220,000 gsf (178 DU)
TOTAL	1,174,000 gsf
Parking	Surface 1,580 spaces (40%)
	Street 505 spaces (15%)
	Structured 2,050 spaces (45%)
	TOTAL 4,138 spaces

1,174,000 gsf on 64 acres = -.42 FAR

- ITE Code based traffic volumes and parking counts indicate site is close to maximum capacity at this density.
- Reducing parking ratios to reflect efficiencies of shared parking and actual user requirements to a ratio of 3.50 to 3.75/1,000 gsf for retail/office and 1.75/DU for residential would result in less reliance on structured parking and/or additional green space.
- Reduction in office space and increase in number of residential dwelling units will increase density while maintaining same parking count.

DESIGN GUIDELINES:

PURPOSE & PROCESS

The Armour Road Development site provides an opportunity to establish a high standard of design for North Kansas City's future gateway. The Development Vision Plan provides the community with a destination and identity that is rich in activities and density of people, public green space, mixed use buildings and vertically integrated land uses. The purpose of the Armour Road Development Design Guidelines is to provide clear intent and direction for design. The design guidelines encourage variety, creativity and quality in design. The design guidelines will also provide direction for design solutions that have a greater return on investment, enhance the environment, reduce operating costs and promote long term economic vitality. The design guidelines encourage developers to work with the City to achieve the highest return on investment that benefits all participants.

Proposed development will be evaluated, measured and approved based on the design guidelines. The preliminary design concepts submitted by a developer in their proposals to the City must be guided by these design guidelines. In addition, each design submittal should explain how its design meets or exceeds the Intent and Measurements for each guideline criteria.

DESIGN GUIDELINES:

CONTEXT

INTENT:

Context in design can be achieved by integration of local geographic and cultural influences in the built environment. Historic, regional influences should play a role in defining new construction, as well as demonstrate an understanding and appropriate response to climate, locally available building materials, and relevant forms. Building and site design should be influenced by North Kansas City's rich and unique architectural history of high quality brick and stone commercial structures that were part of the art deco and art modern design movements of the 1930's, 1940's and 1950's.

MEASUREMENTS:

- Use of materials specific to the region and/or currently in use in North Kansas City. Emphasize the use of brick with cut stone accents.
- Design responsive to regional weather conditions.
- Views from I-35 and Armour Road as well as views toward downtown Kansas City and North Kansas City Hospital influence the design.



DESIGN GUIDELINES:

MASSING

INTENT:

The Armour Road development should have a site and building scale appropriate to the intended urban character. The overall mass should create welcoming and well defined public places while following the Development Vision Plan with pedestrian scale outdoor spaces, use of materials, and detailing.

MEASUREMENTS:

- A minimum overall FAR (floor area ratio) of 0.40 to a maximum of 0.50 based on development occurring within the City's 64 acre parcel. A minimum FAR per development parcel of 0.33 FAR and a maximum of 2.50 FAR.
- A minimum of 40 dwelling units per acre per development parcel.
- Building heights between 2 and 6 floors.
- Minimum first floor heights of 14 feet (floor to ceiling). Minimum floor-to-floor heights above the first floor of 11 feet.
- At least 80% of the building facade shall be set within 2 foot of the street right-of-way line. No portion of the building is setback further than 15 feet.
- Roof forms and mechanical screening are in scale with the remainder of the buildings.
- Window types and proportions are in scale with the overall buildings and intended uses



DESIGN GUIDELINES:

PUBLIC SPACES

INTENT:

The Development Vision Plan is based on the premise that fewer, more dense buildings will allow for the preservation and creation of well-designed public green space. In addition to the two centrally located public places, there are streetscapes, linear parks, pocket parks, public lobbies and other public gathering spaces. Well- designed public spaces not only support the local economy and attract community use, they also provide cultural opportunities, improve public health, improve the environment and the financial performance of the development.

MEASUREMENTS:

- Buildings provide visible public spaces both inside and outside.
- Building entries are prominent and provide easy access between public spaces.
- Public streetscapes and interior public spaces and circulation are integrated, holistic systems.
- A minimum 12 foot wide streetscape shall be provided from the curb line to the face of buildings. Provide continuous sidewalks parallel to streets, with a minimum 7 foot wide unobstructed walkway and additional streetscaping features along both sides of the street.
- For each street block (intersection to intersection), provide a minimum of one street tree per 25 lineal feet of streetscape.
- Ground floor uses in buildings that face public streets must have "public uses" including retail, public lobbies and vertical circulation cores.
- If the project has ground floor dwelling units on streets not adjacent to the retail "Main Street", the first floor of the residential units must be no less than 24 inches above the public sidewalk
- Every residential or mixed use building shall have dedicated and usable open space (decks, gardens, courtyards, roof top patios, balconies, gardens, etc.) provided for in the design, based on 100 square feet per dwelling unit
- Non-residential and mixed use buildings shall be designed to accommodate adjacent open spaces (patios, plazas, outdoor service areas, etc.).



DESIGN GUIDELINES:

PARKING & STREETS

INTENT:

Parking is intended to be provided by a strategic combination of surface, street and structured parking. Retail parking is primarily provided by surface parking and supplemented by “teaser” street parking. Office parking is provided by a combination of surface and structured parking with visitor parking provided by street parking. Private residential parking is intended to be provided primarily by structured parking with visitors using street parking. All parking shall be integrated into the urban/landscape environment and not dominate visually or create conflicts with pedestrians.



MEASUREMENTS:

- Except for street parking, all parking shall be screened from public spaces including streets, public walkways and parks. Screening can include buildings, land forms, and/or plantings. Solid landscape walls or fencing can be considered if it is durable and is compatible with the materials, colors and style of the adjacent building.
- Provide a minimum of 3 spaces/1,000 gross square feet and a maximum of 4 spaces/1,000 gross square feet for retail and office uses except food and beverage.
- For food and beverage uses, provide a minimum of 4 spaces/1,000 gross square feet and a maximum of 6 spaces/1,000 gross square feet. Immediately adjacent public street parking is counted for this requirement.
- Public street and surface parking must comply with the following:
 - A maximum of 10 contiguous parking spaces can be provided in a row, parallel to the drive aisle. A maximum of 40 contiguous parking spaces can be provided perpendicular to the drive aisle. A planting island with a minimum width of 18 feet must separate contiguous groupings of parking.
 - If multiple uses have the potential to share parking resources, then minimum and maximum parking requirements are further reduced by 25%.
 - Street parking shall be provided on a minimum of 70% of both sides of all streets except for the parkway and major entry drives into the site.
- Private driveways crossing public sidewalks shall be spaced no less than 120 feet on center from other driveways or street intersections.
- Use no more than 50% of the total development footprint area per parcel for all surface parking (ie: 1 acre of surface parking or approximately 100 spaces out of a total 2 acre development parcel).
- Provide bicycle parking for all new buildings including:
 - 1 bike parking space per 5 dwelling units
 - 1 bike rack/parking area per 50 dwelling units
 - 1 secure bike parking space per 5,000 gross square feet (non-residential)
 - 1 bike rack/parking area per 50,000 gross square feet (non-residential)
- Parking dimensions include:
 - Surface: 90 degree, 9 ft x 18 ft. spaces with 24 ft. drive aisles
 - Street: parallel, 8 ft. x 22 ft. spaces with adjacent 11 ft. drive lanes
- Residential parking standards include:
 - Minimum of 1 space/studio dwelling unit
 - Minimum of 1.5 spaces/1 bedroom dwelling unit
 - Minimum of 1 space/bedroom for dwelling units with 2 bedrooms or more.
 - Senior living parking standards:
 - For independent living, provide a minimum of 1.4 spaces per dwelling unit.
 - For assisted living/memory care/skilled care, provide a minimum of 0.4 spaces per dwelling unit.
- Shade trees are provided for parking lots at a ratio of 1 tree/5 parking spaces. (Sustainable Guideline)

DESIGN GUIDELINES:

COMPOSITION

INTENT:

The building massing should have thoughtful, intentional relationships. The arrangement of entries, windows, details, materials, etc. should have balance, pleasing proportions, harmony and unity. The size, quantity and location among two or more parts must have a pleasing relationship. The corners of prominent street intersections should respond to the character and urban space goals of the Development Vision Plan.

MEASUREMENTS:

- Window proportions are appropriate including depth from face of primary building surface.
- Proportion and/or percentage of materials including:
 - First floors of buildings facing a public streetscape shall be commercial uses with a minimum of 70% clear glass glazing between 2 and 10 ft. in height above the adjacent public walkway.
- Provides corner design elements.
- Building mass is dynamic and interesting.
- The building shows restraint in the use of materials.
- Building elements are combined elegantly with thoughtful design intent.



DESIGN GUIDELINES:

HIERARCHY

INTENT:

Visual order should be established with dominant and supportive massing, form and materials. The overall design should be free of visual confusion, appear simple and clean, and be visually compatible. Hierarchy should not only be established within the building itself, but also among different buildings in the Development Vision Plan. Color and texture are important elements in establishing hierarchy and should be applied with restraint, avoiding the chasing of trends or fads.

MEASUREMENTS:

- Provides prominent residential and commercial building entry locations.
- Retail activities are easily seen from public spaces including streetscapes.
- There is a genuine and honest use of forms and materials.
- Colors are in harmony with adjacent buildings.
- Colors are integral to the building materials.
- Large blank surfaces are minimized or treated appropriately. If a facade extends along a public streetscape or plaza, no more than 40% of its length or 50 feet, whichever is less, can be blank (without doors or windows).



DESIGN GUIDELINES:

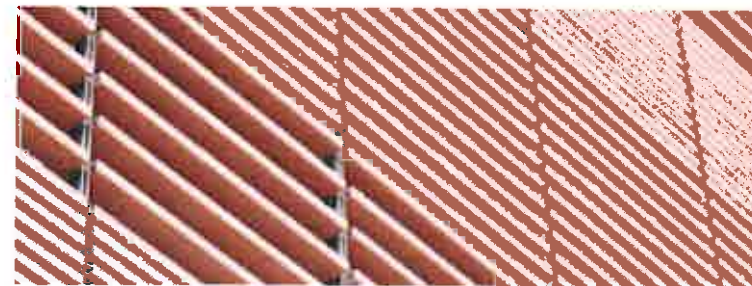
QUALITY

INTENT:

Quality is a measure of the durability and thoughtful connection of materials and associated details, as well as a measure of the expected life span of a building. Materials need to stand up to use, not easily degrade and not require excessive maintenance and upkeep. Detailing and craftsmanship of materials should weave together neatly, cleanly and elegantly.

MEASUREMENTS:

- Rainscreen veneer systems are encouraged.
- Provides durable base materials that can withstand wet conditions and impacts.
- EIFS is discouraged but can be used in minimal amounts in low impact, less visible areas.
- Traditional brick and stone sizes and depths are encouraged.
- Natural rather than manmade materials are preferred.
- Do not change materials at outside corners where veneer applications are highly visible.
- Thoughtfully detail how materials join each other.
- Clear glazing for commercial windows is encouraged; heavily tinted or reflective glass is prohibited.



DESIGN GUIDELINES:

SIMPLICITY

INTENT:

Provide clarity and an ease of understanding to the design intent. Simplicity should not be boring or elementary. "Honest" and legible design with a clear intention and execution is desired. Arbitrary decoration, disconnected whimsy, or derivative design based on temporary trends or fads is discouraged.

MEASUREMENTS:

- The design shall be simple, clear and reinforced by the use of both materials and forms.
- Use the minimum possible number of materials and forms to execute the design intent.
- Avoid faux, artificial materials or forms.
- Do not include arbitrary or unnecessary design features. Form must flow from the natural characteristics of materials.



DESIGN GUIDELINES:

SUSTAINABILITY

INTENT:

Sustainable design is encouraged as a way to reduce long term operating costs to both the developer and the community. Regardless of whether a sustainable certification is sought, the design of new buildings and sites must demonstrate sustainable practices and techniques.

MEASUREMENTS:

- HVAC systems do not use excessive energy and are designed to lower tenant utility charges.
- Buildings exceed minimum energy code requirements.
- Buildings use renewable energy sources.
- Building design minimizes solar heat gain.
- Recycled materials are used in buildings.
- Shade trees are provided for parking lots at a ratio of 1 tree/5 parking spaces. (Parking & Streets Guideline)
- Organize solar orientation so the largest building facade with the most glass surface is oriented to the south or southeast. Minimize building openings and windows on the north and west facades.
- Solid Waste Management Infrastructure:
 - One recycling or reuse station and one compost station or location encouraged within overall site development.
- Low impact development (L.I.D.) site design strategies are encouraged including strategies to mitigate stormwater impacts through a combination of bio-retention cells (located in streetscape bump outs and integrated with public space landscapes utilizing engineered soils and sub-drains), green roof systems, enhanced lawn systems, use of drought tolerant native plant material or other applicable systems.



DESIGN GUIDELINES:

SIGNAGE

INTENT:

A signage master plan should be developed which encourages a coordinated, comprehensive, harmonious approach to providing signs of high quality design, material and workmanship, while balancing the expectations for unique designs that exhibit a high degree of imagination and inventiveness. Signage must not dominate or detract from the site or building.

MEASUREMENTS:

- Signage is integrated with the overall design intent of the site and buildings including:
 - Signage utilizes or enhances architectural elements of the building.
 - Adds to the aesthetics of the building by providing strong graphic character and detail through imaginative use of graphics, color, texture, scale, proportion and form
- Signs shall be illuminated externally or through back-lit or reverse channel letters with halo techniques to convey a subtle appearance rather than through internally lit cabinets.
- Use of easily identifiable logos and imagery in lieu of text is encouraged.
- Monument signs are not allowed within the site boundary except for along Armour Road & 16th Avenue.



DESIGN GUIDELINES:

FRANCHISE ARCHITECTURE

INTENT:

Franchise businesses with standardized site and building design must comply with all of the guidelines and be custom designed for the Armour Road Development site.

MEASUREMENTS:

- The franchise brand architecture shall not dominate or distract from the overall harmony of the site and building design.
- The franchise brand design may be clear but shall be adapted to the material and form palette of the building.



DESIGN GUIDELINES:

PUBLIC ART

INTENT:

The Armour Road Development site and its buildings should embrace the value of public and private art and provide well integrated art.

MEASUREMENTS:

- A minimum of \$1.00/gross square feet of building shall be paid to the City of North Kansas City for the implementation of public art.
- Public art shall be selected to the mutual satisfaction of a Public Arts Advisory Commission and the Developer and placed within the Armour Road Development site, in proximity to the building that is providing the majority of the funding.



APPENDIX:

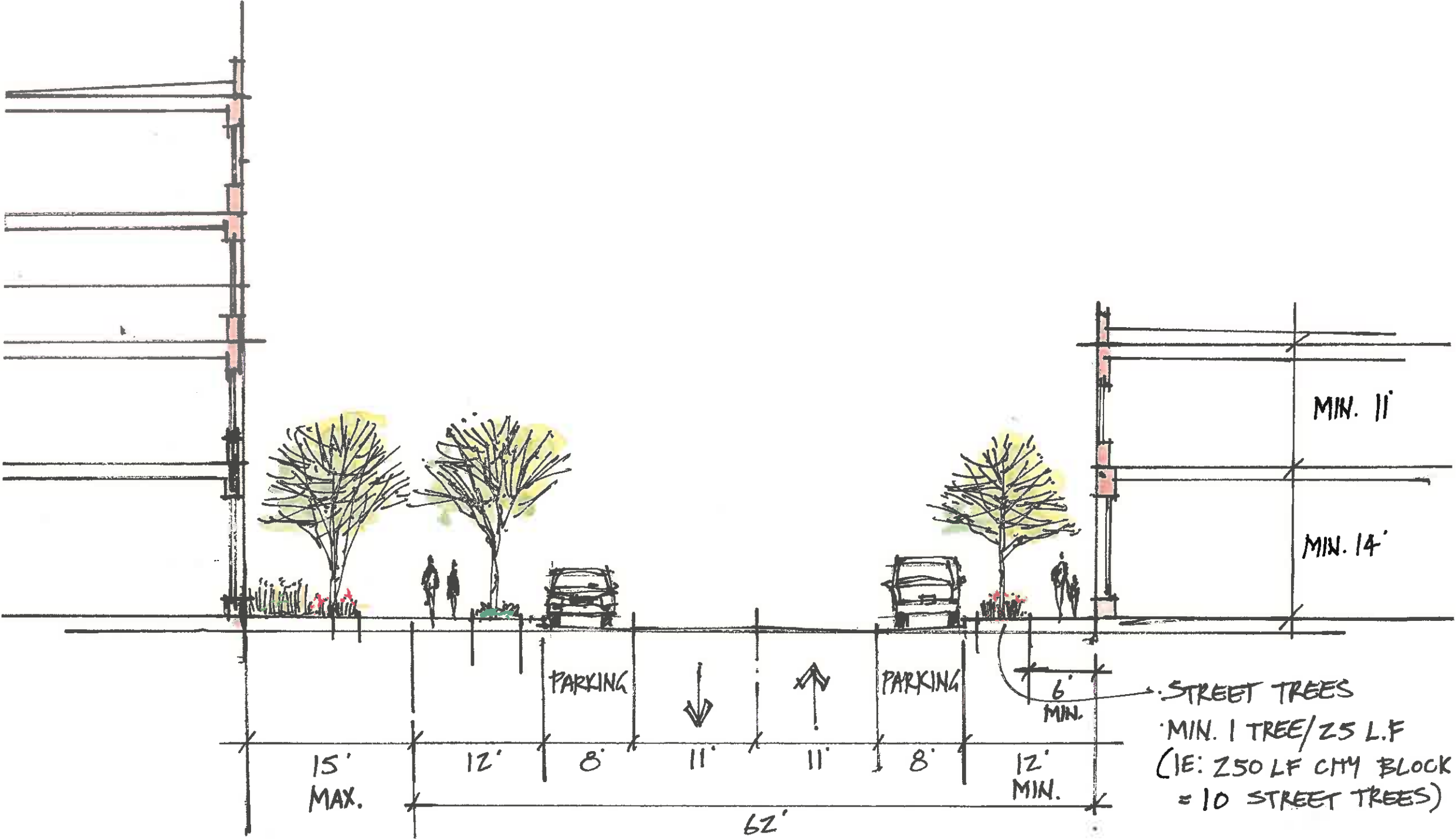
ALTERNATIVE SOUTH NEIGHBORHOOD

- Buildings located along the internal public street.



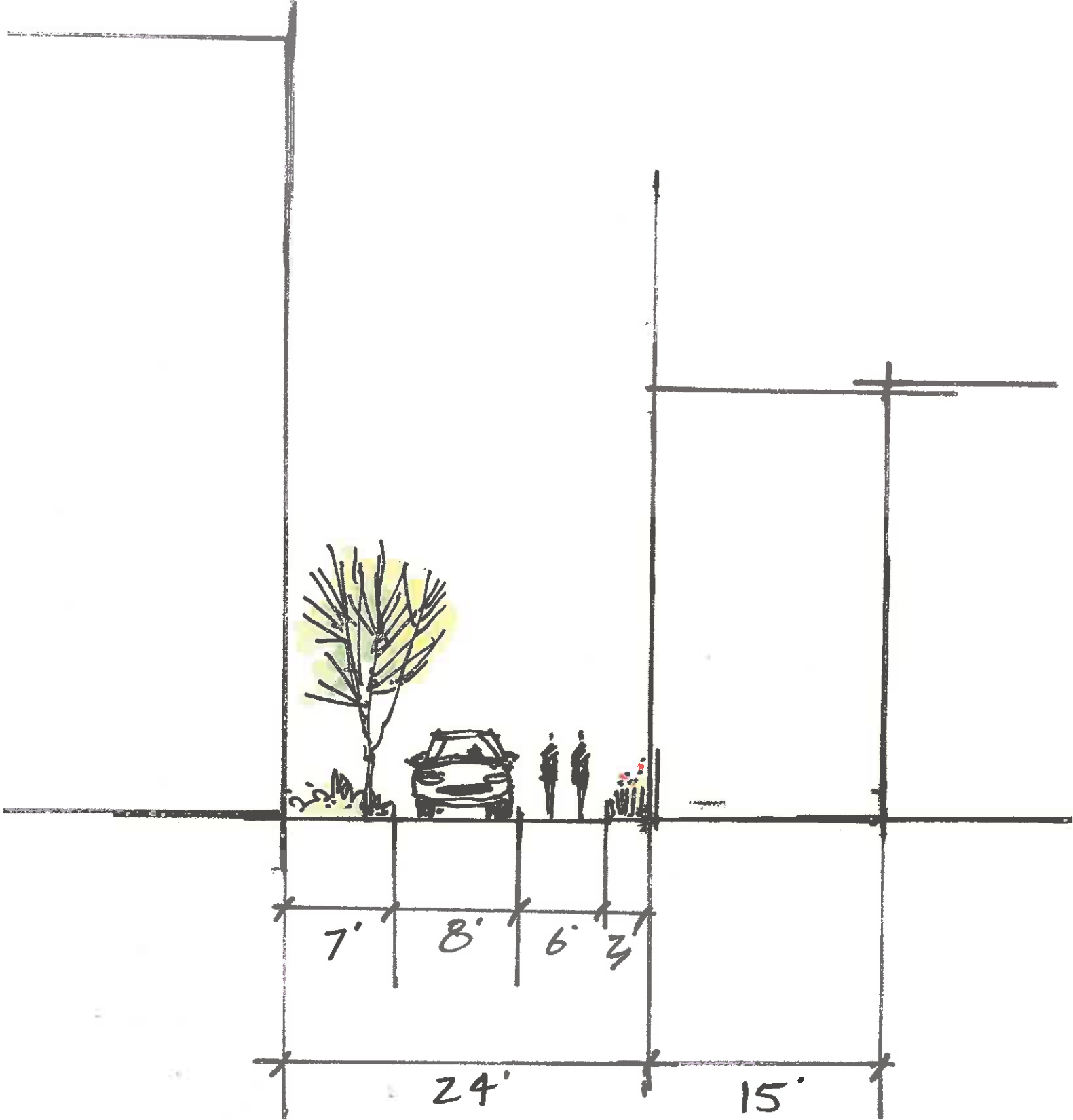
APPENDIX:

"MAIN STREET" SECTION



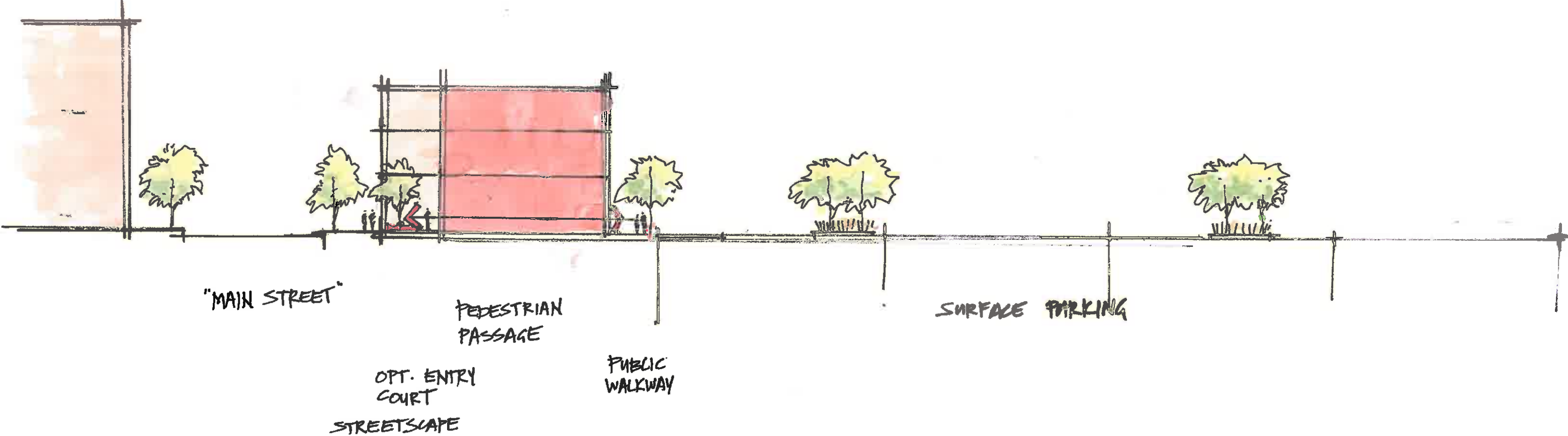
APPENDIX:

FRIENDLY ALLEY



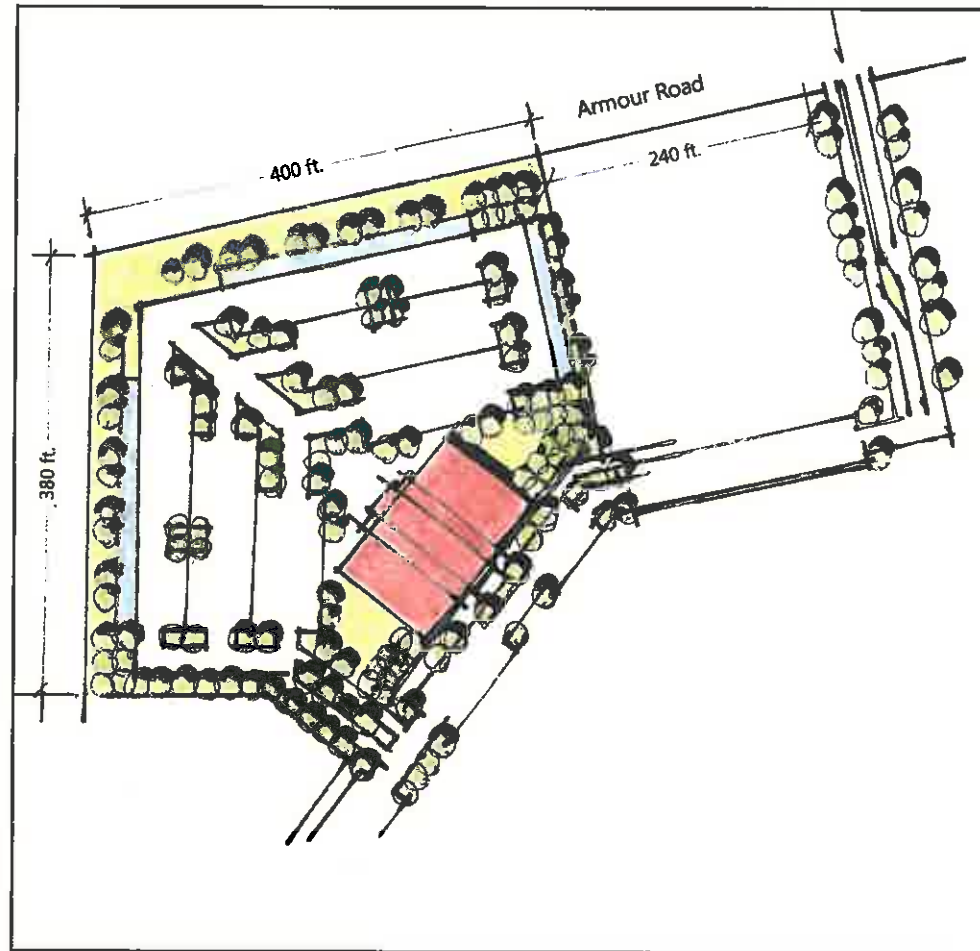
APPENDIX:

REAR SURFACE PARKING

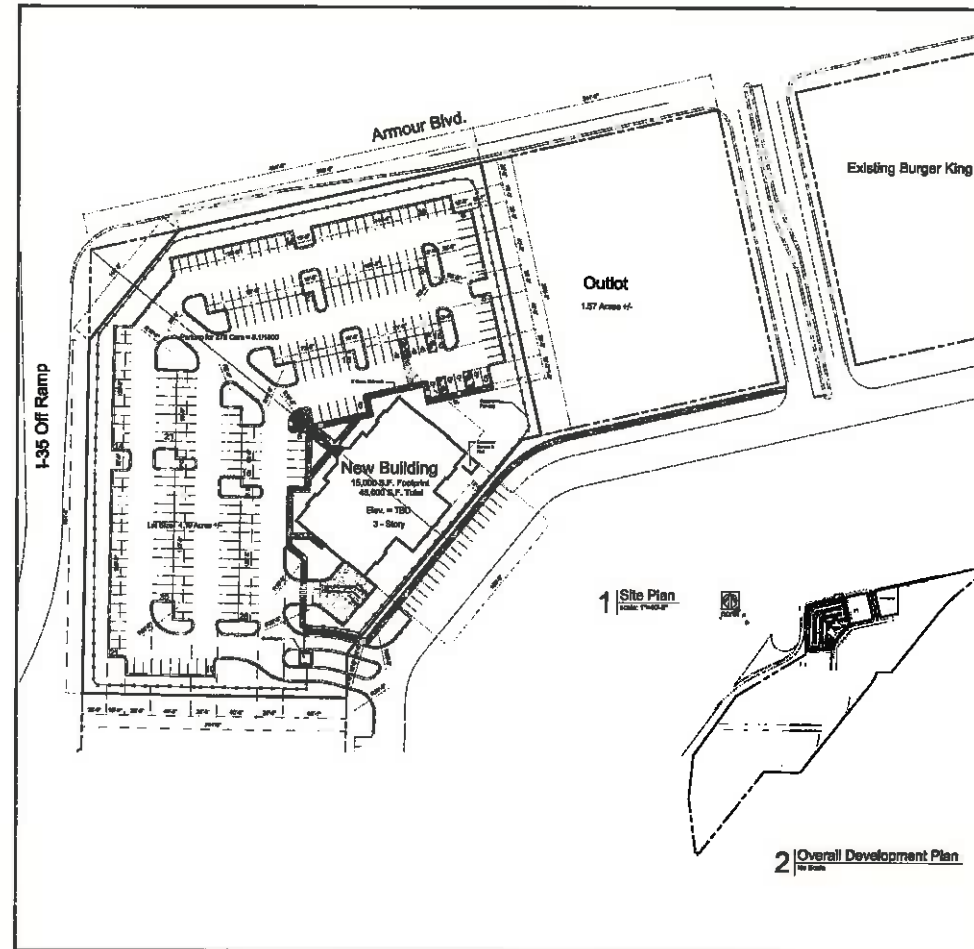


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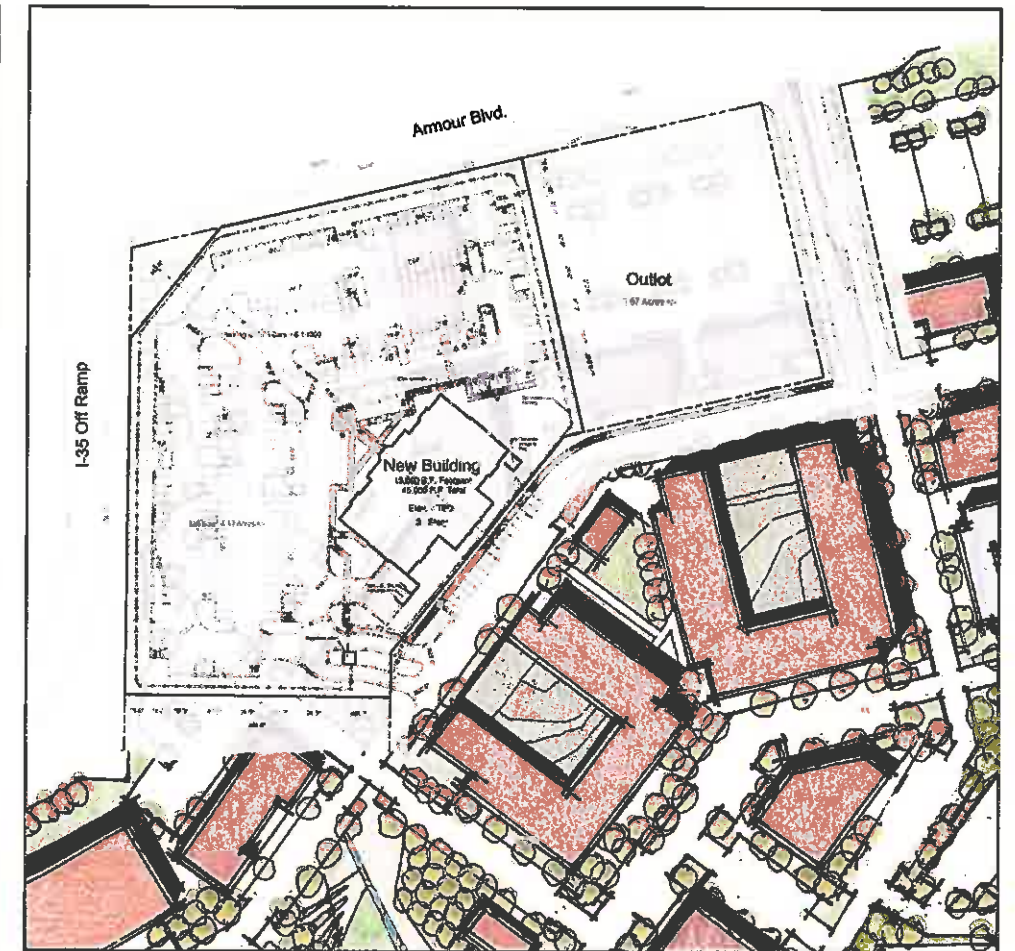
TENANT SITE PLANS



SITE PLAN PROPOSED BY CITY



TENANT SITE PLAN



VISION PLAN WITH TENANT OVERLAY