Multi-Family Residential Design Guidelines & Standards

for the 500 acres between State Ave. & Parallel Parkway and 118th & 126th Street

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I. INTRODUCTION

The unified Government of Wyandotte County has lacked a design standard for multi-family developments. The intent of this document is to control the level of quality for multi-family units located within the 500 acre parcel bounded by State Avenue on the south, Parallel Parkway on the North, and 118th to 126th Streets, east and west. These developments are intended to set the standard for market rate multi-family in Wyandotte county.

A. Major Themes and Goals for Improvement

The proximity of this 500 acre parcel to the intense regional attractions and retail developments creates an opportunity to provide a transition to the existing and proposed low density residential developments west of 126th Street. By clustering multi-family developments at this location, fewer multifamily developments will occur throughout the western, low density residential area of Wyandotte county. In order to maintain a high level of quality for the area, these design guidelines were created.

1. Big Idea

The big idea is to create a residential core community of employee housing, centered on recreational open space. Vehicular access by a main boulevard and parkways with pedestrian trails that connect to neighborhood retail services create an attraction for the development. A variety of residential villages would be developed to satisfy a wide spectrum of residents. The entire community would be framed by transitional and regional uses:

a. 38 acre Public Park & Community Center
b. Regional Medical & an urban village including professional offices will add to the daytime population.
c. Significant regional land uses along west side of 118th.
d. Neighborhood retail directly adjacent to the residential core.
B. How to Use this Document

These Multi-Family Residential Design Guidelines shall apply to all new multi-family residential tracts within the Master Plan Overlay District (MPOD) which is the 500 acre parcel bounded by State Avenue on the south, Parallel Parkway on the North, and 118th to 126th Streets, east and west. Standards shall apply on a tract by tract basis as each project occurs.

Set forth below are the key steps in the development process and points at which the design guidelines and standards should be consulted and applied:

1. Locate the property and identify the applicable zoning district.
2. Discuss the proposed project with city staff (informal discussion only, typically pre-design).
3. Review the design guidelines and standards.
4. Understand the context of the building site; inventory adjacent land uses.
5. Develop the site plan and building design using these guidelines and standards in conjunction with other applicable development regulations and policies.

Section IV of this document sets forth specific design guidelines and standards that are organized in a format that contains design principles and regulatory language. Section IV contains the following components that should be applied as discussed:

**Intent Statement.** This is a broad statement explaining the design intent for the guidelines and standards that follow. It should be used to help interpret the application of a standard in a specific situation. In cases where special conditions exist that are not specifically addressed by the standards or guidelines, the intent statement should serve as the basis for determining the appropriateness of the proposed design.

**Design Guidelines and Standards.** The text indicates whether the proposed regulation is a guideline or a standard. Guidelines (“should”) are advisory, but strongly recommended; standards (“shall”) are mandatory.

**Incentives.** In some instances, incentives are offered to encourage development to provide unique design features or community amenities beyond the minimums required by the design standards.
II. BACKGROUND CONDITIONS AND ANALYSIS

The 500 acre parcel is bounded by State Avenue on the south, Parallel Parkway on the North, and 118th to 126th Streets, east and west. The site also has direct access to the 110th Street exit on I-70. To the east is the Kansas Speedway, Legends, Shlitterbohn water park and over 1 million square feet of regional support retail. To the west is a variety of residential land uses of single family, town homes, senior housing, and the Kansas Catholic Diocese Savior of the Word seminary. Delaware Parkway is an existing east-west collector, linking the residential areas to 126th street. The 500 acres physically consists of gently rolling slopes, open fields, and tree vegetation within the stream ways. The western two thirds of the site drain to the southwest. The eastern third drains to the north and east. Currently the 500 acres are populated by farms and single family structures.

The Prairie Delaware Piper master plan, PDPMP, currently denotes the 500 acre parcel as mostly mixed residential with planned commercial and Business Park mixed land uses along the east. The PDPMP guidelines require a minimum 50% single family component to any proposed development. Any attached single family or apartment developments are limited to no more than 30% and 25% of the any proposed development respectively. These suggested densities describe an area that is mostly low density in character with pockets of multifamily scattered through the study area. The proximity of this 500 acre parcel to the intense regional attractions and retail developments could be an opportunity to provide a transition to the existing and proposed low density residential developments west of 126th Street.
The gentle rolling ground on the 500 acres provides an opportunity to develop cost effective architecture, i.e.: minimal retaining walls and grading. The stream ways on the western part of the property converge into a single crossing under 126th St. and can provide important connectivity to link various parcels within the 500 acres by alternative circulation along trails in the preserved stream ways. The convergence creates a large permanent open space that can be utilized as a western gateway from the Delaware Parkway intersection on 126th St. into the 500 acres.

Current projections of employment required to sustain the regional commercial attractions is projected to rise from a current 7,000 employees to 30,000 employees. These projections come from the Unified Government Research Department. The need for nearby housing for these current and future employees is a market not currently satisfied within this part of Kansas City, KS. If a large enough parcel with a comprehensive land plan can be developed to provide appropriate housing choices for employee housing and the necessary community amenities, both the area and the city would benefit.

The area’s daytime population is minimal as the 8am to 5pm non retail land uses do not exist. To fuel the economic engine created by the existing and proposed regional developments, a daytime population will be crucial to sustain economic success. Corporate office, medical and residential land uses together will be important to provide the day time population.

The local parks in this part of Kansas City, KS are lacking in un-programmed and multi-use open space. Recommended in the PDPMP are a community center west of I-435, general open space, and trails. If a large enough development can be planned to assemble the necessary land for a public amenity, this parcel could provide quality amenities for a necessary residential population. Pedestrian linkages, with a variety of sidewalks, and trails to connect the adjacent residential population to the public recreation amenities will enhance the value and quality of those connected residential developments.
Proposed Land Use Plan:
The proposed land use plan for the 500 acres would be to create 6 villages of multifamily housing as the residential core. The architecture and floor plans would vary from village to village and provision of amenities such as club houses and types of parking as well. Within those villages would be one or two phase development of 200 – 400 dwelling units.

The residential core would be insulated from and supported by commercial and office land uses along the core’s periphery. Regional retail along State Avenue provides for opportunities to locate other regional attractions to compliment the existing developments along State Avenue. Along Parallel, land would be reserved for corporate offices and a campus of medical office buildings, MOB. Along 126th south to the Delaware Parkway intersection, a transition of elderly housing to compliment the Catholic diocese developments and supported by the MOB campus is proposed.
III. GENERAL PROVISIONS

A. General Intent
The general intent of these Multi-Family Residential Design Guidelines and Standards is to establish the quality of multi-family development in the Master Plan Overlay District (MPOD) consisting of the 500 acres bounded by State Avenue on the south, Parallel Parkway on the North, and 118th to 126th Streets, east and west, ensure the compatibility of multi-family development with surrounding land uses.

B. Applicability
Unless exempt under subsection III. C. (Exemptions) below, these Multi-Family Residential Design Guidelines and Standards shall apply to all new multi-family development within the MPOD.

C. Review Process
1. General
   These Multi-Family Residential Design Guidelines and Standards shall be applied in the normal review processes for, as applicable, rezonings, site plans, subdivision plats, and development plans, as set forth in the Wyandotte County development code.

2. Review Criteria
   In addition to the review criteria specified for each type of development application as specified by the Wyandotte County development code, each rezoning, site plan, subdivision, or development plan application for multi-family development within the MPOD shall comply with these Multi-Family Residential Design Guidelines and Standards, except as otherwise expressly varied, modified, or waived.

D. Variances and Modifications Allowed
1. Variances
   The Board of Zoning Appeals may grant variances from the standards contained in these Multi-Family Design Guidelines and Standards.

2. Deviations
   The Planning Commission or City Council may grant deviations from the standards contained in these Multi-Family Residential Design Guidelines and Standards under the terms of an approved plan for development in a planned zoning district.

3. Modifications to Allow Alternative Compliance
   In addition, the Director of Planning and Development Services may waive or modify any design standard contained in these Multi-Family
Residential Design Guidelines and Standards in order to encourage the implementation of alternative or innovative practices that implement the intent of the modified standards(s) to provide equivalent public benefits without significant adverse impacts on surrounding development.

4. Conditions of Approval
In granting a variance or modification, the Board of Zoning Appeals, the City Council, the Planning Commission, or the Director of Planning and Development Services may require conditions that will substantially secure the objectives of the modified standard and that will substantially mitigate any potential adverse impact on the environment or on adjacent properties, including but not limited to additional landscaping or buffering.

E. Conflicting Provisions
If the provision of these Multi-Family Residential Design Guidelines and Standards are inconsistent with one another, or if they conflict with provisions found in other adopted codes, ordinances, or regulations of the Unified Government of Wyandotte County, the more restrictive provision will control unless otherwise expressly provided.

F. Earning Design Incentives-General Provisions
The provision of design incentives is a mechanism to recognize unique and innovative developments. This approach acknowledges the value and potential costs of incorporating certain design elements within a residential neighborhood. The successful incorporation of the design incentives would allow increases in density up to the maximum density levels specified in section IV.A.2. (Lot Coverage and Density) below. Even with the incorporation of these incentives, the maximum density specified is not guaranteed. The amount of density bonus awarded for the successful incorporation of design incentives is entirely at the city’s discretion, based on consideration of the development’s compliance with the Master Plan, land use compatibility, zoning patterns, environmental impacts, and traffic impacts. To earn incentives, the applicant must apply for each specific incentive. The Site Plan Review Committee shall review each requested incentive, and shall recommend to the Planning Commission approval or denial of the requested incentive. It is the intent of guidelines to require the maximum possible density be achieved through the application of bonus incentives from more than one category of the guidelines.
IV. MULTI-FAMILY RESIDENTIAL DESIGN GUIDELINES AND STANDARDS

A. Site Planning

1. Intent
   These guidelines and standards are intended to: improve site planning to enhance the image of the city, reflect unique site characteristics, and provide strong neighborhood environments; develop site plans that preserve and integrate healthy and mature existing trees into the overall development scheme to establish optimum environmental conditions by providing shade, air purification, management of storm water runoff, etc; protect natural site features, and open space, to the maximum extent possible in order to incorporate such features and area as community amenities; and provide useable open space, or maintain significant natural areas, for the use and enjoyment by residents of the multi-family developments.

2. Lot Coverage and Density
   a. Design Guidelines and Standards
      1) Density. A range of densities, which are based on net acreage (See Section V, Definitions, below) may be permitted for each zoning district, as set forth in the Master Plan. A multi-family development that meets all applicable design standards shall not exceed the mid-point of the density range for the applicable zoning district, as follows (du=dwelling unit):
         i. R-3, townhouse district: 5,000sf lot area per du (or 8.65 du/acre)
         ii. R-4, garden apartment district: 4,000sf lot area per du (or 10.81 du/acre)
         iii. R-5, apartment district: 2,000sf lot area per du (or 21.63 du/acre)
         iv. R-6, high-rise apartment district: 80 du/acre
   2) Maximum Density Multi-family developments that meet all applicable design standards and successfully incorporate one or more of the design incentives allowed by these Multi-Family Residential Design Guidelines and Standards shall not exceed the maximum density, based on net acreage, permitted for the applicable zoning district, as follows (du=dwelling unit):
      i. R-3, townhouse district: 4,000sf lot area per du (or 10.89 du/acre)
      ii. R-4, garden apartment district: 3,000sf lot area per du (or 14.52 du/acre)
iii. R-5, apartment district: 1,500sf lot area per du (or 29.04 du/acre)
iv. R-6, high-rise apartment district: 100 du/acre

3. Common Open Space
   a. Intent
   Creating areas of common open space that are easily accessed by residents provides focal points for community recreation and interaction and adds to the overall quality of life for residents. Give the environmental and recreational benefits of common open space, it should be integrated purposefully into the overall design of a development and not merely be residual areas left over after buildings and parking lots are sited.
   b. Design Guidelines and Standards
      1) Common Open Space Required. All new multi-family developments with in the MPOD should set aside a percentage of the net site acreage as common open space for the use and enjoyment of the development’s residents. The common open space shall be aggregated into meaningful, quality open spaces. Clustering of buildings is encouraged to minimize small, narrow, unassigned strips in front of and between buildings. Open space areas shall be clearly identified on the development plan. Such designated common open space shall be in a natural, undisturbed state, or may be landscaped for more formal courtyards or plazas, or may be developed for active or passive recreation.
      2) Minimum Amount Required. The minimum amount of common open space (as a percentage of the net land area) shall be:
         i. R-3 : 17%
         ii. R-4: 17%
         iii. R-5: 13%
         iv. R-6: 8%
      3) Areas Not Allowed as Part of Common Open Space. The following shall not count toward common open space set-aside requirements:
         i. Private lots, yards, balconies and patios dedicated for use by a specific unit.
         ii. Public right-of-way or private streets and drives
         iii. Open parking areas and driveways for dwellings
         iv. Land covered by structures except for ancillary structures associated with the use of the open space such as gazebos and picnic shelters or clubhouses.
         v. Designated outdoor storage areas
         vi. Detention/retention facilities, including drainage swales, except that detention or retention areas and storm water management structures or facilities may be used to meet up
to one-hundred percent of the required common open space amount provided such areas or facilities are accessible and useable, as determined by the city, as year round community amenities by the residents of the development (e.g. picnic areas, passive recreation areas, playgrounds, trails, ponds for fishing and/or boating, etc.)

4) **Greenway Linkages.** Greenway Linkages have been designed into the overall Master Plan for the 500 acres. Where ever possible individual developments should connect to the overall trail system.

5) **Design Criteria for Open Space.** All common open space lands shall be the following design criteria, as relevant:
   
i. **Connectivity Required.** To the maximum extent practicable, common open space should be organized to create integrated systems of open space that connect with one or more of the following types of lands located within or adjacent to the development:
      1) Dedicated public park or greenway lands
      2) Dedicated school sites
      3) Other dedicated open space
      4) Common open space located adjacent to the development
      5) Portions of the regional trail and open space system
      6) Neighborhood shopping and activity centers
      7) Adjacent employment centers

   ii. **Compact and Contiguous.** To the maximum extent practicable, common open space land should be compact and contiguous unless the land is used as a continuation of an existing greenway, trail, or other linear park, or unless specific topographic features require a different configuration. An example of such topographic features would be the provision of open space along a scenic creek.

   iii. **Accessible to Residents.** Common open space shall be reasonably accessible to all of the residents of the development:
      1) At a minimum, pedestrian access to common open space should occur every five-hundred feet (500') of linear length of common open space.
      2) Pedestrian access to common open space should occur within five hundred feet (500') of every dwelling unit in the development.
      3) The city may require access to be restricted if it would degrade, destroy, or adversely interfere with sensitive environmental or natural areas or with significant historic or cultural resources.
4) Where provided, access to common open space should be a minimum of fifteen feet wide and should be located where such access is visible to dwelling units and should not be isolated by walls, screening, landscaping, or any other kind of barrier that would prevent resident surveillance of the open space.

iv. **Recreational Facilities.** If an applicant constructs recreational facilities in the common open space as a community amenity, such recreational facilities shall be constructed in accordance with applicable city standards regarding, but not limited to, size, siteing, use, materials, and similar matters.

v. **Design Criteria.** Common open spaces, other than those preserved as natural features or areas, should include gardens, courtyards, recreation, or play areas and shall contain at least three of the following features:
   1) Seasonal planting areas
   2) Large, flowering trees
   3) Seating
   4) Pedestrian-scaled lighting
   5) Gazebos or other decorative shelters
   6) Play structures for children
   7) On-site community recreation amenities

vi. **Fences/Walls on Perimeter.** Where common open space is bordered by private rear or side yards, opaque fences and walls shall not be erected in such yards bordering the open space. Open style fences, with a maximum fifty percent (50%) opacity for each one-hundred feet (100') of fence length (e.g., post & rail), shall be allowed on the perimeter of open space.

c. **Design Incentives.**
   1) **Incentive for Additional Common Open Space.** The city may approve a one percent (1%) increase in permitted density for each one percent (1%) of useable common open-space set aside provided above the minimum amount required in subsection A.3.b.2) (Minimum Amount Required) above.
   2) **Incentive for Development of Neighborhood Greens.** The city may approve up to a twenty (20%) increase in permitted density for the development of common open space in the form of accessible, neighborhood greens. To be eligible for this incentive, the developer shall comply with the following standards:
      i. **Minimum Parcel Size.** The multi-family development site shall be a minimum of 10 acres.
      ii. **Size of Green.** Each neighborhood green shall be at least 1 acre in size.
iii. Location of Green.
   1) Each neighborhood green should be centrally located and easily accessible to all residents within the development.
   2) Each neighborhood green shall be located in a visible, secure setting that is easily observed from public streets or private drives. To the maximum extent practicable, rear facades of multi-family dwellings that do not contain building entrances shall not abut more than two sides of the greens perimeter.
   3) All parts of the green shall be easily accessible by pedestrians.
   4) Amenities and Landscaping. Each neighborhood green shall be landscaped and shall contain multi-use areas, walking paths, plazas, pavilions, picnic tables, benches, or other similar features for various age groups to enjoy.
   5) Density Bonus Allowed. The city may allow up to a twenty percent (20%) increase in permitted density for a development that includes acreage devoted to neighborhood greens according to the following schedule:

<table>
<thead>
<tr>
<th>Maximum Density Bonus</th>
<th>Minimum Acreage Devoted to Neighborhood Greens</th>
</tr>
</thead>
<tbody>
<tr>
<td>20%</td>
<td>1.0 acre per 100 dwelling units</td>
</tr>
<tr>
<td>10%</td>
<td>0.5 acre per 100 dwelling units</td>
</tr>
</tbody>
</table>

4. Preservation of Natural Features
   a. Intent
      Mature trees, rolling topography, and stream corridors are a few of the elements that contribute to the distinct character of the MPOD. Preserving these significant natural features enhances the local character as well as protects such features’ important natural functions, including storm water management, air purification, and provision of shade. New development shall work with the natural environment by preserving and integrating natural features, including mature trees, where feasible.
   b. Design Guidelines and Standards
      1) General Guidelines for Integration. New multi-family development should integrate existing natural features located on-site into the overall design and layout of the development. Existing natural features, as well as the required common open space, should be used to create community amenities and provide physical separators and buffers from adjacent development, where needed.
2) **Preservation of Natural Area and Open Spaces.** To the maximum extent feasible, where significant natural features exist on a property, an applicant shall give priority to their preservation through public open space dedication or as common open space. The applicant is required to submit a site analysis with priority being given to the following areas (which are not listed in order of priority or significance):
   i. Wetlands.
   ii. Floodplains and surface drainage channels
   iii. Lakes, rivers, stream corridors, and other bodies of water
   iv. Prominent ridges, bluffs, or valleys.
   v. Existing, mature trees and vegetation
   vi. Steep slope areas

3) **Protection of Stream Corridors and Wetlands.**
   i. Perennial streams, wetlands, and associated riparian corridors shall be incorporated into site plans and site design as major amenities, with trails, seating and appropriate supplemental vegetation. Buildings, parking areas, and other structures should be set back from such features a sufficient distance to ensure their continued quality and natural functions.
   ii. As part of the submittal requirements for multi-family development subject to these Multi-Family Residential Design Guidelines and Standards, applicants shall evidence compliance with all applicable federal, state, and city laws and regulations related to preservation and protection of stream corridors and wetlands.

4) **Preservation of Existing Trees and Vegetation.**
   i. Plan Requirement. Developers shall submit an existing tree survey and preservation plan at the time of preliminary plan approval to show compliance with the guidelines and standards below. Where large masses of trees exist the defined boundary of the tree mass shall suffice for a tree survey.
   ii. General Guideline. Existing trees and vegetation should be preserved whenever possible to act as buffers between adjoining developments and as community amenities within the multi-family development.
   iii. Significant Trees
      1) On sites with existing, mature trees, at least twenty-five percent (25%) of significant trees shall be preserved or transplanted on-site, to the maximum extent practicable. For purposes of this section, “significant” trees include the following:
(a) Deciduous trees with eighteen inch (18”) minimum caliper
(b) Evergreen trees twelve feet (12’) or more in height; or
(c) Groups or stands of ten (10) or more trees with a minimum caliper of twelve inches (12”)

2) At the time of preliminary plan approval, trees which can not practicably be preserved or transplanted may be required to be replaced according to the standards in subsection 4.b.7)vi. (Tree Replacement) below.

3) Significant trees in appropriate locations which can be preserved, such as along drainages and along the perimeter of the site can be used to fulfill landscaping or buffering requirements under these Multi-Family Residential Design Guidelines and Standards.

5) **Other Existing Trees and Vegetation.** Any existing vegetation or non-significant trees that are in appropriate locations, in sufficient quantities, and of acceptable quality to be used to fulfill transition, landscaping, or buffering requirements under these Multi-Family Residential Design Guidelines and Standards, shall be preserved to the maximum extent practicable.

6) **State or Preserved Trees and Vegetation.** All preserved trees and vegetation shall be healthy and free of mechanical injury.

7) **Tree Replacement.** If a significant tree designated to be preserved is removed or substantially damaged during clearing, grading, or construction, the applicant or developer shall replace the removed or damaged tree with new trees. Replacement trees shall be the same or similar species to the trees removed or damage, or alternately a species native to Wyandotte County and approved by the city. For every tree removed or damaged, the applicant or developer shall install a replacement tree of 3” caliper or greater.

8) **Tree Protection during Construction.**
   i. Significant trees shall be protected during construction with the erection of barrier fencing.
   ii. Grading shall be avoided within the root area or drip line of any existing preserved trees.

c. **Design Incentives**

1) The city may approve a five percent (5%) increase in permitted density for each additional ten percent (10%) of significant trees preserved on the site above the minimum amount required in subsection A.4.b.4) (Preservation of Existing Trees and Vegetation) above. The maximum total increase in density shall be twenty percent (20%).
5. Land Disturbance (Grading and Retaining Walls)
   a. Intent
      The natural rolling and vegetated topography is a key element distinguishing this Overlay District and defining its character. New development should respect and maintain the natural topography on a site through sensitive site organization and minimizing land disturbance.
   b. Design Guidelines and Standards
      1) General Guidelines. The use of extensive grading or unusual site improvements (e.g. large retaining walls) to force a preconceived design onto a particular piece of property is strongly discouraged. Modifying the design of multi-family development to fit the site generally results in a reduced potential for environmental problems and an improved level of visual interest and variety.
      2) Respect the Natural Topography. To the maximum extent feasible, the layout of multi-family developments shall follow and respect the natural topography of the site. Overlot grading to create a large level lot or site is prohibited. Berms, channels, swales, and similar man-made changes to the landscape shall be designed and graded to be an integral part of the natural landscape and to provide a smooth transition in changes of slope.
      3) Limits on Graded or filled Man-Made Slopes. The maximum slope of any man-made slope shall be 3:1. All retaining walls shall comply with the requirements for retaining walls set forth in this subsection.
      4) Site Drainage Patterns. Site drainage patterns should be designed to prevent concentrated surface drainage from collection on, and flowing across pedestrian paths, walks, and sidewalks.
      5) Retaining Walls.
         i. Use of retaining walls is encouraged to reduce the steepness of man-made slopes and to provide planting pockets or terraces for revegetation and landscaping.
         ii. Retaining walls may be permitted to support steep slopes but shall not exceed five feet (5’) in height from the finished grade. Terracing shall be limited to four (4) tiers. Except adjacent to 2/3 story splits.
         iii. The width of the terrace between any two 5-foot retaining walls shall be a minimum of four feet (4’) with a maximum slope of 3:1. Terraces created between retaining walls shall be permanently landscaped or revegetated.
         iv. Retaining walls shall be stacked natural stone, faced with stone or other earth-colored materials, or split face or
modular block, or a material compatible with the primary building materials. Railroad ties, timber, and gabion-type retaining walls are prohibited.

v. All retaining walls shall comply with the current Unified Government adopted building code, except that when any provision of this subsection conflicts with any provision set forth in the building code, the more restrictive provision shall apply.

6. On-Site Community Recreation Amenities

a. Intent
Community amenities and features such as picnic areas and tot lots offer convenient and inviting spaces for residents to gather and recreate. Community amenities shall provide areas for passive and active recreation, enhance the overall quality of development, and contribute to the character for the area.

b. Design Guidelines and Standards

1) Minimum Number of Amenities Required. Multi-family developments shall incorporate recreational amenities from the list in subsection 2) below in the following amounts:
   i. Multi-family developments with less than 25 dwelling units; 1 amenity
   ii. Multi-family developments with 25 to 150 dwelling units; 2 amenities
   iii. Multi-family developments with more than 150 dwelling units; 3 amenities

2) Allowable Recreational Amenities.
   i. Swimming pool
   ii. Tennis court/sport court
   iii. Resident’s clubhouse
   iv. Two (2) tot lots with a minimum size of five-hundred square feet (500’) per area, and may include picnic tables and barbeque grills/pits.
   v. Other amenity approved by city.

3) Credit Against Common Open Space Requirement. The land area developed for such recreational amenities shall be credited toward the common open space requirements set forth in subsection A.3 (Common Open Space) above.
B. Site Layout and Development Pattern

1. General Intent
   Site layout and building orientation often define the focus of activity that occurs at the front door or along the street. The layout of the site also establishes the sense of community for a neighborhood by providing opportunities for people to gather. These standards are intended to use site planning and building orientation to:
   a. Ensure that buildings relate appropriately to surrounding developments and streets and create a cohesive visual identity for the neighborhood and attractive street scene;
   b. Promote efficient site layout in terms of vehicular and pedestrian circulation patterns
   c. Create a unique and identifiable image for new multi-family development in the MPOD
   d. Ensure occupants’ privacy through careful siting of buildings within a multi-family development (e.g. address sightline of window to window in adjacent buildings, limit buildings’ primary orientation to parking lots)

2. Site Layout Guidelines and Standards for Multi-Family Developments
   a. Building Organization
      1) Individual buildings within a multi-family development may be oriented to:
         i. Multi-family buildings shall be clustered or grouped to form neighborhoods
         ii. Multi-family buildings should be organized around a common open space, public open space (e.g. a greenway), natural features located on the site (e.g. a stream corridor), or community amenities such as swimming pools or other recreational facilities.
         iii. To the maximum extent practicable, buildings should be oriented or arranged in a manner to enclose required common open spaces
         iv. Primary perimeter streets, including thoroughfares, or boundaries or
         v. Through-access drives (see subsection IV.C., Vehicular and Pedestrian Circulation and Access below).
   b. Building Orientation to Street Edges
      1) To the maximum extent practicable, buildings along a public street should be oriented to avoid multiple parallel orientations to a public street. Instead, a variant of building orientations, including perpendicular and canted, or intervening open spaces should be provided to lessen the mass of buildings along the street.
2) Multiple buildings may line up parallel to a public street if:
   i. A building entrance faces the perimeter street
   ii. Common open space is centrally located in the interior of the site and accessible by all units.

c. Orientation to Interior Property Lines-Multi-Family Buildings
   Adjacent to Lower-Density Residential Uses or Non-Residential Uses
   i. Along interior (non-street edge) property lines, multi-family buildings should be oriented in a more perpendicular rather than parallel direction to adjacent lower-density residential uses or zoning districts, or to adjacent commercial or industrial uses or zoning districts.

d. Privacy Assurance
   When any portion of a building or structure within a multi-family development is located adjacent to property used or zoned for lower-density residential, the following standards shall apply to ensure the privacy of nearby residents:
   i. To the maximum extent practicable, the developer should site multi-family structures with either fewer units or structures with one-story “end” units adjacent to property Master Planned for low-density residential uses.
   ii. Accessory structures, including garages and recreation facilities, shall be set back at least twenty-five feet (25’) from the adjacent property Master Planned for low-density residential uses, and the developer shall provide a buffer between the structure and adjacent property. The buffer may be a fence, wall, heavy landscaping, or combination thereof. Fences and walls used for buffer purposes shall be a maximum of six feet (6’) in height, with finished side facing out.
C. Vehicular and Pedestrian Circulation and Access

1. Intent
   a. These guidelines and standards are intended to:
      i. Create a hierarchy of streets and drives for new multi-family development.
      ii. Design streets and drives to create identifiable, safe neighborhood environments.
      iii. Provide safe and efficient vehicular circulation patterns within and between developments.
      iv. Use internal drives to define and protect important views.
      v. Provide safe, identifiable pedestrian circulation patterns within and between developments.
      vi. Incorporate landscaping details into pedestrian systems to provide visual interest and complement neighborhood character.

2. Vehicle Access and Circulation
   a. Internal Drive Hierarchy
      The organization of the internal drive system in a multi-family development should provide a hierarchy of three types of drives:
      i. Low-volume, residential drives that serve individual building clusters, which feed into
      ii. Collector drives that distribute traffic within the development and connect separate building clusters, which then access
      iii. Through-access drives that typically connect to the development’s perimeter and to the public street system
   b. Internal Drive Design
      Residential and collector drive design within a multi-family development should be designed to encourage building clusters that define identifiable neighborhoods within the multi-family development. The internal drive network should respond to topography, intended traffic speed, pedestrian usage and safety and views. Excessively straight and wide drives encourage high traffic speed and do not have a residential scale. Accordingly, internal drive design within a multi-family development’s boundaries shall comply with the following guidelines and standards:
      i. The internal drive system should be arranged to utilize both parallel and perpendicular streets in identifiable blocks or clusters, as well as occasional curvilinear or diagonal streets, except where sensitive natural areas would be unduly disturbed by such a pattern. “T” intersections are also
encouraged in locations where views of important public spaces or natural or open areas can be highlighted.

ii. To the maximum extent practicable, drives should follow the natural contours of the site.

iii. Internal drives should be a minimum twenty-four feet (24’) wide, but the city may require such drives to be a minimum twenty-eight feet (28’) wide where specific conditions, including proposed on-street parking, indicating that greater widths are necessary.

c. Vehicle Access and Circulation

Primary vehicle access to a multi-family development shall be from thoroughfare or collector streets. To the maximum extent practicable, unless required for emergency access, a multi-family development shall not have primary vehicle access from a local street that also serves single-family residences. Large multi-family developments shall have multiple primary access points from thoroughfare streets as follows:

i. Developments with 200-350 dwelling units shall provide a second primary access into the development.

ii. One additional primary access is encouraged for each additional 150 dwelling units, or portion thereof, over 350 dwelling units.

iii. Additional access above that in this document may be required by the Fire Department.

d. Vehicle Connections

A multi-family development should not become an isolated island in the surrounding community. Instead, to reduce vehicle congestion and offer greater connectivity between adjacent residential neighborhoods and other uses, the following standards shall apply;

i. The internal drive system shall connect to the perimeter public street system to provide multiple direct connections to and between local destinations such as parks, schools, and shopping.

ii. Interconnectivity: The internal drive system shall connect to the perimeter public street system to provide for both intra- and inter-neighborhood connections to knit separate developments together, rather than forming barriers between them. Accordingly, the internal drive system shall provide vehicle connections, other than primary vehicle access, to each adjoining residential or collector street.

iii. The design of all through-access drives shall be consistent with, and aligned with, residential drives or through-access drives in adjacent existing or planned development sites.
3. Pedestrian Access and Circulation
   a. Minimum Width
      All on-site pedestrian walkways and sidewalks shall be a minimum of four feet (4') wide, except walkways adjacent to a parking area, where cars may overhang the walkway, shall be a minimum of six feet (6') wide.

   b. Pedestrian Connections
      An on-site system of pedestrian walkways shall be designed to provide direct access and connections to and between the following:
      i. The primary entrance or entrances to each principal multi-family building
      ii. To any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the multi-family development
      iii. Any sidewalk system along the perimeter streets adjacent to the multi-family development (see subsection C.3.d below)
      iv. Any adjacent commercial land uses, including but not limited to retail shopping centers, office buildings, restaurants, or personal service establishments
      v. Any adjacent public park, greenway, or other public or civic use including but not limited to schools, places of worship, public recreational facilities, or government offices.

   c. Connections to Primary Entrances
      In addition to the connections required in subsection C.3.b above, on-site pedestrian walkways shall connect each primary entrance of each principal multi-family building to the following:
      i. Parking areas or parking structures that serve the principal multi-family building
      ii. Community amenities, such as swimming pools, community centers, other recreational facilities, or common open space
      iii. Sub-community facilities intended to serve the particular multi-family building, such as mail centers.

   d. Connections to Perimeter Street
      Connections between the on-site (internal) pedestrian walkway network and any public sidewalk system located along adjacent perimeter streets shall be provided at an average spacing of 1,320 feet along the perimeter street. In this way, pedestrians along the perimeter public streets will be able to find a sidewalk connection into the interior walkway system without walking more than one-quarter (1/4) mile along the perimeter street.

   e. Connection Markings
      Each point at which the on-site pedestrian walkway system must cross a parking lot or internal street or driveway to make a required
connection shall be clearly marked through the use of change in paving materials, height, or distinctive colors.

D. Parking

1. Intent
   The following parking standards for multi-family developments are intended to reduce the predominance and visibility of parking lots and covered parking from perimeter streets; improve the appearance of parking lots, especially through increased landscaping; and ensure that dwelling units have convenient access to parking.

2. Parking Amount and Type
   a. Parking shall be provided in the following amounts (s/u=number of spaces per dwelling unit):
      i. R3 townhouse = 2 off street s/u, 1 of which shall be garage or carport
      ii. R4 & R5 apartments one bedroom or less = 1.5 s/u
      iii. R4 & R5 apartments two bedroom or more = 2.0 s/u
      iv. R6 apartments one bedroom or less = 1.0 s/u
      v. R6 retired/senior living apartments one bedroom or less = 0.33 s/u
      vi. R6 apartments two bedroom or more = 1.5 s/u
      vii. R6 retired/senior living apartments one bedroom or less = as required by the planning commission
   b. Covered Parking
      Covered parking shall be provided at a minimum rate of one space for each two dwelling units. The construction of half of those required parking shelters may be deferred.

3. Parking Location and Layout
   a. To the maximum extent feasible, garage entries, carports, parking areas, and parking structures shall be internalized in building groupings or oriented away from street frontage.
   b. Parking areas and freestanding parking structures (detached garages or carports) shall not occupy more than fifty percent (50%) of each perimeter public street frontage.
   c. To the maximum extent practicable, freestanding parking structures (detached garages or carports) that are visible from perimeter public streets shall be sited perpendicular to the perimeter street in order to reduce visual impacts on the streetscape.
   d. To the maximum extent practicable, each multi-family development shall have sufficient parking that meets subsection D.2 (Parking Amount and Type) standards, plus guest parking
spaces, in locations convenient to the buildings the spaces are intended to serve.

e. Carport and Detached Garages
   i. Carport and detached garages shall be limited to one-hundred sixty feet (160') in length
   ii. No more than ten (10) spaces should be provided in each detached garage structure or two (2) carport structures shall be located adjacent to each other end to end. The minimum separation between adjacent detached parking structures (detached garages or carports) shall be ten feet (10’), and such separation area shall be landscaped according to section F.8. (Parking Lot Landscaping) below.

f. Attached Garages.
   i. To the maximum extent practicable, the approach apron leading to each individual unit’s garage shall not exceed a grade of five percent (5%) 

g. Design Incentive:
   i. The city may allow a one percent (1%) increase in permitted density for each five percent (5%) of units provided with attached garages.

E. Building Design

1. Intent
   These buildings design standards are intended to create and add to the visual interest of Wyandotte County’s streets; to ensure quality and consistency in building architectural character and style; to ensure compatibility with adjacent development, as applicable; to avoid featureless building massing; to provide building design details to reduce the visual scale of large multi-family buildings; to achieve unity of design through the use of similar materials and colors; to ensure use of building materials that are durable and attractive; to encourage the provision of private open spaces for residents’ enjoyment; and to ensure accessory structures are compatible in design with the primary buildings they serve.

2. Building Height/Massing/Form
   a. Intent
      These standards are intended to achieve the following purposes:
      i. Provide a distinctive, quality, consistent, architectural character and style in new multi-family development the avoids monotonous and featureless building massing and design
      ii. Ensure building design and architectural compatibility within a multi-family development.
iii. As applicable, new building design should respect the context of adjacent residential neighborhoods, including the height, scale, mass, form and character of surrounding development.

b. Building Height, General
See Chapter 27 of the Wyandotte County Code for applicable building height standards for each zoning district.

c. Requirements for Three-Story Buildings
Where allowed, three-story structures shall be permitted provided that the three-story portion of any building shall be setback a minimum of twenty five feet (25’) from any adjacent public streets or single-family residential developments.

d. Building Length/Number of Townhome Units
   i. The maximum length of a multi-family residential building shall be two hundred feet (200’).
   ii. No more than twelve (12) townhome dwelling units shall be attached in any single row.

e. Building Mass and Form
   i. Multi-family building design should incorporate visually heavier and more massive elements at the building base, and lighter elements above the base. A second story, for example, should not appear heavier or demonstrate greater mass than that portion of the building supporting it.
   ii. All buildings shall be designed to provide complex massing configurations with a variety of different wall planes and roof planes. Plain, monolithic structures with long, monotonous, unbroken wall and roof surfaces of fifty feet (50’) or more are prohibited. At least every fifty linear feet (50’), wall and roof planes shall contain offsets or setbacks with a differential in horizontal plane of at least two feet (2’) or color variations.
   iii. The facades of single-family attached townhomes should be articulated to differentiate individual units.

f. Small Multi-Family Buildings
   i. To the maximum extent practicable, the massing and use of exterior materials on small multi-family buildings including duplexes but not including rowhomes, should be arranged so as to give the building the appearance of a large single-family detached home.

3. Architectural Detail: Style, Roof Form, Building Facades, Entries, and Windows
   a. Intent
      The following guidelines and standards governing architectural detail are intended to provide a distinctive, quality, architectural
character in new multi-family developments. In particular, architectural details help to reduce the visual scale of large multi-family buildings and development.

b. Consistency in Architectural Style
Each building in a multi-family development should have a definitive, consistent style. Mixing of various architectural styles on the same building dilutes the character of a building and is inappropriate.

c. Four-Sided Design Required
All sides of a multi-family building shall display a similar level of quality and architectural interest. The majority of a building’s architectural features and treatments shall not be restricted to a single façade.

d. Pedestrian-Scale Entrance Required
All building entries adjacent to a collector or residential (local) public street or to a public street or private drive with on-street parking shall be pedestrian-scaled. Pedestrian-scaled entries are those that provide an expression of human activity or use in relation to building size. Doors, windows, entranceways, and other features such as porticos, setbacks, and offsets can be used to create pedestrian scale.

e. Articulated Building Fronts
Fronts of buildings should be articulated through the use of bays, insets, balconies, porches, or stoops related to entrances and windows.

f. Windows
i. All multi-family building elevations shall contain windows, except when necessary to assure privacy for adjacent property owners (see subsection B.2.d, Privacy Assurance above).

ii. Windows should be located to maximize the possibility of occupant surveillance of entryways, recreation areas, and laundry areas.

g. Garage Doors
Garage doors of attached garages shall not comprise more than fifty percent (50%) of the total length of a multi-family building’s front façade, and every two single-bay garage doors or every double garage door shall be offset by at least two feet (2’) from the place of an adjacent garage door (s).

h. Roofs
i. All multi-family buildings with pitched roofs shall have a pitched roof with a minimum slope ratio of 5:12.

ii. On buildings where sloping roofs are the predominant roof type, each building shall have a variety of roof forms. For instance, a gable or hip configuration should be used with
complimentary sheds, dormers, and other minor elements. Other roof forms will be considered on a case by case basis.

iii. On buildings where flat roofs are the predominant roof type, parapet walls shall vary in height and/or shape at least one every fifty feet (50’) of building wall length.

iv. Roof forms shall be designed to correspond and denote building elements and functions such as entrances and arcades.

4. Building Materials
   a. Intent
      The following guidelines and standards are intended to:
      i. Achieve unity of design through the use of similar materials and colors throughout multi-family developments.
      ii. Select high-quality building materials that are durable, attractive, and have low maintenance requirements.
   b. Submittal Requirements
      Applicants shall submit a sample building material board at the time of preliminary plan approval.
   c. Design Guidelines and Standards
      i. Use to Define Neighborhoods. In large multi-family projects over 100 units, subtle variations in color and materials are encouraged to be used where practicable to define neighborhoods.
      ii. Exterior Materials:
         1) For all multi-family buildings and single-family townhomes, an amount equal to twenty percent (20%) of the total net exterior wall area of each building elevation, excluding gables, windows, doors, and related trim, shall be brick, stone, or manufactured stone. The balance of net exterior wall area may be lap siding (excluding vinyl lap siding) and/or stucco.
         2) Exterior building materials shall not include the following: rough sawn or board and batten wood, smooth-faced or gray concrete block, painted concrete block, tilt-up concrete panels, field painted or pre-finished standard corrugated metal siding, standard single or double tee concrete systems, or vinyl siding.
      iii. Roof Materials. Predominant roof materials shall be high quality, durable material such as, but not limited to: wood shake shingles, clay or concrete tiles, composition shingles, and asphalt shingles. Other materials will be considered on a case-by-case basis.
   d. Design Incentives
i. The city may approve a five percent (5%) increase in permitted density for each five percent (5%) increase in brick or masonry above the minimum required applied to the total net exterior wall area of each building elevation (excluding gables, windows, doors, and related trim). The maximum total increase in density shall be twenty percent (20%).

ii. The city may approve a five percent (5%) increase in permitted density for multi-family development in which the roofs of all primary multi-family buildings are clad with clay or concrete tiles.

5. Private outdoor Spaces
   a. Design Guidelines and Standards
      i. Outdoor porches, patios, screened private areas are encouraged.

6. Accessory Structures
   a. Intent
      The following standards are intended to integrate accessory structures into the overall design of a multi-family development in order to be compatible with the primary buildings they serve.
   b. Design Guidelines and Standards
      i. Design Compatibility Required. Detached garages and carports and other accessory structures, including but not limited to grouped mailboxes, storage and maintenance facilities, recreational facilities, picnic shelters, and gazebos, shall incorporate compatible materials, scale, colors, architectural details, and roof slopes as the primary multi-family buildings, except that flat and shed roofs are prohibited.
      ii. Articulation of Rear Walls
         1) Rear walls of detached garages and carports that back onto a perimeter street shall be articulated through the use of one or more of the following elements:
            (a) Windows
            (b) A trellis or
            (c) A variety of roof planes.

F. Landscaping and Screening

1. Intent
   Landscaping, which is a visible indicator of quality development, shall be an integral part of every multi-family project, and not merely located in leftover portions of the site. Landscaping is intended to visually tie the entire development together, define major entryways and circulation
(both vehicular and pedestrian) and parking patterns, and where appropriate, help buffer less intensive adjacent land uses.

2. **Interference with Drainage Patterns**
   a. Design Guidelines and Standards
      i. Landscaping, fencing, and screening shall not impede the flow of drainage from the site.

3. **Plant Materials**
   a. Intent
      Incorporate plant species found throughout the region into the planting plan to reinforce neighborhood building clusters, primary access-ways, and open space areas.
   b. Design Guidelines and Standards
      i. Site landscaping shall be placed to define or frame open areas
      ii. Site landscaping shall be placed to accentuate the primary site vehicular circulation routes.
      iii. Site landscaping shall include plants similar in form and scale to existing vegetation in the neighborhood or area.
      iv. A variety of plant types, sizes, and species should be used so that on-site landscaping displays a variety of leaf size, texture, and color.
      v. Plant materials shall be selected for energy efficiency and drought tolerance.
      vi. Each landscaped area, including parking islands, shall be covered in live material. Live material includes trees, shrubs, ground cover, and sod. Woody mulch or other natural materials other than exposed gravel and aggregate rock may cover areas not covered in live material.
      vii. The minimum tree requirements for multi-family developments is one tree per eight dwelling units and one shrub per dwelling unit. Such trees are in addition to the buffer plantings if required and interior parking lot landscaping.
   c. Design Incentives
      i. **Larger Caliper Trees**: the city may approve a ten percent (10%) increase in design for each one-inch (1”) increase in the caliper size for all shade and ornamental trees and a one-foot (1’) increase in height for all evergreen (conifers) above Wyandotte County requirements for all interior and perimeter parking lot trees.
      ii. **Additional Landscaping**: The city may approve a five percent (5%) increase in density for developments that provide one additional tree per two units in addition to the
required trees. This incentive may not be combined with incentive for perimeter landscaping.

4. Planting for Visibility and Security
   a. Intent
      The following standards are intended to:
      i. Use planting patterns to aid surveillance and minimize the potential for crime.
      ii. Maintain visibility of doors and windows from the street and from within the development.
   b. Design Guidelines and Standards
      i. Planting patterns shall not obstruct sight lines or create isolated areas, especially near pedestrian walking paths.
      ii. Shrub/groundcover height near buildings should be less than thirty inches (30”).

5. Site Perimeter Landscaping Abutting Street Edges
   a. Intent
      Provide an attractive, shaded environment along street edges that gives visual relief from continuous hard street edges, provides a visual cohesion along streets, helps buffer automobile traffic, focuses views for both pedestrians and motorists, and increases the sense of neighborhood scale and character.
   b. Design Guidelines and Standards
      i. The area between the curb of a public street and the property line shall be brought to finish grade and planted in grass. In no case may this area be paved or covered with materials other than grass or an appropriate ground cover, except at approved driveways that shall be paved.
      ii. No landscaping in street rights-of-way or in the required sight distance triangles on corner lots, as provided in section 27-637, shall be allowed to exceed 24 inches in height, except for approved street trees.
      iii. Landscaped Building Setback. Building setback areas along all public streets and private drives shall be landscaped with a minimum of one (1) deciduous tree per forty linear feet (40’) of frontage.

6. Site Perimeter Landscaping Abutting Adjoining Parcels
   a. Intent
      Reduce the on- and off-site visual impacts of paved areas and buildings, and create attractive site edge treatment while avoiding landscaping that “walls-off” the multi-family development from adjacent lower-intensity land uses.
   b. Design Guidelines and Standards
Buffer plantings, which shall include the equivalent of a minimum of one evergreen tree or one shade tree and three large shrubs for each 30 feet of adjacent project boundary.

c. Design Incentive
Up to a ten percent (10%) density bonus may be granted for perimeter boundary landscaping provided at a ratio of eight (8) evergreen (conifers), two (2) shade and one (1) ornamental tree per 100-linear feet of edge, with fractional requirements rounded up. This incentive may not be combined with the incentive for additional landscaping.

7. Entryway Landscaping
a. Intent
Entryway landscaping announces and highlights entries into the development for the visiting public, and may contrast with or soften hard lines of architecture.

b. Design Guidelines and Standards
   i. Development entryways shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
   ii. Planting shall be massed and scaled as appropriate for the entryway size and space.
   iii. Landscaping should break down in scale and increase in detail, color and variety to mark entryways into developments.
   iv. Landscaping at street intersections and driveway corners shall “pull back” to open view lines into the site and to create corner features.

8. Parking Lot Landscaping
a. Intent
Use parking lot landscaping to minimize the expansive appearance of parking lots, provide shaded parking areas, and mitigate any negative acoustic impacts of motor vehicles.

b. Design Guidelines and Standards
   i. Separate of Parking Blocks and Garages.
      1) Each parking block (see subsection D.3., Parking Location and Layout above) shall be separated from other parking blocks by a landscape median or berm that is at least ten feet (10’) wide, or by a pedestrian walkway or sidewalk within a landscaped median (minimum width of ten feet (10’)).
   ii. Interior Parking Lot Landscaping
      1) Parking lots that have a paved area wider than a double-loaded aisle and more than 20,000 square feet
in area shall provide one shade tree for each 20 parking spaces on the interior of the parking lot. Interior tree plantings are in addition to other landscaping requirements.

2) Lighting for parking lots may be contained within an interior parking lot landscaped area provided the landscape area is a minimum of 150 square feet in area and provided the landscaping and trees, at maturity and as maintained, shall not obstruct the illumination path.

iii. Perimeter Parking Area Landscaping

1) Intent. Use perimeter parking lot landscaping and screening to mitigate the negative on- and off-site visual and acoustic impacts of motor vehicles.

2) Where a parking lot serves other than single-family or two-family dwellings and is adjacent to or across an alley from property zoned for single-family or two-family use, such parking lot shall be provided with an architectural screen at least four feet in height above the paving surface. Buffer plantings or landscape screening may be substituted if protection from headlights is not determined to be necessary.

9. Building Foundation Landscaping

a. Intent
Articulate building facades with landscaping to provide visual interest.

b. Design Guidelines and Standards
   i. Building foundations shall be planted with ornamental plant material, such as ornamental trees, flowering shrubs and perennials, and ground covers.
   ii. Planting shall be massed and scaled as appropriate for the entryway size and space.
   iii. Landscaping should break down in scale and increase in detail, color, and variety to mark entryways into developments.

10. Service Area Screening

a. Intent
Service areas create visual and noise impacts on surrounding uses and neighborhoods. These standards visually screen on-site service areas, including trash collection areas, from public right-of-way and adjacent uses.

b. Design Guidelines and Standards
i. To the maximum extent feasible, trash containers and collection areas shall be oriented toward rear service corridors. Trash collection or compaction areas shall be located a minimum of twenty feet (20') from any public street, public sidewalk, or property line adjacent to a residential use.

ii. Trash containers and collection areas shall be screened as required by Chapter 27, Article VIII, Division 10 of the Wyandotte County Code.

11. Mechanical/Utility Equipment Screening
   a. Intent
   Mechanical and utility equipment can detract from the quality of a development and the character of an area. These standards mitigate the negative visual and acoustic impacts of mechanical and utility equipment systems located in a multi-family development.
   b. Design Guidelines and Standards
      i. Mechanical/utility screening shall be an integral part of the building structure and architecture and not give the appearance of being “tacked on” to the exterior surfaces.
      ii. All mechanical equipment and utilities shall be screened as required by Chapter 27, Article VIII, Division 10 of the Wyandotte County Code.

12. Fencing and Walls
   a. Intent
   While fences and walls are often necessary to buffer uses, they can create a visually monotonous streetscape. These standards provide fencing and walls that are visually-appealing, complement the design of the overall development and surrounding properties, and provide visual interest to pedestrians and motorists.
   b. Design Guidelines and Standards
      i. Applicability. This subsection applies to all perimeter fences and walls.
      ii. Setbacks and Heights
         1) Solid screening fences must be setback a minimum of 15 feet from an adjacent public right-of-way.
         2) Solid screening fences no greater than 3 feet in height or see-through fences must be setback a minimum of 1 foot from an adjacent public right-of-way.
         3) No setback is required for fences on an interior property line.
4) Unless otherwise restricted by (ii) above, the maximum height of a fence or wall shall be eight feet (8’)

iii. **Materials.** Walls and fences shall be constructed of high quality materials, such as decorative blocks, brick, stone, treated wood, and ornamental metal. Other materials will be considered on a case-by-case basis. Chain link fencing shall not be allowed.

iv. **Breaks for Connection.** Breaks in the length of a perimeter fence shall be made to provide for required pedestrian connections to the perimeter of a site or to adjacent development, such as perimeter sidewalks and public trails. (See subsection C.3., Pedestrian Access and Circulation above.)

v. **Maximum Length.** The maximum length of continuous, unbroken, and uninterrupted fence or wall plane shall be fifty feet (50’). Breaks in the fence plane shall be provided through the use of columns, landscaping pockets, transparent sections, and/or a change to different materials.

vi. **Landscaping.** The setback area between a fence or wall and the public street shall be landscaped with sod, shrubs, and/or trees, using a variety of species to display a variety of leaf size, texture, and color. Use of landscaping beyond the minimum required in these standards is strongly encouraged to soften the visual impact of fences and walls.

**G. Lighting**

1. **Intent**
   Eliminate adverse impacts of light spillover; provide attractive lighting fixtures and layout patterns that contribute to a unified exterior lighting design; and provide exterior lighting that promotes safe vehicular and pedestrian access to and within a development, while minimizing impacts on adjacent properties.

2. **Design Guidelines and Standards**
   c. **Plan Required**
      Applicants shall submit a unified lighting plan for all multi-family development subject to these Multi-Family Residential Design Guidelines and Standards.

   d. **Pedestrian Walkway Lighting**
      Pedestrian-level light poles, bollard lighting, ground-mounted lighting, or other low, glare controlled fixtures mounted on building or landscape walls shall be used to light pedestrian walkways.
e. Lighting Height
Light poles, and lighting structures shall be no more than twenty feet (20') high. Bollard-type lighting shall be no more than four feet (4') high. Pedestrian-level light poles shall be no more than 10' high (measured from the ground plane to the bottom of the fixture).

f. Building Mounted Lighting
Building-mounted lighting shall be limited to accent lighting use to illuminate architectural features with a maximum height of 20 feet (20'). Building mounted lighting used to illuminate parking lots/areas and landscaped spaces between building should be limited to low brightness, sharp cut-off fixtures. Interior and exterior lighting shall be uniform to allow for surveillance and avoid isolated areas.

g. Illumination Levels
Pedestrian areas, driveways, and parking areas shall be illuminated to a minimum average of 1 foot candle.

h. Design of Fixtures/Prevention of Spillover Glare
Light fixtures shall use full cut-off lenses or hood to prevent glare and light spill off the project site onto adjacent properties, buildings, and roadways.

i. Color of Light Source
Lighting fixtures should be color-correct types such as halogen or metal halide to ensure true color at night and ensure visual comfort for pedestrians.

H. Signage
All multi-family developments shall have signage limited to monument signs at development vehicular entrances, ground mounted way finding signs and building mounted address/building number signs. All signs/monuments shall be constructed of permanent materials, compatible with the building materials used for that community and shall comply with the signage requirements set forth in Chapter 27, Article VIII, Division 11 of the Wyandotte County Code.
V. DEFINITIONS

As used in this document, words, terms, and phrases shall have the meanings set forth in the Wyandotte County Code, Chapter 27, Article VIII, Division 1, Section 27-340 “Definitions”. When a word, term, or phrase is not defined, the following definitions shall apply.

**Accessory Building** means a detached building or an attached portion of the main building, the use of which is incidental and subordinate to that of the main building.

**Accessory Use** means a use of building or land that is customarily incidental to and located on the same lot or premises as the main use of the premises.

**Alley** means a public right-of-way no wider than 24 feet that affords only a secondary means of access to abutting property.

**Balcony** means a platform projecting from the wall of an upper-story enclosed by a railing or balustrade, with an entrance from the building and supported by brackets, columns or cantilevered out.

**Berm** means an earthen mound designed to provide visual interest, screen undesirable views, decrease noise, and/or control or manage surface drainage.

**Buffer** means open spaces, landscaped areas, fences, walls, berms, or any combination thereof, used to physically separate or screen one use or property from another so as to visually shield or block noise, lights, or other nuisances.

**Building Form** means the shape and structure of a building as distinguished from its substance or material.

**Building Mass** means the three-dimensional bulk of a building height, width, and depth.

**Building Scale** means the size and proportion of a building relative to surrounding buildings and environs, adjacent streets, and pedestrians.

**Carport** means an accessory structure used for the parking of motor vehicles. A “carport” has a roof, but is distinguished from a “garage” in that a carport is enclosed on no more than three sides.

**Character** means those attributes, qualities, and features that make up and distinguish a development project and give such project a sense of purpose, function, definition, and uniqueness.
**Common Open Space** for the purposes of these Multi-Family Residential Design Guidelines and Standards shall mean land within or related to a multi-family development, not individually owned or dedicated for public right-of-way use but generally owned and maintained by the developer, owner, or a property owners association, that is designed and intended for the common use or enjoyment of the residents of the development and their guests, and may include such complementary structures and improvements as are necessary, appropriate, and permitted under these Multi-Family Residential Design Guidelines and Standards.

**Cornice** means a horizontal molding projecting along the top of a wall.

**Density** means the number of dwelling units allowed per net acre of a development site or parcel (du/acre).

**Dormer** means a window set upright in a sloping roof. Also used to refer to the roofed projection in which this window is set.

**Drive** means an improvement which affords a means of vehicular access to or through an area and which is owned and maintained by the owner of the property it serves.

**Dwelling** means a building or portion thereof intended for occupancy for residential purposes but not including hotels, motels, roominghouses, nursing homes, temporary shelters, tourist homes, or trailers.

**Elevation** means the external faces of a building; also a mechanically accurate, “head-on” drawing of any one face (or elevation) of a building or object, without any allowance for the effect of the laws of perspective.

**Façade** means any side of a building that faces a street, drive, or other open space. The “front façade” is the front or principal face of a building, generally defined by the location of the majority of public entrances into the building.

**Fence** means a man-made barrier of any material or combination of materials erected to enclose, screen, or separate areas.

**Floor area** means the total floor area designed for tenant or owner occupancy measured from the exterior surfaces of outside walls and including mezzanines, unfinished floors and basements, but excluding loading docks and service corridors or any common areas not leasable to individual tenants.

**Gable Roof** means a pitched roof with ridge and vertical ends.
Garage means a building or a portion of a building, not more than 1,000 square feet in area, in which only motor vehicles used by tenants of the building or buildings on the premises are stored or kept.

Hip Roof means a roof with sloped ends instead of vertical ends.

Height of building or structure means the vertical distance from the average elevation of the ground abutting a building or structure to the highest point of a building or structure. Height, when not regulated in feet, shall be regulated by stories and a story shall be equal to 12 feet for purposes of measuring structures other than buildings.

Lot means a parcel of land occupied or to be occupied by one main building, or unit group of buildings, and the accessory buildings or uses customarily incident thereto, including such open spaces as are required under this article, and having its principal frontage upon a public street. A lot may consist of one or more platted lots, or tracts as conveyed, or parts thereof.

Lot or site area means the land area within the tract or lot lines and excluding street right-of-way.

Manufactured Stone. See Stone definition.

Maximum Extent Feasible means no feasible and prudent alternative exists, and all possible efforts to comply with the regulation or minimize potential harm or adverse impacts have been undertaken. Economic considerations may be taken into account but shall not be the overriding factor in determining “maximum extent feasible.”

Maximum Extent Practicable means under the circumstances, reasonable efforts have been undertaken to comply with the regulation or requirement, that the cost of additional compliance measures clearly outweigh the potential benefits to the public or would unreasonably burden the proposed project, and reasonable steps have been undertaken to minimize any potential harm or adverse impacts resulting from the non compliance.

Multi-Family Development means a building or portion thereof designed exclusively for occupancy by two or more families in two or more dwelling units and commonly referred to as a duplex (two-family dwelling), triplex, four-plex, townhome, or apartment house.

Natural Features includes but are not limited to, flood plains, and surface drainage channels, stream corridors and other bodies of water, steep slopes, prominent ridges, bluffs, or valleys, and existing trees and vegetation.
**Net Acre** means the gross acreage of a site less land area devoted to public street and alley rights-of-way.

**Open space** means uncovered areas such as lawns, planting space, walks, terraces, sitting areas and balconies, one-half of covered nonvehicular open space, and clubhouses and indoor recreational areas. No paved areas for vehicular traffic or parking may be included as nonvehicular open spaces.

**Orient** means to bring in relation to or adjust to the surroundings, situation, or environment; to place with the most important parts (e.g., the primary building entrance and the designated “front” of a building) facing in certain directions; or to set or arrange in a determinate position, as in “to orient a building.”

**Perimeter Fence and Wall** for the purposes of these Multi-Family Residential Design Guidelines and Standards, “perimeter fences and walls” means fences or walls that are forty-two (42) inches or more in height, and are placed within fifty (50) feet of the edge of the right-of-way of a collector or thoroughfare (arterial) street. Fences or walls that have a surface area that is twenty-five (25%) or less opaque, and hedges and screens composed of living plant material, shall not be included in this definition of “perimeter fences and walls”.

**Porch** means any gallery, veranda, terrace, piazza, portico, or similar projection from the main wall of a building and covered by a roof, other than a carport, with no opaque side enclosures (except screens and handrails) that is more than thirty-six (36) inches in height other than the side of the building to which the porch is attached.

**Primary or Principle Building** means the building or structure on a lot used to accommodate the primary permitted use, such use possibly occurring in more than one building or structure.

**Primary Vehicle Access** in the context of multi-family development, means a vehicle access to the development that is, at a minimum, characterized by the following elements: (1) Full-turn vehicle access (ie. turns allowed in all directions), (2) entryway signage with name of development; (3) principal entry for prospective owners or renters.

**Seating area** means open space within any enclosed structure used for purposes of seating numbers of people for any purpose, including all aisles necessary for circulation.

**Site area** means the land area within the tract or lot lines and excluding street right-of-way.
Standards means mandatory regulation, which are indicated by use of the terms “shall” and “must”.

Steep Slopes means any portion of a development site where the natural grade of the land has a slope of thirty percent (30%) or greater.

Stone means any piece of rock or simulated stone that is used in a thin layer and applied to a building or other structure (including man-made or manufactured stone).

Storm protection areas means any new residential use, for multifamily residential development or single-family residential development or which a preliminary plan/plat application is approved by the planning commission, shall contain an area of storm protection. Such area may be a room or space, such as a basement, a structure complying with Federal Emergency Management Agency Publication 320 ("Taking Shelter From the Storm") or Publication 361 ("Design and Construction Guidance for Community Shelters"), or subsequent updates thereto shall comply with this requirement. For residential uses designed specifically for occupancy by those age 55 and over, the basement, safe room, or community shelter must be within the structure where the particular dwelling unit is located or within 15 feet of the structure in question and accessed under roof.

Story means that part of a building included between the surface of one floor and the surface of the floor above, or if there is no floor above, that part of the building which is between the surface of a floor and the ceiling next above. A top-story attic is a half story when the main line of the eaves is not above the middle of the interior height of such story. The first story is a half-story when between 50 and 75 percent of the area of its exterior walls contain windows or doors permitting the entrance of daylight and outside air.

Street means a right-of-way that affords principal means of vehicular access to property abutting thereon.

Stream means a body of flowing water, where the water flows in a natural channel as opposed to a canal.

Stream Corridor means the corridor defined by the top of the stream’s channel bank, plus the adjacent land areas that contain vegetation, habitats, and ecosystems associated with bodies of water or dependent on the flow of water in the stream. Biologists often refer to the adjacent land area, which will vary in width depending on the particular stream, as a “riparian ecosystem” or more specifically as a “bottomland ecosystem”. In braided channels, the stream corridor shall include the entire stream feature.
Street, private, means a street which provides principal access to abutting property, but which is not maintained by the unified government. A private street may exist within dedicated public right-of-way.

Structure means anything constructed or erected, the use of which requires permanent location on the ground or attachment to a permanent location on the ground, including, but not limited to, signs, and excepting customary utility poles, retaining walls and boundary fences.

Townhome Dwelling means a type of multi-family dwelling in which individual dwelling units are attached by one or more vertical party walls, with the habitable spaces of different dwelling units arranged on a side-by-side rather than a stacked configuration. Each individual townhome dwelling unit has a front and rear access to the outside. Townhome dwelling units are usually platted on individual lots, and are typically surrounded by common areas owned and maintained by a property or homeowners association.

Variance means a variation from a specific requirement in this article, as applied to a specific piece of property, as distinct from rezoning.

Yard means an open space at grade between a building and the adjoining lot lines, unoccupied and unobstructed by any portion of a structure from the ground upward, except as otherwise provided. In measuring a yard for the purpose of determining the width of a side yard, the depth of a front yard or the depth of a rear yard, the least horizontal distance between the lot line and the building shall be used. Where lots abut a street that is designated a major street on the major street plan, all yards abutting the street shall be measured from a line one-half the proposed right-of-way width from the centerline, or from the lot line, whichever provides the greater setback. On other lots, all yards abutting a street shall be measured from a line 25 feet from the centerline, or from the lot line, whichever provides the greater setback. On multi-building projects where access is derived from private drives, the orientation of individual buildings shall be used to determine the type of yard along the project boundary.
## Area Demographics

<table>
<thead>
<tr>
<th>Area Existing Business Estimates</th>
<th>Sales</th>
<th>Employee's *</th>
<th>Visitors</th>
<th>Estimated Annual Payroll**</th>
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<tr>
<td>Village West*</td>
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<td><strong>Total Existing</strong></td>
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<td><strong>12,393,000</strong></td>
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*Number of employees derived from Village West/Legends business survey (2006) and Kansas City, Kansas business license file.


Existing Business Estimates provided by Mike Grimm, Unified Govt. Research Division, April 11, 2007

### Future Approved or In Planning Business Estimates***

<table>
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<tr>
<th>Area</th>
<th>Sales</th>
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<th>Visitors</th>
<th>Estimated Annual Payroll**</th>
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<td>K C Wizards</td>
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<td><strong>Total Existing &amp; Future</strong></td>
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***Future estimates are based on feasibility studies, companies numbers, and average costs and prices

Future Estimates provided by Phil Hammond, The Land Source, 913-244-4750
EXISTING MASTER PLAN LAND USES
(from the Prairie Delaware Piper Master Plan)
EXISTING MASTER PLAN LAND USES

(From the Prairie Delaware Piper Master Plan)
CURRENT ZONING
PROPOSED MASTER PLAN LAND USES

Legend

- LOW DENSITY RESIDENTIAL
- SUBURBAN RESIDENTIAL
- MIXED RESIDENTIAL
- OFFICE
- BUSINESS PARK
- PLANNED COMMERCIAL
- OPEN SPACE
- ENTERTAINMENT
- PUBLIC/SEMI-PUBLIC
- MEDIUM DENSITY RESIDENTIAL

1. Proposed Multi-Use Sport Event Center
2. JCPenney, Target
3. Hollywood Casino at Kansas Speedway
4. Plaza at the Speedway
5. Legends Kansas Speedway
6. Cabela's
7. Great Wolf Lodge
8. Schlitterbahn
9. Wyandotte Economic Development Council
**POTENTIAL DENSITIES**

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<th>Type</th>
<th>SF or Dwelling Units (DU)</th>
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<td>Planned Commercial **</td>
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<td>Planned Commercial/Business</td>
<td>444,312 SF</td>
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<td>Business Park ***</td>
<td>1,301,355</td>
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<tr>
<td>Office/Planned Commercial #</td>
<td>1,022,571</td>
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<tr>
<td>Public/Semi-Public ##</td>
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* Medium Density Residential assumes five apartment tracts with a total of 104 acres and at 11.85 units per acre yield 1,232 units + 1 townhome tract with 19 acres at 8 units per acre

** Planned Commercial & Planned Commercial/Business Park SF assumes .30 FAR.

*** Business Park on 119.5 acres assumes .25 FAR yielding 1,301,355 SF.

# Office/Planned Commercial on 78.25 acres assumed to be developed as offices, retail, and residential with .30 FAR yielding 1,022,571 SF

## Public/Semi-Public assumes approximately 14 units per acre yielding 100 units.
00 ACRE DEVELOPMENT PLAN

- Corporate Office: 11 AC, 29 AC, 36 AC
- Mixed Use: 91 AC
- Assisted Living: 7 AC
- Regional Community Amenity/Park: 30 AC
- Delaware Parkway
- Regional Retail Transition: 43 AC, 37 AC, 34 AC
- Multi-Family: 24 AC, 19 AC, 28 AC
- Town Homes: 19 AC, 14 AC
- Retail: 7 AC, 32 AC
- State Avenue
APPROVED PRAIRIE HEIGHTS DEVELOPMENT PLAN

- 220 Acres
- 280 Single Family Lots
- 106 Duplex Units
- 200 Townhomes
- 45 Senior Living Apartments
- 52 Senior Townhomes
- 332 Apartment Units

(approved Final Development Plan)

- 322,000 sf Retail Space
<table>
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<tr>
<th>Map #</th>
<th>OWNER</th>
<th>ADDRESS</th>
<th>CITY</th>
<th>STATE</th>
<th>ZIPCODE</th>
<th>Attended Meeting 6.10.2010</th>
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<tr>
<td>1</td>
<td>MARILYN K. NORRIS, JOSEPH E. PAPA</td>
<td>12505 PARALLEL PKWY</td>
<td>KANSAS CITY</td>
<td>KS</td>
<td>66109</td>
<td>Marilyn, Tom, Betty</td>
<td><a href="mailto:papahansen2@att.com">papahansen2@att.com</a></td>
<td>913.669.6062</td>
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<tr>
<td>2</td>
<td>DAVID J. PAPA</td>
<td>3 Zaragoza Lane</td>
<td>Hot Springs</td>
<td>AR</td>
<td>71909</td>
<td>YES</td>
<td><a href="mailto:d.papa@sbcglobal.net">d.papa@sbcglobal.net</a></td>
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<td>JOHN M. &amp; ROBERTA D. SIXTA</td>
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<td>CHICAGO</td>
<td>IL</td>
<td>60614</td>
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<td>SOUTHWESTERN BELL TELEPHONE CO</td>
<td>220 5E 6TH ST #540</td>
<td>TOPEKA</td>
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<td>12171 PARALLEL AVE</td>
<td>KANSAS CITY</td>
<td>KS</td>
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<td><a href="mailto:bondj01@sunflower.com">bondj01@sunflower.com</a></td>
<td>913.721.5281</td>
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<tr>
<td>12</td>
<td>JACK &amp; BARBARA CLEVERDON</td>
<td>12165 PARALLEL AVE</td>
<td>KANSAS CITY</td>
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<td>YES</td>
<td><a href="mailto:bcleverdond@ymail.com">bcleverdond@ymail.com</a></td>
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<tr>
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<td>WILLIAM SR. &amp; VIVIAN A. NAGLE</td>
<td>12133 PARALLEL PKWY</td>
<td>KANSAS CITY</td>
<td>KS</td>
<td>66109</td>
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<td><a href="mailto:ckquiltbabe@aol.com">ckquiltbabe@aol.com</a></td>
<td>913.721.1120</td>
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<tr>
<td>14</td>
<td>BROTHERHOOD BANK &amp; TRUST DIVISION, MICHAEL P. &amp; VERONICA S.</td>
<td>756 MINNESOTA AV</td>
<td>KANSAS CITY</td>
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<td>15 &amp; 17</td>
<td>ROBERTA FEIST</td>
<td>9750 QUIVERA</td>
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<td>1900 N 121ST ST</td>
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<td>20, 21, 22</td>
<td>LILIAN DECAENY &amp; CAROL A. GOETZ</td>
<td>6208 MILLWOOD CT</td>
<td>ARLINGTON</td>
<td>TX</td>
<td>76016</td>
<td>emailed</td>
<td><a href="mailto:Dgp53@sbcglobal.net">Dgp53@sbcglobal.net</a></td>
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<td>23 &amp; 24</td>
<td>JAMES ET AL. RAHULIA</td>
<td>1925 N 121ST ST</td>
<td>KANSAS CITY</td>
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<td>66109</td>
<td>YES</td>
<td>Wayne &amp; Peggy</td>
<td><a href="mailto:rahjansw@aoi.com">rahjansw@aoi.com</a></td>
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<tr>
<td>25</td>
<td>RONNE T. &amp; JENNIFER L. MCQUAY</td>
<td>P O BOX 9077</td>
<td>KANSAS CITY</td>
<td>KS</td>
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<td>PHILIP M. TOWN</td>
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<td>KANSAS CITY</td>
<td>KS</td>
<td>66109</td>
<td>YES</td>
<td><a href="mailto:phtowne@netscape.net">phtowne@netscape.net</a></td>
<td>913.721.3711</td>
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<tr>
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<td>ANTOINE M. &amp; KIMBERLEE SEMAAN</td>
<td>11915 PARALLEL PKWY</td>
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<td>28 &amp; 29</td>
<td>EUGENE C., NORMA J., &amp; DEBBIE BERNARD</td>
<td>11837 PARALLEL AVE</td>
<td>KANSAS CITY</td>
<td>KS</td>
<td>66109</td>
<td>YES</td>
<td><a href="mailto:njbernard@sunflower.com">njbernard@sunflower.com</a></td>
<td>913.721.2221</td>
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<td>RONALD &amp; MARTHA AITKEN'S TRUST</td>
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<td>PATRICIA CLEAVER</td>
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<td>OVERBROOK</td>
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<td>785.836.3136</td>
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<td>2524 N 102ND ST</td>
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<td>1748 N 118TH ST</td>
<td>LIBERTY</td>
<td>MO</td>
<td>64068</td>
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<td>Ray Scott?</td>
<td>816-792-3218</td>
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<td>35</td>
<td>LEROY F. SCOTT</td>
<td>7712 8TH DR</td>
<td>LIBERTY</td>
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<tr>
<td>36, 37, 38</td>
<td>MINNESOTA AVE INC., GEORGE G. BREIDENTHAL, DARBY FAMILY LLC</td>
<td>1600 N 118TH ST</td>
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<td>39</td>
<td>MARY INNIS JOCHEN</td>
<td>505 N. WHITE CIR.</td>
<td>GARDNER</td>
<td>KS</td>
<td>66030</td>
<td>Kathleen Innis, Mary I</td>
<td><a href="mailto:meij1217@aol.com">meij1217@aol.com</a>, kathleen.joche</td>
<td>913.669.5242</td>
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<tr>
<td>40</td>
<td>CANAAN DEVELOPMENT INC.</td>
<td>4851 S 13TH ST</td>
<td>LEAVENWORTH</td>
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<td>41 &amp; 42</td>
<td>RATTAN FAMILY INVESTMENTS LP</td>
<td>2100 SILVER AV</td>
<td>KANSAS CITY</td>
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<td>66106</td>
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<td><a href="mailto:grabeg@aol.com">grabeg@aol.com</a></td>
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<td>Continental Consulting Engineers</td>
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<td><a href="mailto:gg2@ccengineers.com">gg2@ccengineers.com</a></td>
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Meeting Memo

Project Name: State Avenue Parallel Property
Location: Savior Pastoral Center

Subject: 500 Acre Proposal and Master Plan Amendment
Participants: Brick Owens NPSJ, Bill Prelogar NSPJ, Nicole Anderson NSPJ, Kent Polfer, Land Owners of the 500 Acres (+/- 40 people)

Below is a summary of items discussed with the land owners in the 500 acres regarding the land plan presented for State Ave. to Parallel Pkwy & 118th Street to 126th Street in Kansas City, KS. While the meeting did get off to a shaky start, by its end the vast majority of the neighbors agreed with the idea that revising the Master Plan for the site beyond than that of the city was important.

Items Discussed

- Brick Owens and Bill Prelogar presented the existing Master Plan, the approved plan for Filios’s property, County requirements for mixed residential developments, the Big Idea, and the proposed 500 Ac. Master Plan
  - During the presentation one man was very vocal in opposition of this plan believing that this would only aid our clients and not the entire area.
  - NSPJ has copies of the presentation boards.
- The Prairie Delaware Piper Master Plan was passed out to those in attendance.
- Those in attendance asked for a copy of the proposed 500 Ac. Master Plan to be emailed to them.
- It was stressed to the neighbors that this is a Master Plan amendment proposal not a zoning change
- Many were worried that this would hinder property owners from selling their land now or would be forced to sell it sooner than they
would like. It was explained to them that the Master Plan amendment would not effect the selling of their land.

- Was stated by Brick Owens that if we work as a whole to come up with a cohesive plan all property values would increase.

- Suggestions from the Neighbors
  - Keep it as it is zoned
  - Hold off on any changes
  - Provide area for a School Site
  - Hen House/grocery store needed

- Concerns of the Neighbors (NSPJ response in *italics*)
  - Higher Taxes
    - *Taxes would stay the same until the land was rezoned*
  - Would 123rd St. be able to bisect the 500 acres, if so what would the speed limit be?
    - *Yes, 123rd would go all the way thru and speed limit would be around 35 mph*
  - The Master Plan would only benefit our clients.
    - *Yes, our client wants to build more apartments but this plan will increase the value of everyone’s land*
  - How will this impact land value?
    - *It will go up but cannot say by how much.*
  - What if we are ready to sell now?
    - *This plan has no impact on when you could sell*
  - Who will pay for the needed infrastructure? UG?
    - *UG will not pay for infrastructure but with the highest and best use in place and that type of development would be better able to afford it.*
  - Why would the UG object?
    - *UG would object if the neighbors are against it*
  - What is the process?
    - *Coming up with a plan all are happy with*
    - *Talk to UG*
    - *Planning Commissions, City Council,…*
    - *This is the start of a long climb.*
  - What about schools?
    - *By having this property planned in advance the school system and the county could anticipate and budget for additional children*
    - *Development would consider a school within the plan*
• Kent Polfer spoke to those in attendance about what the proposed Master Plan meant to prospective investors and about a broker’s role in the project.
  o His comments helped to ease the concerns of those in attendance and reiterated what NSPJ has already said
• One neighbor asked for a vote of who in attendance was against. Two families (4 people) raised their hand. Since they were in the red zone (already master planned for commercial) they didn’t see why they should have to deal with this. It didn’t help them any.
• After the meeting the neighbors in agreement with the Proposed Plan thanked NSPJ for the thorough presentation and were very positive about moving it forward to U.G. review.

Sent To: George Filios, Larry Winn, Bill Prelogar

By Nicole Anderson Date June 16, 2010

Att: List of attendees
Meeting Memo

October 20, 2010

**Project Name** State Avenue Parallel Property

**Location** Savior Pastoral Center

**Subject** 500 Acre Proposal and Master Plan Amendment

**Participants**
- Brick Owens, NPSJ
- Bill Prelogar, NSPJ
- Katie Martinovic, NSPJ
- Kent Polfer
- Adjacent Land Owners of the 500 Acres (+/- 10 people)

Below is a summary of items discussed with the adjacent land owners in the 500 acres regarding the land plan presented for State Ave. to Parallel Pkwy & 118th Street to 126th Street in Kansas City, KS. The majority of the attendees supported the concept of revising the Master Plan and had positive input.

**Items Discussed**

- Brick Owens and Bill Prelogar presented the existing Master Plan, the approved plan for Filios’s property, County requirements for mixed residential developments, the Big Idea, and the proposed 500 Ac. Master Plan
  - During the presentation there were very few comments or questions.
  - Attached are the copies of the presentation boards.
- It was stressed to the neighbors that this is a Master Plan amendment proposal not a zoning change.
- Questions/Comments from the Neighbors (NSPJ response in *italics*)
  - Where does the sewer go if the hospital goes in? I don’t want to pay for it if it crosses my property.
    - *Brick explained the existing & proposed sewer locations and that any sewer improvements would be the responsibility of the land owner and not required to cross any properties that do not want it.*
  - What is the tan portion on the proposed master plan? What would this type of development look like
Bill responded that the proposed plans labels that area as Mixed Use. Some examples of mixed use centers in the KC region are Park Place, Mission Farms. These are typically walkable communities with 24 hours use. The first floor is usually retail with office or residential above.

- Other than a Hospital, what is the use that would require the tallest building?
  - Bill responded that the buildings would follow the code requirements. The hospital would most likely be the tallest at 3-5 stories, Multi-family would be 2.5 to 3 stories, retail pad sites 1, townhomes 1.5 to 2, most of the parking would most likely be surface parking.

- This plan is mostly land planning at this point correct? I would be interested in seeing the approved elevations & plans for the apartments.
  - The rendering for the Prairie Heights approved apartment project is attached.

- Are you asking to create any kind of benefit district that would effect us, the surrounding land owners?
  - No, not that would effect the surrounding land owners. This will not be subsidized housing. It will most likely be privately financed. A Community Improvement District in which the taxes the property owners pay could go toward the streets may be requested but this would not effect surrounding land owners.

- Have you talked to everyone within the 500 acres?
  - Yes, we invited everyone to a similar meeting in June. About 50 people attended and most were in support of the plan.

- How is the area proposed along 118th different from the Prairie Delaware Piper Master Plan?
  - It is not significantly different. It has more specific uses. The plan as a whole is not significantly different, there are just slight changes to respond to the land and market demand.

- How many people before you have tried to develop this land? Have you talked to the city, what have they said?
  - We have met several times with the city planners, Brent Miles, EDC director, the mayor, the local commissioners for their
input in the process and they all see what we are trying to create.

- I’m surprised you have talked to everyone within the 500 acres yet.
  - We sent invitations to everyone within the 500 acres based on the tax records, a lot of people attended that meeting and provided input. We are not changing the zoning, just the master plan so no properties will be rezoned without their knowledge.

- Has a market study been done?
  - No.

- Once the master plan change is approved, what is the next step?
  - Our first phase would be the pod of apartments that have already been designed & approved along State Ave.

- We need apartments here. Is starting construction on the apartments dependent on the master plan change?
  - No. A building permit for the apartments could be pulled tomorrow. So far the financing & economic timing have been stopping the apartments from moving forward. There would be some synergy created by more apartments that would improve competition.

- All of the apartments are within the Bonner School District, did you think about putting some in the Piper School District?
  - We knew there were some political issues to be sensitive to with adding students to the PW school district. We used the ownership lines to plan the parcels. Our client owns the 220 acre parcel where the multi-family is proposed. He specializes in market rate multi-family. We also clustered the institutional near the archdiocese property as a similar compatible use.

- Have you done any kind of study to see how this would effect the Bonner Springs School District & if another elementary school may be necessary within this 500 acres.
  - Our plan will probably be about 1500 DU total. The multifamily our client tends to build is targeted toward younger, single people. Only 5% of the total units are planned to be 3 bedroom which families typically live in. These
apartments should not have a large effect on the schools. This plan does not preclude a school site being located within the 500 acres.

- Who pays for the street network?
  - A Community Improvement District will be considered for the major streets which allows for taxes on the property to be used for public improvements such as streets for those specific properties.

- After the streets are built, who maintains them?
  - They will be privately financed but dedicated to the city. City maintenance is expected for the public streets around the apartment neighborhoods.

- Is there a mechanism for maintenance or is it too early?
  - That is still to be worked out.

- Have there been any private funds allocated for additional police & fire protection?
  - This is the first step in the process. Once the master plan is changed then the government can plan for these type of uses. Facilities expand as tax dollars become available. More tax dollars become available by additional roof tops.

- What is the scheduling for the project? How long will each phase take?
  - Multi-family will most likely be started first and developed in phases. Once the building permit is pulled it typically take 2 years for all of the units to be complete in one of the phases shown. This is about a 20-25 year plan.

- Why isn’t the realignment of 118th to 119th being shown? The county has a plan for this.
  - No one had mentioned this to us in any of the meetings we’ve had with the city. That would be important to include.

- Why isn’t the parcel from 110th to 118th being included in this plan? Will the city let that parcel be hop scotched over?
  - The land owner for this tract is here. Has a plan been filed for this piece of property?

- Property Owner: No plans has been filed but plans have been considered for the property. We were planning that the prime retail would be along 110th with more service oriented uses along State Ave. The grocery store is a good idea. I have concerns about the CID and 118th Street improvements.
• The CID will be localized for each parcel. So when the parcels along 118th are developed they will share in the cost of improvements to 118th.

○ Isn’t city of Bonner planning a development close to here?
  • We haven’t been told & are not aware of anything.

○ So if you are planning to go to the UG board in 2-3 weeks, what is the timeline after that?
  • We are hopeful that we can begin construction next year in 2011. There are probably 10 phases just on our clients parcel. The cost for just phase one is about $25 million. This is a long range plan that is designed to keep the work force at the legends in the community spending money on a daily basis here rather than elsewhere.

The meeting was concluded by asking the attendees what comments we should take back to the Unified Government. They were as follows:

• This is better than the last plan.
• We would like to see additional specifics about improvements to the road/traffic/etc.

Sent To: George Filios, Larry Winn, Brent Miles, Bill Prelogar
By: Katie Martinovic Date: October 29, 2010
Attached: List
Meeting Memo

October 11, 2010

Project Name: State Avenue Parallel Property
Location: Providence Medical Center
Subject: State Ave. & 126th Street Land Plan Proposal
Participants: Brick Owens, Katie Meyer (NSPJ); Jay Levine (Providence MC)

Below is a summary of items discussed with Jay Levine regarding the land plan presented for State Ave. & 126th Street in Kansas City, KS. Unfortunately, Jan Yurgan, Vice President Strategy and Business Development, was unable to attend but a future meeting if necessary could be scheduled with her.

**Items Discussed**

Following a brief introduction to the project by Brick Owens, following items were discussed:

- Jay’s first impression was that the area shown for a hospital & MOB’s was huge and would take a significant investment and require many more rooftops.
- Jay also questioned why a hospital was being shown when there are so many empty beds at hospitals in the surrounding area.
- Providence just invested $20 million in updates to their existing facility and has no intention of moving.
- Currently a long term care facility is being built adjacent to Providence Medical Center as part of the campus.
- Jay would prefer that MOB’s stay on the same campus with Providence rather than having a remote MOB location.
- Jay shared that there is currently a significant amount of MOB available around the Legends area. (110th & Hutton)
- Jay did understand the need for market rate apartments for the area & was in favor of the multi-family aspect of the project.
- He thought that based on a current 500 acre plan and the number of apartments shown would support about one family physician/office/clinic.
- Jay thought a grocery store was missing in this area.
Brick suggested that additional roof tops would provide even more of a need for a grocery store & make it become a reality sooner.

- Jay asked about funding and if any TIF or Star bonds were being proposed for the project
  - Brick responded that we were instructed not to ask for a TIFF but a CID/TID was ok.
- Jay asked what the timeframe for this project is?
  - Brick responded that NSPJ’s next steps were to meet with the neighbors within 600’ of the 500 acres and then create an outline of the multi-family design guidelines for this area. In about one month we would be requesting the Master Plan change and hopefully break ground in 2011.
- Brick shared that he thought that important aspects to make this project successful were good access, good amenities, and access to green space which are all part of the plan.

Sent To:
George Filios, Larry Winn, Bill Prelogar

By Katie Martinovic Date October 13, 2010
Master Plan Amendment Legal Description

A tract of land being a part of Fractional Section 4, Township 11 South, Range 23 East of the Sixth Principal Meridian in Kansas City, Wyandotte County, Kansas, parts of Maywood Gardens and Neilson Gardens, recorded subdivisions in Kansas City, Wyandotte County, Kansas and including the parcels of land described in the following documents:

- Book 3116 Page 246 Parcel No. 953208
- Book 3755 Page 808 Parcel No.179200
- Book 3850 Page 182 Parcel No.953205
- Book 4159 Page 345 Parcel No.953207
- Book 4504 Page 46 Parcel No. 953204
- Book 4530 Page 538 Parcel No.179102
- Book 4800 Page 431 Parcel No.179214
- Book 4800 Page 431 Parcel No.179217
- Book 4800 Page 431 Parcel No.179219
- Book 4800 Page 431 Parcel No.179211
- Book 4890 Page 108 Parcel No.179222
- Book 5026 Page 673 Parcel No.179202
- Book 5202 Page 393 Parcel No.179205
- Book 5203 Page 73 Parcel No.179204
- Book 5308 Page 738 Parcel No.179100
- Book 5308 Page 738 Parcel No.179104
- Book 5308 Page 738 Parcel No.179101
- Book 5422 Page 728 Parcel No.953100
- Book 5422 Page 728 Parcel No.955400
- Book 5488 Page 834 Parcel No.953206
- Book 5662 Page 319 Parcel No.179222
- Book 5721 Page 75 Parcel No.179203

as recorded in the Wyandotte County Register of Deeds Office in Kansas City, Kansas being more particularly described as follows:

Beginning at the Northeast corner of the Northeast Quarter said Fractional Section 4;

1. Thence South on the East line of the Northeast Quarter of said Fractional Section 4 and along N 118th Street (formerly John G. Pratt Road) to the Southeast corner of the Northeast Quarter of said Fractional Section 4;

2. Thence West, on the South line of the Northeast Quarter of said Fractional Section 4, said line also being the South line of Maywood Gardens a recorded subdivision in Kansas City, Wyandotte County, Kansas, to its intersection with the East line of the West One-half of the Southeast Quarter of said Fractional Section 4;

3. Thence South, on said East line of the West One-half of the Southeast Quarter of said Fractional Section 4, to its intersection with the South line of the Southeast Quarter of said Fractional Section 4;

4. Thence West, on the South line of said Fractional Section 4 and along State Avenue, to a point 529.00 feet East of the Southwest Corner of the Southwest Quarter of said Fractional Section 4;

5. Thence North 629.00 feet, on a line 529.00 East of and parallel to the West line of the Southwest Quarter of said Fractional Section 4;

6. Thence West 529.00 feet, on a line 629.00 North of and parallel to the South line of said Fractional Section 4, to a point on the West line of the Southwest Quarter of said Fractional Section 4 and N 126th Street;

7. Thence North, on the West line of the Southwest Quarter of said Fractional Section 4 and along N 126th Street, to the Northwest corner of the Southwest Quarter of said Fractional Section 4;
8. Thence East, on the North line of the Southwest Quarter of said Fractional Section 4, to its intersection with the East line of the West One-half of the West One-half of the Northwest Quarter of said Fractional Section 4;

9. Thence North, on the East line of the West One-half of the West One-half of the Northwest Quarter of said Fractional Section 4, also being the West line of Neilson Gardens a recorded subdivision in Kansas City, Wyandotte County, Kansas, to the Northwest corner of Lot 1 in said Neilson Gardens, said point being on the North line of said Fractional Section 4;

10. Thence East approximately 1980.0 feet, on the North line of said Neilson Gardens, said line being the North line of said Fractional Section 4, to the Northeast corner of Lot 11 in said Neilson Gardens subdivision and the Northeast corner of the Northwest Quarter of said Fractional Section 4;

11. Thence South 160.0 feet, on a line 20.0 feet West of and parallel to the East line of the Northwest Quarter of Fractional Section 4;

12. Thence East 25.0 feet, on a line 160.0 feet South of and parallel to the North line of said Fractional Section 4;

13. Thence North 160.0 feet, on a line 5.0 feet East of and parallel to the East line of the Northwest Quarter of said Fractional Section 4, to a point on the North line of said Maywood Gardens and the North line of said Fractional Section 4;

14. Thence East, on the North line of said Maywood Gardens, to a point 253.67 feet West of the Northeast corner of Tract 3 in said Maywood Gardens and the center line of N 121st Street as established in said Maywood Gardens;

14a. Thence South 30.0 feet to a point on the South right of way line of Parallel Parkway as described in Book 5203 on Page 74;

15. Thence South 02° 216.09 feet as described in Book 5203 on Page 74;

16. Thence East 68.32 feet as described in Book 5203 on Page 74;

17. Thence North 246.0 feet, on a line parallel to the said center line of N 121st Street as established in said subdivision Maywood Gardens;

18. Thence East 155.0 feet, on the North line of said Maywood Gardens, to the North East corner of Tract 3 in said Maywood Gardens and the center line of N 121st Street as established;

19. Thence South 300 feet, on the center line of N 121st Street and the East line of Tract 3 in said Maywood Gardens;

20. Thence West 155 feet as described in Book 5202 on Page 393;

21. Thence South 330 feet to a point on the South line of Tract 3 in said Maywood Gardens;

22. Thence East, on the South line of said Maywood Gardens and the South line of Rahija Estates a recorded subdivision in Kansas City, Wyandotte County, Kansas, to the Southeast corner of Tract 6 in said Maywood Gardens also being on the West line of the East One-half of the East One-half of the Northeast Quarter of said Fractional Section 4;

23. Thence North 310 feet, on a common line being the East line of said Tract 6 in said Maywood Gardens and the West line of the East One-half of the East One-half of the Northeast Quarter of said Fractional Section 4;

24. Thence East 225 & 8/35th feet as described in Book 5575 on Page 472;
25. Thence North 350.0 feet to the North line of the Northeast Quarter of said Fractional Section 4 as described in Book 5662 on Page 91;

26. Thence East 435 & 25/63\textsuperscript{rd} feet, on said North line of the Northeast Quarter of said Fractional Section 4 to the Point of Beginning, less that part taken or used for road purposes.

Subject to survey and all easements, covenants and restrictions of record.
TERM SHEET
For Development Agreement between State Avenue 240 LLC and the Unified Government for Development of Approximately 220 Acres Generally Located at 122nd and State Avenue in Kansas City, Kansas

1. General Intent:
   a. The Unified Government of Wyandotte County, Kansas City, Kansas ("UG") does not intend to build the public infrastructure required to develop the approximately 500 acres generally bounded by 126th Street to the west, Parallel Parkway to the north, 118th Street to the east, and State Avenue to the south (the “Master Plan Property”). Therefore, as the owners of portions of the Master Plan Property develop their property, they will be required to design and construct the public and private infrastructure needed to serve their parcels, and such infrastructure shall at a minimum reflect the infrastructure improvements depicted on the approved Master Plan for the Master Plan Property.

   b. The UG wishes to ensure that as owners of portions of the Master Plan Property develop their property, such owners’ responsibilities for designing and constructing public and private infrastructure in accordance with the approved Master Plan are as equitably distributed as possible. The purpose of this Term Sheet is to work toward accomplishing this goal.

   c. As a condition to the rezoning of any portion of the Master Plan Property, the UG will require that the owner of any such portion of the property enter into a Development Agreement with the UG memorializing the owner’s responsibility to pay for certain public and private infrastructure associated with such property.

   d. It is the intent of the UG and State Avenue 240 LLC ("Developer") to enter into a Development Agreement addressing the Developer’s responsibility to pay for certain public and private infrastructure associated with development of the Subject Property (defined below) in accordance with the approved Master Plan, the terms of which are described below.

2. Subject Property:
   a. Within the Master Plan Property, the Developer owns approximately 220 acres of land, as depicted on Exhibit A attached hereto (the “Subject Property”).

   b. The Development Agreement or a Memorandum of Development Agreement will be recorded against the Subject Property, and all responsibilities of Developer under the Development Agreement will run with the land and future owners will replace the Developer as responsible party thereunder with respect to the portion of the Subject Property purchased. The Master Plan Amendment will not become effective until such recording has taken place.
3. **Infrastructure for which Developer is Financially Responsible**

(a) **Public streets**: The portions of Delaware Parkway and 122nd Street adjacent to the Subject Property (the “**Public Streets**”). Developer shall only be responsible for building the half of Delaware Parkway (i.e., two of the planned four lanes) that is directly adjacent to the Subject Property, as well as the median. In constructing the median, the Developer shall not be required to construct the curb and gutter serving as the median’s northern boundary. Rather, the Developer shall leave a reasonable buffer of un-finished median along the northern part of the median area in anticipation that the process of constructing the northern two lanes of Delaware Parkway, to be carried out by the property owner(s) directly north of the Subject Property, will likely disrupt and disturb that portion of the median area. The property owner(s) constructing the northern two lanes of Delaware Parkway shall be responsible for completing construction of the median in conjunction with construction of the northern two lanes of Delaware Parkway.

(b) **Traffic signals**: Intersection of 126th Street and Delaware Parkway, and intersection of 122nd Street and State Avenue (the “**Traffic Signals**”). Developer shall only be responsible for the costs of the Traffic Signals, including design, materials, and installation, to the extent they are warranted under the UG’s standard criteria. Subject to Sections 5(b)(iii) & (iv) hereof, this likely means that Developer will pay for the entire cost of the Traffic Signals.

(c) **Park & bike trail**: Developer will maintain the portion of the Subject Property that is located within a streamway buffer area as a natural open area for use by Developer and the occupants of all or certain portions of the Subject Property. Developer will construct a bike trail, designed and constructed to AASHTO standards, across such open area and will be responsible for maintaining such open area.

(d) **Other Infrastructure**: Private drives, stormwater facilities, sanitary sewers, water and gas mains and service lines, electrical transmission lines, and any other utility or other private infrastructure located on the Subject Property. Aside from the improvements set forth herein, the Developer will not be financially responsible for any other public improvements located on or outside the Subject Property. With regard to sanitary sewers, it is anticipated that continued development within the Master Plan Property and surrounding areas may trigger the need for on-site and/or off-site improvements to the current sanitary sewer system. Developer agrees to cooperate with the sanitary sewer authority to pay Developer’s equitable share of the cost of such improvements according to the authority’s normal revenue collection procedures. **The intent is for the developer to pay for 100 percent of their sanitary sewer capacity**

(e) Collectively, the infrastructure improvements described above are referred to herein as the “**Infrastructure Improvements**.”
4. Timing of Infrastructure Improvements

(a) In general: The Infrastructure Improvements associated with a particular portion of the Subject Property shall be constructed at Developer’s cost prior to obtaining a certificate of occupancy for structures located on that portion of the Subject Property, except that it shall be within the UG’s administrative discretion to approve a temporary certificate of occupancy pending the completion of such Infrastructure Improvements.

(b) Public streets: The portion of the Public Streets associated with a particular portion of the Subject Property shall mean those portions of the Public Streets that are required under the UG Code to provide adequate access to the particular portion of the Subject Property at issue.

(c) Traffic signals: The Traffic Signals will not be installed unless and until one or both are warranted under the UG’s normal criteria. If a Traffic Signal is found to be warranted in conjunction with final development plan approval for a parcel within the Subject Property, a certificate of occupancy or temporary certificate of occupancy shall not be issued until such Traffic Signal is installed.

(d) Park & bike trail: The portion of the natural open area and bike trail thereon associated with a particular portion of the Subject Property shall mean those portions of the natural open area that are directly adjacent to the particular portion of the Subject Property at issue.

5. Financing of Infrastructure Improvements

(a) Financing tools & incentives: Certain tools and incentives, including those made available under federal, state, or local law, such as community improvement districts, transportation development districts, improvement districts, and others that provide for add-on sales taxes, special assessments, grants, or other benefits, that now exist or may exist in the future, may be or become available to assist with the payment of costs and/or financing of the costs of the Infrastructure Improvements. Upon request of the Developer, the UG shall cooperate in good faith with the Developer to assist with the application for, consider, and/or approve, as applicable, such tools and incentives.

(b) Traffic Signals:

   (i) In general: Each parcel within the Subject Property shall pay its equitable share of the costs of the Traffic Signals.

   (ii) Improvement District: If and when one or both of the Traffic Signals are warranted under the UG’s normal criteria, the UG will then create an improvement district and levy special assessments against the
owners of parcels within the Subject Property to pay for the costs of the Traffic Signal(s). The special assessments shall be levied so as to allocate the costs among the parcels on an equitable basis. The Developer, and its successors and assigns, consent to and will cooperate with the improvement district process. The term of the improvement district bonds shall be the maximum term permitted by state law, unless the Developer requests a shorter term.

(iii) Southwest Corner of 126th Street and Delaware Parkway: The property generally located at the Southwest Corner of 126th Street and Delaware Parkway (the “Offsite Benefitted Property”) is not yet developed. Developer’s financial commitments herein with regard to such Traffic Signal shall not preclude the UG from requiring the owner of the Offsite Benefitted Property from paying for its equitable share of the Traffic Signal.

(iv) Southern Side of State Avenue at 122nd Street: The southern half of State Avenue in the proximity of 122nd Street and adjacent land to the south is within the City of Bonner Springs, Kansas. If and when the Traffic Signal at State Avenue and 122nd Street is warranted under the UG’s normal criteria and approved for installation under the UG’s normal processes and procedures, the UG shall use good faith efforts to negotiate an intergovernmental agreement with the City of Bonner Springs under which the City of Bonner Springs provides or causes private parties to provide an equitable share of the funding for the Traffic Signal.
EXHIBIT A: Subject Property