

**PORTERHOUSE
BLOCK**



**DEVELOPMENT
PROPOSAL**





The Kansas City Public Library



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INTRODUCTION

Populance Development partners are pleased to submit this proposal for the redevelopment of the former Board of Education and Public Library Building and site at 1211 McGee Street in Kansas City, Missouri

With this development, we will create a usable, active, vibrant, and sustainable addition for the corridor, neighborhood and City. The impact of the proposed development will have a far reaching positive effect on the community by providing services and infrastructure necessary to maintain momentum and interest in the district while also providing a standard of excellence for future projects.

We believe in Cities and we believe in the ability of urban environments to transform and create uplifting and connecting spaces for everyone who experiences them.

Most of all, we believe Cities are for people.

The City of Kansas City has invested an enormous amount of energy and resources to develop infrastructure and opportunities for far greater interventions in the urban fabric than previously imagined. This proposal would not be possible if it weren't for these visions and efforts and we are confident that our proposal exceeds the expectations of the Board of Education, goals and requirements of the City's comprehensive plan, and creates a catalyst for future developments that enhance the area.

As detailed in the following response, all involved parties and their respective areas of expertise are aligned with City Policy goals and the best ideas and principles of Urban Planning, Design, user experience, and Historic Restoration.



I. PROJECT SUMMARY

Our project consists of three primary objectives:

1. a full block mixed-use sustainable development containing a national retailer, professional office and retail uses, a mix of hotel and rental housing environments, and structured parking.
2. a district focused centerpiece of new construction and historic renovation providing uses and services necessary for the continued reinvigoration of the immediate area and greater CBD.
3. a showcase of sustainable urban design principles, building construction and innovation.



PHASE I (NORTH SIDE OF SITE)

Rehabilitation of existing historic building
 120 unit Hotel
 National retailer
 Commercial and Retail Space
 70 Rental apartment units
 80% market rate
 20% affordable units at 60% CMI
 Structured Parking
 Public Plaza spaces
 Mid block pedestrian connection

PHASE II (SOUTH SIDE OF SITE)

55,000 sf of office and commercial uses
 Approx. 300 market rate and workforce apartment units
 80% market rate
 20% affordable units at 60% CMI
 Structured Parking
 Commercial/Retail/restaurant spaces at street level

The currently vacant Board of Education and Public Library Building and site afford an unprecedented opportunity in Kansas City to rehabilitate a mid-century edifice while also reinvigorating a long dormant site. Allowing this once public building to contribute once again to a thriving and active streetscape invigorates the pulse of the City - essential to long-term urban success.



II. DEVELOPMENT PROGRAM *and* CONCEPTS

Historic Rehabilitation of Existing Library and BOE Offices

National retailer will operate a street level restaurant/ gathering space on Oak Street which will activate the streetscape throughout the day, evening and on days where events are scheduled for the Sprint Center. Bike parking (sufficient for bikes and trailers for shopping and restaurant patrons) will be provided throughout the project.

Hotel Component

120 unit Hotel component in the existing BOE office component with an entry off 12th Street and the proposed mid block plaza

Apartment Homes

A variety of apartment homes in the existing BOE office and Phase II components will serve the needs of employment opportunities on site, as well as elsewhere in the District and City, this component is essential in attracting and keeping major employers in the district while also providing an increase in density for other City uses and goals.

Mid Block Connection and Public Plaza Space

Provides critical pedestrian access and breaks up the block

Located above the structured parking, the ability to provide open space is essential for the quality of life that is desired with this development.

Sprint Center Interaction

Reacts to proximity to Sprint Center for events. Provides public gathering and parking opportunities

Reactivation of the Streetscape

Re-establishes the street/pedestrian relationship at a human scale. Eliminates the surface parking desert along the block

Provides for increased pedestrian interaction

Multi-Modal Transportation Design

Site served by Bus and streetcar services, with an additional emphasis on street level and pedestrian interaction, which we feel is absolutely critical to the continued success of the District. In addition, community cars will be provided and bus and streetcar passes will be provided to all residents. Other strategies will be pursued to reduce the number of automobiles and reclaim the streets for pedestrians and bicyclists.

Retail/Commercial/Office

This project will provide approx. 110,000 s.f. of commercial space with both phases. The project will provide gathering and uses related to the Sprint Center (restaurants, brewpubs, etc.) as well as identifying needs that are lacking in this District. Most importantly, these will be located at street level to promote and encourage pedestrian activity and interaction.

Structured Parking

Parking will be for users of the retail components, office employees and visitors, customers, and residents. There are 617 parking spaces proposed on 4 levels for the development.

In addition, by keeping the parking structure floor plates flat and providing speed ramps to access above grade levels, the internal parking structure can be repurposed at a future date for additional office, research, or another market driven use when additional public transportation infrastructure is in place.



III. LAND USES

88-517-02 APPLICABILITY

88-517-02-B. Development plan review and approval is required in B, D, KCIA, and O zoning districts for any building with a gross floor area of 40,000 square feet or more.

Current Zoning

710 Walnut, Kansas City, MO

DC-15

Rezone to: URD

Proposed Uses: Section 88-130-04

Lot Area: 112,172 s.f. Building GSF: 261,800 (existing)

Lot and Building Standards: 88-130-05: Table 130-2

Districts

TIF

Transportation Development District (TDD)

Community Improvement District

Enterprise Zone

DNA

proposed to be rezoned to Urban Renewal District

Other Requirements:

88-130-06 GROUND-FLOOR COMMERCIAL FLOOR SPACE

In all D districts, for new construction (not including rehabilitation or renovation), the minimum floor-to-ceiling height of all ground floor space, other than allowed residential floor space or parking areas, must be at least 13 feet and contain the following minimum floor area:

88-130-06-A. at least 800 square feet or 25% of the lot area (whichever is greater) on lots with lot frontage of less than 50 feet (as measured along the shorter lot frontage on lots containing multiple frontages); or

88-130-06-B. at least 20% of the lot area on lots with 50 feet of lot frontage or more (as measured along the shorter lot frontage on lots containing multiple frontages).

Residential in Mixed Use Building ✓ *Permitted*

Professional Office ✓ *Permitted*

Accessory Parking ✓ *Permitted*

Retail Sales ✓ *Permitted*

Food and Beverage Retail Sales ✓ *Permitted*

Hotel ✓ *Permitted*

Eating and Drinking Establishments ✓ *Permitted*

All proposed uses permitted Yes

Rezoning required Yes- from DC-15 to URD

Special Uses None

Variations Requested None

COA Required Yes

Min. lot area None

Min. lot area per unit mixed-use building None

Min. lot width None

F.A.R. TBD

Max. F.A.R. 15

Building Construction type Type I

Required Setbacks:

Front None

Rear None

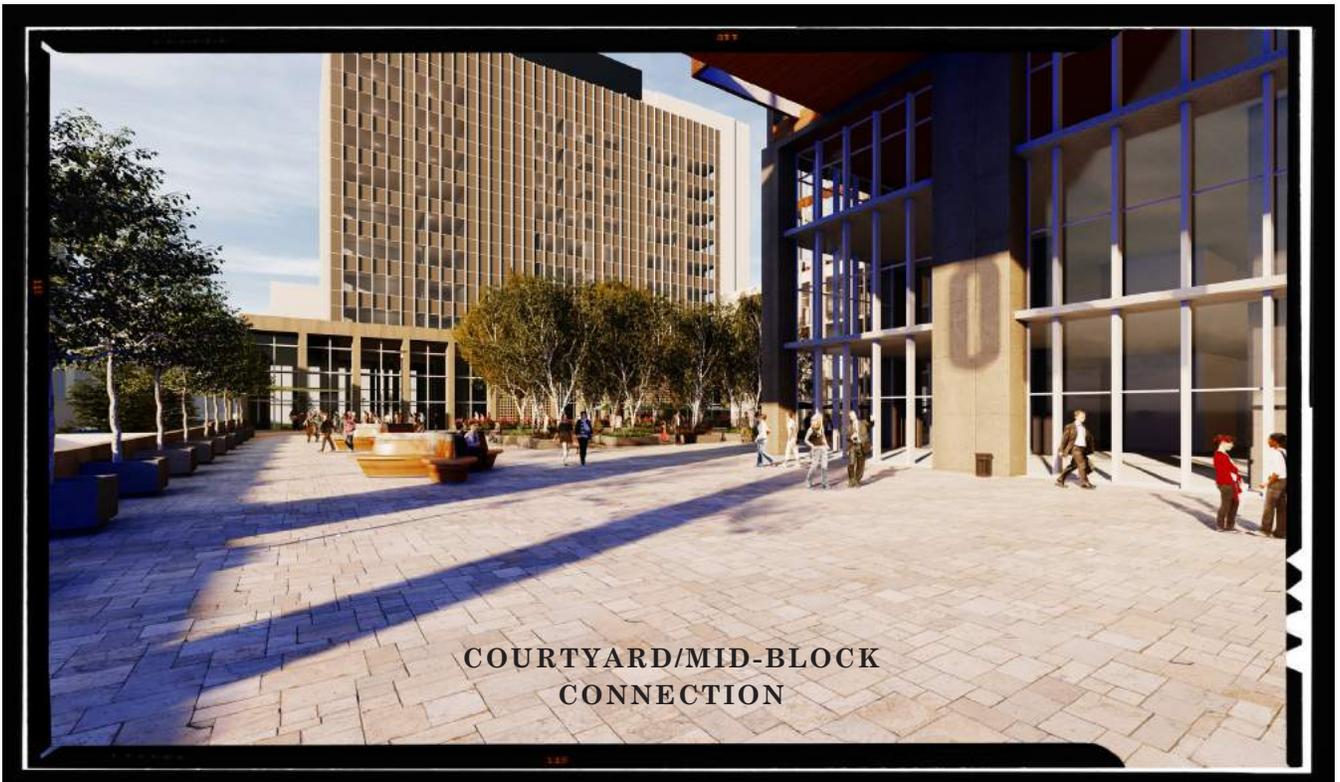
Side None

THE PORTERHOUSE BLOCK  DEVELOPMENT PROPOSAL





We view this development not as an isolated piece, but as an opportunity to integrate larger ideas and resources into the district and community to fill in some missing pieces of the streetscape



COURTYARD/MID-BLOCK
CONNECTION



COURTYARD ENTRY FROM
OAK STREET



RESIDENTIAL UNIT COUNTS AND SQUARE FOOTAGES

rental apartments:

Market Rate Units at 500-1300 s.f.

Affordable Units at 500-1100 s.f. (20% set asides)

BOE Building: Approx. 70 units

Phase II Building: Approx. 300 units

Total Units: 370 units

density of residential units:

144 units/acre

PROPOSED BUSINESS TYPES AND SQUARE FOOTAGES

110,000 s.f. dedicated to commercial uses



PROJECT GOALS

- *Provide a long term sustainable and livable development designed for current and future multimodal transportation options*
- *Provide market rate and income qualified new housing options for employees in the City*
- *Set precedents for future development along the corridor and City*
- *Provide construction employment and long term professional employment in the District*

BENEFITS TO DISTRICT

- *Additional Housing options*
- *Green space*
- *Interaction with Sprint Center*
- *No disruption or relocation of any residents or businesses*
- *Long desired and better use of a neglected property*
- *Reactivation of streetscape*
- *Complement existing uses in Government district*

SPECIFIC SUSTAINABILITY GOALS

- *Infill Development utilizes existing infrastructure*
- *Adaptive reuse of historic building*
- *Green roof installations*
- *Open Green space*
- *Accessible bike parking and access*
- *Covered bike parking*
- *Energy Star appliances*
- *Provide private and semi private outdoor space for all tenants*
- *Low flow water fixtures*
- *Stormwater recycling and storage for Roof Farm irrigation*
- *Employee shower and changing areas*
- *Community car areas*
- *Energy Star appliances*
- *Utilization of materials that have post-consumer content and are easily recycled/repurposed*
- *Ability to repurpose parking structure at a future date*
- *Low or no maintenance exterior cladding*
- *Rooftop Production Gardens*
- *Reclaim the street*



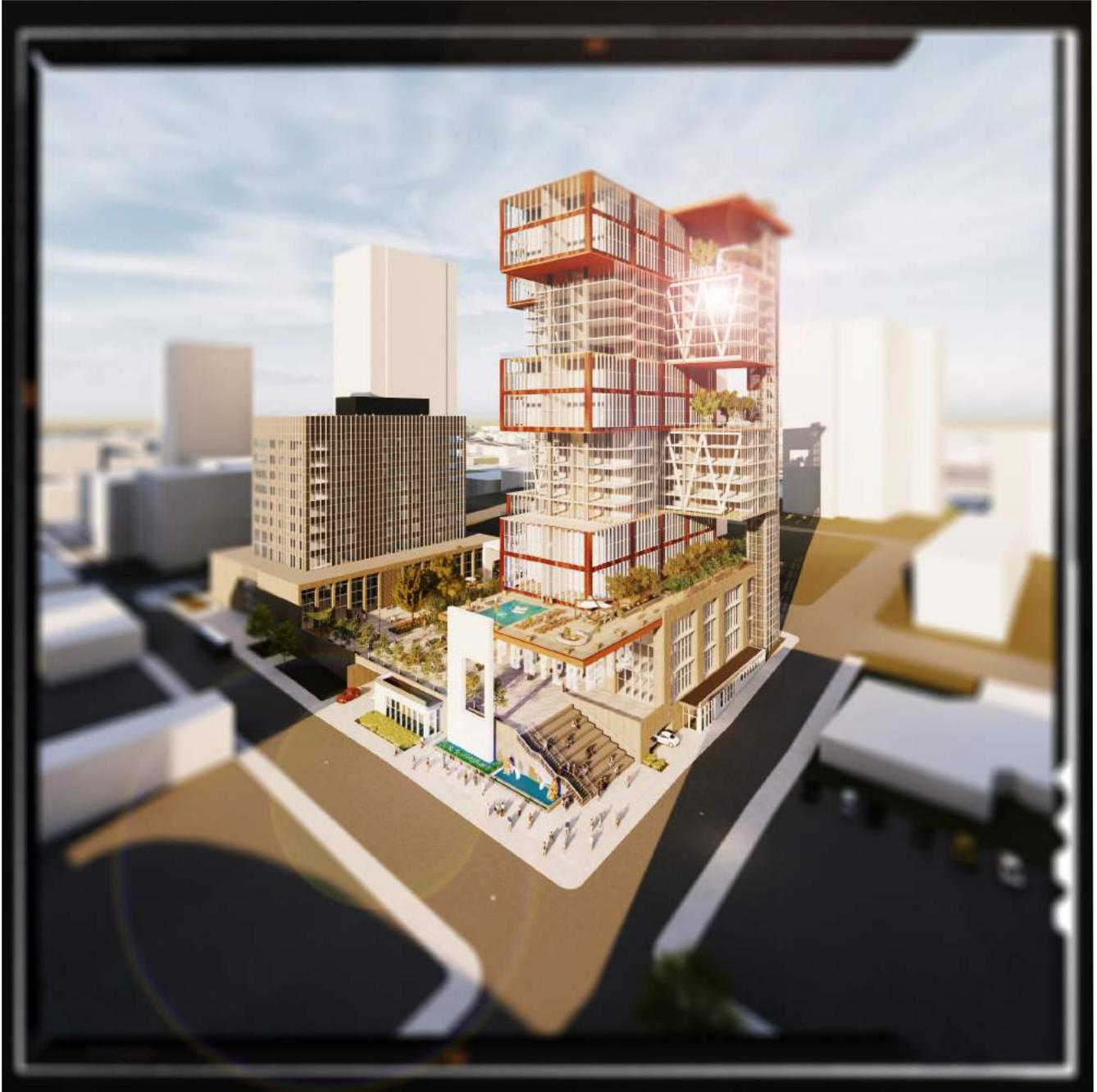
VIEW NORTH ON MCGEE

**PROJECT IS CONSISTENT WITH STATED
GOALS OF THE DOWNTOWN DISTRICTS**



**COURTYARD/MID-BLOCK
CONNECTION**

**PROJECT IS CONSISTENT WITH STATED
GOALS OF THE DOWNTOWN DISTRICTS**



VIEW TO NORTHEAST



THE PORTERHOUSE BLOCK  DEVELOPMENT PROPOSAL



VIEW TO NORTHEAST



GREATER DOWNTOWN AREA PLAN

Primary Goals:

- **Support transportation options beyond automobile.**
- **Provide diverse housing options and increase housing opportunities for those with moderate and low incomes.**
- **Preserve and restore historic buildings**
- **Increase employment downtown**
- **Promote Sustainability**

Other Goals:

- *Create a walkable downtown*
- *elevate walking as the most important mode of transportation*
- *Implement Pedestrian Zone improvements recommended in the Walkability Plan*
- *Avoid disruption of the dense urban street grid and maintain pedestrian scale blocks.*
- *Implement a district parking strategy (park once for multiple destinations)*
- *Complete key gaps in the sidewalk system*
- *Connect all districts with safe, walkable pathways.*
- *Implement streetscape improvements, focusing on Corridor Streets*
- *Improve public spaces to enhance the pedestrian experience and encourage pedestrian activity.*
- *Attract and retain residents by providing a dynamic urban experience, amenities, quality education options and housing choices.*
- *Create attractive and inviting public spaces and streetscapes to make the area more appealing.*
- *Promote density.*
- *Implement sustainable economic development.*
- *Recognize and support downtown development and reuse of historic buildings as a sustainable approach to development*
- *Promote sustainable building practices and reinforce alternative modes of transportation in private development:*
- *Green storm water management strategies.*
- *Rainwater harvesting and greywater reuse.*
- *Encourage sustainable materials.*
- *Increase greenspace, better utilize existing open space and expand urban forestry.*





Promote compatible infill.

- *Ensure changes in the urban fabric reflect and strengthen the existing urban character of downtown neighborhoods.*
- *Adhere to the development guidelines (land use, building height, etc.)*
- *Promote dense, mixed use neighborhoods to create “eyes on the street” and sense of safety.*

Downtown Core (DC)

The DC is primarily intended to promote high-intensity office and employment growth within the downtown core. The DC district regulations recognize and support downtown’s role as a center of regional importance and as a primary hub for business, communications, office, government, retail, cultural, educational, visitor

Connect neighborhoods and activity Centers

Link commercial/business, mixed use, and residential areas with various transportation modes and community amenities.

Improve the connectivity between neighborhoods and enhance the sense of arrival to the area.

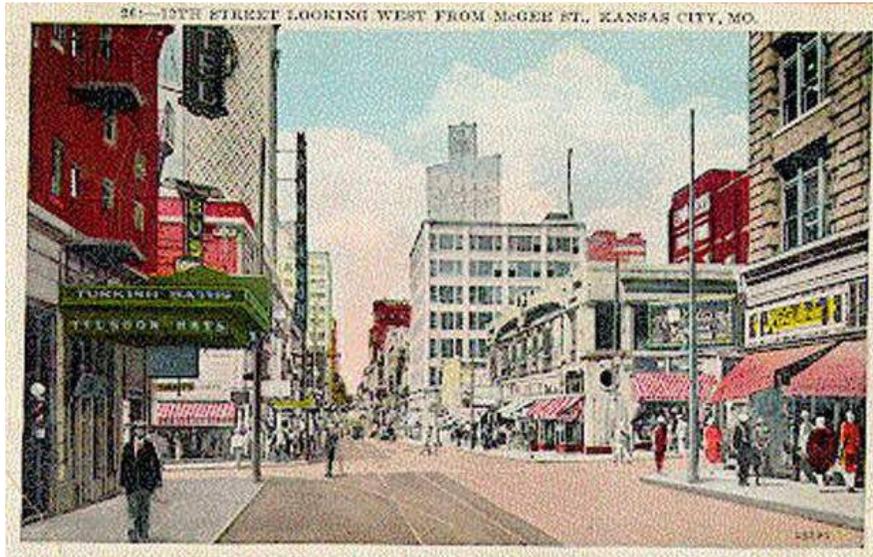
Enhance the development of connected mixed-use activity centers which serve as nodes for the transit system.

Connect the neighborhoods

FILL THE GAPS

Activate the public realm



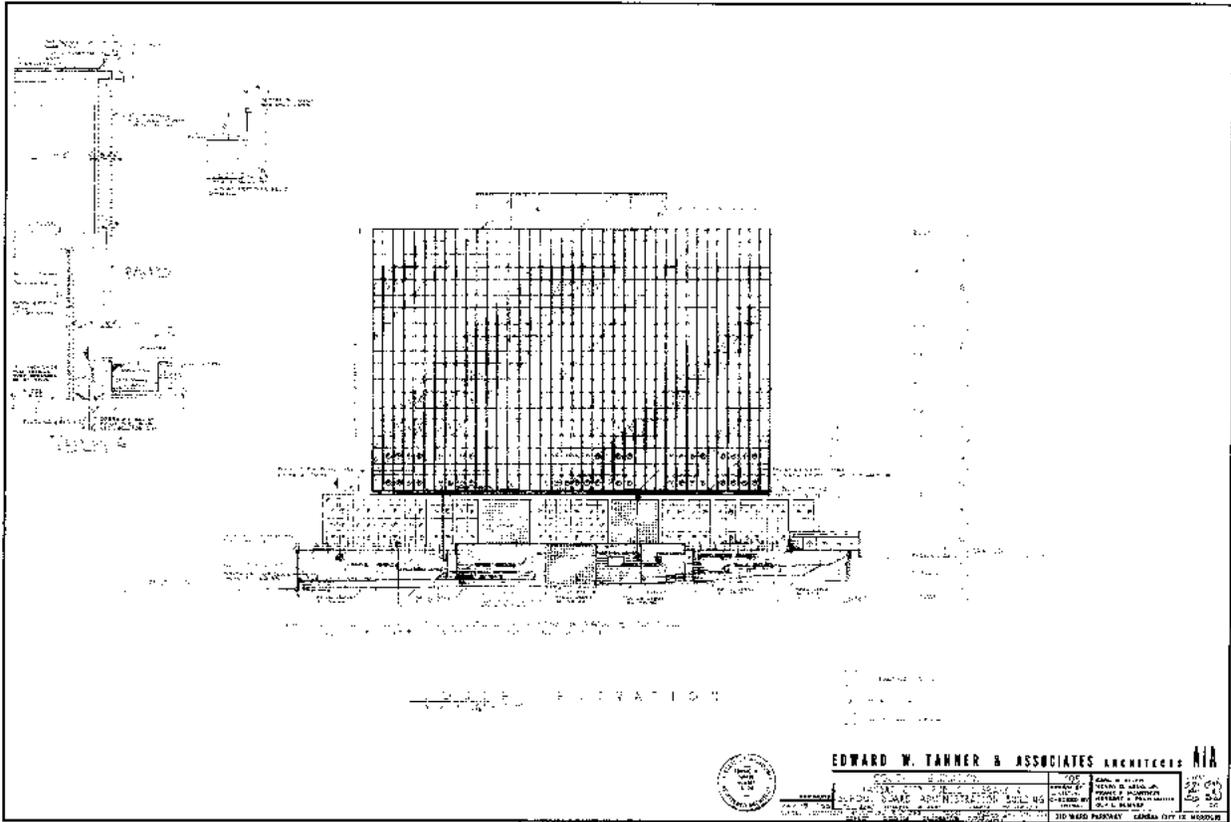


HISTORY

The district was home to a very vibrant and active streetscape with a variety of retail and commercial businesses intermingled in the fabric. These included theaters, SRO housing, manufacturing, civic, and public uses.

As the culture began to focus nearly exclusively on the automobile, much of this infrastructure and existing building stock was eliminated due to shifting business, housing, and transportation trends. This created substantial gaps in the streetscape and in most cases, surface parking lots which had a daytime only use, replaced the once vibrant streetscape.





HISTORIC PRESERVATION STRATEGY

Excerpt from the National Register of Historic Places Registration Form 05.15.17

Building opened on July 18, 1960

“The Kansas City Public Library and Board of Education Building is composed of two distinct masses that together form a distinctly Modern building in the style of Mies van der Rohe. The nine-story rectangular tower with a curtainwall composed of aluminum panels and tinted glazing set in an aluminum frame rises from a wider two-story base clad in limestone. The limestone base has deeply recessed voids creating the modern interpretation of a classical colonnade. The clear anodized aluminum frame that creates a regular grid of enameled metal spandrel panels and fixed glazing or pivot sashes that clads all four elevations of the nine-story tower also fills the voids in the limestone base.”

Edward W. Tanner, Architect

Defining elements:

- *12th Street Entry and lobby*
- *Lower level Auditorium*
- *Mezzanine space*
- *Artwork and murals*
- *Tower Curtain wall*

**Window and Door Articulation**

New window openings shall not be added that are visible from the public right-of-way. Previously infilled openings may be reopened.

Scale and Massing

No modifications shall be made to the building that dramatically alter the current scale and massing of the building forms.

Forms

No changes shall be made to essential building forms unless it can be proven that proposed change is essential to the wellbeing of the structure.

Necessary Repairs

All necessary repairs shall be conducted in a manner sensitive to and in cooperation with the historic building materials. Replacement glass and stone shall match the original materials in composition and color. Cleaning and removal of graffiti should be conducted using the gentlest means possible.

Corridors

New corridors and public areas should retain the historic character of the interior space, including ceilings and exposed structure

Window Articulation

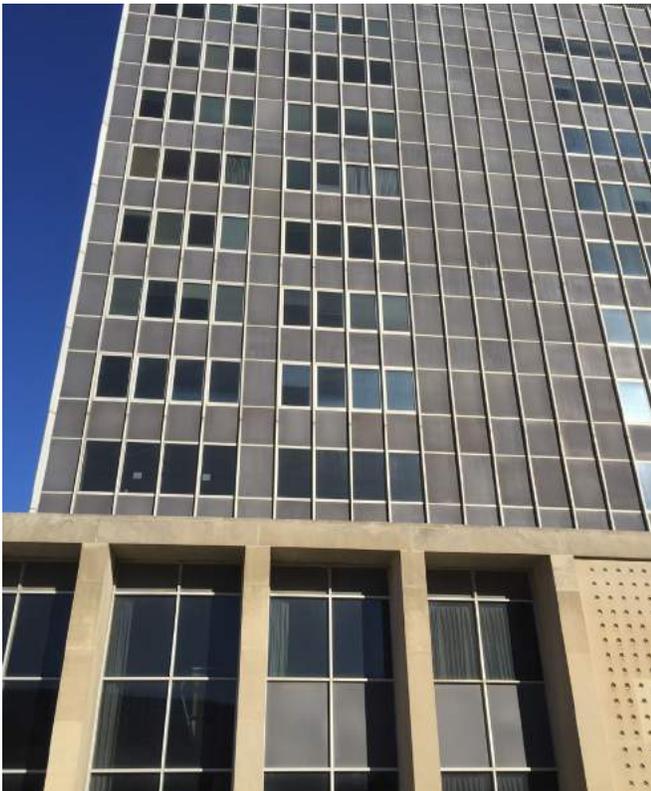
Nothing on the interior shall block or alter the historic window openings within 5' of the window/exterior wall. Interiors viewed through historic windows should not have dropped ceilings, mechanical equipment or any other encumbrances visible within 5' of the opening.



GROUND FLOOR LEVEL



MEZZANINE



EXISTING BASE AND CURTAIN WALL



EXISTING FLOOR INLAY



EXISTING AUDITORIUMS



V. CONTEXTUAL RELATIONSHIP *with* NEIGHBORHOOD

LOCATION

Site is at a transitional intersection of the government, financial, and power and light districts on the near east side of the CBD

BARRIERS

The site has excellent accessibility from all sides except the east, where the north/south axis along Oak Street of the courthouse(s), Kansas City City Hall, and adjacent open space and surface parking lots on these blocks create a visual and psychological line from continuing east.

The area between the civic buildings and I-70 several blocks further east also creates many challenging spaces that are currently vacant or utilized primarily for surface parking.

East

Oak Street

Uses: State and local government offices and other civic uses

Streetscape: No uses actively engage the street

Street Activity: Moderate during weekdays, minimal during evenings/weekends

North

E. 12th Street

Uses: Structured parking and multi-family residential building

Streetscape: No uses actively engage the street

Street Activity: Minimal during weekdays, minimal during evenings/weekends

West:

McGee Street

Uses: Surface Parking lots and 2 story commercial building

Streetscape: Existing street businesses include a legendary local tavern, professional services, and a small retail shop fronting McGee Street on the opposite side of the block.

Street Activity: Minimal during weekdays, minimal during evenings/weekends

South

E. 13th Street

Uses: Civic use and surface parking Sprint Center and Basketball hall of fame one block further south

Streetscape: No uses actively engage the street

Street Activity: Minimal during weekdays, minimal during evenings/weekends



V. CONTEXTUAL RELATIONSHIP *with* NEIGHBORHOOD



VIEWSHED

The proposed project complements the existing structures in the Government district and maintains access to natural light to the existing building and proposed rooftop production gardens. In addition, the existing historic BOE building will have views of the original context maintained from the primary elevation on 12th street, and views to the north on McGee

SPRINT CENTER

The proposed project adds to the dynamic of the Sprint Center by adding another node for pre and post-event activities. Since the site is one block to the north, this location will provide much need parking and entertainment uses that will also reactivate the streetscape along 13th street



V. CONTEXTUAL RELATIONSHIP *with* NEIGHBORHOOD

TRANSPORTATION

Current Bus Routes that serve the area with seven standard and major stops within one block of the site:

D 12th & Grand

MMAX, TMAX, 9, 11, 12, 15, 16, 18, 24, 25, 28, 236, 237, 47, 51, 52, 71, 77, 85, 201, 229, 233, 235, 238, 535, 550, 570, 571

E Government District

TMAX, 9, 11, 12, 15, 16, 18, 24, 25, 28, 29, 52, 236, 71, 405, 550, 570, 571

This development has the opportunity to create a precedent for infill development in the district. Increased density provides a myriad of benefits in terms of

efficient land and resource usage and potential public transportation options.

Streetcar Access

Major Streetcar stops at 11th and grand and 13th and grand, approximately one block to the west

Access to the project will be from all streets, and a critical mid block pedestrian connection is planned to break up the block and provide convenient pedestrian access along the E/W axis

In addition to the creation of pedestrian scaled interactions on the site, the buildings and uses are sited and massed to create an interactive environment with purpose, not simply a convenient collection of buildings.

Automobile Access and Parking

Access to structured parking is off McGee and 13th streets, with through access between streets provided internally within the proposed parking structure. Parking will be provided in a structured parking facility for Retail customers, commercial tenants and residents, with parking allocated for special events at the Sprint Center

Additionally, parallel automobile parking is requested to be maintained on McGee street and considered for the west side of Oak Street.

Community car allocations

15 stalls in the structured parking will be allocated for community car use

Bicycle Access

Bicycle parking will occur at the interior of the parking structure and at locations around the perimeter of the site to provide easy access for bicyclists.



VII. ECONOMIC IMPACT *of* DEVELOPMENT

TAX BASE

current tax base:

exempt

projected tax increment at completion of abatement period:

\$2,243,700 annually, based on \$80 MM valuation of improvements

EMPLOYMENT

Permanent Employment Projections

Permanent employment will be created through the retail component and availability of a variety of office spaces and retail environments.

Approx. 200 jobs would be created by the retail component, of which 100 would be full time and 100 part time

- *With the focus on innovative and supportive professional enterprises, the current project should support a minimum of 250 full time positions, and the targeted demographic and businesses will be at or above City and County Median income levels.*
- *Beyond the immediate job creating effects as outlined above, these projects create an environment for further reinvestment in the District and creates a catalyst by providing infrastructure and services for additional development in the District through density and activity.*
- *Additional density benefits all businesses and tenants in the District and Downtown.*

Construction Employment Projections

We anticipate 350-475 construction jobs for 2 years- not all of these are full time for the duration of the project, but each job has a positive impact on the local economy. We are estimating approx. 115 full time jobs through the duration of construction.



VIII. ACQUISITION DETAILS AND ENTITLEMENTS

ACQUISITION STRATEGY

The property will be purchased within 15 months of the city's acceptance of this proposal. The entire property will be purchased by a single entity.

Project will be financed through a combination of private equity sources, programs administered through the City, State, and Federal governments, and conventional lending.

Development team has made their best assumptions on valuing the project based on the recent disruptions to the State Historic tax credit and LIHTC programs.

The project as proposed relies on an interconnected series of programs, of which several are currently in flux at the State level. We would endeavor that the Board of Education, City of Kansas City, and Development team immediately enter into realistic discussions to determine the values of the available programs, timelines, and compliance with stated objectives.

The sale is conditioned on the following:

- *Tax Incremental Financing from the City of Kansas City for the construction of structured parking and other site improvements.*
- *Certified Survey Map and Condo documentation approval from the City of Kansas City*
- *Successful Rezone to URD*
- *LCRA approval of 100% tax abatement for 25 years to support workforce housing components and Historic rehabilitation*
- *Community Improvement District tax of 1%, of which 50% will be dedicated to repayment of the negotiated TIF amount*
- *Earnest money subject to negotiation*
- *Developer is requesting a 180 day option on property in order to remove contingencies as described above, with the buyer option of (2) 180 day extension periods*

Developer Responsibilities:

- *Provide project Design, Entitlements, and Financing*
 - *Construct development to meet previously set goals and uses*
 - *Engage stakeholders and City of Kansas City through design and entitlement processes*
-



IX. PROJECT SCHEDULE *and* PHASING

The sequence of the project as managed by Populance Development is as follows:

1. Selection by Committee for negotiation of purchase and sales agreement
 2. Outreach to stakeholders in neighborhood and District
 3. Pre-leasing and leases secured
 4. Rezone required to URD
 5. Historic Tax Credit Application Part 1
Evaluation of Significance
 6. Plan Commission Submittal of documentation for rezone
 7. CSM and Condo docs submitted
 8. Historic Tax Credit Part 2
Description of the Rehabilitation submitted to SHPO and National Park Service; work shall not commence on the building rehabilitation until approval affirmed
-



X. COMPOSITION *and* EXPERIENCE of DEVELOPMENT TEAM

Team comprises groups with extensive experience in development and building renovation in the Kansas City CBD.

Projects completed by the team include:

- *Federal Courthouse Historic Renovation, 811 Grand*
- *Professional Building Historic Renovation, 1103 Grand*
- *Gumbel Building Historic Renovation, 801 Walnut*
- *Palace Clothing Building Historic Renovation, 1150 Grand*

Additionally, a local architecture firm with decades of experience in retail and office environments will be engaged as well as local commercial brokers, engineers, and other sustainability consultants.

POPULANCE

Populance, llc was formed to realize innovative and sustainable solutions to urban infill projects.

We have a common sense and efficient approach to development projects with a proven record of resident and tenant success, as well as financial responsibility and performance history that has exceeded our goals.

Throughout the development process we implement checks and reviews both internally and externally to reduce risk to the greatest extent possible and operate transparently with stakeholders and communities.

In House Work

Financing

- *Historic Tax Credits*
- *New Markets Tax Credits*
- *Private Equity Acquisition*
- *Securing Mortgage Debt*

Municipal Entitlements:

- *Stakeholder, Neighborhood, Municipal Approvals*
 - *Rezoning*
 - *Conditional uses*
 - *Land divisions, CSMs, and Condo Plats*
 - *Historic and existing building reviews for National Park Service and state SHPOs*
-



X. COMPOSITION *and* EXPERIENCE of DEVELOPMENT TEAM

Scott Slaggie **SLAGGIE ARCHITECTS**

With more than 29 years of experience, Scott brings his energy, vision and dynamic leadership to lead his project teams through unprecedented success. Known to many as a project orchestrator, Scott works to skillfully arrange entire teams of experts and takes the smallest hint of an idea from conception to planning and development through the entire building process.

Developing strong relationships is a passion that drove him to create his own firm. As founder and principal of Slaggie Architects, Scott holds a B.S. in Architectural Studies from the University of Nebraska and a degree in Architecture and Urban Planning from the University of Kansas. His firms experience includes comprehensive architectural, planning, interior, and environmental graphic design services for retail, corporate, commercial, and governmental entities throughout the United States.

About Us

We are a diverse and talented group of architects, interior designers and planners who believe architecture is most successful when it reflects the needs and aspirations of the client and thoughtfully interacts with the surroundings.

Our teams are structured to welcome ideas and reward collaboration in a genuinely inclusive process with a shared and unwavering commitment to excellence.

Rob Tinker **MANNING CONSTRUCTION**

Bachelor of Science
Construction Science
Kansas State University

General Contractor

Rob has been in the construction industry for over 30 years, Rob is very familiar with the project management process. His organizational and management skills, coupled with exceptional communication skills, allow him to oversee and guide a construction project from the initial programming stage through final close-out.



X. COMPOSITION *and* EXPERIENCE of DEVELOPMENT TEAM

Donna Weiss PRESERVE, LLC

Principal Partner **Historic Rehabilitation Consultant**

Founded in 2009, Preserve, LLC's focus is to enhance our world through the thoughtful adaptation and reuse of the existing built environment. Preserving our past is the gateway to a sustainable future.

As historic preservation consultants, Preserve, LLC's primary role is to work with architects, construction managers, general contractors, and building owners on historic projects where knowledge of traditional materials and building systems is essential. Preserve, LLC assists the greater project team in navigating local, regional, and national review entities' processes such as municipal historic preservation ordinances, National Park Service Secretary of the Interior Standards and State and Federal Historic Rehabilitation Tax Credit Programs (Residential and Income Producing Properties).

Preserve, LLC's body of work experience adheres to the Secretary of the Interior Standards for Preservation, Restoration, or Rehabilitation as appropriate to the specific project requirements.

WBE: Preserve is certified as a Woman-Owned Business Enterprise by the Wisconsin Department of Administration.

As founding member and architectural conservator, Donna is involved through all phases of work on historic properties, which has led to proficiency on a wide variety of preservation related survey, planning, design, tax credit, and assessment projects. Entering her twentieth year in the profession, her depth and range of experience qualifies her to execute project management, building pathology, research, condition assessments, surveys, repair treatments options, and implementing design and facility upgrades to work with the current building program without comprising the integrity of the historic fabric.
