

**CITY OF LEAVENWORTH
PLANNING COMMISSION
COMMISSION CHAMBERS, CITY HALL
100 N. 5th Street
Leavenworth, KS 66048**

**REGULAR SESSION
Monday, September 9, 2019
6:00 p.m.**

CALL TO ORDER:

- 1. Roll Call/Establish Quorum**
- 2. Approval of Minutes: February 4, 2019**

NEW BUSINESS:

- 1. NORTH GATEWAY REDEVELOPMENT DISTRICT – 615 METROPOLITAN PROJECT PLAN**
Determine consistency of the North Gateway Redevelopment District 615 Metropolitan Project Plan with the adopted Comprehensive Plan.

OTHER BUSINESS:

NONE

ADJOURN

CITY OF LEAVENWORTH PLANNING COMMISSION
COMMISSION CHAMBERS, CITY HALL
100 N 5th Street, Leavenworth, Kansas 66048
REGULAR SESSION
Monday, February 4, 2019
6:00 PM

CALL TO ORDER:

Commissioners Present

Jay Byrne
Mike Burke
John Karrasch
Linda Bohnsack
Camalla Leonhard
Sherry Hines Whitson

Commissioners Absent

Claude Wiedower

City Staff Present

Julie Hurley
Michelle Baragary

Chairman Byrne called the meeting to order at 6:00 p.m. and noted a quorum was present.

Approval of Minutes: January 7, 2019

Chairman Byrne asked for comments or a motion on the minutes presented for approval: January 7, 2019. Mr. Burke moved to accept the minutes as presented, seconded by Ms. Leonhard. The minutes were approved by a vote of 6-0.

OLD BUSINESS:

None

NEW BUSINESS:

1. 2019-02 SUB – RICHARD WARREN SCHOOL FINAL PLAT

Consider a final plat for the Richard Warren Middle School property.

Chairman Byrne called for the staff report.

City Planner Julie Hurley stated the subject property is owned by USD 453 Board of Education and is occupied by Richard Warren Middle School. The existing school property is comprised of two separate lots. Additionally, the Leavenworth School District also owns property to the north of the undeveloped Meadow Lane right-of-way adjacent to the school property. The School District is in the process of developing an addition to the existing middle school, and this plat is being requested in order to consolidate the multiple owned by the School District into one lot. The plat contains a total of 17.61 acres.

The School District has submitted a request to vacate the portion of the Meadow Lane right-of-way adjacent to the school property, which is scheduled to be considered by the City Commission at their regularly scheduled meeting on February 12, 2019. The section of Meadow Lane right-of-way proposed to be vacated is included in this plat. Any approval of the plat will be contingent upon approval of the vacation of the City Commission.

Public Works has reviewed the plat and has no concerns. Staff recommends approval of the Richard Warren School Final Plat.

Chairman Byrne asked for questions from the commissioners about the staff report.

Ms. Bohnsack asked if there are any utilities that the city will maintain an easement under the vacated area of Meadow Lane.

Ms. Hurley stated any easements have been accounted for and shown on the plat. The engineer can elaborate on that. As far as the actual right-of-way, no specific easement will be maintained for that; just the utilities.

Ms. Bohnsack asked what Tract A, south of the right-of-way, was originally designated for.

Ms. Hurley stated she is not sure but Matt Dedeke, who is with the school district, could answer that question.

Ms. Bohnsack asked if Tract A was for a drainage tract.

Ms. Hurley responded it is not.

Matt Dedeke, Director of Facilities for Leavenworth Public Schools, approached the board. Mr. Dedeke stated they have started the process to add a building to the north of the existing school. In preparation for this, they looked at their property and platting. The school district is asking to allow the final plat, which would include vacating Meadow Lane, and then combine the lots under the 3501 New Lawrence Road address. Additionally, if the vacancy is approved, the tree line that would sit close to the new building would be close to the parking lot. For safety/security reasons, this would allow the school to maintain the tree line and keep the undergrowth under control.

Chairman Byrne asked if there are any questions or discussion from the commissioners. With no additional questions/discussion, Chairman Byrne called for a motion. Mr. Karrasch moved to approve the final plat 2019-02 SUB based on the finding of facts, the information presented and contingent upon vacation approval of Meadow Lane by the City Commission, seconded by Ms. Bohnsack and approved by a vote of 6-0.

2. 2019-03 TXT – TEXT AMENDMENTS

Hold a public hearing for proposed text amendments to the adopted Development Regulations.

Chairman Byrne called for the staff report.

City Planner Julie Hurley stated the Development Regulations were adopted by the City Commission in June, 2016 after a year-long comprehensive update process. Through the daily use of the Regulations by staff, several minor items have arisen that may necessitate possible updating. This process is not uncommon, and it is anticipated that an annual review of the Development Regulations will be performed in order to ensure that they remain up to date and comprehensive. On December 3, 2018, the Planning Commission reviewed proposed text amendments which are now presented for public hearing and vote.

- **Section 3.02 Applicability and Exemptions; Subsection B.1**

Language should read “The division of land into parcels or tracts of NOT more than five acres and not involving any new streets or easements of access and not affecting major streets.”

- **Section 4.04; Use Standards**

Add provision for Accessory Dwelling Units in residential areas (Section 4.04; Subsection B.5.d):

- d. Accessory Dwelling Units. Accessory Dwelling Units (ADUs) may be approved by Special Use Permit in any residential zoning district subject to the following conditions:
 - (1) Shall be compatible with the design of the principal dwelling unit.
 - (2) Shall respect the general building scale and placement of structures to allow sharing of common space on the lot, such as driveways and yards.
 - (3) Shall not have a separate driveway entrance from the street(s) to which the property is adjacent.
 - (4) Shall be 900 square feet or smaller in size, not to exceed 33% of the floor area of the principal dwelling unit.
 - (5) Either the principal dwelling unit or the accessory dwelling unit must be occupied by the owner of the premises.
 - (6) Shall be subject to all applicable residential building codes.
 - (7) Lots containing accessory dwelling units shall contain a minimum of two off-street parking spaces, exclusive of garage space.

Mr. Byrne asked how the compatibility of design of the accessory dwelling unit and the principal dwelling unit will be enforced.

Ms. Hurley responded that if someone was applying to build an accessory dwelling unit on their lot, we would expect the applicant to bring building elevations when they apply for the Special Use Permit so a subjective decision could be made. This would allow a subjective review by the Planning Commission when the Special Use Permit is reviewed.

- **Section 4.04; Use Standards**

Add provision for Massage Therapy establishments as home occupation allowed by issuance of a Special Use Permit, as adopted previously in city ordinance by the City Commission.

- **Section 4.04 Use Standards; Subsection B.3.a**

Variations in size for detached garages should be approved through Board of Zoning Appeals process, not Special Use Permit process.

- **Section 8.04 Permits; Subsection C**
Add “decorative light pole banners, which may not include any business or advertising information” as a type of sign excluded from permit.
- **Article 8.08; Signs Permitted in All Residential Districts**
Add size standards for neighborhood identification monument signs in residential areas.
- **Section 10.01; Solar Energy**
Remove requirement for Special Use Permit to install solar energy system with over 500 sqft of collection surface.
- **Article 12; Definition**
Add definition for “Indoor Commercial Recreation”
- **Appendix A; Use Table**
 - “Live/Work Dwellings” allowed use in commercial zoning districts
 - Add use type for “Event Venue”
 - “Private Solar Collection Systems” allowed use in all districts
 - “Commercial Solar Collection Systems” allowed with SUP in all districts
 - “Commercial Wind Energy Systems” allowed with SUP in additional districts
 - Move “Athletic Facilities” from Commercial Services subsection to Recreation and Entertainment, Outdoor subsection

Mr. Byrne asked if by definition for Commercial Solar or Windy Energy is that the individual who owns it would be selling the energy.

Ms. Hurley responded in the affirmative. For example, if Westar wanted to put in a wind energy field, they would apply for a special use permit. Staff would review it as well as the Planning Commission.

Mr. Byrne stated he understands a R1-25 district coming in for a special use permit but wants to know if we even want to give the smaller zoned areas, such as R1-6, the opportunity to get a special use permit.

Ms. Hurley stated that if for the Planning Commission and City Commission to decide. Staff’s thinking was that we are not familiar with every single parcel of land within the city; so there may be a situation where a large parcel in the R1-6 district which the owner may want to install a small solar collection field which might end up being acceptable.

Mr. Karrasch asked for clarification on the smaller solar collection system. We are allowing it in non-residential with a permit as permissible and that would include private companies that may want to put solar collection panels on their roofs.

Ms. Hurley stated that is correct. For example, if Cereal Ingredients wants to put a solar collection system on their roof or a ground mounted system they would need to meet our requirements but they would have the opportunity to do that for their business. They could not sell energy but could use it for their own business.

ACTION/OPTIONS:

Recommend approval or denial of proposed text amendments for final action by City Commission.

Chairman Byrne opened the public hearing. With no one wishing to speak, Chairman Byrne closed the public hearing and called for discussion among the commissioners.

With no further discussion, Chairman Byrne called for a motion. Ms. Leonhard moved to approve 2019-03 TXT text amendments, seconded by Ms. Whitson and approved by a vote of 6-0.

3. ELECTION OF OFFICERS

Selection of board members to hold the position of Chairperson and Vice Chairperson for the Planning Commission.

Chairman Byrne called for nominations for the Chairperson. Ms. Leonhard nominated Mr. Byrne. With no one seconding the nomination, Chairman Byrne called for another nomination. Mr. Karrasch nominated Ms. Whitson, seconded by Mr. Burke and passed by a unanimous vote of 6-0.

Chairman Byrne called for nominations for the Vice Chairperson. Mr. Karrasch nominated Ms. Leonhard, seconded by Ms. Whitson and passed by a unanimous vote of 6-0.

With no further business the meeting was adjourned at 6:34 p.m.

JH/mb

DRAFT

**PLANNING COMMISSION AGENDA ITEM
North Gateway Redevelopment District
615 Metropolitan Project Plan**

SEPTEMBER 9, 2019

SUBJECT:

Determine consistency of the North Gateway Redevelopment District 615 Metropolitan Project Plan with the adopted Comprehensive Plan

Prepared By:


Julie Hurley
Director of Planning and
Community Development

Reviewed By:


Paul Kramer
City Manager

DISCUSSION:

On January 25, 2011, the City of Leavenworth approved a redevelopment district for a six (6) square block area bounded on the north by Metropolitan Avenue, on the south by Pawnee Street, on the east by 4th Street, and on the west by 7th Street, totaling 28.2 acres. The redevelopment district was approved as the North Gateway Redevelopment District by passage of ordinance No. 7863. The primary purpose for creating the redevelopment district was to initiate the process upon which the City may proceed in establishing redevelopment projects within the district in order to generate incremental taxes for the funding of permissible infrastructure and property acquisition within the district.

Gate Properties, LLC, has submitted a project plan for a commercial development within the established redevelopment district. The proposed redevelopment plan involves approximately 3.5 acres in the area between Metropolitan and Cheyenne, and 7th Street to east of 6th Street. The area is currently occupied by the Armed Forces Bank and Commander's Inn. The proposed project includes a convenience store, two restaurant pad sites, and a retail/office building.

Any eligible project located within a redevelopment district established pursuant to KSA 12-1770 must be found to be consistent with the intent of the adopted Comprehensive Plan of the City. The 2011 Comprehensive Plan adopts the goals and objectives as outlined in the Downtown/North Leavenworth Redevelopment Master plan by reference in order to be consistent for recommendations to guide growth, development and redevelopment within the city and downtown area.

The proposed development lies within the area identified as the "North Gateway Business and Innovation Campus" in the Downtown/North Leavenworth Redevelopment Master Plan. That plan proposes a campus themed commercial center to include high quality hotel, office, retail and mixed use facilities. While the plan calls for retail uses to be secondary to employment-focused uses in the area, the climate has evolved since 2010 when the plan was developed such that large scale office and employment-focused uses are no longer in demand or viable in the market. The proposed development plan does meet the identified goal of helping to create an economic asset that contributes to the success of other downtown businesses by introducing retail opportunities that complement the existing retail establishments in Downtown Leavenworth.

The Downtown/North Leavenworth plan also identifies a number of design characteristics that should be included in developments in the area. The site plan provided for the development project is preliminary in nature, and staff will work with the applicant to ensure that appropriate measures are taken to incorporate design elements identified as appropriate for the area.

Staff finds that the development of the North Gateway 615 Metropolitan Project is consistent with the overall intent of the Comprehensive Plan.

ACTION:

Motion finding that the North Gateway Redevelopment District 615 Metropolitan Project Plan is consistent with the intent of the Comprehensive Plan.

ATTACHMENTS:

North Gateway Redevelopment District 615 Metropolitan Project Plan
2011 City of Leavenworth Comprehensive Plan (excerpt)
2010 Downtown and North Leavenworth Redevelopment Plan (excerpt)

TAX INCREMENT FINANCING REDEVELOPMENT PROJECT PLAN

PROJECT AREA 3



NORTH GATEWAY REDEVELOPMENT DISTRICT

Submitted to the Governing Body of the City of Leavenworth, Kansas (the "City"), and prepared in consultation with the City's Planning Commission, all in accordance with K.S.A. § 12-1770 *et seq.*

TABLE OF CONTENTS

I. INTRODUCTION.....1

 A) Redevelopment District..... 1

 B) Existing Redevelopment Project Areas 1

 C) Redevelopment Project..... 2

II. REDEVELOPMENT PROJECT PLAN3

 A) Description and Map of Project Area..... 3

 B) Reference to District Plan 3

 C) Description of Buildings and Facilities 3

 D) Feasibility Study..... 3

 1. Project Costs 4

 3. Project Revenues 4

 4. Tax Increment Revenues 5

 5. Significant Contribution to Economic Development of the City..... 5

 6. Sufficiency of Tax Increment Revenues Compared to Projects Costs 6

 7. Effect on Outstanding Special Obligation Bonds..... 6

 E) Relocation Plans 6

 F) Meetings and Minutes 6

III. CONCLUSION7

EXHIBITS

- A) Legal Description of Project Area
- B) Map of Project Area
- C) Preliminary Site Plan
- D) Estimated Budget
- E) TIF Revenue Projections
- F) TIF District Projections
- G) Legal Description of Project Area 1
- H) Legal Description of Project Area 2
- I) Meeting Minutes

I. INTRODUCTION

A) Redevelopment District

Pursuant to the Kansas Tax Increment Financing Act, K.S.A. 12-1770, *et. seq.*, as amended (“TIF Act”), Kansas municipalities are authorized to establish redevelopment districts and tax increment financing (“TIF”) redevelopment project plans for property within their jurisdiction. Redevelopment districts may be created based upon certain findings by the municipality, including that the property in such district constitutes a “blighted area” as defined in the TIF Act.

On January 25, 2011, the City of Leavenworth, Kansas (the “City”), after conducting a duly noticed public hearing in accordance with the TIF Act, found and determined that certain real property, generally described as an area bounded by North 7th Street to the west, Metropolitan Avenue to the north, North 4th Street to the east and Pawnee Street to the south, all in the City of Leavenworth, Leavenworth County, Kansas (the “Property”), is located within a “blighted area” and, in turn, constitutes an “eligible area” (as defined in the TIF Act). Based, in part, upon such finding, through the adoption of Ordinance No. 7863, the City established a redevelopment district known as the North Gateway Redevelopment District that encompasses the Property (the “District”), and approved the District Plan (as defined below) for redevelopment of the District, all in accordance with the TIF Act.

The approved district plan for the District (the “District Plan”) is generally described in the Downtown/North Leavenworth Redevelopment Master Plan under the character area identified as “North Gateway Business and Innovation Campus,” which proposes a campus themed commercial center in a 20 square block area which includes the District, and which proposes facilities to include a high-quality hotel, office, retail and mixed-use facilities, and all related public infrastructure improvements. The Redevelopment Project (as defined herein) is consistent with such District Plan for redevelopment of the District.

B) Existing Redevelopment Project Areas

That certain North Gateway Redevelopment District [First] Hotel Project Plan, dated January 12, 2012 (the “First Project Plan”), was approved by the City on April 24, 2012 through the adoption of Ordinance No. 7895. The First Project Plan has been implemented by the construction and opening of a Fairfield Inn & Suites by Marriott within the First Hotel Project Plan Area, as more particularly described on Exhibit G attached hereto (“Project Area 1”).

That certain North Gateway Redevelopment District Second Hotel Project Plan, dated March 3, 2016 (the “Second Project Plan”), was approved by the City on May 10, 2016 through the adoption of Ordinance No. 7991. The Second Project Plan has been implemented by the construction and opening of a TownePlace Suites by Marriott within the Second Hotel Project Plan Area, as more particularly described on Exhibit H attached hereto (“Project Area 2”).

C) **Redevelopment Project**

For Gate Properties, LLC (or assigns, the “Developer”), is pleased to present this Tax Increment Financing Redevelopment Project Plan for Project Area 3 of the District (this “Project Plan”) to the City for its consideration and approval in accordance with the TIF Act.¹

In order to promote, stimulate and develop the general and economic welfare of the City, this Project Plan provides for the acquisition of approximately 3.5+/- acres at the southwest and southeast corners of N 6th Street and Metropolitan Avenue in the City, as legally described on Exhibit A and generally depicted on Exhibit B attached hereto (the “Project Area” or “Project Area 3”), and the development and redevelopment thereof to consist of one or more of the following uses, without limitation (the “Redevelopment Project”): commercial uses, retail, restaurant and/or office uses, hotel and hospitality uses, residential uses, public space, open space and/or similar, related or appurtenant uses, other structures and uses (including, but not limited to, commercial, mixed-use, residential, non-profit, governmental and/or community uses), and all associated site work, infrastructure, utilities, storm water control, access, street improvements, landscaping, lighting, parking facilities, and any other items allowable under the TIF Act. As initially proposed, the Redevelopment Project contemplates redevelopment of the Project Area into a Class A commercial development, as generally depicted (for illustrative purposes only) on the preliminary site plan attached hereto as Exhibit C.²

This Project Plan is premised on the need for a combination of public and private financing to reach the mutual goals of the City and the Developer in developing the Redevelopment Project.

As shown herein, this Project Plan proposes to finance Reimbursable Project Costs (as defined below in Section III.D.2) by capturing through TIF the following (collectively, the “TIF Revenues”): (i) 100% of the allowable ad valorem “tax increment” (as defined in the TIF Act) (“Tax Increment”) generated within the Project Area for the duration of the twenty (20) year TIF term; (ii) 50% of the City’s sales tax generated within the Project Area, based on the City’s general sales tax rate of two percent (2.0%), for the duration of the twenty (20) year TIF term; and (iii) as soon as the existing TIF bonds are retired, 100% of the Tax Increment generated from the real property and improvements within Project Area 1 and Project Area 2 (the “Existing TIF Increment”), estimated to be approximately \$250,000 annually, through the expiration of the respective twenty (20) year TIF terms.

Based on projected property values and sales within the Project Area over the term of this Project Plan, coupled with projections for the Existing TIF Increment, it is estimated that the TIF will generate present value TIF Revenues of \$2,771,719 (present value at 5.50%), plus financing and interest expenses, to reimburse the Developer for Reimbursable Project Costs.

¹ In accordance with the TIF Act, this Project Plan was prepared in consultation with the Planning Commission of the City, including a finding by the Planning Commission, on September 9, 2019, that this Project Plan is consistent with the intent of the comprehensive plan for the development of the City.

² Notwithstanding the foregoing or anything in this Project Plan (including, without limitation, the Exhibits attached hereto) to the contrary: (i) this Project plan is not intended to be inflexible, (ii) the descriptions of uses and buildings, and all sizing, design, cost (including Reimbursable Project Cost) and revenue figures, and any and all other descriptions and projections set forth herein, are estimates only and subject to change in the Developer’s discretion, including as actual costs are incurred and revenues received, and (iii) nothing herein shall be construed as a cap (or caps) on the amount of TIF being requested or the amount of TIF that is available to help pay Reimbursable Project Costs of the Redevelopment Project.

In addition to the TIF financing described in this Project Plan, community improvement district ("CID") financing is also contemplated to help finance costs of the Redevelopment Project, which CID financing is assumed in the feasibility study summarized below in Section II.D. Specifically, in accordance with K.S.A. 12-6a26 *et seq.*, as amended (the "CID Act"), a one and one-quarter percent (1.25%) add-on CID sales tax is contemplated, with all revenues generated therefrom to be available to reimburse certain CID eligible expenses, to the extent they constitute a "cost" of a "project" (as defined in the CID Act), which will be in addition to the TIF Revenues available for payment of Reimbursable Project Costs.

II. REDEVELOPMENT PROJECT PLAN

A) Description and Map of Project Area

The redevelopment project area to be redeveloped pursuant to this Project Plan consists of the Project Area. A legal description and general map depiction of the Project Area are attached hereto as Exhibit A and Exhibit B, respectively, both of which are incorporated herein by this reference.

B) Reference to District Plan

The Project Area is within the District established by the City's Governing Body on January 25, 2011 pursuant to Ordinance No. 7863, a copy of which is attached hereto as Exhibit E. This Project Plan is consistent with the approved District Plan as described therein.

C) Description of Buildings and Facilities

This Project Plan provides for the acquisition of certain real property within the Project Area, the demolition of certain existing structures thereon, and the development and redevelopment thereof to consist of some or all of the following uses and improvements, without limitation: commercial uses, retail, restaurant and/or office uses, hotel and hospitality uses, residential uses, public space, open space and/or similar, related or appurtenant uses, other structures and uses (including, but not limited to, commercial, mixed-use, residential, non-profit, governmental and/or community uses), and all associated site work, infrastructure, utilities, storm water control, access, street improvements, landscaping, lighting, parking facilities, and any other items allowable under the TIF Act. As initially proposed, the Redevelopment Project contemplates redevelopment of the Project Area into a Class A commercial development, as generally depicted (for illustrative purposes only) on the preliminary site plan attached hereto as Exhibit C.

The foregoing description of uses, and the buildings and other structures Developer plans to construct for such uses within the Project Area, is not intended to be inflexible. This Project Plan contemplates reasonable variations from the descriptions of the Redevelopment Project as described above.

D) Feasibility Study

A study was performed to determine whether the Redevelopment Project's estimated benefits, TIF Revenues and other revenues are expected to exceed the cost, and that the income therefrom will be sufficient to pay the costs of the Redevelopment Project. This effort involved using consultants with experience and expertise in the actual design, development, financing, management, leasing and operation of projects of similar scope and nature. Outside

resources were also consulted to compare and verify the cost and revenue projections including outside industry sources and actual taxing jurisdiction data where available. The results of this study are as follows:

1. Project Costs

The total estimated cost to complete the Redevelopment Project, including land acquisition, and hard and soft costs, is \$7,099,864. A detailed budget is attached hereto as Exhibit D.

2. Eligible Costs

Only “redevelopment project costs” (as defined in the TIF Act) (referred to herein as “**Reimbursable Project Costs**”) are eligible for TIF financing and reimbursement. Of the total costs listed above, \$4,433,057, plus interest and financing costs, are estimated to qualify under the TIF Act as Reimbursable Project Costs, meaning that only those costs may be financed using TIF Revenues. The estimated Reimbursable Project Costs are set forth by type and amount on Exhibit D attached hereto.

The Developer is requesting reimbursement with TIF Revenues as provided in the TIF Act on a pay-as-you-go-basis; provided, however, that the Developer may request, and the City shall reasonably consider (subject to approval by the City’s governing body in its sole and absolute discretion), the issuance of special obligation TIF bonds, notes or other obligations to pay for (or reimburse) Reimbursable Project Costs.

3. Project Revenues

Based on projected property values and sales volumes within the Project Area over the term of this Project Plan, coupled with estimates for the Existing TIF Increment, it is anticipated that the TIF will generate present value TIF Revenues of \$2,771,719 (present value at 5.50%), plus financing and interest expenses, to reimburse the Developer for Reimbursable Project Costs. TIF Revenue projections are set forth in Exhibit E attached hereto. Pursuant to the TIF Act, TIF Revenues can be generated from at least three (3) sources:

- a) *Ad Valorem Tax Increment Revenues* – The amount of real property taxes collected from real property located within the District that is in excess of the amount of real property taxes which is collected from the base year assessed valuation (excluding any *ad valorem* taxes not allowed to be captured under the TIF Act);
- b) *Local Sales Tax Revenues* - The retail sales dollar amount generated within the Project Area multiplied by the City’s portion of the total retail sales tax rate, as described above; and
- c) *Transient Guest Tax Revenues* – The hotel sales dollar amount generating transient guest tax revenues within the Project Area multiplied by the applicable transient guest tax rate.

Ad Valorem Tax Increment Captured

According to the Leavenworth County Appraiser's Office, the 2011 assessed value for the Project Area was \$306,192. This serves as the base value against which future Redevelopment Project values can be compared in order to determine the amount of ad valorem Tax Increment revenues that will be generated by the Project Area. This Project Plan proposes to finance Reimbursable Project Costs by capturing 100% of the allowable ad valorem Tax Increment generated within the Project Area for the duration of the twenty (20) year TIF term. Upon completion of the Redevelopment Project, the Project Area is estimated to have an assessed value of approximately \$799,000. The difference between the base year assessed value and the assessed value at full build-out, when multiplied by the applicable mill levy rate subject to TIF, is estimated to create annual Tax Increment of approximately \$53,320 available for capture, which is assumed to grow annually with inflation thereafter.

Local Sales Tax Revenues Captured

This Project Plan also proposes to finance Reimbursable Project Costs by capturing 50% of the City's sales tax generated within the Project Area, based on the City's general sales tax rate of two percent (2.0%), for the duration of the twenty (20) year TIF term. It is estimated that sales within the Project Area will be approximately \$4,100,000 at stabilization. Based on the 1.0% undedicated portion of the City's 2.0% general sales tax rate, TIF Revenues derived from the City sales tax at full build-out are anticipated to be approximately \$41,000, which are assumed to grow annually with inflation thereafter.

Existing Tax Increment Captured

As soon as the existing TIF bonds are retired, this Project Plan also proposes to finance Reimbursable Project Costs by capturing 100% of the Existing TIF Increment generated within Project Area 1 and Project Area 2 of the District. The Existing TIF Increment is estimated to be approximately \$250,000 annually.

4. Tax Increment Revenues

Based on the Project Area's projected ad valorem Tax Increment, City sales tax revenues and Existing TIF Increment, as heretofore described, it is estimated that present value TIF Revenues of \$2,771,719 (present value at 5.50%), plus interest accrued on borrowed money, will be available to the Developer to help finance Reimbursable Project Costs associated with the Redevelopment Project.

5. Significant Contribution to Economic Development of the City

The development contemplated in this Project Plan will provide significant economic development for the City, including by, among other things, providing increased tax revenues to the City, redeveloping the Project Area into a much higher and better use and remedying blight, and increasing employment opportunities and general commerce for area residents. The feasibility study shows that the Redevelopment Projects benefits and tax increment revenue and other available revenues will be sufficient to pay for the Redevelopment Project costs.

6. Sufficiency of Tax Increment Revenues Compared to Projects Costs

The total of the Reimbursable Project Costs that can be financed under the TIF Act is limited by the amount of TIF Revenues generated within the Project Area. Thus, by operation, the TIF Revenues will always equal or exceed the amount of the Reimbursable Project Costs. Based on this Project Plan's (1) Reimbursable Project Costs and (2) present value of TIF Revenues, the revenues are expected to pay for the Reimbursable Project Costs as contemplated under the TIF Act when supplemented by the CID sales tax revenues, as heretofore described, and private debt and equity.

• Redevelopment Project Costs:	\$	\$7,099,864
• TIF Revenues (present value of 5.50%)	\$	2,771,719
• Other Sources:	\$	4,328,145

7. Effect on Outstanding Special Obligation Bonds

It is anticipated that the TIF Revenues will be disbursed on a pay-as-you-go basis, and that the Existing TIF Increment will not be available to pay for Reimbursable Project Costs until after the existing TIF bonds are retired. Thus, the Redevelopment Project costs are not anticipated to have any effect on any outstanding special obligation bonds payable from the revenues described in K.S.A. 12-1774(a)(1)(D), and amendments thereto.

E) **Relocation Plans**

The Developer owns all of the property within the Project Area (excluding only adjacent public-right-of-way), and as such, it is not anticipated that the acquisition of real property by the City in carrying out the provisions of the TIF Act will result in the relocation or displacement of any persons, families or businesses. However, in the event that the City does acquire any real property within the District in carrying out the provisions of the TIF Act, and, as a result, any persons, families and businesses move from real property located in the District, or move personal property from real property located in the District, the Developer shall make a \$500 payment to such persons, families and businesses. No persons or families residing in the District shall be displaced unless and until there is a suitable housing unit available and ready for occupancy by such displaced person or family at rents within their ability to pay. Such housing units shall be suitable to the needs of such displaced persons or families and must be decent, safe, sanitary and otherwise standard dwelling. Developer shall provide for payment of any damages sustained by a retailer, as defined in K.S.A. 79-3702, by reason of liquidation of inventories necessitated by relocation from the District.

F) **Meetings and Minutes**

Following approval of this Project Plan, the clerk of the City shall attach, as Exhibit I hereto, a copy of the minutes of all City meetings where the Redevelopment Project and/or this Project Plan was discussed.

III. CONCLUSION

Based on the foregoing, this Project Plan proposes to utilize the TIF Revenues from the District to finance Reimbursable Project Costs, plus interest accrued on borrowed money. The Developer hereby submits this Project Plan for public hearing and due consideration in accordance with the TIF Act.

[Remainder of Page Intentionally Left Blank]

EXHIBIT A

Legal Description of Project Area

All of Lots 1 through 32, inclusive, and all of the vacated alley, all in Block 97, DAY AND MACAULAY'S SUBDIVISION, together with part of vacated Sioux Street, all in the City of Leavenworth, Leavenworth County, Kansas, together being more particularly described as follows:

Beginning at the Southwest corner of said Block 97, said point being on the East right-of-way line of 7th Street, as it now exists;

thence North 11°05'01" West, along said East right-of-way line, a distance of 304.57 feet, to a point of intersection with the South right-of-way line of Metropolitan Avenue, as it now exists;

thence North 85°02'02" East, along said South right-of-way line, a distance of 385.57 feet, to a point of intersection with the West right-of-way line of 6th Street, as it now exists;

thence South 11°13'47" East, along said West right-of-way line, a distance of 262.51 feet, to a point of intersection with the North right-of-way line of Cheyenne Street, as it now exists;

thence South 78°46'13" West, along said North right-of-way line, a distance of 384.05 feet to the Point of Beginning,

containing 108,791 square feet, or 2.497 acres, more or less;

AND

All that part of the North Fractional portion of Block G, together with all of Lots 11 through 16 inclusive, Block G, LEAVENWORTH; all in the City of Leavenworth, Leavenworth County, Kansas more particularly described as follows:

Beginning at Southwest corner of said Block G said point being on the east right-of-way line of 6th Street, as it now exists;

thence North 11°13'47" West, along said East right-of-way line a distance of 255.92 feet, to a point of intersection with the South right-of-way line Metropolitan Avenue, as it now exists;

thence North 85°02'02" East, along said South right-of-way line, a distance of 122.75 feet, to the Northwest corner of Lot 1, METRO SUBDIVISION, a subdivision in said City of Leavenworth;

thence South 12°48'14" East, along the West line of said Lot 1, a distance of 117.99 feet;

thence North 78°26'27" East, continuing along said West line, a distance of 19.03 feet;

thence South 11°05'57" East, continuing along the West line of said Lot 1 and the West line of Lot 2, said METRO SUBDIVISION, a distance of 124.69 feet, to the Southwest corner of said Lot 2 said point being on the North right-of-way line of Cheyenne Street, as it now exists;

thence South 78°46'13" West, along said North right-of-way line, a distance of 144.00 feet to the Point of Beginning,

containing 33,358 square feet, or 0.766 acres, more or less.

EXHIBIT B

Map of Project Area

(Project Area 3)



EXHIBIT C
Preliminray Site Plan

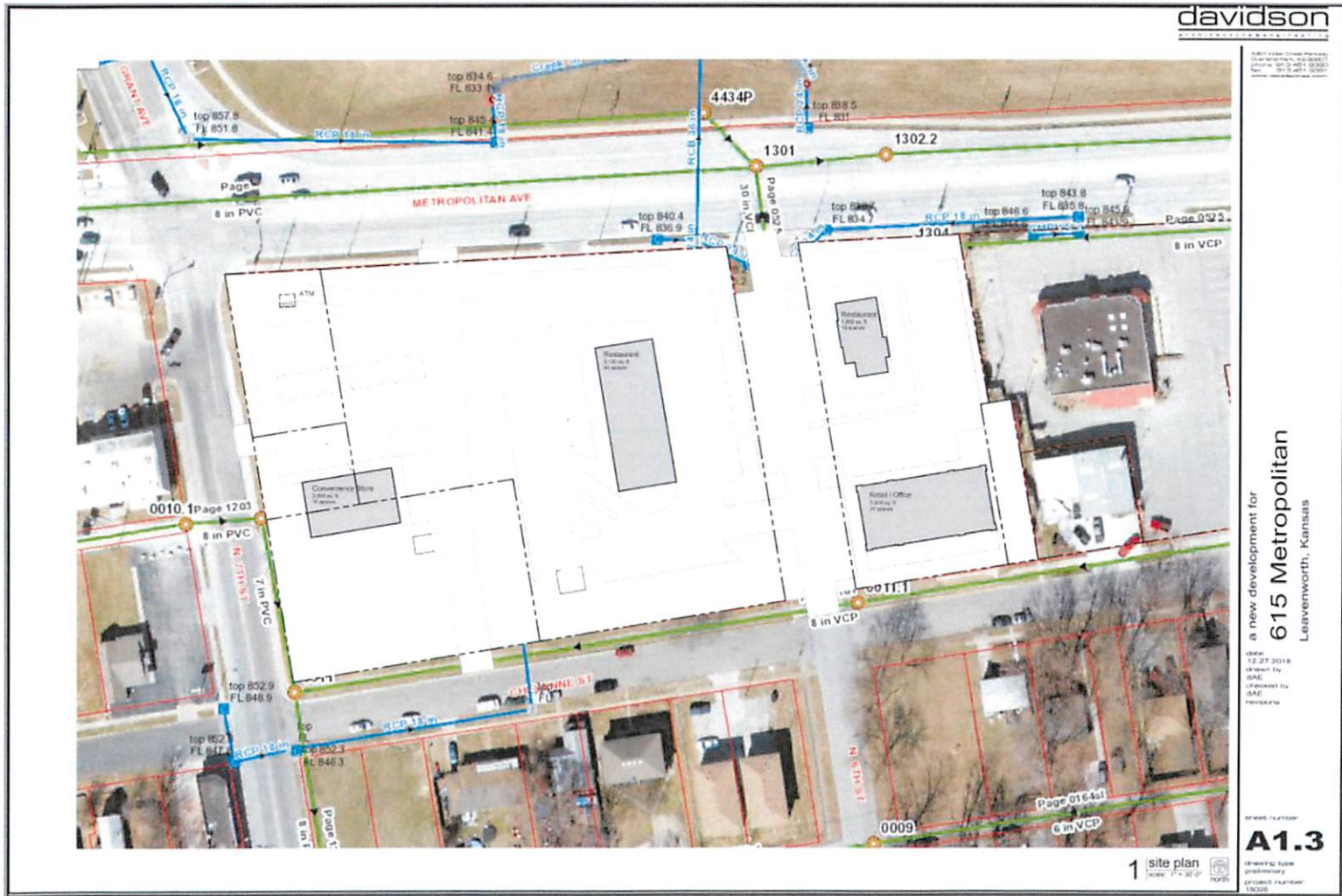


EXHIBIT D

Estimated Budget

Line Item	Redevelopment Project Costs	Reimbursable Project Costs
Site Acquisition	\$2,507,500	\$2,507,500
Hard Costs	\$3,333,555	\$1,543,555
Soft Costs	\$1,258,810	\$382,002
Totals	\$7,099,865	\$4,433,057

EXHIBIT E

TIF Revenue Projections

TIF Year	Base Assessed Value	Projected Assessed Value	Base Sales	Projected Sales	Projected Sales	TIF Increment	City Sales Tax	Existing TIF Increment	Total TIF
1	\$ 306,192	\$ 306,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2	\$ 306,192	\$ 306,192	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	\$ 306,192	\$ 799,000	\$ -	\$ 4,100,000	\$ 4,100,000	\$ 53,320	\$ 41,000	\$ -	\$ 94,320
4	\$ 306,192	\$ 806,990	\$ -	\$ 4,141,000	\$ 4,141,000	\$ 54,185	\$ 41,410	\$ 250,000	\$ 345,595
5	\$ 306,192	\$ 815,060	\$ -	\$ 4,182,410	\$ 4,182,410	\$ 55,058	\$ 41,824	\$ 250,000	\$ 346,882
6	\$ 306,192	\$ 823,210	\$ -	\$ 4,224,234	\$ 4,224,234	\$ 55,940	\$ 42,242	\$ 250,000	\$ 348,182
7	\$ 306,192	\$ 831,443	\$ -	\$ 4,266,476	\$ 4,266,476	\$ 56,831	\$ 42,665	\$ 250,000	\$ 349,495
8	\$ 306,192	\$ 839,757	\$ -	\$ 4,309,141	\$ 4,309,141	\$ 57,730	\$ 43,091	\$ 250,000	\$ 350,822
9	\$ 306,192	\$ 848,155	\$ -	\$ 4,352,233	\$ 4,352,233	\$ 58,639	\$ 43,522	\$ 250,000	\$ 352,161
10	\$ 306,192	\$ 856,636	\$ -	\$ 4,395,755	\$ 4,395,755	\$ 59,556	\$ 43,958	\$ 250,000	\$ 353,514
11	\$ 306,192	\$ 865,203	\$ -	\$ 4,439,712	\$ 4,439,712	\$ 60,483	\$ 44,397	\$ 250,000	\$ 354,880
12	\$ 306,192	\$ 873,855	\$ -	\$ 4,484,110	\$ 4,484,110	\$ 61,419	\$ 44,841	\$ 250,000	\$ 356,260
13	\$ 306,192	\$ 882,593	\$ -	\$ 4,528,951	\$ 4,528,951	\$ 62,365	\$ 45,290	\$ 250,000	\$ 357,654
14	\$ 306,192	\$ 891,419	\$ -	\$ 4,574,240	\$ 4,574,240	\$ 63,320	\$ 45,742	\$ 250,000	\$ 359,062
15	\$ 306,192	\$ 900,333	\$ -	\$ 4,619,983	\$ 4,619,983	\$ 64,284	\$ 46,200	\$ -	\$ 110,484
16	\$ 306,192	\$ 909,337	\$ -	\$ 4,666,182	\$ 4,666,182	\$ 65,258	\$ 46,662	\$ -	\$ 111,920
17	\$ 306,192	\$ 918,430	\$ -	\$ 4,712,844	\$ 4,712,844	\$ 66,242	\$ 47,128	\$ -	\$ 113,371
18	\$ 306,192	\$ 927,614	\$ -	\$ 4,759,973	\$ 4,759,973	\$ 67,236	\$ 47,600	\$ -	\$ 114,836
19	\$ 306,192	\$ 936,890	\$ -	\$ 4,807,572	\$ 4,807,572	\$ 68,240	\$ 48,076	\$ -	\$ 116,315
20	\$ 306,192	\$ 946,259	\$ -	\$ 4,855,648	\$ 4,855,648	\$ 69,253	\$ 48,556	\$ -	\$ 117,810
21					\$ 4,904,205				
22					\$ 4,953,247				
Total / Gross Revenues						\$ 1,099,360	\$ 804,205	\$ 2,750,000	\$ 4,653,565
Net Present Value @	5.50%					\$ 603,714	\$ 445,076	\$ 1,722,929	\$ 2,771,719

EXHIBIT F
TIF District Ordinance
[ATTACHED]

EXHIBIT G

Legal Description of Project Area 1

Block F Description:

Block "F", Leavenworth City Proper, City of Leavenworth, Leavenworth County, Kansas, more fully described as follows: Beginning at the Southwest Corner of said Block "F"; thence North 11 degrees 26'10" West for a distance of 208.24 feet along the Easterly right of way line of Fifth Street to the Southerly right of way line of Metropolitan Avenue; thence North 84 degrees 58'21" East for a distance of 340.63 feet along said Southerly right of way to the Westerly right of way of Fourth Street (U.S. Highway 73); thence South 39 degrees 21'37" East for a distance of 53.06 feet along said Westerly right of way; thence South 11 degrees 26'01" East for a distance of 125.00 feet along said Westerly right of way to the Northerly right of way of Cheyenne Street; thence South 78 degrees 49'34" West for a distance of 363.35 feet along said Northerly right of way to the point of beginning.

Together with and subject to covenants, easements and restrictions of record.

Said property contains 68003 Square Feet, 1.56 Acres, more or less.

Lots 17-31, Block 59 Description

Lots 17 thru 31, Block 59, Leavenworth City Proper, Leavenworth County, Kansas, more fully described as follows: Beginning at the Northwest corner of said Block 59; thence North 78 degrees 49'34" East for a distance of 363.35 along the Southerly right of way of Cheyenne Street to the Westerly right of way of Fourth Street (U.S. Highway 73); thence South 11 degrees 26'01" East for a distance of 127.52 feet along said Westerly right of way to the Southeast corner of said

Lot 31; thence South 78 degrees 53'10" West for a distance of 363.34 feet along the Southerly line of Lots 17 thru 31 to the Easterly line of Fifth Street; thence North 11 degrees 26'10" West for a distance of 127.14 feet to the point of beginning.' Together with and subject to covenants, easements and restrictions of record.

Said property contains 46263.6 Square Feet, 1.06 Acres, more or less.

Cheyenne Street

All that part of Cheyenne Street between Fourth and Fifth Street lying South of Block F and North of Block 59, Leavenworth City Proper, City of Leavenworth, Leavenworth County, Kansas, more fully described as follows: Beginning at the Northwest corner of said Block 59; thence North 11 degrees 26'10" West for a distance of 60.00 feet along the Easterly right of way of Fifth Street and to the Southwest corner of said Block F; thence North 78 degrees 49'34" East for a distance of 363.35 feet along the Southerly line of said Block F to the Westerly right of way of Fourth Street (U.S. Highway 73); thence South 11 degrees 26'01" East for a distance of 60.00 feet along said Westerly right of way to the Northeast corner of said Block 59; thence South 78 degrees 49'34" West for a distance of 363.35 feet along the Northerly line of said Block 59 to the point of beginning.

Together with and subject to covenants, easements and restrictions of record.

Said property contains 21800.7 Square Feet, 0.5 Acres, more or less.

Total Property

Block F, Lots 17 thru 31 Block 59, Leavenworth City Proper, and that part of Cheyenne Street between Fourth and Fifth Street lying South of Block F and North of Block 59, Leavenworth City Proper, City of Leavenworth, Leavenworth County, Kansas, more fully described as follows: Beginning at the Southwest corner of Lot 17 of said Block 59; thence North 11 degrees 26'10" West for a distance of 395.38 feet along the Easterly right of way of Fifth Street and to Southerly right of way line of Metropolitan Avenue; thence North 84 degrees 58'21" East for a distance of 340.63 feet along said Southerly right of way to the Westerly right of way of Fourth Street (U.S. Highway 73); thence South 39 degrees 21'37" East for a distance of 53.06 feet along said Westerly right of way; thence South 11 degrees 26'01" East for a distance of 312.52 feet along said Westerly right of way to the Southeast corner of said Lot 31; thence South 78 degrees 53'10" West for a distance of 363.34 feet along the Southerly line of Lots 17 thru 31 to the Easterly line of Fifth Street; thence North 11 degrees 26'10" West for a distance of 127.14 feet to the point of beginning.

Together with and subject to covenants, easements and restrictions of record.

Said property contains 136067.8 Square Feet, 3.12 Acres, more or less.

EXHIBIT H

Legal Description of Project Area 2

Redevelopment Description:

Lots 3 thru 16, Block 59, and that part of the platted 14 foot alley lying North of said Lots, Leavenworth City Proper, City of Leavenworth, Leavenworth County, Kansas, more fully described as follows: Beginning at the Southwest corner of said Block 59; thence North 11 degrees 27'13" West for a distance of 139.06 feet along the West line of said Block 59 to the North line of said alley; thence North 78 degrees 53'10" East for a distance of 338.35 feet along the North line of said alley, said line also being the South line of First City Hotel Subdivision; thence South 11 degrees 26'01" East for a distance of 140.20 feet along the East line of said Lot 3 to the South line of said Block 59; thence South 79 degrees 04'48" West for a distance of 338.31 feet along said South line to the point of beginning. Together with and subject to covenants, easements, and restrictions of record.

EXHIBIT I

Meeting Minutes

[CITY CLERK TO ATTACH]

areas. Community pride is often rooted in the confines of the downtown area and manifested through storefronts, banners,

to 4th Street, on the eastern edge by 4th Street from Miami to Choctaw, with the southern boundary turning west on Choctaw to 6th Street,

6th Street before ending at Miami Street.

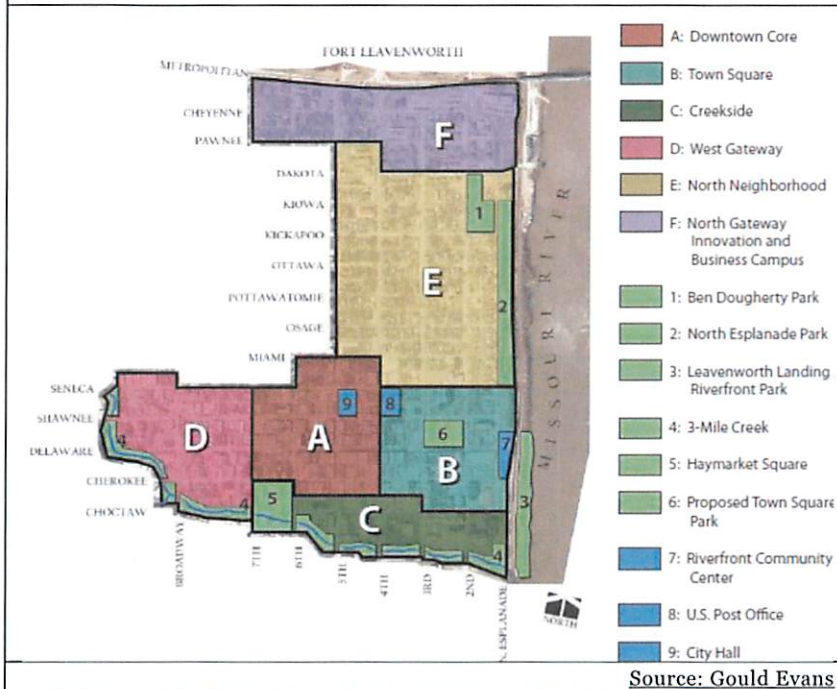
The core downtown area within the City of Leavenworth is much like other communities of its size. Its distinctive character is dominated by commercial uses making up nearly 52% (VERIFY) of the total downtown area while exhibiting a strong historical heritage in its buildings. A diverse mix of other uses complements the commercial to include several prominent public buildings, loft apartments, and a small pocket park along the Missouri River. The predominate land use within the city limits is agricultural primarily due to undeveloped land in the southwestern portions of the City. After agricultural uses, commercial uses are the next major land use segment within the city followed by single-family residential. Downtown Leavenworth is also beginning to see increased interest in more urban living options, such as second story lofts and adaptive residential reuse currently underway within the downtown area.

Downtown & North Leavenworth Redevelopment Area

As mentioned earlier in this document, there is a specific plan that addresses the unique needs of the downtown area and north Leavenworth for revitalization and redevelopment. This comprehensive master plan includes a suggested framework for a cohesive campus or park-like setting for the business/innovation development component, as well as a comprehensive strategy for residential redevelopment that will ensure significant and substantial change in a planned and orderly manner. Strong north-south connections are emphasized as well as a predominance of street level retail with upper level office and residential.

The plan identifies several character areas with specific recommendations in terms of urban form and scale, urban design themes, parking strategies, and potential projects and initiatives that would be appropriate for each area. These character areas include the 'Downtown Town Square', 'Downtown Creekside', 'Downtown West Gateway', 'North Downtown Neighborhood', 'North Gateway Business, and 'Innovation Campus'.

Map #1 - Downtown Core Area Boundaries



sidewalk sales, and parades. Thus, the future vitality of these areas is very important.

The core downtown district boundaries are defined to the north along Miami Street from 6th Street

before turning north on 6th Street to Cherokee. Downtown then runs along Cherokee to 7th Street before beginning the western boundary by extending northward on 7th Street to Seneca, turning east on Seneca to 6th Street and finally northward on

The latter two character areas are the most notable with more than 20 square blocks in each, one emphasizing business and innovation while the other emphasizes residential.

The northern boundaries of the plan area also serve as the northern gateway into Leavenworth extending along Metropolitan Avenue from the Missouri River Bridge to 7th Street. The eastern boundaries run alongside the Missouri River from the Metropolitan Avenue Bridge to Three Mile Creek. The southern boundary extends along Three Mile Creek from the Missouri River to Seneca Street. The Western boundary meanders beginning at the intersection of Three Mile Creek and Seneca, then moving east on Seneca before moving north on 5th Street to Pawnee, turning West on Pawnee, north on 7th Street and finally ending at Metropolitan Avenue. This area fully encompasses the previously defined downtown core.

The goals and objectives as outlined in the Downtown and North Leavenworth Redevelopment Plan should be adopted by reference in this citywide comprehensive plan in order to be consistent for recommendations to guide growth,

development, and redevelopment within the city and downtown area.

Population Projections

Population forecasting has significant effects on community planning efforts. A community's growth rate affects school enrollment, housing needs, and the scheduling of infrastructure upgrades. Planning to accommodate population growth or decline is an important component of the planning process. The amount and allocation of future land uses is very much intertwined with population projections. Future population growth or decline directly affects future land use.

Historic population trends, birth and death rates, and migration patterns are all contributing factors in projecting future population. To ensure the most accurate projections for the City of Leavenworth, these factors were included to develop three population "scenarios" that may occur in Leavenworth. Each projection started using the 2000 census population of 35,420 and the 2007 estimated population of 34,787.

Each of these scenarios takes into account different possible occurrences, projected and un-

projected, that may occur over the next 25 years. Scenario "A" reflects the possibility of existing trend numbers continuing, resulting in a projected population of 30,932 in 2030. Scenario "B" reflects a No Net Migration rate or natural increase projection. This method of projection takes into account existing birth and death figures and applies them to existing age cohorts. This scenario assumes no in-migration and no out-migration. Scenario "C" assumes a 2% annual in-migration in addition to the natural growth rate. This scenario was developed to reflect the possible expansion of Fort Leavenworth, as well as the identified redevelopment efforts ongoing within the City of Leavenworth.

In the case of Leavenworth, most projections indicate that Scenario "A" is most likely. However, with any significant additions to Fort Leavenworth personnel, Scenario "C" is also quite likely. Under Scenario "C" it is assumed that many of these new residents may live within the confines of Fort Leavenworth, thus reducing the need for a substantial amount of new housing. The Preferred Land Use Concept does recognize the need for additional commercial, mixed use, and residential uses to accommodate a potential change in

population. Generally, larger healthy cities can support about one percent annual growth over an extended period of time, while surrounding suburban cities can support higher rates. Leavenworth could be categorized as a surrounding "suburban" city given its proximity to the Kansas City metro area.

CHARACTER AREA: NORTH GATEWAY BUSINESS AND INNOVATION CAMPUS

Aspiration

The **Economic Engine** generating new business and employment opportunities and a high quality experience and image for Leavenworth's northeast entrance to downtown.

The North Gateway Business & Innovation Campus will evolve as one of the premier business and employment environments within the City of Leavenworth, integrating many building formats into a cohesive campus environment. A diverse business mix will create an economic asset that contributes to the success of other downtown businesses. The area affords a great degree of accessibility within the City and region (Metropolitan Avenue, adjacency to downtown Leavenworth and Fort Leavenworth, 25 minutes of Kansas City International Airport and within an hour to the Kansas City metropolitan area.) Anchored by the historic Fort Leavenworth to the north, the campus will contribute to the development of a quality corridor, as well as create a north gateway for downtown. Elements along the corridor should contribute the same quality and lasting investments reflected in the historic downtown of Leavenworth, and promote the pleasant urban experience that lies beyond the campus area. Ultimately the goal is to create a unique business and employment destination for Leavenworth and the northeast Kansas region.

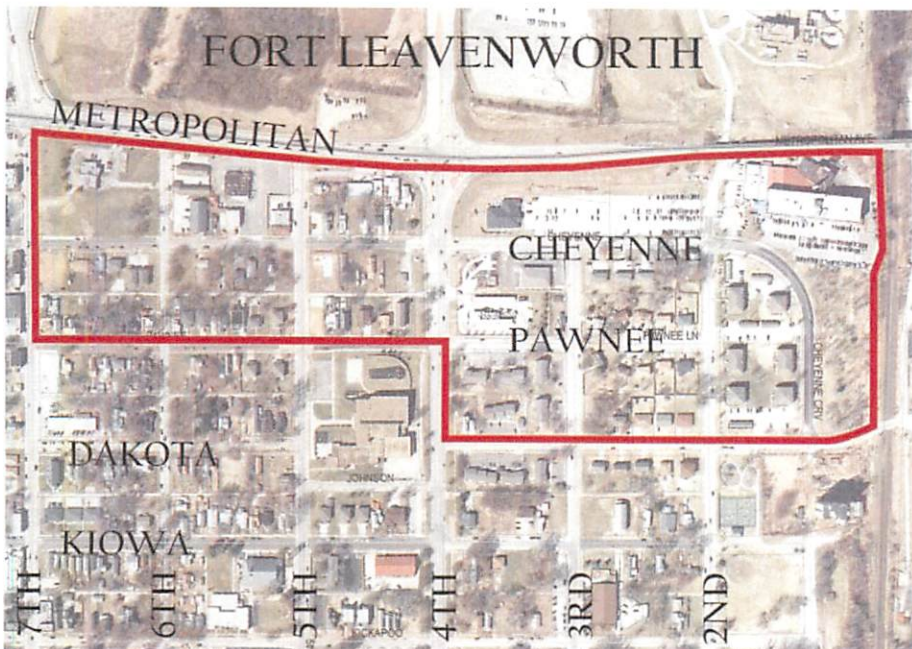
North: **Metropolitan**

East: **Missouri River**

South: **Pawnee/Dakota**

West: **7th**

Approximately **20 SQ Blocks**



North Gateway Business and Innovation Campus: Key Elements

The following are key elements for the North Gateway Business and Innovation Campus area:

Urban Form and Scale

The North Gateway Innovation and Business Campus is intended to accommodate a variety of building formats and types within a campus setting. The conceptual campus master plan reflects the following elements of urban form and scale that should be included in the future redevelopment of the area.

- Provide opportunity for office, retail, and mixed-use formats, with an employment emphasis that may be strategically targeted to Department of Defense-related industries. Multi-level buildings are preferred, but a market-sensitive approach should be accommodated that may allow single level business facilities.
- A high-quality hotel and conferencing facilities would be appropriate within the campus to support business uses. Given the proximity of the campus to Fort Leavenworth, such a facility could facilitate a variety of defense-and non-defense business related events, seminars, and conferences within walking distance of the Fort and Leavenworth's Downtown.
- Create a high quality and distinctive campus entrance experience at Metropolitan and 4th Street. Building forms at the intersection of Metropolitan Avenue and 4th Street should be exclusively reserved for multi-level office or vertically integrated mixed-use-use to create a significant visual statement.



Right: A 'campus'-like environment is envisioned to welcome visitors and citizens at Leavenworth's northeast gateway. (Concept for illustrative purposes).

- Retail is appropriate to provide convenient goods and services for the immediate area, however retail uses should be a secondary and complimentary to employment-focused uses. Detailed design guidelines should be pursued that place specific requirements on retailing businesses so as not to dilute the campus image and experience.
- Along Metropolitan Avenue, 4th and 7th Streets, surface parking lots should be internalized within the campus and located behind buildings. The building forms throughout the campus will be arranged to create a significant visual edge with a 'build-to' line along a 20' campus green setback.
- Deviations from the build-to line would incorporate additional green space or plazas that engage the public realm. In instances between buildings that may expose rear-area parking, additional screening treatments will be incorporated. This can be combinations of low masonry walls, ornamental fencing and additional landscaping.

Urban Design Theme

The campus theme presents the opportunity to deviate from the traditional forms and scale of downtown to accommodate more regional opportunities. However the campus plan integrates two critical themes that improve the overall downtown and which tie all development in the area together – gateways that extended the downtown character and a variety of quality pedestrian-scale open spaces that become the focal points for buildings and sites throughout the area.

- A 20' building setback for the campus green should be established around the perimeter of the campus. This is intended to reflect the natural or 'soft' corridor development environment. A cohesive landscape design will further provide a quality aesthetic and present a greater visual quality as one enters Leavenworth from across the Missouri River.
- Additional green space should be considered at the intersection of Metropolitan Avenue and 4th Street for installment of Leavenworth community gateways.
- The setback and campus green should be incorporated along Metropolitan Avenue, from 7th Street to the bridge; 4th Street from Metropolitan Avenue to Pawnee Street, as part of the 4th Street Arbor Way. This setback may actually be greater in width from Pawnee Street to Miami Street, depending on the Arbor Way design. On the west side of 4th Street, the campus green landscape should be extended and be integrated with the green space along the Lawson Elementary School property.



Existing retail may be aesthetically blended and coexists to support campus business and employment activities.

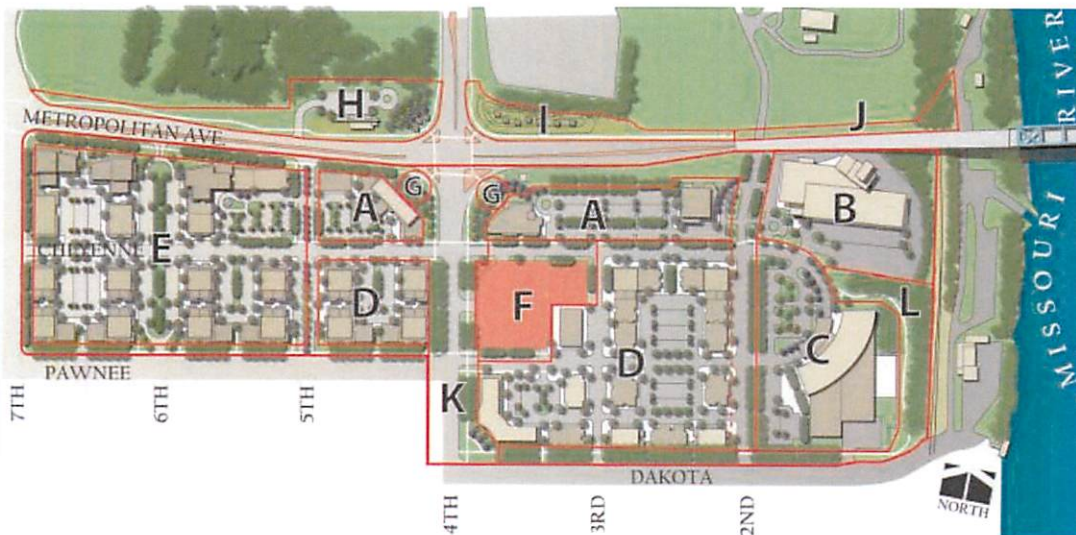
- 7th Street, from Metropolitan to Pawnee Street - incorporate a multi-modal (pedestrian and bicycle) path to connect residential areas with a potential community-wide trail north of Metropolitan Avenue.
- Pawnee Street, from 7th to 4th Street; Dakota Street, from 4th street to Ben Dougherty Park; Metropolitan Avenue, from 7th to 4th Street; and Cheyenne, from 4th to North Esplanade - incorporate a pedestrian and bicycle trail that links neighborhoods to Ben Dougherty Park, Esplanade Park and eventually the downtown area. In addition, a more generous landscaping along this south portion of the campus green is recommended, to enhance screening of service and functional areas of the North Gateway Business & Innovation Campus from adjacent neighborhoods.
- Masonry materials such as brick and stone should be the predominant material throughout the campus to create an enduring visual quality. Others materials that can be utilized to express innovative architectural solutions can be incorporated as accent materials.

Projects and Initiatives

- Develop a marketing campaign that emphasizes the assets of this area – regional destination and access, proximity to supporting business and institution, etc.
- Proactively pursue opportunities for the primary development of office and employment uses, including a mix of innovative industries such as technology, environmental, research and other similar enterprises (defense or non-defense related). This may include a focused effort towards defense industry contractors and vendors that have strong business relationships and contracts with Fort Leavenworth.
- Work with a developer to incorporate the Urban Form and Scale and Urban Design Theme elements into an overall development plan for the area.



Substantial building forms at Metropolitan Avenue and 4th Street is envisioned by the master plan to present a significant visual experience into Leavenworth and the character areas of Downtown.



Left: Conceptual redevelopment scenario for the North Gateway Innovation & Business Campus. (Concept for illustrative purposes).

A: ‘Signature’ Architectural Buildings

- Multi-level structures that engage the intersection to frame entrance into the 4th Street Arbor Way/Avenue of the Nations and Downtown.
- Potential hotel and conference site

B: Existing Office

- Preserve and promote on-going building and site enhancements

C: Potential ‘Super-Site’

- Potential to redesign and create more substantial parcel that engages the riverfront, views and vistas of the Missouri River.
- Potential hotel and conference site
- Reserve portions for buffering and trail connections along Dakota Street

D: Campus Buildings

- Mix of building types and uses, accommodating market demand.
- Building frontages to engage the public realm with parking internalized behind building forms.
- Retain street grid pattern and promote on-street parking to provide convenience and minimize size of internalized parking areas.
- Reserve portions for buffering and trail connections along Dakota and Pawnee Streets

E: ‘Cheyenne Square’

- Develop central green as amenity and visual icon for campus
- May be more conducive/flexible for mixed-use and ground level retailing
- Diversity of building forms may be considered, however, format should respond to the campus and urban environment (e.g. building frontages to engage the public realm with parking internalized behind building forms, preservation of street grid and on-street parking).
- Reserve portions for buffering and trail connections along Dakota, Pawnee and 7th Streets

F: Existing Retail

- ‘Blend’ with campus green landscape design and Arbor Way/ Avenue of the Nations amenities
- Absorb into campus should redevelopment initiatives present themselves

G. Potential Grand Leavenworth Gateway Sites

- Reserve area for substantial gateway and landscaping features.

H. Leavenworth Visitors Welcoming and Interpretive Center

- New facility or relocation of existing structure
- Incorporate gateway artwork/outdoor gallery
- Consider community-wide trail development west of facility

I. Outdoor Gallery

- Reserve portion for development of historical/interpretive public art elements, native landscaping and other features that reinforces a defined gateway entrance into Leavenworth and Fort Leavenworth.

J. Potential Community-Wide Trail

- Consider community-wide trail development that links potential Leavenworth Visitors Center with the Riverfront Campgrounds and North Gateway Campus south of Metropolitan Avenue.

K: 4th Street Arbor Way/Avenue of the Nations

- Interpretive , mobility and connectivity investments

L: Campus Green

- Preserve green space that accommodates public trail connections to and into the North Gateway Campus, amenities, views and vistas to the Missouri River