

**THE FIRST AMENDMENT TO  
THE ELEVENTH STREET CORRIDOR  
TAX INCREMENT FINANCING PLAN  
KANSAS CITY, MISSOURI**

**APPROVED BY  
THE TAX INCREMENT FINANCING COMMISSION**

**ORIGINAL PLAN: NOVEMBER 10, 1992  
FIRST AMENDMENT TO PLAN: MAY 11, 1994**

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## INTENT AND NATURE OF THE FIRST AMENDMENT

The intent of the First Amendment to the Eleventh Street Corridor Tax Increment Financing Plan is to provide for the first expansion of the original Eleventh Street Corridor Redevelopment Area to include an area south of the existing Redevelopment Area described as generally bound by 12th Street on the north, Pennsylvania Avenue on the east, Bee Line Street on the south and Interstate 29 (Summit Street) on the west; to include an irregularly shaped area to the north of the existing Redevelopment Area described as generally bound by 7th Street on the north, Broadway Boulevard on the east, 10th Street on the south and Jefferson Street on the west; and an area located at the southeast corner of Jefferson Street and 10th Street. Within this newly added area, there are a series of Redevelopment Projects, including the rehabilitation and renovation of Thayer Place, the development of additional parking, office space, commercial space and residential space and streetscape improvements along the streets within the Redevelopment Area.

## REQUIRED PLAN ELEMENTS

### I. GENERAL DESCRIPTION

A. Summary. The Eleventh Street Corridor Tax Increment Financing Plan (the "Plan") calls for the rehabilitation of the Centennial Building and attached parking garage; upgrade of utilities and provision of additional parking; completion of streetscape improvements and historic preservation of structures within the area, including 1021, 1029 and 1032 Pennsylvania Avenue; rehabilitation and renovation of Thayer Place; development of additional office, commercial and residential space; together with all necessary utilities, street improvements and appurtenances throughout the Redevelopment Plan Area.

B. Redevelopment Area. The Plan calls for the redevelopment of an area generally located between 7th Street on the north, Wyandotte Street on the east, 12th Street and Bee Line Street on the south and Interstate 29 on the west, in Kansas City, Jackson County, Missouri, more specifically described in Exhibit 1 attached hereto.

C. Redevelopment Projects. The actions called for in the Plan will be implemented as a series of redevelopment projects. The first of five redevelopment projects includes improvements to the Centennial Building located at the intersection of West 10th and Central Streets, the Hereford Building and the Cancer Society Building located south of West 11th Street between Interstate 29 and Pennsylvania Avenue, and the Deramus Building located at the intersection of West 11th and Central Streets. The remaining areas selected for redevelopment projects consist of areas that offer the potential for future redevelopment activities, including rehabilitation and new construction of office, commercial and residential space, as well as additional parking space to serve the Redevelopment Area and the surrounding Central Business District. The intent of this Plan is to use TIF to assist with specified improvements to be completed by the selected developer and to aid streetscape improvements and historic preservation activities throughout the Redevelopment Area. The Commission may amend this Plan in the future in order to accommodate other redevelopment opportunities that may arise.

Upon final approval of the City Council by ordinance, this Plan will be implemented by construction of the depicted development described on the site plan attached as Exhibit 2 and described in the specific objectives of the Plan set forth in Exhibit 3. Moneys in the special allocation fund not required for specific Redevelopment Project Costs may be utilized to carry out ongoing historic preservation efforts in the Redevelopment Area.

D. Redevelopment Plan Objectives. The general objectives of the Redevelopment Plan are:

1. To eliminate conditions which are detrimental to public health, safety, morals or welfare in the Redevelopment Area and to eliminate and prevent the recurrence thereof.
2. To enhance the tax base of the City and the other Taxing Districts by developing the Redevelopment Area to its highest and best use, encouraging private investment in the surrounding area, increasing employment opportunities and to discourage residents, commerce, industry and manufacturing from moving to another state.
3. To increase employment in the City.
4. To stimulate development which would not occur without Tax Increment Financing assistance.

Specific objectives of the Plan are set forth in Exhibit 3.

## II. ESTIMATED REDEVELOPMENT PROJECT COSTS

Estimated redevelopment costs are projected to be approximately \$19,993,550 over the life of the Plan. The Plan proposes that approximately \$11,275,800 in Redevelopment Project Costs be reimbursed or bonded from TIF revenues.

Included as a part of the Redevelopment Project Costs are those costs of phased construction of public improvements necessitated by the Redevelopment Projects and any costs incidental to a redevelopment plan or redevelopment project. These costs, along with the estimated Project Costs, are set forth in Exhibit 4.

The Commission has determined that those planning and special services expenses of the Commission which cannot be directly attributable to a particular project are nonetheless reasonable and necessary for the operation of the Commission and are incidental costs to the project. These incidental costs will be recovered by the Commission from the Special Allocation Fund in an amount not to exceed five percent (5%) of the PILOTS paid annually into the fund.

## III. ANTICIPATED SOURCES OF FUNDS

Anticipated sources and amounts of funds to pay Redevelopment Project Costs and amounts to be available from those sources are shown on Exhibit 5. The expected source of funds to be used to reimburse eligible expenses include PILOTS and Economic Activity Tax proceeds.

If bonds are issued, bond proceeds will be deposited in a special construction fund for use in payment of Reimbursable Project Costs. If property is sold or leased to a selected Developer, land disposition or lease proceeds will be utilized by the Commission for payment of Reimbursable Project Costs.

A. Payment in Lieu of Taxes. The total Payment in Lieu of Taxes ("PILOTS") generated by the development over the duration of the Plan is estimated to be approximately \$8,777,300. The resulting Payments in Lieu of Taxes available to pay redevelopment project costs by year are shown in Exhibit 6.

Calculations of expected proceeds of PILOTS are based on the assumption that increases in property values will be abated for the first ten years pursuant to Chapter 99 of the Code of Missouri. Subsequent to the period of property tax abatement, calculation of PILOTS are based on current real property assessment formulas and current property tax rates, both of which are subject to change due to many factors, including statewide reassessment, the effects of real property classification for real property tax purposes, and the roll back in tax levies resulting from reassessment or classification. Furthermore calculations are based on increases in assessments of 4% every other year that can be expected to result from inflation with no levy increases, which would also increase PILOTS.

The amount of PILOTS in excess of the funds deemed necessary by the Commission for implementation of this Plan, may be declared as surplus by the Commission. The declared surplus will be made available for distribution to the various Taxing Districts in the Redevelopment Area in the manner provided by the Act.

B. Economic Activity Taxes. Over the life of the Plan, the total Economic Activity Tax revenues are estimated to be approximately \$36,898,445. Of the total additional revenue from taxes imposed by the municipality or other taxing districts and which are generated by economic activities within the Redevelopment Project Areas, as defined in Section 99.845.3, fifty percent (50%), or approximately \$18,449,200 will be made available upon annual appropriation, to pay eligible Redevelopment Project Costs. The increase in Economic Activity Taxes are shown in Exhibit 6 by year for each Redevelopment Project, as are the resulting share of revenues available to pay project costs.

Anticipated Economic Activity Taxes are based upon projected net earnings taxes paid by businesses and employees, as well as sales tax. It is assumed that net earnings, and sales tax revenues will increase due to inflation at a rate of 2% a year in addition to the assumed increases due to job creation and business expansion. The estimated PILOTS and Economic Activity Tax revenues are set forth in Exhibit 6 attached hereto.

The amount of Economic Activity Taxes in excess of the funds deemed necessary by the Commission for implementation of this Plan, may be declared as surplus by the Commission. The declared surplus will be made available for distribution to the various Taxing Districts in the Redevelopment Area in the manner provided by the Act.

#### **IV. EVIDENCE OF THE COMMITMENTS TO FINANCE**

Any proposal submitted by a developer to implement this Plan shall include evidence of commitments to finance the Redevelopment Project Costs in addition to those allowable project costs to be paid out of the Special Allocation Fund. Such evidence shall be a part of this Plan and be attached hereto as Exhibit 7.

#### **V. ANTICIPATED TYPE AND TERMS OF OBLIGATIONS**

Without excluding other methods of financing, Bonds may be issued pursuant to this Plan for a term not to exceed 23 years from the adoption of the ordinance approving a redevelopment project within a redevelopment area, at an interest rate determined by the Issuing Body. In order to market such Bonds, it is estimated that available Project revenues must equal 125% - 175% of the annual debt service payments required for the retirement of the Bonds. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the Bonds or for reserves, sinking funds, or allowable project costs may be used to call Bonds in advance of their maturities or may become available for distribution annually to the Taxing Districts. Bonds may

be sold in one or more series in order to implement this Plan. All obligations shall be retired no later than 23 years after the adoption of the Ordinance approving the redevelopment project, the costs of which are to be paid from the proceeds thereof. No redevelopment project may be approved by Ordinance adopted more than ten years from the adoption of the ordinance approving the redevelopment plan under which the project is authorized. Therefore the latest date of retirement of the Bonds, if the ordinance approving the redevelopment plan is adopted in 1992, will be 2025.

#### **VI. MOST RECENT EQUALIZED ASSESSED VALUATION**

The total initial equalized assessed valuation of the areas selected for Redevelopment Projects, according to the Kansas City Assessor's records, is \$7,867,900. The current combined tax levy is projected to be \$9.84 (including 1987 M & M replacement surcharge tax) per \$100 assessed valuation on land and \$9.09 (including 1987 M & M replacement surcharge tax) per \$100 assessed valuation on improvements. The current annual tax revenue, without any property tax exemptions, is approximately \$756,676.

The Total Initial Equalized Assessed Valuation of an area selected for a redevelopment project will be determined when the individual Redevelopment Project is approved by ordinance. The municipality or the Commission may then issue tax increment bonds to finance redevelopment within the Redevelopment Project. PILOTS measured by subsequent increases in property tax revenue which would have resulted from increased valuation had Tax Increment Financing not been adopted, will be segregated from taxes resulting from the Total Initial Equalized Assessed Valuation as defined herein, and deposited in a special allocation fund earmarked for bond retirement or payment of Redevelopment Project Costs as defined herein.

#### **VII. ESTIMATED EQUALIZED ASSESSED VALUATION AFTER REDEVELOPMENT**

Upon completion of the Redevelopment Projects, the assessed valuation of the areas selected for Redevelopment Projects is anticipated to be approximately \$11,000,000. The increase in assessed valuation therefore is anticipated to be approximately \$3,132,100. The resulting Payments in Lieu of Taxes available to pay Redevelopment Project Costs by year are shown separately for each Redevelopment Project Area in Exhibit 6. When complete the areas selected for redevelopment projects will yield an estimated \$659,000 in additional real property taxes annually.

#### **VIII. GENERAL LAND USE**

The general land use for the Redevelopment Area is envisioned to be primarily commercial and non-profit office uses with some residential uses, and parking to support the activities in the Redevelopment Area and the surrounding Central Business District. The Site Plan, Exhibit 2, attached hereto and made part of this Redevelopment Plan, designates the intended predominant land use categories for which tracts in the area will be sold, leased, or otherwise conveyed. The individual Redevelopment Projects shall be subject to the applicable provisions of the Municipality's Zoning Ordinance as well as other codes and ordinances as may be amended from time to time.



## STATUTORY FINDINGS

### IX. EXISTING CONDITIONS

The Redevelopment Area, including each of the Redevelopment Projects contained therein, qualifies as a "Conservation Area" under Missouri's Tax Increment Financing Statute. More than 90% of the structures in the Redevelopment Area are older than 35 years and a significant number of the structures require rehabilitation, or are deficient or dilapidated, and are partially or completely vacant. In addition, the Redevelopment Area was found to be "blighted" area as part of previous LCRA and 353 designation.

These physical conditions preclude any further development and will continue to jeopardize health, safety and welfare without the adoption of this Tax Increment Financing Plan. Further, this Plan is feasible only if all of the specified Redevelopment Projects are designated as such under Missouri's Tax Increment Financing Statute.

A study of the Redevelopment Area has been conducted documenting existing conditions and is attached as Exhibit 8.

### X. "BUT FOR TIF"

The best and most economically viable use for the property in the Redevelopment Area is for commercial and non-profit uses which contribute to the historic character of the Quality Hill and Wholesale Historic Districts. Because of the existing condition and age of the property within the Redevelopment Area, the property has not been subject to growth or development in the past although numerous proposals have been considered. The cost of curing the existing conditions, ongoing historic preservation efforts and construction of the improvements contemplated by the Plan would not be economically viable, if fully borne by the developer. The use of Tax Increment Financing to offset part of this cost makes the Plan feasible and thus attractive to private enterprise investment.

### XI. CONFORMANCE TO THE COMPREHENSIVE PLAN

The Plan is consistent and conforms with the City's Comprehensive Plan. The Plan generally conforms with the guidelines set forth in the Downtown 2000 Plan and with the Land Clearance for Redevelopment Authority's Urban Renewal Plan for the Central Business District.

### XII. ESTIMATED DATE OF COMPLETION

The completion of any redevelopment project and retirement of obligations incurred to finance redevelopment costs will be completed no later than twenty three (23) years from the adoption of the ordinance approving the redevelopment project within the Redevelopment Area, provided that no ordinance approving a redevelopment project shall be adopted later than ten (10) years from the adoption of the ordinance approving this Redevelopment Plan.

The Development Schedule is set forth in the attached Exhibit 9.

### **XIII. RELOCATION ASSISTANCE PLAN**

In order to achieve the objectives of this Redevelopment Plan, it may be necessary to demolish structures within the Redevelopment Area. The Plan provides for relocation assistance to all eligible displaced occupants in conformance with the Relocation Assistance Plan as set forth in Exhibit 10.

## **OTHER PLAN CONDITIONS AND CONSIDERATIONS**

### **XIV. ACQUISITION AND DISPOSITION**

A. Acquisition and Clearance. To achieve the redevelopment objectives of this Plan, property or interests therein, including easements and rights-of-way, identified on Exhibit 11, "Land Acquisition and Disposition Map", attached hereto, and made a part of this Plan, may be acquired by purchase, donation, lease or eminent domain in the manner provided for corporations in Chapter 523, R.S.Mo. by the Municipality or the Commission. The property acquired by the Municipality or the Commission may be cleared, and either (1) sold or leased for private redevelopment or (2) sold, leased, or dedicated for construction of public improvements or facilities. The Municipality or the Commission may determine that to meet the redevelopment objectives of the Redevelopment Plan, other properties listed on said map and not scheduled for acquisition should be acquired or certain property currently listed for acquisition should not be acquired. No property for a redevelopment project shall be acquired by eminent domain later than five (5) years from adoption of the ordinance approving the redevelopment Plan under which such project is authorized.

Individual structures may be exempted from acquisition if they are located so as not to interfere with the implementation of the objectives of this Redevelopment Plan or the Redevelopment Projects implemented pursuant to the Redevelopment Plan and their owner(s) agree to rehabilitate or redevelop their property, if necessary, in accordance with the objectives of this Redevelopment Plan.

Clearance and demolition activities will, to the greatest extent possible, be timed to coincide with redevelopment activities so that tracts of land do not remain vacant for extended periods of time and so that the adverse affects of clearance activities may be minimized.

The Municipality or the Commission may devote property which it has acquired to temporary uses prior to such time as property is needed for redevelopment. Such uses may include, but are not limited to, project office facilities, parking or other uses the Municipality or the Commission may deem appropriate.

B. Assemblage and Disposition of Land. Land assemblage shall be conducted for (1) sale, lease or conveyance to private developers or (2) sale, lease, conveyance or dedication for the construction of public use, improvements or facilities. The terms of conveyance shall be incorporated in appropriate disposition agreements which may contain more specific planning and design controls than those stated in this Plan.

### **XV. AFFIRMATIVE ACTION**

It is the Commission's policy to encourage participation in the bidding process by minority and women owned business concerns. The Commission has developed an affirmative action process and a minority business enterprise (MBE) participation goal of 15% and a women business

enterprise (WBE) participation goal of 5% for both professional services and consultants and a similar goal for all construction activity within all phases of the redevelopment projects.

The Tax Increment Financing Commission has also adopted policies calling for 15% minority and 5% women employment participation in all construction phases of the TIF projects. All Developers, General Contractors and Subcontractors shall be required to take affirmative actions to accomplish these minimum goals and shall be required to cooperate with the Commission in preparing their Affirmative Action Plans and certifying the levels of employment accomplished under the Plan.

The Commission's Affirmative Action Policy is set forth in the attached Exhibit 12.

## **XVI. DESIGN REVIEW PROCESS**

The Commission has adopted a design review process which shall be carried out to review all proposed improvements in the Redevelopment Area. This Design Review Process is attached hereto as Exhibit 13.

The following design controls shall apply to the Plan:

A. General: New development shall be designed and constructed so that it is integrated into and complements the surrounding environment. Any buildings that remain shall be made to conform to the development guidelines as approved by the Commission.

B. Pedestrian Walkways, Streets and Open Walk Spaces: Streets, pedestrian paths or open walk spaces shall be designed as an integral part of the overall site design, properly related to existing and proposed buildings and City streetscape elements.

C. Parking: Parking areas shall be designed with careful regard given to orderly arrangement, landscaping, ease of access, and as an integral part of the total site design. Vehicular access to the parking areas shall minimize conflicts with other vehicular and pedestrian movements. Ingress and egress points shall be well distanced from intersections in order to avoid congestion and interference with traffic.

D. Landscape Design: A coordinated landscape program shall be developed in the Redevelopment Areas to incorporate the landscape treatment sought for open spaces, roads, sidewalks, and parking areas into a coherent and integrated arrangement.

E. Historic Preservation: The Redevelopment Area overlays the Quality Hill National Register District, the Quality Hill West Historic District and the Wholesale National Register District. The intent of the Plan is that all improvements be completed in a manner which will be consistent with and enhance the historic and architectural character of the historic districts. All improvements done within the Redevelopment Area shall be done in conformance with the applicable guidelines, rules and regulations

## **XVII. ENTERPRISE ZONE**

In the event mandatory abatement is sought or received pursuant to Section 135.215, R.S.Mo., as amended, such abatement shall not serve to reduce payments in lieu of taxes that would otherwise have been available pursuant to Section 99.845, R.S.Mo.. Said designation shall not relieve the assessor or other responsible official from ascertaining the amount of equalized assessed valuation of all taxable property annually as required by Section 99.855, R.S.Mo..

### **XVIII. PROVISION OF PUBLIC FACILITIES**

Adequate public facilities and utilities will be assured to service each of the Redevelopment Project Areas.

### **XIX. REQUEST FOR PROPOSALS**

Requests for proposals have been sent to developers. A developer will be selected to implement this Plan (the "Developer"). If a Developer is selected who does not now own all the property required to implement the Plan, the Developer, the Commission and the City will be required to identify the funds necessary for the acquisition or lease, of the property by purchase or eminent domain. The proposal of the Developer(s) selected must include evidence of financial commitments sufficient to complete the project. That proposal will then be attached to this Plan as Exhibit 7 and become a part of the Plan.

### **XX. TAX INCREMENT FINANCING**

This Plan is adopted pursuant to the Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 through 99.865, 1990 (the "Act"). The Act enables municipalities to finance redevelopment costs with the revenue generated from PILOTS or Economic Activity Taxes.

### **XXI. PROVISIONS FOR AMENDING THE TAX INCREMENT PLAN**

This Redevelopment Plan or Projects may be amended pursuant to the provisions of the Act.

**EXHIBIT 1**  
**WEST ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA**  
**LEGAL DESCRIPTION**

**REDEVELOPMENT AREA**

The Redevelopment Area consists of an irregularly shaped area located in that portion of the Central Business District of Kansas City, Missouri generally bound on the north by West Seventh Street, on the east by Wyandotte Street, on the south by Bee Line Street, and on the west by Interstate 29. The Redevelopment Area is more specifically described as follows:

Beginning at the point of intersection of the south right-of-way line of West 10th Street as now established and the east right-of-way line of Wyandotte Street as now established; thence south along the east right-of-way line of Wyandotte Street to the south right-of-way line of West 11th Street as now established; thence west along the south right-of-way line of West 11th Street to the east right-of-way line of Central Street as now established; thence south along the east right-of-way line of Central Street to the north right-of-way line of West 12th Street as now established; thence west along the north right-of-way line of West 12th Street to the west right-of-way line of Broadway as now established; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 11th Street; thence west along the south right-of-way line of West 11th Street to the east right-of-way line of Pennsylvania Avenue as now established; thence south along the east right-of-way line of Pennsylvania Avenue to the easterly extension of the south lot line of Lot 2, THE CORDOVA SUBDIVISION; thence west along the south lot line of Lot 2, THE CORDOVA SUBDIVISION, and the south lot line of Lots 6 through 10, Block 3, LYKINS PLACE ADDITION, and the south lot line of Lots 1 through 6 to the west lot line of Lot 6, Block 4, LYKINS PLACE ADDITION; thence north along the west lot line of Lot 6, Block 4, LYKINS PLACE ADDITION, and the northerly extension of said line to the north right-of-way line of West 12th Street; thence west along the north right-of-way line of West 12th Street to the east right-of-way line of Interstate 29 as now established, said point also being the southwest corner of Lot 2, COATES & HOPKINS 12TH STREET ADDITION; thence northwesterly and northerly along the east right-of-way line of Interstate 29 to the northwest corner of Lot 5, COATES & HOPKINS 12TH STREET ADDITION; thence east along the north line of Lots 5, 4 and 3, COATES & HOPKINS 12TH STREET ADDITION, to a point on the north lot line of Lot 3, said point being 14.5 feet west of the northeast corner of said Lot 3; thence north 160 feet to the south right-of-way line of vacated West 11th Street; thence west 25 feet along the south right-of-way line of vacated West 11th Street; thence north to the north right-of-way line of West 11th Street; thence southerly and easterly along the north right-of-way line of West 11th Street to the west right-of-way line of Jefferson Street as now established; thence north along the west right-of-way line of Jefferson Street to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to a point 10 feet east of the east lot line of Lot 5, Block 7, COATES ADDITION; thence south along a line 10 feet east of and parallel to the east lot line of Lot 5, Block 7, COATES ADDITION, to the north lot line of Lot 17, Block 7, COATES ADDITION; thence west along the north lot line of lot 17, Block 7, COATES ADDITION, to the east right-of-way line of Jefferson Street; thence south along the east right-of-way line of Jefferson Street to a point 25 feet south of the northwest corner of Lot 15, Block 7, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION, and its extension to the west line of Lot 8, Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9, Block 7, COATES ADDITION, to the south lot line of said Lot 9; thence east along the

south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way line of Pennsylvania Avenue to the northwest corner of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of said Lot 16; thence south 130 feet, more or less, along the east lot line of Lots 16, 15 and 14, Block 5, COATES ADDITION, to a point 10.1 feet south of the northeast corner of said Lot 14; thence east along a line 10.1 feet south of and parallel to the north lot line of Lots 9 and 14, Block 5, COATES ADDITION, to the west right-of-way line of Washington Street, said point being 4.1 feet south of the northeast corner of Lot 9, Block 5, COATES ADDITION; thence north along the west right-of-way line of Washington Street to the south lot line of Lot 9, Block 6, COATES ADDITION; thence west along the south lot line of Lots 9 and 14, Block 6, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the north right-of-way line of West 7th Street; thence east along the north right-of-way line of West 7th Street to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to a point on the east lot line of Lot 18, Block 3, LUCAS PLACE, said point being on the westerly extension of a line 38 feet north of and parallel to the south lot line of Lot 7, Block 2, LUCAS PLACE; thence east along a line 38 feet north of and parallel to the south lot line of Lot 7, Block 2, LUCAS PLACE, to the northerly extension of the east line of the vacated north-south alley lying between Washington Street and Bank Street; thence south along the east line of the vacated north-south alley lying between Washington Street and Bank Street to a point 18 feet north of the south lot line of Lot 18, Block 2, LUCAS PLACE; thence east along a straight line 18 feet north of and parallel to the south lot line of Lot 18, Block 2, LUCAS PLACE, said line being the south right-of-way line of West 8th Street, to the east right-of-way line of Broadway Boulevard; thence south along the east right-of-way line of Broadway Boulevard to the south right-of-way line of West 9th Street; thence west along the south right-of-way line of West 9th Street to the west lot line of Lot 9, Block 2, COATES ADDITION; thence south along the east right-of-way of Bank Street to the easterly extension of the south lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, said point being 306.45 feet, more or less, from the south right-of-way line of West 9th Street; thence west along a straight line 306.45 feet, more or less, south of and parallel to the south right-of-way line of West 9th Street a distance of 72 feet to the east lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence south along the east right-of-way line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO to the north right-of-way line of West 10th Street; thence west along the north right-of-way line of West 10th Street to the west lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence north along the west lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the north lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence east along the north lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the west right-of-way line of Bank Street; thence north along the west right-of-way line of Bank Street to south right-of-way line of West 9th; thence west along the south right-of-way of 9th Street to the east right-of-way line of Washington Street; thence south along the east right-of-way line of Washington Street to a point 163.98 feet south of the south right-of-way line of West 10th Street; thence east 68.72 feet; thence north 37.19 feet to the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1, 2 3 & 4 COATES ADDITION; thence east 65.63 feet along the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1 THRU 4 COATES ADDITION, to a point 15 feet west of the east lot line of said Lot 13; thence south along a line 15 feet west of and parallel to the east lot line of Lots 13, 14 and 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1, 2 3 & 4 COATES ADDITION, and the southerly extension of said line to a point 8 feet south of the southeast corner of said Lot 15; thence west along a line 8 feet south of and parallel to the south lot line of Lot 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION to the east right-of-way line of Washington Street; thence south along the east right-of-way line of

Washington Street to the north right-of-way line of West 11th Street; thence east along the north right-of-way line of West 11th Street to the west right-of-way line of Broadway; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence south along the east right-of-way line of Central Street to the southwest corner of Lot 1, Block 12, ASHBURNS ADDITION; thence east along the south lot line of Lots 1 THRU 4, Block 12, ASHBURNS ADDITION, to the east lot line of said Lot 4; thence north along the east lot line of Lot 4, Block 12, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence west along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence north along the east right-of-way line of Central Street to north lot line of Lot 17, Block 3, ASHBURNS ADDITION; thence east along the north lot line of Lot 17, Block 3, ASHBURNS ADDITION, to the east lot line of said Lot 17; thence south along the east lot line of Lots 12 thru 17, Block 3, ASHBURNS ADDITION, and its southerly extension to the north lot line of Lot 6, Block 7, ASHBURNS ADDITION; thence east along the north lot lines of Lots 7 and 8, Block 7, ASHBURNS ADDITION, to the east lot line of said Lot 8; thence south along the east lot line of Lot 8, Block 7, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence east along the right-of-way line to the Point of Beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

## PROJECT AREAS

### PROJECT AREA A:

Beginning at the southeast corner of Lot 5, CONVENT PLACE ADDITION; thence west along the south lot line of Lots 5 and 6 and Lots 23 through 25, CONVENT PLACE ADDITION, and the south lot line of Lots 1 and 2, COATES & HOPKINS 12TH STREET ADDITION, to the southwest corner of Lot 2, COATES & HOPKINS 12TH STREET ADDITION, said point also being the point of intersection of the north right-of-way line of 12th Street and the east right-of-way line of Interstate 29; thence northeasterly along the east right-of-way line of Interstate 29 to a point 60 feet north of the westerly extension of the north right-of-way line of 12th Street; thence east along a line 60 feet north of and parallel to the north right-of-way line of 12th Street to the west right-of-way line of vacated Jefferson Street, said point also being the northeast corner of Lot 22, CONVENT PLACE ADDITION; thence north along the east lot line of Lots 15 through 21, inclusive, CONVENT PLACE ADDITION, to the north lot line of Lot 15, CONVENT PLACE ADDITION; thence east 98.16 feet along the easterly projection of the north lot line of Lot 15 and the north lot line of Lot 14, CONVENT PLACE ADDITION, to a point 38.16 feet east of the west lot line of LOT 14, CONVENT PLACE ADDITION; thence south 165.96 feet; thence east 83.51 feet to the east lot line of Lot 9, CONVENT PLACE ADDITION; thence north 26.34 feet along the east lot line of Lots 9 and 10, CONVENT PLACE ADDITION, to a point on the east lot line of Lot 10, CONVENT PLACE ADDITION; thence east 12 feet to a point on the west lot line of Lot 1, CONVENT PLACE ADDITION; thence continuing east 121.96 feet to a point on the east lot line of Lot 1, CONVENT PLACE ADDITION; thence south along the east lot line of Lots 1 through 5, inclusive, CONVENT PLACE ADDITION to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

### PROJECT AREA B:

Beginning at the southwest corner Lot 12, Block 7, COATES ADDITION; thence north 175.1 feet along the west lot line of Lots 12 through 15, inclusive, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION, and its extension to the west line of Lot 8, Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9, Block 7, COATES ADDITION, to the south lot line

of said Lot 9; thence east along the south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West Tenth Street; thence east along the south right-of-way line of West Tenth Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way line of Pennsylvania Avenue to the north lot line of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of Lot 16, Block 5, COATES ADDITION; thence south along the east lot line of Lots 12 through 16, inclusive, Block 5, COATES ADDITION, to the south lot line of Lot 12, Block 5, COATES ADDITION; thence west along the south lot line of Lot 12, Block 5, COATES ADDITION, and the south lot line of Lots 11 and 12, Block 7, COATES ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA C:**

Beginning at the southwest corner of Lot 12, Block 16, ASHBURNS ADDITION; thence north along the west lot line of Lots 12 through 20, inclusive, Block 16, ASHBURNS ADDITION, to a point 4 feet south of the north lot line of Lot 21, Block 16, ASHBURNS ADDITION; thence east 108.3 feet along a line 4 feet south of and parallel to the south lot line of Lot 21, Block 16, ASHBURNS ADDITION; thence north along a line 108.3 feet east of and parallel to the west lot line of Lots 20 through 22, inclusive, Block 16, ASHBURNS ADDITION, and the west lot line of Lot 5, Block 12, ASHBURNS ADDITION, to the north lot line of Lot 5, Block 12, ASHBURNS ADDITION; thence east along the north lot line of Lots 5 through 12, inclusive, Block 12, ASHBURNS ADDITION, to the east lot line of Lot 12, Block 12, ASHBURNS ADDITION; thence south along the east lot line of Lot 12, Block 12, ASHBURNS ADDITION, and continuing south along the east lot line of Lots 1 through 11, inclusive, Block 16, ASHBURNS ADDITION, to the south lot line of Lot 11, Block 16, ASHBURNS ADDITION; thence west along the south lot line of Lots 11 and 12, Block 16, ASHBURNS ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA D:**

Beginning at the northwest corner of Lot 1, Block 22, ASHBURNS ADDITION; thence east along the north lot line and easterly extension of Lot 1, Block 22, ASHBURNS ADDITION to the center right-of-way line of the vacated north-south alley lying east of and adjacent to Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION; thence south along the center right-of-way line of said vacated north-south alley to the westerly extension of a line lying 5 feet south of and parallel to the north lot line of Lot 17, Block 22, ASHBURNS ADDITION; thence east along a line 5 feet south of and parallel to the north lot line of Lot 17, Block 22, ASHBURNS ADDITION, to the east lot line of Lot 17, Block 22, ASHBURNS ADDITION; thence south along the east lot line of Lot 17 and the east lot line of Lots 12 through 16, inclusive, Block 22, ASHBURNS ADDITION, to the south lot line of Lot 12, Block 22, ASHBURNS ADDITION; thence along the south lot line of Lots 11 and 12, Block 22, ASHBURNS ADDITION, to the west lot line of Lot 11, Block 22, ASHBURNS ADDITION; thence north along the west lot line of Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA E:**

Beginning at the point of intersection of the south right-of-way line of West 10th Street as now established and the east right-of-way line of Wyandotte Street as now established; thence south along the east right-of-way line of Wyandotte Street to the south right-of-way line of West 11th Street as now established; thence west along the south right-of-way line of West 11th Street to the east right-of-way line of Central Street as now established; thence south along the east right-



of-way line of Central Street to the north right-of-way line of West 12th Street as now established; thence west along the north right-of-way line of West 12th Street to the west right-of-way line of Broadway as now established; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 11th Street; thence west along the south right-of-way line of West 11th Street to the east right-of-way line of Pennsylvania Avenue as now established; thence south along the east right-of-way line of Pennsylvania Avenue to the north right-of-way line of West 12th Street; thence west along the north right-of-way line of West 12th Street to the east right-of-way line of Interstate 29 as now established, said point also being the southwest corner of Lot 2, COATES & HOPKINS 12TH STREET ADDITION; thence northwesterly and northerly along the east right-of-way line of Interstate 29 to the northwest corner of Lot 5, COATES & HOPKINS 12TH STREET ADDITION; thence east along the north line of Lots 5, 4 and 3, COATES & HOPKINS 12TH STREET ADDITION, to a point on the north lot line of Lot 3, said point being 14.5 feet west of the northeast corner of said Lot 3; thence north 160 feet to the south right-of-way line of vacated West 11th Street; thence west 25 feet along the south right-of-way line of vacated West 11th Street; thence north to the north right-of-way line of West 11th Street; thence southerly and easterly along the north right-of-way line of West 11th Street to the west right-of-way line of Jefferson Street as now established; thence north along the west right-of-way line of Jefferson Street to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Jefferson Street; thence south along the east right-of-way line of Jefferson Street to a point 25 feet south of the northwest corner of Lot 15, Block 7, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION, and its extension to the west line of Lot 8, Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9, Block 7, COATES ADDITION, to the south lot line of said Lot 9; thence east along the south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way line of Pennsylvania Avenue to the northwest corner of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of said Lot 16; thence south 130 feet, more or less, along the east lot line of Lots 16, 15 and 14, Block 5, COATES ADDITION, to a point 10.1 feet south of the northeast corner of said Lot 14; thence east along a line 10.1 feet south of and parallel to the north lot line of Lots 9 and 14, Block 5, COATES ADDITION, to the west right-of-way line of Washington Street, said point being 4.1 feet south of the northeast corner of Lot 9, Block 5, COATES ADDITION; thence north along the west right-of-way line of Washington Street to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Washington Street; thence south a distance of 163.98 feet along the east right-of-way line of Washington Street; thence east 68.72 feet; thence north 37.19 feet to the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION; thence east 65.63 feet along the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION, to a point 15 feet west of the east lot line of said Lot 13; thence south along a line 15 feet west of and parallel to the east lot line of Lots 13, 14 and 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION, and the southerly extension of said line to a point 8 feet south of the southeast corner of said Lot 15; thence west along a line 8 feet south of and parallel to the south lot line of Lot 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1 THRU 4 COATES ADDITION to the east right-of-way line of Washington Street; thence south along the east right-of-way line of Washington Street to the north right-of-way line of West 11th Street; thence east along the north right-of-way line of West 11th Street to the west right-of-way line of Broadway; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence south along the east right-of-way line of Central Street to the southwest corner of Lot 1, Block 12,

ASHBURNS ADDITION; thence east along the south lot line of Lots 1 thru 4, Block 12, ASHBURNS ADDITION, to the east lot line of said Lot 4; thence north along the east lot line of Lot 4, Block 12, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence west along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence north along the east right-of-way line of Central Street to the north lot line of Lot 17, Block 3, ASHBURNS ADDITION; thence east along the north lot line of Lot 17, Block 3, ASHBURNS ADDITION, to the east lot line of said Lot 17; thence south along the east lot line of Lots 12 thru 17, Block 3, ASHBURNS ADDITION, and its southerly extension to the north lot line of Lot 6, Block 7, ASHBURNS ADDITION; thence east along the north lot lines of Lots 7 and 8, Block 7, ASHBURNS ADDITION, to the east lot line of said Lot 8; thence south along the east lot line of Lot 8, Block 7, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence east along the right-of-way line to the Point of Beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**EXCEPT FOR PROJECT AREA A:**

Beginning at the southeast corner of Lot 5, CONVENT PLACE ADDITION; thence west along the south lot line of Lots 5 and 6 and Lots 23 through 25, CONVENT PLACE ADDITION, and the south lot line of Lots 1 and 2, COATES & HOPKINS 12TH STREET ADDITION, to the southwest corner of Lot 2, COATES & HOPKINS 12TH STREET ADDITION, said point also being the point of intersection of the north right-of-way line of 12th Street and the east right-of-way line of Interstate 29; thence northeasterly along the east right-of-way line of Interstate 29 to a point 60 feet north of the westerly extension of the north right-of-way line of 12th Street; thence east along a line 60 feet north of and parallel to the north right-of-way line of 12th Street to the west right-of-way line of vacated Jefferson Street, said point also being the northeast corner of Lot 22, CONVENT PLACE ADDITION; thence north along the east lot line of Lots 15 through 21, inclusive, CONVENT PLACE ADDITION, to the north lot line of Lot 15, CONVENT PLACE ADDITION; thence east 98.16 feet along the easterly projection of the north lot line of Lot 15 and the north lot line of Lot 14, CONVENT PLACE ADDITION, to a point 38.16 feet east of the west lot line of LOT 14, CONVENT PLACE ADDITION; thence south 165.96 feet; thence east 83.51 feet to the east lot line of Lot 9, CONVENT PLACE ADDITION; thence north 26.34 feet along the east lot line of Lots 9 and 10, CONVENT PLACE ADDITION, to a point on the east lot line of Lot 10, CONVENT PLACE ADDITION; thence east 12 feet to a point on the west lot line of Lot 1, CONVENT PLACE ADDITION; thence continuing east 121.96 feet to a point on the east lot line of Lot 1, CONVENT PLACE ADDITION; thence south along the east lot line of Lots 1 through 5, inclusive, CONVENT PLACE ADDITION to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**EXCEPT FOR PROJECT AREA B:**

Beginning at the southwest corner Lot 12, Block 7, COATES ADDITION; thence north 175.1 feet along the west lot line of Lots 12 through 15, inclusive, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION, and its extension to the west line of Lot 8, Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9, Block 7, COATES ADDITION, to the south lot line of said Lot 9; thence east along the south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West Tenth Street; thence east along the south right-of-way line of West Tenth Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way line of Pennsylvania Avenue to the north lot line of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of Lot 16, Block 5, COATES ADDITION; thence south along the east lot line of Lots 12 through 16, inclusive, Block 5, COATES ADDITION, to the south lot line of Lot 12, Block 5, COATES ADDITION; thence west along the south lot line of Lot 12, Block 5, COATES ADDITION, and the south lot line of Lots 11 and 12, Block 7,

COATES ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**EXCEPT FOR PROJECT AREA C:**

Beginning at the southwest corner of Lot 12, Block 16, ASHBURNS ADDITION; thence north along the west lot line of Lots 12 through 20, inclusive, Block 16, ASHBURNS ADDITION, to a point 4 feet south of the north lot line of Lot 21, Block 16, ASHBURNS ADDITION; thence east 108.3 feet along a line 4 feet south of and parallel to the south lot line of Lot 21, Block 16, ASHBURNS ADDITION; thence north along a line 108.3 east of parallel to the west lot line of Lots 20 through 22, inclusive, Block 16, ASHBURNS ADDITION, and the west lot line of Lot 5, Block 12, ASHBURNS ADDITION, to the north lot line of Lot 5, Block 12, ASHBURNS ADDITION; thence east along the north lot line of Lots 5 through 12, inclusive, Block 12, ASHBURNS ADDITION, to east lot line of Lot 12, Block 12, ASHBURNS ADDITION; thence south along the east lot line of Lot 12, Block 12, ASHBURNS ADDITION, and continuing south along the east lot line of Lots 1 through 11, inclusive, Block 16, ASHBURNS ADDITION, to the south lot line of Lot 11, Block 16, ASHBURNS ADDITION; thence west along the south lot line of Lots 11 and 12, Block 16, ASHBURNS ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**EXCEPT FOR PROJECT AREA D:**

Beginning at the northwest corner of Lot 1, Block 22, ASHBURNS ADDITION; thence east along the north lot line and easterly extension of Lot 1, Block 22, ASHBURNS ADDITION to the center right-of-way line of the vacated north-south alley lying east of and adjacent to Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION; thence south along the center right-of-way line of said vacated north-south alley to the westerly extension of a line lying 5 feet south of and parallel to the north lot line of Lot 17, Block 22, ASHBURNS ADDITION; thence east along a line 5 feet south of and parallel to the north lot line of Lot 17, Block 22, ASHBURNS ADDITION, to the east lot line of Lot 17, Block 22, ASHBURNS ADDITION; thence south along the east lot line of Lot 17 and the east lot line of Lots 12 through 16, inclusive, Block 22, ASHBURNS ADDITION, to the south lot line of Lot 12, Block 22, ASHBURNS ADDITION; thence along the south lot line of Lots 11 and 12, Block 22, ASHBURNS ADDITION, to the west lot line of Lot 11, Block 22, ASHBURNS ADDITION; thence north along the west lot line of Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**PROJECT AREA F:**

Beginning at the intersection of the north right-of-way line of West 9th Street and the west right-of-way of Broadway Boulevard; thence west along the north right-of-way of West 9th Street to the east right-of-way line of Bank Street; thence north along the east right-of-way of Bank Street to the north Lot Line of Lot 19, Block 1, LUCAS PLACE; thence east along the north lot line of Lot 19, Block 1, LUCAS PLACE, to the west right-of-way line of Broadway Boulevard; thence south along the west right-of-way line of Broadway Boulevard to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**PROJECT AREA G1:**

Beginning at the south lot line of Lot 8, Block 2, LUCAS PLACE, and the east right-of-way line of Washington Street; thence north along the east right-of-way line of Washington Street to a point 38 feet north of the south lot line of Lot 7, Block 2, LUCAS PLACE; thence east along a line 38 feet north of and parallel to the south lot line of Lot 7, Block 2, LUCAS PLACE, to the center line of the vacated north-south alley lying between Washington Street and Bank Street;

thence south along the center line of the vacated north-south alley lying between Washington Street and Bank Street to the easterly extension of the south lot line of Lot 8, Block 2, LUCAS PLACE; thence westerly along the south lot line of Lot 8, Block 2, LUCAS PLACE to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA G2**

Beginning at the intersection of the north right-of-way line of West 9th Street and the east lot line of Lot 12, Block 2, LUCAS PLACE; thence west along the north right-of-way line of West 9th Street to the east right-of-way line of Washington Street; thence north along the east right-of-way line of Washington Street to the south lot line of Lot 8, Block 2, LUCAS PLACE; thence east along the south lot line of Lot 8, Block 2, LUCAS PLACE, to the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence south along the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence west along the north right-of-way line of West 9th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA G3**

Beginning at the intersection of the north right-of-way line of West 9th Street and the west right-of-way line of Washington Street; thence west along the north right-of-way line of West 9th Street to a point 81.33 feet west of the east lot line of Lot 13, Block 3, LUCAS PLACE; thence north along a line 81.33 feet west of and parallel to the east lot line of Lots 13 and 14, Block 3, LUCAS PLACE to the north lot line of Lot 14, Block 3, LUCAS PLACE; thence east along the north lot line of Lot 14, Block 3, LUCAS PLACE, to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA H1**

Beginning at the intersection of the west right-of-way line of Bank Street and the south lot line of Lot 15, Block 2, LUCAS PLACE; thence west along the south lot line of Lot 15, Block 2, LUCAS PLACE to the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence north along the center line of the vacated north-south alley lying between Washington Street and Bank Street to a point 18 feet north of the south lot line of Lot 18, Block 2, LUCAS PLACE; thence east along a line 18 feet north of and parallel to the south lot line of Lot 18, Block 2, LUCAS PLACE, to the west right-of-way line of Bank Street; thence south along the west right-of-way line of Bank Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA H2**

Beginning at the intersection of west right-of-way line of Bank Street and the north lot line of Lot 14, Block 2, LUCAS PLACE; thence south along the west right-of-way line of Bank Street a distance of 25 feet; thence west along a line 25 feet south of and parallel to the north lot line of Lot 14, Block 2, LUCAS PLACE to the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence north along the center line of the vacated north-south alley lying between Washington Street and Bank Street to the north lot line of Lot 14, Block 2,

LUCAS PLACE; thence east along the north lot line of Lot 14, Block 2, LUCAS PLACE to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA H3**

Beginning at the intersection of the west right-of-way line of Bank Street and the North right-of-way line of West 9th Street; thence west along the north right-of-way line of West 9th Street to the center line of the north-south alley lying between Washington Street and Bank Street; thence north along the center line of the north-south alley lying between Washington Street and Bank Street a distance of 75 feet; thence east along a line 75 feet north of and parallel to the north right-of-way line of West 9th Street to the west right-of-way line of Bank Street; thence south along the west right-of-way line of Bank Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA I:**

Beginning at the intersection of the north right-of-way line of West 9th Street and the east lot line of Lot 12, Block 3, LUCAS PLACE; thence west along the north right-of-way line of West 9th Street to the east right-of-way line of Pennsylvania Avenue; thence north along the east right-of-way line of Pennsylvania Avenue to the south right-of-way line of West 7th Street; thence east along the south right-of-way line of West 7th Street to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street a distance of 21.67 feet; thence west along a line 21.67 feet south of and parallel to the north lot line of Lot 24, Block 3, LUCAS PLACE a distance of 61 feet; thence south along a line 61 feet west of and parallel to the east lot line of Lots 23 and 24, Block 3, LUCAS PLACE, to the south lot line of Lot 23, Block 3, LUCAS PLACE; thence west 61 feet to the west lot line of Lot 23, Block 3, LUCAS PLACE; thence south along the west lot line of Lot 22, Block 3, LUCAS PLACE a distance of 25 feet; thence east along a line 25 feet south of and parallel to the north lot line of Lot 22, Block 3, LUCAS PLACE, to the east lot line of Lot 22, Block 3, LUCAS PLACE; thence south along the east lot line of Lot 22, Block 3, LUCAS PLACE, to the south lot line of Lot 22, Block 3, LUCAS PLACE; thence west along the south lot line of Lot 22, Block 3, LUCAS PLACE, to the east lot line of Lot 4, Block 3, LUCAS PLACE; thence south along the east lot line of Lots 4 thru 12, Block 3, LUCAS PLACE, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA J:**

Beginning at the intersection of the south right-of-way line of West 9th Street and the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to the south lot line of Lot 9, Block 6, COATES ADDITION; thence west along the south lot line of Lots 9 and 14, Block 6, COATES ADDITION, to the east right-of-way line of Pennsylvania Avenue; thence north along the east right-of-way line of Pennsylvania Avenue to the north lot line of Lot 15, Block 6, COATES ADDITION; thence east along the north lot line of Lot 15, Block 6, COATES ADDITION, to the east lot line of Lot 15, Block 6, COATES ADDITION; thence north along the east lot line of Lots 16 and 17, Block 6, COATES ADDITION, to the south right-of-way line of West 9th Street; thence east along the south right-of-way line of West 9th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**PROJECT AREA K:**

Beginning at the intersection of the south right-of-way line of West 10th Street and the east right-of-way line of Jefferson Street; thence east along the south right-of-way line of West 10th Street to a point 10 feet east of the east lot line of Lot 5, Block 7, COATES ADDITION; thence south along a line 10 feet east of and parallel to the east lot line of Lot 5, Block 7, COATES ADDITION, to the north lot line of Lot 17, Block 7, COATES ADDITION; thence west along the north lot line of Lot 17, Block 7, COATES ADDITION, to the east right-of-way line of Jefferson Street; thence north along the east right-of-way line of Jefferson Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**PROJECT AREA L:**

Beginning at the intersection of the west right-of-way of Pennsylvania Avenue and south right-of-way of West 12th Street; thence south along the west right-of-way line of Pennsylvania Avenue to the south lot line of Lot 2, THE CORDOVA SUBDIVISION; thence west along the south lot line of Lot 2, THE CORDOVA SUBDIVISION, and the south lot line of Lots 6 thru 10, Block 3, LYKINS PLACE ADDITION, and the south lot line of Lots 1 thru 6, Block 4, LYKINS PLACE ADDITION, to the west lot line of Lot 6, Block 4, LYKINS PLACE ADDITION; thence north along the west lot line of Lot 6, Block 4, LYKINS PLACE, to the south right-of-way line of West 12th Street; thence east along the south right-of-way line of West 12th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**PROJECT AREA N:**

Beginning at the intersection of the west right-of-way line of Broadway Boulevard and the south lot line of Lot 18, Block 1, LUCAS PLACE; thence west along the south lot line of Lot 18, Block 1, LUCAS PLACE, to the east right-of-way of Bank Street; thence north along the east right-of-way line of Bank Street to a point 2 feet north of the south lot line of Lot 13, Block 1, LUCAS PLACE; thence east along a line 2 feet north of and parallel to the south lot line of Lot 13, Block 1, LUCAS PLACE, to the west right-of-way line of Broadway Boulevard; thence south along the west right-of-way line of Broadway Boulevard to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

**PROJECT AREA O:**

Beginning at the intersection of the south right-of-way line of West 9th Street and the east right-of-way line of Bank Street; thence south along the east right-of-way line of Bank Street to the intersection with a line approximately 306.45 feet south of and parallel to the south right-of-way

to the easterly extension of the south lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, said point being 306.45 feet more or less, from the south right-of-way line of West 9th Street; thence west along a straight line 306.45 feet, more or less, south of and parallel to the south right-of-way line of West 9th Street a distance of 72 feet to the east lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence south along the east lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the north right-of-way line of West 10th Street; thence west along the north right-of-way line of West 10th Street to the west

lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence north along the west lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the north lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence east along the north lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the west right-of-way line of Bank Street; thence north along the west right-of-way line of Bank Street to the south right-of-way line of West 9th Street; thence east along the south right-of-way line of West 9th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA P:**

Beginning at the intersection of the west right-of-way line of Washington Street and the south lot line of Lot 15, Block 3, LUCAS PLACE; thence west along the south lot line of Lot 15, Block 3, LUCAS PLACE, 81.33 feet; thence south along a line 81.33 feet west of and parallel to the east lot line of Lots 13 and 14, Block 3, LUCAS PLACE to the north right-of-way of West 9th Street; thence west along the north right-of-way line of West 9th Street to the west lot line of Lot 13, Block 3, LUCAS PLACE; thence north along the west lot line of Lots 13 thru 21, Block 3, LUCAS PLACE, to the north lot line of Lot 21, Block 3, LUCAS PLACE; thence east along the north lot line of Lot 21, Block 3, LUCAS PLACE, to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA Q:**

Beginning at a point on the east lot line of Lot 24, Block 3, LUCAS PLACE, said point being 21.67 feet south of the north lot line of Lot 24, Block 3, LUCAS PLACE; thence south from said point along the east lot line of Lots 22 thru 24, Block 3, LUCAS PLACE, to a point 25 feet south of and parallel to the north lot line of Lot 22, Block 3, LUCAS PLACE; thence west along a line 25 feet south of and parallel to the north lot line of Lot 22, Block 3, LUCAS PLACE, to the west lot line of Lot 22, Block 3, LUCAS PLACE; thence north along the west lot line of Lot 22, Block 3, LUCAS PLACE, to the north lot line of Lot 22, Block 3, LUCAS PLACE; thence east along the north lot line of Lot 22, Block 3, LUCAS PLACE, a distance of 61 feet; thence north along a line 61 feet east of and parallel to the west lot line of Lots 23 and 24, Block 3, LUCAS PLACE; thence east along a line 21.67 feet south of and parallel to the north lot line of Lot 24, Block 3, LUCAS PLACE, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

#### **PROJECT AREA R:**

Beginning at the intersection with the south right-of-way line of West 9th Street and the east right-of-way line of Pennsylvania Avenue; thence east along the south right-of-way line of West 9th Street to the east lot line of Lot 17, Block 6, COATES ADDITION; thence south along the east lot line of Lots 16 and 17, Block 6, COATES ADDITION, to the south lot line of Lot 16, COATES ADDITION; thence west along the south lot line of Lot 16, Block 6, COATES ADDITION, to the east right-of-way line of Pennsylvania Avenue; thence north along the east right of way line of Pennsylvania Avenue to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

5/31/94

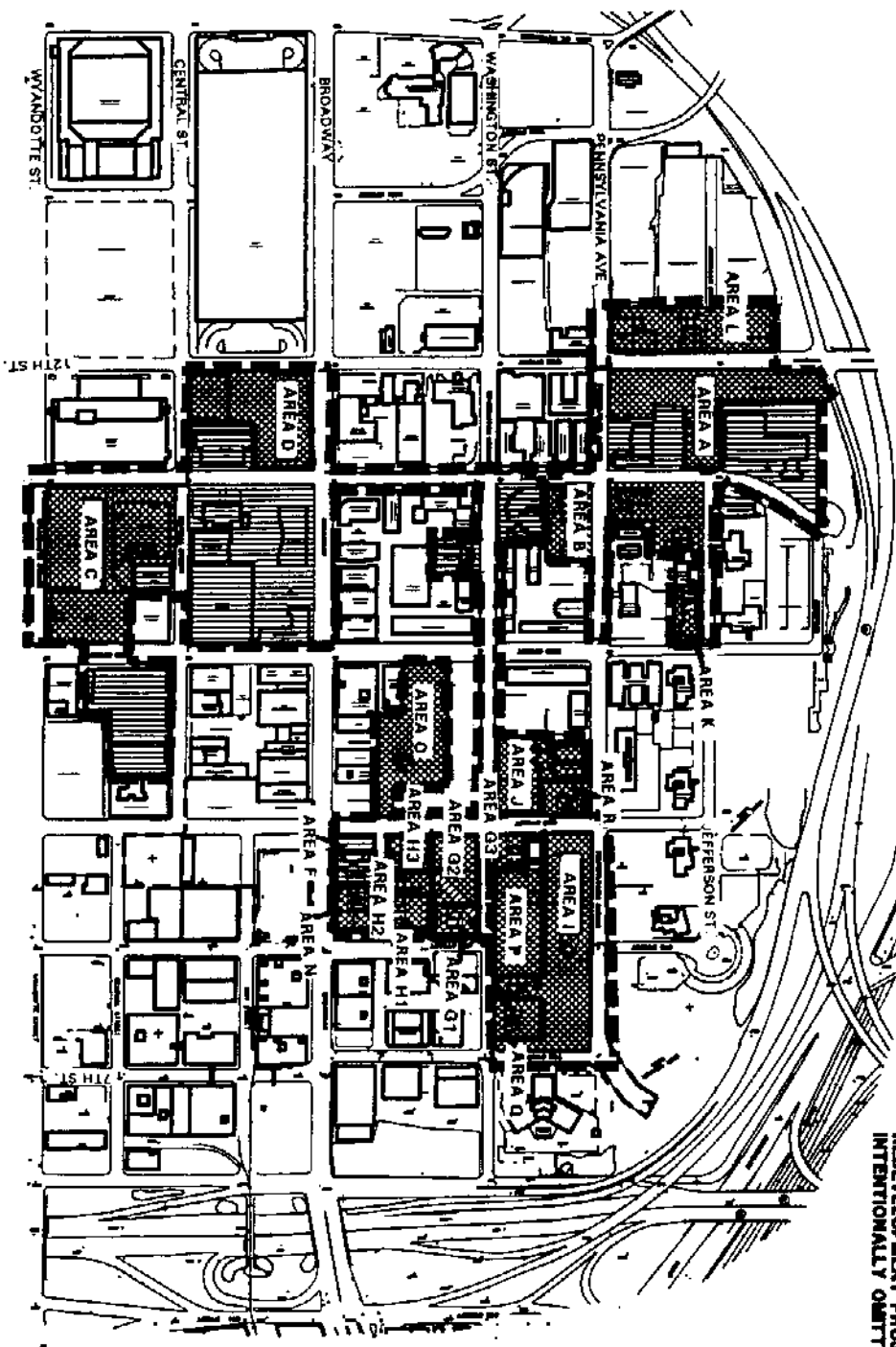
# ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA

## EXHIBIT 2 SITE PLAN

SCALE: ONE INCH = FIFTY FEET  
N

- REDEVELOPMENT AREA BOUNDARY
- REDEVELOPMENT PROJECT AREAS A THRU D
- REDEVELOPMENT PROJECT AREAS E AND F

REDEVELOPMENT PROJECT AREA N  
INTENTIONALLY OMITTED



APPROVED BY: *[Signature]*  
DATE: *[Date]*

PROJECT: *[Project Name]*  
DRAWN BY: *[Drawn By]*  
CHECKED BY: *[Checked By]*  
DATE: *[Date]*

APPROVALS:

DESIGNED FOR: *[Designed For]*  
DESIGNED BY: *[Designed By]*  
CHECKED BY: *[Checked By]*  
DATE: *[Date]*

APPROVED BY: *[Approved By]*  
DATE: *[Date]*

PROJECT: *[Project Name]*  
DRAWN BY: *[Drawn By]*  
CHECKED BY: *[Checked By]*  
DATE: *[Date]*

PROJECT: *[Project Name]*  
DRAWN BY: *[Drawn By]*  
CHECKED BY: *[Checked By]*  
DATE: *[Date]*



### **EXHIBIT 3**

#### **SPECIFIC OBJECTIVES OF REDEVELOPMENT PLAN**

1. **Rehabilitation of the Centennial Building.**
2. **Demolition of the obsolete parking structure and construction of new surface parking lot on Wyandotte between 10th and 11th Streets.**
3. **Upgrade and refurbish utilities, and other infrastructure facilities serving the areas selected for redevelopment projects as well as other areas contiguous thereto.**
4. **Provision of additional parking for the American Hereford Building.**
5. **Upgrade and provision of additional parking on the block bound by 11th Street, Central Street, 12th Street and Broadway.**
6. **Extension of streetscape improvements along the north side of 11th Street between Jefferson Street and Pennsylvania Avenue; along both sides of Jefferson Street between 10th and 11th Streets; along the west side of Pennsylvania Avenue between 10th and 12th Streets; along both sides of Broadway between 10th and 12th Streets; along the east side of Central Street between 10th and 11th Streets; and along the other streets located within the Redevelopment Area.**
7. **Stabilization and preservation of historic building facades, including but not limited to, those structures at 1021, 1029 and 1032 Pennsylvania Avenue.**
8. **To promote ongoing historic preservation and enhancement of the historic and architectural character of the Quality Hill and Wholesale Historic Districts.**
9. **To enhance the tax base and economy by inducing development of the Redevelopment Area to its highest and best use, and to encourage private investment in surrounding areas.**
10. **To promote the health, safety, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development**
11. **To provide development/business opportunities in the areas selected for redevelopment projects and the surrounding areas.**
12. **To stimulate construction employment opportunities and increased demand for secondary and support services for the surrounding commercial area.**
13. **To encourage strategic development of parking to support the needs of the Central Business District.**

EXHIBIT 4

ESTIMATED REDEVELOPMENT PROJECT COSTS

	AMOUNT	REIMBURSABLE EXPENSES
<b>COMMISSION EXPENSES*</b>		
Estimated Reimbursable Costs for Plan Implementation	\$330,000	\$330,000
<b>A. PROJECT AREA A -- HEREFORD BLOCK PARKING AREA</b>		
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.		
<b>B. PROJECT AREA B -- PENNSYLVANIA &amp; 11TH STREET</b>		
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.		
<b>C. PROJECT AREA C -- 10TH &amp; WYANDOTTE</b>		
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.		
<b>D. PROJECT AREA D --11TH &amp; BROADWAY</b>		
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.		
<b>E. PROJECT AREA E</b>		
1. CENTENNIAL BUILDING		
a. Asbestos Abatement	\$1,500,000	
b. Interior Rehabilitation	\$1,700,000	
c. Future Interior Rehab	\$640,000	
d. Parking Garage Improvements	\$735,000	\$735,000
e. Exterior Improvements	\$750,000	\$750,000
f. Future Rehabilitation	\$560,000	\$560,000
g. Parking Upgrade (East Half Block 73)	\$350,000	\$350,000
SUBTOTAL	\$6,235,000	\$2,395,000
2. HEREFORD BUILDING BLOCK		
a. Hereford Building Rehabilitation	\$3,350,000	
b. Construction and Repair of Parking	\$350,000	\$350,000
c. Electrical Service Upgrade	\$65,000	\$65,000
SUBTOTAL	\$3,765,000	\$415,000
3. DERAMUS BUILDING BLOCK (BLOCK 89)		
a. Parking Improvements	\$105,000	\$105,000

**4. RELATED COSTS**

a. Legal, Engineering Architectural Consultants Financing Expenses	\$100,000	\$100,000
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**F. PROJECT AREA F – THAYER PLACE RENOVATION**

**1. RENOVATION OF THAYER PLACE**

a. Acquisition Costs	\$350,000	
b. Exterior Rehabilitation	\$290,000	\$290,000
c. Streetscapes	\$80,000	\$80,000
d. ADA & Building Code Compliance	\$115,000	\$115,000
e. Upgrade Mechanical & Electrical Systems	\$205,000	\$0
f. Public Area Finishes	\$200,000	\$0
g. Tenant Area Finishes	\$700,000	\$0
h. Architect & Engineering	\$97,000	\$24,250
SUBTOTAL	\$2,037,000	\$509,250

**2. THAYER PLACE PARKING**

a. Acquisition Costs	\$1,172,000	\$1,172,000
b. Asbestos Abatement	\$100,000	\$100,000
c. Demolition Costs	\$290,000	\$290,000
d. Fashionbilt Modifications & Improvements	\$435,000	\$435,000
e. Additional Parking Facilities	\$2,000,000	\$2,000,000
f. Architect & Engineering	\$199,850	\$199,850
SUBTOTAL	\$4,196,850	\$4,196,850

**3. QUALITY HILL PARKING**

a. Acquisition Costs	\$925,000	\$925,000
b. Asbestos Removal	\$53,000	\$53,000
c. Demolition	\$95,000	\$95,000
d. Parking, Lighting and Streetscapes	\$135,000	\$135,000
e. Architect & Engineering	\$60,400	\$60,400
SUBTOTAL	\$1,268,400	\$1,268,400

**G. PROJECT AREA G1, G2 & G3 – FASHIONBILT REDEVELOPMENT**

Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

**H. PROJECT H1, H2 & H3 – 9TH & BANK STREET**

Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

**I. PROJECT I – EAST SIDE OF PENNSYLVANIA BETWEEN 7TH & 9TH**

Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

- J. **PROJECT J -- PENNHILL APARTMENTS**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.
- K. **PROJECT K -- RIO VISTA APARTMENTS**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.
- L. **PROJECT L -- BEELINE STREET & JEFFERSON**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.
- M. **PROJECT M -- PROJECT DELETED**
- N. **PROJECT N -- 8TH & BROADWAY**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.
- O. **PROJECT O -- QUALITY HILLS APARTMENT PARKING LOT**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.
- P. **PROJECT P -- WEST SIDE OF WASHINGTON BETWEEN 7TH & 9TH**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.
- Q. **PROJECT Q -- 7TH & WASHINGTON**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.
- R. **PROJECT R -- 9TH & PENNSYLVANIA**  
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

S. **HISTORIC NEIGHBORHOOD PROJECT\*\***

a. Streetscape Improvements	\$1,200,000	\$1,200,000
b. 1021 Pennsylvania Facade Improvements	\$35,000	\$35,000
c. 1029 Pennsylvania Facade Improvements	\$25,000	\$25,000
d. 1032 Pennsylvania Facade Improvements	\$110,000	\$110,000
e. Other Improvements	\$586,300	\$586,300
SUBTOTAL	\$1,956,300	\$1,956,300
<b>TOTAL</b>	<b>\$19,993,550</b>	<b>\$11,275,800</b>

\* The selected developer shall pay all fees and expenses of the TIF Commission for Plan preparation, approval and implementation including, but not limited to, staff time,

agenda costs, legal fees, printing and publication of notices. The selected developer shall be billed for these expenses by the Commission as needed. These expenses shall be considered reimbursable project costs to the developer from the Special Allocation Fund.

In addition, the Commission has determined that those planning and special services expenses of the Commission which cannot be directly attributable to a particular project are nonetheless reasonable and necessary for the operation of the Commission and are incidental to the project. These incidental costs will be recovered by the Commission from the Special Allocation Fund in an amount not to exceed five percent (5%) of the PILOTS and Economic Activity Taxes paid annually into the fund.

- \*\* Seventy percent (70%) of the revenues remaining in the Special Allocation Fund after payment of Commission expenses will be made available to reimburse approved preservation and neighborhood improvements.**

## **EXHIBIT 5**

### **A. SOURCE OF FUNDS FOR ALL ESTIMATED REDEVELOPMENT PROJECT COSTS**

1.	Amount of Reimbursable Costs from PILOTS and Operation and Activity Taxes within proposed Redevelopment Project Areas	\$11,275,800
2.	Private Investment	<u>\$ 8,717,750</u>
	<b>TOTAL</b>	<b>\$19,993,550</b>

\* These are preliminary estimates. These amounts may be revised individual projects are approved and included in this Plan.

### **B. BONDS**

The total estimated amount of PILOTS and Economic Activity Taxes over twenty-three years available to reimburse project costs is approximately \$19,811,700. The Commission may dedicate part or all of this amount to help defray the cost of the projects.

5/3/94

# EXHIBIT 6

SPECIAL ALLOCATION FUND CONTRIBUTION - SUMMARY BY YEAR - ALL BUILDINGS																				
YEAR	CHURCH BLDG	CHURCH OFFICE	CHURCH HOUSE	MONROE LEVINE	1025 PAN	VIRGINIA HOTEL	YMCA	COATES HOUSE	10 CENTRAL GARAGE	FIREHOUSE	FINANCIAL HOLDING	BROW SQUARE	DERAMUS BUILDING	FOLLY THEATRE	CDMA BUILDING	LYRIC	DST PARKING DECKS	CITIZEN BUILDING	TRAYER PLACE	TOTALS
1993	51,611.63	5,041.57				1,611.99			56,754.41	14,577.43	25,201.81	54,064.98	55,129.52		7,036.14			65,897.37		285,108.14
1994	52,345.56	5,747.31				1,811.34			58,911.07	15,116.44	26,337.33	59,171.44	57,119.68		7,176.87			67,410.60	40,200.00	358,711.90
1995	54,144.17	5,862.15				2,117.10			59,300.94	15,870.31	27,344.32	64,340.03	59,149.64		7,378.41			68,956.16	70,003.00	380,311.90
1996	55,417.94	5,979.40				2,437.85			60,612.33	16,639.00	28,456.91	69,692.79	61,220.19		7,466.81			70,528.37	79,217.60	402,311.71
1997	56,737.40	6,084.99				2,724.23			61,950.36	17,423.31	29,550.91	71,111.80	63,331.16		7,616.15			72,344.48	80,161.13	415,833.55
1998	58,073.89	6,228.87				3,016.33			63,311.94	18,223.19	30,666.87	80,639.20	65,484.37		7,768.48			73,722.51	82,440.41	431,349.27
1999	59,415.40	6,345.39				3,318.17			64,706.81	19,039.09	31,805.11	86,277.14	67,883.66		7,923.85			75,443.29	84,440.41	448,668.61
2000	60,757.80	6,472.29				3,618.13			66,126.52	19,871.31	32,966.12	90,027.84	69,921.90		8,073.32			77,147.49	85,872.63	467,049.58
2001	62,100.30	6,601.74				3,918.15			67,574.62	20,720.19	34,150.35	93,481.79	74,542.75		8,223.97			78,885.78	87,212.81	486,981.19
2002	63,444.14	6,731.77				4,218.33			69,051.69	21,566.01	35,318.26	96,916.51	77,452.13		8,374.03			80,638.83	89,302.19	507,358.40
2003	64,788.00	6,861.43				4,518.51			70,538.29	22,409.19	36,590.33	100,303.28	80,452.44		8,524.10			82,467.35	91,082.24	529,122.40
2004	66,131.90	6,991.37				4,818.69			72,095.04	23,250.02	37,847.04	103,762.08	83,562.13		8,674.17			84,312.02	92,910.00	551,113.51
2005	67,475.80	7,121.31				5,118.87			73,662.51	24,091.86	39,128.89	107,222.48	86,672.66		8,824.24			86,163.56	94,768.19	573,663.38
2006	68,819.70	7,251.25				5,419.05			75,279.34	24,932.68	40,419.77	110,703.30	89,783.11		8,974.31			88,014.21	96,596.82	596,663.44
2007	70,163.60	7,381.19				5,719.23			76,896.14	25,773.42	41,710.01	114,203.54	92,893.54		9,124.38			89,864.72	98,424.37	619,776.81
2008	71,507.50	7,511.13				6,019.41			78,512.95	26,614.25	42,999.84	117,703.81	95,998.97		9,274.45			91,613.08	100,250.13	642,881.95
2009	72,851.40	7,641.07				6,319.59			80,129.84	27,455.07	44,290.11	121,204.09	99,104.40		9,424.52			93,364.49	102,076.76	666,000.00
2010	74,195.30	7,771.01				6,619.77			81,746.06	28,295.90	45,580.38	124,704.34	102,209.83		9,574.59			95,035.31	103,903.33	689,113.33
2011	75,539.20	7,900.95				6,919.95			83,361.15	29,136.73	46,870.65	128,204.59	105,314.96		9,724.66			96,706.14	105,730.00	712,226.64
2012	76,883.10	8,030.89				7,219.13			84,976.24	30,077.56	48,160.92	131,704.84	108,820.11		9,874.73			98,376.97	107,556.67	735,339.91
2013	78,227.00	8,160.83				7,519.31			86,591.33	31,018.39	49,451.19	135,205.09	111,325.26		10,024.80			100,001.71	109,383.33	758,453.24
2014	79,570.90	8,290.77				7,819.49			88,206.42	31,969.12	50,741.46	138,705.34	113,835.41		10,174.87			101,613.08	111,209.00	781,566.55
2015	80,914.80	8,420.71				8,119.67			89,821.51	32,919.85	52,031.73	142,207.59	116,347.56		10,324.94			103,124.35	113,035.67	804,679.86
2016	82,258.70	8,550.65				8,419.85			91,436.60	33,870.58	53,322.00	145,709.84	118,859.61		10,475.01			104,635.62	114,861.84	827,793.17
2017	83,602.60	8,680.59				8,719.03			93,051.63	34,821.31	54,612.27	149,212.09	121,371.76		10,625.08			106,146.89	116,684.01	850,906.48
2018	84,946.50	8,810.53				9,019.21			94,666.71	35,772.04	55,902.54	152,714.34	123,883.81		10,775.15			107,658.06	118,506.18	874,019.79
2019	86,290.40	8,940.47				9,319.39			96,281.80	36,722.77	57,192.81	156,216.59	126,395.86		10,925.22			109,169.31	120,328.35	897,133.10
2020	87,634.30	9,070.41				9,619.57			97,896.89	37,673.50	58,483.08	159,718.84	128,906.91		11,075.29			110,680.56	122,150.52	920,246.41
2021	88,978.20	9,200.35				9,919.75			99,511.98	38,624.23	59,773.35	163,221.09	131,418.06		11,225.36			112,191.81	123,972.69	943,359.72
2022	90,322.10	9,330.29				10,219.93			101,127.11	39,574.96	61,063.60	166,725.34	133,929.11		11,375.43			113,703.06	125,794.86	966,473.03
2023	91,666.00	9,460.23				10,520.11			102,742.20	40,525.69	62,353.85	170,229.59	136,440.16		11,525.50			115,214.31	127,617.03	989,586.34
2024	93,010.00	9,590.17				10,820.29			104,357.29	41,476.42	63,644.10	173,734.04	138,951.21		11,675.57			116,725.56	129,439.20	1,012,699.65
2025	94,354.00	9,720.11				11,120.47			105,972.38	42,427.15	64,934.35	177,238.49	141,462.26		11,825.64			118,236.81	131,261.37	1,035,812.96
2026	95,698.00	9,850.05				11,420.65			107,587.47	43,377.88	66,224.60	180,742.94	143,973.31		11,975.71			119,748.06	133,083.54	1,058,926.27
2027	97,042.00	9,980.00				11,720.83			109,202.56	44,328.61	67,514.85	184,247.39	146,484.36		12,125.78			121,259.31	134,905.71	1,082,039.58
2028	98,386.00	10,110.00				12,020.00			110,817.65	45,279.34	68,801.10	188,751.84	148,995.41		12,275.85			122,770.56	136,727.88	1,105,152.89
2029	99,730.00	10,240.00				12,320.18			112,432.74	46,230.07	70,087.35	193,256.29	151,506.46		12,425.92			124,281.81	138,550.05	1,128,266.20
2030	101,074.00	10,370.00				12,620.36			114,047.83	47,180.80	71,373.60	197,760.74	154,017.51		12,576.00			125,793.06	140,372.22	1,151,379.51
2031	102,418.00	10,500.00				12,920.54			115,662.92	48,131.53	72,659.85	202,265.19	156,528.56		12,726.07			127,304.31	142,194.39	1,174,492.82
2032	103,762.00	10,630.00				13,220.72			117,278.01	49,082.26	73,946.10	206,769.64	159,039.61		12,876.14			128,815.60	144,016.56	1,197,606.13
2033	105,106.00	10,760.00				13,520.90			118,893.10	50,032.99	75,232.35	211,274.09	161,550.66		13,026.21			130,326.89	145,838.73	1,220,719.44
2034	106,450.00	10,890.00				13,821.08			120,508.19	51,083.72	76,518.60	215,778.54	164,061.71		13,176.28			131,838.14	147,660.90	1,243,832.75
2035	107,794.00	11,020.00				14,121.26			122,123.28	52,034.45	77,804.85	220,282.99	166,572.76		13,326.35			133,349.39	149,483.07	1,266,946.06
2036	109,138.00	11,150.00				14,421.44			123,738.37	53,085.18	79,091.10	224,787.44	169,083.81		13,476.42			134,860.64	151,305.24	1,290,059.37
2037	110,482.00	11,280.00				14,721.62			125,353.46	54,035.91	80,377.35	229,291.89	171,594.86		13,626.49			136,371.89	153,127.41	1,313,172.68
2038	111,826.00	11,410.00				15,021.80			126,968.55	55,086.64	81,663.60	233,796.34	174,105.91		13,776.56			137,883.14	154,949.58	1,336,285.99
2039	113,170.00	11,540.00				15,321.98			128,583.64	56,037.37	82,949.85	238,300.79	176,616.96		13,926.63			139,394.39	156,771.75	1,359,399.30
2040	114,514.00	11,670.00				15,622.16			130,198.73	57,088.10	84,236.10	242,805.24	179,128.01		14,076.70			140,905.64	158,593.92	1,382,512.61
2041	115,858.00	11,800.00				15,922.34			131,813.82	58,038.83	85,522.35	247,309.69	181,639.06		14,226.77			142,416.89	160,416.09	1,405,625.92
2042	117,202.00	11,930.00				16,222.52			133,428.91	59,089.56	86,808.60	251,814.14	184,150.11		14,376.84			143,928.14	162,238.26	1,428,739.23
2043	118,546.00	12,060.00				16,522.70			135,044.00	60,040.29	88,094.85	256,318.59	186,661.16		14,526.91			145,439.39	164,060.43	1,451,852.54
2044	119,890.00	12,190.00				16,822.88			136,659.09	61,091.02	89,380.10	260,823.04	189,172.21		14,676.98			146,950.64	165,882.60	1,474,965.85
2045	121,234.00	12,320.00				17,123.06			138,274.18	62,141.75	90,665.35	265,327.49	191,683.26		14,827.05			148,461.89	167,704.77	1,498,079.16
2046	122,578.00	12,450.00				17,423.24			139,889.27	63,192.48	91,950.60	269,831.94	194,194.31		14,977.12			150,073.14	169,526.94	1,521,192.47
2047	123,922.00	12,580.00				17,723.42			141,504.36	64,243.21	93,235.85	274,336.39	196,705.36		1					

TOTAL PILOTS--SUMMARY BY YEAR - ALL BUILDINGS																					
NO.	HARLEBOY BUILDING	CLINTON WHITE CENTER	103/1021 INFIRMARY	BLANKSON HOUSE	MONROE LAFAYETTE	1029 PENN	VIRGINIA HOTEL	YMCA	COATES HOUSE	10 CENTRAL GARAGE	FIREHOUSE	FINANCIAL HOLDING	RODNY SQUARE	DEANWAT BUILDING	FOLLY THEATRE	CDPM BUILDING	LYRIC	DST PARKING DECKS	CITIZENS BUILDING	TRAYEX PLACE	TOTALS
1993																					0.00
1994																				44,000.00	44,000.00
1995																				44,880.00	44,880.00
1996																				45,777.60	45,777.60
1997																				46,693.15	46,693.15
1998																				47,627.01	47,627.01
1999																				48,579.55	48,579.55
2000													212,000.00							49,551.14	262,551.14
2001													217,260.00							50,542.18	262,822.18
2002													221,405.20							51,553.00	273,158.20
2003	50,000.00												226,037.10	61,000.00					180,000.00	52,544.06	519,621.20
2004	51,000.00												230,558.05	62,230.00					183,600.00	53,613.74	530,013.79
2005	52,000.00												235,169.21	63,444.40					187,272.00	54,708.45	540,614.00
2006	53,000.00												239,872.35	64,733.69					191,617.44	55,802.62	551,426.34
2007	54,121.41												244,670.04	66,021.36					194,831.79	56,918.47	562,454.86
2008	55,204.04												249,563.44	67,348.93					199,334.55	58,037.04	573,903.96
2009	56,308.12												254,554.71	68,691.91					202,709.26	59,218.18	583,178.04
2010	57,434.38												259,643.80	70,069.83					206,763.42	60,402.54	596,881.39
2011	58,582.97												264,831.72	71,471.23					210,890.69	61,610.59	604,819.23
2012	59,754.45												270,133.49	72,900.65					215,116.66	62,842.80	620,995.60
2013	60,949.72												275,531.20	74,338.66					219,418.99	64,099.66	633,415.51
2014	62,164.71												281,041.96	75,845.83					223,807.57	65,381.65	646,083.81
2015	63,412.08												286,669.94	77,362.75					228,283.52	66,689.28	659,005.49
2016																				48,023.07	68,023.07
TOTAL	714,811.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,970,167.65	895,608.24	0.00	0.00	0.00	0.00	2,643,459.57	1,359,177.96	9,777,205.51

ASSUMPTIONS:

1. 1993 FIGURES ARE ACTUAL NUMBERS.
2. 1994 THROUGH 2016 FIGURES ARE BASED ON A 2% ANNUAL INCREASE YEAR TO YEAR IN EACH OF THE ECONOMIC ACTIVITY TAXES AND IN PAYMENTS IN LIEU OF TAXES.



# TOTAL EATS - SUMMARY BY YEAR -- ALL BUILDINGS

YR	HELFORD BUILDING	QUANTITY	1031/1015 JEFFERSON	BLOSSOM HOUSE	MONROE/ LAFAYETTE	1039 PENN.	VIRGINIA HOTEL	YMCA	COATES HOUSE	10 CENTRAL GARAGE	IRBHOUSE	FINANCIAL HOLDING	BRDWAY SQUARE	DEKAMUS BUILDING	FOLLY THEATRE	COFPA BUILDING	LYRIC	DST PARKING DECKS	CHARNAL BUILDING	THAYER PLACE	TOTALS
1973	123,512.67	11,269.04					26,912.50			126,066.18	73,899.12	101,094.11	-510,641.88	199,015.60		14,072.31			151,328.37		1,216,776.11
1974	125,446.53	11,484.42					27,232.21			128,587.50	75,377.10	105,156.06	320,858.80	201,995.91		14,533.73			154,354.94	31,500.00	1,274,203.63
1975	128,377.71	11,714.50					21,071.72			131,159.23	76,884.64	107,259.19	531,275.98	207,055.83		14,640.81			157,447.05	30,250.00	1,315,767.71
1976	130,545.30	11,954.79					21,657.23			133,782.43	78,422.33	109,404.37	541,901.50	211,198.94		15,323.30			160,590.88	37,000.00	1,357,828.01
1977	133,564.33	12,191.97					28,209.94			136,438.08	79,990.18	111,592.41	552,737.51	216,420.88		15,522.30			163,403.69	65,300.00	1,384,984.65
1978	136,253.51	12,441.93					35,794.11			139,187.24	81,590.39	113,824.30	563,794.32	219,729.29		15,536.91			167,918.75	65,700.00	1,417,664.15
1979	141,739.42	12,844.53					30,990.06			144,810.40	84,886.84	118,422.40	586,571.51	228,606.35		16,164.64			173,826.72	71,522.96	1,469,716.76
1980	144,574.21	13,203.47					31,617.22			147,706.61	86,584.59	120,791.25	598,303.01	233,178.41		16,487.94			177,305.29	73,973.42	1,499,151.97
1981	147,461.69	13,443.54					32,250.18			150,660.74	88,316.28	122,207.07	610,269.11	237,842.03		16,817.70			180,451.40	75,499.38	1,529,180.45
1982	150,415.81	13,736.39					32,895.18			153,673.95	90,082.60	125,671.21	622,474.49	242,598.39		17,154.03			184,468.43	77,008.35	1,559,764.01
1983	153,421.31	14,011.83					33,531.09			156,747.44	91,884.23	128,184.64	634,923.98	247,450.36		17,497.13			188,157.80	78,548.51	1,590,959.33
1984	156,491.78	14,281.36					34,224.15			159,882.39	93,721.93	130,741.33	647,622.46	252,399.81		17,847.01			191,976.96	80,119.48	1,622,718.50
1985	159,621.82	14,557.70					34,901.63			163,080.04	95,590.37	133,363.30	660,574.91	257,447.18		18,204.00			195,759.31	81,721.87	1,655,234.06
1986	162,714.06	14,840.24					35,608.81			166,341.64	97,503.31	136,030.37	673,784.41	262,596.24		18,588.08			199,874.57	83,356.30	1,688,318.79
1987	166,799.34	15,169.65					36,311.94			169,668.47	99,451.49	138,131.18	687,252.13	267,848.78		18,939.48			203,648.06	85,023.43	1,722,051.37
1988	169,891.73	15,469.97					37,043.32			173,061.31	101,447.66	141,328.31	701,307.38	272,097.76		19,211.23			207,741.42	86,733.90	1,756,647.68
1989	172,779.37	15,779.37					37,784.22			176,523.07	103,476.61	144,346.74	715,012.52	276,669.18		19,504.59			211,896.26	88,458.38	1,791,678.61
1990	176,235.17	16,094.95					38,541.95			180,055.51	105,546.14	147,243.87	729,228.07	281,243.28		20,094.68			216,134.19	90,227.55	1,827,512.21
1991	179,529.24	16,416.85					39,312.79			183,654.60	107,637.06	150,181.75	743,911.63	286,928.14		20,500.66			220,456.87	92,002.09	1,860,062.44
1992	183,355.08	16,741.19					40,099.84			187,327.69	109,810.21	153,192.31	758,795.92	292,726.30		20,910.67			224,866.01	93,872.72	1,901,343.68
1993	187,022.18	17,060.89					40,901.80			191,074.25	112,006.41	156,256.39	773,888.78	301,641.24		21,328.89			229,363.33	95,550.18	1,939,710.19
1994	190,783.42	17,421.89					41,719.05			194,893.73	114,246.53	159,381.52	789,448.13	307,674.07		21,755.46			233,906.59	97,665.19	1,978,151.96
1995	194,557.49	17,814.91					42,555.94			198,749.18	116,468.81	162,536.81	809,598.46	313,788.81		22,188.81			238,448.81	99,818.49	2,017,618.49
TOTAL	3,559,257.49	334,164.91					778,355.94			3,638,374.04	1,131,417.24	2,973,747.69	14,729,561.80	5,746,597.31		486,514.61			4,343,061.21	1,812,818.94	36,898,443.84

## ASSUMPTIONS:

1. 1993 FIGURES ARE ACTUAL NUMBERS.
  2. 1994 THROUGH 2016 FIGURES ARE BASED ON A 2% ANNUAL INCREASE YEAR TO YEAR IN EACH OF THE ECONOMIC ACTIVITY TAXES AND IN PAYMENTS IN LIEU OF TAXES.
- THE AMOUNTS SHOWN HERE ARE 100% OF EATS ESTIMATED OVER PLAI

## **EXHIBIT 7**

### **DEVELOPER'S PROPOSAL**

## **EXHIBIT 8**

### **DATA PERTAINING TO THE ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA PREPARED BY THE TAX INCREMENT FINANCING COMMISSION OF KANSAS CITY, MISSOURI**

**NOVEMBER 3, 1992**

#### **I. INTRODUCTION**

##### **A. Purpose of This Report**

The purpose of this report is to present evidence supporting designation of the Eleventh Street Corridor Redevelopment Area (the "Redevelopment Area") as a Real Property Tax Increment Allocation Redevelopment Area.

##### **B. Eligibility Criteria**

The Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 et seq., 1986, as amended (the "Act"), provides that a Real Property Tax Increment Allocation Redevelopment Plan can be implemented by the Tax Increment Financing Commission if the governing body of a community determines by ordinance, that an area qualifies under the Act as:

1. a blighted area;
2. a conservation area; or
3. an economic development area; and

that the area has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan.

This report is intended to show evidence that the Redevelopment Area qualifies as a Conservation Area. The Act defines a "Conservation Area" as follows:

"[A]ny improved area within the boundaries of a redevelopment area located within the territorial limits of a municipality in which fifty percent or more of the structures in the area have an age of thirty-five years or more. Such an area is not yet a blighted area but is detrimental to the public health, safety, morals, or welfare and may become a blighted area because of any one or more of the following factors: Dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning".

## **II. REDEVELOPMENT AREA**

### **A. General Location**

The Eleventh Street Corridor Redevelopment Area is generally located between 9th Street on the north, Wyandotte Street on the east, 12th Street on the south and Interstate 29 on the west in Kansas City, Jackson County, Missouri.

Exhibit A shows the location of the Eleventh Street Redevelopment Area.

### **B. Current Land Uses**

The Redevelopment Area contains a variety of nonprofit and commercial uses, as well as civic and cultural facilities and parking facilities. Nonprofit uses in the area include the American Cancer Society offices and the downtown YMCA. Commercial uses include a life insurance company, a mortgage company, an architectural firm, a broadcasting company and other office uses. In addition, the area contains the Folly and Lyric Theaters.

Exhibit B lists the structures located within the Eleventh Street Redevelopment Area.

### **C. Historic Significance**

Much of the Redevelopment Area overlaps the Quality Hill National Register District and the Quality Hill West Historic District. At least 16 of the 22 structures in the area are individually listed on the National Register.

## **III. Conservation Area Qualification**

### **A. Age of Structures**

Eighty six percent of the 22 structures within the Redevelopment Area are more than 35 years old. Over 75% of all structures were built prior to the 1930's, with some buildings dating back to the 1870's.

### **B. Building Conditions**

Only two of the structures in the Redevelopment Area are new and in mint condition. Most of the structures show varying degrees of deterioration, such as cracks in the walls and crumbling brick and mortar. Seven structures are in very poor condition. These seven structures consist of old residential structures located north of 11th Street between Jefferson and Washington Streets. These buildings have holes and major cracks in the roofs, walls and foundations.

### **C. Excessive Vacancy**

Five of the residential structures located in the western portion of the area and the Centennial Building are currently vacant and other buildings are partially vacant. This large amount of vacant space is located in the heart of the Central Business district and is incompatible with the high level of density normally found in a downtown business core.

D. Other Blight Designations

The Eleventh Street Corridor Redevelopment Area is a part of the larger Central Business District Urban Renewal Area which was found to be a blighted area at the time of its designation on November 25, 1968. This LCRA Plan was subsequently amended on January 22, 1992 to include Block 85, the Hereford Building Block. Though some improvements have occurred in portions of the LCRA Plan Area, the condition of many of the buildings has deteriorated since the time of the Urban Renewal Area designation.

IV. **REPORT OF FINDINGS**

A. FINDING NUMBER 1: The Eleventh Street Corridor Redevelopment Area is a Conservation Area.

The Redevelopment Area meets the criteria for designation as a Conservation Area under the Act. Well over fifty percent of the building stock is 35 years or more and the Redevelopment Area contains conditions of blight, vacancy, deterioration and obsolescence.

B. FINDING NUMBER 2: The Redevelopment Area has not been subject to growth and redevelopment by private enterprise.

The Redevelopment Area has not been subject to significant growth or redevelopment. The cost of curing the existing conditions, ongoing historic preservation efforts and construction of the improvements have discouraged redevelopment within in the Redevelopment Area. Continued neglect of the area will jeopardize future redevelopment and slow existing redevelopment efforts in the vicinity.

C. FINDING NUMBER 3: The Redevelopment Area would not reasonably be anticipated to be developed without the adoption of the Tax Increment Financing Plan.

The Redevelopment Area would not reasonably be anticipated to be developed without the proposed Tax Increment Financing Plan. The best and most economically viable use for the property in the Redevelopment Area is for commercial and non-profit uses which contribute to the historic character of the Quality Hill and Wholesale Historic Districts. Because of the existing condition and age of the property within the Redevelopment Area, the improvements contemplated by the Plan would not be economically viable, if fully borne by a single developer. The use of Tax Increment Financing to offset part of this cost makes the Plan feasible and thus attractive to private enterprise investment.

# ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA

## EXHIBIT B

BLOCK	TAX	ADDRESS	USE	DATE BUILT	NATIONAL REGISTER	OWNERSHIP	COMMENTS
56	2149/36-1	911 Central	Parking Lot		No	Downtown Investors (DST)	Fair
	2149/62-1	210-222 W. 10th	Centennial Bldg./vacant	1946	No	Downtown Investors (DST)	Fair
73	2149/81	1000-12 Wyandotte	Parking Deck		No	Downtown Investors (DST)	Poor
	2149/96	1016 Wyandotte	Parking Lot		No	DST Realty Inc.	Fair
	2149/97-1	1026 Wyandotte	Parking Lot		-	DST Realty Inc.	Fair
	2149/101	1028 Wyandotte	Parking Lot		-	DST Realty Inc.	Fair
	2149/102	220-222 W. 11th	Lyric Opera	1928	Yes	Lyric Opera	Fair
72	2149/103	1016 Central	1015 Central Bldg.	1925		1015 Central Bldg.	Fair
	2149/86-1	1003-05 Broadway	Coates House	1886-91	Yes	Quality Hill Historic Rehab. Assoc.	Good
	2149/189	1056 Broadway	Broadway Sq.	1990+	No	Broadway Sq. Partners	Fair
	2149/190	300 W. 11th	United Fidelity Life Insurance Co.	1919-20	Yes	United Fidelity Life Insurance Co.	Excellent
	2149/191	1020 Central	Firehouse	1905	Yes	Firehouse Partners	Fair
89	2149/192	301-11 W. 10th/1016 Central	Parking Garage	1983+	No	10 Central Garage Assoc.	Fair
	2149/143	311 W. 11th	Parking Lot		-	Broadway Sq. Partners	Excellent
	2149/148-1	1115 Broadway	Parking Lot		-	Broadway Sq. Partners	Fair
	2149/150	1117 Broadway	Parking Lot		-	Broadway Sq. Partners	Fair
	2149/151-1	No address	Parking Lot		-	Broadway Sq. Partners	Fair
	2149/151-2	300 W. 12th	Parking Lot		-	Broadway Sq. Partners	Fair
	2149/152	301 W. 11th	Folly Theater	1900	Yes	The Performing Arts Fdn.	Fair
71	2158/133-2	No address	Darius Bldg.	1925, 1938	Yes	Broadway Sq. Partners	Fair
	2158/134-1	1017 Washington	Parking Lot		-	Quality Hill Historic Rehab. Assoc.	Fair
70	2158/13	510 W. 11th	Progress Club/MCA	1893	Yes	Quality Hill Historic Rehab. Assoc.	Fair
	2158/14-2	1028 Pennsylvania	LeHoma Hotel Bldg.	1913	Yes	Quality Hill Historic Rehab. Assoc.	Fair
	2158/15-2	No address	Residence	1889	Yes	Arnold Garfinkle	Fair
	2158/16	1021 Pennsylvania	Vacant Lot		-	Arnold Garfinkle	Very Poor
	2158/11	1026 Washington	Monroe LeFebvre House	1880	Yes	Arnold Garfinkle	Fair
	2158/12	1030 Washington	United Way	1877	Yes	Missouri Ind'l Development Board	Very Poor
69	2158/43-1	1032 Pennsylvania	Virginia Hotel Bldg./United Way	1877, 1892	Yes	Missouri Ind'l Development Board	Fair
	2158/44	1033 Jefferson	Blossom House/vacant	1886	Yes	The Quality Hills Partners	Fair
	2158/45-1	1027 Jefferson	Vacant Lot		-	The Quality Hills Partners	Fair
	2158/46	1025 Jefferson	Vacant Lot		-	The Quality Hills Partners	Fair
	2158/48	1026 Jefferson	Residence/vacant	1876	Yes	The Quality Hills Partners	Fair
	2158/47	1021 Jefferson	Coach House/vacant	1874	Yes	The Quality Hills Partners	Very Poor
85 & 86	2158/87-1	1100 Pennsylvania	Residence/vacant	1887	Yes	The Quality Hills Partners	Very Poor
	2158/101-3	715 Hereford Dr.	American Cancer Society	1899	Yes	The Quality Hills Partners	Very Poor
			American Hereford Bldg.	1951	No	American Cancer Society MO DM.	Fair
						Tolmax Inc. (DST Realty Inc.)	Fair

**EXHIBIT 8  
SUPPLEMENT**

**DATA PERTAINING TO  
THE FIRST AMENDMENT TO THE  
ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA**

**PREPARED BY THE TAX INCREMENT FINANCING COMMISSION  
OF KANSAS CITY, MISSOURI**

**APRIL 11, 1994**

**I. INTRODUCTION**

**A. Purpose of This Report**

The purpose of this report is to present evidence supporting designation of the areas added to the original Eleventh Street Corridor Redevelopment Area as a part of the First Amendment to the Eleventh Street Corridor Plan (the "Redevelopment Area") as a Real Property Tax Increment Allocation Redevelopment Area.

**B. Eligibility Criteria**

The Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 et seq., 1986, as amended (the "Act"), provides that a Real Property Tax Increment Allocation Redevelopment Plan can be implemented by the Tax Increment Financing Commission if the governing body of a community determines by ordinance, that an area qualifies under the Act as:

1. a blighted area;
2. a conservation area; or
3. an economic development area; and

that the area has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of the Redevelopment Plan.

This report is intended to show evidence that the Redevelopment Area qualifies as a Conservation Area. The Act defines a "Conservation Area" as follows:

"[A]ny improved area within the boundaries of a redevelopment area located within the territorial limits of a municipality in which fifty percent or more of the structures in the area have an age of thirty-five years or more. Such an area is not yet a blighted area but is detrimental to the public health, safety, morals, or welfare and may become a blighted area because of any one or more of the following factors: Dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning".

## **II. REDEVELOPMENT AREA**

### **A. General Location**

The Eleventh Street Corridor Redevelopment Area, as described in the First Amendment to the Eleventh Street Corridor Plan, is generally located between 7th Street on the north, Wyandotte Street on the east, 12th Street and Bee Line Street on the south and Interstate 29 on the west in Kansas City, Jackson County, Missouri. The expanded Redevelopment Area now also includes an area south of the existing Redevelopment Area described as generally bound by 12th Street on the north, Pennsylvania Avenue on the east, Bee Line Street on the south and Interstate 29 (Summit Street) on the west; to include an irregularly shaped area to the north of the existing Redevelopment Area described as generally bound by 7th Street on the north, Central Avenue on the east, 10th Street on the south and Jefferson Street on the west; and the property located on the southeast corner of 10th and Jefferson Streets.

Exhibit A shows the location of the Eleventh Street Corridor Redevelopment Area as described in the First Amendment to the Eleventh Street Corridor Plan.

### **B. Current Land Uses**

The original Redevelopment Area contains a variety of nonprofit and commercial uses, as well as civic and cultural facilities and parking facilities. The properties added to the Redevelopment Area, as a part of the First Amendment to the Plan, consist of 16 vacant lots, 12 parcels used as paved surface parking lots, 2 single-family residential structures, 3 vacant apartment buildings and one occupied apartment building, and 18 other commercial structures, 4 of which are entirely vacant and the remainder of which appear to be partially vacant.

Exhibit B lists the structures located within the Eleventh Street Corridor Redevelopment Area.

### **C. Historic Significance**

Much of the Redevelopment Area overlaps the Quality Hill National Register District and the Quality Hill West Historic District. Of the properties added to the Redevelopment Area, at least 21 of the 24 structures in the area are either individually listed on the National Register, are included in an existing historic district, or are eligible for listing on the National Register.

## **III. Conservation Area Qualification**

### **A. Age of Structures**

One hundred percent of the 24 structures within the Redevelopment Area are more than 35 years old. The earliest structure was constructed in 1883 with the most recent building constructed in 1949. Twenty-two of the structures were built prior to 1920.

### **B. Building Construction**



Most of the structures show varying degrees of deterioration, such as cracks in the walls and crumbling brick and mortar, such deterioration being consistent with the exposure experienced by the structures and their advanced age. In the case of the seven vacant structures, the deterioration is more pronounced indicating a lack of maintenance. Some of the vacant buildings are not sufficiently boarded up and contain broken doors and windows allowing access to the interior by weather, pigeons and other life forms. In the case of two vacant apartment buildings located in the 900 Block of Jefferson, warnings have been posted on the buildings.

C. Excessive Vacancy and Under-utilization

The newly added properties display significant under-utilization of land within the central business district. Of the 46 ownership parcels listed on the Jackson County Assessor's records, 35% are grassy vacant lots and another 26% are small surface parking lots. Of the 24 buildings newly included in the Redevelopment Area, approximately 29% are completely vacant. Over 50% of the balance of the buildings appear to be partially vacant or underutilized, as only the first floor exhibits any commercial activity and the upper floors appear to be empty or used for storage.

D. Other Blight Designations

The Eleventh Street Corridor Redevelopment Area is a part of the larger Central Business District Urban Renewal Area which was found to be a blighted area at the time of its designation on November 25, 1968. This LCRA Plan was subsequently amended on January 22, 1992 to include Block 85, the Hereford Building Block. Though some improvements have occurred in portions of the LCRA Plan Area, the condition of many of the buildings has deteriorated since the time of the Urban Renewal Area designation.

#### IV. REPORT OF FINDINGS

A. FINDING NUMBER 1: The Eleventh Street Corridor Redevelopment Area, as described in the First Amendment to the Eleventh Street Corridor Plan, is a Conservation Area.

The Redevelopment Area meets the criteria for designation as a Conservation Area under the Act. One hundred percent of the building stock in the newly added portion of the Redevelopment Area is 35 years or more. Altogether in the expanded Redevelopment Area, over 90% of the structures are more than 35 years of age. Also the Redevelopment Area contains conditions of blight, including excessive vacancy, under-utilization, physical deterioration and obsolescence.

B. FINDING NUMBER 2: The Redevelopment Area has not been subject to growth and redevelopment by private enterprise.

The Redevelopment Area has not been subject to significant growth or redevelopment as demonstrated by the fact that well over 90% of all structures were built more than 35 years ago and the large amount of vacant and under-utilized space. The cost of curing the existing conditions, ongoing historic preservation efforts and construction of the improvements, as well as insufficient parking, have discouraged redevelopment within the Redevelopment Area. Continued neglect of the area will jeopardize future redevelopment and slow existing redevelopment efforts in the vicinity.

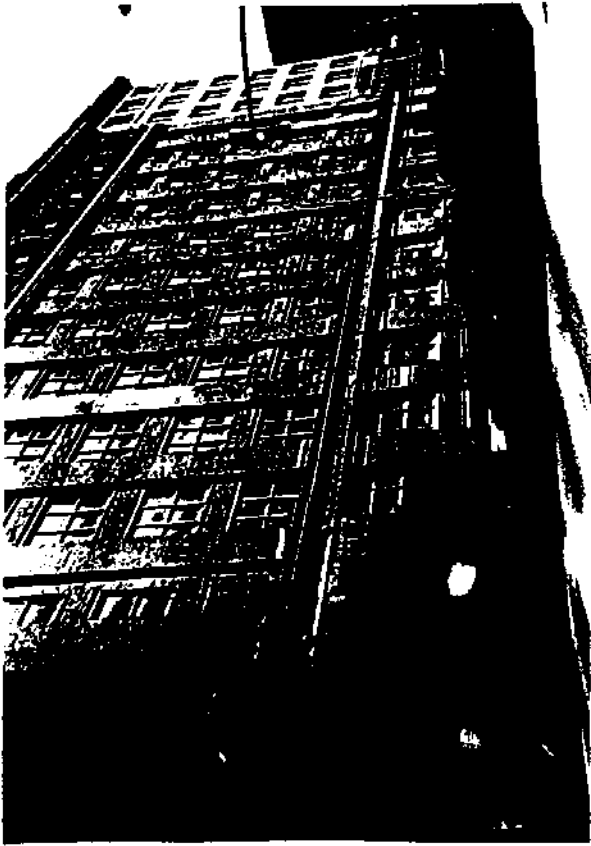
C. FINDING NUMBER 3: The Redevelopment Area would not reasonably be anticipated to be developed without the adoption of the Tax Increment Financing Plan.

The Redevelopment Area would not reasonably be anticipated to be developed without the proposed Tax Increment Financing Plan. The best and most economically viable use for the property in the Redevelopment Area is for commercial and non-profit uses and some residential use which contribute to the historic character of the Quality Hill and Wholesale Historic Districts, as well as structured parking necessary to serve the Redevelopment Area and the surrounding Central Business District. Because of the existing condition and age of the property within the Redevelopment Area, the improvements contemplated by the Plan would not be economically viable if fully borne by a single developer. The use of Tax Increment Financing to offset part of this cost makes the Plan feasible and thus attractive to private enterprise investment.

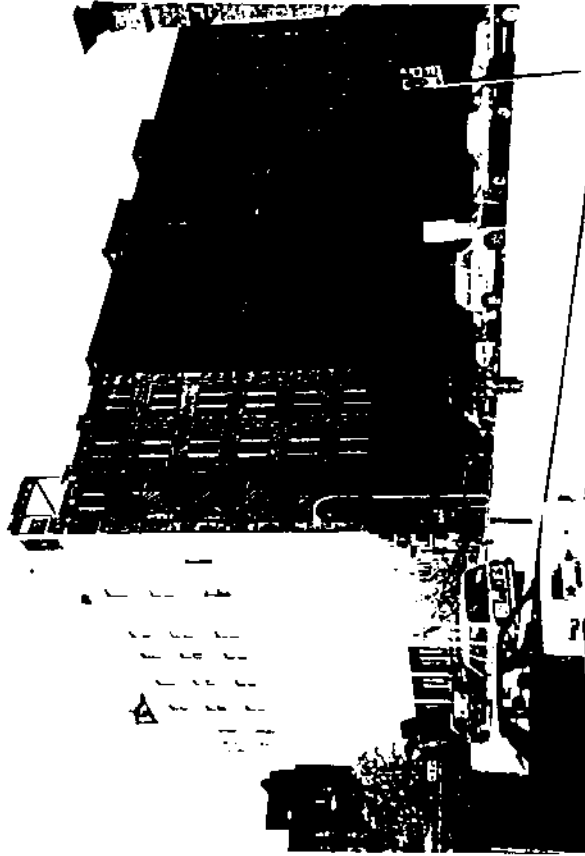
LIST OF PROPERTIES ADDED TO REDEVELOPMENT AREA  
UNDER FIRST AMENDMENT TO THE ELEVENTH STREET CORRIDOR TIF PLAN

TAX PARCEL	ADDRESS	USE	DATE BUILT	NATIONAL REGISTER	OWNERSHIP
2148/28	801 BROADWAY	VACANT COMM'L	1901	WHOLESALE DIST.	BROADWAY ASSOC.
2148/29	819 BROADWAY	COMM'L	1910	WHOLESALE DIST.	G PROPERTIES
2148/30	336 W 9TH	PARKING LOT			G PROPERTIES
2148/31-1		PARKING LOT			POINDEXTER BLDG. CO.
2148/78	316 W 9TH	COMM'L	1887	ELIGIBLE	PACKWOOD
2148/80-1	314 W 9TH	PARKING LOT			LEE
2149/41-1	501-15 W 9TH & 904 W CENTRAL	PARKING LOT			SAVOY PARKING
2149/47-3	901 BROADWAY	PARKING LOT			G PROPERTIES
2155/50	800 BROADWAY	COMM'L	1903	WHOLESALE DIST.	K.C. CARNIVAL SUPPLY CO.
2155/51	804 BROADWAY	COMM'L	1909	WHOLESALE DIST.	MEYER
2155/52-1	812 BROADWAY	COMM'L	1902	WHOLESALE DIST.	AMER. PUB. WORKS ASSOC.
	816-18 BROADWAY	COMM'L	1889	WHOLESALE DIST.	
	820-22 BROADWAY	COMM'L	1883-04	WHOLESALE DIST.	
2155/62	816 WASHINGTON	INDUS'L	1949	N/A	FASHIONBILT GARMENT CO.
	423 W. 8TH	COMM'L	1900-01	WHOLESALE DIST.	CORRAL
2155/64-1	818 BANK	VACANT COMM'L	1909	WHOLESALE DIST.	
	418-20 W 9TH	VACANT COMM'L	1901	WHOLESALE DIST.	
	408-16 W 9TH	COMM'L	1889	WHOLESALE DIST.	
2155/66	818 BANK	VACANT COMM'L	1903	WHOLESALE DIST.	ATHA
2155/68	407 GARMENT DISTRICT P	COMM'L	1906	N/A	TWN CITY CONSTN. CO.
2155/75		VACANT LOT			DILLON
2155/78		VACANT LOT			DILLON
2155/80		VACANT LOT			DILLON
2155/81	717-10 PENNSYLVANIA	VACANT LOT			ROMINE
2155/82	721 PENNSYLVANIA	VACANT LOT			ROMINE
2155/83	801 PENNSYLVANIA	VACANT LOT			DILLON
2155/84	805 PENNSYLVANIA	VACANT LOT			DILLON
2155/88-1		VACANT LOT			DILLON
2155/88	1007 PENN & 510 W 9TH	VACANT LOT			DILLON
2155/89	508 W 9TH	APTS.	1898	ELIGIBLE	REIDER
2155/90	500-02 W 9TH	PARKING LOT			FASHIONBILT GARMENT CO.
2155/92-1	804-10 WASHINGTON	COMM'L	1946	N/A	WASHINGTON PARKING ASSOC.
2155/94	804 WASHINGTON	PARKING LOT			WASHINGTON PARKING ASSOC.

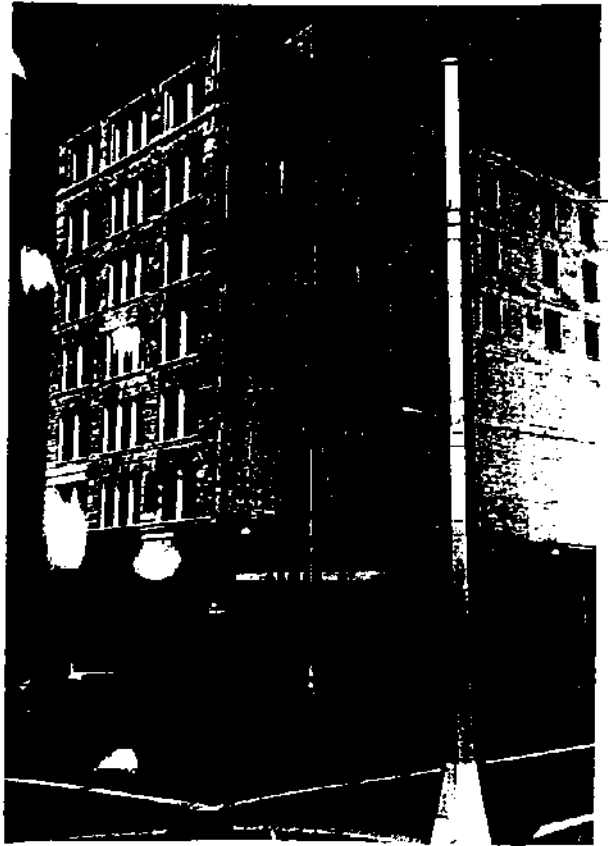
2155/96	800 WASHINGTON	PARKING LOT			ASHLEY BLDG. PRTNESHIP II
2155/98-1	714-16 WASHINGTON	PARKING LOT			MALLIN
2155/100	712 WASHINGTON	VACANT LOT			MALLIN
2155/101	710 WASHINGTON	VACANT LOT			DILLON
2155/102-1	704 WASHINGTON	PARKING LOT			MALLIN
2155/104	700 WASHINGTON	VACANT LOT			DILLON
2155/105	503 W 7TH	VACANT LOT			DILLON
2158/24	900 WASHINGTON	VACANT COMM'L	1909	ELIGIBLE	MERCHANTS BANK
2158/25-1	916 WASHINGTON	PARKING LOT			MERCHANTS BANK
2158/33	915 PENNSYLVANIA	VACANT APTS	1918	ELIGIBLE	PENN HILL PRTNESHIP
2158/34	911 PENNSYLVANIA	VACANT APTS	1918	ELIGIBLE	PENN HILL PRTNESHIP
2158/35	604 W 10TH	PARKING LOT			PENBROOKE APTS
2158/38	610 W 10TH	VACANT APTS	1919	QUALITY HILL DIST.	INFRA PARK INC
2158/165	420 W 10TH	VACANT LOT			QUALITY HILL PARKING PRTNESHIP
2167/104	618 W 12TH	COMM'L/APTS	1913-14	QUALITY HILL DIST.	BRANCATO
	1207 JEFFERSON	RES'L	1904	QUALITY HILL DIST.	
2167/124	701 W 12TH	VACANT LOT			HILLSIDE PROPERTIES
2167/128	711 W 12TH	VACANT LOT			MULBERRY WESTERN CO
2167/204	60105 W 12TH	COMM'L	1947	N/A	CANNOVA



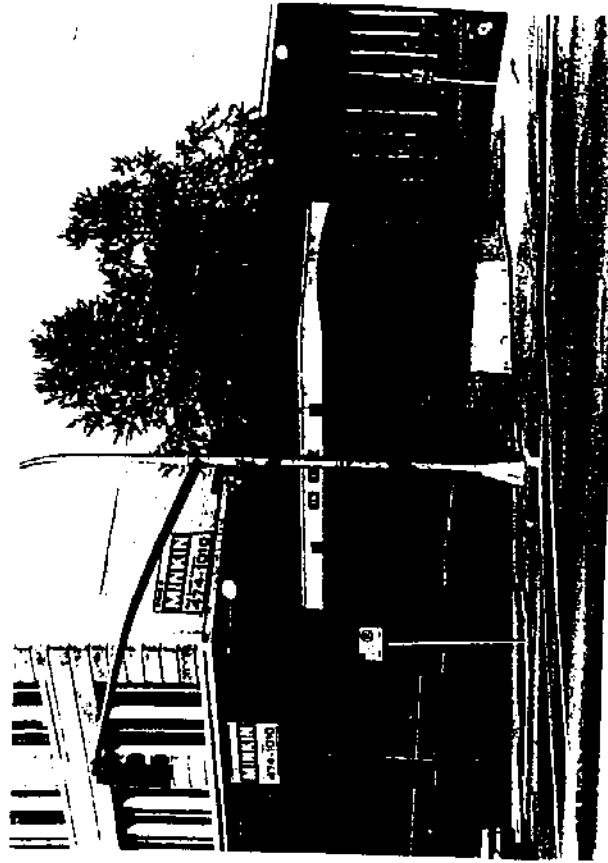
801 BROADWAY



Back of 819 & 801 Broadway

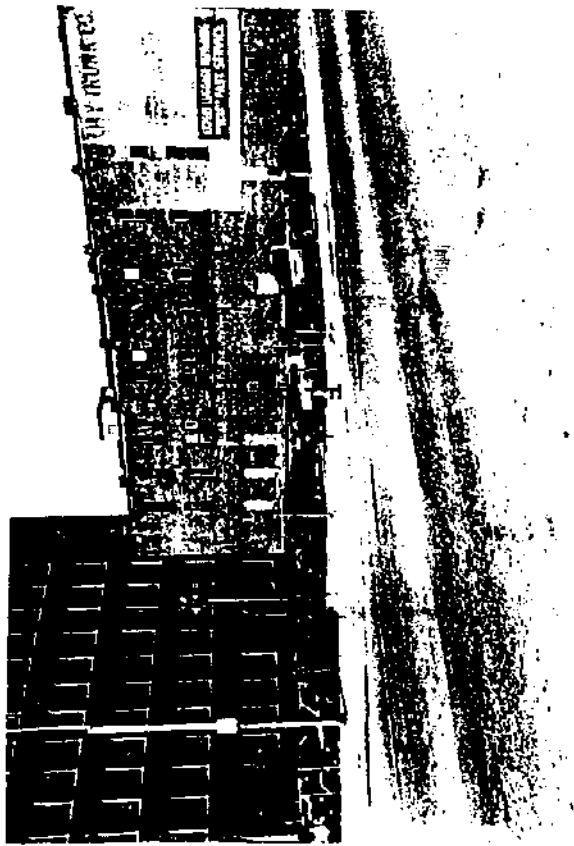


819 BROADWAY

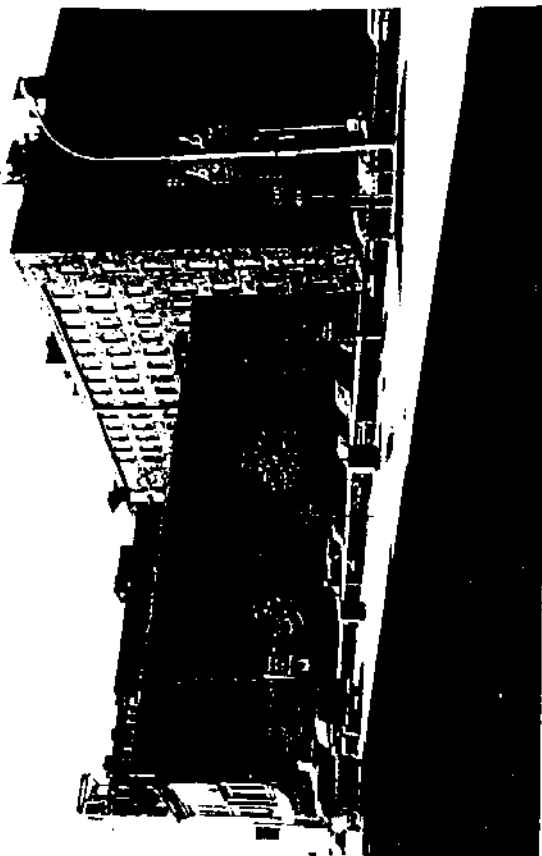


336 W 9TH & 819 Broadway

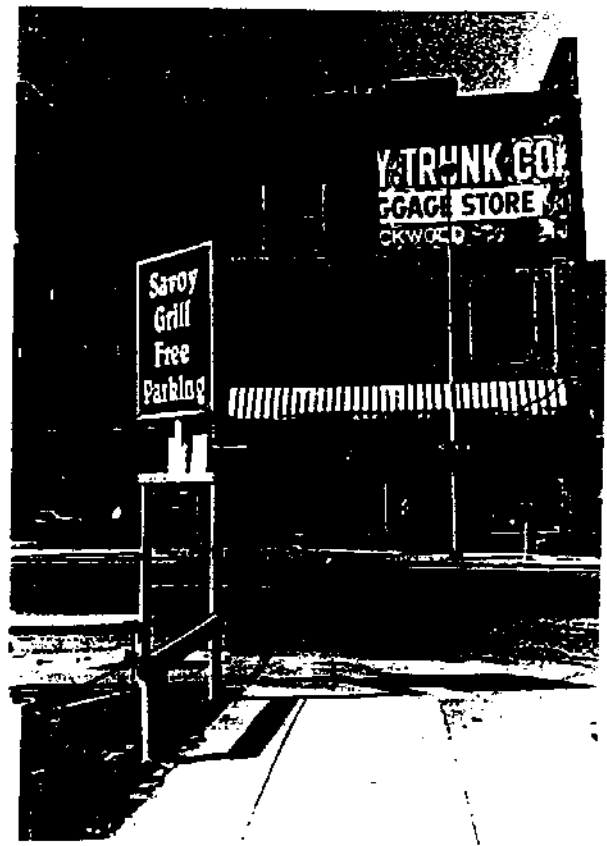
STATE 32-85  
 YOUNG MEEHANS  
 PLUMBING PLUMBS



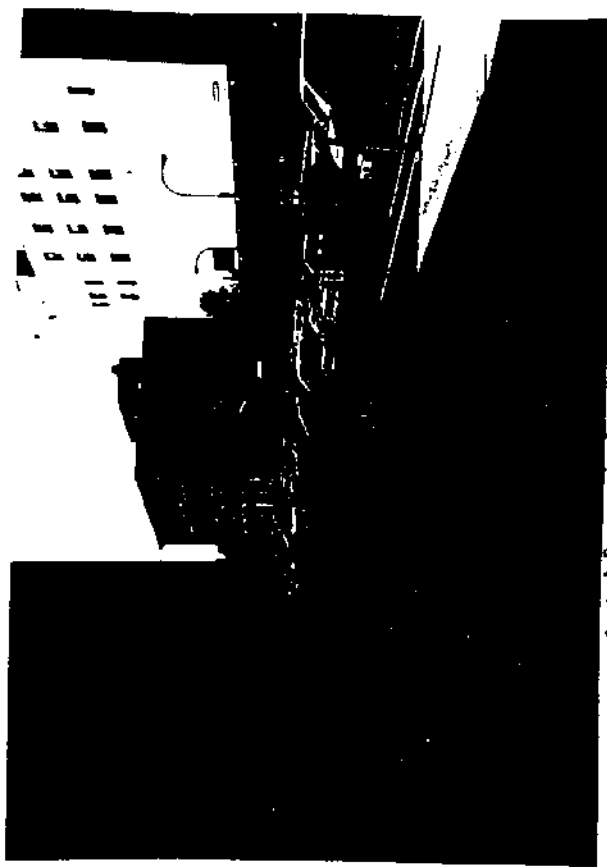
316 W 9TH & PARKING LOT TO WEST



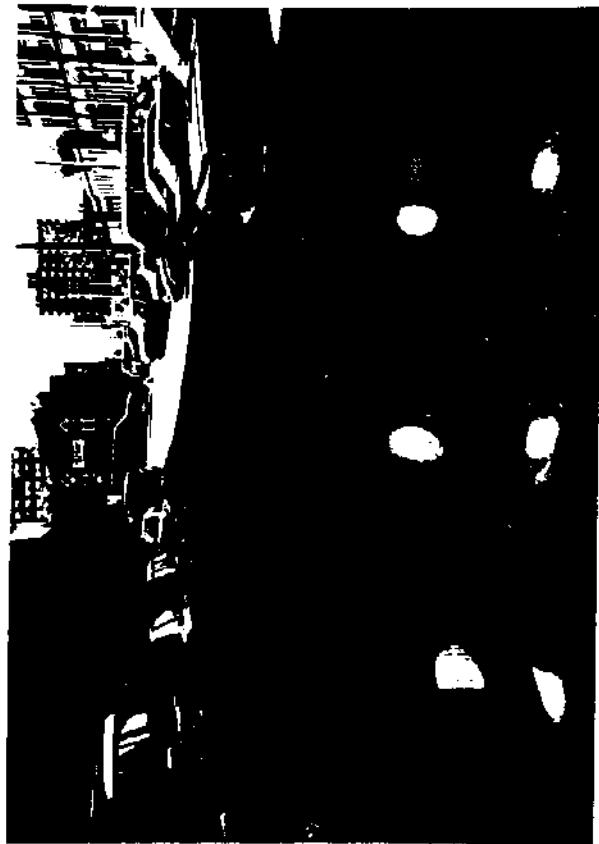
31A & 316 W 9TH



316 W 9TH



301-15 W 9TH & 90A CENTRAL



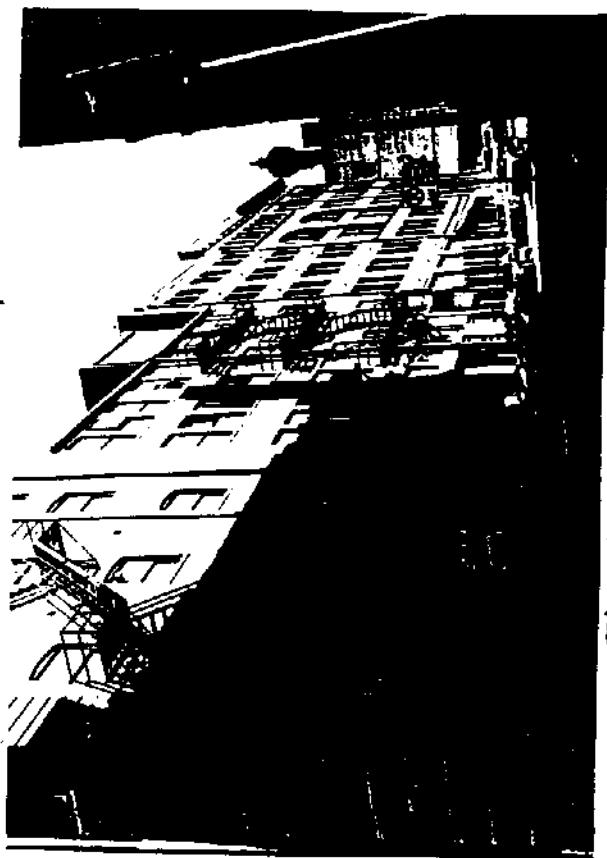
901 BROADWAY



WEST SIDE BROADWAY BETWEEN 8TH & 9TH



600 BROADWAY

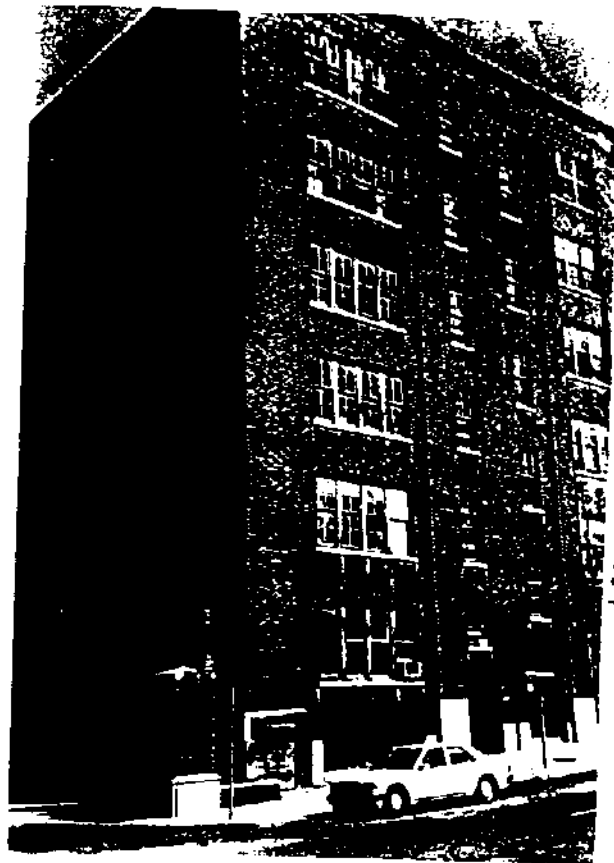


EAST SIDE OF BANK ST BETWEEN 8TH & 9TH

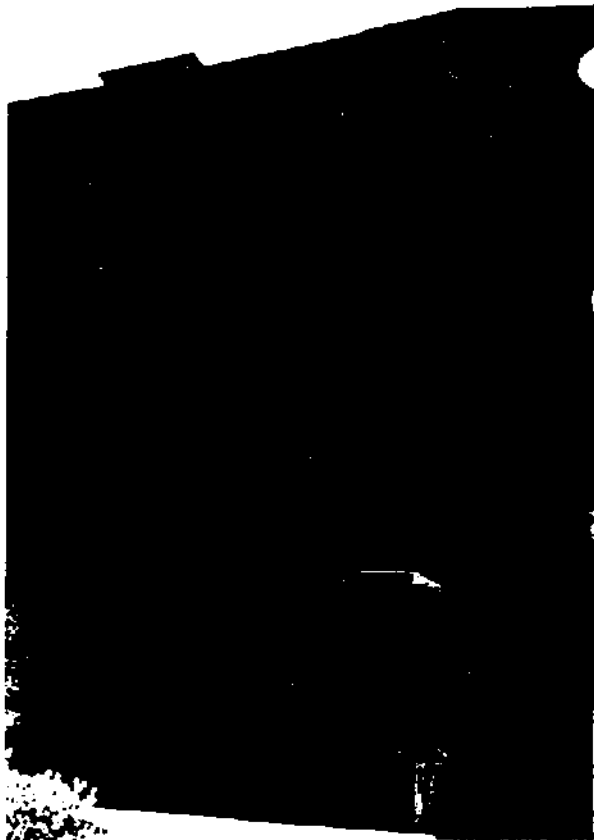
STATE OF OHIO  
JULY 27 1977  
JULY 27 1977



423 W 8TH



423 W 8TH



407 GARMENT DISTRICT PLACE

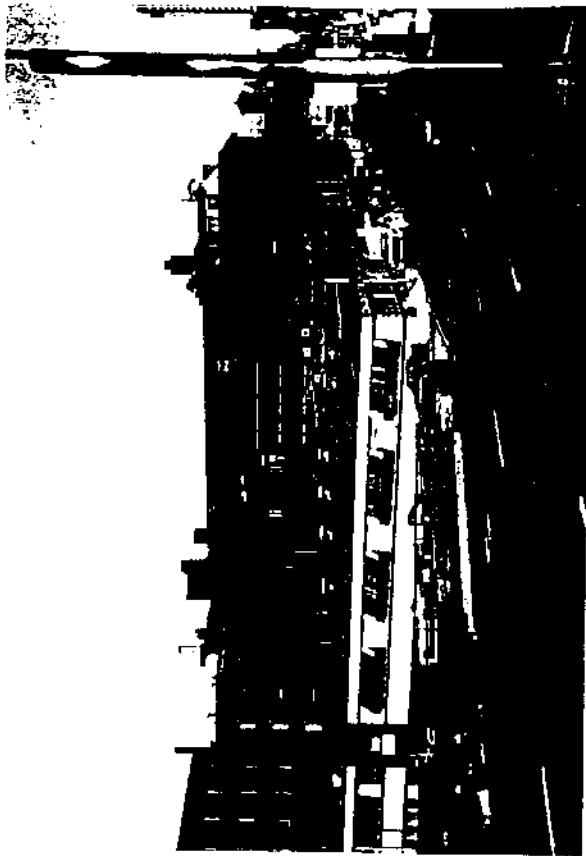


423 W 8TH





423 W 8TH & 815 WASHINGTON



815 WASHINGTON



408-420 W 9TH



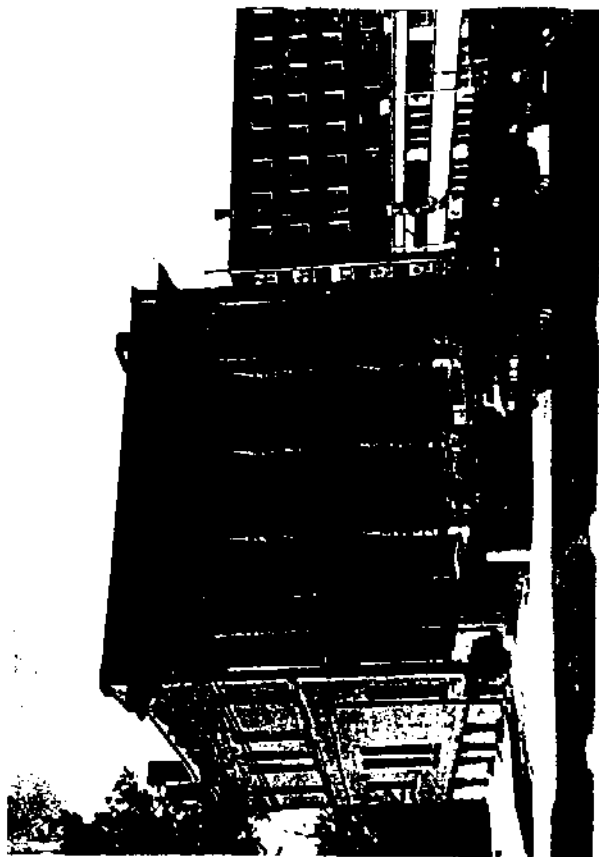
EAST SIDE OF PENN BETWEEN 7TH & 9TH

WOMAN LIVES  
IN BUILDING

PLATE 32-86



EAST SIDE OF PENN BETWEEN 7TH & 9TH



506 W 9TH



WEST SIDE WASHINGTON BETWEEN 8TH & 9TH



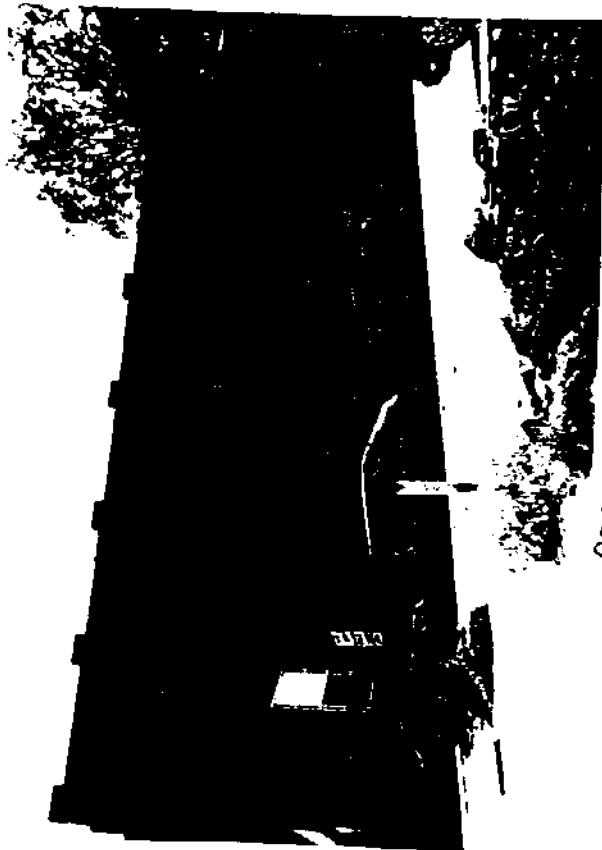
WEST SIDE WASHINGTON BETWEEN 8TH & 9TH



808-10 WASHINGTON



WEST SIDE WASHINGTON BETWEEN 7TH & 8TH



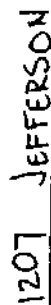
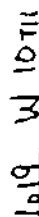
900 WASHINGTON



900 WASHINGTON

PHOTO PLASTIC PRODUCTS, INC. P.O. BOX 905338 OMAHA, NE 68105-5338 • (302) 884-3100







HT21 W 50-100



HT21 W 11-10L

RECHART RESEARCH  
BRIEFING

STATE 32-96

AMCO METAL MODULITE INC. P.O. BOX 60328 OAKLAND, CA 94660-0328 • (415) 889-3100

**EXHIBIT 9**  
**DEVELOPMENT SCHEDULE**

<b>Commission Holds Public Hearing</b>	<b>November 10, 1992</b>
<b>City Council Approves Plan and Ordinance Designating Project E</b>	<b>December 1992</b>
<b>Centennial Building Block Rehabilitation Commence</b>	<b>December 1992</b>
<b>Hereford Block Improvements and Deramus Block Improvements Commence</b>	<b>Spring 1994</b>
<b>Commission Holds Public Hearing on First Amendment to the Plan</b>	<b>May 1994</b>
<b>City Council Approves First Amendment to the Plan</b>	<b>Summer 1994</b>
<b>Renovation of Thayer Place Commences</b>	<b>Summer 1994</b>
<b>Centennial Building Block, Hereford Block and Deramus Block Improvements Complete</b>	<b>December 1994</b>
<b>All Ordinances Designating All Project Areas Approved</b>	<b>December 2002</b>
<b>Plan Completed</b>	<b>December 2015</b>

EXHIBIT 10  
RELOCATION ASSISTANCE PLAN

(a) Definitions. The following terms, whenever used or referred to herein, shall have the following meanings:

(i) Designated Occupants. "Designated Occupants" shall mean handicapped displaced occupants and those displaced occupants who are 65 years of age or older at the time of the notice to vacate or who have an income less than the average median income for the metropolitan area as certified annually by the Director of City Development based upon standards established by the Department of Housing and Community Development of Kansas City, Missouri.

(ii) Displaced Business. "Displaced Business" shall mean any business that moves from real property within the development area as a result of the acquisition of such property, or as a result of written notice to vacate such property, or in conjunction with the demolition, alteration or repair of said property, by the Tax Increment Financing Commission pursuant to RSMo. 99.800 et. seq., as amended.

(iii) Displaced Occupant. "Displaced Occupant" shall mean any occupant who moves from real property within the development area as a result of the acquisition of such property, or as a result of written notice to vacate such property, or in connection with the demolition, alteration or repair of said property, by the Tax Increment Financing Commission pursuant to RSMo. 99.800 et. seq., as amended.

(iv) Handicapped Occupant. "Handicapped Occupant" shall mean any occupant who is deaf, legally blind, or orthopedically disabled to the extent that acquisition of other residence presents a greater burden than other occupants would encounter or that modification to the residence would be necessary.

(v) Occupant. "Occupant" shall mean a residential occupant of a building having lawful possession thereof, and further shall include any person in lawful possession, whether related by blood or marriage to any other occupant.

(vi) Person. "Person" shall mean any individual, firm, partnership, joint venture, association, corporation and any life insurance company, organized under the laws of, or admitted to do business in the State of Missouri, undertaking a redevelopment project in a urban renewal area, whether organized for profit or not, estate, trust, business trust, receiver or trustee appointed by any state or federal court, syndicate, or any other group or combination acting as a unit, and shall include the male as well as the female gender and the plural as well as the singular number.

(b) Plan Requirement. Every person approved by the Commission as a developer of property subject to be acquired by the Tax Increment Financing Commission if furtherance of a Tax Increment Financing plan shall submit to the Commission a relocation plan as part of the developer's redevelopment plan.

(c) Contents of Plan. The relocation plan shall provide for the following:

(i) Payments to all displaced occupants and displaced businesses in occupancy at least ninety (90) days prior to the date said displaced occupant or said displaced business is required to vacate the premises by the developer, its assigns or any



person seeking acquisition powers under the Tax Increment Financing plan pursuant to RSMo. 99.800 et. seq., as amended; and

(ii) Program for identifying needs of displaced occupants and displaced businesses with special consideration given to income, age, size of family, nature of business, availability of suitable replacement facilities, and vacancy rates of affordable facilities; and

(iii) Program for referrals of displaced occupants and displaced businesses with provisions for a minimum of three (3) suitable referral sites, a minimum of ninety (90) days notice of referral sites for handicapped displaced occupants and sixty (60) days notice of referral sites for all other displaced occupants and displaced businesses, prior to the date such displaced occupant or displaced business is required to vacate the premises; and arrangements for transportation to inspect referral sites to be provided to designated occupants.

(iv) Every displaced occupant and every displaced business shall be given a ninety (90) day notice to vacate; provided, however, that the developer may elect to reduce the notice time to sixty (60) days if the developer extends the relocation payments and benefits set forth in subsections (d), (e) and (f) below to any displaced occupant or displaced business affected by said reduction in time.

(d) Payments to Occupants. All displaced occupants eligible for payments under subsection (c)(i) hereof shall be provided with relocation payments based upon one of the following, at the option of the occupant:

(i) A \$500.00 payment to be paid at least thirty (30) days prior to the date the occupant is required to vacate the premises; or

(ii) Actual reasonable costs of relocation including actual moving costs, utility deposits, key deposits, storage or personal property up to one month, utility transfer and connection fees, and other initial rehousing deposits including first and last month's rent and security deposit.

(e) Handicapped Displaced Occupant Allowance. In addition to the payments provided in subsection (d) hereof, an additional relocation payment shall be provided to handicapped displaced occupants which shall equal the amount, if any, necessary to adapt a replacement dwelling to substantially conform with the accessibility and usability of such occupant's prior residence, such amount not to exceed Four Hundred Dollars (\$400.00).

(f) Payment to Businesses. All displaced businesses eligible for payments under subsection (c)(i) hereof shall be provided with relocation payments based upon the following, at the option of the business:

(i) A \$1,500.00 payment to be paid at least thirty (30) days prior to the date the business is required to vacate the premises; or

(ii) Actual costs of moving including costs for packing, crating, disconnecting, dismantling, reassembling and installing all personal equipment and costs for relettering signs and replacement stationery.

(g) Waiver of Payments. Any occupant who is also the owner of premises and any business may waive their relocation payments set out above as part of the negotiations for

acquisition of the interest held by said occupant or business. Said waiver shall be in writing and filed with the Commission.

(h) Notice of Relocation Benefits. All occupants and businesses eligible for relocation benefits hereunder shall be notified in writing of the availability of such relocation payments and assistance, such notice to be given concurrent with the notice of referral sites required by subsection (c)(iii) hereof.

(i) Persons Bound by the Plan. Any developer, its assigns or transferees, provided assistance in land acquisition by the Tax Increment Financing Commission, is required to comply with the Executive Director of the Commission. Such certification shall include, among other things, the addresses of all occupied residential buildings and structures within the redevelopment plan area and the names and addresses of occupants and businesses displaced by the developer and specific relocation benefits provided to each occupant and business, as well as a sample notice provided each occupant and business.

(j) Minimum Requirements. The requirements set out herein shall be considered minimum standards. In reviewing any proposed redevelopment plan, the Commission shall determine the adequacy of the proposal and may require additional elements to be provided therein.

**EXHIBIT 11**

**LAND ACQUISITION AND DISPOSITION MAP**

**Not Applicable**

**No acquisition or disposition anticipated.**

**EXHIBIT 12**

**AFFIRMATIVE ACTION POLICY**

**Under separate cover.**

**EXHIBIT 13**  
**DESIGN REVIEW PROCESS**

**Under separate cover.**

**EXHIBIT 14**  
**DEFINITION OF TERMS**

**Under separate cover.**