

**TENTH AMENDMENT  
TO  
PARVIN ROAD CORRIDOR  
TAX INCREMENT FINANCING PLAN**

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**KANSAS CITY, MISSOURI**

**TIF COMMISSION APPROVAL:**

<b>10/11/17</b>	<b>10-7-17</b>
<b>DATE</b>	<b>RESOLUTION No.</b>

**CITY COUNCIL APPROVAL:**

<b>11/9/17</b>	<b>170873</b>
<b>DATE</b>	<b>ORDINANCE No.</b>

**TENTH AMENDMENT  
TO THE  
PARVIN ROAD CORRIDOR  
TAX INCREMENT FINANCING PLAN**

**I. Introduction**

The purpose of the Tenth Amendment to the Parvin Road Corridor Tax Increment Financing Plan (hereinafter the “Tenth Amendment”) is to amend the Parvin Road Corridor Tax Increment Financing Plan as approved by the City Council of Kansas City, Missouri (the “City Council”) by way of Ordinance No. 001638 (hereinafter the “Plan”) and the First Amendment by Ordinance No. 010360, the Third Amendment by Ordinance No. 070412, the Fourth Amendment by Ordinance No. 090261, the Fifth Amendment by Ordinance No. 090544, the Sixth Amendment by Ordinance No. 100165, the Seventh Amendment by Ordinance No. 120173, the Eighth Amendment by Ordinance No. 130407 and the Ninth Amendment by Committee Substitute for Ordinance No. 140912. A Second Amendment was withdrawn by the developer prior to TIF Commission’s consideration.

The Tenth Amendment shall (i) provide for certain modifications to the description of the public improvements, (ii) provide for certain modifications to the Budget of Redevelopment Project Costs, (iii) replace the term “Enterprise Zone” within the Plan with the term “Enhanced Enterprise Zone”, (iv) provide for Enhanced Enterprise Zone tax abatement as authorized by City Council Ordinance 170376 and (iv) incorporate all conforming changes within the Exhibits to the Plan that are in furtherance of the foregoing modifications.

**II. Specific Amendments**

In accordance with this Tenth Amendment, the Plan shall be amended as follows:

**Amendment No. 1:** Section III.C. of the Plan, entitled “Project Improvements,” shall be deleted in its entirety and replaced with the following:

C. The Public Infrastructure Improvements. The public infrastructure improvements, as described on Exhibit 3, will consist of constructing and/or improving roadways, curbing, traffic signals, storm sewers, water lines, utilities and related items necessary to adequately serve the expansion of development within the Redevelopment Area. A Site Plan generally depicting the location of the public infrastructure improvements within and adjacent to the Redevelopment Area is attached as Exhibit 2A.

**Amendment No 2:** Section III.D. of the Plan, entitled “Redevelopment Projects”, shall be deleted in its entirety and replaced with the following:

D. Redevelopment Projects. The estimated date for completion of the Project Improvements is 2033. It is anticipated that the road and infrastructure improvements will encourage construction of above- and below-ground development. The Surface Redevelopment Area is 1,432 gross acres and it will be divided into eleven (11)

Redevelopment Project Areas for anticipated development that will include construction of industrial, commercial and residential uses and related improvements. The Subsurface Redevelopment Area is approximately 304 acres and it will be divided into four (4) Redevelopment Project Areas for anticipated development that will include construction of industrial uses.

**Amendment No. 3:** Section XIV of the Plan, entitled “Enterprise Zone”, shall be deleted in entirety, and replaced with the following:

**XIV. ENHANCED ENTERPRISE ZONE**

Pursuant to Section 135.963(7) RSMo., the property tax abatement referred to in the Enhanced Enterprise Zone Act shall not relieve the assessor or other responsible official from ascertaining the amount of the equalized assessed value of all taxable property annually as required by section 99.855, and shall not have the effect of reducing the payments in lieu of taxes referred to in Subdivision (2) of Subsection 1 of Section 99.845, except as provided by Ordinance No. 170376, as passed by the City Council of the City on May 25, 2017.

**Amendment No. 4:** Exhibit 2A, entitled “Site Plan” shall be deleted and replaced with Exhibit 2A attached to this Tenth Amendment and incorporated herein.

**Amendment No. 5:** Exhibit 3B, entitled “Project Summaries” shall be deleted and replaced with Exhibit 3B attached to this Tenth Amendment and incorporated herein.

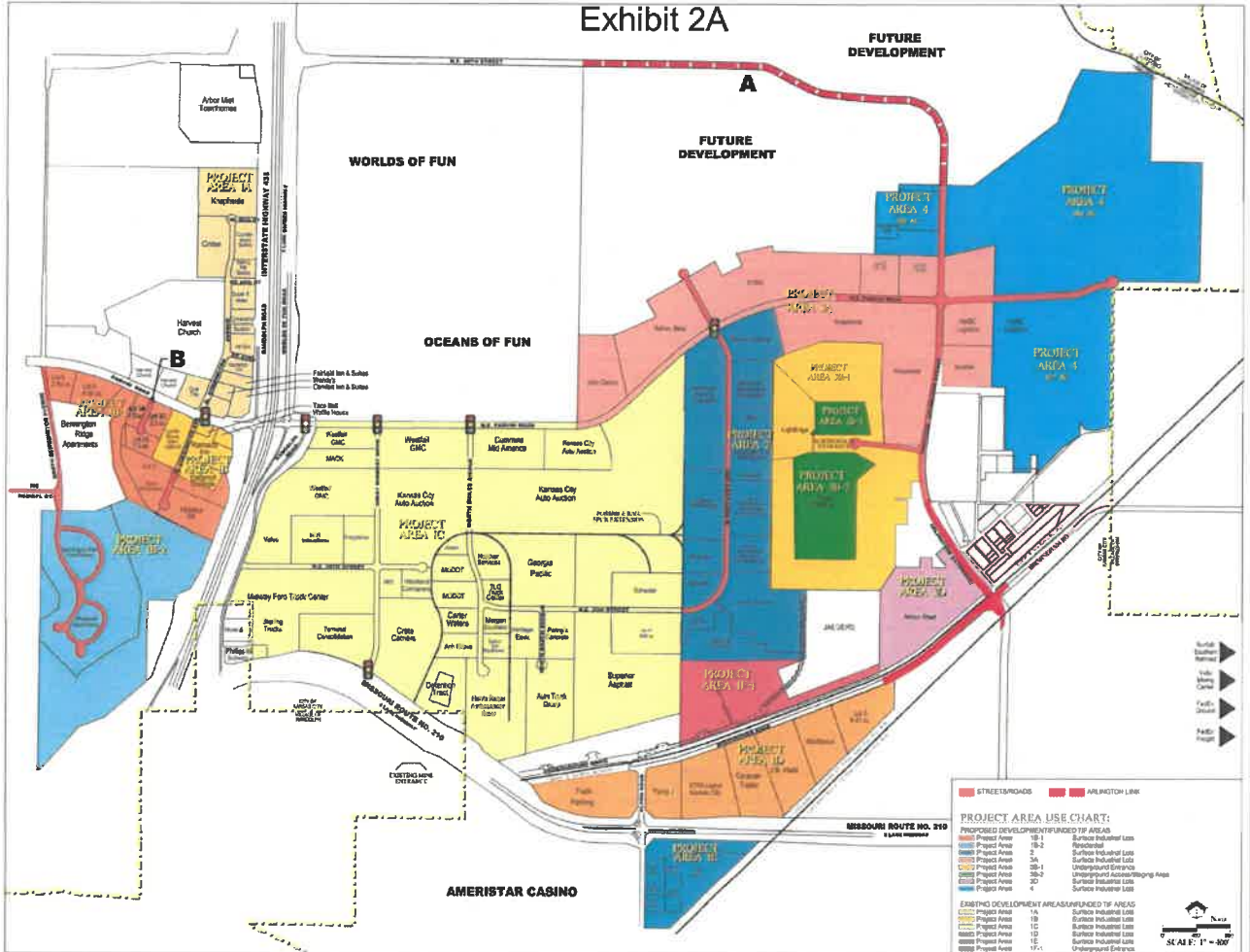
**Amendment No. 5:** Exhibit 5, entitled “Estimated Redevelopment Costs” shall be deleted and replaced with Exhibit 5A "Estimated Redevelopment Project Costs by Project Area" and Exhibit 5B entitled “Additional Estimated Costs by Public Improvement” attached to this Tenth Amendment and incorporated herein.

**Amendment No. 6:** Exhibit 6A, entitled “Redevelopment Schedule by Project Area” shall be deleted and replaced with Exhibit 6A attached to this Tenth Amendment and incorporated herein.

**Amendment No. 6:** Exhibit 6B, entitled “Redevelopment Schedule, Additional Public Improvements” shall be added as Exhibit 6B attached to this Tenth Amendment and incorporated herein.

**Exhibit 2A**  
**Site Plan**

# Exhibit 2A



**PROJECT AREA USE CHART:**

**PROPOSED DEVELOPMENT BASED UPON AREAS:**

1B-1	Surface Industrial Use
1B-2	Flex Industrial
3	Surface Industrial Use
3A	Surface Industrial Use
3B-1	Underground Entrance
3B-2	Underground Access/Storage Area
3D	Surface Industrial Use
4	Surface Industrial Use

**EXISTING DEVELOPMENT AREAS (BASED UPON AREAS):**

1A	Surface Industrial Use
1B	Surface Industrial Use
1C	Surface Industrial Use
1D	Surface Industrial Use
1E	Surface Industrial Use
1F-1	Underground Entrance

Legend:  
 - Blue line: STREET/ROADS  
 - Red line: AMTRAK LINE

Scale: 1" = 300'

TENTH AMENDMENT TO THE  
 PARVIN ROAD CORRIDOR TIF PLAN  
 OCTOBER 8, 2017

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Sheet No. 1

**Exhibit 3B**  
**Project Summaries**

## **PROJECT AREA 1**

Project Area 1 includes the areas identified on Exhibit B as Project Areas 1A, 1B, 1B-1, 1B-2, 1C, 1D, 1E, 1F-1 & 1F-2. All development will occur in Projects Areas 1B-1 and 1B-2, as Projects Areas 1A, 1B, 1C, 1D, 1E, 1F-1 or 1F-2, are already developed or will be developed at some other time.

Project Area 1B-1 envisions the development of an industrial and commercial area consisting of approximately 37 total acres (approximately 31 usable acres).

Project Area 1B-2 envisions the development of approximately 92 total acres (approximately 30 usable acres) of residential area south of N.E. Parvin Road and immediately south of the existing Bennington Ridge Apartment complex. This area, when developed, would most likely be sold to a developer for the purpose of constructing a multifamily apartment project, town homes, villas or other maintenance free residential products.

Project Area 1 includes the following public infrastructure items for which TIF revenues are requested:

- (1) The addition of a traffic signal at the intersection of N.E. Parvin Road and Corrington Avenue (to the north) and Townsend Avenue (to the south). Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately \$162,000 (construction costs only in Year 2000 dollars).
- (2) The addition of a traffic signal at the intersection of N.E. Parvin Road and Great Midwest Drive. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The project cost of this traffic signal is estimated at approximately \$162,000 (construction costs only in Year 2000 dollars).
- (3) The addition of traffic signal at the intersection of N.E. Parvin Road and Randolph Road. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately \$162,000 (construction costs only in Year 2000 dollars).
- (4) The addition of a traffic signal at the intersection of N.E. Parvin Road and North Skiles Avenue. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately \$139,500 (construction costs only in Year 2000 dollars).

- (5) The addition of a traffic signal at the intersection of Highway 210 (2 lane) and Great Midwest Drive. Although this traffic signal is located in Project Area 1, it is not anticipated to be installed until the commencement of the development in Project Area 3D. The projected cost of this traffic signal is estimated at approximately \$145,323 (construction costs only in Year 2000 dollars).
  - (6) The continuation of the current Townsend Road straight southwest from its current end by approximately 400 feet ending in a cul-de-sac. The project cost of this roadway extension is estimated at approximately \$1,562,396 (construction costs only in Year 2000 dollars).
  - (7) The continuation of the current North Bennington Avenue south from its current end consisting of approximately 3,800 feet and forming two (2) loops as indicated on the attached Exhibit B. The projected cost of this roadway extension is estimated at approximately \$1,182,626 (construction costs only in Year 2000 dollars).
- B. Construction of a cul-de-sac in Project 1B-1, west of N Corrington Ave, starting at Parvin Road and ending approximately 300 feet south of Parvin Road. \$900,000 (Construction, Professional Services and Project Management costs only in Year 2017 dollars).

## **PROJECT AREA 2**

Project Area 2 includes the development of an industrial area immediately to the east of the existing Great Midwest Industrial Park District II consisting of approximately 15 industrial sites on approximately 110 total acres (approximately 106 usable acres) as identified on Exhibit B.

Project Area 2 includes the following public infrastructure items for which TIF revenues are requested:

- (1) The continuation of the current N.E. 38<sup>th</sup> Street by approximately 4,620 feet to the east and north through the intersection with N.E. Parvin Road and ending in a cul-de-sac. The projected cost of this roadway extension is estimated at approximately \$1,719,134 (construction costs only in Year 2000 dollars).
- (2) The addition of a traffic signal at the intersection of N.E. Parvin Road and the proposed extended N.E. 38<sup>th</sup> Street. Although this traffic signal is located in Project Area 2, it is not anticipated to be installed until the commencement of the development in Project Area 4. The projected cost of this traffic signal is estimated at approximately \$139,500 (construction costs only in Year 2000 dollars).
- (3) Reconstruction of Parvin Road between N Skiles Avenue and N Kentucky Avenue. \$2,010,956 (Construction, engineering/surveying and management fee costs only in Year 2009 dollars.)



### **PROJECT AREA 3**

Project Area 3 includes the development of five (5) areas identified on Exhibit B as Project Areas 3A, 3B-1, 3B-2 & 3D.

Project Area 3A envisions the development of an industrial area in the general vicinity of N.E. Parvin Road and Hughes/Arlington Road as more specifically identified on Exhibit B consisting of approximately 145 total acres (approximately 134 usable acres.)

Project Area 3B-1 includes the construction of a new public roadway entrance to the Developer's underground complex consisting of a total of approximately 69 total acres (approximately 68 usable acres). This new entrance will provide additional access for emergency and safety needs related to the additional underground space to be developed and as a rear exit from the complex.

Project Area 3B-2 envisions the construction of an access area/parking lot for the new entrance to the Developer's underground complex. The area of development consists of approximately 37 total acres (approximately 37 usable acres).

Project Area 3D envisions the development an industrial area consisting of approximately 27 total acres (approximately 15 usable acres).

Project Area 3 includes the following public infrastructure items for which TIF revenues are requested:

- (1) The widening and expansion of the existing Arlington Road commencing at Birmingham road from the south and continuing north to the intersection of the proposed mine entrance. The project cost of this extension and improvement of Arlington Road is estimated at approximately \$1,666,874.
- (2) The extension of the existing N.E. Parvin Road from its current end past the intersection of the proposed extension of Arlington Road to the east border of Project Area 3 consisting of approximately 1,900 feet and the extension of Arlington Road to the north limit of Project Area 3 approximately 500 feet and south to the proposed mine entrance of approximately 1,900 feet. The projected cost of the extension and improvement of N.E. Parvin Road to the east border of Project Area 3 and this extension of Arlington Road is estimated at approximately \$3,987,253.
- (3) Construction of a new public roadway entrance to the Developer's underground complex. The projected cost of this roadway and related items is estimated at approximately \$1,280,286.

## **PROJECT AREA 4**

Project Area 4 includes the development of an industrial area long the proposed extension of N.E. Parvin Road consisting of approximately 187 total acres (approximately 120 usable acres) as identified on Exhibit B.

Project Area 4 includes the following public infrastructure items for which TIF revenues are requested:

- (1) The extension of N.E. Parvin Road from the east border of Project Area 3 and continuing east and ending in a cul-de-sac consisting of approximately 1,400 feet. There will be collector roads built off the extended N.E. Parvin Road as indicated on the attached Exhibit B. The projected cost of the extension and improvement of N.E. Parvin Road and the collector roads within Project Area 4 is estimated at approximately \$3,459,545.
- A. Design of the Arlington Link connecting North Arlington Avenue north and west to NE 48<sup>th</sup> Street. \$750,000 (design costs only in Year 2017 dollars.)

**-----REDEVELOPMENT PROJECT AREAS-----**

**Exhibit 5A**  
**Estimated Redevelopment Project Costs by Project Area**

**Exhibit 5A**  
**PARVIN ROAD CORRIDOR TIF PLAN**  
**ESTIMATED REDEVELOPMENT PROJECT COSTS BY PROJECT AREA**

Description	Project 1B-1, 1B-2	Project 2	Project 3A	Project 3B-1	Project 3D	Project 4	Total Cost Reimbursable	Project 3B-2*	Total Cost Non Reimbursable	Total Cost
<b>REIMBURSABLE COST:</b>	<b>REIMBURSABLE COST</b>							<b>NON REIMBURSABLE COSTS</b>		
TOTAL REIMBURSABLE CONSTRUCTION COST	\$ 7,134,216	\$ 4,104,965	\$ 9,046,223	\$ 2,551,217	\$ 7,009,194	\$ 9,492,758	\$ 39,338,573	\$ 2,443,187	\$ 2,443,187	\$ 41,781,760
TOTAL REIMBURSABLE PROJECT MANAGEMENT	\$ 285,369	\$ 164,199	\$ 361,849	\$ 102,049	\$ 280,368	\$ 379,710	\$ 1,573,543	\$ 97,728	\$ 97,728	\$ 1,671,271
TOTAL REIMBURSABLE PROPERTY ACQUISITION COST	\$ -	\$ -	\$ -	\$ -	\$ 951,460	\$ -	\$ 951,460	\$ -	\$ -	\$ 951,460
TOTAL REIMBURSABLE PROFESSIONAL SERVICES	\$ 1,535,172	\$ 457,587	\$ 762,471	\$ 252,170	\$ 544,346	\$ 1,644,058	\$ 5,195,804	\$ 342,047	\$ 342,047	\$ 5,537,851
TOTAL REIMBURSABLE TIF ADMINISTRATION COST	\$ 292,000	\$ -	\$ -	\$ -	\$ -	\$ 137,500	\$ 429,500	\$ -	\$ -	\$ 429,500
TOTAL REIMBURSABLE COST AT 3% INFLATION	\$ 9,246,756	\$ 4,726,750	\$ 10,170,543	\$ 2,905,436	\$ 8,785,368	\$ 11,654,026	\$ 47,488,880	\$ 2,882,962	\$ 2,882,962	\$ 50,371,842
REIMBURSABLE INTEREST COST	\$ 1,414,541	\$ 819,306	\$ 5,257,104	\$ 510,900	\$ 2,179,043	\$ 8,292,024	\$ 18,472,918			
REIMBURSABLE FINANCING COST	\$ 282,458	\$ 78,354	\$ 96,398	\$ 31,882	\$ 53,616	\$ 120,188	\$ 662,896			
SUB-TOTAL REIMBURSEABLE COSTS	\$ 10,943,755	\$ 5,624,410	\$ 15,524,045	\$ 3,448,218	\$ 11,018,027	\$ 20,066,238	\$ 66,624,694			
BUDGET CHANGES / COST OVERRUNS (09/25/02)	\$ -	\$ 501,776	\$ -	\$ -	\$ 509,072	\$ -	\$ 1,010,848			
BUDGET CHANGES / COST OVERRUNS (04/16/09)	\$ 150,000	\$ 20,071	\$ -	\$ -	\$ -	\$ -	\$ 170,071			
<b>TOTAL REIMBURSEABLE COSTS</b>	<b>\$ 11,093,755</b>	<b>\$ 6,146,257</b>	<b>\$ 15,524,045</b>	<b>\$ 3,448,218</b>	<b>\$ 11,527,100</b>	<b>\$ 20,066,238</b>	<b>\$ 67,805,614</b>			
<b>NON REIMBURSABLE COST:</b>										
Grading/Compaction Of Fills*	\$ 1,343,429	\$ 2,372,665	\$ 3,872,561	\$ -	\$ -	\$ 3,635,098	\$ 11,223,752	\$ -	\$ -	\$ 11,223,752
Land Cost (Current \$5,663/ac) Inflated To Develop. Date	\$ 777,550	\$ 662,952	\$ 979,292	\$ 498,358	\$ 205,200	\$ 1,802,091	\$ 4,925,444	\$ 267,208	\$ 267,208	\$ 5,192,652
<b>TOTAL NON REIMBURSABLE COST AT 3% INFLATION</b>	<b>\$ 2,120,979</b>	<b>\$ 3,035,617</b>	<b>\$ 4,851,853</b>	<b>\$ 498,358</b>	<b>\$ 205,200</b>	<b>\$ 5,437,189</b>	<b>\$ 16,149,197</b>	<b>\$ 3,150,169</b>	<b>\$ 3,150,169</b>	<b>\$ 19,299,366</b>
<b>GRAND TOTAL PROJECT COST</b>	<b>\$ 13,214,734</b>	<b>\$ 9,181,874</b>	<b>\$ 20,375,899</b>	<b>\$ 3,946,576</b>	<b>\$ 11,732,300</b>	<b>\$ 25,503,427</b>	<b>\$ 83,954,811</b>	<b>\$ 3,150,169</b>	<b>\$ 3,150,169</b>	<b>\$ 87,104,981</b>

**Exhibit 5B**  
**Additional Estimated Redevelopment Project Costs by Public Improvements**

**EXHIBIT 5B**  
**PARVIN ROAD CORRIDOR TIF PLAN**  
**ADDITIONAL ESTIMATED COSTS BY PUBLIC IMPROVEMENT**

<b>Improvement Description</b>		<b>Beginning/Ending Location</b>	<b>Reimbursable Project Costs</b>
A	Additional Project Area 4 Improvement - Arlington Link Design	Connecting North Arlington Avenue north and west to NE 48th Street	\$ 750,000
B	Additional Project Area 1B-1 Improvement - Cul-de-sac	Cul-de-sac, west of N Corrington Ave, starting at Parvin Road and ending approximately 300 linear feet south of Parvin Road.	\$ 900,000
<b>TOTAL COSTS</b>			<b>\$ 1,650,000</b>

These costs include Construction, Professional Services and Project Management expenses; the costs do not include Interest or TIF Administration expenses.

**Exhibit 6A**  
**Redevelopment Schedule by Project Area**

EXHIBIT 6

**PARVIN ROAD CORRIDOR TIF PLAN  
DEVELOPMENT SCHEDULE**

Estimated Development Timeline													
Parvin Road Corridor TIF Plan	2013*	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Project Area 1B-1	█	█	█	█	█	█	█	█	█	█	█	█	█
Project Area 1B-2	█	█	█	█	█	█	█	█	█	█	█	█	█
Project Area 2	█	█	█	█	█	█	█	█	█	█	█	█	█
Project Area 3A	█	█	█	█	█	█	█	█	█	█	█	█	█
Project Areas 3B-1 & 3B-2	█	█	█	█	█	█	█	█	█	█	█	█	█
Project Area 3D	█	█	█	█	█	█	█	█	█	█	█	█	█
Project Area 4	█	█	█	█	█	█	█	█	█	█	█	█	█

\* Includes development from prior years.

**Footnote:**

The Commission and Redeveloper, subject to the terms of a Redevelopment Agreement, acknowledge and agree that the Redeveloper is obligated to construct only those Public Improvements that are identified by the Plan. In the event anticipated market demand does not occur as projected by the Redeveloper and Redeveloper notifies the Commission in writing market demand has not occurred, the Commission and Redeveloper intend to modify the scope of the Public Improvements the Redeveloper is obligated to construct to reflect the change in market conditions, provided, in the any event, all Public Improvements, as modified from time to time, by an amendment to the Plan and Redevelopment Agreement, shall be completed by December 14, 2033.



**Exhibit 6B**  
**Redevelopment Schedule – Additional Public Improvements**

<b>Public Improvement Description</b>	<b>Commencement Date*</b>	<b>Completion Date**</b>
A. Arlington Link Design	1 <sup>st</sup> Quarter 2018	4 <sup>th</sup> Quarter 2018
B. Project Area 1B- Cul-de-sac	1 <sup>st</sup> Quarter 2018	4 <sup>th</sup> Quarter 2023

\* The Commission and Redeveloper acknowledge and agree subject to the terms of a Redevelopment Agreement, that the Redeveloper is obligated to construct only those Public Improvements that are identified by the Plan. In the event anticipated market demand does not occur as projected by Redeveloper and Redeveloper notifies the Commission in writing market demand has not occurred, the Redeveloper and the Commission intend to modify the scope of the Public Improvements to reflect the change in market conditions, provided, in any event, all Public Improvements, as modified from time to time, by an amendment to the Plan and Redevelopment Agreement, shall be completed by December 14, 2033.

\*\* Subject to City approval of design

ORDINANCE NO. 170873

Accepting and approving the recommendations of the Tax Increment Financing Commission of Kansas City as to the Tenth Amendment to the Parvin Road Corridor Tax Increment Financing Plan.

WHEREAS, pursuant to the Real Property Tax Increment Allocation Redevelopment Act, Sections 99.800 to 99.865 of the Revised Statutes of Missouri, as amended (the "Act"), the City Council of Kansas City, Missouri by Ordinance No. 54556 passed on November 24, 1982, and thereafter amended in certain respects by Committee Substitute for Ordinance No. 911076, As Amended, passed on August 29, 1991, Ordinance No. 100089, As Amended, passed on January 28, 2010, and Ordinance No. 130986, passed on December 19, 2013 and Committee Substitute for Ordinance No. 140823, as Amended on, June 18, 2015, created the Tax Increment Financing Commission of Kansas City, Missouri (the "Commission"); and

WHEREAS, on December 14, 2000, the City Council passed Ordinance No. 001638 which accepted the recommendations of the Commission and approved the Parvin Road Corridor Tax Increment Financing Plan ("Redevelopment Plan") and designated the Redevelopment Area therein to be an economic development area; and

WHEREAS, the City Council, by Second Committee Substitute to Ordinance No. 010360, accepted the recommendations of the Commission, and approved the First Amendment to the Redevelopment Plan on June 7, 2001; and

WHEREAS, no Second Amendment to the Redevelopment Plan was presented for approval; and

WHEREAS, the City Council, by Ordinance No. 070412, accepted the recommendations of the Commission, and approved the Third Amendment to the Redevelopment Plan on April 26, 2007; and

WHEREAS, the City Council, by Committee Substitute for Ordinance No. 090261, accepted the recommendations of the Commission, and approved the Fourth Amendment to the Redevelopment Plan on April 16, 2009; and

WHEREAS, the City Council, by Ordinance No. 090544, accepted the recommendations of the Commission, and approved the Fifth Amendment to the Redevelopment Plan on July 16, 2009; and

WHEREAS, the City Council, by Ordinance No. 100165, accepted the recommendations of the Commission, and approved the Sixth Amendment to the Redevelopment Plan on March 11, 2010; and

ORDINANCE NO. 170873

WHEREAS, the City Council, by Ordinance No. 120173, accepted the recommendations of the Commission, and approved the Seventh Amendment to the Redevelopment Plan on March 1, 2012; and

WHEREAS, the City Council, by Ordinance No. 130407, accepted the recommendations of the Commission, and approved the Eighth Amendment to the Redevelopment Plan on May 30, 2013; and

WHEREAS, the City Council, by Committee Substitute for Ordinance No. 140912, accepted the recommendations of the Commission, and approved the Ninth Amendment to the Redevelopment Plan on November 6, 2014; and

WHEREAS, a Tenth Amendment to the Redevelopment Plan (“Tenth Amendment”) was proposed to the Commission and the Commission, having been duly constituted and its members appointed, after proper notice was given, met in public hearing, and after receiving the comments of all interested persons and taxing districts, closed the public hearing October 11, 2017, and adopted Resolution No. 10-7-17 (“Resolution”) recommending approval of the Tenth Amendment; and

WHEREAS, the Tenth Amendment provides for additional infrastructure improvements, which include the design of the Arlington Link from North Arlington Avenue west to NE 48<sup>th</sup> Street, as well as the construction of a cul-de-sac starting at Parvin Road and ending approximately 300 feet south of Parvin Road; NOW, THEREFORE,

BE IT ORDAINED BY THE COUNCIL OF KANSAS CITY:

Section 1. That the recommendations of the Commission concerning the Tenth Amendment (the “Tenth Amendment”) to the Parvin Road Corridor Tax Increment Financing Plan (the “Redevelopment Plan”) are hereby accepted, and the Tenth Amendment, a copy of which is attached hereto, is hereby approved.

Section 2. That all terms used in this ordinance, not otherwise defined herein, shall be construed as defined in the Real Property Tax Increment Allocation Redevelopment Act, Sections 99.800 to 99.865, RSMo (“Act”).

Section 3. That the City Council hereby finds, in connection with its consideration of the Tenth Amendment, that:

- (a) Good cause has been shown for the Tenth Amendment and that the findings of the City Council in Ordinance No. 001638, Second Committee Substitute for Ordinance No. 010360, Ordinance No. 070412, Committee Substitute for Ordinance No. 090261, Ordinance No. 090544, Ordinance No. 100165, Ordinance No. 120173, Ordinance No. 130407 and Committee Substitute No. 140912 are not affected by the Tenth Amendment and apply equally to the Tenth Amendment.

ORDINANCE NO. 170873

- (b) The Redevelopment Area described in the Redevelopment Plan, as amended, is an economic development area and the following factors are hereby found to exist within the Redevelopment Area, to-wit:
  - (i) Lack of major roadways within the Redevelopment Area; and
  - (ii) Rugged topography (steep slopes, valleys, cliffs, etc.) which will increase the costs of adequate public infrastructure.
- (c) The Redevelopment 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, as amended by the Tenth Amendment and such fact is acknowledged by the Redeveloper in an affidavit included in the Redevelopment Plan.
- (d) The Redevelopment Plan, as amended by the Tenth Amendment, conforms to the comprehensive plan for the development of the City as a whole.
- (e) The areas selected for Redevelopment Projects include only those parcels of real property and improvements therein which will be directly and substantially benefited by the Redevelopment Project improvements.
- (f) The estimated dates of completion of the respective Redevelopment Projects and retirement of obligations incurred to finance Redevelopment Project Costs have been stated in the Redevelopment Plan, as amended by the Tenth Amendment, and are not more than 23 years from the passage of any ordinance approving a Redevelopment Project within the Redevelopment Area.
- (g) A plan has been developed for relocation assistance for businesses and residences.
- (h) A cost benefit analysis showing the impact of the implementation of the Redevelopment Plan, as amended by the Tenth Amendment, on each taxing district which is at least partially within the boundaries of the Redevelopment Area has been prepared in accordance with the Act.
- (i) The Redevelopment Plan, as amended by the Tenth Amendment, does not include the initial development or redevelopment of any gambling establishment.
- (j) A study has been completed and the findings of such study satisfy the requirements provided under Section 99.810.1, RSMo.

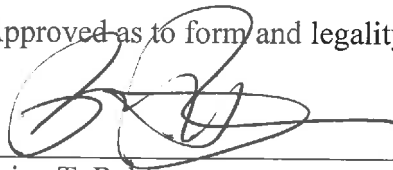
ORDINANCE NO. 170873

Section 4. That the Commission is authorized to issue obligations in one or more series of bonds secured by the Parvin Road Corridor Tax Financing Plan Account of the Special Allocation Fund to finance Redevelopment Project Costs identified by the Redevelopment Plan, as amended by the Tenth Amendment and, subject to any constitutional limitations, to acquire by purchase, donation, lease or eminent domain, own, convey, lease, mortgage, or dispose of land or other property, real or personal, or rights or interests therein, and grant or acquire licenses, easements and options with respect thereto, all in the manner and at such price the Commission determines, to enter into such contracts and take all such further actions as are reasonably necessary to achieve the objectives of the Redevelopment Plan. Any obligations issued to finance Redevelopment Project Costs shall contain a recital that they are issued pursuant to Sections 99.800 to 99.865 of the Act, which recital shall be conclusive evidence of their validity and of the regularity of their issuance.

Section 5. That the City Council approves the pledge of all funds that are deposited into the Parvin Road Corridor Tax Increment Financing Plan Account of the Special Allocation Fund to the payment of Redevelopment Project Costs within the Redevelopment Area and authorizes the Commission to pledge such funds on its behalf.

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Approved as to form and legality:



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Brian T. Rabineau  
Assistant City Attorney



Authenticated as Passed



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Sky James, Mayor



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Marilyn Sanders, City Clerk

NOV 09 2017

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Date Passed