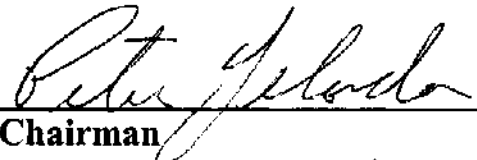
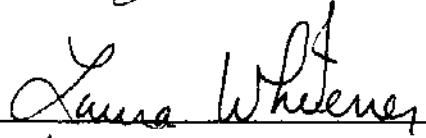


**PERSHING ROAD  
REDEVELOPMENT  
TAX INCREMENT FINANCING PLAN**

**CERTIFICATION**

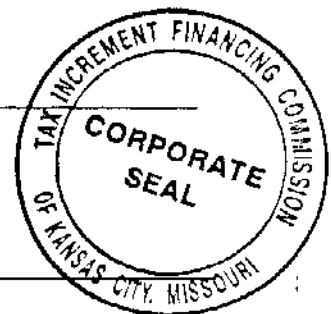
**We hereby certify that this is a true and correct copy of the Plan approved by the Tax Increment Financing Commission of Kansas City, MO on March 12, 2003.**

  
Chairman

  
Secretary

3/24/03  
3-24-03

3/24/03  
3-24-03



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## **EXHIBITS**

- Exhibit 1: Legal Descriptions
  - A: Redevelopment Area
  - B: Redevelopment Projects
- Exhibit 2: Site Plan
  - A: Redevelopment Area
  - B: Redevelopment Projects
- Exhibit 3: Specific Objectives
- Exhibit 4: Construction and Employment Information
  - A: Construction Totals by Project Area
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- Exhibit 5: Estimated Redevelopment Costs and Schedule
- Exhibit 6: Estimated Annual Increases in Assessed Value and Resulting Payments in Lieu of Taxes and Projected Economic Activity Taxes
- Exhibit 7: Sources and Uses of Funds
- Exhibit 8: Cost-Benefit Analysis
- Exhibit 9: Evidence of "But For"
- Exhibit 10: Existing Conditions Study (Blight Study)
- Exhibit 11: Evidence of Financing Interest
- Exhibit 12: Acquisition
- Exhibit 13: Relocation Assistance
- Exhibit 14: Redeveloper Affidavit

## I. DEFINITIONS

As used in this Application, the following terms shall have the following meanings:

- A. "City," the City of Kansas City, Missouri.
- B. "Blight area," an area which, by reason of the predominance of defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, morals, or welfare in its present condition and use.
- C. "Commission," the Tax Increment Financing Commission of Kansas City, Missouri.
- D. "Economic Activity Taxes," the total additional revenue from taxes which are imposed by a municipality and other taxing districts, and which are generated by economic activities within a redevelopment area over the amount of such taxes generated by economic activities within such redevelopment area in the calendar year prior to the adoption of the ordinance designating such a redevelopment area, while tax increment financing remains in effect, but excluding personal property taxes, taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, licenses, fees or special assessments. For redevelopment projects or redevelopment plans approved after December 23, 1997, if a retail establishment relocates within one year from one facility to another facility within the same county and the governing body of the municipality finds that the relocation is a direct beneficiary of tax increment financing, then for purposes of this definition the economic activity taxes generated by the retail establishment shall equal the total additional revenues from economic activity taxes which are imposed by a municipality or other taxing district over the amount of economic activity taxes generated by the retail establishment in the calendar year prior to its relocation to the redevelopment area.
- E. "Gambling Establishment," an excursion gambling boat as defined in section 313.800, RSMo, and any related business facility including any real property improvements which are directly and solely related to such business facility, whose sole purpose is to provide goods or services to an excursion gambling boat and whose majority ownership interest is held by a person licensed to conduct gambling games on an excursion gambling boat or licensed to operate an excursion gambling boat as provided in sections 313.800 to 313.850, RSMo.
- F. "Obligations," bonds, loans, debentures, notes, special certificates, or other evidences of indebtedness issued by a municipality to carry out a redevelopment project or to fund outstanding obligations.

- G. "Ordinance," an ordinance enacted by the governing body of a city, town, or village or a county or an order of the governing body of a county whose governing body is not authorized to enact ordinances.
- H. "Payment in Lieu of Taxes," those estimated revenues from real property in the area selected for a redevelopment project, which revenues according to the redevelopment project or plan are to be used for a private use, which taxing districts would have received had a Municipality not adopted tax increment allocation financing, and which would result from levies made after the time of the adoption of tax increment allocation financing during the time the current equalized value of real property in the project area exceeds the total initial equalized value of real property in such area until the designation is terminated pursuant to subsection 2 of Section 99.850. Payments in lieu of taxes which are due and owing shall constitute a lien against the real estate of the Redevelopment Project from which they are derived, the lien of which may be foreclosed in the same manner as a special assessment lien as provided in Section 88.861 R.S.Mo.
- I. "Project Improvements," those development activities undertaken within the Redevelopment Area intended to accomplish the objectives of the Redevelopment Plan.
- J. "Redeveloper," the business organization or other entity selected by the Commission to implement the Redevelopment Plan.
- K. "Redevelopment Agreement," the agreement between the City of Kansas City, Missouri, the Tax Increment Financing Commission and Redeveloper for the implementation of the Redevelopment Plan.
- L. "Redevelopment Area," an area designated by a municipality, in respect to which the municipality has made a finding that there exist conditions which cause the area to be classified as a blighted area, a conservation area, an economic development area, or a combination thereof, and which includes only those parcels of real property directly and substantially benefited by the proposed Redevelopment Project.
- M. "Redevelopment Plan," the comprehensive program of a municipality for redevelopment intended by the payment of redevelopment costs to reduce or eliminate those conditions, the existence of which qualified the Redevelopment Project Area as a blighted area, conservation area, economic development area, or combination thereof, and to thereby enhance the tax bases of the taxing districts which extend into the Redevelopment Area.
- N. "Redevelopment Project," any development project within a Redevelopment Area in furtherance of the objectives of the Redevelopment Plan.
- O. "Redevelopment Project Area," the area selected for a specific redevelopment project.
- P. "Redevelopment Project Costs" include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, any such costs incidental to a :

Redevelopment Plan and a Redevelopment Project. Such costs include, but are not limited to the following:

1. Costs of studies, surveys, plans and specifications;
  2. Professional service costs, including, but not limited to, architectural, engineering, legal, marketing, financial, planning or special services. Except the reasonable costs incurred by the commission established in section 99.820 for the administration of sections 99.800 to 99.865, such costs shall be allowed only as an initial expense which, to be recoverable, shall be included in the costs of a redevelopment plan or project;
  3. Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
  4. Costs of rehabilitation, reconstruction, repair or remodeling of existing buildings and fixtures;
  5. Cost of construction of public works or improvements;
  6. Financing costs, including, but not limited to all necessary and incidental expenses related to the issuance of Obligations, and which may include payment of interest on any Obligations issued hereunder accruing during the estimated period of construction of any Redevelopment Project for which such Obligations are issued and for not more than eighteen months thereafter, and including reasonable reserves related thereto;
  7. All or a portion of a taxing district's capital cost resulting from the Redevelopment Project necessarily incurred or to be incurred in furtherance of the objectives of the Redevelopment Plan and Project, to the extent the municipality by written agreement accepts and approves such costs;
  8. Relocation costs to the extent that a Municipality determines that relocation costs shall be paid or are required to be paid by federal or state law;
  9. Payments in lieu of taxes.
- Q. "Special Allocation Fund," the fund of a municipality or its commission which contains at least two separate segregated accounts for each redevelopment plan, maintained by the treasurer of the municipality or the treasurer of the commission into which payments in lieu of taxes and other revenues are deposited in the other account.
- R. "Tax Increment Financing," tax increment allocation financing as provided pursuant to Chapter 99.800, et seq. RSMo.

- S. "Taxing Districts," any political subdivision of Missouri having the power to levy taxes.

## II. 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 (the "Act"). The Act enables municipalities to finance Redevelopment Project Costs with the revenue generated from Payments in Lieu of Taxes and Economic Activity Taxes. This Redevelopment Plan shall be filed of record against all real property in the approved Redevelopment Project Area.

## III. GENERAL DESCRIPTION OF PLAN AND PROJECT.

- A. The Redevelopment Plan. The Pershing Redevelopment Tax Increment Financing Redevelopment Plan (the "Redevelopment Plan") proposes to provide for the redevelopment of the Post Office, construction of office space, the construction of a parking garage for public use adjacent to the Union Station, the construction of a pedestrian bridge between Union Station and the Freighthouse district, site improvement, streetscape, park development, retail development, as well as all necessary appurtenances and utilities.
- B. Redevelopment Area. The Redevelopment Plan Area is generally bound by Grand, Main, Kessler and Center on the east, 26<sup>th</sup> Street on the south, West Pennway on the west, and the railroad tracks located north of Pershing Road on the north in Kansas City, Jackson County, Missouri (the "City") as legally described in Exhibit 1 (the "Redevelopment Area").
- C. Project Improvements. The Project Improvements will consist of the renovating the historic Post Office Building, building three new two story office structures, and construction of a parking garage for public use, construction of a pedestrian bridge connecting Union Station to the Crossroads District as shown in Exhibit 2.
- D. Redevelopment Projects. The Project Improvements and other redevelopment activities will be undertaken as a series of redevelopment projects (the "Redevelopment Projects"), each of which will be approved by ordinance in conformance with the Act. The Redevelopment Area is described in Exhibit 1A. The Redevelopment Project Area provided for in this Plan is described in Exhibit 1B. Construction and employment information for the Redevelopment Project is set forth in Exhibit 4.
- E. Estimated Date of Completion. Project 1, 2, and 3 shall commence once the TIF Commission and the Redeveloper have executed the Redevelopment Agreement designating the Redeveloper for each respective Project. Project 1 shall be completed in 48 months of commencement, Project 2 shall be completed in 24 months, Project 3 shall be completed in 28 months, Project 4 shall be completed in 36 months from commencement, Project 5 shall be completed in 26 months; Project 6 shall be completed in 17 months from commencement, Project 7 shall be completed 24 months from commencement, Project 8 shall be completed in 36



months from commencement. In no event shall any ordinance approving a Redevelopment Project be adopted later than ten (10) years from the adoption of the ordinance approving this Redevelopment Plan.

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

1. To eliminate adverse conditions which are detrimental to public health, safety, morals, or welfare in the Redevelopment Area and to eliminate and prevent the recurrence thereof for the betterment of the Redevelopment Area and the community at large;
2. To enhance the tax base of the City and the other Taxing Districts, encourage private investment in the surrounding area, and increase employment opportunities in the Redevelopment Area;
3. To increase employment opportunities;
4. To stimulate construction and development and generate tax revenues, which would not occur without Tax Increment Financing assistance;
5. To support the creation of a new garage for use by residences, businesses and employees of Union Station, Freighthouse and Crown Center;
6. To provide pedestrian crossing connecting Union Station and Freighthouse District.

G. Gaming Status. The Redevelopment Plan does not include the initial development or redevelopment of any gambling establishment.

#### IV. FINANCING

A. Estimated Redevelopment Project Costs. Redevelopment Project Costs are estimated to be approximately \$333,022,344. The Plan proposes that approximately \$110,035,208 in Redevelopment Project Costs be reimbursable from the Special Allocation Fund for rehabilitation and construction costs associated with the Projects 1 thru 8. The estimated Redevelopment Project Costs and costs eligible for reimbursement from the Special Allocation Fund are identified in Exhibit 2. The reimbursable Project Costs include those shown in Exhibit 5.

The Commission has determined that certain planning and special services expenses of the Commission, which are not direct Redevelopment Project costs are nonetheless reasonable and necessary for the operation of the Commission and are incidental costs to the Redevelopment 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 Payments in Lieu of Taxes and Economic Activity Taxes paid annually into the fund.

- B. Anticipated Sources of Funds. Anticipated sources and amounts of funds to pay Redevelopment Project Costs and amount to be available from those sources are shown on Exhibit 7. The expected sources of funds to be used 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.

- C. Payments in Lieu of Taxes. Calculations of expected proceeds of Payments in Lieu of Taxes are based on current real property assessment formulas and current and anticipated property tax rates, both of which are subject to change due to many factors, including reassessment, the effects of real property classification for real property tax purposes, and the rollback in tax levies resulting from reassessment or classification. The estimated total Payments in Lieu of Taxes generated by the Pershing Redevelopment Plan over the duration of the Plan is \$74,216,183 as shown in detail on Exhibit 6.

It is anticipated that all of the available Payments in Lieu of Taxes will be used to reimburse eligible Redevelopment Project Costs as provided for in this Plan. However, any Payments in Lieu of Taxes that exceed the amount necessary for such reimbursement shall be declared surplus and be available for distribution to the various Taxing Districts in the Redevelopment Area in the manner provided by the Act.

- D. Economic Activity Taxes. Over the life of the Plan, the total Economic Activity Tax revenues are estimated to be approximately \$38,588,554. 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 \$19,294,277 over the life of the Plan, will be made available upon annual appropriation, to pay eligible Redevelopment Project Costs. Those Economic Activity Taxes available to pay project costs are shown in Exhibit 6.

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 1% 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, if any, may be declared as surplus by the Commission. The declared surplus will be available for distribution to the various taxing districts in the Redevelopment Area in the manner provided by the Act.

The Plan requires that all affected businesses and property owners be identified and that the Commission shall be provided with documentation regarding payment of Economic Activity Taxes by Redeveloper, its contractors, tenants and assigns. The Commission shall make available information to the City of Kansas City regarding the identity and location of the affected businesses. It shall be the obligation and intent of the City of Kansas City to determine the Economic Activity Taxes and to appropriate such funds into the Special Allocation Fund, no less frequently than yearly and no more frequently than quarterly, in accordance with the Act.

- E. Anticipated Type and Terms of Obligations. In the event Obligations are issued, they must have a first call on the PILOTS and Economic Activity Taxes revenue stream. Additionally, it is estimated that available project revenues must equal 125 - 175% of the annual debt service payments required for the retirement of the Obligations. Revenues received in excess of 100% of funds necessary for the payment of principal and interest on the Obligations may be used for reserves, reimbursable project costs or to call Obligations in advance of their maturities or declared surplus. Obligations 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 adopting tax increment financing for the redevelopment project, or projects which support such Obligations, 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.
- F. Evidence of Commitments to Finance Commitments for any private financing of Redevelopment Project Costs necessary to complete Project Improvements for all Projects shall be submitted for approval prior to the approval of any ordinance. Letters of interest from private mortgage financing sources are attached as Exhibit 14.

#### V. MOST RECENT EQUALIZED ASSESSED VALUATION

The total initial equalized assessed valuation of the Redevelopment Area according to current records at the Jackson County Assessor's Office is approximately \$5,461,676 (land only assessed valuation is approximately \$1,751,954 and improvement assessed valuation is approximately \$3,709,722). The current combined ad valorem property tax levy is projected to be \$10.02 (including 1989 M & M replacement taxes) per \$100 assessed valuation on land and \$9.27 (including 1989 M & M replacement taxes) per \$100 assessed valuation on improvements. The annual ad valorem tax revenue from the Redevelopment Area was approximately \$102,406.69 in 2002.

The Total Initial Equalized Assessed Valuation of the Redevelopment Area will be determined prior to the time each individual Redevelopment Project is approved by ordinance. Payments in Lieu of Taxes 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 payment of Redevelopment Projects Costs as defined herein.

#### VI. ESTIMATED EQUALIZED ASSESSED VALUATION AFTER REDEVELOPMENT

When the Project Improvements have been completed, the total assessed valuation of the Redevelopment Area will be determined. The estimated increase in assessed valuation and the resulting Payments in Lieu of Taxes are shown in Exhibit 6. When complete and the Redevelopment Plan is terminated, the Redevelopment Area will annually initially yield the estimated real property taxes as indicated in Exhibit 6.

#### VII. GENERAL LAND USE

The properties within the Redevelopment Area will be devoted to use as a mixture of governmental, public, commercial, retail and publicly owned parking uses. The Redevelopment Project shall be subject to the applicable provisions of the City's Zoning Ordinance as well as other codes and ordinances as may be amended from time to time.

#### VIII. CONFORMANCE TO THE COMPREHENSIVE PLAN

This TIF Plan is consistent with the City's Comprehensive Plan, specifically with the FOCUS Plan as approved by the City Council on October 30, 1997 by Resolution Number 971268. This TIF Plan incorporating the following improvements:

1. **Multi-modal transportation system** –construction of pedestrian bridge which will link Union Station and the Freighthouse District; construction of a public parking garage for use of commuters on Amtrack, KCATA bus service, bicycle route and pedestrian venue throughout Crown Center;
2. **Encourage continued growth of Crown Center** –This Redevelopment Plan will enhance the growth of Crown Center through the employment of 6,000 persons adjacent to Crown Centers retail and residential developments.
3. **Support the initiatives of the preservation plan for preservation and adaptive re-use of historically desirable building and amenities** – The pivot point of the Pershing Redevelopment Plan is the historic renovation and redevelopment of the Post Office Building into Class B office space and the construction of approximately 600,000 square feet of new office space. With regards to facilities located at Union Station, this Plan will renovate and redevelop the Freight buildings for reuse by the Post Office for distribution center.

#### IX. EXISTING CONDITIONS IN THE REDEVELOPMENT AREA

The Redevelopment Area qualifies as a Blighted Area. The Blight Study attached as Exhibit 6 provides evidence of dilapidation, obsolescence, illegal use of structures, presences of

structures below minimum code standards, excessive vacancies, and other blighting conditions stated within the Redevelopment Act in Section 99.805(3) RSMo..

X. "BUT FOR TIF"

The improvements proposed by this TIF Plan would not occur but for the use of TIF revenue. A "But For" Analysis and Financial Analysis are attached as Exhibit 9 and show the financial reason for the TIF assistance.

XI. COST-BENEFIT ANALYSIS

A cost-benefit analysis has been prepared for the Redevelopment Area. This analysis describes (1) impact on the economy of each taxing district if the Plan and projects are not built; (2) impact on the economy of each taxing district if the Plan and projects are built; (3) fiscal impact study on every affected political subdivision; and (4) sufficient information to determine whether the projects as proposed are financially feasible. The cost-benefit analysis is attached as Exhibit 8.

XII. ACQUISITION AND DISPOSITION

It is anticipated that it will be necessary to acquire property to achieve the redevelopment objectives. The Commission may acquire property by purchase, donation, lease or eminent domain in the manner provided for by corporations in Chapter 523, RSMo. The property acquired by 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. No property for a redevelopment project shall be acquired by eminent domain later than five (5) years from adoption of the ordinance approving the project.

XIII. RELOCATION ASSISTANCE PLAN

Because no displacement of persons or businesses will be required to complete the Redevelopment Plan, no relocation assistance plan is needed. Should relocation be necessary, relocation assistance will be available to all eligible displaced occupants in conformance with the Commission's Relocation Assistance Plan as shown in Exhibit 13 or as may be required by other state or federal laws. Any relocation will be at the expense of the Redeveloper.

XIV. 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. without Commission approval. 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.

XV. PROVISION OF PUBLIC FACILITIES

Redeveloper will provide and maintain all necessary public facilities and utilities to service the Redevelopment Area.

#### **XVI. REDEVELOPMENT AGREEMENT**

Upon approval of this Plan, the Tax Increment Financing Commission and Redeveloper will enter into a Redevelopment Agreement which will include, among other things, provisions relative to the following:

1. implementation of the Plan;
2. reporting of Economic Activity Taxes;
3. the Commission's Affirmative Action Policy;
4. a design guideline review and approval process;
5. the Commission's Relocation Plan, if any;
6. approval by Commission of the costs, design of the Project Improvements, Redevelopment Project Costs, certified reimbursable Redevelopment Project Costs; and
7. public participation in excess return.

# **EXHIBIT 1**

## **Legal Description**

**A: Redevelopment Area**

**B: Redevelopment Projects**





## THE UNION STATION PROPERTY

### TRACT A:

A TRACT OF LAND IN THE WEST ½ OF SECTION 8, TOWNSHIP 49, RANGE 33, IN KANSAS CITY, JACKSON COUNTY, MISSOURI, INCLUDING PARTS OF "LUDLOW PLACE", "MARSH'S ADDITION", "MAGAZINE PLACE", "GOODRICH ADDITION", AND "CORRECTED PLAT OF CITY VIEW PARK"; TOGETHER WITH PART OF THE VACATED STREETS AND ALLEYS LYING WITHIN, ALL BEING SUBDIVISIONS OF LAND IN SAID CITY, COUNTY, AND STATE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, AS ESTABLISHED BY DOCUMENT NO. K-495009, IN BOOK K-1092, AT PAGE 1154, AND ACCEPTED BY ORDINANCE NO. 53181, PASSED AUGUST 17, 1981, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD, AS ESTABLISHED BY THE ORDINANCE OF KANSAS CITY, MISSOURI NO. 18372, APPROVED FEBRUARY 5, 1914; THENCE SOUTH 72 DEGREES 21 MINUTES 02 SECONDS WEST ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 566.92 FEET TO A POINT ON THE SOUTHERLY EXTENSION OF THE WESTERLY FACE OF THE UNION STATION BUILDING, AS SAID BUILDING NOW EXISTS; THENCE NORTH 18 DEGREES 10 MINUTES 36 SECONDS WEST ALONG SAID SOUTHERLY EXTENSION AND ALONG SAID WESTERLY BUILDING FACE, A DISTANCE OF 401.22 FEET TO A NORTHWEST CORNER OF SAID BUILDING FACE; THENCE NORTHEASTERLY AND NORTHWESTERLY ALONG SAID BUILDING FACE, THE FOLLOWING BEARINGS AND DISTANCES; NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST, A DISTANCE OF 230.87 FEET; THENCE NORTH 18 DEGREES 10 MINUTES 36 SECONDS WEST, A DISTANCE OF 9.15 FEET; THENCE NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST, A DISTANCE OF 3.67 FEET; THENCE NORTH 18 DEGREES 10 MINUTES 36 SECONDS WEST, A DISTANCE OF 47.91 FEET; THENCE NORTH 71 DEGREES 52 MINUTES 36 SECONDS EAST, A DISTANCE OF 45.85 FEET; THENCE NORTH 18 DEGREES 17 MINUTES 10 SECONDS WEST, A DISTANCE OF 363.57 FEET; THENCE NORTH 71 DEGREES 51 MINUTES 43 SECONDS EAST, ALONG SAID BUILDING FACE AND ALONG THE EASTERLY EXTENSION THEREOF, A DISTANCE OF 182.99 FEET TO A POINT ON THE WESTERLY LINE OF "TWO PERSHING SQUARE", A SUBDIVISION OF LAND IN AFORESAID CITY, COUNTY, AND STATE; THENCE SOUTHEASTERLY AND NORTHEASTERLY ALONG SAID WESTERLY LINE, THE FOLLOWING BEARINGS AND DISTANCES, SOUTH 18 DEGREES 06 MINUTES 46 SECONDS EAST, A DISTANCE OF 348.73 FEET; THENCE NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST A DISTANCE OF 44.89 FEET; THENCE SOUTH 18 DEGREES 10 MINUTES 36 SECONDS EAST A DISTANCE OF 47.71 FEET; THENCE NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST, A DISTANCE OF 3.51 FEET; THENCE SOUTH 18 DEGREES 10 MINUTES 36 SECONDS EAST, A DISTANCE OF 9.22 FEET; THENCE NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST, A DISTANCE OF 124.18 FEET; THENCE SOUTH 18 DEGREES 10 MINUTES 36 SECONDS EAST, A DISTANCE OF 61.24 FEET; THENCE NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST, A DISTANCE OF 40.65 FEET; THENCE SOUTH 18 DEGREES 21 MINUTES 39 SECONDS EAST, A DISTANCE OF 48.41 FEET; THENCE

SOUTH 2 DEGREES 52 MINUTES 05 SECONDS WEST, A DISTANCE OF 27.18 FEET; THENCE SOUTH 12 DEGREES 50 MINUTES 13 SECONDS WEST, A DISTANCE OF 89.54 FEET; THENCE SOUTH 18 DEGREES 09 MINUTES 03 SECONDS EAST, A DISTANCE OF 45.00 FEET; THENCE NORTH 71 DEGREES 50 MINUTES 44 SECONDS EAST, A DISTANCE OF 25.19 FEET TO A POINT ON THE AFORESAID WESTERLY RIGHT-OF-WAY LINE OF MAIN STREET; THENCE SOUTHERLY ALONG SAID WESTERLY LINE, THE FOLLOWING BEARINGS AND DISTANCES; THENCE SOUTH 3 DEGREES 29 MINUTES 54 SECONDS WEST, A DISTANCE OF 3.59 FEET; THENCE SOUTH 71 DEGREES 50 MINUTES 44 SECONDS WEST, A DISTANCE OF 7.71 FEET; THENCE SOUTH 6 DEGREES 15 MINUTES 37 SECONDS WEST, A DISTANCE OF 82.34 FEET; THENCE SOUTH 3 DEGREES 54 MINUTES 02 SECONDS WEST, A DISTANCE OF 93.00 FEET TO THE POINT OF BEGINNING.

#### **TRACT B:**

A TRACT OF LAND IN THE WEST ½ OF SECTION 8, TOWNSHIP 49, RANGE 33, IN KANSAS CITY, JACKSON COUNTY, MISSOURI, INCLUDING PARTS OF "LUDLOW PLACE", AND "MARSH'S ADDITION", TOGETHER WITH PARTS OF THE VACATED STREETS AND ALLEYS LYING WITHIN; ALL BEING SUBDIVISIONS OF LAND IN SAID CITY, COUNTY AND STATE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, AS ESTABLISHED BY DOCUMENT NO. K-495009, IN BOOK K-1092, AT PAGE 1154 AND ACCEPTED BY ORDINANCE NO. 53181, PASSED AUGUST 17, 1981, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD, AS ESTABLISHED BY THE ORDINANCE OF KANSAS CITY, MISSOURI NO. 18372, APPROVED FEBRUARY 5, 1914; THENCE SOUTH 72 DEGREES 21 MINUTES 02 SECONDS WEST ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 566.92 FEET TO A POINT ON THE SOUTHERLY EXTENSION OF THE WESTERLY FACE OF THE UNION STATION BUILDING, AS SAID BUILDING NOW EXISTS, SAID POINT ALSO BEING THE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE NORTH 18 DEGREES 10 MINUTES 36 SECONDS WEST ALONG SAID SOUTHERLY EXTENSION AND ALONG SAID WESTERLY BUILDING FACE, A DISTANCE OF 401.22 FEET TO A NORTHWEST CORNER OF SAID BUILDING FACE; THENCE NORTHEASTERLY AND NORTHWESTERLY ALONG SAID BUILDING FACE, THE FOLLOWING BEARINGS AND DISTANCES: NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST, A DISTANCE OF 230.87 FEET; THENCE NORTH 18 DEGREES 10 MINUTES 36 SECONDS WEST, A DISTANCE OF 9.15 FEET; THENCE NORTH 71 DEGREES 49 MINUTES 24 SECONDS EAST, A DISTANCE OF 3.67 FEET; THENCE NORTH 18 DEGREES 10 MINUTES 36 SECONDS WEST, A DISTANCE OF 47.91 FEET; THENCE NORTH 71 DEGREES 52 MINUTES 36 SECONDS EAST, A DISTANCE OF 45.85 FEET; THENCE NORTH 18 DEGREES 17 MINUTES 10 SECONDS WEST, A DISTANCE OF 363.28 FEET TO A POINT ON A LINE THAT IS 25.00 FEET SOUTHERLY OF AND PARALLEL WITH THE CENTERLINE OF THE SOUTHERLYMOST SET OF RAILROAD TRACKS, AS SAID RAILROAD TRACKS NOW EXIST; THENCE SOUTH 71 DEGREES 51 MINUTES 09 SECONDS WEST, ALONG SAID PARALLEL LINE, A DISTANCE OF 317.43 FEET; THENCE SOUTH 12 DEGREES 22 MINUTES 09 SECONDS WEST, A DISTANCE OF 819.29 FEET, TO A POINT ON THE

AFORESAID NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD; THENCE SOUTH 87 DEGREES 26 MINUTES 53 SECONDS EAST ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 324.06 FEET; THENCE NORTH 72 DEGREES 21 MINUTES 02 SECONDS EAST ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 151.05 FEET TO THE POINT OF BEGINNING.

**TRACT C:**

ALL THAT TRACT OF LAND LYING IN SECTIONS 7 AND 8, TOWNSHIP 49, RANGE 33 IN KANSAS CITY, JACKSON COUNTY, MISSOURI, INCLUDING PARTS OF "GATES ADDITION", "A. J. LLOYD'S SUBDIVISION", "JAMESON'S SUBDIVISION" AND "MARSH'S ADDITION", TOGETHER WITH PARTS OF VACATED STREETS AND ALLEYS LYING WITHIN, ALL BEING SUBDIVISIONS OF LAND IN SAID CITY, COUNTY AND STATE, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE POINT OF INTERSECTION OF THE EAST LINE OF BROADWAY WITH THE NORTH LINE OF PERSHING ROAD, AS SAID STREETS ARE PRESENTLY ESTABLISHED;

THENCE RUNNING NORTH 2°-25'-36" EAST ALONG SAID EAST LINE OF BROADWAY, A DISTANCE OF 63.47 FEET;

THENCE DEPARTING SAID EAST LINE AND RUNNING NORTH 87°-34'-24" WEST ACROSS BROADWAY, A DISTANCE OF 80.00 FEET TO THE NORTHEAST CORNER OF LOT 6, BLOCK C OF SAID "JAMESON'S SUBDIVISION";

THENCE DEPARTING SAID WEST LINE AND RUNNING NORTH 87°-31'-19" WEST ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 130.21 FEET (130.00 FEET PLAT) TO THE NORTHWEST CORNER THEREOF;

THENCE RUNNING SOUTH 2°-24'-09" WEST ALONG THE WEST LINE OF LOTS 6, 7, 8 AND 9 OF SAID BLOCK AND SUBDIVISION, A DISTANCE OF 99.40 FEET (100 FEET PLAT) TO A POINT IN THE NORTH LINE OF PERSHING ROAD, AS PRESENTLY ESTABLISHED;

THENCE RUNNING THE FOLLOWING COURSES AND DISTANCES ALONG SAID NORTHERLY LINE OF PERSHING ROAD:

NORTH 87°-23'-31", WEST, A DISTANCE OF 15.67 FEET;  
NORTH 2°-36'-29" EAST, A DISTANCE OF 8.00 FEET;  
NORTH 87°-23'-31" WEST, A DISTANCE OF 300.00 FEET, AND;  
SOUTH 2°-36'-29" WEST, A DISTANCE OF 8.00 FEET;

THENCE RUNNING NORTH 87°-23'-31" WEST ALONG SAID NORTH LINE OF PERSHING ROAD AND THE WESTERLY PROLONGATION THEREOF, A DISTANCE OF 135.74 FEET;

THENCE RUNNING NORTH 87°-34'-40" WEST, A DISTANCE OF 40.00 FEET TO A POINT IN THE CENTERLINE OF WEST PENNWAY (FORMERLY PENNSYLVANIA AVENUE), AS PRESENTLY ESTABLISHED;

THENCE RUNNING NORTH 2°-25'-20" EAST ALONG SAID CENTERLINE OF WEST PENNWAY 12.26 FEET;

THENCE RUNNING NORTH 87°-34'-40" WEST, A DISTANCE OF 40.00 FEET TO A POINT IN THE WEST LINE OF SAID WEST PENNWAY, AS PRESENTLY ESTABLISHED;

THENCE RUNNING THE FOLLOWING COURSES AND DISTANCES ALONG THE SOUTHERLY LINE OF THE RIGHT OF WAY OF KANSAS CITY TERMINAL RAILROAD:

NORTH 87°-23'-31" WEST, A DISTANCE OF 402.39 FEET;

SOUTH 71°-53'-18" WEST, A DISTANCE OF 178.38 FEET TO A POINT 15.00 FEET EAST OF AS MEASURED A RIGHT ANGLES TO THE EAST LINE OF SUMMIT STREET, AS PRESENTLY ESTABLISHED;

THENCE NORTH 2°-15'-51" EAST 15.00 FEET EAST OF AND PARALLEL TO THE EAST LINE OF SAID SUMMIT STREET, A DISTANCE OF 48.83 FEET;

THENCE RUNNING THE FOLLOWING COURSES AND DISTANCES ALONG REMAINING LAND OF THE KANSAS CITY TERMINAL RAILROAD AND CROSSING WEST PENNWAY AND BROADWAY, EACH AS PRESENTLY ESTABLISHED;

NORTH 71°-52'-42" EAST, A DISTANCE OF 838.27 FEET;

NORTH 77°-19'-28" EAST, A DISTANCE OF 15.00 FEET;

NORTHEASTERLY ALONG A CURVE TO THE LEFT, HAVING AN INITIAL TANGENT BEARING OF NORTH 67°-43'-24" EAST, A RADIUS OF 2425.00 FEET AND A CENTRAL ANGLE OF 6°-18'-01", AN ARC DISTANCE OF 266.66 FEET;

NORTH 61°-25'-24" EAST, A DISTANCE OF 602.65 FEET;

NORTHEASTERLY ALONG A CURVE TO THE RIGHT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 600.00 FEET AND A CENTRAL ANGLE OF 10°-25'-19", AN ARC DISTANCE OF 109.14 FEET;

NORTH 71°-50'-42" EAST, A DISTANCE OF 171.75 FEET, AND

SOUTH 12°-21'-43" WEST, A DISTANCE OF 819.29 FEET TO A POINT IN THE NORTH LINE OF PERSHING ROAD, AS PRESENTLY ESTABLISHED;

THENCE NORTH 87°-27'-19" WEST ALONG SAID NORTH LINE OF PERSHING ROAD, A DISTANCE OF 358.03 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED TRACT OF LAND CONTAINS 13.948 ACRES, MORE OR LESS AND IS SUBJECT TO THE RIGHTS TO THE PUBLIC, FOR HIGHWAY PURPOSES, OVER THOSE PORTIONS OF WEST PENNWAY, BROADWAY - WEST PENNWAY

VIADUCT, INTERSTATE ROUTE 35 AND SUMMIT STREET, ALL AS PRESENTLY ESTABLISHED, CROSSING THROUGH, UNDER AND OVER SAID TRACT.

LESS AND EXCEPT THE FOLLOWING DESCRIBED TRACT OF LAND:

BEGINNING AT THE INTERSECTION OF THE MOST SOUTHERLY NORTH LINE OF PERSHING ROAD, AS NOW ESTABLISHED, WITH THE CENTERLINE OF WEST PENNWAY, AS NOW ESTABLISHED; THENCE SOUTH 87° 34' 40" EAST ALONG THE NORTH LINE OF SAID PERSHING ROAD, A DISTANCE OF 40.00 FEET; THENCE SOUTH 87° 23' 31" EAST CONTINUING ALONG SAID NORTH LINE, A DISTANCE OF 135.74 FEET; THENCE NORTH 2° 36' 29" EAST, A DISTANCE OF 8.00 FEET; THENCE SOUTH 87° 23' 31" EAST ALONG THE NORTH LINE OF PERSHING ROAD AS ESTABLISHED BY ORDINANCE NO. 18372, A DISTANCE OF 21.17 FEET; THENCE NORTH 3° 18' 24" EAST, DEPARTING SAID NORTH LINE OF SAID PERSHING ROAD, A DISTANCE OF 29.95 FEET; THENCE NORTH 87° 19' 28" WEST, A DISTANCE OF 39.95 FEET; THENCE NORTH 3° 14' 29" EAST, A DISTANCE OF 39.09 FEET; THENCE NORTH 2° 14' 43" EAST, A DISTANCE OF 124.64 FEET; THENCE NORTH 20° 04' 14" WEST, A DISTANCE OF 80.23 FEET; THENCE SOUTH 71° 52' 42" WEST, A DISTANCE OF 786.52 FEET TO A POINT ON A LINE 15.00 FEET EAST OF, AND PARALLEL WITH, THE EAST LINE OF SUMMIT STREET, AS NOW ESTABLISHED; THENCE SOUTH 2° 15' 52" WEST ALONG SAID PARALLEL LINE, A DISTANCE OF 48.45 FEET; THENCE NORTH 71° 53' 18" EAST, DEPARTING SAID PARALLEL LINE, A DISTANCE OF 178.38 FEET; THENCE SOUTH 87° 23' 31" EAST, A DISTANCE OF 402.39 FEET TO A POINT IN THE WEST LINE OF WEST PENNWAY, AS NOW ESTABLISHED; THENCE SOUTH 87° 34' 40" EAST, A DISTANCE OF 40.00 FEET TO A POINT IN THE CENTERLINE OF SAID WEST PENNWAY; THENCE SOUTH 2° 25' 20" WEST ALONG SAID CENTERLINE, A DISTANCE OF 12.26 FEET TO THE POINT OF BEGINNING.

**TRACT D:**

ALL THAT PART OF THE WEST ¼ OF SECTION 8, TOWNSHIP 49, RANGE 33, IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF LOT 1, "ONE PERSHING SQUARE," A SUBDIVISION IN SAID CITY, COUNTY AND STATE, SAID POINT ALSO BEING ON THE EAST RIGHT-OF-WAY LINE OF MAIN STREET, AS NOW ESTABLISHED; THENCE SOUTH 86°-30'-06" EAST ALONG THE NORTH LINE OF SAID LOT 1 AND ITS EASTERLY PROLONGATION, A DISTANCE OF 178.70 FEET; THENCE NORTH 3°-29'-54" EAST, ALONG A LINE PARALLEL WITH THE EAST RIGHT-OF-WAY LINE OF SAID MAIN STREET, A DISTANCE OF 163.60 FEET; THENCE NORTH 86°-30'-06" WEST, ALONG A LINE PARALLEL WITH THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 178.70 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SAID MAIN STREET; THENCE SOUTH 3°-29'-54" WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF 163.60 FEET TO THE POINT OF BEGINNING.

**TRACT E:**

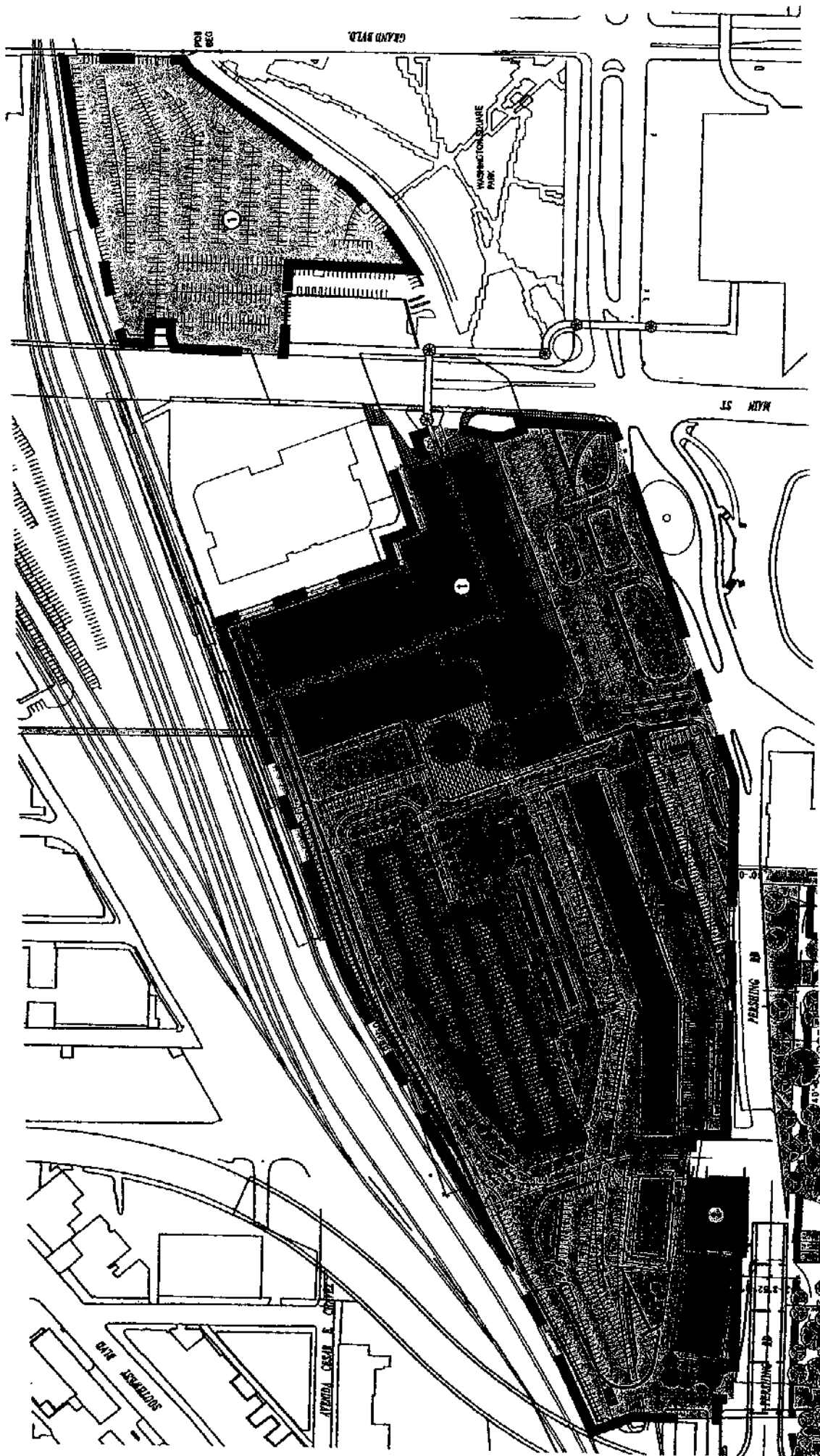
ALL THAT PART OF THE WEST 1/2 OF SECTION 8, TOWNSHIP 49, RANGE 33, IN KANSAS CITY, JACKSON COUNTY, MISSOURI; ALL THAT PART OF "WALTON PLACE" AND "SCARRITT & PEERY'S SUBDIVISION," SUBDIVISIONS IN SAID CITY, COUNTY AND STATE, AND THAT PART OF VACATED WESTPORT ROAD, VACATED WALNUT STREET AND VACATED 23RD STREET, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF LOT 1, "ONE PERSHING SQUARE," A SUBDIVISION IN SAID CITY, COUNTY AND STATE; THENCE NORTH 3 DEGREES 29 MINUTES 54 SECONDS EAST, ALONG THE EAST LINE OF SAID LOT 1, A DISTANCE OF 49.93 FEET TO THE TRUE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE NORTHEASTERLY, GENERALLY ALONG THE NORTHWESTERLY FACE OF AN EXISTING WALL, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 468.40 FEET, AN INITIAL TANGENT BEARING OF NORTH 64 DEGREES 27 MINUTES 55 SECONDS EAST AND A CENTRAL ANGLE OF 28 DEGREES 15 MINUTES 28 SECONDS, AN ARC DISTANCE OF 231.01 FEET; THENCE CONTINUING ALONG THE NORTHWESTERLY FACE OF SAID WALL, NORTH 36 DEGREES 12 MINUTES 27 SECONDS EAST AND TANGENT TO THE LAST DESCRIBED CURVE, A DISTANCE OF 287.39 FEET; THENCE CONTINUING GENERALLY ALONG THE NORTHWESTERLY FACE OF SAID WALL ALONG A CURVE TO THE RIGHT TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 180.78 FEET AND A CENTRAL ANGLE OF 25 DEGREES 03 MINUTES 16 SECONDS, AN ARC DISTANCE OF 79.05 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF GRAND AVENUE, AS NOW ESTABLISHED; THENCE NORTH 2 DEGREES 26 MINUTES 36 SECONDS EAST, A DISTANCE OF 210.55 FEET; THENCE SOUTH 84 DEGREES 24 MINUTES 15 SECONDS WEST, A DISTANCE OF 197.55 FEET; THENCE WESTERLY ALONG A CURVE TO THE LEFT, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 1195.00 FEET AND A CENTRAL ANGLE OF 5 DEGREES 30 MINUTES 38 SECONDS, AN ARC DISTANCE OF 114.93 FEET; THENCE WESTERLY ALONG A CURVE TO THE LEFT HAVING A COMMON TANGENT WITH THE LAST DESCRIBED COURSE, A RADIUS OF 1650.00 FEET AND A CENTRAL ANGLE OF 6 DEGREES 56 MINUTES 50 SECONDS, AN ARC DISTANCE OF 200.06 FEET; THENCE SOUTH 71 DEGREES 56 MINUTES 47 SECONDS WEST, A DISTANCE OF 41.20 FEET TO A POINT ON THE MOST NORTHERLY EAST LINE OF LOT 1, "AMTRAK STATION," A SUBDIVISION IN SAID CITY, COUNTY AND STATE; THENCE SOUTH 3 DEGREES 29 MINUTES 54 SECONDS WEST ALONG THE LAST SAID EAST LINE, A DISTANCE OF 47.41 FEET TO AN ANGLE POINT THEREIN; THENCE SOUTH 87 DEGREES 26 MINUTES 47 SECONDS EAST ALONG THE MOST SOUTHERLY NORTH LINE OF THE LAST SAID LOT 1, A DISTANCE OF 40.00 FEET TO THE MOST EASTERLY NORTHEAST CORNER OF THE LAST SAID LOT 1; THENCE SOUTH 3 DEGREES 29 MINUTES 54 SECONDS WEST ALONG THE MOST SOUTHERLY EAST LINE OF THE LAST SAID LOT 1, A DISTANCE OF 40.01 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH 87 DEGREES 26 MINUTES 47 SECONDS WEST ALONG THE SOUTH LINE OF THE LAST SAID LOT 1, A DISTANCE OF 23.25 FEET; THENCE SOUTH 71 DEGREES 52 MINUTES 26 SECONDS WEST, A DISTANCE OF 26.62 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MAIN STREET, AS NOW ESTABLISHED; THENCE SOUTH 3 DEGREES 29 MINUTES 54 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, A DISTANCE OF

39.72 FEET TO A POINT THAT IS NORTH 3 DEGREES 29 MINUTES 54 SECONDS EAST, A DISTANCE OF 163.60 FEET FROM THE NORTHWEST CORNER OF LOT 1, 'ONE PERSHING SQUARE'; THENCE SOUTH 86 DEGREES 30 MINUTES 06 SECONDS EAST, PARALLEL WITH THE NORTH LINE OF THE LAST SAID LOT 1, A DISTANCE OF 178.70 FEET; THENCE SOUTH 3 DEGREES 29 MINUTES 54 SECONDS WEST, PARALLEL WITH THE EAST RIGHT-OF-WAY LINE, A DISTANCE OF 163.60 FEET; THENCE NORTH 86 DEGREES 30 MINUTES 06 SECONDS WEST, A DISTANCE OF 8.70 FEET TO THE NORTHEAST CORNER OF LAST SAID LOT 1, OF "ONE PERSHING SQUARE"; THENCE SOUTH 3 DEGREES 29 MINUTES 54 SECONDS WEST ALONG THE EAST LINE OF THE LAST SAID LOT 1, A DISTANCE OF 231.71 FEET TO THE TRUE POINT OF BEGINNING.

1. Union Station  
 30 West Pershing Road  
 Kansas City, MO 64108

2. Daniels Condominiums  
 2420 Broadway  
 Kansas City, MO 64108



Not to Scale February 2003

Property Owners North Of Pershing Road

IRS + Kansas City Main Post Office Relocation

106 West 14th Street Suite 200 Kansas City Mo 64105 816 783 1500 1316 783 1501 bnim.com

Project 02054



IRS + KANSAS CITY MAIN POST OFFICE REDEVELOPMENT AREA  
LEGAL DESCRIPTION  
JANUARY 29, 2003

PERIMETER DESCRIPTION OF THE PROPOSED REDEVELOPMENT AREA

COMMENCING AT THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF WEST PENNWAY AND THE NORTH LINE OF ANNE'S LOFTS CONDOMINIUM, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI, SAID POINT BEING THE POINT OF BEGINNING OF THE HEREIN DESCRIBED AREA; THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE AND THE NORTHERLY PROLONGATION THEREOF TO THE NORTH RIGHT-OF-WAY LINE OF 25<sup>TH</sup> STREET; THENCE WEST ALONG THE NORTH RIGHT-OF-WAY LINE, OF SAID 25<sup>TH</sup> STREET, A DISTANCE OF 5 FEET TO A JOG IN THE EAST RIGHT-OF-WAY LINE OF WEST PENNWAY; THENCE NORTH ALONG SAID EAST RIGHT-OF-WAY LINE TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEAST, SAID CURVE HAVING A RADIUS OF 100 FEET, THENCE NORTHEASTERLY ALONG SAID CURVE A DISTANCE OF 157.41 FEET, TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF PERSHING ROAD; THENCE EAST ALONG SAID SOUTH RIGHT-OF-WAY LINE, TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF WASHINGTON STREET; THENCE EASTERLY TO THE INTERSECTION OF THE EAST RIGHT-OF-WAY LINE OF WASHINGTON STREET AND THE SOUTH RIGHT-OF-WAY LINE OF PERSHING ROAD; THENCE EAST ALONG THE SOUTH RIGHT-OF-WAY LINE OF PERSHING ROAD AND THE EASTERLY PROLONGATION THEREOF, TO A POINT ON THE NORTHERLY PROLONGATION OF THE WEST RIGHT-OF-WAY LINE OF BROADWAY; THENCE EASTERLY TO THE INTERSECTION OF THE NORTHERLY PROLONGATION OF THE EAST RIGHT-OF-WAY LINE OF BROADWAY WITH THE WESTERLY PROLONGATION OF THE SOUTH RIGHT-OF-WAY LINE OF PERSHING ROAD; THENCE EAST ALONG SAID PROLONGATION AND SOUTH RIGHT-OF-WAY LINE OF PERSHING ROAD, TO A POINT 15 FEET WEST OF THE WEST LINE OF LOT 4, WALDO TRACT, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI; THENCE SOUTH ALONG A LINE 15 FEET WEST OF AND PARALLEL TO SAID WEST LINE OF LOT 4, TO A POINT 7.5 FEET SOUTH OF AND PARALLEL TO THE SOUTH LINE OF LOTS 1 THROUGH 4 AND THE WESTERLY PROLONGATION THEREOF, SAID WALDO TRACT; THENCE EAST ALONG A LINE 7.5 FEET SOUTH OF AND PARALLEL TO THE SOUTH LINE OF SAID LOTS 1 THROUGH 4 AND PROLONGATION THEREOF, TO A POINT ON THE EAST LINE OF SAID WALDO TRACT; THENCE SOUTH ALONG SAID EAST LINE TO ITS INTERSECTION WITH THE WESTERLY LINE OF PENN VALLEY PARK; THENCE SOUTHWESTERLY ALONG SAID WESTERLY LINE OF PENN VALLEY PARK, TO A POINT ON THE NORTH RIGHT OF WAY LINE OF 25<sup>TH</sup>

STREET; THENCE SOUTH AT RIGHT ANGLES TO SAID NORTH RIGHT-OF-WAY LINE, TO THE SOUTH RIGHT-OF-WAY LINE OF SAID 25<sup>TH</sup> STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE AND THE WESTERLY PROLONGATION THEREOF, TO THE INTERSECTION OF THE EAST LINE OF BLOCK 1, SHEIDLEY PARK, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI WITH THE SOUTH RIGHT-OF-WAY LINE OF SAID 25<sup>TH</sup> STREET; THENCE SOUTH ALONG THE EAST LINE OF SAID BLOCK 1, TO THE SOUTH LINE OF BLOCK 1, SAID SHEIDLEY PARK; THENCE WEST ALONG THE SOUTH LINE OF SAID BLOCK 1, TO THE EAST RIGHT-OF-WAY LINE OF BROADWAY; THENCE SOUTH ALONG THE SOUTHERLY PROLONGATION OF THE EAST RIGHT-OF-WAY LINE OF BROADWAY TO THE SOUTH RIGHT-OF-WAY LINE OF 26<sup>TH</sup> STREET; THENCE WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE OF 26<sup>TH</sup> STREET, TO THE SOUTHERLY PROLONGATION OF THE CENTERLINE OF THE NORTH/SOUTH ALLEY, FIRST WEST OF WASHINGTON STREET; THENCE NORTH ALONG SAID PROLONGATION AND CENTERLINE TO THE EASTERLY PROLONGATION OF THE NORTH LINE OF SAID ANNE'S LOFTS CONDOMINIUM; THENCE WEST ALONG SAID PROLONGATION AND NORTH LINE TO THE POINT OF BEGINNING.

UDPDD.DOC  
1/29/03

PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #1  
FEBRUARY 11, 2003

DESCRIPTION: Beginning on Pershing Road west of Kessler Boulevard and west of the Pershing Building at the point of intersection of the southerly line of Pershing Road and the west line of Lot 4 Waldo Tract, a subdivision; thence south along said west line of said Lot 4 Waldo Tract and continuing south along the southerly prolongation of said West line of Lot 4 to its intersection with the northwesterly line of Kessler Boulevard; thence Southwesterly along the northwesterly line of Kessler Boulevard to its intersection with the north line of 25<sup>th</sup> Street; thence due south to the south line of said 25th Street; thence west along the south line of 25th Street to its intersection with the northerly prolongation of the west line of Central Avenue; thence south along the west line of Central Avenue and along its northerly prolongation to the easterly prolongation of the south line of 26<sup>th</sup> Street; thence west along said south right-of-way line of 26<sup>th</sup> Street, to the southerly prolongation of the centerline of the north/south alley, first west of Washington Street; thence north along said prolongation and centerline to the easterly prolongation of the north line of Annie's Lofts Condominium, a subdivision in Kansas City, Jackson County, Missouri, thence west along said prolongation and north line to the easterly right-of-way line of West Pennway and the West Pennway Viaduct, to its intersection with the southerly line of Pershing Road; thence easterly along said southerly line of Pershing Road to the point of beginning.

PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #2  
FEBRUARY 11, 2003

DESCRIPTION: Commencing on Pershing Road west of Kessler Boulevard and west of the Pershing Building at the point of intersection of the southerly line of Pershing Road and the west line of Lot 4 Waldo Tract, a subdivision; thence south along said west line of said Lot 4 to the southwest corner of said Lot 4 Waldo Tract, said southwest corner being the point of beginning; thence continuing south along the southerly prolongation of said West line of said Lot 4 to the North line of Lot 44 of said Waldo Tract; thence east along said North line and its easterly prolongation to its intersection with the westerly line of Kessler Boulevard; thence northeasterly along said westerly line of Kessler Boulevard to its intersection with the southerly prolongation of the south line of Lot 1 of said Waldo Tract; thence north along said southerly prolongation to the Southeast corner of said Lot 1 of said Waldo Tract; thence west along the south lines of Lots 1, 2, 3, 4, and 5 of said Waldo Tract to the point of beginning.

PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #3  
FEBRUARY 11, 2003

DESCRIPTION: COMMENCING AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, AS ESTABLISHED BY DOCUMENT NO. K-495009, IN BOOK K-1092, AT PAGE 1154, AND ACCEPTED BY ORDINANCE NO. 53181, PASSED AUGUST 17, 1981, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD AS ESTABLISHED BY THE ORDINANCE OF KANSAS CITY, MISSOURI NO. 18372, APPROVED FEBRUARY 5, 1914; THENCE S 72°20'36" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 566.92 FEET; THENCE N 18°11'02" W, A DISTANCE OF 141.51 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED AREA; THENCE S 71°32'02" W, A DISTANCE OF 440.41 FEET; THENCE S 12°21'43" W, A DISTANCE OF 27.00 FEET, TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD; THENCE N 87°27'19" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 358.03 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BROADWAY ; THENCE N 02°25'36" E, ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 192.47 FEET; THENCE N 19°07'21" W, A DISTANCE OF 70.00 FEET; THENCE S 80°02'39" E, A DISTANCE OF 194.50 FEET; THENCE N 71°48'56" E, A DISTANCE OF 550.86 FEET; THENCE S 18°11'02" E, A DISTANCE OF 259.71 FEET, TO THE POINT OF BEGINNING.

UDPPD3.DOC

PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #4  
FEBRUARY 11, 2003

DESCRIPTION: COMMENCING AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, AS ESTABLISHED BY DOCUMENT NO. K-495009, IN BOOK K-1092, AT PAGE 1154, AND ACCEPTED BY ORDINANCE NO. 53181, PASSED AUGUST 17, 1981, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD AS ESTABLISHED BY THE ORDINANCE OF KANSAS CITY, MISSOURI NO. 18372, APPROVED FEBRUARY 5, 1914; THENCE S 72°20'36" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 566.92 FEET; THENCE N 18°11'02" W, A DISTANCE OF 159.51 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED AREA; THENCE N 18°11'02" W, A DISTANCE OF 401.71 FEET; THENCE N 71°48'58" E, A DISTANCE OF 100.19 FEET; THENCE N 18°17'36" W, A DISTANCE OF 260.39 FEET; THENCE N 71°50'42" E, A DISTANCE OF 180.00 FEET; THENCE N 18°17'36" W, A DISTANCE OF 0.29 FEET; THENCE N 71°51'17" E, A DISTANCE OF 182.98 FEET; THENCE S 18°07'12" E, A DISTANCE OF 348.73 FEET; THENCE N 71°48'58" E, A DISTANCE OF 44.89 FEET; THENCE S 18°11'02" E, A DISTANCE OF 47.71 FEET; THENCE N 71°48'58" E, A DISTANCE OF 3.51 FEET; THENCE S 18°11'02" E, A DISTANCE OF 9.22 FEET; THENCE N 71°48'58" E, A DISTANCE OF 124.18 FEET; THENCE S 18°11'02" E, A DISTANCE OF 61.24 FEET; THENCE N 71°48'58" E, A DISTANCE OF 40.65 FEET; THENCE S 18°22'05" E, A DISTANCE OF 48.41 FEET; THENCE S 02°51'39" W, A DISTANCE OF 27.18 FEET; THENCE S 12°49'47" W, A DISTANCE OF 89.54 FEET; THENCE S 18°09'29" E, A DISTANCE OF 45.00 FEET; THENCE S 71°50'18" W, A DISTANCE OF 619.76 FEET, TO THE POINT OF BEGINNING.

TOGETHER WITH

A STRIP LYING BETWEEN THE NORTH END OF UNION STATION AND A TERMINOUS IN THE FREIGHT HOUSE DISTRICT FOR A PEDESTRIAN BRIDGE LINK.

UDPPD4.DOC

PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #5  
FEBRUARY 11, 2003

DESCRIPTION: COMMENCING AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, AS ESTABLISHED BY DOCUMENT NO. K-495009, IN BOOK K-1092, AT PAGE 1154, AND ACCEPTED BY ORDINANCE NO. 53181, PASSED AUGUST 17, 1981, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD AS ESTABLISHED BY THE ORDINANCE OF KANSAS CITY, MISSOURI NO. 18372, APPROVED FEBRUARY 5, 1914; THENCE S 72°20'36" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 566.92 FEET; THENCE N 18°11'02" W, A DISTANCE OF 401.00 FEET TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED AREA; THENCE S 71°48'58" W, A DISTANCE OF 550.86 FEET; THENCE N 80°02'39" W, A DISTANCE OF 194.50 FEET; THENCE N 19°07'21" W, A DISTANCE OF 244.11 FEET; THENCE N 61°25'24" E, A DISTANCE OF 415.15 FEET, TO THE BEGINNING OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 600.00 FEET; THENCE NORTHEASTERLY 109.14 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 10°25'18"; THENCE N 71°50'42" E, A DISTANCE OF 309.19 FEET; THENCE S 18°17'36" E, A DISTANCE OF 260.39 FEET; THENCE S 71°48'58" W, A DISTANCE OF 100.19 FEET; THENCE S 18°11'02" E, A DISTANCE OF 160.00 FEET, TO THE POINT OF BEGINNING.

UDPPD5.DOC

PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #6  
FEBRUARY 11, 2003

DESCRIPTION: COMMENCING AT THE INTERSECTION OF THW WEST RIGHT-OF-WAY LINE OF MAIN STREET, AS ESTABLISHED BY DOCUMENT NO. K-495009, IN BOOK K-1092, AT PAGE 1154, AND ACCEPTED BY ORDINANCE NO. 53181, PASSED AUGUST 17, 1981, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD AS ESTABLISHED BY THE ORDINANCE OF KANSAS CITY, MISSOURI NO. 18372, APPROVED FEBRUARY 5, 1914; THENCE S 72°20'36" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 717.97 FEET; THENCE N 87°27'19"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 682.09 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BROADWAY; THENCE N 02°25'36" E, ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 63.47 FEET, TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED AREA; THENCE N 87°34'24" W, A DISTANCE OF 80.00 FEET, TO THE NORTHEAST CORNER OF LOT 6, BLOCK "C", JAMESON'S SUBDIVISION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI; THENCE N 87°31'19" W, ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 130.21 FEET (PLAT 130.00 FEET) TO THE NORTH WEST CORNER OF SAID LOT 6; THENCE N 02°24'09" E, ALONG THE NORTHERLY PROLONGATION OF THE WEST LINE OF SAID LOT 6, A DISTANCE OF 19.00 FEET; THENCE N 79°57'01" W, A DISTANCE OF 336.60 FEET; THENCE N 02°14'43" E, A DISTANCE OF 39.73 FEET; THENCE N 20°04'14" W, A DISTANCE OF 80.57 FEET; THENCE N 71°52'42" E, A DISTANCE OF 51.88 FEET; THENCE N 77°19'49" E, A DISTANCE OF 15.00 FEET, TO THE BEGINNING OF A NON TANGENT CURVE TO THE LEFT, HAVING AN INITIAL TANGENT BEARING OF N 67°43'25" E, A RADIUS OF 2425.00 FEET; THENCE NORTHEASTERLY 266.66 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 6°18'01"; THENCE N 61°25'24" E, A DISTANCE OF 187.50 FEET; THENCE S 19°07'21" E, A DISTANCE OF 314.11 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BROADWAY; THENCE S 02°25'36" W, ALONG SAID EAST RIGHT-OF-WAY, A DISTANCE OF 129.00 FEET, TO THE POINT OF BEGINNING.

UDPPD6.DOC



PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #7  
FEBRUARY 11, 2003

DESCRIPTION: COMMENCING AT THE INTERSECTION OF THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, AS ESTABLISHED BY DOCUMENT NO. K-495009, IN BOOK K-1092, AT PAGE 1154, AND ACCEPTED BY ORDINANCE NO. 53181, PASSED AUGUST 17, 1981, WITH THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD AS ESTABLISHED BY THE ORDINANCE OF KANSAS CITY, MISSOURI NO. 18372, APPROVED FEBRUARY 5, 1914; THENCE S 72°20'36" W, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 717.97 FEET; THENCE N 87°27'19"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE A DISTANCE OF 682.09 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF BROADWAY; THENCE N 02°25'36" E, ALONG SAID EAST RIGHT-OF-WAY LINE A DISTANCE OF 63.47 FEET; THENCE N 87°34'24" W, A DISTANCE OF 80.00 FEET, TO THE NORTHEAST CORNER OF LOT 6, BLOCK "C", JAMESON'S SUBDIVISION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY, MISSOURI; THENCE N 87°31'19" W, ALONG THE NORTH LINE OF SAID LOT 6, A DISTANCE OF 130.21 FEET (PLAT 130.00 FEET) TO THE NORTH WEST CORNER OF SAID LOT 6, SAID POINT BEING THE POINT OF BEGINNING OF THE HEREIN DESCRIBED AREA; THENCE S 02°24'09" W, ALONG THE WEST LINE OF LOTS 6, 7, 8 & 9, SAID BLOCK "C", A DISTANCE OF 99.40 (PLAT 100.00 FEET), SAID POINT ALSO BEING THE NORTHERLY RIGHT-OF-WAY LINE OF PERSHING ROAD; THENCE N 02°36'29"E, ALONG A JOG IN SAID RIGHT-OF-WAY, A DISTANCE OF 8.00 FEET; THENCE N 87°23'31"W, CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 278.83 FEET; THENCE N 03°18'24" E, A DISTANCE OF 29.95 FEET; THENCE N 87°19'28" W, A DISTANCE OF 39.95 FEET; THENCE N 03°14'29" E, A DISTANCE OF 39.09 FEET; THENCE N 02°14'43" E, A DISTANCE OF 84.91 FEET; THENCE S 79°57'01" E, A DISTANCE OF 336.60 FEET, TO THE NORTHERLY PROLONGATION OF THE WEST LINE OF LOT 6, BLOCK "C" SAID JAMESON'S SUBDIVISION; THENCE S 02°24'09" W, ALONG SAID NORTHERLY PROLONGATION, A DISTANCE OF 19.00 FEET, TO THE POINT OF BEGINNING.

UDPPD7.DOC

PERSHING ROAD REDEVELOPMENT  
TAX INCREMENT FINANCING  
PERIMETER DESCRIPTION  
PROJECT #8  
FEBRUARY 11, 2003

DESCRIPTION: ALL OF LOTS 6,7,8 AND 9, BLOCK "C", JAMESON'S  
SUBDIVISION, A SUBDIVISION IN KANSAS CITY, JACKSON COUNTY,  
MISSOURI.

UDPPD8.DOC

## **EXHIBIT 2**

### **Site Plan**

**A: Redevelopment Area**

**B: Redevelopment Projects**



**EXHIBIT 3**

**Specific Objectives**

## **SPECIFIC OBJECTIVES OF REDEVELOPMENT PLAN**

1. To cure the blighted conditions currently existing on the properties with those areas selected for redevelopment projects by means of rehabilitating the deteriorating buildings and structures, provision for adequate street layout, utilities, and other site improvements, and removal of other unsanitary and unsafe conditions.
2. To construct approximately 775,000 square feet of office space for institutional use.
3. To rehabilitate existing historic structures, including the Post Office Building, the Railway Express Building, the Adams Express Building, and the Power House Building.
4. To install, repair, construct, reconstruct and relocate streets, utilities, sidewalk improvements, essential to the preparation of the areas selected for redevelopment projects.
5. To upgrade and refurbish utilities, and other infrastructure facilities serving the areas selected for redevelopment projects as well as other areas contiguous thereto.
6. To provide a pedestrian link from Union Station to the Crossroads and Freight House Districts.
7. To enhance the City's urban core by infusing thousands of new employees to the area.
8. 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.
9. To promote the health, safety, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development.
10. To provide development/business opportunities in the areas selected for redevelopment projects and the surrounding areas.
11. To stimulate construction employment opportunities and increased demand for secondary and support services for the surrounding commercial area.

### **Offsite Improvements**

**Project 1** – Traffic signalization - signage, utility relocations, access drives to site, public streetscape.

**Project 2** – access drive, pedestrian sidewalk / entry doors.

**Project 3** – None.

**Project 4** – Pedestrian Bridge and landing, landscaping, sidewalks.

**Project 5** - Traffic signalization – signage.

**Project 6** – None.

**Project 7** – Access drive.

**Project 8** - Access drive, public streetscape.

## **EXHIBIT 4**

### **CONSTRUCTION AND EMPLOYMENT INFORMATION**

**A: Construction Totals by Project Area**

**B: Employment Totals by Project Area**



Please complete the following chart for each Project Area. Reproduce this chart for each Project Area.

	NEW CONSTRUCTION	Existing Structures to REMAIN AS IS	Existing Structures to be REHABILITATED	Total	Existing Structures to be DEMOLISHED
Square feet of OFFICE Space	775,000	83,960	493,556	1,352,516	
Square feet of RETAIL Space		65,597	6,300	71,897	
Square feet of INSTITUTIONAL Space		250,992		250,992	
Square feet of INDUSTRIAL Space		53,000	93,521	146,521	188,121
Total Square Feet	775,000	453,549	597,724	1,821,926	188,121
RESIDENTIAL			97,868	97,868	
Number of DWELLING UNITS			37	37	
Number of HOTEL ROOMS					
Number of PARKING SPACES	5,694	940		6,634	1,978
Total Square Feet	775,000	453,549	691,245	1,919,794	188,121

Employment Information - PROJECTS 1-8 Consolidated

2/12/2003

Please provide employment information for each Project Area. Reproduce this chart for each Project Area.

	Numbers *
Permanent jobs to be CREATED IN Kansas City	unknown
Permanent jobs to be RELOCATED TO Kansas City	4000
Permanent jobs to be RETAINED IN Kansas City	2000
TOTAL	6000
Anticipated Annual Payroll	\$150,000,000
Estimated number of construction workers to be hired during construction phase	700-900
<p>*The employment information provided in this table is a current estimate based on the best available information, and is subject to amendment as the Plan develops.</p>	

**EXHIBIT 5**

**ESTIMATED REDEVELOPMENT COSTS AND SCHEDULE**

**Pershing Road Development TIF Plan**  
**Total Project**  
**Estimated Redevelopment Project Costs**  
**Schedule A**

Description	Total Costs	Reimbursable Costs
Land Acquisitions	\$ 24,100,000	\$ -
Street Improvements, Utilities Relocation and Demolition	8,965,238	8,965,238
Sitework	7,576,339	7,576,339
Building & Parking Structures		
Building Structures	144,672,200	-
Tenant Improvements	35,568,056	-
215 W. Pershing Garage - 302 parking spaces	5,000,494	5,000,494
IRS Underground Garage - 3,800 parking spaces	56,289,205	56,289,205
Union Station Garage - 1,496 parking spaces	15,511,292	15,511,292
Union Station Pedestrian Bridge	9,062,853	9,062,853
Freight District Infrastructure	2,589,387	2,589,387
	268,693,487	88,453,231
Professional Services & Other Soft Costs		
Architect & Engineering Fees	13,490,306	4,740,400
Bond Issuance Costs	9,896,974	
	23,387,280	4,740,400
TIF Commission Estimated Fees and Expenses	300,000	300,000
TOTALS	333,022,344	110,035,208
	\$	\$
Percentage of reimbursable costs to total costs		33.0%

Note 1 : The foregoing hard cost estimates have been prepared after consultation with JE Dunn Construction Company.

Note 2 : Assumes the issuance of \$332.58 million in taxable bonds at 5.75%, with a 20 year amortization and term.

TIF Revenues reimbursable expenses shall also include expenses incurred by the Commission as well as Development Plan Fees.

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 fund.

**EXHIBIT 6**

**ESTIMATED ANNUAL INCREASES IN ASSED VALUE AND  
RESULTING PAYMENTS IN LIEU OF TAXES AND PROJECTED  
ECONOMIC ACTIVITY TAXES**

**Pershing Road Development TIF Plan**  
**Estimated Economic Activity Taxes (EATs) & Payments in Lieu of Taxes (PILOTs)**  
**Schedule D**

TIF Phase	Calendar Year	Estimated Incremental Earnings Taxes (\$)	Estimated Incremental Property Taxes (\$)	Total Incremental EATs (\$)	TIF Contribution Fee (2%) (\$)	Net EATs to Developer	PILOT Only Total EATs (\$)	24-Mo. Assessed Land (\$)	24-Mo. Assessed Net Land (\$)	24-Mo. Taxed at PILOT Only (\$)	Developed Assessed (\$)	Developed Assessed Net (\$)	Taxed at PILOT Only (\$)	PILOTs	County Collection Fee (\$/Acre)	TIF Contribution Fee (\$/Acre)	Net PILOTs to Developer	Net EATs & PILOTs to Developer	Net and EATs to Developer (\$)	Total TIF Payments (\$)
1	2003	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	2004	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	2005	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	2006	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	2007	1,400,000	200,000	1,600,000	(60,000)	1,540,000	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,489,040	1,680,000	8,346,040
6	2008	1,414,000	201,000	1,615,000	(61,000)	1,554,000	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,472,240	1,680,000	8,302,240
7	2009	1,428,140	202,000	1,630,140	(62,000)	1,568,140	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,460,577	1,680,000	8,375,577
8	2010	1,442,427	203,000	1,645,427	(63,000)	1,582,427	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,501,054	1,680,000	8,397,054
9	2011	1,456,846	204,000	1,660,846	(64,000)	1,596,846	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,521,531	1,680,000	8,417,531
10	2012	1,471,414	205,000	1,676,414	(65,000)	1,611,414	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,542,008	1,680,000	8,433,008
11	2013	1,486,128	206,000	1,692,128	(66,000)	1,626,128	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,562,485	1,680,000	8,448,485
12	2014	1,501,089	207,000	1,708,089	(67,000)	1,643,089	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,582,962	1,680,000	8,463,962
13	2015	1,516,196	208,000	1,724,196	(68,000)	1,659,196	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,603,439	1,680,000	8,479,439
14	2016	1,531,349	209,000	1,740,349	(69,000)	1,675,349	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,623,916	1,680,000	8,494,916
15	2017	1,546,547	210,000	1,756,547	(70,000)	1,691,547	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,643,393	1,680,000	8,510,393
16	2018	1,561,790	211,000	1,772,790	(71,000)	1,708,790	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,662,870	1,680,000	8,525,870
17	2019	1,577,082	212,000	1,789,082	(72,000)	1,725,082	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,682,347	1,680,000	8,541,347
18	2020	1,592,424	213,000	1,805,424	(73,000)	1,742,424	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,701,824	1,680,000	8,556,824
19	2021	1,607,816	214,000	1,821,816	(74,000)	1,759,816	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,721,301	1,680,000	8,572,301
20	2022	1,623,258	215,000	1,838,258	(75,000)	1,777,258	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,740,778	1,680,000	8,587,778
21	2023	1,638,750	216,000	1,854,750	(76,000)	1,794,750	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,760,255	1,680,000	8,603,255
22	2024	1,654,292	217,000	1,871,292	(77,000)	1,812,292	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,779,732	1,680,000	8,618,732
23	2025	1,669,884	218,000	1,887,884	(78,000)	1,830,884	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,799,209	1,680,000	8,634,209
24	2026	1,685,526	219,000	1,904,526	(79,000)	1,849,526	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,818,686	1,680,000	8,649,686
25	2027	1,701,218	220,000	1,921,218	(80,000)	1,868,218	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,838,163	1,680,000	8,665,163
26	2028	1,716,960	221,000	1,937,960	(81,000)	1,887,960	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,857,640	1,680,000	8,680,640
27	2029	1,732,752	222,000	1,954,752	(82,000)	1,907,752	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,877,117	1,680,000	8,696,117
28	2030	1,748,594	223,000	1,971,594	(83,000)	1,927,594	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,896,594	1,680,000	8,711,594
29	2031	1,764,486	224,000	1,988,486	(84,000)	1,947,486	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,916,071	1,680,000	8,727,071
30	2032	1,780,428	225,000	2,005,428	(85,000)	1,967,428	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,935,548	1,680,000	8,742,548
31	2033	1,796,420	226,000	2,022,420	(86,000)	1,987,420	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,955,025	1,680,000	8,758,025
32	2034	1,812,462	227,000	2,039,462	(87,000)	2,007,462	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,974,502	1,680,000	8,773,502
33	2035	1,828,554	228,000	2,056,554	(88,000)	2,027,554	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	4,993,979	1,680,000	8,788,979
34	2036	1,844,696	229,000	2,073,696	(89,000)	2,047,696	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,013,456	1,680,000	8,804,456
35	2037	1,860,888	230,000	2,090,888	(90,000)	2,067,888	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,032,933	1,680,000	8,819,933
36	2038	1,877,130	231,000	2,108,130	(91,000)	2,088,130	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,052,409	1,680,000	8,835,409
37	2039	1,893,422	232,000	2,125,422	(92,000)	2,108,422	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,071,886	1,680,000	8,850,886
38	2040	1,909,764	233,000	2,142,764	(93,000)	2,129,764	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,091,363	1,680,000	8,866,363
39	2041	1,926,156	234,000	2,160,156	(94,000)	2,150,156	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,110,840	1,680,000	8,881,840
40	2042	1,942,598	235,000	2,177,598	(95,000)	2,172,598	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,130,317	1,680,000	8,897,317
41	2043	1,959,090	236,000	2,194,090	(96,000)	2,193,090	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,149,794	1,680,000	8,912,794
42	2044	1,975,632	237,000	2,211,632	(97,000)	2,214,632	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,169,269	1,680,000	8,928,269
43	2045	1,992,224	238,000	2,228,224	(98,000)	2,230,224	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,188,746	1,680,000	8,943,746
44	2046	2,008,866	239,000	2,245,866	(99,000)	2,250,866	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,208,223	1,680,000	8,959,223
45	2047	2,025,558	240,000	2,263,558	(100,000)	2,263,558	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,227,700	1,680,000	8,974,700
46	2048	2,042,300	241,000	2,283,300	(101,000)	2,282,300	7,8334%	5,474,856	1,751,954	137,238	5,474,856	1,751,954	137,238	3,194,545	(31,345)	(155,160)	2,844,040	5,247,177	1,680,000	8,990,177
47	2049	2,059,092	242,000	2,301,092	(102,000)	2,300,092	7,8334%	5,474,												

**EXHIBIT 7**

**SOURCE AND USES OF FUNDS**



## **EXHIBIT 7**

### **A. ANTICIPATED SOURCES OF FUNDS**

1.	Estimated Amount of Reimbursable Costs from TIF Revenues within proposed Redevelopment Project Areas*	\$93,510,460
2.	Estimated Private Investment and other Sources within proposed Redevelopment Project Areas	<u>\$239,511,884</u>
	<b>TOTAL</b>	<b>\$333,022,344</b>

\* The amount shown as TIF Revenues is taken from the TIF revenue projections shown in Exhibit 6.

### **B. BONDS**

The total estimated amount of PILOTS and Economic Activity Taxes over thirty-three years available to reimburse project costs as provided for in the Act is approximately \$93,510,460. The Commission may dedicate part or all of this amount to help support the issuance of bonds to defray the cost of the projects.

**EXHIBIT 8**

**COST-BENEFIT ANALYSIS**

# Memo

**To:** Honorable Senator Kit Bond  
**From:** Andi Udris  
**Date:** March 6, 2003  
**Re:** Pershing Road TIF Plan Fiscal Cost/Benefit Analysis

---

We have completed the analysis of the cost/benefit model for the Pershing Tax Increment Finance Plan more commonly referred to as the Former Post Office IRS Processing Center Project. We received a final copy of the plan on February 26, 2003.

In completing the analysis, we have reviewed the preliminary TIF plan impacts. The analysis assumes the same assumptions as those contained within the plan. In addition, the analysis does not use economic multipliers for projecting fiscal benefit. Please find below a summary of the results.

<u>Project</u>	<u>Taxing Jurisdiction</u>	<u>Net Economic Benefits vs. Public Costs</u>	<u>Net Public Revenues vs. Public Costs</u>
Pershing Road	Kansas City, MO	\$ 4,620,461,787	\$ 36,952,484
	Jackson County	\$ 4,800,367,871	\$ 6,167,475
	State	\$ 5,418,409,879	\$ 108,091,288

Please note that the "Net Economic Benefits vs. Public Costs" numbers represent total economic activity generated by the project less the costs of public services. "Net Public Revenues vs. Public Cost" represents taxes generated by the project and its employees, less the taxing jurisdictions' cost of providing services and incentives to the project and its employees. Finally, please be advised that the above numbers do not necessarily represent net new dollars due to the fact that some of the employees are currently living in and working in the State of Missouri.

Summary of Costs and Benefits  
Analysis  
4/26/2011

Peshing Road TIF

	Construction Period Sample Year	Operating Period																							Total
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22		
1. Kansas City Impacts																									
Total Economic Benefits																									
Construction	\$12,484,414																								
Operation	-	\$20,196,430	\$14,496,479	\$14,299,775	\$12,798,154	\$10,954,431	\$14,123,531	\$14,911,305	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444		
Office Employee Salaries	-	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444	\$1,444,444		
Secondary Effects	-																								
Variable Expenses	-																								
Total Economic Benefits	\$12,484,414	\$20,196,430	\$14,496,479	\$14,299,775	\$12,798,154	\$10,954,431	\$14,123,531	\$14,911,305	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444	\$14,444,444		
Total Public Benefits																									
Construction	\$20,756,366																								
Operation	-	\$1,796,820	\$1,816,532	\$1,834,434	\$1,850,520	\$1,867,432	\$1,884,264	\$1,899,888	\$1,916,444	\$1,932,944	\$1,949,444	\$1,965,944	\$1,982,444	\$1,998,944	\$2,015,444	\$2,031,944	\$2,048,444	\$2,064,944	\$2,081,444	\$2,097,944	\$2,114,444	\$2,130,944	\$2,147,444		
Office Employee Salaries	-	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444	\$184,444		
Secondary Effects	-																								
Variable Expenses	-																								
Total Public Benefits	\$20,756,366	\$1,796,820	\$1,816,532	\$1,834,434	\$1,850,520	\$1,867,432	\$1,884,264	\$1,899,888	\$1,916,444	\$1,932,944	\$1,949,444	\$1,965,944	\$1,982,444	\$1,998,944	\$2,015,444	\$2,031,944	\$2,048,444	\$2,064,944	\$2,081,444	\$2,097,944	\$2,114,444	\$2,130,944	\$2,147,444		
Total Public Costs																									
Construction	\$7,753																								
Operation	-	\$1,796,820	\$1,816,532	\$1,834,434	\$1,850,520	\$1,867,432	\$1,884,264	\$1,899,888	\$1,916,444	\$1,932,944	\$1,949,444	\$1,965,944	\$1,982,444	\$1,998,944	\$2,015,444	\$2,031,944	\$2,048,444	\$2,064,944	\$2,081,444	\$2,097,944	\$2,114,444	\$2,130,944	\$2,147,444		
Office Employee Salaries	-																								
Secondary Effects	-																								
Variable Expenses	-																								
Total Public Costs	\$7,753	\$1,796,820	\$1,816,532	\$1,834,434	\$1,850,520	\$1,867,432	\$1,884,264	\$1,899,888	\$1,916,444	\$1,932,944	\$1,949,444	\$1,965,944	\$1,982,444	\$1,998,944	\$2,015,444	\$2,031,944	\$2,048,444	\$2,064,944	\$2,081,444	\$2,097,944	\$2,114,444	\$2,130,944	\$2,147,444		
NET ECONOMIC BENEFITS																									
NET PUBLIC BENEFITS	\$12,476,661	\$17,796,479	\$12,796,512	\$11,796,581	\$10,956,961	\$12,236,067	\$13,016,867	\$12,524,556	\$12,528,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000	\$12,495,000		
NET PUBLIC COSTS	\$25,981,855	\$9	\$404,410	\$429,467	\$443,259	\$457,899	\$469,434	\$479,764	\$489,734	\$499,464	\$509,227	\$518,946	\$528,734	\$538,542	\$548,371	\$558,224	\$568,104	\$578,004	\$587,924	\$597,864	\$607,824	\$617,794	\$627,784		
NET PUBLIC COSTS																									

### Summary of Costs and Benefits Analysis

**Pershing Road TIF**

#### IV. Jackson County Impact

**Legal Proceedings Summary:**

[illegible]

Summary of Costs and Benefits  
Analysis  
4/23/03

Pershing Road IUF

Construction Period Single Year	Analysis Years	Operating Period																							Total
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20	Year 21	Year 22	Year 23	
VII. School District Impact																									
Total Public Benefits																									
Construction	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operation	-	\$246,400	\$250,400	\$273,714	\$288,507	\$294,225	\$297,040	\$296,209	\$288,644	\$280,240	\$110,431	\$123,249	\$218,823	\$203,429	\$144,714	\$149,634	\$246,400	\$250,400	\$246,400	\$246,400	\$246,400	\$246,400	\$246,400	\$246,400	\$246,400
Other Highway Users	-	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Other Highway Users	-	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Total Public Benefits	20	\$266,420	\$290,620	\$293,734	\$298,527	\$294,245	\$297,060	\$296,229	\$288,664	\$280,260	\$130,651	\$143,269	\$238,843	\$223,449	\$164,734	\$169,654	\$266,420	\$270,420	\$266,420	\$266,420	\$266,420	\$266,420	\$266,420	\$266,420	\$266,420
Total Public Costs																									
Construction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operation	-	\$246,400	\$250,400	\$273,714	\$288,507	\$294,225	\$297,040	\$296,209	\$288,644	\$280,240	\$110,431	\$123,249	\$218,823	\$203,429	\$144,714	\$149,634	\$246,400	\$250,400	\$246,400	\$246,400	\$246,400	\$246,400	\$246,400	\$246,400	\$246,400
Other Highway Users	-	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Other Highway Users	-	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
Total Public Costs	20	\$266,420	\$270,620	\$293,734	\$308,527	\$308,425	\$307,060	\$306,209	\$288,644	\$280,240	\$120,651	\$133,269	\$238,843	\$223,449	\$164,734	\$169,654	\$246,420	\$250,620	\$246,420	\$246,420	\$246,420	\$246,420	\$246,420	\$246,420	\$246,420
NET PUBLIC BENEFITS																									
Net Public Costs	20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**EXHIBIT 9**

**EVIDENT OF "BUT FOR"**

Pershing Road Development TIF Plan										
Pro Forma Results of Operations										
NO TIF Assistance										
Schedule B										
Income Statement										
Proforma Year	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10			
Lease Year	1	2	3	4	5	6	7			
TIF Plan Year	1	2	3	4	5	6	7			
Base Rent (Net Lease)	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000
Lease for USPS at Union Station	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798
Interest Expense On Project Fund	19,404,025	17,841,438	17,452,400	18,935,188	16,388,363	15,809,813	15,188,113	15,809,813	15,188,113	15,188,113
Interest Income on Debt Ser. Fund	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)
Net Interest Expense	16,803,675	15,341,088	15,852,050	15,334,838	14,788,013	14,209,583	13,597,763	14,209,583	13,597,763	13,597,763
Dep. & Amort. Expense (Tax)	8,880,741	9,863,509	9,209,983	8,865,034	8,197,723	7,910,634	7,872,872	8,197,723	7,910,634	7,872,872
Pretax Income/(Loss)	\$ (2,888,214)	\$ (3,605,394)	\$ (2,382,831)	\$ (1,300,669)	\$ (288,533)	\$ 579,005	\$ 1,428,567	\$ (288,533)	\$ 579,005	\$ 1,428,567
Cash Flow Statement										
Pretax Income	\$ (2,965,214)	\$ (3,505,394)	\$ (2,382,831)	\$ (1,300,669)	\$ (288,533)	\$ 579,005	\$ 1,428,567	\$ (288,533)	\$ 579,005	\$ 1,428,567
Dep. & Amort. Expense (Tax)	8,880,741	9,863,509	9,209,983	8,865,034	8,197,723	7,910,634	7,872,872	8,197,723	7,910,634	7,872,872
KC & JC TIF Reimbursements										
MO TIF Reimbursements										
Sources of Cash	5,885,627	6,358,115	6,847,152	7,364,366	7,811,190	8,489,640	9,101,440	7,811,190	8,489,640	9,101,440
Capital Expenditures	(171,000)	(178,130)	(181,414)	(186,858)	(192,462)	(198,236)	(204,183)	(192,462)	(198,236)	(204,183)
Bond Principal Payments	(8,045,000)	(8,505,000)	(8,996,000)	(9,510,000)	(10,060,000)	(10,640,000)	(11,260,000)	(10,060,000)	(10,640,000)	(11,260,000)
Equity Distributions										
Uses of Cash	(8,216,000)	(8,681,130)	(9,176,414)	(9,696,856)	(10,252,482)	(10,838,236)	(11,454,183)	(10,252,482)	(10,838,236)	(11,454,183)
Net Cash Flow	\$ (2,320,473)	\$ (2,323,016)	\$ (2,329,262)	\$ (2,332,482)	\$ (2,341,273)	\$ (2,348,596)	\$ (2,352,743)	\$ (2,341,273)	\$ (2,348,596)	\$ (2,352,743)
Beginning Cash Balance		(2,320,473)	(4,643,489)	(6,972,750)	(9,305,242)	(11,648,515)	(13,965,111)	(9,305,242)	(11,648,515)	(13,965,111)
Ending Cash Balance	\$ (2,320,473)	\$ (4,643,489)	\$ (6,972,750)	\$ (9,305,242)	\$ (11,648,515)	\$ (13,965,111)	\$ (16,347,855)	\$ (11,648,515)	\$ (13,965,111)	\$ (16,347,855)
Net Equity Invested		\$ 24,349,062								
Internal Rate of Return for 23 Year Period		6.5%								



**Pershing Road Development TIF**  
**Pro Forma Results of Operations**  
**NO TIF Assistance**  
**Schedule B**

**Income Statement**

Proforma Year TIF Plan Year	Year 11 8	Year 12 9	Year 13 10	Year 14 11	Year 15 12	Year 16 13	Year 17 14	Year 18 15	Year 19 16	Year 20 17
Base Rent (Net Lease)	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 27,588,000	\$ 27,588,000
Lease for USPS at Union Station	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798
Interest Expense On Project Fund	14,551,238	13,857,275	13,143,925	12,378,888	11,599,883	10,714,263	9,809,500	8,852,700	7,840,988	6,771,200
Interest Income on Debt Ser. Fund	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)
Net Interest Expense	12,950,898	12,256,925	11,543,575	10,778,538	9,999,533	9,113,913	8,209,150	7,252,350	6,240,638	5,170,850
Dep. & Amort. Expense (Tax)	7,255,574	6,833,409	6,421,630	6,403,509	6,178,475	5,941,485	5,697,710	5,429,640	4,181,442	3,455,068
Pretax Income/(Loss)	\$ 2,492,741	\$ 3,598,668	\$ 4,533,897	\$ 6,517,155	\$ 6,551,215	\$ 7,643,804	\$ 8,792,342	\$ 10,017,212	\$ 14,785,122	\$ 16,581,284
<b>Cash Flow Statement</b>										
Pretax Income	\$ 2,492,741	\$ 3,598,668	\$ 4,533,897	\$ 6,517,155	\$ 6,551,215	\$ 7,643,804	\$ 8,792,342	\$ 10,017,212	\$ 14,785,122	\$ 16,581,284
Dep. & Amort. Expense (Tax)	7,255,574	6,833,409	6,421,630	6,403,509	6,178,475	5,941,485	5,697,710	5,429,640	4,181,442	3,455,068
KG & JC TIF Reimbursements										
MO TIF Reimbursements										
Sources of Cash	9,748,315	10,432,277	11,155,627	11,920,685	12,729,690	13,585,290	14,480,052	15,448,852	18,956,565	20,036,352
Capital Expenditures	(210,308)	(216,618)	(223,118)	(228,810)	(236,704)	(243,805)	(251,119)	(258,663)	(266,412)	(274,405)
Bond Principal Payments	(11,895,000)	(12,580,000)	(13,305,000)	(14,070,000)	(14,880,000)	(15,735,000)	(16,640,000)	(17,595,000)	(18,606,000)	(19,675,000)
Equity Distributions										
Uses of Cash	(12,105,308)	(12,798,618)	(13,522,118)	(14,299,810)	(15,116,704)	(15,978,805)	(16,861,119)	(17,853,653)	(18,871,412)	(19,949,405)
Net Cash Flow	\$ (2,356,964)	\$ (2,364,341)	\$ (2,372,489)	\$ (2,379,145)	\$ (2,387,014)	\$ (2,393,518)	\$ (2,401,057)	\$ (2,408,801)	\$ (2,416,222)	\$ (2,423,407)
Beginning Cash Balance	(18,347,855)	(18,704,848)	(19,069,189)	(19,441,678)	(19,820,824)	(20,207,838)	(20,601,354)	(21,002,421)	(21,411,222)	(21,828,272)
Ending Cash Balance	\$ (18,704,848)	\$ (21,069,189)	\$ (23,441,678)	\$ (25,820,824)	\$ (28,207,838)	\$ (30,601,354)	\$ (33,002,421)	\$ (35,408,222)	\$ (37,824,444)	\$ (40,251,679)
Net Equity Invested										

Internal Rate of Return for 23 Year Period

**Pershing Road Development TIF**  
**Pro Forma Results of Operations**  
**NO TIF Assistance**  
**Schedule B**

**Income Statement**

Proforma Year	Year 21	Year 22	Year 23	Year 24	Year 25	Year 26
Lease Year	18	19	20	21	22	23
TIF Plan Year	18	19	20	21	22	23
Base Rent (Net Lease)	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000
Lease for USPS at Union Station	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798
Interest Expense On Project Fund	5,639,888	4,443,313	3,178,025	-	-	-
Interest Income on Debt Ser. Fund	(1,800,350)	(1,600,350)	(1,600,350)	-	-	-
Net Interest Expense	4,039,538	2,842,963	1,577,675	-	-	-
Dep. & Amort. Expense (Tax)	3,147,915	2,825,211	2,485,378	2,126,587	1,746,704	1,343,217
Pretax Income/(Loss)	\$ 18,019,749	\$ 19,539,029	\$ 21,144,149	\$ 23,080,615	\$ 23,460,498	\$ 23,863,985

**Cash Flow Statement**

Pretax Income	\$ 18,019,749	\$ 19,539,029	\$ 21,144,149	\$ 23,080,615	\$ 23,460,498	\$ 23,863,985
Dep. & Amort. Expense (Tax)	3,147,915	2,825,211	2,485,378	2,126,587	1,746,704	1,343,217
KC & JC TIF Reimbursements						
MO TIF Reimbursements						
Sources of Cash	21,167,665	22,364,240	23,629,527	25,207,202	25,207,202	25,207,202
Capital Expenditures	(282,637)	(291,116)	(298,850)	(308,845)	(318,110)	(327,654)
Bond Principal Payments	(20,810,000)	(22,005,000)	(56,270,000)	-	-	-
Equity Distributions						
Uses of Cash	(21,092,937)	(22,296,116)	(23,562,850)	(308,845)	(318,110)	(327,654)
Net Cash Flow	\$ 75,028	\$ 68,123	\$ 66,677	\$ 24,889,357	\$ 24,889,092	\$ 24,879,548
Beginning Cash Balance	(35,227,123)	(35,152,095)	(35,083,972)	(35,017,294)	(10,118,937)	14,770,155
Ending Cash Balance	\$ (35,152,095)	\$ (35,083,972)	\$ (35,017,294)	\$ (10,118,937)	\$ 14,770,155	\$ 39,649,703

Net Equity Invested

Internal Rate of Return for 25 Year Period

**Pershing Road Development TIF Plan**  
**Pro Forma Results of Operations**  
**With TIF Assistance**  
**Schedule C**

**Income Statement**

Proforma Year	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Lease Year	1	2	3	4	5	6	7
TIF Plan Year	1	2	3	4	5	6	7
Base Rent (Net Lease)	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000
Lease for USPS at Union Station	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798
Interest Expense On Project Fund	18,404,026	17,941,438	17,452,400	16,935,188	16,386,363	15,808,913	15,188,113
Interest Income on Debt Ser. Fund	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)
Net Interest Expense	16,803,675	16,341,088	15,852,050	15,334,838	14,786,013	14,209,563	13,567,763
Dep. & Amort. Expense (Tax)	8,860,741	8,863,509	8,206,983	8,665,034	8,197,723	7,910,634	7,672,972
Profit Income/(Loss)	\$ (2,885,314)	\$ (3,506,384)	\$ (2,382,831)	\$ (1,300,659)	\$ (286,833)	\$ 579,005	\$ 1,428,567

**Cash Flow Statement**

Pre-tax Income	\$ (2,985,214)	\$ (3,505,394)	\$ (2,362,831)	\$ (1,300,659)	\$ (286,533)	\$ 578,005	\$ 1,428,567
Dep. & Amort. Expense (Tax)	8,860,741	8,863,509	8,209,983	8,665,034	8,197,723	7,910,634	7,672,872
KC & JC TIF Reimbursements	4,459,040	4,472,240	4,496,577	4,501,054	4,515,670	4,530,428	4,545,329
MO TIF Reimbursements	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000
Sources of Cash	12,243,567	12,720,355	13,223,729	13,765,419	14,316,660	14,910,069	15,536,768
Capital Expenditures	(171,000)	(178,130)	(181,414)	(186,856)	(192,462)	(198,236)	(204,183)
Bond Principal Payments	(8,045,000)	(8,505,000)	(8,955,000)	(9,510,000)	(10,060,000)	(10,640,000)	(11,250,000)
Equity Distributions	(3,020,675)	(3,837,263)	(3,844,849)	(3,856,634)	(3,861,178)	(3,868,240)	(3,878,456)
Uses of Cash	(11,236,675)	(12,518,393)	(13,021,363)	(13,552,490)	(14,113,640)	(14,706,476)	(15,332,639)
Net Cash Flow	\$ 1,006,892	\$ 201,961	\$ 202,366	\$ 202,928	\$ 200,220	\$ 203,592	\$ 204,129
Beginning Cash Balance	\$ 1,008,892	\$ 1,008,892	\$ 1,208,853	\$ 1,411,219	\$ 1,614,147	\$ 1,817,367	\$ 2,020,958
Ending Cash Balance	\$ 2,015,784	\$ 1,208,853	\$ 1,411,219	\$ 1,614,147	\$ 1,817,367	\$ 2,020,958	\$ 2,225,088

Net Equity Invested

Internal Rate of Return for 23 Year Period

15.5%

**Pershing Road Development TIF Plan**  
**Pro Forma Results of Operations**  
**With TIF Assistance**  
**Schedule C**

**Income Statement**

Proforma Year	Year 11	Year 12	Year 13	Year 14	Year 15	Year 16	Year 17	Year 18	Year 19	Year 20
Lease Year	8	9	10	11	12	13	14	15	16	17
TIF Plan Year	8	9	10	11	12	13	14	15	16	17
Base Rent (Net Lease)	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 25,080,000	\$ 27,588,000	\$ 27,588,000
Lease for USPS at Union Station	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798	2,380,798
Interest Expense On Project Fund	14,551,238	13,967,275	13,143,925	12,378,898	11,569,883	10,714,263	9,809,500	8,852,700	7,840,888	6,771,200
Interest Income on Debt Ser. Fund	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)	(1,600,350)
Net Interest Expense	12,950,888	12,286,925	11,543,575	10,778,538	9,969,513	9,113,913	8,209,150	7,252,350	6,240,538	5,170,850
Dep. & Amort. Expense (Tax)	7,255,574	6,833,409	6,421,630	6,003,509	5,581,215	5,161,486	4,742,710	4,329,640	3,916,442	3,503,068
Pretax Income/(Loss)	\$ 2,482,741	\$ 3,598,888	\$ 4,633,997	\$ 5,617,165	\$ 6,651,215	\$ 7,643,804	\$ 8,792,342	\$ 10,017,212	\$ 14,785,722	\$ 16,581,284

**Cash Flow Statement**

Pretax Income	\$ 2,482,741	\$ 3,598,888	\$ 4,633,997	\$ 5,617,165	\$ 6,651,215	\$ 7,643,804	\$ 8,792,342	\$ 10,017,212	\$ 14,785,722	\$ 16,581,284
Dep. & Amort. Expense (Tax)	7,255,574	6,833,409	6,421,630	6,003,509	5,581,215	5,161,486	4,742,710	4,329,640	3,916,442	3,503,068
KC & JC TIF Reimbursements	4,560,375	4,575,556	4,580,905	4,586,392	4,622,030	4,637,819	4,653,761	4,677,569	4,693,822	5,010,233
M/O TIF Reimbursements	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000
Sources of Cash	16,198,690	16,897,843	17,636,532	18,417,067	19,241,720	20,113,109	21,033,813	22,314,421	25,650,387	26,806,595
Capital Expenditures	(210,308)	(216,618)	(223,116)	(229,810)	(236,704)	(243,805)	(251,119)	(258,563)	(266,412)	(274,405)
Bond Principal Payments	(11,895,000)	(12,580,000)	(13,305,000)	(14,070,000)	(14,880,000)	(15,735,000)	(16,640,000)	(17,595,000)	(18,600,000)	(19,676,000)
Equity Distributions	(3,888,712)	(3,888,164)	(3,902,985)	(3,911,394)	(3,918,785)	(3,927,586)	(3,936,459)	(4,237,730)	(6,630,025)	(6,637,821)
Use of Cash	(15,984,020)	(16,662,762)	(17,431,111)	(18,211,134)	(19,036,469)	(19,906,353)	(20,826,678)	(22,091,363)	(25,501,430)	(28,587,226)
Net Cash Flow	\$ 204,669	\$ 205,081	\$ 205,421	\$ 205,882	\$ 206,251	\$ 206,715	\$ 207,135	\$ 223,038	\$ 348,949	\$ 349,359
Beginning Cash Balance	2,228,088	2,429,757	2,634,818	2,840,238	3,046,101	3,252,352	3,459,057	3,666,202	3,883,240	4,238,189
Ending Cash Balance	\$ 2,429,757	\$ 2,634,818	\$ 2,840,238	\$ 3,046,101	\$ 3,252,352	\$ 3,459,057	\$ 3,666,202	\$ 3,883,240	\$ 4,238,189	\$ 4,587,548

Net Equity Invested

Internal Rate of Return for 23 Year Period

# Pershing Road Development TIF Plan

Pro Forma Results of Operations  
With TIF Assistance  
Schedule C

## Income Statement

Proforma Year Lease Year TIF Plan Year	Year 21 18	Year 22 19	Year 23 20	Year 24 21	Year 25 22	Year 26 23
Base Rent (Net Lease)	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000	\$ 27,588,000
Lease for USPS at Union Station	2,390,798	2,390,798	2,390,798	2,390,798	2,390,798	2,390,798
Interest Expense On Project Fund	5,638,888	4,443,313	3,178,025	-	-	-
Interest Income on Debt Ser. Fund	(1,600,350)	(1,600,350)	(1,600,350)	-	-	-
Net Interest Expense	4,039,538	2,842,963	1,577,675	-	-	-
Dep. & Amort. Expense (Tax)	3,147,915	2,825,211	2,485,378	2,128,587	1,746,704	1,343,217
Pretax Income/(Loss)	\$ 18,019,749	\$ 19,539,029	\$ 21,144,148	\$ 23,090,615	\$ 23,460,498	\$ 23,863,985

## Cash Flow Statement

Pretax Income	\$ 18,019,749	\$ 19,539,029	\$ 21,144,148	\$ 23,090,615	\$ 23,460,498	\$ 23,863,985
Dep. & Amort. Expense (Tax)	3,147,915	2,825,211	2,485,378	2,128,587	1,746,704	1,343,217
KC & JC TIF Reimbursements	5,025,603	5,043,534	5,060,427	5,077,485	5,094,708	5,112,068
MO TIF Reimbursements	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000
Sources of Cash	28,084,468	29,297,774	30,579,954	32,174,687	32,191,910	32,209,300
Capital Expenditures	(282,637)	(291,116)	(299,350)	(308,945)	(318,110)	(327,654)
Bond Principal Payments	(20,610,000)	(22,005,000)	(55,270,000)	-	-	-
Equity Distributions	(6,642,238)	(9,651,575)	(5,668,248)	(30,272,550)	(30,280,110)	(30,287,564)
Uses of Cash	(27,734,875)	(29,947,691)	(30,229,099)	(30,581,395)	(30,598,220)	(30,615,216)
Net Cash Flow	\$ 349,592	\$ 350,083	\$ 350,855	\$ 1,593,292	\$ 1,593,690	\$ 1,594,082
Beginning Cash Balance	4,587,546	4,937,139	5,287,222	5,838,077	7,231,369	8,825,059
Ending Cash Balance	\$ 4,937,139	\$ 5,287,222	\$ 5,638,077	\$ 7,231,369	\$ 8,825,059	\$ 10,419,142

Net Equity Invested

Internal Rate of Return for 23 Year Period

**EXHIBIT 10**

**EXISTING CONDITIONS STUDY (BLIGHT STUDY)**

**Blight Analysis**

As previously presented, blight is generally defined in Section 99.805 (1) of the Missouri Revised Statutes and Section 74-4 of the Kansas City, Missouri Code of General Ordinances as:

"Blighted Area", an area which, by reason of the predominance of defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, morals, or welfare in its present condition and use; . . ."

Thus, the term "blighted," for the purposes of this analysis, requires a finding that the Redevelopment Area, on the whole, suffers from inadequate planning, excessive land coverage, lack of proper light, air or open space, defective design or arrangement of buildings, lack of proper sanitary facilities, or the existence of buildings which by reason of age, obsolescence, inadequate or outmoded design, of physical deterioration, have become economic and/or social liabilities, and that such conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.

In determining whether the Redevelopment Area is blighted pursuant to the statutory definition, Development Initiatives, Inc. first reviewed the subject area as a whole, based on the above-stated factors. In reviewing various redevelopment statutes and cases, we have noted judicial decisions stating that the governing body could reasonably determine an area overall was blighted, although it is not necessarily every parcel or building within the Redevelopment Area be blighted.

In the State of Missouri there have been numerous court cases which provide direction in the determination of blight. The following cases have impacted the TIF legislation:

1. Parking Systems, Inc. v. Kansas City Downtown Redevelopment Corporation, 518 S.W.2d 11 (Mo. 1974). The courts determined that it is not necessary for an area to be what commonly would be considered a "slum" in order to be blighted.
2. Crestwood Commons Redevelopment Corporation v. 66 Drive-In, Inc., 812 S.W. 2d 903 (Mo. App.E.D. 1991). Determined that an otherwise viable use of a property may be considered blighted if it is an economic under utilization of the property.
3. Maryland Plaza Redevelopment Corporation v. Greenberg, 594 S.W. 2d 28 (Mo. App.E.D. 1979). Determined that it is not necessary for every property within a redevelopment area to conform to the blight definition. A preponderance of blight conditions is adequate to designate an area for redevelopment.

The subject Redevelopment Area is located in an area which has been previously declared blighted or conservation area by a number of City initiatives and ordinances. These include:

1. Ordinance 951016. Accepted the recommendations of the Tax Increment Financing Commission as to the adoption of the Summit TIF Plan. Within the ordinance, the City Council "hereby finds that the Redevelopment Area as a whole is a conservation area."
2. Ordinance 001035. Accepted the recommendations of the Tax Increment Financing Commission approving the First Amendment to the Summit Tax Increment Financing Plan.
3. Ordinance 011653. Accepted the recommendations of the Tax Increment Financing Commission approving the Second Amendment to the Summit Tax Increment Financing Plan.
4. Ordinance 011688. Accepted the recommendations of the Tax Increment Financing Commission approving the Third Amendment to the Summit Tax Increment Financing Plan.

Copies of the previously mentioned ordinances are attached for reference in Exhibit F, Supplemental Material.

In adopting the Summit TIF Plan, the TIF Commission and the City declared portions of the Redevelopment Area a conservation area. The Real Property Tax Increment Allocation Redevelopment





Act, Missouri Revised Statutes, Section 99.800 et seq., 1986, as amended (the "Act"), defines a "Conservation Area" as follows:

"Conservation Area," any 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. A conservation area shall meet at least three of the factors provided in this subdivision for projects approved on or after the effective date of this section (December 23, 1997).

Despite the approval of the Summit TIF Plan, and its "Conservation Area" designation almost 8 years ago, no redevelopment of any kind has occurred within the Redevelopment Area. In fact, there are indications that the Conservation Area of the Pershing Road Redevelopment TIF Plan has deteriorated even further since the Summit Plan was approved.

In addition to the previously-mentioned ordinances declaring the area a Conservation Area, there are a number of existing conditions in the Redevelopment Area which comply with and meet the statutory definitions of blight, therefore support a finding of Blight for the Redevelopment Area. These conditions include:

- Unsanitary or Unsafe Conditions;
- Age, Outmoded Design, or Physical Deterioration of Existing Improvements; and
- Economic Liability and Economic Underutilization.

#### **Unsanitary or Unsafe Conditions**

With the exception of the Union Station Building, all tracts included in the Redevelopment Area on the north side of Pershing suffer from unsanitary and unsafe conditions, deterioration of site improvements, and conditions which endanger life and property. Due to the age of the majority of the improvements located within the Redevelopment Area and the abandoned nature of the structures, several unsanitary and unsafe conditions exist. These issues have resulted in the following conditions:

- Excessive trash and debris located in scattered areas throughout the facilities creating the opportunity for vermin and disease;
- Dead animals within vacant subject buildings creating the opportunity for disease;
- Significant amounts of animal feces within vacant subject buildings creating the opportunity for disease;
- Lack of adequate surface parking lot lighting;
- Lack of adequate guard rails and separation of surface parking areas from alleyways and streets;
- Lack of modern fire prevention equipment;
- Lack of modern, functional mechanical systems;
- Lack of modern, functional plumbing fixtures and systems;
- Lack of modern, functional electrical systems;
- Lack of modern equipment for emergency ingress and egress;
- Lack of proper elevator service in some buildings;
- Extreme vacancy rates. Several buildings within the Redevelopment Area have been vacant for several years, with limited supervision and maintenance.
- Loitering. The subject property, at times, exhibits loitering by homeless individuals.
- Environmental Conditions. Some locations within the subject buildings exhibit potential environmentally hazardous conditions.

#### **Age, Outmoded Design, or Physical Deterioration of Existing Improvements**

Due to the ages and sizes of the varying facilities located within the proposed Redevelopment Area, asbestos-containing material most likely is present in the majority of the structures. Possible asbestos-containing material might include, but not be limited to: floor tile, pipe insulation, acoustical insulation, glazing material, various mastics, and roof material and flashing. Other possible environmental hazards range from underground fuel storage tanks, lead-based paint and the presence of Polychlorinated Biphenyls (PCB) containing materials. Depending upon the size, amount and nature of these materials, their presence poses a significant liability to the property. Remediation and disposal of these materials could have a significant financial impact on the proposed redevelopment.

Vacancy of the improvements has significantly contributed to a series of deteriorating conditions in several of the structures. These conditions which contribute to functional obsolescence within the area include:

- Electrical systems. Outmoded, obsolete electrical supply and distribution systems.
- HVAC-heating and cooling systems. Antiquated, outmoded heating and cooling systems. In some facilities, heating and cooling systems are totally absent.
- Life-Safety-Health Systems. Lack of modern fire-suppression systems.
- Emergency Egress. Lack of proper emergency egress systems.
- Lighting. Lack of adequate surface parking lighting.
- Outdated building finishes and improvements.
- Inadequate, inefficient floor designs.
- Lack of adequate passenger elevators in some buildings.
- Insufficient ADA compliance in some buildings.
- Unsightly overhead power/utility lines throughout the Redevelopment Area.

#### **Economic Liability/Under Utilization**

An additional blighting factor is economic under-utilization of the Redevelopment Area. As currently improved, the project area's prominent location, combined with excellent visibility, generates moderate tax revenue for the city, county and related taxing jurisdictions. The surrounding population growth combined with other local area developments indicate more evidence of the site's underutilized nature. As currently improved, the site is an economic underutilization of the existing land resource, and improvements are required to maximize the site's economic utilization and/or potential. If improved with commercial/retail and office development, the subject property should generate significant tax revenue and economic development, capturing resident and non-resident dollars for the community and surrounding businesses, and generate other tax revenue.

## Blight Conclusion

The preceding analysis indicates that the Redevelopment Area suffers from numerous unfavorable blighting factors, as delineated in the statutes and as described in detail. These factors include:

- Location within an area designated as a Blighted or Conservation Area. Portions of the Redevelopment Area are located within the existing Summit TIF Plan, previously declared as a Conservation Area by Ordinances 951016, 001035, 011653, and 011688.
- Unsanitary and unsafe conditions. Due to age and neglect, the majority of the improvements located within the Redevelopment Area exhibit numerous unsanitary and unsafe conditions, including excessive trash and debris, large amounts of animal feces, lack of modern fire suppression equipment and egress.
- Obsolete building layout/design, deterioration of existing improvements. Because of the age and design of many of the structures within the Redevelopment Area, many facilities do not provide many of the services and space requirements for modern businesses uses. Small floor plates and placement of structural elements have made it difficult and costly to perform any rehabilitations. Due to the ages and sizes of the varying facilities located within the proposed Redevelopment Area, potential environmental liabilities exist. These include asbestos-containing materials, lead-based paint, and PCB-containing materials. These numerous environmental issues combined with infrastructure issues effect redevelopment within the proposed area.
- Economic underutilization. In its existing condition, the subject area is not realizing its full potential. Currently generating a minimal tax impact to the City and County, if improved with commercial/retail and office development, the Redevelopment Area should generate significant tax revenue and economic development, capturing resident and non-resident dollars for the community and surrounding businesses, and generating local employment and tax revenue.

The Redevelopment Area as a whole is a blighted area, in that it has not been subject to growth and development by private enterprise, and would not reasonably be anticipated to be developed without the adoption of the proposed redevelopment plan. Overcoming these blighting conditions creates a large challenge, both practical and economic, for the redevelopment of the area. The primary economic liability is the excessive facility-infrastructure costs as a necessary part of the general redevelopment of the area. In our opinion, this would be above and beyond normal site and improvement costs for private enterprise to eliminate the blighting factors and redevelop the area without assistance. Therefore, it is our opinion that the subject properties within the Redevelopment Area constitute a blighted area.

within the definition of Section 99.805 (1) of the Missouri Revised Statutes and Section 74-5 of the Kansas City, Missouri Code of General Ordinances.

The Redevelopment Area is well-located and highly-visible. However, blighting factors hamper the future redevelopment of the site. If the City does not support the redevelopment of the area, it may not be economically feasible to redevelop certain structures within the Redevelopment Area. Therefore, the property will continue to fail meeting the future economic and social needs for the progress of the area, the City and the State.

**Photo Log**

The following photograph log presents a review of the property tracts within the proposed Pershing Road Redevelopment Tax Increment Financing Area. Photos indicate property condition, infrastructure condition, and surrounding adjacent property is also included. All photos were taken between February 10<sup>th</sup> and 25<sup>th</sup>, 2003.

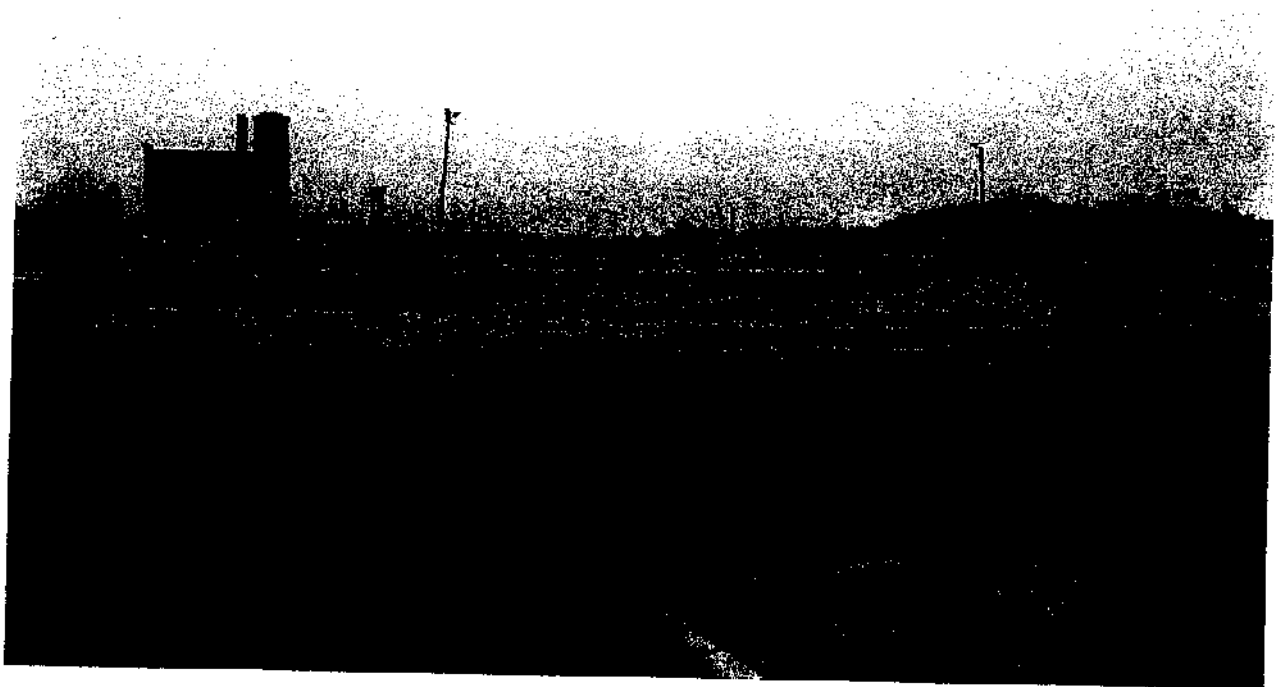
All exterior photos credited to: Mr. Mark Lozano, Lozano Photography.







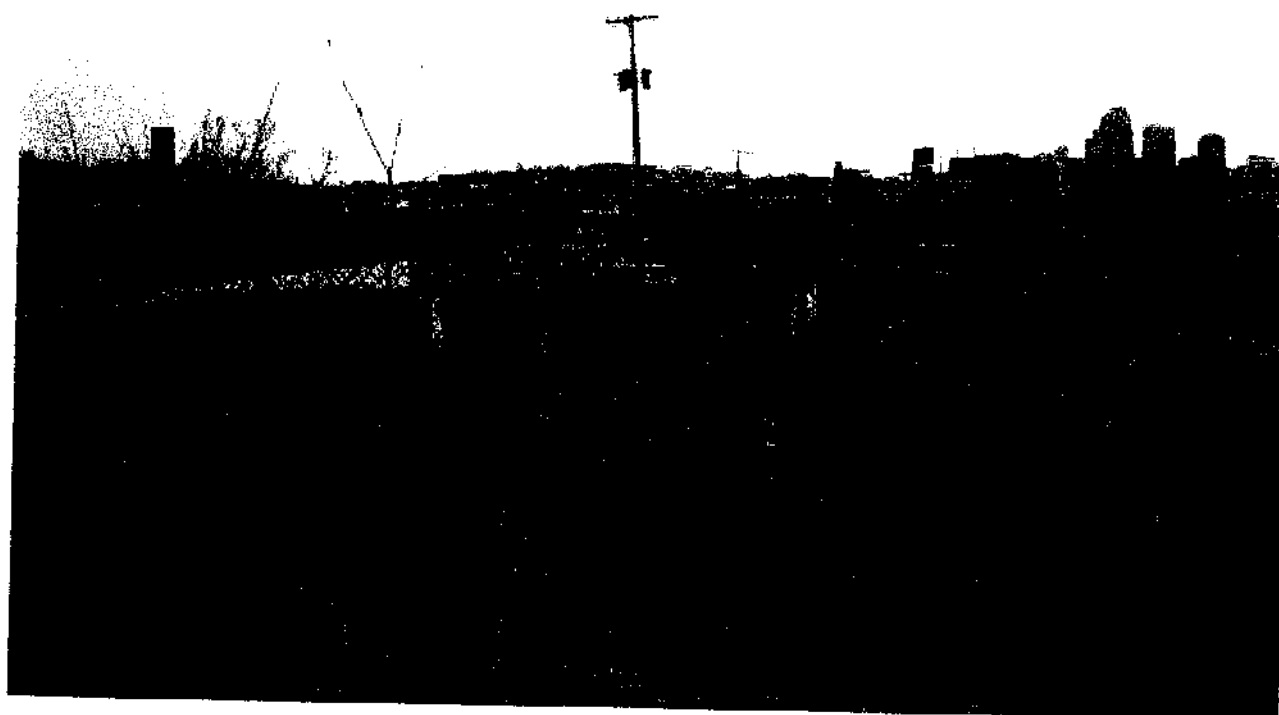
Damaged sidewalk, Tract 14.



Tract 9, 2546 Broadway. View to the west.



View of damaged surface parking on Tract 8, 2525 Broadway.



View north at Tract 5, 2526 Washington.



View north along Broadway.



Tract 9, view of overgrown vegetation. View to southwest.



Tract 9, view to the west.



Tracts 2 (2516 Broadway), 3 (2520 Broadway), and 4 (2524 Broadway).  
View north along Washington.



Tract 8, 2525 Washington. View of the south portion of property.



Tract 8, view to the east of abandoned retaining walls.



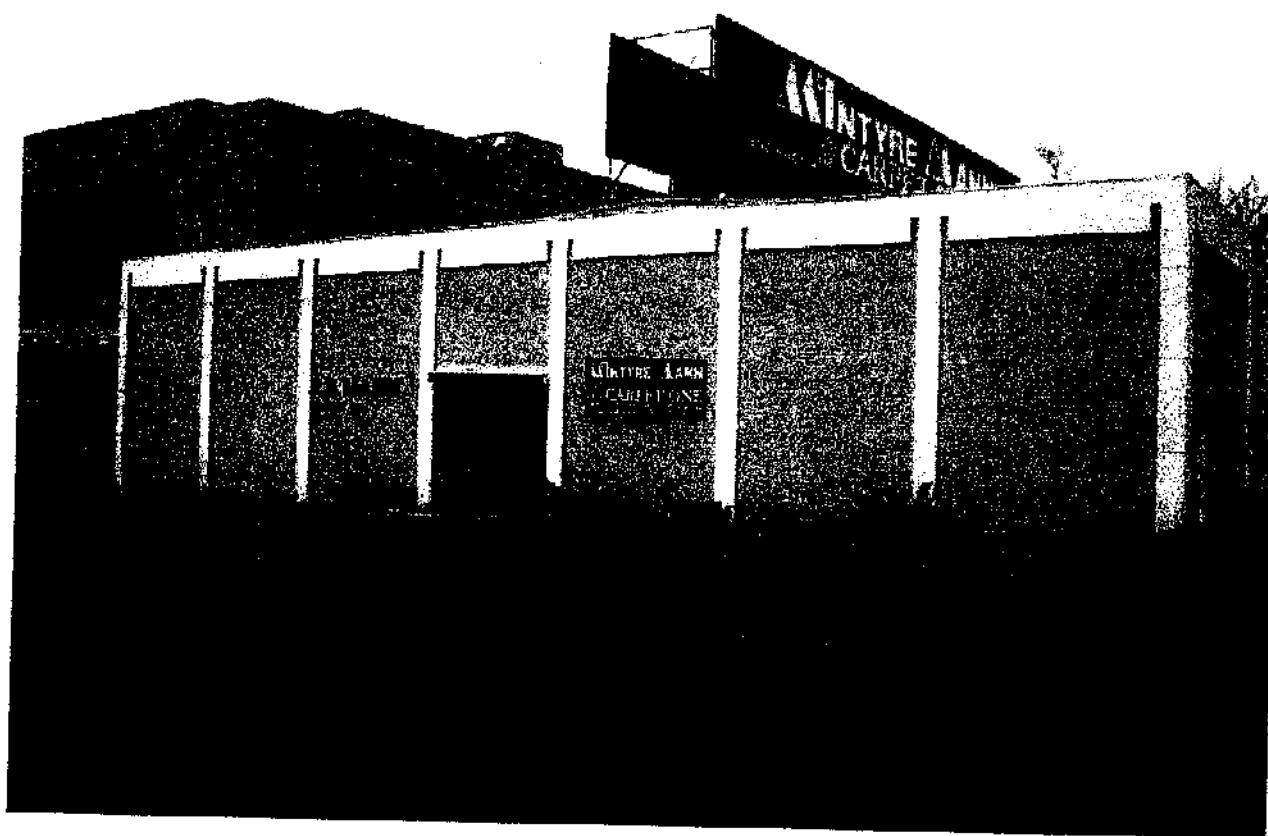
Damaged surface paving, Tract 5, 6, & 7. View to the southeast.



Tract 5, damaged paving surface.



Tract 9, 2546 Broadway. Looking south at the southern portion of the property.



Tract 10, 2505 Broadway. View of the western façade.



Tract 11, 2521 Broadway. Looking east.



North end of Tract 9.





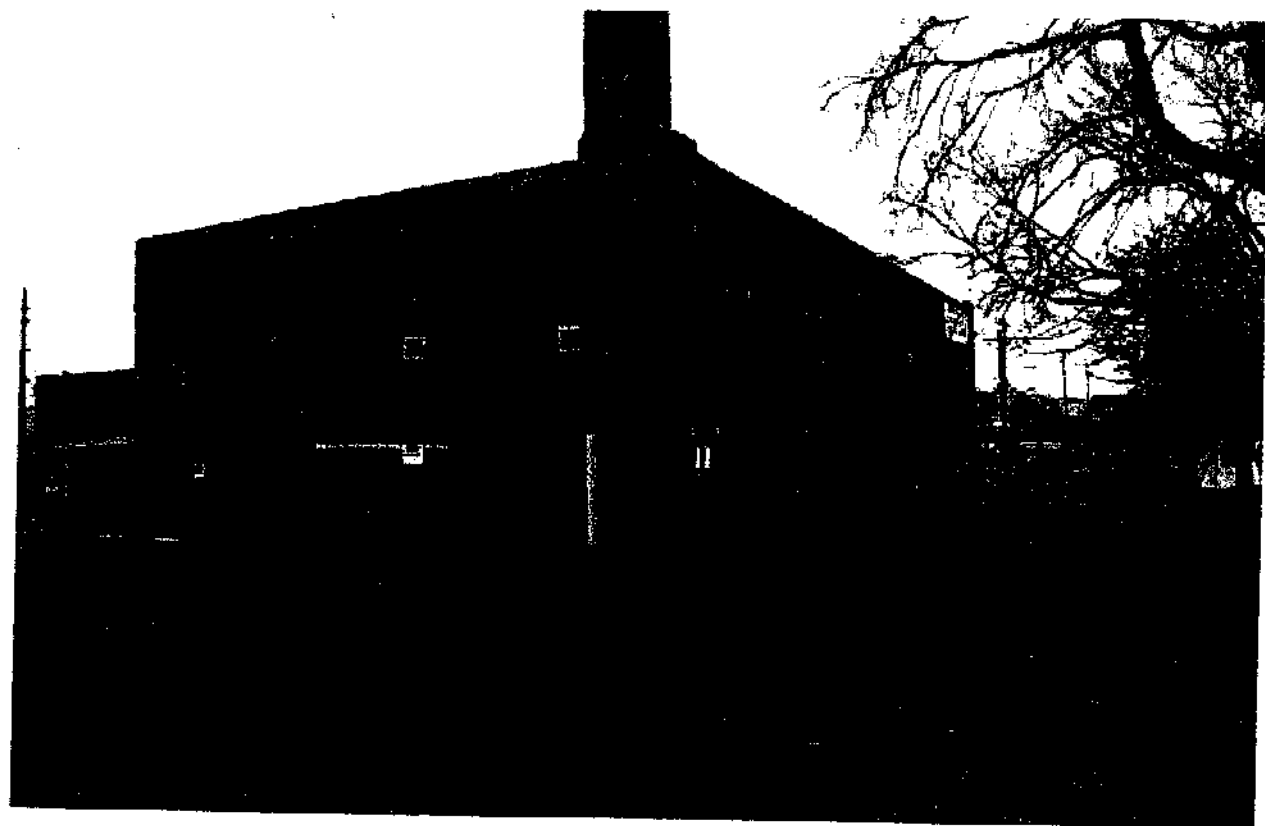
Alleyway between Tracts 8 & 9. View to south.



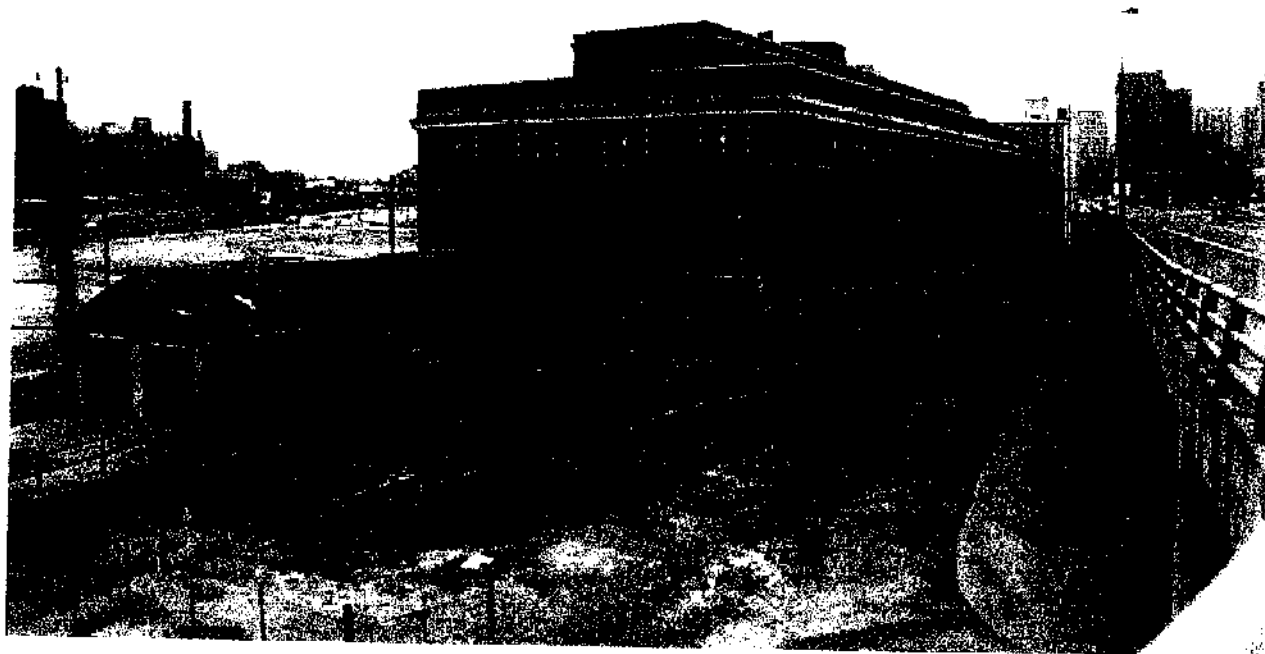
Tract 9, sub-standard/damaged surface parking lot.



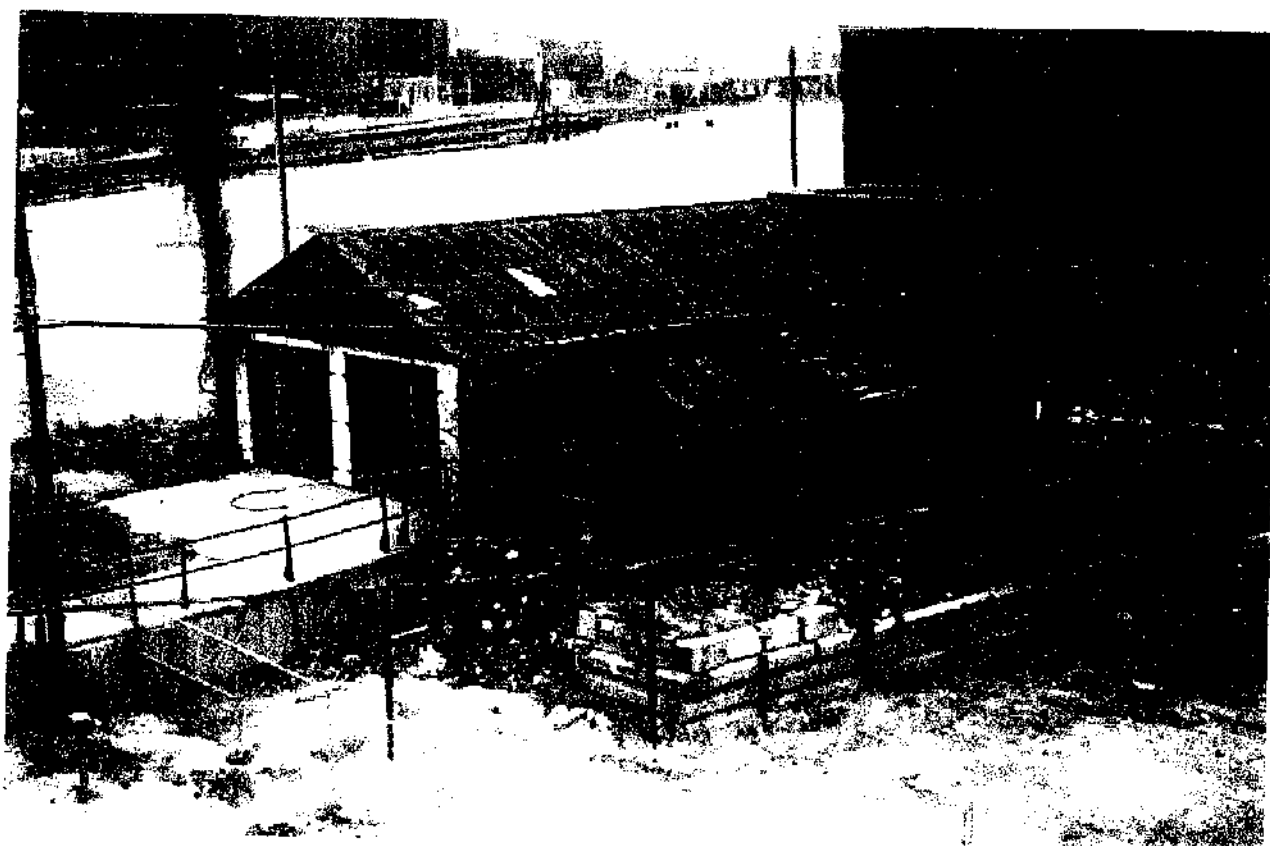
Tract 2, 2516 Washington. Surface parking lot. Looking west.



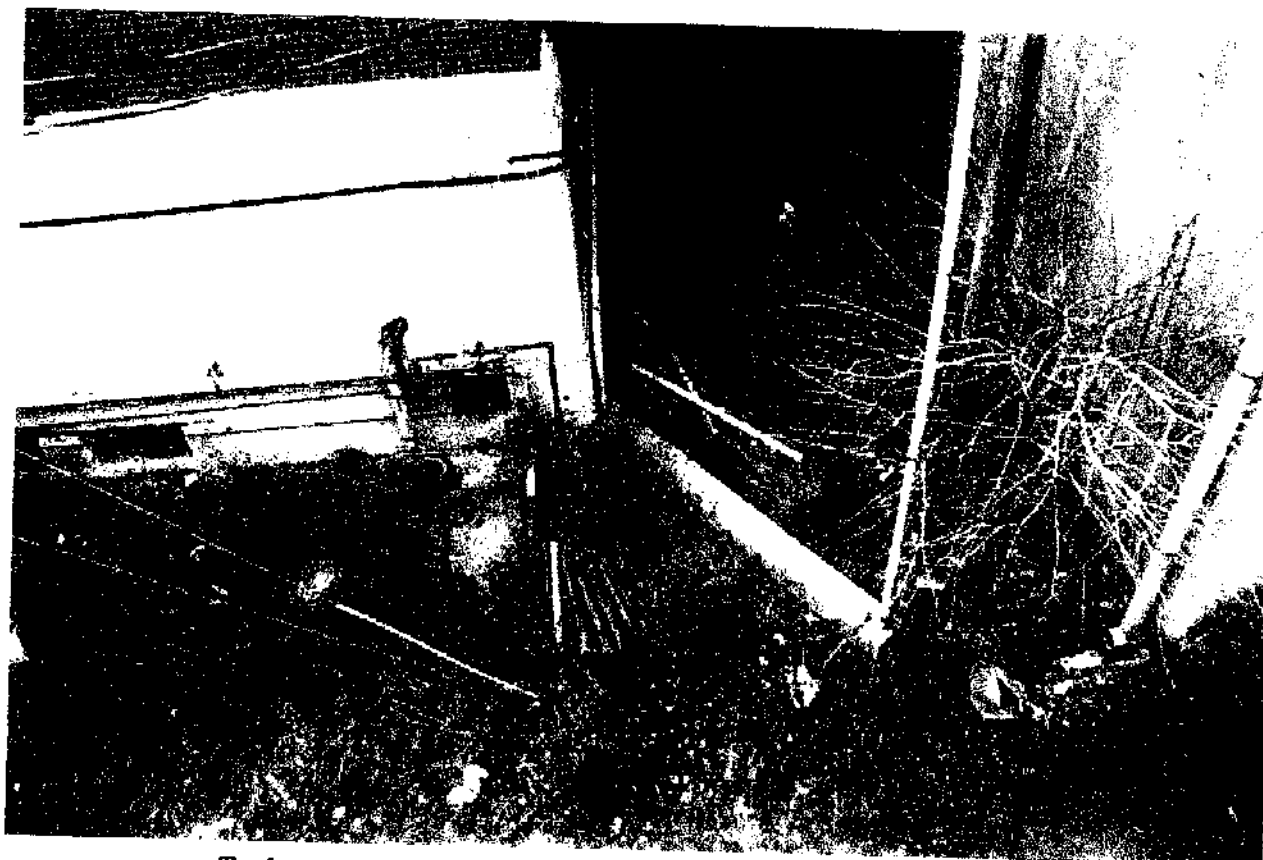
Tract 1, 2500 Washington, southern façade.



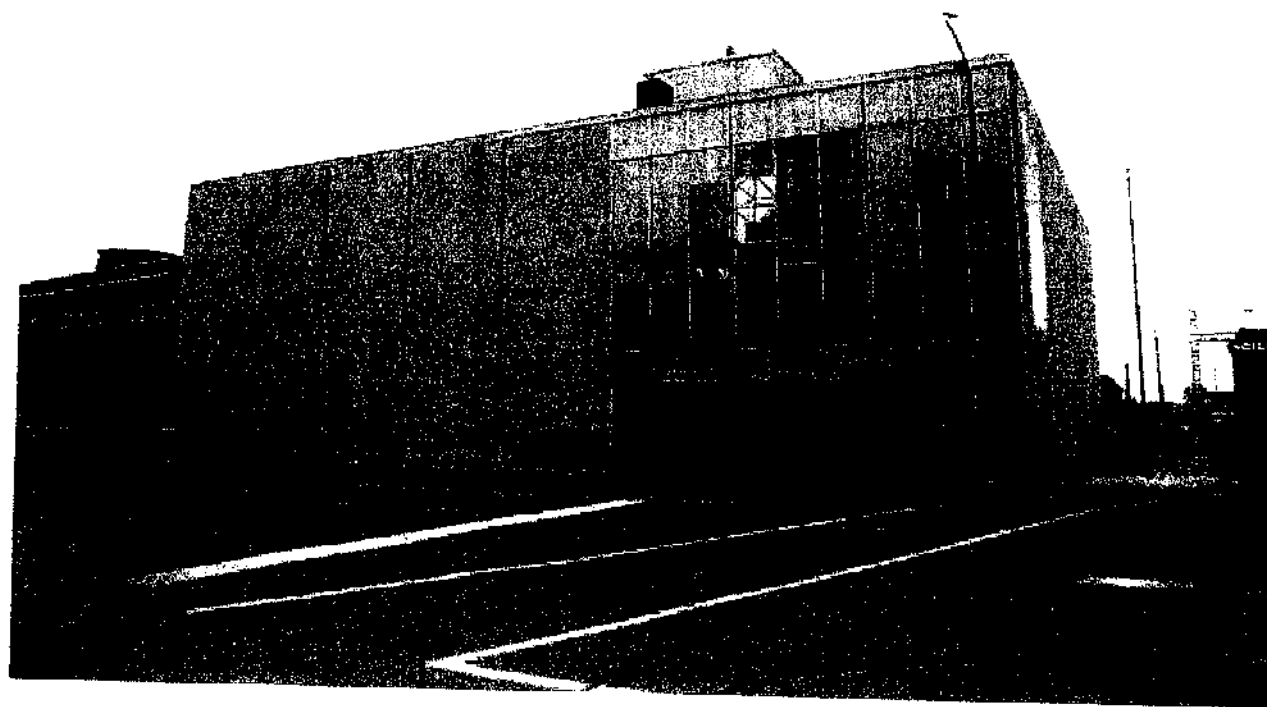
Union Station Power House Building, view to east.



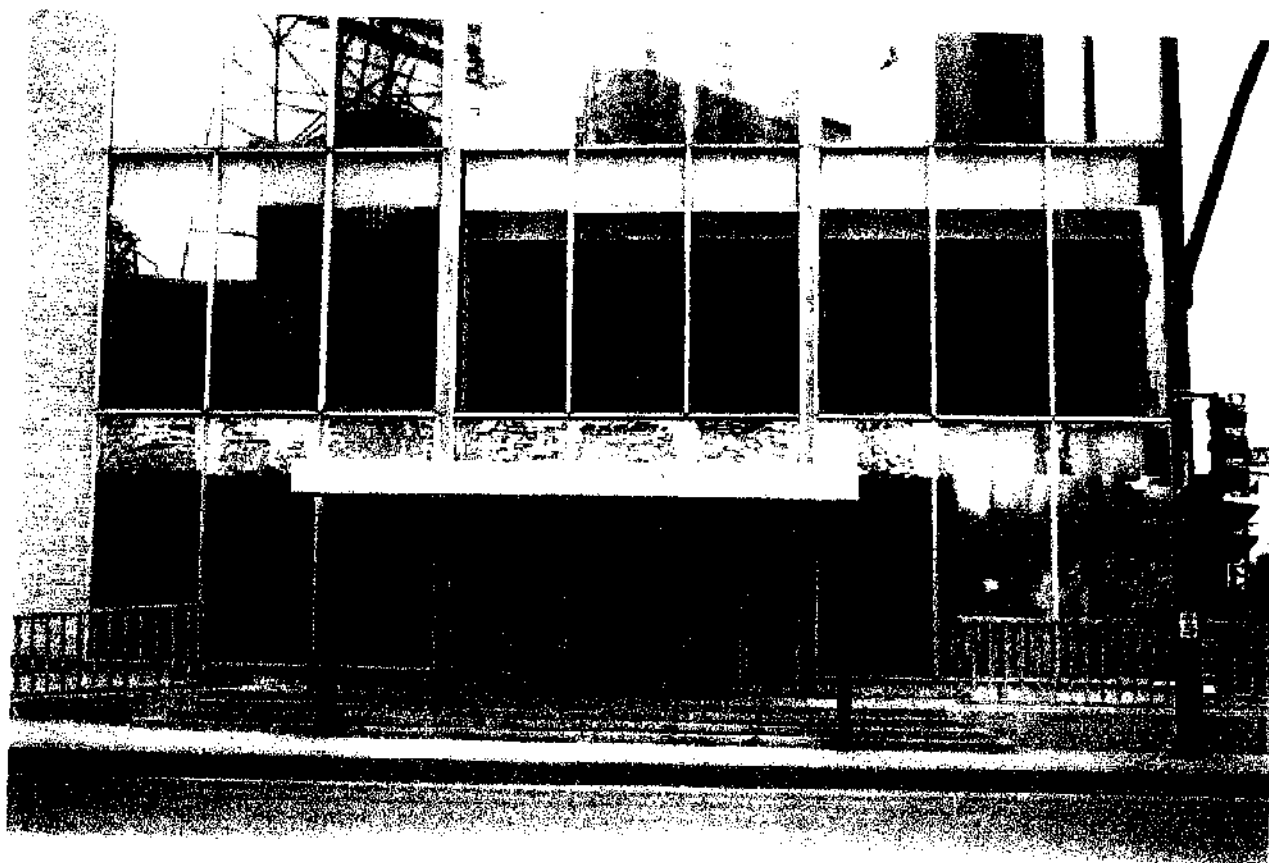
Associated out-buildings west of Power House Building.



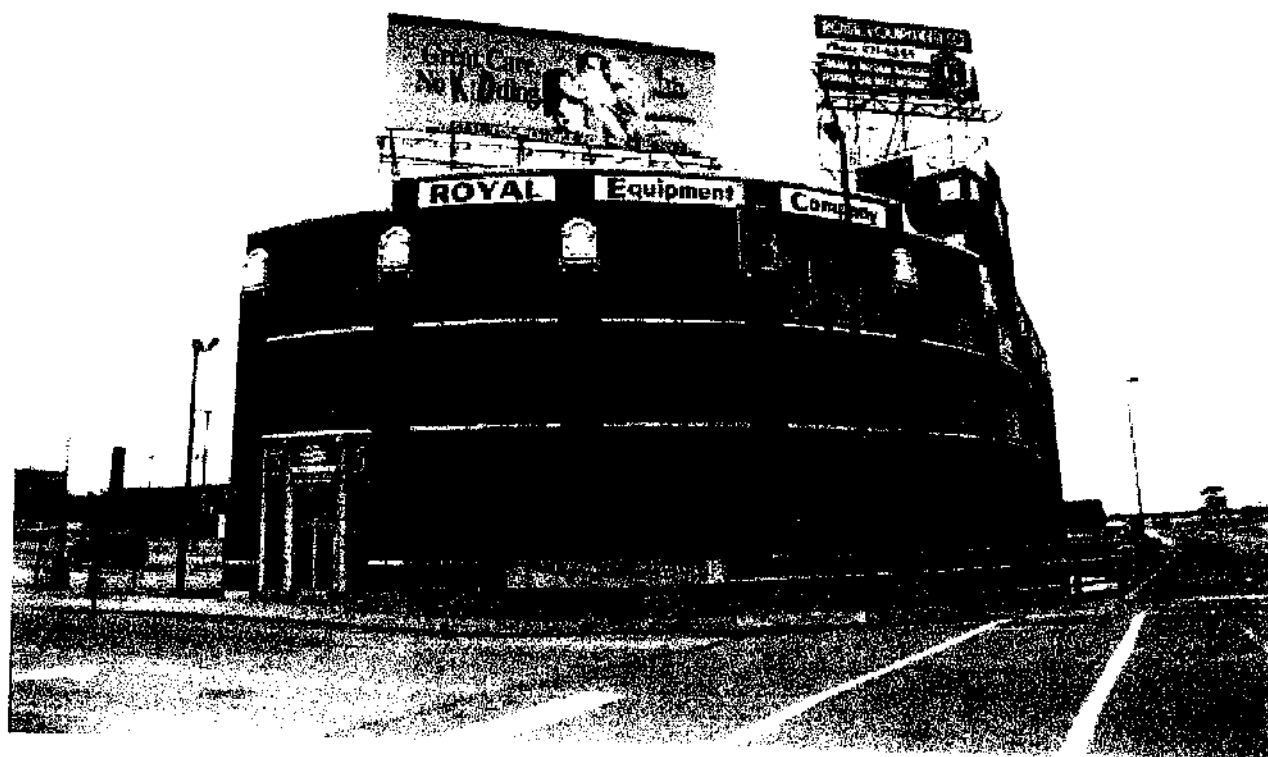
Trash and debris between Dakota Lofts Building and Power House Building.  
View from the Pershing Road Viaduct.



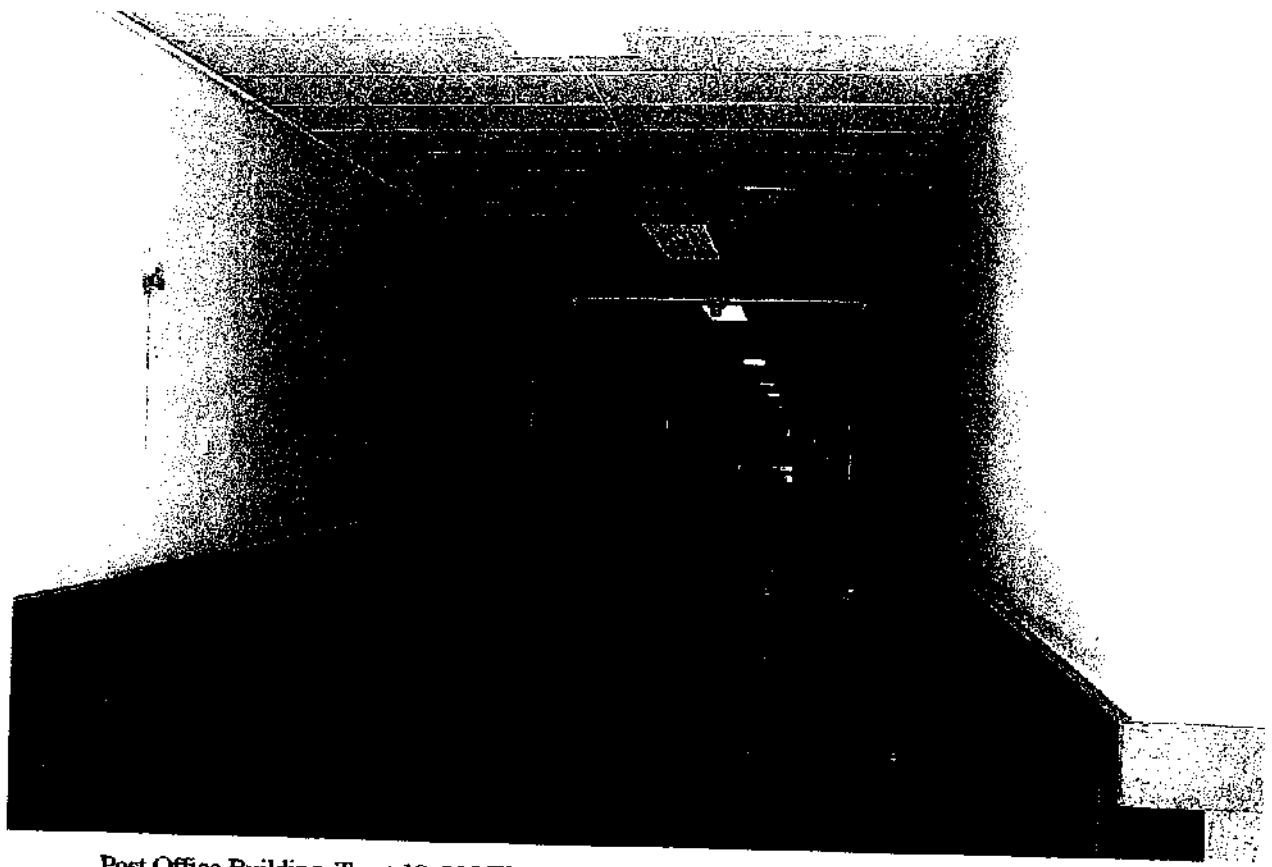
Dakota Lofts Building, 2420 Broadway. Looking north.



2420 Broadway, main entrance.



Tract 16, 2438 Broadway. View to west.



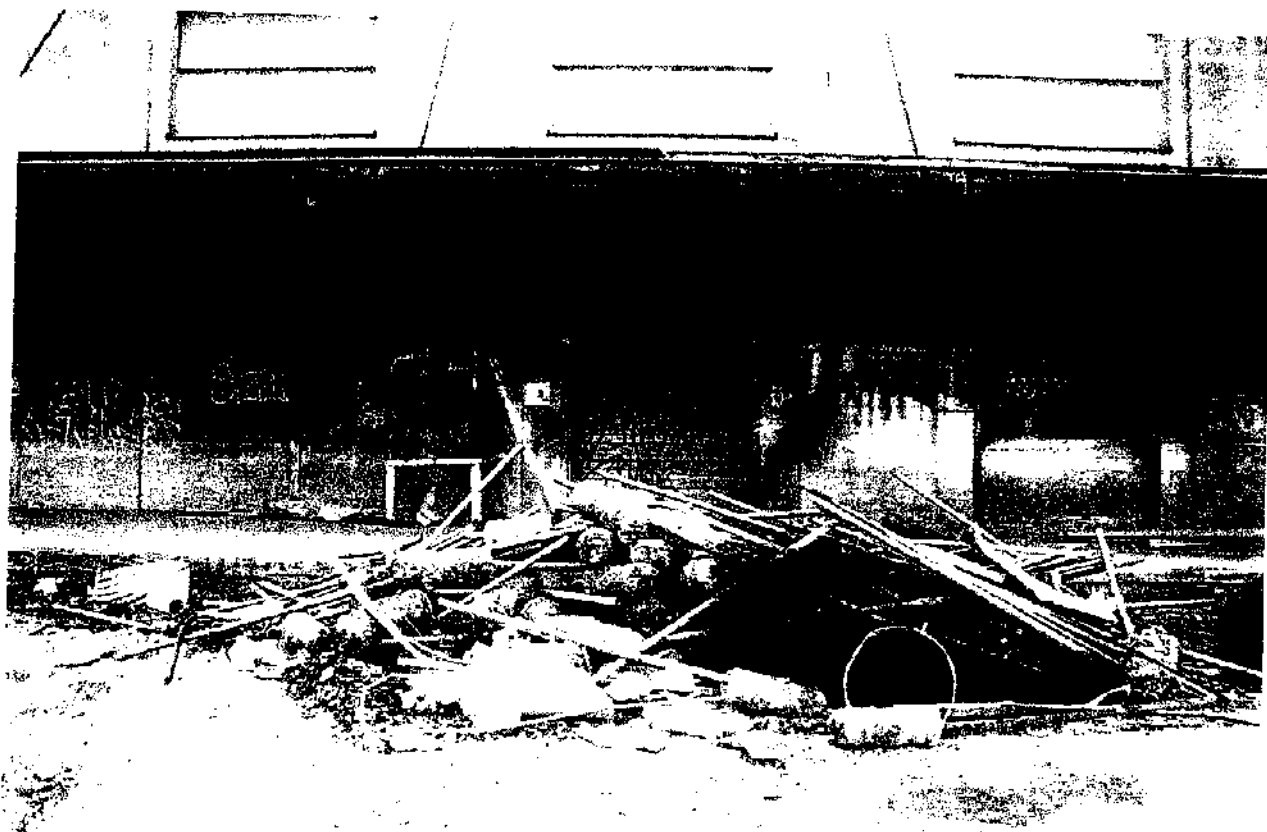
Post Office Building, Tract 18, 315 West Pershing Road. Typical view of administrative area, hallway.



Interior, Post Office Building, Tract 18, 315 Pershing Road. 4th floor.



Post Office, 3rd floor.



REA Building, construction debris.

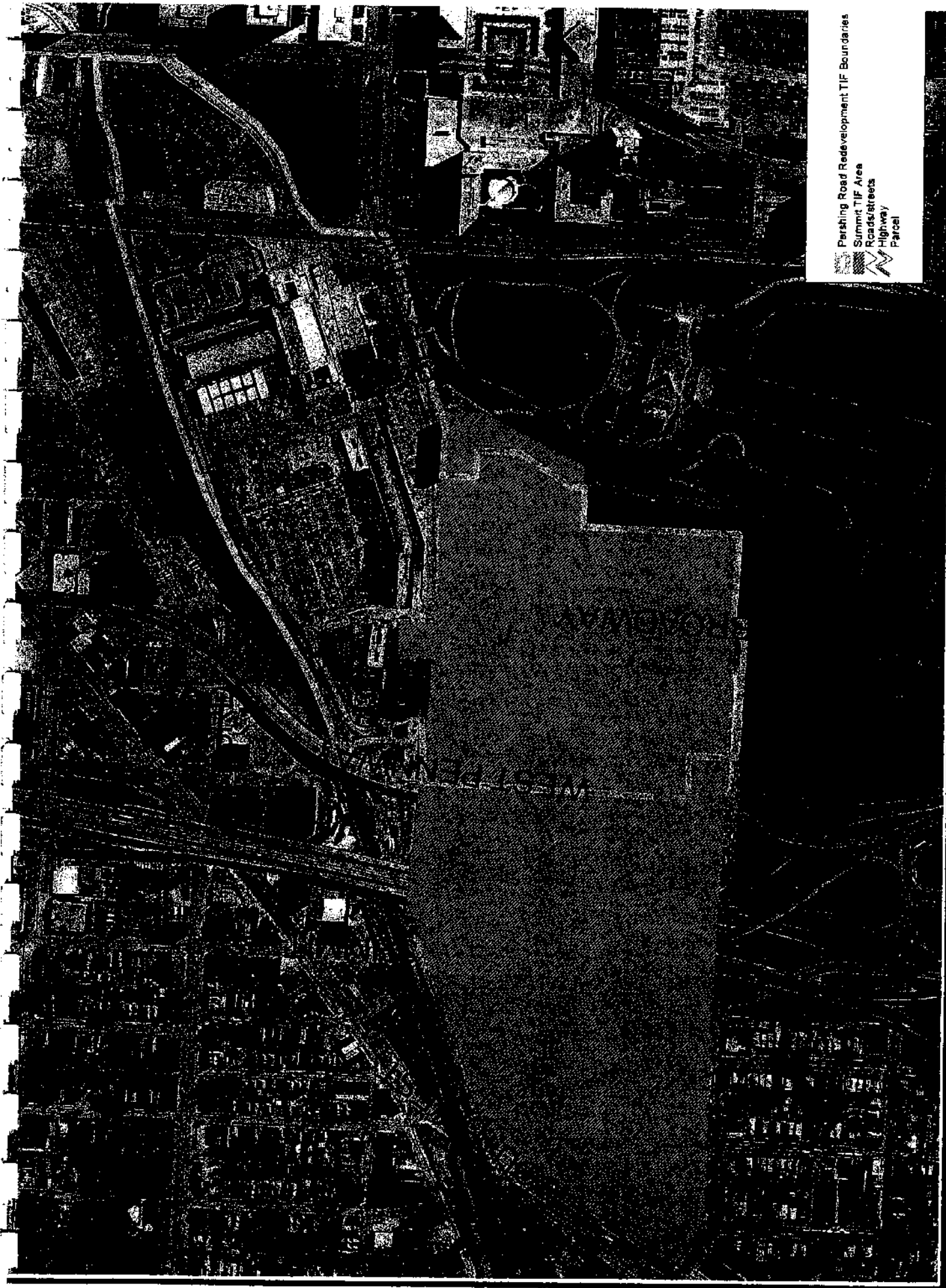


View under West Pennway, immediately west of redevelopment area. Homeless camp area.





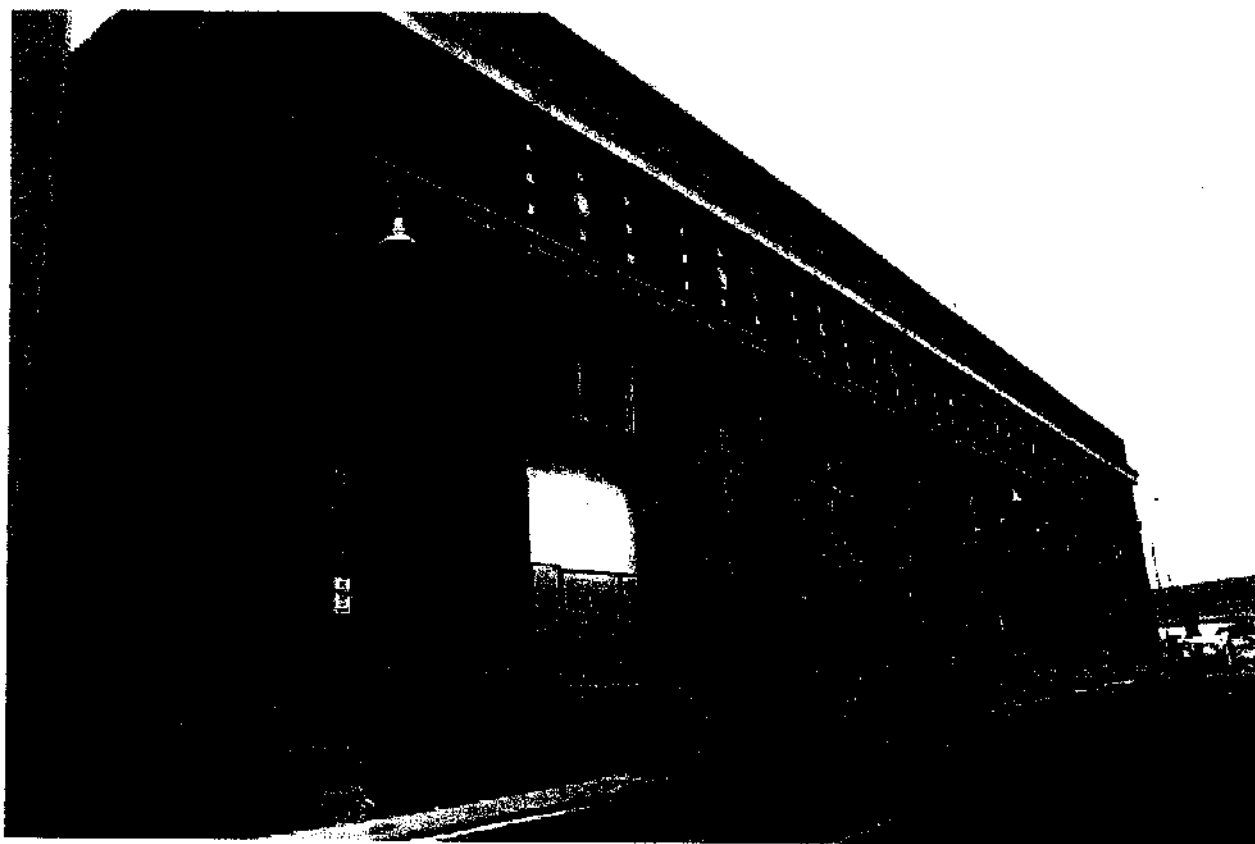
View of homeless camp area.



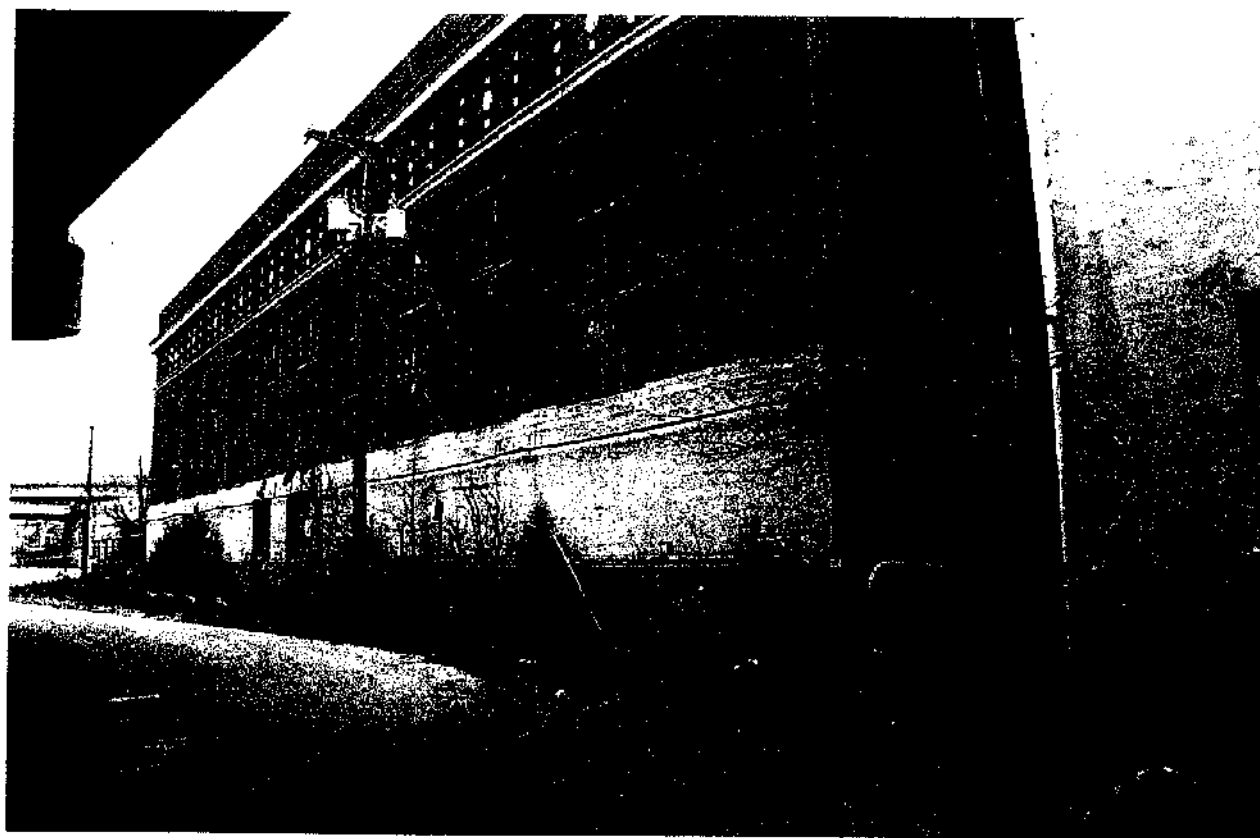
Pershing Road Redevelopment TIF Boundaries  
Summit TIF Area  
Roads/Streets  
Highway  
Parcel

Pershing Road Redevelopment TIF Plan -  
Proximity to Summit TIF Plan

Not to Scale



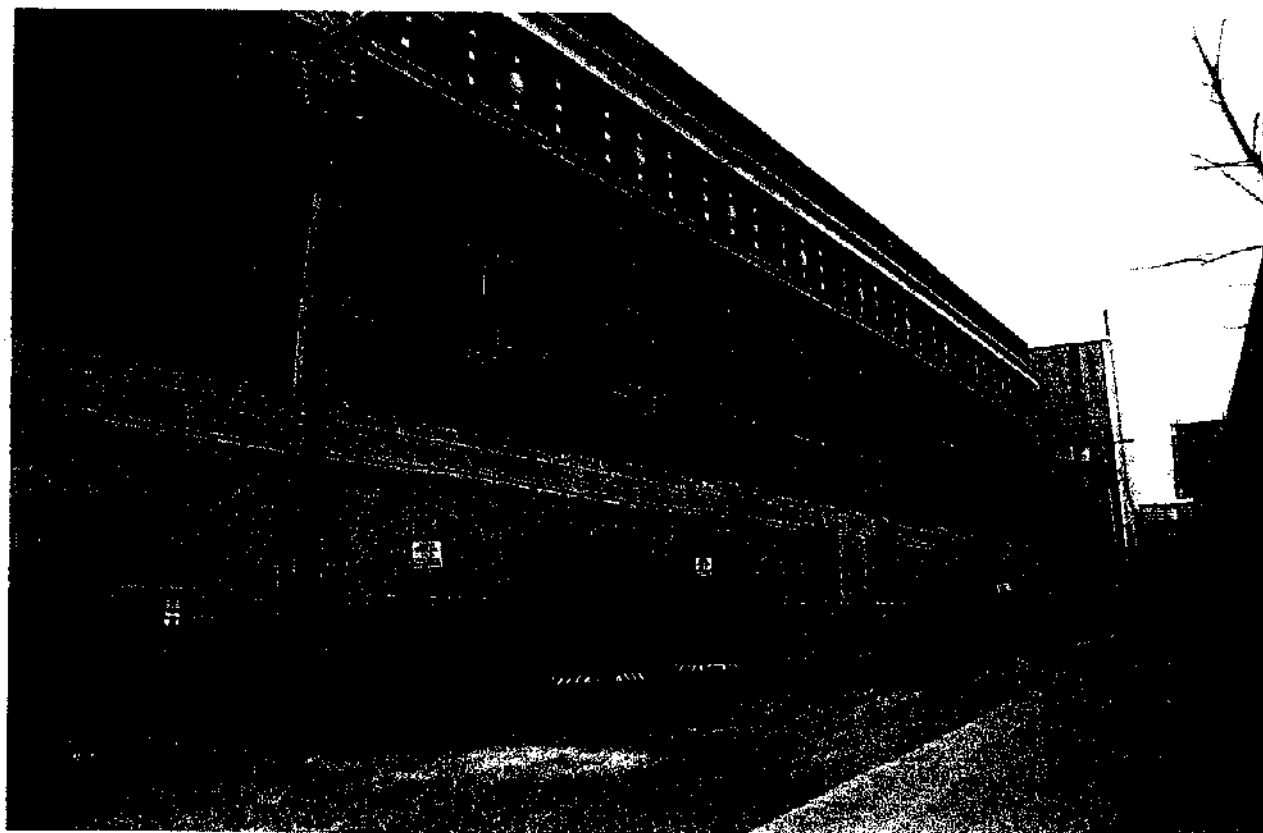
Union Station Power House Building-north façade.



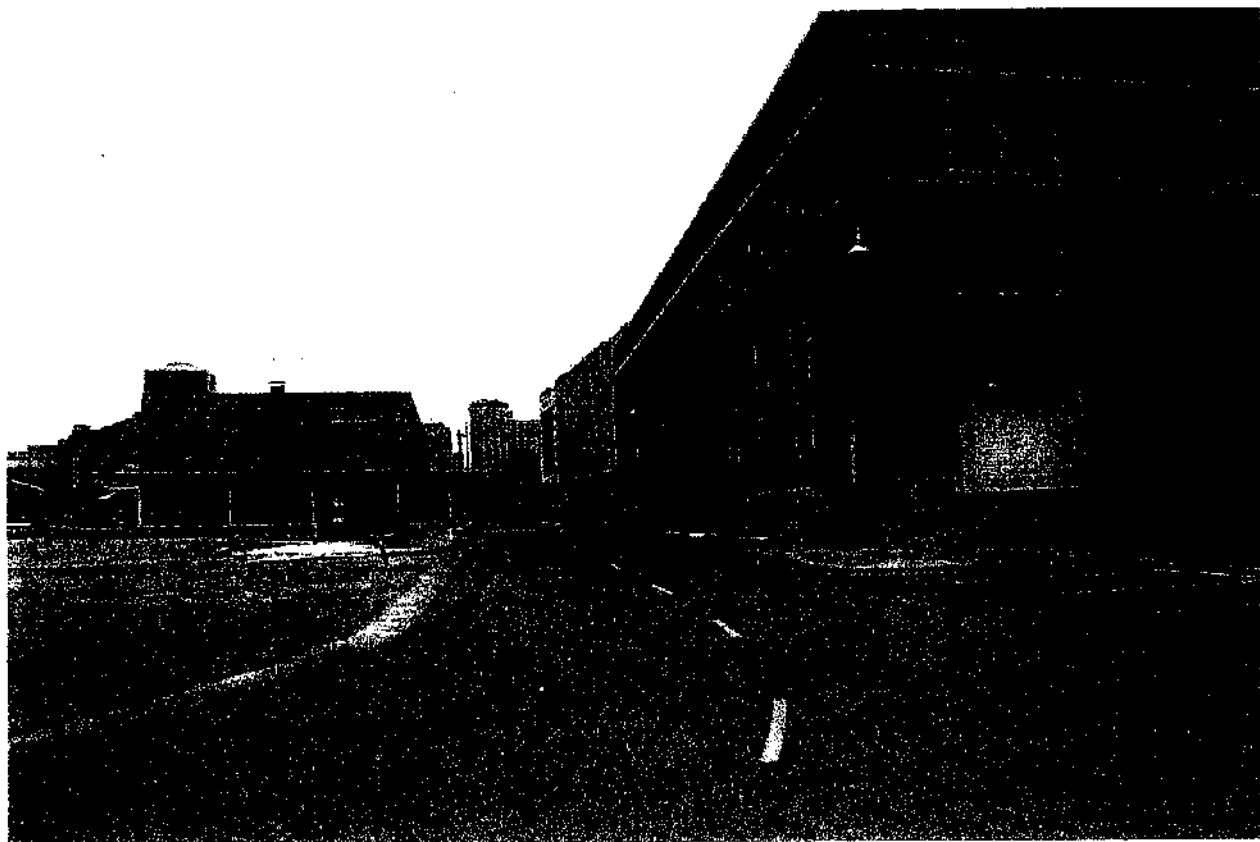
Power House Building- South façade.



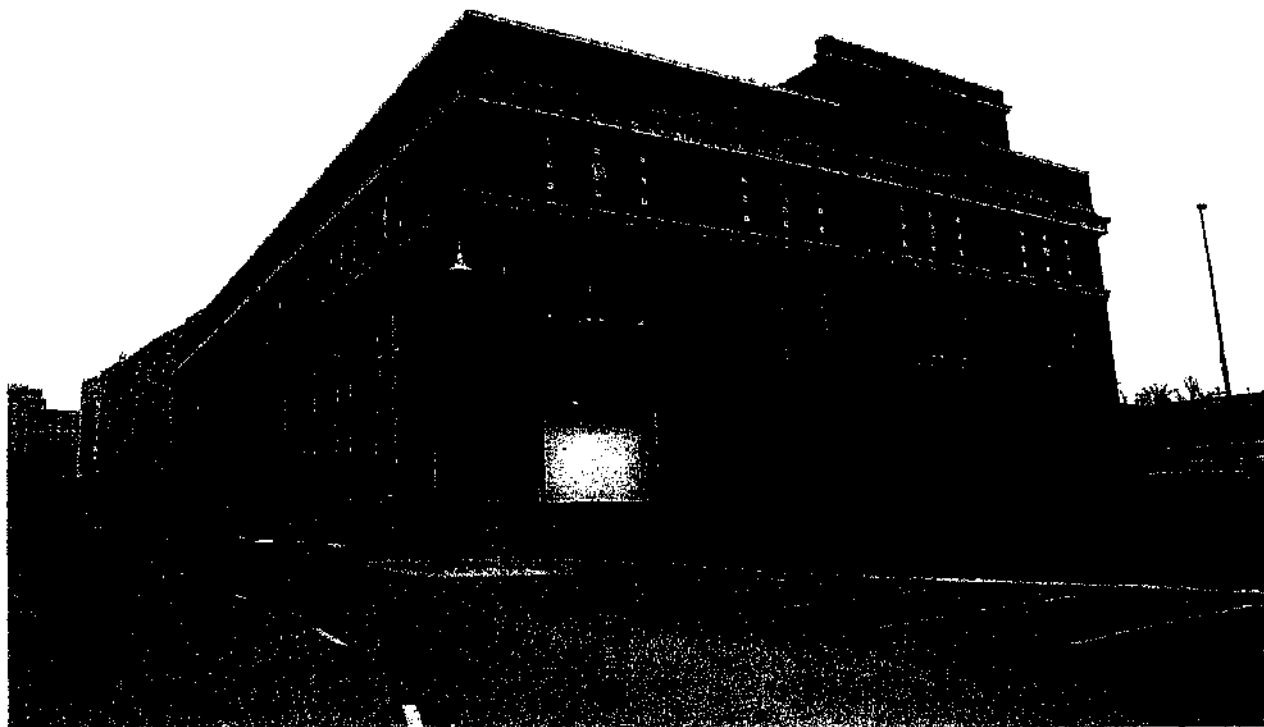
Power House Building, south façade close up.



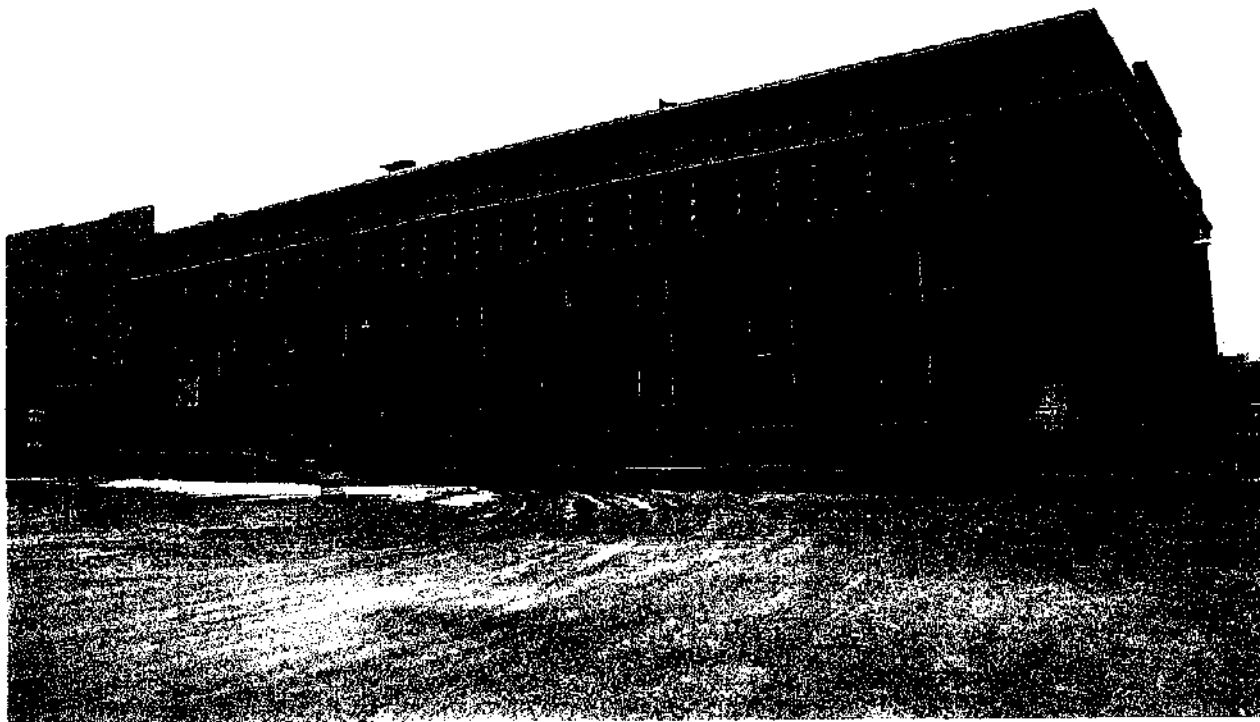
South façade. View to east. Note numerous broken windows.



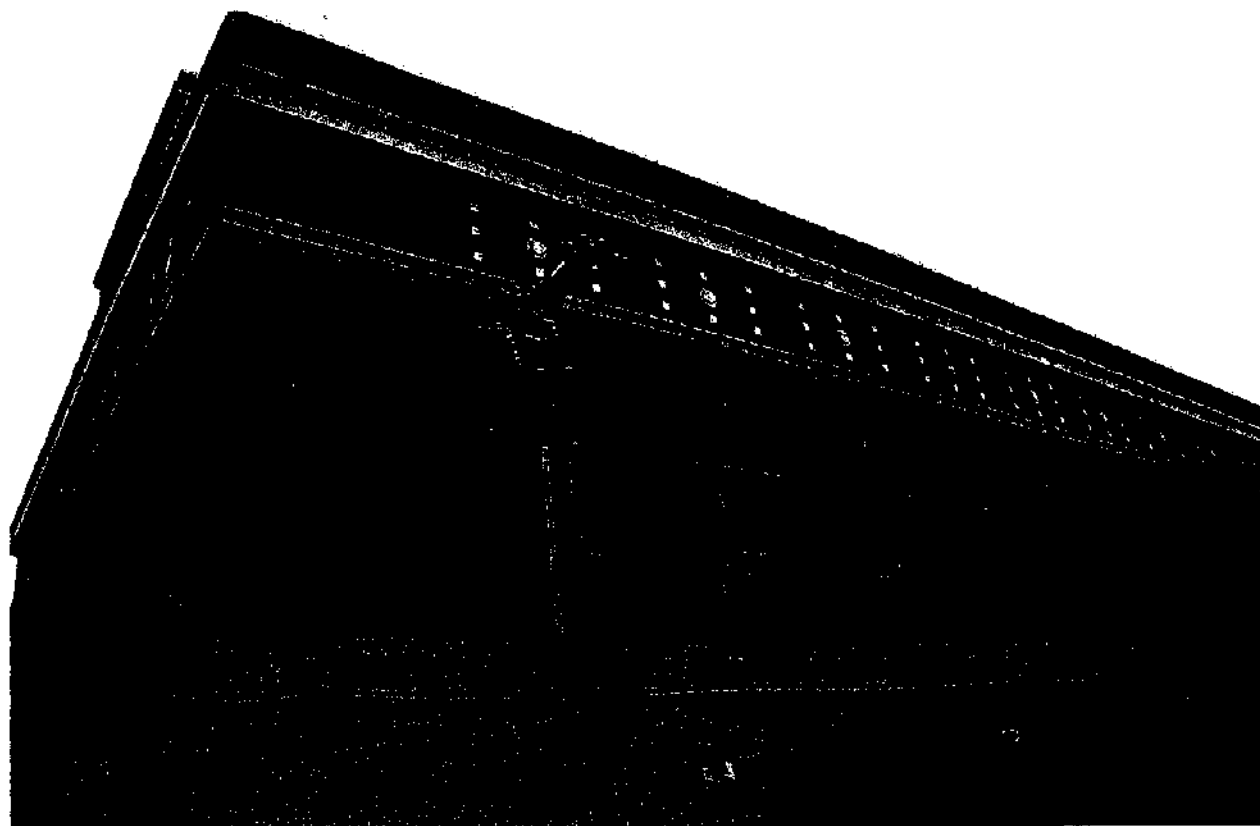
Power House Building to right, view of access road. REA building to left.



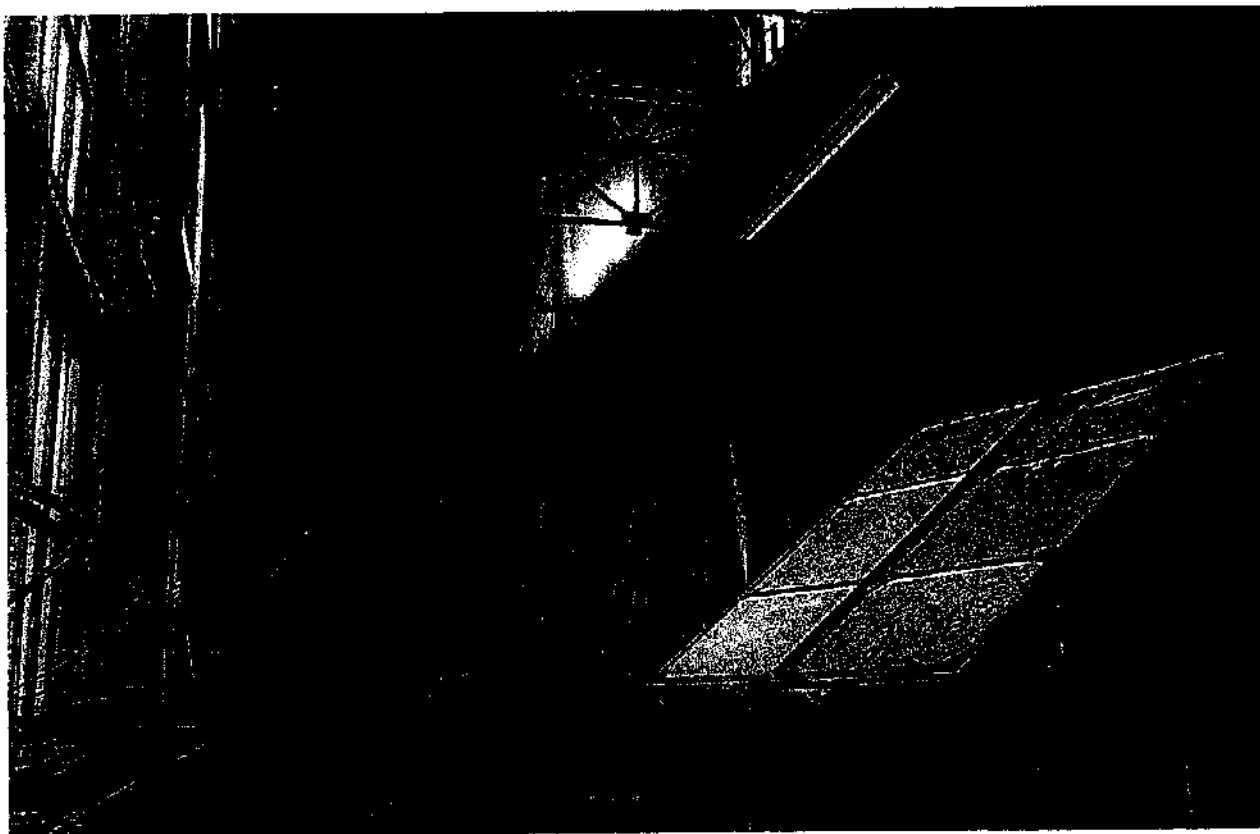
West façade, Power House Building.



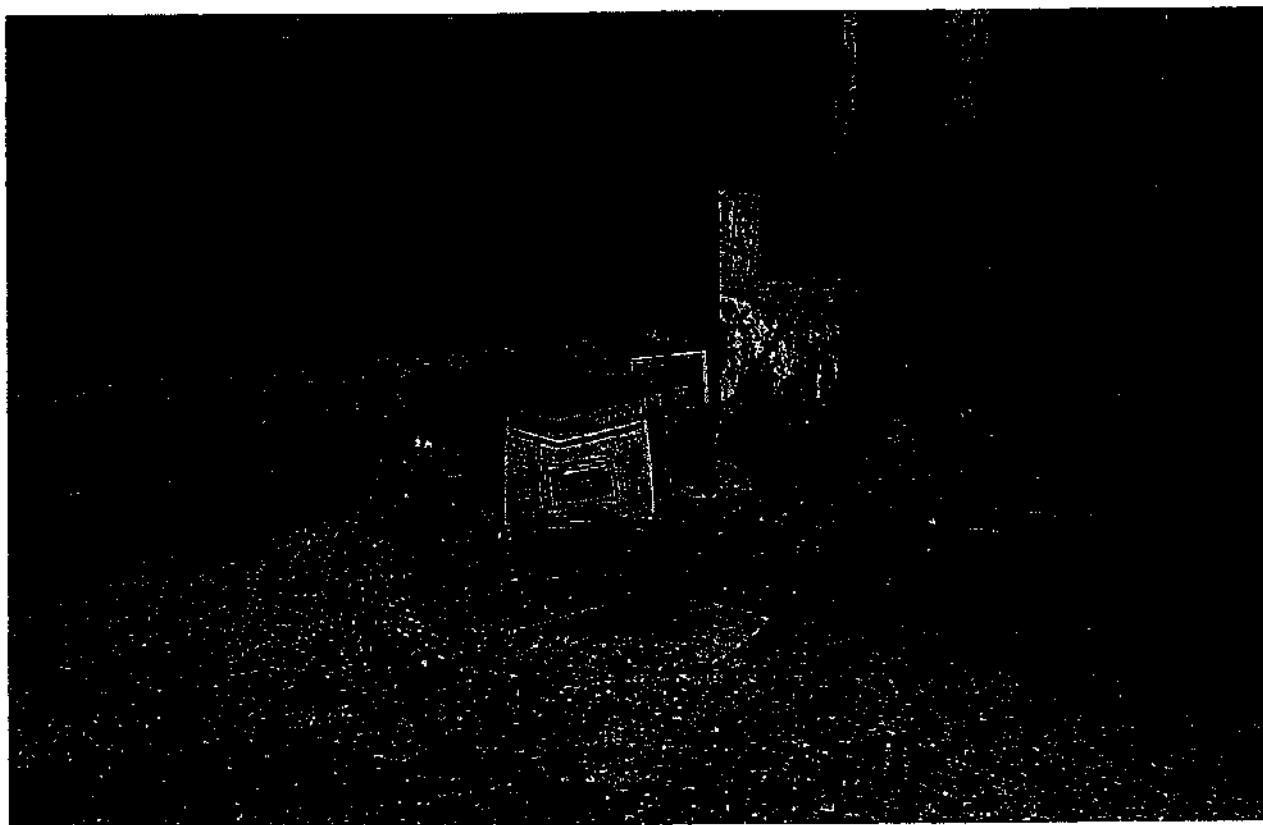
North Façade, Power House Building. Un-paved bus parking area in foreground.



South Façade, Power House Building.



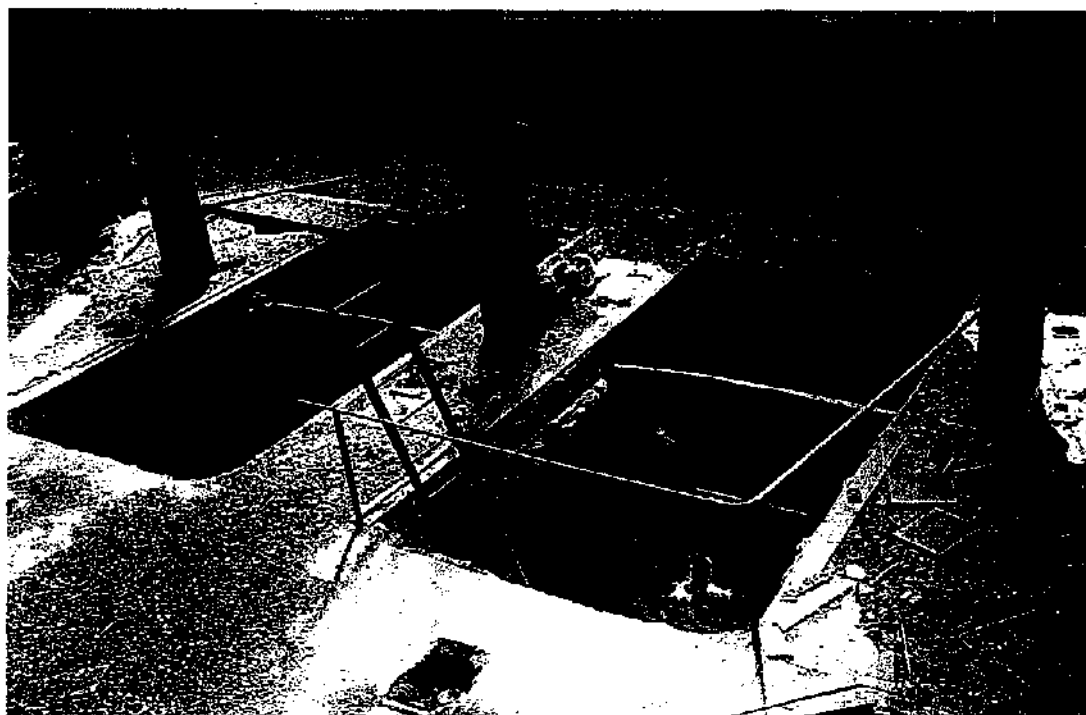
Power House Building-interior.



Power House Building Interior. Representative view of pigeon feces, trash & debris.

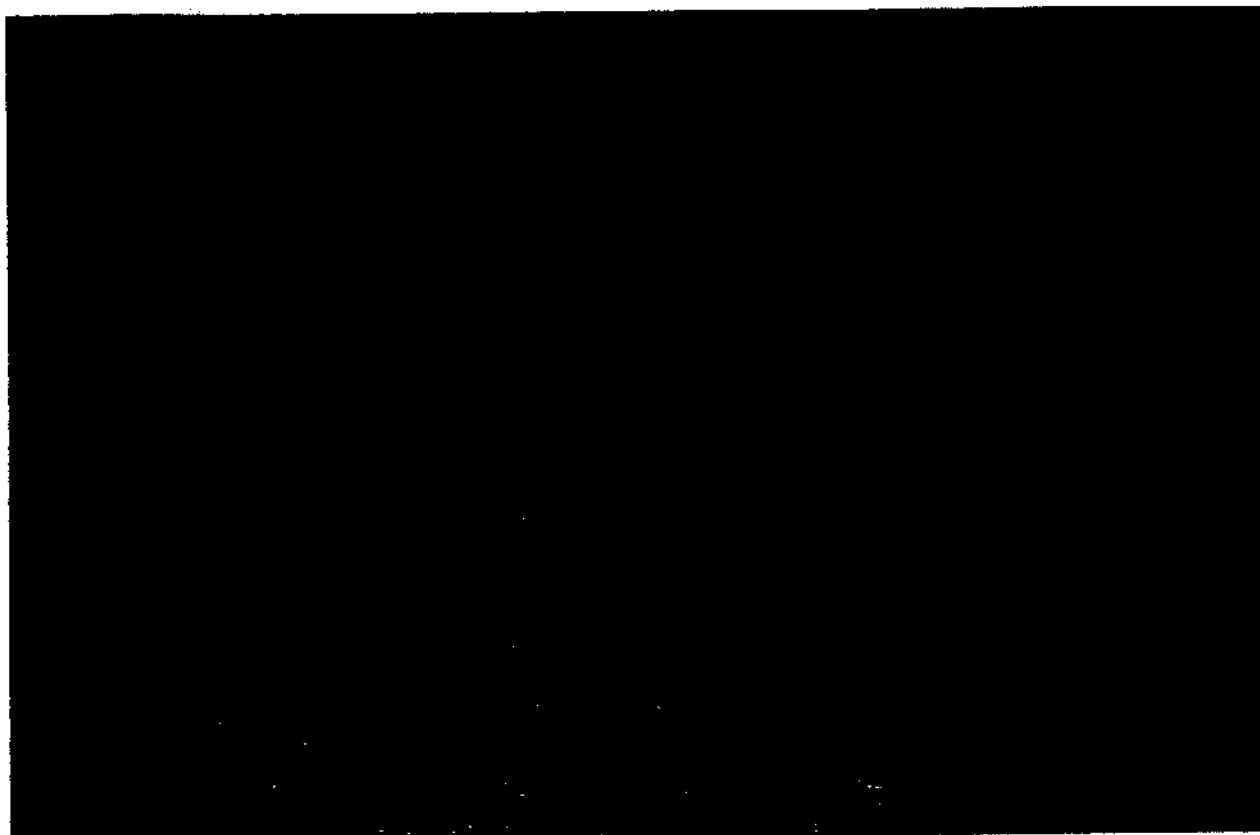


Union Station Power House Building-Interior, former boiler room. Note pigeon feces on floor.

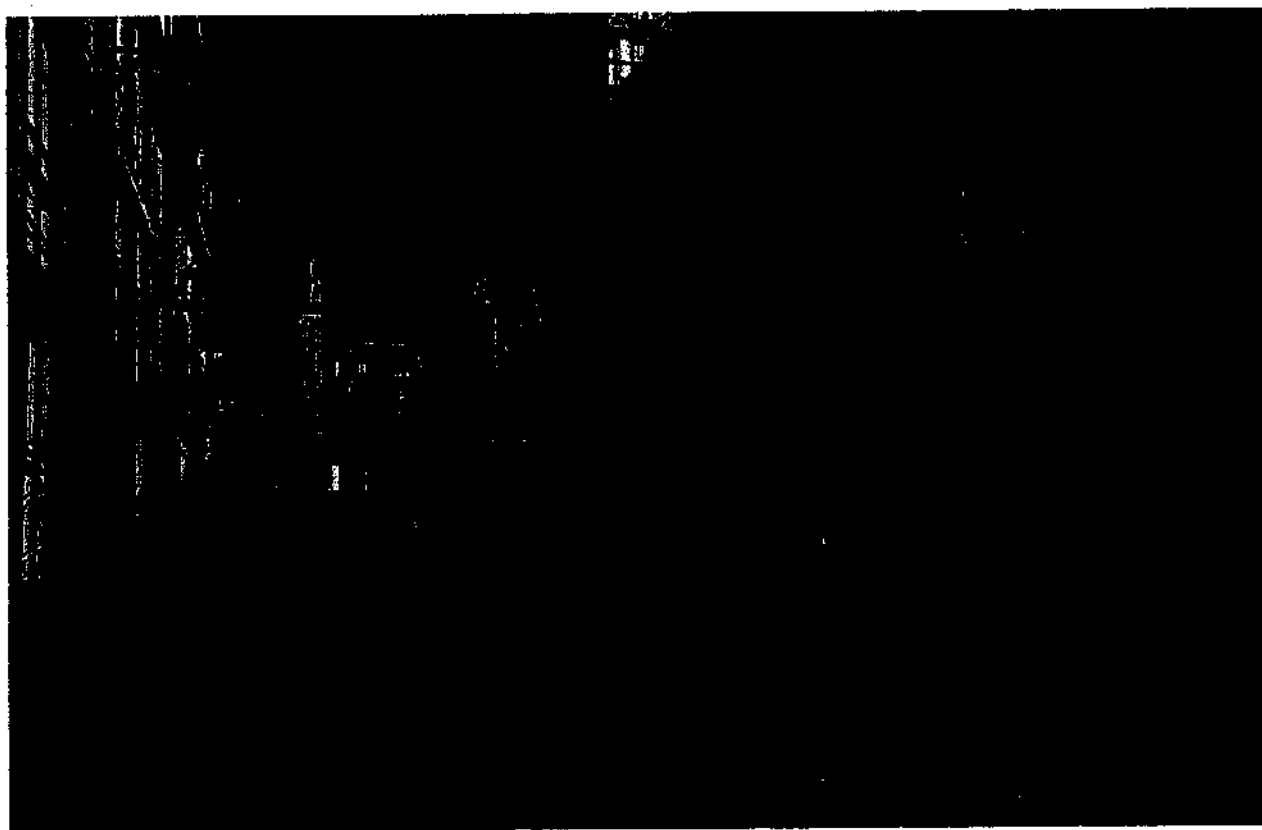


Power House Building- Former boiler room.

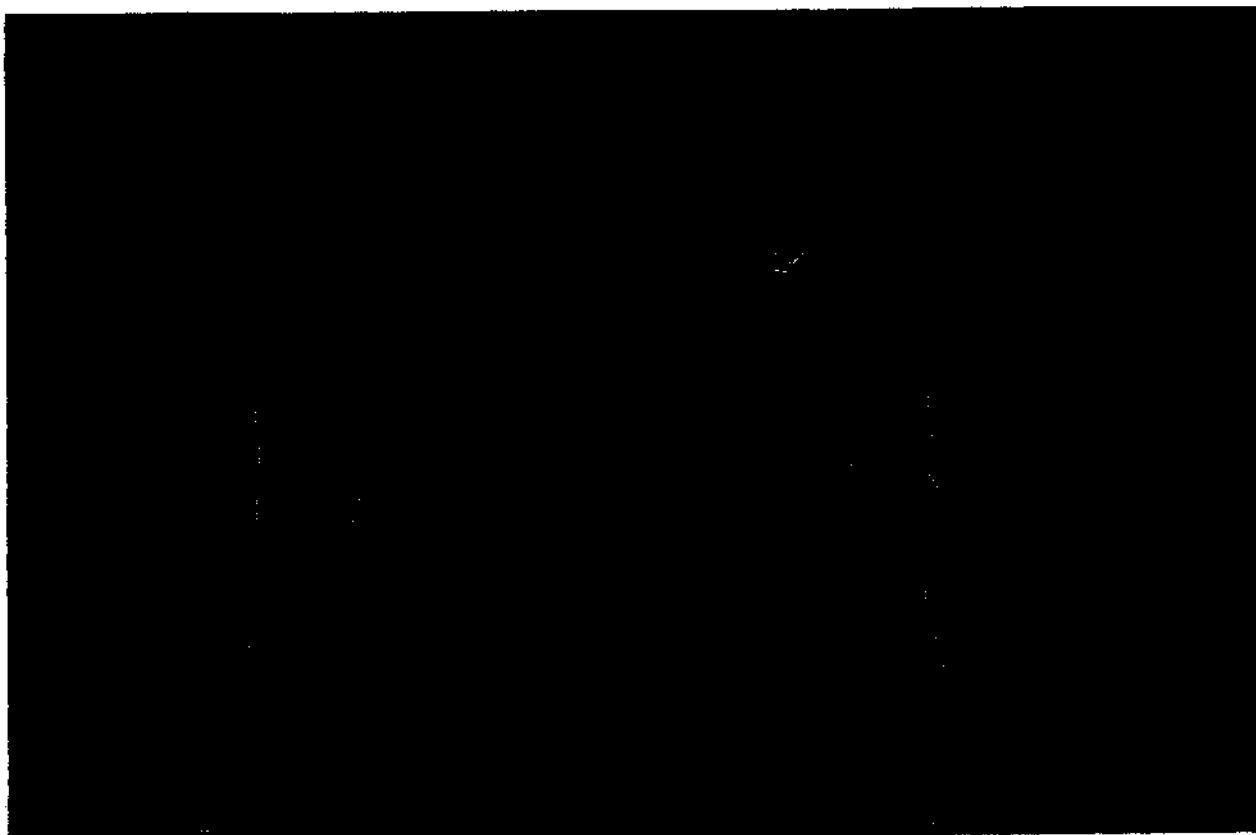




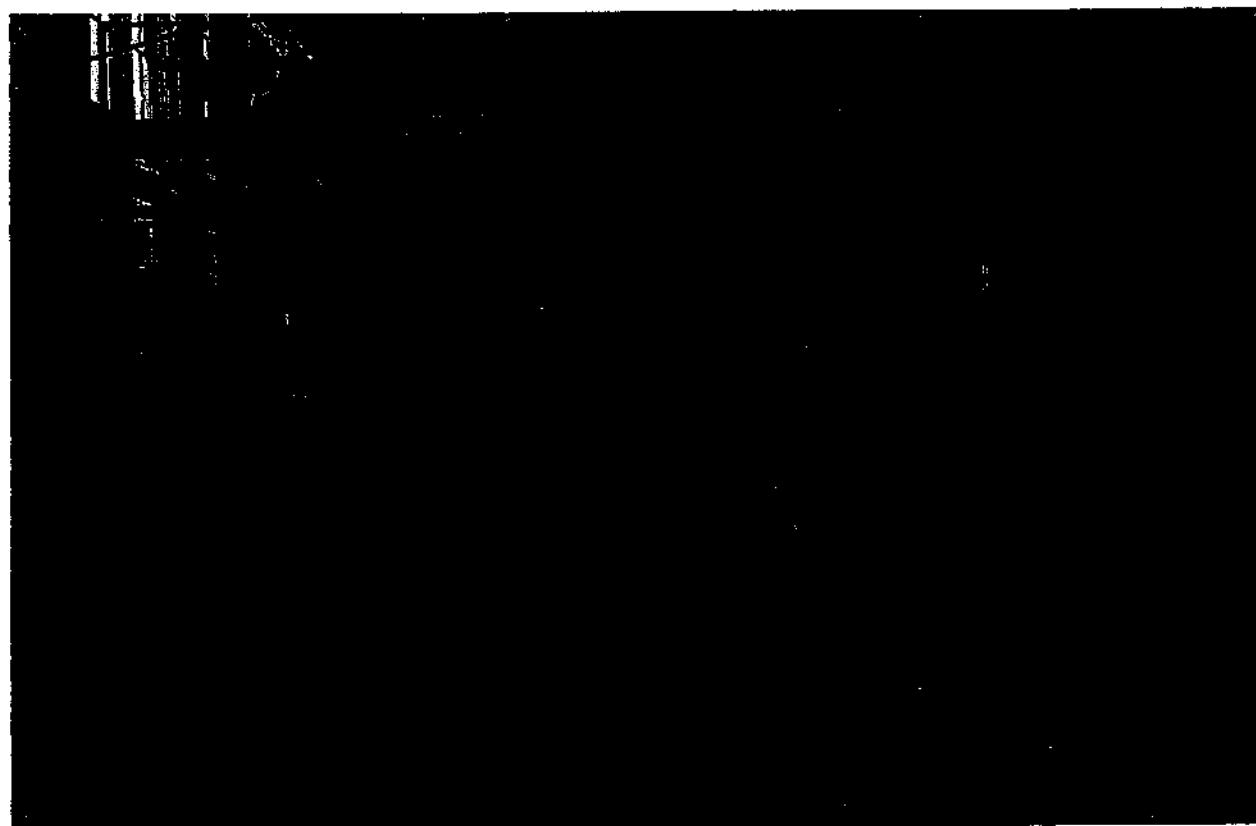
Power House Building, interior, discarded equipment.



Interior Power House Building, newer, modern natural gas boiler, currently abandoned.



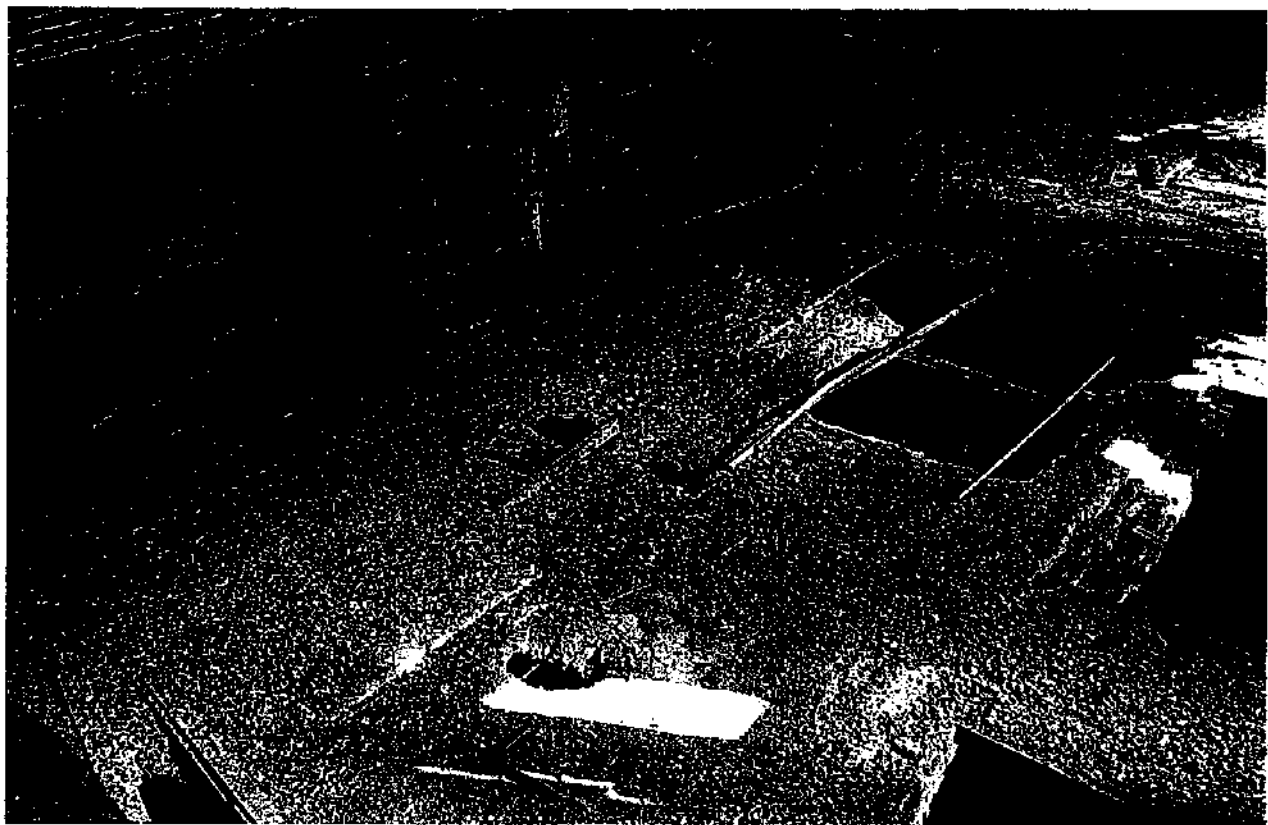
Former boiler system. Note possible asbestos-containing insulating material on piping and tank.



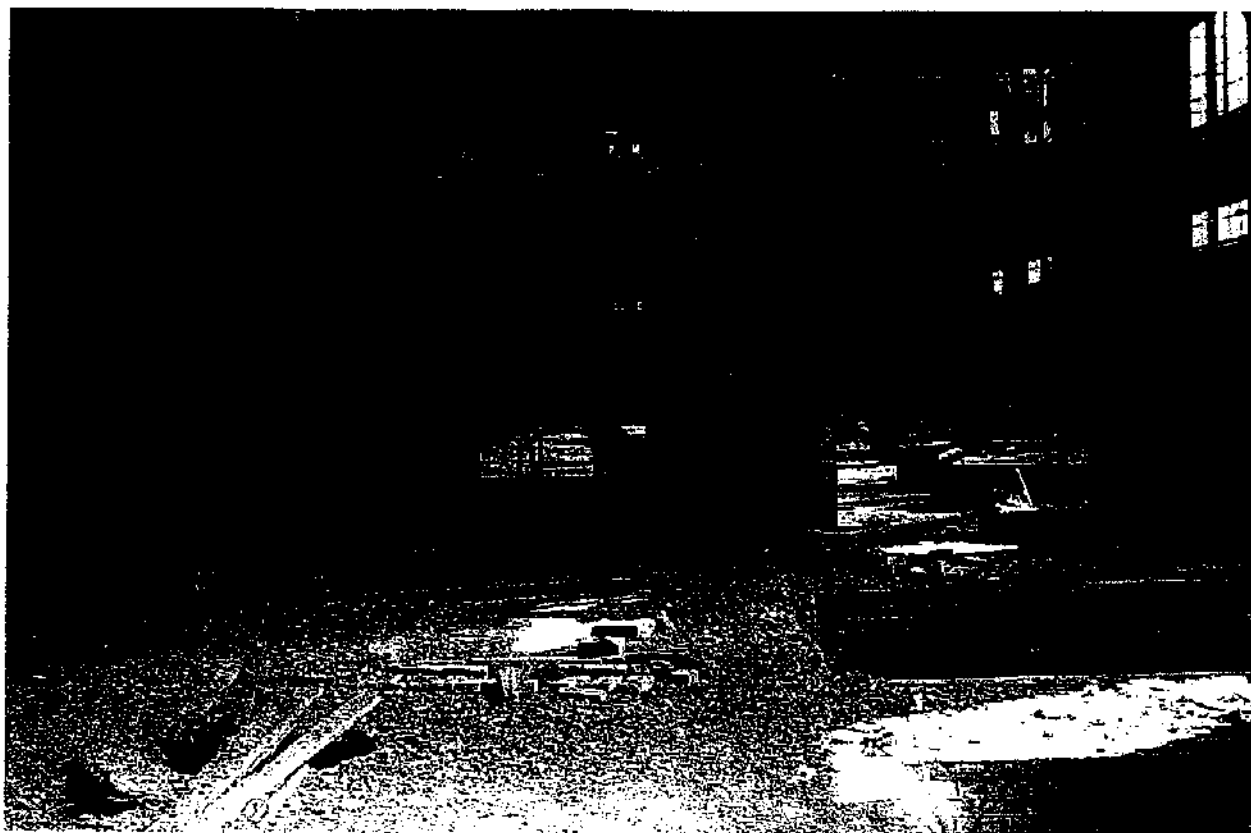
General trash & debris.



Power House Building. View of piping and boiler room floor. Note holes in floor, pigeon feces.



Close-up view.



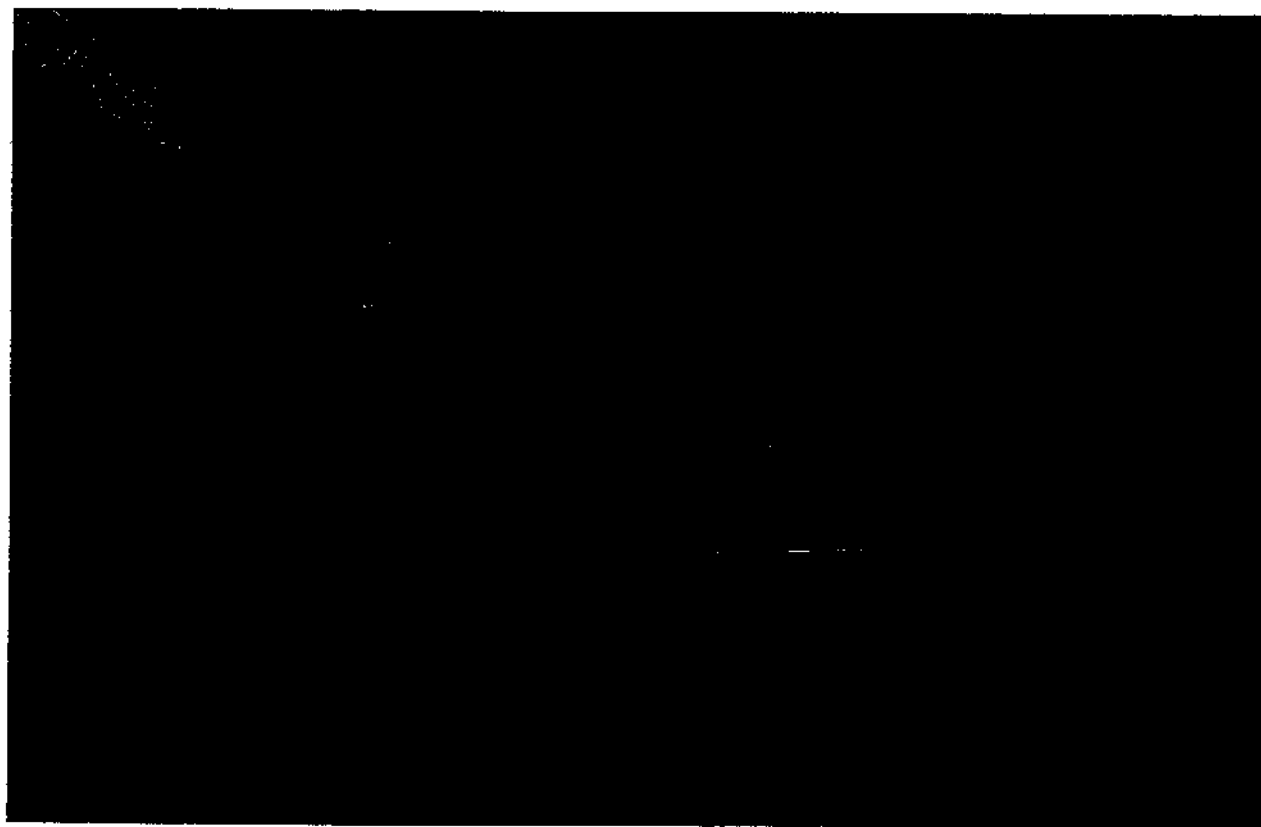
Power House Building-former boiler room floor.



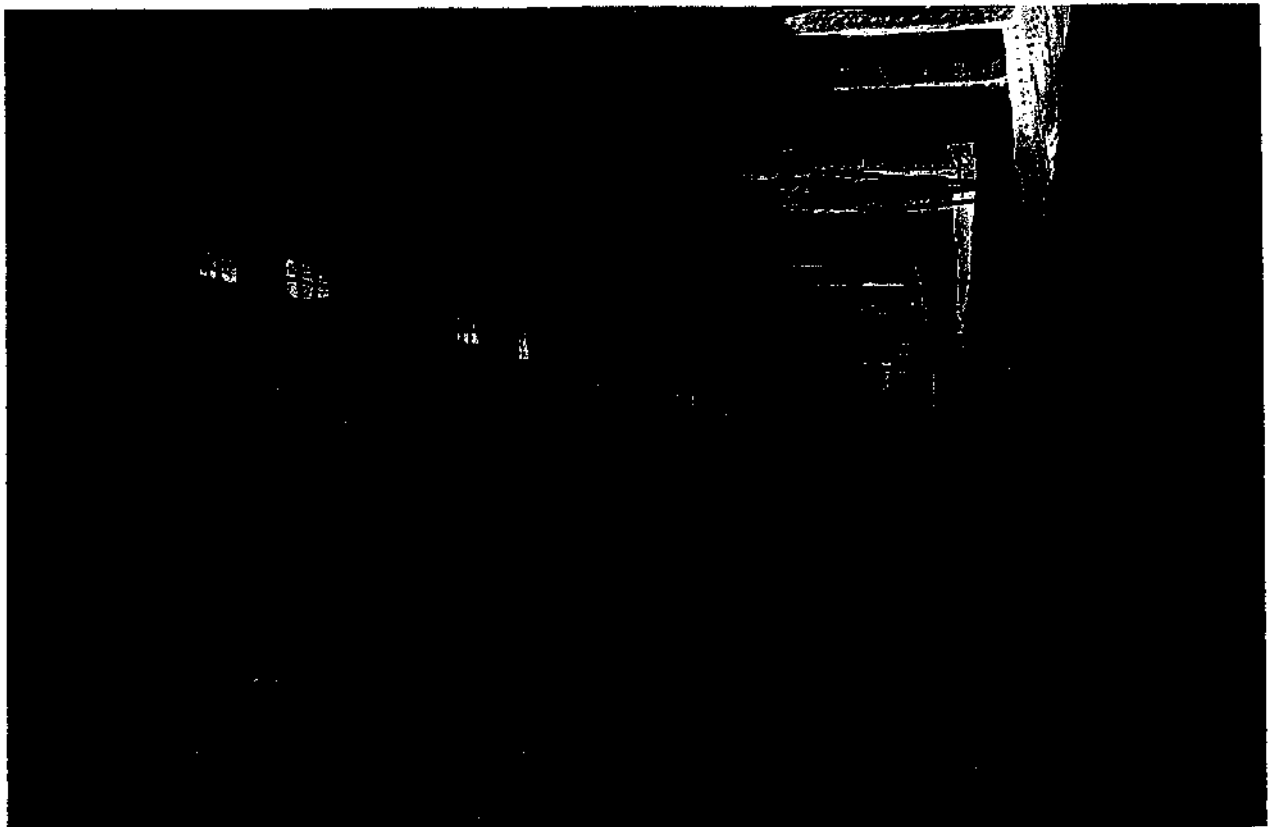
Boiler room floor. Note general debris, pigeon feces.



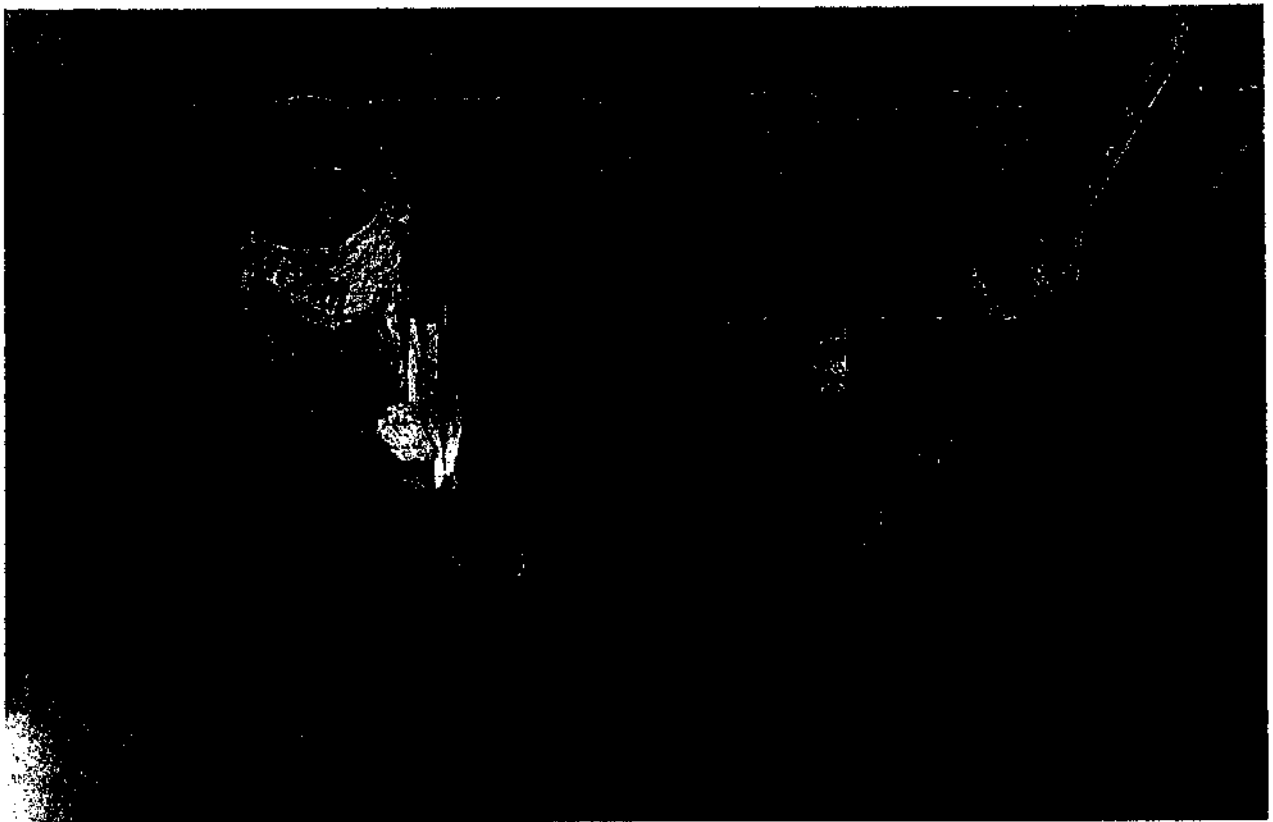
Former Boiler Room-View of degraded pipe insulation, possibly asbestos-containing material.



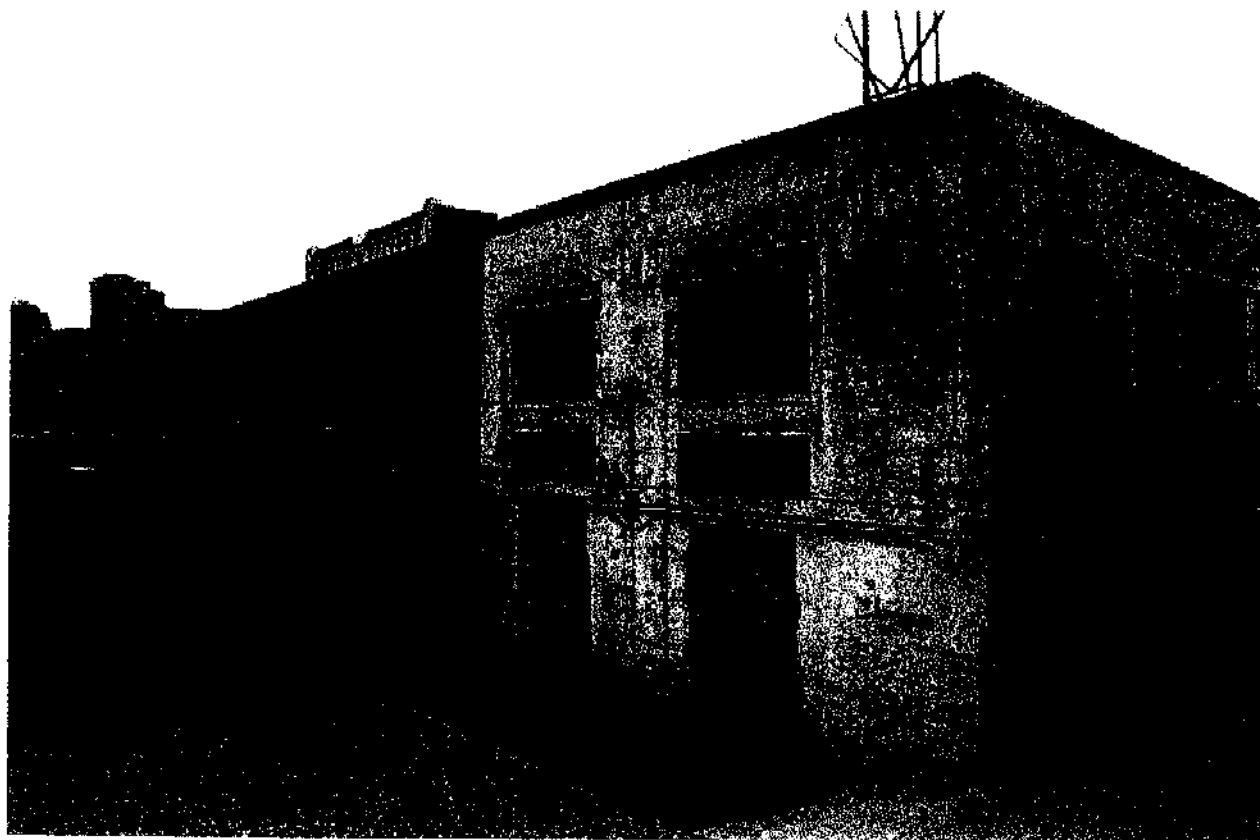
Power House Building- Former boiler room.



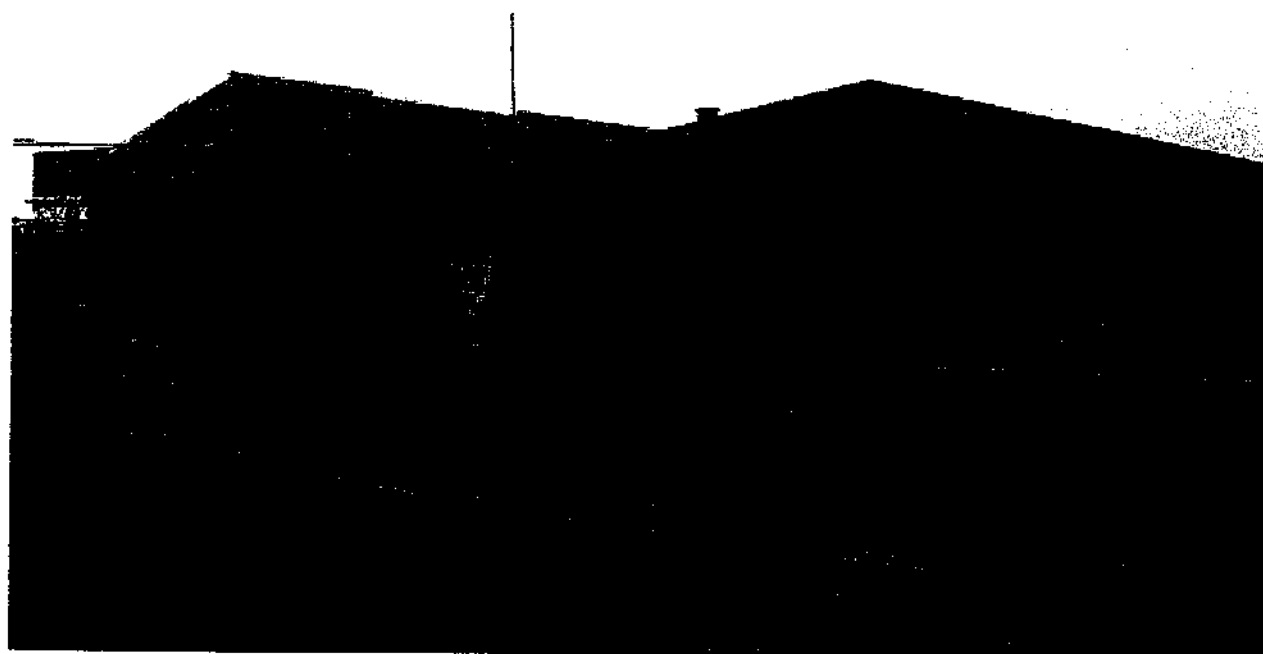
Power House Building, interior, discarded equipment.



View of the degraded nature of pipe insulation, possibly asbestos-containing material.  
Typical of facility.



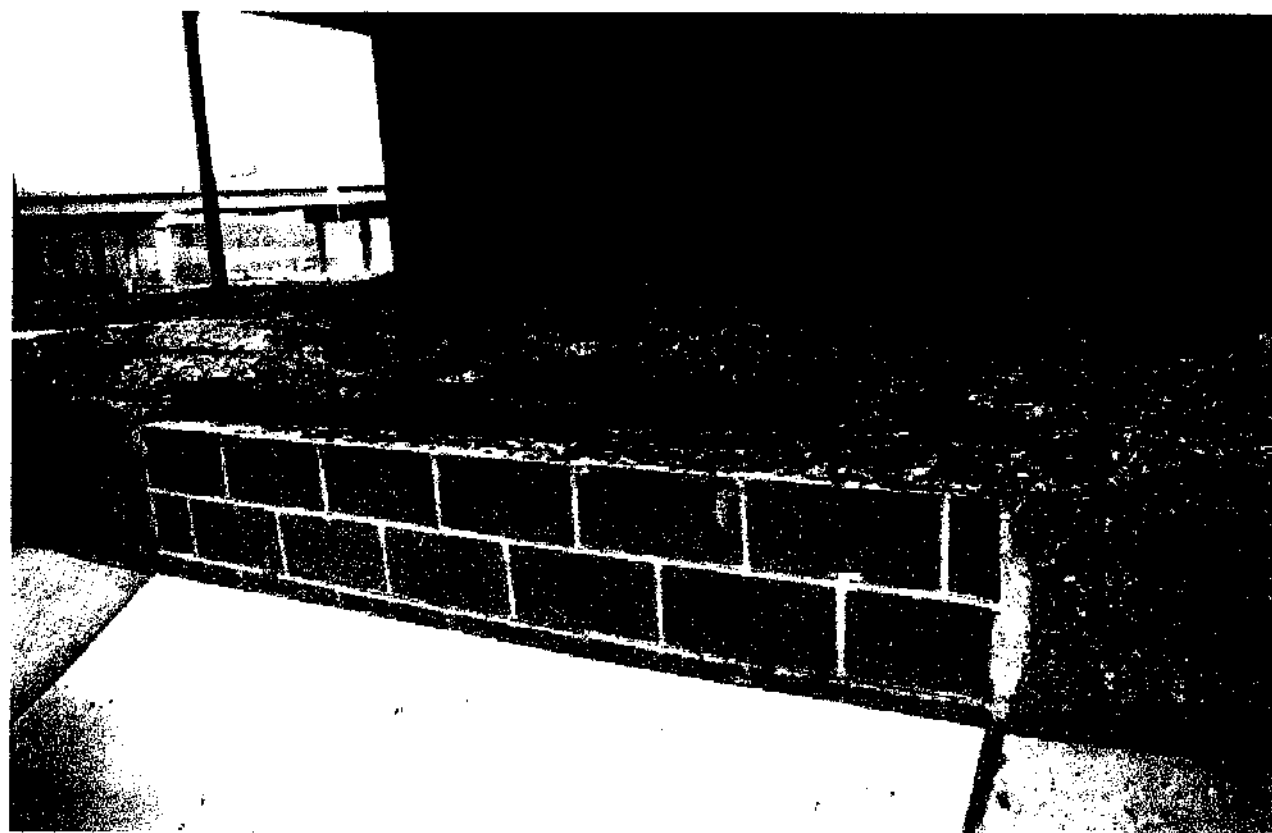
Railway Express Agency (REA) building. View from Broadway Viaduct.



View of Adams Express Building to right. Dakota Loft building in background.

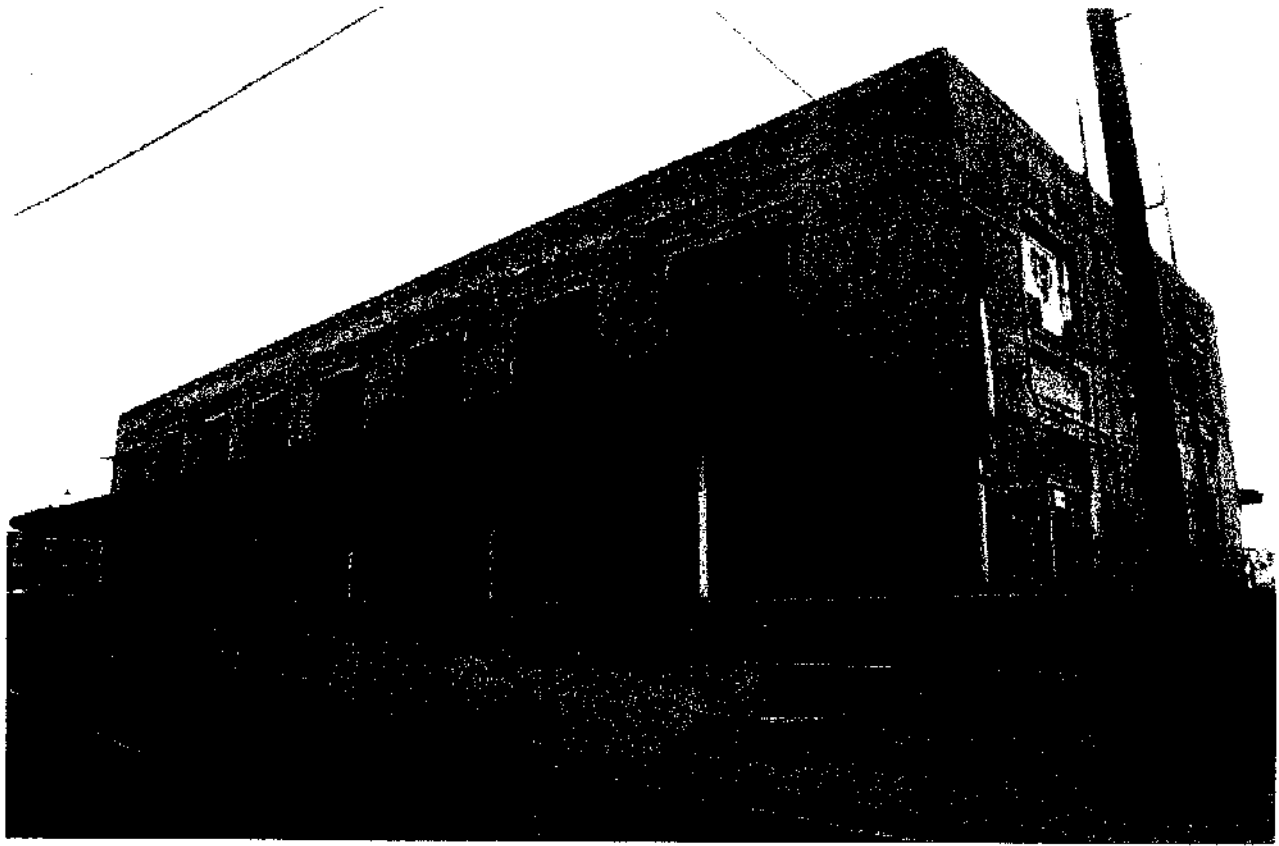


Eastern façade, Adams Express Building.



Damaged loading dock, Adams Express Building, south side.

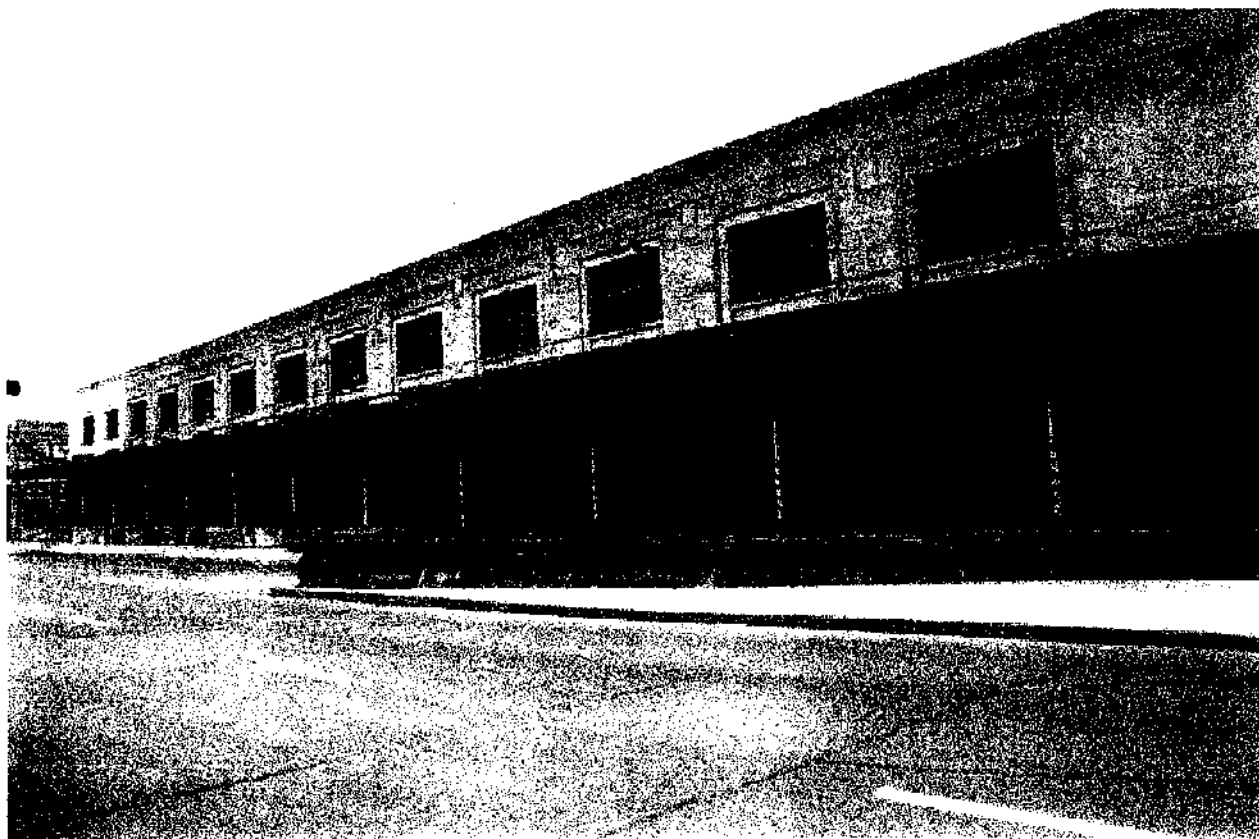




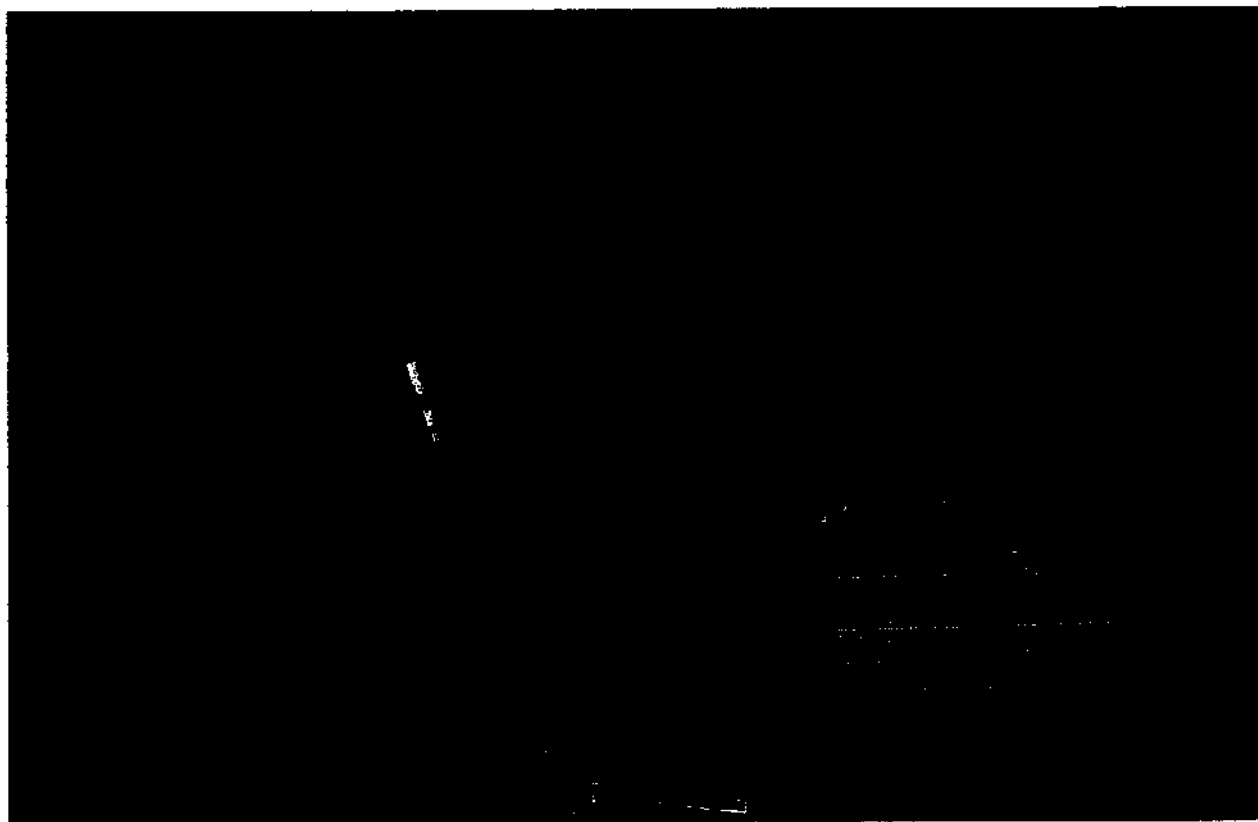
Southern façade, Adams Express Building



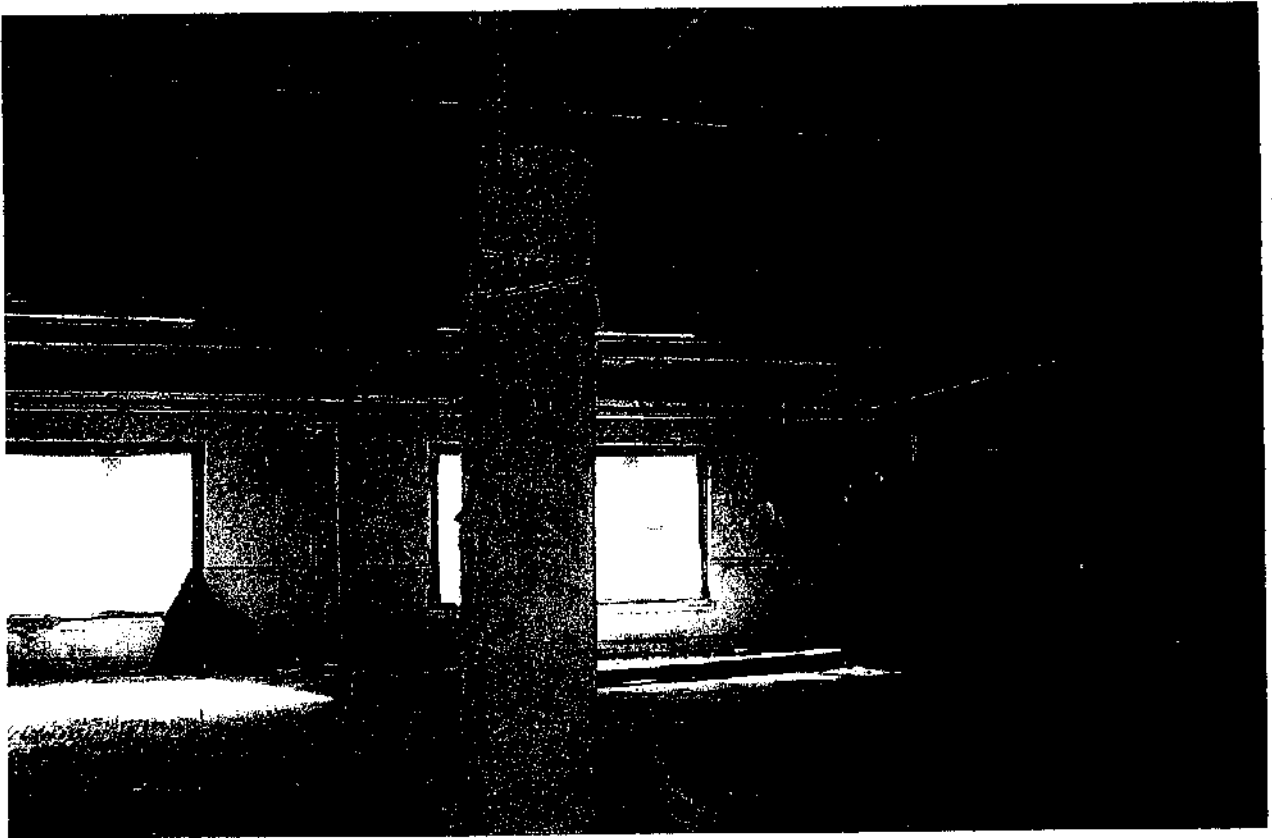
Adams Express Building. View to east.



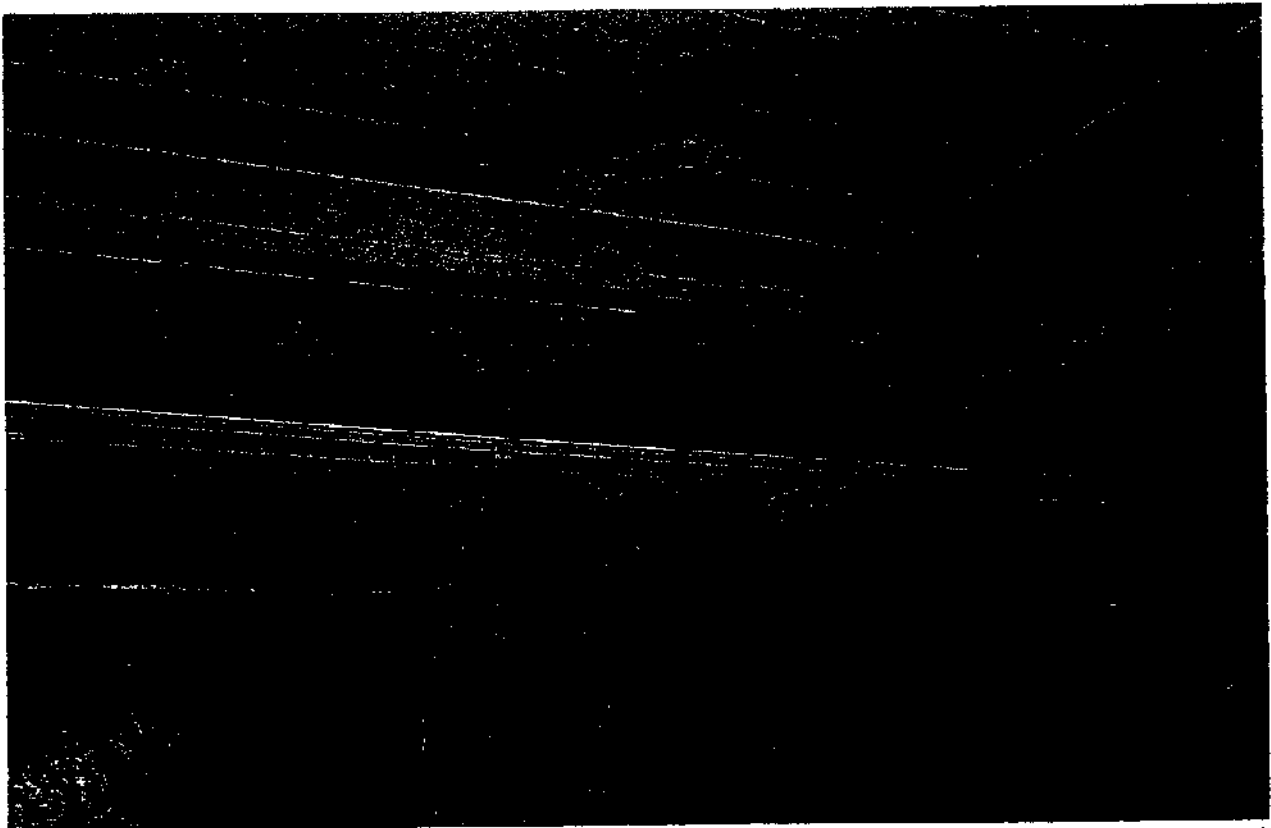
REA Building, southern façade. Note canopy and loading dock damage.



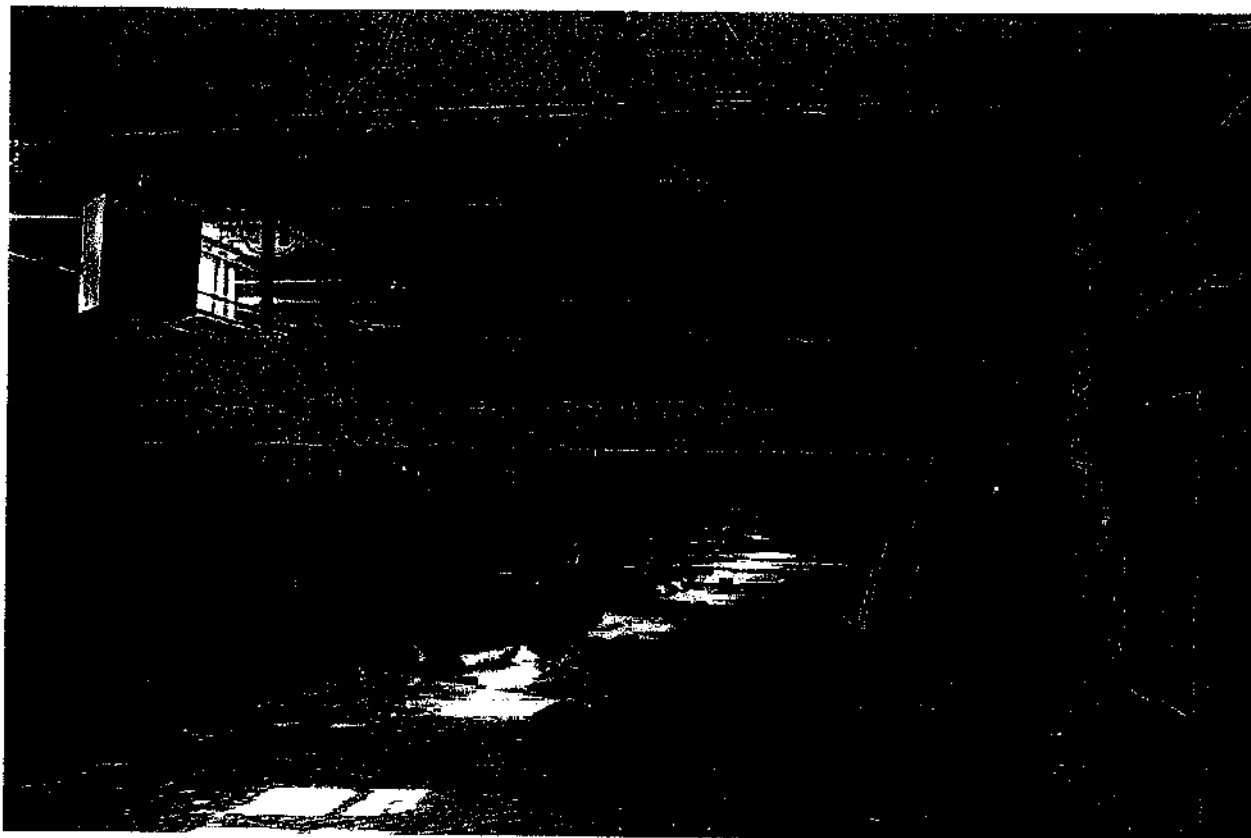
Adams Express Building. Utilized for general storage.



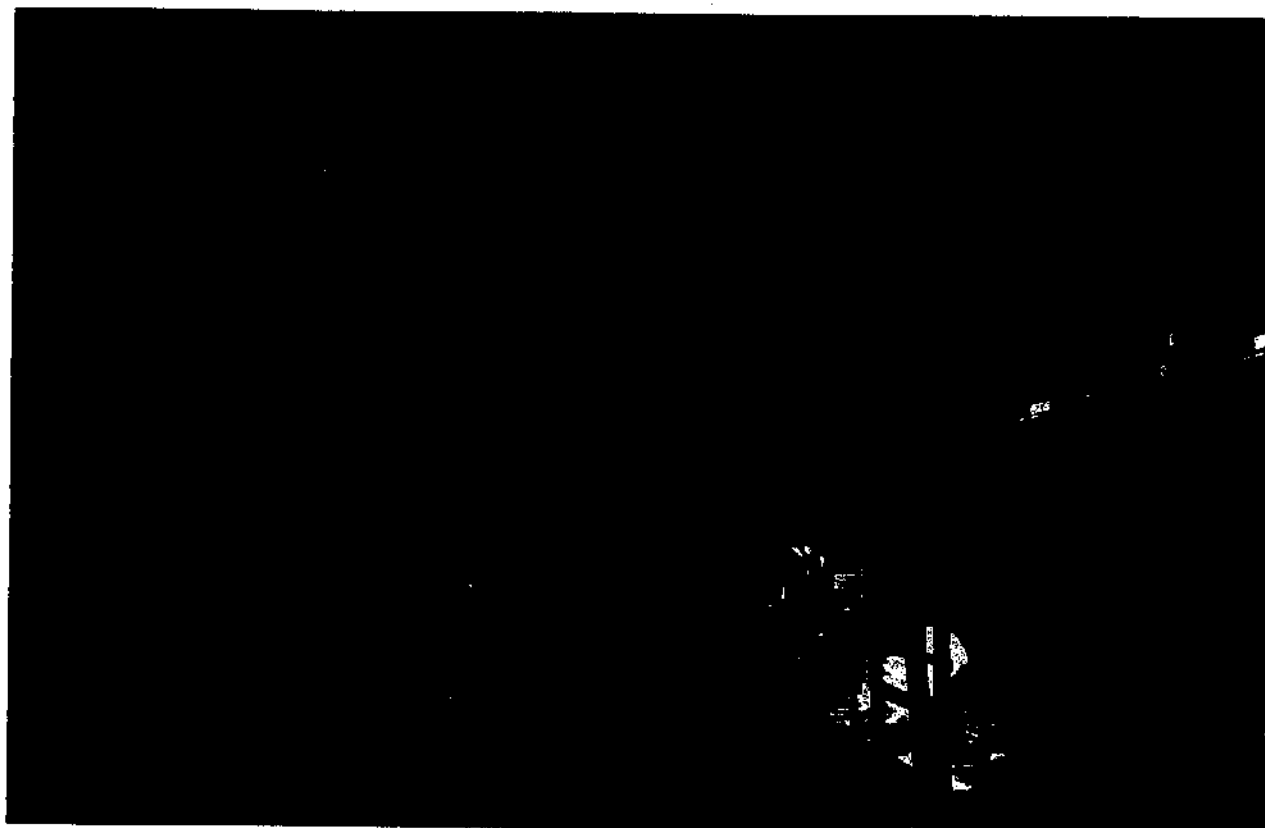
Adams Express Building second floor. Note peeling paint, water damage.



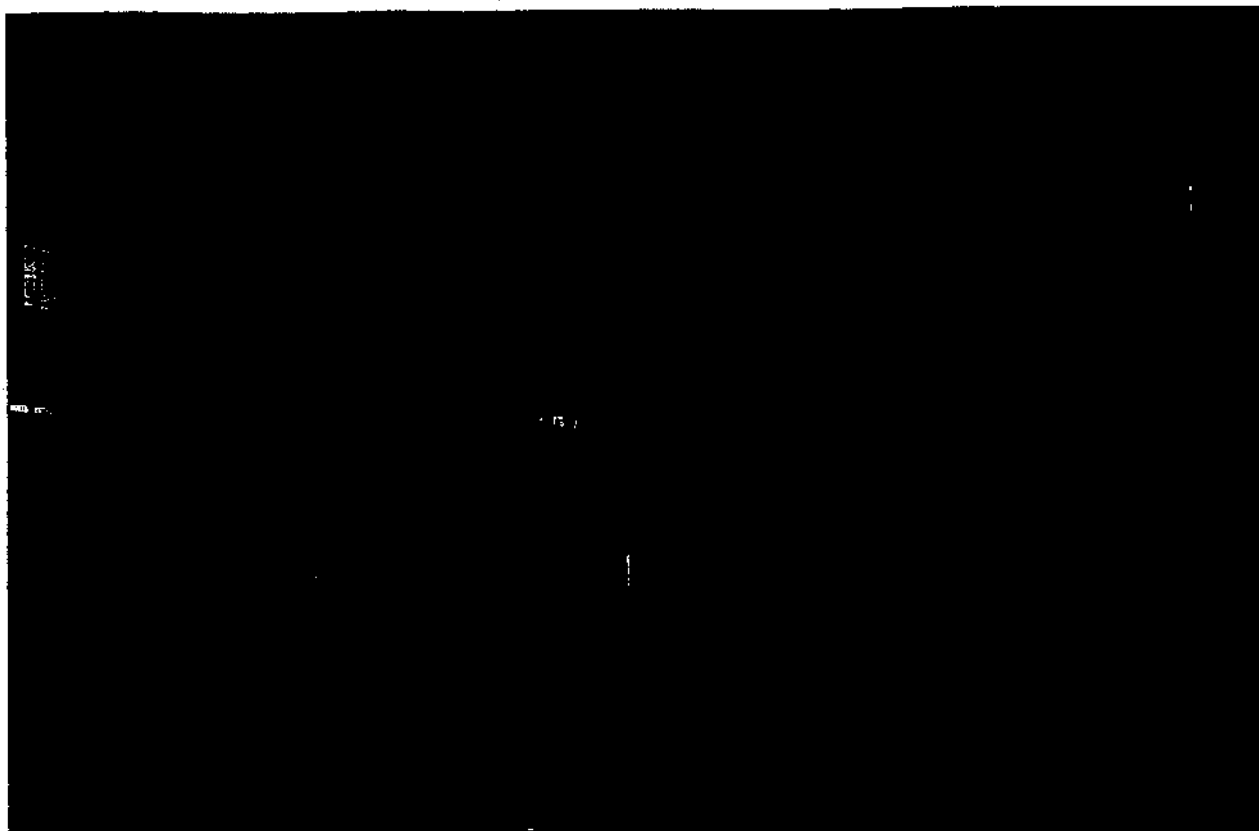
Second floor roof leak water damage.



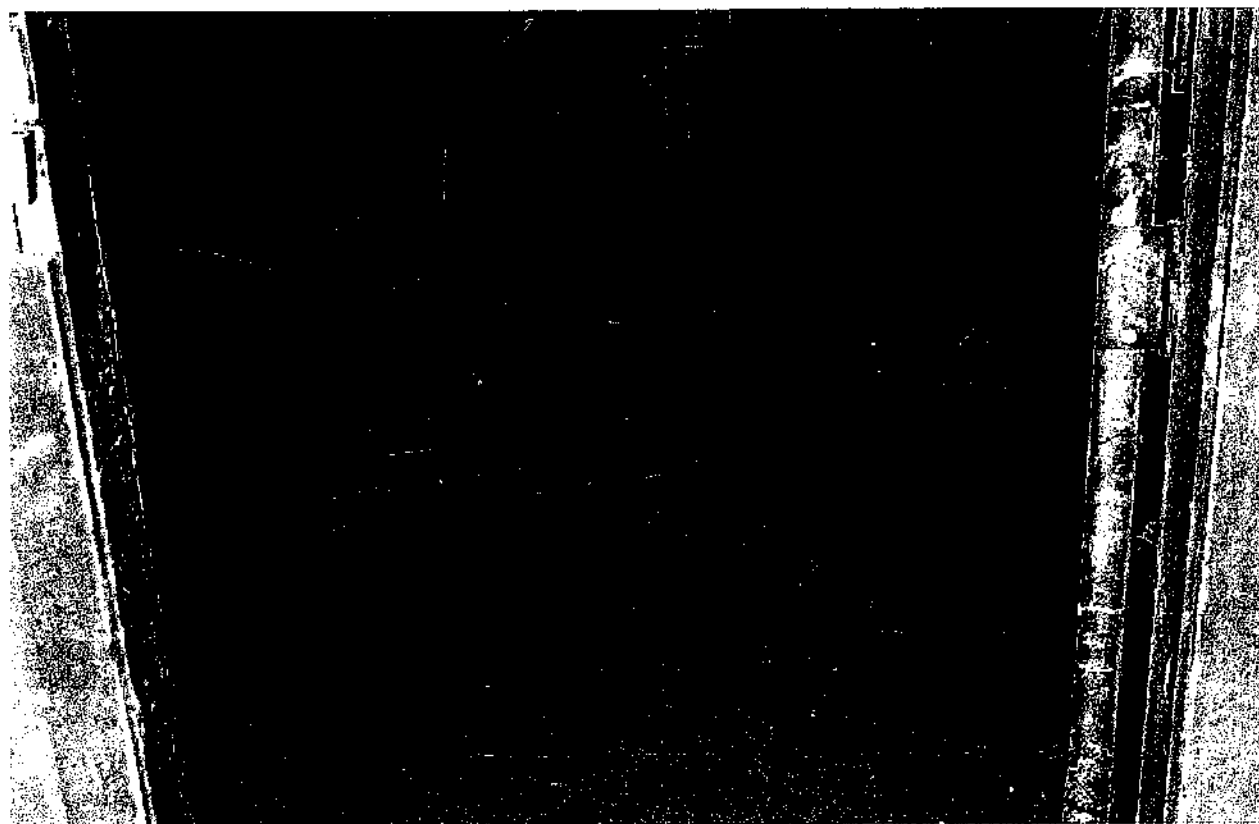
Railway Express Agency (REA) building. Second floor.



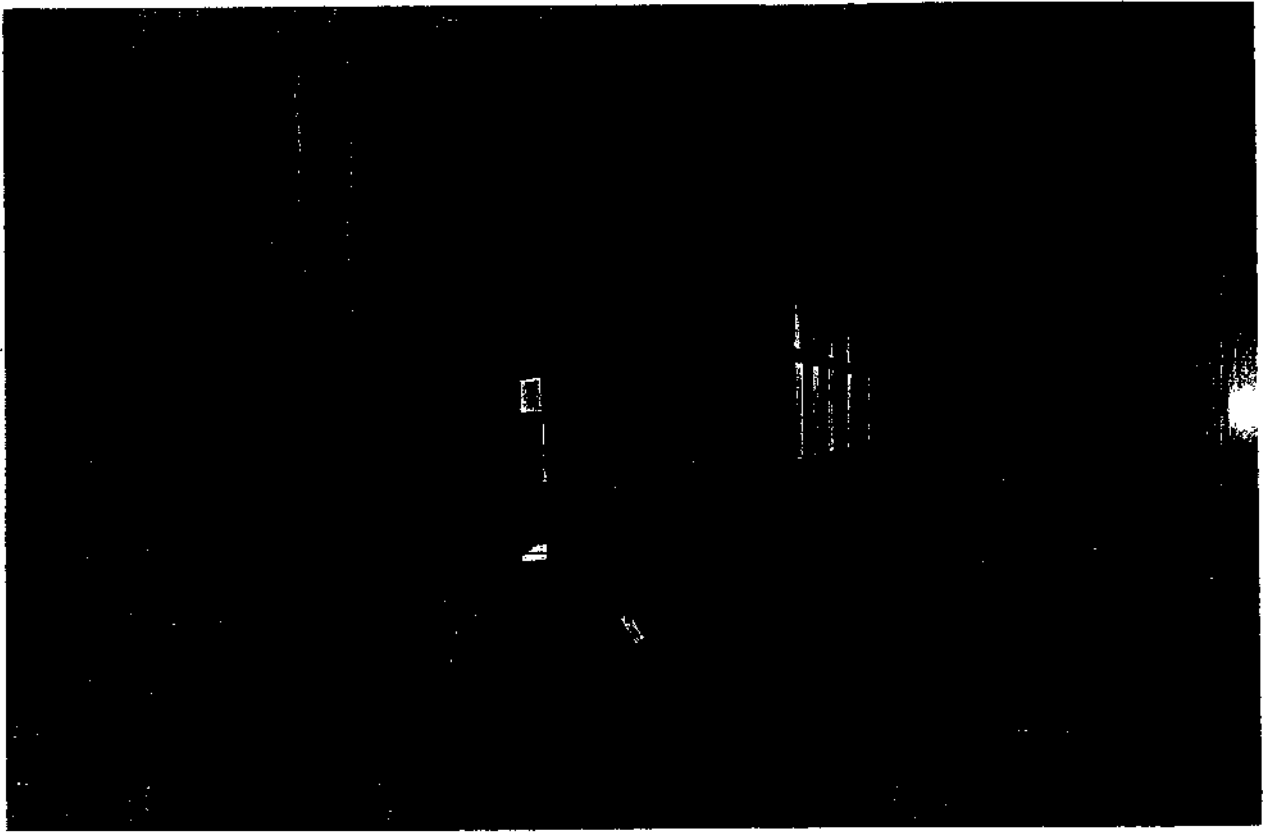
REA building. General view, utilized for storage.



REA Building.



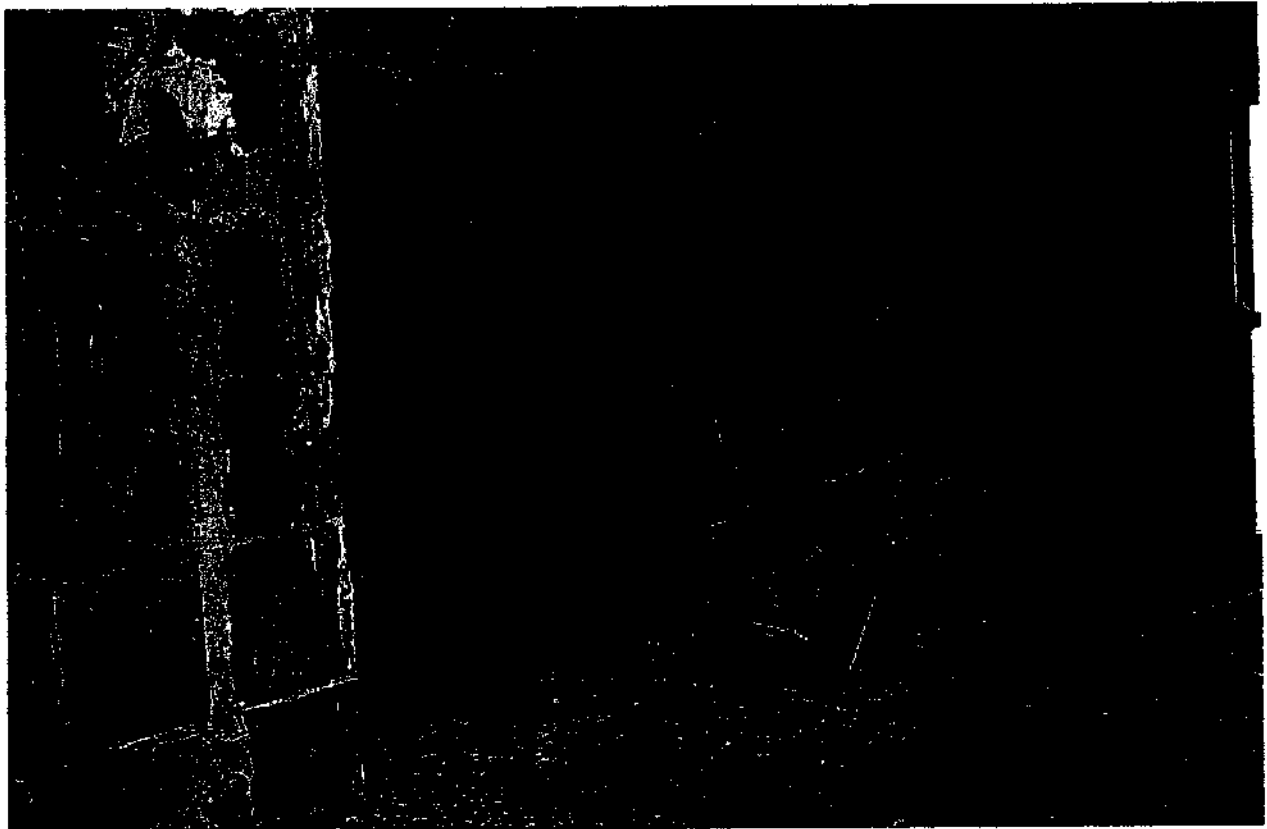
REA Building entry.



REA Building second floor. Note: ceiling/water damage.



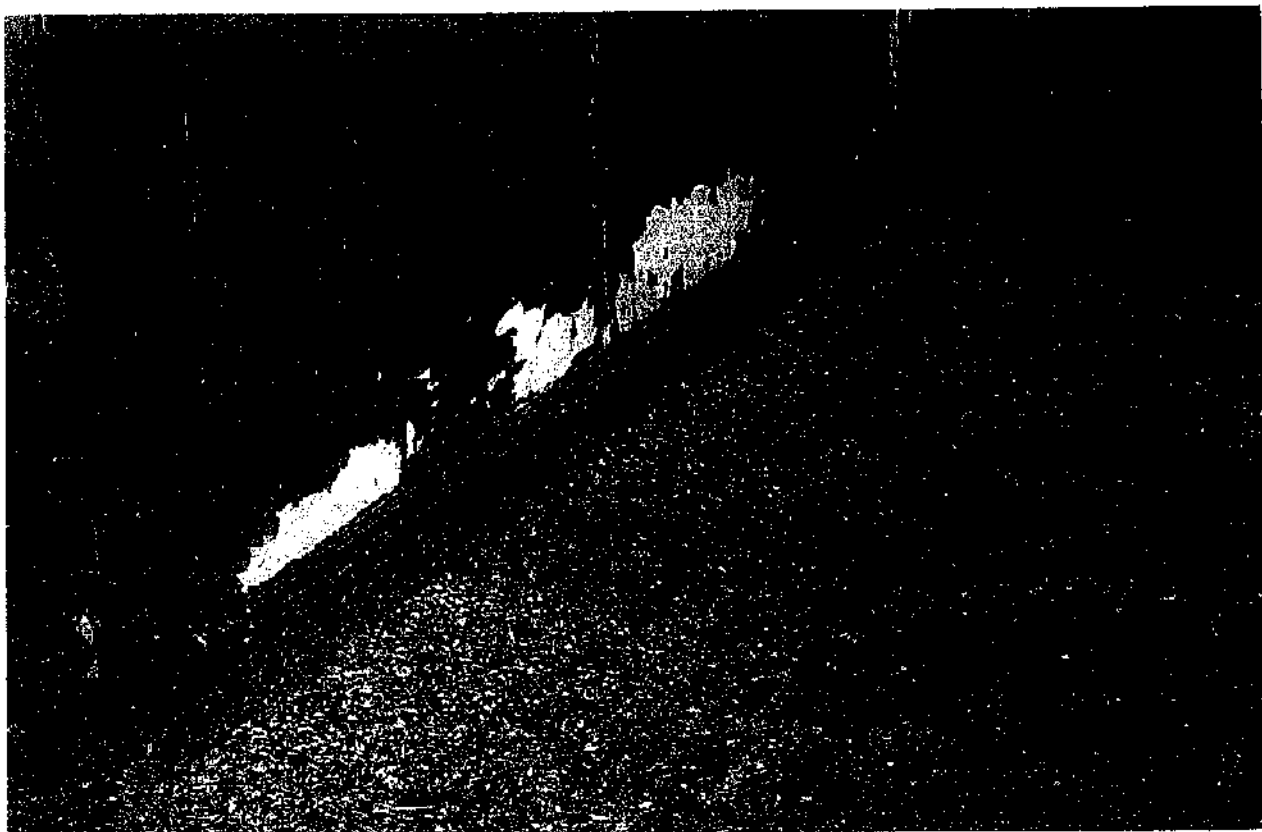
REA Building, general trash/debris.



REA Building, former restroom.



REA Building. View of floor damage caused by leaking roof.



REA Building, second floor hallway, view of pigeon feces.

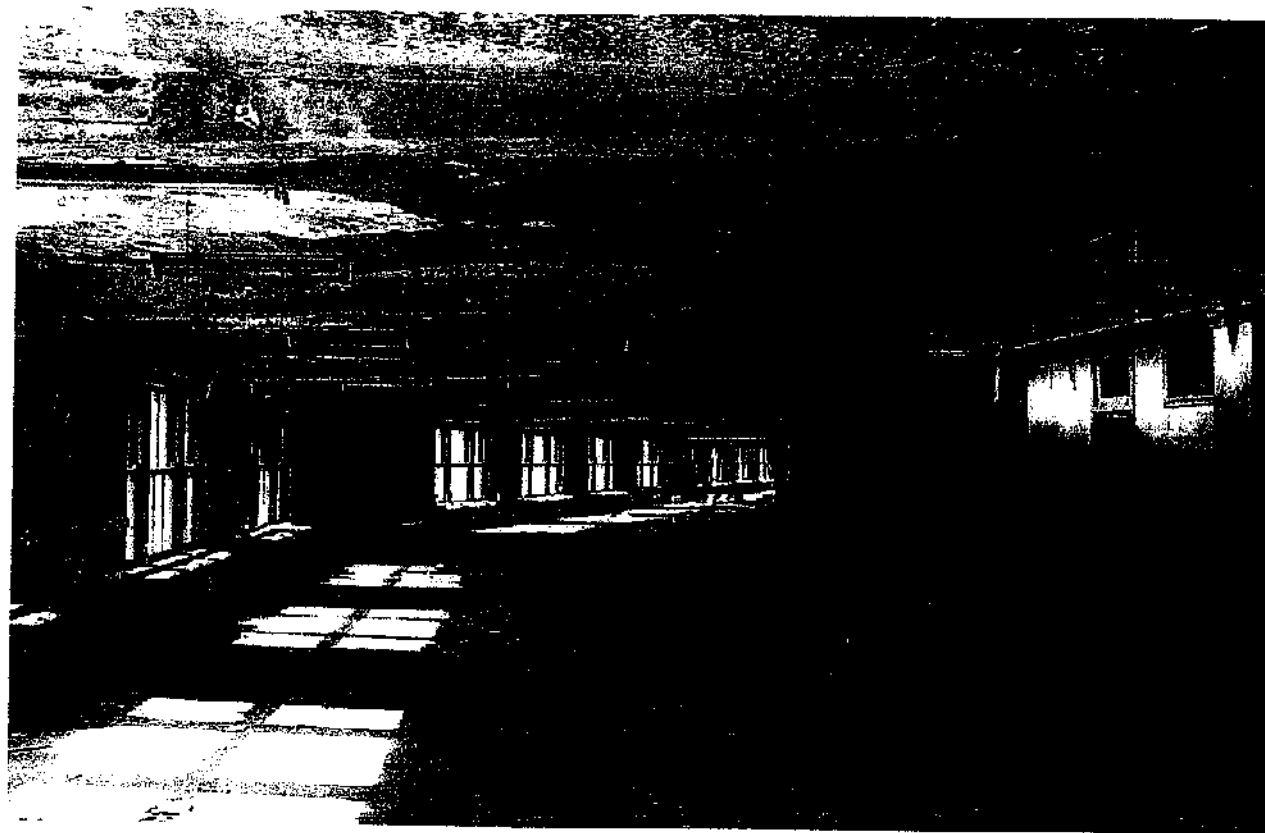


REA Building, second floor roof leak water damage.

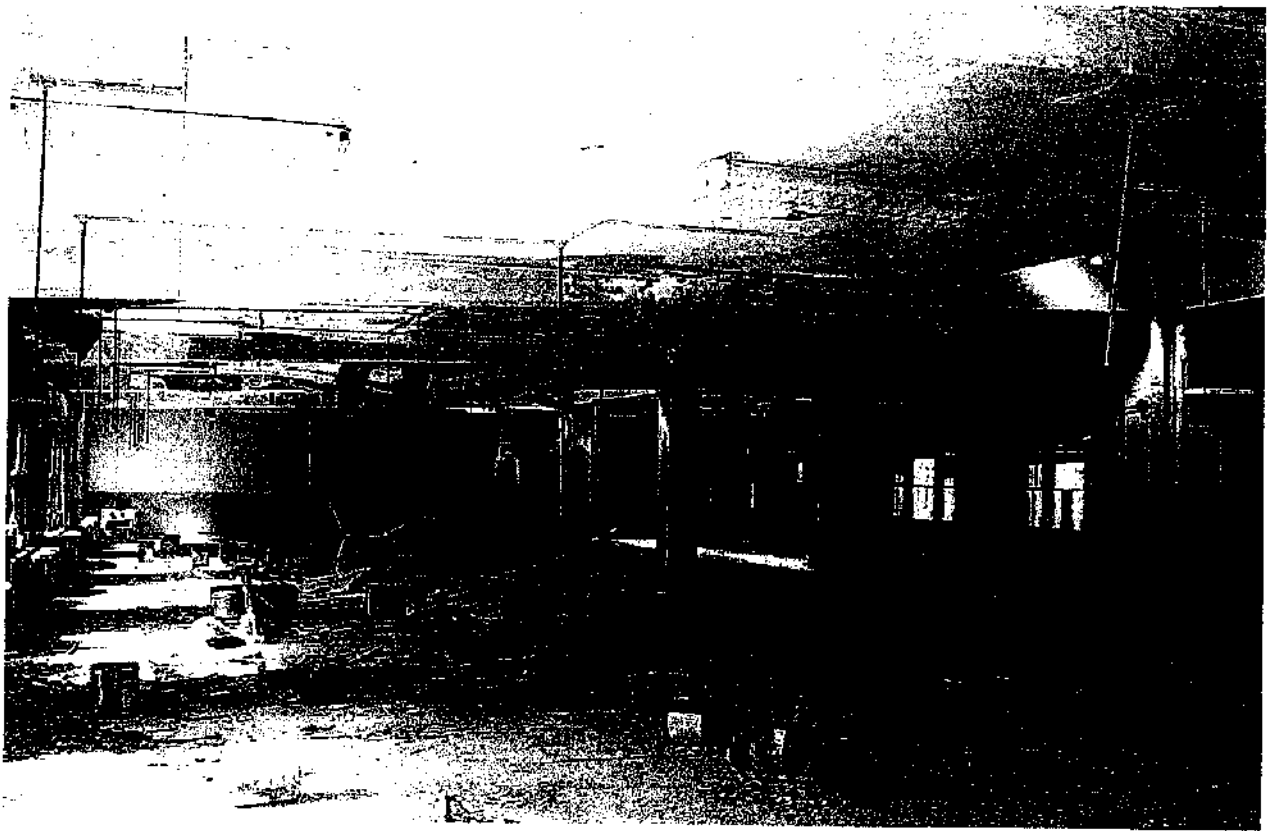




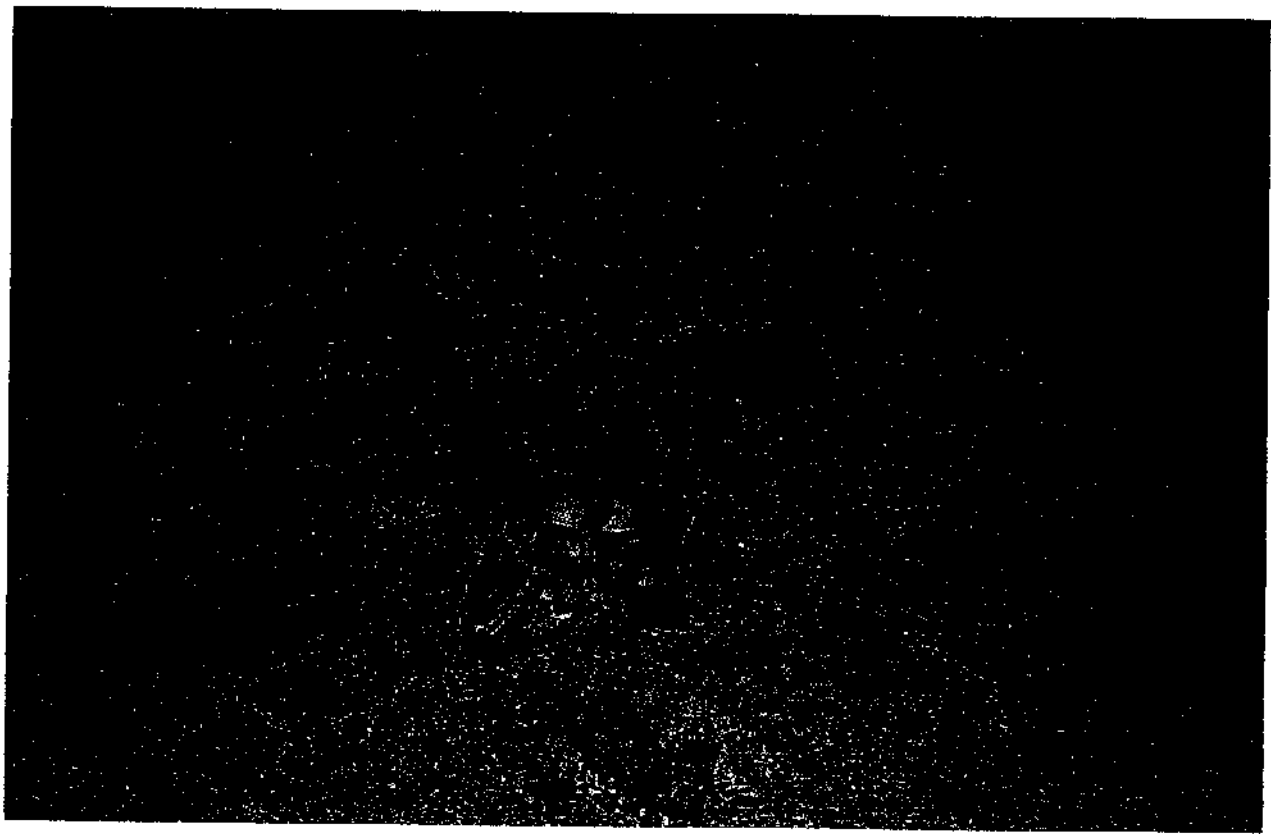
Railway Express Agency (REA) building. Second floor. View of ceiling and floor damage due to excessive water leakage from roof



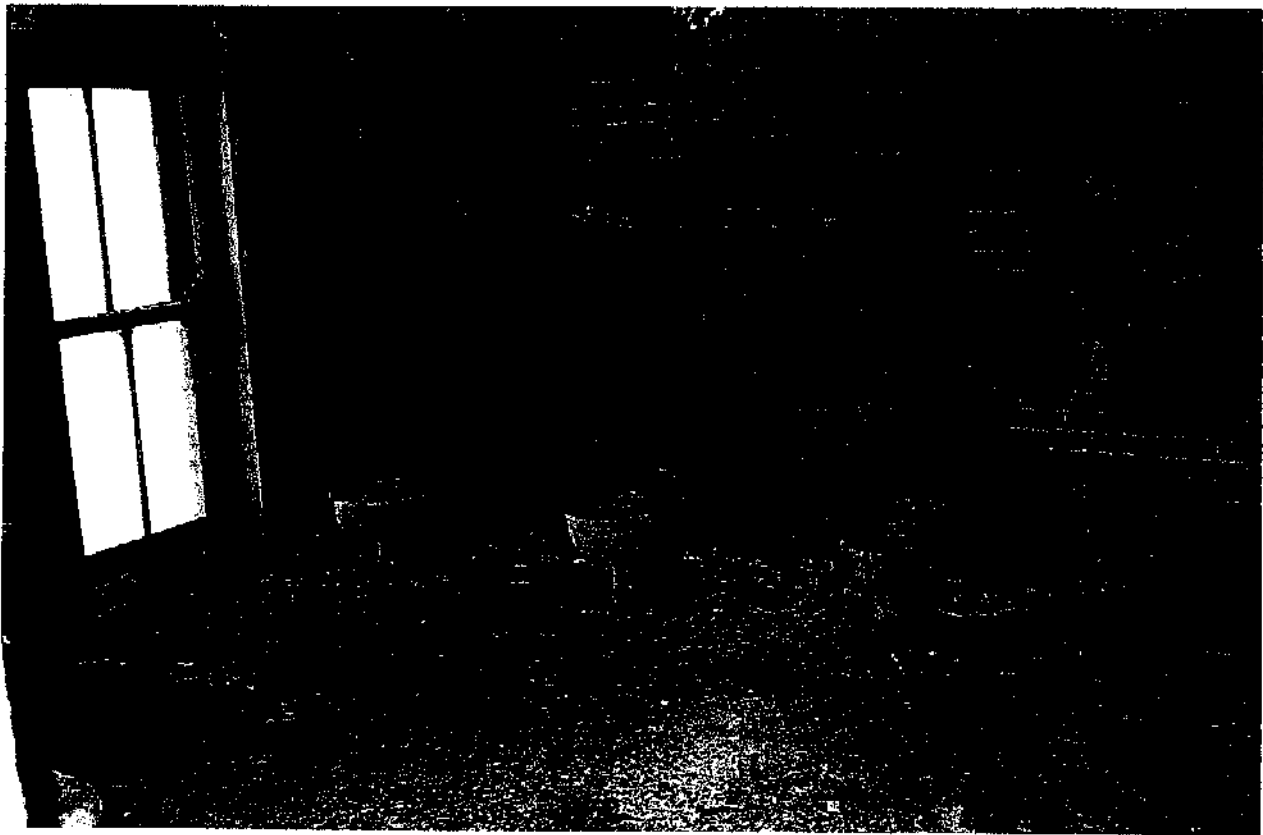
REA building. Second floor office area. Note: damaged light fixtures, water damage on ceiling.



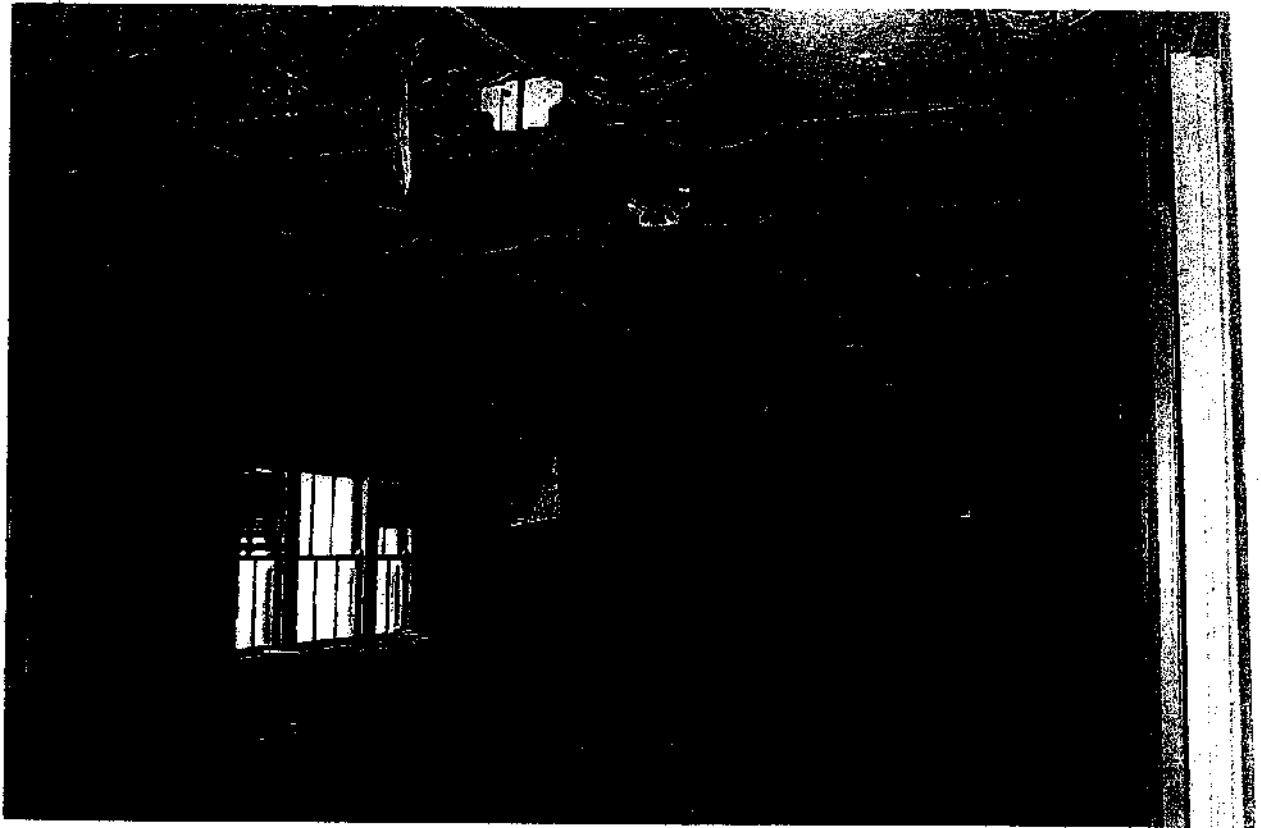
REA Building. Second floor, general trash and debris.



REA Building. second floor, mushrooms growing on floor.



REA Building second floor, former restrooms.



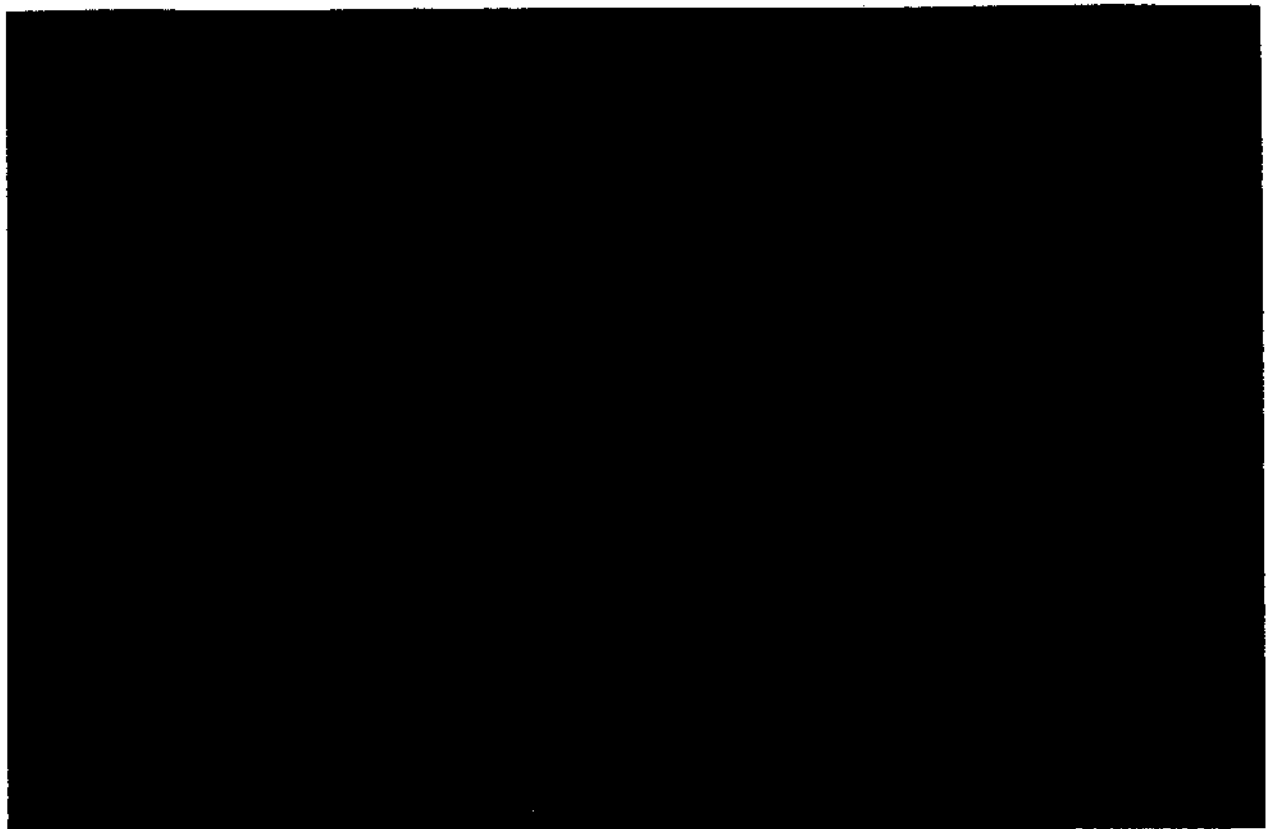
REA Building second floor modern office area. Due to leaking roof, insulation above drop ceiling is saturated, falling to floor in some locations.



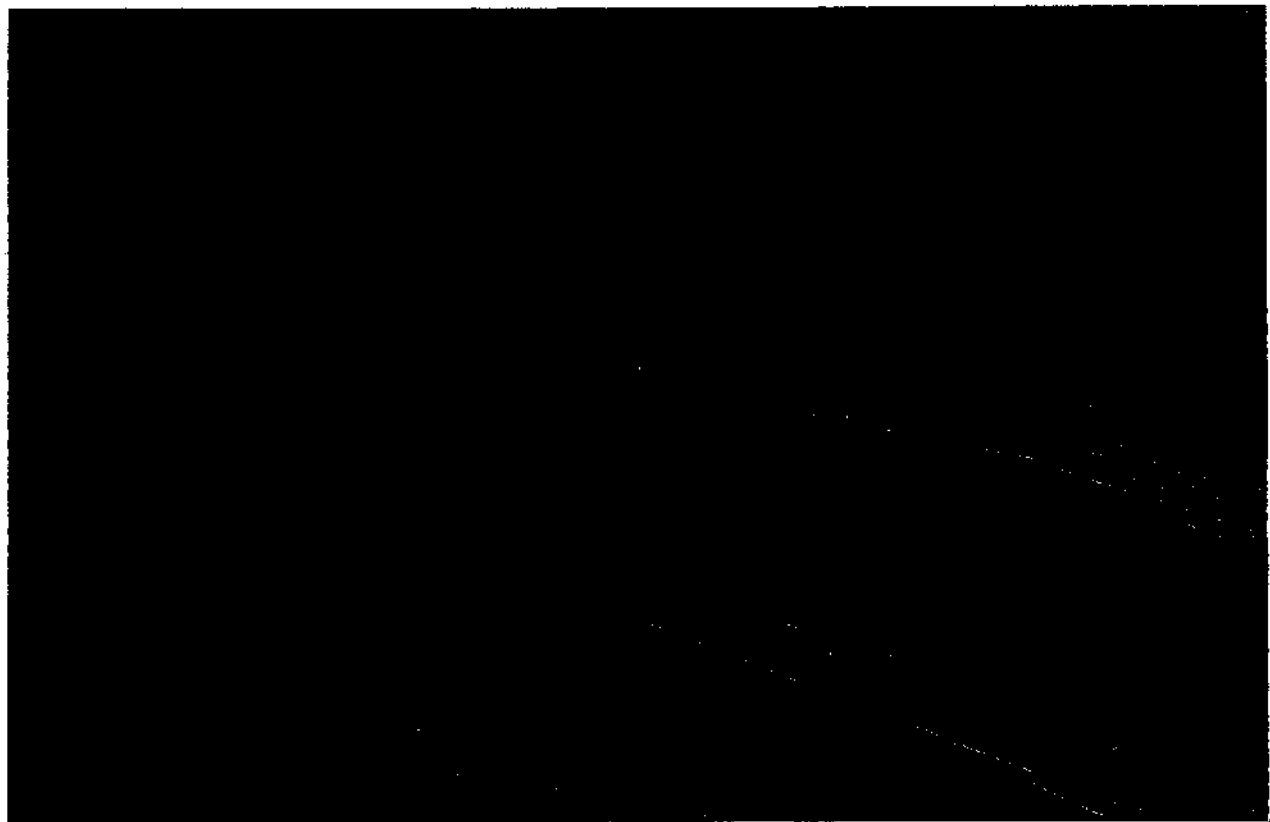
REA Building, basement, looking west from Union Station, basement.



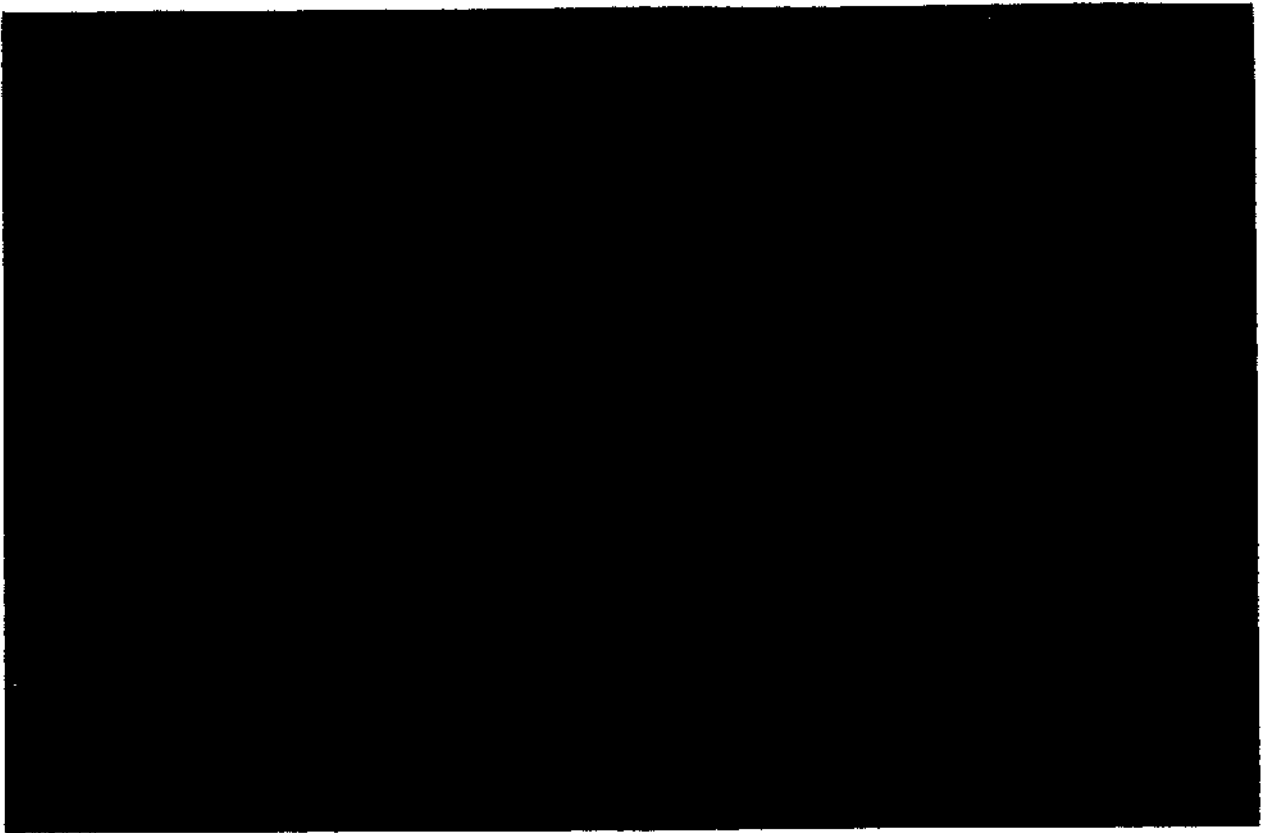
REA Building, basement, standing water.



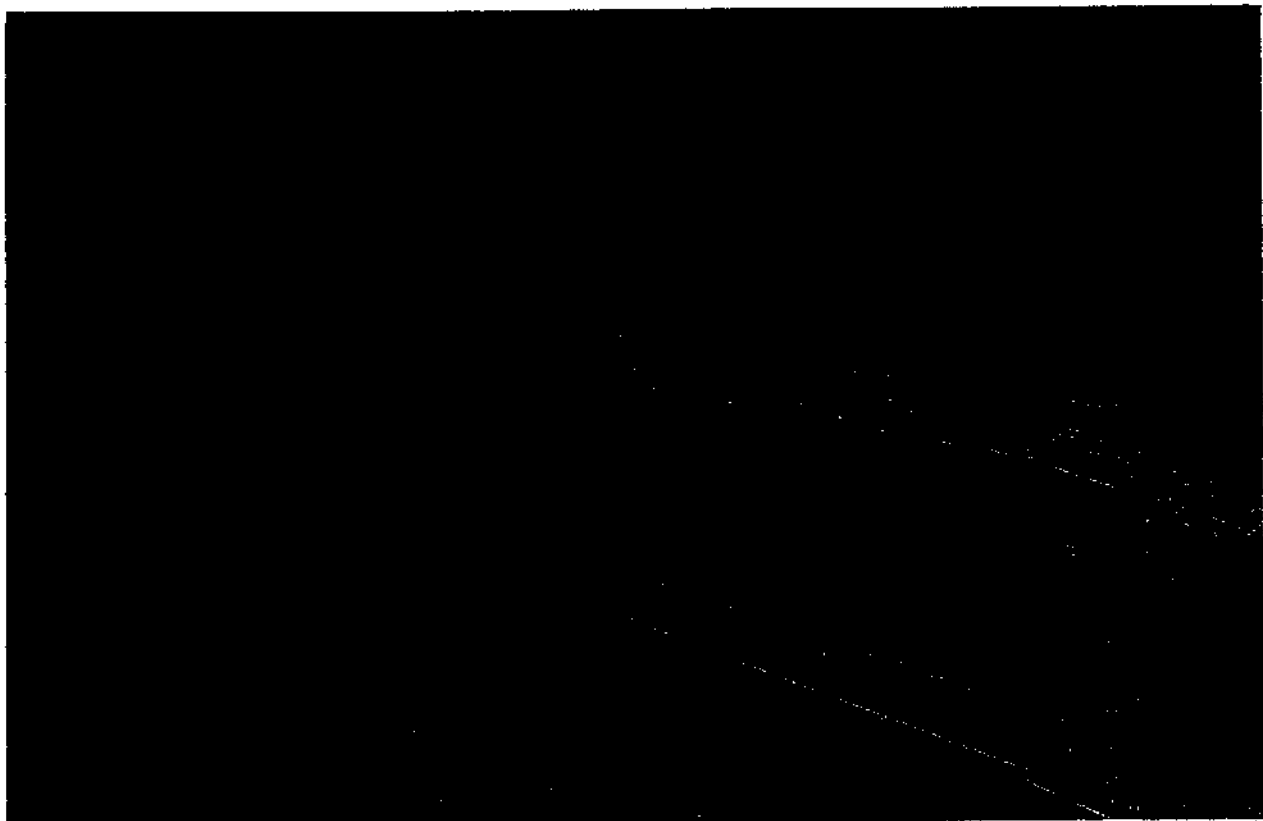
**REA Building, basement. Former power and heat piping running from Power House Building through Adams Express Building and REA Building to Union Station.**



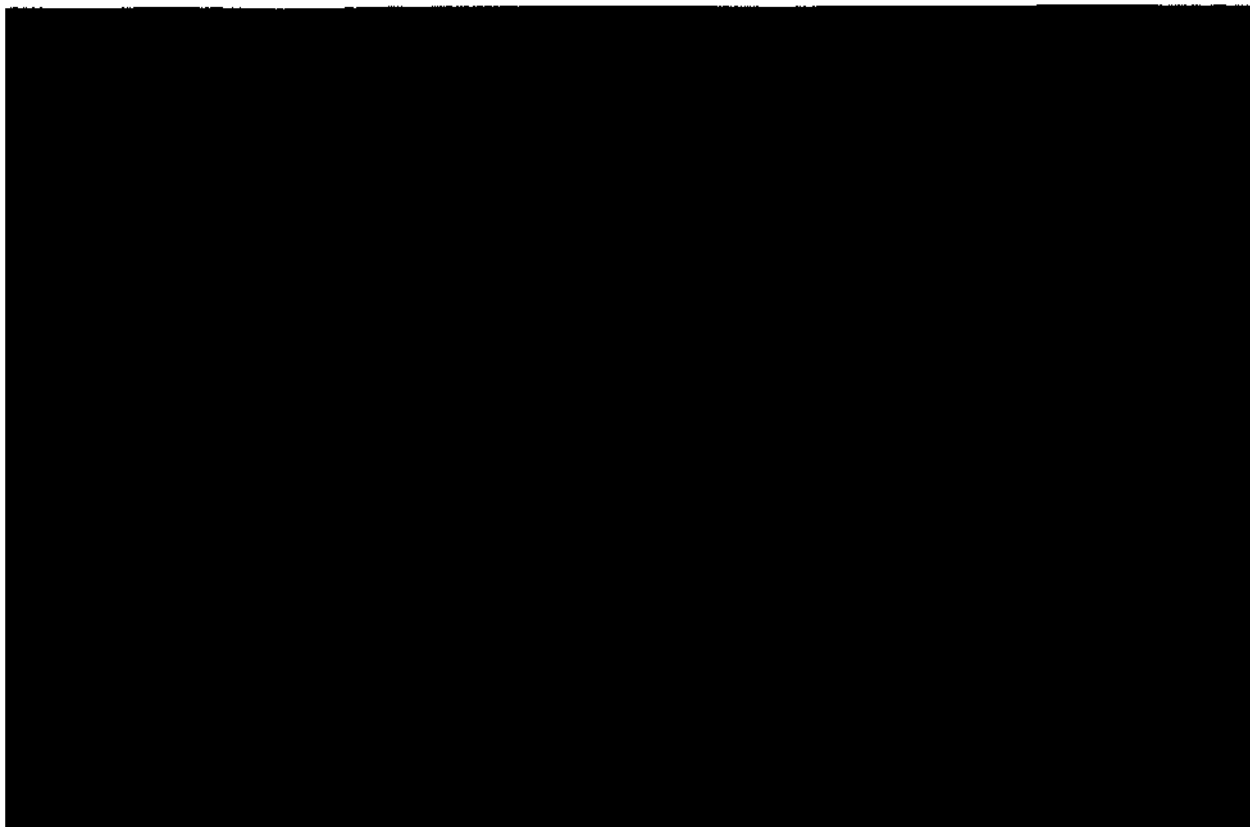
**REA Building, basement. Former elevator pit, filled with water.**



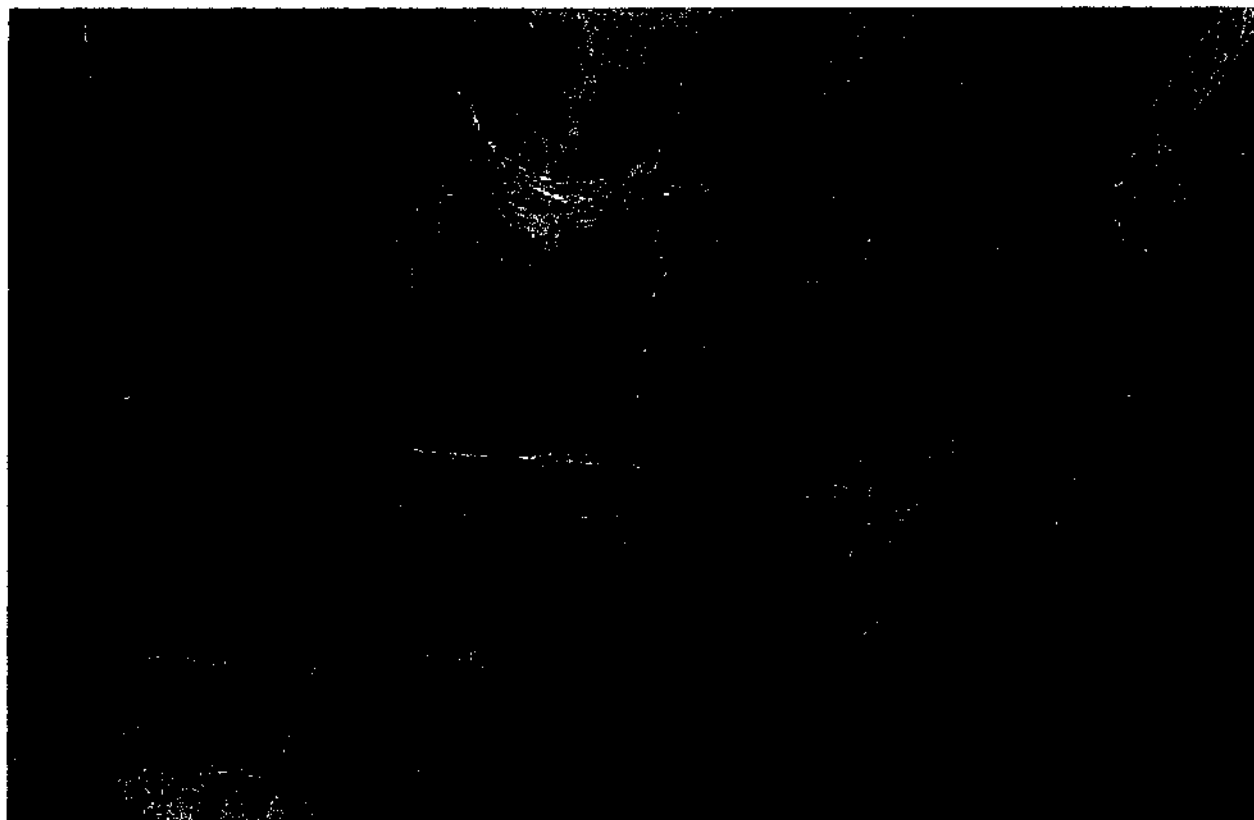
REA Building, basement. Former power and heat piping running from Power House Building through Adams Express Building and REA Building to Union Station.



REA Building, basement. Former elevator pit, filled with water.



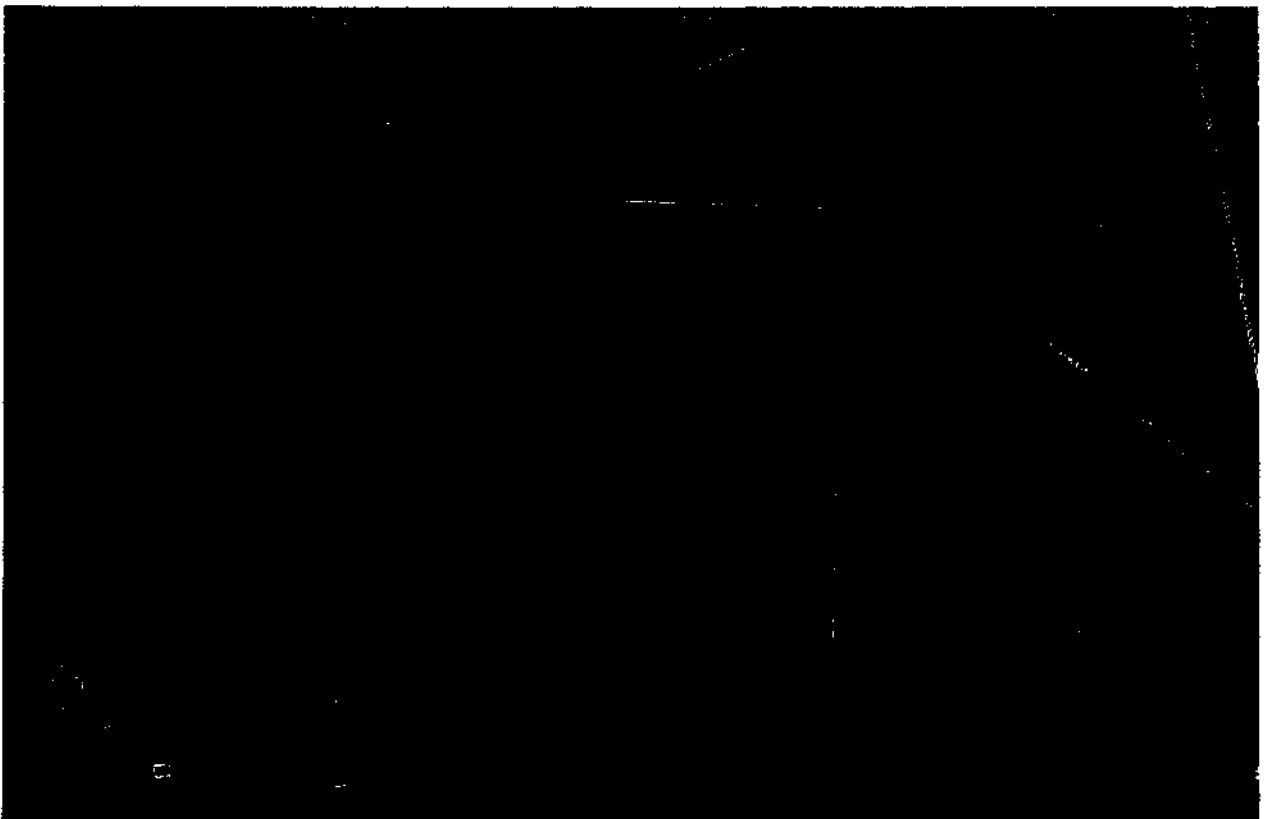
Railway Express Agency (REA) building, basement. Former postal sorting equipment, abandoned.



REA building. Basement. Note suspect asbestos-containing pipe insulation.

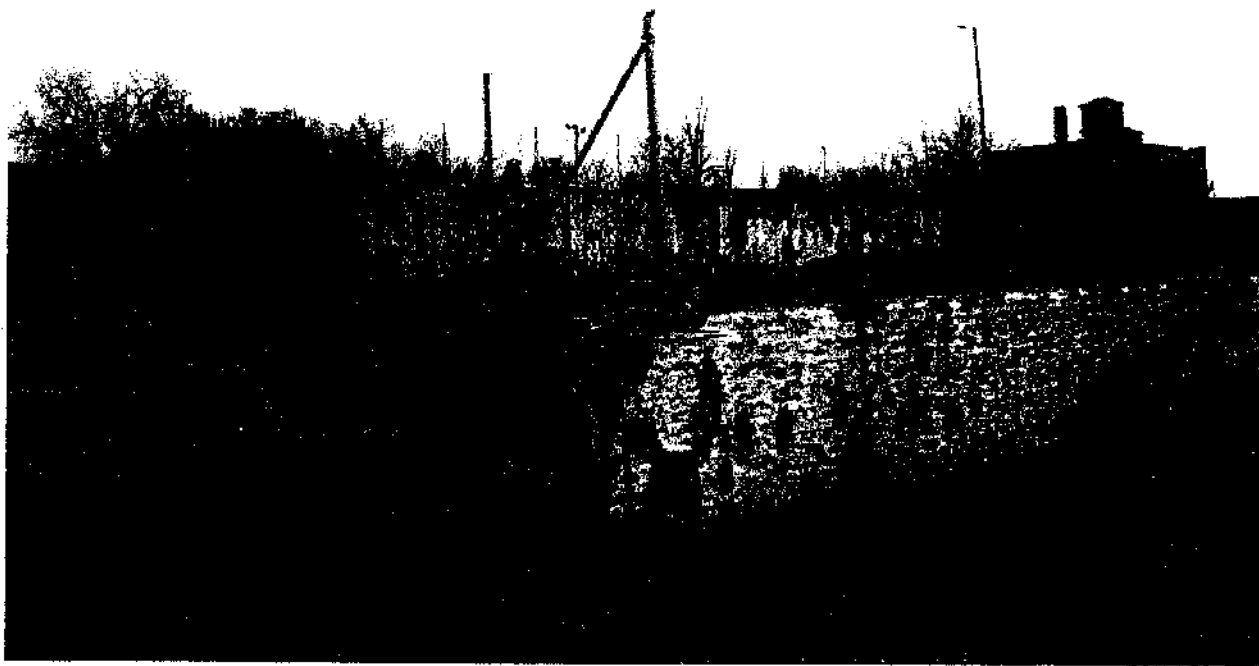


REA Building basement. Former wood-working shop.



REA Building, basement. Currently utilized as storage/abandoned materials.





Tract 9, view to the southwest.



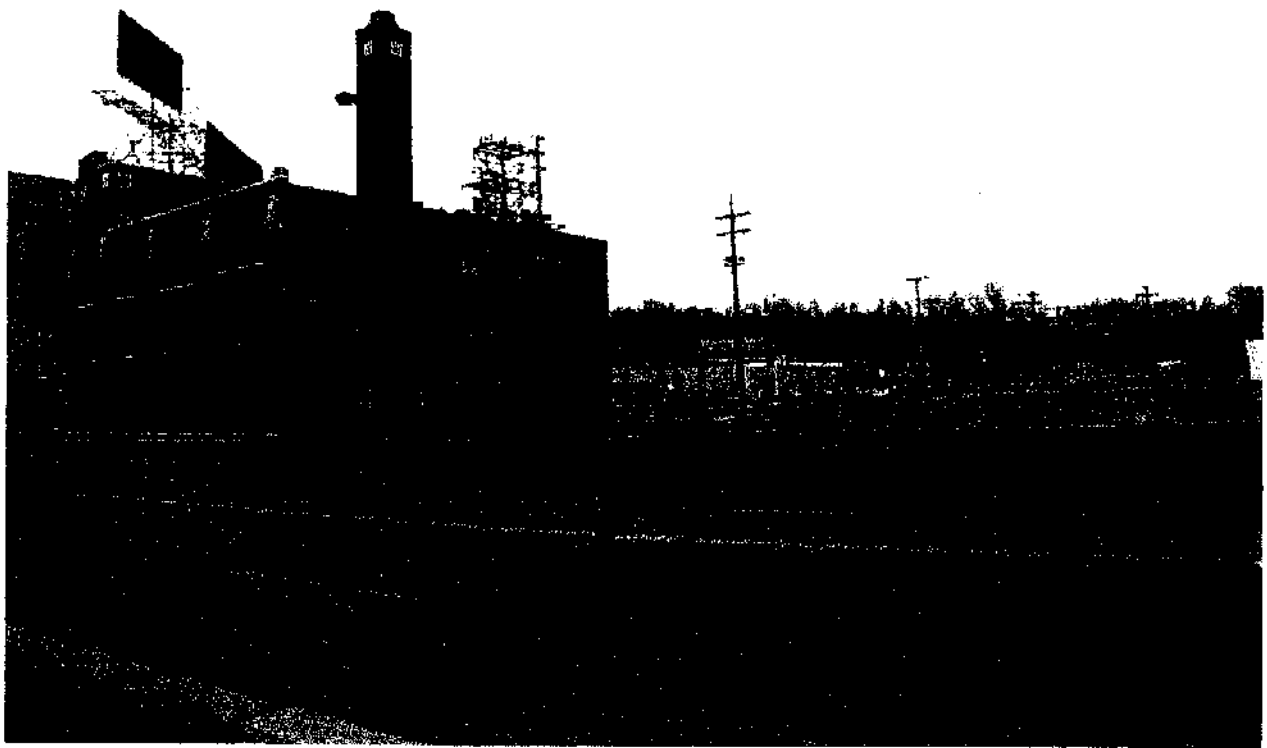
Tract 9, view of graffiti.



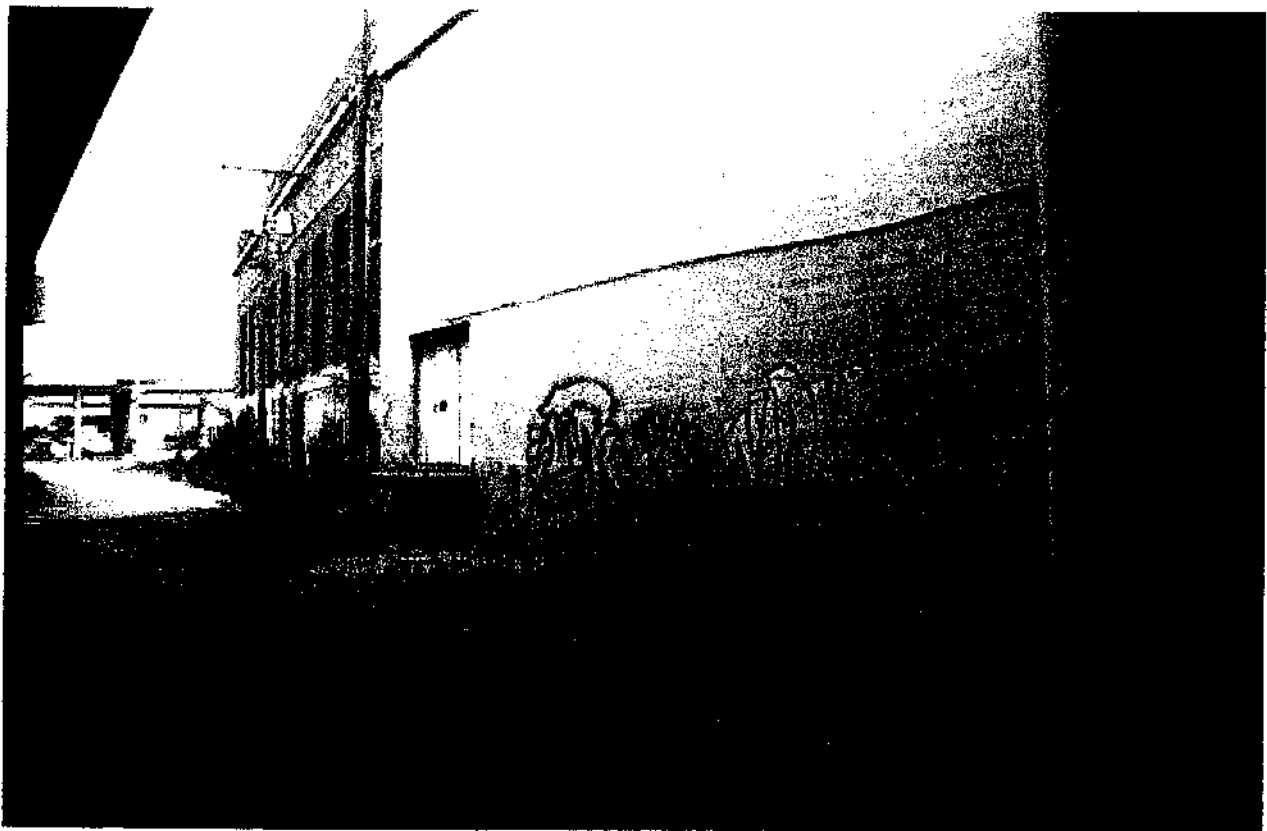
Tract 12, 2539 Broadway. View to east.



Tract 13, 2543 Broadway. Looking east.



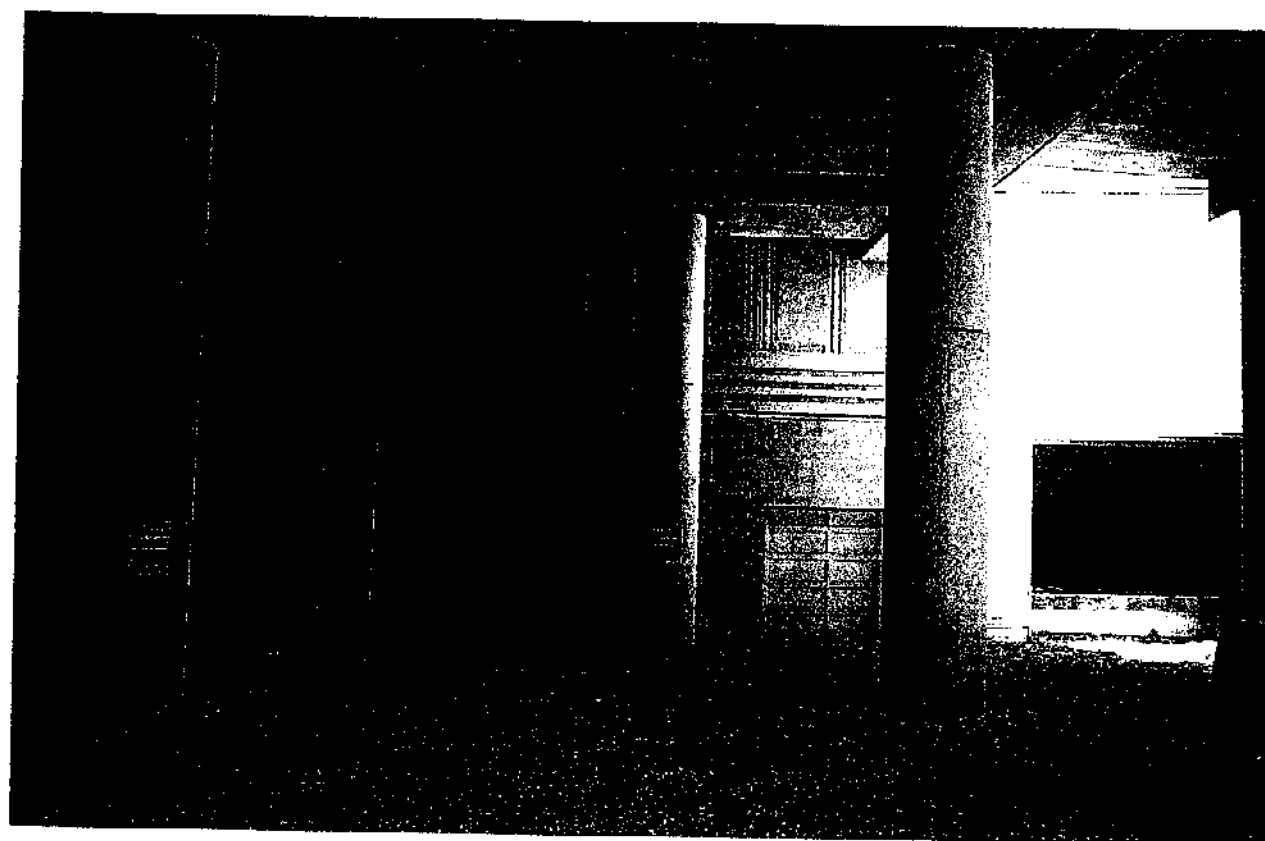
Tract 16, 2438 Broadway to the left. Photo looking south.



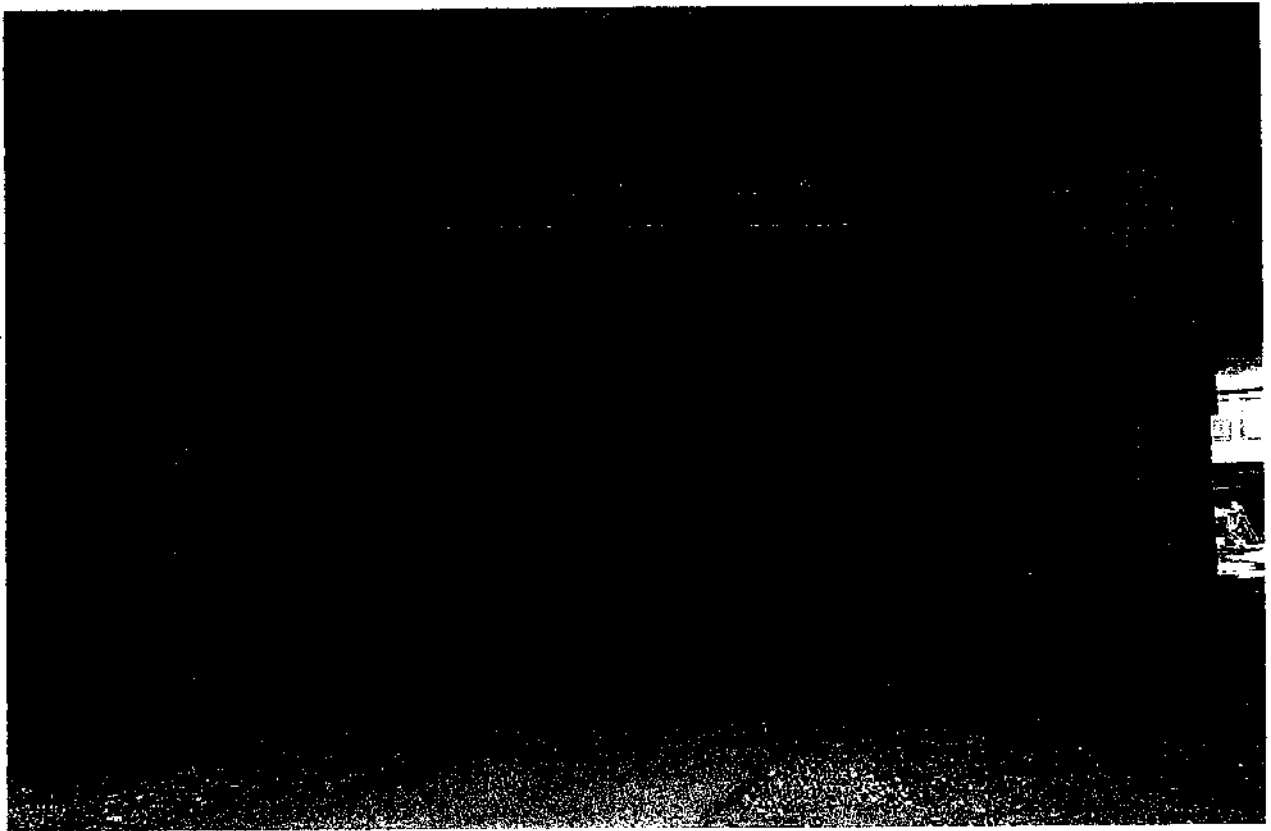
Dakota Lofts Building, area beneath the Pershing Road Viaduct. Note graffiti.



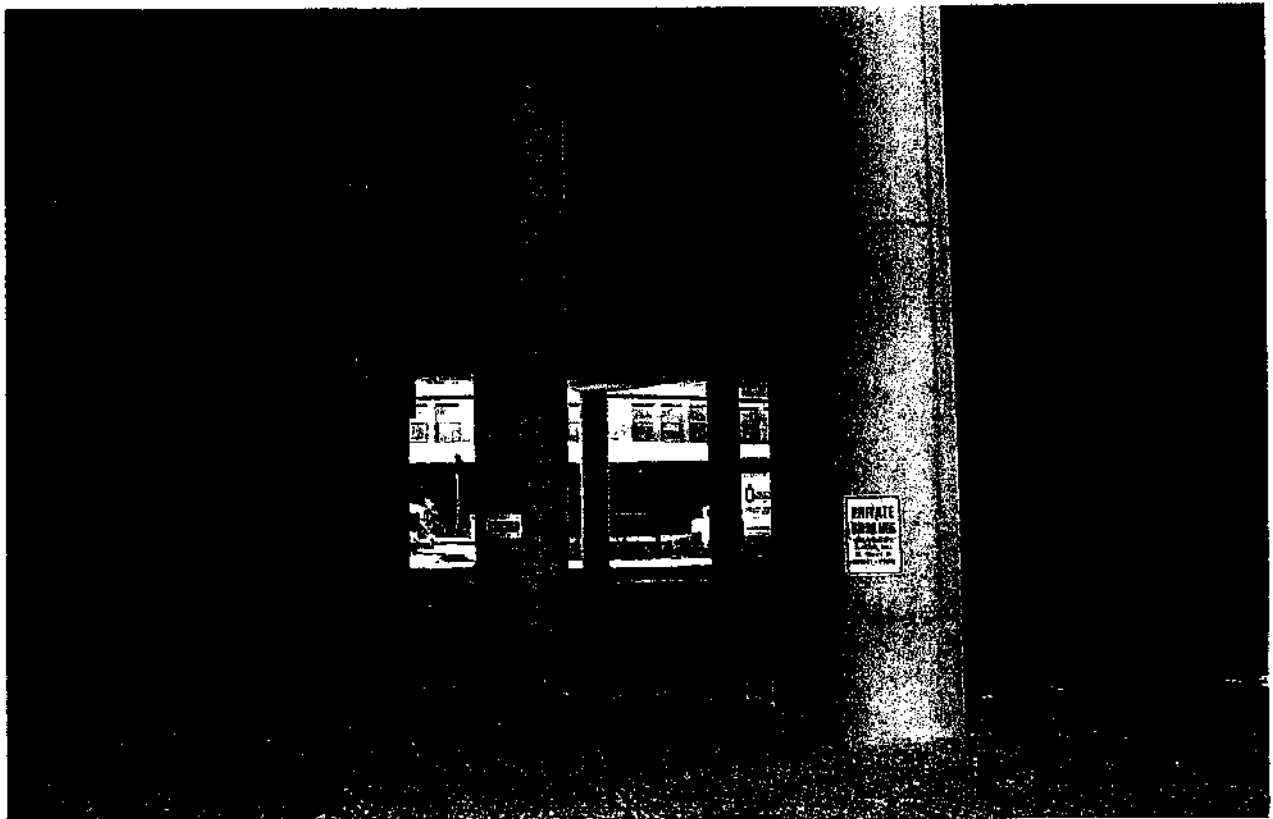
View under Broadway Viaduct. Damaged Fire Hydrant in foreground.



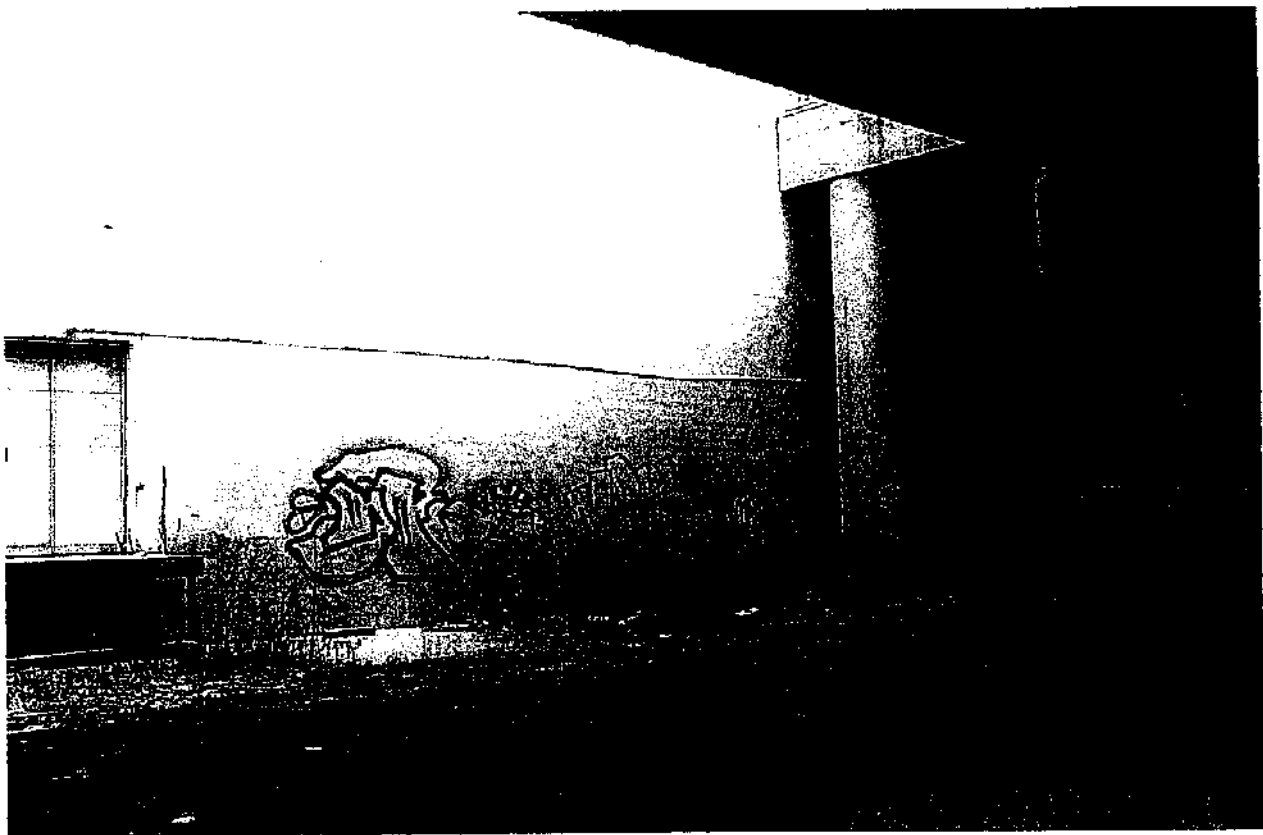
View under Broadway Viaduct. Note proximity of Dakota Building to Viaduct.



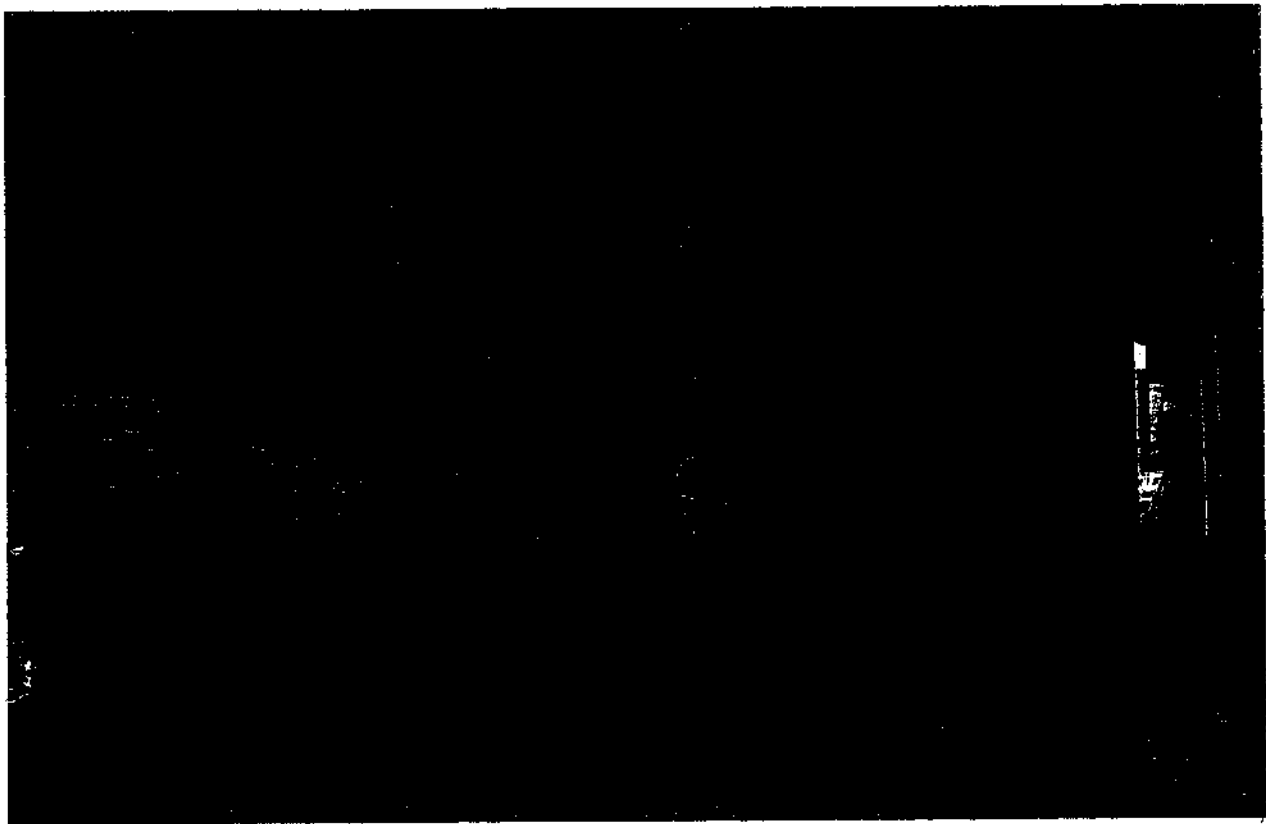
View under Broadway Viaduct.



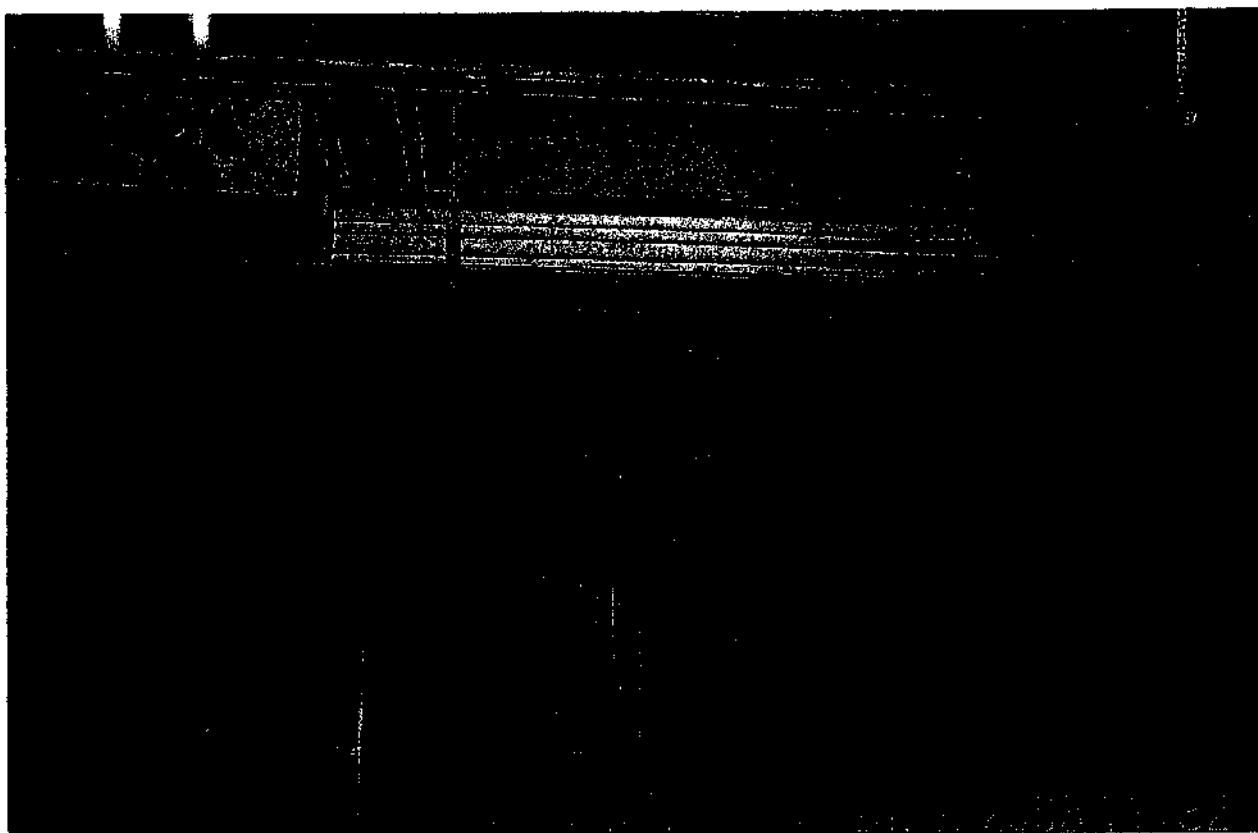
View under Broadway Viaduct. Note unfinished nature of parking areas.



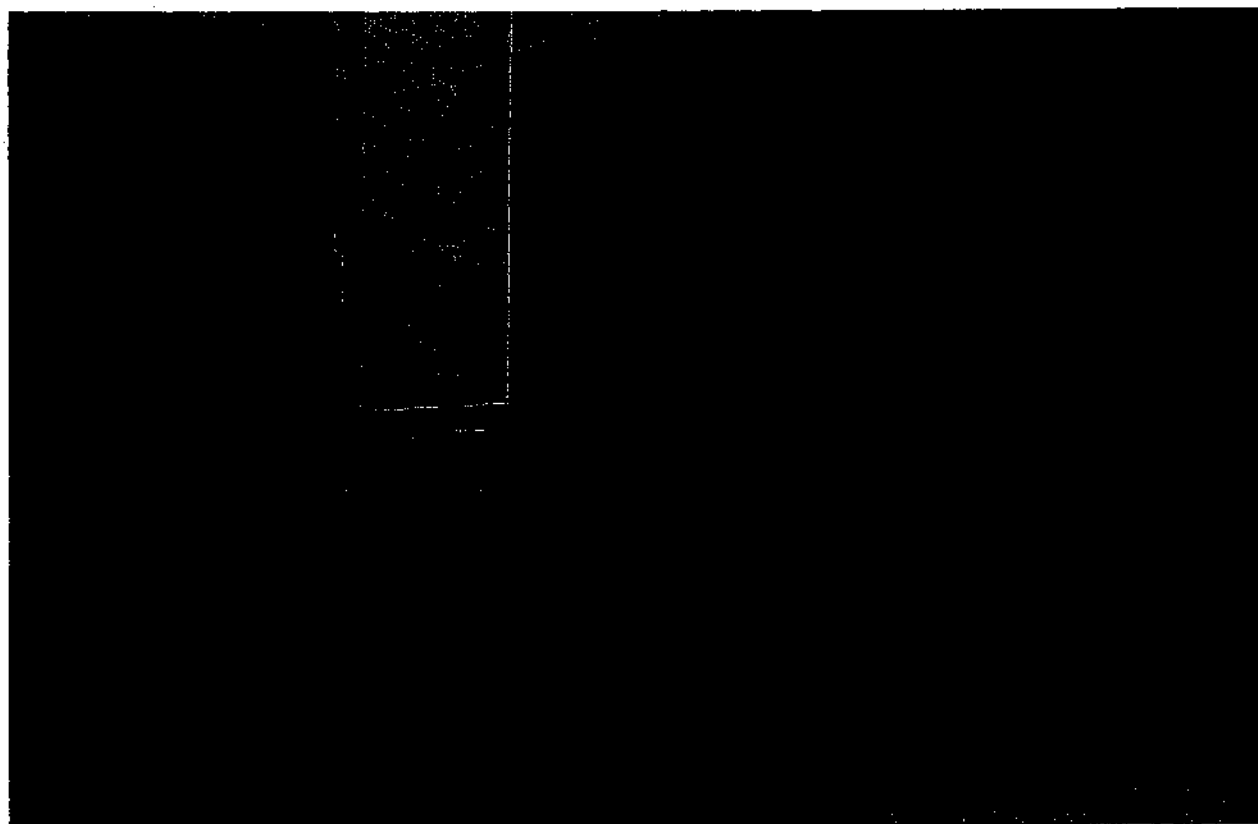
Dakota Building. View of graffiti located at ground level.



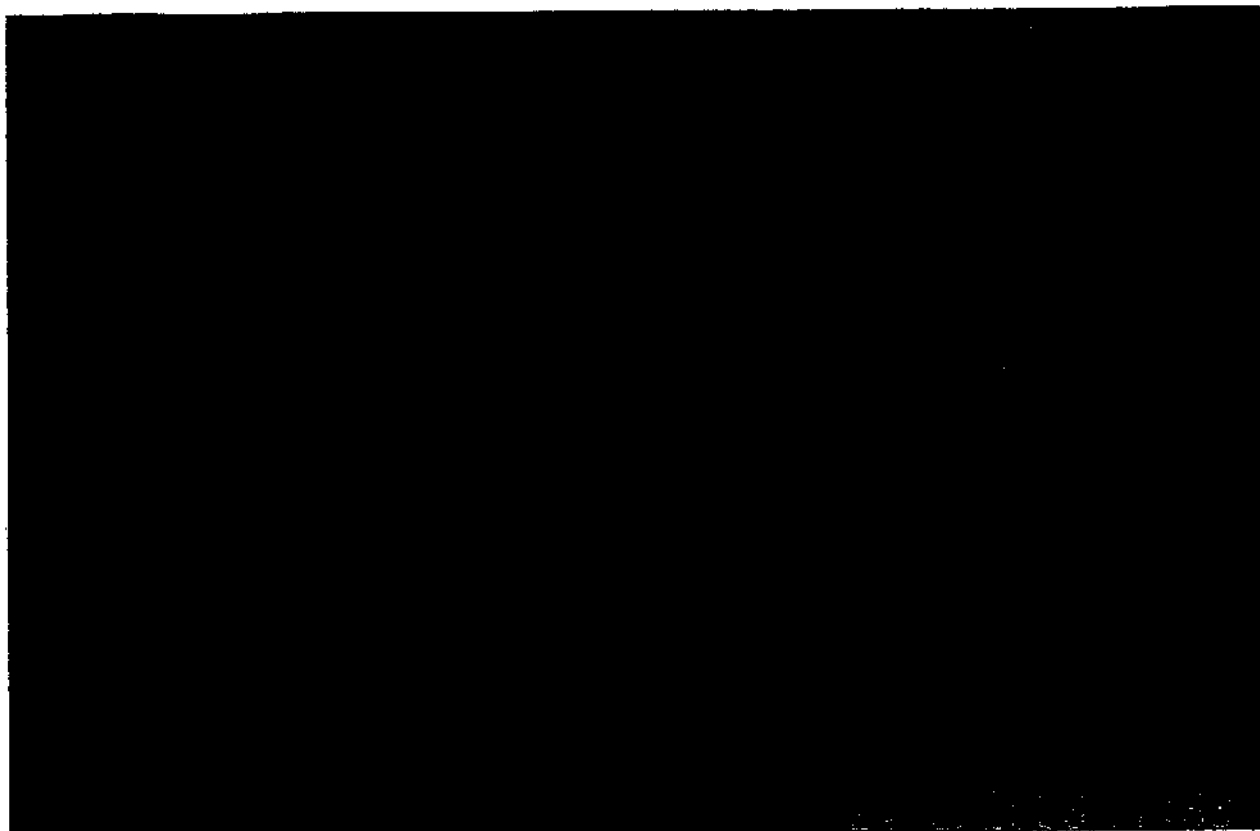
Dakota Lofts Building, area beneath the Pershing Road Viaduct. Note graffiti.



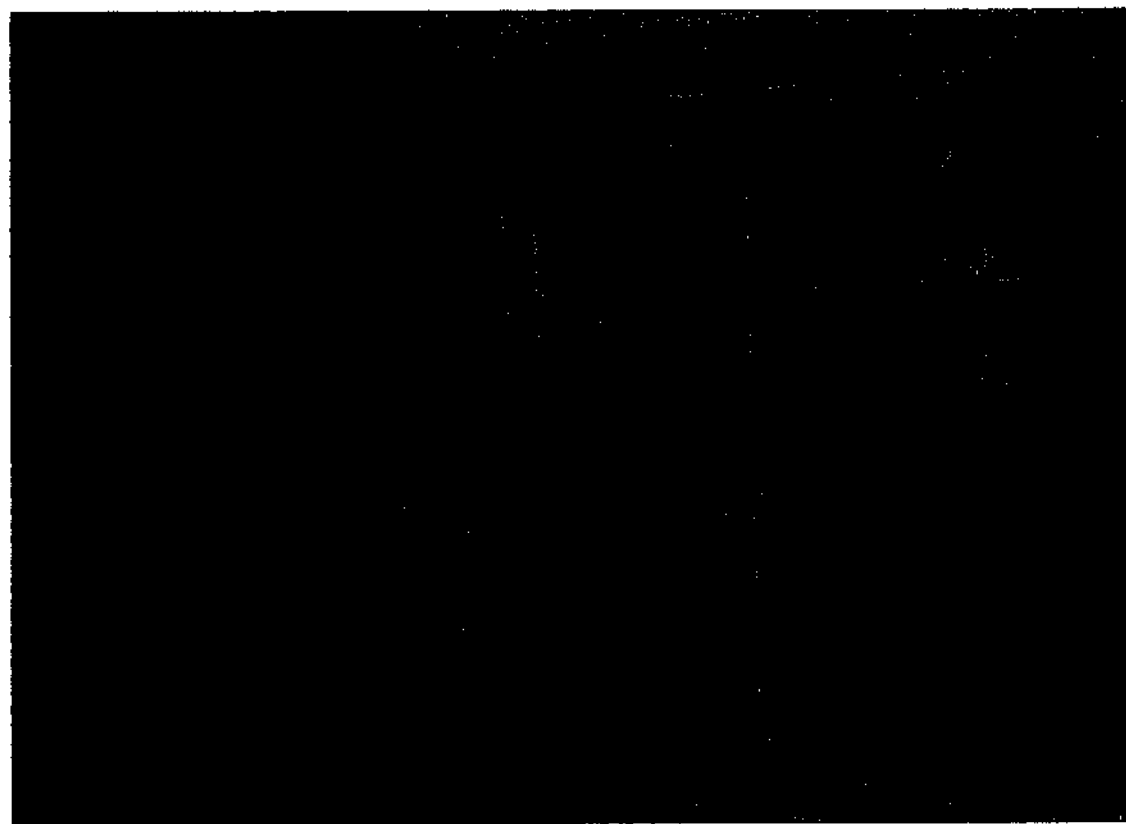
Basement sub-level. Suspect asbestos-containing tank insulation.



Basement sub-level. General view.



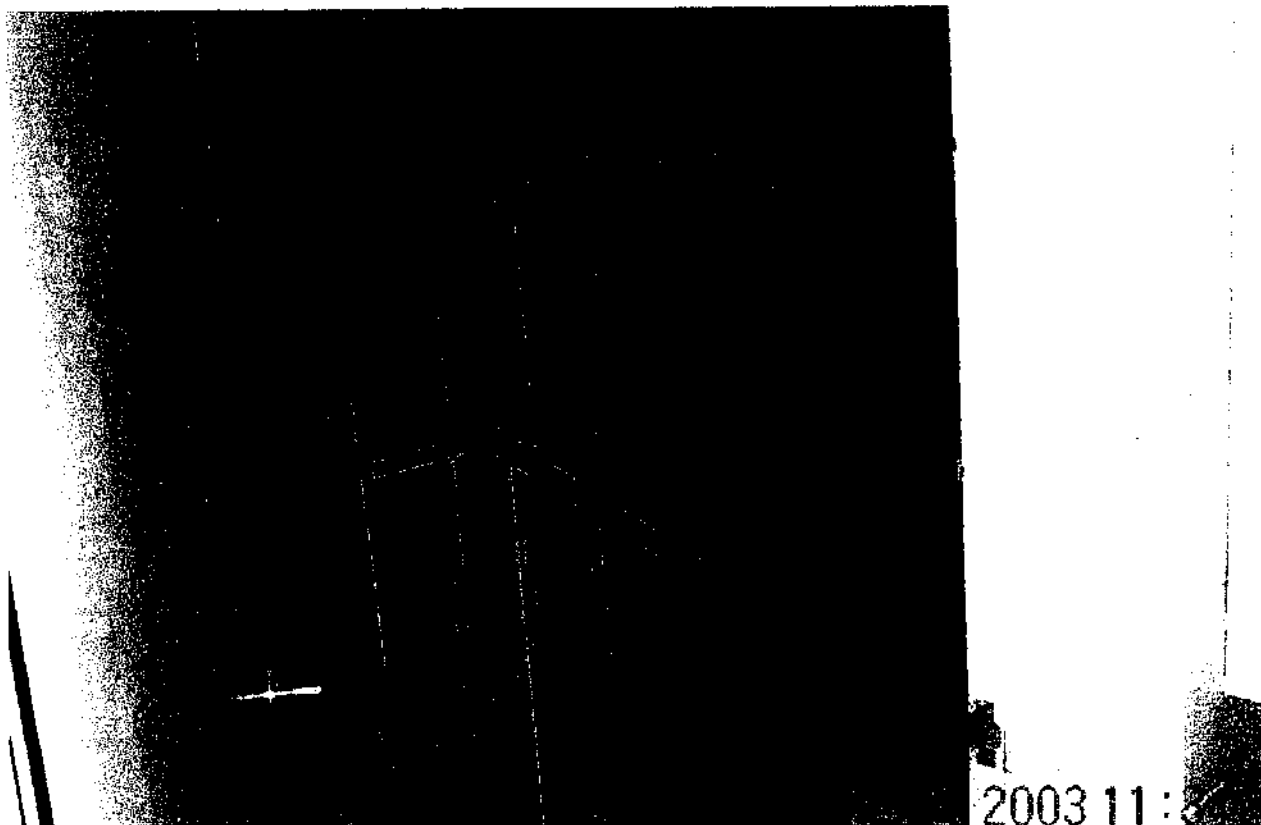
Basement sub-level. General View.



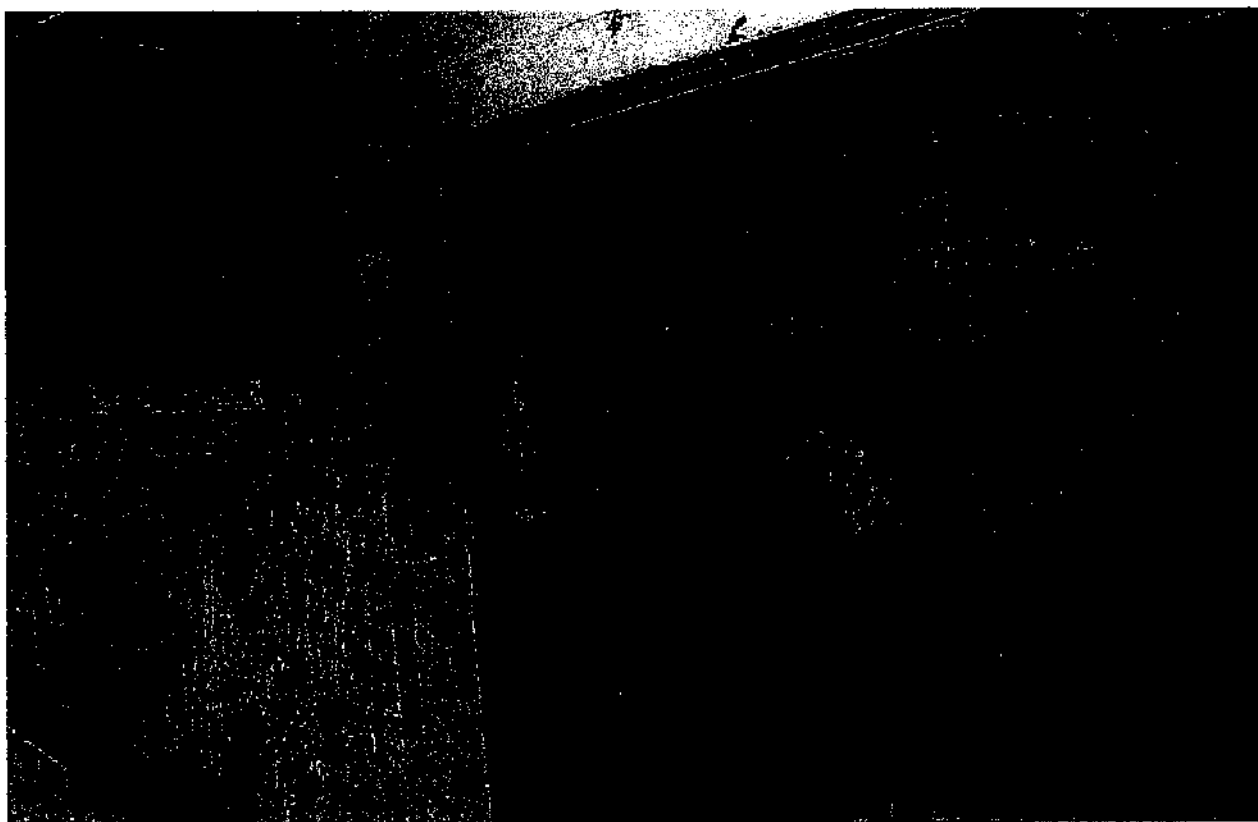
Basement sub-level. View of the passenger elevator.

1:33

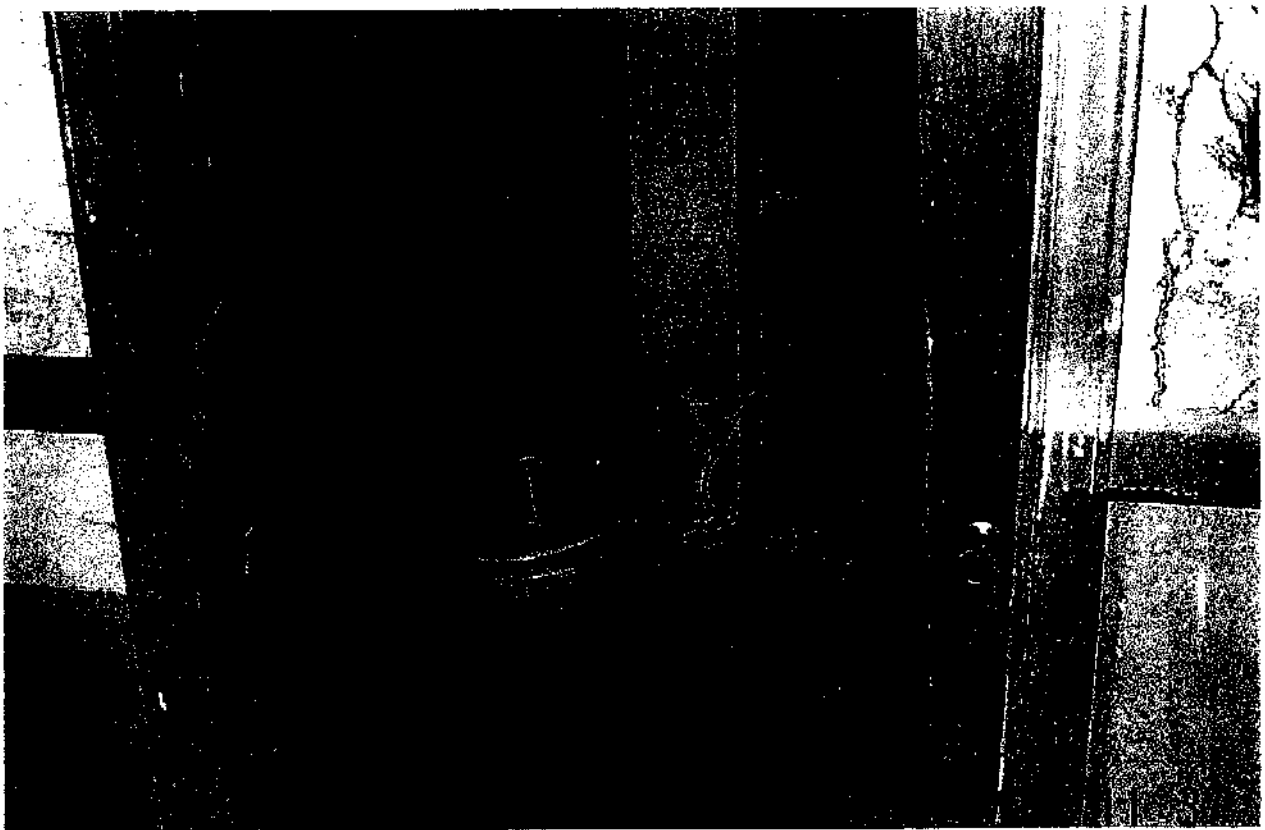




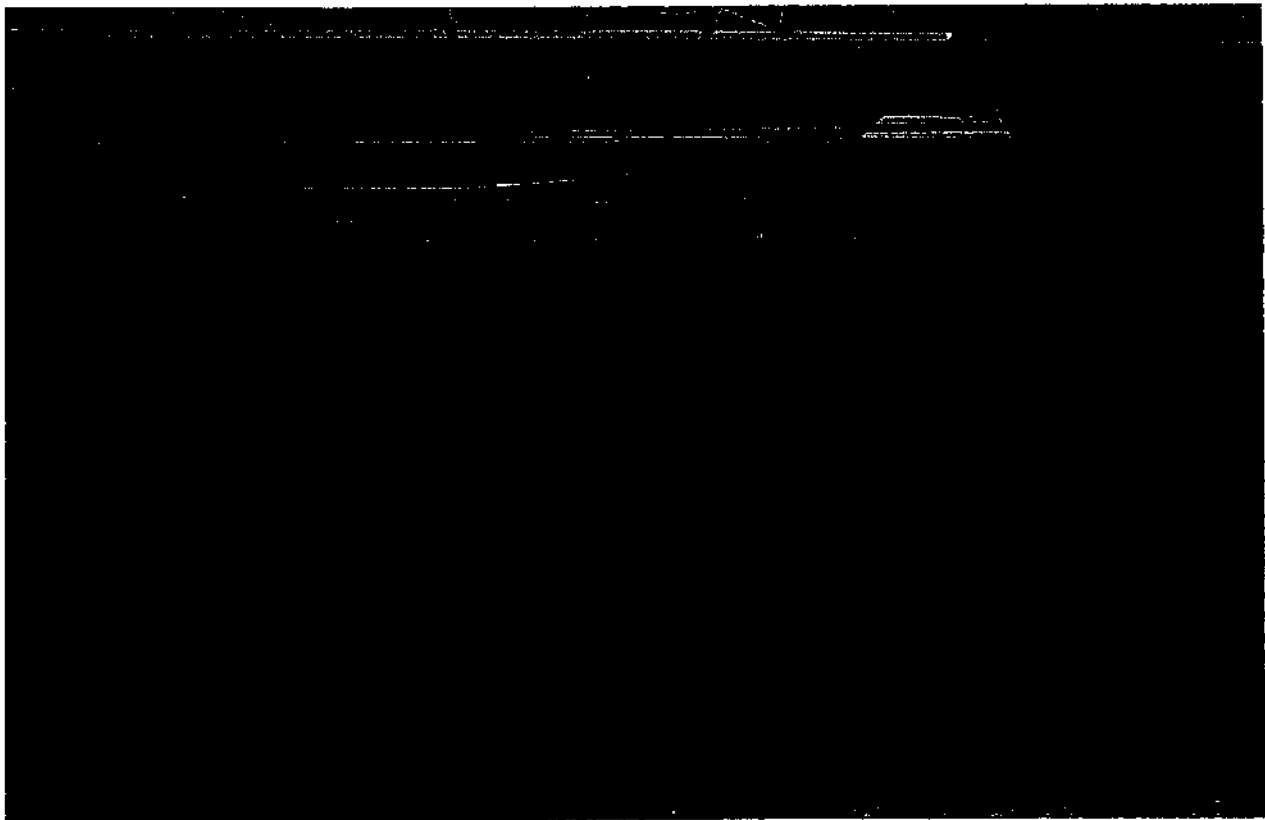
Dakota Building, south stairway. Typical view.



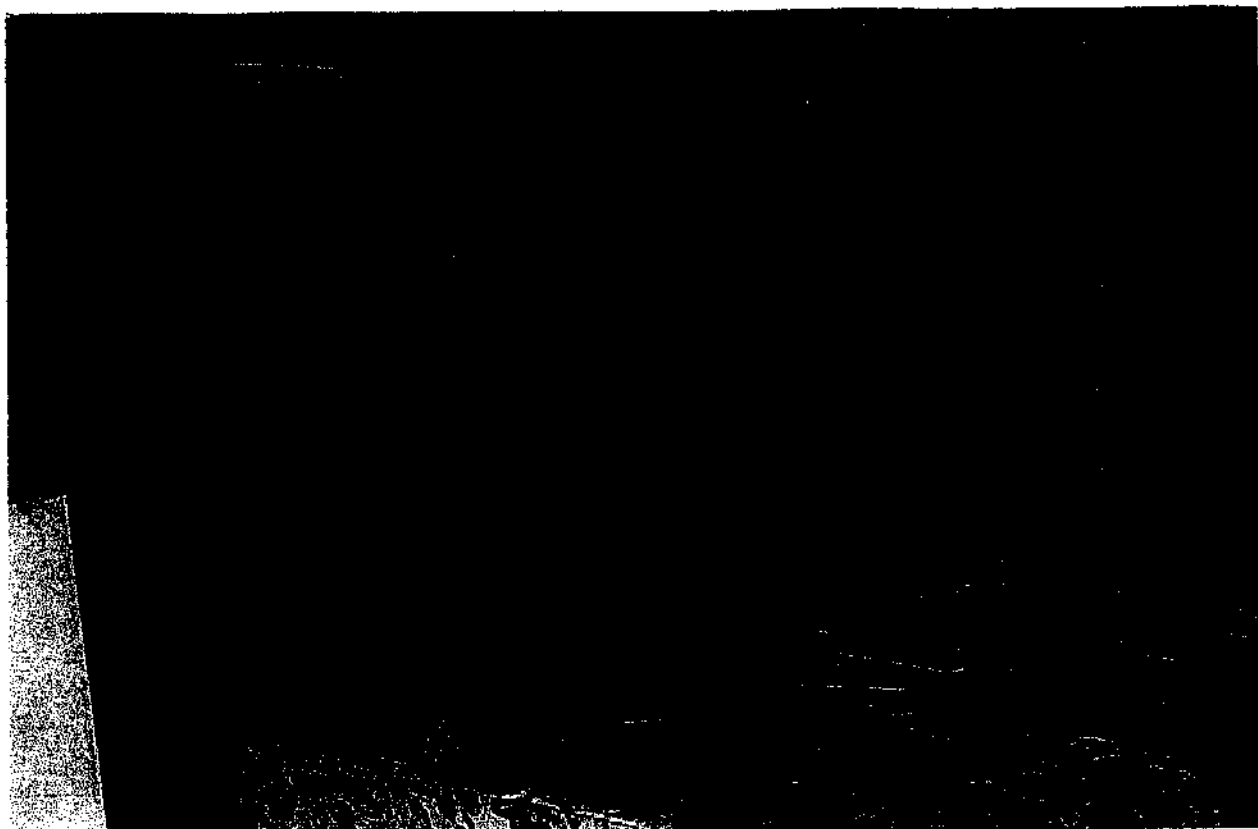
Dakota Building. Southwest corner, view of degraded structural pillar.



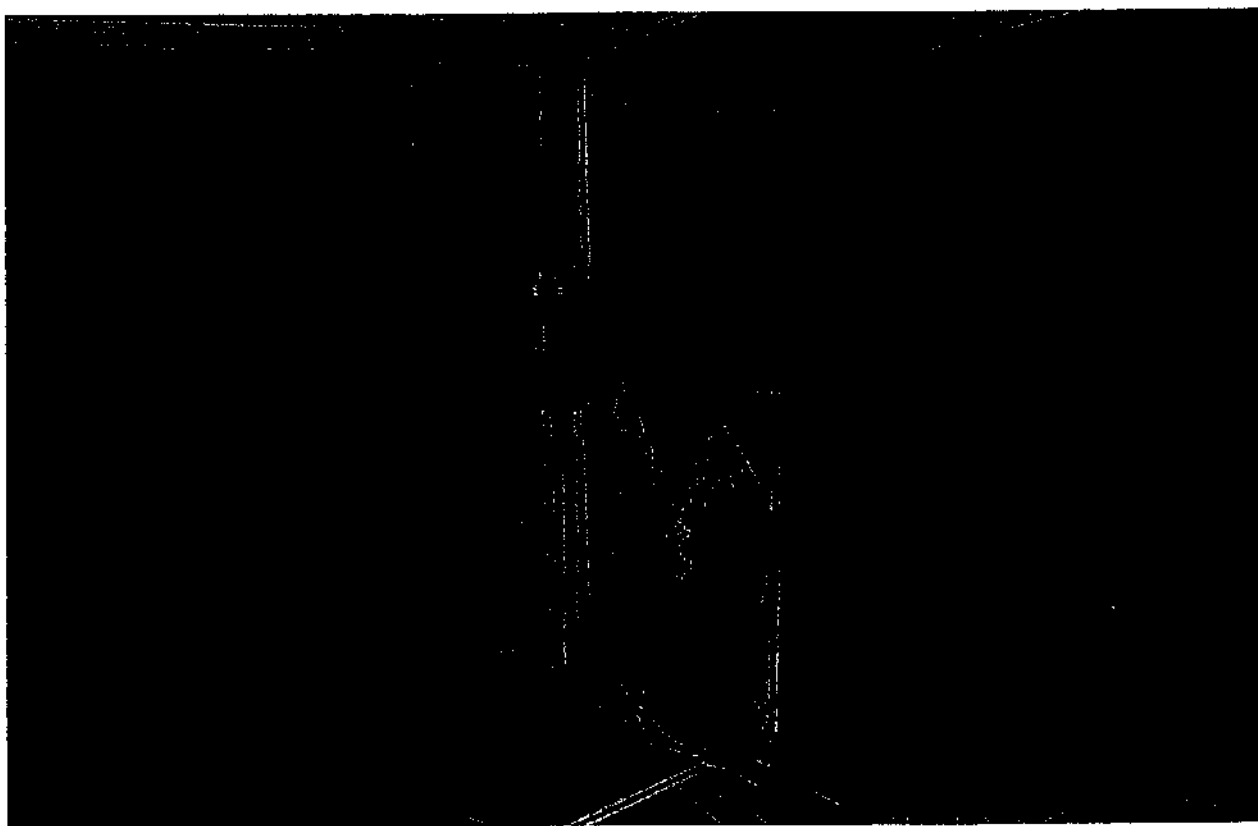
Basement, restroom. Note damage condition of toilet.



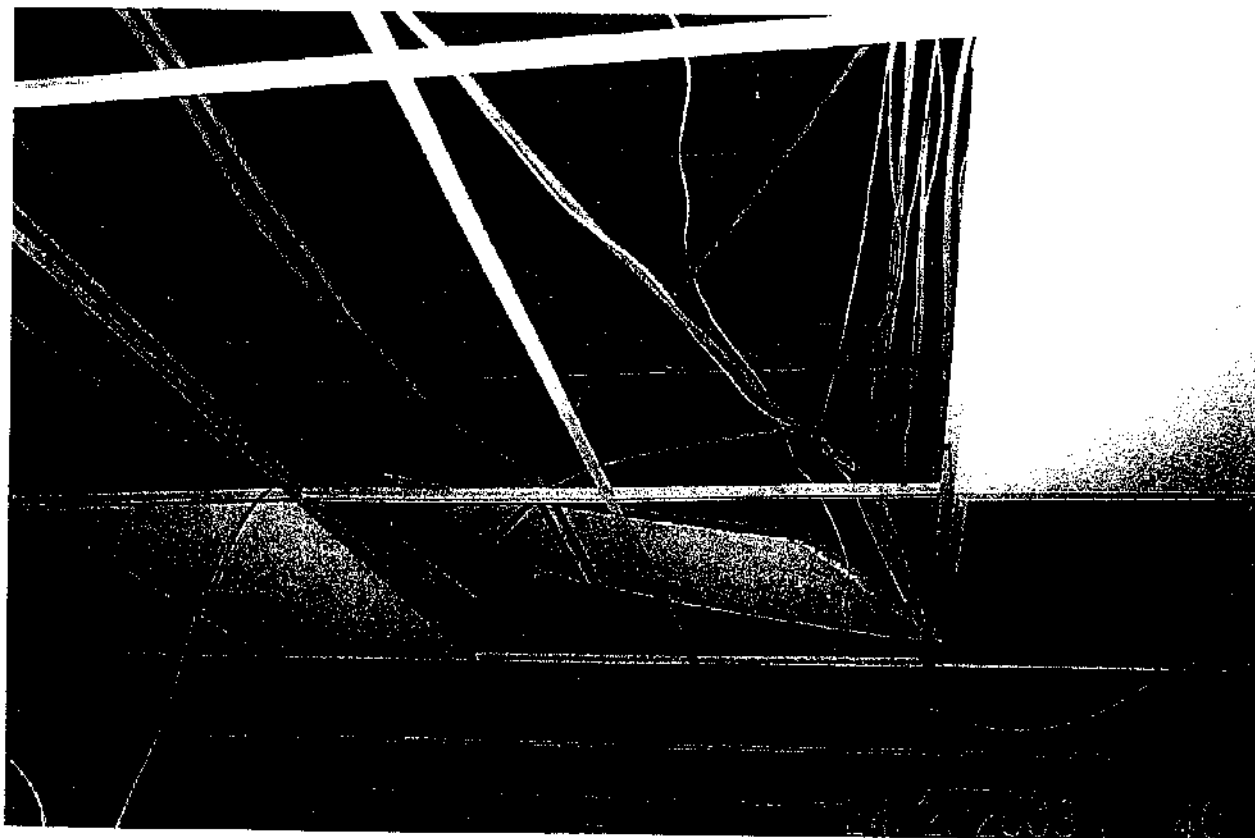
Dakota Building, first floor. General View.



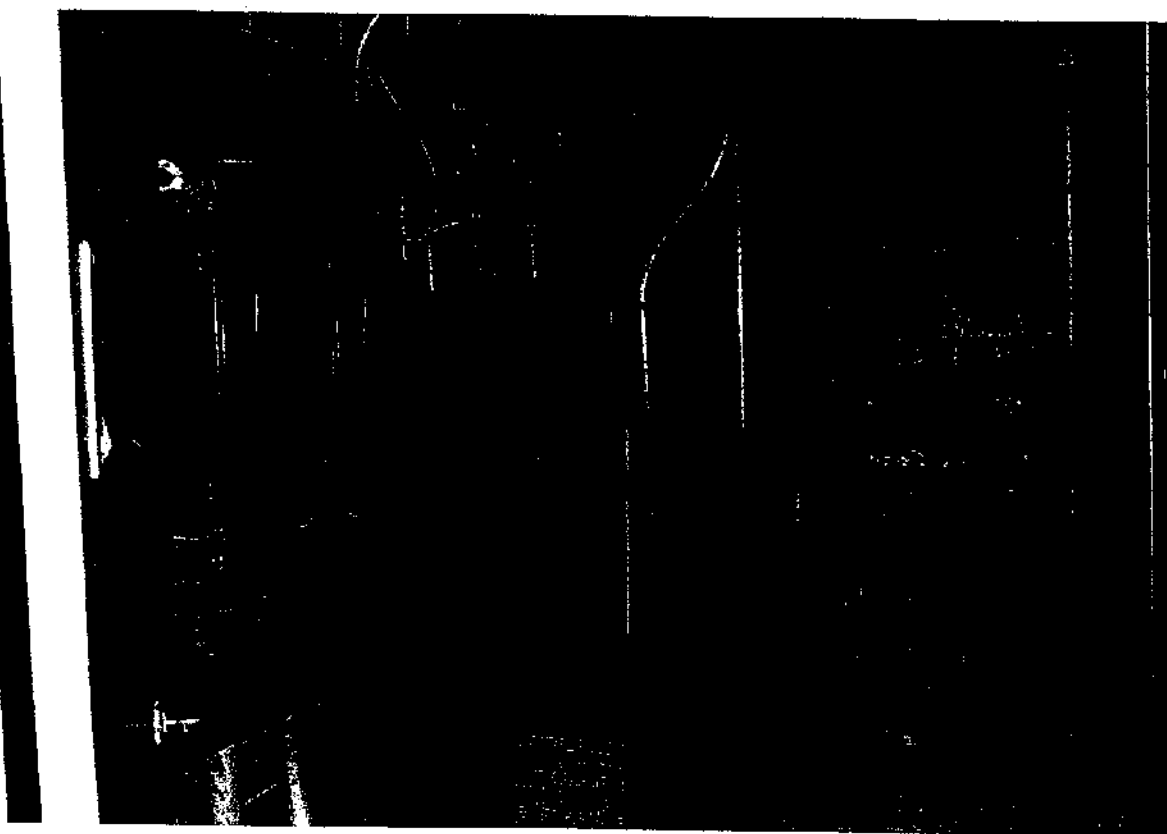
Dakota Building, first floor. General view.



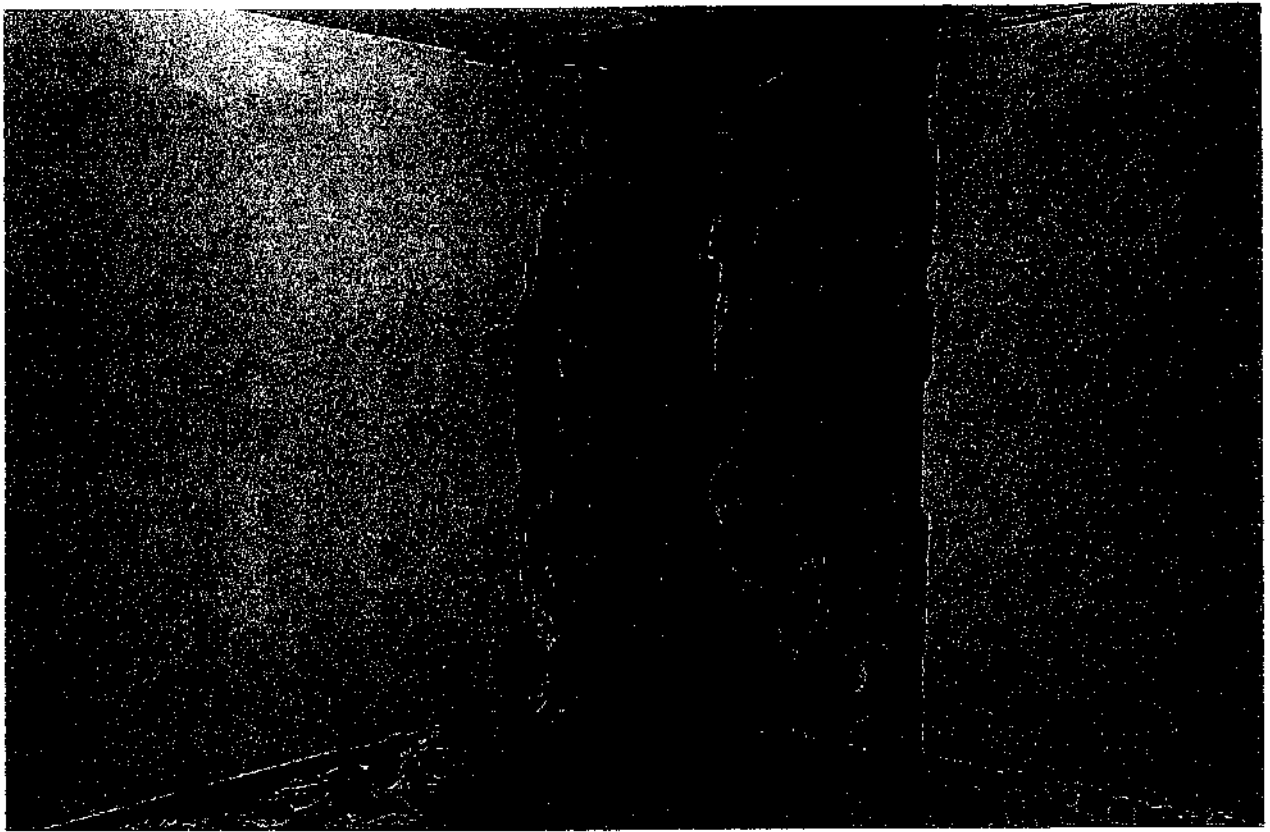
Dakota Building, first floor. Note general nature of deteriorated condition of walls, ceiling.



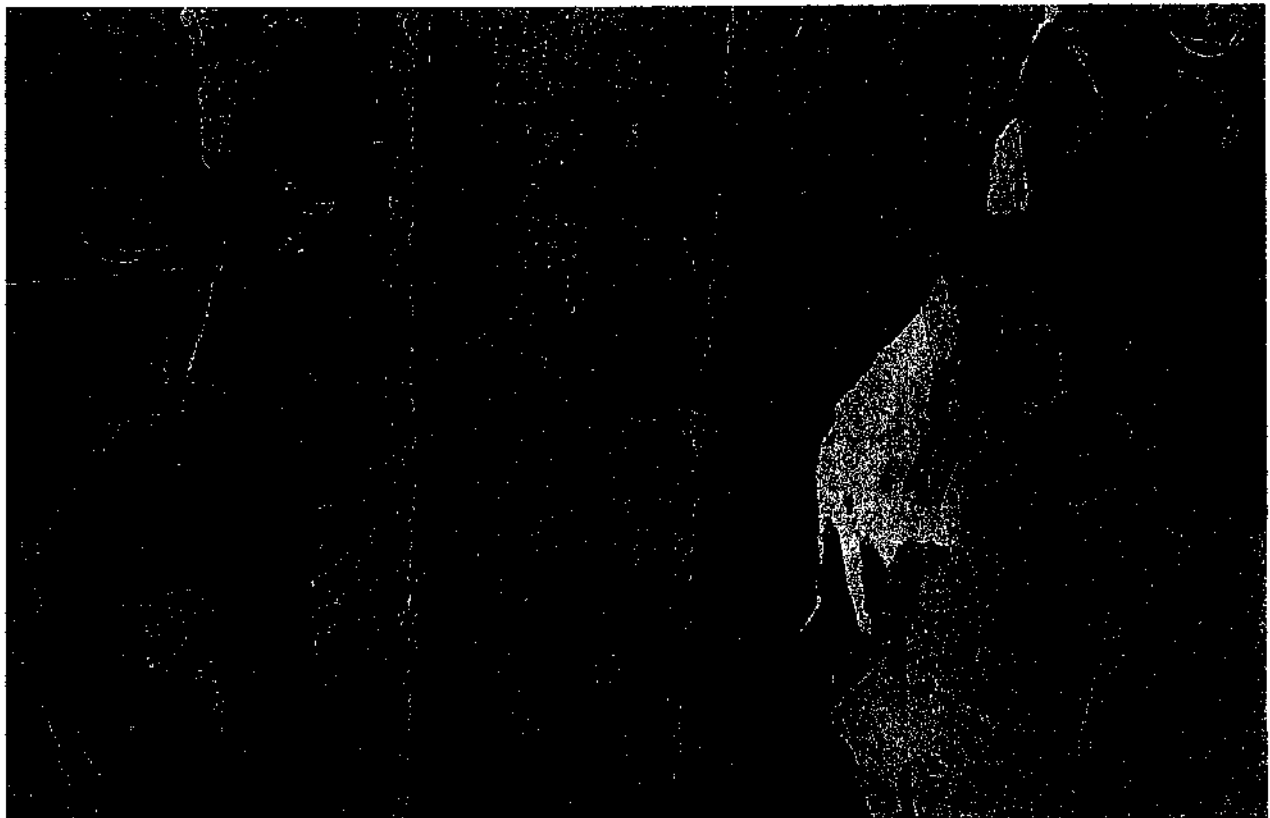
First floor, view of deteriorated ceiling with the majority of ceiling tiles missing.



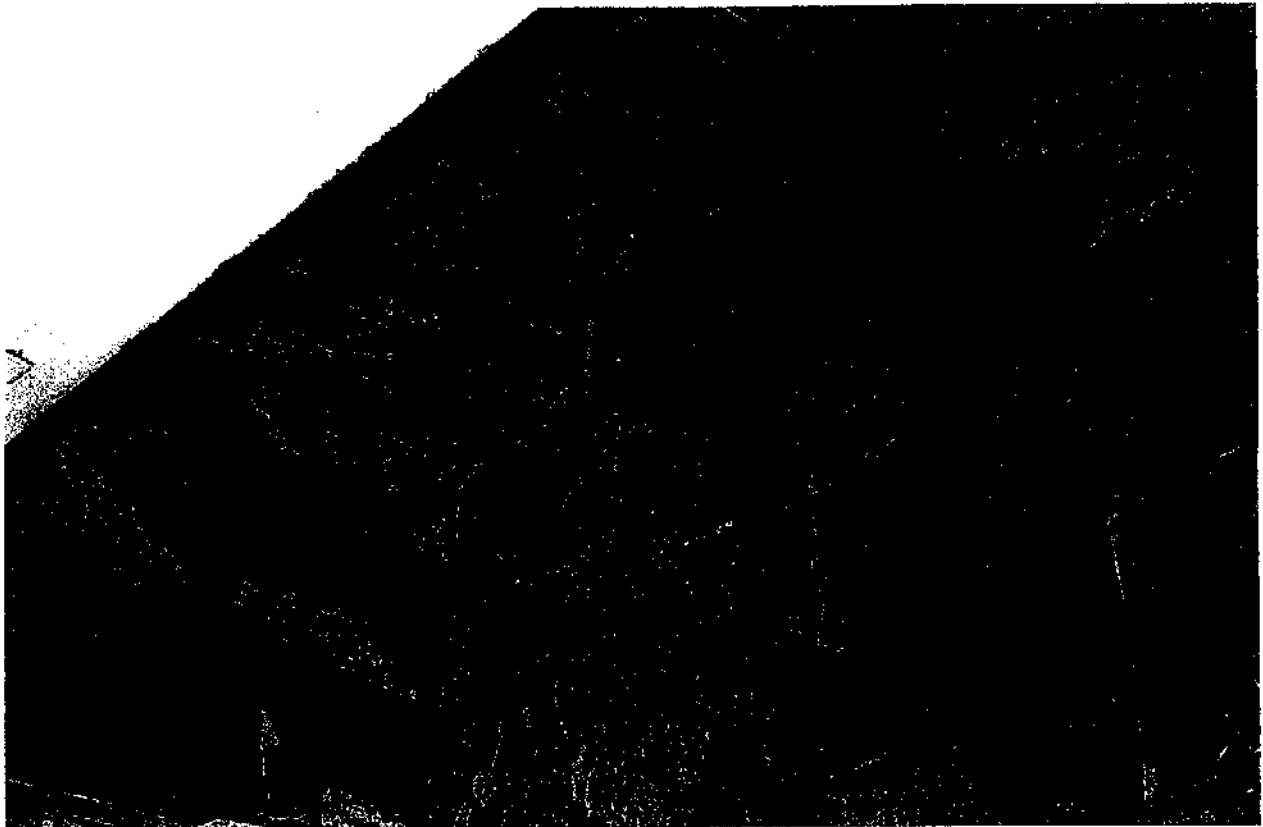
First floor. Mechanical room.



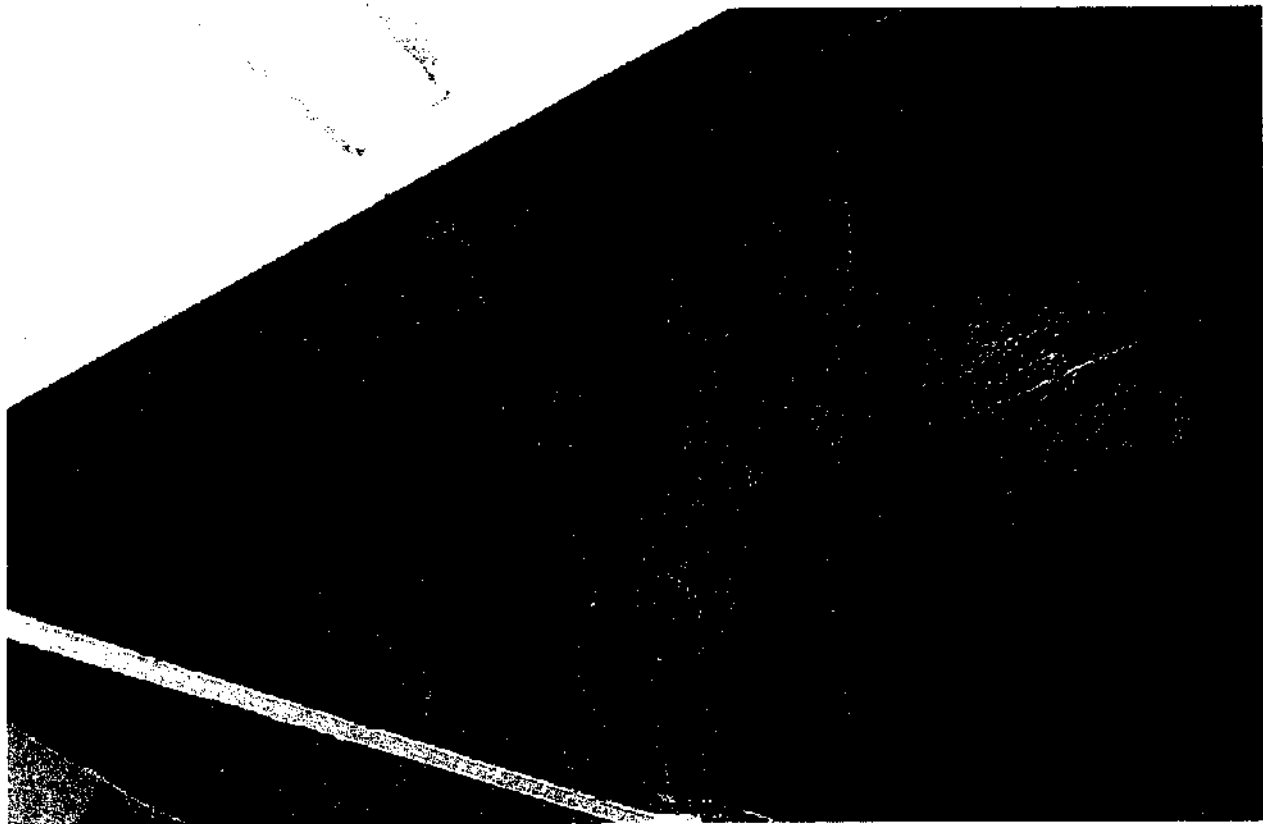
First floor, southwest corner. Deteriorated column



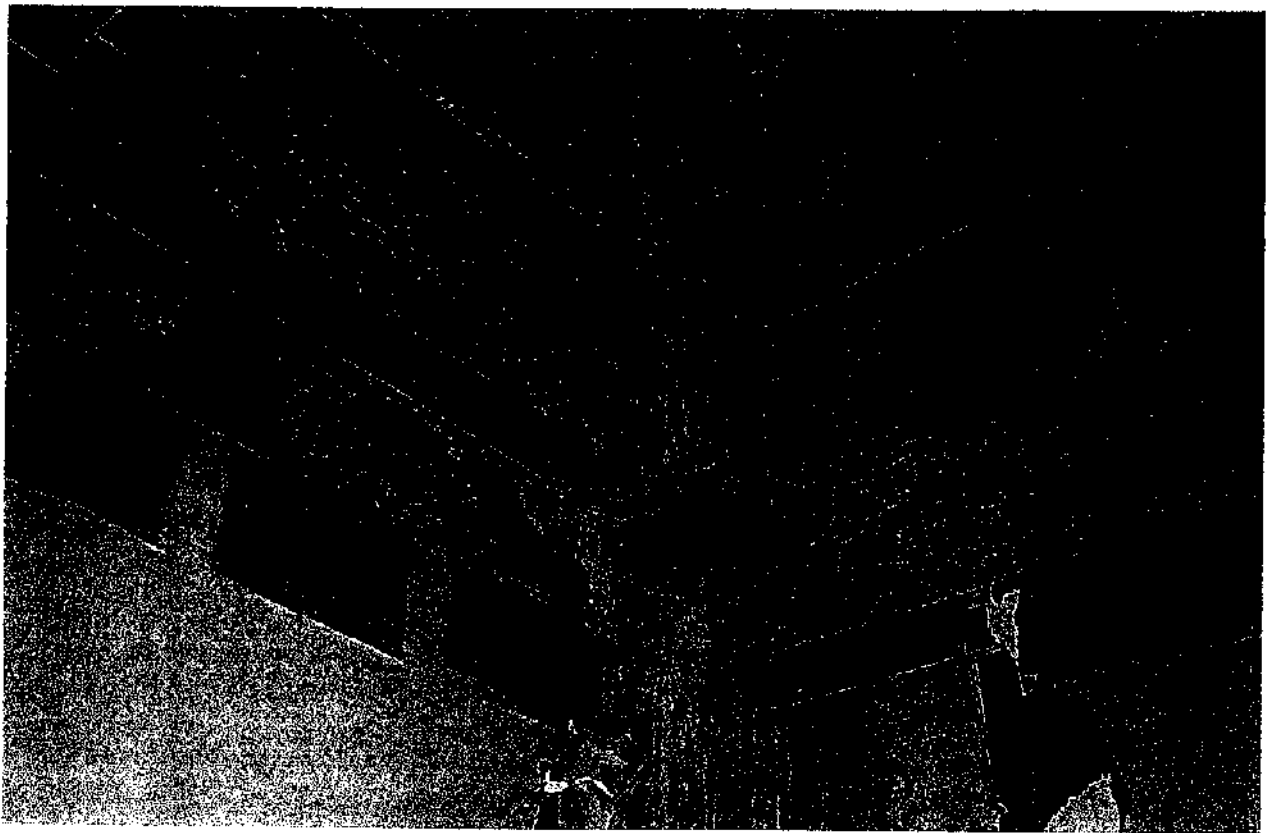
First floor, southwest corner. View of deteriorated support column.



Dakota Building, first floor. Southwest corner.



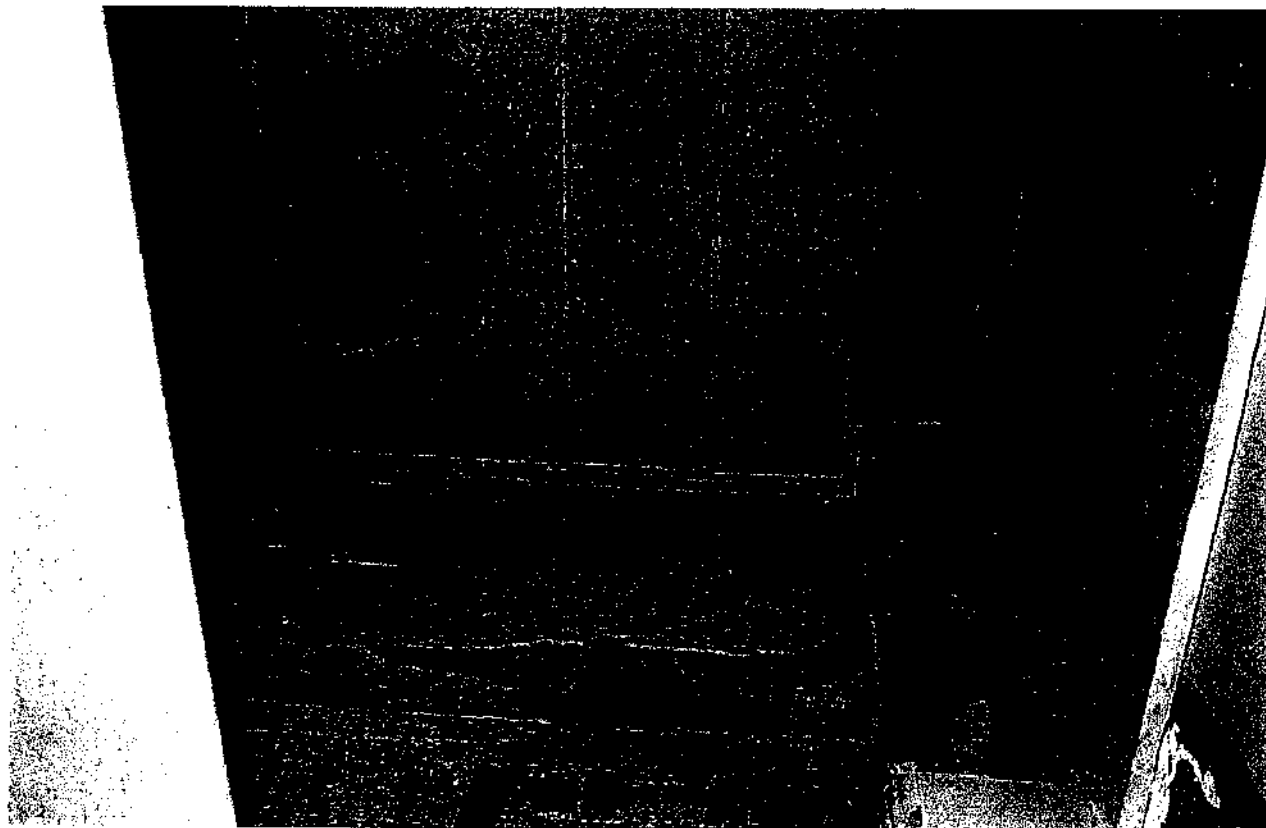
Dakota Building, southwest corner. Note exposed, rusted, deteriorated structural element in column.



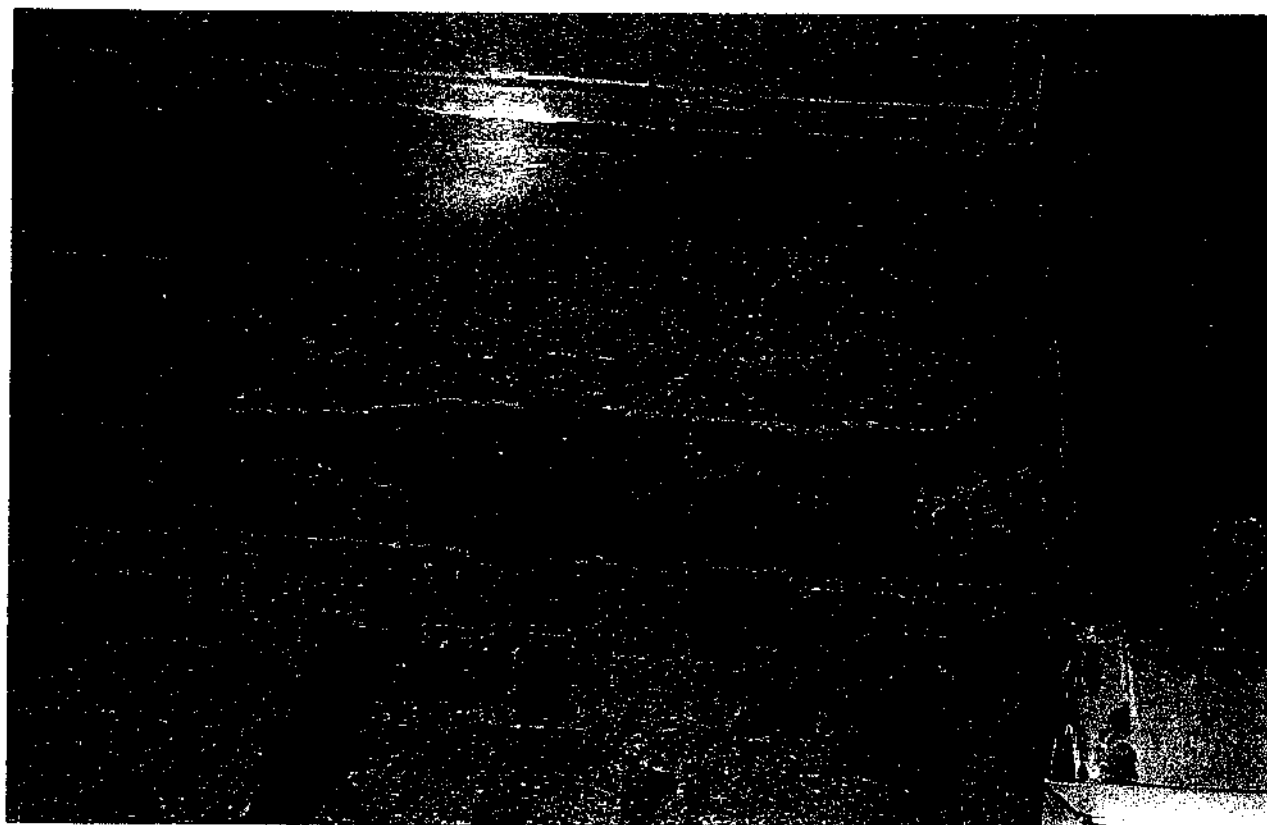
Second floor, southwest corner. View of column.



Dakota Building, second floor. Southwest corner. View of suspect column.

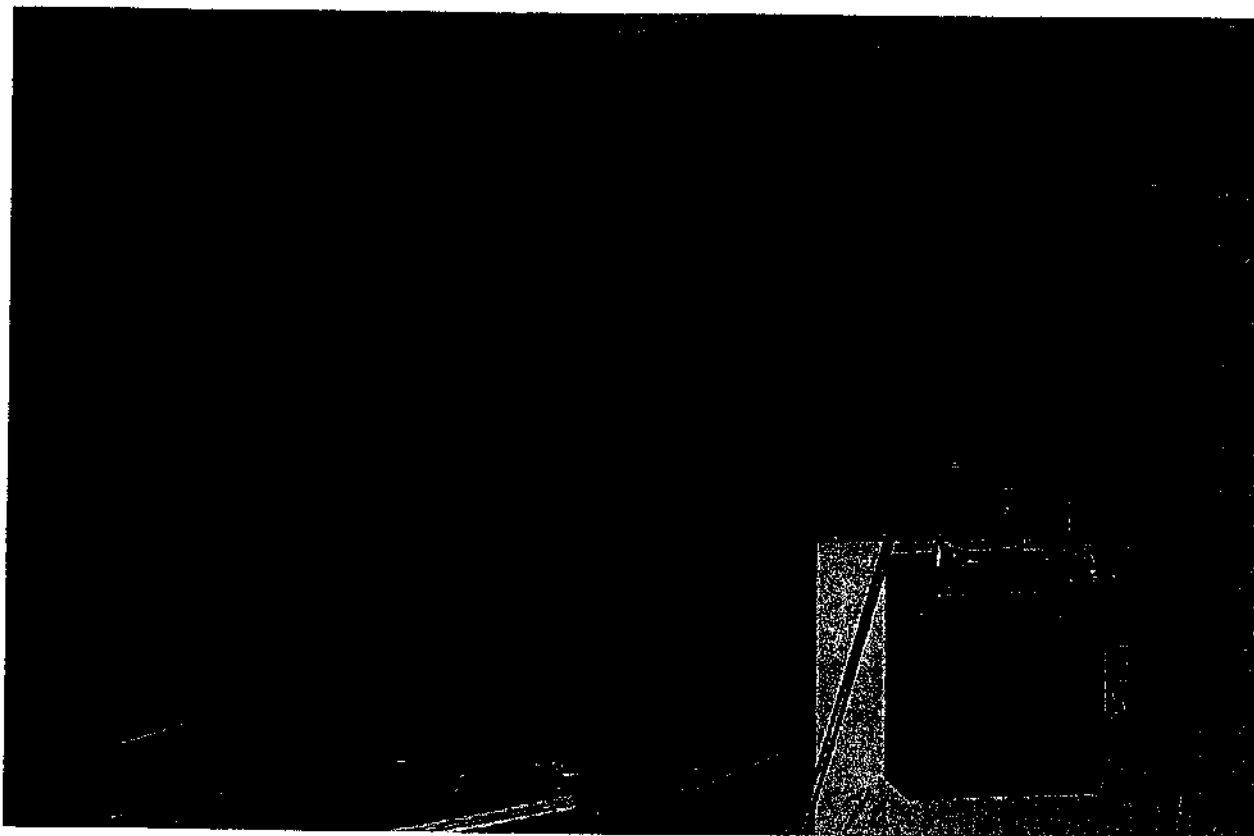


Dakota Building, third floor. General view of deteriorated column.

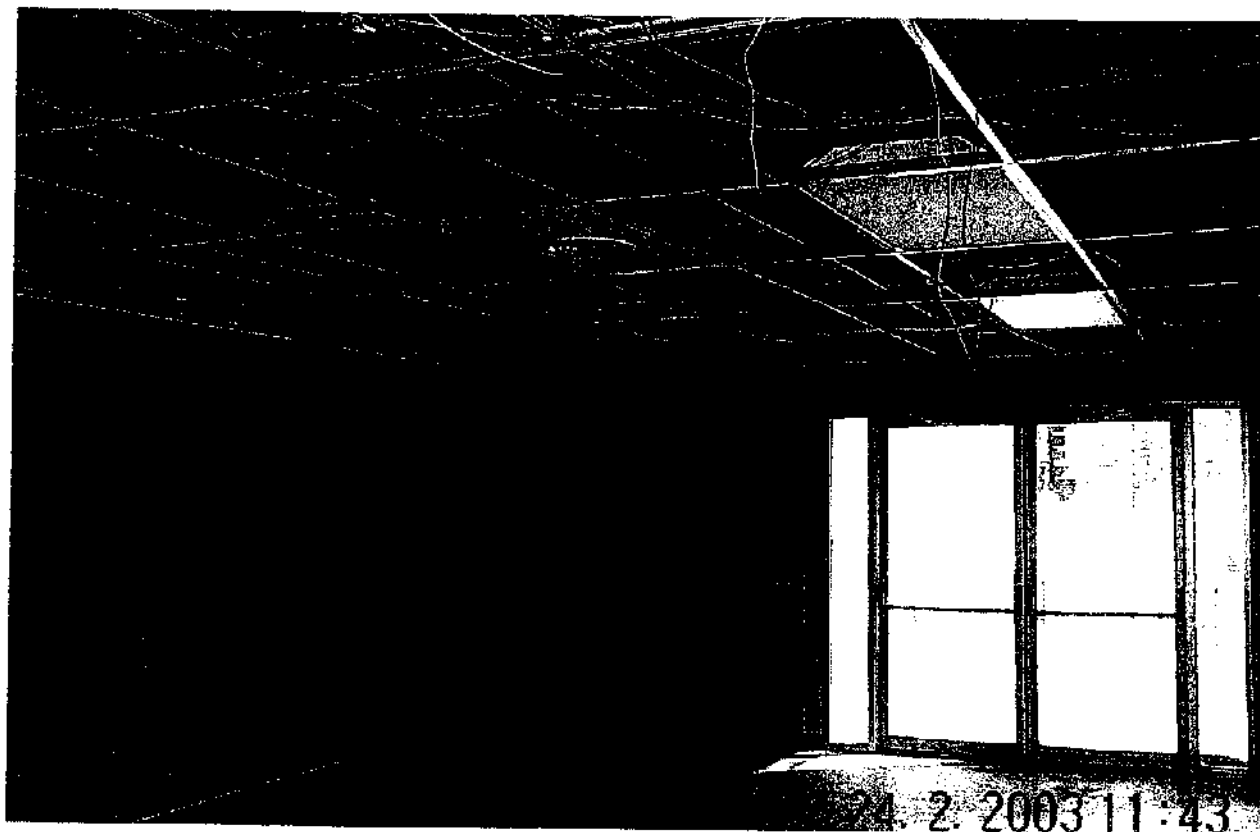


Dakota Building, fourth floor. Note general nature of deteriorated condition of walls, ceiling.





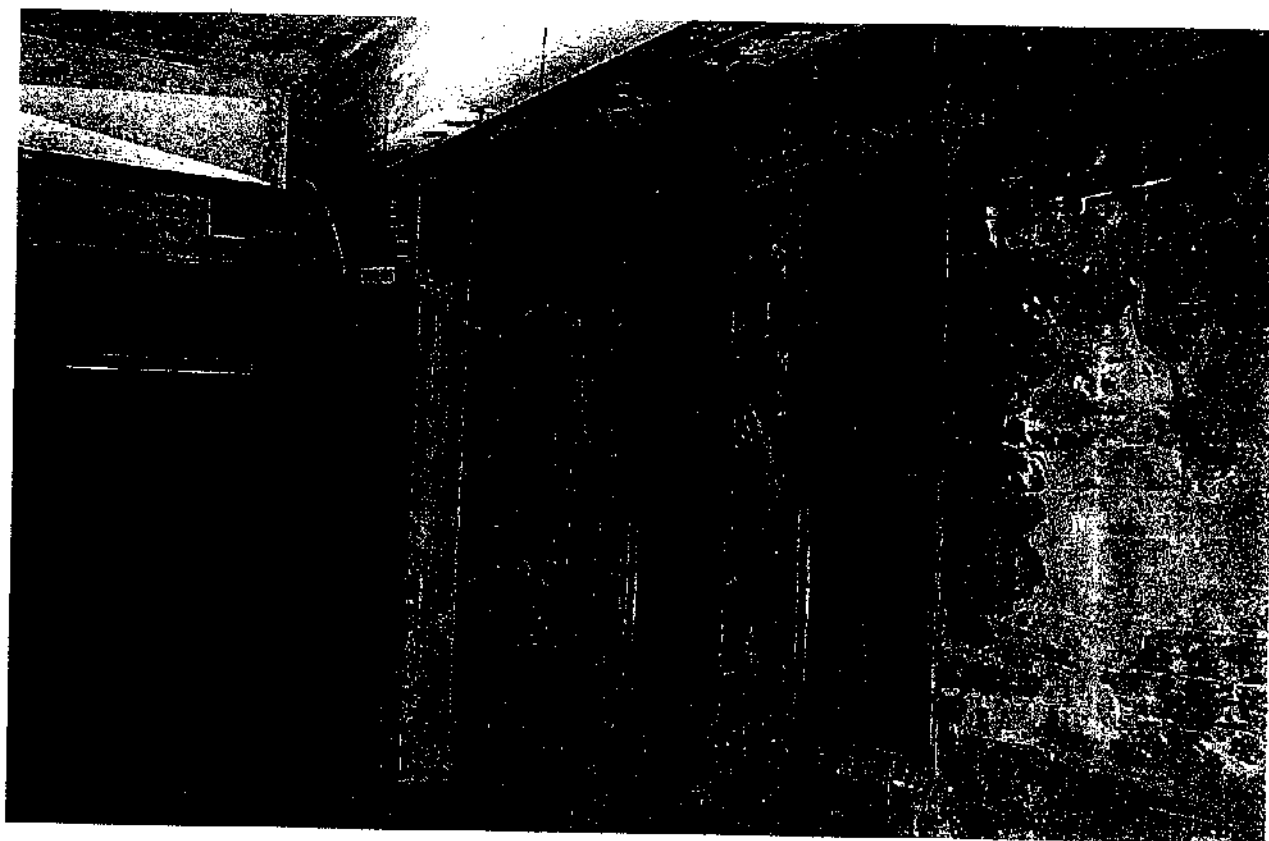
Second floor, typical view of interior condition.



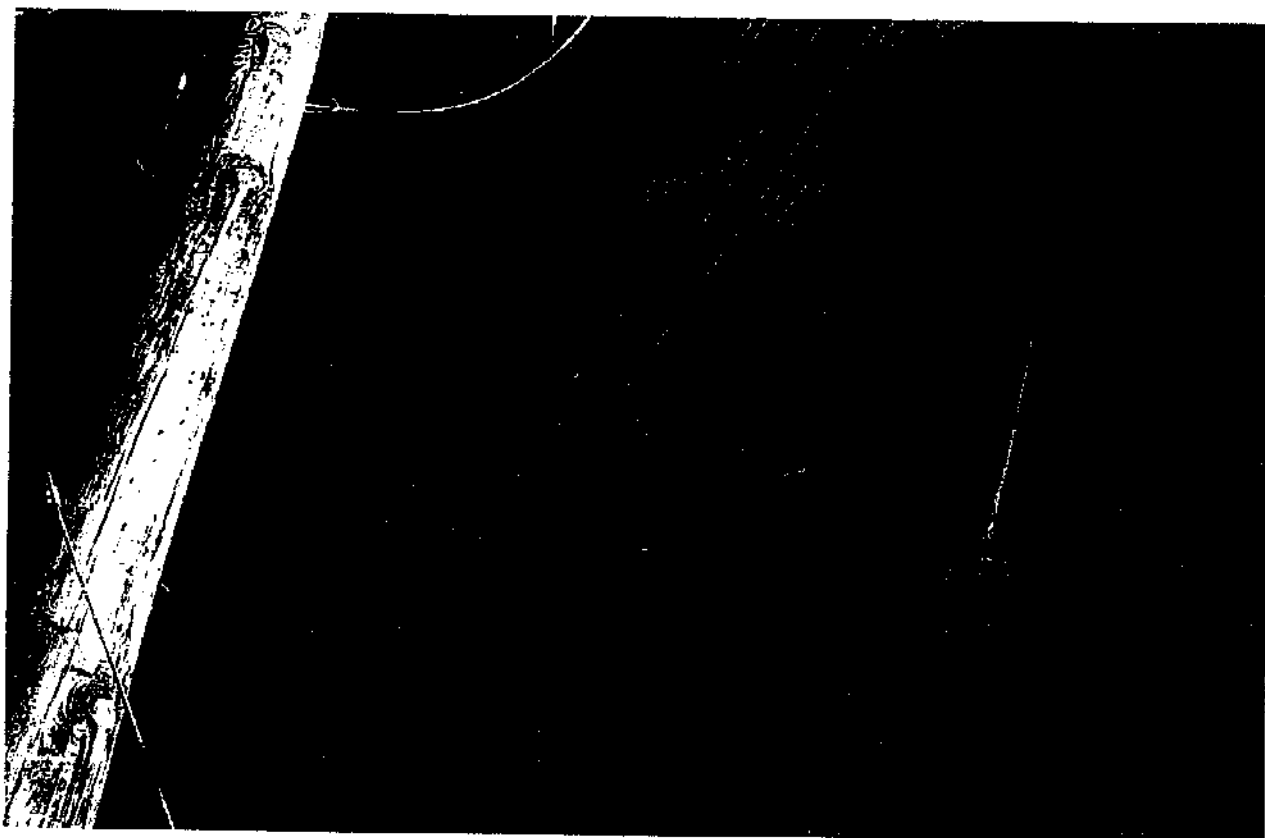
Second floor, ground level (Pershing Road). View of Pershing Road lobby.



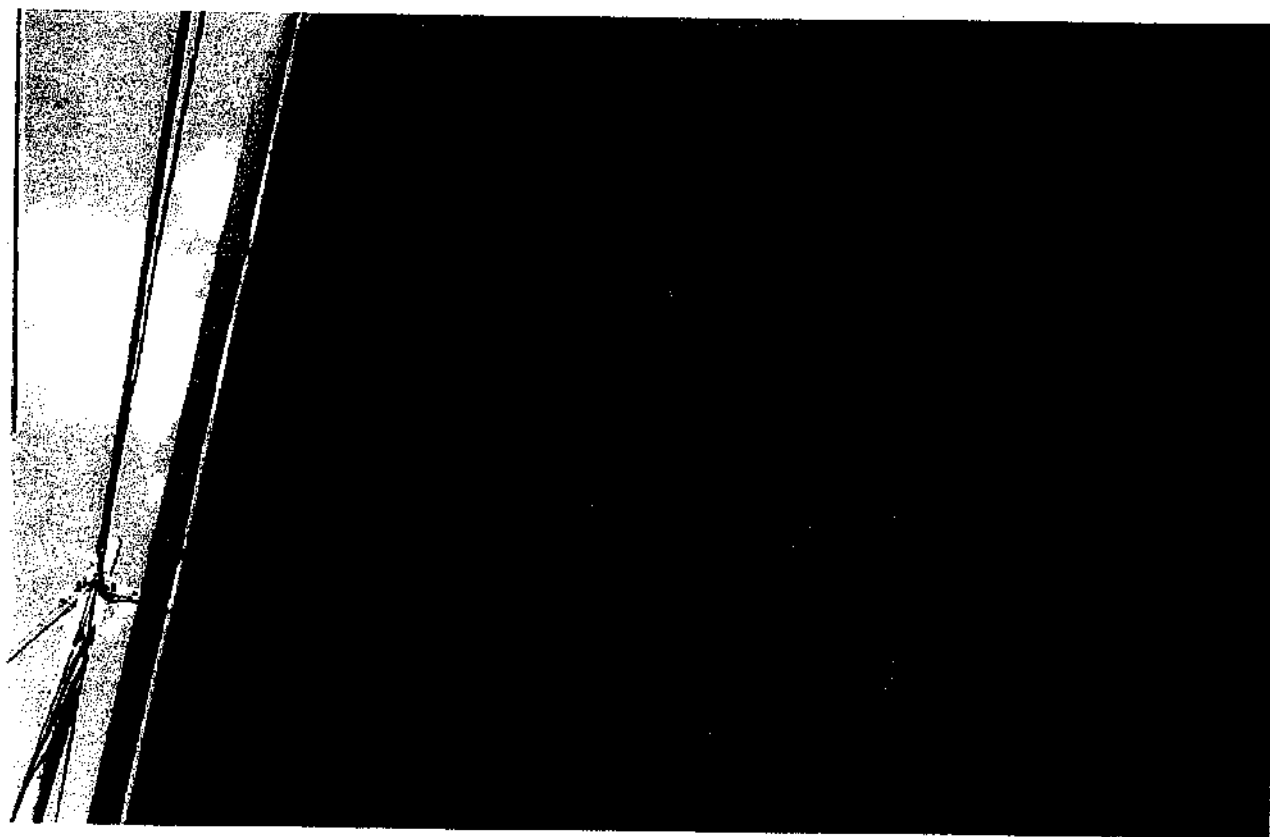
Fourth floor, southeast corner. General view to the south.



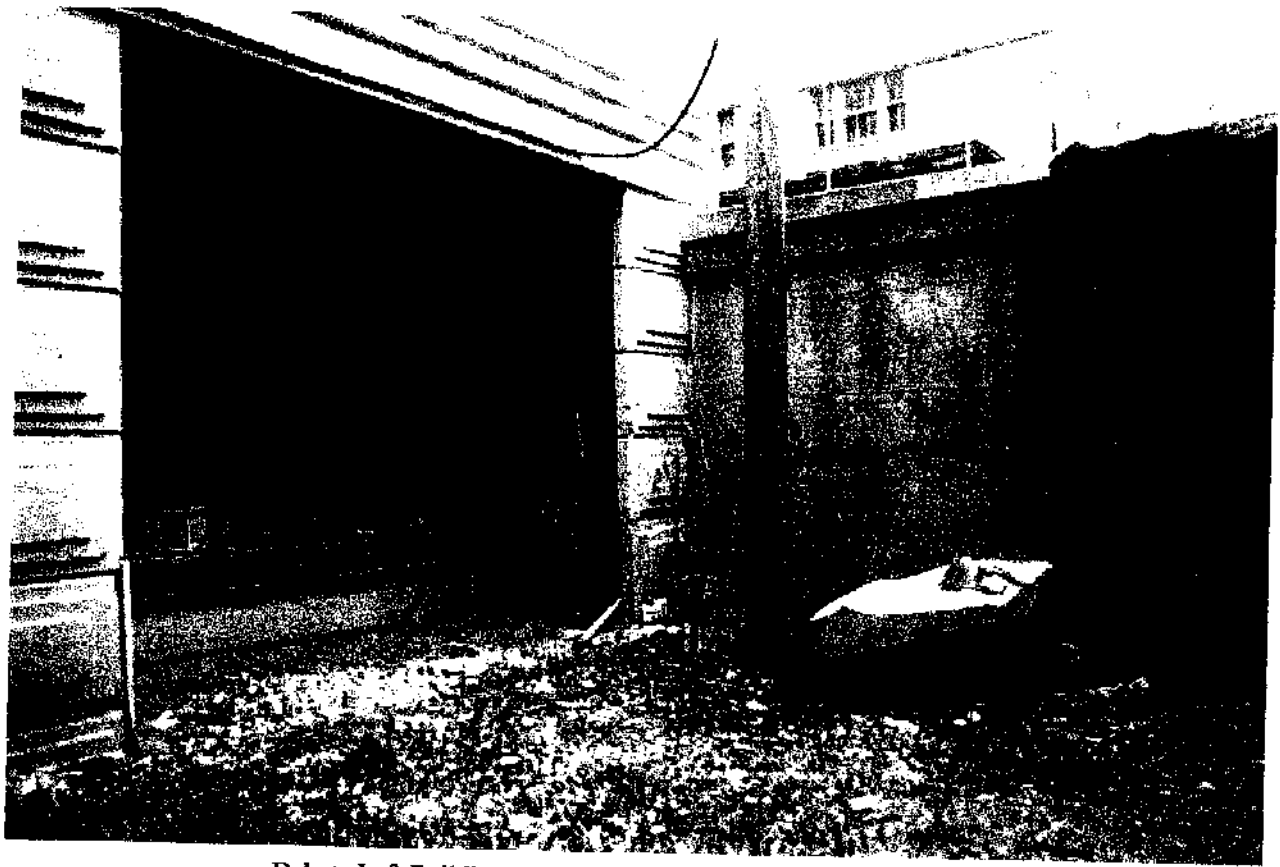
Fourth floor, view of enclosed windows located on eastern wall.



Dakota Building, west side. View of exterior façade deterioration.



Dakota Building, west side. View of exterior deterioration.



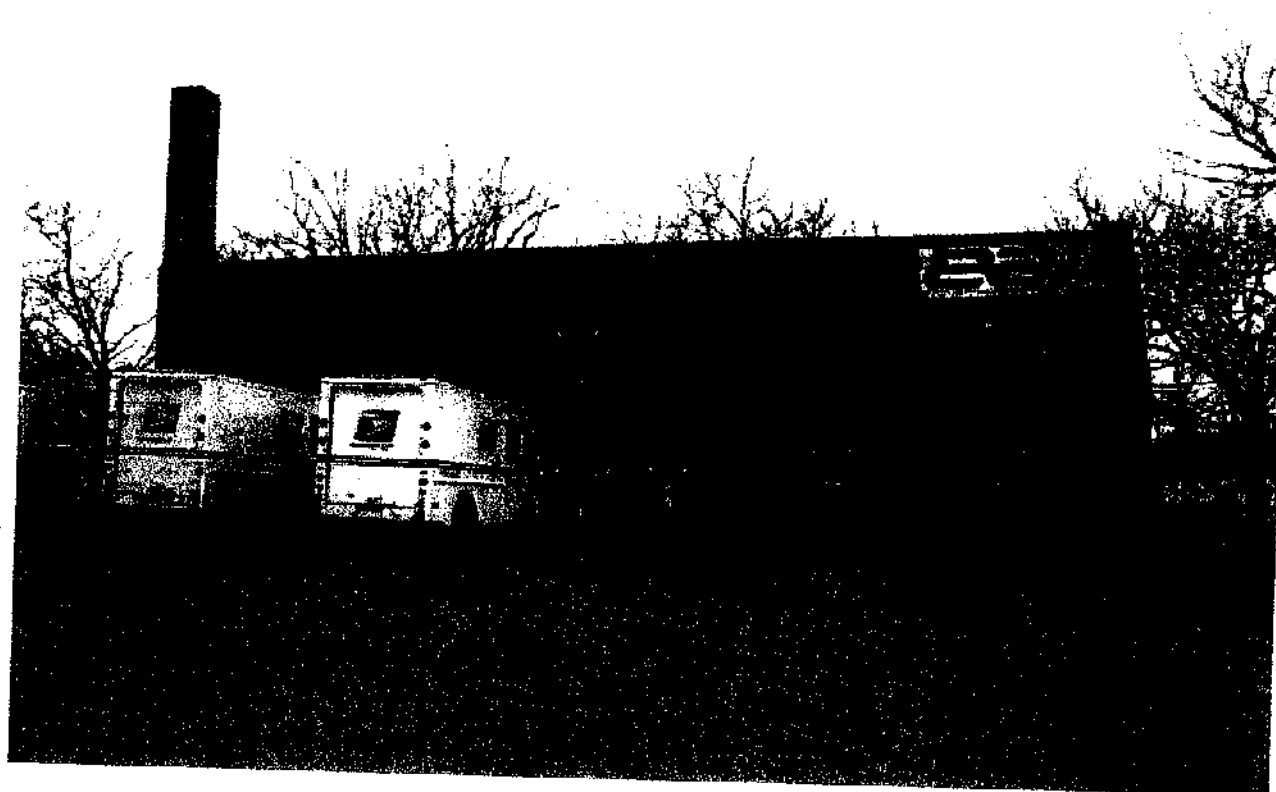
Dakota Loft Building. Trash and debris to the east of the building.



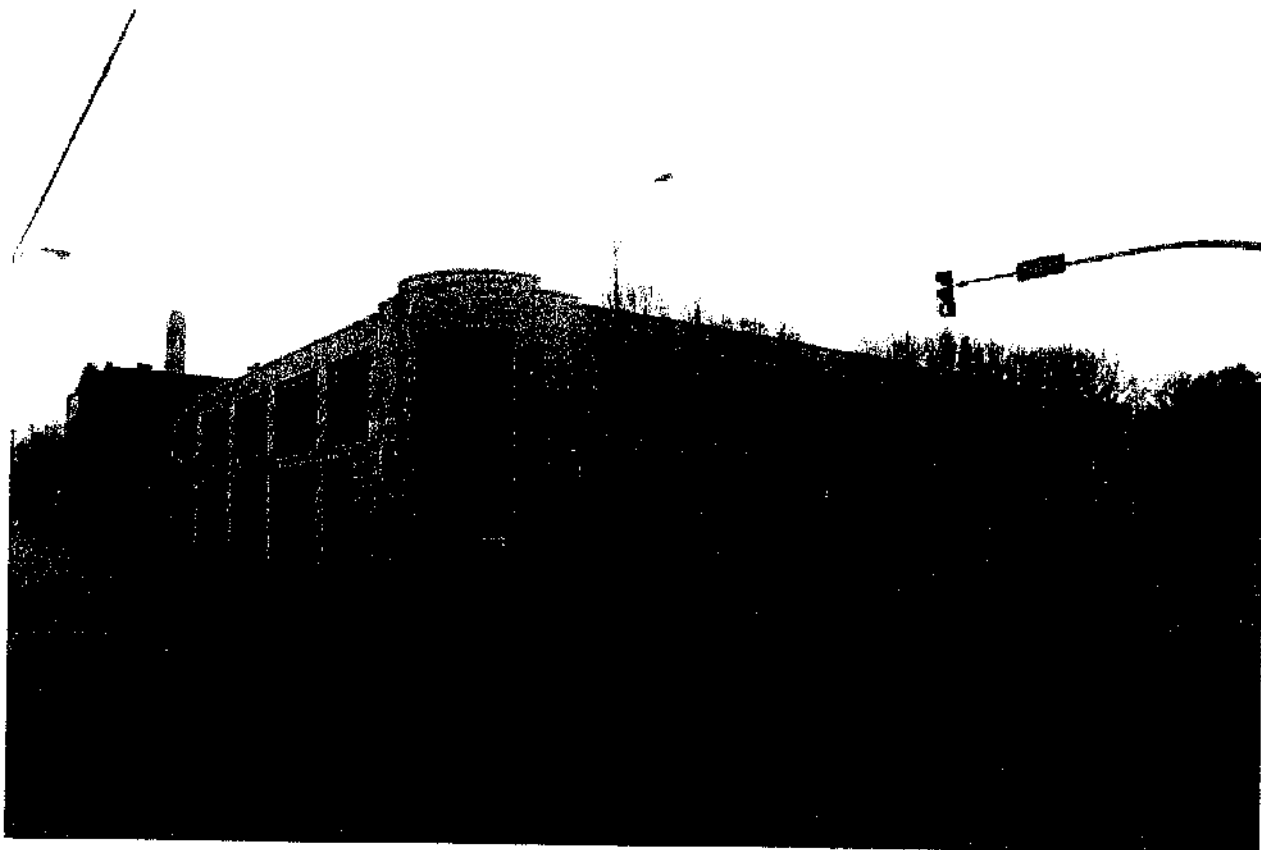
Tract 1, 2500 Washington. View of northeast corner.



Tract 1, northern façade.



Tract 1, 2500 Washington, southern façade.



Tract 19, address unknown. View to the southeast.



Tract 19, western façade.



Tract 14, 500 West 25th Street. Southwest corner of 35th Street and West Pennway.



Tract 20, addresses unknown. Western façade.

***Exhibit C: Certification***

I certify that, to the best of my knowledge and belief...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
6. Jim Potter, AICP has made personal inspections of the property that is the subject of this report between February 10<sup>th</sup> and 25<sup>th</sup>, 2003.
7. This study is not based on a requested result or a specific conclusion.
8. I have not relied on unsupported conclusions relating to characteristics such as race, color, religion, national origin, gender, marital status, familial status, age, receipt of public assistance income, handicap, or an unsupported conclusion that homogeneity of such characteristics is necessary to maximize value.



James Potter, AICP  
Development Initiatives, Inc.



**Letter of Transmittal**

---

**August 28, 2002**

**To:**  
Craig Scranton  
BNIM  
106 W. 14<sup>th</sup> Street, Suite 200  
Kansas City, MO 64105

**From:**  
Cydney Millstein *CM*  
AHR, LLC  
P.O. Box 22551  
Kansas City, MO 64113

**Re: USPS, Main Branch, Kansas City, Missouri**

---

Please find enclosed a copy of the Section 106 Report for the USPS Building. I will be in touch by the end of the week with the scope and fees for the project, as you requested.



MISSOURI DEPARTMENT OF NATURAL RESOURCES  
HISTORIC PRESERVATION PROGRAM  
SECTION 106 PROJECT INFORMATION FORM

Submission of a completed Project Information Form with adequate information and attachments constitutes a request for review pursuant to Section 106 of the National Historic Preservation Act of 1966 (as amended). We reserve the right to request more information. Please refer to the CHECKLIST on Page 2 to ensure that all basic information relevant to the project has been included.

NOTE: Section 106 regulations provide for a 30-day response time by the Missouri Historic Preservation Program from the date of receipt.

PROJECT NAME & NUMBER

The United States Post Office, Kansas City, MO (Main)

FEDERAL FUNDING OR PERMITTING AGENCY

APPLICANT

The United States Post Office

TELEPHONE

901-747-7654

CONTACT PERSON

Wayne Perlenfein

TELEPHONE

same

ADDRESS FOR RESPONSE

USPS, Memphis Facilities Office

225 N. Humphreys Blvd.

Memphis, TN 38166-0300

LOCATION OF PROJECT

COUNTY

Jackson; 315 W. Pershing Road, Kansas City, Missouri

GIVE LEGAL DESCRIPTION OF PROJECT AREA (TOWNSHIP, RANGE, SECTION & SECTION, ETC.) OR STREET ADDRESS, IF APPLICABLE

QUADRANGLE/YEAR:

TOWNSHIP:

RANGE:

SECTION:

OR

STREET ADDRESS: 315 W. Pershing Road

CITY: Kansas City

PROJECT DESCRIPTION

This project involves: ☐ Archaeology/Earthmoving Activities ☒ Structures ☐ Both  
(Complete appropriate section(s) below)

- Describe the project in detail. If it involves digging, indicate how wide, how deep, etc. If the project involves demolition, make that clear. If the project involves rehabilitation, describe the project in detail. Use additional pages, if necessary.

see attached

**ARCHAEOLOGY (Earthmoving Activities)**

Has the ground involved been farmed, graded, built on, or previously disturbed?

- Please describe in detail: (Use additional pages, if necessary.)

N/A

Will the project require fill material? ☐ Yes ☐ No

- Indicate proposed borrow areas (source of fill material) on topographic map.

Are you aware of archaeological sites on or adjacent to project area? ☐ Yes ☐ No

- If yes, identify them on the topographic map.

**STRUCTURES (Rehabilitation, Demolition, Additions to, or Construction near existing structures)**

To the best of your knowledge, is the structure located in a:

- ☒ Previously Surveyed Area ☐ National Register District ☐ Local Historic District ☐ None

- If yes, please provide the name of the survey or district:

Midtown Survey, Kansas City, MO

- For each structure over 50 years old, complete an Historic Property Information Form and attach photograph (See photography requirements below.)

- For all other structures including outbuildings, provide photographs.

- NOTE: All photographs should be labeled and keyed to one map of the project area.

**ADDITIONAL REQUIREMENTS**

**Map Requirements:** Attach a current USGS 7.5 min. topographic map and, if necessary, a large scale project map. Please do not send an individual map with each structure or site. While an original map is preferable, a good copy is acceptable. USGS 7.5 min. topographic maps may be ordered from: Division of Geology and Land Survey, Department of Natural Resources, 111 Fairground, Rolla, MO 65402 Tel: 573/368-2126.

**Photography Requirements:** Clear black and white or color photographs (minimum 3" x 5") are acceptable. Good quality photographs are important for expeditious project review. Photographs of neighboring or nearby buildings are also helpful.

**CHECKLIST: Did you provide the following information?**

- |  |   |
|--|---|
| <input checked="" type="checkbox"/> Topographic map 7.5 min. (per project, not structure)  | <input checked="" type="checkbox"/> Other supporting documents (if necessary to explain the project)                          |
| <input checked="" type="checkbox"/> Thorough description (all projects)  | <input checked="" type="checkbox"/> For new construction, rehabilitations, etc., attach work write-ups, plans, drawings, etc. |
| <input checked="" type="checkbox"/> Photographs (all structures)   | <input checked="" type="checkbox"/> Is topographic map identified by quadrangle and year?                                     |
| <input checked="" type="checkbox"/> Historic Property Information Form (All structures over 50 years old; bridges require a separate form) |   |

Return this Form and Attachments to:

MISSOURI DEPARTMENT OF NATURAL RESOURCES  
HISTORIC PRESERVATION PROGRAM  
Attn: Review & Compliance  
P.O. BOX 176  
JEFFERSON CITY, MISSOURI 65102

# MISSOURI HISTORIC PROPERTY INVENTORY FORM

Reference No.  
Roll/Frame A and B

**Historic Name**  
United States Post Office

**Other Names**  
same

**County**  
Kansas City

**Address**  
315 West Pershing Road

**City/Quad**  
Kansas City

**Ownership**  
United States Treasury Department

**Area(s) of Significance/Context(s)**  
Architecture

**Significant Person(s)**  
N/A

**Significant Event Date(s)**  
1930-1933; 1930-1949

**Architect/Builder/Designer/Engineer**

Design: Wetmore, James A. (Acting Supervising Architect, Treasury Department); Simon, Louis A. (Supt. Architecture Division, Treasury Department); Brooks, T.V. (Supt. Structural Division, Treasury Department); Thompson, N.S. (Supt. Mechanical Division, Treasury Department); Construction: Ring Construction Company (Minneapolis). Planning Plan: Procurement Division, Rear Admiral C.J. Peoples, Public Works Branch, March 21, 1934. Remodeling: Simon, Louis A. (Supervising Architect, Treasury Department), 1940.

**Architectural Style**  
Neo-Classical Revival

**Vernacular Type**

**Construction Date**  
1930-1933

**Alteration Date(s)**  
1940, 1957; 1975 (lock boxes); 1980s (lock boxes and hallway at main lobby); 1985 (elevators and causeway at 2nd floor)

**Historic Function**  
post office

**Historic Subfunction**

**Ancillary Structures**

**Resource Type**  
building

**No. of Stories**  
5 (with full basement)

**Structural Systems**  
reinforced concrete

**Exterior Wall Materials**  
limestone

**Other Materials**  
bronze

**Roof Shapes**  
flat

**Roof Materials**  
tar and gravel

**Roof Features**

**Foundation Materials**  
stone

**Porches**  
N/A

**Plan**  
rectangular

**Description of Environment and Outbuildings**  
see attached

**Prepared by**  
Cydney E. Millstein

**Organization**  
Architectural & Historical Research  
Kansas City, Missouri

**Date**  
March 1999

MISSOURI HISTORIC PROPERTY INVENTORY FORM  
Continuation Sheet

Page No. 2

Reference No.	Historic Name	County	Address
	United States Post Office	Jackson	315 W. Pershing Road

1. Historical Overview:

Plans for the new post office building at 315 W. Pershing Road in Kansas City, Missouri, were announced as early as April 1914. Federal officials, working with the Commercial Club and other Kansas City civic organizations, began discussions for a federal building to be constructed near Kansas City's Union Station. The new postal facility was planned to replace an obsolete post office located at 9th and Grand. Both the Treasury Department and United States Post Office Officials agreed that a million dollar site and a two million dollar building were needed "to meet the growing postal business [in Kansas City] adequately." On December 7, 1914, Representative Borland introduced a bill to appropriate three million dollars for a new Kansas City postal building. While planning for the facility continued, a temporary 62,000 square foot post office, located at 19th and Main Streets, was constructed in 1915 and leased for \$4500 a year until the new post office was erected.

On May 4, 1916, the House Public Buildings Committee authorized one million dollars for the purchase of the post office site. However, authorization of two million dollars for a building was not approved, as it was always the custom to obtain the site before making an appropriation for construction costs. The authorization for a site the committee approved and the contemplated cost of the building was much larger than was customarily granted to cities the size of Kansas City, due to the fact that postal receipts and business of the Kansas City post office were far above its relative rank in population.

Further plans for Kansas City's new post office were arrested by the war years and a subsequent war debt of a reported twenty-five billion dollars. An August 31, 1921, article in the *Kansas City Star* stated that "Kansas City's chance of getting a new postoffice (*sic*) building, no matter how much it is needed, is mighty slim under present conditions. The country has made a great howl for governmental economy. Congress has heard the clamor for decreased taxes and one of the first places it applied the ax to appropriations was on the building of postoffices. For the most part, construction has been limited to extensions . . . all appropriations must be cut to the bone."

Work on the post office finally resumed in January 1926 when the city plan commission approved proceedings to vacate Waldo Avenue and certain alleys in the old Waldo homestead tract near Union Station for the site of the new building. Officials from the Kansas City Terminal Railway Company, owners of the tract, touted that the site was regarded as the most logical one. Their claim was that the proposed location, the southeast corner of Pershing Road and Broadway Avenue, would permit the use of subways and tubes, facilitating the handling and redistribution of mail.

On January 17, 1927, the Treasury and Postal Departments allotted 100 million dollars for the construction of public buildings in 200 cities. From the total, \$3,870,000 was appropriated to Missouri; \$3,500,00 was earmarked for a new post office site and building in Kansas City. Then in June 1928 the Public Buildings Commission, comprised of Postmaster General New, Treasury Secretary Mellon and James A.

MISSOURI HISTORIC PROPERTY INVENTORY FORM  
Continuation Sheet

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Reference No.	Historic Name	County	Address
	United States Post Office	Jackson	315 W. Pershing Road

Wetmore, supervising architect of the Treasury, announced that the Waldo property had been chosen, although its acquisition was vigorously contested by locals. The tract, including additional land, measured 441 feet by 330 feet, extending from Pershing Road south to Twenty-fifth Street. Wetmore was appointed supervising architect for the project.

Again, progress on the Pershing Road building was thwarted. Title to the Waldo Tract was stalled for fourteen months due to differences between the Terminal Railway Company and the United States government. Separation of the mail for train dispatch remained the chief point of dispute. Negotiations reached the breaking point in March 1929 when the rail company revised its proposals for the handling of the mail and planned for the closing of nearby Central Street. Approval by city council to close Central Street removed the last of the obstacles. The tract finally acquired extended from Broadway to Wyandotte Streets and Pershing Road to Twenty-fifth Street, including all properties except for the Sweeney Building and Park board property to the southeast linked to Liberty Memorial. Local accounts stated the final purchase price totaled \$825,000. Title to the five-acre tract was received on November 6, 1929.

The Treasury Department's plans (supervised by Wetmore) for the post office were unveiled to Kansas Citians on May 4, 1930. Jesse I. Marshall, construction engineer of the Treasury Department, was named construction supervisor. On December 4, 1930, ground was broken at the site with Postmaster William E. Morton presiding. Ring Construction Company, Minneapolis, Minnesota, was named general contractor in June 1931 for \$2,497,000. Subcontractors, awarded contracts in July 1931, included the following: Kansas City Cut Stone Company, The Indiana Limestone Company, The Concrete Engineering Company, Pittsburgh Plate Glass Company, and Walter Plastering Company. The stone contract, one of the largest of its time, involved shipping approximately 250 carloads of rough stone from the Indiana Limestone Company quarries. All finishing work on the stone, except that of the columns, was executed in Kansas City.

The overall design was altered in October 1931 when Wetmore gave a staff directive to "increase the beauty and durability" of the new building. Proposed changes included the use of Carthage stone in place of concrete for the exterior and aluminum in place of steel for fenestration. The new proposal also called for a modification in the iron grillwork, from a plain to an ornamental design, in addition to extending the colossal colonnade to all four sides of the building. Finally, the interior surrounds of the entry doors at Pershing Road were to be changed from Indiana limestone to polished granite. Some details of Wetmore's modified scheme were implemented.

Dedication of Kansas City's Neo-Classical Revival post office occurred on August 31, 1933. On September 25, 1933, the building was officially opened for business, with over 1,000 workers employed. In 1936 the Kansas City facility was ranked as the "third busiest in the nation, exceeded in volume only by Chicago and New York." Today the building remains the headquarters of the postmaster and

MISSOURI HISTORIC PROPERTY INVENTORY FORM  
Continuation Sheet

Page No. 4

Reference No.	Historic Name	County	Address
	United States Post Office	Jackson	315 W. Pershing Road

executive officers of the postal service in Kansas City.

2. James A. Wetmore

James Alfonso Wetmore (1863-1940), acting architectural supervisor of the United States Treasury Department for thirty-four years, was born in Bath, New York. Wetmore, untrained as an architect, began his career as a court stenographer and worked in that capacity for the Treasury Department in 1885. He rose to the office of architectural supervisor "through his ability as an administrator and organizer." During his tenure, he not only supervised the design of more than 2,000 buildings, but also contributed frequent articles to *The Federal Architect*, a governmental publication. Surprisingly, Wetmore obtained his LL.B. from Georgetown University Law School in 1896. He retired in 1934 and moved to Coral Gables, Florida, where he later passed away. At the time of his death, he was survived by his widow, Anna Wetmore, a son William and a daughter Viola Corrick.

A small sampling of Wetmore's supervised designs include the Internal Revenue Building (1932), Washington, D.C., The United States Customs House (1932), Denver, and post office buildings (designed in 1918) located in Hackensack, New Jersey and Greenwich, Connecticut.

3. Further Description

Sited on five acres, the five-story reinforced concrete United States Post Office measures 265 by 280 feet. Although the main facade faces north, all facades are characterized by the same monumental design and embellishments in limestone. The fourth and fifth stories are distinguished by a colossal colonnade featuring fluted, Doric columns with egg and dart abacus. Prominent bronze spandrels, placed between each floor and column, feature festoons in high relief. The colonnade supports a denticulated cornice with carved rondels. The colonnade of each facade is flanked by projecting end bays; each bay is articulated by pilasters and colossal piers terminating in carved, highly stylized eagles. Bays are crowned by a stepped parapet decorated with alternating carved rondels and Doric frieze-inspired panels. Fenestration, often paired, consists of metal and aluminum multipaned, double-hung sash units. Parapet wall, raised above the main wall surface, is embellished with running, alternating rondels and festoons. The main entrance at the north facade, reached by a series of steps with solid rail and fluted pedestals, consists of three pedimented doorways, symmetrically placed. Grillwork is placed above the pediments, while the recessed entrances feature surrounds with carved rosettes and geometric banding. Carved, stylized eagles and wreaths rest above the entry bay.

Loading docks at the south and west facades are sheltered by a flat-roofed canopy and screened by prominent walls. An employee entrance, featuring multipaned double-doors with transom and sidelights, is located at the west facade. A tunnel, 18 feet wide and 12 feet high, originally housing mail chutes and a conveyor belt, is located in the sub-basement and connects to the former mail center of neighboring Union Station.

**MISSOURI HISTORIC PROPERTY INVENTORY FORM**  
Continuation Sheet

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Reference No.	Historic Name	County	Address
	United States Post Office	Jackson	315 W. Pershing Road

The interior of the post office features, at the first floor, a public lobby extending east and west 18 feet wide by 220 feet long. The floors and walls are finished in marble, while the ceiling is embellished in ornamental plaster. Lock boxes are designed in ornamental bronze. Service tables, also of bronze, are from the lobby of the main branch of the First National Bank Building, Kansas City, Missouri. Alterations to the lobby, including the lock box area and service desk, occurred in the 1980s. The remainder of the interior features an open industrial design and houses mail processing, an employee cafeteria, print shop, general offices, lockers and shower rooms. While the majority of space is dedicated to mail processing, the fifth floor houses general offices for the postal activities in the district. A light court, 84 feet by 132 feet is located at the fifth floor.

**4. Description of Environment:**

The United States Post Office is located at the intersection of Broadway Boulevard and Pershing Road. To the north is a surface parking area and to the northeast is Union Station. To the east is the Sweeney Building and the west is a brick commercial property. Liberty Memorial and Penn Valley Park lie to the southeast.

**5. Statement of Significance:**

The United States Post Office, Kansas City, Missouri, is eligible for listing in the National Register of Historic Places under Criteria A and C and is significant in the following areas: **GOVERNMENT:** The United States Post Office, in connection with Union Station, developed a distinctive system to facilitate the sorting and forwarding of the large volume of mail handled in Kansas City. The inter-relationship between rail transport and the postal system terminated in 1963, when the federal government selected the airline industry as the mail carrier. In addition, the facility was ranked the third busiest postal unit in the United States. **ARCHITECTURE:** Designed by the United States Treasury Department in 1931, The United States Post Office is one of the best examples of the Neo-Classical Revival Style in Kansas City and was the first major government building to be constructed in the 1930s.

**6. Future Plans**

Proposed alterations to historic features, both exterior and interior, of the United States Post Office include the following (see attached Memorandum dated March 17, 1999):

1. Provide handicap access for public at the main or north facade into the main lobby.
2. Modifications to the lock box area in the main lobby.
3. Restoration of the existing skylight located at the fourth floor.
4. Replacement of existing metal sash fenestration, first through fifth floors. The interior fifth floor windows, facing the interior skylight area, may also be included.



MISSOURI HISTORIC PROPERTY INVENTORY FORM  
Continuation Sheet

Page No. 6

Reference No.	Historic Name	County	Address
	United States Post Office	Jackson	315 W. Pershing Road

All proposed work will comply, whenever possible, with the Secretary of Interior's Standards for Rehabilitation. Plans are being prepared by Burns and McDonnell, Kansas City, Missouri.

7. Sources of Information

*Kansas City Journal-Post*, January 8, 1926; June 4, 1928; February 13, 1927; May 8, 1932; July 17, 1932.

*Kansas City Star*, April 23, 1914; November 18, 1914; November 24, 1914, December 7, 1914; August 29, 1921; August 31, 1921; January 17, 1927; June 4, 1928; June 19, 1928; March 27, 1929; June 13, 1929; August 11, 1929; May 4, 1930; May 11, 1930; November 9, 1930; December 9, 1930; July 17, 1931; May 7, 1932.

"Kansas City Terminal Completes Large Mail-Handling Plant." *Railway Age*, Vol 97, No. 5 (August 4, 1934).

*Kansas City Times*, November 25, 1913; May 4, 1916; August 15, 1918; March 25, 1921; August 31, 1933.

*Mid-West Contractor*, December 17, 1930, 20; May 20, 1931, 26; July 15, 1931, 20.

"Missouri Historic Inventory Form", December 30, 1981.

*The New York Times*, March 15, 1940.

Plans, United States Post Office (No. 240042), February 24, 1931; Planting Plan, March 21, 1934; Foundation Plan January 15, 1931; remodeling plan, 1940.

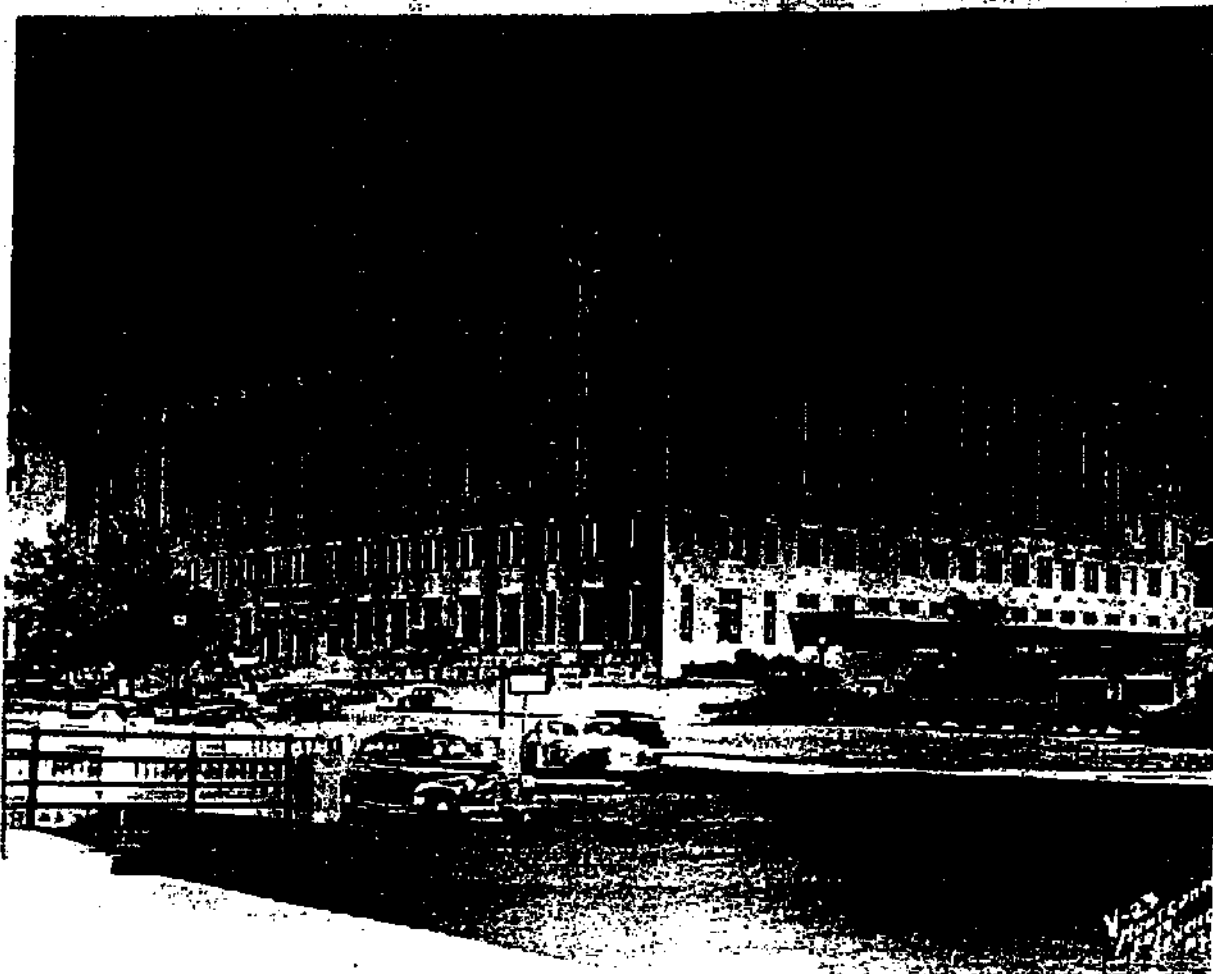
Photographic Collection, Missouri Valley Room Special Collections, Kansas City Public Library, Kansas City, Missouri.

Withey, Henry F. And Elsie R. *Biographical Dictionary of American Architects (Deceased)*. Los Angeles: New Age Publishing company, 1956.



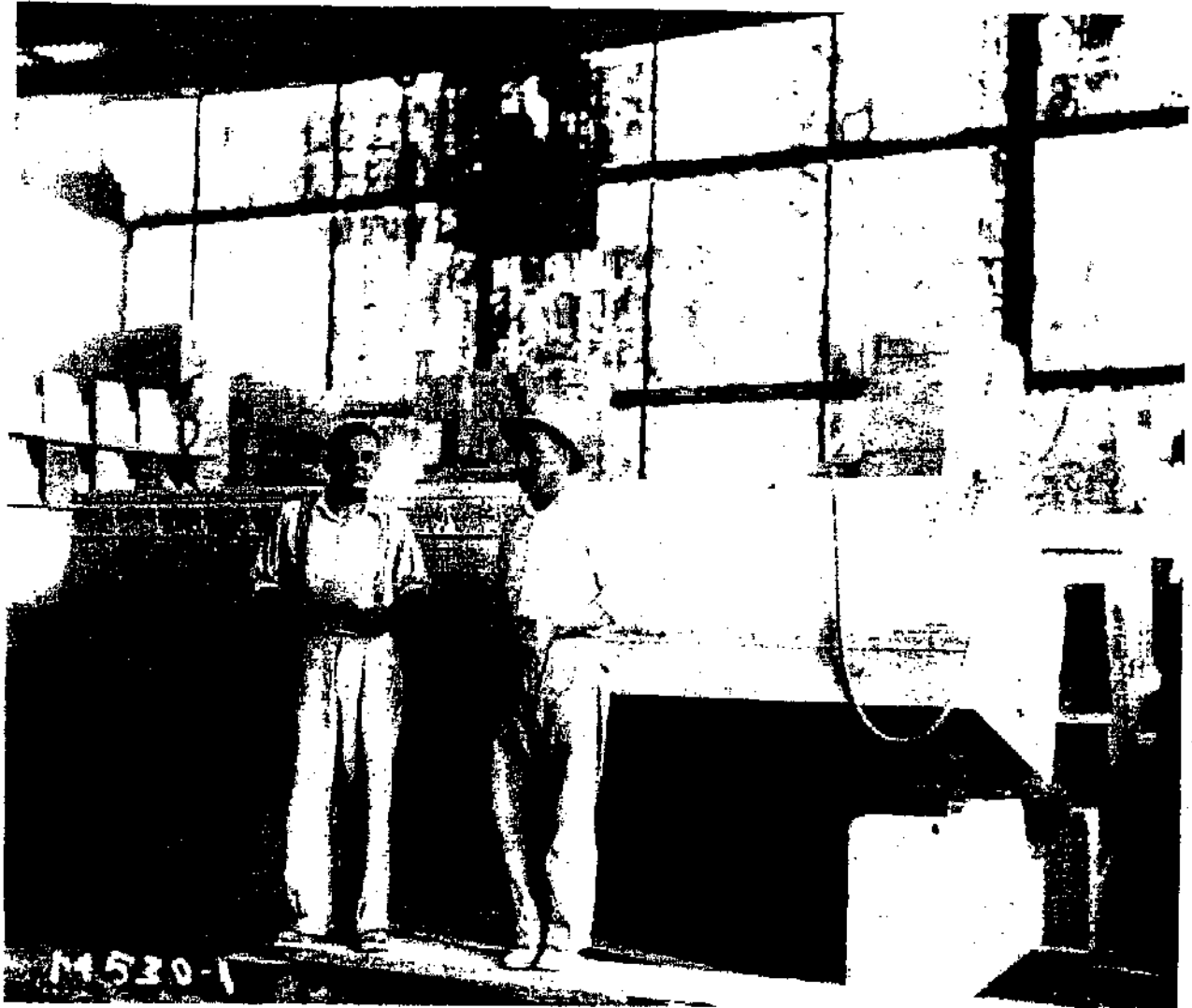
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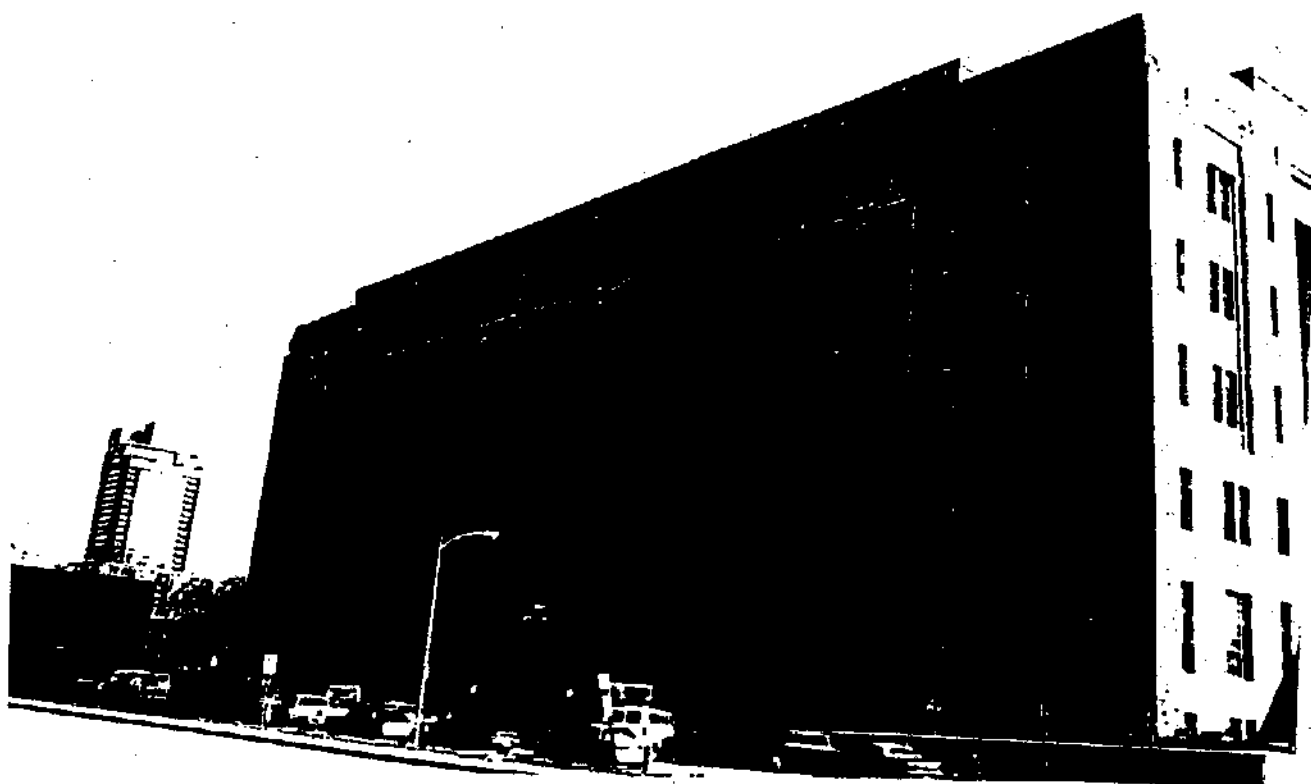
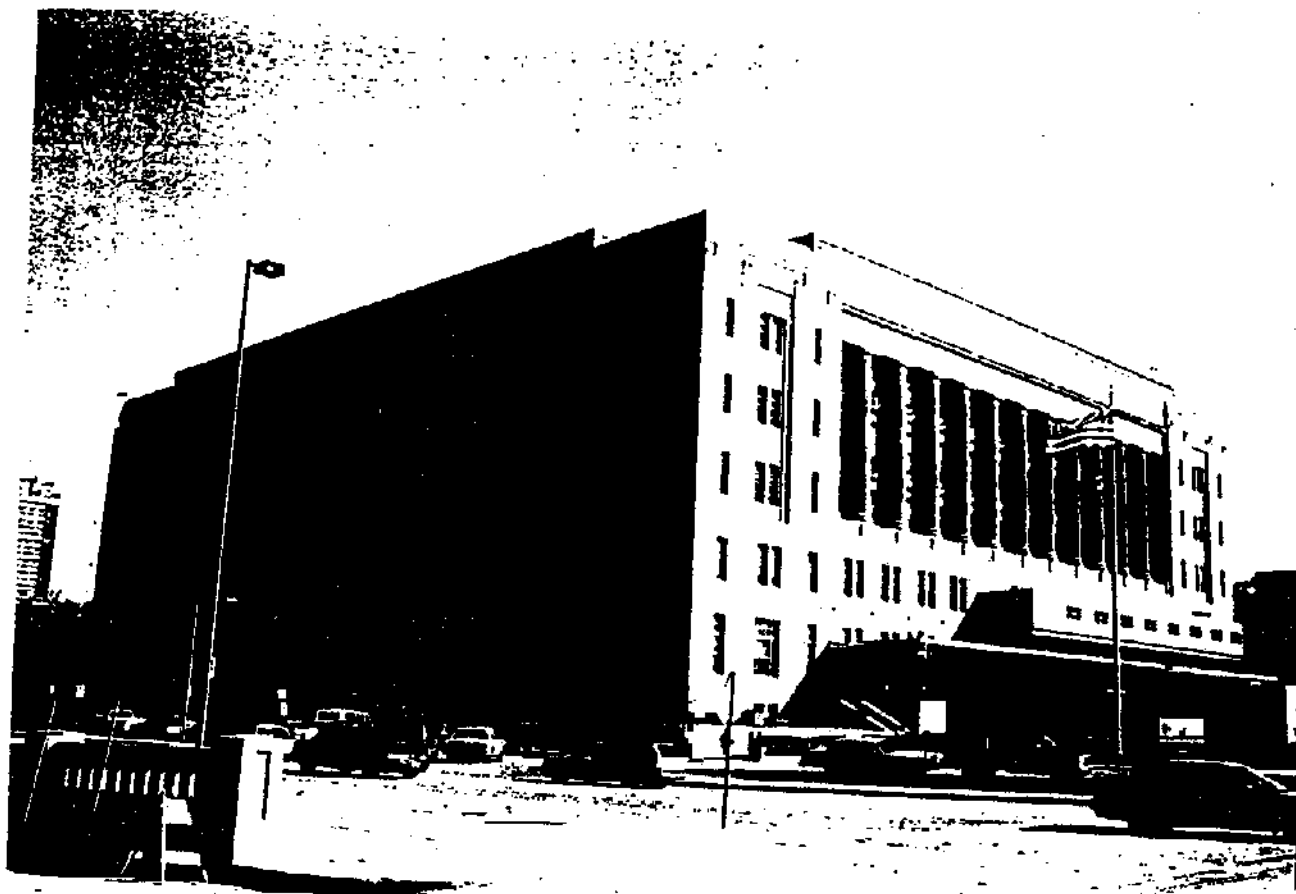
Source: Missouri Valley Room, Special Collections, KCPL



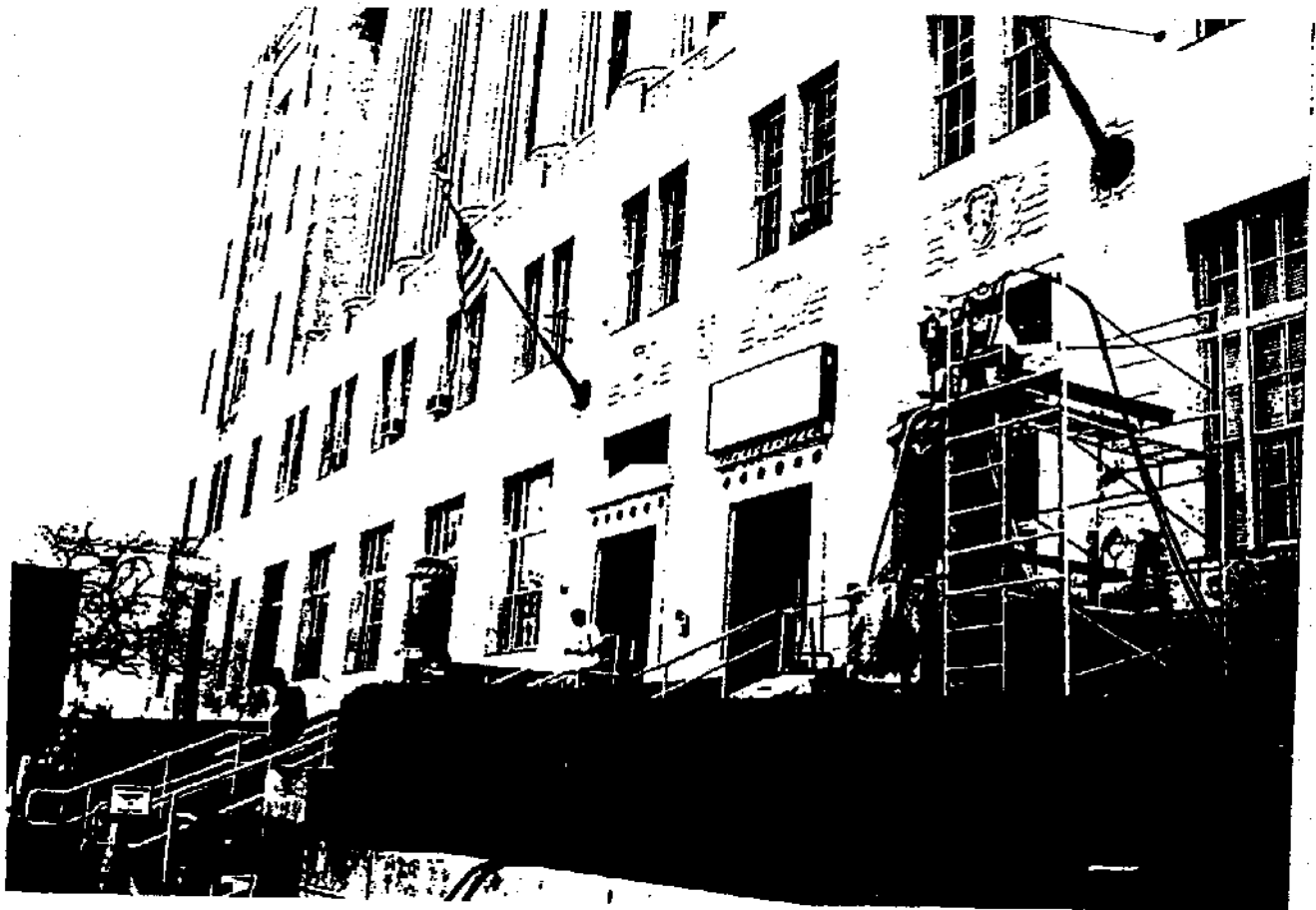
Date: 1945

Source: Missouri Valley Room Special Collections, KCPL



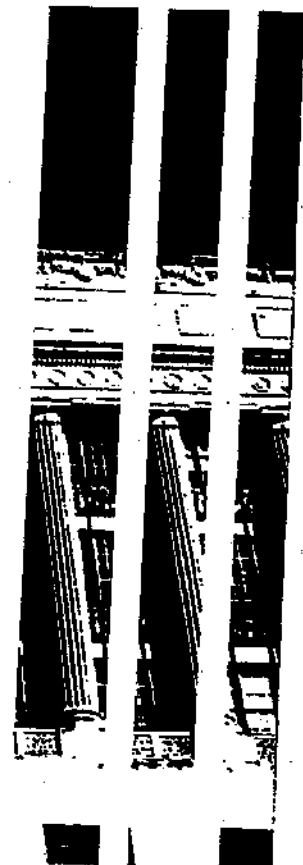








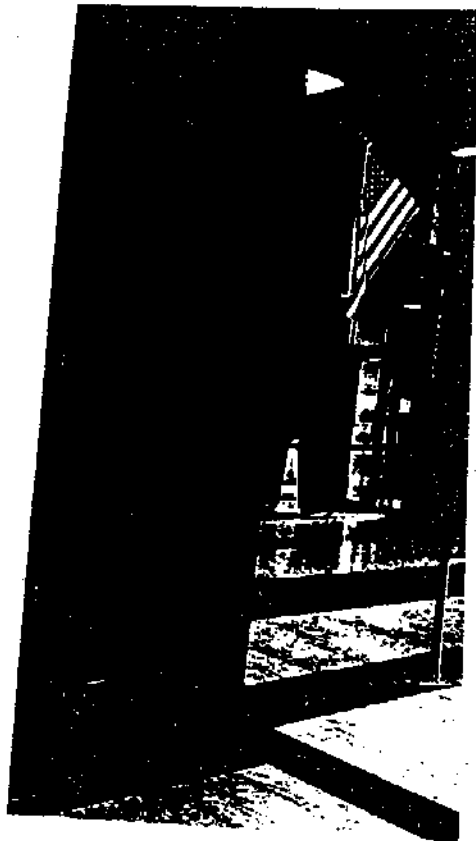






# Outstanding On Tax Day

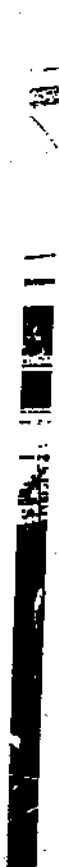
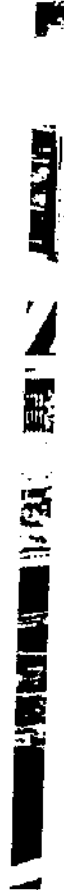
We'll be standing out at the curb  
on April 15th to receive your  
and no said returns















MISSOURI HISTORIC PROPERTY INVENTORY FORM  
Continuation Sheet

Page No. 7

Reference No.	Historic Name	County	Address
	United States Post Office	Jackson	315 W. Pershing Road

8. Photograph Descriptions:

Date: March 1999  
Photographer: Cydney Millstein

No.	View
1	North and west facades; view facing southeast
2	North facade; view facing southeast
3	Detail of north facade; view facing southeast
4	Detail of main entrance; view facing south
5	East facade; view facing west
6	East and south facades; view facing northwest
7	South and west facades; view facing northeast
8	West facade; view facing east
9	Main lobby; view facing northwest
10	Main lobby lock boxes; view facing south
11	Main lobby; view facing east
12	Main lobby; view facing west
13	Main lobby; view facing east
14	Main lobby, customer desk; view facing southwest
15	First floor; view looking northwest
16	First floor; view looking southwest
17	Fourth floor; view looking west, southwest
18	Fourth floor; view looking east

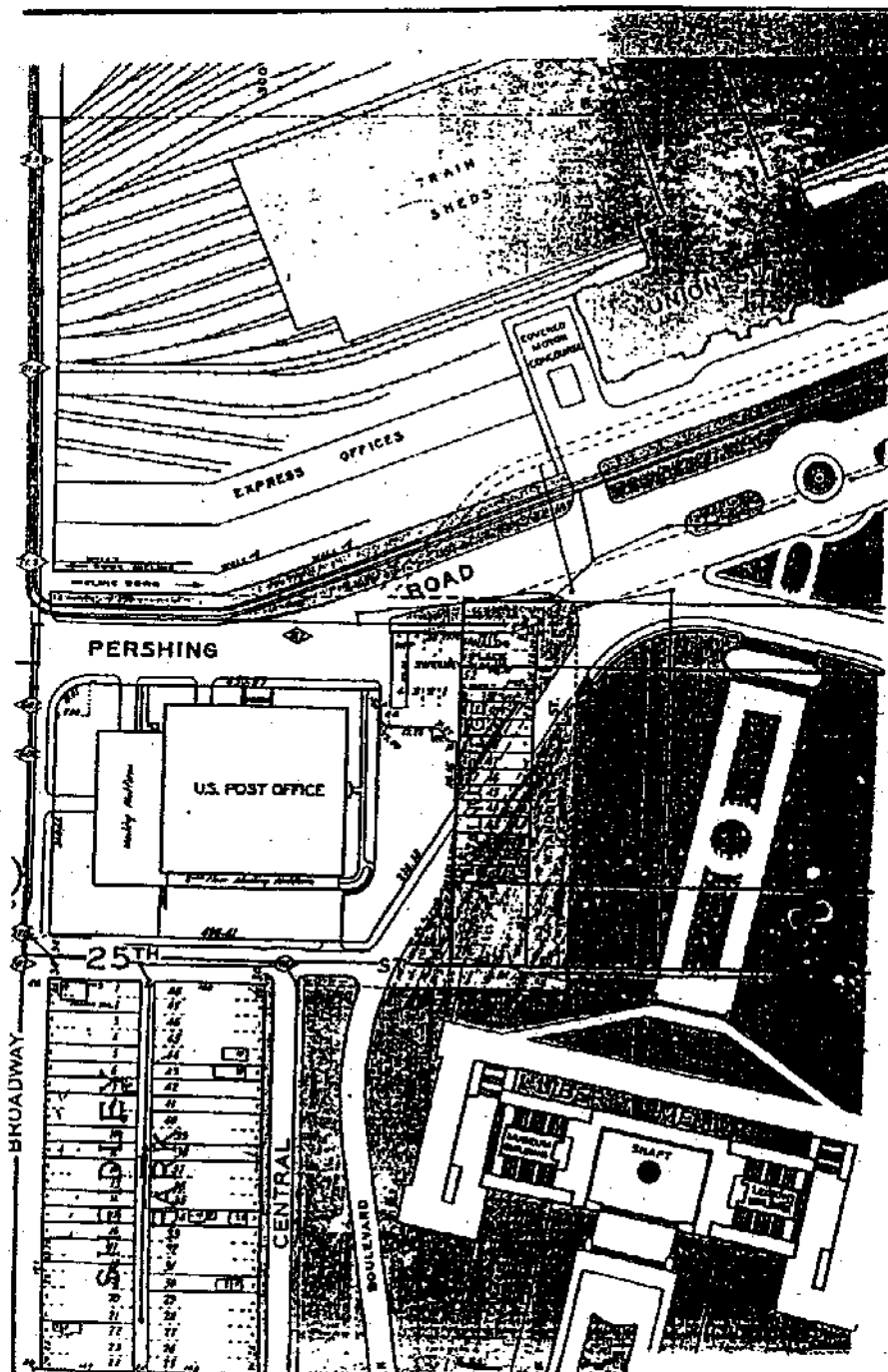
MISSOURI HISTORIC PROPERTY INVENTORY FORM  
Continuation Sheet

Page No. 8

Reference No.	Historic Name	County	Address
	United States Post Office	Jackson	315 W. Pershing Road

Site Plan: The United States Post Office, Union Station and Liberty Memorial, Kansas City, Missouri.

Source: *Atlas of Kansas City, Missouri and Its Environs, 1925*



**EXHIBIT 11**

**EVIDENCE OF FINANCING INTEREST**

# FAHNESTOCK

ESTABLISHED 1881

Fahnestock & Co. Inc.  
4717 Grand Avenue, Suite 800  
Kansas City, Missouri 64112  
816-932-7200 Facsimile: 816-561-9537

Members of All  
Principal Exchanges

February 11, 2003

*Via Facsimile*

Mr. Vince Dasta  
DST Realty, Inc.  
333 West Eleventh Street, Suite 101  
Kansas City, Missouri 64105

**Re: Pershing Road Redevelopment Tax Increment Financing Plan**

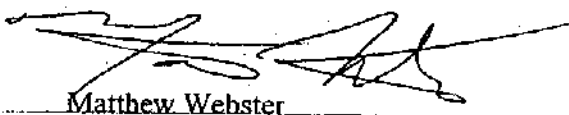
Dear Mr. Dasta:

We have reviewed the cash flow calculations for the Pershing Road Redevelopment Tax Increment Financing Plan (the "TIF Plan") and the lease and tax increment financing ("TIF") revenues projected to be generated by the TIF Plan. With credit enhancement provided by the GSA lease, and assuming the projected development occurs as detailed in the TIF Plan, bonds secured by the lease revenue and TIF revenue are projected to be sufficient to fund construction costs not funded from developer equity.

Having reviewed the funding for the TIF Plan, we believe that with appropriate credit enhancement and subject to favorable market conditions at the time of the bond sale, Fahnestock & Co. will be able to successfully underwrite and complete the sale of bonds or other debt instruments to finance the portion of the project costs not covered by developer equity. Successful completion of the financing will, of course, be subject to our usual due diligence review prior to the time of sale. Additionally, this undertaking to finance assumes our final approval of all financial and legal terms and conditions and all documentation relating to the financing. We look forward to working with you, the TIF Commission and the City to successfully complete the TIF Project and we stand ready to provide input with regard to the final plan of financing.

Very truly yours,

FAHNESTOCK & CO. INC.



Matthew Webster  
Vice President

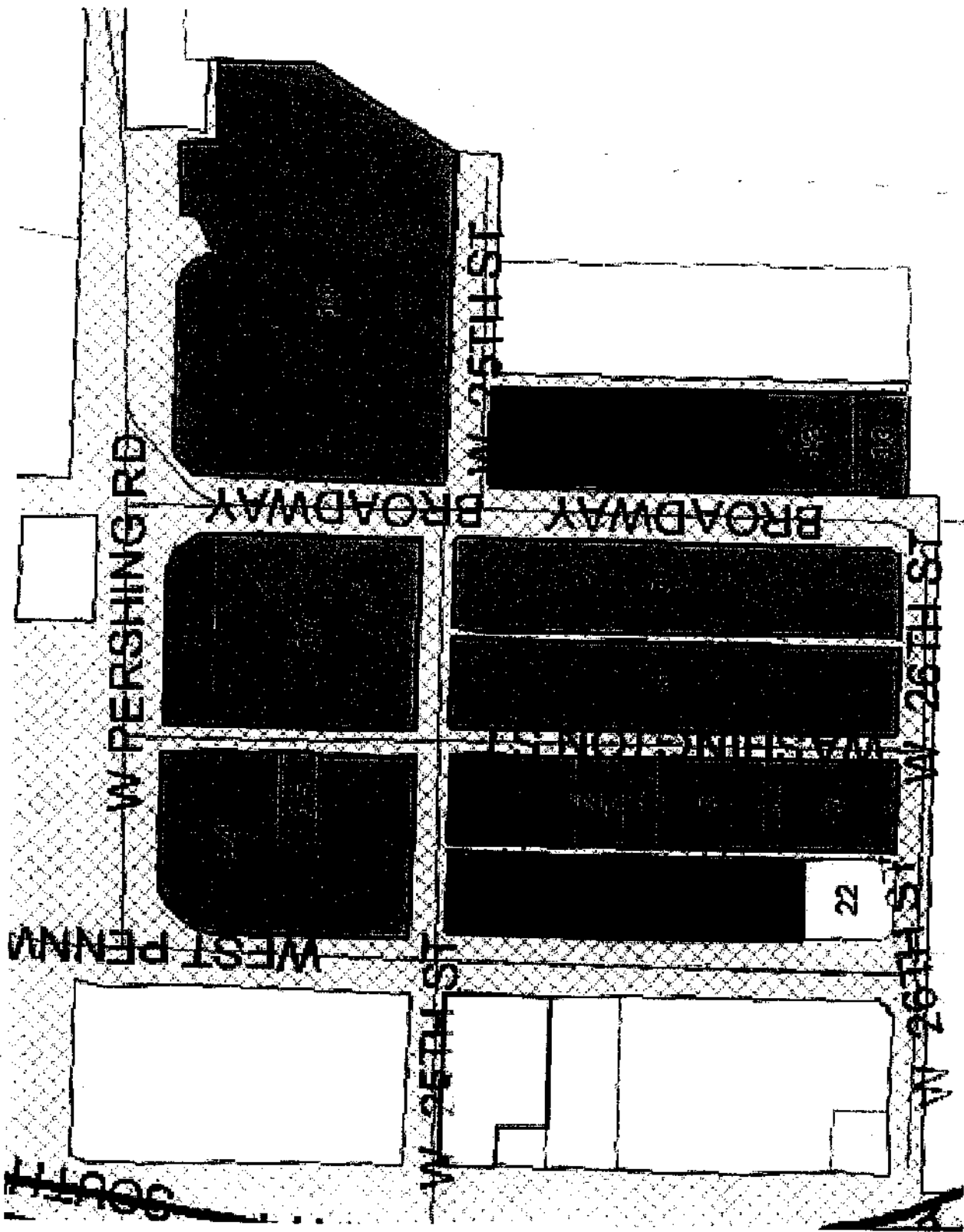
/mw

**EXHIBIT 12**  
**ACQUISITION**

**PROPERTY OWNERS  
SOUTH OF PERSHING ROAD**

1	Robert S. Ehinger, Trustee 4802 E. 12 <sup>th</sup> St. Kansas City, MO 64127
2	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
3	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
4	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
5	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
6	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
7	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
8	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
9	The United States Postal Service 222 S. Riverside Plaza, #1200 Chicago, IL 60606
10	Gaylord C. and Sherman D. Johnson 2501 Broadway Kansas City, MO 64108
11	B-26 Company 1200 Main Street, #3910 Kansas City, MO 64105

12	Kansas City Post Office et 2539 Broadway Kansas City, MO 64108
13	Kansas City Post Office Employee Credit Union 2539 Broadway Kansas City, MO 64108
14	U. S. Postal Service 5700 Broadmoor, RM 920 Mission, KS 66202
15	U. S. Postal Service 5700 Broadmoor, RM 920 Mission, KS 66202
16	Robert S. Ehinger, Trustee 4802 E. 12 <sup>th</sup> St. Kansas City, MO 64127
17	United States Postal Service 433 W. Van Buren St. Chicago, IL 60699-0210
18	USA Post Office c/o Building Manager 315 W. Pershing Road Kansas City, MO 64108
19	Gregory J. Kallos, Trustee 311 W. 123 <sup>rd</sup> Terr. Kansas City, Missouri 64145
20	GK LLC 311 W. 123 <sup>rd</sup> Terr. Kansas City, Missouri 64145
21	GK LLC 311 W. 123 <sup>rd</sup> Terr. Kansas City, Missouri 64145



**EXHIBIT 13**

**RELOCATION ASSISTANCE**



## **EXHIBIT 13**

### **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 14**

**REDEVELOPER AFFIDAVIT**

**BEFORE THE TAX INCREMENT FINANCING COMMISSION  
OF KANSAS CITY, MISSOURI**

**PERSHING ROAD REDEVELOPMENT TAX INCREMENT FINANCING PLAN  
DST REALTY, INC., Applicant**

**AFFIDAVIT OF STEPHEN K. TAYLOR**

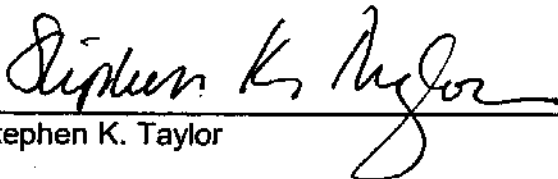
STATE OF MISSOURI       )  
                                  )  
COUNTY OF JACKSON     )       ss:

Before the undersigned, a duly authorized notary public, in and for the said county, appears Stephen K. Taylor, who after being duly sworn upon his oath, states as follows:

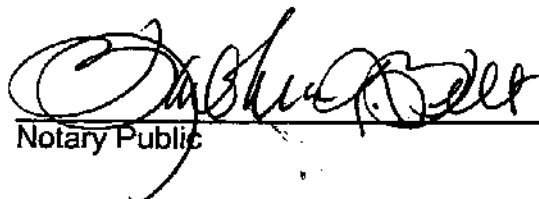
1. At all times relevant herein, I have been Vice President of DST Realty, Inc. ("Redeveloper"), a Missouri corporation, and I make this statement on behalf of the Redeveloper.
2. In preparation for submission of the Pershing Road Redevelopment Tax Increment Financing Plan ("Redevelopment Plan") to the Kansas City, Missouri Tax Increment Financing Commission ("TIFC"), I arranged for the preparation of a Blight Analysis by Development Initiatives, Inc. I have reviewed this study and relied on the information contained therein and my own personal knowledge of the Redevelopment Area as the basis for this statement.
3. Based upon this information, to the best of my knowledge, the following conditions exist in the Redevelopment Area.
  - A. A significant portion of the Redevelopment Area described in the Redevelopment Plan was declared a "conservation area" by the City of Kansas City, Missouri, under the Missouri Revised Statutes definition, pursuant to Ordinance, No. 951016, dated July 12, 1995.
  - B. Since the conservation area designation under Ordinance No. 951016, virtually no new development by private enterprise has occurred in the Redevelopment Area.
  - C. The proposed Redevelopment Area as a whole suffers from unsafe and unsanitary conditions, deterioration of site improvements and conditions which endanger life and property.

- D. Excessive trash and debris is scattered throughout the Redevelopment Area facilities, including dead animals and significant amounts of animal feces.
- E. The site overall suffers from inadequate surface parking lot lighting, inadequate fire prevention equipment and inadequate plumbing and electrical systems.
- F. Many of the structures in the Redevelopment Area are significantly run down, characterized by broken windows and broken doors.
4. Based on the foregoing, and my knowledge and belief, the Redevelopment Area is blighted according to the standards set forth in the Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.810.
5. I have based my opinion in Paragraph 6 below on my personal review and understanding of the financial information prepared for this proposed redevelopment by the Redeveloper. To the best of my knowledge and belief, all of the information contained therein is true and all of the assumptions that provided the basis for the financial study were reasonable.
6. Based upon the financial analysis prepared for this Redevelopment Area, to the best of my knowledge and belief, the Redevelopment Area has not been subject to growth and development by private enterprise and will not reasonably be anticipated to be redeveloped without the use of tax increment financing.
7. I attest that the above information is truthfully submitted in accordance with the provisions of 99.810(1) RSMo, which I have reviewed and understand.

FURTHER AFFIANT SAYETH NAUGHT.

  
Stephen K. Taylor

Subscribed and sworn to before me this 17<sup>th</sup> day of March, 2003.

  
Notary Public

My Commission Expires:

