

**First Amendment  
to the Shoal Creek  
Tax Increment Financing Plan**

The First Amendment to the Shoal Creek Tax Increment Financing Plan (hereinafter the "First Amendment") is to amend the Shoal Creek Tax Increment Financing Plan as adopted by the City Council of Kansas City, Missouri by way of Ordinance No. 941443 (hereinafter the "Plan"). The First Amendment to the Plan provides for the expansion of the Shoal Creek Redevelopment Area to include property located on the north side of Missouri Highway 152 between Flintlock Road and the Kansas City-Liberty city limits. The First Amendment to the Plan would provide for the use of incremental tax revenues to assist in financing construction of portions of Shoal Creek Parkway located between Interstate 435 and N. Brighton Avenue; N.E. 72<sup>nd</sup> Street between Gladstone city limits and N. Brighton; Maplewood Parkway between N. Brighton and Interstate 435; N.E. 76<sup>th</sup> Street between Interstate 435 and Maplewoods Parkway; N.E. 96<sup>th</sup> Street between Shoal Creek Parkway and N. Flintlock Road; N. Flintlock Road between N.E. 96 and N.E. 76<sup>th</sup> Street; and N. Brighton Avenue between Missouri Route 152 and N. Pleasant Valley; as well as sidewalks, streetlights and appurtenances. The intent of the Plan remains unchanged other than those changes specifically mentioned.

Amendment No. 1: Delete Exhibit 1, Location and Legal Description of the Shoal Creek Redevelopment Area, and insert the revised Exhibit 1, attached hereto, in its stead.

Amendment No. 2: Delete Exhibit 2, Site Plan, of the Plan and insert the revised Exhibit 2, attached hereto, in its stead.

Amendment No. 3: Delete Exhibit 3, Specific Objectives of Redevelopment Plan, and insert the revised Exhibit 3, attached hereto, in its stead.

Amendment No. 4: Delete Exhibit 4, Estimated Redevelopment Project Costs, and insert the revised Exhibit 4, attached hereto, in its stead.

Amendment No. 5: Delete Exhibit 5, Source of Funds for All Estimated Redevelopment Project Costs, and insert the revised Exhibit 5, attached hereto, in its stead.

Amendment No. 6: Delete the first page of Exhibit 6, Shoal Creek Parkway Tax Increment Financing Plan TIF Revenue Projections for All Projects, and insert the pages attached hereto as a part of Exhibit 6.

Amendment No. 7: Insert as addendum to Exhibit 8, Existing Condition Study, a supplement to said study, attached hereto.

Amendment No. 8: Revise Section I.A., Summary, as follows:

Summary. The Shoal Creek Parkway Tax Increment Financing Plan (the "Plan") calls for the development of the Redevelopment Area through the construction of the Shoal Creek Parkway running between Interstate 435 and N. Brighton Avenue; N.E. 72<sup>nd</sup> Street between Gladstone CL and N. Brighton; Maplewood Parkway between N. Brighton and Interstate 435; N.E. 76<sup>th</sup> Street between Interstate 435 and Maplewoods Parkway; N.E. 96<sup>th</sup> Street between Shoal Creek Parkway and N. Flintlock Road; N. Flintlock Road between N.E. 96 and N.E. 76<sup>th</sup> Street; and N. Brighton Avenue between Missouri Route 152 and N. Pleasant Valley; as well as sidewalks, streetlights and appurtenances. The construction of the Parkway and specified street improvements will provide access and stimulate residential, commercial and recreational use of the northeast portion of the City of Kansas City which currently lacks basic infrastructure and services such as sanitary sewer, streets and water.

Amendment No. 9: Delete the first paragraph of Section II.A., Estimated Redevelopment Project Costs, and insert the following:

A. Estimated Redevelopment Project Costs. Estimated redevelopment project costs for the Plan are projected to be approximately \$36,934,455 over the life of the Plan. The Plan proposes that approximately \$33,631,745 in Redevelopment Project Costs be reimbursable from the Special Allocation Fund. The reimbursable Project Costs include those shown set forth in Exhibit 4. If the actual Redevelopment Project Costs exceed \$10,000,000 the excess shall be reimbursable from the Special Allocation Fund up to a maximum reimbursable amount of \$16,800,000. Any additional revenue beyond the \$16,800,000 shall be reimbursable solely from available Economic Activity Taxes.

The City's Public Works Department, Parks and Recreation Department or its agents will construct the specified road improvements. TIF will reimburse the costs associated with grading four lanes and paving two lanes of the roadway. Affected developers will be financially responsible for paying the costs of paving the remaining two lanes. In the event that the City or its agent(s) are prepared to construct the specified road improvements and no affected developers are identified, TIF will be used to pay all the costs associated with the road improvements. When development occurs in the vicinity of the TIF financed roadways, the affected developer(s) shall reimburse to a designated account the costs of paving two lanes.

Amendment No. 10: Delete Section II.B., Limitation on Project Costs, and insert the revised Section II.B., as follows:

B. Limitation on Project Costs. Any agreement for the implementation of the Plan shall include the following recitations:

approximately \$48,889,340 over the life of the Plan, will be made available upon annual appropriation, for deposit in the Special Allocation Fund. Ninety percent (90%) of the available Economic Activity Taxes will be used to pay eligible Redevelopment Project Costs and the remaining ten percent (10%) shall be distributed to the taxing districts in the redevelopment area which impose economic activity taxes, on a basis that is proportional to the amount of such economic activity taxes the taxing district would have received from the redevelopment area had tax increment financing not been adopted. Those Economic Activity Taxes estimated for deposit in the Special Allocation Fund are shown in Exhibit 6.

**Amendment No. 14:** Revise the first paragraph of Section VI., Most Recent Equalized Assessed Valuation, as follows.

The total initial equalized assessed valuation of the areas selected for Redevelopment Projects, according to the Kansas City Assessor's records, is \$1,841,650. The current combined tax levy (1993 levy rates) for agricultural and residential property is projected to be \$8.02 per \$100 assessed valuation on land and \$7.27 per \$100 assessed valuation on improvements and the current combined tax levy for commercial property is projected to be \$9.61 per \$100 assessed valuation on land and \$8.86 per \$100 assessed valuation on improvements. The current annual tax revenue without any property tax exemptions, is approximately \$161,120.

**Amendment No. 15:** Revise Section VII., Estimated Equalized Assessed Valuation After Redevelopment, as follows.

Upon completion of all of the Redevelopment Projects, the assessed valuation of the areas selected for Redevelopment projects is anticipated to be approximately \$107,427,470. The increase in assessed valuation therefore is anticipated to be approximately \$105,594,240. The resulting payments in Lieu of Taxes available to pay Redevelopment Project Costs by year are shown in Exhibit 6. When complete will yield an estimated \$8,493,370 in additional real property taxes annually.

**Amendment No. 16:** Delete Section XV., Affirmative Action, and insert the following:

The developer(s) will comply with the Commission's Affirmative Action Policy which will be incorporated as a part of the Development Agreement. The policy is intended to provide an equal opportunity for minority-owned business enterprises, women-owned business enterprises, minorities and women to participate in the development of TIF-assisted Redevelopment Projects. The policy supports and implements the affirmative action policy of the City of Kansas City by establishing the same goals and requiring a good faith effort to meet them. The Developer will adhere to such reasonable rules, regulations,

reporting procedures and forms which the Commission may from time to time promulgate for the purpose of facilitating uniform, orderly and efficient compliance with the policy and which do not alter the goals set forth in the policy or any other substantive provision. Any such rule, regulation, procedure or form pertaining to the administration of the Policy may be amended or changed by the Commission from time to time upon notice to Developer, so long as no such amendment or change alters the affirmative action goals or other substantive provisions of the policy.

**Amendment No. 17:** Add a new Section XVI.E., Street Design Guidelines, to read as follows:

**E. Street Design Guidelines:** Improvements to arterial streets and parkways shall be in compliance with the guidelines set forth in Exhibit 15 attached to this Plan.

8/13/97 Approved

EXHIBIT 1  
LOCATION AND LEGAL DESCRIPTION  
OF THE  
SHOAL CREEK REDEVELOPMENT AREA

REDEVELOPMENT AREA

The Redevelopment Area is legally described as follows:

Beginning at the intersection of the center line of N.E. 96th Street and the northerly extension of the east line of Shoal Creek Park, said point also being located on the north section line of Section 4, Township 51, Range 32; thence east along the north section line of Section 4, Township 51, Range 32 to the intersection with the east quarter section line of the Northwest Quarter of Section 3, Township 51, Range 32; thence south along the east quarter section line of the Northwest Quarter of Section 3, Township 51, Range 32 to the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence east along the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32 to the east quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence south along the east quarter section line of the Northwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32 to the north section line of Section 10, Township 51, Range 32; thence east along the north section line of Section 10, Township 51, Range 32 and Section 11, Township 51, Range 32 to the center line of N.E. Flintlock Road, said point located on the east quarter section line of the Northeast Quarter of the Northwest Quarter of Section 11, Township 51, Range 32; thence south along the center line of N.E. Flintlock Road to a point 1290 feet, more or less, north of the southwest corner of the Northeast Quarter of Section 11, Township 51, Range 32; thence North 89 degrees 06 minutes 22 seconds West, 2591.44 feet to a point on the west line of the Northeast Quarter of Section 11, Township 51, Range 32, said line being the Kansas City-Liberty city limits line; thence south and southwesterly along the Kansas City-Liberty city limits line to the center line of Missouri Route 152; thence southwesterly along the eastern city limits of Kansas City, Missouri a distance 3,400 feet, more or less; thence north 61 degrees west a distance of 1,804.54 feet, more or less, to a point on the center line of N.E. Flintlock Road, said point being 580 feet, more or less, northeasterly of the south section line of Section 11, Township 51, Range 32; thence southwesterly and south along the center line of N.E. Flintlock Road to the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32; thence west along the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32 to the center line of N. Stark Avenue, said point located on the east section line of Section 15, Township 51, Range 32; thence south along the center line of N. Stark Avenue to the City of Kansas City - Pleasant Valley city limits, said point being located on the south section line of Section 15, Township 51, Range 32; thence west along the City of Kansas City - Pleasant Valley city limits to the intersection with

the east right-of-way line of Interstate 435; thence northerly along the east right-of-way line of Interstate 435 to the south section line of Section 9, Township 51, Range 32 and the south section line of Section 8, Township 51, Range 32 to the east right-of-way line of North Brighton Avenue; thence north along the east right-of-way line of North Brighton Avenue to the center line of Missouri Route 152; thence east along the center line of Missouri Route 152 to the intersection with the southerly extension of the east right-of-way line of North Colorado Avenue; thence north along the east right-of-way line of North Colorado Avenue to the center line of N.E. Barry Road; thence east along the center line of N.E. Barry Road to the east right-of-way line of Interstate 435; thence northerly along the east right-of-way line of Interstate 435 to the center line of N.E. 96th Street; thence east and southeasterly along the center line of N.E. 96th Street to the Point of Beginning, all now included in the City of Kansas City, Clay County, Missouri.

#### **REDEVELOPMENT PROJECT A**

All the south half of Section 15, Township 51, Range 32 and that part of the Southeast Quarter of the Northeast Quarter and the Northeast Quarter of the Southeast Quarter of Section 16, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the center line of N. Stark Avenue and the City of Kansas City - Pleasant Valley city limits line; thence west along the City of Kansas City - Pleasant Valley city limits line to the west line of Section 15, Township 51, Range 32; thence north along the west line of Section 15, Township 51, Range 32, to a distance of approximately 1,678.61 feet; thence northwesterly along a curve to the right a radius of 1,145.92 feet, an arc distance of 593.52 feet; thence North 25 degrees, 06 minutes, 03 seconds East a distance of 1,075 feet; thence South 64 degrees 53 minutes 57 seconds East, a distance of 483.92 feet to the northeast corner of the Southeast Quarter of Section 15, Township 51, Range 32; thence east along the north line of the Southeast Quarter and the Southwest Quarter of Section 15, Township 51 Range 32 to the center line of N. Stark Avenue; thence south along the center line of N. Stark Avenue to the Point of Beginning.

#### **REDEVELOPMENT PROJECT B**

All that part of the Southeast Quarter of Section 16, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the Southeast Quarter of said Section 16, thence South 89 degrees 56 minutes 53 seconds West along the south line of the Southeast Quarter of said Section 16, a distance of 490.03 feet; thence North 0 degrees 33 minutes 09 seconds East, a distance of 310.27 feet; thence North 89 degrees 26 minutes 51 seconds West, a distance of 95.00 feet; thence North 26 degrees 17 minutes 46 seconds West a distance of 124.59 feet; thence North 43 degrees 48 minutes 19 seconds West, a distance of 56.47 feet; thence North 56 degrees 00 minutes 59 seconds West, a distance of 112.56 feet; thence North 39 degrees 43 minutes 21 seconds West, a distance of 381.48 feet; thence northeasterly along a curve to the left, the initial tangent having a bearing of North 41 degrees 00 minutes 25 seconds East, having a radius of 2009.86 feet, an arc distance of 557.96 feet; thence North 25 degrees 06 minutes 03 seconds East, a distance of 561.05 feet; thence southeasterly along a curve to the left, the initial tangent having a bearing of South 64 degrees 03 minutes 50 seconds East, having a radius of 1,145.92 feet, an arc distance of 493.34 feet to a point on the east line of the

Southeast Quarter of said Section 16; thence South 0 degrees 07 minutes 36 seconds West along the east line of the Southeast Quarter of said Section 16, a distance of 1,678.61 feet to the point of beginning.

#### REDEVELOPMENT PROJECT C

All that part of the Southeast Quarter of Section 16, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Commencing at the southeast corner of said Section 16; thence South 89 degrees 56 minutes 53 seconds West along the south line of the Southeast Quarter of said Section 16, a distance of 490.03 feet to the point of beginning of the tract of land herein to be described; thence South 89 degrees 56 minutes 53 seconds West along the south line of the Southeast Quarter of said Section 16, a distance of 794.75 feet to a point on the easterly line of the right-of-way of Interstate Route 435; thence North 7 degrees 24 minutes 02 seconds East along said easterly right-of-way line, a distance of 48.85 feet; thence North 13 degrees 21 minutes 50 seconds West along said easterly right-of-way, a distance of 405.84 feet; thence North 41 degrees 05 minutes 17 seconds East along said easterly right-of-way line, a distance of 217.08 feet; thence North 49 degrees 01 minutes 54 seconds East, a distance of 22.80 feet; thence northeasterly along a curve to the left, having the last described course as a tangent, having a radius of 2,009.86 feet, an arc distance of 281.50 feet; thence South 39 degrees 43 minutes 21 seconds East, a distance of 381.48 feet; thence South 56 degrees 00 minutes 59 seconds East, a distance of 112.56 feet; thence South 43 degrees 48 minutes 19 seconds East, a distance of 56.47 feet; thence South 26 degrees 17 minutes 46 seconds East, a distance of 124.59 feet; thence South 89 degrees 26 minutes 51 seconds East, a distance of 95.00 feet; thence South 0 degrees 33 minutes 09 seconds West, a distance of 310.27 feet to the point of beginning.

#### REDEVELOPMENT PROJECT D

All of that part of the Southeast Quarter of Section 11, Township 51, Range 32, Kansas City, Clay County Missouri, described as follows: Beginning at the intersection the south right-of-way line of Missouri Route 152 and the easterly right-of-way line of N. Church Road; thence southerly and southeasterly along the easterly right-of-way line of N. Church Road to the westerly right-of-way line of Interstate Route 35; thence northeasterly along the westerly right-of-way line of Interstate Route 35 to the southerly line of Missouri Route 152; thence west along the southerly right-of-way line of Missouri Route 152 to the Point of Beginning.

#### REDEVELOPMENT PROJECT E

All of that part of Sections 3, 4, 9 and 10 of Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning on the west line of the Northwest Quarter of Section 11, Township 51, Range 32, a distance of 700 feet south of the northwest corner; thence east 64.71 feet; thence South 42 degrees, 11 minutes, 52 seconds East, a distance of 1,694.11 feet; thence South 25 degrees, 35 minutes, 03 seconds East, a distance of 280 feet; thence South 42 degrees, 11 minutes 52 seconds East, a distance of 60 feet; thence North 47 degrees, 48 minutes, 08 seconds East, a distance of 250 feet; thence south 497.34 feet to the north right-of-way line of Missouri Route 152; thence

westerly along said north line 531.12 feet; thence North 42 degrees, 11 minutes, 52 seconds West, a distance of 1,520.92 feet to the west line of the Northwest Quarter of Section 11, Township 51, Range 32; thence northwest 268.68 feet; thence west 2,250 feet; thence south 1,313.78 feet to the north line of Missouri Route 152; thence west 609.91 feet; thence north 2,050 feet; thence northwest 342.4 feet; thence west 280 feet; thence north 330 feet to the north line of Section 10, Township 51, Range 32; thence west along the north section line of Section 10, Township 51, Range 32, and Section 9, Township 51, Range 32, to the west section line of Section 9, Township 51, Range 32; thence south along the west section line of Section 9, Township 51, Range 32 to the south line of the Northeast Quarter of the Southeast Quarter of Section 9, Township 51, Range 32; thence southwesterly, a distance of 763.66 feet; thence North 89 degrees, 44 minutes, 27 seconds West, a distance of 34.42 feet; thence North 0 degrees, 35 minutes, 33 seconds East, to the center line of N.E. Barry Road; thence west along the center line of N.E. Barry Road to the easterly right-of-way line of Interstate Route 435; thence northerly along the easterly right-of-way line of Interstate Route 435 to a point approximately 1,496 feet, more or less, south of the north section line of Section 4, Township 51, Range 32; thence South 89 degrees, 58 minutes, 13 seconds East, a distance of 1,042.6; thence North 0 degrees, 17 minutes, 30 seconds East a distance of 1,495.83 to the north section line of Section 4, Township 51, Range 32; thence east along the north section line of Section 4, Township 51, Range 32, to a point approximately 550 feet east of the west line of the Northeast Quarter of the Northeast Quarter of Section 4, Township 51, Range 32; thence south to the south line of the Northeast Quarter of Section 4, Township 51, Range 32; thence east along the south line of the Northeast Quarter of Section 4, Township 51, Range 32 to the east line of Section 4, Township 51, Range 32; thence south along the east line of Section 4, Township 51, Range 32, to the south line of the Northeast Quarter of the Southeast Quarter of Section 4, Township 51, Range 32; thence east along the south line of the northwest Quarter of the Southwest Quarter of Section 3, Township 51, Range 32 to a point 200 feet east of the west line of the Southeast Quarter of the Southwest Quarter of Section 3, Township 51, Range 32; thence north to a point 1580 feet north of the south section line of Section 3, Township 51, Range 32; thence east 1,468.86 feet; thence southeast 2,331.10 feet; thence east 1,512.94 to the Point of Beginning. Said legal description intending to include that part of Sections 3, 4, 9 and 10 of Township 51, Range 32, Kansas City, Clay County, Missouri, comprising Shoal Creek Park and that portion of the Park including Hodge Park.

#### REDEVELOPMENT PROJECT F

All that part of Sections 3, 4, 10, 11, 14, 15 and 16 of Township 51, Range 32, with the exception of the Shoal Creek Park, in Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the center line of N.E. 96th Street and the northerly extension of the east line of Shoal Creek Park, said point also being located on the north section line of Section 4, Township 51, Range 32; thence east along the north section line of Section 4, Township 51, Range 32, to the intersection with the east quarter section line of the Northwest Quarter of Section 3, Township 51, Range 32; thence south along the east quarter section line of the Northwest Quarter of Section 3, Township 51,



Range 32, to the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence east along the north quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32, to the east quarter section line of the Northwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32; thence south along the east quarter section line of the Northwest Quarter and the Southwest Quarter of the Southeast Quarter of Section 3, Township 51, Range 32, to the north section line of Section 10, Township 51, Range 32; thence east along the north section line of Section 10, Township 51, Range 32 and Section 11, Township 51, Range 32, to the center line of N.E. Flintlock Road; thence southerly and westerly along the center line of N.E. Flintlock Road to the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32; thence west along the south quarter section line of the Southwest Quarter of the Northwest Quarter of Section 14, Township 51, Range 32, and the south line of the north half of Section 15, Township 51, Range 32, to a point approximately 328.35 feet east of the northeast corner of the Southeast Quarter of Section 16, Township 51, Range 32; thence North 64 degrees 53 minutes 57 seconds West, a distance of 483.92 feet; thence South 25 degrees 06 minutes 03 seconds West, a distance of 1,075 feet; thence South 25 degrees 06 minutes 03 seconds West, a distance of 561 feet; thence southwesterly along a curve to the left, the initial tangent having a bearing of South 41 degrees 00 minutes 25 seconds West, having a radius of 2,009.86 feet, an arc distance of approximately 839.46 feet to the easterly right-of-way line of Interstate Route 435; thence northerly along the easterly right-of-way line of Interstate Route 435 to the center line of N.E. Barry Road, said point located on the north quarter section line of the Northeast Quarter of the Southwest Quarter; thence east along the center line of N.E. Barry Road to its intersection with the southerly extension of the east line of Shoal Creek Park; thence northerly along the easterly line of Shoal Creek Park to the north quarter section line of the Southeast Quarter of the Northeast Quarter of Section 9, Township 51, Range 32; thence east along the north quarter section line of the Southeast Quarter of the Northeast Quarter of Section 9, Township 51, Range 32; to the west section line of Section 10, Township 51, Range 32; thence north along the west section line of Section 10, Township 51, Range 32, to the north section line of Section 10, Township 51, Range 32; thence east along the north section line of Section 10, Township 51, Range 32, to the west quarter section line of Southeast Quarter of the Southwest Quarter of Section 3, Township 51, Range 32; thence north along the west quarter section line of Southeast Quarter of the Southwest Quarter of Section 3, Township 51, Range 32, to the south quarter section line of the Northwest Quarter of the Southwest Quarter of Section 3, Township 51, Range 32; thence west along the south quarter section line of the Northwest Quarter of the Southwest Quarter of Section 3, Township 51, Range 32, to the west section line of Section 3, Township 51, Range 32; thence north along the west section line of Section 3, Township 51, Range 32, to the south quarter section line of the Southeast Quarter of the Northeast Quarter of Section 4, Township 51, Range 32; thence west along the south quarter section line of the Southeast Quarter of the Northeast Quarter of Section 4, Township 51, Range 32, to the east line of Shoal Creek Park; thence north along the east line of Shoal Creek Park to the center line of N.E. 96th Street to the Point of Beginning.

#### REDEVELOPMENT PROJECT G

All of that Part of the Southeast Quarter and the Southeast Quarter of the Southwest Quarter of Section 11, Township 51, Range 32, and the Northwest Quarter of the Northeast Quarter of Section 14, Township 51, Range 32, Kansas City, Clay County, Missouri, as described as follows: Beginning at the intersection of the south right-of-way line of N.E. Barry Road and the east right-of-way line of N.E. Flintlock Road; thence southerly and southwesterly along the easterly right-of-way line of N.E. Flintlock Road to a point 580 feet, more or less, northeasterly of the South line of Section 11, Township 51, Range 32; thence South 61 degrees 56 minutes 19 seconds East, a distance of 944.48 feet to the westerly right-of-way line of Interstate Route 35; thence northeasterly along the westerly right-of-way of Interstate Route 31 to the westerly right-of-way line of N. Church Road; thence northerly and northwesterly along the westerly right-of-way line of N. Church Road to the south right-of-way line of N.E. Barry Road; thence west along the south right-of-way line of N.E. Barry Road to the Point of Beginning.

#### REDEVELOPMENT PROJECT H

All that part of Southeast Quarter of Section 8, Township 51, Range 32, and the Southwest Quarter of the Southwest Quarter, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the westerly right-of-way line of Interstate Route 435 and the south line of Section 9, Township 51, Range 32; thence west along the south line of Section 9, Township 51, Range 32 and Section 8, Township 51, Range 32 to the east right-of-way line of North Brighton Avenue; thence north along the east right-of-way line of North Brighton Avenue to the center line of Missouri Route 152; thence east along the center line of Missouri Route 152 to the intersection with the westerly right-of-way line of Interstate Route 435; thence south along the westerly right-of-way line of Interstate Route 435 to the Point of Beginning.

#### REDEVELOPMENT PROJECT I

All that part of Southeast Quarter of Section 8, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the center line of Missouri Route 152 and the southerly extension of the east right-of-way line of North Colorado Avenue; thence north along the east right-of-way line of North Colorado Avenue and its southerly extension to the center line of N.E. Barry Road; thence east along the center line of N.E. Barry Road to the westerly right-of-way line of Interstate Route 435; thence south along the westerly right-of-way line of Interstate Route 435 to the center line of Missouri Route 152; thence west along the center line of Missouri Route 152 to the Point of Beginning.

#### REDEVELOPMENT PROJECT J

All of that part of the north half of Section 15, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at a point on the north line of the Northwest Quarter, Section 15 Township 51, Range 32, said point being 907.5 feet east of the northwest corner of said Quarter Section; thence South 00 degrees, 57 minutes, 27 seconds West, a distance of 2,033.36 feet; thence North 88 degrees, 42 minutes, 16 seconds West, a distance of 428.45 feet; thence south to the south line of said Quarter Section; thence east along said south line to a point 285.18 feet west of the southeast corner of the Southeast Quarter of the Northeast Quarter; thence north a distance of 2,627.11 to a point 281.72 feet west of the northeast corner of Section 15 Township 51, Range 32; thence west along the north line of said Section to the Point of Beginning.

#### REDEVELOPMENT PROJECT K

All that Part of the Northwest Quarter of Section 4, Township 51, Range 32, Kansas City, Clay County, Missouri, described as follows: Beginning at the intersection of the easterly right-of-way line of Interstate Route 435 and the center line of N.E. 96th Street; thence east along the center line of N.E. 96th Street to a point approximately 886.62 feet, more or less, west of the east line of the Northwest Quarter of Section 4, Township 51, Range 32; thence South 0 degrees, 17 minutes, 30 seconds West a distance of 1,495.83 feet; thence North 89 degrees, 58 minutes, 13 seconds West a distance of 1,042.6 feet to the east right-of-way line of Interstate 435; thence northerly along the easterly right-of-way line of Interstate 435 to the Point of Beginning.

#### REDEVELOPMENT PROJECT L

A tract of land in the Northeast Quarter of Section 11, Township 51, Range 32, Kansas City, Clay County, Missouri, being bounded and described as follows: Commencing at the Southeast corner of said Northeast Quarter; thence North 89 degrees 18 minutes 51 seconds West, along the South line of said Northeast Quarter, 2049.51 feet; thence North 0 degrees 41 minutes 09 seconds East, 54.59 feet to the True Point of Beginning of the tract to be herein described, said point being also a point on the north right of way line of Missouri Route 152, as now established; thence North 0 degrees 25 minutes 55 seconds East, 289.47 feet; thence South 89 degrees 34 minutes 05 seconds East, 458.93 feet; thence Southeasterly, along a curve to the right, tangent to the last described course, having a radius of 100.00 feet, an arc distance of 65.63 feet; thence Northeasterly, along a curve to the right, having an initial tangent bearing of North 86 degrees 22 minutes 52 seconds East a radius of 5763.58 feet, an arc distance of 407.47 feet; thence South 89 degrees 34 minutes 05 seconds East, 328.40 feet; thence Easterly, along a curve to the left, tangent to the last described course, having a radius of 240.00 feet, an arc distance of 126.07 feet to a point on the East line of said Northeast Quarter; thence North 0 degrees 25 minutes 57 seconds East, along said East line, 789.64 feet; thence North 89 degrees 06 minutes 22 seconds West, 2591.44 feet to a point on the West line of said Northeast Quarter; thence South 0 degrees 26 minutes 45 seconds West, along said West line, 110.15 feet to a point on the aforesaid North right of way line; thence South 88 degrees 36 minutes 48 seconds East, along said North right of way line, 55.91 feet; thence South 12 degrees 38 minutes 58 seconds East, along said North right of way line, 123.69 feet;

thence South 88 degrees 36 minutes 48 seconds East, along said North right of way line, 458.53 feet to the True Point of Beginning. Containing 56.12 acres, more or less.

#### REDEVELOPMENT PROJECT M

A tract of land in the Northeast Quarter of Section 11 Township 51, Range 32, Kansas City, Clay County, Missouri, being bounded and described as follows: Commencing at the Southeast corner of said Northeast Quarter, thence North 0 degrees 25 minutes 57 seconds East, along the East line of said Northeast Quarter, 363.14 feet to a point on the Westerly right-of-way line of Interstate Route 35, as now established, said point being also the True Point of Beginning of the tract to be herein described; thence South 38 degrees 14 minutes 20 seconds West, along said Westerly right of way line, 393.82 feet to its intersection with the Northerly right of way line of Missouri Route 152, as now established; thence North 89 degrees 34 minutes 05 seconds West, along said northerly right of way line, 1106.46 feet; thence North 88 degrees 36 minutes 48 seconds West, along said Northerly right of way line, 701.47 feet; thence North 0 degrees 25 minutes 55 seconds East, 289.47 feet; thence South 89 degrees 34 minutes 05 seconds East, 458.93 feet; thence Southeasterly, along a curve to the right, tangent to the last described course, having a radius of 100.00 feet, an arc distance of 65.63 feet; thence Northeasterly, along a curve to the right, having an initial tangent bearing of North 49 degrees 36 minutes 54 seconds East, a radius of 338.00 feet, an arc distance of 210.44 feet; thence North 85 degrees 17 minutes 13 seconds East, 370.32 feet; thence South 89 degrees 08 minutes 54 seconds East, 113.96 feet; thence Easterly, along a curve to the right, having an initial tangent bearing of North 86 degrees 22 minutes 52 seconds East, a radius of 5763.58 feet, an arc distance of 407.47 feet; thence South 89 degrees 34 minutes 05 seconds East 328.40 feet; thence Easterly, along a curve to the left, of 126.07 feet to the aforesaid East line of said northeast Quarter; thence south 0 degrees 25 minutes 57 seconds West, along said East line, 129.21 feet to the True Point of Beginning. Containing 16.32 acres, more or less.

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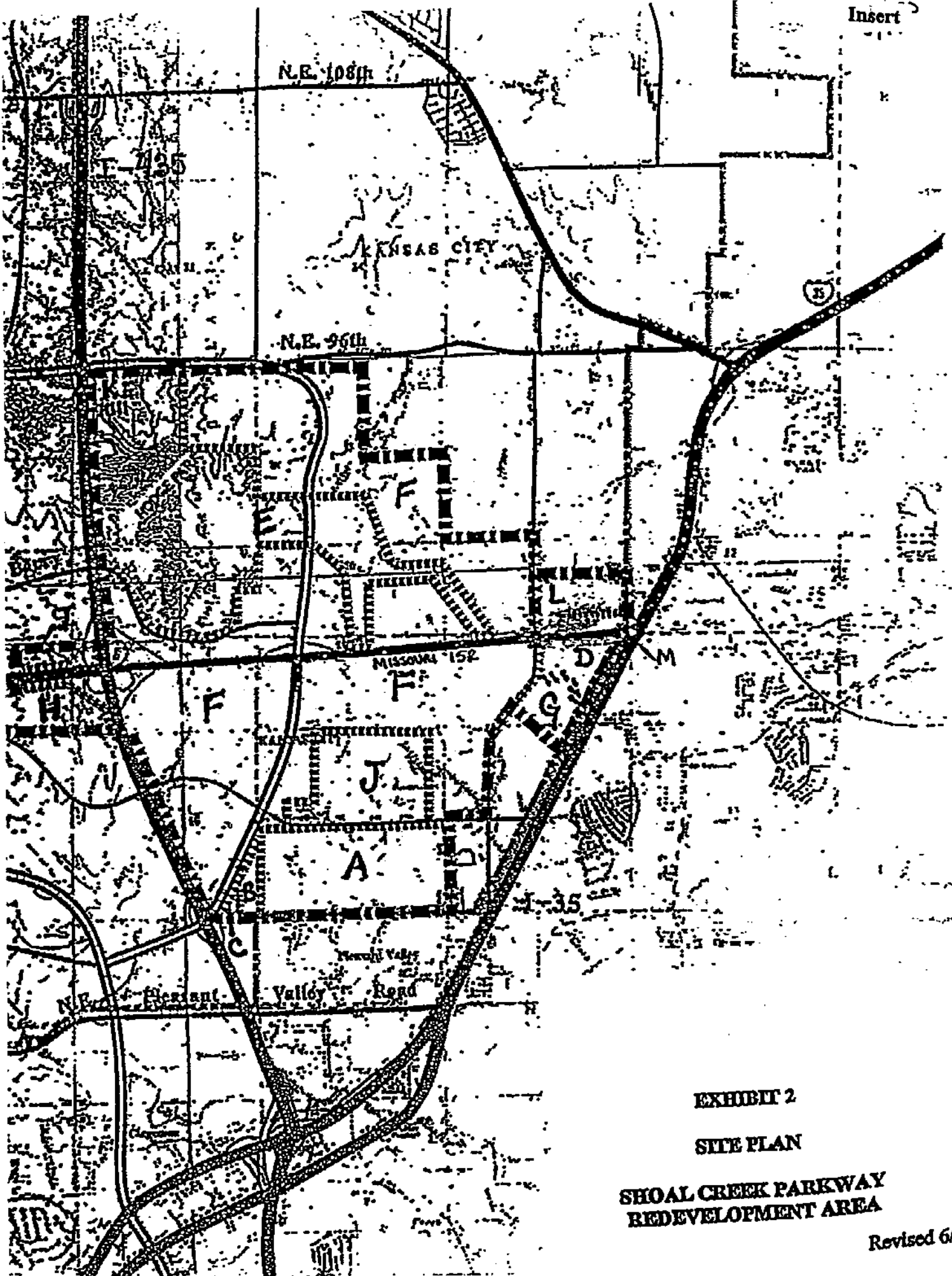


EXHIBIT 2

SITE PLAN

SHOAL CREEK PARKWAY  
REDEVELOPMENT AREA

Revised 6/97

**EXHIBIT 3**

**SPECIFIC OBJECTIVES OF REDEVELOPMENT PLAN**

1. To cure the conditions which cause the Redevelopment Area to qualify as an Economic Area under the Act by constructing street improvements necessary to provide access to the Redevelopment Area.
2. 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.
3. To promote the health, safety, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development
4. To provide development/business opportunities in the areas selected for redevelopment projects and the surrounding areas.
5. To stimulate construction employment opportunities and increased demand for secondary and support services for the surrounding commercial area.
6. To stimulate residential development and commercial use consistent with that shown in the Shoal Creek Valley Area Plan.
7. To provide for construction of portions of: Shoal Creek Parkway located between Interstate 435 and N.E. 96<sup>th</sup> Street and continuing on to N. Brighton Avenue; N.E. 72<sup>nd</sup> Street between Gladstone CL and N. Brighton; Maplewood Parkway between N. Brighton and Interstate 435; N.E. 76<sup>th</sup> Street between Interstate 435 and Maplewoods Parkway; N. Flinlock Road between N.E. 96 and N.E. 76<sup>th</sup> Street; and N. Brighton Avenue between Missouri Route 152 and N. Pleasant Valley.

Revised 6/97

**EXHIBIT 4  
ESTIMATED REDEVELOPMENT PROJECT COSTS**

Insert

	PROJECT COSTS	REIMBURSABLE COSTS
<b>COMMISSION EXPENSES*</b>		
Plan and Project Administration Expenses (including expenses for affirmative action administration)**	\$330,000	\$330,000
<b>STREET IMPROVEMENTS</b>		
<b>A. Shoal Creek Parkway Construction</b>		
1. Hodge Park South to Interstate 435	\$ 7,314,755	\$ 4,012,045
2. Hodge Park North to N.E. 86th Street	\$ 2,758,000	\$ 2,758,000
3. N.E. 86th Street West to Interstate 435	\$ 3,131,400	\$ 3,131,400
4. Interstate 435 West to N. Brighton	\$ 1,513,700	\$ 1,513,700
Subtotal for Shoal Creek Parkway	\$ 14,717,855	\$ 11,416,145
<b>B. N.E. 72nd Street between Gladstone CL to N. Brighton</b>	\$ 921,600	\$ 921,600
<b>C. Maplewoods Parkway between N. Brighton to I-435</b>	\$ 3,339,400	\$ 3,339,400
<b>D. N.E. 76th Street</b>		
1. Interstate 35 to Shoal Creek Parkway	\$ 2,304,000	\$ 2,304,000
2. Shoal Creek Parkway to N. Brighton	\$ 2,895,200	\$ 2,895,200
3. N. Brighton to Maplewoods Parkway	\$ 1,267,200	\$ 1,267,200
Subtotal for N.E. 76th Street	\$ 6,566,400	\$ 6,566,400
<b>E. N.E. 86th Street between Shoal Creek Parkway and N. Flintlock Road</b>	\$ 2,880,000	\$ 2,880,000
<b>F. N. Flintlock Road</b>		
1. N.E. 86th Street o Missouri Route 152	\$ 2,880,000	\$ 2,880,000
2. Missouri Route 152 to N.E. 76th Street	\$ 1,843,200	\$ 1,843,200
Subtotal for N. Flintlock Road	\$ 4,723,200	\$ 4,723,200
<b>G. N. Brighton Avenue</b>		
1. Missouri Route 152 to N.E. 76th Street	\$ 2,304,000	\$ 2,304,000
2. N.E. 72nd Street to N. Pleasant Valley	\$ 1,162,000	\$ 1,162,000
Subtotal for N. Brighton Avenue	\$ 3,466,000	\$ 3,456,000
<b>Total</b>	<b>\$ 36,834,455</b>	<b>\$ 33,631,745</b>

Developer contributions for the paving of two lanes will reduce total reimbursable costs as shown here.

**EXHIBIT 5**

**Insert**

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

1.	Estimated Amount of Reimbursable Costs from PILOTS and Operation and Activity Taxes within proposed Redevelopment Project Areas	\$33,631,745
2.	Estimated Private Investment and other Sources within proposed Redevelopment Project Areas*	<u>\$ 3,302,710</u>
	<b>TOTAL</b>	<b>\$36,934,455</b>

**B. BONDS**

The total estimated amount of PILOTS and Economic Activity Taxes over thirty-three years available to reimburse project costs is \$151,525,020. The Commission may dedicate part or all of this amount to help support the issuance of bonds to defray the cost of the projects. This Plan does not anticipate issuance of bonds.

Revised 7/2/97



**EXHIBIT 6**  
**SHOAL CREEK PARKWAY**  
**TAX INCREMENT FINANCING PLAN**  
**TIF REVENUE PROJECTIONS FOR ALL PROJECTS**

YEAR	FOOD & BEVERAGE	SALES	CORPORATE EARNINGS	INDIVIDUAL EARNINGS	UTILITIES	TOTAL EATS	PILOTS	ANNUAL PILOTS & EATS	CUMULATIVE PILOTS & EATS
1994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1995	\$0	\$0	\$0	\$10,000	\$7,000	\$17,000	\$0	\$17,000	\$17,000
1996	\$0	\$498,000	\$0	\$38,000	\$30,000	\$538,000	\$232,000	\$788,000	\$788,000
1997	\$0	\$571,000	\$0	\$48,000	\$44,000	\$683,000	\$404,000	\$1,087,000	\$1,852,000
1998	\$4,000	\$807,000	\$0	\$68,000	\$69,000	\$738,000	\$613,000	\$1,351,000	\$3,203,000
1999	\$90,000	\$942,000	\$0	\$87,000	\$90,000	\$919,000	\$829,000	\$1,848,000	\$5,051,000
2000	\$92,000	\$953,000	\$0	\$108,000	\$113,000	\$988,000	\$1,341,540	\$2,309,540	\$7,360,540
2001	\$93,000	\$745,000	\$0	\$240,000	\$128,000	\$1,204,000	\$1,690,620	\$2,794,620	\$10,155,060
2002	\$95,000	\$1,408,000	\$0	\$198,000	\$170,000	\$1,899,000	\$1,819,620	\$2,794,620	\$13,843,580
2003	\$97,000	\$1,434,000	\$0	\$206,880	\$185,000	\$1,922,880	\$2,545,790	\$3,688,620	\$18,312,030
2004	\$99,000	\$1,482,000	\$0	\$230,620	\$204,480	\$1,998,010	\$2,828,850	\$4,468,450	\$23,237,880
2005	\$101,000	\$1,491,000	\$0	\$239,270	\$224,680	\$2,075,860	\$3,343,610	\$4,925,860	\$28,657,350
2006	\$103,000	\$1,522,000	\$0	\$282,880	\$242,360	\$2,160,220	\$3,728,650	\$5,419,480	\$34,634,420
2007	\$105,000	\$1,553,000	\$0	\$303,920	\$263,190	\$2,226,050	\$4,137,420	\$5,877,070	\$40,898,880
2008	\$107,000	\$1,583,000	\$0	\$323,030	\$277,410	\$2,280,440	\$4,627,690	\$8,362,470	\$47,715,020
2009	\$109,000	\$1,615,000	\$0	\$342,460	\$292,330	\$2,358,790	\$4,972,370	\$8,818,190	\$55,048,180
2010	\$111,000	\$1,647,000	\$0	\$358,680	\$308,610	\$2,425,180	\$5,415,370	\$7,331,160	\$62,886,740
2011	\$113,000	\$1,680,000	\$0	\$384,080	\$319,220	\$2,478,310	\$5,869,980	\$7,840,680	\$71,252,940
2012	\$115,000	\$1,714,000	\$0	\$371,680	\$330,860	\$2,631,510	\$8,362,680	\$8,894,400	\$80,147,340
2013	\$117,000	\$1,748,000	\$0	\$379,270	\$344,480	\$2,688,760	\$8,778,910	\$9,384,400	\$89,512,000
2014	\$120,000	\$1,783,000	\$0	\$389,930	\$354,130	\$2,644,060	\$7,354,910	\$9,988,970	\$99,510,970
2015	\$122,000	\$1,818,000	\$0	\$395,650	\$368,800	\$2,703,450	\$7,830,630	\$10,634,080	\$110,045,050
2016	\$124,000	\$1,855,000	\$0	\$402,430	\$374,480	\$2,765,910	\$8,008,630	\$10,782,540	\$120,807,590
2017	\$127,000	\$1,892,000	\$0	\$411,280	\$278,160	\$2,709,420	\$8,178,760	\$8,888,170	\$128,683,760
2018	\$129,000	\$1,885,000	\$0	\$288,140	\$224,670	\$1,715,010	\$5,868,760	\$7,683,780	\$137,277,520
2019	\$132,000	\$1,087,000	\$0	\$302,080	\$228,680	\$1,760,680	\$5,913,480	\$7,684,120	\$144,941,640
2020	\$134,000	\$1,108,000	\$0	\$308,080	\$85,310	\$1,645,390	\$1,162,480	\$2,607,650	\$147,749,480
2021	\$0	\$0	\$0	\$168,160	\$38,080	\$194,210	\$336,680	\$729,670	\$148,478,380
2022	\$0	\$0	\$0	\$169,270	\$38,620	\$195,090	\$336,680	\$733,760	\$149,213,110
2023	\$0	\$0	\$0	\$162,450	\$38,000	\$202,050	\$557,080	\$768,140	\$149,972,250
2024	\$0	\$0	\$0	\$165,700	\$40,390	\$208,090	\$557,080	\$763,180	\$150,735,430
2025	\$0	\$0	\$0	\$169,020	\$41,200	\$210,220	\$578,370	\$789,690	\$151,525,020
<b>TOTAL</b>	<b>\$2,439,000</b>	<b>\$33,162,000</b>	<b>\$0</b>	<b>\$7,644,480</b>	<b>\$5,763,660</b>	<b>\$48,669,340</b>	<b>\$102,635,680</b>	<b>\$151,525,020</b>	<b>\$151,525,020</b>

EXHIBIT 6G  
 SHOAL CREEK PARKWAY  
 TAX INCREMENT FINANCING PLAN  
 PETERSON CO DEVELOPMENT (PROJECTS L & M)

YEAR	FOOD & BEVERAGE	SALES	CORPORATE EARNINGS	INDIVIDUAL EARNINGS	UTILITES	TOTAL EATS	PILOTS	TOTAL PILOTS & EATS
1	\$0	\$25,000	\$0	\$11,000	\$0	\$36,000	\$0	\$36,000
2	\$86,000	\$48,000	\$0	\$21,000	\$10,000	\$165,000	\$0	\$165,000
3	\$88,000	\$49,000	\$0	\$21,000	\$10,000	\$168,000	\$114,640	\$282,640
4	\$89,000	\$128,000	\$0	\$152,000	\$10,000	\$379,000	\$119,620	\$498,620
5	\$91,000	\$776,000	\$0	\$108,000	\$40,000	\$1,015,000	\$119,620	\$1,134,620
6	\$93,000	\$791,000	\$0	\$110,000	\$41,000	\$1,035,000	\$473,100	\$1,508,100
7	\$95,000	\$807,000	\$0	\$113,000	\$42,000	\$1,057,000	\$473,100	\$1,530,100
8	\$97,000	\$823,000	\$0	\$115,000	\$43,000	\$1,078,000	\$482,190	\$1,570,190
9	\$99,000	\$840,000	\$0	\$117,000	\$43,000	\$1,099,000	\$492,190	\$1,591,190
10	\$101,000	\$857,000	\$0	\$119,000	\$44,000	\$1,121,000	\$512,110	\$1,633,110
11	\$103,000	\$874,000	\$0	\$122,000	\$45,000	\$1,144,000	\$512,110	\$1,656,110
12	\$105,000	\$891,000	\$0	\$124,000	\$46,000	\$1,166,000	\$532,030	\$1,698,030
13	\$107,000	\$909,000	\$0	\$127,000	\$47,000	\$1,190,000	\$532,030	\$1,722,030
14	\$109,000	\$927,000	\$0	\$129,000	\$48,000	\$1,213,000	\$553,610	\$1,766,610
15	\$111,000	\$945,000	\$0	\$132,000	\$49,000	\$1,238,000	\$553,610	\$1,791,610
16	\$113,000	\$963,000	\$0	\$134,000	\$50,000	\$1,262,000	\$576,020	\$1,838,020
17	\$116,000	\$984,000	\$0	\$137,000	\$51,000	\$1,288,000	\$576,020	\$1,864,020
18	\$118,000	\$1,004,000	\$0	\$140,000	\$52,000	\$1,314,000	\$598,430	\$1,912,430
19	\$120,000	\$1,024,000	\$0	\$143,000	\$53,000	\$1,340,000	\$598,430	\$1,938,430
20	\$123,000	\$1,044,000	\$0	\$146,000	\$54,000	\$1,367,000	\$622,500	\$1,989,500
21	\$125,000	\$1,065,000	\$0	\$148,000	\$55,000	\$1,393,000	\$622,500	\$2,016,500
22	\$128,000	\$1,087,000	\$0	\$151,000	\$56,000	\$1,422,000	\$647,400	\$2,069,400
23	\$130,000	\$1,108,000	\$0	\$154,000	\$57,000	\$1,449,000	\$647,400	\$2,096,400
TOTAL	\$2,247,000	\$17,972,000	\$0	\$2,674,000	\$948,000	\$23,939,000	\$10,368,360	\$34,307,360

ASSUMPTIONS:

Development anticipated:

Commencement	Lot	Use	Square footage	Gross Sales
1997	Lot A	Financial use	4,000 s.f.	NA
	Lot B	Financial	7,700 s.f.	NA
	Lot C	Restaurant	7,700 s.f.	\$800,000
	Lot D	Hardee's	1,500 s.f.	\$900,000
	Lot E	Conoco	4,000 s.f.	\$4,000,000
	Lot F	Burger King	7,000 s.f.	\$800,000
	Lot G	Waffle House	1,700 s.f.	\$400,000
	Lot H	Fast Food	6,700 s.f.	\$800,000
	Lot J	Bob Evans Rest	11,000 s.f.	\$1,500,000
	Lot J1	Hampton Inn	60,000 s.f. (103 rm)	NA
2000	Lot U	Theater	65,300 s.f.	NA
	Lots V & W	Grocery/king store	60,000 s.f.	\$12,000,000 (\$200 per s.f.)
	Lots X, Y & Z	Big box retailer	150,000 s.f.	\$52,500,000 (\$350 per s.f.)

EATS stands for "Economic Activity Taxes". Under TIF, 50% of Incremental EATS are available to the project.

Construction done during Year 1 and Year 3.

Construction sales taxes figured at 45% of construction costs.

Construction costs of \$50 per square foot.

Construction earnings taxes figured at 45% of construction costs.

Operation begins in Year 2 and Year 4.

No corporate earnings are included in the EATS during operation period due to lack of information.

Individual earnings are based upon 2.5 employees per 1000 square feet.

Payroll figured on uses open 365 days a year for 18 hours a day paying \$5 per hour.

Individual earnings are inflated at 2% per year thereafter.

Utilities are figured at a \$1.85 per square foot of occupied space beginning in 1996.

Utilities are inflated at 2% per year thereafter.

PILOTS stands for "Payment in Lieu Of Taxes". 100% of the revenue attributable to increased property value are available to the project.

PILOTS are figured on a cost approach and based upon a total hard cost of \$50 per square foot.

These are strictly estimates and exact amount of taxes will be known at time of payment.

Due to recent changes in the TIF legislation effective 8/29/97, The above numbers have been revised to delete the M&M Replacement Tax and the Blind Pension Fund from the PILOTS.

The revised PILOTS consist of approximately 83% of the entire property increment.

**EXHIBIT 8  
SUPPLEMENT**

**EXISTING CONDITIONS STUDY  
FOR  
THE SHOAL CREEK  
REDEVELOPMENT AREA**

Prepared by the Tax Increment Financing Commission  
of Kansas City, Missouri

July, 1997

**I. INTRODUCTION**

**A. Purpose of This Supplemental Report**

The purpose of this supplemental report is to support the finding that the expanded redevelopment area, as described in the First Amendment to the Shoal Creek TIF Plan, qualifies as a Real Property Tax Increment Allocation Redevelopment Area. This report is intended to show that inclusion of property located on the north side of Missouri Highway 152 between Flintlock Road and the Kansas City-Liberty city limits does not significantly alter the predominant conditions within the Redevelopment Area and does not change the previous finding that the Redevelopment Area qualifies as an Economic Development Area.

**B. Eligibility Criteria**

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

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

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

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

"[A]ny area or portion of an area located within the territorial limits of a municipality, which does not meet the requirements of subdivision (1) and (2) of

this section [99.805], and in which the governing body of the municipality finds that redevelopment is in the public interest because it will:

- (a) Discourage commerce, industry or manufacturing from moving their operations to another state; or
- (b) Result in increased employment in the municipality; or
- (c) Result in preservation or enhancement of the tax base of the municipality;"

## II. REDEVELOPMENT AREA

### A. General Location

The expanded Redevelopment Area is described as an irregular shaped area generally bound on the north by N.E. 96<sup>th</sup> Street, on the east by the Kansas City-Liberty city limits, on the south by the Kansas City-Pleasant Valley city limits, and on the west by Interstate 435 and N. Brighton Avenue (the "Redevelopment Area") in Kansas City, Clay County, Missouri. The First Amendment to the Plan provides for the expansion of the Shoal Creek Redevelopment Area to include property located on the north side of Missouri Highway 152 between Flintlock Road and the Kansas City-Liberty city limits.

Exhibit A shows the location of the Shoal Creek Parkway Redevelopment Area.

### B. Current Land Uses

That portion of the Redevelopment Area added as a part of the First Amendment consists of approximately 72 acres of vacant ground in the vicinity of the intersection of Interstate 35 and Missouri Route 152. The Redevelopment Area, at the time of approval of the original Plan, consisted of more than 3,500 acres comprised of undeveloped farm land and Hodge Park and the proposed site of a new golf course. At the time of approval of the original plan, the Redevelopment Area lacked sanitary sewer, street improvements, water and natural gas service. The thoroughfares that existed within and through the Redevelopment Area consisted of Missouri 152 (Barry Road), N.E. 76th Street and a couple of gravel lanes. Of these roads, only Missouri 152 was up to current road standard. There were few streets providing access within the area.

The 72 acres to be included in the amended Redevelopment Area comprise less than 2% of the overall Redevelopment Area. The newly included property is vacant and undeveloped at the time of this report. The inclusion of said property does not change the finding that a predominance of the Redevelopment Area meets the criteria of an Economic Development Area as described in the Act.

## III. RECOMMENDATIONS AND OTHER RELATED CITY ACTIONS

### A. The Major Street Plan.

The Major Street Plan for the City of Kansas City, Missouri was approved by the City Plan Commission on June 4, 1991 and approved by the City Council on November 27, 1991 by Ordinance No. 911308. The Major Street Plan calls for construction of the

Shoal Creek Parkway as part of the Parkway/Boulevard System of the City. The Parkway is to be generally located starting at Interstate 435 in the vicinity of N.E. 72nd Street on the south, run north and east, and connect back to Interstate 435 at N.E. 96th Street. The Major Street Plan also calls for the construction of N.E. 72<sup>nd</sup> Street between Gladstone City Limits and Maplewood Parkway as a primary arterial; N.E. 76<sup>th</sup> Street between N. Brighton and the east city limits as a secondary arterial; N.E. 96<sup>th</sup> Street between Shoal Creek Parkway and M-291 as a primary arterial; N. Brighton Ave. between M-152 (relocated) and M-210 as a primary arterial and between M-152 and Shoal Creek Parkway as a secondary arterial; Maplewood Parkway between I-35 and Shoal Creek Parkway as a primary arterial; and N. Flintlock Road between N.E. 76<sup>th</sup> Street and M-291 as a secondary arterial.

**B. Shoal Creek Valley Area Plan 19**

The Shoal Creek Valley Area Plan 19 was approved by the City Plan Commission on February 18, 1992 and approved by the City Council on March 26, 1992 by Resolution No. 920048. The Plan describes the lack of infrastructure in northeast corner of the City. The goal regarding parkway/boulevard and parks planning is to "[e]xpand upon Kansas City's existing system of parkways and boulevards with consideration to the newly proposed concept of the Kansas City Metropolitan Greenway System." One of the primary parkways shown for construction to further the stated goal is the Shoal Creek Park Way.

**IV. REPORT OF FINDING**

The expansion of the Shoal Creek Parkway Redevelopment Area as described in the First Amendment to the Shoal Creek TIF Plan does not change the qualification of said area as an Economic Development Area under the TIF Act. The 72 acres to be included in the amended Redevelopment Area comprise less than 2% of the overall Redevelopment Area. The newly included property is vacant and undeveloped at the time of this report. The inclusion of said property does not change the finding that a predominance of the Redevelopment Area meets the criteria of an Economic Development Area as described in the Act.

Insert

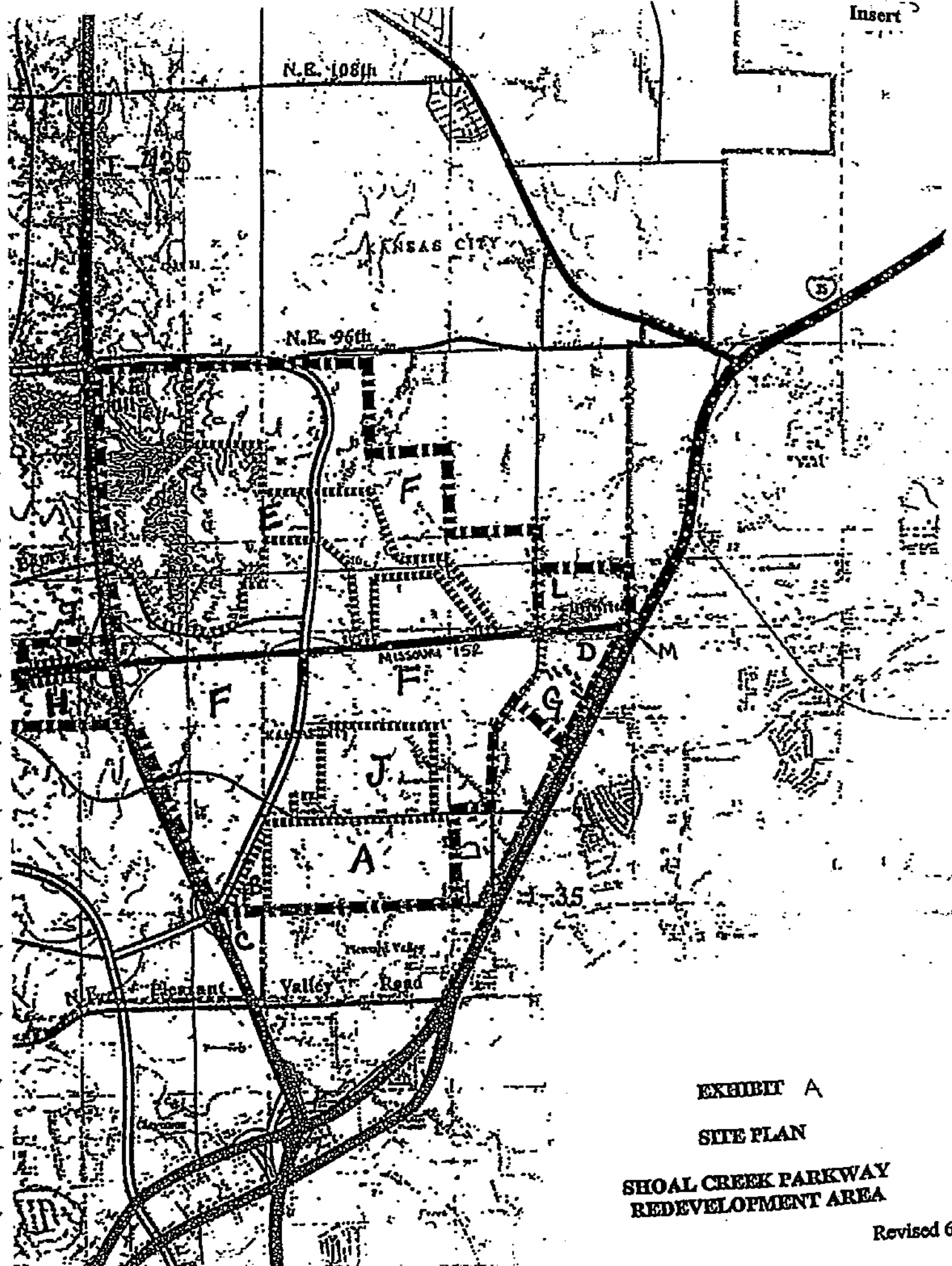


EXHIBIT A  
SITE PLAN

SHOAL CREEK PARKWAY  
REDEVELOPMENT AREA

Revised 6/97



**DESIGN AND DEVELOPMENT GUIDELINES  
FOR DEVELOPMENT ADJACENT TO ARTERIALS  
WITHIN THE SHOAL CREEK REDEVELOPMENT AREA**

**Draft**

**Submitted to Tax Increment Financing Commission**

**August 13, 1997**

**I. Purpose**

Anticipating considerable public and private investment within the Shoal Creek Parkway planning area, the following urban design guidelines are intended to promote quality development adjacent to arterial roadways. *A separate document which pertains to development adjacent to parkways (including, but not limited to, Shoal Creek and Maplewoods Parkway) has been approved by City Plan Commission and approved in concept by the City Council.*

- A. The Shoal Creek Parkway Plan Area is essentially a 32 square mile area as defined by the boundaries of the Shoal Creek Valley Area Plan, adopted by City Council Resolution 920048 on March 26, 1992. These guidelines are intended to complement the area plan, expounding upon basic design recommendations of that plan. Shoal Creek Parkway will be constructed through the area – from Searcy Creek Parkway at the south, to east of Hodge Park, then northwesterly to intersect with proposed Maple Woods Parkway. Although the area plan boundaries end at that point, Shoal Creek Parkway will continue to the west to connect with Line Creek Parkway.
- B. An “arterial” is defined by the Major Street Plan as following, being classified as either primary or secondary:
  - 1) A primary arterial cross section contains 100 ft. right of way, with a 15 ft. wide median, four 12 ft. wide lanes, curbs, boulevards, and sidewalks. Within the Shoal Creek Tax Increment Financing Plan area, N.E. 72nd Street, N.E. 96th Street, and N. Brighton Avenue are classified as primary arterials.
  - 2) A secondary arterial cross section contains 80 ft. right of way, typically with no median, four 12 ft. wide lanes, curbs, boulevards, and sidewalks. Secondary arterials constructed with the use of tax increment financing funds shall contain a median however. It may therefore be necessary to obtain more than 80 ft. of right of way. Within the Shoal Creek Tax Increment Financing Plan area, N. Flintlock Road and N.E. 76th Street are classified as secondary arterials.

- C. In addition to the minimum lot depth of 110 ft., the Subdivision Regulations require that all lots which back onto a public street contain a 50 ft. landscape easement or buffer strip; for a total lot depth of 160 ft. Within this 50 ft. easement or buffer strip, it is intended that the developer plant trees to buffer the residence from lights and noise of the arterial and also to provide a visual amenity for motorists traveling along the arterial.
- D. Within the 50 ft. landscape easement, these guidelines propose a 30 ft. "no accessory use" area, in which no accessory structures or uses could be located within 30 ft. of the arterial right-of-way line. Accessory structures and uses are defined as, but not limited to, detached garages, sheds, playground equipment attached to the ground, swimming pools, composting bins, etc. A fence, as shown on the landscape plan and approved by City Plan Commission, is not considered an accessory structure.
- E. A yard setback, whether it be front, side, or rear, is defined as the distance between the structure and property line. For lots fronting or siding onto an arterial, a 30 ft. front or side setback is recommended. For lots backing onto the arterial, a 30 ft. rear setback is recommended in addition to the 50 ft. landscape easement. This will ensure a minimum distance of 80 ft. from the rear of the structure to the arterial right-of-way line. Considering that the rear facade of the home is often of less attractive materials than the front and recognizing that occupants often store patio, recreational, and leisure equipment behind the home, this 80 ft. distance, combined with screening, will ensure a pleasing view from the arterial.
- F. Dimensions of single family residential lots adjacent to the arterial are proposed to be greater than the minimum required by the Subdivision Regulations, to encourage construction of a quality residential structure and to provide for additional area upon the lot for landscaping and open space.

## II. Plans to be Submitted

- A. Conceptual plans for landscaping, berming, or fencing for property adjacent to a an arterial (particularly within the 50 ft. landscape easement for single family or duplex residential lots or within the area between the arterial and parking lot for multi-family or commercial development) shall be submitted with the preliminary subdivision plat or preliminary development plan. The plan shall identify setback lines, the 50 ft. landscape easement, and a 30 ft. area in which no accessory structures or uses as defined in I.D. of these guidelines shall be located (for single family and duplex residential lots.) Conceptual information regarding type and location of fencing (if utilized) shall also be included.



- B. With the final plat and final plan, a landscape plan for all property adjacent to the arterial shall be submitted to the City Plan Commission. The final landscape plan shall include:
- 1) Species, planting size, and spacing of all trees and shrubbery;
  - 2) Height and width of berm (if utilized), with elevation drawing;
  - 3) If fencing is to be utilized along all or a portion of those lots backing onto the arterial, the plan shall include information on material, color, height, setback, and type, including an elevation drawing of a section. If the developer is to permit no fencing along the arterial, the plat and plan shall include a statement to that effect. Private restrictions shall also be included. The plan may specify an option to the individual owner as to whether the rear of a lot is to be fenced or landscaped; either must be done in accordance with a plan. Landscaping and/or fencing of all lots backing onto the arterial shall be coordinated in terms of materials, color, height, setback, and type.

### **III. Single Family Residential and Duplex Development**

- A) Residential structures upon lots fronting onto the arterial shall maintain a minimum 30 ft. setback from arterial right-of-way line.
- B) Residential structures upon lots siding onto the arterial shall maintain a minimum 30 ft. setback from arterial right-of-way line. If the developer opts to construct a landscaped berm, fence, or a wall, the same requirements outlined in III.B.11. of these guidelines shall apply. Within the 30 ft. setback, there shall be no accessory uses or structures as defined in I.B. of these guidelines.
- C) For lots backing onto an arterial, plans shall be submitted for review by the City Plan Commission as outlined in Section II of these guidelines.
  - 1) Landscaping and/or berming shall be at least six ft. in height and installed within the 50 ft. landscape easement.
  - 2) In lieu of landscaping, a uniform, non-solid (meaning to allow visibility through and to permit air and light to pass through) fence or wall of steel, wrought iron, concrete, stucco, stone, brick, wood, or other acceptable material may be specified. Chain link, wood picket, or wood stockade fencing shall not be allowed. The fence or wall shall not exceed six ft. in height and shall not be located closer than five ft. to the arterial right-of-way line. If utilized, the fence or wall shall be installed upon

all lots during development of each phase (or plat) and shall be maintained by a homeowner's association, with such obligation contained in the declarations, covenants, and restrictions.

- 3) If desired, the developer may allow each property owner to choose from an approved method of landscaping/berming or screening by fence or wall. If this option is given, the plan shall include a prototype of this combination and shall contain all information otherwise requested by these guidelines. The fence or wall shall be maintained by the homeowner's association.
  - 4) Through the plan review process, staff shall ensure the compatibility of landscaping, screening, and/or fencing among separate subdivisions located along the arterial.
  - 5) Minimum lot depth shall be 160 ft. This depth includes the minimum lot depth of 110 ft., plus a 50 ft. permanent landscape easement along the rear property line. There shall be no structures, accessory buildings, playground equipment, swimming pools, composting bins, etc. (except fencing, if desired) located within 30 ft. (of the 50 ft. landscape easement) adjacent to the arterial right-of-way.
  - 6) Residential structures upon lots backing onto the arterial shall maintain a minimum 80 ft. setback from arterial right-of-way line. The 80 ft. distance includes the required 50 ft. landscape easement and the required rear yard setback of 30 ft.
- D. Lots adjacent to the arterial (whether fronting, siding, or backing) shall be of minimum 80 ft. lot width. All other lots within the Shoal Creek Parkway plan area shall be a minimum 70 ft. width. All lots other than those which back onto the arterial (and thus requiring 160 ft. lot depth) shall maintain a minimum 120 ft. lot depth.
- E. Subdivision identification signage shall conform to Section 80-213 of the Zoning Ordinance regarding size, location, and other approvals. Signage shall be shown on the final plan (location and elevation drawing) and shall be of a material compatible with those used in the fence, wall, or throughout the subdivision. Low landscaping shall be planted around the base of the sign. At entrances to the subdivision, other architectural and landscaping features such as fountains, archways, or massed tree plantings shall be encouraged.

#### **IV. Multi-Family Residential and Commercial Development**

- A. Multi-family residential structures that front onto an arterial shall be located a minimum of 30 ft. from the arterial right-of-way line. Multi-family residential structures that

back onto an arterial shall be located a minimum of 80 ft. from the arterial right-of-way line.

- B. Parking lots for multi-family residential development shall be located a minimum of 50 ft. from the arterial right-of-way line unless adjacent to and on the same side of the street as single family residential zoning or land use, in which case parking lots shall observe the same setback as residential structures (80 ft.). Parking lots to serve commercial areas shall be located a minimum of 30 ft. from the arterial right-of-way line unless adjacent to and on the same side of the street as single family or duplex residential zoning or land use, in which case parking lots shall observe the same setback as residential structures (80 ft.)
- C. No dumpsters, docks, or loading/servicing areas or other accessory uses shall be located within 30 ft. of the arterial right-of-way line and shall be screened, according to the plan, so as to not be visible from the arterial.
- D. Structures backing onto the arterial shall include the same facade materials as those utilized on building fronts and sides.
- E. Parking lots adjacent to the arterial, if containing more than 25 spaces, shall provide a minimum of one, eight ft. wide by 15 ft. long curbed and landscaped island within the lot per every 15 spaces. In addition, the area between the parking lot and arterial right-of-way line shall be landscaped in accordance with the plan to be submitted.
- F. All ground and rooftop mechanical systems shall be located or screened so as to not be visible from the adjacent arterial.
- G. Pylon signage shall not be permitted. Monument signage shall be no greater than eight ft. in height, with the final plan to include location and elevation drawing of signage. Materials used should be compatible with those of the structures. Low landscaping shall be planted at the base of the sign and structure.
- H. The final plan shall include landscaping/screening information as required in Section II. of these guidelines. In addition, design features such as fountains, archways, and massed tree plantings shall be encouraged at entryways to the development.
- I. If the developer opts to construct a landscaped berm, fence, or wall along a multi-family or commercial development, the same requirements outlined in III.C.2. of these guidelines shall apply.



## SHOAL CREEK PARKWAY DESIGN AND DEVELOPMENT GUIDELINES

As Approved by City Plan Commission January 2, 1996

### I. Purpose

Anticipating considerable public and private investment within the Shoal Creek Parkway planning area, the following urban design guidelines are intended to promote quality development within the parkway corridor.

- A. The Shoal Creek Parkway Plan Area is essentially a 32 square mile area as defined by the boundaries of the Shoal Creek Valley Area Plan, adopted by City Council Resolution 920048 on March 26, 1992. These guidelines are intended to complement the area plan, expounding upon basic design recommendations of that plan. Shoal Creek Parkway will be constructed through the area – from Searcy Creek Parkway at the south, to east of Hodge Park, then northwesterly to intersect with proposed Maple Woods Parkway. Although the area plan boundaries end at that point, Shoal Creek Parkway will continue to the west to connect with Line Creek Parkway.
- B. In addition to the minimum lot depth of 110 ft., the Subdivision Regulations require that all lots which back onto a public street contain a 50 ft. landscape easement or buffer strip, for a total lot depth of 160 ft. Within this 50 ft. easement or buffer strip, it is intended that the developer plant trees to buffer the residence from lights and noise of the parkway and also to provide a visual amenity for motorists traveling along the parkway.
- C. Within the 50 ft. landscape easement, these guidelines propose a 30 ft. "no accessory use" area, in which no accessory structures or uses could be located within 30 ft. of the parkway right-of-way line. Accessory structures and uses are defined as, but not limited to, detached garages, sheds, playground equipment attached to the ground, swimming pools, composting bins, etc. A fence, as shown on the landscape plan and approved by City Plan Commission, is not considered an accessory structure.
- D. A yard setback, whether it be front, side, or rear, is defined as the distance between the structure and property line. For lots fronting or siding onto the parkway, a 30 ft. setback is recommended. For lots backing onto the parkway, a

30 ft. setback is also recommended in addition to the 50 ft. landscape easement. This will ensure a minimum distance of 80 ft. from the rear of the structure to the parkway right-of-way line. Considering that the rear facade of the home is often of less attractive materials than the front and recognizing that occupants often store patio, recreational, and leisure equipment behind the home, this 80 ft. distance, combined with screening, will ensure a pleasing view from the parkway.

- E. Dimensions of single family residential lots adjacent to the parkway are proposed to be greater than the minimum required by the Subdivision Regulations, to encourage construction of a quality residential structure and to provide for additional area upon the lot for landscaping and open space.

## II. Plans to be Submitted

- A. Conceptual plans for landscaping, berming, or fencing for property adjacent to a parkway (particularly within the 50 ft. landscape easement for single family or duplex residential lots or within the area between the parkway and parking lot for multi-family or commercial development) shall be submitted with the preliminary subdivision plat or preliminary development plan. The plan shall identify setback lines, the 50 ft. landscape easement, and a 30 ft. area in which no accessory structures or uses as defined in I.C. of these guidelines shall be located (for single family and duplex residential lots.) Conceptual information regarding type and location of fencing (if utilized) shall also be included.
- B. With the final plat and final plan, a landscape plan for all property adjacent to the parkway shall be submitted to the City Plan Commission. The final landscape plan shall include:
  - 1) Species, planting size, and spacing of all trees and shrubbery;
  - 2) Height and width of berm (if utilized), with elevation drawing;
  - 3) If fencing is to be utilized along all or a portion of those lots backing onto the parkway, the plan shall include information on material, color, height, setback, and type, including an elevation drawing of a section. If the developer is to permit no fencing along the parkway, the plat and plan shall include a statement to that effect. Private restrictions shall also be included. The plan may specify an option to the individual owner as to whether the rear of a lot is to be fenced or landscaped; either must be done in accordance with a plan. Landscaping and/or fencing of all lots backing onto the

parkway shall be coordinated in terms of materials, color, height, setback, and type.

### **III. Single Family Residential and Duplex Development**

#### **A. Lots shall front or side onto the parkway.**

- 1) Residential structures upon lots fronting onto the parkway shall maintain a minimum 30 ft. setback from parkway right-of-way line.
- 2) Residential structures upon lots siding onto the parkway shall maintain a minimum 30 ft. setback from parkway right-of-way line. If the developer opts to construct a landscaped berm, fence, or a wall, the same requirements outlined in III.B.11. of these guidelines shall apply. Within the 30 ft. setback, there shall be no accessory uses or structures as defined in I.B. of these guidelines.

#### **B. Lots which back onto the parkway may be determined to be an acceptable alternative, subject to the following:**

- 1) Plans shall be submitted for review by the City Plan Commission as outlined in Section II of these guidelines.
  - a) Landscaping and/or berming shall be at least six ft. in height and installed within the 50 ft. landscape easement.
  - b) In lieu of landscaping, a uniform, non-solid (meaning to allow visibility through and to permit air and light to pass through) fence or wall of steel, wrought iron, concrete, stucco, stone, brick, wood, or other acceptable material may be specified. Chain link, wood picket, or wood stockade fencing shall not be allowed. The fence or wall shall not exceed six ft. in height and shall not be located closer than five ft. to the parkway right-of-way line. If utilized, the fence or wall shall be installed upon all lots during development of each phase (or plat) and shall be maintained by a homeowner's association, with such obligation contained in the declarations, covenants, and restrictions.
  - c) If desired, the developer may allow each property owner to choose from an approved method of landscaping/berming or screening by fence or wall. If this option is given, the plan shall include a prototype of this combination and shall contain all information otherwise requested by these guidelines. The fence or wall shall be maintained by the homeowner's association.

- d) Through the plan review process, staff shall ensure the compatibility of landscaping, screening, and/or fencing among separate subdivisions located along the parkway.
- 2) Minimum lot depth shall be 160 ft. This depth includes the minimum lot depth of 110 ft., plus a 50 ft. permanent landscape easement along the rear property line. There shall be no structures, accessory buildings, playground equipment, swimming pools, composting bins, etc. (except fencing, if desired) located within 30 ft. (of the 50 ft. landscape easement) adjacent to the parkway right-of-way.
- 3) Residential structures upon lots backing onto the parkway shall maintain a minimum 80 ft. setback from parkway right-of-way line. The 80 ft. distance includes the required 50 ft. landscape easement and the required rear yard setback of 30 ft.
- C. Lots adjacent to the parkway (whether fronting, siding, or backing) shall be of minimum 80 ft. lot width. All other lots within the Shoal Creek Parkway plan area shall be a minimum 70 ft. width. All lots other than those which back onto the parkway (and thus requiring 160 ft. lot depth) shall maintain a minimum 120 ft. lot depth.
- D. Subdivision identification signage shall conform to Section 80-213 of the Zoning Ordinance regarding size, location, and other approvals. Signage shall be shown on the final plan (location and elevation drawing) and shall be of a material compatible with those used in the fence, wall, or throughout the subdivision. Low landscaping shall be planted around the base of the sign. At entrances to the subdivision, other architectural and landscaping features such as fountains, archways, or massed tree plantings shall be encouraged.

#### **IV. Multi-Family Residential and Commercial Development**

- A. Multi-family residential structures that front onto a parkway shall be located a minimum of 30 ft. from the parkway right-of-way line. Multi-family residential structures that back onto a parkway shall be located a minimum of 80 ft. from the parkway right-of-way line.
- B. Parking lots for multi-family residential development shall be located a minimum of 50 ft. from the parkway right-of-way line unless adjacent to and on the same side of the street as single family residential zoning or land use, in which case parking lots shall observe the same setback as residential structures (80 ft.). Parking lots to serve commercial areas shall be located a minimum of

30 ft. from the parkway right-of-way line unless adjacent to and on the same side of the street as single family or duplex residential zoning or land use, in which case parking lots shall observe the same setback as residential structures (80 ft.)

- C. No dumpsters, docks, or loading/servicing areas or other accessory uses shall be located within 30 ft. of the parkway right-of-way line and shall be screened, according to the plan, so as to not be visible from the parkway.
- D. Structures backing onto the parkway shall include the same facade materials as those utilized on building fronts and sides.
- E. Parking lots adjacent to the parkway, if containing more than 25 spaces, shall provide a minimum of one, eight ft. wide by 15 ft. long curbed and landscaped island within the lot per every 15 spaces. In addition, the area between the parking lot and parkway right-of-way line shall be landscaped in accordance with the plan to be submitted.
- F. All ground and rooftop mechanical systems shall be located or screened so as to not be visible from the adjacent parkway.
- G. Pylon signage shall not be permitted. Monument signage shall be no greater than eight ft. in height, with the final plan to include location and elevation drawing of signage. Materials used should be compatible with those of the structures. Low landscaping shall be planted at the base of the sign and structure.
- H. The final plan shall include landscaping/screening information as required in Section II. of these guidelines. In addition, design features such as fountains, archways, and massed tree plantings shall be encouraged at entryways to the development.
- I. If the developer opts to construct a landscaped berm, fence, or wall along a multi-family or commercial development, the same requirements outlined in III.B.1. of these guidelines shall apply.