

CITY OF INDEPENDENCE, MISSOURI

CHAPTER 353 REDEVELOPMENT PLAN
FOR THE CARGO LARGO PROJECT

**CHAPTER 353 REDEVELOPMENT PLAN
FOR THE CARGO LARGO PROJECT**

A. Background. The D & J Redevelopment Corporation (the “**Corporation**”), a Missouri Urban Redevelopment Corporation under the provisions of Chapter 353 of the Revised Statutes of Missouri, as amended, known as “The Urban Redevelopment Corporations Law” (the “**Act**”), was formed for the purpose of assisting in redevelopment projects, including the funding of the clearance, replanning, reconstruction or rehabilitation of “blighted areas” within the City of Independence, Missouri (the “**City**”). D & J Realty Holdings, LLC (the “**Developer**”) proposes to redevelop property located at the northwest corner of 35th & Noland Road in the City, which includes the location of an existing Cargo Largo store, and requests the granting of tax abatement by the City in connection therewith. This redevelopment plan has been prepared in accordance with the Act (the “**Redevelopment Plan**”) and proposes the revitalization of the area legally described in **Exhibit A** (the “**Area**”). This Redevelopment Plan provides for tax abatement incentives to the Developer for redevelopment, new construction and rehabilitation of property within the Area.

B. Legal Description of Area. The property constituting the Area which is proposed to be redeveloped consists of approximately 44 acres and is legally described on **Exhibit A** attached hereto. The perimeter boundary of the Area is shown on **Exhibit B** attached hereto.

C. Economic Impact Analysis. A tax impact analysis of the requested tax abatement, for ad valorem taxation purposes, on the political subdivisions whose boundaries includes any of the parcels of property within the Area (the “**Taxing Districts**”) is set forth in **Exhibit C** attached hereto. A copy of the tax impact analysis will be mailed to each applicable Taxing District with notice of the required public hearing.

D. Requested Blight Determination. It is requested that the City Council of the City, in the ordinance approving this Redevelopment Plan, find and determine that the Area is blighted pursuant to Section 353.020(2), RSMo., as amended. A Blight Study of the Area is being submitted with this plan to provide factual evidence that the Area is blighted and the Blight Study is attached hereto as **Exhibit D**.

E. Redevelopment Project.

1. The redevelopment of the Area includes a redevelopment project as defined in the Act (the “**Redevelopment Project**”), which is described herein.

2. The Redevelopment Project shall be located within the Area as shown on **Exhibit B** and also includes certain public infrastructure improvements to streets and roads adjacent to the Area. The Redevelopment Project is described in **Exhibit E** attached hereto.

3. This Redevelopment Plan proposes the redevelopment of the Area in four phases. Phase 1 includes the construction of an approximately 524,672 square foot mixed use facility and surface parking lots containing approximately 960 parking spaces to be used for receiving, processing, warehousing, and distribution, merchandise sales, and offices including the corporate headquarters for Recovery Management Corporation (“**RMC**”), which operates Cargo Largo. Phase 2 includes the rehabilitation / redevelopment of the approximately 76,439 square foot existing Cargo Largo store for use as warehouse and distribution facility. Phase 3 includes the construction of an approximately 80,000 square foot building intended for mixed uses. Phase 4 includes the construction of an approximately 10,000 square foot building intended for mixed uses.

Additionally, certain public infrastructure improvements will be made to streets, roads, sewers and related utilities within and surrounding the Area in order to, among other things, improve access and traffic flow. The private real property improvements and public infrastructure improvements included in the Redevelopment Project are estimated to cost \$61,729,238 in total.

4. Without the requested tax abatement, the Redevelopment Project will not occur. Approval of the requested tax abatement will assist in the redevelopment, construction and rehabilitation of the Area, promote the health, safety and welfare of the City and restore the Area from its current blighted and economically underutilized state.

F. Schedule for Redevelopment Project. The Redevelopment Project will be completed in four phases. The schedule for each phase of the Redevelopment Project is set out in **Exhibit F**.

G. Zoning. The Redevelopment Project is consistent with the uses proposed under the current City zoning as well as the City's Comprehensive Plan.

H. Tax Abatement and PILOTS. The abatement of taxes on real property shall be in accordance with Section 353.110 of the Act, and shall be for a period of twenty (20) years for each phase, with certain payments in lieu of taxes being made for each phase, all as set forth below (the "**Tax Abatement**"):

1. *First 10-Year Period.* The improvements to real property in each phase of the Area shall not be subject to assessment or payment of general *ad valorem* real estate taxes imposed by the City, the State or any political subdivision or taxing district thereof, for a period of 10 years after the year in which the Corporation first becomes the record owner of the property within such phase of the Area (the "**First 10-Year Period**" for such phase) and the real estate taxes during such First 10-Year Period shall be determined based solely on the assessed value of land in such phase, exclusive of improvements, as such assessed value was determined in the year preceding the calendar year in which the Corporation became record owner of the property within such phase of the Area. The amounts of such tax assessments shall not be increased during the First 10-Year Period so long as the real property is owned by the Corporation and used in accordance with this Redevelopment Plan, or the successor in interest to any such property shall continue to use, operate and maintain such real property in accordance with this Redevelopment Plan.

2. *Second 10-Year Period.* For the next ensuing period of 10 years (the "**Second 10-Year Period**" for each phase), *ad valorem* taxes upon such phase of the Area for which tax abatement has been initiated pursuant to this Redevelopment Plan shall be measured by the assessed valuation thereof as determined by the County Assessor upon the basis of fifty percent (50%) of the true value of such real property, including any improvements thereon, so long as such tract is owned by the Corporation or any authorized successor and assign and used, operated and maintained in accordance with the Redevelopment Plan.

3. *PILOTS Applicable to All Phases.* For each phase of the Redevelopment Project, a payment in lieu of tax (a "PILOT") shall be due with respect to such phase on December 31 in each of the years in the First 10-Year Period as follows: (A) during years 1 through 5, in the amount equal to 15% of the taxes that would have been due to all real property taxing jurisdictions based on the value of the improvements to real property within such phase were it not for the abatement provided by this Redevelopment Plan (the "**Taxes Otherwise Due**"); and (B) during years 6 through 10, in the amount equal to 16% of the Taxes Otherwise Due. Notwithstanding anything to contrary set forth above, the PILOT due for Phase 2 in connection with this subparagraph H(3)

shall be calculated based solely upon the additional taxes, if any, due as a result of an increase in the assessed value of the improvements in Phase 2 during the 20-year tax abatement period over and above the assessed values set forth on **Exhibit H** during such 20-year period. The schedule of assessed values shown on **Exhibit H** reflects the assessed values upon which the PILOT for Phase 2 set forth in subparagraph H(4) below is calculated and no PILOT will be due for Phase 2 pursuant to this subparagraph H(3) unless and until the assessed value of Phase 2 exceeds the assessed values shown on **Exhibit H**. For illustration purposes only, if the assessed value of Phase 2 in Year 1 equals \$1,000,000, then the PILOT due for Phase 2 pursuant to this subparagraph H(3) in Year 1 would be based upon the additional taxes associated with the \$16,350 increase in assessed value in Year 1 (\$1,000,000-\$983,650).

4. *PILOTs Applicable to Phase 2.* For Phase 2 of the Redevelopment Project, there shall be due, in addition to the PILOTs described in subparagraph H(3), above, during the First 10-Year Period and the Second 10-Year Period, the following PILOTS on December 31 of each year:

<u>Year</u>	<u>PILOT</u>	<u>Year</u>	<u>PILOT</u>
1	\$87,335	11	\$96,425
2	87,335	12	96,425
3	89,082	13	98,354
4	89,082	14	98,354
5	90,864	15	100,321
6	90,864	16	100,321
7	92,681	17	102,327
8	92,681	18	102,327
9	94,535	19	104,374
10	94,535	20	104,374

I. Notice of Transfer. Not less than 30 days prior to the transfer of any real property in the Area, the property owner shall provide notice of the intended transfer to the City and the Corporation. No transfer of property shall occur within the Area unless the requirements set forth in this Redevelopment Plan have been satisfied, and all transfers that occur in violation of the requirements of this Plan shall be null and void. Additional details about the procedures to implement this paragraph may be set forth in a contract among the Corporation, the City and the Developer.

J. Eminent Domain. Eminent domain is not being requested to acquire property within the Area.

K. Right of Assignment. The Corporation shall have the right to assign its rights under this Redevelopment Plan and any contract with the City or another party to Developer or any entity related to or affiliated with Developer or the Corporation, and to other assignees, so long as such other assignees give assurances reasonably satisfactory to the City and the Corporation that the intention and purposes of this Redevelopment Plan will be carried out. The Corporation will enter into a contract with the City and the Developer with respect to the matters set forth in this Redevelopment Plan.

L. Expiration of Tax Abatement. Subject to the Corporation's right to request an amendment to the Redevelopment Plan to extend the dates for acquiring ownership of one of or more phases, the Developer's abatement pursuant to this Redevelopment Plan shall expire for each phase of the Redevelopment Project in the event of the failure of the Corporation to acquire ownership of such phase by the dates set out below:

Phase 1	December 31, 2027	Phase 3	December 31, 2029
Phase 2	December 31, 2028	Phase 4	December 31, 2030

Each phase of the Redevelopment Project shall be treated individually, and the Corporation's failure to acquire ownership of a phase by the applicable date set forth above shall not affect the tax abatement with respect to any other phase.

Exhibit A

Legal Description of the Area

The legal description of the Area is comprised of the following three tracts:

LEGAL DESCRIPTION TRACT A:

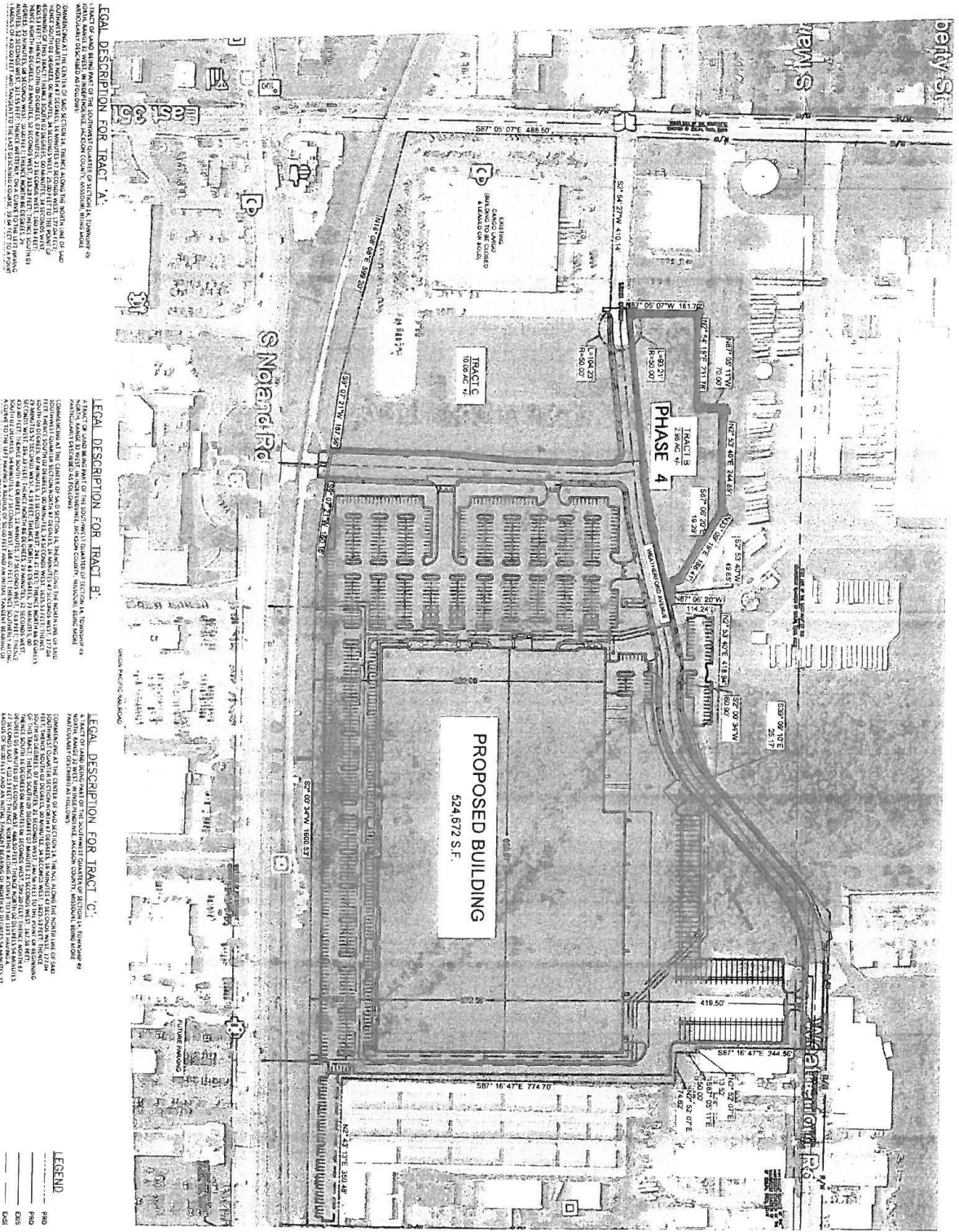
A TRACT OF LAND BEING PART OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 49 NORTH, RANGE 32 WEST, IN INDEPENDENCE, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 14, THENCE ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER NORTH 87 DEGREES, 16 MINUTES 47 SECONDS WEST, 177.04 FEET; THENCE SOUTH 02 DEGREES, 00 MINUTES, 34 SECONDS WEST, 25.00 FEET TO THE POINT OF BEGINNING OF THIS TRACT; THENCE SOUTH 02 DEGREES, 00 MINUTES, 34 SECONDS WEST, 1600.53 FEET; THENCE SOUTH 09 DEGREES, 07 MINUTES, 21 SECONDS WEST, 160.16 FEET; THENCE NORTH 86 DEGREES, 29 MINUTES, 52 SECONDS WEST, 313.29 FEET; THENCE SOUTH 03 DEGREES, 30 MINUTES, 08 SECONDS WEST, 10.00 FEET; THENCE NORTH 86 DEGREES, 29 MINUTES, 52 SECONDS WEST, 321.55 FEET; THENCE WESTERLY, ON A CURVE TO THE LEFT HAVING A RADIUS OF 430.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 39.64 FEET TO A POINT OF REVERSE CURVATURE; THENCE WESTERLY AND NORTHWESTERLY, ON A CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 30.53 FEET TO A POINT OF TANGENT; THENCE NORTH 04 DEGREES, 19 MINUTES, 38 SECONDS WEST, 39.73 FEET TO A POINT OF CURVATURE; THENCE NORTHERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 430.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 52.88 FEET TO A POINT TANGENT; THENCE NORTH 11 DEGREES, 22 MINUTES, 25 SECONDS WEST, 275.37 FEET; THENCE NORTHERLY, ALONG A CURVE TO RIGHT HAVING A RADIUS OF 270.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 63.07 FEET TO A POINT OF TANGENT; THENCE NORTH 02 DEGREES, 00 MINUTES, 34 SECONDS EAST, 60.90 FEET TO A POINT OF CURVATURE; THENCE NORTHERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 430.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 237.08 FEET TO A POINT TANGENT; THENCE NORTH 39 DEGREES 09 MINUTES 10 SECONDS WEST, 309.42 FEET; THENCE NORTHERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 270.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 198.26 FEET TO A POINT TANGENT; THENCE NORTH 02 DEGREES, 55 MINUTES, 09 SECONDS EAST, 196.66 FEET; THENCE SOUTH 87 DEGREES, 16 MINUTES, 47 SECONDS EAST, 244.56 FEET; THENCE NORTH 02 DEGREES, 52 MINUTES, 07 SECONDS EAST, 13.52 FEET; THENCE SOUTH 87 DEGREES, 05 MINUTES, 11 SECONDS EAST, 50.00 FEET; THENCE NORTH 02 DEGREES, 52 MINUTES, 07 SECONDS EAST, 74.62 FEET; THENCE SOUTH 87 DEGREES, 16 MINUTES, 47 SECONDS EAST, 774.70 FEET; THENCE NORTH 02 DEGREES, 43 MINUTES, 13 SECONDS EAST, 350.48 FEET; THENCE SOUTH 87 DEGREES, 16 MINUTES, 47 SECONDS EAST, 73.94 FEET TO THE POINT OF BEGINNING OF THIS TRACT, CONTAINING 30.212 ACRES MORE OR LESS.

LEGAL DESCRIPTION TRACT B:

A TRACT OF LAND BEING PART OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 49 NORTH, RANGE 32 WEST, IN INDEPENDENCE, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 14, THENCE ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER SECTION NORTH 87 DEGREES, 16 MINUTES 47 SECONDS WEST, 177.04 FEET; THENCE SOUTH 02 DEGREES, 00 MINUTES, 34 SECONDS WEST, 1625.53 FEET; THENCE SOUTH 09 DEGREES, 07 MINUTES, 21 SECONDS WEST, 241.21 FEET; THENCE NORTH 86 DEGREES 29 MINUTES 52 SECONDS WEST, 4.19 FEET; THENCE NORTH 83 DEGREES, 23 MINUTES, 00 SECONDS WEST, 196.33 FEET; THENCE NORTH 86 DEGREES, 29 MINUTES, 52 SECONDS WEST, 433.60 FEET; THENCE SOUTH 48 DEGREES, 12 MINUTES, 17 SECONDS WEST, 7.03 FEET; THENCE SOUTH 02 DEGREES, 54 MINUTES, 27 SECONDS WEST, 268.02 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET AND AN INITIAL TANGENT BEARING OF SOUTH 50 DEGREES 13 MINUTES 08 SECONDS EAST, 98.72 FEET TO A POINT; THENCE NORTH 87 DEGREES 05 MINUTES 34 SECONDS WEST, 50.00 FEET TO THE POINT OF BEGINNING OF THIS TRACT; THENCE NORTH 87 DEGREES, 05 MINUTES, 07 SECONDS WEST, 161.68 FEET; THENCE NORTH 02 DEGREES, 54 MINUTES, 19 SECONDS EAST, 231.78 FEET; THENCE NORTH 87 DEGREES, 05 MINUTES, 11 SECONDS WEST, 70.00 FEET; THENCE NORTH 02 DEGREES, 53 MINUTES, 40 SECONDS EAST, 244.89 FEET; THENCE NORTH 33 DEGREES, 09 MINUTES, 19 SECONDS EAST, 188.41 FEET; THENCE SOUTH 87 DEGREES, 06 MINUTES, 20 SECONDS EAST, 19.29 FEET; THENCE NORTH 02 DEGREES, 53 MINUTES, 40 SECONDS EAST, 49.65 FEET; THENCE NORTH 87 DEGREES, 06 MINUTES, 20 SECONDS WEST, 114.23 FEET; THENCE NORTH 02 DEGREES, 53 MINUTES, 40 SECONDS EAST, 418.94 FEET; THENCE SOUTH 39 DEGREES, 09 MINUTES, 10 SECONDS EAST, 25.17 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 270.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 193.67 FEET TO A POINT TANGENT; THENCE SOUTH 02 DEGREES, 00 MINUTES, 34 SECONDS WEST, 60.90 FEET; THENCE SOUTHERLY, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 330.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 77.08 FEET TO A POINT OF TANGENT; THENCE SOUTH 11 DEGREES, 22 MINUTES, 25 SECONDS EAST, 275.37 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 370.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 45.50 FEET TO A POINT TANGENT; THENCE SOUTH 04 DEGREES, 19 MINUTES, 38 SECONDS WEST, 387.36 FEET; THENCE SOUTHERLY ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET AND AN INITIAL TANGENT BEARING OF SOUTH 49 DEGREES 42 MINUTES 56 SECONDS WEST, 93.21 FEET TO THE POINT OF BEGINNING OF THIS TRACT, CONTAINING 2.980 ACRES MORE OR LESS.

LEGAL DESCRIPTION TRACT C:

A TRACT OF LAND BEING PART OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 49 NORTH, RANGE 32 WEST, IN INDEPENDENCE, JACKSON COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE CENTER OF SAID SECTION 14, THENCE ALONG THE NORTH LINE OF SAID SOUTHWEST QUARTER SECTION NORTH 87 DEGREES, 16 MINUTES 47 SECONDS WEST, 177.04 FEET; THENCE SOUTH 02 DEGREES, 00 MINUTES, 34 SECONDS WEST, 1625.53 FEET; THENCE SOUTH 09 DEGREES, 07 MINUTES, 21 SECONDS WEST, 240.56 FEET TO THE POINT OF BEGINNING OF THIS TRACT; THENCE SOUTH 09 DEGREES 07 MINUTES 21 SECONDS WEST, 167.56 FEET; THENCE SOUTH 16 DEGREES 08 MINUTES 08 SECONDS WEST, 599.20 FEET; THENCE NORTH 87 DEGREES 05 MINUTES 07 SECONDS WEST, 488.50 FEET; THENCE NORTH 02 DEGREES 54 MINUTES 27 SECONDS EAST, 410.13 FEET; THENCE NORTHLY ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 50.00 FEET AND AN INITIAL TANGENT BEARING OF NORTH 62 DEGREES 54 MINUTES 27 SECONDS EAST, 104.23 FEET TO A POINT; THENCE NORTH 04 DEGREES 19 MINUTES 38 SECONDS EAST, 248.47 FEET; THENCE NORTHERLY AND NORTHEASTERLY, ON A CURVE TO THE RIGHT HAVING A RADIUS OF 20.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 32.56 FEET TO A POINT OF CURVATURE; THENCE EASTERLY, ON A CURVE TO THE RIGHT HAVING A RADIUS OF 370.00 FEET AND TANGENT TO THE LAST DESCRIBED COURSE, 29.40 FEET; THENCE SOUTH 86 DEGREES 29 MINUTES 52 SECONDS EAST, 194.98 FEET; THENCE SOUTH 82 DEGREES 40 MINUTES 46 SECONDS EAST, 150.17 FEET; THENCE SOUTH 86 DEGREES 29 MINUTES 52 SECONDS EAST, 282.30 FEET TO THE POINT OF BEGINNING OF THIS TRACT, CONTAINING 10.067 ACRES MORE OR LESS.



LEGAL DESCRIPTION FOR TRACT A:
 A certain parcel of land situated in the County of ...
 ...
 ...

LEGAL DESCRIPTION FOR TRACT B:
 A certain parcel of land situated in the County of ...
 ...
 ...

LEGAL DESCRIPTION FOR TRACT C:
 A certain parcel of land situated in the County of ...
 ...
 ...

LEGEND
 --- 880
 --- 880
 --- 880
 --- 880

Exhibit C

Tax Impact Analysis

[See attached]

TAX IMPACT ANALYSIS

Taxing Jurisdiction	Tax Rate	Estimated Tax Generated by Existing Value without Project	Estimated Tax Generated by Project without Abatement	Estimated Tax Abatement	Estimated Tax and Payments in Lieu of Tax (PILOTS) with Abatement	Estimated Net New Revenues to Taxing Jurisdictions
Independence School District	5.4371	1,171,227	16,632,392	9,871,195	6,761,197	5,589,970
City of Independence	0.6672	143,724	2,041,002	1,211,319	829,683	685,959
Junior College	0.2128	45,840	650,967	386,344	264,623	218,783
Sheltered Workshop	0.0649	13,980	198,533	117,828	80,705	66,725
Library	0.3696	79,617	1,130,627	671,018	459,609	379,992
Mental Health	0.1056	22,748	323,036	191,720	131,317	108,569
Jackson County	0.4015	86,489	1,228,211	728,934	499,277	412,789
State Tax	0.0300	6,462	91,772	54,466	37,306	30,843
Replacement Tax	1.5900	342,508	4,863,899	2,886,686	1,977,213	1,634,705
Total	8.8787	1,912,595	27,160,438	16,119,509	11,040,930	9,128,335

Estimated Tax Generated by Existing Value without Project

2020 Real Property AV	983,650																							
Year	983,650	983,650	1,003,323	1,003,323	1,023,389	1,023,389	1,043,857	1,043,857	1,064,734	1,064,734	1,086,029	1,086,029	1,107,750	1,107,750	1,129,905	1,129,905	1,152,503	1,152,503	1,175,553	1,175,553	Total			
Independence School District	5.4371	53,482	53,482	54,552	54,552	55,643	55,643	56,756	56,756	57,891	57,891	59,048	59,048	60,229	60,229	61,434	61,434	62,663	62,663	63,916	63,916	63,916	1,171,227	
City of Independence	0.6672	6,563	6,563	6,694	6,694	6,828	6,828	6,965	6,965	7,104	7,104	7,246	7,246	7,391	7,391	7,539	7,539	7,689	7,689	7,843	7,843	7,843	143,724	
Junior College	0.2128	2,093	2,093	2,135	2,135	2,178	2,178	2,221	2,221	2,266	2,266	2,311	2,311	2,357	2,357	2,404	2,404	2,453	2,453	2,502	2,502	2,502	45,840	
Sheltered Workshop	0.0649	638	638	651	651	664	664	677	677	691	691	705	705	719	719	733	733	748	748	763	763	763	13,980	
Library	0.3696	3,636	3,636	3,708	3,708	3,782	3,782	3,858	3,858	3,935	3,935	4,014	4,014	4,094	4,094	4,176	4,176	4,260	4,260	4,345	4,345	4,345	79,617	
Mental Health	0.1056	1,039	1,039	1,060	1,060	1,081	1,081	1,102	1,102	1,124	1,124	1,147	1,147	1,170	1,170	1,193	1,193	1,217	1,217	1,241	1,241	1,241	22,748	
Jackson County	0.4015	3,949	3,949	4,028	4,028	4,109	4,109	4,191	4,191	4,275	4,275	4,360	4,360	4,448	4,448	4,537	4,537	4,627	4,627	4,720	4,720	4,720	86,489	
State Tax	0.0300	295	295	301	301	307	307	313	313	319	319	326	326	332	332	339	339	346	346	353	353	353	6,462	
Replacement Tax	1.5900	15,640	15,640	15,953	15,953	16,272	16,272	16,597	16,597	16,929	16,929	17,268	17,268	17,613	17,613	17,965	17,965	18,325	18,325	18,691	18,691	18,691	342,508	
Total	8.8787	87,335	87,335	89,082	89,082	90,864	90,864	92,681	92,681	94,535	94,535	96,425	96,425	98,354	98,354	100,321	100,321	102,327	102,327	104,374	104,374	104,374	1,912,595	

Estimated Tax Generated by Project without Abatement

Phase 1 - Estimated Tax
Hard Costs
Estimated Improvements AV

32,928,272
10,537,047

Table with 24 columns (Year 1-24) and rows for Taxing Jurisdictions (Independence School District, City of Independence, Junior College, Sheltered Workshop, Library, Mental Health, Jackson County, State Tax, Replacement Tax, Total).

Phase 2 - Estimated Tax
Hard Costs
Estimated Improvements AV

2,500,000
800,000

Table with 24 columns (Year 1-24) and rows for Taxing Jurisdictions (Independence School District, City of Independence, Junior College, Sheltered Workshop, Library, Mental Health, Jackson County, State Tax, Replacement Tax, Total).

Phase 3 - Estimated Tax
Hard Costs
Estimated Improvements AV

7,310,000
2,339,200

Table with 24 columns (Year 1-24) and rows for Taxing Jurisdictions (Independence School District, City of Independence, Junior College, Sheltered Workshop, Library, Mental Health, Jackson County, State Tax, Replacement Tax, Total).

Phase 4 - Estimated Tax
Hard Costs
Estimated Improvements AV

913,750
292,400

Table with 24 columns (Year 1-24) and rows for Taxing Jurisdictions (Independence School District, City of Independence, Junior College, Sheltered Workshop, Library, Mental Health, Jackson County, State Tax, Replacement Tax, Total).

Total Estimated Tax - Phases 1-4
Hard Costs
Estimated Improvements AV

43,652,022
13,968,647

Table with 24 columns (Year 1-24) and rows for Taxing Jurisdictions (Independence School District, City of Independence, Junior College, Sheltered Workshop, Library, Mental Health, Jackson County, State Tax, Replacement Tax, Total).

Exhibit D

Existing Conditions and Blight Study

CITY OF INDEPENDENCE, MISSOURI
CHAPTER 353 REDEVELOPMENT PLAN
BLIGHT STUDY
FOR THE CARGO LARGO REDEVELOPMENT AREA
OCTOBER 12, 2021



Patrick Sterrett, AICP
Sterrett Urban, LLC
3946 Springfield St.
Kansas City, Kansas 66103

PURPOSE OF THIS STUDY

The D & J Redevelopment Corporation (the “Corporation”), a Missouri Urban Redevelopment Corporation under the provisions of Chapter 353 of the Revised Statutes of Missouri, as amended, known as “The Urban Redevelopment Corporations Law” (the “Act”), was formed for the purpose of assisting in redevelopment projects, including the funding of the clearance, replanning, reconstruction or rehabilitation of “blighted areas” within the City of Independence, Missouri (the “City”). D & J Realty Holdings, LLC (the “Developer”) proposes to redevelop approximately 44 acres of property located at the northwest corner of 35th & Noland Road in the City, which includes the location of an existing Cargo Largo store, and requests the granting of tax abatement by the City in connection therewith. A redevelopment plan has been prepared in accordance with the Act (the “Redevelopment Plan”) and proposes the revitalization of the area legally described in Exhibit A to the Redevelopment Plan (the “Area”).

DEFINITION AND IDENTIFICATION OF BLIGHT

Section 353.020(2) of the Act defines the term “blighted area” as follows:

“Blighted area”, an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, 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, or welfare in its present condition and use.

This study will document the existence of the following blighting factors:

1. Physical deterioration of site improvements;
2. Insanitary or unsafe conditions; and
3. Existence of conditions which endanger life or property by fire and other causes.

and will describe how such blighting factors constitute an economic liability.

Several court cases provide additional direction in the consideration of blight:

- The courts have determined that it is not necessary for an area to be what commonly would be considered a “slum” in order to be blighted. *Parking Systems, Inc. v. Kansas City Downtown Redevelopment Corporation*, 518 S.W.2d 11, 15 (Mo. 1974)
- An otherwise viable use of a property may be considered blighted if it is an economic underutilization of the property. *Crestwood Commons Redevelopment Corporation v. 66 Drive-In, Inc.*, 812 S.W.2d 903, 910 (MO.App.E.D. 1991).
- It is not necessary for every property within an area designated as blighted to conform to the blight definition. A preponderance of blight conditions is adequate to designate an area for redevelopment. *Maryland Plaza Redevelopment Corporation v. Greenberg*, 594 S.W.2d 284, 288 (MO.App.E.D. 1979).

BLIGHTED AREA

The Area consists of eight (8) complete tax parcels. It is located at the northwest corner of 35th & Noland Road in the City. The parcel identification numbers and owners are set forth below:

<i>Assessor's Parcel ID Number</i>	<i>Owner</i>
26-830-01-31-00-0-00-000	D & J Realty Holdings, LLC
26-830-01-32-00-0-00-000	D & J Realty Holdings, LLC
26-830-01-33-00-0-00-000	D & J Realty Holdings, LLC
26-830-02-07-00-0-00-000	D & J Realty Holdings, LLC
26-830-02-08-00-0-00-000	D & J Realty Holdings, LLC
26-830-02-09-00-0-00-000	D & J Realty Holdings, LLC
26-830-03-02-00-0-00-000	D & J Realty Holdings, LLC
26-830-03-03-00-0-00-000	D & J Realty Holdings, LLC

Map: Outline of the Area



PREVIOUS BLIGHT FINDINGS

Five of the eight tax parcels – all located east of the public right-of-way for Weatherford Road – were previously found to be blighted in December 2014 with approval of the Noland Road Community Improvement District.

GENERAL DESCRIPTION OF THE AREA AND EVIDENCE OF BLIGHT

The Area contains three improved commercial properties, with corresponding parking and five vacant lots. A site visit was performed October 2021. Pertinent Geographic Information Systems (GIS) data was obtained and analyzed. Pictures were taken, which are attached hereto as **Appendix A**, that depict the conditions described below. Within the Area, the following blighting conditions are present:

1. Physical deterioration of site improvements;
2. Insanitary or unsafe conditions; and
3. Existence of conditions which endanger life or property by fire and other causes.

These factors are pervasive within the Area.

Existing Improvements

Both buildings within the Area are over 50 years old. According to Jackson County records, the office/warehouse located in the northwest corner of the Redevelopment Area at 3123 S. Weatherford Road was constructed in 1958 and is slated for demolition within the Redevelopment Plan. The property totals 1.23 acres and the single-story building, constructed of masonry and consisting of approximately 20,000 square feet, is in poor condition. The one-story commercial retail building located near the southern boundary at 13900 E. 35th Street was constructed in 1960 and is proposed to be renovated per the Redevelopment Plan for warehouse/distribution use. The property totals 4.82 acres and the building, constructed of steel and masonry and consisting of 76,379 square feet, is in fair condition. Other improvements in the Area are located on otherwise vacant lots and consist of a service drive that is an extension of Weatherford Road and a portion of the paved parking lot and an overflow gravel parking lot that supports the retail building.

The Area consists of approximately 43.27 acres and is generally bounded by E. 35th Street on the south, S. Noland Road on the east, 31st Street on the north and Lynn Court and Weatherford Avenue on the west. Union Pacific railroad right-of-way, with one to two tracks, is located between S. Noland Road and the Area.

Cause Component 1: Insanitary or Unsafe Conditions

Numerous locations within the Area exhibit insanitary or unsafe conditions. The most prevalent conditions considered insanitary or unsafe includes substandard accessibility and the presence of overgrown vegetation. More than fifty percent of the Area is impacted by these two blighting factors, as primary access from S. Noland Road to the Area does not exist and hence has hindered redevelopment of the Area, and secondary access – linking Lynn Court with Weatherford Avenue on the western edge of the Area – would provide safe access in the event any existing rail crossing that provides access to the Area or adjacent businesses and properties should become blocked by stopped trains.

Less frequent conditions and smaller impacts included lack of access for those with disabilities, inadequate access ramps, damaged signage and/or lack of signage, lack of sidewalks, uneven sidewalks, poor drainage, faded pavement markings, graffiti, trash/debris, and evidence of vagrancy (homeless

camp). In addition to these conditions, some of the surface parking lots and drive aisles are in poor condition in the Area (documented under “Component 2: Deterioration of Site Improvements”).

Common to each of the parcels was the lack of pedestrian circulation, or a sidewalk in the public right of way. Pedestrian linkages to adjacent properties and neighborhoods are nonexistent with the exception of E. 35th Street. The only sidewalks that exist are those along E. 35th Street and those that provide access to building improvements.

Examples of insanitary or unsafe conditions are shown in Appendix A. All of the property within the Area exhibited insanitary or unsafe conditions. As noted earlier, the most prevalent conditions include substandard accessibility and the presence of overgrown vegetation.

Cause Component 2: Deterioration of Site Improvements

The condition of deterioration of site improvements was primarily established through field survey work and observation of exterior and some interior physical conditions within the Area. Building deterioration rating criteria considered included the following: primary structure (roof, walls, foundation); secondary structure (fascia/soffits, gutters/downspouts, exterior finishes, windows and doors, stairways/fire escapes); and exterior structure (mechanical equipment, loading areas, fences/walls/gates, other structures).

The most common examples of structural deterioration found in the Area included the failure of exterior finishes, deterioration of windows and lintels, and the need for pointing and repair of masonry walls. The photos in Appendix A are examples of structural deterioration in the Area.

In addition to structural deterioration, a variety of blight conditions were observed within the Area related to the deterioration of the site and non-primary improvements. These conditions which negatively affect the appearance and utilization of the area, most commonly include deterioration of parking surfaces and drive aisles, fences and walls. Examples of site deterioration problems are found throughout the Area, as shown in the photographs in Appendix A.

Altogether, each of the parcels surveyed in the Area exhibit deterioration of site improvements. Most of the properties that satisfied this condition did so due to the failure of finishes, windows, and brick veneer, and the deterioration of parking surfaces, drive aisles, and fences and walls.

Cause Component 3: Existence of Conditions which Endanger Life or Property by Fire and Other Causes

As noted previously, poor access is an unsafe condition as most of the property in the Area can be inaccessible to first responders and others when a train blocks access from S. Noland Road. The properties impacted the most – in whole or in part – are those with no access other than via E. 31st Street and Weatherford Road. Not only does poor access become a situation in which life can be endangered for five of the eight tax parcels in the Area (three tax parcels can be accessed directly from public right-of-way west of the railroad and can still be accessed from the west), but those businesses and properties located on E. 31st Street and Weatherford Road also become endangered due to the poor access.

Due to poor access, the Area exhibits conditions that endanger life or property by fire and other causes.

SUMMARY OF BLIGHTING FACTORS

The following table summarizes the three qualifying cause factors analyzed within the Study Area:

**Cargo Largo
Redevelopment Area**
Summary of Blighting Factors

<u>Study Area</u>	<u>Parcels</u>	<u>Pct.</u>	<u>Area (acres)</u>	<u>Pct.</u>
Total	8	100%	43.27	100%
<u>Blighting Factors</u>				
Insanitary or unsafe conditions	8	100.0%	43.27	100.0%
Deterioration of site improvements	6	75.0%	42.44	98.1%
Existence of conditions which endanger life or property by fire and other causes	5	62.5%	32.53	75.2%
Parcels with at least one blighting factor	8	100.0%	43.27	100.0%
Parcels with no blighting factors	0	0.0%	0.00	0.0%
 Parcels with Predominance of Blighting Factors	 8	 100.0%	 43.27	 100.0%

As evidenced from the table above, more than 50% of the Study Area satisfies all three blighting factors. In addition, the percentage of the Study Area that has at least one blighting factor is 100.0%. The percentage of the Study Area that exhibits a predominance of blighting factors is 100.0%.

EFFECT OF BLIGHT WITHIN THE AREA

The blighting factors discussed above relating to the Area constitute an economic liability.

The following economic characteristics of blighted areas are generally agreed upon as:

- Reduced or negligible income;
- Impaired economic value;
- Depreciated values; and
- Impaired investments.

These economic characteristics are typically substantiated with certain conditions, which may include but are not limited to one or more of the following:

- Depreciated or stagnant property values or impaired investments.
- Inability to pay reasonable taxes.
- High business vacancies, low lease rates, high turnover rates, or excessive vacant lots.
- Lack of neighborhood commercial facilities.
- Residential overcrowding or an excess of adult businesses.

- High crime rate.

The Missouri Supreme Court has determined that “the concept of urban redevelopment has gone far beyond ‘slum clearance’ and the concept of economic underutilization is a valid one.”

The assessed value of the commercial (and agricultural) properties in the Study Area has remained low since 2018. The assessed value per square foot of building with respect to the Cargo Largo retail building is the lowest of any comparable commercial property in the S. Noland Road corridor. The Cargo Largo building has an assessed value per building area of \$19.63 per square foot of building. Other comparable properties range between \$25 and \$120 per square foot of building.

In addition, the assessed values of the vacant property are also quite low. The largest parcel in the Area is assessed as agricultural land and generated a tax payment of almost \$218 for more than 28 acres of land, an exceptionally low amount of tax revenue per foot of property. The property would generate far more revenue for the taxing jurisdictions if developed as a commercial property as envisioned in the Noland Now Revitalization Plan adopted by the City in May 2017.

The redevelopment of the Area has been hindered primarily by the lack of access from S. Noland Road and from E. 35th Street via Lynn Ct. and Weatherford Rd. These infrastructure costs and the costs associated with addressing the other blighting conditions as outlined in this study are prohibitive for a private sector developer (or property owner) to take on independently and remain competitive in the market. Doing nothing will only result in further deterioration of building and site improvements, resulting in the potential for continued stagnation of income and property values. In order for the property owner to provide a safe environment for customers and employees, and to continue to grow and attract new economic activity to the Area and surrounding environs, some form of external financial assistance that is not currently being utilized will be required in order to make improvement of the Area economically feasible.

Economic underutilization – deteriorating site improvements, insanitary and unsafe conditions, poor access and the resulting low assessed values and taxes – indicates the Study Area is blighted.

CONCLUSION

A predominance of the components that make up the definition of blight (RSMo. 353.020(2)) was present in the proposed Cargo Largo Redevelopment Area.

The dominant blighting factor is poor access, including primary access from S. Noland Rd. and secondary access from linking Lynn Ct. with Weatherford Rd. on the west side of the Area, and deterioration of building and site improvements and the presence of insanitary or unsafe conditions. The blighting conditions have resulted in low property values, and the Area, located in a heavily trafficked Noland Rd. corridor not far from Interstate 70, indicates blight is present within the Cargo Largo Redevelopment Area. The above combine to create economic underutilization and thereby an economic liability for the City and other taxing jurisdictions.

Therefore, the consultant has determined that the proposed Cargo Largo Redevelopment Area of Independence, Missouri, as of October 12, 2021, is a “blighted area” according to the definition provided in Missouri’s Urban Redevelopment Corporations Law (RSMo. 67.1401 et seq.) and constitutes an economic liability and a menace to the public health, safety, and welfare in its present condition and use.

APPENDIX A

PHOTOGRAPHS OF BLIGHTING CONDITIONS

INSANITARY OR UNSAFE CONDITIONS



Homeless camp located just north and west of Lynn Ct. terminus



Homeless camp located just north and west of Lynn Ct. terminus



Homeless camp located just north and west of Lynn Ct. terminus



Graffiti – looking northeast from western edge of Area



Graffiti – on building in northwest corner of Area



Abandoned rail tracks, overgrown vegetation – looking southeast from northwest corner of Area



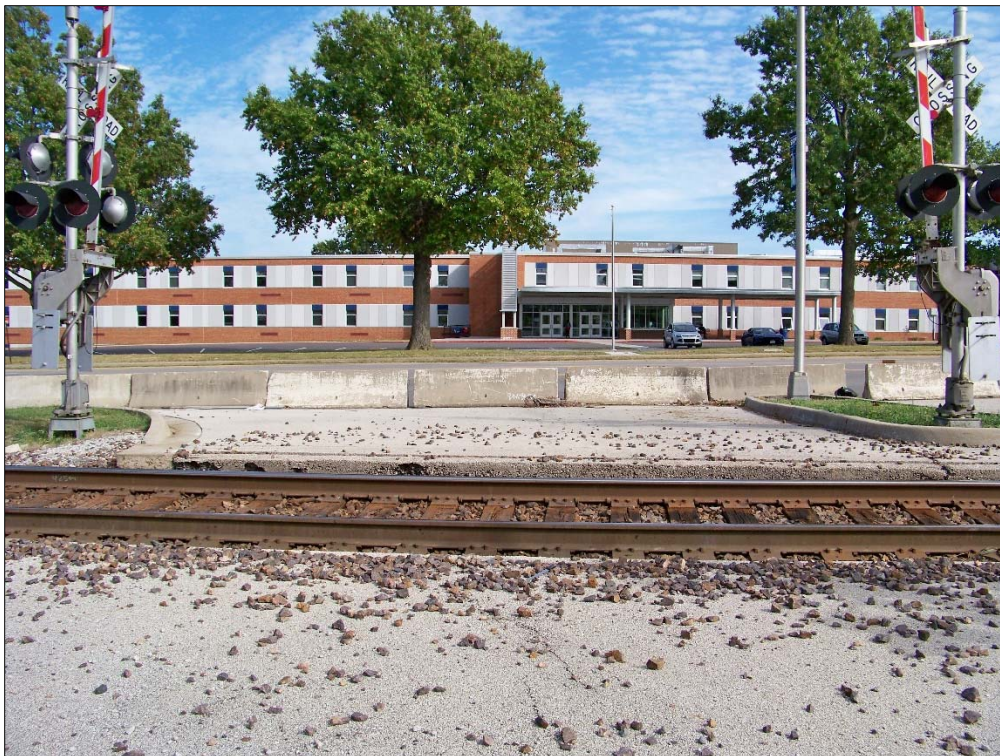
Overgrown vegetation – looking east from western edge of Area



Overgrown vegetation and debris – looking east from western edge of Area



Lack of access to Area across Union Pacific railroad tracks on eastern edge of Area



Blocked access to rail crossing, inadequate improvements for crossing along eastern edge of Area



Lack of sidewalks



Poor drainage; no sidewalks in northwest corner of Area

DETERIORATION OF SITE IMPROVEMENTS – STRUCTURAL



Failure of finishes, deterioration of windows at Weatherford Ave. building



Failure of finishes, deterioration of windows at Weatherford Ave. building



Deterioration of windows, lintels; need for pointing and repair of masonry at Weatherford Ave. building



Failure of finishes, deterioration of windows, poor drainage, trash/debris at Weatherford Ave. building



Failure of finishes, mold/fungi growth, deterioration of windows at Weatherford Ave. building



Failure of finishes, deterioration of doors and steps at Weatherford Ave. building



Deterioration of foundation of loading dock at Cargo Largo building

DETERIORATION OF SITE IMPROVEMENTS – SITE & NON-PRIMARY



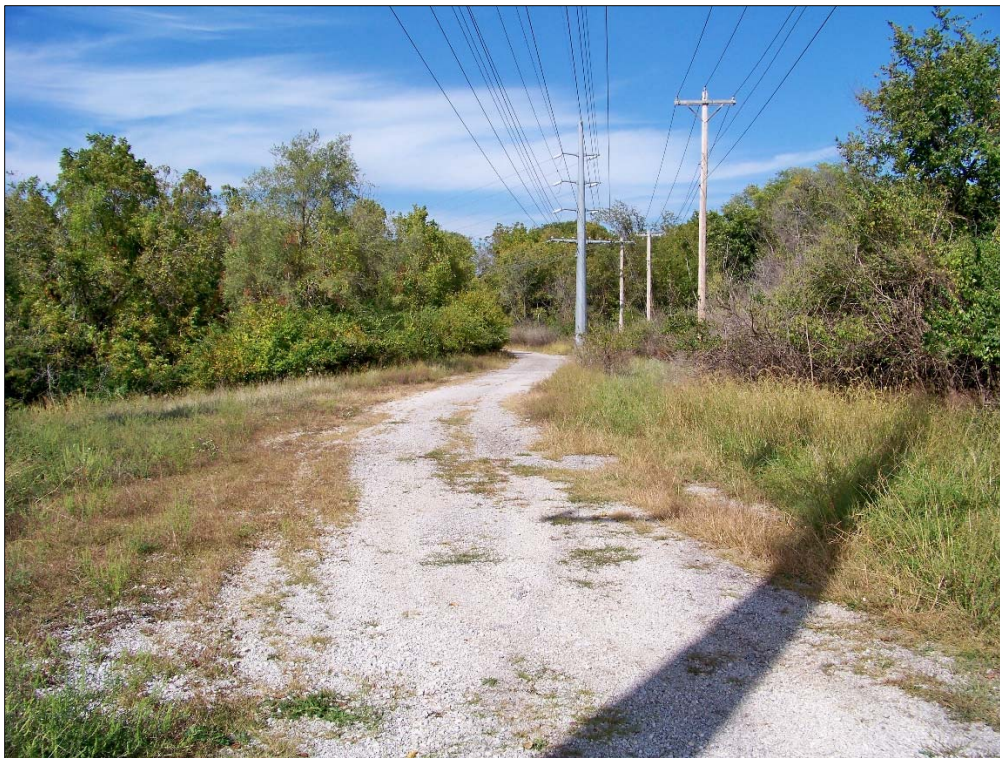
Deterioration of parking lot at Cargo Largo building



Gravel parking lot with no pavement markings, wheel stops, curbs at Cargo Largo building



Deterioration of service drive at western edge of Area



Deterioration of service drive at western edge of Area



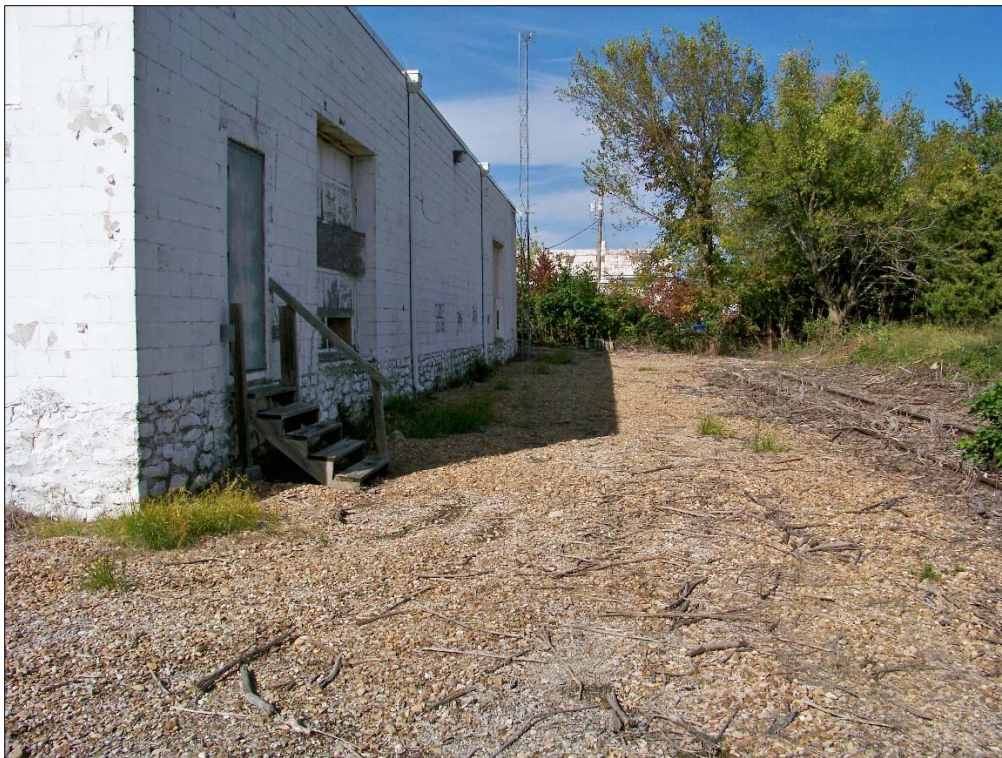
Deterioration of service drive at northwestern edge of Area



Deterioration of driveway at Weatherford Ave. building



Deterioration of surface parking at Weatherford Ave. building



Deterioration of surface parking at Weatherford Ave. building

APPENDIX B

CERTIFICATION / ASSUMPTIONS & LIMITING CONDITIONS / QUALIFICATIONS

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 our personal, unbiased professional analyses, opinions, and conclusions.
3. We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest with respect to the parties involved.
4. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. Our compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
6. Patrick Sterrett has made a personal inspection of the property that is the subject of this report October 11 and October 12, 2021.
7. This study is not based on a requested result or a specific conclusion.
8. We 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.



Patrick Sterrett
Sterrett Urban, LLC

Assumptions & Limiting Conditions

This Blight Study is subject to the following limiting conditions and assumptions:

1. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are Sterrett Urban's unbiased professional analyses, opinions, and conclusions.
2. Information provided and utilized by various secondary sources is assumed to be accurate. Sterrett Urban cannot guarantee information obtained from secondary sources.
3. The nature of real estate development is unpredictable and often tumultuous. In particular, the natural course of development is difficult to predict and forecast. Sterrett Urban deems our projections as reasonable considering the current and obtained information.
4. Sterrett Urban has considered and analyzed the existing conditions concerning the subject property within the redevelopment area. We have considered these existing conditions when forming our analysis and conclusions. However, it should be understood that conditions are subject to change without warning, and potential changes could substantially affect our recommendations.
5. Our analyses, opinions and conclusions were prepared in conformance with the Code of Professional Ethics and Standards of the American Institute of Certified Planners.

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

Sterrett Urban LLC is an urban planning and real estate development advisory firm which counsels an array of public and institutional clients, as well as private investors and developers, interested in bringing development projects and revitalization efforts to fruition. **Sterrett Urban LLC** has unmatched experience and expertise providing redevelopment, community planning, and economic development strategies and implementation services for a wide variety of product types and settings.

The firm, founded in 2006, is led by Patrick Sterrett, a certified urban planner who has more than twenty-five years of experience forging partnerships, managing complex real estate development projects, and creating vibrant, sustainable urban plans and designs. Current and recent work includes creating a development program and financing strategies for a \$20 million mixed-use project on Troost Avenue; developing a strategy to unwind the original financing framework Mr. Sterrett helped originate for the LAMP nonprofit campus that involves tax abatement, New Markets tax credits, and Historic Preservation tax credits; land use planner for the redevelopment of the three million square foot former Bannister Federal Complex; continued management of two community improvement districts originally formed by Mr. Sterrett for others; and the development of financing strategies for a \$20 million charter school in Kansas City, Missouri and a \$5.5 million social service center and health clinic in Kansas City, Kansas, both of which may include the use of tax credits and tax abatement.

Prior to forming **Sterrett Urban LLC** in 2006, Mr. Sterrett spent eleven years at the Economic Development Corporation of Kansas City, Missouri (EDC) and initiated and/or managed for the public sector some of the largest pioneering redevelopment projects in recent memory in Kansas City and in the country. During his tenure at the EDC, Mr. Sterrett provided staffing to each of the redevelopment agencies and also served as Executive Director of the Port Authority, where he managed land development, the negotiation of redevelopment agreements and creation of mixed-use development programs for the Kansas City Riverfront, former Richards-Gebaur Airport as an intermodal hub, a mixed-use village within the Columbus Park Neighborhood, and creation/implementation of a redevelopment strategy for the Crossroads Arts District.

Mr. Sterrett's work has been featured in local and national publications, and his work in the Crossroads Arts District and the Power & Light District in Kansas City has been recognized by the International Economic Development Council as exemplary of the most advanced redevelopment methods to revitalize distressed areas, including brownfields.

Mr. Sterrett earned a Bachelor Architecture and a Master of Urban Planning with a concentration in housing and community development from the University of Kansas.

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

Select Professional Experience

Sterrett Urban LLC

2006 – Current

Owner/Principal

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES

Blight Study

Independence Marketplace (TIF); WNQE Independence VI, LLC; Independence, MO

Blight Study

11828 NW Plaza Circle Community Improvement District; Yashoda Hotels, LLC; Kansas City, MO

Blight Study

7611 NW 97th Terrace Community Improvement District; BVM PLATT CITY, LLC; Kansas City, MO

*Blight Study

Ten Main Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

Brookfield Building (Chapter 353); Brookfield Hotel Investment, LLC; Kansas City, MO

*Blight Study

Kansas City Convention Center Headquarters Hotel (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

*Blight Study

Mt. Cleveland Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*Blight Study

63rd & Holmes Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

23rd & Sterling Community Improvement District; McKeever Enterprises, Inc.; Independence, MO

General Development Plan and Qualifications Analysis (Blight)

17th & Madison (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

63rd Street Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

General Development Plan and Qualifications Analysis (Blight)
Green Village (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

32nd Street Place (TIF); Woodsonia Joplin, LLC; Joplin, MO

Blight Study

32nd Street Place Community Improvement District; Woodsonia Joplin, LLC; Joplin, MO

*Blight Study

Linwood/Prospect (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

*Blight Study

Oak Park Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

16 Main Street (Chapter 353); PC Homes, LLC; Parkville, MO

Blight Study

NE 58th Street & N. Oak Trafficway (Chapter 353); North Eagle Properties, LLC; Gladstone, MO

Blight Study

Twin Creeks Center Community Improvement District; White Goss, Attorneys at Law; Kansas City, MO

Blight Study

325 E. 31st Street Community Improvement District; Syndicate Property Holdings 1, LLC; Kansas City, MO

Blight Study

612 W. 47th Street Community Improvement District; JH Investors, LLC; Kansas City, MO

Blight Study

801 Westport Road Community Improvement District; GLI Hospitality & ADMJM WP1, LLC; Kansas City, MO

Development Plan & Blight Study

1411 Quebec (Chapter 353); MetroPark Warehouses, Inc.; North Kansas City, MO

Urban Renewal Plan & Blight Study

3200 Gillham Road Urban Renewal Area (LCRA); Exact Acme, LLC; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

*Blight Study

40 Highway & Noland Road (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

Blight Study

89th & State Line Community Improvement District; State Line Corner, LLC; Kansas City, MO

Blight Study

Boomtown Central (TIF); Denali Summit, LLC; Joplin, MO

Blight Study – Court Testimony

Armour/Gillham Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Economic Development Area

Aviara (TIF); City of Liberty, MO; Liberty, MO

Blight Study

4080 W. State Highway 76 (TIF); Fee/Hedrick Family Entertainment; Branson, MO

Blight Study

Creekside (TIF & CID); Parkville Development 38, LLC, Parkville Development 140, LLC, Parkville Development 50, LLC, Parkville Development VV1, LLC; Parkville, MO

Blight Study

Johnson Drive & Renner Road (TIF); Kingdom Real Estate, LLC & Paru, LLC; Shawnee, KS

Blight Study

Merriam Corners (TIF); Merriam Corners, LLC et al.; Merriam, KS

Urban Renewal Plan & Blight Study

Midtown Infill Multifamily Housing Urban Renewal Area (LCRA); FFV Development, LLC; Kansas City, MO

Blight Study

NW 112th Street & I-29 Community Improvement District; Bank of Weston & WB Seventeen, LLC; Kansas City, MO

Blight Study

NW Prairie View Road & NW 72nd Street (TIF & CID); North K I-29 2004, LLC; Kansas City, MO

*Blight Study

3800 Block of Prospect Ave Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING / BUILDING CONDITION STUDIES (CONTINUED)

Blight Study

Riverside Red X Community Improvement District; Riverside Red X, Inc.; Riverside, MO

Conservation Area Study

Stag's Spring (TIF); Stag's Spring, LLC; Shawnee, KS

Blight Study

8th & Grand Boulevard (TIF, CID, LCRA, PIEA, Ch. 353); New Generation Construction; Kansas City, MO

Blight Study

Turner Vista (TIF); College Park Developers, LLC; Kansas City, KS

Blight Study

Villa West (TIF); 29th Street Partners, LLC; Topeka, KS

Blight Study

Vivion Point Community Improvement District; Lockard Kansas City Holdings, LLC; Kansas City, MO

Blight Study

Ward Parkway Plaza Community Improvement District; Greensboro Property Company, LLC; Kansas City, MO

Blight Study

Tiffany Landing Community Improvement District; Tiffany Landing, LLC; Kansas City, MO

General Development Plan and Qualifications Analysis (Undeveloped Industrial Area)

Frontage at Executive Park (PIEA), PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

22nd/23rd Street Connector (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

2nd Amended Ellison/Knickerbocker (PIEA), PIEA of Kansas City, MO; Kansas City, MO

*Blight Study

Second & Delaware Development Plan (Chapter 353); Chapter 353 Advisory Board of Kansas City, MO; Kansas City, MO

*Blight Study

Commerce Tower Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

*Blight Study

Key Coalition Neighborhood Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)

Victory Court (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

I-35 & W. 13th Street (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

Troost Bannister (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)

Seven301 (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

Oxford on the Blue (PIEA); PIEA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

1st Amended Ellison/Knickerbocker (PIEA); PIEA of Kansas City, MO; Kansas City, MO

*Blight Study

Bannister & I-435 (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)

1st Amended Armour/Gillham Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study Addendum (Social Liabilities)

Armour/Gillham Corridor (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Liberty Commons (TIF); City of Liberty, MO; Liberty, MO

Blight Study

Hospital Hill III Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)

Hawthorne Road (PIEA); PIEA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

General Development Plan

Amended/Restated Folgers Coffee Company (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Inter-State Building Development Plan (Chapter 353); Abbot Properties; Kansas City, MO

General Development Plan & Blight Study

39th Terrace (PIEA), PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Truman-Hardesty (TIF); TIF Commission of Kansas City, MO; Kansas City, MO

Blight Study

Oak Barry Community Improvement District; MD Management; Kansas City, MO

General Development Plan & Blight Study

Metro North Mall (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Metro North Square Community Improvement District; MD Management; Kansas City, MO

General Development Plan & Blight Study

155th & Kensington (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Hospital Hill III Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study Update

Columbus Park Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan & Blight Study

Troost-Rockhill (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Feasibility & Redevelopment Boundary Analysis

Northwest Briarcliff Road Corridor, City of Kansas City, MO

General Development Plan & Blight Study

Valentine-Broadway (PIEA); PIEA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Patrick Sterrett, AICP

Principal



Urban Planning & Development Services

REDEVELOPMENT PLANNING / BUILDING CONDITION STUDIES (CONTINUED)

General Development Plan & Blight Study

Westport–Main (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Indiana Corridor Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

Troost/Paseo Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan & Blight Study

Blue Valley (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study

Martin City Corridor Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

Blight Study

Longfellow–Dutch Hill Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

General Development Plan & Blight Study

Stuart Hall/HD Lee (PIEA); PIEA of Kansas City, MO; Kansas City, MO

Blight Study & Urban Renewal Plan

Columbus Park Urban Renewal Area (LCRA); LCRA of Kansas City, MO; Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

Economic Development Corporation of Kansas City, Missouri

1995 – 2006

Executive Director, Port Authority of Kansas City, Missouri

Planner / Senior Planner

Author of the following plans and studies:

Riverfront TIF Plan / Blight Study

74th & Wornall TIF Plan / Blight Study (plan not approved)

19th Terrace TIF Plan / Conservation Study

22nd & Main St. TIF Plan / Conservation Study

47th & Roanoke TIF Plan

Prospect North TIF Plan

Jazz District TIF Plan

Pershing Road TIF Plan

Eastwood Urban Renewal Plan / Blight Study

South 31st Street Urban Renewal Plan / Blight Study

Longfellow–Dutch Hill Urban Renewal Plan

Exhibit E
Redevelopment Project

Phase 1:

Phase 1 includes the construction of an approximately 524,672 square foot mixed use facility and surface parking lots containing approximately 960 parking spaces to be used for receiving, processing, warehousing, and distribution, merchandise sales, and offices including the corporate headquarters for Recovery Management Corporation (“RMC”), which operates Cargo Largo.

Phase 2:

Phase 2 includes the rehabilitation / redevelopment of the approximately 76,439 square foot existing Cargo Largo store for use as warehouse and distribution facility.

Phase 3:

Phase 3 includes the construction of an approximately 80,000 square foot building intended for mixed uses.

Phase 4:

Phase 4 includes the Construction of an approximately 10,000 square foot building intended for mixed uses.

Public Improvements:

Certain public infrastructure improvements will be made to streets, roads and property within and surrounding the Area consisting of, among other things, the construction of (i) a westbound right turn lane from 35th Street to Lynn Court, (ii) a new street connecting northbound Lynn Court to southbound Weatherford Avenue, (iii) a new street (33rd Street) westbound from Noland Road to the Lynn Court/Weatherford Avenue street connection, (iv) southbound right turn lane from Noland Road to 33rd Street, (v) traffic signalization improvements, and (vi) sewers and related utilities.

Exhibit F

Statements Required by City Code

The following statements are provided in compliance with the City Code:

1. *A legal description of the development area by metes and bounds or other definite designation. See Exhibit A.*

2. *A statement of the various redevelopment project(s) by which the development plan is proposed to be undertaken, and the approximate time limit for the completion of each redevelopment project. This statement shall also show a time schedule for each redevelopment project clearly setting forth reasonable times for start and completion of: a. Acquisition of real property, b. Demolition of buildings, and c. Construction of new improvements.*

	Property Acquisition	Estimated Dates for Completion of Demolition	Estimated Dates for Completion of Construction
Phase 1	Completed	December 2024	April 2026*
Phase 2	Completed	Not Applicable	December 2026*
Phase 3	Completed	Not Applicable	December 2028*
Phase 4	Completed	Not Applicable	December 2029*

* These are the estimated dates for completing construction of the project and are subject to market and other economic conditions. Developer shall have the right to extend the estimated dates for completion of construction by one year upon notice to the City and those dates will be extended without the need to amend this Redevelopment Plan. If adverse market or other economic conditions impact the estimated completion dates for construction and additional extensions of time are required, the Corporation or Developer will submit an application to amend this Redevelopment Plan to extend such dates.

3. *A statement of the existing buildings or improvements in the development area to be demolished immediately, if any. The building located at 3123 Weatherford Road will be demolished prior to completion of the truck court in Phase 1. Prior to demolition, the building may be used to store materials during construction. The cul-de-sac on north end of existing Lynn Court, the curb necessary to accommodate construction of Noland Road southbound right turn lane at 33rd St., the curb necessary to accommodate construction of 35th St. westbound right turn lane at Lynn Court/Weatherford Avenue, will all be demolished in connection with the street improvements associated with Phase 1.*

4. *A statement of existing buildings or improvements in the development area not to be demolished immediately, if any, and the approximate period of time during which the demolition, if any, of each such building or improvement is to take place. The only demolition associated with the project is expected to occur in Phase 1.*

5. *A statement of the proposed improvements, if any, to each building in the development area not to be demolished immediately, including any proposed repairs or alterations to such buildings, and the approximate period of time during which such improvements, repairs or alterations are to be made. 13900 E. 35th, the current Cargo Largo retail store, is anticipated to be repurposed for supporting uses of Cargo Largo operations once the store has relocated to the new building being constructed in Phase 1. The specific nature of improvements, repairs or alterations has not been determined at this time.*

6. *A statement of the type, number and character of each new industrial, commercial, residential or other building or improvement to be erected or made in the development area.*

Phase 1 – erect ~524,672 s.f. mixed-use, warehouse/distribution-type commercial building with ~86,000 s.f. mezzanine over the store.

Phase 3 – erect ~80,000 s.f. mixed-use building

Phase 4 – erect ~10,000 s.f. mixed-use building

7. *A statement of those portions, if any, of the development area which may be permitted or will be required to be left as open space, the use to which each such open space is to be put, the period of time each such open space will be required to remain an open space and the manner in which it will be improved and maintained, if at all.* No portion of the development area is proposed to be left as open space.

8. *A statement of those portions, if any, of the development area which are proposed to be sold, donated, exchanged or leased to a board of education, public library board, art commission or other public agency, and an outline of the terms of such proposed sale, donation, exchange or lease.* No portion of the development area is proposed to be sold, donated, exchanged, or leased to any public board or agency.

9. *A statement of the proposed changes, if any, in zoning ordinances or maps, necessary or desirable for the development area, and its protection against blighted influences.* A preliminary development plan for the development area was approved by the City Council on May 17, 2021 by Ordinance No. 19215.

10. *A statement of the proposed changes, if any, in streets or street levels, any proposed street closings, and any changes which would have to be made to streets adjoining or near the development area.* The following proposed changes to streets adjoining or within the redevelopment area are proposed: (i) 33rd St. to be constructed westbound from Noland Road to Weatherford Avenue; (ii) southbound Noland Road right-hand turn lane at 33rd St.; (iii) westbound 35th St right-hand turn lane at Weatherford Avenue (formerly Lynn Court)/ and (iv) southbound Weatherford Avenue extension to Lynn Court.

11. *A statement of the character of the existing dwelling accommodations if any, in the development area, the approximate number of families residing therein, together with a schedule of the rentals being paid by them, and a schedule of the vacancies in such accommodations, if any, together with the rentals demanded therefore.* There are no existing dwelling accommodations in the development area.

12. *A statement of the housing accommodations available in the development area or in other locations in the City for those persons, if any, who will be displaced by a redevelopment project. The development plan shall set forth a feasible plan for the relocation of all residences and businesses displaced. The relocation plan shall meet the requirements set forth in Section 523.205, R.S. Mo.* No persons or businesses are proposed to be displaced as a result of this development plan and therefore no relocation plan is proposed.

13. *A statement of the character, type and quality of construction, approximate number of units, approximate rentals and approximate date of availability of the proposed dwelling accommodations, if any, to be furnished during construction and upon completion of the redevelopment.* No dwelling accommodations are proposed for any portion of the development area.

14. *A statement of any projects or relocations outside of the development area which would be initiated due to the development plan.* No projects or relocations outside of the development area are proposed to be initiated pursuant to this development plan.

15. *A detailed statement of the proposed method of financing the redevelopment; including evidence satisfactory to the City Council that sufficient funds are immediately available or will be available as needed to complete the redevelopment and will remain available until the particular redevelopment is started, and evidence satisfactory to the City Council that the amount necessary to acquire and clear the land involved is or will be available from such funds.* Developer is proposing to finance the redevelopment through a combination of private investment by Developer, a loan with a private lender, contributions from the Noland Road Community Improvement District for portions of the public infrastructure costs, and the City's payment to Developer of a portion of the new net sales tax resulting from the project to be used in connection with construction of certain public infrastructure costs.

16. *Evidence of commitments for leases or purchases or other evidence of marketability of the redevelopment proposed.* Recovery Management Corporation, an entity affiliated with Developer, currently leases the building in Phase 2 and will relocate its operations and enter into a new twenty (20) year lease for the building being constructed in Phase 1. Recovery Management Corporation has successfully operated its Cargo Largo store within the redevelopment area for many years and the proposed development of the building in Phase 1 will consolidate its operations in Independence and accommodate the additional expansion needs of Recovery Management Corporation.

17. *A statement of the persons who it is proposed will be active in or associated with the management of the redevelopment during a period of at least one (1) year from the date of the approval of the development plan.* Dee Pack and Dan Jensen.

18. *A certificate of good standing from the Secretary of State for the urban redevelopment corporation that will take title to the real property in accordance with the development plan.* See Exhibit G.

19. *A statement listing real property, if any, in the development area which is in public use or is owned by the City, County, State or any political subdivision thereof, together with the consent of such authority to the acquisition of such property.* No portion of the Area is currently owned by the City, County, State or any other political subdivision.

20. *A statement that the applicant and its assigns and successors acknowledge the language, intent and purpose regarding fair employment practices contained in State, Federal and local legislation apply to the development plan, that it will be bound thereby and will comply with the terms and spirit of said legislation.* The Developer hereby makes and confirms this statement.

21. *A statement that the applicant and its assigns and successors will, at all times, make all facilities which it owns in the developed area available to the general public without regard to race, religion, color, sex, national origin or handicap.* The Developer hereby makes and confirms this statement.

22. *A statement that all properties to be acquired the development area will be held and disposed of in accordance with the development plan.* The Developer hereby makes and confirms this statement.

23. *A statement that a performance bond or other securities will be provided by the applicant to the City should the Community Development Department so require. The amount of any such bond or other security shall be sufficient to such portions of the development plan as the Community Development Department shall require.* The Developer hereby makes and confirms this statement.

24. *A site plan or plans showing the proposed land use, traffic circulation and other features of the redevelopment project. See Exhibit B.*

Exhibit G

Certificate of Good Standing for Redevelopment Corporation

STATE OF MISSOURI



John R. Ashcroft
Secretary of State

CORPORATION DIVISION
CERTIFICATE OF GOOD STANDING

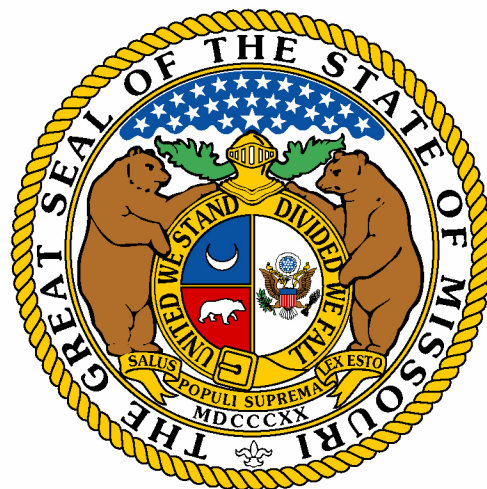
I, JOHN R. ASHCROFT, Secretary of State of the State of Missouri, do hereby certify that the records in my office and in my care and custody reveal that

D & J REDEVELOPMENT CORPORATION
RD001393984

was created under the laws of this State on the 12th day of October, 2021, and is in good standing, having fully complied with all requirements of this office.

IN TESTIMONY WHEREOF, I hereunto set my hand and cause to be affixed the GREAT SEAL of the State of Missouri. Done at the City of Jefferson, this 12th day of October, 2021.


Secretary of State



Certification Number: CERT-10122021-0136

Exhibit H

Schedule of Phase 2 Assessed Values

Year	Assessed Value
Year 1	\$983,650
Year 2	\$983,650
Year 3	\$1,003,323
Year 4	\$1,003,323
Year 5	\$1,023,389
Year 6	\$1,023,389
Year 7	\$1,043,857
Year 8	\$1,043,857
Year 9	\$1,064,734
Year 10	\$1,064,734
Year 11	\$1,086,029
Year 12	\$1,086,029
Year 13	\$1,107,750
Year 14	\$1,107,750
Year 15	\$1,129,905
Year 16	\$1,129,905
Year 17	\$1,152,503
Year 18	\$1,152,503
Year 19	\$1,175,553
Year 20	\$1,175,553