

21st & Montgall Urban Renewal Plan



LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY OF KANSAS CITY, MISSOURI

PLAN APPROVALS:

NOV. 27, 2006	REDEVELOPMENT COORDINATING COMMITTEE
JAN. 16, 2007	CITY PLAN COMMISSION
JAN. 24, 2007	LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY (RES. 1-03-07)
APRIL 4, 2007	PLANNING, ZONING AND ECONOMIC DEVELOPMENT COMMITTEE
APRIL 5, 2007	CITY COUNCIL (ORDINANCE NO. 070306)

LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY OF KANSAS CITY, MISSOURI

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Steve Hamilton

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John Mulvihill

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Wayne Cauthen, City Manager

By Ordinance 16120 of November 21, 1952, the City Council of the City of Kansas City authorized and created the Land Clearance for Redevelopment Authority of Kansas City, Missouri under the Land Clearance for Redevelopment Authority Law, Section 99.300 et. seq. R.S. Mo. Section 99.310 of such Law, the Declaration of Policy, states:

"It is hereby found and declared that there exists in municipalities of the state insanitary, blighted, deteriorated and deteriorating areas which constitute a serious and growing menace injurious to the public health, safety, morals and welfare of the residents of the state; that the existence of these areas contributes substantially and increasingly to the spread of disease and crime, necessitating excessive and disproportionate expenditures of public funds for the preservation of the public health and safety, for crime prevention, correction, prosecution, punishment and the treatment of juvenile delinquency and for the maintenance of adequate police, fire and accident protection and other public services and facilities, constitutes an economic and social liability, substantially impairs or arrests the sound growth of communities and retards the provisions of housing accommodations; that this menace is beyond remedy and control solely by regulatory process in the exercise of the police power and cannot be dealt with effectively by the ordinary operation of private enterprise without the aids herein provided; that the elimination or prevention of the detrimental conditions in such areas, the acquisition and preparation of land in or necessary to the development, renewal or rehabilitation of such areas and its sale of lease for development, renewal or rehabilitation in accordance with general plans and redevelopment or urban renewal plans of communities and any assistance which may be given by any public body in connection therewith are public uses and purposes for which public money may be expended and private property acquired; and that the necessity in the public interest for the legislative determination; and that certain insanitary, blighted, deteriorated or deteriorating areas, or portions thereof, since the prevailing condition of or decay may make impractical the reclamation of the area by conservation or rehabilitation, but other areas or portions thereof, through the means provided in this law may be susceptible to conservation or rehabilitation in such manner that the conditions and evils herein before enumerated may be eliminated, remedied or prevented, and to the extent feasible, conserved and rehabilitated by the voluntary action and the regulatory process. A municipality, to the greatest extent that it determines to be feasible in carrying out the provisions of this law, shall afford maximum opportunity, consistent with the sound needs of the municipality as a whole, to the redevelopment or rehabilitation or renewal of areas by private enterprise."

**21ST & MONTGALL
URBAN RENEWAL PLAN
OF
KANSAS CITY, JACKSON COUNTY, MISSOURI**

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**21ST & MONTGALL
URBAN RENEWAL PLAN**

EXECUTIVE SUMMARY

FUNDER	Allied Home Builders, Inc.
LOCATION	The project site is generally bound by Prospect Avenue on the west, the Kansas City Terminal Railway railroad tracks on the north, Benton Boulevard on the east, and E. 21 st Street on the south.
AREA PLAN	Washington Wheatley - Wendell Phillips - Downtown East Area Plan
COUNCIL DISTRICT	3 rd District—Troy Nash & Sandra McFadden-Weaver
PROJECT	The Redevelopment Project will redevelop a deteriorated area with numerous vacant lots into a neighborhood of attractive, new single-family and multifamily units.
OBJECTIVES	Adoption of the 21st & Montgall Urban Renewal Area Plan will: • Consolidate small, unbuildable lots into buildable lots; • Demolish deteriorated buildings; • Eliminate overgrowth and debris from the neighborhood; • Encourage the construction of 35 detached, single-family homes; • Encourage the construction of 30 for-sale multifamily units; • Encourage neighborhood stabilization through home ownership; • Replace deteriorated curbs, gutters, and sidewalks.
LCRA ASSISTANCE	Assistance anticipated by the Developer includes: • Tax Abatement • Property Acquisition
BLIGHT STUDY	LCRA staff conducted a site inspection in September 2006 and documented conditions in the area that constitute blighted or insanitary conditions.

I. DESCRIPTION OF THE PROJECT

This Plan Summary, statement of State, City and Agency Policy implemented by this Plan, and all exhibits hereto, taken together, shall constitute the 21st & Montgall Urban Renewal Plan (the “Plan”) for the 21st & Montgall Urban Renewal Area.

The Plan is located within the Washington Wheatley - Wendell Phillips - Downtown East Area Plan (the “Area Plan”) prepared for the City Development Department of the City of Kansas City, Missouri (the “City”). The Washington Wheatley - Wendell Phillips - Downtown East Area Plan (adopted March 4, 1992 by Resolution No. 920198 and last amended May 23, 2002 by Resolution No. 020439) recommends Low-Density Residential uses (0 – 8 units per acre) for the area included within this Plan.

The Plan’s proponent, an experienced, local homebuilder, has proposed the creation of a new neighborhood within this urban core neighborhood. It will be necessary to both rezone the Plan Area to achieve the lower density residential level desired and to amend the Washington Wheatley – Wendell Phillips – Downtown East Area Plan to reflect this redevelopment project. The first phase will involve the acquisition of property within the 1900- and 2000-blocks of Montgall Avenue and the northwest corner of 21st Street & Benton Boulevard not currently owned by the Plan’s proponent, which may require the acquisition assistance of - and the potential use of eminent domain by - the Land Clearance for Redevelopment Authority (LCRA). Many of these lots are narrow and would be difficult to build upon under current zoning regulations, so consolidation of these substandard lots into buildable lots will be necessary. It is anticipated that a number of public improvements, such as curbs, gutters, sidewalks, and street trees, may be necessary to correct deficiencies in the existing public right-of-way. The Plan’s proponent will then construct a variety of detached, three- and four-bedroom homes. These new homes will be offered for sale at prices ranging from \$160,000 to \$170,000. The Plan’s proponent expects these homes to be built and sold over a 60-month period.

The Plan’s proponent also proposes a second phase, which entails the redevelopment of the properties on the east side of 1900- and 2000-block of Prospect Avenue for approximately 30 multifamily homes. There are two existing commercial uses and one industrial use, all deteriorated, along with a mixture of vacant, overgrown lots and deteriorated housing in this portion of Prospect Avenue. The Washington Wheatley – Wendell Phillips – Downtown East Area Plan shows a new street at approximately the southern edge of the existing industrial property that lies between Prospect Avenue and Montgall Avenue; this proposed street would provide a second means of ingress and egress from the 1900- and 2000-blocks of Montgall Avenue, rather than the existing dead-end. The LCRA would consider providing acquisition assistance to the developer for implementation of the second phase. The easy accessibility of the Plan Area to Downtown Kansas City, Crown Center, and the Jazz District is further enhanced by bus service and its proximity to I-70, which should make

these homes and the neighborhood attractive. The end result will be a substantial grouping of new homes and homeowners within this urban core neighborhood, thus promoting neighborhood stability and revitalization. This will also serve to support the grouping of infill houses, built by C.H.I.C. in the 1990s, located directly east of the Plan Area on Benton Boulevard.

The LCRA has considered and determined that the development, land use and building requirement proposed by the Plan for the 21st & Montgall Urban Renewal Area is designed with the general public purpose, to accomplish, in harmony or conformance with both the Area Plan, as amended, and the FOCUS Kansas City Plan, the City's adopted comprehensive master plan, a coordinated, adjusted and harmonious development of the community and of its environs. The LCRA has further considered and determined that such development will promote the health, safety, morals, order, convenience, prosperity and the general welfare of the community, in addition to efficiency and economy in the development process. The LCRA has further considered and determined that the planned redevelopment, which will be in conformance with all existing zoning and building codes, will make adequate provision for traffic, vehicular parking, the promotion of safety from fire, panic and other dangers, adequate provision for light and air, the promotion of healthful and convenient population distribution, the provision of adequate transportation, water, sewerage, and other public utilities, schools, parks, recreational and community facilities and other requirements, the promotion of sound design and arrangement, the wise and efficient expenditure of public funds, the prevention of the recurrence of insanitary and unsafe dwelling accommodations or insanitary areas or conditions of blight or deterioration, and the provision of adequate, safe and sanitary dwelling accommodations.

Location

The Plan is located in the northwestern portion of the 3rd Council District of the City of Kansas City, Missouri. The Plan Area is more specifically located in the northern portion of the Washington Wheatley neighborhood. It is located both south and west of I-70. Refer to Exhibit A-1 for a map of Project Location and Exhibit A-2 for a brief legal description of the properties included in the Project Area.

Conformance to the Comprehensive Plan

The Plan is located within the Washington Wheatley - Wendell Phillips - Downtown East Area Plan prepared for the City Development Department of the City of Kansas City, Missouri (the "City"). It will be necessary to amend the Washington Wheatley - Wendell Phillips - Downtown East Area Plan, adopted March 4, 1992 by Resolution No. 920198 and last amended May 23, 2002 by Resolution No. 020439, since, although the proposed low-density residential land use is in conformance with that Area Plan, this Plan also calls for residential uses along the Kansas City Terminal Railway tracks, rather than the public open space proposed in the Area Plan. The Plan Area

is identified as part of Housing Redevelopment Sub-Area H in the Area Plan and was targeted for major rehabilitation and 35 new housing units; an amendment to the Area Plan would eliminate the major rehabilitation component and replace it with the construction of new multifamily units and single-family homes.

The Plan conforms to the FOCUS Kansas City Plan, the City's adopted comprehensive master plan, as it will specifically promote the following objectives:

Reaffirm and Revitalize the Urban Core

- The Urban Renewal Area is located within the East-Central Core Urbanized Zone, a Development Priority Zone identified in FOCUS.
- Encourage development along Great Streets – Prospect Avenue is identified as a Residential Great Street.
- Reinforce, reaffirm and rebuild our great and varied neighborhoods.
- Provide a variety of residential units within existing neighborhoods.
- Encourage infill and rehabilitation residential development in Parkview/Downtown East.

Utilities and Infrastructure

- Encourage development where public facilities (water, sewer, streets) already exist.

II. FINDINGS

According to section 99.320(3) R.S.Mo of Missouri's Land Clearance for Redevelopment Statute, a "blighted area" and "insanitary area" are defined as follows:

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

Insanitary: *An area in which there is a predominance of buildings and improvements which by reason of dilapidation, age or obsolescence, inadequate provision for ventilation, light, air, sanitation or open spaces, high density of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any*

delinquency and crime or constitutes an economic or social liability and is detrimental to the public health, safety, welfare.

The LCRA staff conducted a site inspection of the project area on September 11 - 12, 2006. The project area includes all of the properties on the east side of the 1900- and 2000- blocks of Prospect Avenue, the east and west sides of the 1900- and 2000-blocks of Montgall Avenue; and the northwestern corner of Benton Boulevard & E. 21st Street. A significant majority of these properties are vacant lots, particularly along Montgall Avenue. Many of these lots are narrow and are considered unbuildable without variations under current zoning regulations. Many of the lots are overgrown with weeds, brush, and scrub trees. There are several deteriorating, stone retaining walls and stairs adjacent to the sidewalk on the east side of Montgall. There appears to be building demolition debris and/or building foundations on a number of properties. There is also diversity of ownership of these lots, making assembly for redevelopment difficult. Many of the existing houses and multifamily buildings in the Plan Area exhibit deteriorated window and door frames, peeling paint, deteriorated wooden roof and wall components, sagging porches, trash and litter in the yards, overgrown shrubs and bushes, and a general lack of routine maintenance. There are two commercial properties and one industrial property facing onto Prospect Avenue – Kansas City Construction & Excavation at 1901 Prospect Avenue, a vacant storefront at 1917 Prospect Avenue, and Bradley’s Garage at 2015 Prospect Avenue. 1901 Prospect Avenue consists of a simple industrial building and a fenced in, partially-paved yard that extends eastward through to Montgall Avenue; the perimeter chain-link fencing is in poor condition and has brush and vines growing up through it, the yard has piles of abandoned tires and brush, inoperable vehicles and vehicle parts, and the building shows signs of deferred maintenance. The vacant storefront at 1917 Prospect Avenue is a small, one-story addition to an older, vacant home; the property is overgrown with weeds and the building is boarded up and is currently posted as unfit for use by the City of Kansas City. 2015 Prospect Avenue is a modest, one-story cement block building being used as Bradley’s Garage, an automobile repair shop; the building exhibits peeling paint and deteriorating masonry and the property is overgrown and has a gravel driveway. The vacant lot at 2017 Prospect is owned by the Land Trust of Jackson County and serves as an informal gathering place, as evidenced by the worn tire tracks, vehicle traffic, and chairs seen on site. A visual inspection of the public right-of-way within the Plan Area revealed illegal dumping, trash and litter, and serious deterioration of the curbs, gutters, and sidewalks. Although Montgall Avenue within the Plan Area has been repaved fairly recently, the pavement level is frequently just below or even with the height of the curb, making the curb ineffective for channeling rainwater along the gutter. The new homes located at 2001, 2005, and 2035 Montgall Avenue are excluded from this blight finding. See Exhibit H for more detailed information and photographs of the blight.

The LCRA staff believed the Urban Renewal Area to be “blighted” in accordance with the section 99.320(3) R.S.Mo of Missouri’s Land Clearance for Redevelopment Statute.

III. STATEMENT OF DEVELOPMENT OBJECTIVES

Local objectives to be achieved through the implementation of this Urban Renewal Plan include the creation of a physical character and environment meeting desirable planning standards and the provision of controlled and orderly mixed-use development in conformance with the building and zoning codes of Kansas City, Missouri.

Development objectives to be met through the adoption of this urban renewal plan include the following items:

- To eliminate the adverse conditions which qualify the redevelopment project area as a blighted area and an insanitary area, within the meaning of the Land Clearance for Redevelopment Authority Law, and to prevent the recurrence of these conditions which constitute an economic and social liability, have impaired the provision of orderly residential development, and which impair the tax base and general welfare of the community.
- To enhance the tax base of the municipality and the other public taxing districts by developing the area to its highest and best use and encouraging private investment in the surrounding areas, thereby increasing tax revenues and corresponding public service to the community.
- To provide, in harmony with the general plan for the community, a coordinated, adjusted and harmonious development of the community and its environs.
- To promote the health, safety, order, convenience, prosperity and the general welfare of the community, as well as efficiency and economy in the process of development and the use of standards and controls which will ensure the sound development of the area.

The specific development objectives to be achieved through the implementation of this Urban Renewal Plan include the following major items:

1. Consolidate a number of small, unbuildable lots into buildable lots.
2. Demolish deteriorated buildings and improvements.
3. Remove blight through the removal of overgrown weeds, brush, trees, and trash and debris.
4. Construct 35 three- and four-bedroom single-family homes.
5. Construct 30 for-sale multifamily homes.

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6. Replace deteriorated curbs, gutters, and sidewalks.
 7. Establish development standards and design review procedures that will be required of all properties utilizing the Authority's incentives.

IV. LAND USE PLAN

A. Existing Land Use Plan

The project area lies completely within the Washington Wheatley - Wendell Phillips - Downtown East Area Plan. The Washington Wheatley - Wendell Phillips - Downtown East Area Plan calls for these specific properties and much of the immediate surrounding area to be Low-Density Residential use and public open space. The majority of the East Washington Wheatley neighborhood features one- and two-story homes with detached garages built in the first half of the Twentieth Century, scattered commercial uses along Prospect Avenue, and all intermixed with a significant number of vacant lots. The Plan Area is adjacent to Prospect Avenue, which is a major artery within the inner-city. For a depiction of these existing land uses, see Exhibit C – Existing Land Use.

B. Proposed Land Use Plan

The Plan Area will remain low density residential. It will be necessary to amend the Washington Wheatley – Wendell Phillips – Downtown East Area Plan to eliminate the proposed public open space along the southern edge of the Kansas City Terminal Railway tracks and allow the residential redevelopment of that portion of the Plan Area, as depicted on Exhibit D- Proposed Land Use.

C. Design Objectives and Controls

Overall design objectives are hereby established in order to achieve sound and attractive development within the 21st & Montgall Urban Renewal Area. All site and building designs for redevelopment parcels to be assisted by the Authority will be subject to the LCRA “Design Review Process”, described in Appendix 1.

1. Building Design Objectives

Building materials and color schemes shall be complementary to (as much as possible) those used on adjacent buildings within adjacent block(s). Buildings shall be designed to avoid creation of unarticulated, blank facades and to create architectural style and proportion sympathetic or complementary to existing structures so that new construction is an integral element of overall site design. While major changes in building scale shall be avoided whenever possible, some diversity of building scales should also be encouraged.

2. Parking Design Objectives

Redevelopers shall maintain parking facilities in an acceptable manner in conformance with the Plan.

No chain link fencing will be permitted on any redevelopment parcels assisted by the Authority. All fencing shall be maintained in good condition.

3. Signage

Billboards will not be allowed. The Authority will require removal of billboards on all redevelopment parcels approved by the Authority.

4. Street, pedestrian walkways and open space objectives

Each redevelopment proposal will, if required by the Development Services or the Dept. of Parks and Recreation, include provision of Authority-approved streetscape improvements. Such improvements may include sidewalks, street trees (or other approved plantings) with adequate drainage and grates, and well maintained curbs.

5. General maintenance:

General maintenance shall be required of all redevelopment parcels assisted by the Authority and shall include consistent upkeep and repair, removal of debris and litter, trimming of landscape materials, and weed removal. Structures damaged by fire must be repaired, or if repair is deemed infeasible, such structure shall be removed within 60 days of such calamity.

6. Zoning

The Plan Area is currently zoned M1, C2, R2b and R4. See Exhibit E-Existing Zoning for details. The proposed zoning for the Plan Area is R1b for the properties on Montgall Avenue and Benton Boulevard and URD – Urban Redevelopment District for the properties on Prospect Avenue. (See Exhibit F-Proposed Zoning.)

V. URBAN RENEWAL TECHNIQUES TO BE USED TO ACHIEVE PLAN OBJECTIVES

With respect to the particular urban renewal plan the following urban renewal techniques will be used to ensure positive economic development:

A. Tax Abatement

The LCRA may provide tax abatement or other forms of development assistance within the Area to projects in conformance with this Plan.

A request for development assistance that exceeds standard Chapter 99 tax abatement (frozen assessed valuation of property for 10 years of abatement on the increased valuation of the property) shall be considered as a request to amend this Plan. Please see Section XII - Provisions for Amending the Plan.

The Authority will inform the Director of Finance and the Director of City Planning and Development in writing not less than seven (7) days prior to the hearing of such a request by the Authority.

B. Eminent Domain

The Authority has, under the provisions of Chapter 99 R.S.Mo., the power of eminent domain for use in furtherance of its redevelopment efforts. The Authority believes that it may be necessary to acquire land within the Plan Area through the use of its power of eminent domain in order to implement this Plan. In an effort to promote awareness of its intent to exercise its power of eminent domain in furtherance of this project, the Authority hereby declares its intent to acquire all of the parcels identified in Exhibit I – Acquisition Properties. The Authority shall not exercise its power of eminent domain to acquire owner-occupied residential property. The Authority shall only exercise its power of eminent domain within the first ten (10) years following the approval of the Plan.

VI. OTHER PROVISIONS NECESSARY TO MEET REQUIREMENTS OF LAW

A. No additional public utilities or recreational and community facilities are envisioned to be required at this time other than those called for in the Plan (curbs, gutters, sidewalks, lighting etc.). If, at the time the development takes place, additional public facilities and/or utilities are deemed to be necessary, it shall be the responsibility of the developer to provide the same. It is anticipated that all water, sanitary and storm sewer, electrical power and telephone connector lines required will be a redeveloper cost associated with the new construction envisioned for each structure.

B. Any changes in existing streets, street levels or grades, vacations of streets or alleys, or revisions of existing traffic movement patterns that may be required under this Plan will be the responsibility of the Developer and will be carried out according to the City's standards.

C. No changes in building codes and/or ordinances are required.

D. That the developer submit, as may be required by the Development Services Office, a storm drainage study to the Development Services Office for approval for the entire

development, and that the developer make any improvements as required by the Development Services office.

E. That the developer submits, as may be required by the Development Services Office, plans for grading, siltation, and erosion control to the Development Services office for approval prior to the commencement of any construction activity.

F. That the developer obtains a Land Disturbance Permit from the Development Services Office prior to beginning any construction, grading, clearing or grubbing activities, if the disturbed area exceeds one acre.

G. That the developer extend sanitary sewer as required by Development Services.

H. That the developer constructs or repairs curb, gutter and sidewalk as may be required by Development Services.

I. That the developer submit a street tree planting plan prior to or concurrent with the final plat submittal, secure the approval of the City Forester for street trees planted on right-of-way (with a copy to be submitted to the City Planning and Development Department staff), and agrees to plan in conformance with the plan approved by the City Forester. The plan shall include size, type, species, and placement of trees.

J. That the developer shall cause the area to be platted and processed in accordance with Chapter 66, Code of Ordinances of the City of Kansas City, Missouri, as amended, commonly known as the Subdivision Regulations and as may be required by Development Services.

VII. Workable Program

A. Workable Program and Rules for Implementation (Background).

1. On October 4, 2000, pursuant to Section 99.420(5) of the LCRA Law, the Authority adopted, as amended from time to time, The Workable Program of Land Clearance for Redevelopment Authority of Kansas City, Missouri (“Workable Program”), and the Rules for the Implementation of The Workable Program of Land Clearance for Redevelopment Authority of Kansas City, Missouri (“Rules for Implementation”), as a basis upon which to judge future Urban Renewal Plans and any proposed amendments to existing Urban Renewal Plans.
2. Sections 99.320(20) and (21) of the LCRA Law requires that Urban Renewal Plans adopted by the Authority and the City Council comply with the Workable Program.

B. Impact of the Workable Program on Applications for Benefits under this Urban Renewal Plan.

1. The Authority shall not grant to any person (“Applicant”) any of the benefits (“LCRA Benefits”) the Authority has the power to grant under the LCRA Law unless the Authority shall have first determined whether the project proposed by the Applicant (“Project”), for which the Applicant has applied to the Authority for LCRA Benefits, would not be economically viable without the granting of the LCRA Benefits sought by the Applicant.
2. Each Applicant shall submit an application (“Application”) that shall include a Project budget and sufficient financial information to enable the Authority to determine whether the Project would not be economically viable without the granting of the LCRA Benefits sought by the Applicant. Each Application shall include such other information as required by the Workable Program and the Rules for Implementation.

C. Monitoring Urban Renewal Projects under this Urban Renewal Plan.

1. During the life of any LCRA benefits granted by the Authority to an Applicant, the Authority shall monitor the Project to assure that the City realizes the benefits to its tax and employment bases and physical improvements (“Public Benefits”) of the Project promised by the Applicant when the LCRA Benefits were granted.
2. In the event the City does not, in the opinion of the Authority, realize the Public Benefits, then the Applicant shall be obligated to pay to the Authority a sum (“Liquidated Public Benefit”) equal to the value of the LCRA Benefits, which were realized by the recipient of those benefits.
3. If the Applicant shall demonstrate to the satisfaction of the Authority that the Public Benefits have not been realized due to unforeseen economic events, then the Authority may waive repayment of the Liquidated Public Benefit.

VIII. PROPOSED FINANCING PLAN

The new construction, land acquisition and improvements for the single-family and multifamily housing to be built within the Plan Area is expected to cost approximately

\$7,850,000 and produce 35 single-family homes at an estimated cost of \$130,000 each and 30 for-sale multifamily units at an estimated cost of \$110,000 each. Conventional construction financing and permanent mortgages are expected to provide the private financing necessary.

The need for tax abatement as an incentive for potential homebuyers to purchase is anticipated.

IX. RELOCATION

The Land Clearance for Redevelopment Authority, by Resolution 85-25, has a Standardized Relocation Policy (Appendix 2) to be adhered to should relocation be necessary.

X. AFFIRMATIVE ACTION PLAN

The Land Clearance for Redevelopment Authority has developed an affirmative action process (Appendix 3) which requires that developers and project contractors submit individual affirmative action plans. All projects approved by LCRA are subject to applicable federal, state and/or City affirmative action regulations, requirements, guidelines and procedures.

XI. DURATION OF CONTROLS

The 21st & Montgall Urban Renewal Plan shall be effective for a period of fifteen (15) years from the date of passage of the approving ordinance.

XII. PROVISION FOR AMENDING PLAN

This Plan may be modified by the Authority provided that, where the proposed modifications will substantially change the development of urban renewal plan as previously approved by the City of Kansas City, Missouri, it must similarly be approved by the City Council.

EXHIBITS

Exhibit A-2

Legal Description

Exhibit A-1 Legal Descriptions

ADDR	STREET	TYP	APN	LEGAL
2017	MONTGALL AVE		JA28420202000000000	2017 MONTGALL/VAC LOT SW 1/4 NW 1/4 SEC 10-49-33 30 1/3 FT FRT ON E LI MONTGALL BET PTS 178 & 208 1/3 FT S OF S LI MONTGALL HGTS & RNG E 120 FT
2015	MONTGALL AVE		JA28420201900000000	2015 MONTGALL/VAC LOT MONTGALL HEIGHTS 28 FT FRT ON E LI MONTGALL AVE BET PTS 150 & 178 FT S OF S LI & RNG E 120 FT SW 1/4 NW 1/4 SEC 10 49 33
2003	MONTGALL AVE		JA28420201500000000	2003 MONTGALL/VAC LOT MONTGALL HTS 25 FT FRT ON E LI MONTGALL AVE LY S OF & ADJ S LI RNG E 134 FT SW 1/4 NW 1/4 SEC 10 49 33
2035	MONTGALL AVE		JA28420202600000000	2035 MONTGALL/50 FT FRT ON E LI MONTGALL AVE LY N OF & ADJ N LI 21ST & RNG E 120 FT SW 1/4 NW 1/4 SEC 10 49 33
1927	MONTGALL AVE		JA28420201100000000	1927 MONTGALL / F A WOODS ADD LOT 23 S 12.5 FT LOT 24
1901	MONTGALL AVE		JA28420200200000000	/F A WOODS ADD LOTS 38 & 39 DOCMT K564643 BK K1222 PG 278 REL 6/15/1983 ORD 55422 PASSED 8/4/1983
2001	MONTGALL AVE		JA28420201400000000	2001 MONTGALL MONTGALL HEIGHTS LOTS 4 THRU 6
1921	MONTGALL AVE		JA28420201000000000	/N 12.5 FT LOT 24 ALL LOT 25 FA WOODS ADD
1929	MONTGALL AVE		JA28420201200000000	1929 MONTGALL/LOT 1 N 12.5 FT OF LOT 2 MONTGALL HEIGHTS
2007	MONTGALL AVE		JA28420201600000000	/PRT SW 1/4 NW 1/4 SEC 10 49 33 BEG ON E LI OF MONTGALL AVE 353 FT N OF N LI OF 21ST ST THN 55 FT TH E 134 FT TH S 55 FT TH W 134 FT TO BEG
1931	MONTGALL AVE		JA28420201300000000	1931 MONTGALL/S 12.5 FT OF LOT 2 ALL LOT 3 MONTGALL HEIGHTS
1903	MONTGALL AVE		JA28420200300000000	/LOT 37 F.A. WOODS
1915	MONTGALL AVE		JA28420200702000000	/LOT 29 F A WOODS ADD
2025	MONTGALL AVE		JA28420202400000000	2025 MONTGALL/25 FT FRT ON E LI MONTGALL AVE BET PTS 108 & 133 FT N OF N LI 21ST ST & RNGE 120 FT SW 1/4 NW 1/4 SEC 10 49 33
2027	MONTGALL AVE		JA28420202500000000	2027 MONTGALL / VAC LOT 58 FT FRT ON E LI MONTGALL AVE BET PTS 50 & 108 FT N OF N LI 21ST ST & RNG E 120 FT SW 1/4 NW 1/4 SEC 10 49 33
1917	MONTGALL AVE		JA28420200800000000	1917 MONTGALL / VACANT LOT F A WOODS ADD N 12 1/2 FT LOT 27 ALL LOT 28
1911	MONTGALL AVE		JA28420200600000000	/LOT 31 & S 12 1/2 FT LOT 32 F A WOODS ADD
1913	MONTGALL AVE		JA28420200701000000	/LOT 30 F A WOODS ADD
2013	MONTGALL AVE		JA28420201800000000	2013 MONTGALL/35 FT FRT ON E LI MONTGALL AVE BET PTS 115 & 150 FT S OF S LI MONTGALL HGTS & RNG E 133 FT SW 1/4 NW 1/4 SEC 10-49-33
1919	MONTGALL AVE		JA28420200900000000	/LOT 26 S 12 1/2 FT LOT 27 F A WOODS ADD
	NO ADDRESS		JA28420200500000000	/F A WOODS ADD N 12.5 FT LOT 32 & ALL LOTS 33 THRU 35
2012	MONTGALL AVE		JA28420212700000000	2012 MONTGALL / LOT 7 P A FREDERICKS 2ND ADD
2015	PROSPECT AVE		JA28420211700000000	2015 PROSPECT / E 115 FT LOT 6P A FREDERICKS 2ND ADD
2021	MONTGALL AVE		JA28420202200000000	2021 MONTGALL/VAC LOT SW 1/4 NW 1/4 SEC 10 49 33 33 1/3 FT FRT ON E LI MONTGALL AVE BET PTS 241 2/3 & 275 FT S OF S LI MONTGALL HTS & RNG E 120 FT
1917	PROSPECT AVE		JA28420210400000000	1917 PROSPECT / E 120 FT LOT 7PARRY PLACE
1905	MONTGALL AVE		JA28420200400000000	1905 MONTGALL/VAC LOT F A WOODS ADD LOT 36
2029	PROSPECT AVE		JA28420212100000000	2029 PROSPECT/N 43 FT OF E 115 FT OF LOT 2 P A FREDERICKS 2ND ADD
2002	MONTGALL AVE		JA28420213100000000	2002 MONTGALL/S 10 FT LOT 9 N 20 FT OF E 132.5 FT LOT 10 LOGANS 1ST ADD
2004	MONTGALL AVE		JA28420213000000000	2004 MONTGALL/VAC LOT LOGANS 1ST ADD S 30 FT OF E 132.5 FT OF LOT 10
2010	MONTGALL AVE		JA28420212800000000	2010 MONTGALL / LOT 12 LOGANS 1ST ADD
2006	MONTGALL AVE		JA28420212900000000	/LOT 11 LOGANS 1ST ADD
2033	PROSPECT AVE		JA28420212200000000	2033 PROSPECT / VAC LOT P A FREDERICKS 2ND ADD N 33 FT OF E 115 FT LOT 1 ALSO 7 FT OF E 115 FT LOT 2
1923	PROSPECT AVE		JA28420210700000000	1923 PROSPECT / VAC LOT PARRY PLACE E 120 FT LOT 10
1925	PROSPECT AVE		JA28420210800000000	1925 PROSPECT/E 120 FT LOT 11 PARRY PLACE
1918	MONTGALL AVE		JA28420213900000000	1918 MONTGALL/N 9 FT LOT 14 S 21 FT LOT 15 PARRY PLACE
2011	PROSPECT AVE		JA28420211600000000	2011 PROSPECT/E 125 FT LY W OF ALLEY OF LOT 6 LOGANS 1ST ADD
2001	PROSPECT AVE		JA28420211200000000	2001 PROSPECT / W 117.5 FT OF E 125 FT LOT 3 LOGANS 1ST ADD
2005	PROSPECT AVE		JA28420211400000000	2005 PROSPECT / S 25 FT OF W 117.5 FT OF E 125 FT LOT 4 N 25 FT OF W 117.5 FT OF E 125 FT LOT 5 LOGANS 1ST ADD
1931	PROSPECT AVE		JA28420211100000000	1931 PROSPECT/S 33 1-3 FT OF W 117.5 FT OF E 125 FT LOT 2 LOGANS 1ST ADD
2009	PROSPECT AVE		JA28420211500000000	2009 PROSPECT / S 25 FT OF W 117.5 FT OF E 125 FT LOT 5 LOGANS 1ST ADD
2030	BENTON BLVD		JA28420202700000000	2030 BENTON BLVD SW 1/4 NW 1/4 SEC 10 49 33 BEGAT NW COR 21ST ST & BENTON BLVD TH W 135 FT TH N 100 FT TH E 40 FT TH S 20 FT TH E 95 FT TH S 80 FT TO POB
2025	PROSPECT AVE		JA28420212000000000	2025 PROSPECT/E 115 FT OF LOT 3 P A FREDERICKS 2ND ADD
2023	PROSPECT AVE		JA28420211900000000	2023 PROSPECT P A FREDERICKS 2ND ADDITION E 115 FT LOT 4
1901	PROSPECT AVE		JA28420210200000000	/BEG AT S E COR LOT 1 TH N 32 FT TH W 18 FT TH S 14.5 FT TH W TO TH E LI OF PROSPECT AVE TH S 17.5 FT TH E TO BEG PART OF LOT 1 ALL OF LOT 2 PARRY PLACE
	NO ADDRESS		JA28420210300000000	/PARRY PLACE E 120 FT OF LOTS 3 THRU 6
1908	MONTGALL AVE		JA28420210100000000	1908 MONTGALL PARRY PLACE N 18 FT LOT 17 & ALL LOTS 18 THRU 22 ALSO S 2 FT LOT 23 & E 1/2 VAC ALLEY LY W & ADJ LOTS 17 THRU 23
2017	PROSPECT AVE		JA28420211800000000	2017 PROSPECT / E 115 FT LOT 5P A FREDERICKS 2ND ADD
1929	PROSPECT AVE		JA28420211000000000	1929 PROSPECT/S 16 2-3 FT OF E 125 FT LYING W OF ALLEY OF LOT 1 N 16 2/3 FT OF W 117.5 FT OF E 125 FT LOT 2 LOGANS 1ST ADD
2016	MONTGALL AVE		JA28420212600000000	2016 MONTGALL / LOT 8 P A FREDERICKS 2ND ADD

2020 MONTGALL AVE	JA284202125000000000	2020 MONTGALL / LOT 9	P A FREDERICKS 2ND ADD
1927 PROSPECT AVE	JA284202109000000000	1927 PROSPECT/VAC LOT	LOGANS 1ST ADD N 33 1/3 FT OF E 125 FT LYING W OF ALLEY OF LOT 1
1936 MONTGALL AVE	JA284202133000000000	1936 MONTGALL/S 20 FT LOT 8 N 10 FT LOT 9 LYING E OF ALLEY	LOGANS 1ST ADD
2030 MONTGALL AVE	JA284202123000000000	2030 MONTGALL / VAC LOT	P A FREDERICKS 2ND ADD S 40 FT LOT 11 ALSO N 33 FT LOT 12
1919 PROSPECT AVE	JA284202105000000000	1919 PROSPECT / E 120 FT LOT 8	PARRY PLACE
1921 PROSPECT AVE	JA284202106000000000	1921 PROSPECT / E 120 FT LOT 9	PARRY PLACE
1924 MONTGALL AVE	JA284202136000000000	1924 MONTGALL / VAC LOT	PARRY PLACE S 30 FT LOT 12
1932 MONTGALL AVE	JA284202135000000000	1926-32 MONTGALL / VAC LOT	LOGANS 1ST ADD ALL E OF ALLEY LOT 7
1914 MONTGALL AVE	JA284202141000000000	1914 MONTGALL/N 15 FT LOT 16 S 15 FT LOT 17	PARRY PLACE
1920 MONTGALL AVE	JA284202138000000000	1920 MONTGALL/VAC LOT	PARRY PLACE N 6 FT LOT 13 S 24 FT LOT 14
1922 MONTGALL AVE	JA284202137000000000	1922 MONTGALL / VAC LOT	PARRY PLACE N 3 FT LOT 12 S 27 FT LOT 13
1934 MONTGALL AVE	JA284202134000000000	1934 MONTGALL/N 30 FT LOT 8	LYE OF ALLEY LOGANS 1ST ADD
1916 MONTGALL AVE	JA284202140000000000	1916 MONTGALL/ VAC LOT	N 12 FT LOT 15 S 18 FT LOT 16 PARRY PLACE LOT 16
2000 MONTGALL AVE	JA284202132000000000	2000 MONTGALL/ VAC LOT	LOGANS 1ST ADD S 30 FT OF N 40 FT OF E 132.5 FT LOT 9
2024 MONTGALL AVE	JA284202124000000000	2024 MONTGALL / LOT 10 & N 10 FT LOT 11	P A FREDERICKS 2ND ADD
2019 MONTGALL AVE	JA284202021000000000	2019 MONTGALL / 33 1/3 FT FRT ON E LI MONTGALL AVE BET PTS 208 1/3 & 241 2/3 FT S OF S LI MONTGALL HTS & RNG E 120 FT	SW 1/4 NW 1/4 SEC 10-49-33
2011 MONTGALL AVE	JA284202017000000000	2011 MONTGALL/35 FT FRT ON E LI MONTGALL AVE BET PTS 80 & 115 FT S OF S LI MONTGALL	HEIGHTS & RNG E 133 FT SW 1/4 NW 1/4 SEC 10-49-33
2023 MONTGALL AVE	JA284202023000000000	2023 MONTGALL/25 FT FRT ON E LI MONTGALL AVE BET PTS 275 & 300 FT S OF S LI MONTGALL	HEIGHTS & RNG E 120 FT SW 1/4 NW 1/4 SEC 10-49-33
2001 PROSPECT AVE	JA284202113000000000	/LOGANS 1ST ADD N 25 FT OF W 117.5 OF E 125 FT LOT 4	



21st & Montgall URA Exhibit A: Site Location

Prepared by the Economic Development Corporation of Kansas City, MO



Not to Scale

Exhibit B

Site Photographs



Looking northeast along Prospect Avenue.



Looking west-southwest at northwest corner of 21st & Montgall.



21st & Montgall URA Exhibit C: Existing Land Use

Prepared by the Economic Development Corporation of Kansas City, MO



Not to Scale



21st & Montgall Exhibit D: Proposed Land Use





21st & Montgall URA Exhibit E: Existing Zoning

Prepared by the Economic Development Corporation of Kansas City, MO



Not to Scale



21st & Montgall Exhibit F: Proposed Zoning



**PLANNING GOALS
ALTERNATIVE FRAMEWORK OPTIONS
RECOMMENDED URBAN DESIGN FRAMEWORK
NEIGHBORHOOD REDEVELOPMENT CONCEPTS AND STRATEGIES**

Exhibit G

3. URBAN DESIGN FRAMEWORK

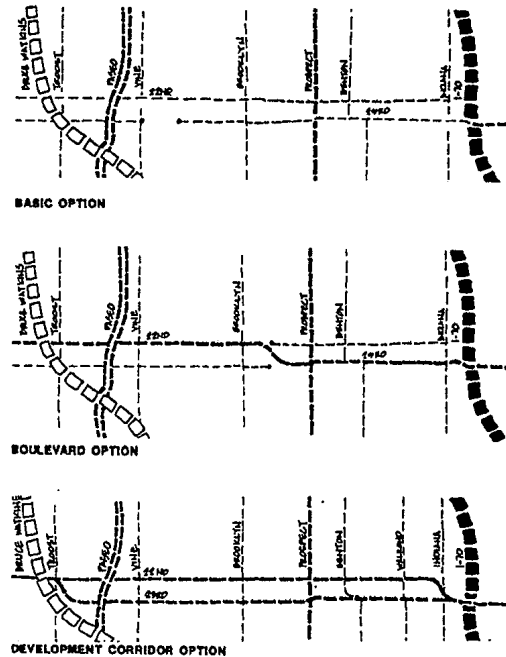
3. URBAN DESIGN FRAMEWORK

3.1 PLANNING GOALS

The Urban Design Framework is the planning tool used to articulate a vision for the future of the Washington Wheatley/Wendell Phillips/Downtown East community. As such, it is based on a series of strategies aimed at restructuring present land use, circulation, and building and open space patterns. In combination with a proposed package of design guidelines (See Appendix III) and a process of implementation (See Chapters 4 & 5), the urban design framework will provide a physical design context to guide both short and long range decision-making for the future of the area.

The framework was developed to respond to general goals expressed at an early stage of the planning process. The following summary of goals was derived from discussions with the Kansas City Department of Housing and Community Development, the City Development Department, and community groups representing the interests of the WWD residential and business neighborhoods:

- Improve the overall image of the neighborhood while preserving the traditional architectural character of the area, including the development of the community with a more positive image as a corridor to Crown Center and downtown.
- Develop a community conscious industrial land use strategy that controls industrial expansion within residential neighborhoods, and maximizes job opportunities for area residents through use consolidation and creation of industrial zones in limited locations.
- Identify attractive siting opportunities for new residential, commercial and institutional development compatible with the predominant land use patterns.
- Reinforce the 18th and Vine Street Historic District as a unique cultural and historic resource with expanded opportunities for housing and commercial development.
- Preserve existing housing resources, especially affordable ones, and

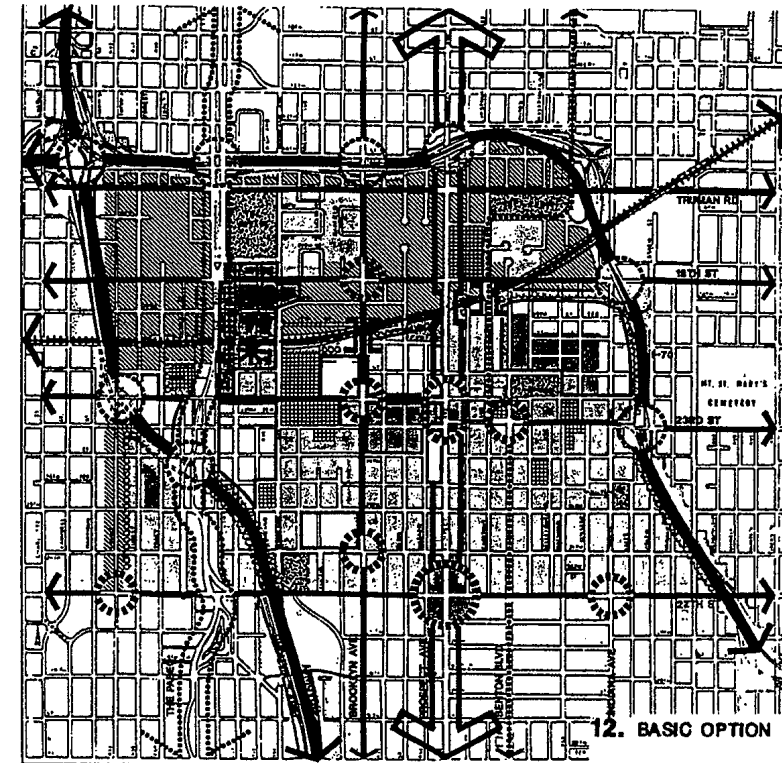


provide new housing opportunities while preventing the displacement of existing residents.

- Maximize the benefits to the neighborhood of future transportation improvements while reducing potential disruption and fragmentation of the community.

3.2 ALTERNATIVE FRAMEWORK OPTIONS

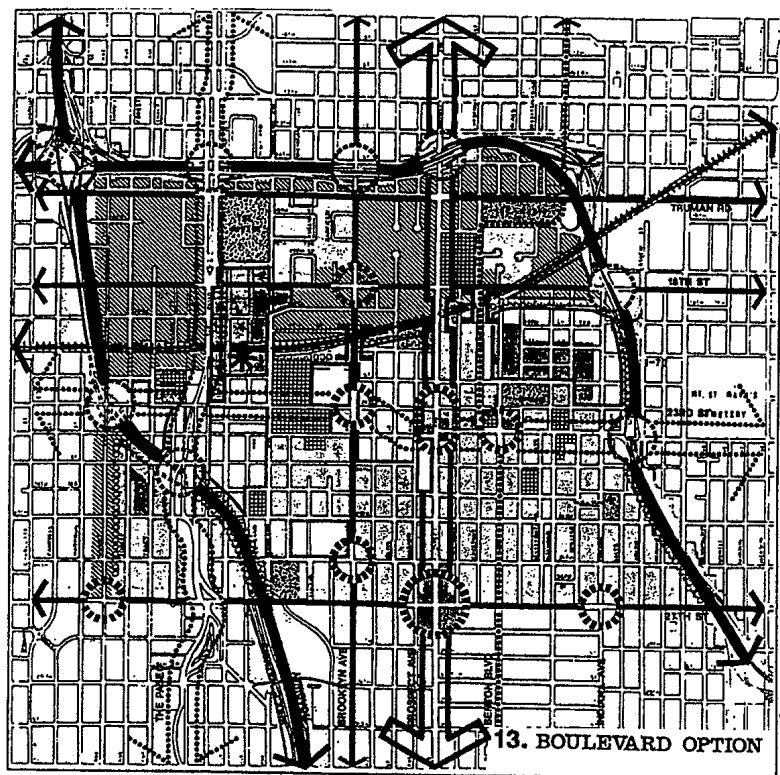
With the planning goals as reference and based on field surveys, interviews, and an assessment of the area's assets and liabilities, three framework options were prepared which shared common development themes. The central objective of each option was to preserve and enhance the positive qualities of the area by maximizing the potential benefits of the public and private investments currently planned. Those investments include the Bruce Watkins Roadway, the 22nd - 23rd Street connector, and the new office, housing and cultural center proposed for the 18th and Vine Historic District.



These frameworks rely heavily on the presence of the Kansas City Terminal Tracks and modifications to the existing street system as principal organizing elements for land use planning. Each includes similar principles relative to general land use reorganization and the treatment of major streets and conservation areas. These principles will be described in further detail in the **Recommended Urban Design Framework** section.

The key differences between each option revolves around alternative approaches to a potential east-west connector along 22nd and 23rd Streets.

The Basic Option reflects an approach to neighborhood redevelopment without provisions for the east-west connector. It leaves 22nd and 23rd Street in their current configuration, mostly serving local traffic needs. No property takings or major public improvements are envisioned along that zone. The neighborhood circulation pattern continues to be dominated by the existing north-south arteries, boulevards and the



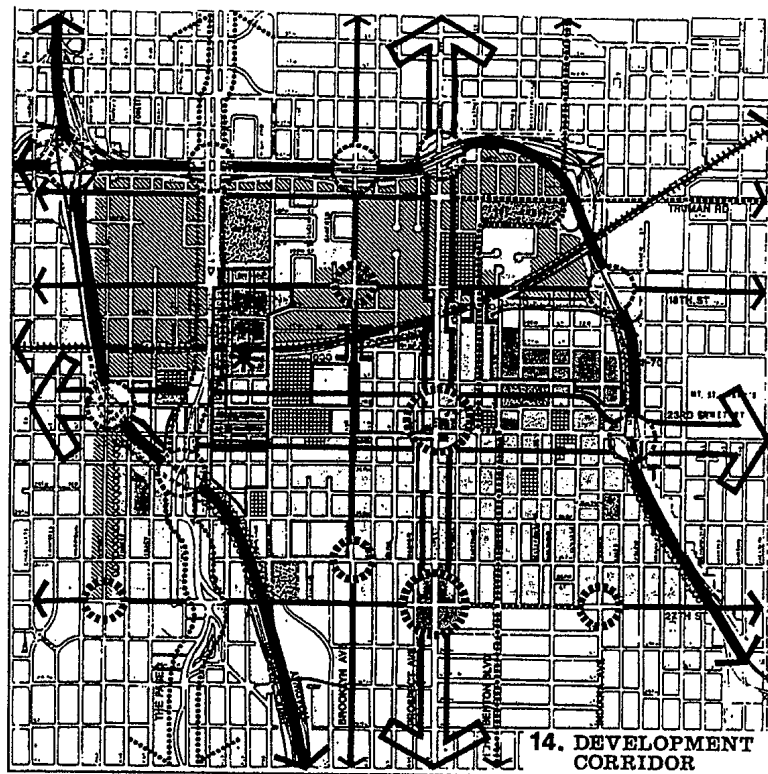
proposed Bruce Watkins Roadway. Vehicular circulation along the east-west axis would be accommodated within the existing major routes: Truman Road, 18th Street, and 27th Street. (See Fig. 12)

The Boulevard Option proposes an east-west connector in the form of a four-lane artery, with a diagonal crossover between 22nd and 23rd Streets between Olive Street and Brooklyn Avenue. This alignment is similar to Alternative No.1, developed by the City Transportation Department, which required the least amount of takings of existing residential and commercial buildings. In this proposal, a boulevard treatment was considered critical to interface this artery with the mostly residential nature of the corridor zone between I-70 and Troost Avenue. As a result an increased right-of-way, from 70 to 85 feet, is required to allow for an extra landscaping zone along either side of the road and in a center median. The drawback, however, is that this option will require the acquisition of more properties to accommodate the boulevard improvement. (See Fig. 13)

The Development Corridor Option suggests the formation of a one-way pair road system, using 22nd and 23rd streets for east- and west-ward

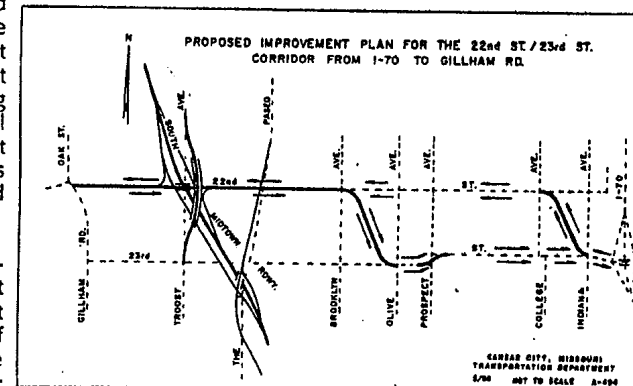
vehicular traffic (except large trucks). Heavy truck traffic will need to be routed along I-70 or other alternative arteries such as Truman Road. The objective of this option is to minimize traffic impacts and property takings throughout the corridor zone. The existing right-of-way would be used along much of the routes. The maximum speed limit should be maintained at 35 mph. Some property takings would be required at entry points in order to make the transition from a 4 lane, two-way street to the one-way pair system. North-south, two-way circulation along existing streets will remain, maintaining connections between residential communities. This option also introduces the notion of the east-west corridor as a mixed-use development corridor providing opportunities for new commercial, institutional and housing activities with local and regional access. (See Fig. 14)

During presentations to city officials, an alternative approach to the east-west connector was proposed by Transportation Department officials. It responded to cost and engineering concerns raised by the Development Corridor Option, specifically as they relate to the vertical alignment of the roads within the zone of steep terrain between Woodland Avenue and Troost Avenue. The alternative option combined a one-way pair



LEGEND

- | | |
|---------------------------|---------------------------|
| RESIDENTIAL (GENERALIZED) | OPEN SPACE |
| INDUSTRIAL (GENERALIZED) | CULTURAL CENTER |
| INSTITUTIONAL | NEW DEVELOPMENT POTENTIAL |
| COMMERCIAL | ACTIVITY NODE |
| BRUCE WATKINS & I-70 HWY | SIGNIFICANT CORRIDOR |
| K.C. TERMINAL RAILROAD | BOULEVARD TREATMENT |
| THE PASEO BLVD. | PRIMARY ARTERIAL |
| BUFFER TREATMENT | TRAFFIC NODE |



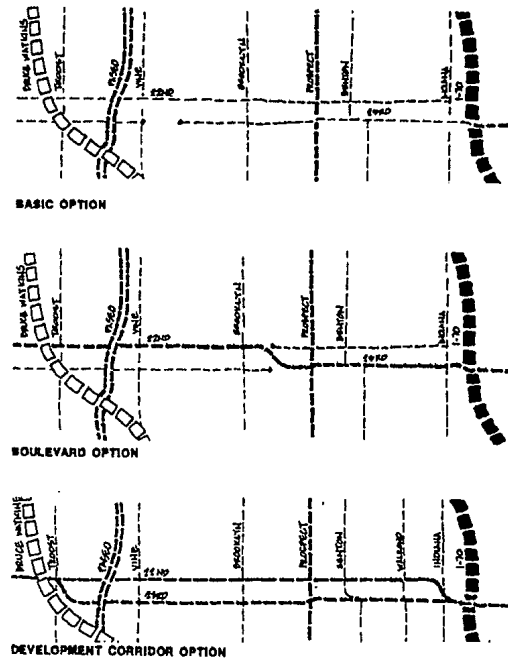
3. URBAN DESIGN FRAMEWORK

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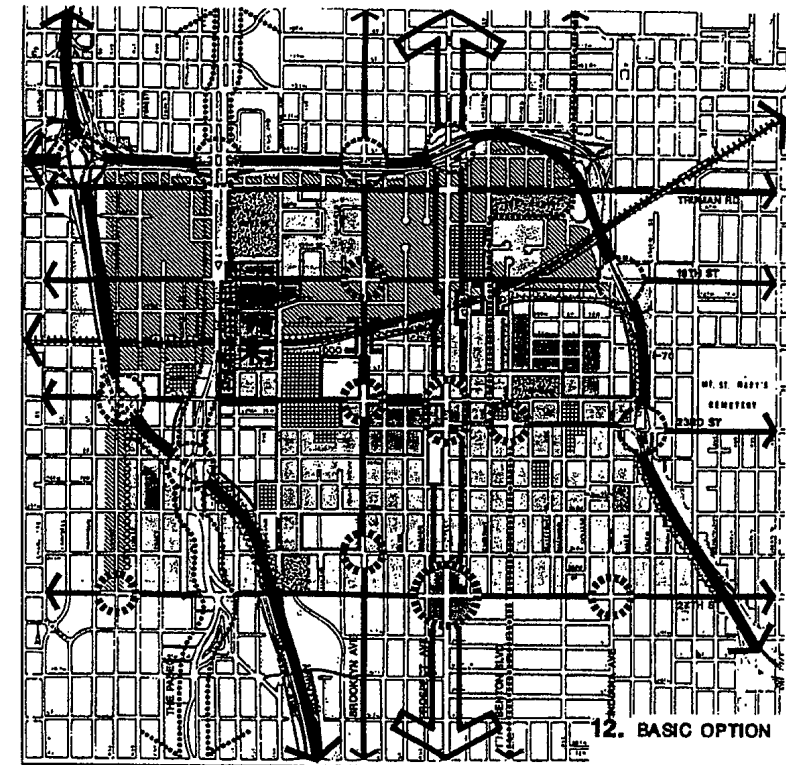


provide new housing opportunities while preventing the displacement of existing residents.

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3.2 ALTERNATIVE FRAMEWORK OPTIONS

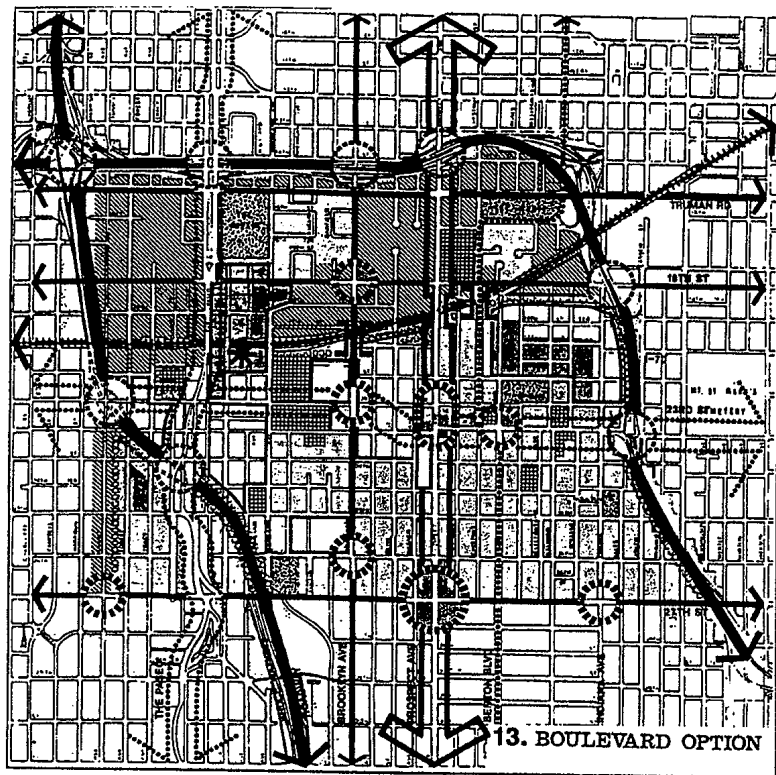
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proposed Bruce Watkins Roadway. Vehicular circulation along the east-west axis would be accommodated within the existing major routes: Truman Road, 18th Street, and 27th Street. (See Fig. 12)

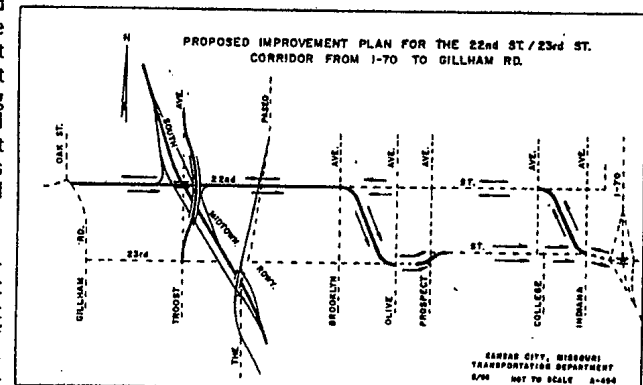
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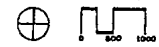
During presentations to city officials, an alternative approach to the east-west connector was proposed by Transportation Department officials. It responded to cost and engineering concerns raised by the Development Corridor Option, specifically as they relate to the vertical alignment of the roads within the zone of steep terrain between Woodland Avenue and Troost Avenue. The alternative option combined a one-way pair

from I-70 to Brooklyn Avenue with a 4-lane arterial constructed along 22nd Street, west of Brooklyn Avenue leading to Crown Center.



LEGEND

- | | |
|---------------------------|---------------------------|
| RESIDENTIAL (GENERALIZED) | OPEN SPACE |
| INDUSTRIAL (GENERALIZED) | CULTURAL CENTER |
| INSTITUTIONAL | NEW DEVELOPMENT POTENTIAL |
| COMMERCIAL | ACTIVITY NODE |
| BRUCE WATKINS & I-70 HWY | SIGNIFICANT CORRIDOR |
| K.C. TERMINAL RAILROAD | BOULEVARD TREATMENT |
| THE PASCO BLVD. | PRIMARY ARTERIAL |
| BUFFER TREATMENT | TRAFFIC NODE |



3.3 RECOMMENDED URBAN DESIGN FRAMEWORK

Given the general consensus that the east-west connector is a fundamental part of the City's present transportation agenda, the Development Corridor Option represented the most favorable framework for developing the Recommended Urban Design Plan. For the Washington Wheatley/Wendell Phillips/Downtown East community this plan represents an important opportunity to capitalize on redevelopment efforts created by the introduction of this connector. At the same time it can be considered a mitigation plan for the adverse impacts anticipated in the development of these streets as active arterial roads.

The east-west connector option recommended here was based on urban design and development compatibility considerations. Further technical and cost evaluation will need to be performed prior to implementation of this recommendation. A version of the Basic Framework Option should be applied if the east-west connector is not developed.

The Recommended Urban Design Framework Plan (See Fig. 15), at a general level, proposes the separation of industrial and residential districts using the Kansas City Terminal Tracks. Some industrial land uses can occur south of the tracks at both the east and western edges of the neighborhood. Existing residential uses north of the tracks, the Parade Park and the Sycamore Grove housing developments, will be complemented with approximately 200 new units of housing to be located within the 18th and Vine Historic District.

Three major development "overlay" areas are identified in the framework:

- A. The "heart" of the neighborhood will be the redeveloped 18th and Vine Historic District. As a mixed-use and cultural center its planning strategy will be to emphasize its role as a primary connection between the downtown and the WWD community. This downtown "bridge" is needed not only to attract future tourists into the area but to expose Kansas Citians in general to the housing and commercial opportunities of the neighborhood. This zone, defined on the north and south by Parade Park and 21st Street, and on the east and west by The Paseo and Woodland Avenue, is the focus of a parallel planning study.
- B. The 22nd - 23rd Street Development Corridor, as described above, transforms a purely transportation project into a land use strategy. The central zone of the WWD neighborhood, along this east-west axis, will provide the setting for new housing development, commercial nodes and institutional expansion. The construction of a one-way pairing of "boulevard-like" streets (22nd and 23rd) will tie all these activities together and provide access to the 18th and Vine District, Crown Center, I-70 and I-435.

- C. The Prospect Avenue Corridor is established as the principal commercial street through the north-south axis of the community. The strategy brings continuity to past revitalization efforts along Prospect Avenue, most notably the Linwood-Prospect Development Strategy, south of 27th Street. Aside from streetscape improvements, commercial activities will be consolidated into various types of activity nodes including a community-wide shopping node at Prospect Avenue between 22nd and 23rd Street and another at the Prospect Avenue and 27th Street intersection. Housing activities are located along mid-block properties, with minor commercial or institutional uses designated at appropriate intersections.

Other components of the overall framework plan include:

- streetscape improvements and consolidation of activity nodes (commercial and institutional) throughout the other main arteries of the neighborhood, especially those with a north-south orientation,
- substantial rehabilitation, aggressive infill and new residential development, coupled with street reconfiguration and reparcellization in a series of district areas,
- creation of a new planned light industrial district north of 23rd Street along Indiana Avenue and 18th Street,
- a linear landscaped buffer zone, south of the Kansas City Terminal Tracks, which will also serve as a pedestrian and bicycle parkway from Agnes Avenue to The Paseo,
- extensive landscape buffering of residential uses adjacent to industrial or highway corridors,
- a proposal to restructure the existing zoning for the area, including downzoning where appropriate.

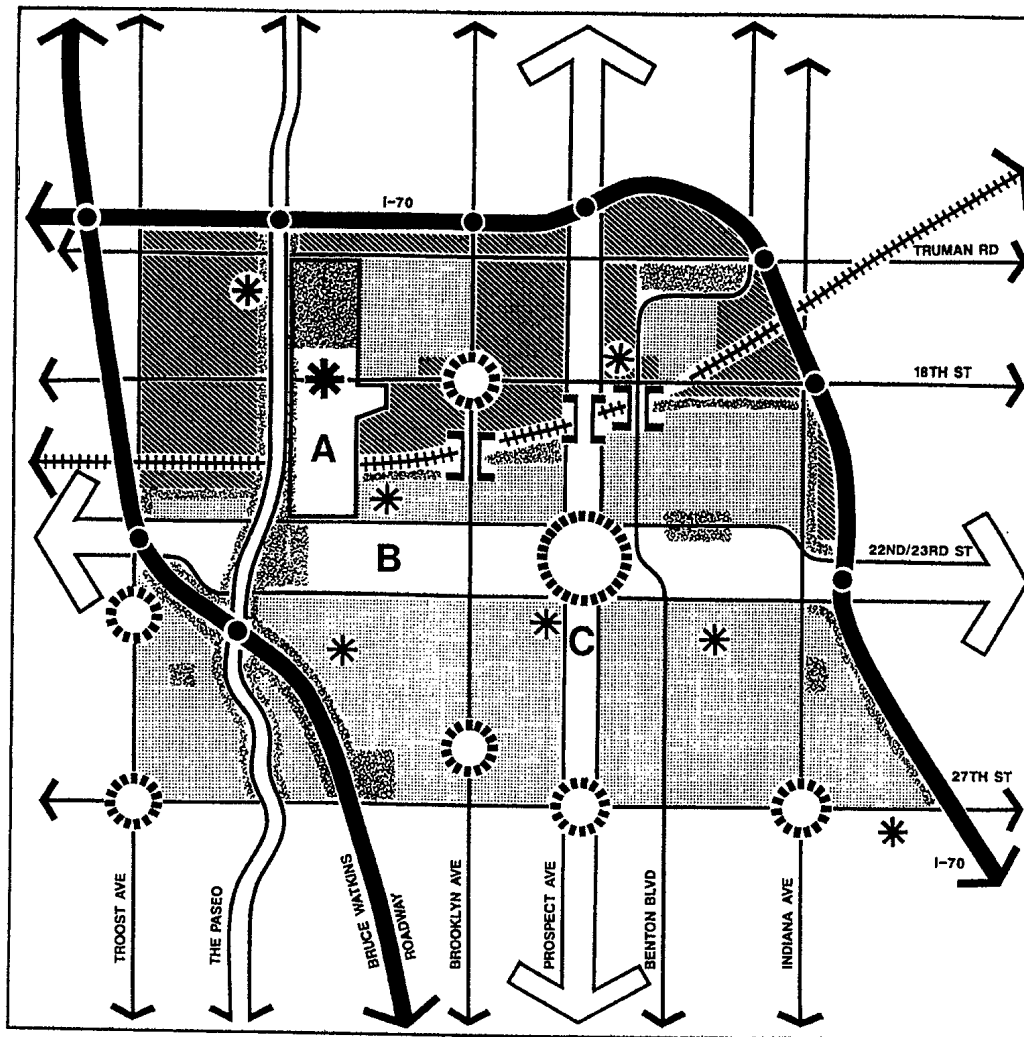
These framework strategies are graphically represented in the following maps. Their detail content will be discussed per sub-neighborhood areas, in the following sections of the Report.

- **The Urban Design Concept Plan** (See Fig. 16): shows framework strategies with emphasis on the neighborhood area south of the tracks to 27th Street, the area that became the "focus" for the planning study.
- **The Proposed Land Use Plan** (See Fig. 17): shows specific land uses per parcel, within the focus planning area.
- **The Proposed Generalized Land Use Plan** (See Fig. 18): indicates the predominant land use of blocks proposed for the larger Study area.
- **The Proposed Zoning Plan** (See Fig. 19): illustrates proposed changes to the existing zoning districts within the general Study Area.

- **The Proposed Circulation Plan** (See Fig. 20): depicts the improved circulation system for the general Study Area.

- **The Housing Redevelopment Sub-Areas Map** (See Fig. 21): summarizes, by neighborhood areas, the housing redevelopment actions. These include building acquisition (demolition), major renovation and new construction.

The Housing Redevelopment Sub-Areas Map is a partial summary of the broader Redevelopment Action Plan (See separate attachment). The Action Plan covers redevelopment actions affecting all major land use categories at the parcel level for the focus planning area. The availability of properties for redevelopment will have to be verified through a more detailed and complex ownership analysis.



LEGEND

- BRUCE WATKINS & I-70 HWY
- ARTERIALS
- K.C. TERMINAL
- RESIDENTIAL (GENERALIZED)
- INDUSTRIAL (GENERALIZED)
- OPEN SPACE/BUFFER ZONE
- ACTIVITY NODES
- SCHOOL
- 18TH & VINE HISTORIC DISTRICT
- A** CULTURAL CENTER MIXED USE DEVELOPMENT
- B** 22ND/23RD STREET DEVELOPMENT CORRIDOR
- C** CONSOLIDATED COMMERCIAL DEVELOPMENT ALONG PROSPECT AVE.

• NEIGHBORHOOD PLANNING STUDY •

WASHINGTON WHEATLEY • WENDELL PHILLIPS • DOWNTOWN EAST

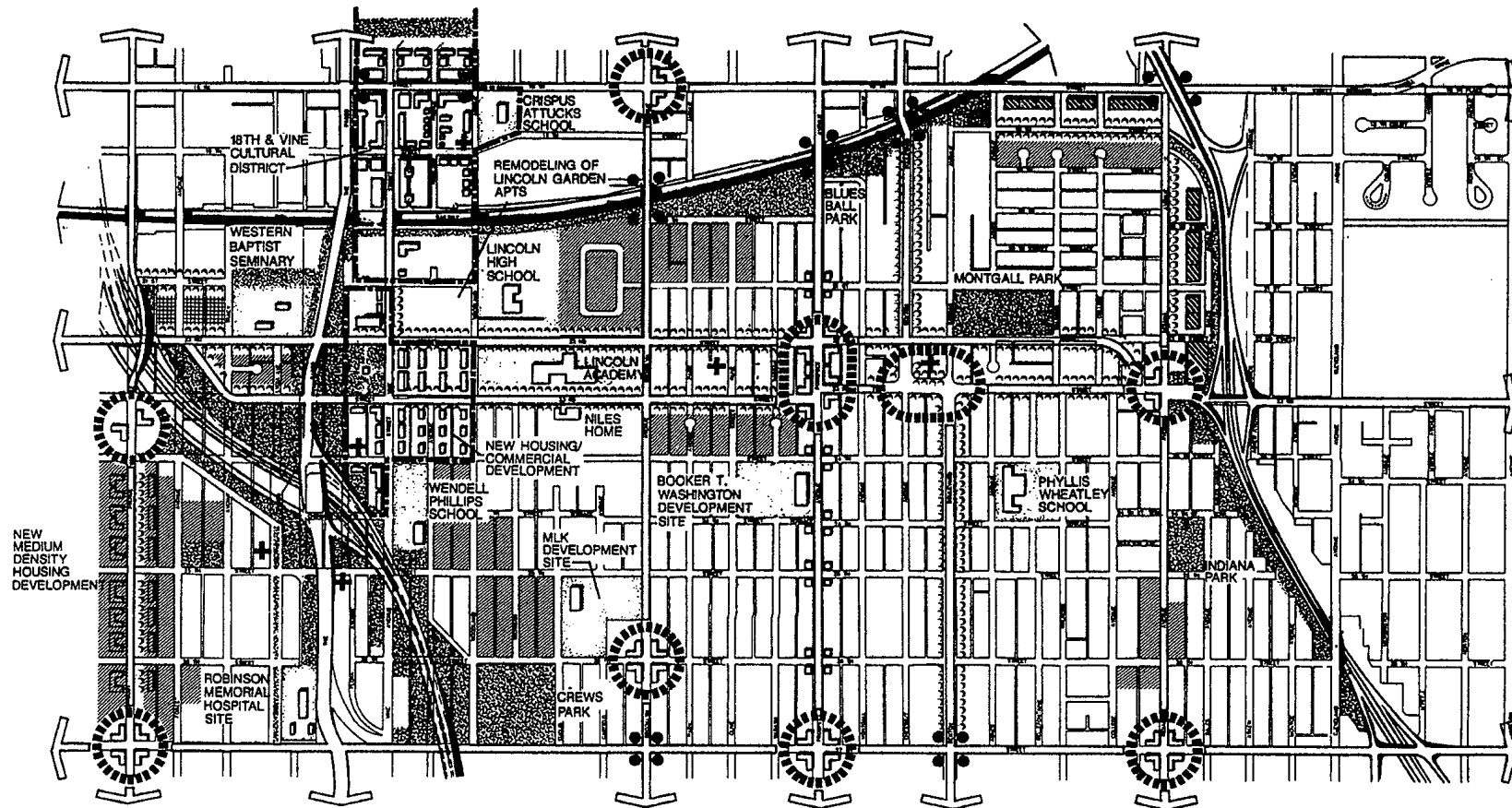
15. URBAN DESIGN FRAMEWORK



KANSAS CITY, MO.

CITY DEVELOPMENT DEPARTMENT
DEPARTMENT OF HOUSING &
COMMUNITY DEVELOPMENT

STULL AND LEE, INC.
ARCHITECTS AND PLANNERS BOSTON, MA.



LEGEND

- | | | | |
|-------------------------------------|------------------------------------|--|-----------------------|
| COMMUNITY WIDE
ACTIVITY NODE | PROPOSED
INDUSTRIAL DEVELOPMENT | NEIGHBORHOOD ANCHORS | NEIGHBORHOOD CHURCHES |
| LOCAL/NEIGHBORHOOD
ACTIVITY NODE | EXISTING OR NEW
STREETSCAPE | PROPOSED
REDEVELOPMENT AREAS (HOUSING) | |
| GATEWAY | OPEN SPACE/BUFFER ZONES | PROPOSED INSTITUTIONAL
DEVELOPMENT AREA | |

NEIGHBORHOOD PLANNING STUDY

WASHINGTON WHEATLEY · WENDELL PHILLIPS · DOWNTOWN EAST

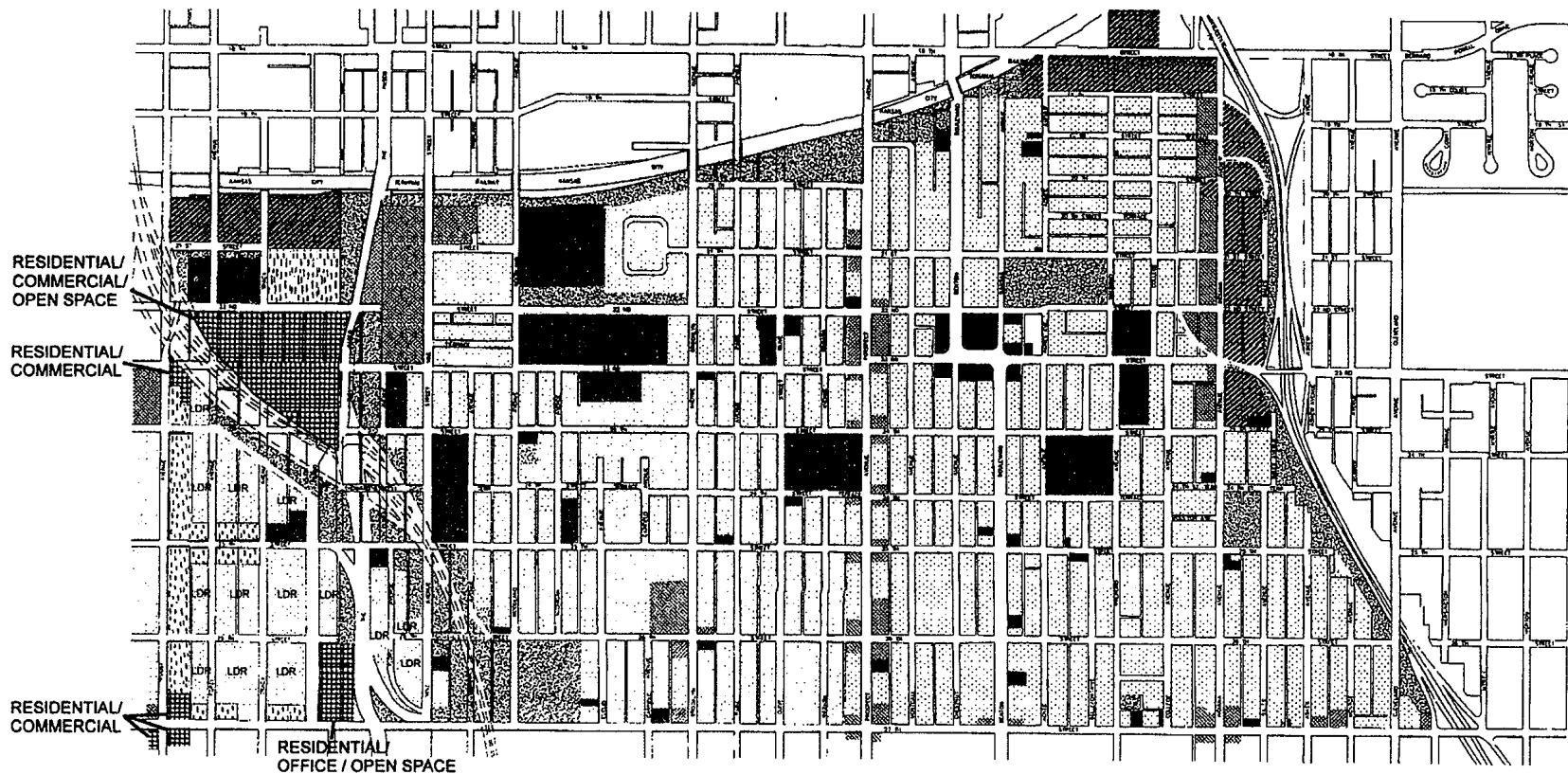
16. URBAN DESIGN CONCEPT PLAN

KANSAS CITY, MO.

CITY DEVELOPMENT DEPARTMENT
DEPARTMENT OF HOUSING &
COMMUNITY DEVELOPMENT

STULL AND LEE, INC.
ARCHITECTS AND PLANNERS BOSTON, MA.





LEGEND

	RESIDENTIAL		INSTITUTIONAL
	COMMERCIAL		OPEN SPACE
	INDUSTRIAL		LOW DENSITY RESIDENTIAL
	MIXED USE		MEDIUM DENSITY RESIDENTIAL

Last Amended by Resolution No. 020439 on May 23, 2002

NEIGHBORHOOD PLANNING STUDY

WASHINGTON WHEATLEY · WENDELL PHILLIPS · DOWNTOWN EAST

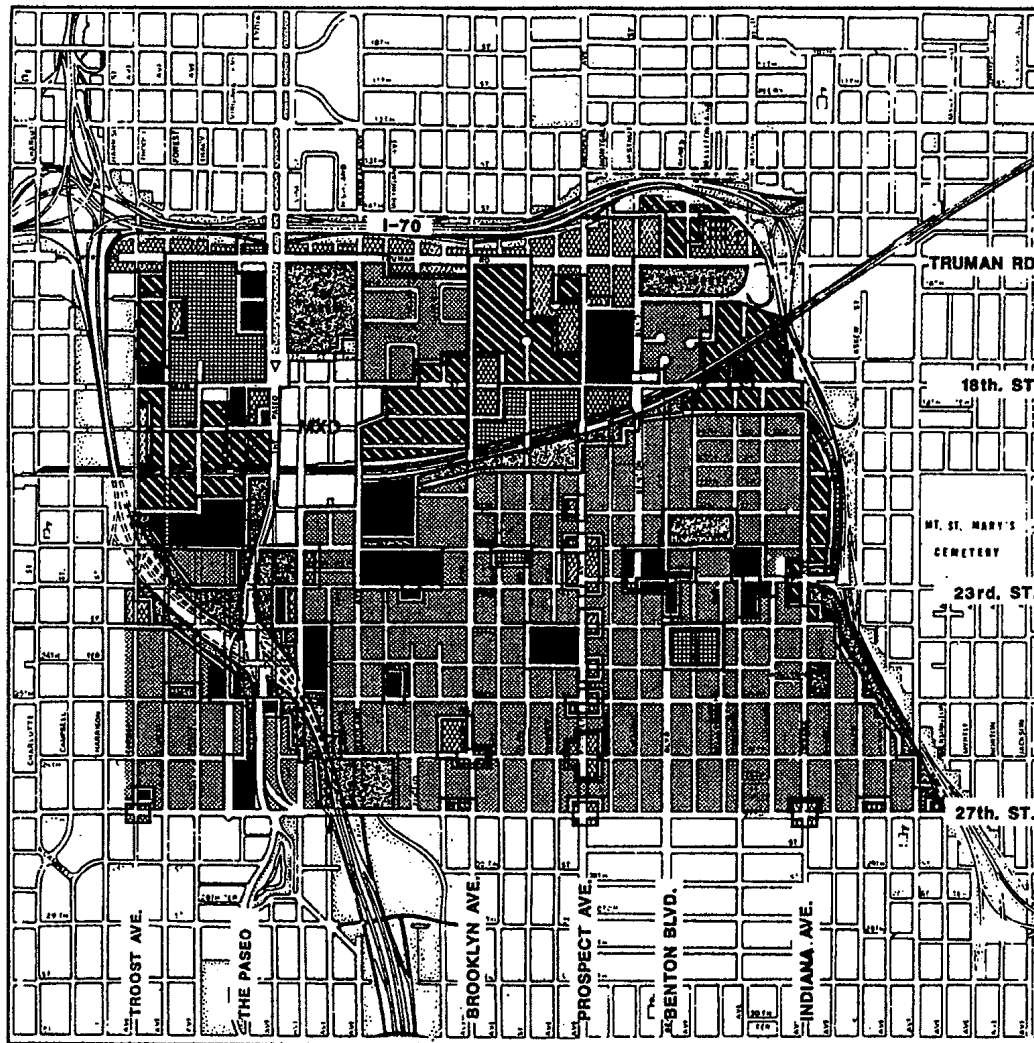
17. PROPOSED LAND USE MAP



KANSAS CITY, MO.

CITY DEVELOPMENT DEPARTMENT
DEPARTMENT OF HOUSING &
COMMUNITY DEVELOPMENT

STULL AND LEE, INC.
ARCHITECTS AND PLANNERS BOSTON, MA.



LEGEND

-  RESIDENTIAL
(GENERALIZED)
-  INDUSTRIAL
(GENERALIZED)
-  INSTITUTIONAL
-  COMMERCIAL
-  OPEN SPACE

• NEIGHBORHOOD PLANNING STUDY •

WASHINGTON WHEATLEY • WENDELL PHILLIPS • DOWNTOWN EAST

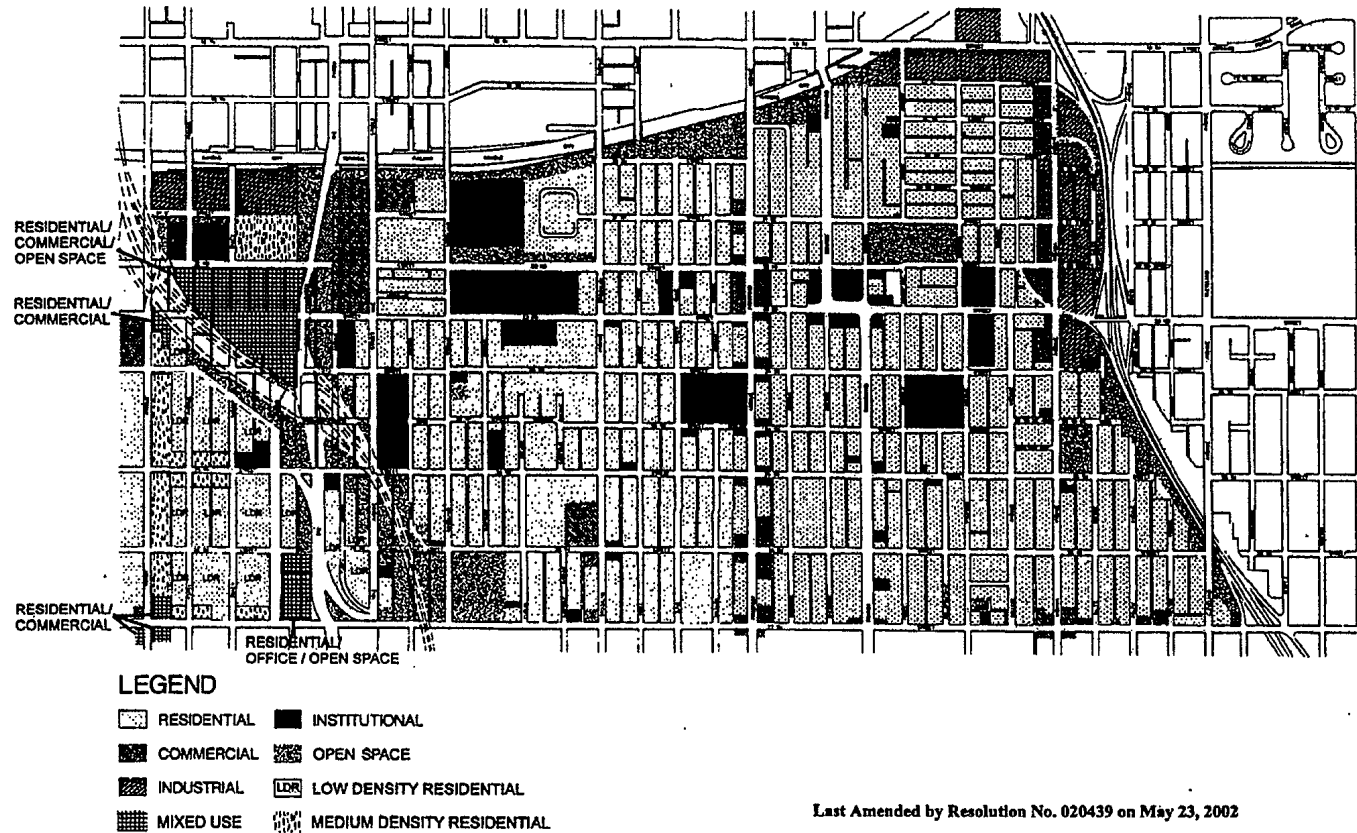
18. GENERALIZED LAND USE, PROPOSED



KANSAS CITY, MO.

CITY DEVELOPMENT DEPARTMENT
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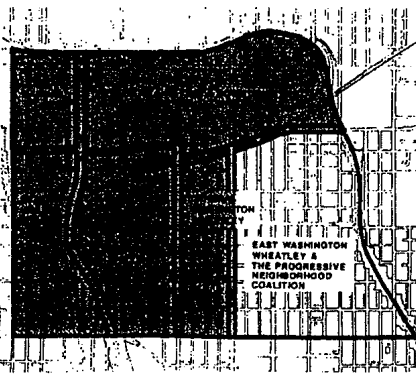
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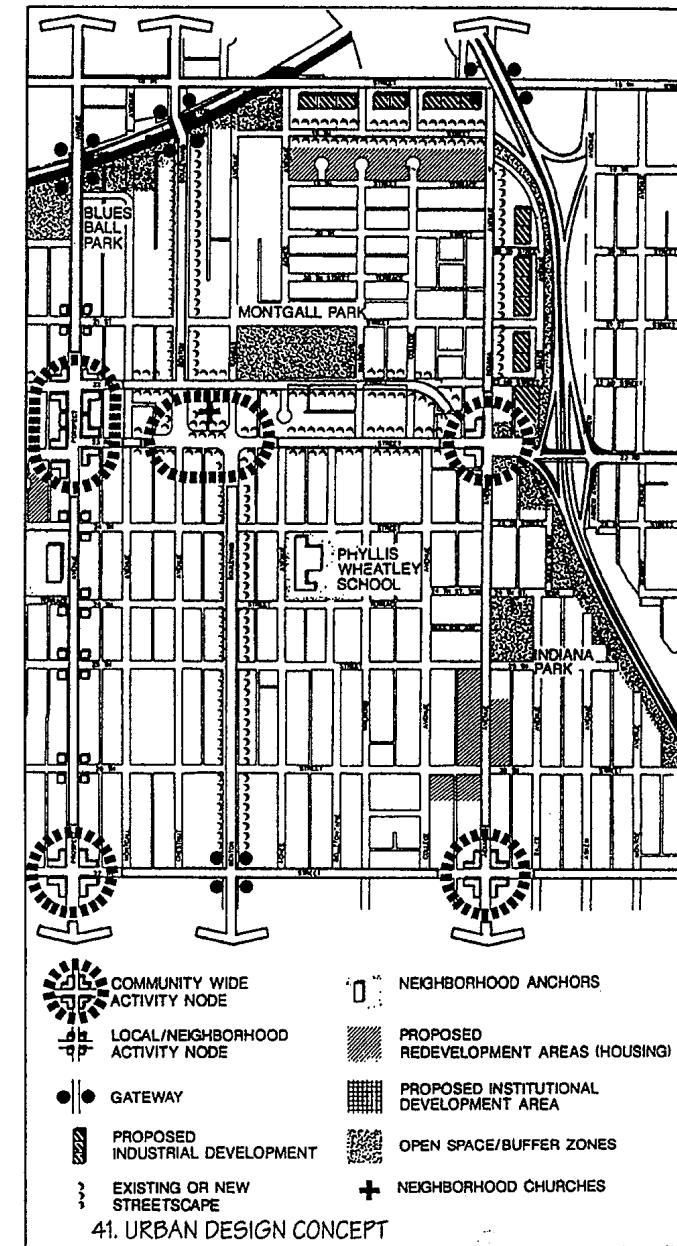
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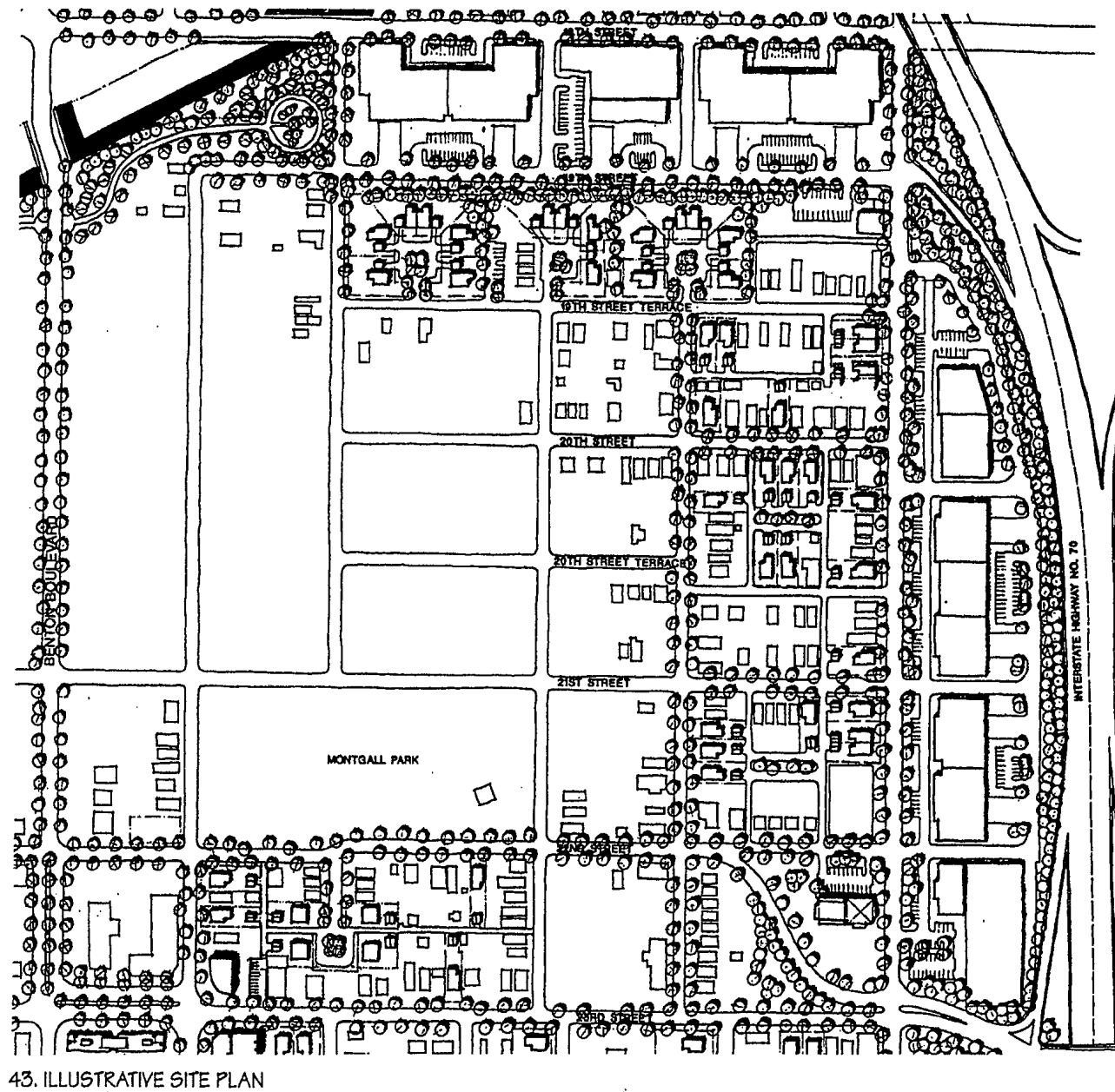
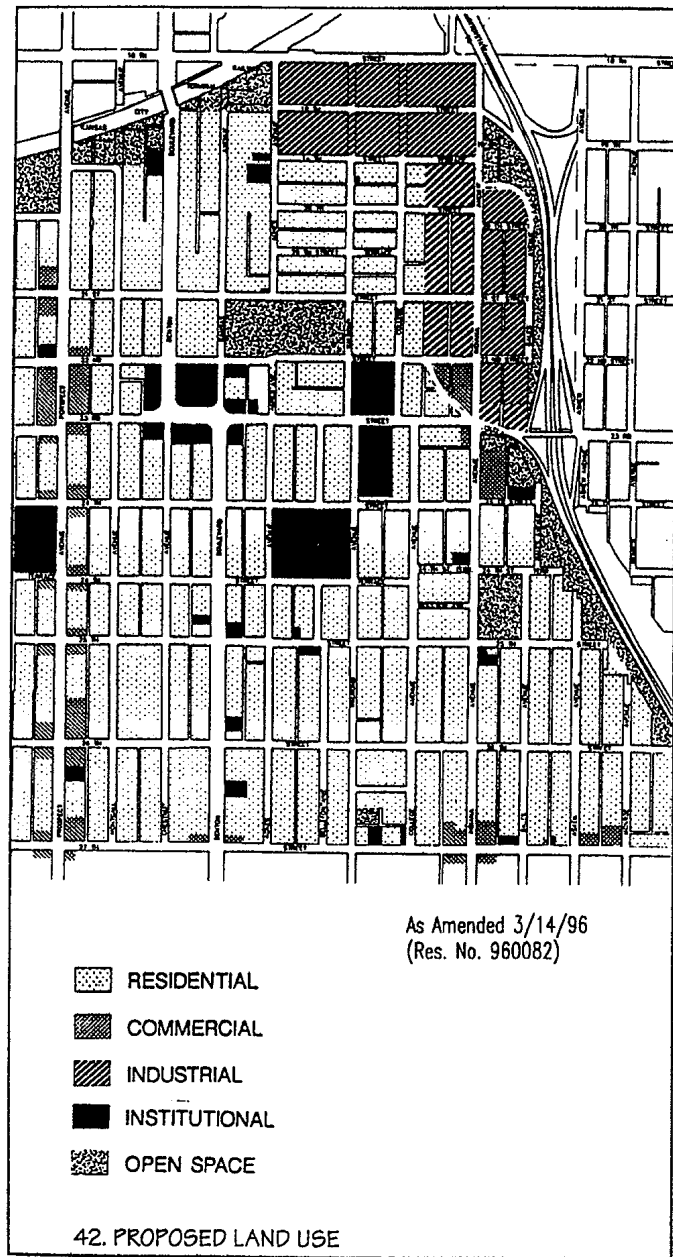
East Washington Wheatley and the Progressive Neighborhood Coalition



The urban design concept for this sub-area proposes improvements along Benton Boulevard, the 22nd 23rd Street Corridor and Indiana Avenue in an effort to provide a revitalized identity to the different sections of this neighborhood. Activity nodes are recommended at key intersections such as Benton Boulevard and 23rd Street, Indiana Avenue and 23rd Street, and at Indiana and 27th Street. Industrial uses are consolidated along the northeastern corner of the neighborhood facing 18th Street and Indiana Avenue. An intensive housing redevelopment strategy is proposed.

- Benton Boulevard is a significant modulator within this neighborhood whose overall landscaped impact can be compared to that of The Paseo. The boulevard image is highlighted at the 23rd Street intersection where the monumental Barker Memorial Church is a significant anchor. The institutional character of this node is reinforced with the presence of the Wheatley House for elderly residents and the Peace Baptist Church. Further treatment of this node should include redeveloping the south side of 23rd Street between 22nd and 23rd Street as congregate housing. The southeast corner of Benton and 23rd should be redeveloped for community services related to the Evangelistic Temple Church, and the northeast corner of Benton and 23rd Street for similar institutional uses.
- The overall streetscape improvement of Benton Boulevard should be coordinated with existing landscaping and lighting treatment. The intersection of 23rd Street and Benton Boulevard should be redeveloped to accommodate the merging of the one-way traffic flow of 23rd Street with the two-way traffic flow of Benton Boulevard, and the continuation of its overall landscape treatment. The introduction of a new landscaped median along the "Benton" jog will strengthen the boulevard quality at this junction.
- Approximately 30 new units of housing can be developed on Benton Boulevard. Each should respect the existing housing typology of the





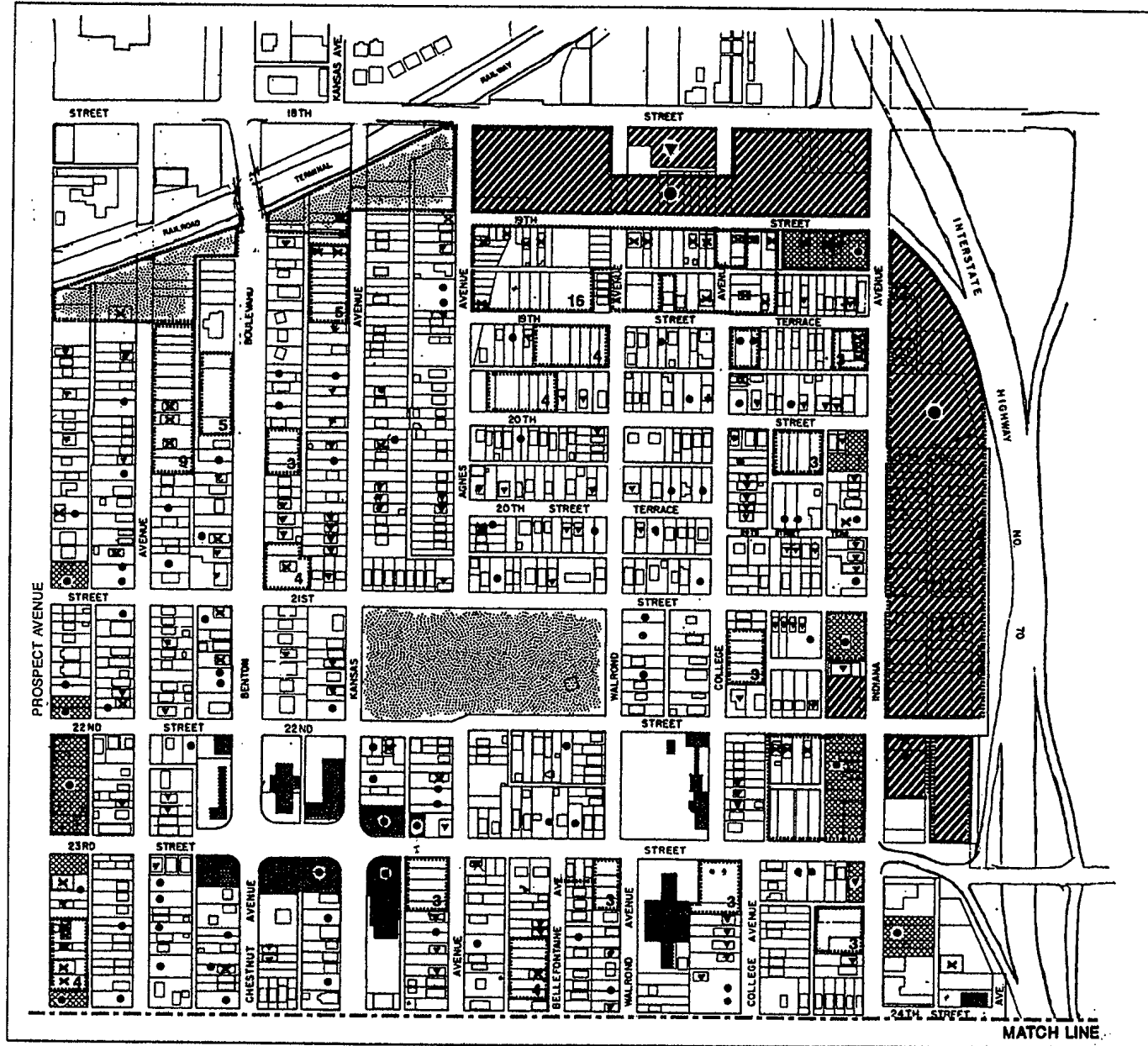
boulevard, and coordinate scale, massing and styles. Commercial improvement of the Benton Boulevard and 27th Street node should include facade improvements and increased visual exposure to the existing neighborhood gateway monuments. At the intersection of Benton Boulevard and the Kansas City Terminal Tracks, the linear park easement treatment, combined with the existing monuments at 18th Street, will enhance the sense of entry from the north.

- Indiana Avenue between 27th and 23rd Streets should gradually be redeveloped to housing. This will involve selected demolition of obsolete structures, non-compatible uses (such as the industrial ones at Indiana and 26th Street), in addition to the renovation of small viable businesses compatible with adjacent housing uses. The commercial node at Indiana and 27th Street should receive storefront improvements.



- A new planned light industrial district should be located north of 23rd along Indiana Avenue and 18th Street. This "L" shaped parcel flanking both 18th Street and I-70 is made up of approximately 8 blocks of industrial, commercial and residential land uses. The dominant land use is industrial, both in number and overall massing. Industrial uses in this area have benefited from the immediate proximity of the Interstate, as well as access to 18th and 23rd Streets arterials, for receiving and distributing their products.

The eastern site between 23rd Street and 18th Street should be divided into four large parcels, three of which would be redeveloped as new warehouse facilities. The northern site between Indiana and Agnes Avenues should also be divided into three parcels consistent with its original pattern. The existing facility between College and Waldrond Avenues would be rehabilitated and enlarged to extend fully between 18th and 19th Street. Its use would remain industrial. The western-most parcel on this site is slated to be developed as a postal service facility.















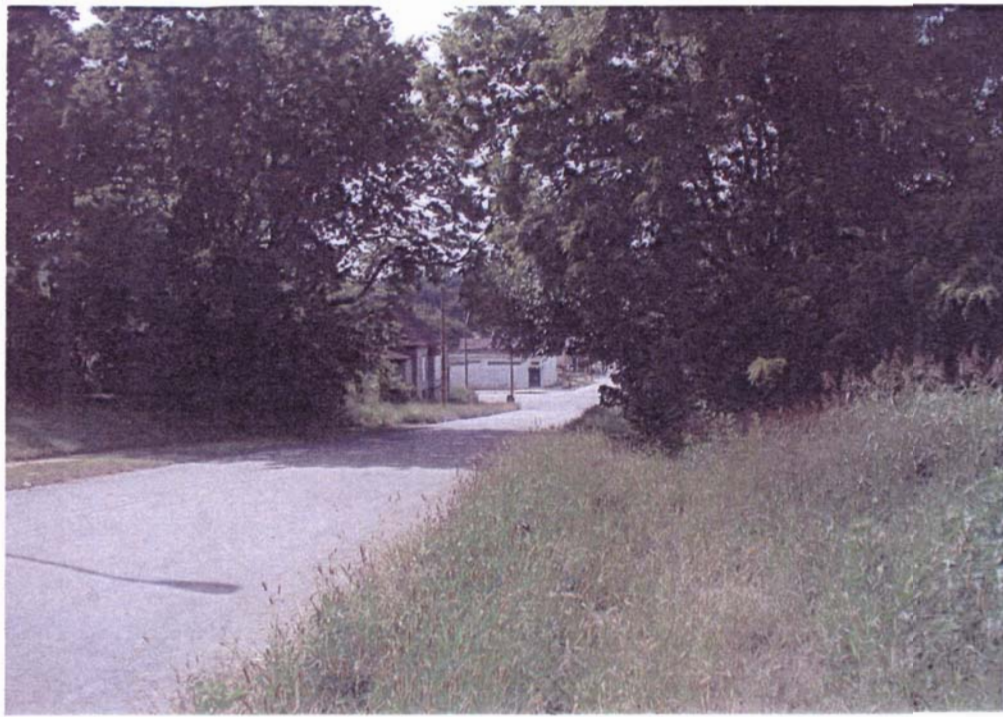








Exhibit I - Acquisition Properties (Phase I)

<u>ADDR</u>	<u>STREET</u>	<u>TYP</u>	<u>OWN NAME</u>	<u>APN</u>
2030	BENTON	BLVD	HAMMONS MARLON	JA28420202700000000
2012	MONTGALL	AVE	BELLOWS CORNELL &	JA28420212700000000
2021	MONTGALL	AVE	BRIGHTER HOMES EAST INC	JA28420202200000000
2002	MONTGALL	AVE	CHAMBERS BILLY F & JERRIE T	JA28420213100000000
2004	MONTGALL	AVE	CHAMBERS BILLY F & JERRIE T	JA28420213000000000
2010	MONTGALL	AVE	CHAMBERS BILLY F & JOHNNIE A	JA28420212800000000
2006	MONTGALL	AVE	CHAMBERS JOHNNIE A	JA28420212900000000
1918	MONTGALL	AVE	GOFORTH FRANCIS	JA28420213900000000
2030	MONTGALL	AVE	MT OLIVE MISSIONARY BAPTIST	JA28420212300000000
1924	MONTGALL	AVE	PHIFER RAYMOND H & KATIE M	JA28420213600000000
1932	MONTGALL	AVE	PHIFER RAYMOND H & KATIE M	JA28420213500000000
1914	MONTGALL	AVE	PHIFER RAYMOND K & JAMES PATRICIA &	JA28420214100000000
1920	MONTGALL	AVE	PHIFIER KATIE & RAYMOND H	JA28420213800000000
1922	MONTGALL	AVE	PHIFIER KATIE & RAYMOND H	JA28420213700000000
1934	MONTGALL	AVE	PHIFIER RAYMOND & KATIE	JA28420213400000000
1916	MONTGALL	AVE	PHIFIER RAYMOND K	JA28420214000000000
2024	MONTGALL	AVE	SHEPARD JERRY & DERKS DARREN	JA28420212400000000
2019	MONTGALL	AVE	SIMONIN THOMAS E & DIXIE C	JA28420202100000000
2011	MONTGALL	AVE	STEPHENS REGINALD E & SHARON M	JA28420201700000000
2023	MONTGALL	AVE	ULLMAN CHAD & JULIE	JA28420202300000000

Exhibit H

Finding of Blight

According to section 99.320(3) R.S.Mo of Missouri's Land Clearance for Redevelopment Statute, a "blighted area" and "insanitary area" are defined as follows:

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

Insanitary: *An area in which there is a predominance of buildings and improvements which by reason of dilapidation, age or obsolescence, inadequate provision for ventilation, light, air, sanitation or open spaces, high density of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any delinquency and crime or constitutes an economic or social liability and is detrimental to the public health, safety, welfare.*

The LCRA staff conducted a site inspection of the project area on September 11 - 12, 2006. The project area includes all of the properties on the east side of the 1900- and 2000- blocks of Prospect Avenue, the east and west sides of the 1900- and 2000-blocks of Montgall Avenue; and the northwestern corner of Benton Boulevard & E. 21st Street. A significant majority of these properties are vacant lots, particularly along Montgall Avenue. Many of these lots are narrow and are considered unbuildable without variations under current zoning regulations. Many of the lots are overgrown with weeds, brush, and scrub trees. There are several deteriorating, stone retaining walls and stairs adjacent to the sidewalk on the east side of Montgall. There appears to be building demolition debris and/or building foundations on a number of properties. There is also diversity of ownership of these lots, making assembly for redevelopment difficult. Many of the existing houses and multifamily buildings in the Plan Area exhibit deteriorated window and door frames, peeling paint, deteriorated wooden roof and wall components, sagging porches, trash and litter in the yards, overgrown shrubs and bushes, and a general lack of routine maintenance. There are two commercial properties and one industrial property facing onto Prospect Avenue – Kansas City Construction & Excavation at 1901 Prospect Avenue, a vacant storefront at 1917 Prospect Avenue, and Bradley's

Garage at 2015 Prospect Avenue. 1901 Prospect Avenue consists of a simple industrial building and a fenced in, partially-paved yard that extends eastward through to Montgall Avenue; the perimeter chain-link fencing is in poor condition and has brush and vines growing up through it, the yard has piles of abandoned tires and brush, inoperable vehicles and vehicle parts, and the building shows signs of deferred maintenance. The vacant storefront at 1917 Prospect Avenue is a small, one-story addition to an older, vacant home; the property is overgrown with weeds and the building is boarded up and is currently posted as unfit for use by the City of Kansas City. 2015 Prospect Avenue is a modest, one-story cement block building being used as Bradley's Garage, an automobile repair shop; the building exhibits peeling paint and deteriorating masonry and the property is overgrown and has a gravel driveway. The vacant lot at 2017 Prospect is owned by the Land Trust of Jackson County and serves as an informal gathering place, as evidenced by the worn tire tracks, vehicle traffic, and chairs seen on site. A visual inspection of the public right-of-way within the Plan Area revealed illegal dumping, trash and litter, and serious deterioration of the curbs, gutters, and sidewalks. Although Montgall Avenue within the Plan Area has been repaved fairly recently, the pavement level is frequently just below or even with the height of the curb, making the curb ineffective for channeling rainwater along the gutter. The new homes located at 2001, 2005, and 2035 Montgall Avenue are excluded from this blight finding.

The LCRA has determined the Urban Renewal Area to be "blighted" in accordance with the section 99.320(3) R.S.Mo of Missouri's Land Clearance for Redevelopment Statute.

APPENDICES

DESIGN REVIEW PROCESS

All redevelopment proposals for the Land Clearance for Redevelopment Authority's Disposition Parcels will be subject to design review and approval by the Authority before and after the execution of a Disposition Agreement, Inducement Resolution, Redevelopment Contract, Certificate of Tax Abatement or other necessary action of the Authority. In addition, all development proposals for new construction or the rehabilitation of existing structures within designated urban renewal areas will be subject to the Authority's design review and approval. This review will evaluate the quality and appropriateness of the proposal on the basis of planning and design objectives stated in the Plan and the special land use and building requirements stated in more detailed and refined development objectives and controls which may be prepared for the site.

This review will be conducted by the Authority. The Authority may engage professional consulting services from time to time to provide technical advice. Required submissions shall be made to the Authority through the Executive Director or Assistant Executive Director.

Required submission will occur at three stages in the preparation of the redevelopment proposal. Additional informal reviews at the request of either the Redeveloper or the Authority Staff are encouraged. It is the intention of the Authority Staff that once approval has been given of a submission stage, further review will be limited to consideration of a development or refinement of previous approved submission, or to new elements which were not present in previous submissions.

The formal stages of submission follow:

1. SCHEMATIC DESIGN

This review is intended to secure agreement on and approval of the basic design concept prior to extensive work by the Redeveloper's Architect. The Authority does not encourage submission of more than the following, which it feels is sufficient to describe the proposal:

- a) Site plan at any appropriate scale (1" = 100' and 1" = 40' are preferred scales); emphasizing general relationships of proposed and existing buildings, walls and open space, including that mutually defined by buildings on adjacent parcels and across streets. The general location of walks, driveways, parking, service areas, roads and major landscape features, in addition to the buildings, should be shown. Where relevant, site sections showing height relationships with proposed and adjacent buildings shall be provided.

- b) Building plans, elevations and sections at any appropriate scale, showing organization of functions and spaces. These drawings need not be more detailed than sufficient to indicate general architectural character and proposed finish materials.
- c) All sketches, diagrams and other materials relevant to the proposal which were used by the architect during his initial study and which will help clarify the architect's problem and his solution to it.
- d) Written statement of proposal, including total square footage, F.A.R., number of parking spaces, structural system and principal building materials and estimated costs.
- e) Proposed time schedule for the following submissions and estimated construction time.

Upon approval by the Authority of the SCHEMATIC DESIGN, the following submission is required:

2. DESIGN DEVELOPMENT

This review is intended to secure agreement on and approval of the final design prior to extensive and detailed work on the preliminary drawings.

- a) Site Plan development of 1 (a) at 1" = 40' minimum (or as determined after approval of SCHEMATIC DESIGN). Phasing possibilities, if any, shall be shown. Proposed site grading, including typical existing and proposed grades at parcel lines shall be shown. Those areas of the site proposed to be developed "by others" or easements to be provided for others shall be clearly indicated. All dimensions which may become critical from the point of view of zoning shall be indicated, including adjacent buildings, streets and buildings across streets shall be indicated, if appropriate.
- b) Site sections at 1" = 40' (minimum) showing vertical relationships in addition to those shown above.
- c) Building plans, elevations and sections developed from those of 1 (b).
- d) Time schedule for the following submission.

Upon approval by the Authority of the DESIGN DEVELOPMENT, the following submission is required:

3. FINAL WORKING DRAWINGS AND SPECIFICATIONS

This review is intended to secure final agreement on and approval of the contract documents and the complete proposal.

- a) Complete site plans for the final parcel development to working drawing level of detail. These drawings, upon approval, will serve as a basic coordination drawing indicating scope of work and responsibilities to be performed by others.
- b) Complete working drawings and specifications ready for bidding.
- c) Statement of proposal, indicating differences, if any, from 1 (d).
- d) Time schedule for construction of this project.
- e) Detailed financial plan, including costs, rents and operation.

Once FINAL WORKING DRAWINGS AND SPECIFICATIONS have been approved and construction started, the only items subject to an additional review will be request for change orders in the construction. The Redeveloper is strictly required to construct the project in accordance with all details of the approved drawings. Permission to make changes from such approved drawings must be requested by the Redeveloper in writing to the Executive Director or Assistant Executive Director, who, in turn, will reply in writing, giving his/her approval or disapproval of the changes. No changes in the work are to be undertaken until such approval has been obtained.

STANDARDIZED RELOCATION POLICY

Resolution No. 87-25

WHEREAS, the Land Clearance for Redevelopment Authority of Kansas City, Missouri (the "Authority") has the power to prepare Plans and provide reasonable assistance for the relocation of families displaced from a land clearance project area of an urban renewal project area, to the extent essential for acquiring possession of and clearing or renewing the area or parts thereof; and

WHEREAS, the Authority desires to adopt a standardized relocation policy to be included henceforth in all urban renewal plans.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE LAND CLEARANCE FOR REDEVELOPMENT AUTHORITY OF KANSAS CITY, MISSOURI, as follows:

1. Henceforth, all urban renewal plans approved by the Authority shall contain the following provisions:

Relocation Plan.

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

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

- ii) Displaced Business. "Displaced Business" shall mean any business that moves from real property within the development area as a result of the acquisition of such property, as a result of written notice to vacate such property, or in connection with the demolition, alteration or repair of said property, by any person who subsequently seeks tax abatement pursuant to R.S. Mo. 99.700, et seq., as amended.

- iii) Displaced Occupant. "Displaced Occupant" shall mean any occupant who moves from real property within the development area as a result of the acquisition of such property, as a result of written notice to vacate such property, or in connection with the demolition, alteration or

repair of said property, by any person who subsequently seeks tax abatement pursuant to R.S. Mo. 99.700, et seq., as amended.

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

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

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

(b) Plan Requirement. Every person approved by the Authority as a developer of property in furtherance of an urban renewal plan shall submit to the Authority a relocation plan as part of the developer's redevelopment plan.

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

(i) Payments of all displaced occupants and displaced businesses in occupancy at least ninety (90) days prior to the date said displaced occupant or said displaced business is required to vacate the premises by the developer, its assigns or any person seeking tax abatement pursuant to R.S. Mo. 99.700, et seq., as amended; and

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

(iii) Program for referrals of displaced occupants and displaced businesses with provisions for a minimum of three (3) suitable referral sites, a minimum of ninety (90) days notice of referral sites for handicapped displaced businesses, prior to the date such displaced occupant or displaced business is required to vacate the premises; and

arrangements for transportation to inspect referral sites to be provided to designated occupants.

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

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

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

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

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

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

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

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

(g) Waiver of Payments. Any occupant who is also the owner of premises and any business may waive their relocation payments set out above as part of the negotiations for acquisition of the interest held by said occupant or business. Said waiver shall be in writing and filed with the Authority.

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

(i) Persons Bound by the Plan. Any developer, its assigns or transferees, is required to comply with the provisions hereof and shall certify such compliance to the Executive Director of the Authority. Such certification shall include, among other things, the addresses of all occupied residential buildings and structures within the redevelopment plan area and the names and addresses of occupants and businesses displaced by the developer and specific relocation benefits provided to each occupant and business, as well as a sample notice provided each occupant and business. No person shall be entitled to the tax abatement provisions of R.S. Mo. 99.700, et seq., as amended, if said person has failed to comply with the relocation benefits provided herein.

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

2. Prior to resolutions of the Authority adopting the provisions of the Uniform Relocation Assistance and Real Properties Acquisition Policy Act of 1970, 42 U.S.C. 4621, et seq., as amended, and its implementing regulations, shall henceforth be applicable only to federally-assisted projects in which the Authority acquires real property by exercising its power of eminent domain or to projects acquired for the same public use through the same procedures and which are being purchased solely through expenditure of state or local funds.

3. This Resolution shall take effect immediately.

ADOPTED THIS 25th DAY OF March, 1987.

AFFIRMATIVE ACTION PROCESS

The procedures outlined are designed to secure maximum opportunities for minority contractors and subcontractors to bid for work on projects carried out by the Authority's redevelopers. This is intended to be consistent with Equal Employment Opportunity and Affirmative Action objectives and regulations.

These procedures have been re-examined, sharpened and clarified in an effort to encourage redevelopers and general contractors to use minority-owned businesses. The Land Clearance for Redevelopment Authority should bring its requirement for minority business participation to the attention of redevelopers and contractors early so that Minority Business Enterprises will be included in the bidding process.

It should be pointed out to the redeveloper that minority businesses include materials suppliers and professional consultants, as well as construction contractors.

STEP I

Within a reasonable time after a potential developer has been identified by the Authority, a pre-developer conference will be held.

The redeveloper will be acquainted with the requirements for land sale or lease at this conference. The following information will be provided to the Authority's Equal Employment Opportunity Officer:

A. Equal Opportunity Requirements.

1. Each redeveloper is required to complete an affirmative action plan. The plan is to be completed based upon the known information available to the redeveloper before initial submission to the Authority's Board of Commissioners to consider their proposal to acquire and develop Authority land.
2. Pre-Award Commitments - The developer is to disclose to the Equal Employment Officer, in writing, any pre-award commitments to contractors or suppliers.
3. Equal Employment Opportunity Packet - Affirmative Action Plans (developers, general contractors, subcontractors), Good Faith Effort and Minority Resources, Executive Order #11246, Chapter IV - Contractor's Responsibilities, Minimum Wage for Each Job Classification Requirements, Authority Board Policies.

4. Contractor's Responsibility under Section 26.228 of the Code of General Ordinances of the City of Kansas City, Missouri, which requires the development of an affirmative action program.

STEP II

REDEVELOPER SUBMISSION FOR BOARD APPROVAL

- A. Redeveloper submits all land sale and affirmative action documents for staff review (as required in Article VII of the "Contract to Sell and Purchase," etc.) and the Authority's Affirmative Action Policy.
- B. Subsequent staff recommendations to the Board of Commissioners on documents received by the redeveloper.

STEP III

REDEVELOPER SUBMISSION FOR FINAL BOARD APPROVAL

- A. Board approves by resolution items of Article VII of the "Contract to Sell and Purchase," which include the following:
 1. Final development plans, including plans and specifications for improvements on the property, conforming to the provisions of the contract and the Urban Renewal Plan.
 2. Final evidence of the availability of construction funds.
 3. A statement of intent to begin construction within sixty (60) days from the date of approval of such submission by the seller.
 4. Proposed progress schedule for the completion of such improvements.
- B. The Board reviews Letter of Intent from the Redeveloper.

This letter will clarify the steps the redeveloper intends to take in order to make his commitment of minority participation a reality, and the instructions he has given his general contractor on methods to ensure these steps are implemented.

**THE WORKABLE PROGRAM
OF
LAND CLEARANCE FOR REDEVELOPMENT
AUTHORITY OF KANSAS CITY, MISSOURI**

RECITALS

A. Land Clearance for Redevelopment Authority of Kansas City, Missouri (the "Authority") is a public body corporate and politic created by the Land Clearance for Redevelopment Authority Law, RSMo, 99.300, *et seq.* ("LCRA Law"), and is transacting business and exercising the powers granted by the LCRA Law by virtue of Committee Substitute for Ordinance No. 16120, passed by the City Council of Kansas City, Missouri ("City Council") on November 21, 1952.

B. The Authority exists under the LCRA Law to eliminate and prevent the development or spread of insanitary, blighted, deteriorated or deteriorating areas within the City of Kansas City, Missouri ("City").

C. The Authority achieves its purposes by providing certain economic incentives and benefits ("LCRA Benefits") to developers who redevelop areas of the City that are blighted or likely to become blighted. The major LCRA Benefits are: property acquisition, environmental remediation, demolition of existing structures, relocation programs, tax abatement, the issuance of taxable and tax-exempt revenue bonds, and the acquisition of project-related personal property without the imposition of state sales tax ("Sales Tax Exemption").

D. The LCRA Law, Section 99.420 (5), authorizes the Authority to prepare a Workable Program.

E. Workable Program is defined in LCRA Law, Section 99.320 (23), as:

"An official plan of action, as it exists from time to time, for effectively dealing with the problem in insanitary, blighted, deteriorated or deteriorating areas within the community and for the establishment and preservation of a well-planned community with well-organized residential neighborhoods of decent homes and suitable living environment for adequate family life, for utilizing appropriate private and public resources to eliminate and prevent the development or spread of insanitary, blighted deteriorated or deteriorating areas, to encourage needed urban rehabilitation, to provide for the redevelopment of blighted, insanitary, deteriorated and deteriorating areas, or to undertake such of the aforesaid activities or other feasible community activities as may be suitably employed to achieve the objectives of such a program.

F. The Authority's "area of operation" (as defined in the LCRA Law) is the City.

G. In carrying out its responsibilities under the LCRA Law the Authority has, from time-to-time, recommended that the City Council adopt, and the City Council has adopted, various urban renewal and/or redevelopment plans (together referred to as "Urban Renewal Plans").

H. The Authority expects to continue to recommend that the City adopt and/or amend Urban Renewal Plans necessary to the redevelopment of blighted and insanitary areas of the City.

I. The LCRA Law, Section 99.320 (20) and (21), requires Urban Renewal Plans to "... be in compliance with a workable program."

J. The Authority has adopted this Workable Program, pursuant to which it intends to judge future Urban Renewal Plans and any proposed amendments to existing Urban Renewal Plans.

K. The City, by Committee Substitute for Resolution No. 971268, adopted October 30, 1997, approved The Kansas City Missouri FOCUS Plan ("FOCUS") to guide the development and growth of the City, including but not limited to the economic development of the City.

L. The Authority has reviewed FOCUS and intends that this Workable Program, to the extent permitted by the LCRA Law, be consistent with FOCUS, and as the Authority implements this Workable Program, it intends to do so in a manner consistent with FOCUS.

M. Capitalized terms used in this Workable Program shall have the meanings indicated. Other terms used shall have the meanings found in the LCRA Law.

THE WORKABLE PROGRAM

This Workable Program, as initially adopted and as amended from time to time by the Authority, shall include such components as are deemed necessary or desirable to achieve the purposes and goals of the Authority.

1.0 Impact of LCRA Benefits on Development.

1.1 All urban renewal and redevelopment plans (together referred to as "Urban Renewal Plans") shall provide that the Authority shall not grant to any person ("Applicant") any of the LCRA Benefits unless the Authority shall have first determined whether the project proposed by the Applicant ("Project"), for which the Applicant has applied to the Authority for LCRA Benefits, would not be economically viable without the granting of the LCRA Benefits sought by the Applicant.

1.2 Before the Authority considers granting LCRA Benefits under an Urban Renewal Plan adopted pursuant to the LCRA Law, the Applicant shall first submit an application ("Application") that shall include analysis of the Project as required by this Workable Program. The Urban Renewal Plans shall require that each

Application include a Project budget and sufficient financial information to enable the Authority to determine whether the Project would not be economically viable without the granting of the LCRA Benefits sought by the Applicant.

- 1.3 Applications shall include commitments from the private sector evidencing private financing for the Project, in the form of private lender commitments and/or commitments for private equity participation ("Private Commitments"). The Private Commitments shall be submitted as part of the Application in a form approved by the Authority.
- 1.4 Except as otherwise provided in this Workable Program, LCRA Benefits shall be granted to the Applicant for a Project only to the extent the Authority deems the LCRA Benefits necessary in order to fill a Gap in Financing and to make the Project financially feasible. For the purpose of this Workable Program, a "Gap in Financing" is that public assistance that is necessary to fill the financial "gap," which is the difference between the Project's total development cost and the amount of the Project's cost which is supportable by private equity and debt under conventional investment standards. The LCRA will not conduct Gap in Financing analysis for the following Projects:
 - (a) Residential development of less than twenty-five (25) units; and
 - (b) Commercial development costs totaling less than \$1 million.
- 1.5 LCRA Benefits may be used as an incentive in situations where a non-income producing property or property that cannot be readily converted to a rental property is adding substantial employment to a blighted area. The LCRA Board will take into consideration the criteria listed in the Workable Program Rules in examining the use of tax abatement for a business. The abatement will generally be limited in duration and impact on the affected taxing jurisdictions and targeted based on FOCUS priorities.
- 1.6 If an Applicant requests tax abatement for a proposed Project, preference shall be given to the real property tax abatement ("Statutory Tax Abatement") available under RSMo, 99.700; however, the Authority may, in its sole discretion, provide for real or personal property tax abatement by acquiring property and leasing that property to an Applicant ("Purchase/Lease Exemption").

2.0 Compliance with FOCUS. The Authority shall review the Application and compare the proposed Project with FOCUS to determine whether the Project is consistent with the purposes and goals of FOCUS, and LCRA Benefits shall be granted only if the Authority finds the Project to be consistent with the purposes and goals of FOCUS.

3.0 Assuring the Realization of Public Benefits.

- 3.1 Urban Renewal Plans, and redevelopment agreements ("Redevelopment Contracts") entered into between the Authority and Applicants for Projects to be developed pursuant to an Urban Renewal Plan, shall require that during the life of

any LCRA Benefits granted by the Authority to an Applicant, the Authority shall monitor the Project to assure that the City realizes the benefits to its tax and employment bases and physical improvements ("Public Benefits") of the Project promised by the Applicant when the LCRA Benefits were granted.

3.2 Urban Renewal Plans and Redevelopment Contracts shall provide that in the event the City does not, in the opinion of the Authority, realize the Public Benefits, then the Applicant shall be obligated to pay to the Authority a sum ("Liquidated Public Benefit") equal to the value of the LCRA Benefits, which were realized by the recipient of those benefits.

3.3 Urban Renewal Plans and Redevelopment Contracts shall also provide that if the Applicant shall demonstrate to the satisfaction of the Authority that the Public Benefits have not been realized due to unforeseen economic events, then the Authority may waive repayment of the Liquidated Public Benefit.

4.0 Minority Business Enterprises/Women's Business Enterprises. Urban Renewal Plans and Redevelopment Contracts shall require Applicants to comply with ordinances of the City that relate to minority business enterprises and women's business enterprises.

5.0 Equal Employment Opportunity. Urban Renewal Plans and Redevelopment Contracts shall require Applicants and their subcontractors to provide equal employment opportunity.

6.0 Americans With Disabilities Act. Urban Renewal Plans and Redevelopment Contracts shall require Applicants and their subcontractors to comply with the Americans with Disabilities Act.

7.0 Workable Program Rules. The Board of Commissioners of the Authority may, from time to time, adopt and amend rules ("Workable Program Rules") governing the implementation of this Workable Program.