

Fairmount-Carlisle

353 Redevelopment Plan

Amendment 1

Fairmount, Carlisle, Bundschu, Mt. Washington, Fairland Heights,
Bristol and Proctor Neighborhoods

Independence, Missouri



Fairmount-Carlisle Redevelopment Corporation
Independence, Missouri
August 15, 2008

Application for Approval
For the
Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1

Submitted by:

Fairmount-Carlisle Redevelopment Corporation
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Submitted August 15, 2008

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- Exhibit A – Redevelopment Plan Area
- Exhibit B – Topographical Features
- Exhibits C and D – Legal Descriptions
- Exhibit E – Tax Impact Study
- Exhibit F – Public Hearing Notice – Property Owners
- Exhibit G– Taxing Jurisdictions Notice
- Exhibit H – Neighborhood and Commercial areas map
- Exhibit I – Irregular Lot Configurations
- Exhibit J – Recommended Zoning Change map
- Exhibit K – Structures with Historic Significance
- Exhibit L – Blight Study
- Exhibit M– Land Use Map
- Exhibit N – Certificate of Notice
- Exhibit O – Secretary of State Certification

Preface

General Description

This Application is submitted by the Fairmount-Carlisle Redevelopment Corporation to the City pursuant to the Act and the City Code for approval of the 353 Plan contained in the Application.

This Application requests the approval of the 353 Redevelopment Plan for the revitalization of the 353 Area. The 353 Area is generally located in northwest Independence and includes all or portions of the Fairmount, Carlisle, Mt. Washington, Fairland Heights, Bristol and Proctor neighborhoods.

The area consists of primarily single family residences and is occupied by low to moderate income residents according to the 2000 US. Census. The 353 Area also includes retail and commercial properties along US 24 Highway, Truman Road and Winner Road which are primarily obsolete by today's retail and commercial standards.

The 353 Plan provides for a Tax Abatement Program providing tax abatement incentives to property owners for new construction and rehabilitation of commercial and residential property.

The 353 Corporation

The 353 Corporation is an urban redevelopment corporation created pursuant to the Act. The 353 Corporation will be responsible for implementing and administering the 353 Plan. This will include assisting the owners of commercial and residential property in the Redevelopment Area in obtaining Tax Abatement for new construction and rehabilitation projects.

Definitions

As used in this application and the 353 Plan, the following terms shall mean:

Act: The Missouri Urban Redevelopment Corporation Law, Chapter 353 of the Revised Statutes of Missouri

Application: This Application for approval of a Development Plan for the Fairmount-Carlisle 353 Redevelopment Plan

Blighted Area: An area within the City, which the City Council determines that by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, has become an economic and social liability. Furthermore, the conditions are conducive to ill-health, transmission of disease, crime or the inability to pay reasonable taxes.

City: Independence, Missouri

City Code: The City Code of Independence, Missouri

City Council: The governing body of Independence, Missouri

City Planning Commission: The City Planning Commission of Independence, Missouri

Community Development Department: The Community Development Department of the City of Independence, Missouri

Fairmount-Carlisle Redevelopment Area: The area designated in northwest Independence including the Fairmount, Carlisle, Bundschu, Mt. Washington, Fairland Heights, Bristol and Proctor neighborhoods

HUD: The Department of Housing and Urban Development

Parcel Specific Tax Abatement Guidelines: The guidelines that define the requirements of applicants receiving tax abatement that applies to individual property owners

Tax Abatement: The Abatement of taxes on real property to the extent provided by Section 14.07.028 of the City Code and Section 353.110 of the Act,

Tax Abatement Program: The Program providing for Tax Abatement to the owners of commercial and residential property within the Redevelopment Area which make substantial improvements

Tax Impact Analysis: The Tax Impact Analysis attached as Exhibit C

353 Corporation: The Fairmount-Carlisle 353 Redevelopment Corporation, a Missouri urban redevelopment corporation acting under the rules of RSMo 353, its successors and assigns

US 24 Highway Corridor Study: The US 24 Highway Corridor Study is an adopted redevelopment plan for the area along US 24 Highway in northwest Independence from the western boundary to the Truman Museum and Library

INTRODUCTION

The *Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1* includes the Procter, Bristol and Fairland Heights Neighborhoods, in addition to the original Plan area neighborhoods (Mt. Washington, Fairmount, Carlisle and Bundschu) located in northwest Independence, as indicated by the Vicinity Map, Exhibit A. The Amendment 1 documents include the parcels from the original development plan, and additional parcels on the south side of Truman Road from the railroad tracks north of Turner Street and Chrysler Avenue to include both sides of 18th Street to Brookside Avenue. The expanded area also includes properties along both sides of Brookside Avenue from 18th Street to the northern city limits with exclusion of Mount Washington Cemetery. This area would include an additional 2,249 parcels, and would bring the total number of parcels in the revitalization area to 4,893.

The *Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1* was established to facilitate the structural and economic revitalization of neighborhoods in order to promote a high quality of life for all residents across Independence. In cooperative partnership with citizens and community organizations, the *Plan* will stimulate the redevelopment of current housing and increase investment in new housing. The goal of revitalizing existing neighborhoods is essential in fostering a viable local economy, expanding the tax base, and supporting future redevelopment of existing business districts.

The 1823 acre area, includes 4,893 parcels and contains predominantly residential neighborhoods with commercial development along corridors on US 24 Highway, Truman Road and Winner Road. The commercial areas include a mixture of some new retail on heavily trafficked intersections, parking lots, tow lots, automobile repair businesses, used car lots, and outdated strip mall development. The older commercial usually displays unpaved or heavily worn parking lots, minimal building standards and a lack of landscape features.

BACKGROUND

Since the adoption and creation of the original (Ordinance no. 16615, February 20, 2007) there has been significant investment within the Fairmount-Carlisle project area. Because of other development activity on the south side of Truman Road, the Fairmount-Carlisle Redevelopment Corporation thought that the existing plan should be amended in order to capture this investment, and create a larger expansion area.

GOALS

The primary goals of the Plan have remained unchanged. The goals are:

- To stimulate private investment in housing and commercial properties,
- To build more marketable housing,
- To correct substandard housing and building conditions,
- To reverse the trend of rental occupancy through the construction of new owner-occupied housing units and the conversion of existing rental units into owner-occupied residences,
- To accomplish neighborhood revitalization in a manner consistent with the general style, scale and character of the existing neighborhoods,
- To increase residential and business real estate values comparable with other areas of the city and region,
- To support all efforts in providing area residents with educational opportunities and options,
- To increase employment opportunities.

DEVELOPMENT AREAS

The goal of creating residential neighborhoods in a manner consistent with the general style, scale and character of existing neighborhoods is reflected in the approach to this project. This approach involves identifying the different neighborhood areas, which becomes a revitalization project area.

The first step in this process involves working with the existing Independence Neighborhood Councils structure. As stated in the original document, the *Fairmount-Carlisle 353 Redevelopment Plan* area includes the Fairmount neighborhood, the Carlisle neighborhood and portions of the Mt. Washington and Bundschu neighborhoods as depicted on the map labeled Exhibit H. In addition, the Amended Fairmount-Carlisle 353 Redevelopment Plan includes the Procter, Bristol, and Fairland Heights Neighborhoods.

ORGANIZATION OF THE PLAN

This report is organized into a series of sections. In addition to the **Introduction**, the remaining sections outline the general planning process and building blocks of the *Plan*.

The **Existing Conditions** section describes the Plan area's existing and future demographic make up, the resulting economic implications, and other information influencing the redevelopment potential of the area. Factors include: physical features, land use, building conditions, zoning, traffic patterns, and infrastructure deficiencies.

The **Redevelopment Plan** section presents recommendations regarding overall traffic improvements, streetscape, and park space development. These general recommendations are then detailed with specific revitalization plans for each development area. Each such plan addresses development issues in terms of major rehabilitation, minor rehabilitation, new construction and adaptive reuse of certain buildings within the area. Finally, recommendations for infrastructure improvements including streets, storm sewers, sidewalks, street lighting and underground utilities are presented.

EXISTING CONDITIONS

INTRODUCTION

This section summarizes the population demographics, economic trends, historic character, and real estate market dynamics influencing the redevelopment area's physical environment. There is also a listing of the schools and the school districts related to the area. The *Economic Analysis* portion outlines demographic and economic characteristics that influence the demand for housing and commercial space such as population growth trends, income levels, age distribution, education attainment, and employment base. Then, the *Market Conditions* identifies potential redevelopment opportunities for the redevelopment area, highlighting the number of housing units and the amount of office space that could be supported in the area. The *Market Conditions* ends by examining the historic character of the area and taking a look at the issues involved with the surrounding school districts.

Also included is an inventory of existing physical conditions within the redevelopment area. The physical character of the land is mapped topographically and briefly discussed for a general understanding of the area's landscape. The existing land use is also mapped based on a parcel by parcel basis. This map is essential for two purposes: 1) an overview of land use trends can be generally characterized according to each development area; and 2) parcel specific potential improvement areas can be examined according to land use and zoning categories. The land use of each parcel of land is generally guided by the land use classification of the Comprehensive Plan and the zoning designation. Cities use both the Comprehensive Plan and zoning to ensure complementary adjacent land uses and promote high quality neighborhoods. The zoning for the redevelopment area is compared to the existing land uses and the proposed land use classification of the Comprehensive Plan to determine inconsistencies.

Finally, the functional aspects of the study area are documented in detail. This includes implications of the existing traffic patterns as they relate to street layout,

traffic signals, and traffic signs. The traffic analysis includes proposals for improvements to the existing system. Also important to the daily function and the aesthetic quality of the area are the conditions of infrastructure and related elements. Detailed inventories of infrastructure deficiencies are provided. This information is necessary in determining the extent of needed improvements to public facilities.

ECONOMIC ANALYSIS

The demographics of the area are discussed first because of the correlation between demographics and the physical condition of the area. Revitalization is normally needed in areas possessing demographic or market conditions that prevent or curb investment and revitalization efforts.

The population in the *Plan* area has declined since 1990 when 17,948 persons resided within the area. The findings of the 2000 Census reported that the area declined by 1,037 persons, (see Figure 1) or 5.8% to 16,911 residents. This is a difference of nearly 19% when compared to the increase experienced in the Kansas City metro area where the region's population expanded by over 13%.¹

The proportional population changes in the Plan area between 1990 and 2000 were similar to the metro area in the age categories. The first is small children (under age 5); The Plan area had a decrease of 8.2% compared to the metro area decrease of 6.2%. Adults age 35-64 saw an increase of 19.1% in the Plan area while the metro area experienced an increase of 13%. The three remaining age categories were very dissimilar when comparing the Plan area to the Metro area. While the metro area saw an increase of 3.3% and 16.2% for children age 5-17 and adults age 18-34, respectively, the Plan area experienced a 7.7% decrease in children age 5-17 years, while adults age 18-34 decreased more than 25% from 1990 to 2000. The other dissimilarly population change was in the elderly, where the Plan area decreased nearly 25% for adults over the age of 65, while the metro area saw a modest decrease of 1.8%. Table 1 shows the proportional (percent to total) change in each age category.²

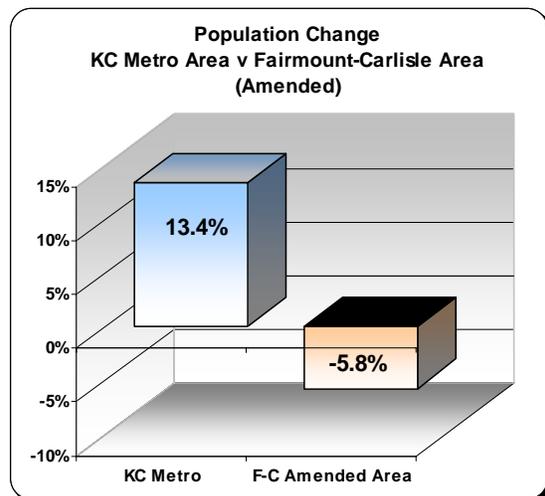


Figure 1

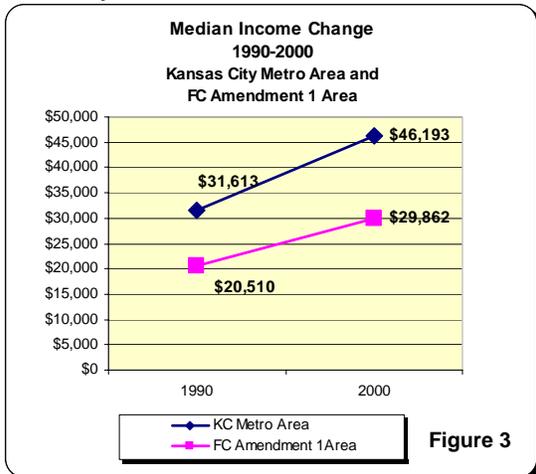
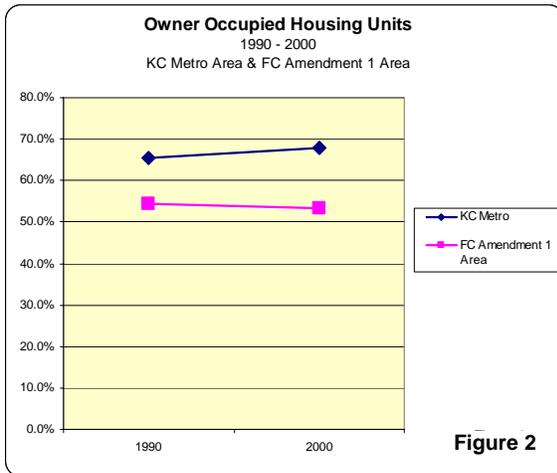
¹ US Census 1990 and 2000

² Ibid

Table 1
Proportional Population Changes

Population	Fairmount-Carlisle Plan Area Amendment 1			KC Metro Area		
	1990	2000	Change	1990	2000	Change
5 years and under	9.9%	9.6%	-8.2%	7.7%	7.2%	-6.2%
5-17 years	12.4%	14.3%	-7.7%	18.7%	19.3%	3.3%
18-34 years	32.0%	25.3%	-25.4%	27.5%	23.0%	16.2%
35-64 years	30.6%	38.6%	19.1%	34.5%	39.0%	13.0%
65 + over 85 years	15.2%	12.2%	-24.6%	11.6%	11.4%	-1.8%

The *Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1* area has experienced conversion from owner-occupied residential housing to renter-occupied housing. In 1990, 54% of the 4,320 residences were owner-occupied. This is lower than the metropolitan Kansas City owner-occupied level of slightly more than 65%. Ten years later, in the year 2000, the owner-occupancy level in the metro area had increased to almost 68%, while the redevelopment area had dropped to approximately 53% as depicted on Figure 2. Vacancy rates in the redevelopment area are higher than the metro area with 10.2% of household units vacant compared to the metro area vacancy rate of 6.2%.



The *Plan* area experienced an increase in median household income between 1990 and 2000 from \$20,510 to \$29,862 or a 46% increase during the ten year period. The increase was nearly identical to the rate of increase experienced by the metro area as a whole; however, the Plan area continues to lag behind the metro area in house hold income with the metro area enjoying a median household income of \$46,193, 65% higher than the redevelopment area.

Figure 3 graphically illustrates the change in income during the decade for the two areas.

The income distribution within the *Plan* – Amendment 1 area is directly related to the education level attained by the residents. Of the adults age 25 and over, 28% have not graduated from high school; this is considerably higher than the level for Independence (17%), and more than double the percentage for the Kansas City Metro area (13%). Only 6 % of the residents in the redevelopment area have a college degree, compared to 10% in Independence, and nearly 20% in the Kansas City Metro area as shown in Table 2.

Table 2
Education Attainment

Education Level Attained	FC Amend 1 Area	% Total	Independence	% Total	KC Metro	% Total
None	54	0.5%	338	0.4%	6292	0.5%
Grade/High School/No Diploma	3078	27.3%	12739	16.6%	146993	12.7%
High School Grad	4474	39.6%	29441	38.5%	328047	28.4%
Some College/No Degree	2227	19.7%	18323	23.9%	276687	24.0%
Associate's	469	4.2%	4055	5.3%	67249	5.8%
Bachelor's	692	6.1%	7726	10.1%	218722	18.9%
Master's	243	2.2%	2996	3.9%	77875	6.7%
Professional	20	0.2%	744	1.0%	24256	2.1%
Doctorate	27	0.2%	197	0.3%	8141	0.7%

These lower education levels translate into a labor force dominated by blue-collar trades. The education level and skill of the work force will also dictate the type of businesses that will be attracted to the area. The analysis shows that the redevelopment area's employment rate for management, professional and related occupations is just 7.1 percent, compared to the metro rate of 11.3 percent. According to the 2000 Census, the workforce is distributed most heavily among the education, entertainment and construction sectors of the economy, see Table 3.

Table 3
Employment by Sector

Employment Sector	FC Amend 1 Area	% Total	Independence	% Total	KC MSA	% Total
Agriculture/Mining:	32	0.3%	324	0.4%	12,740	0.9%
Construction	818	6.9%	4,106	5.0%	60,732	4.5%
Manufacturing	1,239	10.5%	7,206	8.9%	99,680	7.4%
Wholesale	373	3.2%	2,543	3.1%	38,340	2.8%
Retail	1,002	8.5%	7,117	8.7%	103,681	7.7%
Transportation/Utilities:	990	8.4%	6,714	8.2%	107,574	8.0%
Information	277	2.3%	2,750	3.4%	47,284	3.5%
Finance, Insurance, Real Estate	1,094	9.3%	9,466	11.6%	155,116	11.5%
Professional, Technical, Mgmt	835	7.1%	6,755	8.3%	153,116	11.3%
Administrative Support and Waste Mgmt	299	2.5%	1,761	2.2%	29,586	2.2%
Educational, Health and Social Svcs	2,490	21.1%	18,208	22.4%	327,216	24.3%
Arts, Entertainment, Rec, Hotel, Food Svc	1,604	13.6%	8,810	10.8%	130,464	9.7%
Other Services (except public administration)	437	3.7%	3,200	3.9%	42,003	3.1%
Public Administration	300	2.5%	2,440	3.0%	41,556	3.1%

Source: U.S. Census 2000

ECONOMIC ANALYSIS SUMMARY

The *Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1* area has been negatively impacted by interstate construction, I-435 and I-70, which has diverted traditional corridor traffic to other locations. These negative impacts include a decline in the economic base of the area, both in the business community and population base. The area now suffers from deteriorating public infrastructure, below average income and education levels, depressed property values, loss of businesses, and a conversion from home ownership to rental occupancy. Before the redevelopment area's community can be revived, the population, income levels, and housing conditions must improve.

Since 1990, the redevelopment area has experienced a steady decline in population. From 1990 to 2000, the population declined by 5.8%. The area has also been converting from home owners to renters. As of 2000, owner-occupied residences make up less than 54% of the redevelopment area, compared to the Kansas City metro home owner rate of 68%. Vacancy rates in the area are also higher than the metro area with 10.2% of household units vacant compared to the metro area vacancy rate of 6.2%. In order to stabilize the residential neighborhoods and revitalize the business community steps must be taken to stop the population loss, re-populate the area, and rebuild the housing stock.

The redevelopment area continues to lag far behind the metro area in median household income and education attainment. In 2000, the median household income was 35% lower in the redevelopment area than the Kansas City metro area. In relation, 28 % of the adults 25 and over in the redevelopment area have not attained a high school diploma, compared to only 13% in the KC metro area. The redevelopment area's lower income levels translate into below average retail sales and supportable inventory of retail space. Also, the education level of the work force prohibits the attraction of certain industry sectors.

Overall, the economic analysis indicates there is significant need to provide support to this community by stimulating and encouraging investment in the housing stock, public infrastructure, and commercial districts surrounding the *Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1* area.

MARKET CONDITIONS

The US 24 Highway Corridor Study indicated that as of the 2000 US Census, the existing population in the redevelopment area can support an additional 69,000 square feet of retail space. Assuming 1,000 single occupancy housing units are repopulated with families and an additional 750 new housing units are constructed by 2020, an additional 100,000 square feet of retail space is possible.

The study further concluded that the study area will be able to support an additional 32,800 to 36,900 square feet of new professional office space through 2020.

The Plan area contains 4,893 parcels, encompassing 1,823 acres. Since 1980, very little new home construction has taken place in the redevelopment area. Re-populating the area is critical in fostering improved housing and commercial market conditions. To achieve a minimum threshold of new commercial development, it is estimated that the area must be repopulated with 3,900 additional residents through the year 2020. To achieve this, 750 housing units must be constructed. Through 2020, the study area forecast is to absorb approximately 450 owner-occupied housing units and 300 rental housing units.

Nearly 46% of the redevelopment area is renter-occupied housing and 62% of households earn \$25,000 or less per year. Due to the low incomes in the area, demand for assisted rental housing is estimated to account for 40% of all rental housing demand or 120 units.

The lower income levels will also produce increased demand for entry-level owner-occupied housing priced under \$125,000 accounting for two-thirds of all owner-occupied demand through 2020 as presented in Table 4.

Table 4
Housing Demand

Housing Units	Total Units	% of Total
<i>Owner-Occupied</i>		
<i>Entry-Level: \$70,000-\$100,000</i>	135	18.0%
<i>Entry-Level: \$100,000-\$125,000</i>	160	21.3%
<i>Move-up: \$125,000-\$200,000</i>	135	18.0%
<i>High-end: \$200,000+</i>	20	2.7%
<i>Total Owner-Occupied Demand</i>	450	60.0%
<i>Renter-Occupied</i>		
<i>Rents Under \$500</i>	120	16.0%
<i>Rents: \$500-\$700</i>	120	16.0%
<i>Rents: \$700+</i>	60	8.0%
<i>Total Renter-Occupied Demand</i>	300	40.0%

Source: Canyon Research Southwest, Inc.

HISTORIC CHARACTER

The neighborhoods in the redevelopment area have historically been the backbone of the area, providing housing for workers and supporting local commercial areas. These neighborhoods grew along the old streetcar line that connected Kansas City with Independence. Lying within this commuter corridor

are the commercial and residential areas of Northwest Independence, as well as areas outside the redevelopment area.³

As described earlier, this area has experienced decline. The lack of public and private investment has affected these areas and therefore influenced the viability of adjacent commercial areas. An overall loss of population, increasing renter-occupied housing and the dominance of small, older homes has further affected these neighborhoods.

The Plan area includes the historic Englewood Shopping District, which has experienced economic decline since the 1990s. The neighborhoods located to the north and west of the project area have experience economic decline as well, and have experienced disinvestment.

The neighborhoods within the Plan area consist of primarily of modest, vernacular houses on small lots, except for homes along, and adjacent to Winner Road in the Bristol neighborhood. These large homes are historic structures originally built by middle-class and wealthier residents. The bulk of housing was constructed during the 1950's and prior to 1940 with the average construction date of 1948 for owner-occupied housing units. Due to the age of the area's housing and high rate of rental units, little reinvestment has occurred and property values have lagged. Similar to the original Fairmount-Carlisle 353 Redevelopment Plan, owner-occupied housing within the area consists of small homes with two and three-bedroom models and account for over 80 percent of the housing stock with most devoid of sidewalks or gutters.

The commercial areas were an important local residential service center having suffered economically in recent decades. Like other local commercial areas they have found difficulty competing with strip commercial development in other parts of the city.

The neighborhoods in the redevelopment area are of historical significance and represent important and contrasting periods of the City's historical development. Though modest in character and frequently in only fair, or even poor condition, the neighborhoods have the potential to be revitalized in interesting ways.⁴ Exhibit K shows an area within the redevelopment area that contains structures with historical significance.

A local historic district could be created in and around the Englewood Shopping District, a strong local service center. Other portions of the neighborhoods could potentially be conservation districts. Neighborhood conservation districts are groups of buildings and their settings that are architecturally and historically distinctive and designation recognizes the particular design qualities of particular neighborhoods and encourages their protection and maintenance for the benefit of the entire city. However, it should be noted that this determination will be

³ Comprehensive Plan – Chapter 11, Historic Preservation, 2000

⁴ Ibid

made by surrounding property owners, and is a separate legal action of whether to proceed with the nomination process.

SCHOOLS

The Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1 area is located within the Independence, Missouri School District. Public elementary school students living within the area attend Procter and Fairmount Elementary Schools. Middle school students attend Nowlin Middle Schools and secondary students attend Van Horn High School. Other schools either within or directly outside of the project area includes St. Mary's High School, or Messiah Lutheran.

The Independence City Council approved the US 24 Highway Corridor Study and Executive Summary in March 2006. The Plan indicated that challenges existed in the northwest area within the Kansas City School District and recommended creating a higher value education system in the portions of Independence that reside within the Kansas City School District.

Since the approval of the original Fairmount-Carlisle 353 Redevelopment Plan, a voter initiative has amended the boundaries of the Independence School District to include the project area included in the Amended Fairmount-Carlisle 353 Redevelopment Plan.

PHYSICAL CHARACTERISTICS

The physical character of the land is discussed below for a general understanding of the topography and land character.

Topography

The study area has a gently rolling topography, with an elevation range of 730 feet to 1,000 feet above sea level. The majority of the area has an elevation of between 800 and 900 feet, with slightly higher elevations in the eastern section and slightly lower elevations in the northwest corner. See the Topography Map, Exhibit B, for additional information on elevations.

Watershed and Stream Systems

There are only a few streams within the study area, all of which are small in order. Seven streams are classified as 1st order, two are 2nd order, and two are 3rd order. A section of land falling between Northern and Harris and Truman and 11th is within the 100 year flood plain. Two watershed systems, Sugar Creek and Rock Creek, cover the entire study area. The majority of the area is within the Sugar Creek watershed, except for a small area between Brookside and Winner Road which falls in the Rock Creek watershed.

LAND USE PATTERNS

Existing Land Use

The pattern of the existing land use is significant in that it shapes the form of the community. The quality of life in an area is impacted by the relationship of adjacent land uses and the manner of grouping land uses.

In 2006, the University of Missouri-Kansas City's Center for Economic Information and the Kansas City Neighborhood Alliance conducted a Neighborhood Housing Conditions Survey that included the City of Independence as well as many other cities within the area. As part of that survey, they determined the land use type of each parcel within the study area. The land uses were single family residential, duplex (2-family) residential, multi-family residential, parking lots, government/institutional, commercial/industrial, and open space/parks. Individual parcels that were vacant at the time of the survey were also documented.

The dominant land use in the study area is residential, with single-family structures providing the bulk of the housing stock. There are a few two-family structures scattered throughout the area, but there is no defining pattern of the residential use in the area other than multi-family structures locating near the commercial corridors of US 24 Highway, Truman Road or Winner Road. Site planning and aesthetic improvements to this commercial land would significantly increase the visual impact on adjacent property.

The redevelopment area includes four public parks: Fairmount, Davis, Hink and Bundschu. Government and institutional uses are minimal in the area and are located mainly in the southern section of the development area. Other than government-owned property lining the railroad tracks, there is no institutional property north of Lexington.

The existing land uses follow closely to the Comprehensive Plan for the area, with minimal differences around the commercial corridors on US 24 Highway, Truman Road and Winner Road. During redevelopment of the study area, the City will strive to follow the Comprehensive Plan. A land use map is noted in Exhibit M.

Existing Zoning

Zoning is used to ensure complimentary adjacent land uses and high quality neighborhoods. The zoning in the study area includes residential districts R-1b, R-2, R-3, R-4, and RP-4; commercial districts C-1, C-2, CP-2, CR-1, and CRP-1; and industrial district M-1.

Residential is the predominant zoning classification within the study area and this is where the greatest inconsistency between land use and zoning exists. The

majority of the study area was originally constructed as single-family, but now is zoned for a higher density residential use. Without rezoning, this has allowed and will continue to allow the area's housing to be converted into two-family and multi-family units and eliminating a large portion of single-family housing.

Except for a few scattered parcels, the land along Truman Road and Winner Road through the Englewood Shopping District is zoned for commercial and high density residential uses. These designations are inconsistent in many areas because the parcels are being used as single-family residential.

The *Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1* area has some zoning issues which have serious implications for redevelopment, most of which relate to inconsistencies with zoning and the Comprehensive Plan. As improvements are made, especially in the residential areas, rezoning will be required to maintain higher quality neighborhoods. Rezoning is discussed in more detail in the Redevelopment Plan chapter.

BUILDING AND INFRASTRUCTURE CONDITIONS

The neighborhoods have deteriorated over the years for a number of reasons, including, but not limited to the age of the structures, the vacancy rate, economic status of the residents, and the deteriorated infrastructure conditions. Therefore, improvement of the existing structures to standard conditions is an integral part of revitalization.

In 2006, the University of Missouri-Kansas City's Center for Economic Information and the Kansas City Neighborhood Alliance conducted a Neighborhood Housing Conditions Survey that included the City of Independence as well as many other cities within the area. The conditions surveyed were those that were visible from the street on which the parcel is addressed. All structures received a rating for the condition of the roof, foundation/wall, window/door, porch, exterior paint, sidewalk, curb/gutter, street light, catch basin, and street.

All structures were rated on a scale of one to five; one demonstrating a severe problem and five representing excellent condition. Each score was based on a number of conditions set forth prior to the beginning of the survey. Table 5 provides the description that accompanies each score.

Table 5
Housing Conditions Rating Code

<u>Average Score</u>	<u>Interpretation</u>
4.50-5.00	Excellent
3.50-4.49	Good
2.50-3.49	Substandard
1.50-2.49	Serious Problem
1.00-1.49	Severe Problem

There are three sections that include commercial structures: US 24 Highway from Forrest to Brookside Avenue, Truman Road from Forest Avenue to Brookside Avenue and Winner Road from Sterling to Hedges Street.

Nearly 80% of the commercial structures along US 24 Highway in the Fairmount Business District have severe, serious, or substandard structures and are in need of repair. Approximately 15 percent have a good rating, while only five percent have excellent condition. The infrastructure did not rate as high due to a nearly complete lack of sidewalks, curbs, swales, and gutters. Ninety-five percent of the parcels had severe, serious, or substandard infrastructure. See Table 6 below for the number of commercial structures that fell into each score category using their structure and infrastructure rates.

Table 6
US 24 Highway Section Commercial Structure Rates

Average Score	Interpretation	# Structures with Structure Rating	# Structures with Infrastructure Rating
1.00-1.49	<i>Severe Problem</i>	3	6
1.50-2.49	<i>Serious Problem</i>	7	12
2.50-3.49	<i>Substandard</i>	10	18
3.50-4.49	<i>Good</i>	16	1
4.50-5.00	<i>Excellent</i>	2	1

Seventy-six percent of the commercial structures along the Truman Road section of the abatement area have severe, serious, or substandard structure. Only twelve percent average a good rating, while the remaining twelve percent have excellent condition. The infrastructure did not rate any higher than the structures themselves due to inconsistent sidewalk continuity. Sixty-six percent of the parcels had severe, serious, or substandard infrastructure. Since the survey work was completed in 2006, improvements to sidewalks and curbs have begun. The improvements should be completed sometime in the fall of 2008. See Table 7 for the number of commercial structures that fell into each score category using their structure and infrastructure rates.

Table 7
Truman Road Section Commercial Structure Rates

Average Score	Interpretation	# Structures with Structure Rating	# Structures with Infrastructure Rating
1.00-1.49	<i>Severe Problem</i>	0	0
1.50-2.49	<i>Serious Problem</i>	7	8
2.50-3.49	<i>Substandard</i>	24	19
3.50-4.49	<i>Good</i>	5	13
4.50-5.00	<i>Excellent</i>	5	3

Buildings in the Englewood Business District along Winner Road rated considerably higher than the nearby business districts of Maywood and Fairmount. Eighty-three percent of structures rated Good or Excellent, while only 17% rated substandard or worse. Infrastructure ratings in The Englewood Business district were comparable to the other business districts with 86% of infrastructure rating substandard or worse.

Table 8
Winner Road Section Commercial Structure Rates

Average Score	Interpretation	# Structures with Structure Rating	# Structures with Infrastructure Rating
1.00-1.49	<i>Severe Problem</i>	0	0
1.50-2.49	<i>Serious Problem</i>	0	4
2.50-3.49	<i>Substandard</i>	5	21
3.50-4.49	<i>Good</i>	18	4
4.50-5.00	<i>Excellent</i>	6	0

The age of residential structures in the development area is a major factor contributing to obsolescence, outmoded design, and the physical deterioration of properties. As shown in Table 9, 87 percent of the housing in the area was built prior to 1969. There has been very little new construction in this area, and virtually no new construction since 1998. This demonstrates that the large majority of the housing stock is aged and likely deteriorated. The older a house, the more likely there will be failure of foundations, walls, plumbing, windows, and doors. Due to the age of the structure, the size of the home and lot, and the lack of a garage, many do not meet the needs of today's housing consumer.

Table 9
Age of Housing Structures⁵

Year Built	Number of Units	Percent of Total
<i>1999-2000</i>	8	0.10%
<i>1995 - 1998</i>	56	0.67%
<i>1990 - 1994</i>	34	0.41%
<i>1980 - 1989</i>	171	2.04%
<i>1970 - 1979</i>	800	9.54%
<i>1960 - 1969</i>	1249	14.90%
<i>1950 - 1959</i>	1646	19.64%
<i>1940 - 1949</i>	1776	21.19%
<i>1939 or earlier</i>	2642	31.52%
Total	8382	100%

As seen in the table below, there are separate ratings for residential structures and infrastructure. The structure rating is comprised of scores for the roof, foundation and walls, windows and doors, porch, and exterior paint. The infrastructure rating includes sidewalks, curbs, street lighting, catch basin, and street ratings. Table 10 provides the average ratings for structure and infrastructure for the four Census Tracts within the abatement area. Approximately 40% of structures were rated as substandard, serious or severe, whereas approximately 80% of infrastructure was rated substandard or worse.

Table 10
Building Conditions⁶

Area	Number of Structures	Average Rating		Percentage of Parcels with Severe, Serious, or Substandard ratings	
		Structure	Infrastructure	Structure	Infrastructure
<i>Census Tract 10901</i>					
Single Family	609	3.59	4.30	45.70%	59.80%
Multi-Family	28	4.20	4.10		
<i>Census Tract 110</i>					
Single Family	1934	3.76	4.10	30.90%	85.70%
Multi-Family	73	4.08	4.10		
<i>Census Tract 117</i>					
Single Family	1067	3.58	3.60	39.90%	82.60%
Multi-Family	119	3.61	3.70		
<i>Census Tract 118</i>					
Single Family	1950	3.57	3.90	42.20%	86.70%
Multi-Family	174	3.56	3.90		

⁵ 2000 United States Census

⁶ University of Missouri-Kansas City, 2003 Neighborhood Housing Conditions Survey

TRAFFIC ANALYSIS

The primary transportation corridors through the study area are US 24 Highway, Truman Road (Missouri Highway 12), both running east to west and Sterling Avenue running north and south. Street standards in the City are based on the 1993 *Comprehensive Plan Thoroughfare System* and the *US. 24 Highway Corridor Study*. Major arterials within the study area include US 24 Highway, Truman Road, and Sterling Avenue. Norledge, Kentucky, Huttig, Arlington, and Winner Road are considered collector streets, which leaves the majority of the Plan area as local streets. These are mainly residential with minimal traffic. Previously located in the County, most of the roads within the study area were not constructed to City design standards.

The Missouri Department of Transportation (MoDOT) reports traffic counts along the state corridors during 2005 and found the following:

Truman Road, from I-435 to Sterling, averaged 13,598 vehicles per day, Truman Road at Sterling averaged 10,635 vehicles per day, and U.S. 24 Highway, from I-435 to Noland Road, averaged 19,883 vehicles per day.

The study area has 10 signalized intersections: Brookside, Winner, Huttig, Ash, Northern, and Sterling intersections with U.S. 24 Highway; and Arlington, Ash, Northern, and Sterling intersections with Truman Road. All current signals are maintained by the Missouri Department of Transportation (MoDOT) due to their placement along state corridors. The City of Independence does not currently have any signalized intersections within the redevelopment area. Intersection capacity and level of service analysis conducted for the signalized intersections indicates that all of the signalized intersections are operating at acceptable levels of service with minimal delays. Excess capacity is available on the street system to service some increase in traffic volumes. This increase could come from additional development within the area or from growth outside the study area. In addition to the 10 signalized intersections, there are 101 intersections with stop signs.

MoDOT plans to replace a bridge over US 24 Highway, just west of Fairmount. This construction is scheduled to begin in 2008. The state has also indicated a need to upgrade the traffic signals at Huttig and Ash along U.S. 24 Highway.

INFRASTRUCTURE DEFICIENCIES

The improvement of roads is only one aspect of infrastructure necessary to the revitalization of the study area. Additional improvements are needed to the street pavement, curb and gutters, sidewalks, street lights, street trees, and related utilities.

Street Pavement

The street pavement does not appear to have deficiencies at this time. However, there should be review of any impact on this system by future development in the area. This review should occur prior to development plan preparation.

Curb and Gutter

Curbs and gutters scored an average rating of 1.351⁷, which deems the area as severely deteriorated and in immediate need of repair. Areas are deemed deficient if there is neither curb nor gutter present to define the edge of the roadway or if the existing curb and gutter is broken, deteriorated, or requires the replacement of at least half of the sections. Some streets can utilize swales as a natural technique, but these too are lacking within the development area.

Storm Water

The *Plan* area includes two watershed areas; the Sugar Creek watershed, generally located in the southern portion of the area between US 24 Highway and Truman Road west of Forest Avenue, and the Rock Creek watershed, generally located in the northern portion between US 24 Highway and Norledge Avenue west of Hardy Avenue.

Several problem areas were identified in the watersheds and these included, but are not limited to, culvert overtopping, yard flooding, filled drainage ditches, blocked storm drains, rats, mosquitoes, soil erosion, weeds and debris in channels.

The flooding problems experienced in the plan area can be attributed to several factors including runoff from developed residential and commercial areas, undersized culverts, and inadequate storm water collection systems. It was also found that two detention facilities in the Rock Creek watershed have underutilized storage capacity for the 100 year storm event. The majority of the Sugar Creek and Rock Creek watershed is developed and as such, does not possess ample space for a regional detention basin.

Sanitary Sewer

There is approximately 183,000 linear feet of sanitary sewer main providing residential sewer service to the area. Approximately 138,000 linear feet is comprised of concrete pipe put in service between 50 and 85 years ago, which has deteriorated to the point of malfunction. The concrete pipe infrastructure has exceeded its design life span of 50 years, and due to obsolete concrete pipe production methods, has not stood up well to the rigors of normal use. The corrosive nature of hydrogen sulfide out gassing, which is common in wastewater conveyance, has prematurely deteriorated many of the concrete sewer mains.

⁷ University of Missouri-Kansas City, 2003 Neighborhood Conditions Housing Survey

There is evidence the concrete pipes have deteriorated completely in some areas, and are left with only the compacted earth and clay that formed around the previously existing pipe.

Sidewalk

Sidewalk deficiencies also exist throughout the entire abatement area. According to the Ratings Summary Guide, sidewalks are considered deficient if there are missing, broken, or heaved sections that present a public hazard and require the replacement of at least one-quarter of the sections. The area averaged a rating only slightly above one, which indicates severe widespread deterioration of sidewalks.

Street Lights

The City of Independence follows street lighting standards that were set by the Illuminating Engineering Society of North America (IESNA). A roadway that has been classified as a Major roadway would require an average between 1.7-0.9 foot-candles, depending on the pedestrian conflict, while a roadway that has been classified as a Collector would require an average between 1.2-0.6 foot-candles. The majority of the street lighting in the development area meets current standards, except for one major arterial. Sterling Avenue between Truman Road and U.S. 24 Highway falls below the set standard and is in need of upgrading to make it safe for pedestrian and automobile traffic.

Street Trees

Currently street trees exist fairly regularly throughout the study area. The aesthetic value of a street can be dramatically increased by the planting and maintenance of street trees, and therefore impact the value of the neighborhood. It is recommended that every street be uniformly planted with street trees following any street realignment or burial of utilities. Current City ordinances require at least one tree for every 40' feet of street frontage.

Electrical

Even with the presence of good to excellent street lighting throughout the city, the visual appearance of streets in the plan area is marred by the clutter of overhead utilities including KCPL, IPL, Cable television, and telephone systems. The provision of electrical distribution by overhead systems is obsolete. The existence of overhead lines occurs throughout western Independence, which includes the entire *Fairmount-Carlisle 353 Redevelopment Plan-Amendment 1* area and contributes to the blight by showing inadequate and outmoded design, physical deterioration, and obsolescence.

CONCLUSION

This chapter outlines many of the private and public improvements that will need to be addressed for revitalization to occur. The documented existing conditions are necessary in order for decision making and prioritizing the *Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1*. Additionally, the surveyed conditions will provide the basis for estimating costs for the Preliminary Budget.

REDEVELOPMENT PLAN

INTRODUCTION

The previous chapter outlined the existing conditions within the Fairmount-Carlisle Redevelopment Area that will affect the development of the revitalization area. In particular it summarized the current land use and zoning designation currently in place within the area. In order to remedy these challenges, a coordinated approach between the private property owners, the public sector and various citizen and non-profit groups must be utilized. A key revitalization strategy is to create an environment that enhances private investment by existing property owners in the revitalization effort. Similar to the original Plan, the *Fairmount-Carlisle 353 Redevelopment Plan-Amendment 1* will layout the guidelines and goals of the redevelopment plan. In this phase, the primary focus will be on residential redevelopment. In addition, the Plan will focus upon three commercial nodes along US 24 Highway, Truman Road and Winner Road through the Englewood Business District. Portions of the Redevelopment Plan are largely based on the recently adopted U.S. 24 Highway Corridor Study (2006).

The Redevelopment Area is composed of 4,893 parcels encompassing 1,823 acres. The legal descriptions of the area are presented in Exhibits C and D. The existing 353 Corporation will acquire the real property in the Area as a “pass-through” when each property owner applies for the abatement program and meets all the requirements of the program as described in the Plan and the subsequent Redevelopment Agreement.

The city will administer the program on behalf of the Fairmount-Carlisle 353 Redevelopment Corporation. It will also make recommendations to the Board of the Redevelopment Corporation and insure sensitivity to neighborhood concerns and priorities in regard to public infrastructure improvements. Administrative costs associated with the Redevelopment Plan will be paid by the City. This 353 Plan may be amended from time to time as necessary and as provided by the City Code and the State of Missouri Redevelopment statutes.

TAX ABATEMENT

Real property in the 353 Area shall not be subject to assessment or payment of general ad valorem real estate taxes imposed by the City, the State, or any political subdivision or taxing district for a period of 10 years except for the non-improved value of the land after the year the 353 Corporation first becomes the record owner of each tract. The amount of these assessments will be an abatement of 100% of the value of the improvements and 100% of the increased value of the land. The redevelopment corporation/property owner must still pay

property taxes in the amount applicable to the assessed value of the land, exclusive of improvements, in the year before that the 353 acquires title to the property. The abatement will run with the property and as such, should the home be sold to a new owner, each successive owner would be entitled to the tax abatement assuming it continues to be in accordance with the Plan.

For the next fifteen year period, ad valorem taxes on real property in the 353 Area will be measured by the assessed valuation as determined by the County Assessor on a basis not to exceed 50 percent of the true value of the property, including any improvements, nor will the valuations be increased over 50 percent of the true value of the property from year to year during the 15 year period so long as the ownership of property experienced a pass-through' to the Fairmount-Carlisle 353 Corporation Board and is used in accordance with the 353 Plan. The abatement will run with the property and as such, should the home be sold to a new owner, each successive owner would be entitled to the tax abatement assuming it continues to be in accordance with the Plan.

TAX IMPACT ANALYSIS

The Tax Impact Analysis is attached as Exhibit E

NOTICE REQUIREMENTS

Exhibit F includes a copy of the form of notice deposited, postage prepaid, in the United States Mail, providing written notice of the property owners of record within the Plan Area of the filing of the Plan and the Public Hearing before the Planning Commission as required by Section 14.07.008 of the City Code.

Exhibit G includes a copy of the written notice provided to each taxing Political Subdivision having boundaries for ad valorem real estate taxation purposes which include any part within the 353 Plan Area as required by Section 353.110.3(1) of the Missouri State Statutes. The notice included a copy of the Tax Impact Analysis and was provided to each Political Subdivision prior to the Public Hearing conducted by the City Planning Commission or the City Council concerning the Fairmount-Carlisle 353 Redevelopment Plan.

OBJECTIVES

The objectives of the Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1 are as follows:

- Increase the amount of owner-occupied housing (currently 53%, US Census, 2000)
- Encourage development proposals that produce homes with modern amenities that today's home buyer desires, i.e. double-car garages, extra

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- bedrooms, basements with adequate ceiling heights, family rooms and open floor plans
- Increase the assessed valuation of property within the redevelopment area to meet or exceed the rate of increase in the City of Independence.
 - Encourage housing development alternatives for single-person senior households
 - Support infrastructure improvements concentrating on drainage and sidewalks
 - Provide support from the Community Development Department, and other City departments that will offer area residents educational opportunities and options
 - Provide incentives for upgrading retail, general business and industrial properties to increase consumer services and employment.

DEVELOPMENT GUIDELINES

Exhibit H depicts the four business development areas within the amended redevelopment area, including the Fairmount Business District, the Maywood Business District and the Englewood Business District. The focus of residential redevelopment is on individual homeowners making financial investments in owner-occupied, single-family residences. Except for specific project areas, the Plan calls for the current street layout to remain largely intact. The previous chapter summarized the findings of the Blight Study where a parcel by parcel survey of infrastructure conditions was conducted by the University of Missouri-Kansas City. The Plan will also address the historic preservation issues within the redevelopment area by identifying those areas that will require review by the Heritage Commission and/or the Historic Preservation Manager.

After studying the redevelopment area, approximately 15% or 751 parcels are significantly narrow (less than 50' wide) or lack access to the public right-of-way and may have difficulty meeting the requirements of the current zoning code or the *Redevelopment Plan*. These projects may need to be addressed differently than typical residential projects throughout the area and are identified in Exhibit I. The actual requirements for redevelopment will be addressed in the Redevelopment Agreement, to be completed after the Plan is adopted. Due to a variety of housing development patterns and platting configurations in the area, proposals from homeowners with this type of lot configuration will need to be addressed on an individual basis.

Green Guidelines

The Fairmount-Carlisle 353 Board of Directors is encouraged to incorporate green building and site development principles and incentives into the tax abatement program. Examples include structuring the abatement levels to

provide increased benefits for projects that incorporate energy efficiency, reduced storm water runoff techniques and products. Examples include, but are not limited to rain gardens, bioswales, planting indigenous, deep rooted wild flowers, energy efficient windows, hot water heaters (including tankless water heaters) heating and air conditioning units, low VOC paints, additional landscaping, extra insulation, attic fans, heat pumps, *Energy Star* appliances and replacement of old refrigerators and freezers with energy efficient models.

Residential Rehabilitation

Property owners will be able to qualify real property within the *353 Amendment 1 Area* for tax abatement upon completion of a new construction or rehabilitation project which has been approved in accordance with the *Parcel Specific Tax Abatement Guidelines*. To obtain approval of a project for tax abatement the property owner must submit an application, including plans and specifications and other required information, to the 353 Corporation prior to beginning work on the project. The 353 Corporation shall review and approve or deny rehabilitation or infill project. To be approved, the proposed project must meet the following conditions:

- a) The cost of the project must be a minimum of \$3,500; and
- b) Upon completion of the project, the project must meet all code standards of the City;

Upon completion of the approved rehabilitation in conformance with the *Parcel Specific Tax Abatement Guidelines*, the real property included in such project shall receive Tax Abatement when title of such real property is transferred to the 353 Corporation by the property owner, in which case the 353 Corporation shall accept title to the real property as a “pass-through” and retransfer title back to the property owner thus qualifying for property tax abatement.

The redevelopment area possesses excellent regional and local vehicular access. US 24 Highway offers access to both Interstate 435 and MO 291. Major streets such as Noland Road and Sterling Avenue provide for excellent local access.

The *Fairmount-Carlisle Redevelopment Area* supports a combination of low and medium density residential development with a small amount of high density multi-family development. The multi-family housing will include both owner-occupied and rental product. The redevelopment area maintains a mature housing stock with 87-percent of houses built prior to 1969 (*Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1, Blight Study, 2008*). Approximately 47-percent of residences in the redevelopment area are renter occupied. Approximately 39% of renter-occupied housing is single-family residences, while the remaining 61% is in multi-family structures ranging from two-family attached dwellings to apartment complexes containing more than 50 units. Similar to the original 353 redevelopment plan, nearly all (96%) owner occupied housing is comprised of single-family residences. One goal of the plan is to increase the

rate of owner-occupied housing and provide investors the incentive and confidence to purchase and invest money in their homes.

The US 24 Highway Corridor Study reported that owner-occupied housing in the Study Area consists of small 2 and 3 bedroom houses accounting for over 80-percent of the housing stock. By comparison, new suburban homes area generally larger, with 3 and 4 bedrooms. The western portion of the Corridor Study area, which includes expanded Fairmount-Carlisle redevelopment area, possesses the smallest housing product dominated by 2-bedroom models. A goal of the redevelopment plan is to encourage current home-owners and investors to enlarge existing homes and include amenities, such as extra bedrooms, bathrooms, family rooms, open floor plans and double-car garages that make the homes marketable today and in the future.

Senior housing, taking the form of independent and assisted living, is a component of urban revitalization efforts in communities throughout the country. According to the 2000 Census, seniors (65+ years old) accounted for 17.2 percent of the *Corridor Study* area population. Single-person households account for over half of the Corridor's 2,076 senior households. The large senior population and single-person households suggest a growing demand for independent and assisted living housing. A HUD subsidized 57-unit independent living community opened in January 2003 on Huttig Avenue adjacent to the Fairmount Business District. The community has reached 96.5 percent occupancy with a waiting list reported. This strong demand and the Corridor's large population of single-person senior households suggest additional senior housing alternatives are needed.

Due to the Corridor's large and growing senior population, a senior housing component should also be incorporated into the expansion area if possible with an emphasis on accessibility. Senior housing could be used as an ideal transitional land use between the Maywood and the Englewood Business District, and the surrounding residential neighborhoods.

Re-populating the Corridor Study Area will be critical in fostering improved housing and commercial market conditions. Despite the declining population, new residential construction is expected to be supportable in the form of small infill subdivisions and individual single-family homes, such as those being developed by the Northwest Community Development Corporation or Habitat for Humanity and multi-family housing. Incorporating housing into mixed-use projects is also another viable option to increase the Corridor Study Area housing stock.

Through 2020, the *US 24 Highway Corridor Study* reported that due to currently below average income levels the greatest demand will be for entry-level housing priced under \$125,000. However, one of the goals of the redevelopment plan is to provide an incentive to build or remodel homes of higher value and encourage higher income households to purchase homes in the area.

Existing income levels suggest considerable demand for both market-rate and assisted rental housing will materialize through 2020. Currently, 60% of redevelopment area households earn less than \$35,000 per year, making it difficult to financially support the purchase of a single-family home. Should income levels remain the same, low income rental property will be in increased demand. *The US 24 Highway Corridor Study* estimates that 120 units with rents under \$500 per month will be needed in the next 20 years. This redevelopment plan is intended to encourage development of market rate owner-occupied housing and rental property and provide an incentive for higher income households to invest and relocate to the area.

POTENTIAL REDEVELOPMENT PROJECT AREAS

Crisp Lake residential area

Crisp lake could be an important natural, recreational cultural and aesthetic amenity as it was in the past. The presence of this lake provides numerous opportunities. A trail connection along the former railroad bed from the Fairmount Business District and Sugar Creek could connect to a new park on the lake. The history of the Fairmount Business District and amusement park could be interpreted along this trail. Redevelopment of the areas near the lake would also provide a mix of new housing choices attracting new families into the area. Land assembly will be a key to making this area attractive for potential development.

Hink Park Residential Area

Currently Hink Park is being reclassified as open space due to poor accessibility. This area could provide a location for additional development. For example, the military reserve facility could move parking to behind the buildings in order to increase green frontage on U.S. 24 Highway transportation corridors, the U.S. 24 Highway and Sterling Avenue redevelopment node is positioned to serve as a “neighborhood” shopping destination supporting such day-to-day retail needs as a supermarket, drug store, and general merchandise. Successful development of the Bluffs at Sugar Creek with research and development, and light manufacturing businesses will also enhance the potential of the U.S. 24 Highway and Sterling Avenue redevelopment node. This node may accommodate such retail businesses as restaurants, a day care center, a copy center and an office supply store. Tax Increment Financing (TIF) could be used as a tool for the revitalization of the US 24 Highway and Sterling Avenue intersection while providing infrastructure improvements for adjacent neighborhoods.

Bundschu Park residential area

Bundschu Park provides the Corridor with a desirable natural and recreational amenity. Vacant and deteriorating areas around the park could be redeveloped for new housing with a mix of density and housing types. Areas along the park facing US 24 Highway suffer from small lot sizes and severe slopes. These areas could be either redeveloped into different types of commercial or residential land uses or reincorporated into the park and left in a natural state. A means to acquire and combine parcels will be important to make redevelopment of this area meaningful.

The Bluffs at Sugar Creek

The redevelopment plan for a small portion in the northwest section of the *Fairmount-Carlisle* redevelopment area does include some street modifications. It is the intention of this plan to incorporate the plan developed jointly by the Sugar Creek and the Northwest Community Development Corporations. The recommendations of this plan will center on the goals of residential rehabilitation and infrastructure improvements (sidewalks and drainage swales).

Maywood and Englewood Business Districts

The Maywood and Englewood business districts provide an opportunity to support new commercial development capable of serving the adjacent residential areas. Englewood in particular would be an appropriate location for a mixed use urban center with retail businesses on the street level and professional/office and residential on the second level. The Maywood business district is located along a State Highway and as such would best be used as a combination of local and highway commercial businesses, leaving residential uses located off the main the commercial corridors and in the existing residential neighborhoods to the north and south of the business district.

Design guidelines for the Maywood and Englewood business districts could be developed as a way of defining a coherent style of architecture and appropriate building finishes. The guidelines could be incorporated in a zoning overlay district specific to each district.

Both business districts have been successful in introducing infrastructure improvements including decorative lighting (in both districts) and new sidewalks, curbs and gutters in the Maywood District. Consequently the property and business owners in these two districts have independently begun the redevelopment process through their own initiatives.

Other elements of the overlay district could include:

- A parking analysis for existing and future business scenarios.
- Develop streetscape standards appropriate to the unique historic characteristics of each business district.

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- Incorporate a sign overlay district for both the Maywood and Englewood business districts providing consistent and proportional signage guidelines for businesses and directional signs.
 - Establish critical mass of commercial space by assembling building sites capable of supporting mixed-use development. Land banking is one tool available to the City allowing the assembly of property over time and hold until the user or developer is identified.
 - Construct a mix of new housing, including senior housing, apartments, and row housing or townhouses. Grants from the First Time Homebuyer program, CDBG, HOME and the Truman Heartland Community Foundation are a sample of financial aid sources.
- Government financial assistance may be required to facilitate the rehabilitation or redevelopment of existing commercial structures. The Commercial Façade Improvement Program is a city sponsored program through CDBG available to property owners desiring to improve building facades for area businesses.

RESIDENTIAL AND COMMERCIAL MARKET SUMMARY

The Redevelopment Area has potential for infill residential development due to suitable sites for land assembly, presence of parks, open space corridors, close proximity to schools, places of worship, government offices, freeway corridors and employment centers. Constraints facing infill residential development include lack of neighborhood shopping, low property values, poor market perception, and deteriorating public infrastructure in some places.

Current Corridor demographics and housing values suggest that initial new home construction should target entry-level product. Income levels indicate demand is the strongest for new housing priced from the \$90s to mid-\$100s. Government or other forms of assistance may be necessary to facilitate financially feasible development of entry-level housing.

The efforts of the Northwest Community Development Corporation (NWCDC) with the Norledge Place offers an excellent opportunity and sets an example to create momentum for infill housing development within the Redevelopment Area. The property surrounding Crisp Lake also provides for an excellent opportunity for infill housing. The lake amenity would be very desirable for new housing and the close proximity to the Fairmount Business District would provide easy access to a mixed-use urban center. The opportunity for infill housing development throughout the balance of the Redevelopment Area also exists through development of vacant lots and redevelopment of deteriorated properties.

The Winner Road Gateway should be incorporated into the Parks and Recreation Master Plan. This project requires coordination with the Public Works Department, Community Development Department and the Parks Department. The Parks sales tax will be up for renewal in 2012. This funding source will make this and other gateway features along US 24 Highway, in and outside the

Redevelopment Area. The design features of the gateways need to be coordinated to provide consistency and be themed in a manner that is befitting of the Truman Presidential Museum and Library.

Sterling Avenue and U.S. 24 Highway

According to the *US Highway 24 Corridor Market Study*¹, the U.S. 24 Highway and Sterling Avenue redevelopment node is well positioned to capture retail sales originating from the drive-by highway traffic. The principal retail businesses benefiting from the highway traffic include fast food restaurants and convenience stores.

Given its central location within the Corridor and crossroad of two major transportation corridors, the US 24 Highway and Sterling Avenue redevelopment node is best situated to serve as the principal “neighborhood” shopping destination supporting such day-to-day retail needs as a supermarket, drug store, and general merchandise. Successful development of the Bluffs at Sugar Creek with R&D and light manufacturing businesses will also enhance the potential of the U.S. 24 Highway and Sterling Avenue redevelopment node to accommodate such support retail businesses as restaurants, day care center, copy center and office supply store.

This node may also accommodate quality multi-family housing focusing on a mixture of seniors and families to repopulate the redevelopment area. Opportunities for condominium ownership should be explored. The principal challenge in facilitating urban development at this intersection is creating adequate building parcels given the existing development and severely sloping topography. The southeast corner of US 24 Highway and Sterling is a desirable location for a mixed-use of commercial, market-rate row housing and high density multi-family housing. The multi-family housing would abut onto Bunschu Park, creating a desirable amenity.

REZONING AREAS

At this time there are no recommended zoning changes for the area, however the Planning Division of the Community Development Department will review the zoning classifications, and make recommendations for zoning changes throughout the redevelopment area. The area north of US 24 Highway (area 1) will be reviewed by December 2008. Area 2, from US 24 Highway to Truman Road will be reviewed by the summer of 2009 and the third remaining area will be reviewed by late 2009. Exhibit J depicts the current zoning designations throughout the redevelopment area as well as the zoning review areas. Should redevelopment proposals come forward prior to the review schedule; applications for re-zoning will be handled on an individual basis.

¹ Executive Summary of the U.S. 24 Highway Corridor Strategic Plan; Resolution 5256, Adopted March 20,2006

An updated zoning code including zoning and subdivision regulations will be adopted by the City of Independence City Council as a Unified Development Ordinance in the later part of 2008. As part of the update, an Overlay Zone provision will be included that will address the special situations by addressing special planning and zoning goals. An overlay district is applied over the base zoning classification and alters some or all regulations of the base zoning. When a conflict exists between the base zoning and the overlay district regulations, the overlay zoning governs. The Fairmount-Carlisle 353 Redevelopment Area is ideally suited for an overlay district and is listed as the first action step as noted in Table 10.

Table 10

Action Step	Participants
Adopt an Infill Policy and Design Standards	City; UDO
Create Higher Value Education System; Allow for 353 Plan Amendment to permit CID Financing for Schools	City; Elected Officials; Community leaders; School officials; business community; Chamber;
Draft and adopt an Overlay Zoning District / Design Standards; Modify Current Zoning & Create a new category to promote Mixed-Use Development	City; UDO
Establish Merchants Association and associated funding for 24 Highway business districts	City-Economic Development; ICED; Business owners & Chamber
Fund and promote a Business Façade Program	City - CDBG Program
Adopt street standards and construct streetscape improvements; initiate NID projects	City - Public Works &Community Development
Create revolving loan program for housing and commercial rehabilitation	City- Neighborhood Services
Increase Minor Home Repair Program	City; CDBG; NWCDC
Develop Marketing Strategy and Business Recruitment materials	City-Economic Development Dept.; ICED; Merchants Assn
Market mixed-use areas to commercial and housing developers	City-Economic Development & Community Deveopment; NWCDC; Merchants Assn; ICED
Develop Private-Public partnership for housing around key redevelopment areas	City-Neighborhood Services; NWCDC;
Assist in property assemblage for key areas; Use TIF and/or identify reliable funding source for land acquisition	City; NWCDC; CDBG/HOME; Possible Sales Tax program;
Redevelop western gateway including new commercial development and trailhead; Use TIF or Park sales tax as funding source	City; NWCDC;
Create a sidewalk construction program.	City; CDBG; CIP; Federal Grants;
Develop incubator space for businesses and create employment oportunites.	City- Economic Development; ICED; Enhanced Enterprise Zone; Consider an Economic Development Tax

CERTIFICATION OF BLIGHT

A blight study is complete and is included with this Redevelopment Plan. The blight study will be presented along with the Plan to the City Council at the same time. The Fairmount-Carlisle Redevelopment Plan – Amendment 1 Blight Study is included as Exhibit L.

ACQUISITION AND DEMOLITION

There are currently no plans for demolition of any structures within the Redevelopment Area, nor are there any current plans for the acquisition of any property for redevelopment purposes. The Fairmount-Carlisle Redevelopment Corporation may, in the future implement these measures; however there are no plans for this at this time.

NEW BUILDINGS

The Redevelopment Plan does not include any specific new construction at this time, however the Fairmount-Carlisle Redevelopment Corporation may, in the future implement this measure and will amend the plan in accordance with Redevelopment Corporation law if and when necessary.

OPEN SPACE

The current *Fairmount-Carlisle Redevelopment Plan – Amendment 1* does not include any specific measures for introducing additional public open space, however should this change, the Fairmount-Carlisle Redevelopment Corporation would, amend the Plan in accordance with Redevelopment Corporation law if and when necessary.

PROPERTIES FOR PUBLIC AGENCIES

The Fairmount-Carlisle Redevelopment Corporation does not plan to sell, donate, exchange or lease any property to any public agency within the redevelopment area.

STREET AND ALLEY CHANGES

The Fairmount-Carlisle redevelopment plan does not include any recommended changes to the street or alley network within the Redevelopment Area. Should the Board of Directors for the Fairmount-Carlisle Redevelopment Corporation determine that changes need to occur, they will submit an amended plan for approval by the City Council.

HOUSING AND BUSINESS RELOCATION

The proposed redevelopment plan does not anticipate any relocation or displacement of businesses or residences, and as such do not anticipate the need for any person to require relocation assistance. Furthermore, there are no projects or anticipated relocations of residents outside of the redevelopment area.

FINANCING

The proposed redevelopment plan does not require financing for any specific redevelopment project. The proposed plan is directed at private property owners who will, with possible assistance from the city secure financing for their respective rehabilitation projects. The City has committed to financing the administration of the tax abatement plan. A grant program is available using Community Development Block Grant funding for roofs, plumbing, electrical and HVAC systems for income qualified households.

MANAGEMENT

The City of Independence through the Community Development Department will take responsibility for providing technical assistance and administrative support to the existing Board of Directors of the Fairmount-Carlisle Redevelopment Corporation.

PUBLIC PROPERTY

There is City owned property within the redevelopment area, most of which is park land. There are no plans to change these uses as part of this redevelopment plan.

COMMITMENT TO NON-DISCRIMINATION

The Fairmount-Carlisle Redevelopment Corporation acknowledges the existence of federal, state and local laws regarding fair employment practices applicable to this Redevelopment Plan and will be bound by and comply with all such laws.

PUBLIC ACCESS

The Fairmount-Carlisle Redevelopment Corporation will make all facilities in the redevelopment area which it may own in the future and the benefits of the tax abatement program of this redevelopment plan available to the general public regardless of race, religion, color, sex, national origin or handicap.

PERFORMANCE BOND

Should it become necessary in the future, and upon request by the City Council, the Redevelopment Corporation will provide a performance bond or other security in an amount sufficient to cover land acquisition, clearance, remediation and site preparation in accordance with an amended Redevelopment Plan.

LAND USE PLAN

A land use plan map, Exhibit M denoted the current land uses in the redevelopment area. The only changes proposed center on the potential zoning changes being reviewed at this time. The northern portion, from the city limit to US 24 Highway of the plan area will be reviewed first. The next area reviewed will begin at US 24 Highway to Truman Road continuing with the third area south to the plan area boundary. These reviews will begin in the fall of 2008 and be completed by late 2009.

TAX AGREEMENTS

Any tax agreements, entered into by the Redevelopment Corporation are required to be included in the redevelopment plan. This plan does not include any such agreement.

CERTIFICATION OF NOTICES

Exhibit N certifies that the notices were mailed to the appropriate parties, listed above including the date mailed.

SECRETARY OF STATE CERTIFICATION

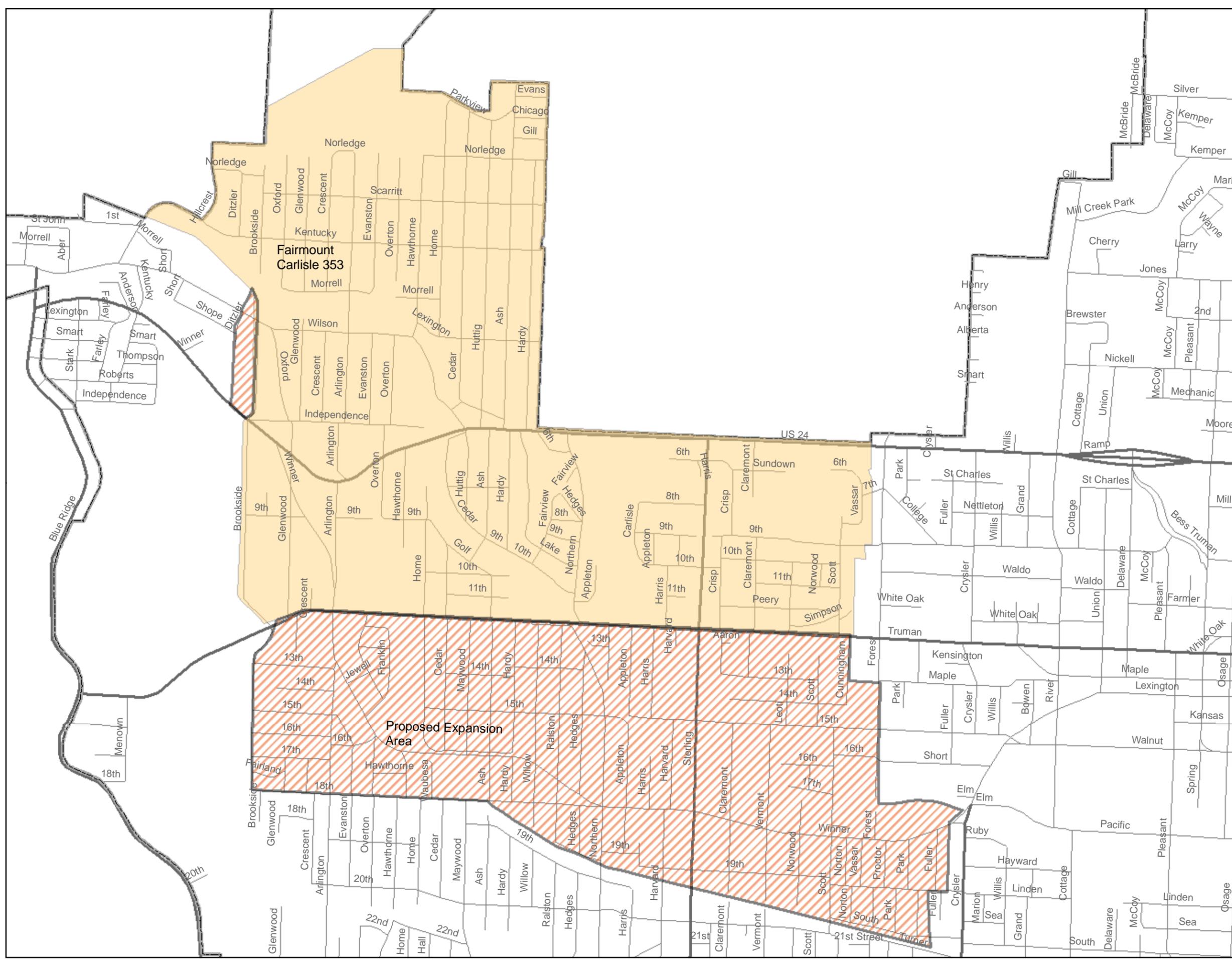
Exhibit O documents the 2008 annual registration of the Fairmount-Carlisle Redevelopment Corporation and that the corporation is in good standing.

Fairmount-Carlisle 353 Area and Expansion Amendment 1

Exhibit A

Legend

-  F-C 353 Area (2,644 Lots)
-  Proposed Expansion Area (2,249 Lots)



1 inch = 1,333 feet

DATE: July, 2008

City of Independence
Community Development Dept.
Geographic Information System



Fairmount-Carlisle 353 Area Plan Amendment 1

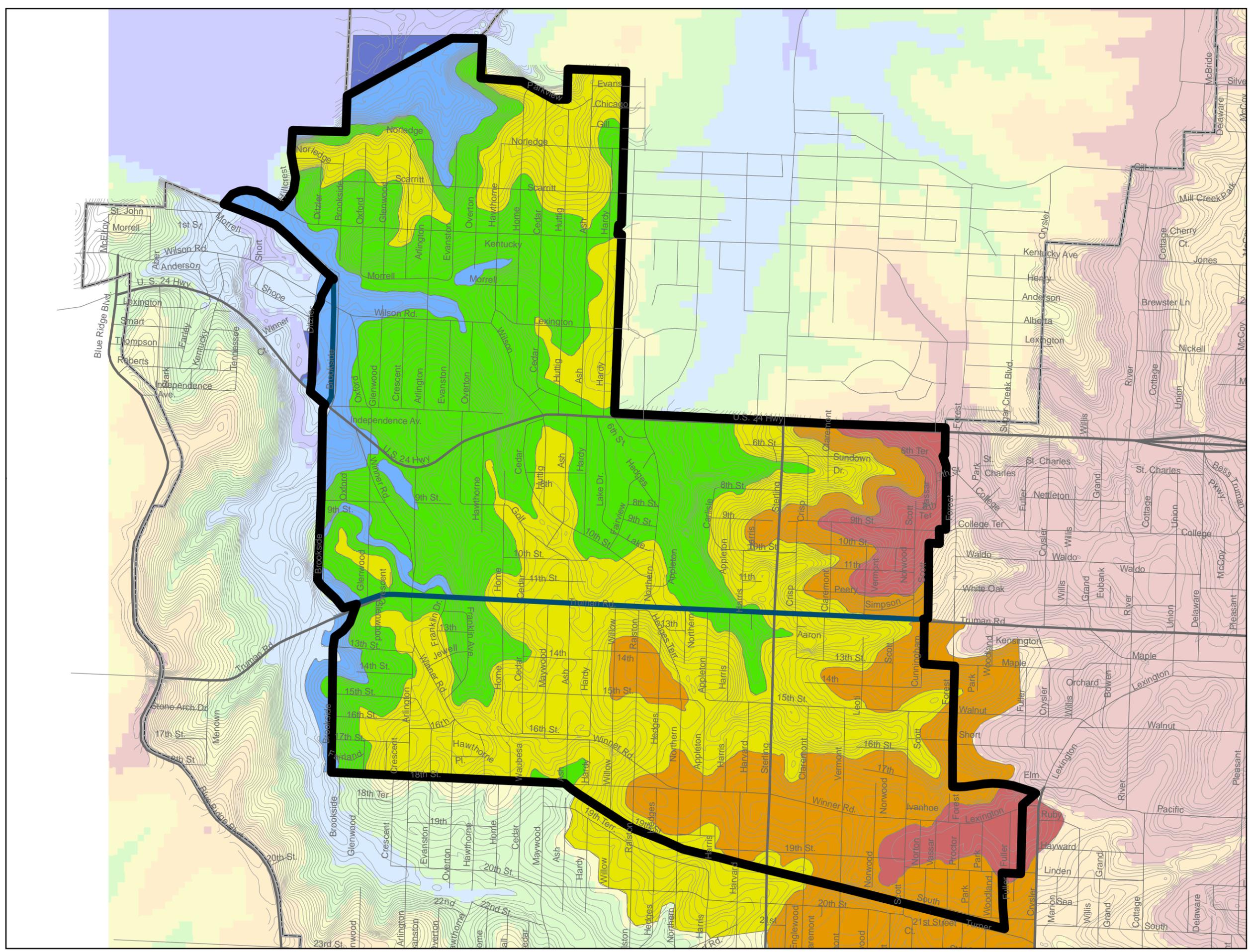
Topographic Elevations

Exhibit B

Legend

-  Proposed FC Expansion
-  contours
- 50' Elevation Changes**
-  700-749
-  750-799
-  800-849
-  850-899
-  900-949
-  950-1000

Existing & Proposed Areas



1 inch = 1,333 feet

DATE: June 18, 2008

City of Independence
Community Development Dept.
Geographic Information System



Exhibit C
SITE DESCRIPTION
Original 353 Redevelopment Area

An area of land all being within the city limits of the City of Independence, Jackson County Missouri, as now established, being more particularly described as follows;

Commencing at a point 206.01 feet North of the Northwest corner of Lot 44, STEWART PLACE, a subdivision in Independence, Jackson County, Missouri, said point being on the South right-of-way line of U.S. Highway 24, said point also being the TRUE POINT OF BEGINNING;

Thence South 206.01 feet to the Northwest corner of Lot 44, STEWART PLACE;

Thence continuing South along the West line to the Southwest corner of Lot 44;

Thence West along the North line of Lot 43, STEWART PLACE, to the Northwest corner of said Lot 43;

Thence Southeast along the West lines of Lots 43, 42, and 41, STEWART PLACE, to the North right-of-way line of 7th Street;

Thence South to the Northwest corner of Lot 1, STEWART PLACE;

Thence South along the West lines of Lots 1 through 9, STEWART PLACE, to the Southwest corner of said Lot 9;

Thence South along the West line of Lot 10, 4.00 feet;

Thence East 10.30 feet;

Thence South along a line 10.30 feet East of and parallel to the West lines of Lots 10 and 11, STEWART PLACE, to the South right-of-way line of 9th Street;

Thence West along the South right-of-way line of 9th Street to the Northeast corner of Lot 2, JOHN F. JOHNSON SUBDIVISION, a subdivision in Independence, Jackson County, Missouri;

Thence South along the East line of said Lot 2, 172.59 feet;

Thence West 130.00 feet to the Southwest corner of Lot 1, JOHN F. JOHNSON SUBDIVISION;

Thence South 1085.00 feet, more or less, to the North right-of-way line of Truman Road;

Thence West along the centerline of Truman Road to its intersection with the centerline of Brookside Avenue;

Thence Northwest and North along the centerline of Brookside Avenue to its intersection with the centerline of the Union Pacific Railroad;

Thence Northwest along the centerline of the Union Pacific Railroad to its intersection with the City of Independence corporate city limits;

Thence following the city limits North and Northeast to the southerly bank of the Missouri River;

Thence Northeast along the Southern bank of the Missouri River to the City of Independence city limits;

Thence along the city limits South and East to its intersection with the centerline of U.S. Highway 24;

Thence continuing South to the South right-of-way line of U.S. Highway 24;

Thence East along said South right-of way to the POINT OF BEGINNING.

Containing approximately 1,095 acres of land.

Exhibit D
SITE DESCRIPTION
Amendment 1 Area

An area of land all being within the city limits of the City of Independence, Jackson County, Missouri, as now established, being more particularly described as follows; Commencing at the intersection of the South right-of-way line of Truman Road and the East right-of-way line of Cunningham; thence South along the East right-of-way line of said Cunningham to the Northwest corner of Lot 1, CARLISLE ADDITION, a subdivision in Independence, Jackson County, Missouri; thence East along the North line to the Northeast corner of said Lot 1; thence East along the prolongation of said Lot 1 to its intersection with the centerline of Forest Avenue; thence South along the centerline of Forest Avenue to the North right-of-way line of the Missouri Pacific Railroad; thence East along said North right-of-way line to its intersection with the centerline of Lexington Street; thence South and west along the said centerline of Lexington Street/Winner Road to its intersection with the centerline of Fuller Avenue; thence South along the centerline of Fuller Avenue to the South right-of-way line of Winner Road; thence East along said South right-of-way line to the Northwest corner of Lot 35, WILSON LAWN, a subdivision in Independence, Jackson County, Missouri; thence along the North line of Lots 35 and 36 to the Northeast corner of Lot 36, also being on the South right-of-way line of Winner Road; thence South along the East lines of Lots 19 thru 36, WILSON LAWN, to the Southeast corner of Lot 19; thence due South to the South right-of-way line of Linden Avenue; thence West along the South right-of-way line of Linden Avenue to the centerline of a North-South alley between Woodlawn Avenue and Chrysler Avenue; thence South along said alley centerline to its intersection with the South line of an East-West alley between Woodlawn Avenue and Chrysler Avenue; thence West along the South line of said alley to the Northeast corner of Lot 19, COTTAGE PLACE, a subdivision in Independence, Jackson County, Missouri; thence South along the East line of said Lot 19 and its prolongation thereof to its intersection with the South right-of-way line of the Kansas City Southern Railroad; thence Northwest along the South right-of-way line to its intersection with the West right-of-way line of Ash Avenue, also being the Northeast corner of Lot 97, SOUTH MAYWOOD, a subdivision in Independence, Jackson County, Missouri; thence South along the East line to the Southeast corner of Lot 97; thence West along the South line of Lots 97 thru 100, SOUTH MAYWOOD, to the Southwest corner of Lot 100; thence West to the Southeast corner of Lot 154; thence West along the South line of Lots 154 thru 158, SOUTH MAYWOOD, to the Southwest corner of Lot 158; thence West to the Southeast corner of Lot 208; thence West along the South line of Lots 208 thru 213, SOUTH MAYWOOD, to the Southwest corner of Lot 213; thence Southwest to the Southeast corner of Lot 22, HARRISON PARK, a subdivision in Independence, Jackson County, Missouri, thence West along the South line of Lots 22 thru 28, HARRISON PARK, to the Southwest corner of Lot 28; thence West to the Southeast corner of Lot 71; thence West along the South line of Lots 71 thru 76, HARRISON PARK, to the Southwest corner of Lot 76; thence Northwest to the Southeast corner of the North 50 feet of Lot 119, HARRISON PARK; thence West along a line 50 feet South of and parallel to the North line of Lots 119 thru 121, to the East line

of Lot 122; thence South to the Southeast corner of Lot 122; thence West along the South line of Lots 122 thru 124, HARRISON PARK, to the Southwest corner of Lot 124; thence West to the Southeast corner of Lot 167; thence West along the South line of Lots 167 thru 169, HARRISON PARK, to the Southwest corner of Lot 169; thence North along the West line of Lot 169 to a point 50 feet South of and parallel to the Northwest corner of Lot 169; thence West on a line 50 feet South of and parallel to the North line of Lots 170 thru 172, HARRISON PARK, to the West line of Lot 172; thence Southwest to the Southeast corner of Lot 3, FAIRLAND MANOR, a subdivision in Independence, Jackson County, Missouri; thence West along the South line to the Southwest corner of Lot 3; thence South along the East line of Lot 2, FAIRLAND MANOR, to the Southeast corner of said Lot 2; thence West along the South line to the Southwest corner of Lot 2; thence Southwest to the Southeast corner of Lot 1, FAIRLAND, a subdivision in Independence, Jackson County, Missouri; thence West along the South line of Lots 1 thru 3, FAIRLAND, to the East line of Lot 4; thence South along the East line of Lot 4 to the Southeast corner of said Lot 4; thence West along the South line of Lots 4 thru 12, FAIRLAND, to the Southwest corner of Lot 12; thence North to a point being 173.30 feet South of the South right-of-way line of 18th Street; thence West along a line 173.30 feet South of and parallel to the South right-of-way line of 18th Street to its intersection with the East right-of-way line of Brookside Avenue; thence West to a point being 173 feet South of the South right-of-way line of 18th Street and on the West right-of-way line of Brookside Avenue; thence West on a line 173 feet South of and parallel to the South right-of-way line of 18th Street a distance of 160.50 feet; thence North to the centerline of 18th Street; thence Northwest to the Southwest corner of Lot 35, FAIRLAND VIEW, a subdivision in Independence, Jackson County, Missouri; thence North along the West line of Lots 23 thru 35, FAIRLAND VIEW, to the Northwest corner of said Lot 23, also being the Southwest corner of Lot 73, FAIRLAND GROVE, a subdivision in Independence, Jackson County, Missouri; thence North along the West line of Lot 73 and continuing North along the West line of Lots 23 thru 31, FAIRLAND GROVE, to the Northwest corner of Lot 23, also being the Southwest corner of Lot 91, ARLINGTON HEIGHTS, a subdivision in Independence, Jackson County, Missouri; thence North along the West line of Lots 91 thru 99 and Lots 102 and 103, ARLINGTON HEIGHTS, to the Northwest corner of said Lot 103; thence East along the North line of said Lot 103 to the North right-of-way line of Van Horn Road; thence continuing Northeast along said North right-of-way line and its prolongation thereof to its intersection with the centerline of Truman Road; thence East along the centerline of Truman Road to its intersection with the Northern prolongation of the East right-of-way line of Cunningham; thence South along the East right-of-way line of Cunningham to the Point of Beginning.

EXHIBIT E
TAX IMPACT STUDY

Fairmount-Carlisle 353 Redevelopment Plan-Amendment 1
Independence, Missouri

Prepared by

Community Development Department
City of Independence, Missouri

on behalf of

The Fairmount-Carlisle 353 Redevelopment Corporation

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I. INTRODUCTION

This Exhibit constitutes a tax impact analysis pursuant to RSMo 353.110.3(1) and the Independence City Code (Chapter 14.07.008 (A)). The analysis provides a written statement of impact on ad valorem taxes which the tax relief proposed by the development plan will have on such political subdivisions and an estimate of the amount of ad valorem tax revenues of each political subdivision based on the estimated assessed valuation of real property involved as such real property would exist before and after it is developed.

II. GENERAL PROJECT DESCRIPTION

Independence has successfully used the provisions of Chapter 353 tax abatement to achieve neighborhood revitalization in the Midtown/Truman Road Corridor (M/TRC), the Santa Fe Trail Neighborhood (SFTN) and the first phase of the Fairmount-Carlisle 353 Redevelopment Plan. These Chapter 353 Plan areas use “pass through” abatement of real property taxes to individual property owners in exchange for rehabilitation of their properties. In the M/TRC area, the owners of 503 properties out of 1,101 in the area are participating. In the SFTN area, the numbers are 148 out of 474 properties and thus far 43 owners in the Fairmount-Carlisle are currently participating, with another 78 actively working to complete the tax abatement process.

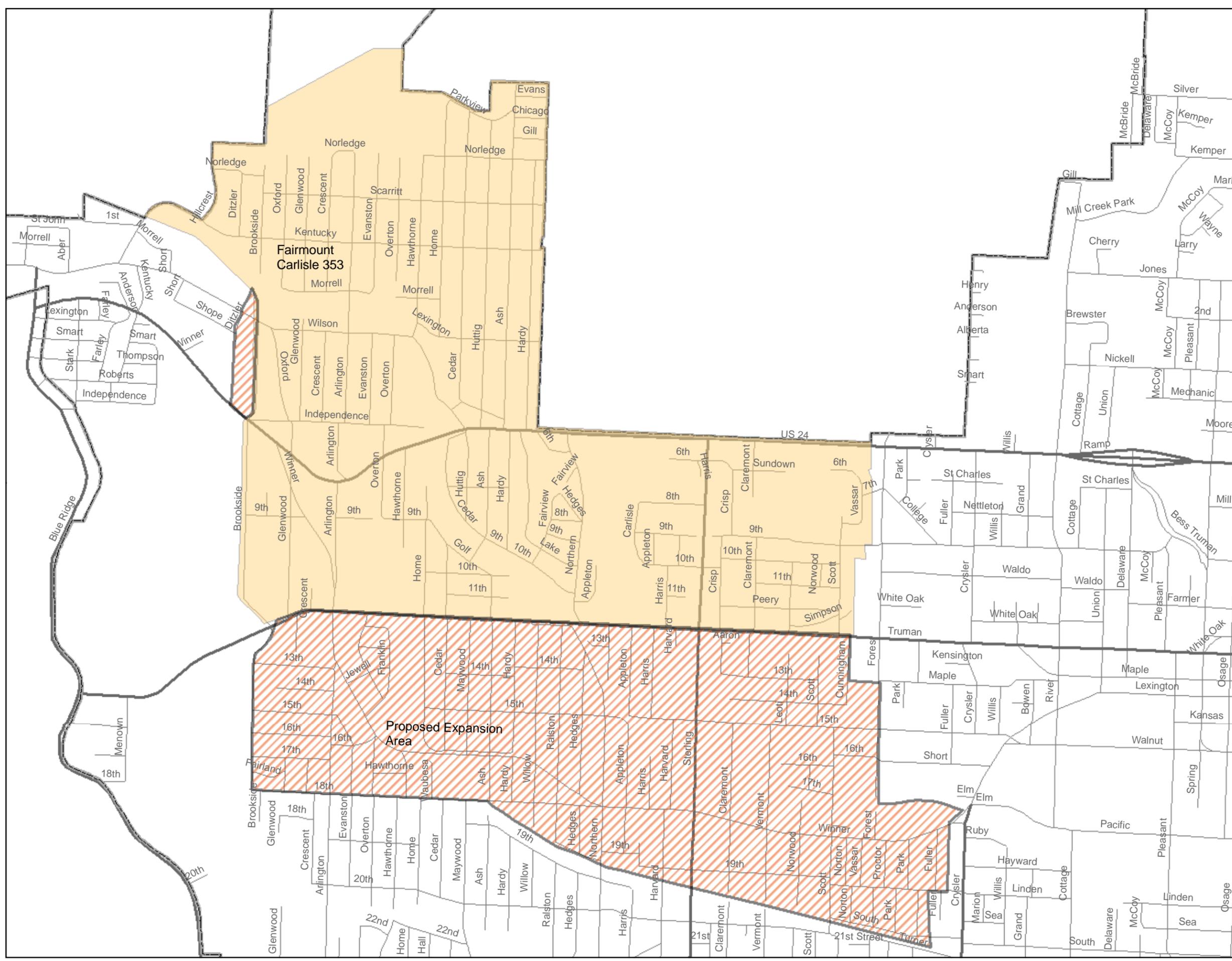
The Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1 will now extend the availability of 353 tax abatement to a larger area within northwest Independence. To that end, the City has identified a proposed Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1 area which generally extends from Forest on the east to Brookside on the west and from the Gateway Western Railroad to the northern city limits (See Figure A, page following). The area contains approximately 4,893 parcels of land.

Fairmount-Carlisle 353 Area and Expansion Amendment 1

Figure A

Legend

- F-C 353 Area (2,644 Lots)
- Proposed Expansion Area (2,249 Lots)



1 inch = 1,333 feet

DATE: July, 2008

City of Independence
Community Development Dept.
Geographic Information System



Table 1, below, provides a breakout of the taxable status of the parcels by library district. Tax exempt parcels result from being owned by the City, Federal government, schools, and charitable and religious organizations. Other parcels are classified either as residential or commercial based on use, or in the case of vacant land, upon zoning.

Table 1
Redevelopment Plan Area Parcels

Residential	Commercial	Exempt	Total
4,465	250	178	4,893

Table 2 provides a breakout 2004 and 2007 assessed valuations.

Table 2
Redevelopment Plan Area Assessed Values

2004 Residential	2007 Residential	Percent Change	2004 Commercial	2007 Commercial	Percent Change
\$42,223,758	\$47,092,943	11.5%	\$13,215,644	\$20,734,046	56%

III. AFFECTED TAXING DISTRICTS

A number of taxing districts, which levy ad valorem taxes, are partially located within the Redevelopment Area. These include the following:

- *City of Independence, Missouri*
- *Jackson County, Missouri*
- *Independence School District 30*
- *Handicap Workshop*
- *Metropolitan Junior College District*
- *Kansas City Public Library*
- *Mid-Continent Public Library District*
- *Jackson County Mental Health District*
- *Missouri Blind Pension Trust*

Current ad valorem levies with the 353 redevelopment vary depending on the library district in which a parcel is located. Current ad valorem levies are set forth in Table 3, below.

Table 3
Current Ad Valorem Tax Levies

Mid-Continent Library District	Levy	Kansas City Public Library District	Levy
Independence School District 30	5.0841	Independence School District 30	5.0841
Mid-Continent Public Library District	0.3212	Kansas City Public Library	0.4493
City of Independence	0.6503	City of Independence	0.6503
Jackson County	0.5355	Jackson County	0.5355
Handicap Workshop	0.0748	Handicap Workshop	0.0748
Metropolitan Junior College District	0.2132	Metropolitan Junior College District	0.2132
Jackson County Mental Health District	0.1208	Jackson County Mental Health District	0.1208
Missouri Blind Pension Trust	0.3000	Missouri Blind Pension Trust	0.3000
Total	7.2999	Total	7.4280

In addition to the ad valorem tax levies noted above in Table 3, a Replacement Tax levy

of 0.01437 applies to the assessed valuation of commercial properties. However, since it is anticipated that no significant use of 353 parcel specific tax abatement will be utilized for commercial property rehabilitation or redevelopment, the revenue stream from the replacement tax is assumed to be the same with or without the 353 redevelopment plan.

IV. SCENARIO – PROJECT IS NOT DEVELOPED

The first step in this tax impact analysis is to develop an estimate of the amount of ad valorem tax revenues of each political subdivision based upon the assessed valuation of real property prior to the implementation of the proposed Chapter 353 Redevelopment Plan – Amendment 1. In Jackson County, real property is reassessed at two year intervals with the reassessment occurring in odd numbered years, the last being in 2007. In 2008, residential property was assessed at \$47,092,943 and commercial property at \$20,734,046. Total assessed valuation of taxable property in the redevelopment project area was \$67,826,989, as noted Table 2, page 5.

The *Project Is Not Developed* scenario assumes that the Fairmount-Carlisle 353 Redevelopment Plan is not approved and not implemented. Under this scenario, although the trends reflected in the percent changes in residential and commercial assessments between 2004 and 2007 as indicated in Table 2, above, show significant increases in both residential and commercial assessed valuations, those rates of increase do not appear sustainable over the analysis period 2009 to 2038. This analysis, therefore, assumes an annual increase in property values of 2.3% for the duration of the analysis period. Based upon these assumptions, the projected Total Revenues for all Taxing Districts is set forth in Table 4, page 10, and for each taxing jurisdiction in Tables 5 – 14, pages 11 to 20.

V. SCENARIO - PROJECT DEVELOPED PURSUANT TO 353 PLAN

The next step in this tax impact analysis is to develop the scenario that the project is developed pursuant to the 353 Plan. The Fairmount-Carlisle 353 Redevelopment Plan-Amendment 1 will utilize primarily “pass through” abatement of ad valorem taxes in exchange for residential rehabilitation and new residential infill development. The projected impact of this program is based upon the specific plan proposals and the following assumptions.

- The Fairmount-Carlisle Redevelopment Corporation will utilize pass through tax abatement primarily for residential rehabilitation and new infill construction.
- The Redevelopment Corporation will utilize the same Tax Abatement Guidelines as have been adopted for the Mid-town/Truman Corridor and Santa Fe 353 Redevelopment Projects. The Guidelines set forth eligible and required improvements, among which is that abated properties must be fully brought up to City Code Standards.
- The minimum rehabilitation project must be at least \$5,000 or the NPV of the taxes abated, whichever is greater.
- Tax abatements will be 100% of improvement valuations for a period of ten years and 50% for an additional 15 years.
- This analysis assumes that commercial rehabilitation and redevelopment will likely require incentives greater than 353 tax abatement and therefore, will utilize Tax Increment Financing, Community Improvement District, Transportation Development District, or other economic development incentives.
- It is projected that 25% of dwelling units in the redevelopment area will utilize tax abatement over the next ten years.
- It is assumed that the average assessed valuation of a residential rehabilitation property at the time of abatement will be \$11,042.
- It is assumed that when a unit comes back onto the tax rolls in year eleven, it will come on at 50% of the unit value at the time of the abatement plus the actual cost of rehabilitation times the projected rate of increase for all residential units.
- It is projected that the average investment for residential rehabilitation will be \$12,500

per dwelling unit.

- It is projected that 10 infill housing units will be constructed at an average value of \$112,530 in 2009 dollars with 10 units per year for the first two years and 12 units per year for the next three years, 10 units for the following four years and 8 units per year for the remaining two years. This analysis assumes that new infill housing units be tax abated.
- It is projected that 120 dwelling units will be demolished over the next ten years.
- It is assumed that the average assessed improvement valuation of a demolition property will be \$4,787 at the time of demolition.

Utilizing the data, projections and assumptions outlined above, the anticipated tax revenues were calculated for all affected taxing districts. Based upon these calculations, the projected Total Revenues for all Taxing Districts is set forth in Table 4, page 10, and for each taxing jurisdiction in Tables 5 – 13, pages 11 to 19.

Table 4
Projected Total Revenues
All Taxing Districts

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	4,843,830	4,993,842
2010	2	4,843,830	4,993,168
2011	3	5,069,209	5,226,201
2012	4	5,069,209	5,225,495
2013	5	5,305,074	5,469,371
2014	6	5,305,074	5,468,632
2015	7	5,551,914	5,723,855
2016	8	5,551,914	5,723,082
2017	9	5,810,239	5,990,180
2018	10	5,810,239	5,989,372
2019	11	6,080,583	6,385,232
2020	12	6,080,583	6,460,499
2021	13	6,363,507	6,841,898
2022	14	6,363,507	6,925,586
2023	15	6,659,594	7,327,966
2024	16	6,659,594	7,412,982
2025	17	6,969,459	7,841,769
2026	18	6,969,459	7,930,781
2027	19	7,293,741	8,383,762
2028	20	7,293,741	8,479,656
2029	21	7,633,111	9,378,814
2030	22	7,633,111	9,571,268
2031	23	7,988,272	10,002,525
2032	24	7,988,272	10,023,790
2033	25	8,359,958	10,467,538
2034	26	8,359,958	10,517,101
2035	27	8,748,939	11,005,116
2036	28	8,748,939	11,055,389
2037	29	9,156,018	11,572,048
2038	30	9,156,018	11,725,133
Total Projected Revenues		\$203,666,895	\$234,112,053
NPV @ 6%		\$84,876,676	\$93,720,400

Table 5
Projected Total Revenues
City of Independence, Missouri

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	441,079	438,173
2010	2	441,079	438,114
2011	3	461,602	458,561
2012	4	461,602	458,499
2013	5	483,080	479,897
2014	6	483,080	479,832
2015	7	505,557	502,226
2016	8	505,557	502,158
2017	9	529,080	525,594
2018	10	529,080	525,523
2019	11	553,698	560,257
2020	12	553,698	566,861
2021	13	579,461	600,326
2022	14	579,461	607,669
2023	15	606,422	642,975
2024	16	606,422	650,434
2025	17	634,639	688,057
2026	18	634,639	695,868
2027	19	664,168	735,613
2028	20	664,168	744,027
2029	21	695,071	822,922
2030	22	695,071	839,808
2031	23	727,412	877,648
2032	24	727,412	879,514
2033	25	761,257	918,449
2034	26	761,257	922,798
2035	27	796,678	965,618
2036	28	796,678	970,029
2037	29	833,747	1,015,362
2038	30	833,747	1,028,794
Total Projected Revenues		\$18,545,896	\$20,541,605
NPV @ 6%		\$7,728,866	\$8,223,274

Table 6
Projected Total Revenues
Jackson County, Missouri

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	363,214	360,820
2010	2	363,214	360,772
2011	3	380,113	377,609
2012	4	380,113	377,558
2013	5	397,800	395,179
2014	6	397,800	395,126
2015	7	416,309	413,566
2016	8	416,309	413,510
2017	9	435,679	432,809
2018	10	435,679	432,751
2019	11	455,951	461,353
2020	12	455,951	466,791
2021	13	477,166	494,348
2022	14	477,166	500,395
2023	15	499,368	529,468
2024	16	499,368	535,611
2025	17	522,603	566,592
2026	18	522,603	573,023
2027	19	546,920	605,753
2028	20	546,920	612,681
2029	21	572,367	677,648
2030	22	572,367	691,553
2031	23	598,999	722,713
2032	24	598,999	724,250
2033	25	626,870	756,312
2034	26	626,870	759,893
2035	27	656,037	795,153
2036	28	656,037	798,786
2037	29	686,562	836,116
2038	30	686,562	847,177
Total Projected Revenues		\$15,271,917	\$16,915,315

Table 7
Projected Total Revenues
Independence School District 30

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	3,448,392	3,425,672
2010	2	3,448,392	3,425,209
2011	3	3,608,842	3,585,065
2012	4	3,608,842	3,584,581
2013	5	3,776,758	3,751,874
2014	6	3,776,758	3,751,368
2015	7	3,952,487	3,926,445
2016	8	3,952,487	3,925,915
2017	9	4,136,392	4,109,139
2018	10	4,136,392	4,108,584
2019	11	4,328,854	4,380,136
2020	12	4,328,854	4,431,768
2021	13	4,530,271	4,693,400
2022	14	4,530,271	4,750,808
2023	15	4,741,060	5,026,832
2024	16	4,741,060	5,085,151
2025	17	4,961,657	5,379,290
2026	18	4,961,657	5,440,351
2027	19	5,192,518	5,751,086
2028	20	5,192,518	5,816,868
2029	21	5,434,121	6,433,671
2030	22	5,434,121	6,565,690
2031	23	5,686,965	6,861,524
2032	24	5,686,965	6,876,111
2033	25	5,951,574	7,180,513
2034	26	5,951,574	7,214,512
2035	27	6,228,495	7,549,280
2036	28	6,228,495	7,583,766
2037	29	6,518,300	7,938,184
2038	30	6,518,300	8,043,197
Total Projected Revenues		\$144,993,375	\$160,595,993
NPV @ 6%		\$60,424,919	\$64,290,243

Table 8
Projected Total Revenues
Handicap Workshop

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	50,735	50,400
2010	2	50,735	50,394
2011	3	53,095	52,745
2012	4	53,095	52,738
2013	5	55,566	55,200
2014	6	55,566	55,192
2015	7	58,151	57,768
2016	8	58,151	57,760
2017	9	60,857	60,456
2018	10	60,857	60,448
2019	11	63,688	64,443
2020	12	63,688	65,203
2021	13	66,652	69,052
2022	14	66,652	69,896
2023	15	69,753	73,957
2024	16	69,753	74,815
2025	17	72,999	79,143
2026	18	72,999	80,041
2027	19	76,395	84,613
2028	20	76,395	85,581
2029	21	79,950	94,656
2030	22	79,950	96,598
2031	23	83,670	100,950
2032	24	83,670	101,165
2033	25	87,563	105,644
2034	26	87,563	106,144
2035	27	91,637	111,069
2036	28	91,637	111,576
2037	29	95,901	116,791
2038	30	95,901	118,336
Total Projected Revenues		\$2,133,220	\$2,362,774
NPV @ 6%		\$889,004	\$945,872

Table 9
Projected Total Revenues
Metropolitan Junior College District

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	144,607	143,654
2010	2	144,607	143,635
2011	3	151,336	150,338
2012	4	151,336	150,318
2013	5	158,377	157,334
2014	6	158,377	157,312
2015	7	165,746	164,654
2016	8	165,746	164,632
2017	9	173,458	172,315
2018	10	173,458	172,292
2019	11	181,529	183,680
2020	12	181,529	185,845
2021	13	189,975	196,816
2022	14	189,975	199,224
2023	15	198,815	210,798
2024	16	198,815	213,244
2025	17	208,065	225,579
2026	18	208,065	228,139
2027	19	217,746	241,170
2028	20	217,746	243,928
2029	21	227,878	269,794
2030	22	227,878	275,330
2031	23	238,481	287,736
2032	24	238,481	288,347
2033	25	249,577	301,112
2034	26	249,577	302,538
2035	27	261,190	316,576
2036	28	261,190	318,023
2037	29	273,343	332,885
2038	30	273,343	337,289
Total Projected Revenues		\$6,080,248	\$6,734,538
NPV @ 6%		\$2,533,898	\$2,695,989

Table 10
Projected Total Revenues
Kansas City Public Library District

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	265,373	263,625
2010	2	265,373	263,589
2011	3	277,721	275,891
2012	4	277,721	275,854
2013	5	290,643	288,728
2014	6	290,643	288,689
2015	7	304,166	302,162
2016	8	304,166	302,122
2017	9	318,319	316,222
2018	10	318,319	316,179
2019	11	333,130	337,076
2020	12	333,130	341,050
2021	13	348,630	361,184
2022	14	348,630	365,602
2023	15	364,852	386,843
2024	16	364,852	391,331
2025	17	381,828	413,967
2026	18	381,828	418,666
2027	19	399,594	442,579
2028	20	399,594	447,641
2029	21	418,187	495,108
2030	22	418,187	505,267
2031	23	437,644	528,033
2032	24	437,644	529,156
2033	25	458,007	552,581
2034	26	458,007	555,198
2035	27	479,318	580,960
2036	28	479,318	583,614
2037	29	501,620	610,888
2038	30	501,620	618,970
Total Projected Revenues		\$11,158,066	\$12,358,776
NPV @ 6%		\$4,650,042	\$4,947,500

Table 11
Projected Total Revenues
Mid-Continent Public Library District

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	28,148	27,962
2010	2	28,148	27,958
2011	3	29,457	29,263
2012	4	29,457	29,259
2013	5	30,828	30,625
2014	6	30,828	30,621
2015	7	32,262	32,050
2016	8	32,262	32,045
2017	9	33,763	33,541
2018	10	33,763	33,536
2019	11	35,334	35,753
2020	12	35,334	36,174
2021	13	36,978	38,310
2022	14	36,978	38,779
2023	15	38,699	41,032
2024	16	38,699	41,508
2025	17	40,500	43,909
2026	18	40,500	44,407
2027	19	42,384	46,943
2028	20	42,384	47,480
2029	21	44,356	52,515
2030	22	44,356	53,593
2031	23	46,420	56,007
2032	24	46,420	56,126
2033	25	48,580	58,611
2034	26	48,580	58,889
2035	27	50,840	61,621
2036	28	50,840	61,903
2037	29	53,206	64,796
2038	30	53,206	65,653
Total Projected Revenues		\$1,183,511	\$1,310,867
NPV @ 6%		\$493,219	\$524,770

Table 12
Projected Total Revenues
Jackson County Mental Health District

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	81,935	81,395
2010	2	81,935	81,384
2011	3	85,747	85,182
2012	4	85,747	85,171
2013	5	89,737	89,146
2014	6	89,737	89,134
2015	7	93,912	93,294
2016	8	93,912	93,281
2017	9	98,282	97,635
2018	10	98,282	97,621
2019	11	102,855	104,074
2020	12	102,855	105,300
2021	13	107,641	111,517
2022	14	107,641	112,881
2023	15	112,649	119,439
2024	16	112,649	120,825
2025	17	117,891	127,814
2026	18	117,891	129,265
2027	19	123,376	136,648
2028	20	123,376	138,211
2029	21	129,117	152,866
2030	22	129,117	156,003
2031	23	135,124	163,032
2032	24	135,124	163,379
2033	25	141,411	170,612
2034	26	141,411	171,419
2035	27	147,991	179,374
2036	28	147,991	180,193
2037	29	154,877	188,614
2038	30	154,877	191,109
Total Projected Revenues		\$3,445,093	\$3,815,817
NPV @ 6%		\$1,435,717	\$1,527,559

Table 13
Projected Total Revenues
Missouri Blind Pension Trust

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2009	1	203,481	202,140
2010	2	203,481	202,113
2011	3	212,949	211,546
2012	4	212,949	211,517
2013	5	222,857	221,389
2014	6	222,857	221,359
2015	7	233,226	231,690
2016	8	233,226	231,658
2017	9	244,078	242,470
2018	10	244,078	242,437
2019	11	255,435	258,461
2020	12	255,435	261,508
2021	13	267,320	276,946
2022	14	267,320	280,333
2023	15	279,758	296,621
2024	16	279,758	300,062
2025	17	292,775	317,418
2026	18	292,775	321,021
2027	19	306,397	339,357
2028	20	306,397	343,239
2029	21	320,654	379,635
2030	22	320,654	387,425
2031	23	335,574	404,881
2032	24	335,574	405,742
2033	25	351,187	423,704
2034	26	351,187	425,710
2035	27	367,528	445,464
2036	28	367,528	447,499
2037	29	384,629	468,412
2038	30	384,629	474,609
Total Projected Revenues		\$8,555,696	\$9,476,367
NPV @ 6%		\$3,565,523	\$3,793,606

VI. DIRECT TAX IMPACT

The final step in this study is to analyze the “*Project Is Not Developed*” and the “*Project Developed Pursuant To 353 Plan*” scenarios as they relate specifically to taxing districts directly affected.

As indicated in Table 4, Projected Total Revenues, All Taxing Districts, page 10 above, and for each individual taxing district in Tables 4 – 13, the projected ad valorem revenue streams over a thirty year period reflect only minor differences between the two scenarios. Total revenues for all taxing districts are projected at \$203,666,895 for the *Project Is Not Developed* scenario compared to \$234,112,053 for the *Project Is Developed Pursuant To 353 Plan* scenario. The net present value at 6.0 percent is \$84,876,676 and \$93,720,400 respectively. The same pattern holds for each individual taxing district.

Exhibit F

August 1, 2008

Dear Property Owner:

The Fairmount-Carlisle Redevelopment Corporation was established in 2007 to provide redevelopment opportunities to individual and corporate property owners in the defined area (map attached) of northwestern Independence. One of the first orders of business for the Board was to establish a 353 Tax Abatement Program (The Program). This occurred in March of 2007. The Program is a 25-year real estate tax abatement on the home and improvements (tax is still due on the land). **All property owners within the designated area are eligible to participate.** To date, 36 homes have been abated; currently more than 100 property owners are in the process of improving their homes to obtain abatement.

To be eligible to participate, property owners make application and complete an inspection of the property. A summary of repairs or improvements that improve health and safety must be completed. The minimum base project amount for essential repairs or construction is \$3,500 or the net present value of the tax abatement computed over a 25-year period. The process overview is included with this letter.

Since the program has been so successful and surrounding neighborhoods have expressed an interest in participating, the Board has begun considering expanding the geographic boundaries of the 353 abatement district. The program currently encompasses Brookside (west) to Hardy & Forest (east) and Sugar Creek and 24 Hwy (north) to Truman Road (south). The proposed expansion would include properties south of Truman Road to the Gateway Western Railroad tracks-see attached map.

A Public Meeting will be held to discuss the Proposed Plan Amendment at 7:00 p.m. on August 21, 2008, at Maywood Baptist Church, 10505 East Winner Road. The Public Hearing will be held at the Planning Commission Meeting on September 9, 2008 at 6:30 p.m. in the Council Chambers at 111 E Maple.

For more information, please contact the City of Independence, tax abatement administrator, at 816-325-7426.

Very truly yours,

Bill Rogers, President
Fairmount-Carlisle Board of Directors

Exhibit G

August 20, 2008

RE: Public Hearing Notice

Dear Taxing District Representative:

A development plan has been filed by the Community Development Department of the City of Independence, Missouri, for the *Fairmount-Carlisle 353 Redevelopment Plan Amendment 1*. The area is located in northwest Independence and includes all or a portion of the Fairmount, Carlisle, Mt. Washington, Bristol, Fairland Heights, Proctor, and Bundschu neighborhoods. A copy of the application is on file at the Community Development Department of the City of Independence, and may be viewed between the hours of 8 a.m. and 5 p.m., Monday through Friday, excluding holidays.

A public hearing on this request will be held on Tuesday, September 9, 2008 by the Independence City Planning Commission in the Independence City Hall, City Council Chambers, 111 East Maple (lower level, north entrance) in Independence, Missouri, at 6:30 p.m.

The tax impact analysis for your taxing district is included with this letter. Please call (816) 325-7418 if you have any questions or concerns.

Sincerely,

Jennifer Clark
Community Development Director
Community Development Department

Enclosure

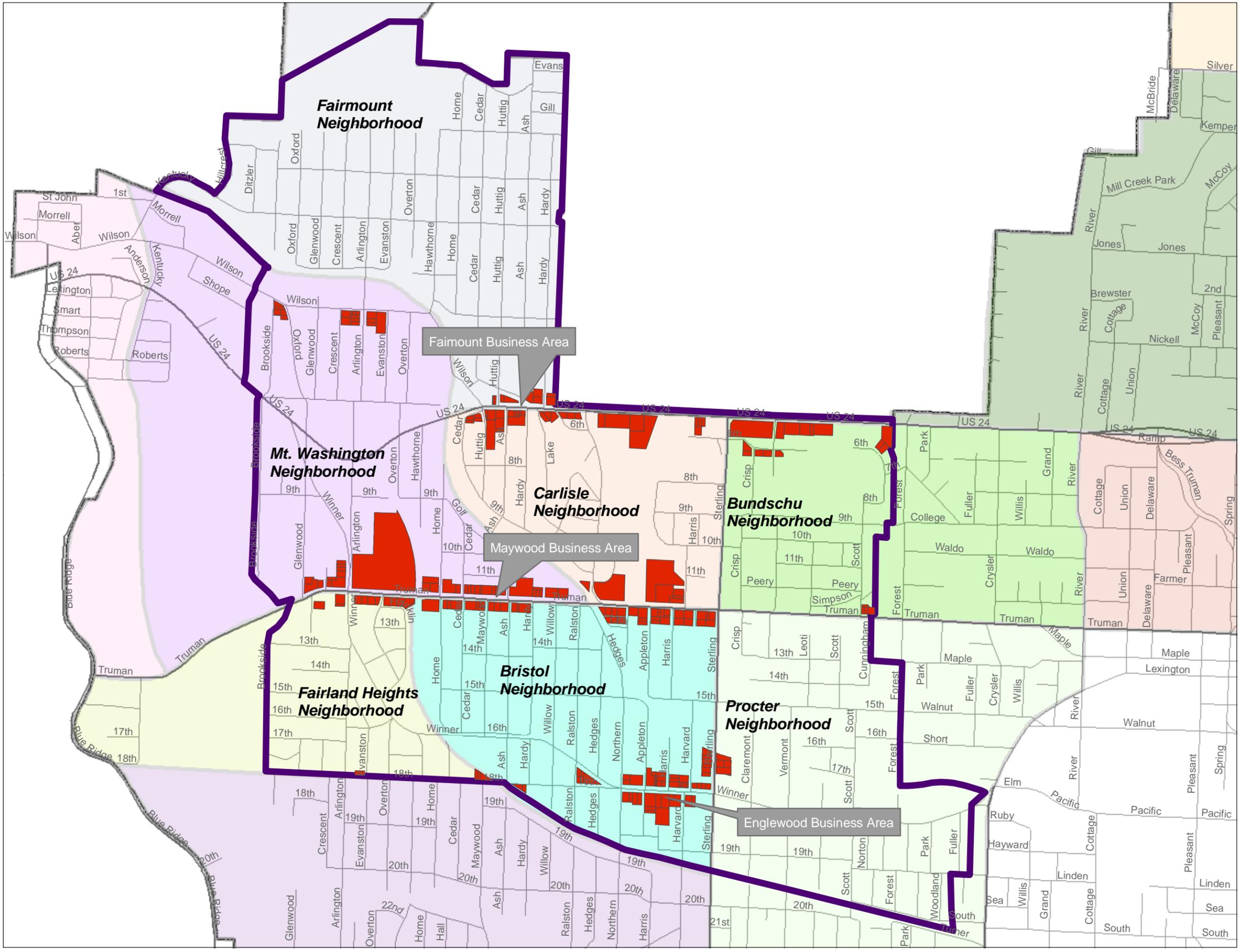
**Fairmount-Carlisle
353 Plan Area
Amendment 1**

Neighborhood
Commercial Areas

Exhibit H

Legend

- Commercial Properties
- Fairmount-Carlisle 353 Plan Area



DATE: July, 2008



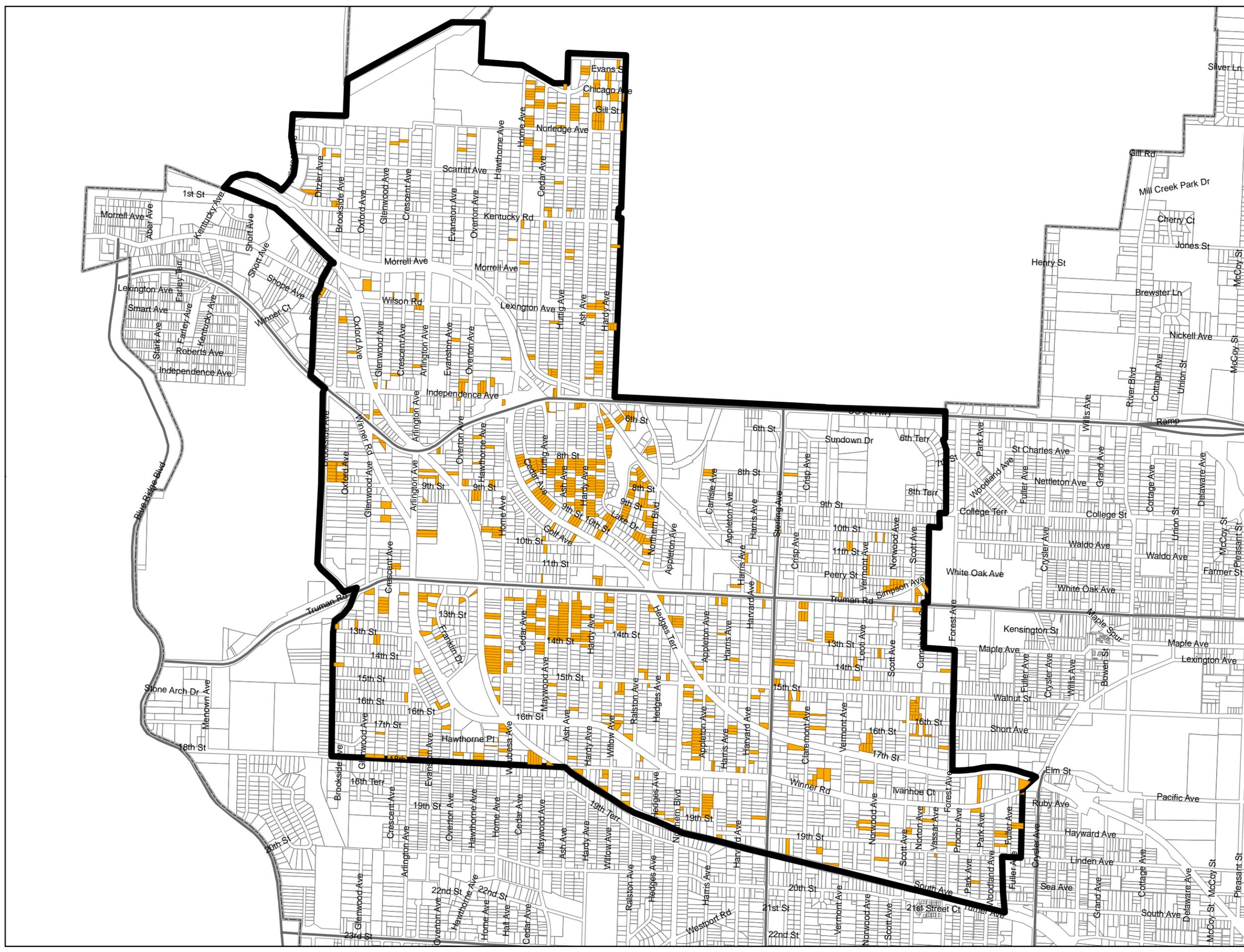
Fairmount-Carlisle 353 Plan Area Amendment 1

Irregular Lot Sizes

Exhibit I

Legend

- Irregular Lot Size
- Fairmount-Carlisle 353 Area



1 inch = 1,333 feet

DATE: June 27, 2008

City of Independence
Community Development Dept.
Geographic Information System



Fairmount-Carlisle 353 Plan Area Amendment 1

Recommended
Zoning Changes

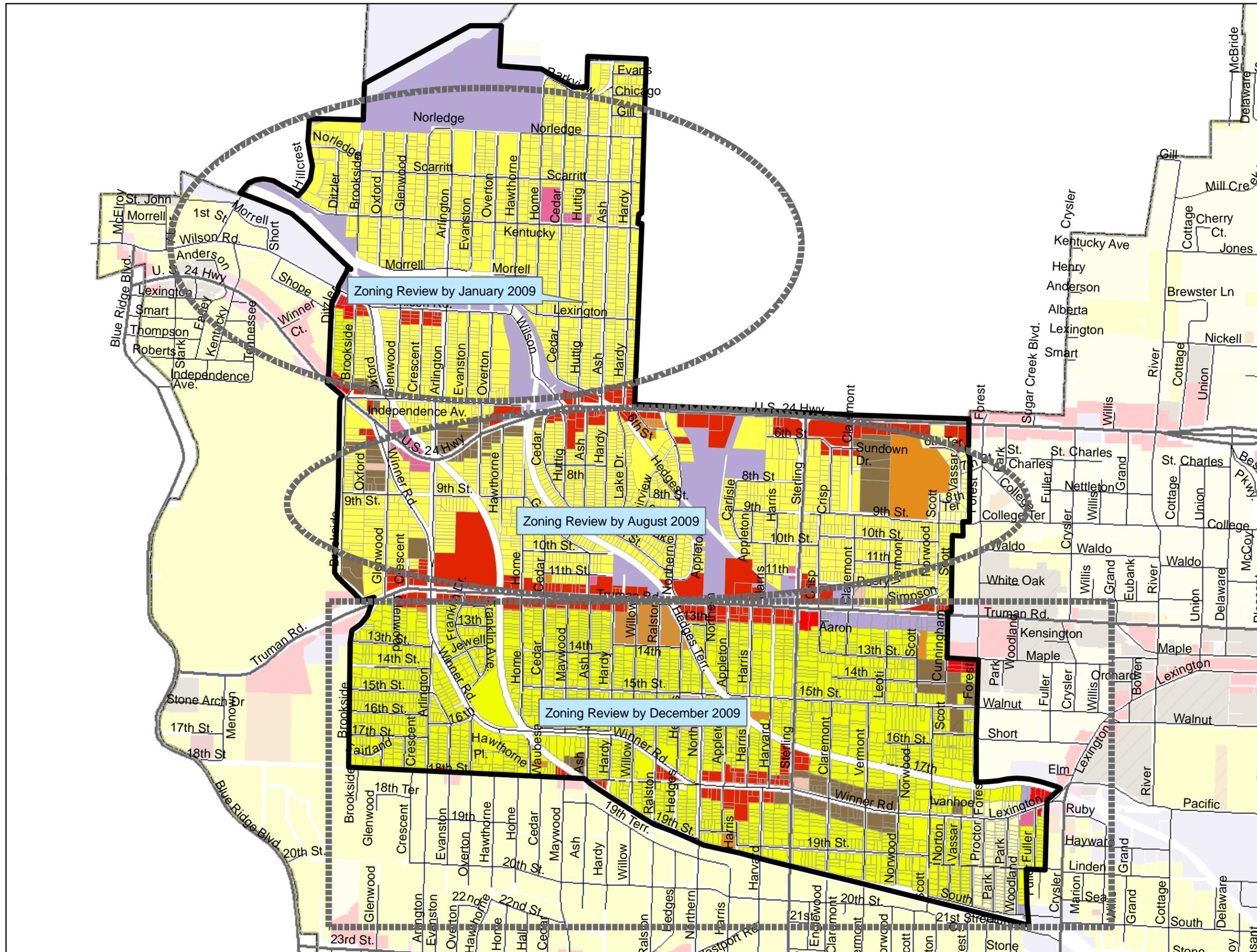
Exhibit J

Legend

 Fairmount-Carlisle 353 Area

Zoning

-  Single Family Residential
-  Two Family Residential
-  Moderate Density Residential
-  High Density Residential
-  Limited Commercial/Residential
-  Neighborhood Commerical
-  General Commercial
-  Light Industrial
-  Industrial Park



1 inch = 1,333 feet

DATE: July, 2008

City of Independence
Community Development Dept.
Geographic Information System



Fairmount-Carlisle 353 Redevelopment Plan
Amendment 1
Fairmount, Mt. Washington, Carlisle, Bundschu,
Fairland Heights, Bristol and Proctor Neighborhoods

BLIGHT STUDY

INTRODUCTION

This blight study was prepared pursuant to a city initiated application for the approval of a Development Plan for Northwest Independence under the provisions of the Missouri Urban Redevelopment Corporations Law, Chapter 353, RSMo, as amended. The following blight study will only address the proposed abatement area.

The area defined as the Fairmount-Carlisle 353 Redevelopment Plan – Amendment 1 area is located in western Independence, as indicated by the Vicinity Map (Appendix A) and the Area and Census Tracts Map (Appendix B). A large portion of the redevelopment area is located in part of the US 24 Highway Corridor Study, which recommends implementing a 353 Tax Abatement Program as a redevelopment tool¹. The area contains approximately 1,823 acres of land and 4,897 parcels, and includes all or part of the Fairmount, Mt. Washington, Carlisle, Bundschu, Fairland Heights, Bristol and Proctor Neighborhoods. For an exact site description, see Appendices C and D.

Proposed Finding of Blight Under the Missouri Urban Redevelopment Corporations Law

A finding of blight by the City of Independence under the Urban Redevelopment Corporations Law requires evidence pursuant both to the provisions of Chapter 353, RSMo, as amended and the provisions of Chapter 14, Article 7, of the Independence City Code.

The provisions of Chapter 353.020, RSMo, relative to a finding of blight are found in the following definitions:

- (1) "**Area**", that portion of the city which the legislative authority of such city has found or shall find to be blighted so that the clearance, replanning, rehabilitation, or reconstruction thereof is necessary to effectuate the purposes of this law. Any such area may include buildings or improvements not in themselves blighted, and any real property, whether improved or unimproved, the inclusion of which is deemed necessary for the effective clearance, replanning, reconstruction or

¹ US 24 Highway Corridor Strategic Plan, Executive Summary, Resolution 5256, Adopted March 20, 2006

rehabilitation of the area of which such buildings, improvements or real property form a part.

(2) "**Blighted area**", that portion of the city within which the legislative authority of such city determines that by reason of age, obsolescence, inadequate or outmoded design or physical deterioration have become economic and social liabilities, and that such conditions are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.

The provisions of Chapter 14, Article 7 of the Independence City Code relative to a finding of blight are found in Section 14.07.007, titled "Supporting Evidence of Blight", which states:

Any application for approval of a development plan must be supported by factual evidence that the proposed development area is a blighted area. The evidence must:

1. Relate to the development area as a whole.
2. Be sufficient to show that by reason of age, obsolescence, inadequate or outmoded design or physical deterioration, the development area involved has become an economic and social liability; and that the conditions in such development area are conducive to ill health, transmission of disease, crime or inability to pay reasonable taxes.
3. Be sufficiently complete that the City Council can make finding of blight as required by the Urban Redevelopment Corporations Law.

The remainder of this report offers evidence that supports a finding of blight in the area as defined above.

SUPPORTING EVIDENCE OF BLIGHT

Presented in this section are contributing factors of blight in the area that relate to age, obsolescence, inadequate or outmoded design, and physical deterioration of both commercial and residential structures and the surrounding infrastructure.

In 2003, the University of Missouri-Kansas City's Center for Economic Information and the Kansas City Neighborhood Alliance conducted a Neighborhood Housing Conditions Survey that included the City of Independence as well as many other cities within the area. Residential parcels were surveyed in twenty-four Census Block Groups in Independence. For the purpose of this report, only portions of Census Tracts 10901, 110, 117 and 118 are included in the development area (see Appendix B). The conditions surveyed were those that were visible from the street on which the parcel is addressed.

All structures received a rating for the condition of the roof, foundation/wall, window/door, porch, exterior paint, sidewalk, curb/gutter, street light, catch basin, and street.

All structures were rated on a scale of one to five; one demonstrating a severe problem and five representing an excellent condition. Table 1 provides the description that accompanies each score. For additional parcel specific evidence, the complete study is on file in the Community Development Department of the City of Independence.

Table 1
Housing Conditions Rating Code

Average Score	Interpretation
4.50-5.00	Excellent
3.50-4.49	Good
2.50-3.49	Substandard
1.50-2.49	Serious Problem
1.00-1.49	Severe Problem

Each score was based on a number of conditions set forth prior to the beginning of the survey. For a complete list of score conditions, see Appendix E for the Ratings Summary Guide and Appendix F for a map of structure conditions.

Commercial Structures

There are three sections in the development area that include commercial structures: US 24 Highway from Forest Avenue to Brookside Avenue, Truman Road from Forest Avenue to Brookside Avenue, and Winner Road from Sterling Avenue to Ralston. See Appendix E for a map showing the structure ratings of the area by parcel.

Fifty-three percent of the commercial structures along the US 24 Highway section of the abatement area have severe, serious, or substandard structure and are in need of repair. Forty-two percent average a good rating, while only five percent have excellent condition. The small percentage of structures in excellent condition is the result of a few new businesses that located at the main intersections. The infrastructure did not rate as high due to a nearly complete lack of sidewalks, curbs, swales, and gutters. Ninety-five percent of the parcels had severe, serious, or substandard infrastructure. See Table 2 below for the number of commercial structures that fell into each score category using their structure and infrastructure rates.

Table 2
US 24 Highway Section Commercial Structure Rates

Average Score	Interpretation	# Structures with Structure Rating	# Structures with Infrastructure Rating
1.00-1.49	<i>Severe Problem</i>	3	6
1.50-2.49	<i>Serious Problem</i>	7	12
2.50-3.49	<i>Substandard</i>	10	18
3.50-4.49	<i>Good</i>	16	1
4.50-5.00	<i>Excellent</i>	2	1

Seventy-six percent of the commercial structures along the Truman Road section of the abatement area have severe, serious, or substandard structure. Only twelve percent average a good rating, while the remaining twelve percent have excellent condition. The infrastructure did not rate any higher than the structures themselves due to inconsistent sidewalk continuity. Sixty-six percent of the parcels had severe, serious, or substandard infrastructure. See Table 3 for the number of commercial structures that fell into each score category using their structure and infrastructure rates.

Table 3
Truman Road Section Commercial Structure Rates

Average Score	Interpretation	# Structures with Structure Rating	# Structures with Infrastructure Rating
1.00-1.49	<i>Severe Problem</i>	0	0
1.50-2.49	<i>Serious Problem</i>	7	8
2.50-3.49	<i>Substandard</i>	24	19
3.50-4.49	<i>Good</i>	5	13
4.50-5.00	<i>Excellent</i>	5	3

Seventeen percent of the commercial structures along the Winner Road section of the abatement area have severe, serious, or substandard structure. Sixty-two percent average a good rating, while the remaining twenty percent have an excellent condition. The infrastructure did not rate as high as the structures due to inconsistent sidewalk continuity. Eighty-six percent of the parcels had severe, serious, or substandard infrastructure, while the remaining fourteen percent had a good rating. See Table 4 for the number of commercial structures that fell into each score category using their structure and infrastructure rates.

Table 4
Winner Road Section Commercial Structure Rates

Average Score	Interpretation	# Structures with Structure Rating	# Structures with Infrastructure Rating
1.00-1.49	<i>Severe Problem</i>	0	0
1.50-2.49	<i>Serious Problem</i>	0	4
2.50-3.49	<i>Substandard</i>	5	21
3.50-4.49	<i>Good</i>	18	4
4.50-5.00	<i>Excellent</i>	6	0

Residential Structures

Focusing on the residential structure, the average condition of the windows and doors rated the lowest overall, and the condition of the sidewalks rated the lowest within the infrastructure.

Age and Vacancy of Structures

The age of structures in the development area is a major factor contributing to obsolescence, outmoded design, and the physical deterioration of properties. As shown in Table 5, 87 percent of the housing in the area was built prior to 1969. There has been little new construction in this area, and very little construction since 1998. This demonstrates that the large majority of the housing stock is aged and likely deteriorated. The older a house, the more likely there will be failure of foundations, walls, plumbing, windows, and doors.

Table 5
Age of Housing Structures²

Year Built	Number of Units	Percent of Total
<i>1999-2000</i>	8	0.10%
<i>1995 - 1998</i>	56	0.67%
<i>1990 - 1994</i>	34	0.41%
<i>1980 - 1989</i>	171	2.04%
<i>1970 - 1979</i>	800	9.54%
<i>1960 - 1969</i>	1249	14.90%
<i>1950 - 1959</i>	1646	19.64%
<i>1940 - 1949</i>	1776	21.19%
<i>1939 or earlier</i>	2642	31.52%
Total	8382	100%

² 2000 United States Census

The vacancy rate of all residential housing in the abatement area (owner-occupied and renter-occupied) is 10.2 percent. This is high when compared to the vacancy rate within the Kansas City, Missouri-Kansas Metropolitan Statistical Area which is 6.7 percent. This indicates the area has a 52 percent higher vacancy rate than the surrounding area³.

Building Condition

As seen in the table below, there are separate ratings for structures and infrastructure. The structure rating is comprised of scores for the roof, foundation and walls, windows and doors, porch, and exterior paint. The infrastructure rating includes sidewalks, curbs, street lighting, catch basin, and street ratings. Table 6 provides the average ratings for structures and infrastructure for the four Census Tracts within the redevelopment area.

Table 6
Building Conditions⁴

Area	Number of Structures	Average Rating		Percentage of Parcels with Severe, Serious, or Substandard ratings	
		Structure	Infrastructure	Structure	Infrastructure
<i>Census Tract 10901</i>					
Single Family	609	3.59	4.30	45.70%	59.80%
Multi-Family	28	4.20	4.10		
<i>Census Tract 110</i>					
Single Family	1934	3.76	4.10	30.90%	85.70%
Multi-Family	73	4.08	4.10		
<i>Census Tract 117</i>					
Single Family	1067	3.58	3.60	39.90%	82.60%
Multi-Family	119	3.61	3.70		
<i>Census Tract 118</i>					
Single Family	1950	3.57	3.90	42.20%	86.70%
Multi-Family	174	3.56	3.90		

Parcel Specific Infrastructure Conditions

Due to age, inadequate or outmoded design, obsolescence, and physical deterioration of infrastructure within the plan area, environmental deficiencies exist throughout the area. The curbs/gutters and sidewalks are described in more detail in the following paragraphs.

Curbs, Gutters, and Swales

Deficiencies in the curb and guttering occur throughout the entire redevelopment area. Areas are deemed deficient if there is neither curb nor gutter present to define the edge of the roadway or if the existing curb and gutter is broken, deteriorated, or requires the

³ 2000 United States Census

⁴ University of Missouri-Kansas City, 2003 Neighborhood Housing Conditions Survey

replacement of at least half of the sections. Some streets can utilize swales as a natural technique, but these too are lacking within the development area.



Figures 1 and 2. The above photographs show two locations within the proposed abatement area that are deficient due to the lack of curbs, gutters, and swales.

Sidewalks

Sidewalk deficiencies also exist throughout the entire abatement area. According to the Ratings Summary Guide, sidewalks are considered deficient if there are missing, broken, or heaved sections that present a public hazard and require the replacement of at least one-quarter of the sections. The photographs on the next page are typical examples of the condition of sidewalks throughout the abatement area. The area averaged a sidewalk rating of 1.4, indicating severe widespread deterioration of sidewalks.



Figures 3 and 4. The photographs above demonstrate the proposed area's sidewalk deficiency due to missing, broken, and heaved sections that present a public safety hazard.

General Infrastructure Conditions

Due to age, inadequate or outmoded design, obsolescence, and physical deterioration of infrastructure within the plan area, environmental deficiencies exist throughout the area. This study section documents overall general infrastructure deficiencies that are not linked to any particular parcel, but affect the development area as a whole. These deficiencies exist in the storm water, sanitary sewer, and the electrical distribution system.

Storm Water

The abatement area includes two watershed areas; the Sugar Creek watershed, generally located in the northern portion of the redevelopment area, flanking Sterling Avenue between US 24 Highway and Truman Road. The Rock Creek watershed is a very large watershed covering the remaining portions of the redevelopment area. This watershed begins in far northwest Independence encompassing most of western Independence from Noland Road to as far south as US 40 Highway.

Several problem areas were identified in the watersheds and these included, but are not limited to, culvert overtopping, yard flooding, filled drainage ditches, blocked storm drains, rats, mosquitoes, soil erosion, weeds and debris in channels.

The flooding problems experienced in the plan area can be attributed to several factors including runoff from developed residential and commercial areas, undersized culverts, and inadequate storm water collection systems. It was also found that two detention facilities in the Rock Creek watershed have underutilized storage capacity for the 100 year storm event. The majority of the Sugar Creek and Rock Creek watershed is developed and as such, does not possess ample space for a regional detention basin.

Sanitary Sewer

Deficiencies with the sanitary sewer system exist throughout the abatement area. The concrete pipe that comprises much of the sanitary sewer infrastructure has exceeded its design life span of 50 years, and due to obsolete concrete pipe production methods, has not stood up well to the rigors of normal use. The corrosive nature of hydrogen sulfide out gassing, common in wastewater conveyance, has prematurely deteriorated many of the concrete sewer mains. By showing inadequate and outmoded design, physical deterioration, and obsolescence these deficiencies contribute to the blight in the Northwest development area.

Electrical Distribution System

Even with the presence of good to excellent street lighting throughout the city, the visual appearance of streets in the plan area is marred by the clutter of overhead utilities including KCPL, IPL, Cable television, and telephone systems. The provision of electrical distribution by overhead systems is obsolete. The existence of overhead lines occurs throughout Western Independence, which includes the entire Fairmount-Carlisle

353 Redevelopment Plan Amendment 1 area and contributes to the blight by showing inadequate and outmoded design, physical deterioration, and obsolescence.



Figures 5 and 6. The photographs above show typical locations within the proposed plan area that contribute to the blight by having overhead utility lines.

ECONOMIC AND SOCIAL LIABILITY

Due to age, obsolescence, inadequate or outmoded design, and physical deterioration as documented, properties in the abatement area have become economic and social liabilities. Evidence of the economic and social liability of the area is documented in the following sections.

High Percentage of Low and Moderate Income Households

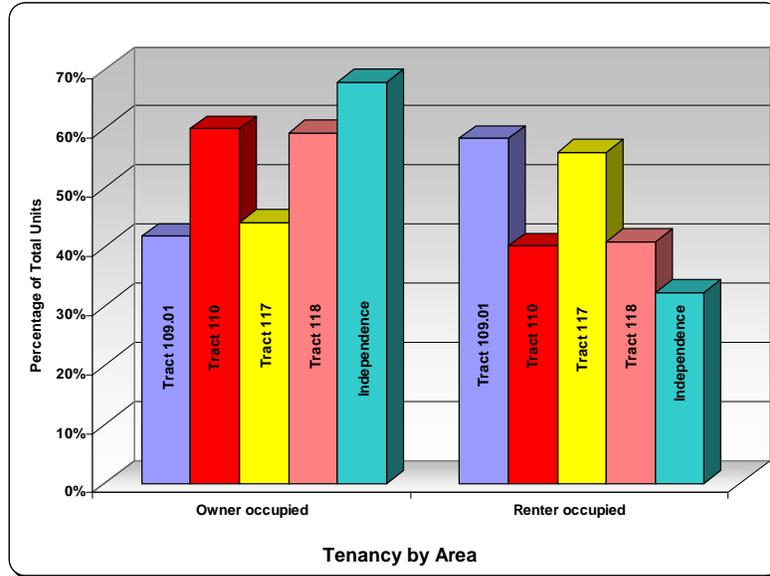
A high number of low and moderate income households are an indicator of the stability or social/economic well-being of a neighborhood. The abatement area has almost 60 percent of households making less than 80 percent of the area's median income, which in the Kansas City, Missouri-Kansas Metropolitan Statistical Area is \$46,193. This indicates that 60 percent of the households in the development area are making less than \$35,000 a year.

High Percentage of Renters

The percentage of households that are renter or owner occupied is another indicator of the stability or social/economic well-being of a neighborhood. In general, higher numbers of

owner occupied housing units indicates a higher level of stability in the area. As shown in Figure 7, the majority of the area has a higher percentage of rental housing than the city of Independence as a whole. The abatement area has an average of 47 percent in renter occupied housing units, while Independence has approximately 32 percent. This indicates the area does not balance with the city and may not provide the stability necessary for a healthy neighborhood.

Figure 7
Percentage of Housing Units by Tenancy and Area⁵



CONDITIONS CONDUCTIVE TO ILL HEALTH, TRANSMISSION OF DISEASE, CRIME, AND INABILITY TO PAY REASONABLE TAXES

Environmental Problems/Code Violations

A direct link exists between sub-standard housing, ill health, and the transmission of disease. The City of Independence Health Department’s Code Compliance Division gathers information on code violations throughout the city and found many violations in the proposed abatement area between July 2007 and June 2008. Common code violations include excessive trash, the presence of non-operating vehicles, excessive weeds, open storage, building maintenance, and the presence of rodents. The area has approximately 2.4 times the frequency of violations as compared to Independence as a whole⁶. In other words, for every ten violations in the City as a whole, the redevelopment area experiences approximately 24 code violations.

⁵ 2000 United States Census

⁶ City of Independence Health Department

Community Concerns

In 2006, the ETC Institute (a community-based market research firm) conducted a city-wide survey regarding topics of concern to the residents. Table 6 includes six concerns the public expressed that pertain to blighted conditions in northwest Independence. Of the greatest concern to residents are the potential for the neighborhood to decline in quality and the need for better housing maintenance.

Table 7
Community Concerns Opinion Survey⁷

Issue	Survey Response
<i>Housing needs better maintenance</i>	71% Agree or strongly agree
<i>My neighborhood needs to be improved</i>	72% Agree or strongly agree
<i>Concerns about existing drug problems</i>	40% Agree or strongly agree
<i>Rental Property Maintenance</i>	46% Agree or strongly agree
<i>Residential Property Maintenance</i>	44% Agree or strongly agree
<i>Commercial Property Maintenance</i>	38% Agree or strongly agree

Source: 2006 DirectionFinder Survey - Findings Report; ETC Institute, March 2007

CONCLUSION

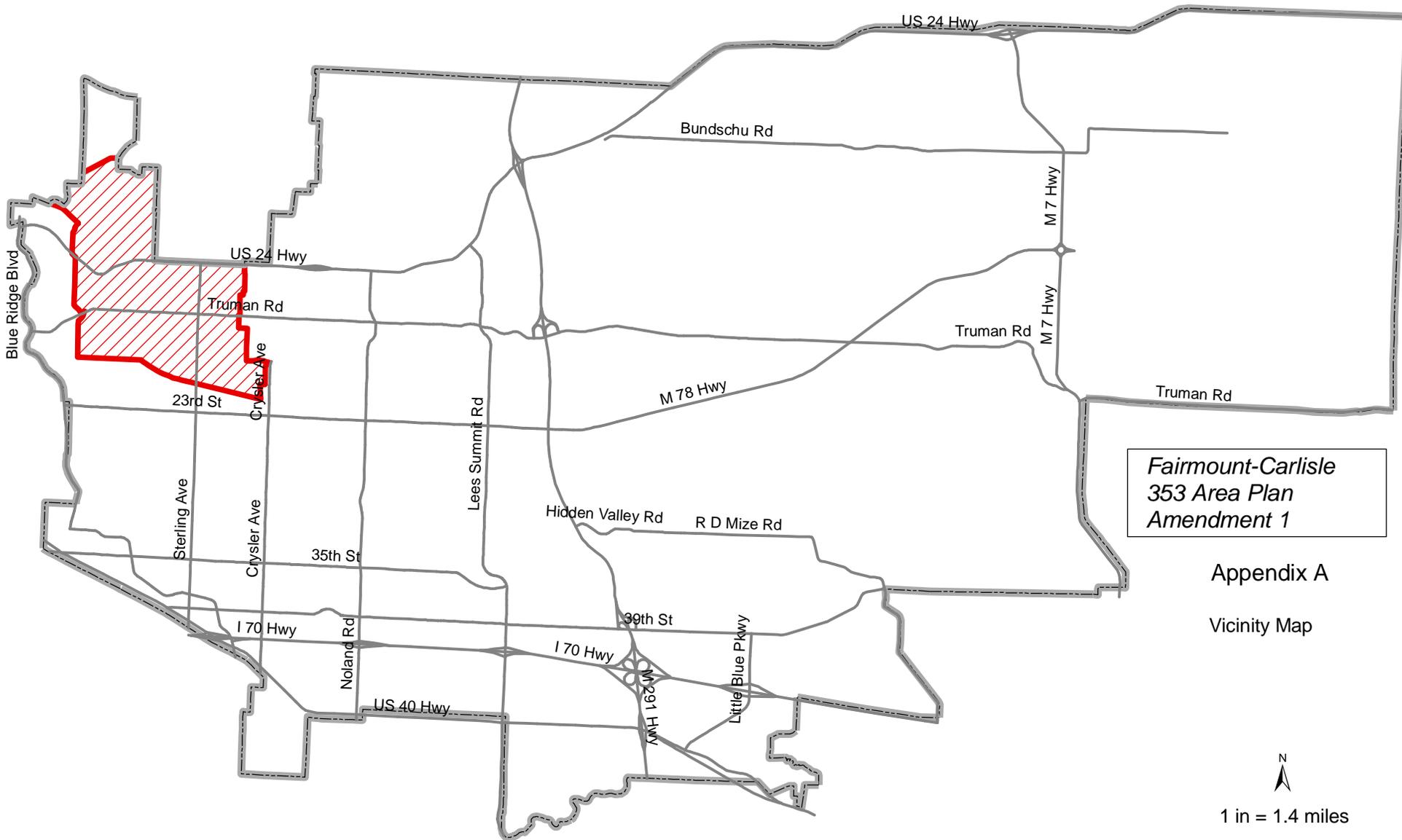
Blight in the abatement area was determined based on many aspects, including the following key factors:

- 52 percent of commercial structures along US 24 Highway and 76 percent along Truman Road have severe, serious, or substandard deterioration,
- 87 percent of housing stock was built prior to 1969 and is aged and deteriorated,
- Storm sewer issues – culvert overtopping, yard flooding, filled drainage ditches, blocked storm drains, rats, mosquitoes, soil erosion, and weeds and debris in channels,
- Deteriorated sanitary sewer pipe,
- Severely deteriorated curbs and gutters throughout development area,
- Sidewalks that present a public hazard,
- Pervasive presence of overhead utilities that present an outdated electrical distribution system,
- 75 percent of households making less than the median income,
- 47 percent of all households renter occupied,

⁷ 2006 Direction Finder Survey - Findings Report, ETC Institute, March 2007

-
-
- More than twice the frequency of code violations, including trash, weeds, and the presence of non-operating vehicles,

The foregoing data and evidence document conclusively that by reason of age, obsolescence, inadequate or outmoded design, and physical deterioration, the Fairmount-Carlisle 353 Redevelopment Plan Amendment 1 area has become an economic and social liability, and contains conditions conducive to ill health, transmission of disease, crime, and the inability to pay reasonable taxes.



*Fairmount-Carlisle
353 Area Plan
Amendment 1*

Appendix A
Vicinity Map

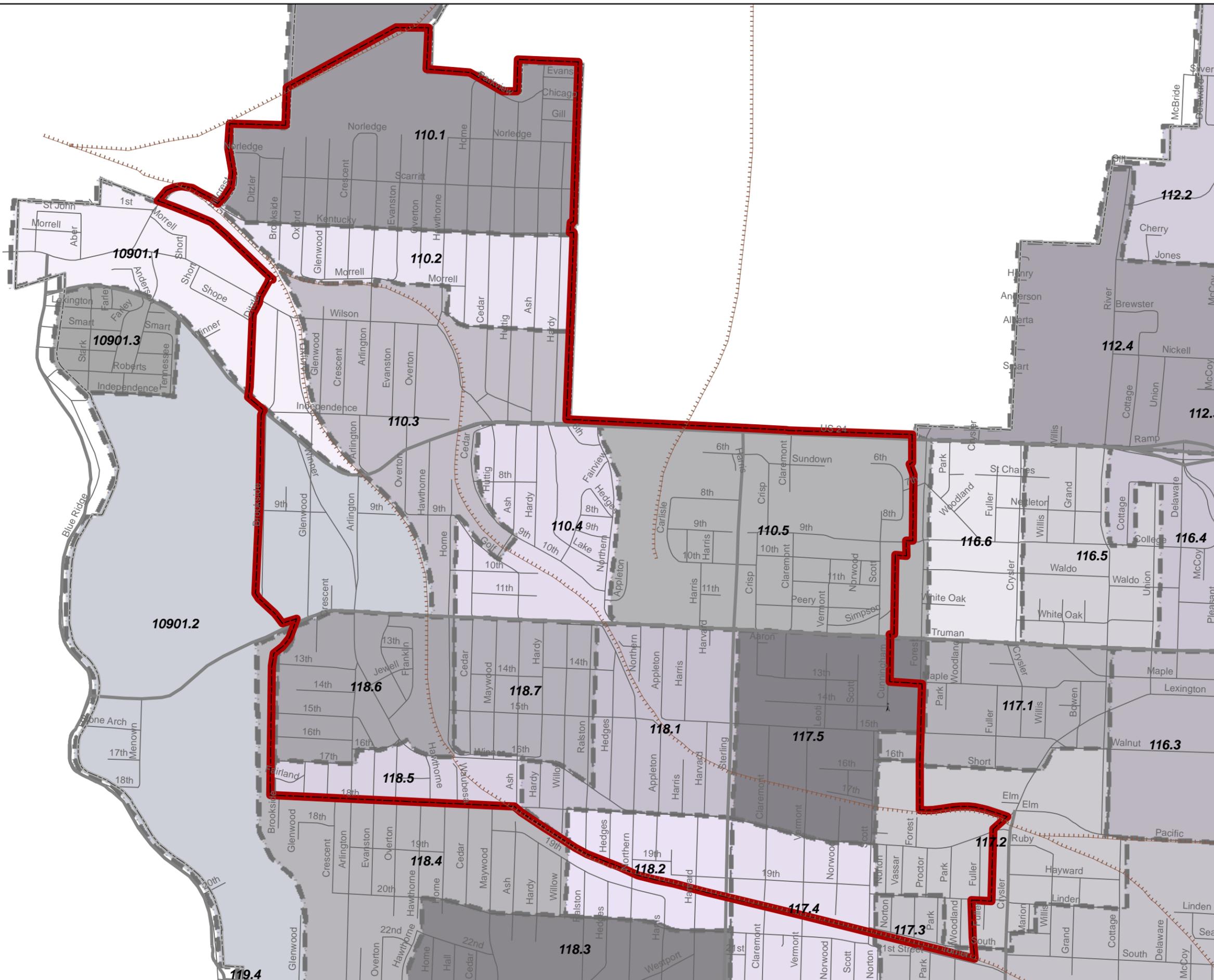


1 in = 1.4 miles

July, 2008



Area & Census
Block Groups



1 inch = 1,333 feet

Date: July, 2008



APPENDIX C
SITE DESCRIPTION
Original Redevelopment Area

An area of land all being within the city limits of the City of Independence, Jackson County Missouri, as now established, being more particularly described as follows;

Commencing at a point 206.01 feet North of the Northwest corner of Lot 44, STEWART PLACE, a subdivision in Independence, Jackson County, Missouri, said point being on the South right-of-way line of U.S. Highway 24, said point also being the TRUE POINT OF BEGINNING;

Thence South 206.01 feet to the Northwest corner of Lot 44, STEWART PLACE;

Thence continuing South along the West line to the Southwest corner of Lot 44;

Thence West along the North line of Lot 43, STEWART PLACE, to the Northwest corner of said Lot 43;

Thence Southeast along the West lines of Lots 43, 42, and 41, STEWART PLACE, to the North right-of-way line of 7th Street;

Thence South to the Northwest corner of Lot 1, STEWART PLACE;

Thence South along the West lines of Lots 1 through 9, STEWART PLACE, to the Southwest corner of said Lot 9;

Thence South along the West line of Lot 10, 4.00 feet;

Thence East 10.30 feet;

Thence South along a line 10.30 feet East of and parallel to the West lines of Lots 10 and 11, STEWART PLACE, to the South right-of-way line of 9th Street;

Thence West along the South right-of-way line of 9th Street to the Northeast corner of Lot 2, JOHN F. JOHNSON SUBDIVISION, a subdivision in Independence, Jackson County, Missouri;

Thence South along the East line of said Lot 2, 172.59 feet;

Thence West 130.00 feet to the Southwest corner of Lot 1, JOHN F. JOHNSON SUBDIVISION;

Thence South 1085.00 feet, more or less, to the North right-of-way line of Truman Road;

Thence West along the centerline of Truman Road to its intersection with the centerline of Brookside Avenue;

Thence Northwest and North along the centerline of Brookside Avenue to its intersection with the centerline of the Union Pacific Railroad;

Thence Northwest along the centerline of the Union Pacific Railroad to its intersection with the City of Independence corporate city limits;

Thence following the city limits North and Northeast to the southerly bank of the Missouri River;

Thence Northeast along the Southern bank of the Missouri River to the City of Independence city limits;

Thence along the city limits South and East to its intersection with the centerline of U.S. Highway 24;

Thence continuing South to the South right-of-way line of U.S. Highway 24;

Thence East along said South right-of way to the POINT OF BEGINNING.

Containing approximately 1,095 acres of land.

APPENDIX D
SITE DESCRIPTION
Amendment 1 Area

An area of land all being within the city limits of the City of Independence, Jackson County, Missouri, as now established, being more particularly described as follows; Commencing at the intersection of the South right-of-way line of Truman Road and the East right-of-way line of Cunningham; thence South along the East right-of-way line of said Cunningham to the Northwest corner of Lot 1, CARLISLE ADDITION, a subdivision in Independence, Jackson County, Missouri; thence East along the North line to the Northeast corner of said Lot 1; thence East along the prolongation of said Lot 1 to its intersection with the centerline of Forest Avenue; thence South along the centerline of Forest Avenue to the North right-of-way line of the Missouri Pacific Railroad; thence East along said North right-of-way line to its intersection with the centerline of Lexington Street; thence South and west along the said centerline of Lexington Street/Winner Road to its intersection with the centerline of Fuller Avenue; thence South along the centerline of Fuller Avenue to the South right-of-way line of Winner Road; thence East along said South right-of-way line to the Northwest corner of Lot 35, WILSON LAWN, a subdivision in Independence, Jackson County, Missouri; thence along the North line of Lots 35 and 36 to the Northeast corner of Lot 36, also being on the South right-of-way line of Winner Road; thence South along the East lines of Lots 19 thru 36, WILSON LAWN, to the Southeast corner of Lot 19; thence due South to the South right-of-way line of Linden Avenue; thence West along the South right-of-way line of Linden Avenue to the centerline of a North-South alley between Woodlawn Avenue and Chrysler Avenue; thence South along said alley centerline to its intersection with the South line of an East-West alley between Woodlawn Avenue and Chrysler Avenue; thence West along the South line of said alley to the Northeast corner of Lot 19, COTTAGE PLACE, a subdivision in Independence, Jackson County, Missouri; thence South along the East line of said Lot 19 and its prolongation thereof to its intersection with the South right-of-way line of the Kansas City Southern Railroad; thence Northwest along the South right-of-way line to its intersection with the West right-of-way line of Ash Avenue, also being the Northeast corner of Lot 97, SOUTH MAYWOOD, a subdivision in Independence, Jackson County, Missouri; thence South along the East line to the Southeast corner of Lot 97; thence West along the South line of Lots 97 thru 100, SOUTH MAYWOOD, to the Southwest corner of Lot 100; thence West to the Southeast corner of Lot 154; thence West along the South line of Lots 154 thru 158, SOUTH MAYWOOD, to the Southwest corner of Lot 158; thence West to the Southeast corner of Lot 208; thence West along the South line of Lots 208 thru 213, SOUTH MAYWOOD, to the Southwest corner of Lot 213; thence Southwest to the Southeast corner of Lot 22, HARRISON PARK, a subdivision in Independence, Jackson County, Missouri, thence West along the South line of Lots 22 thru 28, HARRISON PARK, to the Southwest corner of Lot 28; thence West to the Southeast corner of Lot 71; thence West along the South line of Lots 71 thru 76, HARRISON PARK, to the Southwest corner of Lot 76; thence Northwest to the

Southeast corner of the North 50 feet of Lot 119, HARRISON PARK; thence West along a line 50 feet South of and parallel to the North line of Lots 119 thru 121, to the East line of Lot 122; thence South to the Southeast corner of Lot 122; thence West along the South line of Lots 122 thru 124, HARRISON PARK, to the Southwest corner of Lot 124; thence West to the Southeast corner of Lot 167; thence West along the South line of Lots 167 thru 169, HARRISON PARK, to the Southwest corner of Lot 169; thence North along the West line of Lot 169 to a point 50 feet South of and parallel to the Northwest corner of Lot 169; thence West on a line 50 feet South of and parallel to the North line of Lots 170 thru 172, HARRISON PARK, to the West line of Lot 172; thence Southwest to the Southeast corner of Lot 3, FAIRLAND MANOR, a subdivision in Independence, Jackson County, Missouri; thence West along the South line to the Southwest corner of Lot 3; thence South along the East line of Lot 2, FAIRLAND MANOR, to the Southeast corner of said Lot 2; thence West along the South line to the Southwest corner of Lot 2; thence Southwest to the Southeast corner of Lot 1, FAIRLAND, a subdivision in Independence, Jackson County, Missouri; thence West along the South line of Lots 1 thru 3, FAIRLAND, to the East line of Lot 4; thence South along the East line of Lot 4 to the Southeast corner of said Lot 4; thence West along the South line of Lots 4 thru 12, FAIRLAND, to the Southwest corner of Lot 12; thence North to a point being 173.30 feet South of the South right-of-way line of 18th Street; thence West along a line 173.30 feet South of and parallel to the South right-of-way line of 18th Street to its intersection with the East right-of-way line of Brookside Avenue; thence West to a point being 173 feet South of the South right-of-way line of 18th Street and on the West right-of-way line of Brookside Avenue; thence West on a line 173 feet South of and parallel to the South right-of-way line of 18th Street a distance of 160.50 feet; thence North to the centerline of 18th Street; thence Northwest to the Southwest corner of Lot 35, FAIRLAND VIEW, a subdivision in Independence, Jackson County, Missouri; thence North along the West line of Lots 23 thru 35, FAIRLAND VIEW, to the Northwest corner of said Lot 23, also being the Southwest corner of Lot 73, FAIRLAND GROVE, a subdivision in Independence, Jackson County, Missouri; thence North along the West line of Lot 73 and continuing North along the West line of Lots 23 thru 31, FAIRLAND GROVE, to the Northwest corner of Lot 23, also being the Southwest corner of Lot 91, ARLINGTON HEIGHTS, a subdivision in Independence, Jackson County, Missouri; thence North along the West line of Lots 91 thru 99 and Lots 102 and 103, ARLINGTON HEIGHTS, to the Northwest corner of said Lot 103; thence East along the North line of said Lot 103 to the North right-of-way line of Van Horn Road; thence continuing Northeast along said North right-of-way line and its prolongation thereof to its intersection with the centerline of Truman Road; thence East along the centerline of Truman Road to its intersection with the Northern prolongation of the East right-of-way line of Cunningham; thence South along the East right-of-way line of Cunningham to the Point of Beginning.

APPENDIX E HOUSING SURVEY RATINGS GUIDE⁸

Roof

- 1-Severly Deteriorated
 - Visible holes
 - Sagging or collapsed rafters
 - Missing, rotted, or deteriorated soffits and fascia
- 2-seriously Deteriorated
 - No holes
 - Sagging rafters, not severe
 - Extremely deteriorated shingles
 - More than five shingles missing
 - Some sheathing needs replaced
 - Moderate rot and deterioration of soffits and fascia
- 3-substandard
 - No holes or sagging
 - Deteriorated shingles, must remove and replace
 - Less than five shingles missing
 - Slight rot of soffits and fascia
- 4-good
 - Slight wear of shingles, discoloration
 - No holes or sagging rafters
 - No rot or deterioration of soffits and fascia, in need of repainting acceptable
- 5-excellent
 - No wear of shingles
 - No rot or deterioration of soffits and fascia, adequately installed

Foundations and Walls

- 1-Severly Deteriorated
 - Large holes, bulges, or leaning walls-indicating structural failure
 - > 25 % siding displays rot or deterioration
- 2-seriously Deteriorated
 - Slight leaning, no structural failure
 - > 25 % siding displays rot or deterioration
- 3-substandard
 - No leaning
 - < 25% siding needs replacing
- 4-good
 - No leaning
 - No replacement of siding needed
 - Need some repainting
- 5-excellent
 - No leaning
 - No siding problems
 - All surfaces adequately painted

⁸ University of Missouri-Kansas City, 2003 Neighborhood Housing Conditions Survey

Windows and Doors

- 1-Severly Deteriorated
 - Numerous windows or doors missing or boarded
 - Severe rot or deterioration of frames
 - Open to entry
- 2-seriously Deteriorated
 - A couple openings missing or boarded
 - Not open to entry
 - Severe rot or deterioration of frames
- 3-substandard
 - All windows and doors in place, some broken glass
 - Moderate rot or deterioration of frames, mostly just repainting needed
- 4-good
 - No broken glass, all doors secure
 - Frames on windows need painting
 - Nothing needs replaced
- 5-excellent
 - No broken glass
 - All frames adequately painted

Porches

- 1-Severly Deteriorated
 - Leaning of vertical support or sagging of beams and joists
 - Extensive rot and deterioration
 - Parts missing
 - Does not appear safe
- 2-seriously Deteriorated
 - Slight leaning or sagging
 - Moderate to extensive rot and deterioration
 - All parts present
 - Appears safe to use
- 3-substandard
 - Slight leaning or sagging
 - No rot or deterioration
 - Some painting needed
- 4-good
 - No leaning or sagging
 - Some painting needed
- 5-excellent
 - No leaning or sagging
 - Adequately painted and weatherproofed

Exterior Paint

- 1-Severly Deteriorated
 - >50% of exterior walls peeling
 - Extensive rot and deterioration
 - Parts of exterior walls missing
 - > 2 weeks needed to prepare for repainting
- 2-seriously Deteriorated
 - 10-50% of exterior walls peeling
 - Moderate to extensive rot and deterioration

-
-
- < 2 weeks needed to prepare for work
 - 3-substandard
 - < 10% of exterior walls peeling or faded
 - No rot or deterioration
 - Some painting needed
 - 4-good
 - No peeling paint, some fading
 - Fresh paint needed
 - 5-excellent
 - Adequately painted and weatherproofed

Public Sidewalks

- 1-Severly Deteriorated
 - Missing, broken, or heaved sections
 - > 1 hazard present
 - > Half of sections need replaced
- 2-seriously Deteriorated
 - Missing, broken, or heaved sections
 - > 1 hazard present
 - > ¼ to ½ of sections need replaced
- 3-substandard
 - Cracks > ½ inch present, no hazards
 - < ¼ of sections need replaced
- 4-good
 - Few cracks present, no hazard
 - Some patching needed, no replacement
- 5-excellent
 - No cracks present
 - No settling, heaving, or hazards

Curbs

- 1-Severly Deteriorated
 - No curbs present, with or without open ditch drainage
- 2-seriously Deteriorated
 - Curbs present, severe deterioration
 - Sections missing
 - > ½ of curb need replaced
- 3-substandard
 - Deteriorated curbs
 - ½ of curb replaced to fill gaps
- 4-good
 - Some wear or deterioration, no missing sections
- 5-excellent
 - No wear
 - Benefit to water control within neighborhood

Streetlights

- 1-Severly Deteriorated
 - None on block
- 2-seriously Deteriorated
 - Lights present, but > 8 houses apart
 - Appear broken, blocked by tree limbs
- 3-substandard
 - Lights present, but > 6 houses apart

-
-
- Work, blocked by tree limbs
 - 4-good
 - Lights present, 5 houses apart
 - Some tree limbs near lights, not blocked
 - 5-excellent
 - Lights present, < 5 houses apart
 - No tree limbs or blockage

Catch Basins

- 1-Severly Deteriorated
 - Broken or collapsed
 - Creating danger to pedestrians or traffic
- 2-seriously Deteriorated
 - Needs replacing, but not creating dangerous situations
- 3-substandard
 - Not deteriorated, but blocked with leaves and litter
- 4-good
 - Leaves and litter present, but not blocked
- 5-excellent
 - No defects, leaves, or litter present
 - Perfect operational condition

Street Condition

- 1-Severly Deteriorated
 - > 7 potholes present
 - Vehicles cannot safely exceed 15 mph, uneven surface
 - Resurfacing needed on entire block
- 2-seriously Deteriorated
 - 4-6 potholes present
 - Traffic flow not greatly affected
 - Resurfacing needed
- 3-substandard
 - 3 or less potholes present, mostly cracks
 - Patching needed
- 4-good
 - No potholes
 - Some cracks, none wider than 2 inches
- 5-excellent
 - No potholes
 - No cracks

Fairmount-Carlisle 353 Plan Area Amendment 1

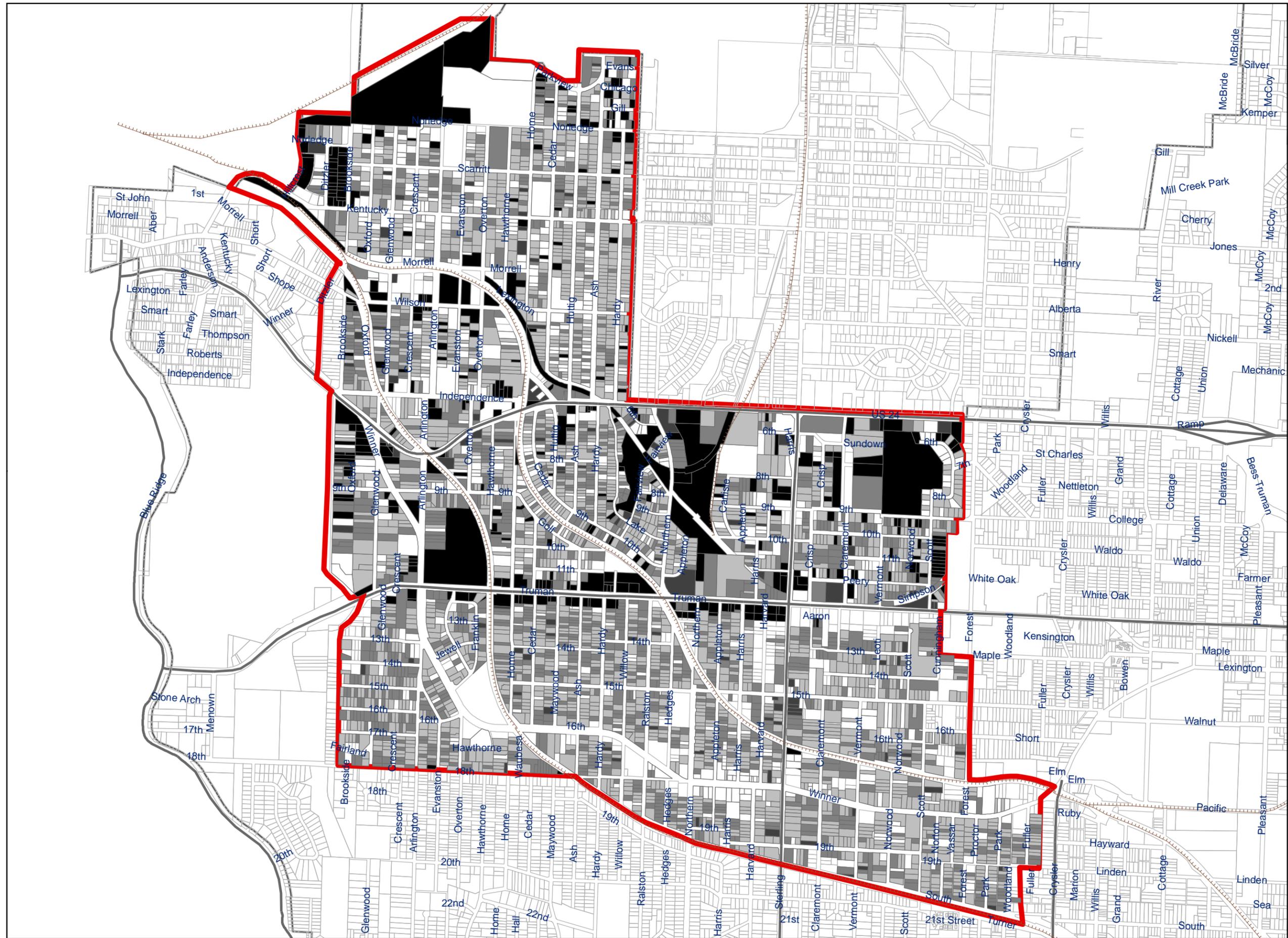
Parcel Structure Conditions

Appendix F

Legend

Structure Conditions

- Severe/Serious Problems
- Substandard
- Good
- Excellent
- No Data (Some Commercial)
- F-C 353 Plan Area
- City Limits



1 inch = 1,333 feet



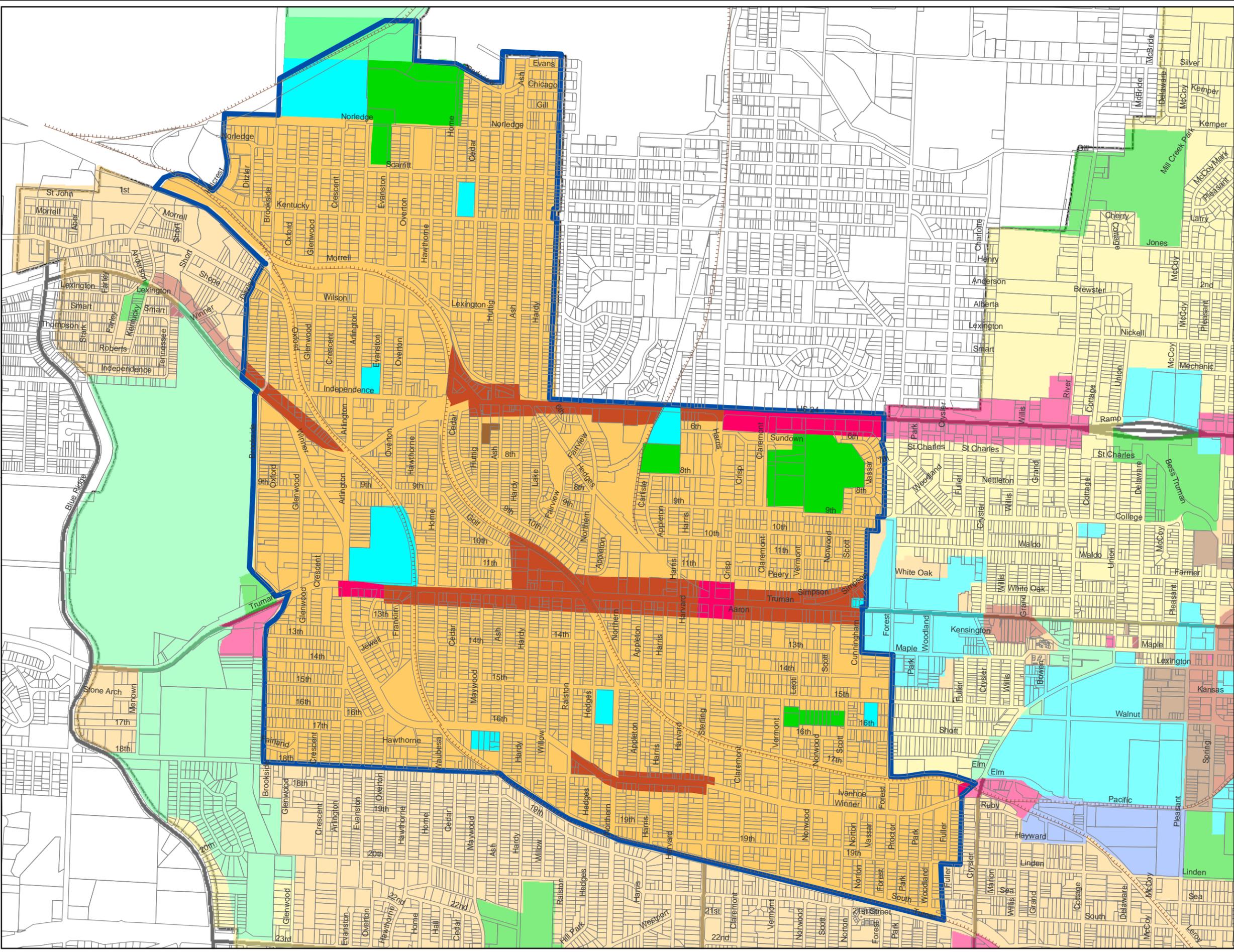
Fairmount-Carlisle 353 Plan Area Amendment 1

Current LandUse Map

Exhibit M

Legend

- Fairmount-Carlisle 353 Area
- Commercial
- High Density Residential
- Medium Density Residential
- Mixed Use
- Open Space/Parks
- Public Parks
- Public Facilities/Institutions



1 inch = 1,333 feet

Date: July, 2008

Community Development Dept.
Geographic Information System



Certified Notices

The undersigned certifies that written notice has been given to such person or persons in whose name the general taxes were paid and at such address of such person or persons shown on the County tax rolls for the last preceding calendar year on each lot, block, tract, or parcel of land lying within the development area which is to be subject to the development plan by depositing notice of the filing of said development plan with the Community Development Department in the United States mail, postage pre-paid, on the 1st day of August, 2008 and to each political subdivision affected by the development plan, by depositing notice of the filing of said development plan with the Community Development Department in the United States mail, postage pre-paid, on the 20th day of August, 2008.

Jennifer Clark
Community Development Director
Community Development Department
City of Independence, Missouri

Robin Carnahan Secretary of State
2008 ANNUAL REGISTRATION REPORT
BUSINESS

File Number: 200815790201
RD0819181
Date Filed: 06/05/2008
Robin Carnahan
Secretary of State

REPORT DUE BY: 08/31/2008

ANNUAL REPORT MONTH:
May

RD0819181
Fairmount-Carlisle Redevelopment Corporation
Leipzig, Jay
111 E Maple
Independence, MO 64050

1 PRINCIPAL PLACE OF BUSINESS OR CORPORATE HEADQUARTERS:
111 E. Maple (Required)
STREET
Independence, MO 64050
CITY/STATE ZIP

2 If changing the registered agent and/or registered office address, please check the appropriate box(es) and fill in the necessary information.
 The new registered agent
IF CHANGING THE REGISTERED AGENT, AN ORIGINAL WRITTEN CONSENT FROM THE NEW REGISTERED AGENT MUST BE ATTACHED AND FILED WITH THIS REGISTRATION REPORT.
 The new registered office address
Must be a Missouri address, PO Box alone is not acceptable. This section is not applicable for Banks, Trusts and Foreign Insurance.

OFFICERS		BOARD OF DIRECTORS	
NAME AND PHYSICAL ADDRESS (P.O. BOX ALONE NOT ACCEPTABLE). (MUST LIST PRESIDENT AND SECRETARY BELOW) A		NAME AND PHYSICAL ADDRESS (P.O. BOX ALONE NOT ACCEPTABLE). (MUST LIST AT LEAST ONE DIRECTOR BELOW) B	
PRES	Bill Rogers (Required)	NAME	Brian Snyder (Required)
STREET/RT	<u>538 S. Northern Blvd.</u>	STREET/RT	<u>410 W. Farmer Street</u>
CITY/STATE/ZIP	<u>Independence, MO 64054</u>	CITY/STATE/ZIP	<u>Independence, MO 64050</u>
V-PRES	Douglas Ault	NAME	Lisa Nichelson
STREET/RT	<u>10138 E. Golf Avenue</u>	STREET/RT	<u>17430 East 39th Street</u>
CITY/STATE/ZIP	<u>Independence, MO 64053</u>	CITY/STATE/ZIP	<u>Independence, MO 64050</u>
SECY	Brian Snyder (Required)	NAME	Joe Williams
STREET/RT	<u>410 W. Farmer Street</u>	STREET/RT	<u>107 S. Main Street</u>
CITY/STATE/ZIP	<u>Independence, MO 64050</u>	CITY/STATE/ZIP	<u>Independence, MO 64050</u>
TREAS	Lisa Nichelson	NAME	Bob Spradling
STREET/RT	<u>17430 East 39th Street</u>	STREET/RT	<u>10505 Winner Road</u>
CITY/STATE/ZIP	<u>Independence, MO 64055</u>	CITY/STATE/ZIP	<u>Independence, MO 64050</u>
NAMES AND ADDRESSES OF ALL OTHER OFFICERS AND DIRECTORS ARE ATTACHED			

4 The undersigned understands that false statements made in this report are punishable for the crime of making a false declaration under Section 575.060 RSMo. Photocopy or stamped signature not acceptable.

Authorized party or officer sign here Bill Rogers (Required)

Please print name and title of signer: Bill Rogers / President
NAME TITLE

REGISTRATION REPORT FEE IS:
 \$20.00 If filed on or before 8/31
 \$35.00 If filed on or before 9/30
 \$50.00 If filed on or before 10/31
 \$65.00 If filed on or before 11/30

WHEN THIS FORM IS ACCEPTED BY THE SECRETARY OF STATE, BY LAW IT WILL BECOME A PUBLIC DOCUMENT AND ALL INFORMATION PROVIDED IS SUBJECT TO PUBLIC DISCLOSURE

E-MAIL ADDRESS (OPTIONAL) _____

REQUIRED INFORMATION MUST BE COMPLETE OR THE REGISTRATION REPORT WILL BE REJECTED

MAKE CHECK PAYABLE TO DIRECTOR OF REVENUE

RETURN COMPLETED REGISTRATION REPORT AND PAYMENT TO THE SECRETARY OF STATE - P.O. BOX 1366, JEFFERSON CITY, MO 65102

Robin Carnahan Secretary of State
2008 ANNUAL REGISTRATION REPORT

NAMES AND ADDRESSES OF ALL OTHER OFFICERS AND DIRECTORS:

DIRECTOR

BOB BURNUP
1150 S. STERLING AVENUE
INDEPENDENCE, MO 64052

DIRECTOR

KATHY PICKERING
514 S. HARDY STREET
INDEPENDENCE, MO 64053

DIRECTOR

DOUGLAS AULT
10138 E. GOLF AVENUE
INDEPENDENCE, MO 64053

DIRECTOR

DON ROSS
218 N. PLEASANT STREET
INDEPENDENCE, MO 64050

DIRECTOR

BILL ROGERS
538 S. NORTHERN BLVD.
INDEPENDENCE, MO 64054

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Date: 8/26/2008 (Click above to view filed documents that are available.)

Business Name History

Name	Name Type
Fairmount-Carlisle Redevelopment Corporation	Legal

Redevelopment - Domestic - Information

Charter Number: RD0819181
Status: Good Standing

Entity Creation Date: 5/25/2007

State of Business.: MO
Expiration Date: Perpetual
Last Annual Report Filed Date: 6/5/2008
Last Annual Report Filed: 2008
Annual Report Month: May

Registered Agent

Agent Name: [Leipzig, Jay](#)
Office Address: 111 E Maple
Independence MO
64050

Mailing Address: