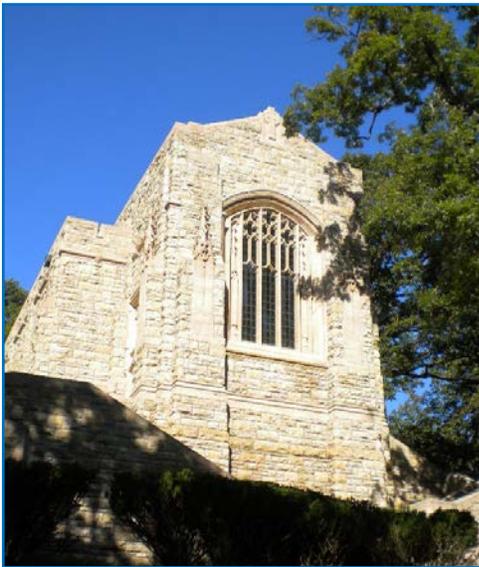


St. Clair Park 353 Redevelopment Plan

Mt. Washington and Harrison Neighborhoods

Independence, Missouri



Fairmount-Carlisle Redevelopment Corporation
Independence, Missouri
October 6, 2010

Application for Approval
For the
St. Clair Park 353 Redevelopment Plan

Submitted by:

Fairmount-Carlisle Redevelopment Corporation
111 E. Maple Avenue
Independence, Missouri, 64050

Prepared by:

Community Development Department
City of Independence
Independence, Missouri

Submitted October 6, 2010

Approved by the Independence City Council
Ordinance No. 17693
December 6, 2010

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- Exhibit A – Vicinity map
- Exhibit B - Redevelopment Plan Area
- Exhibit C – Neighborhood and Commercial area map
- Exhibit D – Topographical Features map
- Exhibit E – Comprehensive Plan and Thorough Plan map
- Exhibit F- Zoning map
- Exhibit G – Legal Description
- Exhibit H – Tax Impact Study
- Exhibit I - Public Hearing notice to property owners
- Exhibit J – Taxing Jurisdiction notices
- Exhibit K- Housing Conditions Survey sample map
- Exhibit L – Blight Study
- Exhibit M – Certified Notices
- Exhibit N – 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 Redevelopment Plan contained in the Application.

This Application requests the approval of the St. Clair Park Redevelopment Plan for the revitalization of the redevelopment area. The redevelopment area is located in northwest Independence and includes portions of the Harrison and Mt. Washington neighborhoods.

The area consists of single family residences occupied by primarily low to moderate income residents according to the 2000 US. Census. The redevelopment area also includes commercial and industrial properties along US 24 Highway, Wilson Road and Blue Ridge Blvd. which are primarily obsolete by today's commercial standards.

The redevelopment plan provides for a Tax Abatement Program offering tax abatement incentives to property owners for new construction and rehabilitation of commercial and residential property.

The 353 Redevelopment Corporation

The 353 Redevelopment Corporation is an urban redevelopment corporation created pursuant to the Act. The redevelopment corporation will be responsible for implementing and administering the redevelopment plan. This will include assisting the owners of industrial, 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 Redevelopment Plan for the St. Clair Park 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

St. Clair Park Redevelopment Area: The area designated in northwest Independence including the Harrison and Mt. Washington 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 1.31.008 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 H

353 Corporation: The Fairmount-Carlisle 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 *St. Clair Park Redevelopment Plan* includes portions of the Mt. Washington and Harrison neighborhoods located in northwest Independence, as indicated by the Vicinity Map, Exhibit A. The area is located north and west of Mt. Washington cemetery to the western and northern city limits. This area includes 549 parcels.

The *St. Clair Park Redevelopment Plan* 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 174 acre area includes 549 parcels and contains predominantly residential neighborhoods with intermittent commercial development along Wilson Road, US 24 Highway and Blue Ridge Blvd. The commercial areas include a mixture of light industrial, tow lots, automobile repair businesses and used car lots. Unpaved or heavily worn parking lots are common in the commercial areas. Sidewalks, curbs and landscape features are infrequent throughout the area.

BACKGROUND

The St. Clair Park redevelopment area is the fourth area to take advantage of the tax abatement provisions afforded by the State of Missouri. Previously other plans were adopted including the Mid-Town Truman Road Corridor Plan, the Fairmount-Carlisle Plan and the Fairmount-Carlisle Plan – Amendment 1.

Since the adoption and creation of the first tax abatement program (Ordinance no. 16615, February 20, 2007), administered by the Fairmount-Carlisle Redevelopment Corporation, there has been significant investment within northwest Independence and the St. Clair Park redevelopment area is expected to produce similar results. Exhibit B depicts the location of the St. Clair Park area in relation to the Fairmount-Carlisle area.

St. Clair Park Redevelopment Plan

GOALS

The goals of the St. Clair Park Redevelopment Plan 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 that enhances the general style, scale and character of the existing and surrounding 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 that enhances 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. The *St. Clair Park Redevelopment Plan* area includes portions of the Mt. Washington and Harrison neighborhoods as depicted on the map labeled Exhibit C.

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 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 and streetscape improvements. The *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

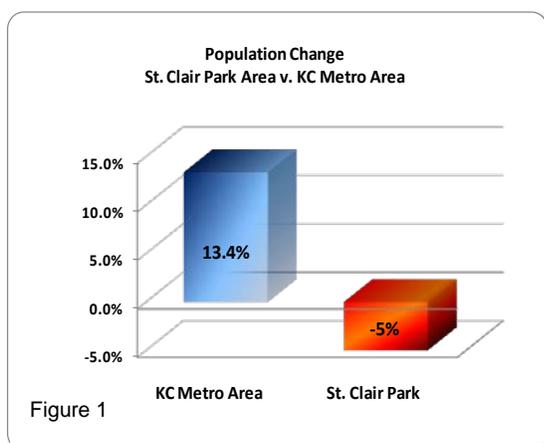
INTRODUCTION

Population, demographics, economic trends, historic character, and real estate market dynamics influencing the redevelopment area and physical environment are addressed in the *Introduction* section of the Plan. 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. 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.

An inventory of existing physical conditions within the redevelopment area is also provided. 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; and 2) parcel specific potential improvement areas can be examined according to land use and zoning categories. The land use throughout the area is guided by 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 majority of the St. Clair Park area is located within a land use classification called "*Neighborhood Protection Area*". The classification provides a wide range of residential development densities averaging 4 units per acre.

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 1,267 persons resided within the area. The findings of the 2000 Census reported that the area declined by 63 persons, (see *Figure 1*) or 5% to 1,204 residents. This is

a difference of nearly 18% 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 very different compared to the metro area. The most dramatic change occurred with small children (age 5 and under); this age group increased more than 60% during the ten year period. Less dramatically, school age children, age 6-17 increased proportionally by 7.3% and adults, age 35-64, increased 12.4%. The metro area experienced declines in these two age categories. Young adults (age 18-34) experienced a decrease of 22% while the metro area increased by 19%. While the metro area experienced little change in the proportion of residents 65 and over, the St. Clair Park had a decrease of more than 20%. *Table 1* illustrates these age shifts within the redevelopment area.

Table 1
Proportional Population Changes

Population	St. Clair Park Redevelopment Plan Area			KC Metro Area		
	1990	2000	Change	1990	2000	Change
5 years and under	6.1%	9.9%	60.9%	8.65%	9.17%	6.1%
5-17 years	14.9%	16.0%	7.3%	17.88%	17.20%	-3.8%
18-34 years	29.5%	23.1%	-21.9%	23.04%	27.48%	19.3%
35-64 years	35.7%	40.1%	12.4%	39.04%	34.54%	-11.5%
65+ over 85 years	13.7%	11.0%	-20.1%	11.40%	11.60%	1.8%

¹ US Census 1990 and 2000

St. Clair Park Redevelopment Plan

It is important to note that the St. Clair Park area is very small and is not a good reflection of the population changes in northwest Independence. These same comparisons were conducted with the larger Fairmount-Carlisle redevelopment area and the results were often times quite similar to the KC metro area.

The St. Clair Park area has experienced conversion from renter-occupied residential housing to owner-occupied housing. In 1990, 42% of residences were owner-occupied. This was 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 increased to approximately 58% as depicted on *Figure 2*. Vacancy rates in the redevelopment area are higher than the metro area with 12.8% of household units vacant compared to the metro area vacancy rate of 6.7%.

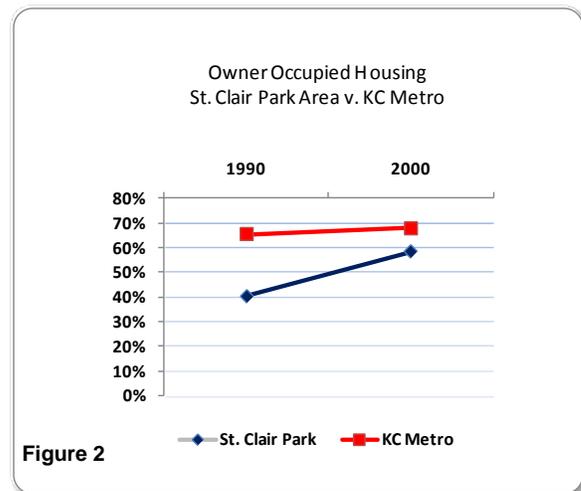


Figure 2

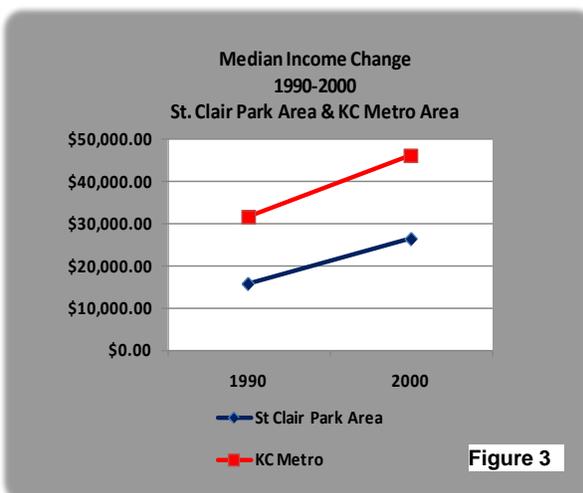


Figure 3

The *Plan* area experienced an increase in median household income between 1990 and 2000 from \$15,713 to 26,444 or a 68% increase during the ten year period. The increase was more than 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, 74% higher than the redevelopment area.

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

Clair Park area and the KC Metro area. The income distribution within the *Plan* area is directly related to the education level attained by the residents. Of adults age 25 and over, nearly 32% 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 4.3 % 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*.

St. Clair Park Redevelopment Plan

Table 2
Education Attainment

Education Level Attained	St. Clair Park Area	% to Total	Independence	% to Total	KC Metro	% to Total
<i>None</i>	11	1.4%	338	0.4%	6292	0.5%
<i>Grade/High School/No Diploma</i>	247	30.4%	12739	16.6%	146993	12.7%
<i>High School Grad</i>	351	43.2%	29441	38.5%	328047	28.4%
<i>Some College/No Degree</i>	134	16.5%	18323	23.9%	276687	24.0%
<i>Associate's</i>	27	3.4%	4055	5.3%	67249	5.8%
<i>Bachelor's</i>	35	4.3%	7726	10.1%	218722	18.9%
<i>Master's</i>	7	0.9%	2996	3.9%	77875	6.7%
<i>Professional/Doctorate</i>	0	0.0%	941	1.2%	32397	2.8%

Source: US Census, 2000

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 for management, professional and related occupations is just 2 percent, compared to the metro rate of 11.3 percent. According to the 2000 Census, the area's workforce is distributed most heavily among the construction, manufacturing, education and, entertainment sectors of the economy as listed in *Table 3*.

Table 3
Employment by Sector

Employment Sector	St. Clair Park Area	% to Total	Independence	% to Total	KC Metro	% to Total
<i>Agriculture & Mining</i>	0	0.0%	324	0.4%	12,740	0.9%
<i>Construction</i>	60	11.9%	4,106	5.0%	60,732	4.5%
<i>Manufacturing</i>	71	14.1%	7,206	8.9%	99,680	7.4%
<i>Wholesale trade</i>	21	4.2%	2,543	3.1%	38,340	2.8%
<i>Retail trade</i>	50	9.9%	7,117	8.7%	103,681	7.7%
<i>Transportation & Utilities:</i>	34	6.7%	6,714	8.2%	107,574	8.0%
<i>Information</i>	15	3.0%	2,750	3.4%	47,284	3.5%
<i>Finance, Insurance & Real Estate</i>	48	9.5%	9,466	11.6%	155,116	11.5%
<i>Professional, Technical & Mgmt</i>	10	2.0%	6,755	8.3%	153,116	11.3%
<i>Administrative Support & Waste Management</i>	36	7.1%	1,761	2.2%	29,586	2.2%
<i>Educational, Health & Social Services:</i>	69	13.7%	18,208	22.4%	327,216	24.3%
<i>Arts, Entertainment, Recreation, Hotel & Food Svc</i>	69	13.7%	8,810	10.8%	130,464	9.7%
<i>Other Services (except public administration)</i>	14	2.8%	3,200	3.9%	42,003	3.1%
<i>Public Administration</i>	8	1.6%	2,440	3.0%	41,556	3.1%

Source: US Census, 2000

ECONOMIC ANALYSIS SUMMARY

The St. Clair Park 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.

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 *St. Clair Park 353 Redevelopment Plan* 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 support² 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 549 parcels, encompassing 174 acres. Since 1980, very little new home construction has taken place in the redevelopment area. Repopulating 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 42% of homes in the redevelopment area is renter-occupied with nearly 56% of households earning \$30,000 or less per year. Demand for assisted rental housing is estimated to account for 40% of all rental housing demand, or 120 units.

² US 24 Highway Corridor Study, 2006

St. Clair Park Redevelopment Plan

Lower incomes also produce 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*. Please note that the housing projection provided in the *US 24 Highway Corridor Study (2006)* encompass an area beyond the proposed St. Clair Park area.

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.

SCHOOLS

The St. Clair Park area is located within the Independence, Missouri School District. Public elementary school students living within the area attend Fairmount Elementary School. Middle school students attend Nowlin Middle School 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, and Messiah Lutheran.

PHYSICAL CHARACTERISTICS

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

Topography

The proposed development area is located in an eroded tributary valley of steep slopes with an elevation range of 730 feet to 900 feet above sea level. The majority of the area has an elevation of between 745 and 890 feet, with higher elevations in the south and western portions of the redevelopment area and lower elevations in the north and east portions where the flood plains are located. See the Topography Map, Exhibit D, for a depiction of the elevations in this area.

Watershed and Stream Systems

There are three streams within the development area, all of which are part of the Rock Creek watershed and are small in order. One stream is classified as a 1st order stream, another is classified as a 2nd order stream and the last and largest of the streams is classified as a 3rd order stream. Nearly half of the development area is located within the 100-year flood zone, while small areas are located within the 500-year flood zone. Nearly all of the development area is within the Rock Creek watershed with a small area, in the far northwest is located in the Blue River 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.

St. Clair Park Redevelopment Plan

The dominant land uses in the development area are residential, with single-family structures providing the bulk of the housing stock along with a scattering of vacant lots. The northern portion of the area includes several blocks of mobile homes. There is one two-family structure noted in the area with no apartment buildings apparent. There are a few commercial and light industrial businesses located along US 24 Highway and Wilson Road, however, they are not clustered together in one particular area. The development area includes one, 2-acre public park. St. Clair Park is located south of US 24 Highway along Farley Avenue. The park is tucked into a residential area and does not include playground equipment or other “active” park facilities.

The Comprehensive Plan indicates a wide range of residential densities for the area along with a small amount of local commercial along US 24 Highway, and as such some of the uses in the area do not readily conform to the plan. The Comprehensive Plan is in the process of being updated and will address these issues at that time. A land use map is noted in Exhibit E.

Existing Zoning

Zoning is used to ensure complimentary adjacent land uses and high quality neighborhoods. The zoning in the redevelopment area includes residential districts R-12, R-18 and R-30; Commercial districts include C-1 and C-2; and industrial district I-1.

R-12 zoning is the predominant zoning classification throughout the area. There are limited areas with multi-family zoning classifications; however, they do not always correspond to the actual use at this time. Industrial zoning is the next largest zoning category and is located on the northern tier of the area adjacent to rail lines. Nearly all of the industrial zoned land is located within the flood zone. Commercial zoning is prevalent along and adjacent to US 24 Highway. There is little anticipation of rezoning in this area except to correct any parcels where zoning has not kept up with the intended use. A zoning map is provided in Exhibit F.

BUILDING AND INFRASTRUCTURE CONDITIONS

The neighborhood has deteriorated over the years for a number of reasons, including, but not limited to the age of the structures, vacancies, 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

St. Clair Park Redevelopment Plan

area. The conditions surveyed 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

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

Commercial structures are apparent along US 24 Highway throughout the redevelopment area. Some structures are in good repair, while others need serious attention or possibly replacement. Limited commercial activity is also present on Wilson Road and along Blue Ridge Blvd.

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 6* provides the average ratings for structure and infrastructure for the St. Clair Park area. Approximately 48% of structures were rated as substandard, serious or severe, whereas approximately 42% of infrastructure was rated substandard or poorer.

Table 6
Building Conditions³

Area	Number of Structures	Average Rating		Percentage of Parcels with Severe, Serious, or Substandard ratings	
		Structure	Infrastructure	Structure	Infrastructure
<i>St. Clair Park 353 Area</i>					
Single-Family	462	3.5	3.5	48%	42%
Multi-Family	8	3.7	2.9		

³ University of Missouri-Kansas City, 2003 Neighborhood Housing Conditions Survey

St. Clair Park Redevelopment Plan

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 7*, 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 7
Age of Housing Structures⁴

Year Built	Number of Units	Percent of Total
<i>1999-2000</i>	0	0.0%
<i>1995-1998</i>	7	1.2%
<i>1990-1994</i>	12	2.1%
<i>1980-1989</i>	0	0.0%
<i>1970-1979</i>	53	9.4%
<i>1960-1969</i>	54	9.6%
<i>1950-1959</i>	78	13.8%
<i>1940-1949</i>	92	16.4%
<i>1939 or earlier</i>	268	47.5%
Total	564	100.0%

Source: US Census, 2000

TRAFFIC ANALYSIS

The primary transportation corridor through the study area is US 24 Highway. Interstate 435 is located one-half mile west of the redevelopment area. Wilson Road is a combination *Collector* road in the western part of the redevelopment area and changes to a *Local* road at Kentucky. Blue Ridge Blvd. and Brookside function as north-south streets, however, except for a small portion of Blue Ridge Blvd. are located outside the redevelopment area. The majority of the street network in the St. Clair Park area is local streets with residential homes. *Exhibit E*, the Land Use and Thoroughfare Plan map illustrates the street classification for the St. Clair Park area.

⁴ 2000 United States Census

St. Clair Park Redevelopment Plan

The Missouri Department of Transportation (MoDOT) reports traffic counts along US 24 Highway as 18,944 vehicles per day (AADT Average Annual Daily Traffic). The data is collected at the prominent interchange of I-435 and US 24 Highway.

The redevelopment area has no signalized intersections, however, there are signals located adjacent to the area at Brookside Blvd and Blue Ridge Blvd along US 24 Highway. These existing signals outside of the redevelopment area are maintained by the Missouri Department of Transportation (MoDOT) due to their placement along state corridors. There are stop signs located throughout the residential neighborhoods, most predominantly along Stark Avenue in the southern portion of the St. Clair Park area.

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.

Curbs

Curbs scored an average rating of 1.92⁵, which deems the area as seriously deteriorated and in immediate need of repair. Areas are deemed deficient if there is no curb present to define the edge of the roadway or if the existing curb 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 Rock Creek watershed generally encompasses most of the redevelopment area, with a small section in far northwest located in the Blue River watershed.

⁵ University of Missouri-Kansas City, 2003 Neighborhood Conditions Housing Survey

St. Clair Park Redevelopment Plan

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 Rock Creek watershed is developed and as such, does not possess ample space for a regional detention basin.

Sanitary Sewer

There are approximately 26,000 linear feet of sanitary sewer main providing residential sewer service to the area. Two-thirds of the existing pipe is clay pipe. Approximately 14% of the pipe is made of reinforced concrete. It is likely that most of the pipes constructed of these materials are approaching 70 years and were installed when the first homes were built. The remaining sewer pipes are constructed of polyvinyl chloride (PVC) and are less than 30 years old while 'cured in place' pipe is relatively new. The concrete pipe infrastructure has exceeded its design life span of 50 years. The corrosive nature of hydrogen sulfide out gassing, which is common in wastewater conveyance, has deteriorated many of the concrete sewer mains. 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.

Sidewalks

Sidewalk deficiencies also exist throughout the redevelopment 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 of 1.32 indicating severe widespread deterioration of or omission 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.

St. Clair Park Redevelopment Plan

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 St. Clair Park 353 *Redevelopment Plan* 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 St. Clair Park 353 *Redevelopment Plan*. 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 St. Clair Park 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 earlier plans, the *St. Clair Park 353 Redevelopment Plan* 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 address the limited commercial and industrial development prevalent along US 24 Highway and Blue Ridge Blvd. Portions of the Redevelopment Plan are largely based on the *US 24 Highway Corridor Study*, adopted in 2006.

The redevelopment area is composed of 549 parcels encompassing approximately 174 acres. The legal description of the area is presented in Exhibit G. The existing Fairmount-Carlisle Redevelopment 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 redevelopment 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 redevelopment 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 redevelopment corporation first becomes the record owner of each tract. The amount of these assessments will be an abatement of 100% of the

St. Clair Park Redevelopment Plan

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 redevelopment corporation 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 redevelopment 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 Redevelopment 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 H

NOTICE REQUIREMENTS

Exhibit I 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 1.31.008 of the City Code.

Exhibit J 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 redevelopment 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 *St. Clair Park 353 Redevelopment Plan*.

St. Clair Park Redevelopment Plan

OBJECTIVES

The objectives of the *St. Clair Park 353 Redevelopment Plan* are as follows:

- Increase the amount of owner-occupied housing (currently 58%, US Census, 2000)
- Encourage development proposals that produce homes with modern amenities that today's home buyer desires, i.e. double-car garages, extra 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 C depicts the commercial areas within the St. Clair Park redevelopment area. 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 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.

St. Clair Park Redevelopment Plan

Green Guidelines

The Fairmount-Carlisle 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, bio-swales, planting indigenous, deep rooted wild flowers, energy efficient windows, hot 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 redevelopment 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 redevelopment corporation prior to beginning work on the project. The redevelopment corporation shall review and approve or deny rehabilitation or infill project. To be approved, the proposed project must meet the following conditions:



- The cost of the project must be a minimum of \$3,500; and
- 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 redevelopment corporation by the property owner, in which case the redevelopment corporation shall accept title to the real property as a “pass-through” and transfer 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 Interstate-435, MO-291 and Sterling Avenue. The

St. Clair Park Redevelopment Plan

residential areas include a system of local streets providing various outlets to US 24 Highway.

The St. Clair Park area supports a combination of low and medium density residential housing. The area maintains a mature housing stock with 87 percent of houses built prior to 1969. Approximately 42 percent of residences in the redevelopment area are renter occupied. 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 in their homes.

US 24 Highway Corridor Study

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 are generally larger, with 3 and 4 bedrooms. The western portion of the Corridor Study area, which includes the St. Clair Park redevelopment area, possesses the smallest housing product dominated by 2-bedroom models. A goal of the redevelopment plan is to encourage current homeowners 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 (Housing and Urban Development) subsidized 57-unit independent living community opened in January 2003, on Huttig Avenue adjacent to the Fairmount Business District and east of the St. Clair Park redevelopment area. 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 neighborhoods in northwest Independence.

St. Clair Park Redevelopment Plan

Repopulating 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 Communities Development Corporation (NWCDC) and 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, 67% of redevelopment area households earn less than \$37,000 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.

Harrison and Mt. Washington residential areas

St. Clair Park is tucked in the middle of the Harrison and Mt. Washington neighborhoods. This public amenity provides excellent green space for the neighborhoods. Mt. Washington Cemetery, located south and east of the residential neighborhoods provides a permanent green space prohibiting encroachment on the residential properties. All efforts should be made to enhance and protect the park and the cemetery to ensure a desirable location for residential investment. Redevelopment on the north side of US 24 Highway, while it does not enjoy the same park amenities could be a good candidate for limited multi-family development should the opportunity arise.



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 Communities Development Corporation (NWCDC) with the Norledge Place development project offers an excellent opportunity and sets an example to create momentum for infill housing development within the redevelopment area.



REZONING AREAS

Currently there are no recommended zoning changes for the area, however, there are parcels containing single-family homes located on multi-family zoned land. The Planning Division of the Community Development Department will review and make recommendations for zoning changes should residents choose to make investments in their homes. These zoning changes will be handled on an individual basis. Exhibit F depicts the current zoning designations in the redevelopment area.

The City of Independence City Council adopted the Unified Development Ordinance in June 2009. As part of the update, an Overlay Zone provision is included and addresses 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 St. Clair Park redevelopment area is well suited for an overlay district and is listed as one of the first action steps of the US 24 Highway Corridor Study, noted in Table 8.

Table 8

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 opportunites.	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 St. Clair Park Redevelopment Plan 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 *St. Clair Park Redevelopment Plan* 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 *St. Clair Park 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 E depicts the current land uses in the redevelopment area. The Independence City Council adopted an amendment to the land use plan in July 2010 changing the land use to “Neighborhood Protection Area” land use category. The new category offers a variety of land use densities for residential purposes with the intent of averaging 4 dwelling units per acre. The new land use category is very flexible in allowing mixed use development and other small scale commercial activity within a residential land use category. The intent is to offer property owners and developers flexibility in proposing development requests.

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

SECRETARY OF STATE CERTIFICATION

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



St. Clair Park 353 Area

Vicinity Map
Exhibit A



1 inch equals 0.92 miles

DATE: August, 2010

City of Independence
Community Development Dept.
Geographic Information System



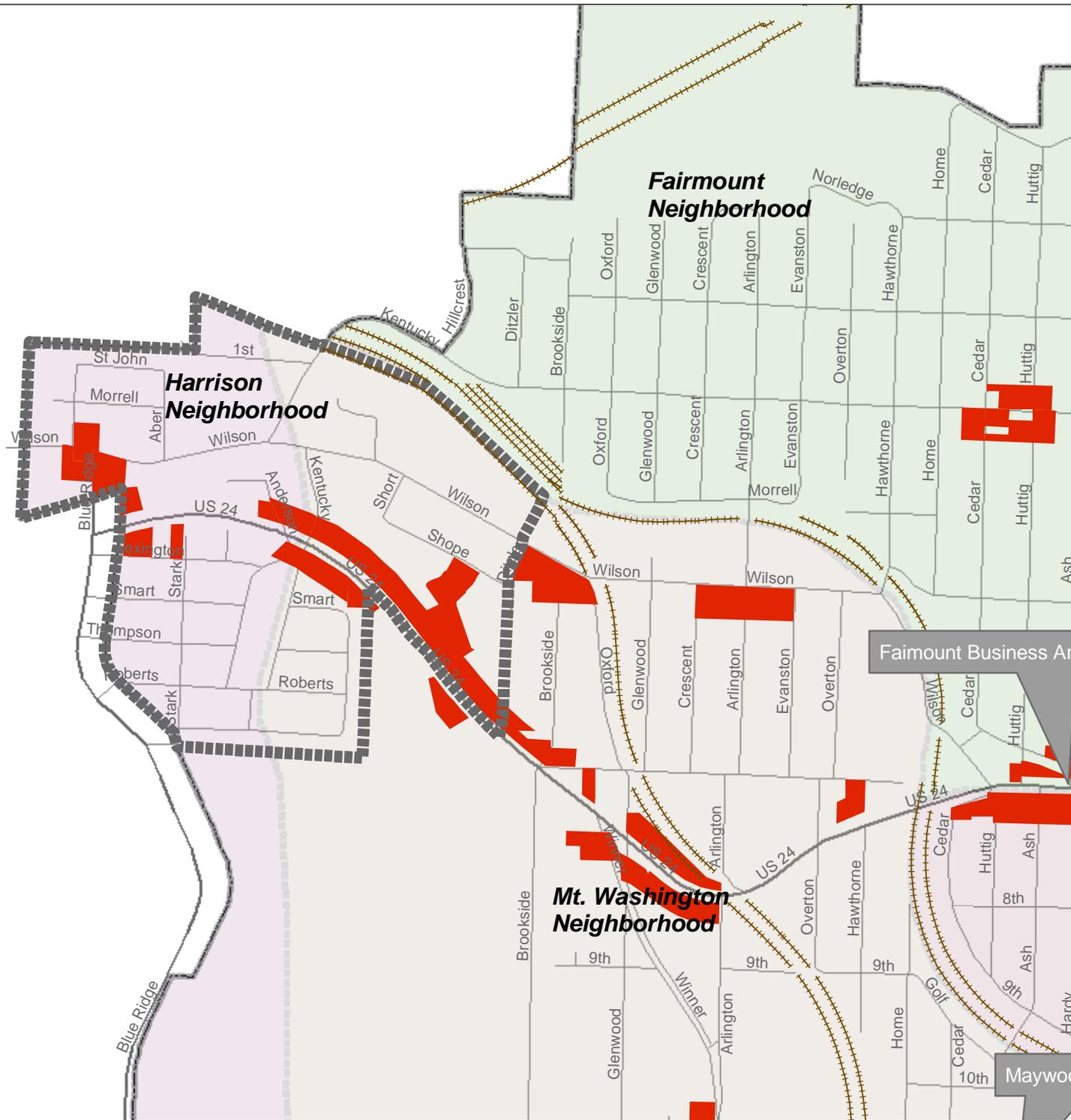
**St Clair Park
353 Redevelopment
Plan Area**

Neighborhood
Commercial Areas

Exhibit C

Legend

-  St Clair Park Area
-  Commercial Areas



DATE: September, 2010

City of Independence
Community Development Dept.
Geographic Information System



St Clair Park 353 Area Plan

Topographic Elevations

Exhibit D

Legend

-  St Clair Park Area
-  contours
- 50' Elevation Changes**
-  700-749
-  750-799
-  800-849
-  850-899
-  900-949
-  950-1000

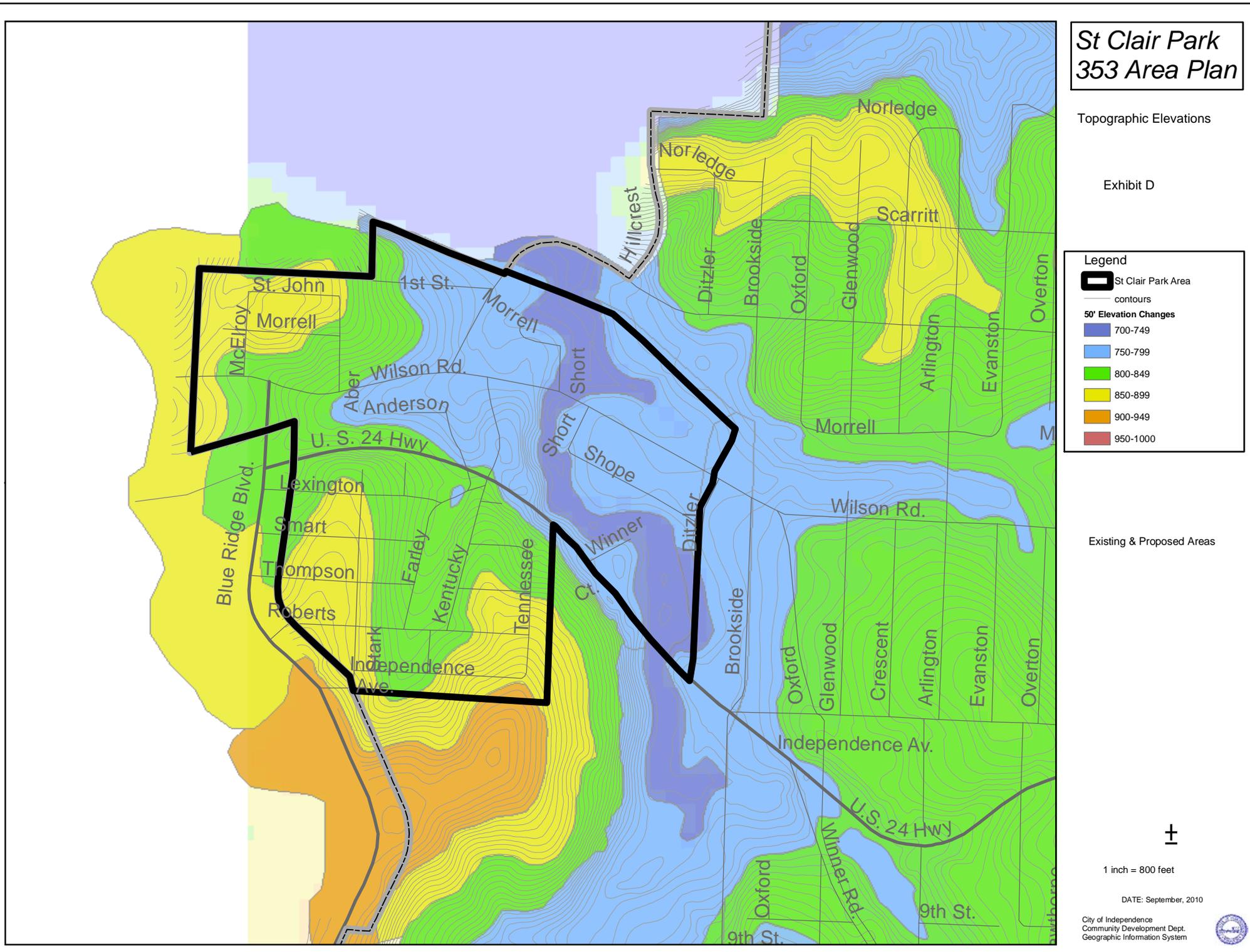
Existing & Proposed Areas



1 inch = 800 feet

DATE: September, 2010

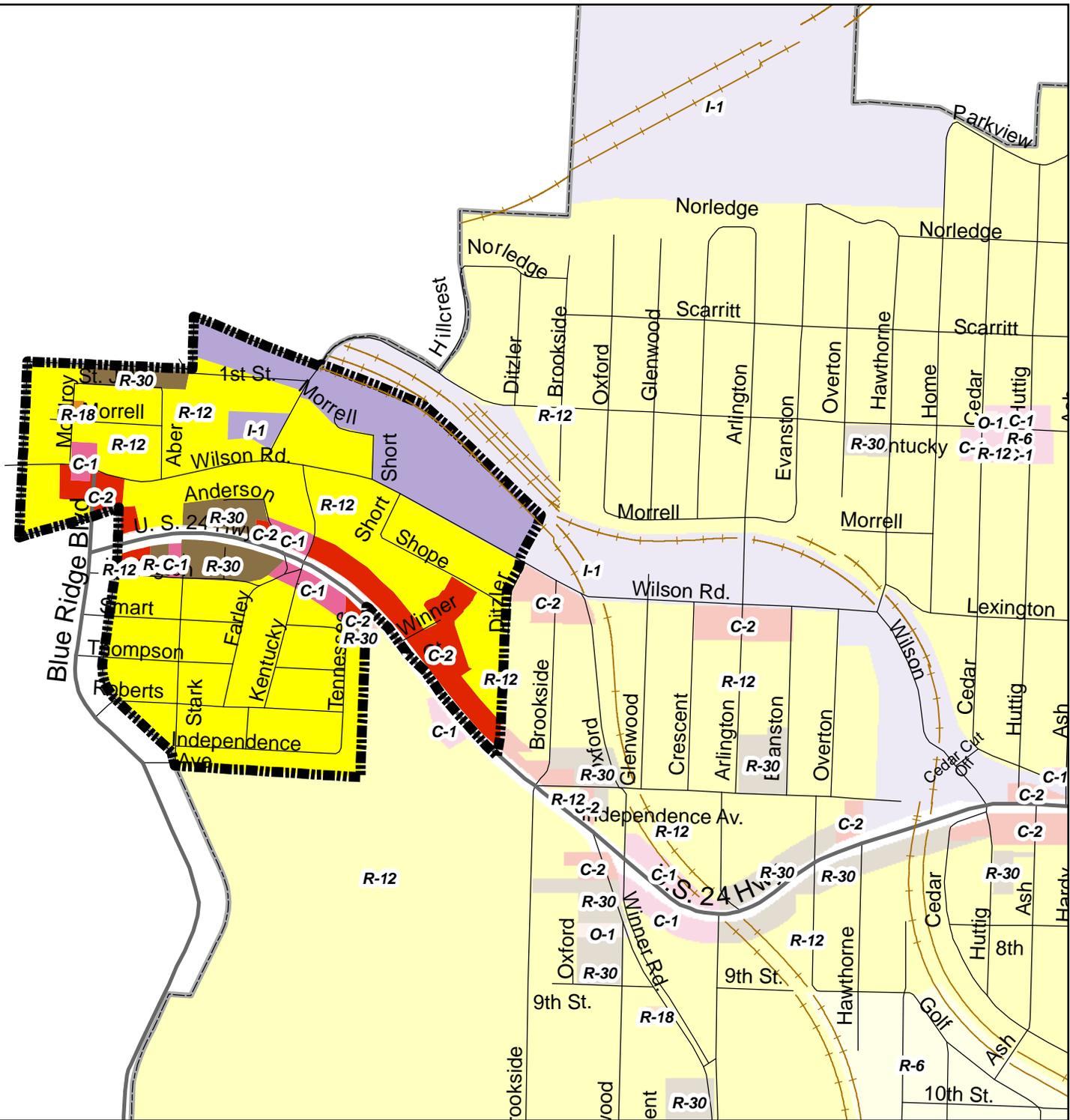
City of Independence
Community Development Dept.
Geographic Information System



St Clair Park 353 Redevelopment Plan Area

Existing Zoning

Exhibit F



Legend

- St Clair Park Area
- C-1
- C-2
- C-3
- I-1
- I-2
- O-1
- R-1
- R-12
- R-12/PUD
- R-18
- R-18/PUD
- R-2
- R-2/PUD
- R-30
- R-30/PUD
- R-4
- R-6
- R-6/I-1/U
- R-6/PUD



1 inch = 1,000 feet

DATE: September 28, 2010

City of Independence
Community Development Dept.
Geographic Information System



St. Clair Park Redevelopment Plan

Exhibit G LEGAL DESCRIPTION St. Clair Park 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;

Corrected Plat of Arva Lawn subdivision, Lots 1 through 87;

Washington Park Annex subdivision, Tract D;

Hardwick Addition subdivision, Lots 1 through 4;

Washington Park subdivision, lots 28 through 68; Lots 90 through 144; Lots 149 through 157; Lots 172 through 206; and, Lot 160;

St. Clair Park subdivision, Lots 1 through 432;

Beginning at a point on the East right-of-way line of Blue Ridge Boulevard, said point being 200 feet North of the North right-of-way line of U.S. Highway 24, (also known as Winner Road) and on the city limits line between Kansas City, Missouri and Independence, Missouri;

Thence West and parallel to the North right-of-way line of U.S. Highway 24, along the city limits line, a distance of 630 feet more or less;

Thence due North along the city limits line to a point 150 feet North of the East-West centerline of Section 31, Township 50N, Range 32W;

Thence East along the city limits line to the East line of said Section 31;

Thence North along said East line of said Section 31 and along the city limits line to the South right-of-way line of the Gulf, Mobile and Ohio Railroad;

Thence Southeasterly along the Southerly right-of-way line of the Gulf, Mobile and Ohio Railroad and along the city limits line to the centerline of Kentucky Avenue;

Thence continuing Southeasterly along the Southerly right-of-way line of the Gulf, Mobile and Ohio Railroad, and leaving the city limits line, a distance of 330 feet;

Thence Southwesterly a distance of 110 feet to the East-West centerline of Section 32, Township 50N, Range 32W;

Thence West along said centerline a distance of 352 feet more or less to the East right-of-way line of Kentucky Avenue;

Thence Southwesterly along the East right-of-way line of Kentucky Avenue a distance of 450 feet more or less;

Thence Northwesterly to the Northeast corner of Lot 4, HARDWICK ADDITION, a subdivision in Independence, Jackson County, Missouri;

Thence along the North line of Lots 4, 3, 2 and 1, HARDWICK ADDITION, to the Northwest corner of said Lot 1;

St. Clair Park Redevelopment Plan

Thence South along the West line of said Lot 1 to the North right-of-way line of Wilson Road;

Thence Westerly along the North right-of-way line of Wilson Road to the East right-of-way line of Aber Avenue;

Thence North along the East right-of-way line of Aber Avenue to the North right-of-way line of St. John Avenue;

Thence West along the North right-of-way line of St. John Avenue to the prolongation of the West line of Lot 22, ARVA LAWN, a subdivision in Independence, Jackson County, Missouri;

Thence South along said prolongation and the West line of Lots 22 and 23, ARVA LAWN, the West right-of-way of Morrell Avenue and the West line of Lots 66 and 67, ARVA LAWN, to the North right-of-way line of Wilson Road;

Thence East and Southeast along the North right-of-way line of Wilson Road to the intersection of the prolongation of the East right-of-way line of Blue Ridge Boulevard;

Thence South along said prolongation and the East right-of-way line of Blue Ridge Boulevard to the POINT OF BEGINNING.

Containing approximately 174 acres of land.

EXHIBIT H
TAX IMPACT STUDY

**St. Clair Park Redevelopment Plan
Mt. Washington and Harrison Neighborhoods**

Independence, Missouri

Prepared by

**Community Development Department
City of Independence, Missouri**

On behalf of

The Fairmount-Carlisle 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 1.31.008 (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

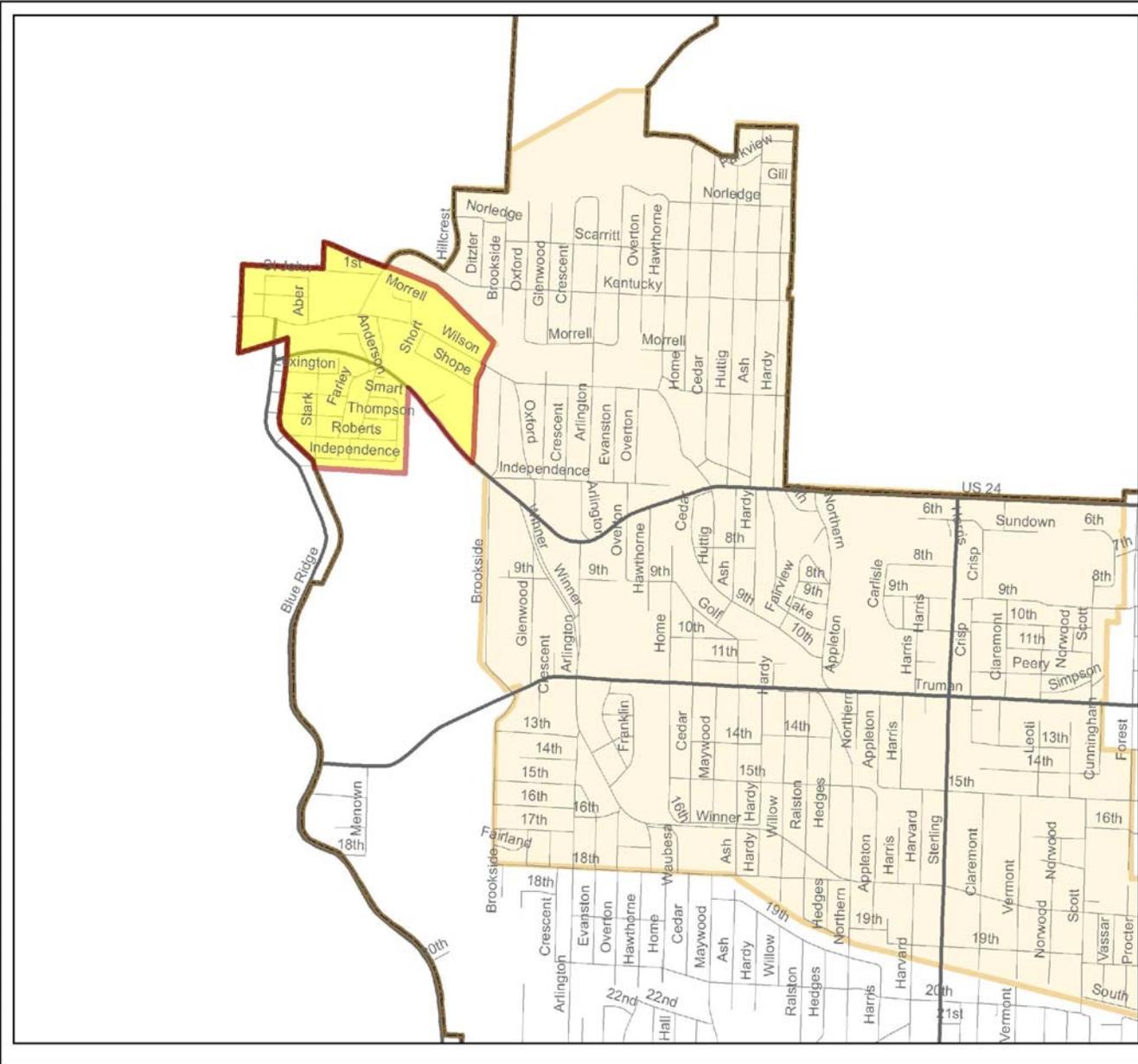
Independence has successfully used the provisions of Chapter 353 tax abatement to achieve neighborhood revitalization in the Midtown/Truman Road Corridor (M/TRC), the Santa Fe Trail Neighborhood (SFTN) and the first and second phases of the Fairmount-Carlisle 353 Redevelopment Plan areas. Chapter 353 Plans 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 513 properties out of 1,101 in the area are participating. In the SFTN area, the numbers are 80 out of 474 properties and thus far 104 residential property owners in the Fairmount-Carlisle are currently participating, with another 160 are actively working to complete the tax abatement process. Last year commercial and multi-family properties began participating in the program. Currently two commercial property owners are in the process of tax abatement with 3 additional applications pending.

The St. Clair Park Redevelopment Plan will now extend the availability of 353 tax abatement to another area within northwest Independence. To that end, the City has identified a proposed St. Clair Park Redevelopment Plan area which generally extends north of US 24 Highway in an area located west of Ditzler Avenue to the Gateway Western Railroad, and west to the Independence city limits. The second area is south of US 24 Highway from approximately Tennessee Avenue and an area west to the City of Independence city limits in an area north and west of Mt. Washington Cemetery. The area contains approximately 549 parcels of land.

St. Clair Park 353
Redevelopment Area

Figure A

Legend	
	St. Clair Park Area (549 Lots within 173.81 Acres)
	Fairmount Carlisle Amendment 1 (4,893 Lots)



N
1 inch = 1,850 feet

DATE: August, 2010
City of Independence
Community Development Dept.
Geographic Information System

St. Clair Park Redevelopment Plan

Table 1, below, provides a breakout of the taxable status of the parcels. 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	Residential/Commercial combination	Exempt	Total
492	38	4	15	549

Table 2 provides a breakout 2008 and 2010 assessed valuations.

**Table 2
Redevelopment Plan Area Assessed Values**

2008 Residential	2010 Residential	Percent Change	2008 Commercial	2010 Commercial	Percent Change
\$1,782,505	\$2,312,023	30%	\$369,501	\$582,120	57%

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*
- *Kansas City Public Library*
- *Metropolitan Junior College District*
- *Jackson County Mental Health District*
- *Missouri Blind Pension Trust*
- Current ad valorem levies are set forth in Table 3, below.

**Table 3
Current Ad Valorem Tax Levies**

Taxing Jurisdiction	Levy
City of Independence, Missouri	0.7028
Jackson County, Missouri	0.5430
Independence School District 30	5.2800
Handicap Workshop	0.0748
Kansas City Public Library	0.4991
Metropolitan Junior College District	0.2266
Jackson County Mental Health District	0.1218
Missouri Blind Pension Trust	0.0300
Total	7.4781

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 St. Clair Park 353 Redevelopment Plan. In Jackson County, real property is reassessed at two year intervals with the reassessment occurring

St. Clair Park Redevelopment Plan

in odd numbered years, the last being in 2009. In 2010, residential property was assessed at \$2,312,023 and commercial property at \$582,120. Total assessed valuation of taxable property in the redevelopment project area is \$2,894,143, as noted Table 2, page 5.

The *Project Is Not Developed* scenario assumes that the St. Clair Park 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 2008 and 2010 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 2011 to 2040. 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 – 12, pages 11 to 18.

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 redevelopment plan. The St. Clair Park Redevelopment Plan 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, Santa Fe and the Fairmount-Carlisle Redevelopment Project Plans. 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 \$3,500 or the NPV of the taxes

St. Clair Park Redevelopment Plan

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 20% 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 \$6,000.
- 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 \$6,500 per dwelling unit.
- It is projected that 10 infill housing units will be constructed at an average value of \$37,500 in 2011 dollars with one unit per year for ten years. This analysis assumes that new infill housing units be tax abated.
- It is projected that 10 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 \$3,239 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 9, and for each taxing jurisdiction in Tables 5 – 12, pages 10 to 17.

**Table 4
Projected Total Revenues
All Taxing Districts**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	224,241	218,759
2012	2	224,241	218,638
2013	3	234,675	228,937
2014	4	234,675	228,811
2015	5	245,594	239,727
2016	6	245,594	239,595
2017	7	257,021	250,881
2018	8	257,021	250,743
2019	9	268,980	262,555
2020	10	268,980	262,410
2021	11	281,496	287,400
2022	12	281,496	293,341
2023	13	294,593	313,142
2024	14	294,593	319,387
2025	15	308,300	340,659
2026	16	308,300	347,221
2027	17	322,645	370,086
2028	18	322,645	376,954
2029	19	337,658	401,515
2030	20	337,658	408,702
2031	21	353,369	427,324
2032	22	353,369	427,877
2033	23	369,810	447,373
2034	24	369,810	447,786
2035	25	387,017	468,188
2036	26	387,017	468,621
2037	27	405,025	489,973
2038	28	405,025	490,425
2039	29	423,870	513,583
2040	30	423,870	514,094
Total Projected Revenues		9,428,590	\$10,554,709
NPV @ 5%		4,453,874	\$4,804,619

**Table 5
Projected Total Revenues
City of Independence, Missouri**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	20,340	19,843
2012	2	20,340	19,832
2013	3	21,286	20,766
2014	4	21,286	20,755
2015	5	22,277	21,745
2016	6	22,277	21,733
2017	7	23,313	22,756
2018	8	23,313	22,744
2019	9	24,398	23,815
2020	10	24,398	23,802
2021	11	25,533	26,069
2022	12	25,533	26,608
2023	13	26,721	28,404
2024	14	26,721	28,970
2025	15	27,965	30,900
2026	16	27,965	31,495
2027	17	29,266	33,569
2028	18	29,266	34,192
2029	19	30,628	36,420
2030	20	30,628	37,072
2031	21	32,053	38,761
2032	22	32,053	38,811
2033	23	33,544	40,579
2034	24	33,544	40,617
2035	25	35,105	42,468
2036	26	35,105	42,507
2037	27	36,738	44,444
2038	28	36,738	44,485
2039	29	38,448	46,585
2040	30	38,448	46,632
Total Projected Revenues		\$855,231	\$957,377
NPV @ 5%		\$403,994	\$435,808

**Table 6
Projected Total Revenues
Jackson County, Missouri**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	15,715	15,331
2012	2	15,715	15,323
2013	3	16,446	16,044
2014	4	16,446	16,035
2015	5	17,212	16,800
2016	6	17,212	16,791
2017	7	18,012	17,582
2018	8	18,012	17,573
2019	9	18,851	18,400
2020	10	18,851	18,390
2021	11	19,728	20,141
2022	12	19,728	20,558
2023	13	20,646	21,946
2024	14	20,646	22,383
2025	15	21,606	23,874
2026	16	21,606	24,334
2027	17	22,612	25,936
2028	18	22,612	26,418
2029	19	23,664	28,139
2030	20	23,664	28,643
2031	21	24,765	29,948
2032	22	24,765	29,986
2033	23	25,917	31,353
2034	24	25,917	31,382
2035	25	27,123	32,811
2036	26	27,123	32,842
2037	27	28,385	34,338
2038	28	28,385	34,370
2039	29	29,706	35,993
2040	30	29,706	36,029
Total Projected Revenues		\$660,772	\$739,692
NPV @ 5%		\$312,135	\$336,716

**Table 7
Projected Total Revenues
Independence School District 30**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	152,811	149,075
2012	2	152,811	148,993
2013	3	159,921	156,011
2014	4	159,921	155,925
2015	5	167,362	163,364
2016	6	167,362	163,274
2017	7	175,149	170,965
2018	8	175,149	170,871
2019	9	183,299	178,920
2020	10	183,299	178,821
2021	11	191,827	195,851
2022	12	191,827	199,899
2023	13	200,753	213,393
2024	14	200,753	217,648
2025	15	210,094	232,144
2026	16	210,094	236,616
2027	17	219,869	252,198
2028	18	219,869	256,878
2029	19	230,099	273,615
2030	20	230,099	278,513
2031	21	240,806	291,203
2032	22	240,806	291,580
2033	23	252,010	304,865
2034	24	252,010	305,147
2035	25	263,736	319,050
2036	26	263,736	319,345
2037	27	276,007	333,896
2038	28	276,007	334,204
2039	29	288,850	349,985
2040	30	288,850	350,333
Total Projected Revenues		6,425,182	\$7,192,584
NPV @ 5%		3,035,125	\$3,274,143

**Table 8
Projected Total Revenues
Handicap Workshop**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	2,165	2,112
2012	2	2,165	2,111
2013	3	2,266	2,210
2014	4	2,266	2,209
2015	5	2,371	2,314
2016	6	2,371	2,313
2017	7	2,481	2,422
2018	8	2,481	2,421
2019	9	2,597	2,535
2020	10	2,597	2,533
2021	11	2,718	2,775
2022	12	2,718	2,832
2023	13	2,844	3,023
2024	14	2,844	3,083
2025	15	2,976	3,289
2026	16	2,976	3,352
2027	17	3,115	3,573
2028	18	3,115	3,639
2029	19	3,260	3,876
2030	20	3,260	3,946
2031	21	3,411	4,125
2032	22	3,411	4,131
2033	23	3,570	4,319
2034	24	3,570	4,323
2035	25	3,736	4,520
2036	26	3,736	4,524
2037	27	3,910	4,730
2038	28	3,910	4,735
2039	29	4,092	4,958
2040	30	4,092	4,963
Total Projected Revenues		88,859	\$101,895
NPV @ 5%		42,998	\$46,384

**Table 9
Projected Total Revenues
Metropolitan Junior College District**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	6,558	6,398
2012	2	6,558	6,394
2013	3	6,863	6,695
2014	4	6,863	6,692
2015	5	7,183	7,011
2016	6	7,183	7,007
2017	7	7,517	7,337
2018	8	7,517	7,333
2019	9	7,867	7,679
2020	10	7,867	7,674
2021	11	8,233	8,405
2022	12	8,233	8,579
2023	13	8,616	9,158
2024	14	8,616	9,341
2025	15	9,017	9,963
2026	16	9,017	10,155
2027	17	9,436	10,824
2028	18	9,436	11,024
2029	19	9,875	11,743
2030	20	9,875	11,953
2031	21	10,335	12,497
2032	22	10,335	12,514
2033	23	10,815	13,084
2034	24	10,815	13,096
2035	25	11,319	13,693
2036	26	11,319	13,705
2037	27	11,845	14,330
2038	28	11,845	14,343
2039	29	12,396	15,020
2040	30	12,396	15,035
Total Projected Revenues		275,747	\$308,682
NPV @ 5%		130,257	\$140,515

**Table 10
Projected Total Revenues
Kansas City Public Library District**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	14,445	14,092
2012	2	14,445	14,084
2013	3	15,117	14,747
2014	4	15,117	14,739
2015	5	15,820	15,442
2016	6	15,820	15,434
2017	7	16,556	16,161
2018	8	16,556	16,152
2019	9	17,327	16,913
2020	10	17,327	16,903
2021	11	18,133	18,513
2022	12	18,133	18,896
2023	13	18,976	20,171
2024	14	18,976	20,574
2025	15	19,859	21,944
2026	16	19,859	22,367
2027	17	20,783	23,839
2028	18	20,783	24,282
2029	19	21,750	25,864
2030	20	21,750	26,327
2031	21	22,763	27,526
2032	22	22,763	27,562
2033	23	23,822	28,818
2034	24	23,822	28,844
2035	25	24,930	30,159
2036	26	24,930	30,187
2037	27	26,090	31,562
2038	28	26,090	31,591
2039	29	27,304	33,083
2040	30	27,304	33,116
Total Projected Revenues		607,350	\$679,890
NPV @ 5%		286,900	\$309,493

**Table 11
Projected Total Revenues
Jackson County Mental Health District**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	3,525	3,439
2012	2	3,525	3,437
2013	3	3,689	3,599
2014	4	3,689	3,597
2015	5	3,861	3,769
2016	6	3,861	3,766
2017	7	4,040	3,944
2018	8	4,040	3,942
2019	9	4,228	4,127
2020	10	4,228	4,125
2021	11	4,425	4,518
2022	12	4,425	4,611
2023	13	4,631	4,923
2024	14	4,631	5,021
2025	15	4,846	5,355
2026	16	4,846	5,458
2027	17	5,072	5,818
2028	18	5,072	5,926
2029	19	5,308	6,312
2030	20	5,308	6,425
2031	21	5,555	6,718
2032	22	5,555	6,726
2033	23	5,813	7,033
2034	24	5,813	7,039
2035	25	6,084	7,360
2036	26	6,084	7,367
2037	27	6,367	7,702
2038	28	6,367	7,709
2039	29	6,663	8,074
2040	30	6,663	8,082
Total Projected Revenues		144,692	\$165,920
NPV @ 5%		70,015	\$75,529

**Table 12
 Projected Total Revenues
 Missouri Blind Pension Trust**

Year	Year Number	Project is Not Developed	Project is Developed Pursuant to 353 Plan
2011	1	8,682	8,470
2012	2	8,682	8,465
2013	3	9,086	8,864
2014	4	9,086	8,859
2015	5	9,509	9,282
2016	6	9,509	9,277
2017	7	9,952	9,714
2018	8	9,952	9,709
2019	9	10,415	10,166
2020	10	10,415	10,160
2021	11	10,899	11,128
2022	12	10,899	11,358
2023	13	11,406	12,125
2024	14	11,406	12,366
2025	15	11,937	13,190
2026	16	11,937	13,444
2027	17	12,493	14,329
2028	18	12,493	14,595
2029	19	13,074	15,546
2030	20	13,074	15,825
2031	21	13,682	16,546
2032	22	13,682	16,567
2033	23	14,319	17,322
2034	24	14,319	17,338
2035	25	14,985	18,128
2036	26	14,985	18,145
2037	27	15,682	18,971
2038	28	15,682	18,989
2039	29	16,412	19,886
2040	30	16,412	19,905
Total Projected Revenues		365,067	\$408,670
NPV @ 5%		172,450	\$186,031

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 9 above, and for each individual taxing district in Tables 4 – 12, 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 \$9,428,590 for the *Project Is Not Developed* scenario compared to \$10,554,709 for the *Project Is Developed Pursuant To 353 Plan* scenario. The net present value at 5.0 percent is \$4,453,874 and \$4,804,619 respectively. The same pattern holds for each individual taxing district.

FCRC

FAIRMOUNT - CARLISLE REDEVELOPMENT CORPORATION

P.O. Box 499
Independence, MO 64051
(816) 325-7426

Exhibit I

October 6, 2010,

page 1 of 3

Dear Property Owner:

This letter is to notify you that the Fairmount-Carlisle Redevelopment Corporation has submitted a Development Plan, titled: *"The St. Clair Park Redevelopment Plan"* and application to the City of Independence for another tax abatement area in northwest Independence. The proposed area would encompass an area north and west of Mt. Washington Cemetery including portions of the Harrison and Mt. Washington neighborhoods (see attached map).

An open house will take place on Wednesday, October 20, 2010 from 10:00 a.m. to 12 Noon and again from 4:00 p.m. to 6:00 p.m. at The Morgan Haus, 8625 Wilson Road (aka 803 Blue Ridge Blvd), Independence, Missouri 64053 (west of Blue Ridge Blvd and Wilson Road) to answer any questions you have about the tax abatement plan for this area. The Public Hearing will be held at the regularly scheduled Planning Commission Meeting on October 26, 2010 at 6:00 p.m. in the City of Independence City Council Chambers at 111 E Maple Ave., Independence, Missouri. A "new evidence only" public hearing will take place at the regularly scheduled City Council meeting on Monday, November 15, 2010 at 6:00 pm at the same City Council Chambers.

The Fairmount-Carlisle Redevelopment Corporation was established in 2007 to provide redevelopment opportunities to individual and corporate property owners in northwestern Independence. The Program is a 25-year real estate tax abatement on the home and improvements (tax is still due on the land). To date, 104 homes have received tax abatement within the original Fairmount-Carlisle Plan, and the subsequent Fairmount-Carlisle Plan, Amendment 1 areas; currently more than 160 property owners are in the process of improving their homes to obtain tax abatement.

To be eligible to participate, property owners make application and a inspection is conducted of the property. 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.

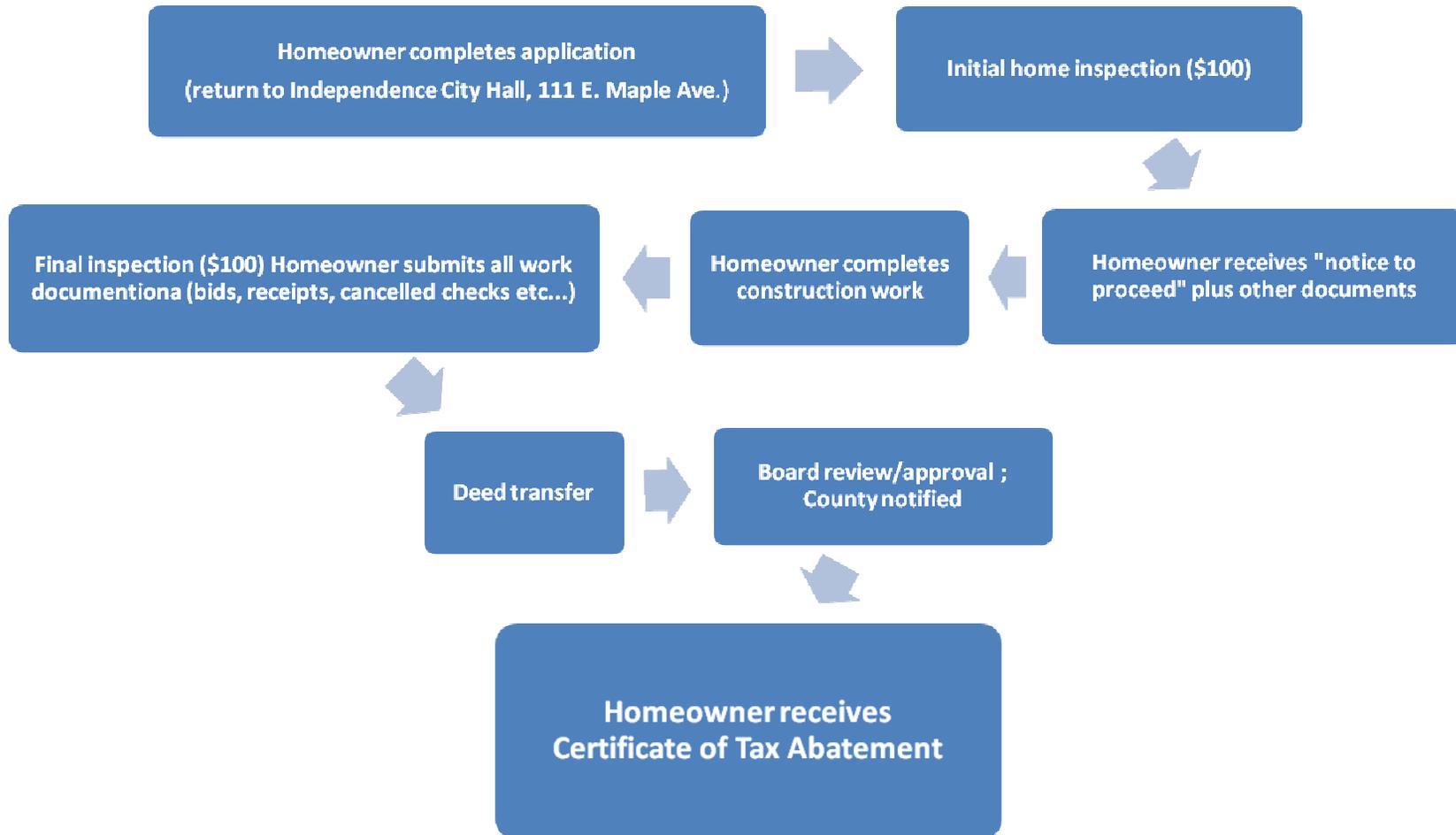
For more information, please contact the City of Independence, tax abatement administrator, at 816-325-7426.

Very truly yours,



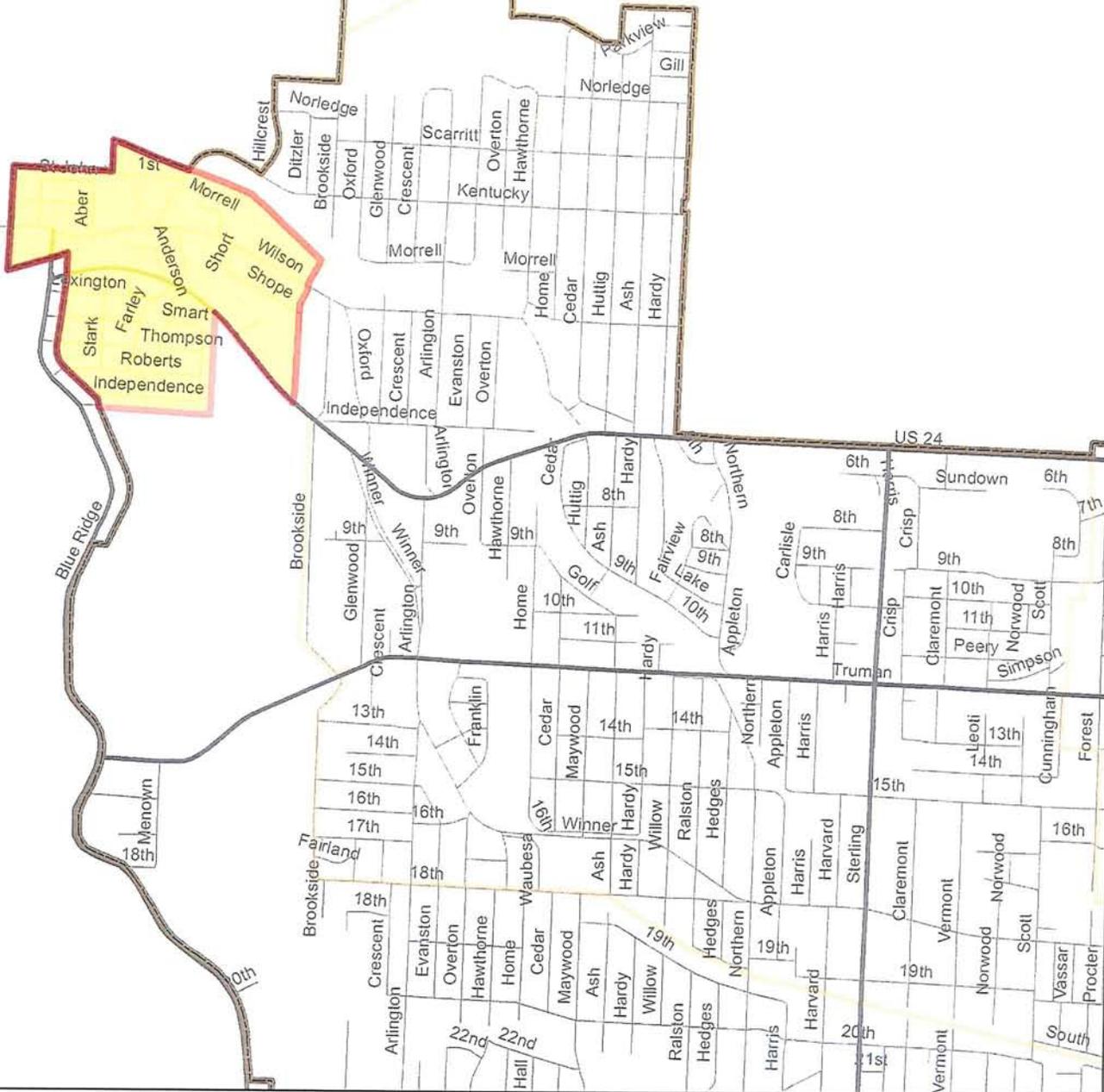
Bob Burnup, President
Fairmount-Carlisle Board of Directors

St. Clair Park 353 Tax Abatement Process



St. Clair Park 353
Redevelopment Area

Figure A



Legend

	St. Clair Park Area	(549 Lots within 173.81 Acres)
	Fairmount Carlisle Amendment 1	(4,893 Lots)

N
1 inch = 1,850 feet

City of Independence

111 EAST MAPLE • P.O. BOX 1019 • INDEPENDENCE, MISSOURI 64051-0519

www.ci.independence.mo.us • (816) 325-7000



September 23, 2010

RE: Public Hearing Notice

Dear Taxing District Representative:

A development plan has been filed by the Fairmount-Carlisle Redevelopment Corporation to the City of Independence, Missouri for the *St. Clair Park Redevelopment Plan*. The area is located in an area north and west of Mt. Washington Cemetery in northwest Independence (see attached map). 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 8:00 a.m. – 5:00 p.m., Monday through Friday, excluding holidays.

A public hearing on this request will be held on Tuesday, October 26, 2010 by the Independence Planning Commission in Independence City Hall, City Council Chambers, 111 East Maple Avenue (lower level, north entrance) in Independence, Missouri at 6:00 p.m. A "new evidence only" hearing will take place at the regularly scheduled City Council meeting on Monday, November 15, 2010 at 6:00 p.m. in the same City Council Chambers.

The tax impact analysis for your taxing district is included with this letter. Please call 816.325.7418 should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Clark".

Jennifer Clark
Community Development Director

Enclosures

St. Clair Park 353 Redevelopment Area

Parcel Structure Conditions

Exhibit K

Legend

-  St Clair Park 353 Area
- Average Structure Conditions**
-  Severe/Serious Problems
-  Substandard
-  Good
-  Excellent
-  Vacant/NoData
-  City Limits



N
1 inch = 500 feet

Date: September, 2010

Community Development Dept.
Geographic Information System



St. Clair Park Redevelopment Plan
Harrison and Mt. Washington 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 St. Clair Park Redevelopment Plan is located in western Independence, as indicated by the Vicinity Map (Appendix A) and the Area and Census Block Groups Map (Appendix B). A portion of the redevelopment area is located in the US 24 Highway Corridor Study area, which recommends implementing a 353 Tax Abatement Program as a redevelopment tool¹. The area contains approximately 173.81 acres of land and 549 parcels, and includes part of the Harrison and Mt. Washington Neighborhoods and is home to St. Clair Park. For an exact site description, see Appendix C.

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 1, Article 31, 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, re-planning, 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 1, Article 31 of the Independence City Code relative to a finding of blight are found in Section 1.31.007, 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 Block Groups 10901.1, 10901.2 and 10901.3 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 D for the Ratings Summary Guide and Appendix E for a sample map of structure conditions.

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 2, 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 1970. 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 2
Age of Housing Structures²

Age of Housing Structures

Year Built	Number of Units	Percent of Total
1999-2000	0	0.0%
1995-1998	7	1.2%
1990-1994	12	2.1%
1980-1989	0	0.0%
1970-1979	53	9.4%
1960-1969	54	9.6%
1950-1959	78	13.8%
1940-1949	92	16.4%
1939 or earlier	268	47.5%
Total	564	100.0%

The vacancy rate of all residential housing in the abatement area (owner-occupied and renter-occupied) is 12.8 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 an 88 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 3 provides the average ratings for structures and infrastructure within the St. Clair Park Redevelopment Area.

Table 3
Building Conditions⁴

Area	Number of Structures	Average Rating		Percentage of Parcels with Severe, Serious, or Substandard ratings	
		Structure	Infrastructure	Structure	Infrastructure
<i>St. Clair Park 353 Area</i>					
Single-Family	462	3.5	3.5	48%	42%
Multi-Family	8	3.7	2.9		

² 2000 United States Census

³ 2000 United States Census

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

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 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 photographs above 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 below are typical examples of the lack of sidewalks throughout the development area. The area averaged a sidewalk rating of 1.33, indicating severe widespread deterioration of sidewalks.



Figures 3 and 4. *The photographs above demonstrate the lack of sidewalks in the St. Clair Park area; Consequently this situation present a public safety hazard for pedestrians and bicyclists.*

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 Blue River watershed, generally located in the western portion of the redevelopment area, and the Rock Creek watershed, 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 Blue River 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 St. Clair Park 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 St. Clair Park 353 Redevelopment area and contributes to the blight by showing inadequate and outmoded design, physical deterioration, and obsolescence.



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.

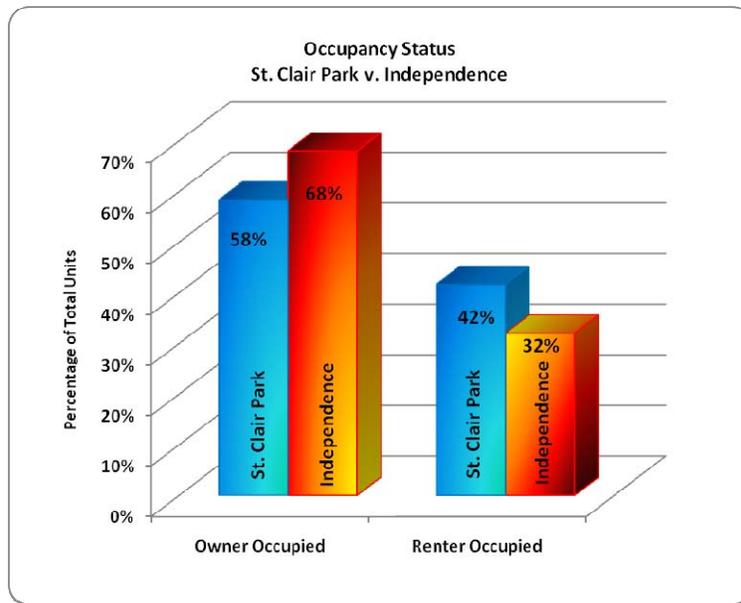
Figure 5. Typical location within the proposed area that contributes to blight by having overhead utility lines.

A high number of low and moderate income households are an indicator of the stability or social/economic well-being of a neighborhood. Nearly 67 percent of households in the redevelopment area have incomes 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 two-thirds of households in the development make less than \$37,000 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 6, 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 42 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 6
Percentage of Housing Units by Tenancy and Area⁵



⁵ 2000 United States Census

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 January and December 2009. 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 eight 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 80 code violations.

CONCLUSION

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

- More than 12% of residential housing is vacant; this is nearly double the level for the metropolitan area;
- 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;
- 67 percent of households making less than 80% the regions' median income,
- 42 percent of all households renter occupied;
- The area experiences more than eight times 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.

⁶ City of Independence Health Department

APPENDIX C
SITE DESCRIPTION
St. Clair Park 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;

Corrected Plat of Arva Lawn subdivision, Lots 1 through 87;

Washington Park Annex subdivision, Tract D;

Hardwick Addition subdivision, Lots 1 through 4;

Washington Park subdivision, lots 28 through 68; Lots 90 through 144; Lots 149 through 157; Lots 172 through 206; and, Lot 160;

St. Clair Park subdivision, Lots 1 through 432;

Beginning at a point on the East right-of-way line of Blue Ridge Boulevard, said point being 200 feet North of the North right-of-way line of U.S. Highway 24, (also known as Winner Road) and on the city limits line between Kansas City, Missouri and Independence, Missouri;

Thence West and parallel to the North right-of-way line of U.S. Highway 24, along the city limits line, a distance of 630 feet more or less;

Thence due North along the city limits line to a point 150 feet North of the East-West centerline of Section 31, Township 50N, Range 32W;

Thence East along the city limits line to the East line of said Section 31;

Thence North along said East line of said Section 31 and along the city limits line to the South right-of-way line of the Gulf, Mobile and Ohio Railroad;

Thence Southeasterly along the Southerly right-of-way line of the Gulf, Mobile and Ohio Railroad and along the city limits line to the centerline of Kentucky Avenue;

Thence continuing Southeasterly along the Southerly right-of-way line of the Gulf, Mobile and Ohio Railroad, and leaving the city limits line, a distance of 330 feet;

Thence Southwesterly a distance of 110 feet to the East-West centerline of Section 32, Township 50N, Range 32W;

Thence West along said centerline a distance of 352 feet more or less to the East right-of-way line of Kentucky Avenue;

Thence Southwesterly along the East right-of-way line of Kentucky Avenue a distance of 450 feet more or less;

Thence Northwesterly to the Northeast corner of Lot 4, HARDWICK ADDITION, a subdivision in Independence, Jackson County, Missouri;

Thence along the North line of Lots 4, 3, 2 and 1, HARDWICK ADDITION, to the Northwest corner of said Lot 1;

Thence South along the West line of said Lot 1 to the North right-of-way line of Wilson Road;

Thence Westerly along the North right-of-way line of Wilson Road to the East right-of-way line of Aber Avenue;

Thence North along the East right-of-way line of Aber Avenue to the North right-of-way line of St. John Avenue;

Thence West along the North right-of-way line of St. John Avenue to the prolongation of the West line of Lot 22, ARVA LAWN, a subdivision in Independence, Jackson County, Missouri;

Thence South along said prolongation and the West line of Lots 22 and 23, ARVA LAWN, the West right-of-way of Morrell Avenue and the West line of Lots 66 and 67, ARVA LAWN, to the North right-of-way line of Wilson Road;

Thence East and Southeast along the North right-of-way line of Wilson Road to the intersection of the prolongation of the East right-of-way line of Blue Ridge Boulevard;

Thence South along said prolongation and the East right-of-way line of Blue Ridge Boulevard to the POINT OF BEGINNING.

Containing approximately 174 acres of land.

APPENDIX D HOUSING SURVEY RATINGS GUIDE⁷

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

⁷ 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



CERTIFIED NOTICES

The undersigned certifies that written notice has been given to such persons 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 6th day of October, 2010 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 23rd day of September, 2010.



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

Date: 10/10/2010

St. Clair Park Redevelopment Plan

Exhibit N

Page 1

Robin Carnahan Secretary of State
 2010 ANNUAL REGISTRATION REPORT
 BUSINESS

File Number: 201015990114
 RD0819181
 Date Filed: 06/08/2010
 Robin Carnahan
 Secretary of State

REPORT DUE BY: 08/31/2010

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

RENEWAL MONTH:
May
 I OPT TO CHANGE THE CORPORATION'S
 RENEWAL MONTH TO _____ FOR A \$25.00 FEE.
 PRINCIPAL PLACE OF BUSINESS OR
 CORPORATE HEADQUARTERS:
 111 E. Maple (Required)
 STREET
 Independence, MO 64050
 CITY/STATE ZIP

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	Bob Burnup (Required)	NAME	Joe Williams (Required)
STREET/RT	1150 S Sterling Ave	STREET/RT	107 S. Main Street
CITY/STATE/ZIP	Independence, MO 64054	CITY/STATE/ZIP	Independence, MO 64050
V-PRES	Bob Garrison	NAME	Bob Burnup
STREET/RT	2900 Hickory Ridge	STREET/RT	1150 S. Sterling Avenue
CITY/STATE/ZIP	Independence, MO 64057	CITY/STATE/ZIP	Independence, MO 64052
SECY	Kathy Pickering (Required)	NAME	Kathy Pickering
STREET/RT	514 S Hardy	STREET/RT	514 S. Hardy Street
CITY/STATE/ZIP	Independence, MO 64053	CITY/STATE/ZIP	Independence, MO 64053
TREAS	Doug Ault	NAME	Don Russell
STREET/RT	10138 E Golf Ave	STREET/RT	16701 E 53rd St S
CITY/STATE/ZIP	Independence, MO 64053	CITY/STATE/ZIP	Independence, MO 64055
NAMES AND ADDRESSES OF ALL OTHER OFFICERS AND DIRECTORS ARE ATTACHED			

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.

4 Authorized party or officer sign here Bob Burnup (Required)

Please print name and title of signer: Bob Burnup / 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
 ADD AN ADDITIONAL \$25.00 FEE IF CHANGING THE RENEWAL MONTH.

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: Secretary of State, P.O. Box 1366, Jefferson City, MO 65102

Robin Carnahan Secretary of State
2010 ANNUAL REGISTRATION REPORT

NAMES AND ADDRESSES OF ALL OTHER OFFICERS AND DIRECTORS:

DIRECTOR

BOB GARRISON
2900 HICKORY RIDGE
INDEPENDENCE, MO 64057

DIRECTOR

JEFF ANGER
120 N CEDAR
INDEPENDENCE, MO 64053

DIRECTOR

LORI WEHNER
1105 S BROOKSIDE
INDEPENDENCE, MO 64053

DIRECTOR

LARRY GERLING
512 S BROOKSIDE
INDEPENDENCE, MO 64053

DIRECTOR

DOUG AULT
10138 E GOLF AV
INDEPENDENCE, MO 64053