

Qualifications Analysis:

**Block 138 PIEA Planning Area
Kansas City, Missouri**

PREPARED FOR:

**PLANNED INDUSTRIAL EXPANSION AUTHORITY
300 WYANDOTTE, SUITE 400
KANSAS CITY, MISSOURI 64105**

PREPARED BY:

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PREPARED:

NOVEMBER 8, 2024

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EXECUTIVE SUMMARY

Development Initiatives has reviewed the Planned Industrial Expansion Law and its applicability to the proposed Block 138 PIEA Area. Development Initiatives is of the opinion that the conditions present in the Block 138 PIEA Area support a finding that such area qualifies as an Undeveloped Industrial Area under the Planned Industrial Expansion Law.

INTRODUCTION

In order to qualify an area within the City of Kansas City, Missouri for use of the Planned Industrial Expansion Law and its available incentives for redevelopment, the identified area must be shown to be one of the following: 1) a “blighted area”; 2) an “insanitary area”; or 3) an “Undeveloped industrial area”. It should be noted that unlike a blight analysis, the analysis of an “Undeveloped Industrial Area” does not require a majority of the factors to be present.

The purpose of this work is to determine if the proposed Block 138 PIEA Area (the “Planning Area”, or “Redevelopment Area” or “Area”) qualifies as a “Undeveloped industrial area” in need of industrial development”, a requirement of establishing a general Planning Area under Chapter 100 of the Missouri Revised Statutes.

The Block 138 PIEA Planning Area contains approximately 0.84 acres or 36,546 square feet (net of public right-of-way).

The Qualifications Analysis includes a detailed analysis of site, building, and public improvement deterioration. Qualifying conditions throughout the study area were identified and analyzed to produce a chart showing the qualifying conditions present in the study area.

Data was collected to document physical conditions within the categories of blight, insanitary area, and undeveloped industrial area set out in the state statute. Pertinent Geographic Information Systems (GIS) data was obtained through the City of Kansas City, Missouri and Jackson County, Missouri. Additional supplemental information was obtained through various reports and studies prepared or commissioned by the City.

Site inspection of the proposed Planning Area was completed on September 3, 2024. The effective date of this analysis is November 8, 2024.

DEFINITION OF CRITERIA

Chapter 100 of the Missouri Revised Statutes entitled Industrial Development allows for the creation of “The Planned Industrial Expansion Authority” within a city and empowers the authority to submit general redevelopment plans to the city. However, “an authority shall not prepare a plan for a project area unless the governing body of the city has declared, by resolution or ordinance, the area to be blighted, insanitary or undeveloped industrial area in need of industrial development” (RSMo Ch. 100.400.1 (2)).

Chapter 100 provides the following definitions for a blighted area, insanitary area, or undeveloped industrial area:

- “Blighted Area” shall mean an area which by reason of predominance of defective, or inadequate street layout, insanitary or unsafe conditions, deterioration of the site improvements, improper subdivision or obsolete platting, or the existence of conditions which endanger life, or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations, or constitutes an economic or social liability, or a menace to public health, safety, morals or welfare in its present condition and use. (RSMo Sec. 100.310 (2)).

However, the above definition of a “blighted area” has been changed and the new standardized “blight” definition is as follows:

RSMo Section 99.805 (1)

“Blighted Area,” an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety or welfare in its present condition and use;

- “Insanitary Area” shall mean an area in which there is a predominance of buildings and improvements which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open space, high density of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is

conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crimes, or constitutes an economic or social liability and is detrimental to the public health, morals, or welfare. (RSMo Sec. 100.310 (11)).

- “Undeveloped Industrial Area” shall mean any area which by reason of defective and inadequate street layout or location physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically; contains old, decaying, obsolete buildings, plants, structures; contains buildings, plants and structures whose operation is not economically feasible; contains intermittent commercial and industrial structures in a primarily industrial area; or contains insufficient space for the expansion and efficient use of land for industrial plants amounting to conditions which retard economic or social growth, or economic wastes and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare. (RSMo Sec. 100.310 (18)).

CHAPTER 100 REDEVELOPMENT PROVISIONS

Underdeveloped Industrial Area Prevention

The authority is empowered to take actions deemed “necessary to prevent a recurrence of blighted, insanitary, underdeveloped industrial areas or effectuate the purposes of this law” (RSMo Sec. 100.390 (4)).

Tax Abatement

RSMo Sec. 100.570 provides for the ad valorem tax exemption benefit contained in Chapter 353 of RSMo (The Urban Redevelopment Corporation Law) to be made available to any redevelopment corporation on lands and improvements situated within the project area provided the governing body grants approval by a three-fourths vote. Upon compliance with Chapter 353 requirements, real property of urban redevelopment corporations shall not be subject to assessment or payment of general ad valorem taxes imposed by the city, state, or any political subdivision, for a period not in excess of 10 years after the date upon which the corporation becomes owner of the real property, except taxes may be collected on the assessed valuation of the land, exclusive of improvements, for the calendar year preceding the corporation’s ownership. Such land assessment may not be increased during the 10-year period.

After completion of the initial 10-year abatement, for an ensuing period not in excess of 15 years, ad valorem taxes shall be based upon an assessment not to exceed 50% of the

true value of the real property including any improvements. After a period not totaling more than 25 years, the real property shall be subject to assessment and payment of all ad valorem taxes based upon the full true value of the real property.

Eminent Domain

RSMo Ch. 100.420.1 provides authorities with the power of eminent domain:

An Authority shall have the right to acquire by the exercise of eminent domain any real property which it may deem necessary for a project or for its purposes under this law after the adoption by it of a resolution declaring the acquisition of the real property described therein is necessary for such purposes.

Bond Issuance

RSMo Ch. 100.430 provides authorities with the power to issue bonds:

- (1) An authority shall have power to issue bonds from time to time in its discretion for any of its corporate purposes including the payment of principal and interest upon any advances for surveys and plans for projects.
- (2) An authority shall also have power to issue refunding bonds for the purposes of paying or retiring or in exchange for bonds previously issued by it.

Property Data

The proposed Block 138 PIEA Planning Area (the “Planning Area”) lies within the Central Business District (CBD) of Downtown Kansas City, Missouri. The Planning Area is generally located within an area that has historically been a developed mix of commercial, office, residential and entertainment uses. The Planning Area is depicted in the following map images.



Figure 1 - Approximate Block 138 PIEA Planning Area. Map courtesy Google Maps.

The Planning Area is composed of property located in multiple parcels of private and City-owned land. Ownership is effectively vested in two (2) entities. All subject parcels are identified by the City of Kansas City and the Jackson County Assessor's office. A complete listing of parcels, and legal description, property address and owner is included in Exhibit A.

Plan Area

As mentioned, the Planning Area is composed of property which spans multiple property parcels. The Planning Area contains approximately 36,546 square feet, or 0.84 acres of property, not including public rights of way.

Table 1 - Property Data, Size.

| Block | Size (acres) |
|-------|--------------|
| 138 | 0.84 |
| Total | 0.84 |

Jackson County Tax Parcels

The Planning Area is composed of property which spans multiple property parcels. A complete listing of parcels, maps and legal descriptions, is included in Exhibit A: Property Information.

Legal Description

Property Descriptions and additional parcel information is identified in Exhibit A: Property Information.

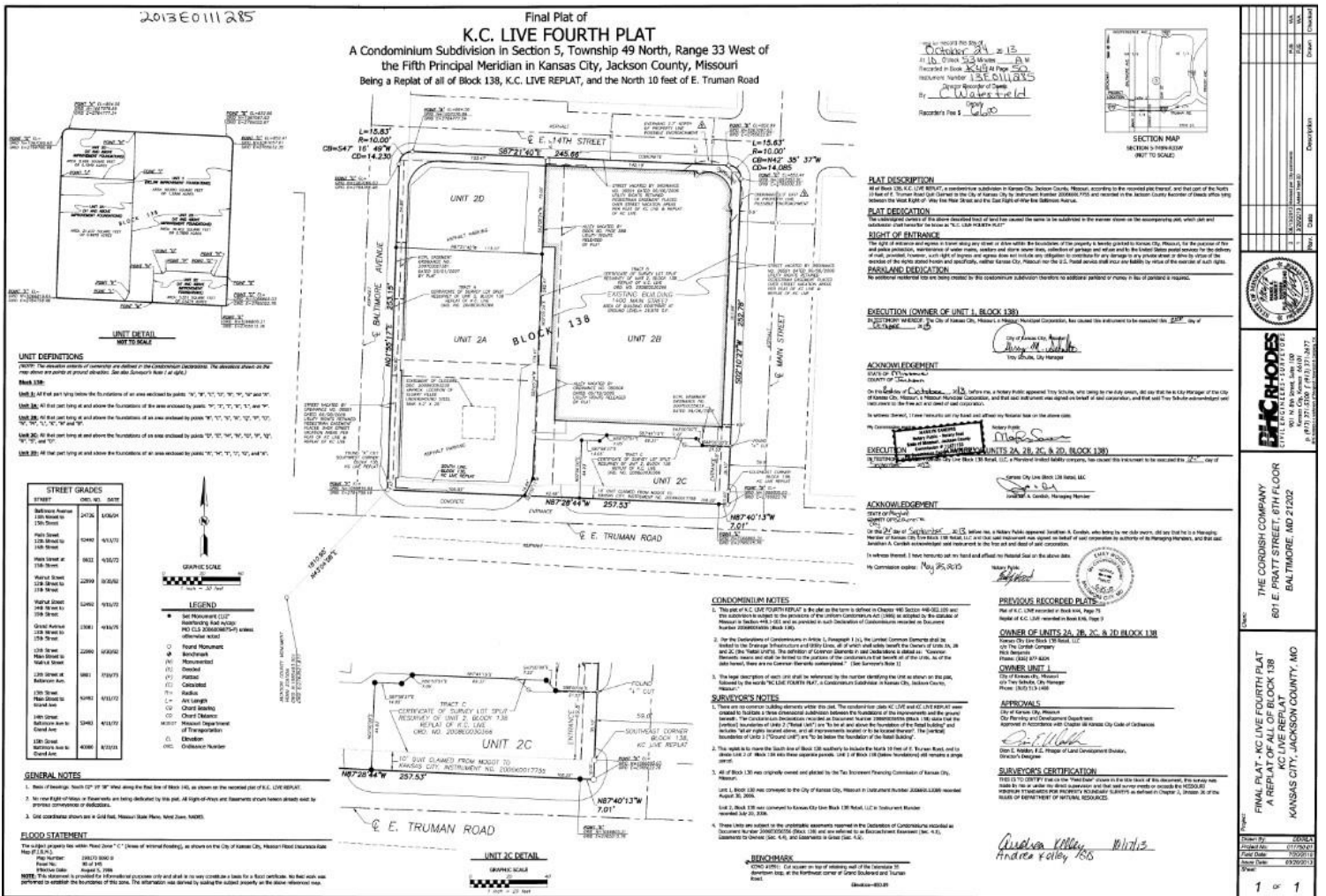


Figure 2 – Planning Area Plat Map - Block 138 Plat.

UNIT DEFINITIONS

(NOTE: The elevation extents of ownership are defined in the Condominium Declarations. The elevations shown on the map above are points at ground elevation. See also Surveyor's Note 1 at right.)

Block 138-

Unit 1: All that part lying below the foundations of an area enclosed by points "A", "B", "C", "D", "E", "F", "G" and "A".

Unit 2A: All that part lying at and above the foundations of the area enclosed by points "F", "J", "I", "K", "L", and "F".

Unit 2B: All that part lying at and above the foundations of an area enclosed by points "B", "C", "S", "R", "Q", "P", "O", "N", "M", "L", "K", "H" and "B".

Unit 2C: All that part lying at and above the foundations of an area enclosed by points "D", "E", "M", "N", "O", "P", "Q", "R", "S", and "D".

Unit 2D: All that part lying at and above the foundations of an area enclosed by points "A", "H", "I", "J", "G", and "A".

Figure 3 - Unit Definitions, Block 138.

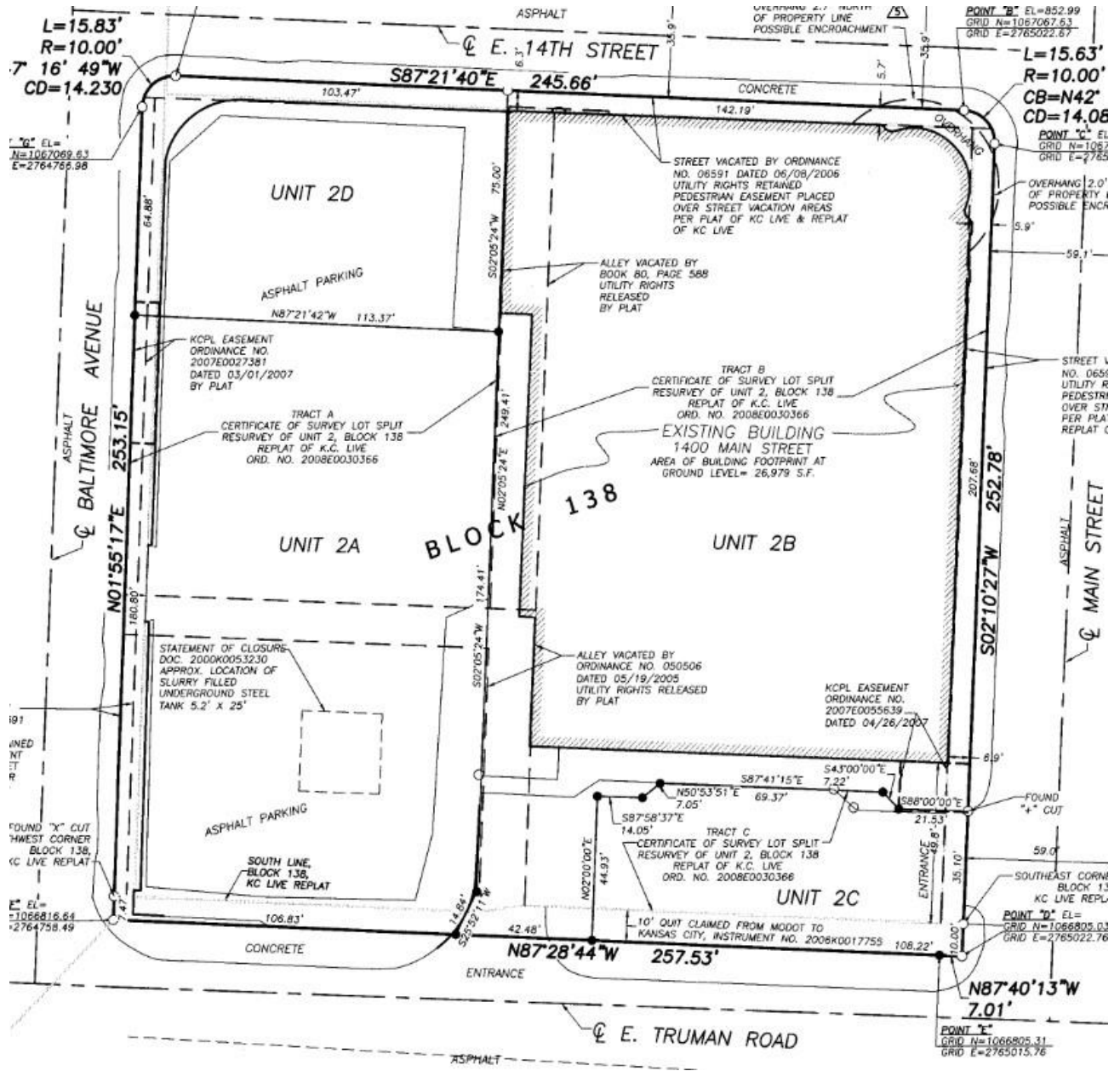


Figure 4 - Block 138 Enhance View.

Topography

The topography of the Planning Area slopes gradually north to south approximately sixteen (16) feet.



Figure 5 - Topographic Map.

Flood Zone

No portions of the Planning Area are currently located within a flood impact zone as defined by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map identified on the following Map No.: 29095C0252H bearing on effective date of December 7, 2023.

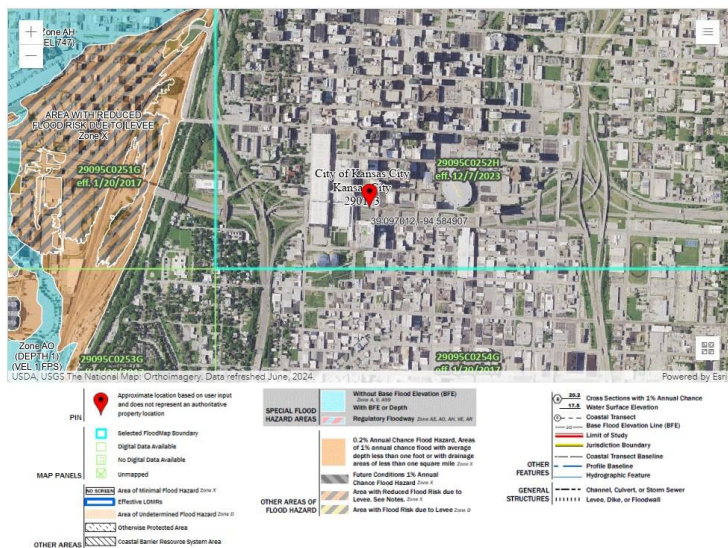


Figure 6 - FEMA Flood Insurance map.

Easements

Development Initiatives was not provided with a title report which encompasses the Planning Area. No evaluation can be concluded regarding easements or other restrictions which may be in effect within the Planning Area.

Utilities

It appears that all utilities are available to the Planning Area including water, sewer, natural gas, and electricity. However, new utility infrastructure will be required to be constructed to new improvements within the Planning Area.

Environmental

Development Initiatives was not provided any reports or analysis which addressed possible environmental hazards for the subject property. This analysis takes no consideration for environmental hazards relating to the subject property or improvements on the site.

Access

Overall access to the Planning Area is very good. Regional access to the Planning Area is via Interstate 70 (I-70) and Interstate 670 (I-670) immediately south of the area. Local access to the Planning Area is via numerous surface streets located throughout the area, including; West 13th Street, Baltimore Avenue, Main Street, and West Truman Road.

Existing Development/Improvements

The Planning Area, as well as the immediate surrounding area, is characterized by a mix of retail, office, and residential land uses. All parcels are currently surface parking (94.98%).

Table 2 - Occupied Space, Block 138.

| Block 138 | Space | Service Area | Surface Parking |
|------------------|--------------|---------------------|------------------------|
| Unit 2A | 21,128 | | 21,128 |
| Unit 2B | 1,849 | 1,849 | |
| Unit 2C | 5,563 | | 5,563 |
| Unit 2D | 8,276 | | 8,276 |
| | 36,816 | 1,849 | 34,967 |

Total: 36,816
 Total Surface Parking: 34,967
 Total Service Area: 1,849

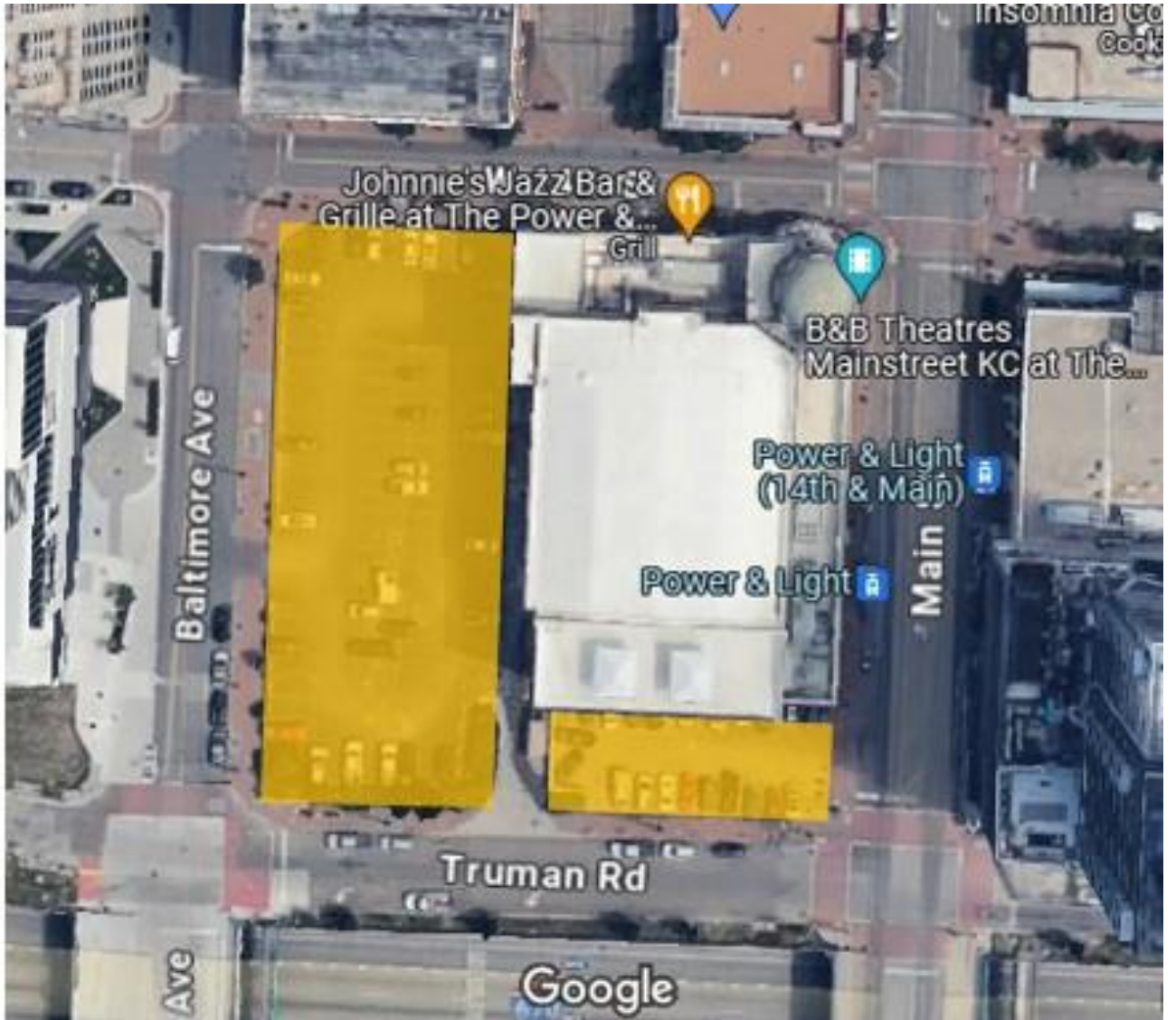


Figure 7 - Service or Surface Parking Areas located within the Redevelopment Area.

Block 138

Being located in a dense, previously developed downtown location, any new improvements on Block 138 would have to consider impacts from previous improvements. According to historical images a large structure was previously present on Block 138. Date of demolition is unknown, but previous demolition standards often included depositing building rubble on-site by burying it. It is unknown if this occurred when the structure was demolished, but due to the historical nature of the area it should be assumed that the site has been impacted from previous use and structures. No geo-tech reporting or assessments were available to review for this analysis.



Figure 8 - Aerial Photo dated 1955. Note the historical structure previously located on Block 138, west of the Mainstreet Theater. Courtesy Missouri Digital Collections, KC Public Library.

See Exhibit B: Engineering Certification for further information concerning development constraints for Block 138.



Figure 9 - Aerial Photo date unknown, but prior to 1955. Note the historical structure previously located on Block 138, west of the Mainstreet Theater. Courtesy Missouri Digital Collections, KC Public Library.



Figure 10 - Aerial Photo date unknown, but prior to 1955. Note the historical structure previously located on Block 138, west of the Mainstreet Theater. Courtesy Missouri Digital Collections, KC Public Library.

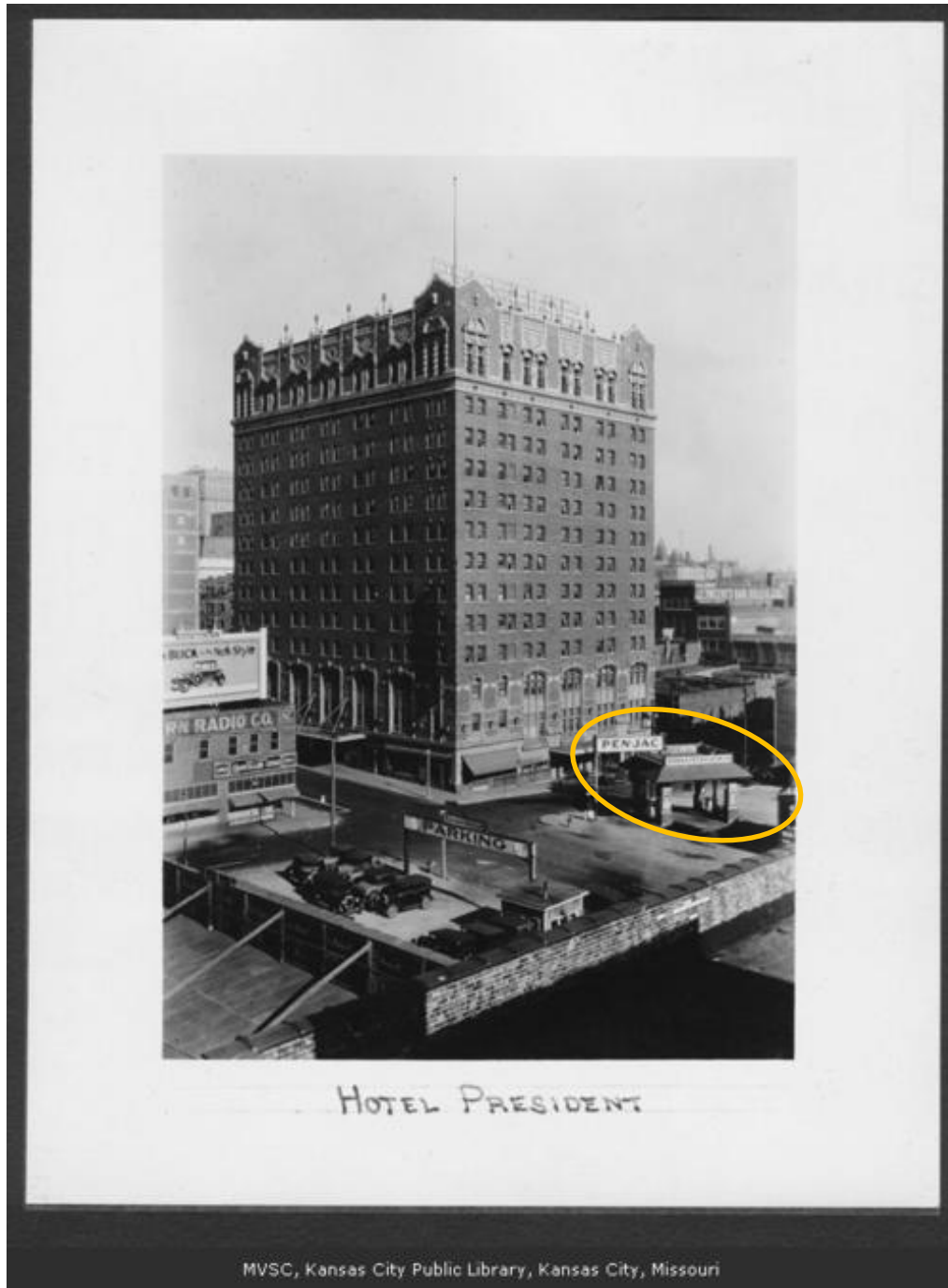


Figure 11 - 1928 Aerial Photograph of the President Hotel. Note former gas station located on Block 138, identified in image. Impacts of this facility to the block are unknown. Image courtesy KC Public Library.



Figure 12 - 1940 Photograph of the former gas station located on Block 138. Impacts of this facility to the block are unknown. Image courtesy KC Public Library.

Pre-Existing Incentive Areas

The Planning Area is located within an area which has previously approved incentives or has previously been declared “blighted”. These areas include the following:

- 1200 Main/South Loop Tax Increment Financing (TIF) District,
- 1200 Main/South Loop Community Improvement District (CID),

Current status and activity of the above mentioned plans is currently unknown.

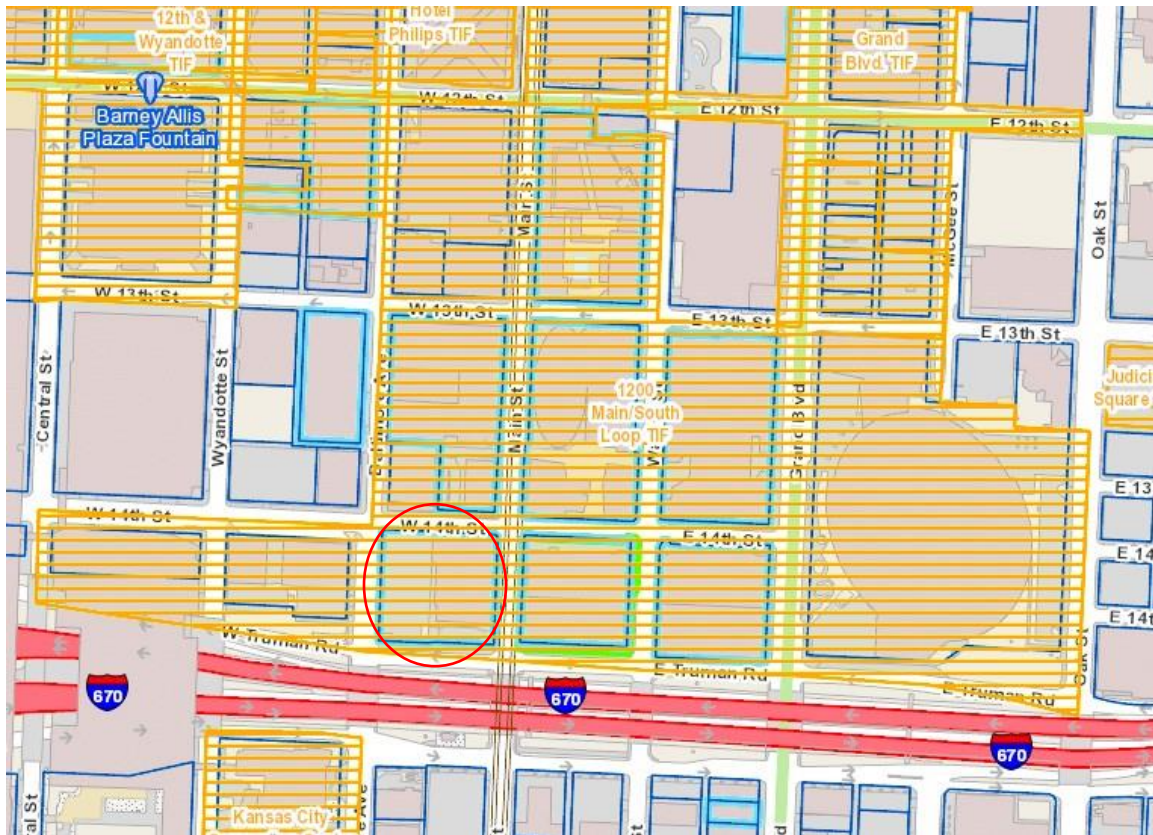


Figure 13 - Planning Area proximity to the 1200 Main/South Loop TIF.



Figure 14 - Planning Area proximity to the 1200 Main/South Loop CID.

Proposed Project Description

As previously mentioned, portions of the Planning Area are currently developed with surface parking.

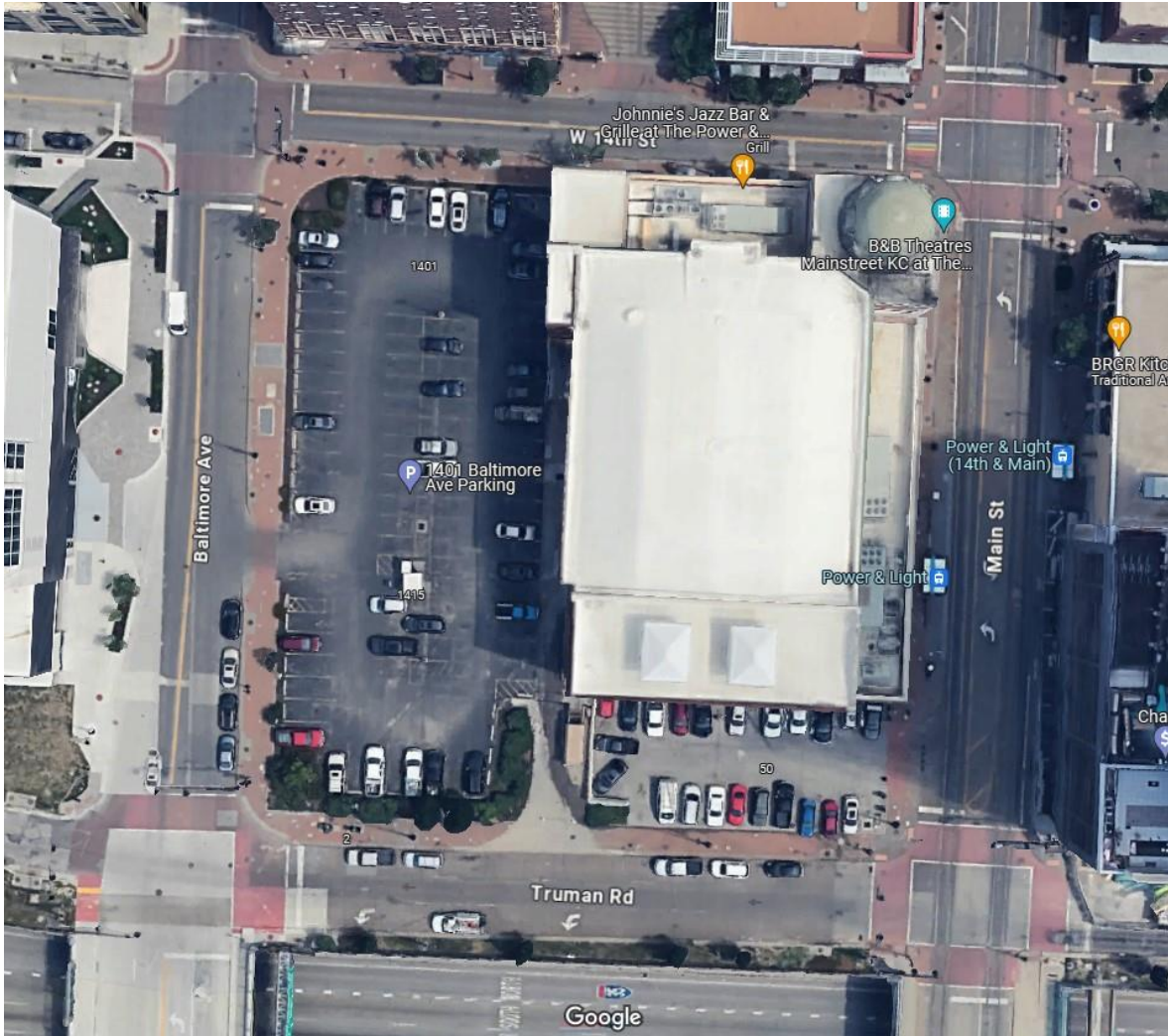


Figure 15 - Block 138.

Block 138

- Development proposal largely includes development of the western portion of the block, which is currently comprised of an under-utilized surface parking.
 - Development and construction of approximately 518,000 square feet of residential, retail and structured parking space. Total height of the new structure is estimated to be approximately 23 stories.
 - Development and construction of an estimated 293 apartment units.
 - Development and construction of approximately 463 structured parking spaces.
 - Development and construction of about 17,000 square feet of retail space.
 - Total development budget is estimated to be approximately \$156MM.
 - Development is estimated to generate approximately 1,300 construction jobs.
 - Development is estimated to generate approximately 135 FTE jobs upon completion.



Figure 16 - Block 138, Proposed Site Plan.



Figure 17 - Block 138, Proposed southern facade.

Proposed Project Economic ImpactBlock 138

As previously mentioned, the Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. Presently, this proposed project location is a surface parking lot. Final assessed valuation for the completed project is unknown at this time.

Employment

Again, as previously mentioned, development of Block 138 anticipates a substantial construction and eventual FTE positions once placed in service.

The Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. This project anticipates the creation of approximately 1,300 construction jobs with an average salary of \$85,000/year. Eventually, the project is estimated to employ approximately 135 FTE employees at an estimated annual salary of \$60,000.

Crime

Crime is generally recognized as an unsafe condition, whether it be to personal property or to individual personal safety. Crime can also impact economic and social perspectives within an area. Inquiries to the Kansas City, Missouri Police Department indicated that there were numerous reported crimes within the Planning Area within the previous nine (9) month time period. Crimes ranged from property damage to stealing to armed robbery and assault.

Table 3 - Crime Impact to the Planning Area.

Crime Incidents: January 1, 2024-September 1, 2024

| # | Violation | Date |
|-----------------|-----------------------------------|-----------|
| 1 | Assault-Aggravated | 1/29/2024 |
| 2 | Theft from Vehicle | 1/14/2024 |
| 3 | Stolen Auto | 1/31/2024 |
| 4 | Burglary | 2/6/2024 |
| 5 | Stealing-other | 2/9/2024 |
| 6 | Theft of Vehicle | 2/13/2024 |
| 7 | Quality of Life-Alcohol Influence | 2/16/2024 |
| 8 | Theft of Vehicle | 2/17/2024 |
| 9 | Theft of Vehicle | 2/22/2024 |
| 10 | Stealing-other | 3/8/2024 |
| 11 | Assault | 3/17/2024 |
| 12 | Burglary | 3/23/2024 |
| 13 | Theft from Vehicle | 4/2/2024 |
| 14 | Property Damage | 4/8/2024 |
| 15 | Property Damage | 4/9/2024 |
| 16 | Theft from Vehicle | 4/22/2024 |
| 17 | Theft of Vehicle | 4/28/2024 |
| 18 | Theft from Vehicle | 4/28/2024 |
| 19 | Sexual Offense-Molestation | 4/30/2024 |
| 20 | Theft of Vehicle | 5/6/2024 |
| 21 | Assault | 5/18/2024 |
| 22 | Burglary Breaking and Entering | 5/29/2024 |
| 23 | Quality of Life-Alcohol Influence | 6/7/2024 |
| 24 | Theft from Vehicle | 6/12/2024 |
| 25 | Domestic Violence Assault | 6/15/2024 |
| 26 | Assault | 6/27/2024 |
| 27 | Theft from Vehicle | 7/1/2024 |
| 28 | Property Damage | 7/2/2024 |
| 29 | Domestic Violence Assault | 7/13/2024 |
| 30 | Property Damage | 7/18/2024 |
| 31 | Theft of Vehicle | 7/19/2024 |
| 32 | Theft of Vehicle | 2/27/2024 |
| 33 | Theft of Vehicle | 7/30/2024 |
| 34 | Fraud | 8/8/2024 |
| 35 | Assault | 8/10/2024 |
| 36 | Assault | 8/16/2024 |
| Total Incidents | 36 | |
| Avg Per Month | 5 | |

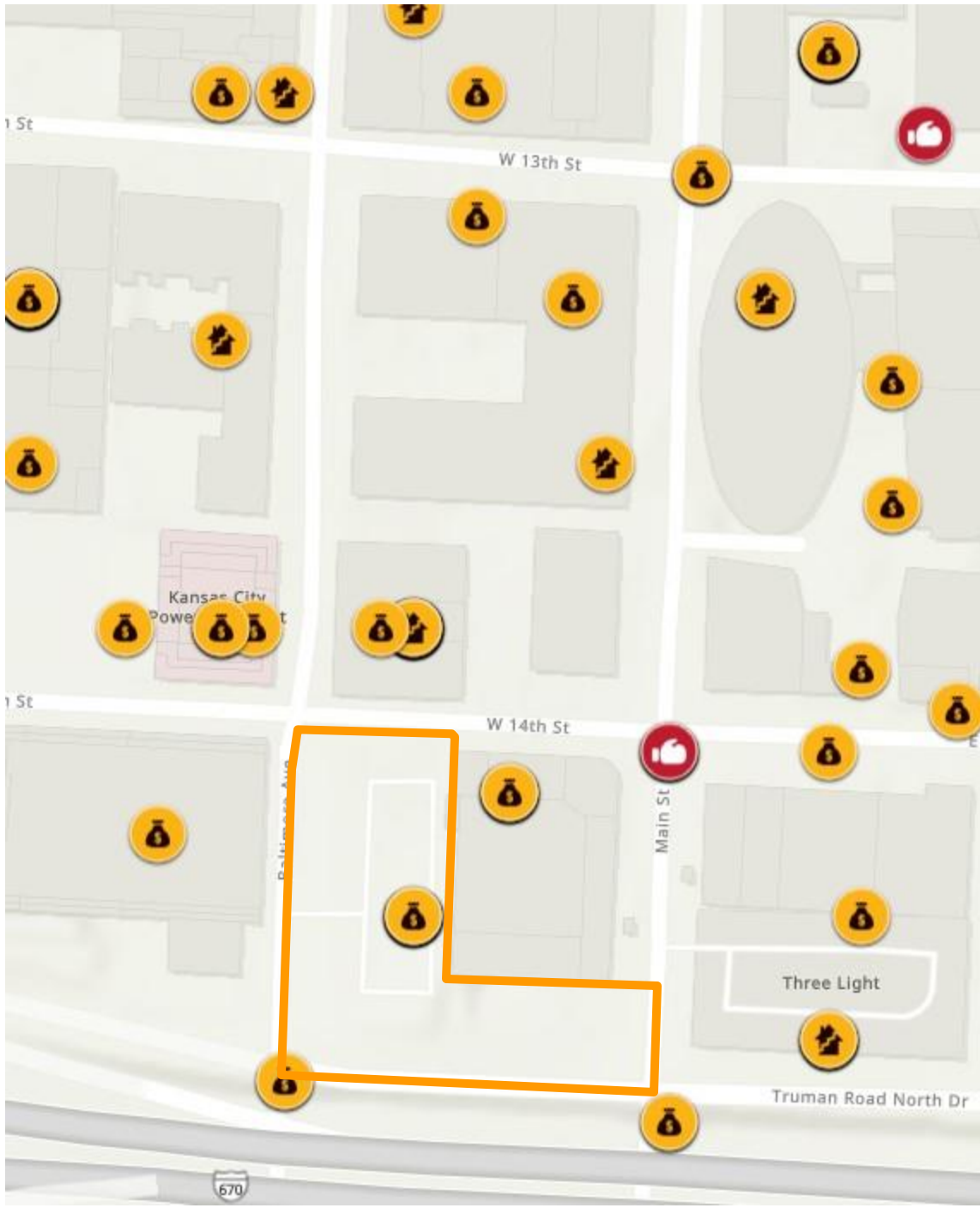


Figure 18 - Crime Impact Map.

Demographic and Land Use Data

Population

Population figures for the Planning Area are provided by the American Community Survey (ACS), US Census Bureau, and the Mid-America Regional Council (MARC). For ease of data acquisition we utilized ACS data for the ZIP Code 64105 which covers the entire Planning Area.

Table 4 - Planning Area Population by Zip Code.

| Population by Zip Code | 2011 ACS 5-Yr Estimate | 2022 ACS 5-Yr Estimate | % Chg 10-20 |
|---|------------------------|------------------------|-------------|
| 64105 | 3,373 | 5,548 | 39.2% |
| Source: MARC, American Community Survey, 2020 | | | |

The data show population increases within the Planning Area through the most recent census and current estimate. Total anticipated population increase (2011-2022) for the Planning Area is estimated to be 39.2%

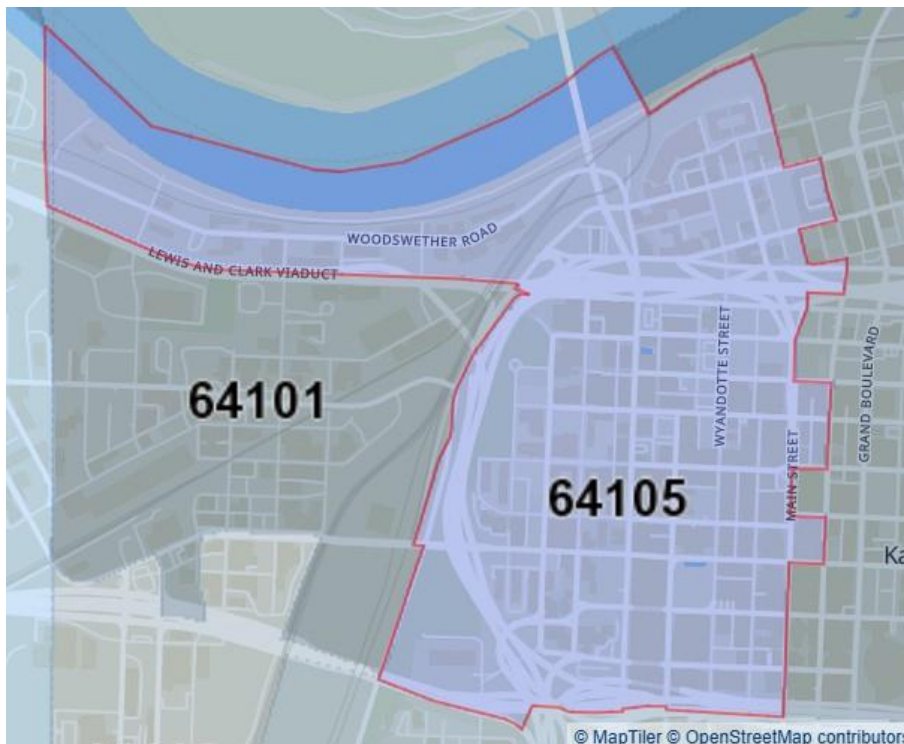


Figure 19 – ZIP Code Map, 64105.

Population Densities

The population density (persons per square mile of the Planning Area (2022 Jackson County Census Data & Estimates) is shown in Table 5.

Table 5 - Population Density (Persons per square mile).

| Population | Square Miles | 2011 Population | 2011 Population Density Est. | 2022 Population Estimate | 2022 Population Density Est. | % Chg 2010-2020 |
|------------|--------------|-----------------|------------------------------|--------------------------|------------------------------|-----------------|
| Zip: 64105 | 0.75 | 3,373 | 4,497 people per sq mile | 5,548 | 7,397 people per sq mile | 39.2% |

Source: US Postal Service, ACS 2022 5-year.

Population density corresponds with the growing historical population figures previously stated. According to Census records, total gain of population between 2011 and 2022 was 2,900 persons or approximately 39.2%.

Unemployment

Unemployment data for the Planning Area is taken from Census Data and US Bureau of Labor Statistics for the KC MSA & Jackson County, MO. Unemployment rates by County are higher than the Kansas City MSA unemployment rate of 3.5%. Jackson County, Missouri unemployment rate ending July 2024 was 5.0% projected.

Table 6 - Work Force Indicators.

| Area | Labor Force (2024) Projected | Labor Force Unemployed | Unemployment Rate |
|---------|------------------------------|------------------------|-------------------|
| KC MSA | 1,157,200 | 41,500 | 3.5% |
| Jackson | 379,539 | 12,313 | 5.0% |

US Bureau of Labor Statistics, 2024.

Future Land Use

Future land use within the Planning Area can be organized into one (1) general land use designations. The existing land use for the Planning Area is Downtown Core

Table 7 - Planning Area Land Use Distribution.

| Land Use | Square Feet | Overall Area Percentage |
|---------------|-------------|-------------------------|
| Downtown Core | 36,546 | 100% |
| Total | 36,546 | 100% |



Figure 20 - Planning Area Future Land Use.

QUALIFICATIONS ANALYSIS

Required Finding

As per RSMo 10.320 (2), a municipality may not adopt a redevelopment plan without a finding that the Redevelopment Area on the whole is a blighted, insanitary or undeveloped industrial area. It should be noted that such a finding is based on the area as a whole not on a parcel by parcel basis, although each parcel is analyzed individually for qualifying factors.

Chapters 99 and 100 of the Revised Statues of Missouri defines redevelopment of “blighted area”, “insanitary areas” and “underdeveloped industrial areas” as:

“Blighted Area,” an area which, by reason of the predominance of insanitary or unsafe conditions, deterioration of site improvements, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, retards the provision of housing accommodations or constitutes an economic or social liability or a menace to the public health, safety, or welfare in its present condition and use; (RSMo Sec. 99.805 (1))

“Insanitary Area” shall mean an area in which there is a predominance of buildings and improvements which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open space, high density of population and overcrowding of buildings, overcrowding of land, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crimes, or constitutes an economic or social liability and is detrimental to the public health, morals, or welfare. (RSMo Sec. 100.310 (11)).

“Undeveloped Industrial Area” shall mean any area which by reason of defective and inadequate street layout or location physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically; contains old, decaying, obsolete buildings, plants, structures; contains buildings, plants and structures whose operation is not economically feasible; contains intermittent commercial and industrial structures in a primarily industrial area; or contains insufficient space for the expansion and efficient use of land for industrial plants amounting to conditions which retard economic or social growth, or economic wastes and social liabilities and represent an inability

to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare. (RSMo Sec. 100.310 (18)).

The definition of "Undeveloped Industrial Area" identifies five different factors that, if any one of those factors is present, qualify an area as an "Undeveloped Industrial Area." If any one of those five factors are met, and the results of that factor being present are conditions that (1)(a) retards economic or social growth, or (b) are economic wastes or social liabilities, and (2) represents an inability to pay reasonable taxes to the detriment and injury of the public health, safety, morals and welfare, then the area in question qualifies for designation as an "Undeveloped Industrial Area."

It should be noted that unlike a blight analysis, the analysis of an "Undeveloped Industrial Area" does not require a majority of the factors to be present.

A detailed analysis of existing conditions as they adhere to an "Undeveloped Industrial Area" follows.

Table 8 - Summary Matrix.

| Qualifying Contributing Factors: “Undeveloped Industrial Area” <i>Note: The presence of any one of the five factors listed below is sufficient to support a determination that the Planning Area qualifies as an “Undeveloped Industrial Area.”</i> | Present |
|---|----------------|
| Factor 1 By reason of defective or inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains parcels of land not used economically | YES |
| Factor 2 Contains old, decaying, obsolete buildings, plants and structures | NO |
| Factor 3 Contains buildings, plants and structures whose operation is not economically feasible | YES |
| Factor 4 Contains intermittent commercial and industrial structures in a primary industrial area | NO |
| Factor 5 Contains insufficient space for the expansion and efficient use of land for industrial plants | NO |
| Cause 1 Presence of conditions which retard economic or social growth | YES |
| Cause 2 Presence of conditions which create economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare. | YES |

Factor 1: Any area which by reason of defective and inadequate street layout or location physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically.

Conditions typically associated with this Factor include; general lack of vehicular or pedestrian access and/or internal circulation; lack of or substandard utility presence or connections, relocation of certain critical utility services, or any conditions which are not typically found or present in relation to development.

The following conditions were noted within the Planning Area which contributes to this finding:

- Lack of electrical utilities. Any new development within those portions of the Planning Area which are proposed to be developed all electrical service connections will be required to be constructed. Electrical service is available to Block 138, however new service will be required to increase capacity at any new structure. Cost associated with this increased capacity is currently unknown.
- Lack of water supply utilities. New development and construction will require new service which is currently non-existent. Cost associated with this increased capacity is currently unknown.
- Lack of sanitary sewer utilities. Similar to other utilities, new development and construction will require new sanitary-sewer service which is currently non-existent. Again, costs associated with this increased capacity is currently unknown.
- Lack of adequate geotechnical and structural conditions. Inadequate fill and soils on site are a mix of lean and fat clay with varying percentages of sand, gravel, concrete fragments, brick fragments, cinders and shale fragments. Engineers have advised that mitigation for the soils will require deep foundations that extend through the fill and are founded in the underlying bedrock, which will come at a material premium cost to typical foundations. Cost of this extension and future building above is currently unknown.
- Vacancy. Vacancy is certainly an indication of property not being utilized economically. As previously stated, the Planning Area is currently utilized as a

surface parking lot. Redevelopment of portions of the Area would increase the economic viability of the Redevelopment Area.

Obsolete Platting

Block 138 contains a mix of property plats and ownerships. These include a mix of ground leases and property ownerships. Platting is confusing and possibly obsolete and/or inadequate for current and future development.

Redevelopment Area within Block 138 contains five (5) different ownership entities. These include the following:

- Subsurface land ownership.
- Surface ownership.

Based on the site observations, it is our opinion that the Planning Area exhibits conditions which can reasonably conclude that “Defective or Inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains vacant parcels of land not used economically” exists and is a condition prevalent throughout the Planning Area and supportive of a finding as a Undeveloped Industrial Area as defined by RSMo Sec. 100.310 (18).

Please refer to Exhibit B for Engineering Certification of issues relating to Factor 1.

Please refer to Exhibit C for photo documentation of issues relating to Factor 1.

Factor 2: Any area which contains old, decaying, obsolete buildings, plants and structures

No portions of the Planning Area contain industrial buildings which are dated, functionally obsolete and do not meet current industrial manufacturing efficiencies.

Based on site observations, it is our opinion that the Planning Area does not exhibit conditions which can reasonably conclude that the presence of “Old, decaying, obsolete buildings, plants and structures” impacts the Planning Area.

Factor 3: Any area which contains buildings, plants and structures whose operation is not economically feasible.

As mentioned, 94% of the Planning Area is currently utilized as surface parking. Typical economically feasible uses would generate adequate return or ongoing demand to sustain current uses (avoid vacancy or underuse) or also maintain current uses on a continuing basis. Extended vacancies or excessive vacancies would be signs that current use of a property is no longer feasible. Feasible operations may be specific to a property or may be from outside influences (crime, environmental issues, flood issues, etc.).

While we consider these conditions to be present, when strictly considering the definition, we conclude that the Planning Area does contain a majority of buildings, plants or structures whose operation is not economically feasible. Therefore, this factor does fulfill the statutory definition of an Undeveloped Industrial Area.

Factor 4: Any area which contains intermittent commercial and industrial structures in a primarily industrial area or commercial areas.

This factor addresses characteristics of a property as it conforms to use and conformity to surrounding properties and land uses. While being surrounded by numerous commercial uses, much of the Planning Area is presently vacant tenant space or property utilized as surface parking.

However, based our analysis and site inspection, we conclude that the Planning Area does not meet the threshold of this Factor. Therefore, this factor does not fulfill the statutory definition of an Undeveloped Industrial Area.

Factor 5: Any area which contains insufficient space for the expansion and efficient use of land for industrial plants or commercial areas.

This factor may be typically characterized by irregular parcel size, insufficient parcel size and/or shape. While some of these characteristics may be present within the Planning Area, it is our opinion that the threshold to qualify under this factor is not met.

Based on this our analysis and site inspection, we conclude that the Planning Area does not contain insufficient space for the expansion and efficient use of land for industrial plants and commercial uses. Therefore, this factor does not fulfill the statutory definition of an Undeveloped Industrial Area.

Test number two - The predominance of the previously discussed five factors has contributed to the retardation of economic or social growth or create economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare.

Causation 1: Retard economic or social growth.

The intention of this causation is to show that the previous factors have resulted in the slowing or delay in economic or social growth for the Planning Area. The simple fact that parcels within the Planning Area are still undeveloped or underutilized is an indication of factors which have impacted development on these parcels. While the portions of Block 138 have been constructed, as well as associated infrastructure, other portions of the Planning Area are undeveloped or will require substantial infrastructure improvements.

Vacancy or underutilization. As previously reported, vacancy or underutilization is certainly an indication of property not being utilized economically. As previously stated, 94% of the Redevelopment Area is currently utilized as surface parking. Redevelopment of portions of the Area would increase the economic viability of the Redevelopment Area.

Crime. Crime and the prevalence of crime impacts economic and social growth. Crime is generally recognized as an unsafe condition, whether it be to personal property or to individual personal safety. Crime can also impact economic and social perspectives within an area. Inquiries to the Kansas City, Missouri Police Department indicated that there were numerous reported crimes within the Planning Area within the previous nine

(9) month time period. Crimes ranged from property damage to stealing to armed robbery and assault.

Table 9 - Crime Impact to the Planning Area.

Crime Incidents: January 1, 2024-September 1, 2024

| # | Violation | Date |
|-----------------|-----------------------------------|-----------|
| 1 | Assault-Aggravated | 1/29/2024 |
| 2 | Theft from Vehicle | 1/14/2024 |
| 3 | Stolen Auto | 1/31/2024 |
| 4 | Burglary | 2/6/2024 |
| 5 | Stealing-other | 2/9/2024 |
| 6 | Theft of Vehicle | 2/13/2024 |
| 7 | Quality of Life-Alcohol Influence | 2/16/2024 |
| 8 | Theft of Vehicle | 2/17/2024 |
| 9 | Theft of Vehicle | 2/22/2024 |
| 10 | Stealing-other | 3/8/2024 |
| 11 | Assault | 3/17/2024 |
| 12 | Burglary | 3/23/2024 |
| 13 | Theft from Vehicle | 4/2/2024 |
| 14 | Property Damage | 4/8/2024 |
| 15 | Property Damage | 4/9/2024 |
| 16 | Theft from Vehicle | 4/22/2024 |
| 17 | Theft of Vehicle | 4/28/2024 |
| 18 | Theft from Vehicle | 4/28/2024 |
| 19 | Sexual Offense-Molestation | 4/30/2024 |
| 20 | Theft of Vehicle | 5/6/2024 |
| 21 | Assault | 5/18/2024 |
| 22 | Burglary Breaking and Entering | 5/29/2024 |
| 23 | Quality of Life-Alcohol Influence | 6/7/2024 |
| 24 | Theft from Vehicle | 6/12/2024 |
| 25 | Domestic Violence Assault | 6/15/2024 |
| 26 | Assault | 6/27/2024 |
| 27 | Theft from Vehicle | 7/1/2024 |
| 28 | Property Damage | 7/2/2024 |
| 29 | Domestic Violence Assault | 7/13/2024 |
| 30 | Property Damage | 7/18/2024 |
| 31 | Theft of Vehicle | 7/19/2024 |
| 32 | Theft of Vehicle | 2/27/2024 |
| 33 | Theft of Vehicle | 7/30/2024 |
| 34 | Fraud | 8/8/2024 |
| 35 | Assault | 8/10/2024 |
| 36 | Assault | 8/16/2024 |
| Total Incidents | | 36 |
| Avg Per Month | | 5 |

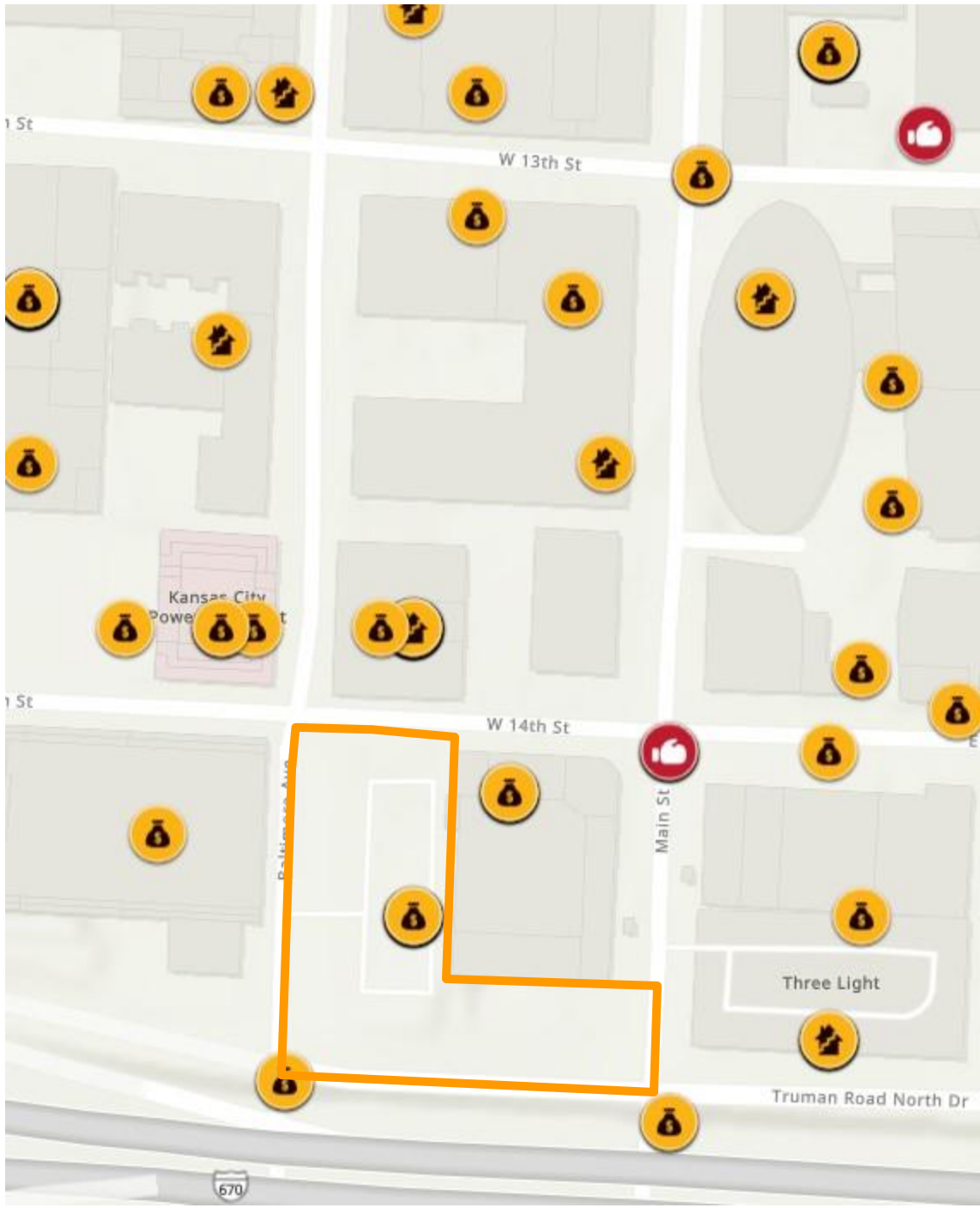


Figure 21 - Crime Impact Map.

Proposed Project Economic Impact

As previously mentioned, the Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. Presently, this proposed project location is a surface parking lot. Final assessed valuation for the completed project is unknown at this time.

Employment

As mentioned above, the Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. This project anticipates the creation of approximately 1,300 construction jobs with an average salary of \$85,000/year. Eventually, the project is estimated to employ approximately 135 FTE employees at an estimated annual salary of \$60,000.

Based on these conditions, it is our opinion that the Planning Area does exhibit symptoms which qualify to retard economic growth within the area and impact the Planning Area.

Causation 2: Creates economic waste and social liabilities

An area, or a property can become an economic or social liability when a property is not producing the maximum economic benefit to the community, such as the ability to pay real, personal and sales taxes, but requires greater public expenses, such as fire, police and nuisance code violation efforts. That is certainly the case at this property with the continued volume of crime incidents reported.

The Missouri Supreme Court has determined that the concept of redevelopment has gone far beyond "slum clearance" and the concept of economic underutilization is a valid one. Tierney v. Planned Indus. Expansion Auth., 742 S.W.2d 146, 151 (Mo. banc 1987); see also Crestwood Commons Redevelopment Corporation v. 66 Drive-In, Inc., 812 S.W.2d 903 (Mo. App. E.D. 1991). A property may be suffering from economic underutilization where it is not producing the maximum economic benefit to the community. There are many forms of economic underutilization, ranging from allowing a property to remain vacant and unimproved to operating property in a manner that it is no longer competitive with comparably used properties in the marketplace.

An area becomes a social liability when a general lack of maintenance presents a health, safety or concern for welfare of the public. This social liability can be actual or perceived as it impacts the area and users of the area. When an area has a high percentage of properties that are vacant or have physical deterioration, the economic liability of these properties generally lowers the value and often can attract crime or other socially negative activities. This can be in the form of property crimes (i.e. property trespassing, vandalism, graffiti, larceny, robbery, burglary, arson, and receipt of stolen goods) and personal crimes (i.e. assault, battery, and other more violent crimes).

Again, based on the previously mentioned conditions in and around the Planning Area, the intention of this causation is to show that the previous factors have resulted in conditions which create or sustain economic waste or social liabilities. The simple fact that property within the Planning Area are still vacant and undeveloped is an indication of factors which have limited development on these parcels.

Economic Waste

As previously mentioned approximately 94% of the Planning Area is surface parking. The redevelopment of the parcels within the Planning Area contemplates the following:

The Developer plans to construct a \$156MM multi-story residential building on the western half of Block 138. This project anticipates the creation of approximately 1,300 construction jobs with an average salary of \$85,000/year. Eventually, the project is estimated to employ approximately 135 FTE employees at an estimated annual salary of \$60,000.

Social Liability

As mentioned, certain conditions do exist within the Planning Area which include the prevalence of crime and vacancy, conditions which impact the social perception of the Area. However, based on previous analysis, it is our opinion that the threshold to prove that these conditions impact the Planning Area has been met. Therefore, in our opinion, Social Liability does exist within the Planning Area.

Generally speaking, based on this analysis, we conclude that the presence of the previously identified factors cause economic waste to exist within the Planning Area. It is our opinion that this Causation is present, creating an economic waste and does affect the viability of the Planning Area.

Qualifying Conditions Conclusion

The preceding analysis indicates that the Planning Area suffers from numerous unfavorable factors, as delineated in RSMo. 100.310 (18) all described in detail in this report.

Considering all previously mentioned factors, we have concluded that statutory components do exist within the proposed Block 138 PIEA Area. As a result of the factors previously discussed, we have determined that according to RSMo. Section 100.310 (18), the Planning Area as a whole qualifies as an “Undeveloped Industrial Area”.

Table 10- Summary Matrix.

| Qualifying Contributing Factors: “Undeveloped Industrial Area” <i>Note: The presence of any one of the five factors listed below is sufficient to support a determination that the Planning Area qualifies as an “Undeveloped Industrial Area.”</i> | Present |
|---|----------------|
| Factor 1 By reason of defective or inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains parcels of land not used economically | YES |
| Factor 2 Contains old, decaying, obsolete buildings, plants and structures | NO |
| Factor 3 Contains buildings, plants and structures whose operation is not economically feasible | YES |
| Factor 4 Contains intermittent commercial and industrial structures in a primary industrial area | NO |
| Factor 5 Contains insufficient space for the expansion and efficient use of land for industrial plants | NO |
| Cause 1 Presence of conditions which retard economic or social growth | YES |
| Cause 2 Presence of conditions which create economic waste and social liabilities and represent an inability to pay reasonable taxes to the detriment and injury to the public health, safety, morals and welfare. | YES |

Exhibit A – Planning Area Information (Maps & Descriptions)



Figure 22 - Block 138 PIEA Planning Area Boundary.

PIEA LEGAL DESCRIPTION (K.C. LIVE BLOCKS 124 AND 138)

UNIT 1, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2A, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2C, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

UNIT 2D, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285.

ALL OF THAT PART OF UNIT 2B, BLOCK 138 K.C. LIVE FOURTH PLAT, A CONDOMINIUM SUBDIVISION IN SECTION 5, TOWNSHIP 49 NORTH, RANGE 33 WEST OF THE FIFTH PRINCIPAL MERIDIAN IN KANSAS CITY, JACKSON COUNTY, MISSOURI, BEING A REPLAT OF ALL OF BLOCK 138, K.C. LIVE REPLAT, ACCORDING TO THE RECORDED PLAT THEREOF AS DOCUMENT NO. 2013E0111285 IDENTIFIED BY GREYED HATCH MARKS IN THE BELOW IMAGE.

Exhibit B: Engineering Certification**Certification**

The undersigned Ken Lovelace hereby certifies, to the best of his knowledge and belief, as follows:

1. I serve as Construction Manager for K.C. Live, LLC, and I am familiar with the facts and information set forth herein.

2. This certification is given with respect to conditions relative to K.C. Live Block 138 ("Block 138") and improvements proposed to be constructed on Block 138 (the "Proposed Improvements").

3. The **current geotechnical and structural conditions for Block 138 are inadequate to support the Proposed Improvements**, and I have determined, in consultation with structural engineers and other design and engineering professionals, that **piers and other similar extraordinary structural supports will be required** to allow the Proposed Improvements to be constructed. The costs of these structural supports will be significantly higher than the cost of construction on a typical foundation system.

4. A soils report dated September 4, 2024 indicates the Proposed Improvements to be constructed on Block 138 are **underlain by fill to depths over twenty (20) feet**. The fill encountered in the borings consists of lean and fat clay with various percentages of **sand, gravel, concrete fragments, brick fragments, cinders, and shale fragments**. Furthermore, it is not known how this fill was placed and how much deleterious material may be in the fill between the locations sampled during the soils report borings. Engineers have advised that mitigation for the soils **will require deep foundations** that extend through the fill and are founded in the underlying bedrock, which will come at a material premium cost to typical foundations. Additionally, the occurrence of each of the following conditions remain distinct possibilities and would likely materially increase costs:

- a. The presence of uncompact fill could require casing piers during drilling operations in order to prevent drilled shafts from caving in.
- b. The presence of concrete fragments and rebar that cannot be drilled through would require the use of coring bits in lieu of auger bits.
- c. Excavated soil that contains too many foreign fragments cannot be used for backfill. If present, it would require the haul-off of the existing soil and the import of suitable backfill material.

5. Due to the immediate proximity of existing buildings adjacent to Block 138, any **tower crane** used to construct the Proposed Improvements will need to be erected to clear the surrounding buildings. This will result in a material **increase in costs** as compared to a typical building where the tower of the crane is tied back to the structure as one vertically erects the building.

6. Given the proximity of existing operating businesses, both immediately adjacent to and/or beneath the portion of Block 138 upon which the Proposed Improvements will be built, **typical hours of construction will need to be adjusted**. This will cause work flow inefficiency and will trigger additional man hours to construct improvements as compared to a typical site. In addition, the adjacency of the existing operating businesses will result in **higher-than-typical insurance costs**.

7. Construction over and adjacent to an occupied existing building will require overhead protection system/buffer systems to protect existing sidewalks and entrances into public spaces. Additionally, safety netting and perimeter protection barricades will be required to prevent debris from blowing off of floors during storm events.

8. Working adjacent to Main Street Streetcar will result in increased costs. For example, the swing direction of any cranes used will need to be adjusted to ensure loads do not travel over the **streetcar**.

9. The Block 138 site is constrained and does not allow for typical **laydown areas**. This will result in increased costs associated with inventory management, off-site storage, and loss of efficiencies.

10. Deliveries associated with construction of the Proposed Improvements will need to occur at off-hours to ensure that public travel is always maintained. Typically, this will occur at nighttime; therefore, noise mitigation of surrounding homes and the costs associated therewith will need to be taken into consideration.

Executed this 23 day of October, 2024.

B y: 

Print: Ken Lovelace

Title: Construction Manager, K.C. Live, LLC

Exhibit C: Site Inspection Forms

| Property / Facility Inspection Form | | | | | | | | | | | | | | |
|-------------------------------------|--|---|-------------|-----------------------|----|-----------------------|-------------------|--------|-----|---------------------|--|-----|---|----|
| Date | | | | 9/3/2024 | | Inspector | | | | JPotter | | | | |
| City | | | | Kansas City, Missouri | | Project/Survey | | | | Block 138 PIEA Area | | | | |
| Address | | | | Block 138 | | Parcel Number | | | | Block 138 | | | | |
| Building Type | | | Undeveloped | | # | 0 | Building Material | | n/a | Basement: | | Yes | X | No |
| Is Property improved | | X | Yes | | No | Property Size (Sq ft) | | 38,816 | | | | | | |

Property Condition

| | | |
|---|--|---------------------|
| Retaining Walls | | Good where present. |
| Private Sidewalks & Drives | | Good where present. |
| Lawns & Shrubs | | None |
| Excessive stored Vehicles (not for retail sales purposes) | | None |
| Open storage | | None |
| Accessory Structures | | None |
| Public Sidewalks, Curbs, Gutter | | Yes, good |
| Catch Basins | | Yes, good |
| Street Lights | | Yes, good |
| Street Conditions | | Good |

Comments: Surface Parking. All of the Planning Area within Block 138 is currently under-utilized surface parking area.

| | Condition | Condition Present | Comment |
|----|--|-------------------|---|
| 1. | Defective or inadequate street layout or location of physical improvements, obsolescence and inadequate subdivision and platting contains land not used economically | Yes | Vacancy. The block is currently 100% under-utilized surface parking areas. All structural, electrical, water, plumbing and parking improvements will be required to be constructed. |
| 2. | Old, Decaying, Obsolete buildings, plants and structures | | |
| 3. | Buildings, Plants and structures whose operations are not economically feasible. | | |
| 4. | Intermittent commercial and | | |

| | | | |
|---------|---|-----|--|
| | industrial structures in a primary industrial area. | | |
| 5. | Insufficient space for the expansion and efficient use of land for industrial plants. | | |
| Cause 1 | Presence of conditions which retard economic growth. | Yes | Construction of an approximately \$156MM project within Redevelopment Area would certainly provide a substantial economic boost to the block. |
| Cause 2 | Presence of conditions which create economic waste. | Yes | Construction of an approximately \$156MM project within Redevelopment Area would certainly provide a substantial economic boost to the block. Especially considering that 100% of the block is currently under-utilized surface parking. |

Exhibit D: Supplemental Photo Log

The following supplemental photograph log (not included previously in report) presents a review of the property tracts within the proposed Planning Area. Photos include images of property condition, infrastructure condition, and overall aspects of the facilities located within the District. All photos were taken on September 3, 2024 approximately 10:30 am.

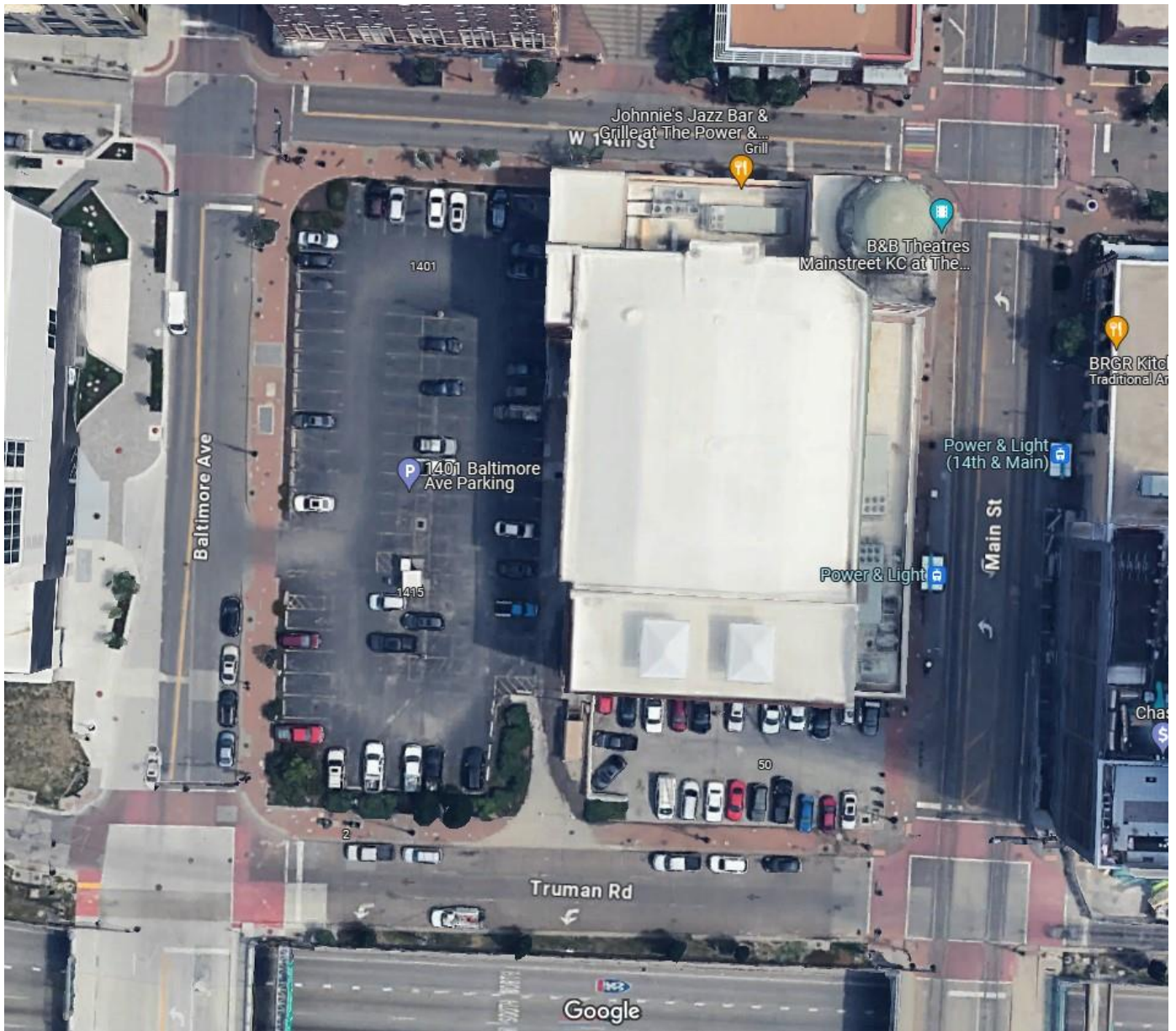


Photo 23 – Aerial View of Block 138.



Photo 1 – Block 138. View of southwest corner of Baltimore Avenue and 14th Street.



Photo 2 – Block 138. View of southwest corner of Baltimore Avenue and 14th Street. Note B & B Mainstreet Theater to the left (not located within the Redevelopment Area).



Photo 3 – Block 138. View west along 14th Street.



Photo 4 – Block 138. Typical view.



Photo 5 – Block 138. Deteriorated surface paving scattered across the site.



Photo 6 – Block 138. Deteriorated surface paving scattered across the site.



Photo 7 – Block 138. Trash service location. Note graffiti present at this location



Photo 8 – Block 138. View of surface lot at the northwest corner of Main Street and Truman Road. Mainstreet Theater to the left.



Photo 9 – Block 138. View of western location of Mainstreet Theater. New structure at this location would abut this structure.



Photo 10 – Block 138. View north.



Photo 11 – Block 138. View looking south and west.



Photo 12 – Block 138. View south of eastern boundary. New structure at this location would abut the theater structure to the left.

Exhibit E: Assumptions and Limiting Conditions

This Qualification Analysis is subject to the following limiting conditions and assumptions:

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

Exhibit F: Certification and Consultant Qualifications

I certify that, to the best of my knowledge and belief...

1. The statements of fact contained in this report are true and correct.
2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.
3. I have no present or prospective interest in the property that is the subject of this report, and I have no personal interest with respect to the parties involved.
4. I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
5. My compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
6. Development Initiatives has made a personal inspection of the property that is the subject of this report in September, 2024.
7. This study is not based on a requested result or a specific conclusion.
8. I have not relied on unsupported conclusions relating to characteristics such as race, color, religion, national origin, gender, marital status, familial status, age, receipt of public assistance income, handicap, or an unsupported conclusion that homogeneity of such characteristics is necessary to maximize value.



Jim Potter, AICP
Development Initiatives

Partner Profile

Education

MASTER OF ARCHITECTURE,
UNIVERSITY OF KANSAS

B.G.S. ENVIRONMENTAL
STUDIES,
UNIVERSITY OF KANSAS

B.S. GEOGRAPHY, UNIVERSITY
OF KANSAS

Certifications

American Institute of Certified
Planners (AICP)
American Planning
Association

USGBC
LEED Green Associate

Kansas Licensed Real Estate
Salesperson

Missouri Licensed Real Estate
Salesperson

Professional Affiliations

MEMBER, AMERICAN PLANNING
ASSOCIATION (APA)

PAST-PRESIDENT,
KC METRO SECTION,
AMERICAN PLANNING
ASSOCIATION (APA)

CHAIRMAN,
RIVER MARKET COMMUNITY
IMPROVEMENT DISTRICT (CID)

BOARD MEMBER,
SUSTAINABLE ADVISORY BOARD,
LEAWOOD, KS

Member, USGBC

James C. Potter, AICP, LEED GA

Jim is the founding partner at Development Initiatives and is responsible for instilling the firm's vision of excellence in the staff. His background has run the spectrum of urban redevelopment to community planning projects. From environmental due diligence activities to managing multi-million dollar bond projects, Jim has experience in a myriad of development functions.

Jim has degrees in Environmental Science and Geography, as well as a Master of Architecture, all from the University of Kansas. His past employment with the Kansas City Economic Development Corporation has educated Jim in the intricacies of 60 to 80 different City, State, and Federal tax incentives programs.

Since the establishment of Development Initiatives in 1999, Jim has coordinated numerous urban renewal and tax increment financing projects for countless communities across the Midwest. Jim uses his experience and relationships with local and state development officials to maximize the effectiveness of the projects he manages and the incentives sought on behalf of our clients.

Jim has yet another layer of expertise that he adds to DI's repertoire, real estate development. Potter has partnered in such notable residential projects as 4646 Broadway on the Plaza, City Homes in the River Market and the 5 Delaware Condominiums all in Kansas City.

Jim resides in Leawood, Kansas with his wife Amy and their son, Hayden.

Development Initiatives
3965 W. 83rd Street, #145 Prairie Village, Kansas 66208
v. 816-916-3664
jpotter@di-kc.com

DEVELOPMENT INITIATIVES, BLIGHT/CONSERVATION-HISTORICAL PROJECT SUMMARY

- BLIGHT ANALYSIS (TIF), CAMERON COMMONS TIF, CAMERON, MO
- BLIGHT ANALYSIS (CID), BELTON 58 CHOPPER, BELTON, MO
- BLIGHT ANALYSIS (353), K-353 REDEVELOPMENT PLAN, KEARNEY, MO
- CONSERVATION ANALYSIS (TIF), MUR-LEN CROSSING, OLATHE, KS
- QUALIFICATIONS ANALYSIS (PIEA), KCI INTERMODAL PIEA, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), RUSKIN HEIGHTS CID, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 27TH AND CLEVELAND PIEA, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), HISTORIC NORTHEAST LOFTS, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), FRONT STREET INDUSTRIAL INFILL, KCMO
- BLIGHT ANALYSIS (TIF), 108-110 W. MAIN STREET TIF, SMITHVILLE, MO
- BLIGHT ANALYSIS (353) AMENDMENT, DOWNTOWN UPLIFT 353, CAMERON, MO
- BLIGHT ANALYSIS (CID), TIFFANY SQUARE EAST CID, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), CITADEL PIEA, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WALNUT GROVE PIEA, KCMO
- BLIGHT ANALYSIS (353), OLD TOWN BELTON, BELTON, MO
- BLIGHT ANALYSIS (TIF), AVIARA REDEVELOPMENT, LIBERTY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), OAK PARK PIEA, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WESTPORT HIGH SCHOOL, KCMO
- BLIGHT ANALYSIS (TIF), 2107 S. 4TH, LEAVENWORTH, KS
- BLIGHT ANALYSIS (CID), 1645 KEARNEY ROAD, EXCELSIOR SPRINGS, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 43 ANTIOCH, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), PECULIAR MAIN STREET TIF PLAN, PECULIAR, MO
- BLIGHT ANALYSIS (CID), WALLSTREET TOWER GARAGE, KANSAS CITY, MO
- BLIGHT ANALYSIS (353), DOWNTOWN PARKVILLE REDEVELOPMENT PLAN, PARKVILLE, MO
- BLIGHT ANALYSIS (CID), SOUTHSIDE PLAZA, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), RESIDENTIAL UPLIFT, LIBERTY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), MIDTOWN PRO-ACTIVE HOUSING, KCMO
- BLIGHT ANALYSIS (CID), RIVERSIDE CROSSING CID, RIVERSIDE, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), ARMOUR GILLHAM ADDITION, KCMO
- BLIGHT ANALYSIS (CID), ROMANELLI CENTER, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), 45TH & MAIN CID, KANSAS CITY, MO
- BLIGHT ANALYSIS (353), DOWNTOWN UPLIFT 353, CITY OF CAMERON, MO
- BLIGHT ANALYSIS (TIF), ASSOCIATED WHOLESALE GROCERS, GARDNER, KS
- BLIGHT ANALYSIS (353), MAIN CENTER REDEVELOPMENT CORP., CITY OF BLUE SPRINGS, MO
- BLIGHT ANALYSIS (TIF), CITY OF MOUNT VERNON, MO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN (PIEA), 19TH & MCGEE, KCMO
- BLIGHT ANALYSIS (TIF), ALLIS-CHALMERS, INDEPENDENCE, MO
- BLIGHT ANALYSIS (CID), GRANDVIEW STATION, GRANDVIEW, MO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN (PIEA), EAST BANNISTER AMENDMENT, KCMO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN (PIEA), NORTH MONTGALL PIEA, KCMO
- BLIGHT ANALYSIS (CID), 85 WORNALL, KANSAS CITY, MO

- BLIGHT ANALYSIS (353), 2708 TROOST, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), KANSAS & KEARNEY, SPRINGFIELD, MO
- BLIGHT ANALYSIS (TIF), OSAGE STATION, OSAGE BEACH, MO
- BLIGHT ANALYSIS & REDEVELOPMENT PLAN(PIEA), EAST BANNISTER, KCMO
- BLIGHT ANALYSIS (353), CITY OF NORTH KANSAS CITY, MO
- BLIGHT ANALYSIS (353), HILLYARD TIF, ST. JOSEPH, MO
- BLIGHT ANALYSIS (TIF), VILLAGE AT VIEW HIGH, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (CID), INTERCONTINENTAL, KANSAS CITY, MO
- BLIGHT ANALYSIS (LCRA), 50/M-291 HIGHWAY URA EXPANSION, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (CID), FLINT HILLS MALL, EMPORIA, KS
- BLIGHT ANALYSIS (CID), LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), DOWNTOWN RICHMOND, MO
- BLIGHT ANALYSIS (TIF), GATEWAY VILLAGE, GRANDVIEW, MO
- BLIGHT ANALYSIS (353), ALANA HOTEL APARTMENTS, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), MISSION FALLS TIF, MISSION, KS
- BLIGHT ANALYSIS (LCRA), EAST CROSSROADS URA, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), JOPLIN, MO
- BLIGHT ANALYSIS (TIF), ARROWHEAD POINTE, OSAGE BEACH, MO
- BLIGHT ANALYSIS (353), JKV, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353/CID), ROLLA, MO
- BLIGHT ANALYSIS (353), LIBERTY, MO
- BLIGHT ANALYSIS (EEZ), HOLT COUNTY, MO
- BLIGHT ANALYSIS (CID), LAKEWOOD CID, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (CID), SOUTH GLENSTONE CID, SPRINGFIELD, MO
- BLIGHT ANALYSIS (353), RICHMOND, MO
- BLIGHT ANALYSIS (LCRA), 50/M-291, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (LCRA), LAKEWOOD BUSINESS PARK, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 18TH & MCGEE AMEND., KCMO
- BLIGHT ANALYSIS (LCRA), 36TH & GILLHAM, KANSAS CITY, MO
- BLIGHT ANALYSIS (CID), NOLAND FASHION SQUARE, INDEPENDENCE, MO
- BLIGHT ANALYSIS (353), HEER'S BUILDING, SPRINGFIELD, MO
- BLIGHT ANALYSIS (TIF), VIEW HIGH GREEN, LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), BELVOIR 353 PLAN, LIBERTY, MO
- BLIGHT ANALYSIS (TIF), BELVOIR TIF PLAN, LIBERTY, MO
- BLIGHT ANALYSIS (CID), SOUTH 63 CORRIDOR CID, CITY OF KIRKSVILLE, MO
- CONSERVATION ANALYSIS (TIF), WINCHESTER, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), CARONDELET, KANSAS CITY, MO
- BLIGHT ANALYSIS (TIF), SUNRISE BEACH, MISSOURI
- BLIGHT ANALYSIS (353), CITY OF LEE'S SUMMIT, MISSOURI
- BLIGHT ANALYSIS (LCRA), DOWNTOWN CORE, CITY OF LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (LCRA), LICATA PLAN, CITY OF LEE'S SUMMIT, MO
- BLIGHT ANALYSIS (353), CITY OF LIBERTY, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW (353), GRANDVIEW, MO

- BLIGHT ANALYSIS (CID), CROSSROADS SHOPPING CENTER, LIBERTY, MO
- BLIGHT ANALYSIS (TIF), HIGHWAY Y & 58, BELTON, MO
- BLIGHT ANALYSIS(CID), LIBERTY CORNERS SHOPPING CENTER, LIBERTY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), VIVION CORRIDOR, KCMO
- BLIGHT ANALYSIS (TIF), SOUTH HIGHWAY 63 CORRIDOR, KIRKSVILLE, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW, (TIF), ATCHISON, MISSOURI
- BLIGHT ANALYSIS (TIF), HIGHPOINTE SHOPPING CENTER, OSAGE BEACH, MISSOURI
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), 39TH & STATE LINE, KCMO
- CONSERVATION ANALYSIS (MODESA), LAKE OZARK, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW, (TIF), MARINA VIEW, KIRKSVILLE, MISSOURI
- CONSERVATION ANALYSIS (TIF), CLAYTON, MISSOURI
- BLIGHT ANALYSIS, (TIF), DOGWOOD CENTRE, KIRKSVILLE, MISSOURI
- BLIGHT ANALYSIS, (TIF), BRISCOE TIF, LAKE OZARK, MISSOURI
- BLIGHT ANALYSIS, (TIF), US 54 & BUSINESS 54, LAKE OZARK, MISSOURI
- BLIGHT ANALYSIS, (TIF), QUADRA TIF, BELTON, MISSOURI
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), DODSON PIEA, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), CROSSROADS ARTS, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), CROSSROADS AMEND., KCMO
- BLIGHT ANALYSIS, (TIF), ROGERS SPORTING GOODS, LIBERTY, MISSOURI
- BLIGHT ANALYSIS, (TIF), BELTON MARKETPLACE, BELTON, MISSOURI
- BLIGHT ANALYSIS-PEER REVIEW, (353), WESTFIELD CORPORATION, ST. CHARLES, MO
- BLIGHT ANALYSIS, (TIF), KANSAS CITY, MO SWOPE COMMUNITY BUILDERS
- CONSERVATION ANALYSIS, (TIF), LAKE LOTAWANA, MO
- BLIGHT ANALYSIS, (TIF), OSAGE BEACH, MO, OAK RIDGE LANDING DEVELOPMENT
- BLIGHT ANALYSIS, (TIF), LAKE OZARK, MO, STANTON DEVELOPMENT COMPANY
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WASH. 23 AMEND. KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), FILM ROW, KCMO
- CONSERVATION ANALYSIS, (TIF) , KANSAS CITY, MO, TIME EQUITIES, INC., NY, NY
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), VALENTINE/BROADWAY, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), WASHINGTON 23, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), BLVD BREWING CO., KCMO
- BLIGHT ANALYSIS (TIF), OZARK DIVERSIFIED DEVELOPERS, BRANSON, MO
- BLIGHT ANALYSIS (TIF), MCCOWN GORDON CONSTRUCTION, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), LEVITT ENTERPRISES, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), TIME EQUITIES, NY, NY
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), URBAN COEUR DEV. , KCMO
- BLIGHT ANALYSIS (TIF), HOSPITALITY MANAGEMENT ASSOC., LINCOLN, NE
- BLIGHT ANALYSIS (TIF), HUSCH & EPPENBERGER, LLC, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), KC NEIGH. ALLIANCE, KCMO
- BLIGHT ANALYSIS (TIF), KING HERSHEY, ATTORNEYS AT LAW, KCMO
- BLIGHT ANALYSIS (TIF), LATHROP & GAGE, ATTORNEYS AT LAW, KCMO
- BLIGHT ANALYSIS (TIF), POLSINELLI SHALTON WELTE, ATTORNEYS AT LAW, KCMO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA), COMPASS ENVIRON., CHICAGO, IL

- BLIGHT ANALYSIS (TIF), DST REALTY, KANSAS CITY, MO
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA) MCZ CENTRUM, CHICAGO, ILL
- BLIGHT ANALYSIS AND REDEVELOPMENT PLAN (PIEA) UNION HILL DEVEL., KCMO
- BLIGHT STUDY AND ANALYSIS (TIF), GRAIN VALLEY, MISSOURI, WARD DEVEL. COMPANY
- BLIGHT STUDY AND ANALYSIS, PERSHING STATION PARTNERS, KCMO