32nd Street Place Community Improvement District

Blight Study

Woodsonia Joplin, LLC

Joplin, Missouri
June 24, 2020

STERRETTURBAN LLC

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Introduction

The purpose of this analysis is to determine if the proposed 32nd Street Place Community Improvement District (the "Study Area") in Joplin, Missouri evidences blight according to the Community Improvement District Act – Sections 67.1401 to 67.1571 R.S.Mo. (the "Act"). The consultant visited a portion of the Study Area in March 2019 and all of the Study Area on June 18 and June 24, 2020. The effective date of this study is June 24, 2020, the last date of inspection.

The Study Area lies within the city of Joplin, Missouri, and is generally bounded by East 32nd Street (Highway FF) on the north, the Kansas City Southern Railroad tracks on the east, Interstate 44 on the south, and S. Range Line Road on the west. The Study Area is depicted in the map included on the following pages. The Study Area encompasses twenty-one (21) property tax parcels containing approximately 114.40 acres of fee simple property.

Definitions

Chapter 67 of the Missouri Revised Statutes, entitled "Political Subdivisions, Miscellaneous Powers", under Sections 67.1401 to 67.1571, entitled the Community Improvement District Act, allows for the establishment of a Community Improvement District ("CID"). A CID is either a political subdivision or a nonprofit corporation, and is a separate legal entity distinct and apart from the municipality or county that creates the district. The CID consists of the area in which the improvements are to be constructed or services are to be provided and is created by petition circulated within the proposed district.

CIDs are established for the purpose of financing a wide range of public-use facilities and establishing and managing policies and public services relative to the needs of the CID. CIDs can impose special assessments, real property taxes, sales taxes, and fees. CIDs can also be combined with other funding methods to pay for additional services and improvements.

If a CID is located in a blighted area, it has additional powers and may expend its revenues or loan funds to correct blighted conditions on private property within the CID. The Act states the following with regard to the additional powers conferred upon a CID located in a blighted area:

2. Each district which is located in a blighted area or which includes a blighted area shall have the following additional powers:

(1) Within its blighted area, to contract with any private property owner to demolish and remove, renovate, reconstruct, or rehabilitate any building or structure owned by such private property owner; and

(2) To expend its revenues or loan its revenues pursuant to a contract entered into pursuant to this subsection, provided that the governing body of the municipality has determined that the action to be taken pursuant to such contract is reasonably anticipated to remediate the blighting conditions and will serve a public purpose. (67.1461.2, RSMo.)

The Act provides the following definition for a blighted area:

"Blighted area", an area which:

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

(b) Has been declared blighted or found to be a blighted area pursuant to Missouri law including, but not limited to, chapter 353, sections 99.800 to 99.865, or sections 99.300 to 99.715. (67.1401, RSMo.)

Methodology

The purpose of this work was to analyze conditions located within the proposed 32nd Street Place Community Improvement District so as to determine if the Study Area qualifies as a blighted area as defined within the Act.

The Blight Study includes a detailed analysis of site, building, and public improvement deterioration. Qualifying blight conditions throughout the Study Area were identified and analyzed to produce a chart showing blight conditions present in the Study Area.

Field investigations were conducted to document physical conditions within the categories of blight set out in the state statute. Pertinent Geographic Information Systems (GIS) data was obtained through Newton County and the city of Joplin and analyzed. Additional supplemental and updated information was obtained through discussions with representatives of the property owner, and various reports and studies prepared or commissioned by the City, property owners and other stakeholders.

The consultant visited a portion of the Study Area in March 2019 and all of the Study Area on June 18 and June 24, 2020. The effective date of the study is June 24, 2020, the last date of inspection.

Previous Blight Determinations

Study Area

The Study Area is not included in a previously approved redevelopment plan, in whole or in part.

Adjoining Areas

Redevelopment plans, particularly those with a finding of blight, do exist near the Study Area (within approximately one mile). The catastrophic EF-5 tornado that struck the southern part of Joplin in 2011 was about 1,000 feet north of the Study Area at its closest. As a result of the historic damage the City formed the Recovery Tax Increment Financing Plan that covered approximately 3,100 acres and provided a catalyst for a number of redevelopment projects. The largest redevelopment district in Missouri was terminated in April 2020 due to greater-than-expected business growth within the plan boundaries. The redevelopment district was approved by the City with a finding of blight.

Located immediately north of 20th Street and east of Range Line Road, the 1717 Marketplace Tax Increment Financing Plan was approved in 2005 with a finding of blight to redevelop 38.80 acres of vacant and deteriorating property.

The Hope Valley Tax Increment Financing Plan was approved by the City of Joplin in 2014 for an area of approximately134 acres located south of Interstate 44 and west of Range Line Road. The redevelopment area was approved by the City with a finding of blight.

Legal Description

The Study Area consists of twenty-one (21) property parcels, in whole or in part. A specific legal description of the parcels included within the proposed community improvement district is included in Appendix A – Property Ownership & Legal Descriptions.

Ownership

The proposed redevelopment area contains twenty-one (21) tax parcels, in whole or in part. All of the parcels are identified by the Newton County Assessor's office, with the exception of two parcels that are each a portion of a larger parcel as noted in Appendix A. A listing of the tax parcels identified by the Newton County Assessor is included in Appendix A with ownership information, site address, county parcel identification number and the abbreviated legal description.

Boundary Map



PROPERTY DATA

Location & Access

The 32nd Street Place Study Area encompasses approximately 114.40 acres and consists of twenty-one (21) tax parcels, in whole or part, that are generally bounded by E. 32nd Street on the north, Kansas City Southern Railroad tracks on the east, Interstate 44 on the south and S. Range Line Road on the west in Joplin, Newton County, Missouri.

The existing access points to the Study Area are located on S. Range Line Road, E. 32nd Street, E. 36th Street and Hammons Boulevard. The Study Area has quick and easy access to Interstate 44, located approximately one-fifth of one mile to the south with a full interchange on S. Range Line Road. E. 32nd Street and S. Range Line Road, both classified as a "Principal Arterial", form the northern and southern boundaries of the Study Area, respectively. Both streets are primary commercial corridors in Joplin and have high traffic counts (about 23,000 vehicles per day on S. Range Line Road between E. 32nd Street and Interstate 44, and about 15,000 vehicles per day on E. 32nd Street between S. Range Line Road and the Kansas City Southern Railroad tracks). As such the two major thoroughfares provide the Study Area with excellent access to the regional and local highway/street network.

Hammons Boulevard and E. 36th Street are the only streets to provide access to the interior of the Study Area. Classified as "Local Streets", Hammons Boulevard and E. 36th Street provide access to a variety of uses, including six restaurants (one closed), one warehouse retailer, two hotels (one closed), one exhibit/convention space (closed), one office building, and one athletic complex. Within the Study Area Hammons Boulevard is dedicated public right of way except that portion of the boulevard from just north of the northern-most driveway accessing the Joplin Convention and Trade Center to E. 32nd Street.

The Study Area is served by the Sunshine Lamp Trolley and the designated route is along E. 32nd Street west of Hammons Boulevard, Hammons Boulevard south from E. 32nd Street to E. 36th Street, along E. 36th Street, and along S. Range Line Road between E. 36th Street and E. 32nd Street, or any deviation of the route within three-quarters of a mile of the designated route.

A demand response transit system, known as the Metro Area Public Transit System (MAPS), also serves the entirety of the Study Area and much of the City. MAPS can be scheduled in advance for trips within its service area but has no fixed routes. Both the Sunshine Lamp Trolley and MAPS operate Monday through Saturday with the exception of a handful of holidays.

Neither bike trails nor walking trails exist within the Study Area and none are planned.

Pedestrian access ranges between poor and excellent, as the only sidewalks that exist within the Study Area are along the building improvements and along S. Range Line Road on the western edge of the Study Area. A sidewalk also exists for a short distance

along Hammons Boulevard to provide access to a bus stop immediately east of the Sam's Club. Without a sidewalk, pedestrians have worn a path along the southern and northern edges of E. 32nd Street.

Access to the properties is fair to good. Driveways are generally in good condition that provide access to those property parcels that are improved within the Study Area. Access to the improved properties in the Study Area is via S. Range Line Road, Hammons Boulevard, E. 32nd Street and E. 36th Street.

Land Area

There is a total of twenty-one (21) property parcels within the Study Area. According to calculations from Newton County GIS maps, the Study Area contains a total of approximately 114.40 acres of fee simple interest property.

Topography

U. S. Geologic Survey topographic maps for the Study Area indicates an area that varies greatly in elevation, sloping upward to the east and then sloping downward toward the railroad on the west, and sloping downward to the south.

The highest point in the redevelopment area is located in the northcentral portion of the Study Area near 3232 E. 32nd Street at approximately elevation 1056. The lowest point in the redevelopment area is in the southwest central portion of the Study Area in Silver Creek at approximately elevation 1011. The northwest corner is located at approximately elevation 1049 and the northeast corner at approximately elevation 1042. The southeast corner is located at approximately elevation 1047 and the southwest corner sits atop fill at approximately elevation 1021. Slopes generally range between 0% and 9% throughout the Study Area.

Four properties within the southern portion of the Study Area are located within a 100-year flood plain, as well as a very small area on the eastern edge of the Study Area near the Kansas City Southern Railroad, and would not impact redevelopment plans. FEMA maps indicate a portion of the Residence Inn could be impacted by flooding of the Silver Creek. Access and parking for the four southern properties could also be impacted.

All of the Study Area is located within the Spring River watershed.

Easements

The consultant was not provided with title reports or survey that encompasses any part of the Study Area, however it is apparent from the County and City GIS maps and a field survey of the Study Area that easements exist within the Study Area for a natural gas line and power. Redevelopment of the Study Area will require some planning to minimize the impact of the noted utility easements, and as a result will restrict the type of development that can take place on the western edge of the redevelopment area impacted

by the overhead power lines that traverse the site from the electric substation located at the southeast corner of E. 32nd Street and Range Line Road, and the gas line easement that runs north/south through the middle of the Study Area.

Utilities

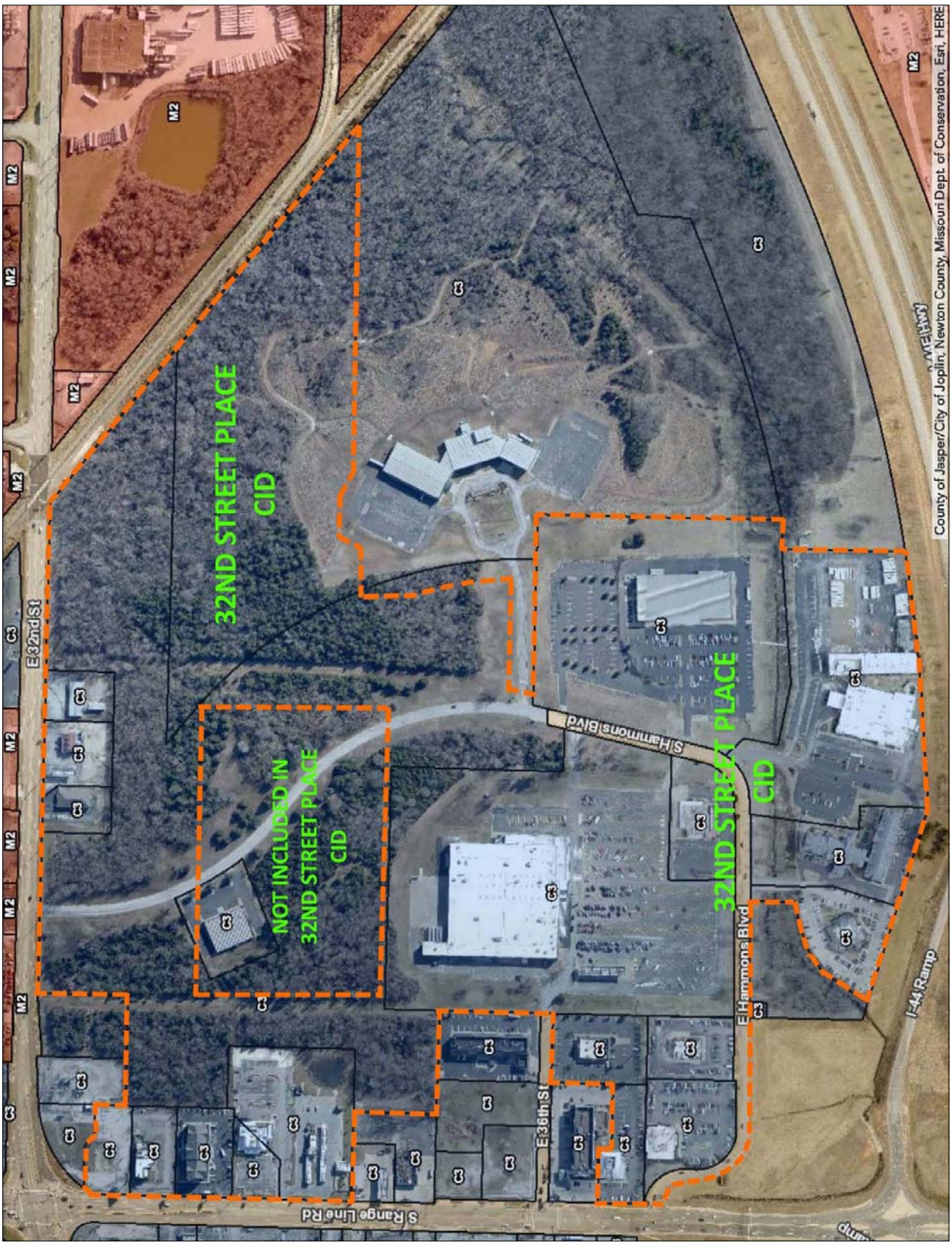
Utilities have been extended to those parcels that have been developed, but over half of the Study Area is wooded, undeveloped and is not currently served by power, water, sewers, or gas. Utilities can be extended to any part of the Study Area, but a majority of the area is not served.

Zoning

Zoning in the Study Area is C-3 ("Commercial District"). Below is a chart summarizing the intent of the C-3 zoning classification and a map illustrating the C-3 zoning district within the Study Area.

Zoning Classification	Intent
C-3 Commercial District	It is the purpose and intent of this section to permit and regulate those business and commercial uses which are appropriately located on or near major traffic arteries. Such uses as retail or wholesale trade or services which relate to automotive traffic and which tend to generate relatively high vehicular movement are included. These permitted uses normally utilize prominent attention attracting devices, tend to generate noise and commotion and are in many cases active through late night hours and are thus in conflict with any nearby residential property. Since open space and off-street parking are required, this is an extensive type of development with low land coverage but with a tendency toward unsightliness and unrelated and mixed land uses. This district is appropriate in sizeable quantities on major thoroughfares but should be insulated from adjacent property by screening or open space in order to reduce adverse effects on adjacent property.

*City of Joplin, Missouri Zoning Regulations


32ND STREET PLACE CID
NOT INCLUDED IN 32ND STREET PLACE CID
32ND STREET PLACE CID
E 32nd St
S Hammons Blvd
E Hammons Blvd
E 36th St
S Range Line Rd
I-44 Ramp
M2
C3
County of Jasper/City of Joplin, Newton County, Missouri Dept. of Conservation, Esri, HERE

Environmental
The consultant was not provided with an environmental assessment for any property located within the Study Area. The consultant is unaware of any environmental contamination within the Study Area.

It should be noted that the City's GIS mapping and a report commissioned by the development proponent – Woodsonia Joplin, LLC – of Anderson Engineering, Inc., titled "Mining Investigation Report" and dated June 9, 2020, indicates "there is significant evidence of mine features to the east of the existing Hammons Boulevard alignment."

Mine map research conducted by Anderson Engineers indicates the presence of mine shafts and prospect holes, but no underground workings within the Study Area. Other materials also show the presence of mine waste piles on the eastern side of that property within the Study Area and east of Hammons Boulevard.

Anderson Engineers conducted onsite surveys in June 2020 so as to evaluate and confirm the presence of mining features that may be on the property. During their surveys the engineers encountered numerous indications of mining activities, including large piles of chat, soil, cobbles, and aged concrete where mine shafts were marked on the maps. Remnants of past mine shafts and prospect holes were indicated by several round pits on the property and filled with water, approximately ten to twenty feet in diameter. Subsidences in the surface soil near the pits were also found with standing water that varied from twelve feet to about one hundred feet wide. Anderson Engineers noted these subsidences may be collapsed tunnels extending away from the mine shafts.

The mine features will require additional assessment to determine the appropriate methods to undertake that will allow development of the mined property to proceed while minimizing the risk of future damage to structures, other improvements, and injury to occupants. Absent action, past mining activities have produced a number of physical hazards, including the aforementioned physical hazards such as open mine shafts, collapsed mine shafts, and subsidence areas which have been known to claim lives, cause property damage, and create avenues for water to enter and leave the mines. Subsidence was often a result of the final phase of mining, known as "robbing the pillars," which involved mining the pillars that supported the mine roof. Without these supports, the mine collapsed, eventually causing subsidence at the surface.

The water in the mine shafts and possible tunnels typically became contaminated by iron sulfide and other metallic sulfides, which remained in the mine walls or were left behind by the miners. In addition to becoming very acidic, the water contained dissolved metals, some of which are very toxic. This water, in turn, typically contaminated local ground water, springs, and surface water.

Lead and zinc production – the minerals likely mined within the Study Area and very common in Joplin and the Tri-State area – involved crushing and grinding the mined rock to standard sizes and separating the ore. This left behind piles of leftover rock called tailings that were also a source of contamination. Lead, zinc, and cadmium from the

tailings leached into the shallow ground water, contaminating local wells; in addition, runoff moved contaminants into nearby streams and rivers. Wind would also blow fine metal-bearing dust (from tailings piles and roads made of tailings) into the air, spreading the contamination to nearby non-mined areas. Radon gas from the mining operations has also been detected in these mining areas.

Environmental impacts are currently unknown as the result of these mine shafts and prospects without additional assessment.

Photos of the mine features observed by Anderson Engineers, Inc. and included in their report have been included in this blight analysis.

Odors from off-site businesses located outside the Study Area may also impact the Study Area. Protein Solutions, located near the northeast corner of the Study Area, has been found by the Missouri Department of Natural Resources ("MDNR") to be in violation of state odor regulations in the past, with the last known violations in 2015. Jasper Foods, located a short distance northeast of the Study Area, has also been found by MDNR to be in violation of state odor regulations, most recently in October 2017. Odors were detected during the inspection of the Study Area, but it is not known if the odors were in violation of state regulations and the source is unknown.

Real Estate Taxes

A five-year history of the assessed values within the proposed redevelopment area is included in the appendix.

The foregoing figures are the Assessor's opinion of market value and the resulting assessed value for each of the properties within the proposed redevelopment area. All property is supposed to be re-assessed in odd-numbered years, except that new construction (including remodeling) can be assessed in any year.

To determine assessed value, the assessment ratio for commercial and industrial properties is 32%, and for residential properties the ratio is 19%. Agricultural property is assessed at 12%. The real estate levy for 2019 in the Study Area was $4.6086 per $100 of assessed valuation. An additional $0.40 per $100 is assessed on commercial/industrial property only (the Merchants and Manufacturers replacement tax).

In 2019, the Study Area generated $8,992,918 in taxable assessed value, generating a total of $449,638.64 in real estate taxes. Delinquent taxes amount to $125,887.98 and are all related to the closed Joplin Hotel that was recently declared a dangerous building by the city in May 2020. In addition to tax delinquencies, about eighteen acres of property within the Study Area are tax exempt and do not generate tax revenue.

In 2015 the taxable assessed value was $9,992,675. Taxable assessed value within the Study Area has declined by about 10.0% since 2015.

Existing Improvements
The Study Area consists of twenty-one parcels, in whole or in part, of which nineteen are improved with commercial uses. The two parcels (both part of larger parcels) that remain undeveloped consist of approximately 49.9 acres of wooded, vacant land, and the winding S. Hammons Boulevard. Mining features, as noted previously in this Blight Study, are located east of S. Hammons Boulevard.

Improvements facing E. 32nd Street date from 1973 through 1998 and are in fair to poor condition. Most are single-story structures and range in size between 2,600 square feet and 5,400 square feet. The uses include a retail store, convenience store and gas station, and an office/retail property fronting E. 32nd Street.

Improvements fronting S. Hammons Boulevard include a single-story office building of about 12,500 square feet that fronts the west side of S. Hammons Boulevard and was built in 1998. The Joplin Convention and Trade Center (built in 1986 and now closed) consists of about 30,000 square feet of exhibit space. Sam's Club (built in 1993) and a vacant restaurant (built in 2003 and closed in 2014 due to a fire) face E. Hammons Boulevard.

South of E. Hammons Boulevard is the Joplin Hotel (formerly a Holiday Inn built in 1979 that was at one time the largest hotel in Joplin, but closed in 2018 in the midst of a renovation) that was recently declared a "Dangerous Building" by the City of Joplin. A Residence Inn by Marriott is west of the Joplin Hotel and was built in 2006. A restaurant to the west of the Residence Inn was constructed in 2005.

Those properties that front or are near S. Range Line Road include a Steak N Shake restaurant; Olive Garden restaurant; Fuzzy's Taco Shop restaurant; and Outback Steakhouse. A little farther north is a Sonic Drive-In; Texas Roadhouse restaurant; a Fairfield Inn; and First Watch restaurant. The northern-most property near the intersection with E. 32nd Street is a surface parking lot utilized by First Watch. All of the development along S. Range Line Road was constructed or remodeled recently, with three properties improved in the mid-1990s, one in 2001, and four between 2013 and 2019.

Billboards
There is one billboard located within the Study Area just south of the 32nd Street and S. Range Line Road intersection at 3209 S. Range Line Road.

Hammons Neighborhood

Neighborhood Demographics

Population & Household Income

The following provides population and income trends within a one-, three-, and five-mile radius of the Study Area at 3536 E. Hammons Boulevard.

3536 E. Hammons Blvd Radius	Historical Population 2000	2010	Estimated Population 2020	Projected Population 2025
One Mile	2,558	2,779	2,797	2,811
chg. (1 mile)		+8.6%	+0.6%	+0.5%
chg. from '00 (1 mile)		+8.6%	+9.3%	+9.9%
Three Mile	29,971	31,918	33,484	34,008
chg. (3 mile)		+6.5%	+4.9%	+1.6%
chg. from '00 (3 mile)		+6.5%	+11.7%	+13.5%
Five Mile	56,899	60,433	63,086	64,196
chg. (5 mile)		+6.2%	+4.4%	+1.8%
chg. from '00 (5 mile)		+6.2%	+10.9%	+12.8%

Source: ESRI; Sterrett Urban, LLC

3536 E. Hammons Blvd Radius	Estimated Median HH Income 2020	2025
One Mile	45,578	45,534
Three Mile	41,239	42,212
Five Mile	41,978	43,329

Source: ESRI

The population figures for that area within one mile of the Study Area demonstrate a positive rate of growth since 2000 but lagging the growth rates within three and five miles of the Study Area with the exception of between 2000 and 2010. Those growth rates are expected to increase slightly on an annual basis but the population nearest the Study Area is projected to continue to increase at a much lower rate than anywhere else

within a five-mile radius of the Study Area. The rate of growth nearest the Study Area was less than that of Joplin as a whole (+11.6%). Only population within a three mile radius experienced a higher rate of growth than that of the city.

The median household income estimate for the one-mile radius around the Study Area for 2020 was about 6.5% higher than the estimate for the city of Joplin ($42,782) but substantially lower than the estimate for all households in the United States ($62,203).

Unemployment

The most recent unemployment data for the Study Area is for the City of Joplin, Missouri as a whole. The following data was provided by the U.S. Census Bureau, 2014-2018 American Community Survey 5 Year Estimates:

Civilian Labor Force – Joplin, Missouri
2018

Labor Force	Labor Force Employed	Labor Force Unemployed	Percentage Unemployed
25,602	24,230	1,372	5.4%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5 Year Estimates

According to the Bureau of Labor Statistics, the preliminary unemployment rate for the Joplin, MO metropolitan area in April 2020 was 10.1%.

According to the Federal Reserve, an unemployment rate of 4.0% to 5.0% can generally be considered "full employment."

Section II

Determination of Study Area Conditions

Significant findings of the 32nd Street Place Community Improvement District Blight Study are presented in the discussion which follows. These findings are based on a review of documents and reports, interviews, field surveys, and analyses conducted in March 2019 and June 2020. Properties and buildings, along with public improvements adjacent to the properties, were evaluated and deficiencies noted. As previously explained, the purpose of this study was to determine whether conditions as defined by RSMo. 67.1401.2(3)(a) of the Missouri State Statute, as amended, exist in the Study Area. The definition of "blighted area" in Chapter 67 of the Revised Statutes of Missouri, as amended, is discussed below.

RSMo. 67.1401.2(3)(a)
The principal blighting factors reported here and in line with the statutory definition include: defective or inadequate street layout, insanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, and the existence of conditions which endanger life or property by fire and other causes. The Appendix section of this report includes a table exhibiting the blighting factors present at each property parcel.

Blight Defined

As presented in Section I, blight is defined as follows:

"Blighted area", an area which:

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

(b) Has been declared blighted or found to be a blighted area pursuant to Missouri law including, but not limited to, chapter 353, sections 99.800 to 99.865, or sections 99.300 to 99.715. (67.1401, RSMo.)

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

- The courts have determined that it is not necessary for an area to be what commonly would be considered a "slum" in order to be blighted. Parking Systems, Inc. v. Kansas City Downtown Redevelopment Corporation, 518 S.W.2d 11, 15 (Mo. 1974)

- An otherwise viable use of a property may be considered blighted if it is an economic underutilization of the property. Crestwood Commons Redevelopment Corporation v. 66 Drive-In, Inc., 812 S.W.2d 903, 910 (MO.App.E.D. 1991).

- It is not necessary for every property within an area designated as blighted to conform to the blight definition. A preponderance of blight conditions is adequate to designate an area for redevelopment. Maryland Plaza Redevelopment Corporation v. Greenberg, 594 S.W.2d 284, 288 (MO.App.E.D. 1979).

- The courts have determined that in order to make a finding of blight for a defined redevelopment area, the total square footage of the area is to be considered and not a preponderance of the individual parcels. Allright Properties, Inc. v. Tax Increment Financing Commission of Kansas City, 240 S.W.3d 777 (MO.App.W.D. 2007).

Component 1: Defective or Inadequate Street Layout

Conditions typically associated with defective or inadequate street layout include poor vehicular access and/or internal circulation within the Study Area; substandard driveway definition and parking layout (e.g. lack of curb cuts, awkward entrance and exit points); offset or irregular intersections; and substandard or nonexistent pedestrian circulation.

As noted above there are several conditions used to determine whether a Study Area is blighted based on defective or inadequate street layout. During the on-site investigation and field survey, these conditions were present throughout the Study Area.

There were no offset intersections found within or along the perimeter of the Study Area. Two driveways are offset with one another, however, and include the eastern access for Sam's Club at 3536 E. Hammons Boulevard and the northern access for the Joplin Convention and Trade Center.

Another important indicator of defective or inadequate street layout is high levels of traffic accidents. According to crime reports for the City of Joplin, Missouri, none of the intersections along the perimeter of or within the Study Area exhibited a high number of accidents.

Other than around building improvements, sidewalks are nonexistent in the Study Area with the exception of one short stretch of sidewalk installed to access a bus stop at the southern edge of S. Hammons Boulevard and along S. Range Line Road. Sidewalks also

exist on vehicular bridges over Silver Creek in the southern portion of the Study Area. Of note is a worn path that exists along E. 32nd Street in absence of a sidewalk.

The parking lot that serves 3232 E. 32nd Street was constructed with a parking aisle on the west side of the building that ends on the south side of the property. As such, vehicles have no choice but to back up – possibly against incoming vehicles – if the driver travels to the end of the drive aisle only to find that no parking spaces are available.

In some instances, vehicles have been driving across a property's lawn rather than asphalt or concrete as required by code.

And in the case of the closed Joplin Convention and Trade Center, the loading dock area is too short, for the amount of exhibit space there are not enough loading docks, and there is a high potential for vehicle/vehicle conflict between the loading area and the parking lot located immediately north of the loading area.

Examples of these conditions within the Study Area are provided in the photos below. Fourteen of the twenty-one properties satisfy this condition, consisting of 89.9 acres, or 78.6% of the Study Area.



3535 S. Hammons Blvd – looking south – poor circulation (short loading area, conflict with parking lot)



3232 E. 32nd St – looking southeast – poor internal circulation (dead-end parking aisle)



S. Hammons Blvd – looking south – lack of pedestrian circulation



E. 32nd Street – looking east – lack of pedestrian circulation; lack of curb/gutter



E. 32nd Street – looking east – lack of pedestrian circulation; lack of curb/drainage ditch

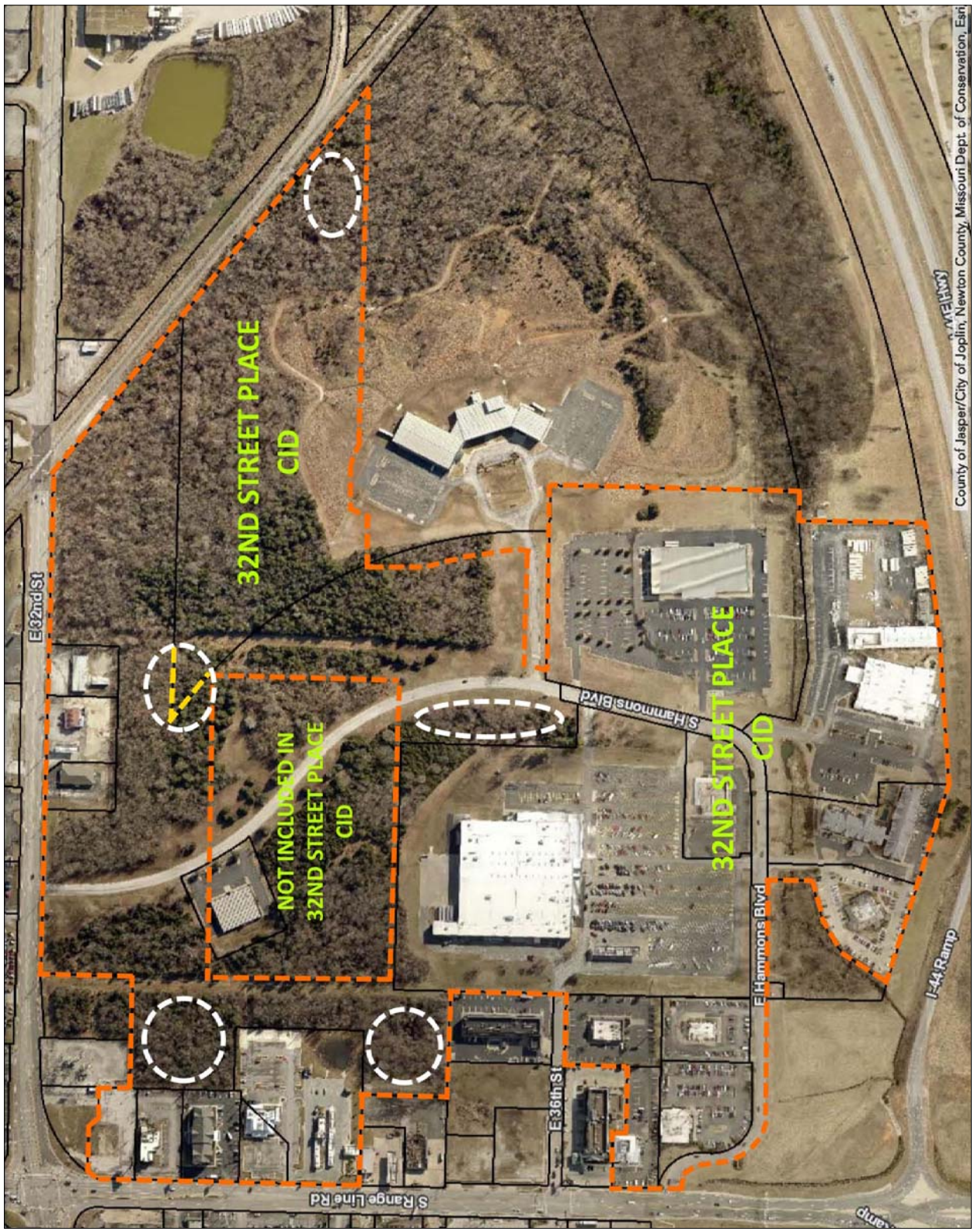


Parcel No. 04-4.0-19-000-000-006.000 – looking north – poor internal circulation (drive over property)

Component 2: Improper Subdivision or Obsolete Platting

There are specific conditions that can be used to determine whether a Study Area is blighted based on improper subdivision or obsolete platting. Among these conditions are faulty lot shape and/or layout, inadequate lot size, poor access, as well as conformity of use. An analysis of the tax parcels within the Study Area indicates faulty lot shape does exist. A portion of the eastern boundary of Parcel No. 04-4.0-19-000-000-005.000 follows the curve of Hammons Boulevard, creating an area in the northwest corner of the adjacent parcel to the east that is triangular in shape and not conducive to rectilinear development that maximizes the use of space. Other parts of the parcel noted above are of a shape and size that will be difficult to develop without access. Those areas are noted in the graphic below.

Examples of these conditions within the Study Area are provided in the aerial below. Two of the twenty-one properties satisfy this condition, consisting of 49.9 acres, or 43.6% of the Study Area.



Aerial of Study Area – part of parcels with faulty shape (white-dashed circles)

Component 3: Insanitary or Unsafe Conditions

There are numerous locations within the Study Area exhibiting unsafe or insanitary conditions. The most prevalent Study Area conditions considered unsafe or insanitary include the presence of a "dangerous building" as declared by the City of Joplin; mining features, including shafts and pilings; poor drainage; overgrown vegetation; vagrant activity; and trash/debris. Less prevalent was noncompliance with the Americans with Disabilities Act (largely due to construction taking place before approval of the law).

The former Holiday Inn, rebranded as the Joplin Hotel after its acquisition in 2015, was declared a "Dangerous Building" by the Building Official of the City of Joplin in May 2020 after a fire in the pool building. The property was in the midst of a $6 million renovation to convert the Hotel Joplin to a Doubletree Hotel by Hilton. After renovation began Hilton revised their design plans and standards and the increased cost of changing the design led the owner to halt renovation of the property. Construction has not resumed and it is now the only property in the Study Area in which the payment of property taxes is now delinquent. The neglected property – damaged by vagrants and vandals – is now in very poor condition.

No separate environmental assessments were conducted for this Blight Study, and no known environmental contamination exists in the Study Area.

Mining features are present predominantly east of S. Hammons Boulevard and were described previously in this study ("Environmental", p. 12).

Vagrancy is evident on more than fifty percent of the land in the Study Area, primarily through the presence of trash, tents, sleeping bags, blankets, and lean-tos made of tree branches. Homeless have occupied the Study Area for some time, as worn foot-paths exist throughout much of the area. Vagrancy is most intense near the western boundary of the Study Area and extends about three-quarters of the distance to the eastern boundary.

Besides trash deposited by vagrants, including sleeping bags and food and beverage containers, construction debris in the form of concrete wash-out and asphalt was also found in a few locations within the Study Area. Illegal dumping was related to the presence of tires in a few locations in the Study Area.

Photos of these blighting conditions are shown below. The photos of the mine features are from the "Mining Investigation Report" dated June 9, 2020 and completed by Anderson Engineering, Inc. Thirteen of the twenty-one properties satisfy this condition, consisting of 103.2 acres, or 90.2% of the Study Area.



Parcel No. 04-4.0-19-000-000-005.003 – looking east – Joplin Hotel declared "Dangerous Building"



Parcel No. 04-4.0-19-000-000-005.007 – looking southwest – overgrown vegetation; trash/debris



Parcel No. 04-4.0-19-000-000-005.007 – looking north – evidence of vagrant activity; failure of finishes



3536 E. Hammons Blvd – looking south – overgrown vegetation blocking vehicular entrance



Parcel No. 04-4.0-19-000-000-005.003 – looking northeast – overgrown vegetation



Parcel No. 04-4.0-19-000-000-005.003 – looking east – overgrown vegetation; debris



Parcel No. 04-4.0-19-000-000-005.003 – looking southeast – overgrown vegetation



Parcel No. 04-4.0-19-000-000-005.003 – looking southeast – overgrown vegetation; debris



3232 E. 32nd Street – looking east – overgrown vegetation; deterioration of parking lot



Parcel No. 04-4.0-19-000-000-005.003 – looking south – broken windows; vandalism; overgrown vegetation; open doors to vacant building



Parcel No. 04-4.0-19-000-000-005.003 – looking east – trash/debris; overgrown vegetation



Parcel No. 04-4.0-19-000-000-005.003 – looking west – trash/debris; overgrown vegetation; deterioration of parking surface



Parcel No. 04-4.0-19-000-000-005.003 – looking south – trash/debris; overgrown vegetation; open door to vacant building



Parcel No. 04-4.0-19-000-000-005.003 – looking south – trash/debris; overgrown vegetation



3535 S. Hammons Blvd – looking south – overgrown vegetation blocking pedestrian bridge



3535 S. Hammons Blvd – looking south – noncompliance with ADA code (sidewalk ramp)



Parcel No. 04-4.0-19-000-000-006.000 – looking south – noncompliance with ADA code (stalls, signage)



Parcel No. 04-4.0-19-000-000-005.014 – looking east – trash/debris



Parcel No. 04-4.0-19-000-000-005.000 – looking southeast – poor drainage (mining features)



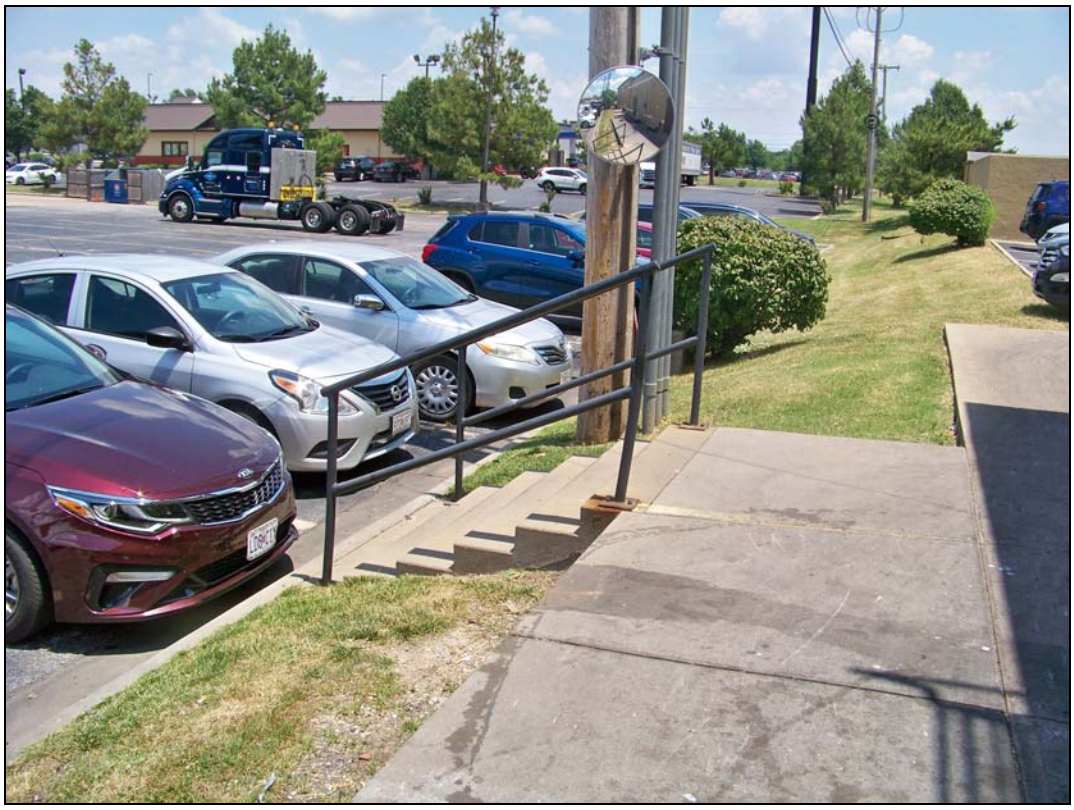
Parcel No. 04-4.0-19-000-000-005.000 – looking south – vagrant activity



Parcel No. 04-4.0-19-000-000-005.000 – looking east – trash/debris (associated w/ vagrant activity)



Parcel No. 04-4.0-19-000-000-005.000 – looking northeast – trash/debris (associated w/ vagrant activity)



3607 S. Range Line Rd – looking east – noncompliant ADA railing; unsafe landing in parking lot



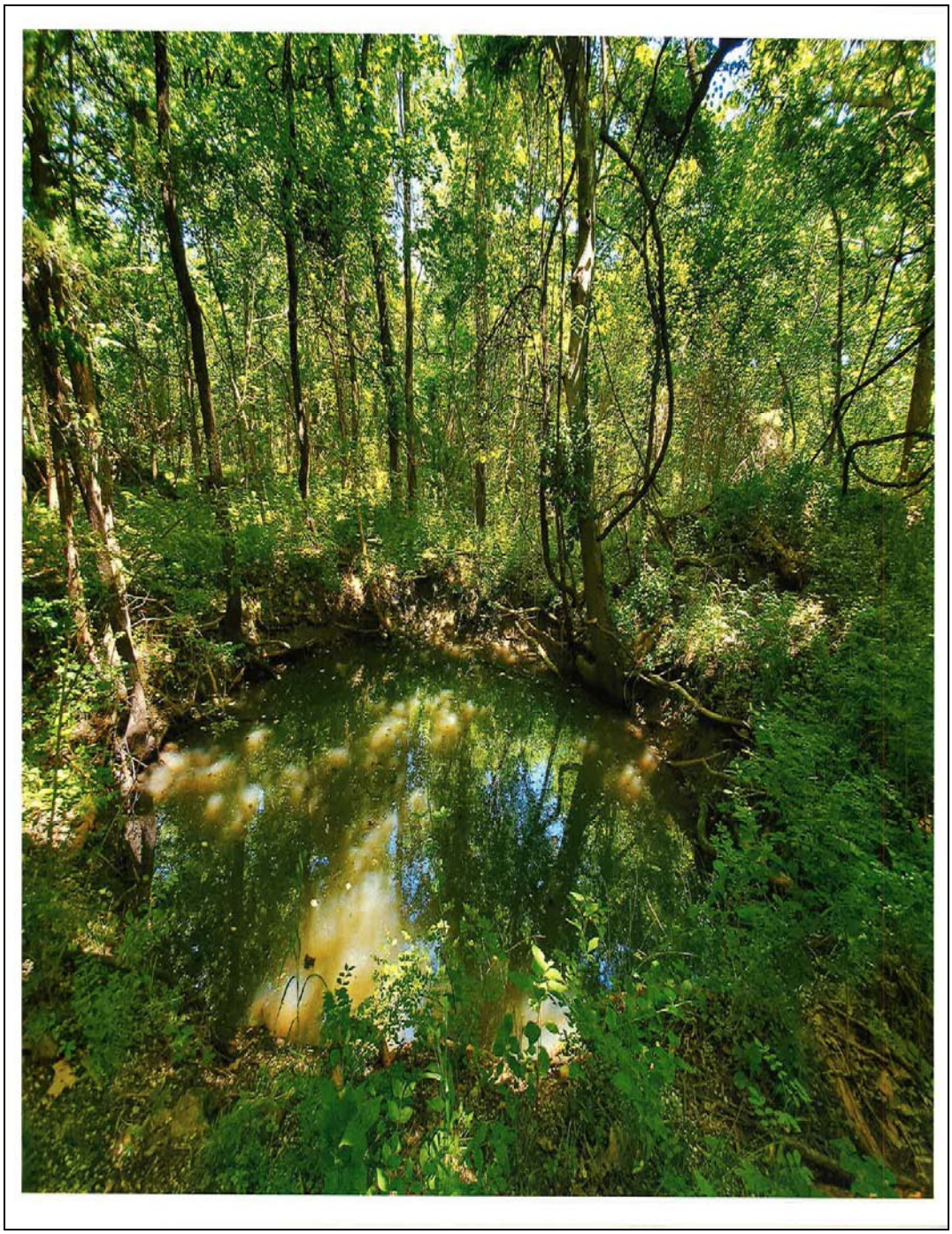
3110 E. 36th St – looking southwest – poor drainage; lack of wheel stops



Parcel No. 04-4.0-19-000-000-005.007 – looking southwest – excessively wide driveway; no directional signage



3536 E. Hammons Blvd – looking north – lack of curb and gutter; parking on lawn



Parcel No. 04-4.0-19-000-000-005.000 – flooded mine shaft



Parcel No. 04-4.0-19-000-000-005.000 – flooded area of subsidence near mine shaft



Parcel No. 04-4.0-19-000-000-005.000 – tailings pile

Component 4: Deterioration of Site Improvements

The condition of deterioration of site improvements was primarily established through field survey work and observation of exterior physical conditions of the property within the Study Area. Interior inspections were not conducted due to lack of access. Building deterioration rating criteria considered included the following: primary structure (roof, walls, foundation); secondary structure (fascia/soffits, gutters/downspouts, exterior finishes, windows and doors, stairways/fire escapes); and exterior structure (mechanical equipment, loading areas, fences/walls/gates, other structures).

Examples of structural deterioration within the Study Area include the deterioration of roofs, walls, windows and doors, fascia, downspouts, other structures and the failure of finishes.



Parcel No. 04-4.0-19-000-000-005.003 – looking west – roof not attached completely; broken windows, doors



Parcel No. 04-4.0-19-000-000-005.007 – looking south – deterioration of roof



3536 E. Hammons Blvd – looking west – deterioration of masonry wall



Parcel No. 04-4.0-19-000-000-005.007 – looking northwest – failure of finishes



Parcel No. 04-4.0-19-000-000-005.007 – looking southeast – failure of finishes



Parcel No. 04-4.0-19-000-000-005.005 – looking southwest – failure of finishes



Parcel No. 04-4.0-19-000-000-005.003 – looking west – boarded windows; damaged doors



Parcel No. 04-4.0-19-000-000-005.003 – looking north – deterioration of doors; pavement



Parcel No. 04-4.0-19-000-000-005.005 – looking northwest – failure of finishes; deterioration of wall



3067 S. Range Line Rd – looking northwest – failure of finishes; deterioration of pavement



3232 E. 32nd St – looking north – deterioration of fascia; trash/debris; overgrown vegetation



Parcel No. 04-4.0-19-000-000-005.003 – looking east – deterioration of ancillary building; overgrown vegetation; trash/debris

In addition to structural deterioration, blight conditions were observed within the Study Area related to the deterioration of the site and non-primary improvements. These conditions which negatively affect the appearance and utilization of the area were prevalent throughout the Study Area. The most common condition was the deterioration of parking surfaces and driveways. Other conditions present include the lack of or deterioration of trash enclosures, the failure of finishes, and the deterioration of signs.



Parcel No. 04-4.0-19-000-000-005.007 – looking south – deterioration of pavement



Parcel No. 04-4.0-19-000-000-005.003 – looking west – deterioration of pavement; graffiti



Parcel No. 04-4.0-19-000-000-005.003 – looking southeast – deterioration of pavement; trash/debris



Parcel No. 04-4.0-19-000-000-005.003 – looking south – deterioration of pavement



Parcel No. 04-4.0-19-000-000-005.003 – looking north – deterioration of pavement; overgrown vegetation



Parcel No. 04-4.0-19-000-000-005.003 – looking west – deterioration of pavement; trash/debris



3535 S. Hammons Blvd – looking northeast – deterioration of pavement; poor drainage



3535 S. Hammons Blvd – looking south – deterioration of pavement; poor drainage; overgrown vegetation



3535 S. Hammons Blvd – looking west – deterioration of pavement; damaged wall; overgrown vegetation; damaged downspouts/poor drainage



3535 S. Hammons Blvd – looking north – deterioration of pavement; poor drainage



Parcel No. 04-4.0-19-000-000-005.005 – looking west – deterioration of pavement



Parcel No. 04-4.0-19-000-000-005.005 – looking west – deterioration of pavement



3607 S. Range Line Road – looking northwest – deterioration of pavement



3607 S. Range Line Road – looking east – deterioration of pavement



3110 E. 36th Street – looking southwest – deterioration of pavement; trash/debris



3110 E. 36th Street – looking north – deterioration of pavement



3333 S. Range Line Road – looking northeast – deterioration of improper parking surface



3209 S. Range Line Road – looking northwest – deterioration of pavement



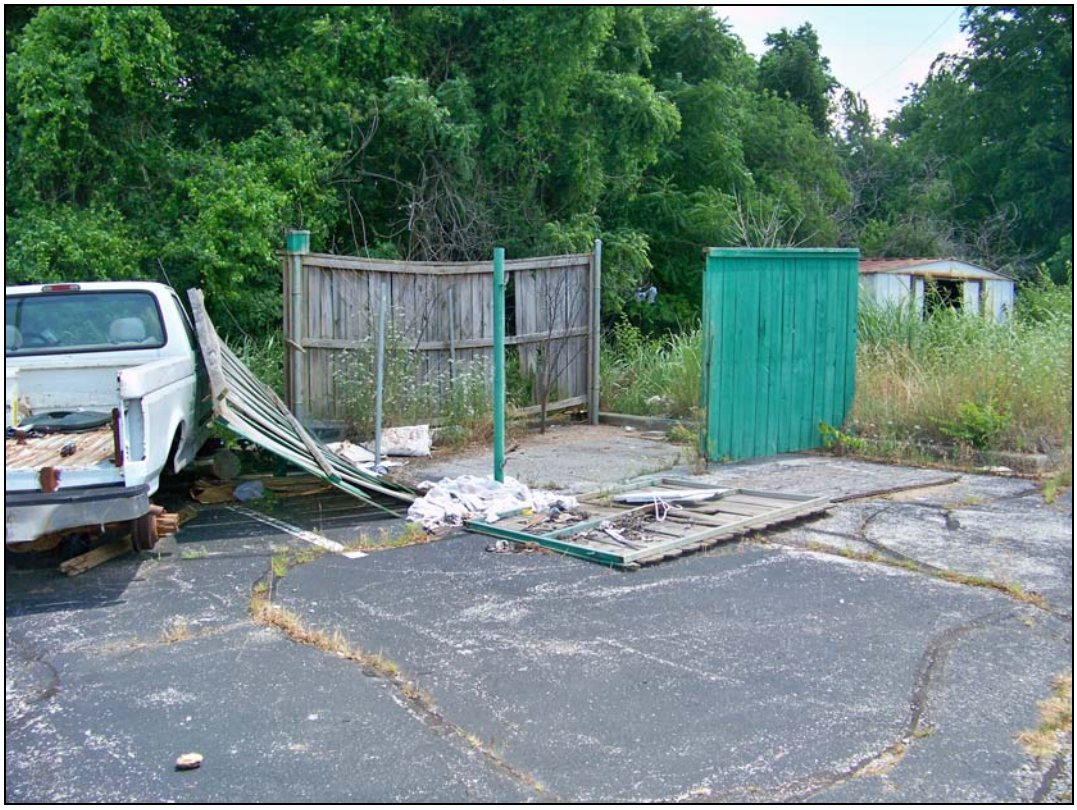
Parcel No. 04-4.0-19-000-000-006.000 – looking west – deterioration of pavement



Parcel No. 04-4.0-19-000-000-006.000 – looking northwest – deterioration of improper parking surface; unenclosed trash area; trash/debris



Parcel No. 04-4.0-19-000-000-005.007 – looking northwest – deterioration of deck; failure of finishes



Parcel No. 04-4.0-19-000-000-005.003 – looking northeast – deterioration of pavement, trash enclosure; stripped vehicle; overgrown vegetation; trash/debris



3535 S. Hammons Blvd – looking southeast – deterioration of trash enclosure; trash/debris; overgrown vegetation



Parcel No. 04-4.0-19-000-000-005.005 – looking north – unenclosed trash area; deterioration of pavement



3209 S. Range Line Road – looking southeast – deterioration of pavement; unenclosed trash area



Parcel No. 04-4.0-19-000-000-006.000 – looking north – deterioration of pavement, sign



Parcel No. 04-4.0-19-000-000-006.000 – looking southwest – deterioration of pavement, wall

Sixteen of the twenty-one properties satisfy this condition, consisting of 107.3 acres, or 93.8% of the Study Area.

Component 5: Existence of Conditions which Endanger Life or Property by Fire and Other Causes

Fire safety information pertaining to the property in the Study Area was not gathered for this Blight Study as the data was not available.

An examination of crime data for the past six months, provided by Trulia.com (a combination of data from SpotCrime.com and CrimeReports.com), indicates the Study Area has crime rates equal to or lower than many of the neighborhoods in the Joplin metropolitan area, and lower than the majority of commercial properties.

There are four properties in the Study Area, however, that have recently exhibited conditions that endanger life or property by fire and other causes. In May 2020, a fire broke out as the result of what the fire department determined was a vagrant trying to burn insulation off of copper wire. Two fire fighters fell into rancid water contained in the indoor pool where the fire took place. They were okay and released soon thereafter.

The mining features located on the wooded, vacant properties east of S. Hammons Boulevard have been known to cause injury and death at other locations with the same type of features.

And the closed, vacant Joplin Hotel (former Holiday Inn) was declared a "Dangerous Building" several days after the fire noted above.

Four of the twenty-one properties satisfy this condition, consisting of 61.2 acres, or 53.5% of the Study Area.

Summary of Blighting Factors

The following table summarizes the five blighting factors analyzed during inspections of property within the Study Area.

32nd Street Place CID

Summary of Blighting Factors

Study Area	Parcels	Pct.	Area (acres)	Pct.
Total	21	100%	114.40	100%
Blighting Factors				
Defective or inadequate street layout	14	66.7%	89.9	78.6%
Improper subdivision or obsolete platting	2	9.5%	49.9	43.6%
Insanitary or unsafe conditions	13	61.9%	103.2	90.2%
Deterioration of site improvements	16	76.2%	107.3	93.8%
Existence of conditions which endanger life or property by fire and other causes	4	19.0%	61.2	53.5%
Parcels with at least one blighting factor	17	81.0%	110.1	96.2%
Parcels with no blighting factors	4	19.0%	4.3	3.8%
Parcels with Predominance of Blight	10	47.6%	79.1	69.1%

As evidenced from the table above, more than 50% of the redevelopment area satisfies the blighting factors of "Defective or inadequate street layout", "Insanitary or unsafe conditions", "Deterioration of site improvements" and "Existence of conditions which endangerlife or property by fire and other causes". In addition, the percentage of the Study Area that has at least one blighting factor is 96.2%. A predominance of blighting factors exists on ten of the twenty-one parcels in the Study Area consisting of 79.1 acres, or 69.1% of the Study Area, due to the presence of a combination of the statutory blighting factors throughout the Study Area.

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

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

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

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

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

As indicated in Appendix B: Property Valuation and Taxes, the assessed value of the Study Area has declined by approximately 10.00% in the last five years, all related to changes in the physical conditions of about half of the properties. Ten of the twenty-one properties in the Study Area, found to have a predominance of blighting factors and amounting to approximately 69% of the area within the Study Area, were found to have had their aggregate assessed value decline a total of 38.3%. Most of the properties have physical conditions ranging from poor to good, and insanitary and unsafe conditions besides site deterioration exist that impair the values of some of the properties.

The other eleven properties in the Study Area, comprising about 31% of the area and predominantly located adjacent to S. Range Line Road, have been constructed or remodeled relatively recently and have physical conditions that are good to excellent. Their aggregate assessed value had increased by just 1.49% between 2015 and 2018 before increasing in 2019. The aggregate assessed value increase between 2015 and 2019 was 7.90%.

In addition to declining assessed values over much of the Study Area, slightly more than eighteen acres are currently owned by a tax-exempt entity, resulting in no revenue generated for the taxing jurisdictions.

The redevelopment of the area has been hindered primarily by key vacancies and closures, including the Joplin Convention and Trade Center and the Joplin Hotel (which as the former Holiday Inn was the largest hotel in Joplin), as well as unsafe and insanitary

conditions and the poor siting of developments along S. Hammons Boulevard and E. 32nd Street. Blighting factors exist throughout the Study Area, and while there has been some recent construction and remodeling on those properties accessible from S. Range Line Road, very little development has recently taken place on either side of S. Hammons Boulevard. The improved properties that do exist are typically in fair to poor condition, may be poorly sited, or obsolete. And mining features on the east side of S. Hammons Boulevard call into question feasible development of that portion of the Study Area.

Remedies for the challenges noted above are prohibitive for a private sector developer (or property owner) to take on independently and remain competitive in the market. Doing nothing will only result in further deterioration of building and site improvements, resulting in the potential for continued decline of income and property values. In order for the existing businesses to provide a safe environment for customers and employees, and to continue to grow and attract new economic activity to the Study Area and surrounding areas, some form of external financial assistance that is not currently being utilized will be required in order to make improvement of the Study Area economically feasible.

Economic underutilization – deteriorating site improvements, the presence of insanitary and unsafe conditions, key closures and vacant land in a highly trafficked commercial corridor, and declining assessed values and tax revenues – indicates the Study Area is blighted.

Conclusion

Several components of the Chapter 67 definition of blight were present in the proposed 32nd Street Place Community Improvement District.

The dominant blighting factors exist throughout the Study Area but have the most negative impact on either side of S. Hammons Boulevard and include unsafe and insanitary conditions such as mining features, overgrown vegetation, trash/debris, and the presence of vagrants; defective and inadequate street layout that makes development a challenge without acquiring additional property and providing necessary access; and the deterioration of site improvements throughout the Study Area. This results in an inability to ensure safe, clean space for customers and employees and to attract new investment. The declining assessed values, and consequently tax revenue, indicates blight is present within the CID. All of the above combine to create economic underutilization and an inability to pay reasonable taxes.

Therefore, the consultant has determined that the 32nd Street Place Study Area of Joplin, Missouri, as of June 24, 2020, in its present condition and use, is a "blighted area" according to the definition provided in Missouri's Community Improvement District Act statutes (RSMo Ch. 67) and constitutes an economic liability in its present condition and use.

Appendix A

Property Ownership & Legal Descriptions

No.	Site Address	Parcel ID No.	Owner	Legal Description
1	NOT ASSIGNED	04-4.0-19-000-000-005.000	JDHQ LAND HOLDINGS, LLC	W1/2 NE1/4 S & W OF RR & N & E OF HWY & SW1/4 N OF HWY EX BEG 150' W NE COR NW1/4 NW1/4 S 258' E 516' N 258' W TO POB & EX BEG NW SEC COR E 485' S 320' W 150' S 329' E 190' S 401' W 200' S 264' E 335' N 176.18' E 775' S 545' E 138.71' S 12* W 490.12'
2	3535 HAMMONS BLVD	04-4.0-19-000-000-005.001	CIVIC CENTER REDEVELOPMENT	PT SE1/4 NW1/4 BEG 199.05' E & 259.49' N SW COR NE 110' NW 77' NE 637.38' E 554.76' S 759.62' W 50' SW 430.19' W 200' POB
3	3536 E. HAMMONS BLVD.	04-4.0-19-000-000-005.002	WAL-MART PROPERTY TAX DEPARTMENT	BEG 1980.08' S & 660.76' E NW COR N 836.18' E 775' S 545' E 138.71' S 12* W 490.12' W 401.16' S 5* W 888.46' S 86* W 11.46' W 453.73' TO POB
4	NOT ASSIGNED	04-4.0-19-000-000-005.003	OM CAPITAL JOPLIN, LLC	BEG SW COR SE1/4 NW1/4 W 77' N 8* E 350.70' E 19' CURVE LEFT 184.27' S 47* E 77' S 7* W 110' S 82* E 200' N 82* E 430.19' S 1* E 426.22' CURVE RIGHT 743.45' NW TO POB
5	NOT ASSIGNED	04-4.0-19-000-000-005.004	FCPT RESTAURANT PROPERTIES, LLC	BEG 60' E & 660' S NW COR SW1/4 NW1/4 E 400.39' S 286.80' W 152.74' CUR RT 197' CUR LEFT 181' N 17.84' TO POB
6	NOT ASSIGNED	04-4.0-19-000-000-005.005	JOPLIN SNS LLC	BEG 60' E 660' S 400.39' E NW COR SW1/4 NW1/4 E 200' S 279.69' W 200.10' N 286. 80' TO POB
7	3232 HAMMONS BLVD	04-4.0-19-000-000-005.006	ARAPAHO, LLC	BEG 77' W N 6* E 350.70' 19' E N 50' ALG CURVE 138.29' CURVE 142.42' N 40* E 29.26' N 11* E 555.58' CURVE 886.65' N 53* W 30.39' CURVE 212.55' FROM SW COR SWE1/4 SW1/4 N 31* W 221.27' ALG CURVE 223.12' N 65* E 274' S 31* E 221.27' ALG CURVE 221.91' T
8	NOT ASSIGNED	04-4.0-19-000-000-005.007	N & J REAL PROPERTIES	BEG NW COR NW1/4 S 1980' E 660.78' N 836.18' E 775' S 545' E 138.71' SW 350.14' TO POB SW ALG CURVE 445' W 210.02' N 33' N 86* W 11.46' N 5* W 88.46' N 89.05' E 401.16' TO POB
9	3128 E. HAMMONS BLVD	04-4.0-19-000-000-005.008	JDHQ HOTELS, LLC	HAMMONS SILVER CREEK: LOT 3
10	3120 E. HAMMONS BLVD	04-4.0-19-000-000-005.013	BRAUVIN NET INVESTMENTS, LLC	BEG SE COR SW1/4 NW1/4 S 214.09' N 72* W 323.27' N 34* E 169.47' N 52* E 56.12' N 64* E 56.53' N 74* E 86.28' N 80* E 46.72' N 2* E 137.07' N 89* E 50.06' ETC (AKA AS LOT 2 HAMMONS SILVER CREEK SUBD)
11	NOT ASSIGNED	04-4.0-19-000-000-005.014	BRIDGE MINISTRIES, INC.	BEG N1/4 COR S 40' W 437.38' S 50* E 658.51' TO POB S 50* E 1565.53' S 141' S 67* W 837.80' S 5* W 169.92' 1054.55' ALG CURVE TO RIGHT N 823.93' W 143.40' CURVE LEFT 1317.41' E 1269.44' TO POB
12	NOT ASSIGNED	04-4.0-19-000-000-006.000	CLIFTON D. FARRIN TRUST	PT NE1/4 NW1/4 BEG 40' S & 206' E NW COR E 160' S 218' W 160' N TO POB
13	3308 E. 32ND STREET	04-4.0-19-000-000-007.000	SNG SERVICE, LLC	BEG 40' S NW COR NE1/4 NW1/4 E 206' S 218' W 206' N 218' TO POB & BEG 40'S OF NW1/4 NE1/4 ETC
14	3232 E. 32ND STREET	04-4.0-19-000-000-008.000	VERNON R. & LUCY JEWELL HANSEN TRUST	PT NW1/4 NW1/4 BEG NW COR S 258' W 150' N 258' E 150' TO POB E X BEG 40' S NE COR ETC

No.	Site Address	Parcel ID No.	Owner	Legal Description
15	3209 RANGELINE	04-4.0-19-000-000-011.000	SOUTHWEST DEVELOPMENT PROPERTIES, LLC & SOONER ONE, LLC	PT NW1/4 NW1/4 NW1/4 BEG 230' S & 60' E NW COR N 47* E 35.36' S 88* E 116.68' S 45* E 45.96' S 88* E 94.4' S 119' W TO E R/W RANGELINE N 199' TO POB
16	3231 S. RANGE LINE	04-4.0-19-000-000-012.000	RANGELINE & 32ND ST. INVESTMENTS, LLC	BEG 357' S & 45' E NW COR NW1/4 NW1/4 E 285' S 142' W 285' N 142' TO POB
17	3301 S. RANGE LINE ROAD	04-4.0-19-000-000-012.001	BRISHAM INN JOPLIN, LLC	BEG 499' S & 45' E NW COR NW1/4 NW1/4 E 285' S 180' W 285' N 180' TO POB
18	3333 S. RANGE LINE ROAD	04-4.0-19-000-000-013.000	DARRELL L. ROGERS TRUST	PT NW1/4 NW1/4 BEG 264' N & 45' E SW COR N 222.53' E 125' NE 206.1' E 25' N 22.46' E 200' S 401.59' W 200' N 6.6' W 330' TO POB
19	NOT ASSIGNED	04-4.0-19-000-000-014.000	DL ROGERS CORP	BEG 486.53' N & 45' E SW COR NW1/4 NW1/4 N 150' E 265.77' SW 206.71' W 125' TO POB
20	3607 S. RANGELINE ROAD	04-4.0-19-000-000-017.001	3067 RANGE LINE RD JOPLIN, LLC	DRURY 1: P-1 & EASEMENT
21	3110 E. 36TH ST	04-4.0-19-000-000-017.003	LCN BLM ATHENS (MULTI) LLC	DRURY 1: BEG NE COR P-2 E 220.50' S 300' W 220.50' N 300' TO POB
	NOTE			
	The legal descriptions for parcel nos. 1, 7, and 11 are for the whole of the respective parcel and not that portion of the parcel that is actually contained within the 32nd Street Place Community			
	Improvement District.			

Appendix B

Property Valuation & Taxes

No.	Parcel ID Number	Assessed Values 2015	2016	2017	2018	2019	Taxes 2019	Delinquent	NOTES
1	04-4.0-19-000-000-005.000	21,951	21,951	22,047	22,047	22,220	1,096.59	0.00	1
2	04-4.0-19-000-000-005.001	501,280	501,280	501,560	501,600	522,400	26,164.93	0.00	
3	04-4.0-19-000-000-005.002	1,826,110	2,165,630	1,845,890	1,845,890	2,055,360	102,307.61	0.00	
4	04-4.0-19-000-000-005.003	2,642,270	2,642,270	1,255,330	1,255,330	1,255,650	62,890.49	125,887.98	2
5	04-4.0-19-000-000-005.004	317,570	314,980	288,380	288,380	328,360	16,446.24	0.00	
6	04-4.0-19-000-000-005.005	182,790	182,790	137,190	137,190	144,100	7,217.40	0.00	
7	04-4.0-19-000-000-005.006	71,224	71,224	69,121	69,612	76,609	3,837.02	0.00	3
8	04-4.0-19-000-000-005.007	278,150	296,450	200,320	200,320	206,530	10,344.25	0.00	
9	04-4.0-19-000-000-005.008	2,317,150	2,317,150	2,255,620	2,201,380	2,225,950	111,488.93	0.00	
10	04-4.0-19-000-000-005.013	377,280	377,280	352,030	352,030	352,450	17,652.81	0.00	
11	04-4.0-19-000-000-005.014	0	0	0	0	0	0.00	0.00	4
12	04-4.0-19-000-000-006.000	73,690	73,690	73,980	73,720	74,180	3,715.37	0.00	
13	04-4.0-19-000-000-007.000	71,260	71,260	69,980	69,980	81,690	4,091.53	0.00	
14	04-4.0-19-000-000-008.000	42,940	45,020	45,320	45,320	45,760	2,291.94	0.00	
15	04-4.0-19-000-000-011.000	54,300	54,300	31,330	31,320	31,810	1,593.23	0.00	
16	04-4.0-19-000-000-012.000	152,770	152,770	153,060	159,330	176,990	8,864.73	0.00	
17	04-4.0-19-000-000-012.001	432,190	432,190	432,480	432,480	492,520	24,668.36	0.00	
18	04-4.0-19-000-000-013.000	188,660	188,660	188,960	188,960	203,640	10,199.52	0.00	
19	04-4.0-19-000-000-014.000	28,960	293,760	284,960	284,960	286,330	14,341.12	0.00	
20	04-4.0-19-000-000-017.001	173,790	173,790	174,080	179,770	183,580	9,137.87	0.00	
21	04-4.0-19-000-000-017.003	238,340	238,340	218,370	218,370	226,790	11,288.70	0.00	
	Total	9,992,675	10,614,785	8,600,008	8,557,989	8,992,918	449,638.64	125,887.98	
	Annual Change %		6.23%	-18.98%	-0.49%	5.08%			
	Cumulative Change %		6.23%	-13.94%	-14.36%	-10.00%			

NOTES:

1 The assessed values and taxes are not for the tax parcel in whole, but only for that portion of the parcel contained within the proposed 32nd Street Place Community Improvement District. All values have been prorated based upon area. The parcel contains a total of 63.38 acres. The portion of the parcel included within the proposed 32nd Street Place Community Improvement District is 31.67 acres, or 50.00% of the total area of the parcel.

2 The amount of delinquent taxes stated does not include fees and interest. When included, the total amount of delinquent taxes with interest and fees is $168,811.03 as of July 2020.

3 The assessed values and taxes are not for the tax parcel in whole, but only for that portion of the parcel contained within the proposed 32nd Street Place Community Improvement District. All values have been prorated based upon area. The parcel contains a total of 1.63 acres. The portion of the parcel included within the proposed 32nd Street Place Community Improvement District is 0.50 acres, or 30.70% of the total area of the parcel.

4 The assessed values and taxes are not for the tax parcel in whole, but only for that portion of the parcel contained within the proposed 32nd Street Place Community Improvement District. All values have been prorated based upon area. The parcel contains a total of 57.40 acres. The portion of the parcel included within the proposed 32nd Street Place Community Improvement District is 18.19 acres. The tax parcel is tax exempt and consequently assessed at $0.

Appendix C

Summary of Properties & Blighting Factors Present

No.	Parcel Address	Parcel APN (County)	Defective or inadequate street layout	Improper subdivision or obsolete platting	Insanitary or unsafe conditions	Deterioration of site improvements	Endangerment of life or property by fire, other causes	TOTAL		Acreage		Predominance of Blighting Factors Present
1	NOT ASSIGNED	04-4.0-19-000-000-005.000	■	■	■	■	■	5		31.67		■
2	3535 HAMMONS BLVD	04-4.0-19-000-000-005.001	■		■	■		3		12.48		■
3	3536 E. HAMMONS BLVD.	04-4.0-19-000-000-005.002	■		■	■		3		19.09		
4	NOT ASSIGNED	04-4.0-19-000-000-005.003	■		■	■	■	4		9.58		■
5	NOT ASSIGNED	04-4.0-19-000-000-005.004	■			■		2		1.95		
6	NOT ASSIGNED	04-4.0-19-000-000-005.005	■			■		2		1.26		■
7	3232 HAMMONS BLVD	04-4.0-19-000-000-005.006						0		0.50		
8	NOT ASSIGNED	04-4.0-19-000-000-005.007	■		■	■		3		1.71		■
9	3128 E. HAMMONS BLVD	04-4.0-19-000-000-005.008	■					1		2.84		
10	3120 E. HAMMONS BLVD	04-4.0-19-000-000-005.013						0		1.92		
11	NOT ASSIGNED	04-4.0-19-000-000-005.014		■	■	■	■	4		18.19		■
12	NOT ASSIGNED	04-4.0-19-000-000-006.000	■		■	■		3		0.80		■
13	3308 E. 32ND STREET	04-4.0-19-000-000-007.000	■		■	■	■	4		1.71		■
14	3232 E. 32ND STREET	04-4.0-19-000-000-008.000	■		■	■		3		0.78		■
15	3209 RANGELINE	04-4.0-19-000-000-011.000	■		■	■		3		0.89		■
16	3231 S. RANGE LINE	04-4.0-19-000-000-012.000				■		1		0.93		
17	3301 S. RANGE LINE ROAD	04-4.0-19-000-000-012.001						0		1.18		
18	3333 S. RANGE LINE ROAD	04-4.0-19-000-000-013.000	■		■	■		3		3.65		
19	NOT ASSIGNED	04-4.0-19-000-000-014.000						0		0.67		
20	3607 S. RANGELINE ROAD	04-4.0-19-000-000-017.001			■	■		2		1.08		
21	3110 E. 36TH ST	04-4.0-19-000-000-017.003	■		■	■		3		1.52		
	TOTALS		**14**	**2**	**13**	**16**	**4**	**49**		**114.40**		**10**
			89.9	**49.9**	**103.2**	**107.3**	**61.2**					**79.1**
			78.6%	**43.6%**	**90.2%**	**93.8%**	**53.5%**					**69.1%**

Appendix D

Certification / Assumptions & Limiting Conditions / Qualifications

Certification

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

1. The statements of fact contained in this report are true and correct.

2. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are our personal, unbiased professional analyses, opinions, and conclusions.

3. We have no present or prospective interest in the property that is the subject of this report, and we have no personal interest with respect to the parties involved.

4. We have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.

5. Our compensation is not contingent on an action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.

6. Patrick Sterrett has made a personal inspection of the property that is the subject of this report March 18, 2019, and June 18 and June 24, 2020.

7. This study is not based on a requested result or a specific conclusion.

8. We have not relied on unsupported conclusions relating to characteristics such as race, color, religion, national origin, gender, marital status, familial status, age, receipt of public assistance income, handicap, or an unsupported conclusion that homogeneity of such characteristics is necessary to maximize value.



Patrick Sterrett
Sterrett Urban, LLC

Assumptions & Limiting Conditions

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

1. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are Sterrett Urban's unbiased professional analyses, opinions, and conclusions.

2. Information provided and utilized by various secondary sources is assumed to be accurate. Sterrett Urban cannot guarantee information obtained from secondary sources.

3. The nature of real estate development is unpredictable and often tumultuous. In particular, the natural course of development is difficult to predict and forecast. Sterrett Urban deems our projections as reasonable considering the current and obtained information.

4. Sterrett Urban has considered and analyzed the existing conditions concerning the subject property within the redevelopment area. We have considered these existing conditions when forming our analysis and conclusions. However, it should be understood that conditions are subject to change without warning, and potential changes could substantially affect our recommendations.

5. Our analyses, opinions and conclusions were prepared in conformance with the Code of Professional Ethics and Standards of the American Institute of Certified Planners.

Patrick Sterrett, AICP

Principal

STERRETTURBAN LLC

Urban Planning & Development Services

Patrick Sterrett is a certified urban planner and has more than twenty years of experience forging partnerships, managing complex real estate development projects, and creating exciting, sustainable urban plans and designs. Prior to forming **Sterrett Urban LLC** in 2006, Mr. Sterrett spent eleven years at the Economic Development Corporation of Kansas City, Missouri (EDC) and initiated and/or managed for the public sector some of the largest pioneering redevelopment projects in recent memory in Kansas City and in the country, including the Crossroads Arts District, the Midtown Marketplace (Linwood & Main – Costco and Home Depot), the Power & Light District (Centertainment), the Kansas City Riverfront, the Columbus Park Neighborhood Mixed-Use Village, and the Centerpoint Intermodal Center – KC (former Richards-Gebaur Airport). During his tenure at the EDC, Mr. Sterrett provided staffing to each of the redevelopment agencies (all political subdivisions of Missouri) including the Land Clearance for Redevelopment Authority, the Tax Increment Financing Commission, and the Port Authority, and also served as Executive Director of the Port Authority of Kansas City. Mr. Sterrett's work has been featured in local and national publications, and his work in the Crossroads Arts District and the Power & Light District has been recognized by the International Economic Development Council as exemplary of the most advanced redevelopment methods to revitalize distressed areas.

As Principal of Sterrett Urban LLC, Mr. Sterrett recently developed a financing plan utilizing New Markets Tax Credits, Historic Preservation Tax Credits, tax abatement, City and philanthropic grants to restore the former Linwood Presbytery Church as an $11 million, 40,000 square foot non-profit healthcare and office campus. Mr. Sterrett also served as financial administrator during construction and managed the satisfaction of all compliance requirements of the government, lenders and investors.

Mr. Sterrett's professional experience includes the development of dozens of feasibility plans, blight studies, and redevelopment plans, and securing more than $30 million in federal, state, local, and philanthropic funds for public improvements in distressed areas. Most recently Mr. Sterrett has been preparing a redevelopment plan, blight study, and rezoning for the former Bannister Federal Complex in south Kansas City, and a redevelopment plan and development prospectus for the Truman Road Corridor, an inner-city industrial district.

In addition, Mr. Sterrett is currently in the process of continuing his long relationship with the Plaza East Community Improvement District. Mr. Sterrett handled the creation of the district and has provided administrative and management services to the District since 2012.

Professional Experience

Sterrett Urban LLC 2006 –

SELECT EXPERIENCE

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES

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

General Development Plan and Qualifications Analysis (Undeveloped Industrial Area)
Frontage at Executive Park (PIEA), Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)
22nd/23rd Street Connector (PIEA), Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)
2nd Amended Ellison/Knickerbocker (PIEA), Kansas City, MO

*Blight Study
Second & Delaware Development Plan (Chapter 353), Kansas City, MO

*Blight Study
Commerce Tower Redevelopment Area (LCRA), Kansas City, MO

*Blight Study
Key Coalition Neighborhood Urban Renewal Area (LCRA), Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)
Victory Court (PIEA), Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)
I-35 & W. 13th Street (PIEA), Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

General Development Plan and Qualifications Analysis (Blight)
Troost Bannister (PIEA), Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)
Seven301 (PIEA), Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)
Oxford on the Blue (PIEA), Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)
1st Amended Ellison/Knickerbocker (PIEA), Kansas City, MO

*Blight Study
Bannister & I-435 (TIF), Kansas City, MO

General Development Plan and Qualifications Analysis (Blight)
1st Amended Armour/Gillham Corridor (PIEA), Kansas City, MO

Blight Study Addendum (Social Liabilities)
Armour/Gillham Corridor (PIEA), Kansas City, MO

Blight Study
Liberty Commons (TIF), Liberty, MO

Blight Study
Hospital Hill III Urban Renewal Area (LCRA), Kansas City, MO

General Development Plan and Qualifications Analysis (Insanitary Area)
Hawthorne Road (PIEA), Kansas City, MO

General Development Plan
Amended/Restated Folgers Coffee Company (PIEA), Kansas City, MO

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

General Development Plan & Blight Study
39th Terrace (PIEA), Kansas City, MO

*In conjunction with APD Urban Planning & Management, LLC

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

Blight Study
Truman-Hardesty (TIF), Kansas City, MO

Blight Study
Oak Barry Community Improvement District, MD Management, Kansas City, MO

General Development Plan & Blight Study
Metro North Mall (PIEA), Kansas City, MO

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

General Development Plan & Blight Study
155th & Kensington (PIEA), Kansas City, MO

Blight Study
Hospital Hill III Urban Renewal Area, Kansas City, MO

Blight Study Update
Columbus Park Urban Renewal Area (LCRA), Kansas City, MO

General Development Plan & Blight Study
Troost-Rockhill (PIEA), Kansas City, MO

Blight Feasibility & Redevelopment Boundary Analysis
Northwest Briarcliff Road Corridor, Kansas City, MO

General Development Plan & Blight Study
Valentine-Broadway (PIEA), Kansas City, MO

General Development Plan & Blight Study
Westport-Main (PIEA), Kansas City, MO

Blight Study
Indiana Corridor Urban Renewal Area (LCRA), Kansas City, MO

Blight Study
Troost/Paseo Urban Renewal Area (LCRA), Kansas City, MO

General Development Plan & Blight Study
Blue Valley (PIEA), Kansas City, MO

REDEVELOPMENT PLANNING/BUILDING CONDITION STUDIES (CONTINUED)

Blight Study
Martin City Corridor Urban Renewal Area (LCRA), Kansas City, MO

Blight Study
Longfellow-Dutch Hill Urban Renewal Area (LCRA), Kansas City, MO

General Development Plan & Blight Study
Stuart Hall/HD Lee (PIEA), Kansas City, MO

Blight Study & Urban Renewal Plan
Columbus Park Urban Renewal Area (LCRA), Kansas City, MO

Economic Development Corporation of Kansas City, Missouri 1995 – 2006

Executive Director, Port Authority of Kansas City, Missouri
Planner / Senior Planner

Author of the following plans and studies:
Tax Increment Financing Plans / Blight or Conservation Study
- Riverfront TIF Plan / Blight Study
- 74th & Wornall TIF Plan / Blight Study (plan not approved)
- 19th Terrace TIF Plan / Conservation Study
- 22nd & Main St. TIF Plan / Conservation Study
- 47th & Roanoke TIF Plan
- Prospect North TIF Plan
- Jazz District TIF Plan
- Pershing Road TIF Plan

Urban Renewal Plans / Blight
- Eastwood Trafficway / Blight Study
- South 31st Street / Blight Study
- Longfellow-Dutch Hill

Education

Master of Urban Planning, University of Kansas
- Concentration: Housing & Community Development

Bachelor of Architecture, University of Kansas