DRAFT

JOPLIN RECOVERY
TIF REDEVELOPMENT PLAN & PROJECT



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SECTION 1
INTRODUCTION

BACKGROUND

The Joplin Recovery TIF Redevelopment Plan (the "Redevelopment Plan" or "Plan") and Redevelopment Project (hereinafter defined) were precipitated by the category EF-5 tornado that devastated portions of the City of Joplin, Missouri (the "City") on May 22, 2011. The tornado hit the City on a Sunday evening, carving a path of destruction 22 miles long that passed through the core of the City. The tornado was up to ¾ of a mile wide and initially contained multiple vortices. The monstrous tornado destroyed thousands of structures, including three hundred businesses employing four thousand people[1] and "resulted in the highest number of fatalities for a single tornado since modern record keeping began in 1950.[2] The final casualty count was 161 deaths and more than 1,000 injured.[3] In the City, the path of the tornado began east of Schifferdecker Avenue, continued east-northeast through the City, turned southeast after crossing primary commercial corridor Range Line Road until it reached Interstate 44, where it began to disperse.

Wind speeds during the tornado exceeded 200 miles per hour, causing widespread damage to small and large structures, utilities, and mature trees.[4] Major buildings partially or fully destroyed included St. John's Regional Medical Center, St. Mary's Elementary School, Emerson Elementary School, Irving Elementary School, Old South Middle School, Joplin East Middle School, Joplin High School, Greenbriar Nursing Home, Mercy Village Apartments, Home Depot, Walmart, St. Paul's United Methodist Church, and the Ozark Center for Autism, among many others. In a matter of approximately twenty minutes the tornado caused at least $2.2 billion in insured property damage within its path.[5] Estimates for the total financial cost of the tornado have ranged from $2.3 to $3 billion.

In the aftermath of the tornado the City, FEMA, local residents, and local organizations organized the Citizens Advisory Recovery Team ("CART") to seek and synthesize public and stakeholder input

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[1] Joplin Globe newspaper article, *A Fist Coming Out of the Sky: Six Miles of Terror*, May 29, 2011, retrieved August 27, 2012.

[2] Page 2-17, *FEMA Mitigation Assessment Team Report – Spring 2011 Tornadoes: April 25-28 and May 22*, published May 2012.

[3] Page 1, *NWS Central Region Service Assessment Joplin, Missouri Tornado – May 22, 2011*, NOAA, July 2011, updated December 2011.

[4] Ibid.

[5] Joplin Globe newspaper article, *Insurance Companies Have Paid $2.2 Billion So Far in Joplin*, August 30, 2011, retrieved August 28, 2012.

on a path forward for the City's redevelopment and recovery. CART presented its recommendations to the City in November 2011. The City, through the Joplin Redevelopment Corporation (the "Corporation"), subsequently issued a Request for Proposals ("RFP") for a master developer to direct the redevelopment effort. In April 2012, the City designated Wallace Bajjali Development Partners, L.P. as master developer (the "Developer" or "Wallace Bajjali"). The City, the Corporation, and Wallace Bajjali executed a Master Predevelopment Agreement (the "Master Agreement"), dated July 2, 2012, and the Corporation and Wallace Bajjali executed a Land Assemblage, Disposition and Management Services Agreement (the "Land Agreement"), dated as of August 20, 2012. The Corporation would be the beneficiary of the TIF benefits pursuant to this Plan, with Wallace Bajjali acting for the Corporation pursuant to its rights and obligations under the Master Agreement, the Land Agreement, and other agreements that may be in place from time to time between the Corporation and Wallace Bajjali relating to the redevelopment of the City.

Wallace Bajjali and the City have jointly retained PGAV Planners to draft this Tax Increment Financing ("TIF") Redevelopment Plan and accompanying Cost-Benefit Analysis ("CBA") for the portion of Joplin devastated by the tornado and Downtown Joplin (the "Redevelopment Area" or "Area"). PGAV Planners has conducted extensive fieldwork and analysis for the drafting of this Redevelopment Plan which contains a blighting study in order to determine the eligibility of the Area for TIF.

CONCEPT OF TAX INCREMENT FINANCING

In pursuit of the redevelopment of a declining area or to induce the development of an area that has been deficient in growth and development, the State of Missouri provides various statutory tools that a municipality may utilize in order to facilitate private and public development and/or redevelopment. One such tool is TIF as provided for in the Real Property Tax Increment Allocation Redevelopment Act (R.S. MO. Sections 99.800 to 99.865, as amended) (the "TIF Act"). The TIF Act provides for approval of plans and projects for the redevelopment of designated "Redevelopment Areas." In order to establish a Redevelopment Area, the municipality must make a finding that such area, on the whole, is one of the following types of areas as defined by the TIF Act:

- Blighted Area;
- Conservation Area; or
- Economic Development Area.

A Redevelopment Area cannot be established without the adoption of a "Redevelopment Plan," which outlines the comprehensive program of redevelopment that will reduce or eliminate the conditions which cause the Redevelopment Area to qualify as one of the aforementioned areas. The purposes of establishing the Redevelopment Area are to reduce or eliminate those conditions which cause the Area to qualify as either a blighted, conservation, or economic development area, to foster

economic development and physical improvements, and to enhance the tax base of the taxing districts that levy taxes within the Redevelopment Area.

Generally, TIF utilizes the incremental increase in tax revenues generated within the boundaries of the designated Redevelopment Area to assist in the financing of certain eligible costs of completing a "Redevelopment Project" in the implementation of the Redevelopment Plan. Bonds or other financial obligations can be issued to fund the redevelopment project costs, which are subsequently retired using the incremental revenue generated from the new development. Alternatively, a municipality may finance project costs on a "pay-as-you-go" basis, utilizing revenues as they are generated, to fund projects.

During the period in which TIF is in effect (up to 23 years from the date of adoption of the ordinance approving the Redevelopment Project, as provided by the TIF Act), all of the taxing districts that levy ad valorem real property taxes within the Redevelopment Area continue to receive all of the real property taxes that they had been receiving prior to the adoption of the TIF; such revenues are based upon the tax rate applied to the equalized property assessment values in effect prior to the adoption of TIF. In addition, these taxing districts receive one hundred percent (100%) of the new revenues generated by the Commercial Surcharge levied against commercial property and one hundred percent (100%) of new personal property tax revenues.

Local taxing districts which levy economic activity taxes (e.g. sales and utility taxes) continue to collect the amounts of these taxes that existed prior to the implementation of the TIF, and also collect fifty percent (50%) of the new economic activity taxes generated within the Redevelopment Area.

The TIF Act requires a municipality seeking to create a Redevelopment Area to establish a TIF Commission. In Joplin, the TIF Commission consists of eleven members, six appointed by the Mayor with the concurrence of the City Council, two appointed by the school district, one appointed jointly by all other taxing districts, and two appointed by Jasper County. The TIF Commission's role is to review, consider and make recommendations to the City Council regarding proposed redevelopment plans, redevelopment projects and redevelopment areas. Once the TIF Commission's initial work is done, the terms of the members appointed by the county, the school board, and other taxing districts expire.

THE REDEVELOPMENT AREA

The Joplin Recovery Redevelopment Area (hereinafter referred to as the "Redevelopment Area" or "Area") is located within the City of Joplin, Missouri, and is generally bordered by various streets, including 26th Street, 20th Street, 18th Street, "B" Street, Murphy Boulevard, Campbell Parkway, and 12th Street to the north; various streets including South Range Line road to the east, various streets, including 32nd to the South, and various streets including Schifferdecker, Wall Avenue, Byers Avenue and the Joplin city limits to the west. Excepted from the Area is a portion between 12th

Street and 17th/18th streets. The Area's boundaries have been drawn to constitute the portion of the City most impacted by the May 22, 2011 tornado and the City's Downtown area.

The Area consists of approximately 6,142 parcels and contains approximately 3,129 acres of land, including 784 acres of right-of-way. The Area is graphically depicted in **Plate 1 – Redevelopment Area Boundary in Appendix 1** and legally described in **Appendix 2**.

The Area contains a wide range of land uses, zoning designations, and neighborhoods. Included in the northern portion are the City's Downtown, the National Historic Sunshine Lamp District and its oldest neighborhoods. Sizable portions of major commercial corridors such as Main Street, 20th Street, 32nd Street, and South Range Line Road are within the Area. Residential portions of the Area range from older, established neighborhoods to newer residential subdivisions. Major community facilities such as St. John's Hospital, the former location of Joplin High School, and multiple other schools are located within the Area's boundaries.

PLAN PURPOSE

The primary purpose of this Plan is to establish a comprehensive program for the redevelopment of the Area that will reduce or eliminate those conditions, the existence of which qualify the Area to be a Blighted Area in accordance with the TIF Act and will enhance the tax base of the taxing districts within which the Area is located. This Plan contains a professional analysis of the condition of the property within the Area and the identification of those conditions which cause the Area to be a Blighted Area. This Plan also contains a comprehensive survey of the factors concerning the Area that are necessary for the City Council to consider in making all findings required by the TIF Act in connection with the adoption of this Plan, the designation of the Area and the approval of the Redevelopment Project described herein.

SECTION 2
BASIS FOR DESIGNATION OF THE REDEVELOPMENT AREA & SUMMARY OF REDEVELOPMENT PROJECT

BASIS FOR REDEVELOPMENT AREA DESIGNATION – BLIGHTED AREA

In order to establish a Redevelopment Area, the area in question must meet the definition of one of three types of areas under the TIF Act:

- Blighted Area;
- Conservation Area; or
- Economic development Area.

As determined by field investigations and analyses undertaken for this Plan, the Area was found to exhibit the requirements necessary for designation under the TIF Act as a Blighted Area. The analysis of existing conditions and evidence of the factors present in the Area are described in detail in Section 3 - Analysis of Blighted Area Factors. The Blighted Area qualification factors present in the Area include:

- Deterioration of Site Improvements;
- Unsanitary and Unsafe Conditions;
- Defective or Inadequate Street Layout;
- Improper Subdivision or Obsolete Platting; and
- Existence of Conditions Which Endanger Life or Property by Fire and Other Causes.

BASIS FOR REDEVELOPMENT AREA DESIGNATION - "BUT FOR"

In order to establish a Redevelopment Area, the area in question must not on the whole have been subject to growth and development through investment by private enterprise, and the area would not reasonably be anticipated to be developed without the adoption of tax increment financing. Field investigations and analysis contained in Section 3 and the analysis of economic conditions discussed below, confirm that the Redevelopment Area on the whole has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of tax increment financing. Attached hereto as **Appendix 3** is an affidavit signed by the Developer attesting to the fact that the Redevelopment Area is a blighted area and that the Redevelopment Area has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed in a comprehensive manner in line with the City's vision as expressed in the Comprehensive Plan without the adoption of tax increment financing.

Following are a number of factors that have led us to conclude that the Area likely will not be developed without the adoption of tax increment financing:

- The cost of site preparation;
- The cost of property acquisition and assembly;
- The cost of construction of various buildings and site improvements;
- The cost of constructing public buildings and facilities to replace and upgrade those lost in the May 22, 2011 tornado;
- The cost of potential environmental testing and remediation activities, especially those associated with former lead and zinc mines, and mine shafts in the Area;
- The cost of removal of obsolete utilities; and
- The cost required to construct utilities and other public infrastructure capable of supporting redevelopment envisioned by this Plan.

The Area is hampered by significant additional costs associated with removing the remaining building and site infrastructure and upgrading utilities and infrastructure for a significant area over a much shorter period of time than would be the case for normal development patterns. In addition, the City is faced with the task of land assemblage and master planning for the Area. The Comprehensive Plan specifically identifies these challenges stating:

> *Private investment in rebuilding a devastated area of any city is inordinately expensive and inherently risky. Assuming the challenge of achieving appropriate and necessary site assembly is addressed, there will still be overwhelming risks relative to potential rewards to be overcome by the owners and investors in new housing as well as job-producing businesses.*[6]

Given the level of devastation wrought by the tornado, combined with factors impacting the current economic environment, it is clear that without the assistance provided through TIF, the Area on the whole is not likely to experience growth and development through investment by private enterprise at the level that is needed for the City of Joplin to recover and be financially stable. The scope of public facilities, new housing, and businesses needed to be constructed is overwhelming and will require significant public-private partnerships and a host of local, State, and Federal incentives for its realization.

[6] Page 7-7, *Joplin Moving Forward: Comprehensive Plan 2012.*

COMPLIANCE WITH THE COMPREHENSIVE PLAN

In the aftermath of the May 22, 2011 tornado, CART was organized "to provide the Joplin Area's citizens with a forum where ideas could be brought to the table, consensus formed and ideas and/or projects can be taken to City Council or other appropriate organizations for consideration."[7] As previously mentioned, the outcome of CART's efforts was a plan for implementing Joplin's recovery. Part of this plan was the issuance of the RFP through the Corporation for a master developer to lead redevelopment efforts within the City. The Developer was chosen as master developer in April 2012.

The City also began the process of updating its Comprehensive Plan to reflect the significant changes, challenges, and opportunities presented by the disaster recovery and redevelopment realities that City now has. The City adopted *Joplin Moving Forward: Comprehensive Plan 2012* as the City's Comprehensive Plan (the "Comprehensive Plan"), effective August 26, 2012. In chapter one, the Comprehensive Plan states:

> *The City of Joplin has a long history of community planning, and the Comprehensive Plan has been routinely reviewed and updated over time. The Plan 2012 builds on that long history of the City of Joplin planning effectively with public and private sector partners. The Plan updates the City's "Future Land Use Map" to outline the general location of future land uses by type and intensity of use; and for the first time designates "Plan Development Corridors" and sets forth new "Development Standards" to guide decision-making when rezoning land and reviewing development permits and site plan proposals.*
>
> *The citywide Plan 2012 builds on the pro-active response of the Citizens Advisory Recovery Team to the [E]F-5 tornado of May 22, 2011, which has impacted all aspects of the Joplin Community. CART called for the "Development Standards" to guide the review and approval of public- and private-sector re-investments in Joplin. This will promote economic development and help resolve disputes over inappropriate growth impacts, which in turn can impact the long-term growth and economic health of the City.*[8]

This Redevelopment Plan adopts both the Future Land Use Map and the Development Standards depicted and described within the Comprehensive Plan. **Plate 7 – General Land Use Plan** in **Appendix 1** depicts future land uses for the Area, as described in the recently adopted Comprehensive Plan.

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[7] Page 15, *Listening to Joplin – Next Steps: Report of the Citizens Advisory Recovery Team Implementation Task Force, 2011.*

[8] Page 1-1, *Joplin Moving Forward: Comprehensive Plan 2012.*

Chapter three of the Comprehensive Plan outlines recommendations, specific projects, and steps for implementing the CART vision and other recovery planning efforts. This chapter identifies schools, community facilities, parks and recreation facilities, historic preservation plans, and development standards for the area impacted by the May 22, 2011 tornado. This Redevelopment Plan identifies a Redevelopment Project consistent with project needs listed within the Comprehensive Plan. The use of TIF provides a critical funding mechanism for implementing these projects.

This Redevelopment Plan includes a Redevelopment Project with redevelopment project components within specific corridors in the Area as are shown in the Comprehensive Plan, depicted in **Plate 8 – Plan Development Corridors**. As described in the Comprehensive Plan:

> *The intent of Planned Corridor Development Standards is to promote mixed-use and multi-use land development patterns and quality building in key corridors of the City of Joplin as recommended by citizens in recovery public outreach efforts. The purpose of the standards is to accommodate needed private-market choices for land owner-developers along key corridors while applying new standards that promote preferred development. These standards provide a needed policy link between the Comprehensive Plan 2012 and the City Zoning Regulations to promote compatible site planning and land development next to long-standing neighbors along the key Planned Corridors.*[9]

Key planned corridors within the Area include the South Main Street Overlay District, which connects Downtown Joplin to Interstate 44. The new district will promote mixed use development and street-level retail and commercial uses and higher density residential or office uses on upper floors. They also include the 20th Street Corridor, Connecticut Avenue Corridor, Range Line Road South Corridor, and the West 26th Street Corridor. Future infill corridors identified by the Comprehensive Plan in the Area include the North Main Street Corridor, West 32nd Street Corridor, Schifferdecker Avenue Corridor, and a small portion of the Maiden Lane Corridor. This Redevelopment Plan aims to follow and assist in the implementation of the revitalization of these corridors through following the Development Standards as further detailed in Appendix A of the Comprehensive Plan.

Also identified within the Comprehensive Plan are a range of infrastructure improvements and a Capital Improvements Plan (CIP), which includes a host of projects for the Area. These include improving wastewater infrastructure, addressing sanitary sewer overflow issues, and improved stormwater management. In addition to pre-existing issues with these systems the CIP notes:

> *As a result of the heaving rains immediately after the May 22, 2011 tornado, most of the stormwater collection system became clogged with debris. This debris decreases the capacity of*

[9] Ibid, page 5-13.

> *the system and could cause localized flooding. The City should continue as a high priority the inspecting and cleaning of stormwater inlets, pipes, ditches, and detention facilities in the crisis-recovery area.*[10]

The Comprehensive Plan also describes the need for replacement and additional residential development within the Area. With the impact of the immediate displacement of thousands of residents from the May 22, 2011 tornado, the housing market continues to be significantly disrupted. The issues associated with revitalizing the destroyed residential portions of the Area are described further in the Comprehensive Plan:

> *Incentivize moderate-density housing in targeted neighborhoods and R-3 Zoning Districts. There is a market gap that exists today in assembling land in the Recovery Area, where income stratification has been disrupted by the tornado. There is a need for the public sector to partner with the private sector in filling this "market gap" in assembling land for housing infill and resolving the income stratification needs in the Recovery Area.*[11]

This Redevelopment Plan outlines a recovery and revitalization program that revitalizes the City and encourages growth and the strengthening of the City's business climate by responding to economic opportunities for the City. The Redevelopment Project described in this Plan aids the City in rebuilding its neighborhoods, constructing public infrastructure and civic facilities, diversifying its retail base, creating commercial land uses in an area targeted for commercial land use and facilitate commercial development. In chapter seven, the Comprehensive plan addresses implementation and identifies TIF as one tool, particularly to underwrite acquisition and site improvements costs within the Area.[12] This Redevelopment Plan not only complies with the City's Comprehensive Plan, effective August 26, 2012, but is a direct outgrowth of both the CART process and the subsequent comprehensive planning process undertaken by the City and is a means of implementing the recommendations found in both documents. Included in Appendix 4 is a letter from the City confirming its agreement that the Redevelopment Plan is compliance with the Comprehensive Plan.

SUMMARY OF THE REDEVELOPMENT PROJECT

The Redevelopment Project is intended to alleviate those conditions that qualify the Area as a "Blighted Area" and to facilitate the recovery and economic revitalization of the Area. This Redevelopment Plan describes a Redevelopment Project with total project costs of $806 million. The Redevelopment Project is comprised of numerous redevelopment project components, including, without limitation, the following: land acquisition, market rate housing, affordable

[10] Ibid, page 6-9.

[11] Ibid, page 3-7.

[12] Ibid, pages 7-7, 7-8, and 7-9,

housing, senior transitional housing, mixed-use residential housing over retail, medical office buildings, neighborhood revitalization and infrastructure, a library/theater complex, a consolidated government office facility, a performing and visual arts center, a Downtown education complex, multi-purpose event venue and sports complex, and a hotel and convention center. It is not the intention of this Redevelopment Plan to establish a minimum or maximum number of buildings or total square footage of buildings. Such details will be driven by the needs of the identified users and will be controlled by the processes and standards set forth by City regulations.

The Redevelopment Project includes the following project components:

- **Land Acquisition:** The Developer, acting for the Corporation pursuant to the Master Agreement and the Land Agreement, will acquire land to consolidate tracts for development and coordination of development. An objective is to sell land at or below market rate, or, where appropriate, to contribute land to specific programs/projects which have been identified in the City's redevelopment efforts. The land acquisition program is contemplated to act as a revolving funding tool to facilitate the achievement of the City's economic development initiatives.
- **Market Rate Housing:** An estimated 1,300 market rate homes averaging a market price of $125,000 will be constructed as market demand supports the construction.
- **Principal Reduction Plan (PRP) Housing:** The Developer plans to construct approximately 400 homes at an average construction cost of $100,000, yet average "net" purchase price of about $70,000 through principal reduction plan offered in conjunction with co-development partners.
- **Multi-Family Housing:** A combination of affordable housing (approximately 200 units at an average construction cost of $93,905 each) and market rate housing (300 units at an average construction cost of $122,000 each) are planned for construction by the Developer in concert with co-development partners.
- **Senior Independent Living:** Approximately 100 units are planned for independent senior living with a co-development partner.
- **Senior Assisted Living / Memory Care:** An estimated 200 units and/or beds of assisted living are planned to be developed by the Developer with a co-development partner.
- **Salvation Army Housing Units:** The Developer, in concert with the Salvation Army, contemplates developing approximately ten homes with additional community amenities to support the mission of equipping and empowering homeless and other distressed families for independent, self-supporting lives. The Corporation would facilitate the land purchase and enter into a simultaneous land sale contract with the building contractor to cover the cost of service and interest carry.
- **Mixed Use Residential over Retail / Commercial:** The Developer plans to construct approximately 300 housing units and 125,000 square feet of commercial space with a co-development partner.

- **Medical Office Buildings:** A total of approximately 328,000 square feet of medical office space is planned to be developed by the Developer with a co-development partner. The total amount of development may vary depending on the scope of needs and allocation of space among the types of occupants (professional office/clinical, rehab/outpatient, retail/service), as driven by market demand in the community.
- **Neighborhood Infrastructure:** All of the neighborhood revitalization efforts that have been articulated by CART and the Comprehensive Plan are incorporated into each of the components of the Redevelopment Project in this Plan. Consequently, as the various development assets are to be completed, they will include the various multi-modal, quality of life, and streetscape elements to be consistent throughout the Area. These neighborhood infrastructure projects include approximately $2.5 million in sidewalks, $2.0 million in trails, $2.0 million for tree plantings, $1.5 million for single family residential rehabilitation, and an additional amount for streets, curbs, and gutters.
- **Library and Theater Complex:** The Developer, in concert with the City and a long-term lease/operating agreement with a theater operator, will construct an estimated $20 million library and theater complex project that includes approximately 50,000 square feet of library space and approximately 50,000 of theater space.
- **Consolidated Government Office Facility:** The Developer, in concert with the United States Postal Service, state agencies, Jasper County, and other co-developers, plans to construct an approximately $45 million, 200,000 square foot government office facility.
- **SPARK – Performing and Visual Arts Center and Depot Renovation:** The Developer, with public partner, will construct an estimated $68 million performing and visual arts center, complete with a restoration of the old train depot, just north of the City's Downtown.
- **Downtown Education Complex:** Contemplated as a joint project with one or more local universities, the Developer would construct an estimated $72.5 million facility with approximately 300,000 square feet for university use.
- **Multi-Purpose Event Venue and Sports Complex:** Pending an independent market assessment, the Developer anticipates constructing an estimated $55 million multi-purpose venue as the home for a professional minor league baseball stadium and adjacent tournament baseball/softball fields to attract tournament play.
- **Hotel and Convention Center:** The Developer anticipates pursuing a market assessment for the development of a full/select service hotel adjacent to an updated convention center to support the growth of the business base, attract events to the Joplin area and support local opportunities. The project is anticipated to be approximately $70 million.
- **School Facilities:** The Developer anticipates constructing certain school facilities for the School District.

It should be noted that building sizes, site placement, the nature and type of tenants or end users, or other details of the Redevelopment Project as generally described above may be subject to modification as the Developer continues negotiations with tenants and other end users, and as site and building designs are completed. However, it is the intent of this Redevelopment Plan that the

Redevelopment Project will consist of the project components described above, the cost of which totals approximately $806 million. In describing the efforts of Wallace Bajjali as the "Developer" of the Redevelopment Project, this Plan is referencing Wallace Bajjali as the designated master developer, acting pursuant to its contractual rights and obligations to the City and the Corporation under the Master Agreement, the Land Agreement, and other agreements that may now or hereafter be effective between or among Wallace Bajjali, the City, and/or the Corporation.

SECTION 3
ANALYSIS OF BLIGHTED AREA FACTORS

INTRODUCTION

This Section documents the conditions that were found to be present in the Area and contains the analysis of how such conditions cause the Area to be a "Blighted Area" according to Section 99.805 of the TIF Act. The TIF Act defines a "Blighted Area" as follows:

> *"Blighted area", an area which, by reason of the predominance of defective or inadequate street layout, unsanitary or unsafe conditions, deterioration of site improvements, improper subdivision or obsolete platting, or the existence of such 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; (R.S. MO 99.805(1))*

As such, blight conditions may be physical, such as "unsanitary or unsafe conditions," "deterioration of site improvements" or "the existence of conditions which endanger life or property by fire and other causes," or functional, such as "defective or inadequate street layout" or "improper subdivision or obsolete platting."

This analysis is based upon on-site investigations of the Area conducted by PGAV Planners staff and its subconsultant, Olsson Associates, from August 14th through August 17th, 2012. Staff of the City and Jasper County also provided information used in this analysis. PGAV Planners staff relied upon its extensive experience, knowledge of the real estate market, and professional expertise in the preparation of this analysis. Photographs illustrating representative blighting conditions were taken during the on-site investigations and are displayed in **Appendix 5**. This report will not reflect changes in conditions or events that have occurred subsequent to the date of the on-site investigations or publication of this report.

EXISTING CONDITIONS

As indicated above, PGAV Planners and subconsultant staff conducted field investigations of observable conditions in the Area. During these field investigations, physical and functional conditions were observed.

DEFECTIVE OR INADEQUATE STREET LAYOUT

For a site to be served by a proper and adequate street layout it should have an adequate internal network of streets to serve all businesses or residences within the Redevelopment Area. This street network should provide for vehicular access, public transit, pedestrians, bicyclists, persons with

disabilities, service and delivery vehicles, as well as emergency vehicles and equipment. Proper planning for an intuitive flow of automobile traffic decreases the frequency and severity of accidents. In addition, a proper internal street layout allows for pedestrians to move about safely. The design of effective and adequate street layouts must account for both the automobile and the pedestrian and decrease the conflict points between each.

Summary of Findings Regarding Defective and Inadequate Street Layout:

During the site visit, PGAV Planners and Olsson Associates staff both drove and walked the Area and surroundings to determine if the street layout was defective or inadequate. Many of the streets and roadways throughout the Area suffer from a number of deficiencies. The following are the defective and inadequate street layout conditions observed:

- There are few pedestrian or bicycle facilities associated with the vast majority of roadways within the Area. Lack of provisions for pedestrian or bicycle movement is indicative of defective street layout that has not been adequately planned or laid out. The lack of sidewalks, insofar as it encourages walking along narrow roadway shoulders, also presents a menace to the safety of both motorists and pedestrians. **Plate 4 – Presence of Sidewalks** in **Appendix 1** depicts graphically which portions of the Area are lacking sidewalks on one or both sides of the street. What is clear from the map is that large portions of the Area, particularly the South, West, and East lack sidewalks almost entirely. Many of these areas were platted prior to annexation by the City and after the arrival of the automobile. Consequently, these areas are generally lacking in infrastructure for both pedestrians and bicyclists. This unsafe and inadequate infrastructure situation is one identified in the City's Comprehensive Plan and one that a complete redevelopment of the Area can remedy.
- During the on-site review of the Area over several days, PGAV Planners staff noted that not only do many streets lack sidewalks, of those streets that do have sidewalks they do not have ramps at the intersections. Even fewer intersections have ramps that meet ADA accessibility standards. Unfortunately the majority of Joplin's streets are inadequate by failing to serving those in the community with physical disabilities requiring wheelchairs or other devices to assist with mobility. Joplin has developed a trolley system that serves much of the community, including the elderly and the physically disabled. While a great benefit for the community, this service is severely limited in that it is often impossible for those it serves to get the few blocks they need to access the trollies. Redevelopment of the Area and its infrastructure will allow the City and Developer to fix this defective and inadequate street layout.

UNSANITARY AND UNSAFE CONDITIONS

Unsafe conditions are evidenced by a lack of proper public infrastructure adequate for ensuring the public's health and safety, presence of hazardous or harmful substances or situations, and are contributed to by the deterioration of site improvements. During the site visit, a total of 205 parcels were found to have unsanitary or unsafe conditions. The Area has two general types of unsanitary

and unsafe conditions: those related directly to the May 22, 2011 tornado and subsequent recovery-related activities, and those that existed or now exist regardless of the disaster event.

Summary of Findings Regarding Unsanitary and Unsafe Conditions:

The Area contains a plethora of unsanitary and unsafe conditions including those listed below that existed prior to, or independent of, the May 22, 2011 tornado and subsequent recovery events:

- The City of Joplin owes its establishment and prosperity to lead and zinc mining. The City was literally constructed upon a maze of lead and zinc mines and shafts. While lead was discovered much earlier, the City was incorporated in 1873. With the arrival of railroad connections, the Joplin area experienced a mining boom. Historian Leslie Simpson writes:

  An assortment of camps and towns in Missouri, Kansas, and Oklahoma comprised the 2,500-square-mile region called the Tri-State Mining District; Joplin served as its center. Joplin claimed to have more wealth per capita than any other city its size in the State. In 1897, the 'Klondike of Missouri' produced more capital than the gold mines of Alaska. Contemporary historian Thomas Millard poetically described the mining operations around Joplin as 'a wilderness of smoking funnels standing against the sky like a limbless forest.'[13]

  A total of half a billion rock tons of lead and zinc (called blackjack by the miners) was extracted from the City of Joplin and surrounding communities over 125 years, through both World Wars.[14] Unfortunately, this extraction process resulted in the City being significantly undermined, full of abandoned mine shafts and environmentally contaminated by mine waste piles. **Plate 5 – Environmental Concerns** in **Appendix 1** identifies the location of many of these within the Area. The EPA designated Joplin as a massive superfund site and testing and cleanup activities are ongoing. The recently completed FEMA Environmental Assessment for Joplin School District's buildings damaged by the May 22, 2011 tornado contains a section that succinctly summarizes the extent of contamination found in the Area and its surroundings:

  The mining operations began in the mid-1800s and included hundreds of mines and 17 smelters. One of the smelters operated in Joplin until the 1970s, which produced air emission and fugitive dust contaminating a large soil area. Also contaminated were about 7,000 acres with over 10 million tons of surface mining wastes, which are uncovered and unstable. Leachate and run-off from these piles enter ground and surface water streams. Samples show

[13] Page 9, *Joplin* by Leslie Simpson, Arcadia Publishing, Charleston, South Carolina, 2011.

[14] Ibid.

that soil, groundwater, and surface water are contaminated with lead, zinc and cadmium (hazardous substances) from the mining and smelting operations. Ingestion of the contaminated ground water, soil or mine waste present a risk. There were 2,600 residential homes within the smelter and mine waste areas that had yard soil above the established site action level for lead. EPA identified approximately 200 homes that were supplied bottled water due to contaminated private wells. A 1994 human health exposure study by the Missouri Department of Health (MDOH - and now known as MDHSS) showed that 14 percent of the children under seven years old had blood-lead concentrations exceeding the health-based standard of ten micrograms per deciliter. The risk assessment for the residual mine waste areas identified a current risk for people living on or near mine wastes and a future risk for people building new homes on mining waste areas where surface soil or the mining wastes contain contaminants that exceed the action levels. Contaminant concentrations in surface water exceed the Federal Ambient Water Quality Criteria, and the concentrations in some stream sediments exceed severe effect sediment toxicity criteria, indicating significant aquatic risk at the Site. Risks to terrestrial vertebrate populations and communities were evaluated by comparing the average daily dose to selected toxicity reference values and concluded that terrestrial vertebrates that consume earthworms in soils with elevated contaminant of concern concentrations may experience adverse chronic effects.[15]

Construction that is to be undertaken for the redevelopment of the Area must take into account the locations of mines, abandoned mine shafts, and mining waste areas that contain concentrations of contaminants. Jasper County and the City have adopted regulations that require consideration of these environmental concerns when undertaking projects. Particularly in the case of construction of schools or other child-care related facilities, soil testing must be undertaken due to the extent of lead contamination found in Joplin.

- Vacant, abandoned homes were found within the Area - Many of these homes are uninhabitable and show signs of deterioration. Some have been left open to the elements and show significant signs of deterioration and/or have not been secured against access and are a hazard to anyone who enters them.
- There are numerous examples of failed roofing and siding materials systems that have caused structural degradation. In the worst of these cases, the buildings are in danger of collapse. In one of these cases the building appears to have caught on fire, sustaining additional damage. These structures are deteriorated to the point of dilapidation, not properly secured, and present an unsafe condition.
- Portions of the Area lack proper drainage and experience periodic flooding. **Plate 5 – Environmental Concerns** identifies areas within the 100-year floodplain. Areas within this

[15] Page 38, *Draft Environmental Assessment for Joplin School District Educational Facilities*, May 2011, Federal Emergency Management Agency.

floodplain include portions of several neighborhoods, portions of the Mercy Hospital site, and much of the Joplin High School site. Several drainage ditches running through the Area handle stormwater. These open ditches present an unsafe condition, particularly for small children in the event of a heavy rainstorm. Even with the large drainage ditches, there are still areas where stormwater management is currently inadequate. These include the shopping plaza located at 7th Street and Illinois Avenue and locations in several neighborhoods and along the railroad tracks in the central portion of the City. PGAV Planners staff observed signs indicating high water is a continual issue during significant storm events. Also, along portions of the railroad rights-of-way drainage is insufficient to prevent ponding of water during moderately wet periods. Both floodwaters, impacting homes and businesses, and standing water present unsanitary and unsafe conditions.

- The City of Joplin has identified a number of locations where sanitary sewers overflow during periods of high sanitary sewer use. These locations are identified on **Plate 5- Environmental Concerns** in **Appendix 1**. These locations have sanitary sewer overflows that can flood homes or businesses depending on the level of sanitary sewer use. The Comprehensive Plan identifies this issue and recommends a sewer main rehabilitation program to be concentrated in the areas with overflows.[16] The situation is both unsanitary and unsafe, being a public health concern.
- Overgrowth of weeds and vegetation more than 12 inches high was observed on multiple properties. This is both a health and safety concern.
- Unused and abandoned construction materials and illegally dumped refuse left among weeds and vegetation more than 12 inches high present a hidden danger to anyone walking through the Area.
- As noted previously, the Area lacks proper sidewalks or bicycle facilities. Many of the existing sidewalks are in poor condition as are some of the streets, curbs and gutters. The Comprehensive Plan notes these issues in its infrastructure section:

  Deteriorating curbs and gutters and sidewalks throughout Joplin are challenges -and need to be prioritized in the CIP as reinvestment continues over time: BOTH in the Recovery Area and in Joplin neighborhoods citywide.[17]

  A lack of, or poorly maintained streetscape, is unsafe to pedestrians, especially the elderly and physically disabled.

[16] Page 6-3, *Joplin Comprehensive Plan.*

[17] Ibid, page 6-4.

The Area also contains the following unsanitary and unsafe conditions that are a result, directly or indirectly of the May 22, 2011 tornado and subsequent events:

- The devastation wrought by the tornado left behind many unsanitary and unsafe conditions, some of which have been addressed, while others have not yet been addressed. The majority of the disaster area was cleared by the United States Army Corp of Engineers. However, there are still homes and businesses that are severely damaged, remain unsecured, and are a danger to the public health, safety and welfare. There are many unkempt properties with overgrown conditions, broken pavement and remaining foundations, as well as exposed wires, pipes, and utility lines.
- Once the search and rescue phase of clean-up had been completed, one of highest priorities was to determine the location and amount of hazardous substances released due to the extreme level of destruction. According to the Missouri Department of Natural Resources, pipes and valves connecting underground storage tanks at four gasoline stations and at St. John's Hospital were damaged.[18]

The City Code, which defines "nuisance" conditions and the City's remedies, defines a "nuisance" in Section 54-34 as:

> *[A]ny person doing an unlawful act, or omitting to perform a duty, or suffering or permitting any condition or thing to be or exist, which act, omission, condition or thing either:*
>
> 1. *Injures or endangers the comfort, repose, health or safety of others;*
> 2. *Offends decency;*
> 3. *Is offensive to the senses;*
> 4. *Unlawfully interferes with, obstructs or tends to obstruct or renders dangerous for passage any public or private street, highway, sidewalk, stream, ditch or drainage;*
> 5. *In any way renders other persons insecure in life or the use of property; or*
> 6. *Essentially interferes with the comfortable enjoyment of life and property, or tends to depreciate the value of the property of others.*

The aforedescribed "unsanitary and unsafe conditions" also meet the definition of "nuisance" as defined in the City Code, which recognizes these conditions as "endangering the comfort, repose, health or safety of others." The Area's violation of the City's nuisance ordinance is a contributing factor to its blighted condition.

[18] Missouri Hazardous Waste Management Commission Meeting Materials, Agenda Item #6, August 18, 2011.

DETERIORATION OF SITE IMPROVEMENTS

Deterioration may be evident in buildings with defects in the primary and secondary building components, where the defects cannot be cured in the course of normal maintenance. Primary building components include the foundation, exterior walls, floors, roofs, wiring, plumbing, etc. Secondary building components include the doors, windows, frames, fire escapes, gutters, downspouts, siding, fascia materials, etc. Deterioration may also be evident in buildings with sound primary and secondary components, due to such things as a lack of painting, loose or missing roof tiles, floor or ceiling plates, or holes and cracks over limited areas.

Summary of Findings Regarding Deterioration of Site Improvements:

During field investigation, many instances of deterioration to primary and secondary building components, as well as to utilities and paved surfaces (e.g., roadways and parking areas) were observed to be affecting many of the structures in the Area. A total of 1,094 parcels were found to contain deteriorated site improvements. Also, 1,062 road segments, or more than 72%, were found to be deteriorated.

The Area contains a predominance of deterioration of site improvements including those listed below that existed prior to, or independent of, the May 22, 2011 tornado and subsequent recovery events:

- Roofing surfaces throughout the Area were observed to be in a state of deterioration. In several instances roofing surfaces exhibited signs of wear and deferred maintenance. In several other instances, roofing systems showed signs of failure, resulting in water infiltration into the structure, causing further deterioration to the improvements and structure. In a few instances, the roofing structure had collapsed into the structure.
- Soffits and fascia materials on many buildings also exhibited signs of deterioration from neglect and water damage. In the worst cases, these materials were severely dilapidated and allowing further damage to the structure of the building.
- Exterior walls exhibited various signs of deterioration throughout the Area. Bricks and mortar showed signs of step-cracking, indicating structural deficiencies. Siding was severely deteriorated in many cases, or missing completely.
- Paved surfaces throughout the Area are deteriorated (as evidenced by alligator-cracking, which indicates deterioration of the pavement and its base).
- Many vacant, abandoned homes were found within the Area, particularly in the older residential areas near Downtown. Each of these homes is uninhabitable and shows signs of deterioration. Some have been left open to the elements and show significant structural degradation due to excessive deterioration.

It hardly needs mentioning that the May 22, 2011 tornado caused catastrophic deterioration of site improvements within the Area. The EF-5 tornado caused massive destruction to site improvements

across a six mile long, ¾ mile wide swath through the City. This swath is included within the Area. A summary of the deterioration of site improvements due to the tornado and subsequent events follows:

- As depicted in **Plate 6 – FEMA Damage Assessment** in **Appendix 1**, the majority of the Area experienced damage from the May 22, 2011 tornado. Damage depicted ranges from limited to catastrophic damage to site improvements within the Area. This damage constitutes site deterioration, ranging from moderate to severe. Typically the process of site improvements becoming deteriorated is a gradual one, taking place over many years of neglect, lack of maintenance, economic underutilization, changing economic trends, or similar conditions. In the case of the Area, the majority of parcels experienced site deterioration over a period of about 20 minutes as the tornado tore apart businesses, homes, and infrastructure. Within the Area, 1,508 parcels had site improvements that experienced catastrophic damage and 964 experienced extensive damage. These 2,472 parcels had structures that required complete demolition. Of the remaining parcels in the Area, another 1,704 sustained moderate to limited damage to site improvements. This level of damage may not have required a complete demolition of the structures, but often required significant rehabilitation, replacement of roof or siding, and the like. The US Army Corps of Engineers was tasked with removing several million cubic yard of debris from site improvements and their contents, at a level unprecedented for a single tornado in modern history. This level of deterioration of site improvements requires a complete redevelopment of the Area.
- Though many of the site improvements damaged by the May 22, 2011 tornado were cleared by the US Army Corps of Engineers, a number of deteriorated structures and other site improvements remain. These include structures with severely deteriorated primary and secondary components including roofs, load-bearing walls, fascia, soffits, siding, windows, doors, etc. Also remaining throughout the tornado-impacted area are deteriorated utilities (both below and above ground), exposed and damaged foundations, deteriorated driveways, deteriorated parking lots, and other deteriorated site improvements such as lights and signs.

IMPROPER SUBDIVISION OR OBSOLETE PLATTING

Improper subdivision can consist of the platting of a lot or lots with irregular shapes which renders construction of appropriate land uses difficult or impossible or renders the lot or lots in violation of the City's subdivision code. Obsolete platting is where the shapes of lots or the arrangement or organization of lots is no longer suited for current, modern, land-use and development.

Summary of Findings Regarding Improper Subdivision or Obsolete Platting:

- In a review of the Area parcels, PGAV Planners found that 306 parcels had improper subdivision or obsolete platting. This finding was confirmed for these parcels during the fieldwork conducted in August 2012. **Plate 2 – Parcel Conditions** found in **Appendix 1**,

depicts parcels having improper subdivision without site deterioration of unsanitary/unsafe conditions. The majority of the parcels having improper subdivision or obsolete platting were likely platted during Joplin's mining and rail heyday. Many of these parcels were platted with respect to rail lines that either do not exist or are rarely used. Others were platted for houses that may or may not have ever been built, as the areas became predominately industrial or vacant over time. There are also several irregularly shaped lots, such as flag lots and triangular lots that come to very narrow points that render significant portions of the land unusable. Still others were clearly platted prior to the establishment or widening of major roads. In nearly all cases, these parcels are no longer suited for their intended purpose. These irregularly-shaped or left over parcels often do not meet the City's subdivision or zoning code requirements for development. For future development to occur on these parcels, they will need to be re-platted and/or combined with neighboring parcels in order for their land to be utilized to its highest and best use.

- Most of the streets do not have appropriate curb and gutter, four foot-wide sidewalks, minimum 30 foot widths turning radii, all as required by Section 4 – General Planning Standards and Subdivision Requirements of the City's Subdivision Code.

EXISTENCE OF CONDITIONS WHICH ENDANGER LIFE OR PROPERTY BY FIRE AND OTHER CAUSES

The existence of conditions which endanger life or property by fire and other causes includes such circumstances as structures in danger of collapse, the lack of modern life safety measures, physical deficiencies which could cause harm, the existence of hazardous conditions that could cause a fire or hinder the suppression of a fire, or potential flooding conditions which could threaten life or property.

Summary of Findings:

The aforedescribed unsanitary and unsafe conditions within the Area give rise to conditions which endanger life or property by fire and other causes. The vacant buildings, the predominance of building deterioration, deterioration of pavement and other site improvements, overgrowth of weeds, dumping of refuse, and lack of ease of movement within the Area represent conditions which endanger life or property by fire and other causes. The inadequate and obsolete street layout presents an unsafe condition for pedestrians, the elderly, and disabled persons who travel in wheel chairs or are blind.

ECONOMIC LIABILITY

The Area, by reason of both a predominance of each of, as well as a combination of, defective and inadequate street layout, unsanitary and unsafe conditions, deterioration of site improvements, improper subdivision and obsolete platting constitutes an economic liability. The Area, in its present condition and use, is underutilized. The conditions described herein are a deterrent to

future investment and development in the area. In its current condition and use, the Area is an economic liability.

The total equalized assessed value (EAV) of the real property in the Area has steadily decreased over the last two years as the properties were reassessed. The total EAV decreased from $112,306,360 in 2010 to $87,217,990 in 2011 and further to $71,729,190 in 2012. While property is normally reassessed in odd-numbered years, the Area underwent a reassessment in 2012 due to the tremendous level of damage and destruction to properties in the Area. The total decrease in EAV for the Area over two years was $40,576,180, or a 36% decrease in value. This represents a total of $182,751,664 in lost real property market value. Most (96%) of the decline in EAV can be attributed to damage, destruction and clearance of improvements on taxable parcels within the Redevelopment Area. Assessed values on land in the Area have declined 9%, but this decline represents a small portion of the overall decline in area assessed values. This staggering loss of real property value demonstrates the extreme negative economic impact of the May 22, 2011 tornado on the taxing districts in the Area, constituting an economic liability.

MENACE TO THE PUBLIC HEALTH, SAFETY, MORALS OR WELFARE

The Area, by reason of both a predominance of each of, as well as a combination of, defective and inadequate street layout, unsanitary and unsafe conditions, deterioration of site improvements, improper subdivision and obsolete platting constitutes a menace to the public health, safety, morals or welfare. The defective and inadequate street layout and the unsafe conditions detailed herein with respect to the roads impair safe vehicular traffic and access for emergency vehicles, constituting a menace to the public safety and welfare. The general deteriorated conditions and unsanitary conditions in the Area constitute a menace to public health and safety. As a result, the Area is a menace to public health, safety, morals and welfare in its current condition and use.

SUMMARY

The Area, on the whole, is a "Blighted Area," as such term is defined in the TIF Act. The Area meets the requirements for a Blighted Area, exhibiting factors including, but not limited to:

- Deterioration of Site Improvements;
- Unsanitary and Unsafe Conditions;
- Defective or Inadequate Street Layout;
- Improper Subdivision or Obsolete Platting; and
- Existence of Conditions Which Endanger Life or Property by Fire and Other Causes.

Table 1 –Blight Analysis Summary, illustrates the blight factors observed in the Area. This information is illustrated on **Plate 2 – Parcel Conditions** and **Plate 3 – Right-of-Way Conditions** in **Appendix 1**.

TABLE 1
BLIGHT ANALYSIS SUMMARY
Joplin Recovery Redevelopment Project
Joplin, Missouri

Condition	Parcels	% of Total
Total Parcels	6,129	100%
Site Analysis		
Deteriorated Site Improvements*	1,094	18%
Unsanitary and Unsafe Conditions*	205	3%
Improper Subdivision and Obsolete Platting*	306	5%
Conditions which Endanger Life and Property by Fire, etc.*	59	1%
Tornado Damaged Properties		
Catastrophic Damage*	1,508	25%
Extensive Damage*	964	16%
Moderate Damage	847	14%
Limited Damage	857	14%
Total Impacted by Tornado	4,176	68%
*Properties Depicted on **Plate 2 - Parcel Conditions**	3,616	59%
*Acreage Depicted on **Plate 2 - Parcel Conditions**	1,454	62%

Source: Site Analysis by PGAV Planners and Olsson Associates in August 2012 and FEMA damage assessment from May 22, 2012 tornado recovery.

As **Table 1**, above, shows, 3,616 parcels, or approximately 60% of the parcels and 62% of the total parcel acreage is affected by one or more blighting factors. Similarly, 1,062 road segments, or 62%, are deteriorated. These figures indicate that the Area is a portion of the City which by reason of the predominance of: defective or inadequate street layout; unsanitary or unsafe conditions; deterioration of site improvements; improper subdivision or obsolete platting; or the existence of such conditions which endanger life or property by fire and other causes, or any combination of such factors, constitutes an economic liability or a menace to the public health, safety, morals, or welfare in its present condition and use. Pursuant to Section 523.274, R.S.Mo., it is concluded that a predominance of the Area is a "Blighted Area," as defined by the TIF Act.

SECTION 4
REDEVELOPMENT PLAN PROGRAM OBJECTIVES

This Redevelopment Plan sets forth below the general description of the program that the City proposes to undertake to accomplish the objectives for the Area:

The City's primary objectives for this Redevelopment Plan are:

1. To facilitate redevelopment of the Area;
2. To cure the economic underutilization of the Area;
3. To alleviate those conditions that cause the Area to be a "Blighted Area;"
4. To further the objectives of the City's Comprehensive Plan; and
5. To encourage a full recovery of the Area from the May 22, 2011 tornado that encourages additional and quality redevelopment activity within the Area and promotes the economic health and independence of the City and other taxing districts.

The following objectives also form the basis for the Redevelopment Plan:

- To relocate, upgrade and/or refurbish utilities and other infrastructure facilities serving the Area;
- To enhance the tax base by inducing development of the Area to its highest and best use, to the benefit of taxing districts, and to encourage private investment in surrounding areas;
- To promote health, safety, order, convenience, prosperity, and the general welfare, as well as efficiency of economy in the process of development;
- To increase property values in the Area;
- To stimulate employment opportunities and increased demand for services in the Area; and
- To provide an implementation mechanism, which will accelerate the achievement of these objectives and complement other community and economic development objectives and programs.

REDEVELOPMENT PROJECT

This Redevelopment Plan envisions a Redevelopment Project consisting of a unified, comprehensive redevelopment approach by the Developer and the City to facilitate the revitalization of the Area. The Redevelopment Project entails the construction of new buildings, rehabilitation of existing buildings, new and rebuilt infrastructure, and site improvements within the Area.

GENERAL LAND USES TO APPLY

The land uses to apply to the Area are identified on **Plate 7 – General Land Use Plan** in **Appendix 1**. This Plan is consistent with the City's Comprehensive Plan, which provides the official policy guiding land use and development for the City.

ESTIMATED REDEVELOPMENT PROJECT COSTS

Estimated Redevelopment Project Costs for the Redevelopment Area include the cost of all of the following:

- The acquisition of land necessary for redevelopment;
- Building construction, demolition, and rehabilitation of various types which could occur;
- The cost of removing existing improvements and grading;
- The cost of required infrastructure improvements, such as street improvements, curb and sidewalk improvements, storm and sanitary improvements, sustainable and "green" infrastructure, and upgrading utilities;
- The miscellaneous costs associated with development, such as loan fees, construction loan interest, permit and inspection fees, appraisals, title insurance, surveying, soils engineering and compaction, architect/engineer fees, environmental testing and remediation, etc.;
- All costs reasonably incurred by the City in furtherance of the issuance of bonds or other obligations including, but not limited to, the City's attorneys fees and expenses (including City Attorney, special TIF counsel, Bond counsel, and disclosure counsel), the City's administrative fees and expenses (including Planning Consultants and financial advisors), underwriters' discounts and fees, trustee fees, the costs of printing any obligations and any official statements relating thereto, the costs of credit enhancement, if any, capitalized interest, debt service reserves and the fees of any rating agency rating any obligations, all accrued and anticipated interest on the obligations (the foregoing collectively referred to henceforth as "Financing Costs");
- Any other planning, legal, and financial advisory costs associated with the preparation of this Plan and implementation of the Redevelopment Project, which have been and will be incurred in the future; and,
- The sum total of all other reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to the Redevelopment Project.

The TIF Act allows the City and/or any entity designated by the City to incur redevelopment costs associated with implementation of an approved Redevelopment Plan and approved Redevelopment Project. These costs include all reasonable or necessary costs directly incurred, and any costs incidental to the Redevelopment Project, as further defined in the TIF Act as follows:

> "Redevelopment project costs" include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to a redevelopment plan or redevelopment project, as applicable. Such costs include, but are not limited to, the following:

(a) Costs of studies, surveys, plans, and specifications;

(b) Professional service costs, including, but not limited to, architectural, engineering, legal, marketing, financial, planning or special services. Except the reasonable costs incurred by the commission established in section 99.820 for the administration of sections 99.800 to 99.865, such costs shall be allowed only as an initial expense which, to be recoverable, shall be included in the costs of a redevelopment plan or project;

(c) Property assembly costs, including, but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;

(d) Costs of rehabilitation, reconstruction, or repair or remodeling of existing buildings and fixtures;

(e) Initial costs for an economic development area;

(f) Costs of construction of public works or improvements;

(g) Financing costs, including, but not limited to, all necessary and incidental expenses related to the issuance of obligations, and which may include payment of interest on any obligations issued pursuant to sections 99.800 to 99.865 accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not more than eighteen months thereafter, and including reasonable reserves related thereto;

(h) All or a portion of a taxing district's capital costs resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the municipality by written agreement accepts and approves such costs;

(i) Relocation costs to the extent that a municipality determines that relocation costs shall be paid or are required to be paid by federal or state law; and

(j) Payments in lieu of taxes.

Table 2 – Estimated Redevelopment Project Costs identifies the overall estimated costs of implementing the Redevelopment Project, as described above.

TABLE 2
ESTIMATED REDEVELOPMENT PROJECT COSTS
Joplin Recovery Redevelopment Project
Joplin, Missouri

Redevelopment Project Cost Items		
Land Acquisition	$	30,000,000
Market Rate Single-Family Housing	$	162,500,000
Principal Reduction Plan Housing	$	40,000,000
Affordable Multi-Family Housing	$	19,000,000
Market Rate Multi-Family Housing	$	37,000,000
Senior Living	$	10,000,000
Senior Living - Assisted Living/Memory Care	$	25,000,000
Salvation Army Homes	$	1,500,000
Mixed Use Residential over Retail/Commercial	$	56,000,000
Medical Office	$	74,000,000
Downtown Education Complex	$	73,000,000
Library/Theatre Complex	$	20,000,000
Government Office Facility	$	45,000,000
SPARK Performing and Visual Arts Center	$	68,000,000
Hotel and Convention Center	$	70,000,000
Multi-Purpose Event Venue & Sports Complex	$	55,000,000
Neighborhood Infrastructure	$	8,000,000
School Facilities	$	12,000,000
Total Project Costs	**$**	**806,000,000**

Source: Wallace-Bajjali Development Partners

ANTICIPATED SOURCES OF FUNDS TO PAY COSTS

It is anticipated that multiple sources of funds will be used to pay the costs related to the implementation of this Redevelopment Plan and Redevelopment Project as described herein.

These sources include, but are not limited to, the following:

- Funds available through TIF revenues or the issuance of tax increment financing bonds, short and long-term notes, loans, or other obligations (herein collectively referred to as "TIF Bonds or other financial obligations");
- Missouri Housing Development Commission funding;
- Missouri Development Finance Board Revenue-backed bonds or tax credits;
- New Market Tax Credits;
- State and Federal Historic Tax Credits;
- Economic Development Administration funds;
- Brownfield Tax Credits;

- Government, lease-backed revenue bonds or certificates of participation;
- Funds available through disaster recovery sources; and
- Capital or equity that is available to the Developer and its co-development partners through cash reserves, financing sources, and investment partners.

This Plan provides for certain costs to be paid with TIF revenues or through the issuance of TIF Bonds or other financial obligations (issued by the City, and/or another issuer acceptable to the City) to finance all or a portion of the demolition, rehabilitation, infrastructure and utility reconstruction, and other Redevelopment Project costs as listed in **Table 3 – Anticipated Redevelopment Project Costs and Financing Sources**, below.

TABLE 3
ANTICIPATED REDEVELOPMENT PROJECT COSTS
AND FINANCING SOURCES
Joplin Recovery Redevelopment Project
Joplin, Missouri

Redevelopment Project Financing Sources		
Redevelopment Project Costs to be Reimbursed from **Local** Tax Increment Financing	$	42,000,000
Redevelopment Project Costs to be Reimbursed from **State** Tax Increment Financing	$	15,000,000
Total Tax Increment Financing Assistance (State + Local Tax Increment Financing)	**$**	**57,000,000**
Total Redevelopment Plan & Project Implementation Costs to be Financed by funding other than Tax Increment Financing	$	749,000,000
Total Redevelopment Project Costs [1]	$	806,000,000

[1] **Source: Wallace-Bajjali Development Partners**

At any time during the course of Project implementation, the City may issue TIF Bonds or other financial obligations that would be sold to the public or privately placed. It is not the intent of this Plan to restrict the City or Developer to the use of TIF Bonds or other financial obligations to finance only those cost amounts or cost items as specifically enumerated in **Table 2**, except as limited below. However, such cost amounts and cost items shall be restricted as specified in Section 99.805(15) of the TIF Act.

The cost items to be paid for by TIF revenues or to be financed by TIF Bonds or other financial obligations may vary from those outlined in **Table 2**. However, the total of such costs reimbursed to the Developer from TIF shall not exceed $57 million, provided, however that if the City elects to finance or refinance with TIF Bonds or other financial obligations, the principal amount of the TIF Bonds or other financial obligations may exceed $57 million to the extent required to establish a reserve fund, to pay costs of issuance, to pay capitalized and accrued interest, and to pay other eligible Financing Costs. This $57 million total amount of TIF Bonds or other financial obligations is contingent on approval by the State of Missouri under then-applicable TIF statutes declaring 100% of certain incremental State of Missouri sales taxes and income taxes under Section 99.845 of the TIF Act ("State TIF Revenues") available to the Redevelopment Project, and as illustrated in the

Cost/Benefit Analysis that accompanies this Redevelopment Plan. The contribution of the State TIF Revenues under Section 99.845 of the TIF Act would be subject to review and approval by the Missouri Department of Economic Development and the Missouri Development Finance Board. Of the total $57 million of TIF Bonds or other financial obligations, $42 million are estimated to be supported by local incremental tax revenues and $15 million are estimated to be supported by State TIF Revenues. This Plan assumes the approval and contribution of State TIF Revenues for the reimbursement of eligible Redevelopment Project costs.

Should State TIF Revenues not be approved for contribution to the reimbursement of eligible Redevelopment Project costs, the total of such costs reimbursed to the Developer from TIF shall not exceed $42 million, provided, however that if the City elects to finance or refinance with TIF Bonds or other financial obligations, the principal amount of the TIF Bonds or other financial obligations may exceed $42 million to the extent required to establish a reserve fund, to pay costs of issuance, to pay capitalized and accrued interest, and to pay other eligible Financing Costs.

The primary sources of revenue to retire TIF Bonds or other financial obligations will be those provided for in the Act. As stated in the Act, these sources are:

> "...those estimated revenues from real property in the area selected for a redevelopment project, which revenues according to the redevelopment project or plan are to be used for a private use, which taxing districts would have received had a municipality not adopted tax increment allocation financing, and which would result from levies made after the time of the adoption of tax increment allocation financing during the time the current equalized value of real property in the area selected for the redevelopment project exceeds the total initial equalized value of real property in such area until the designation is terminated pursuant to subsection 2 of section 99.850." *(R.S. MO 99.805(11))*

This source is anticipated to generate incremental revenue resulting from increased EAV following redevelopment of the Area.

The second source of revenue is generated by incremental economic activity taxes ("EATs"):

> "... the total additional revenue from taxes which are imposed by a municipality and other taxing districts, and which are generated by economic activities within a redevelopment area over the amount of such taxes generated by economic activities within such redevelopment area in the calendar year prior to the adoption of the ordinance designating such a redevelopment area, while tax increment financing remains in effect, but excluding personal property taxes, taxes imposed on sales or charges for sleeping rooms paid by transient guests of hotels and motels, licenses, fees or special assessments. For redevelopment projects or redevelopment plans approved after December 23, 1997, if a retail establishment relocates within one year from one facility to another facility within the same county and the governing body of the municipality finds that the relocation is a direct beneficiary of tax increment

financing, then for purposes of this definition, the economic activity taxes generated by the retail establishment shall equal the total additional revenues from economic activity taxes which are imposed by a municipality or other taxing district over the amount of economic activity taxes generated by the retail establishment in the calendar year prior to its relocation to the redevelopment area." *(R.S. MO 99.805(4))*

This source is anticipated to generate incremental revenue from sales and utility taxes levied by the City and other local taxing jurisdictions following redevelopment of the Area.

The City may elect, but is not obligated, to use other sources of revenue to finance these costs; or alternatively, the City may make advances from funds available. These advances would be reimbursed, with interest, as and when there are sufficient monies in the Special Allocation Fund. TIF Bonds or other financial obligations issued for the Redevelopment Project may be marketed through a program developed by the City's financial advisor or a bond underwriter, or they may be privately placed.

ANTICIPATED TYPE AND TERM OF THE SOURCES OF FUNDS AND THE TYPES AND TERMS OF THE OBLIGATIONS TO BE ISSUED

It is projected that TIF Bonds or other financial obligations will retire within 23 years, but in no event shall the TIF Bonds or other financial obligations have a term of greater than 23 years from the date of the City's adoption of the ordinance approving the Redevelopment Project as required by the TIF Act. The City will issue "TIF Bonds or other financial obligations" in a net amount not exceeding $57 million, exclusive of the costs of financing or refinancing costs as described above. Should the State of Missouri not approve the contribution of State TIF Revenues for the reimbursement of eligible Redevelopment Project costs, then the City will issue "TIF Bonds or other financial obligations" in a net amount not exceeding $42 million, exclusive of the costs of financing or refinancing costs as described above. The TIF Bonds or other financial obligations will be issued only to finance eligible costs as specified in Section 99.805(15) of the TIF Act, including the funding of a debt service reserve fund, capitalized and accrued interest, and any costs of issuing the TIF Bonds or other financial obligations. It is the City's intent to pay for the principal and interest on these TIF Bonds or other financial obligations solely with money legally available for such purpose within the City's Special Allocation Fund. The Corporation and the Developer (acting pursuant to its agreements with the Corporation) will use other public and private financing sources, in addition to the TIF Bonds or other financial obligations, to finance the Redevelopment Project and the terms of that financing will be governed by legal requirements and the financial markets.

As required by the Act, this Plan contains estimated Redevelopment Project Costs, the anticipated sources of funds to pay for Redevelopment Project Costs, the anticipated type and term of the sources of funds to pay Redevelopment Project Costs, and the general land uses that apply to the Redevelopment Area. This Plan will be implemented through an agreement among the City, the

Corporation and the Developer. This agreement shall contain provisions that are in greater detail than as set forth in this Plan and that expand upon the anticipated sources and uses of funds to implement this Plan. Nothing in any agreement shall be deemed an amendment of this Plan.

EVIDENCE OF THE COMMITMENT TO FINANCE PROJECT COSTS AND DEVELOPER'S AFFIDAVIT

Appendix 3 contains a letter provided by the Developer regarding a commitment to finance project costs.

EQUALIZED ASSESSED VALUATION

In accordance with the TIF Act, the most recent equalized assessed valuation ("EAV") and an estimate of the EAV after redevelopment must be compiled for the Area and shown in this Plan. This data is provided in **Table 4 – Estimated Equalized Assessed Valuation (EAV) Before and After Development**. **Table 4** shows the estimate of the EAV after redevelopment pursuant to the Redevelopment Project as previously described.

TABLE 4
ESTIMATED EQUALIZED ASSESSED VALUATION (EAV)
BEFORE AND AFTER REDEVELOPMENT
Joplin Recovery Redevelopment Project
Joplin, Missouri

Assessment Item	EAV ($)
Total Estimated EAV After Redevelopment	$ 149,580,390
Most Recent EAV Amount	$ 73,169,420
Total Estimated Incremental Value	$ 76,410,970

The "Most Recent EAV Amount" for the Area was obtained by PGAV Planners from the Jasper County Assessor in August 2012. The "Most Recent EAV Amount" represents the total value, for each taxable parcel of land located wholly within the Area, on which property taxes are currently paid. Each affected taxing district which levies an ad valorem property tax within the Area will continue to receive tax payments based on the "Most Recent EAV Amount" as described in detail in the Cost-Benefit Analysis submitted along with this document.

The "Total Estimated EAV After Redevelopment" represents an estimate of the Jasper County Assessor's future assessment of the Project once all components are complete for taxation purposes.

The "Total Estimated Incremental Value" represents the estimated new taxable value over and above the "Most Recent EAV Amount." The incremental property taxes or PILOTs will be paid based on the actual incremental value.

ESTIMATED DATES FOR COMPLETION OF THE REDEVELOPMENT PROJECT & RETIREMENT OF OBLIGATIONS

The TIF Act requires each redevelopment project to be completed under a Redevelopment Plan to be adopted within 10 years after the approval of the Redevelopment Plan. The complete implementation of this Redevelopment Plan and the retirement of all obligations incurred to finance Redevelopment Project Costs is estimated to occur no later than 23 years from the date of anticipated adoption of the ordinance approving the Redevelopment Project, as required by the TIF Act (estimated to be 2036).

RELOCATION PLAN AND ASSISTANCE

Section 99.810.1(4) of the TIF Act requires that a relocation plan be developed for the assistance of every resident and/or business which is displaced in conjunction with the implementation of the Redevelopment Plan and the Redevelopment Project. A policy for relocation assistance for businesses and residences is included in this Plan. A copy of the relocation assistance plan is provided in Appendix 6. This Redevelopment Plan anticipates the relocation of various government offices, the library, post office facilities, and the George A. Spiva Center for the Arts.

The Developer will negotiate the acquisition of real property or other property interests, if applicable, within the Redevelopment Area individually with each owner or their chosen representative. Should eminent domain be utilized pursuant to this Plan, any eligible owner, business owners and residential occupants within the Redevelopment Area shall be provided relocation assistance in accordance with the aforedescribed relocation assistance plan.

SECTION 5
FINDINGS

Section 99.810 of the TIF Act requires that the City make various findings before the adoption of this Redevelopment Plan. The foregoing sections of this report provide supporting data for the findings.

A BLIGHTED AREA; BUT FOR

The Redevelopment Area on the whole is a blighted area and has not been subject to growth and development through investment by private enterprise and would not reasonably be anticipated to be developed without the adoption of tax increment financing. As documented in Section 3 of this Plan, the Area meets the requirements for designation as a "Blighted Area." Documentation and analysis of the "but for" requirement is contained in Section 2 of this Plan.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

The Comprehensive Plan, effective August 26, 2012, designates the land use for the Area as shown on the City's revised Future Land Use Map, included with this Plan as **Plate 7 – General Land Use Plan** in **Appendix 1**. This Redevelopment Plan conforms to the Comprehensive Plan.

ESTIMATED DATES OF COMPLETION

The estimated date for completion of the Redevelopment Project and retirement of obligations to finance said Project does not exceed a period of more than 23 years from the date of anticipated adoption of the Ordinance that will approve the Redevelopment Project. The Ordinance approving the Redevelopment Project will be adopted within 10 years from the date of adoption of the Ordinance approving this Plan.

RELOCATION ASSISTANCE

A copy of the City's relocation assistance plan is provided in **Appendix 6** which applies to redevelopment projects pursued under the TIF Act.

Thus, this Plan complies with Section 99.810(4) of the TIF Act which requires that a relocation plan be developed for the assistance of businesses and residences.

COST-BENEFIT ANALYSIS

A Cost-Benefit analysis (the "CBA") showing the economic impact of the Redevelopment Project on each taxing district which is at least partially within the boundaries of the Area has been prepared. The analysis shows the impact on the economy if the Redevelopment Project is not built, and is built pursuant to the Plan under consideration. The CBA includes a fiscal impact study on every affected political subdivision, including the State of Missouri, as well as sufficient information for

the TIF Commission to evaluate whether the Redevelopment Project as proposed is financially feasible.

GAMBLING ESTABLISHMENTS

This Plan does not include the initial development or redevelopment of any gambling establishment.

DEPARTMENT OF ECONOMIC DEVELOPMENT REPORT

By the last day of February of each year, the TIF Commission shall report to the Director of Economic Development the name, address, phone number and primary line of business of any business that relocates to the Area.

APPENDICES

APPENDIX 1

SUPPORTING MAPS & EXHIBIT P-1

Plate 1
Redevelopment Area Boundary

Joplin Recovery
Redevelopment Area
City of Joplin, Missouri

Legend

Redevelopment Area Boundary

W 2ND ST
N MAIDEN LN
OLIVER AVE
W 4TH ST
JACKSON AVE
W 7TH ST
SCHIFFERDECKER AVE
ROOSEVELT AVE
JUNGE BLVD
MAIDEN LN
SERGEANT AVE
MAIN ST
PENNSYLVANIA AVE
ILLINOIS AVE
WALL AVE
W 15TH ST
N MAIN ST
BROADWAY ST
E 2ND ST
MURPHY BLVD
E 4TH ST
ST LOUIS AVE
E 15TH ST
W 20TH ST
E 20TH ST
WILLARD AVE
CONNECTICUT AVE
E 24TH ST
S GENEVA AVE
W 26TH ST
GABBY ST BLVD
RICHER AVE
MCCLELLAND BLVD
JOPLIN AVE
INDIANA AVE
E 26TH ST
S RANGELINE RD
W 32ND ST
OLD 32ND ST
E 32ND ST
ARIZONA AVE

0 800 1,600 3,200
Feet

N

September 2012

Plate 2
Parcel Conditions

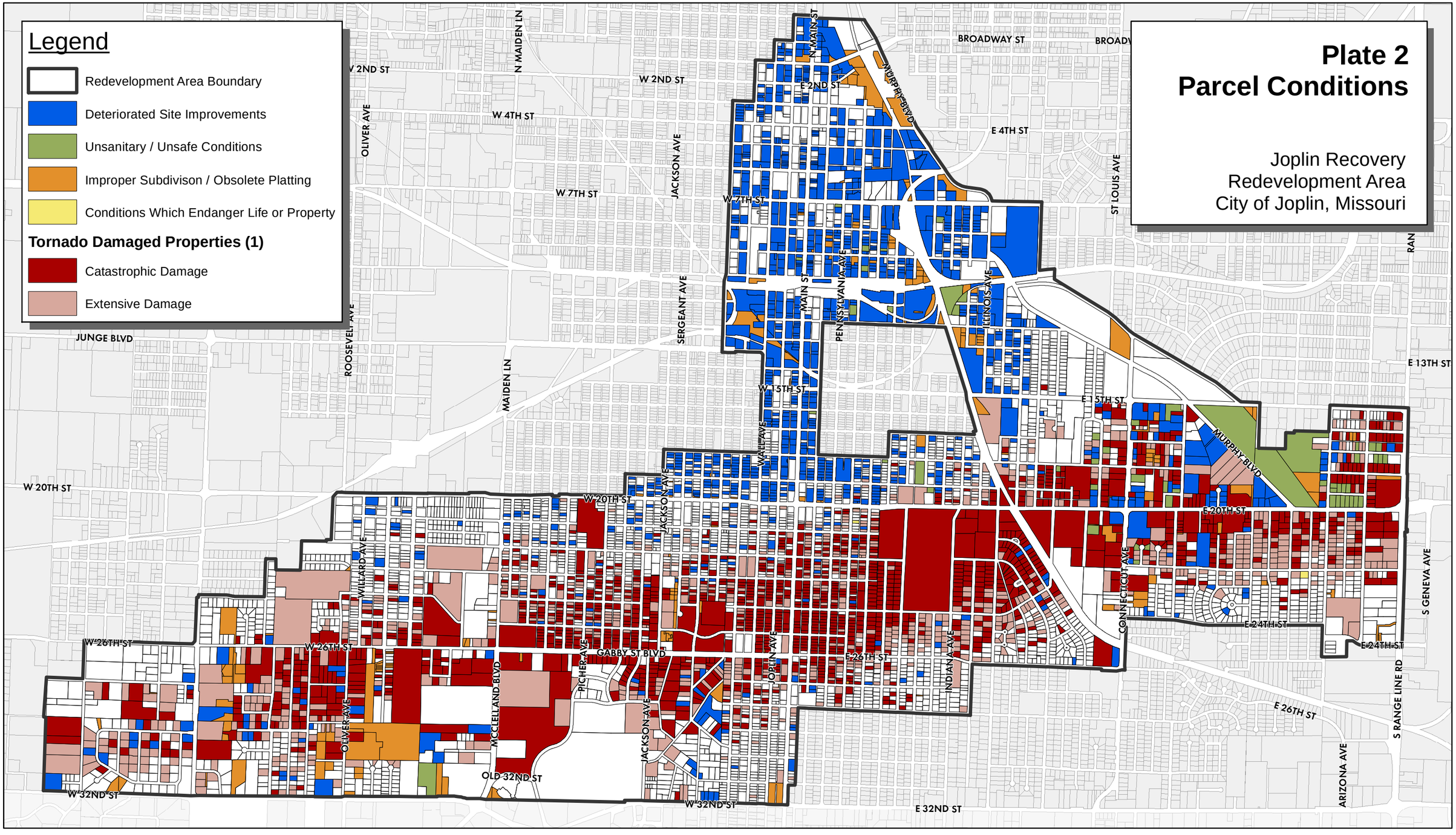
Joplin Recovery
Redevelopment Area
City of Joplin, Missouri

Legend

- Redevelopment Area Boundary
- Deteriorated Site Improvements
- Unsanitary / Unsafe Conditions
- Improper Subdivison / Obsolete Platting
- Conditions Which Endanger Life or Property

Tornado Damaged Properties (1)

- Catastrophic Damage
- Extensive Damage



* Note: Although not shown, parcels may contain more than one blighting condition.

(1) Source: FEMA damage assessment

0 800 1,600 3,200
Feet

N

September 2012

Plate 3
Right-of-Way Conditions

Joplin Recovery
Redevelopment Area
City of Joplin, Missouri

Legend

- Redevelopment Area Boundary
- Deteriorated Street Pavement

W 2ND ST
N MAIDEN LN
OLIVER AVE
W 4TH ST
JACKSON AVE
W 7TH ST
SCHIFFERDECKER AVE
ROOSEVELT AVE
JUNGE BLVD
SERGEANT AVE
MAIDEN LN
W 15TH ST
W 20TH ST
WILLARD AVE
W 26TH ST
MCCLELLAND BLVD
OLIVER AVE
W 32ND ST
OLD 32ND ST
GABBY ST BLVD
PICHER AVE
JACKSON AVE
WALL AVE
JOPLIN AVE
INDIANA AVE
E 32ND ST
E 26TH ST
CONNECTICUT AVE
E 24TH ST
ARIZONA AVE
S RANGE LINE RD
S GENEVA AVE
E 20TH ST
E 15TH ST
E 13TH ST
MURPHY BLVD
E 4TH ST
ST LOUIS AVE
BROADWAY ST
N MAIN ST
E 2ND ST
MAIN ST
PENNSYLVANIA AVE
ILLINOIS AVE

Source: Conditions obtained from fieldwork performed by PGAV and Olsson Associates in August 2012.

0 800 1,600 3,200
Feet

N

September 2012

Plate 4
Presence of Sidewalks

Joplin Recovery
Redevelopment Area
City of Joplin, Missouri

Legend

- Redevelopment Area Boundary
- Sidewalks of Both Sides of Street
- Sidewalk on One Side of Street
- No Sidewalks

W 2ND ST
N MAIDEN LN
OLIVER AVE
W 4TH ST
JACKSON AVE
W 7TH ST
SCHIFFERDECKER AVE
JUNGE BLVD
ROOSEVELT AVE
MAIDEN LN
SERGEANT AVE
N MAIN ST
MURPHY BLVD
BROADWAY ST
E 2ND ST
E 4TH ST
ST LOUIS AVE
MAIN ST
PENNSYLVANIA AVE
ILLINOIS AVE
W 15TH ST
E 15TH ST
E 13TH ST
WALL AVE
W 20TH ST
E 20TH ST
WILLARD AVE
CONNECTICUT AVE
E 24TH ST
S GENEVA AVE
W 26TH ST
GABBY ST BLVD
PICHER AVE
MCCLELLAND BLVD
OLIVER AVE
JOPLIN AVE
INDIANA AVE
E 26TH ST
S RANGE LINE RD
OLD 32ND ST
JACKSON AVE
W 32ND ST
E 32ND ST
ARIZONA AVE

Source: Conditions obtained from fieldwork performed by PGAV and Olsson Associates, and sidewalk evaluation data provided by the City of Joplin.

PGAV PLANNERS

0 800 1,600 3,200
Feet

N

September 2012

Plate 5 Environmental Concerns

Joplin Recovery Redevelopment Area
City of Joplin, Missouri

Legend

- Redevelopment Area Boundary
- Sanitary Sewer Overflow Locations
- Mine Shaft Locations
- Approximate Location of Underground Mine Workings
- Areas of Known Mine Waste Contamination
- 100 Year Floodplain

W 2ND ST
N MAIDEN LN
OLIVER AVE
W 4TH ST
W 7TH ST
JACKSON AVE
SERGEANT AVE
ROOSEVELT AVE
MAIDEN LN
JUNGE BLVD
N MAIN ST
BROADWAY ST
E 2ND ST
MURPHY BLVD
E 4TH ST
ST LOUIS AVE
MAIN ST
PENNSYLVANIA AVE
ILLINOIS AVE
W 15TH ST
E 15TH ST
E 13TH ST
WALL AVE
W 20TH ST
E 20TH ST
WILLARD AVE
CONNECTICUT AVE
E 24TH ST
S GENEVA AVE
W 26TH ST
GABBY ST BLVD
PICHER AVE
MCCLELLAND BLVD
JOPLIN AVE
INDIANA AVE
E 26TH ST
S RANGE LINE RD
OLD 32ND ST
W 32ND ST
E 32ND ST
ARIZONA AVE

Source: The environmental data shown above was provided by the City of Joplin.
The areas of asbestos contamination were identified by FEMA assessments of public school facilities.

0 800 1,600 3,200
Feet

N

October 2012

Plate 6
FEMA Damage Assessment

Joplin Recovery
Redevelopment Area
City of Joplin, Missouri

Legend

- Redevelopment Area Boundary
- Catastrophic Damage
- Extensive Damage
- Moderate Damage
- Limited Damage

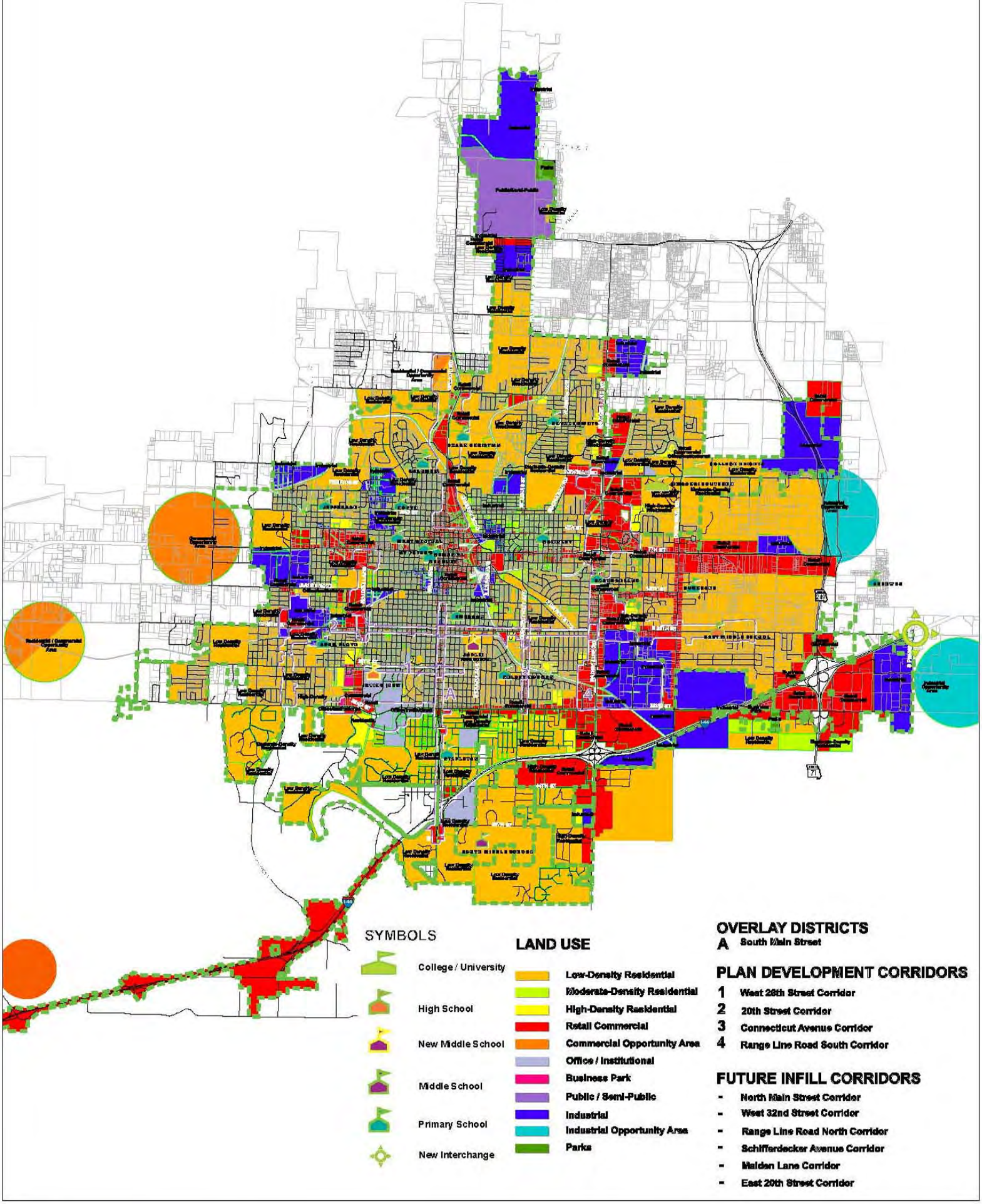
W 2ND ST
N MAIDEN LN
W 4TH ST
OLIVER AVE
JACKSON AVE
W 7TH ST
SCHIFFERDECKER
JUNGE BLVD
ROOSEVELT AVE
MAIDEN LN
SERGEANT AVE
N MAIN ST
MURPHY BLVD
BROADWAY ST
E 2ND ST
E 4TH ST
ST LOUIS AVE
MAIN ST
PENNSYLVANIA AVE
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W 13TH ST
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WALL AVE
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W 26TH ST
E 26TH ST
W 32ND ST
E 32ND ST
WILLARD AVE
MCCLELLAND BLVD
PICHER AVE
GABBY ST BLVD
JOPLIN AVE
INDIANA AVE
CONNECTICUT AVE
E 24TH ST
S GENEVA AVE
S RANGE LINE RD
ARIZONA AVE
OLD 32ND ST

Source: FEMA damage assessment data provided by the City of Joplin.

0 800 1,600 3,200
Feet

N

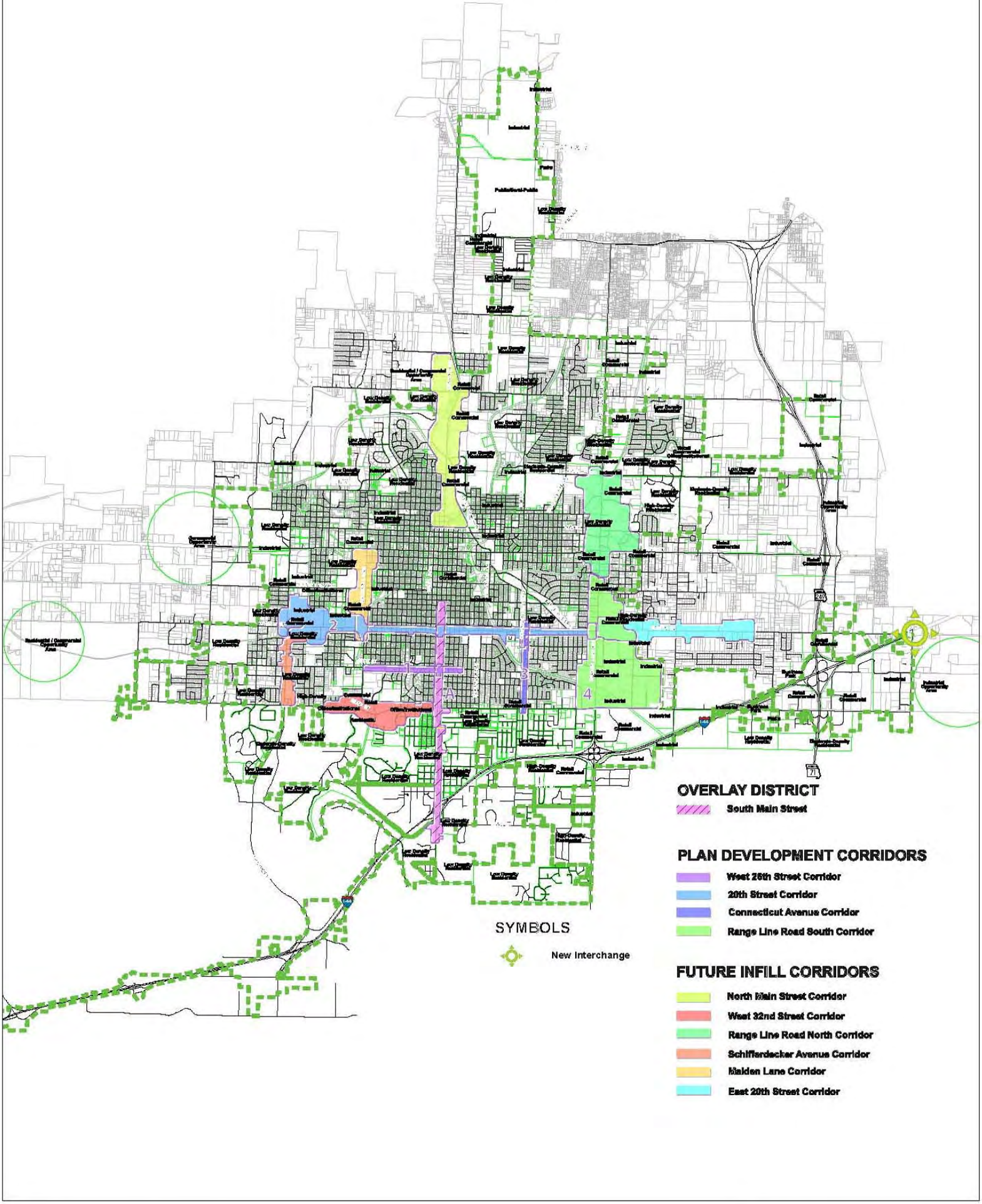
September 2012



Joplin Moving Forward
Comprehensive Plan 2012

Future Land Use Plan Map

CITY OF JOPLIN MISSOURI



Joplin Moving Forward
Comprehensive Plan 2012

Plan Development Corridors Map

CITY OF JOPLIN MISSOURI

EXHIBIT P-1
To be submitted electronically

APPENDIX 2

BOUNDARY DESCRIPTION

Joplin TIF Boundary Description
10.01.12

All that part of Section 2, Section 3 and Sections 10 through 17, inclusive, of Township 27 North, Range 33 West, in the City of Joplin, Jasper County, Missouri, being more particularly described as follows:

BEGINNING at the intersection of the South line of Section 14, Township 27 North, Range 33 West and the East right-of-way line of South Main Street, as now established; thence Northerly along said East right-of-way line, a distance of 320 feet, more or less, to a point of intersection with the South right-of-way line of East 31st Street, as now established; thence Easterly along said South right-of-way line, a distance of 115 feet, more or less, to a point of intersection with the Southerly extension of the East line of the existing alley lying east of and adjacent to Lots 17 through 40, inclusive, of Lukes Southern Addition, a subdivision in the City of Joplin, Jasper County, Missouri; thence Northerly along said East line, a distance of 1,350 feet, more or less, to a point of intersection with the South right-of-way line of East 28th Street, as now established; thence Easterly along said South right-of-way line, a distance of 3,000 feet, more or less, to a point of intersection with the East right-of-way line of South Illinois Avenue, as now established; thence Northerly along said East right-of-way line, a distance of 885 feet, more or less, to a point of intersection with the South right-of-way line of East 26th Street, as now established; thence Easterly along said South right-of-way line, a distance of 2,650 feet, more or less, to a point of intersection with the East right-of-way line of Connecticut Avenue, as now established; thence Northerly along said East right-of-way line, a distance of 900 feet, more or less, to a point of intersection with the South right-of-way line of East 24th Street, as now established; thence Easterly along said South right-of-way line, a distance of 3,450 feet, more or less, to a point of intersection with the West right-of-way line of Texas Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 560 feet, more or less, to a point lying 66.67 feet North of the South line of the Northeast Quarter of Section 13, Township 27 North, Range 33 West; thence Easterly along the Westerly extension of the South line of the land described in the Jasper County Recorder's Office in Book 1859, at Page 1215, and beyond, along said South line, and beyond, along the South line of the land described in the Jasper County Recorder's Office in Book 1424, at Page 2050 (Skateland Tract), a distance of 400 feet, more or less, to the Southeast corner of said Skateland Tract; thence Northerly along the East line of said Skateland Tract, a distance of 272 feet, more or less, to the Northeast corner thereof; thence Easterly along the North line of the land described in the Jasper County Recorder's Office in Book 1547, at Page 1848, a distance of 120 feet, more or less, to a point of intersection with the South right-of-way line of said East 24th Street; thence Easterly along said South right-of-way line, a distance of 870 feet, more or less, to a point of intersection with the East right-of-way line of South Range Line Road, as now established; thence Northerly along said East right-of-way line, a distance of 4,200 feet, more or less, to a point of intersection with the North right-of-way line of East 15th Street, as now established; thence Westerly along said North right-of-way line, a distance of 1,400 feet, more or less, to a point of intersection with the West right-of-way line of said Texas Avenue; thence Southerly along said West right-of-way line, a distance of 460 feet, more or less, to the Southeast corner of the tract of land described in the Jasper County Recorder's Office in Book 1744, at Page 1138; thence Westerly along the South line of said tract of land, and beyond, along the South line of the land described in the Jasper

County Recorder's Office in Book 2109, at Page 260, and beyond, along the South line of the land described in the Jasper County Recorder's Office in Book 1393, at Page 409, a distance of 630 feet, more or less, to a point in the East line of the land described in the Jasper County Recorder's Office in Book 1861, at Page 2156 (Dennis Park Tract), thence Southerly along the East line of said Dennis Park Tract, a distance of 35 feet, more or less, to the Southeast corner thereof; thence Westerly along the South line of said Dennis Park Tract, a distance of 148 feet, more or less, to a point in the East line of the land described in the Jasper County Recorder's Office in Book 1851, at Page 444 (Carpenter Tract); thence Southerly along the East line of said Carpenter Tract, a distance of 285 feet, more or less, to the Southeast corner thereof; thence Westerly along the South line of said Carpenter Tract, and beyond, along the South line of the land described in the Jasper County Recorder's Office in Book 1682, at Page 257, and beyond, along the South line of the land described in the Jasper County Recorder's Office in Book 1312, at Page 27 (Righthouse Tract), a distance of 465 feet, more or less, to the Southwest corner of said Righthouse Tract; thence Northerly along the West line of said Righthouse Tract, and beyond, along the Northerly extension of said West line, a distance of 800 feet, more or less, to a point of intersection with the North right-of-way line of said East 15th Street; thence Westerly along said North right-of-way line, a distance of 335 feet, more or less, to a point of intersection with the North right-of-way line of Campbell Parkway, as now established; thence Northwesterly along said North right-of-way line, a distance of 3,900 feet, more or less, to a point of intersection with the Southerly extension of the West line of Lot 1 of Park Addition, a subdivision in the City of Joplin, Jasper County, Missouri; thence Northerly along said Southerly extension, and beyond, along said West line, and beyond, along the Northerly extension of said West line, a distance of 280 feet, more or less, to a point in the South line of Murphy & Leffen Addition, a subdivision in the City of Joplin, Jasper County, Missouri; thence Southwesterly along the South line of said subdivision, a distance of 270 feet, more or less, to a point of intersection with the East right-of-way line of South High Avenue, as now established; thence Northerly along said East right-of-way line, a distance of 1,200 feet, more or less, to a point of intersection with the North right-of-way line of East 7th Street, as now established; thence Westerly along said North right-of-way line, a distance of 870 feet, more or less, to a point of intersection with the East right-of-way line of Murphy Boulevard, as now established; thence Northwesterly along said East right-of-way line, a distance of 4,000 feet, more or less, to a point in the Westerly extension of the South right-of-way line of East Hill Street, as now established; thence Westerly along said Westerly extension, a distance of 630 feet, more or less, to a point in the East line of the tract of land described in the Jasper County Recorder's Office in Book 2005, at Page 865 (Simpson Trust Tract); thence Northerly along said East line, and beyond, along the Northerly extension of said East line, a distance of 130 feet, more or less, to a point of intersection with the Easterly extension of the North right-of-way line of West B Street, as now established; thence Westerly, along said Easterly extension, and beyond, along said North right-of-way line, a distance of 600 feet, more or less, to a point of intersection with the West right-of-way line of North Joplin Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 450 feet, more or less, to a point of intersection with the North right-of-way line of West A Street, as now established; thence Westerly along said North right-of-way line, a distance of 320 feet, more or less, to a point of intersection with the West right-of-way line of North Wall Avenue, as now established; thence Southerly, along said West right-of-way line, a distance of 365 feet, more or less, to a point of intersection with the North right-of-way line of West 1st Street, as now established; thence Westerly

along said North right-of-way line, a distance of 320 feet, more or less, to a point of intersection with the West right-of-way line of South Pearl Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 720 feet, more or less, to a point of intersection with the North right-of-way line of West 3rd Street, as now established; thence Westerly along said North right-of-way line, a distance of 370 feet, more or less, to a point of intersection with the West right-of-way line of South Byers Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 4,400 feet, more or less, to a point of intersection with the South right-of-way line of West 13th Street, as now established; thence Easterly along said South right-of-way line, a distance of 710 feet, more or less, to a point of intersection with the West right-of-way line of said South Wall Avenue; thence Southerly along said West right-of-way line, a distance of 1,720 feet, more or less, to a point of intersection with the North right-of-way line of West 18th Street, as now established; thence Westerly along said North right-of-way line, a distance of 1,670 feet, more or less, to a point of intersection with the West right-of-way line of South Jackson Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 450 feet, more or less, to a point of intersection with the North right-of-way line of West 19th Street, as now established; thence Westerly along said North right-of-way line, a distance of 660 feet, more or less, to a point of intersection with the West right-of-way line of South Bird Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 385 feet, more or less, to a point of intersection with the North right-of-way line of West 20th Street, as now established; thence Westerly along said North right-of-way line, a distance of 5,100 feet, more or less, to a point of intersection with the West right-of-way line of Roosevelt Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 830 feet, more or less, to a point of intersection with the North right-of-way line of West 22nd Street, as now established; thence Westerly along said North right-of-way line, and beyond, along the Westerly extension of said North right-of-way line, a distance of 520 feet, more or less, to a point of intersection with the Northerly extension of the East line of the tract of land described in the Jasper County Recorder's Office in Book 1426, at Page 1483 (Barnard Tract); thence Southerly along said Northerly extension, and beyond, along said East line, a distance of 540 feet, more or less, to the Southeast corner of said Barnard Tract; thence Westerly along the South line of said Barnard Tract, a distance of 425 feet, more or less, to the Southwest corner thereof; thence Northerly along the West line of said Barnard Tract, a distance of 190 feet, more or less, to a point of intersection with the North right-of-way line of West 23rd Street, as now established; thence Westerly along said North right-of-way line, a distance of 185 feet, more or less, to a point of intersection with the West right-of-way line of South Walnut Avenue, as now established; thence Southerly along said West right-of-way line of South Walnut Avenue, a distance of 660 feet, more or less, to a point of intersection with the North right-of-way line of West 24th Street, as now established; thence Westerly along said North right-of-way line, a distance of 1,150 feet, more or less, to a point of intersection with the West right-of-way line of Schifferdecker Avenue, as now established; thence Southerly along said West right-of-way line, a distance of 840 feet, more or less, to a point of intersection with the North right-of-way line of West 26th Street, as now established; thence Westerly along said North right-of-way line, a distance of 1,960 feet, more or less, to a point of intersection with the West right-of-way line of South Iron Gates Road, as now established; thence Southerly along said West right-of-way line, a distance of 675 feet, more or less, to a point of intersection with the North right-of-way line of West 27th Street, as now established; thence Westerly along said North right-of-way

line, a distance of 630 feet, more or less, to a point of intersection with the West right-of-way line of South Golf Link Road, as now established; thence Southerly along said West right-of-way line, and beyond, along the Southerly extension of said West right-of-way line, a distance of 1,980 feet, more or less, to a point of intersection with the North right-of-way line of West 32nd Street, as now established; thence Easterly along said North right-of-way line, a distance of 7,530 feet, more or less, to a point of intersection with the South line of Section 16, Township 27 North, Range 33 West; thence Easterly along said South line, and beyond, along the South line of Section 15, Township 27 North, Range 33 West, a distance of 2,540 feet, more or less, to a point of intersection with said North right-of-way line of 32nd Street; thence departing said South line of Section 15, along said North right-of-way line, a distance of 2,960 feet, more or less, to the POINT OF BEGINNING.

EXCEPTING therefrom the following described tract of land:

BEGINNING at the intersection of the North right-of-way line of East 18th Street, as now established, and the East right-of-way line of South Virginia Avenue, as now established; thence Easterly along said North right-of-way line of East 18th Street, a distance of 1,220 feet, more or less, to a point of intersection with the West right-of-way line of South Missouri Avenue, as now established; thence Northerly along said West right-of-way line, a distance of 450 feet, more or less, to a point of intersection with the North right-of-way line of East 17th Street, as now established; thence Easterly along said North right-of-way line, a distance of 1,494 feet, more or less, to the Southeast corner of Lot 155 in Campbell's 6th Addition, a subdivision in the City of Joplin, Jasper County, Missouri; thence Northerly along the East line of said Lot 155, a distance of 55 feet, more or less, to the Northeast corner thereof, said point being in the South line of Lot 156 of said subdivision; thence Easterly along said South line of Lot 156, a distance of 45 feet, more or less, to the Southeast corner thereof, said point being in the Westerly railroad right-of-way line, as now established; thence Northwesterly along said Westerly railroad right-of-way line, a distance of 1,900 feet, more or less, to a point of intersection with the South right-of-way line of East 12th Street, as now established; thence Westerly along said South right-of-way line, a distance of 2,140 feet, more or less, to a point of intersection with said East right-of-way line of South Virginia Avenue; thence Southerly along said East right-of-way line, a distance of 2,340 feet, more or less, to the POINT OF BEGINNING.

APPENDIX 3

COMMITMENT LETTER
& DEVELOPER AFFIDAVIT

STIFEL NICOLAUS

October 9, 2012

The Honorable Melodee Colbert-Kean and Members of the City Council
City of Joplin, Missouri
602 S. Main Street
Joplin, Missouri 64801

Dear Mayor Colbert-Kean and Members of the City Council:

Stifel Nicolaus is in receipt of information on the Joplin Recovery Tax Increment Finance Plan (the "TIF Plan"), including a draft Joplin TIF Revenue Analysis and draft Fiscal Impact Comparison and a draft of the TIF Plan itself, all prepared by the firm of PGAV in St. Louis, Missouri. In addition, we are in receipt of and have reviewed a presentation prepared by the firm of Wallace Bajjali Development Partners LP ("WB") entitled, The Path Forward. That presentation outlines a series of redevelopment projects (together, the "Redevelopment Project") representing approximately $794 million in project costs, as detailed below:

- Land Acquisition $30MM
- Housing $258 MM
- Senior Transitional Living $35MM
- Salvation Army Transitional Housing $2MM
- Mixed-Use Residential over Retail / Commercial $56MM
- Medical Office Buildings $74MM
- Neighborhood Revitalization and Infrastructure $8MM
- Library / Theater Complex $20MM
- Consolidated Government Office Facility $45MM
- SPARK—Performing and Visual Arts Center & Depot $68MM
- Downtown Education Complex $73MM
- Multi-Purpose Event Venue and Sports Complex $55MM
- Hotel and Convention Center $70MM

The financing for a portion of the Redevelopment Project is likely to come from TIF Revenue Bonds. Based on our analyses of the information described above and our initial due diligence, Stifel Nicolaus is committed to underwriting certain TIF Revenue Bonds for a portion of the Redevelopment Project Costs, subject to our further due diligence, delineation of eligible costs, review and approval of final documentation and to market conditions at the time of the TIF Revenue Bond sale.

As you move forward, please do not hesitate to contact me at 314-342-2153 or my colleague Peter Czajkowski at 314-342-2165 if you have any questions or would like additional information.

Sincerely,

Laura M. Radcliff

Laura M. Radcliff
Senior Vice President

usbancorp
Community Development Corporation
1307 Washington Ave, Suite 300
St. Louis, MO 63103

All of us serving you℠

August 31, 2012

Mr. Mark Rohr
City Manager, Joplin, Missouri
Joplin Community Redevelopment Fund, LLC
602 S. Main Street
Joplin, Missouri 64801-2316

Re: New Markets Tax Credit Investment Commitment

Dear Mr. Rohr:

U.S. Bancorp's Community Development Corporation (USBCDC) is very aware of the devastating effects from the 2011 tornado and strongly supports Joplin's redevelopment effort, including its initiative in applying as a Community Development Entity (CDE) for New Markets Tax Credit (NMTC) allocation authority in 2012. We are eager to deploy our capital in an effort to help Joplin rebuild, bringing job growth and economic development of increased small business activity to low-income communities in Joplin. This commitment is solely for investments in a fund raised for making investments and loans to qualified low income businesses.

USBCDC is a leader in the tax credit industry. With a range of resources available through its parent company US Bank, USBCDC manages a total portfolio of over $10.0 billion community development tax equity investments. Since the inception of the NMTC program, USBCDC has been involved in over $11.9 billion of Qualified Equity Investments ("QEIs") with 160Allocatees in over 700 transactions. US Bancorp (NYSE: USB), with $341 billion in assets, is the 6th largest financial holding company in the United States. The company operates 3,080 banking offices and 5,061 ATMs in 25 states, and provides a comprehensive line of banking, brokerage, insurance, investment, mortgage, trust, and payment services products to consumers, businesses and institutions.

We are pleased to support Joplin Community Redevelopment Fund, LLC's (JCRF) application for a NMTC allocation and this letter confirms our commitment to provide an equity investment in and/or a loan to a to-be-formed investment fund that will in turn make one or more QEIs in a subsidiary CDE. Equity investments and loans to capitalize up to $100 million in QEIs may be advanced by USBCDC or one or more of our affiliates. Such funds may be used by JCRF solely for the purposes of financing projects that meet the requirements of a Qualified Low Income Community Investment (QLICI) as defined under Section 45D of the Internal Revenue Code. USBCDC's participation in any QEI and corresponding project-specific investment with JCRF is subject to our investment review and final approval by our credit committee.

We also acknowledge that this letter may be utilized by the JCRF in conjunction with the submission of a 2012 NMTC Allocation Application. We look forward to participating with you as an investor in your NMTC initiatives.

Sincerely,

Thomas R. Oldenburg
Assistant Vice President
New Markets & Historic Tax Credit Investments
U.S. Bancorp Community Development Corporation

Date: August 31, 2012

Lee Winslett
401 B St., Ste. 304
San Diego, CA 92101
619-699-3037
lwinslet@wellsfargo.com

August 31, 2012

Mr. Mark Rohr
602 S. Main Street
Joplin, MO 64801-2316
mrohr@joplinmo.org

RE: 2012 NMTC Application Commitment Letter

Dear Mr. Rohr:

Wells Fargo Community Investment Holdings ("Wells Fargo CIH") is pleased to provide this conditional commitment to invest in Joplin Community Redevelopment Fund, LLC's New Markets Tax Credit Program, which will be organized and operated pursuant to the rules and regulations of the Community Development Financial Institutions Fund, U.S. Department of the Treasury (the "Treasury Department"). Depending on the specifics of a particular transaction, the investment may take the form of: (i) a direct Qualified Equity Investment ("QEI") in a certified Community Development Entity to which Joplin Community Redevelopment Fund, LLC has sub-allocated NMTC investment authority, or (ii) an equity investment in and/or loan to an investment fund that in turn makes a QEI to the Joplin Community Redevelopment Fund, LLC. Equity investments and loans may be advanced by one or more of Wells Fargo CIH's affiliates.

The total amount of Wells Fargo CIH's commitment is $50,000,000 in a combination of either debt and equity or tax credit equity only to be deployed over multiple transactions, provided that the purpose and specific terms of any such investment must be approved by Wells Fargo CIH in its sole discretion on a project-by-project basis, and the funding of any investment is subject to the following closing conditions:

- An allocation of New Markets Tax Credits to Joplin Community Redevelopment Fund, LLC by the Treasury Department.
- Evidence acceptable to Wells Fargo CIH, in its sole discretion, that the QEI will be used to make a loan to or equity investment in a Qualified Active Low-Income Community Business, and in a location consistent with Wells Fargo CIH's mission of community development.
- Wells Fargo CIH's review and approval, in its sole discretion, of all appropriate due diligence and legal documentation of the transaction, including, but not limited to the offering terms; the final financial projections and "sources and uses" statement; the organizational documents and financial statements of all involved parties; all transaction documents, including finance and real estate documents, legal opinions and tax opinions; and such other legal documents and/or financial information as Wells Fargo CIH may reasonably require.
- Receipt of final approval of the transaction pursuant to Wells Fargo CIH's then current underwriting standards and internal credit approval process.

- Such other items that Wells Fargo CIH may, in its discretion, require due to the nature of the NMTC program, including, without limitation, the establishment of NMTC compliance and monitoring systems.

- Joplin Community Redevelopment Fund, LLC shall provide Wells Fargo CIH with the same opportunity to evaluate investments as other investors, and shall not give rights to other Investors, including any right of first refusal.

We look forward to working with Joplin Community Redevelopment Fund, LLC to provide capital to the low-income communities. If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,

Lee Winslett
Director, Wells Fargo New Markets Tax Credit Program

cc:
Jim Stanislaus



CHASE

Matthew R. Reilein
Senior Vice President
New Markets Tax Credit Group

September 4, 2012

Mr. Mark Rohr
Joplin Community Redevelopment Fund, LLC
602 S. Main St.
Joplin, MO 64801-2316

RE: Letter for 2012 NMTC Application

Dear Mr. Rohr,

We at JPMorgan Chase Bank, N.A. ("Chase") truly value our relationship with Joplin Community Redevelopment Fund, LLC. Based upon your organization's demonstrated leadership in the field of community development finance, we look forward to working with you to develop new and exciting ways of providing financial services to low-income communities and individuals nationally.

If your organization receives an allocation of New Markets Tax Credits under the 2012 application process, Chase will work with you to identify, structure and close viable transactions with you in an amount of up to $50 million through the combination of debt and equity, either through an upper-tier investment partnership or directly to Joplin Community Redevelopment Fund, LLC, or a subsidiary. Chase and its affiliates expect to provide the capital to the NMTC structure as approximately 30% equity and 70% debt.

This letter is intended only to be included in your 2012 NMTC application to indicate our willingness to enter into negotiations with you regarding NMTC compliant projects, in the event your organization should subsequently be awarded a 2012 NMTC allocation by the Community Development Financial Institutions Fund. Any commitment by Chase or its affiliates with respect to any debt financing or equity investment is contingent upon due diligence with respect to your or your affiliates' financial condition, operations, management and business prospects and Chase's consideration and review of the specific parties, terms and conditions of any proposed NMTC transaction. None of the material terms of any potential transaction have been determined, and they are subject to change due to market conditions, further due diligence or otherwise.

Additionally, Chase must obtain internal investment and credit approval with respect to any proposed transaction, which has not as yet been requested. Please note that requests for equity investments and debt financing are evaluated independently and approval of one does not assure approval of the other.

Chase has a long track record of successfully lending and investing in low-income communities. From January 2007 through June 2012, Chase made more than $17.8 billion in loans and over $7.3 billion in investments for affordable housing, economic development projects, and in support of financial intermediaries and other non-profit organizations. The potential opportunity to work with Joplin Community Redevelopment Fund, LLC and the NMTC program will allow Chase to expand its financing and investment activity in low-income communities. We look forward to the opportunity to work with you.

Sincerely,

Matthew R. Reilein

JPMorgan Chase Bank N.A. | 10 South Dearborn, Chicago, Illinois 60603
T: 312-336-5054 | F: 312-325-5050 |matthew.r.reilein@chase.com | chase.com/commercialbanking

Capital One Bank

September 7, 2012

Mr. Mark Rorh
602 S. Main St.
Joplin, MO 64801-2316

Re: New Markets Tax Credit ("NMTC")

Dear Mr. Rorh:

Per our discussions regarding Joplin Community Redevelopment Fund, LLC (the "CDE"), we wish to participate in your efforts to bring jobs and economic development to the low-income communities across our country.

Capital One, N.A. ("CONA") is highly committed to the NMTC Program and to ensuring that qualified borrowers receive the economic advantages provided by the program. To that end, and as further detailed below, CONA is happy to invest in community development entities ("CDEs") who have identified borrowers that seek to assist in the development or revitalization of low-income communities in substantial ways. CONA has established its own CDE for this purpose, Capital One Community Renewal Fund, LLC ("COCRF"). In addition, CONA is committed to working with unaffiliated CDEs whose investment goals and project pipelines complement its own.

This letter confirms our commitment to provide funds of up to a combined **$15,000,000** for debt and/or equity financing to CDE, or in one or more of its to be formed subsidiary CDEs, subject to our normal and customary due diligence review, final approval by the appropriate internal committee(s)/board, and our mutual agreement on terms and conditions not otherwise set forth herein.

We have agreed that each investment made by the CDE will be reviewed, underwritten and approved by our organization, as well as by the staff of the CDE. Each investment must meet underwriting criteria, as determined by Capital One, National Association in its sole discretion, as well as return hurdles that are to be negotiated. We also agree that the CDE should not rely on Capital One to source qualified low-income community investments for its benefit. Assuming COCRF receives its own NMTC allocation, Capital One's primary goal will be to ensure the proper and timely utilization of that allocation.

We understand you are applying for NMTC investment authority in the Round X application and we would be making our loan(s)/investment(s) in early 2013 and beyond. We look forward to working with you to provide capital to low-income communities across the country.

Sincerely,

Name: John Chamberlain
Title: Senior Vice President

AFFIDAVIT

STATE OF TEXAS)
)
COUNTY OF FORT BEND)

I, the undersigned, am over the age of eighteen years and have personal knowledge of the matters stated herein.

1) I am Chief Executive Officer of Wallace Bajjali Development Partners, L.P., Master Developer for the City of Joplin, Missouri, a home rule city and political subdivision of the State of Missouri (the "City").

2) I am familiar with the Joplin Recovery TIF Redevelopment Plan and Project (the "Redevelopment Plan"). The City is establishing a certain Redevelopment Project within the Redevelopment Area, as described in the Redevelopment Plan. To the best of my knowledge, based on the Redevelopment Plan and other information available to me, the Redevelopment Area is, on the whole, a "Blighted Area" as such is defined in Section 99.805 of the Missouri Revised Statutes, as amended, and has not been subject to growth and development through investment by private enterprises, and would not reasonably be anticipated to be developed without the adoption of tax increment financing.

3) The provisions of Section 99.810 of the Missouri Revised Statutes, as amended, have been met.

David G. Wallace
Chief Executive Officer
Wallace Bajjali Development Partners, L.P.

Subscribed and sworn to before me this 26th day of September, 2012

ROCIO DUARTE
Notary Public, State of Texas
My Commission Expires
June 26, 2013

Notary Public

My commission expires on: 6/26/2013

APPENDIX 4

LETTER FROM CITY CONFIRMING COMPLIANCE WITH COMPREHENSIVE PLAN

To be supplemented

APPENDIX 5

REDEVELOPMENT AREA PHOTOS





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APPENDIX 6

RELOCATION POLICY

136.8.9 Relocation Assistance

If land needed for a project is occupied by people, business or merely personal property,, it may be necessary to displace the occupants. These occupants may be individuals, families, businesses, farms or even non-profit organizations.

The term displaced person is defined in the Uniform Act as: "...any person who moves from the real property or moves his or her personal property from the real property as a direct result of an agency's written notice of intent to acquire, the initiation of negotiations for, or the acquisition of such real property in whole or in part for a project."

Occupants who qualify as displaced persons are eligible for relocation assistance advisory services, and are entitled to payment of his or her actual moving and related expenses, as the agency determined to be reasonable and necessary. In addition, residential displaces who meet minimum occupancy requirements may qualify for replacement housing or rental subsidy payments to offset increased costs of securing replacement dwellings.

The Uniform Act and Federal Highway Administration regulations prescribe certain benefits and protections for persons displaced by projects which are funded, at least in part, with federal money. The provisions of the Uniform Act concerning relocation are found in 49 CFR, Part 23, Titles I, II, III. As stated in the law, the purpose of the Uniform Act is to assure fair and equitable treatment of displaced persons so that such displaced persons do not suffer disproportionate injury from projects designed to benefit the public as a whole.

Relocation requirements are lengthy and detailed; therefore, whenever the local agency anticipates that displacements will occur, the appropriate MoDOT district Right of Way office should be contacted for assistance in conducting its relocation program. For more information, refer to EPG 236.8 Relocation Assistance Program