



ADDENDUM NO. 1

TO

REQUEST FOR PROPOSALS

REAL ESTATE DEVELOPMENT PROJECT
AT 5TH & MAIN

DATE OF ISSUANCE:
September 16, 2020

The Request for Proposals is amended by this Addendum No. 1. Each and every provision of the RFP not expressly amended herein remains unchanged.

- A.** While Port KC intends to secure a Phase I Environmental Site Assessment, the completion of that assessment is dependent on information required to be provided to Port KC by the City of Kansas City pursuant to the Intergovernmental Cooperative Agreement. That information may not be provided until after the Due Date for Proposals. Therefore, any reference in the **TIMELINE** with respect to the Phase 1 has been removed. The **TIMELINE**, as amended, is as follows:

TIMELINE

The following timeline shall be applicable unless modified by Port KC pursuant to addendum to this RFP:

- RFP Issued: **September 4, 2020**
- Appraisal of Development Site/Survey provided via addendum: **October 1, 2020**
- Deadline for questions: **October 21, 2020 at 5:00 PM (CT)**
- Questions/Answers posted via addendum: **No later than October 26, 2020**
- Due Date for Proposals: **November 4, 2020 at 12:00 PM (CT)**
- Port KC provides all Proposals to Selection Committee: **November 5, 2020**
- Selection Committee Shortlists the Proposals: **November, 2020**
- Interviews of Shortlisted Developers (if desired by Selection Committee): **November, 2020**
- Shortlisted Developers Ranked by Selection Committee and delivered to Port KC: **November, 2020**
- Contract Negotiations Commence: **November, 2020**
- Port KC acquires ownership of Development Site: **February, 2021**
- Development Project Commences: **Spring 2021**

- B.** Port KC is committed to the continued success of the City Market and has been informed that any Development Project presents issues of particular concern to City Market stakeholders, including with respect to waste management, deliveries and parking. The RFP is being amended to address these factors in greater detail. Developers are strongly encouraged to engage with City Market stakeholders to identify their concerns for purposes of ensuring that any Development Project is mutually beneficial to the River Market and City Market communities. The **MINIMUM PROJECT STANDARDS**, as amended, is as follows:

MINIMUM PROJECT STANDARDS

The primary component of the Development Project must be mixed multi-family residential and include on-site structured parking and/or surface parking in close proximity to the Development Site. Projects that also include office and ground-floor retail components are strongly preferred and will be more favorably regarded.

Proposals must address the following Development Project elements:

1. Total number of multi-family residential units planned.
2. Total number of affordable housing units planned.
3. Total number of on-site parking stalls and/or proximate surface parking planned.
4. Total square footage of commercial office space planned, if any.
5. Total square footage of ground floor retail space planned, if any.
6. Total square footage of any other proposed use.

Affordable Housing. At least fifteen percent (15%) of the total number of residential units being constructed on the Development Site (but not less than 45 residential units) must be made available for lease at a rate that would be affordable to those households having an income equal to or lower than seventy percent (70%) of the median family income for the Kansas City MO-KS Metropolitan area using annually published HUD Income Limits (<https://www.huduser.gov/portal/datasets/il.html>) for the duration of any period of real property tax exemption of the Development Site, including an allowance for utilities. This is a minimum and projects that include additional affordable housing units and/or affordable housing units for those with median family incomes below the 70% threshold will be more favorably regarded. All affordable housing units shall be:

- (i) Located on the Development Site;
- (ii) Mixed with, and not clustered together or segregated in any way from, market-rate units;
- (iii) Allocated amongst units types so as not to be limited to one unit type;
- (iv) Developed concurrently with market rate units;
- (v) Similar in exterior appearance and quality to market-rate units; and
- (vi) Income verified.

DEVELOPERS SHOULD CAREFULLY REVIEW SECTION X OF THIS RFP WITH RESPECT TO AFFORDABLE HOUSING. IN THE EVENT THE SELECTED DEVELOPER AND PORT KC ARE UNABLE TO SECURE A LIHTC OR SUBSTANTIVELY COMPARABLE PROJECT ON A PARCEL WITHIN PORT KC'S MASTER PLANNED DEVELOPMENT AT BERKLEY RIVERFRONT OR AN ALTERNATIVE LOCATION IN THE RIVER MARKET AREA DEEMED ACCEPTABLE TO CITY, ADDITIONAL AFFORDABLE HOUSING UNITS, I.E., UNITS IN EXCESS OF THE MINIMUMS, WILL BE REQUIRED ON THE DEVELOPMENT SITE IN AN AMOUNT TO BE JOINTLY DETERMINED BY PORT KC AND THE CITY. DEVELOPERS MAY FIND IT BENEFICIAL TO ALLOW FOR THAT POSSIBILITY AT THE OUTSET BY PROVIDING FOR ADDITIONAL AFFORDABLE UNITS IN THEIR PROPOSALS FOR THE DEVELOPMENT SITE.

The affordable housing will be material terms of any development structure negotiated by Port KC with the selected Developer and its inclusion is non-negotiable.

Parking. Proposals must provide for the construction of not less than one hundred sixty (160) parking stalls within a structured parking facility to be constructed by the selected Developer on the Development Site and/or at another nearby off-site location, sufficiently close to service the City Market. These spaces shall be dedicated to transient public parking for a period of not less than twenty-five (25) years (the "**Public Parking**"). The selected Developer will bear all management, operations and maintenance costs of the Public Parking. Port KC and the City have not yet determined whether day-to-day management, operations and maintenance of the Public Parking will be handled by the selected Developer or another entity, but this will not relieve the selected Developer of the financial obligations with respect to such costs. Any decision with respect to management, operations and maintenance of the Public Parking will

be made jointly by the selected Developer, Port KC and the City (in consultation with the River Market Community Association and City Market Oversight Committee) at a future date.

The Development Site is currently being used as parking for various customers, tenants, occupants and owners of properties in the River Market and adjoining City Market. City Market tenants are currently permitted to park on the Development Site free-of-charge. While the Intergovernmental Cooperative Agreement obligates the City to identify alternate parking for the City Market tenants, the costs of doing so will ultimately be borne by the selected Developer. Developers should therefore assume that acquisition of the Development Site will be dependent on their providing adequate parking to City Market tenants, either on the Development Site and/or at another nearby off-site location, sufficiently close to service the City Market.

Except as otherwise provided in this paragraph, Developers will be permitted to impose charges for the use of the Public Parking. Such charges must not exceed the rates charged to tenants of the Development Site, if converted to a short-term use on an hourly basis. Notwithstanding the foregoing, Developers must address within their Proposals their plans for accommodating City Market tenants on a free-of-charge or discounted basis and shall include the following in their Proposal:

- (i) The total number of the Public Parking spaces that Developer would make available to City Market tenants free of charge; and/or
- (ii) The total number of Public Parking spaces that Developer would make available to City Market tenants at a discounted rate and the amount of the proposed discount.

Proposals providing for a minimum of eighty (80) free parking spaces for use by City Market tenants will be regarded more favorably by the Selection Committee.

The selected Developer will also be required to work with Port KC and the City (in consultation with the River Market Community Association and City Market Oversight Committee) to identify temporary replacement parking during the construction period and appropriate wayfinding signage.

WHILE THE PUBLIC PARKING MAY BE USED FOR PURPOSES OF SERVING CITY MARKET TENANTS, IT MAY NOT BE REGARDED AS PARKING AVAILABLE TO TENANTS ON THE DEVELOPMENT SITE OR SAID TENANTS' EMPLOYEES. DEVELOPERS ARE ADVISED THAT ANY PROPOSED DEVELOPMENT PROJECT MUST PROVIDE SUFFICIENT ADDITIONAL PARKING, WHETHER ON-SITE OR OFF-SITE, FOR TENANTS ON THE DEVELOPMENT SITE AND SAID TENANTS' EMPLOYEES.

The Public Parking will be material terms of any development structure negotiated by Port KC with the selected Developer and its inclusion is non-negotiable.

Waste Management. The northwest corner of the Development Site is currently being used by City Market tenants for waste management, and a portion of the Development Site must continue to be made available for those purposes as part of any Development Project. Any Development Project must include a waste management area consisting of a garbage compactor, cardboard compactor, composting, grease receptacle and glass recycling collection container, all of which will be made available to City Market tenants pursuant to an easement to be granted by Port KC to the City prior to the transfer of the Development Site to the selected Developer. The selected Developer will also be required to make a portion of the Development Site available to City Market tenants throughout the construction period for a temporary waste management area.

Tenant Deliveries. The Development Site is currently being used as a delivery/unloading area for City Market tenants as Main Street has been improved with decorative pavers that prohibits its use for

deliveries. Proposals must address how the Development Site would be developed in a way that accommodates deliveries to City Market tenants, both during the construction period and post-development period. Alternatively, if use of the Development Site for such purposes is not viable, Developers must identify other creative solutions for achieving the same objective.

- C. Port KC is committed to the continued success of the City Market and has required by this Addendum No. 1 that any Proposal address the City Market's needs with respect to waste management, deliveries and parking. Therefore, the Project Evaluation Criteria as listed in the **EVALUATION CRITERIA** are amended as follows:

Project Evaluation Criteria

Criteria include, but are not limited to, the following:

1. Extent to which the Proposal supports the City's overall planning recommendations for the River Market area;
2. Extent to which the Proposal provides added business and economic activity to the River Market area;
3. Extent to which the Proposal supports existing business and community activities in the River Market area;
4. Extent to which the Proposal is compatible with the operations of the City Market;
5. The amount of private equity proposed to be contributed and non-public funding sources leveraged;
6. Extent to which the Proposal supports and encourages broader redevelopment efforts throughout the River Market area;
7. How the Proposal relates to the existing facilities and/or land uses in close proximity to the Development Site;
8. Extent to which the affordable housing component on the Development Site includes housing for those households making less than seventy percent (70%) of the median family income for the Kansas City MO-KS Metropolitan area using annually published HUD Income Limits and/or includes affordable units in excess of the required minimum; and
9. Extent to which the Proposal addresses public parking needs.