THE SECOND AMENDMENT TO
THE ELEVENTH STREET CORRIDOR
TAX INCREMENT FINANCING PLAN

AS APPROVED BY
THE TAX INCREMENT FINANCING COMMISSION
OF KANSAS CITY, MISSOURI

ORIGINAL PLAN: NOVEMBER 10, 1992
FIRST AMENDMENT: MAY 11, 1994
SECOND AMENDMENT: SEPTEMBER 20, 1995

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INTENT AND NATURE OF THE SECOND AMENDMENT

The intent of the Second Amendment to the Eleventh Street Corridor Tax Increment Financing Plan is to provide for the second expansion of the original Eleventh Street Corridor Redevelopment Area to include properties located along both sides of 9th Street between Washington and Central Streets. Within this newly added area, there are a series of Redevelopment Projects, including the rehabilitation and renovation of the Poindexter Building, the development of additional parking, and the continuation of streetscape improvements. The intent of the original Plan remains unchanged.

This Second Amendment to the Eleventh Street Corridor Tax Increment Financing Plan reflects the changes in initial equalized assessed value, projected PILOTS and economic activity taxes from the projects, and estimated project and reimbursable costs attributable to the expansion. In addition, this amended document includes the changes in projected PILOTS and economic activity taxes from the projects, and estimated project and reimbursable costs attributable Projects D, G1, G2, H1, H2 and L as approved by the Commission on March 8, 1995.

REQUIRED PLAN ELEMENTS

I. GENERAL DESCRIPTION

A. Summary. The Eleventh Street Corridor Tax Increment Financing Plan (the "Plan") calls for the rehabilitation of the Centennial Building and attached parking garage; upgrade of utilities and provision of additional parking; completion of streetscape improvements and historic preservation of structures within the area, including 1021, 1029 and 1032 Pennsylvania Avenue; rehabilitation and renovation of Thayer Place; rehabilitation and renovation of the Poindexter Building; development of additional office, commercial and residential space; together with all necessary utilities, street improvements and appurtenances throughout the Redevelopment Plan Area.

B. Redevelopment Area. The Plan calls for the redevelopment of an area generally located between 7th Street on the north, Wyandotte Street on the east, 12th Street and Bee Line Street on the south and Interstate 29 on the west, in Kansas City, Jackson County, Missouri, more specifically described in Exhibit 1 attached hereto.

C. Redevelopment Projects. The actions called for in the Plan will be implemented as a series of redevelopment projects. The first five redevelopment projects include improvements to the Centennial Building located at the intersection of West 10th and Central Streets, the Hereford Building and the Cancer Society Building located south of West 11th Street between Interstate 29 and Pennsylvania Avenue, and the Deramus Building located at the intersection of West 11th and Central Streets. The remaining areas selected for redevelopment projects consist of areas that offer the potential for future redevelopment activities, including rehabilitation and new construction of office, commercial and residential space, as well as additional parking space to serve the Redevelopment Area and the surrounding Central Business District. The intent of this Plan is to use TIF to assist with specified improvements to be completed by the selected developer and to aid streetscape improvements and historic preservation activities throughout the Redevelopment Area. The Commission may amend this Plan in the future in order to accommodate other redevelopment opportunities that may arise.

Upon final approval of the City Council by ordinance, this Plan will be implemented by construction of the depicted development described on the site plan attached as Exhibit 2 and described in the specific objectives of the Plan set forth in Exhibit 3. Moneys in the special
allocation fund not required for specific Redevelopment Project Costs may be utilized to carry out ongoing historic preservation efforts in the Redevelopment Area.

D. Redevelopment Plan Objectives. The general objectives of the Redevelopment Plan are:

1. To eliminate conditions which are detrimental to public health, safety, morals or welfare in the Redevelopment Area and to eliminate and prevent the recurrence thereof.

2. To enhance the tax base of the City and the other Taxing Districts by developing the Redevelopment Area to its highest and best use, encouraging private investment in the surrounding area, increasing employment opportunities and to discourage residents, commerce, industry and manufacturing from moving to another state.

3. To increase employment in the City.

4. To stimulate development which would not occur without Tax Increment Financing assistance.

Specific objectives of the Plan are set forth in Exhibit 3.

II. ESTIMATED REDEVELOPMENT PROJECT COSTS

Estimated redevelopment costs are projected to be approximately $19,992,550 $80,795,517 over the life of the Plan. The Plan proposes that approximately $11,273,890 $37,611,802 in Redevelopment Project Costs be reimbursed or bonded from TIF revenues.

Included as a part of the Redevelopment Project Costs are those costs of phased construction of public improvements necessitated by the Redevelopment Projects and any costs incidental to a redevelopment plan or redevelopment project. These costs, along with the estimated Project Costs, are set forth in Exhibit 4.

The Commission has determined that those planning and special services expenses of the Commission which cannot be directly attributable to a particular project are nonetheless reasonable and necessary for the operation of the Commission and are incidental costs to the project. These incidental costs will be recovered by the Commission from the Special Allocation Fund in an amount not to exceed five percent (5%) of the PILOTS paid annually into the fund.

III. ANTICIPATED SOURCES OF FUNDS

Anticipated sources and amounts of funds to pay Redevelopment Project Costs and amounts to be available from those sources are shown on Exhibit 5. The expected source of funds to be used to reimburse eligible expenses include PILOTS and Economic Activity Tax proceeds.

If bonds are issued, bond proceeds will be deposited in a special construction fund for use in payment of Reimbursable Project Costs. If property is sold or leased to a selected Developer, land disposition or lease proceeds will be utilized by the Commission for payment of Reimbursable Project Costs.

A. Payment in Lieu of Taxes. The total Payment in Lieu of Taxes ("PILOTS") generated by the development over the duration of the Plan is estimated to be approximately
$8,777,300 $23,098,000. The resulting Payments in Lieu of Taxes available to pay redevelopment project costs by year are shown in Exhibit 6.

Calculations of expected proceeds of PILOTS are based on the assumption that increases in property values will be abated for the first ten years pursuant to Chapter 99 of the Code of Missouri. Subsequent to the period of property tax abatement, calculation of PILOTS are based on current real property assessment formulas and current property tax rates, both of which are subject to change due to many factors, including statewide reassessment, the effects of real property classification for real property tax purposes, and the roll back in tax levies resulting from reassessment or classification. Furthermore calculations are based on increases in assessments of 4% every other year that can be expected to result from inflation with no levy increases, which would also increase PILOTS.

The amount of PILOTS in excess of the funds deemed necessary by the Commission for implementation of this Plan, may be declared as surplus by the Commission. The declared surplus will be made available for distribution to the various Taxing Districts in the Redevelopment Area in the manner provided by the Act.

B. Economic Activity Taxes. Over the life of the Plan, the total Economic Activity Tax revenues are estimated to be approximately $36,898,445 $51,311,000. Of the total additional revenue from taxes imposed by the municipality or other taxing districts and which are generated by economic activities within the Redevelopment Project Areas, as defined in Section 99.845.3, fifty percent (50%), or approximately $18,449,209 $25,655,500 will be made available upon annual appropriation, to pay eligible Redevelopment Project Costs. The increase in Economic Activity Taxes are shown in Exhibit 6 by year for each Redevelopment Project, as are the resulting share of revenues available to pay project costs.

Anticipated Economic Activity Taxes are based upon projected net earnings taxes paid by businesses and employees, as well as sales tax. It is assumed that net earnings, and sales tax revenues will increase due to inflation at a rate of 2% a year in addition to the assumed increases due to job creation and business expansion. The estimated PILOTS and Economic Activity Tax revenues are set forth in Exhibit 6 attached hereto.

The amount of Economic Activity Taxes in excess of the funds deemed necessary by the Commission for implementation of this Plan, may be declared as surplus by the Commission. The declared surplus will be made available for distribution to the various Taxing Districts in the Redevelopment Area in the manner provided by the Act.

IV. EVIDENCE OF THE COMMITMENTS TO FINANCE

Any proposal submitted by a developer to implement this Plan shall include evidence of commitments to finance the Redevelopment Project Costs in addition to those allowable project costs to be paid out of the Special Allocation Fund. Such evidence shall be a part of this Plan and be attached hereto as Exhibit 7.

V. ANTICIPATED TYPE AND TERMS OF OBLIGATIONS

Without excluding other methods of financing, Bonds may be issued pursuant to this Plan for a term not to exceed 23 years from the adoption of the ordinance approving a redevelopment project within a redevelopment area, at an interest rate determined by the Issuing Body. In order to market such Bonds, it is estimated that available Project revenues must equal 125% - 175% of the annual debt service payments required for the retirement of the Bonds. Revenues received in
excess of 100% of funds necessary for the payment of principal and interest on the Bonds or for reserves, sinking funds, or allowable project costs may be used to call Bonds in advance of their maturities or may become available for distribution annually to the Taxing Districts. Bonds may be sold in one or more series in order to implement this Plan. All obligations shall be retired no later than 23 years after the adoption of the Ordinance approving the redevelopment project, the costs of which are to be paid from the proceeds thereof. No redevelopment project may be approved by Ordinance adopted more than ten years from the adoption of the ordinance approving the redevelopment plan under which the project is authorized. Therefore the latest date of retirement of the Bonds, if the ordinance approving the redevelopment plan is adopted in 1992, will be 2025.

VI. MOST RECENT EQUALIZED ASSESSED VALUATION

The total initial equalized assessed valuation of the areas selected for Redevelopment Projects, according to the Kansas City Assessor's records, is $7,867,900 $8,789,480. The current combined tax levy is projected to be $9.84 (including 1987 M & M replacement surcharge tax) per $100 assessed valuation on land and $9.09 (including 1987 M & M replacement surcharge tax) per $100 assessed valuation on improvements. The current annual tax revenue, without any property tax exemptions, is approximately $756,676 $845,276.

The Total Initial Equalized Assessed Valuation of an area selected for a redevelopment project will be determined when the individual Redevelopment Project is approved by ordinance. The municipality or the Commission may then issue tax increment bonds to finance redevelopment within the Redevelopment Project. PILOTS measured by subsequent increases in property tax revenue which would have resulted from increased valuation had Tax Increment Financing not been adopted, will be segregated from taxes resulting from the Total Initial Equalized Assessed Valuation as defined herein, and deposited in a special allocation fund earmarked for bond retirement or payment of Redevelopment Project Costs as defined herein.

VII. ESTIMATED EQUALIZED ASSESSED VALUATION AFTER REDEVELOPMENT

Upon completion of the Redevelopment Projects, the assessed valuation of the areas selected for Redevelopment Projects is anticipated to be approximately $11,000,000 $50,290,500. The increase in assessed valuation therefore is anticipated to be approximately $2,132,100 $41,501,000. The resulting Payments in Lieu of Taxes available to pay Redevelopment Project Costs by year are shown separately for each Redevelopment Project Area in Exhibit 6. When complete the areas selected for redevelopment projects will yield an estimated $659,000 $6,029,700 in additional real property taxes annually.

VIII. GENERAL LAND USE

The general land use for the Redevelopment Area is envisioned to be primarily commercial and non-profit office uses with some residential uses, and parking to support the activities in the Redevelopment Area and the surrounding Central Business District. The Site Plan, Exhibit 2, attached hereto and made part of this Redevelopment Plan, designates the intended predominant land use categories for which tracts in the area will be sold, leased, or otherwise conveyed. The individual Redevelopment Projects shall be subject to the applicable provisions of the Municipality's Zoning Ordinance as well as other codes and ordinances as may be amended from time to time.
STATUTORY FINDINGS

IX. EXISTING CONDITIONS

The Redevelopment Area, including each of the Redevelopment Projects contained therein, qualifies as a "Conservation Area" under Missouri's Tax Increment Financing Statute. More than 90% of the structures in the Redevelopment Area are older than 35 years and a significant number of the structures require rehabilitation, are deficient or dilapidated, and are partially or completely vacant. In addition, the Redevelopment Area was found to be "blighted" area as part of previous LCRA and 353 designation.

These physical conditions preclude any further development and will continue to jeopardize health, safety and welfare without the adoption of this Tax Increment Financing Plan. Further, this Plan is feasible only if all of the specified Redevelopment Projects are designated as such under Missouri's Tax Increment Financing Statute.

A study of the Redevelopment Area has been conducted documenting existing conditions and is attached as Exhibit 8.

X. "BUT FOR TIF"

The best and most economically viable use for the property in the Redevelopment Area is for commercial and non-profit uses which contribute to the historic character of the Quality Hill and Wholesale Historic Districts. Because of the existing condition and age of the property within the Redevelopment Area, the property has not been subject to growth or development in the past although numerous proposals have been considered. The cost of curing the existing conditions, ongoing historic preservation efforts and construction of the improvements contemplated by the Plan would not be economically viable, if fully borne by the developer. The use of Tax Increment Financing to offset part of this cost makes the Plan feasible and thus attractive to private enterprise investment.

XI. CONFORMANCE TO THE COMPREHENSIVE PLAN

The Plan is consistent and conforms with the City's Comprehensive Plan. The Plan generally conforms with the guidelines set forth in the Downtown 2000 Plan and with the Land Clearance for Redevelopment Authority's Urban Renewal Plan for the Central Business District.

XII. ESTIMATED DATE OF COMPLETION

The completion of any redevelopment project and retirement of obligations incurred to finance redevelopment costs will be completed no later than twenty three (23) years from the adoption of the ordinance approving the redevelopment project within the Redevelopment Area, provided that no ordinance approving a redevelopment project shall be adopted later than ten (10) years from the adoption of the ordinance approving this Redevelopment Plan.

The Development Schedule is set forth in the attached Exhibit 9.
XIII. RELocation ASSISTANCE PLAN

In order to achieve the objectives of this Redevelopment Plan, it may be necessary to
demolish structures within the Redevelopment Area. The Plan provides for relocation assistance
to all eligible displaced occupants in conformance with the Relocation Assistance Plan as set forth
in Exhibit 10.

OTHER PLAN CONDITIONS AND CONSIDERATIONS

XIV. ACQUISITION AND DISPOSITION

A. Acquisition and Clearance. To achieve the redevelopment objectives of this
Plan, property or interests therein, including easements and rights-of-way, identified on Exhibit
11, "Land Acquisition and Disposition Map", attached hereto, and made a part of this Plan, may
be acquired by purchase, donation, lease or eminent domain in the manner provided for
corporations in Chapter 523, R.S.Mo. by the Municipality or the Commission. The property
acquired by the Municipality or the Commission may be cleared, and either (1) sold or leased for
private redevelopment or (2) sold, leased, or dedicated for construction of public improvements
or facilities. The Municipality or the Commission may determine that to meet the redevelopment
objectives of the Redevelopment Plan, other properties listed on said map and not scheduled for
acquisition should be acquired or certain property currently listed for acquisition should not be
acquired. No property for a redevelopment project shall be acquired by eminent domain later than
five (5) years from adoption of the ordinance approving the redevelopment Plan under which such
project is authorized.

Individual structures may be exempted from acquisition if they are located so as not to
interfere with the implementation of the objectives of this Redevelopment Plan or the
Redevelopment Projects implemented pursuant to the Redevelopment Plan and their owner(s)
agree to rehabilitate or redevelop their property, if necessary, in accordance with the objectives
of this Redevelopment Plan.

Clearance and demolition activities will, to the greatest extent possible, be timed to
coincide with redevelopment activities so that tracts of land do not remain vacant for extended
periods of time and so that the adverse affects of clearance activities may be minimized.

The Municipality or the Commission may devote property which it has acquired to
temporary uses prior to such time as property is needed for redevelopment. Such uses may
include, but are not limited to, project office facilities, parking or other uses the Municipality or
the Commission may deem appropriate.

B. Assemblage and Disposition of Land. Land assemblage shall be conducted for (1)
sale, lease or conveyance to private developers or (2) sale, lease, conveyance or dedication for the
construction of public use, improvements or facilities. The terms of conveyance shall be
incorporated in appropriate disposition agreements which may contain more specific planning and
design controls than those stated in this Plan.
XV. AFFIRMATIVE ACTION

It is the Commission's policy to encourage participation in the bidding process by minority and women owned business concerns. The Commission has developed an affirmative action process and a minority business enterprise (MBE) participation goal of 15% and a women business enterprise (WBE) participation goal of 5% for both professional services and consultants and a similar goal for all construction activity within all phases of the redevelopment projects.

The Tax Increment Financing Commission has also adopted policies calling for 15% minority and 5% women employment participation in all construction phases of the TIF projects. All Developers, General Contractors and Subcontractors shall be required to take affirmative actions to accomplish these minimum goals and shall be required to cooperate with the Commission in preparing their Affirmative Action Plans and certifying the levels of employment accomplished under the Plan.

The Commission's Affirmative Action Policy is set forth in the attached Exhibit 12.

XVI. DESIGN REVIEW PROCESS

The Commission has adopted a design review process which shall be carried out to review all proposed improvements in the Redevelopment Area. This Design Review Process is attached hereto as Exhibit 13.

The following design controls shall apply to the Plan:

A. General: New development shall be designed and constructed so that it is integrated into and complements the surrounding environment. Any buildings that remain shall be made to conform to the development guidelines as approved by the Commission.

B. Pedestrian Walkways, Streets and Open Walk Spaces: Streets, pedestrian paths or open walk spaces shall be designed as an integral part of the overall site design, properly related to existing and proposed buildings and City streetscape elements.

C. Parking: Parking areas shall be designed with careful regard given to orderly arrangement, landscaping, ease of access, and as an integral part of the total site design. Vehicular access to the parking areas shall minimize conflicts with other vehicular and pedestrian movements. Ingress and egress points shall be well distanced from intersections in order to avoid congestion and interference with traffic.

D. Landscape Design: A coordinated landscape program shall be developed in the Redevelopment Areas to incorporate the landscape treatment sought for open spaces, roads, sidewalks, and parking areas into a coherent and integrated arrangement.

E. Historic Preservation: The Redevelopment Area overlays the Quality Hill National Register District, the Quality Hill West Historic District and the Wholesale National Register District. The intent of the Plan is that all improvements be completed in a manner which will be consistent with and enhance the historic and architectural character of the historic districts. All improvements done within the Redevelopment Area shall be done in conformance with the applicable guidelines, rules and regulations.
XVII. ENTERPRISE ZONE

In the event mandatory abatement is sought or received pursuant to Section 135.215, R.S.Mo., as amended, such abatement shall not serve to reduce payments in lieu of taxes that would otherwise have been available pursuant to Section 99.845, R.S.Mo. Said designation shall not relieve the assessor or other responsible official from ascertaining the amount of equalized assessed valuation of all taxable property annually as required by Section 99.855, R.S.Mo.

XVIII. PROVISION OF PUBLIC FACILITIES

Adequate public facilities and utilities will be assured to service each of the Redevelopment Project Areas.

XIX. REQUEST FOR PROPOSALS

Requests for proposals have been sent to developers. A developer will be selected to implement this Plan (the "Developer"). If a Developer is selected who does not now own all the property required to implement the Plan, the Developer, the Commission and the City will be required to identify the funds necessary for the acquisition or lease, of the property by purchase or eminent domain. The proposal of the Developer(s) selected must include evidence of financial commitments sufficient to complete the project. That proposal will then be attached to this Plan as Exhibit 7 and become a part of the Plan.

XX. TAX INCREMENT FINANCING

This Plan is adopted pursuant to the Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 through 99.865, 1990 (the "Act"). The Act enables municipalities to finance redevelopment costs with the revenue generated from PILOTS or Economic Activity Taxes.

XXI. PROVISIONS FOR AMENDING THE TAX INCREMENT PLAN

This Redevelopment Plan or Projects may be amended pursuant to the provisions of the Act.
EXHIBIT 1
WEST ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA
LEGAL DESCRIPTION

REDEVELOPMENT AREA

The Redevelopment Area consists of an irregularly shaped area located in that portion of the Central Business District of Kansas City, Missouri generally bound on the north by West Seventh Street, on the east by Wyandotte Street, on the south by Bee Line Street, and on the west by Interstate 29. The Redevelopment Area is more specifically described as follows:

Beginning at the point of intersection of the south right-of-way line of West 10th Street as now established and the east right-of-way line of Wyandotte Street as now established; thence south along the east right-of-way line of Wyandotte Street to the south right-of-way line of West 11th Street as now established; thence west along the south right-of-way line of West 11th Street to the east right-of-way line of Central Street as now established; thence south along the east right-of-way line of Central Street to the north right-of-way line of West 12th Street as now established; thence west along the north right-of-way line of West 12th Street to the west right-of-way line of Broadway as now established; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 11th Street; thence west along the south right-of-way line of West 11th Street to the north right-of-way line of Pennsylvania Avenue as now established; thence south along the east right-of-way line of Pennsylvania Avenue to the easterly extension of the south lot line of Lot 2, THE CORDOVA SUBDIVISION; thence west along the south lot line of Lot 2, THE CORDOVA SUBDIVISION, and the south lot line of Lots 6 through 10, Block 3, LYKINS PLACE ADDITION, and the south lot line of Lots 1 through 6 to the west lot line of Lot 6, Block 4, LYKINS PLACE ADDITION; thence north along the west lot line of Lot 6, Block 4, LYKINS PLACE ADDITION, and the northerly extension of said line to the north right-of-way line of West 12th Street; thence west along the north right-of-way line of West 12th Street to the east right-of-way line of Interstate 29 as now established, said point also being the southwest corner of Lot 2, COATES & HOPKINS 12TH STREET ADDITION; thence northwesterly and northerly along the east right-of-way line of Interstate 29 to the northwest corner of Lot 5, COATES & HOPKINS 12TH STREET ADDITION; thence east along the north line of Lots 5, 4 and 3, COATES & HOPKINS 12TH STREET ADDITION, to a point on the north lot line of Lot 3, said point being 14.5 feet west of the northeast corner of said Lot 3; thence north 160 feet to the south right-of-way line of vacated West 11th Street; thence west 25 feet along the south right-of-way line of vacated West 11th Street; thence north to the north right-of-way line of West 11th Street; thence southerly and easterly along the north right-of-way line of West 11th Street to the west right-of-way line of Jefferson Street as now established; thence north along the west right-of-way line of Jefferson Street to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to a point 10 feet east of the east lot line of Lot 5, Block 7, COATES ADDITION; thence south along a line 10 feet east of and parallel to the east lot line of Lot 5, Block 7, COATES ADDITION, to the north lot line of Lot 17, Block 7, COATES ADDITION; thence west along the north lot line of Lot 17, Block 7, COATES ADDITION, to the east right-of-way line of Jefferson Street; thence south along the east right-of-way line of Jefferson Street to a point 25 feet south of the northwest corner of
Lot 15, Block 7, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION, and its extension to the west line of Lot 8. Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9. Block 7, COATES ADDITION, to the south lot line of said Lot 9; thence east along the south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way line of Pennsylvania Avenue to the northwest corner of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of said Lot 16; thence south 130 feet, more or less, along the east lot line of Lots 16, 15 and 14, Block 5, COATES ADDITION, to a point 10.1 feet south of the northeast corner of said Lot 14; thence east along a line 10.1 feet south of and parallel to the north lot line of Lots 9 and 14, Block 5, COATES ADDITION, to the west right-of-way line of Washington Street; said point being 4.1 feet south of the northeast corner of Lot 9, Block 5, COATES ADDITION; thence north along the west right-of-way line of Washington Street to the south lot line of Lot 9, Block 6, COATES ADDITION; thence west along the south lot line of Lots 9 and 14, Block 6, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the north right-of-way line of West 7th Street; thence east along the north right-of-way line of West 7th Street to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to a point on the east lot line of Lot 18, Block 3, LUCAS PLACE, said point being on the westerly extension of a line 38 feet north of and parallel to the south lot line of Lot 7, Block 2, LUCAS PLACE; thence east along a line 38 feet north of and parallel to the south lot line of Lot 7, Block 2, LUCAS PLACE, to the northerly extension of the east line of the vacated north-south alley lying between Washington Street and Bank Street; thence south along the east line of the vacated north-south alley lying between Washington Street and Bank Street to a point 18 feet north of the south lot line of Lot 18, Block 2, LUCAS PLACE; thence east along a straight line 18 feet north of and parallel to the south lot line of Lot 18, Block 2, LUCAS PLACE, said line being the south right-of-way line of West 8th Street, to the east right-of-way line of Broadway Boulevard; thence south along the east right-of-way line of Broadway Boulevard to the south right-of-way line of West 9th Street; thence west along the south right-of-way line of west 9th Street to the west lot line of Lot 9, Block 2, COATES ADDITION May Street; thence south along the east right-of-way line of May Street to the north line of the east-west alley lying between 8th Street and 9th Street; thence east along the north line of the east-west alley lying between 8th Street and 9th Street to the west right-of-way line of Central Street; thence south along the west right-of-way line of Central Street to the north right-of-way line of Central Street; thence west along the north right-of-way line of 9th Street to the west right-of-way line of Central Street; thence north along the east-west alley lying between 9th Street and 10th Street; thence west along the north line of the east-west alley lying between 9th Street and 10th Street to the east line of the north-south alley lying between Broadway Boulevard and Central Street; thence north along the east line of the north-south alley lying between Broadway Boulevard and Central Street to the south line of Lot 2, Block 4, ASHURNS ADDITION; thence west along the south lot line of Lot 2, Block 4, ASHURNS ADDITION, to the west right-of-way line of Broadway Boulevard; thence south along the west right-of-way line of Broadway Boulevard to the south lot line of Lot 7, Block 2, COATES ADDITION; thence west along the south lot line of Lot 7, Block 2, COATES ADDITION to the east line of Bank Street; thence south along the east right-of-way of Bank Street to the easterly extension of the south lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, said point being 306.45 feet, more or less, from the south right-of-way line of West 9th Street;
thence west along a straight line 306.45 feet, more or less, south of and parallel to the south right-of-way line of West 9th Street a distance of 72 feet to the east lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence south along the east right-of-way line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the north right-of-way line of West 10th Street; thence west along the north right-of-way line of West 10th Street to the west lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence north along the west lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence east along the north lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the west right-of-way line of Bank Street; thence north along the west right-of-way line of Bank Street to south right-of-way line of West 9th; thence west along the south right-of-way of 9th Street to the east right-of-way line of Washington Street; thence south along the east right-of-way line of Washington Street to a point 163.98 feet south of the south right-of-way line of West 10th Street; thence east 68.72 feet; thence north 37.19 feet to the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION; thence east 65.63 feet along the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1 THRU 4 COATES ADDITION, to a point 15 feet west of the east lot line of said Lot 13; thence south along a line 15 feet west of and parallel to the east lot line of Lots 13, 14 and 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION, and the southerly extension of said line to a point 8 feet south of the southeast corner of said Lot 15; thence west along a line 8 feet south of and parallel to the south lot line of Lot 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION, to the east right-of-way line of Washington Street; thence south along the east right-of-way line of Washington Street to the north right-of-way line of West 11th Street; thence east along the north right-of-way line of West 11th Street to the west right-of-way line of Broadway; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence south along the east right-of-way line of Central Street to the southwest corner of Lot 1, Block 12, ASHBURNS ADDITION; thence east along the south lot line of Lots 1 thru 4, Block 12, ASHBURNS ADDITION, to the east lot line of said Lot 4; thence north along the east lot line of Lot 4, Block 12, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence west along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence north along the east right-of-way line of Central Street to the north lot line of Lot 17, Block 3, ASHBURNS ADDITION; thence east along the north lot line of Lot 17, Block 3, ASHBURNS ADDITION, to the east lot line of said Lot 17; thence south along the east lot line of Lots 12 through 17, Block 3, ASHBURNS ADDITION, and its southerly extension to the north lot line of Lot 6, Block 7, ASHBURNS ADDITION; thence east along the north lot lines of Lots 7 and 8, Block 7, ASHBURNS ADDITION, to the east lot line of said Lot 8; thence south along the east lot line of Lot 8, Block 7, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence east along the right-of-way line to the Point of Beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREAS

PROJECT AREA A:
Beginning at the southeast corner of Lot 5, CONVENT PLACE ADDITION; thence west along the south lot line of Lots 5 and 6 and Lots 23 through 25, CONVENT PLACE ADDITION, and the south lot line of Lots 1 and 2, COATES & HOPKINS 12TH
STREET ADDITION, to the southwest corner of Lot 2, COATES & HOPKINS 12711
STREET ADDITION, said point also being the point of intersection of the north right-of-way line of 12th Street and the east right-of-way line of Interstate 29; thence northeasterly along the east right-of-way line of Interstate 29 to a point 60 feet north of the westerly extension of the north right-of-way line of 12th Street; thence east along a line 60 feet north of and parallel to the north right-of-way line of 12th Street to the west right-of-way line of vacated Jefferson Street; said point also being the northeast corner of Lot 22, CONVENT PLACE ADDITION; thence north along the east lot line of Lots 15 through 21, inclusive, CONVENT PLACE ADDITION, to the north lot line of Lot 15, CONVENT PLACE ADDITION; thence east 98.16 feet along the easterly projection of the north lot line of Lot 15 and the north lot line of Lot 14, CONVENT PLACE ADDITION, to a point 38.16 feet east of the west lot line of Lot 14, CONVENT PLACE ADDITION; thence south 165.96 feet; thence east 83.51 feet to the east lot line of Lot 9, CONVENT PLACE ADDITION; thence north 26.34 feet along the east lot line of Lots 9 and 10, CONVENT PLACE ADDITION, to a point on the east lot line of Lot 10, CONVENT PLACE ADDITION; thence east 12 feet to a point on the west lot line of Lot 1, CONVENT PLACE ADDITION; thence continuing east 121.96 feet to a point on the east lot line of Lot 1, CONVENT PLACE ADDITION; thence south along the east lot line of Lots 1 through 5, inclusive, CONVENT PLACE ADDITION to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA B:
Beginning at the southwest corner Lot 12, Block 7, COATES ADDITION; thence north 175.1 feet along the west lot line of Lots 12 through 15, inclusive, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION, and its extension to the west line of Lot 8, Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9, Block 7, COATES ADDITION, to the south lot line of said Lot 9; thence east along the south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West Tenth Street; thence east along the south right-of-way line of West Tenth Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way of Pennsylvania Avenue to the north lot line of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of Lot 16, Block 5, COATES ADDITION; thence south along the east lot line of Lots 12 through 16, inclusive, Block 5, COATES ADDITION, to the south lot line of Lot 12, Block 5, COATES ADDITION; thence west along the south lot line of Lot 12, Block 5, COATES ADDITION, and the south lot line of Lots 11 and 12, Block 7, COATES ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA C:
Beginning at the southwest corner of Lot 12, Block 16, ASHburns ADDITION; thence north along the west lot line of Lots 12 through 20, inclusive, Block 16, ASHburns ADDITION, to a point 4 feet south of the north lot line of Lot 21, Block 16, ASHburns ADDITION; thence east 108.3 feet along a line 4 feet south of and parallel to the south lot line of Lot 21, Block 16, ASHburns ADDITION; thence north along a line 108.3 east of parallel to the west lot line of Lots 20 through 22, inclusive, Block 16, ASHburns ADDITION, and the west lot line of Lot 5, Block 12, ASHburns ADDITION, to the north lot line of Lot 5, Block 12, ASHburns ADDITION; thence east along the north lot line of Lots 5 through 12, inclusive, Block 12, ASHburns ADDITION, to east lot line of Lot 12, Block 12, ASHburns ADDITION; thence south
along the east lot line of Lot 12, Block 12, ASHBURNS ADDITION, and continuing south along the east lot line of Lots 1 through 11, inclusive, Block 16, ASHBURNS ADDITION, to the south lot line of Lot 11, Block 16, ASHBURNS ADDITION; thence west along the south lot line of Lots 11 and 12, Block 16, ASHBURNS ADDITION, to the point of beginning. All now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA D:
Beginning at the northwest corner of Lot 1, Block 22, ASHBURNS ADDITION; thence east along the north lot line and easterly extension of Lot 1, Block 22, ASHBURNS ADDITION to the center right-of-way line of the vacated north-south alley lying east of and adjacent to Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION; thence south along the center right-of-way line of said vacated north-south alley to the westerly extension of a line lying 5 feet south of and parallel to the north lot line of Lot 1, Block 22, ASHBURNS ADDITION; thence east along a line 5 feet south of and parallel to the north lot line of Lot 17, Block 22, ASHBURNS ADDITION, to the east lot line of Lot 17, Block 22, ASHBURNS ADDITION; thence south along the east lot line of Lot 17 and the east lot line of Lots 12 through 16, inclusive, Block 22, ASHBURNS ADDITION, to the south lot line of Lot 12, Block 22, ASHBURNS ADDITION; thence along the south lot line of Lots 11 and 12, Block 22, ASHBURNS ADDITION, to the west lot line of Lot 11, Block 22, ASHBURNS ADDITION; thence north along the west lot line of Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA E:
Beginning at the point of intersection of the south right-of-way line of West 10th Street as now established and the east right-of-way line of Wyandotte Street as now established; thence south along the east right-of-way line of Wyandotte Street to the south right-of-way line of West 11th Street as now established; thence west along the south right-of-way line of West 11th Street to the east right-of-way line of Central Street as now established; thence south along the east right-of-way line of Central Street to the north right-of-way line of West 12th Street as now established; thence west along the north right-of-way line of West 12th Street to the west right-of-way line of Broadway as now established; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 11th Street; thence west along the south right-of-way line of West 11th Street to the east right-of-way line of Pennsylvania Avenue as now established; thence south along the east right-of-way line of Pennsylvania Avenue to the north right-of-way line of West 12th Street; thence west along the north right-of-way line of West 12th Street to the east right-of-way line of Interstate 29 as now established, said point also being the southwest corner of Lot 2, COATES & HOPKINS 12TH STREET ADDITION; thence northwesterly and northerly along the east right-of-way line of Interstate 29 to the northwest corner of Lot 5, COATES & HOPKINS 12TH STREET ADDITION; thence east along the north line of Lots 5, 4 and 3, COATES & HOPKINS 12TH STREET ADDITION, to a point on the north lot line of Lot 3, said point being 14.5 feet west of the northeast corner of said Lot 3; thence north 160 feet to the south right-of-way line of vacated West 11th street; thence west 25 feet along the south right-of-way line of vacated West 11th Street; thence north to the north right-of-way line of West 11th Street; thence southerly and easterly along the north right-of-way line of West 11th Street to the west right-of-way line of Jefferson Street as now established; thence north along the west right-of-way line of Jefferson Street to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Jefferson Street; thence south along the east right-of-way line of Jefferson Street to a point 25 feet south of the
northwest corner of Lot 15, Block 7, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION; and its extension to the west line of Lot 8, Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9, Block 7, COATES ADDITION, to the south lot line of said Lot 9; thence east along the south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way line of Pennsylvania Avenue to the northwest corner of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of said Lot 16; thence south 130 feet, more or less, along the east lot line of Lots 16, 15 and 14, Block 5, COATES ADDITION, to a point 10.1 feet south of the northeast corner of said Lot 14; thence east along a line 10.1 feet south of and parallel to the north lot line of Lots 9 and 14, Block 5, COATES ADDITION, to the west right-of-way line of Washington Street, said point being 4.1 feet south of the northeast corner of Lot 9, Block 5, COATES ADDITION; thence north along the west right-of-way line of Washington Street to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Washington Street; thence south a distance of 163.98 feet along the east right-of-way line of Washington Street; thence east 68.72 feet; thence north 37.19 feet to the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION; thence east 65.63 feet along the north lot line of Lot 13, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION, to a point 15 feet west of the east lot line of said Lot 13; thence south along a line 15 feet west of and parallel to the east lot line of Lots 13, 14 and 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1, 2, 3 & 4 COATES ADDITION, and the southerly extension of said line to a point 8 feet south of the southeast corner of said Lot 15; thence west along a line 8 feet south of and parallel to the south lot line of Lot 15, Block 3, HOPKINS RESURVEY OF BLOCKS 1 THRU 4 COATES ADDITION to the east right-of-way line of Washington Street; thence south along the east right-of-way line of Washington Street to the north right-of-way line of West 11th Street; thence east along the north right-of-way line of West 11th Street to the west right-of-way line of Broadway; thence north along the west right-of-way line of Broadway to the south right-of-way line of West 10th Street; thence east along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence south along the east right-of-way line of Central Street to the southwest corner of Lot 1, Block 12, ASHBURNS ADDITION; thence east along the south lot line of Lots 1 through 4, Block 12, ASHBURNS ADDITION, to the east lot line of said Lot 4; thence north along the east lot line of Lot 4, Block 12, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence west along the south right-of-way line of West 10th Street to the east right-of-way line of Central Street; thence north along the east right-of-way line of Central Street to the north lot line of Lot 17, Block 3, ASHBURNS ADDITION; thence east along the north lot line of Lot 17, Block 3, ASHBURNS ADDITION, to the east lot line of said Lot 17; thence south along the east lot line of Lots 12 through 17, Block 3, ASHBURNS ADDITION, and its southerly extension to the north lot line of Lot 6, Block 7, ASHBURNS ADDITION; thence east along the north lot lines of Lots 7 and 8, Block 7, ASHBURNS ADDITION, to the east lot line of said Lot 8; thence south along the east lot line of Lot 8, Block 7, ASHBURNS ADDITION, to the south right-of-way line of West 10th Street; thence east along the right-of-way line to the Point of Beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

EXCEPT FOR PROJECT AREA A:
Beginning at the southeast corner of Lot 5, CONVENT PLACE ADDITION; thence west along the south lot line of Lots 5 and 6 and Lots 23 through 25, CONVENT PLACE ADDITION, and the south lot line of Lots 1 and 2, COATES & HOPKINS 12TH STREET ADDITION, to the southwest corner of Lot 2, COATES & HOPKINS 12TH STREET ADDITION, said point also being the point of intersection of the north right-of-way line of 12th Street and the east right-of-way line of Interstate 29; thence northeasterly along the east right-of-way line of Interstate 29 to a point 60 feet north of the westerly extension of the north right-of-way line of 12th Street; thence east along a line 60 feet north of and parallel to the north right-of-way line of 12th Street to the west right-of-way line of vacated Jefferson Street, said point also being the northeast corner of Lot 22, CONVENT PLACE ADDITION; thence north along the east lot line of Lots 15 through 21, inclusive, CONVENT PLACE ADDITION, to the north lot line of Lot 15, CONVENT PLACE ADDITION; thence east 98.16 feet along the easterly projection of the north lot line of Lot 15 and the north lot line of Lot 14, CONVENT PLACE ADDITION, to a point 38.16 feet east of the west lot line of Lot 14, CONVENT PLACE ADDITION; thence south 165.96 feet; thence east 83.51 feet to the east lot line of Lot 9, CONVENT PLACE ADDITION; thence north 26.34 feet along the east lot line of Lots 9 and 10, CONVENT PLACE ADDITION, to a point on the east lot line of Lot 10, CONVENT PLACE ADDITION; thence east 12 feet to a point on the west lot line of Lot 1, CONVENT PLACE ADDITION; thence continuing east 121.96 feet to a point on the east lot line of Lot 1, CONVENT PLACE ADDITION; thence south along the east lot line of Lots 1 through 5, inclusive, CONVENT PLACE ADDITION to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

EXCEPT FOR PROJECT AREA B:
Beginning at the southwest corner Lot 12, Block 7, COATES ADDITION; thence north 175.1 feet along the west lot line of Lots 12 through 15, inclusive, COATES ADDITION; thence east along a line 25 feet south of and parallel to the north lot line of Lot 15, Block 7, COATES ADDITION, and its extension to the west line of Lot 8, Block 7, COATES ADDITION; thence south along the west lot line of Lots 8 and 9, Block 7, COATES ADDITION, to the south lot line of said Lot 9; thence east along the south lot line of Lot 9, Block 7, COATES ADDITION, to the west right-of-way line of Pennsylvania Avenue; thence north along the west right-of-way line of Pennsylvania Avenue to the south right-of-way line of West Tenth Street; thence east along the south right-of-way line of West Tenth Street to the east right-of-way line of Pennsylvania Avenue; thence south along the east right-of-way line of Pennsylvania Avenue to the north lot line of Lot 16, Block 5, COATES ADDITION; thence east along the north lot line of Lot 16, Block 5, COATES ADDITION, to the east lot line of Lot 16, Block 5, COATES ADDITION; thence south along the east lot line of Lots 12 through 16, inclusive, Block 5, COATES ADDITION, to the south lot line of Lot 12, Block 5, COATES ADDITION; thence west along the south lot line of Lot 12, Block 5, COATES ADDITION, and the south lot line of Lots 11 and 12, Block 7, COATES ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

EXCEPT FOR PROJECT AREA C:
Beginning at the southwest corner of Lot 12, Block 16, ASHBURNS ADDITION; thence north along the west lot line of Lots 12 through 20, inclusive, Block 16, ASHBURNS ADDITION, to a point 4 feet south of the north lot line of Lot 21, Block 16, ASHBURNS ADDITION; thence east 108.3 feet along a line 4 feet south of and parallel to the south lot line of Lot 21, Block 16, ASHBURNS ADDITION; thence north along a line 108.3 feet south of parallel to the west lot line of Lots 20 through 22, inclusive, Block 16, ASHBURNS ADDITION, and the west lot line of Lot 5, Block 12, ASHBURNS ADDITION, to the north lot line of Lot 5, Block 12, ASHBURNS ADDITION; thence east along the north lot line of Lots 5 through 12, inclusive, Block 12, ASHBURNS ADDITION.
ADDITION, to east lot line of Lot 12, Block 12, ASHBURNS ADDITION; thence south along the east lot line of Lot 12, Block 12, ASHBURNS ADDITION, and continuing south along the east lot line of Lots 1 through 11, inclusive, Block 16, ASHBURNS ADDITION, to the south lot line of Lot 11, Block 16, ASHBURNS ADDITION; thence west along the south lot line of Lots 11 and 12, Block 16, ASHBURNS ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

EXCEPT FOR PROJECT AREA D:
Beginning at the northwest corner of Lot 1, Block 22, ASHBURNS ADDITION; thence east along the north lot line and easterly extension of Lot 1, Block 22, ASHBURNS ADDITION to the center right-of-way line of the vacated north-south alley lying east of and adjacent to Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION; thence south along the center right-of-way line of said vacated north-south alley to the westerly extension of a line lying 5 feet south of and parallel to the north lot line of Lot 17, Block 22, ASHBURNS ADDITION; thence east along a line 5 feet south of and parallel to the north lot line of Lot 17, Block 22, ASHBURNS ADDITION, to the east lot line of Lot 17, Block 22, ASHBURNS ADDITION; thence south along the east lot line of Lot 17 and the east lot line of Lots 12 through 16, inclusive, Block 22, ASHBURNS ADDITION, to the south lot line of Lot 12, Block 22, ASHBURNS ADDITION; thence along the south lot line of Lots 11 and 12, Block 22, ASHBURNS ADDITION, to the west lot line of Lot 11, Block 22, ASHBURNS ADDITION; thence north along the west lot line of Lots 1 through 11, inclusive, Block 22, ASHBURNS ADDITION, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA F:
Beginning at the intersection of the north right-of-way line of West 9th Street and the west right-of-way of Broadway Boulevard; thence west along the north right-of-way of West 9th Street to the east right-of-way line of Bank Street; thence north along the east right-of-way of Bank Street to the north Lot Line of Lot 19, Block 1, LUCAS PLACE; thence east along the north lot line of Lot 19, Block 1, LUCAS PLACE, to the west right-of-way line of Broadway Boulevard; thence south along the west right-of-way line of Broadway Boulevard to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA G1:
Beginning at the south lot line of Lot 8, Block 2, LUCAS PLACE, and the east right-of-way line of Washington Street; thence north along the east right-of-way line of Washington Street to a point 38 feet north of the south lot line of Lot 7, Block 2, LUCAS PLACE; thence east along a line 38 feet north of and parallel to the south lot line of Lot 7, Block 2, LUCAS PLACE, to the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence south along the center line of the vacated north-south alley lying between Washington Street and Bank Street to the easterly extension of the south lot line of Lot 8, Block 2, LUCAS PLACE; thence westerly along the south lot line of Lot 8, Block 2, LUCAS PLACE to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA G2
Beginning at the intersection of the north right-of-way line of West 9th Street and the east lot line of Lot 12, Block 2, LUCAS PLACE; thence west along the north right-of-way line of West 9th Street to the east right-of-way line of Washington Street; thence north along the east right-of-way line of Washington Street to the south lot line of Lot 8, Block 2, LUCAS PLACE; thence east along the south lot line of Lot 8, Block 2, LUCAS PLACE, to the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence south along the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence west along the north right-of-way line of West 9th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA G3
Beginning at the intersection of the north right-of-way line of West 9th Street and the west right-of-way line of Washington Street; thence west along the north right-of-way line of West 9th Street to a point 81.33 feet west of the east lot line of Lot 13, Block 3, LUCAS PLACE; thence north along a line 81.33 west of and parallel to the east lot line of Lots 13 and 14, Block 3, LUCAS PLACE to the north lot line of Lot 14, Block 3, LUCAS PLACE; thence east along the north lot line of Lot 14, Block 3, LUCAS PLACE, to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA H1
Beginning at the intersection of the west right-of-way line of Bank Street and the south lot line of Lot 15, Block 2, LUCAS PLACE; thence west along the south lot line of Lot 15, Block 2, LUCAS PLACE to the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence north along the center line of the vacated north-south alley lying between Washington Street and Bank Street to the a point 18 feet north of the south lot line of Lot 18, Block 2, LUCAS PLACE; thence east along a line 18 feet north of and parallel to the south lot line of Lot 18, Block 2, LUCAS PLACE, to the west right-of-way line of Bank Street; thence south along the west right-of-way line of Bank Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA H2
Beginning at the intersection of west right-of-way line of Bank Street and the north lot line of Lot 14, Block 2, LUCAS PLACE; thence south along the west right-of-way line of Bank Street a distance of 25 feet; thence west along a line 25 feet south of and parallel to the north lot line of Lot 14, Block 2, LUCAS PLACE to the center line of the vacated north-south alley lying between Washington Street and Bank Street; thence north along the center line of the vacated north-south alley lying between Washington Street and Bank Street to the north lot line of Lot 14, Block 2, LUCAS PLACE; thence east along the north lot line of Lot 14, Block 2, LUCAS PLACE to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.
PROJECT AREA H3
Beginning at the intersection of the west right-of-way line of Bank Street and the North right-of-way line of West 9th Street; thence west along the north right-of-way line of West 9th Street to the center line of the north-south alley lying between Washington Street and Bank Street; thence north along the center line of the north-south alley lying between Washington Street and Bank Street a distance of 75 feet; thence east along a line 75 feet north of and parallel to the north right-of-way line of West 9th Street to the west right-of-way line of Bank Street; thence south along the west right-of-way line of Bank Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA I:
Beginning at the intersection of the north right-of-way line of West 9th Street and the east lot line of Lot 12, Block 3, LUCAS PLACE; thence west along the north right-of-way line of West 9th Street to the east right-of-way line of Pennsylvania Avenue; thence north along the east right-of-way line of Pennsylvania Avenue to the south right-of-way line of West 7th Street; thence east along the south right-of-way line of West 7th Street to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street a distance of 21.67 feet; thence west along a line 21.67 feet south of and parallel to the north lot line of Lot 24, Block 3, LUCAS PLACE a distance of 61 feet; thence south along a line 61 feet west of and parallel to the east lot line of Lots 23 and 24, Block 3, LUCAS PLACE, to the south lot line of Lot 23, Block 3, LUCAS PLACE; thence west 61 feet to the west lot line of Lot 23, Block 3, LUCAS PLACE; thence south along the west lot line of Lot 22, Block 3, LUCAS PLACE a distance of 25 feet; thence east along a line 25 feet south of and parallel to the north lot line of Lot 22, Block 3, LUCAS PLACE, to the east lot line of Lot 22, Block 3, LUCAS PLACE; thence south along the east lot line of Lot 22, Block 3, LUCAS PLACE, to the south lot line of Lot 22, Block 3, LUCAS PLACE; thence west along the south lot line of Lot 22, Block 3, LUCAS PLACE, to the east lot line of Lot 4, Block 3, LUCAS PLACE; thence south along the east lot line of Lots 4 through 12, Block 3, LUCAS PLACE, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA J:
Beginning at the intersection of the south right-of-way line of West 9th Street and the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to the south lot line of Lot 9, Block 6, COATES ADDITION; thence west along the south lot line of Lots 9 and 14, Block 6, COATES ADDITION, to the east right-of-way line of Pennsylvania Avenue; thence north along the east right-of-way line of Pennsylvania Avenue to the north lot line of Lot 15, Block 6, COATES ADDITION; thence east along the north lot line of Lot 15, Block 6, COATES ADDITION, to the east lot line of Lot 15, Block 6, COATES ADDITION; thence north along the east lot line of Lots 16 and 17, Block 6, COATES ADDITION, to the south right-of-way line of West 9th Street; thence east along the south right-of-way line of West
9th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA K:
Beginning at the intersection of the south right-of-way line of West 10th Street and the east right-of-way line of Jefferson Street; thence east along the south right-of-way line of West 10th Street to a point 10 feet east of the east lot line of Lot 5, Block 7, COATES ADDITION; thence south along a line 10 feet east of and parallel to the east lot line of Lot 5, Block 7, COATES ADDITION, to the north lot line of Lot 17, Block 7, COATES ADDITION; thence west along the north lot line of Lot 17, Block 7, COATES ADDITION, to the east right-of-way line of Jefferson Street; thence north along the east right-of-way line of Jefferson Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA L:
Beginning at the intersection of the west right-of-way of Pennsylvania Avenue and south right-of-way of West 12th Street; thence south along the west right-of-way line of Pennsylvania Avenue to the south lot line of Lot 2, THE CORDOVA SUBDIVISION; thence west along the south lot line of Lot 2, THE CORDOVA SUBDIVISION, and the south lot line of Lots 6 through 10, Block 3, LYKINS PLACE ADDITION, and the south lot line of Lots 1 through 6, Block 4, LYKINS PLACE ADDITION, to the west lot line of Lot 6, Block 4, LYKINS PLACE ADDITION; thence north along the west lot line of Lot 6, Block 4, LYKINS PLACE, to the south right-of-way line of West 12th Street; thence east along the south right-of-way line of West 12th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA M:
Beginning at the intersection of the east right-of-way line of Broadway Boulevard and the south right-of-way line of 8th Street; thence east along the south right-of-way line of 8th Street to the west right-of-way line of May Street; thence south along the west right-of-way line of May Street to the north right-of-way line of 9th Street; thence west along the north right-of-way line of 9th Street to the east right-of-way line of Broadway Boulevard; thence north along the east right-of-way line of Broadway Boulevard to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA N:
Beginning at the intersection of the west right-of-way line of Broadway Boulevard and the south lot line of Lot 18, Block 1, LUCAS PLACE; thence west along the south lot line of Lot 18, Block 1, LUCAS PLACE, to the east right-of-way of Bank Street; thence north along the east right-of-way line of Bank Street to a point 2 feet north of the south lot line of Lot 13, Block 1, LUCAS PLACE; thence east along a line 2 feet north of and parallel to the south lot line of Lot 13, Block 1, LUCAS PLACE, to the west right-of-way line of Broadway Boulevard; thence south along the west right-of-way line of Broadway Boulevard to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.
PROJECT AREA O:
Beginning at the intersection of the south right-of-way line of West 9th Street and the east right-of-way line of Bank Street; thence south along the east right-of-way line of Bank Street to the intersection with a line approximately 306.45 feet south of and parallel to the south right-of-way to the easterly extension of the south lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, said point being 306.45 feet more or less, from the south right-of-way line of West 9th Street; thence west along a straight line 306.45 feet, more or less, south of and parallel to the south right-of-way line of West 9th Street a distance of 72 feet to the east lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence south along the east lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the north right-of-way line of West 10th Street; thence west along the north right-of-way line of West 10th Street to the west lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence north along the west lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the north lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO; thence east along the north lot line of Lot 2, REPLAT OF TRACT 1 QUALITY HILL PHASE TWO, to the west right-of-way line of Bank Street; thence north along the west right-of-way line of Bank Street to the south right-of-way line of West 9th Street; thence east along the south right-of-way line of West 9th Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA P:
Beginning at the intersection of the west right-of-way line of Washington Street and the south lot line of Lot 15, Block 3, LUCAS PLACE; thence west along the south lot line of Lot 15, Block 3, LUCAS PLACE, 81.33 feet; thence south along a line 81.33 feet west of and parallel to the east lot line of Lots 13 and 14, Block 3, LUCAS PLACE to the north right-of-way of West 9th Street; thence west along the north right-of-way line of West 9th Street to the west lot line of Lot 13, Block 3, LUCAS PLACE; thence north along the west lot line of Lots 13 through 21, Block 3, LUCAS PLACE, to the north lot line of Lot 21, Block 3, LUCAS PLACE; thence east along the north lot line of Lot 21, Block 3, LUCAS PLACE, to the west right-of-way line of Washington Street; thence south along the west right-of-way line of Washington Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA Q:
Beginning at a point on the east lot line of Lot 24, Block 3, LUCAS PLACE, said point being 21.67 feet south of the north lot line of Lot 24, Block 3, LUCAS PLACE; thence south from said point along the east lot line of Lots 22 through 24, Block 3, LUCAS PLACE, to a point 25 feet south of and parallel to the north lot line of Lot 22, Block 3, LUCAS PLACE; thence west along a line 25 south of and parallel to the north lot line of Lot 22, Block 3, LUCAS PLACE, to the west lot line of Lot 22, Block 3, LUCAS
PLACE: thence north along the west lot line of Lot 22, Block 3, LUCAS PLACE, to the north lot line of Lot 22, Block 3, LUCAS PLACE; thence east along the north lot line of Lot 22, Block 3, LUCAS PLACE, a distance of 61 feet; thence north along a line 61 feet east of and parallel to the west lot line of Lots 23 and 24, Block 3, LUCAS PLACE; thence east along a line 21.67 feet south of and parallel to the north lot line of Lot 24, Block 3, LUCAS PLACE, to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA R:
Beginning at the intersection with the south right-of-way line of West 9th Street and the east right-of-way line of Pennsylvania Avenue; thence east along the south right-of-way line of West 9th Street to the east lot line of Lot 17, Block 6, COATES ADDITION; thence south along the east lot line of Lots 16 and 17, Block 6, COATES ADDITION, to the south lot line of Lot 16, COATES ADDITION; thence west along the south lot line of Lot 16, Block 6, COATES ADDITION, to the east right-of-way line of Pennsylvania Avenue; thence north along the east right of way line of Pennsylvania Avenue to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA S
Beginning at the intersection of the east right-of-way line of Bank Street and the south right-of-way line of 9th Street; thence east along the south right-of-way line of 9th Street to the west right-of-way line of Broadway Boulevard; thence south along the west right-of-way line of Broadway Boulevard to the south line of Lot 8, Block 2, COATES ADDITION; thence west along the south line of Lot 8, Block 2, COATES ADDITION to the east right-of-way line of Bank Street; thence north along the east right-of-way line of Bank Street to the point of beginning, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT AREA T
All of Lot 7, Block 2, COATES ADDITION, all now included in and a part of Kansas City, Jackson County, Missouri.

PROJECT U
Beginning at the intersection of the east right-of-way line of May Street and the south line of the east-west alley lying between 8th Street and 9th Street; thence east along the east-west alley lying between 8th Street and 9th Street to the west lot line of Lot 17, Block 5, RESURVEY OF HUBBARDS ADDITION BLOCKS 5, 6, 7 & 8; thence south along the west lot line of Lot 17, Block 5, RESURVEY OF HUBBARDS ADDITION BLOCKS 5, 6, 7 & 8, to the north right-of-way line of 9th Street; thence west along the north right-of-way line of 9th Street to the east right-of-way line of May Street; thence north along the east right-of-way line of May Street to the point of beginning all now included in and a part of Kansas City, Missouri.
EXHIBIT 3
SPECIFIC OBJECTIVES OF REDEVELOPMENT PLAN

1. Rehabilitation of the Centennial Building.

2. Demolition of the obsolete parking structure and construction of new surface parking lot on Wyandotte between 10th and 11th Streets.

3. Upgrade and refurbish utilities, and other infrastructure facilities serving the areas selected for redevelopment projects as well as other areas contiguous thereto.

4. Provision of additional parking for the American Hereford Building.

5. Upgrade and provision of additional parking on the block bound by 11th Street, Central Street, 12th Street and Broadway.

6. Extension of streetscape improvements along the north side of 11th Street between Jefferson Street and Pennsylvania Avenue; along both sides of Jefferson Street between 10th and 11th Streets; along the west side of Pennsylvania Avenue between 10th and 12th Streets; along both sides of Broadway between 10th and 12th Streets; along the east side of Central Street between 10th and 11th Streets; and along the other streets located within the Redevelopment Area.

7. Stabilization and preservation of historic building facades, including but not limited to, those structures at 1021, 1029 and 1032 Pennsylvania Avenue.

8. To promote ongoing historic preservation and enhancement of the historic and architectural character of the Quality Hill and Wholesale Historic Districts.

9. To enhance the tax base and economy by inducing development of the Redevelopment Area to its highest and best use, and to encourage private investment in surrounding areas.

10. To promote the health, safety, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development.

11. To provide development/business opportunities in the areas selected for redevelopment projects and the surrounding areas.

12. To stimulate construction employment opportunities and increased demand for secondary and support services for the surrounding commercial area.

13. To encourage strategic development of parking to support the needs of the Central Business District.

14. Rehabilitation of the Poindexter Building.
EXHIBIT 4

ESTIMATED REDEVELOPMENT PROJECT COSTS

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<tr>
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COMMISSION EXPENSES*
Estimated Reimbursable Costs for Plan Implementation

A. PROJECT AREA A -- HEREFORD BLOCK PARKING AREA
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

B. PROJECT AREA B -- PENNSYLVANIA & 11TH STREET
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

C. PROJECT AREA C -- 10TH & WYANDOTTE
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

D. PROJECT AREA D -- 11TH & BROADWAY
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

E. PROJECT AREA E

1. CENTENNIAL BUILDING
   a. Asbestos Abatement $1,500,000 $735,000
   b. Interior Rehabilitation $1,700,000 $750,000
   c. Future Interior Rehab $640,000 $560,000
   d. Parking Garage Improvements $735,000 $735,000
   e. Exterior Improvements $750,000 $750,000
   f. Future Rehabilitation $560,000 $560,000
   g. Parking Upgrade (East Half Block 73) $350,000 $350,000
   SUBTOTAL $6,235,000 $2,395,000

2. HEREFORD BUILDING BLOCK
   a. Hereford Building Rehabilitation $3,350,000 $350,000
   b. Construction and Repair of Parking $350,000 $350,000
   c. Electrical Service Upgrade $65,000 $65,000
   SUBTOTAL $3,765,000 $415,000

3. DERAMUS BUILDING BLOCK (BLOCK 89)
   a. Parking Improvements $105,000 $105,000
4. RELATED COSTS
   a. Legal, Engineering
      Architectural Consultants
      Financing Expenses $100,000

F. PROJECT AREA F – THAYER PLACE RENOVATION
1. RENOVATION OF THAYER PLACE
   a. Acquisition Costs $350,000 $290,000
   b. Exterior Rehabilitation $290,000 $80,000
   c. Streetscapes $80,000
   d. ADA & Building Code Compliance $115,000 $115,000
   e. Upgrade Mechanical & Electrical Systems $205,000 $0
   f. Public Area Finishes $200,000 $0
   g. Tenant Area Finishes $700,000 $0
   h. Architect & Engineering SUBTOTAL $2,037,000 $509,250

2. THAYER PLACE PARKING
   a. Acquisition Costs $1,172,000 $1,172,000
   b. Asbestos Abatement $100,000 $100,000
   c. Demolition Costs $290,000 $290,000
   d. Fashionbilt Modifications $435,000 $435,000
      & Improvements
   e. Additional Parking Facilities $2,000,000 $2,000,000
   f. Architect & Engineering SUBTOTAL $199,850 $199,850
      $4,196,850 $4,196,850

3 QUALITY HILL PARKING
   a. Acquisition Costs $925,000 $925,000
   b. Asbestos Removal $53,000 $53,000
   c. Demolition $95,000 $95,000
   d. Parking, Lighting and Streetscapes $135,000 $135,000
   e. Architect & Engineering SUBTOTAL $60,400 $60,400
      $1,268,400 $1,268,400

G. PROJECT AREA G1, G2 & G3 – FASHIONBILT REDEVELOPMENT
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

H. PROJECT H1, H2 & H3 – 9TH & BANK STREET
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

I. PROJECT I – EAST SIDE OF PENNSYLVANIA BETWEEN 7TH & 9TH
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.
J. PROJECT J -- PENNHILL APARTMENTS
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

K. PROJECT K -- RIO VISTA APARTMENTS
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

L. PROJECT L -- BEELINE STREET & JEFFERSON
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

M. PROJECT M -- PROJECT DELETED

N. PROJECT N -- 8TH & BROADWAY
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

O. PROJECT O -- QUALITY HILLS APARTMENT PARKING LOT
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

P. PROJECT P -- WEST SIDE OF WASHINGTON BETWEEN 7TH & 9TH
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

Q. PROJECT Q -- 7TH & WASHINGTON
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

R. PROJECT R -- 9TH & PENNSYLVANIA
Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

S. HISTORIC NEIGHBORHOOD PROJECT**
   a. Streetscape $1,200,000 $1,200,000
      Improvements
   b. 1021 Pennsylvania $35,000 $35,000
      Facade Improvements
   c. 1029 Pennsylvania $25,000 $25,000
      Facade Improvements
   d. 1032 Pennsylvania $110,000 $110,000
      Facade Improvements
   e. Other Improvements $586,300 $586,300
      SUBTOTAL
   TOTAL $19,993,550 $11,275,800

* The selected developer shall pay all fees and expenses of the TIF Commission for Plan preparation, approval and implementation including, but not limited to, staff time.
agenda costs, legal fees, printing and publication of notices. The selected developer shall be billed for these expenses by the Commission as needed. These expenses shall be considered reimbursable project costs to the developer from the Special Allocation Fund.

In addition, the Commission has determined that those planning and special services expenses of the Commission which cannot be directly attributable to a particular project are nonetheless reasonable and necessary for the operation of the Commission and are incidental to the project. These incidental costs will be recovered by the Commission from the Special Allocation Fund in an amount not to exceed five percent (5%) of the PILOTS and Economic Activity Taxes paid annually into the fund.

** Seventy percent (70%) of the revenues remaining in the Special Allocation Fund after payment of Commission expenses will be made available to reimburse approved preservation and neighborhood improvements.
### ELEVENTH STREET CORRIDOR TIF PLAN
### ESTIMATED REDEVELOPMENT PROJECT COSTS

#### COMMISSION EXPENSES*

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#### 2 Final Development Plan

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#### A. PROJECT AREA A -- HEREFORD BLOCK PARKING AREA

Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

#### B. PROJECT AREA B -- PENNSYLVANIA & 11TH STREET

Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

#### C. PROJECT AREA C -- 10TH & WYANDOTTE

Estimated redevelopment project costs will be submitted at time a developers proposal is submitted for the project.

#### D. PROJECT AREA D -- 11TH & BROADWAY

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#### E. PROJECT AREA E

1 CENTENNIAL BUILDING

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* Note: This section includes estimated costs for various projects, with specific details for each area and subcategory. Costs are listed in both dollars and, where applicable, in percentages.
2 HEREFORD BUILDING BLOCK
a. Hereford Building Rehabilitation $3,350,000
b. Construction and Repair of Parking $350,000
c. Electrical Service Upgrade $65,000
   SUBTOTAL $3,765,000

3 DERAMUS BUILDING BLOCK (BLOCK 89)
a. Parking Improvements $105,000

4 RELATED COSTS
a. Legal, Engineering
   Architectural Consultants Financing Expenses $100,000
   $100,000

F. PROJECT AREA F – THAYER PLACE RENOVATION
   RENOVATION OF THAYER PLACE
a. Acquisition Costs $350,000 $290,000
b. Exterior Rehabilitation $290,000 $80,000
c. Streetscapes $115,000
   Compliance
   $115,000
e. Upgrade Mechanical & Electrical Systems $205,000 $0
   $0
f. Public Area Finishes $200,000 $0
   $0
g. Tenant Area Finishes $700,000 $24,250
   $509,250
h. Architect & Engineering $97,000
   SUBTOTAL $2,037,000

2 THAYER PLACE PARKING
a. Acquisition Costs $1,172,000 $1,172,000
b. Asbestos Abatement $100,000 $100,000
c. Demolition Costs $290,000 $290,000
d. Fashionbilt Modifications & Improvements $435,000 $435,000
e. Additional Parking Facilities $2,000,000 $2,000,000
f. Architect & Engineering $199,850 $199,850
   SUBTOTAL $4,196,850 $4,196,850

3 QUALITY HILL PARKING
a. Acquisition Costs $925,000 $925,000
b. Asbestos Removal $53,000 $53,000
c. Demolition $95,000 $95,000
d. Parking, Lighting and Streetscapes $135,000 $135,000
   $60,400 $60,400
e. Architect & Engineering $1,268,400 $1,268,400
   SUBTOTAL $1,268,400
G. PROJECT AREA G1 -- FASHIONBILT RENOVATION
   a. Acquisition Costs $353,571
   b. Asbestos, Lead Paint $127,000
      Abatement
   c. Exterior Modifications & $435,000
      Improvements
   d. Streetscape @$200/s.f -
   e. ADA & Building Code $100,000
      Compliance
   f. Interior Renovation & New $4,400,000
      Service Core $101,557
   g. Architect & Engineering $541,557
      SUBTOTAL*** $1,117,128

H. PROJECT G2, H1, H2 -- PARKING
   a. Acquisition Costs $502,428
   b. Parking Garage (400 cars) $4,000,000
   c. Demolition $135,000
   d. Asbestos Abatement $9,000
   e. Streetscape @$200/s.f -
   f. Architect & Engineering $464,643
      SUBTOTAL*** $5,111,071

I. PROJECT H3
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

J. PROJECT I -- EAST SIDE OF PENNSYLVANIA BETWEEN 7TH & 9TH
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

K. PROJECT J -- PENNHILL APARTMENTS
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

L. PROJECT K -- RIO VISTA APARTMENTS
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

M. PROJECT L -- BEELINE STREET & JEFFERSON - PARKING
   a. Acquisition Costs $675,000
   b. Demolition Cost $65,000
   c. Surface Parking Lot $350,000
      (160 cars)
   d. Streetscape @$200/s.f. -
   e. Asbestos Abatement $35,000
      SUBTOTAL*** $1,125,000
N. PROJECT M -- POINDEXTER BUILDING
   a. Acquisition Costs $3,160,000
   b. Survey $6,283
   c. Environmental Remediation $14,655
   d. Asbestos Abatement (Gatlin) $50,000
   e. Interior Demolition (Gatlin) $76,600
   f. Interior Demolition (Poindexter) $103,300
   g. Lead Paint Abatement (Poin.) $241,445
   h. Architect/Consultant Fees $500,000
   i. Code/ADA Requirements $100,000
   j. Floor Leveling (incl. Gatlin steel) $821,000
   k. Topping for Poin. Wood Floors $377,000
   l. Elevator (Gatlin/Poin. transition) $150,000
   m. Utility System Upgrades $100,000
   n. Gatlin Facade Rehabilitation $760,000
   o. Roof Flashing & Repair $229,000
   p. Repair Understreet Tunnel $50,000
   q. Masonry Wall Tuckpoint Rehab $102,000
   r. Window Rehabilitation $172,000
   s. General Construction $6,739,000
   t. Tenant Finish (250,000 @ $20/ $5,000,000
      SUBTOTAL $18,752,283

O. PROJECT N -- 8TH & BROADWAY
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

P. PROJECT O -- QUALITY HILLS APARTMENT PARKING LOT
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

Q. PROJECT P -- WEST SIDE OF WASHINGTON BETWEEN 7TH & 9TH
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

R. PROJECT Q -- 7TH & WASHINGTON
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

S. PROJECT R -- 9TH & PENNSYLVANIA
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

T. PROJECT S - 9TH & BROADWAY
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.

U. PROJECT T - 219 W. 9TH
   Estimated redevelopment project costs will be submitted at time a
   developers proposal is submitted for the project.
V. PROJECT U - 9TH & MAY STREETS
Construction of 200 space parking garage @ $8,500/space $1,700,000

W. PROJECT V - 9TH & CENTRAL
Construction of 328 space parking garage @ $8,500/space $2,788,000

X. PROJECT W - SOUTHSIDE OF 9TH STREET AT CENTRAL
Construction of 636 space parking garage @ $8,500/space $5,406,000

Y. HISTORIC NEIGHBORHOOD PROJECT**
a. Streetscape Improvements $2,075,100
   b. 1021 Pennsylvania Facade Improvements $35,000
   c. 1029 Pennsylvania Facade Improvements $25,000
   d. 1032 Pennsylvania Facade Improvements $110,000
   e. Other Improvements $586,300
      SUBTOTAL $2,831,400
TOTAL $80,795,517

$1,700,000
$2,788,000
$5,406,000
$2,075,100
$35,000
$25,000
$110,000
$586,300
$2,831,400
$37,611,802

* The selected developer shall pay all fees and expenses of the TIF Commission for Plan preparation, approval and implementation including, but not limited to, staff time, agenda costs, legal fees, printing and publication of notices. The selected developer shall be billed for these expenses by the Commission as needed. These expenses shall be considered reimbursable project costs to the developer from the Special Allocation Fund.

In addition, the Commission has determined that those planning and special services expenses of the Commission which cannot be directly attributable to a particular project are nonetheless reasonable and necessary for the operation of the Commission and are incidental to the project. These incidental costs will be recovered by the Commission from the Special Allocation Fund in an amount not to exceed five percent (5%) of the PILOTS and Economic Activity Taxes paid annually into the fund.

** For all projects, with the exception of Projects D, G1, G2, H1, H2 and L, seventy percent (70%) of the revenues remaining in the Special Allocation Fund after payment of Commission expenses will be made available to reimburse approved Developer expenses and thirty percent (30%) to reimburse approved preservation and neighborhood improvements. In regards to the revenues generated from Projects D, G1, G2, H1, H2 and L, one hundred percent (100%) of the revenues remaining in the Special Allocation Fund after payment of Commission expenses shall be made available to reimburse expenses related to Projects D, G1, G2, H1, H2 and L.

** Does not include total cost of streetscape improvements.
EXHIBIT 5

A. SOURCE OF FUNDS FOR ALL ESTIMATED REDEVELOPMENT PROJECT COSTS

1. Amount of Reimbursable Costs from PILOTS and Operation and Activity Taxes within proposed Redevelopment Project Areas
   $11,275,800

2. Private Investment
   $ 8,717,750

TOTAL
   $19,993,550

* These are preliminary estimates. These amounts may be revised individual projects are approved and included in this Plan.

B. BONDS

The total estimated amount of PILOTS and Economic Activity Taxes over twenty-three years available to reimburse project costs is approximately $19,811,700. The Commission may dedicate part or all of this amount to help defray the cost of the projects.

5/3/94
EXHIBIT 5

A. SOURCE OF FUNDS FOR ALL ESTIMATED REDEVELOPMENT PROJECT COSTS

1. Amount of Reimbursable Costs from PILOTS and Operation and Activity Taxes within proposed Redevelopment Project Areas $37,611,802

2. Private Investment $43,183,715

TOTAL $80,795,517

* These are preliminary estimates. These amounts may be revised individual projects are approved and included in this Plan.

B. BONDS

The total estimated amount of PILOTS and Economic Activity Taxes over twenty-three years available to reimburse project costs is approximately $48,753,500. The Commission may dedicate part or all of this amount to help defray the cost of the projects.
## Exhibit 6

### ESSENTIAL ALLOCATION/FUND CONTRIBUTION - SUMMARY BY YEAR - ALL BUILDINGS

<table>
<thead>
<tr>
<th>YEAR</th>
<th>ESSENTIAL</th>
<th>SPECIAL</th>
<th>ALLOCATION</th>
<th>FUND</th>
<th>CONTRIBUTION</th>
<th>SUMMARY</th>
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<th>THEATER PLACE</th>
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<td>14,581.63</td>
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### Assumptions:

1. **1993 Figures Are Actual Numbers.**
2. **1994 Through 2016 Figures Are Based On A 2% Annual Increase Year To Year In Each Of The Economic Activity Taxes And In Payments In Lieu Of Taxes.**
### TOTAL PILOTS - SUMMARY BY YEAR - ALL BUILDINGS

<table>
<thead>
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<th>Year</th>
<th>New Building</th>
<th>Existing Building</th>
<th>Parking</th>
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**ASSUMPTIONS:**

1. **1993 FIGURES ARE ACTUAL NUMBERS.**

2. **1994 THROUGH 2016 FIGURES ARE BASED ON A 2% ANNUAL INCREASE YEAR TO YEAR IN EACH OF THE ECONOMIC ACTIVITY TAXES AND IN PAYMENTS IN LIEU OF TAXES.**
## TOTAL EATS - SUMMARY BY YEAR - ALL BUILDINGS

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<th>Year</th>
<th>Buildings</th>
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<th>House</th>
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<th>Holding</th>
<th>Broadway</th>
<th>Square</th>
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<th>Parking</th>
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### Assumptions:

1. **1993 Figures are actual numbers.**

2. **1994 through 2016 figures are based on a 2% annual increase year to year in each of the economic activity taxes and in payments in lieu of taxes.**

**The amounts shown here are 100% of EATS estimated over plan.**
<table>
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<th>YEAR</th>
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<th>SALES</th>
<th>EARNINGS</th>
<th>UTILITIES</th>
<th>CORP PROFIT</th>
<th>EATS</th>
<th>PILOTS</th>
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properties. The Redevelopment Area would not reasonably be anticipated to be developed without the proposed Tax Increment Financing Plan. The best and most economically viable use for the property in the Redevelopment Area is for commercial and non-profit uses and some residential use which contribute to the historic character of the Quality Hill and Wholesale Historic Districts, as well as structured parking necessary to serve the Redevelopment Area and the surrounding Central Business District. Because of the existing condition and age of the property within the Redevelopment Area, the improvements contemplated by the Plan would not be economically viable if fully borne by a single developer. The use of Tax Increment Financing to offset part of this cost makes the Plan feasible and thus attractive to private enterprise investment.
## EXHIBIT B

LIST OF PROPERTIES

SECOND AMENDMENT TO
THE ELEVENTH STREET CORRIDOR TIF

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EXHIBIT 6

DATA PERTAINING TO
THE ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA

PREPARED BY THE TAX INCREMENT FINANCING COMMISSION
OF KANSAS CITY, MISSOURI

NOVEMBER 3, 1992

I. INTRODUCTION

A. Purpose of This Report

The purpose of this report is to present evidence supporting designation of the Eleventh Street Corridor Redevelopment Area (the "Redevelopment Area") as a Real Property Tax Increment Allocation Redevelopment Area.

B. Eligibility Criteria

The Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 et seq., 1986, as amended (the "Act"), provides that a Real Property Tax Increment Allocation Redevelopment Plan can be implemented by the Tax Increment Financing Commission if the governing body of a community determines by ordinance, that an area qualifies under the Act as:

1. a blighted area;
2. a conservation area; or
3. an economic development area; and

that the area 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 the Redevelopment Plan.

This report is intended to show evidence that the Redevelopment Area qualifies as a Conservation Area. The Act defines a "Conservation Area" as follows:

"[A]ny improved area within the boundaries of a redevelopment area located within the territorial limits of a municipality in which fifty percent or more of the structures in the area have an age of thirty-five years or more. Such an area is not yet a blighted area but is detrimental to the public health, safety, morals, or welfare and may become a blighted area because of any one or more of the following factors: Dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning."
deleterious land use or layout, depreciation of physical maintenance, and lack of community planning".

II. REDEVELOPMENT AREA

A. General Location

The Eleventh Street Corridor Redevelopment Area, as described in the First Amendment to the Eleventh Street Corridor Plan, is generally located between 7th Street on the north, Wyandotte Street on the east, 12th Street and Bee Line Street on the south and Interstate 29 on the west in Kansas City, Jackson County, Missouri. The expanded Redevelopment Area now also includes an area south of the existing Redevelopment Area described as generally bound by 12th Street on the north, Pennsylvania Avenue on the east, Bee Line Street on the south and Interstate 29 (Summit Street) on the west; to include an irregularly shaped area to the north of the existing Redevelopment Area described as generally bound by 7th Street on the north, Central Avenue on the east, 10th Street on the south and Jefferson Street on the west; and the property located on the southeast corner of 10th and Jefferson Streets.

Exhibit A shows the location of the Eleventh Street Corridor Redevelopment Area as described in the Second Amendment to the Eleventh Street Corridor Plan.

B. Current Land Uses

The original Redevelopment Area contains a variety of nonprofit and commercial uses, as well as civic and cultural facilities and parking facilities. The properties added to the Redevelopment Area, as a part of the Second Amendment to the Plan, consist of 6 parcels used as paved surface parking lots and 6 parcels contain commercial structures.

Exhibit B lists the structures located within the Eleventh Street Corridor Redevelopment Area.

C. Historic Significance

Much of the Redevelopment Area overlaps the Quality Hill National Register District, the Quality Hill West Historic District and the Wholesale National Register District. Of the properties added to the Redevelopment Area, at least three of the six structures in the area are either individually listed on the National Register, are included in an existing historic district, or are eligible for listing on the National Register.

III. Conservation Area Qualification

A. Age of Structures

One hundred percent of the 6 structures within the Redevelopment Area are more than 35 years old. The earliest structure was constructed in 1887 with the most recent building constructed in 1915.

B. Building Conditions
Most of the structures show varying degrees of deterioration, such as cracks in the walls and crumbling brick and mortar, such deterioration being consistent with the exposure experienced by the structures and their advanced age.

C. Excessive Vacancy and Under-utilization

The newly added properties display significant under-utilization of land within the central business district. Of the 12 ownership parcels listed on the Jackson County Assessor's records, 50% are small surface parking lots. Of the 6 buildings newly included in the Redevelopment Area, approximately 50% are completely or partially vacant.

D. Other Blight Designations

The Eleventh Street Corridor Redevelopment Area is a part of the larger Central Business District Urban Renewal Area which was found to be a blighted area at the time or its designation on November 25, 1968. This LCRA Plan was subsequently amended on January 22, 1992 to include Block 85, the Hereford Building Block. Though some improvements have occurred in portions of the LCRA Plan Area, the condition of many of the buildings has deteriorated since the time of the Urban Renewal Area designation.

IV. REPORT OF FINDINGS

A. FINDING NUMBER 1: The Eleventh Street Corridor Redevelopment Area, as described in the Second Amendment to the Eleventh Street Corridor Plan, is a Conservation Area.

The finding that the Eleventh Street Corridor Redevelopment Area is a Conservation Area is not impacted by the inclusion of the 12 properties. The Redevelopment Area meets the criteria for designation as a Conservation Area under the Act. One hundred percent of the building stock in the newly added portion of the Redevelopment Area is 35 years or more. Altogether in the expanded Redevelopment Area, over 90% of the structures are more than 35 years of age. Also the Redevelopment Area contains conditions of blight, including excessive vacancy, under-utilization, physical deterioration and obsolescence.

B. FINDING NUMBER 2: The Redevelopment Area has not been subject to growth and redevelopoment by private enterprise.

The finding that the Eleventh Street Corridor Redevelopment has not been subject to growth and redevelopment by private enterprise is not impacted by the inclusion of the 12 properties. The Redevelopment Area has not been subject to significant growth or redevelopment as demonstrated by the fact that well over 90% of all structures were built more than 35 years ago and the large amount of vacant and under-utilized space. The cost of curing the existing conditions, ongoing historic preservation efforts and construction of the improvements, as well as insufficient parking, have discouraged redevelopment within the Redevelopment Area. Continued neglect of the area will jeopardize future redevelopment and slow existing redevelopment efforts in the vicinity.

C. FINDING NUMBER 3: The Redevelopment Area would not reasonably be anticipated to be developed without the adoption of the Tax Increment Financing Plan.

The finding that the Eleventh Street Corridor Redevelopment Area would not reasonably be anticipated to be developed is not impacted by the inclusion of the 12
D. Other Blight Designations

The Eleventh Street Corridor Redevelopment Area is a part of the larger Central Business District Urban Renewal Area which was found to be a blighted area at the time or its designation on November 25, 1968. This LCRA Plan was subsequently amended on January 22, 1992 to include Block 85, the Hereford Building Block. Though some improvements have occurred in portions of the LCRA Plan Area, the condition of many of the buildings has deteriorated since the time of the Urban Renewal Area designation.

IV. REPORT OF FINDINGS

A. FINDING NUMBER 1: The Eleventh Street Corridor Redevelopment Area is a Conservation Area.

The Redevelopment Area meets the criteria for designation as a Conservation Area under the Act. Well over fifty percent of the building stock is 35 years or more and the Redevelopment Area contains conditions of blight, vacancy, deterioration and obsolescence.

B. FINDING NUMBER 2: The Redevelopment Area has not been subject to growth and redevelopment by private enterprise.

The Redevelopment Area has not been subject to significant growth or redevelopment. The cost of curing the existing conditions, ongoing historic preservation efforts and construction of the improvements have discouraged redevelopment within in the Redevelopment Area. Continued neglect of the area will jeopardize future redevelopment and slow existing redevelopment efforts in the vicinity.

C. FINDING NUMBER 3: The Redevelopment Area would not reasonably be anticipated to be developed without the adoption of the Tax Increment Financing Plan.

The Redevelopment Area would not reasonably be anticipated to be developed without the proposed Tax Increment Financing Plan. The best and most economically viable use for the property in the Redevelopment Area is for commercial and non-profit uses which contribute to the historic character of the Quality Hill and Wholesale Historic Districts. Because of the existing condition and age of the property within the Redevelopment Area, the improvements contemplated by the Plan would not be economically viable, if fully borne by a single developer. The use of Tax Increment Financing to offset part of this cost makes the Plan feasible and thus attractive to private enterprise investment.
### ELEVENTH STREET CORRIDOR REDEVELOPMENT AREA

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L. INTRODUCTION

A. Purpose of This Report

The purpose of this report is to present evidence supporting designation of the areas added to the original Eleventh Street Corridor Redevelopment Area as a part of the First Amendment to the Eleventh Street Corridor Plan (the "Redevelopment Area") as a Real Property Tax Increment Allocation Redevelopment Area.

B. Eligibility Criteria

The Real Property Tax Increment Allocation Redevelopment Act, Missouri Revised Statutes, Section 99.800 et seq., 1986, as amended (the "Act"), provides that a Real Property Tax Increment Allocation Redevelopment Plan can be implemented by the Tax Increment Financing Commission if the governing body of a community determines by ordinance, that an area qualifies under the Act as:

1. a blighted area;
2. a conservation area; or
3. an economic development area; and

that the area 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 the Redevelopment Plan.

This report is intended to show evidence that the Redevelopment Area qualifies as a Conservation Area. The Act defines a "Conservation Area" as follows:

"[A]ny improved area within the boundaries of a redevelopment area located within the territorial limits of a municipality in which fifty percent or more of the structures in the area have an age of thirty-five years or more. Such an area is not yet a blighted area but is detrimental to the public health, safety, morals, or welfare and may become a blighted area because of any one or more of the following factors: Dilapidation; obsolescence; deterioration; illegal use of individual structures; presence of structures below minimum code standards; abandonment; excessive vacancies; overcrowding of structures and community facilities; lack of ventilation, light or sanitary facilities; inadequate utilities; excessive land coverage; deleterious land use or layout; depreciation of physical maintenance; and lack of community planning".
II. REDEVELOPMENT AREA

A. General Location

The Eleventh Street Corridor Redevelopment Area, as described in the First Amendment to the Eleventh Street Corridor Plan, is generally located between 7th Street on the north, Wyandotte Street on the east, 12th Street and Bee Line Street on the south and Interstate 29 on the west in Kansas City, Jackson County, Missouri. The expanded Redevelopment Area now also includes an area south of the existing Redevelopment Area described as generally bounded by 7th Street on the north, Pennsylvania Avenue on the east, Bee Line Street on the south and Interstate 29 (Summit Street) on the west; to include an irregularly shaped area to the north of the existing Redevelopment Area described as generally bounded by 7th Street on the north, Central Avenue on the east, 10th Street on the south and Jefferson Street on the west; and the property located on the southeast corner of 10th and Jefferson Streets.

Exhibit A shows the location of the Eleventh Street Corridor Redevelopment Area as described in the First Amendment to the Eleventh Street Corridor Plan.

B. Current Land Uses

The original Redevelopment Area contains a variety of nonprofit and commercial uses, as well as civic and cultural facilities and parking facilities. The properties added to the Redevelopment Area, as a part of the First Amendment to the Plan, consist of 16 vacant lots, 12 parcels used as paved surface parking lots, 2 single-family residential structures, 3 vacant apartment buildings and one occupied apartment building, and 18 other commercial structures, 4 of which are entirely vacant and the remainder of which appear to be partially vacant.

Exhibit B lists the structures located within the Eleventh Street Corridor Redevelopment Area.

C. Historic Significance

Much of the Redevelopment Area overlaps the Quality Hill National Register District and the Quality Hill West Historic District. Of the properties added to the Redevelopment Area, at least 21 of the 24 structures in the area are either individually listed on the National Register, are included in an existing historic district, or are eligible for listing on the National Register.

III. Conservation Area Qualification

A. Age of Structures

One hundred percent of the 24 structures within the Redevelopment Area are more than 35 years old. The earliest structure was constructed in 1883 and the most recent building constructed in 1937. A majority of the structures were built prior to 1930.

B. Building Constituents
Most of the structures show varying degrees of deterioration, such as cracks in the walls and crumbling brick and mortar, such deterioration being consistent with the exposure experienced by the structures and their advanced age. In the case of the seven vacant structures, the deterioration is more pronounced indicating a lack of maintenance. Some of the vacant buildings are not sufficiently boarded up and contain broken doors and windows allowing access to the interior by weather, pigeons and other life forms. In the case of two vacant apartment buildings located in the 900 Block of Jefferson, warnings have been posted on the buildings.

C. **Excessive Vacancy and Under-utilization**

The newly added properties display significant under-utilization of land within the central business district. Of the 46 ownership parcels listed on the Jackson County Assessor's records, 35% are grassy vacant lots and another 26% are small surface parking lots. Of the 24 buildings newly included in the Redevelopment Area, approximately 29% are completely vacant. Over 50% of the balance of the buildings appear to be partially vacant or underutilized, as only the first floor exhibits any commercial activity and the upper floors appear to be empty or used for storage.

D. **Other Blight Designations**

The Eleventh Street Corridor Redevelopment Area is a part of the larger Central Business District Urban Renewal Area which was found to be a blighted area at the time of its designation on November 25, 1968. This LCRA Plan was subsequently amended on January 22, 1992 to include Block 85, the Hereford Building Block. Though some improvements have occurred in portions of the LCRA Plan Area, the condition of many of the buildings has deteriorated since the time of the Urban Renewal Area designation.

IV. **REPORT OF FINDINGS**

A. **FINDING NUMBER 1:** The Eleventh Street Corridor Redevelopment Area, as described in the First Amendment to the Eleventh Street Corridor Plan, is a Conservation Area.

The Redevelopment Area meets the criteria for designation as a Conservation Area under the Act. One hundred percent of the building stock in the newly added portion of the Redevelopment Area is 35 years or more. Altogether in the expanded Redevelopment Area, over 90% of the structures are more than 35 years of age. Also the Redevelopment Area contains conditions of blight, including excessive vacancy, under-utilization, physical deterioration and obsolescence.

B. **FINDING NUMBER 2:** The Redevelopment Area has not been subject to growth and redevelopment by private enterprise.

The Redevelopment Area has not been subject to significant growth or redevelopment as demonstrated by the fact that well over 90% of all structures were built more than 35 years ago and the large amount of vacant and under-utilized space. The cost of curing the existing conditions, ongoing historic preservation efforts and the destruction of the improvements, as well as insufficient parking, have discouraged redevelopment in the Redevelopment Area. Continued neglect of the area will result in existing redevelopment efforts in the vicinity.
C. FINDING NUMBER 3: The Redevelopment Area would not reasonably be anticipated to be developed without the adoption of the Tax Increment Financing Plan.

The Redevelopment Area would not reasonably be anticipated to be developed without the proposed Tax Increment Financing Plan. The best and most economically viable use for the property in the Redevelopment Area is for commercial and non-profit uses and some residential use which contribute to the historic character of the Quality Hill and Wholesale Historic Districts, as well as structured parking necessary to serve the Redevelopment Area and the surrounding Central Business District. Because of the existing condition and age of the property within the Redevelopment Area, the improvements contemplated by the Plan would not be economically viable if fully borne by a single developer. The use of Tax Increment Financing to offset part of this cost makes the Plan feasible and thus attractive to private enterprise investment.
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EXHIBIT 9
DEVELOPMENT SCHEDULE

Commission Holds Public Hearing
City Council Approves Plan and Ordinance Designating Project E
Centennial Building Block Rehabilitation Commence
Hereford Block Improvements and Deramus Block Improvements Commence
Commission Holds Public Hearing on First Amendment to the Plan
City Council Approves First Amendment to the Plan
Renovation of Thayer Place Commences
Centennial Building Block, Hereford Block and Deramus Block Improvements Complete
All Ordinances Designating All Project Areas Approved
Plan Completed

November 10, 1992
December 1992
December 1992
Spring 1994
May 1994
Summer 1994
Summer 1994
December 1994
December 2002
December 2015
EXHIBIT 9
DEVELOPMENT SCHEDULE

Commission Holds Public Hearing  
November 10, 1992

City Council Approves Plan and  
Ordinance Designating Project E  
December 1992

Centennial Building Block  
Rehabilitation Commence  
December 1992

Hereford Block Improvements  
and Deramus Block Improvements  
Commence  
Spring 1994

Commission Holds Public Hearing on  
First Amendment to the Plan  
May 1994

City Council Approves First Amendment  
to the Plan  
Summer 1994

Renovation of Thayer Place Commences  
Summer 1994

Centennial Building Block,  
Hereford Block and Deramus  
Block Improvements Complete  
December 1994

Commission Holds Public Hearing on  
Second Amendment to the Plan  
September 1995

City Council Approves Second Amendment  
to the Plan  
Fall 1995

All Ordinances Designating All  
Project Areas Approved  
December 2002

Plan Completed  
December 2015
EXHIBIT 10
RELOCATION ASSISTANCE PLAN

(a) Definitions. The following terms, whenever used or referred to herein, shall have the following meanings:

(i) Designated Occupants. "Designated Occupants" shall mean handicapped displaced occupants and those displaced occupants who are 65 years of age or older at the time of the notice to vacate or who have an income less than the average median income for the metropolitan area as certified annually by the Director of City Development based upon standards established by the Department of Housing and Community Development of Kansas City, Missouri.

(ii) Displaced Business. "Displaced Business" shall mean any business that moves from real property within the development area as a result of the acquisition of such property, or as a result of written notice to vacate such property, or in conjunction with the demolition, alteration or repair of said property, by the Tax Increment Financing Commission pursuant to RSMo. 99.800 et. seq., as amended.

(iii) Displaced Occupant. "Displaced Occupant" shall mean any occupant who moves from real property within the development area as a result of the acquisition of such property, or as a result of written notice to vacate such property, or in connection with the demolition, alteration or repair of said property, by the Tax Increment Financing Commission pursuant to RSMo. 99.800 et. seq., as amended.

(iv) Handicapped Occupant. "Handicapped Occupant" shall mean any occupant who is deaf, legally blind, or orthopedically disabled to the extent that acquisition of other residence presents a greater burden than other occupants would encounter or that modification to the residence would be necessary.

(v) Occupant. "Occupant" shall mean a residential occupant of a building having lawful possession thereof, and further shall include any person in lawful possession, whether related by blood or marriage to any other occupant.

(vi) Person. "Person" shall mean any individual, firm, partnership, joint venture, association, corporation and any life insurance company, organized under the laws of, or admitted to do business in the State of Missouri, undertaking a redevelopment project in a urban renewal area, whether organized for profit or not, estate, trust, business trust, receiver or trustee appointed by any state or federal court, syndicate, or any other group or combination acting as a unit, and shall include the male as well as the female gender and the plural as well as the singular number.

(b) Plan Requirement. Every person approved by the Commission as a developer of property subject to be acquired by the Tax Increment Financing Commission if furtherance of a Tax Increment Financing plan shall submit to the Commission a relocation plan as part of the developer's redevelopment plan.

(c) Contents of Plan. The relocation plan shall provide for the following:

(i) Payments to all displaced occupants and displaced businesses in occupancy at least ninety (90) days prior to the date said displaced occupant or said displaced business is required to vacate the premises by the developer, its assigns or any
person seeking acquisition powers under the Tax Increment Financing plan pursuant to RSMo. 99.800 et. seq., as amended; and

(ii) Program for identifying needs of displaced occupants and displaced businesses with special consideration given to income, age, size of family, nature of business, availability of suitable replacement facilities, and vacancy rates of affordable facilities; and

(iii) Program for referrals of displaced occupants and displaced businesses with provisions for a minimum of three (3) suitable referral sites, a minimum of ninety (90) days notice of referral sites for handicapped displaced occupants and sixty (60) days notice of referral sites for all other displaced occupants and displaced businesses, prior to the date such displaced occupant or displaced business is required to vacate the premises; and arrangements for transportation to inspect referral sites to be provided to designatea occupants.

(iv) Every displaced occupant and every displaced business shall be given a ninety (90) day notice to vacate; provided, however, that the developer may elect to reduce the notice time to sixty (60) days if the developer extends the relocation payments and benefits set forth in subsections (d), (e) and (f) below to any displaced occupant or displaced business affected by said reduction in time.

(d) Payments to Occupants. All displaced occupants eligible for payments under subsection (c)(i) hereof shall be provided with relocation payments based upon one of the following, at the option of the owner:

(i) A $500.00 payment to be paid at least thirty (30) days prior to the date the occupant is required to vacate the premises; or

(ii) Actual reasonable costs of relocation including actual moving costs, utility deposits, key deposits, storage or personal property up to one month, utility transfer and connection fees, and other initial rehousing deposits including first and last month's rent and security deposit.

(e) Handicapped Displaced Occupant Allowance. In addition to the payments provided in subsection (d) hereof, an additional relocation payment shall be provided to handicapped displaced occupants which shall equal the amount, if any, necessary to adapt a replacement dwelling to substantially conform with the accessibility and usability of such occupant's prior residence, such amount not to exceed Four Hundred Dollars ($400.00).

(f) Payment to Businesses. All displaced businesses eligible for payments under subsection (c)(i) hereof shall be provided with relocation payments based upon the following, at the option of the business:

(i) A $1,500.00 payment to be paid at least thirty (30) days prior to the date the business is required to vacate the premises; or

(ii) Actual costs of moving including costs for packing, crating, disconnecting, dismantling, reassembling and installing all personal equipment and costs for relettering signs and replacement stationery.

(g) Waiver of Payments. Any occupant who is also the owner of premises and any business may waive their relocation payments set out above as part of the negotiations for
acquisition of the interest held by said occupant or business. Said waiver shall be in writing and filed with the Commission.

(h) **Notice of Relocation Benefits.** All occupants and businesses eligible for relocation benefits hereunder shall be notified in writing of the availability of such relocation payments and assistance, such notice to be given concurrent with the notice of referral sites required by subsection (c)(iii) hereof.

(i) **Persons Bound by the Plan.** Any developer, its assigns or transferees, provided assistance in land acquisition by the Tax Increment Financing Commission, is required to comply with the Executive Director of the Commission. Such certification shall include, among other things, the addresses of all occupied residential buildings and structures within the redevelopment plan area and the names and addresses of occupants and businesses displaced by the developer and specific relocation benefits provided to each occupant and business, as well as a sample notice provided each occupant and business.

(j) **Minimum Requirements.** The requirements set out herein shall be considered minimum standards. In reviewing any proposed redevelopment plan, the Commission shall determine the adequacy of the proposal and may require additional elements to be provided therein.
EXHIBIT 11

LAND ACQUISITION AND DISPOSITION MAP

Not Applicable

No acquisition or disposition anticipated.
EXHIBIT 12

AFFIRMATIVE ACTION POLICY

Under separate cover.
EXHIBIT 13

DESIGN REVIEW PROCESS

Under separate cover.
EXHIBIT 14

DEFINITION OF TERMS

Under separate cover.