

**SECOND AMENDMENT**  
**TO**  
**BRIARCLIFF WEST**  
**TAX INCREMENT FINANCING PLAN**  
**KANSAS CITY, MISSOURI**

**APPROVED BY**  
**THE TAX INCREMENT FINANCING COMMISSION**  
**ORIGINAL PLAN: APRIL 11, 1990**  
**FIRST AMENDMENT: SEPTEMBER 11, 1992**  
**SECOND AMENDMENT: SEPTEMBER 14, 1994**

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## I. INTENT AND NATURE OF THE SECOND AMENDMENT

The Second Amended Briarcliff West Tax Increment Financing Plan (the "First Amended Plan") is being amended to reflect three revisions.

The first revision is to delete the construction of 21 single family houses on the east side of U.S. Highway 169 from Phase I; relabel Phase Ib as a new Phase XV, and construct thereon forty (40) single family residential structures on "O" lot line villa lots.

The second revision is to provide for the capture of 100% of the PILOTS and 50% of the Economic Activity Taxes generated by the "O" lot line villas in Phases XII and XV for a period of 23 years.

The third revision is to update Exhibits 7 and 9 to reflect actual expenditures for Reimbursable Project Costs and to reflect a more detailed PILOT and economic activity tax projection, respectively.

## II. SUMMARY

The following is the Second Amendment to the Tax Increment Financing Plan for the redevelopment of an area of 270 acres located between the south side of N.W. Vivion Rd., and the north side of Missouri Route 9 from the Clay-Platte County Line on the west to and including land on the east side of U.S. Highway 169 (the "Redevelopment Area") in Kansas City, Clay County, Missouri (the "City"). This Second Amendment to the Plan calls for the development of the Redevelopment Area in 15 phases or "redevelopment project areas" (the "Redevelopment Project Areas"). This Plan contemplates that each of the 15 Redevelopment Project Areas will be separately designated by ordinance as Redevelopment Project Areas in conformance with Missouri's Tax Increment Financing Statute.

The Redevelopment Area is currently primarily vacant but contains seven commercial structures and residential units. The City has previously found the Redevelopment Area to be a blighted area pursuant to Chapter 353 of the Revised Statutes of Missouri. Likewise, the Redevelopment Area qualifies as blighted under Missouri's Tax Increment Financing Statute. Economic data and conditions discussed herein indicate development will not occur within the Redevelopment Area without the adoption of the Tax Increment Financing Plan. In addition, this Plan is feasible only if all 15 Redevelopment Project Areas are designated as such under Missouri's Tax Increment Financing Statute. Accordingly, development of the initial Redevelopment Project Areas shall not impair the ability to designate subsequent phases as Redevelopment Project Areas. Furthermore, subject to the approval of the Commission which shall not unreasonably be withheld, individual Redevelopment Project Areas may be redefined and renumbered by the

Developer to meet market conditions and development demand. To date, six Redevelopment Project Areas have been designated (of these six, three have been terminated, Phases II, III and IV).

This Plan calls for the development of the 15 Redevelopment Project Areas by the construction of approximately 1,083,000 square feet of office space; 230,000 square feet of retail space; 163 single family dwellings; 96 villas; 140 condominium units; a 400-room hotel with a 40,000 square foot conference center, together with all necessary utilities, street improvements, and appurtenances (the "Redevelopment Projects"). Subject to the approval of the Commission which shall not be unreasonably withheld, the Developer of the Redevelopment Area selected by the Commission may designate the size and location of structures and appurtenances thereto and may determine the final size and sequence that each of the Redevelopment Project Areas shall be designated as such, so long as the total square footage of all of the Redevelopment Project Areas and all of the commercial, office and warehouse structures constructed does not exceed the total square footage in the Plan. This Plan will make a certain amount of payments in lieu of taxes ("PILOTS") available for use to reimburse project costs on a pay-as-you-go basis or to retire bonds or other obligations which may be issued, the proceeds of which will be used to defray project costs. The total cost of the Plan is estimated to be \$272,487,069.

The total PILOTS and economic activity taxes (EATS) generated by the Redevelopment Projects are estimated to be \$109,102,380. Total PILOTS and EATS generated by the Plan equals approximately 40% of the total cost of the Redevelopment Projects, and if present-valued, would be much less. However, this Plan proposes that only approximately \$33,900,850 of the project costs, including interest, as shown on Exhibit 7 be reimbursed or funded out of bonds or other obligations. This requires only approximately 31% of the potential PILOTS and EATS for reimbursement of Project Costs.

This Plan also proposes that, subject to constitutional and statutory limitations, fifty percent (50%) of the taxes imposed by the municipality or other local taxing districts which are generated by economic activities within the Redevelopment Project Areas, while tax increment financing is in effect, excluding licenses, fees or special assessments other than payments in lieu of taxes ("Economic Activity Taxes") be used to reimburse Redevelopment Project Costs on a pay as you go basis, or, to retire obligations issued under the Plan.

Request for proposals will be sent to developers. A developer will be selected to implement this Plan (the "Developer"). If a Developer is selected who does not now own the property within a Redevelopment Project Area, that Developer will be required to enter into a parcel development agreement with the Commission whereby the Developer will agree to provide the funds necessary for the acquisition of the property either by purchase or eminent domain. The proposal of the Developer selected must include evidence of financial commitments sufficient to complete the Project. That proposal will then be attached to this Plan as Exhibit 10 and become a part of the Plan.

### **III. 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 Payments in Lieu of Taxes measured by increased assessed valuation on new development and subject to annual appropriation from Economic Activity Taxes resulting from increased economic activities within the Redevelopment Area.

The existing assessed valuation of each Redevelopment Project Area as defined herein will be determined when this Plan is approved and becomes the certified "Total Initial Equalized Assessed Valuation." The municipality or the Commission may then issue tax increment bonds or other obligations to finance redevelopment within the Redevelopment Project Areas. 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 retirement of obligations or payment of Redevelopment Project Costs as defined herein.

In addition, subject to constitutional and statutory limitations, fifty percent (50%) of the total additional revenue from taxes which are imposed by the municipality, or other taxing districts, and which are generated by economic activities within the Redevelopment Project Areas, while Tax Increment Financing remains in effect, excluding licenses, fees or special assessments other than Payments in Lieu of Taxes shall be allocated to and deposited in a special allocation fund for the retirement of obligations or payment of Redevelopment Project Costs as defined herein.

The mandatory abatement referred to in Section 135.215, as amended, shall not serve to reduce Payments in Lieu of Taxes that would otherwise be available pursuant to Section 99.845 R.S.Mo. even though portions of the Redevelopment Area have been designated as an Enterprise Zone pursuant to Section 135.215 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. However, all other benefits of the Enterprise Zone designation shall be available to the owners of Property within the Redevelopment Area.

### **IV. DEFINITIONS**

As used in this Plan, the following terms shall mean:

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

B. "Conservation area," any 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;

C. "Economic Activity Taxes," fifty percent (50%) of the total additional revenue from taxes which are imposed by the municipality or other taxing districts, which are generated by economic activities within the Redevelopment Project Area, while tax increment financing remains in effect, excluding licenses, fees or special assessments, other than payments in lieu of taxes, until the designation is terminated pursuant to subsection 2 of Section 99.850 of the Act;

D. "Economic Development area," any area or portion of an area located within the territorial limits of a municipality, which does not meet the requirements of subdivisions A and B of this section, and in which the governing body of the municipality finds that redevelopment is in the public interest because it will:

1. Discourage commerce, industry or manufacturing from moving their operations to another state; or
2. Result in increased employment in the municipality; or
3. Result in preservation or enhancement of the tax base of the municipality.

E. "Municipality," a city, village, or incorporated town or any county of this state;



F. "Obligations," bonds, loans, debentures, notes, special certificates, or other evidences of indebtedness issued by a municipality to carry out a redevelopment project or to refund outstanding obligations;

G. "Ordinance," an ordinance enacted by the governing body of a city, town, or village or a county or an order of the governing body of a county whose governing body is not authorized to enact ordinances;

H. "Payment in lieu of taxes," those estimated revenues from real property in the area selected for a redevelopment project, which revenues according to the redevelopment project or plan are to be used for a public use, which taxing districts would have received had a Municipality not adopted to tax increment allocation financing, and which would result from levies made after the time of the adoption of tax increment allocation financing during the time the current equalized value of real property in the area selected for the redevelopment project exceeds the total initial equalized value of real property in such area until the designation is terminated pursuant to subsection 2 of Section 99.850. Payments in lieu of taxes which are due and owing shall constitute a lien against the real estate of the Redevelopment Project from which they are derived, the lien of which may be foreclosed in the same manner as a special assessment lien as provided in Section 88.861.

I. "Redevelopment Area," an area designated by a Municipality, in respect to which the Municipality has made a finding that there exist conditions which cause the area to be classified as a Blighted Area, an Economic Development Area, a Conservation Area or a combination thereof;

J. "Redevelopment Plan," the comprehensive program of a Municipality for redevelopment intended by the payment of redevelopment costs to reduce or eliminate those conditions, the existence of which qualified the Redevelopment Area as an Economic Development Area, Conservation Area or Blighted Area, or combination thereof, and to thereby enhance the tax bases of the taxing districts which extend into the Redevelopment Area.

K. "Redevelopment Project," any development project within a redevelopment area in furtherance of the objectives of the Redevelopment Plan any such redevelopment project shall include a legal description of the area selected for the redevelopment project;

L. "Redevelopment Project Area," the area selected for a specific redevelopment project;

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

1. Costs of studies, surveys, plans and specifications;
  2. Professional service costs, including, but not limited to, architectural, engineering, legal, marketing, financial, planning or special services;
  3. Property assembly costs, including but not limited to, acquisition of land and other property, real or personal, or rights or interests therein, demolition of buildings, and the clearing and grading of land;
  4. Costs of rehabilitation reconstruction, or repair or remodeling of existing buildings and fixtures;
  5. Initial costs for an economic development area;
  6. Cost of construction of public works or improvements;
  7. Financing costs, including, but not limited to all necessary and incidental expenses related to the issuance of obligations, and which may include payment of interest on any obligations issued hereunder accruing during the estimated period of construction of any redevelopment project for which such obligations are issued and for not more than eighteen months thereafter, and including reasonable reserves related thereto;
  8. All or a portion of a taxing district's capital cost resulting from the redevelopment project necessarily incurred or to be incurred in furtherance of the objectives of the redevelopment plan and project, to the extent the municipality by written agreement accepts and approves such costs;
  9. Relocation costs to the extent that a municipality determines that relocation costs shall be paid or are required to be paid by federal or state law;
  10. Payments in lieu of taxes;
- N. "Taxing districts," any political subdivision of this state having the power to levy taxes;
- O. "Taxing districts' capital costs," those costs of taxing districts for capital improvements that are found by the municipal governing bodies to be necessary and to directly result from the Redevelopment Project; and
- P. "Vacant land," any parcel or combination of parcels of real property not used for industrial, commercial, or residential buildings.

## **V. REDEVELOPMENT PLAN AND REDEVELOPMENT AREA**

The Tax Increment Financing Commission of Kansas City, Missouri (the "Commission") proposes to undertake the redevelopment of the area described generally in Part I, hereof, and specifically by legal description in Exhibit 1 attached hereto (the "Redevelopment Area").

For the purpose of redeveloping the Redevelopment Area and the 15 Redevelopment Project Areas contained therein, this Plan has been prepared by the Commission, and may be recommended to the City Council of the City (the "Governing Body"). The Commission shall request proposals from Developers for the redevelopment of the Redevelopment Area. The proposal, which in the opinion of the Commission, will best implement the intent of this Plan shall become a part of this Plan and shall be recommended along with the Plan to the Governing Body.

This Plan will be implemented by construction of the depicted development described on the land use plan, the development schedule, the URD submittal, and the underground development plan attached as Exhibits 2a, 2b, and 2c, respectively, and described in the specific objectives of the Plan set forth in Exhibit 3. The Commission may issue bonds or other obligations to finance Redevelopment Project Costs (the "Bonds") in an amount which may be serviced by the PILOTS resulting from the construction of the improvements according to this Plan and subject to annual appropriation from Economic Activity Taxes. In addition, the Commission may recommend that Redevelopment Project Costs, as defined herein, be reimbursed on a pay-as-you-go basis as collection of PILOTS and Economic Activity Taxes are made, without the issuance of bonds. PILOTS resulting from the improvements in any of the Redevelopment Project Areas and Economic Activity Taxes may be used to service the Bonds issued to finance improvements in any other Redevelopment Project Area or to pay for the Project Costs of any other Redevelopment Project Area on a pay-as-you-go basis.

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

1. To eliminate blight and other adverse conditions in the Redevelopment Area and prevent them from spreading.
2. To enhance the tax base of the City and the other Taxing Districts by developing the Redevelopment Project Areas to their highest and best use and encouraging private investment in the surrounding area.

3. To discourage commerce, industry and manufacturing from moving their operations to another state.

4. To increase employment in the City.

B. Specific objectives of this Redevelopment Plan are set forth in Exhibit 3.

## VI. EXISTING CONDITIONS IN THE REDEVELOPMENT AREA

A study of the Redevelopment Project Areas has been conducted documenting existing conditions of blight and is attached as Exhibit 4.

## VII. REDEVELOPMENT PROGRAM

### A. Redevelopment Activities

#### 1. Acquisition and Clearance

To achieve the redevelopment objectives of this Plan, property identified on Exhibit 5, "Land Acquisition Map", attached hereto, and made a part of this Plan, may be acquired by the Municipality, 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 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.

Individual structures may be exempted from acquisition if they are located so as not to interfere with the implementation of the objectives of the Redevelopment Plan or the 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 the 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 City 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 City may deem appropriate.

2. Relocation Assistance

In order to achieve the objectives of this Redevelopment Plan, it will be necessary to demolish the following structures: a one story structure, 1235 N.W. Vivion Road; a two story metal building, 1331 N.W. Vivion Road; a two story office/warehouse structure, 1333 N.W. Vivion Road; the Rock Quarry structures, Platte Road; the house, 4201 N. Monett; the house, Platte Road; the house, 4225 N. Monett; and two - one story commercial structures, Platte Road.

For the relocation of eligible displaced occupants and businesses in the Redevelopment Project Areas, the Developer will adhere to the following requirements:

a. Displaced Business: "Displaced business" shall mean any business that moves from real property within a Redevelopment Project Area as a result of the acquisition of such property by the Developer, its assigns or transferees; as a result of written notice of such entities to vacate such property; or in connection with the demolition, alteration or repair of said property occurring after filing of the Redevelopment Plan.

b. Displaced Occupant: "Displaced occupant" shall mean any occupant who moves from real property within a Redevelopment Project Area as a result of the acquisition of such property by the Developer, its assigns or transferees; as a result of written notice of such entities to vacate such property; or in connection with the demolition, alteration or repair of said property occurring after filing of the Redevelopment Plan.

c. Eligibility: The Developer will make payments to all Displaced Occupants and Displaced Businesses which are in occupancy at least ninety (90) days prior to the date said Displaced Occupant or said Displaced Business is required by the Developer to vacate the premises.

d. Special Needs of Displaced: The Developer will identify 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.

e. Referrals to New Quarters: The Developer will provide Displaced Occupants and Displaced Businesses with 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 will arrange for transportation to inspect referral sites to be provided to Displaced Occupants hereinafter identified as "Designated Occupants".

f. Notice to Vacate: 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 if the Developer extends the relocation payments to any affected Displaced Occupant or displaced business by said reduction.

g. "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 the standards established by the Department of Housing and Community Development.

h. Payments to Occupants: All Displaced Occupants eligible for payments shall be provided with relocation payments based upon one of the following, at the option of the occupant:

(1) A certified lump sum payment of \$500 to be paid at least thirty (30) days prior to the date the occupant is required to vacate the premises; or

(2) Actual reasonable costs of relocation including actual moving costs, utility deposits, key deposits, storage of personal property up to one month, transfer fees, and other initial rehousing deposits.

i. Handicapped Occupants: In addition to the payments provided herein 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 useability of such occupant's prior residence, such amount not to exceed four hundred dollars (\$400.00).

j. Payments to Business: All Displaced Businesses eligible for payments hereunder shall be provided with relocation payments based upon the following, at the option of the business:

(1) A specified lump sum payment of \$500.00 to be paid at least thirty (30) days prior to the date the business is required to vacate the premises; or

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

k. 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 on a form supplied by the Secretary of the Commission and filed in his office. The Developer shall not be required to pay relocation benefits respecting any interests acquired through negotiations.

l. Notice of Benefits: All occupants and businesses eligible for relocation benefits under this Plan 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 set forth in this Plan.

3. Assemblage and Disposition of Land

Land assemblage, if necessary, shall be conducted in accordance with the Act for (1) sale, lease or conveyance to private developers or (2) sale, lease, conveyance or dedication for the construction of public 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.

4. Provision of Public Facilities

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

B. General Land Use

Exhibit 2a, the Land Use Plan, 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. Exhibits 2b and 2c, attached hereto and made a part of this Redevelopment Plan, designate the development schedule, the site amenities pursuant to the URD submittal, and the underground development plan respectively. 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.

**C. Additional Controls and Design Criteria**

The following design controls shall apply to the Plan:

1. General: New development shall create an integrated, unified design.
2. 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.
3. 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.
4. Landscape Design: A coordinated landscape program shall be developed in the area to incorporate the landscape treatment sought for open spaces, roads, sidewalks, and parking areas into a coherent and integrated arrangement.

**D. Schedule of Projects**

The development schedule is set forth in Exhibit 6.

**VIII. FINANCING PLAN**

**A. Estimated Project Costs**

Redevelopment Project Costs mean and include the sum total of all reasonable or necessary costs incurred or estimated to be incurred, and any such costs incidental to a redevelopment plan or redevelopment project, as applicable, in implementing the Plan and the Redevelopment Projects. Reimbursable Project Costs mean and include all reasonable or necessary costs allowed by the Act, incurred in implementing the Plan and



Redevelopment Projects which are to be reimbursed to the Developer from PILOTS, Economic Activity Taxes, or Bond proceeds. Estimated Redevelopment Project Costs and Reimbursable Project Costs are set out in Exhibit 7.

**B. Source of Funds**

Anticipated sources and amounts of funds (other than Economic Activity Taxes) to pay Redevelopment Project Costs and amounts to be available from those sources are shown on Exhibit 8. Calculations of expected proceeds 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 rollback in tax levies resulting from reassessment or classification. The estimated PILOTS are set forth in Exhibit 9 attached hereto. Furthermore, calculations are based on increases in assessed valuation of 2% every year that can be expected to result from inflation, with no levy increases, which would also increase PILOTS. 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 to the selected Developer, land disposition proceeds will be deposited in a special construction fund for use in payment of Reimbursable Project Costs.

**1. Payments in Lieu of Taxes**

**a. Most Recent Assessed Valuation**

The total initial equalized assessed valuation of the Redevelopment Project Areas according to records at the Kansas City Assessor's Office is \$479,928 on land and \$156,272 on improvements. The current combined ad valorem property tax levy is projected to be \$5.923 (including 1989 M & M replacement taxes) per \$100 assessed valuation on land and \$5.173 (including 1989 M & M replacement taxes) per \$100 assessed value on improvements for the residential phases of the Plan and \$7.207 (including 1989 M & M replacement taxes) per \$100 assessed valuation on land and \$6.793 (including 1989 M & M replacement taxes) per \$100 assessed valuation on improvements for the commercial phases of the Plan. The current annual tax revenue from the Redevelopment Area is \$44,376.

**b. Anticipated Assessed Valuation and Payments in Lieu of Taxes**

Upon completion of the Redevelopment Projects the total assessed valuation of the Redevelopment Area is anticipated to be \$596,731

on land and \$122,764,674 on improvements. The increase in assessed valuation therefore is anticipated to be \$116,803 on land and \$122,608,402 on improvements. The increase by year is shown on Exhibit 9, as are the resulting PILOTS available to pay project costs. When complete, the Redevelopment Project Areas will annually initially yield an estimated total of \$8,225 for land and \$6,846,558 for improvements in additional taxes.

The amount of PILOTS in excess, if any, of the funds deemed necessary by ordinance for the retirement of bonds, reserves, sinking funds, the payment of redevelopment project costs, including the retention of funds for the payment of future redevelopment costs, will be declared as surplus and will be available for distribution to the various Taxing Districts in the Redevelopment Project Areas in the manner provided by the Act.

## 2. Economic Activity Taxes

Fifty percent (50%) of the taxes imposed by the municipality or other local taxing districts, which are generated by economic activities within the Redevelopment Project Areas, while tax increment financing remains in effect, excluding licenses, fees or special assessments, other than payments in lieu of taxes, will be made available upon annual appropriation, to pay Redevelopment Project Costs. The amount of Economic Activity Taxes in excess of the funds deemed necessary by ordinance for the retirement of bonds, reserves, sinking funds, and Redevelopment Project Costs, if any, will be declared as surplus and will be available for distribution to the various taxing districts in the Redevelopment Area in the manner provided by the Act. Concurrent with the preparation of the annual reports as required by Section 99.865 of the Act, the Commission may estimate the anticipated Economic Activity Taxes which will be generated by economic activities within the Redevelopment Project Areas.

## C. Nature and Term of Obligations

Without excluding other methods of financing, Bonds may be issued pursuant to this Plan for a term not to exceed 20 years at an interest rate determined by the Governing 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 may be used to call Bonds in advance of their maturities or used to pay allowable project costs or declared as surplus to become available for distribution annually to the Taxing Districts. Bonds may be sold in one or more series in order to implement this Plan. The latest date of retirement of the Bonds, if issued

in 1991, will be 2014.<sup>1</sup> The latest date of retirement of the Bonds, if issued in subsequent years, will be not more than 23 years from the adoption of an ordinance approving subsequent Redevelopment Project Areas pursuant to the time schedule set forth in Exhibit 6.

**D. Evidence of Commitments to Finance**

Any proposal submitted by a developer to implement this Plan shall include evidence of commitments to finance the Redevelopment Project Costs except those paid by PILOTS and Economic Activity Taxes. Such proposal shall be a part of this Plan and be attached hereto as Exhibit 10.

**IX. PROVISIONS FOR AMENDING THE TAX INCREMENT PLAN**

This Redevelopment Plan and Projects may be amended pursuant to the provisions of the Missouri Real Property Tax Increment Allocation Redevelopment Act.

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<sup>1</sup> which is not more than 23 years from the adoption of an ordinance approving the initial Redevelopment Project Area.

EXHIBIT 1

LEGAL DESCRIPTION

TRACT 1

All that part of fractional Section 3, Township 50, Range 33, fractional Section 10, Township 50, Range 33, and fractional Section 34, Township 51, Range 33, all in Kansas City, Clay County, Missouri, which includes parts of DeHAEMERS SUBDIVISION, WILSON-RITCHEY ADDITION and INDIAN RIDGE, all being subdivisions of land in Kansas City, Clay County, Missouri, according to the recorded plats thereof, all being bounded and described as follows: Beginning at the Southwest corner of the Southwest fractional quarter of said Section 34; thence north  $0^{\circ} 27' 17''$  East, along the West line of said Southwest fractional quarter, 114.14 feet to a point on the South Right of Way line of Vivion Road, as now established; thence North  $67^{\circ} 40' 57''$  East, along said Right of Way line, 121.77 feet; thence North  $22^{\circ} 19' 03''$  West, along said Right of Way line, 10.00 feet; thence North  $67^{\circ} 40' 57''$  East, along said Right of Way line, 758.00 feet; thence Northeasterly, along said Right of Way line, on a curve to the Right, tangent to the last described course, having a radius of 1002.20 feet, an arc distance of 376.96 feet; thence South  $0^{\circ} 46' 01''$  East, along said Right of Way line, 15.00 feet; thence Easterly, along said Right of Way line, on a curve to the Right, having a radius of 987.20 feet, an arc distance of 236.81 feet; thence North  $12^{\circ} 58' 37''$  East, along said Right of Way line, 15.00 feet, thence Southeasterly, along said Right of Way line, on a curve to the Right, having a radius of 1002.20 feet, an arc distance of 477.07 feet to its intersection with the West Right of Way line of U.S. Highway Route 169, as now established; thence South  $6^{\circ} 55' 37''$  West, along said Right of Way line, 355.81 feet; thence South  $20^{\circ} 16' 38''$  West, along said Right of Way line, 104.29 feet; thence South  $1^{\circ} 46' 38''$  West, along said Right of Way line, 262.81 feet; thence South  $6^{\circ} 07' 46''$  West, along said Right of Way line, 411.78 feet; thence South  $0^{\circ} 31' 56''$  West, along said Right of Way line, 497.67 feet; thence North  $89^{\circ} 28' 00''$  West, along said Right of Way line, 8.72 feet to a point on the East line of the Northwest fractional quarter of the aforementioned Section 3, being also the West Right of Way line of said U.S. Highway Route 169; thence South  $0^{\circ} 36' 56''$  West, along said East line, being also the aforementioned West Right of Way line, 1315.31 feet to the Southeast corner of the Northwest fractional quarter of said Section 3; thence South  $0^{\circ} 36' 56''$  West, along the East line of the Southwest fractional quarter of said Section 3, being also the aforementioned Right of Way line, 1312.50 feet to a point on the North line of the South one-half of the Southwest fractional quarter of said Section 3; thence North  $89^{\circ} 12' 48''$  West, along said North line, being also said West Right of Way line, 121.13 feet; thence South  $4^{\circ} 23' 43''$  West, along said Right of Way line, 695.93 feet;

thence South 58 48'15" East, along said Right of Way line, 211.40 feet; thence Southeasterly, along said Right of Way line, on a curve to the Left, having a radius of 1807.04 feet, an arc distance of 734.05 feet; thence North 54 57'49" East, 45.00 feet; thence Southeasterly, on a curve to the Left, having a radius of 1762.04 feet, an arc distance of 244.87 feet; thence South 45 36'58" East, tangent to the last described curve, 248.60 feet, thence South 46 45'48" East, 235.90 feet; thence South 45 32'04" East, 206.79 feet; thence South 30 38'13" East, 338.05 feet; thence South 18 40'23" West, 40.22 feet; thence Southeasterly, on a curve to the Right, having a radius of 1447.04 feet, an arc distance of 39.78 feet; thence North 86 52'06" East, 32.86 feet; thence South 17 21'29" East, 362.87 feet; thence South 29 16'48" East, 79.33 feet; thence South 9 24'33" East, 148.72 feet; thence North 69 46'28" West, 87.46 feet; thence South 35 39'33" West, 58.00 feet to a point on the Northeasterly Right of Way line of Missouri State Highway Route 9, as now established; thence North 53 12'23" West, along said Right of Way line, 1042.23 feet; thence North 53 46'34" West, along said Right of Way line, 1543.42 feet; thence South 36 13'26" West, along said Right of Way line, 62.00 feet to a point on the Northerly Right of Way line of old U.S. Highway Route 71, as now established; thence North 53 46'34" West, along said Right of Way line, 246.48 feet; thence Northwesterly, along said Right of Way line, on a curve to the Left, having a radius of 2831.90 feet, an arc distance of 242.52 feet to a point on the South Line of the Southwest fractional quarter of the aforementioned Section 3; thence North 88 58'58" West, along said South line, being also the aforementioned Right of Way line, 71.60 feet; thence Northwesterly, along said Right of Way line, on a curve to the Left, having a radius of 2894.93 feet, an arc distance of 77.26 feet; thence North 65 09'31" West, along said Right of Way line, tangent to the last described curve, 362.36 feet to a point on the County line between Platte and Clay Counties, being also the West line of the Southwest fractional quarter of said Section 3; thence North 0 50'29" East, along said West line, 2437.47 feet to the Southwest corner of the Northwest fractional quarter of said Section 3; thence North 0 44'58" East, along the West line of the Northwest fractional quarter of said Section 3, 2619.30 feet to the Point of Beginning. Containing 253.3 acres, more or less. Subject to any and all easements and restrictions of record.

## TRACT 2

A tract of land in the Southeast quarter of Section 3, Township 50, Range 33, Kansas City, Clay County, Missouri, being bounded and described as follows: Beginning at a point on the North line of the Southeast quarter of said Section 3, said point being 296.64 feet East of the Northwest corner of

said Southeast quarter, said point being also a point on the East Right of Way line of U.S. Highway Route 169, as now established; thence South 89 17'43" East, along the North line of said Southeast quarter, 367.17 feet to a point on the East line of the West one-half of the West one-half of said Southeast quarter; thence South 0 27'59" West, along said East line, 815.47 feet; thence North 89 48'12" West, 5.93 feet; thence South 0 36'56" West, 298.00 feet; thence North 89 41'46" West, 225.32 feet; thence South 0 27'59" West, 20.00 feet; thence South 8 10'43" East, 180.27 feet to a point on the South line of the North one-half of the Southeast quarter of said Section 3; thence South 89 12'48" East, along said South line, 204.93 feet to a point on the East line of the West one-half of the West one-half of said Southeast quarter; thence South 0 27'59" West, along said East line, 472.83 feet; thence South 88 14'29" West, 383.84 feet to a point on the East Right of Way line of the aforementioned U.S. Highway Route 169; thence North 62 35'07" East, along said Right of Way line, 196.08 feet; thence North 5 47'44" West, along said Right of Way line, 395.57 feet; thence North 19 30'36" West, 130.03 feet; thence North 0 44'12" East, 435.00 feet; thence North 40 41'13" West, 113.36 feet; thence North 0 44'12" East, 675.27 feet to the Point of Beginning. Containing 11.7 acres, more or less. Subject to any and all easements and restrictions of record.

### TRACT 3

A tract of land in the Northwest fractional quarter of Section 10, Township 50, Range 33, Kansas City, Clay County, Missouri, being bounded and described as follows: Commencing at the Northwest corner of said Northwest fractional quarter; thence South 0 49'04" West, along the West line of said Northwest fractional quarter, 166.45 feet to a point on the North Right of Way line of Missouri State Highway Route 9, as now established; thence Southeasterly, along said Right of Way line, on a curve to the Right, having a radius of 2989.93 feet, an arc distance of 297.00 feet to the True Point of Beginning of the tract to be herein described; thence North 36 15'27" East, departing from said Right of Way line, 186.71 feet to a point on the South Right of Way line of old U.S. Highway Route 71, as now established; thence Southeasterly, along said Right of Way line, on a curve to the Right, having a radius of 2804.93 feet, an arc distance of 363.36 feet; thence South 38 17'02" West, 136.16 feet to a point on the aforementioned North Right of Way line; thence North 66 02'59" West, along said Right of Way line, 157.90 feet; thence Northwesterly, along said Right of Way line, on a curve to the Left, tangent to the last described course, having a radius of 2989.83 feet, an arc distance of 208.88 feet to the True Point of Beginning. Containing 1.3 acres, more or less. Subject to any and all easements and restrictions of record.

ACQUISITION TRACT NO. 1

A tract of land in the Southwest fractional quarter of Section 3, Township 50, Range 33, Kansas City, Clay County, Missouri, being bounded on the North by the South Right of Way line of the abandoned Kansas City, Clay County and St. Joseph Rail Road and on the South by the North Right of Way line of old U.S. Highway Route 71, as now established, all being bounded and described as follows: Beginning at the intersection of the County line between Clay and Platte Counties, with the South Right of Way line aforementioned Rail Road, said point being also a point on the West line of said Southwest fractional quarter, said point being 220.86 feet North of the Southwest corner of the Southwest fractional quarter of said Section 3; thence South 69° 06' 00" East, along said Right of Way line, 8.31 feet; thence Southeasterly, along said Right of Way line, on a curve to the Right, having a radius of 2831.90 feet, an arc distance of 514.88 feet to a point on the South line of said Southwest fractional quarter; thence North 88° 58' 58" West, along said South line, 71.60 feet to a point on the North Right of Way line of the aforementioned Highway; thence Northwesterly, along said Right of Way line, on a curve to the Left, having a radius of 2894.93 feet, an arc distance of 77.26 feet; thence North 65° 09' 31" West, along said Right of Way line, tangent to the last described curve, 362.36 feet to a point on said County line; thence North 0° 50' 29" East, along said County line, 42.35 feet to the Point of Beginning. Containing 0.6 acres, more or less. Subject to any and all easements and restrictions of record.

ACQUISITION TRACT NO. 2

All that part of the abandoned Kansas City, Clay County and St. Joseph Rail Road Right of Way in the Southwest fractional quarter of Section 3, Township 50, Range 33, Kansas City, Clay County, Missouri, being bounded and described as follows: Beginning at the intersection of the County line between Clay and Platte Counties, with the South Right of Way line of the aforementioned Rail Road, said point being also a point on the West line of said Southwest fractional quarter, said point being 220.86 feet North of the Southwest corner of the Southwest fractional quarter of said Section 3; thence South 69° 06' 00" East, along said Right of Way line, 8.31 feet; thence Southeasterly, along said Right of Way line, on a curve to the Right, having a radius of 2831.90 feet, an arc distance of 328.12 feet to the True Point of Beginning of the tract to be herein described; thence North 27° 32' 19" East, 66.00 feet; thence Southeasterly, on a curve to the Right, having a radius of 2897.90 feet, an arc distance of 300.55 feet to a point on the South line of said Southwest fractional quarter; thence

North 88 58'58" West, along said South line, 126.72 feet to a point on the South line of said abandoned Rail Road Right of Way; thence Northwesterly, along said South line, on a curve to the Left, having a radius of 2831.90 feet, an arc distance of 186.76 feet to the True Point of Beginning. Containing 0.04 acres, more or less. Subject to any and all easements and restrictions of record.

#### ACQUISITION TRACT NO. 3

All that part of the Southwest fractional quarter of Section 3, and all that part of the Northwest fractional quarter of Section 10, all in Township 50, Range 33, Kansas City, Clay County, Missouri, being bounded and described as follows: Beginning at the Southwest corner of said Southwest fractional quarter, said point being also a point on the County line between Platte and Clay Counties; thence North 0 50'29" East, along said County line, 80.00 feet to a point on the South Right of Way line of old U.S. Highway Route 71, as now established; thence South 65 09'31" East, along said Right of Way line, 322.29 feet; thence Southeasterly, along said Right of Way line, on a curve to the Right, tangent to the last described course, having a radius of 2804.93 feet, an arc distance of 109.17 feet; thence South 36 15'27" West, 186.71 feet to a point on the North Right of Way line of Missouri State Highway Route 9, as now established; thence Northwesterly, along said Right of Way line, on a curve to the Left, having a radius of 2989.93 feet, an arc distance of 297.00 feet to a point on the West line of the Northwest fractional quarter of said Section 10; thence North 0 49'04" East, along said West line, 166.45 feet to the Point of Beginning. Containing 1.5 acres, more or less. Subject to any and all easements and restrictions of record.

#### ACQUISITION TRACT NO. 4

A tract of land in the Northeast quarter of Section 10, Township 50, Range 33, Kansas City, Clay County, Missouri, being bounded and described as follows: Beginning at the intersection of the North line of the Northeast quarter of said Section 10, with the Westerly Right of Way line of U.S. Highway Route 169, as now established, said point being 212.51 feet East of the Northwest corner of the Northeast quarter of said Section 10; thence Southeasterly, along said Right of Way line, on a curve to the Left, having a radius of 1807.04 feet, an arc distance of 183.44 feet to the True Point of Beginning of the tract to be herein described; thence North 54 57'49" East, 45.00 feet; thence Southeasterly, on a curve to the Left, having a radius of 1762.04 feet, an arc distance of 244.87 feet; thence South 45 36'58" East, tangent to the last described curve, 248.60 feet; thence South 46 45'58" East, 235.90



feet; thence South 45 32'04" East, 206.79 feet; thence South 30 38'13" East, 338.05 feet; thence South 18 40'23" West, 40.22 feet; thence Southeasterly, on a curve to the Right, having a radius of 1447.04 feet, an arc distance of 39.78 feet; thence North 86 52'06" East, 32.86 feet; thence South 17 21'29" East, 362.87 feet; thence South 29 16'48" East, 79.33 feet; thence South 9 24'33" East, 148.72 feet; thence North 69 46'28" West, 87.46 feet to a point on the existing Westerly Right of Way line of the aforementioned Highway; thence North 10 44'18" West, along said Right of Way line, 127.40 feet; thence Northwesterly, along said Right of Way line, on a curve to the Left, tangent to the last described course, having a radius of 1407.04 feet, an arc distance of 251.50 feet; thence North 0 16'08" West, along said Right of Way line, 103.87 feet; thence Northwesterly, along said Right of Way line, on a curve to the Left, having a radius of 1447.04 feet, an arc distance of 458.94 feet; thence North 45 32'54" East, along said Right of Way line, 202.52 feet; thence North 47 58'39" West, along said Right of Way line, 235.95 feet; thence North 39 56'40" West, along said Right of Way line, 253.30 feet; thence Northwesterly, along said Right of Way line, on a curve to the Right, having a radius of 1807.04 feet, an arc distance of 251.13 feet to the True Point of Beginning. Containing 1.59 acres, more or less. Subject to any and all easements and restrictions of record.

LEGAL DESCRIPTIONS  
FOR TAX INCREMENT FINANCING PROJECT

PHASE 15

PARCEL NO. 1:

CONTAINING 148,960 SQ. FT. OR 3.4197 ACRES

A TRACT OF LAND SITUATED IN THE SE 1/4 OF SECTION 3-T.50-R.33, KANSAS CITY, CLAY COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE NW CORNER OF SAID SE 1/4; THENCE S 89°-15'-40" E, ALONG THE NORTH LINE OF SAID SE 1/4, 658.37 FEET; THENCE S 00°-23'-02" W, ALONG THE WEST LINE OF CLAYMONT, A SUBDIVISION IN SAID KANSAS CITY, 825.00 FEET TO THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED HEREIN; THENCE S 00°-23'-02" W, CONTINUING ALONG SAID LINE, 288.35 FEET; THENCE N 89°-22'-57" W, 227.13 FEET; THENCE S 00°-37'-03" W, 20.00 FEET; THENCE S 07°-51'-43" E, 181.64 FEET; THENCE S 89°-10'-40" E, 201.17 FEET; THENCE S 00°-23'-02" W, 164.89 FEET; THENCE S 78°-01'-39" W, 231.04 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 169; THENCE N 15°-05'-13" W, ALONG SAID LINE, 217.73 FEET; THENCE N 03°-50'-52" W, CONTINUING ALONG SAID LINE, 125.40 FEET; THENCE N 00°-43'-34" E, CONTINUING ALONG SAID LINE, 310.00 FEET; THENCE N 11°-16'-25" W, CONTINUING ALONG SAID LINE, 61.31 FEET; THENCE S 89°-15'-40" E, 303.56 FEET TO THE POINT OF BEGINNING

PARCEL NO. 2:

CONTAINING 163,426 SQ. FT. OR 3.7518 ACRES

A TRACT OF LAND SITUATED IN THE SE 1/4 OF SECTION 3-T.50-R.33, KANSAS CITY, CLAY COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: COMMENCING AT THE NW CORNER OF SAID SE 1/4; THENCE S 89°-15'-40" E, ALONG THE NORTH LINE OF SAID SE 1/4, 658.37 FEET; THENCE S 00°-23'-02" W, ALONG THE WEST LINE OF CLAYMONT, A SUBDIVISION IN SAID KANSAS CITY, 350.00 FEET TO THE POINT OF BEGINNING OF THE TRACT TO BE DESCRIBED HEREIN; THENCE S 00°-23'-02" W, CONTINUING ALONG SAID LINE, 475.00 FEET; THENCE N 89°-15'-40" W, 303.56 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 169; THENCE N 11°-16'-25" W, 107.04 FEET; THENCE N 09°-47'-50" W, 219.02 FEET; THENCE N 00°-43'-34" E, 154.97 FEET; THENCE S 89°-15'-40" E, 362.98 FEET TO THE POINT OF BEGINNING.

PARCEL NO. 3:

CONTAINING 126,675 SQ. FT. OR 2.9080 ACRES

A TRACT OF LAND SITUATED IN THE SE 1/4 OF SECTION 3-T.50-R.33, KANSAS CITY, CLAY COUNTY, MISSOURI, DESCRIBED AS FOLLOWS: BEGINNING AT A POINT ON THE NORTH LINE OF SAID SE 1/4, SAID POINT BEING S 89°-15'-40" E, ALONG SAID LINE, 297.49 FEET FROM THE NW CORNER OF SAID SE 1/4; THENCE S 89°-15'-40" E, CONTINUING ALONG SAID LINE, 360.88 FEET; THENCE S 00°-23'-02" W, ALONG THE WEST LINE OF CLAYMONT, A SUBDIVISION IN SAID KANSAS CITY, 350.00 FEET; THENCE N 89°-15'-40" W, 362.98 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 169; THENCE N 00°-43'-34"-E, ALONG SAID LINE, 349.99 FEET TO THE POINT OF BEGINNING.

## EXHIBIT 2a

AREA NO.	LAND USE	DEVELOPMENT #24 HOLDING
1.	<b>RETAIL:</b> 1 - One Storey 7,000 sq. ft. 24.1 CORNER 11,000 sq. ft. TOTAL 18,000 sq. ft. 463 parking spaces (\$ 531,000)	Same as C-2 w/FF buildings from North Lane for Buildings and W. Subdivisions for Parking Areas
2.	<b>OFFICE:</b> 3a - Three-Storey 21,000 sq. ft. 3b - Three-Storey 21,000 sq. ft. 3c - Three-Storey 21,000 sq. ft. 3d - Three-Storey 21,000 sq. ft. 24.2 LAMONT LANE 11,000 sq. ft. TOTAL 84,000 sq. ft. 463 parking spaces (\$ 547,000)	Same as C-2 w/FF buildings from North Lane for Buildings and W. Subdivisions for Parking Areas
3	<b>3a - ZERO LOT LINE SINGLE FAMILY:</b> 21 Units - Villa Units 3b - PRIVATE POOL AND CASANA	Same as C-2 On-its and Off-its are Private
4.	<b>SINGLE FAMILY:</b> 32 Lots - 100' x 125' (average) - Regular Lots 23 Units - Villa Units	Same as R-1a
5.	<b>ZERO LOT LINE SINGLE FAMILY:</b> 23 Units - Villa Units	Same as R-1a w/FF Building Separation, Streets and On-its are Private
6.	<b>SINGLE FAMILY:</b> 32 Lots - 100' x 125' (average) - 2 Units Lots	Same as R-1a
7.	<b>SINGLE FAMILY:</b> 50 Lots - 125' x 200' (average) - Corner lots	Same as R-1a
8.	<b>CLUB:</b> 40,000 sq. ft. Clubhouse, 1,000 members, 8 Tennis Courts @ covered, Swimming Pool, Tennis Building, etc.	Same as R-1d
9.	<b>COMMERCIAL VILLAGE:</b> 3a - 40 Commercial (average parking 500/lot) 3b - 30 parking spaces (10 Storey) lot 400' Front, 10,000 sq. ft. 3c - 2nd Floor Office, 10,000 sq. ft. lot 400' Front, 20,000 sq. ft. 3d - 2nd Floor Office, 21,000 sq. ft. 3e - 2nd Floor Office, 10,000 sq. ft. 3f - 2nd Floor Office, 21,000 sq. ft. 3g - 2nd Floor Office, 21,000 sq. ft. 3h - 2nd Floor Office, 21,000 sq. ft. 3i - 2nd Floor Office, 21,000 sq. ft. 3j - 2nd Floor Office, 21,000 sq. ft. 3k - 2nd Floor Office, 21,000 sq. ft. 3l - 2nd Floor Office, 21,000 sq. ft. 3m - 2nd Floor Office, 21,000 sq. ft. 3n - 2nd Floor Office, 21,000 sq. ft. 3o - 2nd Floor Office, 21,000 sq. ft. 3p - 2nd Floor Office, 21,000 sq. ft. 3q - 2nd Floor Office, 21,000 sq. ft. 3r - 2nd Floor Office, 21,000 sq. ft. 3s - 2nd Floor Office, 21,000 sq. ft. 3t - 2nd Floor Office, 21,000 sq. ft. 3u - 2nd Floor Office, 21,000 sq. ft. 3v - 2nd Floor Office, 21,000 sq. ft. 3w - 2nd Floor Office, 21,000 sq. ft. 3x - 2nd Floor Office, 21,000 sq. ft. 3y - 2nd Floor Office, 21,000 sq. ft. 3z - 2nd Floor Office, 21,000 sq. ft. TOTAL 240,000 sq. ft. 241 Parking Spaces (\$ 547,000) Landmark 1 (average 100' front only)	Same as C-2b
10.	<b>RESIDENTIAL TOWNHOMES:</b> 30a - 0 Storey, 20 units 30b - 0 Storey, 20 units 30c - 0 Storey, 20 units TOTAL 60 units 150 Parking Spaces (\$ 1,500)	Same as C-2b
11.	<b>RETAIL:</b> One-Storey, 10,000 sq. ft. 400 Parking Spaces (\$ 1,500)	Same as C-2b
12.	<b>OFFICE:</b> Three-Storey, 21,000 sq. ft. 110 Parking Spaces (\$ 1,500)	Same as C-2b
13.	<b>OFFICE:</b> Three-Storey, 21,000 sq. ft. 110 Parking Spaces (\$ 1,500)	Same as C-2b
14.	<b>HOTEL/CONVENTION CENTER:</b> 12-Storey, 400 Room Hotel (\$ 1,500, 0.5) 60,000 sq. ft. Convention Facility 270 Parking Spaces	Same as C-2b
15.	<b>COMMERCIAL OFFICE:</b> Two-Storey, 15,000 sq. ft. 50 parking spaces (\$ 1,500)	Same as C-2b
16.	<b>OFFICE:</b> Three-Storey, with one basement level 200,000 sq. ft. 6,000 parking spaces (\$ 1,500)	Same as C-2b
17.	<b>OFFICE:</b> Two-Storey, 100,000 sq. ft. 400 parking spaces (\$ 1,500)	Same as C-2b
18.	<b>OFFICE:</b> Three-Storey, 21,000 sq. ft. 110 parking spaces (\$ 1,500)	Same as C-2b
19.	<b>ZERO LOT LINE SINGLE FAMILY:</b> 10a - 10 Units - Villa Units 10b - 10 Units - Villa Units 10c - 10 Units - Villa Units TOTAL - 30 Units	Same as R-1a w/FF Building Separation, Streets and On-its are Private
20.	<b>RETAIL:</b> One-Storey, 20,000 sq. ft. 120 parking spaces (\$ 1,500)	Same as C-2 w/FF buildings from North Lane for Buildings and W. Subdivisions for Parking Areas

Where this area abuts residential areas, a 50 foot buffer of open area shall be provided. Where less than 50 feet is provided, a solid wall or fence or suitable planting and/or screening, at least 6 feet high, shall be provided. Also, a maximum setback from street right of way lines of at least 50 feet.

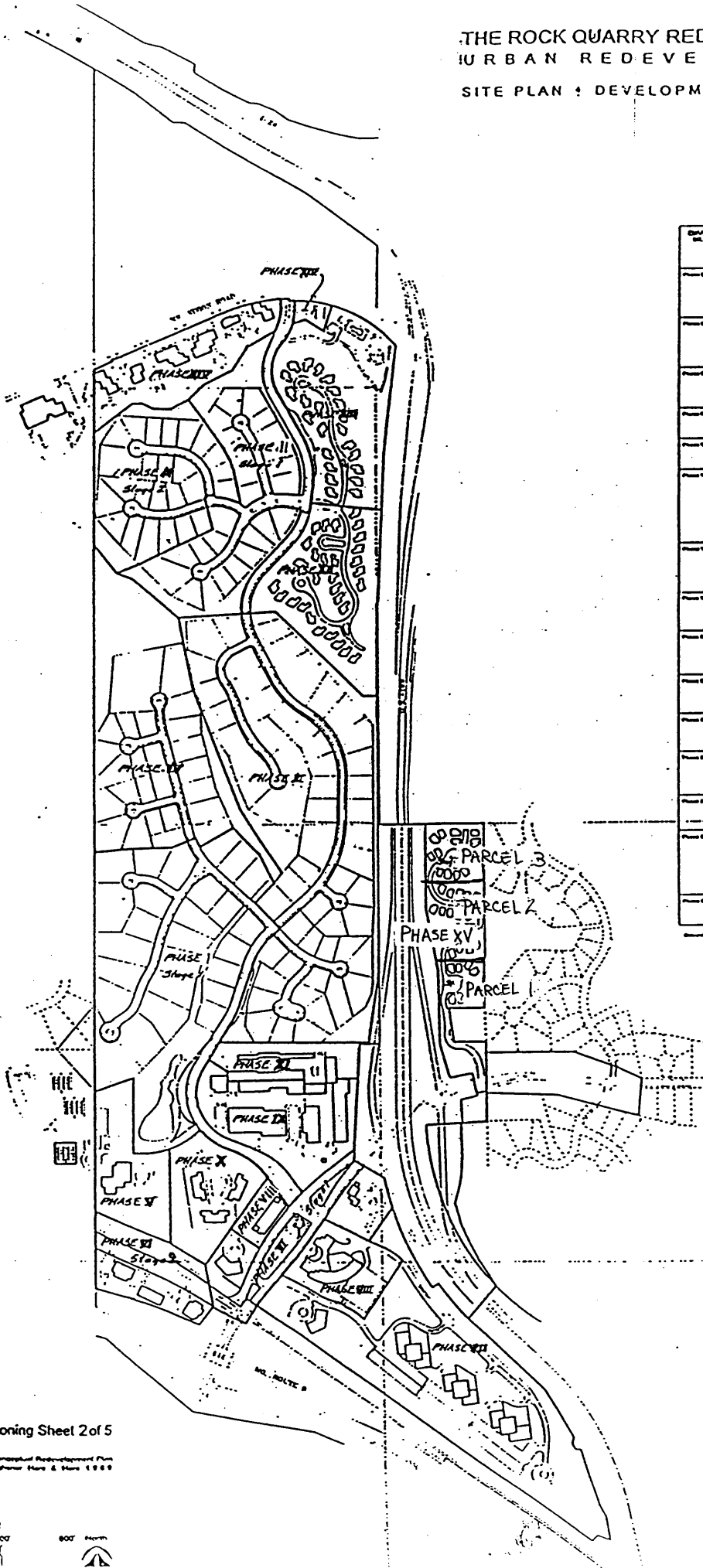
Decorative wall conforms to standards, except for deviation shown on this plan and detailed by C.

[illegible]

Sheet No. 1 of 2

0 200 400 600 North

THE ROCK QUARRY REDEVELOPMENT CORPORATION  
 URBAN REDEVELOPMENT DISTRICT  
 SITE PLAN : DEVELOPMENT SCHEDULE • EXHIBIT 2b



Phase No.	Description of Project	Area (Acres)		Units (Units)		Density (Units/Acre)	
		Phase	Total	Phase	Total	Phase	Total
Phase I	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase II	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase III	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase IV	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase V	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase VI	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase VII	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase VIII	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase IX	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase X	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XI	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XII	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XIII	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XIV	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XV	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XVI	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XVII	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XVIII	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XIX	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00
Phase XX	Construction of 100 units of single family detached housing and 100 units of single family attached housing on 100 acres of land.	100	100	100	100	1.00	1.00

LAND DENSITY CALCULATIONS

Phase No.	Land Area (Acres)	Units	Density (Units/Acre)
Phase I	22.00	22.00	1.00
Phase II	22.00	22.00	1.00
Phase III	22.00	22.00	1.00
Phase IV	22.00	22.00	1.00
Phase V	22.00	22.00	1.00
Phase VI	22.00	22.00	1.00
Phase VII	22.00	22.00	1.00
Phase VIII	22.00	22.00	1.00
Phase IX	22.00	22.00	1.00
Phase X	22.00	22.00	1.00
Phase XI	22.00	22.00	1.00
Phase XII	22.00	22.00	1.00
Phase XIII	22.00	22.00	1.00
Phase XIV	22.00	22.00	1.00
Phase XV	22.00	22.00	1.00
Phase XVI	22.00	22.00	1.00
Phase XVII	22.00	22.00	1.00
Phase XVIII	22.00	22.00	1.00
Phase XIX	22.00	22.00	1.00
Phase XX	22.00	22.00	1.00

**EXHIBIT 2c**

**UNDERGROUND DEVELOPMENT PLAN**

**The Underground Development Plan is contained within the original Plan.**

### EXHIBIT 3

#### SPECIFIC OBJECTIVES OF REDEVELOPMENT PLAN

1. To cure the blighted conditions identified in the blight study, by, inter alia, clearance of deteriorating buildings and structures, provision for adequate street layout, utilities, and other site improvements, stabilization and re-use of underground and surface mining areas, and removal of other unsanitary and unsafe conditions.
2. To construct 1,083,000 square feet of office space; 230,000 square feet of retail space; 163 single family dwellings; 140 condominium units; 96 villas; and a 400-room, 40,000 square foot hotel.
3. To construct the Briarcliff Parkway/U.S. Highway 169 Interchange.
4. To construct Briarcliff Parkway from U.S. Highway 169 to Missouri Route 9 Interchange to collector street standards, 36 feet back-to-back of curb from terminus to the subject property, and then four lanes plus turn lanes through property to Missouri Highway 9, and necessary improvements to N. Briarcliff Extension and Mo. Highway 9 interchange and signalization as required by the Missouri Highway and Transportation Department.
5. To construct with the City Briarcliff Extension from its existing terminus to the proposed Interchange of U.S. Highway 169 to collector street standards, 36 feet back-to-back of curbs.
6. To construct a ramp from I-29 to Northwest Vivion Road and construct traffic signals at the ramp intersections with U.S. 69 from North Broadway Extension at such time as traffic warrants such signals as deemed appropriate by the Missouri Highway and Transportation Department and construct needed improvements on the on and off ramps as necessary to handle the additional traffic as determined by the Missouri Highway and Transportation Department.
7. To construct a traffic signal at the public street connections from the subject property to U.S. 69 and traffic signals at the ramp intersections with North Briarcliff Extension if North Briarcliff Extension interchange is constructed and at such time as the signals are deemed warranted by the Missouri Highway and Transportation Department.
8. To construct an additional auxiliary lane in each direction along North Broadway Extension between the U.S. 69 ramps and the North Briarcliff Extension ramps if the North Briarcliff Extension interchange is constructed.

9. To install, repair, construct, reconstruct and relocate streets, utilities, sidewalk improvements, essential to the preparation of the Redevelopment Area.

10. To upgrade and refurbish utilities, and other infrastructure facilities serving the Redevelopment Area as well as other areas contiguous thereto.

11. To vacate any existing public rights-of-way inconsistent with the Plan and to make them a part to the Redevelopment Area.

12. To replat the land into parcels suitable for redevelopment in accordance with this Redevelopment Plan.

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

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

15. To provide development/business opportunities in the Redevelopment Area and surrounding areas.

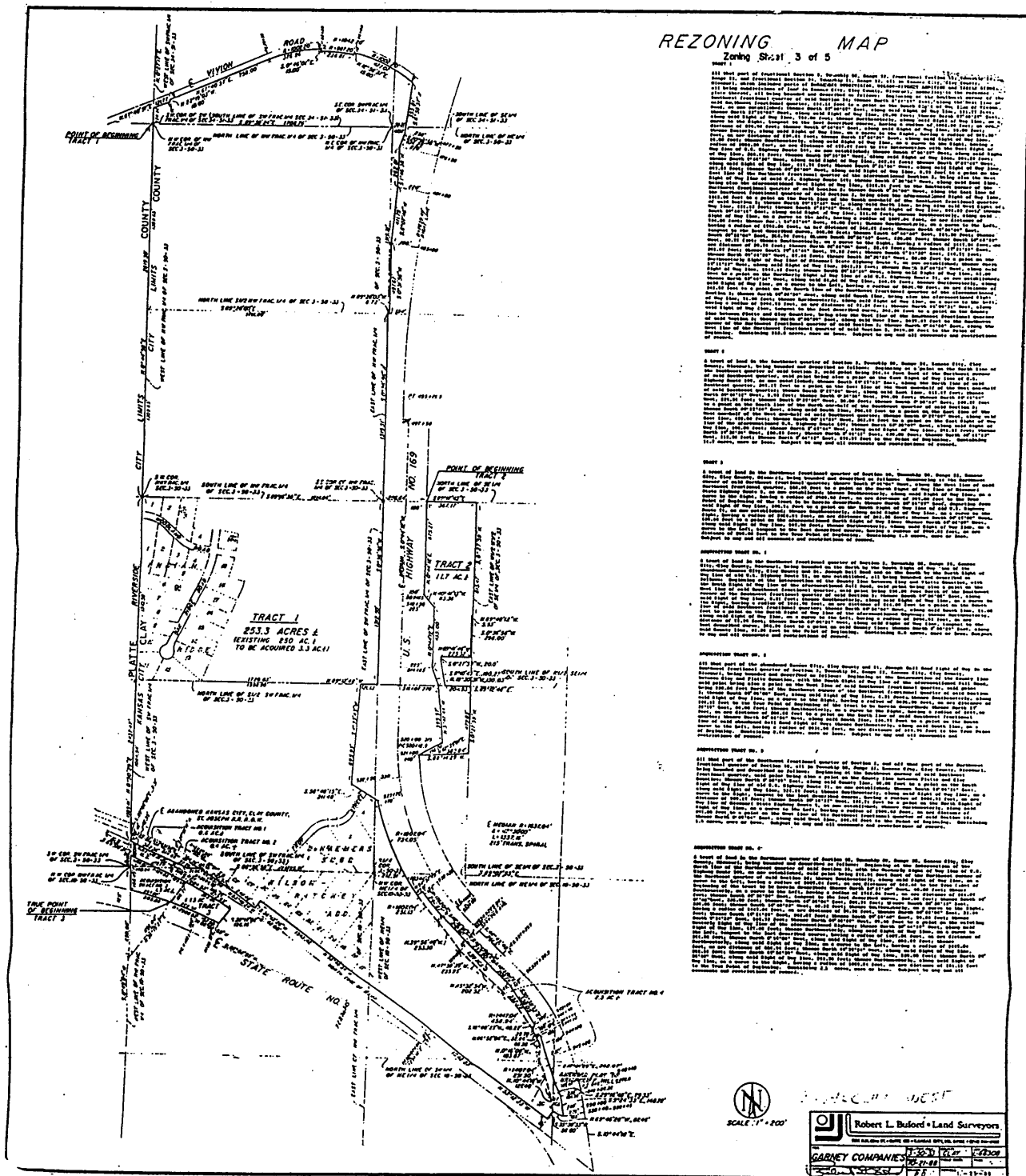
16. To stimulate construction employment opportunities and increased demand for secondary and support services for the surrounding commercial area.

## **EXHIBIT 4**

### **EXISTING CONDITIONS STUDY**

**The Existing Conditions Study is contained within the original Plan.**





BRIARCLIFF WEST  
TAX INCREMENT FINANCING PLAN

Exhibit No. 5

## EXHIBIT 6

### SCHEDULE OF IMPROVEMENTS

#### Phase I:

- a. 26 single-family dwelling units

#### Phase II:

- a. 52 single-family dwelling units

#### Phase III:

- a. 59 chateau-type single-family dwelling units

#### Phase IV:

- a. 26 single-family dwelling units

#### Phase V:

- a. 40,000 s.f. clubhouse for dining and recreational activities.

#### Phase VI:

- a. 38,400 s.f. office building
- b. commercial/office/banking site
- c. 30,000 s.f. retail shopping center

#### Phase VII:

- a. 160,000 s.f. office tower
- b. 180,000 s.f. office tower
- c. 200,000 s.f. office tower
- d. 38,400 s.f. office building

#### Phase VIII:

- a. 400-room hotel
- b. 16,000 s.f., 3 building commercial facility

#### Phase IX:

- a. 161,000 s.f. retail shopping center
- b. 109,000 s.f. office space

#### Phase X:

- a. 100 condominium units in three buildings

#### Phase XI:

- a. 40 condominium units

#### Phase XII:

- a. 33 single family dwelling units on "O" lot line lots

**Phase XIII:**

- a. 23 single family units in "O" lot line lots
- b. Private pool and cabana

**Phase XIV:**

- a. 7,500 s.f. retail commercial building
- b. 15,500 s.f. retail commercial building
- c. 39,600 s.f. office building
- d. 41,100 s.f. office building
- e. 21,000 s.f. office building
- f. 31,500 s.f. office building

**Phase XV:**

- a. 40 single family units in "O" lot line lots

**PHASING OF DEVELOPMENT PLAN**

<u>Phase</u>	<u>Acquisition</u> <u>Start/End</u>	<u>Blight Removal</u> <u>Land Reclamation</u> <u>Start/End</u>	<u>Construction</u> <u>Start/End</u>
1	Complete	Complete	Complete
2	Complete	Complete	Complete
3	Complete	Complete	Complete
4	Complete	Complete	9-95/12-98
5	Complete	06-93/03-97	03-95/12-95
6	Complete	06-93/03-97	03-95/03-96
7	Complete	06-95/03-99	03-96/06-02
8	Complete	01-99/01-03	06-02/06-03
9	Complete	06-95/06-99	03-98/03-03
10	Complete	06-96/06-00	03-95/12-95
11	Complete	06-98/06-02	03-00/09-02
12	Complete	Complete	01-93/07-95
13	Complete	Complete	11-93/09-96
14	Complete	6-93/03-97	03-98/03-03
15	Complete	Complete	09-94/09-95

## EXHIBIT 7

### ESTIMATED REDEVELOPMENT PROJECT COSTS

	<u>AMOUNT OF PROJECT COSTS</u>	
	<u>Total</u>	Reimbursable From PILOTS, Economic Activity Taxes or <u>Bond Proceeds</u>
<u>REDEVELOPMENT PROJECT COSTS</u>		
1. Land Acquisition	\$ 40,000 <sup>2</sup>	\$ -0-
2. Demolition	225,000	-0-
3. Construction	240,770,000	12,270,034
4. Mine Stabilization	6,760,750	2,027,581
5. Land Reclamation	6,612,500	524,416
6. Legal/Financial Fees & Project Contingencies	-0 <sup>3</sup>	500,000
7. Construction Contingencies	-0 <sup>2</sup>	500,000
8. TIF Bond Interest (Estimate)	8,650,100	8,650,100
9. Developer Bond Expenses & Financing Costs	<u>9,428,719</u>	<u>9,428,719</u>
 TOTAL PROJECT COSTS	 <u>\$272,487,069</u>	 <u>\$33,900,850</u>

### RECAPITULATION OF REIMBURSABLE COSTS

#### PUBLIC WORKS PROJECTS (CITY & STATE)

##### CITY:

Briarcliff West Parkway (East) - (Acctg Phase 18.0)	\$ 748,483
Briarcliff West Utilities (under 169 Hwy) (Inc in Phase 17.1 & 172.)	107,765
Briarcliff West Parkway (West) - (Acctg Phase 15.0)	3,088,013
Briarcliff West Utilities Relocations - (Inc in Phase 15.0)	419,654
Mulberry (North Within Commercial Area) - (Acctg Phase 7.1)	608,778
Mulberry (South Within Commercial Area) - (Acctg Phase 16.0)	838,156
N. Platte Road (Acctg Phase 15.1)	335,070
Vivion Road (1/2 of street improv. cost) <sup>4</sup> - (Acctg Phase 14.4 & 14.5)	390,000
North Drainage Ditch - (Acctg Phase 14.6)	344,389

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<sup>2</sup>For title work, miscellaneous acquisition, etc.

<sup>3</sup>Fee and contingency cost spread throughout construction, mine stabilization and land reclamation.

<sup>4</sup>This represents Briarcliff West cost, the balance is the obligation of others.

Parkway Fountain - (Acctg Phase 15.2)	940,975
Permits (7% of City Work - New Interchange) (\$7,821,283)	<u>547,490</u>

SUB TOTAL CITY WORK	\$ 8,368,773
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STATE:

Briarcliff West Interchange (Acctg Phase 17.1 & 17.2)	3,862,123
I-29/Vivion Road Ramp (1/2 Project Cost) <sup>3</sup> - (Acctg Phase 14.3) <u>39,138</u>	

SUB TOTAL STATE PROJECTS	\$ <u>3,901,261</u>
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TOTAL PUBLIC WORKS	<u>\$12,270,034</u>
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UNDERGROUND REPAIRS:

In Public R-O-W (Acctg Phase 19.1)	1,789,341
In Other Underground Areas (Acctg Phase 19.2)	<u>238,240</u>

TOTAL UNDERGROUND REPAIRS	<u>\$ 2,027,581</u>
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CONTINGENCIES:

Approx. 5% of construction cost	500,000
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TOTAL CONTINGENCIES	<u>500,000</u>
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MISCELLANEOUS COSTS:

Highway 9 Slope Stabilization (Acctg Phase 17.5)	249,416
Land Reclamation (Surface Earth and Quarry) <sup>3</sup>	275,000
Legal/Financial Fees	500,000
Developer Bond Expense & Financing Costs	9,428,719
TIF Bond Interest	<u>8,650,100</u>

TOTAL MISCELLANEOUS COSTS	<u>19,103,235</u>
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TOTAL REIMBURSABLE COSTS FROM TIF	<u>\$33,900,850</u>
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The City Council of Kansas City, Missouri has approved \$1,000,000 for construction of the Briarcliff West Parkway of which \$900,00 is to be financed through issuance of KCMAC bonds and \$100,000 through sales tax dollars.

## EXHIBIT 8

### A. SOURCE OF FUNDS FOR ALL ESTIMATED REDEVELOPMENT PROJECT COSTS

1.	Estimated Amount Reimbursed from PILOT and Economic Activity Taxes	\$33,900,850
2.	Developer	\$238,586,219

### B. BONDS

\*The total estimated amount of PILOTS available over twenty-three years to reimburse project costs in this Plan is estimated to be \$81,243,988. Economic Activity Taxes are estimated to be \$27,858,392. The Commission may dedicate part or all of this amount, as well as all or a part of the Economic Activity Taxes, to help defray the cost of the Redevelopment Projects. This amount of PILOTs and Economic Activity Taxes will support 23-year bonds of approximately \$37,808,036 assuming an interest rate of 8 1/2% and coverage of 125%.

EXHIBIT 9  
BRIARCLIFF WEST TAX INCREMENT FINANCING PLAN  
TIF REVENUE PROJECTIONS

2,347,719      709,373

YEAR	PILOTS	EATS	ANNUAL TOTAL	CUMULATIVE TOTAL
1993	\$4,941	\$0	\$4,941	\$4,941
1994	\$30,242	\$0	\$30,242	\$35,183
1995	\$75,403	\$0	\$75,403	\$110,586
1996	\$195,946	\$45,908	\$241,854	\$352,440
1997	\$547,230	\$159,602	\$706,832	\$1,059,272
1998	\$831,272	\$230,091	\$1,061,363	\$2,120,635
1999	\$1,224,758	\$310,922	\$1,535,680	\$3,656,315
2000	\$1,615,790	\$396,420	\$2,012,210	\$5,668,525
2001	\$1,971,338	\$610,472	\$2,581,810	\$8,250,335
2002	\$2,340,461	\$837,033	\$3,177,494	\$11,427,829
2003	\$2,726,081	\$947,615	\$3,673,696	\$15,101,525
2004	\$3,126,190	\$1,064,205	\$4,190,395	\$19,291,920
2005	\$3,188,714	\$1,086,300	\$4,275,014	\$23,566,934
2006	\$3,252,488	\$1,108,948	\$4,361,436	\$27,928,370
2007	\$3,317,538	\$1,132,163	\$4,449,701	\$32,378,071
2008	\$3,383,889	\$1,155,962	\$4,539,851	\$36,917,922
2009	\$3,451,567	\$1,180,359	\$4,631,926	\$41,549,848
2010	\$3,520,598	\$1,205,374	\$4,725,972	\$46,275,820
2011	\$3,591,010	\$1,231,022	\$4,822,032	\$51,097,852
2012	\$3,662,830	\$1,257,321	\$4,920,151	\$56,018,003
2013	\$3,736,087	\$1,284,289	\$5,020,376	\$61,038,379
2014	\$3,810,808	\$1,311,946	\$5,122,754	\$66,161,133
2015	\$3,887,025	\$1,340,310	\$5,227,335	\$71,388,468
2016	\$3,949,181	\$1,369,401	\$5,318,582	\$76,707,050
2017	\$3,964,580	\$1,399,240	\$5,363,820	\$82,070,870
2018	\$3,968,206	\$1,429,847	\$5,398,053	\$87,468,923
2019	\$3,749,337	\$1,323,598	\$5,072,935	\$92,541,858
2020	\$3,033,001	\$1,096,627	\$4,129,628	\$96,671,486
2021	\$3,039,518	\$1,119,426	\$4,158,944	\$100,830,430
2022	\$1,966,991	\$845,869	\$2,812,860	\$103,643,290
2023	\$2,006,331	\$860,917	\$2,867,248	\$106,510,538
2024	\$1,027,049	\$256,583	\$1,283,632	\$107,794,170
2025	\$1,047,590	\$260,626	\$1,308,216	\$109,102,386
TOTAL	\$81,243,990	\$27,858,396	\$109,102,386	

3,017,072

55,659,428      19542108

08/30/94

Distribution of PILOTS derived as follows:

- Initial taxes distributed to taxing districts throughout life of project.
- Additional taxes generated in plan phases I, II, III and IV are distributed to the taxing districts.
- PILOTS generated in the balance of the plan phases are to be used to reimburse eligible project costs as detailed in Exhibit 7.

**EXHIBIT 10**

**DEVELOPER'S PROPOSAL**

**Developer's Proposal is contained within original Plan.**



**EXHIBIT 11**

**ROSTER OF DISPLACED OCCUPANTS AND BUSINESSES**

**Roster of Displaced Occupants and Businesses is  
contained within original Plan.**